



# CUMBERNAULD GREEN ROUTES

Consultation Outcomes Report

*Pidgin Perfect* on behalf of *Collective Architecture* for *Cumbernauld Living Landscape*

a **Pidgin Perfect** publication on behalf of **Collective Architecture**  
for **Cumbernauld Living Landscape**

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# INTRODUCTION

## Cumbernauld Green Routes

Cumbernauld Green Routes is part of the Cumbernauld Living Landscape programme. The project is looking to transform the centre of Cumbernauld and its links to surrounding communities by improving three key Green Routes so they are accessible, safe and enjoyable for everyone. A key part of the project was gathering the views and ideas of local residents about how existing aspects of the routes could be improved to encourage people to use them more regularly.

## Consultation Plan

As Cumbernauld Living Landscape develops their bid for funding to improve Cumbernauld's Green Routes, they commissioned the team of Collective Architecture, Aecom and Pidgin Perfect to identify where the routes could benefit from improvement and produce a costed feasibility study.

Aecom were employed to study and report on Cumbernauld's GI (green infrastructure) along each of the identified routes, including aspects of hydrology, habitats and species identification. Pidgin Perfect were engaged to independently engage communities, using their expertise to capture the ideas, visions and values of the people of Cumbernauld.

Pidgin Perfect developed a consultation process designed to create numerous opportunities to engage the population of Cumbernauld in the Green Routes project. Using a number of different platforms - from totally open public events to direct contact workshops with schools and young people - meant a wide range of participants were able to take part, regardless of their age, previous knowledge or level of literacy.

Each of the consultation events were designed to provide an open forum for discussion, making use of visual material and props that introduced and explored the three routes in a creative and engaging way, to stimulate interaction and understanding. We ran a loosely facilitated discussion to gather information from the participants; capturing information and

ideas, gathering stories and beginning to form robust community data to support the proposed funding bid.

## Workshop Toolkit

Pidgin Perfect developed a Workshop Toolkit which empowered participants, uncovered citizen knowledge and used active engagement methods to facilitate conversations with participants in the workshops and events. The workshop toolkit included a number of different elements to gather thoughts, information and responses as well as attracting and encouraging participation in an interesting and fun way.

We created a bespoke toolkit for each stage of the consultation process, building on the information gathered and feedback given at each consultation along the way. Each element of the consultation toolkit was made using a shared set of illustrations depicting Cumbernauld's Green Routes and native wildlife.

## Consultation Overview

The consultation process incorporated five different stages of engagement with numerous groups within Cumbernauld as well as the general public:

### Walking Tours

Initial scoping with local walking groups

### Launch Event

Introducing the public to the project and collecting initial responses.

### Schools Workshops

Direct contact workshops with local schools

### Wee Green Boxes

Wider engagement

### Charrette

Open public and stakeholder design event

## Engagement Reporting

This report brings together the outcomes of the consultation walking tours, workshops, and events correlating the recorded information from the events alongside ideas and opinions captured aurally by the facilitation team during the events.

Within this report are the common themes, including quotes and comments from participants; collated information, opinions, views and ideas; and, engagement statistics.

The appendix is a compilation of all the written results collected during the consultation in order to demonstrate the breadth and creativity of the participants' responses.

Pidgin Perfect has drawn out what changes should be made to Cumbernauld's Green routes to encourage local people to use them more for daily active travel. This report concludes with a list of observations from the consultation process and suggestions for how the ideas and points raised in the workshops might be incorporated into the future development of Cumbernauld's Green Routes.





# ENGAGEMENT STATISTICS

Throughout the Cumbernauld Green Routes consultation programme Pidgin Perfect gathered information from participants which has been anonymised to provide the following statistics. The following diagrams demonstrate the breadth and inclusion of the programme.



4

Month engagement programme



9

Workshops and events held



130

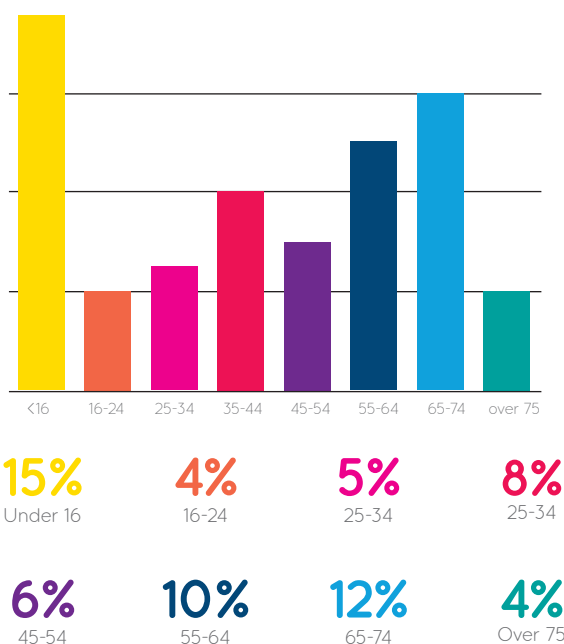
Total number of participants in the engagement programme, over all the workshops and events



1000s

of opinions, ideas & responses

## Participant Age Range



## Participant Gender Split



Male: 51%



Female: 49%

## Social Media Engagement



13

Tweets mentioning #GreenRoutes



31

Re-tweets



19

Likes



5

Facebook Posts



25

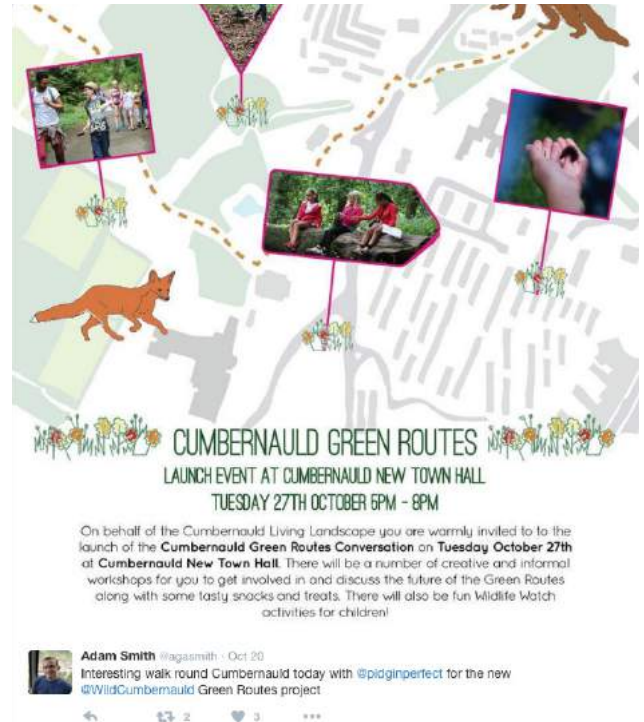
Likes

# SOCIAL MEDIA ENGAGEMENT

In order to engage participants and share progress of the consultation programme with the wider Cumbernauld community, social media was used throughout the project. This also enabled us to further promote the workshops and events amongst participants, without using costly advertising.



Tweet by Pidgin Perfect



Tweet by local resident



# Route One *Balloch to the town centre*



The first route runs from the town centre out to Balloch. The first section takes you from just outside the shopping centre, down towards St Mary's Primary School. The first section of the path is well used and well maintained. The route then runs through a quieter woodland area alongside the HMRC office. An underpass takes you beneath Seafar road, before the path continues down towards Our Lady's High

School. At this point, there are two possible routes: one which runs alongside the main road and one which takes you through dense woodland. While the main road is quiet through the day, at pick-up times for the school or when there are sports games on, the road quickly becomes congested. The route finishes across the red bridge to Balloch and taking the path up through a quiet residential area.

### Points of Interest

- 1 | View over Cumbernauld
- 2 | Red bridge
- 3 | Ravenswood playing fields
- 5 | Underpass
- 7 | HMRC
- 8 | St Mungo's Church

### Schools

- 4 | Our Lady's High School
- 6 | St Mary's Primary School

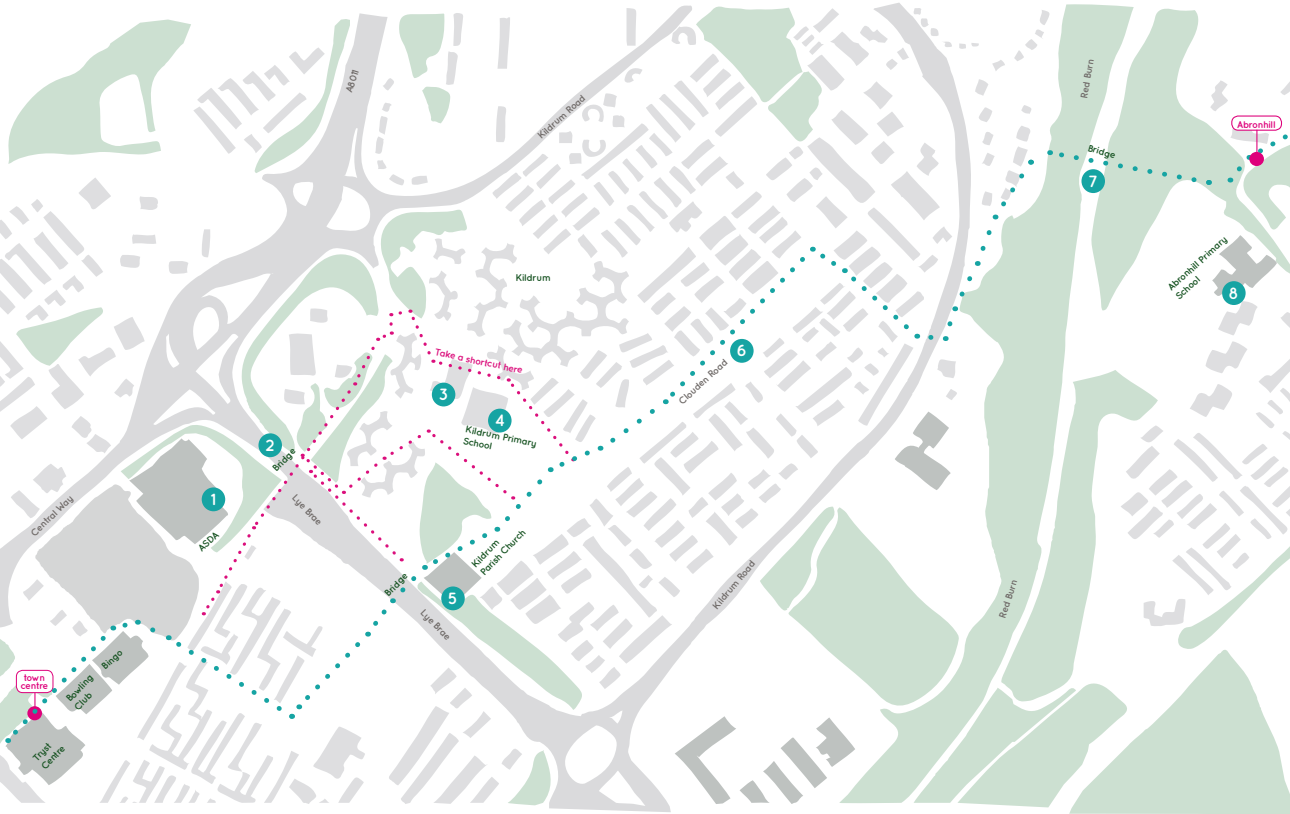


## Route One

Selected Imagery



# Route Two *Abronnhill to the town centre*



The second route runs from the town centre out to Abronnhill in the north east. The first section runs from Asda out through a housing estate where the path is quite enclosed, before crossing Lye Brae on one of Cumbernauld's many blue bridges. The route then runs alongside Clouden Road, where the path is bordered by the back fences of the houses on one side and a significant expanse of grassland on the

other side. There is a small community playpark, but little else. The path then follows the bridge across the Red Burn before it climbs up towards Abronnhill. At this point the path comes through a quiet woodland area, before coming out in a residential area.

- | Points of Interest |                           |
|--------------------|---------------------------|
| 1                  | ASDA                      |
| 2                  | the snakey bridge         |
| 3                  | Kildrum Parish Church     |
| 5                  | Scared Heart Church       |
| 6                  | Clouden Road grass fields |
| 7                  | Blue bridge               |

- | Schools |                           |
|---------|---------------------------|
| 4       | Abronnhill Primary School |
| 8       | Kildrum Primary School    |

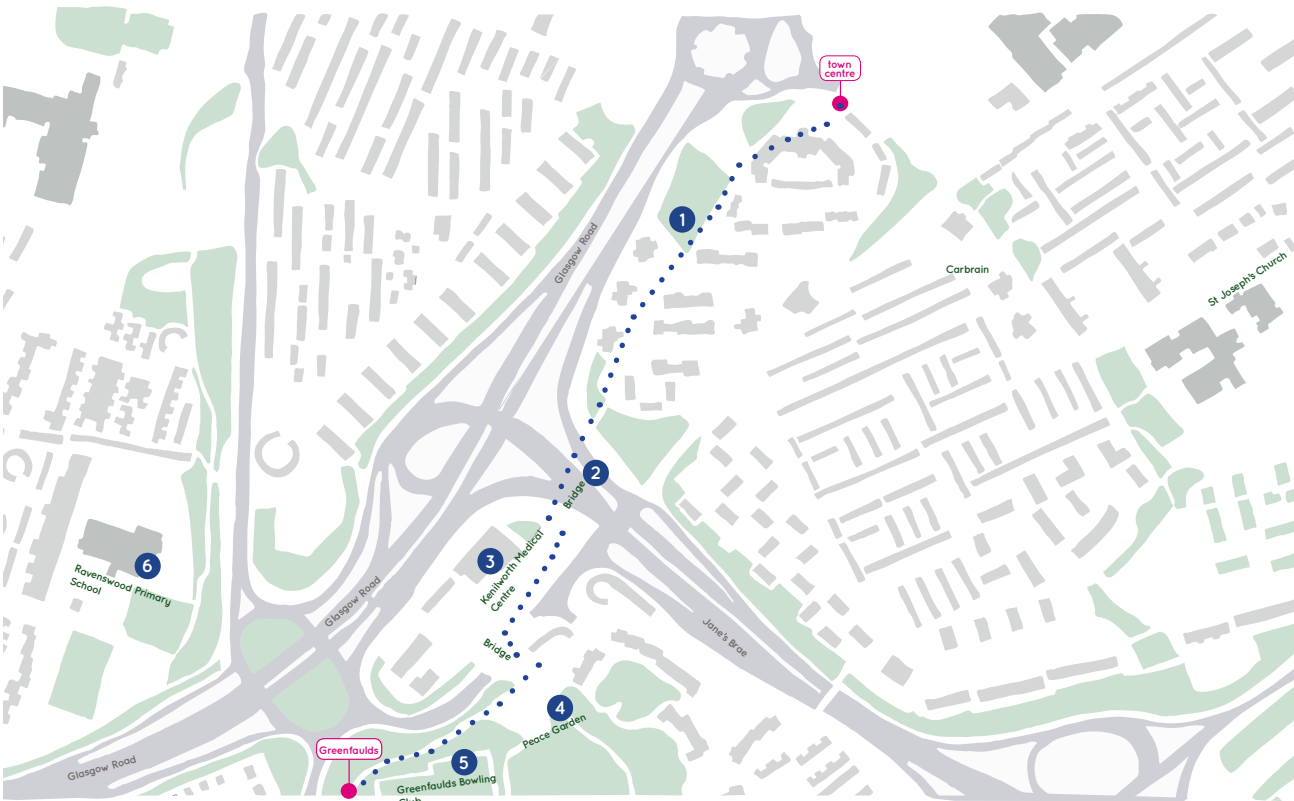


## Route Two

Selected Imagery



# Route Three *Greenfaulds to the town centre*



The third route runs from the town centre south to Greenfaulds. The first section of the route runs through two residential areas, before coming through a small quieter green space. The path then crosses Jane's Brae with another of the blue bridges and runs alongside Kenilworth Medical Centre and Lawrie Vets. The route then crosses another bridge, this time across North Carbrain Road, before entering a green

woodland area. The path runs past the community-led Peace Garden and Greenfauld's Bowling Club. It finishes between a playpark and an underpass with a colourful mural.

### Points of Interest

- 1 residential area
- 2 the dinosaur bridge
- 3 Kenilworth Medical Centre
- 4 Peace Garden
- 5 Greenfauld's Bowling Club

### Schools

- 6 Ravenswood Primary School



## Route Three

Selected Imagery





# ENGAGEMENT PROGRAMME

For the Cumbernauld Green Routes consultation, Pidgin Perfect developed a number of tools tailored to each event and each group of participants engaged.

The tools were all designed to be engaging, fun and encourage creative responses. Because of the incredibly diverse range of participants we engaged - ranging from under 18s to over 80s - it was crucial that the toolkit was accessible, appealing and adaptable regardless of the participant's age, physical capabilities or levels of literacy.

With the toolkit, the emphasis was on collecting information and ideas through written responses to make sure a true reflection of people's opinions were gathered from each workshops and to empower those less comfortable speaking out in front of large groups.

## Walking Tours

- Community stakeholders (*Route 1*)
- Abronnhill Learning Trust (*Route 2*)
- Walk n Roll (*Route 3*)

## Toolkit Elements

- Green Routes Map Worksheet
- Clip Boards

Pidgin Perfect conducted three walking tours, one along each of the routes. Engaging local groups who



One of the walking tours



Route map worksheets for the walking tours

are already familiar with the three routes allowed us to build up a picture of how the routes are used at present and gain an initial understanding of where along each route issues may lie. As well as this, through informal discussion, the facilitators were able to begin gathering vital information on the cultural and social issues which impact upon use of the green routes.

## Walking Tours Outline

Before each walking tour began, Pidgin Perfect gave a short introduction to the project and its aims. Each participant was then given one of the route map worksheets, although some participants chose to work in pairs. The group then set off along the specified route.

The participants were encouraged to record any issues they had with the route, any landmarks they saw or anything else they thought might be relevant. The facilitator also prompted and explored conversations around the qualities of each route. Where participants flagged up variations to the specified route, the group split up to explore all possible paths.

Upon returning from the route, the facilitator had a cup of tea with each group to ensure that they had fully understood all the points raised along the route.

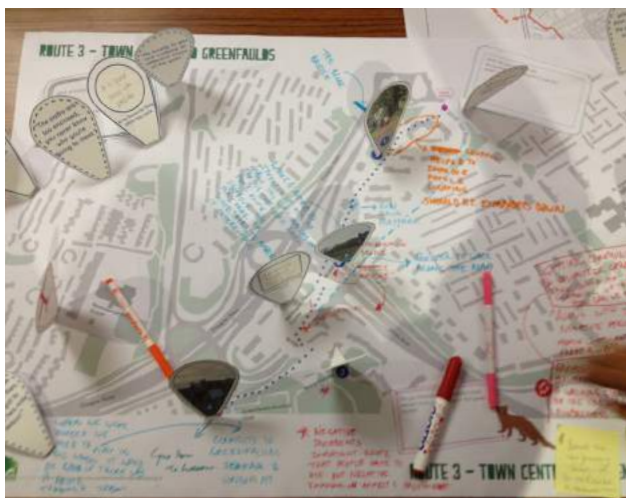
## Launch Event

- Open Event
- Invitees from contact list

## Toolkit Elements

- Maps of each of the three routes
- Blank map markers
- Participant quote map markers

The launch event, held in Cumbernauld New Town Hall, was designed to raise awareness of the project amongst local residents as well as creating further opportunity to collect initial information about the routes. The event was run as an open drop-in on a weekday evening, to give people maximum opportunity to contribute to the discussion.



Large scale map of route three with map markers

Each facilitator was stationed at a table with a large scale colourful route map of one of the three routes. Each map had several map markers depicting local landmarks to help participants orientate themselves on the map. Further map markers featured quotes participants in the walking tours gave to help prompt new participants. At each table there was also a selection of blank map markers featuring statements such as:



Various map markers

- *An issue on this route is*
- *A landmark on this route is*
- *My favourite thing about this route is*

The map markers allowed participants to easily add their ideas and thoughts to the relevant location on each route. The routes were colour coded to help distinguish between the three of them.

Participants were also encouraged to use the pens provided to draw on any shortcuts or alternative pathways they use not included in the routes. This also allowed them to add comments directly to the map.



Participant quote map markers

## Schools Workshops

Cumbernauld Youth Forum (*All Routes*)  
Abronhill Primary School (*Route 2*)  
Ravenswood Primary School (*Route 3*)

## Toolkit Elements

'Make Your Own Green Routes Scene' Worksheet  
Green Routes Stamps  
Large Scale Maps  
Map Markers  
'Fives' Flashcards  
Green Routes Stories Worksheet  
'Dear Future Me' Postcard

Pidgin Perfect facilitated workshops with three school based groups in Cumbernauld; Abronhill and Ravenswood Primary Schools as well as Cumbernauld Youth Forum, which represents high schools throughout the area.

The schools workshops were designed to build on the information gathered at the initial events, while also adding the perspective of children and young people to the conversation. The bespoke toolkit was designed to engage the participants, as well as beginning to develop possible solutions for improving the green routes.

## Schools Workshops Outline

### Make Your Own Green Routes Scene (icebreaker)

The first activity was a simple and informal icebreaker, using stamps and colourful inks. This gave the facilitator a chance to get to know the participants and identify anyone who might require additional support. The stamps allow everyone to be creative, even those who might not feel confident drawing or creating an image through other means.

Each participant was given an A3 workshop and a selection of plywood stamps and ink. The stamp



Make Your Own Green Routes Scene worksheet

shapes were derived from the nature which can be found on and around Cumbernauld's Green Routes, such as leaves, trees and animals. Additional stamps of buildings, basic shapes and people were also given to the participants. The worksheet was black with a green routes border on it. The participants were then asked to create their own unique green routes scene using the inks and stamps.

Participants were encouraged to create as fantastic and creative patterns as they could. The facilitators were on hand to help those who were struggling with their designs.

After ten minutes the participants were then asked to show their pattern to the rest of the group and explain why chose to stamp their green routes in the way that they have.

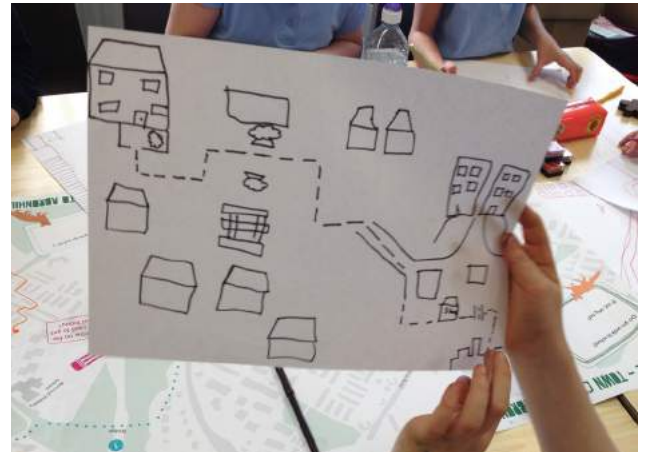




## Mapping (activity one)

The first exercise looked at how well participants know their Green Routes and what aspects of the Green Routes are important to them and they would like to see celebrated. There was a series of quick mapping tasks, each lasting around five minutes.

Firstly, No Map Mapping: without any external references, participants were asked to draw a map of the route they would use to get from their homes to school. Participants were encouraged to draw on the landmarks they passed on their route. Participants could create their map in any style they wished, from bird's eye view to written instructions.



No Map Mapping

The participants were then given selection of map markers and asked to fill them out before placing them in a suitable location on the map. The map markers included:

- *An issue on this route is*
- *A landmark on this route is*
- *My favourite thing about this route is*
- *Mostly I walk to school with*
- *I like travelling to school by*
- *I walk to school from*
- *I walk to my friend's house in*



Map Markers

The activity then moved onto a large scale map of the route. Firstly participants were asked to compare their No Map Map to the actual route map. They were then asked to draw the route they used to get school that morning onto the map, regardless of whether they walked, cycled or were driven. Participants were encouraged to help one another to find their routes, but the facilitator was on hand to help out as necessary.



### Fives (activity two)

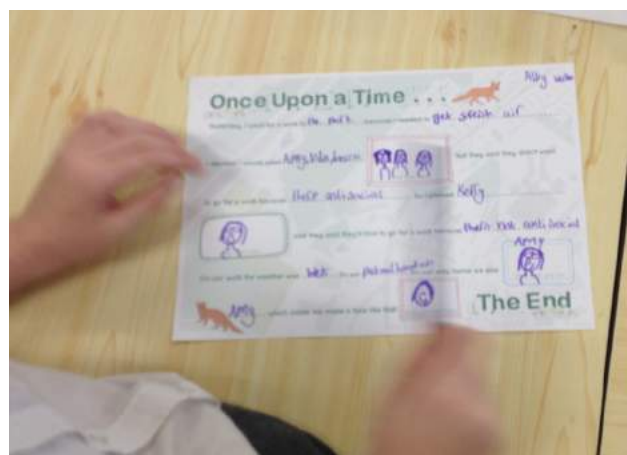
The participants were given a range of flashcards, each depicting an image of a different aspect of the Green Routes which could be improved or introduced. The flashcards were divided into three categories: physical infrastructure, awareness and orientation and social events and activities. Some of the suggestions were very practical, while others were more whimsical. The suggestions were of a variety of scales, from small scale adjustments to larger built interventions.



Fives Cards

Participants were asked to pick the five things they would prioritise for improvements along the routes. They then had to feed these five things back their group, explaining their reasons for having chosen these particular aspects and items. Blank cards were also be available for participants to contribute their own ideas.

Then, working as a group, the participants were asked to reach a consensus on the five things they, collectively, would chose to improve along the routes. Each group then presented their ideas to the rest of the class.

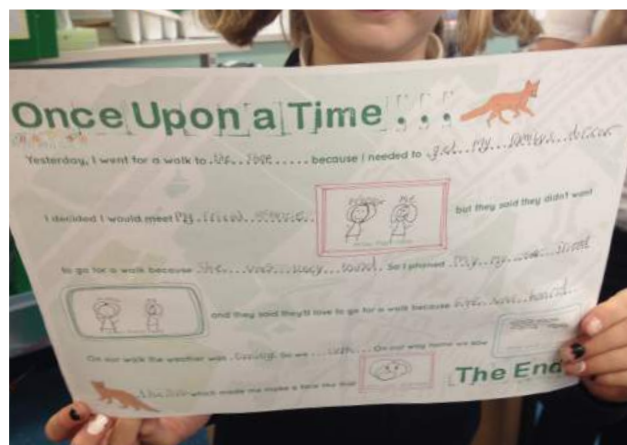


### Green Routes Stories (activity three)

This activity looked at why people currently aren't using the Green Routes in Cumbernauld to walk regularly. It encouraged participants to explore the social and cultural reasons people are more likely to take the car for short journeys within the town.

Each participant was given a worksheet with the beginnings of a story about walking around Cumbernauld on it, but with numerous blanks and spaces for drawings. Participants were then asked to fill in the worksheet to complete the 'story' using a mixture of words and drawings.

Once everyone completed their story, they were asked to read them out to the rest of the group.



Green Routes Stories



### Dear Future Me (activity four)

This activity asked participants to consider everything they had discussed previously in the workshop and draw out which ideas had struck them as being the most interesting or pertinent.

For this activity, participants were offered one of three postcards, sent from an imagined 'Future Cumbernauld'. The participants were asked to pick the postcard which best represented the future they would like to see for the Green Routes: one where wildlife/biodiversity is encouraged, one with public realm artworks, or one where families and young children are encouraged to spend time and play



On the back of their postcard, participants were asked to write a short letter to their future self, detailing what the future Green Routes are like. They could also add to the drawing on the front of the postcard, adapting it to reflect the future they wanted to for Cumbernauld's green routes.

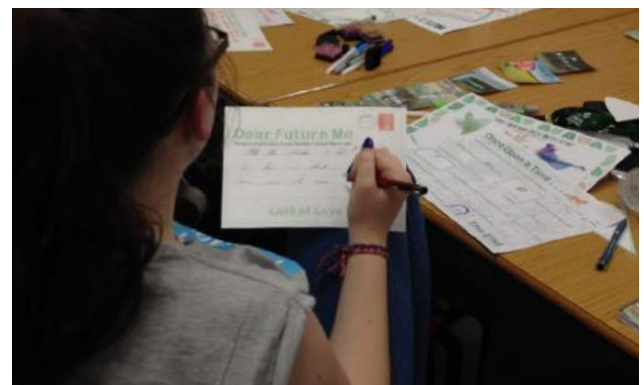
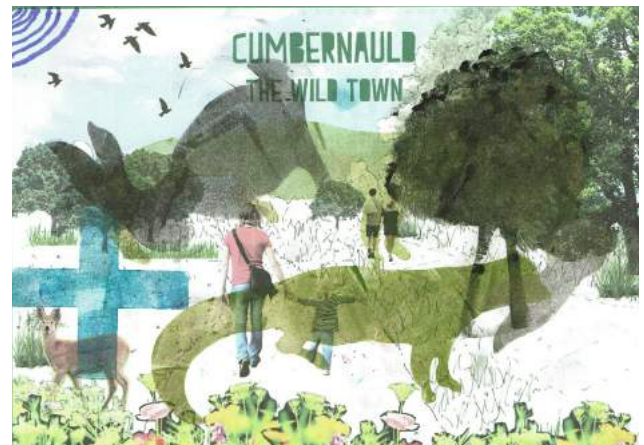
Once everyone had completed their card, the participants were asked to read their card out to the rest of the group, comparing what different people thought the future of Cumbernauld's



Dear Future Me

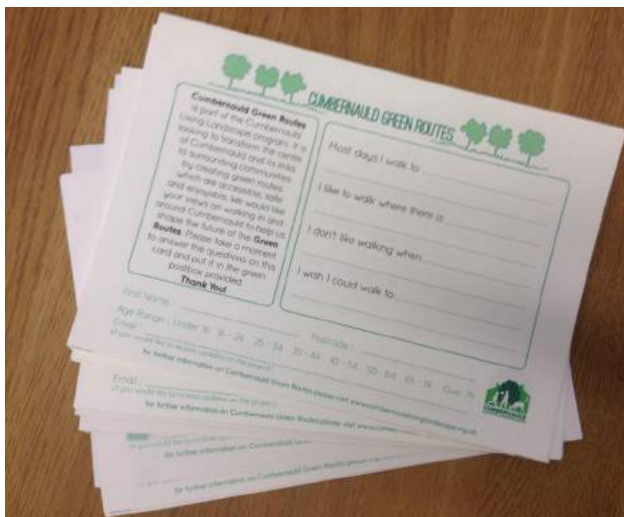
Green Routes should be.

This activity serves as wrapping up exercise for the workshop, asking participants to consider and consolidate all of the ideas and thoughts discussed over the course of the workshop.



## Wee Green Boxes

While the direct contact events are an important part of consultation process, it is not possible to consult everyone who lives and works in Cumbernauld. In order to widen the catch of participants, 'Wee Green Boxes' were placed in key locations throughout Cumbernauld. The 'Wee Green Boxes' were designed to raise further awareness of the project as well as giving everyone a chance to add their thoughts and ideas to the discussion.



Postcards

The postboxes were placed in five key locations where they would be accessible to a wide range of people, from targeted groups, such as offices, to the general public. The locations chosen were:

- **Muirfield Centre**
- **HMRC staff canteen**
- **Cumbernauld Library**
- **Sanctuary Housing public reception**
- **Abrohill Housing Association reception**

Each cardboard postbox was delivered alongside a poster explaining the project and a pile of postcards with four short questions as well as simple data gathering. The questions



The postboxes

were designed to gather basic information about walking in and around Cumbernauld. They were:

- **Most days I walk to**
- **I like to walk where there is**
- **I don't like walking when**
- **I wish I could walk to**

The postboxes were left in place for the duration of the project and then the responses were collated. The postcards were also distributed at the launch event and several of the workshops.





## Design Charrette

- Open Event
- Invitees from contact list
- Selected stakeholders

## Toolkit Elements

- Sample scenes from each route
- Collage pictures
- Blank map markers
- Post-its

The design charrette, held in Cumbernauld New Town Hall, was designed to help stakeholders and community members work together towards creating design solutions for the issues flagged up along the Green Routes. The event was run as an open drop-in on a weekday afternoon and evening, to give people maximum opportunity to contribute to the discussion.



The design charrette toolkit

Each facilitator was stationed at a table with several printed images from each of the Green Routes, showing typical scenes such as an underpass, a pathway through a residential area or a wooded pathway. Then, using a variety of cut out shapes, coloured pens and post-it notes, participants were asked to begin to create the improvements to each Green Routes scene



that they believed would help encourage more people to walk.

Working in teams of two or three, participants were asked to work in two of the five given images - the ones which they felt represented the greatest potential for improvement to the Green Routes.

Additional maps and photographs were available to help the participants orientate themselves and better understand any aspects of the routes which they were not familiar with.

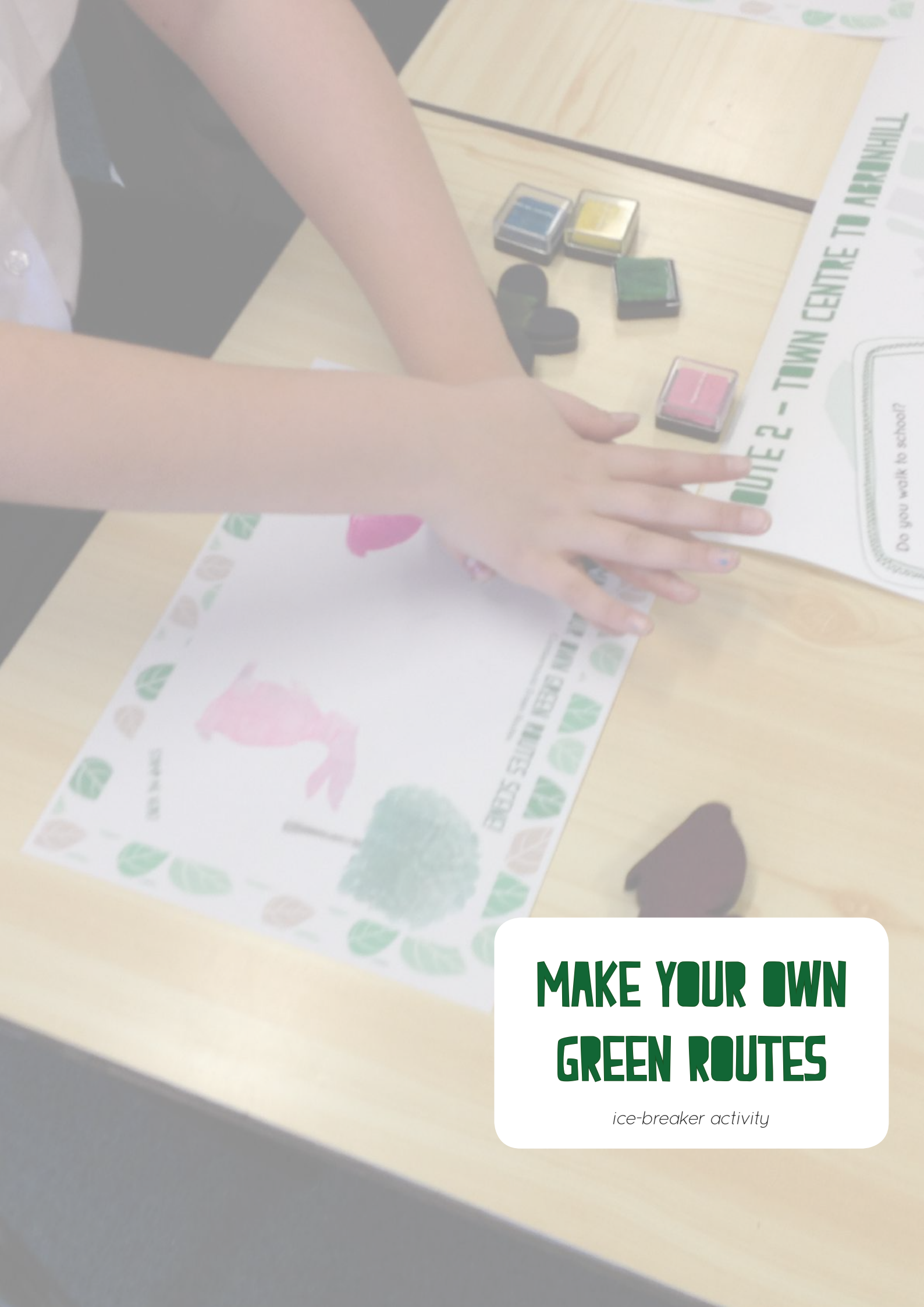
After each scene was created, it was then photographed to create a full record of the ideas raised during the consultation.





Engagement Programme  
Selected Imagery





# MAKE YOUR OWN GREEN ROUTES

*ice-breaker activity*



## Ice Breaker Activity

Selected Imagery & Workshop Output















# QUALITY

*pathways, lighting, facilities*



## Quality Selected Imagery







## Quality

In all of the workshops and events, the first issues participants raised when questioned about walking in and around Cumbernauld, was the quality of the routes. Although many conceded that there has been significant improvements to the routes recently, there is still room for them to be better. The aspects which were most commonly flagged as off-putting were the path surfaces, underpasses, lack of lighting, unkempt undergrowth, as well as a lack of social facilities such as places to sit and relax. While specific places were referred to (see page 41 for summary maps) many of the problems are widespread.



### Paths & Underpasses

**“rougher textured paths tend to be better in the winter time”**

**“there’s no point in making it snazzy - you have to make it accessible”**

### Paths & Underpasses

A lot of participants made reference to the paths themselves, saying that often the surfaces were in need of repair, particularly where slabs had become broken or uneven. While older adults naturally expressed greater concern about falling from uneven surfaces, many children in the schools workshops recognised the hazard uneven surfaces pose and picked it as one their ‘Fives’.

**“[Underpasses are] grotty, badly lit and full of people you don’t want to meet, so you end up taking the main road”**

**“they need to do a gritting survey - they tend to grit less well used paths”**

In the winter time, the paths pose greater challenges, with many becoming flooded and slippery with ice and leaves as the months turn colder. Amongst the walking groups, the consensus was that gravel paths were often safer in winter - or they would walk a different route. The participants who walk to and from school throughout winter wanted to see more grit laid down - on all the paths, not just selected ones.

The underpasses - a common feature in Cumbernauld - were raised by participants of all ages. Underpasses that are well used - regardless of their state of upkeep - did not worry participants as much as those which were more secluded and less frequented. Many school kids talked about certain people hanging around in them and adults echoed the same concerns.

1. More benches - Sit down if we're tired.
2. A place for play - Cutting back over grown trees - So that you don't get hurt.
3. Playtanks - If we're bored we can play.
4. A place to chat - If you want to talk to someone.
5. Good Path Surface - So you don't hurt yourself or fall.





## Lighting & Undergrowth

Another aspect of the Green Routes infrastructure that several participants raised was lighting along the paths. While lighting along some of the pathways has been improved and upgraded, for many walkers it isn't consistent enough or providing enough light. For all the participants, dark pathways - often quite remote and isolated - was the biggest fear factor.

In the design charrette, participants spoke about using LED lights over the traditional sodium bulbs as a way of making the routes lighter. However, some participants were concerned about light pollution in the town and suggested that lower level lighting might be a better solution. Some even talked about using solar-charged coloured brick lights in the path, which would also aid navigation of the routes at night.



## Lighting & Undergrowth

“although you’re away from the traffic the paths are really lonely”

“I like to walk where there is clear paths and plenty of light”

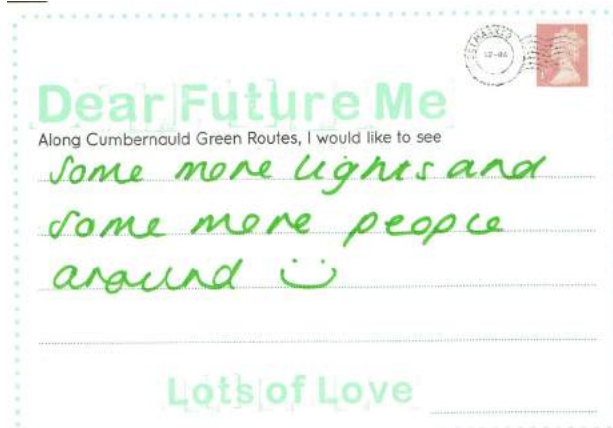
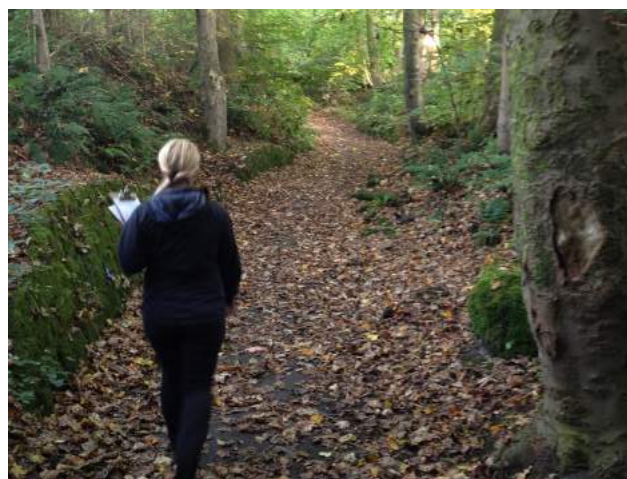
“in Cumbernauld, it’s too enclosed, you never know who you’re going to meet”

“I wouldn’t walk at night in the dark, not at our age”

“I’m impressed that there’s lamp posts all the way along this route”

As well as having limited lighting, many of the pathways in Cumbernauld are bordered by extensive, mature bushes, shrubs and trees. While they obviously enhance the green space and provide essential habitat for wildlife, they can also be hazardous, often obscuring the paths and lines of sight.

The undergrowth also makes the paths darker, particularly at night, as well as making the paths feel even more isolated and secluded.





## Social & Community

As well as the more practical elements of infrastructure, such as lighting and path surfaces, participants also expressed a real interest in seeing a greater emphasis on making the Green Routes enjoyable places with spaces for meeting friends and spending time. Participants wanted to see the Green Routes transformed into vibrant, community spaces full of life and events.



## Social & Community

“I would be more inclined to walk if there were places to sit”

“I would like to see places to chat - it's better to be able to sit outside”

Lots of participants mentioned how few places there are to sit down in Cumbernauld along the Green Routes. It was recognised by the adults that benches have been removed in the past as they are seen to encourage anti-social behaviour and are often subject to vandalism. In the design charrette, however, the participants discussed ways that vandalism of the benches might be avoided, through careful design and use of materials. Use of more robust materials, such as metal, and built in elements, such as bins, were amongst the suggestions.

“[I would like to see] more bins, a lot more nature and also more parks”

“I would like to see more landmarks so that people can take pictures and draw”

The school children were also keen to see more places to sit, not only for when they got tired, but also the creation of spaces outside where they could sit and chat. They also wanted to see more playparks and provision made for natural play along the routes. The children spoke very enthusiastically about the local wildlife and how they would like to see it more celebrated and protected.



# AWARENESS

*navigation, orientation, dissemination*





## Awareness

Selected Imagery



## Awareness

It was evident early in the consultation process that while Cumbernauld boasts extensive green spaces and an endless network of Green Routes, many residents simply do not know that they exist or would not feel confident in navigating their way around them. While the nature of the consultation meant that the participants engaged were familiar with at least some of the routes, most admitted that they did not know all the routes in Cumbernauld or did not like to walk along unfamiliar routes for fear of getting lost. As such, two primary elements in encouraging greater use of the Green Routes is raising knowledge and improving signage and navigation.



“I think that signage and knowledge of the routes needs to be improved”

“If you talk to someone in the town centre, they might not know what walks there are”

In many instances, there are multiple possible routes, which adds to the confusion. Participants who had lived in Cumbernauld for a long time said that they felt quite confident making their way around on foot, but often had to help out friends who were less familiar with the area. The confusing nature of the paths was raised by all participants - young and old, residents and visitors alike.

Many participants said they thought education should begin in schools or that route maps of the area should be made available - both paper copies and digitally - highlighting possible, useful walking routes, such as those to the centre of town. One participant suggested that there should be taster walks available to show newcomers, particularly young families, around the Green Routes and green spaces.

## Knowledge

“I’ve lived here for thirty years and I am still finding new paths”

“people who are brought up in the town know about the routes”

## Knowledge

The fundamental town plan for Cumbernauld has meant that the pedestrian routes do not reflect the roadways. As Cumbernauld has a higher than average car ownership, this means that many residents are only familiar with the car routes. From the road, it is not always clear where the corresponding pedestrian or cycle way is located and people often assume there isn’t one.





## Navigation

As well as being aware that the Green Routes exist, participants cited signage and wayfinding as being a problem. The routes are often complex and confusing, with some routes crossing through housing estates and areas which can appear private and aren't obviously public rights of way. This could be easily addressed through the use of signage and clever methods of wayfinding.



### Navigation

**“around here, signs disappear within three weeks of being put up”**

**“I would like to see less complicated pathways to avoid getting lost”**

Participants wanted to see clear and colourful signs, with a mixture of written directions and simple area maps - particularly in the transition between different areas. A couple of participants mentioned that often signs were moved or removed and that applying them to walls or pavements might help prevent this. Also, because of the prevalent use of

**“people have to get to the signs in the first place, but I don't think people know the signs are there, people don't pay attention”**

**“I think they should paint each bridge in each different area a different colour”**

cars, many participants confessed that they had warped sense of how far away things are - signs which show time and distance to a particular location (as currently exist in the town centre) were popular. Some participants suggested that this would be good for comparing different routes as well as showing the different landmarks and facilities along each one.

Participants at the launch event spoke fondly of the 'Christmas tree' style signs (left) which existed in the early 1980s. They used a colour coding system to direct people to different areas of Cumbernauld. One participant suggested that colour-coding each route would help give it a strong identity and that bridges within a particular area could be painted to reflect this.

As well as creating a clear visual identity for each Green Route, naming each route would also make them easier to navigate - and for people to find one another along them. When the police attended the launch event, they spoke of how difficult it can be to locate someone on the pathways when an incident arises because they have no clear way of describing their location.



# CULTURE

*feeling safe, feeling encouraged*





## Culture

Selected Imagery



## Culture

As well as changes to the physical infrastructure of the Green Routes, it was evident that there are deeper cultural and social issues which impact upon people's willingness to walk in and around Cumbernauld. While these are more difficult to address, beginning to tackle them could have a significant impact on how people use the Green Routes. Many participants were concerned with how safe they felt walking around, while others spoke about how discouraged some people can feel when starting to walk in Cumbernauld for the first time.

## Feeling Safe

A surprising number of people spoke about how unsafe they felt walking along the Green Routes in Cumbernauld. From the school kids and teenagers, to older adults, very few participants didn't mention how isolated the routes were and how they would chose to avoid walking around town at night. This seemed irrespective of age or gender and wasn't location specific.

A few slightly more cynical participants, particularly those who live outwith the area, felt that the perceived threat from others while walking along the routes might be more imagined than real. The local police were shown maps of all the Green Routes and asked to identify any problem areas. They didn't think there was any particular issues along any of the routes. However, even if there is no real safety problems, if people feel that this is preventing them from walking along the Green Routes then it needs to be addressed. Certain areas were identified as having a stigma attached to them - places to avoid particularly at night.

### Feeling Safe

**"when its dark I get scared of people in the area hanging around with their friends"**

**"I like to walk where there are more people around as it makes me feel a lot safer than when I'm walking alone"**

**"I wouldn't walk alone in Cumbernauld, the paths are a wee bit dodgy"**

**"it is terrifying to walk at night"**

**"I wouldn't chose to walk through the houses by myself"**

**"I would like to see more friendly walkers"**

While addressing issues such as lighting, lines of sight and cutting back overgrown shrubs will help to address the problem, there also needs to be wider solutions. Walking groups help people gain familiarity with the routes and many participants suggested that this might help people feel more confident when walking in certain places. While walking at night was an issue, people felt more unsure simply when there was no one else walking along the routes. Even with the underpasses, those which were frequently used were not seen as unsafe compared to those which are more isolated.



Getting more people walking along the routes will begin to encourage others. This could be achieved through numerous ways, such as hosting events along the routes or having 'night walks' to help people feel more confident walking after dark. In Scotland, particularly through the Winter months, this is really important.



## Feeling Encouraged

While the majority of participants we engaged were already keen and regular walkers, they all knew a reluctant walker - whether a friend or family member - and the reasons why people might not be keen on walking along the Green Routes.

As already mentioned here, things such as a lack of knowledge about the routes and feeling unsafe can have a huge impact upon whether or not people chose to walk. A large majority of Cumbernauld's residents chose to travel by car, because they see it as being quicker than walking; many of the routes aren't immediately obvious or are very complex.

Walking groups are a great way of helping people gain confidence walking in and around Cumbernauld. However, not everyone wants to become part of an organised group. The walking groups which are currently active in Cumbernauld go out at weekday daytimes, which isn't suitable for everyone.

Encouraging people to walk more and to feel confident in doing so requires a multi-level approach, addressing many of the issues already raised in this report - looking at the quality and awareness of the routes. However, it is also important to look at the social and cultural reasons people chose not to walk.

### Feeling Encouraged

**“a walking group is far more encouraging than the route itself”**

**“you get into a mindset where you want to save time, so what's the answer - take the car”**

**“people find it easier to talk when they're outside”**

**“it's the social aspect of walking with a group that I enjoy”**

**“as long as you're dressed for it, it's fine”**

**“you need a local champion to promote walking”**



Although placing an emphasis on 'active travel' is important, participants preferred to walk for enjoyment rather than when they had to carry out daily tasks. Placing an emphasis instead on the joy of walking in and around Cumbernauld might seem more accessible to many people than trying to incorporate walking into already busy daily lives. By beginning with walking for pleasure, walking as habit will naturally follow.





# SUMMARY MAPS

while the majority of points raised were more general issues relevant to all three routes, the following maps detail specific issues raised during consultation



# ROUTE ONE: TOWN CENTRE TO BALLOCH

"Young people from this area don't know the network of paths"

Balloch

"This route looks very depressing"

"This stretch of the path is really dark, I wouldn't walk here alone"

Take a short

The high fence along here causes a tunnel effect

This stretch of the road is really busy with school traffic at certain times of day

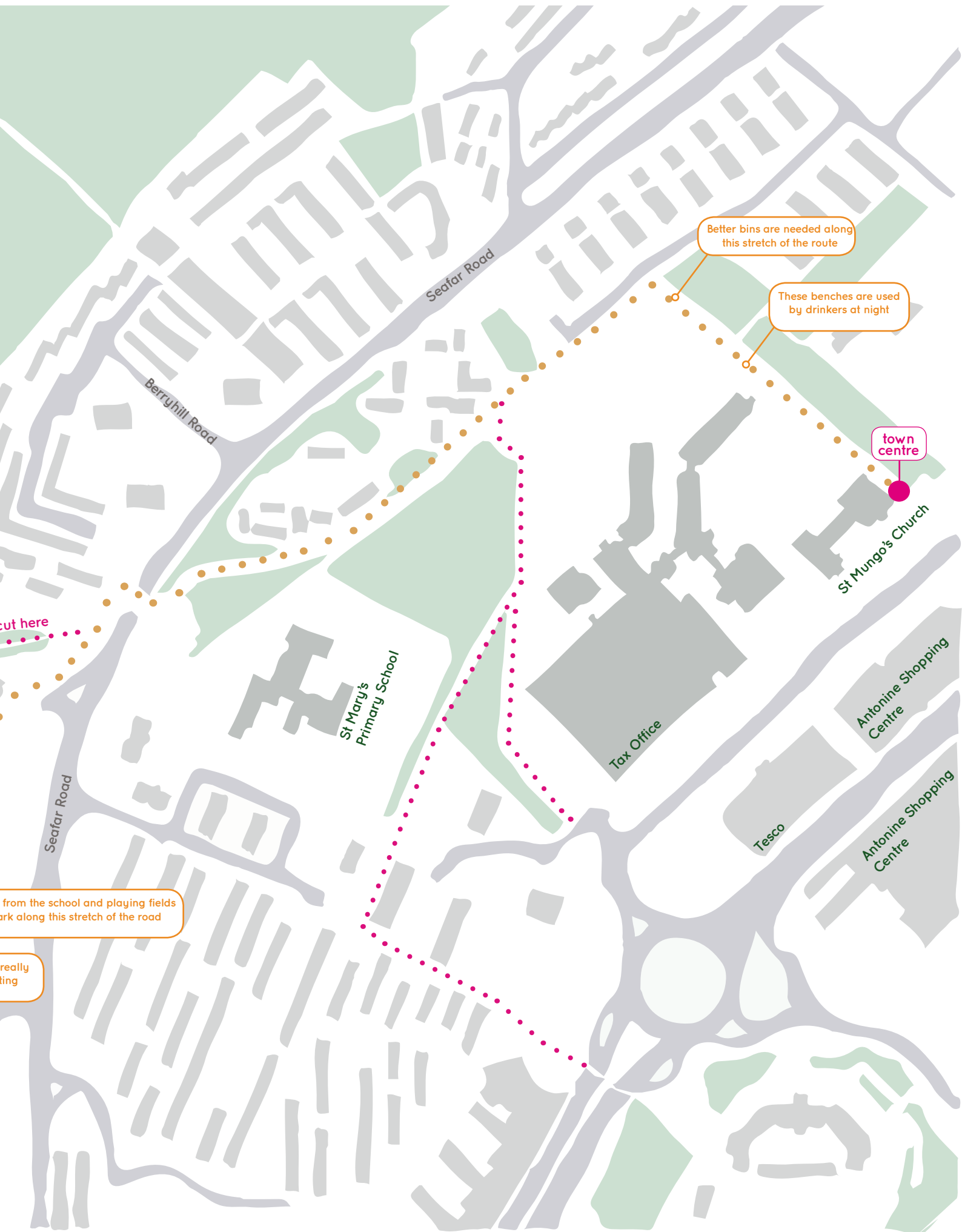
"I prefer walking through the woodland, its more enjoyable "

Cars  
po

At this point the road is steep which is off-put

Ravenswood Playing Fields

Our Lady's High School



cut here

from the school and playing fields  
park along this stretch of the road

really  
interesting

Better bins are needed along  
this stretch of the route

These benches are used  
by drinkers at night

town  
centre

St Mungo's Church

St Mary's  
Primary School

Tax Office

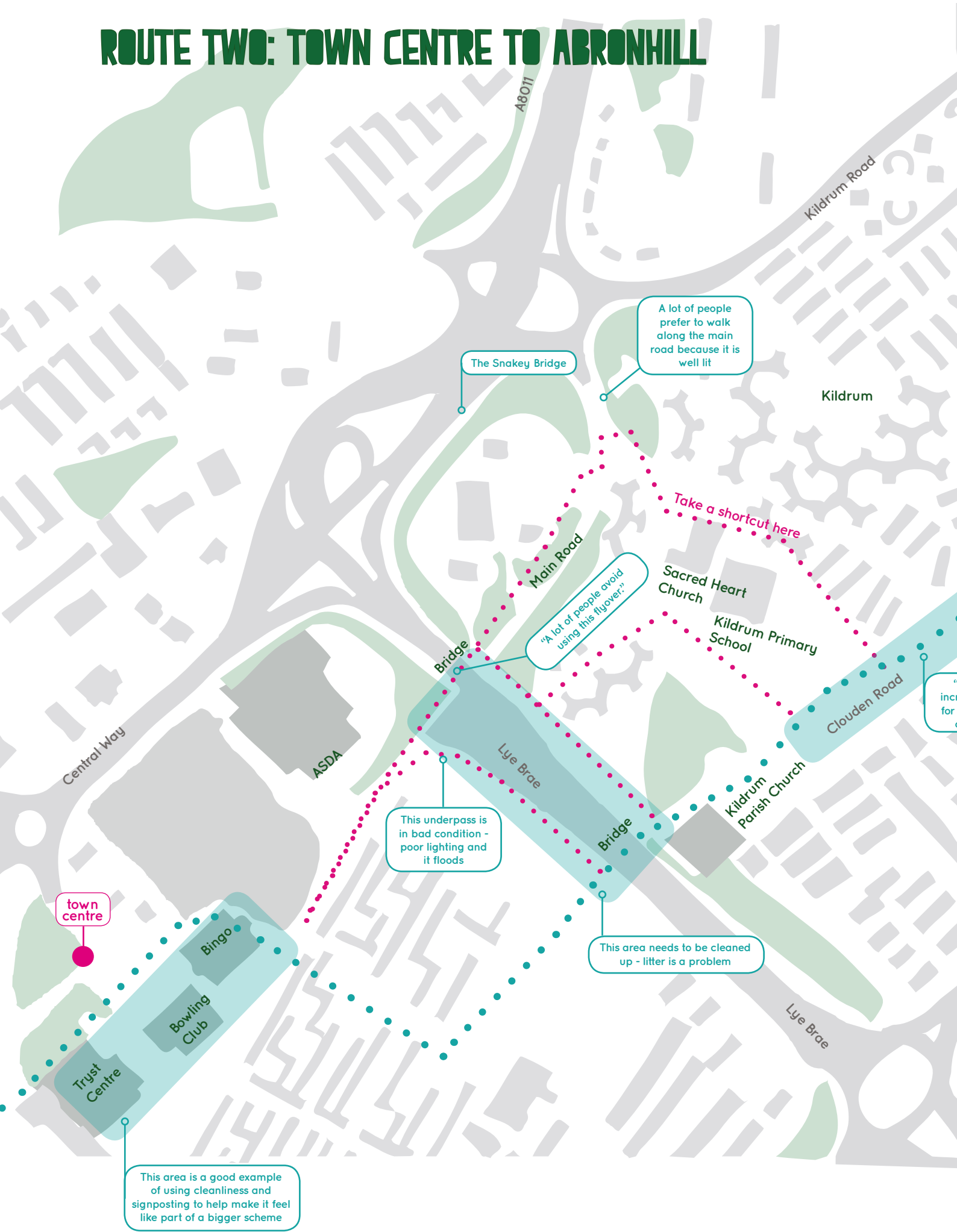
Tesco

Antonine Shopping  
Centre

Antonine Shopping  
Centre



# ROUTE TWO: TOWN CENTRE TO ABRONHILL



town  
centre

This area is a good example  
of using cleanliness and  
signposting to help make it feel  
like part of a bigger scheme

This underpass is  
in bad condition -  
poor lighting and  
it floods

"A lot of people avoid  
using this flyover"

This area needs to be cleaned  
up - litter is a problem

A lot of people  
prefer to walk  
along the main  
road because it is  
well lit

Take a shortcut here

Central Way

ASDA

Bridge

Lye Brae

Bridge

Sacred Heart  
Church

Kildrum Primary  
School

Kildrum  
Parish Church

Kildrum Road

Clouden Road

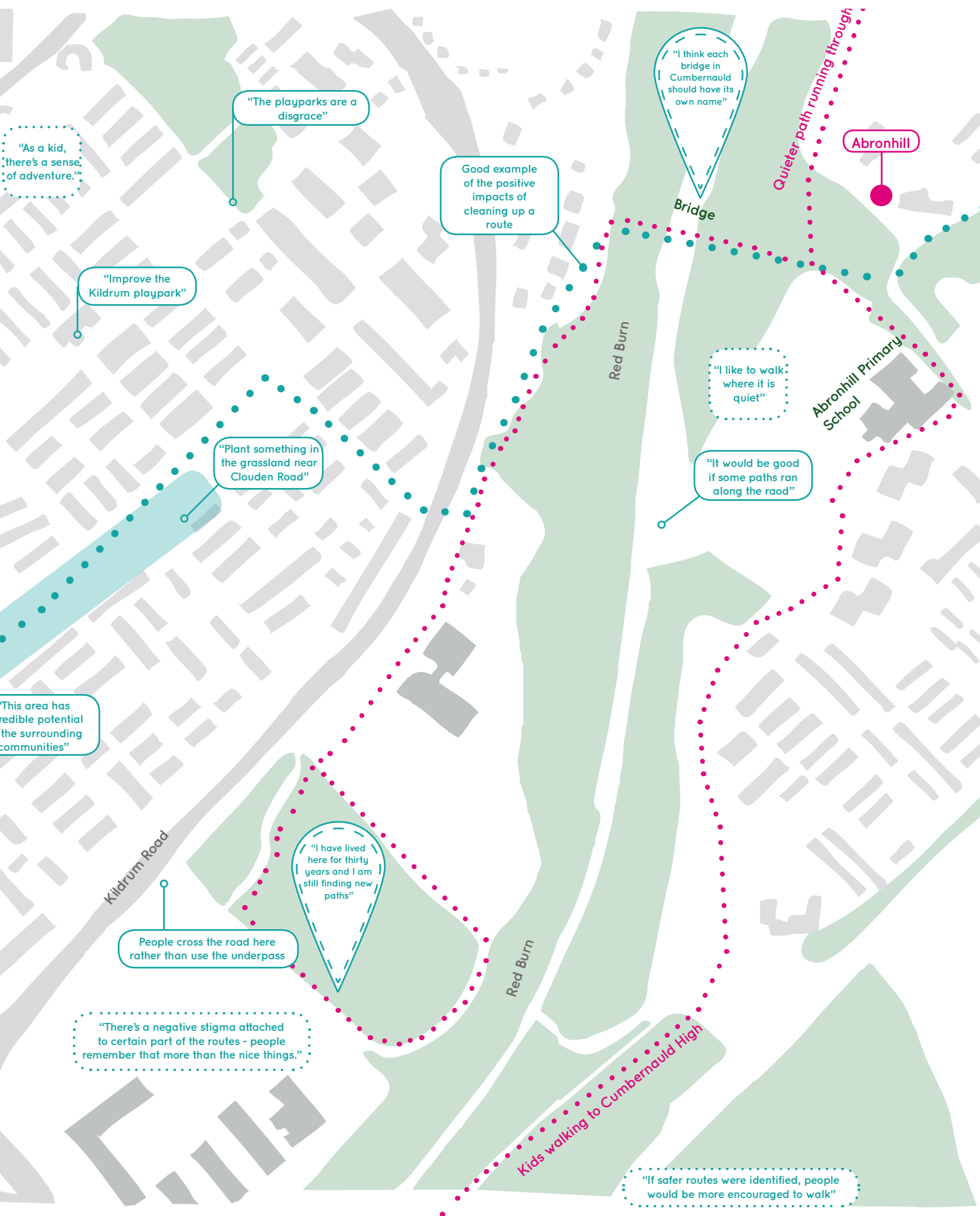
Lye Brae

The Snakey Bridge

Kildrum

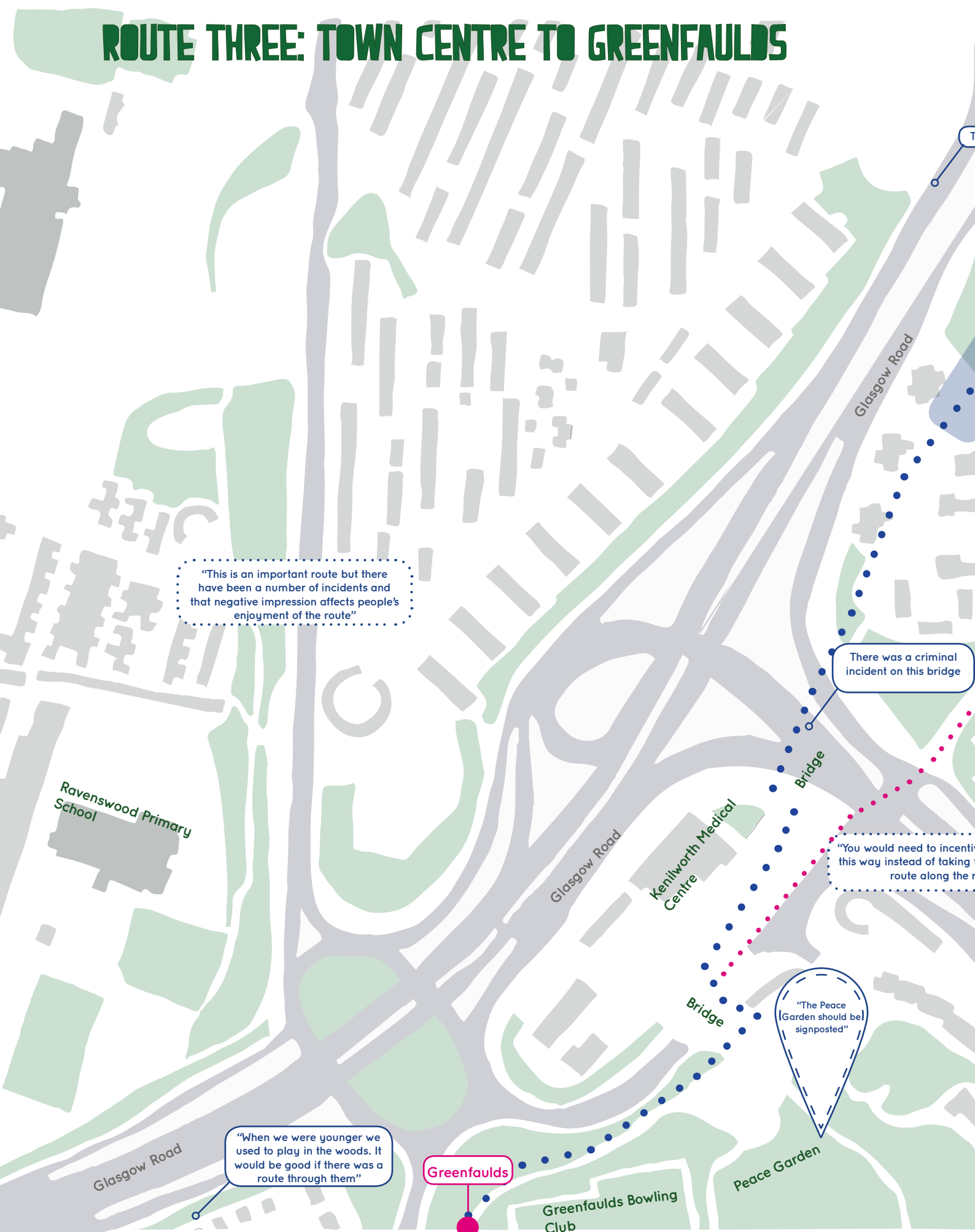
A8011

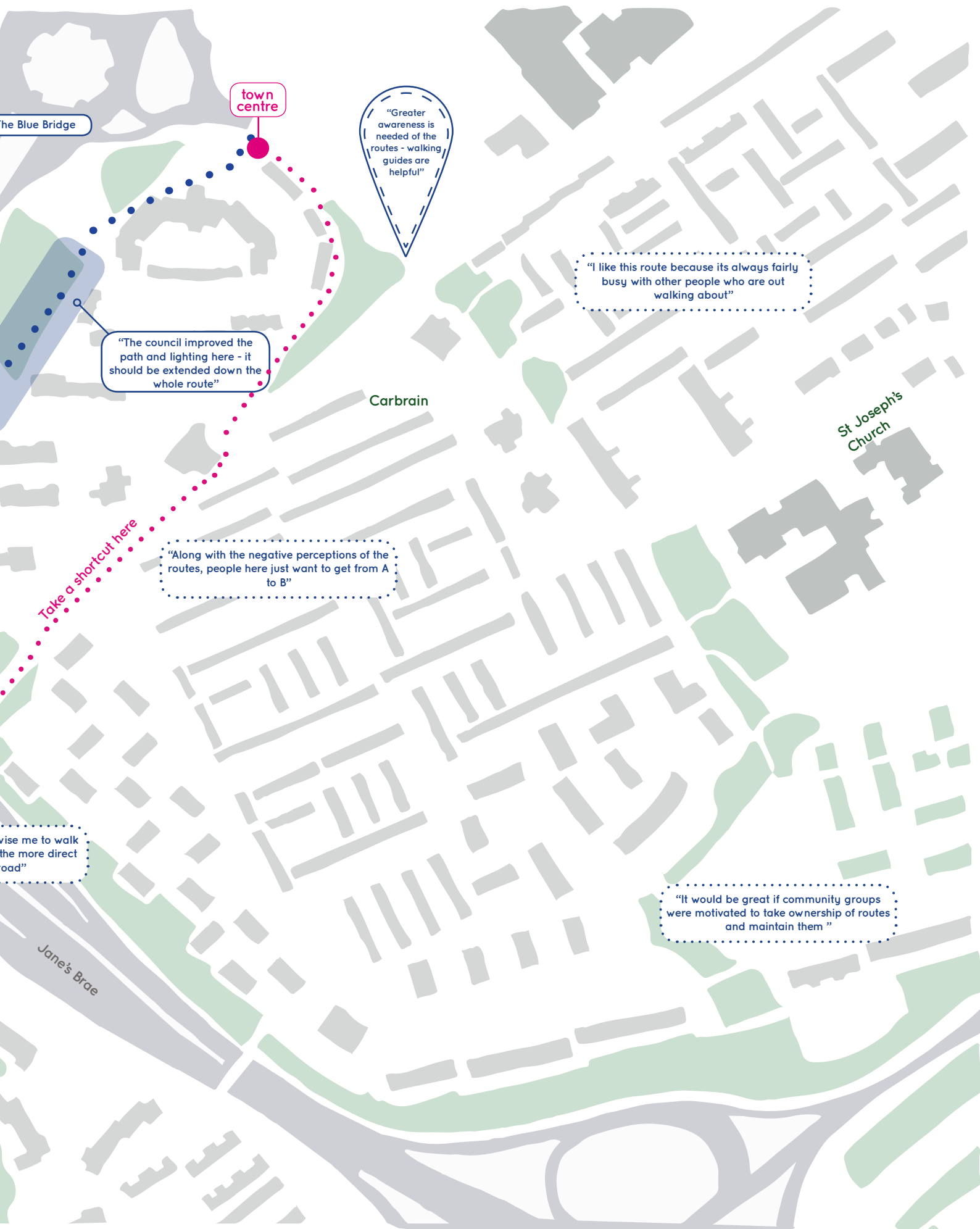
Main Road





## ROUTE THREE: TOWN CENTRE TO GREENFAULDS





The Blue Bridge

town  
centre

"Greater  
awareness is  
needed of the  
routes - walking  
guides are  
helpful"

"The council improved the  
path and lighting here - it  
should be extended down the  
whole route"

"I like this route because its always fairly  
busy with other people who are out  
walking about"

Carbrain

St Joseph's  
Church

Take a shortcut here

"Along with the negative perceptions of the  
routes, people here just want to get from A  
to B"

ise me to walk  
the more direct  
oad"

Jane's Brae

"It would be great if community groups  
were motivated to take ownership of routes  
and maintain them "



## Route Notes

### Route One

Route One was the route which attracted the smallest number of comments and ideas from participants. While there was no direct engagement with participant groups based along the route, there was a noticeable lack of interest in the route in the open events.

Several participants suggested that residents of Balloch, one of the better off neighbourhoods, would have greater access to cars and rely less on using the walking routes to get into the centre of town.

The area around Ravenswood Playing Fields, Our Lady's High School and the woodland was subject to the greatest discussion, particularly the main road, which gets extremely congested at certain times of the school day and during sports games.

The section of path leading up from the red bridge to Balloch was raised by several participants as being an unsafe area. The open grassland space could be used to create a busy and vibrant community space, which would help address how isolated the area can feel at times, despite being overlooked by several houses.

### Route Two

Route Two was seen as being an important route, creating a vital link between Abronhill and the town centre. Many participants felt that the route would benefit from being extended into Abronhill to link up with amenities such as the community centre and further pathways.

Participants gave numerous variations to the route, particularly in the section which runs

through the housing estate. Several participants mentioned that they did not feel comfortable walking through this residential area. During the charrette event, this area was 're-designed' several times, to make it more colourful and more accessible using colour lighting and planting to create an obvious and distinct public space.

The area of flat grassland which runs alongside Clouden Road was highlighted by numerous participants as having great potential for creating some kind of community asset - from a new playpark to a green gym or a community garden.

### Route Three

Route Three was also recognised as being a vital link between the town centre and Greenfaulds, especially since it enables access to the medical centre.

Unfortunately there have been a number of incidents along the route which have impacted negatively upon people's perceptions of the route. It is important that these fears and perceptions are addressed in order to get people using and enjoying the pathway.

Landmarks along the route, such as the Peace Garden and the playpark, could be better highlighted and extended/improved to help change the public image of the route and create a positive identity.



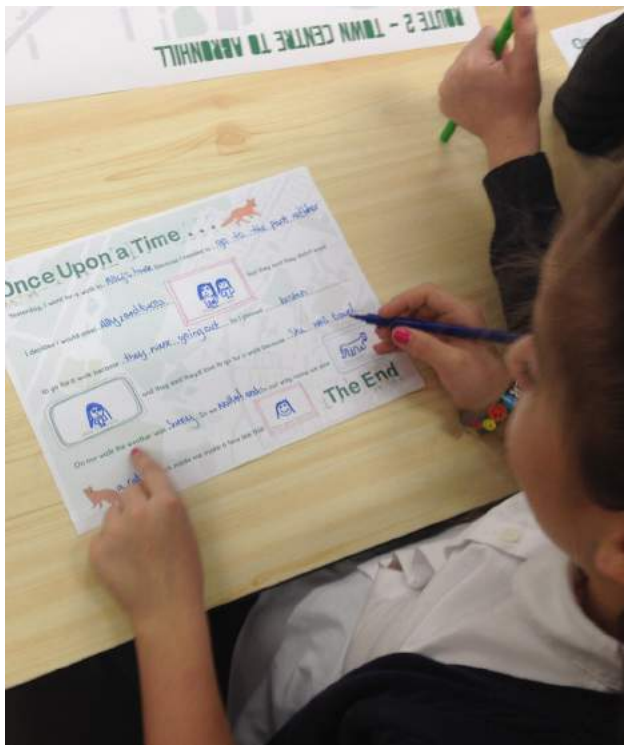
**OBSERVATIONS**



## Observations

Cumbernauld has an incredible network of Green Routes linking up communities to the town centre. The routes run through diverse habitats, from dense woodland to open grass land and the concrete massing of the town centre. They present an incredible opportunity for the people of Cumbernauld to use them to walk everyday, whether for active travel or simply enjoyment.

However, amongst residents of Cumbernauld car ownership is higher than average and a lot of people regularly use their car for short journeys. Across the consultation process, we met with lots of people - some are already keen walkers, while others were slightly more reluctant. There were lots of different issues explored around why people do not utilise the Green Routes to their fullest potential.



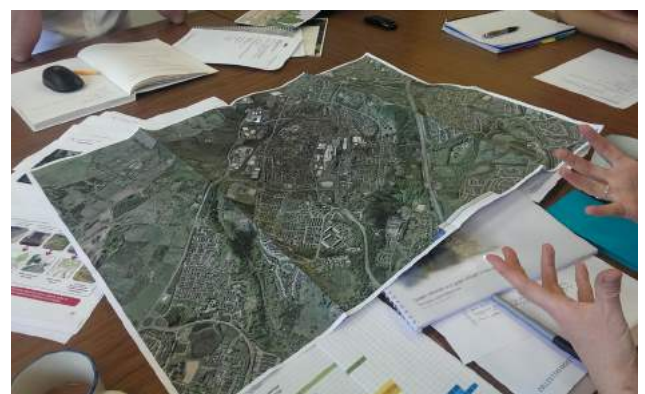
All the participants we engaged recognised how lucky they were to have access to such incredible green spaces on their door step - and



that more should be done to celebrate them.

Early on in the consultation process, three key themes started to emerge in the discussions with participants: quality, awareness and culture. Within these three key themes, it is possible to identify where improvements could be made to make the Green Routes more accessible and enjoyable for everyone.

Some of the recommendations for improving the Green Routes are straight-forward, physical interventions or improvements to the existing fabric of the routes. Others are more ambitious, looking to begin to shift the culture of driving in Cumbernauld and raise awareness - and eventually use - of the Green Routes in Cumbernauld.





**RECOMMENDATIONS**



## Recommendations

From the discussions across the walking tours, workshops and events, it was clear how important the Green Routes are to the residents of Cumbernauld. However, it was also evident that there are a number of issues which need to be addressed in order for them to be better used by people from all walks of life. By analysing all the ideas, thoughts and opinions we collected across all the points of contact, Pidgin Perfect have identified a number of themes raised by participants as being important to the future of Cumbernauld's Green Routes. We have broken down the recommendations into three key themes: Quality, Awareness and Culture.

### Quality

#### Paths

Our first suggestion is that any investment made in improving and upgrading the physical fabric of the green routes should begin with the paths themselves. While in many places they have been recently redone, in many places there are still cracked paving stones, uneven surfaces and issues with flooding in certain areas. In the winter time, leaves and ice can make the paths slippery and dangers putting off walkers.

#### Underpasses

Underpasses are a significant feature in the fabric of Cumbernauld. However, many of them are unlit and poorly maintained. Those which are in less busy parts of the routes often become hang outs for young people, which some residents find intimidating. Measures such as repainting the walls bright colours and installing vandal proof light fitting would help make the underpasses more accessible and could feed into other ideas around wayfinding and navigation.

#### Lighting

A significant barrier to accessing the Green Routes, particularly in the winter months, is the lack of or inadequate lighting. The majority of participants spoke of feeling unsafe at times along the Green Routes and the darkness is clearly a factor in this. Bright street lighting should be universal across the paths, with a contact made available to the community so they know who to approach if a light goes out. However, the lighting should be carefully considered and designed in such a way that enhances the routes - whether they are low-level path lights or solar bricks set into the ground.

#### Undergrowth

While the incredible range of mature bushes and shrubs in Cumbernauld provides rich habitat, in some areas it is impacting upon people using the path. In some areas the trees are encroaching onto already narrow pathways. Moreover, they obscure lines of sight and hamper the effectiveness of any lighting that is currently in place. Participants said that they would like to see the undergrowth carefully cut back to make the routes lighter and make it easier to see other people coming along the pathway.

#### Social & Community

As well as voicing a desire for the infrastructure of the paths to be improved, participants expressed a real desire for more joyful and fun interventions on the routes - particularly ones which could bring together people from across the communities. A lot of participants spoke about how little there is for young people to do, particularly teenagers. While there are existing playparks along the routes, many are run down. The Green Routes have fantastic potential for community led initiatives, such as community gardens.

## Awareness

### Knowledge

While all the participants we engaged were familiar with the Green Routes, they frequently raised the fact that many residents of Cumbernauld, particularly those who are new to the area, simply do not know what routes are available to them - where they are or where they go. Because the routes are incredibly complex and often there are multiple routes to choose from, it can be difficult if you don't know exactly where you are going. More needs to be done to raise awareness of the Green Routes with local residents.

This could potentially begin with holding a day of events across the three routes, encouraging people to explore them in a way that is fun and informal. Taster walks could be offered to new residents. Links should be made with the schools along each route to explore how they could utilise the routes - either for walking to and from school or to help feed into the curriculum.

Several participants suggested that a paper map of the routes, with an easy to understand graphic, would be really helpful and might have further reach than online information.

### Navigation

The Green Routes in Cumbernauld are complex and there are many possible pathways to any given destination. However, there is limited signage available and because the paths are removed from the traffic, it can often be difficult to know how far away something is or even if you are headed in the right direction. Clear way finding should be introduced across the Green Routes. With a clear main route identified - possibly using different coloured paving, Participants were concerned that any signage might be subjected to vandalism and this should

be taken into consideration in their design. Several participants suggested that colour coding might be a good way of making the routes easier to navigate. Many people talked about the original town signage (*see page 36*) which used a colour coding system. Any new wayfinding introduced should be bold and colourful, with a simple graphic quality. Several participants suggested that permanent maps of the Green Routes should be stationed at the beginning and the end of each.

Another reason navigating Cumbernauld's Green Routes is so difficult is because the routes do not have names. This makes it difficult to meet people along the route and even tricky for the police to assist in incidents. Giving each of the Green Routes a clear identity, with a name for each pathway and names for landmarks such as bridges. Some of the bridges have 'local' names which could be used as their official titles.



## Culture

### Feeling Safe

One issue which was raised in every point of contact, irrespective of the group involved, was how unsafe people felt walking through certain parts of the routes. Because the routes don't run alongside the roads they can be very quiet and isolated, leaving people feeling very vulnerable. The dense undergrowth makes it difficult to gain a clear line of sight and to know who else is around. At night, the problem worsens as lighting is patchy and often the lights are obscured by the trees.

Feeling safe on the routes begins with getting more people walking along the routes and spending time on them. A series of 'night walks' could be organised to begin to populate the routes and give people greater confidence when walking along them.

Many participants said they felt particularly uneasy when walking through the parts of the pathway which go through residential areas. Care should be given that these areas are well lit and wayfinding is clearly marked so it's explicit that people are allowed - and meant - to walk in those areas.

### Feeling Encouraged

At the heart of getting people walking regularly in Cumbernauld is addressing the cultural and social reasons why people are reluctant to get out onto the pathways. Because of the complicated routes, people who are not familiar with the area are often unaware or reluctant to walk anywhere. Encouraging people to get out walking and incorporate the walking routes into their daily lives requires a multi-level approach.

All of the other recommendations in this report

feed into encouraging people to walk more regularly - addressing the physical fabric of the pathways is as important as looking at how, socially and culturally, walking might be made a daily habit.

The routes need to be highlighted and celebrated. Running events along the Green Routes - whether it's foraging, barbecues, taster walks, fun runs or bat walks - will help people gain familiarity with them and populate them throughout the day and the year.

Rather than promoting everyday 'active travel' beginning to highlight walking for enjoyment, fun and pleasure was of greater appeal to the participants and many felt the routes should reflect this. Inserting additions such as new playparks and outdoor gyms will encourage people not only to use the routes, but spend time along them.

### Further Consultation

Whatever future changes are proposed for Cumbernauld's Green Routes, engaging and involving the town's residents will be absolutely vital to the project's success. It is clear that amongst Cumbernauld's population there are enthusiastic walkers, ramblers, hikers, runners, cyclists, dog-owners, buggy-pushers, playpark visitors, footballers, wildlife hunters and everyday just-nipping-to-the-shoppers who want to see the Green Routes celebrated and improved. Getting everyone on board and involved in all decision making from the inception of the project will be key to creating Green Routes which work for people from all walks of life.



# APPENDIX