

Clarkston - Stamperland - Busby Active Travel Network Delivery Plan

Feasibility Study

East Renfrewshire Council

1 November 2017



Quality information

Prepared by

Stephen Clyne
Engineer

Checked by

Peter Leslie
Principle Engineer

Approved by

David McKechnie
Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
M	24/11/17	Final Issue	DMc	David McKenzie	Associate Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

East Renfrewshire Council
John Shelton
Green Network Project Officer

Eastwood Park,
Rouken Glen Road,
Giffnock,
Glasgow,
G46 6UG

Prepared by:

Stephen Clyne
Engineer
T: 0141 222 6423
E: stephen.clyne@aecom.com

AECOM Limited
7th Floor
Aurora
120 Bothwell Street
Glasgow
G2 7EA
UK

T: +44 141 248 0300
aecom.com

© 2016 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

This Page is intentionally left blank

Clarkston and Surrounding Area Active Travel Masterplan

East Renfrewshire Council have undertaken consultation and site reviews during 2017 to establish an active travel masterplan for Clarkston and the surrounding area. The proposed routes and area wide improvements will deliver a comprehensive network permitting Clarkston to become an area where walking and cycling for local trips become the natural choice for residents and visitors. The purpose of this report is to highlight how the masterplan Figure 1 has been established and can be delivered by the community, partners and council.

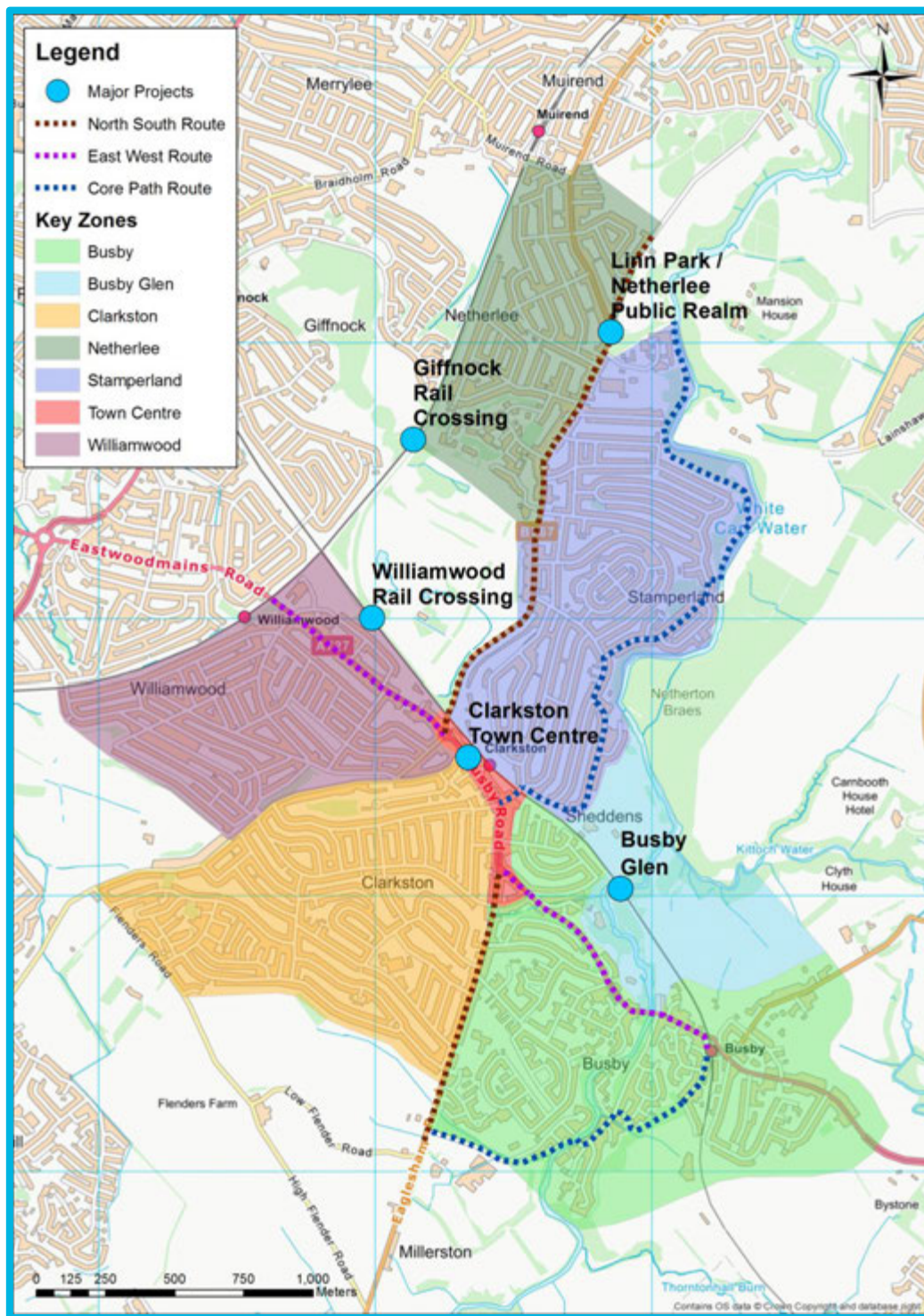


Figure 1 - Masterplan

Table of Contents

1.	Introduction	11
1.1	Study Area	11
1.2	Study Objectives	12
1.3	Methodology	12
2.	Desktop Review	15
2.1	Geographic Context.....	15
2.2	Local Transport Network.....	15
2.3	Policy, Guidance and Other Studies	17
2.3.1	Policy and Guidance.....	17
2.3.2	Clarkston Town Centre Charrette	19
2.4	Local Environmental and Cultural Constraints	20
2.4.1	Greenspace	20
2.5	Collision History – Pedestrians and Cyclists	20
2.6	School Catchment Areas	21
2.7	Other Available Data.....	21
3.	Site Visits	24
3.1	Site Investigation	24
3.1.1	Key Initial Findings.....	26
4.	Stakeholder Engagement	28
4.1	Placecheck Summary.....	28
4.1.1	External Stakeholder Engagement Summary	30
4.2	Internal Stakeholder Engagement.....	31
5.	Area Wide Recommendations	34
5.1	Recommendations.....	38
5.2	Strategic Routes	38
5.2.1	Strategic Cycle Corridor 3	40
5.2.2	Strategic Cycle Corridor 4	40
5.3	Local Traffic Cells – People Designed Places	42
5.4	Local Routes	43
5.4.1	Section 1 – Williamwood High School to Busby Railway Station.....	43
	Section 1 Part 1.....	43
	Section 1 Part 2.....	44
	Section 1 Part 3.....	44
	Section 1 Part 4.....	44
5.4.2	Section 2 – Clarkston Railway Station to Netherlee Primary School	45
	Section 2 Part 1.....	45
	Section 2 Part 2.....	45
5.5	Major Projects	46
5.5.1	Clarkston Town Centre	46
5.5.2	Option A - Dedicated Cycle Lanes	46
5.5.3	Option B - Shared Space.....	47
5.5.4	Option C - Busby Road Realignment	48
5.5.5	Giffnock Rail Crossing	49
5.5.6	Williamwood Rail Crossing	50
5.5.7	Netherlee / Linn Park / Stamperland Public Realm	50
5.5.8	Busby Glen / Overlee Park	50
5.6	Summary	51

6.	Action Plan	54
6.1	2017/18 – Quick Wins	54
6.2	Action Plan – Communication Plan	55
6.3	Action Plan – 2017 to 2020	56

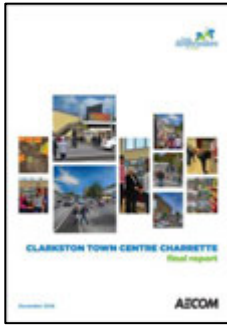
Figures

Figure 1 - Masterplan	5
Figure 2 - Study Area	11
Figure 3 - Key Trip Generators/Attractors	15
Figure 4 - Clarkston Local Transport Network	16
Figure 5 - Recorded Motorised Traffic on Busby Road	16
Figure 6 - Recorded Cyclist Traffic on Busby Road	16
Figure 7 – ERC Pedestrian/Cyclist Count Data 2014-2016	17
Figure 8 - Aspirational Long Term Cycling and Walking Routes for Clarkston	19
Figure 9 - Greenspaces within the Study Area	20
Figure 10 - Extents of Routes Surveyed by Project Team	24
Figure 11 - Photographs of Routes Surveyed	25
Figure 12 - Local Resident’s engaging with staff at Clarkston Hall	28
Figure 13 - Breakdown of Local Resident’s Views from Placecheck	29
Figure 14 - Combined Breakdown of Placecheck Comment Type	29
Figure 15 - Categorised Placecheck Map	30
Figure 16 - Key Priorities for Active Travel Infrastructure Following Consultations	31
Figure 17 - ERC Headline Cycle Data	34
Figure 18 - Proposed Routes following External Stakeholder Engagement	35
Figure 19 - Hierarchy of Users	36
Figure 20 - Street Design Hierarchy	36
Figure 21 - Masterplan	37
Figure 22 - Strategic and Local Corridors	39
Figure 23 - Strategic Cycle Corridor 3	40
Figure 24 - Proposed Cross-Section of Strategic Cycle Corridor	40
Figure 25 - Strategic Cycle Corridor 4	41
Figure 26 - Proposed Local Traffic Cells	42
Figure 27 - Section 1 Component Parts	43
Figure 28 - Section 2 Component Parts	45
Figure 29 - View of Clarkston Town Centre	46
Figure 30 - Concept Design of Clarkston Town Centre (Option A)	47
Figure 31 - Concept Design of Clarkston Town Centre (Option B)	48
Figure 32 - Concept Design of Clarkston Town Centre (Option C)	49
Figure 33 - Major Projects Plan	50
Figure 34 - Required Inputs into delivery of Clarkston Active Travel Network	54

Tables

Table 1 - Relevant Local, National and Regional Policy Documents	17
Table 2 - Clarkston Town Centre Charrette	19
Table 3 - Collisions by Severity on Busby Road	21
Table 4 - Examples of Community Links PLUS Finalists 2017	41
Table 5 - East Renfrewshire Traffic Cells Toolkit	42
Table 6 - Examples of Colourful Crossings	44
Table 7 - Design Guidance for Equestrian Users	45

Report Key



[Hyperlink to relevant document illustrated](#)

This Page is intentionally left blank



Introduction

01

1. Introduction

AECOM have been commissioned by East Renfrewshire Council to undertake a feasibility study into delivering enhanced walking and cycling facilities within the town of Clarkston. The overarching aim is enabling the greater use of active travel modes, namely walking and cycling, for local journeys. The study also includes examining opportunities to enhance active travel links between Clarkston and Glasgow.

The outputs from the study will be a thorough review of existing active travel provision, recommended active travel enhancements and outline cost estimates. These outputs will help inform potential funding applications, long term strategic plan to deliver walk and cycling improvements and future capital expenditure in the area.

1.1 Study Area

The study area comprises the urban areas of Clarkston, Busby, Stamperland and Netherlee; the study area is shown in Figure 2 below:

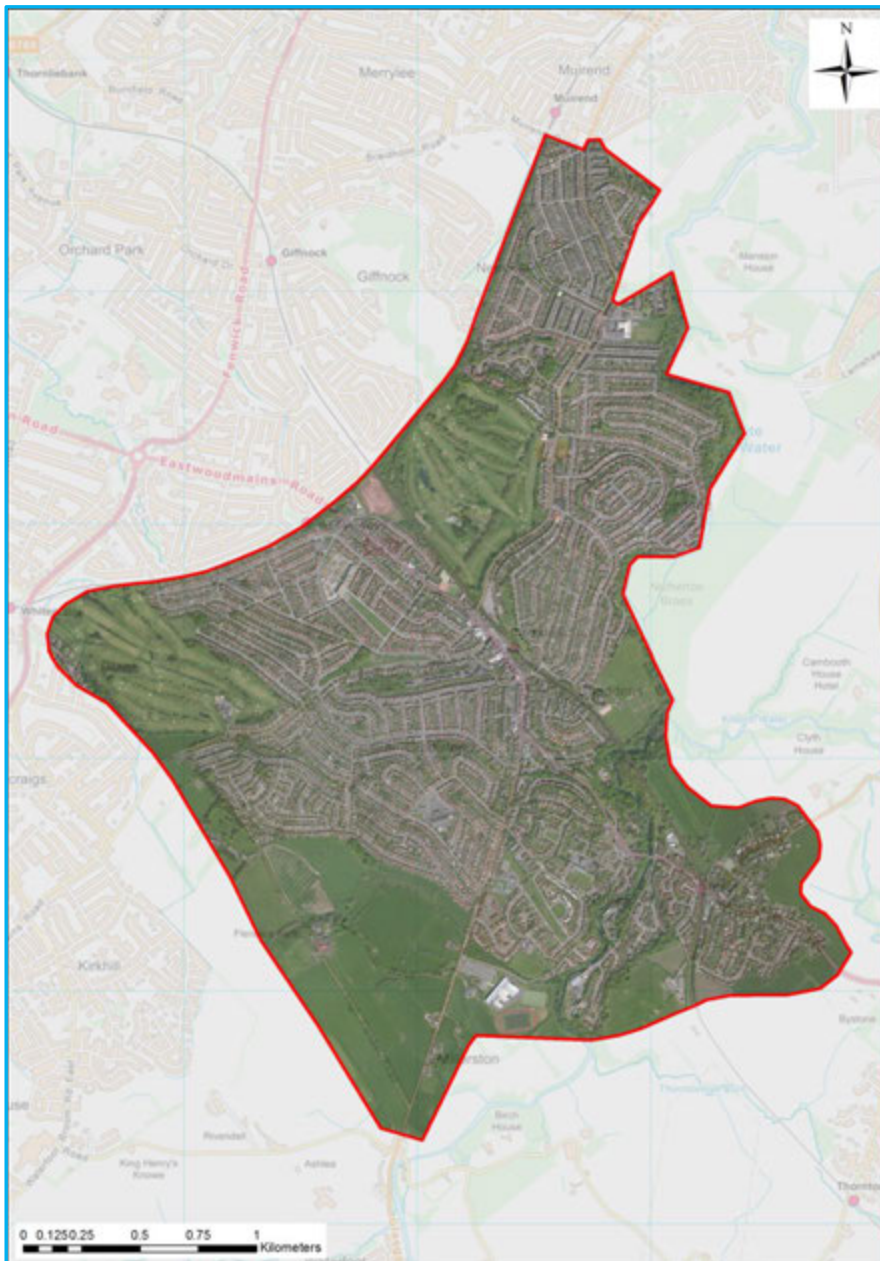


Figure 2 - Study Area

1.2 Study Objectives

This study will be undertaken in accordance with the following objectives specified by East Renfrewshire Council:

- a. Develop a strategic basis for a high quality active travel network in the local area.
- b. Specific interventions required to enable more active travel and develop a network for all abilities.

1.3 Methodology

The study will be undertaken in five stages as follows:

Stage 1: Desktop Review – Relevant local and national policy documents, mapping and other information including Core Paths and links to the wider active travel network were reviewed to help gain an understanding of the local context and to inform the further stages of the report.

Stage 2: Site Visit – The study area was subject to a walkover survey and issues were identified, documented and photographed. Strengths and weaknesses in the area to the potential active travel network were identified to help inform the appraisal and Action Plan.

Stage 3: Stakeholder Engagement – External and internal stakeholder engagement was held, via several public events and online via Placecheck to discuss possible enhancements to walking and cycling facilities within Clarkston. Opportunities identified by residents to make the area more pedestrian and cycle friendly were considered.

Stage 4: Area Wide Recommendations – The identified routes were assessed against the information gathered from the desktop review and site assessment. Recommended improvement options were identified. The initial options developed were brought to key stakeholders to seek opinion on their feasibility and thus subject to a high-level appraisal.

Stage 5: Action Plan – Recommendations were developed into an Action Plan and high level cost estimates prepared for the recommendations identified. These were based on unit rates extracted from 'SPON's *Civil Engineering and Highway pricing guide 2017*'. Where gaps occurred, rates were used from recent pricing examples, which were in line with the current competitive market.

This Page is intentionally left blank



Desktop Review

02

2. Desktop Review

2.1 Geographic Context

Clarkston is a suburban town in East Renfrewshire, in the Central Lowlands of Scotland. It lies approximately 7.6 km east of Barrhead, 11.6 km east-southeast of Paisley and 6.3 km northwest of East Kilbride. Clarkston is on the southern fringe of the Greater Glasgow conurbation and directly adjoins the neighbouring suburbs of Busby, Giffnock and Stamperland. Clarkston is home to numerous small businesses, Eastwood Health and Care Centre, as well as local primary and high schools, services and leisure facilities, shown in Figure 3 below.

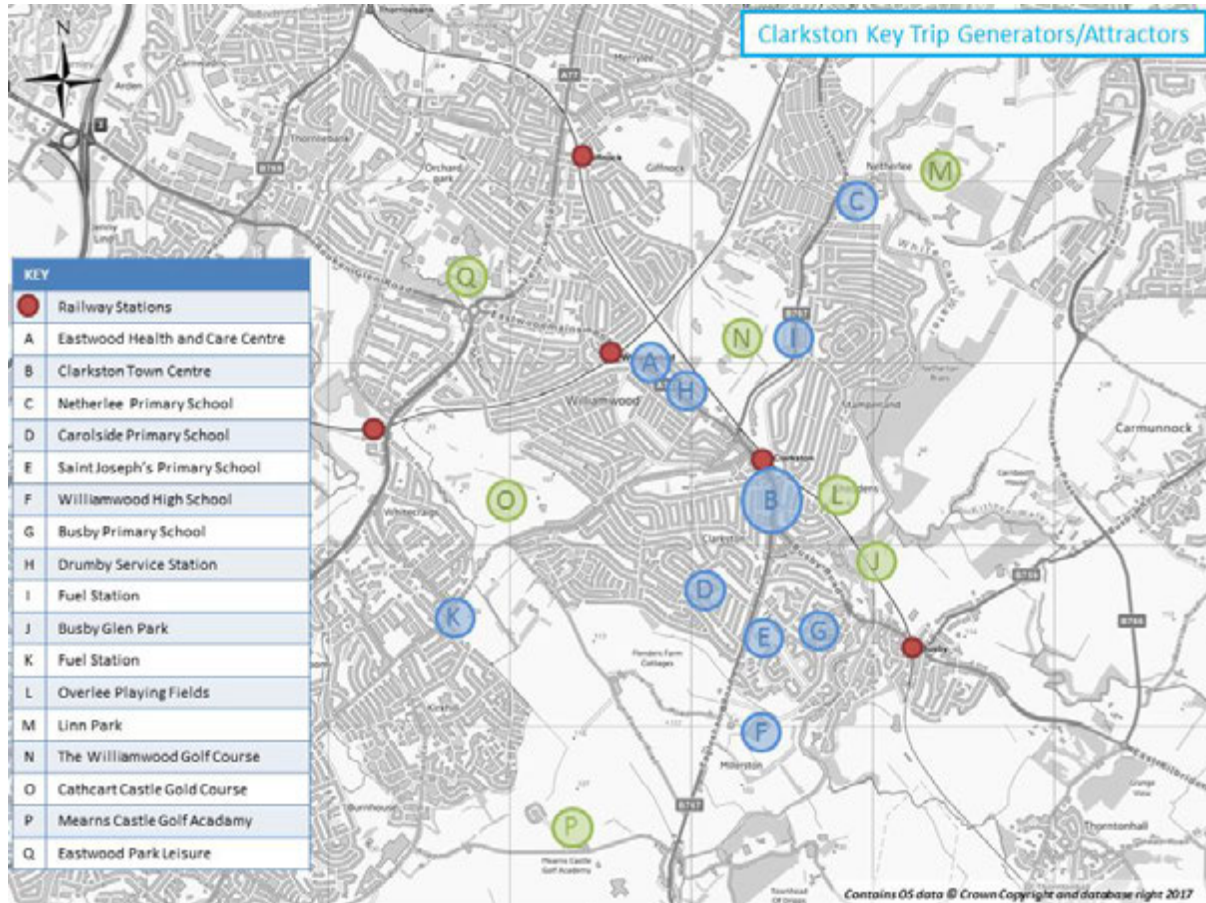


Figure 3 - Key Trip Generators/Attractors

2.2 Local Transport Network

An extensive desk top review was carried out establishing the current local transport network available to users including public transport, active travel and the travel patterns of the local area from the 2011 census data, Strava and traffic count data. Relevant data is contained within Appendix A, with Figure 4 highlighting the existing public transport networks and core path routes.

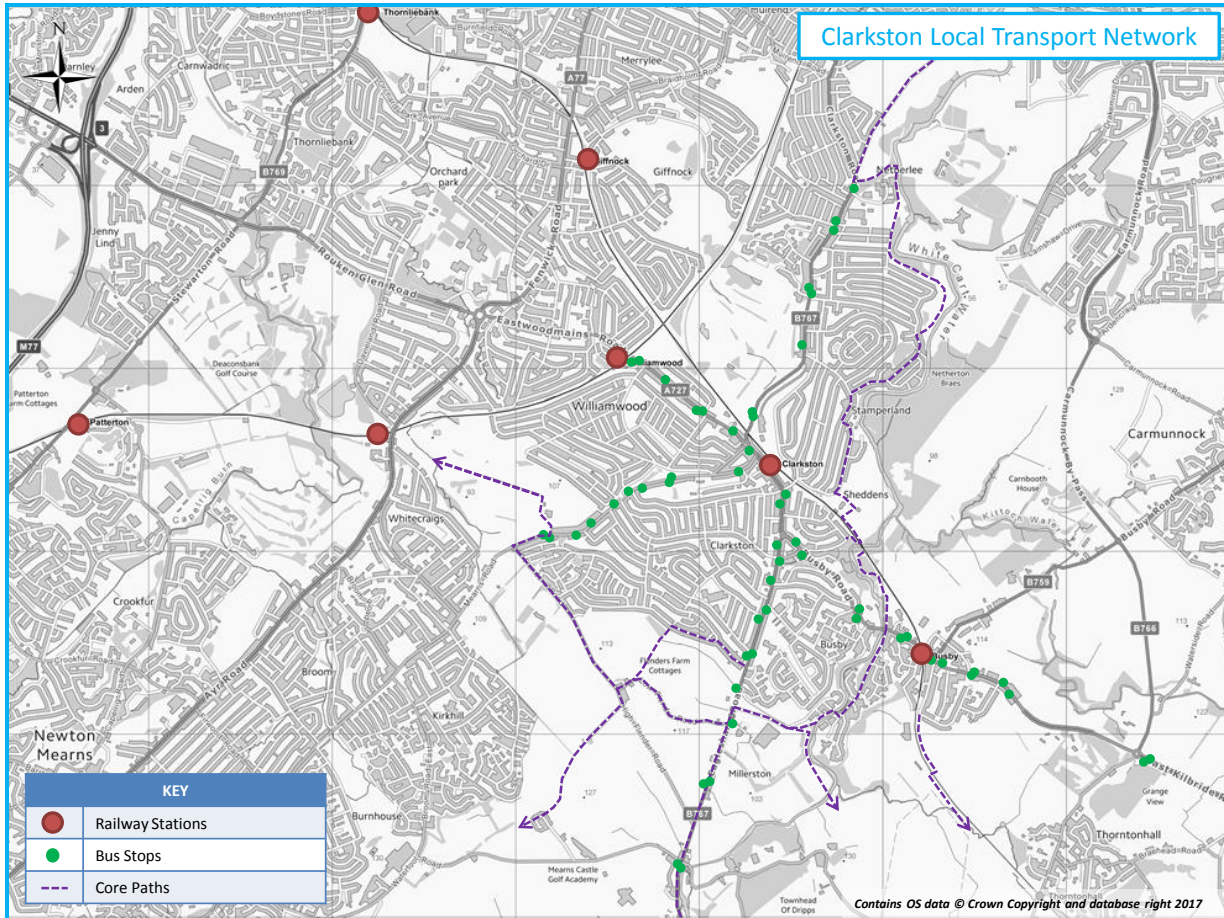


Figure 4 - Clarkston Local Transport Network

A defining factor for transport design is the number of vehicles using the road; Figure 5 provides motorised traffic data on Busby Road, through Clarkston town Centre. There has been a 24% decrease in motorised vehicles between 2000 and 2016. A portion of this could be attributed to the A726 Glasgow Southern Orbital route opening in 2005.

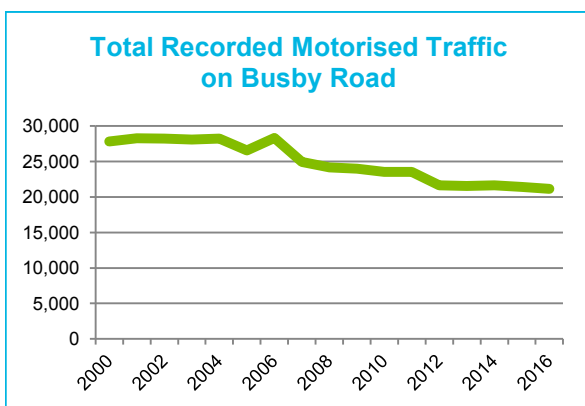


Figure 5 - Recorded Motorised Traffic on Busby Road

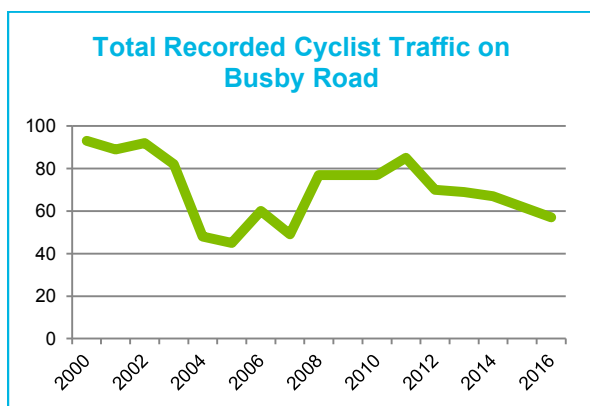


Figure 6 - Recorded Cyclist Traffic on Busby Road

Figure 6 highlights the recorded cyclist traffic on Busby Road between 2000 and 2016. There has been a decrease of 39% from 93 in 2000 to 57 cyclist in 2016. The information above is estimated from manual count data collected in 2012 by the Department for Transport.

ERC have also carried out an annual count (Figure 7) throughout the council area highlighting a slight decrease in people cycling during the 3 day count which takes place in September. The data shows around 100 people are cycling in the study area daily.

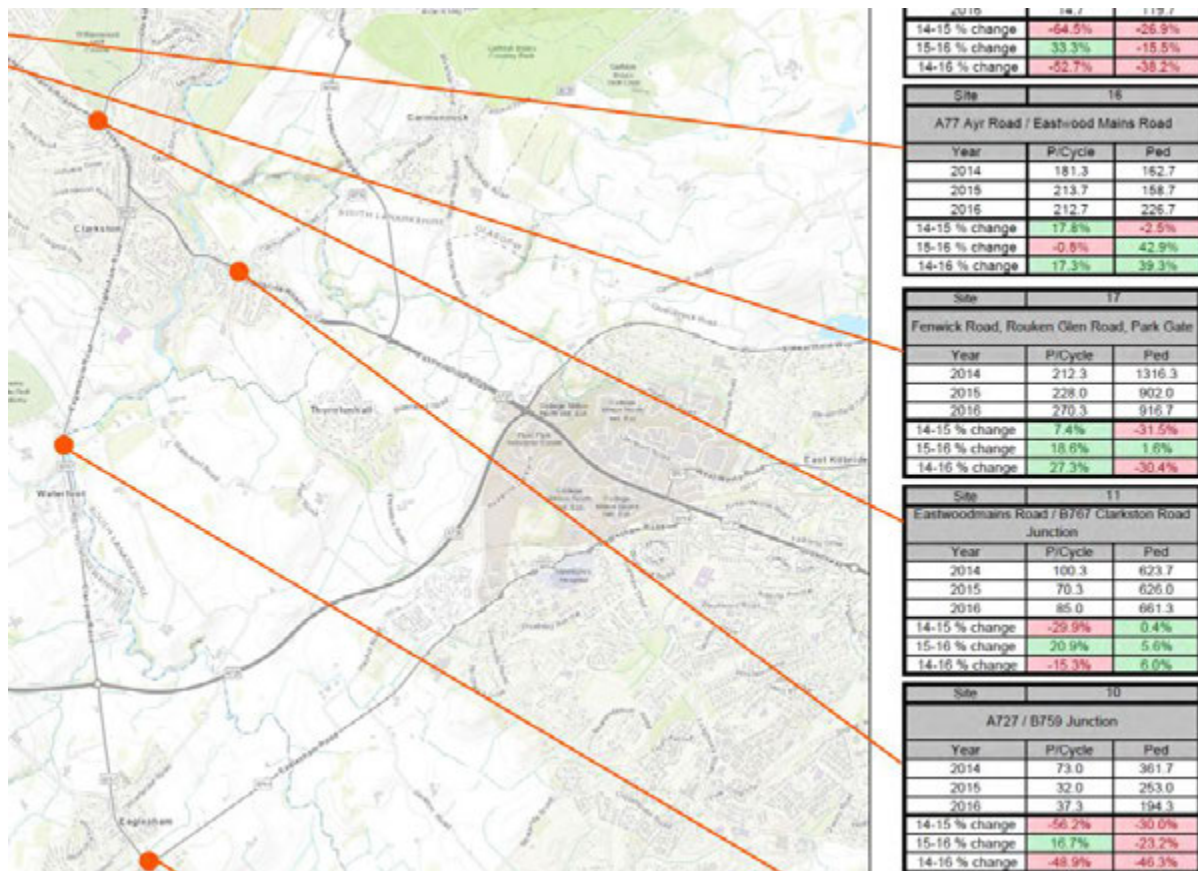


Figure 7 – ERC Pedestrian/Cyclist Count Data 2014-2016



2.3 Policy, Guidance and Other Studies

2.3.1 Policy and Guidance

The development of walking and cycling is strongly supported in various local and national transport policy documents. The documents shown below in Table 1 are of relevance:

Table 1 - Relevant Local, National and Regional Policy Documents

Title	Strategic Development Plan	National Transport Strategy	Cycling Action Plan for Scotland
Date Adopted	January 2016	January 2016	January 2017
Title	Local Development Plan	National Walking Strategy	Local Transport Strategy
			Scottish Planning Policy

Date Adopted	June 2015	June 2013	2008	June 2014
				
Title	Active Travel Action Plan		Corporate Statement	
Date Adopted	May 2016		2014	
				
Title	Glasgow's Strategic Plan for Cycling 2016 - 2025		South Lanarkshire Council Cycling Strategy 2015 - 2020	
Date Adopted	2016		2015	
				

An overview of the key objectives from the above documents on which delivering active travel improvements in East Renfrewshire is provided within Appendix B.

Two key documents on which future delivery of infrastructure will deliver is the Active Travel Action Plan (ATAP) and Clarkston Town Centre Charrette. An extensive consultation exercise was carried out during the creation of the ATAP with key areas specific to the completion of this study and Clarkston are summarised within Appendix B with the charrette in section 2.3.2.

2.3.2 Clarkston Town Centre Charrette

In December 2016, East Renfrewshire Council held a Charrette focused on the future development of the Clarkston Town Centre. The Charrette engaged local businesses, residents, landowners and community groups to consider opportunities to develop the town centre to be more pedestrian and cycle friendly. Whilst the Charrette was focused on a range of issues, such as, making the centre of Clarkston a more attractive, distinctive, bustling centre for the community, economic development and land use, a significant amount of focus was given to changing current road use.

During the Charrette, local people said that they wanted to improve the walking and cycling connections between the good places that Clarkston has to offer. These include Busby Glen, Clarkston Hall, Library, Eastwood Health & Care Centre, Overlee Playing Fields, schools and nurseries, local shops for example at Sheddens, local greenspace areas and the town centre as highlighted by Figure 8. Key trip generators and attractors are noted in the nearby area on Figure 3 on Page 15.

The basic concept was that all these facilities should be better connected by a 'green network' which enables people of all ages to safely and comfortably walk and cycle between Clarkston's main destinations and points of interest, as shown by Figure 8, raised in the Charrette.

The local residents in the Charrette determined that the proposed network should be seen as a collaborative effort, initiated and facilitated by the Council but delivered in partnership with any local organisation which has an interest. To enable this to happen, there should be a first step, to create an outline of the network and a brand/identity which can then be shared and developed in partnership with other significant stakeholders in the local area.

This report forms part of the action detailed within the charrette identifying, East Renfrewshire Council will investigate opportunities to establish an overall indicative walking and cycling network containing points of interest, indicative routes, which include potential options and areas where there are significant gaps which will need further investment, with a connection to the wider Core Path Network, as shown by Figure 8 above. The Council will also investigate ways to enhance access from the town centre to the Library, Clarkston Halls and adjacent car parking.

Table 2 - Clarkston Town Centre Charrette

Title	Clarkston Town Centre Charrette
Date Adopted	December 2016

Source: East Renfrewshire Council, 2016



Figure 8 - Aspirational Long Term Cycling and Walking Routes for Clarkston

2.4 Local Environmental, Cultural and Development Plan

The existing conditions relating to statutory and non-statutory designated sites, ancient woodland, habitats, protected species and invasive species, and water features are provided within Appendix C.1.

2.4.1 Greenspace

There are many greenspaces in and around Clarkston. There is a wide variety of greenspaces around the study area including golf courses, forest walks, riverside trails, play parks and sports pitches. A key greenspace within the study area is Busby Glen and Overlee Park, both having a link to the Core Path Network. Figure 9 highlights the large number of Greenspaces within the study area. Most greenspaces around Clarkston are classified as D5 Protection of Urban Greenspace areas from the Local Development Plan for East Renfrewshire Council. These areas are protected by the council for the benefit of residents to ensure that these areas will be available to use for all future generations.

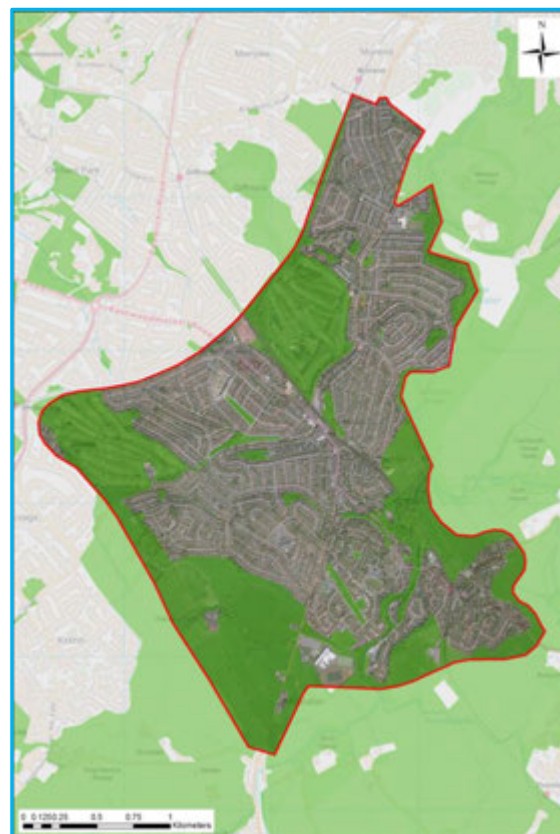


Figure 9 - Greenspaces within the Study Area

2.5 Collision History – Pedestrians and Cyclists

Department of Transport data available highlights the collision history between Clarkston Toll Junction and Sheddens Roundabout.

Between 1st January 2010 and 31st December 2014 there were 11 number of injury collisions to pedestrians and cyclists within the extents of Clarkston Toll and Sheddens Roundabout. Table 3 below provides a breakdown of these collisions by severity each year:

Table 3 - Collisions by Severity on Busby Road

Year	Fatal	Serious	Slight	Total
2010	0	0	1	1
2011	0	0	3	3
2012	1	1	1	3
2013	0	0	1	1
2014	0	0	3	3
Total	1	1	9	11

Source: <https://bikedata.cyclestreets.net/collisions/#12/55.7742/-4.1892/opencyclemap> (Department for Transport, 2017).

Four collisions occurred near the Mearns Road Pedestrian Crossing, four occurred at Clarkston Toll junction and the remaining three occurred opposite Clarkston Railway Station access between Mearns Road junction and Sheddens Roundabout. There was one collision involving a pedestrian which was a fatal accident in 2012.

Details of the above collisions and a plan detailing their locations are contained in Appendix C.2 and C.3.

At the time of writing, 2015 to 2017 collision data has not been made publically available.

2.6 School Catchment Areas

There are a number of education facilities within the study area for both primary and secondary education. The schools within the study area are as follows:

- Williamwood High School;
- St Joseph's Primary School;
- Carolside Primary School;
- Busby Primary School; and
- Netherlee Primary School.

The catchment areas for the above schools can be found in Appendix C.4. These highlight the key zones and movement the people will be making during the key time of school drop off and pick up.

2.7 Other Available Data

There is a large amount of data, both in the public and private domain, which could be made available to add depth and scope to any future study or design following this report.

Additional data which could be used to further future design or study options are:

- Parking Study
- Detailed Traffic Counts – Point Data
- Traffic Survey - Accurate journey location and time surveys
- Pedestrian Study including identifying key crossing points

These are documented further in Section 6 – Action Plan.

This Page is intentionally left blank



Site Visits

03

3. Site Visits

The purpose of this section is to harness the findings of the desktop review, informed by site visits, to determine where the gaps in active travel provision exist. This exercise will also identify key barriers to active travel and highlight areas for improvement.

3.1 Site Investigation

The purpose of the site investigation was to confirm the initial findings of the desktop study, review existing active travel provision and gather information to inform option development. The project team undertook initial site visits during July 2017, to confirm and note key constraints and opportunities within the study area.

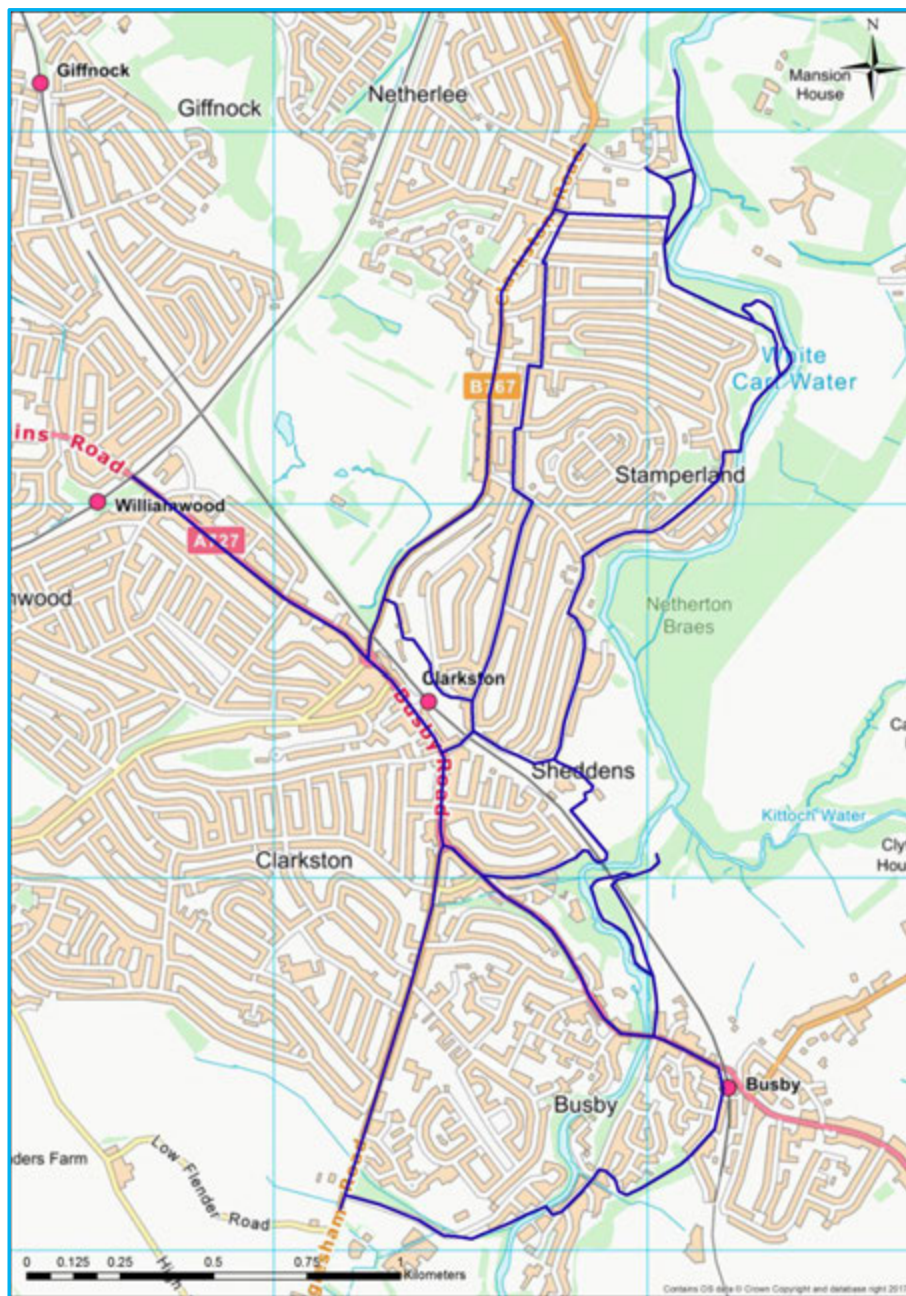


Figure 10 - Extents of Routes Surveyed by Project Team

Figure 10 above highlights the routes surveyed by the project team on the initial site visit. The routes surveyed covered both the Core Path Network and local roads. Clarkston town centre was also included within the site survey.



Figure 11 - Photographs of Routes Surveyed

Figure 11 above highlights key constraints and benefits of the existing active travel infrastructure. An example of an existing constraint seen by the project team would be the narrow unpaved footpaths on the some stretches of the Core Paths, which lack relevant Equality Act compliant infrastructure to

enable the paths to be open to all users. An example of a key opportunity seen by the project team would be the wide single carriageways on many main roads. Both these examples and others can be seen on Figure 11 at the locations the photographs were taken.

Further site visits were carried out in September 2017, to review Clarkston town centre and to determine the constraints, issues and opportunities available within the town centre.

3.1.1 Key Initial Findings

The key findings from the site visits were:

- Footway provision throughout the study area is generally appropriate, with moderate improvement required;
- Crossing provision is adequate; with most crossings having good dropped kerb and tactile provision. Some crossing points are indented off the desire line;
- Crossing points in the centre of Clarkston are limited, with a lack of formalised crossing points, though three signalised crossings with staggered crossings;
- The Core Path Network exists but is not of the quality conducive with promoting walking and cycling. In addition it has limited connectivity due to a lack of formalised crossing issues over the White Cart Water River. The lack of illumination along the Core Path Network may discourage active travel during the hours of darkness, for user groups;
- The town is well connected by remote footpaths which enable good permeability for pedestrians, although cycling is less provided for due to steps;
- The town and outlying areas are well connected by public transport, with regular rail links to the surrounding area and to Glasgow;
- Cycling throughout the Clarkston and Busby area is predominantly an on-road activity;
- Generally, within the existing built environment enhanced walking and cycling facilities could be accommodated; and
- Street clutter is an issue within the vicinity of Clarkston town centre.



Stakeholder Engagement

04

4. Stakeholder Engagement

As part of the feasibility study into delivering enhanced walking and cycling facilities within Clarkston, some further community consultation was undertaken. This follows on from the earlier Clarkston Town Centre Charrette which was held in September 2016 and published in December 2016. The Charrette was previously described above in Table 2. The Charrette considered opportunities to develop the town centre and surrounding areas to be more pedestrian and cycle friendly.

Several methods of engagement were used to connect with as wide a range of residents and businesses as possible within the Clarkston, Busby, Stamperland and Netherlee areas, these methods included:

- A Public Engagement Event at Clarkston Hall;
- A presence at Clarkston Food and Drink Festival; and
- An online Placecheck tool.

Further internal stakeholder engagement was carried out involving different departments of East Renfrewshire Council and Sustrans representatives. The external stakeholder engagement events held are individually detailed in Appendix D, describing the event, method of engagement and the outcomes.



Figure 12 - Local Resident's engaging with staff at Clarkston Hall

4.1 Placecheck Summary

A general summary of the placecheck identifies, 38% (44 from 107) of comments received stated that there were things we need to work on. 40% (43 from 107) of comments received were things that residents did not like and 19% (20 from 107) were things that residents liked.

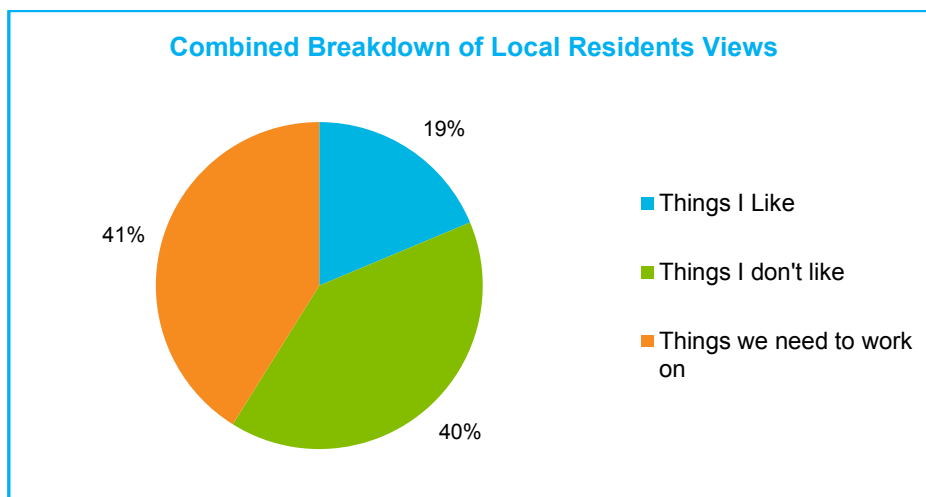


Figure 13 - Breakdown of Local Resident's Views from Placecheck

The 107 comments (online and public engagement) gathered were categorised into six broad categories as presented below in Figure 14. Using the six broad comment type categories it has been identified that 33% (35 from 107) of comments identified areas for active travel improvements. 31% (33 from 107) of comments identified areas where residents suggested that there was a safety issue and 19% (20 from 107) identified areas for general improvements. 13% (13 from 107) of comments collected suggested potential route options.

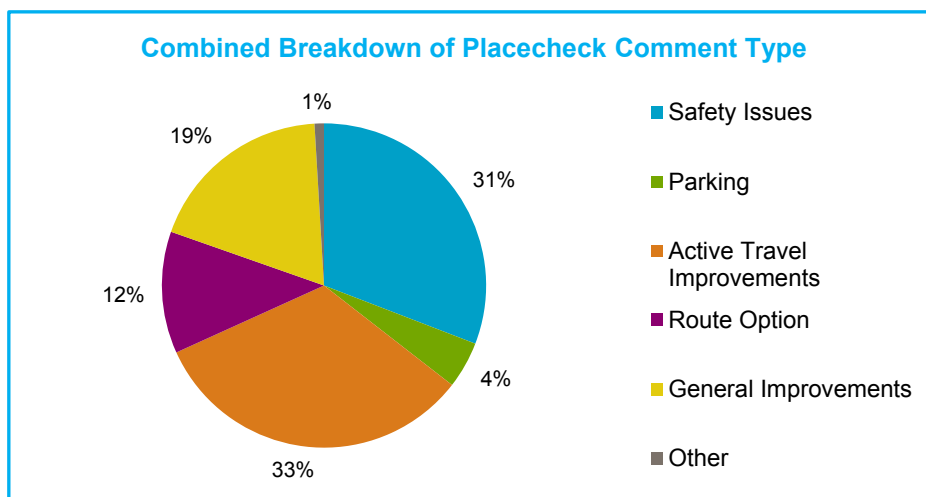


Figure 14 - Combined Breakdown of Placecheck Comment Type

Figure 15 highlights the spread of the comments across the study area. It identifies the key corridors as the location for most comments with a high percentage within Clarkston Town Centre. This provides evidence that key corridors are desired to be improved whilst key improvements are required along the core path network to facilitate increased walking and cycling.

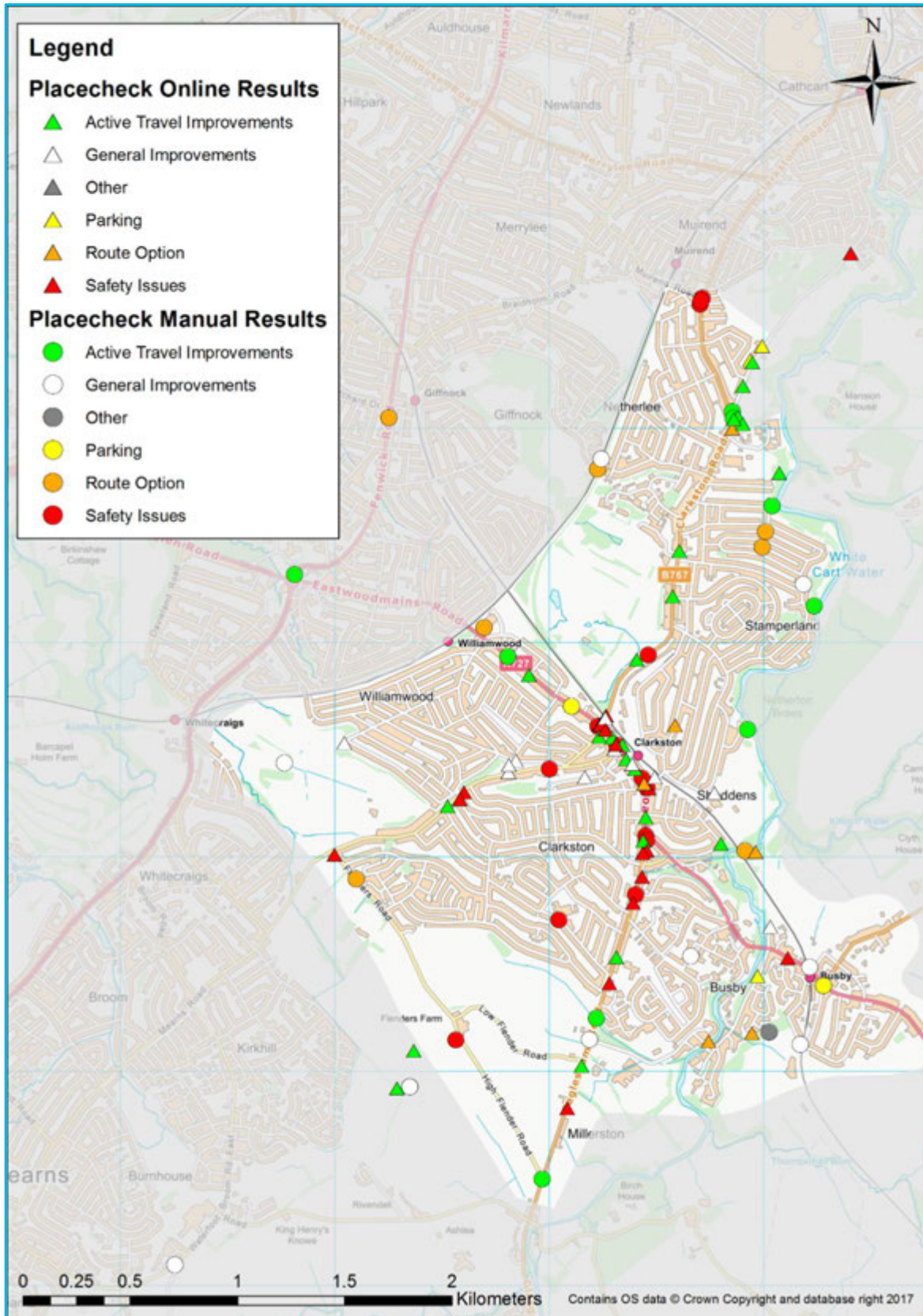


Figure 15 - Categorised Placecheck Map

4.1.1 External Stakeholder Engagement Summary

In summary, consideration was given to the appropriate type of active travel provision based on feedback received. People engaged in the consultation and drop-in events preferred dedicated infrastructure segregated from the carriageway, for both cyclists and pedestrians. This correlates with

the information collected and analysed in the Active Travel Strategy Research Findings in late 2014 which identified that 395 or 79% of 500 people questioned said that they would prefer that off-road cycle and walking paths be given prioritised to encourage walking and cycling.

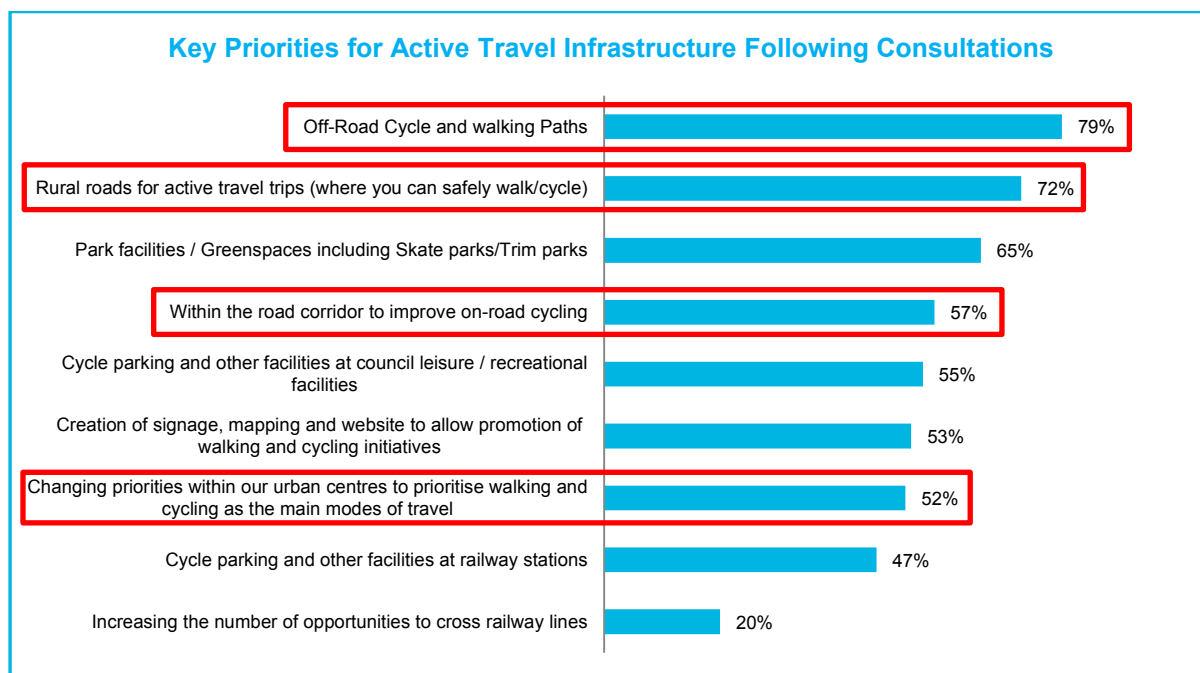


Figure 16 - Key Priorities for Active Travel Infrastructure Following Consultations

Figure 16 above highlights the responses received from the Active Travel Strategy Research Findings. The key points raised by the stakeholder engagements for this study have been superimposed and highlighted in red. This represents the same key points have been consistently raised throughout the exercise.

In general, the main considerations raised throughout the stakeholder events that should be taken forward are as follows:

1. Dedicated Off-road cycle and walking facilities would be preferred, especially those linking local schools;
2. To deliver cycle-friendly provisions on the main strategic corridors separated from motorised road users;
3. Changing of the priorities within the town centre to make it more people focused; and
4. Identifying local routes which are cycle and people friendly.

These will aid in developing a high quality active travel network in the study area.

4.2 Internal Stakeholder Engagement

Prior to confirming and developing the recommended options an internal stakeholder consultation event was held at the East Renfrewshire Councils Spiersbridge office. The Consultees attended comprised of Council Officers with; planning, transport, economic development or accessibility remits. This exercise considered the issues and opportunities, as well as, potential options for improving the current situation in and around the Clarkston area. Generally, the exercise confirmed the findings discussed above. The key points raised are summarised below:

- Council Officers are wanting an action plan with potential options to enhance active connectivity around Clarkston, Busby, Stamperland and Netherlee;
- It was highlighted that Council Officers are investigating options to promote greenspaces and active travel, whilst increasing safety for pedestrians and other active travel methods within Clarkston Town Centre, as highlighted in the recent completed Charrette.

- Council Officers highlighted that Parklets were being installed in early 2018 with Temporary Traffic Management for a yearlong trial; and
- Council Officers highlighted that the A727 Eastwoodmains and Busby Road are considered one of the main strategic routes in the area, with significant motorised vehicle movements especially at peak times.

In addition to the above, Sustrans Scotland were consulted as part of the internal stakeholder engagement, with the representative officer at East Renfrewshire Council.

Sustrans Scotland was also consulted on the emerging findings and recommendations of the study. Generally, there was support for enhancing walking and cycling along the study corridor and maximising connectivity with the town centre and key trip attractors and generators. Sustrans Scotland was keen to see that thorough engagement and marketing exercises with integrated into any major infrastructure enhancement.

Sustrans Scotland suggested they would seek for any proposed solutions to go beyond minimum design standards that are typically followed and that provision should be made for a high quality network which permits future proofing.



Area Wide
Recommendations

05

5. Area Wide Recommendations

Most destinations within the Clarkston, Busby, Stamperland and Netherlee area are within a relatively short walk or cycle from one another. There is therefore an opportunity to increase active travel modal share for every day journeys. This is supported by Cycling Scotland annual monitoring report which highlights that 46.1% of trips within the local are under 5km and therefore ideal for people who wish to walk and cycle these journeys.



Figure 17 - ERC Headline Cycle Data

Enhanced active travel links would not only encourage modal shift, but positively contribute to local accessibility, social inclusion, economy, health and the environment. The network of key routes supported by local access routes, interventions to create an improved place and would enhance access between residential areas and key destinations.

The overall aim of the study is to assess where best to apply available funding to increase the potential for active travel and to see an increase in the number of people choosing to walk or cycle. The desktop review and stakeholder engagement highlighted that the residential areas and key trip attractors / generators were well distributed throughout the study area. No singular route / corridor would facilitate access all key destinations, as such an area wide approach was adopted. This would maximise the percentage of resident and destinations with access to good active travel routes.

Following the stakeholder engagement, a series of key routes were identified, which would form the basis of a core network. There are a range of routes, to support all active travel abilities, from strategic main routes to residential safe routes to school.

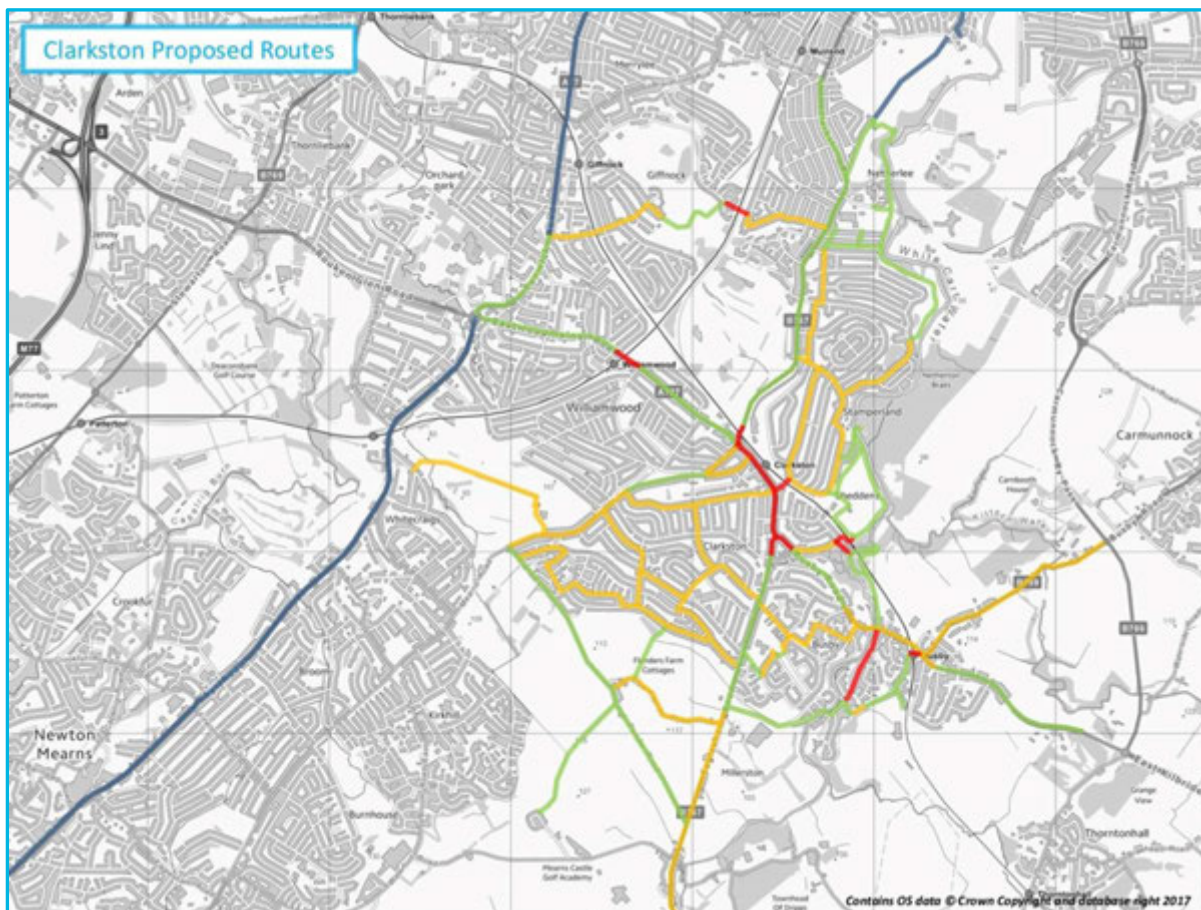


Figure 18 - Proposed Routes following External Stakeholder Engagement

<p>Green – Routes could be completed within the next 2 years.</p>	<p>Yellow – Routes could be completed in 2 or 3 years, require consultation or there are several physical constraints.</p>	<p>Red - Routes could be completed within 5 years; however these routes would require extensive consultation or are major projects.</p>
--	---	--

Following a meeting with East Renfrewshire Council representatives, the proposals suggested in Figure 18 were discussed and it was concluded the creation of an effective network could be achieved by creating a series of key routes which interlinked to form a core active travel network, supported by quieter residential street zones as shown in Figure 21.

The aim of the network would be to provide a dedicated and safe walking and cycle infrastructure which meets the needs of people of all ages who wish to walk or cycle as part of their daily movement within the study area.

To deliver the design of this network it is key the masterplan is delivered using National Roads Development Guide (NRDG) policy which provides the hierarchy of users (Figure 19) with pedestrians designed for as a priority. NRDG supports Designing Streets Policy Document and its 5 headline policies but in particular reference to the proposed masterplan ERC must approach the delivery of the masterplan using the street design hierarchy. ()

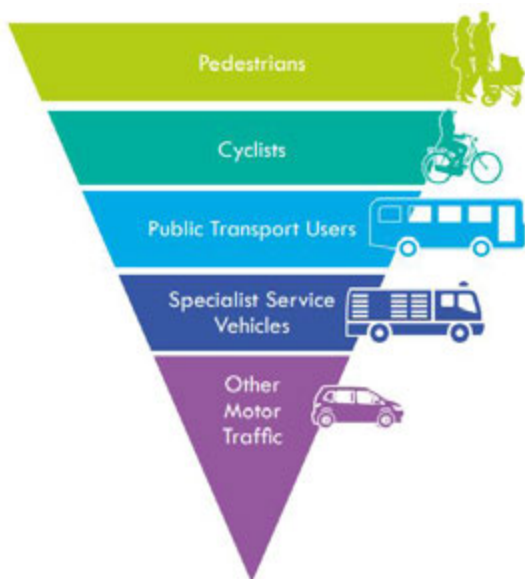


Figure 19 - Hierarchy of Users



Figure 20 - Street Design Hierarchy

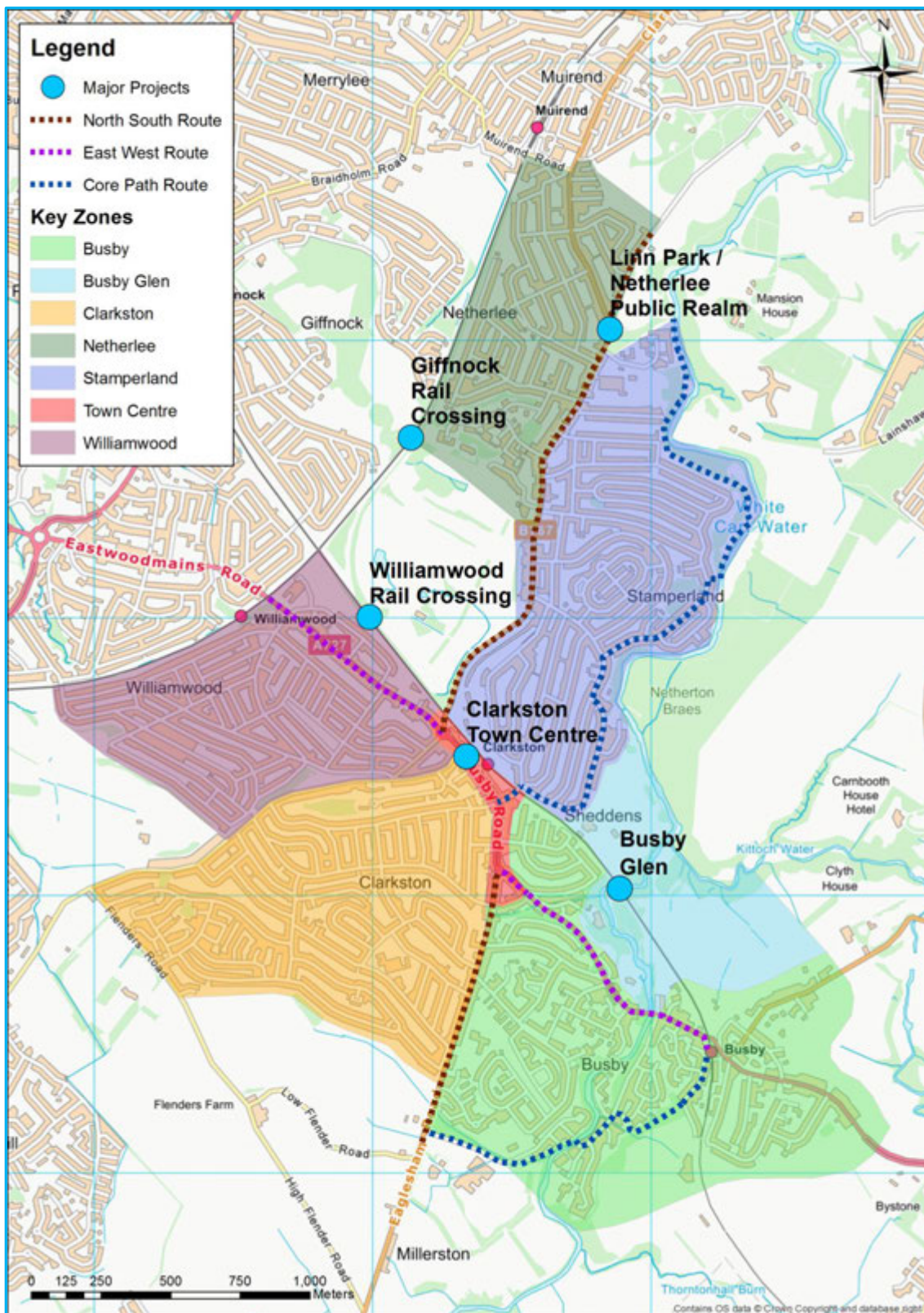


Figure 21 - Masterplan

5.1 Recommendations

The recommendations for the active travel network in Clarkston have been split into four distinct categories.

1. Strategic Routes;
2. Traffic Cells;
3. Local Routes; and
4. Major Projects.

5.2 Strategic Routes

The strategic routes proposed within the wider active travel network are along the main through roads in the town. These routes are part of the Strategic Cycle Corridor 3 and 4 highlighted within the East Renfrewshire Active Travel Action Plan. The routes are considered strategic as they link key destinations within and out with the study area. These routes are anticipated to link to the proposed Glasgow City Cycle network, previously described. It is proposed that routes will be planned and provided primarily as dedicated infrastructure and off-carriageway facilities, to facilitate all users ensuring comfort, safety, convenience and an alternative to using the car. A key part of these routes is to link with the other categories of route within the Clarkston area to provide a cohesive and coherent network. Figure 22 below highlights the strategic network proposed through Clarkston, including the Local Route. The strategic routes will be further divided into 2 distinct routes following the alignment of the Strategic Cycle Corridors along a North-South (Strategic Corridor 3) alignment and East-West (Strategic Corridor 4) alignment. The Local Routes will be described within a separate section, highlighting the distinct nature of the route.



Figure 22 - Strategic and Local Corridors

5.2.1 Strategic Cycle Corridor 3

Strategic Cycle Corridor 3 is a South to North route from Whitelee Wind Farm, Eaglesham to Netherlee. The alignment of the corridor is based on the B767 and the B764. There are connections to the NCN 73 at Kilmarnock and to other NCN routes associated with the wider Glasgow local cycle networks through links to the Glasgow south area. Strategic Cycle Corridor 3 links with Strategic Cycle Corridor 4 through Clarkston town centre (East Renfrewshire Council, 2014).



Figure 23 - Strategic Cycle Corridor 3

This strategic route has been proposed to aid fulfilling the Active Travel Action Plan within Clarkston and to provide a safe and comfortable route for all active travel users within the study area travelling South to North and vice versa.

Figure 23 highlights the Strategic Route proposed. This route would increase safety and enable access to local services and public transport.

Following the consultation, it is recommended that this strategic corridor will include with-flow dedicated cycle lanes that are segregated from the motorised traffic by a kerbed median.

Figure 24 highlights an initial Cross-Section that is achievable on the Strategic Cycle Corridor 3 for most its length, however it must be noted that though this cross-section is achievable, there are physical constraints which would have to be considered during the detailed design. This cross section can also be adapted to provide green infrastructure along the corridor as detailed in photograph 5 within table 4.

This route would satisfy Community Links PLUS funding described in the appendices.

The area between Clarkston Toll and Sheddens Roundabout, the area highlighted within the red box on Figure 23, will be considered as a major project and will be described separately.

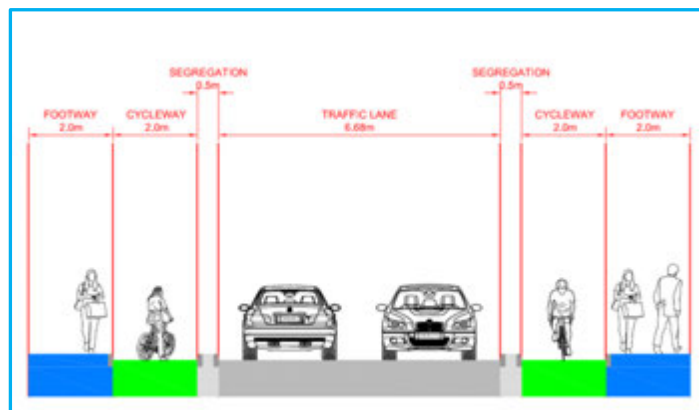


Figure 24 - Proposed Cross-Section of Strategic Cycle Corridor

5.2.2 Strategic Cycle Corridor 4

Strategic Cycle Corridor 4 uses the A727 and A726 between Busby and Barrhead and the B773 Darnley Road between Nitshill and Barrhead. Strategic Cycle Corridor 4 links with Strategic Cycle Corridor 3 through Clarkston town centre (East Renfrewshire Council, 2014).

Following the consultation, it is recommended that this strategic corridor will include with-flow dedicated cycle lanes that are segregated from the

motorised traffic by a kerbed median.

This strategic route has been proposed to aid fulfilling the Active Travel Action Plan within the Clarkston are and to provide a safe and comfortable route for all active travel users within the study area travelling East to West and vice versa. Figure 25 highlights the Strategic Route proposed.



Figure 25 - Strategic Cycle Corridor 4

Figure 24 highlights a proposed Cross-Section that is achievable on the Strategic Cycle Corridor 4 for the majority of its length, however it must be noted that though this cross-section is achievable, there are physical constraints which would have to be considered during the detailed design. This cross section can also be adapted to provide green infrastructure along the corridor as detailed in photograph 5 within table 4.

This route would be satisfy Community Links PLUS funding described in the appendices.

Table 4 highlights schemes awarded funding though the Community Links PLUS by Sustrans Scotland and the Scottish Government, highlighting to East Renfrewshire Council that funding is available for both the Strategic Routes proposed.

Table 4 - Examples of Community Links PLUS Finalists 2017

Examples of Community Links PLUS Finalists¹



Photograph 1 - Meadows to George Street-Places for People - City of Edinburgh Council



Photograph 2 - West Edinburgh Active Travel Network - City of Edinburgh Council



Photograph 3 - City Boulevard and Cowane Street - Stirling Council



Photograph 4 - Inverness City Active Travel Network - Highland Council

¹ <http://www.bbc.co.uk/news/uk-scotland-41309510> (British Broadcasting Corporation (BBC), 2017)



Photograph 5 - Woodside Mini Holland - Glasgow City Council

These five projects that are aimed at encouraging people to leave their cars at home and travel using Active Travel means have been awarded £22m by Transport Scotland. They were awarded the funding as part of the Sustran's Scotland's Community Links PLUS design competition.

The area between Clarkston Toll and Sheddens Roundabout, the area highlighted within the red box on Figure 25, will be considered as a major project and will be described separately.

5.3 Local Traffic Cells – People Designed Places

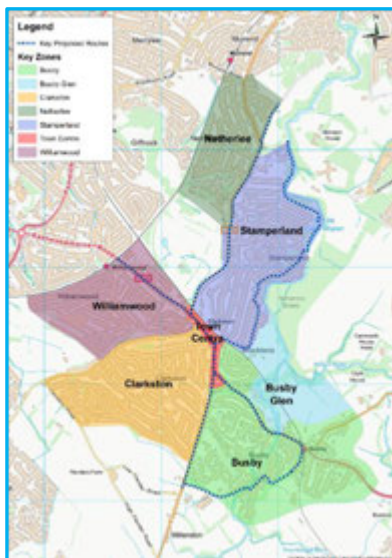


Figure 26 - Proposed Local Traffic Cells

Following on from the Strategic routes, the next level of category of the network being proposed is the Local Traffic Cells. These cells will prioritise people walking and cycling over vehicle movements to create more people friendly places.

These cells are predominately residential streets, with the main constraint being vehicle volume. Most of the streets within the proposed cells are currently 30mph though there are “20 is plenty” zones.

The key for local traffic cells is to provide a safe and comfortable environment which prioritises people walking and cycling, whilst accommodating motorised user access. There are various measures that can be undertaken to achieve this. Designing Streets² provides a framework to support this approach highlighting that “*Creating good streets is not principally about creating successful traffic movement: it is about creating successful places*”.

It is well known that many urban streets are not wide enough to provide separate cycle facilities or have frontage activity that makes such provision impractical. To make a safe and comfortable environment for all users, especially active travel users, a design for such an environment typically needs to think beyond standard highway design. The areas need to be defined as low traffic volume and slow speed environment where cycles, pedestrians and motorised traffic can all be safely integrated. It is recognised that a good street design can help create a bespoke solution that suits the local surrounding buildings and activities.

Table 5 below details a toolkit, which could be developed, into a place toolkit specific for Clarkston, with a wide range of options that could be acceptable within all the cells. Using features of the toolkit are to be site specific, selected to stipulate a consistent message that the individual cells are suitable for all forms of active travel is welcome. It must be noted that not all measures will be appropriate for every cell and it depends on the anticipated usage and type of road. The cells will incorporate and define a series of local routes connecting to the strategic network.

Table 5 - East Renfrewshire Traffic Cells Toolkit

Clarkston Traffic Cells Toolkit

20mph Speed Limits	Speed Reduction Measures (Speed Cushions, Chokepoints)

² A Policy Statement for Scotland; Designing Streets, The Scottish Government, 2010

Parking Restrictions	Zebra (Cycle) Crossings
No Through Access	Dropped Kerbs
Shared areas (textures and colours needed for visually impaired)	Pedestrian and Cycle Priority Raised Junctions/Tables
Directional Signage	Restricted Loading Times
Ground Logos	Improved Street Lighting
Street Art (Community Based)	Filtered Permeability
Green Infrastructure	Placemaking

In the study area, five Local Traffic Cells have been defined and highlighted following the stakeholder engagement. These include Netherlee, Stamperland, Williamwood, Clarkston and Busby as shown by Figure 26. Further development and consultation, particularly with local residents and schools, is required prior to proceeding with a series of cell improvements.

5.4 Local Routes

Following on from the Local Traffic Cells, the next level of category of the network being proposed is the Local Routes. The Local Routes proposed align between existing Core Paths. Core Paths are network of paths 'giving the public reasonable access throughout their area' (Scottish Government, 2003, p. 13). Systems of Core Paths may include:

- Rights of way by foot, horseback, pedal cycle or any combination of those;
- Paths, footways, footpaths, cycle tracks or other means of access;
- Paths which are or may be delineated by a path agreement; and
- Other routes, waterways or other means by which persons may cross land.

Core paths are in existence to help people to exercise their access rights with confidence, and help to harmonise access and land management operations.

The Local Route within the study area, which is being proposed for use as part of the active travel network, is split by the strategic routes. The first section of Core Path is between Williamwood High School and Busby Railway Station. The second section of Core Path is from Clarkston Railway Station to Netherlee Primary School, with links for both sections with the Strategic network proposed.



Figure 27 - Section 1 Component Parts

5.4.1 Section 1 – Williamwood High School to Busby Railway Station

Section 1 is comprised of four distinct parts. Each part is described below, with the proposed recommendations highlighted for consideration. Figure 27 highlights the four distinct parts of Section 1.

Section 1 Part 1

Part one extends from the Newford Grove and B767 Junction, linking with the proposed Strategic Route, along Newford Grove for approximately 300m. This length comprises of

a 6.4m wide asphalt carriageway with traffic calming (Speed cushions). There is 2m wide footpath of asphalt construction along the northern extent of the carriageway. It is recommended that active travel users, such as cyclists and equestrians be accommodated on the carriageway as traffic flow and speeds are low, with a possible addition of an advisory cycle lane in each direction, with pedestrians remaining on the existing footpath. Further measures, from the toolkit highlighted in Table 5 above, could be implemented for example Parking Restrictions could be included if there are issues with parking especially at peak times for the school.

A more community based approach could be taken to design the surfaces for the raised tables that currently act as pedestrian crossings, by allowing the children at the school to design the crossing point. Examples that could be considered are shown below in Table 6.

Table 6 - Examples of Colourful Crossings

Examples of Colourful Crossings



Photograph 6 - Southwark Street, London³



Photograph 7 - Brixton, London⁴

This would be a great opportunity for public involvement in the design and enable the regular users to influence the how the final design looks, which they will use regularly.

Section 1 Part 2

Part two extends from the Newford Grove along a compacted earth footway, crossing the White Cart Water over a reinforced concrete arch bridge to Field Road. It is recommended that a 2.5m wide asphalt footpath be constructed along its entire length with bridge improvements.

Linking the existing Core path with Newford Grove there are three flights of steps, as shown by the red dots on Figure 27, it is recommended that these be re-profiled or reconstructed to be compliant with the Equality Act 2010 and to enable their use by all potential users.

From the site visits and discussions held with residents at the consultation event, there is evidence that this section of the route is used by equestrians.

Section 1 Part 3

Part three extends from Field Road into Woodyett Park and along the dismantled railway line to Westerton Lane. As this part of the route, extents along a distributor road, residential street and woodland along the dismantled railway a number of measures are proposed. It is anticipated these would link with Busby Glen and Overlee Park in the future.

Field Road is a distributor road to the A727 East Kilbride Road, used regularly by Heavy Goods Vehicles and other trade traffic due to an industrial estate, which is in close vicinity to the proposed route. It is recommended that the existing layout be remodelled possibly as a shared surface and a place is created, as described earlier in the Local Traffic Cells.

An existing residential 1.8m wide asphalt pathway leads from Field Road into Woodyett Park; it is recommended that this be widened to a 2.5m wide footpath. Following discussions held with local residents at the drop-in event, this particular section of the route is used by equestrians.

Section 1 Part 4

Part four of this section of route extents from Westerton Lane, along Westerton Avenue, Glenville Gate to Busby Railway Station, for approximately 338m. This section of the route links with the Strategic Route proposed at the A927 East Kilbride Road.

This section of the route consists of quiet residential streets it is recommended to utilise measures from the toolkit highlighted above in Table 5 and to create this part of the route more into a place.

³ <https://www.dezeen.com/2016/09/23/camille-walala-multicoloured-pedestrian-crossing-london-design-festival-2016/> (Morby, Camille Walala creates multicoloured pedestrian crossing for London street, 2016)

⁴ <https://www.dezeen.com/2016/09/24/eley-kishimoto-pedestrian-street-crossing-brixton-london-design-festival-2016/> (Morby, Eley Kishimoto covers London street crossing in graphic patterns, 2016)

Table 7 - Design Guidance for Equestrian Users

Design Guidance for Equestrian Users

Equestrians do not favour traditional bound surfaces such as asphalt, as the hard and smooth surface could cause discomfort to horses' hooves or be an additional slip hazard. Equestrian users would prefer an additional layer or surface dressing that could be applied to the asphalt surface, such as 3mm grit, at the time of construction to provide the additional grip which would reduce the risk of slipping. Normally, the hard grit is spread at a rate of 1.0kg per square metre and rolled in immediately after laying the bound surface. Any excess grit is swept and removed from the surface as any surplus loose grit could be a slip hazard for path users.

Typically if there are no space constraints, a separate softer surface for equestrians should be considered in the design stage, aligned alongside the main path. Where separate horse riding surfaces have been provided, they have been traditionally surfaced using bark or woodchips, though other alternatives are available.

If additional space is limited and only available along short sections along a route, the design should consider providing short alternative routes away from the proposed pathway to give equestrian users an opportunity for a gallop or canter. If the ground is relatively free draining, simply clear taller vegetation and overhanging branches, and any other unobvious hazards on the ground to form a natural surface which equestrians can easily use. If equestrian use of the route is going to be frequent activity on such routes, then the designer should consider upgrading the natural surface to a more durable surface that includes adequate drainage.

Typically pathways on disused railways lend themselves to separate surfaces for different active travel user types as there is often plenty of space available to share. All loose ballast is removed and clear a strip of the underlying ash will provide an excellent free draining surface for most active travel users to use year round (Paths for All, 2014).

5.4.2 Section 2 – Clarkston Railway Station to Netherlee Primary School

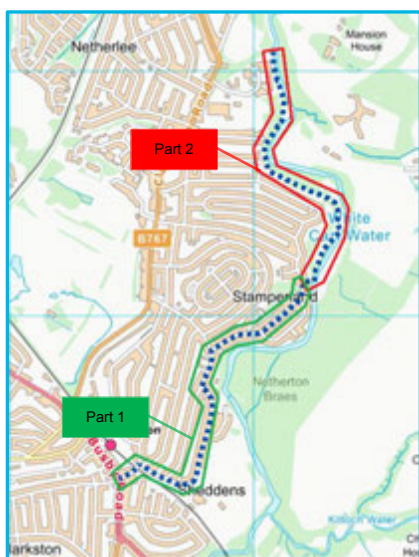


Figure 28 - Section 2 Component Parts

Section 2 of the Core Path network is comprised of two distinct parts. Figure 27 highlights the two distinct parts of Section 2.

Section 2 Part 1

Part one extends from the Strawhill Road and A727 Busby Road Junction, linking with the proposed Strategic Route on Busby Road, along Moray Drive, Stamperland Gardens & Monteith Drive for approximately 1,460m. It is recommended that the existing layout be remodelled to include a number of different measures from Table 5 to ensure that a place is created, as described earlier in the Local Traffic Cells.

Section 2 Part 2

Part two extends from Monteith Drive to Netherlee Primary School along a compacted earth footway for approximately 1,190m. The transition between the two parts would require further feasibility work to address the existing stepped access to the White Cart Walkway. There are some areas along this path that are constructed of a bound surface, however these are for short distances around areas of utility service access hatches, for example for Scottish Water. It is recommended that a 2.5m wide asphalt footpath be upgraded along its entire length. It is anticipated this section would link Linn Park with Busby Glen - Overlee Park in the future as part of an improved Green Network in the area.

5.5 Major Projects

There are five proposed schemes that are considered major projects:

- A. Clarkston Town Centre
- B. Giffnock Rail Crossing;
- C. Williamwood Rail Crossing;
- D. Netherlee / Linn Park / Stamperland Public Realm; and
- E. Busby Glen / Overlee Park

It is anticipated that these major projects will take approximately 3 to 5 years of planning, detailed design and consultation prior to being constructed.

Figure 33 highlights the location of the major projects identified throughout the study area that could be considered for future implementation.

5.5.1 Clarkston Town Centre

Clarkston Town Centre is considered a major project. The study area for Clarkston town centre extends from Sheddens Roundabout to Clarkston Toll gyratory junction. The main road through the town centre is an urban dual-carriageway, though limited to single lane running in each direction due to extensive parking within the town centre. The speed limit throughout the town centre is 30mph. There are numerous accesses and side roads that link in with the town centre on Busby Road. There are also 3 signalised pedestrian crossings near to the Overlee Road, Hillview Drive and Mearns Road Junctions. Figure 29 shows the existing layout of Clarkston Town Centre.



Figure 29 - View of Clarkston Town Centre

The Clarkston Town Centre Charrette highlighted that the residents want the following to be implemented in the Town Centre within the next 10 years:

1. *A hub for the local community with more places to meet and spend time;*
2. *More pedestrian and cycle friendly town centre, less dominated by traffic;*
3. *A more attractive, distinctive and bustling town centre with more care culture, public space, activity, colour and greenery; and*
4. *More business and community activity in the town centre, before and after dark (AECOM, 2016).*

The key point to be raised from the Charrette relevant to the current plan is to make Clarkston Town Centre a more pedestrian and cycle friendly town centre.

As part of this study three distinctly different options have been carried out as an initial design to ensure that they are feasible. The designs prioritise walking and cycling but would require involving public transport at the next stage to permit an integrated approach. The three options for consideration have been described below:

5.5.2 Option A - Dedicated Cycle Lanes

Option A proposes to improve active travel provision throughout the centre of Clarkston. In the concept sketches it is proposed to remove the central reserve within the centre of the carriageway and re-allocate 2 lanes of traffic to people walking and cycling with dedicated public realm

infrastructure. The pedestrian provision will be improved by widened footpaths, improved crossing points and additional greenspaces created by utilising Parklets, green infrastructure or public realm improvements. Local transport provision will be maintained by the installation of floating bus stops. Figure 30 below highlights the concept layout. A copy of the drawing has been provided in Appendix F.1.

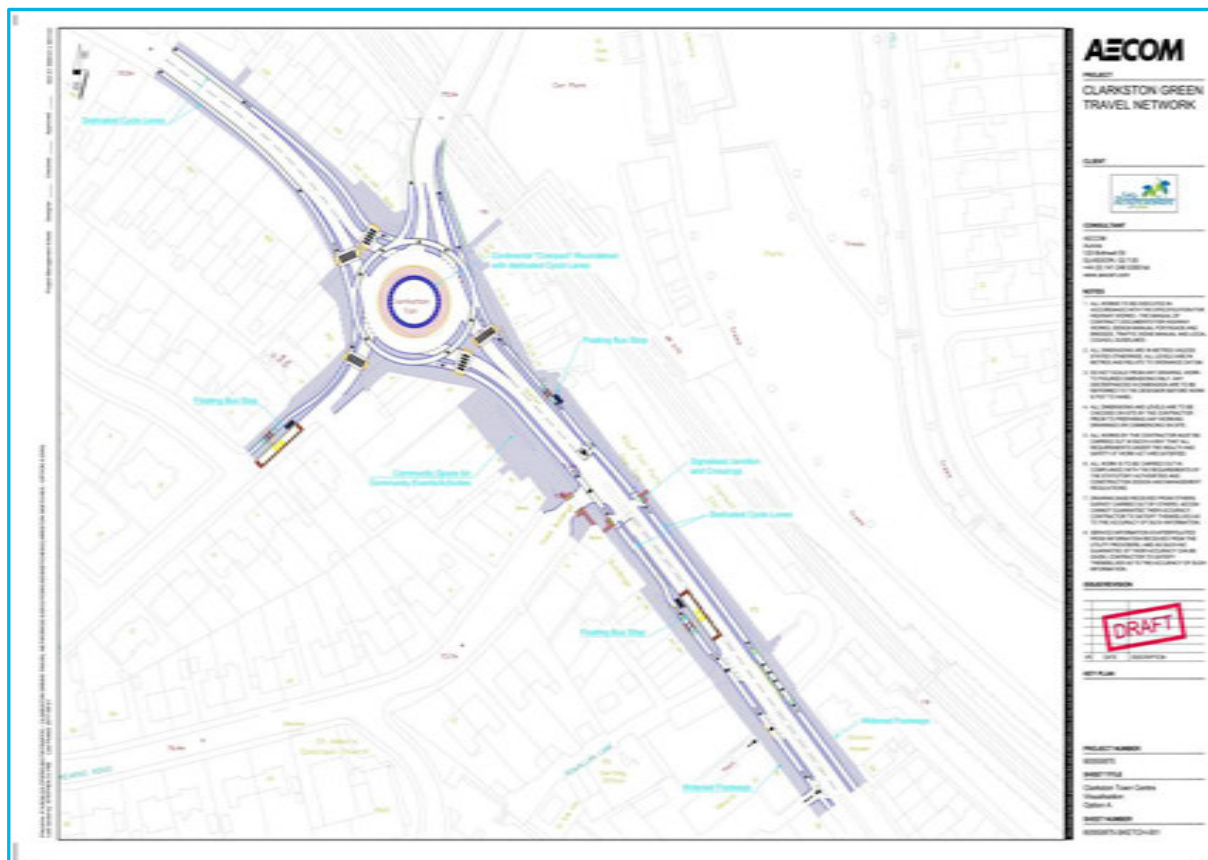


Figure 30 - Concept Design of Clarkston Town Centre (Option A)

In general it is feasible for a carriageway of 7.3m width, with footpaths to promote walking for the full length of the carriageway and 1.5m to 2m wide with flow cycle lanes separated by a 0.4m to 1m island (depending on the objectives of the design). Pedestrian priority measures have been proposed at the Mearns road junction, with a signalised crossing compliant with the current design and equality act standards.

Figure 30 above also highlights proposed changes to Clarkston Toll Gyratory Junction. It is proposed to convert the existing junction into a compact “continental” style roundabout with a dedicated cycle lane and geometry to reduce vehicle speeds.

Though at a concept design for Clarkston Toll Junction, there are a wide range of designs highlighted in the Roundabout Study in Appendix E, which could be taken into consideration during the detailed design to help increase active travel provision.

3D Visualisations for the above concept design can be found in Appendix G.1.

The concept design above has been carried out utilising the public space available, and does not take into consideration any potential land that may be required.

Parking, loading and unloading would require to be reviewed as part of any improvements within Clarkston Town Centre to understand local requirements and establish a strategy which delivers dedicated parking locations around Clarkston.

5.5.3 Option B - Shared Space

Option B proposes to redevelop the town centre as a shared space. This option was developed following the Clarkston Town Centre Charrette and was presented in the final Charrette Report. It is

proposed that from the Mearns Road a shared space be created that removes the defined arrangements of footways and carriageway and increases the space available for community use. Parking has been maintained throughout the concept via clearly marked parking bays. It is anticipated that public transport infrastructure will be located within laybys, to allow the free flow of traffic.

It is proposed that Greenspace has be increased by the construction of a central reserve that incorporates vegetation and trees, that will help create a perceived sense of safety, reduce traffic speeds and increase perceptions of beauty for the town centre.



Figure 31 - Concept Design of Clarkston Town Centre (Option B)

Figure 31 highlights the concept design for Design Option B. Visualisations for the concept design can be found in Appendix G.2.

It must be noted that a similar scheme to this proposal has already been carried out in Poynton, Cheshire, where a busy main regional road junction was redeveloped as a low speed environment. The junction at Poynton carries flows of over 10,500 vehicles per day, with over 27,000 turning movements each day prior to the redevelopment. The design for the junction replaced the existing traffic signal control and strongly defined arrangement of footways and carriageway with a design based on shared space principles, comprising two distinct but interconnected circular spaces. In view of the heavy traffic flows, paving materials and low kerbs were used to define the areas for traffic circulation as a guide for drivers and other users, but these physical clues are subtle and also emphasise the pedestrian desire lines through the space (Sustrans, 2017).

Further information and a video explaining the processes carried out for the Poynton example can be found using the following link:

<https://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction/shared-space-busy-intersection-poynton>

Clarkston Toll Gyratory Junction, as shown by Figure 31, has conceptually been redeveloped as a conventional roundabout, with large active travel crossing locations at each arm of the roundabout.

Though at a concept design for Clarkston Toll Junction, there are a wide range of designs highlighted in the Roundabout Study in Appendix E, which could be taken into consideration during the detailed design to help increase active travel provision.

It must be noted that the concept design above has been carried out utilising the public space available, and does not take into consideration any potential land that may be required.

5.5.4 Option C - Busby Road Realignment

Option C proposes to increase public realm throughout the centre of Clarkston. In the concept design it is proposed to realign carriageway and to reallocate the remaining space to active travel as a shared use space. In general, the pedestrian provision will be improved by the widened footpaths and additional greenspaces can be created by utilising Parklets or by the addition of planters and other

infrastructure. Local transport provision will be maintained by the installation of in line bus stops and bus stop laybys.

In general it is feasible for a carriageway of 7.3m width. Parking laybys have been incorporated in the concept design to maintain similar levels of parking within the town centre, as currently exists. Signals have been proposed at the Mearns road junction, with signalised crossings compliant with the current design and equality act standards.

Figure 32 below also highlights proposed changes to Clarkston Toll Gyratory Junction. It is proposed to convert the existing junction into a signalised junction, with toucan crossings on three arms of the junction. The phasing of the traffic signals will be determined during the detailed design.

Though at a concept design for Clarkston Toll Junction, there are a wide range of potential designs that could be taking into consideration during the detailed design to help increase active travel provision, as found in Appendix E.

A copy of the drawing has been provided in Appendix F.2 with 3D Visualisations of the concept design in Appendix G.3.

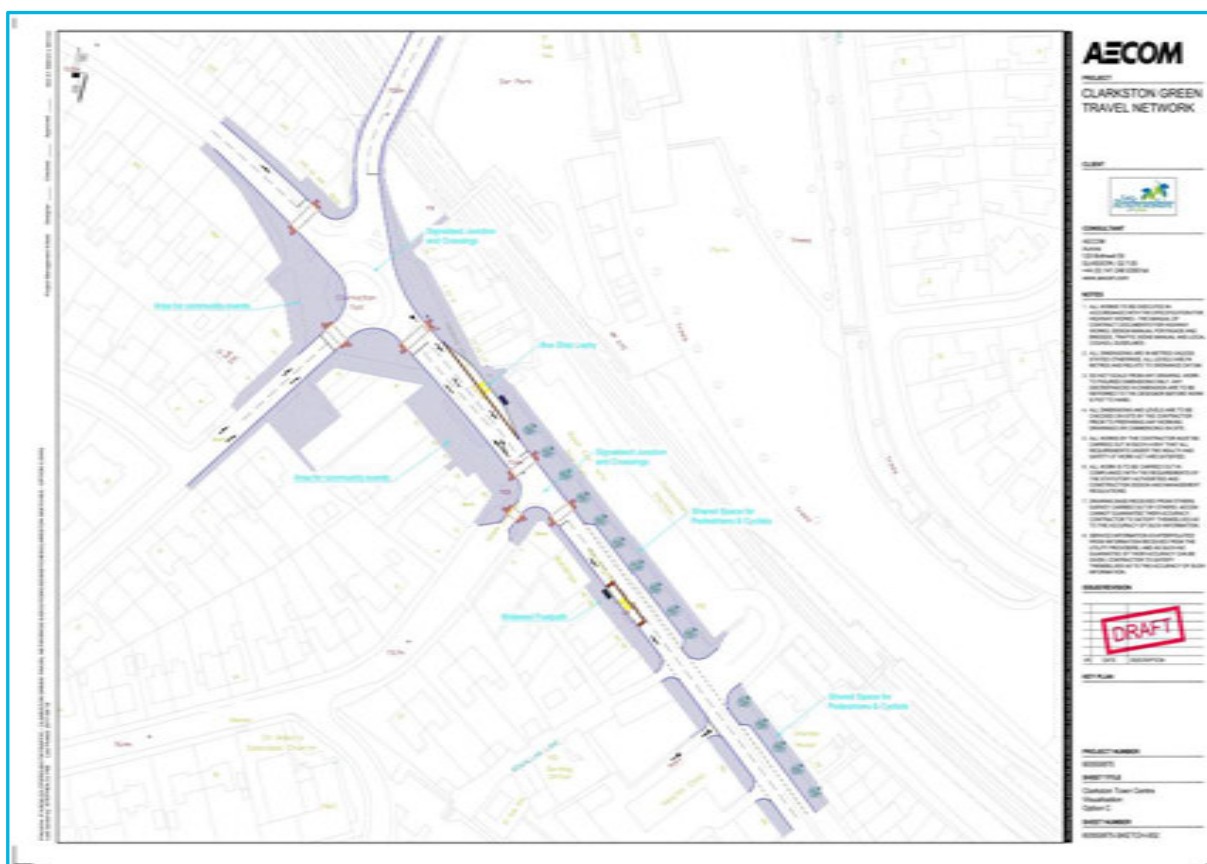


Figure 32 - Concept Design of Clarkston Town Centre (Option C)

The concept design above has been carried out utilising the public space available, and does not take into consideration any potential land that may be required.

5.5.5 Giffnock Rail Crossing

Giffnock Rail Crossing is major project, which was raised from the external consultation, and residents looking for a safe route to school from Netherlee to St. Ninians High School. The proposed route would cross the Williamwood to Glasgow Central railway line. It is considered a major project as it would require extensive consultation, a rail possession for several months, as well as, the detailed design and planning with external stakeholders. These include Network Rail and East Renfrewshire Council.

This project could be considered for funding as an active travel project, though would require support and necessary capital funding to deliver.

5.5.6 Williamwood Rail Crossing

Williamwood Rail Crossing was raised from the internal consultation. It is a project that links the communities of Netherlee and Stamperland with Eastwood Health and Care Centre. The proposed route would cross the East Kilbride to Glasgow Central railway line.

It is considered a major project as it would require extensive investigative work, consultation, the detailed design and planning with external stakeholders. These include Network Rail and East Renfrewshire Council as well as agreements with private landowners.

It is anticipated that the route would be through Williamwood Golf Course and under the railway line through an existing underpass that was constructed at the time of the railways construction as an access road. The path would then extend behind houses of Drumby Crescent and across land allocated for housing development to tie in with the footpath and proposed cycleway network near to the Eastwood Health and Care Centre. Additional paths could extend along the abandoned railway line that extends adjacent to the East Kilbride and Neilston rail corridors.

This project could be considered for funding as an active travel project, though would require support and necessary capital funding to deliver.

5.5.7 Netherlee / Linn Park / Stamperland Public Realm

The Linn Park/Netherlee/Stamperland Public Realm is major project, which was raised during the consultation. It is a project that would provide accessible links between the communities of Netherlee and Stamperland with Linn Park improving access to Netherlee Primary School, nearby sheltered housing and the local green network.

Overall the project has the potential to deliver improved public realm and local access. A major component of this would be improved walking, cycling and crossing facilities at the junction of Linn Park/Netherlee Road/Clarkston Road for people accessing local trip generators.

It is anticipated that the improved public realm and junction design to the entrance to Linn Park from Clarkston Road would significantly improve the facilities for people walking and cycling. This would also tie in with the proposed Glasgow City Centre link proposed by Glasgow City Council and the wider cycleway network of Glasgow.

It is considered a major project as it would require extensive consultation with the local residents, businesses, Netherlee Primary School, Linn Park and Linn Park Court Sheltered Housing, as well as the detailed design and planning with key external stakeholders. The proposed study area scope is included in appendix F.3.

5.5.8 Busby Glen / Overlee Park

Busby Glen/Overlee Park is considered to be a major project that would require support from the community, external partners and East Renfrewshire Council.

The core greenspace either side of the White Cart Water contain significant natural heritage assets (including important habitats and landscapes), cultural heritage features, community facilities (including play parks and sports facilities) and a network of local paths for recreation. These resources provide the



Figure 33 - Major Projects Plan

basis for multi-faceted Green Network project that can act as a catalyst to enhance existing natural, cultural and community assets. Furthermore, development of Busby Glen / Overlee Park as a key East Renfrewshire open space would help encourage more people to the area, thereby making a positive contribution to Town Centre improvement aspirations.

One aspect that should be considered is the construction of a bridge suitable for active travel. The proposed crossing across the White Cart Water River in Busby Glen is a major civil engineering undertaking, however following site visits it could become a key attractor to the area.

This project should not to be considered as solely an active travel scheme as it could be delivered as an all-encompassing project including heritage, industrial, biodiversity, cultural, forestry and the White Cart Water. It is noted that delivery of this project will require significant consultation with the community and key partners in order for plans to be progressed. As a capital project potential funding sources will also need to be considered.

The proposed study area scope is included in appendix F.4.

5.6 Summary

This study has confirmed a range of potential enhancements which combined together, could deliver a comprehensive active travel network in the Clarkston, Busby, Stamperland and Netherlee area for walking and cycling. The routes have been developed in accordance with the Core Design Principles set out in *'Cycling by Design'*, and examples from national urban schemes to make the best possible use of existing infrastructure to deliver practical and cost effective facilities. The network of routes would form a series of links to / from several key trip attractors/generators, schools, Eastwood Health and Care Centre, as well as Clarkston town centre. The proposed network would also provide future links with the Greater Glasgow area. The implementation of the active travel routes could be phased over several years for ease of finance, consultation and implementation.

Should the recommendations be taken forward to detailed design and construction, it is recommended that early consultations are undertaken with key stakeholders. It should be noted that following commencement of construction it is recommended that comprehensive marketing, engagement and monitoring exercise is undertaken to encourage the routes use.

This Page is intentionally left blank



Action Plan

06

6. Action Plan

To permit delivery of the proposed improvements each element requires to be progressed. The 4 categories can be progressed with data being the core element required to aid delivery of the projects. Data can be used in the first instance to progress each element prior to specific parts of the project being progressed.

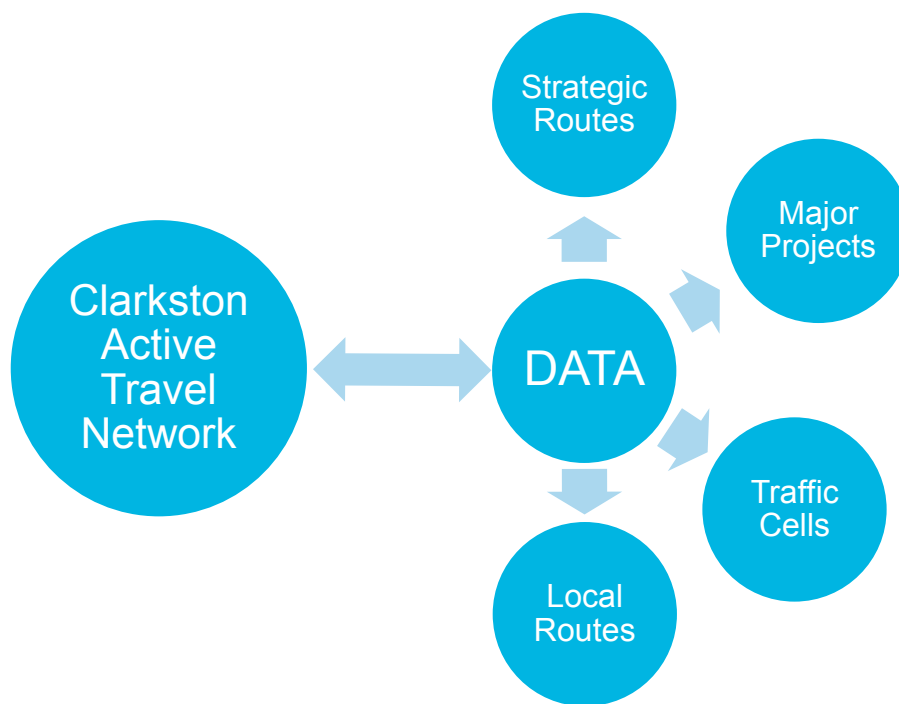


Figure 34 - Required Inputs into delivery of Clarkston Active Travel Network

The proposal would be for the 4 key areas to be progressed during Year 1 (2018/19) to enable phased delivery of the projects starting 2019/20. However there are “quick wins” which can be progressed during 2017/18 to inform the actions set out in section 6.2.

6.1 2017/18 – Quick Wins

Quick wins will permit ERC to progress the masterplan and continue the momentum of the project. The four actions which would aid the delivery of the masterplan are:

Action 1 – Local Routes - Williamwood High School to Busby Railway Station

This action would be to permit detailed design of the local route to permit a funding application and construction during 2018/19. The detailed design would include a land ownership review and community engagement to establish expectations.

Action 2 – Local Routes - Clarkston Railway Station to Netherlee Primary School

This action would be to permit detailed design of the local route to permit a funding application and construction during 2018/19. The detailed design would include a land ownership review and community engagement to establish local users’ desires.

Action 3 - Data – Parking study in Clarkston Town Centre

A parking study would be undertaken to understand the movement and usage in the local area. This data would be used to inform the design of the strategic networks and be used to engage with the local businesses.

Action 4 – Strategic Route/Major Project - Netherlee/Linn Park Public Realm Design

Consultation has established current people cycling wish assistance at this junction. To highlight ERC are listening and acting on the creation of the masterplan a design would be established to improve

the junction in the short term whilst identifying how it will fit within the longer term project of public realm improvements.

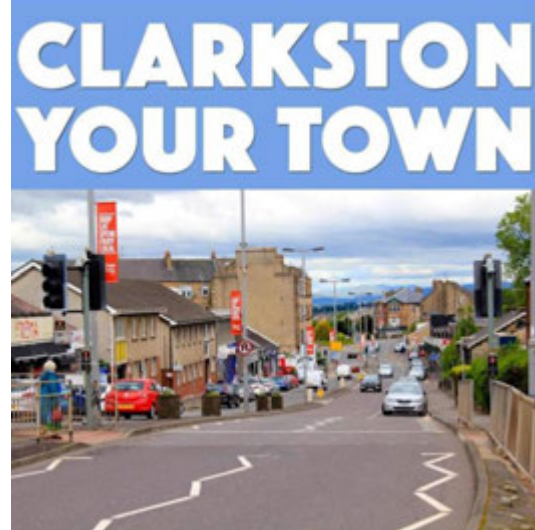
The quick wins price estimates are included in the action plan provided in section 6.3.

6.2 Action Plan – Communication Plan

The masterplan has highlighted the creation of an extensive network. It must be appreciated that, should plans be adopted, this will take a number of years to deliver. It is imperative for the success of the overall project that the community and local representatives are kept informed of the progress being made and are involved with detailed planning and design.

The proposed Action Plan will require an outline communication plan to be established, which continues to operate within the existing communication framework already in place, but can be adapted and refined for each phase of work.

Overall it is noted there are clear local and national policies (transport, health & wellbeing, placemaking etc.) to support proposals in the masterplan, as well as strong local support for these. However, effective communication will be vital to ensure successful delivery into the future.



6.3 Action Plan – 2017 to 2020

This study has confirmed a range of enhancements which combined provide a comprehensive active travel network in and around Clarkston. The proposed action plan covers the four categories but also the data outputs that could be established during 2018. The key tasks that could be undertaken to progress each area are detailed below.

Ref	Location	Description	Priority	Cost Estimate	Partner Agency	Masterplan Impact
1. Strategic Cycle Corridor 3						
This project could be progressed by undertaking feasibility and concept designs to permit the project to be taken forward as a community links plus scheme during 2019. Stage 1 submissions for Community Links Plus are traditionally submitted during January.						
1a	CL+ Stage 1	Submission of stage 1 with the potential of this releasing £50,000 to progress the project during 2019 with a stage 3 submission due by July 2019.	High	Staff Time	Sustrans	High
If the Community Links Plus application is not chosen as the process for the scheme then it could be take forward during 2018/19 as an overarching review with specific areas being designed thereafter.						
1b	Feasibility Study	Completion of feasibility study to establish the design of the full scheme. This would include the phasing of the scheme.	High	£30,000 - £50,000	Sustrans	High
2. Strategic Cycle Corridor 4						
This project would be progressed during 2019/20 to permit a Community Links Plus application during 2020. This scheme could be considered as part of a longer section to include Eastwood Toll. In lengthen this project is would deliver key connections between Busby Railway Station, Eastwood Toll and Health Centre.						
2a	CL+ Stage 1	Submission of stage 1 with the potential of this releasing £50,000 to progress the project during 2020 with a stage 3 submission due by July 2020.	Medium	Staff Time	Sustrans	High
If the Community Links Plus application is not chosen as the process for the scheme then it could be take forward during 2018/19 as an overarching review with specific areas being designed thereafter.						
2b	Feasibility Study	Completion of feasibility study to establish the design of the full scheme. This would include the phasing of the scheme.	Medium	£30,000 - £50,000	Sustrans	High
3. Local Traffic Cells						
These cells would be progressed during 2018 to create a series of action plans for each cell.						
3a	Phasing Report	Complete a review of each cell and community consultation to create a delivery plan for each cell.	Medium	£20,000 - £40,000	Sustrans	Medium
3b	Quick Wins(3-6 months)	Quick wins identified in the phasing report are actioned and delivered within a year.	Medium	Projects up to the value of £20,000	Sustrans	Medium
3c	Design / Construction	Design and construction of improvements which are not quick wins to permit future funding submissions to undertake improvements which benefit the cell.	Medium	Projects between £20,000 and £100,000	Sustrans / SPT	Medium

Ref	Location	Description	Priority	Cost Estimate	Partner Agency	Masterplan Impact
4. Local Routes - Williamwood High School to Busby Railway Station						
Local routes are ideal for Community Links and would be progressed as phased developments to produce a local network which lends itself to use by families and enable local trips.						
4a	<i>Design</i>	The 4 sections would be taken forward as a design project with detailed design completed. This would require consultation with users and landowners to establish deliverability and phasing.	High	£30,000 to £50,000 – Design	Sustrans	High
4b	<i>Construction</i>	A phased approach would be established to permit delivery over 2 years. This is to permit match funding and the opportunity to have designs on the shelf in case of end of year spend.	High	£100,000 to £250,000 – Construction would be split into match funded projects between the two values.	Sustrans	High
5. Local Routes - Clarkston Railway Station to Netherlee Primary School						
Local routes are ideal for Community Links and would be progressed as phased developments to produce a local network which lends itself to use by families.						
5a	<i>Design</i>	The 2 sections would be taken forward as a design project with detailed design completed. This would require consultation with users and landowners to establish deliverability and phasing.	High	£30,000 to £50,000 – Design	Sustrans	High
5b	<i>Construction</i>	A phased approach would be established to permit delivery over 2 years. This is to permit match funding and the opportunity to have designs on the shelf in case of end of year spend.	High	£100,000 to £250,000 – Construction would be split into match funded projects between the two values.	Sustrans	High
6. Major Projects – Clarkston Town Centre						
The priority of the major projects, Clarkston Town Centre should be progressed as part of a multi-disciplinary project across departments of East Renfrewshire Council. Continuing to involve the public the project would be taken forward as a community links plus scheme either as part of Strategic Cycle Corridor 3 or as a standalone project.						
6a	<i>CL+ Stage 1</i>	Submission of stage 1 with the potential of this releasing £50,000 to progress the project during 2018 with a stage 3 submission due by July 2018.	High	Staff Time	Sustrans	High
If the Community Links Plus application is not chosen as the process for the scheme then it could be take forward during 2018/19 as an overarching review with specific areas being designed.						
6b	<i>Feasibility / Consultation Study</i>	Completion of feasibility study to establish the design of the full scheme. This would include extensive consultation and community engagement.	High	£50,000 - £70,000	Sustrans	High
6c	<i>Design Study</i>	Design study to establish the preferred design solution to deliver the outcomes/objectives of the feasibility study.	High	£50,000 - £100,000	Sustrans	High

Ref	Location	Description	Priority	Cost Estimate	Partner Agency	Masterplan Impact
7. Major Projects – Giffnock and Williamwood Railway Station						
The two railway crossings would be progressed as a joint project. This is to permit duplicated actions to be completed from the outset of the project prior the project being split into individual schemes.						
7a	<i>Inception / Business Case</i>	The two locations would be reviewed to establish the crossing locations. It is proposed the first 2 years would be used to establish the business case, appetite at a local level and support from Network Rail.	Low	Staff Time	Network Rail / Scotrail	Low
8. Major Projects – Busby Glen/Overlee Park						
This project would be progressed as a multi-department project to facilitate the opportunity for future delivery.						
8a	<i>Inception / Business Case</i>	The site would be reviewed for the potential of a bridge crossing and park improvements but the scope would be widened to establish a business case and potential additional projects for instance heritage, local nature reserve and parks.	Low	Staff Time	Network Rail / Scotrail ERC	Low
9. Major Projects – Netherlee / Linn Park / Stamperland Public Realm						
This project would be progressed as a multi-department project to facilitate the opportunity for combine public realm work and infrastructure improvements.						
9a	<i>Design</i>	Design improvements to the key junction of Clarkston Road / Netherlee Road / Linn Park including public realm improvements.	High	£40,000 to £60,000	Sustrans	High
9b	<i>Design Study</i>	Design study to establish the preferred design solution to deliver the outcomes/objectives of the overarching strategic corridor feasibility study.	Medium	£50,000 - £100,000	Sustrans	Medium

10. Data Projects

Data is key to all of the projects above being progressed; ERC will establish key data which will benefit the progression of the masterplan projects. This would include continuing the objectives from the charrette to permit improvements of any future projects to be proven.

Ref	Location	Description	Priority	Cost Estimate	Partner Agency	Masterplan Impact
10a	Data	<p>This would be the establishment of data sources for the local area that can be used to help provide a benchmark for future schemes.</p> <ul style="list-style-type: none"> Parking Study Detailed Traffic Counts Traffic Survey – Destination and Origin Study Pedestrian Study Pedestrian Key Crossing Points Traffic Speeds Shop Unit – Occupancy Community Surveys 	High	<p>Staff Time</p> <p>Cost per data collection but on average data collection would cost between £30,000 and £50,000 depending on the extents of the data required.</p>	All	High

This Page is intentionally left blank

This Page is intentionally left blank

