

EAST RENFREWSHIRE COUNCIL

CABINET

12 November 2015

Report by Director of Environment

DELIVERY OF THE LOCAL TRANSPORT STRATEGY AND DEVELOPMENT OF AN
ACTIVE TRAVEL ACTION PLAN FOR EAST RENFREWSHIRE

PURPOSE OF REPORT

1. The purpose of this report is to update members on progress with delivery of the Council's Local Transport Strategy (LTS) and to advise members on the preparation of an Active Travel Action Plan (ATAP) for East Renfrewshire.

RECOMMENDATIONS

2. It is recommended that the Cabinet: -
- (a) Notes the progress update in achieving the outcomes of the LTS; and
 - (b) Approves the ATAP attached as Appendix B for publication.

BACKGROUND

3. The East Renfrewshire Council LTS was first published in May 2008 and produced in accordance with guidance from the Scottish Government.
4. The LTS sits in a hierarchy of transport plans below the National Transport Strategy and Regional Transport Strategy. The existing LTS will remain as the statutory strategy document with a continuing focus on implementation.
5. Action 2 within the Cycling Action Plan for Scotland (CAPS) is to develop for each local authority area a strategic approach to supporting functional cycling, and active travel more broadly, mapping the appropriate infrastructure improvements required along with supporting promotional work. This has resulted in the preparation of the East Renfrewshire Council ATAP.
6. The ATAP has been developed in line with guidance produced by Transport Scotland and Sustrans, and has been supported by engagement with residents through a 500 sample survey at our five main population centres and an online survey promoted through the Citizen Space portal.

REPORT

7. This report provides members with an update on projects contributing to the delivery of the LTS.

8. This report also advises members on the preparation of an ATAP for East Renfrewshire and seeks approval for publication

LTS Projects 2014/15

9. In 2014/15 the Roads Service was successful in attracting external funding of £545,000 for various projects which contribute to the LTS.

10. A full summary of 2014/15 projects contributing to the LTS is included as Appendix A to this report.

LTS Projects 2015/16

11. In 2015/16 the Roads Service is continuing to seek external funding to deliver projects contributing to the delivery of the LTS. Over £1m of funding has already been secured for the following projects:

- £350,000 from SPT for Pedestrian and Cycle Improvements
- £150,000 from SPT for Bus Infrastructure Improvements
- £120,000 from SPT for Barrhead South Railway Station Development
- £15,000 from SPT for Barrhead Park and Ride extension design
- £84,189 from Paths for All/Transport Scotland for Smarter Choices, Smarter Places, Go Newton Mearns project
- £30,000 from Sustrans Community Links for Strategic Cycle Signage
- £249,500 from Sustrans Community Links for the Newton Mearns Active Travel Network
- £2,500 from Cycling Scotland for "Play on Pedals" Nursery Balance Bike Project
- £18,112 from Cycling Scotland to Support Bikeability Cycle Training Delivery

12. A summary of 2015/16 projects will be presented to the Cabinet in September 2016.

Active Travel Action Plan (ATAP)

13. The preparation of an ATAP for East Renfrewshire which is attached as Appendix B completes a key action of the Cycling Action Plan for Scotland and ensures that the Council is well placed to submit applications for external funding to provide for and encourage active travel.

14. As well as complementing the LTS, the ATAP also contributes to Council outcomes contained within the Single Outcome Agreement and the positive changes for residents outlined in the Council's Corporate Statement.

15. The ATAP is split into three main sections of Infrastructure, Behaviour Change and Monitoring and includes 25 Actions for Delivery.

16. Appendix A of the ATAP provides a summary of our actions and a plan for delivery. An annual update on our progress and performance will be published on the Council website.

Future Reporting

17. A further update on projects contributing to the delivery of the LTS will be provided to the Cabinet in September 2016.

FINANCE AND EFFICIENCY

18. The cost of implementing the infrastructure elements of the LTS is partly contained within existing Capital and Revenue budgets with full implementation dependent upon receiving funding from external sources. The LTS and ATAP have the potential to assist the Council in gaining funding from external sources to take forward its priority transport schemes which cannot be funded entirely through the Council's own budgets. It thus has the potential to generate additional transport related investment in the area. Transport schemes are unlikely to attract funding unless they are identified in the LTS and ATAP.

19. The LTS and ATAP will improve the efficiency of the Council by providing strategic direction for the transport related schemes that are taken forward. It will also ensure coordination between transport planning at national and regional levels as well as assisting in providing policy coordination with other key areas such as land-use planning, community planning, economic development, environment, equality and social inclusion.

CONSULTATION

20. The LTS was subject to extensive public consultation with input sought from key stakeholders and the public, with the final strategy taking full cognisance of these consultation exercises.

21. The ATAP was subject to public consultation through a 500 sample survey and an online survey promoted through the Citizen Space portal.

PARTNERSHIP WORKING

22. The Roads Service works with many key stakeholders and external funding authorities including Transport Scotland, SPT, Sustrans and Cycling Scotland in order to assist in meeting the objectives and outcomes laid out in the LTS and ATAP.

IMPLICATIONS OF THE PROPOSALS

23. There are no implications in terms of staffing, property, legal, IT and equalities. The LTS and ATAP contribute positively to sustainability, focusing on alternatives to private transport.

CONCLUSIONS

24. The LTS remains the statutory document in reflecting the Council's interest in regional and national policy development as well as providing strategic direction for transport at a local level. To date the LTS has been significant in supporting successful applications for the external funding of projects of importance to the Council. Supporting the existing LTS emphasises the continued relevance of the LTS with a focus on delivery of projects.

26. The ATAP provides our strategic direction for the provision and promotion of active travel. It is within this framework that our future projects will be prioritised to provide a local contribution to national policy in relation to walking and cycling.

RECOMMENDATIONS

27. It is recommended that the Cabinet: -

- (a) Notes the progress update in achieving the outcomes of the LTS; and
- (b) Approves the ATAP attached as Appendix B for publication.

Director of Environment

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November 2015

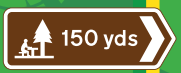
BACKGROUND PAPERS East Renfrewshire Council Local Transport Strategy.


KEY WORDS An update on the Local Transport Strategy Key Words – Update, Local, Transport, Strategy, Active, Travel, Action, Plan

APPENDIX A – SUMMARY OF 2014/15 PROJECTS CONTRIBUTING TO THE LOCAL TRANSPORT STRATEGY

PROJECT	FUNDING	SUMMARY
Bus Infrastructure Improvements	£150,000 from Strathclyde Partnership for Transport	51 bus stops upgraded with raised kerbs to improve accessibility for the mobility impaired. These were located on Carnwadric Road, Main Street Thornliebank, Thornliebank Road, Spiersbridge Road, Rouken Glen Road, Rowallan Road, Fenwick Road, Robslee Road, Orchard Park Avenue, Orchard Drive, Eaglesham Road, Glasgow Road and Ayr Road.
Pedestrian and Cycle Improvements	£300,000 from Strathclyde Partnership for Transport	This funding provided the following improvements: <ul style="list-style-type: none"> • Footway extension on the east side of Stewarton Road from Spiersbridge Roundabout to the golf club • Extension of the shared use footway on the north side of Spiersbridge Avenue from Spiersbridge Road to the footway link at Addison Road • New footway widening on Fruin Avenue and junction improvement with Ayr Road • Widening of footway on Kingston Road, Neilston • Extension of the footway on the south side of Ayr Road between Hunter Drive and old Ayr Road • Part funding of new puffin crossing, buildout and resurfacing of the existing cycleway on Ayr Road • Upgrade of 6 pedestrian crossing facilities to puffin crossings in Busby and Clarkston
Eastwood Infrastructure Improvements	£40,000 from Sustrans Community Links 2014/15	Part funding of a new pedestrian crossing on Ayr Road, Newton Mearns which not only provides a safe crossing for pedestrians but also includes a widening of existing cycle lanes and an improved layout which reduces the potential for conflict between cyclists and other road users. Detailed design of a Newton Mearns Active Travel Network was also carried out as part of this project.
Barrhead/Neilston Infrastructure Improvements	£30,000 from Sustrans Community Links 2014/15	Creation of a new shared use footpath in McDiarmid Park, Barrhead which completes an identified missing link and also forms part of the signed route from Neilston and Barrhead to Paisley and National Cycle Network route 7 and 75. The signage for the route was installed as part of the project.
Active Travel Action Plan for East Renfrewshire	£25,000 from Sustrans Community Links 2014/15	The Active Travel Action Plan (ATAP) has been prepared to guidance provided by Transport Scotland and Sustrans.

East Renfrewshire Council
Active Travel Action Plan



A woman wearing a white winter jacket, a pink scarf, a dark helmet, and black gloves is riding a blue bicycle on a snow-covered path. The path is flanked by snow and some dry, brown grass. In the background, a large white wind turbine stands prominently, and another smaller one is visible in the distance under a clear blue sky.

“Having off road cycle paths where children can go, I would cycle more if there was somewhere I could go and cycle along with my children.”

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Introduction

We are committed to improving the lives of local people, promoting equality and fairness and enhancing the area in which we live, now and for the future.

Your Council, Your Future, the Council's Corporate Statement, sets out what we are doing to influence positive changes for all residents and achieve our vision for East Renfrewshire. Continued support and improved provision for active travel (walking and cycling) is recognised as a fundamental feature of our future.

This Active Travel Action Plan defines our strategy for increasing active travel throughout East Renfrewshire for the next five years.

The Action Plan has been developed during 2014/15 with the participation of a range of partners and stakeholders, including community groups, neighbouring authorities, national organisations and the residents of East Renfrewshire.

By way of consultation, a number of key priorities were set in an effort to ensure that the plan was an accurate reflection of requirements and the ambitions of residents and stakeholders.



By focussing on the key development areas of Infrastructure, Behaviour Change and Monitoring, it is hoped our Action Plan will help us:



“Make it safer for people to cycle, have ways to allow kids to cycle to school safely”



Why Active Travel in East Renfrewshire?

We recognise that Active Travel can play an important role in delivering benefits to our residents and the following areas demonstrate that East Renfrewshire is well placed to make improvements in Active Travel.

Environment

East Renfrewshire Council signed Scotland's Climate Change Declaration in 2007 and continue to deliver on its commitments. Rouken Glen Park, Whitelee Windfarm and Dams to Darnley Country Park offer excellent opportunities for users to enjoy the benefit of Active Travel.

Local Journeys

In our condensed urban areas the majority of journeys to and from local amenities are less than 5km. Such journeys are broadly recognised as most suitable for cycling and walking.

Experience

The Go Barrhead! Smarter Choices Smarter Places project implemented between 2009-2012 demonstrated a significant increase in walking and cycling and showed what can be achieved.

Public Transport

70% of residents commute out with the boundary of East Renfrewshire and therefore the use of multi modal journeys are most appropriate for commuting into Glasgow and other areas. The area is well served by nine railway stations and local bus services with the majority of our residents in our urban areas living within 2km of a station.

National Lead in Cycle Training

We have set the benchmark nationally in school cycle training, with 100% of primary schools in East Renfrewshire delivering Level 2 Bikeability Scotland on-road cycle training, a first in Scotland.



Successful Community Groups

Neilston Development Trust has demonstrated a commitment to Active Travel through the Go Neilston! project, creation of a bike hub, and as a Cycling Scotland pilot Cycle Friendly Community. The Melo Velo Club in Barrhead is at the heart of cycling in the town, providing bike maintenance, bike hire and supporting local cycle events with a range of fully accessible bikes. Sustrans East Renfrewshire also provide a voice for our local cycling community.



National Policy



Cycling

The Scottish Government's Cycling Action Plan for Scotland has a National Shared Vision for 10% of everyday journeys taken in Scotland to be by bike by 2020.

Cycling Scotland's Annual Cycling Monitoring Report 2015 estimates that in 2013, cycling as a main mode of travel was 1.1% across the country.

In East Renfrewshire it is estimated that around 2.7% of commuters cycle to work and that 37.2% of households in the area have access to a bicycle. 4.4% of P5-P7 year pupils in East Renfrewshire Cycle to School.

Our residents also have the highest level of car ownership in the country, with almost 85% of households having access to a private car.

In order for East Renfrewshire to contribute towards the National Shared Vision, a strategic and co-ordinated approach is required for the development of cycling in the area.



Walking

The National Walking Strategy "Let's Get Scotland Walking" has a vision for "a Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

The main reasons for walking are categorised as: **functional** for transport, walking to get to school, work, shops or wherever you need to be; **recreational** for pleasure, walking as sport and active recreation; and **remedial** for health and wellbeing, walking to feel better physically.

Physical inactivity contributes to seven premature deaths a day in Scotland and because of its high accessibility to all, walking is the most likely way that individuals can reach the levels of physical activity recommended by health authorities.

In order for East Renfrewshire to contribute towards the national vision, walking has to be central to our plans for the active travel, as well as incorporated in other supporting policy documents like our Single Outcome Agreement, Local Development Plan and the work of the Health and Social Care Partnership.

Walking is the most sustainable means of daily travel. It needs a fraction of the space car use requires and is much more economical, both for the individual and in terms of infrastructure investment. It produces no air pollution or noise and provides the most carbon-friendly link to and from public transport. Affordable for everyone, it is the most equitable of the transport modes.



"Locals should be made aware of all the existing walking paths. I love walking the country roads all year round between Barrhead and Neilston and beyond. Residents and visitors would gain so much enjoyment walking these routes. The variety of local wildlife and local flora and fauna greatly improve the area and adds enrichment on many levels, to the many walkers/cyclists who have been using these roads for years and look forward to doing so in the future."

Engagement with residents

To support the development of our Active Travel Action Plan, a survey was undertaken with 502 residents selected randomly from across the five main population centres. This complemented an online survey which was promoted through our Citizen Space portal. The survey was designed to capture the opinion of local residents on priorities for future development of walking and cycling in the area.

Key Points

Overall, residents of East Renfrewshire are much more likely to walk than cycle (90% compared with 17% respectively). Those who walk do so quite frequently, mainly as a means of transport, and often the main reason is for health/fitness.

Despite the small sample of cyclists, leisure cycling is most popular for this group (recreation, sightseeing, etc.) with the main reasons for doing so are for health/fitness as well as recreation/fun.

Barrhead residents were found to be significantly more likely than other areas to cycle, which may have been influenced by the success of the Go Barrhead! project.

Residents cited interaction with road traffic as the most frequent reason for not cycling. To combat the main reason for not cycling residents requested improvements in cycle lanes/routes and facilities, as well as addressing safety concerns.

Where Should We Invest?

To progress the key objectives of the ATAP, it is clear that investment is required in both on-road improvements for cycling and off-road cycle/walking paths and facilities. The data captured from the residents survey, as well as consultations with local stakeholders, pedestrian/cyclist counts and discussions with neighbouring local authorities have helped inform and prioritise the three key areas for development – **Infrastructure, Behaviour Change and Monitoring.**

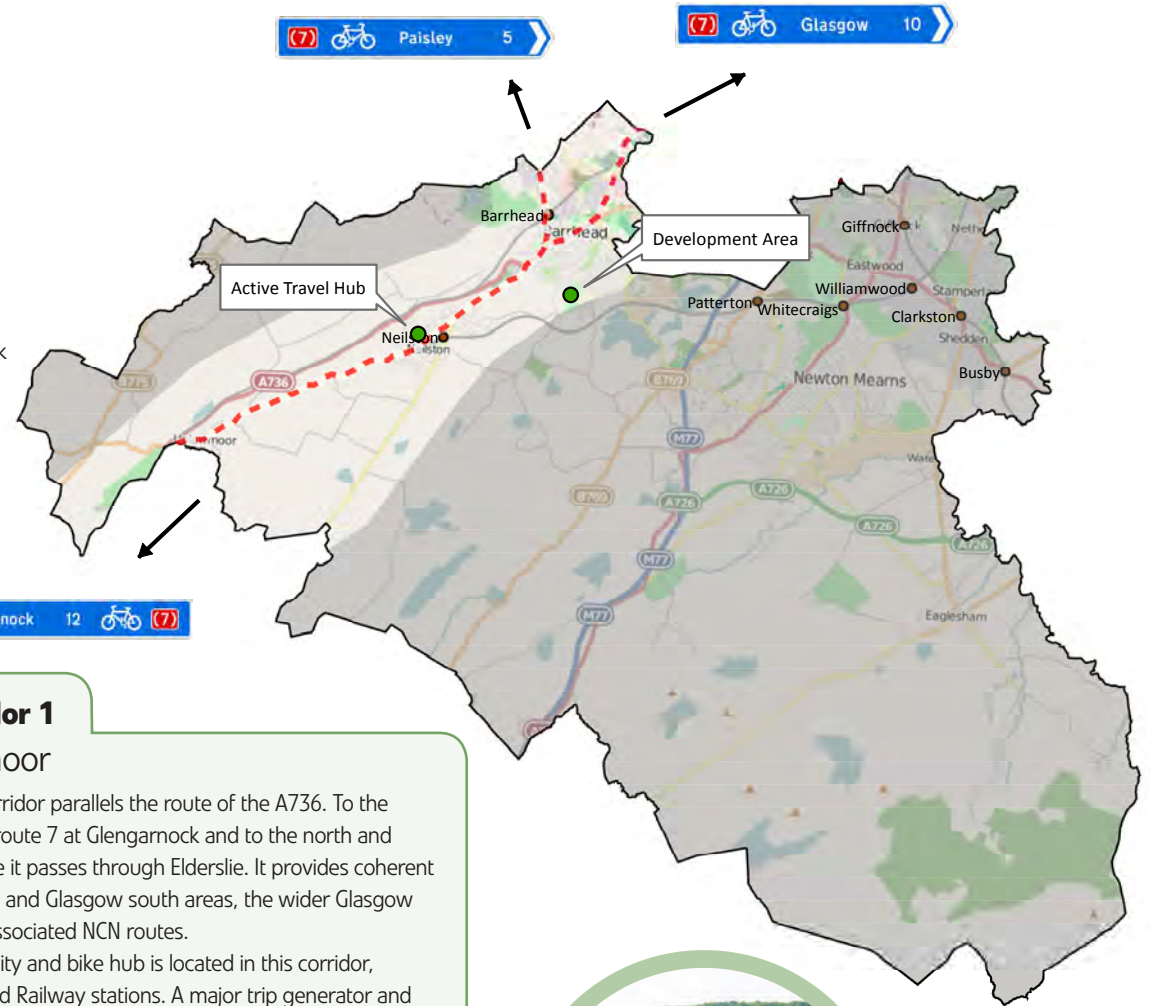


Infrastructure

Strategic Cycle Corridors

Improved Infrastructure for cyclists is a key priority, particularly given that there are no sections of National Cycle Network (NCN) within the local authority area. Through our consultation and analysis we have identified 5 corridors which will provide the backbone for a Strategic Cycle Network in East Renfrewshire and which link key destinations within and out with East Renfrewshire. The network will be planned and provided primarily as segregated and off-carriageway facilities. The reason for this is users wish to feel safe and therefore the routes must provide separation from traffic to achieve the greatest use. The corridors will provide exemplar strategic corridors supplemented with the local cycle networks to provide a cohesive and coherent network throughout East Renfrewshire.

Five corridors have been defined, divided into two groups. Corridors 1, 2 and 3 are all aligned south west/north east whilst corridors 4 and 5 are aligned east/west and connect the others to form a coherent permeable network.



Strategic Cycle Corridor 1 Barrhead to Uplawmoor

The Barrhead to Uplawmoor corridor parallels the route of the A736. To the south it connects with the NCN route 7 at Glengarnock and to the north and west with the same route where it passes through Elderslie. It provides coherent connections to the Paisley south and Glasgow south areas, the wider Glasgow local cycle networks and their associated NCN routes. Neilston Cycle Friendly Community and bike hub is located in this corridor, along with Neilston and Barrhead Railway stations. A major trip generator and destination is Dams to Darnley Country Park.





Strategic Cycle Corridor 2
Giffnock to Newton Mearns

Largely following the route of the A77, Strategic Cycle Corridor 2 covers an area connecting Newton Mearns and Giffnock. A connection can be made from the southernmost end of this corridor to the NCN route 73 at Kilmarnock. More locally it has connections into Thornliebank and the south of Glasgow, therefore also giving access to local cycle networks in the Glasgow area along with the NCN routes that they link to. The Malletsheugh area is widely used by cycling enthusiasts at the moment as a well-known assembly and start point for trips and should be promoted as a hub location for this corridor. This area is also recognised as a key site for mixed use development with active travel access to and from Whitecraigs, Giffnock and Patterson railway stations crucial to promoting travel options for new residents. Rouken Glen Park is an important destination and the reason for many journeys made within this corridor.





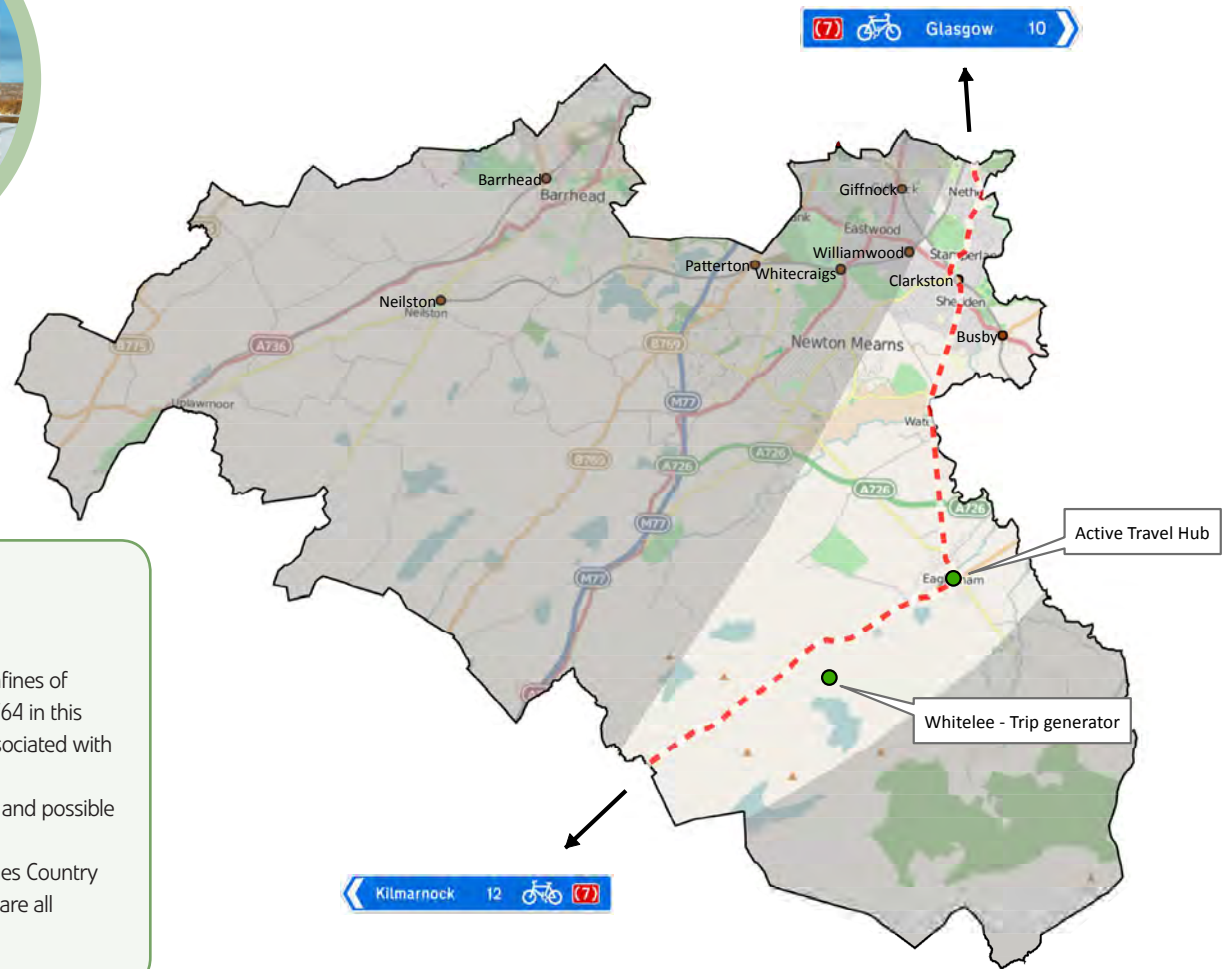
Strategic Cycle Corridor 3

Netherlee – Eaglesham & Whitelee Wind Farm

Whitelee Wind Farm, Eaglesham and Netherlee are the major locations within the confines of Strategic Cycle Corridor 3. The corridor is based on the routes of the B767 and the B764 in this area. 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.

Eaglesham is the hub location to be promoted for this corridor due to its existing use and possible links with our local clubs and ideal start location for leisure cycling.

There are a number of trip generators associated with nearby Corridor 4. Cathkin Braes Country Park and its Mountain Bike Trails, Linn Park and the Whitelee Windfarm Visitor Centre are all desirable destinations within the reach of this corridor.



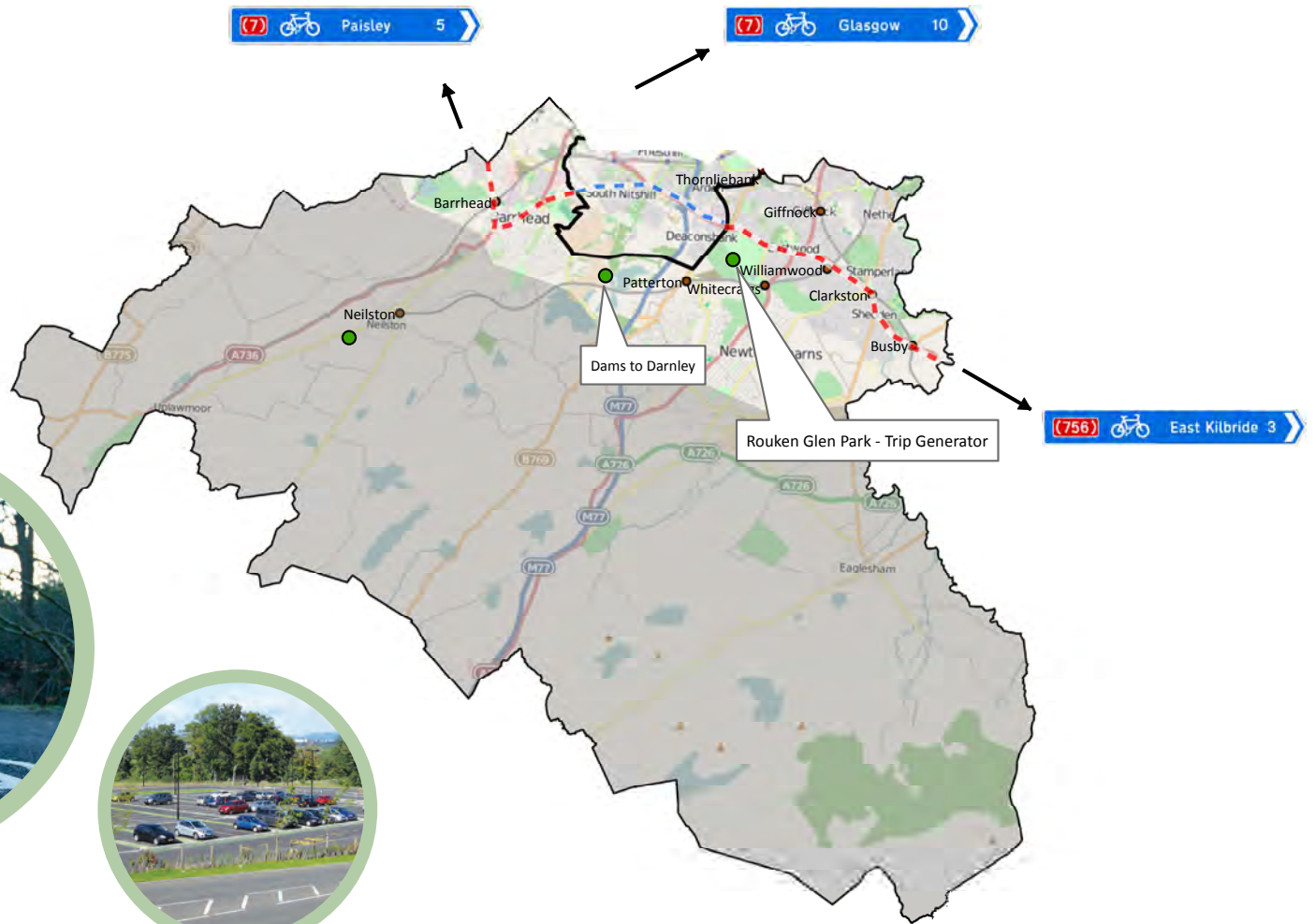
Strategic Cycle Corridor 4

Busby – Barrhead

Corridors 4 and 5 link the three other strategic cycle corridors together in an east/west sense. Corridor 4 uses the A727 and A726 between Busby and Barrhead and the B773 Darnley Road between Nitshill and Barrhead and it forms a connection between the three north-south strategic corridors.

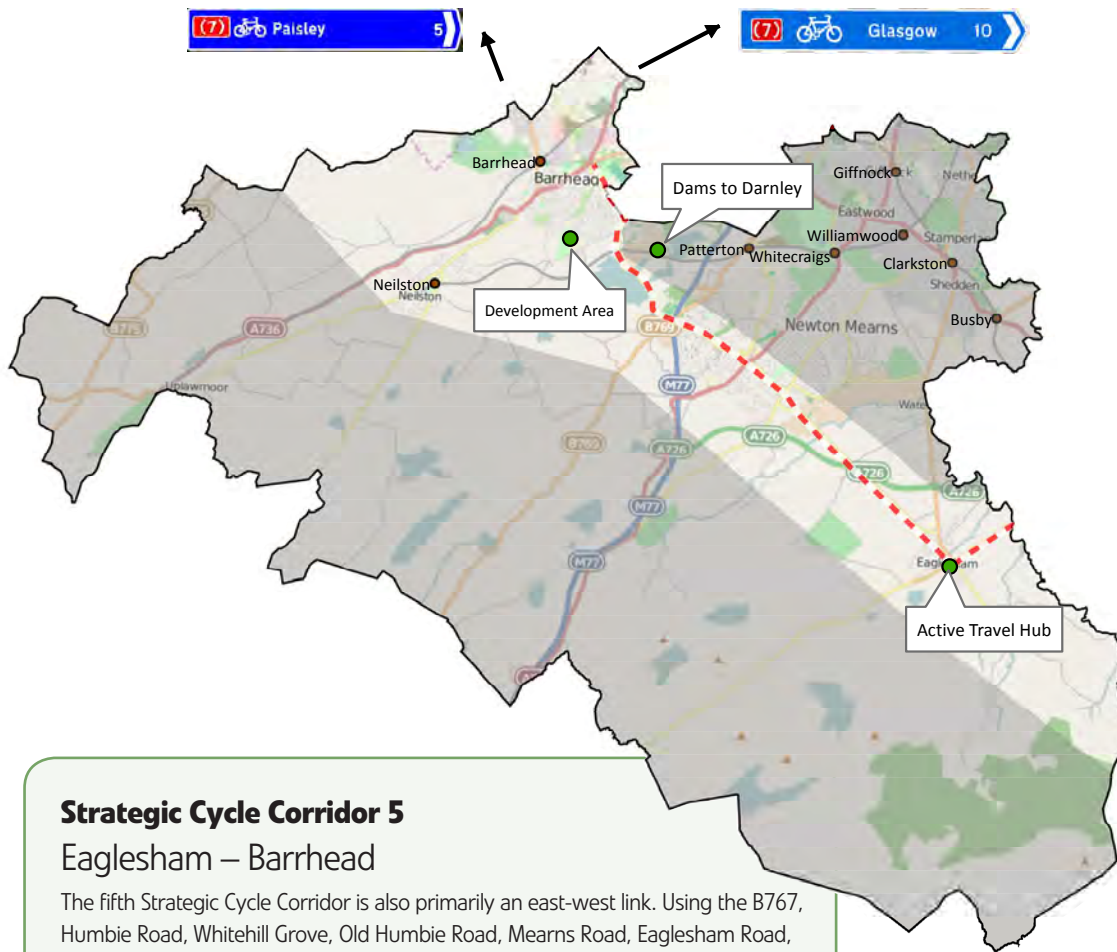
Using the B769 Stewarton Road there is a connection to Patterton and the Rail Station.

Rouken Glen Park is an important trip generator and destination within the corridor.



“We have good cycling provision in some areas but they are not well joined up. Cycle lanes that peter out half way to a destination put inexperienced cyclists off using their bikes more.”





Strategic Cycle Corridor 5

Eglesham – Barrhead

The fifth Strategic Cycle Corridor is also primarily an east-west link. Using the B767, Humble Road, Whitehill Grove, Old Humble Road, Mearns Road, Eaglesham Road, Paidmyre Crescent and Gilmourton Crescent between Eaglesham and Newton Mearns and Barrhead Road, the B769 and Aurs Road between Newton Mearns and Barrhead, it connects Strategic Corridors 1, 2 and 3 together to complete an integrated and coherent network. Additionally Corridor 5 provides a connection to Crookfur and Patterton Rail Station using Capelrig Road and the B769 Stewarton Road and it also connects directly into the Dams to Darnley Country Park traffic-free path network.

The Dams to Darnley Country Park is a major destination and trip generator for Strategic Cycle Corridor 5.

Overall the establishment of the corridors will permit East Renfrewshire Council to work with its partners and local stakeholders to prioritise the delivery of the routes and establish a safe and convenient network for its residents.

Over the lifetime of our Action Plan, each Strategic Cycle Corridor will be examined in detail in relation to feasibility and technical design. Improvements will be prioritised, planned and implemented in tandem with the availability of funding.

Signage, mapping and promotion of the corridors is essential to establish use by residents and create a sense of place and ownership.



ACTION 1:

Design and implement a signage strategy to establish the strategic cycle network

ACTION 2:

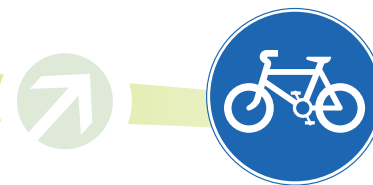
Carry out feasibility and technical design for 5 strategic cycle corridors

ACTION 3:

Deliver infrastructure improvements on strategic cycle corridors in line with the availability of funding

ACTION 4:

East Renfrewshire Council will work with key partners to route the National Cycle Network through East Renfrewshire



Local Networks

In addition to the delivery of Strategic Corridors, we will develop a Local Cycle Network for each urban area, primarily on quiet roads and where appropriate on off-road paths. This will be to accommodate those who would prefer low to traffic-free routes, such as inexperienced riders, family groups and independent children. This aims where possible to support the principle of accessibility for all, also aligning to the criteria used to define the Sustrans National Cycle Network.

The Local Cycle Network will aim to link residential areas to key trip generators within each urban area. An extensive system of signage will be installed in the early development of Local Cycle Networks to encourage early adoption, with prioritised incremental improvements to be integrated on a step-by-step basis where possible.

The development of Local Cycle Networks has already begun with the creation of a local network between Thornliebank and Giffnock which was completed in 2014 and included the following improvements:

- Replacement of steps with ramp access at Spiersbridge Avenue
- New path through wooded area at Crosslees Drive
- Improved internal routes within Eastwood Park
- Upgrade of the pedestrian crossing on Fenwick Road (at Berryhill Road) to a Toucan Crossing
- Redesignation of the existing footway on the west side of Fenwick Road to shared use for both cyclists and pedestrians
- Signalisation of the Church Road/Fenwick Road junction to provide a safe means of crossing for pedestrians and cyclists, whilst assisting vehicle turning movements.
- Creation of new shared use link through Huntly Playing Fields
- Replacement of steps with ramp access at Whitton Drive



In 2015, local routes between Neilston/Barrhead and Paisley and the National Cycle Network in Renfrewshire were signed making use of the new shared use facility on Caplethill Road which completed a long identified missing link between Barrhead and the cycle network in Renfrewshire.

In 2015/16 the project will continue in Newton Mearns with the design and implementation of an active travel network.

Core Path and Central Scotland Green Network

We have identified a network of 'core' paths throughout the local authority area that are suitable for shared-use active travel www.eastrenfrewshire.gov.uk/corepaths. In developing this action plan we recognise the importance of this Core Path Network (CPN) and will put in place infrastructure that complements and integrates with the CPN to benefit both walkers and cyclists.

East Renfrewshire Council is a signatory to the Central Scotland Green Network (CSGN) Local Authority Concordat and has developed a Greenspace Strategy with the aim of enhancing the green network locally www.eastrenfrewshire.gov.uk/greenspace

Walking and Cycling improvements, such as the proposals for the local network in Newton Mearns is a positive example of the important connections between greenspace and Active Travel.

It is important that the design and implementation for our local networks for active travel promote conditions that make it easier and more attractive for people of all ages and abilities.



ACTION 5:
Design and implement phase 1 of an active travel network in Newton Mearns in 2015/16

ACTION 6:
Identify and deliver local cycle networks providing signed links throughout the key urban areas of Barrhead, Clarkston, Giffnock, Newton Mearns and Thornliebank

ACTION 7:
Ensure projects to improve walking and cycling infrastructure connect and complement the existing core path and green space networks





Public Transport Interchanges

Although around one third of East Renfrewshire residents work or study within the local authority area, a further 45% commute to Glasgow for work or study. Active travel links with public transport are therefore essential to enhance the opportunity for residents to change behaviour towards walking and cycling.

Rail

East Renfrewshire residents are served by nine stations connecting the area with Glasgow, East Kilbride and Kilmarnock. In partnership with Cycling Scotland, ERC have developed a methodology to establish which stations have the greatest potential for an increase in cycle commuting. On 1st April 2015, Abellio became operator of the Scotrail franchise with a key commitment to develop "Cycling the Abellio Way". Using our prioritisation, the Council will seek to work in partnership with Abellio to develop and implement improved cycle facilities at railway stations in East Renfrewshire.

Bus

East Renfrewshire is also well served by bus services which connect to a variety of key destinations. In order to improve links between active travel and bus services the Council is keen to pilot the creation of active travel hubs, which would include the provision of cycle parking at bus stops.



"If there was better, secure, cycle parking at stations it would encourage me to cycle to the station daily for work"

ACTION 8:

Develop, implement and promote improved cycle facilities at priority railway station locations

ACTION 9:

Develop and implement an active travel hub pilot project at key bus stop locations



Parks and Public Facilities



In addition to local parks, East Renfrewshire has three significant public spaces at Rouken Glen Park, Dams to Darnley Country Park and Whitelee Wind Farm. As key trip generators, it is important that opportunities are in place to access these facilities via active travel as well as maximising the opportunities for users to experience high quality walking and cycling facilities when they get there.

Creating safe access from Newton Mearns is one of the key priorities associated with Dams to Darnley Country Park. Plans are currently being progressed to create a new path linking the west side of Newton Mearns to Balgray Reservoir, as part of a wider proposal to straighten the southern section of Aurs Road. Each location has something very unique to offer, hosting a variety of events throughout the year.



www.damstodarnley.org



www.roukenglenpark.co.uk



www.eastrenfrewshire.gov.uk/whitelee

Mountain Bike Facilities

With a target of families and younger riders, Whitelee Windfarm has created dedicated mountain bike trails which are able to cater for riders of any age or experience. The site comprises mainly blue-graded (intermediate) trails with opt-in red-graded (difficult) sections as well as a pump track skills area and picnic/viewing area with wet weather shelters. The facility is well suited for use by schools, community groups and cycling clubs for coaching sessions.

In Barrhead, 'The Mill Run' mountain bike trail located at Aurs Glen, Barrhead was the first of its kind to be built in an urban area, making it accessible to all. The 800m course is designed to be enjoyed by riders of all experience and has been a popular addition to the town.

Trim Parks

To assist people in increasing their activity we have installed "trim trail" exercise stations at our significant park facilities such as Rouken Glen Park and Cowan Park. Use of these will continue to be monitored.

Council Facilities

Our public buildings should encourage and provide facilities to support active travel. Where possible we will provide cycle parking at key locations and use our public buildings to advertise active travel routes and events.

ACTION 10:

Develop, improve and promote the walking and cycling facilities at Rouken Glen Park, Dams to Darnley Country Park and Whitelee Wind Farm

Leisure and Tourism

To complement the strategic and local cycle networks, leisure and recreational walking and cycling routes will also be promoted through directional signage and promotional materials.

Eaglesham and Malletsheugh are two key locations identified for recreational cycling in East Renfrewshire. Eaglesham is well known as a gateway to the surrounding area and local cycling club, VC Glasgow South, use it regularly for rides. Malletsheugh is also used frequently for the start of competitive and leisure rides.

We will work with partners to identify and establish facilities which would improve the experience.

Promotional Material

To promote leisure and recreational walking and cycling in East Renfrewshire two promotional booklets have been produced. "Walking in East Renfrewshire" and "Exploring Scotland's Best Kept Secret by Bike" aim to showcase the wealth of walking and cycling routes on offer in our area and can be used by residents and visitors alike.

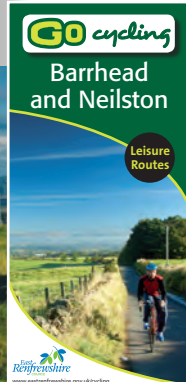
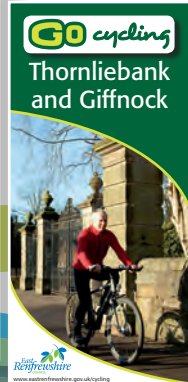
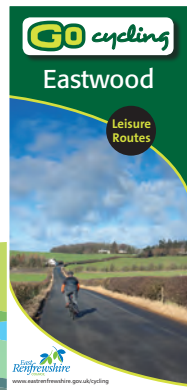
We are keen to continue to promote our leisure routes and are committed to providing high quality, easy to use, maps which will support this aim. These will be published on the council website and made available in our main public buildings.



"I think there are plenty of facilities for walking and cycling here already, if people want to use them"

ACTION 11:
Work with community partners to identify and establish local facilities to support community cycling

ACTION 12:
Promote recreational walk and cycling routes through the provision of high quality maps and information





Planning

The Local Development Plan supports the ATAP with two key supporting objectives to “facilitate reducing the overall need to travel and reliance on car use” and “to promote sustainable development and reduce carbon emissions”.

Strategic Planning Areas

There are proposals for significant strategic development developments at:

- Maidenhill/Malletsheugh – south Newton Mearns bound to west by the M77 and to the south by the Glasgow Southern Orbital
- Barrhead South – south of Barrhead bounded to the north by Springfield Road and south by the railway line
- Barrhead North – a number of sites off Glasgow Road, Blackbyres Road and Grahamston Road

It is vital that all new developments prioritise walking and cycling as a natural choice for residents. We will work to ensure that Travel Plans produced for new developments are comprehensive and monitored. In residential developments we will continue to use the principles of Scottish Government guidance “Designing Streets” to establish active travel as a primary mode.

Town Centre Planning

The Town Centre First principle, successfully applied in Barrhead, offers an opportunity to transform how people use their town centres. It is important that cycling and walking is prioritised as a movement within all five of East Renfrewshire’s urban centres – Barrhead, Clarkston, Giffnock, Newton Mearns and Thornliebank.

We will continue to work with developers and Business Improvement Districts (BID) to create initiatives and infrastructure which prioritises the movement of active travel users. This process has already began in Clarkston where we worked with the BID to encourage walking and cycling to local shops through walking and cycling events, working with local schools and introduction of a shop local loyalty scheme. We will review our urban centres in line with the development of local networks to establish where walking and cycling facilities can be improved and implemented to help encourage an improved sense of place.

Employers

We have introduced a number of initiatives to encourage our staff to access work sustainably and have gained Cycle Friendly Employer status for a number of our buildings. We will continue to set an example on promoting and prioritising active travel for employees. We are keen to work with willing employers to establish a network within East Renfrewshire to promote and encourage active travel. This was particularly successful at Whole Foods in Giffnock where a number of measures have been implemented including the creation of a bike hub outside the store.



ACTION 13:
Ensure that travel plans produced for new developments are comprehensive and monitored to meet the needs of active travel

ACTION 14:
Carry out a review of urban centres to establish where walking and cycling facilities can be improved and implement improvements

ACTION 15:
Work with willing employers to provide advice and support to encourage active travel



Behaviour Change

Cycle Training

In 2014 East Renfrewshire Council became the first in Scotland to provide on-road Bikeability Scotland Cycle Training across all primary schools. This achievement was recognised in awards from both Cycling Scotland and COSLA.

This success has been achieved through the implementation of an innovative model for delivery which saw the recruitment of Trainer Mentors who trained school teams, delivered bike maintenance sessions and assisted in delivery of on road lessons.

Highlights of the programme included:

- Training of Trainer Mentors with support of Neilston Development Trust and Barrhead Resource Centre
- A successful marketing campaign which led to 122 participants completing the "Cycle Trainer Assistant" course which took place in schools
- Bike Maintenance course delivered to pupils
- 82% of all trainers were female, in contrast to underrepresentation in cycling trends
- Improved training standards and improved pupil performance

Going forward we are committed to maintaining our 100% coverage of on-road cycle training in our primary schools and we will continue to refine our training to maintain high quality delivery. We will continue to expand our focus on bike maintenance so that pupils are taught skills required to maintain their own bikes.

Secondary Schools and Early Years

We are keen to expand delivery of Cycle Training into our nurseries and secondary schools. This process was started in Barrhead where both Barrhead High and St Luke's High Schools were able to obtain a fleet of bikes to deliver practical cycling as an element of the PE curriculum and local nurseries were provided with balance bikes to encourage cycling at an early age as part of the Go Barrhead! project. At Barrhead High School a number of pupils have benefitted from Velotech bronze and silver cycle maintenance training to help maintain the schools fleet of bikes. We will explore opportunities to deliver Bikeability Level 3 training in our high schools and have acquired Cycling Scotland grant funding to deliver a balance bike programme at nursery schools.

ACTION 16:

Maintain 100% coverage of on-road cycle training at our primary schools and continue to monitor and improve the quality of training delivery

ACTION 17:

Develop opportunities to deliver Bikeability Level 3 cycle training at our schools and promote cycling at an early age through our nurseries



"Safety is the main concern that most people have to cycling. There needs to be cycle routes into town that are traffic free or at least segregated. Only when the safety issue has been addressed will people see cycling as a viable option."





GO Newton Mearns!

GO Neilston!

GO Barrhead!

Smarter Measures

“Smarter Measures” are defined as interventions that are designed to influence behaviour from single occupancy car use to more active and sustainable forms of travel such as walking, cycling, public transport or car sharing. Interventions can include marketing campaigns, walking/cycling maps or travel incentives with a focus on encouraging behaviour change.

Go Barrhead!

Between 2009-2012 East Renfrewshire Council delivered a successful programme of “Smarter Measures” after it was chosen as one of 7 communities across Scotland to pilot the Scottish Government’s “Smarter Choices, Smarter Places” initiative.

Go Barrhead! combined “Smarter Measures” with infrastructure improvements and the results from national monitoring of the project highlighted that:

- The proportion of all trips made by car as a driver dropped
- The proportion of all trips made by walking increased significantly
- Mode share for travel to school by bus and car declined and there was a marked rise in the proportion of trips made on foot and some increased cycling
- There were positive perceptions of improvements in walking and cycling infrastructure and a large improvement in perception of pedestrian safety



A real positive of Go Barrhead! is that it was not treated as a purely transport project. A multi-disciplinary approach meant that there was also a focus on health, education, regeneration, accessibility and community development which made for a much more comprehensive and rounded project.

Since Go Barrhead!, similar projects have been implemented in Neilston (Go Neilston!) and in Clarkston (I Love Clarkston!).

Going Forward

In the spirit of Smarter Measures we will promote any new walking or cycling infrastructure project to maximise awareness.

In 2015/16 we will implement a Smarter Choices, Smarter Places project in Newton Mearns incorporating sustainable travel community engagement, working with schools and a local event. We will report on the success of the project and continue to seek funding to implement further projects across other communities in the East Renfrewshire area.

- ACTION 18:**
Ensure every new active travel infrastructure improvement is accompanied by promotion
- ACTION 19:**
Deliver a Smarter Choices, Smarter Places project in Newton Mearns in 2015/16
- ACTION 20:**
Deliver Smarter Choices, Smarter Places projects across East Renfrewshire



“We need more rural routes for leisure and improved routes to local schools”





Community

East Renfrewshire has active communities who currently support active travel in the area. We wish to grow and support the grassroots approach to realise the potential of active travel.

Leading Local Organisations

The Neilston Development Trust (NDT) has put walking and cycling at the heart of their future plans for their Community <http://www.neilstontrust.co.uk/> Go Neilston! is an active travel project delivered by the NDT to support walking and cycling locally through programmes and services open to everyone in the community of all ages and abilities. They also champion physical design improvements to Neilston's transport networks, roads and streets in support of safer, inclusive and more enjoyable walking and cycling. The Bank Bike Hub is a focus for active travel activity in the village. In Barrhead the Melo Velo Club has been set up by the service users committee at the Barrhead Centre with the aim to promote cycling in the community. They provide bike hire, sales and recycling, also acting as a training facility for bike maintenance and repair.

We are keen to support the expansion of community networks and utilise the learning experienced from leading local organisations to develop more active travel hubs across the council area. We will use our knowledge and experience to assist willing groups and organisations to achieve improvements in active travel infrastructure improvements and initiatives.

East Renfrewshire Sustrans Volunteer Group

We support the work of the East Renfrewshire Sustrans Volunteer Group. The group provide a knowledgeable and experienced forum for engagement to discuss potential walking and cycling improvements in the area and also organise a number of led cycle rides for local residents. The group have provided us with a number of ideas to improve local cycle routes and these will be used to establish feasibility and preferred design solutions where possible. More information on the group can be found at <http://eastrencycling.org.uk/>

Walking For Health

The East Renfrewshire Health and Social Care Partnership (HSCP) have established Health Walks with the aim of increasing the number of walking opportunities for local people to engage in volunteer led walks. The network currently links with Kirkton Services, Neilston Development Trust, Park Rangers from Rouken Glen, Dams to Darnley and Whitelee Wind Farm, Sports Services and is led by the HSCP Health Improvement Team. Residents can find out more about opportunities to take part in Health Walks by contacting Community Health Development (Walking), East Renfrewshire Health and Social Care Partnership. Telephone 0141 577 8436 or email HITeam@eastrenfrewshire.gov.uk



ACTION 21:

Support the expansion of community networks by assisting local community groups to achieve improvements in active travel infrastructure and initiatives

ACTION 22:

Engage with the East Renfrewshire Sustrans volunteer group as a forum to discuss improvements and the promotion of active travel across the area

GO Neilston!

Monitoring

On-going monitoring is crucial for us to understand the success of the network and evaluate delivery of the Action Plan.

Walking and Cycling Counts

In September 2014, for the first time, we commissioned walking and cycling counts at 26 sites across the Council area to capture a baseline of a variety of active travel journeys. The count site locations are provided in Appendix B of this Action Plan. These counts will be repeated on an annual basis.

National Statistics

National statistics, such as the national Hands Up Survey delivered by Sustrans which monitors school travel and the Cycling Scotland Annual Cycle Monitoring Report will also be used to monitor our performance. Other data such as the Scottish Household Survey and Road Safety statistics can also add to our understanding.

We will continue to use the Cycling Scotland National Assessment as a benchmark for our performance in relation to cycling. The council scored 3 out of 5 in the latest 2013 assessment.

Funding

The cost of implementing the Action Travel Action Plan is significantly dependent on receiving funding from external sources. The Active Travel Action Plan has the potential to assist the Council in gaining funding from external sources to take forward the projects contained within the document. It therefore has the potential to generate additional investment in the area. Active Travel schemes are unlikely to attract funding unless they are identified in the Active Travel Action Plan.

Our Delivery Plan

A summary of our actions and a plan for delivery of our Active Travel Action Plan 2015-2020 is contained in Appendix A. We will produce an Annual Update on our progress and performance in relation to the Action Plan, which will be published on the council website.

Accessibility

In implementing our Delivery Plan we are seeking to create an active travel network which is inclusive and to be used by all. We will take into account best practice and use the Transport Scotland publication "Roads for All, Good Practice Guide for Roads" as a guide to help ensure that the design, construction, operation and maintenance of active travel projects meet the needs of everyone.

ACTION 23:

Carry out an annual programme of walking and cycling counts to monitor active travel usage

ACTION 24:

Use national data and statistics to benchmark our performance in relation to others

ACTION 25:

Provide an annual update on progress and performance in relation to our Active Travel Action Plan

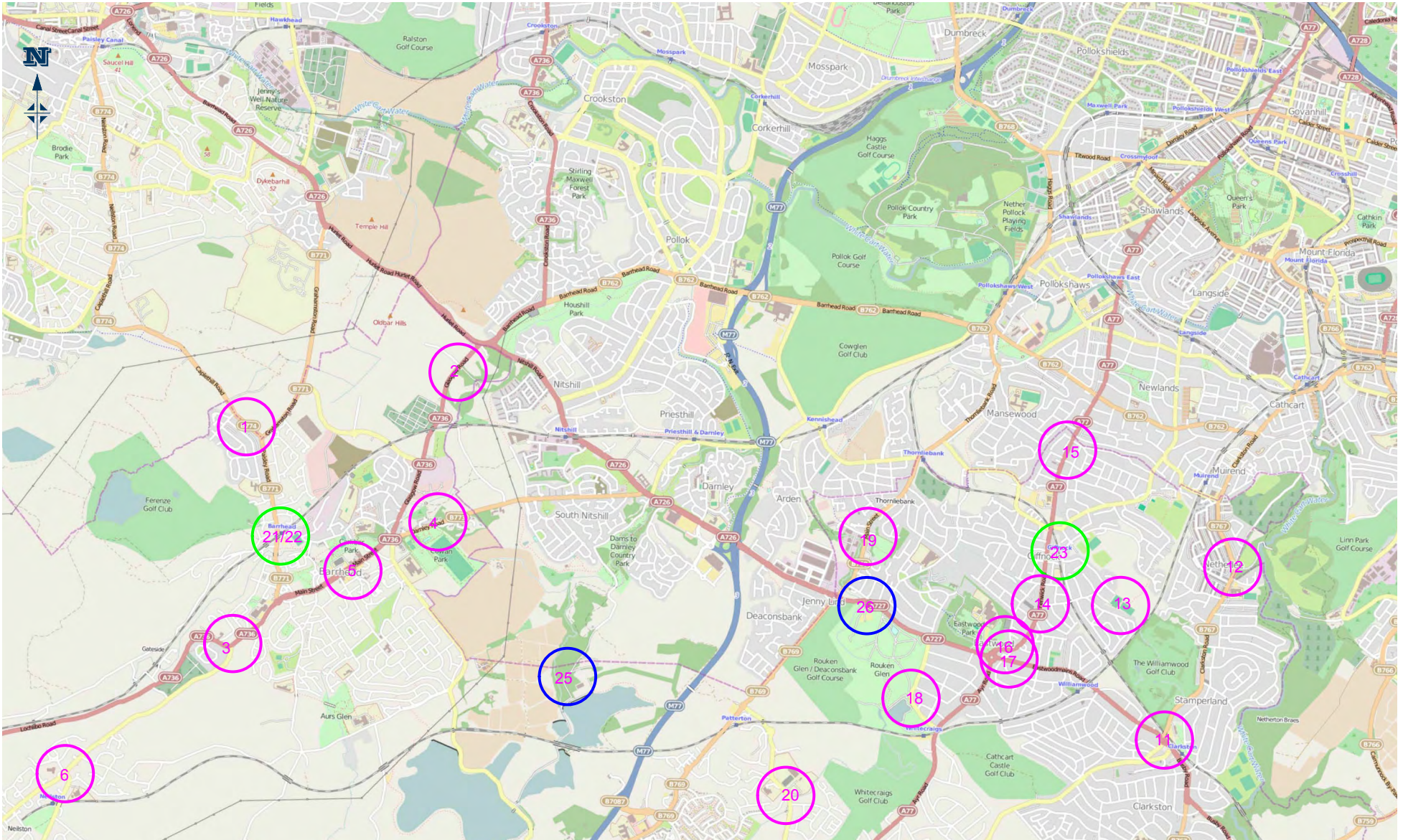


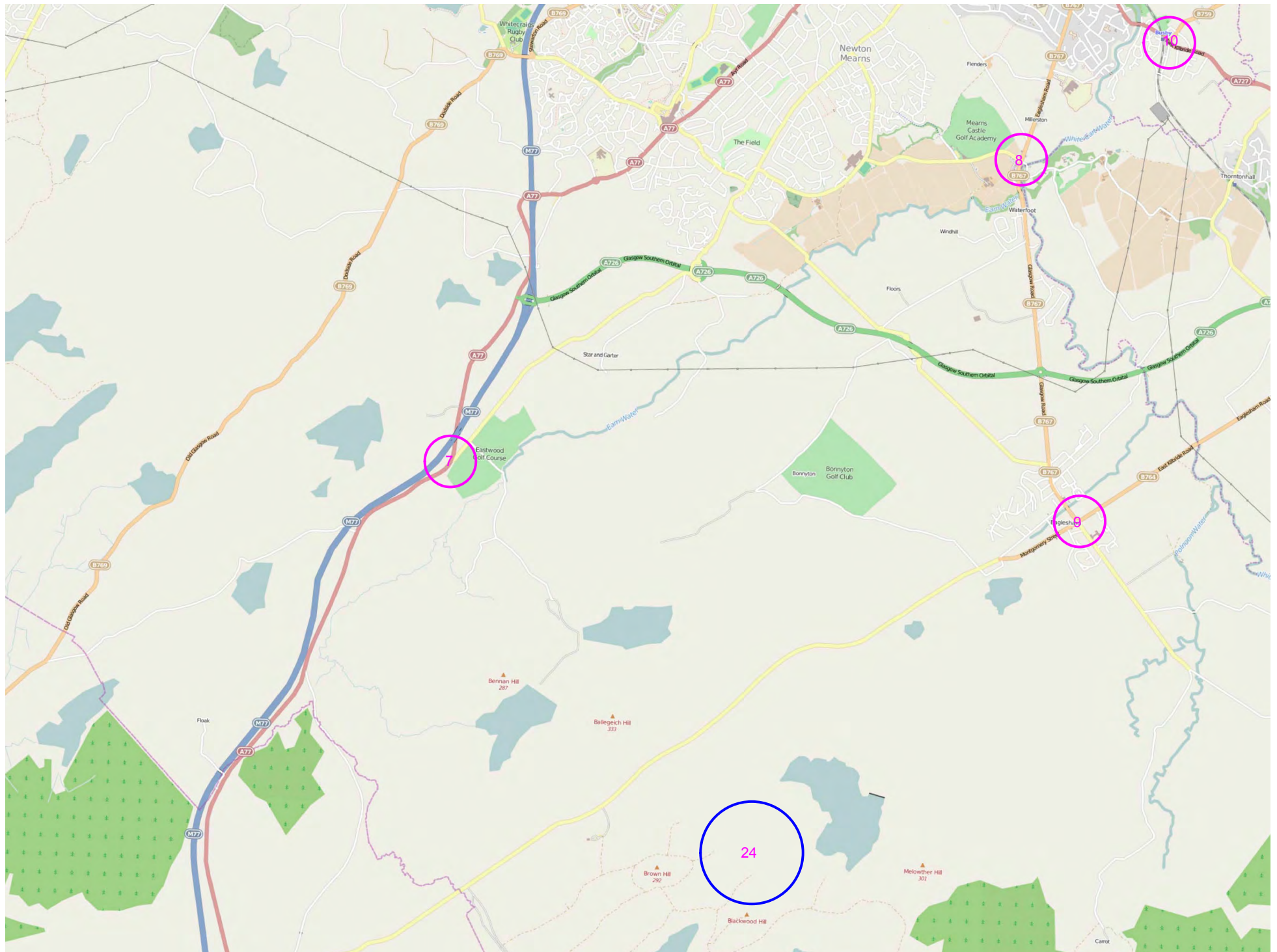
Appendix A - Delivery Plan

ACTION	NOTES ON DELIVERY
Infrastructure	
1. Design and implement a signage strategy to establish the strategic cycle network.	Sustrans Community Links funding 2015/16 will be used to design and implement signage of the strategic cycle network.
2. Carry out feasibility and technical design for 5 strategic cycle corridors.	This process will commence in 2016/17 where we will seek to obtain funding for feasibility and technical design for one strategic route each year.
3. Deliver infrastructure improvements on strategic cycle corridors in line with the availability of funding.	This process will commence in 2017/18 where we will seek to obtain funding to implement improvements identified through the feasibility and technical design process on an annual basis.
4. East Renfrewshire Council will work with key partners to route the National Cycle Network through East Renfrewshire.	We will engage with Sustrans to examine the potential for the routes within East Renfrewshire to form part of the National Cycle Network.
5. Design and implement a cycle network in Newton Mearns in 2015/16.	This will be implemented in 2015/16 using a funding package including from Sustrans Community Links and Strathclyde Partnership for Transport.
6. Identify and deliver local cycle networks providing signed links throughout the key urban areas of Barrhead, Clarkston, Giffnock, Newton Mearns and Thornliebank.	This process will begin in 2016/17 where we will seek to obtain funding to focus on one urban area each year.
7. Ensure projects to improve walking and cycling infrastructure connect and complement the existing core path and green space networks.	Continuous delivery.
8. Develop, implement and promote improved cycle facilities at priority railway station locations.	We will seek to work in partnership with Abellio to identify and deliver improvements at our railway stations starting with early engagement in 2015.
9. Develop and implement an active travel hub pilot project at key bus stop locations.	We will seek to obtain funding to implement a pilot project in 2016/17.
10. Develop, improve and promote the walking and cycling facilities at Rouken Glen Park, The Dams to Darnley Country Park and Whitelee Wind Farm.	Continuous delivery
11. Work with willing community partners to identify and establish local facilities to support community cycling.	We will work with community partners as and when they come forward with proposals to support community cycling
12. Promote recreational walking and cycling routes through the provision of high quality maps and information.	We will publish 4 new recreational cycling maps in 2015 and seek to produce further maps and information on an on-going basis as routes are identified.
13. Ensure that travel plans produced for new developments are comprehensive and monitored to meet the needs of active travel	Continuous delivery

ACTION	NOTES ON DELIVERY
Infrastructure	
14. Carry out a review of urban centres to establish where walking and cycling facilities can be improved and implement improvements	This process will begin in 2015/16 where we will review the Clarkston area. We will seek to obtain funding from 2016/17 to implement improvements. Reviews of other areas will commence from 2016/17 onwards subject to funding availability.
15. Work with willing employers to provide advice and support to encourage active travel.	We will work with engage with willing employers on an on-going basis.
Behaviour Change	
16. Maintain 100% coverage of on-road cycle training at our primary schools and continue to monitor and improve the quality of training delivery	On-road cycle training will be monitored and refined on an annual basis.
17. Develop opportunities to deliver bikeability level 3 cycle training at our secondary schools and seek to promote cycling at an early age through our nurseries.	We will work with Cycling Scotland to roll out the "Play on Pedals" instructor training to nurseries. We will seek to pilot bikeability level 3 in one East Renfrewshire school in 2015/16.
18. Ensure every new active travel infrastructure improvement is accompanied by promotion	Continuous delivery.
19. Deliver a smarter choices, smarter places project in Newton Mearns in 2015/16 provided from Paths for All.	A smarter choices, smarter places project will be delivered in Newton Mearns in 2015/16 using funding.
20. Deliver smarter choices, smarter places projects across East Renfrewshire subject to funding from 2016/17.	Further smarter choices, smarter places projects will be delivered in East Renfrewshire communities.
21. Support the expansion of community networks by assisting local community groups to achieve improvements in active travel infrastructure and initiatives.	We will work with willing local community groups as they come forward to support their proposals to achieve local improvements in active travel.
22. Engage with East Renfrewshire Sustrans Volunteer Group as a forum to discuss improvements and the promotion of active travel across the area.	We will attend meetings of the East Renfrewshire Sustrans Volunteer Group to discuss proposals for improvements and promotion of active travel and to update on progress with our active travel action plan.
Monitoring	
23. Carry out an annual programme of walking and cycling counts to monitor active travel usage.	Counts will be carried out in September 2015 and annually thereafter.
24. Use national data and statistics to benchmark our performance in relation to others.	National data and statistics will monitored as they become available.
25. Provide an annual update on progress and performance in relation to our active travel action plan.	An annual update on progress with the active travel action will be published in September each year.

Appendix B - Pedestrian and cycle count site locations







For more information please contact;
Environment Department
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2 Spiersbridge Way
Spiersbridge Business Park
Thornliebank
G46 8NG

