



Clarkston Parklets

Community Review Report

On behalf of **East Renfrewshire Council**



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1 Introduction / Background

- 1.1.1 Temporary footway build-outs ('Parklets') were installed by East Renfrewshire Council (ERC) on Busby Road, Clarkston for the purpose of allowing additional space for local people to use for a variety of purposes including socialising, eating, parking bikes. This was an attempt to improve the amenities in the local area and to generate economic activity, social value and community benefits.
- 1.1.2 In July 2016, and prior to the Parklets being installed, a charette was held to develop a vision and strategy for Clarkston Town Centre and a series of workshops were held with local community and other stakeholders.
- 1.1.3 The vision for the town centre developed during the workshops can be summarised as:
- More pedestrian and cycle friendly town centre, less dominated by traffic – particularly the section of Busby Road from Clarkston Toll roundabout to the railway station entrance.
 - A more attractive, distinctive and bustling town centre with more cafe culture, public space, activity, colour and greenery.
 - More business and community activity in the town centre, before and after dark.
 - A hub for the local community with more places to meet and spend time.
- 1.1.4 The concept of 'Parklets' was an emerging one which aimed to match the vision laid out above. This included a plan to remove some of the parking spaces from the nearside lane of the southbound carriageway and replace them with an extended 'temporary' raised deck that allowed additional functionality for local businesses and increased amenity value for local people.
- 1.1.5 Initially, it was proposed to install parklets on both sides of Busby Road although this did not happen, and they were ultimately only provided on the east side taking up a limited number of kerb space / parking spaces in front of the shops on the southbound carriageway. The Parklets were installed in early in 2019 and were only in situ for around 12 months before the pandemic forced the country into lockdown. The Council committed to a review of their existence to gauge levels of satisfaction after a period of around 18 months.
- 1.1.6 In March 2021, East Renfrewshire Council commissioned Stantec to undertake a 'Community Review' of the Parklets in Clarkston and to gauge attitudes across the wider community in respect of their introduction.
- 1.1.7 It should be noted that the introduction of the temporary parklets were being introduced at a time when national transport policy was shifting from accommodating cars to prioritising pedestrians and cyclists first, in line with the aims and objectives outlined in the National Transport Strategy. The Parklets concept meets with the NTS objectives.



Photo 2.1: Parklet showing cycle stands and planting.

2 Methodology / Proposed Approach

- 2.1.1 In order to understand the views of local people and the strength of feeling in relation to the Parklets it was agreed that the following tasks would be undertaken to establish how the local community, stakeholders and businesses rated the introduction and use of the Parklets.
- 2.1.2 A review was undertaken with a sufficient reach to harness the views of all users in respect of the impacts that the Parklets have had and to gauge the level of support / resistance in respect of whether they should be maintained, modified or removed.
- 2.1.3 This was carried out as a predominantly online engagement exercise that will allow a wide-reaching audience to provide their views given that Covid restrictions have been in place throughout the timescale of the commission.
- 2.1.4 The Stantec designed survey was prepared to ensure that views were not biased towards any particular mode, although it should be noted that car drivers, retailers with a direct frontage and people that regularly parked in front of the shops were the most impacted by their introduction.
- 2.1.5 The focus on Placemaking value and enhanced facilities for people and the greening of the area / air quality improvements all formed part of the focus for the survey. Prior to the introduction of the parklets Busby Road was a four-lane divided dual carriageway. During peak times the road benefitted from a clearway order that prevented parking during peak times. In the off-peak period, the carriageway reverted to a single lane in each direction with parking regularly taking place on both sides of the road.
- 2.1.6 Stantec were ideally placed to assist in this project given our focus on community-minded projects, online engagement / community consultation and specialist transport analysis experience. To assist in the consultation process, we undertook the following tasks;
 - A leaflet drop for local residents (all houses and businesses within 10 minute walking radius – approx. 3,500 properties) with the leaflet posted through letter boxes directing local residents to an online survey.
 - Shop owners directly via leaflet drop (directing them to the online survey) and indirectly via Clarkston BID.

- Occasional Visitors (via face-to-face public life surveys – post Covid restrictions).
- ERC Website visitors (link to Survey Monkey for views via ERC’s online consultation hub).
- Creation of material for existing Facebook pages with established followings to generate views and extend the reach of the survey.
- Use of the Clarkston BID newsletter to approach people that were already subscribers and direct them to the online survey.

2.1.7 Stantec prepared the online engagement using a customised Survey Monkey software application with embedded pdf’s / images. This presented a means of collecting / recording views that were subsequently analysed and presented in an Excel based format. The findings of each and every question have been fully analysed and are included as a separate report that has been shared with ERC.

2.1.8 We are aware that this information will be subject to public scrutiny and our summary report and findings will be made available to the public, following completion of our work. A summary of the main findings is listed below.

3 Public Consultation - Survey Analysis

3.1.1 A total of 927 responses were received following the leaflet drop and online survey process. The responses are shown by respondent groups, as shown below;

Groups / Respondents	Total	%
Local resident	777	83.8%
Representing a business	8	0.9%
Visitor to shops / amenities in the area (including the train station)	109	11.8%
Travel through the area	27	2.9%
Other Organisations	6	0.6%
Total	927	100%

Table 3.1: Responses from Online Survey

3.1.2 It is clear from the responses that the vast majority of views were received from local residents. Business interests were not particularly well represented, and a reasonably high number of visitor responses (11.8%) were achieved. A small number of people passing through the area responded. This is still considered to be a strong representative sample.

3.1.3 The letter / leaflet drop for local residents covered an area of approximately 1km, the extents of which is shown below. The red circle shows 1km radius and the blue line depicts the local areas covered.



Figure 3.1: Extents of leaflet drop.

Summary of Main Findings

- 3.1.4 The main group of respondents were local residents with 777 (83.8%) of the responses. The second largest group were visitors to the shops / amenities with 109 responses (11.8%). Only a very small number of respondents came from people travelling through Clarkston with 27 responses (2.9%). This is not a significant issue however, as people passing through the area (without stopping) add no positive impacts / economic benefits to the local area.
- 3.1.5 In terms of the 8 no. business responses received there was a slight weighting in terms of positive impacts on businesses following the introduction of the Parklets. This is a positive position given that the areas identified as Parklets directly front some of the businesses that may have responded.
- 3.1.6 A large number of respondents claimed that they visited the area by car (709 out of 927 respondents) and 660 on foot. 186 respondents travelled by train and 87 by bike. It is important to note that there is no distinction made between those that drive and those that walk as all car drivers also travel on foot, once parked. Given that the survey was posted to local householders (see map below) it was targeting people that could easily choose to walk everyday journeys. This fits with the policies being promoted by the Scottish Government that encourages the 20-minute neighbourhood concept and to encourage favour in line with the revised road user hierarchy that puts the needs of pedestrians and cyclists above motorised vehicles.

Perceived Benefits

- 3.1.7 In terms of measuring perceived benefits, 851 out of the total 927 respondents provided comments with only 76 choosing not to comment. 531 out of the 851 (62%) did not believe that the Parklets brought any benefits to the local area with 320 (38%) suggesting local benefits were derived. The largest group to respond was local residents with 279 positive responses and 442 negative. In terms of business interests there were only six responses, with only one claiming any positive benefits.
- 3.1.8 Not surprisingly, of those that travelled through the area only two were positive and 20 were negative – this is indicative of the fact that they do not stop and therefore cannot measure any amenity / placemaking value. People travelling on foot were more likely to be supportive of the measures, alongside bicycle users and people with pushchairs.
- 3.1.9 In terms of age groups of respondents, the only group that thought the Parklets brought benefits to the local area were the 16–19 year old's, with eight out of 11 respondents supporting the measures. All other groups had higher negative responses. The group that you may have expected to be more supportive (65+) did not seem to agree that any benefits were derived. This is not a surprising finding given that younger people are more receptive of change with older people generally less likely to welcome changes to the physical environment.
- 3.1.10 In terms of how respondents used the Parklets it was evident that sitting and eating were the most described activity, alongside cycle parking. Any business that provides food / drink would benefit from this activity, especially if a carry out / takeaway / sit-out facility existed.
- 3.1.11 A series of survey questions were aimed at trying to understand whether the Covid-19 pandemic had impacted anybody's responses. This was to try and establish whether people's habits had changed as a result of restrictions being imposed. For many people during lockdown, they were more likely to be walking and cycling as part of their daily routine but much less likely to sit / eat in close proximity to other people. The fact that the Parklets only operated for around 1 year before lockdown it was possible that responses would be skewed towards the recent past rather than pre-Covid. A full breakdown of responses is available in a separate detailed survey report.
- 3.1.12 Generally, people did not think that Parklets were being well used with 425 stating 'No' and only 175 stating 'Yes' in response to that specific question. Again, the younger age group were more supportive than older people. This is an important factor as the changes being proposed are

aimed at changing behaviour for future generations and therefore the views of young people should be an important factor when determining if the Parklets should be retained, removed or enhanced.

Gender Specific Responses

- 3.1.13 More females than males thought that the Parklets were well used with 107 responses from females, against 82 male responses. This could simply be due to a higher number of female respondents completing the survey (408 female responses compared to 239 males, plus one other).
- 3.1.14 It is still considered that a balanced view was received in terms of gender and age and therefore the survey was representative of the demographic make-up of the local area.

Safety Concerns

- 3.1.15 When measuring general safety concerns, the results were mixed. 380 no. people stated that there were associated safety issues, 303 no. thought there were none and 154 no. respondents were unsure. Safety is a key issue and can be influenced by many factors and a measure of safety is difficult as perceptions regarding what is deemed to be safe / unsafe is subject to personal interpretation. To ensure that road safety was considered, EDC commissioned an independent Road Safety Audit to be carried out. The road safety audit made a number of minor recommendations which were all taken on board by ERC and a number of modifications were made.
- 3.1.16 Young people between 16-19 years-old were the only group to largely suggest that there were no safety issues with eight out of 11 respondents believing that safety was not an issue.
- 3.1.17 It is also evident that the introduction of the Parklets have altered the physical space that is available on the southbound carriageway of Busby Road. A wider than standard offside (fast) lane still exists but this may cause proximity concerns when vehicles try and pass cyclists. This is a difficult issue to resolve unless the width of the Parklets was reduced. This would not be an option that could be pursued as smaller Parklets would render them ineffective. The only way to gain extra space would be to remove the central reservation and relocate the street lighting columns / protect any utilities.
- 3.1.18 Whilst it was not specifically raised in the consultation the unusual configuration of the crossing point could be addressed if the Parklets were enhanced or made permanent. Having a situation where the push button and signal infrastructure is remote from the point that people enter the 'live' carriageway is unusual and whilst this may not have caused any significant 'safety' concerns it would require to be addressed if the Parklets were to be made permanent.

Design / Appearance

- 3.1.19 The survey questioned whether there were any issues with the physical design, or appearance of the Parklets. 448 (53.9%) respondents responded negatively and stated that they were not appealing to the eye and that the design and placement is incompatible with the local area.
- 3.1.20 A further 302 (36%) respondents had no issues with the design and appearance and generally believed that they were aesthetically pleasing. It is clear that the type of materials used to construct the Parklets were not in keeping with the local area, however, given the decision to use plastic boards and wooden planters it is not surprising that they would be deemed to be different to the surrounding area.
- 3.1.21 Judging the appearance is a subjective matter and it is more likely that respondents would criticise them rather than acknowledge the fact that they were designed as a temporary feature. Different responses may have been obtained if ERC had chosen to form the build-outs in a traditional asphalt finish.

Maintenance & Removal Issues

- 3.1.22 A total of 828 people answered the question that asked if there were any issues with the Parklets being properly maintained. 32.5% of respondents stated that the Parklets were not well maintained, 36.2% stated they were well maintained, and 31.3% did not know. 373 respondents provided a reason for their answer relating to 'litter' and 'not being looked after' as being the main issues. Those who stated positively and suggesting that they were well maintained generally stated that they 'looked good' and 'hadn't noticed any issues'.
- 3.1.23 In terms of routine maintenance, it is clear that ERC are similar to all Councils with diminishing budgets for cyclic maintenance. This means that any proposal / option chosen should not burden the Council with costs and resources that simply do not exist. Littering is a wide-scale issue and the fact that it happens at the Parklets is unfortunately common across the entire public domain. Additional bins can be made available to ensure that facilities are available, although this does not provide any guarantee that people will choose to use them.
- 3.1.24 It should be noted that the introduction of the Parklets was a pilot scheme and materials were chosen to suit an available budget and an 18 months' time frame. Unfortunately, Covid-19 occurred, and this prevented the Council from sticking to their original 18-month consultation review.
- 3.1.25 The Parklets were designed to allow them to be taken down easily. If they had been constructed in asphalt, they would have been easier to maintain. Although the shape of the build-outs and number of planters and vertical features would result in difficulty for mechanical sweepers to gain access. If this relies on hand sweeping, this is a cost and resource that the Council may find difficult to regularly provide.
- 3.1.26 If the Parklets and enhanced areas are to stay, then the materials chosen will require to have a longer lifecycle that limits the need for physical / difficult maintenance interventions.
- 3.1.27 Should the Parklets be simply removed there would be a cost incurred which has been calculated at around £25k. This sum is made up of the following estimated costs;

Item Ref;	Description	Estimated Cost (£'s)
1	Uplift & Remove Planters	3,750
2	Uplift / Remove benches / seats	900
3	Uplift & Remove Bollards	1,400
4	Uplift & Remove decking with structure (supporting pads below)	3,000
5	Uplift & Remove Surface fixed kerbs	750
6	Remove non-slip levelling compound to top of kerbs	300
7	Allowance for replacing damaged kerbs	800
8	Transport Materials to Council Depot & offload	2,500
9	Preliminaries	3,500
10	Traffic Management	8,000
	Total	£24,900

- 3.1.28 It should be noted that some of the above costs could be removed or reduced by re-using the materials in another location whereby savings for Transport costs would be realised.

Obstructions on Footway

3.1.29 People were asked whether they thought that the Parklets had any negative impact on how people use the existing footway. 288 no. replied stating that they did believe they impacted the footway, although a significant majority 535 no. said that they didn't. This is not surprising given that the Parklets allow additional space for pedestrians and should therefore provide more separation between users.

Parking

3.1.30 The survey questioned whether the Parklets caused any issues in relation to parking. Given that their introduction removed parking opportunity outwith peak hours, it was not surprising to find that 485 respondents said that they had caused an issue with parking compared to only 187 that said they hadn't. All 5 no. business respondents thought their introduction had caused parking issues and over 90% of travellers passing through shared this view.

3.1.31 There is an obvious correlation between car users and parking. The views of car drivers are measured by a convenience factor. By removing direct access to the shops, it was inevitable that a negative reaction would be received, regardless of whether any turnover / availability of spaces exists. It should be noted that there is a roof top car park above the shops which is known to have availability for short-term visits, although it is also likely that some car drivers will not enjoy the constrained entry and exit ramp.

Retaining Parklets

3.1.32 People were asked whether they would like the Parklets to be made permanent. **Table 3.1** below shows the summary of responses, which includes the option to modify the design or incorporate changes.

Would you like the Parklets to be made permanent?				
Respondent / Group	Yes	Yes, but with Some Changes to Design / Location	Yes and Yes with changes	
			+	No
Local resident	174	144	318	376
Visitor to shops / amenities in the area (including the train station)	23	17	40	51
Travel through the area	1	3	4	17
Representing a business (please specify in Other)	1	0	1	5
Organisation (please specify in Other)	1	3	4	1
Sub-total	200	167	367	450
Total			367	450

Table 3.1: Summary of Responses

3.1.33 Given the results of previous questions this is a fairly balanced response with a slight weighting in favour of their removal.

Summary of Findings

3.1.34 In summary, from those that chose to respond to this question (817 out of 927) there are slightly more people that would like the Parklets to be removed than retained. Surprisingly, there are a higher number of people that would like to keep them as they are, as opposed to them being modified / enhanced. Perhaps this can be explained by the fact that no alternatives were provided to advise of what the enhancements / modifications might be.

3.1.35 The key issue to note is that out of the 817 responses received 450 (55%) stated that they did not want the Parklets made permanent and 367 (45%) wanted them retained or enhanced. 110 people chose not to respond to this question.

4 Further Survey Analysis

4.1.1 The following surveys were also undertaken as part of this assessment:

- Automatic Traffic Counters – 2 no. sites for a period of 7 days.
- Public Life Surveys – Vision based surveys at 4 no. sites.
- Tom Tom Data – to analyse changes in journey times.
- Face-to-face interview – a day of public facing interviews.

4.1.2 The purpose of undertaking these surveys was to gauge public opinion, review observational behaviour, consider journey time changes caused by the Parklets and to review changes in traffic volumes and any changes in vehicle speeds on Busby Road.

4.1.3 The purpose of the surveys were to gather factual evidence that countered any of the perceptions/views and opinions that were being made. It also allowed for a review of changes in the traffic and movements in the local area caused by the Covid-19 pandemic.

Automatic Traffic Counters

4.1.4 Automatic Traffic Counters (ATCs) were installed in the local area as part of a wider ERC study in 2019. They were then repeated to consider any changes in volumes, classifications of vehicles and speeds on Busby Road. Two locations were repeat surveyed with the summary results shown below. This allows a direct comparison with previous data to consider any significant differences / variations in flows, classifications or vehicle speeds.

Peak	Street Name	Direction	Baseline Flow 2019	Baseline Flow 2022	Change Over Time (No.)	Change Over Time (%)
AM (0800-0900)	A727 Busby Rd (N of Strawhill)	Northbound	945	936	-9	-0.9%
		Southbound	895	934	39	4.4%
	A727 Busby Rd (S of Strawhill)	Northbound	930	870	-60	-6.5%
		Southbound	1048	851	-197	-18.8%

Table 4.1: Baseline Weekday AM Peak Hour ATC Flows

Peak	Street Name	Direction	Baseline Flow 2019	Baseline Flow 2022	Change in Time (No.)	Change in Time (%)
PM (1730-1830)	A727 Busby Rd (N of Strawhill)	Northbound	928	785	-143	-15.4%
		Southbound	921	867	-54	-5.9%
	A727 Busby Rd (S of Strawhill)	Northbound	933	834	-99	-10.6%
		Southbound	995	803	-192	-19.3%

Table 4.2: Baseline Weekday PM Peak Hour ATC Flows

4.1.5 The results shown in **Table 4.2 above**, support the following findings:

- In general, total traffic flows across the ATC survey locations were 6% lower in 2022 than 2019 during the AM peak hour and 13% lower in 2022 in the PM peak hour.

During the AM peak hour, on Busby Road (N of Strawhill) heading southbound, there is a difference of 39 vehicles (4.4%) in comparison with 2019 and 2022 and this is the only direction where there is an increase in traffic flow.

- The results indicate that PM peak hour traffic flows are around 49% in both the northbound and southbound direction in 2019, potentially suggesting peak spreading during the PM peak period. In comparison to 2022 where the AM peak hour flows are around 50% in both directions, potentially suggesting peak spreading during the AM peak period.
- In 2019, the highest recorded weekday two-way traffic flows were at A727 Busby Road (south of Strawhill Road) in both the AM and PM peak hours. In comparison to 2022 when the highest recorded weekday two-way traffic flows were at A727 Busby Road (north of Strawhill Road) in both the AM and PM peak hours.
- In both AM and PM peak hours in the southbound direction on A727 Busby Road (S of Strawhill) both saw the most change in time. With AM peak hour showing 197 decrease in traffic flow and PM peak hour showing 192 decrease.
- The only increase in flows was on the southbound carriageway during the AM peak with a rise of 4.4%.

4.1.6 In addition to undertaking a review of the weekday ATC data, average and 85th percentile speeds were recorded for the baseline assessment. Speed data provides a valuable insight into driver behaviour.

Street Name	Direction	2019			2022		
		Average Speed MPH	85 th Percentile	Speed Limit	Average Speed MPH	85 th Percentile	Speed Limit
		Baseline	Baseline		Baseline	Baseline	
A727 Busby Rd (N of Strawhill)	Northbound	18.5	25.5	30 MPH	20.4	27.1	30 MPH
	Southbound	24.3	28.8		24.7	29.5	
A727 Busby Rd (S of Strawhill)	Northbound	23.5	29.3	30 MPH	28.5	23.3	30 MPH
	Southbound	27.6	31.4		28.4	24.8	

Table 4.3: Weekday Average & 85th percentile Speeds (MPH).

*Highlighted in orange are the recorded 85th Percentile speeds above the 30mph speed limit.

4.1.7 In 2019, the 85th percentile results shown indicate that the 30mph speed limit is being exceeded in one direction in comparison to 2022 where it indicates the 30mph speed limit is not being exceeded. The most significant change in 85th percentile speeds was located on the southbound carriageway (where the Parklets are located) dropping from 31.4mph to 24.8mph. This is an interesting finding that may be due to their only being one lane available and with less space vehicles generally travel slower.

4.1.8 The highest speed in 2019 was recorded at A727 Busby Road (S of Strawhill) in the southbound direction with 85th percentile speed exceeding 31mph, 4.7% higher than the speed limit. The highest speed in 2022 was recorded at A727 Busby Road (N of Strawhill) in the southbound direction with 85th percentile speed being 29.5mph. The relatively lower average and 85th percentile speeds recorded are likely a result of the prevalence of on-street parking, pedestrian crossings and the heightened perception of a busy urban environment.

Saturday Baseline ATC and Speed Results

Peak	Street Name	Direction	Baseline Flow 2019	Baseline Flow 2022	Change over Time (No.)	Change over Time (%)
Saturday (11:30-12:30)	A727 Busby Rd (N of Strawhill)	Northbound	851	647	-204	-24%
		Southbound	813	732	-81	-10%
	A727 Busby Rd (S of Strawhill)	Northbound	847	709	-138	-16.3%
		Southbound	851	691	-160	-18.8%

Table 4.4: Baseline Saturday Off-peak ATC Flows

4.1.9 The results shown in **Table 4.4** above, support the following findings:

- In general, results indicate that overall Saturday peak hour traffic flows in 2019 are 12% lower than AM peak hour flows and 10.5% lower than PM peak hour flows. Compared to 2022 where Saturday peak hour traffic flows are 23% lower than AM peak hour flows and 15.5% lower than PM peak hour flows.
- In 2019 and 2022, the highest recorded weekday two-way traffic flows were at A727 Busby Road (S of Strawhill Road).

4.1.10 In addition to undertaking a review of the Saturday ATC data, average and 85th percentile speeds were recorded for the baseline assessment. Speed data can provide a valuable insight into driver behaviour, especially in respect of how drivers are influenced by changes in their surroundings.

Street Name	Direction	2019			2022		
		Average Speed MPH	85 th Percentile	Speed Limit	Average Speed MPH	85 th Percentile	Speed Limit
		Baseline	Baseline		Baseline	Baseline	
A727 Busby Rd (N of Strawhill)	Northbound	18.5	25.9	30 MPH	19.3	26.4	30 MPH
	Southbound	23.8	28.4		24.1	29.0	
A727 Busby Rd (S of Strawhill)	Northbound	23.2	29.5	30 MPH	24.6	29.2	30 MPH
	Southbound	27.5	31.3		25.9	29.2	

Table 4.5: Baseline Saturday Average & 85th percentile Speeds (MPH)

4.1.11 In 2019, the 85th percentile results shown indicate that the 30mph speed limit is being exceeded in one direction in comparison to 2022 where it indicates the 30mph speed limit is not being exceeded at all, suggesting a reduction in vehicle speeds over the 3-year period.

4.1.12 Similarly with the weekday, in 2019 the average speeds on A727 Busby Road are below the speed limit but the 85th percentile speed at S of Strawhill in southbound direction, exceeds the 30mph limit with a recorded speed of 31.3mph, 4.7% higher than the speed limit. The highest speed in 2022 was recorded at A727 Busby Road (S of Strawhill) in the northbound direction with 85th percentile speed being 29.2mph. The relatively lower average and 85th percentile speeds recorded at Busby Road N of Strawhill are likely a result of the prevalence of on-street parking, pedestrian crossings and the heightened perception of an urban environment.

Sunday Baseline ATC and Speed Results

Peak	Street Name	Direction	Baseline Flow 2019	Baseline Flow 2022	Change over Time (No.)	Change over Time (%)
Sunday (13:30-14:30)	A727 Busby Rd (N of Strawhill)	Northbound	680	732	52	7.6%
		Southbound	811	792	-19	-2.3%
	A727 Busby Rd (S of Strawhill)	Northbound	671	678	7	1.0%
		Southbound	631	668	37	5.9%

Table 4.6: Baseline Sunday Off-peak ATC Flows

4.1.13 The results shown in **Table 4.6** above, support the following findings:

- In general, 2019 results indicate that overall, Sunday peak hour traffic flows are 30.5% lower than AM peak hour flows, 29% lower than PM peak hour flows and 21% lower than the Saturday peak hour. Compared to 2022 where the overall peak hour traffic flows are 20.1% lower than AM peak hour flows, 12.7% lower than PM peak hour flows and 3.3% higher than the Saturday peak hour.
- The only reduction in flows is found on the southbound A727 on the section north of Strawhill Road, reducing by 19 vehicles and 2.3%. All other flows remain fairly consistent.

4.1.14 In addition to undertaking a review of the Saturday ATC data, average and 85th percentile speeds were recorded for the baseline assessment. Speed data provides a valuable insight into driver behaviour and any drop in speed is directly linked to a reduction in the severity of injury incidents, caused by road traffic collisions.

Street Name	Direction	2019			2022		
		Average Speed MPH	85 th Percentile	Speed Limit	Average Speed MPH	85 th Percentile	Speed Limit
		Baseline	Baseline		Baseline	Baseline	
A727 Busby Rd (N of Strawhill)	Northbound	22.4	27.4	30 MPH	18.8	25.9	30 MPH
	Southbound	25.4	29.5		23.7	28.6	
A727 Busby Rd (S of Strawhill)	Northbound	26.5	30.5	30 MPH	23.6	28.4	30 MPH
	Southbound	28.5	32.2		24.8	28.1	

Table 4.7: Baseline Sunday Average & 85th percentile Speeds (MPH).

*Highlighted in orange are the recorded speeds above the 30MPH speed limit.

4.1.15 **Table 4.7** above shows that in 2019, the 85th percentile speed exceeds the 30mph posted speed limit in 2 locations during the Sunday baseline survey period in comparison to 2022 where it indicates the 30mph speed limit is not being exceeded.

4.1.16 Similarly, in 2019 the average speeds on A727 Busby Road are below the speed limit but the 85th percentile speed at S of Strawhill in both directions, exceeds the 30mph limit with a recorded speed of 30.5mph, 1.7% higher than the speed limit and 32.2mph, 7.3% higher than the speed limit. The highest speed in 2022 was recorded at A727 Busby Road (N of Strawhill) in the southbound direction with 85th percentile speed being 28.6mph. The relatively lower average and 85th percentile speeds recorded at Busby Road N of Strawhill are likely a result of the prevalence of on-street parking, pedestrian crossings and the heightened perception of an urban environment.

Summary Appraisal

- 4.1.17 The fact that recorded 85th percentile speeds are low; this will help with Councils ambitions to encourage cycling & walking.
- 4.1.18 S of Strawhill has the highest speeds in both 2019 and 2022 this is most likely due to the physical characteristics of the road, at the point at which the ATC was installed.
- 4.1.19 The relatively lower average and 85th percentile speeds recorded at Busby Road N of Strawhill are likely a result of the prevalence of on-street parking, pedestrian crossings and the heightened perception of an urban environment.

Vision Based Surveys

- 4.1.20 Vision based survey that uses analytics to better understand road/shared spaces. Sensors are mounted to an on-board camera, a processor and 3G connectivity to track the movements of pedestrians, cyclists, and all vehicles.
- 4.1.21 In 2019, and again 2022 a vision-based survey was utilised to gather information about key movement behaviours and desire lines in Clarkston Town Centre. The name of each site and its position in Clarkston are listed below and shown in **Figure 4.1**.
 - Site 1 – A727 Busby Road (nr Mearns Rd).
 - Site 2 – A727 Busby Road (nr Mearns Rd).
 - Site 3 – A727 Busby Road outside Rooftop Car Park, Southeast.
 - Site 4 – A727 Busby Road opposite Rooftop Car Park, Southwest.

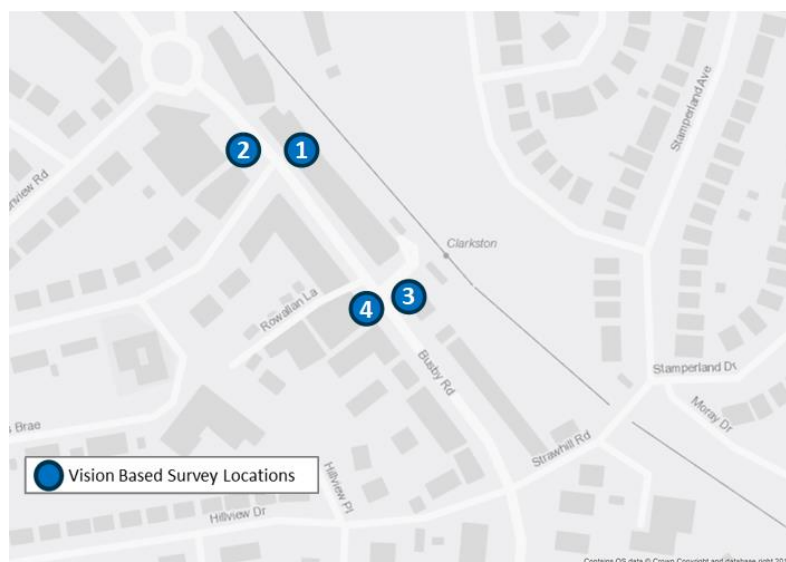


Figure 4.1: Vision Based Survey Locations

Capacity by Lane Assessment

All Vehicles

4.1.22 An analysis of baseline lane capacity movements in the north and southbound directions on Busby Road were undertaken using video surveys. The assessment was undertaken on a Thursday, Saturday, and Sunday from 07:00 to 19:00 hours, for all road users on Busby Road.

Weekday

4.1.23 **Table 4.8** shows the weekday traffic flows in each direction on Busby Road, Clarkston.

		2019									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	1036	828	738	731	692	728	741	806	880	904	908
SB	814	661	556	645	694	671	817	822	885	827	712
		2022									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	488	962	633	616	632	800	686	761	820	918	925
SB	632	936	718	567	590	656	638	660	739	765	790
		Difference									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	-548	134	-105	-115	-60	72	-55	-45	-60	14	17
SB	-182	275	162	-78	-104	-15	-179	-162	-146	-62	78
		Difference %									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	-52.9	16.2	-14.2	-15.7	-8.7	9.9	-7.4	-5.6	-6.8	1.5	1.9
SB	-22.4	41.6	29.1	-12.1	-15.0	-2.2	-21.9	-19.7	-16.5	-7.5	11.0

Table 4.8: Weekday Baseline Lane Capacity for all movements on Busby Road

4.1.24 In the northbound direction, the results show that there is a significant decrease in the number of vehicles (-548) between 0700 to 0800 hours but sees an increase of 16.2% between 0800-0900 hours, again, in the northbound direction. In addition, the results show an increase in the number of vehicles (41.6%) in the southbound direction between 0800-0900 hours. Weekday data was unavailable between 1800 to 1900 hours in 2019.

Saturday

4.1.25 **Table 4.9** below, shows the Saturday traffic flows in each direction on Busby Road, Clarkston.

		2019									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	435	501	483	551	525	404	200	211	358	605	561
SB	289	513	666	760	839	793	831	864	830	790	719
		2022									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	171	382	589	750	825	849	822	771	807	756	747
SB	173	406	592	661	719	734	731	638	572	699	609
		Difference									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	-264	-119	106	199	300	445	622	560	449	151	186
SB	-116	-107	-74	-99	-120	-59	-100	-226	-258	-91	-110
		Difference %									
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB	-60.7	-23.8	21.9	36.1	57.1	110.1	311.0	265.4	125.4	25.0	33.2
SB	-40.1	-20.9	-11.1	-13.0	-14.3	-7.4	-12.0	-26.2	-31.1	-11.5	-15.3

Table 4.9: Saturday Baseline Lane Capacity for all movements on Busby Road

4.1.26 In 2022, heading in the northbound direction, the results show that there is a significant increase in the number of vehicles between 1100 and 1300 hours, in comparison with 2019. The numbers

steadily decrease between 1400 and 1700 hours, but sees a decrease heading in the southbound direction, throughout the entire day.

Sunday

4.1.27 **Table 4.10** below, shows the Sunday traffic flows in each direction on Busby Road, Clarkston.

		2019										
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB		50	222	567	597	590	531	524	537	540	497	509
SB		168	342	568	733	665	612	796	749	788	710	587
		2022										
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB		100	195	365	534	715	740	727	774	754	774	764
SB		115	226	420	585	599	663	717	673	587	615	583
		Difference										
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB		50	-27	-202	-63	125	209	203	237	214	277	255
SB		-53	-116	-148	-148	-66	51	-79	-76	-201	-95	-4
		Difference %										
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
NB		100.0	-12.2	-35.6	-10.6	21.2	39.4	38.7	44.1	39.6	55.7	50.1
SB		-31.5	-33.9	-26.1	-20.2	-9.9	8.3	-9.9	-10.1	-25.5	-13.4	-0.7

Table 4.10: Sunday Baseline Lane Capacity for all movements on Busby Road

4.1.28 In line with the weekday and Saturday, lane capacity results, **Table 4.10** shows an increase in the total traffic flows in the northbound direction in 2022 on Busby Road in the Sunday baseline. Similarly, sees a decrease heading in the southbound direction.

On-street Cycle Movements

4.1.29 In addition to the assessment of lane capacity, the results also revealed an insight into the behaviour of cyclists on Busby Road using Vision Based video surveys.

4.1.30 A baseline assessment has been undertaken for the weekday, Saturday and Sunday periods from 07:00 to 19:00 hours for pedal cyclists on Busby Road.

		2019											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		3	3	1	1	1	2	1	1	0	2	3	0
SB		7	4	1	1	0	0	3	3	4	8	6	0
		2022											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		3	5	0	1	1	3	2	5	4	2	4	3
SB		6	4	1	2	1	1	4	2	4	3	6	6
		Difference											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		0	2	-1	0	0	1	1	4	4	0	1	3
SB		-1	0	0	1	1	1	1	-1	0	-5	0	6

Table 4.11: Weekday Baseline Lane Capacity for Cycle movements on Busby Road

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	0	0	0	0	0	0	0	0	0	0	0	0
SB	1	2	3	2	4	0	1	0	0	1	0	0
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	3	0	3	1	3	1	3	0	1	2	2	1
SB	1	0	2	1	1	3	1	2	0	3	3	1
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	3	0	3	1	3	1	3	0	1	2	2	1
SB	0	-2	-1	-1	-3	3	0	2	0	2	3	1

Table 4.12: Saturday Baseline Lane Capacity for Cycle movements on Busby Road

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	0	0	0	0	0	0	0	0	0	0	0	0
SB	6	5	4	3	4	6	3	2	1	1	1	1
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	2	9	6	12	6	7	6	7	3	2	2	1
SB	1	2	5	14	12	19	10	15	5	10	2	2
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	2	9	6	12	6	7	6	7	3	2	2	1
SB	-5	-3	1	11	8	13	7	13	4	9	1	1

Table 4.13: Sunday Baseline Lane Capacity for Cycle movements on Busby Road

- 4.1.31 It is evident that there are more cyclists in 2022 than there was in 2019, in particular on a Sunday between the hours of 1000 and 1400.

Pedestrian Movements

- 4.1.32 A baseline analysis of pedestrian movements for 2019 and 2022 was also undertaken at the four vision-based survey sites. The assessment was undertaken for the weekday, Saturday and Sunday survey periods between 0700 to 1900 hours along Clarkston on Busby Road.
- 4.1.33 The results of the survey provides an insight into pedestrian footfall at key locations along Clarkston (Busby Road).

Site 1 – Clarkston Busby Road, North-east

- 4.1.34 Site 1 is located on A727 Busby Road adjacent to the traffic signals at Junction 2 A727 Busby Road / Mearns Road.

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	66	137	122	92	126	115	52	117	108	19	56	51
SB	48	106	84	74	119	112	62	124	118	67	60	63
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	14	43	51	98	105	118	95	89	119	150	114	54
SB	22	72	61	109	132	125	105	116	89	89	71	43
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-52	-94	-71	6	-21	3	43	-28	11	131	58	3
SB	-26	-34	-23	35	13	13	43	-8	-29	22	11	-20

Table 4.14: Weekday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	37	157	203	114	218	206	104	156	121	47	37	31
SB	26	73	170	100	156	170	88	133	150	58	65	30
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	6	27	76	103	145	135	151	96	120	124	88	53
SB	10	46	76	137	144	173	141	156	128	86	49	64
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-31	-130	-127	-11	-73	-71	47	-60	-1	77	51	22
SB	-16	-27	-94	37	-12	3	53	23	-22	28	-16	34

Table 4.15: Saturday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	4	50	69	47	96	95	78	100	72	32	27	14
SB	7	32	38	28	87	83	59	116	92	31	40	11
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	5	12	36	70	95	77	93	117	101	72	75	34
SB	4	7	46	91	90	77	107	108	93	61	39	45
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	1	-38	-33	23	-1	-18	15	17	29	40	48	20
SB	-3	-25	8	63	3	-6	48	-8	1	30	-1	34

Table 4.16: Sunday Baseline Pedestrians

- 4.1.35 The results shown in the tables above indicate the levels of footfall on Clarkston central area by direction of travel.
- 4.1.36 The highest daily footfall in 2019 and 2022 occurred on Saturday between 0700 to 1900 hours with a total of 1,219 in 2019, and 1210 in 2022, northbound and 1,431 in 2019, and 1124 in 2022, southbound. The table shows the highest footfall occurs between 0800 to 1300 hours.
- 4.1.37 During the weekday period, the highest footfall in the northbound and southbound flows occurring during 1100 to 1200 hours and 1500 to 1800 hours. Even though the lowest footfall

occurs on a Sunday, there were 103 (15%) more pedestrians northbound between 0700 and 1900 hours and 144 (23%) more southbound.

Site 2 – Clarkston Busby Road, North-west

4.1.38 Site 2 is located at the west side of B727 Busby Road at the junction of A727 Busby Road.

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	22	30	27	18	47	50	16	45	59	21	29	20
SB	27	33	42	16	53	59	25	32	50	18	31	19
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	8	39	35	29	38	80	65	44	71	79	59	58
SB	16	44	25	44	54	78	47	41	46	64	55	52
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-14	9	8	11	-9	30	49	-1	12	58	30	38
SB	-11	11	-17	28	1	19	22	9	-4	46	24	33

Table 4.17: Weekday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	12	24	50	28	26	38	19	16	38	19	34	19
SB	12	51	52	22	64	41	35	53	40	28	51	26
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	9	13	45	70	78	76	87	94	57	94	93	103
SB	13	18	36	59	71	80	62	63	87	77	77	69
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-3	-11	-5	42	52	38	68	78	19	75	59	84
SB	1	-33	-16	37	7	39	27	10	47	49	26	43

Table 4.18: Saturday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	5	9	15	19	27	41	27	29	34	18	18	9
SB	6	24	15	27	24	39	12	43	29	11	27	8
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	4	7	28	35	37	48	56	62	59	70	57	63
SB	2	9	39	22	43	41	48	67	56	41	48	72
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-1	-2	13	16	10	7	29	33	25	52	39	54
SB	-4	-15	24	-5	19	2	36	24	27	30	21	64

Table 4.19: Sunday Baseline Pedestrians

4.1.39 Site 2 results shown in the tables above indicate that the highest total footfall occurs during the weekday and Saturday in both 2019 and 2022. Weekday and Saturday in both 2019 and 2022.

4.1.40 It is clear that there are more pedestrians in 2022 overall from 0700 to 1900 hours throughout all the survey periods, compared with 2019. The largest difference being 84 on a Saturday

evening, at 6pm. During the weekday period, the heaviest footfall occurs during the lunchtime period around 1100 to 1300 hours and between 1400 to 1800 hours.

Site 3 – Clarkston Busby Road, South-east

4.1.41 Site 3 is located at the vehicle entrance to Rooftop car park on Busby Road close to the pedestrian entrance to Clarkston Train Station.

		2019											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		30	90	60	32	71	81	52	104	115	74	48	N/A
SB		41	91	64	54	77	66	34	77	83	23	38	N/A
		2022											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		10	35	52	59	53	66	44	41	93	110	89	65
SB		22	65	39	63	63	59	55	58	65	47	57	49
		Difference											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		-20	-55	-8	27	-18	-15	-8	-63	-22	36	41	65
SB		-19	-26	-25	9	-14	-7	21	-19	-18	24	19	49

Table 4.20: Weekday Baseline Pedestrians

		2019											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		11	66	98	70	90	114	51	78	105	46	66	44
SB		13	80	102	71	134	127	53	102	81	51	46	35
		2022											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		3	25	58	63	79	78	104	65	102	78	68	67
SB		6	23	59	59	102	97	116	110	79	97	62	57
		Difference											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		-8	-41	-40	-7	-11	-36	53	-13	-3	32	2	23
SB		-7	-57	-43	-12	-32	-30	63	8	-2	46	16	22

Table 4.21: Saturday Baseline Pedestrians

		2019											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		2	31	60	36	68	67	33	75	63	28	18	22
SB		5	26	43	51	69	83	27	85	67	32	23	18
		2022											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		2	12	38	59	74	63	72	93	68	59	56	32
SB		3	5	27	43	77	63	67	68	60	58	41	35
		Difference											
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB		0	-19	-22	23	6	-4	39	18	5	31	38	10
SB		-2	-21	-16	-8	8	-20	40	-17	-7	26	18	17

Table 4.22: Sunday Baseline Pedestrians

4.1.42 The results shown in the tables above indicate that in 2019, the total daily footfall occurs on Saturday with 895 southbound movements and 839 northbound movements. Weekday has the second highest footfall with 648 southbound movements and 757 northbound movements.

4.1.43 The total daily footfall on a Saturday is still the highest in 2022 with 867 southbound movements and 790 northbound movements, even though there were 49 pedestrians less northbound and 28 less southbound in comparison to 2019. Weekday is also still the second highest footfall with 642 southbound and 717 northbound movements: again, 40 pedestrians less northbound and 6 less southbound in comparison to 2019.

4.1.44 On Saturday, there is a consistent flow of movements to and from Clarkston Train Station and to and from Busby Road.

4.1.45 There are more pedestrians on the Sunday in 2022 than 2019 throughout the entire 0700-to-1900-hour period. With the differences being clear at 1000 hours northbound, 1300 hours and 1600 to 1700 hours both northbound and southbound.

Site 4 – Clarkston Busby Road, Southwest

4.1.46 Site 4 is located opposite the entrance to Rooftop car park on the western side of Busby Road.

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	39	119	149	96	186	141	43	35	73	69	103	0
SB	55	101	136	97	182	137	59	46	95	48	78	3
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	44	70	112	65	94	102	103	109	172	147	103	135
SB	44	101	75	75	90	87	92	93	108	122	106	126
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	5	-49	-37	-31	-92	-39	60	74	99	78	0	135
SB	-11	0	-61	-22	-92	-50	33	47	13	74	28	123

Table 4.23: Weekday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	39	80	118	32	87	33	43	35	45	66	100	12
SB	14	57	83	49	82	112	23	79	76	34	81	24
2022												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	16	60	119	126	146	145	160	121	140	155	137	143
SB	20	61	86	113	125	124	127	114	155	137	118	156
Difference												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	-23	-20	1	94	59	112	117	86	95	89	37	131
SB	6	4	3	64	43	12	104	35	79	103	37	132

Table 4.24: Saturday Baseline Pedestrians

2019												
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	9	48	89	48	9	26	48	99	91	60	80	16

SB	2	11	42	46	72	19	19	72	129	57	94	26
	2022											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	12	19	72	99	110	125	85	110	98	103	96	82
SB	3	27	66	79	94	107	84	103	93	71	76	94
	Difference											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
NB	3	-29	-17	51	101	99	37	11	7	43	16	66
SB	1	16	24	33	22	88	65	31	-36	14	-18	68

Table 4.25: Sunday Baseline Pedestrians

- 4.1.47 The results shown in the tables above for 2019, indicate that the highest daily footfall occurs on weekday with 2,090 total pedestrian movements equating to 1,037 movements northbound and 1,053 in southbound direction. In 2022 the highest footfall also occurs on Saturday with 2,804 total pedestrian movements. 1,468 movements northbound and 1,336 southbound.
- 4.1.48 During the weekday in 2019, the highest footfall occurs between 0800 to 1300 hours. A large proportion of these movements are generated by Tesco Express along with commuters and school pupils during the AM period. In 2022, the footfall is shown to be consistent throughout the day with a noticeable dip at 1000 hours.
- 4.1.49 On Saturday in 2019, the highest footfall occurs during the AM between 0800 and 1000 hours and again between 1600 to 1800 hours. Again, a large proportion of these movements can be attributed to footfall to and from Tesco Express. Again in 2022 the footfall is shown to be consistent throughout the day with a dip at 1400 and 1700 hours northbound and southbound.

TomTom Data

- 4.1.50 The purpose of this originally in 2019, was to compile baseline average speed and journey time data in East Renfrewshire to gain an understanding of road user behaviour across the Local Authority Area during the AM and PM peak periods (other time periods can also be assessed).
- 4.1.51 The peak hours identified were as follows:
- AM Peak hour: 0800-0900 hours.
 - PM Peak hour: 1630-1730 hours.
- 4.1.52 In 2022, the routes were reduced to the 6 locations within the vicinity of the parklets, to ascertain whether the parklets have had significant impact on the journey times, or not.
- 4.1.53 The reduced TomTom survey locations are listed below and illustrated in **Figure 4.2** below:
- Location 1 – Clarkston Road.
 - Location 2 – Eastwoodmains Road.
 - Location 3 – Busby Road.
 - Location 4 – Eaglesham Road.
 - Location 5 – Waterfoot Road.
 - Location 6 – Mearns Road.

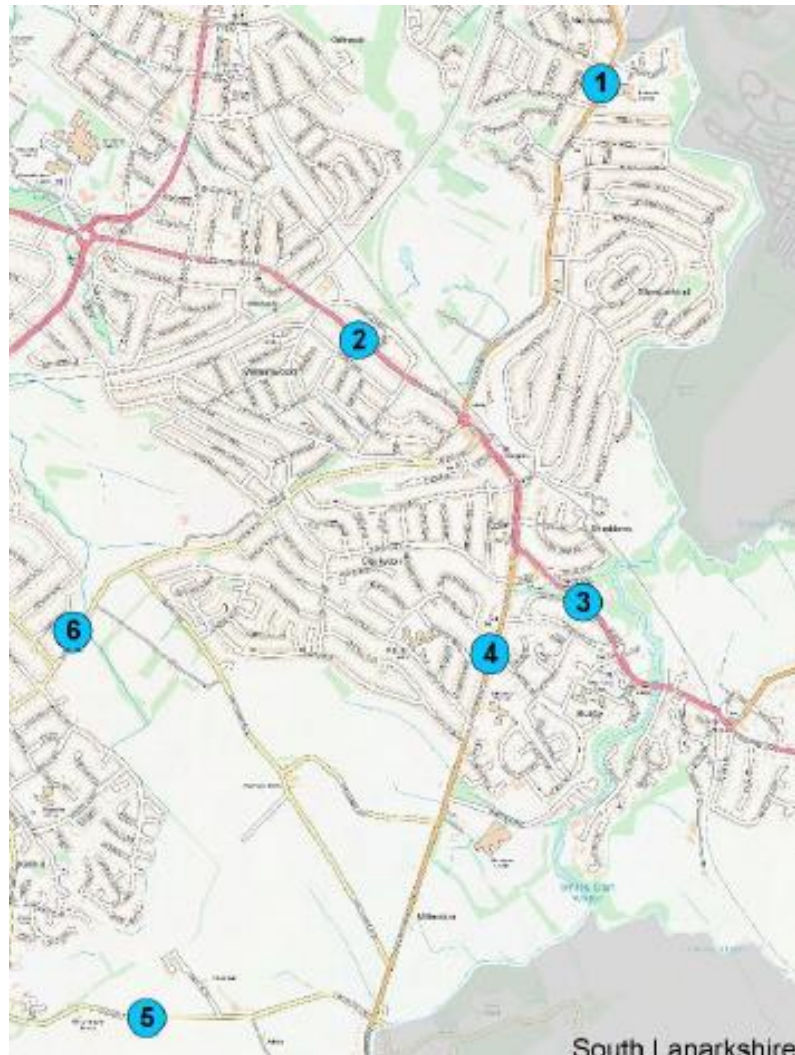


Figure 4.2: TomTom Survey Locations

- 4.1.54 The route that is of real significance regarding whether the parklets have made a difference to journey time, is from location 2 to 3 in both directions.
- 4.1.55 Table 4.26 **and** Table 4.27 below, shows the journey times from Eastwoodmains Road to Busby Road during the AM and PM peak hours in both 2019 and 2022.
- 4.1.56 As mentioned previously, Covid-19 will have had an impact on the survey results due to the reduced number of vehicles travelling on the road network during the peak periods.

Route	Distance (Miles)	AM Peak 2019			AM Peak 2022		
		0700-0800	0800-0900	0900-1000	0700-0800	0800-0900	0900-1000
2_3	1.40	00:03:53	00:04:59	00:04:25	00:02:33	00:03:25	00:02:53
3_2	1.45	00:03:13	00:04:05	00:03:17	00:03:08	00:06:21	00:04:25

Table 4.26: AM Peak Journey Times

Route	Distance (Miles)	PM Peak 2019			PM Peak 2022		
		1600-1700	1700-1800	1800-1900	1600-1700	1700-1800	1800-1900
2_3	1.40	00:05:39	00:05:20	00:04:34	00:03:25	00:03:23	00:02:58
3_2	1.45	00:03:22	00:03:26	00:03:16	00:03:39	00:03:51	00:03:04

Table 4.27 PM Peak Journey Times

- 4.1.57 In 2019, the results of the TomTom survey indicate that average journey times were generally faster during the AM peak hour, when compared with the PM peak hour. In comparison to 2022, where the results indicate that average journey times were faster during PM peak hour, when compared with AM peak hour.
- 4.1.58 In comparison between the pre and post installation of the Parklets, the results indicate that on average the journey times have reduced in both the AM and PM peak periods.
- 4.1.59 In summary, the survey results imply that the parklets have not had a significant negative impact on the journey times.

Face-to-Face Interviews

- 4.1.60 In 2019, this survey type was carried out and for the purpose of consistency it was considered essential to carry this out again. The surveys were undertaken on Busby Road, again, within the vicinity of the Parklets.
- 4.1.61 The survey questions are shown in **Appendix B**.
- 4.1.62 A total of 74 responses were received following the face-to-face survey process. The responses are shown in **Table 4.28** and **Table 4.29** below.

Groups / Respondents	Total	%
Local resident	58	78.4%
Representing a business	0	0.0%
Visitor to shops / amenities in the area (including the train station)	8	10.8%
Travel through the area	6	8.1%
Other Organisations	0	0.0%
Other	2	2.7%
Total	74	100%

Table 4.28: Total Responses from Face-to-Face Survey

- 4.1.63 The main group of respondents were local residents with 58 (78.4%) of the responses. The second largest group were visitors to the shops / amenities with 8 responses (10.8%), followed by 8.1% from people travelling through Clarkston. There were no respondents from either a business or other organisation.

Groups / Respondents	Total	%
On foot	11	15.1%
Car or other motor vehicle	2	2.7%
Train	1	1.4%
On foot, bicycle/other cycle	5	6.8%
On foot, bicycle/other cycle, car or other motor vehicle	3	4.1%
On foot, bicycle/other cycle, car or other motor vehicle, train	1	1.4%
On foot, bicycle/other cycle, other	1	1.4%
On foot, bus	9	12.3%

On foot, bus, car or other motor vehicle, train	1	1.4%
On foot, bus, train	4	5.5%
On foot, Car or other motor vehicle	30	41.1%
On foot, car or other motor vehicle, train	1	1.4%
On foot, Car or other motor vehicle, other	1	1.4%
On foot, train	4	5.5%
Total	74	100.0%

Table 4.29: Respondents Mode of Travel

4.1.64 81% respondents stated that they visited the area via multiple modes of transport and is not clear which mode is their first choice (60 out of 74 respondents). 11 were on foot, 2 were car only and 1 travelled by train.

Perceived Benefits

4.1.65 Those that travelled through the area only 2 were negative and 5 positive – the results were based on their visual assumptions alone, as they have never used the parklets. The negative responses were due to the road being too narrow for a larger vehicle and the parklets block the road. It is surprising to note that people travelling on foot alongside car users, were more likely to be supportive of the measures.

4.1.66 In terms of age groups of respondents, the only group that thought there parklets brought benefits to the local area were the 16–19 year-olds, with 4 out of 4 respondents supporting the measures. This is an important factor as the changes being proposed are aimed at changing behaviour for future generations and therefore the view of young people should be an important factor when determining if the Parklets should be retained, removed, or enhanced. All other groups had higher negative responses than positive.

4.1.67 In terms of how respondents used the Parklets it was evident that sitting and eating were the most described activity (44 respondents in total). 28 respondents declared that they never used them and all of them said that Covid was not a factor in their decision not to use them.

4.1.68 The results were fairly balanced when respondents answered whether the Parklets were being well maintained with 37 stating No and 34 stating Yes in response to that specific question. Again, the younger age group were more supportive than older people.

Gender Balance

4.1.69 Both Male and Females that stated they used the Parklets, consisted of 23 responses each. 17 Males and 11 Females said they never used the parklets.

Safety Concerns

4.1.70 When measuring safety, the results showed that 46 respondents thought there were no associated safety issues, 18 thought there were, and 6 respondents were unsure. As mentioned previously, a Road Safety Audit was carried out by ERC and a number of recommendations were put in place.

4.1.71 There was a total of 37 respondents from the 20-64 age group that suggested that there were no safety issues, with 8 out of 10 respondents answering 'Yes'.

Maintenance

4.1.72 50.7% respondents stated that the Parklets were not well maintained. 46.6% stated they were well maintained, with litter being the most common factor mentioned.

Parking

- 4.1.73 The survey questioned whether the parklets caused any issues in relation to parking. 44.6% of the respondents said that the parklets had not caused issues with parking. Respondents mentioned the rooftop car park and the fact that parking was a concern before the parklets were introduced.
- 4.1.74 Given that they removed parking opportunity it was not surprising to find that 83% of the 23 respondents said that the parklets had caused a parking issue due to reducing the number of spaces.
- 4.1.75 18 respondents were unsure whether there were parking issues caused by the parklets. All 4 respondents under the 16 to 19 age group, stated they were unsure.

Retaining Parklets

- 4.1.76 During face-to-face interviews, people were asked whether they would like the parklets to be made permanent. The table below shows the summary of responses, which includes the option to modify the design or incorporate changes.

Would you Like the Parklets to be Made Permanent?			
Respondent / Group	Yes	Yes, but with some changes to design / location	No
Local resident	44	5	9
Representing a business (Please specify in Other)	0	0	0
Visitor to shops/amenities in the area (Including the train station)	6	2	0
Travel through the area	4	0	2
Organisation (Please specify in Other)	0	0	0
Other	2	0	0
Sub-total	56	7	11
Total		63	11

Table 4.30: Retaining Parklets Responses

- 4.1.77 The table clearly shows that 85% (63) of 'face-to-face' respondents are in favour of retaining the parklets.
- 4.1.78 It was evident before their installation that Busby Road, whilst being a four-lane dual carriageway, was not operating as such, at all times. There are Traffic Regulation Orders in place to allow the kerbside to be free of parked vehicles during peak periods to allow for increased capacity. However, in reality, the restrictions were often flouted and at non-peak times vehicles were regularly parked reducing the road to a single lane in each direction.

5 Summary Findings

- 5.1.1 The introduction of the Parklets on the southbound carriageway (east side) of Busby Road was a well-intended and policy compliant attempt by ERC to promote a better sense of place and to improve the local amenity of Clarkston as a local retail centre. It was not seen as a panacea for economic recovery but was a positive measure aimed at reducing vehicle dominance and creating spaces that people might spend more time.
- 5.1.2 What is clear however is that Busby Road has not stopped operating as a main arterial route and regardless of options for strategic movements to use the Glasgow Southern Orbital a large number of vehicles simply pass through the area and therefore do not add any value to

Clarkston. In fact, it is likely that the 'through traffic' has a detrimental impact in respect of air quality / pollution and noise.

- 5.1.3 ERC as Roads Authority could have chosen to alter Busby Road footways as part of their statutory powers and instead felt that introducing temporary provision would allow for a trial to take place, followed by evaluation of impacts and analysis of public attitudes. The Council have to maintain a balance between providing safe passage on roads for vehicles and to ensure that all other traffic modes are not compromised. The Parklets aimed to address the imbalance and dominance caused by the high number of vehicles using the road on a daily basis (Quote numbers).
- 5.1.4 It is evident that the community review was weighted more negative than positive, albeit younger people were more inclined to be supportive, they were a very small minority of respondents.
- 5.1.5 Even though there are more people that would like the Parklets to be removed than retained, surprisingly, there are a higher number of people that would like to keep them as they are, as opposed to them being modified / enhanced. Perhaps this can be explained by the fact that no alternatives were provided to advise of what the enhancements / modifications might be.
- 5.1.6 The impact of Covid-19 is likely to have had an impact on the survey results and public attitudes and definitely those of the businesses. It appears that like most businesses that exist on busy arterial routes.
- 5.1.7 There is an obvious correlation between car users and parking. The views of car drivers are measured by a convenience factor. By removing direct access to the shops, it was inevitable that a negative reaction would be received, regardless of whether any turnover / availability of car parking spaces exists.
- 5.1.8 The fact that recorded 85th percentile speeds are low; this will help with Councils ambitions to encourage cycling & walking and will derive some tangible safety benefits.

Future Options

- 5.1.9 There are three main options that can be considered in relation to the Parklets. These are;
 - 1. Remove and return to previous standard layout;
 - 2. Remove and relocate some materials to create a new seating area e.g. on the pavement at the corner of Busby Road and Benview Road; and
 - 3. Keep parklets in the same location but scale down with more durable permanent materials.
- 5.1.10 Option 1 above would simply incur costs for the removal and would derive no future benefits in respect of local amenity. It would revert back to a standard layout with footway and kerbside parking (controlled by a Traffic Regulation Order).
- 5.1.11 Option 2 would be as above plus the costs to install the materials at another location e.g. the corner of Busby Road and Benview Road.
- 5.1.12 Option 3 would incur costs for the removal of existing materials plus the costs to install the new more durable permanent materials.
- 5.1.13 It is clear that some people would prefer that the operation reverts back to how it was. Cyclists for example have suggested that there is less room for them due to Parklets restricting the ability of cars to leave sufficient space to pass. Although it is suggested that this option would not be reflective of national, regional and local transport policy which is looking to put the needs of

pedestrians and cyclists ahead of motorists, however, not at the expense of safety being compromised.

- 5.1.14 It is also evident that Clarkston does not actually 'need' a divided dual carriageway to cope with the volume of traffic, especially when the approach and exit roads that lead to and from it are generally one lane operation. It is also clear that there is data and evidence that supports the case for increased footfall from sustainable travellers rather than the traditional view that a high number of parked cars equal high levels of footfall.
- 5.1.15 In Clarkston, whilst there is a benefit to park directly outside shops this is often a derived benefit for shop workers rather than visitors. Whilst the roof top car park is not popular due to a narrow-ramped entry and exit it still provides opportunities for people to park safely and transfer to shops.

Preferred Option

- 5.1.16 In order to fully assess each of the option a costed appraisal should be undertaken to fully consider which Option offers the best value for money. This is not a task that has been allowed for in the scope of this commission and therefore only a desktop preliminary assessment can be made.
- 5.1.17 For Option 1 whilst this would satisfy some people it would feel like a backward step for the local area on the basis that the previous layout was not accommodating car users and therefore contravenes the hierarchy of transport users being promoted in the National Transport Strategy. Returning to the previous layout would do nothing to control car dominance / use, target environmental issues or offer an amenity value and as such has been ruled out.
- 5.1.18 For Option 2 the situation set above would apply although there would be benefits derived by re-using the materials on the pavement e.g. at the corner of Busby Road and Benview Road.
- 5.1.19 For Option 3, a move towards using more permanent materials to replace the temporary Parklets would represent a consolidation of position in relation to the extent of footway / amenity space in the area.
- 5.1.20 The options outlined above have to be seen at a time when both planning policy (20-minute neighbourhoods / liveable neighbourhoods) and transport policy aimed at promoting sustainable modes and environmental focus, plus a changing retail offer which could result in very different offer being made in respect of the shop units that exist at present.
- 5.1.21 There have been lessons learned through this process that ERC has experienced, and it is evident that a more extensive consultation process before the Parklets were installed would have helped. The Council decided to use re-usable materials and therefore this would mean that if the Parklets were removed another area could benefit from them.
- 5.1.22 As such, it is considered that Option 2 is the desktop preferred option. This would allow simple footway build-outs to replace some of the Parklets, formed in a standard footway construction to reduce the crossing width at the traffic signals and allow some cycle parking whilst also enabling consideration of the materials to be used to form a Parklet at an alternative location e.g. the corner of Busby Road and Benview Road.

Appendix A Selected Quotes from Survey Respondents

The following is a sample of answers from respondents. It is only a very selective sample and is provided to reflect some of the opinions that were offered, via the online survey. The more detailed responses from all respondents are contained within a separate survey analysis report shared with ERC.

Q - Do you think that the Parklets have had an impact on your business?

Responses;

Less parking spaces available due to space they occupy. Also customers have commented that they look awful.

Harder to get parked to pick up customer

As a large charity shop, as with others we depend on donations. Having these awful parklets in front of the shop mean less parking and therefore affects donations. If people as they often do have heavy bags of books or other items, the parking nearby is obviously important. Also the month the road was closed outside the shop and the fact that the contractors had their large container in front of our shop meant our footfall was awful, as were the contractors.

Q – Do you think the introduction of the Parklets has brought any benefit to the local area?

They have reduced parking for the shops and during the summer they were obviously being used by people to socialise, especially on Saturday nights, as on a Sunday the place was a disaster with half empty beer bottles, pizza boxes, etc.

Gives a nicer look to the area. Cuts down on parking. Gives access to outdoor seating and drinks

Not used, reduces space for cycles, makes crossing more dangerous

People to sit and have a chat with others

I find crossing at the zebra crossing easier on the side of the parklets because the section of parklet in front of Greg's with the bike rack protects you from the oncoming traffic. I also like the distance it creates from traffic on the pavement as you walk along passed the shops. The planting is nice if in need of some care sometimes. I think it is an improvement

Has introduced some greenery which is welcomed

It's more pleasant walking up the street, feels safer, and the pavement seems wider.

Road too busy to utilise seating area. Shops not of interest to most people

They are unsightly and dangerous. They are situated far too near a busy road.

I wouldn't have cycled or walk here to use the cafes or shops before. It's great having the outdoor seating to sit for a coffee and it gives protection from the road and traffic so I feel safer taking my young daughter out of the pram for a stroll. More people should be encouraged to leave the car and it would be so sad if the area was to revert to two lanes of 'traffic' Often those using the shops still park illegally and often sit with engines running. More methods to combat pollution should be put in place.

They look a lot nicer than a long row of parked cars. They have given more space on the pavements during the pandemic and provided space for people to sit or wait outside.

They are too near the traffic to sit at.

Place for young teens to sit

Rarely used apart from teenagers at night situated too near traffic fumes

Q – Have you used the Parklets for any of the following....Sitting, Eating, Cycle Parking, Other?

To collect boots prescription

Enjoying the weather on a nice sunny day

I consider them to be a health hazard due to the presence of rats and also the close proximity of exhaust fumes.

Waiting for someone in shops with buggy that would normally be an obstacle to pedestrians

Getting a coffee with friends

Why would I want to sit in an area where I would breathe in deadly fumes from vehicles?

Q Do you think the Parklets are well used?

Don't know what "parklets" means. I am aware that there remains some parking and I would like to see that removed as there is ample car park space

When I first saw them I thought they would be for the cafes - to sit out but they're used by smokers

I own a business across the road and see people using them. School kids and old people needing a rest out shopping

Rarely see anyone sitting there

Q – Do you think there are safety issues relating to the Parklets (for all users including pedestrians, cyclists and vehicles)?

Reduces the space for cycles on the road and the pedestrian crossing is poorly designed and confusing

I think it improves safety vs just lots of cars along the high street when shopping on it. My main concern is how it looks a bit tatty already and boards have shrunk/are uneven

Think it is actually safer with them than without

Very near the road where a car could swerve into them

If anything they improve safety by slowing traffic at a busy pedestrian area.

People go on about them blocking ambulances, completely absurd given that they have replaced car parking spaces. I think single lane is better for cyclists than dual with parked cars as that encourages cars to push past unsafely.

Sitting so close to traffic fumes cannot be a good thing. Also, there is no "wriggle room" for cyclists on the main road when passing the parklets.

I've felt safer crossing at lights.

Q – Have the Parklets caused any issues relating to parking since their introduction?

Reduced free parking for local businesses, issues with double parking

People park illegally, on zig zags, in places that aren't parking spaces

Loss of parking leads to loss of custom for the shops

People now squeeze into spaces with the back of their car on the road. More scrapes and drive offs

I find it easier!! Slower traffic, easier to slow and park and no Restrictions!

Much reduced parking and limited disabled options.

People still need the ability to park in order to shop

Q – Would you like the Parklets to be made more permanent?

I would like to see them extended to cover all of the shopping area. In my view this would increase the traffic flow, encourage the use of car parks, and make for a more pleasant pedestrian experience

If they were redesigned to add more trees/planting or pavement space it would have far greater benefit than unused seating next to a congested road

They would be nice for the cafes to have a terraced area with shelter to sit out and have your coffee

Remove them and reinstate parking to help shoppers and the businesses

Because taking them away is just more expense.

They improve the look and usability of the high street. The street looks better. They improve traffic though put by funneling car though a single route

I think they have brought something positive to the area although there is still much to be done. But it is a positive step forward

Should be removed, they are barely used and restrict traffic flow and parking

Appendix B Questions Asked During Face-to-Face Interviews

In 2019, the Parklets were installed, and the Council committed to a community review in order to gauge levels of satisfaction after a period of 18 months.

The Council now needs to undertake this review and decide, based on the findings, whether the Parklets remain in place or are removed?

In order to do this, we wish to get in touch with local people, groups and businesses to gain their views on the Parklets.

1. Are you a resident/business/organisation or do you visit the area?

- Local resident
- Representing a business (please specify in Other)
- Visitor to shops / amenities in the area (including the train station)
- Travel through the area
- Organisation (please specify in Other)
- Other (please specify)

2. What is the first part of your postcode? (i.e., G76)

3. What is the first digit of the second part of your postcode? (i.e., G76 8HZ)

4. How do you usually travel in or through the area? (Tick all that apply)

- On foot
- On foot with a pushchair/buggy
- Wheelchair
- Bicycle/other cycle
- Motorcycle
- Bus
- Car or other motor vehicle
- Train
- Other (please specify)

5. Have you used the parklets for any of the following (multiple choice)?

- Sitting
- Eating
- Cycle Parking

- None
- Other (state below)

6. If you answered 'None' to the last question, was your reasoning due to covid restrictions?

- Yes
- No

7. Do you think there are any safety issues relating to the parklets (for all users, including pedestrians, cyclists and vehicles)?

- Yes
- No
- Not sure

Please give a reason for your answer.

8. Do you think there are any issues with the parklets being properly maintained?

- Yes
- No
- Don't know

Please give a reason for your answer.

9. Have the parklets caused any issues relating to parking since their installation?

- Yes
- No
- Don't know

If yes, please explain

10. Would you like the parklets to be made permanent?

- Yes
- Yes, but with some changes to design / location
- No

11. What age bracket do you fall into?

- 16-19
- 20-64
- 65+
- Prefer not to say

12. Gender?

- Male
- Female
- Prefer not to say

(END)