

New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 19 May 2020 09:32

Published Barrhead News On Line 8/5/2020-

News

2 hrs ago

New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll

By Tristan Stewart-Robertson @srtristan Chief Reporter

COUNCIL chiefs hope to create temporary cycle lanes and walkways in East Renfrewshire to encourage people to exercise as the coronavirus crisis leaves them facing a 'new normal.'

The Scottish Government has launched a new Â£10million Spaces for People fund to help residents maintain social distancing while out and about.

And East Renfrewshire Council has confirmed it has registered with the scheme in a bid to secure a share of the cash.

A council spokeswoman told the Barrhead News: "We have registered interest in the Scottish Government's Spaces for People initiative and, in line with government guidance, will be assessing measures across the authority to help residents social distance safely while undertaking essential trips and exercise.

"Once measures have been agreed, they will be implemented over the coming weeks to help mitigate virus transmission."

The new fund has been launched in response to a large increase in walking and cycling since the coronavirus lockdown began, with latest figures showing journeys by bicycle are up by 35 per cent on the weekly average, while walking has also increased significantly.

Scottish transport secretary Michael Matheson has stressed that capacity on public transport will have to be reduced as long as social distancing measures are in place, at between 10 and 25 per cent of previous levels.

The Spaces for People fund will be used to reallocate road space for active travel such as cycling and walking, while some routes may be reclassified.

Mr Matheson has written to all Scottish councils to give details of how the Spaces for People initiative will work.

He said: 'I'm pleased we are able to put forward a package of support for our local authorities to implement temporary active travel measures, helping to ensure that people can walk, cycle and wheel during this public health emergency whilst physically distancing and keeping safe from traffic.

'Our communities need this support quickly, especially with the welcome increases in cycling we are seeing across the country.

'At the same time, almost every journey starts and ends on our pavements in some way, so it is vitally important that people can physically distance for those essential trips or for exercise.'

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 27 Aug 2020 09:40

Published Barrhead News On Line -

27/08/2020

News

15 mins ago

Full steam ahead for plan to use old rail route to link two East Renfrewshire villages

By Pippa Smith Reporter

PLANS to use an old railway line to create a new path linking Neilston and Uplawmoor for walking, cycling and wheeling are firmly on track.

Older residents may remember the days when steam trains from Glasgow ran through Neilston to Uplawmoor, before the link was dismantled in the early 1960s.

And, as the track bed is still visible in places, community leaders are keen to open a new off-road and fully-accessible path so the villages can be better connected once again.

Members of the Neilston Development Trust (NDT) and Uplawmoor Development Trust (UDT) are helping to drive the project forward, with meetings taking place just before the coronavirus lockdown to give local residents the chance to have their say.

According to NDT, the responses were “overwhelmingly positive.”

Sustrans, the national cycling and walking charity, has funded work on concept design, as well as landowner and community engagement, through its Places for Everyone programme, funded by Transport Scotland.

Approval has now been received to move on to the next design stage, which will involve more focussed discussions with people in both communities.

Pauline Gallacher, of NDT, said: "Active travel within Neilston and beyond has long been a focus for us, so we're very excited to see this link developing."

Martin Houston, of UDT, added: "We are delighted to be working closely with NDT on this exciting project to bring the two villages closer together."

Experts at East Renfrewshire Council have also been supporting the project.

John Shelton, of the council's roads and transportation department, said: "This project has made great progress."

To find out more, email

This e-mail address is being protected from spambots. You need JavaScript enabled to view it

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 07 Sep 2020 10:14

Appendix A: Stage 1 Response Measures

Note 1:

This Appendix shows the measures considered appropriate for first stage funding of East Renfrewshire's COVID-19 Transport Response.

(above can be found on page 3 of topic posts above)

This is an Update on progress of above from

John Shelton

Senior Strategy Officer

Roads & Transportation

(this is a text transcript from provided spreadsheet)

Ref

/Phase

/Location

/Settlement

/Description of Issue

/Action

/Status

/Update (2 July 2020)

/Update (24 August 2020)

ERC01

1

Main Street

Thornliebank

narrow footway, potential for queuing outside chemist and farmfoods

cordon off parking bays

Delivered (partial)

Scheme revised to take on board comments by businesses who expressed concern about loss of on-street parking with queuing no longer identified as an issue. Parking restriction implemented at

constrained footway at 47 Thornlibank Road. The council will instead engage directly with businesses and promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. We will continue to monitor situation in weeks and months ahead.

Decision to remove response measure (7 Aug) following ongoing monitoring and review. Complaints from local business. No evidence that measure was positively contributing to safe social distancing. Business have implemented own measures. Ongoing monitoring planned and ERC continue to be open to community / stakeholder feedback re distancing and/or safety issues in Thornlibank.

ERC002

1

Main Street

Barrhead

narrow footway, observed queues outside pharmacy SW of Arthurlie St cordon off parking bay

Delivered

The council will continue to monitor situation in weeks and months ahead and liaise with local businesses to support safe distancing and trading arrangements.

Decision to remove response measure (7 Aug) following ongoing monitoring and review. Complaints from local business. No evidence that measure was positively contributing to safe social distancing. Business have implemented own measures. Ongoing monitoring planned and ERC continue to be open to community / stakeholder feedback re distancing and/or safety issues in Barrhead.

ERC003

1

Main Street

Neilston

narrow footway and guardrail at pharmacy

cordon off waiting area at side of building

Delivered

Scheme delivered as planned and subsequently amended through liaison with local business who will implement their own safe distancing and queuing arrangements.

As per July update

ERC004

1

Eastwood Mains Road; Williamwood Shops

Clarkston

narrow footway at Neighbourhood Centre

cordon off service road to vehicular traffic - only permitting servicing by agreement

Postponed

The council will instead engage directly with businesses and promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. The council will continue to monitor situation in weeks and months ahead as businesses reopen.

As per July update

ERC005

1

Fenwick Road (Between Barrland Dr & Dalmeny Ave)

Giffnock

Layby parking adjacent to various food shops and pharmacy. cordon off parking layby

Postponed

Integrated with response measure ERC007 (A77). Likely parking bays will be retained for the time being, however, the council will promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19.

As per July update.

ERC006

1

Fenwick Road / Park Road (outside Sainsbury's)

Giffnock

Opportunity for congestion on footway outside Sainsbury's. Prevent illegal parking on double yellow lines.

cordon off section of road between parking bay and Park Road Junction

Postponed

To considered within response measure ERC007 (A77). The council will continue to monitor queuing and congestion at this area.

As per July update. ERC continue to be open to community / stakeholder feedback re distancing and/or safety issues in

ERC007

2

Strategic Cycle Corridor 2 (A77; Newton Mearns - Giffnock)

Giffnock, Newton Mearns

Demand for safe inclusive cycle space. Road safety concerns due to vehicle speeds and road layout, such as the danger of 'left hooks' at junctions . Presence of Parked cars & stationary buses forcing cycles into carriageway.

Road space reallocation through vertical segregation of widened cycle lane. Parking suspension. Realignment of parking bays. Realignment of bus stops. Reduction in 40mph speed limit Newton Mearns

to 30mph.

In progress

Plans currently being considered and proposals developed. More information to follow shortly.

Developed designs received and competitive tender process has commenced. Necessary Traffic Regulation Orders still outstanding. Giffnock Town Centre currently being considered as part of Transport Scotland's Bus Priority Rapid Deployment Fund to reduce impact on sustainable transport options and enable a more 'multi-modal solution'. Continue to liaise with GCC re links to Shawlands.

ERC008

2

Strategic Cycle Corridor 4 (A727; Eastwood Toll - Spiersbridge Roundabout)

Thornliebank

Increase capacity for walking and cycling around Rouken Glen Park. Demand for safe inclusive cycle space. Road safety concerns due to vehicle speeds and dual carriageway road layout

Road space reallocation through vertical segregation of carriageway lanes.

In progress

Plans currently being considered and proposals developed. More information to follow shortly.

Developed designs received and currently under consideration. Necessary Traffic Regulation Orders still outstanding. Competitive tendering process to commence shortly. Delivery likely to be dependent on additional consultancy support.

ERC009

2

Strategic Cycle Corridor 3 (B767 Clarkston Toll - Netherlee)

Clarkston, Stamperland, Netherlee

Demand for safe inclusive cycle space. Road safety concerns due to vehicle speeds and road layout, presence of parked cars & bus stops resulting in conflict and danger between cars & cyclists.

Road space reallocation through vertical segregation of carriageway lanes.

In progress

Plans currently being considered and proposals developed. More information to follow shortly. The council have introduced road reallocation measures along a limited section Clarkston Road. This measure is experimental and serves the dual purpose of extension to the footway and safe space for cycling/rolling. Use of this space will be monitored and used to inform future plans.

Developed designs received and currently under consideration. Necessary Traffic Regulation Orders still outstanding. Competitive tendering process to commence shortly. Delivery likely to be dependent on additional consultancy support.

ERC010

2

Strategic Cycle Corridor 1 (Dovecothall Roundabout to Allans Corner)

Barrhead

Demand for safe inclusive cycle space. Road safety concerns due to vehicle speeds and road layout, presence of parked cars & bus stops resulting in conflict and danger between cars & cyclists.

Road space reallocation through vertical segregation of carriageway lane and repurposing and realignment of parking bays

Postponed

Plans have been considered and, through ongoing dialogue, it is the council's view that temporary measures along Barrhead Main Street are unlikely to have any tangible benefits for safe distancing, essential journeys or exercise. On balance and in light of feedback received, this measure will be postponed. Main Street does however feature in longer term strategic aspirations and opportunities to deliver on these ambitions will continue to be explored.

As per July feedback

ERC011

2

Springfield Road - between 'five ways junction' at Springhill Road and Kirktonfield Crescent

Barrhead, Nielston

Lack of suitable active travel routes between Neilston, Barrhead and Dams to Darnley Country
Park Road closure to through-traffic but open to people

In progress

More information to follow shortly.

Road currently closed for Scottish Water infrastructure works. ERC will seek that this closure is maintained following works.

ERC012

2

Blackwood Street

Barrhead

narrow footway and blind corner under former rail embankment

Road closure to through-traffic but open to people

In progress

Further assessment required. More information to follow. Likely to be considered as part of future
COVID-19 Active Travel Network

As per July feedback. Network plans currently under development.

ERC013

2

Carlibar Road at Glen Street

Barrhead

Footway along Carlibar Road narrow (2m) in each direction. Opportunity to reduce vehicle through traffic on Carlibar Road to allow pedestrian and cycle movement.

Road closure to through-traffic but open to people

In progress

Further assessment required. More information to follow. Likely to be considered as part of future COVID-19 Active Travel Network and prior to schools reopening.

Response measure factored into Dunterlie 'Neighbourhood Zone' development. This will be subject to further planning and engagement with stakeholders.

ERC014a

2

Davieland Road at Ayr Road

Giffnock

Vehicle speeds, unsafe parking arrangements, busy footway (c3.5m width) associated with park foot traffic

One-way system for vehicles (south to north uphill to mitigate speeds). Realignment of parking to extend walking & cycling space on west side. Parking restrictions on east cycle lane supported with light segregation

In progress

Plans are currently being considered. More information to follow.

Preferred approach has been decided and more developed designs necessary prior to competitive tendering exercise. This includes revised vehicular flow south to north to reduce congestion at junctions.

ERC014b

2

Davieland Road

Giffnock

Vehicle speeds, unsafe parking arrangements, busy footway (c3.5m width) associated with park foot traffic

Introduce protected cycle lanes & pedestrian space supported with light segregation, realign parking

In progress

Plans are currently being considered. More information to follow.

Preferred approach has been decided and more developed designs necessary prior to competitive tendering exercise.

ERC015

2

Spiersbridge Road - Thornliebank to Rouken Glen Road

Thornliebank

Popular walking / cycling route from Thornliebank to Rouken Glen. Footway along Spiersbridge Road unsuitable for safe social distancing (3m).

seek to reduce carriageway to minimum extent (i.e. 6m). Introduce southbound ped/cycle space

In progress

Further assessment required. More information to follow. Likely to be integrated with ERC008 (Strategic Cycle Corridor 4 (A727; Eastwood Toll - Spiersbridge Roundabout) and ERC016 (Rouken Glen Road closure)

as per July update

ERC016

2

Rouken Glen Road

Thornliebank

Predominantly functions as a cut-through for vehicles avoiding Spiersbridge Toll.

Opportunity to address footway constraints on Spiersbridge Road and provide attractive active travel connection to A727 / Rouken Glen Park Road closure to through-traffic but open to people

In progress

Likely to be integrated with ERC008 (Strategic Cycle Corridor 4 (A727; Eastwood Toll - Spiersbridge Roundabout) and ERC015 (Spiersbridge Road - Thornliebank to Rouken Glen Road)

As per July update

ERC017

2

Merrylee Park Shops

Giffnock

Constrained footway (c.3m) outside business and essential services (pharmacy)

cordon off parking laybys

Postponed

Measure postponed following assessment of neighbourhood centre environment. The council will instead engage directly with businesses and promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. We will continue to monitor situation in weeks and months ahead as businesses reopen.

As per July update

ERC018

2

Sheddens Shops

Clarkston

Constrained footway (c.2m) outside businesses and doctors surgery

cordon off parking bay section and realign parking horizontally

Postponed

Measure postponed due to feedback from community & business representatives. The council will instead promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. We will continue to monitor situation in weeks and months ahead as businesses reopen.

As per July update

ERC020

1

Fenwick Road (Berryhill Road to Orchard Drive)

Giffnock

increased level of cycling along busy corridor.

Cycle lanes provided further north and south provide temporary cycle lanes

In progress Understand experimental measures will be rolled out shortly

Tender process complete. Awaiting delivery timeframes from contractor

ERC023

2

Glasgow Road Shops

Eaglesham

Constrained footway (c.3m) outside business and essential services (pharmacy)

consider options to improve social distancing and business viability . report back to Jeanne Black
Postponed

Discussions with Regeneration service suggests that improvement works will be undertaken 2020/21 with no immediate temporary measures identified. In the meantime, the council will instead engage directly with businesses and promote 'safer streets - healthy business' approach to empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. We will continue to monitor situation in weeks and months ahead as businesses reopen.

as per July update

ERC026

3

various

various

Active Travel Network - A more 'joined up' approach to active travel will be achieved through strategic temporary response measures (TBC) where constraints have been identified by community and stakeholder feedback.

GIS network plan

In progress

The council have recently launched a crowdsourcing map to capture route suggestions from stakeholders and members of the community. This will be assessed alongside Commonplace feedback and existing plans and proposals to help define what this network will look like.

Commonplace & active travel network engagement complete. Plan development underway

ERC027

3

various

various

Consider feasibility of Neighbourhood and School Zones as part of a more strategic approach to COVID-19 temporary response measures

Outline Strategy & GIS Plan

In progress

The council have recently completed outline plans on Neighbourhood Zones and supporting strategic definition - plans will be available shortly. We are currently working alongside education service to identify appropriate school zones and key actions to address school travel concerns as schools reopen during COVID.

Neighbourhood Zone strategic definition complete. Specific actions still to be decided

ERC028

3

various

various

Support Local Economic Recovery - as restrictions ease and businesses re-open those that rely on footfall and face-to-face customer contact may find conditions particularly difficult.

"Safe Streets/Healthy Businesses" partnership approach

In progress

Guidance available on council website regarding the 'Safer Streets - Healthy Business approach' and ongoing dialogue with Regeneration / Town Centre Team. This will help empower businesses to find creative ways to re-imagine public space outside premises to support safe trading during COVID-19. Ongoing liaison with businesses representatives and partners as part of ongoing Economic Recovery Plans and the role of transport, accessibility and behaviour change to support recovery

Discussions ongoing. Funding application currently being considered by Paths for All for a 'Better Points' scheme in East Renfrewshire to support sustainable transport and economic recovery.

ERC029

3

various

various

Promotion of Safe Public Transport Use

development of temporary response measures and ongoing local communication efforts

In progress

Included within ongoing Communications output in line with Transport Response Communications Strategy.

Ongoing liaison with Transport Scotland and neighbouring authorities as part of the Glasgow Region Transport Transition Plan. Communications ongoing

ERC030

3

various

various

Support for Vulnerable People

assess and assist community transport and shielding support/delivery requirements

In progress

Currently assisting community partners to help identify opportunities in order to meet the needs of vulnerable people.

Ongoing liaison with community transport & support services.

ERC031

4

various

various

Appraisal of response measures

assessment of permanent reallocation of road space.

n/a

n/a

n/a

ERC032

4

various

various

Current Local Transport Strategy out of date

Progress development of a refreshed Local Transport Strategy.

In progress

Funding application submitted to Sustrans' Places for Everyone programme to support delivery of Local Transport Strategy.

Funding secured. Transport Strategy development due to commence Septmeber 2020.

ERC033

2

Glanderston Road / Glanderston Farm

Barrhead

Reports from land manager of irresponsible access, parking issues and littering due to people accessing countryside during COVID-19

modest signage strategy to better manage access in and around farmyard and encourage responsible behaviour. Awaiting plan

Delivered

The council have successfully supported a signage strategy with local land managers to help mitigate parking, littering & access issues during COVID. Landowners and fishery to manage installation

as per July update

ERC034

3

Giffnock Primary School Giffnock narrow footways outside school. Difficulties for parents to safely social distance when picking up and dropping off on foot and moving around during am / pm peakssuspend parking and reallocate parking space

Delivered

n/a

Parking suspended with community engagement ongoing

ERC035

3

Busby Primary School, Hawthorn Road

Busby

Narrow footways outside school. Difficulties for parents to safely social distance when picking up and dropping off on foot and moving around during am / pm peaks

reallocate carriageway space

Delivered

n/a

Parking suspended with community engagement ongoing

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 07 Sep 2020 10:16

John Shelton has also said -

'Please be aware we have been awarded an additional Â£930k from the Sustransâ€™ Spaces for People programme, in addition to the Â£100k announced in May/June 2020, to help deliver our programme.'

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 05 Oct 2020 07:53

You can get the latest information here -

eastrenfrewshire.maps.arcgis.com/apps/Ma...4a35b1be846c361222b1

and here -

erspacesforpeoplemap.commonplace.is/news

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 05 Oct 2020 08:53

East Renfrewshire Active Travel - Community Consultation

East Renfrewshire Active Travel Networks

RESPONSE TO COVID-19

Were you aware of Consultation? were you Consulted ? -

eastrenfrewshire.maps.arcgis.com/apps/Ma...4484867692efd6365ce9

For further information please contact John Shelton

This e-mail address is being protected from spambots. You need JavaScript enabled to view it

07393 752 500

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Re: New fund will encourage residents across East Renfrewshire to get on their bike or take a stroll ?

Posted by RM64 - 25 Oct 2020 13:00

Transport Response to COVID-19;

Spaces for People & Bus Priority Rapid Deployment

Briefing Note September 2020

1.Summary

1.1 Over Â£1 million has been secured to progress COVID related Transport Response Measures across East Renfrewshire. However, due to capacity and resource constraints, only a small number of measures have been delivered with majority of proposals unfulfilled.

1.2 This briefing note provides an overview of work to date as well as transport trends in the area during COVID.

1.3 Specific recommendation includes the procurement of consultancy services (through an expedited competitive tender exercise) and securing additional council staff resource on a temporary basis.

2.Recommendations

2.1 The Director of Environment is asked to

2.2 Recognise significant amount of planning and development associated with East Renfrewshire's Transport Response to COVID-19 and contributions towards the Glasgow City Region Transport Transition Plan.

2.3 Reaffirm the importance of supporting sustainable transport modes as a key element of East Renfrewshire's recovery and to help residents adapt and renew in response to COVID.

2.4 Recognise delays to planned COVID Transport Response Measures arising as a result of staff resource constraints and issues with material procurement.

2.5 Approves an expedited competitive tender exercise to engage consultancy support services in order to lead on operational planning and delivery of key Spaces for People & Bus Priority Rapid Deployment proposals.

2.6 Approves creation of a temporary Spaces for People Assistant post to assist “day to day” activities. This will be met via external Spaces for People funding through Sustrans.

John Shelton

Senior Strategy Officer “ Roads & Transportation

3. Background


3.1 East Renfrewshire Transport Response to COVID-19

3.1.1 East Renfrewshire Council’s (ERC) Transport Response to COVID-19 was approved by Director of Environment May 2020.

3.1.2 There has been significant effort across the whole council to help residents adapt and renew in response to COVID. The primary focus includes maintaining essential services, helping businesses, schools and other facilities reopen safely, supporting the most vulnerable within communities and encouraging continued working from home. Wider efforts include promotion of safe social distancing in streets and spaces as well as walking, cycling and wheeling as the preferred way to move around in line with government guidelines.

3.1. community Spaces for People “Commonplace” engagement, supported by Sustrans, was undertaken between May “ July 2020. This yielded over 5000 engagements identifying issues moving

around and staying safe during COVID, as well as highlighting areas where temporary measure could be introduced (see appendix A). This is further supplemented by 90 public responses to proposed COVID Transport Response Measures as well as additional feedback from a variety of stakeholders.

3.1.4 A total of £1,030,000 has been secured from the Sustrans Spaces for People fund in order to deliver planned COVID Transport Response Measures (see Appendix )

3.1.5 To date only modest, small scale temporary measures have been delivered in Thornliebank, Barrhead, Stamperland, Busby and Giffnock. Larger scale schemes such as “pop up walk, bike & roll”TM corridors have stalled due to staff resource constraints and issues with material procurement.

3.2 Transport Transition Plan

3.2. Glasgow City Region Transport Transition Plan (GCRTTP) sets out measures and actions to be taken forward in the region in response to the Scottish Government’sTM Route Map through and out of the COVID crises.

3.2.2 The purpose of the Regional Transport Transition Plan Working Group is to share knowledge of local, regional and national transport approaches and to take co-ordinated action where necessary in order to support public health, to help manage travel demands safely and efficiently within the region during COVID and to maintain alignment with longer term sustainable transport objectives.

3.2.3 Four key areas for action have been identified in the plan “ Active travel; Local Bus; Travel Demand Management & Sustainable Travel Behaviours; and Accessibility and Equality. This supports five key objectives:

- To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practicable
- safe and efficient use of the public transport including to support the continued viability of the public transport system.
- To ensure public transport is available for those most dependent on bus, subway and rail services

- To manage the potential for an increase in private car use during the easing of lockdown
- To co-ordinate and disseminate regional messaging to support the safe use of the transport network and management

3.2.4 This aligns well with ERC's Transport Response and supports interventions to ensure a sustainable COVID recovery in line with wider strategic objectives.

3.2.5 The GCRTTP is leading on efforts for temporary bus priority measures via the Bus Priority Rapid Deployment Fund (BPRDF). This aims to make bus journeys quicker and more reliable, in turn, improving the attractiveness of bus ahead of private vehicle journeys.

3.2.6 A total of £220,500 has been allocated towards the development of bus priority measures in East Renfrewshire. This includes 'pop up' bus lanes within Giffnock Town Centre and A77 road corridor traffic signal improvements as part of a streamlined bus corridor from Newton Mearns to Glasgow. Additional bus priority opportunities have been identified within Clarkston Town Centre. This will be subject to further feasibility studies and design prior to consultation and approval.

3.3 COVID Transport trends; overview

3.3.1 The local Transport Response to COVID-19 and GCRTTP provide important frameworks to encourage sustainable transport and promote a 'green COVID recovery'. Sustaining the increase in active travel – walking, cycling and wheeling - during COVID can help to alleviate pressure on public transport, which may be affected by physical distancing requirements. As well as mitigating the negative impacts of increased vehicle journeys, enabling more active journeys can also provide important safety, health/wellbeing and economic benefits for communities.

3.3.2 Regional travel trends suggest vehicular traffic has increased, particularly during afternoon peak periods, but remain below pre-COVID levels. Reasons for this are unclear, however, are thought to relate to an increase in commuting journeys, school travel and discretionary trips around the Glasgow region.

3.3.3 Public transport usage has reduced significantly due to capacity constraints and passenger concerns around safe social distancing, however, has increased following the easing of lockdown restrictions and continues to grow. Bus services currently operating at 79% in East Renfrewshire.

3.3.4 Active travel trips increased significantly during early phases of restrictions. Data suggest that walking and cycling has since declined, with poor weather and the return to school cited as reasons, but still above pre-COVID baseline levels. This may relate to an increase in local journeys - as people continue to work from home and therefore travel or exercise locally - as well as decreased confidence and/or capacity constraints on public transport. Continuation of positive travel behaviours witnessed during COVID lockdown may be another factor.

3.3.5 Despite above trends, longer term travel patterns are unclear and likely to be subject to change. Delivery of planned Response Measures are therefore of critical importance in order to “lock in”™ positive travel behaviours while encouraging more sustainable travel during the recovery from COVID. This should also consider a further range of Response Measures, building on community & stakeholder feedback received to date. Notwithstanding, current operational planning and delivery constraints require a resolution prior to considering further transport response interventions.

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