

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

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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 £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 - 13 Feb 2021 11:36

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ERC008 - A727; Eastwood Toll - Spiersbridge Roundabout (Strategic Cycle Corridor 4)

Figure 7 below highlights the extent of proposed A727 (Strategic Cycle Corridor 4) cycle infrastructure ("bike & roll") measure. The extent of the corridor is approximately 1km and extends from the Eastwood Toll roundabout in the east to the main car park entrance of Rouken Glen Park to the west.

Initial investigations undertaken suggest a bidirectional cycle facility may be incorporated through road space reallocation of the southern nearside general traffic lane. This would subsequently link into existing and proposed active travel facilities within the area.

Figure 7 – A727 (red) & linkages with wider existing & aspirational active travel network

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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 - 13 Feb 2021 11:39

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Designs are available for this corridor, although more developed solutions are necessary to manage aspects such as junction movement (and conflicts), bus stop access & egress, consideration of appropriate traffic management (i.e. diversions, signage, lining etc), road crossings, integration and coherence with proposed / existing active travel infrastructure and appropriate future 'light segregation' module options.

Figure 8 – Overview of broad issues & challenges for A727

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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 - 13 Feb 2021 11:41

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Figure 9 below highlights the extent of proposed B767 (Strategic Cycle Corridor 3) cycle infrastructure ("bike & roll") measure. The extent of the corridor is approximately over 1.5km and extends from

Clarkston Halls in the south to Netherlee Road to the north.

Initial investigations undertaken for the corridor suggest a bidirectional cycle facility may be incorporated through road space reallocation along the eastern margin of the carriageway providing a dedicated active travel facility linking communities, schools and other local amenities, including Clarkston Town Centre.

Designs are available for this corridor, although more developed solutions are necessary to manage aspects such as junction movement and conflicts, bus stop access & egress, requirement for (and impact on) road crossings and appropriate future 'light segregation' module options.

A key consideration includes the removal of car parking, therefore, a key aspect of any future monitoring and evaluation includes a parking assessment to quantify likely impacts on parking provision in the area.

Figure 9 – B767 extents

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Posted by RM64 - 13 Feb 2021 11:44

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ERC014a/b - Davieland Road, Giffnock

Figure 10 below highlights the extent of proposed of Davieland Road Spaces for People measures. The extent of the corridor is approximately 1km and extends from Ayr Road (A77) junction in the south to Rouken Glen Road (A727) junction in the north.

The measures include a proposed one-way system for vehicles in order to facilitate the introduction of enhanced pedestrian & protected cycle facilities as per figure 11 below. Initial investigations undertaken

suggests a new footway and bidirectional cycle facility may be incorporated through road space reallocation and realigned parking along the western margin of the carriageway. Discussions to date suggest a one-way vehicular flow system northbound may be appropriate in order to mitigate potential congestion concerns at junctions.

Although ERC have developed initial concept designs in partnership with Sustrans, further developed designs are necessary in order to incorporate aspirations for a more balanced, accessible, attractive and safer road environment.

Impacts on surrounding communities, in particular the displacement of vehicular traffic and parking in surrounding residential streets, is a key consideration within any future monitoring & evaluation effort.

Figure 10 – extent of Davieland Road proposals (red) & linkages with wider aspirational active travel network

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Figure 11 – Preferred concept design option (from Sustrans' Davieland Road Design Package 2020)

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Posted by RM64 - 13 Feb 2021 11:51

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ERC015 - Spiersbridge Road to Rouken Glen Road, Thornliebank

Figure 12 below highlights the extent of the proposed Spiersbridge Road (B769) active travel Response

Measure. The extent of the corridor is approximately 0.5km and extends from the old Rouken Glen Road junction in the south to Thornliebank in the north. Proposals seek to reduce the carriageway width to minimum extents (i.e. c.6m) in order to introduce additional pedestrian and/or cycle space between key trip generators.

It is envisaged measure will integrate with existing active travel links as well proposed measures - namely ERC008 A727; Eastwood Toll - Spiersbridge Roundabout (Strategic Cycle Corridor 4) and ERC016 (Rouken Glen Road closure) - as part of the development of a local COVID active travel network.

Designs for this corridor have not been developed, however, options include the creation of a southbound (uphill) protected cycle lane utilising light segregation options. Other complimentary measures may include the formalisation of a shared use path facility, introduction of parking restrictions and a signage strategy. The later may be include considerate sharing of footway aimed towards less confident cyclists and mitigate unsafe overtakes for more confident cyclists travelling downhill / northbound.

Figure 12 – Extent of Spiersbridge Road proposals (red) & linkages with wider active travel network; existing & aspirational

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