



OCT 2019

TRANSPORT BACKGROUND REPORT (BR3)
EAST RENFREWSHIRE COUNCIL



Strategic
Services



How can I find out more and submit my comments on the Proposed Local Development Plan 2 (LDP2)?

We think it is important to provide a range of ways for you to find out about the Proposed Plan, what it means for you and how you can submit your comments to us. You can keep up-to-date with the LDP progress via the Council's website.

The consultation period will run for **8 weeks until 13th December 2019**. You can access information on the Proposed Plan:

<p>Website</p>  <p>www.eastrenfrewshire.gov.uk/ldp2</p>	<p>Email</p>  <p>ldp@eastrenfrewshire.gov.uk</p>	<p>Telephone</p>  <p>0141 577 3001</p>	<p>Library</p>  <table border="0"> <tr> <td>Barrhead Foundry Library Main Street Barrhead G78 1SW</td> <td>Mearns Library Mackinlay Place Newton Mearns G77 6EZ</td> </tr> <tr> <td>Busby Library Main Street Busby G76 8DX</td> <td>Neilston Library Main Street Neilston G78 3NN</td> </tr> <tr> <td>Clarkston Library Clarkston Road Clarkston G78 8NE</td> <td>Netherlee Library Netherlee Pavilion Linn Park Avenue Netherlee G44 3PG</td> </tr> <tr> <td>Eaglesham Library Montgomerie Hall Eaglesham G76 0LH</td> <td>Thornliebank Library 1 Spiersbridge Road Thornliebank G46 7JS</td> </tr> <tr> <td>Giffnock Library Station Road Giffnock G46 5JF</td> <td>Uplawmoor Library Mure Hall Tannock Road Uplawmoor G78 4AD</td> </tr> </table>	Barrhead Foundry Library Main Street Barrhead G78 1SW	Mearns Library Mackinlay Place Newton Mearns G77 6EZ	Busby Library Main Street Busby G76 8DX	Neilston Library Main Street Neilston G78 3NN	Clarkston Library Clarkston Road Clarkston G78 8NE	Netherlee Library Netherlee Pavilion Linn Park Avenue Netherlee G44 3PG	Eaglesham Library Montgomerie Hall Eaglesham G76 0LH	Thornliebank Library 1 Spiersbridge Road Thornliebank G46 7JS	Giffnock Library Station Road Giffnock G46 5JF	Uplawmoor Library Mure Hall Tannock Road Uplawmoor G78 4AD
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<p>Drop in Session</p>  <p>Details to follow - See posters and leaflets in community halls, local notice boards, newspapers and online</p>	<p>Story Map</p>  <p>https://arcg.is/18fi4u</p>												

For ease of use we would encourage you to submit responses electronically where possible.

You can comment on the Proposed Plan by:

Going online and completing our online representation form.

www.eastrenfrewshire.gov.uk/ldp2

Download a representation form in Word, complete it and email it to:

ldp@eastrenfrewshire.gov.uk

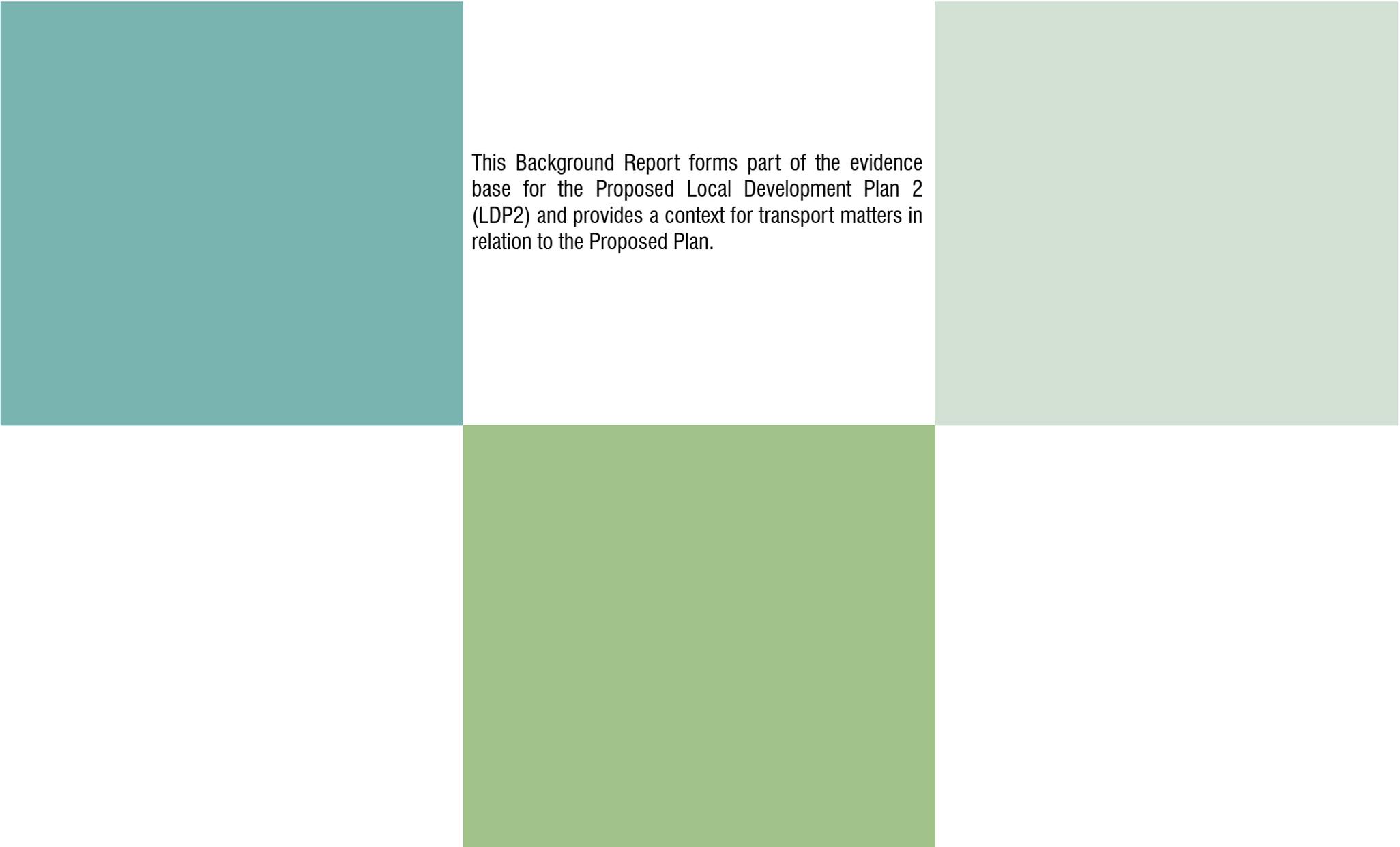
OR

Print your completed representation form and post it to:

Strategy Team
Council Offices
2 Spiersbridge Way
Spiersbridge Business Park
Thornliebank, G46 8NG

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This Background Report forms part of the evidence base for the Proposed Local Development Plan 2 (LDP2) and provides a context for transport matters in relation to the Proposed Plan.

Context

Transport issues were fully assessed in the preparation of the adopted Local Development Plan (LDP1) which sets out a Development Strategy comprising of two key strands, regeneration and consolidation of urban areas and controlled urban expansion. 3 Strategic Development Opportunities (SDOs) are allocated at Maidenhill, Barrhead South and Barrhead North. Transport assessments have formed an integral component of the master plan areas. Strathclyde Partnership for Transport (SPT) and Transport Scotland were fully involved in the preparation of LDP1 and the master plans.

Accessibility to jobs, community and social facilities by a range of transport modes are key elements of LDP1.

The LDP1 Examination Report concluded that the Plan provided a sound basis for a sustainable transport approach as required by Scottish Planning Policy (SPP).

The Site Evaluation, Strategic Environmental Assessment (SEA) and Green Belt review were integral in identifying sites for inclusion in LDP1. It was recognised that not all sites were within a walking distance of a rail station, however, improvements to the public transport network was a key aspect of the Plan and master plan areas.

A number of transport improvements were planned within LDP1 which will be carried forward to LDP2 and are referred to within this Background Report.

Transport Guidance

Scottish Planning Policy (SPP) indicates that development plans should take account of the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects. Spatial strategies should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.

SPP outlines the requirement for planning authorities to appraise their development plan strategy in line with Development Planning and Management Transport Appraisal Guidance (DPMTAG). The key themes for undertaking an appraisal are proportionality and flexibility. Approaches should be tailored to planning authorities requirements and their specific land use scenarios, proposed scales of development and nature of the transport network.

The Proposed Plan is not supported by a full Transport Appraisal; instead this Background Report explains the current transport network across East Renfrewshire focusing upon the road, rail and bus networks and upon active travel. This Report provides an overview of the Transport Assessments that were prepared to inform LDP1. Appendix B also brings together transport elements which have informed key projects.

There has been ongoing consultation with Transport Scotland throughout the LDP2 process. The Council undertook early engagement with Transport Scotland on the potential inclusion of new sites in the MIR. Transport Scotland confirmed that the 'Preferred Sites' did not represent any significant concerns in relation to the cumulative impact on the M77 (T). As no further sites are allocated within the Proposed Plan no further input on specific sites was required.

A full and robust account of transport matters was taken into account in preparing the Proposed Plan in line with DPMTAG.



Transport and accessibility approach of Proposed Local Development Plan (LDP2)

Proposed LDP2

The key purpose of LDP2 is to set out a long term strategy and a policy framework to guide future development, sustainable and inclusive economic growth and regeneration. The development strategy of the Proposed Plan is to manage and enable growth, by promoting 3 spatial objectives **Creating Sustainable Places & Communities, Promoting Sustainable & inclusive Economic Growth, Promoting a Low- Carbon Place**. The Proposed Plan builds on the strategy and momentum created by the adopted plan which provided a sound basis for a sustainable transport approach. The strategy does not promote any further development outside the urban areas and consequently would not be considered to involve any further additional impact on the transport network.

The Proposed LDP2 will seek to maintain and improve connectivity both within East Renfrewshire and linking to the wider Clydeplan Region and beyond. Strategic transport interventions to support sustainable economic growth, such as improvements to key strategic corridors to support regeneration of existing urban areas will be considered.

Reducing the need to travel and improving opportunities for public transport and active travel for residents, visitors and businesses will assist in reducing carbon emissions and improving public health and well-being, as well as road user safety. Transport is a cross cutting theme and has a major influence on the Proposed Plan.

A Site Evaluation was also prepared to gather robust and consistent site information. An extract of the Site Evaluation criteria is provided within (Appendix A). Transportation elements of the Site Evaluation include site location, accessibility to sustainable modes of transport, constraints such as flood risk or access. The Evaluation provides a consistent and objective framework.

Transportation and helping achieve a sustainable transport network are fundamental threads which run through all 3 spatial objectives. In particular:

- To apply a placemaking approach to deliver safer, accessible, well designed sustainable places and environments that support healthy lifestyles and contribute to well-being.
- To locate development on sites which can be accessed sustainably and contribute to the active travel network; reducing the proportion of journeys made by private car by making sustainable transport such as walking, cycling and public transport more attractive and accessible.
- To safeguard and encourage the provision of accessible community, cultural, leisure, health, sport and educational facilities.
- To strengthen the role of town and neighbourhood centres as active, attractive and accessible places and to support their vitality and viability, in accordance with the town centre first principle.
- To promote sustainable design to provide for energy conservation and generation, ensuring a reduction

in carbon emissions and the move towards a low carbon place and economy.

- To reduce emissions through prioritisation of low-carbon and sustainable transport.

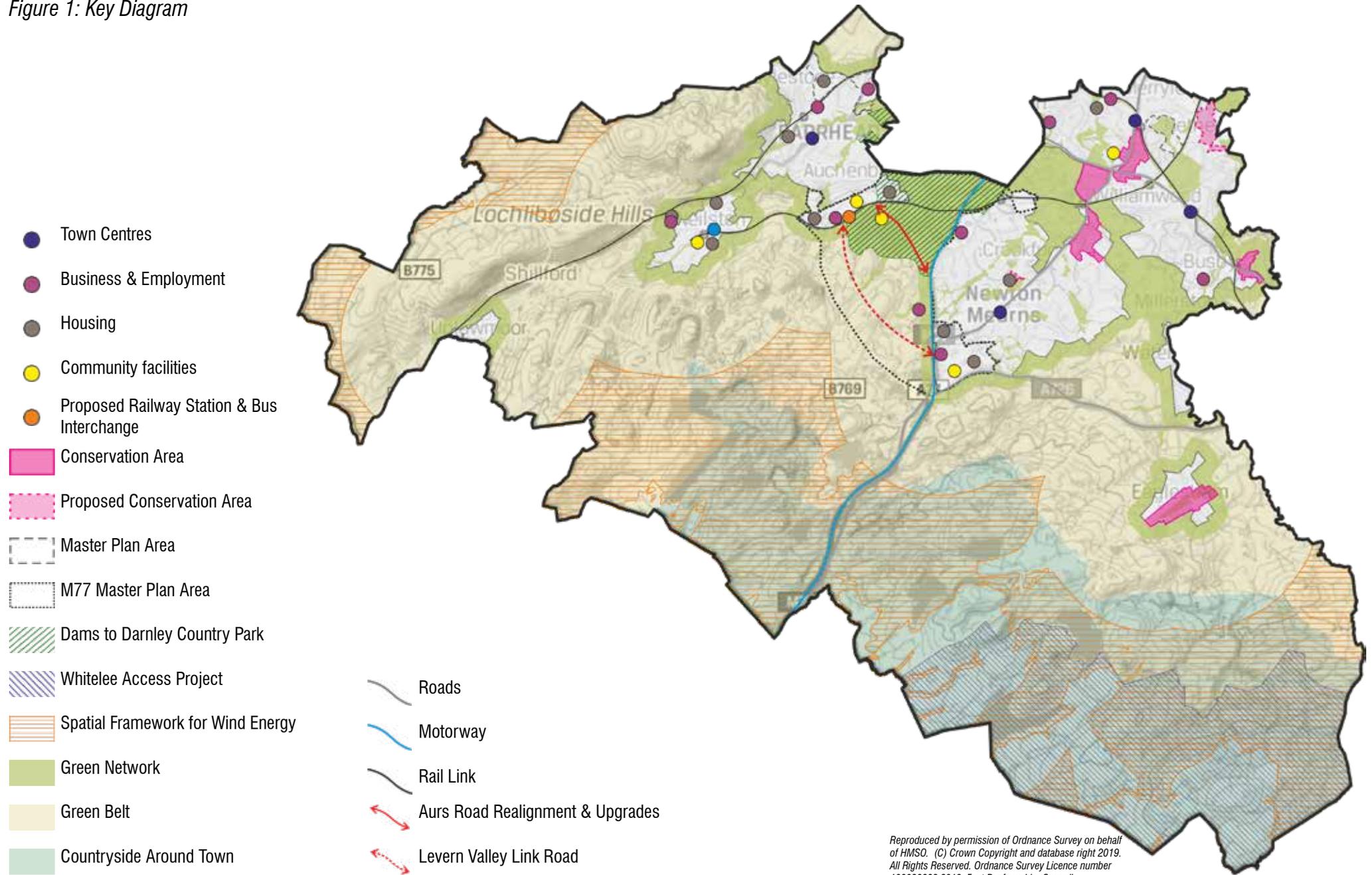
The key diagram (Figure 1) illustrates the Development Strategy and broad locations identified for development over the plan period. The symbols on the key diagram are indicative and do not represent precise locations or sites.

The Proposed Plan is supported by a detailed Action Programme which sets out comprehensively how the Council, in partnership, proposes to implement the strategy, policies and proposals of the plan.

Appendix B (Transport Aspects- Key Projects) of this Background Paper provides an extract from the 'Action Programme' highlighting projects which contain key transportation elements and which are being progressed through a partnership process. A number of 'City Deal' projects have a particular transportation aspect, the Appendix shows where transportation studies have either been undertaken or confirms the progress on feasibility studies which are scheduled and which will inform further progress.

The main transport considerations for relevant sections of the Proposed Plan are highlighted and discussed in the following sections.

Figure 1: Key Diagram



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Policy Context of the Proposed Plan

National, regional and local policy documents have a major influence on the Proposed Plan. The Development Strategy of the Proposed Plan is based upon and links in with The National Planning Framework 3 (NPF3) and Scottish Planning Policy (SPP). Application of the principles of a sustainable transport hierarchy are interwoven with achieving the 4 key planning outcomes of SPP which underpin the strategic approach of the Proposed Plan namely:

- a successful, sustainable place;
- a low carbon place;
- a natural, resilient place; and
- a more connected place.

Regional policy is provided by 'Clydeplan' (2017). The Housing Background Paper details the housing requirements which are to be met and which informs the associated sustainable transport approach. No further releases in addition to LDP1 were required. Consequently the existing 3 strategic development opportunity (master planned sites) as promoted through the adopted plan, supported by strategic transport assessments, are carried forward through the Proposed Plan.

The Glasgow City Region Economic Strategy and Action Plan (2017) aims to promote sustained and inclusive economic growth across the region. One of the 11 objectives of the Economic Strategy is a focus on transport. The Strategy guides each Council's City Deal projects. One of the East Renfrewshire 'City Deal' aims is to improve transport links.

The Community Plan is the overarching plan for East Renfrewshire and a refreshed version was approved in May 2018. East Renfrewshire Community Planning Partnership and stakeholders are at the early stages of progressing a study of transport connectivity within East Renfrewshire. This is to help inclusive growth, increase connectivity and reduce inequalities. This study is at a very early stage, but is closely aligned with the East Renfrewshire Community Plan and Fairer East Ren plan which focuses on reducing inequality within and between communities. The study will look at problems and opportunities within the existing transport network and the role transport plays as an enabler in reducing inequality and improving connectivity.

Section 2: Managing and Enabling Growth

The Development Strategy provides the framework for managing change and shaping how the area will develop in the future. The focus is on regeneration and consolidation of our urban areas and enhancing existing places.

The Proposed Plan aims to raise the quality of new development with proposals required to allow ease of movement as part of a clear movement hierarchy and active travel network. In accordance with 'Designing Street's principles, proposals are required to be energy efficient, incorporate integrated green infrastructure and provide a positive sense of place and identity.

The strategic housing analysis and monitoring, as set out in the Housing Background Report, has clearly demonstrated that there is a sufficient and generous housing land supply within East Renfrewshire to meet the housing requirements of SPP and Clydeplan up to 2029. No further housing sites are identified for release through Proposed LDP2. As a result the Proposed Plan directs development to the urban area with a focus upon brownfield or vacant sites and a continued emphasis on regeneration and consolidation of existing places and communities.

Alongside this, the Proposed Plan retains a focus upon delivering the three key master plan areas namely: Maidenhill (Policy M2.1); Barrhead South (Policy M2.2); and Barrhead North (Policy M3) which will provide approximately 2500 new homes during and beyond the plan period. The Strategic Development Opportunities are a continuation of the master planned

approach promoted through LDP1 and have been informed by sustainable roads, access and transport strategies as explained in Table 1.

The urban areas and master planned sites are the most sustainable locations for development, benefitting from a wide range of existing local facilities, services and jobs, sustainable transport options and infrastructure. Together these sites will continue to play a significant role in achieving the Proposed Plan's strategy and objectives.

The City Deal strategic projects (Strategic Policy 3) and other projects will also assist with delivering infrastructure to support and enhance the Proposed Plan's strategy; act as a catalyst for regeneration and inclusive economic growth; improve tourism potential; and enhance connectivity across the Council area. City deal projects have a key role in facilitating the enhancement of the strategic transport network. These projects together with their specific transportation elements, timescales and progress are set out in Schedule 1.

Central to the Proposed Plan's overall approach is ensuring that development is managed, phased and monitored to assess the impact upon existing infrastructure and to ensure infrastructure is in place or will be provided in accordance with Strategic Policy 2 and where necessary, be delivered in advance of development. Where appropriate contributions may be sought for roads and transportation and active travel components.

The Proposed Plan has a strong focus upon ensuring that people and places are well connected to jobs, services and facilities and encouraging people to live, work and spend time in the area. A key priority of the Proposed Plan is to ensure that where appropriate, new developments provide safe high quality active travel routes, improve public transport options and enhance existing path and cycle networks across the area to improve access to schools, employment, community and leisure facilities for users of all ages. This will result in positive impacts on people's health and well-being, improve social cohesion, through increased activity and social interaction, and help achieve wider sustainability objectives, such as reduced car use. The City Deal projects and ongoing partnership work with Strathclyde Partnership for Transport (SPT) will assist with delivering on this aim.

The network of rural settlements, Neilston, Waterfoot, Eaglesham and Uplawmoor, perform a valuable role providing services and facilities for their local communities. The Proposed Plan promotes infill development compatible with local character and function within these settlements. This approach will help to maintain or enhance existing services and facilities so communities can continue to enjoy these benefits and reduce the need to travel.

Table 1: Transport Strategies for the Master Plan areas

<p>Policy M2.1: M77 Strategic Development Opportunity – Maidenhill/ Malletsheugh, Newton Mearns</p>	<p>A Transport Assessment informed the Maidenhill master plan. This examined the impact on the Trunk road network, on local road junctions and identified any work required to improve these. The views and requirements of Transport Scotland and Strathclyde Partnership for Transport (SPT) were reflected in the scope of the Transport Assessment. No adverse comments were raised by Transport Scotland or SPT to this land release. Access to each of the development sites has been determined through the Transport Assessment and with further details confirmed at planning application stage.</p> <p>The master plan places strong emphasis on a sustainable movement strategy and identified measures to decrease the use of private cars, the encouragement of public transport networks and a strong green network incorporating cycle and pedestrian routes to positively tackle climate change issues. There was active partnership working with Scottish Natural Heritage (SNH) and Glasgow and Clyde Valley Green Network Partnership to ensure these principles were firmly embedded.</p> <p>There are existing, regular bus services on Ayr Road connecting the site to Newton Mearns Town Centre and other local facilities, but to provide better public transport links the master plan promotes a subsidised bus service for 3 years which may also provide a circular route to access park and ride facilities at local rail stations.</p>
<p>Policy M2.2: M77 Strategic Development Opportunity - Barrhead South – Springhill, Springfield, Lyoncross</p>	<p>A Transport Option Appraisal was carried out with Transport Scotland to inform the transportation and access strategy for the master plan. The master plan addresses the requirement for a sustainable transport strategy including public transport upgrades and the provision of a new rail station. The master plan set out access arrangements for each land area and identified the need for a number of new junctions and pedestrian access points and that roads mitigation would be required in a number of locations. This included improvements to existing road junctions and widening of existing roads. The movement hierarchy provided a permeable network of routes connecting to the existing urban form. A new rail station and bus interchange on the Glasgow to Neilston Line, now funded through City Deal is a key component of the master plan. Additionally new bus routes will be provided through the site.</p>
<p>Policy M3: Barrhead North - Strategic Development Opportunity - Shanks/ Glasgow Road, Barrhead</p>	<p>The Barrhead North master plan is clear that the cumulative impact on the wider road network needs to be considered. A new roundabout has been constructed at the junction of Blackbyres Road / Glasgow Road that has capacity to manage the developments proposed in the Barrhead North master plan area. A traffic impact analysis of the impact of development on the existing road network has been carried out. This analysis considered the cumulative impact of proposed development within the Barrhead North master plan area and found that the Blackbyres Road / Grahamston Road junction would be operating at capacity with possible improvement measures being either localised widening or traffic signals. It also highlighted that there are existing capacity issues at the Caplethill, Paisley Road, Grahamston Road junction which the additional proposed development will intensify. Possible improvement measures for this junction could be localised widening and traffic signals subject to detailed design.</p>

Schedule 1: City Deal Proposals/Transportation Aspects

Site Ref	Location	Description	Timescales and Progress
Strat 3.1	Aurs Road	Realignment and upgrades of Aurs Road to improve safety and access to the Dams to Darnley Country Park and to provide access to the Proposed Visitor Centre (Proposal Strat 3.3).	Short-Medium Term At detailed design stage and programmed to go out to tender in late 2019 with a site start expected April 2020 and completion expected April 2021. The Council is working with Scottish Water to minimise disruption and the duration of the road closure by carrying out essential works to the reservoir in the same period.
Strat 3.2	Levern Valley link road	To facilitate improved access between the Levern Valley and Eastwood areas of East Renfrewshire.	Short-Long Term At feasibility stage with work ongoing to establish preferred route, costs and outcomes.
Strat 3.3	Dams to Darnley Country Park – Proposed Visitor Centre	Proposed Visitor centre, car park, cable wakeboarding facility (Proposal D9.3 non city deal funded project) and other ancillary facilities that complement the visitor experience.	Short-Medium Term This project is dependent on the delivery of the Aurs Road project which will create the land for the Visitor Centre. Currently at design stage with delivery programmed to commence in April 2021.
Strat 3.4	Dams to Darnley Country Park – Balgray Reservoir	Active travel link creating improved accessibility from and to Barrhead, Newton Mearns and Dams to Darnley Country Park.	Short-Medium Term Ongoing – project will create improved accessibility to the reservoir complex and complete a 5km circular route around Balgray reservoir.
Strat 3.5	Former Nestle factory, Barrhead (SG5.2, SG6.2 and SG11.2)	Mixed use retail (Neighbourhood Centre) / commercial / economic development (Policy M3 Barrhead North SDO – Glasgow Road East).	Short-Medium Term The first stage of this project comprised the reclamation of a former industrial manufacturing complex and is now completed. Further phases pending.
Strat 3.6	Balgraystone Road, Barrhead	Realignment and upgrades to serve the new railway station (Proposal Strat 3.7), improve access to the Dams to Darnley Country Park (including a new active travel walking and cycling route) and provide access to Barrhead South SDO (Policy M2.2).	Short-Long Term This project has been tendered and a contractor appointed. A site start is programmed for June 2019 with completion expected in December 2019.
Strat 3.7	Barrhead South Train Station, Barrhead	A railway station and bus interchange located on the Glasgow to Neilston rail line within the Barrhead South SDO (Policy M2.2) to be served by the Balgraystone Road improvement (Proposal Strat 3.6).	Short-Medium Term This project is at the stage of seeking Transport Scotland approval by means of a Strategic Transport Assessment. Once this is approved the station will move to design stage. Consideration of the impact on the LBS within the wider site will be given in the design and location of the proposal.

Section 3: Creating Sustainable Places and Communities

To reflect Spatial Objective 1 the Proposed Plan sets out key policies for placemaking and design; sustainable transport; and green networks & infrastructure. In particular Policy D1: Placemaking and Design, Policy D8: Sustainable Transport Networks, Policy D9: Access, Policy D10: Transport Impact, Policy D11: Electric Charging Infrastructure: Policy D12: Community & Education Facilities Infrastructure, have particular relevance to transportation considerations.

Proposals are expected to be well designed, sympathetic to surroundings and will be assessed against the 6 qualities of a successful place as outlined in SPP, Designing Streets and the Placemaking and Design Supplementary Guidance which will accompany the plan.

Assessment criteria includes the provision of safe and functional pedestrian, cycle and vehicular access, and parking facilities and infrastructure, including for disabled and visitor parking, in accordance with the Council's Roads Development Guide. This can include provision of secure and accessible shelters, lockers, showers, seating and cycle parking facilities designed to meet the needs of all users.

The Council will continue to work closely with key partners and across boundaries, to help protect and improve existing bus and rail services and routes, improve roads, public transport and active travel opportunities and ensure that infrastructure needs are planned for collaboratively across boundaries.

The proposed plan recognises that the location of new development has a major impact on transport systems and how people travel. Strategic Policy 1 seeks to direct new development to sustainable locations accessible by walking, cycling and public transport and aims to reduce dependency on cars. The Proposed Plan supports development of a sustainable & integrated transport network which strengthens connectivity, helps deliver a modal shift to active travel and public transport whilst reducing carbon emissions through Policy D8. The Proposed Plan also emphasises the importance of a sustainable movement hierarchy in accordance with 'Designing Streets' which prioritises walking, cycling, public transport, then private car as shown in Figure 2.

Policy D10 places a requirement to comply with the principles of ‘Designing Streets’ evidenced by submission of a transport assessment. Thus demonstrating that no significant adverse impacts on road safety, walking & cycling and public transport, capacity of road network and residential amenity, as a consequence of any resulting increases in motorised traffic, are anticipated. Improvement and enhancements are encouraged and required to help improve deficiencies in the sustainable transport network. Projects set out in the City Deal (schedule 1) Sustainable transport Networks (schedule 6) and environmental Projects (schedule 7 of the Proposed Plan) are key to delivery.

The City Deal infrastructure projects are also key in delivering a range of strategic transport improvements, including a new train station at the Barrhead South SDO and improvements in the road connections between Barrhead and Newton Mearns and to the Dams to Darnley Country Park. The Proposed Plan reflects the aims of the Council’s current Local Transport Strategy (LTS). In the future a revised LTS and Active Travel Action Plan will be produced which will follow Scottish governments active travel long-term vision.

To promote sustainable travel, healthy lifestyle, reduce private car usage and help deliver safer walking & cycling routes, and reduce pollution & congestion, travel and school plans will be required where appropriate.

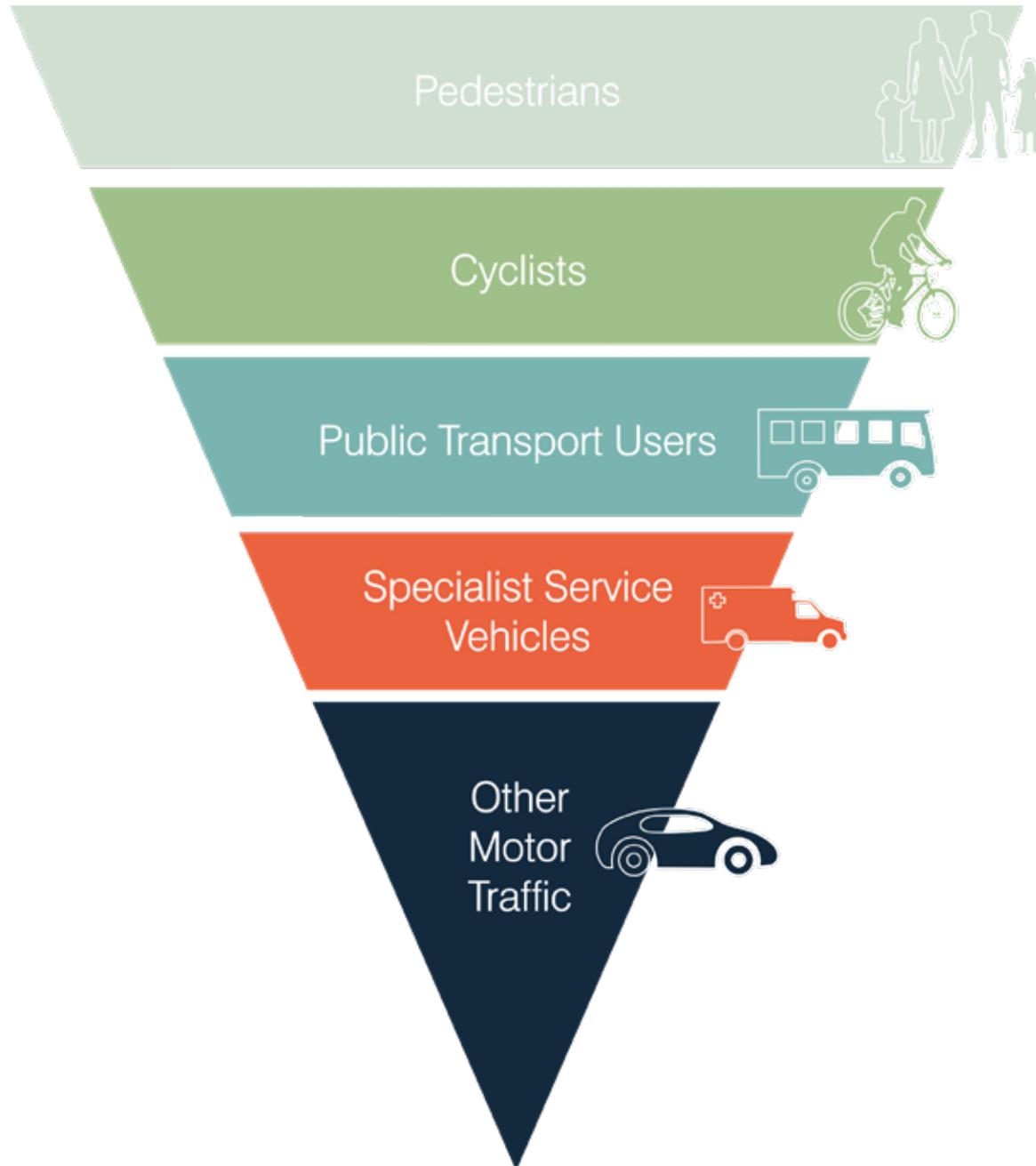
The proposed plan identifies that outdoor access also has a key role in promoting healthier lifestyles. The established council core path plan promotes walking & cycling routes across east Renfrewshire. Protection of existing and proposed active travel routes, linkage with future networks and bridging known gaps in provision will be helped by the LTS and in particular the sustainable transport & access projects outlined within schedule 6 of the proposed plan.

The use of electric vehicles is a key measure in reducing carbon emissions and therefore the provision of infrastructure to facilitate and stimulate this change is essential. The Proposed Plan will require that all major proposals include adequate provision for charging infrastructure and encourage all other proposals to consider the use of electric charging infrastructure as a key part of their proposal.

Policy D12: Provides support for protection of existing facilities. A key element in the assessment of new facilities and infrastructure is that the site is accessible by public transport, walking or cycling.



Figure 2: Sustainable Transport Hierarchy



Schedule 6: Sustainable Transport Networks and Access Projects

Site Ref	Location	Description
D8.1	Council area wide	Core Paths
D8.2	Council area wide	Rights of way
D8.3	Council area wide	Strategic Cycle Corridors: a. Barrhead to Uplawmoor b. Giffnock to Newton Mearns c. Netherlee to Eaglesham and Whitelee Windfarm d. Busby to Barrhead e. Eaglesham to Barrhead
D8.4 * **	Barrhead to Pollok	Levern Walkway route
D8.5	Barrhead South SDO, Barrhead	Access enhancements and new path networks
D8.6	Dams to Darnley Country Park, Lyoncross, Barrhead	New car park to serve Dams to Darnley Country Park
D8.7 *** Lyoncross	Dams to Darnley Country Park, Lyoncross, Barrhead	A new path link to Waulkmill Glen Reservoir from
D8.8	Blackbyres Road / Grahamston Road, Barrhead	Junction improvements
D8.9	Busby Railway Station to Williamwood High School	Improvements to core path and local access network
D8.10 ****	Busby Glen/Overlee Park, Clarkston	Extension of White Cart Walkway and associated green network improvements
D8.11	Eaglesham-Darvel	Long distance/cycling and walking route
D8.12	Davieland Road, Giffnock	Improvements to provide safer pedestrian, cycling, parking, streetscape improvements and associated links with Rouken Glen Park
D8.13	Netherlee to Giffnock	Potential for feasibility study for access across railway line for pedestrians and cyclists

Site Ref	Location	Description
D8.14	Double Hedges Road and Glen Shee Avenue, Neilston	Path improvements and allotments
D8.15	Neilston Uplawmoor Active Travel link	Proposed active travel link along former rail corridor between Neilston and Uplawmoor
D8.16	Dams to Darnley Country Park, Newton Mearns	New path links between Patterton Train Station and Darnley Mains to Waulkmill Glen Reservoir
D8.17	Waterfoot - Eaglesham	Longer term potential for improvements to Glasgow Road footpath/cycleway

Schedule 7: Environmental Projects

Site Ref	Location	Description
D9.1	Dams to Darnley Country Park	<p>Implementation of management / access plans including:</p> <ul style="list-style-type: none"> • Realignment and upgrades of Aurs Road – Proposal Strat3.1 • Proposed Visitor Centre, car park and cable wakeboard facility – Proposals Strat3.3 and D12.3 • Pedestrian/cycle boardwalk – Proposal Strat3.4 • Realignment and upgrades of Balgraystone Road - Proposal Strat 3.6 • Enhanced green network – Proposal D4.1 • New car park – Proposal D8.6 • New path networks – Proposals D8.7 and D8.16 • Environmental education ranger base – Proposal D12.2 • Play park and associated facilities – Proposal D12.4
D9.2	Whitelee Access Project	<p>Implementation of management / access plans including:</p> <ul style="list-style-type: none"> • Proposal D4.13– An enhanced green network incorporating biodiversity and landscape and path improvements and recreation/leisure facilities.

Section 4: Promoting Sustainable and Inclusive Economic Growth

To reflect Spatial Objective 2 the Proposed Plan sets out key policies for meeting housing needs, economic development, town centres, digital connectivity and tourism.

Policies within this section are designed to promote sustainable and inclusive growth through the suite of policies (SG1: Housing Supply, Delivery and Phasing) to (Policy SG12: Business Improvement Districts (BIDS)). These policies act as continuity from that established by the adopted LDP1. The crucial observation, in relation to transportation considerations, is that, no further housing releases are proposed within the LDP2 over and above that which are already identified within LDP1 and associated ongoing housing land audit. Consequently no further transport studies over and above those previously undertaken and associated within the established land supply are anticipated.

The economic opportunities & Town Centres within the Proposed Plan seek to set out a clear economic vision which delivers sustainable inclusive economic growth, encourage inward investment and help support new business & enterprise to grow and expand employment opportunities and training for local people. No significant economic development or town centre proposals are promoted within LDP2 over and above that which are established within the adopted LDP.

Within the Proposed Plan high quality digital and communications networks are recognised as important both for businesses and residents. Transforming working, learning and leisure environments and

providing opportunities for homeworking have clear benefits in both helping to reduce the need to travel and in reducing emissions. Policy SG8: Digital Communications Infrastructure supports the provision and expansion of high speed digital and communications infrastructure.

The Proposed Plan recognises the benefits of tourism and the visitor economy in helping to enrich the life of resident's workers and visitors. Cultural recreational and leisure attractions including Rouken Glen, Dams to Darnley Country Park, Whitelee windfarm, green bank gardens and Eastwood leisure centre and theatre complex are well established.

Proposed visitor centre and other transport and infrastructure improvements at the Dams to Darnley Country Park, will be delivered as part of the City Deal project as outlined under Strategic Policy 3.

It is acknowledged that by maintaining and improving facilities and transport infrastructure, including improvements to the green network, communities and visitors will be better able to access leisure and tourist opportunities by a range of sustainable transport options. Policy SG9 Tourism and the Visitor Economy – emphasises that proposals for the creation of new tourism facilities and/or extensions and enhancements will be assessed against a range of criteria, including being accessible by a range of sustainable transport options and connections to active travel routes and the wider green network.

The Proposed Plan recognises that town and neighbourhood centres make an important contribution to sustainable and inclusive economic growth, provide a source of employment and services for local communities, businesses and visitors and are hubs for a range of activities.

Encouragement of a more varied mix of uses and increased footfall will amongst other factors help to create livelier town centres; reduce the need to travel. Town & Neighbourhood Centres are identified as preferred locations for a range of significant footfall generating uses, appropriate for the location. Proposals will be assessed against a sequential 'Town Centre First' approach. Proposals will be assessed against a range of criteria including the requirement to demonstrate that the proposal is accessible by a choice of sustainable transport modes.

Section 5: Promoting A Low Carbon Place

To reflect Spatial Objective 3 the Proposed Plan sets out key policies for reducing carbon emissions, adapting to climate change, flooding, water, noise, air, soil, waste and minerals. The Proposed Plan promotes sustainable patterns of development that contribute towards reducing the areas carbon footprint, energy consumption and facilitating the transition to a low carbon economy and low carbon living. Progress to achieve a sustainable transport network is a fundamental element in helping to achieve carbon reduction.

A low carbon place which is resilient to the effects of climate change will ensure East Renfrewshire continues to be an attractive place to live, work and visit. The response to climate change is a cross-cutting issue that all policies and proposals, especially transport related elements, of the Proposed Plan should contribute towards.

The Proposed Plan sets out a range of other policies which contribute to tackling climate change including amongst other factors encouraging sustainable site selection; sustainable travel. Policy E1 – Sustainable Design, Policy E3 – Protecting Air Quality, Policy E5 – Noise Impacts are of particular relevance to transportation considerations.

To contribute to the aims of sustainable design and reducing greenhouse gas emissions, proposals amongst other criteria are required to demonstrate that they prioritise active travel and demonstrate a clear sustainable movement hierarchy favouring walking, then cycling, public transport then the private car, in accordance with Designing Streets.

The Proposed Plan acknowledges that Air quality is an important element in creating a pleasant place, contributing to health and well-being, as well as providing environmental protection. It is important that new development and associated road traffic does not exacerbate or lead to deterioration in air quality.

Policy E3: Protecting Air Quality ensures that air quality is protected. Proposals which may exacerbate or which may cause a breach of standards will need to provide an Air Quality Assessment. Proposals which are shown to result in significant increase in concentrations of air pollution will not be supported unless appropriate mitigation is provided.

Similarly noise impacts can adversely affect amenity, public health and environmental quality. The Proposed Plan has a part to play in trying to prevent and minimise the consequences of noise. It is important that new development and associated road traffic does not exacerbate or lead to deterioration noise quality. Policy E5: Noise Impacts will be considered, when proposals are particularly close to or could become a source of noise.



Summary

The Proposed LDP2 builds upon the strategy and momentum created by the adopted LDP1 and associated transportation and accessibility studies which informed this. The strategy does not promote any further development outside the urban areas and consequently would not be considered to involve any further additional impact on the transport network.

The approach as set out within this Transport Background Report provides a measured and balanced consideration of the Transportation aspects of this Proposed Plan. The DPMTAG process was both flexible and proportionate. The Council undertook a proportionate appraisal based on the level, location and scale of development and the transport information known. Strathclyde Partnership for Transport (SPT) and Transport Scotland will continue to be fully consulted throughout the Local Development Plan2 process.

Existing Transport Network Within East Renfrewshire

Transport Network

This section outlines East Renfrewshire's Transport Network. This gives information on the network, accessibility to services and travel to work patterns. East Renfrewshire is well placed in respect of the national transport network with the M77 motorway and the Glasgow Southern Orbital (GSO) passing through the area and with good accessibility to Glasgow and beyond by public transport routes. Glasgow airport is around a 30min drive and Edinburgh airport is around an hour's drive away. However, there remain limitations with public transport routes in certain parts of the Council area. Being within easy commuting distance of Glasgow and other areas also provides local communities with a wide choice of job opportunities, however this can also lead to out-commuting which places increasing demands on public transport and the road network.

The Transport Network within East Renfrewshire is well developed with linkages to surrounding areas, a key linkage being with Glasgow city centre to the north. The road network is segregated into a hierarchy of routes which all perform different functions. Principal roads cater for long distance traffic and are the main routes for freight, whilst also providing links to nearby centres of economic activity and other strategic routes. The key features of the Transport network are set out in Figure 3.

The principal routes also perform more localised roles which can lead to conflict. The principal road network of east Renfrewshire includes:

- A736 linking Glasgow to Irvine via Barrhead;
- M77 linking Glasgow to Kilmarnock via East Renfrewshire;
- A726 Glasgow Southern Orbital linking the M77 to East Kilbride;
- A727 linking Busby and Clarkston to Lanarkshire and Renfrewshire; and
- A77 linking Glasgow to Kilmarnock via Newton Mearns and Giffnock, predominantly used for local access from East Renfrewshire to Glasgow.

All of these roads cater for strategic and localised traffic as well as access to local communities. Distributor roads provide important connections to the principal road network for local communities and cater for more localised traffic movements. They also link communities to services and employment opportunities in larger settlements. These include the:

- B764 linking Eaglesham to East Kilbride;
- B767 linking Eaglesham, Waterfoot and Busby to the A726 GSO and to Clarkston and its surrounding areas in the north;
- B771 linking Barrhead to Paisley via the A726;
- B773 linking Barrhead to the A726 and the motorway network; and
- B769 linking Newton Mearns to Thornliebank and beyond.

The remaining roads largely perform local functions connecting housing areas and providing local access. The consistent challenges which the network faces include localised congestion problems:

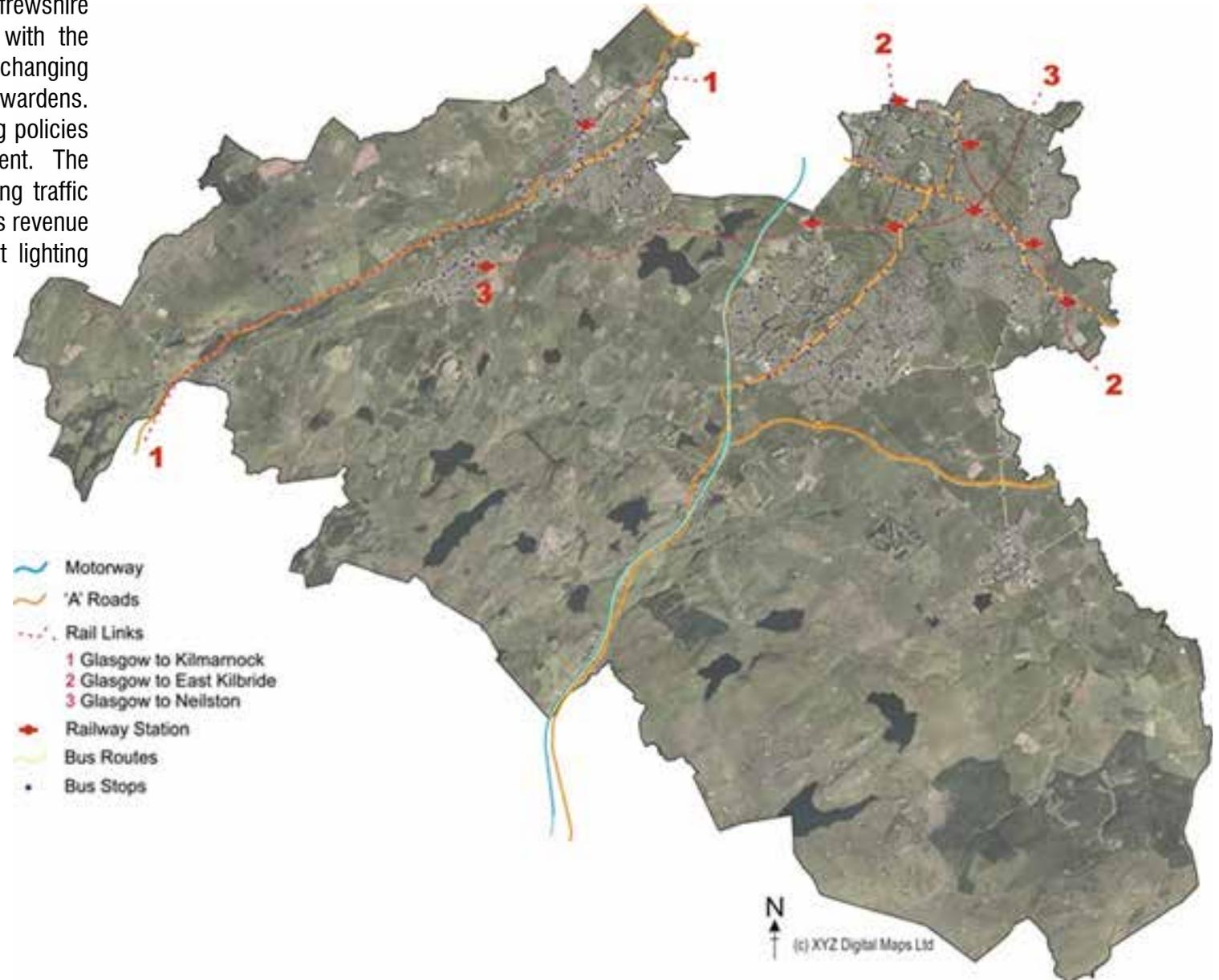
- At M77 Junction 4;
- On Crookfur Road and Firwood Road in Newton Mearns linking to M77 Junction 4;
- At M77 Junction 5;
- On A727 between Spiersbridge roundabout and Sheddens roundabout;
- On B769 at Spiersbridge roundabout; and
- At the junction between Mearns Road and A726 routes.

There is also a distinctive bus and rail network within East Renfrewshire.

Congestion often occurs on the M77 during peak hours, mainly outwith East Renfrewshire. It is recognised that congestion affects both the trunk road network, run by Transport Scotland and the more localised network run by the Council. East Renfrewshire in common with many Local Authorities has a recognised road maintenance backlog. There is a consistent challenge to try to maintain and improve the capacity of the road network.

A key influence on how the network operates is parking. The parking regime within East Renfrewshire has changed significantly in recent years with the decriminalisation of parking enforcement changing from the police to the Council's community wardens. This helps with the implementation of parking policies and with the enhancement of enforcement. The benefits lead to fewer accidents, freer flowing traffic and increased turnover of spaces. Any excess revenue being utilised for road improvements, street lighting and off- street parking.

Figure 3- Transport Network



Active Travel

Encouragement of active travel is a fundamental Council aspiration for the future. Core components of the Council's Active Travel Action Plan (2014/15) are continued and improved support for provision of active travel (cycling and walking).

Key elements of the plan over the next 5 years are:

- Development of active infrastructure
- Behavioural change
- Monitoring

The action plan will support key walking and cycling projects that increase active travel and recreation. It is estimated (2013) that 2.7% of employee's cycle to work and around 37 % have access to a bike. Over 4% of older primary school children cycle to school. A significant majority (85%) of residents are estimated to have access to a bike.

A series of cycle corridors have been identified which will be the focus for further improvements. The 5 identified Strategic Cycle Corridors (Figure 4) are:

- Barrhead to Uplawmoor (No. 1)
- Giffnock to Newton Mearns (No.2)
- Netherlee to Eaglesham & Whitelee Wind Farm (No.3)
- Busby to Barrhead (No. 4)
- Eaglesham to Barrhead (No.5)

In addition to Strategic Cycle Corridors a local cycle network is being developed mainly on quieter, low or traffic free roads. This will help make cycling more accessible for all, linking residential areas, to key trip generators, improving and redesigning access points, creating interesting routes through parks, utilising shared surfaces.

These active links complement the 'Core Path' (Figure 5) networks which are in place within East Renfrewshire. Active travel has an important role in linking cycling facilities with public transport interchanges. Development of further facilities, at the 9 rail stations, will take advantage of the extensive commuter population within East Renfrewshire.

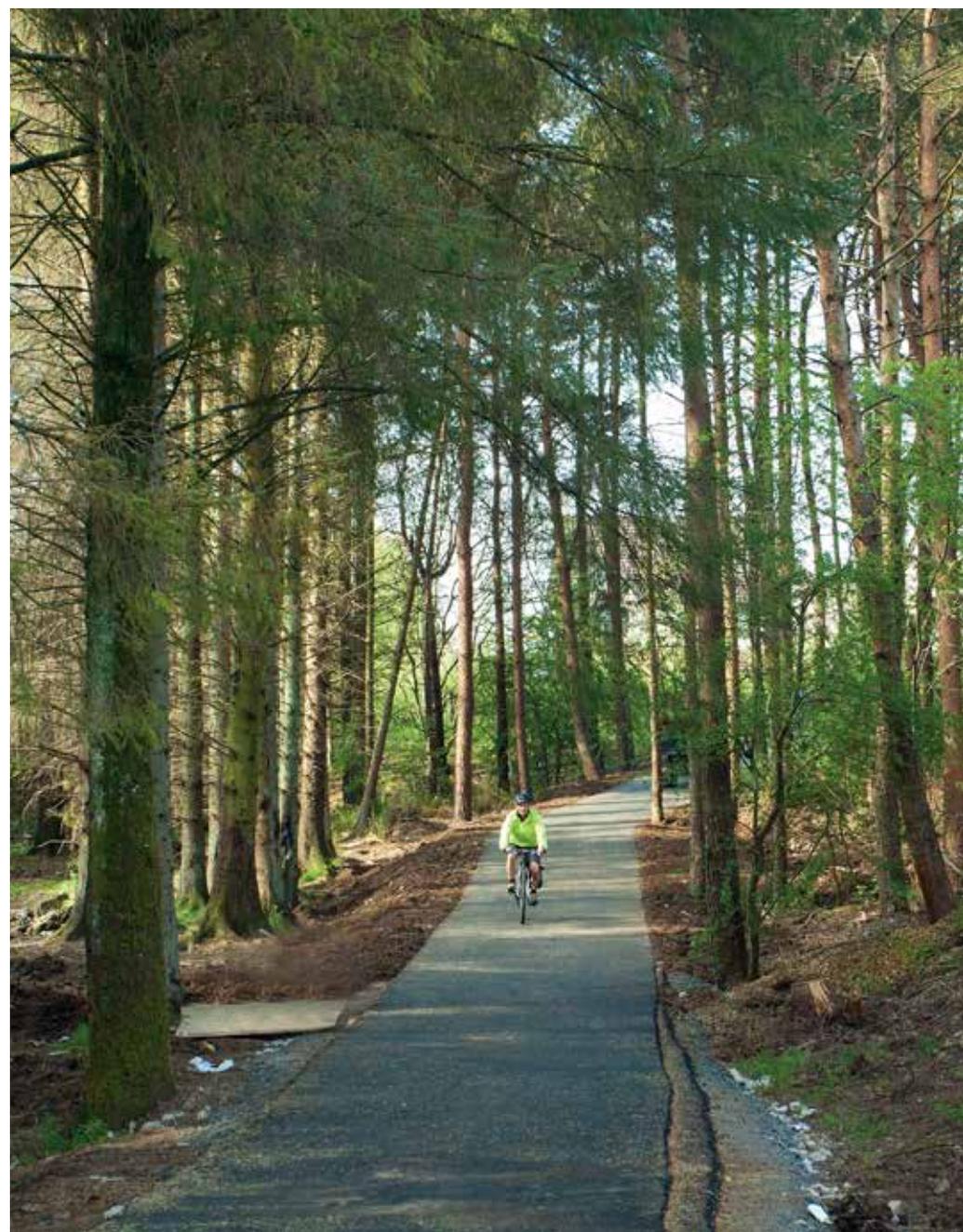


Figure 4: Strategic Cycle Corridors

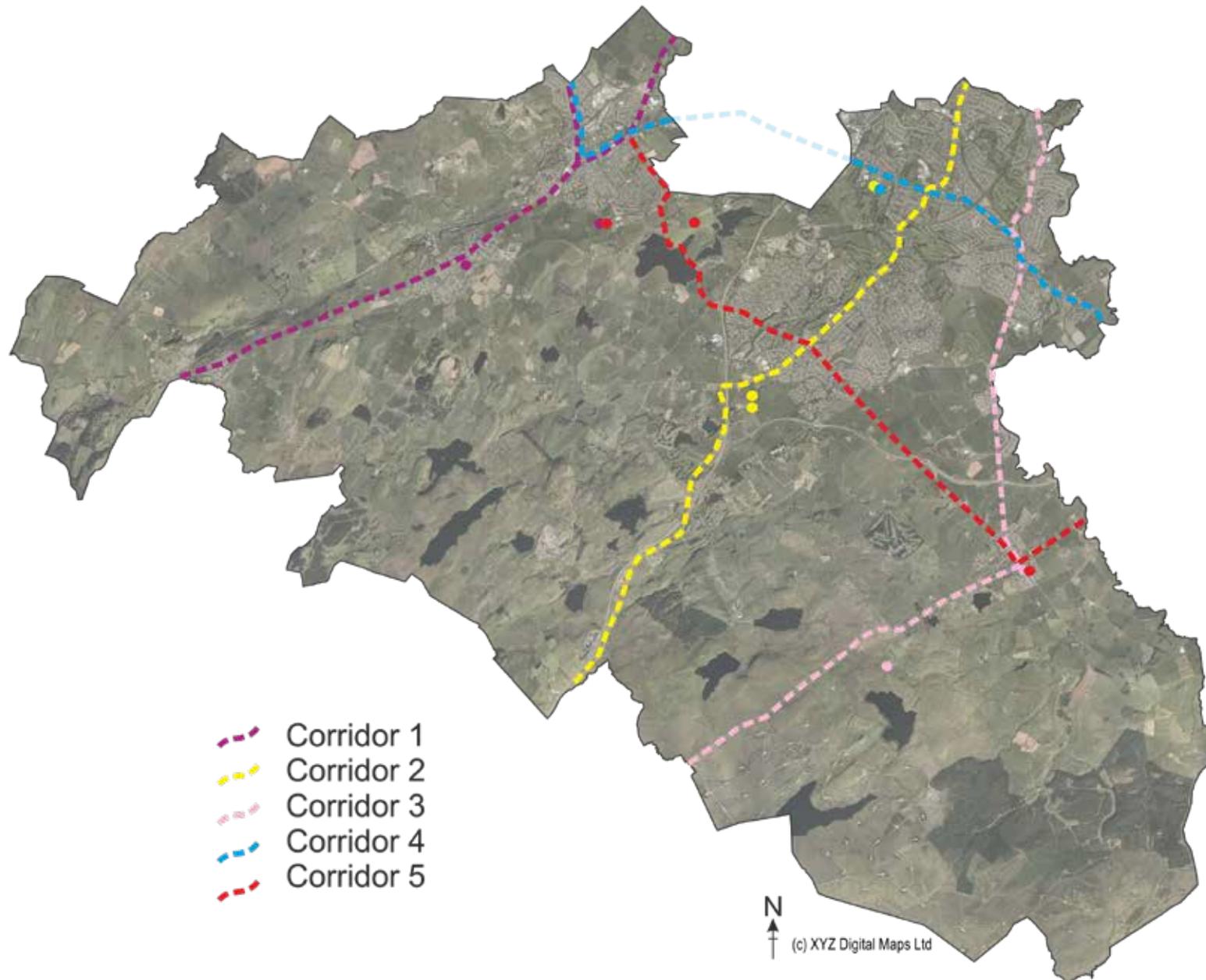
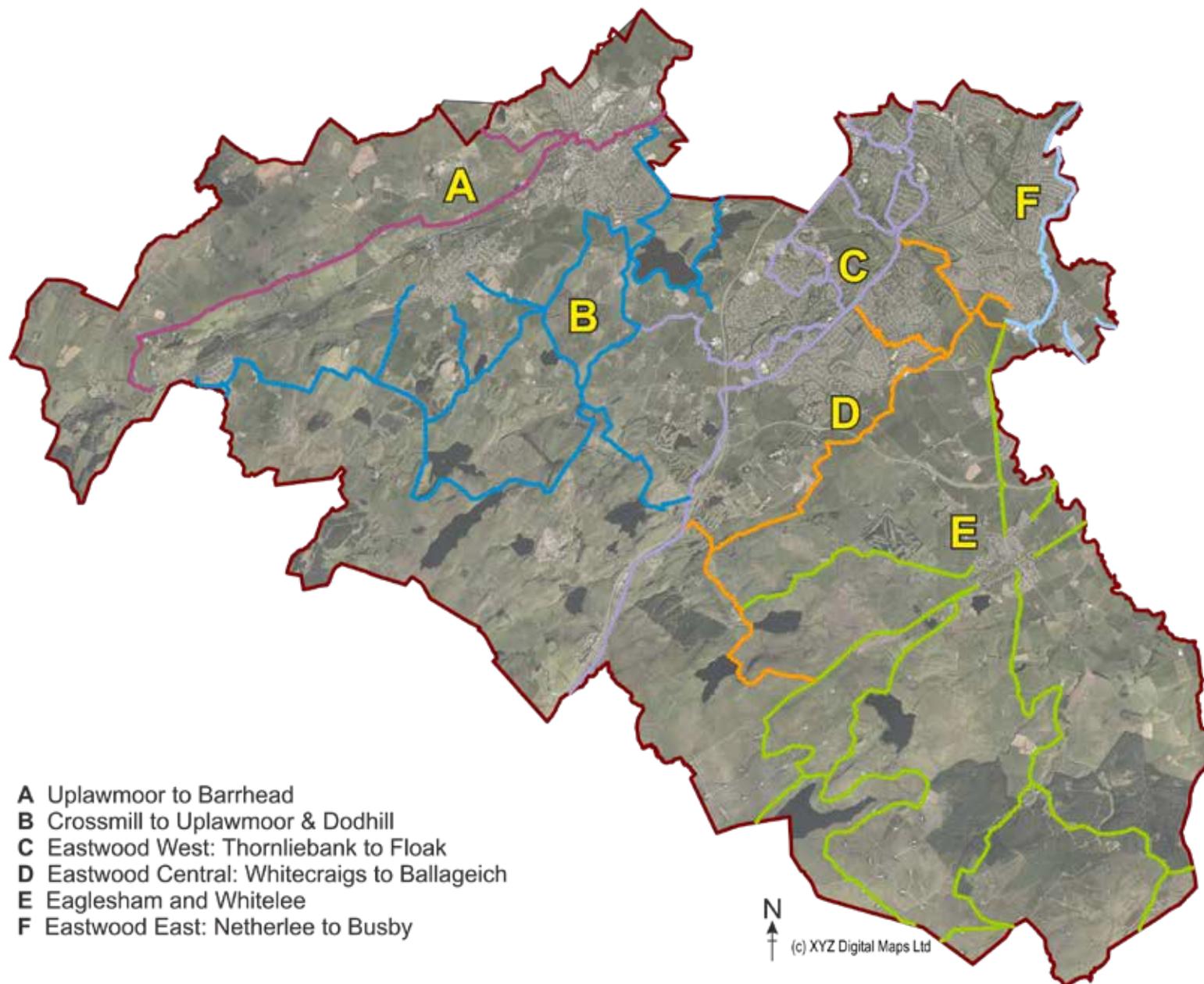


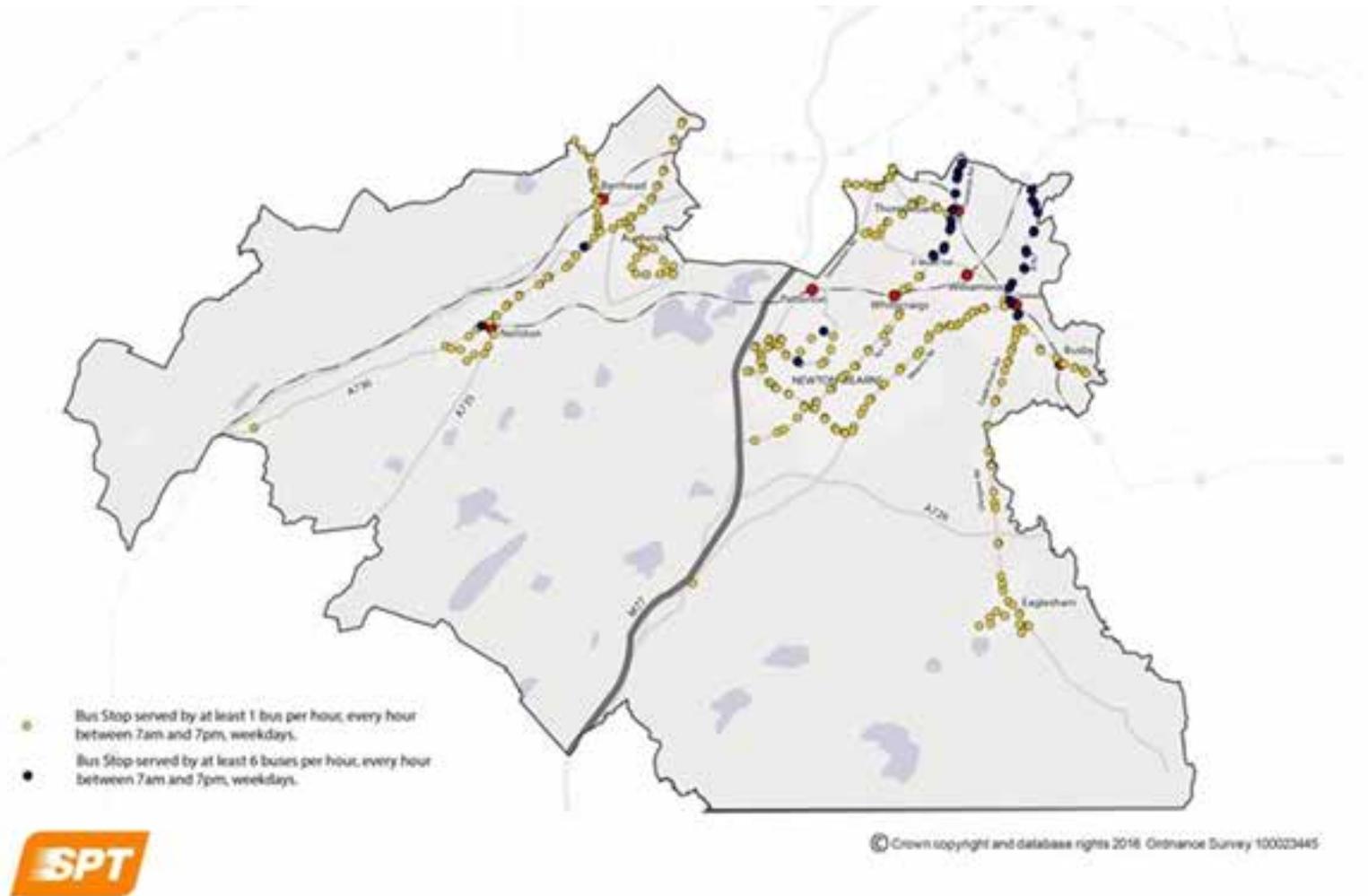
Figure 5: Core Paths



Key Statistics: Bus

There are a total of 411 bus stops located within East Renfrewshire. The bus service is largely radial, with routes primarily heading from major settlements into Glasgow Town Centre. There is some potential to improve arterial routes.

Figure 6: Bus Stops and Frequency of Service (May 2016)



Source: Figures and statistics relating to bus stop location and frequency are derived using the SPT RaTS database, SPT's Transport Accessibility calculator and SPT's Geographic Information Systems (GIS). The Transport Accessibility calculator measures the frequency of bus services at any bus stop within the SPT area at any time period on any day, and was used to locate those bus stops with the specified frequency.

Key Statistics: Rail

There are three train lines servicing East Renfrewshire: Glasgow to Kilmarnock; to East Kilbride, and to Neilston. Nine rail stations are located within East Renfrewshire and the table below shows train service levels at rail stations within East Renfrewshire. The information is representative of the AM and PM peak hours and shows the number of trains heading inbound towards Glasgow during the AM peak (approx 8am-9am) and the number of trains heading outbound from Glasgow during the PM peak (approx 5pm-6pm). Muirend rail station, just over the East Renfrewshire boundary, within Glasgow also serves East Renfrewshire residents, mainly from Netherlee and Merrylee.

A key element of the Barrhead South Master plan area is creation of a new rail station at Barrhead South. The complex process of establishing a new station, on the Glasgow to Neilston line, is advancing to the technical design stage. This station once operational will add a further important element to the rail network provision within East Renfrewshire, and Greater Glasgow, without adverse impact upon operational timetables.

Abellio Scotrail passenger figures show an increase of train users in the past year across East Renfrewshire's stations of 4.5%

There are 411 bus stops in East Renfrewshire and nine train stations. Figures 13 and 14 show the location of these bus stops and train stations on a map along with a 400m buffer from bus stops and 800m buffer from train stations. The numbers of residential and commercial properties that fall within these buffer zones are given in table 3. Key statistics are that 89% of residents are within 400m of a bus stop and 46% of residents are within 800m of a train station.

Table 2: Rail Frequencies at Peak Hours

Station	Number of Trains at Peak Time	
	AM	PM
Barrhead	4	4
Busby	4	4
Clarkston	5	5
Giffnock	4	4
Thornliebank	4	4
Williamwood	4	4
Whitecraigs	4	4
Patterton	4	4
Neilston	4	4

Source: Train frequencies sourced from ScotRail timetables (June 2016)

Table 3: Number of properties within given distance to Bus and Train Stations

Number of Residential properties in East Renfrewshire	38,433
Number of Residential properties within 400m of a bus stop (percentage of total)	34,266 (89.1%)
Number of Residential properties within 800m of a train station (percentage of total)	18821 (46.3%)
Number of commercial properties in East Renfrewshire	1,389
Number of Commercial properties within 400m of a bus stop (percentage of total)	1,255 (90.4%)
Number of Commercial properties within 800m of a train station (percentage of total)	843 (60.7%)

Source: Analysis of Corporate Address Gazetteer June 2016

Figure 7: Passengers at Stations

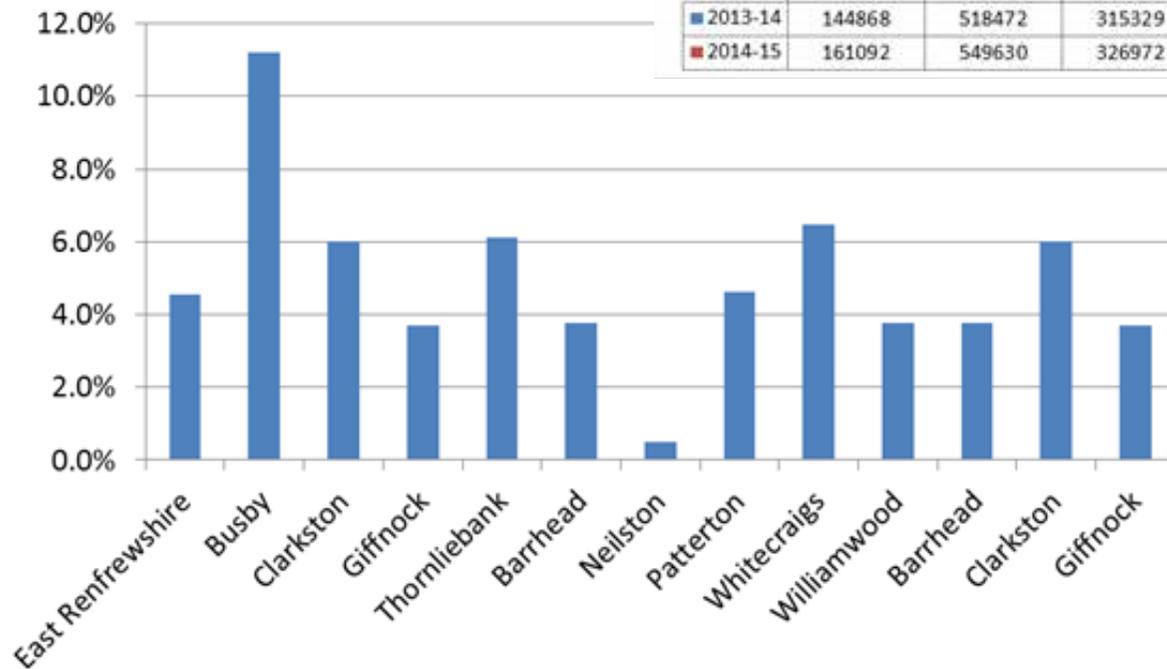
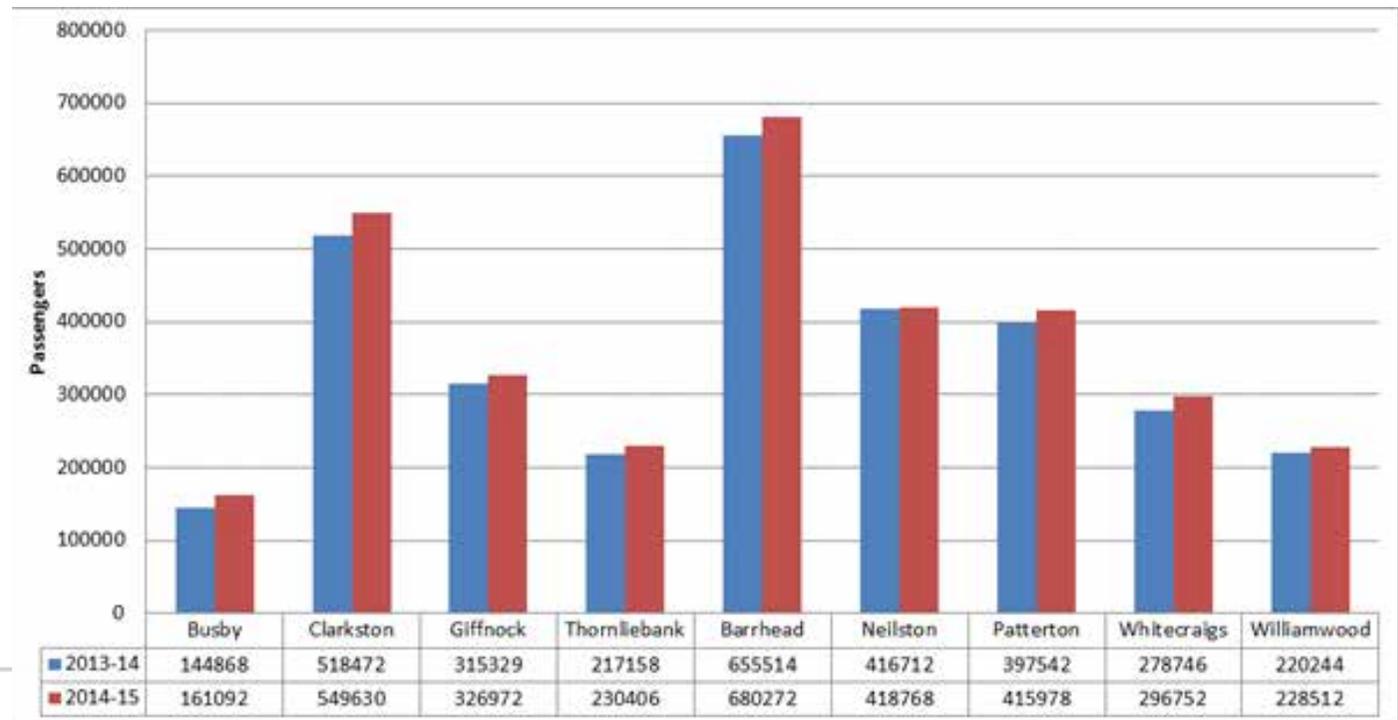


Figure 8: Passenger Number Changes – 2014-2015

Source: 2016 – Abellio Scotrail Passenger Numbers

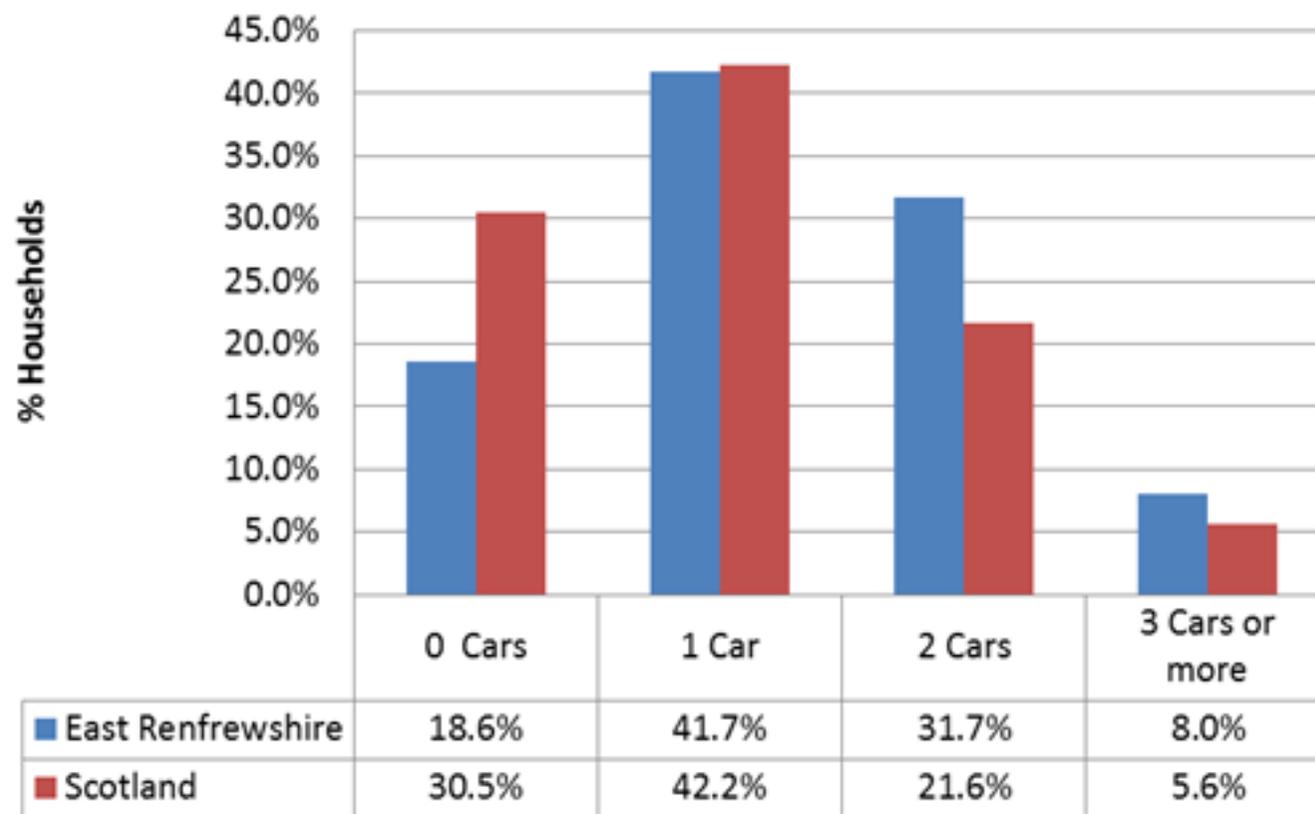
Park and Ride

Park and Ride facilities play an important role in encouraging train use, with many stations operating over capacity. In 2009 the Council, supported by Strathclyde Partnership for Transport (SPT), carried out a feasibility study into possible expansion of Park and Ride opportunities across East Renfrewshire. This led to a number of improvements in recent years including an extension to Barrhead Park and Ride and new Park and Ride facilities at Patterton and Neilston Stations.

Car or Van Ownership

Over 81% of residents in East Renfrewshire own a car/van compared to only 69.5% across Scotland. The percentage of households with 2 or more cars/vans is also significantly higher in East Renfrewshire than Scotland.

Figure 9: Car or Van Ownership



Source: 2011 Census

Travel to work patterns

Analysis of travel to work patterns shows that the vast majority of residents travel outwith the authority to work. Just 18% of residents work in East Renfrewshire with 52% travelling to Glasgow, 11% to Renfrewshire and 7% to South Lanarkshire.

Figure 10: East Renfrewshire Residents - Place of Employment

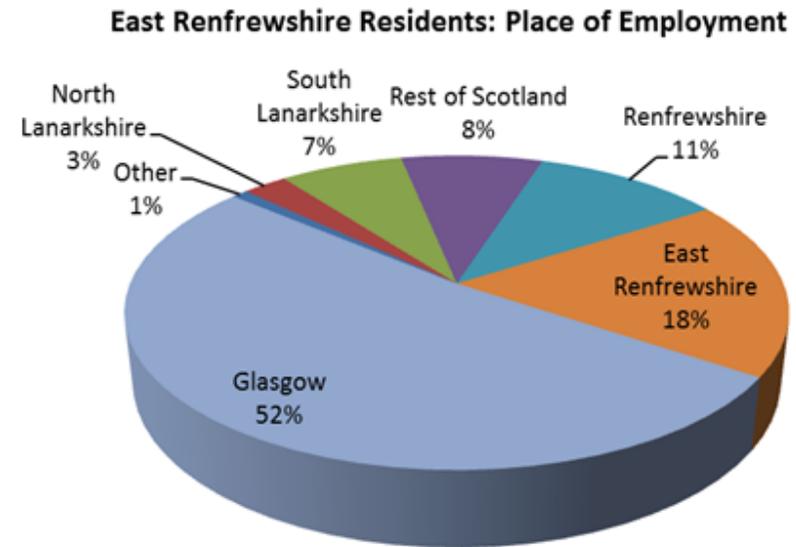
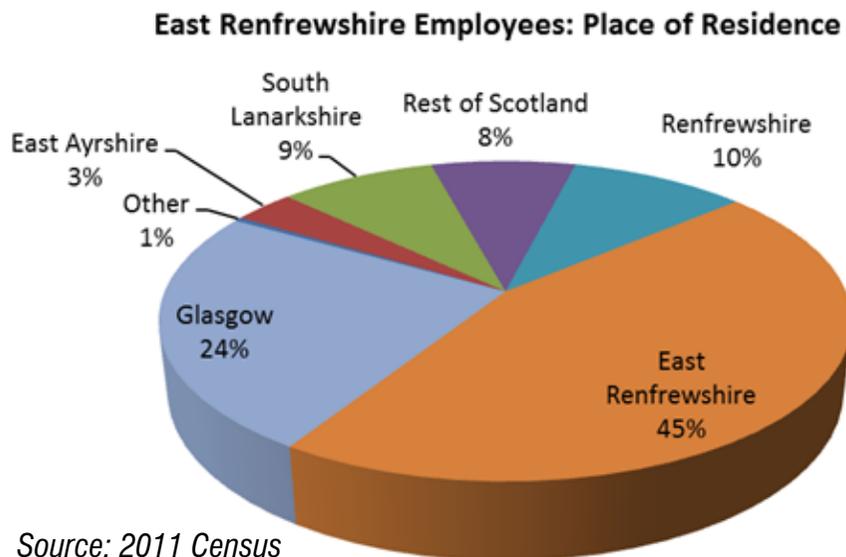


Figure 11: East Renfrewshire Employees - Place of Residence

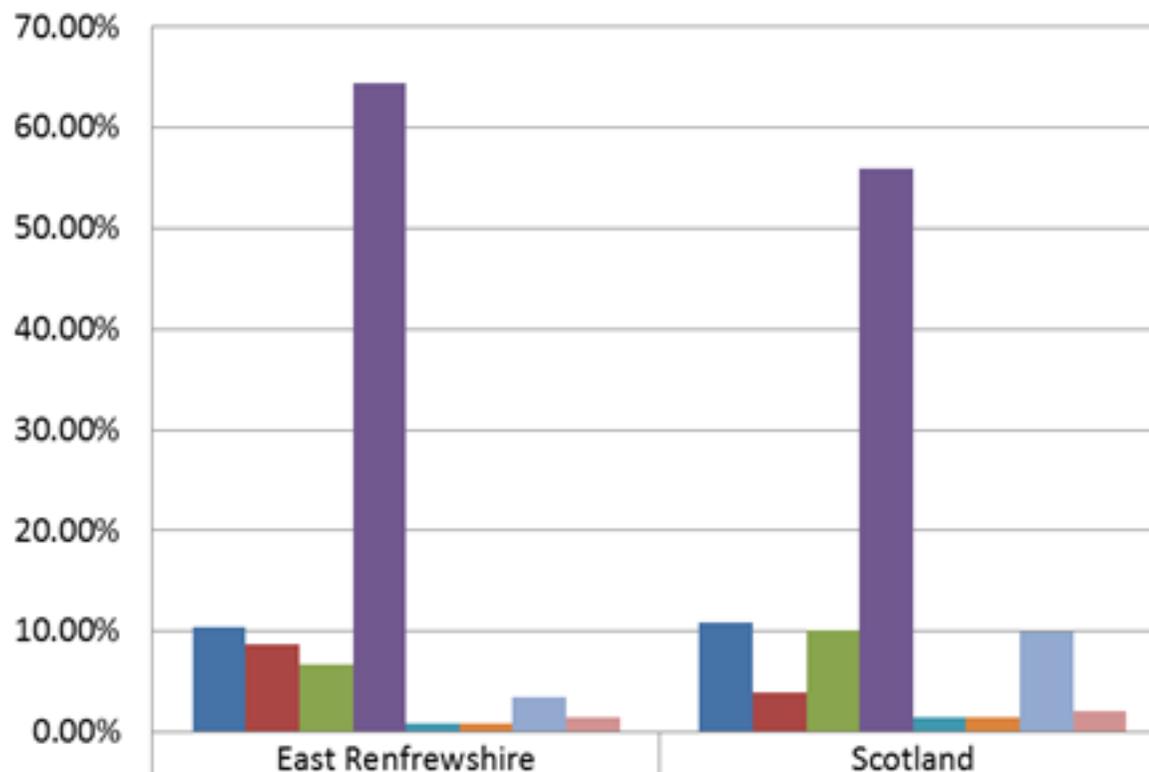


A small majority of workers commute into East Renfrewshire with 55% of those who work or study in the area coming from outwith the Council boundary itself. Glasgow contributes 24%, Renfrewshire 10% and South Lanarkshire 9%.

Source: 2011 Census

8.7% of the population travel to work using trains which is more than double the figure for Scotland (Figure 13). Nonetheless, the majority of people travel to work by private transport and the figures remain higher than the national figure. The proportion of residents who walk or cycle to work is lower than across Scotland.

Figure 12: Methods of Travel to Work



	East Renfrewshire	Scotland
Work at home	10.35%	10.81%
Train	8.69%	3.99%
Bus, minibus or coach	6.76%	10.03%
Driving (car or van)	64.42%	55.99%
Passenger (car or van)	0.78%	1.41%
Bicycle	0.78%	1.41%
On foot	3.52%	9.92%
Other	1.54%	2.05%

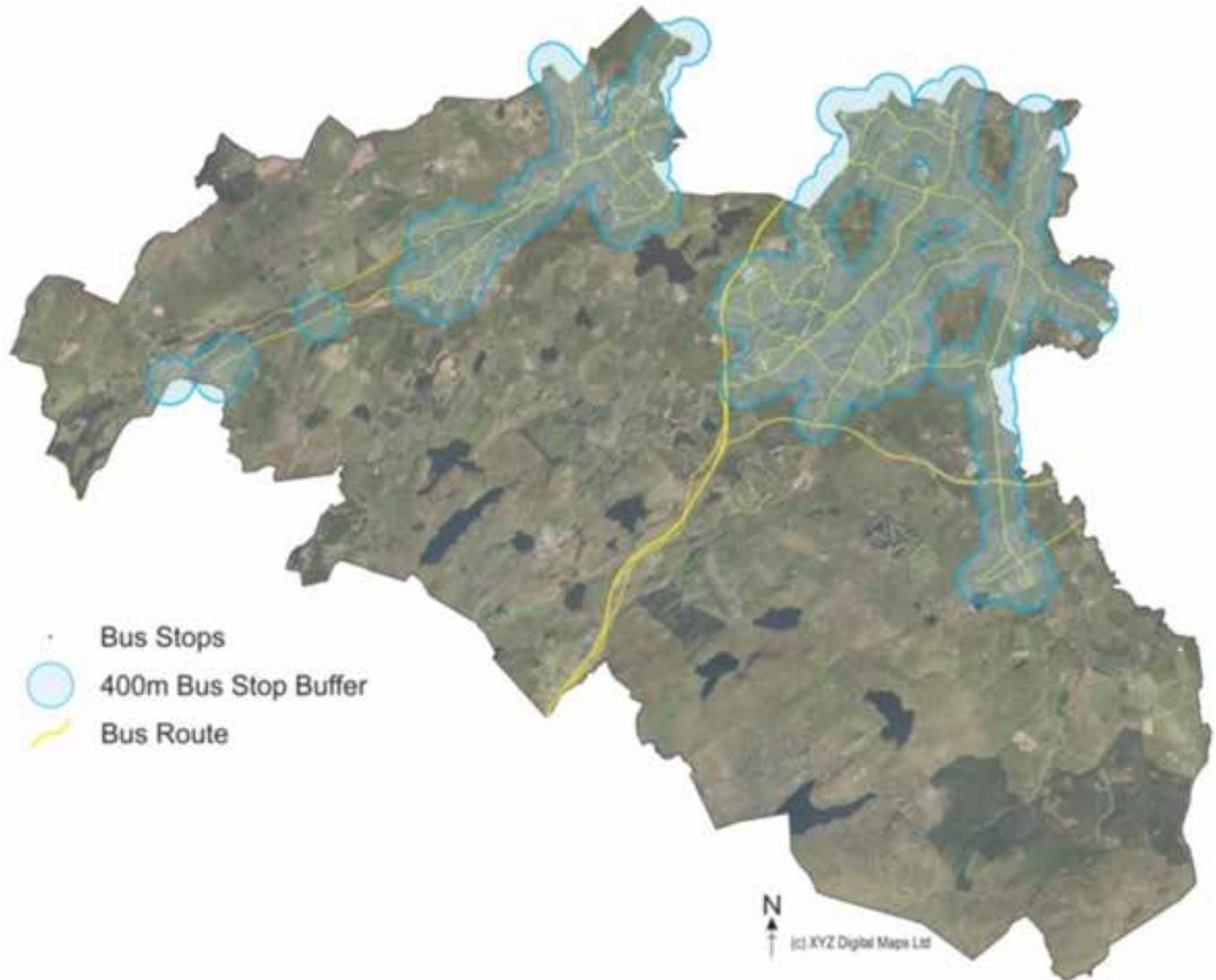
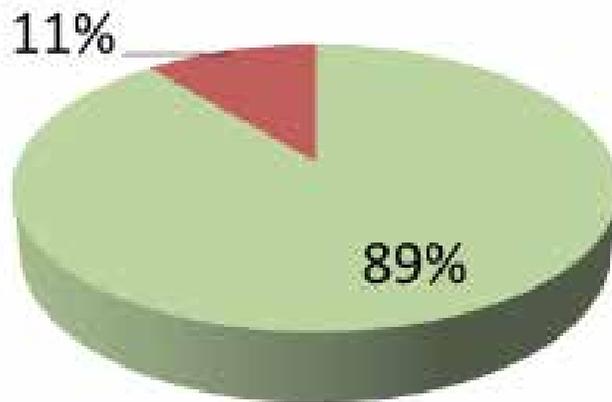
Accessibility to Public Transport

Bus

Figure 13 identifies the location of bus stops and bus routes. It also shows a 400 meter buffer around each of the bus stops (this is about 5 minutes walking time). Approximately 89% of residential properties are within 400 meters of a bus stop.

Figure 13: Bus Stops and 400m buffer with bus routes

Residences	Within 400m of Bus stop	Out-with 400m of Bus Stop
38433	34226 (89%)	4207 (11%)



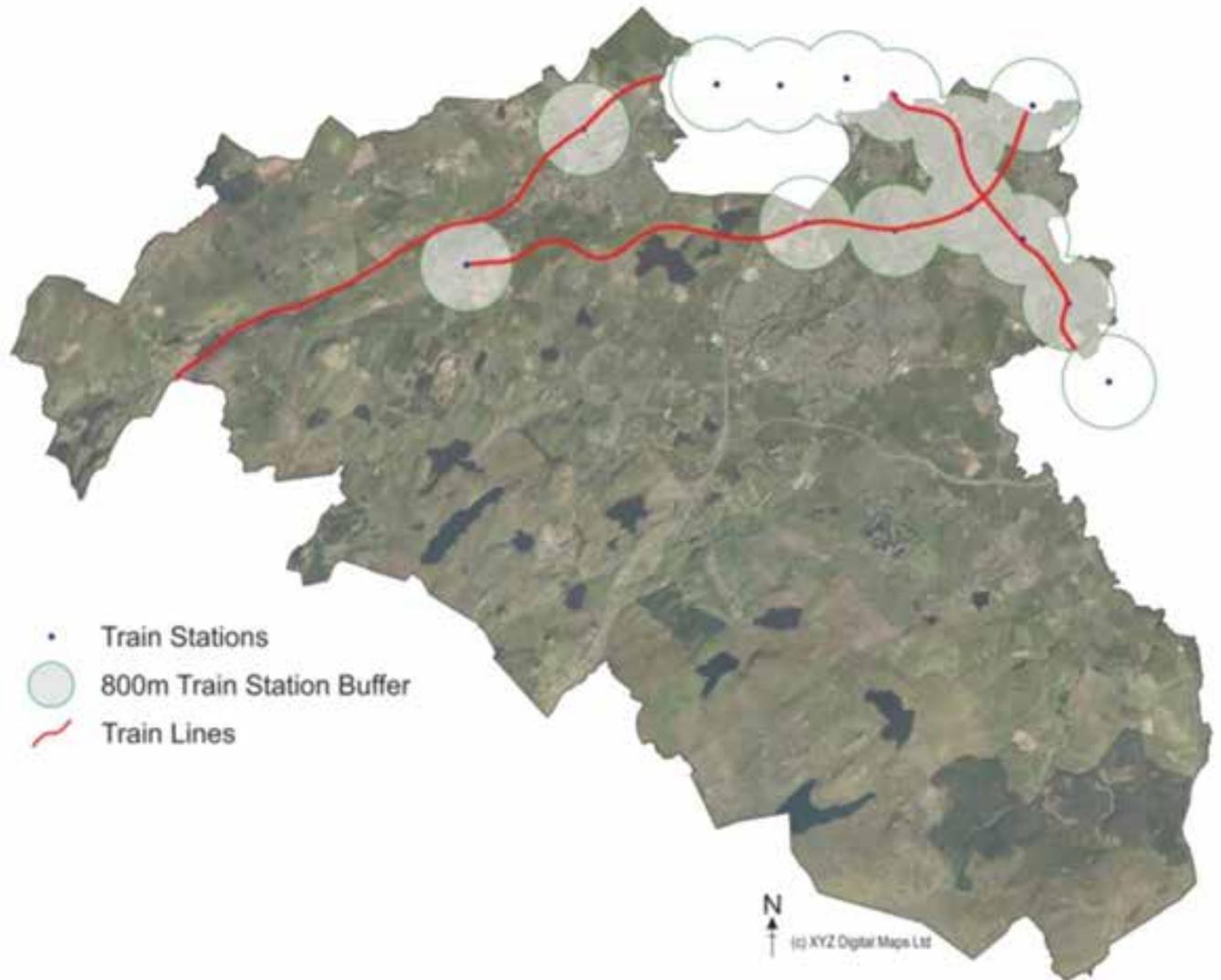
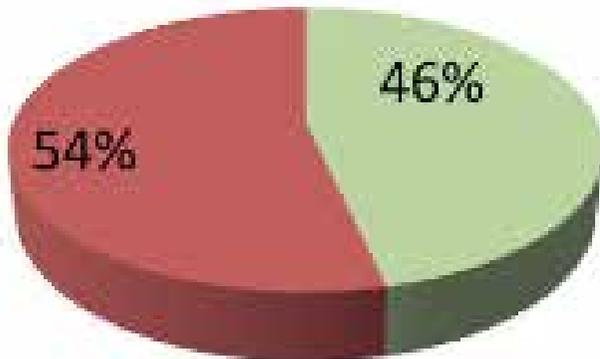
Train

Figure 14 identifies the location of the railway stations together with an 800 meter buffer (this is about 10 minutes walking time). In addition it also shows stations near the border where the 800m buffer encroaches East Renfrewshire's boundary.

Approximately 46% of residential properties are within 800m of a train station. Current plans to develop a new station at Barrhead South will include a number of additional existing properties in the South of Barrhead, as well as servicing the new development included within the Barrhead South master plan.

Figure 14: Train Stations with an 800m buffer and train line

Residences	Within 800m of Station	Out-with 800m of Station
38433	18821 (46%)	20612 (54%)





Appendix A: Site Evaluation Criteria

Q1: What is the Land use type?	Score
Brownfield	3
Mix - mostly Brownfield	2
Mix - mostly Greenfield	1
Greenfield	0
Open space (D5)	-3
Site Score	

Q2: Where is the site located?	Score
Site entirely within urban area	3
Green belt site adjacent urban area with development/ strong boundaries on 3 or more sides	2
Green belt site adjacent urban area with development/ strong boundaries on 2 sides	1
Green belt site adjacent urban area with development/ strong boundaries on 1 side	0
Isolated/detached Green belt site	-3
Site Score	

Q3: Impact of Development	
a) For sites within the URBAN AREA, how would the development impact on the character of the settlement	Score
Positive Contribution	3
Neutral	1
Negative Contribution	0
b) For sites within the GREEN BELT, how would the development impact on the landscape character or setting of the settlement	Score
Neutral	3
Moderate Impact	1
Significant Impact	0
Site Score	

Q4: Ownership/market Interest	Score
Is the site under the ownership/option to a Developer?	3 if yes 1 if marketed 0 if none
Are there any legal burdens or further land assembly required?	-1 for any burdens/land assembly required
Site Score	

Q5: Does the site fall within or affect a national (SSSI/TPO) or local site (LBS) of environmental or biodiversity/ecological value?	Score
No adverse/neutral impact	3
Moderate impact	1
Significant impact	0
Site Score	

Q6: Will the proposal adversely affect Conservation Area/Listed Building/Archaeology/Ancient Monument?	Score
No adverse/neutral impact	3
Moderate impact	1
Significant impact	0
Site Score	

Q7: How accessible is the site to existing services and facilities?	Score
High accessibility	3
Medium accessibility	1
Low accessibility	0
Site Score	

Q8: How accessible is the site to public transport? Rail 800m bus 400m	Score
High accessibility (both)	3
Medium accessibility (1 only)	1
Low accessibility (neither)	0
Site Score	

Q9 Are there any constraints to development including: <ul style="list-style-type: none"> • Flood Risk • Drainage • Contamination • Topography • Access • Infrastructure and Services 	Score
None/None known	3
Moderately constrained	1
Severely constrained	0
Site Score	

Appendix B: (Transport Aspects- Projects)

M77 Strategic Development Opportunity - Maidenhill/ Malletsheugh, Newton Mearns

Policy or Proposal	Timescales and Progress
Policy M2.1	<p>Short – Long Term Master plan adopted as SPG June 2015. Master plan informed by (amongst others):</p> <ul style="list-style-type: none"> • Strategic Transport Assessment; • Sustainable movement strategy including path networks, green corridors and public transport.....;

M77 Strategic Development Opportunity - Barrhead South - Springhill, Springfield, Lyoncross

Policy or Proposal	Timescales and Progress
Policy M2.2	<p>Short – Long Term Master plan adopted as SPG June 2015. Master plan informed by (amongst others):</p> <ul style="list-style-type: none"> • Strategic Transport assessment • Sustainable movement strategy including path networks, green corridors and public transport.....; • Railway station and bus interchange proposal progressing (see Proposal Strat 3.6).

Barrhead North Strategic Development Opportunity - Shanks/Glasgow Road, Barrhead

Policy or Proposal	Timescales and Progress
Policy M3	<p>Short – Long Term Master plan adopted as SPG June 2015. Master plan informed by (amongst others):</p> <ul style="list-style-type: none"> • Road Network – The cumulative impact on the wider road network of the Barrhead North SDO has to be considered. A new roundabout has been constructed by the Council at the junction of Blackbyres Road / Glasgow Road that has capacity to manage the developments proposed in the Barrhead North SDO.

Braidbar Quarry, Giffnock

Policy or Proposal	Timescales and Progress
Policy M4	Medium - Long Term Site continues to be identified as protected open space under Policy D5.

Green Networks and Infrastructure

Policy or Proposal	Timescales and Progress
Policy D4	Short- Long Term Master plans strongly emphasise the need for sustainable transport solutions and opportunities for green networks and green infrastructure.

Schedule 3: Green Networks and Projects

Site Ref	Location	Description	Status and Progress
D4.1	Dams to Darnley Country Park	An enhanced green network incorporating biodiversity and landscape improvements, paths and open space and play provision.	Short to medium Term Ongoing - see separate City Deal insert for progress updates
D4.2	Barrhead South SDO, Barrhead	An enhanced green network incorporating biodiversity and landscape improvements, paths and open space and play provision.	Short to medium Term This will be delivered by house builders with the approved housing layouts incorporating the green network as detailed in adopted Masterplan. Construction on site has started. 2019 Feasibility and concept design for active travel links on periphery of SDO on Aurs Rd and Springfield Road.

Sustainable Transport Network and Active Travel

Sustainable Transport Networks

Policy or Proposal	Timescales and Progress
Policy D8	Short- Long Term Master plans strongly emphasise the need for sustainable transport solutions and opportunities for walking, cycling and use of public transport. The Council's capital programme provides £15m over the next five years to improve roads infrastructure. Draft Roads Development Guide prepared 2019.

Access

Policy or Proposal	Timescales and Progress
Policy D9	Short- Long Term Master plans strongly emphasise the need for opportunities for walking and cycling

Transport Impact

Policy or Proposal	Timescales and Progress
Policy D10	Short- Long Term Management and monitoring of planning applications through the development management process to ensure compliance with policy.

Electric Charging Infrastructure

Policy or Proposal	Timescales and Progress
Policy D11	Short- Long Term Management and monitoring of planning applications through the development management process to ensure compliance with policy. 11 charging points have been installed - 2 low output, 5 Medium output and 4 Rapid chargers.

Schedule 6: Sustainable Transport Networks and Access Projects

Site Ref	Location	Description	Timescales and Progress
D8.1	Council area wide	Core Paths	Short-Long Term No change to Core Paths Plan since adoption in 2012.
D8.2	Council area wide	Rights of way	Short-Long Term One route deleted by legal process in 2014.
D8.3	Council area wide	Strategic Cycle Corridors: f. Barrhead to Uplawmoor g. Giffnock to Newton Mearns h. Netherlee to Eaglesham and Whitelee Windfarm i. Busby to Barrhead j. Eaglesham to Barrhead	Short-Long Term Feasibility, options appraisal and concept design undertaken for key sections of all Strategic Cycle Corridors.
D8.4	Barrhead to Pollok	Levern Walkway route Flood Risk Assessment required.	Short-Long Term 800 metres of new route constructed in 2017. Path funded and constructed by Scottish Water as part of community benefit agreement. Flood Risk Assessment required.
D8.5	Barrhead South SDO, Barrhead	Access enhancements and new path networks.	This will be delivered by house builders with the approved housing layouts incorporating the green network as detailed in adopted master plan. Construction on site has started.
D8.6	Dams to Darnley Country Park, Lyoncross, Barrhead	New car park to serve Dams to Darnley Country Park.	Medium Term Legal Agreement in place for new car park. Associated road and path line to be constructed by the Council.
D8.7	Dams to Darnley Country Park, Lyoncross, Barrhead	A new path link to Waulkmill Glen Reservoir from Lyoncross.	Medium Term Dependant on ongoing negotiation with land owner.
D8.8	Blackbyres Road / Grahamston Road, Barrhead	Junction improvements.	Short-Medium Term As identified in the Barrhead North master plan Policy M3.

Site Ref	Location	Description	Timescales and Progress
D8.9	Busby Railway Station to Williamwood High School	Improvements to core path and local access network.	Short-Medium Term Feasibility and detailed design undertaken 2018 for local route active travel link from Williamwood High School to Busby Train Station.
D8.10	Busby Glen/ Overlee Park, Clarkston	Extension of White Cart Walkway and associated green network improvements.	No progress, longer term project. Any proposals will have to be planned in order to be sensitive to areas of Ancient Woodland, Local Biodiversity Site and Site of Special Scientific Interest.
D8.11	Eaglesham-Darvel	Long distance/cycling and walking route.	Short-Long Term Negotiations with landowners in relation to the (weavers trail) route are ongoing. The associated route improvements will take place once legal agreements are in place.
D8.12	Davieland Road, Giffnock	Improvements to provide safer pedestrian, cycling, parking, streetscape improvements and associated links with Rouken Glen Park.	Short-Medium Term Options and appraisal and concept design undertaken 2019.
D8.13	Netherlee to Giffnock	Potential for feasibility study for access across railway line for pedestrians and cyclists.	Long Term Ongoing.
D8.14	Double Hedges Road and Glen Shee Avenue, Neilston	Path improvements and allotments.	Short-Medium Term Outline design and construction detail produced 2013. Further review undertaken 2018 and 2019 as part of Strategic Cycle Corridor 1 feasibility and options appraisal (Proposal D7.15).
D8.15	Neilston Uplawmoor Active Travel link	Proposed active travel link along former rail corridor between Neilston and Uplawmoor.	Short-Medium Term Feasibility undertaken 2019 as part of Strategic Cycle Corridor 1 development.
D8.16	Dams to Darnley Country Park, Newton Mearns	New path links between Patterton Train Station and Darnley Mains to Waulkmill Glen Reservoir.	No progress, longer term project. Continuing aspiration, depending on agreement with other parties.

Site Ref	Location	Description	Timescales and Progress
D8.17	Waterfoot - Eaglesham	Longer term potential for improvements to Glasgow Road footpath/cycleway.	Medium – Long Term Feasibility study completed, options under consideration.

Schedule 7: Environmental Projects

Site Ref	Location	Description	Timescales and Progress
D9.1	Dams to Darnley Country Park	<p>Implementation of management / access plans including:</p> <ul style="list-style-type: none"> • Realignment and upgrades of Aurs Road – Proposal Strat3.1 • Proposed Visitor Centre, car park and cable wakeboard facility – Proposals Strat3.3 and D12.3 • Pedestrian/cycle boardwalk – Proposal Strat3.4 • Realignment and upgrades of Balgraystone Road - Proposal Strat 3.6 • Enhanced green network – Proposal D4.1 • New car park – Proposal D8.6 • New path networks – Proposals D8.7 and D8.16 	<p>Short to Long term SPG for Dams to Darnley Country Park adopted June 2015. Upgrades to be delivered through Barrhead South (Policy M2.2) and Maidenhill (Policy M2.1) master plans, City Deal projects (Proposal Strat 3) and development contributions.</p>
D9.2	Whitelee Access Project	<p>Implementation of management / access plans including:</p> <ul style="list-style-type: none"> • Proposal D4.13– An enhanced green network incorporating biodiversity and landscape and path improvements and recreation/leisure facilities. 	<p>Short to Medium term Ongoing implementation and management of Whitelee project.</p>



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