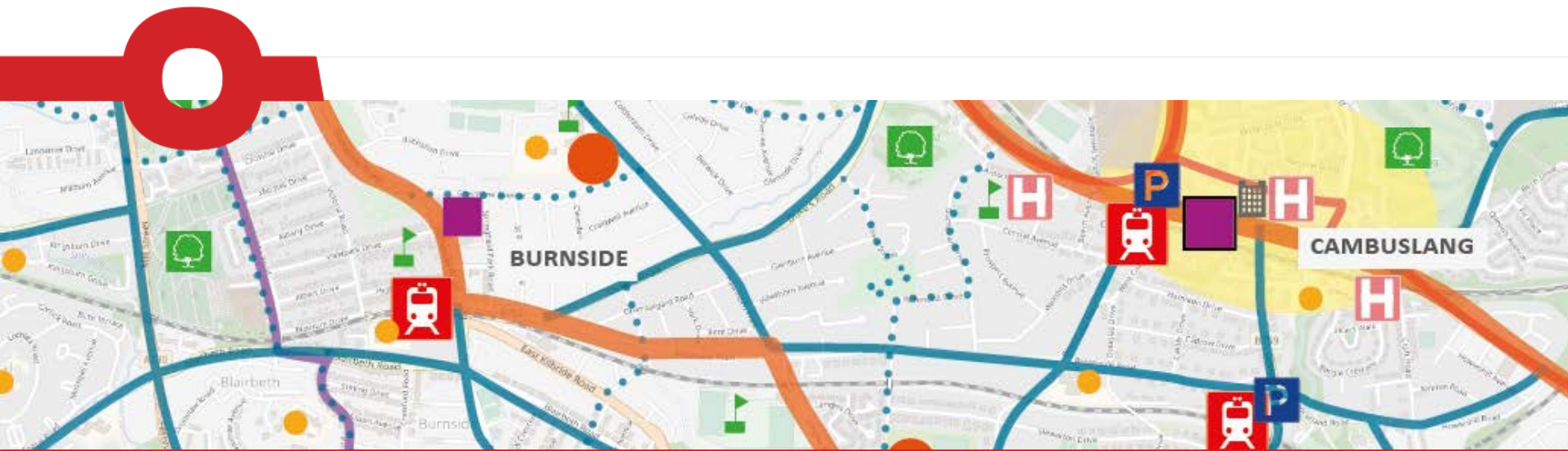


14 June 2019

Rutherglen and Cambuslang area Active Travel Network Plan



Version 3.0 – Final for publication

Contents



1. Introduction
 - Aims of the study
 - Approach
 2. Context and current situation
 - Study area definition
 - Key destinations
 - Planned and future developments
 - Current cycle network and use
 3. Policy framework and previous/ongoing studies
 4. Outcome of initial engagement
 - Online questionnaire survey
 - Placecheck online map
 5. Proposed network and early priorities
 - Principles of the proposed network
 - Cycling Potential Model
 - Proposed cycle network – key destinations and connections
 - Proposed cycle network – Early priorities
 - Key delivery principles
 6. Conclusion
- Appendix A: Large scale map of key destinations
- Appendix B: Respondents comments from the online questionnaire, placecheck and workshops feedback
- Appendix C: Large scale map of proposed cycle network



1. Introduction

Aims of the study

Objectives of the study

The aim of the study is to identify the actual and perceived barriers to cycling for everyday journeys to work/school/leisure in and around the Rutherglen and Cambuslang area, to encourage modal shift to walking and cycling and to promote the area as a Cycle Friendly Town.

The Active Travel Network Plan will:

- Identify major destinations and how well they are currently connected
- Create a schematic cycle network connecting those destinations, establishing what a complete cycle network in Rutherglen and Cambuslang area would look like
- Identify a programme of recommendations to make active travel a viable option for everyday journeys in and around the Rutherglen and Cambuslang area
- Define the functions and derived level of provision for the different types of connections

This is the second, following East Kilbride, of a series of studies which will see active travel networks covering South Lanarkshire's main settlements.

Approach



1. Initial technical review

- Key destinations, existing and planned, to estimate level and distribution of demand
- Physical barriers
- Policy context and planned changes
- Identification of a potential cycle network and opportunities for implementation

2. Public engagement on recommendations

- On-line survey
- Placecheck

3. Update of recommendations on:

- Potential cycle network and upgrades to walking environment
- Opportunities for implementation and next steps



2. Context and current situation

Study area definition

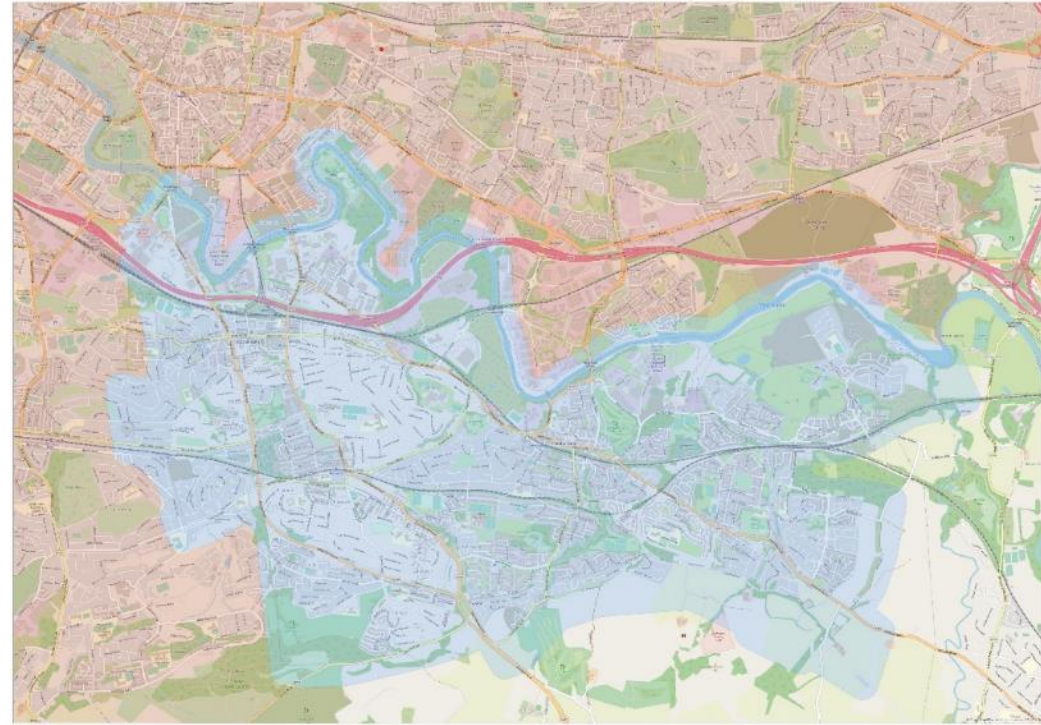
The study is focused on the Rutherglen and Cambuslang area of South Lanarkshire. The adjacent map shows the extent of the area being considered. Connections to the wider areas have been considered to create an integrated study.

The population of the area was estimated at 53,895 habitants in 2016¹.

Although in South Lanarkshire Council, the area functions as an inner suburb of Glasgow, with Rutherglen Town Centre approximately 3 miles from Glasgow City Centre.

The Rutherglen and Cambuslang area covers approximately 26km². Retail and civic activity is focused on Rutherglen Main Street and Cambuslang Main Street. Smaller retail cores are spread across the area, for example at Halfway or Burnside. Within the study area there are 27 primary schools, 4 high schools and a college of further education.

There are numerous local employers, with several large business parks as well as major retail and leisure development in the area. The Rutherglen and Cambuslang area is well connected to Glasgow and other South Lanarkshire towns at Hamilton and Uddingston. There are five railway stations (Rutherglen, Cambuslang, Burnside, Kirkhill and Newton) and a several bus routes connecting with Glasgow.

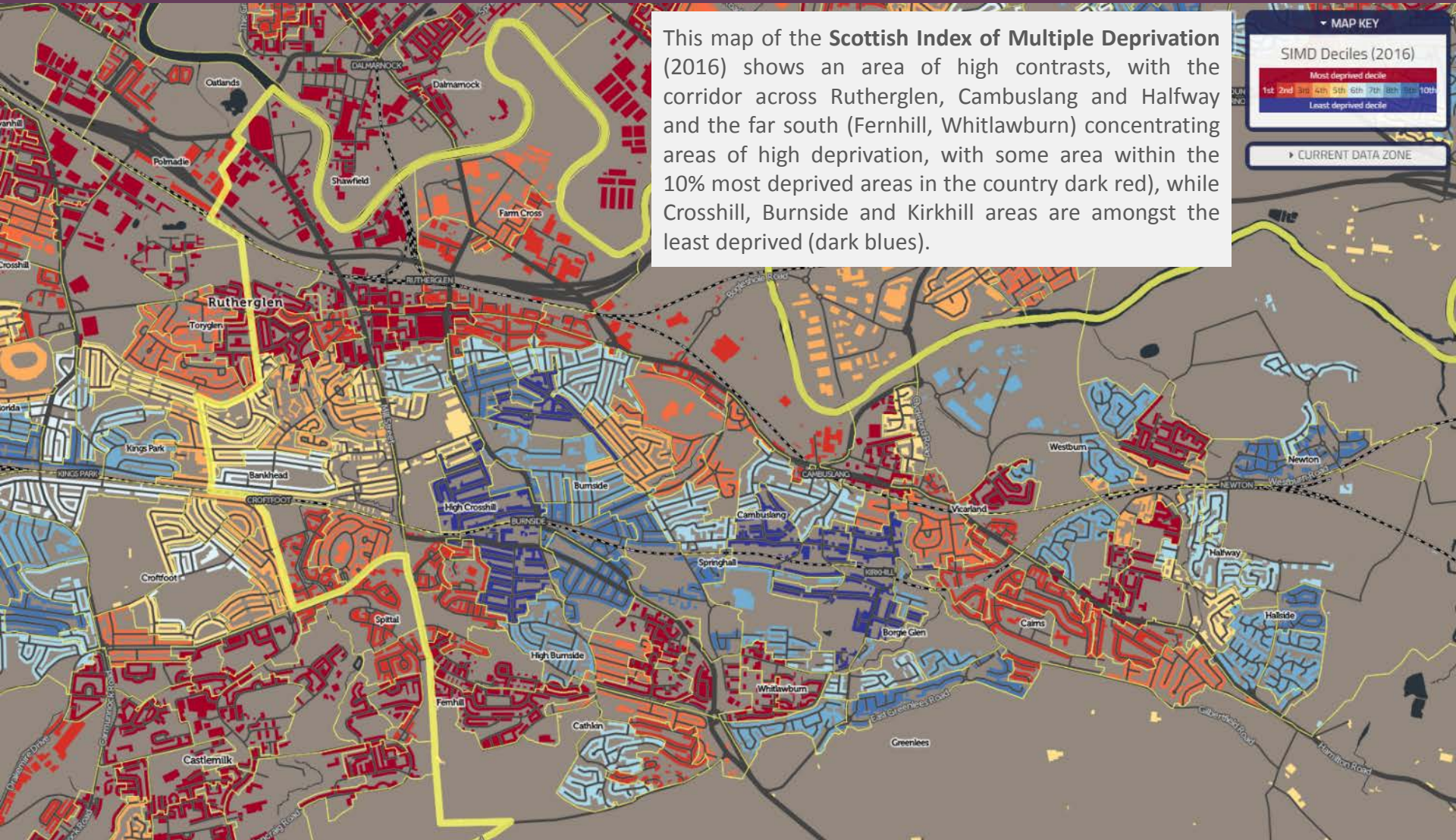


Rutherglen and Cambuslang area Cycle Network 2019 – study area

¹Population Estimates for Settlements and Localities in Scotland, Mid-2016

Study area definition

This map of the **Scottish Index of Multiple Deprivation (2016)** shows an area of high contrasts, with the corridor across Rutherglen, Cambuslang and Halfway and the far south (Fernhill, Whitlawburn) concentrating areas of high deprivation, with some area within the 10% most deprived areas in the country dark red), while Crosshill, Burnside and Kirkhill areas are amongst the least deprived (dark blues).

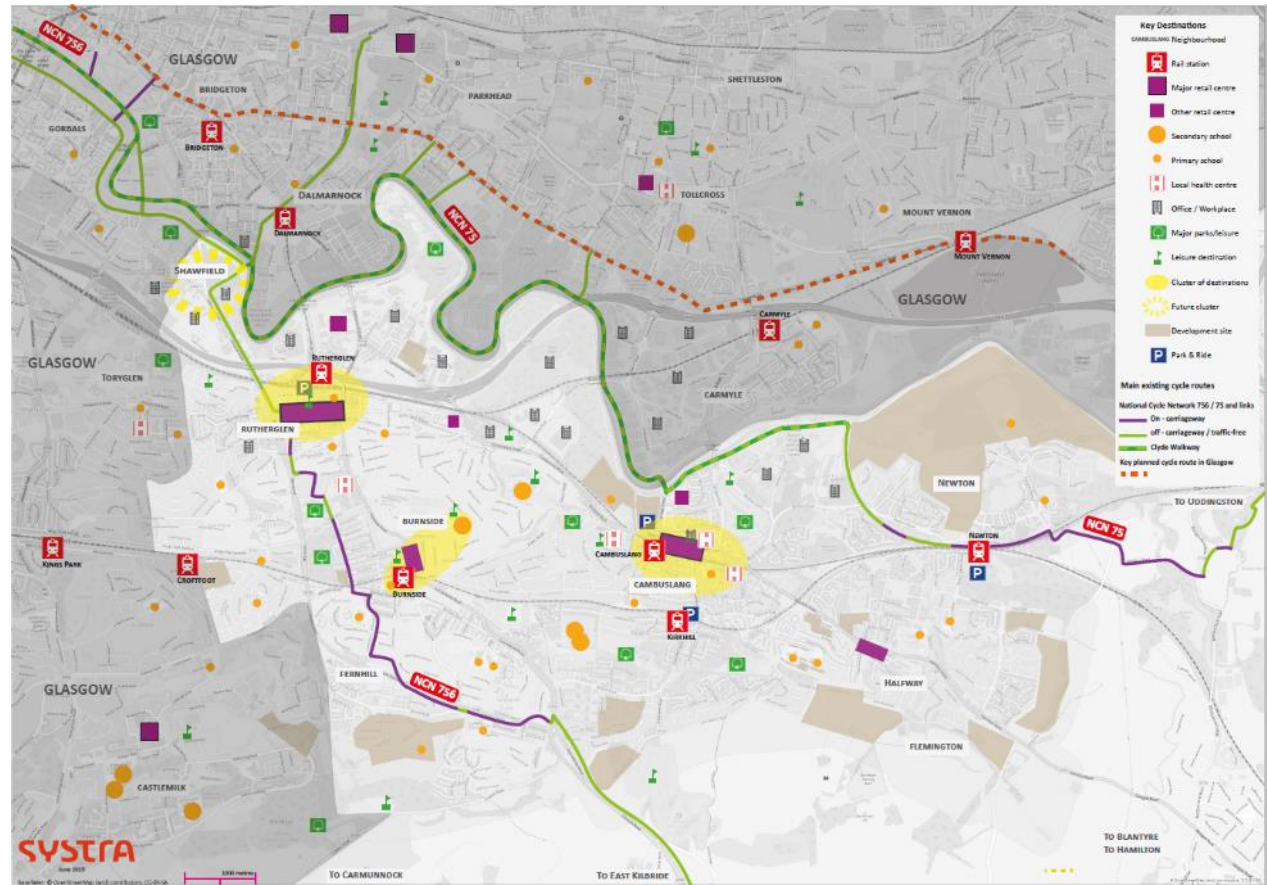


Key destinations

This map identifies all the significant local destinations which would need to be connected in a coherent cycle network, and have convenient and accessible routes within walking distance.

It also suggests clusters of destinations likely to attract large numbers of people, forming the basis for core connections.

A larger version of this map is included in Appendix A



Planned and future developments

The population growth which Rutherglen and Cambuslang area has experienced in the past few years is expected to continue according to the South Lanarkshire Local Development Plan (2015). The development sites and infrastructure projects most relevant to the area active travel plan are listed below.

- **Park and Ride:** The Local Transport Strategy proposes an increase to Park & Ride capacity by 680 spaces across the region by 2023, including capacity increases at Park & Ride sites within the study area.
- **Residential Development Sites:** Between 2017 and 2024 there is a programmed output of 7,270 housing units and a post 2024 output of 10,328. South Lanarkshire Council has identified land supply to meet its projected housing requirements including Newton Community Growth area, Gilbertfield Road and Lightburn Road in Cambuslang.
- **Development Framework Sites:** A number of additional development framework sites have been identified in the proposed plan; many of which already benefit from planning permission in principle and the transport impacts have already been considered through the planning process (e.g. Clyde Gateway).
- **Infrastructure Projects:** Four infrastructure projects within South Lanarkshire totalling £168 million investment are part of the Glasgow City Deal initiative. Within the study area, the Cathkin Relief Road was one of the earlier City Deal projects to be completed, opening in 2017. Other infrastructure projects in South Lanarkshire include Stewartfield Way and Greenhills Road in East Kilbride.
- **Community Growth Areas:** The Newton Community Growth Area, where development has already started, is also within the study area. and three other Community Growth Areas in East Kilbride, Hamilton, and Larkhall.

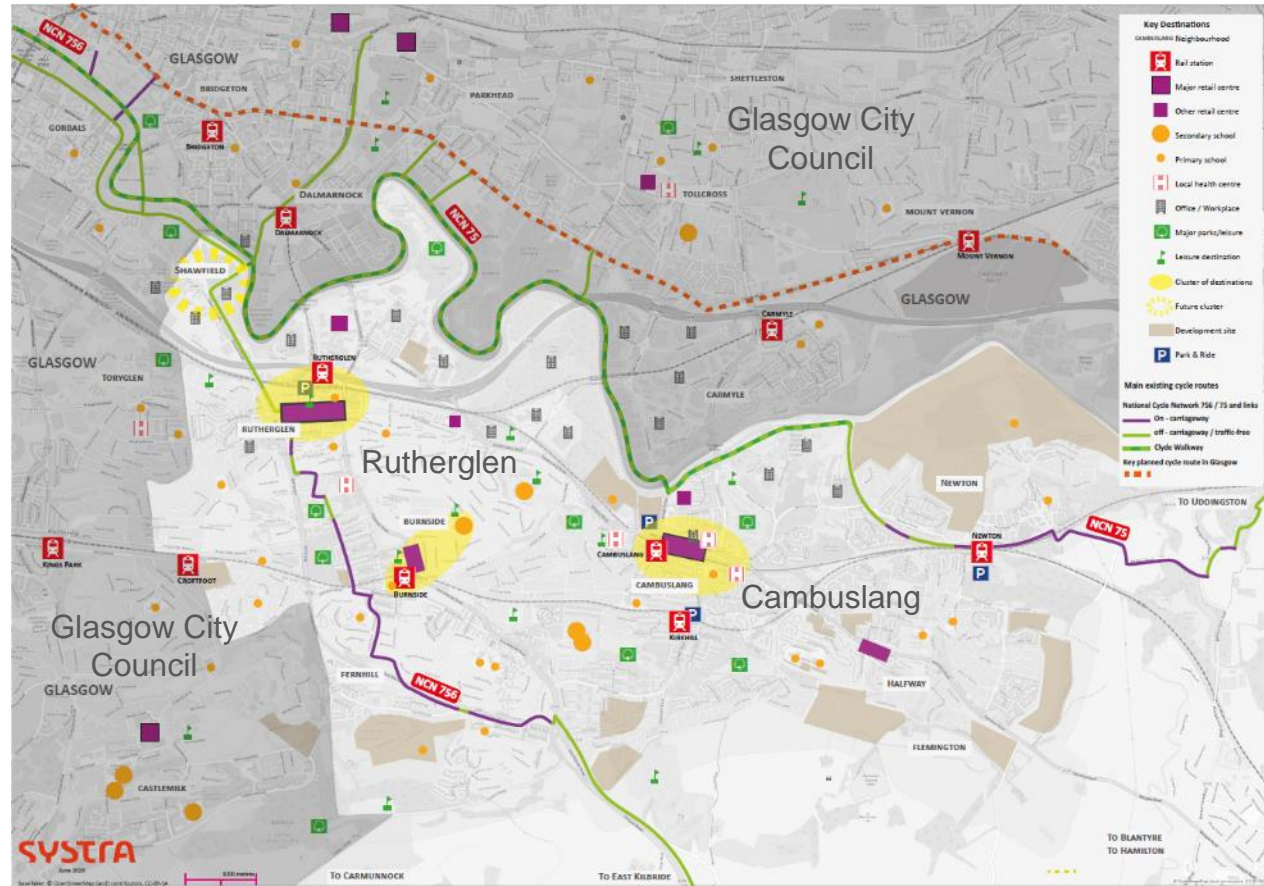
Current cycle network and use

Current cycle network

The main signposted cycle route in the town is National Cycle Route 756, which starts at East Kilbride Station and heads north towards Rutherglen to Glasgow city centre. The National Cycle Route 75 utilises the River Clyde path and connects with Newton rail station. Other routes include:

- Hamilton – Cambuslang - Rutherglen town centre
- Glasgow city centre to Dalmarnock Road
- Glasgow city centre to Mount Vernon
- Glasgow city centre to Baillieston

Overall the quality of infrastructure is variable, and as can be seen on the adjacent map all the routes are radial routes to Glasgow city centre, with limited local routes between and within neighbourhoods.



Current cycle network and use

Current use

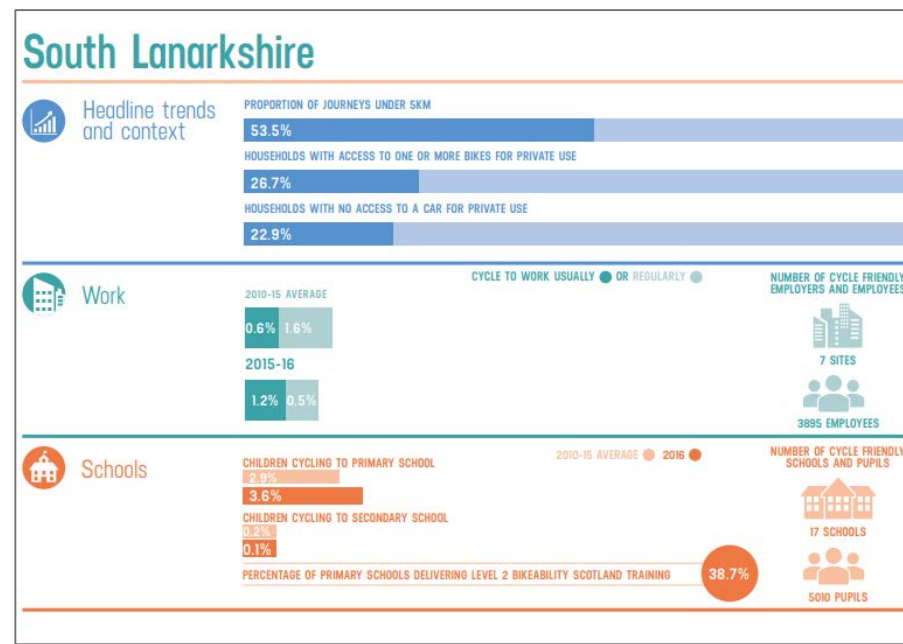
There is limited recent information at the scale of Rutherglen and Cambuslang, however in South Lanarkshire overall, 72% of journeys made by South Lanarkshire residents used a car / van as the main mode (in terms of distance) either as a driver or passenger, whereas 27% journeys were made by walking, cycling, bus, rail, Subway or tram as the main mode/method of travel.

Cycling mode share remains very low across most of Scotland with cycling being the main mode of travel for 1.2% in 2016.

Across the Council area, the percentage of cycling to work “usually” has shown a slight increase from 0.6% in 2010-2015 to 1.2% in 2015-2016, but again remains very low.

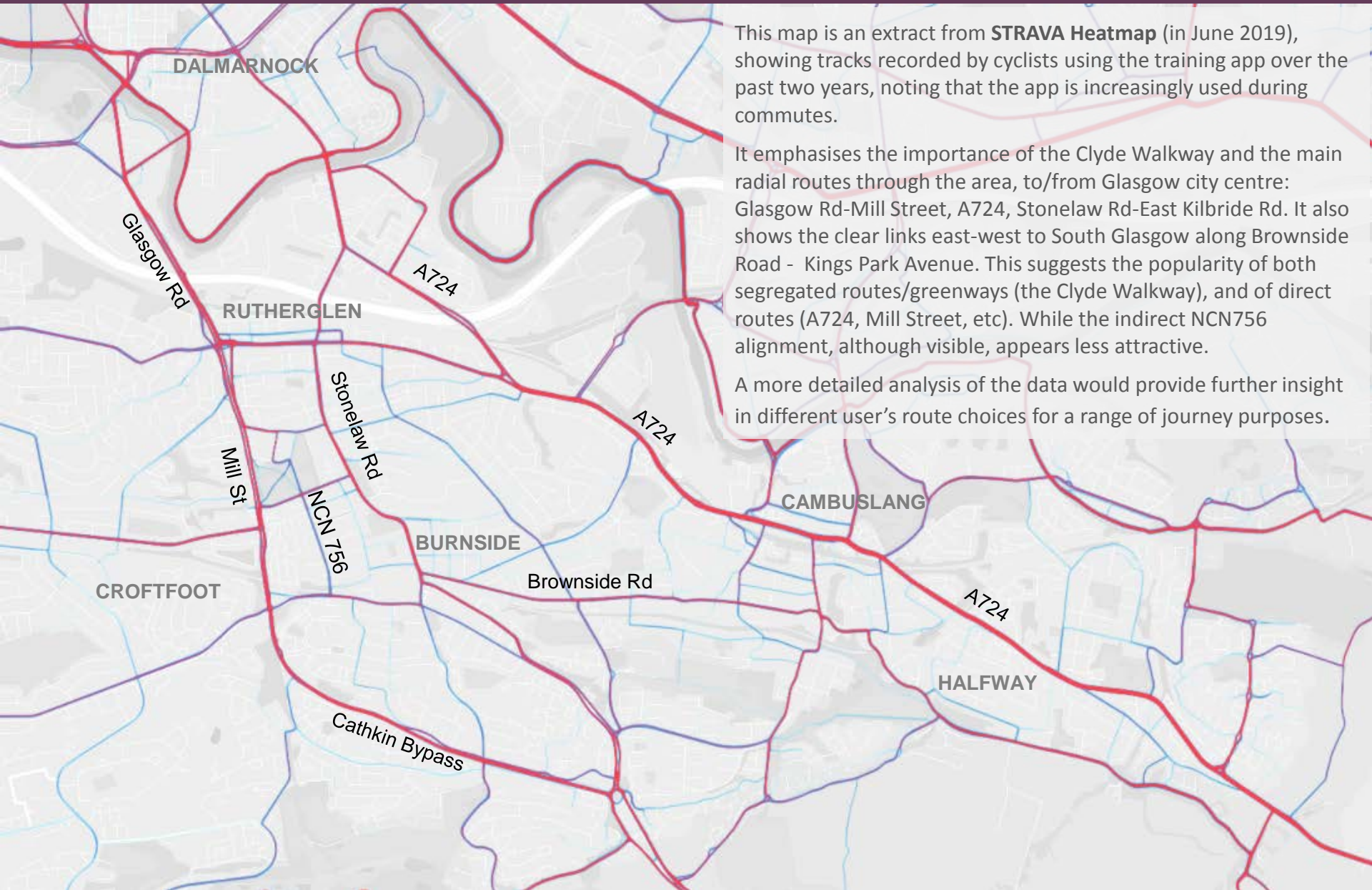
It should also be noted that the percentage of primary schools delivering level 2 Bikeability training has been increased from 29.7% in 2017 to 38.7% in 2018.

For walking, limited data is available, however it remains an essential mode of travel, as a main mode for local journeys, as an access mode to public transport (from bus stops to rail stations and transport interchanges), and as the beginning and end of every single journey, including those by car.



Source: Annual Cycling Monitoring Report – 2018, Cycling Scotland (note most of the data is from 2016)

Current cycle network and use – Where do people currently cycle?

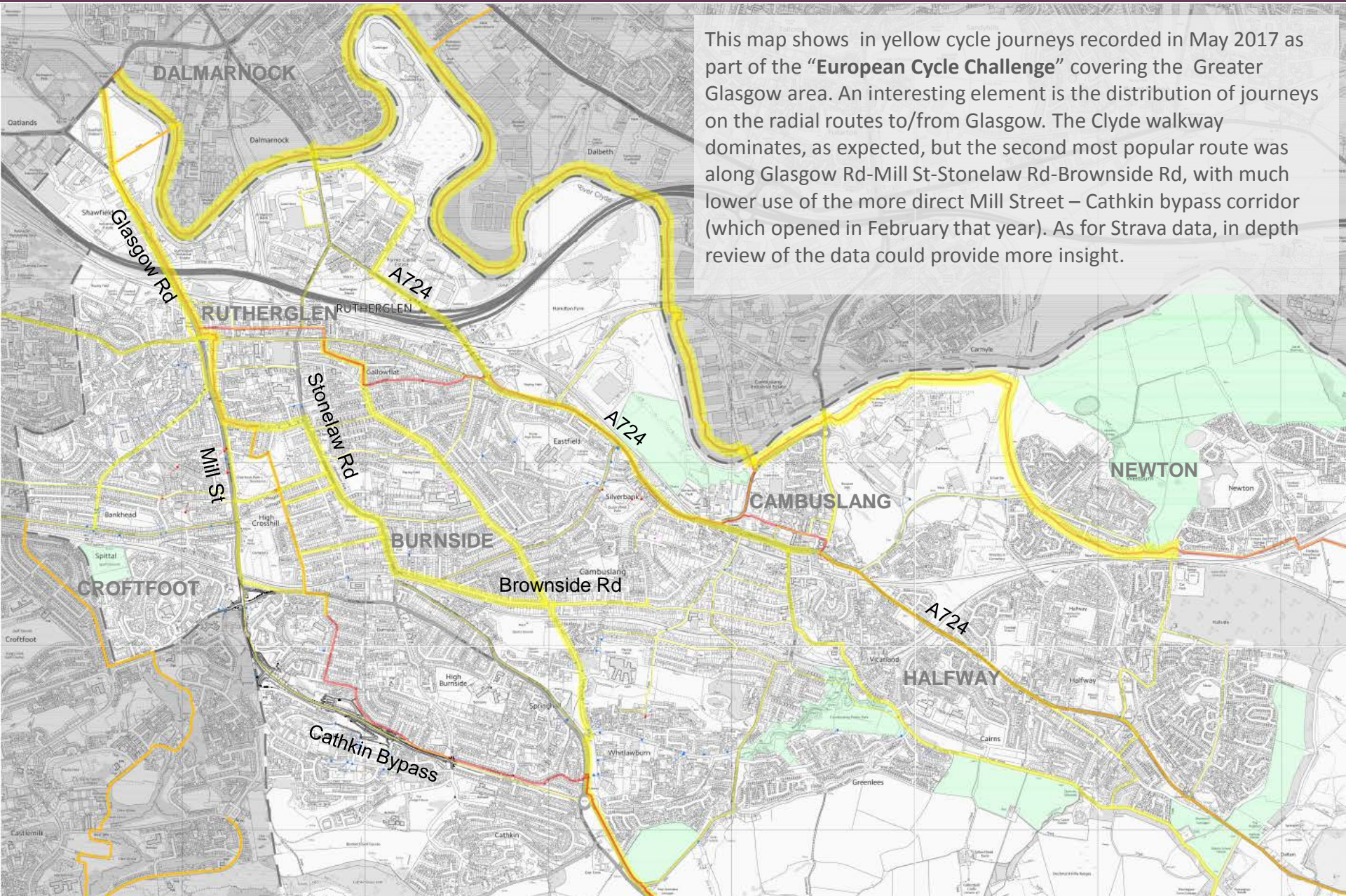


This map is an extract from **STRAVA Heatmap** (in June 2019), showing tracks recorded by cyclists using the training app over the past two years, noting that the app is increasingly used during commutes.

It emphasises the importance of the Clyde Walkway and the main radial routes through the area, to/from Glasgow city centre: Glasgow Rd-Mill Street, A724, Stonelaw Rd-East Kilbride Rd. It also shows the clear links east-west to South Glasgow along Brownside Road - Kings Park Avenue. This suggests the popularity of both segregated routes/greenways (the Clyde Walkway), and of direct routes (A724, Mill Street, etc). While the indirect NCN756 alignment, although visible, appears less attractive.

A more detailed analysis of the data would provide further insight in different user's route choices for a range of journey purposes.

Current cycle network and use – Where do people currently cycle



This map shows in yellow cycle journeys recorded in May 2017 as part of the “**European Cycle Challenge**” covering the Greater Glasgow area. An interesting element is the distribution of journeys on the radial routes to/from Glasgow. The Clyde walkway dominates, as expected, but the second most popular route was along Glasgow Rd-Mill St-Stonelaw Rd-Brownside Rd, with much lower use of the more direct Mill Street – Cathkin bypass corridor (which opened in February that year). As for Strava data, in depth review of the data could provide more insight.



3. Policy Framework and Previous/ongoing Studies

Policy framework

The Rutherglen and Cambuslang area Active Travel Strategy, supports the delivery of policy and strategy objectives at all levels of government, including policy areas relating to health and air quality. Key policy documents include:

National Policy and strategy

In 2013, the Scottish Government published its **Cycling Action Plan for Scotland**. Its vision is that: “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” It was last updated in 2017, maintaining the same vision. It sets out 19 actions to achieve this, under priority headings of: leadership and partnership; infrastructure, integration and road safety; promotion and behavioural change; resourcing; and monitoring and reporting.”

Let’s Get Scotland Walking: The National Walking Strategy (2014) and the **Cycling Action Plan for Scotland (CAPS) (Scottish Government, 2013)** set out clear ambitions for increasing the proportion of short journeys completed by walking or cycling, including trips to/from school.

The plan is also informed by the objectives set out in the **National Transport Strategy**, the **National Planning Framework 3(NPF3)**. NPF3 highlights the importance of place, and identifies where the national priorities for investment should take place to support the core aim in the Government’s Economic Strategy for sustainable economic growth.



Policy framework

Regional Policy and strategy

Clydeplan Strategic Development Plan 2 (SDP2), produced by the Glasgow and the Clyde Valley Strategic Planning Authority, was approved in 2017 and provides the strategic context for development in the wider Glasgow city-region. SDP2 aims to support economic competitiveness and social cohesion, and acknowledging as the need to adopt a sustainable environmental approach.



The **City Region Economic Strategy** aims to promote sustained and inclusive economic growth across the Glasgow City Region. This builds on the projects already identified through the City Deal initiative.



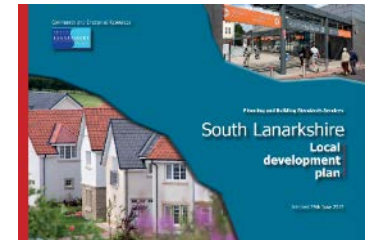
In **A Catalyst for Change (2008)**, Strathclyde Partnership for Transport sets as a strategic priority to “encourage modal shift to sustainable modes” and “promote ‘smarter choices’, travel planning and active travel” (SPT Catalyst for Change, 2008). SPT is currently developing a new regional transport strategy.



Policy framework

Local Policy and strategy

The **South Lanarkshire Local Development Plan (2015)** sets out a framework for pursuing the continued growth and regeneration of South Lanarkshire by seeking sustainable development in an improved urban and rural development. A proposed LDP2 was approved by committee in July 2018 however is not yet formally adopted.



South Lanarkshire Cycling Strategy, 2015-2020 forms part of the **Local Transport Strategy 2013-23**. The strategy aims to increase the opportunities for people to live more active lifestyles through the provision of cycling and walking facilities and their promotion. It also aims to improve local air quality by reducing emissions and pollution.



Park & Ride Strategy, South Lanarkshire Council (2017-2026) sets out the Council's strategic, rail based Park & Ride objectives. The strategy aims to enable increasing levels of multi modal journeys and in doing so reducing private car mileage.



Policy framework

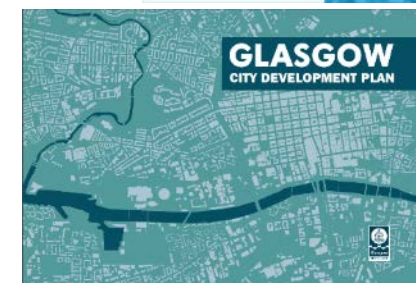
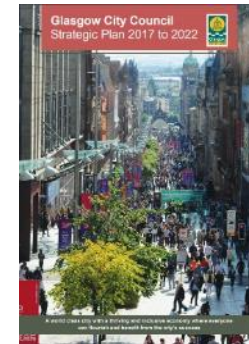
Other relevant strategies

Related strategies published by Glasgow City Council are included here in consideration of geographical proximities and functions of Rutherglen and Cambuslang as suburbs to Glasgow

Glasgow City Council Strategic Plan 2017 to 2022 aims to provide “a more connected service for all our citizens and visitors” across the Glasgow City Region and contribute to active travel networks.

Glasgow’s Strategic Plan for Cycling 2016 to 2025 aims “to create a vibrant Cycling City, where cycling is accessible, safe and attractive to all”. It will create an integrated network of routes, linking communities to the City Centre. This will include high quality infrastructure and facilities for the users.

Glasgow City Development Plan (2017) seeks to ensure that Glasgow is a connected city by sustainable and active travel. The Plan includes the upgrade or provision of sustainable transport infrastructure along the River Clyde.



Previous and ongoing studies

Cuningar Loop

Transformation of 15 hectares of derelict along the River Clyde into an attractive woodland park. This included the Cuningar footbridge which connects Cuningar Loop Park to Dalmarnock, Bridgeton communities and Glasgow east



National Cycle Network and other routes extension

The cycling network was extended through the construction of new schemes in the area, this includes:

- NCN Route 75 from Uddingston to Cambuslang
- NCN Route 756 between East Kilbride and Glasgow
- The cycle route between Rutherglen and Lesmahagow (via Hamilton, Larkhall, Stonehouse and Kirkmuirhill)

Secure cycle facilities were also introduced at most train stations in the area.



East City Way

Glasgow City Council is currently developing designs along London Road, aiming to “deliver a safer, more comfortable walking and cycling active travel route between the city centre and Mount Vernon, extending to the Lanarkshire boundary, connecting communities and local amenities along its 7km length.” (source: GCC consultation material)



Previous and ongoing studies

South Lanarkshire Bike Share Scheme – Feasibility Study, 2017

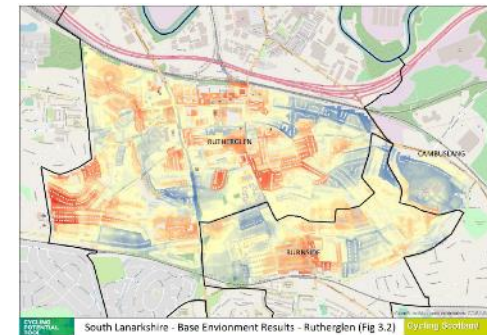
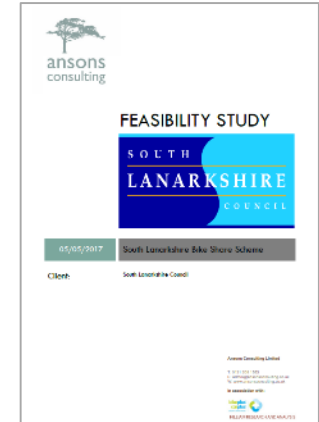
In January 2017, South Lanarkshire Council commissioned a study to help determine whether there is scope for one or more bike share schemes to operate in Rutherglen area and/or East Kilbride.

The findings of this study suggest it is likely to be feasible to extend the existing Glasgow bike share scheme service into Rutherglen. Bikes from the existing scheme are already seen in Rutherglen, there is significant potential demand, good path infrastructure is already in place and the proposed extension of the Glasgow scheme operation to areas on the border of South Lanarkshire would both fill gaps in the network and help stimulate additional demand. There also appears to be support from stakeholders in the area for an extended scheme.

Analysis of South Lanarkshire with the Cycling Potential Tool, Areas of Interest and Base Environment (Stage 1).

In 2018, Cycling Scotland have entered into partnership with South Lanarkshire Council to investigate the cycling potential of 6 settlements across the authority including Rutherglen and Cambuslang, using the Cycling Potential Tool (CPT) they developed. The Cycling Potential Tool (CPT) provides an evidence base to inform decision-making about which areas throughout Scotland may gain the largest impact from investment in cycling at a local level. This first report solely focused on identifying the Areas of Interest and the Base Environment analysis, looking at the following factors: slope/hilliness, road speed, physical barriers, access to services, current cycle mode share, average distance travelled to school and work, and population density.

Findings for Rutherglen and Cambuslang and the implications for the future network are presented later in this report.



Previous and ongoing studies

Rutherglen and Cambuslang Main Street feasibility study

The study aimed to transform Rutherglen and Cambuslang Main Streets to more user friendly and attractive places for the people who live and work in the area. The concept designs developed by SYSTRA aimed to:

- Improve both walking and cycling environment and facilities
- Enhance safety in the area for cycling and walking
- Convert the street into a pleasant place where people want to spend time

The proposals were developed and discussed based on questionnaire surveys, workshops and public engagement events.



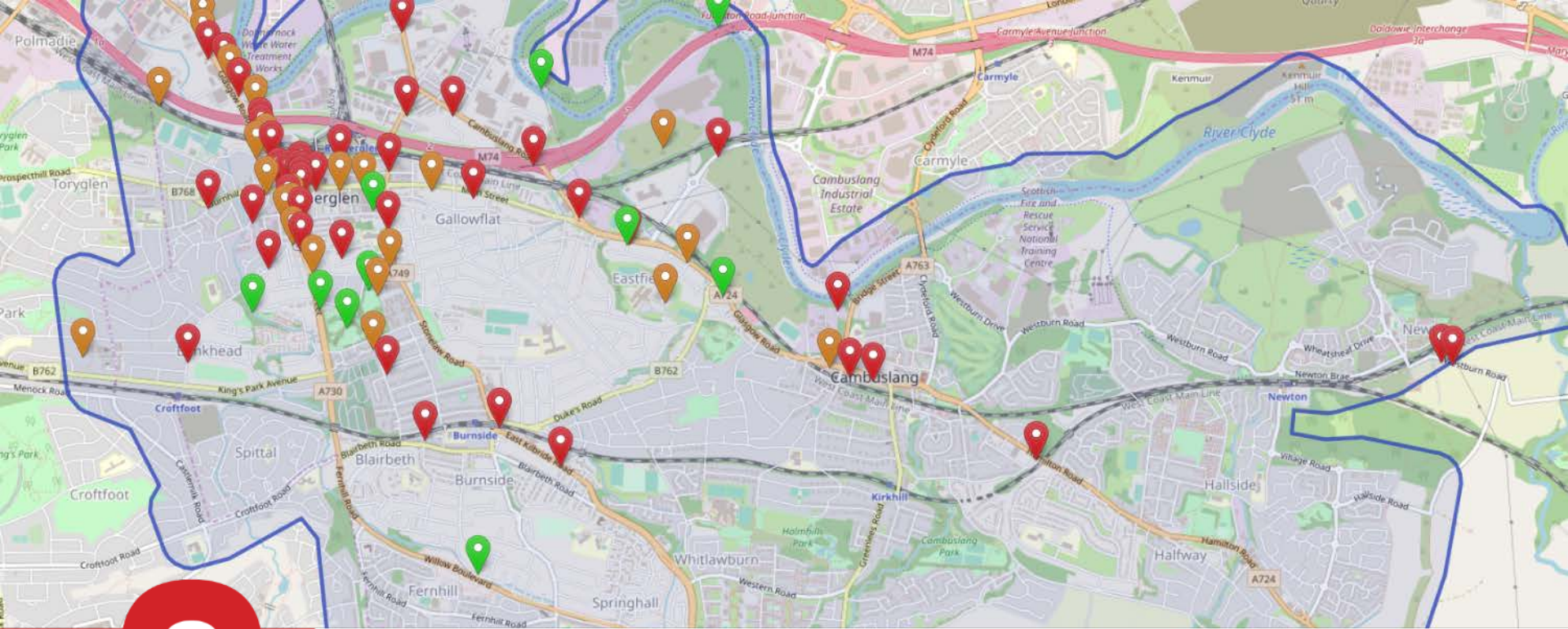
North Toryglen green space & active travel design project

The project seeks to improve local walking and cycling experiences and upgrade green spaces in and around North Toryglen. The design proposal aims to:

- Improve and extend active travel routes
- Provide better connections
- Improve the quality of green spaces

The study involved a number of consultation and engagement activities.



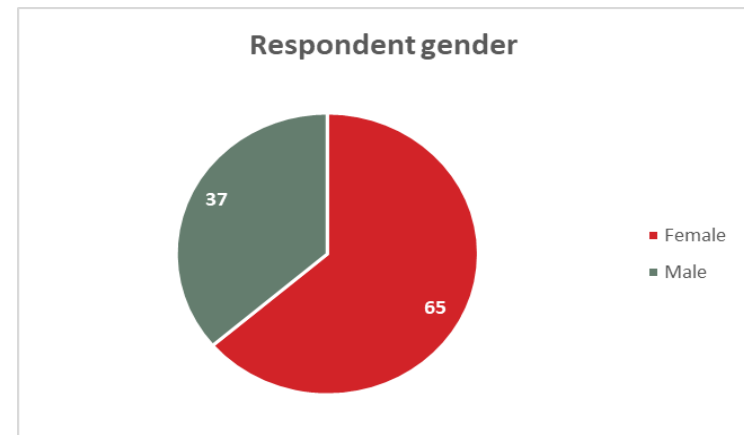
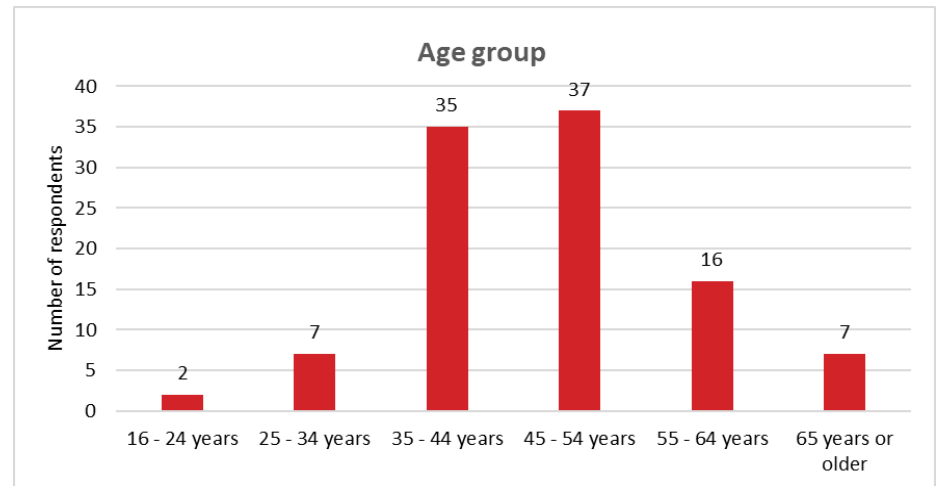


4. Outcome of Initial Engagement

Online questionnaire survey

Respondents profile

- This survey provides useful information, however 104 respondents, is a small sample and care should be taken when drawing conclusion. However, the findings are in line with those of the same survey undertaken for the East Kilbride study, where over 400 responses were gathered. The results are therefore considered relevant.
- 83% of respondents have G73 and G72 home postcodes, travelling to destinations in Rutherglen and Cambuslang area, typically within an easy cycling or walking distance.
- 65% of respondents are women. This provides information from a traditionally underrepresented group in cycling, and in transport planning while typically undertaking a disproportionate share of short, local journeys (school run, shopping, caring, etc.).



Online questionnaire survey

Where do respondents travel in Cambuslang/Rutherglen?

Top destinations were as expected as follows:

- Rutherglen/Cambuslang town centre
- Train stations
- Burnside

How do respondents travel to their destinations?

Top 4 transport modes to their destination:

- Walking (36 people)
- Car as lone driver (23 people)
- Cycling (20 people)
- Car as driver with passenger(s) (16 people)

For what purposes?

Top 3 reasons for traveling to all destinations quoted:

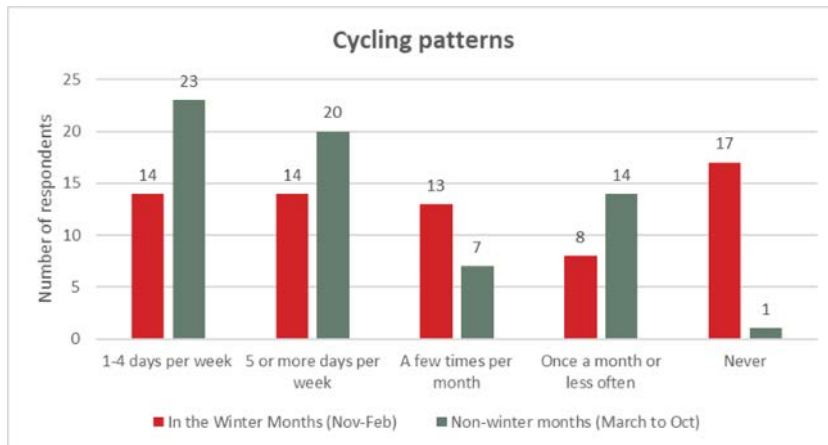
- Commute to work (cited by 47 respondents of the sample)
- Shopping/personal business (cited by 16 respondents of the sample)
- Dropping off/picking up children from nursery/school (cited by 15 respondents of the sample)

Key point: *No individual school is a top destination in itself, however, when added up, the school run is the fourth most quoted reason for travelling. This highlights the importance of considering very local journeys within neighbourhoods and not only commuter routes, when developing walking and cycling infrastructure. If adequately provided for, a lot of those trips (although not all) could easily be walked or cycled.*

Online questionnaire survey

Cycling frequency?

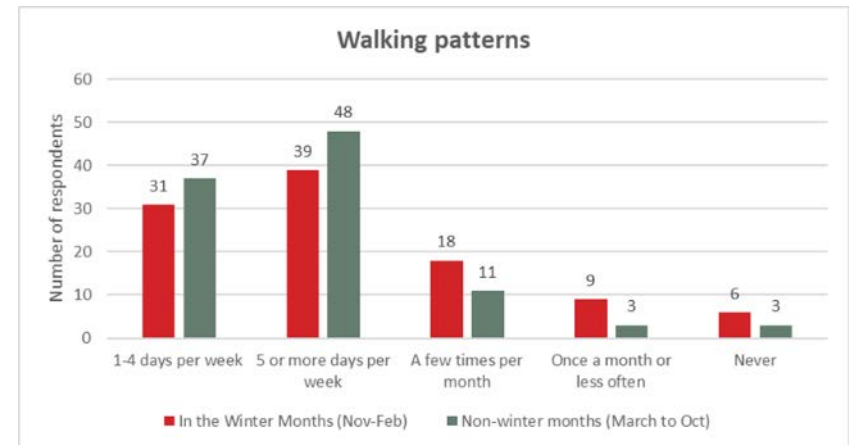
- 29 respondents had no access to a bike
- Of those who have a bike, 66 people had cycled over the past year



Cycling seasonal pattern

And when do people walk?

- Overall, there is not a large difference between winter and non-winter statistics, showing more people walking in the winter for those who do not walk very often.

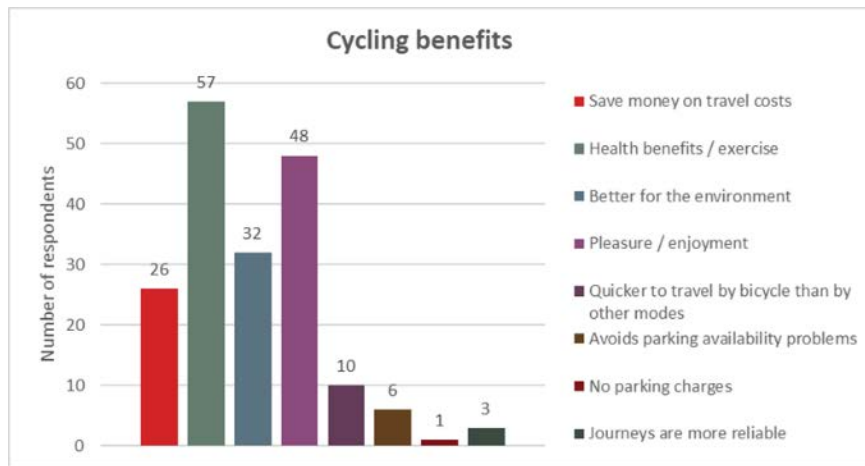


Walking seasonal pattern

Online questionnaire survey

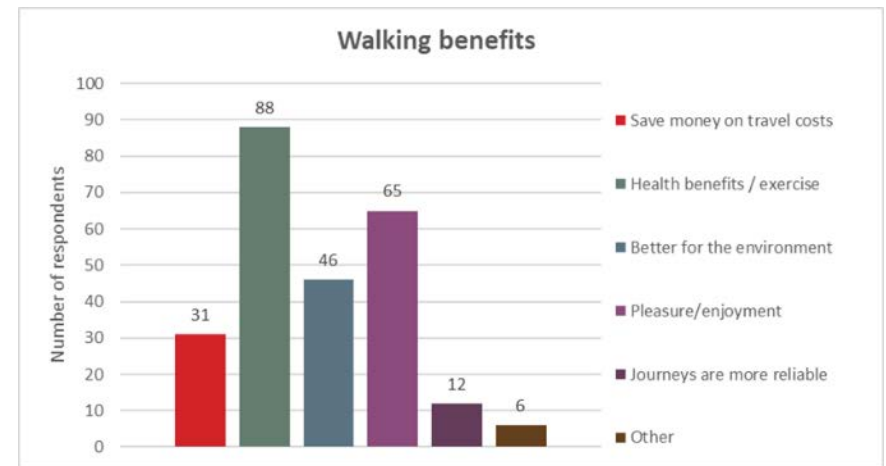
What are the benefits of cycling?

Each respondent could select up to three answers



What are the benefits of walking?

Each respondent could select up to three answers

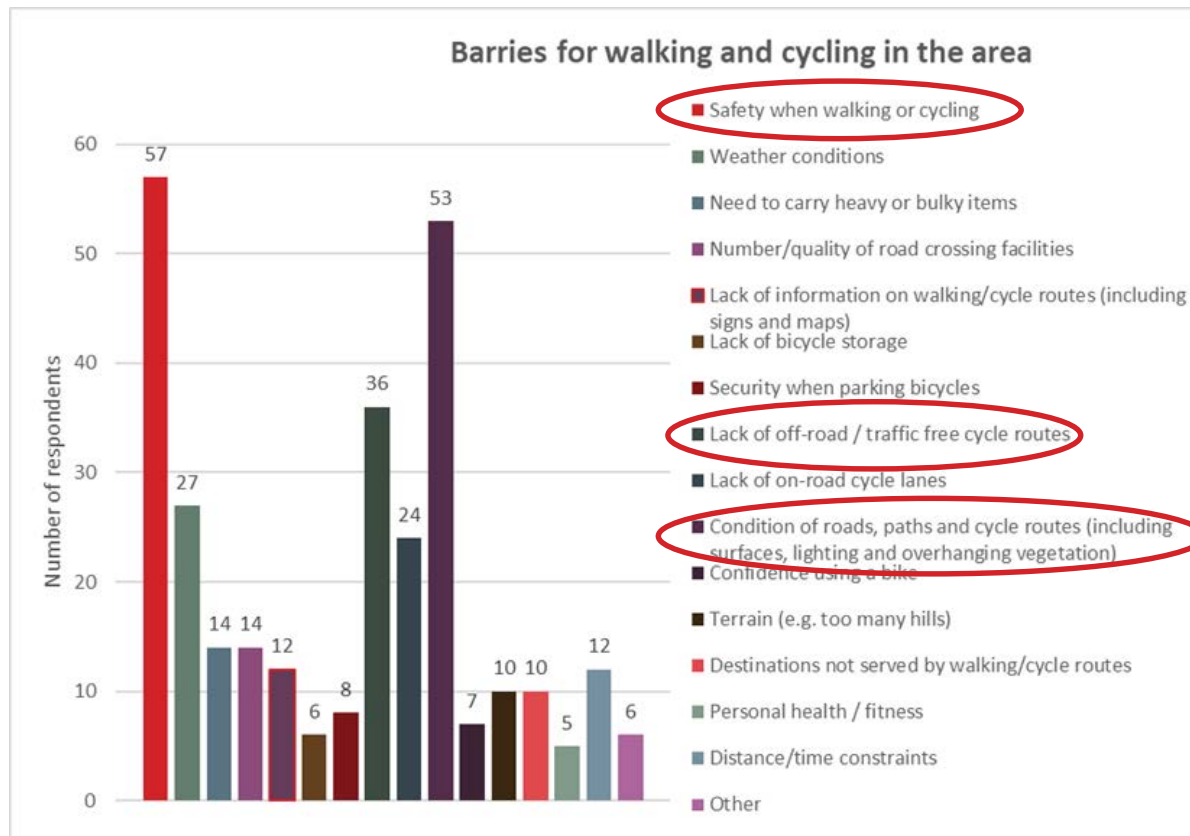


Key point: A core aim of improving walking and cycling conditions in Rutherglen and Cambuslang will be to add “it is convenient/reliable” or “it is the quickest way” as top benefits of cycling or walking.

Online questionnaire survey

What are the main barriers to walking and cycling?

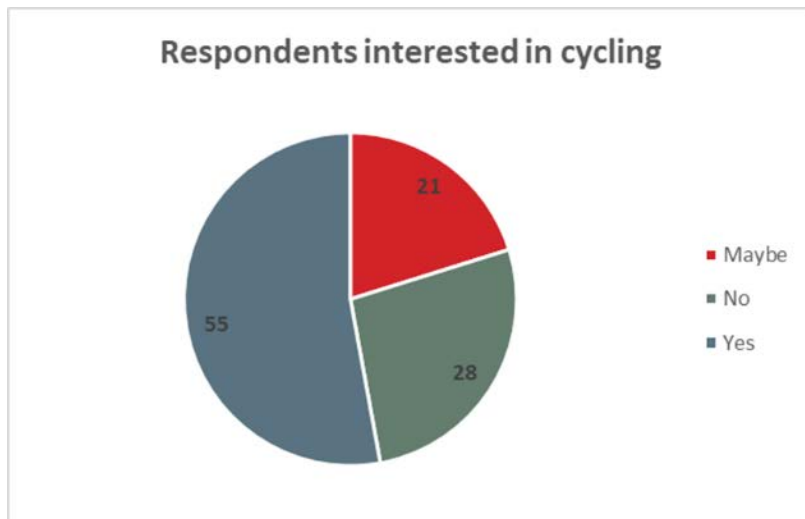
Each respondent could select up to three answers



Key point: The top barrier cited by respondents is “safety”, followed closely by lack of or poor condition of infrastructure; to make walking and cycling attractive modes of transport, infrastructure that is and feels safe is a requirement.

Online questionnaire survey

Would respondents like to cycle more/take up cycling?



What would convince respondents to cycle more often?

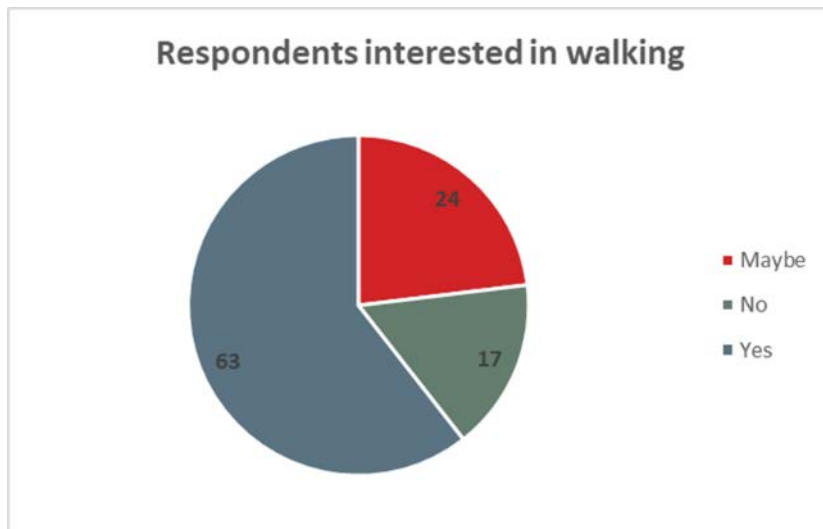
Top 3 responses:

- More dedicated off-road /traffic free infrastructure (61 people)
- More on-road cycle lanes (38 people)
- Better lighting (28 people)

Key point: 76 people would consider cycling more or taking up cycling, and approximately two thirds want more dedicated off-road / traffic free infrastructure to convince them.

Online questionnaire survey

Would respondents like to walk more?



What would convince them to walk more?

Top 3 responses:

- Better lighting of roads/walking routes (57 people)
- Better pedestrian crossing facilities (44 people)
- Better information on walking routes (30 people)

Key point: 87 people would like or would consider walking more, with better lighting the most quoted element to improve to convince them, followed by better crossing facilities.

Online questionnaire survey

Additional comments

Respondents contributed 51 free text comments about walking and cycling in the area. They are included in full in Appendix B. They cover the following topics (in no particular order):

- Location-specific issue with **vehicles parked on cycle lanes and bus lanes** at Shawfield/Glasgow Road, Rutherglen Main Street
- Location-specific issue with **infrastructure layout or maintenance** at Stonelaw Road
- General observation on the inadequacy and unattractiveness of the walking and cycling infrastructure
- General observation on the **prioritisation of motorised traffic over those walking and cycling** in road design
- Desire to take up/increase walking or cycling, but put off by barriers including
- Concerns about personal **safety on paths**, isolated and/or poorly lit.
- **Pedestrian crossings, either lack of pedestrian crossing, too dangerous** to cross or a school crossing patrol person needed at A749 / King Street junction
- Cycling on some roads such as Stonelaw Road or along the Route 756 is scary/dangerous (volume and speed of motorised traffic, close pass, etc.)
- Lack of signage and information on walking and cycling route at Burnside
- Need to separate walking, cycling, and motorised traffics (for the benefits of walking, cycling and/or driving)
- Significant difficulties faced by wheelchair users and those using prams (lack of dropped kerbs, detours, pavement conditions, etc.) at Blairbeth Road
- Need to integrate cycling routes in the town centre
- Lack of interchange points with public transport

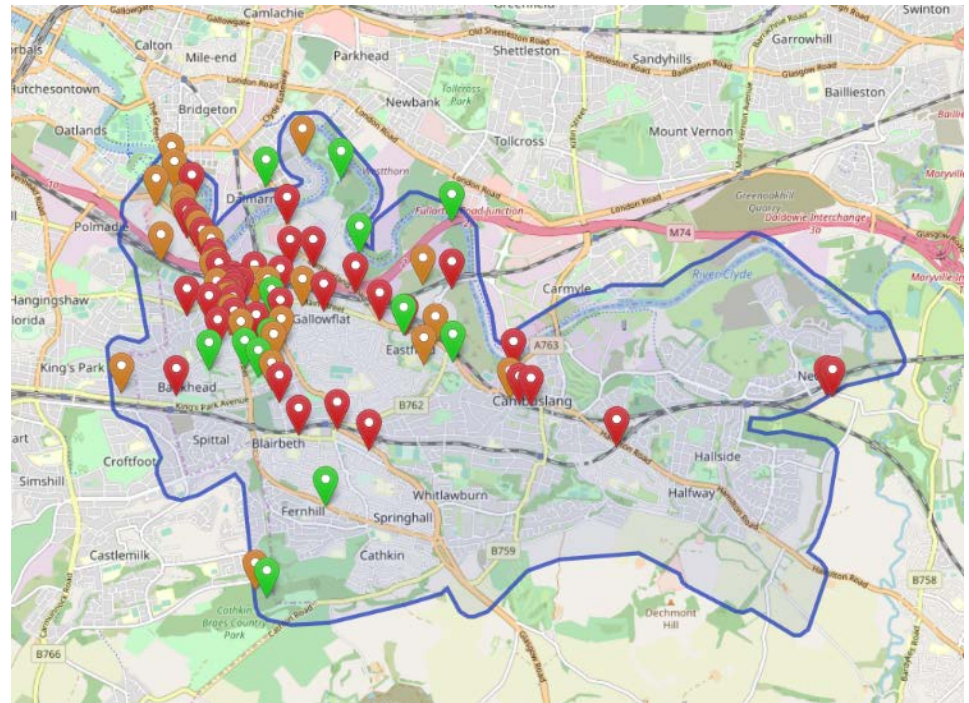
Placecheck online map

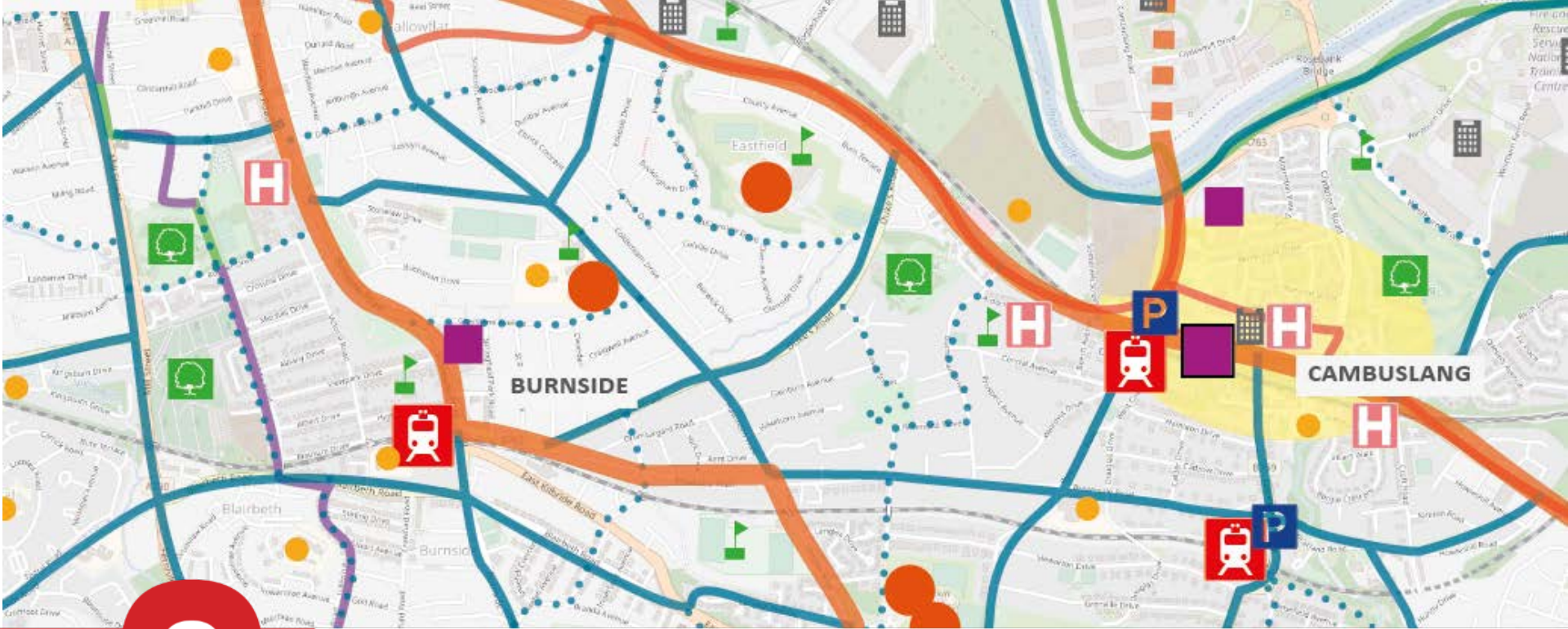
Placecheck online map

88 unique comments from 9 contributors.

Some key words on issues were:

- Narrow
- Interrupted
- Convoluted
- Disjointed
- Confusing
- Unlit
- Uneven/potholes
- No/inadequate crossing
- Signage/shelters/benches/drop kerbs
- Unsafe/vehicles high speed
- Vehicle dominance
- Poor maintenance
- Poor visibility
- Lack of cycle facilities





5. Proposed network and early priorities

Principles of the proposed network

The aim is to develop a plan and identify opportunities which:

- address the concerns raised, enabling walking and cycling as a convenient choice for functional trips and leisure;
- are aligned with best practice in designing people-friendly streets and spaces;
- are in line with policy objectives at all levels of government, and
- are likely to attract funding and/or takes advantage of planned changes.

The focus of this section has been on developing a cycle network for the Rutherglen and Cambuslang area as the current routes do not have a great connection to the north side of the River Clyde and Glasgow city centre, but it should not be seen as prioritising cycling over walking.

Walking is an essential mode of transport, as a main mode, as an access mode to public transport and at the start/and of every journey, and as a leisure activity.

A large number of the issues and barriers reported in the surveys relate directly or are applicable to walking. Hence it is to be considered:

- As an integral part of any cycling, or other transport project
- At a more local scale than the whole of Rutherglen and Cambuslang area, as walking has a shorter range than cycling
- Through the identification of design principles

Principles of the proposed network

Best practice design principles for cycle networks mirror issues raised during the consultation. They have been developed and are typically applied to cycle networks, but also fully apply to pedestrian infrastructure.

Safety

- Road safety
- Personal safety
- Health

Cohesion

- Interconnections between routes (250-500m density)
- Interconnections between modes
- Connections to the wider network (regional and national)

Directness

- Time (delays, stop & start)
- Distance

Comfort

- Easy to navigate/wayfinding
- No/limited nuisance (air and noise pollution)
- Reasonable gradient
- Smooth surface

Attractiveness

- Varied, busy environment
- Personal safety

Cohesion and Directness are the two principles most relevant at the early stage of developing an overall network. The other three principles would be key criteria later in the process, at feasibility and detail design stages.

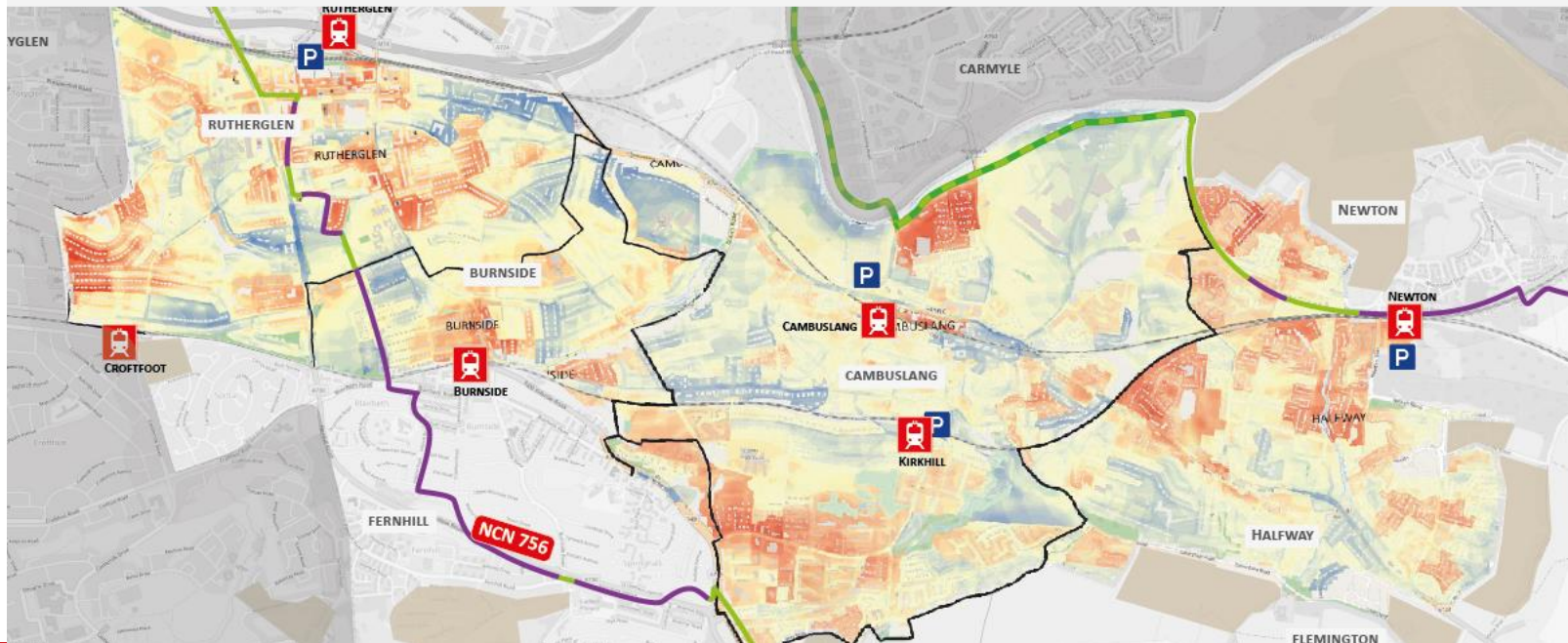
Cycling Potential Model

This map shows the result of the Cycling Potential Tool applied to Rutherglen and Cambuslang, undertaken by Cycling Scotland for South Lanarkshire Council in 2018.

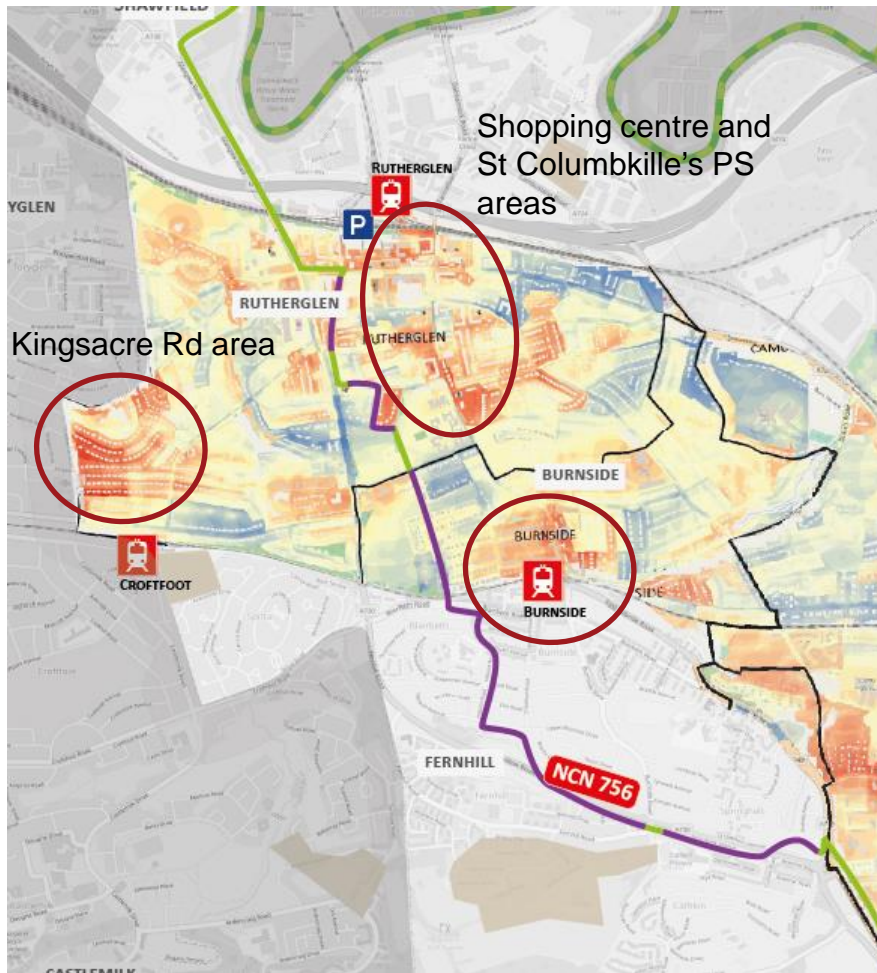
Areas which are marked red represent higher levels of cycling potential while areas marked blue represent lower levels of cycling potential. The symbology of the scoring is a comparison to other areas within the Areas of Interest in South Lanarkshire. Therefore, what is highlighted in this report as having 'higher' levels of cycling potential within South Lanarkshire may not be directly comparable to 'higher' levels of cycling potential in

other areas. (extract from Cycling Scotland's 2018 report)

At this stage, the CPT analysis does not look at the influence of the existing cycle network or the impact of building or upgrading cycling infrastructure, and removing physical barriers on the potential for cycling. This is particularly relevant where lower scores are related to physical barriers or high road speeds, which could be overcome with the development of a good quality cycle network, whilst hilliness or lack of nearby services would not.



Cycling Potential Model



In **Rutherglen**, highlights from the Cycling Scotland report include:

The topography throughout Rutherglen is quite varied, with flatter areas in the west/north west helping to increase potential and hillier areas such as Clincarthill Rd, Green Hill St and the area around Trinity High School lowering the potential scoring.

The area around Kingsacre Rd scores particularly well due to flatter topography, high levels of population density and good cycling to work distances.

The high scoring patch in Burnside to the south of the area of interest is related to good access to services, higher than elsewhere travel to work scores and higher than average main mode share.

The lower potential area around Main St to the north east of the area is related to higher road speeds and lower scores in the distance to work and school categories. The lower potential section of the A730/Mill St is connected to some of the highest road speeds in the area alongside being a little further from services than other parts of Rutherglen.

Other notable points include the area around Rutherglen shopping centre scoring high on the distance to work criteria and the area around St Columbkille's Primary School scoring significantly higher than average on cycling mode share.

(Extract from Cycling Scotland 2018 report)

Cycling Potential Model

In **Cambuslang**, the area around Kirkton Road, Howieshill Road and Westburn Cemetery are among the areas scoring lowest topographically, resulting in lower potential.

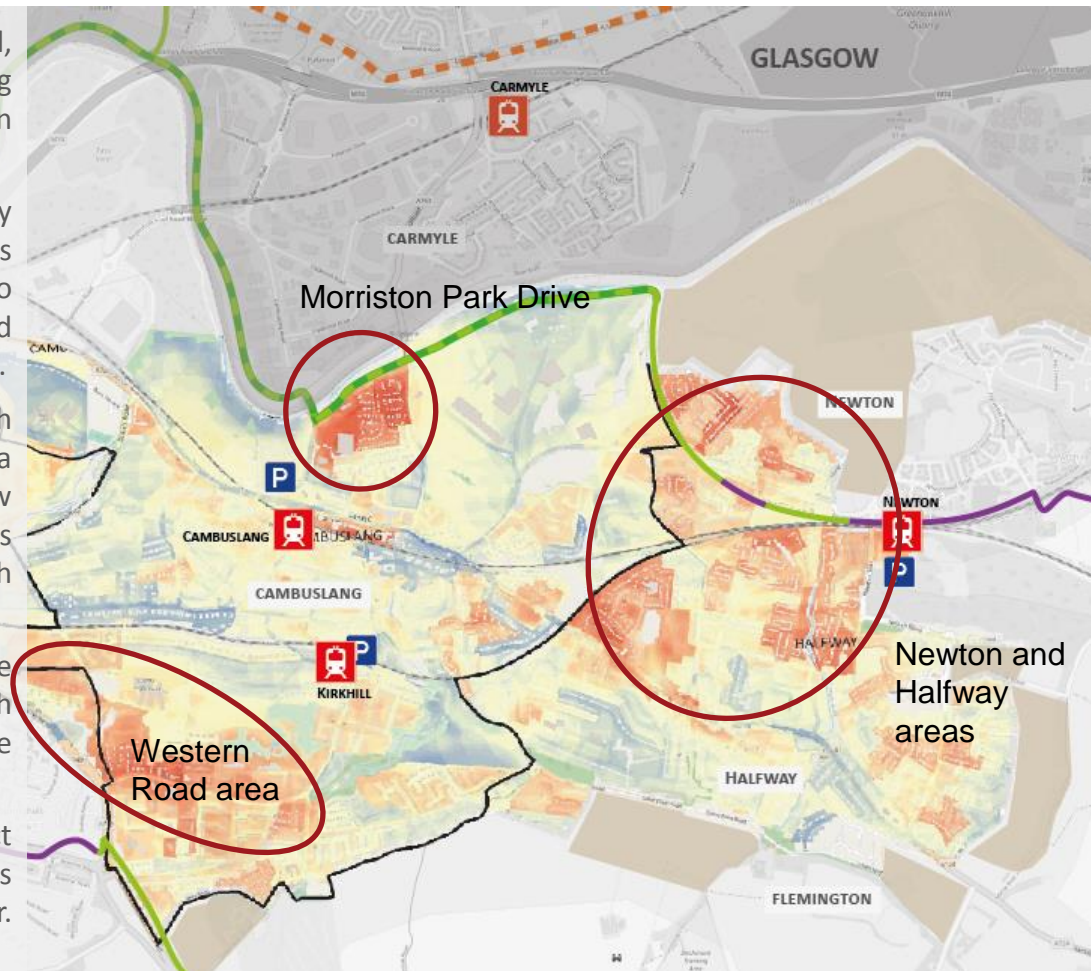
Cambuslang features a number of services but they mostly gravitate around Main St/A724. Due to this there are areas which suffer from less accessibility to services such as Hawthorn Walk, Brownside Road and the area of lower potential around Westburn Farm Rd.

The areas throughout Cambuslang which have high potential generally score well on most of the criteria examined. Population density is generally quite low throughout the settlement but there are high points which correlate with the residential areas of high potential.

The area of high potential to the north of the settlement around Morrision Park Drive also has high levels of existing mode share which helped to improve the results for that area.

The road speed of the A724 does create an impact throughout Cambuslang and should be kept in mind as a potential barrier.

(Extract from Cycling Scotland 2018 report)



Principles of the proposed network

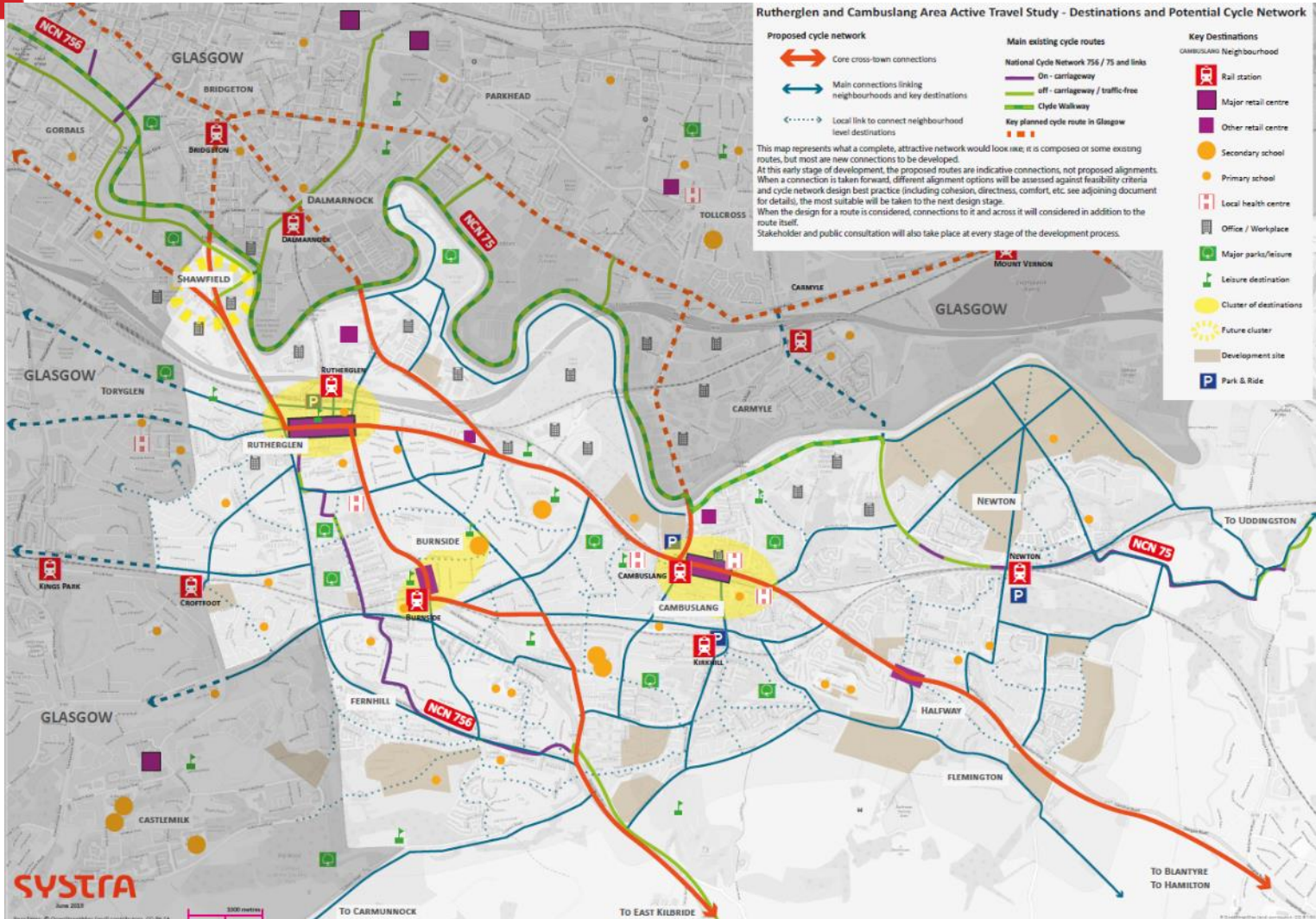
Resulting from the previous studies, data analysis and engagement described up to this point, the map on the next page represents what a complete, attractive network would look like. It is composed of some existing routes, but most are new connections to be developed.

A larger version of the map is included in Appendix C

A few points to note:

- At this early stage of development, the proposed routes are indicative connections, not proposed alignments.
- When the design for a route is considered, connections to it and across it will be considered in addition to the route itself.
- When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design best practice (including cohesion, directness, comfort, etc.), the most suitable alignment will be taken to the next design stage.
- Stakeholder and public consultation will also take place at every stage of the development process.

Proposed cycle network – Key destinations and connections

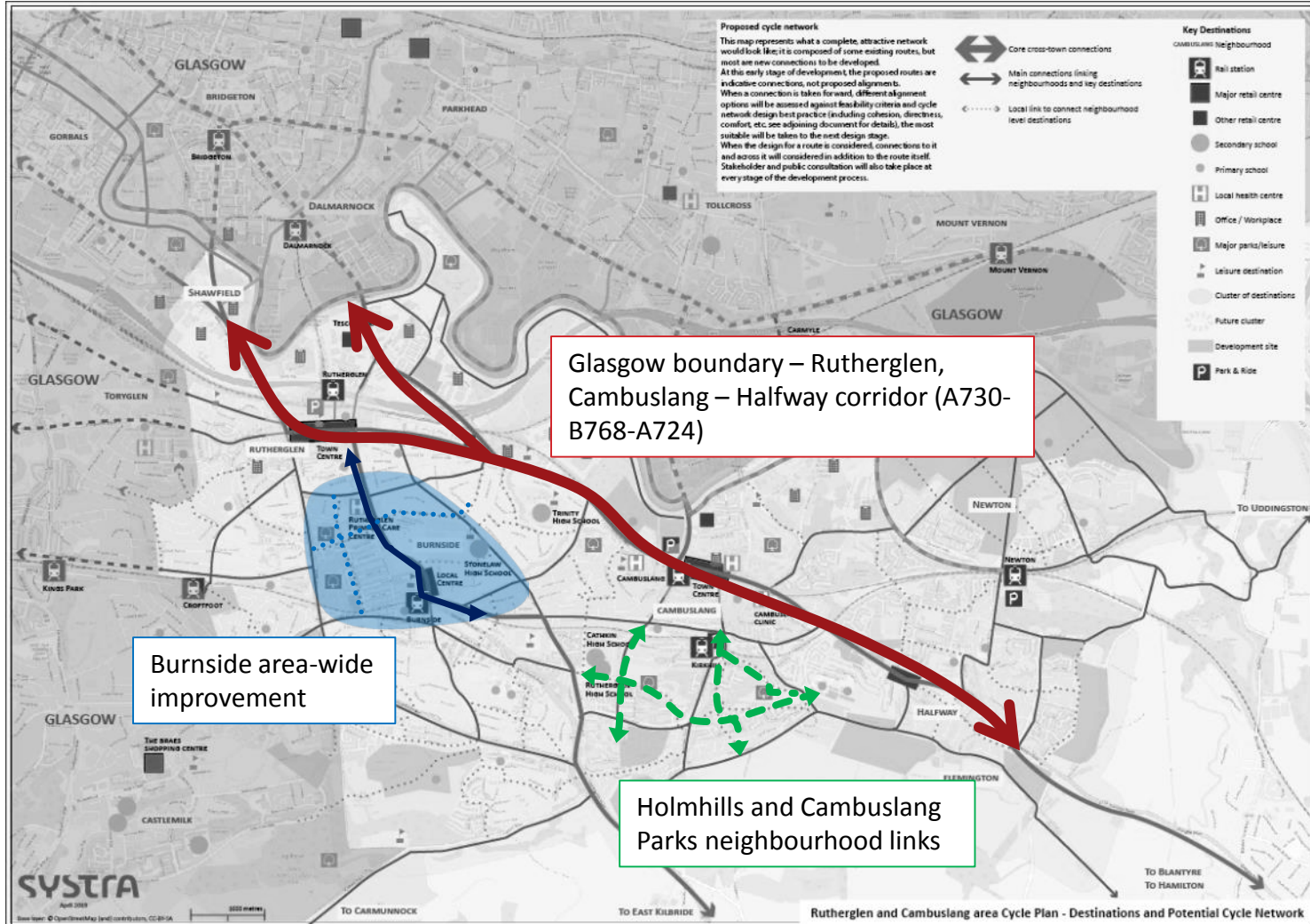


Proposed cycle network – Early priorities

To start developing the network in a coherent and efficient way, key routes and areas have been identified as priority for implementation. The proposals are based on the review of previous studies and data available, the identification of key current and future destinations as well as discussions with local stakeholders. They are described below with a short rationale and shown on a map on the next page.

- **Glasgow boundary – Rutherglen, Cambuslang – Halfway corridor (A730-B768-A724)** shown in red on the map overleaf. It is a core route which connects major destinations including the two main town centres, as well as providing a high quality and safe route to east/west movements both on foot and by bike. Delivering this route would support trips to local destinations as well as enabling the development or improvement of Glasgow city-region connections between Glasgow and Hamilton. This would also deliver investment along a corridor concentrating areas of high deprivation among the 20%, in parts within the 10%, most deprived in Scotland. Initial focus could be on addressing the lack of safe and convenient cycle route from Rutherglen to Glasgow as it is a major physical barrier, concentrate current and planned destinations, and was identified as an area of high potential for a cycle hire scheme which would maximise use of the route.
- **Burnside area-wide improvements** shown in blue. This area has been identified in the CPT as high potential, with good access to services, higher than elsewhere travel to work scores and higher than average main mode share. It is also a core route which connects East Kilbride with Rutherglen Town Centre (another high potential area) and its services. Delivering this route would provide a direct south/north route serving local destinations in Burnside, including shops, train station, health centre and schools close by. Combined with the
- **Holmills and Cambuslang Parks “greenway” neighbourhood links**, shown in green. Another area of local intervention, looking at upgrading paths and adding missing links where needed to create a network a transport and leisure routes through Cambuslang Park, and Holmills Wood, from Cairns primary school to Cathkin secondary, Kirkhill rail station, and neighbourhoods around them. This was suggested during the workshop as achievable in the shorter term and would be likely to have wide local buy-in. It is supported by the high potential for cycling highlighted in the Cycling Potential Tool analysis to the south, and the local destinations it would serve. It would also create a north-south connections, complementing the mostly east-west radial.

Proposed cycle network – Early priorities



Key delivery principles

People-focused design

Design proposals for the early priority area must seek to deliver benefits to all users in a balanced way. In the context of a motorised traffic dominated town, this will mean prioritising the needs of people on foot and on bicycle. The design should aim to support the needs of all categories of users, across age groups, ability, or occupation.

Neighbourhood permeability

The presence of the “school run” as one of the top three trip purpose quoted by the survey respondents shows the importance of very local, intra neighbourhood journeys, often away from the core commuter routes traditionally focused on.

Multimodality

The network and its design should facilitate and pay particular attention at interchange points with public transport, as well as considering the impact of any proposed changes on bus provision and journey times.

Information, promotion, and behaviour change activities

The lack of information or reliable signposting highlighting existing walking and cycling routes has been highlighted by surveys as an issue in the Rutherglen and Cambuslang area.

To maximise its use and benefits, any infrastructure project must be accompanied from the start by a communication strategy, from engagement events during the design process, to mapped information and signposting of the route of the built route, and ongoing promotion and behaviour change campaigns to sustain growth in use.

Key delivery principles



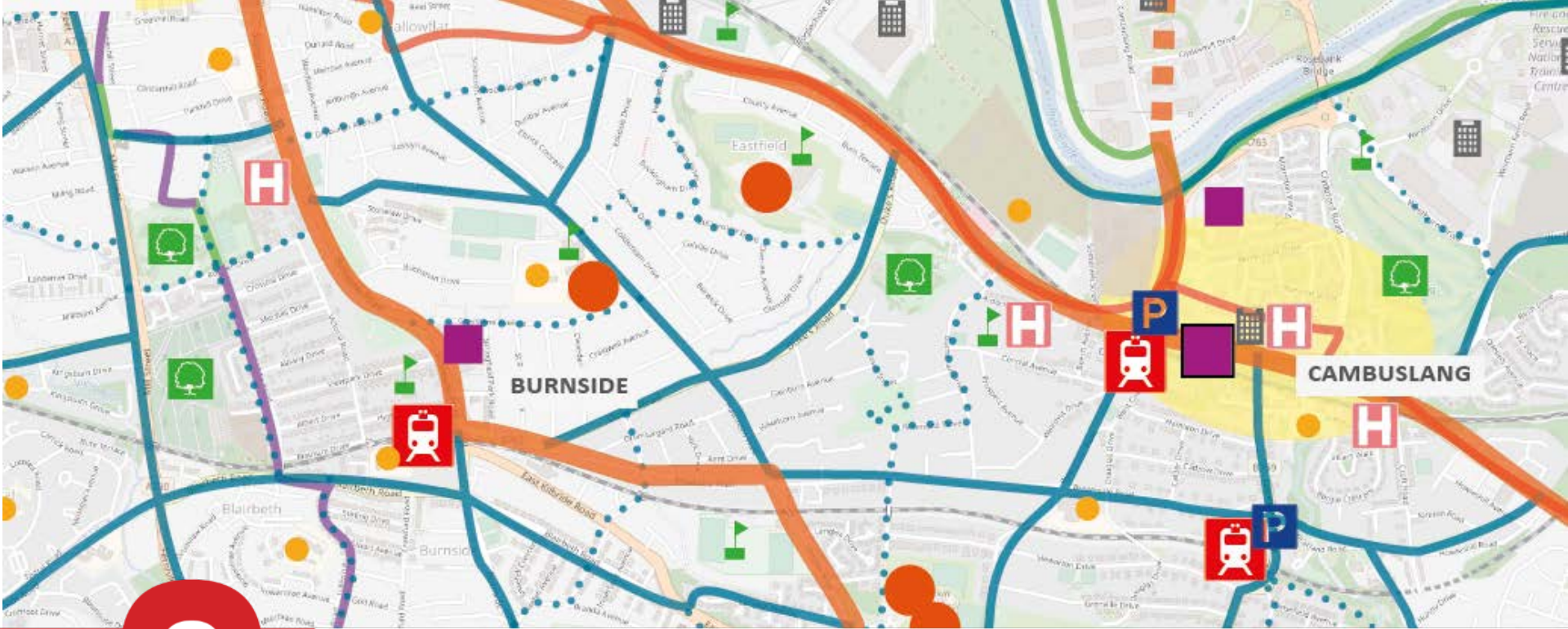
Maintenance and enforcement

The lack of maintenance in the existing walking and cycling routes has been one of the highlighted feedback by surveys. Cycle lanes and walking paths should meet high quality standards, including surface smoothness, cleanness, lighting, tree roots, drop kerbs, etc.

Provide enforcement to stop vehicles parking in cycle and bus lanes.


Monitoring

Any proposed improvement or new infrastructure performance should be measured before and after. On-site data collection should be undertaken and analysed before and after implementation.



6. Feedback on proposed measures and conclusions

Draft proposals consultation



To gauge support for the proposed network, the draft proposals were discussed at two workshop sessions held on 30 May 2019 in Cambuslang where local representation included NHS Lanarkshire, South Lanarkshire Cycling Partnership, local cycle groups, CamGlen Bike Town, and councillor for Burnside.

Feedback and ideas, especially around priorities, were incorporated in the network presented in the previous section.

A follow-up on-line survey was also open between 28 May and 10 June 2019 to gather feedback on the proposals. Those who responded were supportive, however the number of responses was very low, with 11 respondents, therefore no conclusions can be reasonably drawn from it. The reasons for this low response rate and how it could be addressed will need to be considered for the similar active travel studies planned in other South Lanarkshire towns.

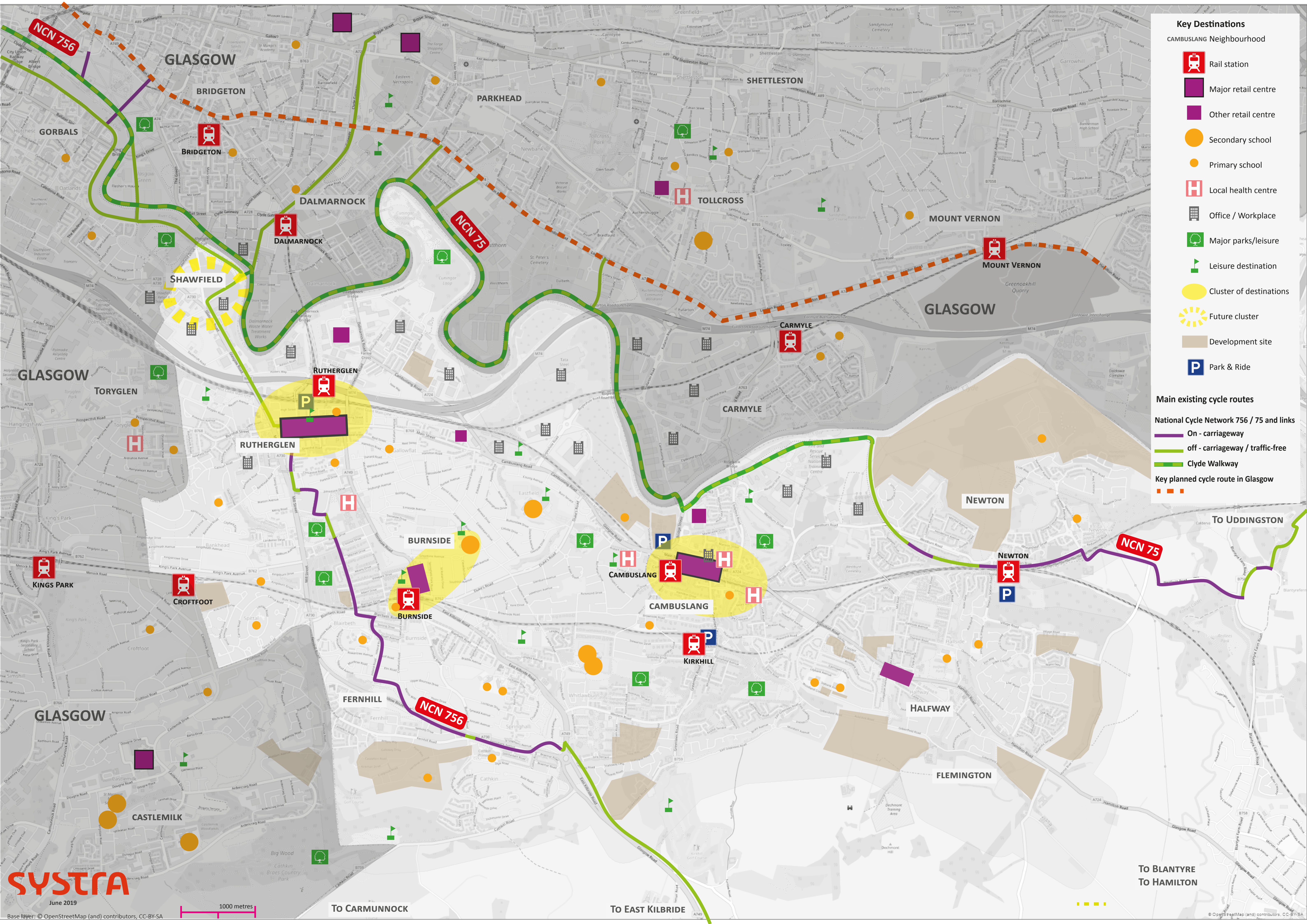
What can be concluded, considering all comments, ideas, and feedback received throughout the study, is a desire and support for improvements to walking and cycling provision in East Kilbride, gathered from the stakeholders, residents and visitors who engaged with the study.

This study constitutes the first stage, and a strong base for South Lanarkshire Council in the delivery of an attractive pedestrian, cycling, and people-friendly Cambuslang and Rutherglen, in cooperation with stakeholders and residents.

The reach of the engagement has been limited at this stage of the network development. It will be essential to broaden and strengthen engagement with the public and stakeholders to develop detailed proposals which deliver for all, and build as wide a consensus as possible around them.



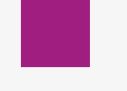

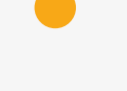

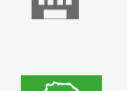








Appendix A: Large scale map of key destinations



Key Destinations

CAMBUSLANG Neighbourhood

-  Rail station
-  Major retail centre
-  Other retail centre
-  Secondary school
-  Primary school
-  Local health centre
-  Office / Workplace
-  Major parks/leisure
-  Leisure destination
-  Cluster of destinations
-  Future cluster
-  Development site
-  Park & Ride

Main existing cycle routes

National Cycle Network 756 / 75 and links

-  On - carriageway
-  off - carriageway / traffic-free
-  Clyde Walkway

Key planned cycle route in Glasgow

- 



Appendix B: Comments from online surveys

Appendix B1 – Phase 1 Questionnaire Survey report

RUTHERGLEN AND CAMBUSLANG AREA ACTIVE TRAVEL SURVEY RESULTS



SYSTRA

TABLE OF CONTENTS

1.	POPULAR DESTINATIONS	3
2.	ACTIVE TRAVEL MODES	6
3.	LOCATION SPECIFIC COMMENTS	13
4.	SAMPLE PROFILE	24

LIST OF FIGURES

Figure 1.	Q3: Please specify the main reasons for your travel to this location.	3
Figure 2.	Q8a: What is the main mode of travel to these locations?	4
Figure 3.	Q5 Please specify the main reasons for your travel to this location.	5
Figure 4.	Q8b What is the main mode of travel to these locations	5
Figure 5.	Q7 Please specify the main reasons for your travel to this location	6
Figure 6.	Q8c: What is the main mode of travel to these locations?	6
Figure 7.	Q10: Do you own a bicycle?	7
Figure 8.	Q11: Have you cycled at all in the past year?	7
Figure 9.	Q12: Cycling Patters	8
Figure 10.	Q13: Walking Patterns	8
Figure 11.	Q14: If you cycle what do you consider the main benefits of cycling to be?	9
Figure 12.	Q18: Main benefits of walking	9
Figure 13.	Q15: Are you interested in cycling more often than you do now, or taking up cycling?	10
Figure 14.	Q17: Measures to encourage people to cycle more often.	10
Figure 15.	Q19: Are you interested in walking more often?	11
Figure 16.	Q21: Measures to encourage walking	11
Figure 17.	Q22: Main walking and cycling barriers across Rutherglen and Cambuslang area.	12
Figure 18.	Q23: What do you think of the following walking/cycling facilities and infrastructure in Rutherglen and Cambuslang area?	13
Figure 19.	Q25: Respondent gender.	24
Figure 20.	Q26: Respondent age profile.	24
Figure 21.	Q27: Participant Employment Status	25

105 people took part in the survey that ran for two weeks from 1st April 2019 to 14th April 2019. Key findings from the survey are presented below. The detailed results, including all free-text comments are appended to this summary report.

1. POPULAR DESTINATIONS

The first part of the questionnaire asked respondents to list the top three locations that travel most to in Rutherglen and Cambuslang area and to specify what are the main reasons for their travel.

The top five responses given for location one were:

- Rutherglen Town Centre (13 people)
- Train station (unspecified) (12 people)
- Cambuslang Town Centre (8 people)
- Cambuslang Train Station (6 people)
- Rutherglen Train Station (6 people)

The main reasons cited for travelling to these locations were:

- Commute to work (47 respondents)
- Shopping/personal business (16 respondents)
- Other (15 people)

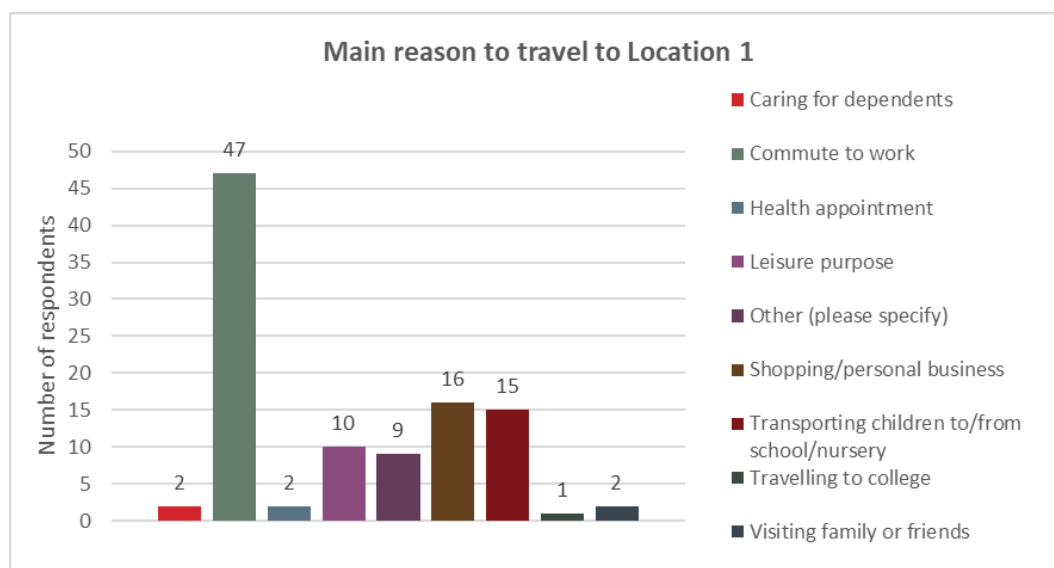


Figure 1. Q3: Please specify the main reasons for your travel to this location.

In terms of main travel mode used to these location in first place the respondents placed walking (36 respondents), followed by car as a lone driver (23 respondents) and in third cycling (20 respondents).

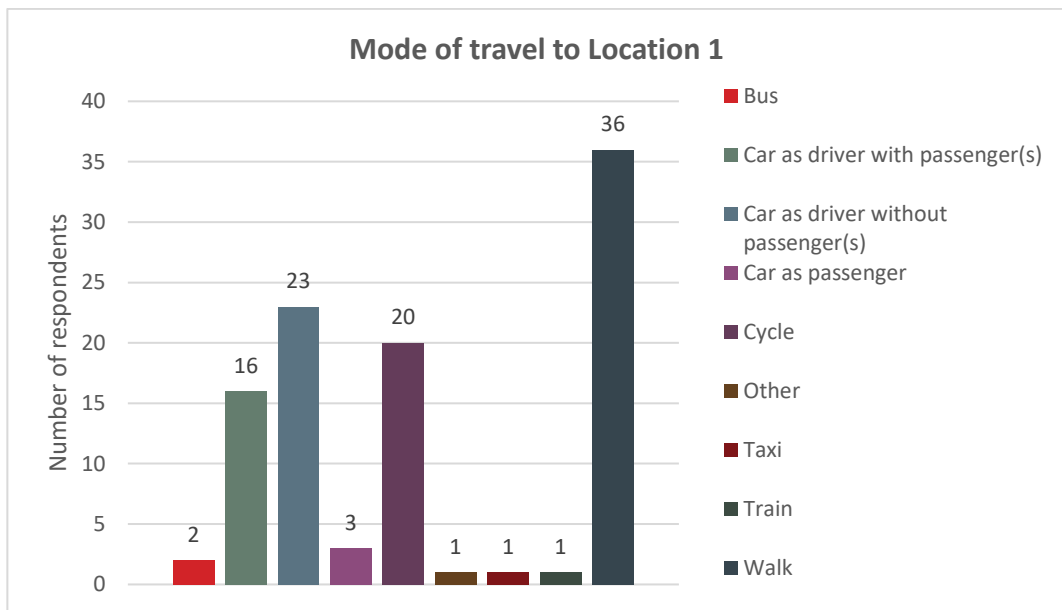


Figure 2. Q8a: What is the main mode of travel to these locations?

The top five destinations given for location two were:

- Rutherglen Town Centre (15 people)
- Cambuslang Town Centre (13 people)
- Burnside (10 people)
- Main Street (Unspecified) (4 people)
- Glasgow (4 people)

The main reasons cited for travelling to these locations were:

- Shopping / personal business (34 respondents)
- Commute to work (21 respondents)
- Leisure purpose (16 respondents)

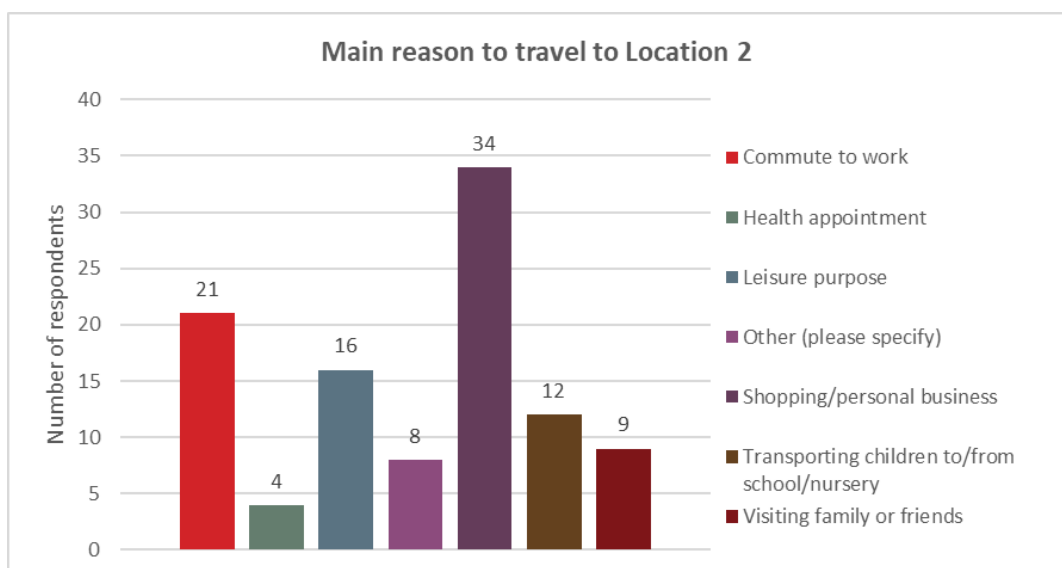


Figure 3. Q5 Please specify the main reasons for your travel to this location.

The top three travel mode choices for making the journeys to the above locations were:

- Walking (28 respondents)
- Car as driver without passengers (22 respondents)
- Cycling (21 respondents)

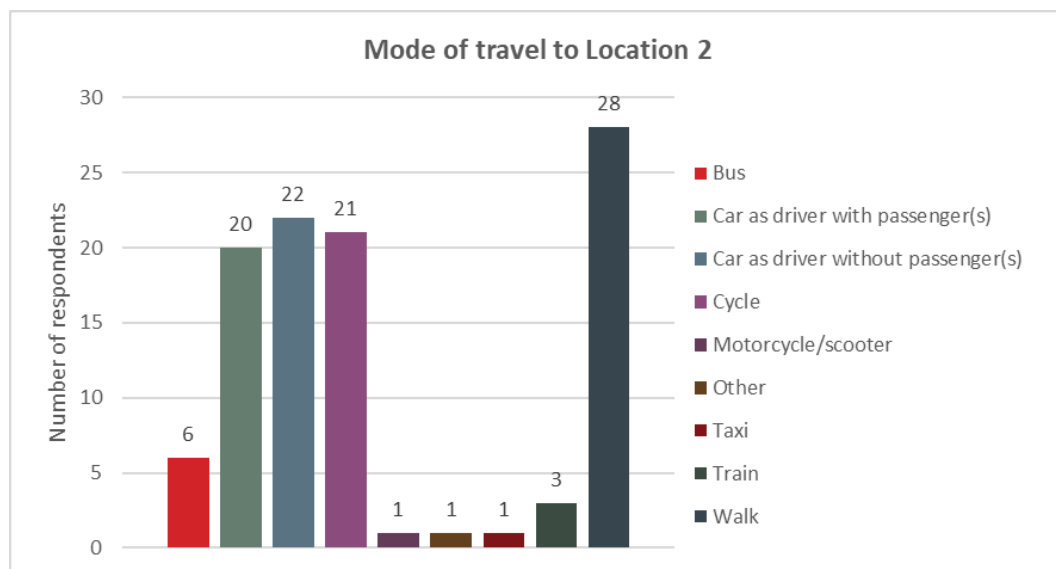


Figure 4. Q8b What is the main mode of travel to these locations

For location three the following top five destinations were given:

- Rutherglen Town Centre (18 people)
- Cambuslang Town Centre (12 people)
- Burnside (12 people)
- Cambuslang Train Station (4 people)
- Tesco (4 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (35 respondents)
- Leisure purpose (22 respondents)
- Visiting family or friends (12 respondents)





Figure 5. Q7 Please specify the main reasons for your travel to this location

In terms of travel mode preferences, the participants answers were similar to the once given for the previous two locations:

- 26 respondents said walking
- 24 respondents said car as driver with passenger(s)
- 23 respondents said car as driver without passenger(s)

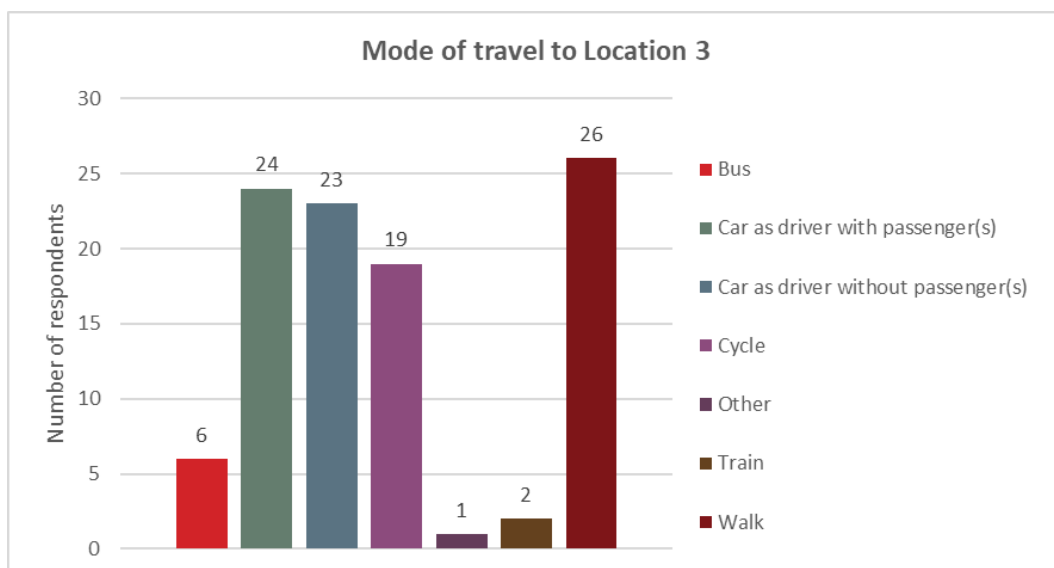


Figure 6. Q8c: What is the main mode of travel to these locations?

2. ACTIVE TRAVEL MODES

In the next part of the survey the respondents were asked about their walking and cycling behaviour.

Over two thirds of the sample (70 respondents) pointed that have a bike and over two thirds (66 respondents) of the participants stated that have cycled in the past year.

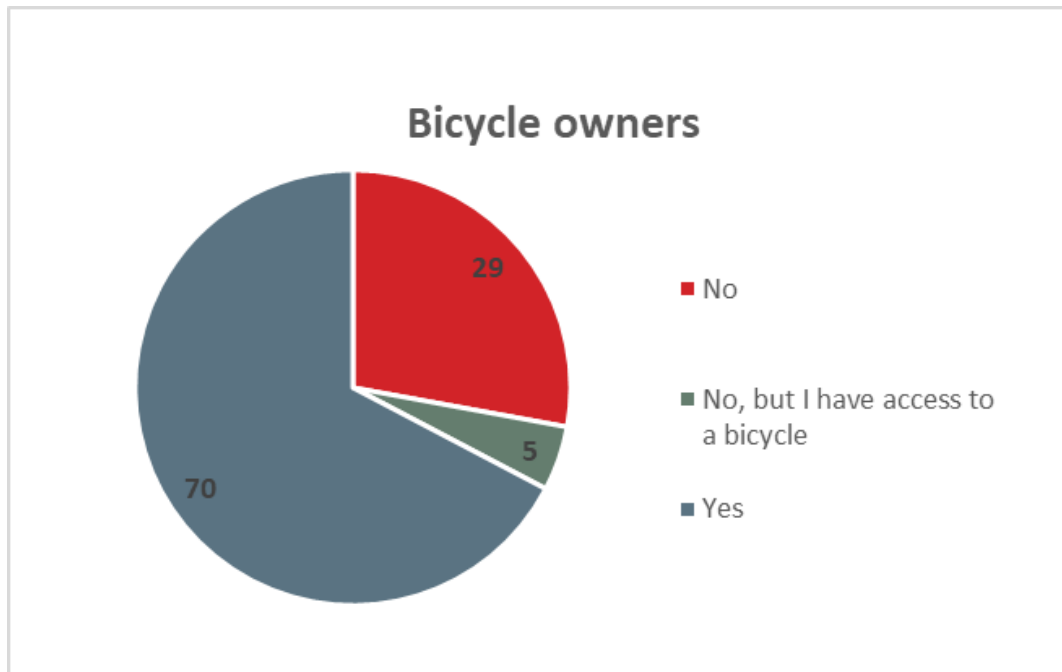


Figure 7. Q10: Do you own a bicycle?

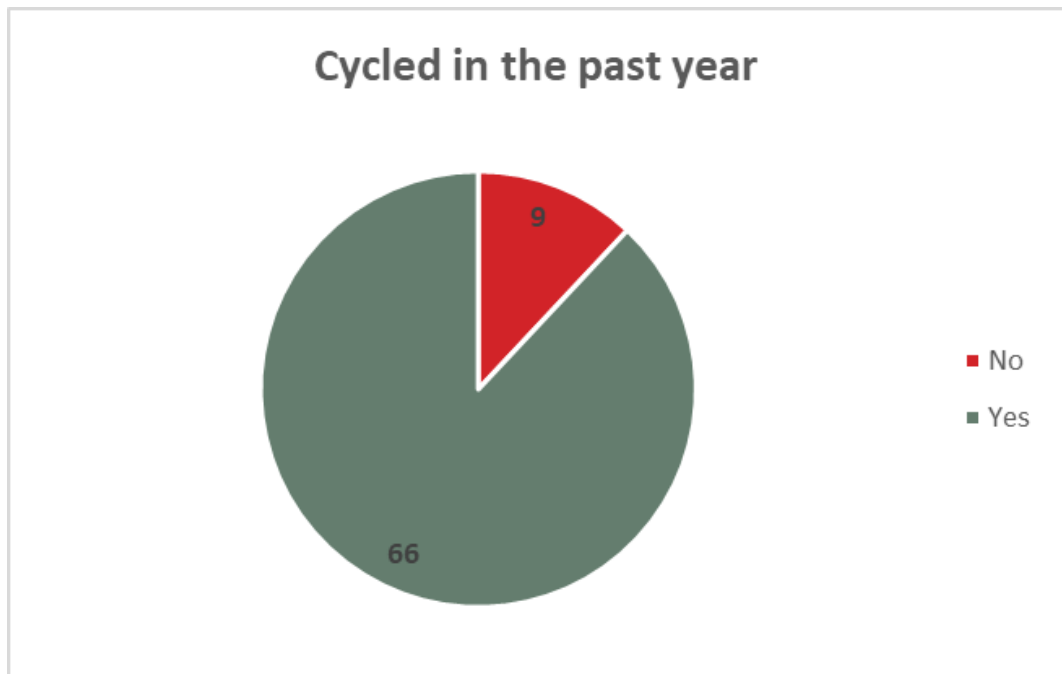


Figure 8. Q11: Have you cycled at all in the past year?

Frequency of cycling and walking through the year

Figure 9 gives indicates how the weather conditions affect people’s cycling levels through the year. It can be observed that there is a change in the number of people cycling regularly in the spring/summer months compared to the winter time. For instance, 23



surveyed of the sample reported to cycle 1 to 4 days per week in the period March to October compared to 14 of the respondents who said that cycle the same amount during the winter period.

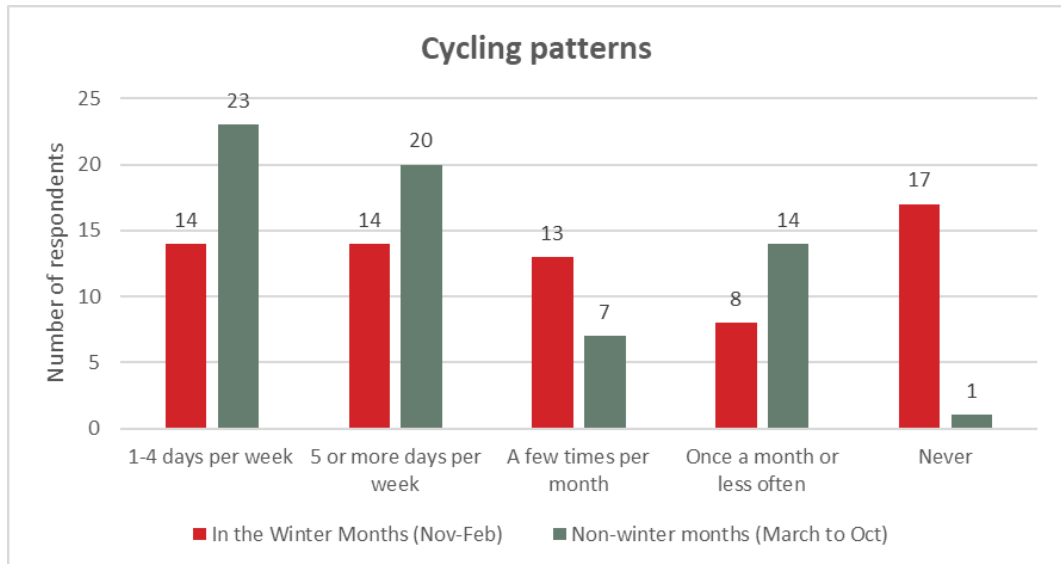


Figure 9. Q12: Cycling Patters

When asked the same question regarding their walking behaviour the respondents gave similar answers - with 48 people saying that walk five or more days per week more in spring/summer than in the winter time.

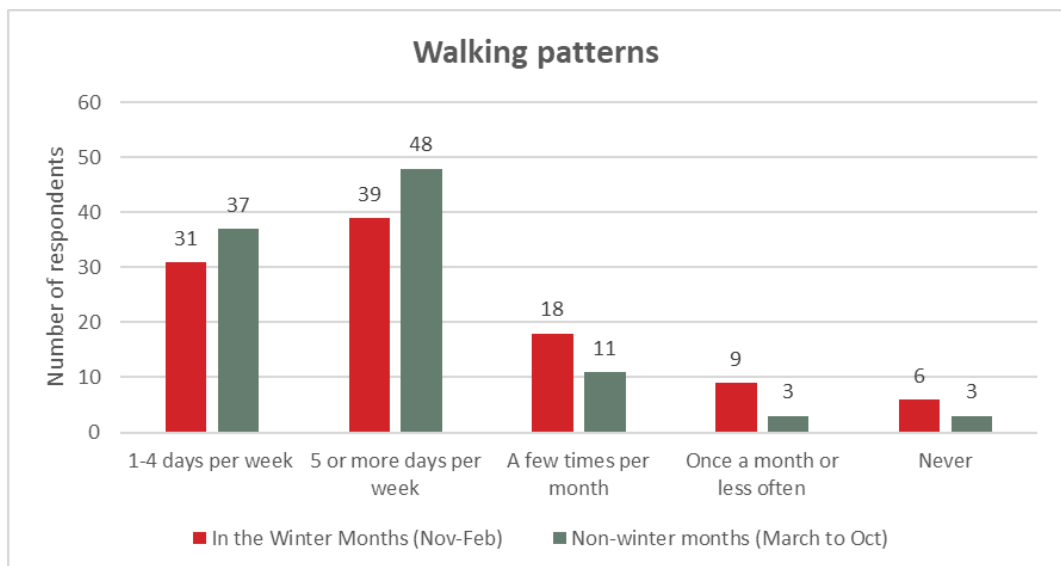


Figure 10. Q13: Walking Patterns

Further, the sample was asked to list the main benefits of active travel - walking and cycling. As evident from figure 11 and figure 12, in first place people placed health benefits and exercise, followed by pleasure and enjoyment and that is better for the environment.

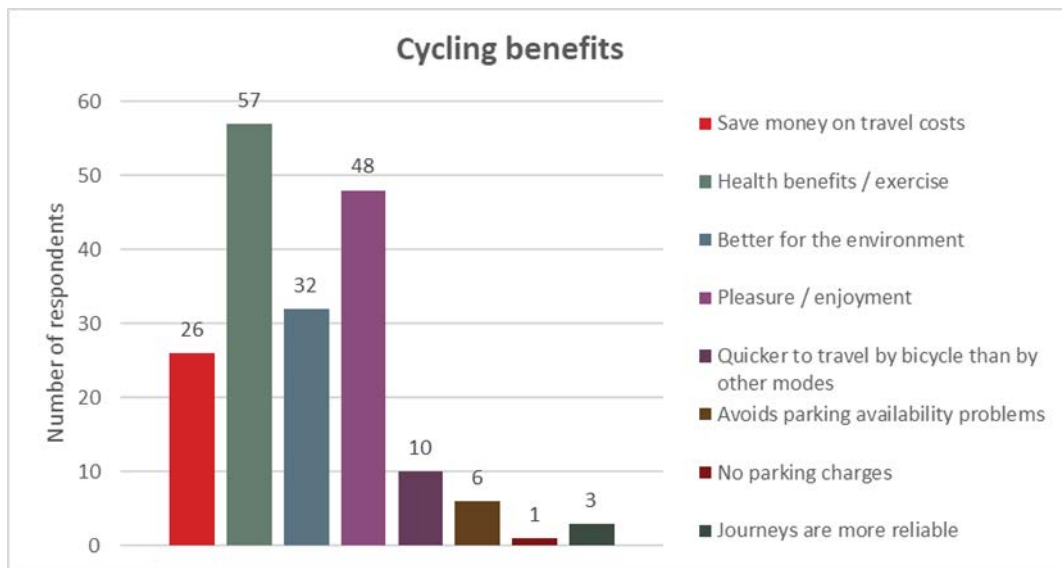


Figure 11. Q14: If you cycle what do you consider the main benefits of cycling to be?

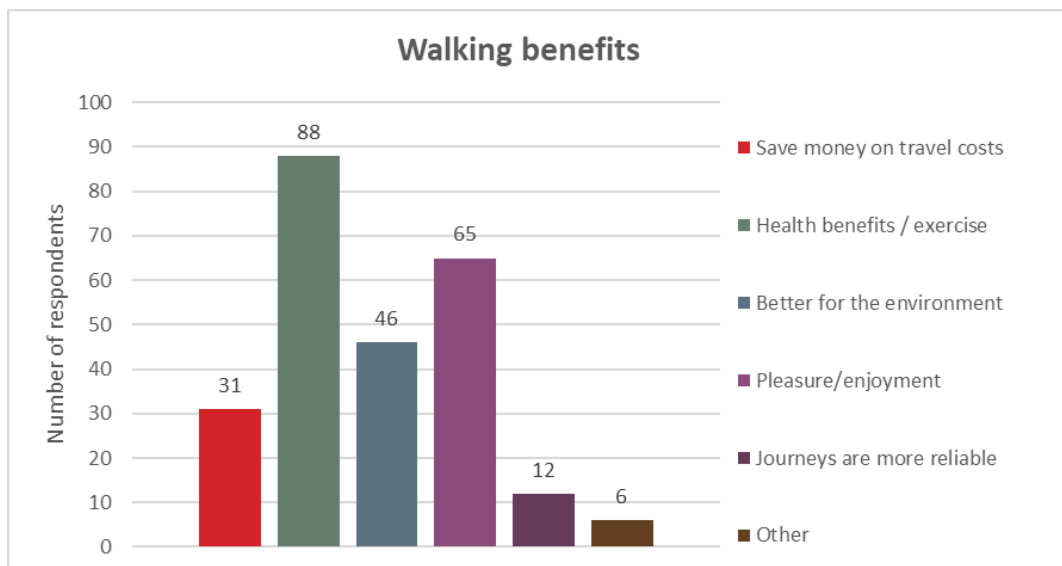


Figure 12. Q18: Main benefits of walking

Over half of the participants (55 respondents) said that they are interested in increasing their cycling. When asked to specify why they do not want to cycle the following themes emerged:

- Road safety – not feeling confident to cycle on busy roads;
- Age and health conditions not allowing people to cycle;
- They have already cycle enough;

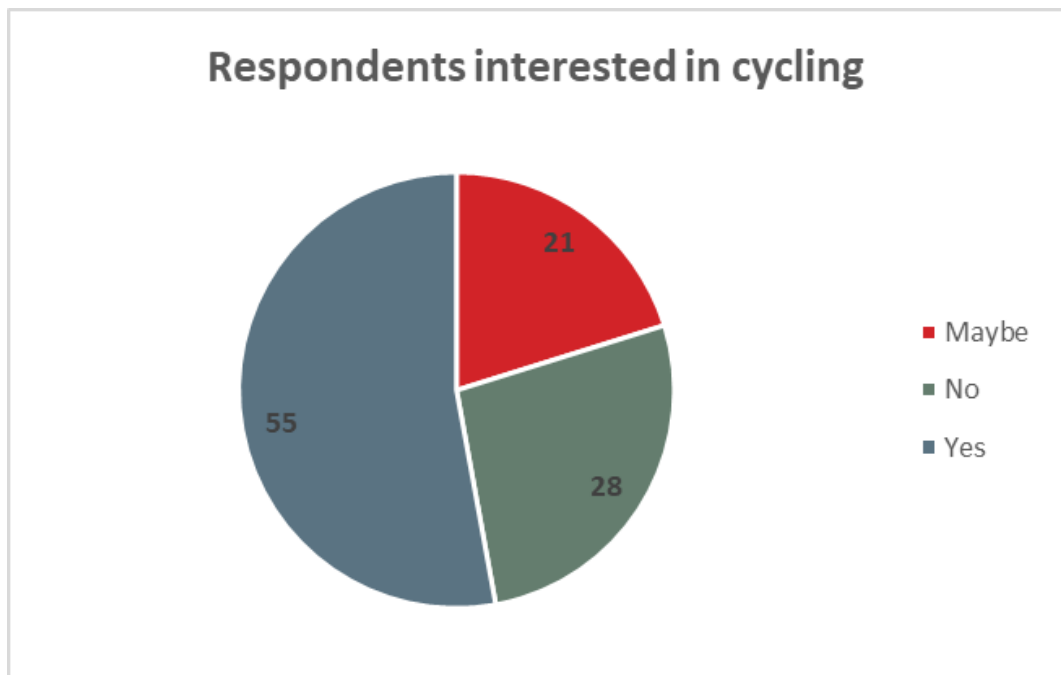


Figure 13. Q15: Are you interested in cycling more often than you do now, or taking up cycling?

In terms of measures that would increase the number of people cycling the following three were identified – more dedicated off-road/traffic free cycle routes (61 respondents), more on-road cycle lanes (38 respondents) and better lighting of roads/cycle routes (28 respondents).

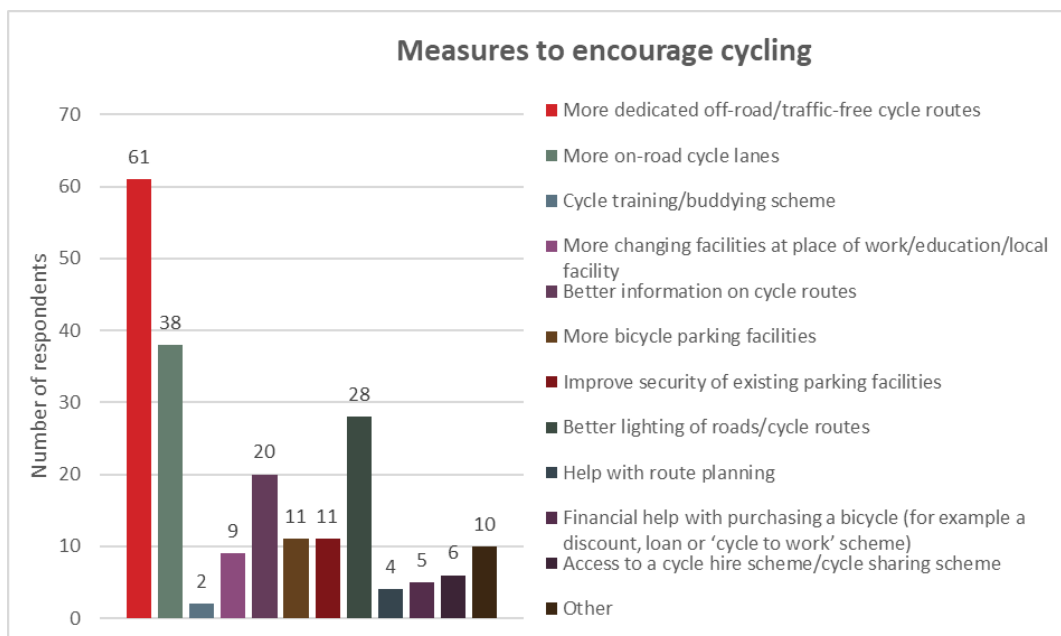


Figure 14. Q17: Measures to encourage people to cycle more often.

63 respondents of the sample said that would like to walk more. The main reason given by the people who stated that did not want to walk more was the perception that they have already walk enough or they prefer to cycle.

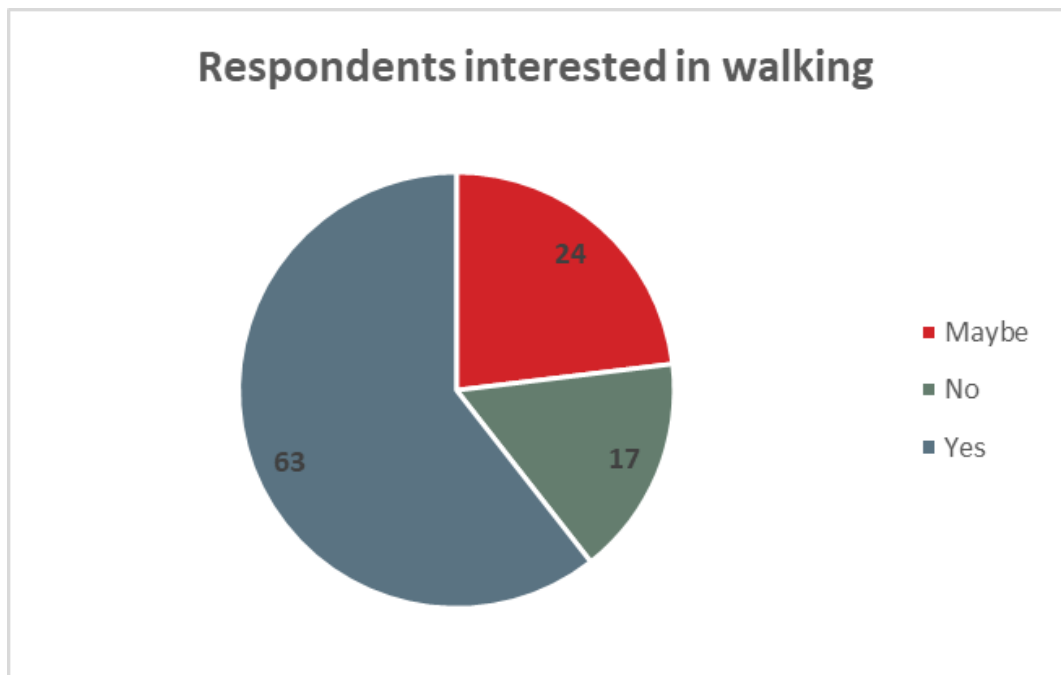


Figure 15. Q19: Are you interested in walking more often?

In terms of measures that would encourage them to walk more, participants listed the following:

- Better lighting of roads/walking routes (57 respondents)
- Better pedestrian crossing facilities (44 respondents)
- Better information on walking routes (30 respondents)

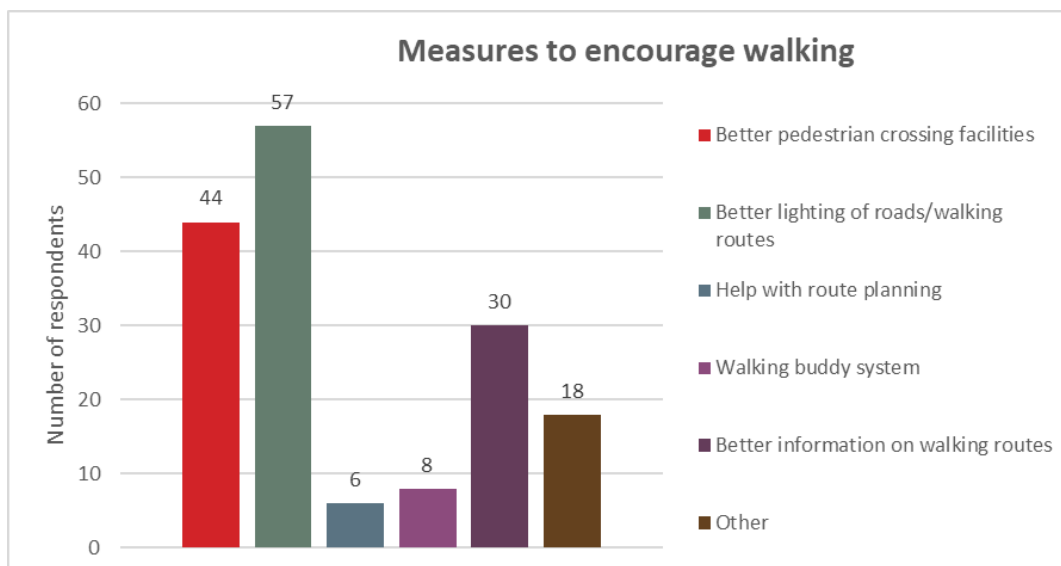


Figure 16. Q21: Measures to encourage walking

When asked what were the main barriers stopping them to walk/cycle in Rutherglen and Cambuslang area the respondents pointed safety when walking or cycling (57 respondents), followed by condition of roads, paths and cycle routes (53 respondents) and the lack of off-road/traffic free cycle routes (36 respondents).

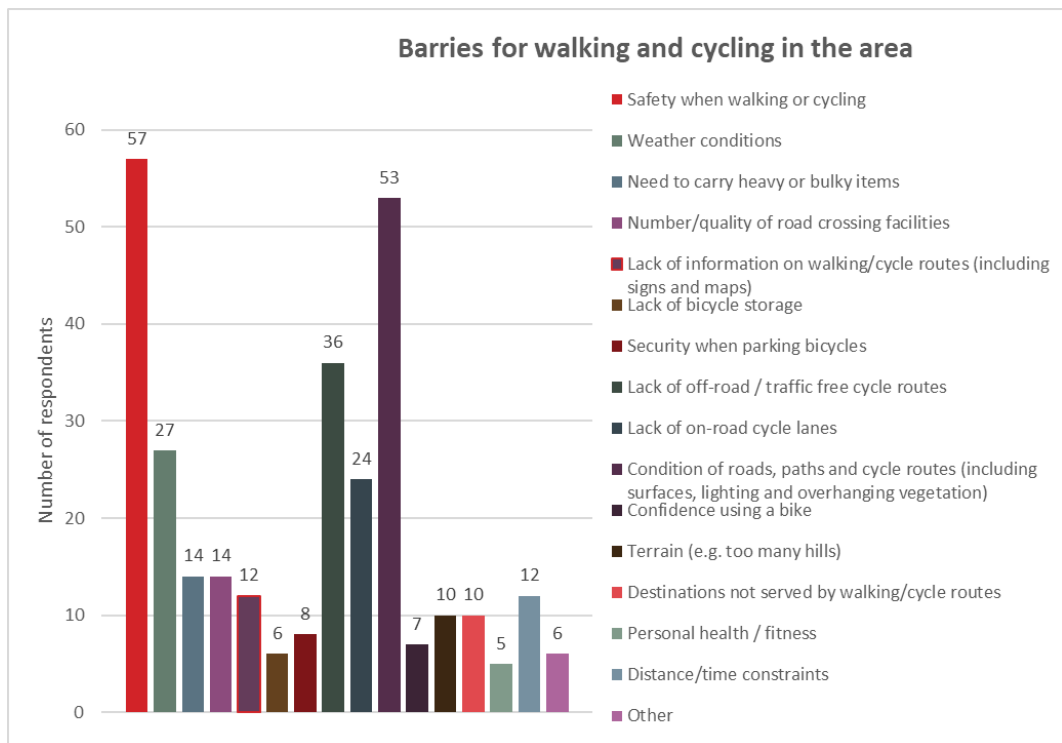


Figure 17. Q22: Main walking and cycling barriers across Rutherglen and Cambuslang area.

The sample was also asked to rate their satisfaction/ to say how satisfied they are in terms of the available walking and cycling facilities and infrastructure in Rutherglen and Cambuslang area.

The majority of the sample rated the listed categories as poor or very poor except for the availability of changing facilities (i.e. at work/study place) and the ability to take bicycles on trains.

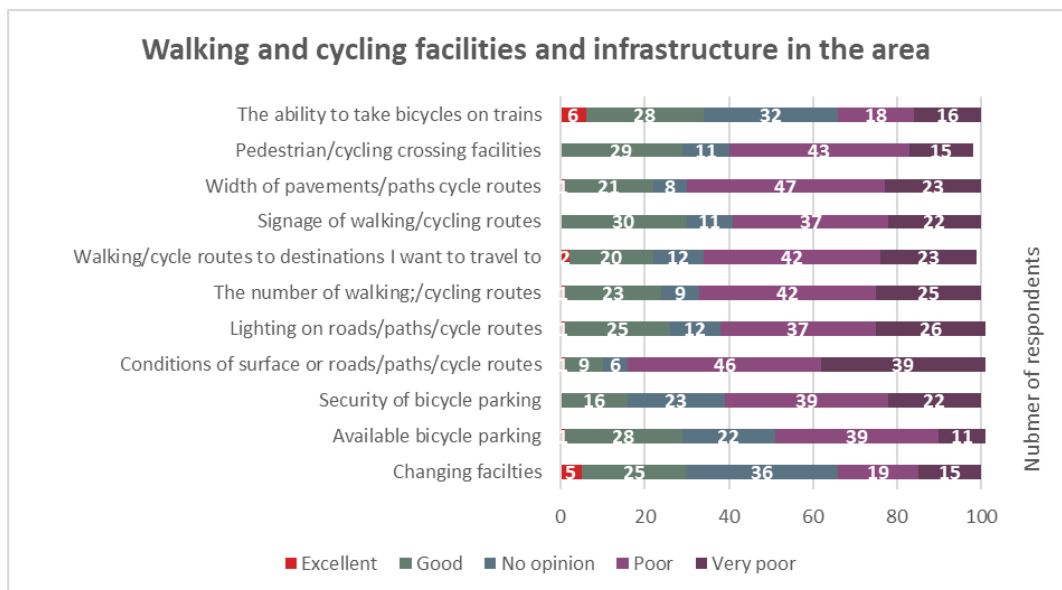


Figure 18. Q23: What do you think of the following walking/cycling facilities and infrastructure in Rutherglen and Cambuslang area?

3. LOCATION SPECIFIC COMMENTS

Through the survey participants were also provided with the opportunity to leave any location specific comments, the table below provides a summary of the themes that emerged during the analysis.

THEME	LOCATION	PARTICIPANTS QUOTE
Cars parked on the way	Rutherglen / Cambuslang area	Stop vehicles parking over marked on road cycling paths
Connection	Rutherglen / Cambuslang area	An area like Cambuslang/Rutherglen cannot be isolated in terms of assessing it for cycling. It also has to be regarded as a 'through' area. The NCN 75 runs through this area but, going south and east, after Cambuslang this route is uncyclable between Newton and Blantyreferme Road. The purpose of the NCN 75 in being a through-route West to East through Central Belt of Scotland is thereby defeated.
Connection Lack of cycling infrastructure and facilities	Broomieknowe Road	Walking/cycling doesn't exist in isolation. It needs to link into public transport in particular. I think the local bus services around Rutherglen could be improved. The roads are increasingly busy and need consideration of routes used by older people. For example it would help to have a traffic island in the middle of Broomieknowe Road at Westknowe sheltered housing to help older people get across a busy rat run road
Road safety	Rutherglen / Cambuslang area	Barrier to using it more is poor road safety and speed of car users on shared roads.
Pedestrian/Cycle segregate path Road safety Signage	Shawfield to Rutherglen Main Street	I am challenged on a weekly basis by pedestrians on the cycle/pedestrian path from Shawfield to Rutherglen Main St for cycling on the "pavement". I would like to see more signage on this section to prevent this. I was also struck by a car at a dangerous junction in Burnside but when I tried to have something done for this junction, I was told there is no money and it is a police matter by South Lanarkshire council.
Poor maintenance	Glasgow Road to Shafield	Some of the cycle path surfaces (Glasgow Road from Main Street to Shawfield, as an example) are very poor. Equally, many of the side roads frequently used by cyclists to avoid main roads are very broken up, especially at the sides of the road where you are cycling.



THEME	LOCATION	PARTICIPANTS QUOTE
Lighting	Clyde Walk	Insufficient lighting on Clyde Walk way to use in winter months.
Transport mode priority	Rutherglen / Cambuslang area	Priority of transport mode
Poor maintenance Road safety	Cathking library	The pavements for walking can be very uneven. For taking my son to loch on the route we use, he doesn't have any lollipop ladies/men to help him cross at the road at Cathkin library.
Other facilities	Cambuslang	Cambuslang would benefit hugely from a better quality town centre (pavements, public spaces etc) to bring it in line with ritherglen quality.
Walking facilities conditions	Dryburgh Ave at Calderwood road	There are several busy roads on our way to school with no crossing facilities/lollipop ladies for children. Take you life in your own hands trying to cross Dryburgh Ave at Calderwood road and awful parking on Limeside ave at calderwood road pose terrible accident spots for both pedestrians and cyclists.
Walking facilities conditions	Rutherglen / Cambuslang area	Broken glass and dog dirt are issues on the routes I use. I prefer to use off road paths for cycling and walking but don't always feel very safe. That puts me off using these routes.
Road safety	Rutherglen / Cambuslang area	30mph limits with speed cameras should be extended to all built up areas.
Poor maintenance	Clyde Walk	Tree roots intruding across Clyde walkway
Lack of cycling infrastructure Road safety	Manse Brae to Westburn Road,	I think there could/should be an off road path along Manse Brae to Westburn Rd or following at that side of the perimeter of Drumsagard. There should also be a link from the Clyde River cycle route which stays off road, linking Manse Brae and Westburn Rd to safe crossing at Blantyre Farm Rd back to the Clyde. C/Lang



THEME	LOCATION	PARTICIPANTS QUOTE
	Blantyre Farm Road back to the Clyde	children attend Uddingston Grammar. Cycling along Westburn Rd at present is too risky especially with school buses and traffic at the crossover point drive to fast with poor visibility. An under pass or bridge over Blantyre Farm road would be answer.
Lack of cycling infrastructure and facilities	Rutherglen / Cambuslang area	The current cycle routes are dreadful. The cycle lane goes through bus stops, cars are parked in cycle lanes, glass often on the cycle paths, the cars on Mill Street drive far too fast, even with the addition of the speed cameras.
Poor maintenance	Rutherglen / Cambuslang area	Need better crossings and pavement/road surfaces.
Road safety	Rutherglen Main street to Dukes Road	Better enforcement of the bus lane on Rutherglen Main Street would help as it is too stretch with cars parked during rush hour. The stretch from Dukes Road to Rutherglen is too narrow painted lane and is terrifying in rush hour
Lack of cycling infrastructure and facilities Pedestrian infrastructure for people with disabilities	Rutheglen / Cambuslang area	Two way segregated cycling infrastructure which also benefits disabled people on mobility scooters and the emergency services can use on the A724 which used to be dual carriageway
Pedestrian infrastructure for people with disabilities	Rutheglen / Cambuslang area	Pavements are a danger to mobility scooter



THEME	LOCATION	PARTICIPANTS QUOTE
<p>Poor maintenance Lighting Road safety</p>	<p>Rutherglen / Cambuslang area</p>	<p>The cycle and pedestrian paths, are always full of glass and the lighting in parts, are extremely poor. The paths are also full of holes, leaves and litter and when the weather is particularly wet, are difficult to see. The paving on Cambuslang main street is a definite safety hazard ,as a lot of paving is loose and unsafe to walk on.</p>
<p>Cars parked on the way Poor maintenance Road safety</p>	<p>Hillington, Glasgow Road, Eastfield</p>	<p>Car from Hillington car seller are parked on pavement and obstruct many cyclist. Surface of the pavements is in very poor condition. Walking, cycling and using the scooter sometimes is very difficult, especially along Glasgow road, Mill street due to the cracks in the pavement. Bus stops are very dangerously on the cycling paths and leaves very narrow gaps between road and bus shelter. Drivers simply park on cycling paths. Eastfield lifestyles bike storage is very unsafe - bike racks are barely attached to the wall/falling off.</p>
<p>Cars parked on the way</p>	<p>Rutherglen / Cambuslang area</p>	<p>Many areas suffer from commuter parking. This makes the roads more hazardous for cycling. Similarly many pavements are blocked for pedestrians.</p>
<p>Lack of cycling infrastructure and facilities Road safety Cars parked on the way Poor maintenance</p>	<p>Stonelaw Road to Rutherglen, King Street, A730, Shawfield / Glasgow Road</p>	<p>Stonelaw Road to Rutherglen is particularly bad for encouraging cycling as no segregation from traffic. Crossing A749 at King Street is very precarious. Cycle path along A730 is in very poor repair since various pipe works were completed. Cars parking on both pavement and marked cycle lane at Shawfield/Glasgow Road is dangerous for cyclists and walkers.</p>
<p>Poor maintenance Road safety</p>	<p>Stonelaw Road</p>	<p>Stonelaw road and surrounding roads very poor and busy for cyclists and walkers. Traffic far too fast even in 20miles/hr areas....usually ignored. Not regulated /monitored anyway so discouraging for parents wanting to allow children to walk/cycle for safety reasons.</p>



THEME	LOCATION	PARTICIPANTS QUOTE
Road safety Lack of cycling infrastructure	Farmloan Road, Stonelaw Road	The most dangerous part of Rutherglen to Glasgow city centre is farmloan road. Please put a bike route down this road. Tesco has very poor bike parking - it's very far from the doors and is miniscule. Vehicles driving over the speed limit on Stonelaw road. Cycling isn't safe on that road.
Lack of cycling infrastructure and facilities	Rutherglen	Not enough as a cycle infrastructure painting a white line at side of road in Rutherglen. Behind the town hall where the route is in the middle of the road into oncoming traffic is not safe. Route 75 along the Clyde is the standard that should be a minimum. The first choice for going to Glasgow should be bike for many more people but there needs to be a shift in the approach to cycle infrastructure to make that happen.
Walking facilities conditions	Brairbeth Road	Walking with pram is difficult on Blairbeth Road because of heavy traffic and narrow pavements
Lack of cycling infrastructure and facilities	Cambuslang, Burnside, Rutherglen	There ought to be more cycle lanes so that families are able to cycle between Cambuslang, Burnside and Rutherglen with easier access to reach the Clyde from housing areas like Eastfield over Glasgow Road / Cambuslang Main Street.
Other facilities	Rutherglen / Cambuslang area	Toilet facilities, especially needed when you go with kids
Others behaviour with cyclist / pedestrians	Rutherglen / Cambuslang area	Main issue would be impatient car drivers.
Cars parked on the way	A724	The cycle route alongside the Clyde is good with good signage. The cycle lane alongside the A724 is a bit hit n miss, needs joined up alongside strictly enforced non parking in it. Too often we have to go into traffic to get around parked cars.

THEME	LOCATION	PARTICIPANTS QUOTE
Lack of cycling infrastructure and facilities Road safety	Route 756	Traffic free off road bicycle routes to all schools. Primary Schools should also have scooter parking for a culture shift to happen, start with the children. Route 756 - it is very poor condition and not safe for children especially before the river . Busy road junctions to cross. Very close to Glasgow Road. A more direct route to Cuningar Loop would be used by families. Safe routes to join up the parks would be used by families. Guided family rides (graded) during the school holidays or summer weekends would show families the routes to use themselves. Family outings with bike transport and minibus to encourage a love of cycling for pleasure. Graded Guided rides for school groups to encourage social riding. Bikability a requirement. In the curriculum.
No need	Rutherglen / Cambuslang area	Walking children to school (or even to the school bus) should be encouraged. Too many short car journeys are undertaken.
No need	Cambuslang to Glasgow city centre	There are no barriers to cycling with sufficient cycle lanes and paths both on road and national cycle routes via the river Clyde pathways.
Cars parked on the way	Hamilton Road	Cycling paths regularly blocked by parked cars, Hamilton Road outside Flemington Church every Sunday. Nobody understands the road layout between Cambuslang Cross and Halfway with one lane instead of the old 2 and they still think its 2!
Connection	Toryglen and National Cycle Route 74 / 756	Upgrading the path / cycle link between Toryglen and National Cycle Route 74 / 756 as part of the Urbanroots greenspace and active travel initiative would be a good idea.
Poor maintenance Lighting	Cambuslang area	On road cycle ways tend to be full of grit and some broken glass as the sweeping of them is infrequent. Similarly, Cambuslang Park, has regularly got broken glass and the route in from Greenlees Road near the Kirkhill railway station has no lighting and is badly surfaced because of tree roots under the path. Better lighting within the park would encourage more people to use as a through route for walking/cycling.



THEME	LOCATION	PARTICIPANTS QUOTE
Lack of cycling infrastructure and facilities	Rutherglen / Cambuslang area	We need more dedicated cycle paths away from traffic and walkers. Walkers are not always happy to share a cycle/walkway.
Poor maintenance Lighting	Clyde Walk	There are some good segregated lanes that do work well, but too often these then spit you out back in to a narrow section of road where there is then a degree of confusion over who has priority. The Clyde Walkway routes are very good, but could benefit from more maintenance and lighting. Extending these to provide better routes through Blantyre and in to Hamilton would considerably add to usefulness for commuting. Liaising with Glasgow City to extend routes would also help to make cycling from Glasgow a more viable option at times as Clyde Walkway route is considerably longer. Pavements such as those at Cambuslang Gate in poor condition and present trip hazards.
Signage Cars parked on the way Road safety	Burnside, East Kilbride Road	Signage is particularly terrible in Burnside. Speeding on East Kilbride Rd, along with blind corners and cars parked on pavements, make it extremely difficult to walk or cycle our children to school, even though it's less than a 10-minute walk. Our biggest fear is that our children will run out into the road - it's just too unsafe.
Road safety	East Kilbride Road	This can be a very busy road with very fast cars and when the weather is poor it badly affects this area. I would not feel safe on a bicycle on this road, even with the separate cycle path. Walking however I do feel safe.
Poor maintenance	Rutherglen / Cambuslang area	Paths need to be clear of glass so more road sweepers and more bins. Same on road cycle route as Milgavie has - its used constantly.



THEME	LOCATION	PARTICIPANTS QUOTE
Cars parked on the way Road safety	Rutherglen Main street, Shafield stadium	Parked cars in the bus/cycle lane on Rutherglen Main Street during daytime and Parked cars next to shawfield stadium half on and half off the pavement blocking the cycle lane due to staff from the police headquarter building not having enough parking spaces. Both these examples forces the cyclist to cycle in the 'door zone' worried about car opening doors or forces the cyclist out into the mid lane to avoid the door zone.
Other factors	Rutherglen / Cambuslang area	Weather and gradient problem
Lack of cycling infrastructure and facilities Road safety	Cambuslang to Blantyre	I wouldn't use the cycle lanes on the road between Cambuslang and Blantyre (A724). An off-road facility would be more appropriate for this section. The signed routes 74 and 756 go all around the houses then particularly 74 dumps you on a main road. Safe routes need to be continuous and of a consistent quality. The new Fernhill bypass road's cycle path seems to just fizzle out when it gets to Mill St. Ambiguous whether cycling is allowed on that footway past the cemetery, and very narrow in places.
Lack of cycling infrastructure and facilities Poor maintenance	Glasgow Road, Cuningar Woodland Park, Mount Florida to Hampden Park	Shared path surfaces need maintained to a higher standard and why no segregated cycle routes on Gasgow Rd and to Cuningar Woodland Park. No cycle route from Mount Florida & Hampden Park to Rutherglen
Other	Rutherglen / Cambuslang area	Incentives to car share and cycling groups
Lighting Road safety	Rutherglen / Cambuslang area	Due to the changes in the type of street lighting, pavements and main arterial routes can be very dim lighted. The streets are not safe enough as it is and this does not encourage me to go out walking one bit. Safety comes first.



THEME	LOCATION	PARTICIPANTS QUOTE
<p>Road safety Poor maintenance Signage Lack of cycling infrastructure and facilities</p>	<p>Rutherglen Main street, Rutherglen / Cambuslang area</p>	<p>The NCR 756f is awful in places, with terrible dangerous crossings, awful junctions, bad surfacing and non-existent signage. Main St could be improved by reducing it to two lanes for motorised traffic, removing parking (there is a huge car park at back of Rutherglen Exchange, use of which would also increase footfall through Exchange if people parked there) and then add a protected/segregated cycle path in each direction. This would make the street less dominated by cars/vans. I think the whole of Main St in Rutherglen should feel like an active travel pedestrian/bike space, where cars are permitted in limited circumstances, rather than feeling hugely divided by the massive wide road through it.</p>
<p>Road safety Lack of cycling infrastructure and facilities</p>	<p>Rutherglen / Cambuslang area</p>	<p>Cambuslang/Rutherglen needs more protected cycle lanes on roads like Main St. Current ones stop and start too much - need to be continuous and direct. Narrow painted lanes next to car parking increase chance of being hit with door - should be moved between pavement and parking with buffer inbetween. Painted lanes across entrance/exit to the bus stop lanes near Westburn Rd (mining monument) could make 'left hook' collision more likely. Bus stop bypasses on Glasgow Rd, Cambuslang are good but need segregation before/after. Wider painted buffer is better than lane line but cars still cut across it. See view west here: https://goo.gl/maps/PCv7RiNEYHU2 Cambuslang Main St isn't well planned (don't think anyone likes it). Not great for walking or cycling - few crossings, lots of large bins. Bike lanes should continue straight along Main St not Allison Dr (change parking/bus lane and there would be space). Improve paths/links to free car park on Allison Dr and make parking on street metered to encourage people to park a bit further away and walk (keep disabled spaces). Howieshill Rd at Hamilton Rd is dangerous blind corner - needs to be filtered or made 1-way uphill. Hamilton Rd Aldi: some vehicles turning onto Hamilton Rd go into painted lanes - need to be protected with bollards or other segregation. Rutherglen Lidl junction is a mess - needs simplified and protected bike lanes added. Glasgow Rd needs more crossings and better links either side to station and to paths at Western Ave near wee car showroom. The latter could be route between smartbridge and Bike Town but quite convoluted just now (fence down middle of road). New Red Tree office car park has become shortcut between Glasgow Rd and smartbridge - path should continue through/round car park instead of petering out (useful as it avoids risky double right turn off Glasgow Rd to Shawfield path). Also, connection</p>



THEME	LOCATION	PARTICIPANTS QUOTE
		<p>past Glencairn/Moll's Moir to Toryglen would be useful - could be nice green space if industrial pollution issues were sorted. Rutherglen Main St quite congested - unpleasant to cycle due to traffic and parking. Underpass quite useful but can be tricky to get off road to get to it - needs easier connections. Underpasses feel a bit safer than the one at Cambuslang station where teens hang about. Clyde Walkway at river is good but not lit - bumpy and overgrown in places. Sometimes get glass on way into Glasgow - doesn't always feel safe. Could have better connections to surrounding area and better signposting from main roads, especially Cuningar Loop (still folk who don't know it or realise it's a park - name doesn't help). Route on south bank of river would be useful to connect it and avoid some busy roads.</p>



4. SAMPLE PROFILE

The sample was not equality distributed in terms of gender, 65 of the respondents were females.

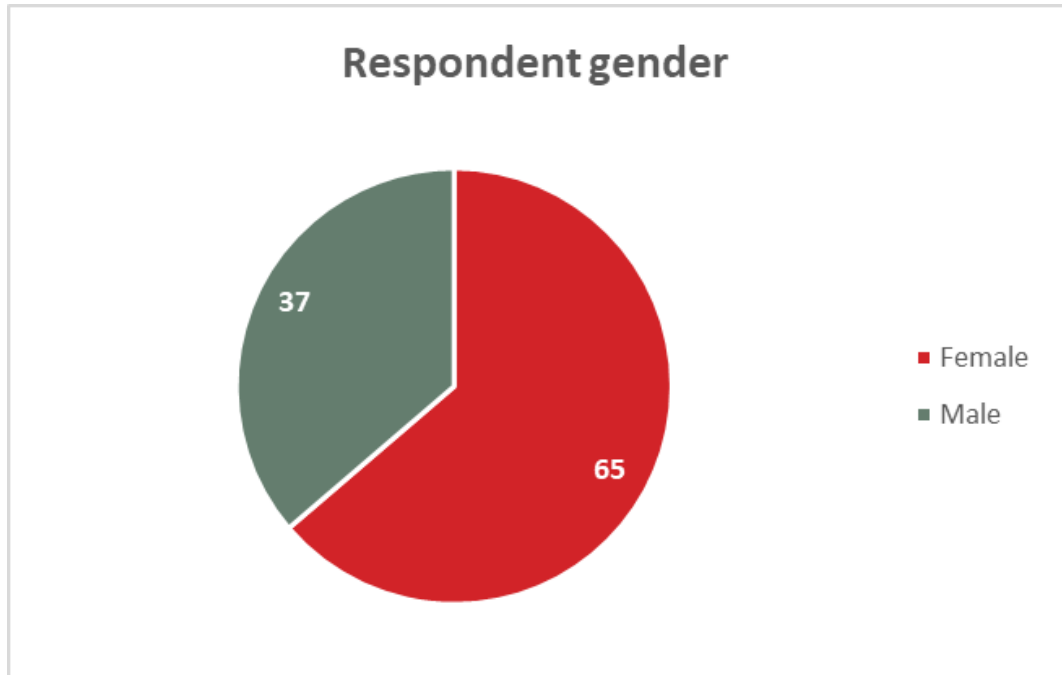


Figure 19. Q25: Respondent gender.

The largest proportion of respondents were aged between 45 and 44 years old (37 respondents) as shown in figure 20.

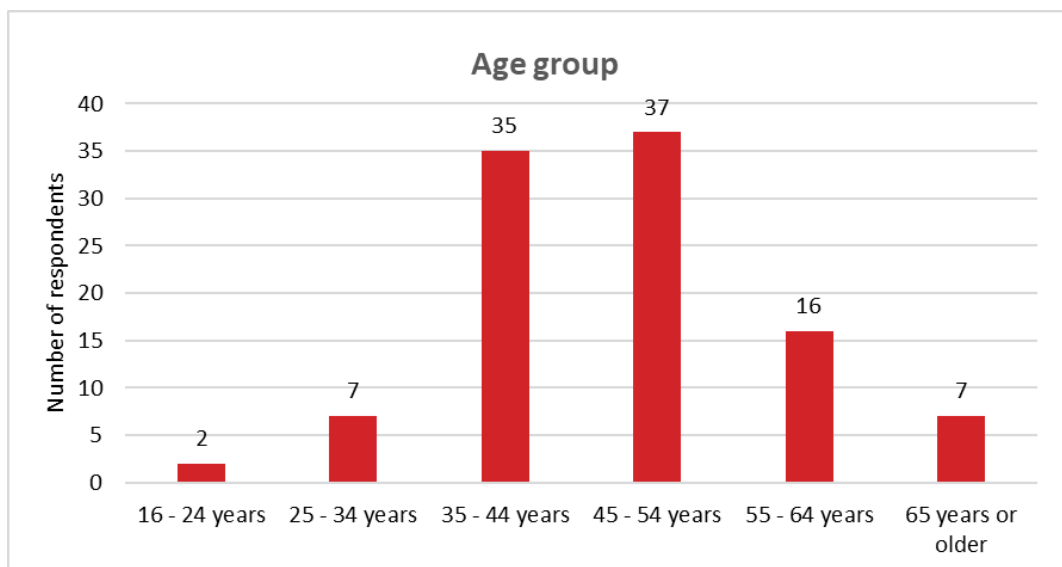


Figure 20. Q26: Respondent age profile.

In terms of employment status, the majority of the people reported to work full-time (70 respondents) followed by 24 respondents who were working part-time.



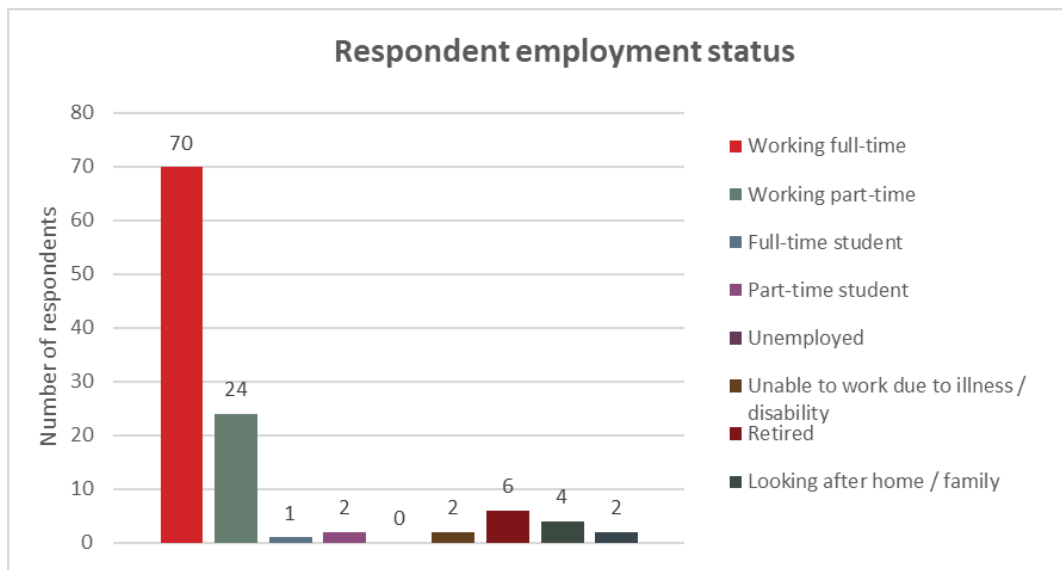


Figure 21. Q27: Participant Employment Status



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Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and blocky, with a slight shadow effect. The 'S' and 'Y' are particularly prominent.

Appendix 1: Detailed survey results, including all free-text comments.

Rutherglen and Cambuslang Active Travel Study

Base: 104 respondents

Q1 **Please provide the first 4 digits of your home postcode (e.g. G72 8)**

Please refer to the data spreadsheet for list of postcodes

Q2 **Location 1:**

Please refer to the data spreadsheet for list of locations

Q3 **Please specify the main reason for your travel to this location:**

47 (45%) **Commute to work**

15 (14%) Transporting children to/from school/nursery

1 (1%) Travelling to college

16 (15%) Shopping/personal business

2 (2%) Health appointment

2 (2%) Caring for dependents

2 (2%) Visiting family or friends

10 (10%) Leisure purpose

9 (9%) Other (please specify)

Please specify 'other' reason

- Meetings in Town Hall or other locations
- To join the national cycle network route to town then to work.
- Haircut - I used to work in Rutherglen and still go to this hairdresser.
- I work as a home carer in this area
- carrying out assessments at service users home covering Cambuslang and Rutherglen area
- Commuting to attending meetings
- because I live here and use the surround area to walk run cycle dog walk etc
- Volunteering
- Work/car service

Q4 **Location 2:**

Please refer to the data spreadsheet for list of locations

Q5 **Please specify the main reason for your travel to this location:**

21 (20%) Commute to work

12 (12%) Transporting children to/from school/nursery

0 (0%) Travelling to college

34 (33%) **Shopping/personal business**

4 (4%) Health appointment

0 (0%) Caring for dependents

9 (9%) Visiting family or friends

16 (15%) Leisure purpose

8 (8%) Other (please specify)

Please specify 'other' reason

- Exercise
- Work related
- To attend church on Sunday and undertake various voluntary duties during the week
- Attending meetings
- Travel to Glasgow City Centre for shopping and leisure
- Church

- walk run cycle dog walk leisure
- Church related activities throughout the week

Q6 **Location 3:**
Please refer to the data spreadsheet for list of locations

Q7 **Please specify the main reason for your travel to this location:**

- 8 (8%) Commute to work
- 3 (3%) Transporting children to/from school/nursery
- 0 (0%) Travelling to college
- 35 (34%) Shopping/personal business
- 10 (10%) Health appointment
- 3 (3%) Caring for dependents
- 12 (12%) Visiting family or friends
- 22 (21%) Leisure purpose
- 11 (11%) Other (please specify)

Please specify 'other' reason

- Family history research
- Meetings/constituency issues
- To join the national cycle network route to Bothwell then to Strathclyde country park.
- attending meetings
- Credit Union customer
- as Stonelaw road and surrounding is the main artery I use this for a range of reasons
- Worship and other church related duties
- Library
- Mass

Q8 **What is the MAIN mode of travel to these locations?**

	Walk	Cycle	Motorcycle/ scooter	Bus	Train	Car as driver with passengers	Car as driver without passengers	Car as passeng er	Taxi	Other
Location 1:	36 (35%)	20 (19%)	0 (0%)	2 (2%)	1 (1%)	16 (16%)	23 (22%)	3 (3%)	1 (1%)	1 (1%)
Location 2:	28 (27%)	21 (20%)	1 (1%)	6 (6%)	3 (3%)	20 (19%)	22 (21%)	0 (0%)	1 (1%)	1 (1%)
Location 3:	26 (26%)	19 (19%)	0 (0%)	6 (6%)	2 (2%)	24 (24%)	23 (23%)	0 (0%)	0 (0%)	1 (1%)

Q9 **If you use other methods of travel, please say what these are:**

1 (100%)

- Car with passengers Car without passengers It really depends

Q10 **Do you own a bicycle?**

- 70 (67%) Yes
- 29 (28%) No
- 5 (5%) No, but I have access to a bicycle

Q11 **Have you cycled at all in the past year?**

- 66 (88%) Yes
- 9 (12%) No

Q12 Cycling:

	5 or more days per week	1-4 days per week	A few times per month	Once a month or less often	Never
In the winter months (November to February) how often do you typically cycle (for functional or leisure purposes)	14 (21%)	14 (21%)	13 (20%)	8 (12%)	17 (26%)
In the non-winter months (March to October) how often do you typically cycle (for functional or leisure purposes)?	20 (31%)	23 (35%)	7 (11%)	14 (22%)	1 (2%)

Q13 Walking:

	5 or more days per week	1-4 days per week	A few times per month	Once a month or less often	Never
In the winter months (November to February) how often do you typically walk (for functional or leisure purposes)	39 (38%)	31 (30%)	18 (17%)	9 (9%)	6 (6%)
In the non-winter months (March to October) how often do you typically walk (for functional or leisure purposes)?	48 (47%)	37 (36%)	11 (11%)	3 (3%)	3 (3%)

Q14 If you cycle, what do you consider the main benefits of cycling to be? Please select up to three choices.

- 26 (39%) Save money on travel costs
- 57 (86%) Health benefits / exercise
- 32 (48%) Better for the environment
- 48 (73%) Pleasure / enjoyment
- 10 (15%) Quicker to travel by bicycle than by other modes
- 6 (9%) Avoids parking availability problems
- 1 (2%) No parking charges
- 3 (5%) Journeys are more reliable
- 0 (0%) Other (please specify)

Q15 Are you interested in cycling more often than you do now, or taking up cycling?

- 55 (53%) Yes
- 21 (20%) Maybe
- 28 (27%) No

Q16 If you answered No, why do you say you are not interested in cycling more often?

- Because I already cycle most days.
- Because I cycle almost every day already and do not own a car!
- Do not like cycling
- Doesn't interest me
- Feel that there are not enough cycle tracks on roads between Glasgow and Rutherglen, therefore too dangerous.
- Have a back problem and I wouldn't cycle on the roads
- Health issues
- I already cycle everywhere.
- I cannot ride a bike and it is something I am very nervous about. I don't own a bike however I use an exercise bike to compensate in a health capacity. I do not like cyclists on the road, there are too many accidents involving either careless cyclists or drivers.
- I can't cycle
- I cycle plenty

- I cycle quite a bit already, so am not interested in cycling more often. But I would appreciate my journey being made safer and easier.
- I don't have a bicycle, appropriate safety equipment or clothing. I have not had experience on a bicycle for over 25 years. I would not feel safe on the roads or pavements or cycle paths, especially on the East Kilbride Road from the Kingsgate Retail Park to my work.
- I feel I cycle when I want to
- I have a disability. I can't
- I have a young child and would prefer to walk with her in the buggy
- I have no barriers to cycling as much as I like currently
- I prefer walking or swimming as exercise
- Impossible
- It's too dangerous
- I've disabilities , that I can't manage to cycle
- Not comfortable cycling on roads
- Not safe on the roads and unable to transport my children
- Not strong enough to feel confident on a bike next to traffic
- Nothing but a nuisance to drivers.
- Too many cars on the road Uneven surfaces
- Too old infirm

Q17 **Which of the following measures would encourage you to cycle more often? Please select up to three choices.**

61 (80%) More dedicated off-road/traffic-free cycle routes

38 (50%) More on-road cycle lanes

2 (3%) Cycle training/buddying scheme

9 (12%) More changing facilities at place of work/education/local facility

20 (26%) Better information on cycle routes

11 (14%) More bicycle parking facilities

11 (14%) Improve security of existing parking facilities

28 (37%) Better lighting of roads/cycle routes

4 (5%) Help with route planning

5 (7%) Financial help with purchasing a bicycle (for example a discount, loan or 'cycle to work' scheme)

6 (8%) Access to a cycle hire scheme/cycle sharing scheme

10 (13%) Other (please specify)

Please specify 'other' measure:

- Better road surface - fewer potholes and raised manhole covers
- Better weather - but no one can help with this!
- Car driver awareness
- Fixing potholes which present a major hazard when cycling but are assessed on their impact on cars. Essential this approach changes as even a small crack can seriously endanger someone cycling.
- Health
- Less traffic on roads
- power assisted dynamo to go up hills
- Road maintenance, principally park path/pavement sweeping to clear broken glass and infill of pot holes on roads
- Secure parking facilities Better weather Live closer to work
- The existing so called cycling infrastructure from Hamilton to Rutherglen is a very poor attempt at integrating cycling with motor vehicles. It is downright dangerous in places, is not maintained to an acceptable standard and is not fit for purpose. As an experienced cyclist I would rather use the road as normal.

Q18 **If you walk, what do you consider the main benefits of walking to be? Please select up to three choices.**

31 (31%) Save money on travel costs

88 (89%) Health benefits / exercise

46 (46%) Better for the environment

65 (66%) Pleasure/enjoyment

12 (12%) Journeys are more reliable

6 (6%) Other (please specify)

Please specify 'other' benefit

6 (100%)

Q19 **Are you interested in walking more often?**

63 (61%) Yes

24 (23%) Maybe

17 (16%) No

Q20 **If you answered No, why do you say you are not interested in walking more often?**

- Because cycling is faster.
- Can already walk as often as I want....
- Cycling is faster.
- I already walk almost every day.
- I already walk everywhere I go, regularly exceeding 10km many days! I am looking at cycling to replace bus/train journeys that are too far for me to walk e.g. Cambuslang to Blantyre.
- I also walk plenty
- I cycle everywhere
- I don't want to
- I prefer to cycle
- I walk about 25-30 miles a week currently.
- I walk enough at present. Try and avoid car journeys when possible.
- I'll walk when it suits me.
- mobility problems
- No need - do not travel to other locations
- Not time
- Prefer cycling

Q21 Which of the following measures would encourage you to walk more often? Please select up to three choices.

44 (52%) Better pedestrian crossing facilities

57 (68%) Better lighting of roads/walking routes

6 (7%) Help with route planning

8 (10%) Walking buddy system

30 (36%) Better information on walking routes

18 (21%) Other (please specify)

Please specify 'other' measure:

- Better footways, no cars parked on them, less pollution, i.e. fewer cars.
- Better pavements
- Better quality public realm in Cambuslang
- Better weather More time available
- Bring my dog to work! I have to go home at lunchtime to walk my dog, therefore I need my car to be back at work within the hour, and if I could bring my dog to the office I would walk to and from work. Lots of businesses allow staff to bring dogs to work and it has been proven to be great for health and wellbeing.
- cover a vast area
- Dealing with issues on normal routes e.g. puddles at crossing points, dodgy crossings, poor pavements
- Extending the path network and improving the 'quality' of path infrastructures (surfacing / route signage / maintenance etc.)
- Fixing pavements along East Kilbride Rd which are in a terrible state. Also ensuring pavements are gritted end route to St Anthony's RC Primary School.
- Less focus on cars and more focus on people. Pedestrian crossing that allow pedestrians to cross within a reasonable time rather than the excessive waiting time experienced on mill street
- Less potholes
- Less traffic fumes on main routes, safer routes
- No glass and more bins. Bins are slowly being taken off streets to save money. This is bonkers.
- No specific help is needed
- Pavements could be smoother and easier to walk, around my area where I've 18years, the pavements have never been improved. Very difficult for prams, elderly & people with disabilities. You actually need to walk on the road at one point as bridge not safe
- Repair damaged pavements to make walking safer and do something about dog fouling in Hamilton where this happens even outside schools.
- Slower traffic and less traffic through Main St
- Walking to work or to go shopping is not an option from where I stay. I do walk to visit family members who live near me, but this would be too far. So basically I would have to move home or work place for this to be a feasible option for me.

Q22 What do you think the main barriers are to walking and cycling in the Rutherglen and Cambuslang area? Please select up to three options

57 (55%) Safety when walking or cycling

27 (26%) Weather conditions

14 (14%) Need to carry heavy or bulky items

14 (14%) Number/quality of road crossing facilities

12 (12%) Lack of information on walking/cycle routes (including signs and maps)

6 (6%) Lack of bicycle storage

8 (8%) Security when parking bicycles

36 (35%) Lack of off-road / traffic free cycle routes

24 (23%) Lack of on-road cycle lanes

53 (51%) Condition of roads, paths and cycle routes (including surfaces, lighting and overhanging vegetation)

0 (0%) Cost of cycling (including the cost of buying a bike and equipment)

7 (7%) Confidence using a bike

10 (10%) Terrain (e.g. too many hills)

10 (10%) Destinations not served by walking/cycle routes

5 (5%) Personal health / fitness

12 (12%) Distance/time constraints

6 (6%) Other (please specify)

Please specify 'other' barrier

- Bad behaviour by drivers - regularly turning up side streets without indicating when I am already in the process of crossing, or mounting pavements to park when I am walking on them with my children.
- bad habits and indifference - car is habit
- Cars parked over on road cycling routes, she. Nothing can be done as there are no yellow lines. Even worse when it is police Scotland staff
- Speeding of vehicles along main routes like East Kilbride Rd, and no Police presence for speeding
- Volume of motorised traffic
- Walking and cycling are not prioritised and respected. These healthy, safe and sustainable modes of transport should come first.

Q23 What do you think of the following walking and cycling facilities and infrastructure in the Rutherglen and Cambuslang area?

	Excellent	Good	Poor	Very poor	No opinion
Changing facilities (i.e. at your place of work/education/leisure facilities)	5 (5%)	25 (25%)	19 (19%)	15 (15%)	36 (36%)
The amount of bicycle parking	1 (1%)	28 (28%)	39 (39%)	11 (11%)	22 (22%)
The security of bicycle parking (i.e. from vandalism/theft)	0 (0%)	16 (16%)	39 (39%)	22 (22%)	23 (23%)
The condition of the surface of roads/paths/cycle routes	1 (1%)	9 (9%)	46 (46%)	39 (39%)	6 (6%)
Lighting on roads/paths/cycle routes	1 (1%)	25 (25%)	37 (37%)	26 (26%)	12 (12%)
The number of walking/cycle routes	1 (1%)	23 (23%)	42 (42%)	25 (25%)	9 (9%)
Walking/cycle routes to destinations I want to travel to	2 (2%)	20 (20%)	42 (42%)	23 (23%)	12 (12%)
Signage of walking/cycle routes	0 (0%)	30 (30%)	37 (37%)	22 (22%)	11 (11%)
Width of pavements/paths/cycle routes	1 (1%)	21 (21%)	47 (47%)	23 (23%)	8 (8%)
Pedestrian/cyclist crossing facilities	0 (0%)	29 (30%)	43 (44%)	15 (15%)	11 (11%)
The ability to take bicycles on trains	6 (6%)	28 (28%)	18 (18%)	16 (16%)	32 (32%)

Q24 **If you have any other comments about walking and cycling in the Rutherglen and Cambuslang area, please let us know.**

- 30mph limits with speed cameras should be extended to all built up areas.
- A lot has to be done to not only provide the facilities for walkers and cyclists but to change the culture of other road users who believe they have right of way or believe are more important than cyclists and walkers because their mode of transportation is larger
- An area like Cambuslang/Rutherglen cannot be isolated in terms of assessing it for cycling. It also has to be regarded as a 'through' area. The NCN 75 runs through this area but, going south and east, after Cambuslang this route is uncyclable between Newton and Blantyreferme road. The purpose of the NCN 75 in being a through-route west to east through central belt of Scotland is thereby defeated.
- As a motorist I cannot comment on the current facilities in place for walking and cycling in Rutherglen/Cambuslang as I have never used them, although I am aware of the cycle lane I encounter on the East Kilbride road from the Kingsgate. This can be a very busy road with very fast cars and when the weather is poor it badly affects this area. I would not feel safe on a bicycle on this road, even with the separate cycle path. I also never learned about cycling on the road when at school so I have only ever cycled around a park or garden and as someone who has problems with anxiety I would not expect that to change. Walking however I do feel safe. When the weather is fair I could listen to some music and wander wherever the mood takes me, but again I would not walk to work as it is too far for me to consider. Also on the way home I often visit family, go shopping or pick up my husband who does not drive therefore it would not be practical most days even if I did live closer to work. I do agree that the options for cycling and walking safely should be made as available as possible for the mental and physical benefits of anyone who would like to, but unfortunately it is not for me.
- Barrier to using it more is poor road safety and speed of car users on shared roads.
- Better enforcement of the bus lane on Rutherglen Main Street would help as that stretch is a joke with cars parked during rush hour. The stretch from Dukes Road to Rutherglen is the narrowest painted lane I know and is terrifying in rush hour
- Broken glass and dog dirt are issues on the routes I use. I prefer to use off road paths for cycling and walking but don't always feel very safe. That puts me off using these routes.
- Cambuslang would benefit hugely from a better quality town centre (pavements, public spaces etc.) to bring it in line with Rutherglen quality.
- Cambuslang/Rutherglen needs more protected cycle lanes on roads like Main Street. Current ones stop and start too much - need to be continuous and direct. Narrow painted lanes next to car parking increase chance of being hit with door - should be moved between pavement and parking with buffer in-between. Painted lanes across entrance/exit to the bus stop lanes near Westburn Road (mining monument) could make 'left hook' collision more likely. Bus stop bypasses on Glasgow Road, Cambuslang are good but need segregation before/after. Wider painted buffer is better than lane line but cars still cut across it. See view west here: <https://goo.gl/maps/pcv7rineyhu2> Cambuslang Main Street isn't well planned (don't think anyone likes it). Not great for walking or cycling - few crossings, lots of large bins. Bike lanes should continue straight along Main Street, not Allison Drive (change parking/bus lane and there would be space). Improve paths/links to free car park on Allison Drive and make parking on street metered to encourage folk to park a bit further away and walk (keep disabled spaces). Howieshill Road at Hamilton Road is dangerous blind corner - needs to be filtered or made 1-way uphill. Hamilton Road Aldi: some vehicles turning onto Hamilton Road go into painted lanes - need to be protected with bollards or other segregation. Rutherglen Lidl junction is a mess - needs simplified and protected bike lanes added. Glasgow Road needs more crossings and better links either side to station and to paths at Western Avenue near wee car showroom. The latter could be routed between Smartbridge and Bike Town but quite convoluted just now (fence down middle of road). New red tree office car park has become shortcut between Glasgow Road and Smartbridge - path should continue

through/round car park instead of petering out (useful as it avoids risky double right turn off Glasgow Road to Shawfield path). Also, connection past Glencairn/Moll's Moir to Toryglen would be useful - could be nice green space if industrial pollution issues were sorted. Rutherglen Main Street quite congested - unpleasant to cycle due to traffic and parking. Underpass quite useful but can be tricky to get off road to get to it - needs easier connections. Underpasses feel a bit safer than the one at Cambuslang station where teens hang about. Clyde walkway at river is good but not lit - bumpy and overgrown in places. Sometimes get glass on way into Glasgow - doesn't always feel safe. Could have better connections to surrounding area and better signposting from main roads, especially Cuningar Loop (still folk who don't know it or realise it's a park - name doesn't help). Route on south bank of river would be useful to connect it and avoid some busy roads.

- Cars from Hillington car seller are parked on pavement and obstruct many cyclist. Surface of the pavements is in very poor condition. Walking and cycling sometimes is very difficult, especially along Glasgow road, Mill Street. I own adult size scooter but can't use it as pats are in very bad state and there were few times where I nearly fell just because my front wheel got stuck in a crack on the pavement. Same problem with kid's scooters/bikes so we cannot even encourage our kid to cycle/scoot to nursery. Bus stops are very dangerously on the cycling paths and leaves very narrow gaps between road and bus shelter. Drivers simply park on cycling paths. Other cyclists cycle very dangerously and does not signal if they plan to overtake so I don't know that they are very vastly approaching. Eastfield lifestyles bike storage is very unsafe - bike racks are barely attached to the wall/falling off
- Car shouldn't come 1st!
- Cycling paths regularly blocked by parked cars, Hamilton road outside Flemington church every Sunday. Nobody understands the road layout between Cambuslang cross and halfway with one lane instead of the old 2 and they still think its 2! Roads along Cambuslang are a mess and the cycle paths have done nothing to improve it.
- Due to the changes in the type of street lighting, pavements and main arterial routes can be very dim lighted. Not very safe for single females going to and from their work using public transport let alone trying to get a bit of leisure time exercising. Also there have been a number of trials in the last year or two turning off the lights completely on certain streets. The streets are not safe enough as it is and this does not encourage me to go out walking one bit. Safety comes first.
- Generally happy that there seems to be a genuine willingness to develop cycling within Rutherglen. All the best with effort. I cycle every day on road and cycle paths. Main issue would be impatient car drivers
- I am challenged on a weekly basis by pedestrians on the cycle/pedestrian path from Shawfield to Rutherglen Main Street for cycling on the "pavement". I would like to see more signage on this section to prevent this. I was also struck by a car at a dangerous junction in Burnside but when I tried to have something done for this junction, I was told there is no money and it is a police matter by South Lanarkshire Council.
- I both drive and cycle the same commuter route from Cambuslang to Glasgow city centre. Both journeys at peak times take approx. the same time (25 minutes). There are no barriers to cycling with sufficient cycle lanes and paths both on road and national cycle routes via the river Clyde pathways.
- I commute from Rutherglen to Glasgow city centre every day by bike. The most dangerous part of my journey is Farmeloan road. Please put a bike route down this road. Tesco has very poor bike parking - it's very far from the doors and is miniscule. Also some of the most dangerous driving I have experienced has been on Stonelaw Road, cycling downhill at good pace e.g. 20-something mph, indicating right into Limestone Avenue and being overtaken by a car doing well over the speed limit just as we were about to turn. That was not a one off. This kind of driving and treatment of cyclists needs to be cracked down on. Cycling isn't safe on that road.

- I don't have no opinion about the previous question - I don't actually know the answer to the questions. I'm not sure who compiled this survey, but they need some training.
- I have mentioned weather and gradient but there is little that can be done about either - this is a universal problem for walking/cycling in Scotland or indeed in places where wind, rain and hills will act as a deterrent for such trips. Morally I refuse to make car trips of less than a mile (unless the carriage of goods makes this a necessity) but I still feel I use my car too often mainly because certain high street facilities are no longer within walking distance - again this is not a unique situation to Rutherglen/Cambuslang.
- I think there could/should be an off road path along manse brae to Westburn Road or following at that side of the perimeter of Drumsagard. There should also be a link from the Clyde river cycle route which stays off road, linking manse brae and Westburn Road to safe crossing at Blantyre Farm Road back to the Clyde. Cambuslang children attend Uddingston grammar. There will be new developments there soon it's the ideal time to link these places up for commuting to Rutherglen, Glasgow etc. and also the opposite to Hamilton too. Cycling along Westburn Road at present is too risky especially with school buses and traffic at the crossover point drive to fast with poor visibility. An underpass or bridge over Blantyre farm road would be answer.
- I wouldn't use the cycle lanes on the road between Cambuslang and Blantyre (A724). An off-road facility would be more appropriate for this section. The signed routes 74 and 756 go all around the houses then particularly 74 dumps you on a main road. If you're happy with this bit of the main road, then you'd have cycled the previous bit on the main road too. Safe routes need to be continuous and of a consistent quality. The Fernhill bypass road's cycle path seems to just fizzle out when it gets to Mill Street. Does it actually go any further? Ambiguous whether cycling is allowed on that footway past the cemetery, narrow in places.
- Insufficient lighting on Clyde walk way to use in winter months.
- Many areas suffer from commuter parking. This makes the roads more hazardous for cycling. Similarly many pavements are blocked for pedestrians. I often have to walk on the road (with my toddler in her buggy) as commuters or workmen have obstructed the pavement.
- Need better crossings and pavement/road surfaces.
- Need to reduce cars/pollution on roads give works/staff incentives to car share give staff enhancements to walk/cycle by allowing some time to shower after cycling/walking to work start regular cycling groups e.g. an hourly cycle timetable going from halfway through to Cambuslang then on to Rutherglen where people going to work/school can join group if not confident to cycle themselves and then doing hourly return groups too
- On road cycle ways tend to be full of grit and some broken glass as the sweeping of them is infrequent. Similarly, Cambuslang Park, has regularly got broken glass and the route in from Greenlees road near the Kirkhill railway station has no lighting and is badly surfaced because of tree roots under the path. Better lighting within the park would encourage more people to use as a through route for walking/cycling.
- Parked cars in the bus/cycle lane on Rutherglen main street during daytime and parked cars next to Shawfield stadium half on and half off the pavement blocking the cycle lane due to staff from the police headquarter building not having enough parking spaces. Both these examples forces the cyclist to cycle in the 'door zone' worried about car opening doors or forces the cyclist out into the mid lane to avoid the door zone.
- Shared path surfaces need maintained to a higher standard and why no segregated cycle routes on Glasgow Road and to Cuningar woodland park? No cycle route from Mount Florida & Hamden park to Rutherglen
- Signage is particularly terrible in Burnside. Speeding on East Kilbride Road, along with blind corners and cars parked on pavements, make it extremely difficult to walk or cycle our children to school, even though it's less than a 10-minute walk. I previously contacted police Scotland about it and they said they would set up a speed trap/awareness but this hasn't happened. Our biggest fear is that our children will run out into the road. Our car insurance is also higher because we live on East Kilbride Road than it was in g1 5, city centre, at our

previous address. There is no way our kids will ever walk to school unattended - it's just too unsafe.

- Some of the cycle path surfaces (Glasgow road from Main Street to Shawfield, as an example) are very poor. Equally, many of the side roads frequently used by cyclists to avoid main roads are very broken up, especially at the sides of the road where you are cycling.
- Stonelaw road and surrounding roads very poor and busy for cyclists and walkers. Traffic far too fast even in 20miles/hr areas....usually ignored. Not regulated /monitored anyway so discouraging for parents wanting to allow children to walk/cycle for safety reasons.
- Stonelaw road to Rutherglen is particularly bad for encouraging cycling as no segregation from traffic. Crossing A749 at king street is very precarious. Cycle path along A730 is in very poor repair since various pipe works were completed. Cars parking on both pavement and marked cycle lane at Shawfield/Glasgow Road is dangerous for cyclists and walkers.
- Stop vehicles parking over marked on road cycling paths
- The attitude of council to cycling is exceptionally poor. The half assed effort at a cycle route through Rutherglen is an embarrassment. Painting a white line at side of road is not cycle infrastructure. Behind the town hall where the route is in the middle of the road into oncoming traffic is abysmal, how did it through a safety assessment? Pathetic effort. Route 75 along the Clyde is the standard that should be a minimum. I cycle a lot and I'm comfortable on the road but the pathetic effort by the council will not do anything to attract new riders. The first choice for going to Glasgow should be bike for many more people but there needs to be a shift in the approach to cycle infrastructure to make that happen
- The current cycle routes are dreadful. The cycle lane goes through bus stops, cars are parked in cycle lanes, glass often on the cycle paths, the cars on mill street drive far too fast, even with the addition of the speed cameras...the provisions for cyclists is pathetic and the government needs to make some serious investments to get people cycling. I would love to see this happen and would do everything I can to support investment in active travel in and around Cambuslang and Rutherglen
- The cycle and pedestrian paths, are always full of glass and the lighting in parts, are extremely poor. The paths are also full of holes, leaves and litter and when the weather is particularly wet, are difficult to see. The paving on Cambuslang Main Street is a definite safety hazard, as a lot of paving is loose and unsafe to walk on.
- The cycle route alongside the Clyde is good with good signage. The cycle lane alongside the A724 is a bit hit n miss, needs joined up alongside strictly enforced non parking in it. Too often we have to go into traffic to get around parked cars
- The mantra something is better than nothing does not apply, 2 way segregated cycling infrastructure which also benefits disabled people on mobility scooters and the emergency services can use on the A724 which used to be dual carriageway is a must
- The national cycle route NCR 756 is not fit for purpose. It needs an upgrade by the council with support and funding from sustrans, and input from gobike and Camglen bike town. The route itself is awful in places, with terrible dangerous crossings, awful junctions, bad surfacing and non-existent signage. It could be amazing as it could get people to East Kilbride, and also into Glasgow. But it needs improving. A lot. I use it 5 times a week, and despair of the lost potential every day! Main Street could be improved by reducing it to two lanes for motorised traffic, removing parking (there is a huge car park at back of Rutherglen exchange, use of which would also increase footfall through exchange if people parked there) and then add a protected/segregated cycle path in each direction. This would make the street less dominated by cars/vans. I would imagine most people are arriving by bus and foot anyway. I know shop keepers often panic about loss of income from removing on street parking, but we know this is rarely backed up by the evidence when it is examined. I think the whole of Main Street in Rutherglen should feel like an active travel pedestrian/bike space, where cars are permitted in limited circumstances, rather than feeling hugely divided by the massive wide road through it. It feels like a missed opportunity.

- The pavements for walking can be very uneven. For taking my son to Loch on the route we use, he doesn't have any lollipop ladies/men to help him cross at the road at Cathkin library.
- The so called cycle lanes on the roads are a miserable tick box effort more interested in q's about where I am cycling too i.e. work in Hamilton - take your life in your hands and changing facilities in Almada Street are terrible.
- There are several busy roads on our way to school with no crossing facilities/lollipop ladies for children. Take your life in your own hands trying to cross Dryburgh Avenue at Calderwood road and awful parking on Limeside Avenue at Calderwood Road pose terrible accident spots for both pedestrians and cyclists.
- There are some good segregated lanes that do work well, but too often these then spit you out back in to a narrow section of road where there is then a degree of confusion over who has priority. The Clyde walkway routes are very good, but could benefit from more maintenance and lighting. Extending these to provide better routes through Blantyre and in to Hamilton would considerably add to usefulness for commuting. Liaising with Glasgow city to extend routes would also help to make cycling from Glasgow a more viable option at times as Clyde walkway route is considerably longer. Pavements such as those at Cambuslang gate in poor condition and present trip hazards.
- There isn't much for anyone who cycles, is there?
- There ought to be more cycle lanes so that families are able to cycle between Cambuslang, Burnside and Rutherglen with easier access to reach the Clyde from housing areas like Eastfield over Glasgow road / Cambuslang Main Street.
- This is a worthwhile survey. Paths need to be clear of glass so more road sweepers like there used to be. More bins like there used to be. Same on road cycle route as Milngavie has: it's used constantly.
- Toilet facilities, when you are out, you still need to go to the loo, especially if you have kids or like myself bowel & bladder problems. I can't take my kids to the park etc. because of this.
- Traffic free off road bicycle routes to all schools would be a good place to start as well as traffic free zones near primary schools. Primary schools should also have scooter parking for a culture shift to happen, start with the children. I would like to ride more with my children. I live in route 756 - it is very poor condition and not safe for children especially before the river. Busy road junctions to cross. Very close to Glasgow road. To ride as a family, we get in the car 😊. A more direct route to Cuningar loop would be used by families. Safe routes to join up the parks would be used by families. Guided family rides (graded) during the school holidays or summer weekends would show families the routes to use themselves. Family outings with bike transport and minibus to encourage a love of cycling for pleasure. Graded guided rides for school groups to encourage social riding. Bikability a requirement. In the curriculum.
- Tree roots intruding across Clyde walkway
- Upgrading the path / cycle link between Toryglen and national cycle route 74 / 756 as part of the urban roots greenspace and active travel initiative would be a good idea.
- Use mobility scooter, pavements are a danger to this mode transport
- Walking children to school (or even to the school bus) should be encouraged. Too many short car journeys are undertaken.
- Walking with pram is difficult on Blairbeth Road because of heavy traffic and narrow pavements
- Walking/cycling doesn't exist in isolation. It needs to link into public transport in particular. I think the local bus services around Rutherglen could be improved. The roads are increasingly busy and need consideration of routes used by older people. For example it would help to have a traffic island in the middle of Broomieknowe road at Westknowe sheltered housing to help older people get across a busy rat run road
- We need more dedicated cycle paths away from traffic and walkers. Walkers are not always happy to share a cycle/walkway, even if you slow down and ring your bell.
- Would like to walk however insufficient time due to high level of referrals received

SECTION 3: ABOUT YOU.

This data will be held in accordance with General Data Protection Regulations (2018). They will be kept confidential and will only be used for this study and not passed on to anyone other than SYSTRA and/or South Lanarkshire Council.

Q25 **Are you:**

37 (36%) Male

65 (64%) Female

0 (0%) No specific gender

0 (0%) Prefer not to say

Q26 **Please specify your age group:**

0 (0%) Younger than 16 years

2 (2%) 16 - 24 years

7 (7%) 25 - 34 years

35 (34%) 35 - 44 years

37 (36%) 45 - 54 years

16 (15%) 55 - 64 years

7 (7%) 65 years or older

Q27 **What is your employment status? Please select all that apply**

70 (67%) Working full-time

24 (23%) Working part-time

1 (1%) Full-time student

2 (2%) Part-time student

0 (0%) Unemployed

2 (2%) Unable to work due to illness / disability

6 (6%) Retired

4 (4%) Looking after home / family

2 (2%) Other (please describe)

Please specify 'other' employment status

- In receipt of Carers Allowance for disabled family member.

Q28 **Would you like to be kept updated by email on the progress of our study?**

56 (54%) Yes

47 (46%) No







Q29 **Please provide your email address for this purpose:**

Please refer to the data spreadsheet for email details








Appendix B2 – PlaceCheck map comments








Comments added so far









This is a summary of all comments added to the map. MapID 245








Type	Title	Content	Position
 Things I like	Mill St speed cameras	Love this! It has made this road feel so much better to walk on (although I still wouldn't cycle on the road). If it could be extended further, or those smiley/sad faced boards to show people their speed could be added elsewhere (Bankhead Road has vehicles going way too fast) then it would be brilliant.	55.8227,-4.21605
 Things we need to work on	Good walking and cycling routes to and between stations and cycle friendly trains	Active travel need to be based on well joined up routes and resources with clear signage, shelters, benches and ease of movement between walking and cycling and running. The routes also need to be continuous without large and sometimes dangerous gaps. Active travel needs to go way up the political agenda and needs to be based on clear well resourced local plans which have community and political backing and understanding of why they are important for now and the future.	55.8325,-4.22991
 Things we need to work on	Path to Cuningar Loop	The access from Clyde walkway rover path up to Cuningar Loop is awkward. It feels like it should be easy to add a path in up to the bridge across to it.	55.8424,-4.2066
 Things we need to work on	Route through to Toryglen	It feels like there should be a better route through to Toryglen, particularly as they are having a consultation exercise right now on improving walking/cycling. Join up with them to see what they are planning and make sure it all joins up!	55.8299,-4.22148
 Things I like	Cityford Burn	Nice little patch of green to walk through.	55.8225,-4.2218
 Things I don't like	The is the road to the post office	When you have to go to the post office to collect your parcel, this is the road you have to take, would be nice if I felt safe on my bike. Vehicles often drive at significant speed.	55.83,-4.18189








	Overtoun Park	Lovely park with great play equipment.	55.8218,-4.21381
Things I like			
	NCR 756	This could be a huge sell for the area. Easy access by bike to Glasgow, Clyde, riverside path to Cuningar Loop, etc, but this route is terrible. The traffic goes too fast, and the shared use path is terribly surfaced, badly marked, has bad crossings and pinch points. The width of the pavement>road>pavement is huge, sufficient to add a protected two way cycle lane if it is looked at properly. It would be a big job, but would add a huge amount of connectivity for commuters into Glasgow. The traffic into Glasgow is busy in the morning, and back out from Glasgow busy in the evening, with the road in the opposite direction often mostly empty. If some of that traffic could be diverted to bike down a good cycle route it would be a big plus. It is only a 20 minute cycle from Rutherglen Main St to Glasgow Central station, but the route is unclear and badly designed. Make it good, attractive, and make it visible.	55.8347,-4.22566
Things I don't like			
	Proposed Cycling centre?	Did I dream this or is this a plan, seemed like a good idea.	55.8304,-4.18669
Things we need to work on			
	BMX tastic	The bmx track and wee skills track is great, could have further opportunity. The pump tracks at cuningar loop and cathkin braes are really popular this would be a great added attraction!	55.8236,-4.21186
Things I like			
	Parking	Parking in Rutherglen Exchange which means on street parking on Main Street could be removed.	55.8274,-4.21156
Things I like			
	Main St	Narrow down to 2 lanes for motor vehicles, remove on street parking (there is a big carpark in Rutherglen Exchange) and add protected cycle lanes. It would stop the town feeling so dominated by cars.	55.8284,-4.21437
Things we need to work on			








	Dedicated uplift	Create a bus that is designed to take bikes from rutherglen station to Cathkin braes. That would be grand!	55.8021,-4.21427
Things we need to work on			
	NCR 756 crossing road	This is a frightening road to have to cross as part of NCR 756. There is no cycle priority, and no crossing. It is almost impossible to do with children. Could either the route be better on this side, or the NCR go down the other side of Mill St by Aldi? This route is unsafe.	55.8267,-4.21783
Things I don't like			
	Mountain bike tracks	Are great, to much dog poo, but great. Better cycle routes could be provided from rutherglen station, its a fairly hard cycle up the hill, so making it less of a challenge avoiding broken glass and negotiating crossings would help. It is a great place to cycle with kids, but getting there is hard.	55.8014,-4.2124
Things I like			
	Cycle pedestrian bridge.	quite bad access at both ends, and bad surface on bridge.	55.8255,-4.21768
Things I don't like			
	Cycle route needed	Car free cycle route needed from Main Street area.	55.823,-4.18645
Things we need to work on			
	Pedestrian/bike crossing	There is a sign saying 'cyclists dismount' for no apparent reason. The crossing takes ages to trigger once button is pressed. The buttons are awkwardly placed for being pressed when on bike.	55.8336,-4.22379
Things we need to work on			
	Main Street "Avenue"	Main Street could be improved like Sauchiehall street, learning from its challenges, but this would be an ideal location for people first street design.	55.8284,-4.21227
Things we need to work on			








 Things I don't like	Cycle route crossing onto Main St	The route creates conflict with pedestrians here. The Road ends in a fence, so cycles have to go right onto the pavement area on a blind bends to head to the (awful) crossing. This means pedestrians and bikes often come face to face unexpectedly at the corner (at Ruadh Ghleann pub). If the fence had a gap the cycles could exit the road more safely to get to the crossing.	55.8282,-4.21783
 Things we need to work on	Shawfield Bridge	There is quite often glass here, from people drinking on the benches. There is no bin, one might help the debris which is isn't great for cycling.	55.8407,-4.22819
 Things I don't like	NCR 756	The surface and width of this shared use path is terrible. It is supposed to be a National Cycle Route but you really can't tell! The road is really wide here, so it could easily be widened and resurfaced without much impact. Better signage would be great too, not much indicates it is an official shared path.	55.8341,-4.22429
 Things we need to work on	Pedestrian crossing	The crossing takes far to long to provide a green man, this causes significant frustration and may people crossing on a red man. This makes it impossible to help educate children in safe usage.	55.8273,-4.21852
 Things we need to work on	Park/health centre	Could there be a gate through from park to access health centre? It would be a nice route to walk to GPs, rather than having to go round on the pavements.	55.8233,-4.21115
 Things I don't like	Bankhead Road pavements	The pavements here are very narrow, and when cars go past at 30mph (or over) it feels very unsafe. This is one of main routes to train station, so it would be good if vehicles were slower. It is horrible walking here with kids.	55.8201,-4.22738
 Things I don't like	Bankhed Road	Speed limit. Cars speed along here all the time, even past the school. It seems a bit worse since the (excellent) 30mph cameras went in on Mill St. Or maybe just more noticeable.	55.8246,-4.22045







 Things we need to work on	Aldi carpark	One of biggest supermarkets in town. No dedicated cycle parking. Could you work with them to turn a couple of parking spots into cycle racks?	55.8268,-4.21906
 Things we need to work on	Pavement	The pavement here is wide, and leads to the underpass which is designated as a Core path. Could it be made into a shared use path for pedestrians and bikes?	55.8269,-4.21851
 Things we need to work on	Crossing on Bankhead road	If there was a crossing here it would be great. Cars whizz round from mill st and the road is wide, it makes it hard to walk down from this side of road tho Aldi	55.8258,-4.21843
 Things we need to work on	Cycle path/road junction	No priority for cycles, doesn't feel safe	55.8244,-4.21667
 Things I don't like	Entrnce to Glass works	Bad junction on NCR 756 to cross road. Not good visibility for cyclists or vehicles entering road. No priority for cycle lane.	55.831,-4.22121
 Things I like	Infrastructure taking path under M74	Good infrastructure to take path under M74. Could do with more like this (especially cycle route under A723 between Strathclyde Park and Chatelherault).	55.8363,-4.18189
 Things I don't like	Painted lanes at junction	Don't feel safe cycling here - needs protected cycle lanes. Simplified layout might help too.	55.8271,-4.19382
 Things I don't like	Cambuslang Main St	It's a mess (literally when big bins overflow). Change parking to normal parallel spaces and there'd be enough room for protected cycle lanes. That would continue route along Main St and make it easier to cycle to shops (and covered cycle parking).	55.8194,-4.17065










	Lack of crossing	Could do with crossing around here or just further south. Also better link between Glasgow Rd and paths at Western Ave for cycling.	55.8302,-4.22069
Things we need to work on			
	Lack of protected lanes	Glasgow Rd needs protected lanes as a major commuting route and link to Glasgow Green. Not just for people in Rutherglen or Glasgow but East Kilbride too - all needs joined up.	55.8307,-4.22115
Things I don't like			
	Lack of drop kerbs	Adding drop kerbs would help cycling between Glasgow Rd and Bike Town.	55.8282,-4.22062
Things we need to work on			
	Path stops at Red Tree car park	Path should continue right through site to smart bridge instead of spitting you out into car park (can be busy on weekdays).	55.8361,-4.22616
Things we need to work on			
	No ramp from Glasgow Rd to service road	I often bump up/down this bit to use service road and avoid busy traffic on Glasgow Rd. Service road has quite a lot of vans and cars on it but less than main road. I prefer it to main road or pavement (especially narrow bits at bus stops). A proper ramp (with bollards to discourage parking) and better surface on service road would help. Protected lane on main road would be better - required South of M74.	55.8321,-4.2216
Things we need to work on			
	Convolutd route to Rutherglen station from west	Disjointed route to cycle to station from Glasgow Rd along blocked streets. Weak bridge has new surface but bumpy and will break up after motor traffic uses it. Could be filtered so it's for walking/cycling only to reduce wear and tear. Route ends in car park then up awkward kerb to walkway entrance.	55.8297,-4.21438
Things I don't like			
	Howieshill Rd blind corner	Dangerous - cars coming down hill who can't see past trees, etc (and might not be looking out for bikes in cycle lane). Should be blocked/filtered or made 1-way uphill.	55.8154,-4.15476
Things I don't like			








 Things I don't like	Road section in middle of off road NCN route	My colleague and I both use this route to cycle between Glasgow and Uddingston- neither of us like cycling this road as it's hemmed in by hedges on both sides with fast traffic and close passes. From Uddingston there's a steep section of road before route into Newton. Really needs off road alternative between Newton and Uddingston to increase both commuting and leisure use.	55.82,-4.11901
 Things I don't like	Cycle lane	Nice that there is one, but it bobs on and off the road and doesn't feel safe to be on with exits in and out of car parks etc.	55.8289,-4.21781
 Things I don't like	Crossing on National Cycle Route	Bad crossing. Priority should be for cyclists (zebra?) and it would be handy of a bin wasn't directly in front of the drop kerb once you get on the pavement!	55.8285,-4.21885
 Things I don't like	Crossing on official National Cycle Route	This is the official crossing to stay on the cycle route. It is on a blind corner, very narrow, and take you right up onto the shop fronts. It would be much better to have a drop kern further away from the corner of the block to take you along here. Awful if you are cycling with kids.	55.8285,-4.21808
 Things I don't like	Pedestrian/cycle crossing	Awful to cross on a bike. The section in the middle is narrow, and constricted by barriers. If you have more than one bike,, mobility scooter, pedestrians and bikes, a bike with trailer, cargo bike/tandem, etc then it is terrible. It creates conflict between users in all situations apart from 100% pedestrians. This is the crossing on the main National Cycle Route.	55.8284,-4.21755
 Things we need to work on	Improve cycle routes to Rutherglen medical centre	Apart from cycling through Overtoun Park (West side) there is no safe cycle route to access the medical centre for the north, south or east.	55.8247,-4.21008
 Things we need to work on	Reroute NCR 756 - steep hill	Reroute the NCR 756 to avoid the steep hill. It discourages and limits access to active travel if routes are not suitable for everybody in the community. This steep hill can be avoided by rerouting the marked NCR route	55.8207,-4.2115

 Things we need to work on	Fast moving traffic - Average Speed Cameras	Extend average speed camera area from Mill St down Glasgow Rd	55.8353,-4.22613
 Things we need to work on	Reroute NCR74 to Rutherglen Main St	Why are cyclists directed away from the Main Street to use Hamilton Rd.This involves crossing Main St without a crossing. Prioritise routes for convenient, useable and safe active travel if that is the behaviour you want to see.	55.8284,-4.20648
 Things we need to work on	Shared path extension required	Extend the existing shared path on the south side of the main road in Glasgow into South Lanarkshire	55.8377,-4.23059
 Things we need to work on	Cycle routes into Rutherglen and Cambuslang from the surrounding areas	Provide cycle routes and route information at main route access points into Rutherglen and Cambuslang to encourage active travel into the area	55.8204,-4.23643
 Things I don't like	Cycle route on busy road	The cycle route is on a busy and narrow road. Given new housing development in the area and safe access to further afield like Uddingston, including the school there a safer cycle route needs to be created.	55.8201,-4.12
 Things I don't like	No cycle route - Cathcart Rd - Farie St	No cycle route for local residents to or from local supermarket or Rutherglen Main St. Area is busy with vehicle traffic including large commercial vehicles. Provision of a shared path on the southside of Cathcart Rd and Farie St would help create safe access to local supermarket and facilities on Rutherglen Main St	55.8268,-4.22188
 Things I don't like	No marked shared Path west side of Mill St - access to local shops and Main st	The west side of Mill St is frequently used by cyclists, to access local shops like Aldi and the shops on Rutherglen Main st. The footway is wide enough to be redesignated a shared path	55.8273,-4.21884

 Things I don't like	No marked cycle route on core path	The north side of Rutherglen Main St is a core path yet is not marked as shared use path so cyclist know they can use it	55.8284,-4.21645
 Things I don't like	No crossing point. No direct access to NCR 74	There is no crossing point for pedestrians or cyclists north of Rutherglen Main St across Glasgow Rd. Vehicle traffic is prioritised and pedestrians and cyclists are excluded by barriers. There is no direct access to NCR74	55.8286,-4.21957
 Things I don't like	No cycle route to Rutherglen Main st	No cycle friendly infrastructure on this main access route to Rutherglen Main St	55.8265,-4.21025
 Things we need to work on	No covered cycle parking at station	Covered cycle parking at Cambuslang station is required. Covered cycle parking is favoured and used more frequently than uncovered cycle parking.	55.8199,-4.1724
 Things we need to work on	Narrow cycle lanes	Cycle lanes are painted 1m from the kerb. This is inadequate and does not encourage new cyclists. People who cycle on the existing narrow cycle lane endure poor road surface, surface ironmongery and close passes by other road users.	55.8249,-4.18463
 Things I don't like	No route for cyclists on Cambuslang Main St	There is no cycle route on Cambuslang Main St or through the Main St. Evidence shows that providing cycle infrastructure in front of shops increases the footfall and turnover of local businesses.	55.8192,-4.16875
 Things I don't like	South Clyde Cycle Path	There is an existing right of way all the way from Cambusland Bridge to Cuningar Woodland Park. This right of way could be opened up as a dedicated walking and cycling route to Cuningar Woodland Park and further into Glasgow. It would be used for functional journeys and leisure. This would also add additional benefit in creating a circular route using both banks of the river and so opening the area up to more frequent use and connect communities along the river.	55.8226,-4.17171

 Things I don't like	No cycle route from Rutherglen Main St to Cuningar Woodland Park	There is no cycle infrastructure from Rutherglen Main St to Cuningar Woodland Park. The direct and shortest walking route is unattractive, poorly signposted.	55.832,-4.20862
 Things I don't like	No cycle route on busy road, no safe cycle access to Shops	No cycle route along this road to access Superstore and other shops. No cycle route through to Dalmarnock	55.836,-4.20905
 Things I don't like	Busiest Cycle Route in South Lanarkshire - requires segregated cycle route	According to cycle counters From Rutherglen Main St into Glasgow on NCR756 is the most used cycle route in South Lanarkshire. To keep encouraging more cyclists and to make this route safe it requires segregated cycle infrastructure. The current provision is inadequate, it isn't wide enough, has a very poor surface and has bus stop pinch points putting pedestrians and cyclists at potential risk of accident. The main road and service road are wide enough to allow for a segregated cycle route. If SLC are serious about encouraging cycling this route needs improved, as it stands it wouldn't encourage a family to cycle into Glasgow.	55.8329,-4.223
 Things I don't like	No cycle route west to Glasgow South East, Hampden Park, Mount Florida,	This is a busy road and is frequently used by cyclists. Providing cycle friendly infrastructure along the main road would be great.	55.8275,-4.2257
 Things we need to work on	Cars parked on cycle path - overspill parking from Police Scotland Building	Cars parked on the on road cycle route make it unusable and dangerous for cyclists.	55.8393,-4.22776
 Things I don't like	Pavement issues	There is only one pavement on one side of the road here and it is broken and always ungritted. It's a tight corner and feels dangerous. A pavement should be added to the other side, parking should be permanently suspended (commuters park here for the rail station), and pavement should be fixed and improved for accessibility.	55.817,-4.20073

 Things I don't like	Blind junction	Due to cars parking on pavements and the two hills intersecting, this is a particularly difficult junction for pedestrians as well as vehicles. There is traffic coming from four ways, plus a bus stop. It needs a roundabout or a proper cross walk for school runs and busy periods - and ideally, a traffic camera as the 30 zone is NOT adhered to by cars.	55.8151,-4.19549
 Things I don't like	Cycle route- on road very busy	Taking your life in your hands.	55.8258,-4.18957
 Things I like	Off road Traffic free route	Safe cycling although lighting isn't good. Would not cycle here at night	55.8395,-4.21257
 Things I don't like	Cycle route	Too close to the very busy main road. Very narrow in places.	55.838,-4.22476
 Things I like	Traffic free route		55.8099,-4.20253
 Things I like	Great place for cycling and scooting	Improved route to get there would be helpful.	55.8402,-4.20021
 Things I don't like	Cycle route-very busy road into steep hill	Cycle route- very busy road to cross/ turn right. Turning into a very steep hill on the road.	55.8164,-4.20708
 Things I don't like	Cycle route-very steep hill on busy road	Cycle route- not for the faint hearted !	55.8195,-4.21034
 Things I don't like	Terrible crossing here in cycle route.	Cycle route -no crossing.	55.8279,-4.21772

 Things I don't like	Cycle road on the road	Wouldn't take children on the road here. Crossing this road into cycle route not good.	55.8251,-4.2142
 Things I like	Good cycle path	Nice offroad path, smooth and well maintained.	55.8333,-4.19708
 Things I don't like	Road narrowing with islands	This stretch of road has a few areas where additional pavement / kerb artificially narrows the dual carriageway to single (presumably crossing for pedestrians but not marked as such). At these points cycles are forced to move to a narrow area which puts cars and cyclists closer than otherwise needed and adds to danger. Providing a cycle lane behind each kerb or removing them would solve this.	55.832,-4.20467
 Things I like	Cycle lanes	Cycle lanes marked at junctions, route can be busy with traffic but road is dual carriageway and sufficient space for bicycles and cars to coexist without further amendment or investment. I cycle and drive this route and it is ok in my opinion.	55.8258,-4.18974
 Things I like	Cycle lanes on Cambuslang Rd / Glasgow Rd	Marked lanes perfectly sufficient for cycles for substantial part of these roads. Sometimes cars parked / loading / buses etc but width of road is easily able to accommodate this and allow cycles to safely pass, just as a car safely passes these same obstacles.	55.8233,-4.18159
 Things I don't like	Over complicated formal cycle route	Around these junctions is a complex set of routes for cycles to leave the main carriageway and wait at toucan crossings to navigate the motorway junctions. I consider this unnecessary as the road is a dual carriageway with plenty of space for cars and bicycles and it is quicker and easier to cycle the road route.	55.8296,-4.19779
 Things I don't like	Farmeloan Road	A main route, but busy and not conducive to cycling.	55.8293,-4.21017



Things
I don't
like

Rutherglen Main
Street

The bus lanes are always used as parking for cars and, although bus lanes aren't ideal, they are better than the open road for cycling. Bus drivers at least get training; most car drivers haven't had any training or updates since they did their test as a teenager and, as a result, their driving could be bad, or very bad.

55.828,-4.20296



Things
I don't
like

The main road to
Shawfield and
Glasgow

Absolutely no cycle lanes. There's an awkward parallel side road but it then goes to a very narrow footway past a bus-stop. I use this road just about every time I go to Rutherglen and I used it a lot when I worked there. But a person new to cycling wouldn't use it; they'd go on the footway and upset pedestrians.

55.8299,-4.22029

Appendix B3 – Phase 2 Questionnaire Survey report

Rutherglen and Cambuslang Active Travel 2019 - Part 2

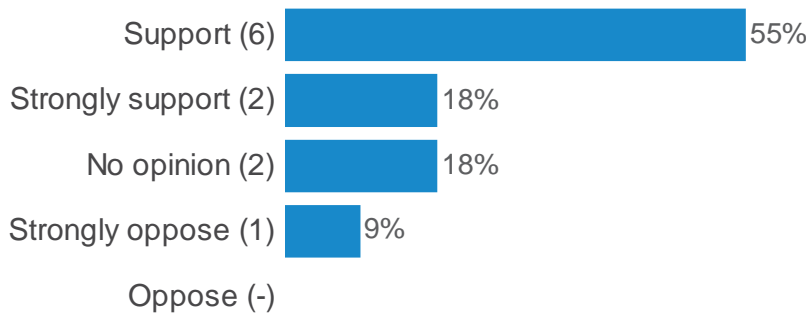
This report was generated on 17/06/19. Overall 11 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

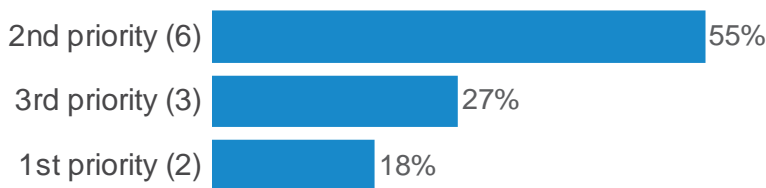
Please provide the first 4 digits of your home postcode (e.g. G73 8)

G72	ML3
G733	G76 8
G72 8	G31 2
G72 8	G73 4

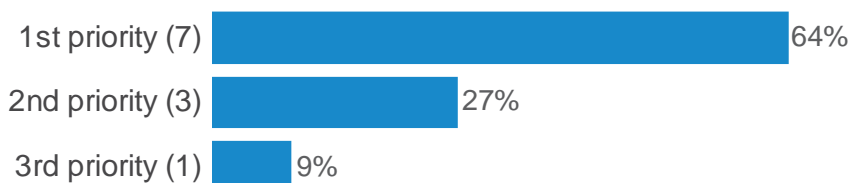
Having looked at the map of the proposed network and proposed action plan, to what extent to you support or oppose the proposals?



In which order would you prefer to see the proposed focus areas implemented (see pages 35-36 of the report for details)? (Rutherglen to East Kilbride via Burnside)



In which order would you prefer to see the proposed focus areas implemented (see pages 35-36 of the report for details)? (Glasgow Boundary to Hamilton, via Rutherglen and Cambuslang town centres)



In which order would you prefer to see the proposed focus areas implemented (see pages 35-36 of the report for details)? (East-West neighbourhoods connection)



If you have any other comments about the proposals for walking and cycling in Rutherglen and Cambuslang, please let us know.

Need to complete route along A724, for example the section under the railway bridge near J2 of the M74 is hazardous for cycling.

Increased size of cycle lanes, road areas are not large enough to cycle safely and not respected by the majority of car users.

Hamilton needs better cycle paths heading towards Blantyre

Route east-west between town centres, at t-junctions like Bogleshole Rd, Dukes Rd or Clydeford Rd, changing sequence of traffic lights could reduce need for turning lanes and leave space for continuous segregated cycle tracks. Lots of space at big junction of Main St/Cambuslang Rd at Lidl. Also, putting parked cars between carriageway and bike lane (so lane is next to pavement) would help protect people cycling. Some junctions, like Beech Ave near Cambuslang station, are way too wide and need narrowed to help make them easier to cross and stop cars taking them too fast. Raised zebra crossings would help too.



Appendix C: Large scale map of proposed cycle network

Rutherglen and Cambuslang Area Active Travel Study - Destinations and Potential Cycle Network

Proposed cycle network

- Core cross-town connections
- Main connections linking neighbourhoods and key destinations
- Local link to connect neighbourhood level destinations

Main existing cycle routes

- National Cycle Network 756 / 75 and links
- On - carriageway
- off - carriageway / traffic-free
- Clyde Walkway
- Key planned cycle route in Glasgow

Key Destinations

- CAMBUSLANG Neighbourhood
- Rail station
 - Major retail centre
 - Other retail centre
 - Secondary school
 - Primary school
 - Local health centre
 - Office / Workplace
 - Major parks/leisure
 - Leisure destination
 - Cluster of destinations
 - Future cluster
 - Development site
 - Park & Ride

This map represents what a complete, attractive network would look like; it is composed of some existing routes, but most are new connections to be developed. At this early stage of development, the proposed routes are indicative connections, not proposed alignments. When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design best practice (including cohesion, directness, comfort, etc. see adjoining document for details), the most suitable will be taken to the next design stage. When the design for a route is considered, connections to it and across it will be considered in addition to the route itself. Stakeholder and public consultation will also take place at every stage of the development process.

