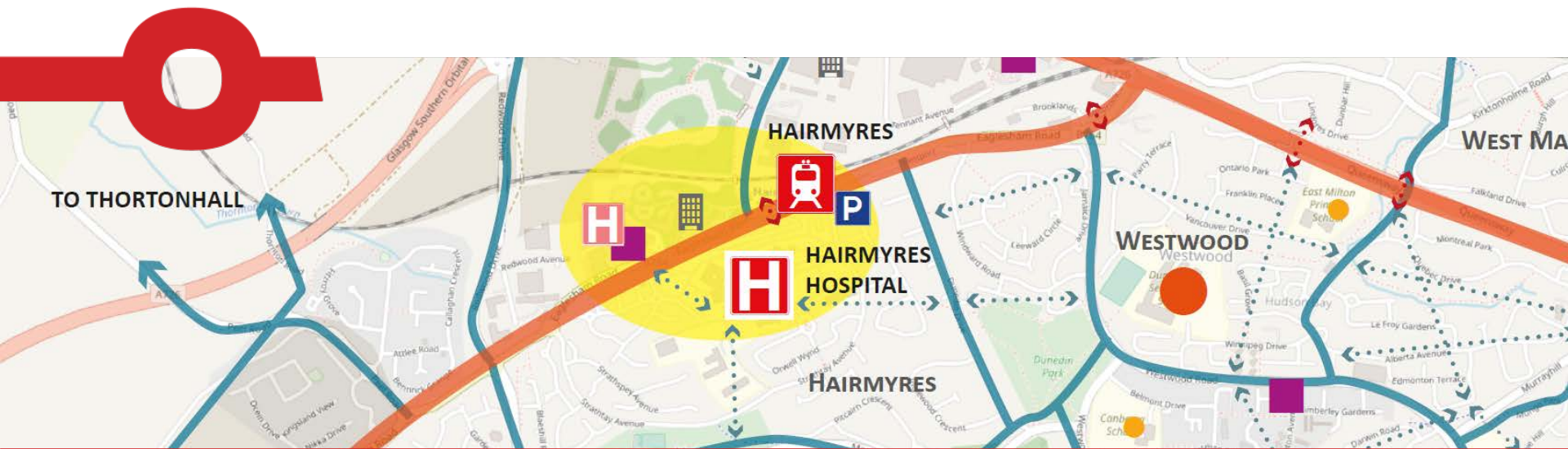


East Kilbride Active Travel Plan



Version 2.0 - Final

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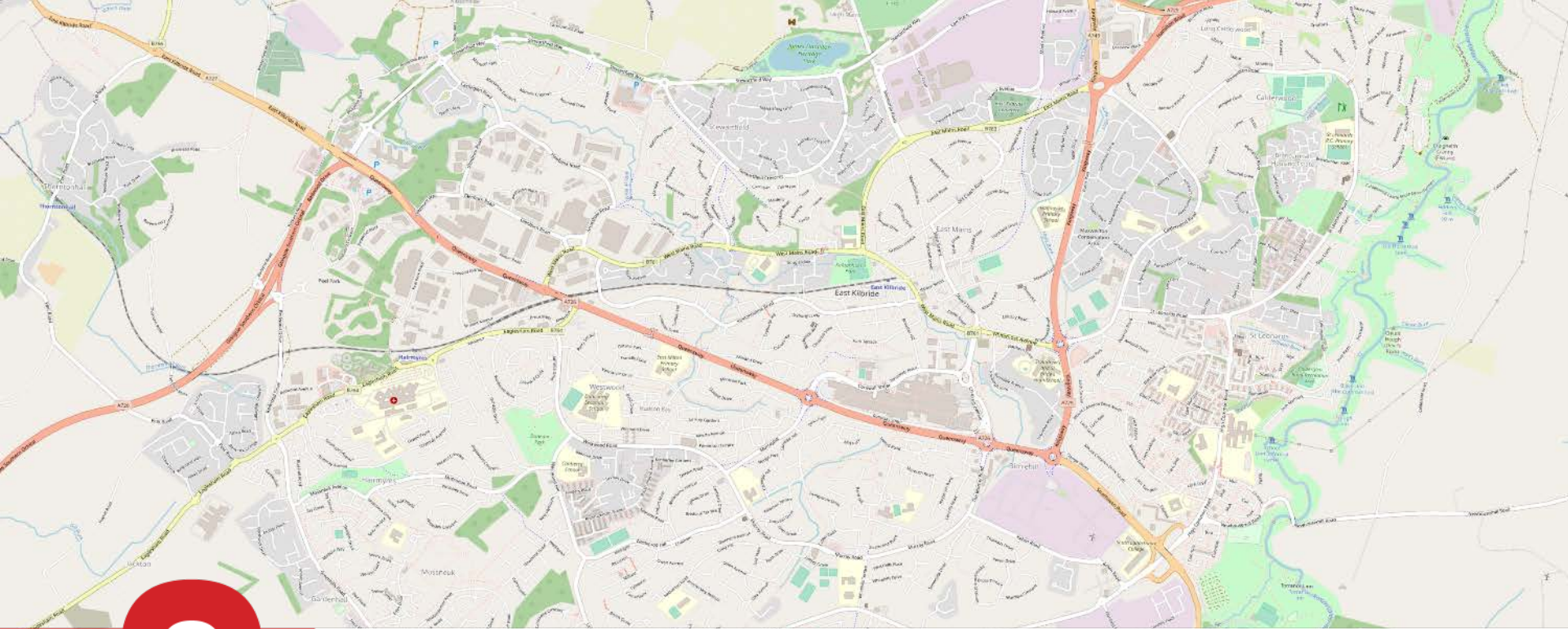
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1. Introduction

Aims of the study

The aim of the study is to identify the actual and perceived barriers to cycling for everyday journeys in and around East Kilbride, encourage modal shift to walking and cycling and establish East Kilbride as an Active Travel Friendly Town.

The walking and cycling plan:

- Identifies major destinations and how well they are currently connected on foot or by bicycle
- Creates a schematic cycle network connecting those destinations, establishing what a complete cycle network in East Kilbride would look like
- Defines the functions and derived level of provision for the different types of connection
- Identifies a programme of recommendations to make active travel a viable option for everyday journeys in and around East Kilbride

This is the first 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 and stakeholder engagement

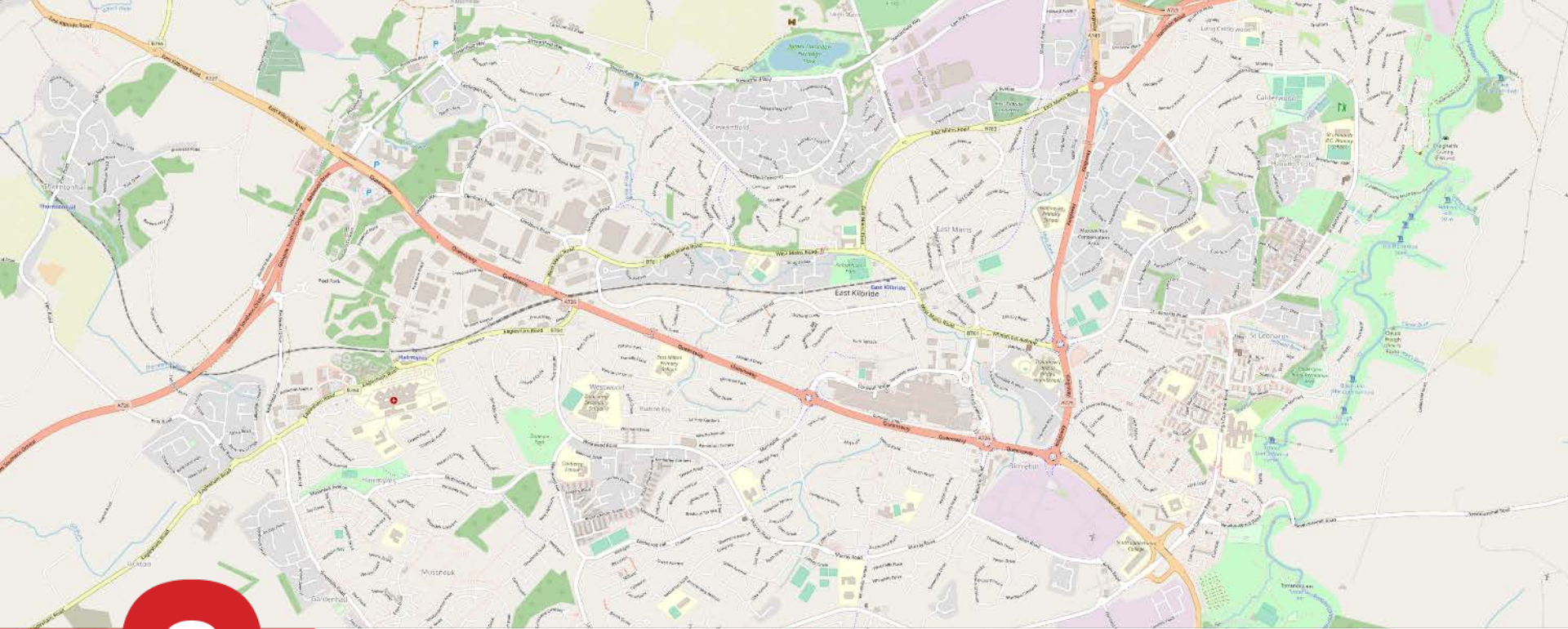
- To gather the public and stakeholders' views and ideas on
- To get feedback on the outcome of stage 1. above

3. Update of recommendations on:

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

4. Public engagement on recommendations

- On-line survey



2. Context and current situation

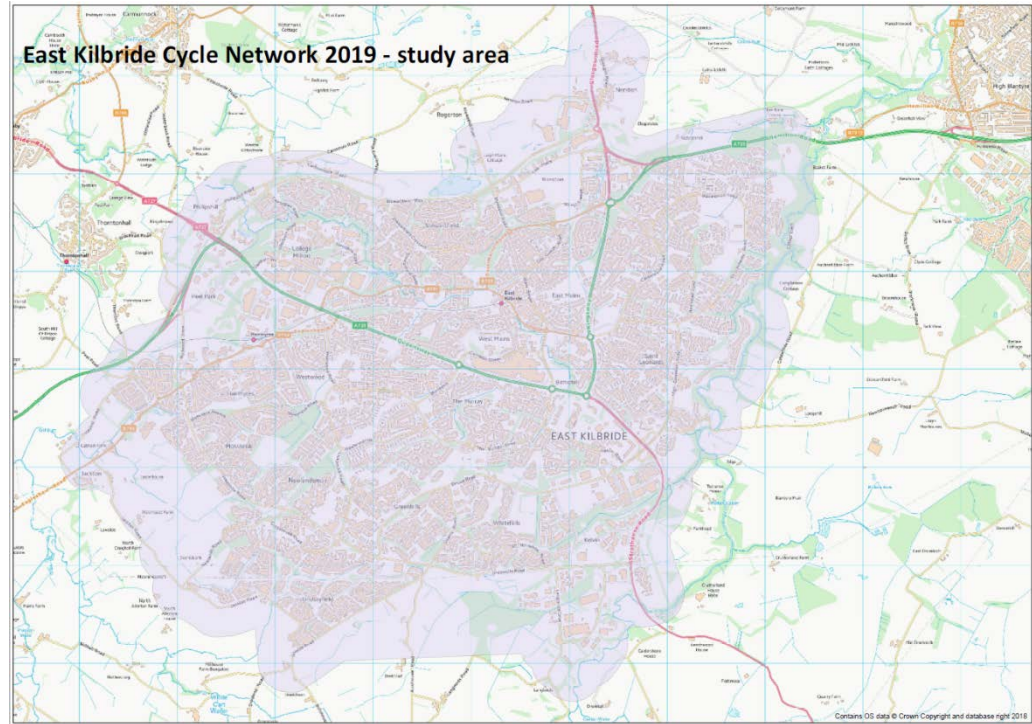
Study area definition

East Kilbride is the second largest town in South Lanarkshire and the 9th largest settlement in Scotland according to the table below.

It covers an area of about 5km by 5km (25 km²) and is divided into a number of smaller precincts bordered by main through-roads. Within East Kilbride there are 22 primary schools, 4 high schools and a college of further education.

There are numerous local employers, with several large business parks as well as a major retail and leisure development in the centre of town and smaller neighbourhood centres away from the central business district.

East Kilbride is connected to Glasgow city centre by road and rail, with two railway stations (East Kilbride and Hairmyres) and a major bus interchange (East Kilbride Bus Station). Those and all other key and local destinations are shown in the map overleaf.



	Settlement	Council Area	Population
1	Greater Glasgow	Glasgow City, 6 others	985,290
2	Edinburgh	City of Edinburgh, 1 other	512,150
3	Aberdeen	Aberdeen City	214,610
4	Dundee	Dundee City, 2 others	158,200
5	Motherwell & Wishaw	North Lanarkshire	124,790
6	Falkirk	Falkirk	103,030
7	Coatbridge & Airdrie	North Lanarkshire	91,020
8	Hamilton	South Lanarkshire	83,730
9	East Kilbride	South Lanarkshire	75,120
10	Dunfermline	Fife	74,380

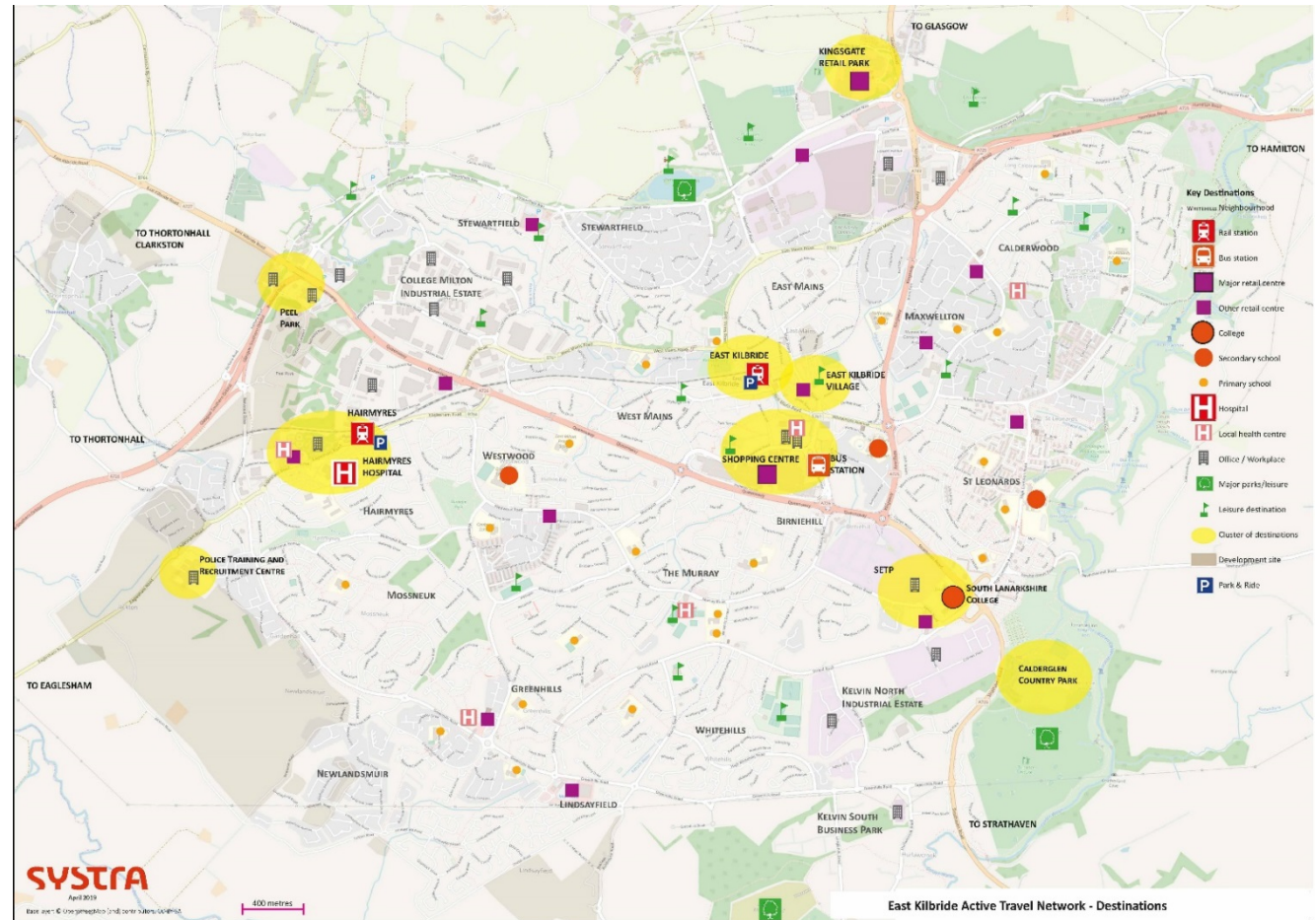
Population Estimates for Settlements and Localities in Scotland, Mid-2016

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 East Kilbride has experienced in the past few years, with major housing developments especially in the south west of the town is expected to continue. The development sites and infrastructure projects most relevant to the town 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. According to the Park and Ride Strategy there is a proposed enhancement of the Park and Ride facilities by increasing the number of spaces within the existing site and the construction of a new car park on nearby lands for both Hairmyres and East Kilbride Rail Stations.
- **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 has identified land supply to meet its projected housing requirements including the West of Redwood Drive and Peel Road in Thortonhall.
- **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. These sites are; Langlands West, Redwood Crescent and St James Centre North.
- **Infrastructure Projects:** Four infrastructure projects within South Lanarkshire totalling £168 million investment are part of City Deal initiative including three in East Kilbride: Stewartfield Way, Greenhills Road and the East Kilbride Community Growth Area (Three other CGA are in Newton, Hamilton, and Larkhall). The fourth project is the Cathkin Relief Road.

Current cycle network and use

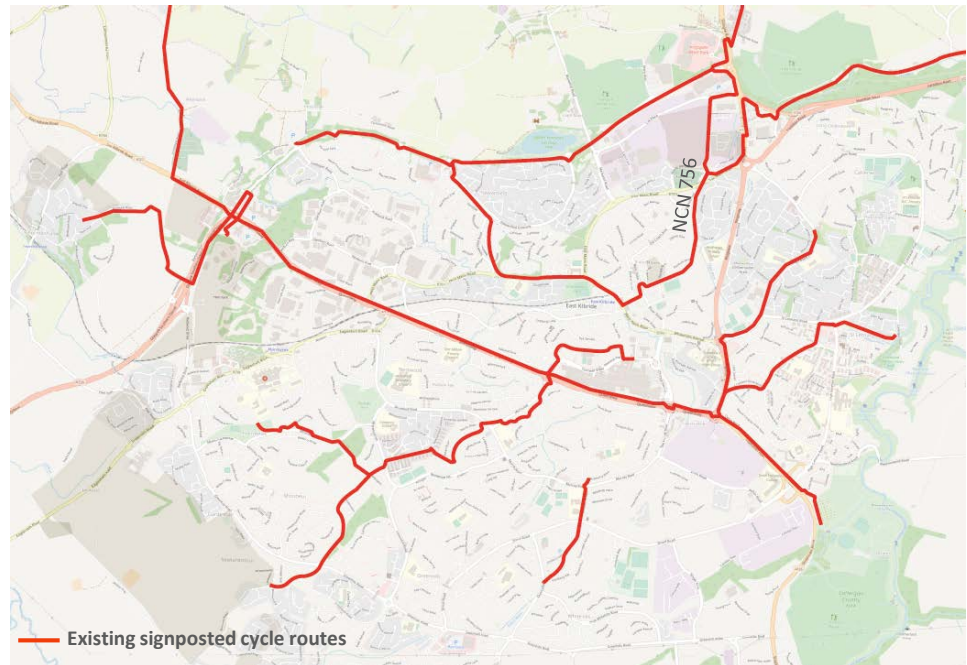
Current cycle network

The main signposted cycle route in the town is National Cycle Route 756, which starts at East Kilbride Stations and heads north towards Glasgow. Other routes include:

- Newlandsmuir to town centre
- St Leonards to town centre
- Town centre to Calderglen Country Park

Recent investment by South Lanarkshire Council in East Kilbride have included the construction of a shared use path along Calderwood Road and the installation of new cycle parking and cycle counters at key locations.

Overall the quality of infrastructure is variable, and as can be seen on the map do not form a coherent cycle network.



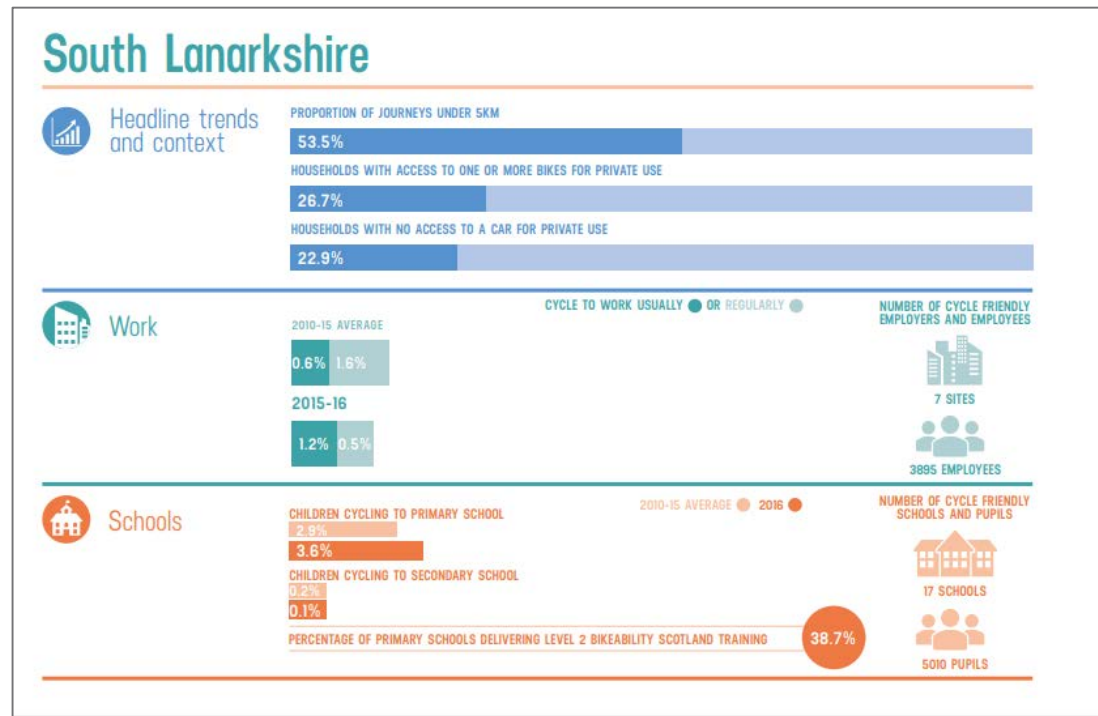
Current cycle network and use

Current use

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.

Walking is 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 (although note most of the data is from 2016)

Policy framework

Enabling active travel, the purpose of the East Kilbride active travel plan, supports the delivery of policy and strategy objectives at all levels of government, including health, 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 whilst acknowledging 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.



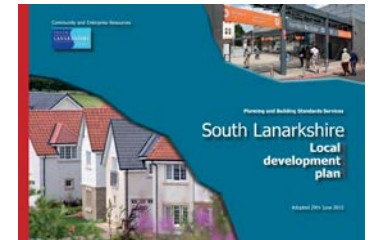
In **A Catalyst for Change (2008)**, Strathclyde Partnership for Transport sets as a strategic priority to “encourage modal shift to sustainable modes” and “promote ‘smarter choices’, travel planning and active travel” (SPT Catalyst for Change, 2008). SPT is currently developing a new regional transport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



Policy framework

Local Policy and strategy

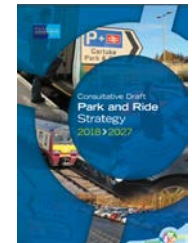
The South Lanarkshire Local Development Plan (2015) sets out a framework for pursuing the continued growth and regeneration of South Lanarkshire by seeking sustainable development in an improved urban and rural development. A proposed LDP2 was approved by committee in July 2018 however is not yet formally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

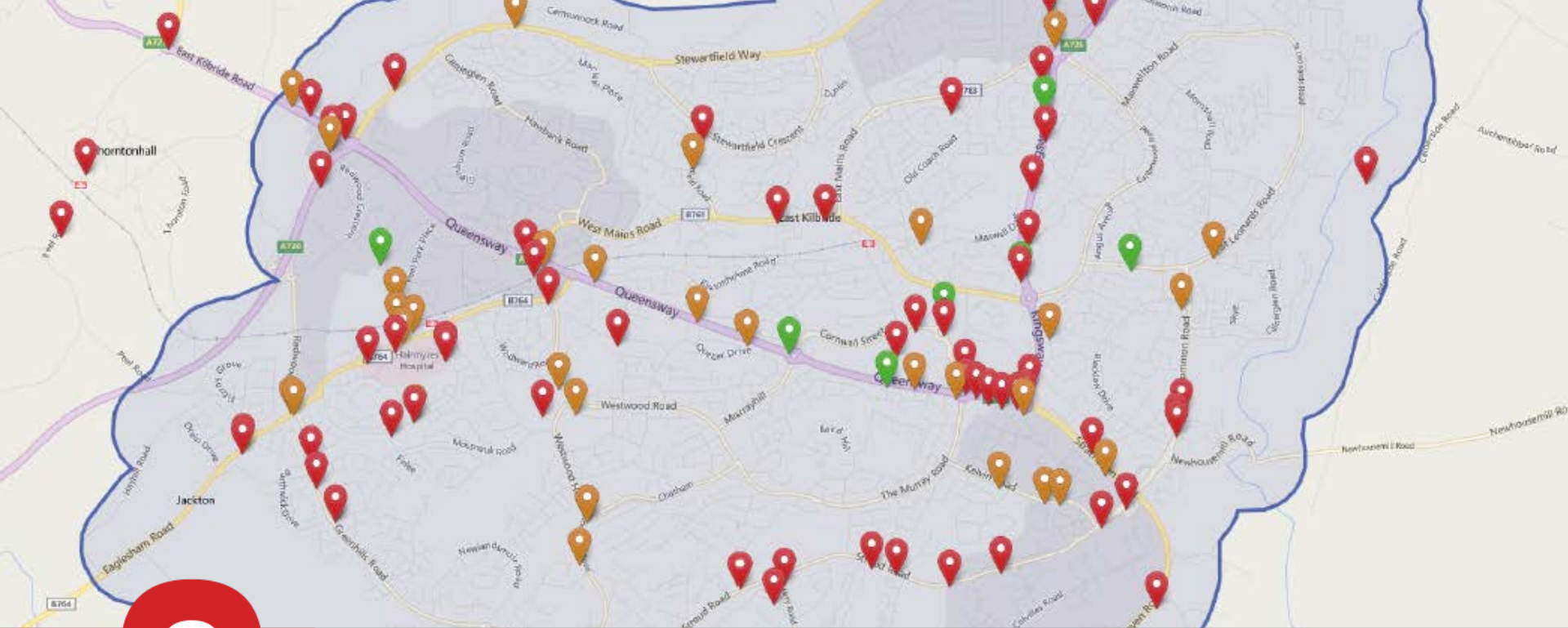


South Lanarkshire Cycling Strategy, 2015-2020 forms part of the Local Transport Strategy 2013-23. It aims to increase the opportunities for people to live more active lifestyles through the provision of cycling and walking facilities and their promotion. It will also improve local air quality by reducing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



The 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.



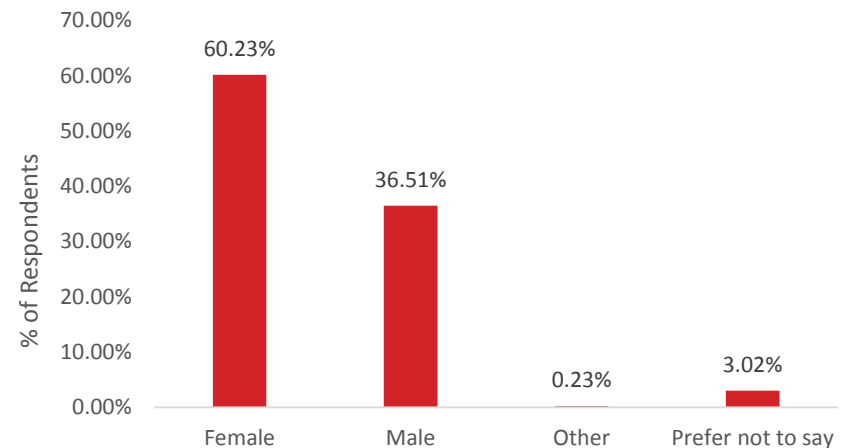
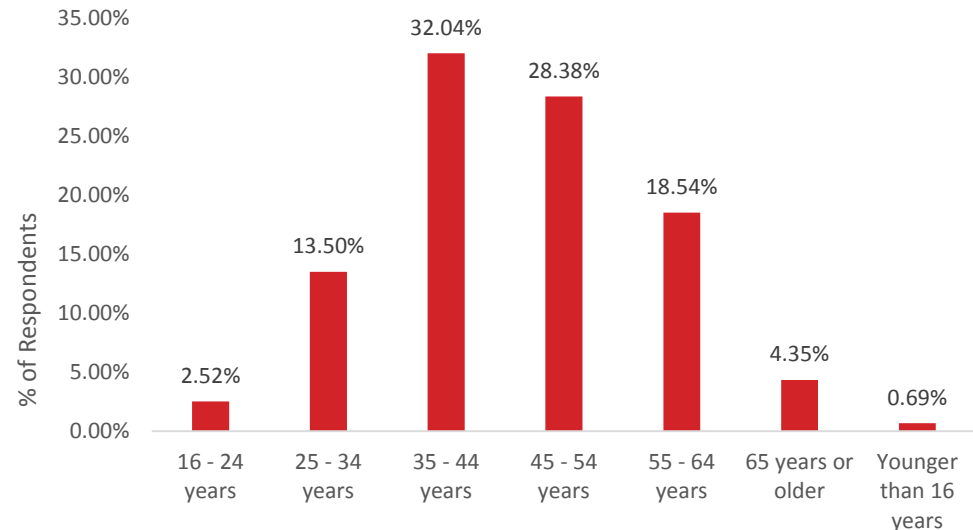


3. Initial Engagement

Online questionnaire survey

Respondents profile

- 440 respondents
- 85% have G74 and G75 home postcode, travelling to destinations in East Kilbride, typically within an easy cycling or walking distance.
- 60% 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 they travel in East Kilbride?

Top destinations are as expected:

- EK town centre
- SL College
- Train Stations
- Kingsgate

How do they get to their destinations?

Also unsurprising:

- Car as lone driver (30%)
- Car as driver with passengers (26%)
- Walking (26%)
- Cycling (7%)

For what purposes?

Top 3 reason for traveling to all destinations quoted:

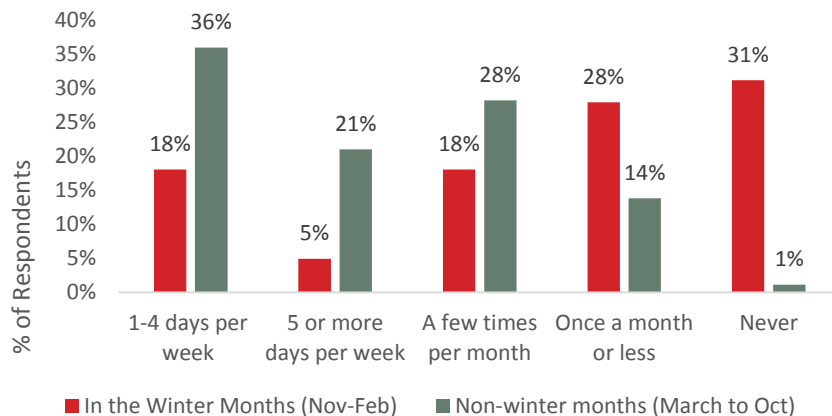
- Commute to work (pointed by 38% of the sample)
- Shopping/personal business (pointed by 24% of the sample)
- Dropping off/picking up children from nursery/school (pointed by 17% of the sample)

Key point: No individual school is a top destination in itself, however, when added up, the school run is the third most quoted reason for travelling. This highlights the importance of considering very local journeys within neighbourhoods, 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

How often do they cycle?

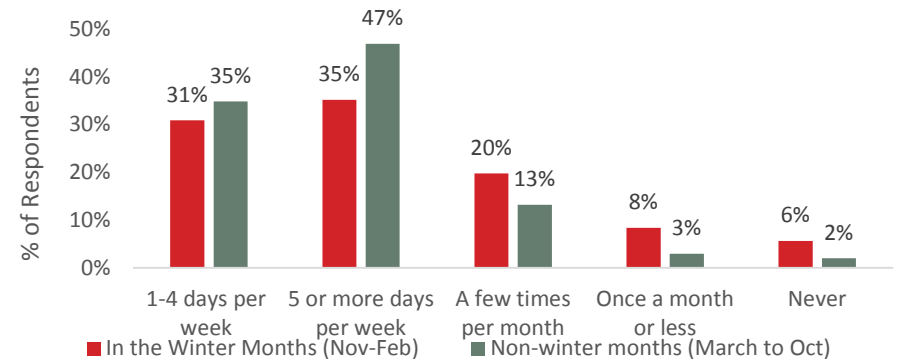
- 37% had no access to a bike
- Of those who have a bike, 66% had cycled over the past year (182 ppl)



Cycling seasonal pattern

And when do people walk?

- Unlike cycling, people continue to walk during winter, showing the importance of adequate winter maintenance to support those trips

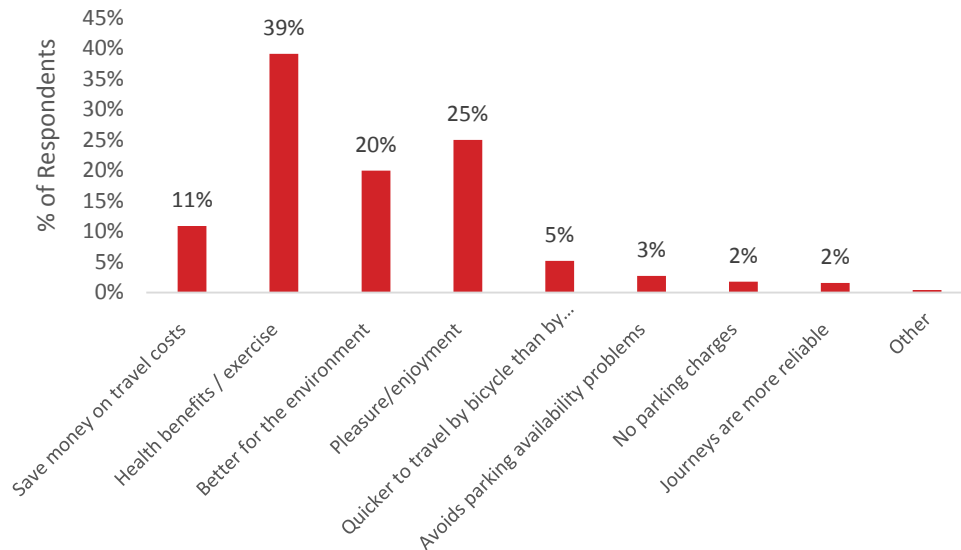


Walking seasonal pattern

Online questionnaire survey

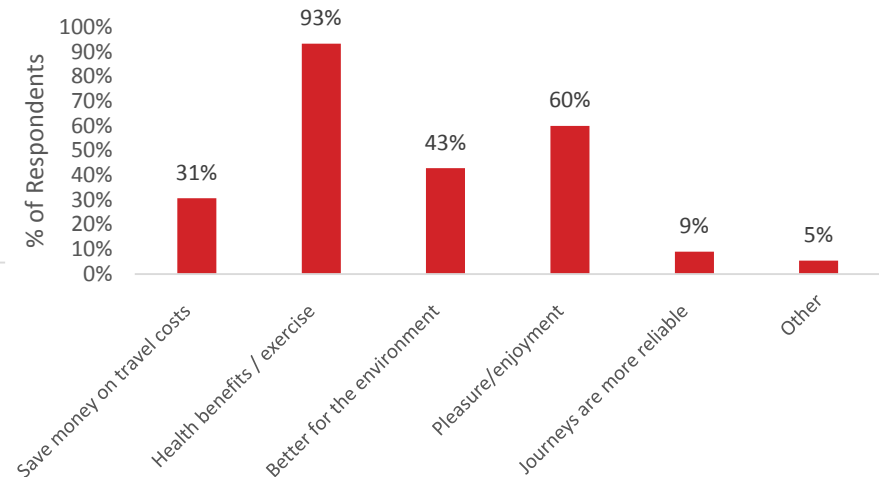
What are the benefits of cycling?

Each respondent could select up to three answers



What are the benefits of walking?

Each respondent could select up to three answers

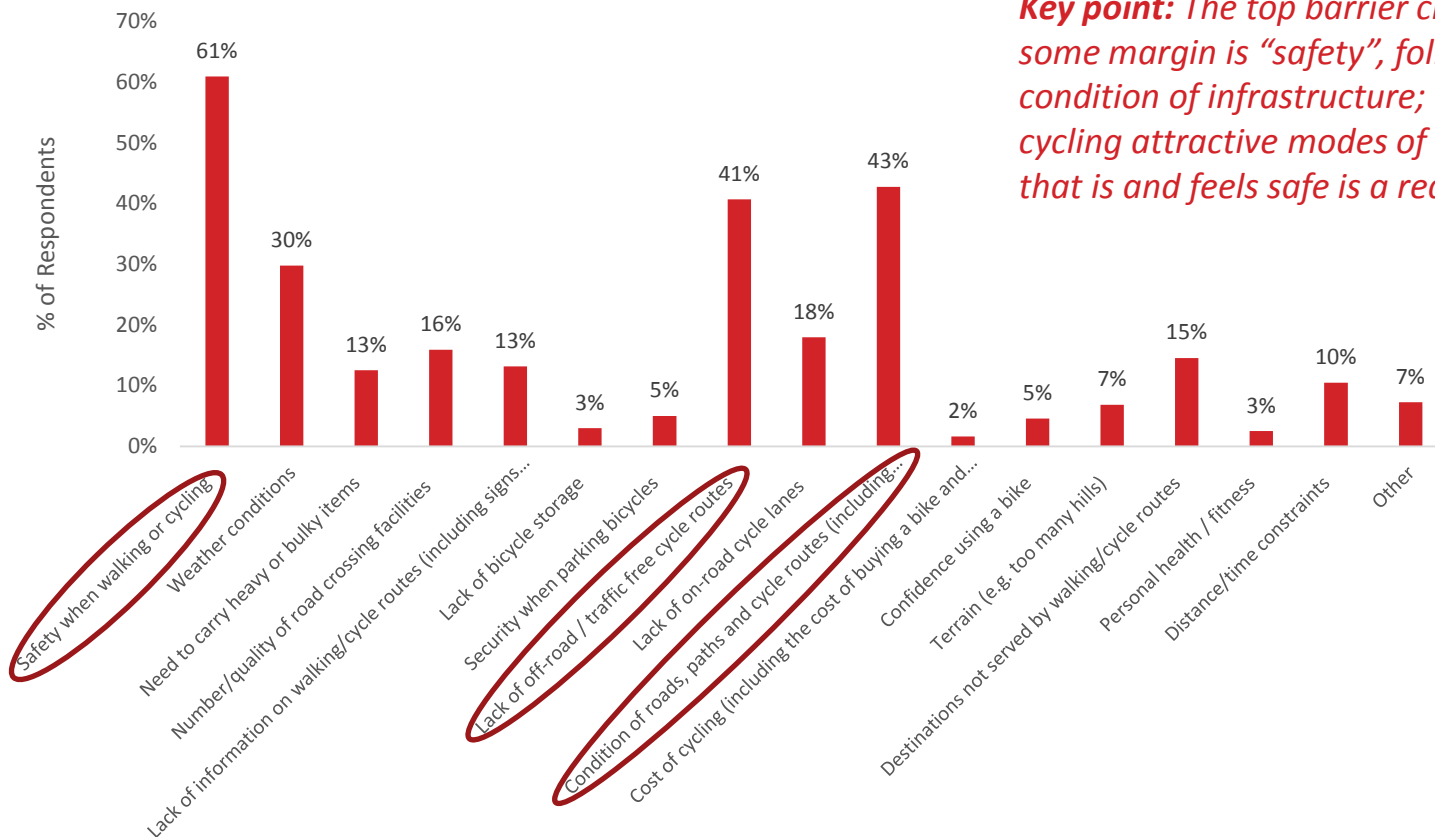


Key point: A core aim of improving walking and cycling conditions in East Kilbride will be to add “it is convenient/reliable” or “it is the quickest way” as top benefits of cycling or walking.

Online questionnaire survey

What are the main barriers to walking and cycling?

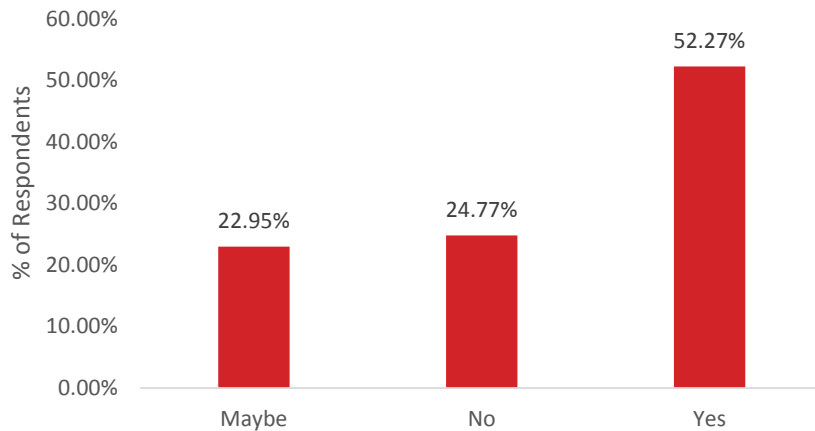
Each respondent could select up to three answers



Key point: The top barrier cited by respondents by some margin is “safety”, followed 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 they like to cycle more/take up cycling?



What would convince them to cycle more?

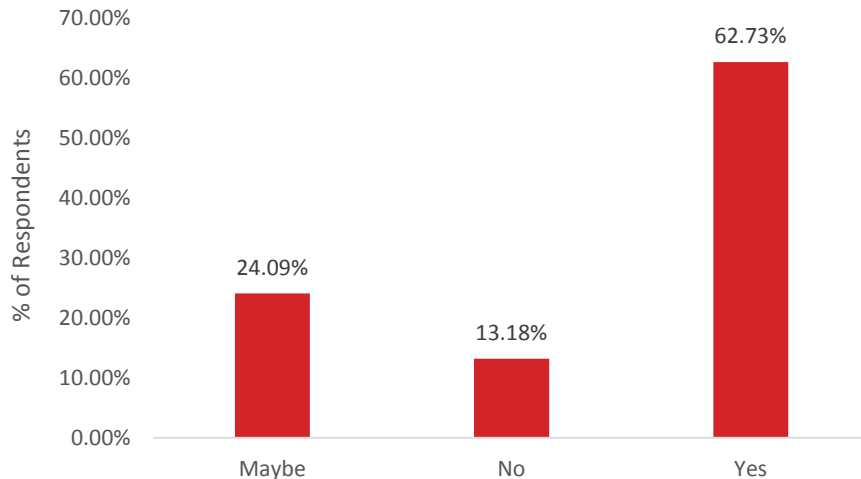
Top 3 responses:

- More dedicated off-road /traffic free infrastructure (67%)
- Better lighting (29%)
- More on-road cycle lanes (29%)

Key point: 75% of the full 440 sample would consider cycling more or taking up cycling, and over two thirds want more dedicate off-road / traffic free infrastructure to convince them.

Online questionnaire survey

Would they like to walk more?



What would convince them to walk more?

Top 3 responses:

- Better lighting of roads/walking routes (64%)
- Better pedestrian crossing facilities (50%)
- Better information on walking routes (33%)

Key point: 87% of the full 440 sample 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 217 free text comments about walking and cycling in East Kilbride. They are included in full in Appendix B. They cover the following topics (in no particular order):

- Location-specific issue with infrastructure layout or maintenance
- 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
- Opportunities for improvements, either general (grass verges) or location-specific
- Desire to take up/increase walking or cycling, but put off by barriers including
- Varying quality of infrastructure between different areas especially the original New Town (better), and more recent development (not as good)
- Concerns about personal safety on paths and underpasses, isolated and/or poorly lit.
- Cycling on some roads is scary/dangerous (volume and speed of motorised traffic, close pass, etc.)
- Pedestrian crossings, either lacking, poorly located or with waiting time too long
- Lack of safe and convenient cycle routes to other areas, mainly to Hamilton and to a lesser extent Glasgow
- Highlighting already existing infrastructure to build upon (especially the New Town-era walkways and paths)
- Lack of or confusing signage and information on walking and cycling routes
- 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, etc)

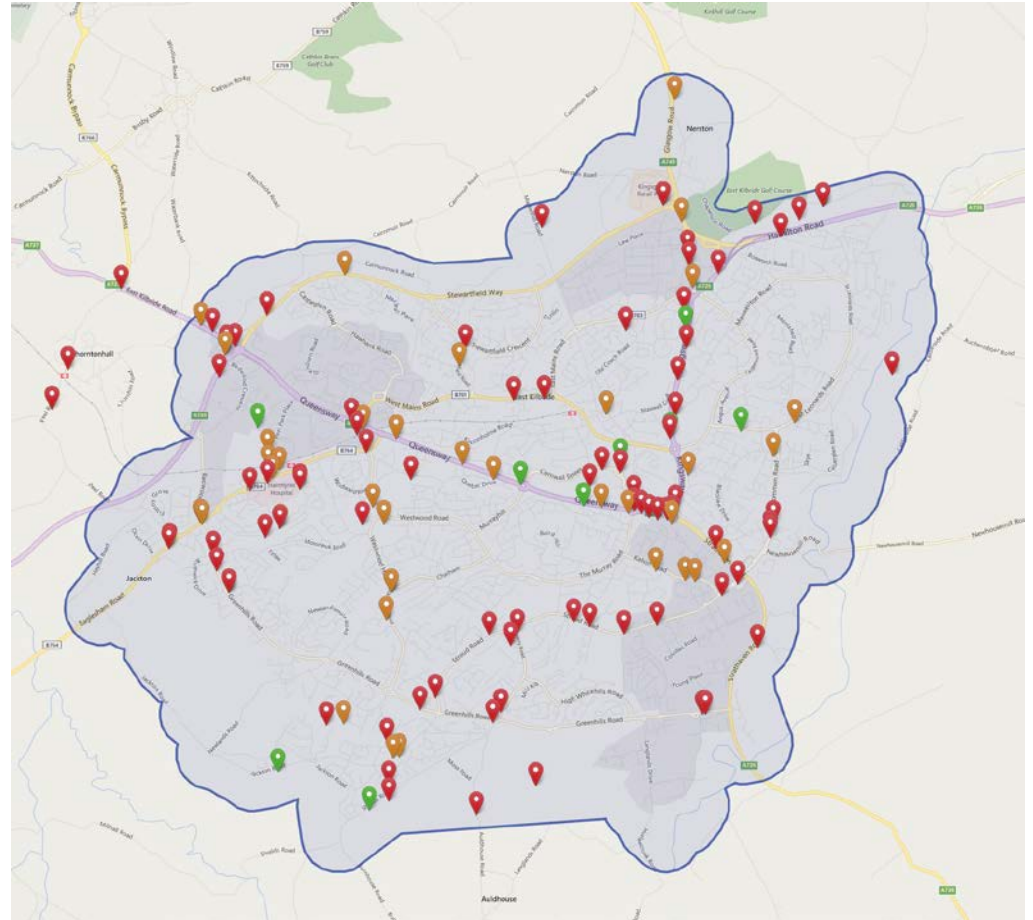
Placecheck online map

Placecheck online map

130 unique comments from 40 contributors.

Some key words on issues were:

- Narrow
- Interrupted
- Convoluted
- Disjointed
- confusing
- Unlit
- Isolated/remote
- Uneven/potholes
- No/inadequate crossing
- Flooded/icy



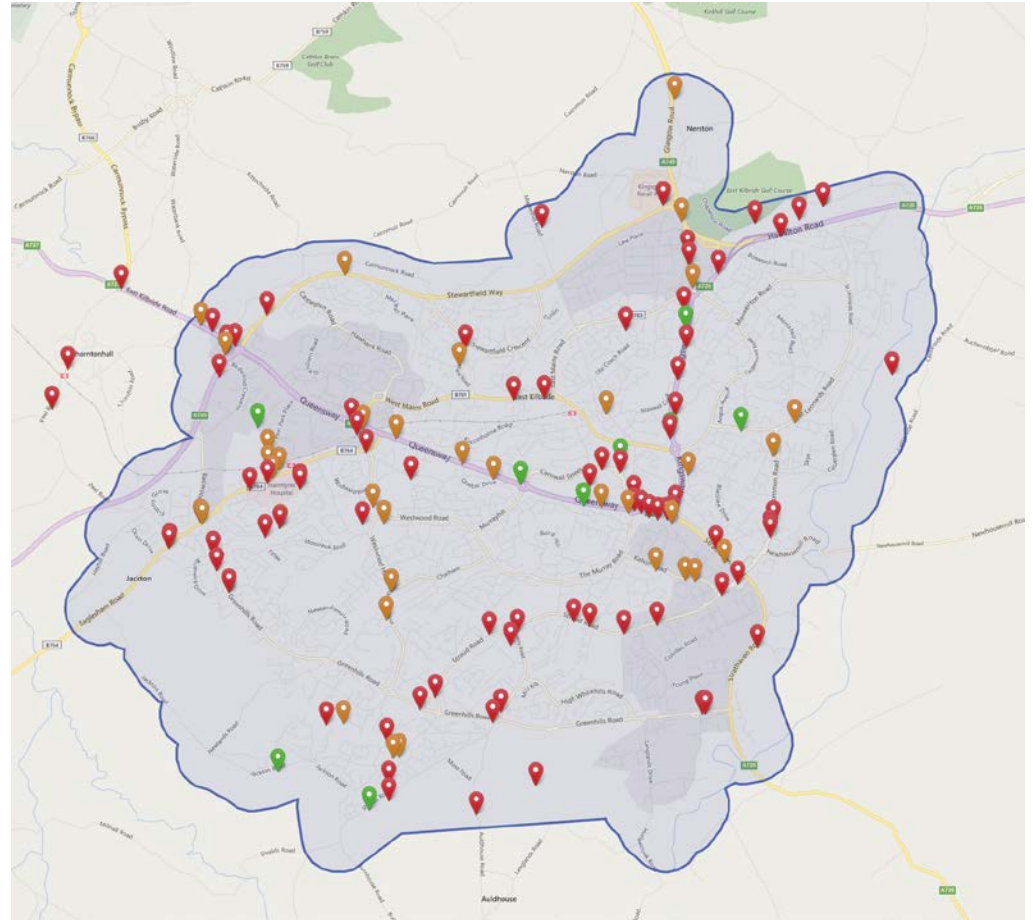
Placecheck online map

Placecheck

Some positives

- The presence of underpasses (not necessarily their condition)
- Useful cut-through/link/ footbridge
- Lot of space (grass verge) for potential routes

The full list of comments and locations is available in Appendix B



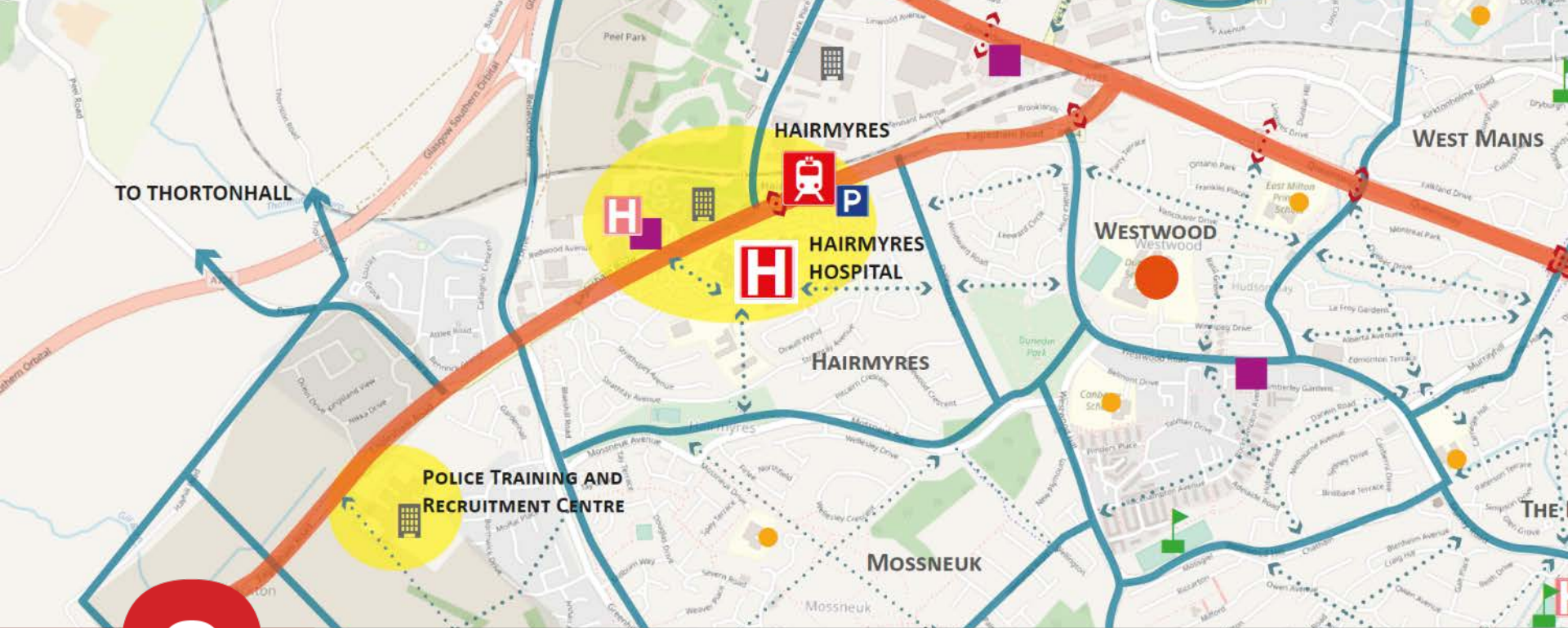
Stakeholder workshop

A workshop with key stakeholders took place in East Kilbride in March 2019, attended by representatives from:

- Community Councils (East Mains, Jackton & Thorntonhall, Westwood)
- SL Cycling Partnership,
- Go Bike
- Healthy N Happy CDT
- Sustrans
- NHS Lanarkshire,
- South Lanarkshire College
- South Lanarkshire Council

During the workshop, feedback on initial findings and recommendations was sought and views and ideas on the network and prioritisation were discussed.

Following this, detailed written contribution was provided by South Lanarkshire College, it is included in Appendix B.



4. 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 East Kilbride as the current routes do not form a coherent network, but it should not be seen as prioritising cycling over walking.

Walking is an essential modes 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.

The largest parts of the issues and barriers reported in the surveys and workshop relate directly or are applicable to walking. 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 East Kilbride, 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.

Principles of the proposed network



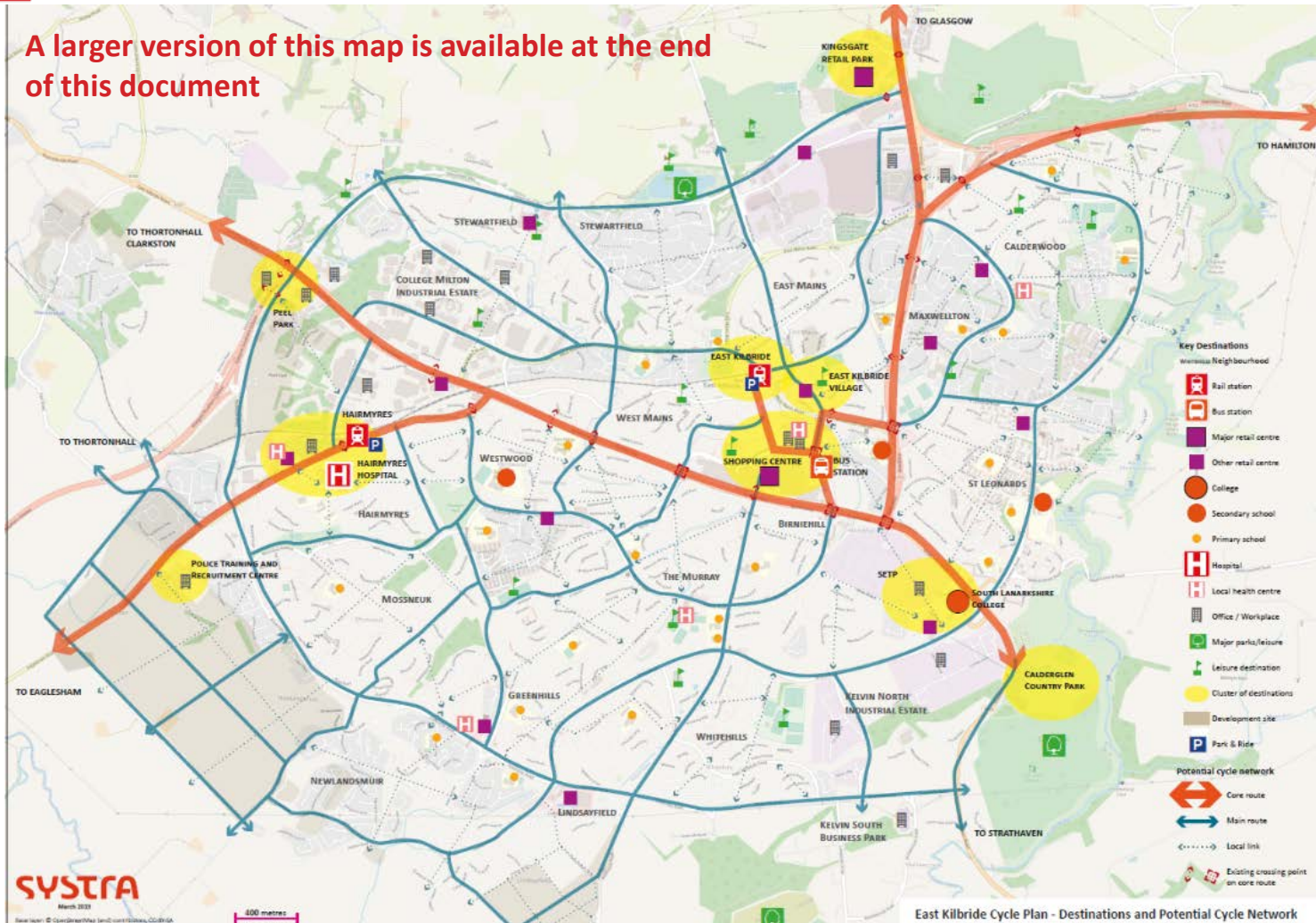
The map on the next page represents what a complete, attractive network would look like. It is composed of some existing routes, but most are new connections to be developed.

A 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

A larger version of this map is available at the end of this document



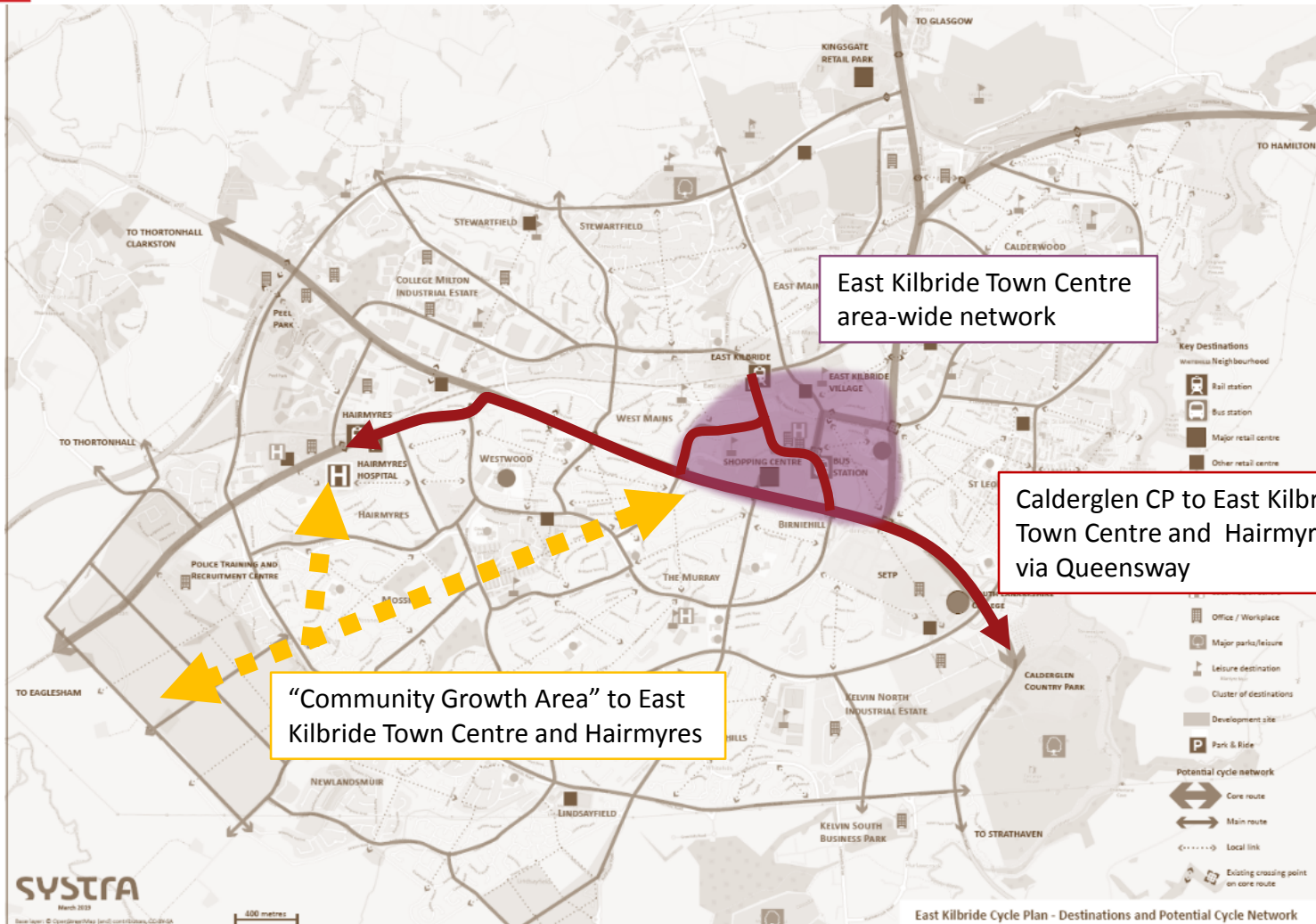
Proposed cycle network – Early priorities



To start developing the network in a coherent and efficient way, key routes and areas have been identified as priority for implementation. They are described below with a short rationale and shown on a map on the next page.

- **Calderglen Country Park to East Kilbride Town Centre and Hairmyres, via Queensway.** It is a core route which connects major destinations, as well as currently constituting a barrier to north/south movements both on foot and by bike. Delivering this route would support trips to those destinations, as well as enabling the development or improvement of north/south connections.
- **East Kilbride Town Centre.** An area-wide approach aimed at improving walking and cycling permeability to and from, and between, this cluster of destinations, including the rail station, the Village, the bus station, the shopping centre, Dollan Aqua Centre, etc.
- **Town Centre and Hairmyres to the planned “Community Growth Area”** to the south-west. It provides an opportunity to design-in walking and cycling as part of this large development site, enabling walking and cycling to new residents from the start.

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

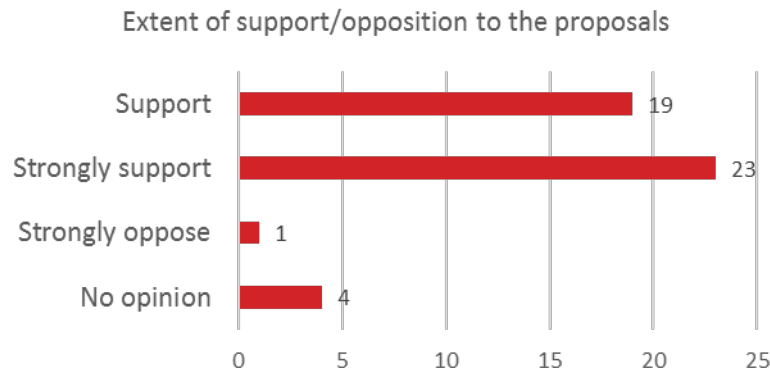
The lack of information or reliable signposting highlighting existing walking and cycling routes has been highlighted by surveys and workshop participants as a key issue in East Kilbride.

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.

Feedback on proposed measures and conclusions

To gauge support for the proposed network, a short follow-up on-line survey was set up in early April 2019. Considering time constraints, the survey was open for a short period only, gathering 47 responses. Of those 47 responses, 42 (89%) are either supportive or very supportive, 1 strongly opposes the proposals and 4 have no opinion.

Regarding the three proposed priority areas, the majority (24) identified the **Queensway corridor** as the top priority, followed by **East Kilbride Town Centre** (13), and the **CGA to Town Centre route** (7).



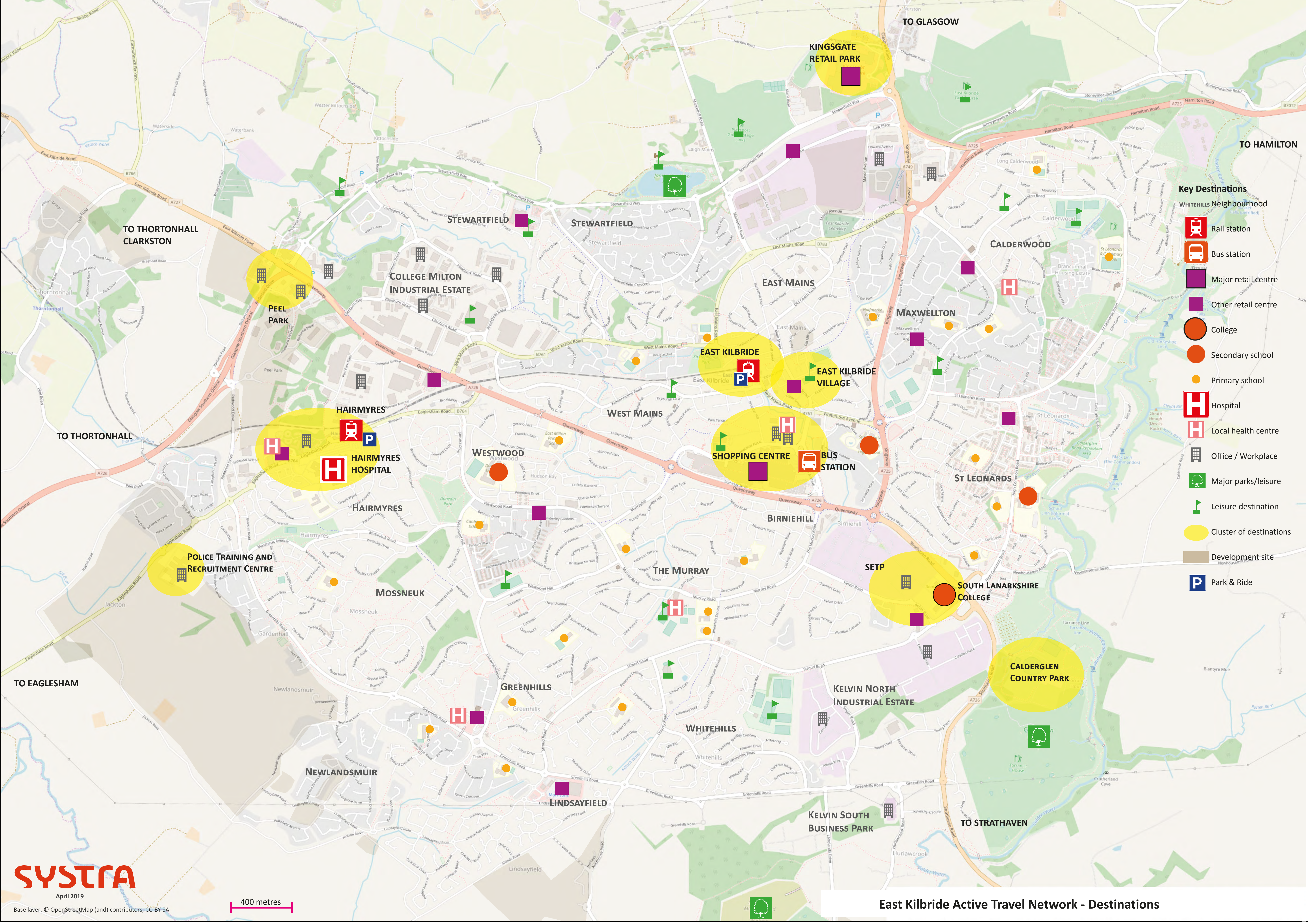
As the sample is very small, little can be concluded from this survey alone.

What can be concluded, considering all comments, ideas, and feedback received throughout the study (the 440 individual responses to the first questionnaire survey, the over 200 free text comments, the 130 location-based comments on the Placecheck map, the workshop, and this feedback survey), is an overall desire and support for improvements to walking and cycling provision in East Kilbride, gathered from a wide range of stakeholders, residents and visitors.

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 East Kilbride in cooperation with stakeholders and residents.



Appendix A: Large scale map of key destinations





Appendix B: Comments from online surveys and workshop

Appendix B1 – Phase 1 Questionnaire Survey report

EAST KILBRIDE ACTIVE TRAVEL PHASE 1 SURVEY RESULTS



SYSTRA

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440 people took part in the survey that ran for three weeks from 21 January 2019 to 10 February 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 East Kilbride and to specify what are the main reasons for their travel.

The top five responses given for location one were:

- East Kilbride Town Centre (51 people)
- South Lanarkshire College (27 people)
- Train Station (Unspecified) (15 people)
- Hairmyres Train Station (12 people)
- Shopping centre (9 people)

The main reasons cited for travelling to these locations were:

- Commute to work (pointed by 38% of the sample)
- Shopping/personal business (pointed by 24% of the sample)
- Dropping off/picking up children from nursery/school (pointed by 17% of the sample)

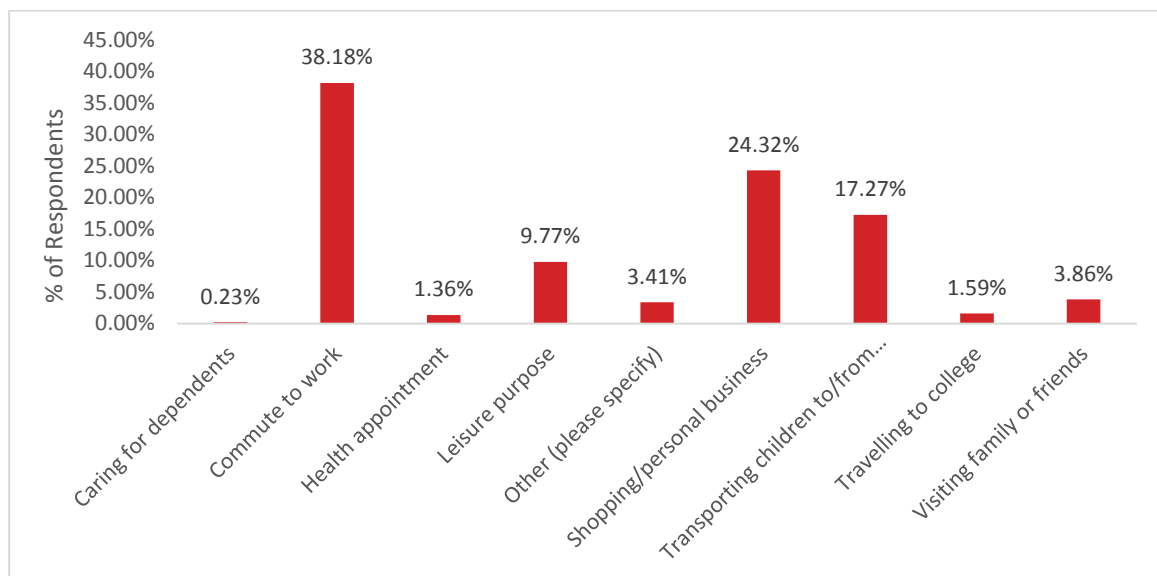


Figure 1. Q3: Please specify the main reasons for your travel to this location.

In terms of main travel mode used to these location in first place the respondents placed car as a lone driver (30%), followed by car as driver with passengers and walking (each with 26%) and in third cycling (7%).

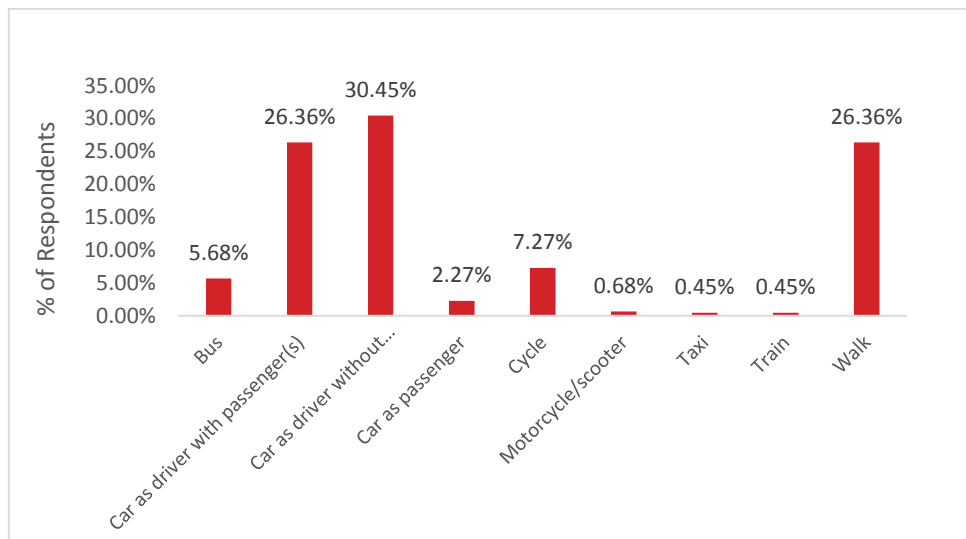


Figure 2. Q8a: What is the main mode of travel to these locations?

The top five destinations given for location two were:

- Town Centre (52 people)
- East Kilbride town centre (11 people)
- Kingsgate retail park (10 people)
- Village (10 people)
- South Lanarkshire College (9 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (pointed by 36% of the sample)
- Leisure purpose (pointed by 21% of the sample)
- Commute to work (pointed by 15% of the sample)

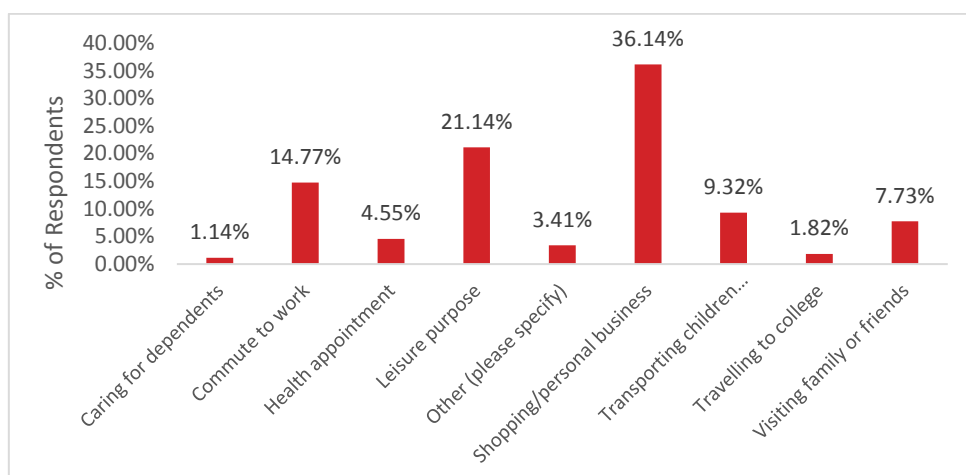


Figure 3. Q5 Please specify the main reasons for your travel to this location.

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

- Car as a driver with passengers (32%)
- Car a driver without passengers (26%)
- Walking (22%)

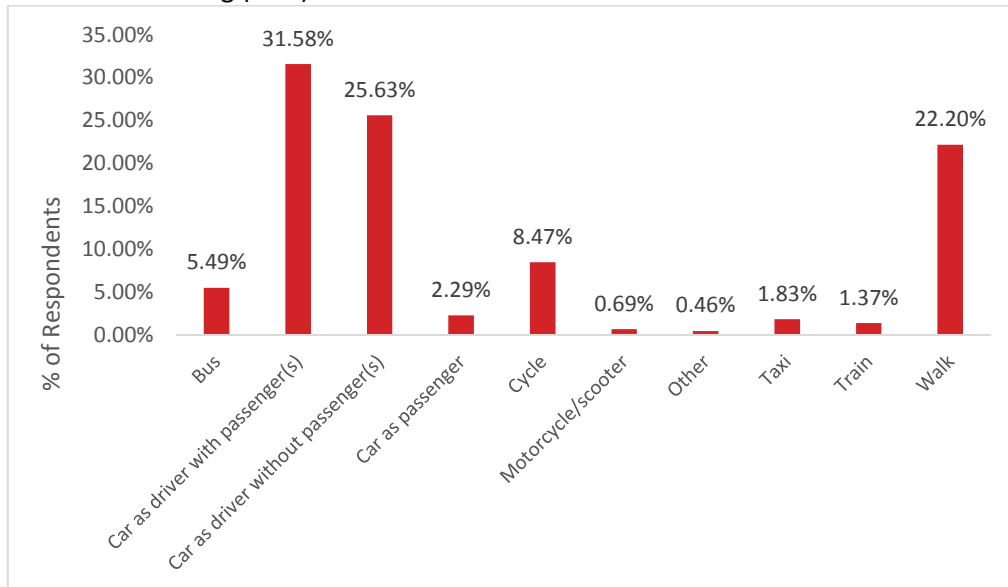


Figure 4. Q8b What is the main mode of travel to these locations

For location three the following top five destinations were given:

- Town centre (42 people)
- Village (24 people)
- Calderglen (11 people)
- Kingsgate (11 people)
- Kingsgate Retail Park (11 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (pointed by 33% of the sample)
- Leisure purpose (pointed by 30% of the sample)
- Visiting family or friends (pointed by 12% of the sample)

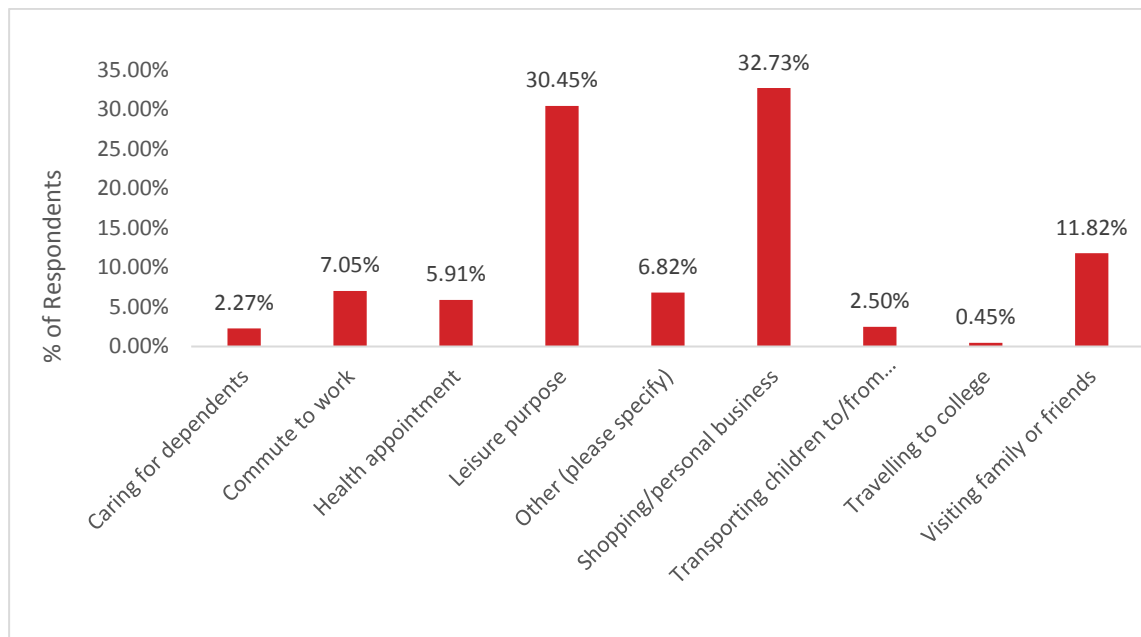


Figure 5. Q7 Please specify the main reasons for your travel to this location

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

- 35% of the people said car as a driver with passengers
- 24% of the people said car a lone driver
- 22% of the people said walking

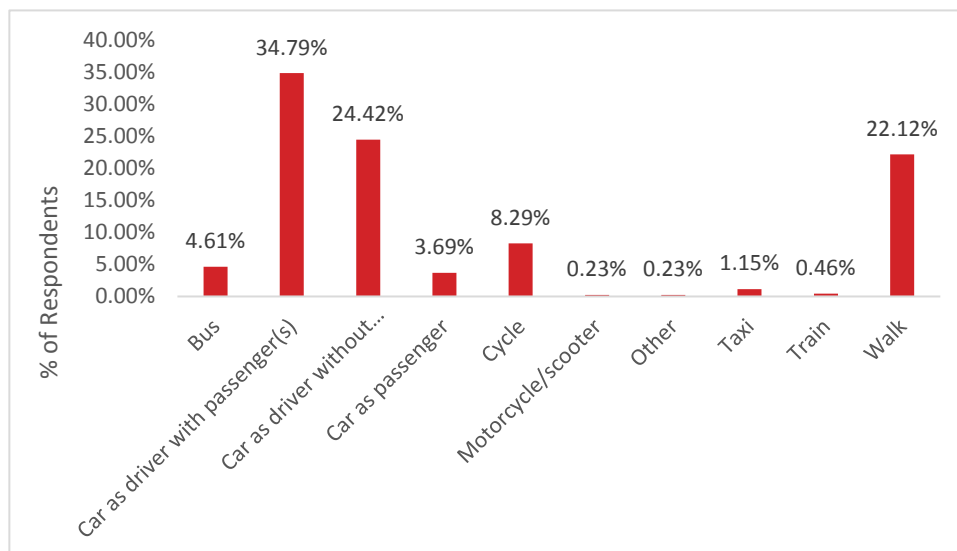


Figure 6. Q8c: What is the main mode of travel to these locations?

2. ACTIVE TRAVEL MODES

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

Over half of the sample (55%) pointed that have a bike and over two thirds (66%) of the participants stated that have cycled in the past year.

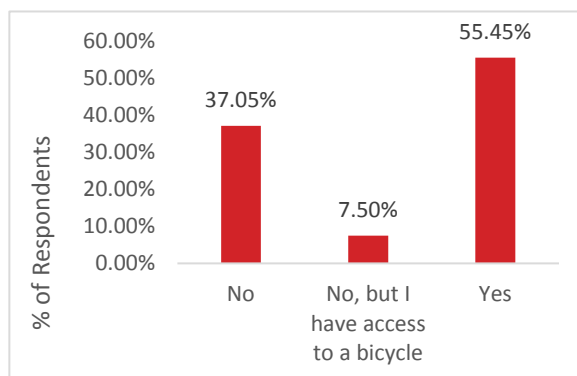


Figure 7. Q10: Do you own a bicycle?

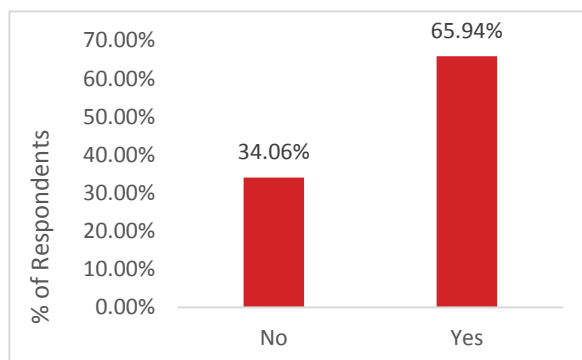


Figure 8. Q11: Have you cycled at all in the past year?

Frequency of cycling and walking through the year

Figure 9 gives evidence how the weather conditions affect people's cycling levels through the year. It can be observed that there is a significant change in the proportion of people cycling regularly in the spring/summer months compared to the winter time. For instance, 21% of the sample reported to cycle five or more times a week in the period March to October compared to only 5% of the respondents who said that cycle the same amount during the winter period.

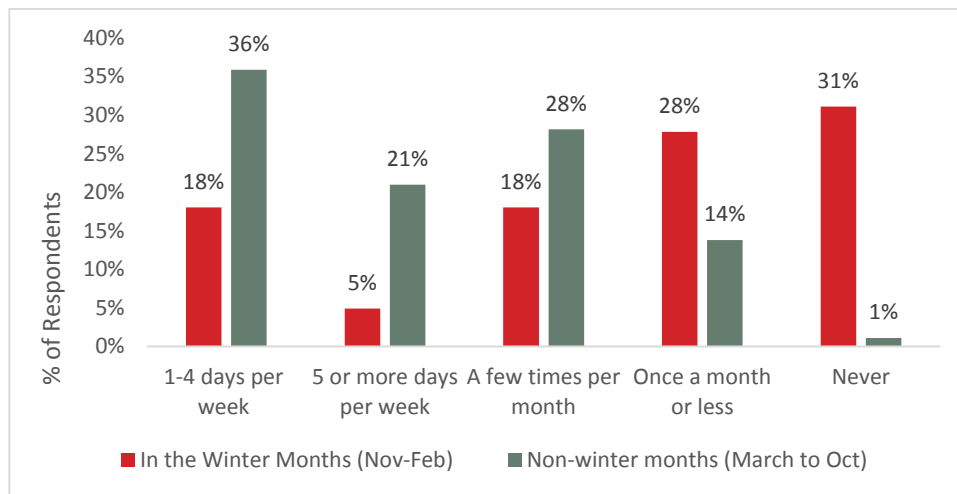


Figure 9. Q12 Cycling Patters

When asked the same question regarding their walking behaviour the respondents gave similar answers - with 12% of the people saying that walk five or more days per week more in spring/summer than in the winter time.

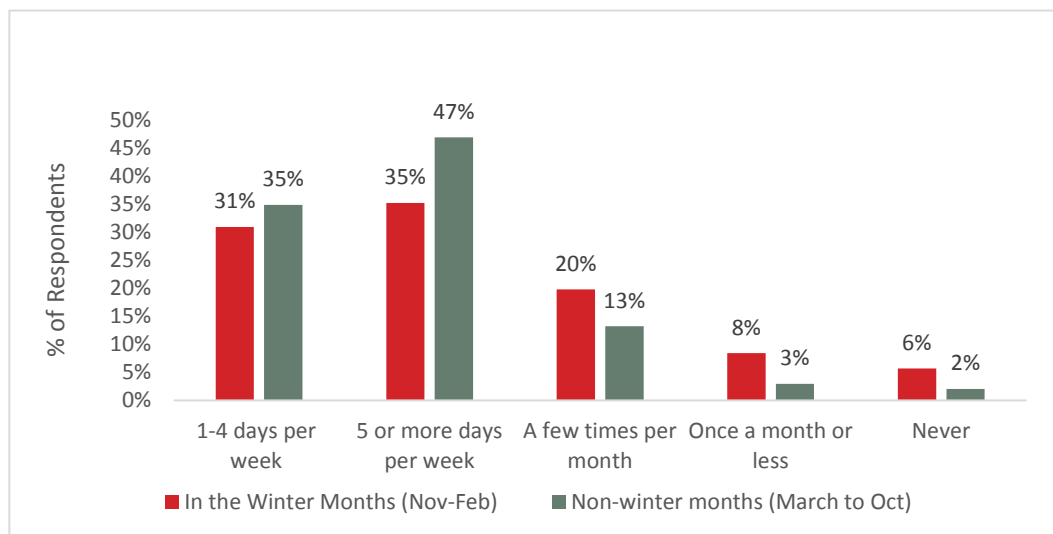


Figure 10. Q13 Walking Patterns

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.

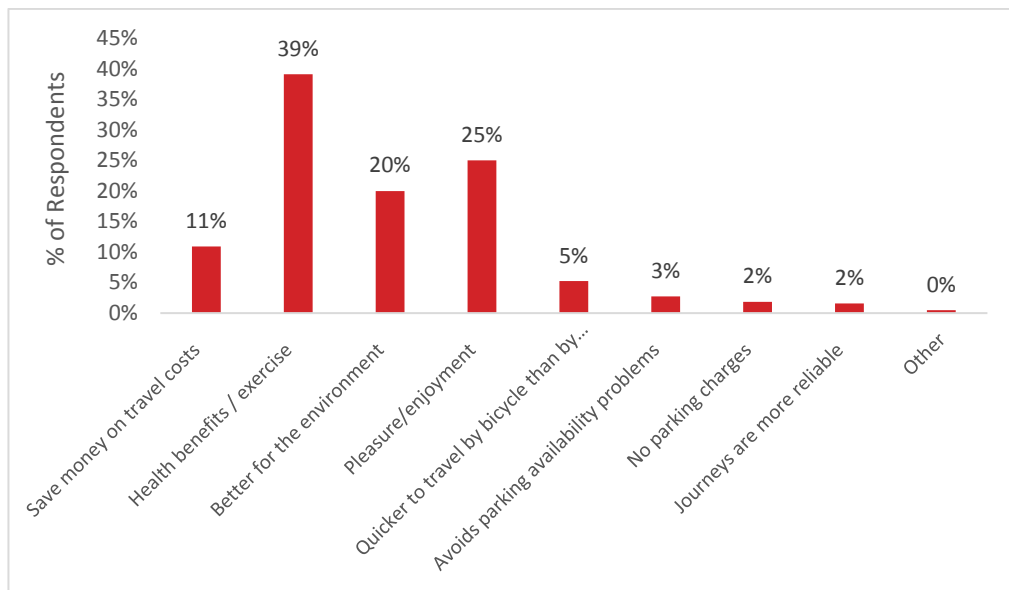


Figure 11. Q14: If you cycle what do you consider the main benefits of cycling to be?

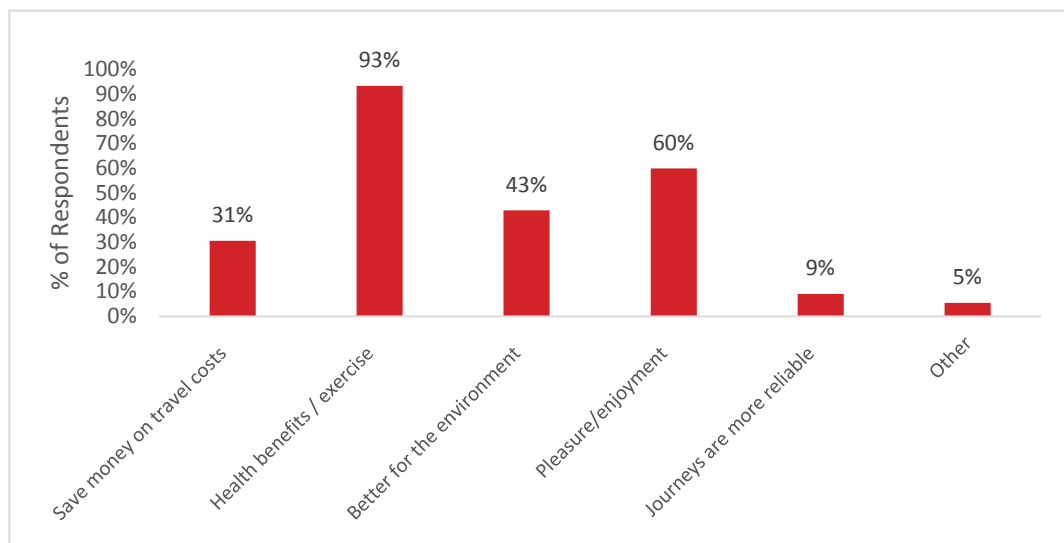


Figure 12. Q18: Main benefits of walking

Over half of the participants (52%) 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;
- Preferences towards walking for various reasons;

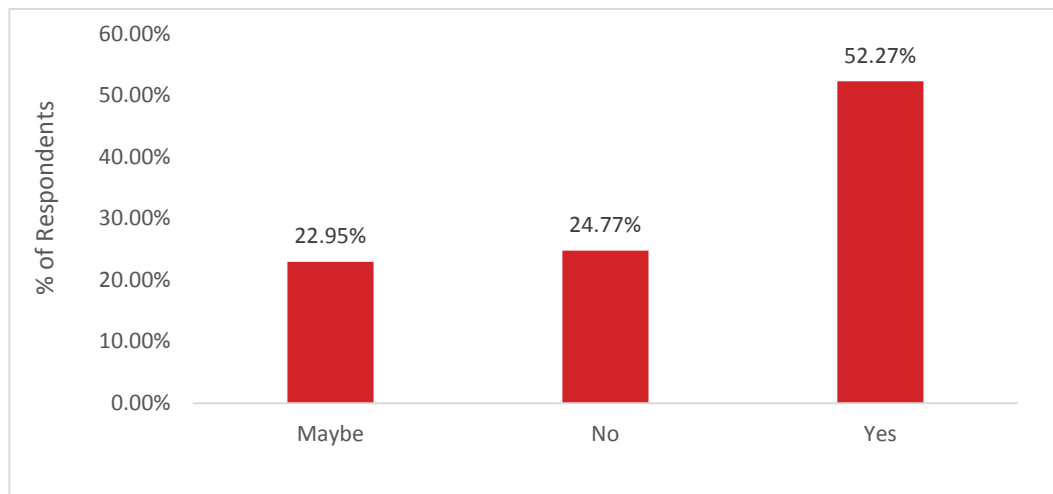


Figure 13. Q15: Are you interested in cycling more often than you do now, or taking up cycling?

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 (pointed by 67% of the people), more on-road cycle lanes and better lighting of roads/cycle routes (each pointed by 29% of the sample).

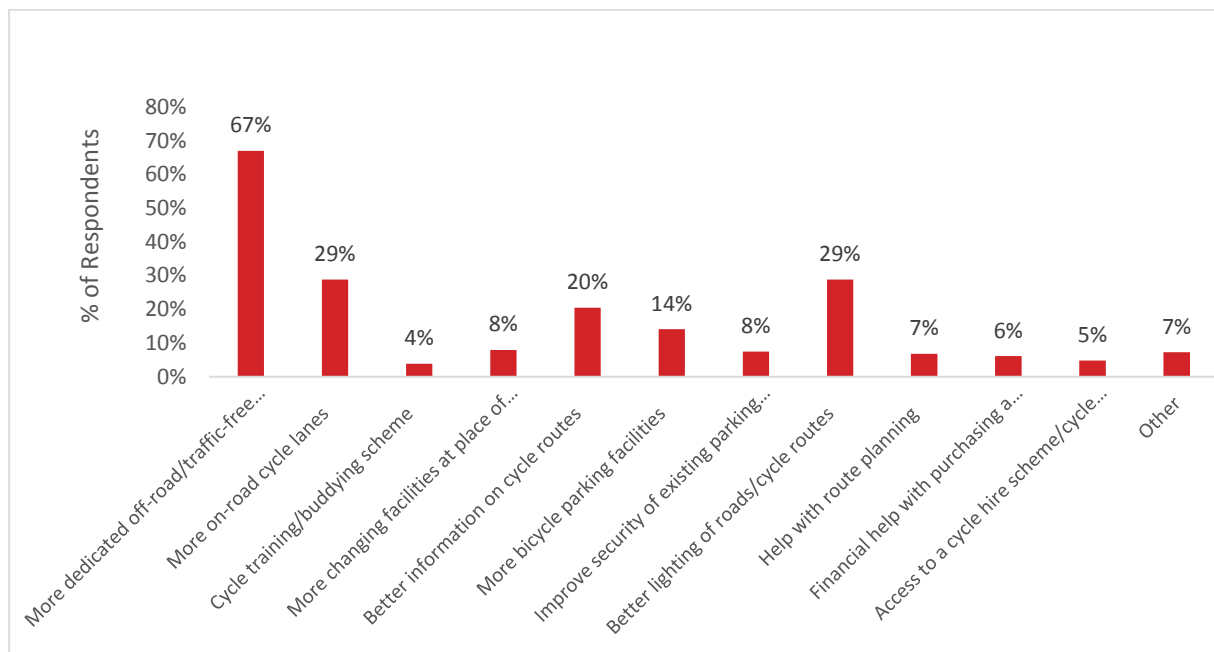


Figure 14. Q17: Measures to encourage people to cycle more often

Over two thirds of the sample (63%) 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.

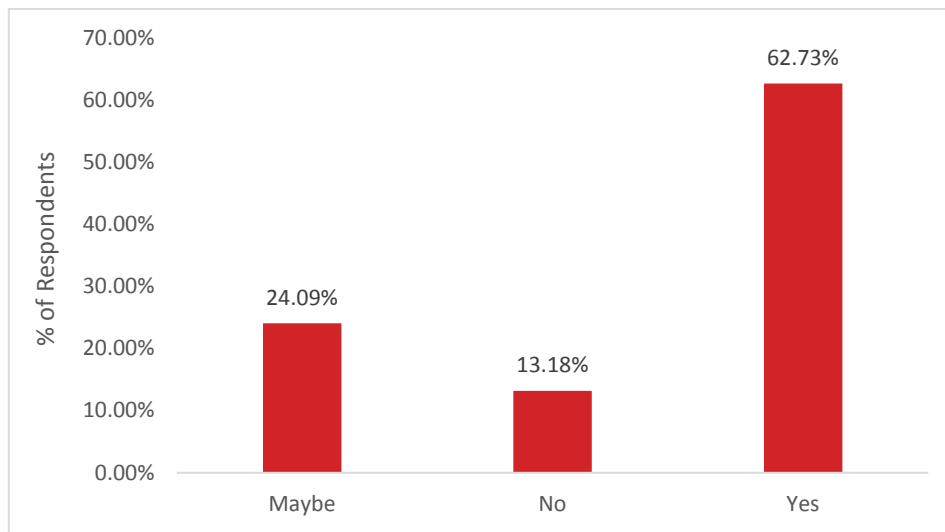


Figure 15. Q19: Are you interested in walking more often?

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

- Better lighting of roads/walking routes (64%)
- Better pedestrian crossing facilities (50%)
- Better information on walking routes (33%)

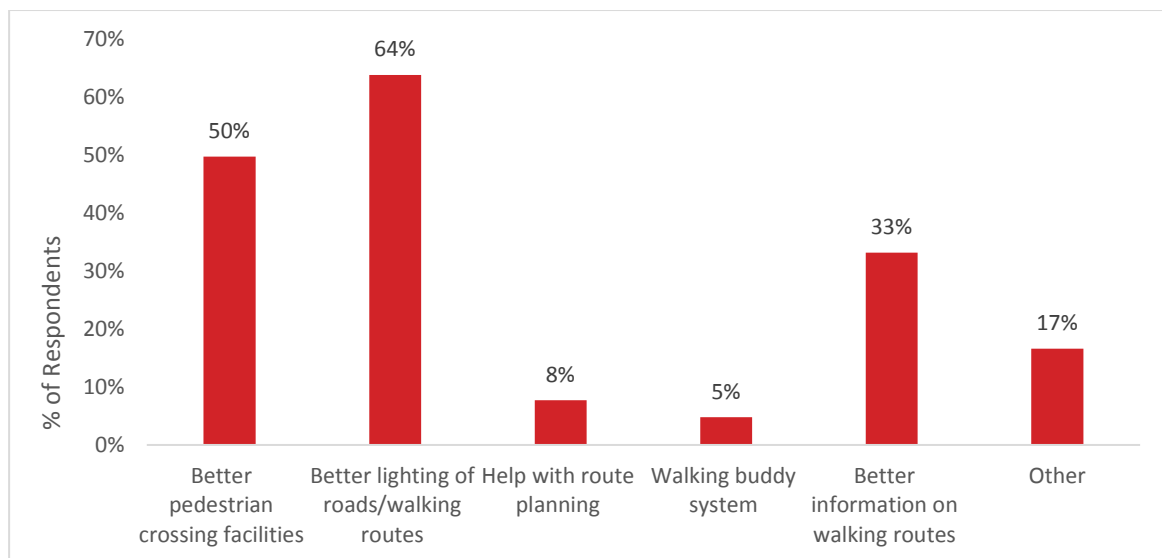


Figure 16. Q21: Measures to encourage walking

When asked what were the main barriers stopping them to walk/cycle in East Kilbride the respondents pointed safety when walking or cycling (61%), followed by condition of roads, paths and cycle routes (43%) and the lack of off-road/traffic free cycle routes (41%).

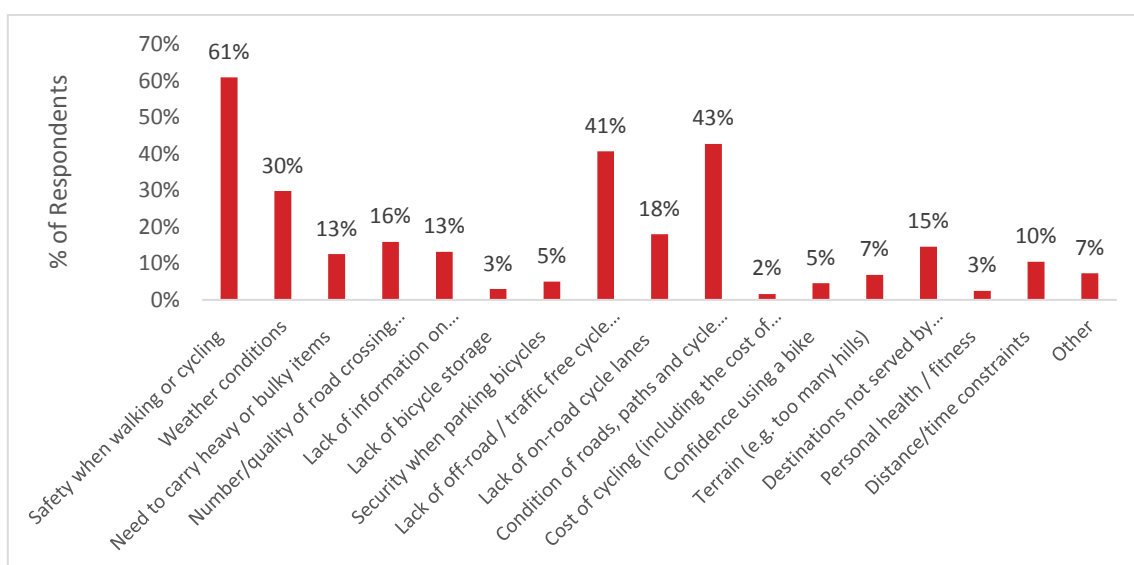


Figure 17. Q22: Main walking and cycling barriers across East Kilbride

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 East Kilbride.

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).

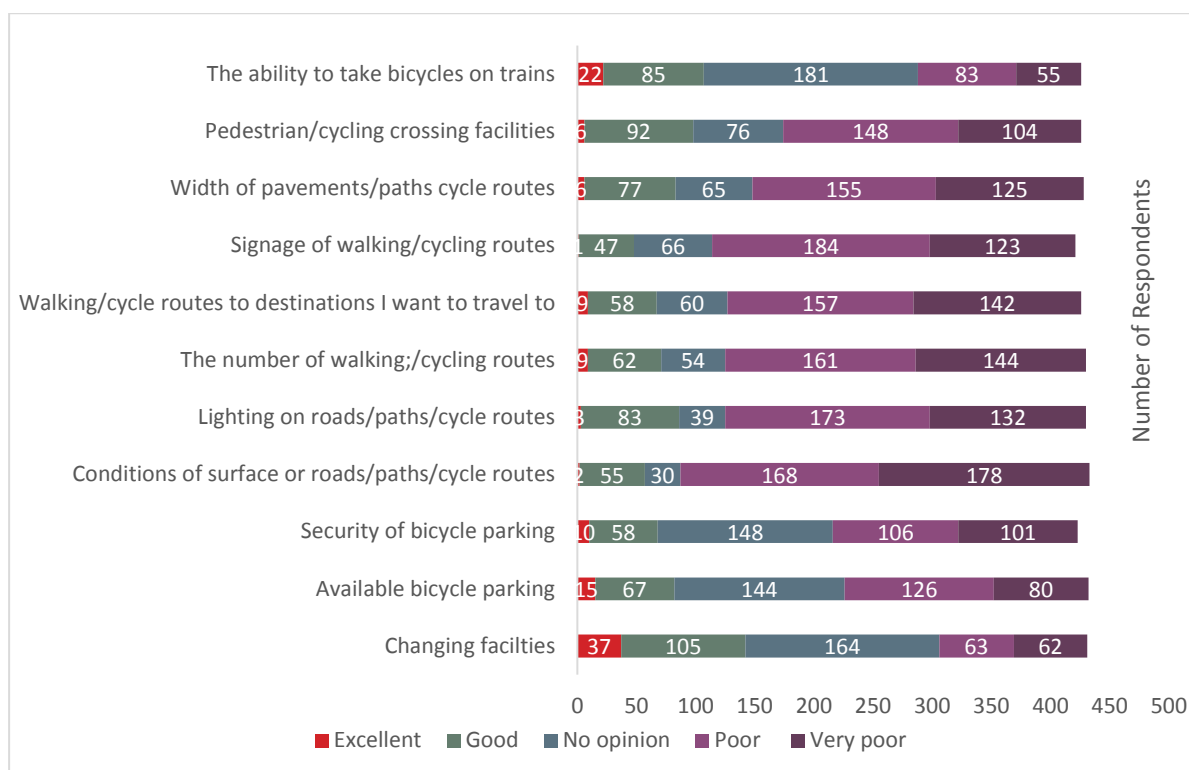


Figure 18. Q23: What do you think of the following walking/cycling facilities and infrastructure in East Kilbride?

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
Lack of cycling infrastructure	East Kilbride and Hamilton along A725	Foot/cycle path is incomplete
Lack of cycling infrastructure		I live in Auldhouse there's no cycle paths there
Lack of cycling infrastructure	Scottish Enterprise Technology Park	Cycle path from the train station to Scottish Enterprise Technology Park
Lack of cycling infrastructure	Cornwall St	the bit of Cornwall Street which links Brouster hill to the Centre Roundabout could be improved - i.e. a separate cycle lane, to provide continuity on the route (the cycle up Brouster hill is not as bad as this road is less busy).
Signage (cycling)	Stewartfield	Various Comments
Signage (cycling)	Meadowhead Rd	And lastly Meadowhead Road is a death trap for cyclists and a painted line at the side of the road does not stop cars squeezing cyclists in to the side of that road. Signage or threats to drivers to give cyclists space on a road whose condition deteriorates quickly through the winter would encourage more users or possibly encourage better attitudes toward cyclists from motorists
Road safety when cycling	The Stonymeadow Trail Greenhall Park	The Stonymeadow Trail and Greenhall Park are very difficult to access with any safety on bicycle. Greenhall Park is segregated from East Kilbride, thus requiring a lift, or the very dangerous foot

THEME	LOCATION	PARTICIPANTS QUOTE
		crossing of the EK-Hamilton Expressway. They should be connected. The route to Craigneith Castle is far too long with near impossible walking or cycling access from Newhousemill Bridge with narrow grass verge and speeding cars which toot horns at you and
Walking infrastructure	Lindsayfield	Lindsayfield has no amenities with which to walk to
Walking infrastructure	Stewartfield	Actual paths to walk off roads such as the route through Stewartfield.
Walking infrastructure	Calderwood	State of paths
Walking infrastructure	Glassford to Strathaven	There are no paths between villages it is very dangerous to walk from glassford to Strathaven people would use these every day
Cycling infrastructure	Hamilton back road to East Kilbride	
Walking infrastructure	Greenhills road	Better paths. Barriers along the Lindsayfield to St Vincent's school path (Greenhills road)
Walking infrastructure	Woodland	Improved/more walking routes in parks and woodlands about town. Particularly along the river Calder.
Walking infrastructure	Backroads of East Kilbride	Backroads of East Kilbride are very often used for walking / dog walking however there are no paths and cars drive at excessive speeds. Some paths here would be great.

THEME	LOCATION	PARTICIPANTS QUOTE
Walking infrastructure	Greenhills	Various Comments
PT /Frequency of bus services		Bus stop shelter at Lindores drive/ Queensway has considerable run off flooding which ices over therefore unsafe. Extension of existing footpath along East Kilbride expressway to Blantyre. My elderly mother finds it difficult to travel from Lindores drive to Stewartfield Morrison's independently as it is difficult to cross the road to get the return bus journey. Bus frequency for Lindores drive area is poor especially on Sundays
PT /Frequency of bus services	Lindsayfield Road	No adequate bus service to train station
Pedestrian crossing facilities	Morrishall Road	Also Morrishall Road is the road my son has to cross to get to school from our house, I have asked over and over again to put up lights to cross at Brancumhall where the kids have to cross.
Pedestrian crossing facilities	Jackton	Lack of safe crossing points
Pedestrian crossing facilities	Canberra PS	Outside Canberra primary school there is no safe place to cross the road.
Pedestrian crossing facilities	Greenhills	Various Comments
Pedestrian crossing facilities	Queensway and Strathaven	Crossing large roads like Queensway and Strathaven road is problematic
Pedestrian crossing facilities	Lindsay to St Vincent's via Ballerup village	I would like to be able to walk to St Vincent's primary from Lindsayfield via

THEME	LOCATION	PARTICIPANTS QUOTE
		ballerup village. Safe path and crossing facilities should be set up to allow for families to do this.
Pedestrian crossing facilities	High Common Road/Kelvin road	
Pedestrian crossing facilities	Gardenhall area	In Gardenhall area we need some sort of crossing at Gardenhall Inn side of Greenhills road.
Pedestrian crossing facilities	Kingsway Road	Secure road crossing is needed on the Kingsway Road next to MacDonald as it is very dangerous to cross the road there and on the Kirktonholme Road (next to the train bridge) have huge puddles every time it rains and you can't walk on the path way without being splash by the car or in dry shoes
Pedestrian infrastructure for people with disabilities		I'm in a wheelchair. Proper dipped kerbs! I love the woodland area at k woodlands and the bit at Langland's but they're so difficult with the chair, even with help. I have a young son but the tarred pavements at Calderglen are in such a state it makes it impossible for me to take him there without help.
Conditions of walking paths	Greenhills area	Some paths in Greenhills area and Westwood are steep and very scary to walk on if icy.
Conditions of walking paths	St Hilary's	The path to st Hilary's is treacherous in the snow ice as it's never treated
Antisocial behaviour	Heathery Knowe/St Louise Primary	Underpass beside Heathery Knowe/St Louise Primary - frequently has Buckfast/cider drinkers loitering

THEME	LOCATION	PARTICIPANTS QUOTE
		during the day when I drop off and collect my daughter from nursery (1pm and 4pm)
Antisocial behaviour	Underpasses from Murray to the Centre	
Lighting	From Newlandsmuir to Mossneuk	
Lighting	Playsport/loch	
Lighting	East Mains	Street lighting is very poor in East Mains with areas of complete darkness, for example main pedestrian thoroughfare at Hunter Memorial has no pedestrian lighting whatsoever. East Kilbride Village and surrounding area, including access to Train Station, can be very intimidating' (people, mostly males, congregating outside Bookies, Pubs, Homeless Unit).

4. SAMPLE PROFILE

The sample was not equality distributed in terms of gender, 60% of the respondents were females.

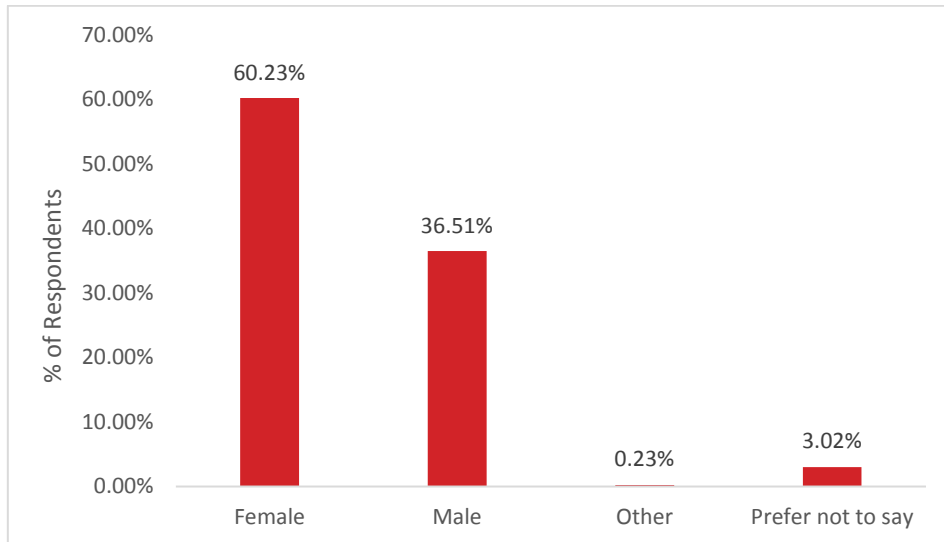


Figure 19. Q25: Respondent Gender

The largest proportion of respondents were aged between 35 and 44 years old (32%) as shown in figure 20.

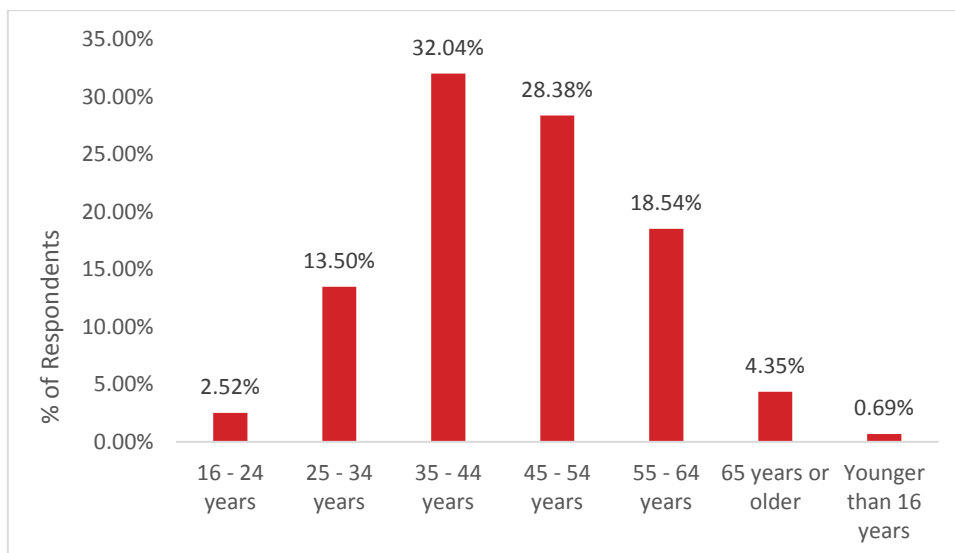


Figure 20. Q26: Respondent Age Profile

In terms of employment status, the majority of the people reported to work full-time (65%) followed by 21% who were working part-time.

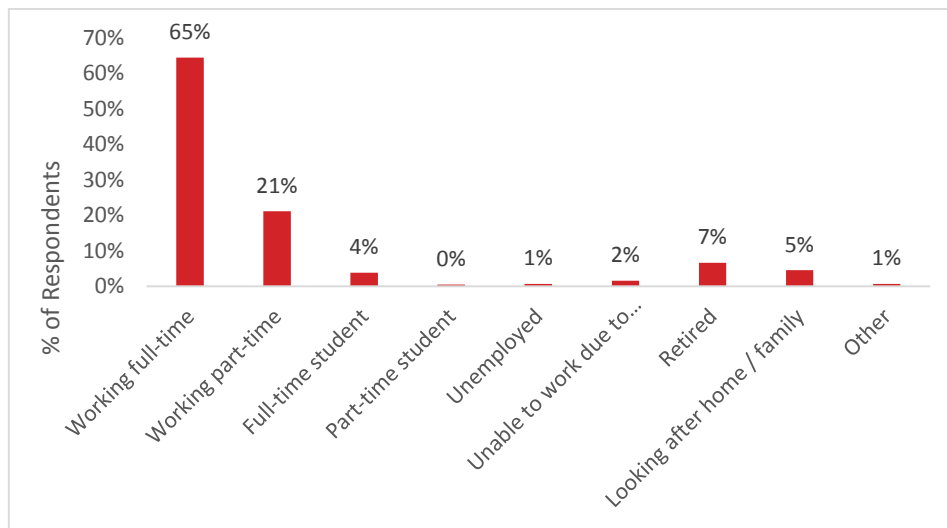


Figure 21. Q27: Participant Employment Status

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The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are closely spaced, and the overall style is modern and professional.

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

East Kilbride Active Travel Study

Q1 Please provide the first 4 digits of your home postcode (e.g. G75 8)

Please refer to the data spreadsheet for list of postcodes

Over the next 3 question sets, please tell us the top three locations in East Kilbride that you travel to most regularly, and the reasons for doing so:

Q2 Location 1: (left characters remaining)

Please refer to the data spreadsheet for list of locations

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

168 (38%) Commute to work

76 (17%) Transporting children to/from school/nursery

7 (2%) Travelling to college

107 (24%) Shopping/personal business

6 (1%) Health appointment

1 (0%) Caring for dependents

17 (4%) Visiting family or friends

43 (10%) Leisure purpose

15 (3%) Other (please specify)

Please specify 'other' reason

- Home
- Dropping wife off to get train to Glasgow
- Dog walking
- Volunteer to assist someone to get out and about locally
- Dog walk
- Religious & Faith
- Vet and groomers. Visiting my daughter
- Home
- Walking my dogs
- I work there and for meeting friends
- travelling for work purposes, i.e. to visit different companies, locations
- I travel to different areas of East Kilbride every week for business
- Dropping off and picking up family members and for travelling into Glasgow on shopping/leisure trips.
- Education
- I will soon be moving to SE Glasgow area and would like to be able to travel safely by foot and cycle with my family to and through the area.

Q4 **Location 2: (left characters remaining)**
Please refer to the data spreadsheet for list of locations

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

65 (15%)	Commute to work
41 (9%)	Transporting children to/from school/nursery
8 (2%)	Travelling to college
159 (36%)	Shopping/personal business
20 (5%)	Health appointment
5 (1%)	Caring for dependents
34 (8%)	Visiting family or friends
93 (21%)	Leisure purpose
15 (3%)	Other (please specify)

Please specify 'other' reason

- Based in Almada Street, but travel to Civic Centre fairly regularly for meetings
- Business
- Dog walking
- Dog walking
- I will soon be moving to SE Glasgow area and would like to be able to travel safely by foot and cycle with my family to and through the area.
- Meeting work clients at their premises, visiting sites.
- Moving house to this location
- Placement (medical student)
- Shopping
- Travelling to Glasgow
- Using tiny ace facilities
- Work
- Work building

Q6 **Location 3: (left characters remaining)**
Please refer to the data spreadsheet for list of locations

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

31 (7%) Commute to work
11 (3%) Transporting children to/from school/nursery
2 (0%) Travelling to college
144 (33%) Shopping/personal business
26 (6%) Health appointment
10 (2%) Caring for dependents
52 (12%) Visiting family or friends
134 (30%) Leisure purpose
30 (7%) Other (please specify)

Please specify 'other' reason

- Anchor Boys Officer Worship Cafe Claire
- Church groups
- Commute to Glasgow
- Dog walking
- Dropping children at sports activities
- Dropping husband at work
- General fitness
- Go on my work lunch break
- Gym
- Health care for my pet
- Home carer
- I live there
- I will soon be moving to SE Glasgow area and would like to be able to travel safely by foot and cycle with my family to and through the area.
- Only travel to 2 EK locations - Hairmyres Train Station and Department for International Development office building.
- Restaurant's
- shopping
- Student placement for college
- To catch a train to Glasgow
- Toddler group
- Volunteering
- Volunteering
- Work
- Worship
- Worship, organisations involved in

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

	Walk	Cycle	Motorcycle/scooter	Bus	Train	Car as driver with passenger(s)	Car as driver without passenger(s)	Car as passenger	Taxi	Other
Location 1:	116 (26%)	32 (7%)	3 (1%)	25 (6%)	2 (0%)	116 (26%)	134 (30%)	10 (2%)	2 (0%)	0 (0%)
Location 2:	97 (22%)	37 (8%)	3 (1%)	24 (5%)	6 (1%)	138 (32%)	112 (26%)	10 (2%)	8 (2%)	2 (0%)
Location 3:	96 (22%)	36 (8%)	1 (0%)	20 (5%)	2 (0%)	151 (35%)	106 (24%)	16 (4%)	5 (1%)	1 (0%)

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

- Running
- Running to Aqua centre

Q10 **Do you own a bicycle?**

244 (55%) Yes

163 (37%) No

33 (8%) No, but I have access to a bicycle

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

182 (66%) Yes

94 (34%) No

Q12 **Cycling:**

	5 or more days per week	1-4 days per week	A few times per month	Once a month or less	Never
In the winter months (November to February) how often do you typically cycle (for functional or leisure purposes)	9 (5%)	33 (18%)	33 (18%)	51 (28%)	57 (31%)
In the non-winter months (March to October) how often do you typically cycle (for functional or leisure purposes)?	38 (21%)	65 (36%)	51 (28%)	25 (14%)	2 (1%)

Q13 **Walking:**

	5 or more days per week	1-4 days per week	A few times per month	Once a month or less	Never
In the winter months (November to February) how often do you typically walk (for functional or leisure purposes)	155 (35%)	136 (31%)	87 (20%)	37 (8%)	25 (6%)
In the non-winter months (March to October) how often do you typically walk (for functional or leisure purposes)?	206 (47%)	153 (35%)	58 (13%)	13 (3%)	9 (2%)

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

48 (27%) Save money on travel costs

172 (95%) Health benefits / exercise

88 (49%) Better for the environment

110 (61%) Pleasure/enjoyment

23 (13%) Quicker to travel by bicycle than by other modes

12 (7%) Avoids parking availability problems

8 (4%) No parking charges

7 (4%) Journeys are more reliable

2 (1%) Other (please specify)

Please specify 'other' benefit

- I want to be able to travel by bicycle, however I have a toddler and I do not feel safe on the roads
- Sitting in traffic jams is not my idea of a good use of time.

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

230 (52%) Yes

101 (23%) Maybe

109 (25%) No

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

- After a fall in 2017, sustaining two breaks diagnosis of osteoporosis.
- Arthritic knees prevent this, plus road and dedicated cycle paths do not always give safe cycling conditions.
- As a walker the cyclist ride dangerously on the pavements at speed and with no sense
- At my age I want to get to the shops and back home as quickly as possible
- Back injury will not allow it.
- because am not interested
- Because I cycle enough at present.
- Because I'm an athlete and I run 5 days per week.
- Cannot walk on pavements as cyclists make them unsafe.
- Cars on the road put me off
- Cycling not for me, too dangerous
- Cycling to work adds a layer of more items you need to bring to work, and change and shower at work - which they are facilities but adds a layer of hassle. It isn't functional for business wear. Also it is very cold and far from my house to the office.
- Dangerous to Cycle on roads and cycling on foot paths should be band for anyone over the age of 12.
- Don't feel it is safe and there is not sufficient paths to get where going
- Don't like cycling
- Don't like cycling and consider it very dangerous to cycle on road
- don't have a bike
- Don't like the thought of cycling on main roads
- easier for me to walk
- Feel it can be dangerous on roads.
- Have 3 children under 7
- Health and age would not allow for this
- Health reasons
- High risk of injury, can't carry much shopping, East Kilbride is more to having worse weather, most of the private housing estates have grass service strips instead of pavements and the roads and paths aren't gritted or maintained by the council.
- I already am a very active cyclist
- I already cycle 5000+ miles.
- I already cycle most days each week, unless it is icy, so I don't think I'd be interested in cycling more often.
- I already cycle to work most days.
- I am 62 years old with knee problems
- I am 69 years old and my husband is 80. We live in an amenity house which is at the back of beyond and McGill's bus company sparsely covers the area. First-bus should not have been allowed to leave this area as there are families in Housing Association houses who have no means of transport. First-bus said it was because nobody was using them. Making it pay should not have been the issue as the routes, which are fully loaded should

compensate for this. This was a disgrace and the powers that be should be ashamed of themselves for allowing this to happen. I look upon this as it being discrimination toward the poorest in our society.

- I am not interested in cycling.
- I am over 65 and have not cycled since my youth.
- I can get where I need to by walking and get good exercise from walking and have nowhere to store a bike anyway. That said the paths I use are dual purpose walking and cycling and were well designed with enormous foresight by East Kilbride Development Corporation. Since its demise, its successor, South Lanarkshire Council has crapped out of forcing the developers of new areas like Stewartfield, Lindsayfield etc from paying for the setting up of a similar network of paths in these areas. If any of you SYSTRA staff know Neil Birch in the SYSTRA Glasgow Office, please say hello to him from me Bryan Tennant. He knows who I am! Also, please tell him that a certain Stuart Laird of South Lanarkshire Council offered to "stab me" in front of colleague witnesses when we were talking about the £millions spent by SLC on the Peacock Cross Junction. Also, Stuart will privately admit that SLC did not have "the balls" to force developers into putting cycle and walking parts into Stewartfield etc. Rant over!
- I cannot ride a bicycle due to medical reasons
- I cycle roughly 9000 miles a year between commuting and racing so I already cycle as often as I can.
- I do t own a bike and I await an operation for a knee injury. I also couldn't manage nursery drop off and then travelling to work out with the authority daily using a bike.
- I don't like it
- I dont cycle and have no desire to.
- I don't have a bike and haveno wish to cycle
- I don't own a bike
- I enjoy walking
- I enjoy walking and would not feel confident cycling on roads - there are not many dedicated cycle paths.
- I have a 3 year old and a new born baby I can't take both on a bike
- I have mobility issues.
- I have never been on a bike and consider myself too old to learn
- I have not ridden a bicycle since my childhood. I was not very competent then and I really have no aspirations about trying to get back on a bike again. If a journey is walking distance for me and I have enough time on hand, that is how I would travel. Otherwise, I would use the bus.
- I have sore knees and find cycling very painful for them
- I have young children and carry a lot of bags
- I have zero balance. Haven't been able to ride a bike in years
- I live / work too far
- I live in Auldhouse there's no cycle paths there
- I maximise the amount of time I can cycle already.
- I much prefer walking as a form of exercise.
- I prefer to walk or run.
- I prefer walking
- I suffer from a chronic illness that causes daily fatigue
- I'm happy with the cycling that I do

- If i don't need to use the car, I will walk, I believe cyclists should be tested and insured as they are responsible for many road accidents and have no liability.
- If I want to travel a short distance, I'd rather walk - as it is not worth the inconvenience for such a short distance. If I am travelling a longer distance, I'd much sooner get a lift or take the bus. This is because it's easier and more comfortable. I also don't need to get all sweaty or wear Lycra or a hat. Councils need to realise this, you could have the best cycle paths and facilities in the world - but people would still take the bus or car. They have no intention of looking ridiculous or being sweaty or messing their hair up. Far better to spend money on improving roads for all, better facilities for older people or providing them with the means to access them. Instead of wasting millions of pounds of taxpayers money for some go-paths which no one will use.
- Im 53, would rather walk. No crossing on Greenhills road at the Gardenhall Inn end which is really needed as road is so busy.
- I'm a keen road runner
- I'm in a wheelchair
- I'm not as fit as I used to be and I live on a hill
- In my line of work i must walk about 5 miles a day in and out of peoples kitchens to work vehicle Up and down ladders lifting heavy eqpmnt so when i finish i am a lazy b———— and if i have to go Out for any reason i will drive my vehicle just for the purpose to poluate the air
- Inconvenient - takes too long to get to destination, will look a mess by the time I get there, exercise regularly by going to the gym 4/5 times per week
- Just not
- Lack of cycle lanes/paths unless they are at underpasses.
- Lack of cycle paths, not keen on travelling in traffic on a cycle.
- not a cyclist
- Not a cyclist prefer walking where practicable
- Not enough cycle paths
- not got a bike
- Not something I enjoy doing
- not sure I know how anymore and not comfortable with riding on road alongside cars
- Prefer to walk as I have a dog and easier to carry shopping if walking
- Prefer walking, roads are too dangerous to cycle
- Roads are too busy
- Roads are too busy and I have small children.
- Roads are too dangerous
- Safety on the road Poorly maintained roads Speed Limit on roads to be crossed Few to no safe crossings
- Safety. Maintenance. Convenience.
- The type of clothing I wear is not suited to cycling. I wouldn't feel safe cycling on the main roads and don't know if it's permissible to cycle on footpaths.
- There are a lot of cars in East Kilbride and it is dangerous for both cyclist and driver on the roads.
- There's next to no cycle paths in East Kilbride for me to cycle round on, and a lot of roads bridges and stairs due to EK being a hilly town.
- Too cold, too slow, can't carry passengers, doesn't fit in to my life style, dislike cycling as a whole, need to arrive at work looking professional.
- Too dangerous as regards traffic and potholes.

- Too dangerous due to poor standard of driver behaviour. No secure parking for bicycles at locations. Impractical to use for shopping.
- Too many hills in East Kilbride, pathways are uneven, too much traffic on roads
- Too many lunatics on the roads
- Too old
- Too old
- too old and it is too dangerous
- Too old and traffic too heavy. If cycle paths more available would definitely try
- Travelling to work on a cycle is unrealistic for me as I get two trains each way travelling via city centre.
- weather is too bad in this area
- Weather is too bad...
- would rather travel by foot
- Would rather walk
- Would rather walk than cycle
- Wouldn't cycle on the roads and always found it uncomfortable. Quite often I have a child with me as well
- wouldn't like to cycle

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

- 295 (89%) More dedicated off-road/traffic-free cycle routes
- 127 (38%) More on-road cycle lanes
- 17 (5%) Cycle training/buddying scheme
- 35 (11%) More changing facilities at place of work/education/local facility
- 90 (27%) Better information on cycle routes
- 62 (19%) More bicycle parking facilities
- 33 (10%) Improve security of existing parking facilities
- 127 (38%) Better lighting of roads/cycle routes
- 30 (9%) Help with route planning
- 27 (8%) Financial help with purchasing a bicycle (for example a discount, loan or 'cycle to work' scheme)
- 21 (6%) Access to a cycle hire scheme/cycle sharing scheme
- 32 (10%) Other (please specify)

Please specify 'other' measure:

- Basic Bike Maintenance Course, so that problems can be dealt with en-route etc
- Better behaviour by motor vehicle drivers / better enforcement of Highway Code and legal responsibilities for drivers to drive with due care
- Better cleaning of the existing paths... There is a lot of broken glass on them
- Better pavements
- Better road/path surfaces.
- Better standards of road and pavement surfaces
- Brightly lit, covered over - passes rather than underpasses.
- Bushes being trimmed and also leaves cleared from Paths. The amount of Trees/Hedges etc encroaching on bike paths is pretty bad and as soon as leaves fall from the trees they become a slip hazard as they are never swept / cleared.
- Ensure the roads are safe to cycle on. So no debris or potholes and grit them in the winter!

- Horrendous amounts of potholes, both around the town and countryside roads. The roads are too busy with what seems an increasing amount of careless drivers.
- I need to take 4 children to childminder and school all week. We drive because it is quicker, drier, 3 children cannot cycle
- If there was more consideration from motorists and better parking, several times car parking badly and make walking and cycling impassable, I have had to walk on the road as pavements are blocked with cars especially the corners and dropped kerbs blocked
- if traffic was slower
- Increase safety in unsurpassed and cut bushes trees, as some areas are so bad it feels dark and unsafe for a lone woman to walk along, even in middle of day in broad daylight
- Keep cycle lanes clear of broken glass and branches. Clear snow and ice in winter months.
- Kerbed on Road cycle facility similar in nature to Hills Road, Cambridge for example incorporating floating bus stops
- Less cars on the road. Less noxious fumes to inhale. More priority at junctions and priority at road narrowing by the use of simple cycle bypasses. Cycle lanes that don't disappear when they are most needed. Less cycle lanes that basically waste road space by hatching or hard measures (it is noticeable that SLC council only provide dedicated on road cycle space when it is not needed and doesn't interfere with motorists). Better (any?) Maintenance of the off road cycle lanes that exist and proper on/off access to such lanes (that doesn't mean lifting your bike over a gate or bumping up and down kerbs). Road side cycle lanes that give priority to cyclists rather than give way signs at every junction or driveway clearly sending the message that cyclists are second class road users Speed limits set appropriately for cyclists. Some years ago SLC designated the old road from High Blantyre to East Kilbride as a cycle route but left the speed limit on the single carriageway road at 60mph. Is that safe for cycling? I could go on but it is all pretty obvious stuff. The main problem however is the lack of competence or willingness of SLC.
- Less potholes and sunken drains.
- more and secure free parking spaces, car and especially lorry drivers need to be more aware of cyclists, cleaner roads (lots of little stones near kerbs), pot holes are very dangerous
- Friendlier motorist or culture change as I have received death threats from motorists cycling on the road..... not good need to educate the drivers
- More policing of drivers i.e. police out on bikes stopping drivers who drive carelessly
- NB On -road cycle lanes would be segregated safe lanes where traffic volumes and speed requires. NOT paint on the road. Reduced traffic by filtering/ restrictions on through traffic cars and parking also assists
- owning a bike, and having somewhere to keep it (I live in a top flat)
- Remove the hills. All of them. And the weather. Why is the wind always in your face?
- Roads and paths to be in better condition!
- Safe routes, that allow you to cycle without fear of being in a collision with cars/lorries/buses. Segregated cycle lanes on roads & not just some painted boxes for cars to ignore.
- Some measures to reduce dangerous driving.
- Supported cycle training for non-confident cyclists
- The mess of the pavements and side of roads. Smashed glass, debris left for months at a time and only do something about it if we call with a complaint
- The Stoney meadow Trail and Greenhall Park are very difficult to access with any safety on bicycle. Greenhall Park is segregated from East Kilbride, thus requiring a lift, or the very dangerous foot crossing of the EK-Hamilton Expressway. They should be connected. The route to Craigneith Castle is far too long with near impossible walking or cycling access from Newhousemill Bridge with narrow grass verge and speeding cars which toot horns at you and

nearly hit you. The route to Craigneith from Clderwood is also too long. A footbridge on the river would vastly increase outdoor access for walkers and cyclists.

- Using mutton hole road safer for cycling and running to and from work
- would not cycle to work, only for leisure

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

135 (31%) Save money on travel costs

411 (95%) Health benefits / exercise

189 (44%) Better for the environment

264 (61%) Pleasure/enjoyment

40 (9%) Journeys are more reliable

24 (6%) Other (please specify)

Please specify 'other' benefit

- All of the above
- Don't have access to the car
- Don't need to pay for parking
- Easier to walk children to school on dry days as only one road to get out of Lindsayfield and it is very busy
- exercise for the dog
- Fresh air
- Go for a drink
- Good way to explore local area and see areas of interest
- I go for walk a couple of times a month to exercise as pretty immobile otherwise
- I walk because I have no choice due to public transport inadequacies
- It gets me to where public transport doesn't.
- Journey isn't that far
- No issues over parking spaces
- Not allowed to drive when I have had a couple of beers
- Nothing
- Parking too difficult at school
- Safety, walk with children to keep them safe.
- There is little point in taking the car for a short distance.
- Train station car park is always full so walk to bus stop
- Travelling from East Kilbride train station to South Lanarkshire college - there is no bus route so I have to walk.
- Walk Dog
- Walking dogs
- Walking the dog
- Walking the dogs

Q19 Are you interested in walking more often?

276 (63%) Yes

106 (24%) Maybe

58 (13%) No

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

- . 10 miles is too far too walk to and from work twice a day.
- . Already walk a great deal
- . Because I already walk 5 or more days per week!
- . Because I don't have time to walk any more than I do.
- . Because I walk enough
- . Because I walk enough already
- . Because I walk enough at present.
- . because I walk more than enough already
- . Despite the health benefits I find walking fairly boring.
- . Explained early
- . I already walk whenever possible
- . I already walk a lot
- . I already walk a lot.
- . I already walk enough
- . I already walk every day
- . I already walk everywhere
- . I feel that I already walk enough (at least 30 minutes per day).
- . I go a walk at least once a week in Chatelherault, heritage Loch or Strathclyde Park. Also from the Murray it is pretty well connected to the town centre, Greenhills and the village.
- . I have a chronic illness that causes daily fatigue
- . I have mobility issues
- . I only walk to work when it's too cold to cycle and I already walk a lot
- . I think 5 days out of 7 is plenty
- . I walk 7 days per week
- . I walk a lot and don't have time to walk more
- . I walk a lot during the day at work and I go to the gym regularly and I am 62 with arthritis and I also attend to family and don't have time
- . I walk as a hobby being in 2 walking clubs.
- . I walk as often as I can and prefer walking to avoid dirty public transport.
- . I walk as often as possible. Given the option I will walk and leave the car.
- . I walk enough
- . I walk enough, walk the dog 1 hour in the morning and 1 hour in the evening
- . I walk every day
- . I walk for shorter journeys or with my family and I cycle for longer journeys.
- . I walk for up to one hour each day for health reasons and I am happy with this.
- . I walk rather than take the care whenever I can.
- . I walk short distances relatively often. It simply isn't time-effective to walk (or cycle) a long distance.
- . I walk to and from my work each way. I can't walk more than I do at the moment.
- . I walk very regularly
- . I want to cycle
- . I would prefer to cycle in all honesty
- . I'm happy with how often I walk
- . I'm in a wheelchair but would be keen to get out and use this more than my car
- . It's boring, I'd rather run.

- Most of the journeys which I make are for work. As I work in Hamilton, walking to work is not an option. Also, as I live in the Calderwood area of East Kilbride, walking to East Kilbride Town Centre is not an option that I would consider either. It is too far. I am not as fit as I used to be. I will walk to certain places, more so in the better weather, as this can be quite enjoyable. However, I am very time restricted these days.
- My husband has Meniere's Disease and cannot walk about unaccompanied or unaided and to be honest Lindsayfield has no amenities with which to walk to. It's too exposed.
- No need; already walk as much as I want
- No paths in my area
- no time
- Normally drive because I am transporting other things that cannot be carried
- Our house is in an estate with one mile long road in and out and very few amenities at the end of that mile. To walk anywhere other than to and from nursery isn't really practical.
- Paths near me have water running onto them from the grass surroundings which make them messy and dangerous, they have been like this for 20 years
- Time. Busy family who all - go to the gym, train, play football. I cycle to the gym, but do not have much excess time to walk for pleasure/leisure
- Too cold, too slow, too wet.
- Walking most days
- When I get public transport and it doesn't get me to my destination but some distance away, I'd be interested in not having to walk so far to get to where I am actually going.
- Would rather cycle

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

219 (59%) Better pedestrian crossing facilities

281 (75%) Better lighting of roads/walking routes

34 (9%) Help with route planning

21 (6%) Walking buddy system

146 (39%) Better information on walking routes

73 (20%) Other (please specify)

Please specify 'other' measure:

- Access being made available
- Actual paths to walk off of roads such as the route through Stewartfield. Need to put it in the plan for new developments and factor in play areas for kids that are decent.
- Again the mess of the pavements and the cars parking on the pavements
- As previously a dedicated walking / cycle path at Hamilton back road to East Kilbride would allow me to walk or cycle to and from work daily. As is I think it's too dangerous to walk this route due to high volumes of traffic.
- Better area for walking especially with dogs
- Better condition of pathways and ones not full of dog poo
- Better lighting, cut down or regular maintenance of trees/bushes along path areas. Underpasses are unsafe....some paths leading up to them also feel very unsafe. Dark, graffiti, groups hanging around even in the middle of the day. Puts people off from walking and cycling.
- Better maintenance of pedestrian routes at all times but especially during icy conditions when walking becomes impossible. A fall will almost certainly result in necessitating a visit to A and E with perhaps a stay in hospital.

- better NHS staff - no interest in helping me get better to be able to walk
- Better paths. Barriers along the Lindsayfield to St Vincent's school path (Greenhills road)
- Better pavements, better trimming of hedges, cars not blocking pavements, gritted paths in winter
- Better planning for pedestrians in respect of new developments.
- Better security, cameras or removal of underpasses. These are too intimidating when being used by males to hang around in.
- Better traffic calming measures on roads without pavements less sharing of pavements with cyclists, it is too dangerous to share the pavements with cyclists.
- better weather
- Better weather
- Cars on pavement is a major problem and very frustrating
- CCTV on the underpasses, and other trouble areas.
- Cleaner and more aesthetic streets. There is a lot of dog mess around East Kilbride and it's disgusting. There is also a lot of rubbish. Perhaps more dog bins and normal bins would fix this? A lot of paths are also very bumpy and not well maintained. Instead of keeping them clean and well maintained, the council either leaves them or just rips them up and puts tarmac down. I saw pictures of East Kilbride back when it was built and it was rather lovely. Now everything is practical and ugly, or left to fall to bits. It's not nice to walk about East Kilbride, it's a very ugly and dirty place.
- Cleaner pavements (eg no dog mess), more even surfaces
- East Kilbride seems to have a lot of pavements that just end and you either have to cross over roads to continue on a pavement or walk on grass or road
- Fewer obstructions on FOOT paths - numerous cars and other vehicles are parked partially on footpaths and leave inadequate space for pedestrians who have physical disabilities and required walking aids or wheelchair access or even parents pushing prams, etc. Improved walking surfaces.
- Grass verges being cleared away from paths to make them wider and less messy and slippery. Trees and hedging being cut right back to open up the full size of the path without pushing you onto the grass or ripping at your clothes and skin.
- Grit the pavements and paths in the winter, stop focusing solely on the roads for the car drivers!
- Gritted paths
- hard to find out short cuts, footpaths often collect big puddles, in winter icy, paths beside roads just stop- need to cross road or walk on grass
- I currently have health issues.
- I do not need any encouragement to walk since the original design by the previously mentioned East Kilbride Development Corporation for their housing areas makes it so easy and direct! Much quicker than car driving or taking the bus and far more healthy!
- I do walk most days but would walk further Better lighting and drainage in underpasses . Better cleaning of leaves /mud and drainage improvements to footpaths . Teal crescent to new lands road footpath was impassable for 3weeks last winter due to flooding then deep slippery mud remained . Footpath is poorly lit and has overhanging branches . There is no footpath from cross house road on new lands road itself . Alternative route had steps with a broken hand rail . Steps an issue for people. With visual impairment or mobility issues wWinter treatment of more footpaths required . Bus stop shelter at Lindores drive/ Queensway has considerable run off flooding which ices over therefore unsafe . Extension of existing footpath along East Kilbride expressway to Blantyre . My elderly mother finds it difficult to travel from Lindores drive to Stewartfield Morrison's independently as it is difficult

to cross the road to get the return bus journey. Bus frequency for Lindores drive area is poor especially on Sundays

- I would walk more with the pram if the pavements weren't filled with parked cars. Totally infuriates me
- I'd walk more often if the weather were better!
- If I had more time.
- Improved/more walking routes in parks and woodlands about town. Particularly along the river Calder. Crack down on dog poo bags thrown around by irresponsible dog owners.
- In winter walking paths must be gritted timeously.
- In winter, the pavements are un walkable. Ice is a hazard. I walk daily but in winter it is impossible. Every home should have grit delivered to grit the pavement outside and keep EK moving
- Improved surfaces no potholes/water/mud: better pathways in green areas i.e. - Proper drainage: safer pedestrian paths - no vehicles allowed.
- Lack of spare time
- Less polluting traffic to contend with. Lower speeds to allow crossing of roads. Walkways cleared of litter and broken glass.
- Make underpasses less intimidating; better lighting including during day, Vandalism measures, broken glass, fire debris. All of which I encounter frequently trying to take my children safely to primary school.
- More safety in our town. It is not as safe to walk about these days. Remove the problems and people will get back on the streets
- More time to do so
- More walks where it is traffic free to avoid noise and air pollution and where it is safer.
- my own motivation
- None, I'd love to be able to walk to places but I can't
- Not having paths covered in dog poo
- Paths in a better condition for walking on.
- Paths provided
- Paths that do not lead to dead ends/grass
- Pavements for walking and feeling safer in under passed
- Pavements that mirror the roads and don't meander into housing estates like gardenhall, making the journey longer.
- Pedestrian routes prioritised over cars by providing wider and safer paths, reducing speed limits and reducing road intrusions into pathways.
- Provide covered and heated walkways
- Road level pavements instead of tunnels.
- Safer areas to walk, not only lit but clear and maintained.
- Safer route
- Safer streets
- Safer Streets...underpasses in East Kilbride do not feel safe and they are unavoidable and the pavement/road layout in my part of town does not encourage cycling, narrow roads, cars parked all over the place as houses have no off street parking.
- Safety is an issue
- Slower traffic.
- Smoother and clearer pedestrian crossings would help. There's a couple of crossings which are directly over speed bumps, which doesn't help if you are pushing a pram.

- Some of the pathways are uneven. Icy and dangerous in winter and slippery with leaves in Autumn
- The paving slabs are either broken and uneven. No maintenance of cutting back overhanging trees/hedges which overhang when walking and also in some places there used to be four rows of pavement and now because grass verges are never cut back these are down to 2 rows in some places.
- The Road Lighting is very poor and weak don't like going out walking in the dark nights. Also Morrishall Road is the road my son has to cross to get to school from our house, I have asked over and over again to put up lights to cross at Brancumhall where the kids have to cross. Years ago this road was not busy but now it is it has council houses, 3 Housing Estate, Access for a school and is a quick drive through from one end of ek to another. I was advised if there has been no fatalities then its not a priority. they did put up an electric sign to show your speed but it is placed on a tight corner that you have to slow down to go round so its not giving you a correct speed reading of the cars. The cars fly up and down this road its frightening so no my son cant walk on his own to school because of this terrible road.
- The show park in the village is a great space to walk through from my area to the village but it needs adequate walkways, instead of just muddy trails. Also my paths and walking routes in East Kilbride need fixed such as better lighting, and landscaping such as flowers etc or even environmental art included. Brighten those walkways up and make them a safer place to walk. Create safer crossings and paths for people to use. I guarantee more people in EK would be out walking if these suggestions are listened to. Oh and for the winter, there needs to be more grit bins along public paths, for pedestrians to use not just road users. Some paths in Greenhills area and Westwood are steep and very scary to walk on if icy.
- There are no paths between villages it is very dangerous to walk from Glassford to Strathaven people would use these every day
- too far to walk to work
- Too many pathways are being lost to overhanging trees and bushes, too much litter and dog shite.
- Traffic calming.. I get scared walking up Lindsayfield road with my children due to speeding vehicles.
- Underpass beside Heathery Knowe/St Louise Primary - frequently has Buckfast/cider drinkers loitering during the day when I drop off and collect my daughter from nursery (1pm and 4pm)
- Weather / gritted paths
- Well maintained pavements, less cars parked on pavements.
- Wider pavements with less clutter

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

268 (61%)	Safety when walking or cycling
131 (30%)	Weather conditions
55 (13%)	Need to carry heavy or bulky items
70 (16%)	Number/quality of road crossing facilities
58 (13%)	Lack of information on walking/cycle routes (including signs and maps)
13 (3%)	Lack of bicycle storage
22 (5%)	Security when parking bicycles
179 (41%)	Lack of off-road / traffic free cycle routes
79 (18%)	Lack of on-road cycle lanes
188 (43%)	Condition of roads, paths and cycle routes (including surfaces, lighting and overhanging vegetation)
7 (2%)	Cost of cycling (including the cost of buying a bike and equipment)
20 (5%)	Confidence using a bike
30 (7%)	Terrain (e.g. too many hills)
64 (15%)	Destinations not served by walking/cycle routes
11 (3%)	Personal health / fitness
46 (10%)	Distance/time constraints
31 (7%)	Other (please specify)
Please specify 'other' barrier	
31 (100%)	

Q23 What do you think of the following walking and cycling facilities and infrastructure in East Kilbride?

	Excellent	Good	Poor	Very poor	No opinion
Changing facilities (i.e. at your place of work/education/leisure facilities)	37 (9%)	105 (24%)	63 (15%)	62 (14%)	164 (38%)
The amount of bicycle parking	15 (3%)	67 (16%)	126 (29%)	80 (19%)	144 (33%)
The security of bicycle parking (i.e. from vandalism/theft)	10 (2%)	58 (14%)	106 (25%)	101 (24%)	148 (35%)
The condition of the surface of roads/paths/cycle routes	2 (0%)	55 (13%)	168 (39%)	178 (41%)	30 (7%)
Lighting on roads/paths/cycle routes	3 (1%)	83 (19%)	173 (40%)	132 (31%)	39 (9%)
The number of walking/cycle routes	9 (2%)	62 (14%)	161 (37%)	144 (33%)	54 (13%)
Walking/cycle routes to destinations I want to travel to	9 (2%)	58 (14%)	157 (37%)	142 (33%)	60 (14%)
Signage of walking/cycle routes	1 (0%)	47 (11%)	184 (44%)	123 (29%)	66 (16%)
Width of pavements/paths/cycle routes	6 (1%)	77 (18%)	155 (36%)	125 (29%)	65 (15%)
Pedestrian/cyclist crossing facilities	6 (1%)	92 (22%)	148 (35%)	104 (24%)	76 (18%)
The ability to take bicycles on trains	22 (5%)	85 (20%)	83 (19%)	55 (13%)	181 (42%)

Q24 **If you have any other comments about walking and cycling in East Kilbride, please let us know.**

- A dedicated cycle lane separate from roads between East Kilbride and Hamilton would be beneficial. Existing road routes either dangerous due to blind curves, lack of width and traffic speed, or arduous due to undulation etc. especially travelling from Greenhills / Lindsayfield area.
- A large proportion of strategic routes within East Kilbride incorporate grass verges which segregate the footway from the carriageway. With the proper funding these could be upgraded to incorporate kerbed on road cycle routes similar in style to those which are being implemented by Glasgow City Council. Cycle routes should form part of the existing distributor route without deviating onto off road routes which are undesirable for a country which has poor weather for the majority of the time. I would adopt cycling for my commute if they were on direct well-lit routes, I cycling on indirect off road routes in adverse weather conditions doesn't entice me. Hills Road, Cambridge is an exemplary example of an on road kerbed route.
- Access into and out of Lindsayfield is a complete joke whether on foot, car or bike. Congested in mornings, particularly bad weather. Only one way in or out.
- ALL MENTIONED PREVIOUSLY POOR LIGHTING, ESPECIALLY FROM HAIRMYRES HOSPITAL, ON EAGLESHAM ROAD TOWARDS PEEL PARK ROUNDABOUT
- All pedestrian crossings are set to suit traffic. Especially around the Whirlies roundabout. No wonder people are knocked down. You can wait forever and the traffic lights will not change until there is a break in the traffic. What is the point in that? It only encourages people to run between cars and not wait on the lights. Try going to the ones on the A725 at the Arnold Clark/Parks garages.....disgraceful
- Along the main carriageways within EK could easily linked up. There is adequate space along the carriageways that could be used to install cycle lanes by removing the grass verge and this would not affect carriageway and footway.
- Although there are some signs for cycle paths in Stewartfield, I'm new to area and I'm unsure of the network and would really like to see an info / map board on existing ones and where they take you too. I'm still unsure where they lead.
- An increase in off road cycle paths within East Kilbride would definitely be of interest as I would like to take up cycling but currently don't feel it is safe to do so due to the volume of traffic on the roads. I recently moved from East Mains to Calderwood and I used to do a great deal more walking when in East Mains due to the close location of many facilities such as the shopping centre and train station. I would also walk to my work in the summer months rather than drive. However since moving to Calderwood I have found that I don't walk as much due to the number of badly lit underpasses, especially during winter months when it is dark both arriving and leaving work. The roads are also extremely busy at rush hour so crossing the roads from the College to St Leonards/Calderwood is very difficult. Due to the lack of cycle paths then there is no alternative to car or public transport.
- Any time I have cycled in the last year I have had a puncture due to the poor condition of cycle paths, roads & pavements. This does not encourage me to cycle. Living near Jackton there is no safe crossing from our estate to any of the other destinations I would like to go to. I have two young children so this makes me less comfortable taking them out on bikes or scooters or walking trying to cross a 40 mph road with no safe crossing.
- Around the town centre area there are fantastic routes for bikes and walking that keep cyclists and pedestrians off the main roads. However, the signage on these routes is virtually non-existent and once you are down below a roundabout, on the cycle route/

footpath, there is little or no signage. It would be helpful to improve this with attractive signs

- As a motorist I understand how drivers perceive cyclists on main roads. I would only be comfortable cycling in East Kilbride if there were comprehensive, dedicated cycle paths independent of (especially) main roads.
- As a regular dog walker, I have witnessed the decline in areas I can safely walk with my dogs. The building of St Leonards Primary school robbed walkers of a pathway that used to allow access from St Leonards rd, to Brancumhall Recreation area. Whitemoss recreation area is no longer safe for dog walkers. Firstly the hockey pitches were used for football 'cage', which meant more traffic in the area. House building also contributed to traffic. The access road to the carpark was not designed for 2 cars to pass at same time and drivers fail to use passing place - also a hazard for pedestrians. Cars/ heavier vehicles drive over grass area causing troughs deep with water and mud. The show park, although drainage put in place, no longer has the red blaze track through the middle, which allowed walkers to walk in relative 'dry-land'.
- As far as cycling goes, in my opinion, there is no room on the road for bikes. Our roads are extremely busy. Commuting is ultra-important in modern day and we must be able to get from A to B as fast and efficiently as possible. Therefore, I am of the opinion that cycling is very much a thing of the past. We live in a motorised world where time is money. As for walking, there are plenty of walkways in East Kilbride for pedestrians to make their way about. As stated previously, I do try to walk when possible or convenient. However, there are a lot of hills in East Kilbride. My overall health and fitness is not as good as it used to be, and this can be somewhat restrictive. However, plenty of options to walk about various different places.
- As previously noted, the areas of East Kilbride developed and built by East Kilbride Development Corporation have ideal walking and cycling facilities including cyclist and walkers roundabouts under the vehicular traffic roundabouts. The new areas of East Kilbride such as Lindsayfield and Stewartfield have bugger all in the way of such facilities and infrastructure. Blame South Lanarkshire Council, but I don't want to pay more Council Tax for their previous and continuing failings in this area. Oh and by the way, please get SYSTRA's Traffic Engineers to stop SLC proposing on road cycle lanes which will reduce available road space. I used to plan commercially provided bus networks for Strathclyde Buses and First Glasgow "locked horns" with the Roads Staff in SLC. They are all good guys, even the one that offered to stab me! Their boss is a pure bastard! I think that I know what I am talking about!
- As someone who regularly travels to England and Wales roads in South Lanarkshire are an embarrassment. Pot holes and rubbish along every verge make for treacherous cycling conditions.
- As you probably know EK was designed as a cycle friendly New Town having a degree of separation between cars & bikes e.g. at roundabouts, underpasses etc. It shouldn't be too difficult to signpost & link all routes. Resurfacing routes with tarmacadam will probably be necessary. A comprehensive cycle map would also be good showing present routes (not many) & future proposals.
- Backroads of East Kilbride are very often used for walking / dog walking however there are no paths and cars drive at excessive speeds. Some paths here would be great.
- Being a cyclist, I find the roads very poor and spend most of my time avoiding potholes or stanks that have been fitted incorrectly in the wrong direction. Car driver attitudes to cyclists is very poor as well where some drivers feel cyclists shouldn't be on the road.

- Bushes are overgrown sometimes taking between 2 and 3 feet off a path. have a look at the slabs they disappear under the bushes now especially on the Kingsway and surrounding areas
- By design East Kilbride has segregated footpaths and roads, many of the paths are remote woodland or dark under-passes. There has been many reported attacks on these over the years I've read about. I've tried walking them myself several times and frankly they are eerie. Only well maintained CCTV would give me confidence.
- Cars parked on pavement major issue, also when they are parked on pavement on a corner as you cannot see if anything is coming, major issue when you are walking with children! Some pavements are very narrow and when bins are left lying there you have to walk on the road
- Concerns around lack of pedestrian crossing points around the whirlies and up to Kingsgate.
- Create actual safe cycling lanes. Don't just paint a lane on an existing road, narrowing the road and annoying both cyclists and motorists
- Crossing large roads like Queensway and Strathaven road is problematic
- Cycle paths should be included as standard in all new plans for new housing estates.
- Cycling from East Kilbride to Hamilton is not safe only two ways and both are death traps, via Newhousemill Road or Stoneymeadow Road I would ask someone from the Council to try out these roads at peak times, why don't they build a designated cycling path from EK to Hamilton at the side of the expressway?
- Cycling in East Kilbride feels quite dangerous, and you have to be really motivated (as I am) to use it as a transport option. There would need to be a lot of infrastructural and cultural changes in East Kilbride before cycling transport to become normalised. The roads and crossings in East Kilbride also feel super car-centric. At many places there are not even proper pedestrian crossings; as a result, whole sub-communities are essentially cut off from the rest of the town.
- Definitely more off road cycle routes so as a family with young children we can assure that they are safe while we are out cycling which we would love to do more of in our home town rather than having to travel to other destinations. There is a major demand for an additional road out of Lindsayfield as the traffic is terrible. A path from Lindsayfield to Ballerup would also be advantageous as you have no direct path over the burn at the back of Tannin Crescent but there is a very good pathed area which could be extended to the pathway at the back of Durban Avenue. Better signage to ensure cycle and pedestrians can use the paths at these areas too for safety for families with younger children which should be away from the roads
- Disgrace slc you spent a lot of monies at alison and tannahill ek on paths / signs and ballards and I have yet to see anyone cycle Other than an odd child which was the case before you go on about survey on cuts to budget on other more important thing and waste monies On something like the above that will never get used I say cuts be made at the top dog £355000 disgrace
- Disgraceful that there is no designated cycling paths between East Kilbride and Hamilton, the alternative routes are shocking to ride on and extremely unsafe and dark. A simple and safe cycling path could be considered and constructed down the side of the East Kilbride expressway
- East Kilbride has many underpasses which are great for being able to walk from place to place avoiding main roads. However, most are in poor condition with non-existent lighting, they are used as outdoor urinals and cover in smashed glass and graffiti or just a generally poor state of disrepair. It makes it really hard to cycle or walk anywhere.

Especially with dogs. The underpass beside Barrhead travel on the Kingsway is in particularly poor condition and suffers all of the issues noted above.

- East Kilbride is a mess with litter, dog mess. Paths are a mixture of tarred paths and uneven paving stones.
- East Kilbride is better served than a lot of other places in Glasgow for cycling and walking but there is still a lot of room for improvement. I would like to see a lot more on-road cycle lanes to keep cyclists and motorists safe on their journeys. I would also like to see more cycle paths separate from pedestrian paths as there is a real danger to cyclists and pedestrians when there are not any separate paths for cyclists. The condition of existing cycle paths could be upgraded as there are a lot of dangerous potholes. Better lighting would help when out walking after dark. I do think that East Kilbride is a lovely place to stay, however, and I am grateful for all the support it receives and am grateful to you for listening to our feedback.
- East Kilbride is expanding but the infrastructure isn't. Take Lindsayfield Road, we are still waiting for through access to Jackton. No adequate bus service to Train Station. Not enough parking around station. Multi storey should have been built rather than a 1 level car park
- East Kilbride roads and roundabouts are so horribly busy at some times of the day that I'd be terrified to cycle on them. Some roads are so busy they're a nightmare to cross. The road I need to cross to get to work at the vets is horrible just before 8am. I'm quite often stuck waiting to get across. It's very off putting
- EK has many cycle routes - some of which go nowhere useful. If people are to give up cars in favour of walking or cycling they need well maintained routes that take them from residential areas to town amenities, not from the town centre to Calderglen. I cycle home from Glasgow city centre via Kingsgate and I dread the route having passed the village theatre. The idea of cycling up the Murray road in rush hour is terrifying, leading me onto small side roads where sudden vehicle emergence or door opening is rife.
- EK isn't the safe town it used to be. I regularly walk, during the day, and still feel unsafe. Too many people hanging around tunnels, secluded paths with overhanging vegetation. I stick to main routes and still feel uneasy. It would be lovely to cycle around the town, but would need to feel safer on the street first.
- Ek. has many paths that could be used as joint walking/cycling routes. A cheap and achievable way would be advertising and using signage to educate all users that the paths are dual use.
- Entrance from main road into st Kenneth primary school in morning is a dangerous place to cross if you are wanting to continue walking along west mains road. There should be 20 mile speed limit enforced on school start and finish times around area covering both schools. Traffic is heavy and too fast. Lowering limit roads in East Kilbride. Why is the road from the whirlies round about towards Kingsgate and many others 50 limits would encourage more cycling and walking if lower
- Exit paths linking East Kilbride to Glasgow really needs work to encourage commuting on bicycles. Carmunnock route really poor in this regard and no dedicated cycle path along bypass is a real failing. Glasgow road could do with consideration for safer road crossings also along to the Cathkin relief road through to Rutherglen and Glasgow. I would seriously consider commuting daily by bicycle if this was resolved. Seen cars swerving around cyclists on the Glasgow road here and it is very discouraging from a safety point of view.
- Fixing the paths and converting the grass verges to cycle lanes may encourage people to walk and cycle more, but not me.

- Foot/cycle path between East Kilbride and Hamilton along A725 is incomplete. This means that I have to cycle along stonemeadow road which is unlit and has no marked cycle path on my commute to work - not safe in winter. This would also connect the cycle network in Hamilton/Motherwell (e.g. Strathclyde Park) to that in EK (e.g. Calderglen, Langlands) and beyond.
- Footpaths and roads are poorly lit. Rarely see anyone walking and often feel unsafe even during the day when out walking. Especially unsurpassed and parks.
- Get rid of the underpasses these are unsafe and nobody likes walking through them. People actually try to avoid them. They encourage loitering and crime and are isolated. I don't feel safe walking through them. In desperate need of an overhaul/change
- Getting from the housing estates to the path network can be difficult. Major work needed to make this link up sensibly without need for underpasses in quiet areas.
- Greenhills road. You have to cross the road 2 or 3 times to get to the place you're going to, instead of walking in a straight line to the destination. Parts of it don't even have a walkway so have to take a detour down other Streets to get to destination. Traffic lights at Newlandsmuir/lonsdale gait part of Greenhills road would be a good idea too. Wooded areas from Newlandsmuir along Greenhills road need re-paved and lighting too as it has none!
- Having moved to East Kilbride three years ago I find that the only way to get about is by car. Local amenities are too few to allow walking, especially in Lindsayfield. For example I can't walk to a sports centre as the nearest one would take over an hour. Bus services are also very poor which means having to take a car to the train station. The long straight roads encourage speeding so pedestrians do not feel safe walking on the paths.
- Having some health issues my cycling would involve being on and off my bike, I would love somewhere that is suitable so I could gain confidence and improve my cycling with the hope of my grandchildren and I cycling safely as family leisure time. It would be great to have a circuit where families could go just for the enjoyment of cycling, just as we would walking round for example, James Hamilton Heritage Loch. Two of my grandchildren have additional needs, a place where they could cycle would be great, I realise there are logistics to consider with providing something like this but I believe it is achievable,
- Having to use a buggy for my children I find the paths are in a very poor condition with potholes, uneven pavements and overhanging bushes.
- Hi, I love walking but now have a gammy hip (waiting on the NHS to help with that) so I am currently restricted on how much walking I can do. I live in EK so it is always raining and it is very hilly (at least that's how it seems to me and, I never noticed the hills when I was younger) so, if I get my leg fixed and the rain stops and the hills level out I may start cycling. Oh and the dual carriageway from EK to Blantyre is always busy and very scary. So not much to sort out there then! lol
- How about making use of cycle paths compulsory where they are provided. Far too often I see idiots using main roads/dual carriageway on their bicycles when there is a cycle lane only a few feet away.
- I am a keen cyclist and think another improvement would be better routes in and out of EK. An example is the A749 cycle route into Glasgow. It's only a shared path and always in poor condition with rubble grit etc.
- I am in favour of cycling routes but have seen in other areas that when they are provided, they are not always used e.g. A77 has dedicated cycling paths but a lot of cyclists use the roadway which is very irresponsible, particularly when they cycle 2 abreast. Also some roads e.g. Eaglesham moor road is marked with cycling lines on both sides, effectively

making a 2 lane road into a single track road, when there are very few people cycle on the road. Any new cycling routes in South Lanarkshire should be fully evaluated before implementing any such measures with would be costly and possibly not used much by cyclists

- I believe that improving the signage and lighting on walking/ cycling routes is an important step. I also feel that the route from the train station to Scottish Enterprise Technology Park would be a good one to prioritise. There are a lot of people that work and study in the technology park and improving this route could have a big impact in reducing car use and encouraging active travel. In particular the bit of Cornwall Street which links Brouster hill to the Centre Roundabout could be improved - i.e. a separate cycle lane, to provide continuity on the route (the cycle up Brouster hill is not as bad as this road is less busy).
- I believe we should be considering the safety of residents who feel threatened in areas of the town before we make pretty paths. No one is addressing the main issues. The town is full of drugs and people who have no respect for hard working people. Who could feel safe going out alone now? Hence why I take my car all the time
- I cross the bridge from the Industrial area over the rail bridge to DFID. It is usually covered in broken glass and occasionally gets cleaned. The route still feels dangerous. The roundabouts are very dangerous to cross by cycle.
- I cycle every day from Calderwood, East Kilbride to Hamilton. The quickest and most direct route would be on the Expressway, which is obviously too busy and dangerous. So I cycle on the Expressway path down to Crossbasket, where I have to then cross over the Expressway to Stoneymeadow Road, and then cycle to Hamilton via Blantyre and Burnbank. The Expressway path isn't ideal, as it's overgrown and bumpy, and crossing the Expressway certainly isn't ideal. The ideal situation would be upgrading the Expressway path and then a bridge over or subway under the Expressway. Alternatively the Expressway path could be continued after Crossbasket. Another alternative could be to reinstate the old road at the end of the Expressway path, which winds its way up through the glen and eventually joins up with Sydes Brae, and cycle in from there.
- I do not always feel safe when I am out walking my dogs as the street lighting is very poor. The underpasses that takes you to the Murray or the Centre often have youths standing in them. They are very isolated. Someone has also been sexually assaulted at both Ballerup pitches and the under passes from Whitehills to the Murray. You never hear of these people being caught. The lights at the dog walking area in Whitehills behind Kornberg etc. have been tampered with many of them have wires exposed making them dangerous to everyone.
- I don't cycle as I don't feel safe from cars. As a motorist myself I always take care passing bicycles but I see other that don't. I have also seen cycle routes put on Main Roads but instead of increasing the width of the road to accommodate it they just paint it on the normal road making the road narrower for cars & too narrow for lorries & buses so cyclists don't feel safe in them.
- I dont drive so I wouldn't want to cycle on the road I would be putting myself and other road users in danger.
- I don't live here so unaware of paths or cycle routes.
- I drop my son off every Thursday at Playsport for football training. Rather than going home I go for a walk. Ideally I would love to walk round the Loch but feel lighting is poor and don't want to do when I am on my own. When leaving Playsport to go a walk on an alternative route I have to cross the road at the Pedestrian on Stewartfield Way as there is not a continuous path for me to stay on the same side of road. Since it has been getting lighter at night I thought I would walk it to the Loch from Playsport. Again, I have to cross the opposite side of the road until I get to the Loch entrance then I stood for at least 10

mins (circa 5:30pm) to get to the other side of the road. It would be so much easier if there was a pedestrian crossing or a full path from Playsport to the Loch.

- I enjoy walking in East Kilbride making up my own routes but it is frustrating when pavements just come to an end (Stroud Road) or new housing contractors fence off previously well used shortcuts.
- I feel some of the under road walkways in East Kilbride are quite secluded and potentially dangerous. I don't feel comfortable using them when I am alone
- I feel the education of drivers is important to make them more aware of passing close to cyclists. 1.5m rule is used worldwide. I'm lucky if its 1.5 inches in Scotland. There's also a severe lack of cycle lanes. If you look at the likes of Denmark this is the sole reason cycling works - dedicated lanes
- I feel we are lacking in safe cycle routes within the town, there are cycle paths on the dual carriage ways but they have been poorly maintained so this forces cyclists on to the main road causing dangerous situations to arise. The walking routes I take within the town are poorly lit. There is a general lack of open greenspace areas and the few that there are poorly maintained with overgrown shrubbery, lack seating areas, bins etc.
- I find it disgraceful that there is no safe cycle lane or cycle path between East Kilbride and Hamilton given they are the two largest towns in south Lanarkshire. Only available routes are on busy main roads or along unlit national speed limit roads.
- I find the issue is when you follow a path then it suddenly stops and becomes grass forcing you to cross a very busy road or detour. Also a lot of paths especially slabs have wide gaps where tyres get caught. I think a cycle hire scheme would be excellent, like Glasgow nextbike has. Bikes at locations like the village, station, shops, and hubs in the many squares like Calderwood, Murray etc so you can easily just take a bike and drop it off at another hub
- I have previously been knocked off my bike cycling in East Kilbride. I think that while east kilbride has a reasonable cycle network (not very well sign posted), the problem with cycle paths is that there can often be a number of barriers which result in people not using them. 1.typically slower than being on the road - both the interface with other users and the amount of crosses etc 2.not well maintained (glass very common) 3. Poorly signed
- I have repeatedly asked for a crossing to be put in at High Common Road/Kelvin Road as the traffic volume is horrific and pedestrians take their life in their hands trying to cross. This has been assessed and although there is a very high volume of traffic I've been told there is not enough pedestrian use. Pedestrians don't use it as much though as they can't cross and drive instead. It's a vicious circle. There is a school crossing at certain times but they are not always in place and it really worries me when I'm driving and see young teenagers dodging across between the heavy traffic.
- I know you can take bikes on trains but there is not much room for more than 1 or 2 bikes on the busy trains in the morning and from about 3:30 till after 6 That doesn't only apply to East Kilbride
- I like to walk and feel confident going out walking on my own in East Kilbride. Perhaps walking groups would be good for some people. When I am out walking I see plenty of running groups.
- I like to walk every day with my new-born. There are no pavements in a lot of places and I don't feel safe walking through the under passes as they are dark, dingy, full of glass and vandalism. Some walkways have lots of steps and so I can't use them. There is also a lack of safe crossing places. Greenhills shops is a perfect example. The pavement stops dead when you turn the corner so you either have to walk on the road or through the car park which isn't the safest with a pram.

- I lived in Germany for a few years and they have dedicated cycle paths most off road and their own traffic lights, as does most parts of Europe the roads here are far too dangerous and busy to cycle on we keep being told to cycle to work and leave the car at home yet no money has been spent to make it safer to do so
- I take my daughter to school through the wooded paths to mossneuk from Newlandsmuir and the paths need lighting and paved.
- I tend to be a road cyclist and therefore the condition of roads is the main hindrance to me. My perception is that the main vehicular routes through East Kilbride - Kingsway/Queensway provide an ideal opportunity (space and useful route) to have good cycling infrastructure through EK which at present is poor due to widths/continuity etc.
- I think encouraging people is great better access to be able to cycle would be great too, often off road roads are truncated as paths run out or not easy to cross when paths run out or paths are very uneven.
- I think in general East Kilbride has a lot of paths that are segregated from the roads, and a lot of residential streets, all of which means that it could be a really good place to get around by bicycle if it was clearer where to go.
- I think the main obstacles that I encounter are overgrown bushes and trees, people with dogs on a lead blocking the entire pavement and poor lighting when out jogging in the winter. I would like a walking / cycling / jogging path but it will most likely be the pavement painted down onside which will not stop people not using it for its purpose from blocking the path of people who are using it. I think actual areas for walking / cycling / jogging set out for people to travel to would be better but East Kilbride is very hilling and this becomes hard. An exercise route that is well thought out and easily accessible would benefit more people than splitting pavements or roads for separate paths. Think Central Park in New York, it's in the centre, open to all and has roads through it, cycle paths, jogging paths, ice rinks, a zoo even. Good planning and big thinking could make a place like this an attraction in years to come. Doesn't have to be all done at once, just needs a vision and somebody to lead it.
- I think there should be more awareness given to drivers of cars/ vans etc to look out for cyclists.
- I think we need to separate cycles from road traffic as drivers do not appreciate the issue of sharing the road with bicycles. Separating cars and cycles can be the only safe way to encourage more people to cycle.
- I used to cycle more often however I found that cycling route often stopped suddenly and I struggled to find the next start point. I feel unsafe cycling on the roads as I am not a fast cyclist so I found this frustrating. As a result I didn't feel that the routes were safe enough for me to take my children along I also struggled to find information on the cycle routes to help me plan my journey. The condition of the dedicated cycle pathways was generally good however some of the paths and road sections were badly maintained.
- I would consider cycling to work - however there is no safe cycle path between the Whirlies and Blantyre. A cycle route alongside the East Kilbride Expressway from the Whirlies would be great.
- I would cycle a lot more if there were more cycle lanes on or off the roads as I don't like cycling on the road due to safety concerns and feel cycling on the pavement is frowned upon. In the summer I cycle to work regularly.
- I would cycle into Glasgow if we had a dedicated off road route all the way to the centre. This isn't just an East Kilbride problem, could we build cycle routes above existing train lines? We need something revolutionary, a couple of lanes and some better security isn't going to change people's approach

- I would like to be able to walk to St Vincent's primary from Lindsayfield via Ballerup village. Safe path and crossing facilities should be set up to allow for families to do this. At the moment traffic coming out of Lindsayfield is heavy and one way. This would reduce traffic and help the environment
- I would love to cycle more for health benefits if there were full length, start to finish cycle routes.
- I would love to have a safe walking route to Calderglen Country Park or to K woodlands from Greenhills. It is hard to manage with a double buggy and children walking. A lot of pavements are positioned beside a road with the grass verge in the inside, swapping these around would be safer. Grass verge beside road and then pavement
- I would love to see completely off-road cycle routes, where there was absolutely no risk from vehicular traffic. I don't expect you to be able to flatten the hills in EK!
- I would probably cycle more if there were more off road cycle paths and routes were better lit and maintained
- I'd like to be able to cycle safely from East Kilbride to Hamilton which is not possible via Stoney Meadow Road. This should not be designated a cycle route in my opinion. By getting to Hamilton the options to get to other places would be fantastic.
- If I wanted to cycle on the road I'd learn to drive. I don't want to be on the road. Need more cycle paths
- If possible East Kilbride and Hamilton would benefit greatly with safe walking and cycle paths that link them. I tried to cycle but feels far too dangerous on main roads. Buses are also very poor and quite expensive for one off usage.
- If there was a crossing at St James....and the hospital staff were given a smoking area, the people from my estate would walk more regularly. Also if there was cycle storage at Hairmyres less people would bring their cars and not park up our street and it would be safer to cross
- I'm in a wheelchair. Proper dipped kerbs! I love the woodland area at K woodlands and the bit at Langland's but they're so difficult with the chair, even with help. I have a young son but the tarred pavements at Calderglen are in such a state it makes it impossible for me to take him there without help. The lack of disabled friendly areas outdoors is terrible
- I'm not a confident cyclist but if there were dedicated cycle lanes through East Kilbride I would definitely cycle more
- Improved cycle lanes both on and off public roads
- In Berlin, Germany the cycle paths were on the pavements with a designated area from cyclists. They crossed the road at the pedestrian lights and did not go on the roads. I feel this is a much safer option for cyclist and motorists.
- In cities, such as London or Glasgow, cycling is an effective way for the population to commute. However, the majority of people in East Kilbride do not work within the town. The ones that do tend to work in small shops and businesses. Therefore they take the car or public transport. And why shouldn't they? It's easier, more comfortable, and safer, you don't need to dress like a clown and it tends to be quicker. Why would anyone dress from head to toe in Lycra - arrive at work sweaty and disgusting, have to take a shower, get changed into the spare change of clothes they brought then repeat the same process to go home? Motorised transportation is a human improvement. Using a bicycle instead of the car would be like sending a telegram instead of a text message. You wouldn't do it. So if you're looking something to spend millions of pounds of taxpayer's money on, why not improve the roads for all. If you could expand the ageing road system, congestion could be eased. The air would be cleaner, less fuel would be wasted, fewer people would be late to work or school - and taxpayer's money would be spent improving lives for the

people of our area. Instead of blatantly wasting all this money on creating go-paths which no one will use, simply to appease some idiotic vegans with armpit hair.

- In Gardenhall area we need some sort of crossing at Gardenhall Inn side of Greenhills road. Its almost impossible to cross. Main route for walkers to train station. Also no path to walk on on Greenhills road coming out of Borthwick Drive on left side which is a necessity to encourage people to walk.
- In general paths within East Kilbride are not regularly cleared especially after Autumn where leaves are left to rot and become a slip hazard.
- Investment needed, similar to Ayrshire. Need to link to national routes.
- It seems that your survey is very one sided and is bias towards cycling as a means of transport. Mixing cycling with pedestrians is dangerous for pedestrians as they are not expecting cyclists roaring up behind them or shouting at them to get out of the way. I have personal experience of this walking round Stewartfield. Unless the council is going to waste millions on providing cycling paths, I would suggest that they invest the money on better pavements and roads and better local public transport.
- It would be easier and safer to walk/cycle more if there were less cars on the streets. Some streets are very overcrowded with cars parked on footpaths and unable to park elsewhere. There are so many lockups in EK but they are either blocked off by the council or used for storage instead of cars. There should be a push so that the lockups are made usable and primarily for cars.
- It would help if you defined which parts of East Kilbride you have in mind and what you believe is wrong with them. I grew up in St Leonards in EK and now live in the West End of Glasgow. I've always thought of the "older" parts of EK, i.e. not Stewartfield or Lindsayfield, as being very cycle and pedestrian friendly. It's the only place in SLC with pedestrian and cycle roundabouts underneath car ones! When growing up, I regularly cycled on the cycle paths for leisure and I could walk to school and the town centre without crossing any roads. I had a large off-road grass play area outside the front of the house where I could play without my parents worrying about traffic. The new areas of EK were not designed like this and are only useful for car owners. By comparison, the West End of Glasgow where I currently stay is extremely un-cycle friendly, with cars regularly parking in cycle lanes and very busy main roads with poor crossing facilities in several places. There's also no off-road cycle paths here as there are in EK.
- It's difficult to see how any measures could improve walking and cycling in East Kilbride. It's simply not in the culture. We seem to have given up the streets not just to cars but dangerous driving. It's impossible to imagine a parent letting their children cycle on a road in East Kilbride. Just walk along Kirktonholme road for two minutes you'll usually encounter someone who appears to be racing. And if children never see walking or cycling as an option then the car is the only way to get around.
- Its getting better but need dedicated cycle lanes not just part of the pavement. See the improvements and increase in cycling in Glasgow
- Just to say some of roads have potholes for a bike its dangerous
- Lack of lighting and secluded underpasses would deter me from using them
- Lack of maintenance in maintaining pavements and over grown plants also very little done to sweep up leaves from the streets. Can be dangerous when walking on wet leaves
- Lindsayfield does not have any cycle paths or off road path, by law it should be allowed to cycle on pavements- of cause considering walkers. On Lickprivik road going up the hill I can cause a traffic jam in 2 minutes because the cars are too scared to overtake and when waves to go they overtake and soon after cars overtake too close to the bike and

too fast. Some roundabouts have got underpasses but it takes much longer. Walkers reluctantly share them. See comments at the beginning of the survey

- Maintenance of paths is dreadful, vegetation in certain areas is so overgrown you can't cycle safely.
- Many main routes have grass verges between road and pavement. Change these to cycle lanes. LED street lights are awful. Very dark and extremely poorly maintained by the council. Many lamps near my home have been unlit for months despite them being reported as broken.
- Many paths are isolated and poorly lit.
- More cctv required for anti-social behaviour, theft and verbal abuse when out and about. Safety is an issue with less light in winter and paths are in a very poor condition having being dug up several times by cable companies and council. Paths are very cracked, full of holes and in disrepair. I used to roller skate with my pram a lot and am unable to now due to pavement conditions. EK is purpose built with the tunnel system for ease of walking and cycling but they are also a magnet for anti-social behaviour and many people are reluctant to use them as they are drug/drink areas. More crossings required to keep people safe from these groups of people or more policemen on the beat to move them & cctv would combat this making EK the town it used to be and then more people would walk/cycle with confidence.
- More cycle routes that are traffic free and family friendly!
- More traffic free routes. More storage facilities. E.g. there are no storage facilities that I am aware of on the west side on the town centre yet there is a shelter for smokers. Improved road surface and dedicated cycles lanes but the most important thing is an education programme for non-cycling and walking road users. East Kilbride like most towns is full of impatient, ignorant and arrogant road users and I suspect like most other places the results of this survey will be to pay lip service to vulnerable road users and not actually result in a true modal shift in local transport planning.
- Most of the walkways around east Kilbride dual carriageways are excellent for cycling also, the main issue is people's perception of what the legality of cycling on the pavement is and cycling on the road is far too dangerous due to drivers negative attitude toward cyclists.
- moved house so not next to train station, would be happy to cycle to work if bicycle hire scheme available
- My commute is from East Kilbride to Glasgow so I don't know about employers in East Kilbride biking facilities. East Kilbride has great cycle path but the pavement surfaces aren't very good from what I have seen although I mostly cycle on the roads. The lanes round about Auldhouse and over the Ardocrig heading towards Strathaven are great for cycling but again there are loads of hedge cutting and other loose gravel from patching up pot holes as well as other debris that can make it hazardous for cyclists. I think it's a great idea though that you are trying to encourage more people to get involved in cycling. Maybe adverts could be published to explain to car drivers that cyclist aren't deliberately holding them up but we are more conscious of the state of the roads so sometimes we have to ride in the middle of the lane to avoid pot holes / rough surfaces as we don't have suspensions to absorb bumps etc. Road rage and lack of awareness in motorised transport is a big problem to and vulnerable road user.
- My work does a cycle to work scheme that I have not joined as I don't feel safe cycling or walking on the route to and from work
- Need cycle lanes on existing roads.

- Need to improve surface, amount of routes, road usage safety and more places I can travel to with ease over east Kilbride
- Needs a severe rethink to improve facilities and get people out cycling. Painted cycle lane on a road is NOT safe and doesn't encourage cycling. It needs to be well maintained, lit, separate from traffic, dedicated (some case shared with walker's ok) lanes. Once you have this then you can promote cycling.
- Needs better lighting like older orange lights and also east Kilbride needs more cycling routes
- Newer developments mostly for cars - often no cycle path or even pavement. Cycle paths don't connect well into a network. Space alongside many dual carriageways could be used to add cycle paths. Maintenance issues on paths/underpasses - surface, signage, lighting, overgrown, grass. Some nicer bits like parks and village but surrounded by busy roads.
- Often there are no paths for pedestrians to walk on and it is unsafe especially if you do not know a short cut through houses.
- Old underpass routes are too often flooded and the paving slab paths uneven and sometimes unsafe. Getting safe routes for through connections would make a big difference as currently there are too many fast roundabouts that make it more difficult for even experienced cyclists to get through East Kilbride.
- One big issue is the lack of covered, secure areas to park my bike while I'm at work. There are no bike parking facilities at the Debenhams end of EK town centre. So I can use cycle lanes most of the way to work but cannot secure my bike when I get there.
- One of the main reasons East Kilbride is non walking or cycling friendly is due to the fact the council has saturated the town with housing, which leads to more traffic, pollution etc. and with plans for bypasses at Greenhills and Stewartfield, this is more evident. Also rural areas such as Auldhouse are not looked after properly by the council. There are poor road surfaces which are not maintained. In the winter, the roads which could be used for cycling and walking are not gritted and the council does not seem interested in caring for these areas. Not everyone wants to use a cycle lane, the open countryside is where most cyclists and walkers go, why not protect and enhance it?
- Original layout for EK was great, with cycle lanes under roundabouts. This wasn't extended for some reason to the Whirlies or Greenhills which is a barrier to cycling. Again, there is a segregated cycle lane on Queensway but only for a short distance. This should be extended. Calderglen trail also requires fixing to allow walk from one end to the other. Tunnel under expressway would be a bonus allowing access to Greenhills Park from EK.
- Outside Canberra primary school there is no safe place to cross the road. Need to cross between parked cars. No safe walking or cycle route for getting to the school only zigzag lines in one side of road. Many pavements that could be used as shared cycle/pedestrian are slabs with large spaces between that is dangerous for cycling. Would be good to have cycle paths marked out on roundabouts.
- Paths are poor. They are uneven. My daughter broke a tooth by tripping on damaged paving. The path to st Hilary's is treacherous in the snow ice as it's never treated
- Paths in East Kilbride do not get cleared of leaves in the autumn, which makes them very slippery underfoot and can be as bad as walking on ice.
- Pathways and road in g74 4LL and route to village then town centre need renewed. Extremely damaged road in aillort place needs replacing and very poor pathway down markethill road. Very poor lighting on route to town centre and especially side of hunter health centre.

- Pavements and cycle lanes are completely forgotten about in icy or snowy conditions. Most are treacherous and left without having been gritted. Pavements are all in a bad condition with most flooding in wet weather and require to wear gortex shoes to prevent feet getting wet. Can't understand when trying to get people to be healthier that the roads are all repaired and gritted for cars but nobody cares about the pavements. Cycles paths are not any better.
- Pavements are always covered in dog faeces. There are signs, but no one adheres to them . It's disgusting.
- Please don't waste money on this. I've seen the "cycling improvements" in Glasgow and all they do is make traffic worse. Focus on keeping the cars and buses moving! You can build as many cycle paths as you like, doesn't change the fact it's cold, wet and windy 6 months of the year and slow and inefficient 12 months of the year!
- Please stop cyclists using pavements and paths through parks. They are breaking the law and putting pedestrians at risk. We need more enforcement of this law before someone is seriously injured.
- Poorly lit streets. The new street lighting leaves huge unlit black spots in the street. This provides Issues with personal security and provides opportunity for criminal activity. Too many poorly maintained back streets/ paths making it unsafe to walk/ cycle in hours of darkness. Hedges/ vegetation shielding the visibility of paths from the main road - personal safety issue. The “‘long route for a shortcut’ which is currently the case walking and using the underpasses, it adds quite some distance and time to your journey. Highly inconvenient for any commute to train stations etc. The introduction of more local amenities e.g. Post boxes, newsagents ,cash machines meaning shorter more frequent walks rather than longer car journeys to the centre or the ‘squares’ where all the current ‘local’ shops are concentrated . This would also add to the feeling of community.
- Poorly lit underpasses in winter. Underpasses are not gritted and become a health and safety hazard to walk on.
- Probably combatting the antisocial/illegal behaviour would go a long way to encouraging people to get out walking and cycling!
- Road conditions are fairly poor. Cycle areas are clearly marked however there is no destination stated on sign posts. It's unsafe to cycle/walk in the dark, underpass can be a gathering point for intimidating youths, lighting is poor and no cctv or police presence.
- Secure road crossing is needed on the Kingsway Road next to MacDonald as it is very dangerous to cross the road there and on the Kirktoncholme Road (next to the train bridge) have huge poodles every time it rains and you can't walk on the path way without being splash by the car or in dry shoes. Maybe the drains are blocked there? However it is a disgrace!
- So can be a hard place to cycle due to the number of mini roundabouts
- Some days it's an obstacle course avoiding Bins, and cars parked on pavements and corners - also as some roads are narrow cars give not enough room for cycling
- some of the walking are not well light and trees and bushes require to be cut back
- Some paths have hedges over growing on them making it hard to cycle also uneven slabs and big gaps mainly on paths on the kingsways also signs to say it's a multi-use path as some walkers get very angry at bikes on them. My work is at a south Lanarkshire depot and has very little to no changing areas or bike storage and the shower is disgusting for a council wanting to save money it's crazy not to have these in place to save on council fuel to and from work
- Some real positives but simple things like being able to easily cross the Queensway at the MacDonald's end for example is a massive issue for me.

- Strathaven - East Kilbride road is a very busy road. It has many road accidents. People do not feel safe cycling to and from East Kilbride. We love to walk and cycle however having a toddler, an 11 yo and a 14 yo I just don't feel it's safe for any of them to be on the road. I'd love to see more dirt tracks between villages and towns that would enable travel without the use of car, bus, taxi. The west highland way has a track that is almost 100 miles long and we can't even travel 2 miles from home safely. I think this would give tourism a boost just being able to link these villages up with a safe walking/cycle path (it wouldn't need to stick to the main road, just somewhere to connect villages and towns)
- Street lighting is very poor in East Mains with areas of complete darkness, for example main pedestrian thoroughfare at Hunter Memorial has no pedestrian lighting whatsoever. East Kilbride Village and surrounding area, including access to Train Station, can be very intimidating' (people, mostly males, congregating outside Bookies, Pubs, Homeless Unit). In summer months residents of Homeless Unit in Village, loitering in shrubbery, drinking in public places, anti-social behaviour, where they believe that they are hidden from CCTV etc. adjacent to walking and cycling paths in East Mains area. Very busy road to Eaglesham in vicinity of St. James Centre has no pedestrian crossing facility.
- Street lighting very poor, safety is an issue.
- The amount of shrubs that are overgrown that much that they take up the full pavement in East Kilbride are ridiculous!!! namely Stroud Road where the depot of the lorries is, the pathway at roundabout between Greenhills and newlandsmuir and the whitehills road running from Morrison's to Langland's you have to step onto the road to avoid them
- The condition of paths and level of traffic are off putting. In my opinion (Even as a car owner/user), introducing and enforcing a 20mph speed limit as is being discussed in the Scottish Parliament would significantly change attitudes towards cycling / walking and also give parents more confidence to encourage children of an appropriate age to cycle to school/leisure facilities.
- The Council should not just prioritise the existing infrastructure but look to expand it into better areas of local interest. Sadly most of the people involved are making desk-based assessments using data which does not show most of the disused routes nor the places of interest. Without that local specialist knowledge the council cannot possibly cater for the public other than by looking at OS maps of housing estates and shops to make their best guess. There have been various sign and width improvements on existing routes, and the expansion of certain cycle routes through housing areas which were once dedicated to walkers only - case in point is Brancumhall Housing Estate. However, the council should look to enhance the green network and heritage interests to increase a sense of place in the town. The much mooted pedestrian route over the expressway connecting Calderglen with Greenhall should happen, and the eastern part of the gorge within the scenic boundary and Special Landscape Area should be utilised. The current Calderside route and the future of the Trough Linn Woodlands project need better pedestrian access. As the Newhousemill route is currently not walk-able or to cycle on due to bampot drivers, then the council should take their own land on the east bank at the said project to increase communication - erect a cycle worthy footbridge into the woodlands project. Also Stoney Meadow was once promoted for road cyclists, but what about the plantation nature trail which connects with an ancient burial site at its eastern side? Can this not be extended via Allers down towards Crossbasket? If the council simply prioritises routes to shops and schools then they are missing the leisure aspect entirely. The big mistake is the emphasis on the single linear route through Calderglen - they need to look at the park for its circuit potential. This can be achieved in the tracts of land which they do own.
- The lack of pavements in Greenhills

- The lack of street lighting during the winter is a major concern on my way to and from work in particular. When walking to work before 8am or after 4:30pm when the routes are less busy I feel very vulnerable especially around the underpasses.
- The large roads in East Kilbride are very busy and traffic moves quickly. Having more cycle lanes or off-road cycle paths would be really helpful.
- The last option to take bikes on trains is a joke I regularly take my bike on the train and must say we are not a bike friendly country. I also feel there should be heavier penalties for drivers who have road rage/ knock cyclist off they're bikes. If you do create more cycle lanes please do not make them like the ones in Cambuslang that have been put in by people who have clearly never cycled or thought about cycling in their lives.
- The main barriers to cycling in East Kilbride is the complete absence of safe cycling routes. Cyclists need dedicated cycling lanes on the road and these preferably should be separate from roads with kerbs providing a clear barrier between cars and cycles. Junctions need to be redesigned to give priority to cyclists with more safe cycling routeways under/or around East Kilbride's many roundabouts (as these are a leading area where accidents happen due to unobservant drivers). Cycling safety needs to be paramount on East Kilbride's roads to encourage those who want to cycle to be able to do so in a safe and secure environment.
- The main thing is the safety aspects for cycling and as a runner the lighting
- The majority of walk ways are in poor condition also car parked illegally on pavements are really issue around Warwick Calderwood they obstruct lowered curbs and make crossing the roads extremely dangerous
- The new street lighting i.e. dim halogen street lights make walking or cycling extremely dangerous in the dark. I personally don't feel safe and I can imagine elderly or young people would feel even more vulnerable.
- The off-road path I use most often (from Hairmyres Station, over railway line, to the industrial estate) is often riddled with broken glass and leaves/mud. It seems to get swept very occasionally. If this was done more often, it would be safer and more pleasant.
- the original new town cycle paths around the centre were ahead of their time in the 60's but are now rough, clogged with mud poorly lit and littered with glass etc. (poorly maintained) there are no connecting cycle paths from areas such as greenhill and westwood to the town centre and traffic safety is a disincentive to cycling. The whole network, though good in its day in the town centre, needs to be extended to outreaching areas and upgraded to meet the needs of modern day cycling demand and busy roads. Better cycle storage and security around the town centre and at leisure facilities and shops would encourage more cycling.
- The paths and pavements surface is very poor and dint want to chance falling off a bike and breaking something so tend to walk but lighting in winter months is atrocious as far too many dark spots between these awful lights!!! I have complained before about this an absolutely sure it's the reason more people don't walk after a certain time of night as def not safe!!!!
- The paths are terrible to expect a child to cycle/take their scooter to school. The lack of barrier along the Lindsayfield to st Vincent's school path (Greenhills road) makes me reluctant to walk my kids along it never mind cycle in case they stumble on to the road.
- The pavements just end on several stretches of road. Eg to walk to Calderglen park with a pram I had to go through a secluded industrial estate. There is no path after the bus stop at the top of Greenhills Road.
- The planning and repair of rainwater drainage systems need to be looked at, e.g. footpath at the rear of Mossneuk Primary School has a drain grate across the footpath which is

almost full of mud. The water continues to flow down the hill and collects in a large puddle which can be inches deep and the land on either side of the puddle is saturated and becomes boggy. Not pleasant to walk through.

- The problem in East Kilbride is that what cycle routes/facilities there are don't link up well, or are poor quality. For instance, coming into town from the north west (via Carmunnock), there's the shared footway alongside Stewartfield Way, but each road crossing is rubbish and some distance away from the junctions, resulting in doubling back, or coming in via Glasgow Road, the NCN756 crossings at Kingsgate roundabout are diabolical, or on Queensway there's "End of Route" and "Cyclists Dismount" signs half way along (and then what?), and what routes there are often poorly signed. I see from the internet that there is a cycle route along Calderwood Road, funded by external parties, yet there is no mention of it on the council's website. Is there a comprehensive map of cycle facilities in East Kilbride? Or are the three routes developed (I think) by Strathclyde Regional Council all that there is. (Well no, because there's this Calderwood Road route, and various unadvertised paths like that between West Mains Road and Stewartfield Gardens.) If you are to develop a "cycle friendly town" you will need to advertise what you have, since if I can't find out about the routes, what chance has the general public? And make things join up like a network.
- The route to any destination from thortonview (Jackton near police college) is very dangerous for pedestrians and discouraged walking to school, train, leisure facilities at all times. A controlled traffic light system with pedestrian crossing would increase walking by all residents
- The speed of cycles Pedestrian and cycle path should be better sign posted
- The state of paths is shocking. Especially in Winter when icy never gritted or cleared until too late. Full of leaves and debris in winter never cleared and makes walking dangerous also. Lack of cycle paths too virtually non-existent. Would not use bike in EK we usually drive to another destination and cycle there. Hopefully the feedback will be taken seriously.
- The traffic is too fast at EK train station making it difficult to cross the road. The crossing is too far away and in the other direction.
- The underpasses and amenity grounds/parks do not feel safe to use in evening or winter. The lighting is very poor. There's lots of broken glass on the paths and petty vandalism/loitering. There needs to be an increase in police or community warden presence to make walking and cycling feel safer
- The upkeep and repair of the roads and paths is very poor.
- There are many people in my place of work including myself who live in East Kilbride but work in Hamilton, cycling on the expressway is not an option and despite trying the back road to Hamilton many times the behaviour of other road users is appalling and as such it makes the journey dangerous. Many of us cycle to a point through East Kilbride streets to a point where Calderside road used to meet the express way, but the path terminates there and we have to walk on muddy ground carrying our bike to Hamilton Drive in Hamilton where we continue riding our bikes. If this short stretch was made into a path or tarmac then we could arrive at work and on our return journey relatively clean as on most days this muddy stretch soaks your footwear and gets you covered in muck. For a very small stretch of work lots of people could safely connect to East Kilbride & Hamilton by bicycle, I really think this is worth looking into as I know a lot more people would walk and cycle this route if it were available.
- There are a few places in East Kilbride which have no crossing lights at all in the area of Westwood and next the to the Queens way McDonald's as a result of this people may be hurt or even more maybe even killed as this is a very busy road at all times of the day

- There are key crossings required for safety around St James retail Park on Eaglesham Road as well as crossings from Jackton across redwood drive in need and have been required for the past decade. Excuses keep being made but safety is still threatened without them.
- There are not enough pedestrian crossings in and around Kingsgate Retail Park. Very unfriendly to pedestrians. It is also extremely difficult to get from the retail park to The Range on foot.
- There are plenty of off road places to cycle and walk in East Kilbride as that was the whole idea of a new town! These need improved - surfaces, lighting, safe crossings & more security. PLEASE do not put new cycle tracks on roads as the traffic flows pretty well in EK except when there is an accident or roadworks & except for approaching the Whirlies from the expressway at rush hour. I enjoy walking and living in EK & hope to cycle now my fitness is improving. Roads in general need to be resurfaced throughout.
- There has been a reduction in the number of public parks and areas of green space in EK over the past few decades. The areas that are left are honey pots and are good, but congested. It is possible to walk to these areas, but having to walk beside noisy, busy roads is no joy. There are less and less places for quiet contemplation or places which are attractive or ornate where one can escape the relentless rush of life. There have been improvements to the cycle space in EK, but they are not entirely joined up, often rely on minor roads which are occupied with parked cars which cause hazard. Roads are in a very poor state with potholes and inconsiderate driving by some further compounds anxieties in even fairly confident cyclists. Cyclists sharing roads with other vehicles even on country roads can be hair raising. There are some provisions been made available for cyclists, but even access to train services to access further areas has limited number of space available unless pre-booked. Not useful if you happen to have an unexpected fine day and a spontaneous nature.
- There is a lack of road crossings that are accessible for prams and/or wheelchairs, in particular the bridges crossing the Queensway. The tunnels are not well sign posted and don't feel safe, especially at night.
- There is a massive (environmental, social and safety) need for a 100% dedicated cycle route/path from East Kilbride to Hamilton. Without a shadow of a doubt it is easier (and safer!) to cycle from East Kilbride to Glasgow than from EK to Hamilton. In 2019, that can't be right, can it?
- There is no cycle/walking path between EK and Hamilton which I find truly unacceptable
- Too many pavements are shared with cyclists making walking dangerous. Too many pavements have overhanging branches or overgrown bushes and trees which reduce the pavement width to single file or are cause injury if you walk into them.
- Too many roads that only have a pathway on one side, overgrown vegetation and litter.
- Too much green space taken for new housing
- Too much traffic to take children onto road to cycle and no space to do so on pavements.
- Town of this size should have better cycling walking infrastructure. We should be encouraging out children to cycle to school/clubs making safer routes, life style changes etc. If they can do it in Amsterdam it can be done here.
- Uneven pavements with slabs sticking up in St Leonard's area is awful
- Unsurpassed are very dark & often have obscured entrances/exits meaning you cannot see if anyone else is hanging around in them before you enter. I would rather chance crossing a dual carriageway than use the underpass & have advised my children to avoid them if st all possible. More pedestrian crossings please

- Very confusing to find the right direction. Busy roads with no footways, little or no cycle infrastructure.
- Very difficult to cycle safely from EK to my workplace in Hamilton.
- Walking routes from Lindsayfield to local schools is absolutely atrocious. Walking to St Vincent's involves walking along the very busy and dangerous Greenhills Road. As a result people do not walk on it. Around 9 years ago (my son has been an gone from the school and is now in 2nd year at high school) there were promises from the developer of Ballerup Village that a route would be made available in to the school from behind the care home or that general area. This was never carried out and as a result the volume of vehicular traffic leaving Lindsayfield to go to both St Vincent's and Crosshouse Primaries causes absolute mayhem in the mornings at the main Greenhills/ Stroud Road/ Lindsayfield road roundabout.
- Walking to new developments getting built is not buggy friendly
- We find it very dangerous that we have to walk beside an extremely busy Lindsayfield Road on the way to school. There should be a better walking/cycling path between Lindsayfield & the School that cuts out this road.
- We have been asking the council for many years to fix the pathway between Lindsayfield & Ballerup village - which would be a 'solution to pollution', allowing the children/parents a safer walking route to schools/nurseries. This would almost definitely solve the congestion issue of cars leaving Lindsayfield in the mornings
- We live smack in the middle of fantastic country side fantastic schools but we don't have safe cycle paths or walking paths
- We need a proper map showing all key walking and cycling routes to functional destinations on one map. But we also need a local organisation like Healthy n Happy promoting cycling to the community and breaking down cultural and community barriers to cycling as well as physical barriers. And SLC to invest in a scheme like Pedal Glasgow teaching, encouraging and enabling nursery children to older people to get on their bikes.
- Wet windy hilly and dreich. EK is the worst place for cycling. Many deathwish cyclists refuse to use lights; I even shouted at one idiot with a red light at the front and white at the back!
- Where I stay is clearly somewhere that's built for people to drive to and from. If there were more amenities within walking distance I'd use them. The roads about the town aren't great for cycling with very few dedicated cycle paths.
- Whilst it may be fairly easy to cycle around EK. There is a connectivity issue with other neighbouring towns. For instance where you to join up the Fly Over at Greenhills (High Blantyre) or connect the bottom of Sydes Brae with the old Road that leads behind Calderglen, this would be a simple connection to existing routes, up the side of the Expressway or up the old Road by Auchinteibber and on to Newhousemill Road or potentially in to Calderglen Country Park. I may be wrong on this but in my experience there are plenty signposted routes at the west of East Kilbride heading out to Strathaven, Jackton, Langlands and Eaglesham etc but very few similarly marked ones that direct cyclist/walkers to suitable paths/roads on the Glasgow City Council side of East Kilbride (Blantyre/Carmunnock/Busby/Newton Mearns). And lastly Meadowhead Road is a death trap for cyclists and a painted line at the side of the road does not stop cars squeezing cyclists in to the side of that road. Signage or threats to drivers to give cyclists space on a road whose condition deteriorates quickly through the winter would encourage more users or possibly encourage better attitudes toward cyclists from motorists.
- Whilst the centre part of East Kilbride is not too bad for cycling and walking the links to the wider areas is poor. It is almost impossible to walk safely to any other town or village in

the area unless you are heading on the main Glasgow road. The only possible way to commute any distance in the winter is by vehicle, all but the main roads are absolutely treacherous, never gritted.

- Why put the weather conditions in this survey. You can't change that. Or can you ;)
- Why there is no link pathway In Lindsayfield to link all the new developments is a disgrace. Council is not considering developments correctly in particular with considering the play strategy from the Scottish government. They are too busy getting the maximum number of houses into the space available. No thought of the future.
- With the amount of new housing particularly around Jackton, there has been an increase in traffic which makes it unsafe for both cyclists and pedestrians. There are insufficient pedestrian crossings on these routes. I want to encourage my children to walk and cycle safely.
- With the old cycle paths still in situ EK has a perfect base to build upon but while we allow cars to dominate and dictate our roads people won't use them to cycle. Our roads just aren't safe to cycle upon due to the towns very heavy car use. Not good enough just to paint in cycle lanes. They need to be segregated from traffic to make people feel and be safe. The layout of the main arteries in EK should make turning EK into a cycle town easy but brave decisions on reducing the way cars dictate travel in EK must be met. And the weather is no barrier but will always be used as an excuse primarily as people don't want to risk travelling on roads they feel unsafe on.
- Would love to however lack routes in area. what could be great would be utilising the back roads investing in improving these where it would be safer to cycle (auldhouse, thorntonhall, eaglesham, phillipshill, nerston) also better links from each neighbourhood to town centre, this should be part of a wider program to include much better train links to all of Scotland from east Kilbride then linking up town centre bringing in more jobs to area so a lot more people can work local rather than having to use car to commute for work
- Would walk more if there were fewer bams
- Wrt cycling routes, there is no connectivity of routes to destinations, just short stretches that end with nowhere to go. Also cycle paths are not cleared and maintained. They are full of broken glass, rubbish, litter and leaves or vegetation.
- You can't change people's attitudes. People don't feel safe on the road and don't always know of safer routes.
- You could widely increase the attractiveness and viability of East Kilbride as a centre to visit if you enabled safe active travel. There are proven cases of provision of such facilities massively increasing turnover of shopping districts
- You need to get serious about active / public transport options - that means prioritising over other road users if required to get a step change, or even to achieve the 10% cycle target you are seeking to achieve. You should look to Best practise in any new infrastructure (which may not be the design guides you currently use) - even Glasgow are doing some good stuff now. I hope this survey is not a 'cover' for the usual road building schemes.

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:

- 157 (37%) Male
- 259 (60%) Female
- 1 (0%) Other
- 13 (3%) Prefer not to say

Q26 Please specify your age group:

- 3 (1%) Younger than 16 years
- 11 (3%) 16 - 24 years
- 59 (14%) 25 - 34 years
- 140 (32%) 35 - 44 years
- 124 (28%) 45 - 54 years
- 81 (19%) 55 - 64 years
- 19 (4%) 65 years or older

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

- 284 (65%) Working full-time
- 93 (21%) Working part-time
- 17 (4%) Full-time student
- 2 (0%) Part-time student
- 3 (1%) Unemployed
- 7 (2%) Unable to work due to illness / disability
- 29 (7%) Retired
- 20 (5%) Looking after home / family
- 3 (1%) Other

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

- 210 (48%) Yes
- 230 (52%) No












Q29 Please provide your email address for this purpose:















These will be provided separately














Appendix B2 – PlaceCheck map comments

Comments added so far








This is a summary of all comments added to the map. MapID 224












Type	Title	Content	Position
 Things I don't like	Stonemeadow Road	This road is used by fast moving vehicles and should not be deemed a suitable cycle / pedestrian path linking EK to Hamilton	55.7811,-4.15435
 Things we need to work on	Dangerous crissing	Pedestrian crossing at this roundabout is extremely dangerous. At peak times there is barely a break in the traffic. As with many roundabouts in the East Kilbride area traffic lights are required for pedestrians. I would also suggest peak time lights for traffic to handle traffic flow for the retail site	55.765,-4.20931
 Things I don't like	Footpath ends on Peel a Road	The footpath ends on Peel Road a few hundred yards from the Thorntonhall Railway Station. The paved footpath should be extended around the dangerous bend near the junction with Waterfoot Road. Pedestrians have no footpath on this route to Jackton. At the the Thornton Road end there is another hazardous bend/junction where pedestrians & cars are forced to share the road.	55.7665,-4.25291
 Things I don't like	Railway bridge - hazard to pedestrians!	Hedges not cut back by footpath. Narrow painted pedestrian lane on road made even narrower by uncontrolled hedges, forcing walkers & dogs onto road. Cars routinely ignore 30mph through the village, the narrow bridge crossing brings these hazards together...	55.7696,-4.25068
 Things I don't like	Dangerous roundabout - CRAZY speed limits!	Cyclists leaving Thorntonhall have to compete with drivers from EK who enter the roundabout at/above the “national speed limit” as signposted. ALL cars approaching the roundabout should be doing so at the same speed - there needs to be sensibly phase speed restriction to allow for safe emergence for cyclists (and cars) from Thorntonhall. Pedestrians walking to Carmunnock from Thorntonhall are not accounted for at this roundabout. Where can they cross safely?	55.776,-4.24321
 Things I like	Paths in K-Woodlands	The new paths in K-Woodlands make it possible again to walk from Hairmyres station to Peel Park without getting filthy!	55.7651,-4.22411
 Things we need to work on	Unnecessarily narrow links along Queensway/Kingsway corridor.	There is adequate space and overall infrastructure to provide very good linkages along the Kingsway/Queensway/Strathaven Road corridors, sadly they are in poor condition and unnecessarily narrow.	55.761,-4.19105
 Things I don't like	Por connections along High Common road	Generally poor and convoluted links along the High Common Road corridor in this location.	55.7564,-4.15222
 Things I don't like	Poor link	Frustrating diversion of link up to top of bridge via stairs rather than under bridge where most people tend to walk as can be seen from worn verge at narrow section at bridge piers.	55.7575,-4.15179
 Things I don't like	Bridge connection lost	The bridge over the burn in Dunedin has been closed for a lengthy period of time effectively negating the use of a huge part of Dunedin playing fields as no through route.	55.7574,-4.20943
 Things I don't like	Path terminates	Footpath on south side of Eaglesham Road terminates with poor/no crossing facilities. merely highlights/exacerbates that there is no continuous footpath link to Jackton on north side of Road.	55.7555,-4.2365











<div><div></div><div>Things I don't like</div></div>	Narrow path	The narrow constraint due to the bridge parapet at the link to Disraeli Way compromises the route.	55.7557,-4.23645
<div><div></div><div>Things I don't like</div></div>	Perceived termination of link	The handy link from Barbana Road effectively terminates at this point. Could it be made to link under the underpass to Phillipshill Road and the North side of the Queensway to enhance the wider links to Busby/Carmunock/Glasgow?	55.7713,-4.22842
<div><div></div><div>Things I don't like</div></div>	Poor connection	Only non road connection is intimidating and poorly/not lit.	55.7426,-4.18999
<div><div></div><div>Things I like</div></div>	Great connection around East kilbride	Shields Road and Jackton Road provide great connectivity around the outskirts of East Kilbride. Retaining these with their quiet nature whilst development increases is of huge benefit.	55.7349,-4.20841
<div><div></div><div>Things I don't like</div></div>	Lack of final connection	The lack of the final connection from Tannin Crescent to Durban Avenue effectively compromises a decent link between St Vincents Primary and Lindsayfield. Only viable route is directly adjacent to Greenhills Road which is very intimidating with young children especially in winter.	55.7403,-4.20595
<div><div></div><div>Things I don't like</div></div>	Stairs	Path is remote from carriageway and as a result requires stairs. Having a link adjacent to carriageway would give a more accessible alternative to stairs.	55.7438,-4.19916
<div><div></div><div>Things I don't like</div></div>	Connectivity	Could the higher route through the park be widened and connect to Stroud Road to provide a better link along Stroud Road corridor?	55.7487,-4.19161
<div><div></div><div>Things I don't like</div></div>	Convolutd	Narrow path on one side only and from Quarry Street heading west the route becomes very convoluted.	55.7489,-4.18772
<div><div></div><div>Things I don't like</div></div>	Narrow path	Effective width of path reduced due to bus stop/pedestrian guardrail	55.7494,-4.17753
<div><div></div><div>Things I don't like</div></div>	Stairs	Having been transferred to south side of road at Singer Road there are stairs on this side of the road which could be avoided if path were closer to carriageway. Seems slightly disjointed.	55.7497,-4.17974
<div><div></div><div>Things I don't like</div></div>	Termination of path	Footpath terminates on one side of carriageway with substandard width on south side of Stroud Road	55.7488,-4.17277
<div><div></div><div>Things I don't like</div></div>	Poor width/condition	Width/condition of facility detracts from use	55.7495,-4.16811
<div><div></div><div>Things I don't like</div></div>	Lack of connectivity	There is a missing section of path in this location resulting in unnecessary walking along/crossing of carriageway.	55.7425,-4.16176
<div><div></div><div>Things I don't like</div></div>	Inadequate width	The City Deal project is an ideal opportunity to enhance/increase the inadequate width of facility for two way use.	55.7477,-4.15403













 Things I don't like	Poor width of path and poor condition	Width/condition could certainly be improved to make usable	55.7779,-4.16365
 Things I don't like	Poor link	The general lack of width of facility and condition could easily be improved along both Kingsway and Queensway corridors as available land exists to widen and improve a route through East Kilbride which has decent base infrastructure already in place. (i.e. Underpasses etc)	55.7713,-4.16399
 Things I don't like	Lack of facility on both sides of carriageway	A facility on both sides of carriageway would be beneficial as road can be intimidating on stretch near to bridge	55.7739,-4.22278
 Things I don't like	Route narrows	Route rejoins carriageway or narrows with poor finish.	55.7642,-4.16635
 Things I don't like	Route narrows	Facility either rejoins intimidating carriageway or narrows at this location	55.7587,-4.16556
 Things we need to work on	Width of route for two way use	The route is compromised slightly by the lack of width for two way traffic due to proximity to hedge.	55.7588,-4.17594
 Things I don't like	Poor linkages	Links along Greenhills Road to north (Hairmyres train Stn and Hospital) become unnecessarily convoluted and difficult to negotiate from this point onwards.	55.7538,-4.22979
 Things I like	Great connection	Shields Road and Jackton Road provide great connectivity around the outskirts of East Kilbride. Retaining these with their quiet nature whilst development increases is of huge benefit.	55.7379,-4.22126
 Things I don't like	Poor connectivity	Poor connection between St Vincents school and catchment of Lindsayfield is adjacent to busy/intimidating carriageway which is only way to cycle or walk.	55.7428,-4.20133
 Things I don't like	Lack of link	Many from Mossneuk area have to walk/cycle over grass slope to access hospital.	55.7571,-4.22095
 Things I like	Linkages under roundabouts	Generally good linkages under roundabouts giving all direction access. Sometimes suffer from broken bottles however they are good links.	55.7606,-4.18727
 Things we need to work on	Unnecessary deviation of route	Frustrating diversion of route off queensway down to Falkland Dr and underpass.	55.7622,-4.19538
 Things I don't like	Narrow route	Unnecessary interruption to route at footbridge with cyclists to dismount when adequate space to realign between bridge stairs and carriageway.	55.7655,-4.21098














 Things I don't like	Footpath width	The only non road connection on this route is on one side of the carriageway and is too narrow...arguably even for one way travel. Could potentially widen.	55.7726,-4.2304
 Things I don't like	Paths	Poorly lit paths when walking, too many huge trees and shrubbery, feel isolated and unsafe walking to local supermarket.	55.7479,-4.18862
 Things we need to work on	Edge of Hairmyres site / Strathtay Ave could be linked	A few metres of path and dropped kerb would link Strathtay Ave to hospital site to allow cycle access on quieter road than main entrance (and from park path to south).	55.7572,-4.22086
 Things we need to work on	Grass verge could have cycle path	Could link back of college site along edge of Technology Park to cycle path near bus stop.	55.7544,-4.15869
 Things I don't like	Parking Shiel Avenue	Bottom end of avenue used by residents from flats behind houses as they have no parking facilities at all! Car owners and their visitors from Old Coach Rd as only place they can park is this end of avenue, not having a driveway it is a nightmare getting twins in and out of car, road is narrow and constantly have to open and close car door over for passing cars while securing car seat fastenings.	55.7727,-4.17249
 Things I don't like	Shopping centre - newer parts designed for cars	Busy roads around shopping centre and most entrances are to car parks. Barrier as you can't really cycle through main centre like in other towns.	55.7604,-4.17757
 Things we need to work on	Uneven pavement surface	Uneven surface due to tree roots cracking pavement	55.753,-4.16412
 Things we need to work on	Underpass Lighting	During the winter months the lights are often not working in one or more sections of the underpass	55.7575,-4.16609
 Things I don't like	Cycle Path	The cycle path is full of pot holes.	55.758,-4.16923
 Things we need to work on	Cars parking on the footway at Main Street and Stuart Street	There are cars that park on the footway and block this for pedestrians. Can double yellow lines and blips and timeplates be installed to reinforce that this is not an area to park	55.7661,-4.17524
 Things I like	Segregated cycle lane/ wider footpath	there is plenty of space to install a segregated cycle lane at St Leonards Road or increase the width of the footpath by removing the grass strip. this would be a benefit to cyclists and pedestrians.	55.7648,-4.15639












 <div>Things we need to work on</div>	Icy pavement/ icy road	This route to/from Hairmyers train station never seems to be gritted in the icy/snowy weather making it treacherous to walk on during the bad weather.	55.7617,-4.22111
 <div>Things I don't like</div>	Lack of street lights along this route from this point to just before the entrance to the Scottish Enterprise Technology Park	This route feels very unsafe during the winter months to either cycle or walk.	55.7578,-4.16805
 <div>Things I don't like</div>	Crossing Required	Not safe to cross	55.7418,-4.19107
 <div>Things we need to work on</div>	flooding		55.7521,-4.20536
 <div>Things we need to work on</div>	flooding at crossing		55.7521,-4.20536
 <div>Things I don't like</div>	road getting busier and cars often too fast		55.7369,-4.2057
 <div>Things I don't like</div>	road getting busier and cars often fast		55.7356,-4.2057
 <div>Things we need to work on</div>	footpath icy and flooded		55.7391,-4.20422
 <div>Things we need to work on</div>	footpath flooded and icy	risky	55.739,-4.20508
 <div>Things we need to work on</div>	Cycle Path Stewartfield Way	A useful route, but path requires crossing of side-roads at every roundabout which is both inconvenient and dangerous. A new uninterrupted path along the the north side would be a great improvement, linked by pedestrian crossings as required (some already exist).	55.7771,-4.21188













<div><div>Things I don't like</div></div>	Dangerous Pedestrian Crossing	Crossing on A727 is too close to the roundabout, I've seen vehicles going straight through the red light without looking! The location also forces cyclists to ride through people waiting at the bus stops. I suggest this should be moved to the underpass/junction with Philipshill Road.	55.7714,-4.22725
<div><div>Things I don't like</div></div>	Ice on cycle path in winter	This cycle path (like most) is not gritted, and during winter often gets covered by ice around this point, making it dangerous to use.	55.769,-4.22952
<div><div></div><div>Things we need to work on</div></div>	Dangerous pedestrian crossing	This is the only pedestrian crossing linking the Jackton area to the rest of the town, and is very dangerous to cross. Cars speed round a blind corner up Redwood Drive at 40+ mph. Many people---including children and people with prams---regularly have to use this crossing and risk being run over.	55.7576,-4.23213
<div><div></div><div>Things we need to work on</div></div>	Underpass flooding	Area prone to flooding	55.7583,-4.17211
<div><div></div><div>Things we need to work on</div></div>	Icy footpath	Unwalkable	55.7613,-4.16373
<div><div></div><div>Things we need to work on</div></div>	Icy footpath	Kelvin road never gritted during inclement weather	55.7538,-4.1683
<div><div></div><div>Things we need to work on</div></div>	Flooding at top of Kelvin Road	Constant flooding	55.7529,-4.16281
<div><div><div>Things I don't like</div></div></div>	21 bus	There is only one bus in this area every half hour which isn't enough. In order to encourage people to use their cars more they should ensure there is sufficient public transport.	55.7568,-4.15223
<div><div><div>Things I don't like</div></div></div>	Pathway between High common rd and Stroud road	This pathway is very remote and as a female waling alone, I feel that I am taking a personal risk whenever I take this route. The pathway is never gritted and the hill just beyond the underpass is often extremely icy. If someone falls or is attacked they could lie there for hours without anyone coming across them.	55.7527,-4.15682
<div><div><div>Things I don't like</div></div></div>	No crossing	There is no permanent crossing at this location. Both college students/staff and schoolchildren cross this road and have to dodge extremely heavy traffic. There is sometimes a school crossing patrol but this is not always here.	55.7518,-4.15901
<div><div><div>Things I don't like</div></div></div>	People crossing by the roundabout	People use the lane divider as a crossing which is not safe, as cars are focussed on pulling off the roundabout at their turn, and there is a crossing on the other side of the roundabout.	55.7631,-4.20886



 Things we need to work on	Add pedestrian crossing	Very difficult to cross at this busy section of road and not everyone is comfortable with using the underpass further along near the shops. (Also may not be going in the direction of the shops).	55.7654,-4.14882
 Things we need to work on	Proper pedestrian crossing over to the shops	School children walk out in front of the cars on the road. They all cross just off the roundabout instead of walking further down the main road to the pedestrian crossing. Another crossing here would be of great benefit to pedestrians.	55.7628,-4.15179
 Things we need to work on	Paths need maintained	The sun does not reach certain areas due to the tall trees. This causes the area to remain icy in winter and wet leaves makes it difficult and slippery. More drainage is required	55.7417,-4.21208
 Things I don't like	Path needs maintained and lit	This is a walk to school route but at times it is very dark,icy and muddy. This needs to be maintained properly and access for buggys	55.7416,-4.21446
 Things we need to work on	Cycle path into EK	The cycle path is better to cycle on than the dual carriage way, but it is too narrow for cyclists and walkers. It also is no good when it is snowy or icy, when I have to use the main road, which is more dangerous.	55.7731,-4.23205
 Things we need to work on	Dangerous roundabout	This is a very dangerous roundabout to cross by bike. I have known cyclists almost hit. Cars cross too fast and there is no cycle friendly way to cross the roundabout.	55.7575,-4.23188
 Things I don't like	Difficulty locating a pavement at certain areas	Walking to or from workplaces, k woodlands is hampered as you are taken through houses rather than a straight path	55.7551,-4.23034
 Things we need to work on	Path across rail line to industrial estate	This is always covered in broken glass - which often causes punctures on my bike. Can it be cleaned every week and make it a pleasant cycling/walking route.	55.7631,-4.22266
 Things I don't like	Pavement ends, no safe walking with pushchair and children	I would like to be able to walk to calderglen safely along a pavement.	55.7425,-4.16133
 Things I don't like	Cycle path leads into live traffic lane	I'm not sure what sort of genius leads a cyclelane into a live traffic lane (a bus stop) - but yes we have it all in ek ! Please fix !	55.7555,-4.15987

 Things we need to work on	Path across railway and onto industrial estate	This path is very badly lit/covered in glass and feels unsafe to walk or cycle on. Alternative is a significant detour. The area is used as a drinking den and is covered with broken bottles and discarded bottles/can/carrier bags. Need to improve lighting and put CCTV in the area	55.7619,-4.22262
 Things I don't like	Careless Parking	Strathtay Ave is being used as an overflow car park for the train station and hospital making - some people are parking INSIDE the traffic calming area which is downright dangerous and makes it difficult for drivers coming out of the estate to see if the road is clear. Parking right up to the corner of Orwell Wynd and Stathtay is again dangerous. Double yellow lines are required	55.7602,-4.21813
 Things I don't like	Hospital staff sit on stairs and pathway, and smoke.	Hospital staff don't have a designated smoking area and block the paths and stairs smoking. It's very unpleasant to have to walk through and the bin and surrounding area is covered in cigarette ends and sometimes not even extinguished.	55.7607,-4.22274
 Things I don't like	Hospital staff use electricity box as smoking area at Strathay	Hospital staff don't have designated smoking area and smoke at the opening of the kings meadows estate and leave thousands of cigarette ends all over the place. It's nit pleasant to walk to and from my estate.	55.7604,-4.21815
 Things I don't like	No crossing available to St James	Cars drive very fast here and there is no safe crossings to the shops.	55.7601,-4.22519
 Things I don't like	Ideal cycle route out of EK but can be dangerous	Speeding cars, poor surface and no cycle lane. This road would improve drastically if traffic calming measures were added like the Eaglesham road to the Windfarm	55.7808,-4.18425
 Things we need to work on	Cycle path into Glasgow needs cleared	Lots of rubble and road grit on the path. Dangerous if you get speed up or need to manoeuvre	55.7909,-4.16558
 Things we need to work on	Crossing	No safe place to cross when getting off bus on Lickprivick Road. When with young children or the elderly you can stand forever waiting to cross	55.7499,-4.20605
 Things I don't like	Underpass at Bosworth rd	Only lit on one side, makes getting to and from bus stop on expressway very intimidating. There was an attack at this spot last year. Hedge at bus stop needs cut back to make it more open. Trees at underpass need cut back a bit to improve feeling of safety. From this underpass, a connecting, improved path could be put in place to connect up to stonemeadow road which then leads to cambuslang train station and the main train line to edinburgh and glasgow and lanark.	55.7814,-4.1482
 Things I don't like	Vancouver Drive	Horrendous parking on pavements. Need to take pram/wheelchair on road to get by	55.761,-4.20265
 Things I don't like	Broken/blocked off staircase	Please fix this pedestrian shortcut to the retail area down by The Range otherwise we have a long walk round which is not good in bad weather	55.7788,-4.16382
 Things I don't like	Crossing required	There needs to be pedestrian crossings at entrance to this shopping area.	55.7645,-4.21019

 Things I like	Cycle Path	Good it's there. needs to be maintained, not fit for purpose nowadays.	55.7644,-4.16622
 Things I don't like	Need a pedestrian crossing	So there is a walking, cycle path from Morrisons to the area around Cairnryan (roughly west to east and vice versa) but crossing by foot/bike at the Stewartfield Rd is next to impossible with small kids etc due to busy traffic.	55.7713,-4.19496
 Things I don't like	Pedestrian crossing required	Difficult to cross the road from Stewartfield if wanting to get to the station. Even worse, in circumstances where I have blind family members (please have a think generally about disadvantaged groups please).	55.7673,-4.18392
 Things I don't like	No cycle lane	No cycle lane on West mains road (despite being next to 2 primary schools!). It's busy and dangerous if you are on a bike. Exposed drain covers are a liability too.	55.7672,-4.18823
 Things I don't like	No Safe Cycle path/route to hamilton from EK	I would consider cycling to work if there were a comtental style safe cycle route and path linking South Lanarkshire Council's largest urban areas. It's 2019 now and frankly crazy no such provision exists. The Stoneymeadow Rd route is poorly surfaced and dangerous.	55.7801,-4.15074
 Things we need to work on	crossing Whirlies roundabout	more direct crossing at whirlies roundabout	55.7761,-4.16317
 Things I like	bridge linking east mains and calderwood	Very handy for where I live	55.7728,-4.16408
 Things I like	underpasses	these are a big asset for off road cycling and walking	55.7624,-4.1733
 Things we need to work on	crossing for cyclists and pedestrians	a crossing here would make this area much safer for people walking from westwood area and also pedestrians using small retail park	55.7642,-4.20467
 Things I don't like	Busy road	You need to take this stretch of road if you want to cycle from the train station to the centre, it is very busy and could do with a segregated lane.	55.7617,-4.17585
 Things I don't like	Lack of signage	The roundabouts look similar and are confusing, signage would help this	55.758,-4.166
 Things I don't like	Lack of signage	The roundabouts look similar and are confusing, signage would help this	55.7585,-4.17129
 Things I don't like	Lack of signage	The roundabouts look similar and are confusing, signage would help this	55.7615,-4.17326

 Things I don't like	Lack of lighting	All a long the cycle path linking Birniehill roundabout to the Centre roundabout there is inadequate lighting	55.7583,-4.17032
 Things I don't like	Lack of lighting	As soon as you leave the technology park the lighting essentially stops. As there is high trees and lots of foliage here it gets very dark in evenings/ in the winter. It feels unsafe to walk or cycle here	55.7578,-4.16661
 Things I don't like	footpath floods in the rain and ices over in the winter	Dangersous to walk - require to wear gortex shoes to keep feet dry and walk on the grass to prevent falling	55.7743,-4.16433
 Things I don't like	Condtions of roads in Auldhouse	Poor road conditions, pot holes left and road surfaces bumpy and uneven, especially on Millwell Road. In winter, roads ideal for cycling and walking, like Langlands Road are left ungritted and dangerous. Not everyone wants cycle lanes, look after the country lanes as they are ideal cycle and walking routes.	55.7368,-4.1851
 Things we need to work on	Very unpleasant road to cycle along	Some form of cycle path is required on this 40mph road as it is difficult for vehicles to pass a cyclist safely. This makes it intimidating for cyclists and frustrating for drivers.	55.7611,-4.22201
 Things we need to work on	Very difficult to cross this road.	A crossing is required for times when the lollipop man is not there. The lack of a crossing on this busy road stops me allowing my children to walk by themselves.	55.7699,-4.19584
 Things I don't like	Lack of infrastructure	Along green hills road and redwood drive no cycle infrastructure linking workplace / homes / transport hubs. Plenty of space to do this but only worth it if done properly.	55.7521,-4.22811
 Things I don't like	Lack of infrastructure	Along green hills road and redwood drive no cycle infrastructure linking workplace / homes / transport hubs. Plenty of space to do this but only worth it if done properly.	55.7521,-4.22811
 Things we need to work on	Cyclepath maintenance	An example of lack of maintenance on most cyclepaths - always gets covered in leaves making it v slippery and like most does not get gritted.	55.7708,-4.22864
 Things we need to work on	Cyclepath maintenance	An example of lack of maintenance on most cyclepaths - always gets covered in leaves making it v slippery and like most does not get gritted.	55.7708,-4.22864
 Things I don't like	Traffic	This 'quiet'cyclerroute linking ek with Blantyre has been badly affected by 'rat running' at peak times due to the TS work at the Raith causing more traffic to buildup along the expressway into ek - drivers use this as an alternative route.	55.7825,-4.14485

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 Things I don't like	Ineffective infrastructure	Cycling in this area is poor - cyclerroutes poor quality, disjointed and slow (no. Of crossings / routing).	55.7826,-4.16725
 Things I don't like	Ineffective infrastructure	Cycling in this area is poor - cyclerroutes poor quality, disjointed and slow (no. Of crossings / routing).	55.7826,-4.16725
 Things I don't like	Opportunity	Lots of space to create high quality cycle infrastructure along Kingsway and Queensway - improve signage and walking opportunities to avoid conflicts (cyclist/pedestrians).	55.766,-4.16553
 Things I don't like	Access to cycle path has too large a step to be safe		55.7345,-4.19343
 Things I don't like	Access from road to cycle path across mossneuk park needs dropped kerb	Example of typical approach to cyclepaths - no consideration if access / egress to them.	55.7564,-4.22308
 Things I like	Segregated cycle lane	This is perfect, but only covers a short section of the Queensway. It would be great if this was expanded to all of Queensway and Kingsway	55.7589,-4.17841
 Things I don't like	Fix trail	Landslides make this very hazardous to walk on, needs reinforcement	55.7692,-4.13515
 Things we need to work on	Paths at underpass to Duncanrig school	In winter the paths leading to road underpass are treacherous with ice. All paths are on hills and used by hundreds of school children every day. Not gritted and no grit bin close by. When it is icy many people fall here everyday.	55.7588,-4.20791
 Things we need to work on	Outside primary school	No safe place to cross road outside of primary school only choice is to cross between parked cars.	55.7575,-4.20637
 Things I don't like	Traffic lights at car showrooms on A725	The lights are set to suit the traffic. They only change for pedestrians to cross when there is a break in the traffic. You can wait forever for this to happen thus encouraging people to run between the traffic putting there lives in danger. Also when you get to the island in the middle you have to go through it all again. The two sets of lights should work together as I am 100% certain that no one wants to spend any time having a picnic on the island between the two carriageways!!!!!!	55.7772,-4.15953
 Things I don't like	Glass	There is a lot of glass along this path, which is not a problem for me or a cyclist, it has cut my dog's paw once or twice.	55.7595,-4.17133

 Things we need to work on	Path	It would be nice to have a path with a crossing along here to access the Kingsgate, without having to walk along to B&Q.	55.7813,-4.1647
 Things I don't like	Path alongside the Kingsway (BP garage side)	I walk along here every morning and evening (at rush hour) and there are people cycling on it quite often (despite it not being a cycle path). This is usually a hazard as I may be listening to music or they're cycling behind me so could hit me if I'm not careful.	55.7688,-4.16519

Appendix B3 – Workshop notes

INFO NOTE

EAST KILBRIDE ACTIVE TRAVEL STUDY

STAKEHOLDERS WORKSHOP - MARCH 2019

IDENTIFICATION TABLE

Client/Project owner	South Lanarkshire Council
Project	East Kilbride Active Travel Plan
Title of Document	Workshop in East Kilbride
Type of Document	Info Note
Date	06/03/2019
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APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Stela Bounta	Consultant	06/03/2019	
	Checked by	Aurelia Cicalaire Jonathan Plant	Principal Consultant Associate Director	12/03/2019	
	Approved by	Aurelia Cicalaire	Principal Consultant	12/03/2019	



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1. INTRODUCTION

- 1.1.1 This note provides a summary of observations, ideas and contributions made at the workshop held on 6 March 2019 in East Kilbride.
- 1.1.2 The purpose of the workshop was to discuss initial ideas for a walking and cycling network and action plan to be developed for East Kilbride by South Lanarkshire Council.
- 1.1.3 Were invited representatives of community councils, local and national organisations, major employers and councillors. The complete list of attendees is included in Table 1 below.

Table 1. List of workshop attendees

FULL NAME	ORGANISATION
Jean Aitken (JA)	East Mains Community Council
Elizabeth Newlands (EN)	South Lanarkshire College
Fergus Miller Kerins (FMK)	South Lanarkshire College
Gordon McAllan (GM)	Strathaven Cycle Town/SL Cycling Partnership
Dennis Walker (DW)	Sustrans volunteer/SL Cycling Partnership
Janice Edwards (JE)	Jackton & Thorntonhall Community Council
Lorraine MacMillan (LM)	Westwood Community Council
Tim Aeberli (TA)	Sustrans Scotland
Jim Ewing (JE)	Healthy n Happy CDT
Marc Becker (MB)	Go Bike and local resident
Derek York (DY)	NHS Lanarkshire
Kenny Lees (KL)	NHS Lanarkshire
Ian Lane (IL)	South Lanarkshire Council - Roads and Transportation
Stuart Laird (SL)	South Lanarkshire Council - Roads and Transportation
Aurelia Ciclaire (AC)	SYSTRA
Stela Bounta (SB)	SYSTRA
Jonathan Plant (JP)	SYSTRA



2. WORKSHOP PRESENTATION

2.1.1 Following an introduction of the study by Stuart Laird of South Lanarkshire Council, Aurelia Ciclaire of SYSTRA, South Lanarkshire's appointed consultant for the study, presented the outcome of the first stages of the project, covering the following points:

- Overview of the study area
- Aims of the study
- Approach to the study
- Key points from the online survey and the Placecheck online map
- Presentation of key criteria defining a good, comprehensive cycle network, and
- How it could be applied to East Kilbride

2.1.2 A copy of the presentation given by SYSTRA has been issued alongside this note.

2.1.3 The presentation was followed by discussions around the cycle network map and other points from the presentation.

3. SUMMARY OF DISCUSSION

3.1.1 This Section summarises comments made throughout the discussions, they are grouped by themes in no particular order of priority. There was interest and broad support for the approach and proposed network amongst participants, with the following points raised.

3.2 Key Destinations

- Peel Road to link Thorntonhall.
- Check that access to greenspace is included in potential network
- James Hamilton Park and East Kilbride Village Park
- Both train stations and East Kilbride village are top key destinations within East Kilbride
- The new development area in Jackton could be another key destination to ensure linkages to the network

3.3 Barriers to walking and cycling

- One mentioned that Peel Road is quite narrow
- Footpaths are interrupted at various points
- Flooding is an issue in the town, particularly at underpasses
- Poor lighting and personal safety concerns at underpasses – both perceived and actual
- Lack of identity -i.e. similarity of roundabouts and lack of wayfinding
- Lack of safe crossings
- Bridge to Hairmyres; the pedestrian crossing points are far from each other
- Churchill Avenue; it is 50 m, hard to cross and fast speed road. It is not very safe for cyclists and pedestrians

3.4 Online survey observations

- There was a variation in age profiles
- Good to see a high response rate from women
- East Kilbride is not a commuter town – high percentage of people live and work in the town – hence typically short journey times



3.5 New development issues

- Lack of high quality cycle routes to and within new developments
- Large development area to the south and south-west of the town, it needs to be well connected to key destinations, the town centre, schools and rail stations (Hairmyres, Thorntonhall)

3.6 General observations

- The proposal for cycling routes can make walking and/or cycling easy for people in East Kilbride, whereas this may affect drivers and make driving less pleasant
- High traffic volumes within East Kilbride make segregated routes essential. Disincentives to private car travel should also be considered – carrot and stick approach.
- Traffic and parking around schools is a significant issue. Blanket 20mph and restrictions should be considered, plus enforcement of restrictions is a key issue. Noted that SLC encourage all schools to develop a travel plan and all schools are encouraged to take part in Bikeability training both level 1 and 2.
- If there will be works along Queensway this might cause congestion.
- According to the map, Kingsgate Retail Park is a main destination for cycle routes however, there were concerns about people cycling to the shopping centre for shopping reasons and how easy it will be for them to carry shopping in their bikes.
- HMRC to be closed in 2025; most people who work there live in East Kilbride so therefore they may need to use either Hairmyres or East Kilbride Railway stations to travel to Glasgow. Car parks in each station will not cope with the number of vehicles.

3.7 Suggestions/priorities

- The triangle in East Kilbride town centre (see map) could be a key focus for cycle routes. It should be developed properly and make cycle friendly routes. It could connect places such as South Lanarkshire College in the southwest of the town and ultimately to Hairmyres Hospital.
- Focus upon improving and extending existing routes to desired standard before developing new routes. Remove concrete slab surfacing to be replaced with tarmac.
- Underpasses in East Kilbride are a key concern – personal safety concerns and poor, pooled lighting. Potential improvements noted include adding lighting, CCTV cameras, removing slabs, sweeping regularly etc. It was suggested that the underpasses need to be improved and well maintained.
- Attendees suggested better signposting, distinct street names, proper lighting.
- Branding opportunities on roundabouts to aid wayfinding. Potential for a competition to design a mascot for example.
- Some participants also proposed an application of the preferred cycle route locations. However, it was highlighted that it is preferable to do it on the ground so it can be accessible to everyone (e.g. not everyone as a smartphone).
- Use of Apps to improve public information of active travel routes – potential linkages with College.
- Rest areas along the length of proposed cycle routes
- Safe and sheltered cycle storage
- FMK (South Lanarkshire College) issued to SL and AC a short document illustrating key issues for pedestrians and cyclists along routes to the College.

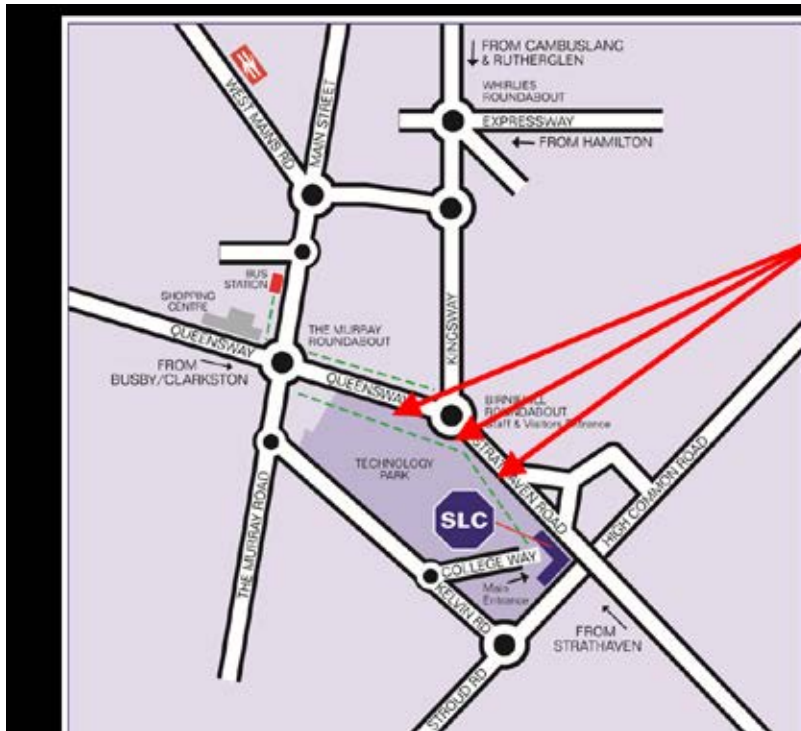
4. NEXT STEPS

- 4.1.1 All the points raised, observations and ideas from this session as well as further analysis of the online comments (from the survey and the Placecheck map) will inform the development of an action plan for East Kilbride.
- 4.1.2 Once the draft action plan is ready, there will be further opportunity to comment on the proposals.



Appendix B3 – South Lanarkshire College Testimonies

This is a map of part of the route xxx xxx, a college staff member, who walks to college.



The green dashes on the left side of the map represent the footpath route I walk to and from South Lanarkshire College - my place of work.

This is a route that many students and staff have to take if they wish to walk or cycle to College.

From the Murray roundabout underpass walking towards the Scottish Enterprise Technology Park the street lighting is limited.

There is a significant stretch of route from just before the Birniehill Roundabout to the entrance of the Technology Park that has no street lights.

This unit area is also isolated as there are trees and bushes separating the footpath and the road.

It is also often the case that the underpass lighting is out of action.

During the winter months this lack of street lighting makes me feel unsafe and vulnerable whilst walking alone in the morning and evening.

There are also areas of the path that are covered in foliage making it slippery and limiting the amount of pavement to walk on.

The significant number of pot holes along the cycle path and the lack of street lighting could also impact on safety for cyclists.







Info

- The green dashes on the left side of the map represent the footpath route I walk to and from South Lanarkshire College - my place of work.
- This is a route that many students and staff have to take if they wish to walk or cycle to College.
- From the Murray roundabout underpass walking towards the Scottish Enterprise Technology Park the street lighting is limited.
- There is a significant stretch of route from just before the Birniehill Roundabout to the entrance of the Technology Park that has no street lights.
- This unlit area is also isolated as there are trees and bushes separating the footpath and the road.
- It is also often the case that the underpass lighting is out of action.
- During the winter months this lack of street lighting makes me feel unsafe and vulnerable whilst walking alone in the morning and evening.
- There are also areas of the path that are covered in foliage making it slippery and limiting the amount of pavement to walk on.
- The significant number of pot holes along the cycle path and the lack of street lighting could also impact on safety for cyclists.

I have been cycling or walking to and from East Mains to South Lanarkshire College every day since the college moved to the Scottish Enterprise Park over 10 years ago.

I have always cycled on the pavement as I feel the dual carriageway is not safe due to the amount of traffic. The cycle paths at both Whitemoss and Birniehill roundabouts are regularly used by utility companies for parking their vehicles whilst carrying out repairs. Motorists also use these to park in when dropping their children off at school/college or to take telephone calls on their mobiles. Also taxi drivers use these areas to park up whilst awaiting their next fare. The underpasses are not well maintained with broken glass and poor lighting.

On leaving the technology park the cycle lane is badly lit, has large potholes and covered with bricks from a nearby wall (has been like this for the last few years).

In wet weather the pavement from Whitemoss roundabout up to Birniehill runs like a burn as there is no drainage and gortex/waterproof footwear is necessary to prevent wet feet. If the weather turns cold the pavement freezes over and it is like a sheet of glass to walk or cycle on and I am required to use the grass verge as this area is never gritted.

To encourage more people to cycle we require more separate cycle paths within East Kilbride to allow parents to take their children cycling and in turn they will grow up being regular cyclists and stop thinking of cycling as being uncool and choosing to drive everywhere.

I have friends who live in the Netherlands and their infrastructure is what we should be aspiring to create.

Employee at SLC

XX XXX is a staff member at college and a keen cyclist. He wanted me to pass these comments on to you:

“Main issue is condition of the cycle pathways in EK. Most are badly broken up, glass is also an issue.

My biggest concern however is how a cyclist gets from the end of the shopping mall on the cycle lane beside the Queensway from the right-hand side at Debenhams to the left-hand side without crossing the main carriageway (heading towards the Ford garage!). You either cycle a very busy road or try to cross on foot!”



Appendix C: Large scale map of proposed cycle network

