

# Transport Response to COVID-19; A77 Ayr Road & Fenwick Road (South) – “Pop up Bike & Roll Lanes” Briefing Note; November 2020 (V2 Draft)

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## Overview

Work on a temporary protected “bike & roll” corridor on Ayr Road and Fenwick Road – South (A77) will commence 7 December 2020.

By responding to community feedback, and the increase in active travel witnessed during COVID, this trial seeks to a) safeguard the existing cycle lane on Ayr Road and b) create additional space for people along Fenwick Road (S) to:

- help keep people safe while walking, cycling and wheeling
- promote active & healthy lifestyles
- reduce pressure on public transport and unnecessary car journeys.

Measures include:

- 1) Temporary traffic management – such as traffic cones and water filled barriers – to better understand impacts on residents and road users. Following community and stakeholder feedback this will be replaced with more robust light segregation alongside further enhancements early 2021.
- 2) A mandatory cycle lane road marking on Ayr Road to replace the existing advisory markings.
- 3) Continue liaison with Police on the feasibility of reducing the speed limit on Ayr Road from 40mph to 30mph.

This will link with additional temporary measures planned in East Renfrewshire and Glasgow under Spaces for People and Bus Rapid Deployment Fund programmes (see Figure 1 locations).



Figure 1; "Bike & Roll" Corridor location plan; Eastwood & Newton Mearns

## Background

Over £1 million of funding has been secured for East Renfrewshire through the Sustrans Spaces for People programme. This fund aims to protect public health during COVID by supporting rapid delivery of temporary measures that make it easier for people to walk, cycle and wheel while assisting social distancing in streets and spaces.

East Renfrewshire Council's (ERC) [Transport Response to COVID-19](#) outlines the rationale and key principles to help residents adapt and renew in response to COVID.

The Response recognises the importance of active travel for local journeys and exercise, the urgent need to protect public health and to support sustainable transport as a key element of East Renfrewshire's recovery from COVID.

The A77 road corridor – a key local movement corridor through Newton Mearns, Giffnock and onwards to Glasgow – was highlighted as a priority Response Measure. This was due to historically high cycle usage, ongoing community demand for safe and inclusive cycling space and existing road safety concerns<sup>1</sup>.

During COVID, active travel, and in particular, cycle usage along the A77 has increased significantly as more people walk, cycle and wheel for essential journeys and exercise (see Appendix A). Sustaining the increase in active travel during COVID is part of a wide ranging series of measures and actions taken forward in the region in response to the Scottish Government's Route Map through and out of the COVID crises.

Key aims of the A77 "pop up bike & roll" corridors include:

- **Help keep people safe while walking, cycling and wheeling**

Road space reallocation to meet demand for safe and inclusive active travel infrastructure, while ensuring appropriate separation for pedestrians, cyclists and vehicles.

Increased opportunities for social distancing

- **Promote active & healthy lifestyles**

Improved road safety, promoting public health while supporting essential journeys/exercise

Enhance accessibility between key local trip generators

- **Reduce pressure on public transport and unnecessary car journeys.**

Encourage modal shift away from private vehicles towards more sustainable modes of transport

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<sup>1</sup> Safety Concerns include road & junction layouts, vehicle speeds and the presence parked vehicles forcing cyclists into the general carriageway.

## A77 Corridor Design Development

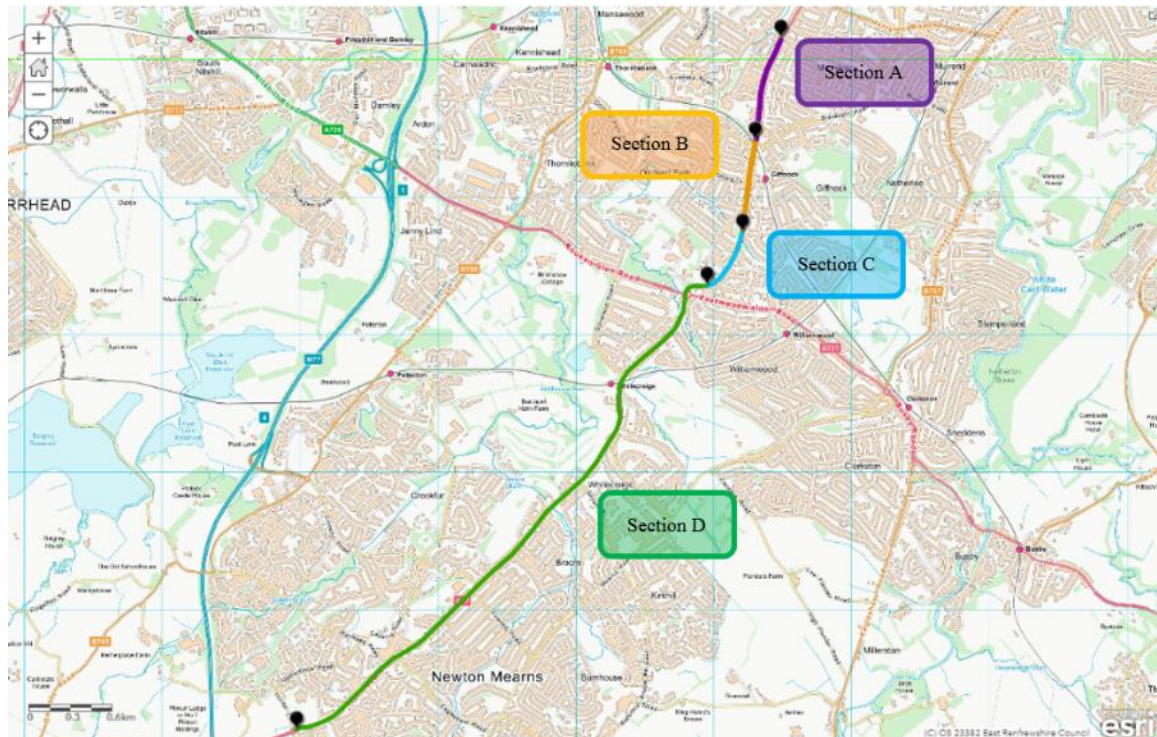


Figure 2: A77 extent and sections

Figure 2 define the extents of the A77 corridor for new or enhanced infrastructure. Each section presents a unique set of issues and opportunities and, as a result, are at differing stages of development (as outlined in appendix B).

Initial concept designs were commissioned and, following review, confirmed the feasibility and desirability to progress Section C & D (Ayr Road & Fenwick Road S respectively)<sup>2</sup>.

Within Section B – Giffnock Town Centre - a series of challenges and uncertainties mean progressing a programme of significant road space reallocation may not be feasible nor necessarily welcome during a time of business uncertainty. Since July 2020 ERC have instead promoted a '[Safe streets healthy businesses](#)' approach to help facilitate safe trading during COVID and this remains the council's official position. ERC have however submitted proposals through the Glasgow Region Transport Transition Plan for temporary cycle & bus priority measures via Transport Scotland's Bus Priority Rapid Development Fund. Grant funding has subsequently been approved in order to investigate opportunities as part of 'multi-modal' transport corridor solution into Glasgow City. This replaces plans originally developed in June 2020, however, ERC acknowledge that further engagement with stakeholders, developed designs and impact assessments will be necessary prior to introducing any temporary changes in this area.

Assessment of Section A (Fenwick Road – North) has highlighted the need for more developed design proposals around key areas including bus stops transitions and residential parking

<sup>2</sup> This includes accessibility enhancements between key trip generators such as 'The Avenue' shopping centre, Rouken Glen & Eastwood Parks, Giffnock Town Centre, as well other services, facilities and amenities including public transport provision, schools/community facilities and local openspaces. Connectivity opportunities across the local active travel network, such as local cycle routes and core paths were also assessed as positive.

provision, as well as further engagement with residents regarding the impacts of proposed changes. These efforts will subsequently support future design review enhancements within Section C & D early 2021.

### Design Approach; Ayr Road

Ayr Road represents a continuous section of former dual carriageway associated with the old A77 trunk route. As well as a general vehicle travel / turning lanes, the roadway is composed of advisory cycle lanes, footways, a number of bus stops and, in many areas, a central reservation.

The primary aim of the Response Measure is to safeguard the existing uni-directional cycle lane through the introduction of 'light segregation'. This is defined as the use of physical objects intermittently placed alongside a cycle lane marking to give additional protection from motorised traffic.



Figure 3: Ayr Road existing layout (nearby Whitecraigs Train Station) ©Google Maps

Measures will initially involve temporary traffic management measures, such traffic cones and water filled barriers to understand impacts on residents and road users, and what future changes may be necessary. Following an initial trial period, and responding to community and stakeholder feedback, this will be replaced with more robust light segregation early 2021.

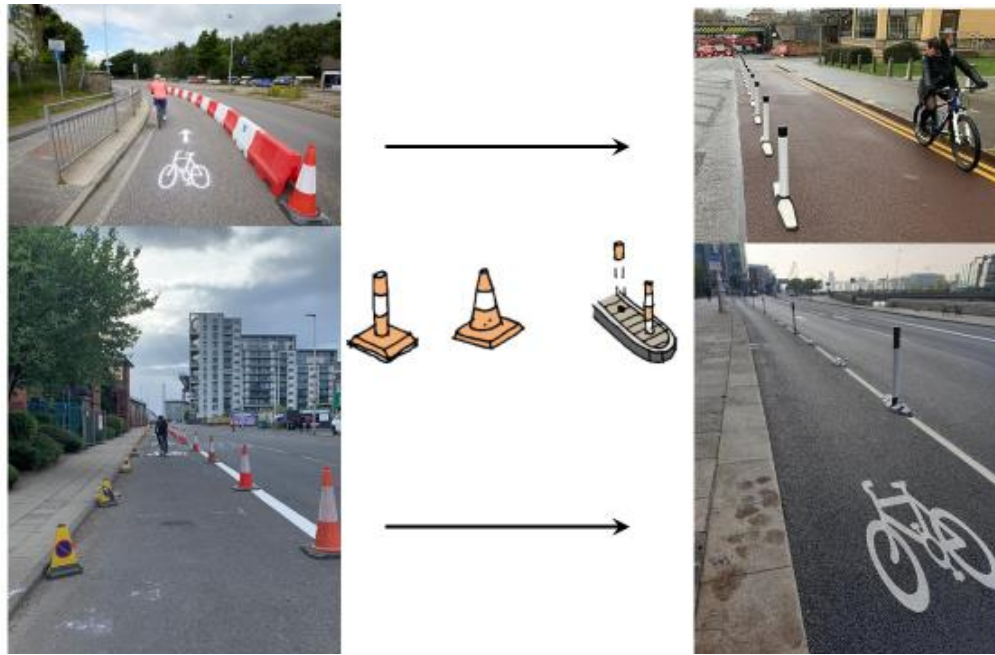


Figure 4: Evolution of temporary light segregation; approach proposed for Ayr Road (A77)

Plans will effectively formalise existing cycle provision from an advisory cycle lane to a mandatory facility<sup>3</sup> with the aim of reducing the adverse impact of on-street parking on people cycling and wheeling. This is with a view to create a more inclusive active travel environment by improving safety and supporting more active journeys in line with government COVID transport guidelines.

A reduction in speed limit (from 40mph to 30mph limit) will help facilitate a more attractive active travel environment and contribute towards wider road safety objectives. This however requires further engagement with Police who would oversee enforcement responsibilities.

Initial analysis indicates potential issues around:

- Existing junction layouts and surface quality of the 'hatched' central section which, although unutilised, is unlikely to withstand heavy traffic should these areas be repurposed as a general traffic lane.
- Impact on service vehicles (such a refuse, delivery and maintenance vehicles) who will still need to service properties along the frontage of Ayr Road.
- Impacts on bus service operators along the A77. Although plans currently do not impact bus access and egress and retain the use of existing bus stop laybys, ERC recognise potential conflicts arising from this approach and will seek reasonable adjustments through ongoing engagement with users, bus operators and disability representatives
- Management of existing on-street parking provision, such as around shops and businesses. Although formal parking will be retained, this will continue to be reviewed in order to balance the need to preserve accessibility to shops / services and protecting vulnerable road users.
- Continued impact of obstructive parking on cycle lane

<sup>3</sup> Rule 140 of the Highway Code states - "You MUST NOT drive or park in a [mandatory] cycle lane marked by a solid white line during its times of operation." This replaces guidance for advisory cycle lanes "Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable"

Future solutions around junctions and other areas of conflict will be explored as part of a dynamic approach moving forward and based on user and community feedback.

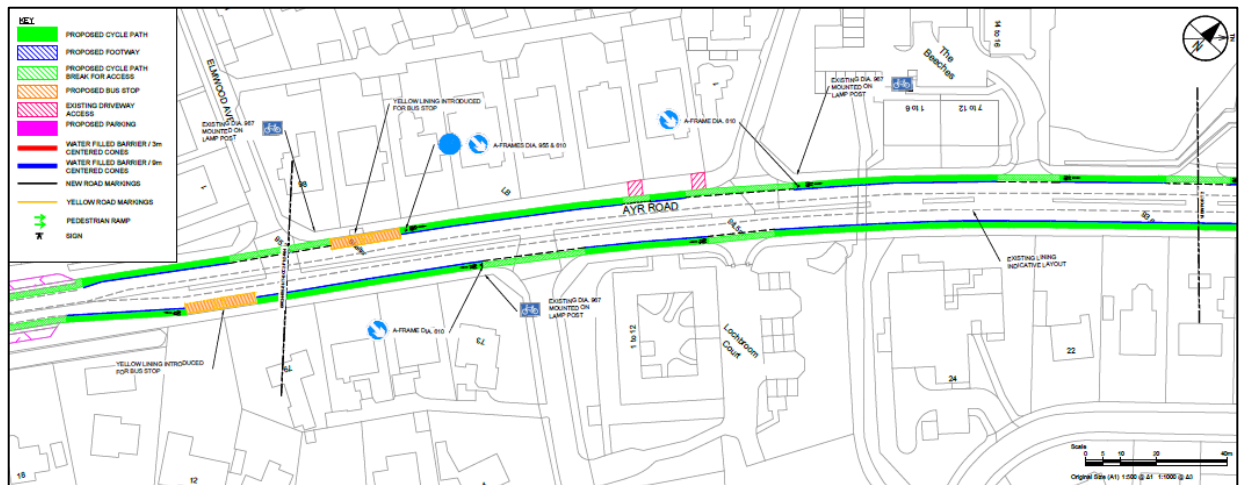


Figure 5: Extract of A77 Ayr Road temporary measure plan

Following a 12-18 months trial, a full appraisal of temporary measures will be undertaken supported by a public consultation into the potential permanent reallocation of road space.

### Design Approach; Fenwick Road (S)

The design for Fenwick Road (S) follows a similar approach to Ayr Road. Key differences with the current road layout is the presence of four general traffic lanes and a 'shared-use' facility on the western footway.



Figure 6; Fenwick Road (south) existing layout ©Google Maps

The proposed measures will see the introduction of light segregation in order to utilise the full nearside carriageway lane width. The measures will initially extend from Berryhill Road in the south to Church Road in the north. The use of flexible traffic cylinder delineator posts bolted into the carriageway surface (similar to figure 7) to redefine the road space and help prioritise road space for active travel.



Figure 7: Example of a traffic cylinder delineator posts layout to temporarily define space for cycling

Following an initial trial period, and responding to community and stakeholder feedback, this provision will be assessed early 2021. This includes opportunities to enhance connectivity towards Eastwood Toll and whether additional enhancements may be necessary.

Initial analysis indicates potential issues around:

- Impact on general traffic flows
- Impact on bus reliability and access.

Although plans currently do not impact bus access and egress, ERC recognise that this will create de facto bus laybys with resultant conflicts arising from this approach. This will continue to be monitored and evaluated throughout the trial and ERC will seek reasonable adjustments through ongoing engagement with users, bus operators and protected group representatives.



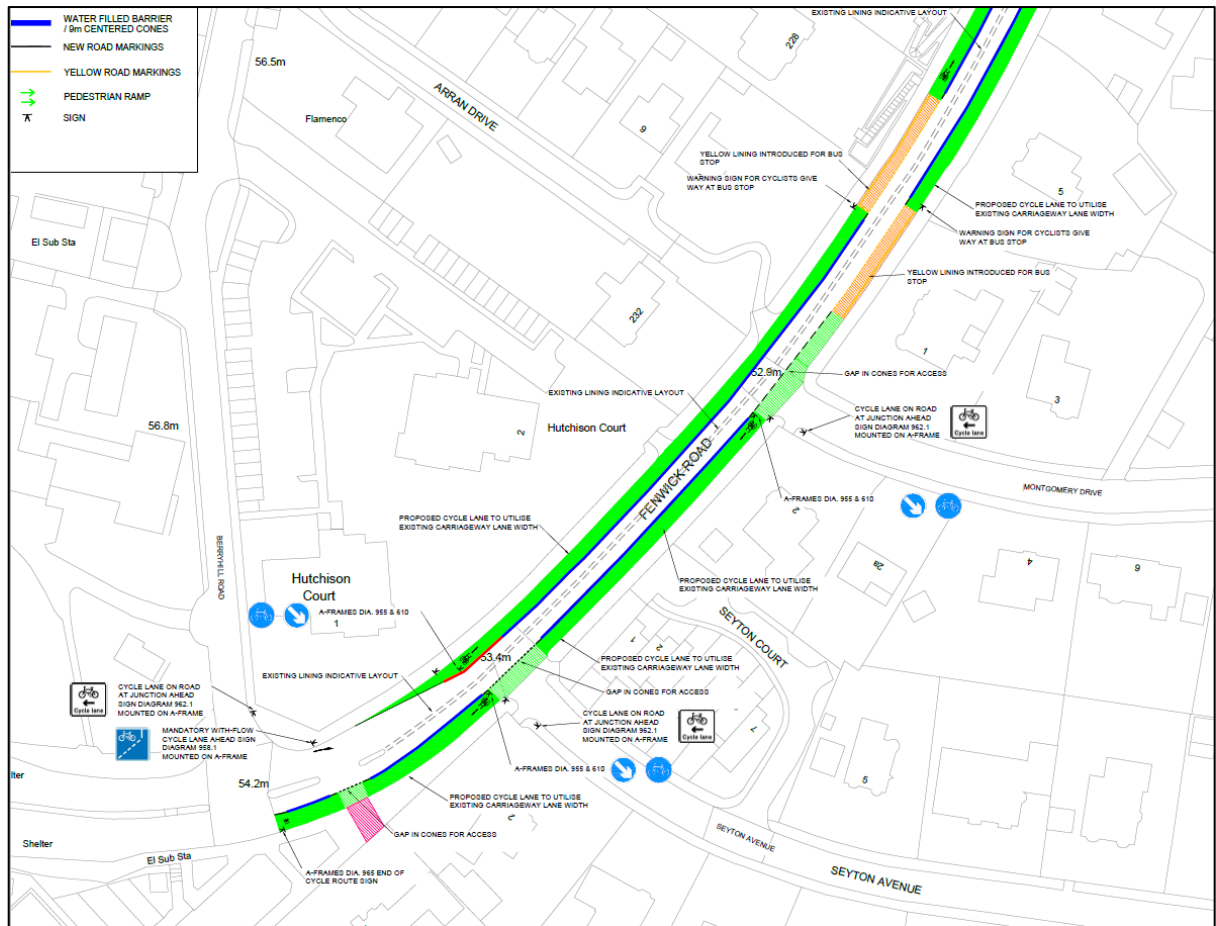


Figure 8- Extract of A77 Fenwick Road (S) temporary measure plans

Following a 12-18 months trial, a full appraisal of temporary measures will be undertaken and potential permanent reallocation of road space assessed.

### Additional information

Engagement undertaken to date on A77 proposals is summarised within Appendix C

An overview of the ongoing Monitoring Strategy is included within Appendix D

## Next Steps

A key element throughout November & December 2020 is ongoing communication and engagement. Future actions can be summarised as follows:

- **Briefing and notification of elected members, community councils and other stakeholders.** This is with a view that information can be disseminated across local community networks.
- **Leafleting of all residents and businesses along Ayr Road.** This will provide information on plans, where to find out more information and how to feedback. This is aimed specifically at those residents who may be directly impacted by proposals through the loss of parking or impacts on loading/deliveries.
- **Dedicated engagement platform.** Ensure that information and feedback mechanisms are available on a single platform. To enable this we will utilise a dedicated Commonplace<sup>4</sup> engagement page to ensure information is readily available and community able to easily feedback on measures. Contact information, such as email/phone, will be made available. This will be supported by a dedicated mailbox – [spacesforpeople@eastrenfrewshire.gov.uk](mailto:spacesforpeople@eastrenfrewshire.gov.uk) - in order to receive more detailed feedback. The commonplace page also enables news posts and therefore regular updates to Commonplace subscribers.
- **On street information posters.** Aimed predominantly at those 'passing by' along the route, the posters aim to convey important information about measure, as well helpful information on staying safe during COVID.
- **Press release and social media.** Ensuring that appropriate digital information promoting scheme is available within the public domain

Any feedback received as part of community and stakeholder engagement will be utilised to support future development and evolution of Response Measures' as part of a dynamic and iterative approach moving forward.

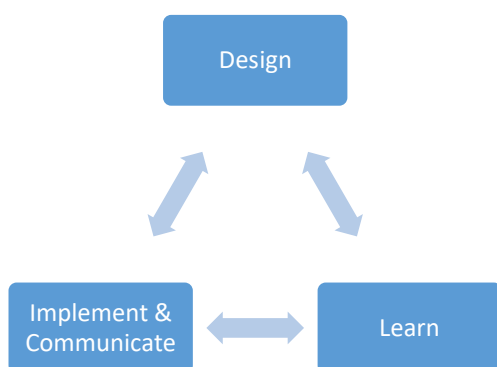


Figure 9; dynamic development process adopted

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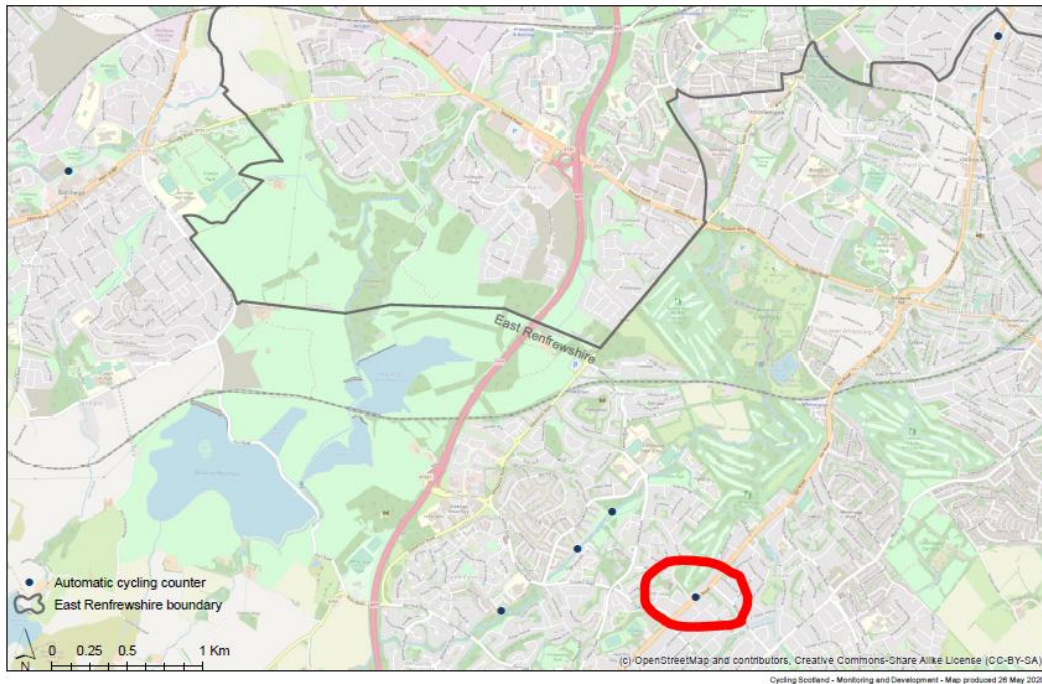
<sup>4</sup> <https://erspacesforpeople.commonplace.is/> (landing page under development)

## Appendix A: Cycle data

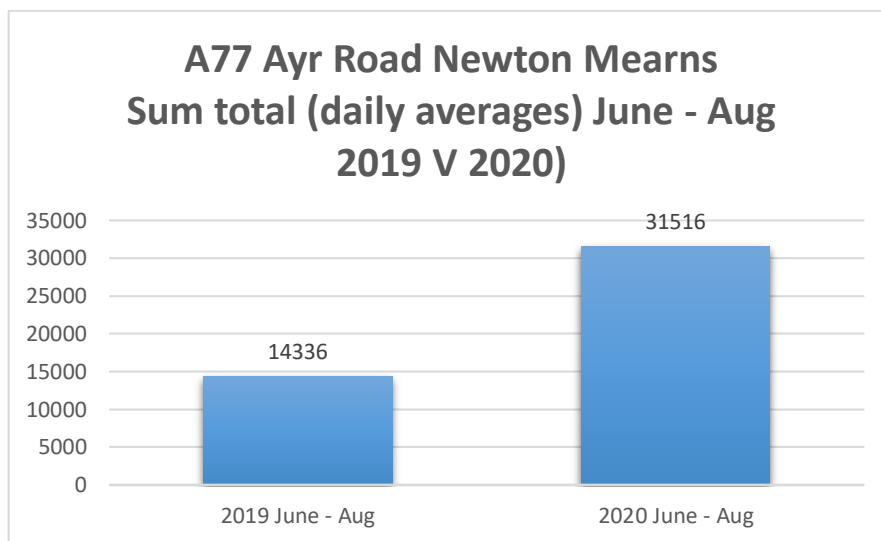
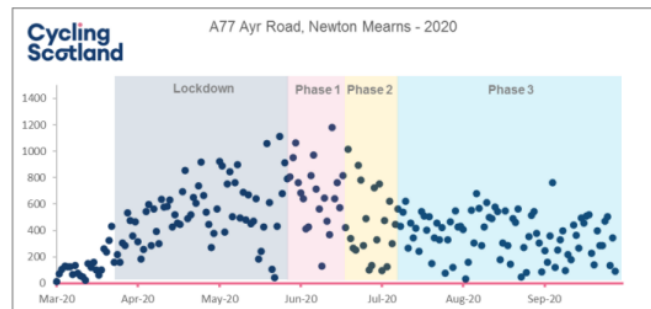
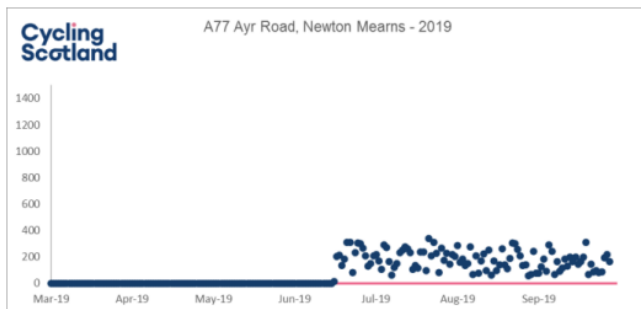


### East Renfrewshire - Automatic Cycling Counters

Location of automatic cycling counters that are part of the National Monitoring Framework within East Renfrewshire local authority area



### Newton Mearns



**Appendix B: A77 Design & delivery approach**

A77 Design Assessment Overview:

Objectives:	A77	Opportunities	Issues	Outcome
<p>vertical separation between cycle and vehicle lane</p> <p>Management of parking and realignment of parking bays.</p> <p>Maintaining bus access &amp; egress</p> <p>Speed limit reduction on Ayr Road (from 40mph to 30mph).</p> <p>Signage to assist road users adapt to new layout</p>	<p>Section A</p>	<p>Existing 'space for cycling' via advisory cycle lanes. Opportunity to enhance cycle provision through more inclusive design such as 'parking protected' cycle lanes uphill north to south. Light segregation to safeguard existing cycle lanes.</p> <p>Opportunity to review pedestrian crossing provision</p> <p>Active travel to Glasgow and beyond to City Centre</p>	<p>Parking on cycle lane.</p> <p>Impacts on existing residential parking, property access/egress, sightlines and loading arrangements - not fully assessed.</p> <p>Road safety issues arising from road layout - changes not fully appraised.</p> <p>Bus access &amp; egress considerations</p> <p>Refuse &amp; service vehicle access.</p> <p>Impacts on road maintenance regime</p> <p>Ongoing enforcement challenges.</p> <p>Potential impacts on emergency service access.</p>	<p>Undertake further design, monitoring &amp; community/stakeholder engagement.</p> <p>Continue to liaise with Glasgow City Council officers.</p>
	<p>Section B</p>	<p>Announcement of Bus Priority Rapid Deployment Fund (BPRDF) for temporary bus prioritisation and opportunity to reallocate nearside lane through Giffnock Town Centre for sustainable transport including retention of existing on street parking bays (rather than complete removal suggested in original June 2020 plans).</p>	<p>Unknown impact on traffic flows and, in particular, bus reliability. This requires additional traffic modelling.</p> <p>Unknown impacts on businesses and servicing operations (loading, parking etc)</p> <p>Measures in June 2020 plans unlikely to provide full physical protection for people</p>	<p>Review opportunities for temporary bus &amp; cycle priority measures to benefit sustainable transport movement as part of a 'multi-modal' corridor approach.</p> <p>Undertake further traffic &amp; parking surveys and impact assessment to inform developed plans.</p>

		<p>Opportunity to review signal controlled junctions to improve movement of traffic (pedestrian, cycle &amp; vehicle) to enhance bus reliability.</p>	<p>utilising reallocated road space for cycling or wheeling.</p> <p>Bus priority, specifically bus lanes, not considered inclusive active travel infrastructure.</p> <p>Ongoing enforcement challenges not addressed by BRDF funding.</p>	<p>Review and, where possible, retain existing parking provision for short stay/disabled parking and deliveries.</p> <p>Accept temporary measures aimed towards “more confident cyclists”, such as commuter cyclists. Opportunity to monitor and evaluate cycle usage and behaviour to inform future streetscape interventions.</p>
	Section C	<p>Opportunity to reallocate nearside traffic lane.</p> <p>Traffic throughput largely dependent on junction capacity north-south.</p> <p>Limited access to properties</p> <p>No parking observed on carriageway</p> <p>Speed cameras limiting vehicle speed to 30mph</p>	<p>Unknown impact on traffic flows and, in particular, bus reliability between Eastwood Toll and Giffnock Town Centre. This includes the significance of right turning traffic into side streets and impact on traffic flow.</p> <p>Bus access &amp; egress considerations</p> <p>Refuse &amp; service vehicle access.</p> <p>Impacts on road maintenance regime</p> <p>Potential impacts on emergency service access (although emergency vehicles can still access nearside lane if necessary).</p>	<p>Progress with design to reallocate nearside traffic lanes on a trial basis.</p> <p>Ensure ongoing monitoring, evaluation and dialogue with community, users and key stakeholders.</p>
	Section D	<p>Existing ‘space for cycling’ via advisory cycle lanes. Opportunity to enhance and safeguard</p>	<p>Parking on cycle lane.</p>	<p>Subject to ongoing review and improvement, suggest that scheme proceeds on a trial basis.</p>

		<p>existing cycle provision and improve safety through more inclusive design.</p> <p>Opportunities to reinforce lower speeds while noting the potential introduction of speed cameras on Ayr Road.</p> <p>Reduce impact of inconsiderate parking on vulnerable road users.</p>	<p>Note areas where formalised parking encroaches into 'safe cycling space' (i.e. door zones)</p> <p>Left hand turns and potential for 'left hooks' (particularly cyclist entering the Advanced Stop Lines / 'Bike box').</p> <p>Width of existing cycle lane (in certain locations) unlikely to meet minimum desirable requirements.</p> <p>Bus access &amp; egress considerations</p> <p>Refuse &amp; service vehicle access</p> <p>Potential impacts on emergency service access.</p>	<p>Provision of protected space for cycling and wheeling could enhance overall feeling of subjective safety along corridor.</p> <p>Ensure ongoing monitoring, evaluation and dialogue with community, users and key stakeholders.</p>
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## **Appendix C: Communications & Engagement Overview**

### **Background**

Following approval of ERC's Transport Response to COVID-19 efforts to publicise and promote plans have been facilitated via

- Communications with community representatives as well as internal and external stakeholders
- A Transport Response to COVID 19 / COVID Safe Streets Storymap<sup>5</sup>
- Press release and social media posts<sup>6</sup>

Active engagement on plans and opportunities has been achieved through

- A series of Response Measure 'mini-surveys' (available via the Transport Response to COVID 19 Storymap)
- Spaces for People Commonplace engagement platform<sup>7</sup>
- Feedback and queries from stakeholders and community members

### **Feedback**

The East Renfrewshire Spaces for People Commonplace yielded over 5000 engagements identifying issues moving around and staying safe during COVID, as well as highlighting areas where temporary measure could be introduced. This is further supplemented by over 90 public responses to proposed COVID Transport Response Measures. Additional feedback from the community and stakeholders has also been recorded.

With a focus on the A77, a clear community demand for improved active travel provision has been identified along the corridor with various issues and opportunities highlighted via Commonplace engagement. In addition, out of 20 'mini-survey' Storymap responses on A77 plans, 90% of respondents agree or strongly agree with proposals (although it should be noted that response rate is too low to be statistically significant and is likely to represent a small cross-section of the community).

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<sup>5</sup><https://eastrenfrewshire.maps.arcgis.com/apps/MapSeries/index.html?appid=bab9e74ba33b4a35b1be846c361222b1>

<sup>6</sup><https://eastrenfrewshire.gov.uk/article/2908/Council-to-create-safe-Spaces-for-People>

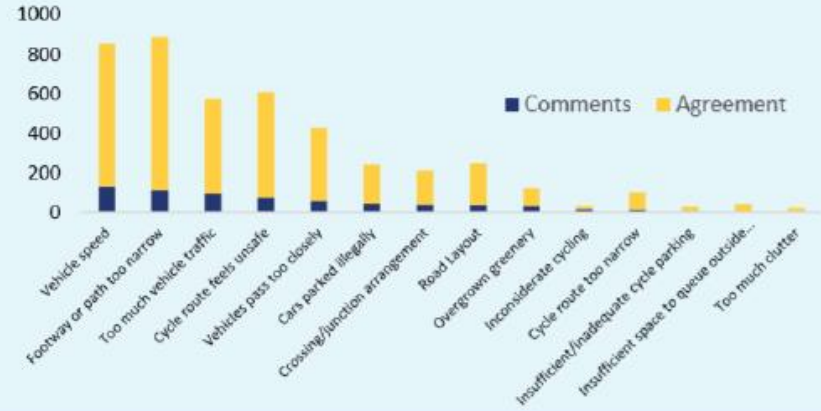
<sup>7</sup><https://erspacesforpeoplemap.commonplace.is/>

# East Renfrewshire - Overview



### Issues raised:

- Traffic speed**  
132 comments (+ 721 agreements)
- Narrow path/pavement**  
114 comments (+ 774 agreements)
- Traffic volume**  
95 comments (+ 478 agreements)
- Cycle safety**  
76 comments (+ 531 agreements)
- Dangerous driving**  
56 comments (+ 371 agreements)

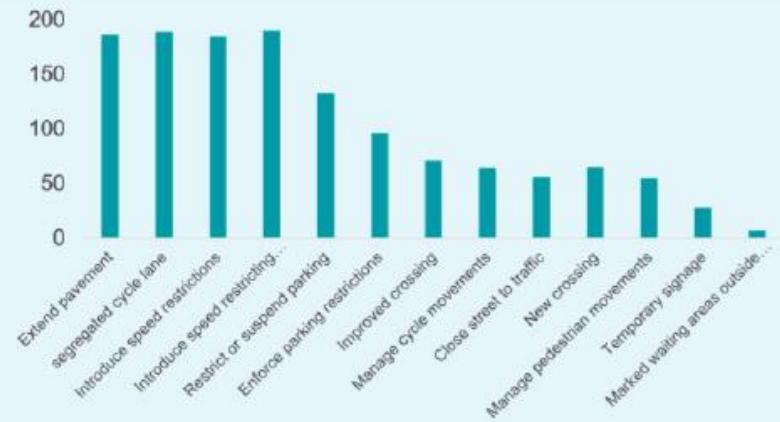


### Most agreed with comment:

"We need better crossings for pedestrians, less waiting time and removal of barriers which trap pedestrians. We need cyclelanes, especially with folk cycling to about, these roads are wide and unsafe due to speeding and many junctions/roundabouts. It be key for bike lanes to be added especially for school children who will not be able to use the bus." (36 agreements)

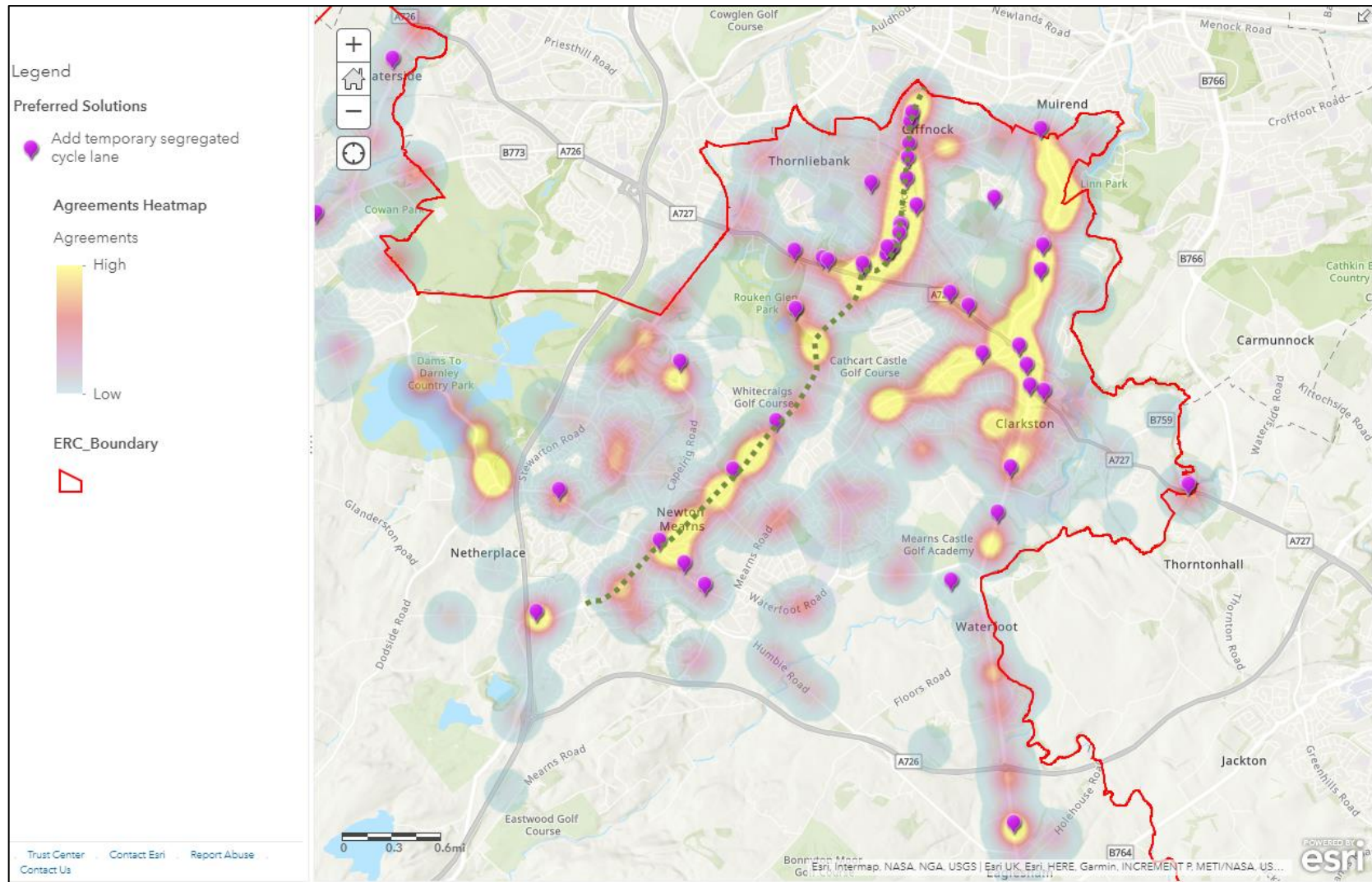
### Suggested improvements:

- Traffic calming**  
190 comments
- Segregated cycle lane**  
189 comments
- Extend pavement**  
186 comments
- Speed restrictions**  
185 comments
- Suspend parking**  
133 comments





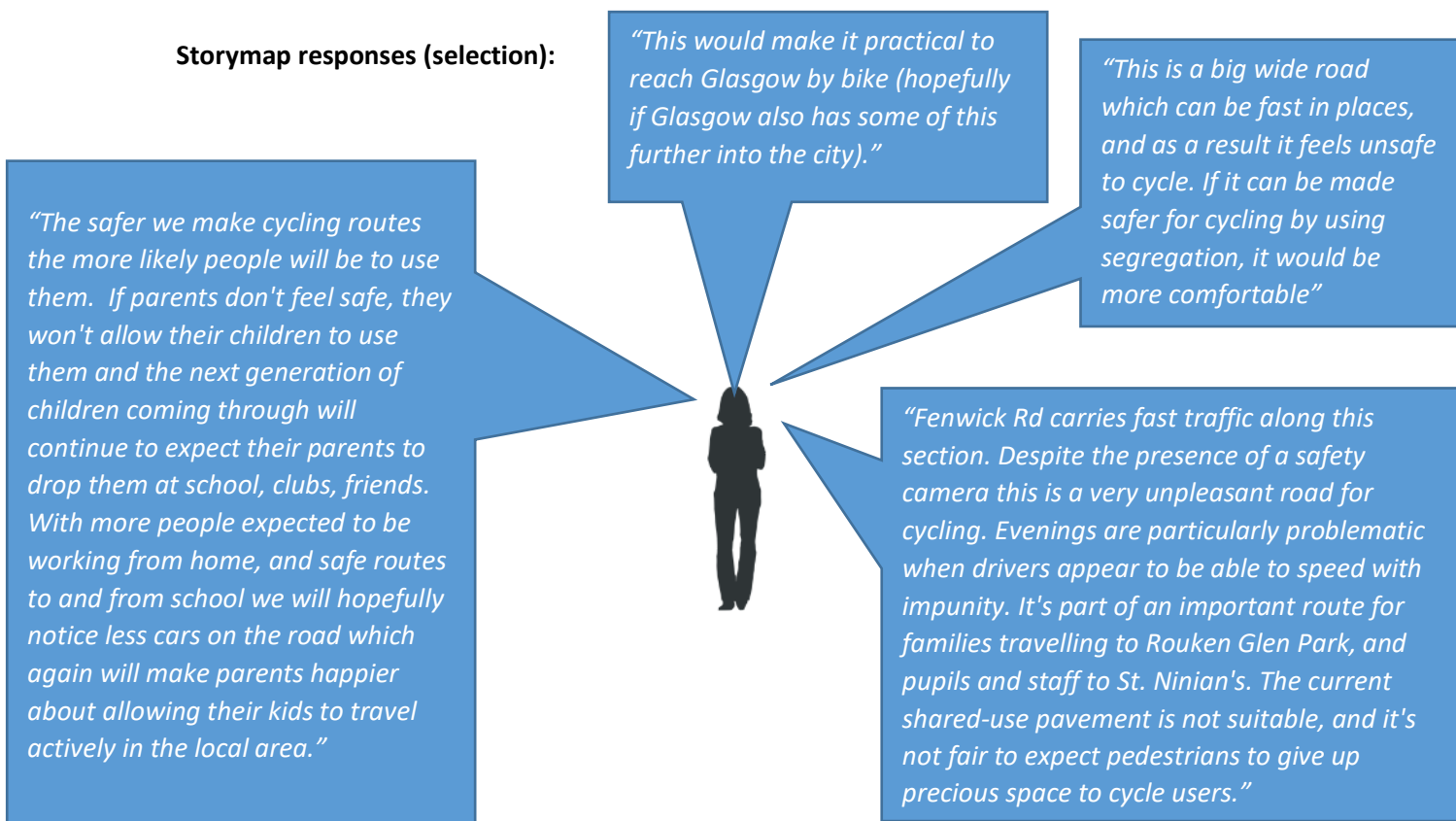
### Add Temporary segregated cycle lane overlain with general agreements – A77



Top 5 A77 “add temporary segregated cycle lane” Commonplace comments

Rank	Comment	Agreements
1	The A77 cycle provision is non-existent through Giffnock putting cyclists in direct conflict with motor traffic on a two lane road. There is plenty of space for a segregated cycle lane through the town centre to join up with the relatively wide and safe(ish) cycle path that begins after Eastwood toll.	29
2	The cycle lane provision from Eglinton Toll through Giffnock is terrible and very unsafe for cyclists and pedestrians. The shared section is particularly bad. A high number of pedestrians and cyclists of all ages have been using this section as a key route from Giffnock to Eastwood Park and Rouken Glen Park. There appears to be no need for 4 lanes of traffic here and I would strongly encourage segregated lanes be introduced to give more space back to active travel. A reduction to 2 lanes of traffic would also hopefully help to reduce traffic speed here	28
3	Cycle route here is too narrow- gives motorists the false sense they can pass closely just because someone is in the cycle lane- there is not room for two cars to pass in opposite directions while giving a cyclist in this lane enough room. Accident waiting to happen.	26
4	Busy route between East Renfrewshire & Glasgow. Existing non-segregated cycle lanes in poor condition and offer no protection. The southbound cycle lane drifts in and out at junctions and around parked cars in the door zone. Frequent pavement parking on the west side (look at Google Streetview.) This key cycle corridor requires full segregation for families and ordinary cycle users.	25
5	The shared-use footway/cycleway has to be the most badly thought-out 'facility' in the whole of East Ren! Far too narrow to be shared by pedestrians and cycle users, and terminates in an indescribable manner opposite Church Rd. This needs a wholesale redesign. There is absolutely no need for four lanes of motor traffic here, much of which disregards the 30mph speed limit once past the safety camera.	24

**Storymap responses (selection):**



#### **Appendix D: Monitoring**

It should be noted that the all Spaces for People proposals will be supported by a monitoring strategy in order to examine and subsequently evaluate temporary measures across the area. Key elements of the strategy include:

- Existing transport data held by East Renfrewshire Council (ERC), including Automatic Traffic Counts, Junction Turning Counts, annual & ongoing pedestrian and cycle counts, TomTom data in order to provide a 'pre-COVID' baseline.
- Feedback received via Commonplace, the Transport Response and other correspondence to understand public attitudes towards proposed measures and issues and opportunities.
- Sustrans-led monitoring (with ERC support). This includes objective data collection exercises, such as video counts of pedestrians/cyclists/vehicles and radar recordings of vehicle speed at key locations. This is in order to establish a 'COVID baseline' prior response measure delivery and will subsequently be used to quantify changes post-delivery.
- Additional monitoring will be supported by qualitative data collection to be undertaken Spring 2021. This includes public life and public attitudes surveys. This is in order to establish who is using the new infrastructure (and how) and to assess public perceptions towards measures respectively.

The results of the monitoring programme will subsequently be used to evaluate the effectiveness of Response Measures following the 12-18 month trial and specifically any future community consultation on whether these measures should be retained or otherwise enhanced.

***Further information to follow initial Sustrans analysis due January 2020***