
BETTER PLACES

VISITOR ACCESS CONSULTATION

IDENTIFICATION OF NEW SUSTAINABLE TRAVEL OPTIONS IN
THE NORTHERN CORRIDOR AROUND THE SEVEN LOCHS
WETLAND PARK



Better Places Report

“Visitor Access Consultation - Identification of New Sustainable Travel Options in the Northern Corridor around the Seven Lochs Wetland Park”. Feb-March 2021

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Identification of New Sustainable Travel Options
in the Northern Corridor around the Seven Lochs Wetland Park



This project is supported by NatureScot, through the Better Places Green Recovery Fund

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Introduction

BACKGROUND

The Covid 19 pandemic and increased use of public green spaces during the summer of 2020 has led to increased visitor pressure on the most well used gateways (featured entrances) to the Seven Lochs Wetland park, Scotland’s largest urban nature park, situated between Glasgow and North Lanarkshire (Seven Lochs, 2021). Northern Corridor Community Volunteers (NCCV) applied for Better Places funding from Nature.Scot through the Green Recovery Fund to undertake research to identify new gateways for sustainable travel, with a particular focus on access from the Northern Corridor Villages. The area in question is the Northern Corridor, of North Lanarkshire Council (NLC), especially the villages of Gartcosh, Cardowan and Stepps. By envisioning new means of access for residents of neighbouring communities--many of whom currently drive to the park--and improved access from and to amenities at local railway stations, this report will present a set of recommendations which if taken forward will substantially alleviate visitor pressures related to car travel for the existing Seven Lochs gateways at Drumpellier Country Park and Hogganfield Loch.

OVERVIEW

This report seeks to:

- evaluate available research and literature to provide global, national and local contexts;
- map assets around two as of yet underutilised gateways in the Northern Corridor;
- investigate current local needs, usage and barriers in regards to active travel;
- scope out the potential for improved integrated sustainable visitor travel;
- make key recommendations through SWOT and PEST analyses, and
- suggest a programme for continued community involvement.

REQUIRED OUTPUTS

- Literature Review
- Public Consultation & associated key findings
- SWOT Analysis
- PEST Analysis
- Volunteer Engagement Plan
- Preferred Routes map
- Outline Path Appraisal and Costings
- Community Visions

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METHODOLOGY

PRIMARY DATA

- **Public Survey Data:** eight surveys disseminated electronically to interested community members.
- **Focus Groups:** seven focus groups with those who wished to be involved following survey completion.
- **Path Mapping exercises** with community youth groups.
- **Path Walkovers** with Community members.
- **Stakeholder Engagement.**

SECONDARY DATA

- **Literature Review**
- **Community Consultation** around local train stations at Stepps and Gartcosh



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Literature Review

SCOPE OF THIS LITERATURE REVIEW

To provide a background of what work has been done so far, what strategies have been employed, and what plans currently exist, to increase sustainable public use of the Seven Lochs Wetland Park (aka. Seven Lochs). In this review, we examine the following scope of literature:

- **National context of Scotland** in regards to active travel, wellbeing and the Scottish Index of Multiple Deprivations;
- **Strategic Area context of North Lanarkshire Council** and more specifically the Northern Corridor, in regards to funding and infrastructure for active travel;
- **Best practices** around addressing barriers to active travel and thus improved wellbeing
- **UK-wide ambitions** to move towards zero carbon emissions and active travel;
- **North Lanarkshire Council commitments** to increase active travel infrastructure and access;
- **Projections of population growth** and housing developments in NLC
- **NLC town centre visions** and community hubs
- **Seven Lochs Wetland Park vision, mission, aims and goals** as reflection of best practices;
- **Seven Lochs strategies**--past, present and intended--for improved visitor access;
- **Sustainable visitor gateway** opportunities in the area in question;
- **Benefits to visitors and local residents** of increased active travel infrastructure and access;
- **Successful strategies** for visitor management

EXCLUSIONS

The current topics are addressed in other areas of this report outside of this Literature Review:

- Negative impacts from increased visitation
- Current transport infrastructure

CONTEXT

National Context: Scotland

According to the Scottish Index of Multiple Deprivation (SIMD), a tool for “identifying the places in Scotland where people are experiencing disadvantage across different aspects of their lives” Scotland, on a national scale, has many communities that are in need of improved public resources, services and infrastructure (Government of Scotland, 2020). While change is underway, many of Scotland’s more marginalised communities continue to be neglected (Glasgow City Region City Deal Cabinet, 9 April 2019, p.2, 10).

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The below table is an indicator of Geographic Access to Services, making clear the relatively low access to services experienced by the villages of the Northern Corridor.

Area	Percentage of population in bottom 20%
Scotland	20
North Lanarkshire	15.5
Motherwell and Wishaw	8.9
Uddingston and Bellshill	8.2
Cumbernauld and Kilsyth	14.1
Airdrie and Shotts	22
Coatbridge and Chryston	24.2
Northern Corridor	33
Moodiesburn, Gartcosh and Glenboig	41
Stepps, Muirhead and Chryston	23

Table source: Northern Corridor Community Volunteers:

<http://ourgreenspace.org/access%20to%20services>

The result of this is deep seated wellbeing inequalities for the residents of these overlooked communities (Public Health Scotland, January 2021). With no compulsory powers available to local authorities due to deregulation to increase public transport options the remaining lever available to communities and the organisations which support them including the local authority is improved infrastructure for active travel.

Providing communities with the infrastructure required to shift to forms of active travel aligns with Scotland’s national mandate to curtail contributors to climate change (Teuton, J. et al., 2020, p.11).

Public Health Scotland states that:

“Actions to limit increases in car traffic, support walking, wheeling and cycling, and protect the long-term viability of public transport are needed to bring positive benefits for health and wellbeing, sustainability and the local economy. These include:

- *Ensure transport decision-making aligns with and supports the sustainable transport hierarchy. Prioritised actions should be those that:*
 - *protect the long-term sustainability of public or community transport services through, for example, improving accessibility, affordability, availability and appropriateness, and ensuring greater integration of transport services and ticketing to facilitate multimodal journeys*

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- *limit increases in private car travel and reduce the adverse impacts of motor traffic on health through, for example, demand management systems and the use of low-emission zones* 47
 - *support active travel through, for example, the provision of cycling and pedestrian infrastructure ensuring that it links into public transport nodes and systems.”*

-Teuton, J. et al., 2020, p.49.

Furthermore, national reactions to the Covid-19 pandemic have demonstrated a trend of increased desire for active forms of travel such as cycling and walking (Teuton, J. et al., 2020, p.33). Indeed, Transport Scotland figures indicate that “when asked about their travel behaviour once restrictions are lifted, around two thirds of respondents intended to walk or cycle more. This was consistent over the first three data collection waves, decreased to 50% in wave 4 but has increased to 58%, 64% and 65% in waves 5, 6 and 7, respectively” (Teuton, J. et al., 2020, p.39).

A study on active travel published by the Glasgow Centre for Population Health states that, “Infrastructure that allows for the integration of active and public transport in a safe, convenient and affordable way is vital for increasing active travel rates and reducing car use. This is demonstrated by the positive impact of increased investment in active travel infrastructure on active travel levels and public transport use in other cities, such as Edinburgh” (Jill Muirie, March 2017, p.36).

But in the case of the villages of the Northern Corridor, these critical elements for increased public wellbeing are being overlooked. Needless to say, improved community health through active travel can only be achieved if communities are provided with equal access to opportunities for active travel.

Strategic Area Context - The Northern Corridor, North Lanarkshire Council (NLC)

North Lanarkshire Council is an area of some of Scotland’s worst cases of multiple deprivations (Scottish Government, 2020). Six localities within NLC are the highest rated in national levels of multiple deprivations (Public Health Information for Scotland, 2016).

One agreed influencer on general health and wellbeing is active travel (Jill Muirie, 2017). These villages show poor statistics in active travel, indicating that residents engage in active travel at a much lower rate than other neighbouring areas (Sustainable Scotland Network, 2019).

As a locality the Northern Corridor villages in particular have repeatedly had funding for the improvement of public infrastructure cut, despite repeated promises from Glasgow Region City Deal to allocate funds to provide opportunities to expand and integrate active travel infrastructure in the Gartcosh and Glenboig CGAs specifically. This has included the removal of £60.1m from the ‘Gartcosh/Glenboig Community Growth Area’ in favour of the Ravenscraig Infrastructure Access (RIA) subproject (Glasgow City Region Cabinet, 2019, p.7; Jill Muirie, 2017, p.21; North Lanarkshire Council, 2019, p.1, 5).

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Image: NLC budget realignment and reduction of subprojects (NLC, 2019, p.5).

Source: <https://mars.northlanarkshire.gov.uk/egenda/images/att90278.pdf>

Current NLC Programme (£172.5m)		Modified NLC Programme (£202.2m)	
GCR Contributions = £149m (86%)		GCR Contributions = £149m (73.7%)	
NLC Contributions = £23.5m (14%)		NLC Contributions - £53.2m (26.3%)	
A8/M8 Corridor Access (3 Subprojects)	Holytown Link Rd	A8/M8 Corridor Access (2 Subprojects)	Eurocentral Park & Ride/Share
	Eurocentral Park & Ride/Share		Orchard Farm Roundabout
	Orchard Farm Roundabout		
Glenboig/Gartcosh CGA (6 Subprojects)	Glenboig Link Rd	Glenboig/Gartcosh CGA (1 Subproject)	Glenboig Link Rd (Completed)
	Gartcosh Station Park & Ride		
	M80 Park & Ride		
	A80 Link Rd		
	Cardowan to Lochend Link Rd		
	Kilgarth/Gartsherrie Link Rd		
Pan Lanarkshire Orbital Transport Corridor (3 Subprojects)	Motherwell TC Interchange	Pan Lanarkshire Orbital Transport Corridor (3 Subprojects Unchanged)	Motherwell TC Interchange
	East Airdrie Link Rd		East Airdrie Link Rd
	Ravenscraig Infrastructure Access		Ravenscraig Infrastructure Access

Such funding has been reallocated to other, less marginalised areas and to projects that have less direct impact on community wellbeing and more to do with large scale business and transport opportunities. Previously approved infrastructure-improvement subprojects have been reduced from £66m to just over £6m, a reduction of almost 90% (Glasgow City Region – City Deal Cabinet, 9 April 2019, p.2).

In the same policy decision, City Deal proposed in 2019 the movement of sustainable travel infrastructure money away from sustainable travel in the Northern Corridor and instead to further support the “Pan Lanarkshire Orbital Transport Corridor” and Ravenscraig Infrastructure Access projects (aka. New road building) in Motherwell (North Lanarkshire Council, 2019, p.5).

Specific indicators make evident how strong the marginalisation of the Northern Corridor is, in terms of local government allocation of resources towards public infrastructure. The average amount spent on public path and wayfaring infrastructure per capita in Scotland is £5.66, as opposed to £0.95 in North Lanarkshire: less than one fifth the national average (Scottish Government, 2017).

In some instances, Glasgow Region City Deal Partnership have cited “land constraints” and “insufficient demand” for investments in such public infrastructure as improved Park and Ride (public transport) for

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communities in the Northern Corridor such as in this case, Gartcosh (North Lanarkshire Council, 21 March 2019, p. 4). In other instances, plans to update or improve such infrastructure have been left incomplete without any published plans for project completion.

Such poor public travel infrastructure--and especially active travel infrastructure--prevents Northern Corridor residents from engaging in activities that promote overall well being and that help to curtail increased global climate change, such as active travel (reference needed). In 2012 and 2013, the percentage of active travel to work in the NLC was 9%, which was 44% lower than the Scottish level of 16% (Sustainable Scotland Network, 2019).

This state of ongoing deprivation has led North Lanarkshire community groups to try to improve conditions themselves (SYNERGY Active Travel Project, 2020).

General Findings from National & Strategic Area Contexts

The above references demonstrate the extent to which the Northern Corridor villages have been repeatedly marginalised and as a result lack the funding required to create suitable active travel infrastructure. The following findings represent reviews of literature spanning initiatives to create such infrastructure and to improve access to active travel in general, across the Northern Corridor.

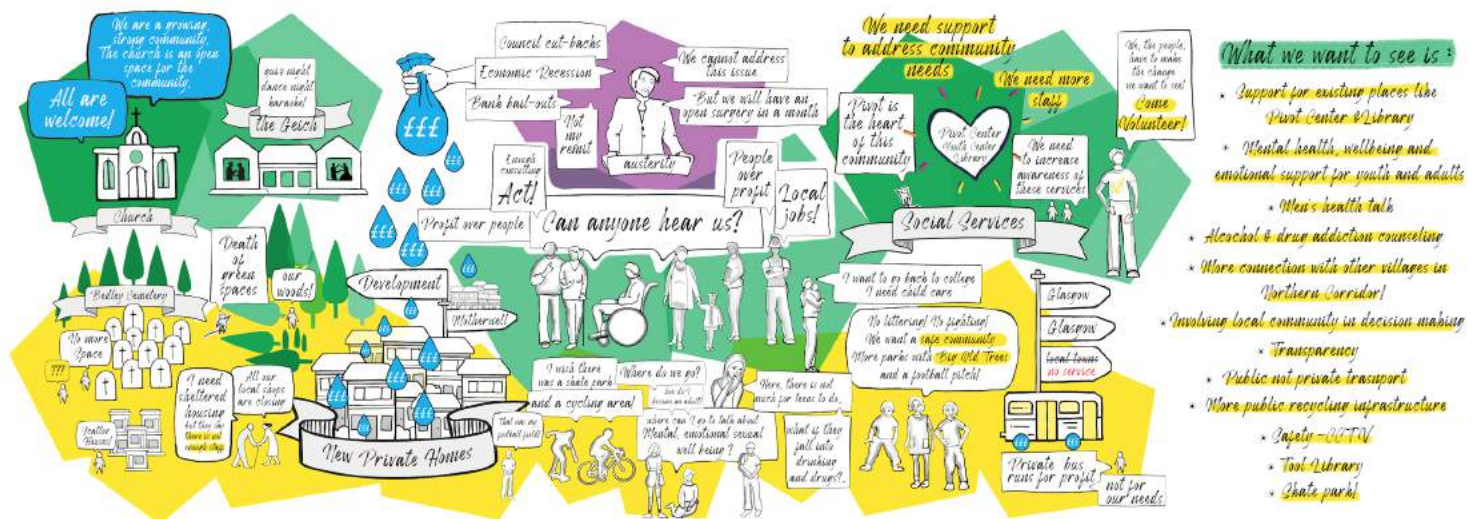


Image: Community voices of Moodiesburn Northern Corridor residents (Kose, Y., 2019).

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Review of Literature

HEALTH IMPROVEMENT PRACTICES NEAR & FAR

According to a pilot project involving “intentional **engagement of people suffering depression and related disorders in supported nature-based activities** in a woodland environment” there is potential for civic environmentalism--doing community work together outside--to “promote health, wellbeing and social connectedness for individuals and the wider population, as well as for groups with identified health vulnerabilities.” However, this study stresses that “the realization of the benefits of such an approach will be dependent on co-operation between the environment and health sectors **to create and promote opportunities for increased civic environmentalism**, and to identify and address the barriers to their effective use” (Townsend, M, 2006, p.5, 111–120).

A study published in the Journal of Transport and Health cites the **UK government’s own “ambitions to double levels of cycling” by 2025** (Le Gouais, A., et al., 2021, p.2), and concludes that the “**construction of new and improved walking and cycling infrastructure** at scale could **improve population health and reduce health inequalities**” (p.20). It states that “new walking and cycling infrastructure can lead to large relative increases in pedestrians and cyclists and has the potential to increase population levels of physical activity, whilst also providing very high value for money” (p.20). This study emphasises “the role of context in **attracting** people to use new and improved local networks for walking and cycling, particularly from less active groups such as **older people, disabled/with long-term illness and people from the most deprived areas**” (Le Gouais, A., et al., 2021, p.20).

Such research has led to on-the-ground change very close to home and yet community efforts to progress social prescribing as a tool for health improvement and community cohesion in the Northern Corridor continue to be entirely unsupported by the local authority and health board.

NATIONAL CLIMATE EMERGENCY AMBITIONS

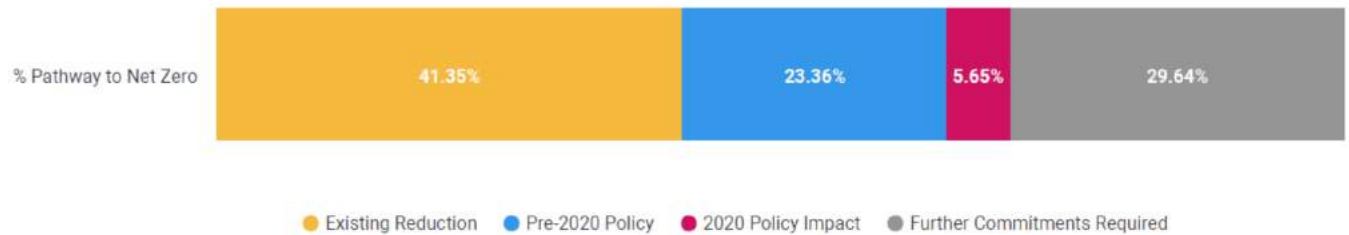
Climate change related literature about duty to reduce emissions and switch to active travel.

The **UK has set ambitions to work towards net zero carbon emissions**, in an attempt to curtail human-caused climate change. “Energise”, a firm that specialises in pathways to net zero, published a report stating that, “While it is crucial to acknowledge that the UK has delivered significant emissions reductions since 1990 [...] **recently adopted measures only provide 16% of the extra movement needed** to align us as a country to the target we’re committed to. Our collective action needs to be bold and **equitable** going forward to make sure we remain on track” (Energise, January 2021).

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Analysis based on the Climate Change Committee report “The Sixth Carbon Budget Advice Report” and “Net zero policy tracker” by the Green Alliance, as well as some analysis by Energise of BEIS 2019 Energy & Emissions projections.

Image source: <https://www.energisec.com/post/our-report-into-the-state-of-net-zero>

Transport Scotland, in their 2017 Cycling Action Plan, **state that “10% of everyday journeys to be made by bike, by 2020”** (Transport Scotland, 2017, p.7), and that, “Scottish Ministers have made a manifesto commitment to maintain record levels of funding in active travel” (p.22). Item No2 in their planned actions is to, “Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required” (p.25). They commit to “Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel “ (p.4), and state that Transport Scotland “will continue to provide support to [...] develop cycling/active travel plans to ensure a strategic approach in delivering active travel infrastructure where it is planned for and **needed most**” (p.16). The Action Plan also commits to “Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas” (p.17).

Even closer to the Northern Corridor, “Connecting Nature” is an €11.4m, five year project funded by the European Union that aims to “position Europe as a global leader in the innovation and implementation of nature –based solutions”. **Glasgow has officially adopted their framework** in hopes of “leading the way for cities **embracing the multiple benefits of nature-based solutions**” (ConnectingNature, 2020; Greenspace Scotland, 2020).

NORTH LANARKSHIRE COUNCIL COMMITMENTS

The following three North Lanarkshire Council (NLC) documents outline commitments made as early as 2004. These include: to improve access to active travel routes; to address missing links between areas; to consult community and “include the excluded”; to provide 5 km of new or upgraded walking and cycling paths per year; to require developers to integrate with existing foot and cycle paths “and to ensure that the impact of their development on the existing walking and cycling network is fully mitigated” (Walking and Cycling Strategy, p.3, 10, 13, 14, 22).

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These documents also outline “the long term commitment by North Lanarkshire Council to provide accessible and high quality open spaces across its communities”, following the Scottish Executive’s advice “that a formal Open Space Strategy linking Community Strategies and Development Plans is vital” (Open Space Strategy, August 2004, p.4, 5). The same Open Space Strategy states that NLC takes on the responsibility of the key roles of “identifying funds, guiding and controlling development as well as designing, implementing and managing an appropriate range of open spaces” (p.24), and that “actions will be monitored and reported, annually, through the Open Space Strategy Steering Group” (p.29). These actions include the disposal of council owned and publicly owned lands for open spaces (p.31); securing funds to undertake an audit of Open Space in North Lanarkshire (p.32); and to consider Open Spaces in all housing development work (Open Space Strategy, 2004, p.33).

These NLC documents also state that: “Since 2006 North Lanarkshire Council has carried out a programme of consultations to record and map a system of Core Paths which provide everyone with sufficient and reasonable access throughout North Lanarkshire” (Core Paths Plan, p.1); to provide signage for all Core Paths; and that Core Paths will be a material consideration in any proposed developments (p.5). This plan also cites the importance of “improving connectivity, providing access for all opportunities, supporting healthier and sustainable modes of transport and reducing people’s dependence on the car and the impact of climate change” (Core Paths Plan, p.5).

In terms of core path provision in the Northern Corridor only two offroad core paths are currently maintained by NLC, due to others crossing privately owned land. The majority of core paths follow the existing road network--and many have sections without pavement--thus failing to meet the core path standards as defined by the NLC Core Path Plan of 2006: Section 1.10. The Scottish Executive’s Guidance also describes the characteristics of a Core Path and suggests that the Core Path Network will provide for the needs of all users and comprise a full range of path types, which will include:

- natural grass and beaten earth paths through fields, woods, along riverbanks, etc;
- surfaced paths and tracks, towpaths, etc;
- farm and forestry tracks;
- waterways with launching points; and
- quiet minor roads and pavements for certain stretches if required.

(North Lanarkshire Core Paths Plan, 2008), (Paths for Partnership & Scottish Natural Heritage), (Paths for All, 2020).

POPULATION GROWTH 1991-2020 & PREDICTED FUTURE HOUSE COMPLETIONS

Since the last core paths review in 2006, communities in the Northern Corridor have been separated by the new M80 motorway link and significant changes to M74 junctions, and have since 1991 seen an increase in population of 62% compared to the North Lanarkshire average of 7% (North Lanarkshire Council, 2020), (National Records of Scotland Census, 1991).

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Table: Low amount of core paths, low amount signed and waymarked and low spend etc.

	Scotland Average		North Lanarkshire
population 2020	5,460,000		659,200
length of core paths (km)	21391.8		545
waymarked and signposted (km)	12131.2		200
percentage waymarked and signposted	56.71%		36.70%
length of core path by population (m)	3.92		0.83
spending 2013-14	11,569,850.33		606,760
spending 2014-15	11,659,582.27		19,222.30
spending 2015-16	7,659,855.01		0
cumulative spend	30,889,287.61		625,982
spend per kilometer (£)	1443.98		1148.59
spend by population (£)	5.66		0.95

Source:

<https://www.gov.scot/publications/land-access-monitoring-implementation-of-part-1-of-the-land-reform-act/>

Conclusion

In review, many of these commitments have not been met, and as demonstrated in the Strategic Area Context (above), funding has been repeatedly diverted away from active travel related projects in the Northern Corridor villages and instead towards other areas and projects.

THE SEVEN LOCHS WETLAND PARK

Reflections of best practices for community wellbeing

The overarching vision for the Seven Lochs Wetland Park includes: “Promote the general health and wellbeing of both visitors and residents [...] and contribute to the environmental, economic and social regeneration of the area” as well as to have “a major impact on the environmental, social and economic regeneration of the area” (Collective Architecture, March 2013, p.17).

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They include in their Key Opportunities: “With immediate access from urban communities in (east) Glasgow and North Lanarkshire, there is potential to provide significant local opportunities for education, training and health” (p.178). Seven Lochs are also planning “new features [that] will support people in ‘getting close to nature’” (p.89).

On the importance of completing pending Gateways

One of the Guiding Principles agreed on for the creation of the Seven Lochs Wetland Park is to “Promote public access and wellbeing by developing routes through the wetland park which link accessible gateways” (Collective Architecture, March 2013, p.21). Seven Lochs aims to create seven such “identifiable, accessible gateways” to provide integrated points of access to the park, with rail, road and motorway connections thereby increasing use of the parks and thus active travel and greater overall health, as previously discussed in this Literature Review. (Collective Architecture, March 2013, p.21,79).

Seven Lochs states that these gateways are critical, as they will “provide a clear sense of welcome, offer orientation and interpretation, and support visitor and community engagement, seven gateway buildings are proposed. The gateways all have a unique role to play in encouraging visitors into the park” (p.81), and they note that, “the proposed Glenboig Life Centre and The Bridge in Easterhouse [Gateways] are specifically community orientated” (p.131).

Early ambitions for Stepps and Gartcosh

At several points in their planning documents, Seven Lochs Wetland Park points to ambitions to develop gateways in both Stepps and Gartcosh, which are identified as two key settlements immediately connected to the park as well as the Glasgow to Cumbernauld railway line (Collective Architecture, March 2013, p.29, 65). The plan speaks of added welcome and orientation information as well as proposed new infrastructure at these sites that would be “local community orientated” and would have an “educational role to play” (p. 81, 83), including a “gateway visitor facility and viewing tower in Stepps (p.138), and a dipping pond for educational purposes in the Gartcosh Local Nature Reserve” (p. 163).

Wetland park as NOT being a barrier to other community movement and services

The Seven Lochs Master Plan is clear that the park should and will not be a barrier to other community activities and travel, such as shopping. Speaking of the proposed Provan Hall Gateway, this document suggests “taking advantage of its proximity to the Glasgow Fort Shopping Centre” for increased visitation to both the park and nearby urban hubs. It suggests developing a “mutually beneficial relationship” with the nearby Fort Shopping Centre and Shandwick Square Shopping Centre, and explicitly calls for “Clear routes which create enhanced connections across the park and between these communities” (Collective Architecture, March 2013, p.35, 81, 83).

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Seven Lochs on active travel and arriving sustainably

The Master plan speaks of surrounding roads that are “neither pedestrian or cycle friendly” (p.67), and proposes “increased active travel infrastructure in and to the park including a dedicated cycle route following Gartloch Road, and cycle racks as well as optional cycle hire throughout the park itself” (p.85, 87). Seven Lochs states the importance of its visitors arriving sustainably, noting the potential to visit the park from the nearby train stations of Gartcosh, Stepps, Easterhouse, Blairhill and Coatbridge, as well as from “a number of bus routes [that] pass through and around the site” (p.83). They note that “Improving access for walking and cycling across both the M8 and M73 is a high priority” (Section 4: Implementation Strategy).

Conclusions of this Literature Review

SUMMARY OF KEY FINDINGS

Key findings from this review include:

- 1/ The connections between access to active travel and community wellbeing are undeniable. The more people have opportunities to cycle, walk, and engage in other forms of active travel, the more benefits they receive physically, mentally and socially. This is especially pertinent in areas of multiple deprivation such as the Northern Corridor, where active travel opportunities also contribute to a reduction in transport poverty.
- 2/ There is a systemic lack of investment in communities in the Northern Corridor of North Lanarkshire despite substantial developer contributions from new housebuilding. This has resulted in insufficient maintenance, renewal and development of new infrastructure for active travel in the Northern Corridor. This is made evident by the disparity in council budgeting for NC vs. other communities, in regards to creating new Core paths, for example, which do not meet NLC standards and have been divided by highways.
- 3/ This area is also a site of severe geographic access to services deprivation for those who do not own a car, which indicates the need for a rapid and responsive re-evaluation of the infrastructure requirements of the Northern Corridor in terms of sustainable travel.
- 4/ Despite Glasgow City authorities, Scotland and the UK all having ambitions of improved access to active travel and steps towards zero emissions, these do not extend to the Northern Corridor which is a site of undeniable marginalisation, especially in this case in terms of funding for infrastructure.
- 5/ The North Lanarkshire Council continues to fall short on commitments for the same.

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6/ The Seven Lochs Wetland Park’s master plans and strategy reflect best practices to improve access to active travel and thus community wellbeing, and two proposed new gateways in Stepps and Gartcosh have the potential to do just this, meeting the needs of the Northern Corridor communities and rail travellers, needs that are not currently being met.

Community Consultation around local train stations at Stepps and Gartcosh



As a match funding contribution to this report, simultaneous consultation was carried out around people’s perceptions of the infrastructure at two local stations: Stepps and Gartcosh.

Responses totalled 39 and the data collected is summarised below with further information available in Appendix 3 - Stations Consultations.

Does this train station provide good shelter from the weather?

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STEPS			GARTCOSH		
Positive	13	42%	Positive	4	50%
Neutral/Unsure	7	23%	Neutral	0	0%
Negative	11	35%	Negative	4	50%
COMMENTS					
Shelters too small			Leaky		
Not good protection from wind and rain			Too Small		
More ticket machines needed					
Does this train station feel like a safe place to be with children?					
STEPS			GARTCOSH		
Positive	20	65%	Positive	5	62.50%
Neutral	5	16%	Neutral	0	0
Negative	6	19%	Negative	3	37.50%
COMMENTS					
Broken Glass					
Feels Isolated					
needs enclosed waiting area/ better shelters					
How is the lighting at this train station?					
STEPS			GARTCOSH		
Positive	23	74%	Positive	2	25%
Neutral	3	10%	Neutral	5	62.50%
Negative	5	16%	Negative	1	12.50%
COMMENTS					
Shelters need lights			Terrible - I got a fright		
How is the cycle parking for this train station?					
STEPS			GARTCOSH		
Positive	9	29%	Positive	1	12.50%
Neutral/Unsure	21	68%	Neutral	6	75%
Negative	1	3%	Negative	1	12.50%
COMMENTS					
Cycle parking hidden needs to be more visible			needs covered		

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Inadequate and unused due to not being covered					
Not used properly					
How accessible do you feel this train station is for prams and wheelchairs?					
STEPS			GARTCOSH		
Positive	22	71%	Positive	5	62.50%
Neutral/Unsure	6	19%	Neutral	0	0%
Negative	3	10%	Negative	3	37.50%
COMMENTS					
Gates are awkward steep ramps			one side good one side takes too long		
How are the paths to this station, as a pedestrian?					
STEPS			GARTCOSH		
Positive	26	84%	Positive	3	37.50%
Neutral/Unsure	2	6%	Neutral	1	12.50%
Negative	3	10%	Negative	4	50%
COMMENTS					
Bad in winter			Overgrown		
Steep			Crumbled Concrete		
Need Gritting and repair			Frozen Puddles		
			Bridge in terrible condition		
How are the paths to this station, as a cyclist?					
STEPS			GARTCOSH		
Positive	9	29%	Positive	4	50%
Neutral/Unsure	19	61%	Neutral	4	50%
Negative	3	10%	Negative	0	0%
COMMENTS					
No cycle lanes to station			Good apart from the bridge		
Are there any other improvements or changes you'd like to see to this train station?					
STEPS					
A ticket machine on both platforms would be useful					

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Bathroom/coffee kiosk
Better seating facilities. People using both car parks that are available instead of parking in residential streets around the station.
Better shelter, lighting, and trains that turn up on time
Better shelter. Another ticket machine.
Better train delay info
Enclosed waiting area and increased transport links from surrounding villages.
General tidy up and repaint or replace shelters
Larger shelter but this may not be needed if passenger numbers stay reduced long term due to different working practices
More shelters
More trains
No charge for car park to stay this way
Second ticket machine per platform.
GARTCOSH
More bus services from local areas.
Needs to be much cleaner and repainted, especially the bridge path to the station.
Blue Foot bridge cleaned and kept nice
The bridge and railings and the shelter all need urgent cleaning and maintenance
Less neglected and more bins
I would like it cleaned and painted it's like a scene from Trainspotting
Footbridge over M73 is in need of maintenance and regular upkeep
Ash tray for smokers as cigarette ends are thrown on the floor at the bottom of the station steps where smokers stand.
Better management of car park as it is filled with cars of people who work at crime campus and who do not use the train.
More art projects, planting, cleaning up and generally make the place nicer to approach/wait

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Conclusions - Station Amenity Research

GARTCOSH

There is a real wish for more services, shelters and better lighting on the platforms at Gartcosh station as well as the well documented issues around staff at the nearby Crime Campus parking in the customer car-park. Insufficient parking has also been highlighted in media, as this article states that, “Those using the park and ride at Gartcosh Train Station say they are unable to find parking spaces” and have to compete with cops for parking (Glasgow Times, 2018).

Source:

<https://www.glasgowtimes.co.uk/news/16960091.fed-up-commuters-compete-cops-scottish-crime-campus-parking-spaces/>

Cycle parking is similarly insufficient, currently consisting of 2 uncovered hoops on the Northbound side, hidden under a tree. Here it should be noted that within a short walk excellent but unused cycle parking exists at the rear of the Crime Campus.



Paths to the station from the North are new and in great condition and there are cycle lanes - though as cited in the Glasgow Times article, staff from the crime campus tend to park in these lanes where they are on road.

From Gartcosh village the station is accessed by a footbridge over the M73 motorway. This bridge is unsightly and dangerous particularly in cold or wet weather, the floor is crumbled in places causing water to pool and freeze and residents feel unsafe using it and also feel it is a very poor gateway to their community. There are also continuing issues with a lack of dog bins in the area - many dog walkers access the walks in the nature reserve via this bridge and unfortunately some choose to leave waste bags on the bridge itself and in the surrounding greenery, due to insufficient bins and bin collection. **In the words of one resident:**

“It’s like a scene from Trainspotting.”

STEPS

The station at Steps now runs services beyond Glasgow and Cumbernauld, right through to Edinburgh and thus has a significantly increased footfall. There have always been issues with parking and though an overflow car park a short distance away was installed to alleviate this, the lack of a dedicated overbridge and difficulty for some to go the long way around means that residents still complain that station users are using residential streets. Cycle parking is also an issue, only two uncovered hoops are available

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situated beneath trees on the Northbound side, meaning it can be frequently observed that those arriving by cycle and travelling South simply chain their bikes up on the pedestrian ramps causing significant access issues for those with prams and wheelchair users.

Better Places Consultation and Responses

PATH MAPPING WITH YOUTH GROUPS

Initial community consultation was carried out with young people aged 5 to 12 over two days, exploring new routes, assessing likes and dislikes of the existing path network and its connectivity to their communities and the trip generators they use locally. This work followed extensive place making activity with the group over the course of the previous year in partnership with Cardowan Community Meadow, The Coalfields Regeneration Trust and the Green Recovery Committee in the Scottish Parliament.

The following link provides youth resident voices of the Northern Corridor villages in a consultation carried out in August 2020 by The Environment, Climate Change and Land Reform Committee Green recovery Community Outreach Team.

Source:

https://www.parliament.scot/S5_Environment/General%20Documents/ECCLR_2020.08.28_GR_Engagement_Postcard_Consultation.pdf

In addition to teaching the young people how to measure distances and gradients and to think about the needs of all path users, this work revealed some key findings on the importance of the path network to this age group.

Q: Where do you want to go to on the paths? - A: “Hogganfield to relax and play and the Fort Shopping Centre for Food and Leisure.”

A: “We don’t get to go to the pictures often because it’s too expensive to travel, I didn’t know we could walk to the Fort in like half an hour, it’s lovely, going past the horses, not sure Mum would come though, unless there was a better path. I hope they fix this mud before I’m old enough to go see films myself.”

The young people loved the artwork, statues and path condition once they reached the well signed and surfaced paths at Cardowan Moss, and enjoyed exploring new areas of Garthamlock and Craigend. What they disliked was having to cross areas such as the photo on the right, and understandably said they would only do so with an adult present.



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The group had previously been on several wildflower walks in the area and remembered having to be lifted over the large puddles, confirming these are present year around.

SURVEY RESPONSES

Seven Community surveys were developed specifically for this report, centering the voices of communities on the wetland park border and those slightly further afield. These surveys were promoted on social media and through existing groups and elicited a total of 171 responses. Each survey remained open for a minimum of ten days. As a final question respondents were asked if they would like to participate in a focus group or assist further. A total of 42 people were happy to share their details and thirteen of these went on to participate in online [focus groups](#).

The communities surveyed which are identified as being direct neighbours to the wetland park were:

- 1/the **Honeywell**, Dunlop and Marches estates, new build housing developments accessed from Dewar Road or via Kilpatrick Drive, henceforth referred to as the Hollywell estates;
- 2/ the residents of streets in the original area of **Cardowan** and the new social housing units in the area, henceforth referred to as Old Cardowan;
- 3/ the residents of the new estates at **Frankfield** Loch;
- 4/ and the communities to the East and West of the A752 in **Gartcosh** including Mount Ellen.

Here on out referred to as: Honeywell, Cardowan, Frankfield and Gartcosh.

Due to a very low response from the communities in Gartcosh and some confusion around the east west divide, the responses for Gartcosh have been amalgamated in this report.

The communities identified as being in the Northern Corridor without direct access to the Wetland Park were the village of Auchinloch and the co-joined villages of Chryston, Moodiesburn and Muirhead. These two surveys asked a slightly different set of questions although some remained identical.

The survey response documents can be found in full in this report's [Appendices](#), but for ease of reference the responses have been summarised below.

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QUANTITATIVE

Neighbouring Communities

Of the five community surveys targeting communities which border the wetland park these went out to two areas of Gartcosh and three areas of southern Steps/Cardowan, with an aim that each survey target a population of between 500 and 1000 people.

There were some major differences in the responses from the various groups, with one survey gaining 42 responses and one less than 5. The surveys asked the same basic questions, however the specific paths mentioned changed with local geography. The survey questions, response summaries and comment data are contained in Appendix 1: Neighbouring Communities Report.

The first question in the survey asked respondents for the first part of their street name - this helped us to be sure respondents were from the area and allowed us to analyse further some of the differences within these relatively small populations.

The second question asked: **How often do you use the paths themselves for leisure?** Whilst many themes regarding the use of the paths for essential journeys rather than leisure emerged from the focus groups, the remit of this report is primarily around travel for leisure purposes.

Question 2	Total	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
Every Day	33	0	13	13	7
Few times a week	36	5	22	5	4
Once a week	16	3	6	3	4
Few Times a month	4	2	2	0	0
Once a month	3	1	2	0	0
Less than once a month	1	0	1	0	0

This question looked at how regularly communities used the path network. When adjusted for sample size the data shows that over 60% of those in Cardowan use the network daily, closely followed by the Frankfield estates (48%) Honeywell Estates (28%). These high indicators demonstrate that the survey had good reach into regular walkers in these areas. For those who use the paths a few days a week or more the responses indicate over 85% in Cardowan, and over 70% for both Hollywell and Frankfield indicating that these communities rely heavily on the path network for leisure.

The next question asked: **How often do you use local paths to reach somewhere else or the wider path network for leisure purposes?**

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Question 3	Total	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
Every Day	21	0	7	9	5
Few times a week	35	6	18	8	3
Once a week	11	1	6	1	3
Few Times a month	14	2	8	1	3
Once a month	5	0	4	1	0
Less than once a month	6	1	3	1	1

The pattern of data which emerged was slightly different here with Holywell and Frankfield residents using the paths to access the wider network a few times or more sitting around the 55% mark whereas in Cardowan this figure is higher at 80%. Car ownership may be a factor in these results as this is lower in the Cardowan estates than the new builds. In Gartcosh which registered 60% this may also be indicative of people using the paths as an alternative to the car.

Question 4 explores further the length of journey being made on the path network: **What distance do you generally use the path to travel?**

Question 4	Total	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
less than 1 mile	8	2	3	1	2
1 or 2 miles	31	0	15	9	7
between 2 and 5 miles	44	8	23	9	4
more than 5 miles	9	1	5	1	2



The results indicate that it is not only short journeys being made on the local path network, with the highest response indicating journeys of between 2 and 5 miles are most common. This was common across all groups except for the Frankfield Loch residents who had the highest response to a shorter walk of one to two miles. This perhaps is indicative of the proximity of Frankfield to trip generators such as the Seven Lochs Gateway at Hogganfield Loch as opposed to the distance of travel required by the other communities.

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Question 5 looked at destinations and illustrates the conclusion above. The question read: **If you use the path network to travel to another village/place regularly, where is it that you exit the path?**

Question 5	total	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
Hogganfield/Millerston/Craigend	15	0	2	9	4
Cardowan Moss/Frankfield	8	0	2	3	3
Gartcosh	6	1	5	0	0
Gartloch/Garthamlock	3	0	1	1	1
Crowwood/Muirhead	7	0	5	1	1
Glenboig	2	2	0	0	0

A surprising result given the condition of the paths is the high number of residents of the Honeywell estate using the unsigned paths to Gartcosh and also to the village of Muirhead/Crowwood, although since many of the Honeywell estate respondents were horse riders this perhaps indicates use of the riding facilities at Crowwood.

The next questions look deeper into motivations for using the path network. It is worth considering that these community paths can range from pavements beside busy roads to unlit farm tracks, and that perceptions of safety may be influenced by any number of factors.

Question 6 reads: **Which of the following describes best how you use the path(s)?**

Question 6	total	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
Walking	56	8	28	13	7
Dog Walking	22	2	8	5	7
Cycling	1	0	1	0	0
Jogging	4	0	1	2	1
Horse riding	8	0	8	0	0

As well as showing that the path network is rarely used by cyclists--perhaps due to the condition and perceived safety issues with the core path--the above demonstrates that most traffic is by foot, apart from the number of horse riders who responded from the Honeywell estate. With these houses all having been built in the last ten years, it is unsurprising that horse owners and riders may have chosen to move to this area specifically in order to be close to the local riding facilities.

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Question 7 asked: **To what extent do the following factors influence your decision to use active travel?** The answers formed a matrix of opinions from Strongly Agree to Strongly Disagree and therefore to simplify analysis a scoring system was used. With multipliers of 2,1,0,-1,-2 applied to give a finale score of factor influence.

Question 7	Gartcosh/Mt Ellen	Honeywell	Cardowan	Frankfield
I can go straight to my destination	8	18	18	6
It's the best transport option	5	14	21	7
This is the most convenient route	3	19	23	7
I save money by using this route	5	0	19	9
I like the surroundings on this route	15	76	36	29
This route feels safe	9	50	33	17
To get exercise	20	81	37	30
I have environmental concerns	9	31	34	11
No. of responses	11	46	21	15

Overall the community responses were averaged and those scoring highly were adjusted by population size to get an average score, whereby a score of 2 would indicate all residents strongly agree. This averaging process indicated three strongly agreed upon influential factors: that they liked the opportunity to get exercise (1.8); that they liked the surroundings of the paths (1.7); and that the paths felt safe (1.2).

Looking at individual communities across the board the overriding influencer to active travel was to get exercise, unsurprising in the current pandemic and lockdown restrictions where a daily walk has become important to the mental, social and physical wellbeing of so many households. Another commonality was that pleasant surroundings are again unsurprisingly important, when so many recent reports have highlighted the increased importance of access to greenspace on community wellbeing. The significance of the routes feeling safe was strongly reflected in opinions from Honeywell, whilst environmental concerns followed by safety, convenience and financial factors were important to residents of Cardowan, whose responses showed a much more varied range of motivators and influencers than the other areas.

NB: These responses may indicate that to residents of the Northern Corridor, active travel is less of a personal choice than it is a necessity: a means of travel as well as an accessible means of maintaining wellbeing, as underserved communities facing multiple deprivations.

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Questions 8, 9 and 10 related to specific paths in each locality and these will be analysed later in ‘Path Specific Questions’.

The next batch of common questions relate to community feelings and aspirations.

Question 11 asks: **Does the village feel well connected by the path network to neighbouring villages?** We asked this question to gauge whether any disconnect from the wetland park was due to the community having a general lack of connections.

Question 11	Total		Gartcosh/Mt Ellen		Honeywell		Cardowan		Frankfield	
Yes	57	57%	8	66%	28	56%	14	64%	7	44%
No	43	43%	4	33%	22	44%	8	36%	9	56%

These figures serve to demonstrate **the lack of connections between the villages of the Northern Corridor for non drivers and those without access to a car and without doubt this contributes to the appalling access to services deprivation indicated by the Scottish Index of Multiple Deprivation.**

Unfortunately as for many communities situated close to motorways and rail links no thought was given as to how these communities which share family ties, common services and a rich heritage would be affected by the addition of infrastructure which serves the wider ambitions of transport authorities over the needs of local residents. Another driver seems to be that despite the newer build estates having been built under strong narratives of increased connectivity this does not appear to have been delivered.

Questions 12 and 13 ask about **specific connecting paths between villages** and will again be discussed in ‘Path Specific Questions’

Question 14 asks: **Does your community feel well connected to the Seven Lochs Wetland Park?**

Question 14	Total		Gartcosh/Mt Ellen		Honeywell		Cardowan		Frankfield	
Yes	38	43.97%	1	9%	19	44%	12	60%	6	40%
No	51	59.40%	10	91%	24	56%	8	40%	9	60%

In general even though these communities are right on the edge of the park the feeling of connection is low, most noticeably in Gartcosh which is part of the Gartcosh/Glenboig Community Growth Area. This is possibly due to non delivery of the CGA Masterplan, which spoke heavily of the connections that would be established between the park and the CGA. To date no investment or progress has been made in the village, promised paths have been snarled in difficulty with housebuilders and planning, and poorly managed single developments, with no semblance to the original masterplan which the community

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signed up to are routinely delivered. In Frankfield which had the second highest report of feelings of disconnect, the recent acquisition of the LNR from the housebuilders and consequent handover to management by Glasgow City Council should swiftly alleviate these feelings.

Question 15 asks: **Would you like your community to be better connected to the wetland park?**

Question 15	total		Gartcosh/Mt Ellen		Honeywell		Cardowan		Frankfield	
Yes	83	92%	11	100%	40	91%	19	95%	13	87%
No	7	8%	0	0%	4	9%	1	5%	2	13%

This is a fantastic result for the outreach work the Seven Lochs Wetland Park does into local communities, indicating a real wish to be more connected to the park. It is worth noting that in the Frankfield Estates there have been issues with car parking outside marked visitor bays and this is likely to have an impact on how some residents feel with regards to this closer connection to the park.

Question 16 reads: **If you answered yes to the above, would that include a wish that people from outside the village could use improved connectivity to access the park?** This is an important question to ask when considering any future links or gateway sites and the topic is explored further in the focus groups.

Question 16	Total		Gartcosh/Mt Ellen		Honeywell		Cardowan		Frankfield	
Yes	55	63.0%	8	73.0%	29	67.0%	17	68.0%	6	46.0%
No	32	37.0%	3	27.0%	14	33.0%	8	32.0%	7	54.0%

Despite many other resident groups citing Frankfield as a possible gateway for the Seven Lochs it is clear that the community in the Frankfield estates do not wish to see further visitors to either Frankfield Loch nor using the local paths to access the Seven Lochs Wetland Park. Residents have already had to request bollards to prevent visitors parking outside their homes Likewise in Cardowan when the data is analysed on a street by street basis, 80% of those who did not wish for wider access were residents of Clayhouse Road, a narrow road with insufficient parking for residents, where again there have been instances of professional dog walkers using the park and parking their vehicles irresponsibly. These factors need to be taken into account when establishing new gateways or access points, and emphasise the disruption that travel by private motor vehicles brings to local residents if insufficient care is taken during planning.

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Wider Area Surveys

Of the two community surveys targeting communities in the Northern Corridor which do not share a border with the wetland park, these covered the village of Auchinloch, a smaller village with a population of around 750 and the residents of Chryston, Muirhead and Moodiesburn a population of around 12,000. Whilst the population of Auchinloch may be quite small it is important to remember that by its proximity to the East Dunbartonshire villages of Lenzie and Kirkintilloch which have a well used, well surfaced and well sign-posted path network the strategic reach of improved active travel connections between Auchinloch and the Wetland Park goes beyond its small population and potentially could include over 30,000 local residents in East Dunbartonshire.

The Auchinloch survey received 42 responses, and was shared by the local community council, who have had a longterm wish for improved access following the severance of the local path network with other North Lanarkshire villages when the M80 motorway was installed. The survey for residents of Moodiesburn, Chryston and Muirhead received 32 responses.



The survey questions, response summaries and comment data are contained in Appendix 1. Neighbouring Communities Report, however some initial analysis is undertaken here to tease out current usage and influencing factors on active travel. Between these two surveys some questions and the question order differed slightly, the questions the surveys had in common are examined below.

How often do you use the paths themselves for leisure?		
	Auchinloch	Chryston/Moodiesburn
Every Day	21	6
Few times a week	16	16
Once a week	1	4
Few Times a month	1	4
Once a month	1	1

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Less than once a month	2	1
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How often do you use local paths to reach somewhere else or the wider path network for leisure purposes?

	Auchinloch	Chryston/Moodiesburn
Every Day	10	4
Few times a week	22	12
Once a week	2	6
Few Times a month	3	7
Once a month	1	1
Less than once a month	4	2

The questions above illustrate that use of the wider path network for residents of these two areas is both regular and frequent, with 76% of respondents from Auchinloch using the wider path network at least a few times a week and 68% from the Chryston/Moodiesburn area.

What distance do you generally use the path to travel?

	Auchinloch	Chryston/Moodiesburn
less than 1 mile	6	1
1 or 2 miles	14	10
between 2 and 5 miles	19	16
more than 5 miles	3	5

If you use the path network to travel to another village/place regularly , where is it that you exit the path?

	Auchinloch	Chryston/Moodiesburn
Hogganfield/Millerston/Craigend	0	5
Steps/Frankfield/Cardowan	5	8
Gartcosh	0	7
Gartloch/Garthamlock	0	0
Drumpellier	0	5
Glenboig	0	2
Chryston/Muirhead/Moodiesburn	2	0
Lenzie/Crosshill Rd	20	0

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The responses to the two questions above also show that most respondents are travelling between two and five miles along the paths, with East Dunbartonshire being the most popular destination for residents of Auchinloch, probably due to the lack of walking/cycling access to the rest of the Northern Corridor, and Stepps and Gartcosh being the most popular destinations to access the Seven Lochs for residents of Chryston/Moodiesburn. The low numbers of people using the path network to visit the Seven Lochs gateway at Glenboig, is likely due to the missing path section of the Strathkelvin Railway path which has been identified as an active travel barrier by residents and previous studies.

Which of the following describes best how you use the path(s)?	Auchinloch	Chryston/Moodiesburn
Walking	33	18
Dog Walking	3	9
Cycling	4	1
Jogging	2	3
Horseriding	0	0

Question 7 asked: **To what extent do the following factors influence your decision to use active travel?**

The answers formed a matrix of opinions from Strongly agree to Strongly Disagree and therefore to simplify analysis a scoring system was used. With multipliers of 2,1,0,-1,-2 applied to give a finale score of factor influence.

Question 7	Auchinloch		Chryston/Muirhead	
I can go straight to my destination	29	0.69	28	0.88
It's the best transport option	19	0.45	20	0.63
This is the most convenient route	34	0.81	18	0.56
I save money by using this route	12	0.29	17	0.53
I like the surroundings on this route	59	1.40	47	1.47
This route feels safe	35	0.83	28	0.88
To get exercise	59	1.40	52	1.63
I have environmental concerns	28	0.67	32	1.00
No of responses	42		32	

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Overall the community responses were averaged and then were adjusted by population size to get an average score, where a score of 2 would indicate all residents strongly agree. This averaging process indicated two strongly agreed upon influential factors for residents of Auchinloch: that they liked the opportunity to get exercise (1.4); and that they liked the surroundings of the paths (1.4). Travel cost was clearly not an influencer here, possibly due to the area having fewer low income households.

The responses from Chryston/Muirhead echoed the importance of the off road paths in providing pleasant surroundings and an opportunity to get exercise. It is important to note that environmental concerns were also widely reported, perhaps due to the behaviour change work that has been undertaken over the last three years by local environmental groups in this area.

As noted in the neighbouring communities section, these responses may indicate that **to residents of the Northern Corridor, active travel is an important accessible means of maintaining wellbeing.**

The next batch of common questions relate to community feelings about the Seven Lochs and community aspirations.

	Auchinloch		Chryston/Moodiesburn	
Does your community feel well connected to the Seven Lochs Wetland Park?				
Yes	1	2.86%	12	38.71%
No	34	97.14%	17	54.84%

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Would you like your community to be better connected to the wetland park ?				
Yes	35	89.74%	29	96.67%
No	4	10.26%	1	3.33%
Do you think the sustainable travel options available to reach the Seven Lochs Wetland Park are sufficient for your community?				
Yes	6	18.75%	14	43.75%
No	26	81.25%	18	56.25%
Do you believe the Seven Lochs Wetland Park is accessible from your community by public transport				
Yes	3	9.09%	15	50.00%
No	30	90.91%	15	50.00%
Do you believe the wetland park is accessible from your community by bike?				
Yes	15	45.45%	21	75.00%
No	18	54.55%	7	25.00%
Do you believe the wetland park is accessible from your community by walking?				
Yes	3	9.38%	25	83.33%
No	29	90.63%	5	16.67%
Would you be more likely to visit the wetland park if you could do so without using a car to get there?				
Yes	29	90.63%	27	90.00%
No	3	9.38%	3	0.94%

It is worth noting from the above that with regards to respondents from Auchinloch:

- 97% of respondents do not feel well connected to the Seven Lochs Wetland Park
- 90% would like to be better connected to the park
- 81% do not believe they have sufficient sustainable travel connections
- 90% do not believe the wetland park is accessible for walkers or by public transport
- 90% would be more likely to visit if they did not have to use a car

NB: The 30,000 residents of East Dunbartonshire who are well linked by the path network to Auchinloch would also benefit from improved access.

For residents of Chryston/Moodiesburn:

- 39% of respondents do not feel well connected to the Seven Lochs Wetland Park

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- 97% would like to feel better connected to the wetland park
- 56% do not believe they have sufficient sustainable travel connections
- Over 50% do believe the wetland park is accessible for walkers, cyclists or by public transport
- 90% would be more likely to visit if they did not have to use a car

There are mixed results here possibly due to the wide range of respondents, the range of paths and inconsistencies in public transport provision, for example while Chryston is an easy bus ride to the Seven Lochs, Moodiesburn is not, and this was born out by further data analysis that indicates that only 40% of respondents from Moodiesburn felt they were able to access the wetland park using public transport while for those from Chryston the figure was closer to 60%.



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QUALITATIVE

Within the community surveys opportunities were available to leave further comments beyond the quantitative data they provided.

Neighbouring Communities

Area Profiles: For each survey group the most frequent comments are cited here. A full list is available in Appendix 1 - Neighbouring Communities Report.

Gartcosh and Mount Ellen - very focussed on local access

- Litter
- Dog Mess
- Paths need to be family friendly
- Housebuilders causing disruption of walking routes
- Path around Loch was promised where is it
- Happy with existing path conditions but traffic speeds and pedestrian safety biggest problem

Honeywell Estates - lots of comments listed by most mentioned

- Condition of paths poor 8
- No signage 6
- Boggy 6
- Overhanging trees/Overgrown 6
- Horses causing problems for paths 5
- Paths have huge potential 4
- Could be better for young children 4
- Paths are not fit for horses 2
- Motorbikes/Quads cause problems 2

Cardowan

- We use the paths to get to work, so not just for leisure
- Flooding behind red deer means we can't access anymore
- Love these walks
- Paths made through desire lines over decades
- Paths feel like part of the community - happy to help restore them
- Accessibility is an issue for younger and older community members

Frankfield - very focussed on local access only - in no particular order

- Not enough Signage- online path maps
- Paths not Accessible /too steep
- Litter



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- Overgrown
- Visitors bring parking and anti social behaviour issues
- Loop around loch needs completing
- Dirt Bike issues
- Frankfield Loch should remain separate from the Seven Lochs, these are our homes, it should stay peaceful
- More info needed as to where the paths take us rather than bringing people here

Wider Area Surveys

Area Profiles: For each survey group the most frequent comments are cited here. A full list is available in the Appendices.

Auchinloch

Residents of Auchinloch feel completely disconnected from the rest of the Northern Corridor and thus the Seven Lochs Wetland Park, with many of them saying they have never heard of it. Comments include:

- No decent path, no public transport, no pavements on roads to get there. Would have to drive there.
- I have never heard of this place in the twenty years I have lived in Auchinloch. I am curious about it now, I must look it up.
- We're disconnected because we do not have any paths.
- No public transport directly from Auchinloch to many of the lochs.
- Without a car I'm not aware of how you would get there.
- All of our public transport goes to Glasgow City Centre.
- Not safely on the roads by bike, can get there by bike, but not suitable for small children/families
- Road is not at all safe for cycling (I'm a confident cyclist).
- Not without walking on roads that don't have pavements/walking routes.
- The Wetland Park has lots of paths and cycleways but we cannot access them without going by car so defeating the purpose of the activity.
- Provide the means to be able to access the Wetland Park more easily on foot or by cycle with a route from Auchinloch to Stepps to start with.



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- Auchinloch feels very cut off from the surrounding areas of North Lanarkshire - cycling out the village towards Stepps is virtually impossible as the main road is simply not suitable for cycling.
- No safe route for older kids to walk or cycle to see friends in Stepps.
- We need more established paths similar to the one into Lenzie.
- I really wouldn't know how to get there.
- No walking routes/public transport or paths.
- No pavements to muirhead/ stepps which puts me off walking this way, especially with children.

Chryston/Moodiesburn/Muirhead

Comments on the connections to the wetland park were fewer from this area possibly due to it being more remote, but the majority stated that it was too far to walk and too dangerous to cycle. Shared pavements were identified as an issue for both walkers and cyclists from Muirhead and the Strathkelvin Railway path section, while at Avenuehead a road stops people accessing the wetland park by walking or wheeling. Connections to Gartcosh via Mount Ellen were mentioned with Lees Walk being a preferred shortcut, however anti social behaviour, glass and litter and a feeling of this path being unsafe means people do not use it to access Gartcosh and the wider park. Knowledge of how to access the park by public transport was mentioned by people in all the villages.



One thing is clear from these wider area surveys, and that is that residents of Auchinloch and therefore East Dunbartonshire and also the large population of Chryston/Moodiesburn/Muirhead currently see their sustainable access to the Seven Lochs Park as being through Stepps, rather than Glenboig, due to better paths at present.

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Path Specific Questions

The following questions relate to existing paths that connect the local villages to each other and to parts of the Wetland Park. While some are designated as core paths currently the conditions vary wildly.

Quantitative Analysis

Side by Side comparison of bound path outputs, with highlights for community flags (pink) and signage flags (peach). These outputs will feed directly into the Path and Signage Prioritisation Matrices later in this report.

Defined/Bound Paths	Ducks Walk		Coatbridge Rd		Lenzie		SRP		Frankfield	
I know this path	17	1.55	9	0.82	75	1.79	30	0.94	22	1.47
The path is easily accessible	15	1.36	10	1.00	67	1.63	17	0.68	9	0.60
I use this path	20	1.82	7	0.70	69	1.68	27	1.08	25	1.67
The path feels safe	13	1.18	-7	-0.70	30	0.73	22	0.88	11	0.73
The path is fit for purpose	13	1.18	-5	-0.50	43	1.05	13	0.52	-5	-0.33
The path encourages me to walk and cycle more	13	1.18	-3	-0.30	60	1.46	21	0.84	13	0.87
The path meets the needs of the community	16	1.45	-3	-0.30	46	1.12	17	0.68	1	0.07
total responses	11		11		42		32		15	
applicable responses	11		10		41		25		15	

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Undefined paths	Langmuir-head ROW		Cardowan		Garnkirk path		Lees walk		Gartloch		Distillery Path	
I know this path	21	0.50	161	1.56	12	0.38	31	0.97	24	0.67	40	0.89
The path is easily accessible	4	0.11	70	0.75	1	0.05	12	0.44	5	0.15	3	0.08
I use this path	7	0.19	147	1.58	10	0.45	21	0.78	10	0.29	48	1.20
The path feels safe	4	0.11	52	0.56	1	0.05	14	0.52	7	0.21	19	0.48
The path is fit for purpose	-1	-0.03	-23	-0.25	-6	-0.27	-4	-0.15	-11	-0.32	-25	-0.63
The path encourages me to walk and cycle more	3	0.08	63	0.68	12	0.55	14	0.52	8	0.24	13	0.33
The path meets the needs of the community	-4	-0.11	8	0.09	-2	-0.09	1	0.04	-14	-0.41	-17	-0.43
total responses	42	0.06	103	1.08	32	0.23	32	0.93	36	-0.29	45	-0.25
applicable responses	36		93		22		27		34		40	

Qualitative Analysis

CORE PATH 156

Whilst no quantitative data was collected regarding this path’s current usage as the A80 (also a core path) provides an alternative route. For residents of Old Cardowan and the Honeywell Estates this path is

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a valuable offroad shortcut to access community facilities in Chryston/Muirhead which has been chosen as the Town Hub site for the Northern Corridor. The survey did ask the relative importance of Accessibility, Path condition and Safety. 76 responses regarding Core Path 156 from residents groups in Stepps recorded all these factors as being important, scoring 71, 70 and 69 out of 76 respectively.

Comments on Core Path 156 from residents of Stepps

- The link to Muirhead is no longer an easy walk, muddy and inaccessible.
- The path along the railway to Muirhead needs drainage - its a lovely route.
- Would love a better quality of path to Muirhead from Dunlop.
- I think any paths to walk through to get to surrounding areas would be fantastic! It would encourage me to walk more & I would use it regularly if it wasn't a mudbath.
- I would definitely cycle more between villages if these paths were safer and better quality and suitable for bikes.
- I would like to get to Muirhead via a dedicated path
- There is a right of way walk that takes you out near the station but that links to Muirhead but it is not an easy walk due to the mud and uneven ground.
- Nature paths connecting these villages are of great importance, they share history and heritage and surrounding nature. The path structure must be improved.
- Regularly walk up to Muirhead and do use this path but only after a dry spell otherwise use the A80.
- To be able to push a buggy would be great.
- We've explored some of the old path network and there's great potential. As before it would be of great importance to be able to access from the Honeywell estate directly.
- We need more accessible walkways, particularly now. As there are more and more houses getting built which is affecting our green belt and freedom.

DUCKS WALK

These path sections run through Gartcosh Local Nature Reserve on Core Path and Rights of way between Glenboig and Gartcosh. Whilst generally in good conditions with a cycle route and lighting having been recently installed, the lack of litter and dog bins on the routes, particularly at the Gartcosh side have been extensively noted anecdotally.

Comments:

- Disruption at present due to ongoing activities from house builders operating in the area!

A752 - Between Gartcosh and Muirhead/Chryston

When asked about the need for a path between Gartcosh and Muirhead/Chryston the proposed site of the town hub for the Northern Corridor. Safety at 91% and Path Condition at were rated as being important factors at 72%. Accessibility was considered a slightly less important factor at 45%.

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Comments:

- The paths from gartcosh to Muirhead are insufficient as the road is very busy and there are not enough suitable crossings. Children from the village are expected to walk to Chryston High school but it is not safe to do so.
- Bins for litter and dog mess needed along any path.
- Needs to be pram friendly.

CARDOWAN PATH

Despite being the route of choice for many people over a number of decades and being indicated as an active travel route on Google Maps this path currently enjoys no protections as a right of way or core path status, possibly due to Cardowan being moved from Glasgow City Council region in the 1800's into Strathkelvin, then later into North Lanarkshire. Under normal times library work on the Strathkelvin archives in Kirkintilloch could have been undertaken but the current restrictions mean local archives for the Northern Corridor are unavailable. The old maps below show the border changes and also the presence of a railway spit.



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Comments:

- Path behind Red Deer park is really popular but unusable most of year not friendly for young children or prams huge problems caused by dirt bikes.
- When it's been raining the path is treacherous, so I avoid with my toddler as some muddy bits are unsafe. Cant push a buggy into the moss either.
- Flooded at some points, especially under the red deer village and the beginning of the path from farm house and very dirty at some points.
- The pathways have been created by people walking on them. There is no material structure walkways. Very overgrown in areas.

COATBRIDGE RD

The on road section of core path along the A752 from the junction with the older section of Coatbridge Road up to the entrance to Drumpellier Country Park. Coatbridge Road is c.7m wide over the majority of its length with c.2m wide footway provided along the east side, however large volumes of HGV traffic and speeding in the area continue to make the footway feel unsafe for pedestrians and the roadway feel unsafe for cyclists.



Crash Map data highlights the significant cluster of accidents at the Coatbridge Road, Townhead Rd, Lochend Rd Junction at Drumpellier Park as well as a significant number of slight incidents in Gartcosh village itself.

Comments:

- The pavements next to the roads don't feel safe and are too narrow on the road to Gartloch village. It is not easy to cross the busy road at drumpellier park either due to the poor sight lines at the busy junction.
- The road from Gartcosh is notorious for dangerous driving making it unappealing for me to cycle and I am also wary when walking the route.
- the road is not safe to cross and very busy.

Image source:

<https://www.crashmap.co.uk/Search>

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STRATHKELVIN RAILWAY PATH

This strategic path runs all the way to the West Highland Way and to the west of Moodiesburn is of high quality and well signposted. The path has huge potential for onward connections to the NCN in Coatbridge and is used by a great many residents for local leisure purposes and to access facilities in East Dunbartonshire, but suffers from a missing safe link due to mineral workings and land ownership.

Comments:

- The railway path to Glenboig is great until you reach Avenue head road. Once across the road it requires a bit more manoeuvring and would benefit from upgrading. It also feels less safe for some reason.
- I'd be more likely to cycle or walk if I was able to get onto the railway line without going all the way to Moodiesburn.

NB: The improvement of the missing link and improved access from Chryston/Muirhead is currently under investigation as part of a Sustrans Places for Everyone stage 2 project.

AUCHINLOCH - LENZIE RD LANGMUIRHEAD RD-RIGHT OF WAY

With regards to the right of way to Lenzie Rd in Stepps, some commenters obviously confused about the name commented on the path to Lenzie on this question - these responses which were duplicated for the following question have been removed from this analysis.

In general many commented they did not know this path, and that improved signage was needed. Of those who know the path and its importance in joining Auchinloch to its neighbouring village of Stepps and thus the Seven Lochs Wetland park, comments included:

- Needs better signage to say where it takes you
- Muddy
- Overgrown
- Stile needs repaired
- Direct Route
- Walk starts on dangerous road

Additional Information: A walkover of this path was conducted with a member of the local community council highlighting the difficulties faced by walkers trying to avoid the 'Road of Death'. Whilst an inexpensive upgrade of the right of way provides a safe solution for walkers, it is worth noting the alternative solution provided in Appendix 4 which offers provision for cyclists also.

AUCHINLOCH TO LENZIE - RIGHT OF WAY

Residents of Auchinloch are generally happy with their path to Lenzie, which was installed as a joint path for cyclists and walkers. Comments regarding the need for lighting, more dog bins, issues with cyclists

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and golf balls were mentioned but overall it seems this path meets the needs of most people in Auchinloch and provides good access to the village from East Dunbartonshire and vice versa.

Of the remaining paths surveyed only the path at Frankfield Loch is under fully known and sympathetic land ownership, and improvements will surely come from the recent acquisition of the land around the loch by Glasgow City Council. Other paths with right of way status such as the Lees Walk path can be improved in places and kept from being overgrown, but infrastructure improvements are likely to be hindered by promises made to land owners regarding new housebuilding from private sector strategic land agencies.

FOCUS GROUPS

The following Focus Group were part of a visitor access consultation to gather a specific local vision for the paths the community uses to access the Seven Lochs Wetland Park area, and thus to identify sustainable travel options in the Northern Corridor around the Seven Lochs.



NB: All quotations are paraphrased.

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All participants of these focus groups took part in a paths survey, the following being an example of the Honeywell Estate Survey. <https://www.surveymonkey.com/stories/SM-9FZR8652/>

Honeywell Focus Group

March 11, 2021

[Q1] Both Honeywell resident focus groups agreed that further access to the Seven Lochs park in Ward 5--Stepps, Cardowan, Frankfield, Mount Ellen, Muirhead--would improve local options for active travel. When asked where would be the best place to establish a new gateway, participants named, in order of votes: Frankfield, the bottom of Dunlop Crescent (ie. where Dunlop Court ends), and the lower part of Stepps through Cardowan.

[Q2] In regards to **sharing core paths between walkers, horse riders, cycles and motorised vehicles**, participants agreed that core paths should generally not be open to motorised vehicles. Both walkers and riders agreed that many paths are currently not accessible, due to new developments, which forces them to navigate dual carriageways. If access were limited further to riders, they would be left with little to no options for accessing Seven Lochs. Dunlop Estate was cited as a good path for riders, with good drainage, and softer than tarmac. One walker suggested keeping certain sub-paths reserved for walkers--those that are harder to maintain for horse and cycle access.

[Q3] All participants agreed that **path improvements should be prioritised over signage improvements**, stating that “we can communicate routes with many ways, via word of mouth, over social media, electronically” and thus signage improvements can come later. Whereas paths ought to be the more long term investment.

[Q4] **The most important path sections to improve** in the area to maximise access to the Seven Lochs Wetland Park (eg. from the Honeywell Estates to the parks) were stated to be, in order of votes:

- Dunlop Court down to Gartloch Road - where currently walkers have to hop a fence!
- Honeywell - Cardowan Moss - Hogganfield - Drainage issues behind Red Deer
- Dunlop Court to Drumpellier which, “is a bog! My horse sank up to his belly, we had to call the fire brigade.”

[Q5] **The path section to improve that would make the biggest difference to access to local services and to maximise connectivity between communities was stated to be:**

- Cardowan to Millerston via Cardowan Moss
- New Estates to (services in) Muirhead -the path to Chryston shops - Core path 156
- the off road path between Seven Lochs and Moodiesburn - Strathkelvin Railway Path

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[Q6] All participants expressed that the condition of rights of way in the area, which are now under the control of housing developers, are “in a terrible state”, “not fit for purpose”. Participants agreed that “developers should either be held accountable to make our green spaces more accessible” and “do a decent job of maintaining [rights of way]”, or should “relinquish ownership of the paths and give them back to us”. One person suggested that “planning permission should come along with requirements to properly maintain [rights of way and core paths]”.

[Q7] When asked how they felt about the proposed new road from Easterhouse to Cardowan and the Stepps Park and Ride being dropped by NLC from Glasgow Region City Deal funding, participants voiced that they were never informed of this change, and as local residents don’t like the idea of putting a road “through the greenbelt area and do such damage ecologically”. The group agreed a better use of these promised funds would have been putting a cycle path through that same area where the road was proposed, “It would be the missing connection between these areas, as an active travel path”.

[Q8] When asked to share any other comments, participants identified the following needs:

- insufficient rubbish bins and collection, leading bins overflowing with dog poo bags;
- a need for more loo facilities;
- walkers should have access to litter pickers;
- a volunteer program that covers awareness and mapping of all paths in the area;
- a local map of paths;
- trimming bushes and trees around paths that obscure ease of travel;
- Seven Lochs should share link to report with community groups: eg. the Marshes FB group.
- Seven Lochs and other active groups should share any updates on paths, etc, in Stepps on the Level: “Brilliant for publishing pathways reviews”, etc.

Frankfield Focus Group

March 14, 2021

[Q1] Frankfield residents expressed concerns about a new gateway in Frankfield for access to the Seven Lochs park, concerned that it could become an overflow from the existing Hogganfield gateway causing an influx of people, and stating that “us Frankfield residents won’t be able to put up with”. Currently local residents have a sense of ownership and self-organise to take responsibility for the park, cleaning as needed, etc. An influx of people from away would likely lead to local residents losing this sense of ownership and defaulting to Seven Lochs to clean the place up.

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[Q2] In regards to **sharing core paths** between walkers, horse riders, cycles and motorised vehicles, participants, residents shared the concern that “if you open Frankfield Loch with a big gateway, it would be a recipe for disaster in regards to young people on motorised bikes: it’s a particularly windy, narrow series of paths, and there’s no room to step off the path”. Residents agreed that horses are not an issue, and that as much as possible the loop path should be completed and reserved for non motorised vehicles.

[Q3] Residents agreed that **path improvements** should take priority over signage improvements, stating that there is some signage already, and “ideally the condition of the paths is improved such as we don’t need more signage”, adding that you can’t get seriously lost, and folks walking into the woods should know how to get out. The general conclusion was that “the paths are desperately in need of an upgrade” and, “with the paths as bad as they are, you wouldn’t be looking at signs, you’ll be looking at the ground!” There were comments around inappropriate current signage with the new large green sign at the loch entrance being very unpopular and the interpretation board installed by Taylor Wimpey as being an eyesore and a dumping spot for poo bags, the lack of dog bins was also mentioned.

[Q4] Residents agreed that the path linking Frankfield to the Moss is perfectly fine, but that better access must be provided for those with limited mobility: ie. widening narrower paths and making hilly spots more accessible.

[Q5] The path section to improve that would make the biggest difference to access local services and maximise connectivity between communities was stated to be: the Molendinar Burn bridge area, which needs completing. They also mentioned the Garthamloch paths should be connected to another area of Stepps possibly at Cardowan to allow access for wheelchairs and buggies.

[Q6-7] Frankfield residents all shared frustration that the Stepps Park and Ride was dropped by NLC from the Glasgow Region City Deal funding, expressed mixed feelings about the new road being put in, and all said they “hate the fact the money is gone” when it was so needed for promised upgrades to the locale’s active travel infrastructure.

[Q8] When asked to share any other comments, participants expressed the following:

- Frankfield entrances to the Lochs currently are not user friendly, especially for people relying on aid physically, visually: ie. wheelchair, visually impaired people;
- from Station the Loch road, more signage is needed
- It’s important to get the Frankfield residents involved, and to take ownership in upkeep of the park.

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“We don’t want Frankfield to become a Hogganfield, where masses of people show up in cars and litter”; “I’m worried that a gateway in Frankfield would cause chaos right by residential homes”, and similarly, “the Northern Corridor are villages on the edge of the city: we don’t want that to change and to see this become a commuter area”, “Happy with the bird watchers, who seem to abide by the parking rules, but don;t want to see visitor numbers increase to Frankfield Loch.”

Residents spoke to the connection between access to quality paths and community wellbeing, stating: “The social value of the park has been very important this past year especially with Covid 19, providing a way for us local residents to see each other on the paths”, and agreed that “we should encourage paths to be repaired”.



Cardowan Focus Group

March 13, 2021

[Q1] Residents identified the Cardowan Community Meadow as the ideal location for a new gateway to the Seven Lochs park.

[Q2] Cardowan residents agreed that motorised bikes should be limited to certain paths, whereas horses do not cause serious damage to paths.

[Q3] Path improvement was cited as “definitely” a higher priority than improved signage.

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[Q4] The most important path section to improve in the area to maximise access to the Seven Lochs Wetland Park was identified as: from the top entrance from Cardowan--the community area--and at the entrance path from Dorlin Road, which links to the Honeywell Estates

[Q5] The same section of Cardowan Moss was named the critical path section in terms of providing access to local services and maximising connectivity between communities. All participants agreed that paths around Cardowan are frequently used, but inaccessible and in a state of despair: “there’s never been any money put into them”; “if the paths were accessible, it would be possible to get around”; “I know folks in the community who use these paths, but they always have something to say about the poor state of these paths”. Community members emphasized that they rely on these paths to get to their jobs, and that even care home assistants rely on these unfit paths to deliver home care to the elderly and those in need. This has become an issue that needs addressed even more severely in the current context of the Covid 19 pandemic.

[Q6] Residents agreed that the condition of rights of way in the area, which are now under the control of housing developers, are “Disgraceful” and that developers are not maintaining them. Frankfield Loch especially was noted to have unfit paths and issues with flooding. Residents shared sentiments that “the developers disappear after they’ve made their money”, and that these paths need “ongoing maintenance arrangements, beyond installation”.

[Q7] In regards to the proposed new road from Easterhouse to Cardowan and Stepps Park and Ride being dropped by NLC from Glasgow Region City Deal funding, Cardowan residents expressed that “it’s disgusting that the money that was meant to go into that road has been taken out of the communities here, where it’s needed”, “they could have used a portion of the money to put in a good path; it would have benefited the community” and provided much needed access to both services, and to the Seven Lochs park.

[Q8] When given the opportunity to share openly, Cardowan community members spoke to the connection between quality of pathways, and visitor traffic through the village, saying “we used to have people from all over coming through, and if the paths were in better shape that’d still be the case.”

Another resident shared disappointment in the NLC representation on the 7 lochs board, and demanded transparency as to redirected funds: “All the money promised to the Cardowan area for the gateway here--in the early proposal-- where has that money gone?”

A final reflection captured the sentiment of local residents in general, in regards to how Cardowan has been treated at large:

“They’ve took out what they could take out of the land and then bugged off. They’ve stripped the land, took all they could and [left the community with nothing.] I feel like they have hollowed out all the land beneath us, first for the clay then the coal. Sometimes I wonder if one day we’ll all just disappear into a big hole.”

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Gartcosh Focus Group

March 18, 2021

[Q1] Gartcosh residents stated that Gartcosh feels disconnected from the Seven Lochs network and that more access points are needed in Ward 6 in order to improve local options for active travel. When asked where would be the best place to establish a new gateway, participants pointed to accessing Drumpellier Country Park from the rail station along Coatbridge Road. One participant stated that “the path from Gartcosh to Drumpellier park is terrible; pedestrians feel very uncomfortable, when I’m with small children I will not take them that way by foot.” Another participant suggested that, rather than put a new gateway in at Gartcosh where there is no space, priority should be given to improving signage to nearby access points that do exist; ie. Gartcosh Nature Reserve, Johnston Loch and the gateway in Glenboig.

[Q2] In regards to sharing core paths between walkers, horse riders, cycles and motorised vehicles, one participant stated “I don’t think any use of any path by anybody should be discouraged, other than motorised vehicles, which ought to avoid narrower areas”. All agreed that bicycles and horses are inoffensive, only motorised bikes and quads are the issue.

[Q3] Participants agreed that there is variation in the surface quality of paths that must be addressed, and that improved signage is needed, one stating that, “Even for locals signage is insufficient. Even people who have been here for years don’t know [their way around the paths].”

[Q4] The most important path section Gartcosh residents stated that needs to be improved in order to maximise access to the Seven Lochs Wetland Park is the road between Gartcosh Station/Village and Johnston Loch and a circular route around the loch with the second most important being the road to Drumpellier Park, they felt that access to the gateway at Glenboig was fine with good options for everyone, but that this gateway was not sufficient for their community or for visitors to the area.

[Q5] The path section to improve that would make the biggest difference to access to local services and to maximise connectivity between communities was stated to be: -Gartcosh to Gartloch village: “It’s treacherous as a driver, let alone a pedestrian! People are told, ‘*Get off the road before someone kills you!*’”. “It is very muddy down there”. “you have to go along the main road which is inaccessible”. Residents expressed the need for an accessible way to walk to the Fort Shopping Centre, without having to get the bus or drive. They pointed out the current lack of travel options to Fort, as the bus only runs once an hour. Otherwise Lee’s walk was cited as an important connection from Gartcosh to Chryston and other communities that needs improvement.

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[Q6] In addressing the condition of rights of way in the area, which are now under the control of housing developers, Gartcosh residents echoed other Northern Corridor residents, expressing that “Council needs to demand that the paths are either maintained, or returned to the community for management”. They stated that “housing have put up fencing that cuts off pathways from us locals using them at Bishop’s Loch and behind the Gartloch developments”. They also cited large metal debris in this area left by the developers.

[Q7] When asked how they felt about the proposed new road from Easterhouse to Cardowan and the Stepps Park and Ride being dropped from NLC City Deal funding, residents said it was “shocking”, “appalling” and “a travesty”, and feels like “underhand tactics”. One participant said that they were “heavily unimpressed, for two reasons: one is the centralisation of spending by North Lanarkshire Council, and the associated developments that they are managing at Motherwell being prioritised for investments. This speaks a lot to their attitude towards investing in [our] communities. On a more pragmatic local sense it feeds into the general [sentiment that] a lot has been promised, and now something even as straightforward as this has been withdrawn; it feeds into the sense of resentment that a lot of us feel.” Another resident voiced that “we’ve got barriers here of congestion, lack of accessibility... They’re making the area to an extent unliveable”.

[Q8] When asked what improvements would have to be made to Gartcosh station to make Gartcosh a good destination to visit the seven lochs wetland park, participants listed:

- improvement in signage: ie. from station to paths and vice versa
- better shelters at Gartcosh station
- need for loo facilities
- the station should be staffed
- the nearby footbridge feels wobbly: “it has a crack!”
- an ashtray for smokers
- cycling infrastructure

One participant said “there’s nothing here, there’s not even anything in the village within a thirty minute walk to get a cup of tea and use a toilet!” Another resident pointed out that the rate of trains going through Gartcosh station has quadrupled in recent years, but services and facilities have remained insufficient. Another resident pointed out that, for someone from away passing through Gartcosh station at night, the station feels uncomfortable and unsafe, due to lack of services and facilities, and the nearby underpass between the platforms and the bridge over the motorway that can feel unsafe as a pedestrian/active traveler. All participants agreed that the station would be an ideal gateway to the Seven Lochs, being accessible from the village and for visitors, and that if infrastructure was improved in terms of amenity, such as toilets/cafe, bike hire, visitor information points etc this would benefit

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everyone and would be much more valuable to all than the big metal tin sheds that have sprung up at the nature reserve. Participants stated that no one in the village wants to walk to a nature reserve through an industrial park and that the available land should be used for green infrastructure and community facilities including those to support the Seven Lochs Wetland Park.

[Q9] When asked what improvements would have to be made to the pathways to the village, to make Gartcosh a good destination to visit the Seven Lochs wetland park, residents cited: better bin availability; path widening to accommodate cyclists and pedestrians; speed reductions and more zebra crossings to address the speed and level of motorised travel on the road that currently make it “unsafe to walk”. One resident shared that “You can’t walk to Muirhead, because there’s no pathway pavement beside the road leading to the bus stop”, while another pointed out that The Life Centre is inaccessible because of the insufficient pathway infrastructure alongside the road that leads to it.

[Q10] Residents expressed that improvements were required for pathways to the loch to make Gartcosh a good destination from which to visit the Seven Lochs park, including a need for a circular walk, linking paths around the loch and providing a place to stop for a drink and food.

[Q11] Improvements that have to be made to the pathways to the Nature Reserve, to make Gartcosh a good destination from which to visit Seven Lochs include improved signposting at the train station, throughout Gartcosh village, and at the teahouse, and zebra crossings on the roads. Residents identified scope for a zebra crossing on the other side of the village as opposed to where there are motorway offramps which neither cyclists or pedestrians feel safe using. The section from Gartcosh Station to



Drumpellier was noted as being particular unfit for active travel: “You would be a nervous wreck by the time you get to the other end, especially if you were with children”; “Pedestrian safety is a concern, I say this as a cyclist. The cycle path is inconsistent, it could do with raised barriers from the main road.” It was noted by several residents that trucks regularly cut over cycle lanes. Further lack of active travel infrastructure became evident when residents agreed that “there are several areas around Gartcosh (Johnston Road and road to Muirhead) where as a pedestrian suddenly you’ve got

no pavement to walk on” and are forced to walk unsafely on a main road.

Another resident expressed that the path network should be expanded to the old Steelworks site, under the railway, and “Danger Bridge (Bailey Bridge on core path 154)”, and into the back of Glenboig/Coatbridge.

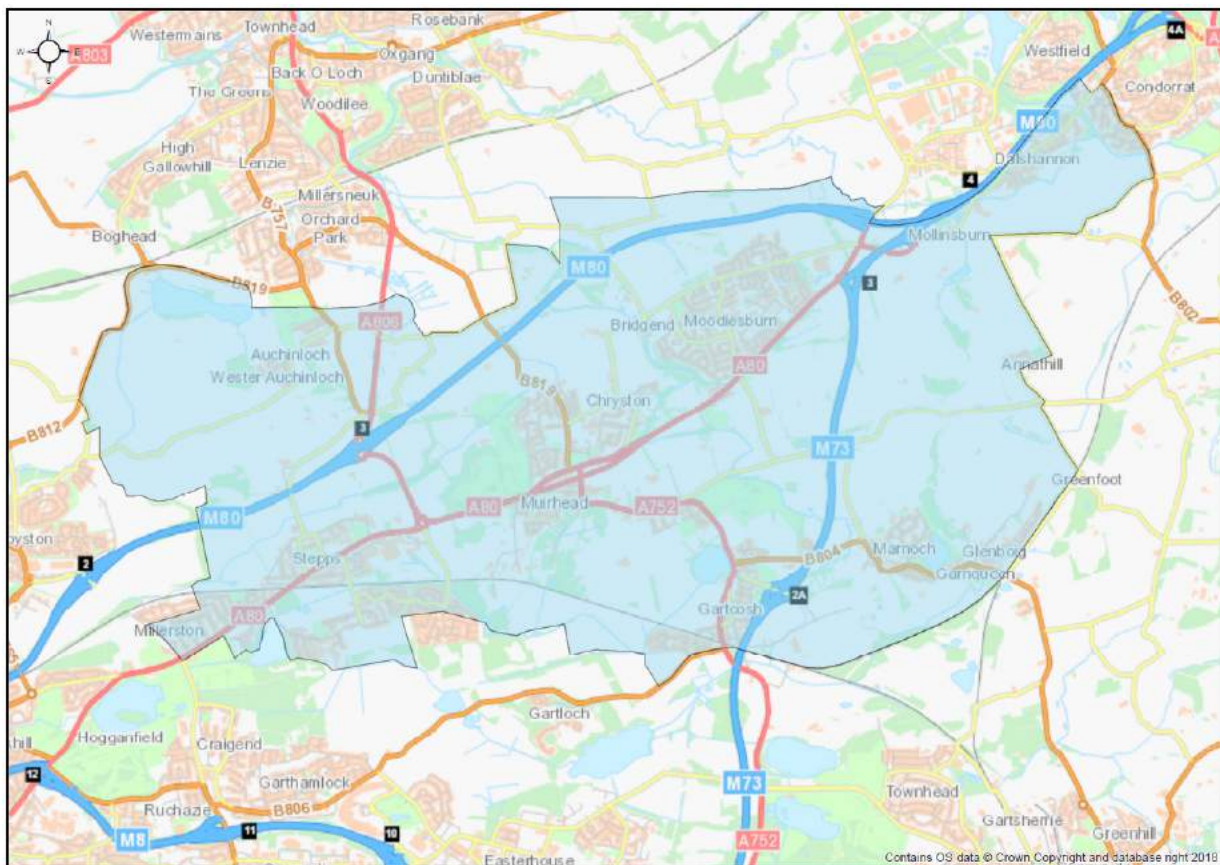
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PREFERRED ROUTE MAPS

The study area includes a substantial portion of rural North Lanarkshire and East Dunbartonshire, extending north from the Seven Loch corridor north of Coatbridge and encompassing the nine villages of Steps, Chryston, Muirhead, Moodiesburn, Gartcosh, Glenboig, Marnoch, Mollinsburn and Auchinloch. The area is a complex one in terms of access and accessibility.

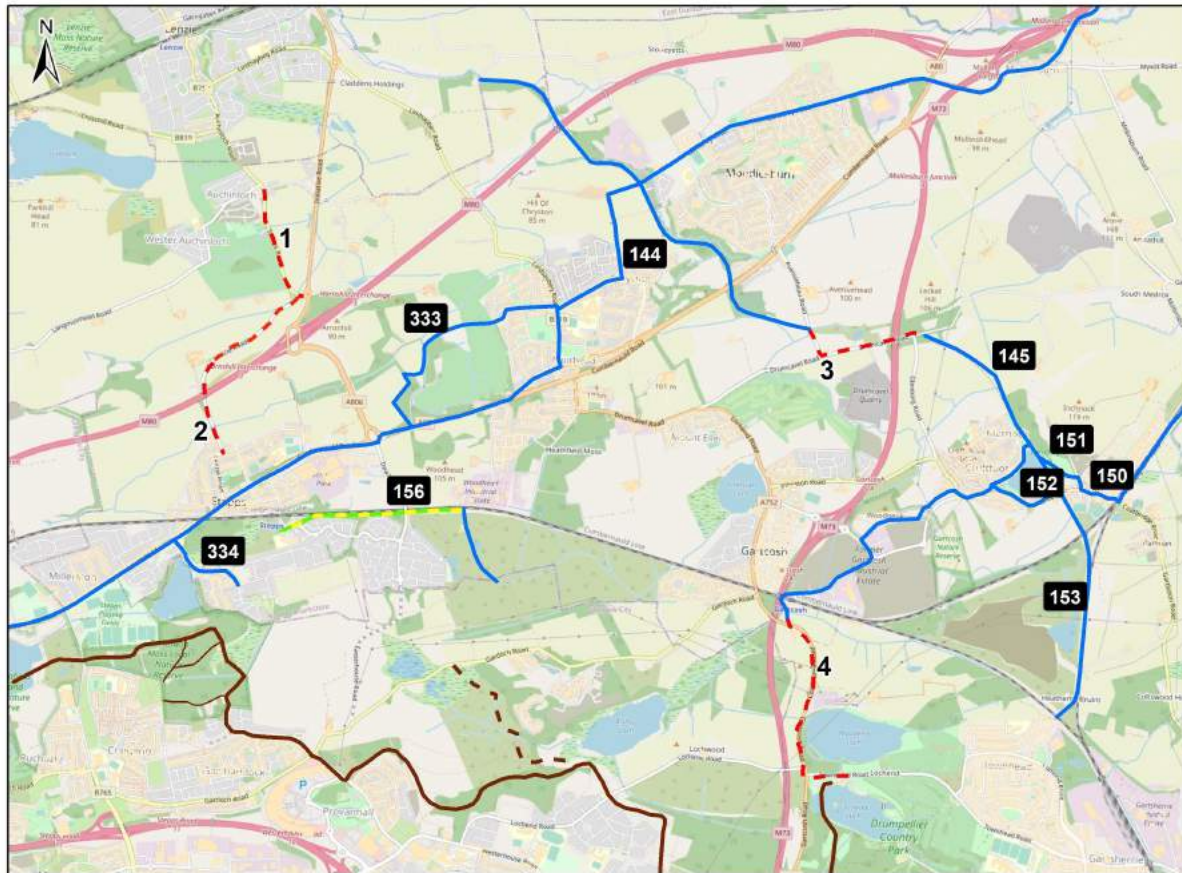


For those wishing to access the strategic road network it is well served, with the M80, M73 and M8 motorways either crossing the area or within a short distance of settlements. Distances into Glasgow city centre are short, less than seven miles to the city centre from junction 3 of the M80. There are several train stations in the area and on its periphery, with the halts at Steps and Gartcosh providing direct links to Glasgow and Edinburgh, as well as the local centres of Cumbernauld and Falkirk.

A series of map books to accompany this section is provided in Appendix 9.

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The above map shows the North Lanarkshire Core Path Network, The Seven Lochs Trail and Other Trails as previously identified by the Seven Lochs Trail Leaflets and also significant barriers to active travel identified by this consultation and previous work undertaken by NCCV and consultants WYG in 2019. The map clearly demonstrates the lack of connectivity by foot and cycle between the Northern Corridor villages (with the exception of Glenboig) and the wider wetland park.

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Defining the Active Travel Barriers

1. Section of Stepps Rd on the B757

Locally known as ‘The Road of Death’ this winding narrow road with no footpaths or even grass verges on which to walk safely, is the main connection for walkers and cyclists from Auchinloch to reach their neighbouring village of Stepps and beyond to the Seven Lochs Wetland Park. Whilst locals sometimes use a longer diversion through a series of quieter back roads to avoid this stretch this alternative route is unsignposted and therefore visitors from the wider East Dunbartonshire area, who live within walking and cycling distance of the wetland park are prevented from visiting except by car. There being no public transport available unless going via Glasgow City Centre.

2. Lenzie Road Stepps

This section of Lenzie Road is along its entire length unsuitable for cycling at present. Traffic speeds recorded along this section regularly exceed 50mph and no cycle lanes are provided, in addition to this the condition of the road in the areas most commonly used by cyclists is poor. The section is also very poor for walkers up until the access road from Auchengree farm with pedestrians required to walk on poorly maintained grass verges or the live carriageway. From the farm access road onwards into Stepps a footway is at least provided. See Appendix 4 for further details of constraints.

3. Avenuehead Rd/Drumcavel Road Moodiesburn

The Strathkelvin Railway Path that runs all the way out to the West Highland Way and to the west of Moodiesburn is of high quality and well signposted. The path has huge potential for onward connections to the National Cycle Network in Coatbridge and is used by a great many residents for local leisure purposes and to access facilities in East Dunbartonshire, but suffers from a missing safe link due to mineral workings and land ownership. The improvement of this link has been a long standing feature of strategic transport plans at both council and strategic transport partnership levels. The section at Avenue Head Road/Drumcavel Road takes the route from being entirely off road, straight onto a busy road with no pavement, frequently used by HGV’s from the local quarry/recycling operations. The steep climb coupled with high traffic speeds and lack of pedestrian visibility make this section too dangerous to use. A desired line for walkers follows the original railway line exiting onto Drumcavel Road just prior to the motorway underbridge, however this section too has limited pavements, is prone to flooding and has no safe crossing points. Following a busy junction with Glenboig Road the path moves once more off road providing safe walking and cycling facility to Glenboig Park. Further details available in Appendix 5.

4. Coatbridge Road, Gartcosh

The on-road section of the core path along the A752 from the junction with the older section of Coatbridge Road up to the entrance to Drumpellier Country Park. Coatbridge Road is c.7m wide over the majority of its length with c.2m wide footway provided along the east side, however large volumes of HGV traffic and speeding in the area continue to make the footway feel unsafe for pedestrians and the roadway feel unsafe for cyclists. As highlighted earlier in this report the significant cluster of accidents at

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the Coatbridge Road, Townhead Rd, Lochend Rd Junction at Drumpellier Park make this area a strategic barrier to active travel.

State of Off Road Core Paths

Core path 145 - Moodiesburn to Drumpellier Park incorporates Strathkelvin Railway Path and Ducks Walk Pat: mainly off road and good condition apart from the two active travel barriers identified above.

Core Path 156 - Stepps to Muirhead

Known to some as the ‘Irish Path’ this path was once a well used and popular route between Cardowan and Muirhead, and at it’s eastern extent footpaths through a recent housing development now join the path end on Woodhead Road to Station Road Muirhead through good residential footways. However since the land was acquired by “The Greenbelt Company” through transfer in the title deeds of the first new build site at Cardowan Colliery, the path has become mostly unwalkable beyond the point where it ceases to be part of the private road Garnkirk Lane.

It appears the poor condition of the path could be easily improved with regular maintenance and removal of leaf litter. Restoration of this path and perhaps biodiversity improvements would provide a pleasant entryway into the Seven Lochs for residents of Muirhead, Chryston and Moodiesburn which are all within walking distance.

Signage Priorities

On the bound path network there is a clear indication from local residents of the need for increased signage to the Strathkelvin Railway Path and to Drumpellier Country Park from Gartcosh.

On the unbound path network the Langmuirhead Road PROW was identified as only being known to a few respondents, highlighting that signage here would be useful to let people know that there is a safe walking route to Stepps. The Garnkirk path SS102 was the least known of the paths and signage could be useful for locals who are currently being turned away from the path. The same applies at the paths SS100, SS101, SS103, SS014, to encourage more local access.

Stakeholder Engagement

Telephone conversations were held with the owner of the Red Deer holiday park in Cardowan, who has a longstanding wish to see pathway improvements on his land into the wider seven lochs area. Land ownership boundaries were provided and a statement of support for path upgrades in the future.

It has not been possible to contact the other land owner at the site at present as the owner, Strathclyde University, currently has an arrangement in place with Miller Homes who have submitted an off plan application for new housing, and are not responding to emails, however the outlined plans for said

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housing application themselves contain a wish for future connections into the Wetland Park and therefore this should not be taken as a barrier to progress.

Communications have taken place with Auchinloch Community Council members regarding the improvement of the Langmuirhead Road right of way as a community led paths project. Whilst knowledgeable that there is great local support and willing volunteers, who have been put in touch with Paths For All, further support of this group and the subset of survey respondents who indicated they would like to be involved is required.

Communications have been made with NLC Greenspace team and Local Communities teams regarding greenspace improvements at the station approach from Gartcosh Village including heritage signage and the promotion of local health walks.

Path Priority Matrices

The table below brings together the areas of issue uncovered in the community consultation for each path, here labeled as ‘community flags’ and multiplies this by a strategic score based on the number of local communities who would benefit from the improvements plus a deliverability score based on known constraints such as land ownership, plus a usage score based on the number of people who indicated they currently use the path.

Local Path Prioritisation Matrix					
	community flags	strategic score	deliverability score	usage score	total score
Langmuirhead Rd ROW	6	3	2	1	36
Cardowan Path	3	3	3	3	27
Garnkirk Path	3	1	1	2	12
Lees walk	4	2	1	2	20
Gartloch Path	6	1	1	1	18
Distillery path	3	1	1	2	12
Ducks Walk	0	3	3	3	0
Coatbridge Rd	4	3	3	1	28
Auchinloch/Lenzie path	0	3	3	3	0
Strathkelvin Railway Path	3	3	3	1	21
Frankfield	3	1	3	3	21

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Additional Benefits

In addition to local access priorities, wider connectivity for visitors should be taken into account when prioritising infrastructure upgrades as should the potential of any upgrade to address inequalities and local deprivation.

	local score	visitor score	addressing SIMD	TOTAL
Langmuirhead Rd ROW	36	2	0	38
Cardowan Path	27	3	3	33
Coatbridge Rd	28	3	1	32
Strathkelvin Railway Path	21	2	3	26
Frankfield	21	3	1	25
Lees walk	20	1	1	22
Gartloch Path	18	1	1	20
Garnkirk Path	12	1	1	14
Distillery path	12	1	1	14
Ducks Walk	0	3	1	4
Auchinloch/Lenzie path	0	2	0	2

Based on the above it is clear that the improvements which would have the greatest impact on easing visitor pressures on the wetland park relate to providing a safe means of walking and cycling from Auchinloch and therefore wider East Dunbartonshire. Route options for the creation of such a path were assessed in 2019 and are included in this report as Appendix 4.

Second highest scoring in the above matrix is improvements to the path from Cardowan at Comedie Road into the Seven Lochs path network at Cardowan Moss. Although Glasgow City Council Officers have looked at this path as a strategic priority in the past this work seems to have stalled and therefore as part of this report a feasibility study was undertaken by TGP Landscape Architects looking at specific solutions to drainage issues and making the path walkable year round. The area of Cardowan where this path begins, suffers from access to services, income and educational deprivation, and many residents have to use the path to access education, work, lifelong learning and community services in Greater Easterhouse, these being much closer than any services provided within North Lanarkshire. It is hoped that the restoration of this path serves both the local community, the Seven Lochs Wetland Park and the Residents of Frankfield Loch who would prefer that their community did not become a through-route into the wetland park. TGP Landscape Architects report, which offers a range of options for improvement, can be found in Appendix 8.

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Closely behind this are improvements to safe walking and cycling infrastructure along Coatbridge Road from Gartcosh Station to Drumpellier Country Park. These improvements could substantially increase sustainable travel options to Drumpellier Country Park with it’s fantastic new visitor gateway to the Seven Lochs and thus reduce the numbers of people visiting by car. Even before lockdown in the summer it was common for car parks to be full and for visitors to park on the local pavements, making the situation for those choosing to travel to the park sustainably even worse. It is clear that this core path is unfit for use by both the local community and those travelling to the park by train. Whilst Drumpellier Country park is served by a station at Blairhill on it’s eastern edge, that line is not available to the huge numbers of residents in Cumbernauld or Falkirk without traveling through Glasgow City. A feasibility study for improvements on this stretch of road carried out in 2019 is included as Appendix 6.

Also highlighted here is the missing link on the Strathkelvin Railway Path. Work towards removing this barrier to active travel is already underway and currently moving to Stage 2 of a community led Sustrans Places for Everyone application. Through Stakeholder Consultation the Seven Lochs Partnership have already been very positive regarding this project and it is hoped that these improvements will eventually come to fruition if they can gain the support of North Lanarkshire Council. The latest Stakeholder Engagement Consultation in relation to this project is included in Appendix 5.

Looking at the final highlighted path around Frankfield Loch and the removal of access barriers into the Seven Lochs Path Network, our findings suggest that these should be progressed via Glasgow City Council and the Seven Lochs Partnership in careful and considered consultation with local residents.

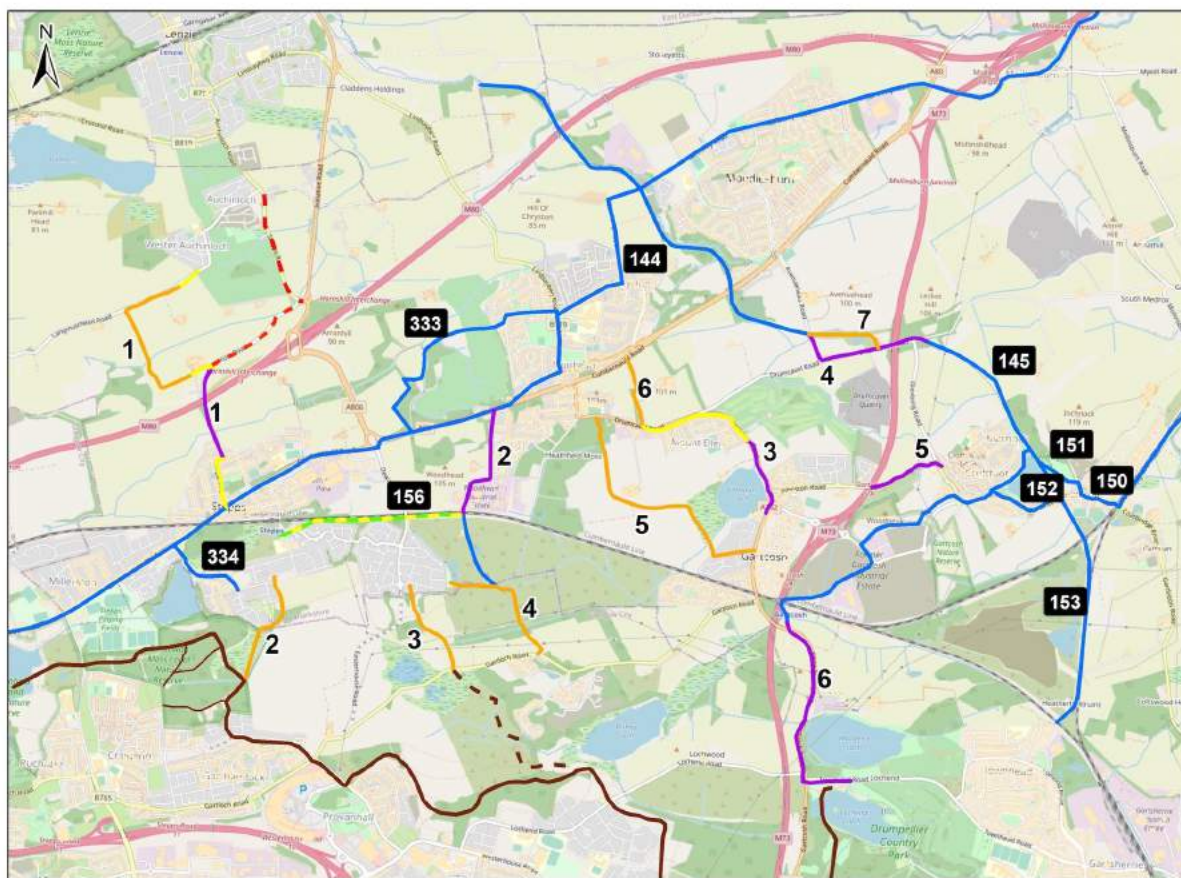
Of the remaining paths few are likely to provide strategic links within a short time frame, however in the longer term extending the path network through the wetland park to link the villages of the Northern Corridor with facilities in Greater Easterhouse would be of benefit to many residents of these under-serviced communities.

Recommendations for actions regarding the remaining paths and also Core Path 156 excluded from this matrix due to having only qualitative data.

- May be suitable for local community groups to take forwards.
- Could benefit from additional signage and mapping.
- Require Access Officer/Rights of Way Officer support to prevent impedance where paths have PROW status.

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Core Path	Seven Lochs Paths	 Kilometers 0 0.5 1 2
Core Path in unwalkable condition	Other Trail	
Active Travel Barrier	Off Road Improvements	NLC Core Path Network Scale: 1:40,000 Date: 4/2/2021 Author: Gabriel Yarlequé Ipanaqué
Good Residential Road Connection	On Road Improvements	
Seven Lochs Trail		

The additional suggestions for on road and off road improvements detailed in the map above have come from the path prioritisation matrix. The individual path section improvements will be detailed on the following pages but the great interconnectedness which could be achieved is demonstrated by the map above.

Some of the path improvements outlined above had preliminary work undertaken by NCCV in 2019 through the aforementioned work with WYG. This took place under the auspices of a Sustrans Places for Everyone Stage 0 application which identified new priority routes for communities but without great focus on the Seven Lochs Wetland park as more than a potential trip generator.

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	Off road improvements		On road improvements
1	Langmuirhead ROW (Appendix 4)	1	Lenzie Road Stepps (Appendix 4)
2	Cardowan Path (Appendix 8)	2	Station Road Muirhead
3	Dewar Rd to Gartloch	3	A752 between Mt Ellen and Gartcosh
4	Garnkirk to Gartloch	4	Strathkelvin Railway Path (Appendix 5)
5	Heathfield Path	5	Johnston Road (Appendix 7)
6	Lees Walk	6	Coatbridge Road (Appendix 6)
7	Strathkelvin Railway Path (Appendix 5)		

Where appropriate the reports for these previously identified path improvements have been included as Appendices to add value to this report, however the remainder of this section will focus on the paths identified in the priority matrix, which have not been previously discussed.

Deliverable

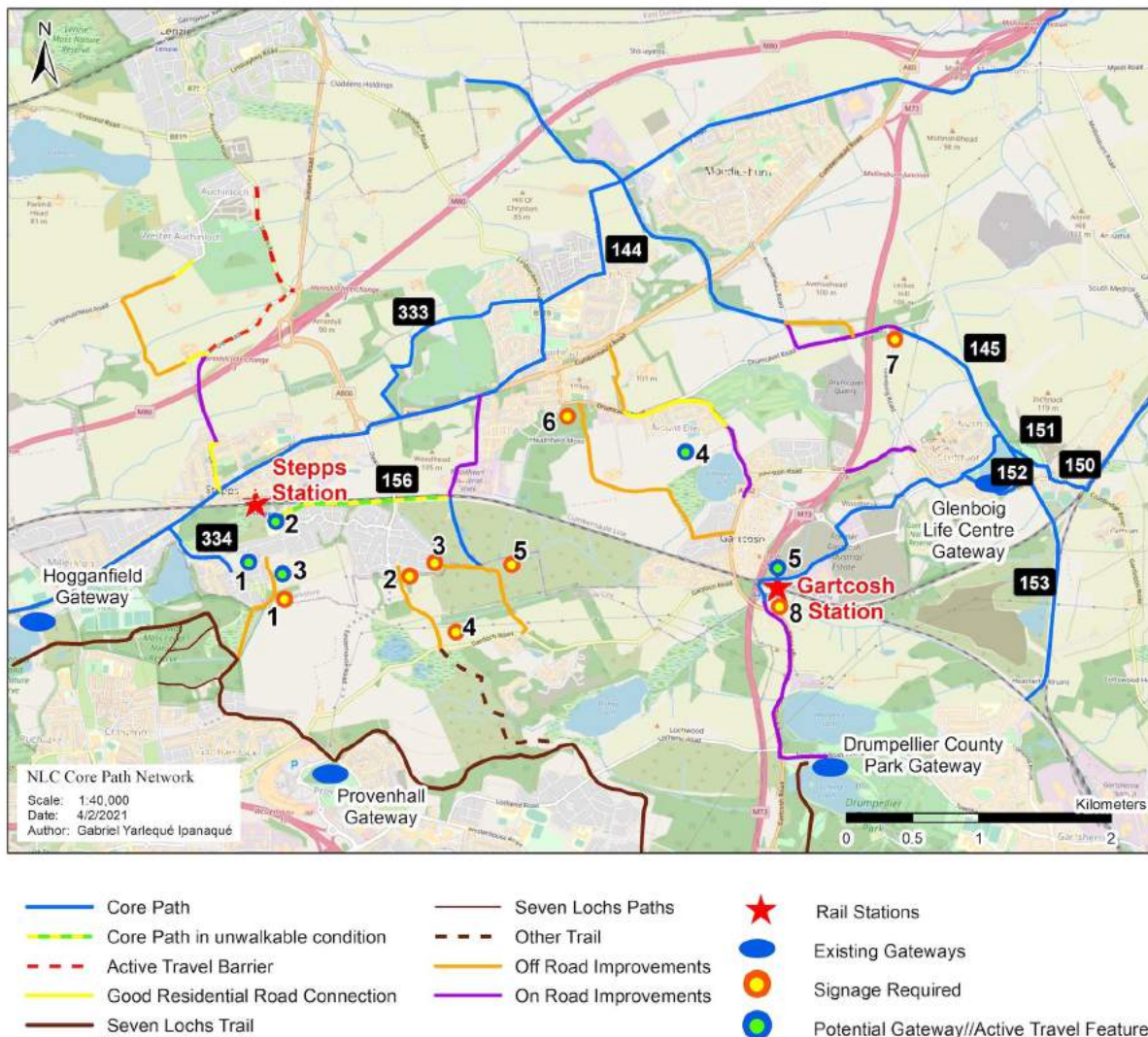
- A752 between Mt Ellen and Gartcosh: to include Johnston Loch more closely into the Seven Lochs Wetland Park, requires investigation of land ownership, improved signage and improved crossing points.
- Johnston Rd. Whilst this on road improvement may seem remote from the rest it does not sit in isolation. Johnston Rd links new communities in North Gartcosh with the gateway at Glenboig. If this route were safely walkable this could potentially reduce parking pressure at the Glenboig Gateway where it is not yet known how well the new gateway will cope with an influx of cars once it opens, having been completed during the Covid 19 pandemic.

Not currently deliverable

- Heathfield Path / Circular walk around Johnston Loch: currently tied up in housing developments.
- Station Rd Muirhead/Garnkirk to Gartloch: lack of appropriate railway crossing makes this difficult to progress in the short term.
- Dewar Rd to Gartloch and on to Greater Easterhouse: closely but not entirely follows the path of the proposed but abandoned Easterhouse Relief Road, requires investigation of previous work undertaken on this project and feasibility work to see if high grade active travel link could be provided.

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The map above brings together the on and off road improvements required to overcome the identified active travel barriers, suggested improvements to signage, potential active travel hub points and the two rail stations with the locations of existing gateways to present the long term community vision for increased inter community connectivity, increased access to services and sustainable visitor strategy for the Seven Lochs Wetland Park in relation to the Northern Corridor villages

Whilst some paths may be difficult to deliver in the short term there is previous evidence of paths made by clear community desire lines, such as the paths in the Bluebell Dell, being self sustaining, by the passage of foot traffic and local volunteer work on overgrown sections. Therefore it may be sensible to install signage at points where this may be possible, to further build the case for community use of paths and ensure new residents are aware of the path network around them.

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SWOT ANALYSIS

STRENGTHS

- Two train stations with recently improved service levels (Focus Groups): Gartcosh & Stepps. Both experiencing increased visitation and thus providing potential access to active travel for local residents as well as NC-wide residents (Lit. Review, Focus Groups).
- Strong community will and history of active citizenship: ie. volunteer groups willing to be engaged and actively self-organising to maintain paths, sharing knowledge to make up for unfit signage, etc.
- Broad community-level agreement across NC villages in regards to common need for improved active travel infrastructure and clarity as to most urgent and impactful improvements to be made (Focus Groups & Surveys).

WEAKNESSES

- Current lack of and unfit maintenance of Core Paths, resulting in poor active travel connectivity between villages, from villages to Seven Lochs and from villages to public services (Lit. Review).
- Lack of NLC active travel ambition and poor record of delivering on previous commitments (Lit. Review).
- Council-based discriminatory funding and investment in active travel infrastructure, which largely stops at the Glasgow-NL border (Lit. Review).
- Need for a place-based organisation working in partnership with the Seven Lochs in the NC, with the exception of the Glenboig gateway and community group (Focus Groups).
- NLC lack of active travel investment in strategic travel corridor to Glasgow, infrastructure stops at the border (Lit Review).

OPPORTUNITIES

- Regional and national ambitions to invest in active travel in connection with addressing climate emergency (Lit. Review).
- Regional and national ambitions to invest in active travel to reduce carbon emissions (Lit. Review).
- Regional and national ambitions to reduce inequalities and improve community wellbeing in areas of multiple deprivation (ie. the NC), through active travel (Lit. Review).
- Potential to strengthen connection between communities of the NC (Focus Groups & Surveys).
- Opportunity to create community hubs to further address community connectivity, access to active travel options, and thus community wellbeing (Lit. Review).

THREATS

- Lack of ambition and political will at NLC level (Lit. Review).
- Lack of accountability to community voices and needs at NLC level (Lit. Review, Focus Groups).

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- Short sighted and disconnected, non-triangulated development planning with regards to Seven Lochs Master Plan: ie. NLC have not once referred to this Plan in any of their planning (Lit Review).
- Inept planning at NLC level: ie. latest development plan is now 5 years outdated (Lit Review).
- Developer-led planning that is focused on delivering new houses with no perspective of Master planning: ie. overlooking active travel, local community needs and deprivations (Lit Review).
- Housing developments as irresponsible, inept stewards of paths, failing to fulfil duties to restore, create or maintain paths once housing construction is complete (Focus Groups & Surveys).
- Use of existing gateways by private businesses, boot camps, outdoor fitness classes etc (Observation)



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PEST ANALYSIS

POLITICAL

- The Seven Lochs Partnership operates under two local authorities each with its own level of commitment to investment in active travel in the local wards.
- The Seven Lochs Masterplan embraces well planned and delivered environmentally sympathetic housing development, and this is not currently being delivered through the Gartcosh/Glenboig Community Growth Area delivery model despite being reflected in the CGA Masterplan.
- Previous Community Plans in the Northern Corridor have not picked up on the severe access to services deprivation prevalent in the area which compound other material deprivations such as income and employment through transport poverty.
- North Lanarkshire Council representatives on the Seven Lochs Board focus on ease of delivery rather than addressing inequalities in infrastructure provision.
- The new Vision for Town and Community Hubs, Ambitious Town Centre redevelopment Plans, Investments in Country Parks and the delivery of Strategic Infrastructure at Ravenscraig have all detracted from investment or alleviation of need for the 25,000 residents of the Northern Corridor which has no Town Centre or accessible country park.
- Scottish Government Strategic Priorities on Carbon Reduction, Active Travel, Community Empowerment, Just Recovery and Reducing Inequalities.

ECONOMIC

- Realignment of City Deal monies away from sustainable travel in the Northern Corridor to road improvements on the other side of the local authority area.
- Scottish Government Strategic Priorities on Carbon Reduction, Active Travel, Community Empowerment, Just Recovery and Reducing Inequalities offer potential funding.
- Deployment of developer infrastructure contributions within the wider Cumbernauld Sub Housing Market Area rather than the Northern Corridor.
- No budget for Northern Corridor in NLC plans for either Town Centre Visions nor Improving Our Country Parks - two major strategic and budget priorities for the Council Plan for North Lanarkshire.
- Land Banking by private companies.

SOCIAL

- Lack of support for community ownership.
- Lack of representation on Seven Lochs Partnership for Gartcosh or Stepps areas.
- Access to Services Deprivation being unrecognised in local outcome improvement plans.
- Impact of Covid 19 and lockdown further embedding access to services deprivation.
- Active voluntary organisations working on environment and climate emergency actions.

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- Active Voluntary Organisations working on community wellbeing
- Transport Poverty and how investment in active travel infrastructure can address this.

TECHNICAL

- Land Ownership issues - absent landowners, unknown ownership, land tied through pre-emptive contracts with land agents and housing developers.
- Core Paths Plan - requires to be updated to reflect guidance on suitability.
- Impact of private ownership on deterioration of public rights of way.
- Partnership working between two local authorities with different team structures and different relationships with strategic partners such as Sustrans/Scottish Forestry and Land/Green Action Trust/Glasgow Clyde Valley/CSGN/Clydeplan.
- Barriers created by Motorway Network.
- Barriers Created by Rail Network.
- Opportunities from Rail Network.
- Lack of other trip generators for shared infrastructure.
- Lowland Bog Ground Conditions.
- Drainage - Changes to water table due to large scale housing development.
- Factoring and Ownership issues tied into property deeds.



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Summary of Community and Political Levers

Key findings from SWOT and PEST Analyses: Drivers for Change

1. **Alignment of national and regional political commitments** to reduce emissions, empower communities and improve wellbeing in areas of multiple deprivation by the common means of **improving access to active travel**.
2. **Shared local will** among NC residents to meet top down decisions and funding with ground-up volunteering and ownership to maintain active travel infrastructure.
3. **Collective knowledge and capacity** of local residents and community groups (eg. NCCV) to assist Seven Lochs in iterative needs assessments and asset mapping: ie. where path improvements are needed, what changes will be most effective, where to source volunteers to assist.
4. **Heightened awareness on national and local level of urgency** to improve access to active travel for communities of multiple deprivation in context of the ongoing Covid-19 pandemic.
5. **Vision** laid out in the Seven Lochs Master Plan to create two additional gateways in the Northern Corridor to increase access to Seven Lochs Wetland Park for local residents.
6. Conclusive **measurements** of positive impacts of community-informed processes to address systemic inequalities, and design pathways towards inclusion: in this case, integrating community voices and Seven Lochs Master Plan into NLC development plans.
7. Unity of opinion among **lead users**, reflected in diverse pathway-user focus groups and surveys, agreeing on what improvements to infrastructure are needed, where, how and why.
8. **Common needs** across Northern Corridor villages for active travel options: as alternative to currently insufficient public transport; and as means of pursuing wellbeing.
9. **Environmental urgency** to address rising carbon emissions and curtail global climate change.
10. **Social, ethical mandate of North Lanarkshire Council** to be stewards of their residents, and act as genuine representatives of their constituents’ voices and needs.



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Community Engagement and Volunteering

WHO WANTS TO BE PART OF SEVEN LOCHS

Does your community feel well connected to the Seven Lochs Wetland Park?			Would you like your community to be better connected to the wetland park ?		
	Yes	No		Yes	No
Gartcosh/Mt Ellen	1	10	Gartcosh/Mt Ellen	11	0
	9%	91%		100%	0%
Honeywell	19	24	Honeywell	40	4
	44%	56%		91%	9%
Cardowan	12	8	Cardowan	19	1
	60%	40%		95%	5%
Frankfield	6	9	Frankfield	13	2
	40%	60%		87%	13%
Auchinloch	1	34	Auchinloch	35	4
	3%	97%		90%	10%
Moodiesburn/Chryston/Muirhead	12.00	17.00	Moodiesburn/Chryston/Muirhead	29	1
	31%	44%		100%	3%

Summary of Volunteering in the Seven Lochs Park by Village

-**Cardowan** residents expressed that they are already an active group of residents who recently became a charitable organisation focused on community wellbeing, are regularly maintaining the greenspace in their area and seeking direction for further volunteering. They have recently joined the TCV community network in a hope that this will bring more support to the area.

-**Frankfield** residents expressed a desire to be engaged in volunteering opportunities, but would like work to be undertaken by residents to provide a sense of ownership and therefore responsibility.

-**Honeywell** residents stated that they need help organising in order to put their enthusiasm to work.

-**Gartcosh** residents expressed less interest in physical volunteering in general, but citizen science was popular.

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On the back of this information litter picks have already been undertaken by NCCV at Dunlop Court in the Honeywell Estates, and dates have been arranged in April (2021) for similar events in Moodiesburn, Stepps, and Cardowan. A ‘Paint in the Park’ event has been arranged for Gartcosh to contribute to a community artwork at the station and in parallel with this residents wish to plant wildflowers on the Ducks Walk.

Volunteer Opportunities Identified by Communities

Residents of all four villages confirmed that they would like to be involved in a volunteer program over the summer, led by the Northern Corridor Community Volunteer (NCCV) group in partnership with Seven Lochs. Honeywell residents suggested a paths awareness volunteer program of mapping all paths in the area. Gartcosh residents said “there would be loads of interest in a wildlife spotting/photography/Ranger event”.

In terms of engaging community and sharing volunteering opportunities, residents advised Seven Lochs to publish any call outs, path updates, etc. on community Facebook groups, eg. the Marshes FB group, and Stepps On the Level newspaper. And that Seven Lochs should share their published report(s) on such platforms.



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Key Recommendations

The need for increased sustainable travel options to alleviate visitor pressures throughout Scotland’s parks and greenspace estates became evident over the period of the Covid 19 Pandemic through the summer of 2020. During lockdown with limited travel options available people flocked to local greenspace for leisure causing difficulties for local residents. The problems experienced by the Seven Lochs Wetland Park related mainly to increased access by car. With ‘stay local’ now replacing ‘stay at home’ as a key message in Spring 2021, it is critical that visitor facilities begin to look at potential solutions for reducing car dominance as the main means of travel to ensure their green space assets can be enjoyed safely by all through the coming summer and into the coming period of Covid 19 recovery, when wider national and international travel may still be curtailed.

The needs for access to active travel options, connection to nature and outdoor socialising, connectivity between communities and access to local services, are all undeniably reflected by the diverse voices of Northern Corridor residents, as demonstrated in both surveys and focus groups. Also demonstrated is the strong desire of members of these communities to be consulted and engaged with the future development of the wetlands park to ensure investments are targeted to areas of need rather than ease of delivery.

The need for the Scottish Government, Glasgow City Council and the North Lanarkshire Council to address these community needs aligns unequivocally with global, national and regional political commitments to increase rates of non-emitting forms of travel and access to active travel infrastructure in the face of the global climate emergency.

Recommendation 1

That two sustainable travel gateways to the Seven Lochs Wetland Park in the Northern Corridor, be completed, near local rail stations in order to address stated needs of the community, increase sustainable travel and reduce visitor pressures at current hotspots.

Currently Deliverable

- (i) Improvement of active travel infrastructure between Auchinloch and Stepps
- (ii) Improvement to Cardowan Path
- (iii) Active Travel Infrastructure improvements at Coatbridge Rd to increase safety and amenity for visitors and local residents
- (iv) Improvements to Signage in Gartcosh Village from the Station to Johnston Loch and Drumpellier Park
- (v) Improvements in Signage and Waymarking Stepps Station to Cardowan Moss
- (vi) Development of Active Travel Hubs in Cardowan and at Gartcosh Station
- (vii) Deployment of improved cycle parking at Hogganfield, Drumpellier and Glenboig
- (viii) Continued support for removal of active travel barrier on the Strathkelvin Railway Path and extension onwards from Glenboig to Heatherbell to provide a safe walking route to Drumpellier park utilising improvements to Core Path 153
- (ix) Improvements to pedestrian/ cyclist safety on Johnston Rd.

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Future Deliverables

- (i) Infrastructure improvements between the Northern Corridor and Gartloch Rd
- (ii) Infrastructure improvements between Gartloch Rd and The Seven Lochs Trail
- (iii) Community Pathway around Johnston Loch and improved integration with Seven Lochs park.
- (iv) Crossing point at Garnkirk station and improved signage
- (v) improvement of Core path 156
- (vi) Extension of Seven Lochs Trail into Northern Corridor

Recommendation 2

That NLC, EDC and GCC as local authorities work together to further active travel connections into the Seven Lochs, including a joint application to Round 2 of the Better Places Fund to progress partnership working and form an **infrastructure delivery partnership for the Northern Corridor similar in scale to the Greater Easterhouse Green Infrastructure Project**.

Recommendation 3

That **improvements around the two rail stations be brought forward in partnership with Scotrail** to ensure all stations in proximity to the wetland park offer a range of onward travel options, sufficient visitor facilities and in themselves become welcoming gateways to the Wetland Park.

Recommendation 4

That the Seven Lochs Partnership begins a **high profile campaign including signage and advertising discouraging visitors from accessing the park by car**. This could involve a de-prioritisation of car access apart from those with reduced mobility and/or provision of ‘off park’ parking to protect pedestrians and cyclists. And that use of the park by private businesses causing additional pressures is addressed.

Recommendation 5

That **North Lanarkshire Council take account of the Seven Lochs Masterplan** in all future planning decisions in the Northern Corridor.

Recommendation 6

That **cycling parking improvements** are made as soon as possible within every car parking area in the Northern Corridor to reflect the Cycling Action Plan for Scotland ambition that by 2020, 10% of everyday journeys can be made by bike.

Recommendation 7

That **the Scottish Government use the levers and case for change contained in STPR2 to ensure that the Northern Corridor of North Lanarkshire is highlighted** as:

1. An area for improved connectivity to combat access to services deprivation;
2. A strategic active travel link between North Lanarkshire, Glasgow and East Dunbartonshire;
3. Of strategic importance in delivering the sustainability of the Seven Lochs Wetland Park.

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Recommendation 8

That the **Glasgow Region City Deal Board review their decision to allow funds for sustainable travel improvements in the Northern Corridor to be moved to the other side of the local authority for non sustainable transport projects** and instigate actions to remedy this in the next round of budget setting.

Recommendation 9

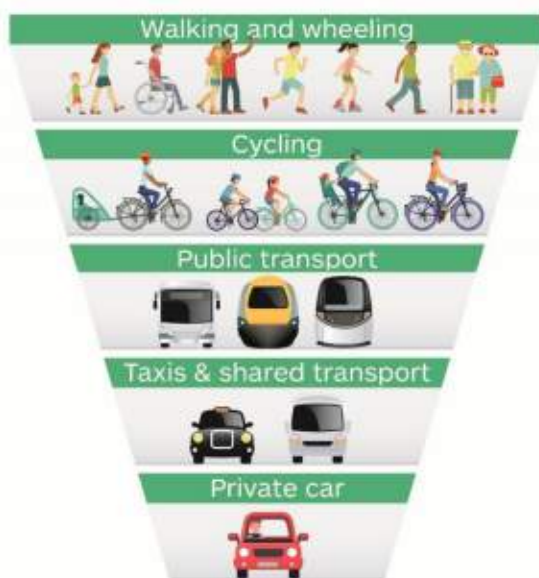
That **North Lanarkshire Council urgently review the Gartcosh/Glenboig CGA in light of the removal of the strategic infrastructure investment** to support its development. Including further development of the Gartcosh Industrial Park and land held by it's ALEO, which is needed for community assets rather than economic development and that future plans are developed in full partnership with local communities.

CONCLUSION

Delivering the best visitor experience to green space assets such as the Seven Lochs Wetland Park which spans two local authority boundaries, and skirts another, is a complex process and requires strong partnership working.

A park that also spans so many widely differing communities trapped in a car-centric triangle of motorways adds a further layer of complication and the Northern Corridor is not alone in having seen low investment in active travel due to being on the periphery of a local authority's area.

Prioritising Sustainable Transport



In normal times local authority boundaries are of little note to cyclists and walkers, unless a significant change in the level of infrastructure provided is apparent. It is not the job of an asset such as the Seven Lochs Wetland Park to bring alignment to these borders, it is the job of the local authority teams to come together and create the conditions whereby barriers to infrastructure delivery are removed or at least managed, for the benefit of the Park and the local communities.

The Seven Lochs Wetland Park within the Glasgow City Council area is already delivering the Greater Easterhouse Integrated Green Infrastructure Project. It is hoped that this report identifies the requirement for a similar scale project in the Northern Corridor.

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The driver here being that additional green infrastructure and active travel provision benefits residents from all three neighbouring local authorities and also the close fit to NTS2 priorities indicated by the diagram below and accompanying text relating to the emerging STRP2.

STPR2 will focus on Scotland’s key strategic transport assets. In this context, the strategic transport network is defined as any transport project that materially contributes to Scottish Government/Transport Scotland policies and strategies. Specifically, this will include:

- Any transport project that plays a significant part in supporting the four NTS2 priorities and related outcomes;
- Projects or groups of projects related to transport networks owned, operated and funded directly by Transport Scotland;
- Passenger and freight access to ports and airports of national significance; and
- The inter-urban bus and active travel networks and principal corridors within urban areas.

- (Scottish Government, 2021)



Disclaimer

This Report is based on the knowledge of its authors at time of writing. We are not responsible for the content of any publications that we cite, nor media included in or referred to in this report, nor the views or assertions of any Focus Group / Survey participants cited. Any perceived political statements are simply reflections of the current situation of the Northern Corridor, as understood by available literature, community voices and government publications.

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APPENDICES

Appendix 1 - Neighbouring Communities Report. 99 pages

Appendix 2 - Wider Community Report. 48 pages

Appendix 3 - Stations Consultations.

Appendix 4 - Langmuirhead Rd ROW

Appendix 5 - Strathkelvin Railway Path - Stakeholder Presentation

Appendix 6 - Coatbridge Road

Appendix 7 - Johnstone Rd

Appendix 8 - Cardowan Path

Appendix 9 - Map books

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This project is supported by NatureScot, through the Better Places Green Recovery Fund

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Appendix 1 - Neighbouring Communities Report

99 Pages

1. Gartcosh and Mount Ellen west of A752 Paths - User Survey
2. Gartcosh east of A752 Paths - User Survey
3. Frankfield Estate Paths - User Survey
4. Honeywell Estate Paths - User Survey
5. Old Cardowan Paths - User Survey

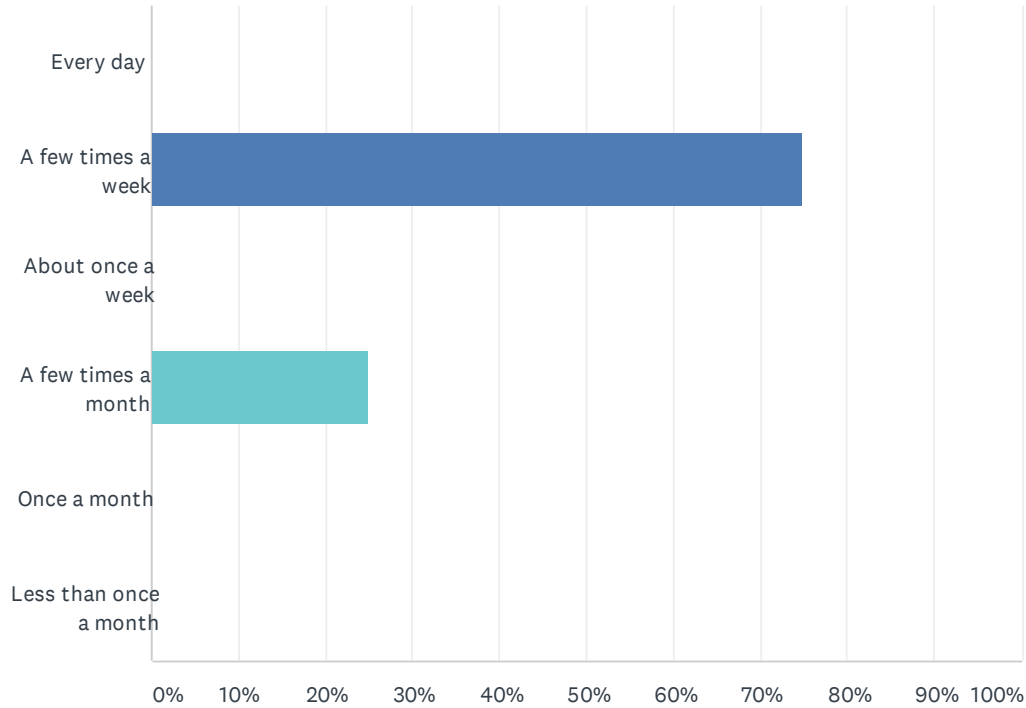
Q1 What is the first part of your street name? ie Greenhill

Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	Old	3/1/2021 10:38 PM
2	Dunree	3/1/2021 10:02 PM
3	Skipness	3/1/2021 8:22 PM
4	Lochmaben	3/1/2021 7:30 PM

Q2 How often do you use the paths themselves for leisure?

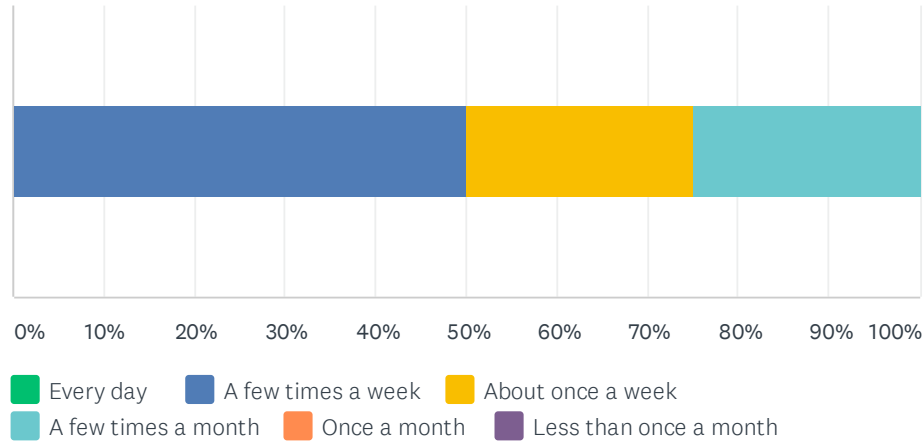
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	0.00%	0
A few times a week	75.00%	3
About once a week	0.00%	0
A few times a month	25.00%	1
Once a month	0.00%	0
Less than once a month	0.00%	0
TOTAL		4

Q3 How often do you use the path network to reach somewhere else or the wider path network for leisure purposes?

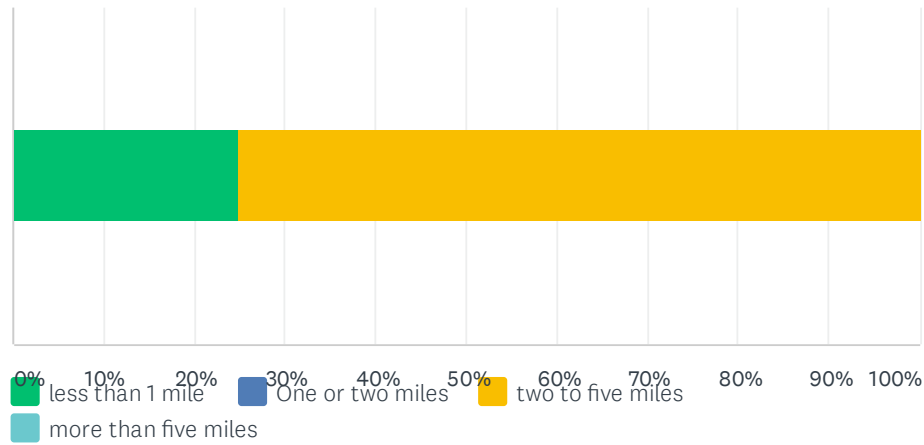
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	0.00%	0
A few times a week	50.00%	2
About once a week	25.00%	1
A few times a month	25.00%	1
Once a month	0.00%	0
Less than once a month	0.00%	0
TOTAL		4

Q4 What distance to you generally use the path to travel

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
less than 1 mile	25.00% 1
One or two miles	0.00% 0
two to five miles	75.00% 3
more than five miles	0.00% 0
TOTAL	4

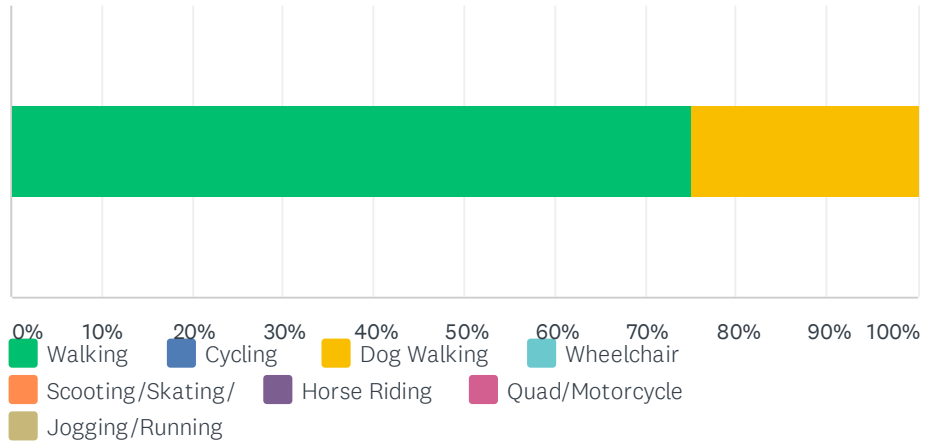
Q5 If you use the path to travel to another village/place regularly , where is it that you exit the path?

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q6 Which of the following describes best how you use the path(s)?

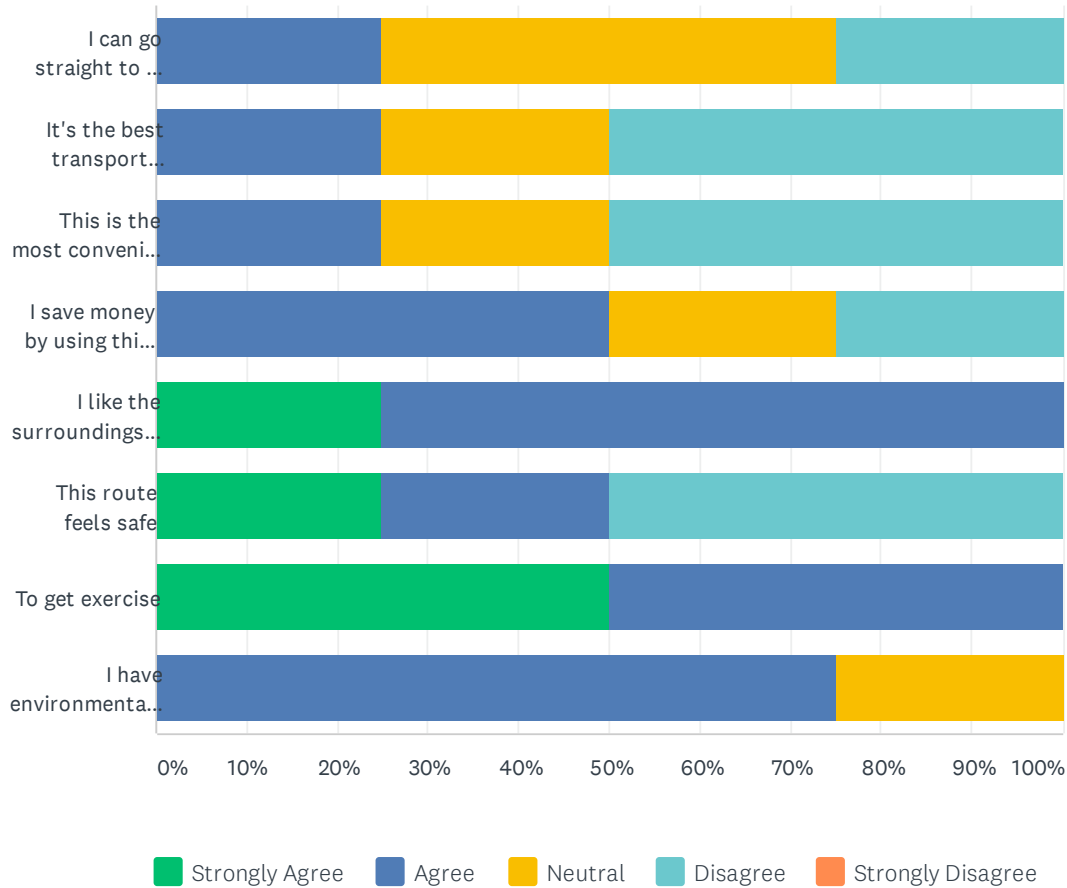
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walking	75.00%	3
Cycling	0.00%	0
Dog Walking	25.00%	1
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	0.00%	0
Quad/Motorcycle	0.00%	0
Jogging/Running	0.00%	0
TOTAL		4

Q7 To what extent do the following factors influence your decision to use active travel

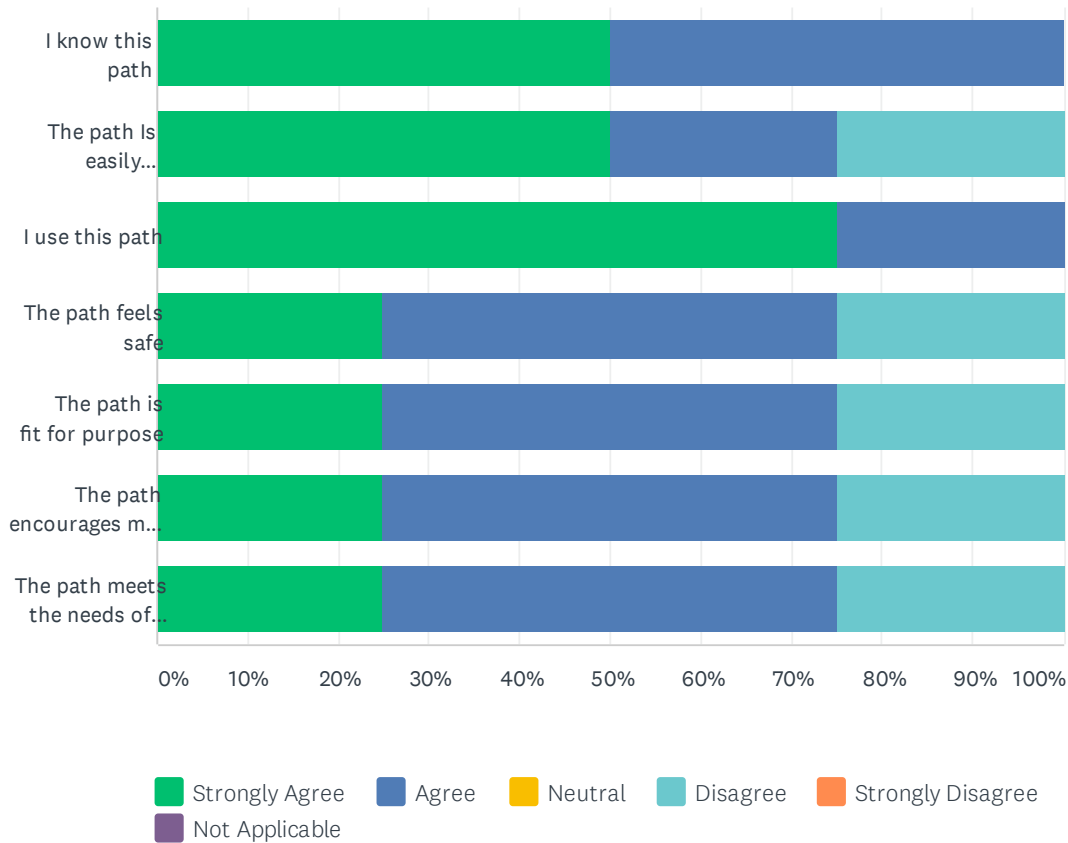
Answered: 4 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	0.00% 0	25.00% 1	50.00% 2	25.00% 1	0.00% 0	4
It's the best transport option	0.00% 0	25.00% 1	25.00% 1	50.00% 2	0.00% 0	4
This is the most convenient route	0.00% 0	25.00% 1	25.00% 1	50.00% 2	0.00% 0	4
I save money by using this route	0.00% 0	50.00% 2	25.00% 1	25.00% 1	0.00% 0	4
I like the surroundings on this route	25.00% 1	75.00% 3	0.00% 0	0.00% 0	0.00% 0	4
This route feels safe	25.00% 1	25.00% 1	0.00% 0	50.00% 2	0.00% 0	4
To get exercise	50.00% 2	50.00% 2	0.00% 0	0.00% 0	0.00% 0	4
I have environmental concerns	0.00% 0	75.00% 3	25.00% 1	0.00% 0	0.00% 0	4

Q8 How much do you agree or disagree with the following statements about the Ducks Walk paths that leads to Glenboig, Right of Way SS0113 and Core Path SM0024?

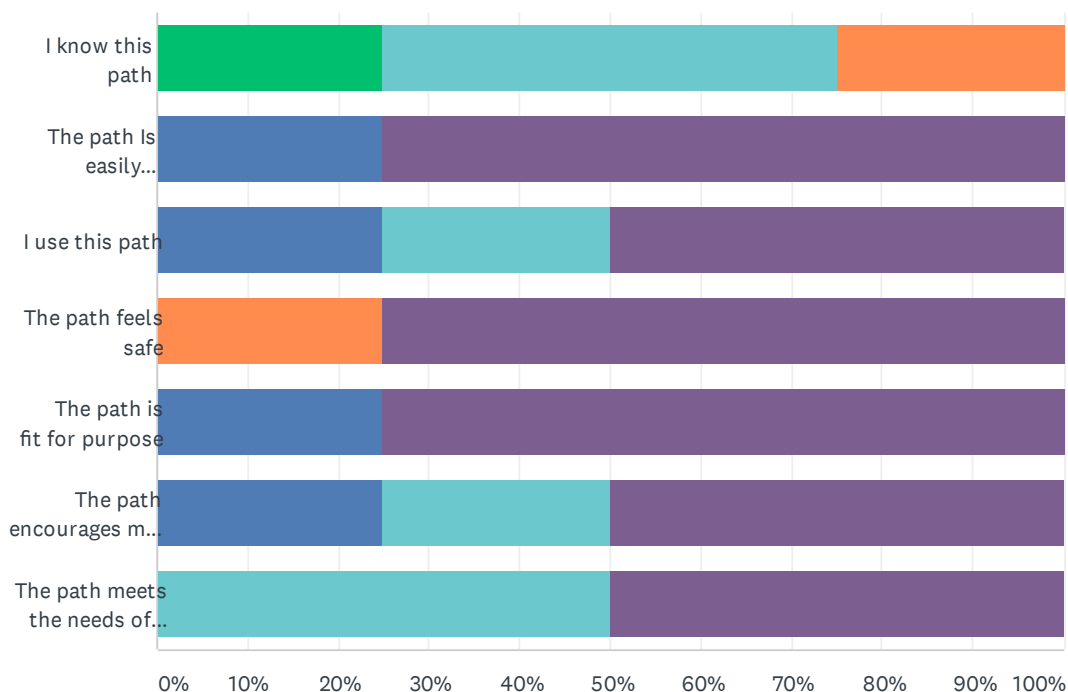
Answered: 4 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	50.00% 2	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4
The path is easily accessible	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4
I use this path	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4
The path feels safe	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4
The path is fit for purpose	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4
The path encourages me to walk and cycle more	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4
The path meets the needs of the community	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4

Q9 How much do you agree or disagree with the following statements about the paths that leads from the railway line to Heathfield Moss SS0111 and on into Cardowan Moss and Bishops Loch SS0102?

Answered: 4 Skipped: 0



■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree
 ■ Not Applicable

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	25.00% 1	0.00% 0	0.00% 0	50.00% 2	25.00% 1	0.00% 0	4
The path is easily accessible	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	75.00% 3	4
I use this path	0.00% 0	25.00% 1	0.00% 0	25.00% 1	0.00% 0	50.00% 2	4
The path feels safe	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	75.00% 3	4
The path is fit for purpose	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	75.00% 3	4
The path encourages me to walk and cycle more	0.00% 0	25.00% 1	0.00% 0	25.00% 1	0.00% 0	50.00% 2	4
The path meets the needs of the community	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	50.00% 2	4

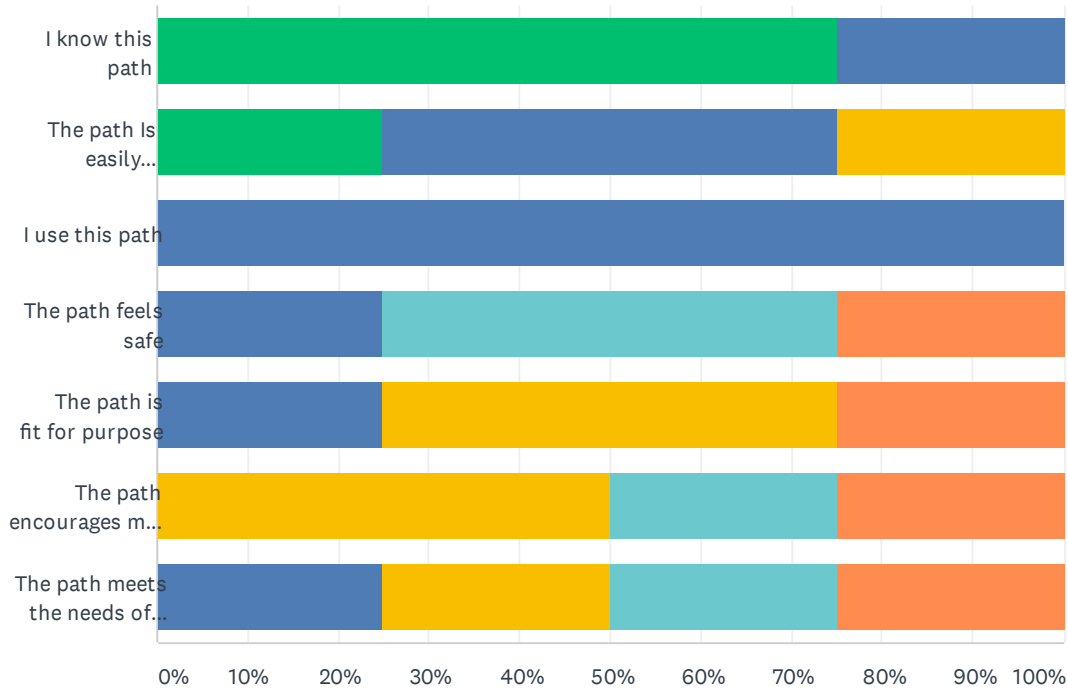
#	FURTHER COMMENTS	DATE
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1 The litter is appalling all along this path. It has got worse with fly tipping in lockdown, especially with hundreds of tyres dumped in the woods by the path leading to Cardowan Moss from Drumpellier. The litter makes the path feel less safe for me and my dog.

3/1/2021 10:38 PM

Q10 How much do you agree or disagree with the following statements about Core path SM0024 the path that leads from the station to Drumpellier Country Park?

Answered: 4 Skipped: 0

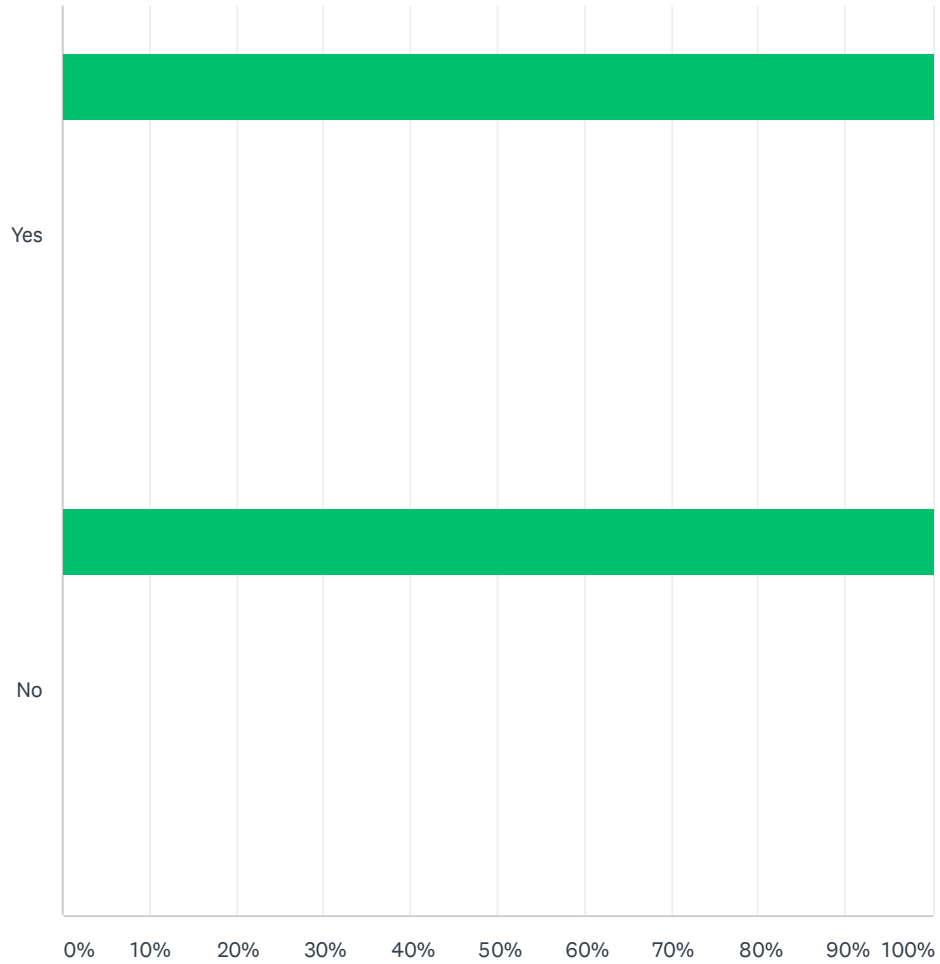


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree
 ■ Not Applicable

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4
The path is easily accessible	25.00% 1	50.00% 2	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4
I use this path	0.00% 0	100.00% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4
The path feels safe	0.00% 0	25.00% 1	0.00% 0	50.00% 2	25.00% 1	0.00% 0	4
The path is fit for purpose	0.00% 0	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	4
The path encourages me to walk and cycle more	0.00% 0	0.00% 0	50.00% 2	25.00% 1	25.00% 1	0.00% 0	4
The path meets the needs of the community	0.00% 0	25.00% 1	25.00% 1	25.00% 1	25.00% 1	0.00% 0	4

Q11 Does the village feel well connected by the path network to neighbouring villages. Such as Muirhead, Stepps and Glenboig?

Answered: 4 Skipped: 0

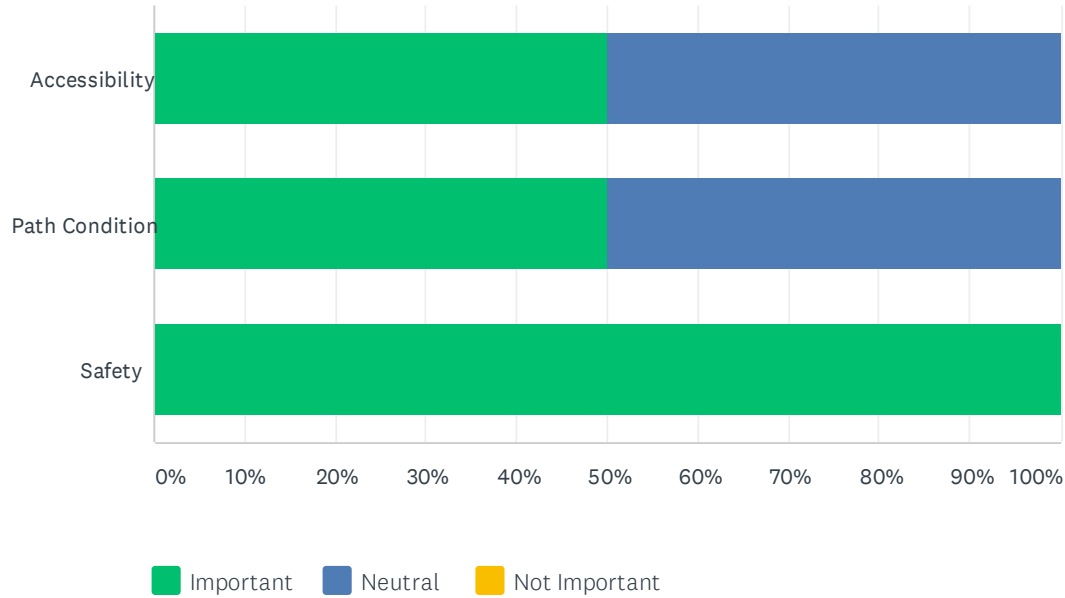


■ (no label)
 ■ (no label)
 ■ (no label)
 ■ (no label)
 ■ (no label)

	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Yes	100.00%	0.00%	0.00%	0.00%	0.00%	3	1.00
No	100.00%	0.00%	0.00%	0.00%	0.00%	1	1.00

Q12 Would you like to be able to access community facilities in Muirhead via a dedicated path - if so how important are the following to how much you would use such a path ie core path

Answered: 4 Skipped: 0

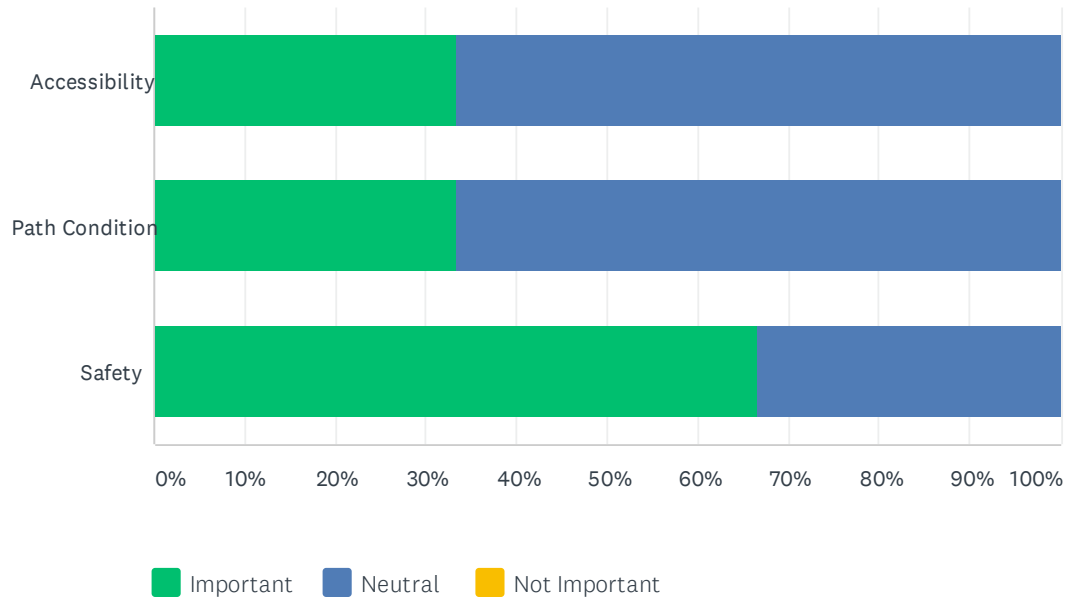


	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	50.00% 2	50.00% 2	0.00% 0	4	1.50
Path Condition	50.00% 2	50.00% 2	0.00% 0	4	1.50
Safety	100.00% 4	0.00% 0	0.00% 0	4	1.00

#	FURTHER COMMENTS	DATE
1	Bins for litter and dog mess needed along any path.	3/1/2021 10:38 PM
2	Pram friendly	3/1/2021 7:30 PM

Q13 Would you like to be able to access community facilities in Stepps via a dedicated path - if so how important are the following to how much you would use such a path

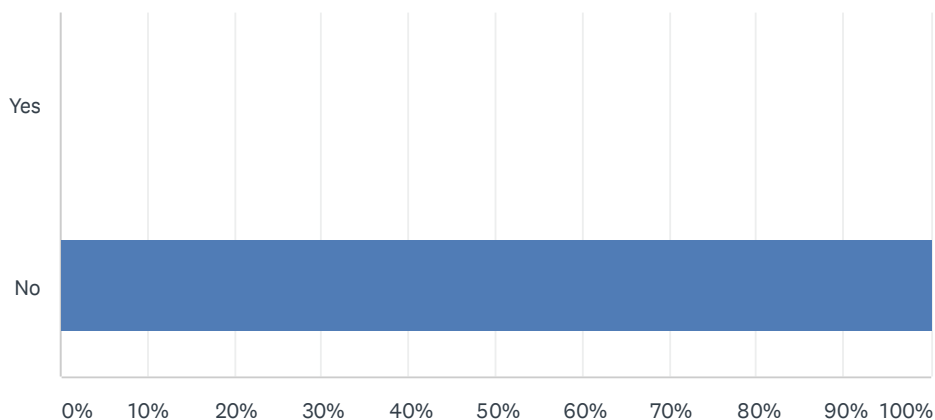
Answered: 3 Skipped: 1



	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	33.33% 1	66.67% 2	0.00% 0	3	1.67
Path Condition	33.33% 1	66.67% 2	0.00% 0	3	1.67
Safety	66.67% 2	33.33% 1	0.00% 0	3	1.33

Q14 Does Gartcosh feel well connected to the Seven Lochs Wetland Park?

Answered: 4 Skipped: 0

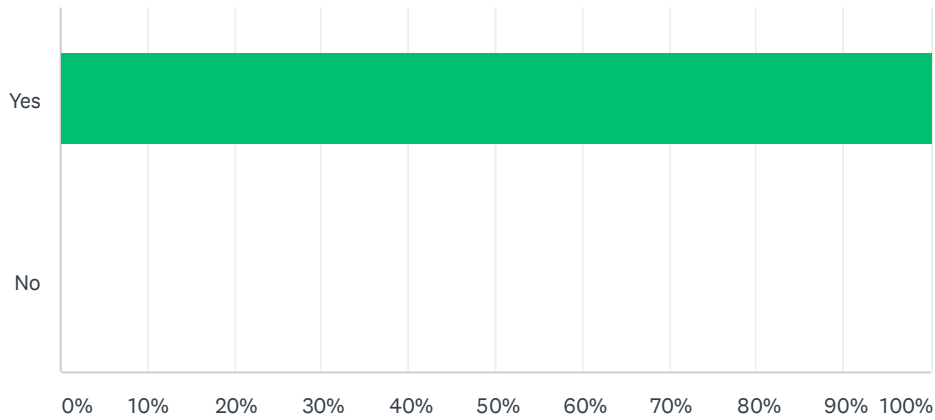


ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	4
TOTAL		4

#	FURTHER COMMENTS	DATE
1	Given the proximity, no. The pavements next to the roads don't feel safe and are too narrow on the road to Gartloch village. It is not easy to cross the busy road at drumpellier park either due to the poor sight lines at the busy junction.	3/1/2021 10:02 PM

Q15 Would you like Gartcosh to be better connected to the wetland park ?

Answered: 4 Skipped: 0

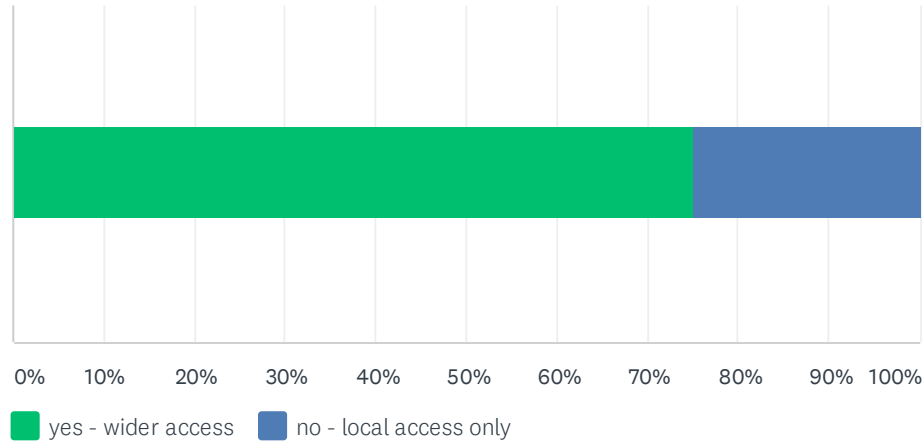


ANSWER CHOICES	RESPONSES
Yes	100.00% 4
No	0.00% 0
TOTAL	4

#	FURTHER COMMENT	DATE
	There are no responses.	

Q16 If you answered yes to the above - would that include a wish that people from outside the village could use improved connectivity to access the park

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
yes - wider access	75.00%	3
no - local access only	25.00%	1
TOTAL		4

Q17 Would you like to take part in a path focus group via zoom - if so please leave your name and email address

Answered: 1 Skipped: 3

ANSWER CHOICES	RESPONSES	
Name	100.00%	1
Email	100.00%	1
best time of day for you	100.00%	1
I can't use zoom - but would like to be involved - please leave details of how we can get in touch	0.00%	0

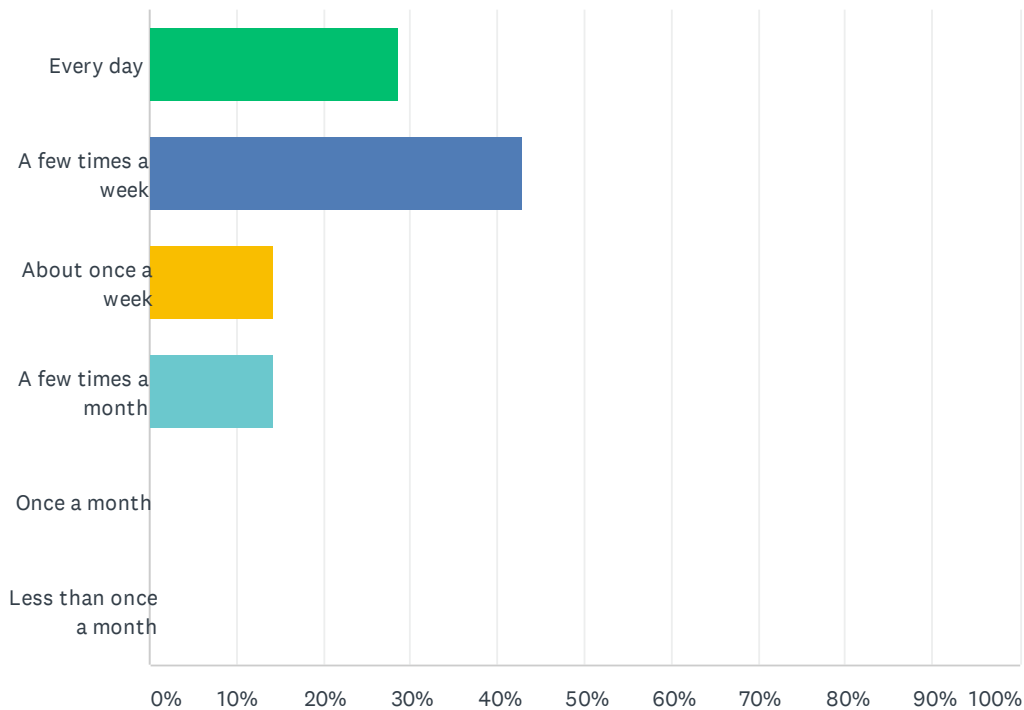
Q1 What is the first part of your street name? ie Jardine

Answered: 7 Skipped: 0

#	RESPONSES	DATE
1	Lochmaben	3/3/2021 5:54 AM
2	Lochend	3/2/2021 4:10 PM
3	Inchnock	3/2/2021 3:39 PM
4	Jardine	3/1/2021 9:29 PM
5	Finart	3/1/2021 8:22 PM
6	Lochside	3/1/2021 8:15 PM
7	Skipness	3/1/2021 7:42 PM

Q2 How often do you use the paths themselves for leisure?

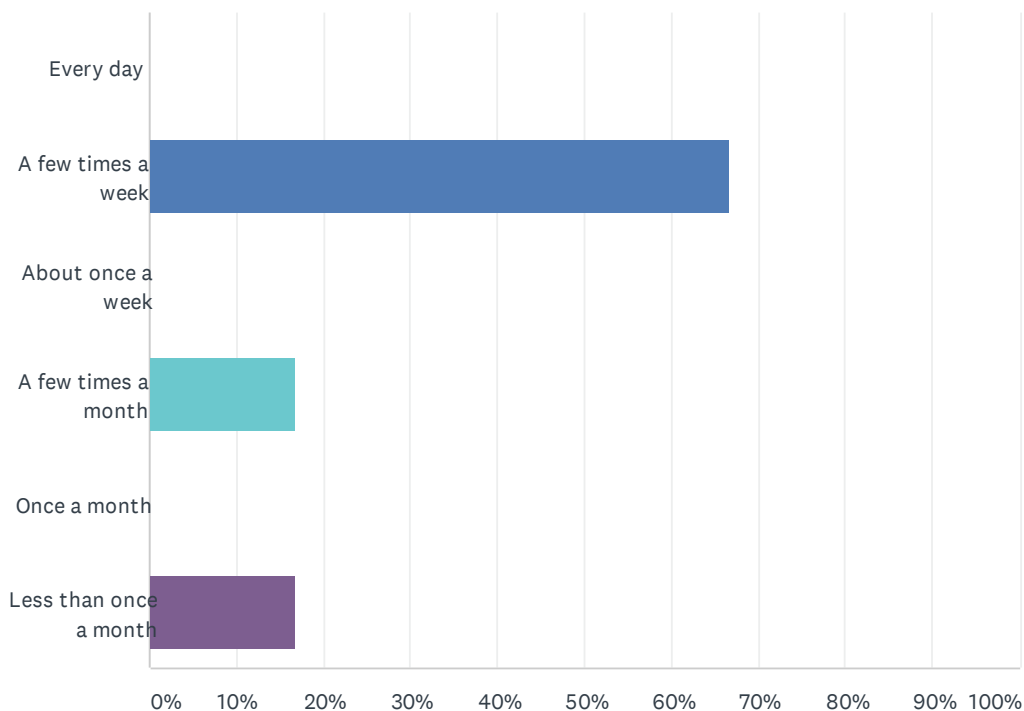
Answered: 7 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	28.57%	2
A few times a week	42.86%	3
About once a week	14.29%	1
A few times a month	14.29%	1
Once a month	0.00%	0
Less than once a month	0.00%	0
TOTAL		7

Q3 How often do you use local paths to reach somewhere else or the wider path network for leisure purposes?

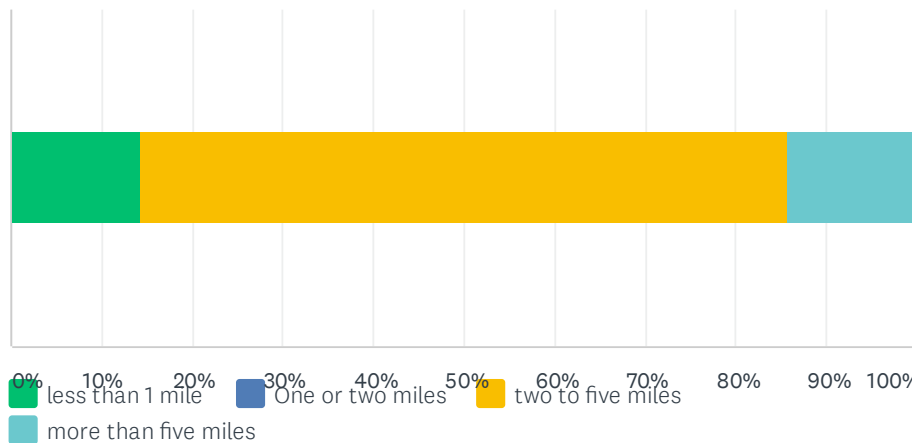
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Every day	0.00%	0
A few times a week	66.67%	4
About once a week	0.00%	0
A few times a month	16.67%	1
Once a month	0.00%	0
Less than once a month	16.67%	1
TOTAL		6

Q4 What distance to you generally use the path to travel

Answered: 7 Skipped: 0



ANSWER CHOICES	RESPONSES
less than 1 mile	14.29% 1
One or two miles	0.00% 0
two to five miles	71.43% 5
more than five miles	14.29% 1
TOTAL	7

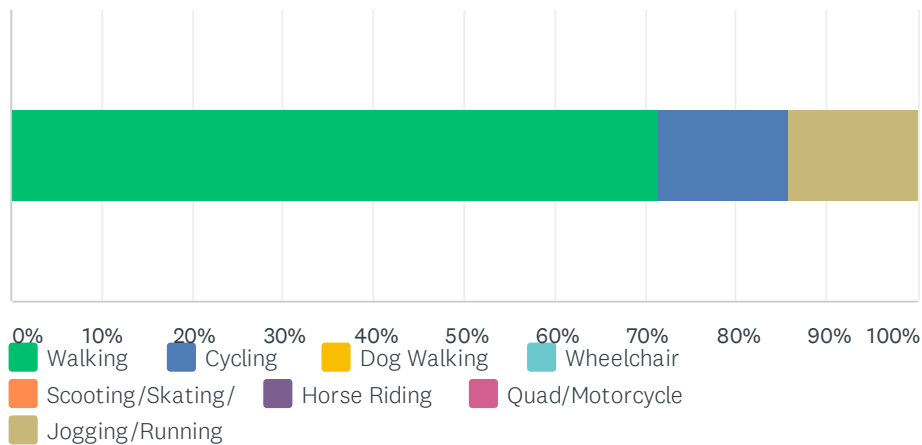
Q5 If you use the path network to travel to another village/place regularly , where is it that you exit the path?

Answered: 4 Skipped: 3

#	RESPONSES	DATE
1	GLENBOIG	3/2/2021 3:39 PM
2	Gartloch	3/1/2021 8:22 PM
3	Glenboig	3/1/2021 8:15 PM
4	n/a Circular route	3/1/2021 7:42 PM

Q6 Which of the following describes best how you use the path(s)?

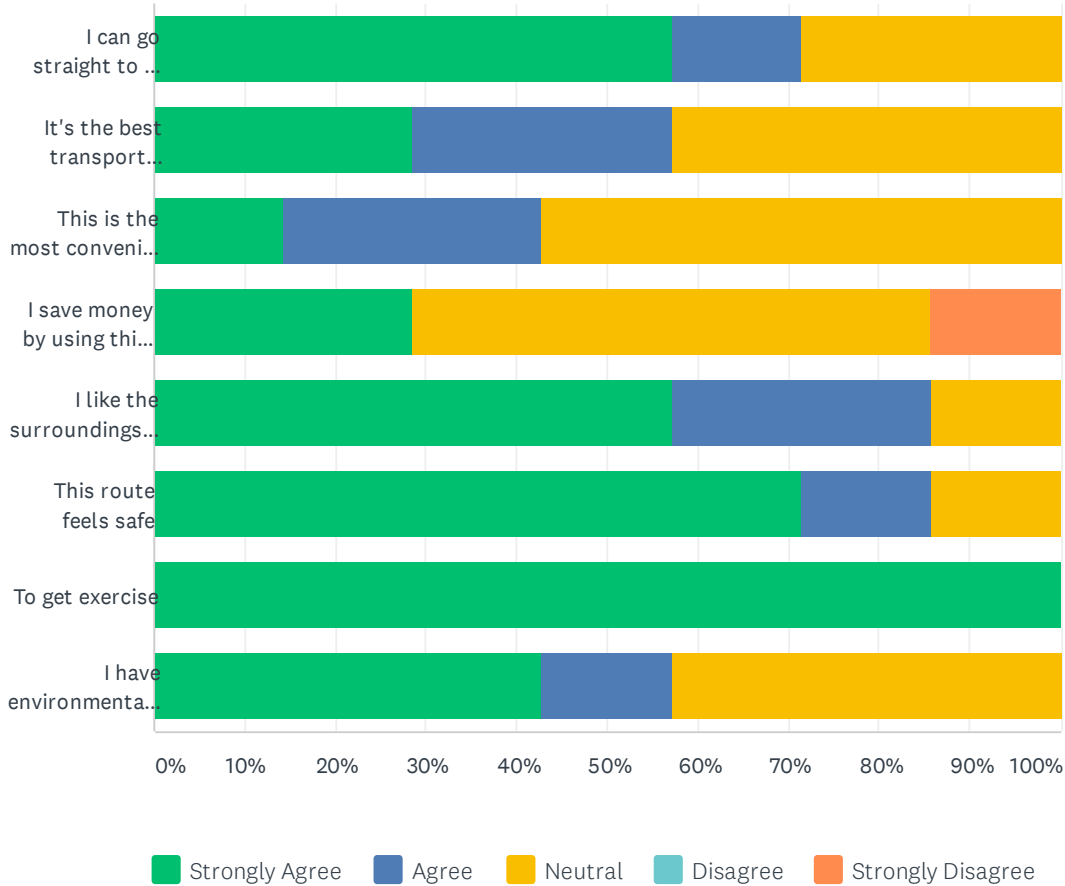
Answered: 7 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walking	71.43%	5
Cycling	14.29%	1
Dog Walking	0.00%	0
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	0.00%	0
Quad/Motorcycle	0.00%	0
Jogging/Running	14.29%	1
TOTAL		7

Q7 To what extent do the following factors influence your decision to use active travel

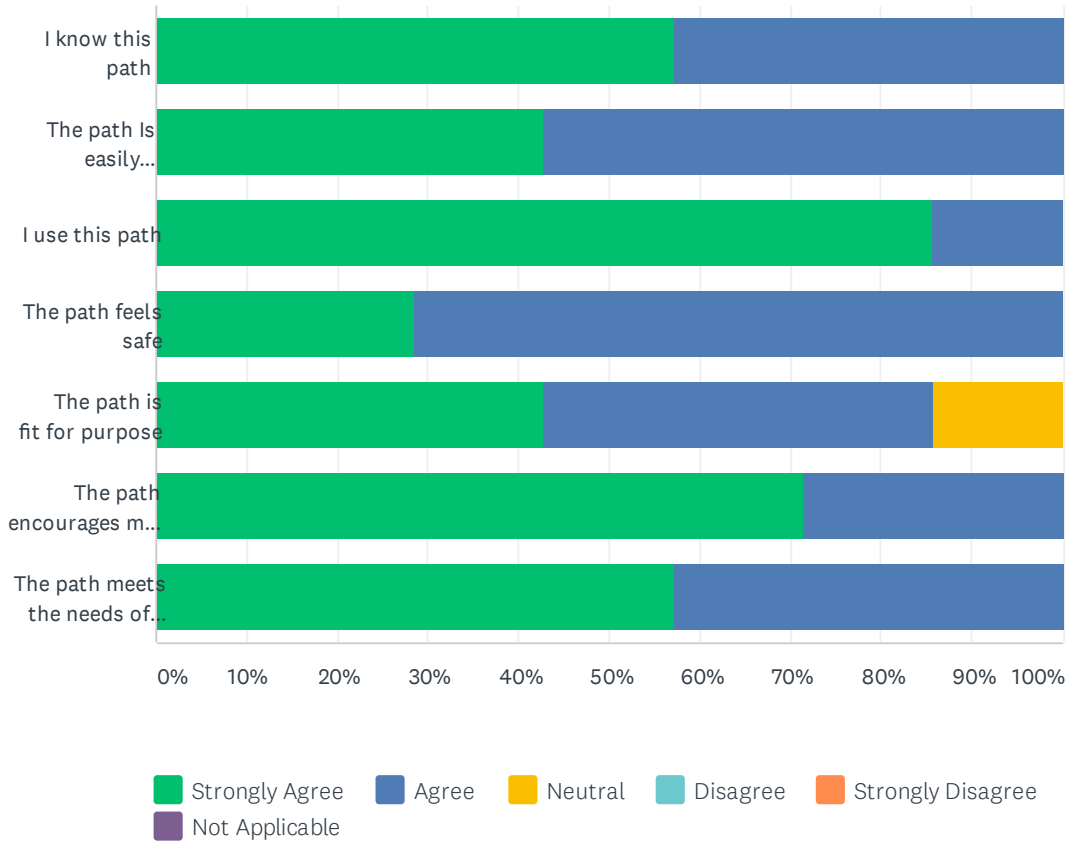
Answered: 7 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	57.14% 4	14.29% 1	28.57% 2	0.00% 0	0.00% 0	7
It's the best transport option	28.57% 2	28.57% 2	42.86% 3	0.00% 0	0.00% 0	7
This is the most convenient route	14.29% 1	28.57% 2	57.14% 4	0.00% 0	0.00% 0	7
I save money by using this route	28.57% 2	0.00% 0	57.14% 4	0.00% 0	14.29% 1	7
I like the surroundings on this route	57.14% 4	28.57% 2	14.29% 1	0.00% 0	0.00% 0	7
This route feels safe	71.43% 5	14.29% 1	14.29% 1	0.00% 0	0.00% 0	7
To get exercise	100.00% 7	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
I have environmental concerns	42.86% 3	14.29% 1	42.86% 3	0.00% 0	0.00% 0	7

Q8 How much do you agree or disagree with the following statements about the Ducks Walk path that leads to Glenboig, Right of Way SS0113?

Answered: 7 Skipped: 0

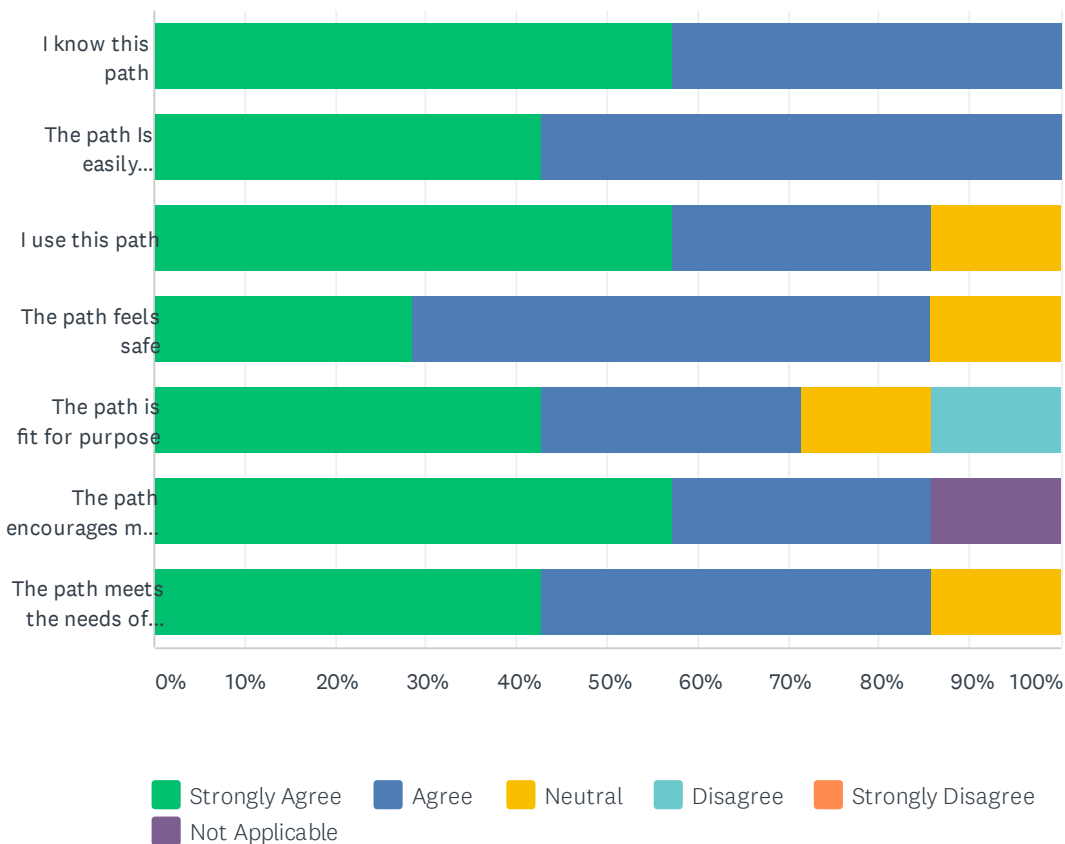


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	57.14% 4	42.86% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
The path is easily accessible	42.86% 3	57.14% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
I use this path	85.71% 6	14.29% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
The path feels safe	28.57% 2	71.43% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
The path is fit for purpose	42.86% 3	42.86% 3	14.29% 1	0.00% 0	0.00% 0	0.00% 0	7
The path encourages me to walk and cycle more	71.43% 5	28.57% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
The path meets the needs of the community	57.14% 4	42.86% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7

#	FURTHER COMMENTS	DATE
1	Disruption at present due to ongoing activities from house builder operating in the area!	3/2/2021 3:39 PM

Q9 How much do you agree or disagree with the following statements about the Ducks Walk path that leads to Glenboig, Core Path SM0024?

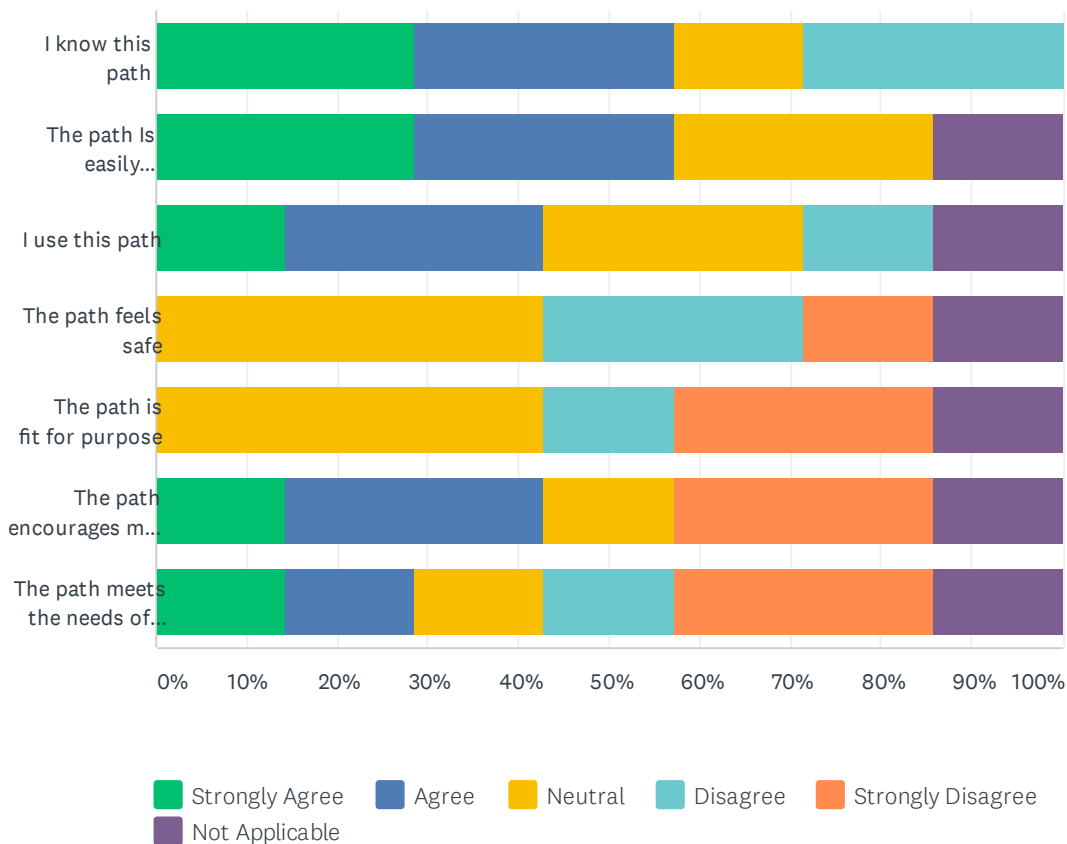
Answered: 7 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	57.14% 4	42.86% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
The path is easily accessible	42.86% 3	57.14% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
I use this path	57.14% 4	28.57% 2	14.29% 1	0.00% 0	0.00% 0	0.00% 0	7
The path feels safe	28.57% 2	57.14% 4	14.29% 1	0.00% 0	0.00% 0	0.00% 0	7
The path is fit for purpose	42.86% 3	28.57% 2	14.29% 1	14.29% 1	0.00% 0	0.00% 0	7
The path encourages me to walk and cycle more	57.14% 4	28.57% 2	0.00% 0	0.00% 0	0.00% 0	14.29% 1	7
The path meets the needs of the community	42.86% 3	42.86% 3	14.29% 1	0.00% 0	0.00% 0	0.00% 0	7

Q10 How much do you agree or disagree with the following statements about Core path SM0024 the path that leads from the station to Drumpellier Country Park?

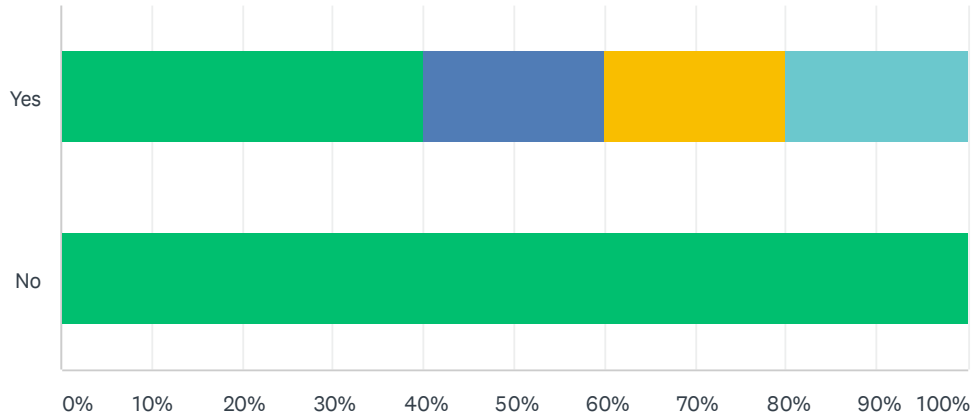
Answered: 7 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	28.57% 2	28.57% 2	14.29% 1	28.57% 2	0.00% 0	0.00% 0	7
The path is easily accessible	28.57% 2	28.57% 2	28.57% 2	0.00% 0	0.00% 0	14.29% 1	7
I use this path	14.29% 1	28.57% 2	28.57% 2	14.29% 1	0.00% 0	14.29% 1	7
The path feels safe	0.00% 0	0.00% 0	42.86% 3	28.57% 2	14.29% 1	14.29% 1	7
The path is fit for purpose	0.00% 0	0.00% 0	42.86% 3	14.29% 1	28.57% 2	14.29% 1	7
The path encourages me to walk and cycle more	14.29% 1	28.57% 2	14.29% 1	0.00% 0	28.57% 2	14.29% 1	7
The path meets the needs of the community	14.29% 1	14.29% 1	14.29% 1	14.29% 1	28.57% 2	14.29% 1	7

Q11 Does the village feel well connected by the path network to neighbouring villages. Such as Muirhead, Stepps and Glenboig?

Answered: 7 Skipped: 0



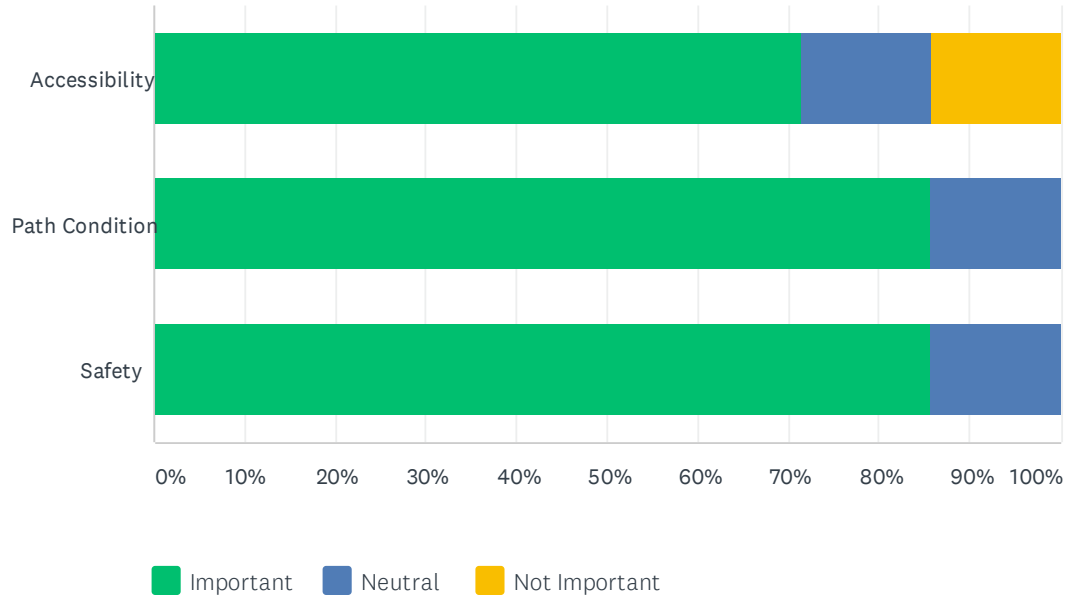
(no label) (no label) (no label) (no label) (no label)

	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Yes	40.00%	20.00%	20.00%	20.00%	0.00%	5	2.20
	2	1	1	1	0		
No	100.00%	0.00%	0.00%	0.00%	0.00%	3	1.00
	3	0	0	0	0		

#	FURTHER COMMENTS	DATE
1	The paths from gartcosh to Muirhead are insufficient as the road is very busy and there are not enough suitable crossings. Children from the village are expected to walk to Chryston High school but it is not safe to do so.	3/1/2021 9:29 PM

Q12 Would you like to be able to access community facilities in Muirhead via a dedicated path - if so how important are the following to how much you would use such a path ie core path

Answered: 7 Skipped: 0

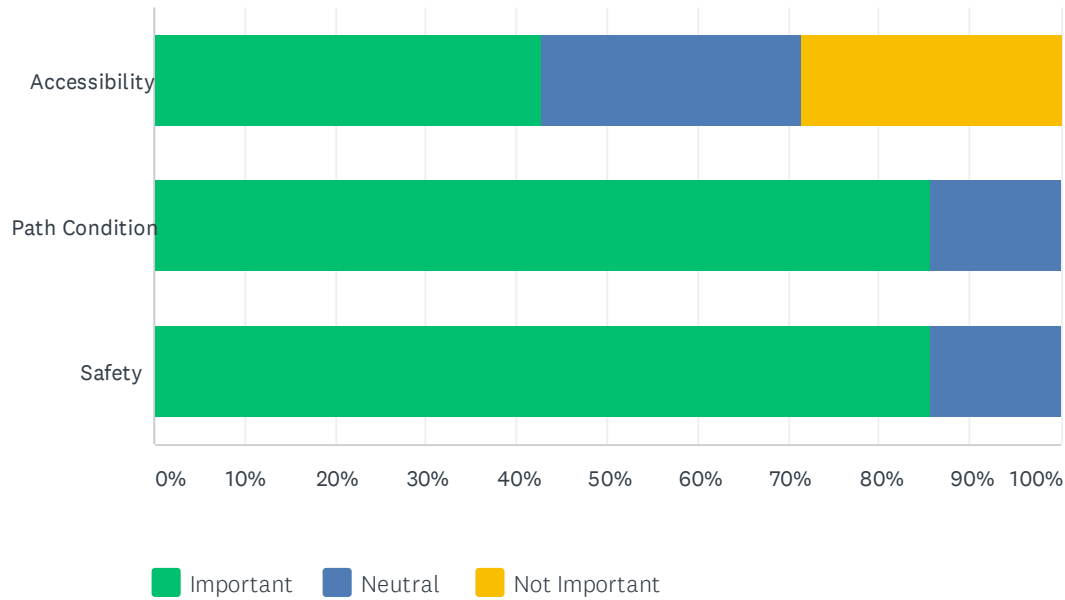


	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	71.43% 5	14.29% 1	14.29% 1	7	1.43
Path Condition	85.71% 6	14.29% 1	0.00% 0	7	1.14
Safety	85.71% 6	14.29% 1	0.00% 0	7	1.14

#	FURTHER COMMENTS	DATE
1	As above the road is not safe to cross and very busy	3/1/2021 9:29 PM
2	The road from Gartcosh is notorious for dangerous driving making it unappealing for me to cycle and I am also wary when walking the route.	3/1/2021 7:42 PM

Q13 Would you like to be able to access community facilities in Stepps via a dedicated path - if so how important are the following to how much you would use such a path?

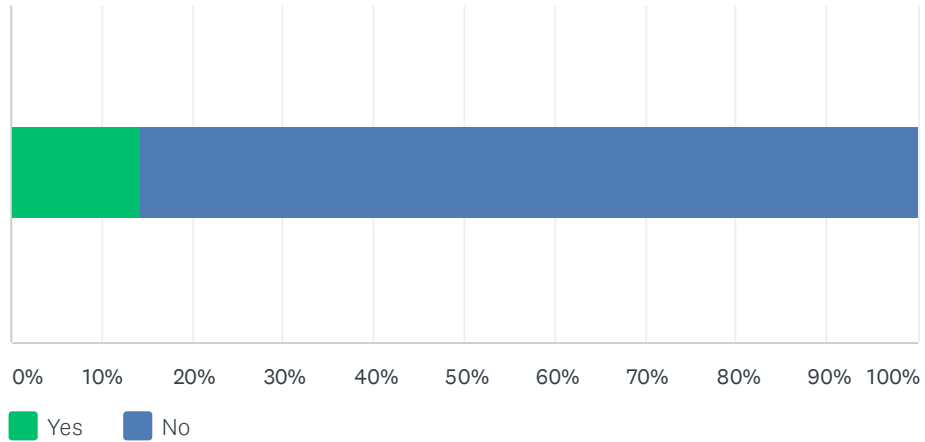
Answered: 7 Skipped: 0



	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	42.86% 3	28.57% 2	28.57% 2	7	1.86
Path Condition	85.71% 6	14.29% 1	0.00% 0	7	1.14
Safety	85.71% 6	14.29% 1	0.00% 0	7	1.14

Q14 Does Gartcosh feel well connected to the Seven Lochs Wetland Park?

Answered: 7 Skipped: 0

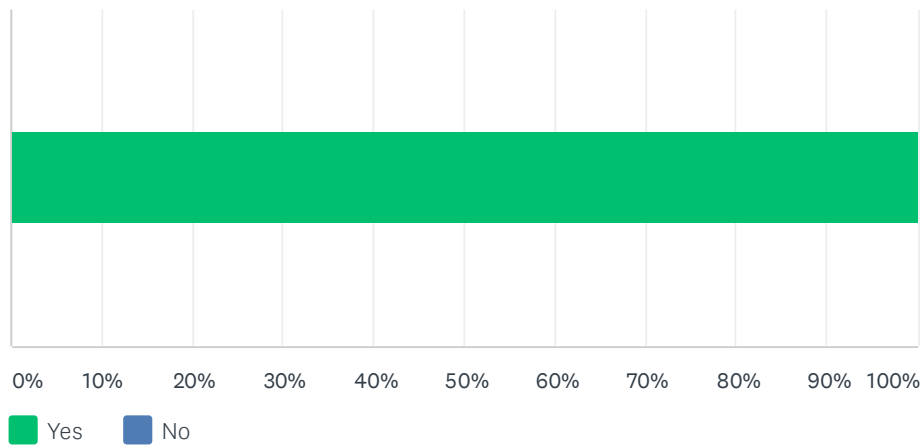


ANSWER CHOICES	RESPONSES
Yes	14.29% 1
No	85.71% 6
TOTAL	7

#	FURTHER COMMENTS	DATE
1	Have said no as I have no information on how to access the 7 lochs paths	3/2/2021 4:10 PM
2	It isn't even showing up as part of the 7 lochs anymore!!!	3/2/2021 3:39 PM
3	Once you know the routes. It's not too well signposted.	3/1/2021 8:15 PM

Q15 Would you like Gartcosh to be better connected to the wetland park ?

Answered: 7 Skipped: 0

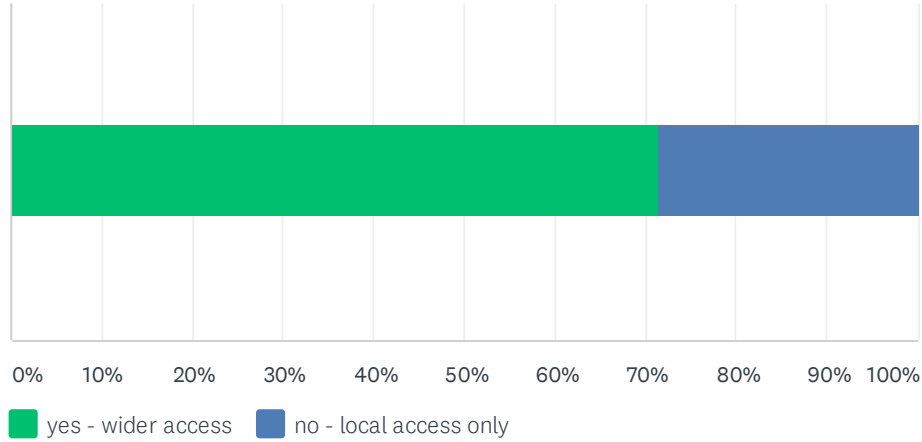


ANSWER CHOICES	RESPONSES
Yes	100.00% 7
No	0.00% 0
TOTAL	7

#	FURTHER COMMENT	DATE
1	A connection around Johnson Loch would only serve to add this beautiful feature to the 7 Lochs! Boardwalk!	3/2/2021 3:39 PM

Q16 If you answered yes to the above - would that include a wish that people from outside the village could use improved connectivity to access the park

Answered: 7 Skipped: 0



ANSWER CHOICES	RESPONSES	
yes - wider access	71.43%	5
no - local access only	28.57%	2
TOTAL		7

Q17 Would you like to take part in a path focus group via zoom - if so please leave your name and email address

Answered: 3 Skipped: 4

ANSWER CHOICES	RESPONSES	
Name	66.67%	2
Email	66.67%	2
best time of day for you	66.67%	2
I can't use zoom - but would like to be involved - please leave details of how we can get in touch	33.33%	1

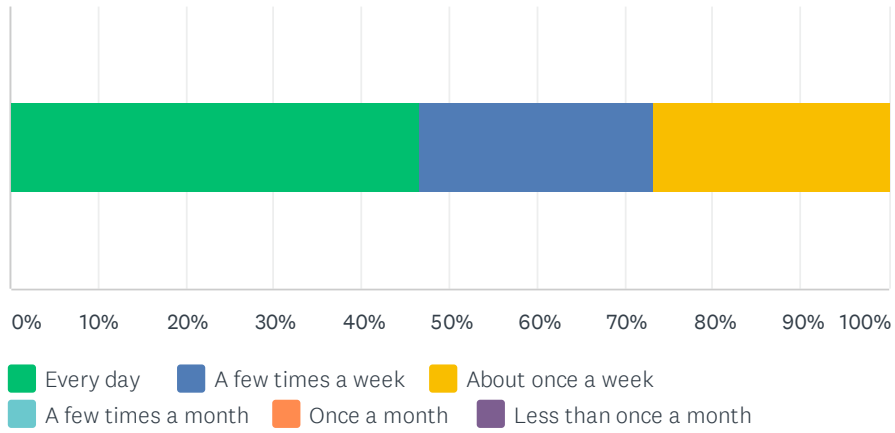
Q1 What is the first part of your street name? ie Balmore

Answered: 15 Skipped: 0

#	RESPONSES	DATE
1	Birdston	3/10/2021 6:28 PM
2	Mossview rd	3/7/2021 7:27 PM
3	Loch	3/7/2021 7:00 PM
4	Ballaig	3/3/2021 7:49 AM
5	Lindores	3/2/2021 1:16 PM
6	Balmore	3/2/2021 12:55 PM
7	Birdston	3/2/2021 12:10 PM
8	Loch	3/2/2021 12:08 AM
9	Auchan	3/1/2021 10:59 PM
10	Loch road	3/1/2021 9:25 PM
11	Auchan	3/1/2021 9:16 PM
12	Birdston	3/1/2021 9:14 PM
13	Loch	3/1/2021 9:12 PM
14	Lindores	3/1/2021 9:03 PM
15	Birdston	3/1/2021 8:43 PM

Q2 How often do you use the paths themselves for leisure?

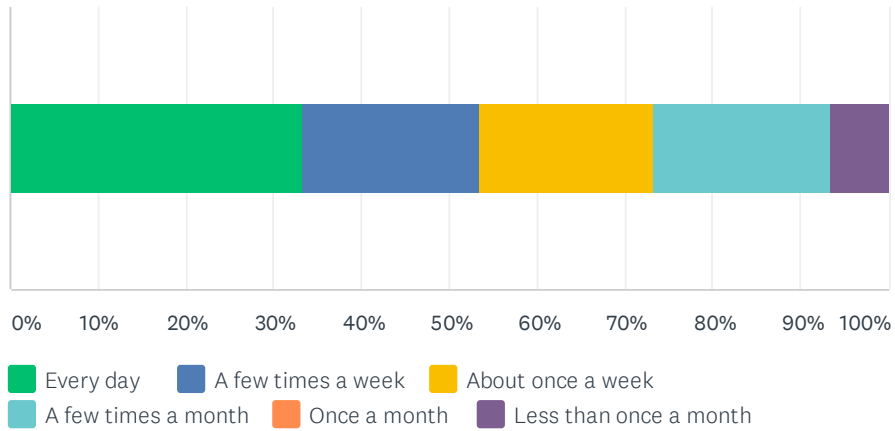
Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	46.67%	7
A few times a week	26.67%	4
About once a week	26.67%	4
A few times a month	0.00%	0
Once a month	0.00%	0
Less than once a month	0.00%	0
TOTAL		15

Q3 How often do you use the path(s) to reach somewhere else or the wider path network for leisure purposes?

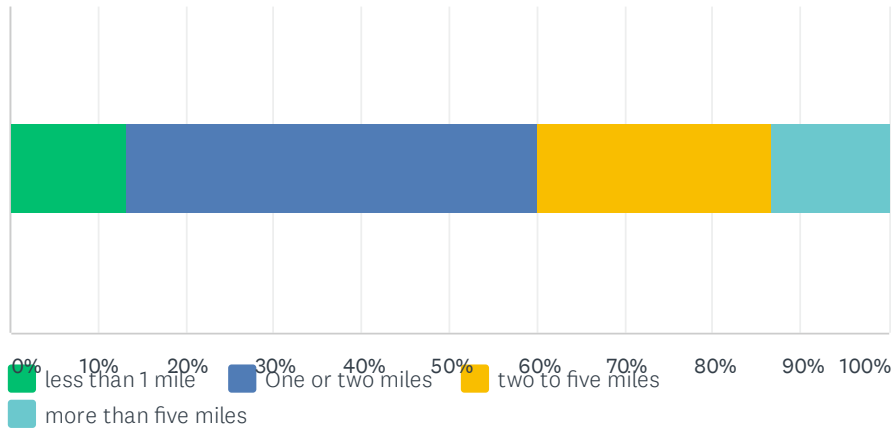
Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	33.33%	5
A few times a week	20.00%	3
About once a week	20.00%	3
A few times a month	20.00%	3
Once a month	0.00%	0
Less than once a month	6.67%	1
TOTAL		15

Q4 What distance to you generally use the path(s) to travel

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
less than 1 mile	13.33%	2
One or two miles	46.67%	7
two to five miles	26.67%	4
more than five miles	13.33%	2
TOTAL		15

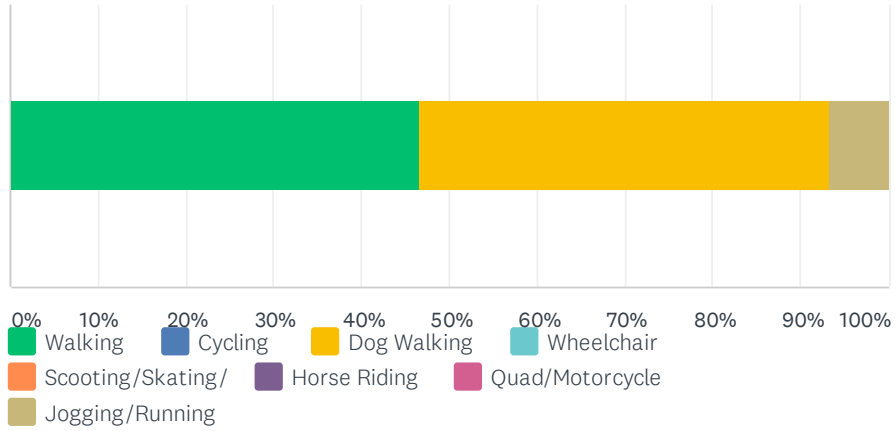
Q5 If you use the path(s) to travel to another village/place regularly , where is it that you exit the path?

Answered: 9 Skipped: 6

#	RESPONSES	DATE
1	Garthamlock	3/10/2021 6:28 PM
2	Seven locks huganfeild	3/7/2021 7:27 PM
3	Avenue end road	3/7/2021 7:00 PM
4	Honeywell	3/2/2021 12:55 PM
5	Hogganfield	3/2/2021 12:08 AM
6	Cardowan moss	3/1/2021 9:25 PM
7	Various points behind Cardowan or near the old distillery	3/1/2021 9:16 PM
8	Avenue end road	3/1/2021 9:03 PM
9	In the moss or at the end near the traffic lights at loch road	3/1/2021 8:43 PM

Q6 Which of the following describes best how you use the path(s)?

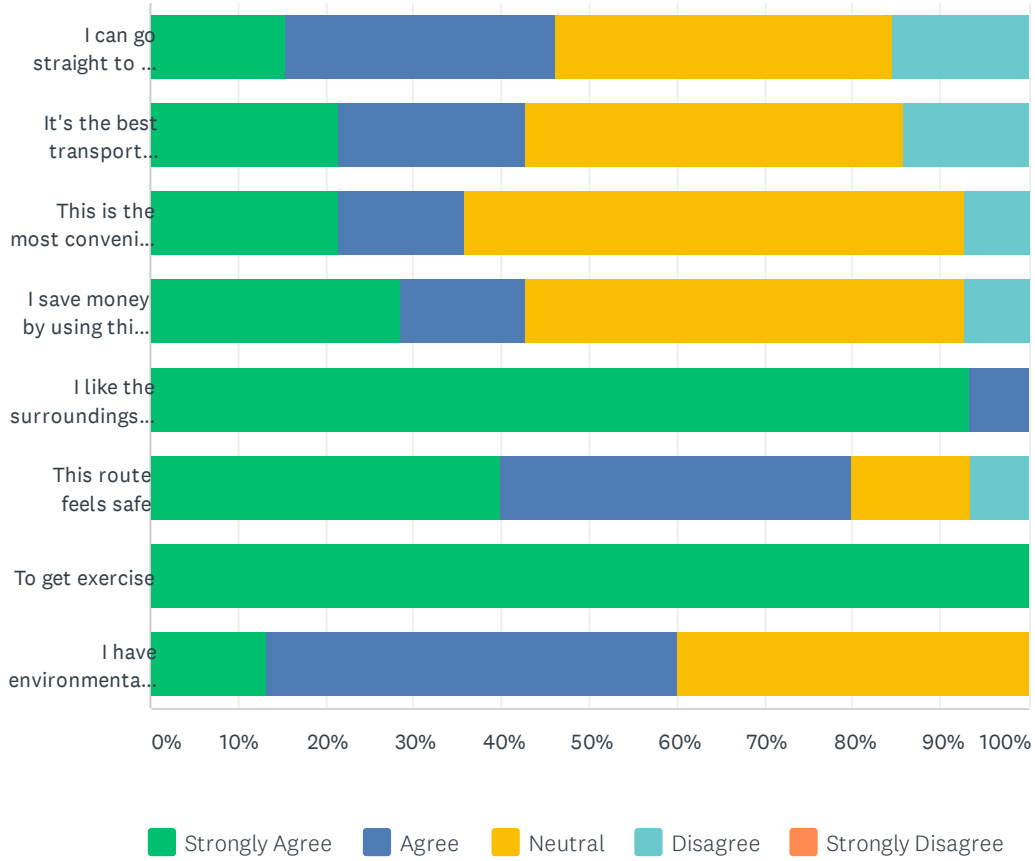
Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walking	46.67%	7
Cycling	0.00%	0
Dog Walking	46.67%	7
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	0.00%	0
Quad/Motorcycle	0.00%	0
Jogging/Running	6.67%	1
TOTAL		15

Q7 To what extent do the following factors influence your decision to use active travel

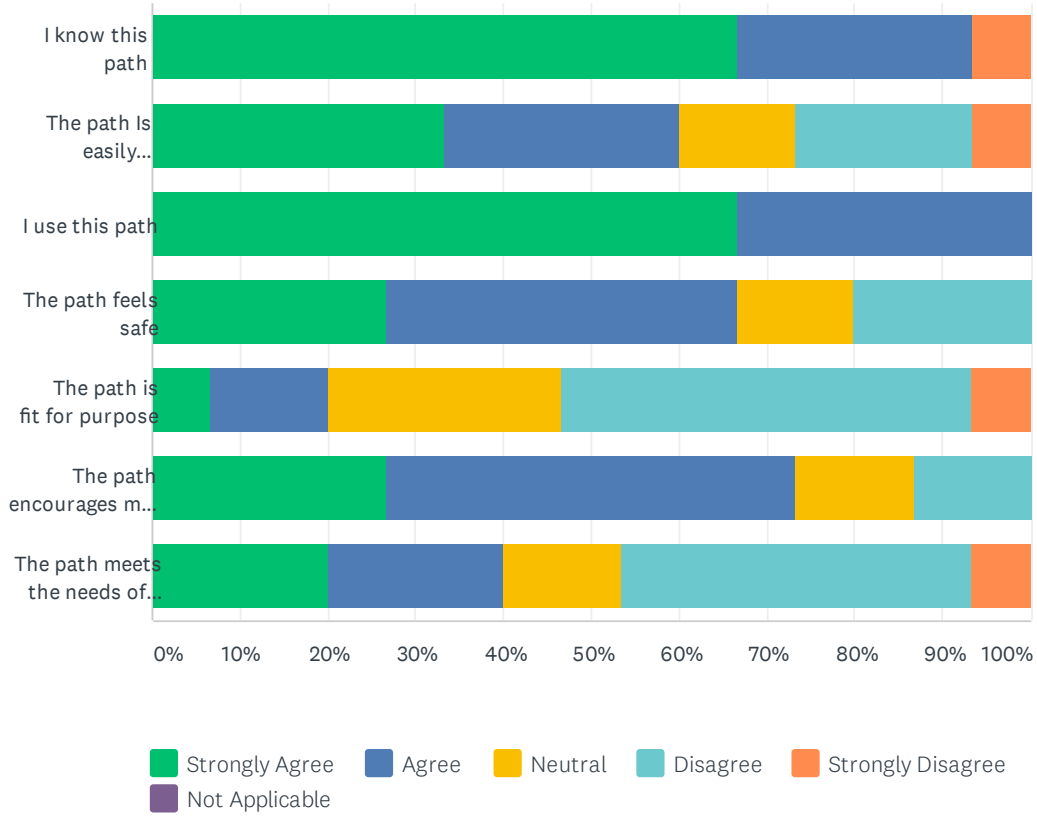
Answered: 15 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	15.38% 2	30.77% 4	38.46% 5	15.38% 2	0.00% 0	13
It's the best transport option	21.43% 3	21.43% 3	42.86% 6	14.29% 2	0.00% 0	14
This is the most convenient route	21.43% 3	14.29% 2	57.14% 8	7.14% 1	0.00% 0	14
I save money by using this route	28.57% 4	14.29% 2	50.00% 7	7.14% 1	0.00% 0	14
I like the surroundings on this route	93.33% 14	6.67% 1	0.00% 0	0.00% 0	0.00% 0	15
This route feels safe	40.00% 6	40.00% 6	13.33% 2	6.67% 1	0.00% 0	15
To get exercise	100.00% 15	0.00% 0	0.00% 0	0.00% 0	0.00% 0	15
I have environmental concerns	13.33% 2	46.67% 7	40.00% 6	0.00% 0	0.00% 0	15

Q8 How much do you agree or disagree with the following statements about the path that leads from the loch entrance via the woodland into Cardowan Moss and the Seven Lochs Path Network?

Answered: 15 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	66.67% 10	26.67% 4	0.00% 0	0.00% 0	6.67% 1	0.00% 0	15
The path is easily accessible	33.33% 5	26.67% 4	13.33% 2	20.00% 3	6.67% 1	0.00% 0	15
I use this path	66.67% 10	33.33% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	15
The path feels safe	26.67% 4	40.00% 6	13.33% 2	20.00% 3	0.00% 0	0.00% 0	15
The path is fit for purpose	6.67% 1	13.33% 2	26.67% 4	46.67% 7	6.67% 1	0.00% 0	15
The path encourages me to walk and cycle more	26.67% 4	46.67% 7	13.33% 2	13.33% 2	0.00% 0	0.00% 0	15
The path meets the needs of the community	20.00% 3	20.00% 3	13.33% 2	40.00% 6	6.67% 1	0.00% 0	15

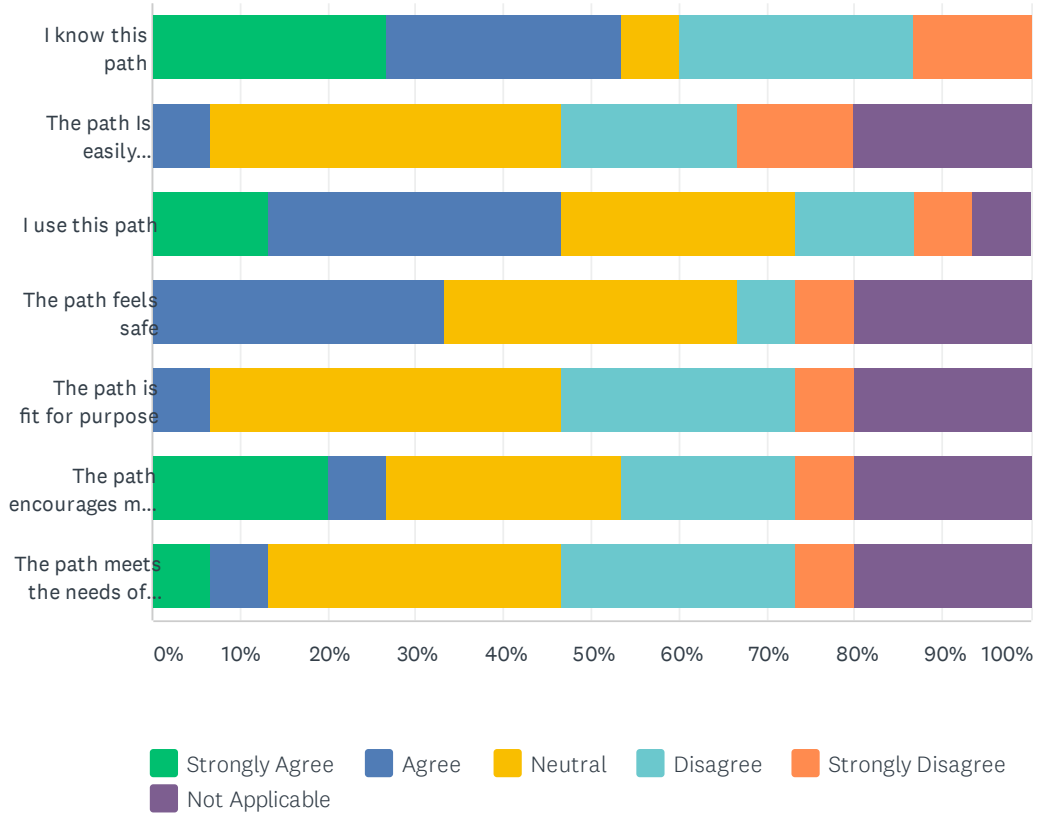
#	FURTHER COMMENTS	DATE
1	This past year so many people have used paths including dirt bikes and paths falling into disrepair. Paths now really so muddy and too narrow with fallen trees along the path from Loch Rd, along the side of the private houses up into Cardowan Moss. Also huge increase in rubbish.	3/10/2021 6:28 PM

Frankfield Estate Paths - User Survey

2	Would be good if it was slightly more pram accessible	3/7/2021 7:00 PM
3	The path around Frankfield Loch needs finishing around the molendinar bridge area. It is dangerous and prohibitive.	3/3/2021 7:49 AM
4	The path could use patching in places and the vegetation cut on one side of the path once a year to keep nettles and brambles at bay. (Also happy to help do this!)	3/1/2021 9:25 PM
5	Access around Frankfield Loch is not disabled friendly particularly the hill leading up to the path at the top and the steep small hill leading to the back of the Loch next to the playing fields	3/1/2021 9:16 PM
6	Some of the path around frankfield loch is incomplete (I believe taylor Wimpey were meant to have finished it but havent) some parts are very muddy & the back end of the loch path is very steep without proper steps/grip. In the back cardowan field where the small stone bridge is, its totally waterlogged & impassable at times, i cant walk there with my dog.	3/1/2021 9:12 PM
7	The path up to the moss is not friendly to everyone. It's steep and uneven and not suitable for young children or prams.	3/1/2021 8:43 PM

Q9 How much do you agree or disagree with the following statements about the path that leads from Frankfield Loch to the Gartloch Pools and onto Bishops Loch

Answered: 15 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	26.67% 4	26.67% 4	6.67% 1	26.67% 4	13.33% 2	0.00% 0	15
The path is easily accessible	0.00% 0	6.67% 1	40.00% 6	20.00% 3	13.33% 2	20.00% 3	15
I use this path	13.33% 2	33.33% 5	26.67% 4	13.33% 2	6.67% 1	6.67% 1	15
The path feels safe	0.00% 0	33.33% 5	33.33% 5	6.67% 1	6.67% 1	20.00% 3	15
The path is fit for purpose	0.00% 0	6.67% 1	40.00% 6	26.67% 4	6.67% 1	20.00% 3	15
The path encourages me to walk and cycle more	20.00% 3	6.67% 1	26.67% 4	20.00% 3	6.67% 1	20.00% 3	15
The path meets the needs of the community	6.67% 1	6.67% 1	33.33% 5	26.67% 4	6.67% 1	20.00% 3	15

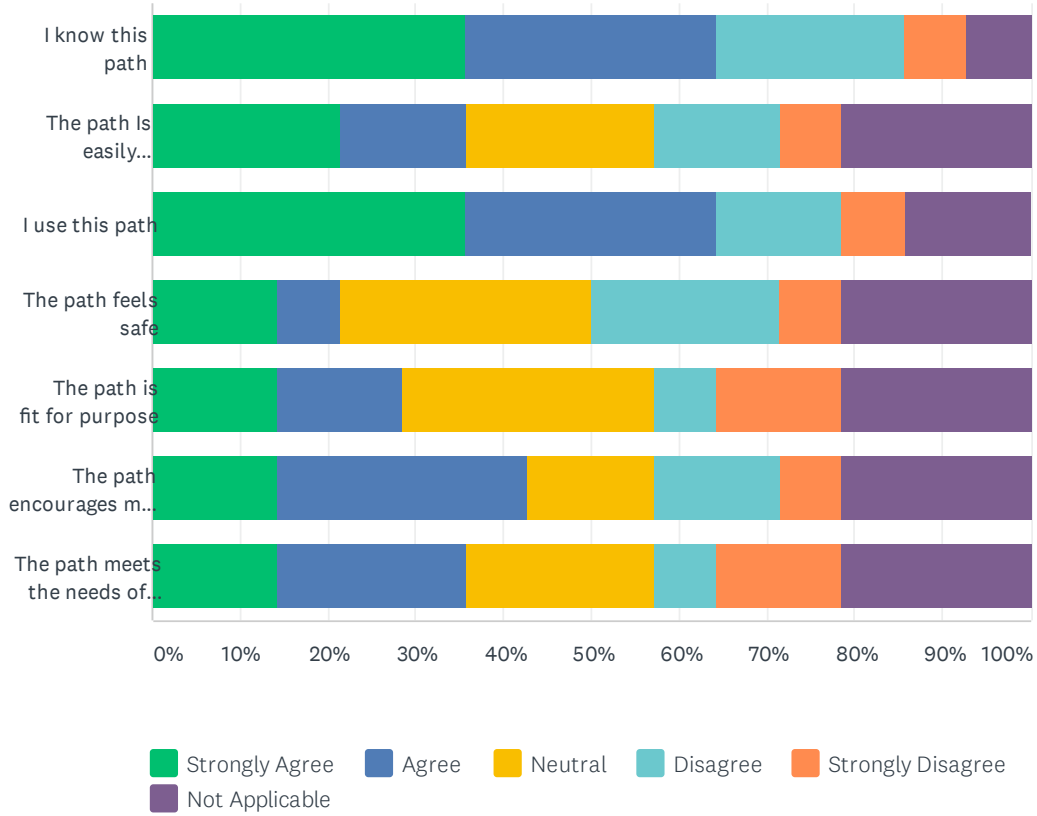
#	FURTHER COMMENTS	DATE
1	Signage/ directions could be better.	3/10/2021 6:28 PM
2	This path is a bog or most of the year- and a tip from the rest. Standing mud and litter.	3/3/2021 7:49 AM
3	There should be better signage/more information online about the paths	3/2/2021 1:16 PM

Frankfield Estate Paths - User Survey

4	I don't know how to access these paths	3/2/2021 12:55 PM
5	Would like to know more about this path :)	3/1/2021 9:25 PM
6	Part of it is extremely muddy & waterlogged, ie from the back field onto the path that runs along the back of the red deer village is extremely flooded at times, this has become much worse in the 7yrs ive been walking it. Also along the bottom of the cardowan meadow is marshy & where it meets the path along the back of the houses in the trees that takes you up to the meadow at top of gartloch pool, is very muddy at times.	3/1/2021 9:12 PM
7	There isn't much of a path from Frankfield to these locations is we're talking about going via the moss. The route is just through the field and isn't pathed so to speak. Enjoyable walk but not a proper path or suitable in wet weather.	3/1/2021 8:43 PM

Q10 How much do you agree or disagree with the following statements about the paths that lead from the loch through Cardowan to Todds Well and the Fort Shopping Centre

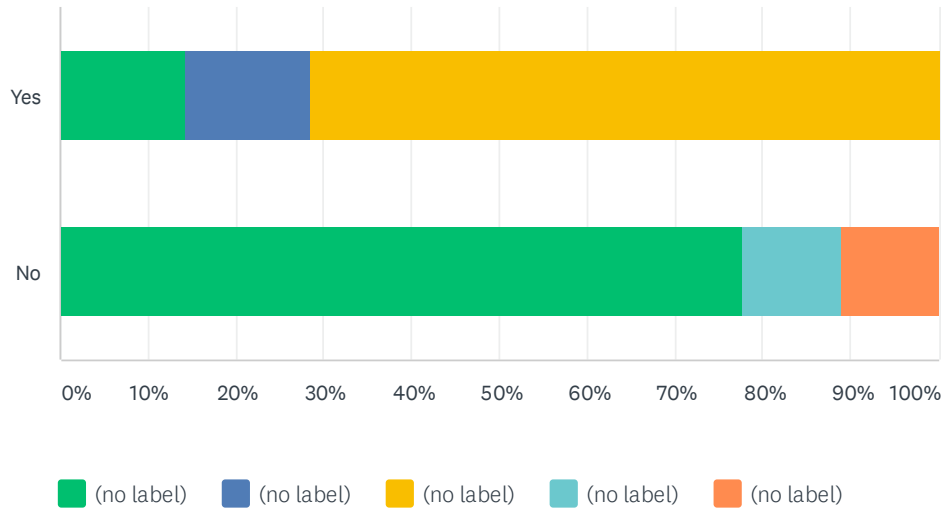
Answered: 14 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	35.71% 5	28.57% 4	0.00% 0	21.43% 3	7.14% 1	7.14% 1	14
The path is easily accessible	21.43% 3	14.29% 2	21.43% 3	14.29% 2	7.14% 1	21.43% 3	14
I use this path	35.71% 5	28.57% 4	0.00% 0	14.29% 2	7.14% 1	14.29% 2	14
The path feels safe	14.29% 2	7.14% 1	28.57% 4	21.43% 3	7.14% 1	21.43% 3	14
The path is fit for purpose	14.29% 2	14.29% 2	28.57% 4	7.14% 1	14.29% 2	21.43% 3	14
The path encourages me to walk and cycle more	14.29% 2	28.57% 4	14.29% 2	14.29% 2	7.14% 1	21.43% 3	14
The path meets the needs of the community	14.29% 2	21.43% 3	21.43% 3	7.14% 1	14.29% 2	21.43% 3	14

Q11 Does the estate feel well connected by the path network to neighbouring villages? Such as Muirhead, Gartcosh or Auchinloch?

Answered: 15 Skipped: 0

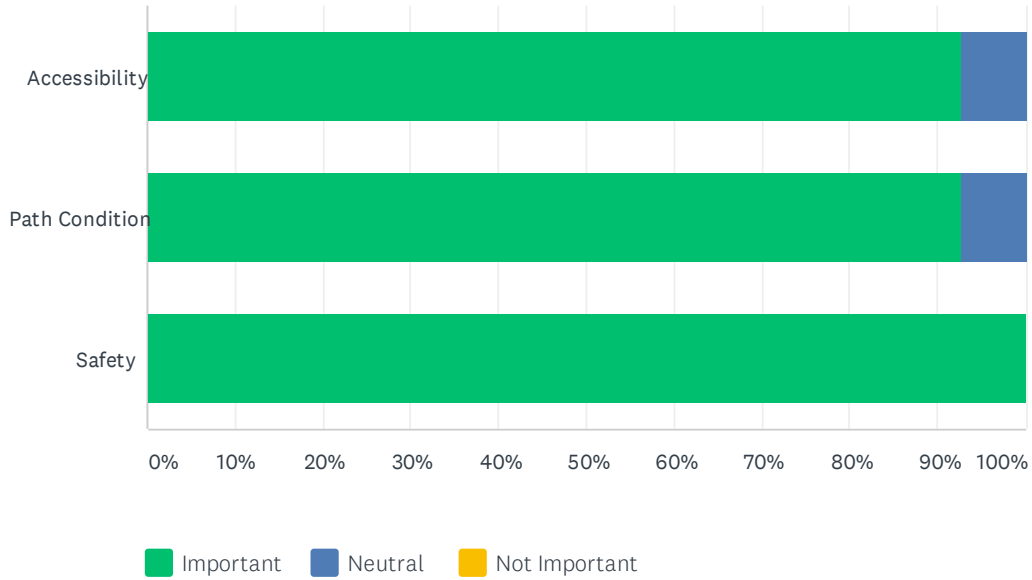


	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Yes	14.29%	14.29%	71.43%	0.00%	0.00%	7	2.57
No	77.78%	0.00%	0.00%	11.11%	11.11%	9	1.78

#	FURTHER COMMENTS	DATE
1	Signage/ directions could be better in the fields after Stepps train station as nothing to indicate if your on the correct paths.	3/10/2021 6:28 PM
2	I'd love for a guide to be issued about where we can enter paths and where they take us to - either online or through letter boxesz	3/7/2021 7:00 PM
3	These paths need asphalt work to make them suitable	3/3/2021 7:49 AM
4	There should be better signage/more information online about the paths	3/2/2021 1:16 PM
5	The path is very boggy/uneven, can't imagine using it with a standard bike.	3/2/2021 12:55 PM
6	I think the path from steps to muirhead by the railway could really use some drainage / boardwalks installing. It's a great route, but only accessible a few times a year currently.	3/1/2021 9:25 PM
7	Muirhead and gartcosh yes, not so much auchinloch.	3/1/2021 8:43 PM

Q12 There is an old path network that links the Stepps train station to other places. Would you like to be able to access community facilities in Muirhead via a dedicated path - if so how important are the following to how much you would use such a path ie core path

Answered: 14 Skipped: 1

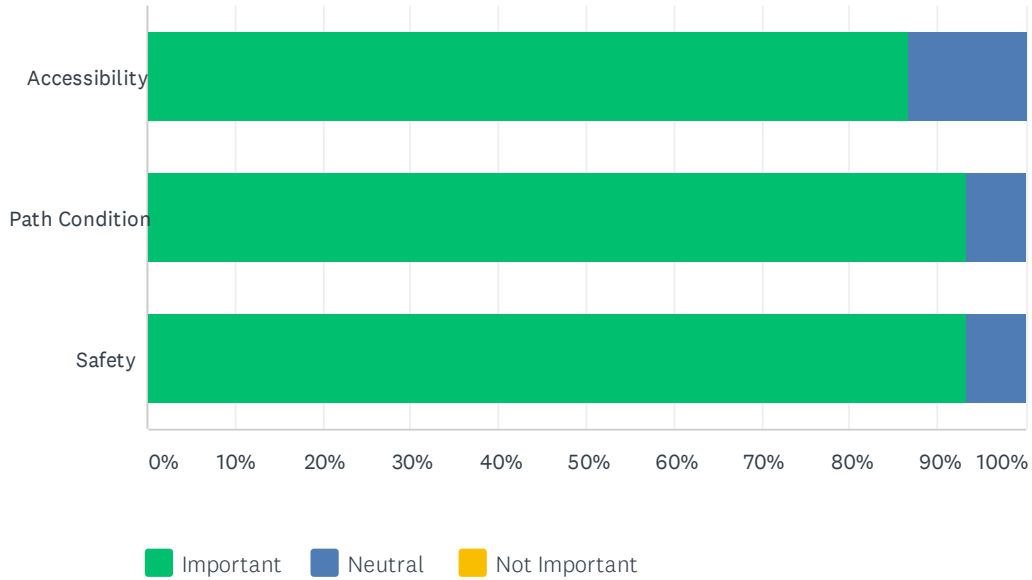


	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	92.86% 13	7.14% 1	0.00% 0	14	1.07
Path Condition	92.86% 13	7.14% 1	0.00% 0	14	1.07
Safety	100.00% 14	0.00% 0	0.00% 0	14	1.00

#	FURTHER COMMENTS	DATE
1	Would be great to find out more. Lockdown has allowed us to explore more, would love to do even more.	3/1/2021 9:25 PM
2	There is a right of way walk that takes you out near the station but that links to muirhead but it is not an easy walk due to the mud and uneven ground.	3/1/2021 8:43 PM

Q13 There is an old path network that links the village to other places. Would you like to be able to access community facilities in Gartcosh/Glenboig via a dedicated path - if so how important are the following to how much you would use such a path

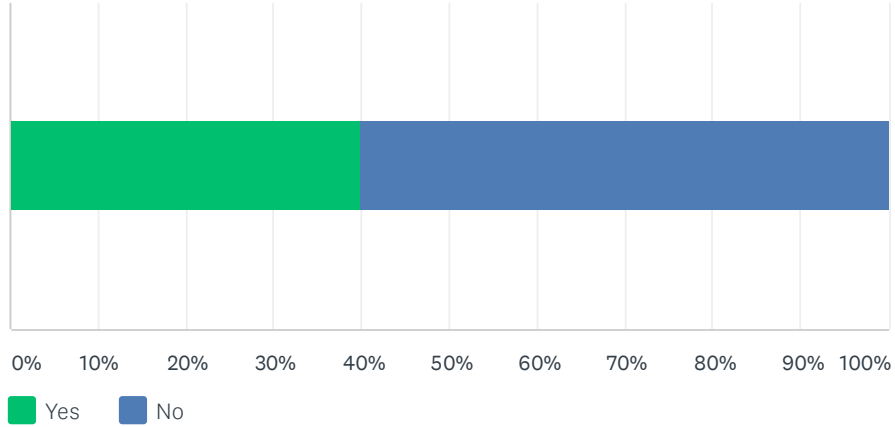
Answered: 15 Skipped: 0



	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	86.67% 13	13.33% 2	0.00% 0	15	1.13
Path Condition	93.33% 14	6.67% 1	0.00% 0	15	1.07
Safety	93.33% 14	6.67% 1	0.00% 0	15	1.07

Q14 Does Frankfield Loch feel well connected to the Seven Lochs Wetland Park?

Answered: 15 Skipped: 0

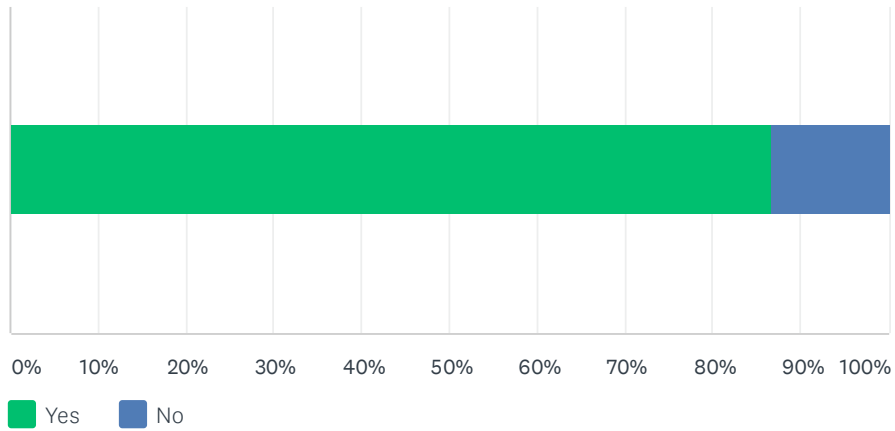


ANSWER CHOICES	RESPONSES
Yes	40.00% 6
No	60.00% 9
TOTAL	15

#	FURTHER COMMENTS	DATE
1	With many people now using bikes / dirt bikes on the path at Frankfield Loch they travel at speed along the path beside the houses with no regard for residents/ walkers/ children in the footpath. Often they are behind you before you have time to get out their way. Because the trees make the path dark in the summer you often don't see the bikes coming.	3/10/2021 6:28 PM
2	Frankfield should remain separate. It is quieter and more peaceful than the rest, and Stepps people look after it as they feel a sense of ownership. Leave it as it is.	3/3/2021 7:49 AM
3	I am only aware of a few walk ways and feels like it is very boggy/wet	3/2/2021 12:55 PM
4	There's only 1 real path and it's inaccessible for wheel chair users or those with prams or people with poor walking capabilities	3/1/2021 9:16 PM
5	I love the entrance at the end of my street from the loch to the moss. Especially with lockdown I have never been more grateful to life in this beautiful area.	3/1/2021 8:43 PM

Q15 Would you like Frankfield Loch to be better connected to the wetland park ?

Answered: 15 Skipped: 0

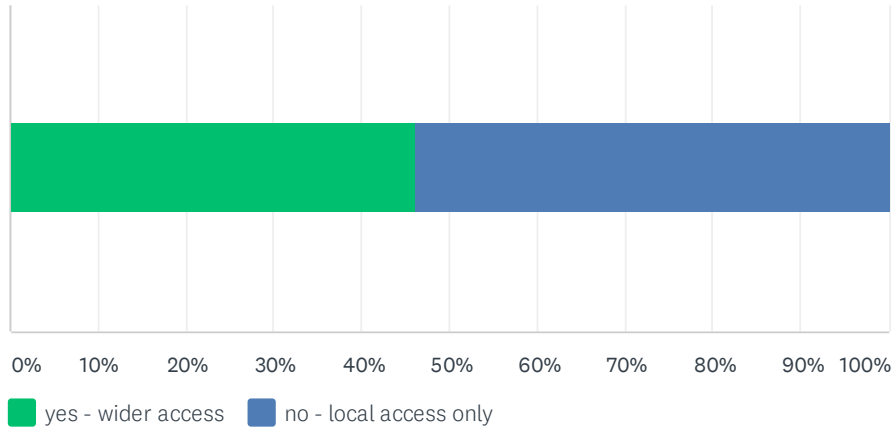


ANSWER CHOICES	RESPONSES	
Yes	86.67%	13
No	13.33%	2
TOTAL		15

#	FURTHER COMMENT	DATE
1	If people from outside the community have access to the paths etc they should have car parking somewhere so as not to use residents parking.	3/10/2021 6:28 PM
2	See above	3/3/2021 7:49 AM
3	It would be good to complete the surfacing of the loop round Frankfield Loch	3/1/2021 9:25 PM

Q16 If you answered yes to the above - would that include a wish that people from outside the estate could use improved connectivity to access the park

Answered: 13 Skipped: 2



ANSWER CHOICES	RESPONSES	
yes - wider access	46.15%	6
no - local access only	53.85%	7
TOTAL		13

Q1 What is the first part of your street name? ie Dunlop

Answered: 46 Skipped: 0

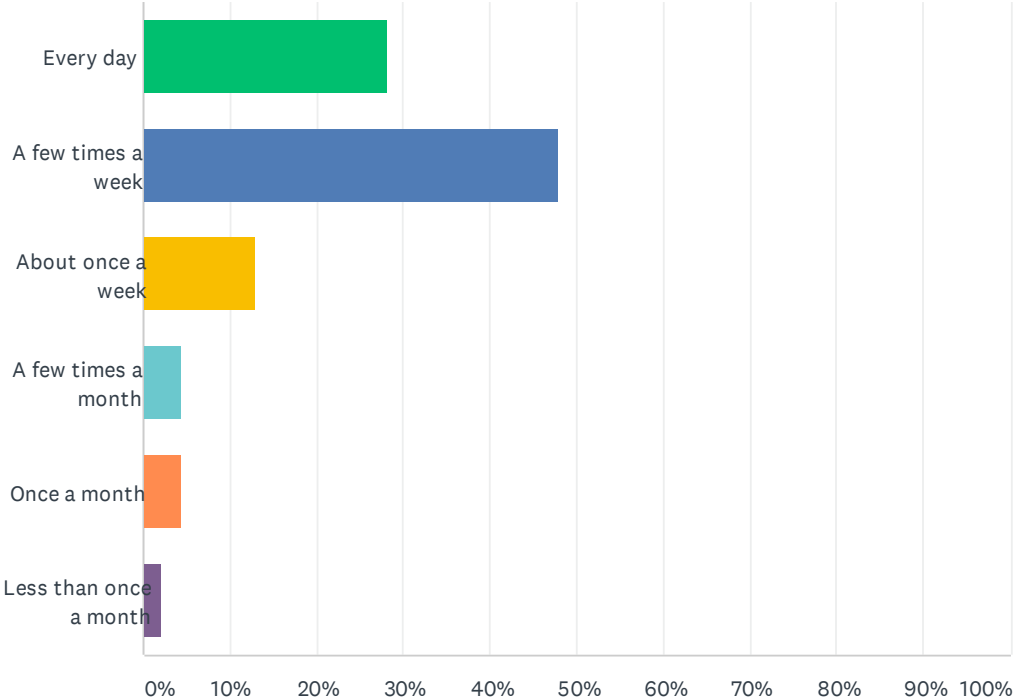
#	RESPONSES	DATE
1	Hall	3/8/2021 8:44 PM
2	Honeywell	3/8/2021 11:37 AM
3	Dunlop	3/2/2021 6:50 PM
4	Maroney drive	3/1/2021 11:07 PM
5	Honeywell	3/1/2021 10:08 PM
6	Mullen	3/1/2021 8:24 PM
7	Dunlop Crescent	2/24/2021 8:18 PM
8	Dunlop Crescent	2/23/2021 3:39 PM
9	Dunlop	2/23/2021 12:24 PM
10	Honeywell	2/23/2021 5:28 AM
11	Dunlop	2/22/2021 8:08 PM
12	Dunlop	2/22/2021 8:02 PM
13	Dunlop	2/22/2021 7:54 PM
14	Dunlop	2/22/2021 7:54 PM
15	Dunlop	2/22/2021 7:47 PM
16	Woodhead rd	2/22/2021 7:46 PM
17	Woodhead Road	2/22/2021 7:39 PM
18	Dunlop	2/22/2021 7:37 PM
19	Dunlop	2/21/2021 11:08 PM
20	Maroney	2/21/2021 10:44 PM
21	Dunlop	2/21/2021 10:41 PM
22	Laurel	2/21/2021 10:35 PM
23	Maroney	2/21/2021 10:30 PM
24	Flynn	2/21/2021 10:26 PM
25	Dunlop Crescent	2/21/2021 10:09 PM
26	Dunalastair	2/21/2021 9:32 PM
27	Dunlop	2/21/2021 9:31 PM
28	Flynn	2/21/2021 9:12 PM
29	Dunlop	2/21/2021 9:11 PM
30	Dunlop	2/21/2021 9:04 PM
31	Gartloch	2/21/2021 9:03 PM
32	Maroney	2/21/2021 8:48 PM
33	McNab	2/21/2021 8:44 PM
34	Honeywell	2/21/2021 8:43 PM
35	Honeywell	2/21/2021 8:42 PM

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36	Dunlop	2/21/2021 8:42 PM
37	Mcculloch way	2/21/2021 8:42 PM
38	Dunlop	2/21/2021 8:41 PM
39	Dunlop	2/21/2021 8:39 PM
40	Maroney	2/21/2021 8:36 PM
41	Honeywell	2/21/2021 8:35 PM
42	Maroney	2/21/2021 8:31 PM
43	Mcvey place	2/21/2021 8:25 PM
44	Dunlop	2/21/2021 6:55 PM
45	N/A	2/21/2021 6:52 PM
46	Honeywell	2/21/2021 6:25 PM

Q2 How often do you use the paths themselves for leisure?

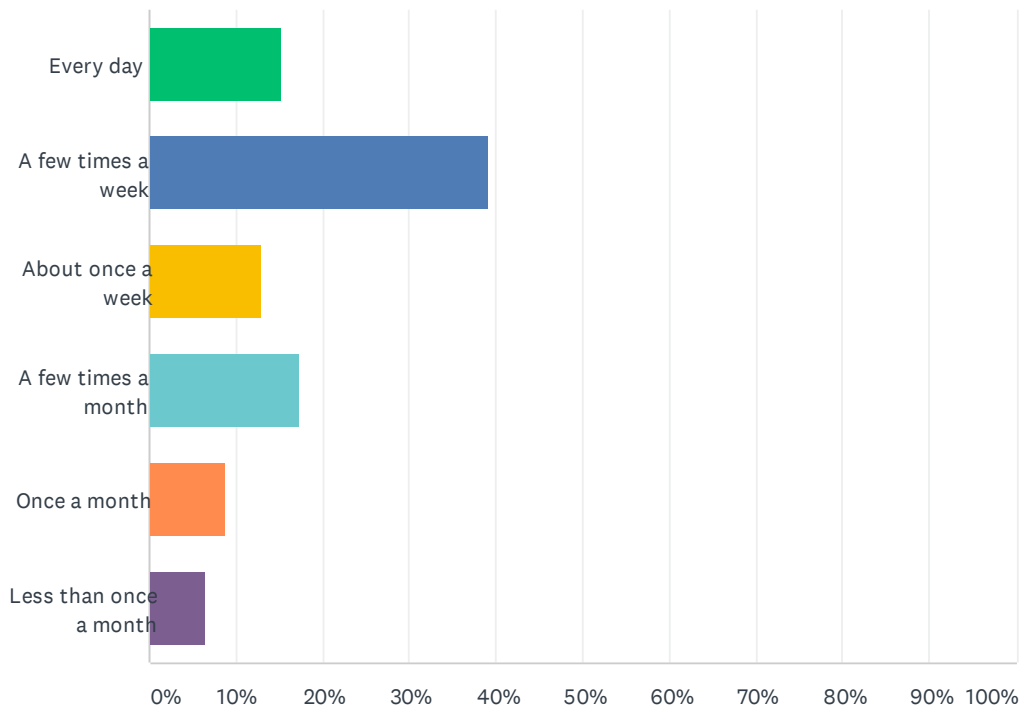
Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	28.26%	13
A few times a week	47.83%	22
About once a week	13.04%	6
A few times a month	4.35%	2
Once a month	4.35%	2
Less than once a month	2.17%	1
TOTAL		46

Q3 How often do you use the path to reach somewhere else or the wider path network for leisure purposes?

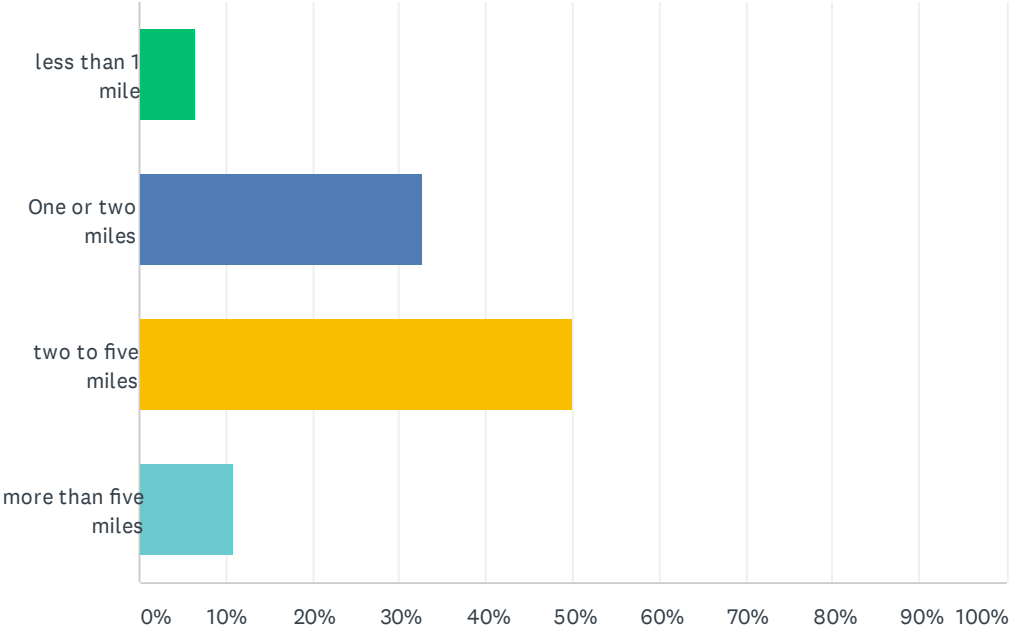
Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES
Every day	15.22% 7
A few times a week	39.13% 18
About once a week	13.04% 6
A few times a month	17.39% 8
Once a month	8.70% 4
Less than once a month	6.52% 3
TOTAL	46

Q4 What distance to you generally use the path to travel

Answered: 46 Skipped: 0



ANSWER CHOICES	RESPONSES
less than 1 mile	6.52% 3
One or two miles	32.61% 15
two to five miles	50.00% 23
more than five miles	10.87% 5
TOTAL	46

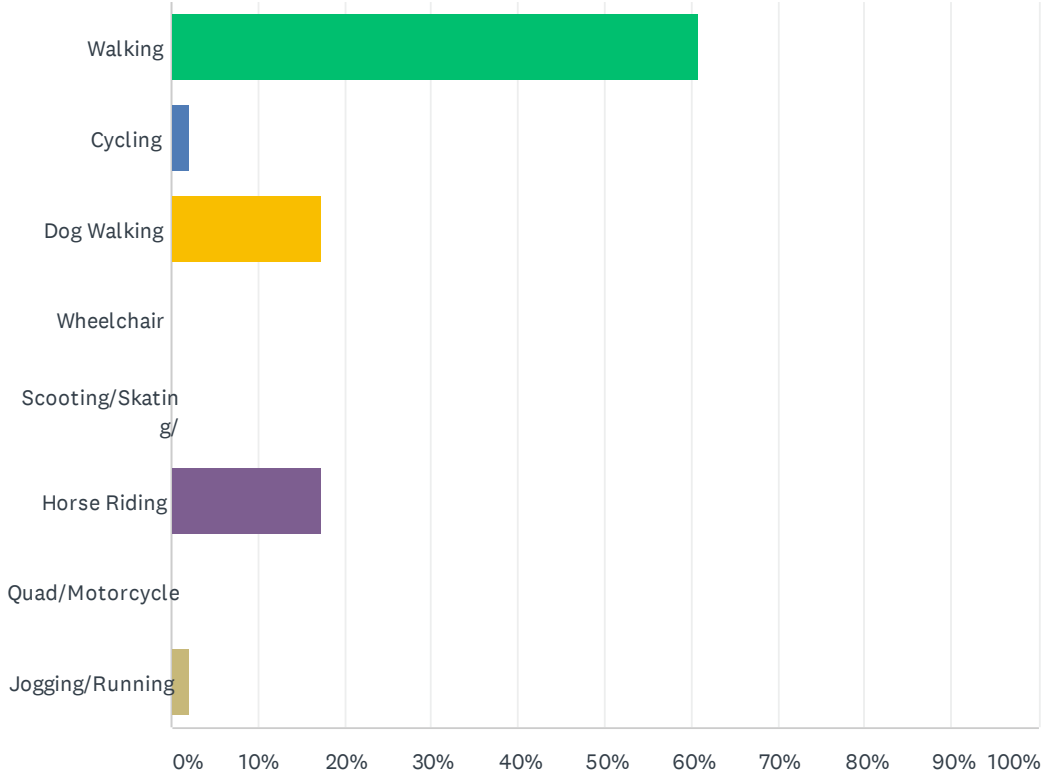
Q5 If you use the path to travel to another village/place regularly , where is it that you exit the path?

Answered: 19 Skipped: 27

#	RESPONSES	DATE
1	Just before old nursing cottages at Gartloch at Bishop's Loch to head to Gartcosh	3/8/2021 8:44 PM
2	Crowwood	3/1/2021 8:24 PM
3	N:A	2/24/2021 8:18 PM
4	Near Muirhead	2/23/2021 3:39 PM
5	Any where	2/22/2021 8:02 PM
6	Various points	2/22/2021 7:54 PM
7	Hogan field	2/22/2021 7:46 PM
8	N/A	2/21/2021 10:41 PM
9	Crowwood	2/21/2021 10:35 PM
10	Varies	2/21/2021 10:26 PM
11	N/a	2/21/2021 9:12 PM
12	Woodhead road	2/21/2021 8:48 PM
13	Cardowan	2/21/2021 8:44 PM
14	Gartcosh	2/21/2021 8:42 PM
15	Muirhead	2/21/2021 8:41 PM
16	Gartcosh or chryston	2/21/2021 8:35 PM
17	Gartcosh	2/21/2021 8:31 PM
18	Cardowan, hogganfield loch, bishop loch	2/21/2021 8:25 PM
19	Gartloch rd	2/21/2021 6:52 PM

Q6 Which of the following describes best how you use the path?

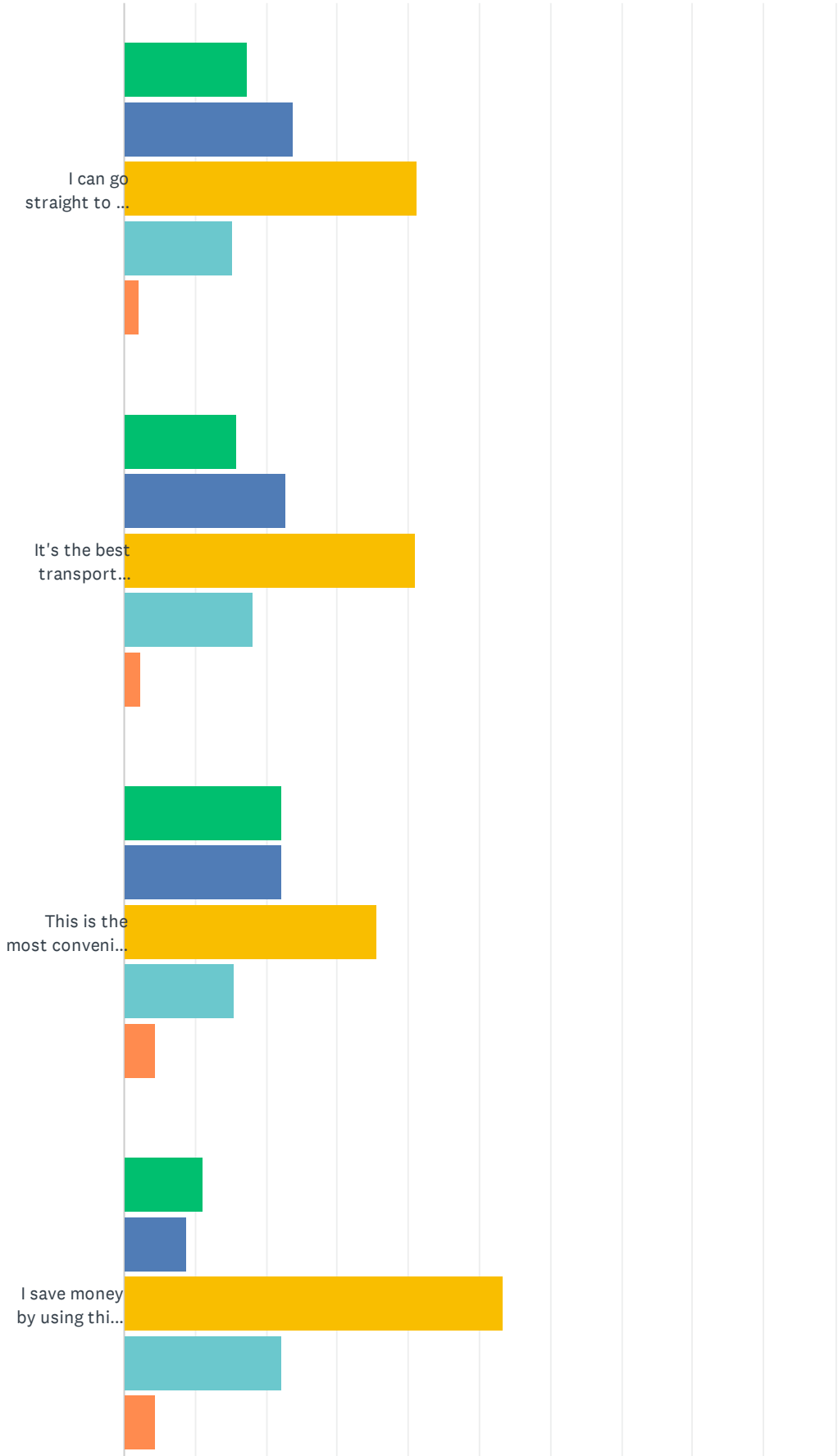
Answered: 46 Skipped: 0



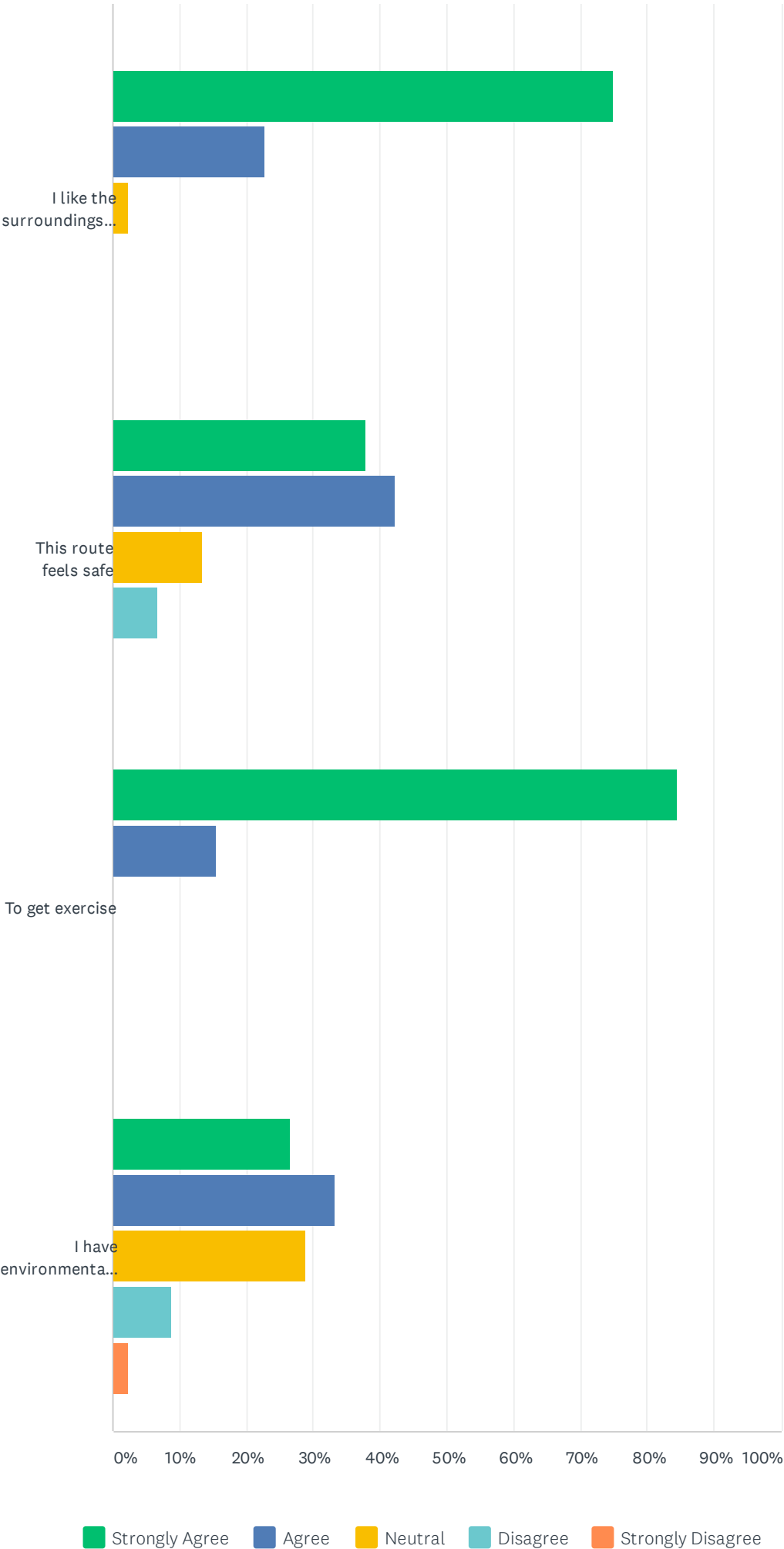
ANSWER CHOICES	RESPONSES	
Walking	60.87%	28
Cycling	2.17%	1
Dog Walking	17.39%	8
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	17.39%	8
Quad/Motorcycle	0.00%	0
Jogging/Running	2.17%	1
TOTAL		46

Q7 To what extent do the following factors influence your decision to use active travel

Answered: 46 Skipped: 0



Honeywell Estate Paths - User Survey

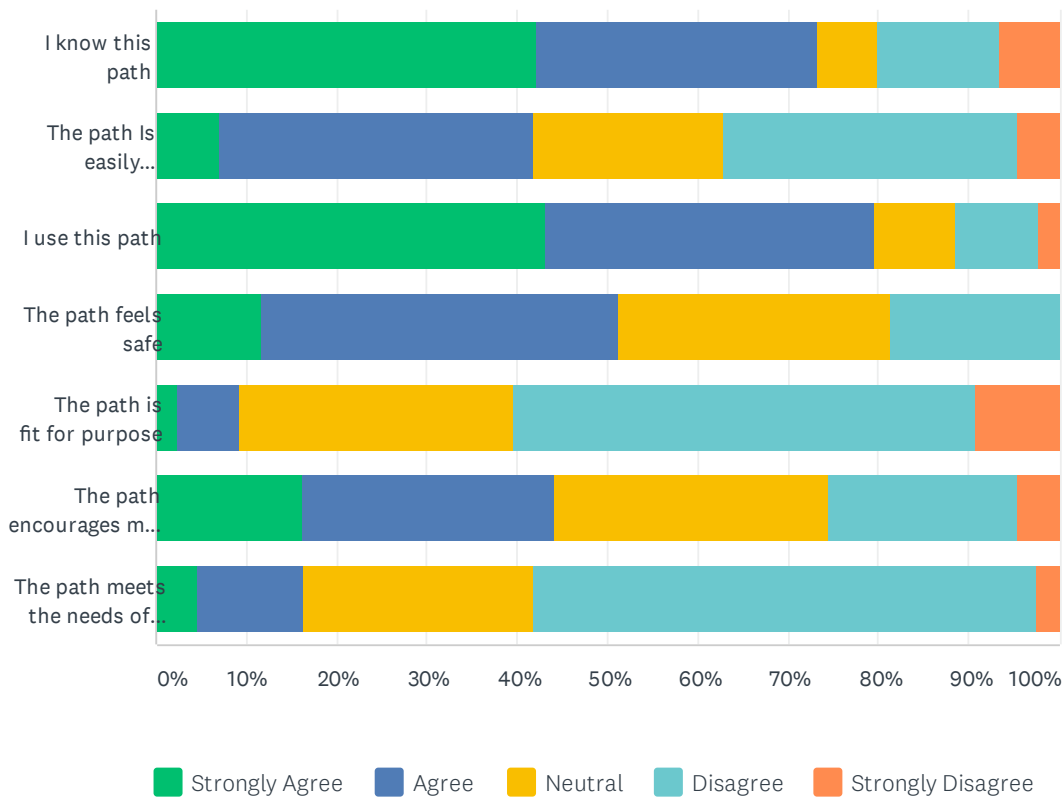


Honeywell Estate Paths - User Survey

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	17.39% 8	23.91% 11	41.30% 19	15.22% 7	2.17% 1	46
It's the best transport option	15.91% 7	22.73% 10	40.91% 18	18.18% 8	2.27% 1	44
This is the most convenient route	22.22% 10	22.22% 10	35.56% 16	15.56% 7	4.44% 2	45
I save money by using this route	11.11% 5	8.89% 4	53.33% 24	22.22% 10	4.44% 2	45
I like the surroundings on this route	75.00% 33	22.73% 10	2.27% 1	0.00% 0	0.00% 0	44
This route feels safe	37.78% 17	42.22% 19	13.33% 6	6.67% 3	0.00% 0	45
To get exercise	84.44% 38	15.56% 7	0.00% 0	0.00% 0	0.00% 0	45
I have environmental concerns	26.67% 12	33.33% 15	28.89% 13	8.89% 4	2.22% 1	45

Q8 How much do you agree or disagree with the following statements about the path that leads to the lost distillery?

Answered: 45 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I know this path	42.22% 19	31.11% 14	6.67% 3	13.33% 6	6.67% 3	45
The path is easily accessible	6.98% 3	34.88% 15	20.93% 9	32.56% 14	4.65% 2	43
I use this path	43.18% 19	36.36% 16	9.09% 4	9.09% 4	2.27% 1	44
The path feels safe	11.63% 5	39.53% 17	30.23% 13	18.60% 8	0.00% 0	43
The path is fit for purpose	2.33% 1	6.98% 3	30.23% 13	51.16% 22	9.30% 4	43
The path encourages me to walk and cycle more	16.28% 7	27.91% 12	30.23% 13	20.93% 9	4.65% 2	43
The path meets the needs of the community	4.65% 2	11.63% 5	25.58% 11	55.81% 24	2.33% 1	43

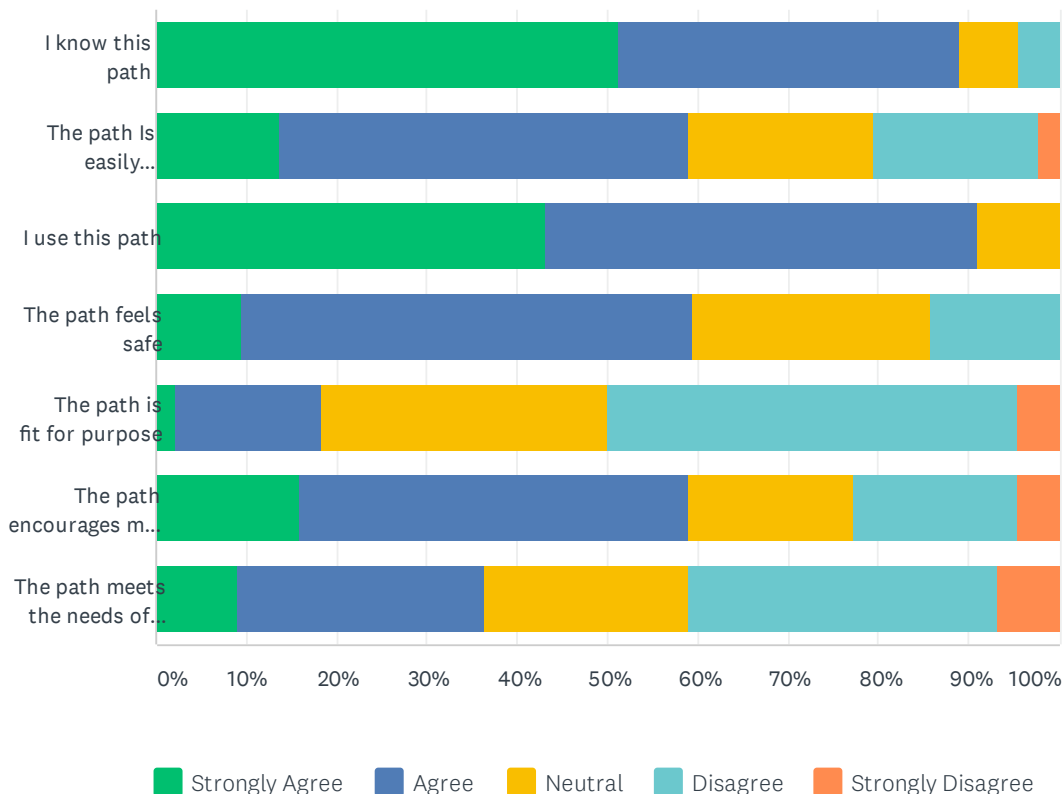
#	FURTHER COMMENTS	DATE
1	The path is fine coming from the houses at Woodhead side but it is really boggy to get there from the woods side	3/8/2021 8:44 PM
2	The path needs more signage and improved to encourage people to use it and to make it more accessible and interesting.	3/1/2021 10:08 PM
3	Paths have so much potential but a little rain makes them very difficult to use	3/1/2021 8:24 PM
4	I'm unsure where the lost distillery is, but I use the paths beside dunlop loch with my toddler	2/24/2021 8:18 PM

Honeywell Estate Paths - User Survey

	daily.	
5	The path is not horse friendly and more thing suck as jumps etc could encourage more horse riding to follow and use the paths	2/22/2021 8:02 PM
6	Path is surfaced in some areas but not others. Over hanging trees are not maintained and as such cause issues. The path is boggy and could use some sort of surface to enhance it.	2/22/2021 7:54 PM
7	Very wet ground, very muddy so hard for anyone to get through. I have heard suggestions for stone covered paths around the area but as I frequently ride horses in the area I am concerned about this idea as stone paths are sore on the feet of the horses.	2/22/2021 7:54 PM
8	Not buggy friendly so can't use just now	2/21/2021 11:08 PM
9	The path can be pretty inaccessible following rain, extremely muddy & soggy underfoot. Overgrown, no signage, waterlogged, mud, heavily impacted by horse riding	2/21/2021 10:44 PM
10	We moved here 12 months ago and there were only a few months of the year where the paths were usable. For about 9 months, the paths have been exceptionally muddy, or with an overgrowth of hogweed. We used the paths several times weekly when the weather allowed it.	2/21/2021 10:41 PM
11	Parts of it need attention - drainage is a real problem	2/21/2021 10:26 PM
12	The paths are so muddy that you can't really get use out of them during the wet weather or the winter months.	2/21/2021 10:09 PM
13	The paths are very muddy and water logged. From the Dunlop Estate the path to the distillery isn't very clear. If you didn't have local knowledge you wouldn't know it was there or the history of it which is a shame.	2/21/2021 9:32 PM
14	There are too many horses and motorbikes churning up the paths which become unpassable when wet	2/21/2021 9:12 PM
15	Paths need upgrading	2/21/2021 9:11 PM
16	Horses, quads, bikes, chew up the path making in a) unsafe as it's slidey with mud, and only accessible with wellies or boots. Fine for me but off putting for others	2/21/2021 8:48 PM
17	I don't know where the distillery is.	2/21/2021 8:43 PM
18	The path is always muddy, waterlogged and difficult to walk through sometimes.	2/21/2021 8:42 PM
19	Too muddy. Needs proper base or tarmac. It's gorgeous when dry	2/21/2021 8:35 PM
20	Conditions of the paths are poor, flooding and like a bog, nightmare to cycle on	2/21/2021 8:25 PM
21	As I don't know the path I answered neutral to all further questions as no n/a option	2/21/2021 6:55 PM

Q9 How much do you agree or disagree with the following statements about the path that leads from Dunlop Court into Cardowan Moss?

Answered: 45 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I know this path	51.11% 23	37.78% 17	6.67% 3	4.44% 2	0.00% 0	45
The path is easily accessible	13.64% 6	45.45% 20	20.45% 9	18.18% 8	2.27% 1	44
I use this path	43.18% 19	47.73% 21	9.09% 4	0.00% 0	0.00% 0	44
The path feels safe	9.52% 4	50.00% 21	26.19% 11	14.29% 6	0.00% 0	42
The path is fit for purpose	2.27% 1	15.91% 7	31.82% 14	45.45% 20	4.55% 2	44
The path encourages me to walk and cycle more	15.91% 7	43.18% 19	18.18% 8	18.18% 8	4.55% 2	44
The path meets the needs of the community	9.09% 4	27.27% 12	22.73% 10	34.09% 15	6.82% 3	44

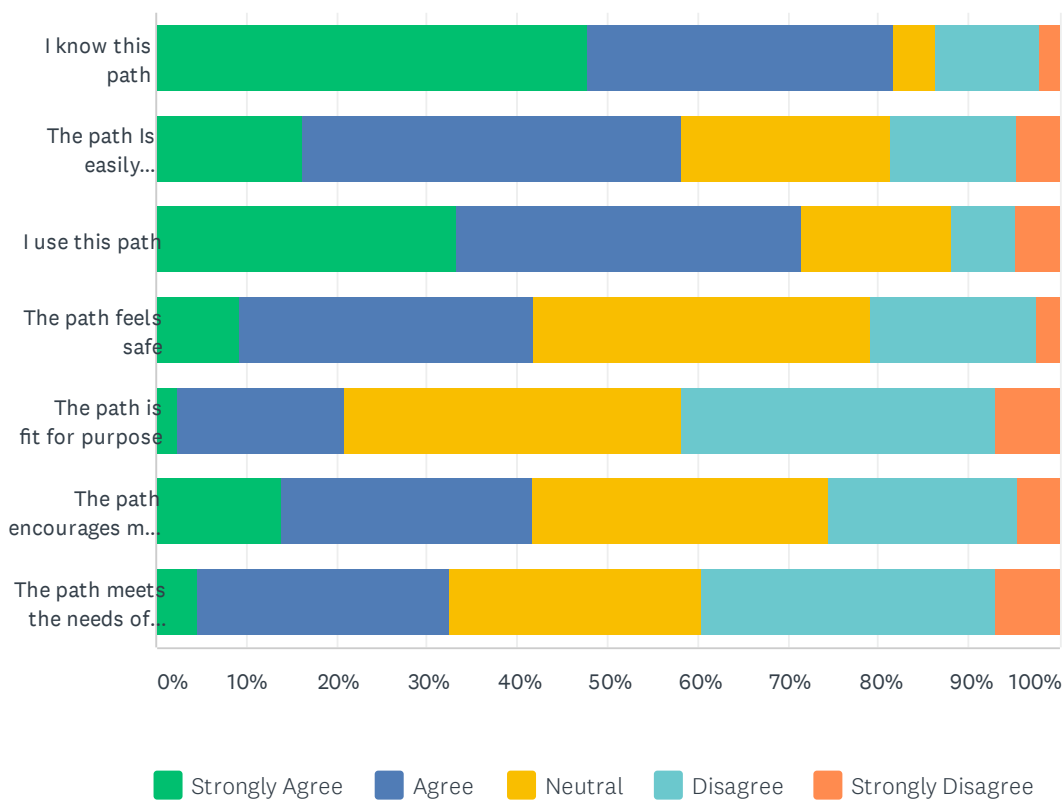
#	FURTHER COMMENTS	DATE
1	Very muddy limits its use in wetter weather	3/8/2021 8:44 PM
2	The path leading from the far end of the Dunlop is extremely muddy and often inaccessible.	3/8/2021 11:37 AM
3	More signage and significantly improve the path. Horses use the path and after rain it is almost impassable. Needs signs and places to rest and put rubbish.	3/1/2021 10:08 PM
4	Again a good path, so much more potential though, can become very muddy!	3/1/2021 8:24 PM

Honeywell Estate Paths - User Survey

5	Need lighting to make it safer in early evenings in the winter.	2/24/2021 8:18 PM
6	The path ways are extremely muddy and waterlogged. This is a disincentive for residents to use the paths. I want to cycle more (through to Drumpelier) without using roads but these paths are very poor and dangerous. Also the small branches need to be trimmed as these are a hazard and may also make people feel unsafe if it is very enclosed too. Ideally some form of hard-core needs to be used to create a more robust path along with signage. Also does Dunlop Court lead into Cardowan Moss?? Is it really that that	2/23/2021 3:39 PM
7	Path is very boggy with no alternative route. Under the railway bridge is always full of glass which often leads to me dismounting from my horse to attempt to lead them round. Litter is a problem. Although the vast majority of people I meet while out horse riding are positive, I have come across some people who believe horses should not be using the paths - worrying considering the Seven Lochs is accessible and to be used for all. I do believe everyone can use the paths in peace, and feel the maintenance and planning of paths should take everyone in to account and accommodate to all it's users.	2/22/2021 7:54 PM
8	It's very boggy	2/22/2021 7:46 PM
9	In the summer if dry it's fine, not usable the rest of the year. Especially with a buggy and small children. Such a shame as it's a great space for kids but is so muddy and hard to walk on when it's wet. Could easily be improved	2/21/2021 11:08 PM
10	This would be a fantastic route if the path was upgraded to a proper path with good signage, drainage and enhanced footpath. I use this but you need be prepared to battle with the swamps, enough to put would be walkers off.	2/21/2021 10:44 PM
11	Needs attention	2/21/2021 10:26 PM
12	There are too many horses and motorbikes churning up the paths which become unpassable when wet	2/21/2021 9:12 PM
13	Again so muddy and uneven in parts making it less accessible for all	2/21/2021 8:48 PM
14	Sometimes the horses churn the path up so much it's impassible for walkers	2/21/2021 8:43 PM
15	It's rough terrain underfoot and be omes muddy and waterlogged	2/21/2021 8:42 PM
16	Not kept well and can be muddy at times	2/21/2021 8:35 PM
17	Only found this path/route due to lockdown and the requirement to stay local. It can be very muddy at times, and unfortunately some of it attracts antisocial and anti environmental quad and motor bikes, which makes it a bit unsafe at times	2/21/2021 6:55 PM

Q10 How much do you agree or disagree with the following statements about the path that lead from Jackson Drive into Cardowan Moss?

Answered: 44 Skipped: 2



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I know this path	47.73% 21	34.09% 15	4.55% 2	11.36% 5	2.27% 1	44
The path is easily accessible	16.28% 7	41.86% 18	23.26% 10	13.95% 6	4.65% 2	43
I use this path	33.33% 14	38.10% 16	16.67% 7	7.14% 3	4.76% 2	42
The path feels safe	9.30% 4	32.56% 14	37.21% 16	18.60% 8	2.33% 1	43
The path is fit for purpose	2.33% 1	18.60% 8	37.21% 16	34.88% 15	6.98% 3	43
The path encourages me to walk and cycle more	13.95% 6	27.91% 12	32.56% 14	20.93% 9	4.65% 2	43
The path meets the needs of the community	4.65% 2	27.91% 12	27.91% 12	32.56% 14	6.98% 3	43

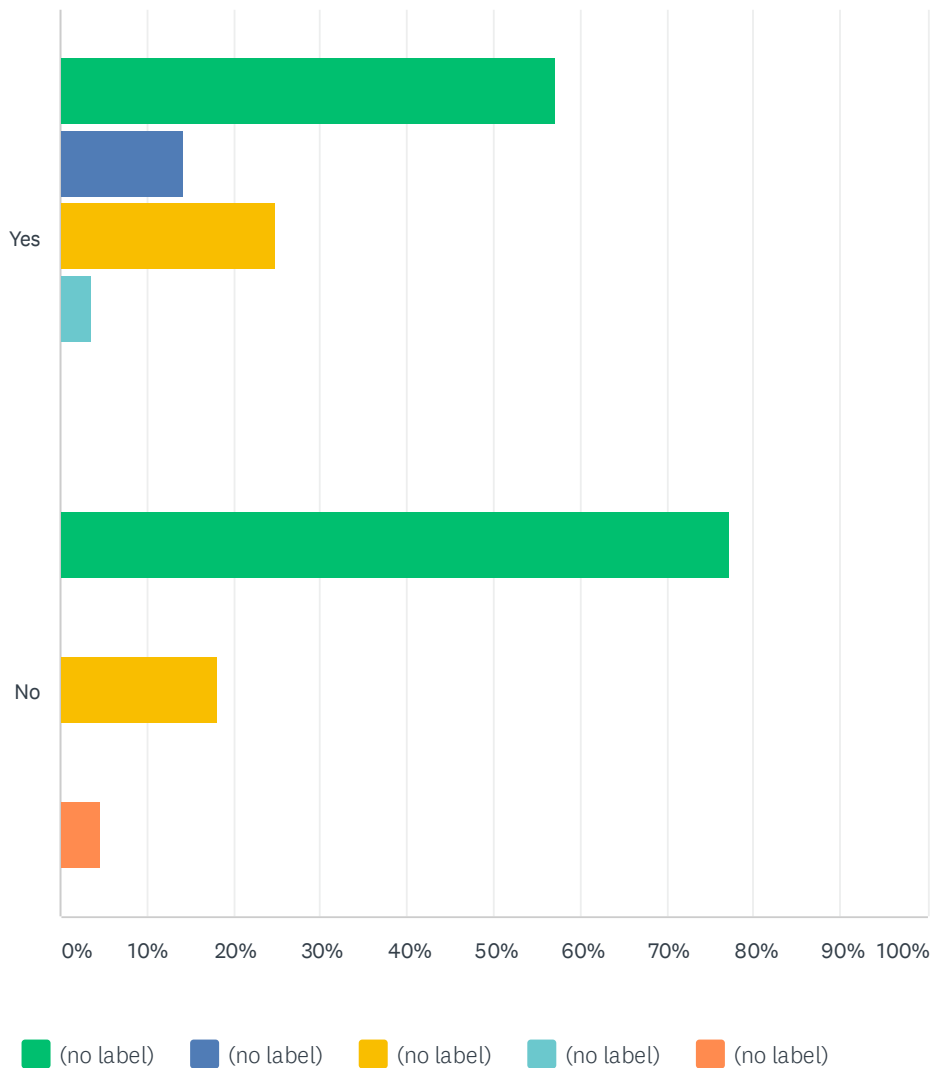
#	FURTHER COMMENTS	DATE
1	It is very narrow compared to other paths in the area and some parts of the slope are steep. The rubbish on the stretch to Dorlin Road makes this off putting compared to other paths around the area.	3/8/2021 8:44 PM
2	In the summer this path is fantastic but in winter again it's too muddy and sloppy underfoot	3/8/2021 11:37 AM
3	Needs bins and signage	3/1/2021 10:08 PM
4	Same as before, great path but can get muddy	3/1/2021 8:24 PM

Honeywell Estate Paths - User Survey

5	As above. Very similar path. Main issues is boggy surfaces, littler & very over grown trees which are not maintained.	2/22/2021 7:54 PM
6	Same comments as above	2/21/2021 11:08 PM
7	Again this path requires substantial improvements if it is to be a route that you would choose for recreation or active travel. It too is very bogged by mud, it's overgrown & pretty inhospitable.	2/21/2021 10:44 PM
8	Needs attention	2/21/2021 10:26 PM
9	The path is very narrow at places which isn't great for social distancing	2/21/2021 9:32 PM
10	This path could be upgraded to be better under foot for those less stable on their feet . Young kids or older people	2/21/2021 9:12 PM
11	Same issues with mud and no solid walking surface	2/21/2021 8:48 PM
12	The litter is embarrassing and makes this route off putting.	2/21/2021 8:43 PM
13	Needs maintained	2/21/2021 8:35 PM
14	I know the path exists but never used as anytime I think to use it always looks very muddy. Also seems a bit enclosed to walking on my own	2/21/2021 6:55 PM

Q11 Does the estate feel well connected by the path network to neighbouring villages? Such as Stepps and Muirhead

Answered: 45 Skipped: 1



	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Yes	57.14%	14.29%	25.00%	3.57%	0.00%	28	1.75
	16	4	7	1	0		
No	77.27%	0.00%	18.18%	0.00%	4.55%	22	1.55
	17	0	4	0	1		

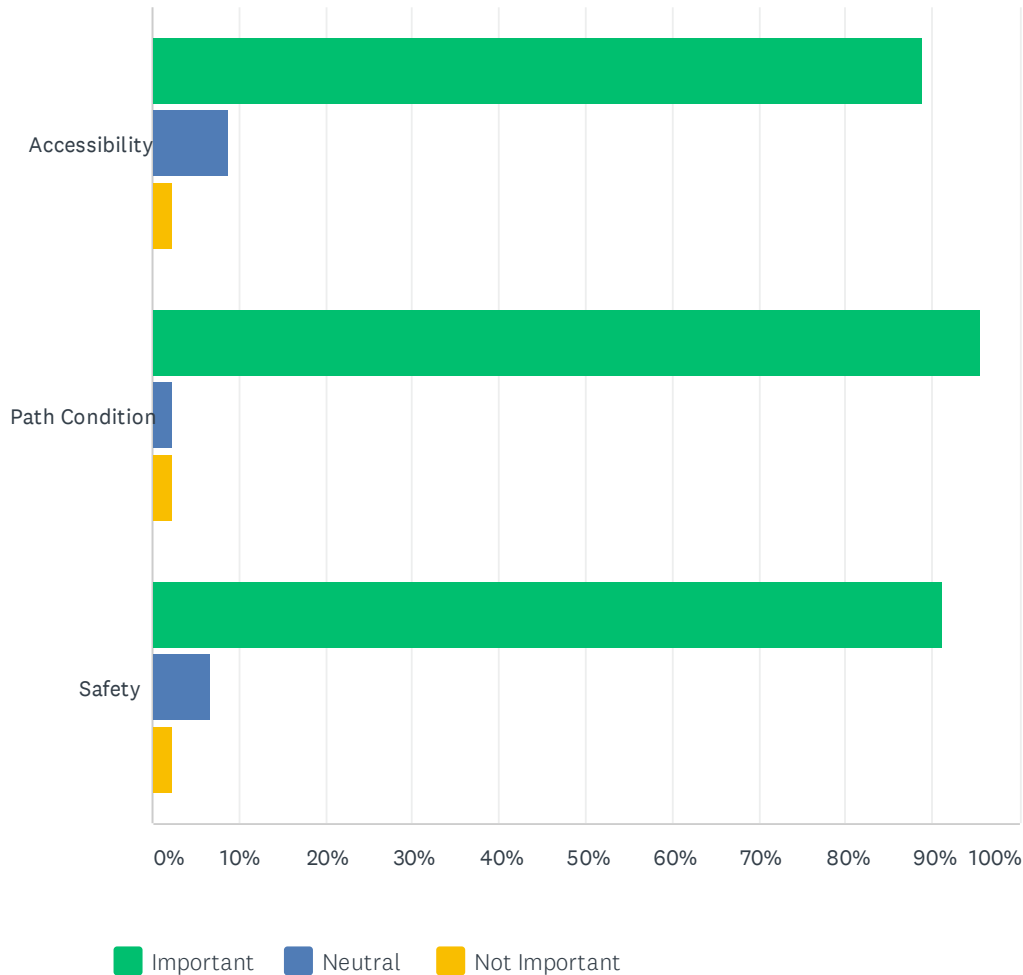
#	FURTHER COMMENTS	DATE
1	The path running beside the railway is generally impassable underneath the Dewar Drive bridge into the estate both towards Stepps and particularly heading to Muirhead.	3/8/2021 8:44 PM
2	Honeywell is quite cut off from the moss as you have to walk round to the Jackson drive, Kilpatrick drive or Dunlop entrances. A path leading from somewhere in the Honeywell estate to the moss would be most welcomed and encourage greater use of the moss.	3/8/2021 11:37 AM
3	I know the paths connect but have never found the way to other villages because without decent signs I haven't had time or confidence to explore.	3/1/2021 10:08 PM
4	It would be so much better if a proper path, if muddy it's impossible to cycle along.	3/1/2021 8:24 PM
5	Questionnaire seems corrupted on question 11.	2/23/2021 3:39 PM

Honeywell Estate Paths - User Survey

6	Good amount of paths, however there are more which are falling in to disuse.	2/22/2021 7:54 PM
7	It's very boggy in places and gets churned up with motorcycles	2/22/2021 7:46 PM
8	Could make much better use of the off road routes away from traffic & closer to nature.	2/21/2021 10:44 PM
9	It would be fabulous if wasn't so muddy and impassible at times	2/21/2021 8:35 PM
10	Even though I have lived here a few years now I probably don't know about many paths. When I walked to Muirhead I use Dewar Road onto the A80 - not the most scenic. Paths I have noticed are not signed and usually very muddy so until covid I had not bothered to investigate further. I have tried to find local route online but never been very successful	2/21/2021 6:55 PM

Q12 There is an old path network that links the estate to other places. Would you like to be able to access community facilities in Muirhead via a dedicated path - if so how important are the following to how much you would use such a path

Answered: 45 Skipped: 1



	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	88.89% 40	8.89% 4	2.22% 1	45	1.13
Path Condition	95.56% 43	2.22% 1	2.22% 1	45	1.07
Safety	91.11% 41	6.67% 3	2.22% 1	45	1.11

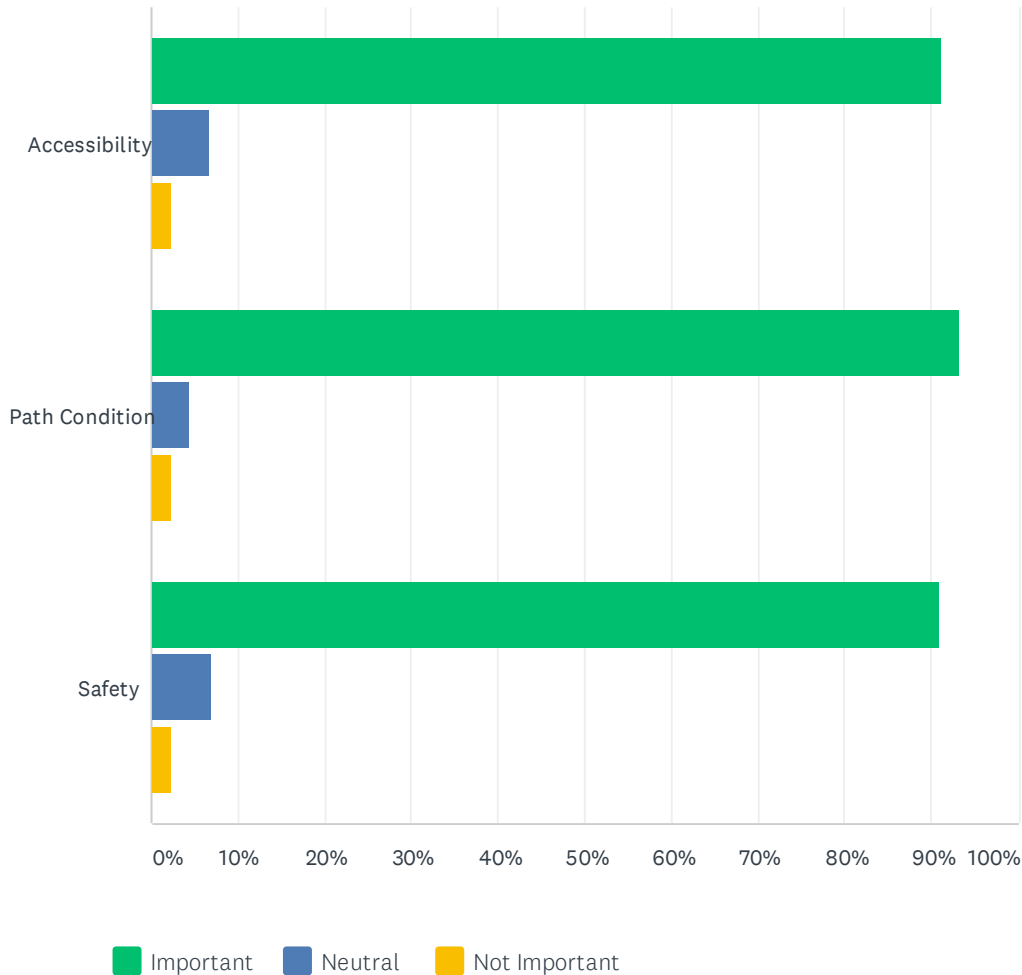
#	FURTHER COMMENTS	DATE
1	Regularly walk up to Muirhead and do use this path but only after a dry spell otherwise use the A80	3/8/2021 8:44 PM
2	We've explored some of the old path network and there's great potential. As before it would be of great importance to be able to access from the Honeywell estate directly.	3/8/2021 11:37 AM
3	To be able to push a buggy would be great	3/1/2021 10:08 PM
4	I would definitely cycle more between villages if these paths were safer and better quality and suitable for bikes.	2/23/2021 3:39 PM

Honeywell Estate Paths - User Survey

5	I would appreciate if all users were thought of in the planning stages, paths are used by walkers, dog walkers, horse riders, cyclists, disabled users should also be a priority as I don't believe the other paths are very accommodating.	2/22/2021 7:54 PM
6	I would like to get to Muirhead via a dedicated path	2/22/2021 7:54 PM
7	I love using the various paths, however, last spring/summer me and my kids got so many ticks each time we went into the woods, that eventually we stopped going. Many other neighbours said the same.	2/21/2021 10:30 PM
8	I think any paths to walk through to get to surrounding areas would be fantastic! It would encourage me to walk more & I would use it regularly if it wasn't a mudbath.	2/21/2021 10:09 PM
9	Many of these paths are just muddy tracks	2/21/2021 9:32 PM
10	The horse riding needs to stop and youths drinking curtailed . The mess from both is disgusting	2/21/2021 9:12 PM
11	Would love a better quality of path to Muirhead from dunlop	2/21/2021 8:25 PM
12	I would really like to find out more about this network	2/21/2021 6:55 PM

Q13 There is an old path network that links the estate to other places. Would you like to be able to access community facilities in Stepps via a dedicated path - if so how important are the following to how much you would use such a path

Answered: 45 Skipped: 1



	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	91.11% 41	6.67% 3	2.22% 1	45	1.11
Path Condition	93.33% 42	4.44% 2	2.22% 1	45	1.09
Safety	90.91% 40	6.82% 3	2.27% 1	44	1.11

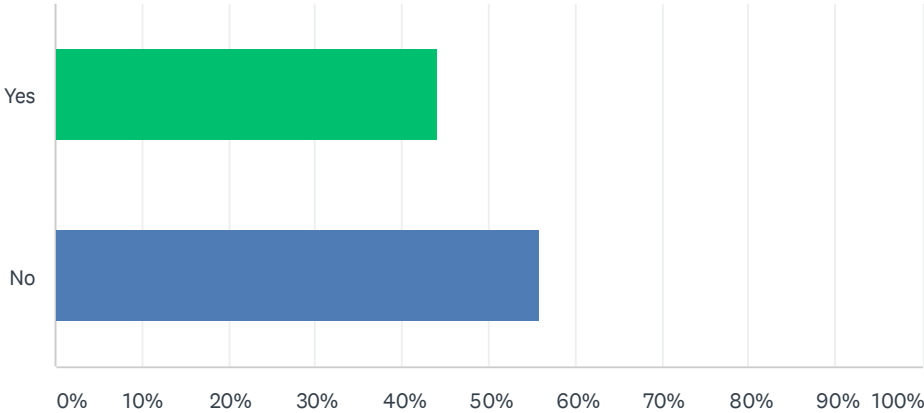
#	FURTHER COMMENTS	DATE
1	as above	3/8/2021 8:44 PM
2	As above, very important.	3/8/2021 11:37 AM
3	Again. To be able to cycle away from roads would be amazing and better for my health and the environment	2/23/2021 3:39 PM
4	As above.	2/22/2021 7:54 PM
5	Spray for ticks!	2/21/2021 10:30 PM

Honeywell Estate Paths - User Survey

6	Same as above	2/21/2021 10:09 PM
7	As last comment, please tell us more	2/21/2021 6:55 PM

Q14 Does the Honeywell estate feel well connected to the Seven Lochs Wetland Park?

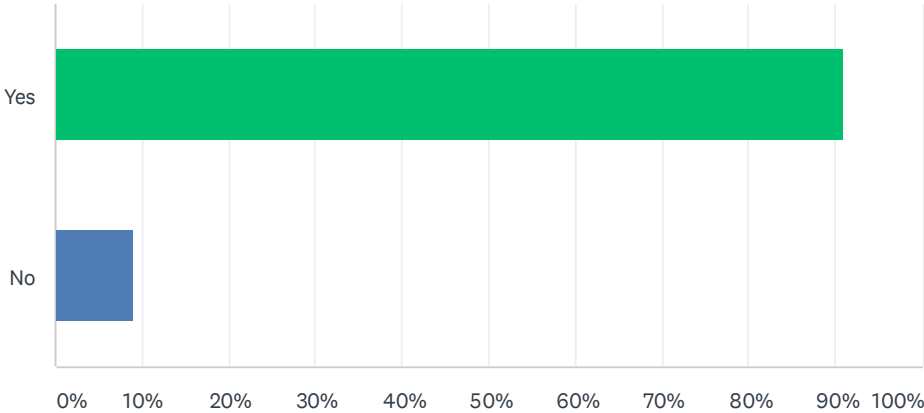
Answered: 43 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	44.19%	19
No	55.81%	24
TOTAL		43

Q15 Would you like the estate to be better connected to the wetland park ?

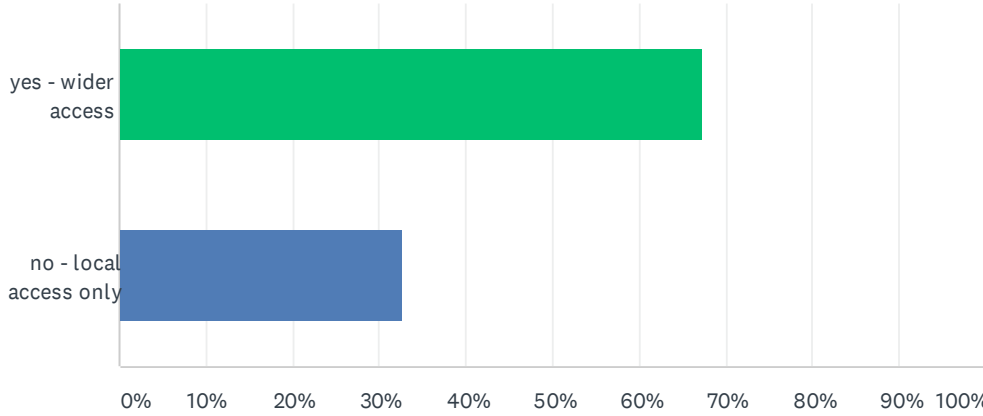
Answered: 44 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	90.91%	40
No	9.09%	4
TOTAL		44

Q16 If you answered yes to the above - would that include a wish that people from outside the estate could use improved connectivity to access the park

Answered: 43 Skipped: 3



ANSWER CHOICES	RESPONSES	
yes - wider access	67.44%	29
no - local access only	32.56%	14
TOTAL		43

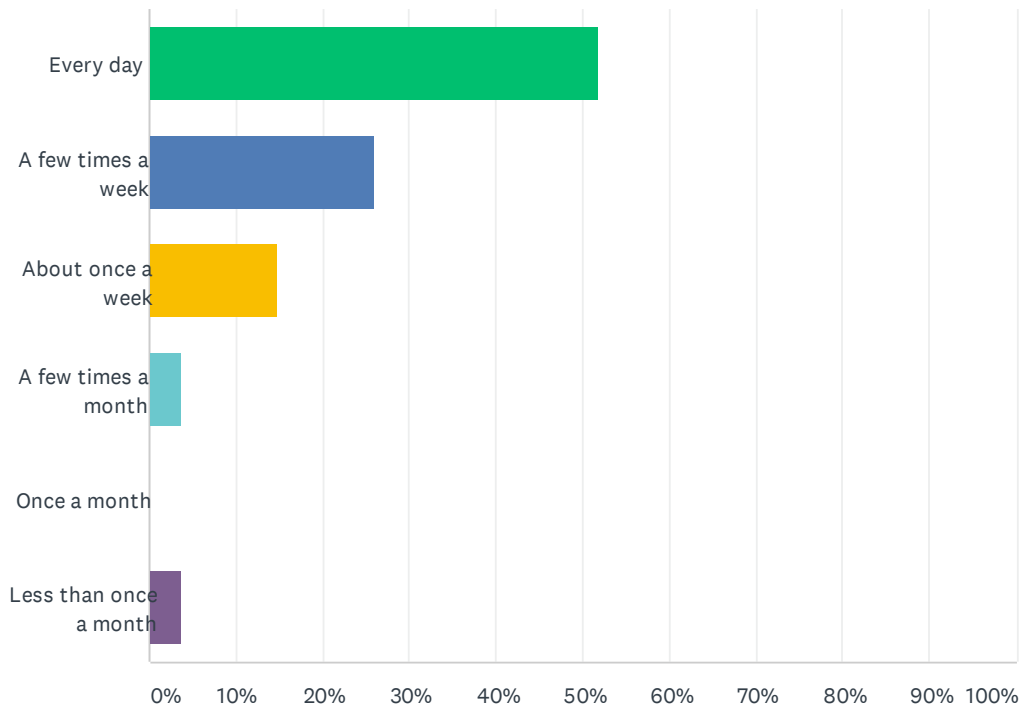
Q1 What is the first part of your street name? ie Dorlin

Answered: 27 Skipped: 0

#	RESPONSES	DATE
1	Frankfield	3/7/2021 11:59 PM
2	Clayhouse	3/7/2021 10:21 PM
3	Gaskin path	3/7/2021 10:08 PM
4	Comedie	3/7/2021 9:59 PM
5	Reynolds	3/7/2021 8:44 PM
6	Clayhouse	3/7/2021 7:37 PM
7	Frank field	3/7/2021 6:49 PM
8	Gaskin	3/7/2021 6:39 PM
9	CLAYHOUSE	3/7/2021 6:01 PM
10	Craigendmuir	3/7/2021 5:57 PM
11	Gaskin path	3/7/2021 5:45 PM
12	Gaskin	3/7/2021 5:33 PM
13	Comedie	3/7/2021 5:18 PM
14	Clayhouse	3/7/2021 5:08 PM
15	Clayhouse	3/6/2021 3:34 PM
16	Clayhouse	3/3/2021 5:31 PM
17	Drimnin	3/3/2021 8:10 AM
18	Clayhouse	3/2/2021 9:01 PM
19	Inchgower	3/2/2021 6:48 PM
20	Drimnin Road	3/2/2021 10:43 AM
21	Comedie	3/2/2021 9:08 AM
22	McCulloch	3/1/2021 10:39 PM
23	Frankfield	3/1/2021 10:09 PM
24	Mossview	3/1/2021 9:33 PM
25	Cruachan	3/1/2021 8:52 PM
26	Frankfield rd	3/1/2021 8:52 PM
27	comedie	3/1/2021 8:45 PM

Q2 How often do you use the paths themselves for leisure?

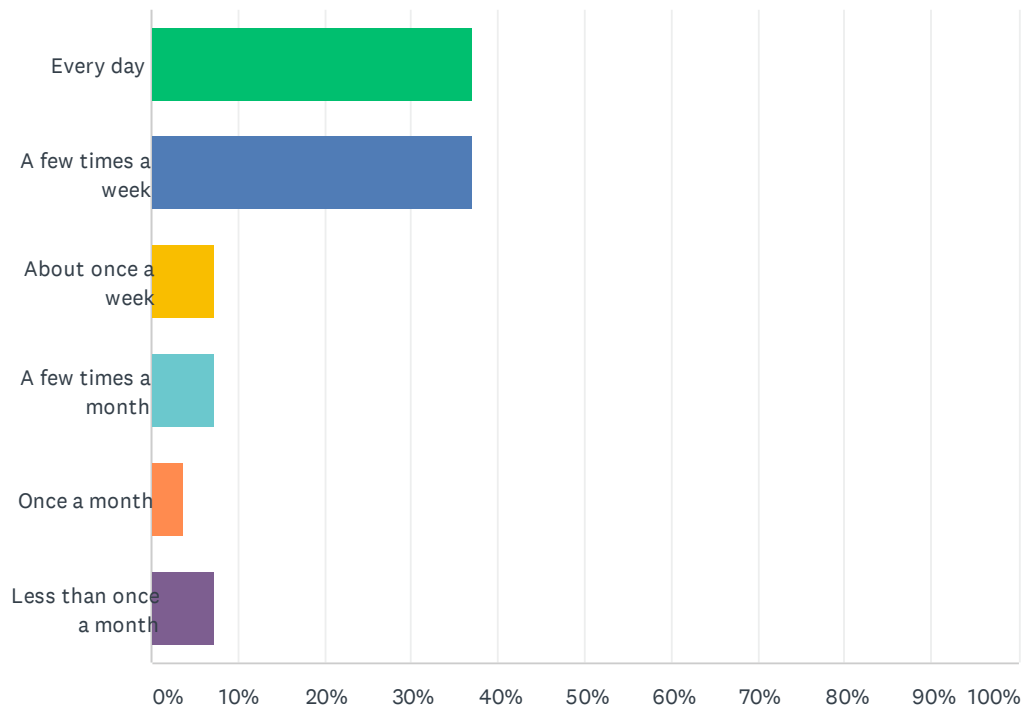
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	51.85%	14
A few times a week	25.93%	7
About once a week	14.81%	4
A few times a month	3.70%	1
Once a month	0.00%	0
Less than once a month	3.70%	1
TOTAL		27

Q3 How often do you use the local paths to reach somewhere else or the wider path network for leisure purposes?

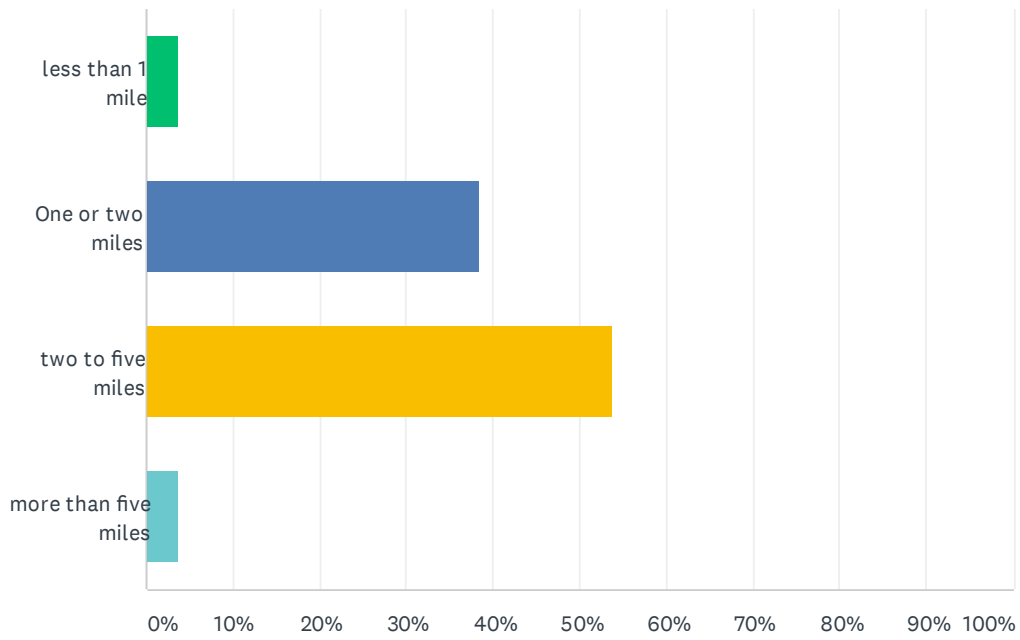
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	37.04%	10
A few times a week	37.04%	10
About once a week	7.41%	2
A few times a month	7.41%	2
Once a month	3.70%	1
Less than once a month	7.41%	2
TOTAL		27

Q4 What distance to you generally use the path(s) to travel

Answered: 26 Skipped: 1



ANSWER CHOICES	RESPONSES	
less than 1 mile	3.85%	1
One or two miles	38.46%	10
two to five miles	53.85%	14
more than five miles	3.85%	1
TOTAL		26

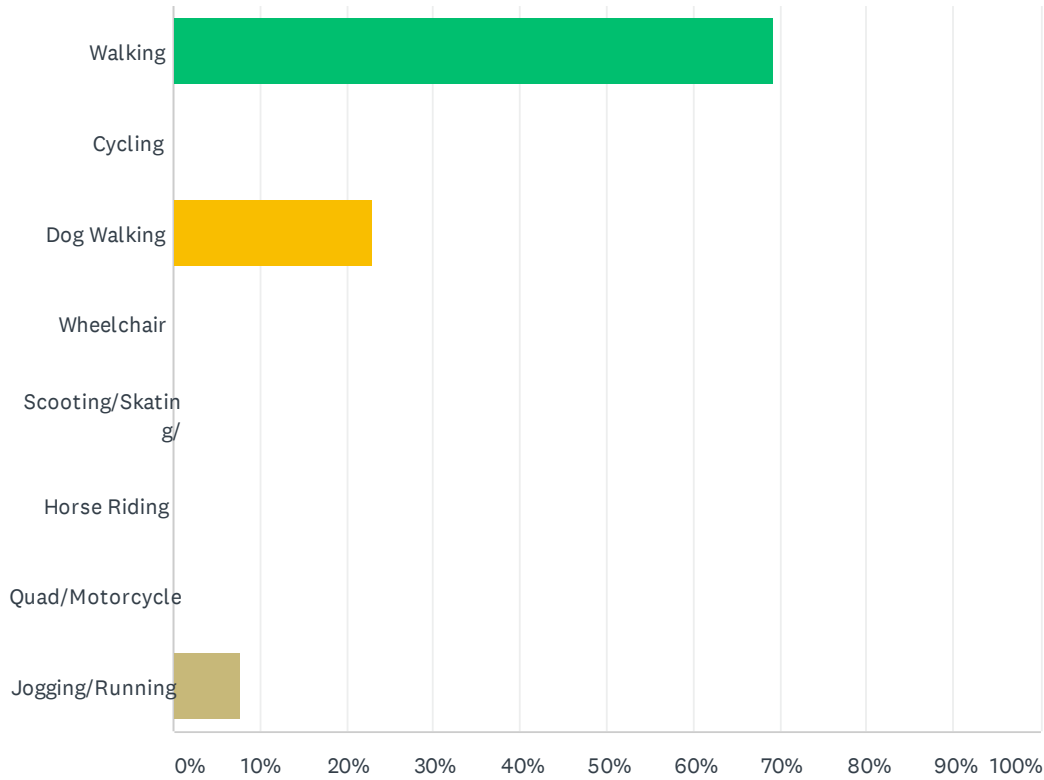
Q5 If you use the path(s) to travel to another village/place regularly , where is it that you exit the path?

Answered: 18 Skipped: 9

#	RESPONSES	DATE
1	Moodiesburn	3/7/2021 11:59 PM
2	Clayhouse road/Comedie road	3/7/2021 10:21 PM
3	Hogganfeild	3/7/2021 10:08 PM
4	Frank field loch	3/7/2021 9:59 PM
5	Gartcosh	3/7/2021 8:44 PM
6	Craigend	3/7/2021 6:49 PM
7	Hogganfield loch (Avenue end road)	3/7/2021 6:39 PM
8	Hogganfield	3/7/2021 5:57 PM
9	Cardowan	3/7/2021 5:45 PM
10	Varies	3/7/2021 5:08 PM
11	Craigend	3/6/2021 3:34 PM
12	Hoganfield	3/3/2021 8:10 AM
13	Millerston	3/2/2021 9:01 PM
14	Cardowan road, Cumbernauld road, Woodhead road.	3/1/2021 10:39 PM
15	Avenue end road	3/1/2021 10:09 PM
16	Hogenfeild	3/1/2021 9:33 PM
17	Hogganfield loch	3/1/2021 8:52 PM
18	Hugginfield lock	3/1/2021 8:52 PM

Q6 Which of the following describes best how you use the path(s)?

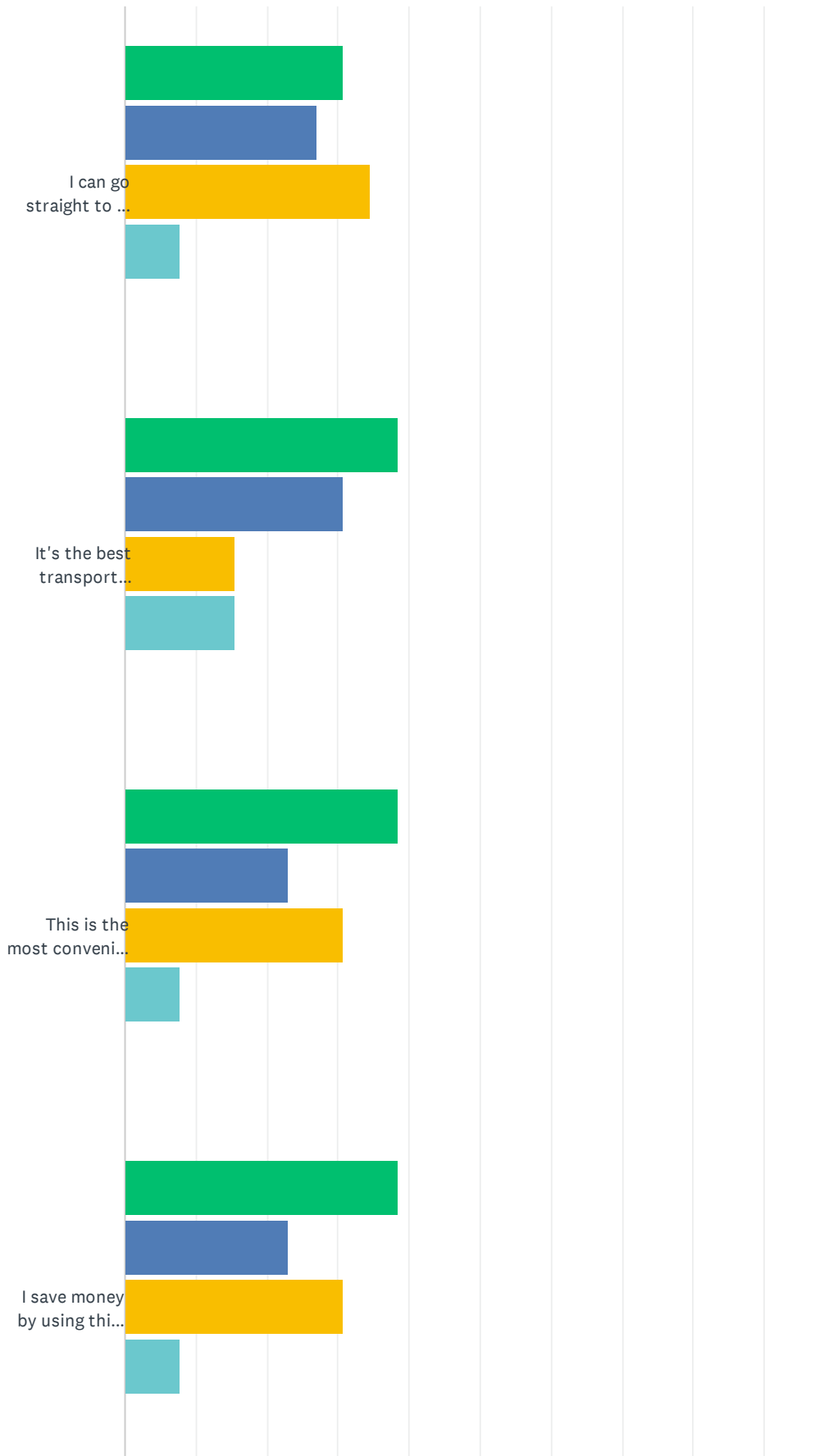
Answered: 26 Skipped: 1



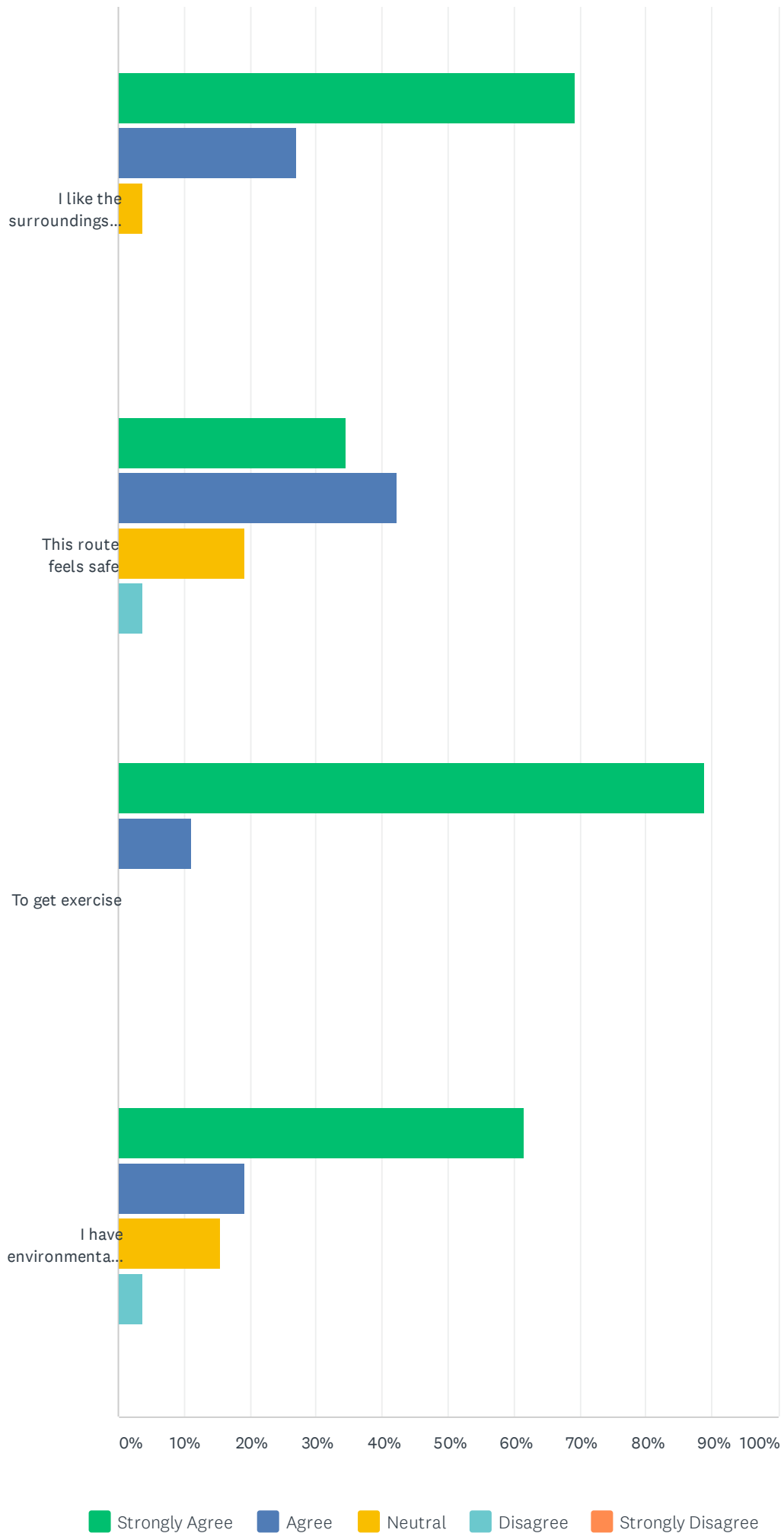
ANSWER CHOICES	RESPONSES
Walking	69.23% 18
Cycling	0.00% 0
Dog Walking	23.08% 6
Wheelchair	0.00% 0
Scooting/Skating/	0.00% 0
Horse Riding	0.00% 0
Quad/Motorcycle	0.00% 0
Jogging/Running	7.69% 2
TOTAL	26

Q7 To what extent do the following factors influence your decision to use active travel

Answered: 27 Skipped: 0



Old Cardowan Paths - User Survey

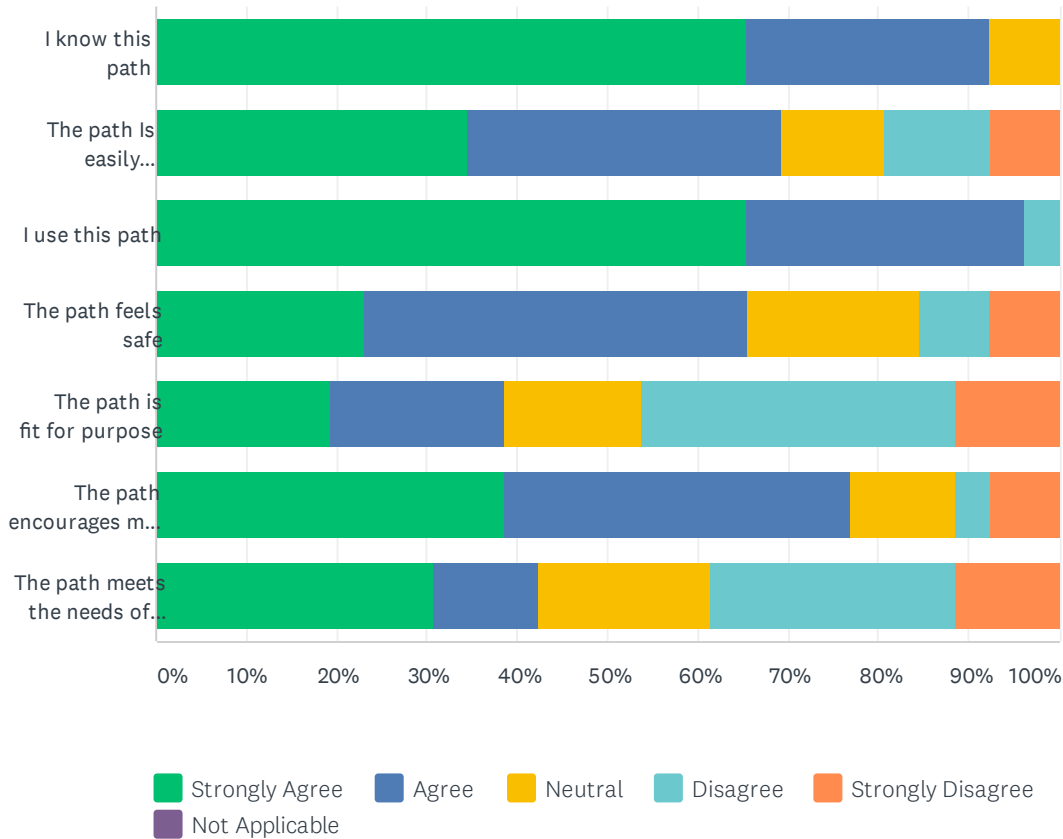


Old Cardowan Paths - User Survey

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	30.77% 8	26.92% 7	34.62% 9	7.69% 2	0.00% 0	26
It's the best transport option	38.46% 10	30.77% 8	15.38% 4	15.38% 4	0.00% 0	26
This is the most convenient route	38.46% 10	23.08% 6	30.77% 8	7.69% 2	0.00% 0	26
I save money by using this route	38.46% 10	23.08% 6	30.77% 8	7.69% 2	0.00% 0	26
I like the surroundings on this route	69.23% 18	26.92% 7	3.85% 1	0.00% 0	0.00% 0	26
This route feels safe	34.62% 9	42.31% 11	19.23% 5	3.85% 1	0.00% 0	26
To get exercise	88.89% 24	11.11% 3	0.00% 0	0.00% 0	0.00% 0	27
I have environmental concerns	61.54% 16	19.23% 5	15.38% 4	3.85% 1	0.00% 0	26

Q8 How much do you agree or disagree with the following statements about the path that leads from the Community Meadow east into Cardowan Moss and the Seven Lochs Path Network?

Answered: 26 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	65.38% 17	26.92% 7	7.69% 2	0.00% 0	0.00% 0	0.00% 0	26
The path is easily accessible	34.62% 9	34.62% 9	11.54% 3	11.54% 3	7.69% 2	0.00% 0	26
I use this path	65.38% 17	30.77% 8	0.00% 0	3.85% 1	0.00% 0	0.00% 0	26
The path feels safe	23.08% 6	42.31% 11	19.23% 5	7.69% 2	7.69% 2	0.00% 0	26
The path is fit for purpose	19.23% 5	19.23% 5	15.38% 4	34.62% 9	11.54% 3	0.00% 0	26
The path encourages me to walk and cycle more	38.46% 10	38.46% 10	11.54% 3	3.85% 1	7.69% 2	0.00% 0	26
The path meets the needs of the community	30.77% 8	11.54% 3	19.23% 5	26.92% 7	11.54% 3	0.00% 0	26

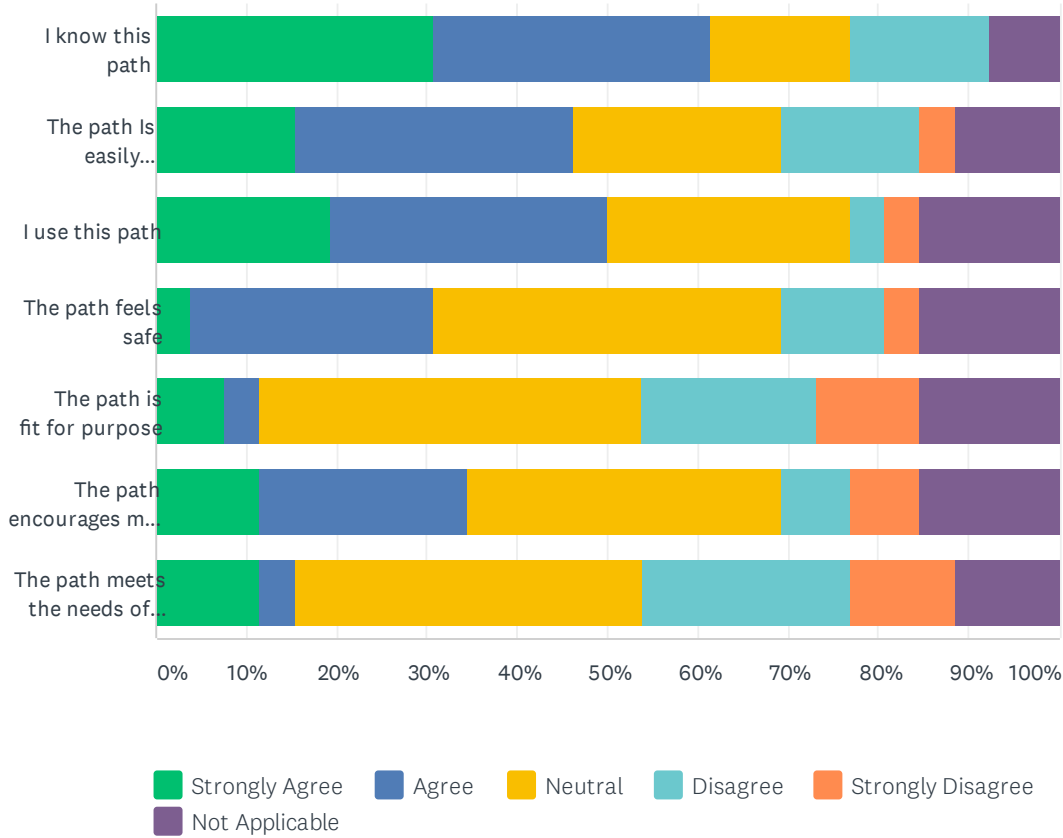
#	FURTHER COMMENTS	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	When it's been raining the path is treacherous, so I avoid with my toddler as some muddy bits are unsafe. Cant push a buggy into the moss either.	3/7/2021 5:57 PM

Old Cardowan Paths - User Survey

3	Flooded at some points, especially under the red deer village and the beginning of the path from farm house and very dirty at some points	3/7/2021 5:45 PM
4	Path needs some work on it to make it safe for walking	3/7/2021 5:33 PM
5	Wheelchair and pram access would be good	3/6/2021 3:34 PM
6	The pathways have been created by people walking on them. In the wet weather they become very sloppy due to wet mud. There is no material structure walk ways. Very overgrown in areas.	3/2/2021 10:43 AM
7	Some parts need maintenance. Parts become waterlogged in winter.	3/2/2021 9:08 AM
8	Some areas behind the red deer village can be difficult to pass in inclement weather.	3/1/2021 10:39 PM
9	It gets badly flooded and muddy at one point	3/1/2021 10:09 PM
10	They need updated	3/1/2021 9:33 PM
11	The pathways from the top end of Cardowan are manmade walked paths, uneven, very muddy and sloppy in areas, not accessible to all.	3/1/2021 8:52 PM
12	The path needs to be upgraded it often floods and can get quite slippery. I love this walk x	3/1/2021 8:52 PM

Q9 How much do you agree or disagree with the following statements about the path that leads from the Community Meadow to Bishops Loch/ Gartloch Hospital

Answered: 26 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	30.77% 8	30.77% 8	15.38% 4	15.38% 4	0.00% 0	7.69% 2	26
The path is easily accessible	15.38% 4	30.77% 8	23.08% 6	15.38% 4	3.85% 1	11.54% 3	26
I use this path	19.23% 5	30.77% 8	26.92% 7	3.85% 1	3.85% 1	15.38% 4	26
The path feels safe	3.85% 1	26.92% 7	38.46% 10	11.54% 3	3.85% 1	15.38% 4	26
The path is fit for purpose	7.69% 2	3.85% 1	42.31% 11	19.23% 5	11.54% 3	15.38% 4	26
The path encourages me to walk and cycle more	11.54% 3	23.08% 6	34.62% 9	7.69% 2	7.69% 2	15.38% 4	26
The path meets the needs of the community	11.54% 3	3.85% 1	38.46% 10	23.08% 6	11.54% 3	11.54% 3	26

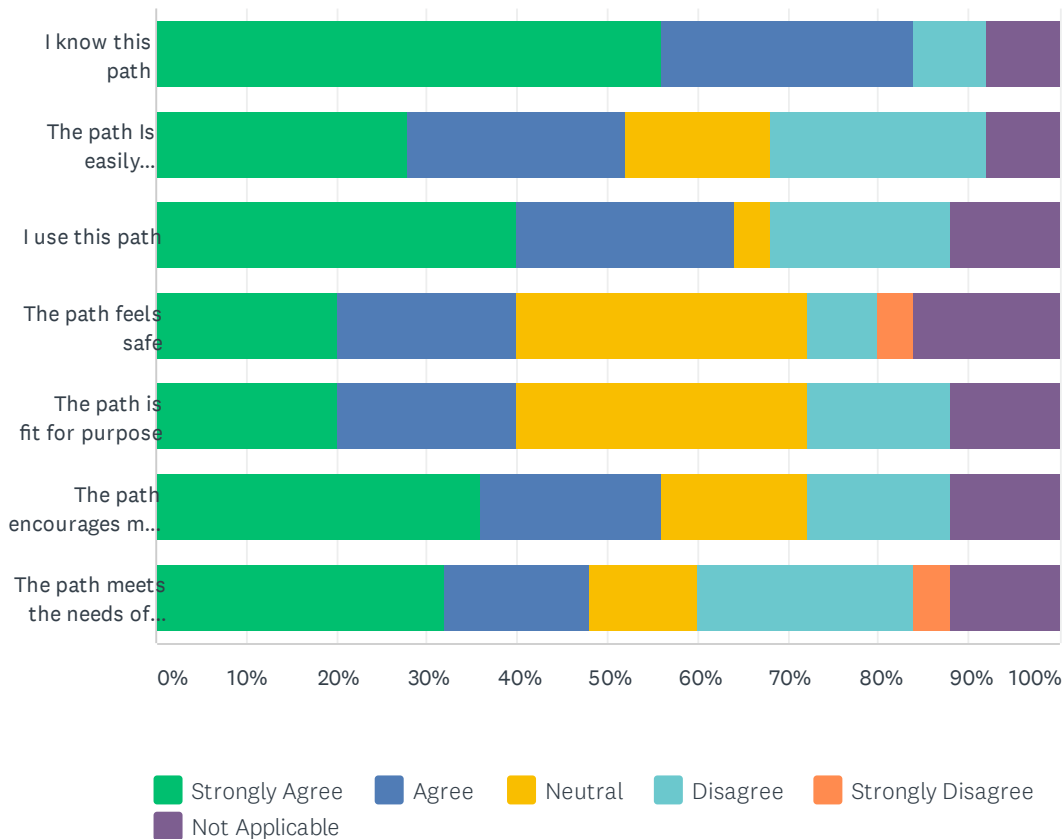
#	FURTHER COMMENTS	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	Can be impassible in wet weather	3/7/2021 6:01 PM
3	These paths should be left for the people to enjoy	3/7/2021 5:33 PM

Old Cardowan Paths - User Survey

4	Marshy and muddy	3/6/2021 3:34 PM
5	We can't walk this route as a family, as my wife and daughter find it to dangerous to try and walk on.	3/2/2021 10:43 AM
6	Again, sometimes difficult in bad weather.	3/1/2021 10:39 PM
7	It is so muddy it can be impassable. It is only very useful during long spells of dry weather or freezing conditions	3/1/2021 10:09 PM
8	Access from the top end of Cardowan is not accessible to all, uneven muddy and sloppy in areas	3/1/2021 8:52 PM
9	The path could do with being upgraded.	3/1/2021 8:52 PM

Q10 How much do you agree or disagree with the following statements about the path that lead from the Community Meadow to Todds Well and the Fort Shopping Centre

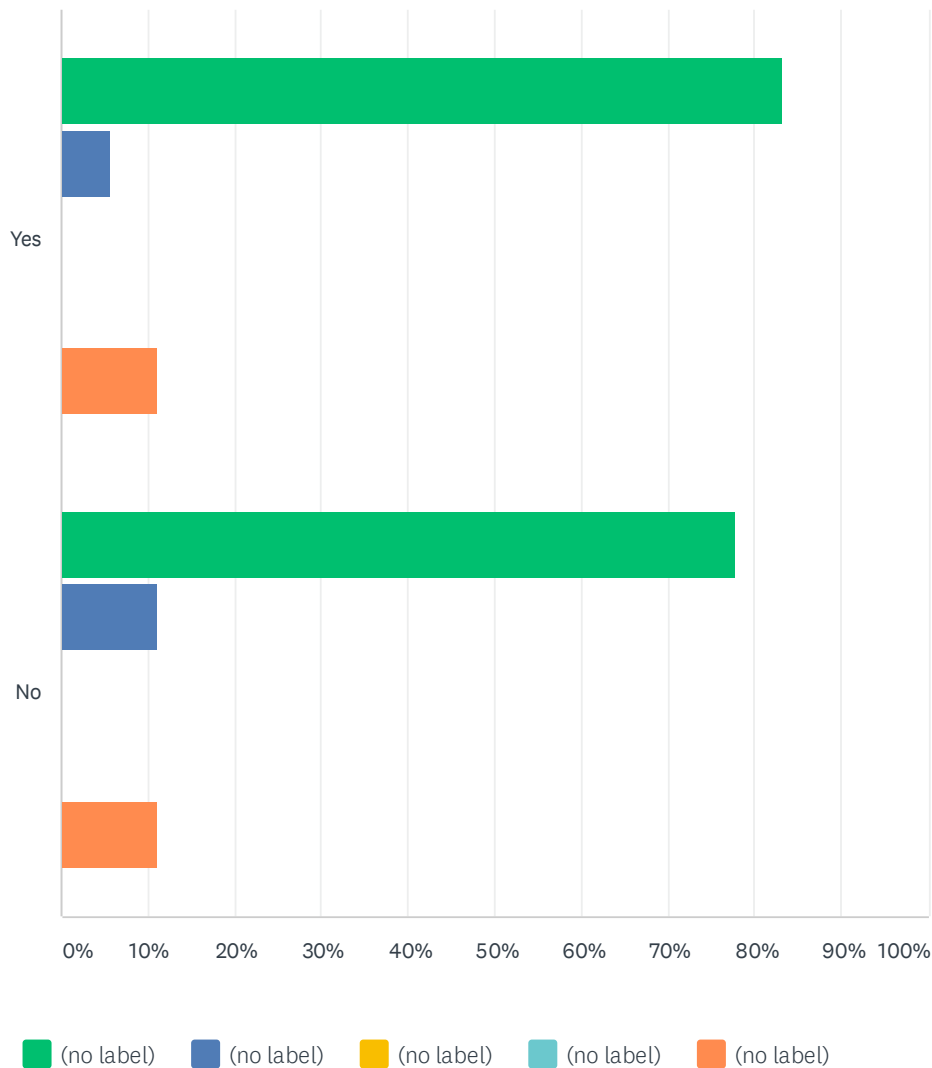
Answered: 25 Skipped: 2



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	56.00% 14	28.00% 7	0.00% 0	8.00% 2	0.00% 0	8.00% 2	25
The path is easily accessible	28.00% 7	24.00% 6	16.00% 4	24.00% 6	0.00% 0	8.00% 2	25
I use this path	40.00% 10	24.00% 6	4.00% 1	20.00% 5	0.00% 0	12.00% 3	25
The path feels safe	20.00% 5	20.00% 5	32.00% 8	8.00% 2	4.00% 1	16.00% 4	25
The path is fit for purpose	20.00% 5	20.00% 5	32.00% 8	16.00% 4	0.00% 0	12.00% 3	25
The path encourages me to walk and cycle more	36.00% 9	20.00% 5	16.00% 4	16.00% 4	0.00% 0	12.00% 3	25
The path meets the needs of the community	32.00% 8	16.00% 4	12.00% 3	24.00% 6	4.00% 1	12.00% 3	25

Q11 Does the village feel well connected by the path network to neighbouring villages? Such as Stepps and Muirhead

Answered: 26 Skipped: 1

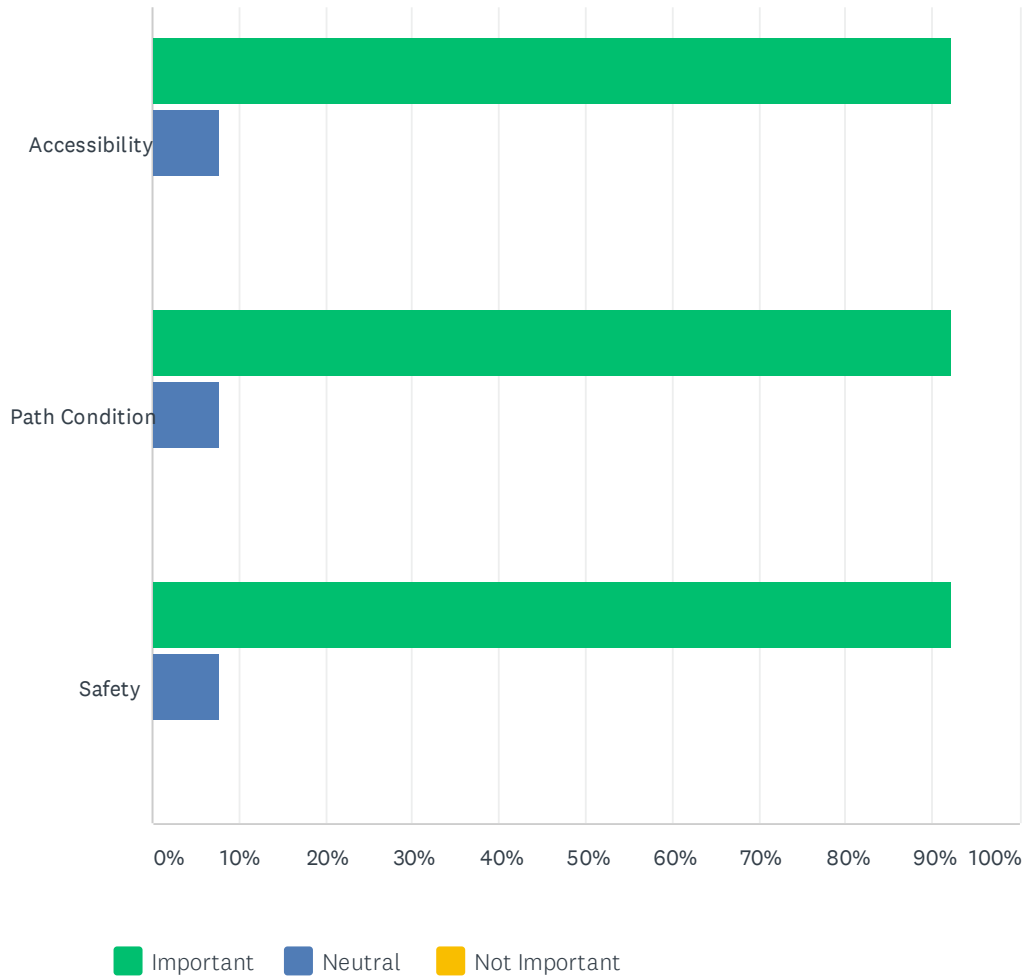


	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Yes	83.33%	5.56%	0.00%	0.00%	11.11%	18	1.50
	15	1	0	0	2		
No	77.78%	11.11%	0.00%	0.00%	11.11%	9	1.56
	7	1	0	0	1		

#	FURTHER COMMENTS	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	Wheelchair and prams,need access to all walks.	3/2/2021 9:01 PM
3	Love this walk, but can only do it in good weather. The area coming from Cardowan Meadow along to the small bridge before you go into Glasgow corridor is just a mud path.	3/2/2021 10:43 AM
4	The paths to Muirhead are horrendous with broken glass and litter	3/1/2021 10:09 PM
5	The old village of Cardowan has not been included in the path network.	3/1/2021 8:52 PM
6	The paths are amazing and are used by myself and family often but they do need upgraded to accommodate the number of people in the community using them.	3/1/2021 8:52 PM

Q12 There is an old path network that links the village to other places. Would you like to be able to access community facilities in Muirhead via a dedicated path - if so how important are the following to how much you would use such a path ie core path

Answered: 26 Skipped: 1

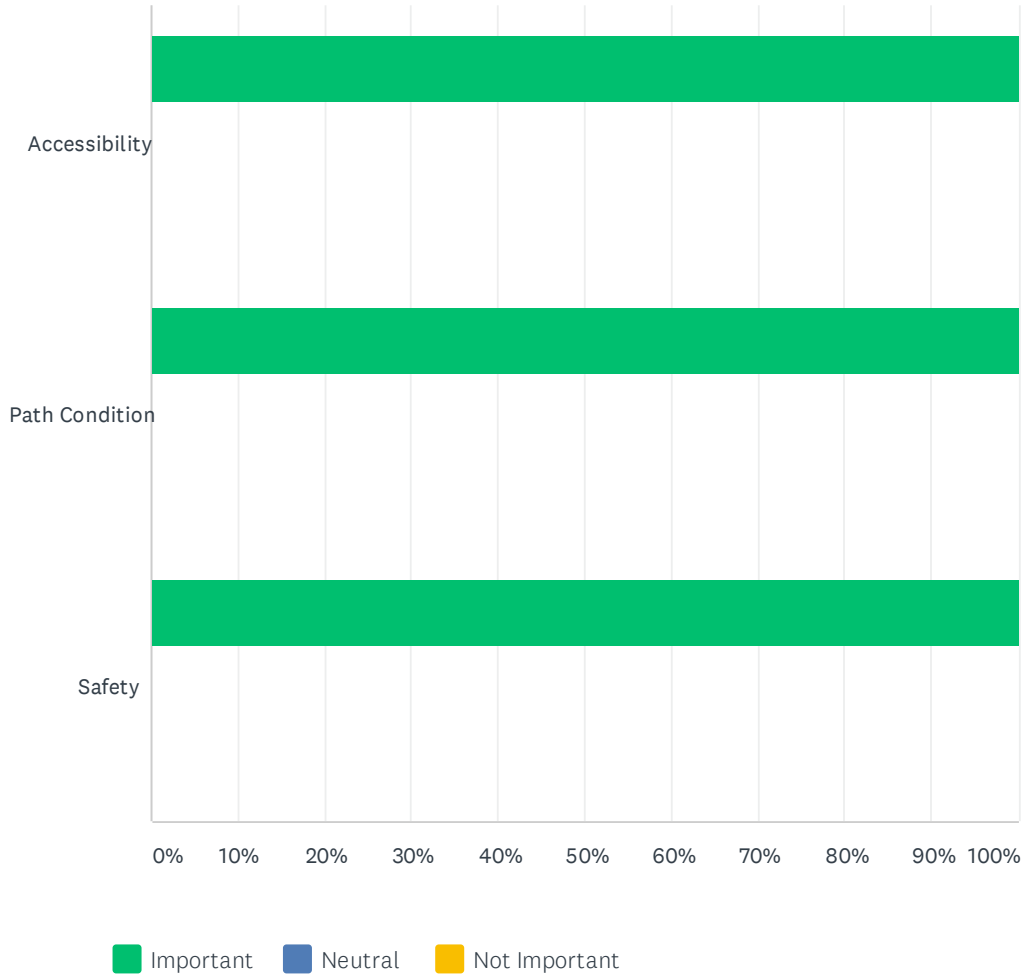


	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	92.31% 24	7.69% 2	0.00% 0	26	1.08
Path Condition	92.31% 24	7.69% 2	0.00% 0	26	1.08
Safety	92.31% 24	7.69% 2	0.00% 0	26	1.08

#	FURTHER COMMENTS	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	We need more accessible walk ways, particularly now. As there are more and more houses getting built which is affecting our green belt and freedom.	3/2/2021 10:43 AM
3	The amount of debris on some paths makes it impossible to walk with kids or dogs	3/1/2021 10:09 PM
4	Nature paths connecting these villages is of great importance, they share history and heritage and surrounding nature. The path structure must be improved.	3/1/2021 8:52 PM

Q13 There is an old path network that links the village to other places. Would you like to be able to access community facilities in Stepps via a dedicated path - if so how important are the following to how much you would use such a path

Answered: 26 Skipped: 1

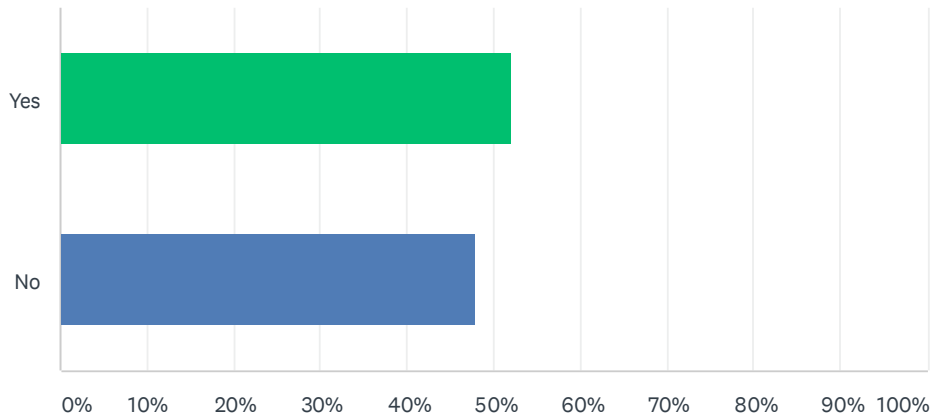


	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Accessibility	100.00% 26	0.00% 0	0.00% 0	26	1.00
Path Condition	100.00% 26	0.00% 0	0.00% 0	26	1.00
Safety	100.00% 26	0.00% 0	0.00% 0	26	1.00

#	FURTHER COMMENTS	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	More paths would be amazing .	3/1/2021 8:52 PM

Q14 Does Cardowan feel well connected to the Seven Lochs Wetland Park?

Answered: 25 Skipped: 2

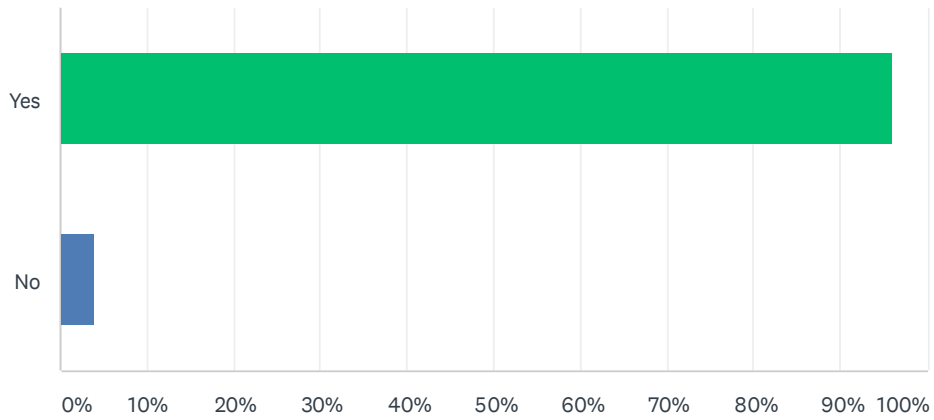


ANSWER CHOICES	RESPONSES
Yes	52.00% 13
No	48.00% 12
TOTAL	25

#	FURTHER COMMENTS	DATE
1	We feel connected to the meadow, the fields, the lochs, the nature etc but not the seven lochs as we have never had much involvement with them.	3/7/2021 10:21 PM
2	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
3	Don't know	3/7/2021 6:49 PM
4	Paths must be accessible for wheelchair and prams.	3/2/2021 9:01 PM
5	It's really difficult and unsafe and not proper pathways.	3/2/2021 10:43 AM
6	Only from cardowan to hogganfield	3/1/2021 10:09 PM
7	The community of Cardowan should be a gateway to the seven lochs as it sits on its doorstep.	3/1/2021 8:52 PM
8	I have put yes but better quality links would be better.	3/1/2021 8:52 PM

Q15 Would you like Cardown to be better connected to the wetland park ?

Answered: 25 Skipped: 2

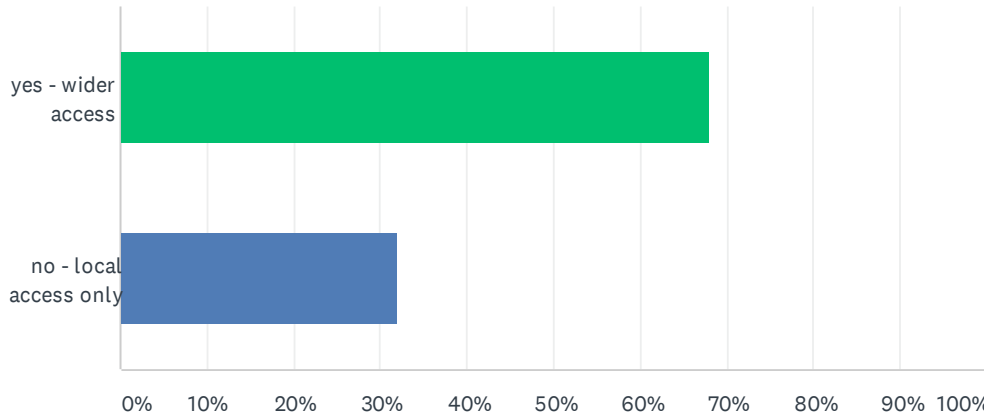


ANSWER CHOICES	RESPONSES
Yes	96.00% 24
No	4.00% 1
TOTAL	25

#	FURTHER COMMENT	DATE
1	The paths are only easily accessible in dry weather	3/7/2021 8:44 PM
2	It would be nice to meet other people from different areas.	3/2/2021 10:43 AM
3	A gateway to the seven lochs and improved access is a must.	3/1/2021 8:52 PM

Q16 If you answered yes to the above - would that include a wish that people from outside the village could use improved connectivity to access the park

Answered: 25 Skipped: 2



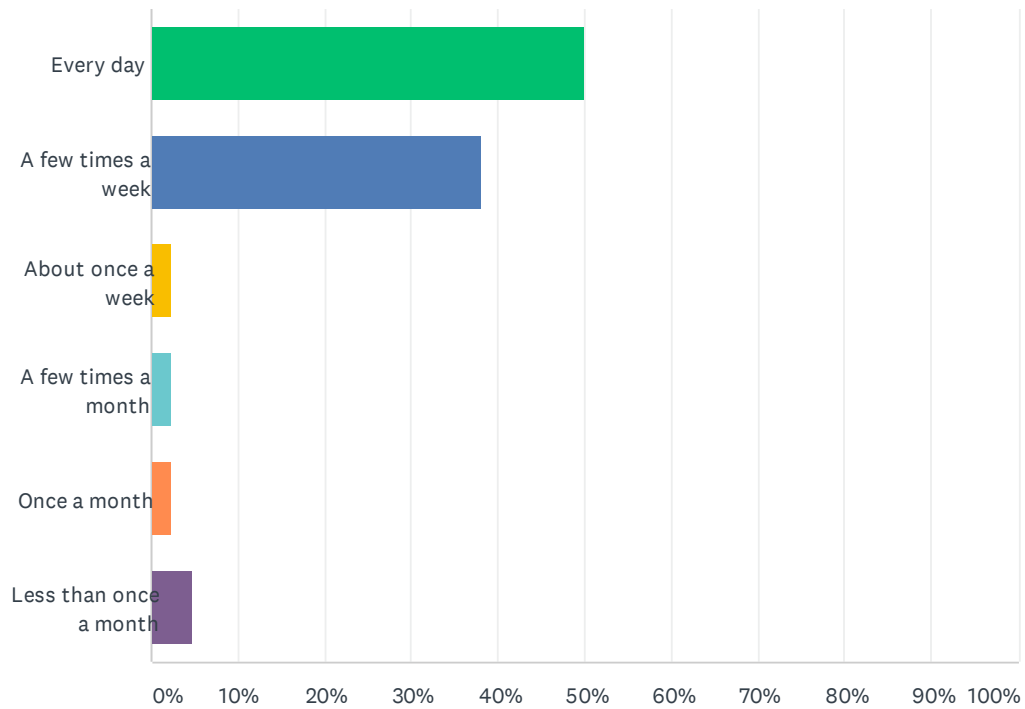
ANSWER CHOICES	RESPONSES	
yes - wider access	68.00%	17
no - local access only	32.00%	8
TOTAL		25

Appendix 2 - Wider Community Report

1. Auchinloch Path Users Survey
2. Chyston/Moodiesburn/Muirhead Path Users Survey

Q1 How often do you use the local path network for leisure?

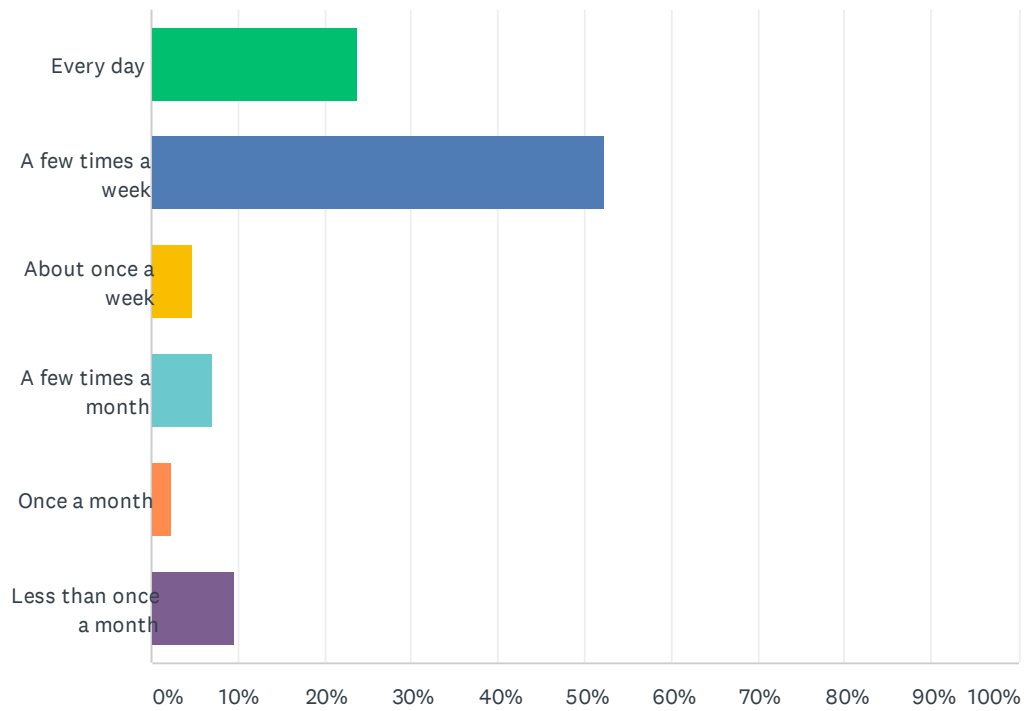
Answered: 42 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	50.00%	21
A few times a week	38.10%	16
About once a week	2.38%	1
A few times a month	2.38%	1
Once a month	2.38%	1
Less than once a month	4.76%	2
TOTAL		42

Q2 How often do you use the paths to reach somewhere else or the wider path network for leisure purposes?

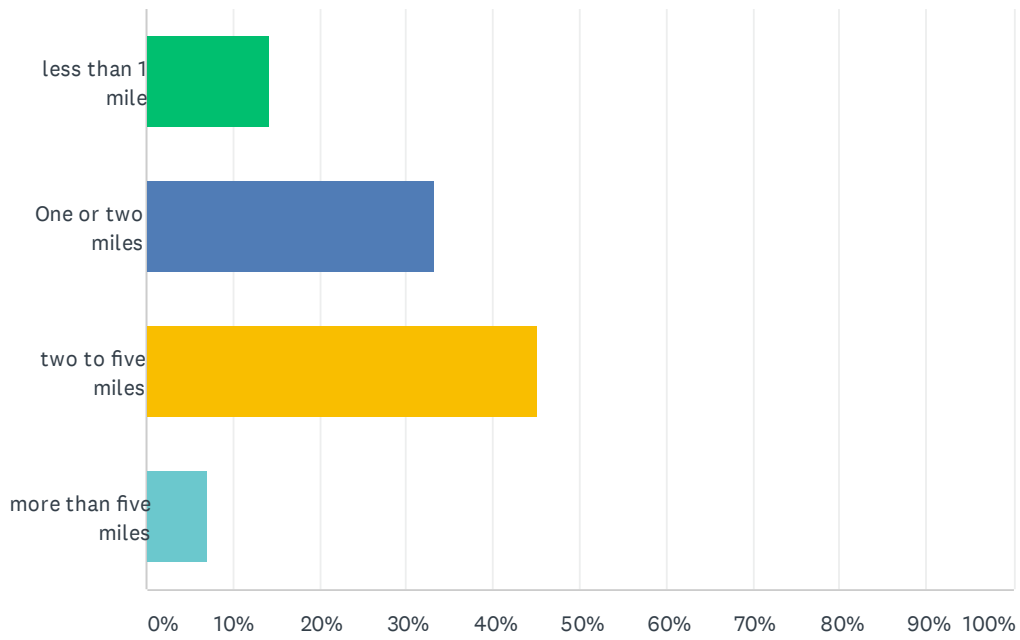
Answered: 42 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	23.81%	10
A few times a week	52.38%	22
About once a week	4.76%	2
A few times a month	7.14%	3
Once a month	2.38%	1
Less than once a month	9.52%	4
TOTAL		42

Q3 What distance to you generally use the path(s) to travel

Answered: 42 Skipped: 0



ANSWER CHOICES	RESPONSES	
less than 1 mile	14.29%	6
One or two miles	33.33%	14
two to five miles	45.24%	19
more than five miles	7.14%	3
TOTAL		42

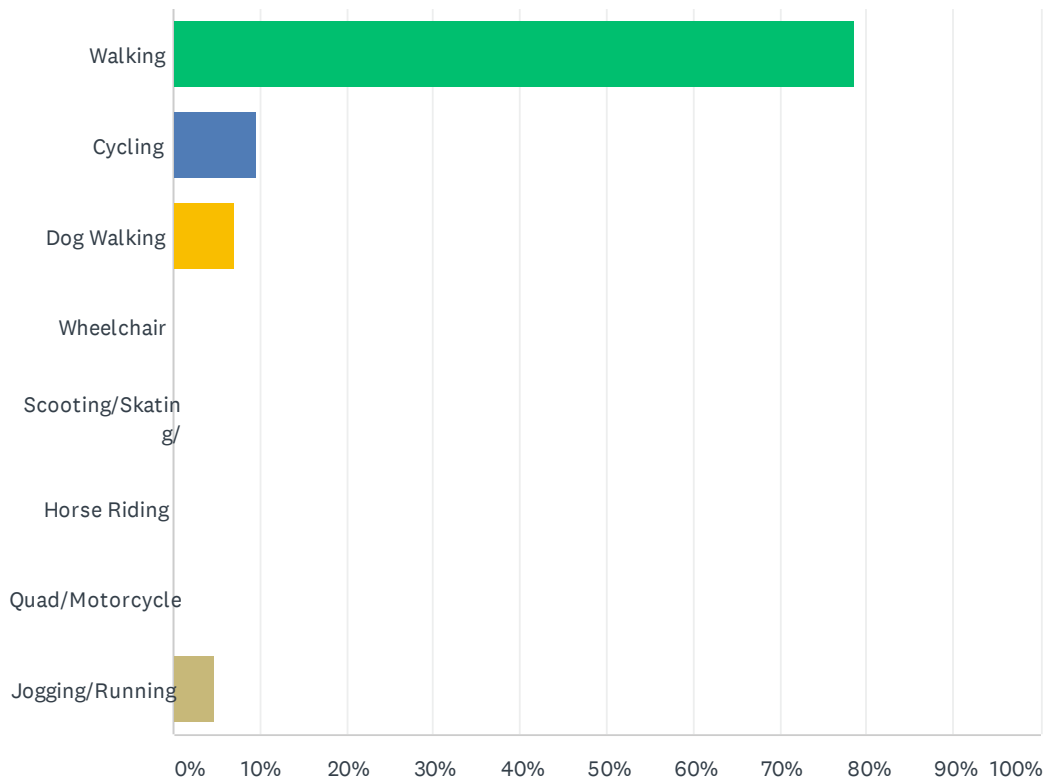
Q4 If you use the path to travel to another village/place regularly , where is it that you exit the path?

Answered: 26 Skipped: 16

#	RESPONSES	DATE
1	the other side	3/26/2021 12:42 PM
2	Stepps or Crosshill Road, Lenzie	3/25/2021 2:47 PM
3	Lenzie	3/22/2021 8:52 AM
4	Crosshill Rd or Moodiesburn	3/21/2021 10:16 PM
5	Lenzie Crosshill Road	3/21/2021 9:30 PM
6	Cardowan, Chryston, Muirhead Crow Wood	3/21/2021 8:57 PM
7	Gadloch	3/21/2021 8:55 PM
8	Lenzie	3/21/2021 8:54 PM
9	Lenzie	3/21/2021 8:50 PM
10	Lenzie and Stepps	3/21/2021 8:43 PM
11	Lenzie	3/21/2021 8:42 PM
12	Lenzie	3/21/2021 8:38 PM
13	Lenzie	3/21/2021 8:37 PM
14	Lenzie	3/21/2021 8:33 PM
15	Lenzie	3/21/2021 8:19 PM
16	Lenzie	3/21/2021 8:17 PM
17	We exit at lenzie golf course.	3/21/2021 8:12 PM
18	Victoria road	3/21/2021 8:05 PM
19	Unfortunately the road as there is no path, Langmuirhead Road from the Stepps right of way.	3/21/2021 8:03 PM
20	N/A	3/21/2021 7:54 PM
21	Auchengree farm Stepps Rd G33	3/21/2021 7:36 PM
22	Lenzie	3/21/2021 7:32 PM
23	Lenzie	3/21/2021 7:23 PM
24	Lenzie	3/21/2021 7:00 PM
25	Crosshill Road	3/21/2021 6:52 PM
26	Lenzie	3/21/2021 6:51 PM

Q5 Which of the following describes best how you use the path?

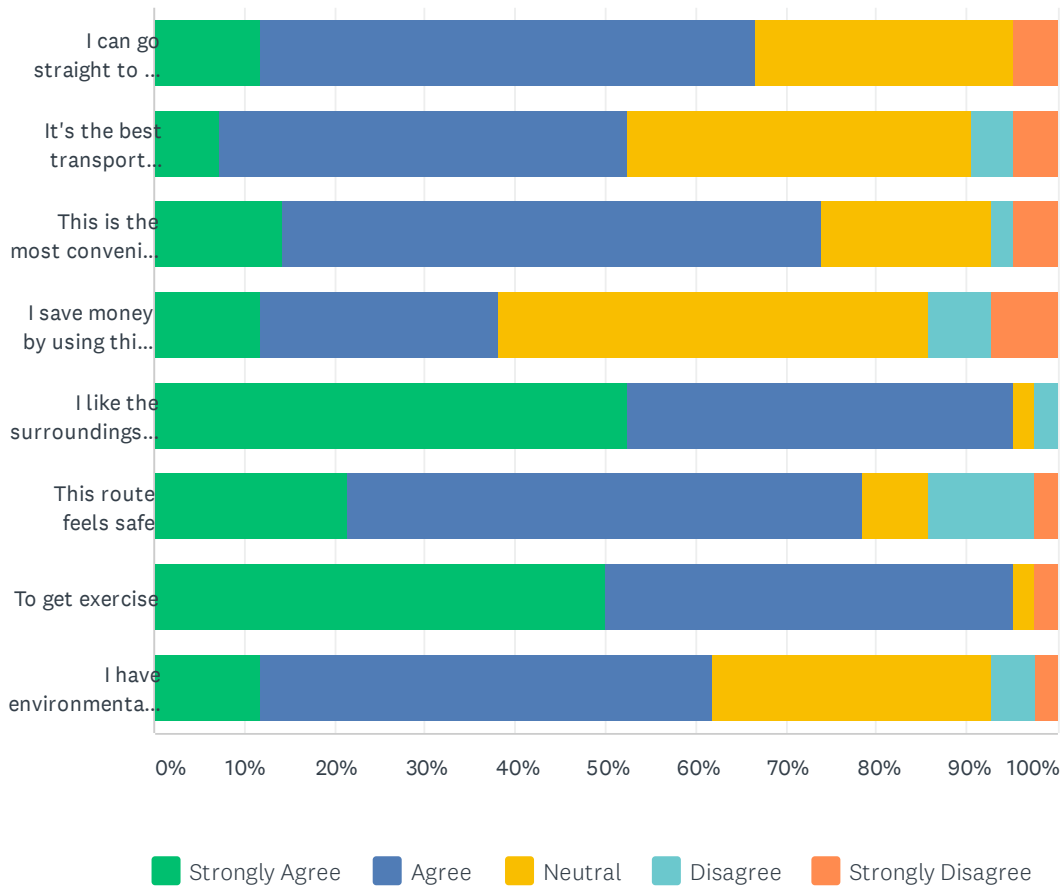
Answered: 42 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walking	78.57%	33
Cycling	9.52%	4
Dog Walking	7.14%	3
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	0.00%	0
Quad/Motorcycle	0.00%	0
Jogging/Running	4.76%	2
TOTAL		42

Q6 To what extent do the following factors influence your decision to use active travel

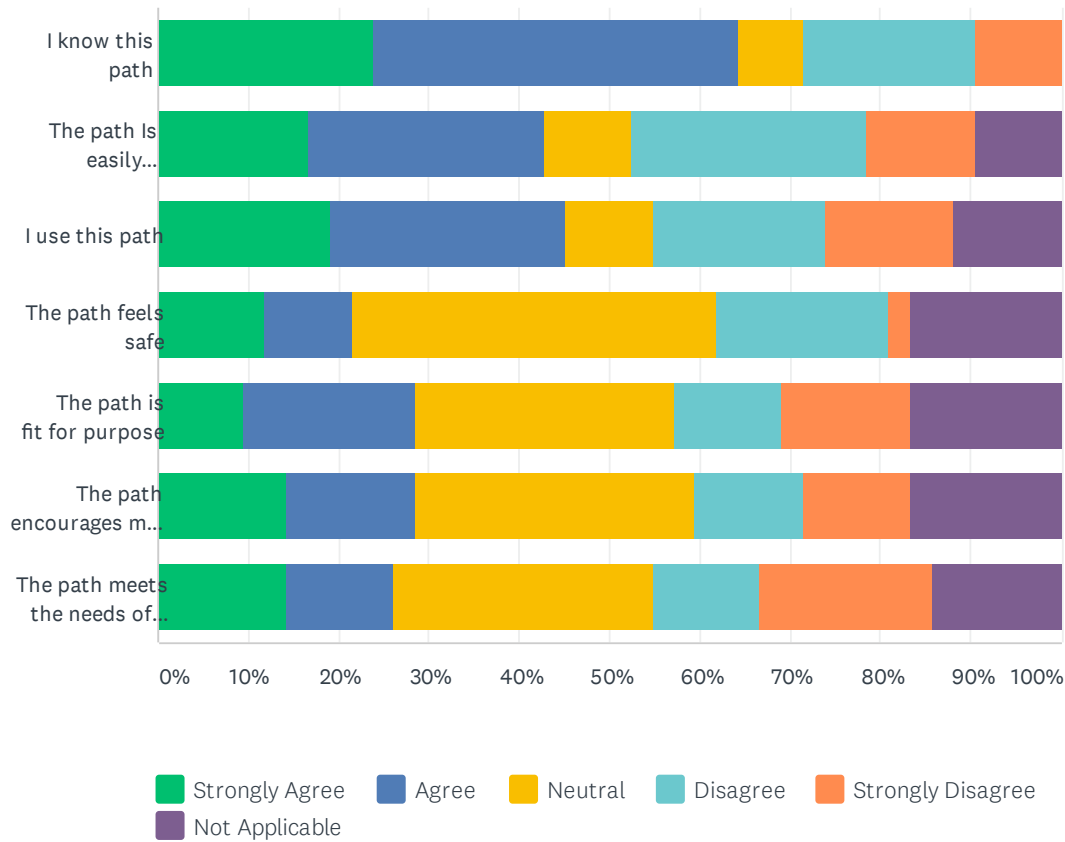
Answered: 42 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	11.90% 5	54.76% 23	28.57% 12	0.00% 0	4.76% 2	42
It's the best transport option	7.14% 3	45.24% 19	38.10% 16	4.76% 2	4.76% 2	42
This is the most convenient route	14.29% 6	59.52% 25	19.05% 8	2.38% 1	4.76% 2	42
I save money by using this route	11.90% 5	26.19% 11	47.62% 20	7.14% 3	7.14% 3	42
I like the surroundings on this route	52.38% 22	42.86% 18	2.38% 1	2.38% 1	0.00% 0	42
This route feels safe	21.43% 9	57.14% 24	7.14% 3	11.90% 5	2.38% 1	42
To get exercise	50.00% 21	45.24% 19	2.38% 1	0.00% 0	2.38% 1	42
I have environmental concerns	11.90% 5	50.00% 21	30.95% 13	4.76% 2	2.38% 1	42

Q7 How much do you agree or disagree with the following statements about the path that leads from Langmuirhead Road to Lenzie Rd Steps

Answered: 42 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	23.81% 10	40.48% 17	7.14% 3	19.05% 8	9.52% 4	0.00% 0	42
The path is easily accessible	16.67% 7	26.19% 11	9.52% 4	26.19% 11	11.90% 5	9.52% 4	42
I use this path	19.05% 8	26.19% 11	9.52% 4	19.05% 8	14.29% 6	11.90% 5	42
The path feels safe	11.90% 5	9.52% 4	40.48% 17	19.05% 8	2.38% 1	16.67% 7	42
The path is fit for purpose	9.52% 4	19.05% 8	28.57% 12	11.90% 5	14.29% 6	16.67% 7	42
The path encourages me to walk and cycle more	14.29% 6	14.29% 6	30.95% 13	11.90% 5	11.90% 5	16.67% 7	42
The path meets the needs of the community	14.29% 6	11.90% 5	28.57% 12	11.90% 5	19.05% 8	14.29% 6	42

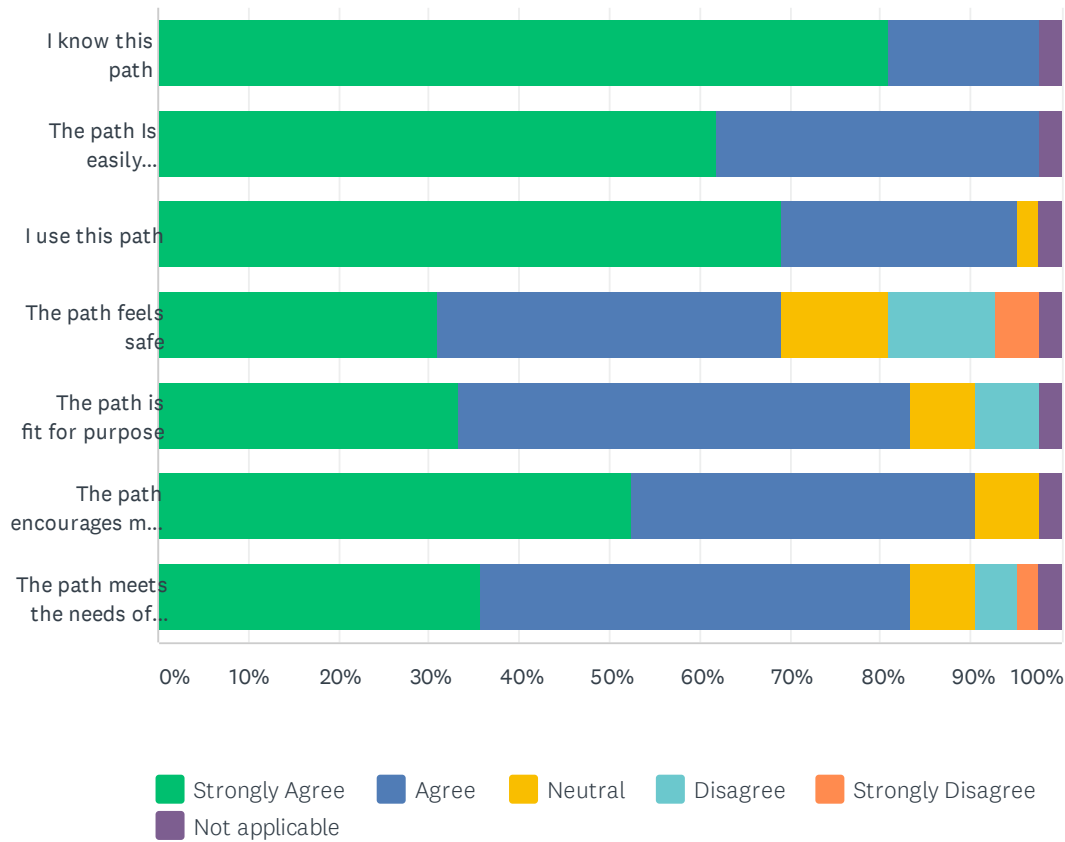
#	FURTHER COMMENTS	DATE
1	there has to be lighting at night	3/26/2021 12:42 PM
2	The condition, accessibility and signposting to the path could be improved to encourage use.	3/25/2021 2:47 PM
3	Only hear about this pathway/right of way recently, it's not signposted which is a shame.	3/21/2021 10:53 PM

Auchinloch Paths - User Survey

4	Where is this path? I'd like to see lights on the golf course path and a perimeter path around the Gadloch too.	3/21/2021 10:16 PM
5	The path is unkept and overgrown and could do with some upgrading to make it more usable	3/21/2021 9:30 PM
6	Cyists do not adhere to shared access ruled. Have been for ed off this path several times.	3/21/2021 8:57 PM
7	It is more direct than other routes	3/21/2021 8:43 PM
8	Dont know where this path is	3/21/2021 8:19 PM
9	I'm not aware of a path to lenzie road in stepps	3/21/2021 8:17 PM
10	I only found out about this path recently but I am too scared of traffic on the back road to give it a try.	3/21/2021 8:12 PM
11	Not keen on walking along the road to the start of the right of way. Unfortunately the stile is broken and the start is very wet and overgrown.	3/21/2021 8:03 PM
12	I dont see the point of the "path" it leads to nowhere	3/21/2021 7:41 PM
13	overgrown and muddy in part. Style needs repairing.	3/21/2021 7:36 PM
14	I have no idea where the path from Auchinloch to Stepps is - but would definitely use it if I did.	3/21/2021 7:32 PM
15	I'd not cycle using the path, there are too many parked cars, it can be difficult to get a buggy past.	3/21/2021 7:30 PM
16	It would be great to have more lighting. I use the path ever day but wouldn't walk it alone after dark.	3/21/2021 7:00 PM
17	Needs improved so we can all use it	3/21/2021 6:51 PM

Q8 How much do you agree or disagree with the following statements about the path that leads from Auchinloch to Lenzie

Answered: 42 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	80.95% 34	16.67% 7	0.00% 0	0.00% 0	0.00% 0	2.38% 1	42
The path is easily accessible	61.90% 26	35.71% 15	0.00% 0	0.00% 0	0.00% 0	2.38% 1	42
I use this path	69.05% 29	26.19% 11	2.38% 1	0.00% 0	0.00% 0	2.38% 1	42
The path feels safe	30.95% 13	38.10% 16	11.90% 5	11.90% 5	4.76% 2	2.38% 1	42
The path is fit for purpose	33.33% 14	50.00% 21	7.14% 3	7.14% 3	0.00% 0	2.38% 1	42
The path encourages me to walk and cycle more	52.38% 22	38.10% 16	7.14% 3	0.00% 0	0.00% 0	2.38% 1	42
The path meets the needs of the community	35.71% 15	47.62% 20	7.14% 3	4.76% 2	2.38% 1	2.38% 1	42

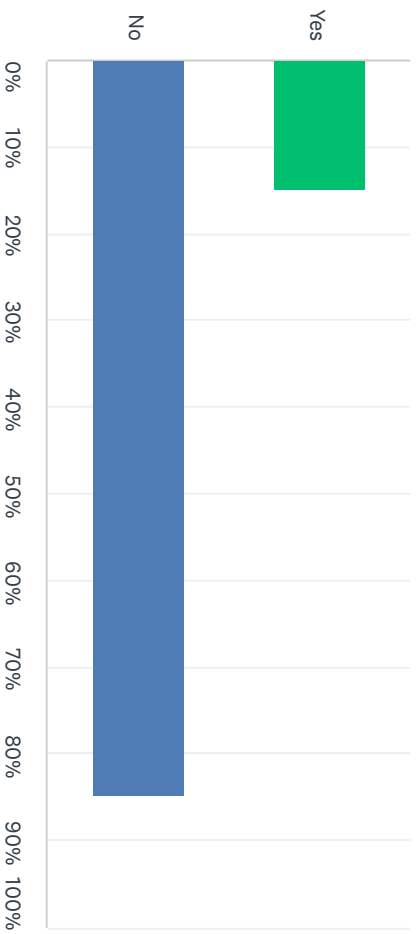
#	FURTHER COMMENTS	DATE
1	there has to be lighting	3/26/2021 12:42 PM
2	Great route, well used and in good condition	3/25/2021 2:47 PM
3	The path is too narrow for cyclists to use, as they go too fast and expect walkers to jump into the verges or into the trees	3/21/2021 10:52 PM

Auchinloch Paths - User Survey

4	Lights would make it more appealing during winter months or even for those who work nights to feel a little safer.	3/21/2021 10:16 PM
5	This path is well used and an easy way to get to Lenzie avoiding the busy road	3/21/2021 9:30 PM
6	Cyclists are an issue on this path.	3/21/2021 8:57 PM
7	There is no lighting,path very dark in winter, there is not adequate bins for litter and dog poo.	3/21/2021 8:54 PM
8	Very overgrown in winter months. Although plenty of dog bins there is alot of poo not picked up!	3/21/2021 8:24 PM
9	I use this path alot but it often isn't cut back meaning branches and nettles etc get in the way when pushing my double buggy	3/21/2021 8:17 PM
10	I walk this path every day purely for exercise. I do a circuit that takes me to lenzie station and back. Sometimes I extend the walk to include Lenzie Moss. It is such a joy.	3/21/2021 8:12 PM
11	I worry about golf balls and my children. There's a LOT of dog poop left along this path.	3/21/2021 8:05 PM
12	There should be another bin in the middle but apart from that, it's a good path.	3/21/2021 8:03 PM
13	I don't think I'd feel comfortable cycling, the cars come round the bend too fast to be cycling on the road.	3/21/2021 7:30 PM
14	I use the path on a regular basis both for dog walking and running, however I would never use this path when it's dark. There is no lighting at all and I would not feel safe.	3/21/2021 6:52 PM

Q9 Does Auchinloch feel well connected by the path network to neighbouring villages? Such as Stepps and Chryston/Muirhead

Answered: 40 Skipped: 2

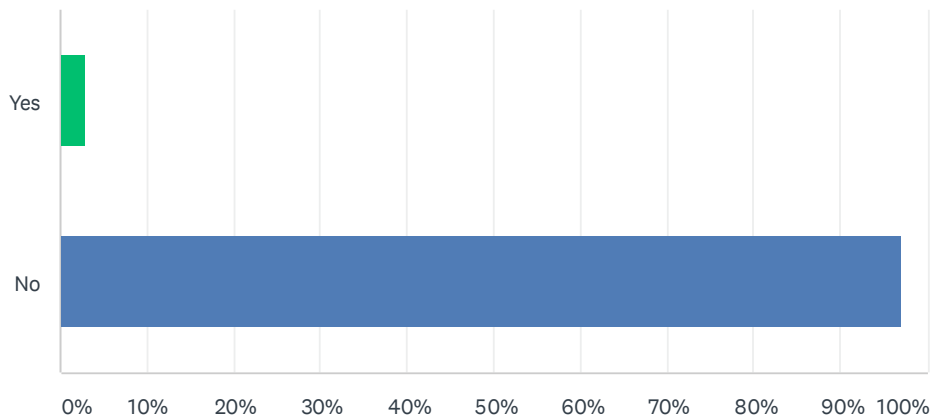


ANSWER CHOICES	RESPONSES
Yes	15.00%
No	85.00%
TOTAL	40

#	FURTHER COMMENTS	DATE
1	No real walking paths	3/24/2021 11:28 PM
2	I am unaware of any of these?	3/22/2021 8:52 AM
3	Stepps not so much,, Moodiesburn & Chryston is still a walk from Auchinloch to the path at Bothelyn Cottages.	3/21/2021 10:16 PM
4	There are no easily accessible paths to be able to walk to either of these places	3/21/2021 9:30 PM
5	Not sure how I would safely walk to Christian/Muirhead	3/21/2021 8:56 PM
6	No walking routes/public transport or paths	3/21/2021 8:43 PM
7	No safe route for older kids to walk or cycle to see friends in stepps	3/21/2021 8:38 PM
8	Well connected with busy roads but not footpaths from what I'm aware of	3/21/2021 8:17 PM
9	I never go there, so I don't know.	3/21/2021 8:12 PM
10	I don't know any other paths	3/21/2021 8:05 PM
11	I wouldn't walk on the road to Chryston. Cars drive far too fast and a blind bend on that road. Wouldn't want to risk it which is ashame.	3/21/2021 8:03 PM
12	No pavements to muirhead/ stepps which puts me off walking this way - especially with children	3/21/2021 7:59 PM
13	There are no safe walking routes for children walking/cycling to school from these routes. This is also a factor when parents are making a decision between Chryston HS and Lenzie Academy for their children.	3/21/2021 7:54 PM
14	We need more established paths similar to the one into Lenzie	3/21/2021 7:32 PM
15	Id drive to Chryston and Stepps but the roads don't feel safe to walk on with kids.	3/21/2021 7:30 PM
16	Don't know the path	3/21/2021 7:13 PM
17	I regularly walk to lenzie but wouldn't know how to walk to Stepps or chryston apart from alone the main road.	3/21/2021 7:00 PM

Q10 Does Auchinloch feel well connected to the Seven Lochs Wetland Park?

Answered: 35 Skipped: 7

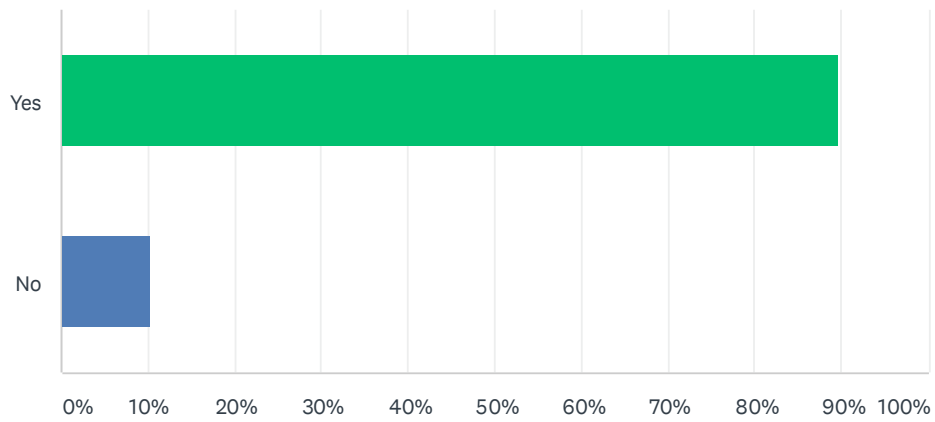


ANSWER CHOICES	RESPONSES
Yes	2.86% 1
No	97.14% 34
TOTAL	35

#	FURTHER COMMENTS	DATE
1	No idea where that is	3/25/2021 2:47 PM
2	Never heard of it	3/22/2021 8:52 AM
3	No paths to Stepps that I know of.	3/21/2021 10:16 PM
4	No paths to allow for this	3/21/2021 9:30 PM
5	Haven't used those routes.	3/21/2021 8:57 PM
6	Unable to answer as I do not know where this is	3/21/2021 8:54 PM
7	No decent path, no public transport, no pavements on roads to get there Would have to drive there	3/21/2021 8:43 PM
8	I dont think it is included at all!	3/21/2021 8:38 PM
9	I have never heard of this place in the twenty years I have lived in Auchinloch. I am curious about it now , I must look it up.	3/21/2021 8:12 PM
10	We have to drive	3/21/2021 8:05 PM
11	I wouldn't know where to started that doesn't involve walking on a main road.	3/21/2021 8:03 PM
12	Its nothing to do with Auchinloch. We have our own loch	3/21/2021 7:41 PM
13	More work on right of way to cut back overgrown brambles etc	3/21/2021 7:36 PM
14	Never heard of it	3/21/2021 7:21 PM

Q11 Would you like Auchinloch to be better connected to the wetland park ?

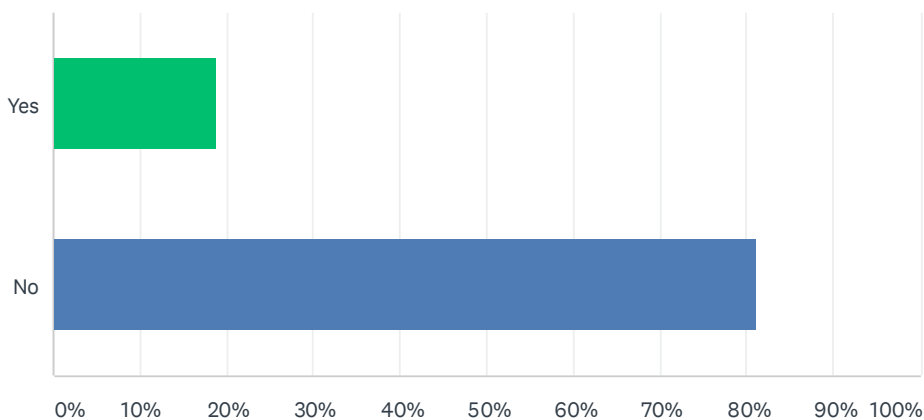
Answered: 39 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	89.74%	35
No	10.26%	4
TOTAL		39

Q12 Do you think the sustainable travel options available to reach the Seven Lochs Wetland Park are sufficient for your community?

Answered: 32 Skipped: 10

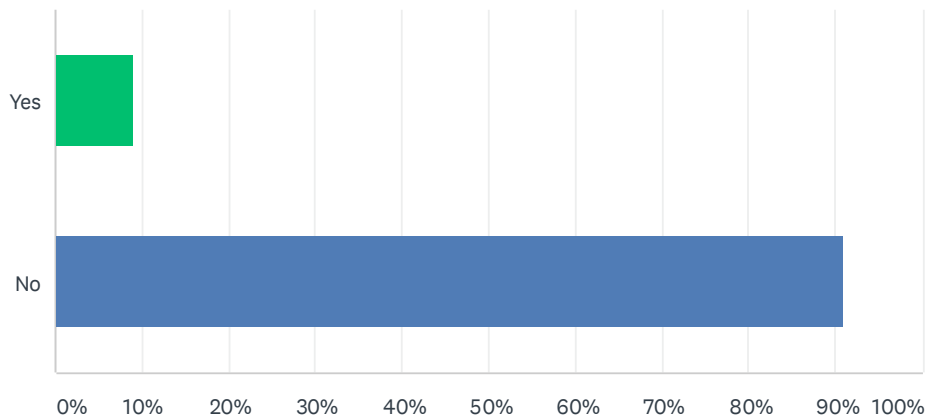


ANSWER CHOICES	RESPONSES
Yes	18.75% 6
No	81.25% 26
TOTAL	32

#	FURTHER COMMENTS	DATE
1	na	3/25/2021 2:47 PM
2	There's a small bus that runs I believe?	3/21/2021 10:16 PM
3	We're disconnected because we do not have any paths	3/21/2021 9:30 PM
4	There are none	3/21/2021 8:43 PM
5	See above.	3/21/2021 8:12 PM
6	I don't jnow	3/21/2021 8:05 PM
7	You could only drive to start, fell Auchinloch is disconnected due to busy roads and no paths.	3/21/2021 8:03 PM
8	No public transport directly from Auchinloch to many of the lichts..	3/21/2021 7:36 PM
9	Don't know	3/21/2021 7:34 PM

Q13 Do you believe the Seven Lochs Wetland Park is accessible from your Auchinloch by public transport?

Answered: 33 Skipped: 9

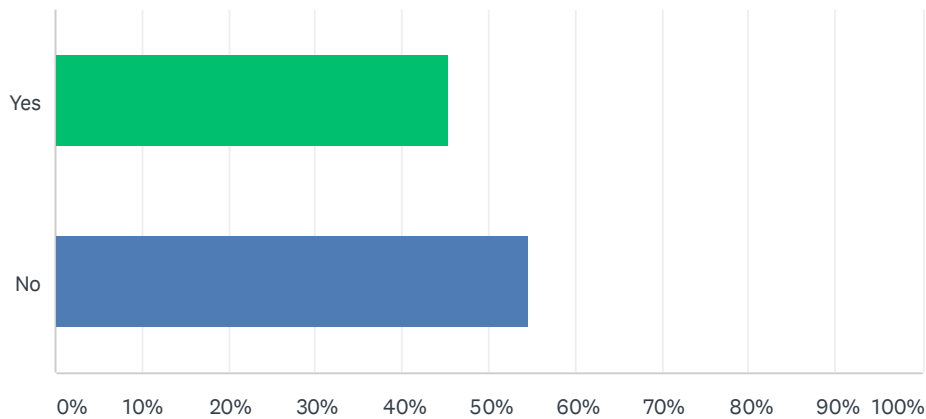


ANSWER CHOICES	RESPONSES
Yes	9.09% 3
No	90.91% 30
TOTAL	33

#	FURTHER COMMENTS	DATE
1	na	3/25/2021 2:47 PM
2	All of our public transport goes to Glasgow City Centre	3/21/2021 9:30 PM
3	No public transport routes	3/21/2021 8:43 PM
4	See above	3/21/2021 8:12 PM
5	I don't know	3/21/2021 8:05 PM
6	Without a car I'm not aware of how you would get there.	3/21/2021 8:03 PM
7	Auchinloch is on the boundry with E Dumbartonshire which has most publuc transport options. Nothing to wetland lochs	3/21/2021 7:36 PM
8	Don't know	3/21/2021 7:34 PM

Q14 Do you believe the wetland park is accessible from Auchinloch by bike?

Answered: 33 Skipped: 9

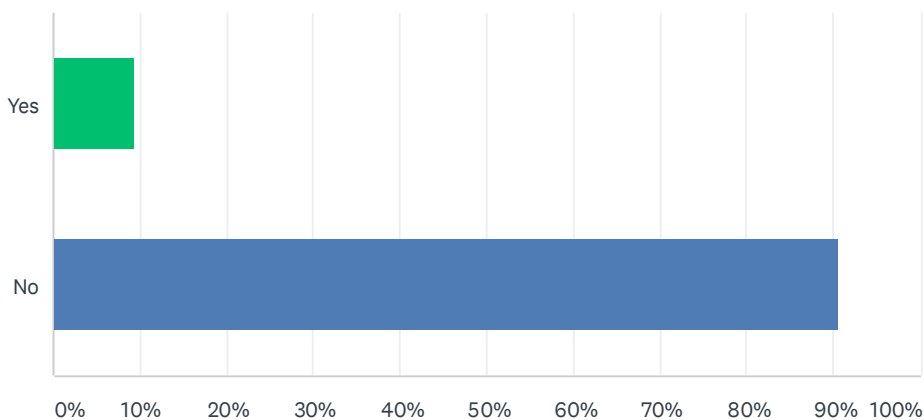


ANSWER CHOICES	RESPONSES	
Yes	45.45%	15
No	54.55%	18
TOTAL		33

#	FURTHER COMMENTS	DATE
1	na	3/25/2021 2:47 PM
2	Not for children and only confident cyclists	3/21/2021 10:53 PM
3	Using B roads yes.	3/21/2021 10:16 PM
4	Only if you risk life and limb on the narrow and busy roads	3/21/2021 9:30 PM
5	For an adult but not a child due to roads involved	3/21/2021 8:56 PM
6	Not safely on the roads by bike, can get there by bike, but not suitable for small children/families	3/21/2021 8:43 PM
7	Road is not at all safe for cycling (I'm a confident cyclist)	3/21/2021 8:38 PM
8	See above	3/21/2021 8:12 PM
9	I don't know	3/21/2021 8:05 PM
10	Not unless you were comfortable with cycling on busy roads. Definitely not for families with kids.	3/21/2021 8:03 PM
11	For adults.	3/21/2021 7:54 PM
12	A safe cycle route would be needed.	3/21/2021 7:36 PM
13	Don't know	3/21/2021 7:34 PM

Q15 Do you believe the wetland park is accessible from Auchinloch by walking?

Answered: 32 Skipped: 10

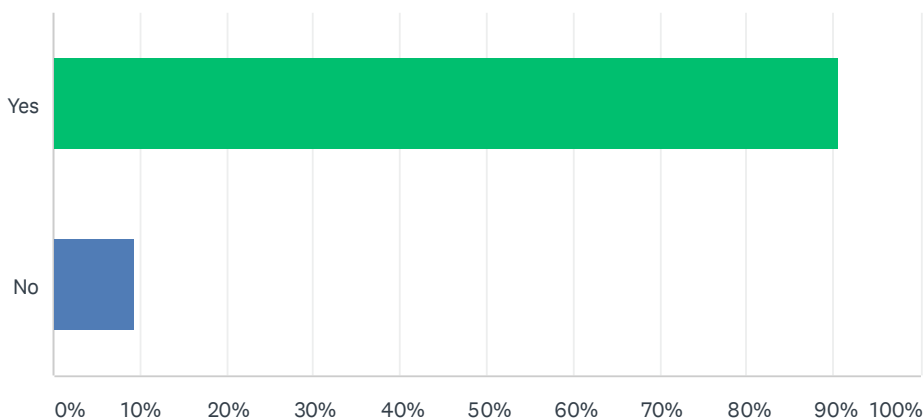


ANSWER CHOICES	RESPONSES
Yes	9.38% 3
No	90.63% 29
TOTAL	32

#	FURTHER COMMENTS	DATE
1	na	3/25/2021 2:47 PM
2	No paths, only roads.	3/21/2021 10:16 PM
3	No footpaths	3/21/2021 9:30 PM
4	With difficulty	3/21/2021 8:57 PM
5	Not without walking on roads that don't have pavements/walking routes	3/21/2021 8:43 PM
6	See above	3/21/2021 8:12 PM
7	Possibly	3/21/2021 8:05 PM
8	Mostly unpaved roads	3/21/2021 7:36 PM
9	Don't know	3/21/2021 7:34 PM

Q16 Would you be more likely to visit the wetland park if you could do so without using a car to get there?

Answered: 32 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	90.63%	29
No	9.38%	3
TOTAL		32

#	FURTHER COMMENTS	DATE
1	I would be	3/25/2021 2:47 PM
2	Walking routes would be great.	3/21/2021 10:16 PM
3	The Wetland Park has lots of paths and cycleways but we cannot access them without going by car so defeating the purpose of the activity	3/21/2021 9:30 PM
4	Yes, i would run / cycle often if there was a good route. Instead, we go north or west.	3/21/2021 8:38 PM
5	See above	3/21/2021 8:12 PM
6	Likely	3/21/2021 8:05 PM
7	Most definitely!	3/21/2021 8:03 PM

Q17 What other changes can you suggest to make the Wetland Park more accessible to your community?

Answered: 14 Skipped: 28

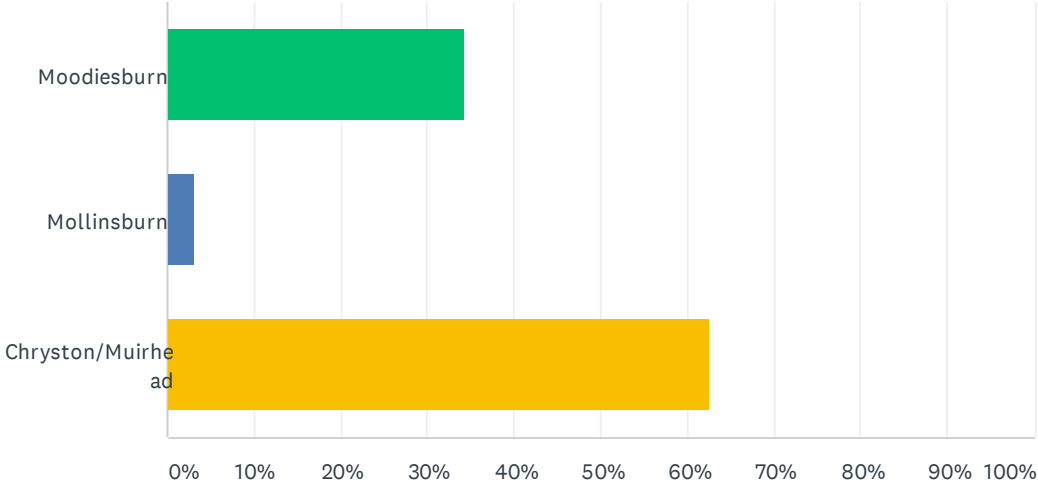
#	RESPONSES	DATE
1	Local promotion of it, sign posting etc	3/25/2021 2:47 PM
2	Need more information on this	3/22/2021 8:52 AM
3	Provide the means to be able to access the Wetland Park more easily on foot or by cycle with a route from Auchinloch to Stepps to start with	3/21/2021 9:30 PM
4	Right of way access	3/21/2021 8:57 PM
5	Better footpaths and safer footpaths	3/21/2021 8:55 PM
6	Suitable path for walking/cycling Upgrading the existing ROW at Auchinloch/Stepps	3/21/2021 8:43 PM
7	.	3/21/2021 8:33 PM
8	Details on local paths etc of how we can access these paths, where they are etc	3/21/2021 8:17 PM
9	See above	3/21/2021 8:12 PM
10	Betty paths	3/21/2021 8:05 PM
11	Clearer right of ways. More paths so you don't need to go along busy roads.	3/21/2021 8:03 PM
12	Auchinloch feels very cut off from the surrounding areas of North Lanarkshire - cycling out the village towards Stepps is virtually impossible as the main road is simply not suitable for cycling.	3/21/2021 7:45 PM
13	As previously stated	3/21/2021 7:36 PM
14	Open up a cycle route	3/21/2021 6:51 PM

Q18 Please leave a name and email address if you would like to be involved further in any follow up work

Answered: 10 Skipped: 32

Q1 Which village do you live in?

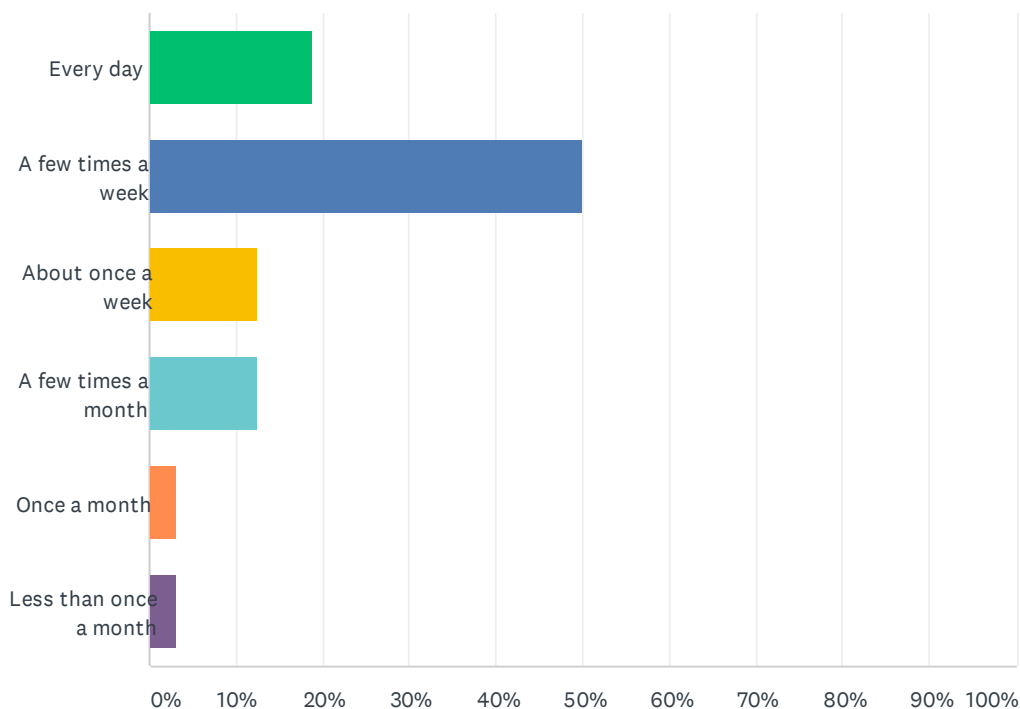
Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES	
Moodiesburn	34.38%	11
Mollinsburn	3.13%	1
Chryston/Muirhead	62.50%	20
TOTAL		32

Q2 How often do you use the path network for leisure?

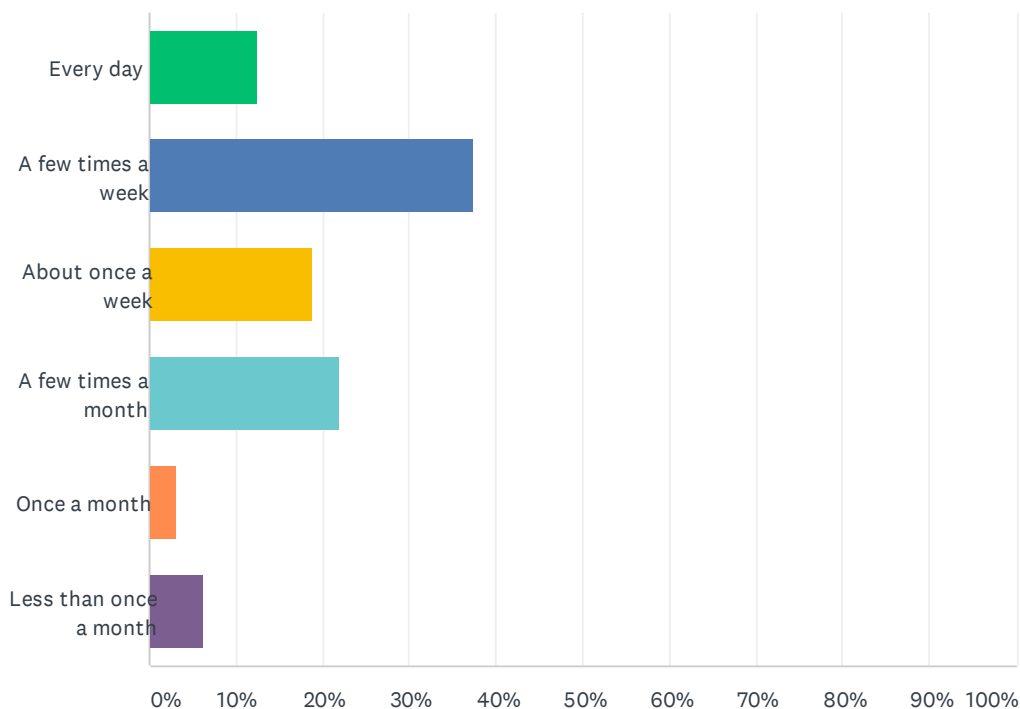
Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES
Every day	18.75% 6
A few times a week	50.00% 16
About once a week	12.50% 4
A few times a month	12.50% 4
Once a month	3.13% 1
Less than once a month	3.13% 1
TOTAL	32

Q3 How often do you use the paths to reach somewhere else or the wider path network for leisure purposes?

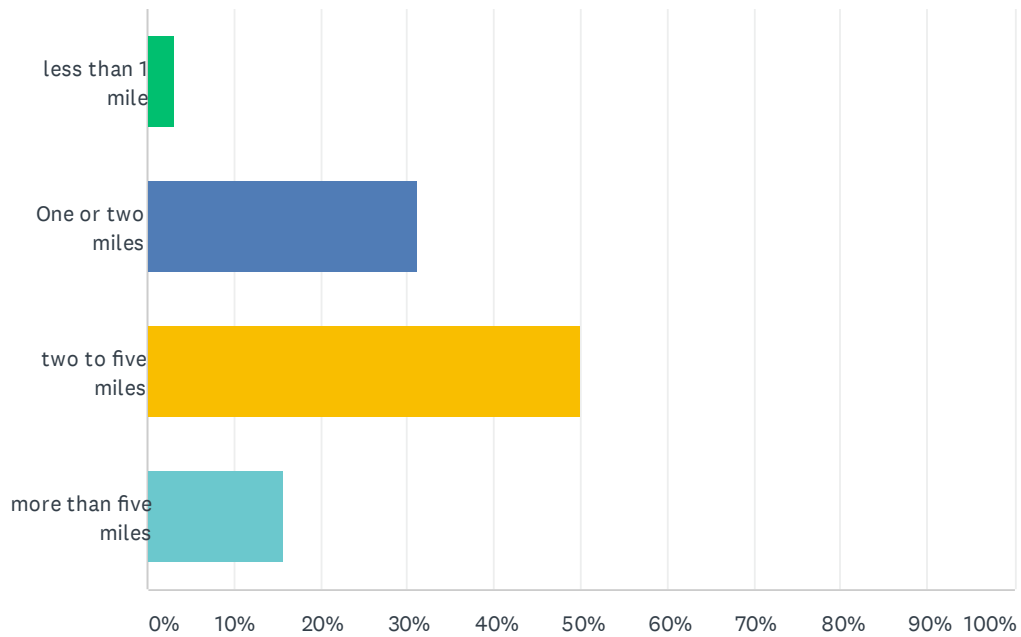
Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES
Every day	12.50% 4
A few times a week	37.50% 12
About once a week	18.75% 6
A few times a month	21.88% 7
Once a month	3.13% 1
Less than once a month	6.25% 2
TOTAL	32

Q4 What distance to you generally use the path to travel

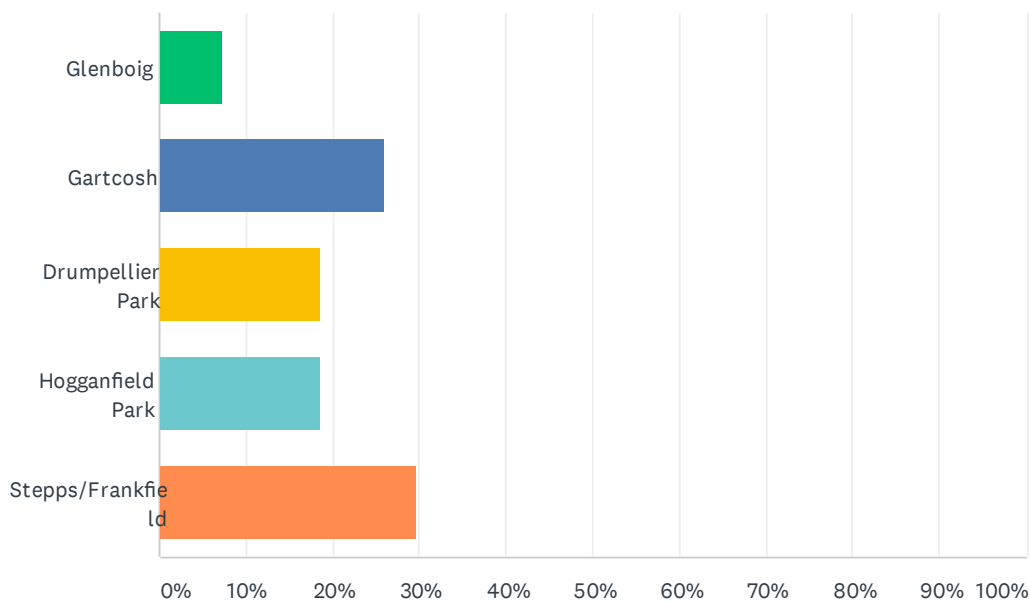
Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES
less than 1 mile	3.13% 1
One or two miles	31.25% 10
two to five miles	50.00% 16
more than five miles	15.63% 5
TOTAL	32

Q5 If you use the path to travel to the Seven Lochs Wetland Park, where is it that you exit the path?

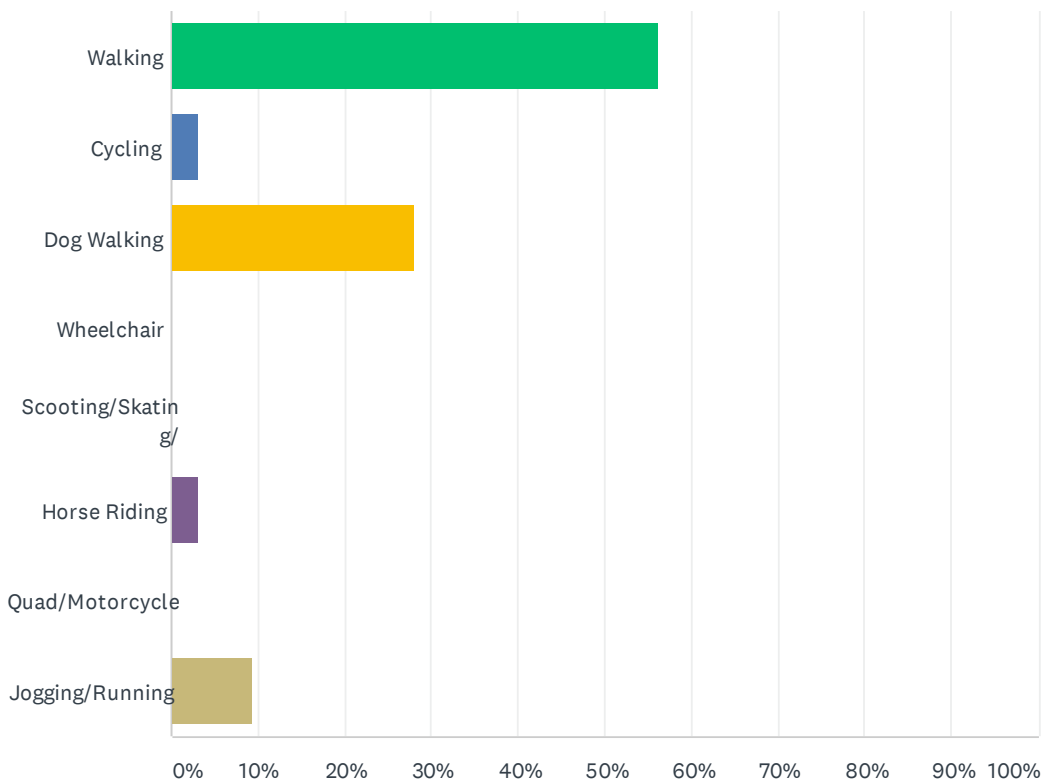
Answered: 27 Skipped: 5



ANSWER CHOICES	RESPONSES	
Glenboig	7.41%	2
Gartcosh	25.93%	7
Drumpellier Park	18.52%	5
Hogganfield Park	18.52%	5
Stepps/Frankfield	29.63%	8
TOTAL		27

Q6 Which of the following describes best how you use the path?

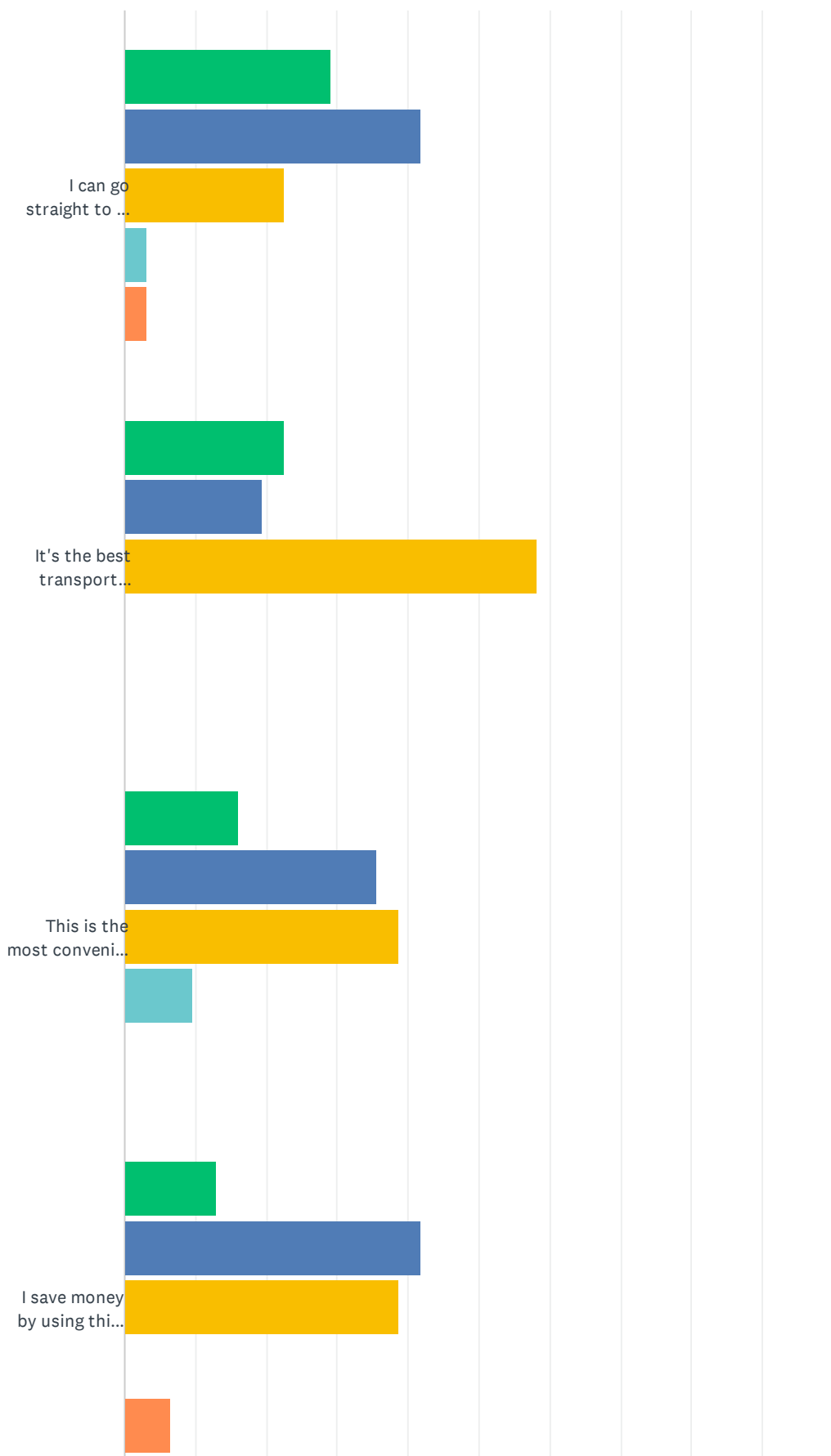
Answered: 32 Skipped: 0



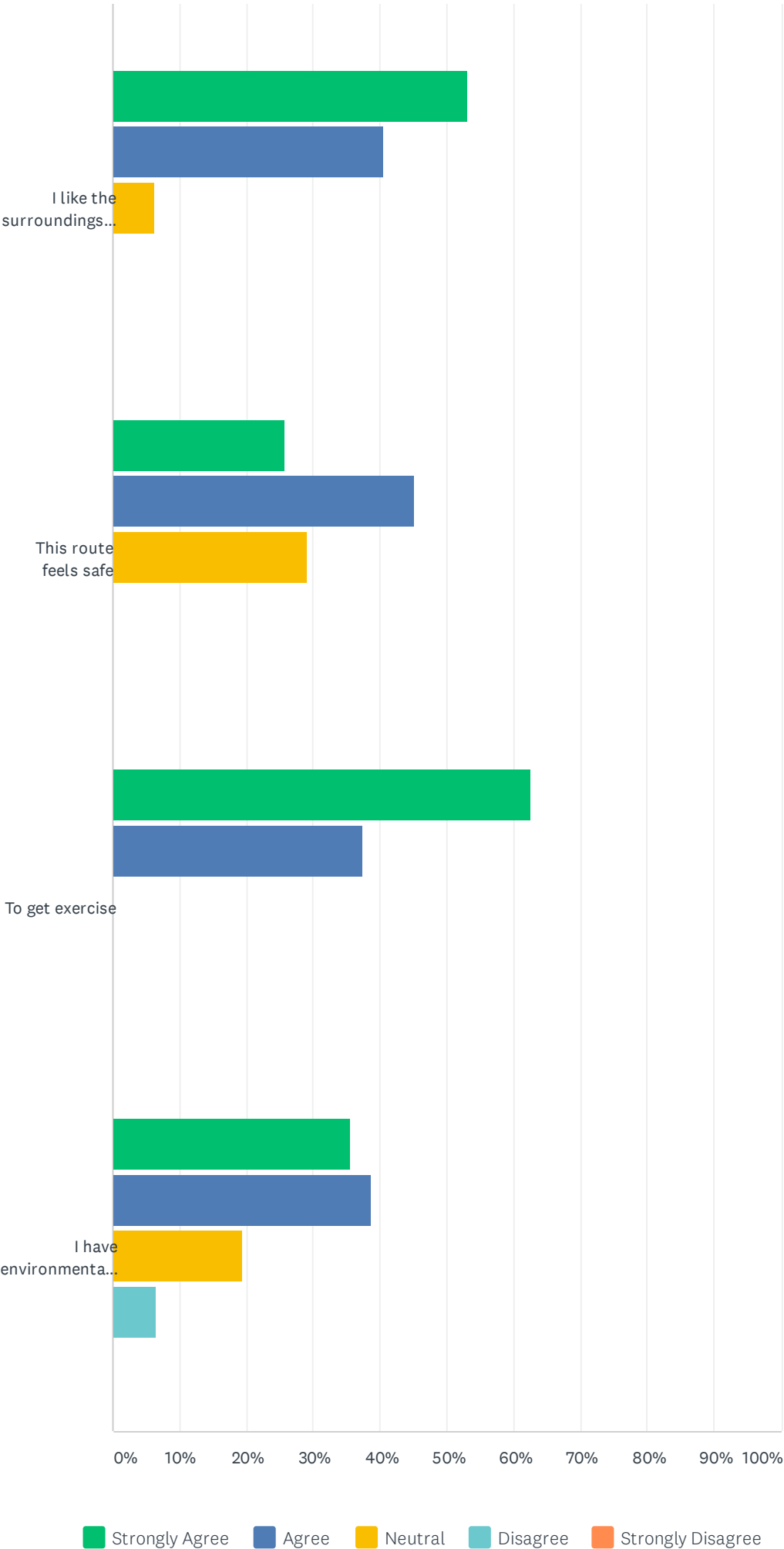
ANSWER CHOICES	RESPONSES	
Walking	56.25%	18
Cycling	3.13%	1
Dog Walking	28.13%	9
Wheelchair	0.00%	0
Scooting/Skating/	0.00%	0
Horse Riding	3.13%	1
Quad/Motorcycle	0.00%	0
Jogging/Running	9.38%	3
TOTAL		32

Q7 To what extent do the following factors influence your decision to use active travel

Answered: 32 Skipped: 0



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey

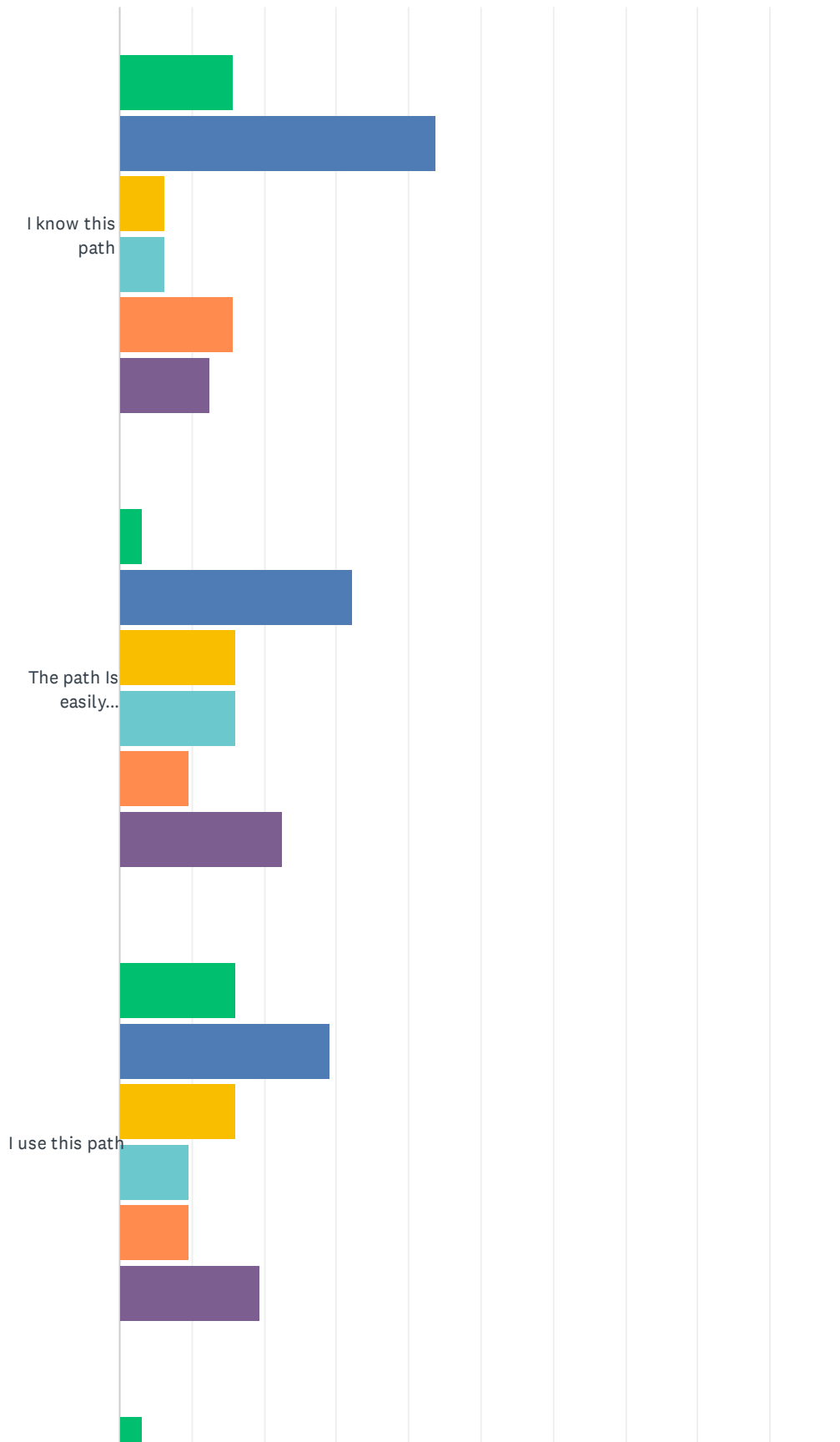


Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey

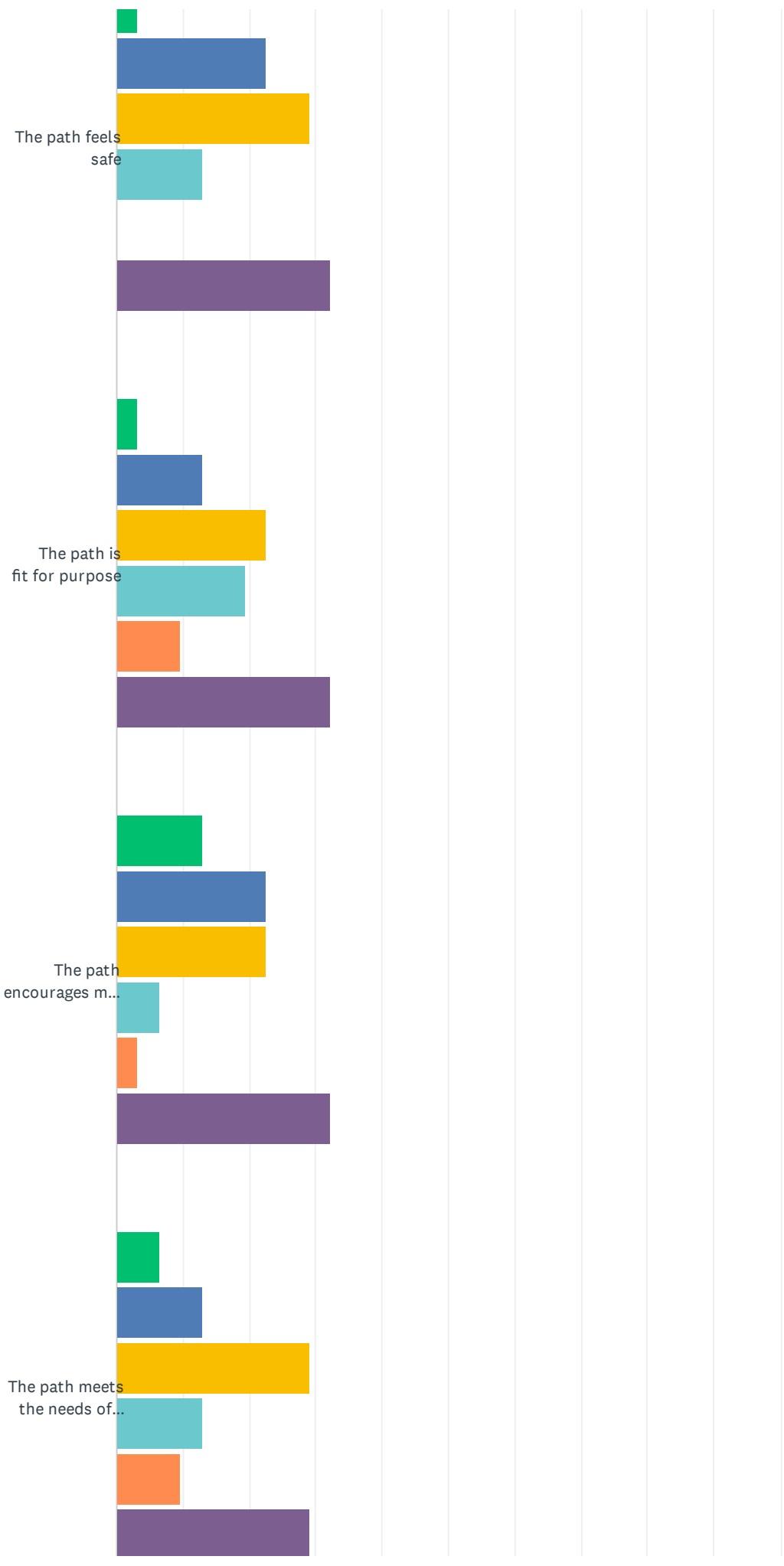
	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I can go straight to my destination	29.03% 9	41.94% 13	22.58% 7	3.23% 1	3.23% 1	31
It's the best transport option	22.58% 7	19.35% 6	58.06% 18	0.00% 0	0.00% 0	31
This is the most convenient route	16.13% 5	35.48% 11	38.71% 12	9.68% 3	0.00% 0	31
I save money by using this route	12.90% 4	41.94% 13	38.71% 12	0.00% 0	6.45% 2	31
I like the surroundings on this route	53.13% 17	40.63% 13	6.25% 2	0.00% 0	0.00% 0	32
This route feels safe	25.81% 8	45.16% 14	29.03% 9	0.00% 0	0.00% 0	31
To get exercise	62.50% 20	37.50% 12	0.00% 0	0.00% 0	0.00% 0	32
I have environmental concerns	35.48% 11	38.71% 12	19.35% 6	6.45% 2	0.00% 0	31

Q8 How much do you agree or disagree with the following statements about the path that leads from Station Road Muirhead through Heathfield Moss to Garnkirk/Dunlop loch SS0104?

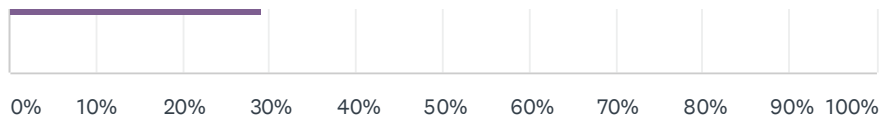
Answered: 32 Skipped: 0



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey



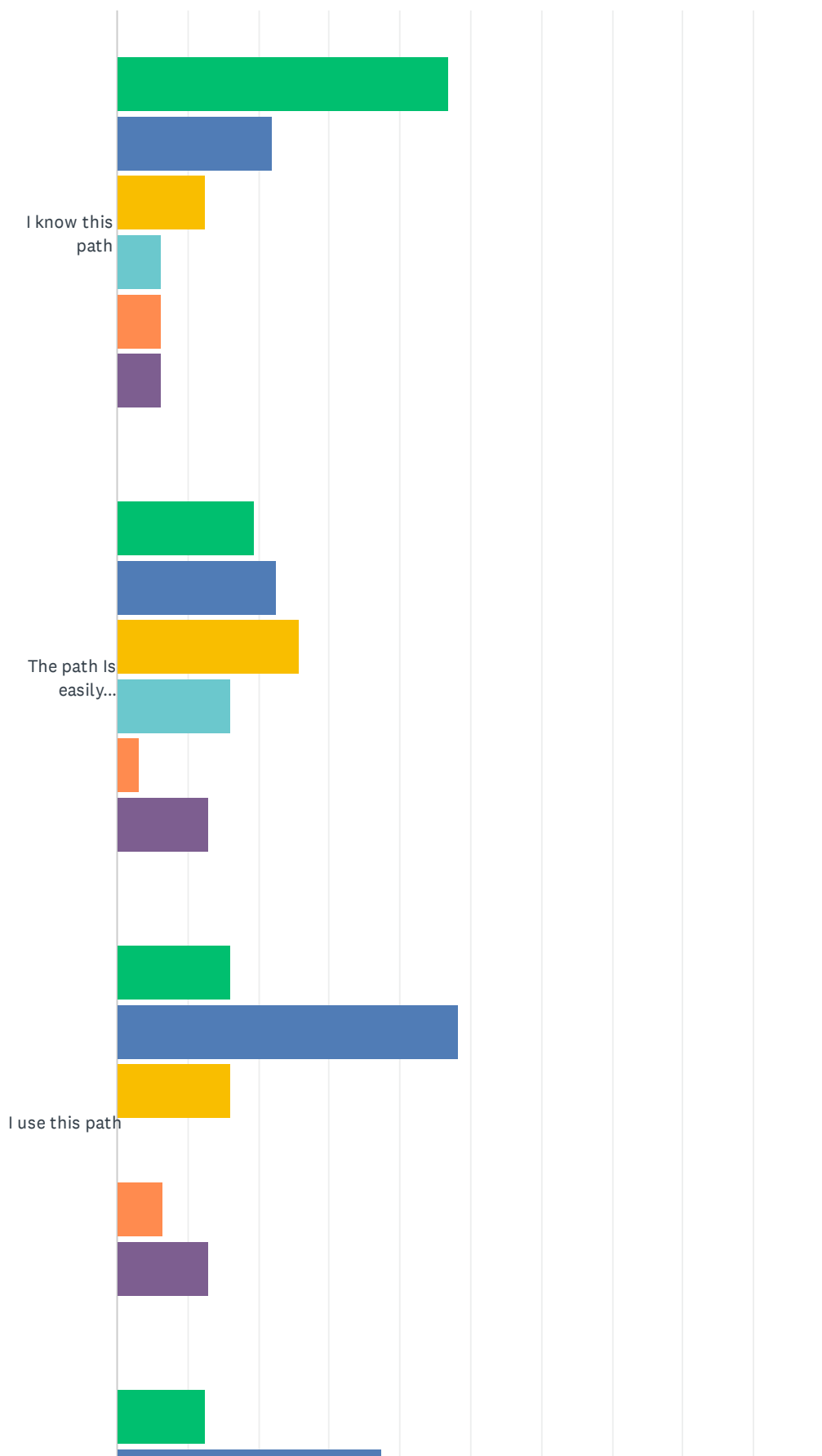
■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree
■ Not Applicable

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	15.63% 5	43.75% 14	6.25% 2	6.25% 2	15.63% 5	12.50% 4	32
The path is easily accessible	3.23% 1	32.26% 10	16.13% 5	16.13% 5	9.68% 3	22.58% 7	31
I use this path	16.13% 5	29.03% 9	16.13% 5	9.68% 3	9.68% 3	19.35% 6	31
The path feels safe	3.23% 1	22.58% 7	29.03% 9	12.90% 4	0.00% 0	32.26% 10	31
The path is fit for purpose	3.23% 1	12.90% 4	22.58% 7	19.35% 6	9.68% 3	32.26% 10	31
The path encourages me to walk and cycle more	12.90% 4	22.58% 7	22.58% 7	6.45% 2	3.23% 1	32.26% 10	31
The path meets the needs of the community	6.45% 2	12.90% 4	29.03% 9	12.90% 4	9.68% 3	29.03% 9	31

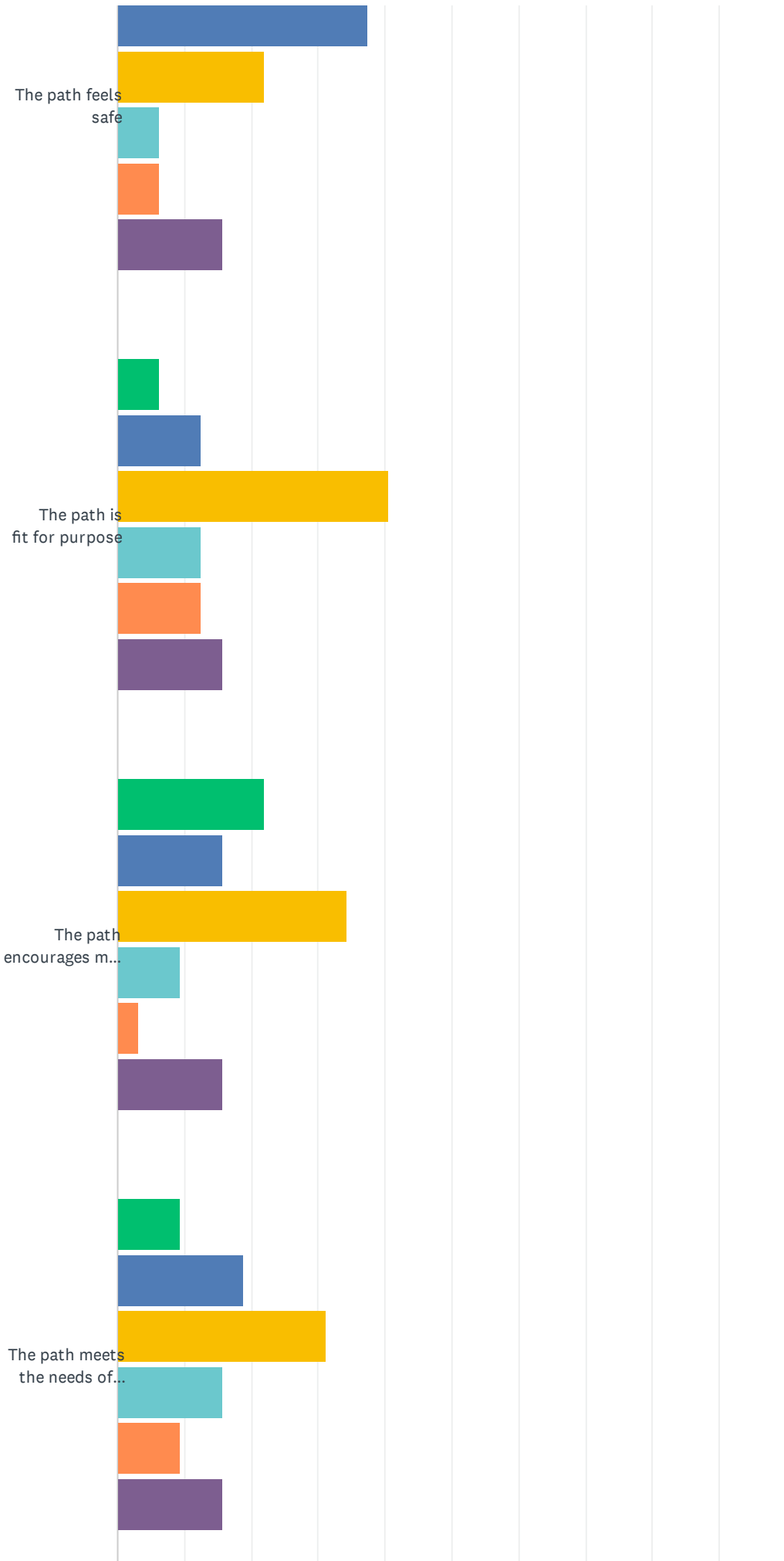
#	FURTHER COMMENTS	DATE
1	The path has become overgrown and neglected and now feels unsafe to me in comparison to the 4-5 runs a week I used to do on this route from 2009-2015	3/21/2021 5:59 PM
2	The links need to be made much better. It is stunning scenery in the wetland park but Muirhead is completely cut off from all of it	3/21/2021 5:55 PM

Q9 How much do you agree or disagree with the following statements about the Lees Walk paths that leads to Mount Ellen/Gartcosh?

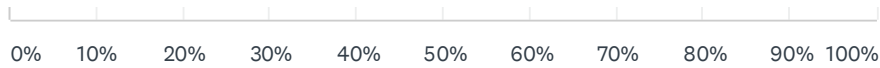
Answered: 32 Skipped: 0



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey



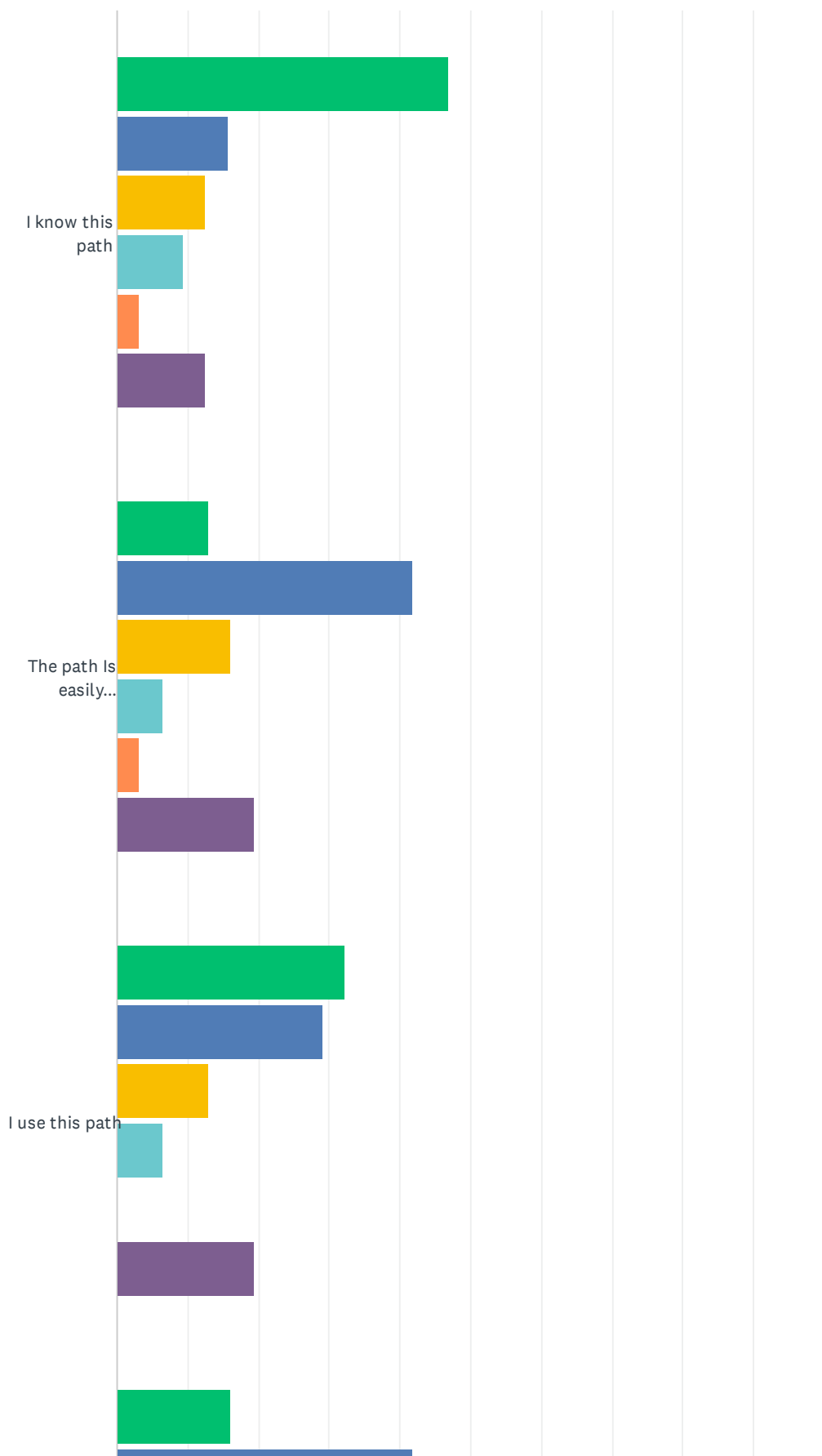
■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree
■ Not Applicable

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	46.88% 15	21.88% 7	12.50% 4	6.25% 2	6.25% 2	6.25% 2	32
The path is easily accessible	19.35% 6	22.58% 7	25.81% 8	16.13% 5	3.23% 1	12.90% 4	31
I use this path	16.13% 5	48.39% 15	16.13% 5	0.00% 0	6.45% 2	12.90% 4	31
The path feels safe	12.50% 4	37.50% 12	21.88% 7	6.25% 2	6.25% 2	15.63% 5	32
The path is fit for purpose	6.25% 2	12.50% 4	40.63% 13	12.50% 4	12.50% 4	15.63% 5	32
The path encourages me to walk and cycle more	21.88% 7	15.63% 5	34.38% 11	9.38% 3	3.13% 1	15.63% 5	32
The path meets the needs of the community	9.38% 3	18.75% 6	31.25% 10	15.63% 5	9.38% 3	15.63% 5	32

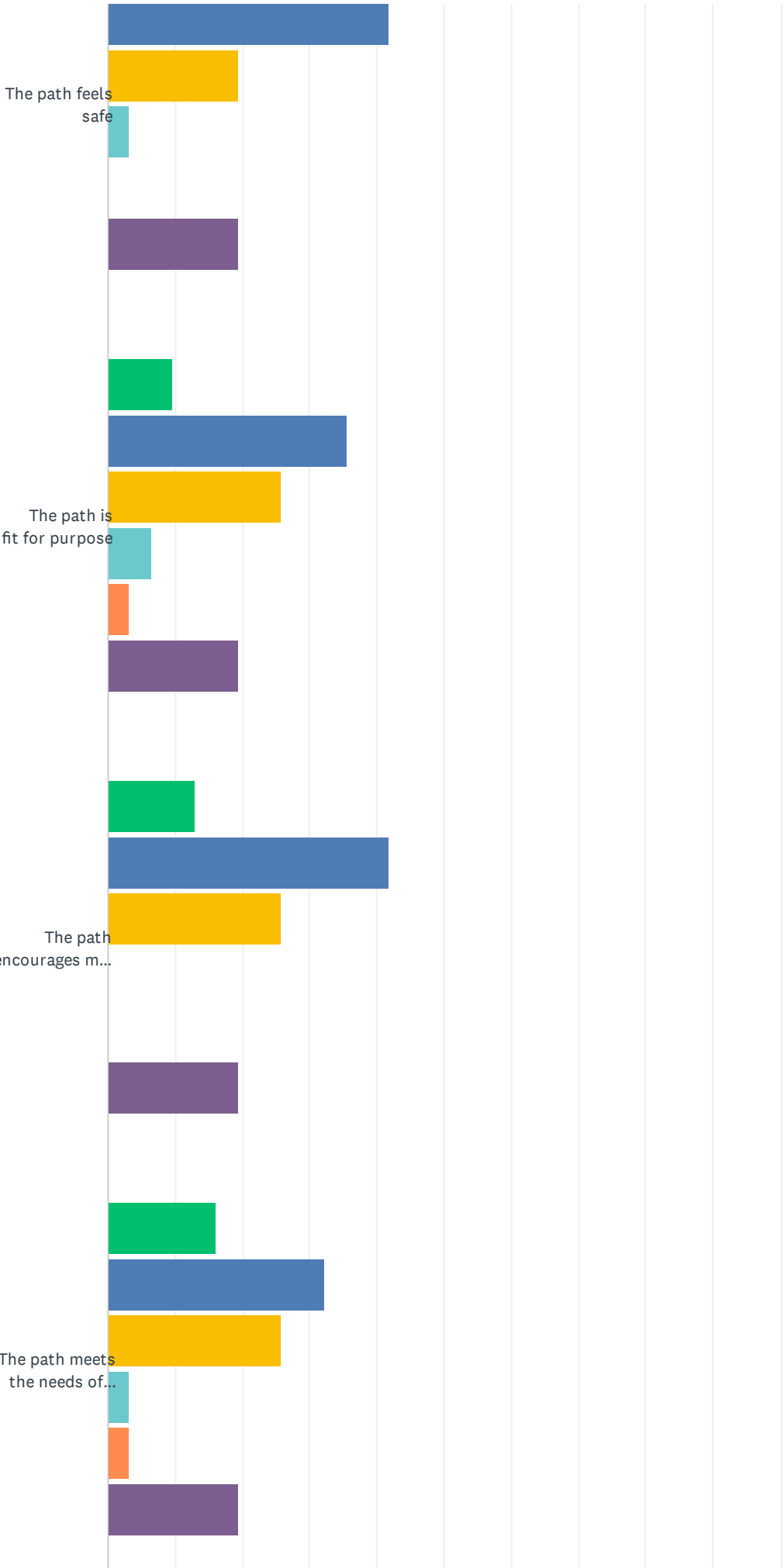
#	FURTHER COMMENTS	DATE
1	Requires further improvement and maintenance	3/21/2021 6:48 PM
2	When I last used this path it was overgrown and dangerous, boggy and full of glass and rubbish, this was some time ago so it may have been improved	3/21/2021 5:59 PM
3	Terrible condition	3/21/2021 5:55 PM
4	I used to walk it all the time but the seat at the top of the hill seems to encourage users to leave smashed glass etc making it often dangerous for dog walking and human walking.	3/18/2021 8:14 PM
5	Needs lights	3/18/2021 5:20 PM
6	I don't know these paths	3/18/2021 2:14 PM

Q10 How much do you agree or disagree with the following statements about the Strathkelvin Railway Path to Glenboig

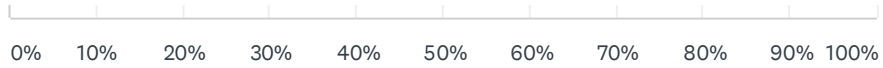
Answered: 32 Skipped: 0



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey



Moodiesburn/Muirhead/Chryston Paths to the 7 lochs- User Survey

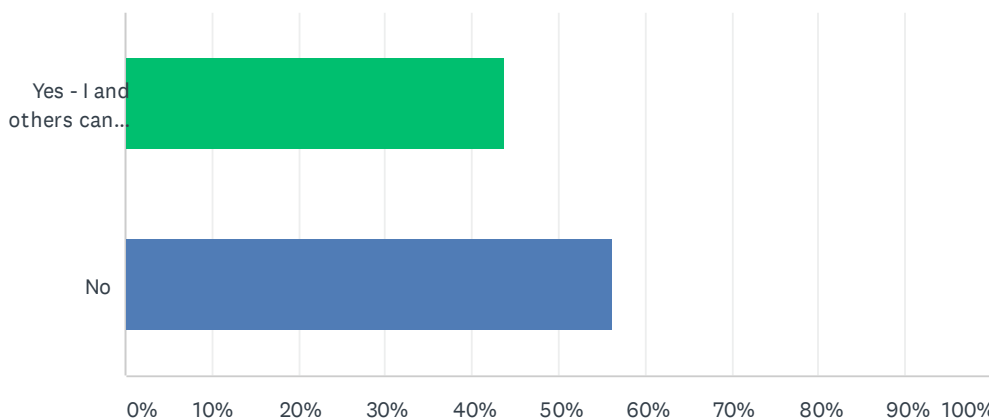


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree
■ Not Applicable

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT APPLICABLE	TOTAL
I know this path	46.88% 15	15.63% 5	12.50% 4	9.38% 3	3.13% 1	12.50% 4	32
The path is easily accessible	12.90% 4	41.94% 13	16.13% 5	6.45% 2	3.23% 1	19.35% 6	31
I use this path	32.26% 10	29.03% 9	12.90% 4	6.45% 2	0.00% 0	19.35% 6	31
The path feels safe	16.13% 5	41.94% 13	19.35% 6	3.23% 1	0.00% 0	19.35% 6	31
The path is fit for purpose	9.68% 3	35.48% 11	25.81% 8	6.45% 2	3.23% 1	19.35% 6	31
The path encourages me to walk and cycle more	12.90% 4	41.94% 13	25.81% 8	0.00% 0	0.00% 0	19.35% 6	31
The path meets the needs of the community	16.13% 5	32.26% 10	25.81% 8	3.23% 1	3.23% 1	19.35% 6	31

Q11 Do you think the sustainable travel options available to reach the Seven Lochs Wetland Park are sufficient for your community?

Answered: 32 Skipped: 0

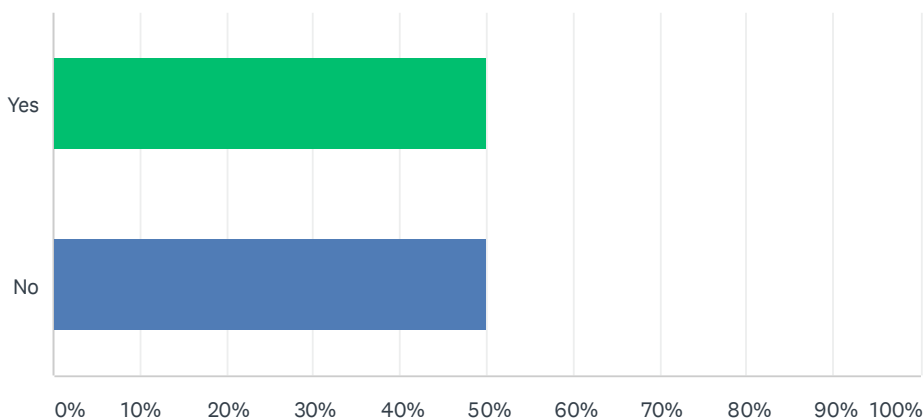


ANSWER CHOICES	RESPONSES	
Yes - I and others can easily visit the Wetland Park without a car	43.75%	14
No	56.25%	18
TOTAL		32

#	FURTHER COMMENTS	DATE
1	Could be further improved	3/21/2021 6:48 PM
2	I have to drive every time which means i can't explore for as long as I want to, always having to loop back round	3/21/2021 5:55 PM
3	I don't know this area	3/19/2021 11:27 PM
4	The railway path to glenboig is great until you reach avenue head road. Once across the road it requires a bit more manoeuvring and would benefit from upgrading. It also feels less safe for some reason.	3/18/2021 8:14 PM
5	I'd no idea we could access the 7 lochs Park from Muirhead	3/18/2021 2:14 PM

Q12 Do you believe the Seven Lochs Wetland Park is accessible from your community by public transport

Answered: 30 Skipped: 2

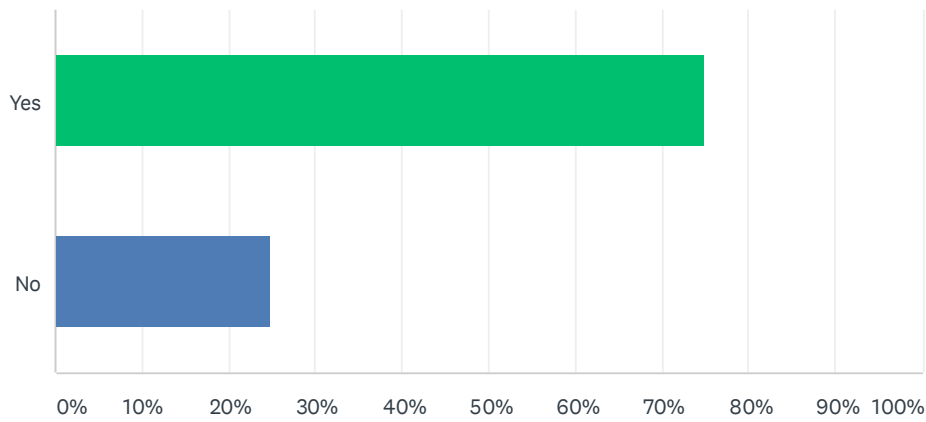


ANSWER CHOICES	RESPONSES
Yes	50.00% 15
No	50.00% 15
TOTAL	30

#	FURTHER COMMENTS	DATE
1	Not really from Muirhead, very infrequent buses	3/21/2021 5:55 PM

Q13 Do you believe the wetland park is accessible from your community by bike?

Answered: 28 Skipped: 4

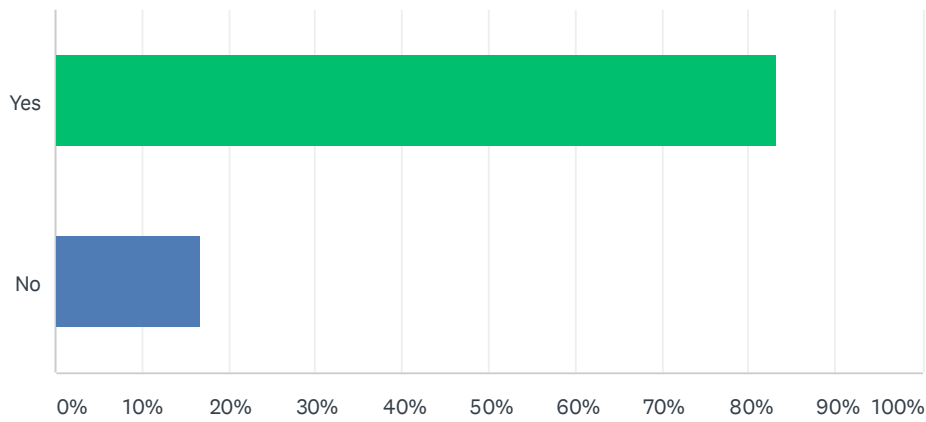


ANSWER CHOICES	RESPONSES
Yes	75.00% 21
No	25.00% 7
TOTAL	28

#	FURTHER COMMENTS	DATE
1	By road. Path is too for cycling with other users. Particularly dig walkers. Also too many puddles	3/22/2021 10:18 AM
2	Too far	3/21/2021 5:55 PM
3	Don't know	3/19/2021 11:27 PM

Q14 Do you believe the wetland park is accessible from your community by walking?

Answered: 30 Skipped: 2

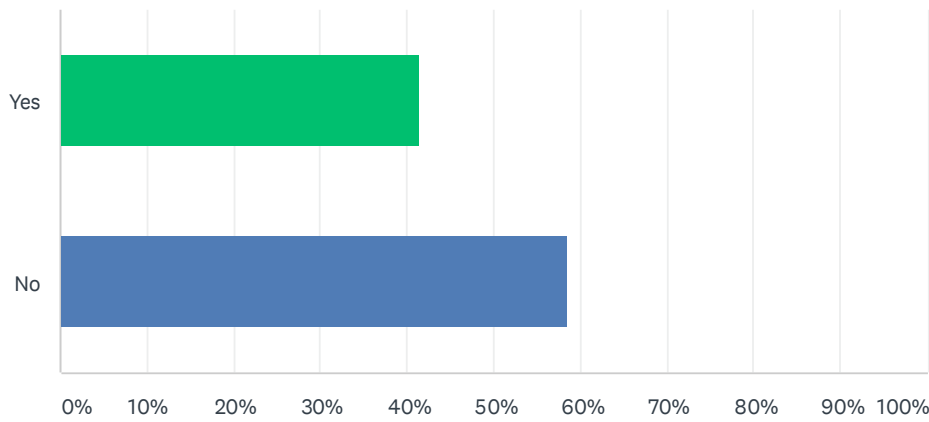


ANSWER CHOICES	RESPONSES
Yes	83.33% 25
No	16.67% 5
TOTAL	30

#	FURTHER COMMENTS	DATE
1	It is too far to walk and it is a linear route. I always prefer a circular route	3/22/2021 10:18 AM
2	Although distance is probably to far for many	3/21/2021 6:48 PM
3	Definitely too far	3/21/2021 5:55 PM
4	I don't know from where	3/18/2021 2:14 PM

Q15 Does your community feel well connected to the Seven Lochs Wetland Park?

Answered: 29 Skipped: 3

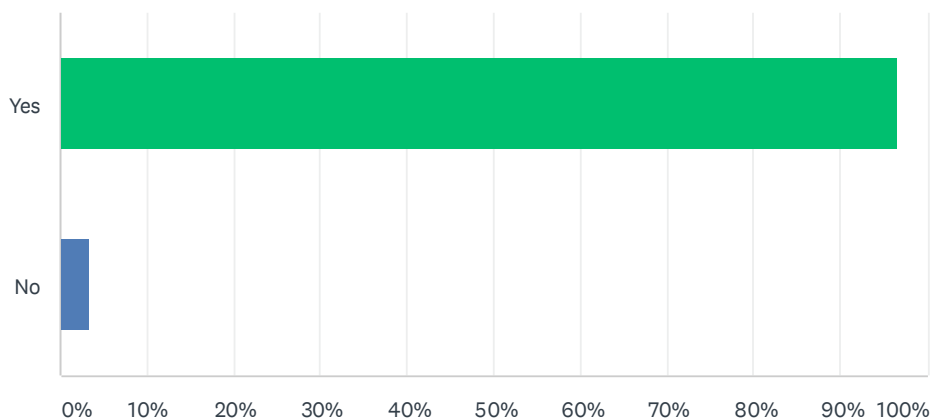


ANSWER CHOICES	RESPONSES
Yes	41.38% 12
No	58.62% 17
TOTAL	29

#	FURTHER COMMENTS	DATE
1	No but would love it to be	3/21/2021 5:55 PM

Q16 Would you like your community to be better connected to the wetland park ?

Answered: 30 Skipped: 2

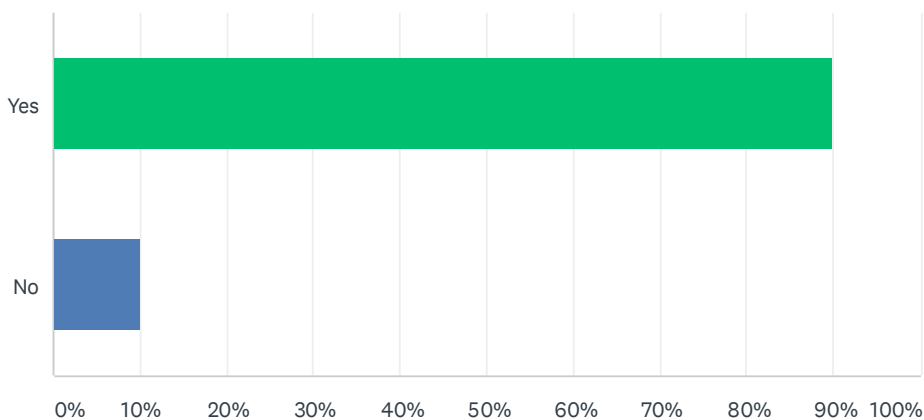


ANSWER CHOICES	RESPONSES
Yes	96.67% 29
No	3.33% 1
TOTAL	30

#	FURTHER COMMENT	DATE
1	Yes please!!!!	3/21/2021 5:55 PM

Q17 Would you be more likely to visit the wetland park if you could do so without using a car to get there?

Answered: 30 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	90.00% 27
No	10.00% 3
TOTAL	30

#	OTHER (PLEASE SPECIFY)	DATE
1	If I was able to get onto the railway line without going all the way to moodiesburn	3/21/2021 5:59 PM
2	Definitely	3/18/2021 2:14 PM

Q18 What other changes can you suggest to make the Wetland Park more accessible to your community?

Answered: 2 Skipped: 30

#	RESPONSES	DATE
1	More off road bridle paths .cycling and walking	3/21/2021 6:52 PM
2	Limit bikes - they dominate and its always walkers who have to give way and get off the path, plus most don't even let you know they're approaching	3/18/2021 2:14 PM

Appendix 3 - Station Consultations

1. Stepps Station
2. Gartcosh Station

Q1 Does this train station provide good shelter from the weather?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Yes	3/25/2021 3:09 PM
2	No , Glasgow bound shelter needs replaced and a ticket machine required in Edinburgh bound platform	3/23/2021 5:11 PM
3	For a small number of people	3/23/2021 10:26 AM
4	It has a small shelter on both sides with very limited seats	3/23/2021 7:59 AM
5	For some	3/22/2021 10:00 PM
6	Yes	3/22/2021 7:53 PM
7	Yes but not at rush hour	3/22/2021 7:42 PM
8	Yes but for a tiny proportion of passengers	3/22/2021 7:27 PM
9	If its quiet the shelter is good but at busy times in the rain its packed	3/22/2021 7:22 PM
10	No	3/22/2021 7:21 PM
11	No	3/22/2021 6:33 PM
12	No	3/22/2021 6:19 PM
13	Yes	3/22/2021 5:37 PM
14	No	3/22/2021 5:31 PM
15	Yes	3/22/2021 5:03 PM
16	Yes	3/22/2021 5:02 PM
17	Good enough	3/22/2021 4:54 PM
18	Yes	3/22/2021 4:24 PM
19	Yes	3/22/2021 4:24 PM
20	No it's a bus shelter, free zing in winter	3/22/2021 4:23 PM
21	Yes	3/22/2021 4:22 PM
22	It could do with a door & a heater in it	3/22/2021 4:21 PM
23	It's ok.	3/22/2021 4:16 PM
24	No - only one shelter otherwise very open to the elements	3/22/2021 4:16 PM
25	No	3/22/2021 4:11 PM
26	no	3/22/2021 4:05 PM
27	No	3/22/2021 3:54 PM
28	Yes but need more shelters as it can be busy at times.	3/22/2021 3:53 PM
29	Not good shelter in rainy, windy weather. Dodgy steep ramp when icy.	3/8/2021 1:01 PM
30	Yes, but it's not big enough to social distance	3/7/2021 4:55 PM
31	Yes	3/7/2021 4:40 PM

Q2 Does this train station feel like a safe place to be with children?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Yes	3/25/2021 3:09 PM
2	Yes	3/23/2021 5:11 PM
3	Limited space within shelter for safer environment	3/23/2021 10:26 AM
4	It is up to the parent/adult to keep their children safe and away from the platform edge	3/23/2021 7:59 AM
5	NA	3/22/2021 10:00 PM
6	Yes	3/22/2021 7:53 PM
7	I don't like coming off from Edinburgh as often the only person getting off and feel quite isolated	3/22/2021 7:42 PM
8	Yes. Well enough lit. Not sure if there are cameras	3/22/2021 7:27 PM
9	Yes	3/22/2021 7:22 PM
10	No	3/22/2021 7:21 PM
11	No	3/22/2021 6:33 PM
12	No	3/22/2021 6:19 PM
13	Yes	3/22/2021 5:37 PM
14	Yes	3/22/2021 5:31 PM
15	Yes	3/22/2021 5:03 PM
16	Yes	3/22/2021 5:02 PM
17	Yes	3/22/2021 4:54 PM
18	Yes	3/22/2021 4:24 PM
19	Yes	3/22/2021 4:24 PM
20	No. Often broken glass	3/22/2021 4:23 PM
21	Yee	3/22/2021 4:22 PM
22	Yes	3/22/2021 4:21 PM
23	Yes	3/22/2021 4:16 PM
24	Yes	3/22/2021 4:16 PM
25	Yes	3/22/2021 4:11 PM
26	no	3/22/2021 4:05 PM
27	Yes	3/22/2021 3:54 PM
28	Like every place you need to keep an eye on them.good	3/22/2021 3:53 PM
29	No, no enclosed waiting area.	3/8/2021 1:01 PM
30	Yes	3/7/2021 4:55 PM
31	Yes	3/7/2021 4:40 PM

Q3 How is the lighting at this train station?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Good	3/25/2021 3:09 PM
2	Fairly good	3/23/2021 5:11 PM
3	Unknown	3/23/2021 10:26 AM
4	There is lighting on both platforms and in car park	3/23/2021 7:59 AM
5	ok	3/22/2021 10:00 PM
6	Good	3/22/2021 7:53 PM
7	Good	3/22/2021 7:42 PM
8	Pretty good	3/22/2021 7:27 PM
9	Good	3/22/2021 7:22 PM
10	Good	3/22/2021 7:21 PM
11	Poor, especially in winter mornings	3/22/2021 6:33 PM
12	Average	3/22/2021 6:19 PM
13	Yes	3/22/2021 5:37 PM
14	Poor	3/22/2021 5:31 PM
15	Ok	3/22/2021 5:03 PM
16	Good	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Yes	3/22/2021 4:24 PM
19	Fine	3/22/2021 4:24 PM
20	Ok	3/22/2021 4:23 PM
21	Good	3/22/2021 4:22 PM
22	There is none in the shelter	3/22/2021 4:21 PM
23	Ok	3/22/2021 4:16 PM
24	Adequate	3/22/2021 4:16 PM
25	Ooor	3/22/2021 4:11 PM
26	could be better	3/22/2021 4:05 PM
27	Good	3/22/2021 3:54 PM
28	Good	3/22/2021 3:53 PM
29	Good	3/8/2021 1:01 PM
30	Good	3/7/2021 4:55 PM
31	Fine	3/7/2021 4:40 PM

Q4 How are the crossing points to get to this train station on foot or by bicycle?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Good	3/25/2021 3:09 PM
2	There is only one outside the station	3/23/2021 5:11 PM
3	Good	3/23/2021 10:26 AM
4	You have to cross over the bridge at Cardowan Road. There used to be problems with this area not being grit in winter but ScotRail now grit this although technically it is council owned land.	3/23/2021 7:59 AM
5	Foot Ok	3/22/2021 10:00 PM
6	Good	3/22/2021 7:53 PM
7	Good	3/22/2021 7:42 PM
8	No issues	3/22/2021 7:27 PM
9	Great	3/22/2021 7:22 PM
10	Bad	3/22/2021 7:21 PM
11	Ok	3/22/2021 6:33 PM
12	Busy	3/22/2021 6:19 PM
13	No issues	3/22/2021 5:37 PM
14	They are fine	3/22/2021 5:31 PM
15	Ok	3/22/2021 5:03 PM
16	Good	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Ok	3/22/2021 4:24 PM
19	Foot	3/22/2021 4:24 PM
20	Ok	3/22/2021 4:23 PM
21	Good	3/22/2021 4:22 PM
22	Good	3/22/2021 4:21 PM
23	Fine	3/22/2021 4:16 PM
24	Good	3/22/2021 4:16 PM
25	Non existenr	3/22/2021 4:11 PM
26	ok	3/22/2021 4:05 PM
27	Good	3/22/2021 3:54 PM
28	Good	3/22/2021 3:53 PM
29	Good	3/8/2021 1:01 PM
30	Good	3/7/2021 4:55 PM
31	Fine	3/7/2021 4:40 PM

Q5 How is the cycle parking for this train station?

Answered: 30 Skipped: 1

#	RESPONSES	DATE
1	Na	3/25/2021 3:09 PM
2	Fairly good if they would be bothered to use it	3/23/2021 5:11 PM
3	Unknown	3/23/2021 10:26 AM
4	I don't think there is any.	3/23/2021 7:59 AM
5	NA	3/22/2021 10:00 PM
6	Not sure	3/22/2021 7:53 PM
7	Never used it no experience	3/22/2021 7:42 PM
8	Is there any?	3/22/2021 7:27 PM
9	Don't know - have never left a bike there	3/22/2021 7:22 PM
10	Haven't noticed it	3/22/2021 7:21 PM
11	Dont know	3/22/2021 6:33 PM
12	N/A	3/22/2021 6:19 PM
13	Unsure if there is any !	3/22/2021 5:37 PM
14	Fine	3/22/2021 5:31 PM
15	Ok	3/22/2021 5:03 PM
16	Unsure	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Good	3/22/2021 4:24 PM
19	Not sure	3/22/2021 4:24 PM
20	Ok	3/22/2021 4:23 PM
21	Na	3/22/2021 4:22 PM
22	Good	3/22/2021 4:21 PM
23	Ok	3/22/2021 4:16 PM
24	Non existint	3/22/2021 4:11 PM
25	ok	3/22/2021 4:05 PM
26	Not sure	3/22/2021 3:54 PM
27	Dont use bike so never noticed	3/22/2021 3:53 PM
28	Not sure.	3/8/2021 1:01 PM
29	Unknown	3/7/2021 4:55 PM
30	Dont think there is any cycle parking	3/7/2021 4:40 PM

Q6 How accessible do you feel this train station is for prams and wheelchairs?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Good	3/25/2021 3:09 PM
2	Fairly good	3/23/2021 5:11 PM
3	Gate can be very awkward with a pram	3/23/2021 10:26 AM
4	There is a ramp on both sides so very accessible	3/23/2021 7:59 AM
5	NA	3/22/2021 10:00 PM
6	Good	3/22/2021 7:53 PM
7	Good	3/22/2021 7:42 PM
8	Good	3/22/2021 7:27 PM
9	Very good accessibility - have only used a pram not wheelchair though	3/22/2021 7:22 PM
10	Very	3/22/2021 7:21 PM
11	Ok	3/22/2021 6:33 PM
12	Average	3/22/2021 6:19 PM
13	Not at all. If you were a wheelchair use you would not get on the train without help and there it is not accessible for all. Peaks could be lifted on.	3/22/2021 5:37 PM
14	Accessible	3/22/2021 5:31 PM
15	Good	3/22/2021 5:03 PM
16	Great	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Yeah	3/22/2021 4:24 PM
19	Ok	3/22/2021 4:24 PM
20	Ok although the hills/ramps are steep and long	3/22/2021 4:23 PM
21	Good	3/22/2021 4:22 PM
22	Good	3/22/2021 4:21 PM
23	Not great	3/22/2021 4:16 PM
24	Reasonable for pram. I'm not a wheelchair user so can't comment	3/22/2021 4:16 PM
25	Good	3/22/2021 4:11 PM
26	ok	3/22/2021 4:05 PM
27	Not sure	3/22/2021 3:54 PM
28	Good	3/22/2021 3:53 PM
29	Good	3/8/2021 1:01 PM
30	Good	3/7/2021 4:55 PM
31	Fine	3/7/2021 4:40 PM

Q7 How are the paths to this station, as a pedestrian?

Answered: 31 Skipped: 0

#	RESPONSES	DATE
1	Good	3/25/2021 3:09 PM
2	Good	3/23/2021 5:11 PM
3	Good	3/23/2021 10:26 AM
4	See above comment about grit.	3/23/2021 7:59 AM
5	Fine	3/22/2021 10:00 PM
6	Good	3/22/2021 7:53 PM
7	Good	3/22/2021 7:42 PM
8	Fine	3/22/2021 7:27 PM
9	Good	3/22/2021 7:22 PM
10	Good	3/22/2021 7:21 PM
11	Good and gritted in winter	3/22/2021 6:33 PM
12	Average	3/22/2021 6:19 PM
13	No issues. Some dog poo	3/22/2021 5:37 PM
14	They are fine but often very slippery in winter	3/22/2021 5:31 PM
15	Good	3/22/2021 5:03 PM
16	Great	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Good	3/22/2021 4:24 PM
19	Fine	3/22/2021 4:24 PM
20	Ok	3/22/2021 4:23 PM
21	Good	3/22/2021 4:22 PM
22	Goid	3/22/2021 4:21 PM
23	Ok	3/22/2021 4:16 PM
24	Adequate	3/22/2021 4:16 PM
25	Good	3/22/2021 4:11 PM
26	ok	3/22/2021 4:05 PM
27	Good	3/22/2021 3:54 PM
28	Ok	3/22/2021 3:53 PM
29	Glasgow bound pathway is steep.	3/8/2021 1:01 PM
30	Good	3/7/2021 4:55 PM
31	Fine	3/7/2021 4:40 PM

Q8 How are the paths to this station, as a cyclist?

Answered: 30 Skipped: 1

#	RESPONSES	DATE
1	Na	3/25/2021 3:09 PM
2	Good	3/23/2021 5:11 PM
3	Unknown	3/23/2021 10:26 AM
4	Not sure	3/23/2021 7:59 AM
5	NA	3/22/2021 10:00 PM
6	Don't know	3/22/2021 7:53 PM
7	No ecoerience	3/22/2021 7:42 PM
8	?	3/22/2021 7:27 PM
9	Good	3/22/2021 7:22 PM
10	Poor	3/22/2021 7:21 PM
11	Dont know	3/22/2021 6:33 PM
12	N/A	3/22/2021 6:19 PM
13	Don't know	3/22/2021 5:37 PM
14	N/a	3/22/2021 5:31 PM
15	Good	3/22/2021 5:03 PM
16	N/a	3/22/2021 5:02 PM
17	Good	3/22/2021 4:54 PM
18	Fine	3/22/2021 4:24 PM
19	Not sure	3/22/2021 4:24 PM
20	No cycle lanes on roads	3/22/2021 4:23 PM
21	Na	3/22/2021 4:22 PM
22	Good	3/22/2021 4:21 PM
23	Dont know	3/22/2021 4:16 PM
24	Good	3/22/2021 4:11 PM
25	ok	3/22/2021 4:05 PM
26	Not sure	3/22/2021 3:54 PM
27	NA	3/22/2021 3:53 PM
28	Not sure.	3/8/2021 1:01 PM
29	Good	3/7/2021 4:55 PM
30	No cycle lanes	3/7/2021 4:40 PM

Q9 Are there any other improvements or changes you'd like to see to this train station?

Answered: 27 Skipped: 4

#	RESPONSES	DATE
1	Na	3/25/2021 3:09 PM
2	General tidy up and repaint or replace shelters	3/23/2021 5:11 PM
3	Second ticket machine per platform.	3/23/2021 10:26 AM
4	Better seating facilities. People using both car parks that are available instead of parking in residential streets around the station.	3/23/2021 7:59 AM
5	more trains	3/22/2021 10:00 PM
6	No	3/22/2021 7:53 PM
7	Not sure how my issue could be resolved	3/22/2021 7:42 PM
8	Better shelter. Another ticket machine.	3/22/2021 7:27 PM
9	I think we have a good service at the station	3/22/2021 7:22 PM
10	Better train delay info	3/22/2021 6:33 PM
11	Better shelter, lighting, and trains that turn up on time	3/22/2021 6:19 PM
12	A ticket machine on both platforms would be useful	3/22/2021 5:31 PM
13	Bathroom/coffee kiosk	3/22/2021 5:02 PM
14	No	3/22/2021 4:54 PM
15	Just more frequent service	3/22/2021 4:24 PM
16	No charge for car park to stay this way	3/22/2021 4:24 PM
17	Better shelter.	3/22/2021 4:23 PM
18	No	3/22/2021 4:22 PM
19	No	3/22/2021 4:21 PM
20	No	3/22/2021 4:16 PM
21	Larger shelter but this may not be needed if passenger numbers stay reduced long term due to different working practices	3/22/2021 4:16 PM
22	Mire shelters	3/22/2021 4:11 PM
23	more shelter's	3/22/2021 4:05 PM
24	None	3/22/2021 3:54 PM
25	More trains	3/22/2021 3:53 PM
26	Enclosed waiting area and increased transport links from surrounding villages.	3/8/2021 1:01 PM
27	No	3/7/2021 4:55 PM

Q1 Does this train station provide good shelter from the weather?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Not if rainy /windy	3/8/2021 12:57 PM
2	There is some, but we'll need more with Covid and return to offices/work	3/8/2021 8:53 AM
3	Yes	3/7/2021 10:19 PM
4	Seems adequate	2/17/2021 11:10 AM
5	No	2/15/2021 8:51 PM
6	No it leaks rusty water on you	2/15/2021 8:43 PM
7	Yes	2/15/2021 6:25 PM
8	Yes for a small number of people, but not adequate for numbers who use the station	2/15/2021 6:11 PM

Q2 Does this train station feel like a safe place to be with children?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	No	3/8/2021 12:57 PM
2	Yes	3/8/2021 8:53 AM
3	Yes	3/7/2021 10:19 PM
4	Adult supervision. Yes	2/17/2021 11:10 AM
5	No	2/15/2021 8:51 PM
6	No	2/15/2021 8:43 PM
7	Yes	2/15/2021 6:25 PM
8	Yes	2/15/2021 6:11 PM

Q3 How is the lighting at this train station?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Good on platform	3/8/2021 12:57 PM
2	Ok	3/8/2021 8:53 AM
3	Fairly good	3/7/2021 10:19 PM
4	Fine	2/17/2021 11:10 AM
5	Not been there in dark	2/15/2021 8:51 PM
6	Terrible lighting I got a fright once from a man walking his dog it's so dark	2/15/2021 8:43 PM
7	Fair	2/15/2021 6:25 PM
8	Well lit	2/15/2021 6:11 PM

Q4 How are the crossing points to get to this train station on foot or by bicycle?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Feels a wee bit dodgy going through underpass alone.	3/8/2021 12:57 PM
2	To be reviewed	3/8/2021 8:53 AM
3	Good	3/7/2021 10:19 PM
4	Fine	2/17/2021 11:10 AM
5	Unsure	2/15/2021 8:51 PM
6	Terrible I put a complaint in 3 years ago from tripping on crumbled concrete	2/15/2021 8:43 PM
7	Good	2/15/2021 6:25 PM
8	The bridge from the village is in a state of disrepair and very dangerous when cold as it is covered with large puddles which freeze	2/15/2021 6:11 PM

Q5 How is the cycle parking for this train station?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Unsure, dont use it	3/8/2021 12:57 PM
2	I don't know - to be reviewed	3/8/2021 8:53 AM
3	Average	3/7/2021 10:19 PM
4	Haven't seen any	2/17/2021 11:10 AM
5	Unsure	2/15/2021 8:51 PM
6	Not good there is no shelter for bikes	2/15/2021 8:43 PM
7	Good	2/15/2021 6:25 PM
8	Good although uncovered	2/15/2021 6:11 PM

Q6 How accessible do you feel this train station is for prams and wheelchairs?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Good	3/8/2021 12:57 PM
2	One platform good for prams & wheelchairs, not the other going into town & edinburgh	3/8/2021 8:53 AM
3	Very accessible	3/7/2021 10:19 PM
4	Fine	2/17/2021 11:10 AM
5	Reasonable	2/15/2021 8:51 PM
6	Accessible if you leave 20 mins before your train time as it's not the quickest route	2/15/2021 8:43 PM
7	Good	2/15/2021 6:25 PM
8	Not sure as have never tried, pretty sure one platform (side nearest car park) has no ramp access	2/15/2021 6:11 PM

Q7 How are the paths to this station, as a pedestrian?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Hard to find if walking, not signposted well enough in village.	3/8/2021 12:57 PM
2	Ok	3/8/2021 8:53 AM
3	Decent	3/7/2021 10:19 PM
4	Overgrown unmaintained by council etc	2/17/2021 11:10 AM
5	Overgrown plants, dog mess, litter and graffiti	2/15/2021 8:51 PM
6	Terrible condition especially over the bridge the footpath is crumbled and I have rolled my ankle several times	2/15/2021 8:43 PM
7	Variable	2/15/2021 6:25 PM
8	Good, although see comments above the bridge from village	2/15/2021 6:11 PM

Q8 How are the paths to this station, as a cyclist?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	Unsure. Never cycled there	3/8/2021 12:57 PM
2	Ok	3/8/2021 8:53 AM
3	Decent	3/7/2021 10:19 PM
4	There is a ramp access for bikes peaks etc	2/17/2021 11:10 AM
5	Unsure	2/15/2021 8:51 PM
6	Not applicable to me	2/15/2021 8:43 PM
7	Fair	2/15/2021 6:25 PM
8	Good, again see comments about the bridge from village	2/15/2021 6:11 PM

Q9 Are there any other improvements or changes you'd like to see to this train station?

Answered: 8 Skipped: 0

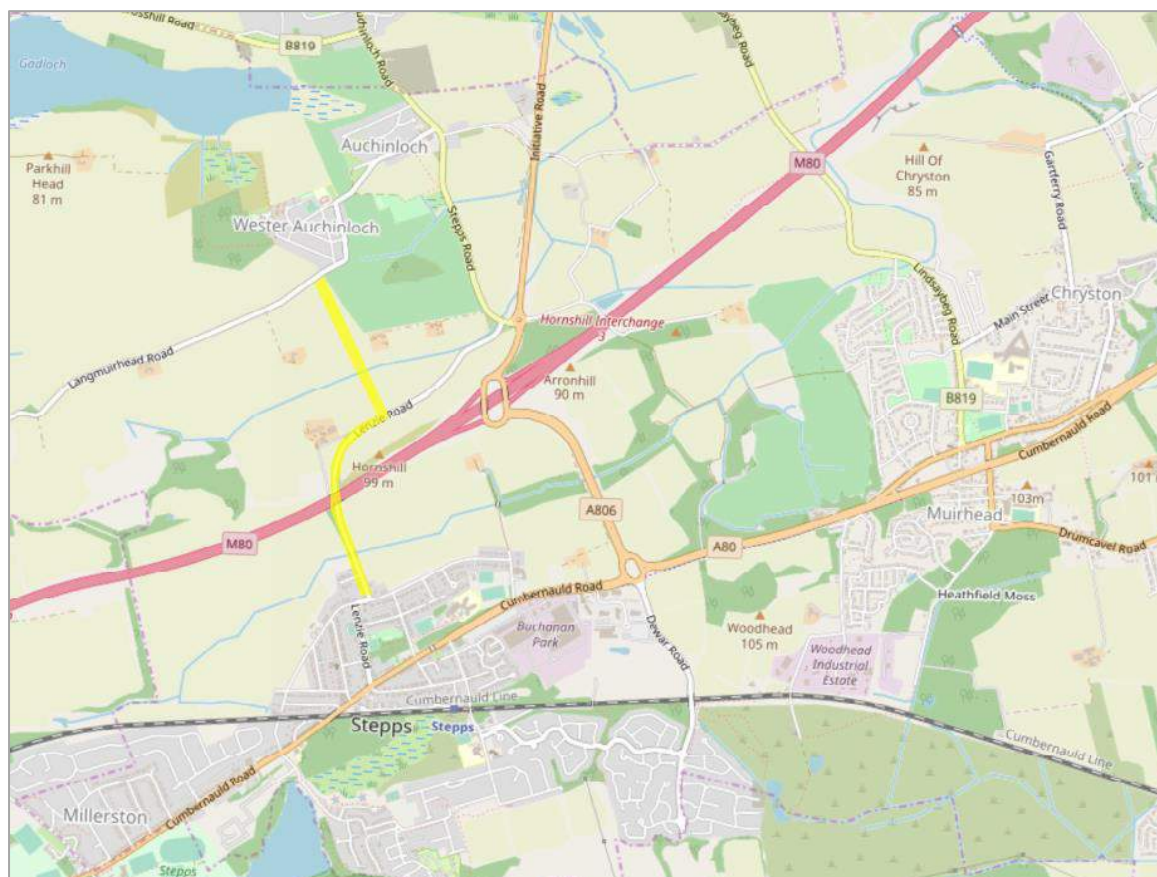
#	RESPONSES	DATE
1	More bus services from local areas.	3/8/2021 12:57 PM
2	Needs to be much cleaner and repainted, especially the bridge path to the station.	3/8/2021 8:53 AM
3	Blue Foot bridge cleaned and kept nice	3/7/2021 10:19 PM
4	The bridge and railings and the shelter all need urgent cleaning and maintenance	2/17/2021 11:10 AM
5	Less neglected and more bins	2/15/2021 8:51 PM
6	I would like it cleaned and painted it's like a scene from Trainspotting	2/15/2021 8:43 PM
7	Footbridge over M73 is in need of maintenance and regular upkeep	2/15/2021 6:25 PM
8	Ash tray for smokers as cigarette ends are thrown on the floor at the bottom of the station steps where smokers stand. Better management of car park as it is filled with cars of people who work at crime campus and who do not use the train. More art projects, planting, cleaning up and generally make the place nicer to approach/wait	2/15/2021 6:11 PM

Appendix D – Places for Everyone Funding Application Support – Langmuirhead Road (Auchinloch Path)

Central Scotland Green Network Trust (CSGNT)

May 2019

Prepared by WYG Environment Planning and Transport Ltd.





Document control

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1.0 Existing Situation

1.1 Existing Active Travel Network

The study area for Auchinloch corridor is shown in Figure 1.1 below.

Figure 1.1 Study Area



Auchinloch is a rural village located to the north of Steps in the western extent of the Northern Corridor study area. The village is relatively isolated relying on connection with the wider area via Langmuirhead Road to the south, Auchinloch Road / B757 Steps Road to the east and Lenzie Road to the south. The A80 Cumbernauld Road runs west – east through Steps.

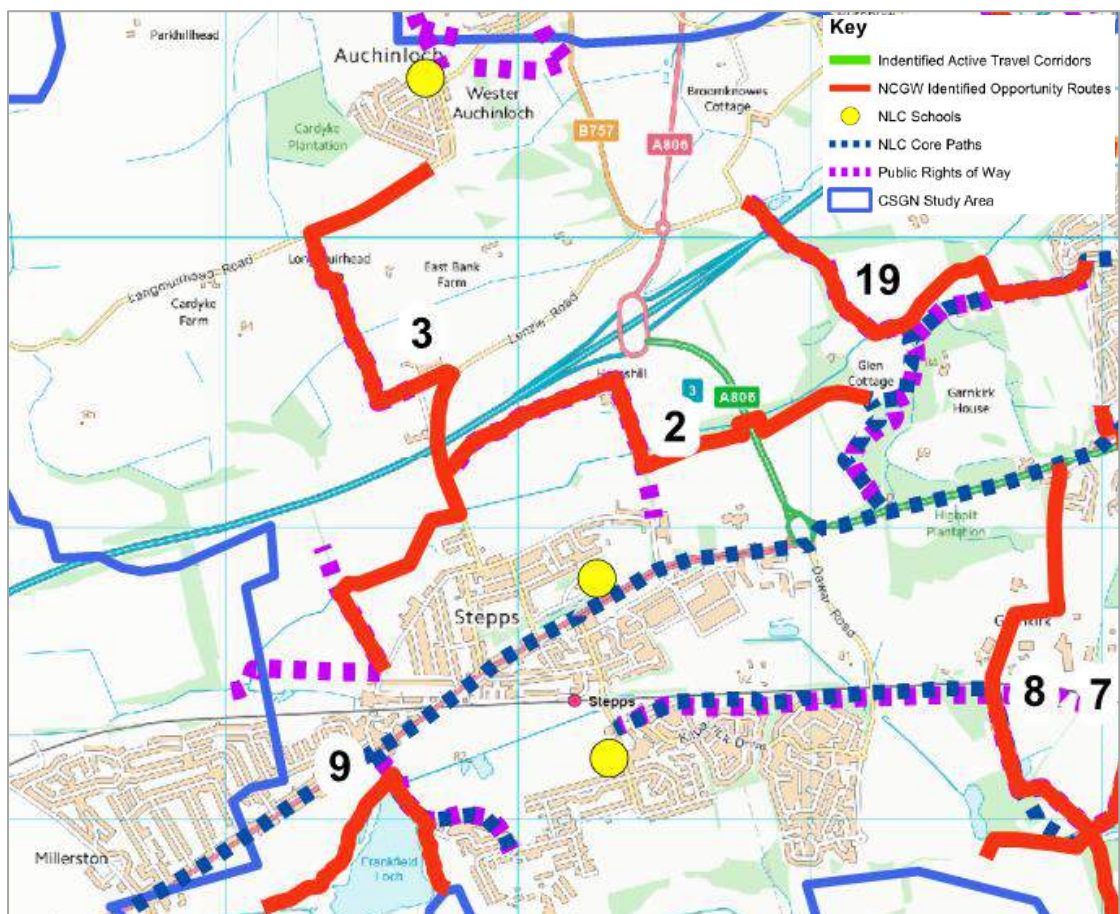
The study aims to provide an active travel link between Auchinloch village and Steps to the south providing a valuable connection between communities which would have the potential to support active travel and reduce car dependency for everyday travel.

1.2 Existing Active Travel Network

1.2.1 Walking Network

Much of the study area is relatively rural but the North Lanarkshire Council Core Paths Page¹ indicates that a number of Core Paths, promoted paths, unofficial paths and established Rights of Way (RoW) are present within the study area. The key paths are shown in Figure 1.2.

Figure 1.2: North Lanarkshire Core Paths



Footways are generally provided throughout Auchinloch and Steps villages and on the A80 Cumbernauld Road. A80 Cumbernauld Road is identified as an active travel corridor and forms links to the wider network of walking and cycling trips.

There is no footway provision on Langmuirhead Road or the south / east side of Lenzie Road. Lenzie Road is provided with a footway on its west side between its junctions with the

¹ <http://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=7373&p=0>

access to Auchengree Farm and Whitehill Farm Drive.

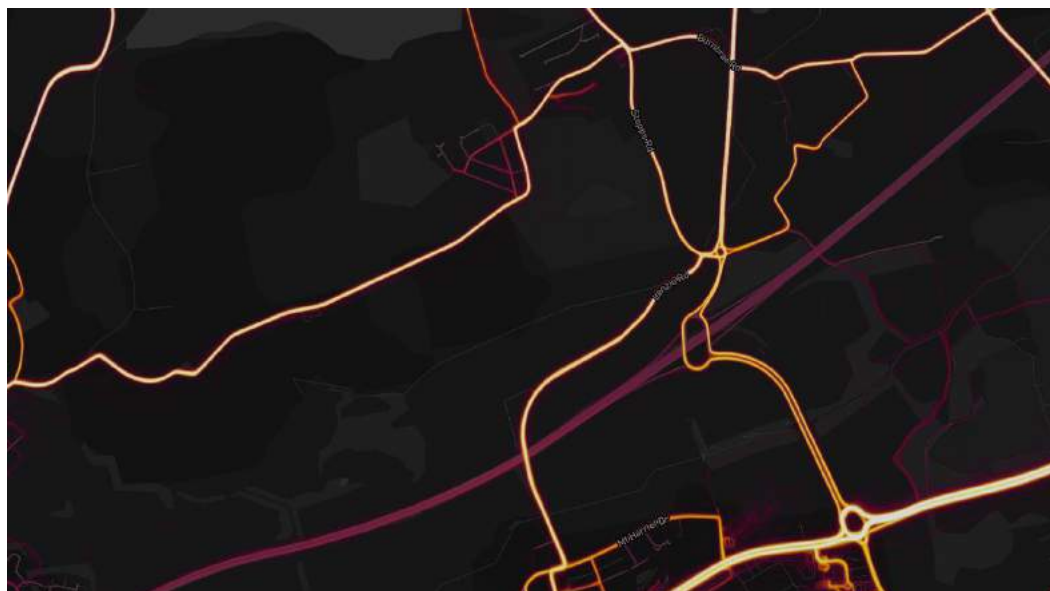
A Public Right of Way (PRoW) is located to the west of Auchinloch village. The PRoW extends from Langmuirhead Road south between the field boundary to a farm but does not extend south to connect with Lenzie Road. The PRoW is shown in Figure 1.2 above.

1.2.2 Cycling Network

The Sustrans website² indicates that there are no formal nationally recognised cycle routes within the study area. A few local, largely off-road, routes exist, which form part of the NLC Core Path network.

Analysis of Strava³ data indicates that cyclists are currently using the local road network to make trips by bike. Output from Strava is replicated in Figure 1.3, where the brighter the route the more frequently it is used. It is clear that there is existing active travel demand in the study area particularly along the A80 Cumbernauld Road to the south which is a key route for cyclists. Additionally, there is existing active travel demand on Lenzie Road and Langmuirhead Road despite the limited cycling infrastructure in place.

Figure 1.3: Strava Cycle Journey Data



1.2.3 Public Transport

A set of bus stops is located on Langmuirhead Road on the approach to Auchinloch village. These are served by the No. 72 Glasgow to Kirkintilloch route which calls hourly in each

² <https://www.sustrans.org.uk/map-ncn>

³ <https://www.strava.com/heatmap#13.01/-4.06567/55.89628/hot/ride>

direction. There are no bus stops located on Lenzie Road between Auchinloch and the village of Stepps.

1.2.4 Traffic Volumes and Speeds

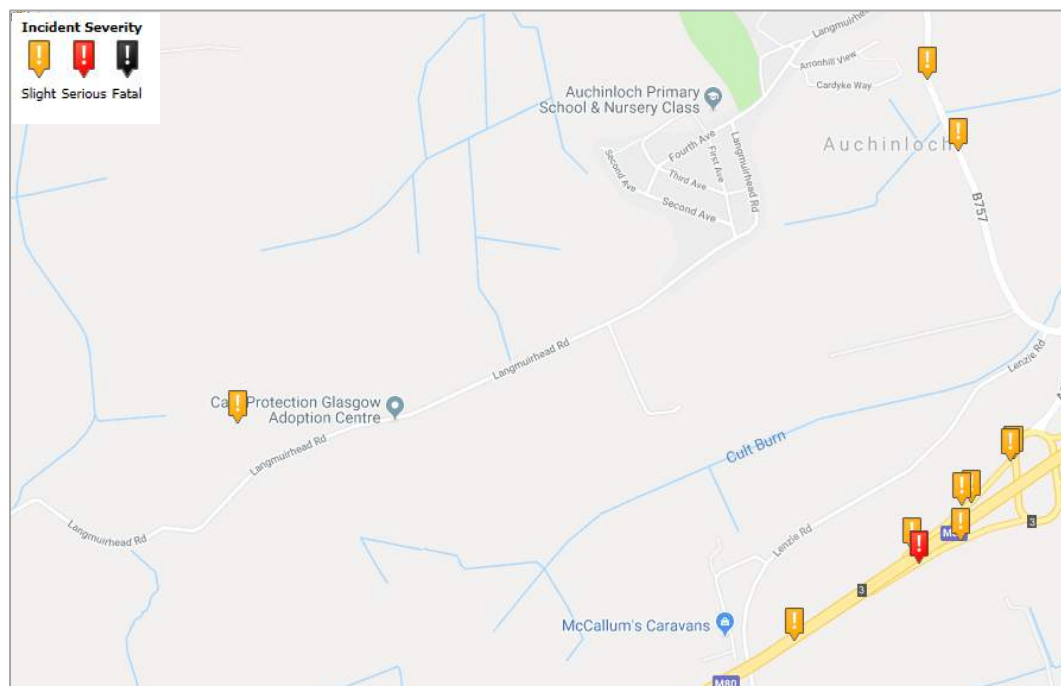
Traffic volumes were reviewed in Google traffic data, considering car trips on Langmuirhead Road and Lenzie Road during the AM (08:00-09:00) and PM (16:00-17:00) peak hours in both directions. The data indicates that, in WYG opinion, the level of traffic on these roads is very low.

On-site estimates of vehicle speeds considered speeds on Langmuirhead Road to be on average 30mph (48 Kph) within the 30mph urban extent and c. 50mph (80Kph) within the derestricted section to the east. Vehicle speeds on Lenzie Road were noted to be marginally greater. Observations were made during off-peak hours during the day time when the weather was overcast and the road surface damp.

1.2.5 Accident Data

Personal Injury Accident data for the study area was obtained from the online resource crashmap⁴. Figure 1.4 shows a plot for the last full 5 years of data available.

Figure 1.4 Summary of Personal Injury Accidents



Source: [crashmap.co.uk](http://www.crashmap.co.uk)

⁴ <http://www.crashmap.co.uk/Search>

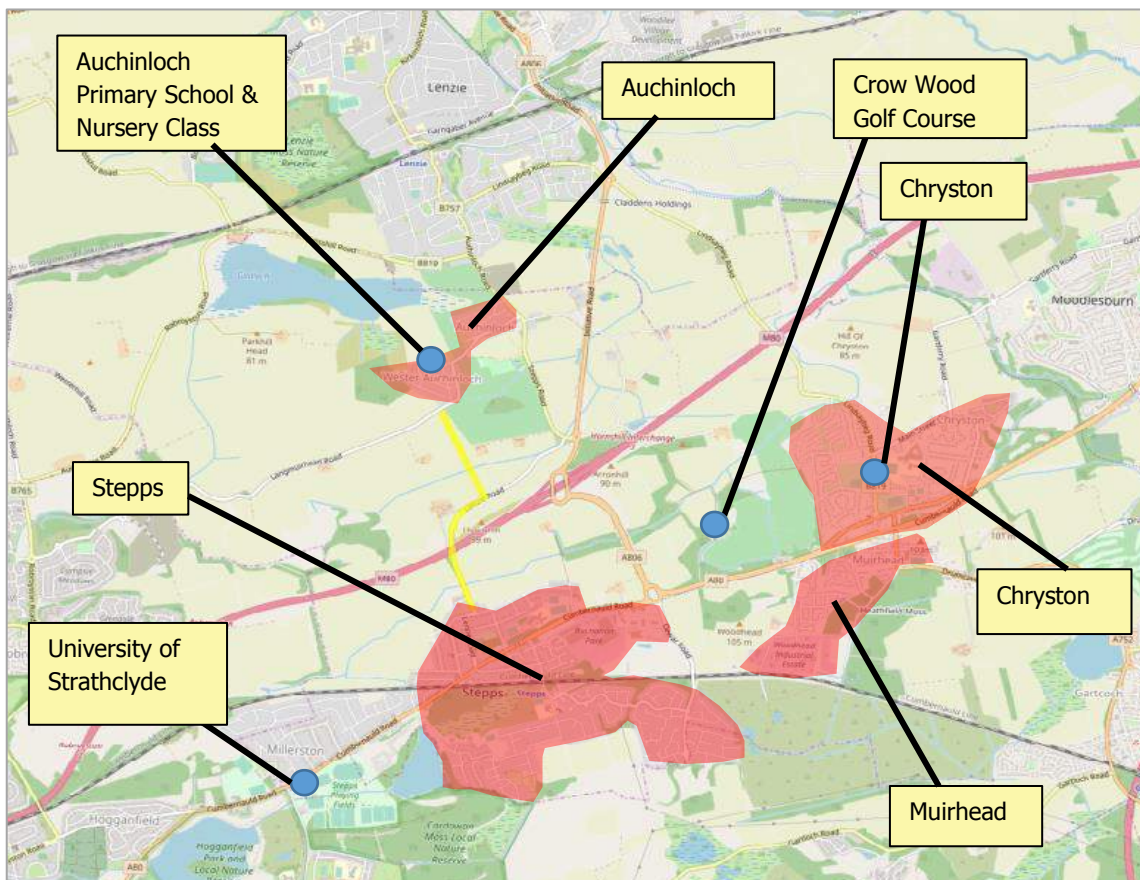
The results show there have been no accidents on either Langmuirhead Road or Lenzie Road during the most recent 5-year assessment period. It should be noted that crashmat data will include only injury related collisions, damage only, near misses or other minor road collisions may not have been recorded.

1.3 Travel Generators

Key origins and destinations within the study area that generate trips and for which safe provision by all modes should be made are indicated in Figure 1.5 and include:

- Residential/ village services of Chryston, Muirhead, Auchinloch & Stepps;
- Auchinloch Primary School & Nursery Class;
- Chryston High School;
- University of Strathclyde; and
- Crow Wood Golf Course.

Figure 1.5 Trip Generators and Attractors





An improved facility to cycle between the communities would provide access to many useful local facilities and points of interest.

1.4 Limit of Adoption

The extents of the land adopted as part of the highway boundary will have an effect on what design options are possible.

Along Langmuirhead Road, the highway boundary is assumed to include the verge on the north side between the carriageway and fence line.

Along Lenzie Road, the highway boundary is assumed to include the footway on the north side and the narrow strips of grass verge on either side prior to the hedge line.



2.0 Site Assessment Walkover Survey

2.1.1 Proposed Route Corridor

Prior to undertaking site investigations, information gathered from the desktop review was used to identify key opportunities and constraints along the proposed route corridor.

The desktop review of the study area confirmed that Auchinloch village is generally poorly connected with the surrounding network with residents relying heavily on the use of private car for everyday travel.

Both Langmuirhead Road and sections of Lenzie Road are missing footway provision with pedestrians required to walk on poorly maintained grass verge or live carriageway. A footway does exist on Lenzie Road north of Stepps village; this route between Auchinloch and Stepps is indirect.

The route corridor forms / has the potential to form part of larger more cohesive active travel / core path network. For the purposes of this report, the route corridor has been shown to start and end at logical points to connect with existing footways. The start point is

the junction of Lenzie Road with Whitehill Farm Road in Lenzie and the end point, the junction of Langmuirhead Road with First Avenue in Auchinloch.

The Auchinloch Path Route corridor is shown below in **Figure 2.1**.

Figure 2.1: Proposed Route Corridor



2.2 Detailed Site Assessment

Members of the WYG project team accompanied with representatives of North Lanarkshire Council community links team, CSGNT and NCCV undertook site visits on Tuesday 5th March and 8th May 2019, to confirm and note key constraints and opportunities. The key findings and observations from the site visits are detailed as follows.

CSGN – Auchinloch Path

Route Overview

The existing route between Stepps and Auchinloch is via Lenzie Road which crosses the M80 at an overbridge. The route is relatively pleasant to walk and benefits from footway provision on the western side of the carriageway. The adjacent vegetation is noted to be overgrown onto the footway and poorly maintained which is restrictive to passage at some locations. The route is relatively level along the majority of its length. No street lighting is provided within the rural extents. To the north of the M80 overbridge the footway ends at the access to Auchengree Farm. No dropped kerbing is provided at the access and no footway is provided from this point north towards Auchinloch village. From this point Lenzie Road detours to the east before connecting to the B757 and swinging north into the village of Auchinloch. The 'loop' requires to be travelled on live carriageway as the verge is occupied with thick hedgerows. The route does not represent the most direct route. The B757, whilst a wider carriageway than Lenzie Road does not benefit from footway provision or any walkable verge although some street lighting is provided.

Route Sections



Route Overview Section A

From Lenzie the proposed route would follow the existing Lenzie Road northwards. Section A covers Lenzie Road from the village to the Auchengree Farm access. Lenzie Road is subject to a 30mph speed limit within the village extents and becomes derestricted thereafter. A continuous footway is provided on the western side (1.5m). There are no dropped kerbs provided at any side roads and street lighting is only provided within the village. The Section of the route within the village extent benefits from good natural surveillance and directness of travel and is relatively flat. Carriageway and footway surfacing is noted to be in good condition. Street lighting is provided. Vehicle speeds are observed to be appropriate with a number of HGVs observed to use this Section. The road is constrained by embankments / retaining walls over parts of its length which will limit changes to road or footway width.

Appropriateness to User Groups

The route over this Section is considered accessible by some user groups with no physical barriers. On-road cycling can be achieved with appropriate caution although the route is not suitable for promotion by cyclists. The narrow footway may be challenging for people pushing buggies but not impassible.

Recommended Actions

- Consider road narrowing, speed limit reduction to 40mph and provision of shared use footway.



Route Overview Section B

The proposed route would continue to follow the Lenzie Road to a point c.400m east of the Auchengree Farm access. Lenzie road over this Section is very much rural in nature and subject to a derestricted speed limit. The road is c7.3m wide flanked by hedgerows which are understood to be within the NLC adopted verge. The road is unlit and with no natural surveillance other than by drivers. There are no obvious utilities / services evident within this section.

Appropriateness to User Groups

The route over this section is not considered suitable for promotion of active travel for any user group. The lack of verge requires only the most able bodied to walk or cycle along the live carriageway. This Section of the route is considered to be a barrier to access, limiting active travel between communities.

Recommended Actions

- Consider road narrowing, provision of shared use footway and speed limit reduction to 40mph due to traffic volumes and HGV %.
- Provide suitable crossing infrastructure at all accesses and junctions.



Route Overview Section C

Approximately 400m east of the Auchengree Farm access the proposed route will leave Lenzie Road at an existing field access and follow a field boundary north. A 3m strip of land will be required at this location and it is anticipated that this can be purchased from the land owner with minimal impact on agricultural operation. The path will follow the field boundary towards East Bank Farm and the southern edge of the Auchinloch Golf Course.

Appropriateness to User Groups

Currently no route exists through working fields so this Section is unsuitable for any user group.

Recommended Actions

- Investigate land purchase
- Provide 3m wide shared path towards golf course.



Route Overview Section D

The route will pass along the western boundary of the Auchinloch Golf Course before connecting with Langmuirhead Road just within the Auchinloch village extent. The path will follow a similar design requirement to Section C. The gradient between the golf course and Langmuirhead Road will require investigation.

Appropriateness to User Groups

Currently no route exists through working fields so this section of the route is unsuitable for any user group.

Recommended Actions

- Investigate land purchase
- Provide 3m wide shared path within golf course land.
- Examine route gradients for suitability



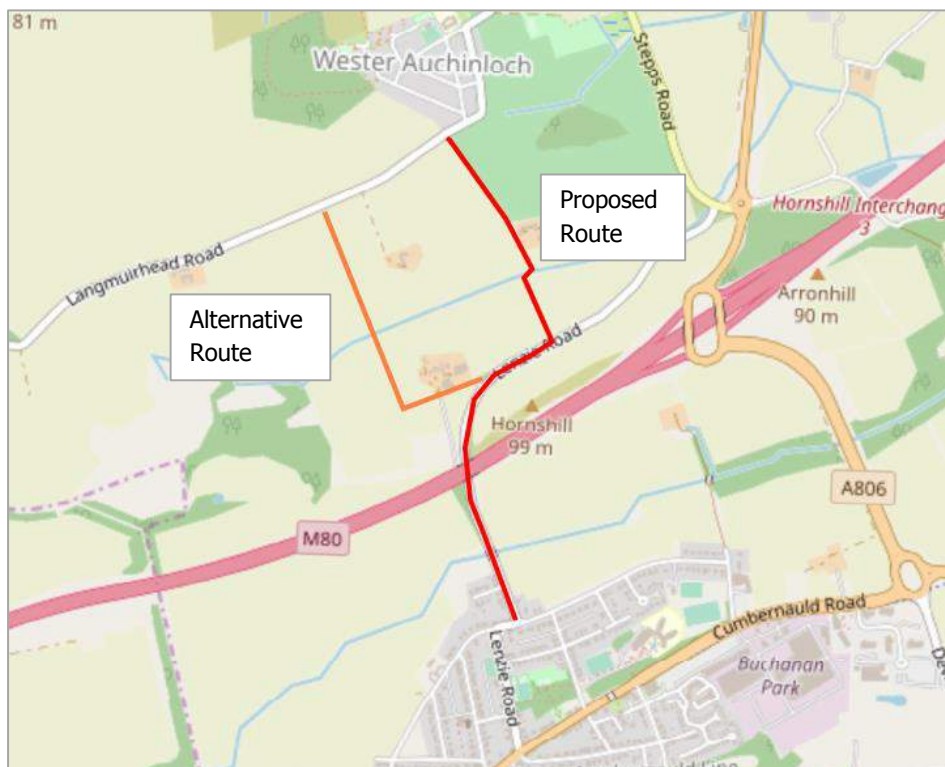
3.0 Options Appraisal

The walkover assessments highlight that Sections A and B, whilst benefiting from established footways, are not considered suitable for promotion of cycling-related activities as they stand. These Sections of the route would ideally require improvement noting the constraints imposed by road width and route designation. Sections C and D would provide new infrastructure and a direct path that will support active travel movement between the communities of Steps and Auchinloch.

3.1 Consideration of Alternative Routes

With reference to the route discussed above and acknowledging the existence of the PRoW to the west of the identified route, an alternative route using the PRoW has also been considered. The alternative route is shown in Figure 3.1.

Figure 3.1 Alternative Auchinloch Path Route





The route would follow Lenzie Road north from Stepps before turning onto the Auchengree Farm access. It would then follow the PRoW to Langmuirhead Road and then Langmuirhead eastwards into the village of Auchinloch.

This alternative would offer a more direct route than the existing road route via the B757 but would be less direct than the proposed route to the east.

This alternative route would require improvement to Langmuirhead Road in the form of road narrowing, provision of shared use footway and extension of the 30mph speed limit eastwards beyond the point where the PRoW meets Langmuirhead Road. For this reason, the alternative route is not the preferred route option for further consideration at this time.

3.2 Identification of Route Interventions (Options)

From review of the baseline information and relevant Sustrans design guidance, the following options have been identified for further consideration and sifting.

Route Options Descriptions		
Section	Option	Description
A	A1	Decrease road lane width to 3m. Widen west side footway to 2.5m shared use cycling and walking facility. Introduce 40mph speed limit for derestricted section.
B	B1	Decrease road lane width to 3m. Provide 2.5m shared use cycling and walking facility on north side. Introduce 40mph speed limit.
C	C1	Create 3m shared use footpath
D	D1	Create 3m shared use footpath

3.3 Land Ownership and Other Constraints

The proposed route Sections A and B would follow the line of the existing carriageway with any requirement for land limited to an extension of the verges. It is anticipated that the



majority of any intervention can be accommodated within the existing verge and within the extent of North Lanarkshire Council limits of adoption.

A land ownership search requesting records for sections C and D from the Registry of Scotland (RoS) will be required. In addition, the limits of adopted highway land should be requested from North Lanarkshire Council.

3.4 Assessment methodology

Following the desktop review and initial site visit, all sections of the proposed route were evaluated to identify a potential alignment for the scheme. These evaluations were undertaken with reference to the five core principles set out in *Cycling by Design*. These core principles are:

- **Safety** - Design should minimise the potential for actual and perceived risk of accidents for all users.
- **Directness** - Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.
- **Coherence** - Design should be continuous and consistent from origin to destination.
- **Comfort** - Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.
- **Attractiveness** - Design should complement and enhance its environment in such a way that cycling is attractive.

Whilst these core principles represent the basis of good active travel design, the route being considered is part of an established urban network and as such will be subject to a number of additional concerns including who will manage the infrastructure and whether the designs can actually be developed as envisaged. To consider this, any design proposal will require consideration of a wider range of criteria as set out as follows:

- **Maintainability** - Design should support future routine maintenance and be adoptable.
- **Socio-Economic** - Design should support improved socio-economic activity through encouraging activity.
- **Deliverability** - Design should be deliverable meeting key design criteria, land ownership considerations and cost proportionality.
- **Public Transport** - Design should support public transport operation, enhancing sustainable travel opportunities.
- **General Access** - Design should not prejudice the existing operation or competing demand on space.



Consideration has also been given to project deliverability, with emphasis on construction costs, other physical constraints such as topography and the private land ownership.

3.5 Assessment of Interventions

The options identified for consideration have been evaluated against the above noted criteria and a score ranging from -3 to + 3 used to evaluate each option against each criterion. A score of -3 suggests the option strongly detracts from the criteria where as a score of +3 suggest strong support.

Option	Route Section A (A1)	
Description	Decrease road lane width to 3m. Widen west side footway to 2.5m shared use cycling and walking facility. Introduce 40mph speed limit for derestricted section.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New largely segregated shared surface improving safety for all users with wider footway - Provides more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option. 	2
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	2
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure but no net increase in maintainable surfacing. 	3
Socio-economic	<ul style="list-style-type: none"> - Limited as wider footway not likely to result in significant step change in travel behavior as there are no barriers to activity currently. 	0
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs. 	1
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Minor impact on traffic flows and speeds due to lane width reduction. 	-1
Total		16



Option	Route Section B (B1)	
Description	Decrease road lane width to 3m. Provide 2.5m shared use cycling and walking facility within north verge. Introduce 40mph speed limit.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New largely segregated shared surface improving safety for all users where there is currently no footway. - Provides more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	2
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure but no net increase in maintainable surfacing. 	3
Socio-economic	<ul style="list-style-type: none"> - Limited as wider footway not likely to result in significant step change in travel behavior as there are no barriers to activity currently. 	0
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs. 	1
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Minor impact on traffic flows and speeds due to lane width reduction. 	-1
Total		17



Option	Route Section C (C1)	
Description	Create 3m shared use off road path	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where there is no existing direct provision. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring no grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - New path will require maintenance. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behavior as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Third party land required. 	-2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		14



Option	Route Section D (D1)	
Description	Create 3m shared use off road path	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where there is currently no direct provision. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring no grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - New path will require maintenance. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behavior as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Third party land required. 	-2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		14



The table below summarises the route section appraisals.

Summary of Route Section Appraisals

Design Principle	Route Sections Options			
	A1	B1	C1	D1
Safety	2	3	3	3
Directness	3	3	3	3
Coherence	3	3	3	3
Comfort	2	2	3	3
Attractiveness	3	3	3	3
Maintainability	3	3	-1	-1
Socio-economic	0	0	2	2
Deliverability	1	1	-2	-2
Public Transport	0	0	0	0
General Traffic	-1	-1	0	0
Total	16	17	14	14
Recommendation to Progress	Yes	Yes	Yes	Yes



4.0 Outline Design

Following the options appraisal, initial route alignments for the preferred option in each Section of the route were developed and are included in Appendix A.

The proposed alignment will comply with both Cycling By Design and the Sustrans Design Manual with a minimum cycleway width of 2.5m which is considered suitable for a cycle route. A summary of the routes overall key design impacts is provided in Table 4.1.

Table 4.1: Summary of Design Equality Impacts

Metric		Rationale	Value relative to Existing Situation
Legible		The route will include a mix of design solutions which consist of 2.5m – 3m shared use footway / path over the full route length provided on the western / northern side of the carriageway and via a new path. Continuity in providing infrastructure on the one side of the carriageway supports wayfinding and supports legibility.	High Positive
Uncluttered		The route minimises conflicts with existing accesses and can be provided with the minimal street clutter and simplistic signing and lining	High Positive
Safe		Speed limits have been reduced as appropriate and segregation strips provided as per good practice design. Natural surveillance has been maximised and street lighting considered.	High Positive
Coherent		The route sections will maintain a consistent 2.5m – 3m shared use footway / path over the full route length. Where it follows the road, it will be on one side of the carriageway, minimising the need to cross the road. The continuity of shared path design will support wayfinding.	High Positive
Direct		Follows the most direct route through the area linking communities.	High Positive
Comfortable		An appropriate balance between encouraging cycling demand and providing essential missing infrastructure.	High Positive
Attractive & resource efficient		Design provides an improvement where no facility / route currently exists.	Positive
Context specific		Provides an appropriate design response within a rural / urban route setting where route coherence and legibility is important. Provides opportunity to encourage active travel by all user groups within a partially constrained streetscape.	High Positive
EQIA	Protected Characteristics	2.5m - 3m shared footway / path with minimal crossing requirements supports and encourages access by a number of key user groups including mobility impaired, parents with prams, young and elderly. Provision of a footway / path minimises positive discrimination of these important user groups	High Positive
	Cyclists	2.5 - 3m shared footway / path provides coherent and direct route between communities and supports cycling by the young and more experienced. Caution will be required when considering the mix with pedestrians and other users.	High Positive
	Pedestrians	Provision of a 2.5 - 3m shared route provides a safe walking route between the Stepps and Auchinloch communities where no complete route / path currently exists.	High Positive
	Equestrians	Equestrians will tend to continue travelling on road and will require drivers to give way as appropriate. Therefore, no change relative to current situation.	Neutral
Biodiversity & Environment		Pragmatic design solution minimises the need for built infrastructure and bound surfacing minimising the impact on built environments. Impact on vegetation is minimal. Conversion of verge whilst loss of some green space will offer opportunity for green infrastructure and landscape planting.	Minor Positive



4.1 Public Utilities

Within each route Section, public utilities and services are noted to be present. In the absence of a topographical survey and utility suppliers logs of services, the exact location of services and the significance of any diversions are limited to the experience of WYG and on-site observation. The extent of council limits of adoption combined with full public utility searches and a topographical survey are recommended should this project progress to the next stage.

4.2 Extent of Adoption

The extent of council adopted road has been estimated by WYG based on experience and with reference to physical boundaries where they exist. It is recommended that the extent of adoption is confirmed with the Local Roads Authority should the design progress to the next stage of development.

4.3 Drainage

Drainage design is limited to tie-ins with the existing road drainage system or provision of soakaways where appropriate (new path sections). The proposed designs are unlikely to increase the level of surface water discharge and as such are expected to have a minimal impact on system requirements. No drainage calculations or proof of principle has been undertaken at this stage in the design process.

4.4 Land Purchase

The proposed design identifies land purchase requirements. Discussions with land owners have not been undertaken at this stage.



4.5 Concept Approval

At this stage NLC active travel officers have considered the concept through stakeholder engagement process.

4.6 Street Lighting

Street lighting will be provided where required.

4.7 Road Safety Audit

No Road Safety Audit (RSA) has been undertaken at this stage. A combined RSA stage 1 /2 is recommended as part of the next stage of development.

4.8 Preliminary Cost Estimates

A preliminary cost estimate for the construction of the preferred option has been prepared. This has been based on unit cost rates extracted from the *Greater Manchester Cycling Design Guidance and Standards v2.0*. This value has also been cross-referenced with recent pricing examples of similar cycle design schemes, to confirm that it is in line with the current market.

It should be noted that the estimate does not include costs associated with **land purchase, design and contract documentation, legal fees, Traffic Management or other project management**. The costs will need to be refined through the next stage of detailed design and are shown as both an upper estimate (worst case) based on rates prices.

At this stage of the design, an optimism bias of 44% has been applied to the cost estimate for a Standard Civil Engineering Project which is in accordance with guidance in the supplementary green book prepared on behalf of the UK Government. Cost estimates for the development of the route are summarised in Table 4.2 below.

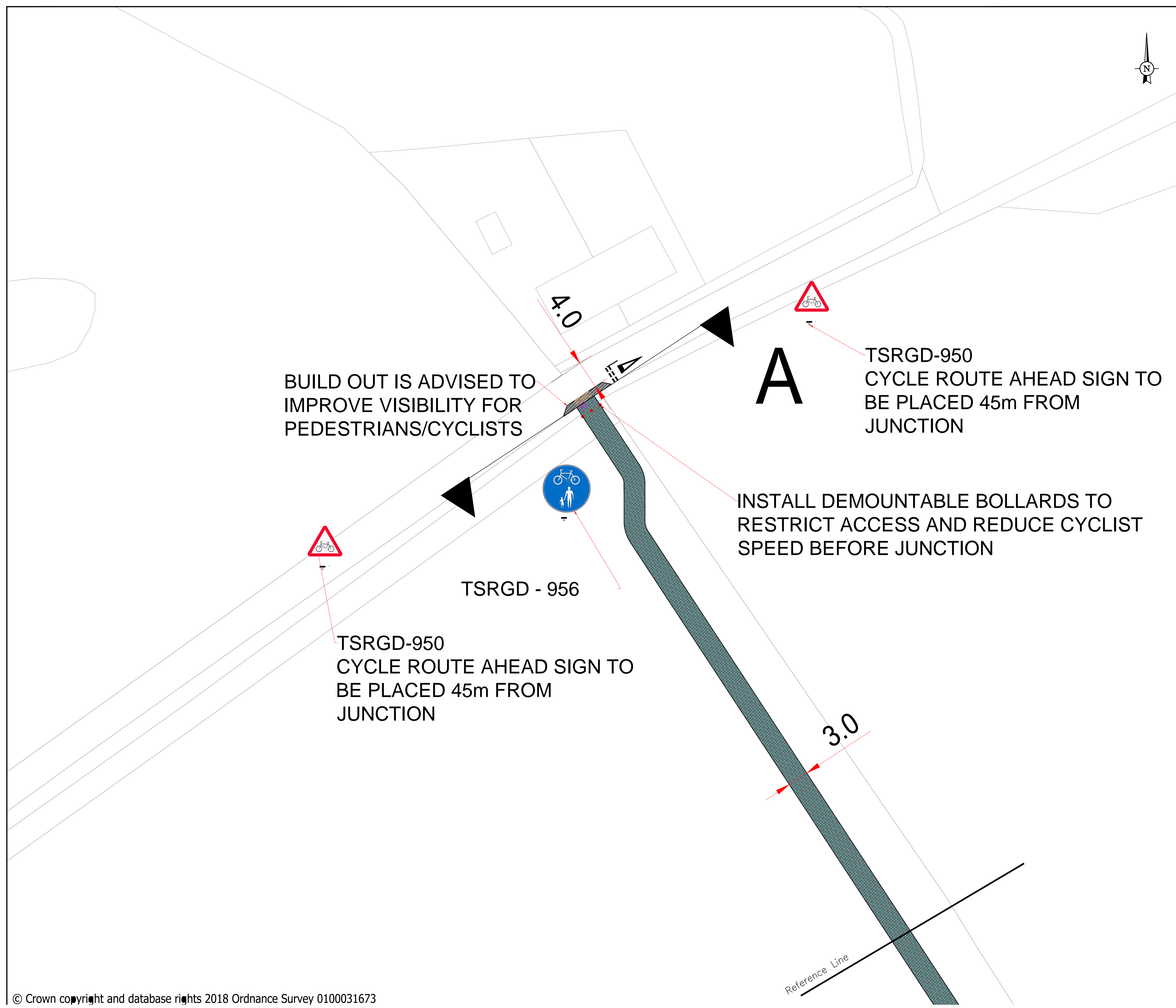
Table 4.2 – High Level Cost Summary

Item	Quantity
On-Road Mandatory Cycle Lane (Contra Flow) (m)	0
On-Road Advisory Cycle Lanes (m)	0
On-Road Quiet Streets(m)	0
Footway Construction with permeable buffer (m)	440
Footway Upgrades (shared use/unsegregated) (m)	0
Off-Road/ New Construction(m)	900
Footway Upgrades (shared use/unsegregated) (m)	117
Footway Resurfacing (m)	0
Two way cycle track (m)	0
Carriageway resurfacing (m)	0
Junction (Raised Table)(no.)	1
Carriageway Crossing Signalised	0
Carriageway Crossing - Uncontrolled(no.)	1
Net Cost UB	£602,000
Design and Supervision @ 5%	£30,100
Optimum Bias @ 20%	£120,400
Gross Total Upper Bound (UB)	£753,000
Length	£1,457



Appendix A

Outline Design



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REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT: CSGNT

PROJECT: Northern Corridor Greenways

DRAWING TITLE: Langmuirhead Road General Arrangement

SCALES: 1:250@A1

DRAWN: LM	CHECKED: RP	DATE: 12/03/2019
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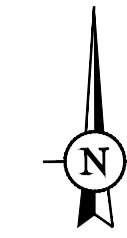
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DRAWING TITLE:
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SCALES:
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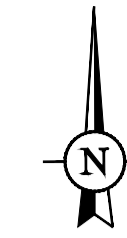
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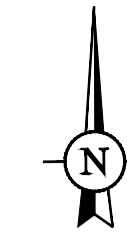
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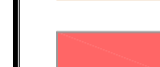





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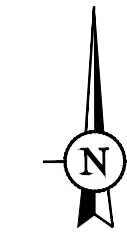
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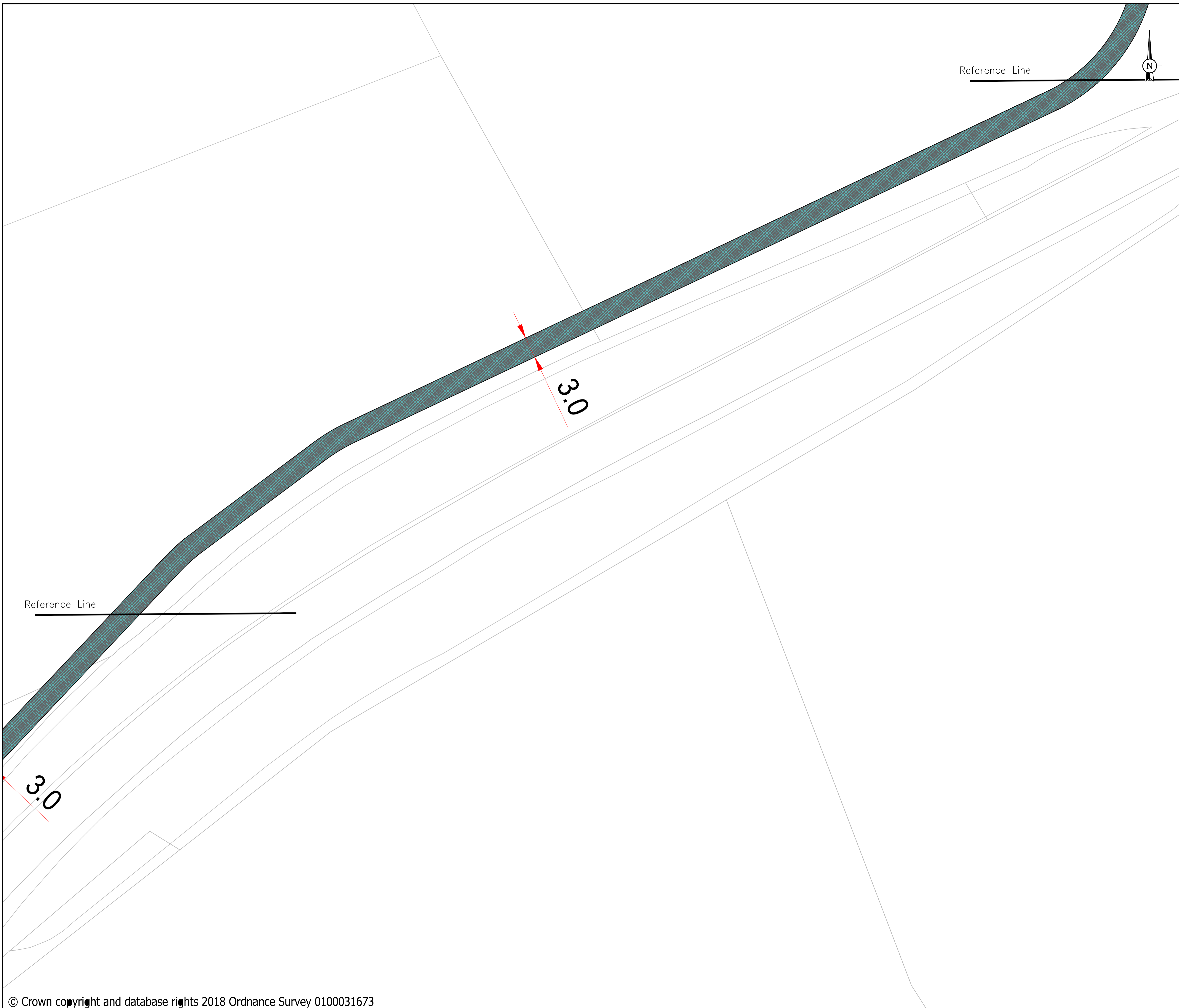
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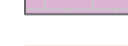









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SCALES: **1:250@A1**

DRAWN: LM	CHECKED: RP	DATE: 12/03/2019
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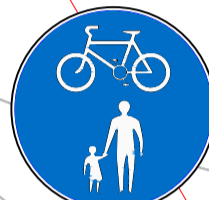
DRAWING NUMBER: **A112751_3A_706** REVISION: -

INSTALL DEMOUNTABLE BOLLARDS TO RESTRICT ACCESS AND REDUCE CYCLIST SPEED BEFORE JUNCTION

Reference Line



TSRGD - 956



3.0

3.0

40 mph ZONE PROPOSED

3.0 0.5

0.8

Reference Line

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OUTLINE DESIGN

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P1	Draft for discussion		LM	RP	19/04/2019
REV.	DETAILS		DRAWN	CHECKED	DATE

CLIENT: CSGNT

PROJECT: Northern Corridor Greenways

DRAWING TITLE: Langmuirhead Road General Arrangement

SCALES: 1:250@A1

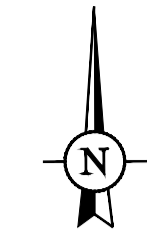
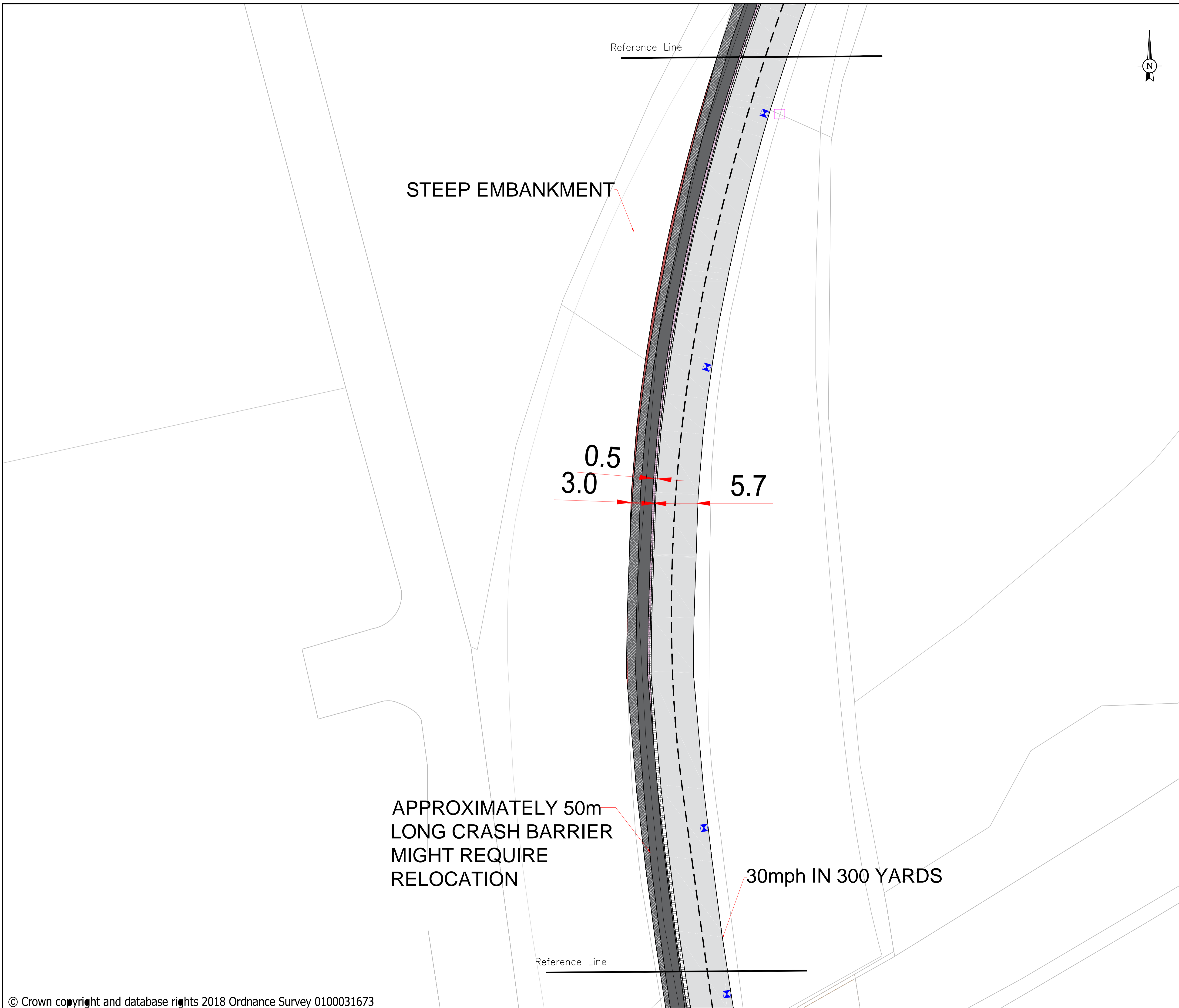
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CSGNT

PROJECT:
Northern Corridor Greenways

DRAWING TITLE:
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General Arrangement**

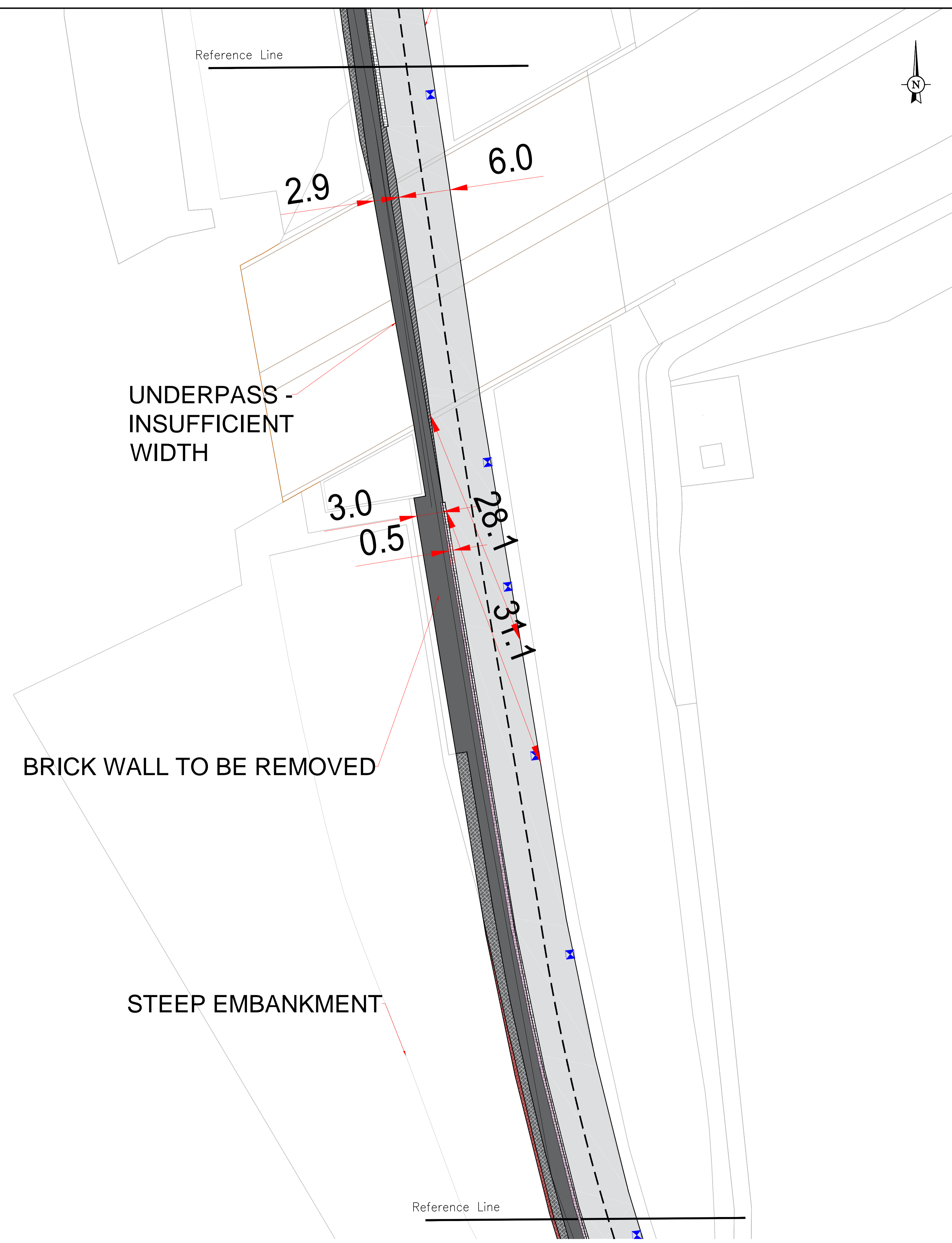
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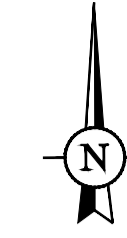
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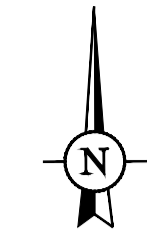
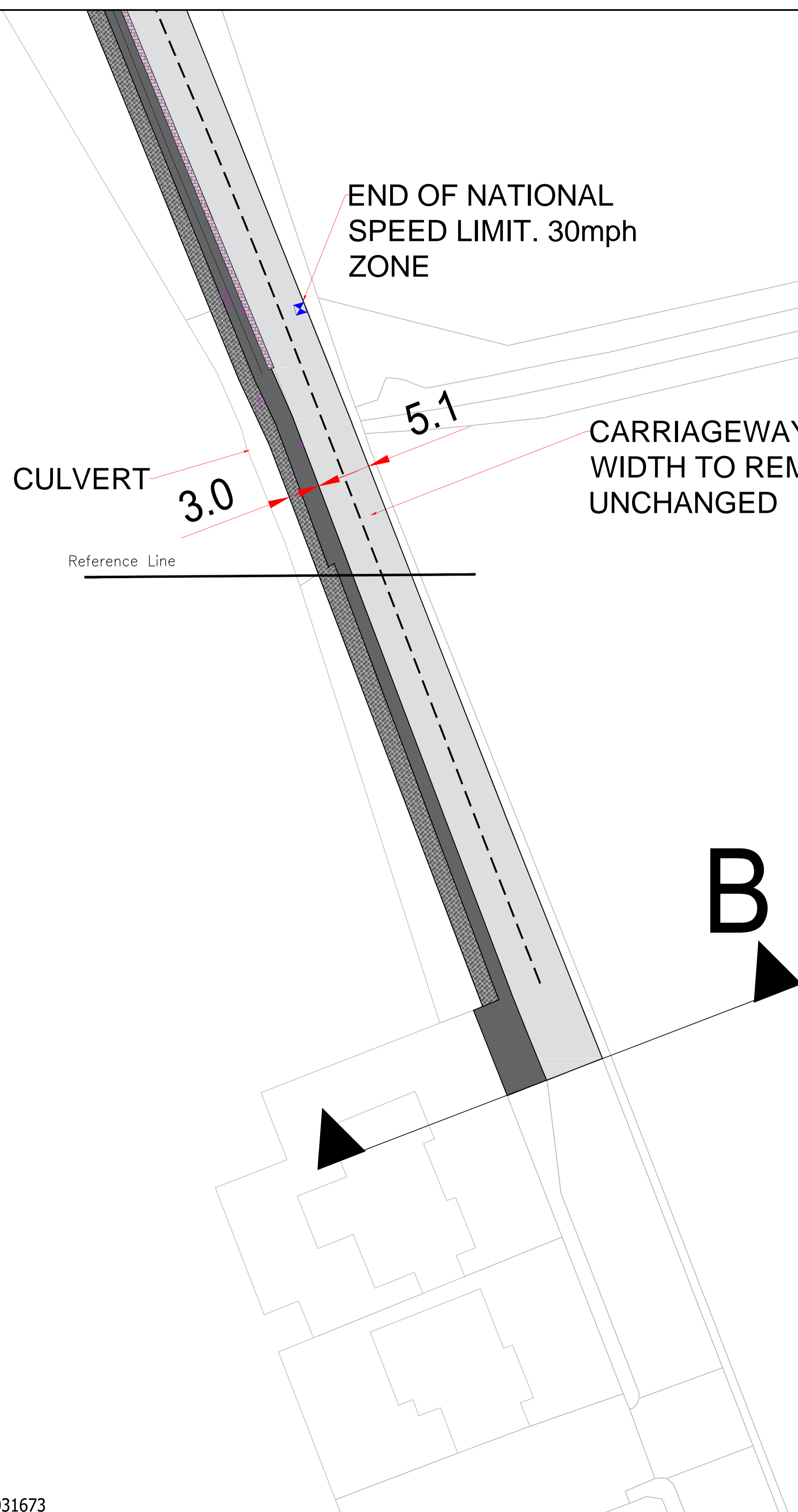
0.5
3.0
6.0

END OF NATIONAL
SPEED LIMIT. 30mph
ZONE

CULVERT
3.0

CARRIAGEWAY
WIDTH TO REMAIN
UNCHANGED

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Strathkelvin Railway Path



Meeting Agenda

- Project Background
- Scope of The Places for Everyone Project
- Emerging Design Ideas
- Stakeholder project design discussion, including feedback and understanding of other related activities that partners are working on within the expanded geographical area.



Strathkelvin Railway Path



Project Team

Claire Williams – NCCV

Jill McGuire - Infrastructure Officer, Sustrans

DESIGN TEAM

Gary Stodart, Director TGP Landscape Architects

Nial Horsburgh - TGP Landscape Architects

Graeme Low – Cundall (Traffic)

Project Experience

- Wishawhill Wood Active Travel Link, Wishaw - (CSGN)
- Glasgow Avenues - (Glasgow City Council)
- Inverness Heritage Trail - (Port of Inverness)
- Connecting Kingussie - (KCDC)
- Herring Walk (Barra) – (Barra & Vatersay Community Ltd)
- Davieland Road Parkway - (East Renfrewshire Council)
- Accessible Ayr - (South Ayrshire Council)

Strathkelvin Railway Path



Introduction

The Northern Corroder Community Volunteers were successful in receiving Sustrans funding under their program to develop proposals for the Strathkelvin Railway Path Link.

The project will assess the current state of the path section between Gartferry Road in Moodiesburn and Glenboig Village Park, looking at the path itself and how this can be brought up to standard for walking and cycling including the on path access points which lead to the wider rights of way network and access from surrounding villages.

As part of the project scope it is planned to undertake consultation with local community and stakeholders, including either street or virtual exhibitions



Strathkelvin Railway Path



Sustrans Work Stages 1 & 2

- Baseline reporting
- Engagement Strategy
- Feasibility Reporting
- Design Options Appraisal
- Stakeholder and Community Engagement
- Stage 1 & 2 Reporting



Strathkelvin Railway Path



Project Background

The Strathkelvin Railway Path was identified as a significant missing link in local path infrastructure in a feasibility study undertaken as part of the Community Links programme.

it's improvement has been a long standing priority under several strategic active travel and green corridor plans, including those of the Seven Lochs Wetland park.

AECOM Transportation Central Scotland Green Network Trust March 2015

Seven Lochs Green Network Design



Appendix B – Places for Everyone Funding Application Support - Drumcavel Path 'Missing Link'

Central Scotland Green Network Trust (CSGNT)
April 2019
Prepared by WYG Environment Planning and Transport Ltd.



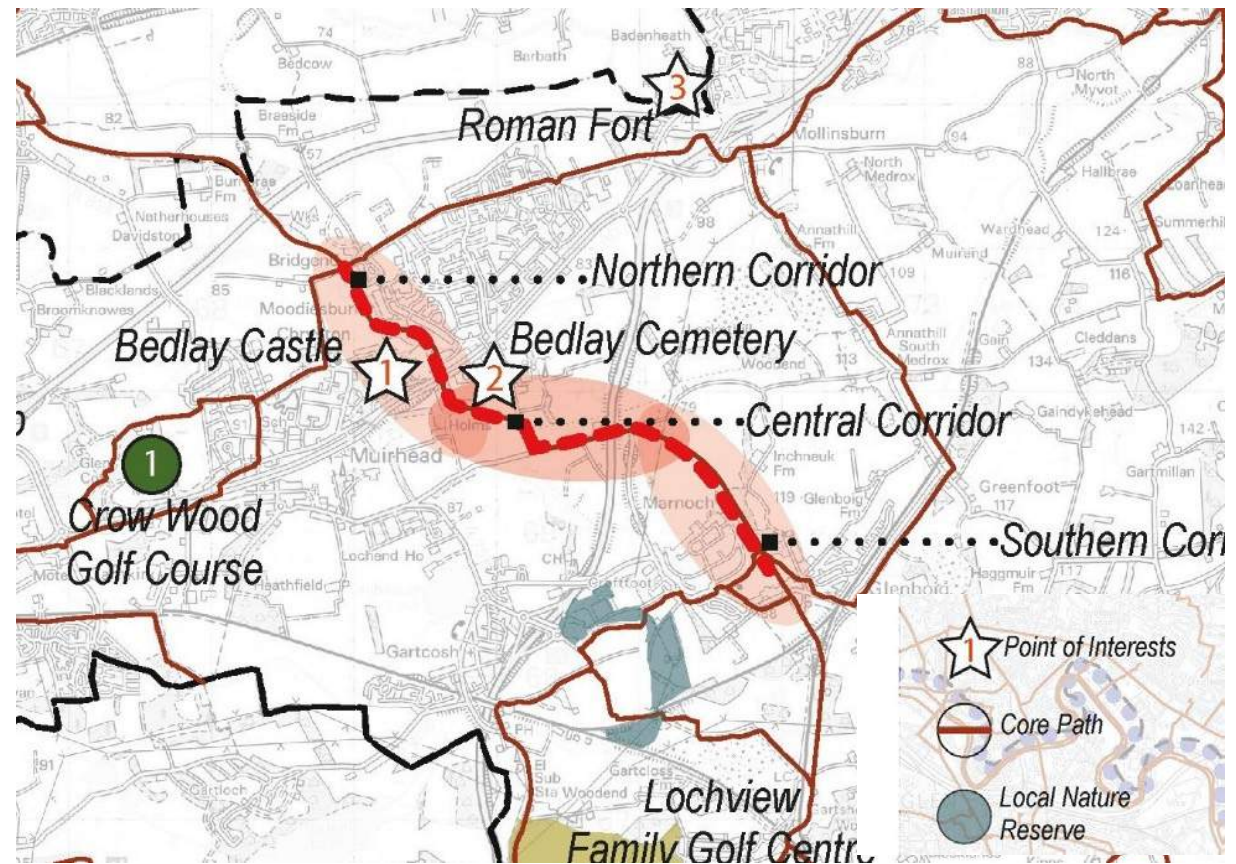
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Email: www.wyg.com
WYG Environment Planning Transport Limited - Registered in England & Wales Number: 03050297
Registered Office: Ainslie Court, Olney Road, Huddersley, Leeds, LS6 2JJ

Strathkelvin Railway Path



Existing Network – local and regional routes

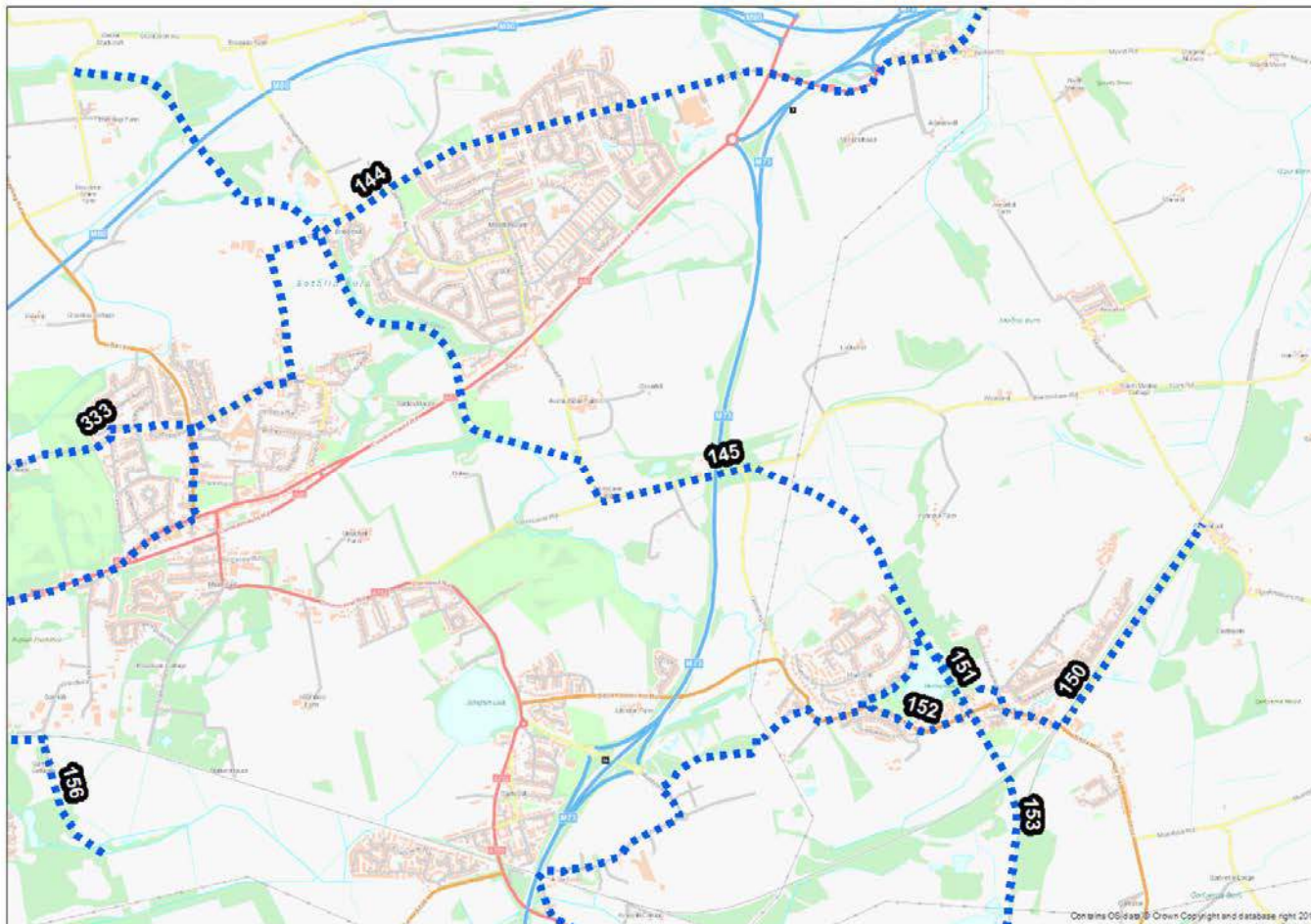
Proximity to wider network in East Dunbartonshire and Glasgow along with local path network. this path will allow local residents to safely walk or cycle between villages and will give greater access to the wider off road cycling and walking network in the area.



Strathkelvin Railway Path



Existing Network



Strathkelvin Railway Path

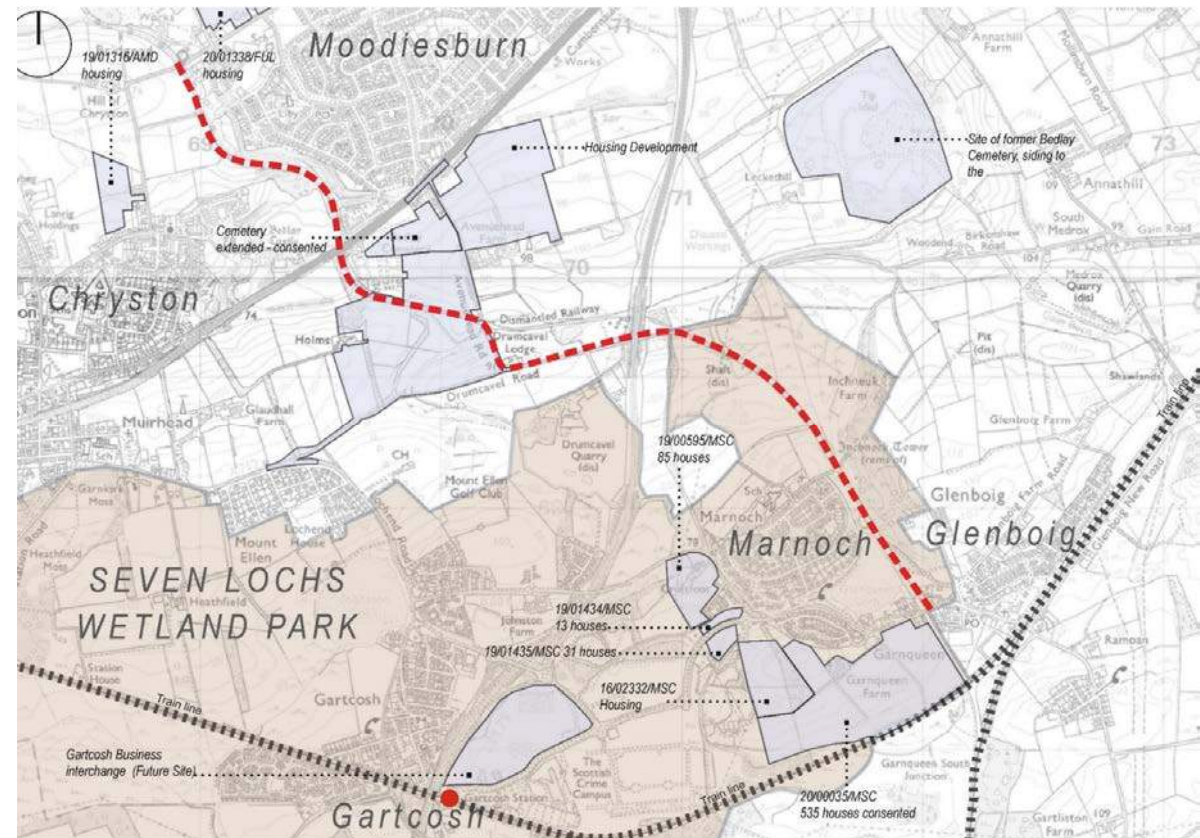
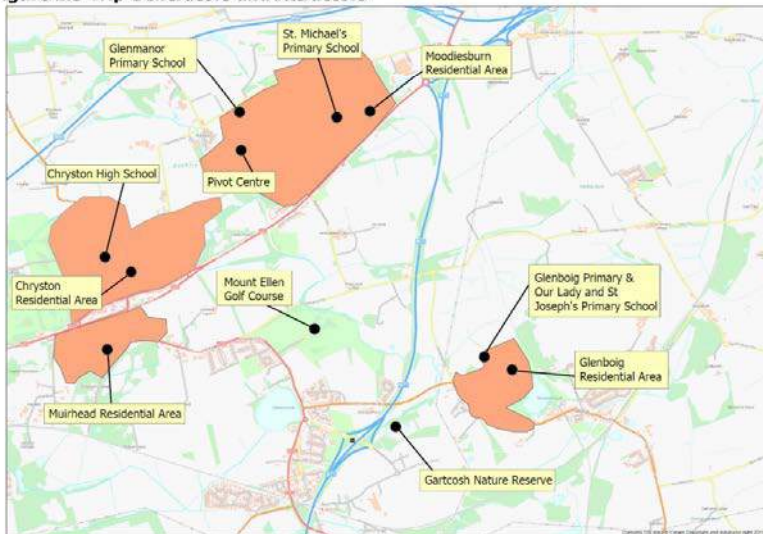


Connectivity and Trip Generators

Key origins and destinations within the study area that generate trips and for which safe provision by all modes should be made are indicated in Figure 1.5 and include:

- Residential areas of Moodiesburn, Muirhead, Glenboig and Chryston;
- Glenmanor and St Michael's Primary Schools;
- Chryston High School;
- Pivot community Centre and Library;
- Mount Ellen golf course;
- Cycle hub in Glenboig;
- Gartcosh local nature reserve; and
- Glenboig and Our Lady and St Joseph's Primary Schools.

Figure 1.5 Trip Generators and Attractors



Strathkelvin Railway Path



Consultation Strategy

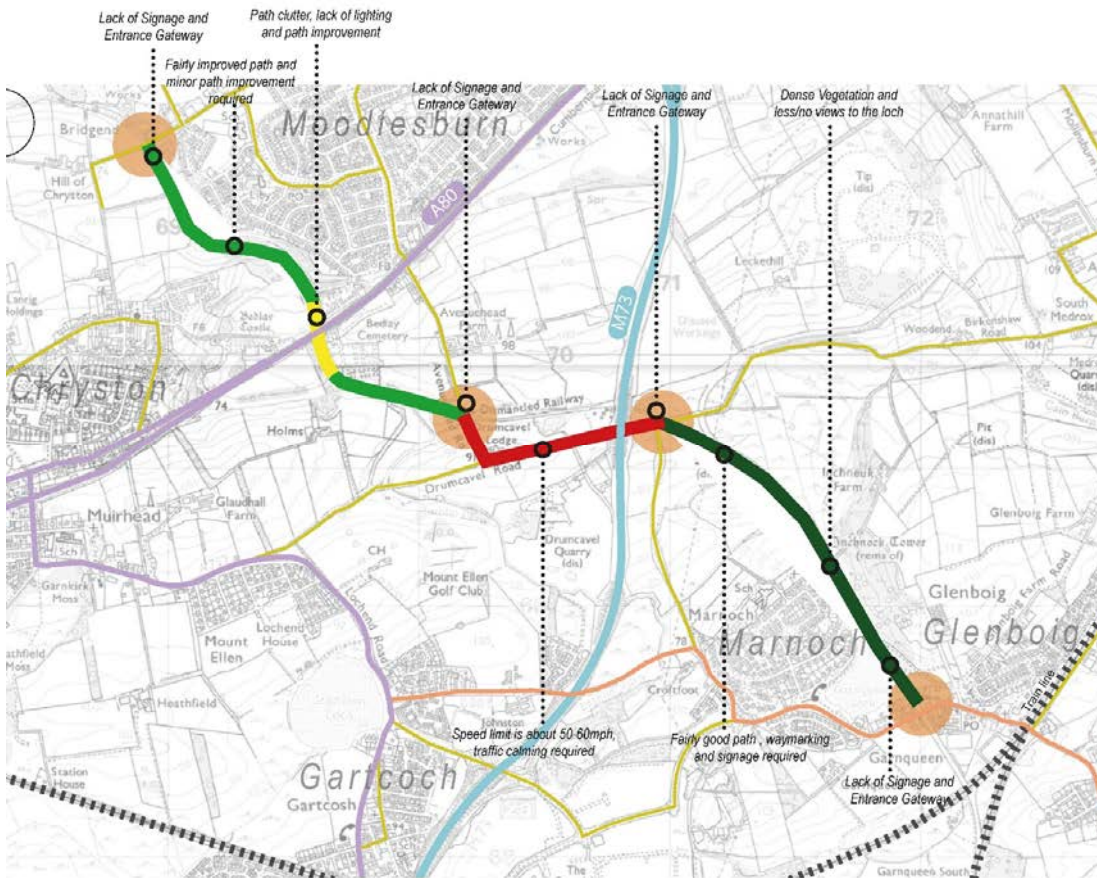
- Project brand, post card questionnaire and market stall
- Stakeholder Mapping
- Stakeholder Presentations / Workshops
- Street Exhibitions / Virtual



Strathkelvin Railway Path



Existing Condition



Strathkelvin Railway Path



1 Entrance from Gartferry Road



2 Pocket site and path to Moodiesburn



3 Strathkelvin path towards South



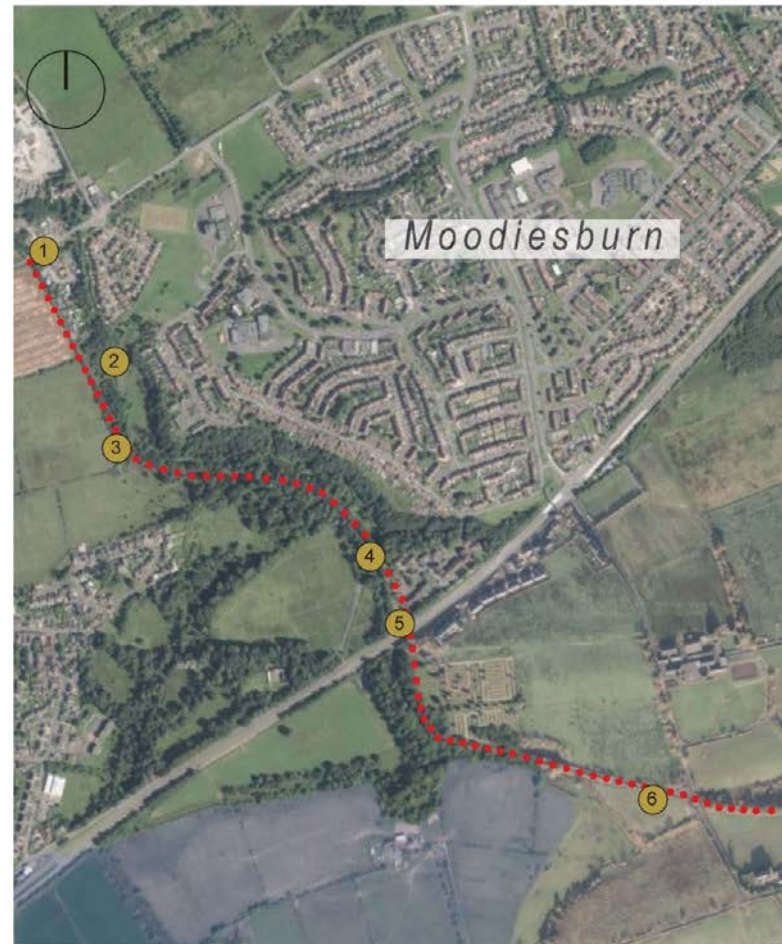
4 Underbridge at A80



5 Littering along the underbridge



6 Strathkelvin path towards South



Strathkelvin Railway Path



7 Entrance at Avenuehead Road



8 Drumcavel Road underbridge



9 Entrance at Drumcavel Road to path



10 Seating at Inchneuk path



11 Strathkelvin path towards Glenboig



12 Inchneuk path towards north



Strathkelvin Railway Path



Drumcavel Road



Strathkelvin Railway Path



Drumcavel Road



Strathkelvin Railway Path



Constraints & Opportunities



OPPORTUNITIES

- 1 The community residents of Moodiesburn, Marnoch and Glenboig have easy access to Strathkelvin Railway path from Bridgened place, Mahon Court, 2 access points from Marnoch dr respectively.
- 2 The user activity shall increase once the proposed planning residential developments are completed.
- 3 Creating a wider green network link with Seven Lochs Wetland Park to Strathkelvin Railway path.
- 4 Historic recreational route for cyclists and walkers linking north to the south axis.

CONSTRAINTS

- 1 Gateway required at all nodes to create a sense of identity to Strathkelvin Railway path
- 2 Traffic on Avenuehead road and Druncavel road to be noted and improved.
- 3 Footway on Druncavel Road
- 4 Lighting under bridge near Mahon Court and Bedlay Cemetery.
- 5 Signage/Lighting
- 6 Seating along the path
- 7 Path surface has to be improved. Winter months, the path is quite boggy and almost unsuitable for cyclists and walkers

Strathkelvin Railway Path



Design Aims and Objectives - Key Drivers

- Seek ways to make the route more user friendly, interesting and attractive
- Consideration of surrounding path and active travel network
- The project aims to improve the ability for all users to move safely along the route regardless of physical or ability, avoiding conflict with vehicle users
- Identify and develop options for Drumcavel Road section to create a new active travel link
- Examine ways to enhance legibility of the route through path design, signage and interpretation



Strathkelvin Railway Path



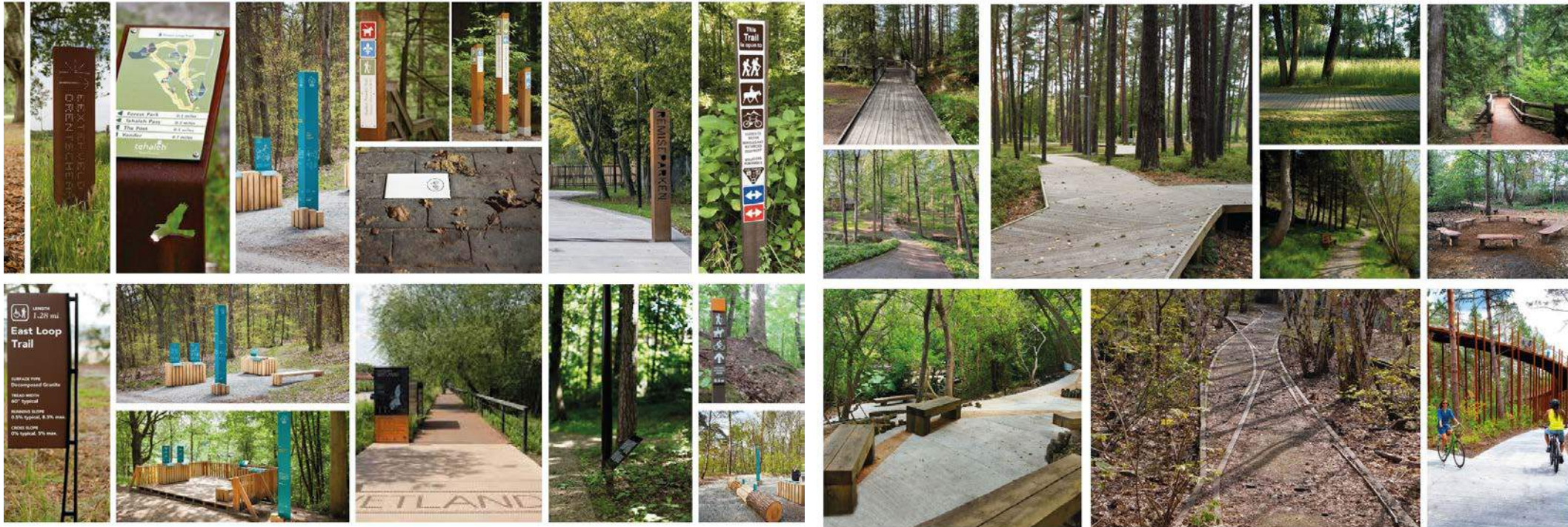
Design Principles



Strathkelvin Railway Path



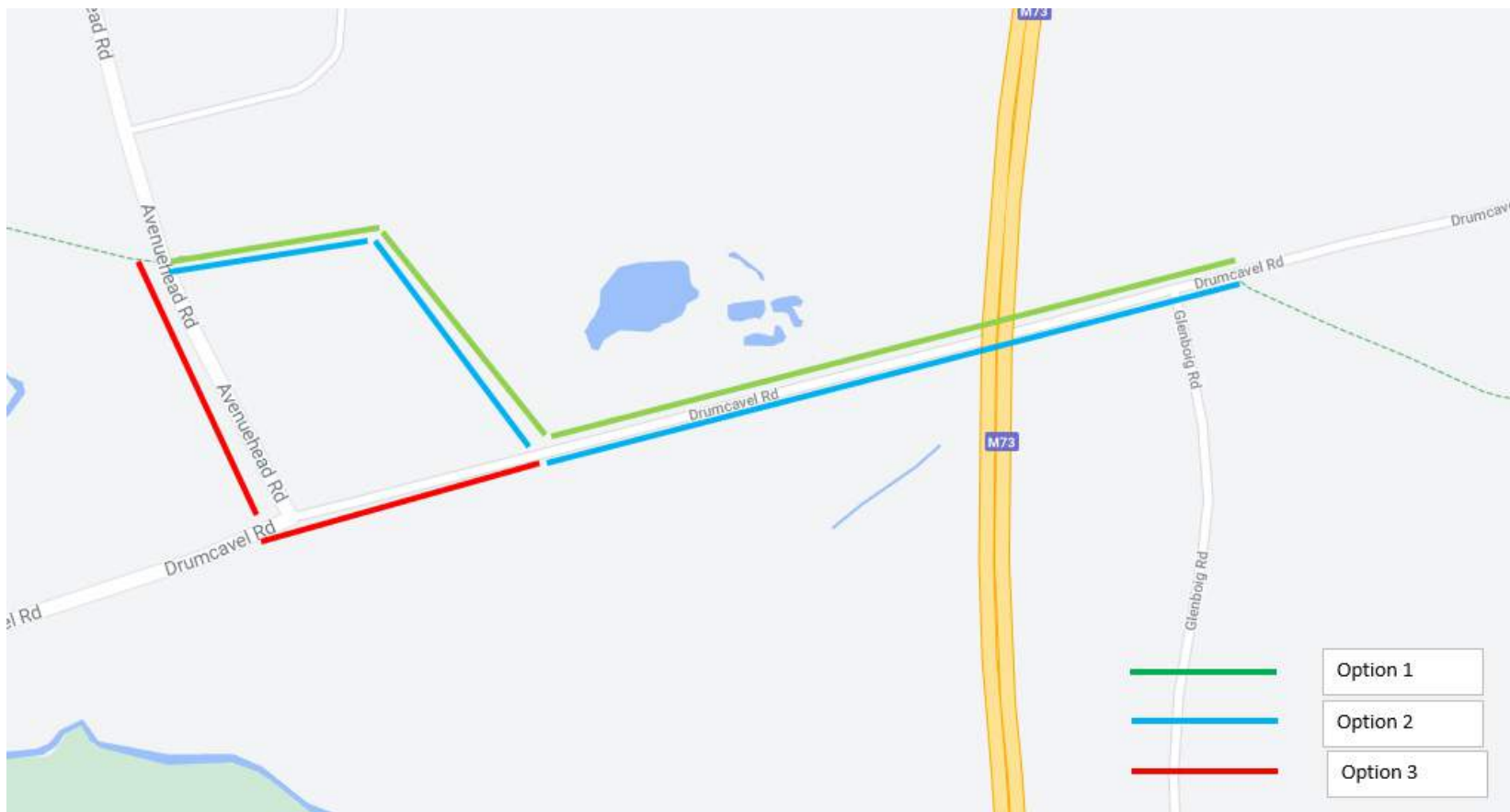
Design Precedents



Strathkelvin Railway Path



Design Options Drumcavel Road



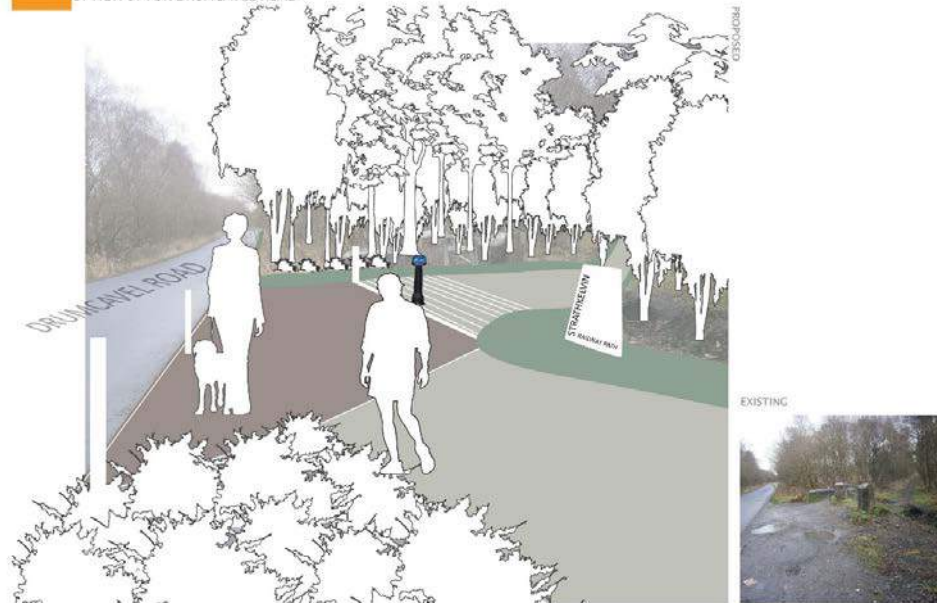
Strathkelvin Railway Path



Design Options Drumcavel Road

5.1 DESIGN CONCEPT

OPTION 01 FOR DRUMCAVEL ROAD



Strathkelvin Railway Path



Surveys - Gathering Evidence

- Street Exhibitions
- Topo Survey
- Traffic and Parking Surveys
- Road Safety Audits
- Explore reduction on speed limit

Strathkelvin Railway Path



Accessibility Site and Health Walk

The path layout should ensure that access truly is for all. We would propose as part of the next work stage to organise a partial path walk aligned to the local access panel.



Bollards lack contrast with surrounding colours (they are generally black), so they become hazards for visually impaired people to bump into – all that's needed is some contrast at the top, like a coloured or reflected band.



Rising bollard at Sandgate entrance is broken, meaning that there are unauthorised cars (parked and moving), which create conflict and obstructions.

Strathkelvin Railway Path



Next Steps

- Continue landowner discussions
- Liaise with house developers Moodiesburn
- Design progression – path and Drumcavel Road
- Stakeholder Workshops
- Public Engagement
- Draft Reports end of April

Strathkelvin Railway Path



Meeting Feedback - Next Steps

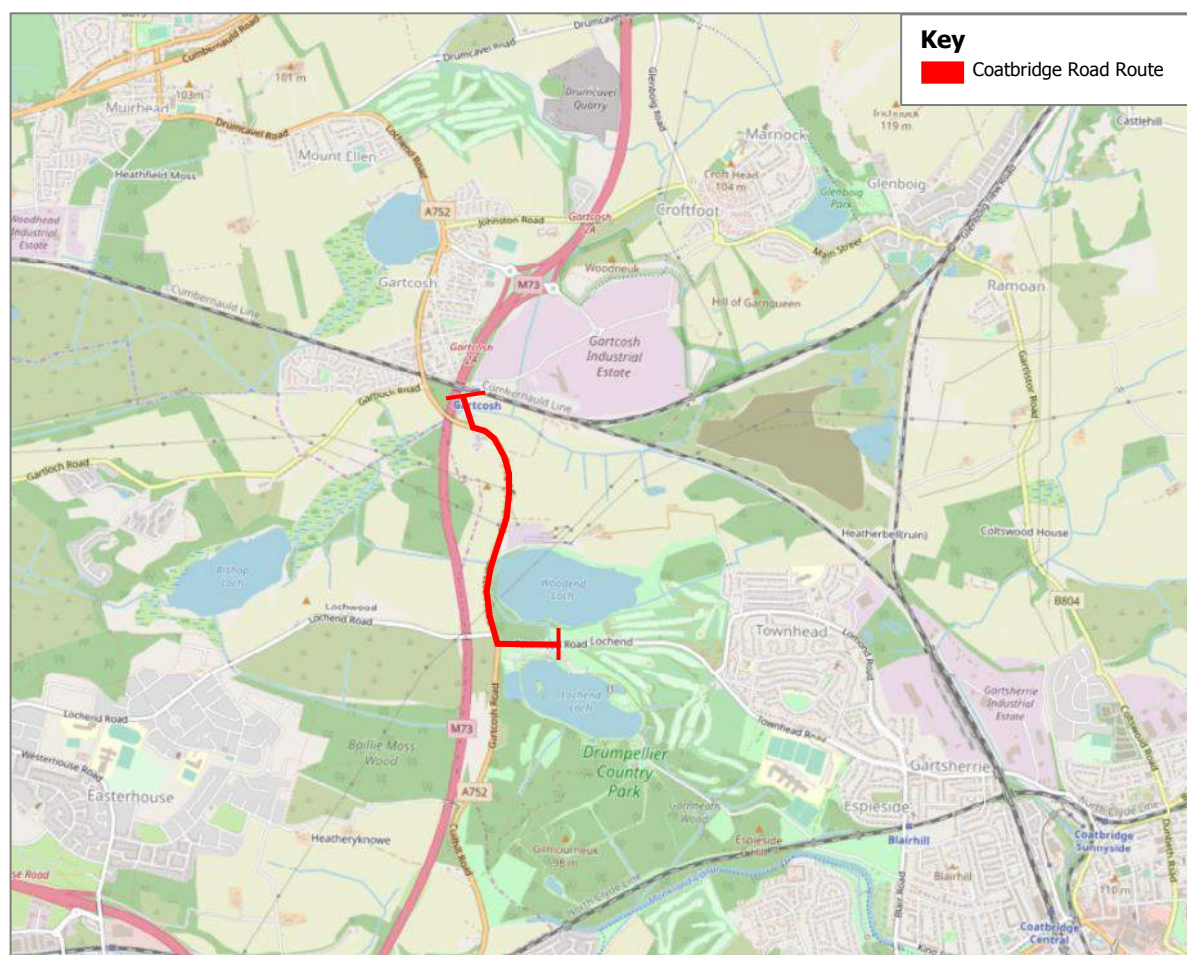
- Identify user conflict
- Condition of existing Infrastructure
- Remove existing user conflict
- What areas to prioritise improvements?
- Options to facilitate sustainable movement
- Enhance safety

Appendix F - Places for Everyone Funding Application Support – Coatbridge Road

Central Scotland Green Network Trust (CSGNT)

May 2019

Prepared by WYG Environment Planning and Transport Ltd.





Document control

Document:	CSGN Northern Corridor – Appendix F – Coatbridge Road	
Project:	Northern Corridor – Coatbridge Road - Active Travel Route Concept Option Evaluation	
Client:	CSGNT	
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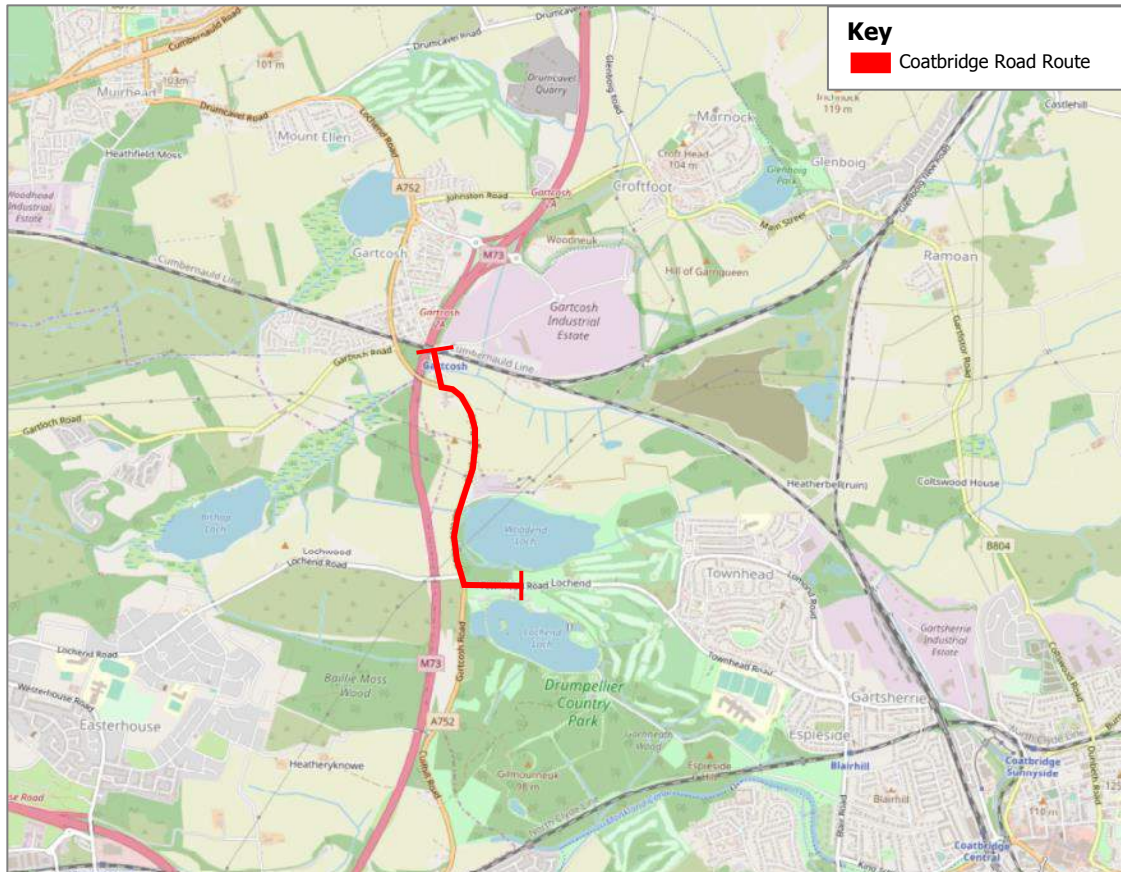
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1.0 Existing Situation

1.1 Introduction

The Study Area for the Coatbridge Road corridor is shown in Figure 1.1 below.

Figure 1.1 Study Area



Coatbridge Road provides the main route that connects the community of Gartcosh and Drumpellier Country Park, within the country park there are a series of foot/cycleways that extend into the community of Coatbridge.

1.2 Existing Active Travel Network

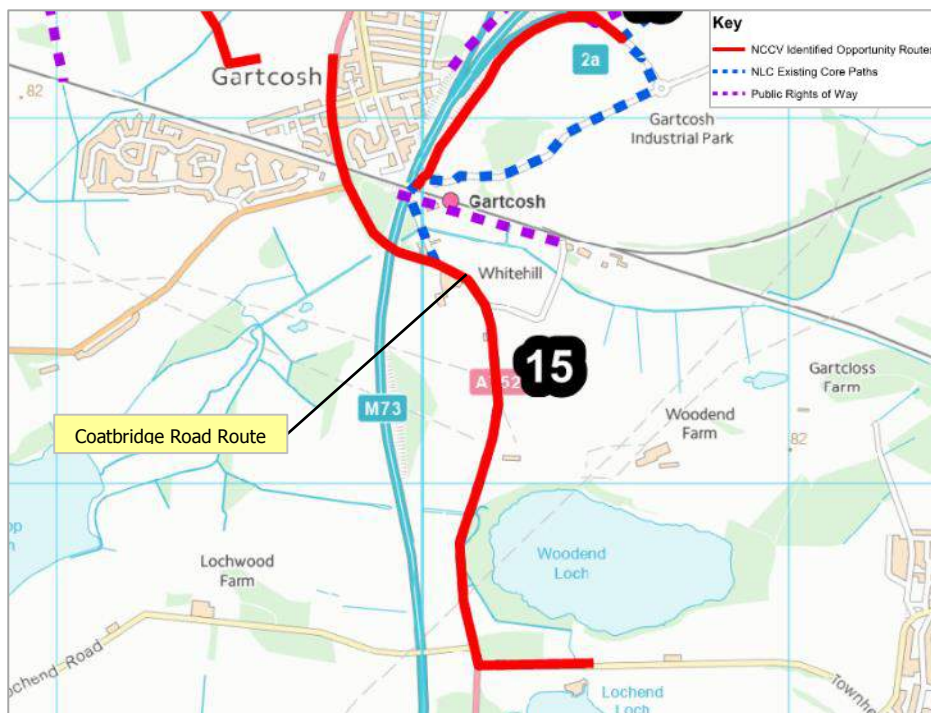
1.2.1 Walking Network

The NLC Core Paths page¹ indicates that there are very few Core Paths, promoted paths, unofficial paths and established Public Rights of Way (PRoW), external to Drumpellier

¹ <http://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=7373&p=0>

Country Park, present within the study area noting that there is scope to improve connections in the area. The key paths are shown in Figure 1.2.

Figure 1.2: North Lanarkshire Core Paths



Coatbridge Road is c.7m wide over the majority of its length with c.2m wide footway provided along the east side.

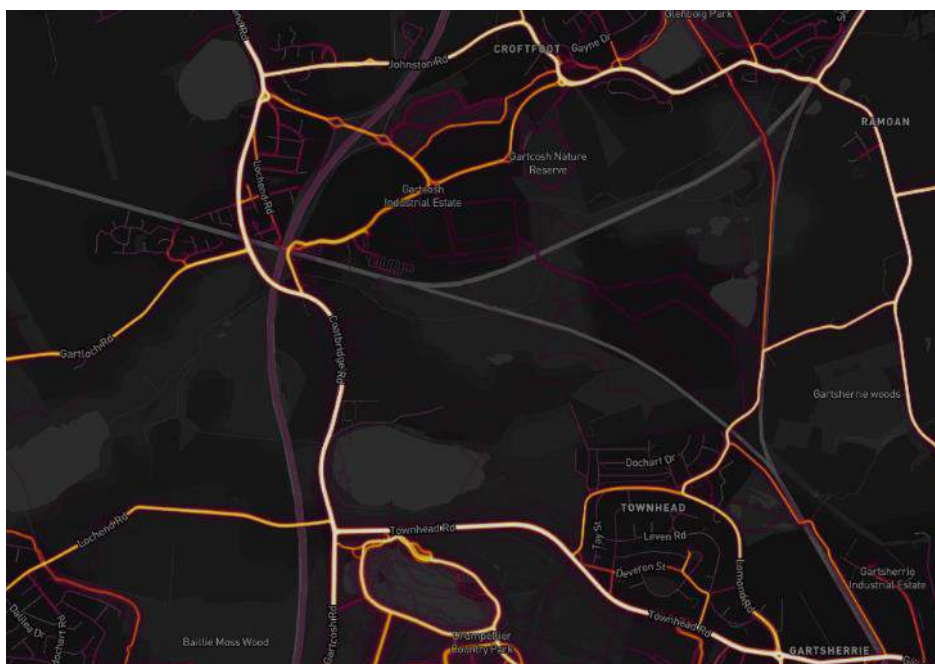
Additionally, as is shown at Figure 1.2, there are connecting PRow and paths which provide connections on foot to nearby areas.

1.2.2 Cycling Network

The Sustrans' website² indicates that there are no formal nationally recognised cycle routes within the study area. A few local, largely off-road, routes exist, which form part of the NLC Core Path network.

Analysis of Strava³ heatmap data indicates that cyclists are currently using the local road network to make trips by bicycle along the route. The output from Strava is replicated in Figure 1.3 below, brightness of a road denotes how frequently it is used. It is clear there is existing active travel demand in the local area and Coatbridge Road is a key established route for some cyclists despite the limited cycling infrastructure in place. To the north, it connects to Johnston Road, which Figure 1.3 suggests also has a very high demand for cyclists and would benefit from an improved connection for cyclists with the identified Coatbridge Road opportunity route.

Figure 1.3: Strava Cycle Journey Data



² <https://www.sustrans.org.uk/map-ncn>

³ <https://www.strava.com/heatmap#13.01/-4.06567/55.89628/hot/ride>



1.2.3 Public Transport

Coatbridge Road forms part of a bus route used by McGill's No. 245 (Moodiesburn to Coatbridge bus service). The No. 245 has 13 hourly services a day in each direction and the stops on Townhead Road, near to the entrance to Drumpellier Country Park.

The Coatbridge Road opportunity route is also within close proximity to the Gartcosh Rail Station which provides regular and frequent access to key regional destinations such as Glasgow, Edinburgh and other points of interchange.

1.2.4 Traffic Volumes and Speeds

WYG recommend that during the next stage of planning that a speed and volume survey be undertaken on Coatbridge Road to account for the lack of data available at present.

Based on the knowledge that it is likely to be used as the main route between Gartcosh and Coatbridge, WYG would consider it likely that two-way flows are in excess of c.3,500 daily. Traffic volumes were reviewed preliminarily in Google traffic data, considering car trips on Coatbridge Road during the AM (08:00-09:00) and PM (16:00-17:00) peak hours in both directions.

Based on this methodology, the level of traffic on these roads appears to be low, with slight delays at the Townhead Road/ Lochend Road junction.

The road is mostly subject to the national speed limit with a section under a 30mph speed limit and there are no specific speed management facilities (road humps, ramps, road safety cameras) currently in place on the route.

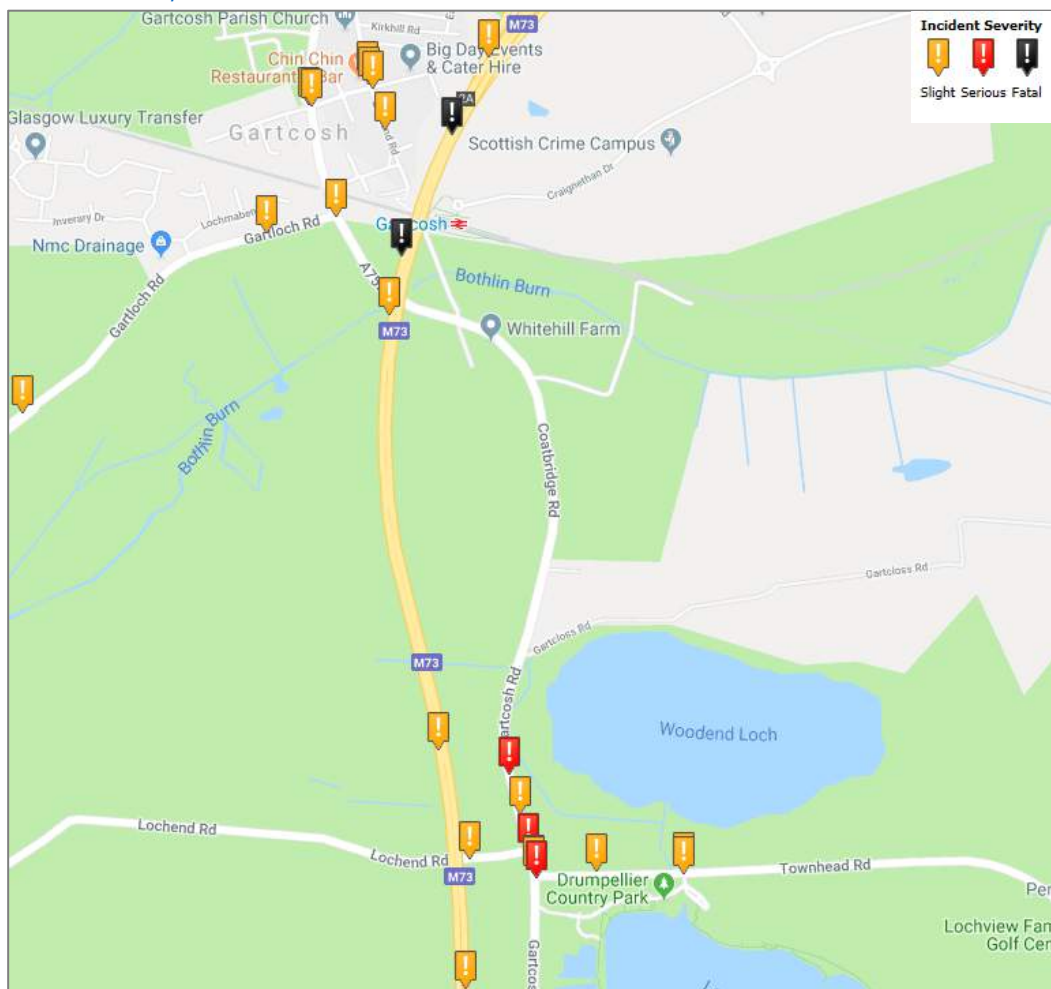
1.2.5 Accident Data

Personal Injury Accident data for the study area was obtained from the online resource crashmap⁴. Figure 1.4 shows a plot for the last full 5 years of data available.

⁴ <http://www.crashmap.co.uk/Search>

Figure 1.4 Summary of Personal Injury Accidents

Source: crashmap.co.uk



The results show there has been 11 accidents in the last 5 years on Coatbridge Road, Gartcosh Road and Townhead Road, in the opportunity route area. This resulted in 21 casualties. 18% of these accidents were serious and the rest were slight, 1 of the serious collisions was noted to involve a cyclist. Whilst some incidents may have occurred that have not been recorded, the recorded frequency of accidents is relatively low over the course of the 5 year period which would not suggest any requirement for highway improvements on safety grounds.

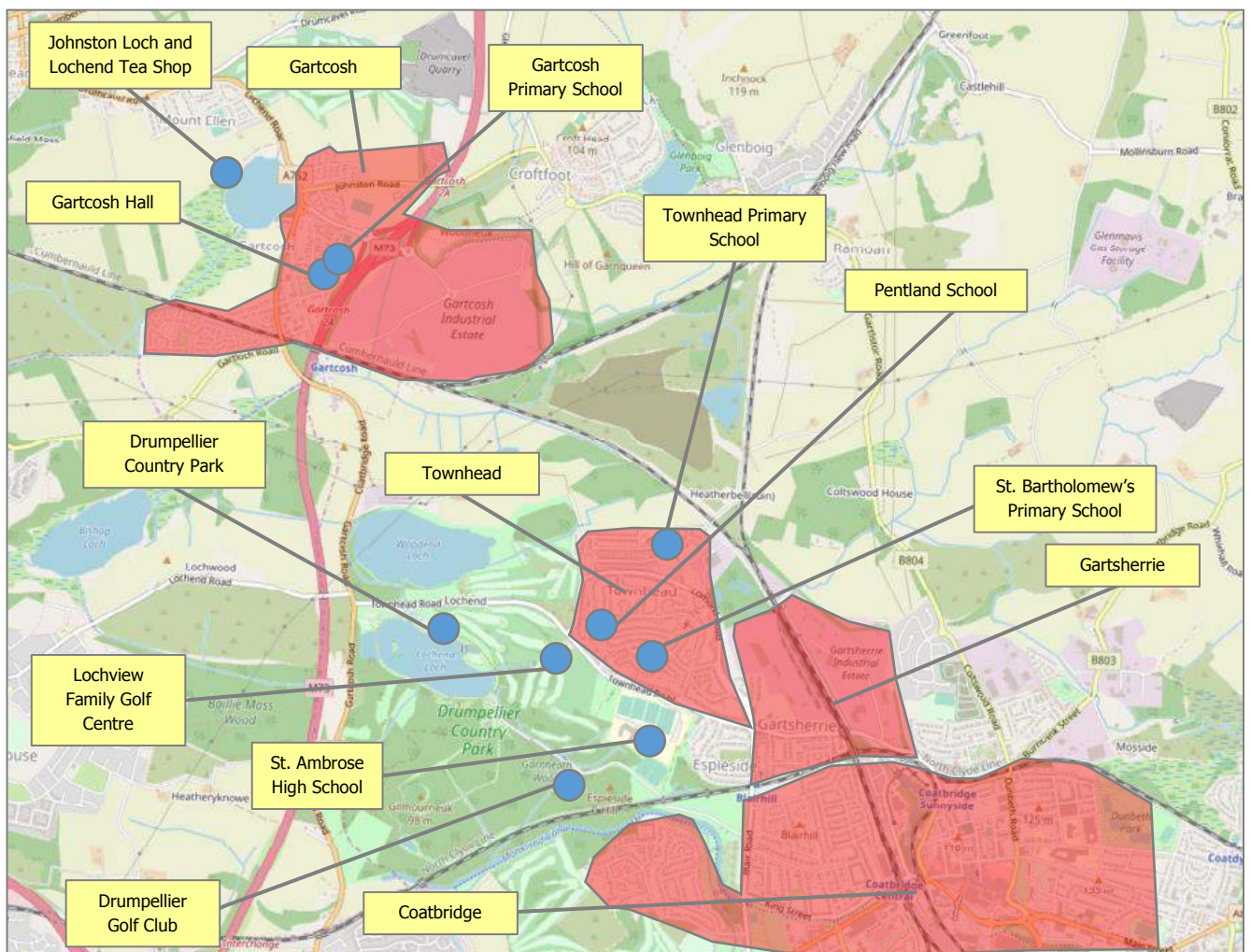
1.3 Travel Generators

Key origins and destinations within the study area that generate trips and for which safe provision by all modes should be made are indicated in Figure 1.5 and include:

- Residential areas of Gartcosh, Townhead, Gartsherrie and Coatbridge;
- Gartcosh Primary School, Townhead Primary School, Pentland School, St. Bartholomew's Primary School and St. Ambrose High School;
- Drumpellier Country Park, Drumpellier Golf Club and Lochview Family Golf centre;
- Gartcosh Hall; and
- Johnston Loch and Lochend Tea Shop.

The villages of Gartcosh, Townhead, Gartsherrie and Coatbridge offer local community services and are therefore essential hearts of the communities.

Figure 1.5 Trip Generators and Attractors





An improved facility to cycle between the communities would provide access to many useful local facilities and points of interest.

1.4 Limit of Adoption

The extents of the land adopted as part of the highway boundary will have a large effect on what design options are possible. It is understood that NLC has adoption and ownership rights over Coatbridge Road and Gartcosh Road to the rear of the verge either side of the carriageway with the existing field boundary / boundary fencing delineating the extent of ownership.



2.0 Site Assessment Walkover Survey

2.1 Proposed Route

Prior to undertaking site investigations information gathered from the desktop review was used to identify key opportunities and constraints for movement between Gartcosh / Northern Corridor and the Seven Lochs Wetland Park / Drumpellier Park within the study area.

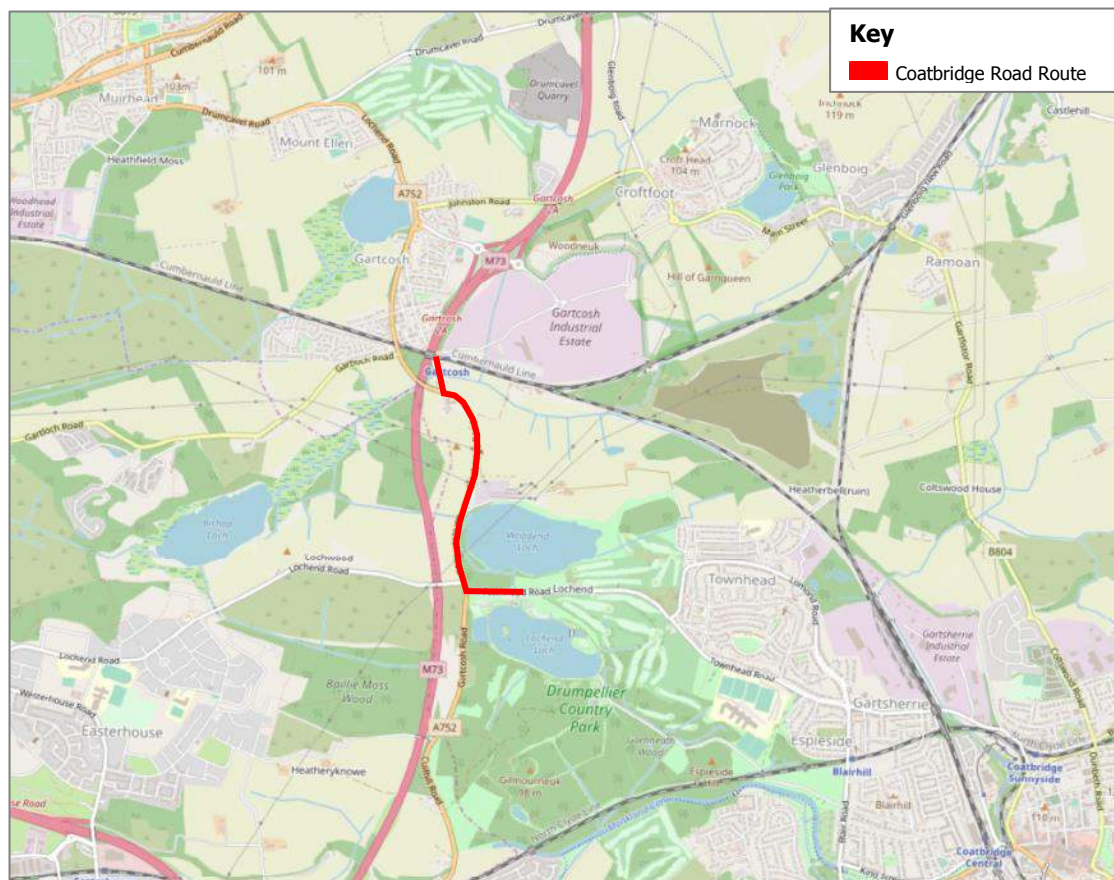
The GIS based desktop review highlighted that a significant development of active travel paths are being promoted as part of the Seven Lochs Wetland Park Development. These paths extend to link up with the suburbs of Glasgow and Coatbridge. The Northern Corridor also offers significant path development potential linking a number of socially deprived communities within the heart of North Lanarkshire.

From a review of the GIS mapping exercise, it is clear in a number of instances that connections between the adjacent Seven Lochs study area are missing, limiting the potential for strategic commuter and leisure trips undertaken by sustainable modes.

The Coatbridge Road route therefore has the potential to provide a missing link as part of a larger more cohesive active travel and core path network linking communities and recreational interests. For the purposes of this report, the route has been shown to start at Coatbridge Road to the south of Gartcosh Train Station and end on Townhead Road opposite Drumpellier Park Visitor Centre.

The Coatbridge Road Route is indicated below in Figure 2.1.

Figure 2.1: Proposed Route



2.2 Detailed Site Assessment

Members of the WYG project team undertook site visits on Thursday 8th May 2019, to confirm and note key constraints and opportunities on the Coatbridge Road Route. The key findings and observations from the site visits are detailed as follows.

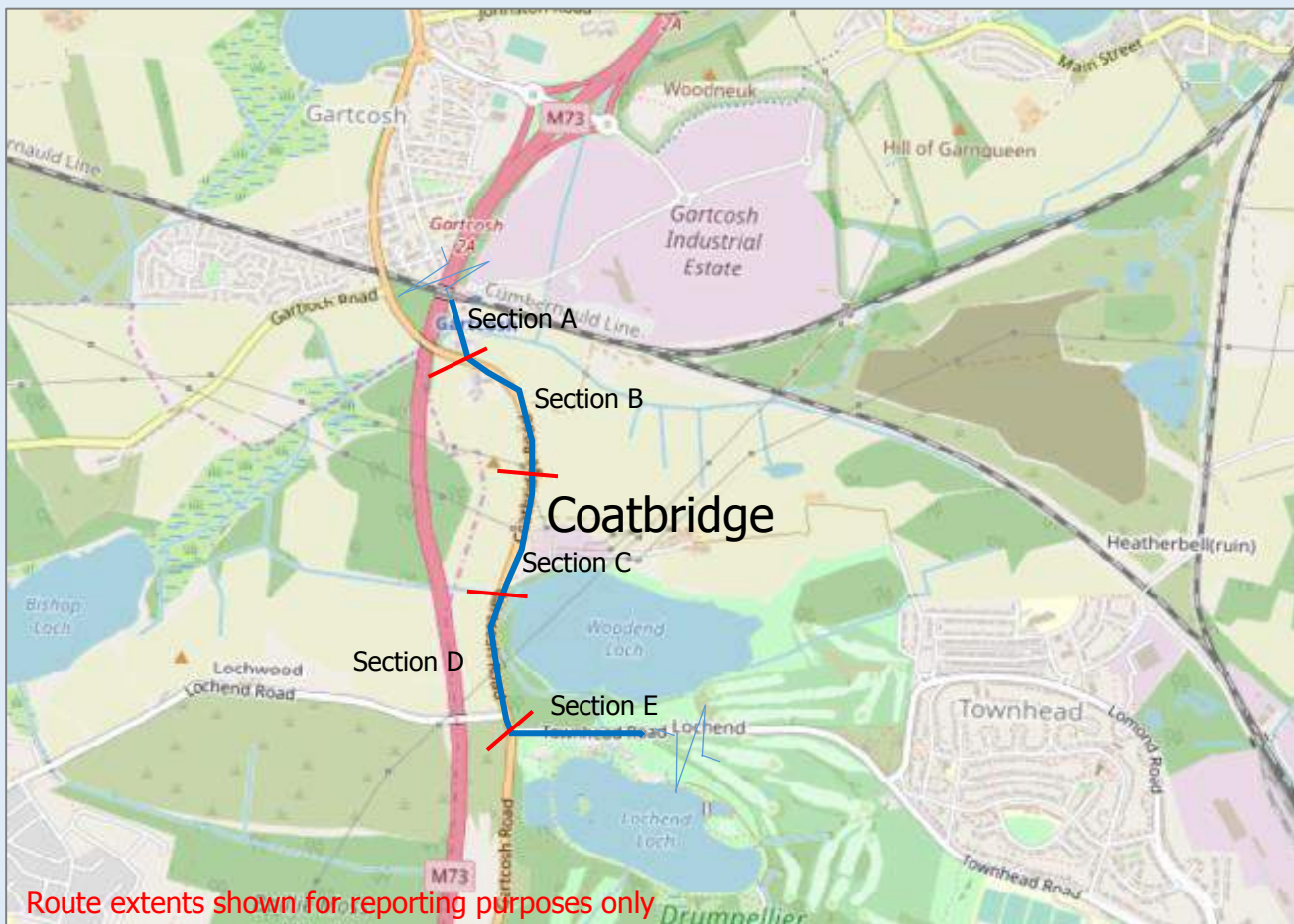
Coatbridge Road

Route Overview

Coatbridge Road Route is some 1.5km in length and provides the most direct connection between the communities of Gartcosh / the northern corridor and the Seven Lochs wetland area which includes Drumpellier Park. The route is well established and is part of the existing rural infrastructure with Coatbridge Road forming the main road network from Coatbridge to the south through the wetlands area to Gartcosh and the M80 to the north. The route is defined as a District Distributor standard (*1986 NLC Development Guidelines*) supporting inter community travel and is designed to support a high proportion of HGVs. Traffic volumes are estimated by WYG to be well in excess of 3,500 movements⁵ per day which would prohibit promotion of on road cycling without appropriate design infrastructure in place. This section of Coatbridge Road towards Gartcosh Train Station is noted to be part of the NLC core path network. The route is predominantly rural over its length and largely unlit.

In the northern section (A), the route follows the existing carriageway connecting into an established shared use facility south of Gartcosh Rail Station and is within a 30mph urban speed limit. The southern section (E) connects to the Drumpellier Park via Townhead Road and again ties into the existing infrastructure.

Route Sections



⁵ Page 11, Cycling by Design– Transport Scotland



Route Overview: Section A

Section A of the proposed route would follow Old Coatbridge Road from Gartcosh Rail Station southwards towards the junction with the new A752 Coatbridge Road. The route is subject to a 30mph speed limit over this section and is c.7.3m in width. At this location, non-continuous footway is provided on either side of the carriageway of varying width between 3m and 1m with a number of residential drive taking access across the footway. Over this Section the route benefits from good natural surveillance and directness of travel and the route is relatively flat. The route connects with an established (poorly maintained) shared use cycle facility that connects with the pedestrian overbridge across the rail line and supports onwards travel through the local residential road network. Carriageway surfacing is noted to be in good condition although poorly maintained with excessive amounts of litter and leaves almost entirely covering the footway. Street lighting is provided on the western side of the carriageway boundary. The route at this location is subject to a c.4% incline southbound to meet the A752. The road is also used as a make shift car park for station related parking which combined with on-street residential parking creates a number of obstacles to traverse the length of this section. The route section is generally used for residential access only and benefits from a 30mph speed limit and very low levels of vehicular traffic.

Appropriateness to User Groups

This Section of the route is considered to be accessible by all user groups with appropriate care. On-road cycling can be achieved with appropriate caution. The section benefits from a 30mph speed limit and very low levels of light vehicles.

Recommended Actions

- Consider provision of footpath infrastructure to support all users groups.
- Consider reduction in speed limit to minimise segregation space required considering the limited road space available.
- Consider connections with the exiting footway south of Peathills Avenue.

Coatbridge Road (Section A) View Southwards towards A752



Route Overview: Section B

From the junction of the old Coatbridge Road with the A752, the proposed route would continue to follow Coatbridge Road (A752) Road southwards. At this location A continuous 1.5m footway is provided on the eastern side of the carriageway which is crossed by field accesses. A 1m grass verge and boundary fencing on the western side. This Section benefits from reasonable natural surveillance and directness of travel. Carriageway and footway surfacing is in good condition. Street lighting is provided on the eastern side. The route is subject to a 30mph speed limit for the first 200m before derestriction. The road / route is not flat with gradient changes of up to 4%. Observations from a WYG site visit indicated that vehicle speeds are appropriate and a number of HGVs use the route.

Appropriateness to User Groups

This Section of the route is considered accessible by some user groups such as pedestrians and those with protected characteristics. Cycling achievable on road with appropriate caution but limited to those experienced and confident cyclists. The combination of speed limit, traffic volume and vehicle type prohibits the route promotion as suitable to support active travel.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.
- Consider reduction in speed limit to 40mph.
- Consider use of footway and grass verge to provide a standards complaint 3m wide shared cycle facility.

Coatbridge Road (Section B) View Looking Southwards





Route Overview: Section C

Within Section C the proposed route continues to follow Coatbridge Road the proposed route would continue to follow Coatbridge Road (A752) Road southwards. At this location a continuous 1.5-1m footway is provided on the eastern side of the carriageway which is crossed by field accesses. A retaining wall structure is provided to the rear of the footway limiting the option of road widening at this location. A 0.5m grass verge and boundary fence on the western side is provided with a drainage ditch in the adjacent field. There is no natural surveillance at this location. Carriageway and footway surfacing is in good condition. Street lighting is not provided. The route is subject to a 60mph speed limit. The road / route is not flat with gradient changes of up to 4%. Observations indicated that vehicle speeds are appropriate and a number of HGVs use the route.

Appropriateness to User Groups

This Section of the route is considered accessible by some user groups such as pedestrians and those with protected characteristics. Cycling achievable on road with appropriate caution but limited to those experienced and confident cyclists. The combination of speed limit, traffic volume and vehicle type prohibits the route promotion as suitable to support active travel.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.
- Consider reduction in speed limit to 40mph.
- Consider use of footway and grass verge to provide a standards compliant 3m wide shared cycle facility.

Coatbridge Road (Section C) Views Looking Southwards



Route Overview: Section D

Within Section D the proposed route continues to follow Coatbridge Road the proposed route would continue to follow Coatbridge Road (A752) Road southwards towards the junction with Townhead Road. At this location a continuous 1.5m footway is provided on the eastern side of the carriageway which is crossed by field accesses. A 0.5m grass verge and boundary fence on the western side is provided with a drainage ditch in the adjacent field. There is no natural surveillance at this location. Carriageway and footway surfacing is in good condition. Street lighting is not provided until the junction with Lochend Road. The route is subject to derestricted speed limit. The road / route is not flat with gradient changes of up to 4%. Observations indicated that vehicle speeds are appropriate and a number of HGVs use the route.

Appropriateness to User Groups

This Section of the route is considered accessible by some user groups such as pedestrians and those with protected characteristics. Cycling achievable on road with appropriate caution but limited to those experienced and confident cyclists. The combination of speed limit, traffic volume and vehicle type prohibits the route promotion as suitable to support active travel.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.
- Consider reduction in speed limit to 40mph.
 - Consider use of footway and grass verge to provide a standards complaint 3m wide shared cycle facility.

Coatbridge Road (Section D) Showing Junction with Lochend Road



Route Overview: Section E

Within Section E the proposed route now turns eastwards and follows Townhead Road for a short distance (200m) to the access with Drumpellier Park. At this location a continuous 1.5m footway is provided on the southern side of the carriageway. A 0.5m grass verge and boundary fence on the northern side noting the presence of utility / services. There is no natural surveillance at this location. Carriageway and footway surfacing is in good condition. Street lighting is not provided. The route is subject to derestricted speed limit. The road route is relatively flat. Observations indicated that vehicle speeds are appropriate and a number of HGVs use the route.

Appropriateness to User Groups

This Section of the route is considered accessible by some user groups such as pedestrians and those with protected characteristics. Cycling achievable on road with appropriate caution but limited to those experienced and confident cyclists. The combination of speed limit, traffic volume and vehicle type prohibits the route promotion as suitable to support active travel.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.
- Consider reduction in speed limit to 40mph.
- Consider use of footway and grass verge to provide a standards compliant 3m wide shared cycle facility.

Coatbridge Road (Section E) Showing Junction with Townhead Road





3.0 Options Appraisal

The walkover assessments highlight that Sections A and B through the village of Gartcosh, whilst benefiting from established footways, are unlikely to be suitable for promotion of cycling-related activities as they stand. This is primarily due to the vehicle flow and composition of HGVs.

Sections C and D have limited or no footway provision and again are unlikely to be suitable for promotion of cycling-related activities as they stand

As such, all Sections of the route would require improvement, noting constraints imposed by road width and route designation.

3.1 Consideration of Alternative Routes

With reference to the site walkover assessments, the wider study area was examined for possible alternative routes to better suit the function as an active travel route. An off-road route could be made through the agricultural land on the west side of Coatbridge Road, as indicated in Figure 3.1 below.

Figure 3.1 Indicative Alternative Coatbridge Road Route



This alternative route runs along the edge of field separations and exits onto Lochend Road via the existing access which would require improvement and then to tie into new foot/cycleway on Lochend Road. A crossing for cyclists and pedestrians would be required at the Gartcosh Road/ Townhead Road junction.

3.2 Identification of Route Interventions (Options)

From review of the baseline information and *Cycling by Design* guidance, the following options within each Section of the route have been identified for further consideration and sifting.

Potential Route Options		
Section	Option	Description
A	A1	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.
B	B1	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.
C	C1	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.
D	D1	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.
E	E1	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.

3.3 Land Ownership and Other Constraints

The proposed route Sections A - E are likely to follow the route of the existing carriageway with any requirement for land limited to an extension of the verges. It is anticipated that the majority of any intervention can be accommodated within the existing verges and within the extent of NLC's limits of adoption.

A land ownership search through the Registry of Scotland (RoS) has not been undertaken for the route due to the programme and timescales. In addition, the limits of adopted highway land were requested from NLC. Due to GDPR security restrictions, the names and details of the owners cannot be displayed.

The extent of third party land ownership is summarised in the route option sketches shown in Appendix A where this information was available.

3.4 Assessment Methodology

Following the desktop review and initial site visit, all Sections of the proposed route were evaluated to identify a potential alignment for the scheme. These evaluations were undertaken with reference to the five core principles set out in *Cycling by Design*. These core principles are:

- **Safety** - Design should minimise the potential for actual and perceived risk of accidents for all users.
- **Directness** - Design should be as direct as possible and minimise detours and delays.



The impact of junctions and crossings on journey times should be considered.

- **Coherence** - Design should be continuous and consistent from origin to destination.
- **Comfort** - Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.
- **Attractiveness** - Design should complement and enhance its environment in such a way that cycling is attractive.

Whilst these core principles represent the basis of good active travel design, the route being considered is part of an established urban network and as such will be subject to a number of additional concerns including who will manage the infrastructure and whether the designs can actually be developed as envisaged. To consider this, any design proposal will require consideration of a wider range of criteria as set out as follows:

- **Maintainability** - Design should support future routine maintenance and be adoptable.
- **Socio-Economic** - Design should support improved socio-economic activity through encouraging activity.
- **Deliverability** - Design should be deliverable meeting key design criteria, land ownership considerations and cost proportionality.
- **Public Transport** - Design should support public transport operation, enhancing sustainable travel opportunities.
- **General Access** - Design should not prejudice the existing operation or competing demand on space.

Consideration has also been given to project deliverability, with emphasis on construction costs, other physical constraints such as topography and the private land ownership.

3.5 Assessment of Interventions

The options identified for consideration have been evaluated against the above noted criteria and a score ranging from -3 to + 3 used to evaluate each option against each criteria. A score of -3 suggests the option strongly detracts from the criteria where as a score of +3 indicates strong support.



Option	Route Section A	
Description	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.	
Design Principle	Information	Score (+/- 3)
Safety	- New largely segregated shared surface improving safety for all users with wider footway providing more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option.	2
Directness	- Linear route following existing desire line.	3
Coherence	- Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route.	3
Comfort	- Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low.	3
Attractiveness	- Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists.	3
Maintainability	- Extension of existing infrastructure but no net increase in maintainable surfacing.	3
Socio-economic	- Limited as wider footway not likely to result in significant step change in travel behaviour as there are no barriers to activity currently.	0
Deliverability	- Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs.	1
Public Transport	- Unlikely to have any impact on bus travel or bus services.	0
General Traffic	- Minor impact on traffic flows and speeds due to lane width reduction.	-1
Total		17



Option	Route Section B	
Description	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.	
Design Principle	Information	Score (+/- 3)
Safety	- New largely segregated shared surface improving safety for all users with wider footway providing more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option.	2
Directness	- Linear route following existing desire line.	3
Coherence	- Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route.	3
Comfort	- Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low.	2
Attractiveness	- Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists.	3
Maintainability	- Extension of existing infrastructure but no net increase in maintainable surfacing.	3
Socio-economic	- Limited as wider footway not likely to result in significant step change in travel behaviour as there are no barriers to activity currently.	0
Deliverability	- Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs.	1
Public Transport	- Unlikely to have any impact on bus travel or bus services.	0
General Traffic	- Minor impact on traffic flows and speeds due to lane width reduction.	-1
Total		16



Option	Route Section C	
Description	Retain derestricted speed limit. Convert either north side or south side verge to 3.0m shared use cycling facility. Introduce a 1.5m separation strip.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will provide an attractive environment for pedestrians and cyclists relative to on-road movement. - 60mph speed limit may still mean some users are intimidated. 	2
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		17



Option	Route Section D	
Description	Reduce speed limit to 30mph. Set road width to minimum 6m and provide on-road cycle lanes northbound and southbound. Introduce a mandatory 2.0m wide footway on north side.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 30mph within rural extent may present enforcement issues. 	1
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		17



Option	Route Section E	
Description	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	3
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 40mph within rural extent may present enforcement issues. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	1
Total		17



Table 3.1: Summary of Route Section Appraisals

Design Principle	Route Sections Options				
	A	B	C	D	E
Safety	2	2	3	3	3
Directness	3	3	3	3	3
Coherence	3	3	3	3	3
Comfort	3	3	3	3	3
Attractiveness	3	3	2	3	3
Adaptability	3	3	-1	-1	-1
Socio-economic	0	0	2	2	3
Deliverability	1	1	2	1	3
Public Transport	0	0	0	0	0
Pedestrians	-1	-1	0	0	0
General Traffic	2	2	3	3	3
Total	17	17	17	17	17
Recommendation to Progress	Yes	Yes	Yes	Yes	Yes



4.0 Outline Design

Following the options appraisal, initial route alignments for the preferred option in each Section of the route were developed and are included in Appendix A.

The proposed alignment will comply with both Cycling By Design and the Sustrans Design Manual with a minimum cycleway width of 2.5m which is considered suitable for a cycle route. A summary of the routes overall key design impacts is provided in Table 3.2.

Table 3.2: Summary of Design Equality Impacts

Metric		Rationale	Value relative to Existing Situation
Legible		A consistent 3m shared use path over the full route length on the northern side of the carriageway supports wayfinding and supports legibility.	High Positive
Uncluttered		The route minimises conflicts with existing accesses and can be provided with the minimal street clutter and simplistic signing and lining	High Positive
Safe		Speed limits have been reduced as appropriate and segregation strips provided as per good practice design. Natural surveillance has been maximised and street lighting considered.	High Positive
Coherent		The 4 route sections will maintain a consistent 3m shared use facility over the route length and predominately on the northern side of the route minimising the need to cross the carriageway. The continuity of shared path design will support wayfinding.	High Positive
Direct		Follow the most direct route through the area linking communities.	High Positive
Comfortable		An appropriate balance between encouraging cycling demand and providing essential missing infrastructure where only grass verge existing at present.	High Positive
Attractive & resource efficient		Design provides an improvement where no facility currently exists	Positive
Context specific		Provides an appropriate design response within a rural / urban route setting where route coherence and legibility is important. Provides opportunity to encourage active travel by all user groups within a partially constrained streetscape.	High Positive
EQIA	Protected Characteristics	3m shared footway with minimal crossing requirements supports and encourages access by a number of key user groups including mobility impaired, mothers with prams, young and elderly. Provision of a footway minimises positive discrimination of these important user groups	High Positive
	Cyclists	3m shared footway provides coherent and direct route between communities and supports cycling by the young and more experienced. Caution will be required when considering the mix with pedestrians and other users.	High Positive
	Pedestrians	Provision of a 3m shared route provides a safe walking route between Gartcosh and 7 lochs where only a narrow footway currently exists.	High Positive
	Equestrians	Equestrians will tend to continue travelling on road and will require drivers to give way as appropriate. Therefore, this would provide no change relative to the current situation.	Neutral
Biodiversity & Environment		Pragmatic design solution minimises the need for built infrastructure and bound surfacing minimising the impact on built environments. Impact on vegetation is minimal. Conversion of verge whilst loss of some green space will offer opportunity for green infrastructure and landscape planting.	Minor Positive



4.1 Public Utilities

Within each Section of the route, public utilities and services are noted to be present. In the absence of a topographical survey and utility suppliers' logs of services, the exact location of services and the significance of any diversions are limited to the experience of WYG and on-site observation. The extent of council limits of adoption combined with full public utility searches and a topographical survey are recommended should this project progress to the next stage.

4.2 Extent of Adoption

The extent of council adopted road has been estimated by WYG based on experience and with reference to physical boundaries where they exist. It is recommended that the extent of adoption is confirmed with the Local Roads Authority should the design progress to the next stage of development.

4.3 Drainage

Drainage design is limited to tie-ins with the existing road drainage system or provision of soakaways where appropriate. The proposed designs are unlikely to increase the level of surface water discharge and as such are expected to have a minimal impact on system requirements. No drainage calculations or proof of principle has been undertaken at this stage in the design process.

4.4 Land Purchase

The proposed design **does not** identify any land purchase requirements and as such no discussions with any identified land owners have been undertaken at this stage.

4.5 Key Agreements and Approvals

The concept design has been developed through a collaborative approach with a number of key stakeholders including North Lanarkshire Active Travel Team, Sustrans, Transport Scotland and the public. The identified design can be accommodated within the extents of public adopted road. At this stage NLC active travel officers have considered the concept through stakeholder engagement process and have confirmed the merits of the concept



proposal. Consultation with the operational team and Police Scotland will be required as part of the design development.

4.6 Street Lighting

Street lighting will be provided where indicated on the drawings shown in Appendix A.

4.7 Road Safety Audit

No Road Safety Audit (RSA) has been undertaken at this stage. A combined RSA stage 1 / 2 is recommended as part of the next stage of development.

4.8 Preliminary Cost Estimates

A preliminary cost estimate for the construction of the preferred option has been prepared. This has been based on unit cost rates extracted from the *Greater Manchester Cycling Design Guidance and Standards v2.0*. This value has also been cross-referenced with recent pricing examples of similar cycle design schemes, to confirm that it is in line with the current market.

It should be noted that the estimate does not include costs associated with **land purchase, design and contract documentation, legal fees, Traffic Management or other project management**. The costs will need to be refined through the next stage of detailed design and are shown as both an upper bound (worst case) rates prices.

At this stage of the design, an optimism bias of 44% has been applied to the cost estimate for a Standard Civil Engineering Project which is in accordance with guidance in the supplementary green book prepared on behalf of the UK Government. Cost estimates for the development of the route are summarised in Table 6.1 below.

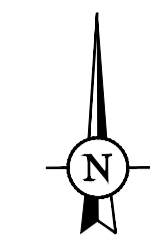
Table 6.1 – High Level Cost Summary

Item	Quantity
On-Road Mandatory Cycle Lane (Contra Flow) (m)	0
On-Road Advisory Cycle Lanes (m)	200
On-Road Quiet Streets(m)	0
Footway Construction with permeable buffer (m)	977
Footway Upgrades (shared use/unsegregated) (m)	0
Off-Road/ New Construction(m)	0
Footway Upgrades (shared use/unsegregated) (m)	300
Footway Resurfacing (m)	0
Two way cycle track (m)	0
Carriageway resurfacing (m)	0
Junction (Raised Table)(no.)	0
Carriageway Crossing Signalised	0
Carriageway Crossing - Uncontrolled(no.)	4
Net Cost LB	£288,170
Net Cost UB	£870,050
Design and Supervision, estimated @ 5%	£43,503
Optimum Bias @ 20%	£174,010
Gross Total Upper Bound (UB)	£1,087,563
Length	£1,477
Cost Per m	£514

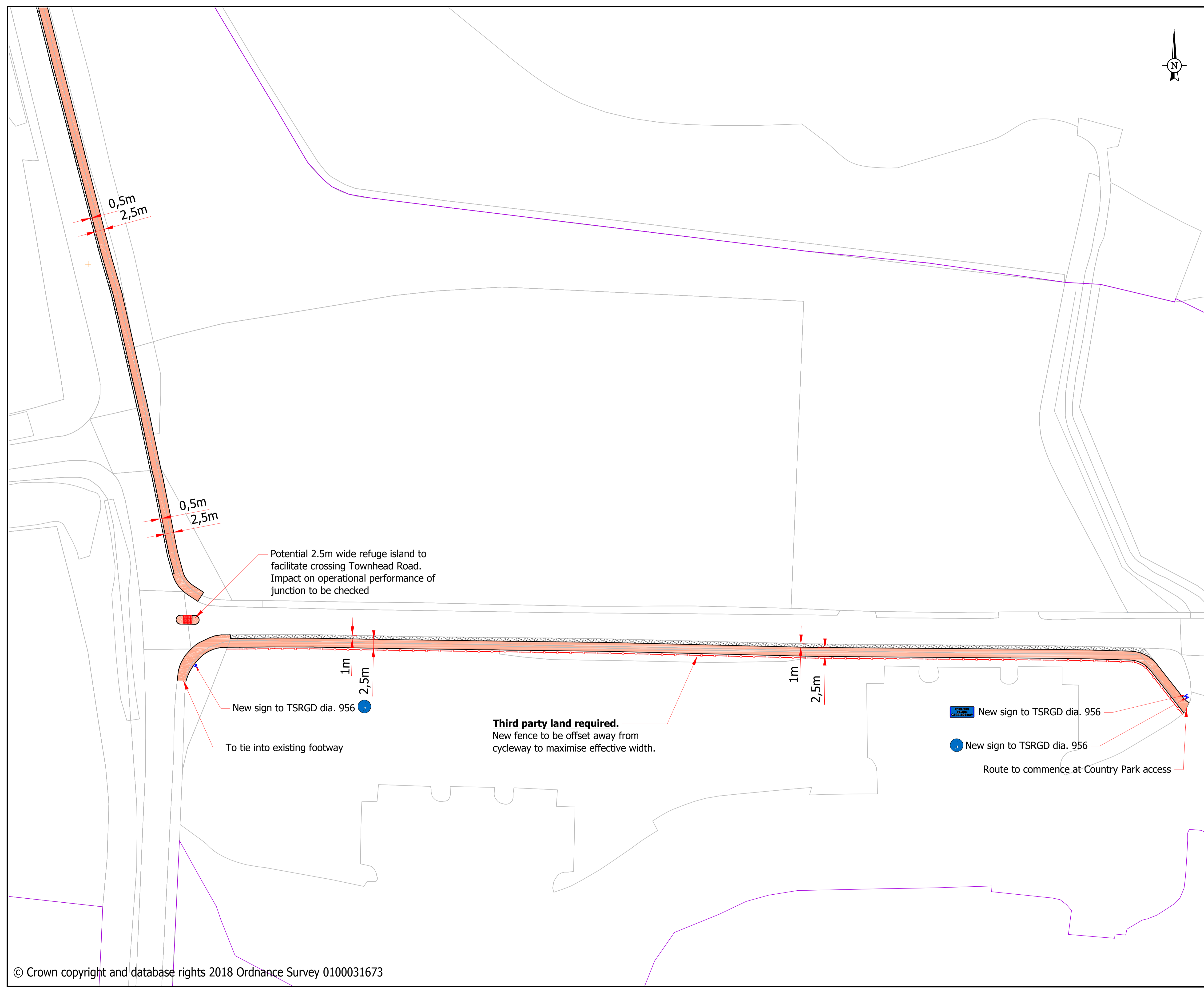


Appendix A

Outline Design Drawings



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PROJECT: Northern Corridor Greenways

DRAWING TITLE: Coatbridge Road General Arrangement

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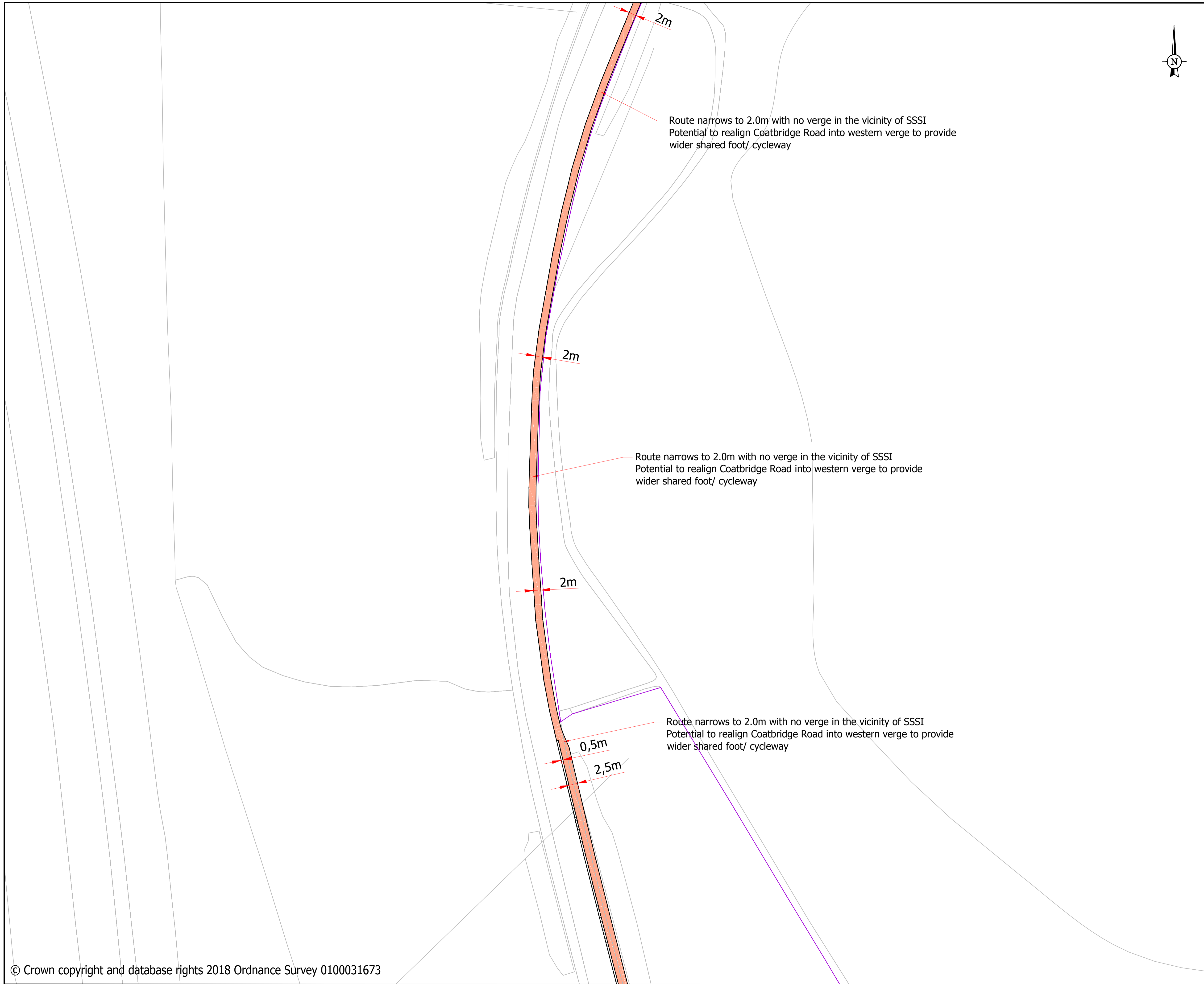
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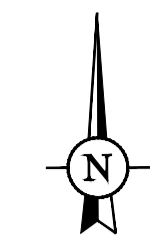
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New sign to TSRGD dia. 956 

0,5m
3,5m

0,5m
3,5m

New sign to TSRGD dia. 956 

2m

Route narrows to 2.0m with no verge in the vicinity of SSSI
Potential to realign Coatbridge Road into western verge to provide wider shared foot/ cycleway

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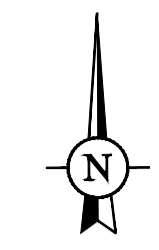
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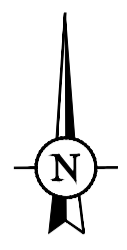
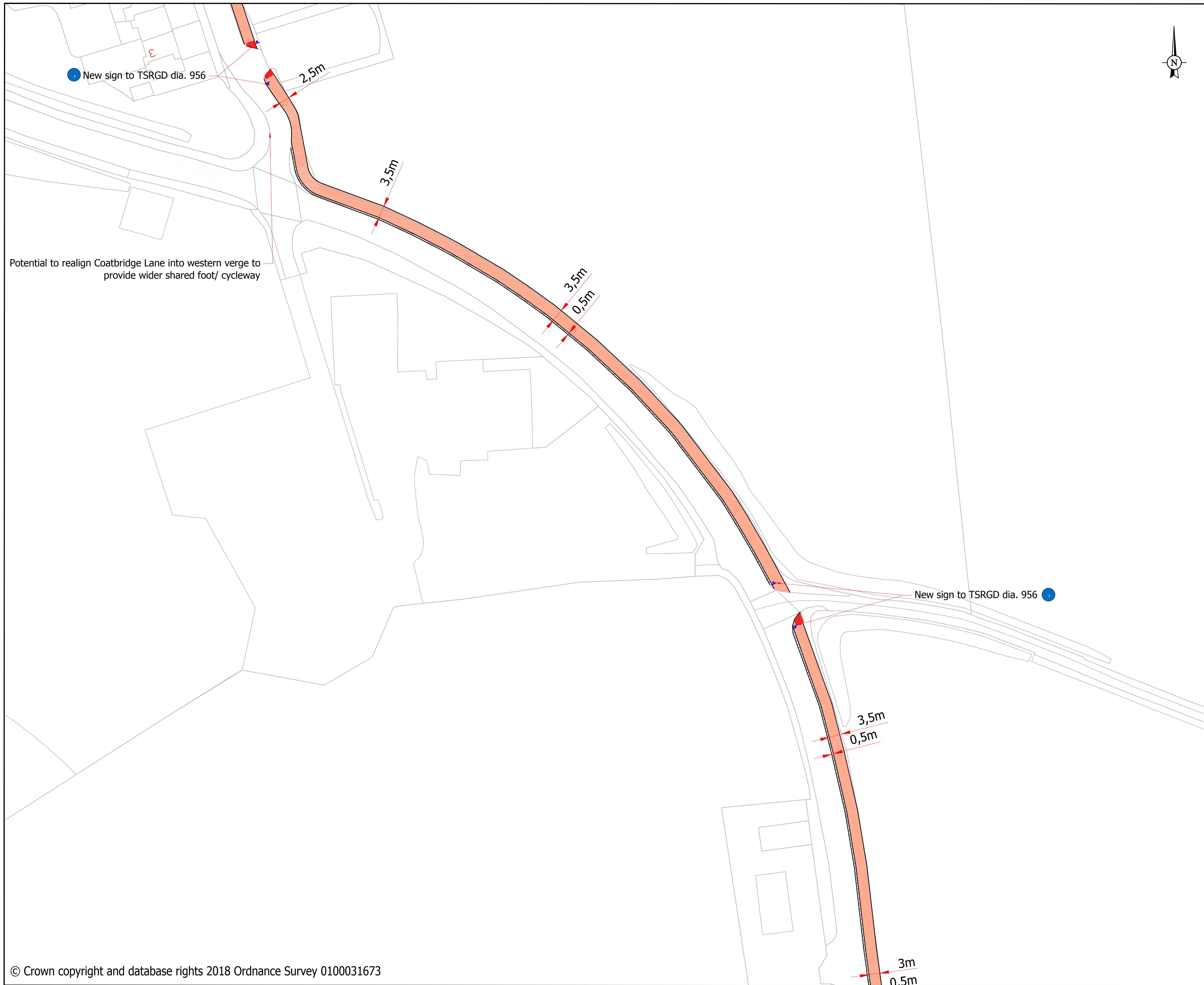
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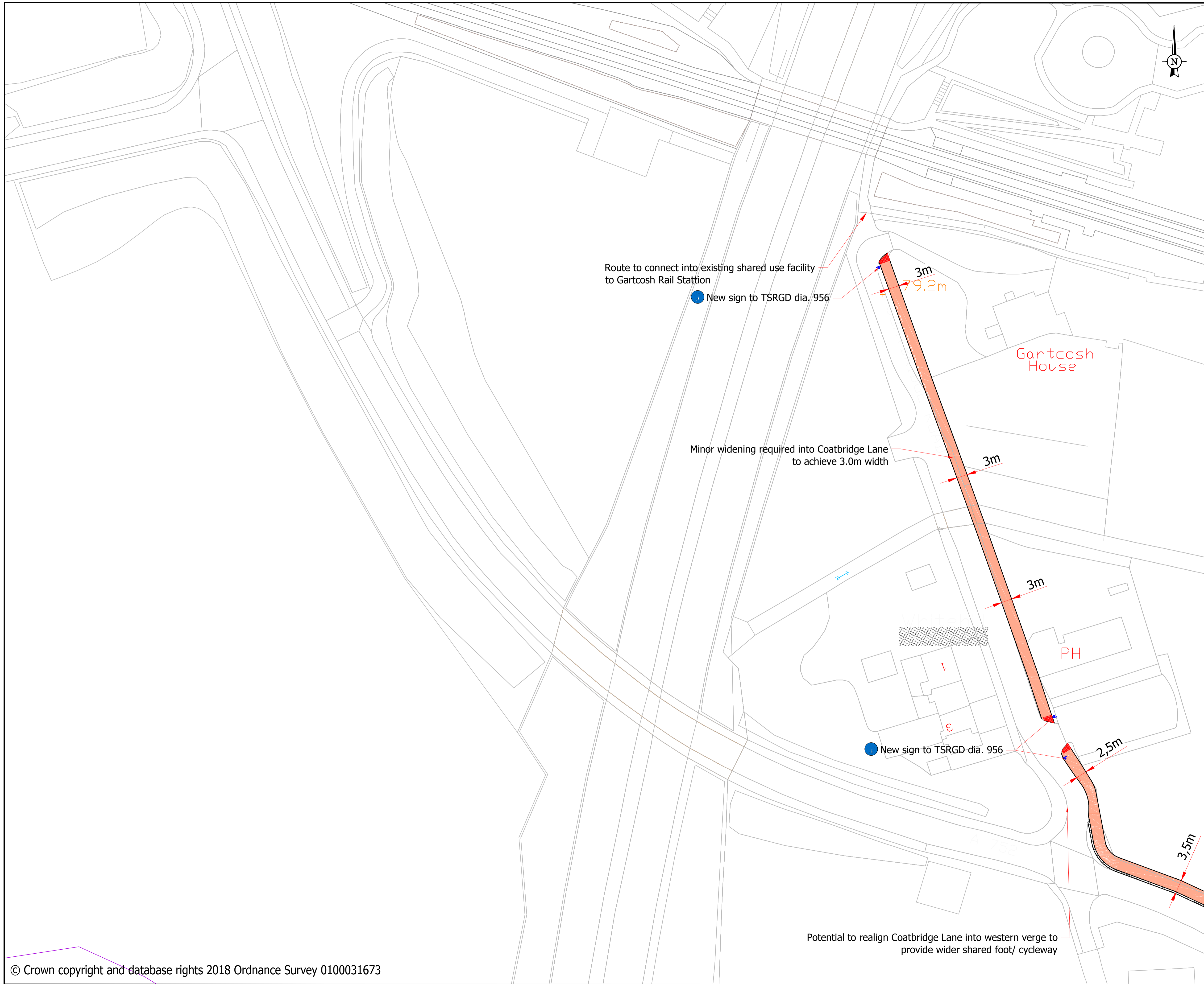
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Appendix A - Places for Everyone Funding Application Support – Johnston Road

Central Scotland Green Network Trust (CSGNT)

May 2019

Prepared by WYG Environment Planning and Transport Ltd.





Document control

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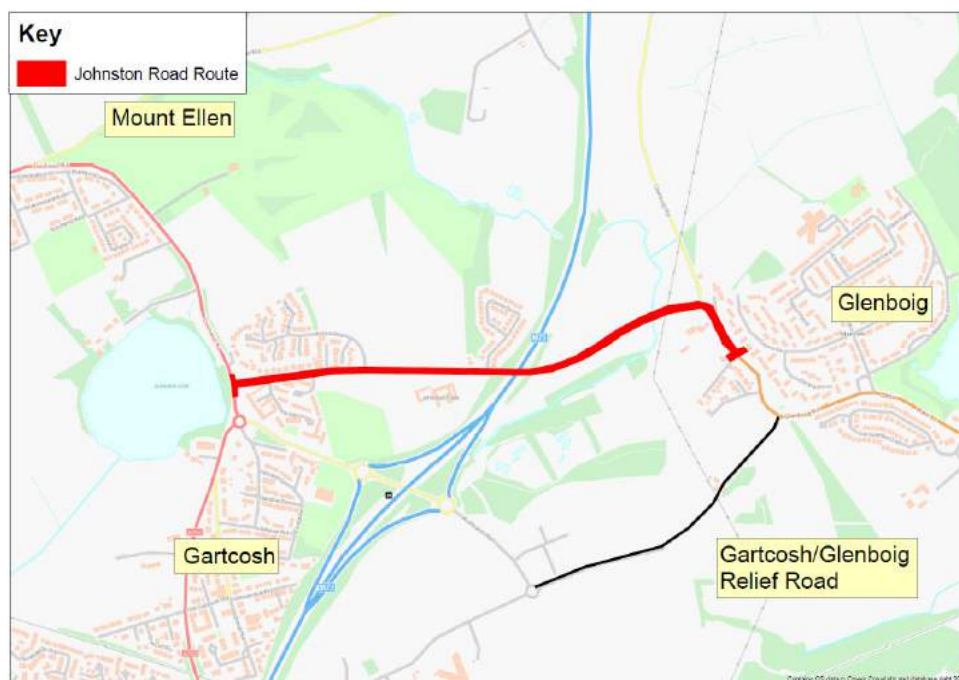
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1.0 Existing Situation

1.1 Introduction

The Study Area for the Johnston Road corridor is shown in Figure 1.1 below.

Figure 1.1 Study Area



The communities of Gartcosh and Glenboig have limited connectivity as the M73 motorway, which is aligned north-south between them, acts as a major barrier to east-west travel for all modes of transport.

Road and footway connections between the two communities are limited to road routes with overbridges across the M73, located on Auldyards Road to the south and B804 Johnston Road to the north.

Auldyards Road connects the A752 Lochend Road in Gartcosh with Glenboig Road in Glenboig via the Glenboig Relief Road to the south of Glenboig. The Relief Road was developed as part of the Gartcosh/Glenboig Community Growth Area (CGA) to improve vehicular connection between Glenboig and the M73, support North Lanarkshire Council's (NLC) future residential development aspirations and to provide greater route choice for trips between Glenboig and the M73 motorway. The route between the two communities via Auldyards Road and the Glenboig relief Road is approximately 2km long.

Johnston Road connects the A752 (Lochend Road) in Gartcosh with Glenboig Road in Glenboig and is some 1.5km long.

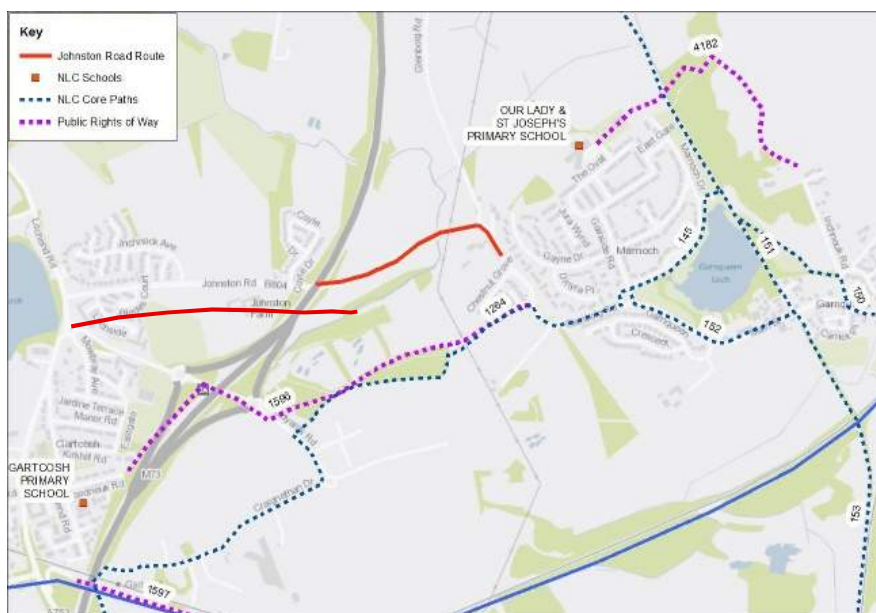
Of the two routes, Johnston Road and its overbridge, provides the most direct and lightly trafficked connection between the communities and is considered the only appropriate potential active travel route between the communities.

1.2 Existing Active Travel Network

1.2.1 Walking Network

The NLC Core Paths page¹ indicates that a number of Core Paths, promoted paths, unofficial paths and established Rights of Way (RoW) are present within the study area. The key paths are shown in Figure 1.2.

Figure 1.2: North Lanarkshire Core Paths



Johnston Road is c.6m wide over the majority of its length with partial sections of footway provided along its length. It is not designated as a Safer Route to School by NLC.

¹ <http://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=7373&p=0>

1.2.2 Cycling Network

The Sustrans website² indicates that there are no formal nationally recognised cycle routes within the study area. A few local, largely off-road, routes exist, which form part of the NLC Core Path network. One of these key routes, 4182, links Inchneuk Road and Glenboig Primary School providing a valuable link for locals. This route is surfaced with loose aggregate/tarmac and is generally 1.5m wide.

A disused railway line (Strathkelvin) runs north-south to the east side of the study area. It is designated as a shared footway, is approximately 2-3m wide and adjoins other core paths within the study area. Two of these run around the Garnqueen Loch, merging and providing a route to Gartcosh Station with a width between 2.5m and 3m.

Analysis of Strava³ data indicates that cyclists are currently using the local road network to make trips by bike. Output from Strava is replicated in Figure 1.3, where the brighter the route the more frequently it is used. It is clear there is existing active travel demand in the local area and Johnston Road is a key established route for some cyclists.

Figure 1.3: Strava Cycle Journey Data



² <https://www.sustrans.org.uk/map-ncn>

³ <https://www.strava.com/heatmap#13.01/-4.06567/55.89628/hot/ride>



1.2.3 Public Transport

Johnston Road forms part of a bus route used by two services. The No. 310 operates between Moodiesburn and Gartcosh and has 14 services a day in each direction, and the No.132 operates an hourly service between Coatbridge and Moodiesburn.

1.2.4 Traffic Volumes and Speeds

Johnston Road is identified within the NLC 1986 Development Guidelines as a district distributor and as such the design of the infrastructure of the route is suitable to cater for the wear and tear associated with Heavy Goods Vehicles (HGVs). No traffic survey has been undertaken in support of this study, however traffic flows on the route are estimated at c.3,000 bi-directional vehicle trips per day and an HGV content of around 17%. This is notably greater when compared with the 5-10% 'normally' expected and confirms the roads function as a key distributor route.

From on-site observations made by WYG, vehicle speeds are estimated to be on average 30mph (48 Kph) within the 30mph urban extent and c. 50mph (80Kph) within the derestricted section to the east. Observations were made during off-peak hours during the day time when the weather was overcast and the road surface damp.

There are no specific speed management facilities (road humps, ramps, road safety cameras) currently in place on the route, although the presence of the recently constructed roundabout providing access to the Bellway Homes development (route mid-point) will likely assist in management of vehicle speeds at this location by forcing all vehicles to decelerate to negotiate the roundabout.

1.2.5 Accident Data

Personal Injury Accident data for the study area was obtained from the online resource crashmap⁴. Figure 1.4 shows a plot for the last full 5 years of data available.

⁴ <http://www.crashmap.co.uk/Search>

Figure 1.4 Summary of Personal Injury Accidents

Source: crashmap.co.uk

The results show there have been 2 accidents in the last 5 years, both of which were slight. One incident occurred on Johnston Road near the junction with Lochside in 2014. The other, also in 2014, occurred at the eastern end of Johnston Road, at the junction with Glenboig Road. Whilst some incidents may have occurred that have not been recorded, there is currently no evidence to support any road safety concerns on Johnston Road.

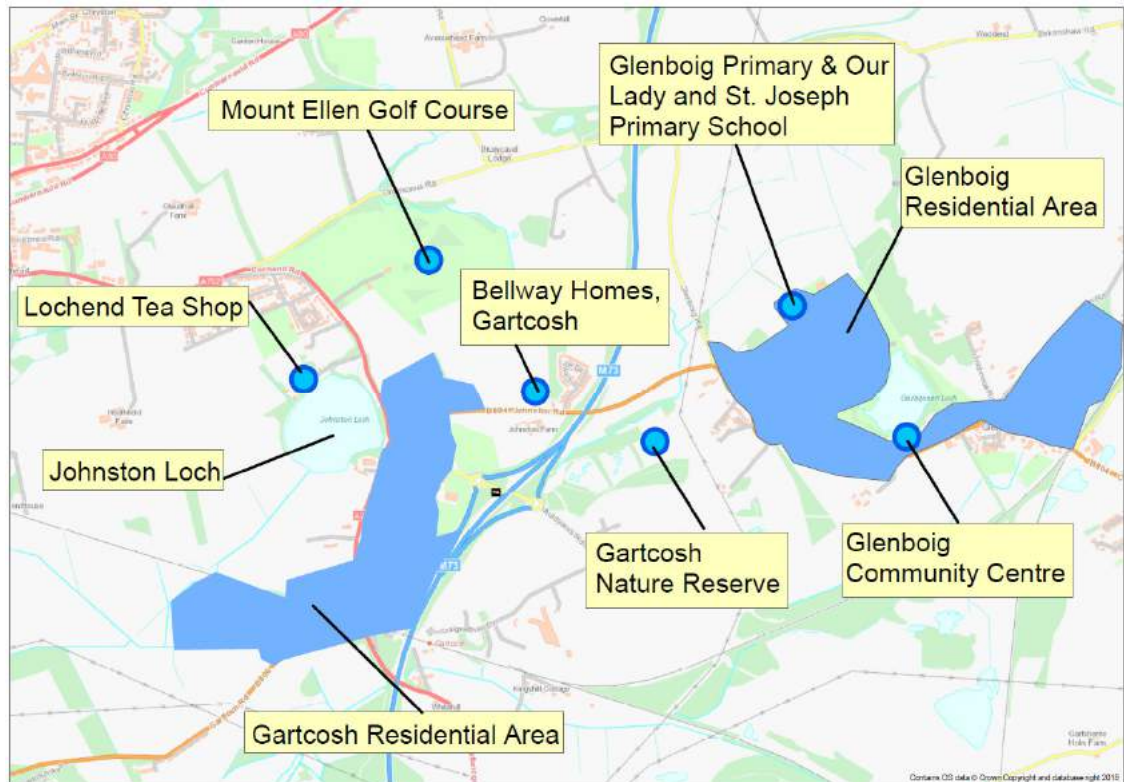
1.3 Travel Generators

Key origins and destinations within the study area that generate trips and for which safe provision by all modes should be made are indicated in Figure 1.5 and include:

- Residential areas of Gartcosh, Muirhead and Mount Ellen in the west and Glenboig to the east;
- Glenboig and Our Lady and St Joseph's Primary Schools and Nursery;
- Glenboig Community Centre (life centre);
- Mount Ellen Golf Club;
- Gartcosh Nature Reserve;
- Johnston Loch and Lochend Tea Shop; and
- Local residential housing developments associated with the Community Growth Area (CGA) including Bellway Homes.

Both the villages of Gartcosh and Glenboig offer local community services and are therefore essential hearts of the communities.

Figure 1.5 Trip Generators and Attractors



An improved facility to cycle between the communities would provide access to many useful local facilities and points of interest.

1.4 Limit of Adoption

The extents of the land adopted as part of the highway boundary will have a large effect on what design options are possible.

It is understood that NLC has adoption and ownership rights over Johnston Road from heel kerb to heel kerb. Grass verges located on the eastern extent of Johnston Road will also be within NLC adoption / ownership with the existing field boundary / boundary fencing delineating the extent of ownership.

2.0 Site Assessment Walkover Survey

2.1 Proposed Route

Prior to undertaking site investigations information gathered from the desktop review was used to identify key opportunities and constraints for movement between Gartcosh and Glenboig within the study area.

The desktop review confirmed that due to there being only two M73 overbridges, there are limited east-west route options through the study area. The Auldyards Road route is indirect; Johnston Road represents the only feasible route for consideration.

It is also noted that the route forms or has the potential to form part of a larger more cohesive active travel and core path network. For the purposes of this reporting, the route has been shown to start and end at a logical point to connect existing footways into a 'satisfactory' section of established infrastructure.

The Johnston Road Route is indicated below in Figure 2.1.

Figure 2.1: Proposed Route





2.2 Detailed Site Assessment

Members of the WYG project team accompanied by representatives of NLC's community links team, CSGNT and Northern Corridor Community Volunteers (NCCV) undertook site visits on Tuesday 5th March 2019, to confirm and note key constraints and opportunities on the Johnston Road Route. The key findings and observations from the site visits are detailed as follows.

Johnston Road

Route Overview

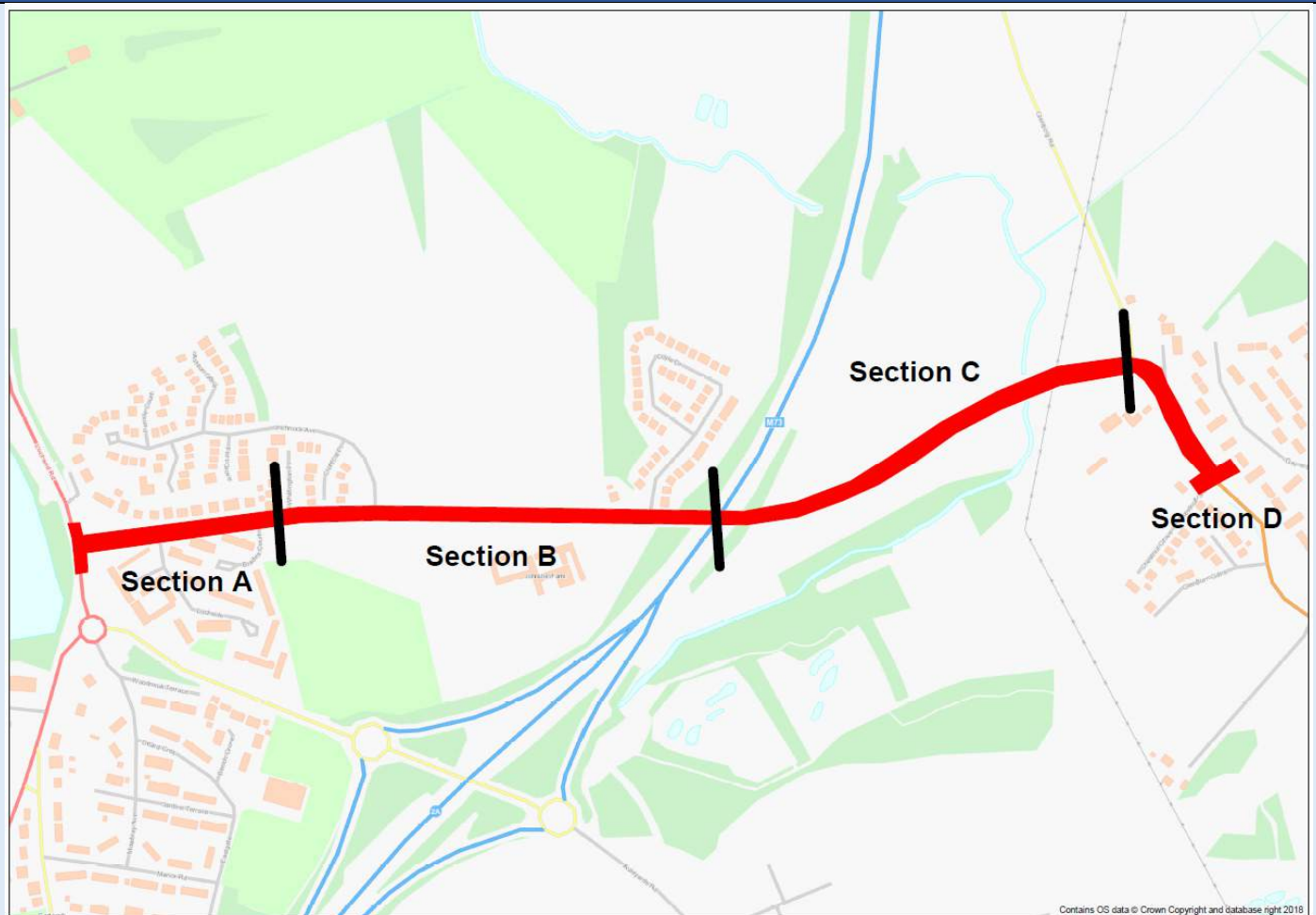
Johnston Road is some 1.3km in length and provides the most direct connection between the communities of Gartcosh and Glenboig. The route is predominantly well established and is part of the existing urban infrastructure. The route is part of a seamless urban road connection and has, for the purposes of this report, been shown to have logical defined start and end points selected to support connection between communities.

Johnston Road is part of the NLC core path network. The route is predominantly urban over its length connecting the strategic A752 and the village of Gartcosh in the west to Glenboig Road and Glenboig village in the east.

In the western sections (A & B), the route follows the existing carriageway and is formed in part by footways within the 30mph urban extent between the A752 and M73 overbridge. The eastern sections (C & D) between the overbridge and Glenboig Village have no footways provided although grass verges are generally located on both sides of the carriageway. Section C is subject to 60mph speed limit and Section D to a 30mph speed restriction.

The start and end points of each Section are given below.

Route Sections



Route Overview: Section A

Section A of the proposed route would follow Johnston Road which is subject to a 30mph speed limit. A continuous footway is provided on both the north and south sides of Johnston Road with dropped kerb provision at all junctions and safety barriers provided at some interchanges. The footway on the south side is segregated by a grass verge. Over this Section the route benefits from good natural surveillance and directness of travel and the route is relatively flat. Carriageway and footway surfacing is noted to be in good condition. Street lighting is provided. Observations indicated that vehicle speeds are appropriate and a number of HGVs use the route. Towards the eastern end of the Section, there is a short length of carriageway that is significantly higher than footway on the south side. The carriageway is supported by a small retaining wall; widening the carriageway at this point would not be possible.

Appropriateness to User Groups

This Section of the route is considered accessible by all user groups with no physical barriers. On-road cycling can be achieved with appropriate caution.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.

Johnston Road (Section A) View Eastwards from A752



Route Overview: Section B

The proposed route would continue to follow Johnston Road. A continuous 1.5m footway is provided on the north side of the carriageway. This Section benefits from good natural surveillance and directness of travel. Carriageway and footway surfacing is in good condition. Street lighting is provided. The route is subject to a 30mph speed limit and is relatively flat. There is a new roundabout at the entrance to a Bellway Homes development at approximately the mid-point of the Section that is provide with dropped kerbs and tactile paving across the Bellway access. Within this Section there are two sets of bus stops on the northern side of the carriageway, each with a flag and pole stop. One is located near Whittington Place and the other near the Bellway Homes development. Observations indicated that vehicle speeds are appropriate and a number of HGVs use the route.

Appropriateness to User Groups

This Section of the route is considered accessible by all user groups with cycling achievable on road with appropriate caution.

Recommended Actions

- Consider road narrowing for provision of segregated cycling facility due to traffic volumes and HGV presence.

Johnston Road (Section B) View Looking Eastwards



Route Overview: Section C

Within Section C the proposed route continues to follow Johnston Road and crosses the M73 overbridge. The M73 bridge has metal parapets which are noted to be 1.3m high from the deck to the parapet rail. These are too low for safe cycling provision. The bridge is provided with a footway on the north side and a narrow strip of hardstanding on the south. East of the overbridge the route continues on Johnston Road which at this point is c.6m wide with 0.5m grass verges on both the north and south sides of the carriageway. The verges are assumed to be within public adopted boundary as crash barriers and road furniture (telegraph poles, signage, and lighting) are located within them. The road is subject to the national speed limit and no street lighting is present; carriageway surfacing is in good condition. There is no natural surveillance through this Section which is bounded by unworked, boggy fields to the north and a vegetation strip to the south. The carriageway gradient is c.1% and there are no obvious geographical or topographical constraints which may limit route development.

Appropriateness to User Groups

The route through this Section is considered to be accessible only by able-bodied pedestrians and experienced cyclists comfortable with cycling on road. Pedestrians would have to travel on-carriageway or along a grass verge (although there was no evidence of use). This Section may be perceived to be a barrier for even able-bodied active travel users given the remote location, prevailing vehicle speeds and proportion of HGVs. The Section would almost certainly be a barrier to the mobility impaired and is considered to be unattractive as a route that could encourage recreational use.

Recommended Actions

- Increase bridge parapets by c.0.5m.
- Investigate provision of continuous footway by extending the northern footways eastwards from the bridge within adopted road verge.
- Investigate traffic volumes and vehicle composition.
- Investigate options to reduce speed limit.

Johnston Road (Section C) Views Looking Eastwards from M73 Overbridge



Route Overview: Section D

Close to the start of Section D, B804 Johnston Road continues as A804 Glenboig Road at a sweeping right hand bend and heads south towards the village of Glenboig. A spur of Glenboig Road joins the A804 from the north on the outside of the bend and runs north towards Drumcavel Road and the wider core path network. Crossing provision will require careful consideration at the junction to support the movement of pedestrians. It is noted that junction signage, telegraph poles and gas tobies are located within the verge. Towards the village, Glenboig Road is narrower at c.6m wide with 0.5m grass verges located on the west side of the carriageway and a combination of grass verges and french drain on the east side. The east side is overgrown with vegetation but it is unclear if this is due to poor maintenance or if it is privately owned land. The verges are assumed to be within public adopted boundary. A driveway (east side) and field access (west side) cross the Glenboig Road verges south of the junction; these would require consideration in any design. The road is subject to a 30mph speed limit and no street lighting is present; carriageway surfacing is in good condition. There is no natural surveillance at this location. Carriageway gradient is c.1% with geographical or topographical constraints which may limit route development on both sides of the carriageway. At the village, a 1.5m footway is provided alongside the west carriageway.

Appropriateness to User Groups

The route through this Section is considered accessible by only very keen able bodied-pedestrians and experienced cyclists comfortable with cycling on road. Pedestrians would have to walk on-carriageway or along a poorly maintained grass verge (evidence of use of the west verge was noted). This Section may be perceived to be a barrier for able-bodied active travel users given the lack of facilities, prevailing vehicle speeds and proportion of HGVs. The Section would almost certainly be a barrier to the mobility impaired and is considered to be unattractive as a route that could encourage recreational use.

Recommended Actions

- Investigate pedestrian crossing management at Johnston Road / Glenboig Road junction.
- Investigate option to provide continuous footway on the west side of the carriageway from the junction to the existing footway within Glenboig Village.
- Investigate traffic volumes and vehicle composition.
- Investigate options to reduce speed limit.

Johnston Road (Section D) Showing Junction and Road Bend before Entering Glenboig Village





3.0 Options Appraisal

The walkover assessments highlight that Sections A and B through the village of Gartcosh, whilst benefiting from established footways, are unlikely to be suitable for promotion of cycling-related activities as they stand. This is primarily due to the vehicle flow and composition of HGVs.

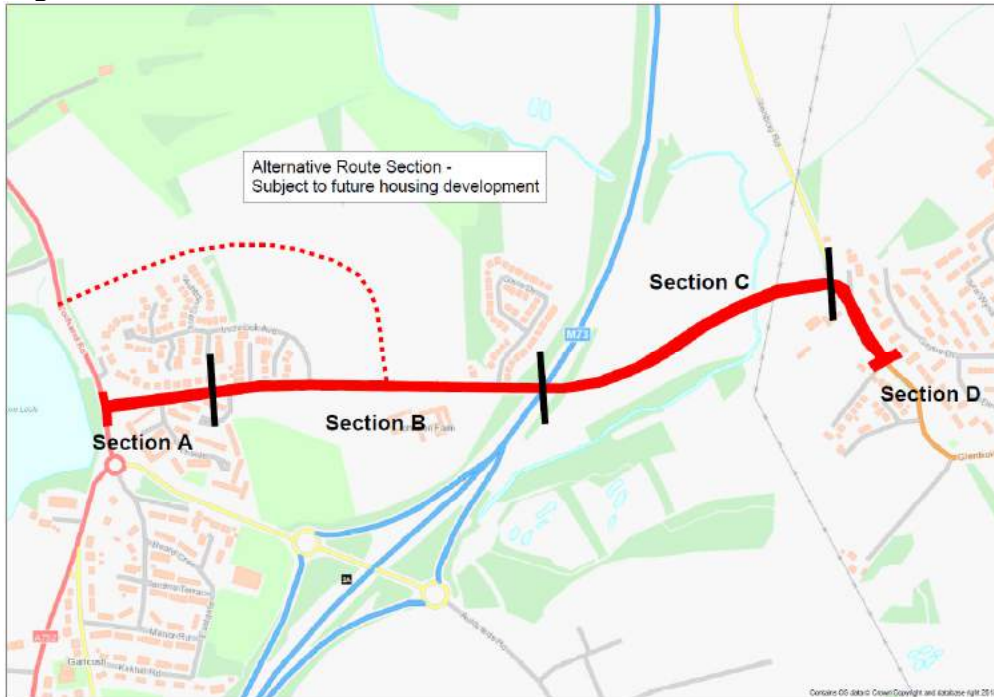
Sections C and D have limited or no footway provision and again are unlikely to be suitable for promotion of cycling-related activities as they stand

As such, all Sections of the route would require improvement, noting constraints imposed by road width and route designation.

3.1 Consideration of Alternative Routes

With reference to the site walkover assessments and acknowledging the constraints in Sections A & B of the identified route, the wider study area was examined for possible alternative routes to better suit the function as an active travel route. The recent completion of the phase 1 Bellway Homes housing estate (2018) in section B has introduced new infrastructure to the area with a 28m roundabout on Johnston Road and associated 2m wide footways throughout the estate. The development extends north toward the Mount Ellen Golf Course and on completion of phase 2 will connect with the A752 and the community of Muirhead. A route through the development could provide a more direct alternative to Johnston Road with active travel groups likely to be more readily encouraged to travel through a quieter residential development with an accessible layout. The line of the alternative route is indicated in Figure 3.1 by a dashed red line.

Figure 3.1 Alternative Johnston Road Route



The potential for development of this alternative route is subject to the completion of Bellway phase 2, which at the time of writing has not commenced and would be subject to provision of appropriate gradients noting the development site is located on a challenging slope.

Noting the uncertainty of the future network connection through the Bellway site, it is concluded that the Johnston Road route as shown by the solid red line in Figure 3.1, should be progressed to an identification of route interventions.

3.2 Identification of Route Interventions (Options)

From review of the baseline information and relevant Sustrans design guidance, the following options within each Section of the route have been identified for further consideration and sifting.

Potential Route Options		
Section	Option	Description
A	A1	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.
B	B1	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.
C	C1	Retain derestricted speed limit. Convert either north side or south side verge to 3.0m shared use cycling facility. Introduce a 1.5m separation strip.
	C2	Reduce speed limit to 30mph. Set road width to minimum 6m and provide on-road cycle lanes northbound and southbound. Introduce a mandatory 2.0m wide footway on north side.
	C3	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.
D	D1	Within current 30mph speed limit. Convert either north side or south side verge to 3.0m shared use cycling facility.
	D2	Within current 30mph speed limit. Set road width to minimum of 6m and provide mandatory on-road cycle lanes northbound and southbound. Introduce a 2.0m wide footway on northside.

3.3 Land Ownership and Other Constraints

The proposed route Sections C and D are likely to follow the route of the existing carriageway with any requirement for land limited to an extension of the verges. It is anticipated that the majority of any intervention can be accommodated within the existing verges and within the extent of NLC's limits of adoption.

To understand the constraints imposed by land availability, a land ownership search through the Registry of Scotland (RoS) was undertaken for Sections C and D. In addition, the limits of adopted highway land were requested from NLC. Due to GDPR security restrictions, the names and details of the owners cannot be displayed.

The extent of third party land ownership for Sections C and D (east of M73 overbridge) is summarised in the route option sketches shown in Appendix A.

3.4 Assessment Methodology

Following the desktop review and initial site visit, all Sections of the proposed route were evaluated to identify a potential alignment for the scheme. These evaluations were undertaken with reference to the five core principles set out in *Cycling by Design*. These core principles are:

- **Safety** - Design should minimise the potential for actual and perceived risk of accidents



for all users.

- **Directness** - Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.
- **Coherence** - Design should be continuous and consistent from origin to destination.
- **Comfort** - Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.
- **Attractiveness** - Design should complement and enhance its environment in such a way that cycling is attractive.

Whilst these core principles represent the basis of good active travel design, the route being considered is part of an established urban network and as such will be subject to a number of additional concerns including who will manage the infrastructure and whether the designs can actually be developed as envisaged. To consider this, any design proposal will require consideration of a wider range of criteria as set out as follows:

- **Maintainability** - Design should support future routine maintenance and be adoptable.
- **Socio-Economic** - Design should support improved socio-economic activity through encouraging activity.
- **Deliverability** - Design should be deliverable meeting key design criteria, land ownership considerations and cost proportionality.
- **Public Transport** - Design should support public transport operation, enhancing sustainable travel opportunities.
- **General Access** - Design should not prejudice the existing operation or competing demand on space.

Consideration has also been given to project deliverability, with emphasis on construction costs, other physical constraints such as topography and the private land ownership.

3.5 Assessment of Interventions

The options identified for consideration have been evaluated against the above noted criteria and a score ranging from -3 to + 3 used to evaluate each option against each criterion. A score of -3 suggests the option strongly detracts from the criteria whereas a score of +3 indicates strong support.



Option	Route Section A (A1)	
Description	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.	
Design Principle	Information	Score (+/- 3)
Safety	- New largely segregated shared surface improving safety for all users with wider footway providing more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option.	2
Directness	- Linear route following existing desire line.	3
Coherence	- Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route.	3
Comfort	- Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low.	3
Attractiveness	- Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists.	3
Maintainability	- Extension of existing infrastructure but no net increase in maintainable surfacing.	3
Socio-economic	- Limited as wider footway not likely to result in significant step change in travel behaviour as there are no barriers to activity currently.	0
Deliverability	- Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs.	1
Public Transport	- Unlikely to have any impact on bus travel or bus services.	0
General Traffic	- Minor impact on traffic flows and speeds due to lane width reduction.	-1
Total		17



Option	Route Section B (B1)	
Description	Decrease road width to a minimum of 6.0m. Widen north side footway to minimum of 2.5m shared use off-road cycling and walking facility.	
Design Principle	Information	Score (+/- 3)
Safety	- New largely segregated shared surface improving safety for all users with wider footway providing more space for prams, wheelchairs and cyclists. Inclusion of a separation strip would increase safety scoring but limited road space limits this option.	2
Directness	- Linear route following existing desire line.	3
Coherence	- Likely to be coherent design consistent with treatment of other route sections - Increased coherence with eastern section of the route.	3
Comfort	- Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low.	2
Attractiveness	- Design will have a positive impact on the surrounding environment through proportionate treatment of existing infrastructure. This will provide an attractive environment for pedestrians and cyclists.	3
Maintainability	- Extension of existing infrastructure but no net increase in maintainable surfacing.	3
Socio-economic	- Limited as wider footway not likely to result in significant step change in travel behaviour as there are no barriers to activity currently.	0
Deliverability	- Understood to be deliverable but will require lane reduction on a district distributor grade road subject to high % HGVs.	1
Public Transport	- Unlikely to have any impact on bus travel or bus services.	0
General Traffic	- Minor impact on traffic flows and speeds due to lane width reduction.	-1
Total		16



Option	Route Section C (C1)	
Description	Retain derestricted speed limit. Convert either north side or south side verge to 3.0m shared use cycling facility. Introduce a 1.5m separation strip.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will provide an attractive environment for pedestrians and cyclists relative to on-road movement. - 60mph speed limit may still mean some users are intimidated. 	2
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		17



Option	Route Section C (C2)	
Description	Reduce speed limit to 30mph. Set road width to minimum 6m and provide on-road cycle lanes northbound and southbound. Introduce a mandatory 2.0m wide footway on north side.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	2
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 30mph within rural extent may present enforcement issues. 	1
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		17



Option	Route Section C (C3)	
Description	Reduce speed limit to 40mph. Set road width to minimum of 6m and provide a 3m shared use footway/bi-directional cycleway on either the north or south side. Introduce a 0.5m segregation strip.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	3
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 40mph within rural extent may present enforcement issues. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	1
Total		17



Option	Route Section D (D1)	
Description	Within current 30mph speed limit. Convert either north side or south side verge to 3.0m shared use cycling facility.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	3
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 30mph within rural extent may present enforcement issues. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		19



Option	Route Section D (D2)	
Description	Within current 30mph speed limit. Set road width to minimum of 6m and provide mandatory on-road cycle lanes northbound and southbound. Introduce a 2.0m wide footway on northside.	
Design Principle	Information	Score (+/- 3)
Safety	<ul style="list-style-type: none"> - New infrastructure provision where currently no footpath exists. - Provides space for prams, wheelchairs and cyclists where current travel on grass verge of carriageway is the only option. 	3
Directness	<ul style="list-style-type: none"> - Linear route following existing desire line. 	3
Coherence	<ul style="list-style-type: none"> - Likely to be coherent design consistent with treatment of other route sections - Increased coherence with full route. 	3
Comfort	<ul style="list-style-type: none"> - Design will improve facilities for all users, providing a smooth and largely segregated surface. The entirety of the route is flat and as such the gradient is consistently low. 	3
Attractiveness	<ul style="list-style-type: none"> - Design will have a positive impact on the surrounding environment requiring minimal grass verge to be surfaced. This will provide an attractive environment for pedestrians and cyclists relative on on-road cycling. 	3
Maintainability	<ul style="list-style-type: none"> - Extension of existing infrastructure and conversion of verge to solid surfacing will result in minimal additional maintenance requirements. - Extension of street lighting will increase maintenance burden. 	-1
Socio-economic	<ul style="list-style-type: none"> - Potential for significant step change in travel behaviour as missing infrastructure likely to limit active travel between communities. - Unlikely to have a measurable impact on employment potential but will contribute towards recreational cycling and therefore health improvements. 	3
Deliverability	<ul style="list-style-type: none"> - Understood to be deliverable with council adopted verge converted to solid surface. - Change of speed limit to 30mph within rural extent may present enforcement issues. 	2
Public Transport	<ul style="list-style-type: none"> - Unlikely to have any impact on bus travel or bus services. 	0
General Traffic	<ul style="list-style-type: none"> - Unlikely to have any impact of general vehicles. 	0
Total		19



The table below summarises the route section appraisals.

Design Principle	Route Sections Options						
	A1	B1	C1	C2	C3	D1	D2
Safety	2	2	3	3	3	3	3
Directness	3	3	3	3	3	3	3
Coherence	3	3	3	3	3	3	3
Comfort	3	3	3	3	3	3	3
Attractiveness	3	3	2	3	3	3	3
Adaptability	3	3	-1	-1	-1	-1	-1
Socio-economic	0	0	2	2	3	3	3
Deliverability	1	1	2	1	3	2	3
Public Transport	0	0	0	0	0	0	0
Pedestrians	-1	-1	0	0	0	0	0
General Traffic	2	2	3	3	3	3	3
Total	17	17	17	17	17	19	19
Recommendation to Progress	Yes	Yes	No	No	Yes	Yes	No



4.0 Outline Design

Following the options appraisal, initial route alignments for the preferred option in each Section of the route were developed and are included in Appendix A.

The proposed alignment will comply with both Cycling By Design and the Sustrans Design Manual with a minimum cycleway width of 2.5m which is considered suitable for a cycle route.

A summary of the routes overall key design impacts is provided in Table 4.1.

Table 4.1: Summary of Design Equality Impacts

Metric		Rationale	Value relative to Existing Situation
Legible		A consistent 3m shared use path over the full route length on the northern side of the carriageway supports wayfinding and supports legibility.	High Positive
Uncluttered		The route minimises conflicts with existing accesses and can be provided with the minimal street clutter and simplistic sign and lining	High Positive
Safe		Speed limits have been reduced as appropriate and segregation strips provided as per good practice design. Natural surveillance has been maximised and street lighting considered.	High Positive
Coherent		The 4 route sections will maintain a consistent 3m shared use facility over the route length and predominately on the northern side of the route minimising the need to cross the carriageway. The continuity of shared path design will support wayfinding.	High Positive
Direct		Follow the most direct route through the area linking communities.	High Positive
Comfortable		An appropriate balance between encouraging cycling demand and providing essential missing infrastructure where only grass verge existing at present.	High Positive
Attractive & resource efficient		Design provides an improvement where no facility currently exists	Positive
Context specific		Provides an appropriate design response within a rural / urban route setting where route coherence and legibility is important. Provides opportunity to encourage active travel by all user groups within a partially constrained streetscape.	High Positive
EQIA	Protected Characteristics	3m shared footway with minimal crossing requirements supports and encourages access by a number of key user groups including mobility impaired, mothers with prams, young and elderly. Provision of a footway minimises positive discrimination of these important user groups	High Positive
	Cyclists	3m shared footway provides coherent and direct route between communities and supports cycling by the young and more experienced. Caution will be required when considering the mix with pedestrians and other users.	High Positive
	Pedestrians	Provision of a 3m shared route provides a safe walking route between Gartcosh and Glenboig communities where no complete route / path currently exists.	High Positive
	Equestrians	Equestrians will tend to continue travelling on road and will require drivers to give way as appropriate. Therefore no change relative to current situation.	Neutral
Biodiversity & Environment		Pragmatic design solution minimises the need for built infrastructure and bound surfacing minimising the impact on built environments. Impact on vegetation is minimal. Conversion of verge whilst loss of some green space will offer opportunity for green infrastructure and landscape planting.	Minor Positive



4.1 Public Utilities

Within each Section of the route, public utilities and services are noted to be present. In the absence of a topographical survey and utility suppliers' logs of services, the exact location of services and the significance of any diversions are limited to the experience of WYG and on-site observation. The extent of council limits of adoption combined with full public utility searches and a topographical survey are recommended should this project progress to the next stage.

4.2 Extent of Adoption

The extent of council adopted road has been estimated by WYG based on experience and with reference to physical boundaries where they exist. It is recommended that the extent of adoption is confirmed with the Local Roads Authority should the design progress to the next stage of development.

4.3 Drainage

Drainage design is limited to tie-ins with the existing road drainage system or provision of soakaways where appropriate. The proposed designs are unlikely to increase the level of surface water discharge and as such are expected to have a minimal impact on system requirements. No drainage calculations or proof of principle has been undertaken at this stage in the design process.

4.4 Land Purchase

The proposed design **does not** identify any land purchase requirements and as such no discussions with any identified land owners have been undertaken at this stage.

4.5 Key Agreements and Approvals

The concept design has been developed through a collaborative approach with a number of key stakeholders including North Lanarkshire Active Travel Team, Sustrans, Transport Scotland and the public. Where land purchase is required, initial conversations have taken place and no barriers to progression identified. The identified design can be accommodated within the extents of public adopted road. At this stage NLC active travel officers have considered the concept through stakeholder engagement process and have confirmed the



merits of the concept proposal. Consultation with the operational team and Police Scotland will be required as part of the design development.

4.6 Street Lighting

Street lighting will be provided where indicated on the drawings shown in Appendix A.

4.7 Road Safety Audit

No Road Safety Audit (RSA) has been undertaken at this stage. A combined RSA stage 1 / 2 is recommended as part of the next stage of development.

4.8 Preliminary Cost Estimates

A preliminary cost estimate for the construction of the preferred option has been prepared. This has been based on unit cost rates extracted from the *Greater Manchester Cycling Design Guidance and Standards v2.0*. This value has also been cross-referenced with recent pricing examples of similar cycle design schemes, to confirm that it is in line with the current market.

It should be noted that the estimate does not include costs associated with **land purchase, design and contract documentation, legal fees, Traffic Management or other project management**. The costs will need to be refined through the next stage of detailed design and are shown as upper bound (worst case) estimate based on rates prices.

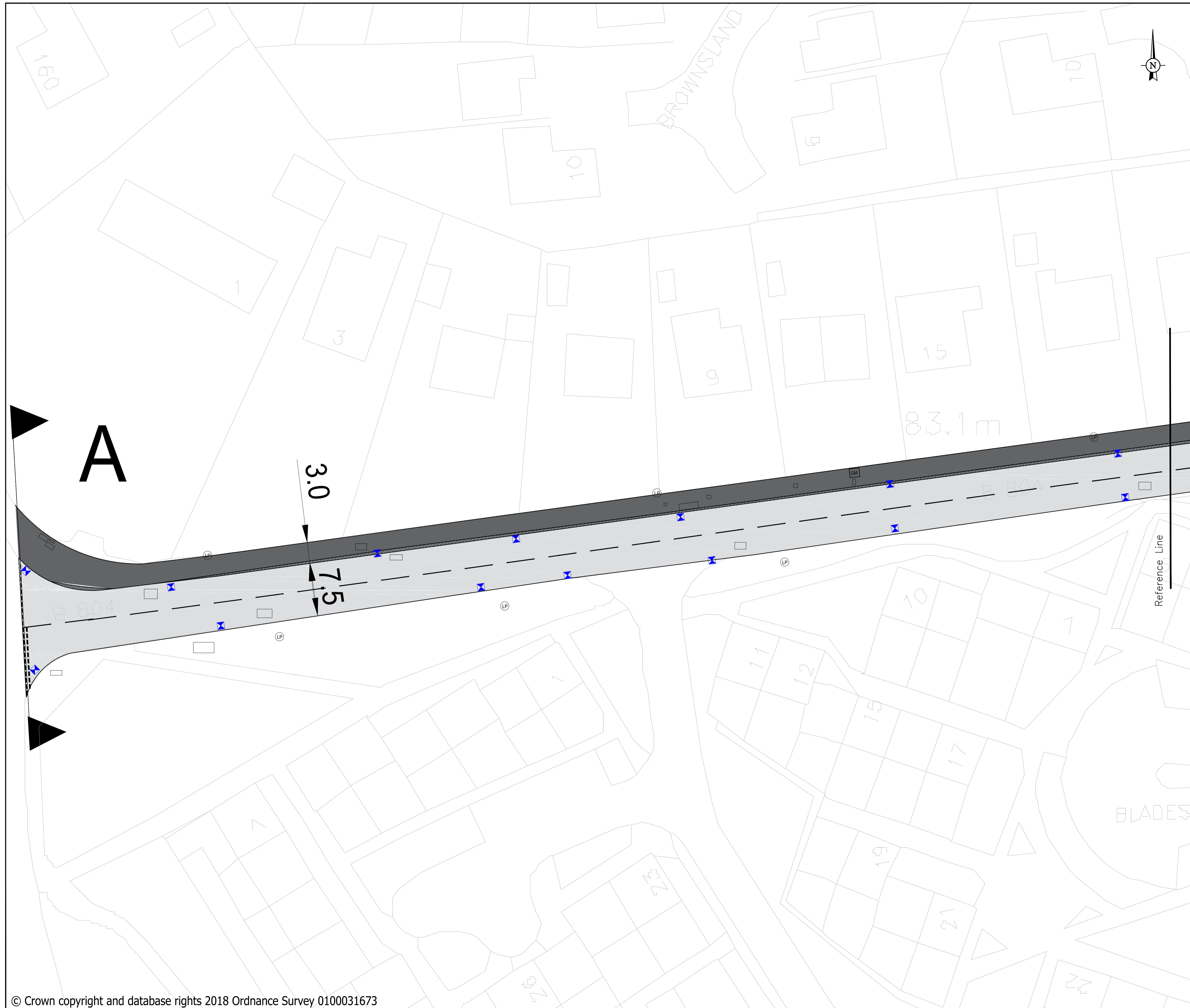
At this stage of the design, an optimism bias of 44% has been applied to the cost estimate for a Standard Civil Engineering Project which is in accordance with guidance in the supplementary green book prepared on behalf of the UK Government. Cost estimates for the development of the route are summarised in Table 4.2 below.

Table 4.2 – High Level Cost Summary

Item	Quantity
On-Road Mandatory Cycle Lane (Contra Flow) (m)	0
On-Road Advisory Cycle Lanes (m)	0
On-Road Quiet Streets(m)	0
Footway Construction with permeable buffer (m)	465
Footway Upgrades (shared use/unsegregated) (m)	280
Off-Road/ New Construction(m)	140
Footway Upgrades (shared use/unsegregated) (m)	580
Footway Resurfacing (m)	0
Two way cycle track (m)	0
Carriageway resurfacing (m)	0
Junction (Raised Table)(no.)	6
Carriageway Crossing Signalised	0
Carriageway Crossing - Uncontrolled(no.)	3
Net Cost UB	£1,034,950
Design and Supervision @ 5%	£51,748
Optimism Bias @ 20%	£206,990
Gross Total Upper Bound (UB)	£1,300,000
Length	£1,465
Cost Per m	£618



Appendix A
Section Outline Design



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- Dimensions**
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 - Existing Gully - To be Confirmed at Detailed Design Stage
 - Existing Gas Main - To be Confirmed at Detailed Design Stage
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P1	Draft for discussion	LM	RP	19/04/2019
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **CSGNT**

PROJECT: **Northern Corridor Greenways**

DRAWING TITLE: **General Arrangement
Johnston Road**

SCALES: **1:250@A1**

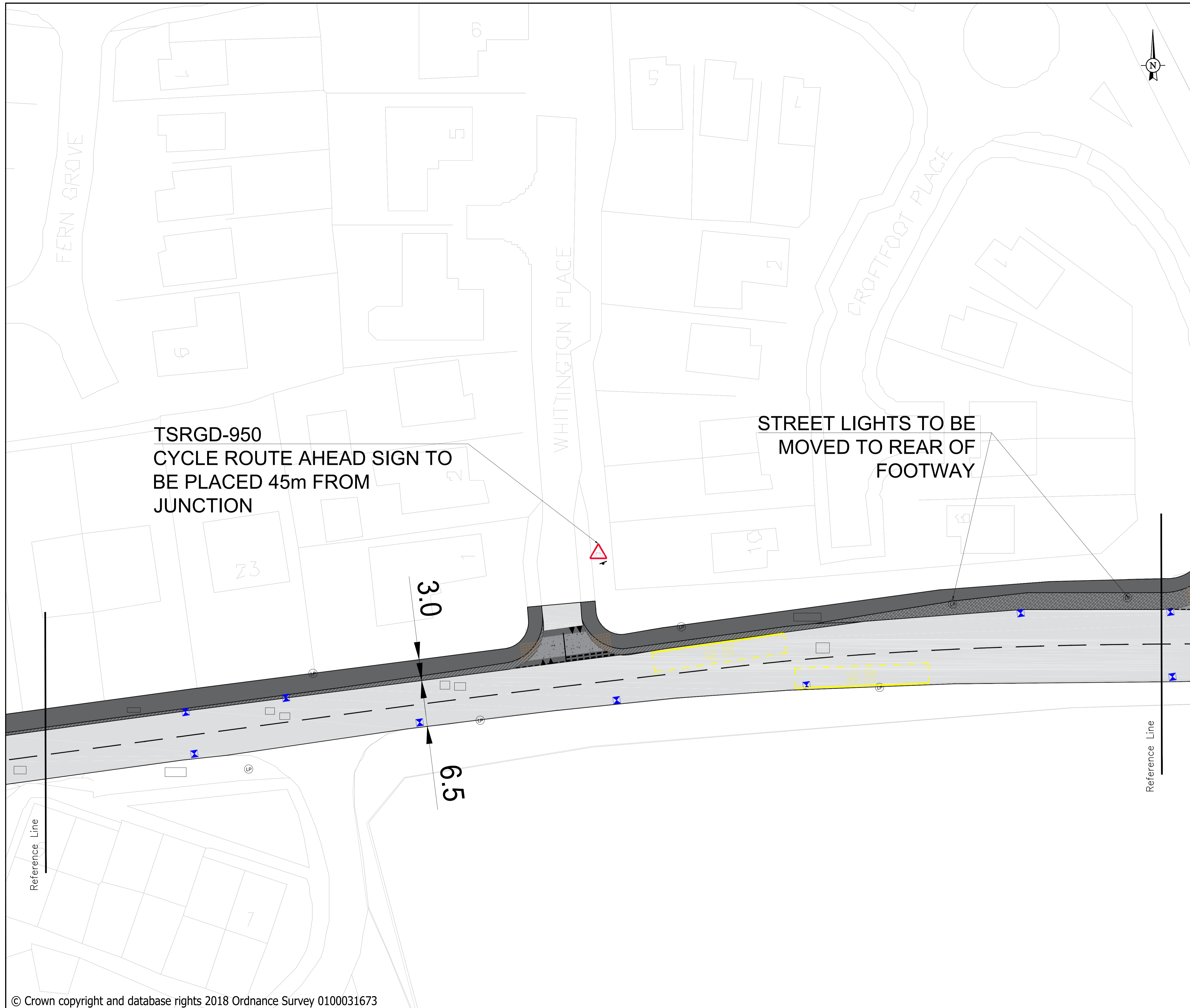
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DRAWING NUMBER: **A112751_18_701** REVISION: -



TSRGD-950
CYCLE ROUTE AHEAD SIGN TO
BE PLACED 45m FROM
JUNCTION

STREET LIGHTS TO BE
MOVED TO REAR OF
FOOTWAY

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DRAWING TITLE: General Arrangement Johnston Road

SCALES: 1:250@A1

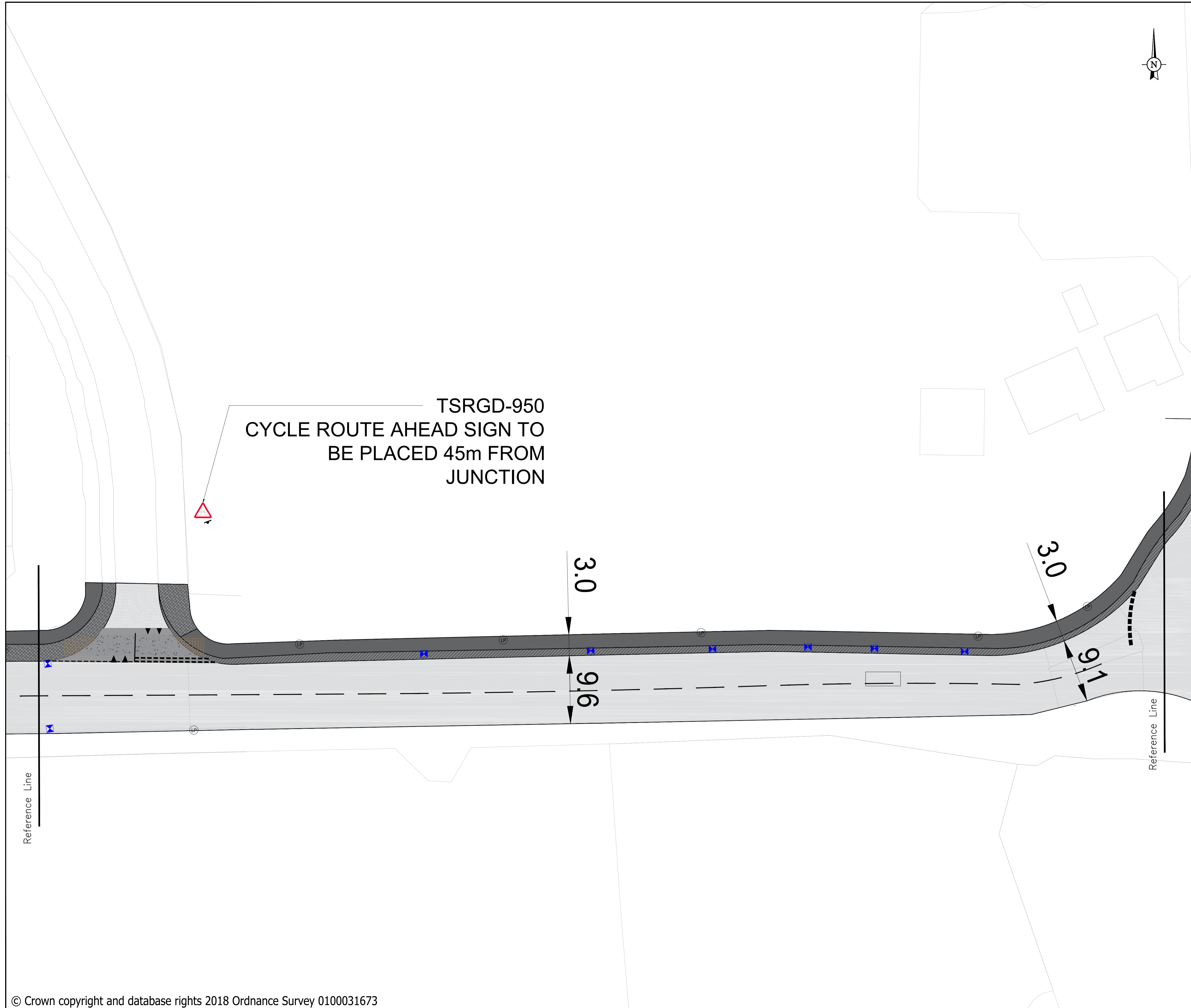
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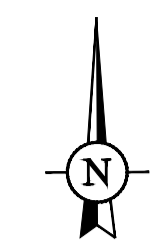
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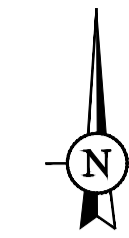
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DRAWING TITLE: General Arrangement Johnston Road

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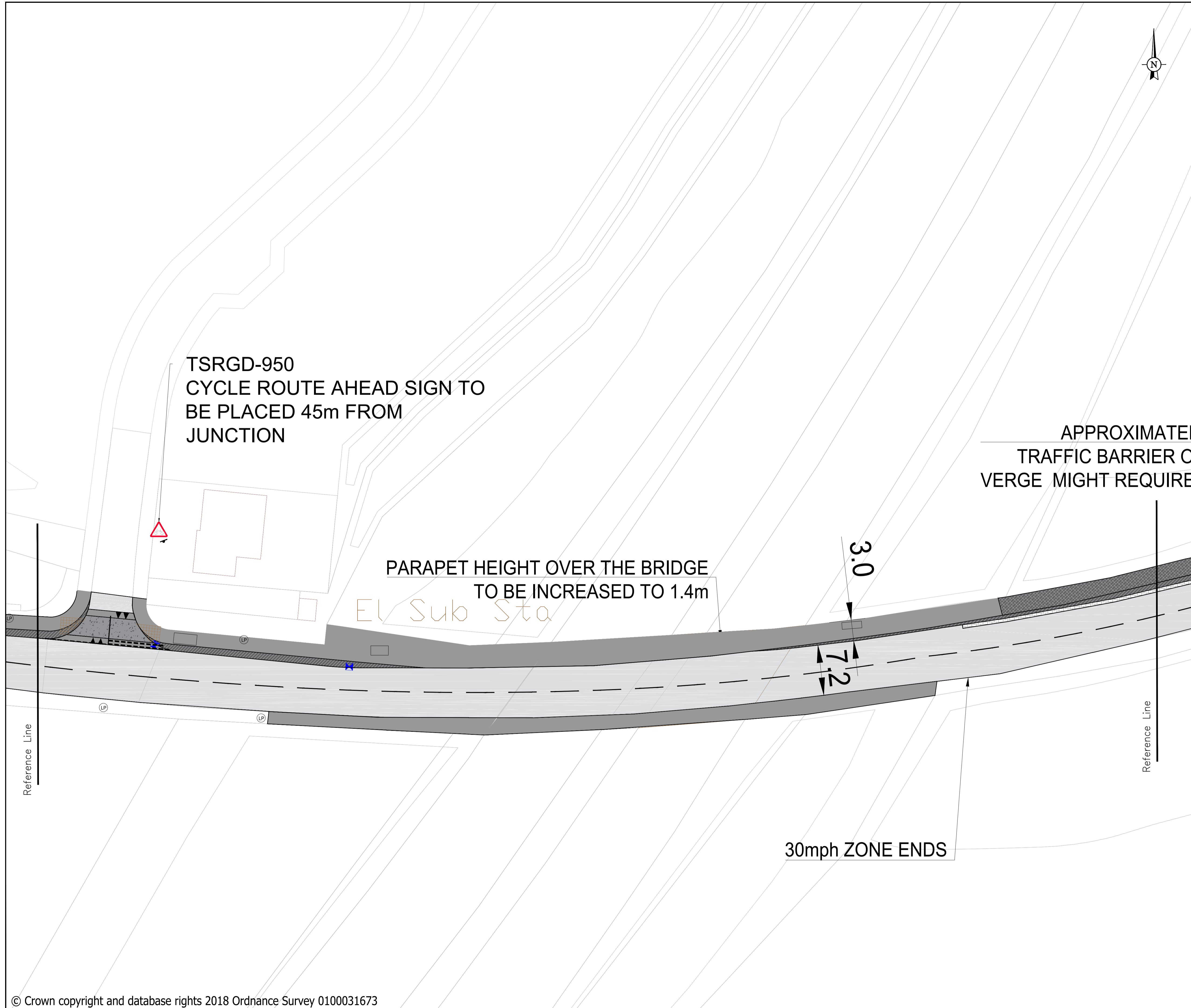
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BUS STOP

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Reference Line

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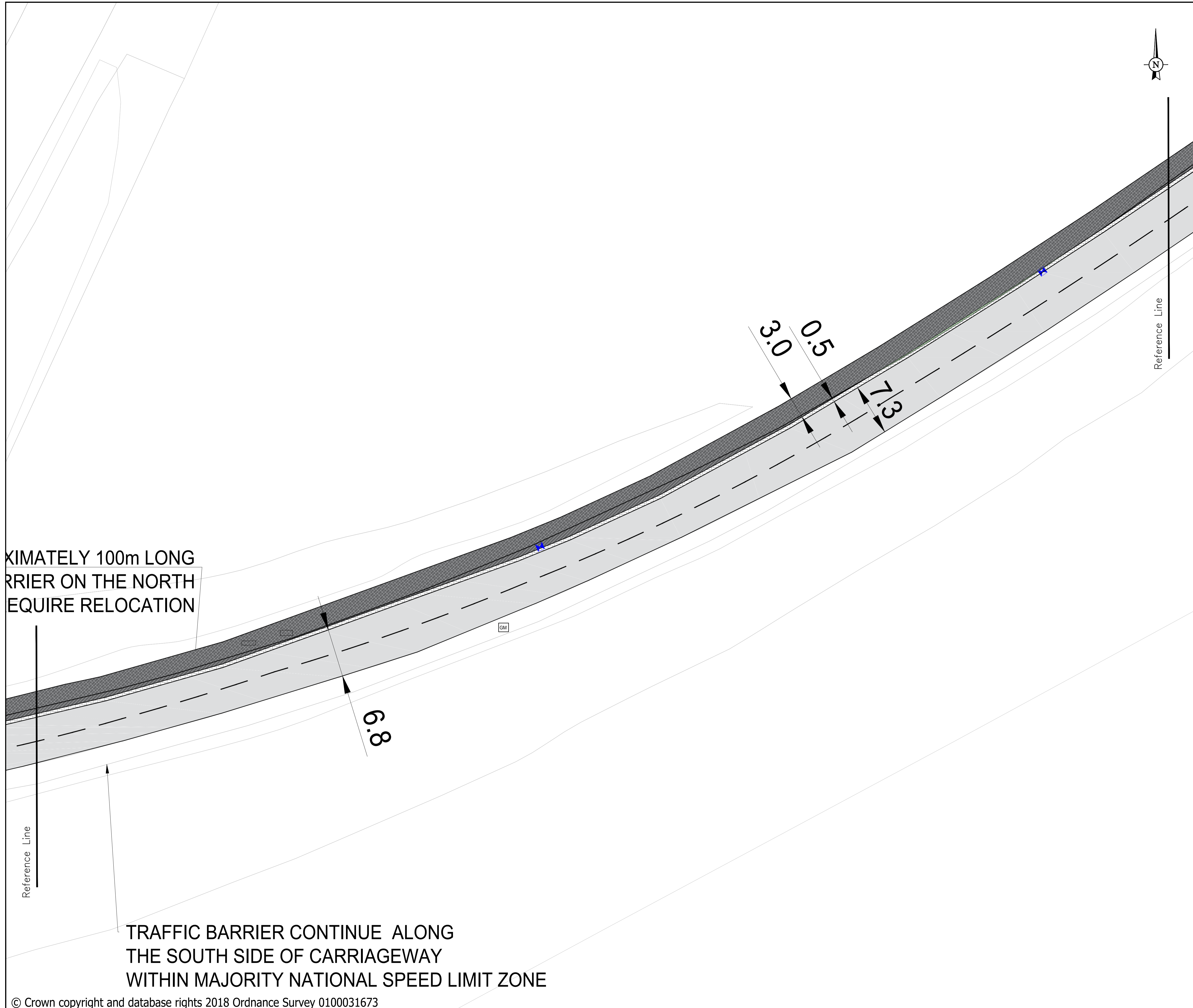
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SCALES:	1:250@A1		
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DRAFT

P1	Draft for discussion	LM	RP	19/04/2019
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **CSGNT**

PROJECT: **Northern Corridor Greenways**

DRAWING TITLE: **General Arrangement Johnston Road**

SCALES: **1:250@A1**

DRAWN: LM	CHECKED: RP	DATE: 12/03/2019
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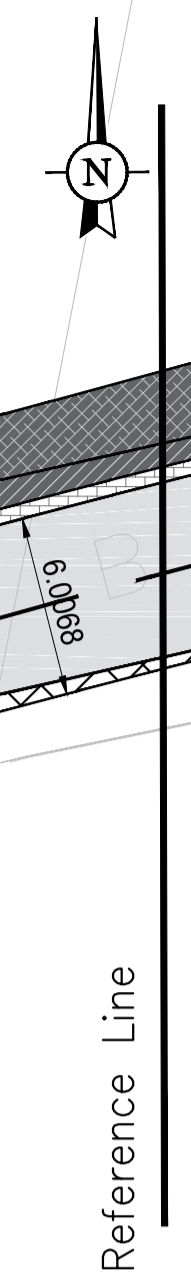
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TSRGD-950
CYCLE ROUTE AHEAD SIGN TO
BE PLACED 45m FROM
JUNCTION



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- Other Utilities - To be Confirmed at Detailed Design Stage
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 - Existing Gas Main - To be Confirmed at Detailed Design Stage
 - Existing Lamp Post - To be Confirmed at Detailed Design Stage

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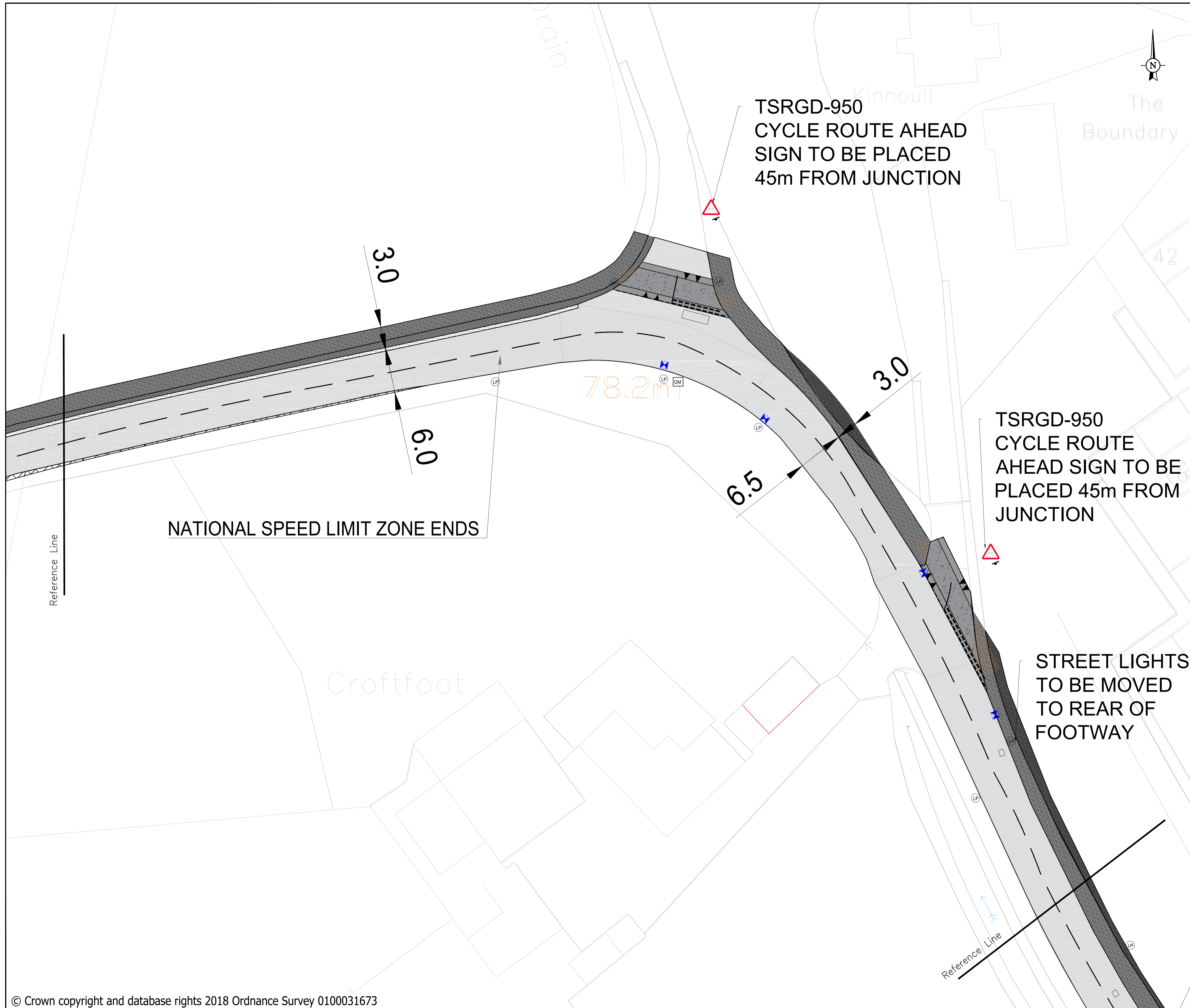
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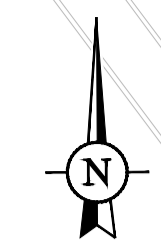
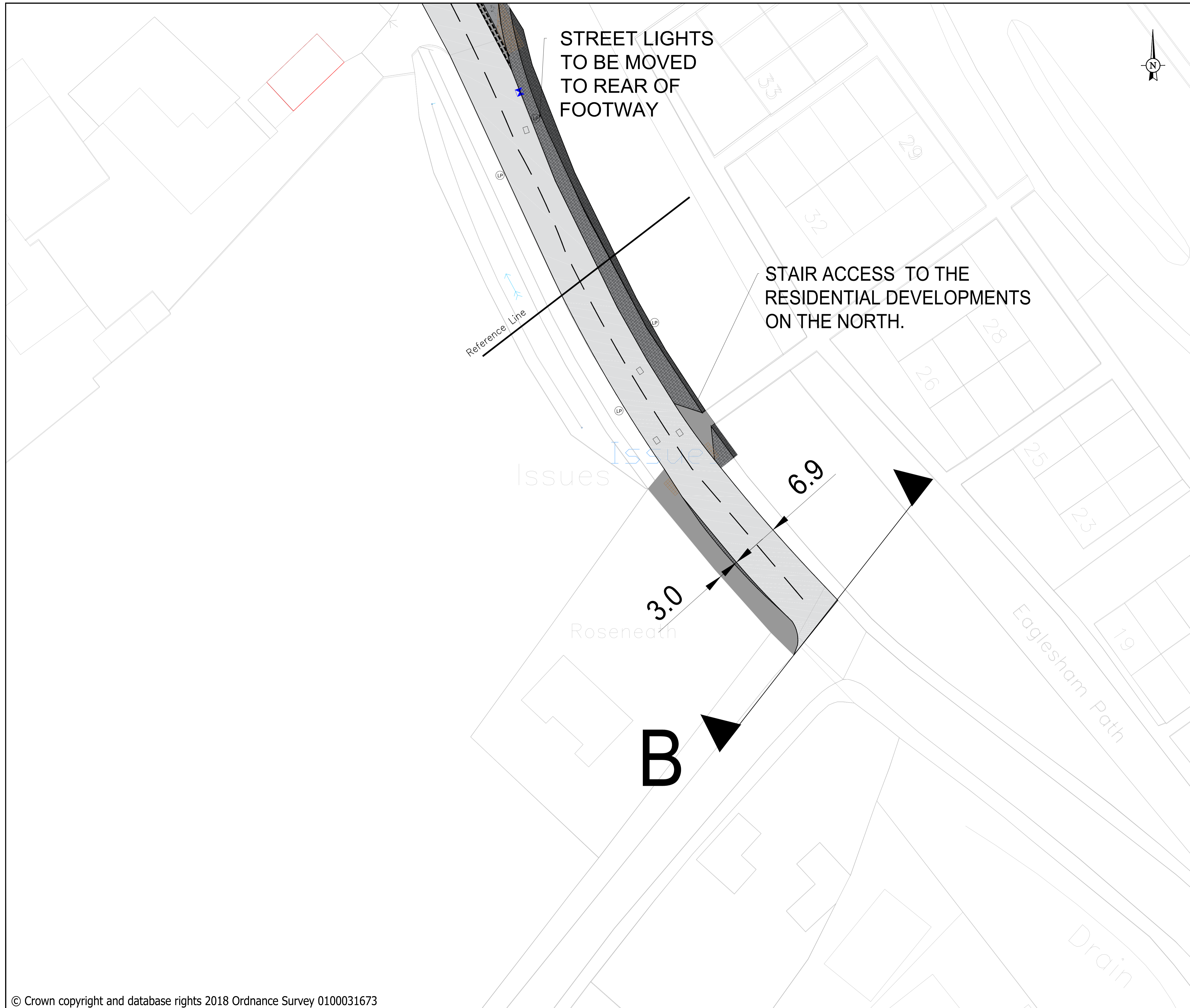
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CARDOWAN PATH

FEASIBILITY REPORT



CARDOWAN PATH

CARDOWAN PATH

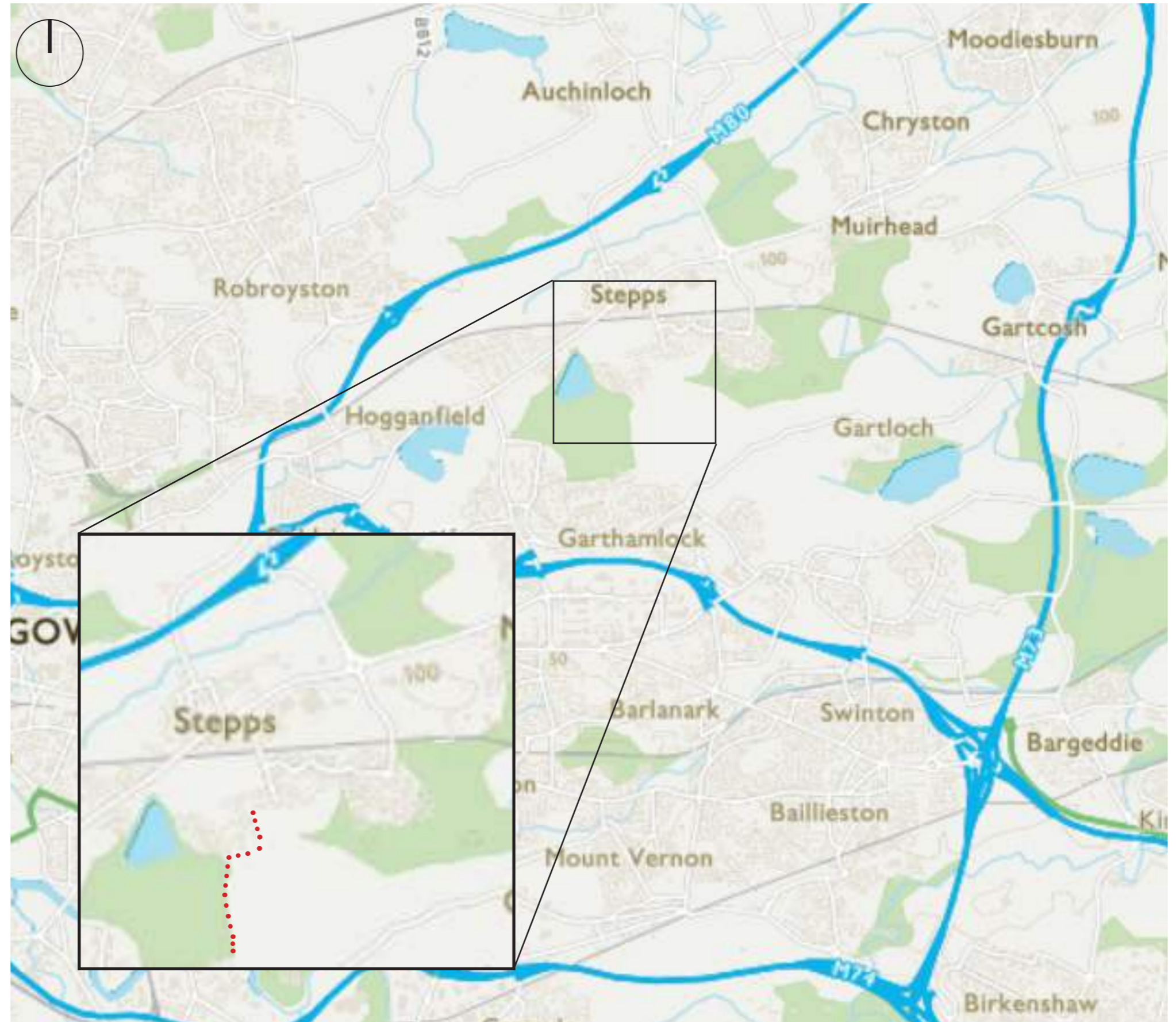
- 1 OVERVIEW
- 2 SITE CONTEXT
- 3 SITE PHOTOS
- 4 EXISTING SITE CONDITIONS
- 5 OBSERVATIONS & ISSUES
- 6 DESIGN PRECEDENTS
- 7 CONCLUSION

OVERVIEW

Though the Cardowan Path is informal and not included within the wider public footpath network, it is still an important pedestrian link between Stepps and Craigend. It is also clearly evident from both meeting people along the path and the extent of wear on the footpath route, that it is well used and this extent of usage will have increased during the recent coronavirus 'lockdown' periods, when private car use has reduced, in favour of cycling and walking.

The route affords a convenient rural link between the two settlements, from which the wider landscape can be experienced. We would also expect that through the warmer summer months ahead, use of the paths will continue to increase.

In line with its informal and rural nature, the path is unmetalled and shows signs of significant wear, particularly where the extent of use combines with poor drainage, leading to significant deterioration of the route surface. Whilst it would be inappropriate to install a formal hard surface along its entire route, sections of the path would benefit from treatment that would both enhance its informal status and provide a more attractive surface that would encourage further increase in use.



Map of Location

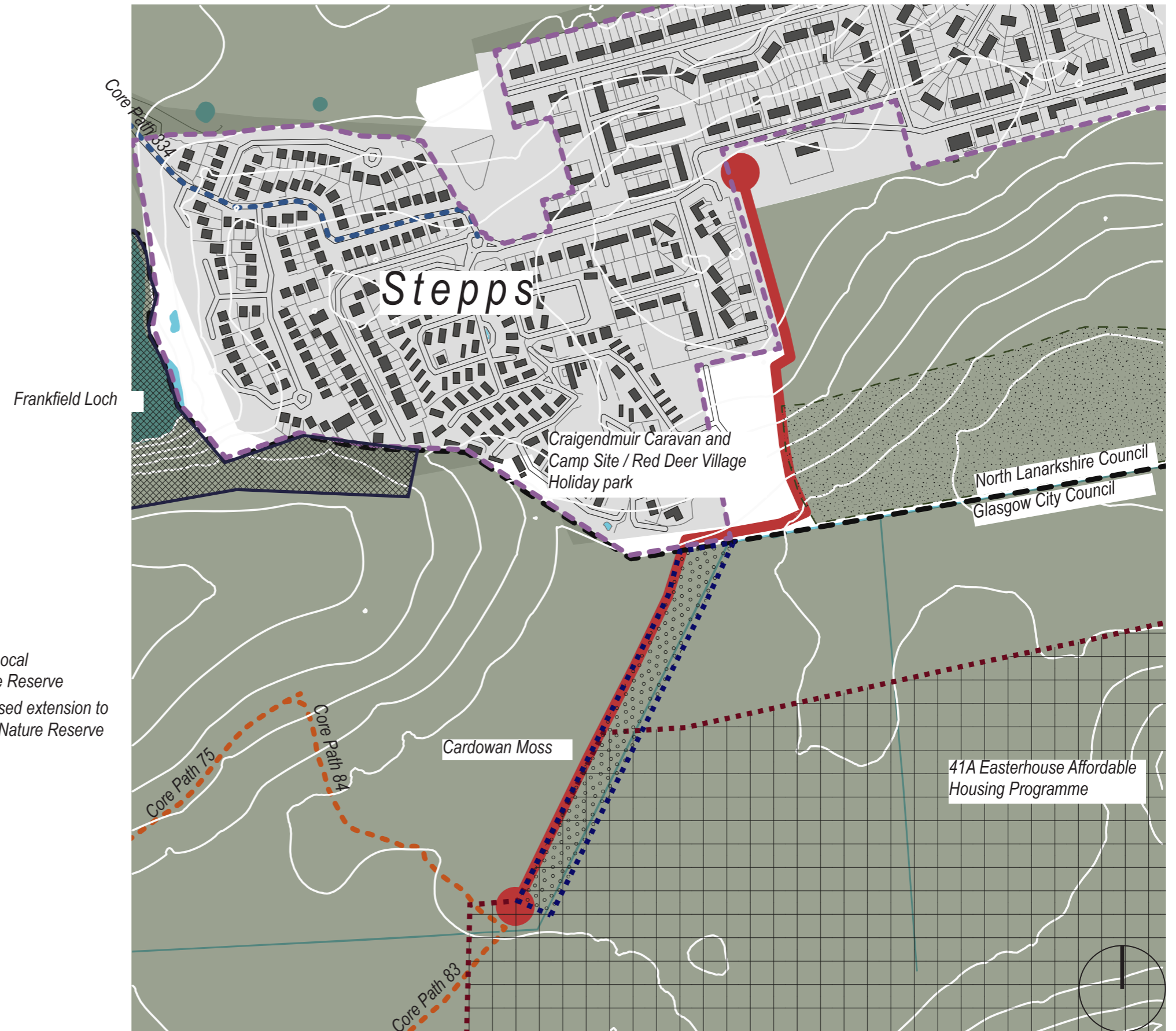
SITE CONTEXT

The northern end of the route has a number of entrance points as it leaves the open space situated on Cardowan and Clayhouse Roads. It passes east of the rear gardens of properties along Comedie Road and then continues south through the mixed woodland east of the holiday and caravan park, leaving Stepps' southern settlement edge. As mentioned above, there are a number of additional informal routes through the fields along Stepps' southern periphery, which in some instances join or cross the main Cardowan path route.











Leaving Stepps, the route passes through open, unimproved grassland east of Cardowan Moss and toward and connection point with Core Path 83, at which point the informal route enters woodland north of the Tillicairn Drive area of Craigend.

There are a number of informal and core path routes, that intersect with the Cardowan Path and they would greatly benefit were the path to be improved so that its contribution to the local network could be enhanced.

The additional connections also allow the route to provide an added continuity to the routes between the settlements, the formal recreation areas and Frankland Lock to the northwest.



LEGEND

-  Cardowan path
-  Seven Loch Wetland Park Boundary
-  Council Boundary- NLC & GCC
-  Core Path 75, 83, 84
-  Core Path 334
-  41A Easterhouse Affordable Housing Programme
-  Green belt (NLC & GCC)
-  Sites of Importance for Nature Conservation
-  New Local Nature Reserve
-  Proposed extension to Local Nature Reserve

SITE CONTEXT

The route combines unmarked, but well used desire lines through open grassland, woodland and transitional areas. Though some of the northern section east of Comedie Drive, provides some gradient, the open grassland areas south of the Deer Village Holiday Park are largely flat and in some areas, provide stretches of route compromised by poor drainage and a discontinuous surface. These difficult to negotiate areas hinder more extensive use of the route as they can be difficult to negotiate, particularly when surface conditions are wet.

The environmental variety through which the path passes, provides users with a diverse and rich palette of experience, including many increasingly rare ecosystems such as unimproved grassland, meadows and a variety of woodland characters, within a relatively short distance. This complexity lends the route an attraction that makes the most of its proximity to areas of recognised environmental quality such as Cardowan Moss and the urban fringe areas toward Stepps in the north.

In addition to closing the missing path network links, the ability to experience the varied landscape characters along the route, gives a real opportunity for residents of both settlements to benefit from the route, which is much more than a simple footpath link. It would therefore not be appropriate to propose a more formal path provision along its entire route, as doing so would detract from the attractiveness of its informal nature.

LEGEND

-  Cardowan path
-  Unimproved Grass
-  Broad-leafed Woodland And Shrub
-  Broad-leafed Woodland
-  Shrub and Unimproved Grass
-  Shrub
-  Coniferous Woodland
-  Council Boundary- NLC & GCC



SITE PHOTOS



1 Cardowan Path towards south



2 Cardowan Path looking towards Stepps



3 Steep slope towards south



4 Narrow path looking towards South



5 Drainage issue from Holiday Park



6 Drainage issue from Holiday Park



SITE PHOTOS



7 Cardowan Path looking towards N-East



8 Drainage issues at the council boundary



9 Cardowan Path towards south



10 Path looking towards Holiday park



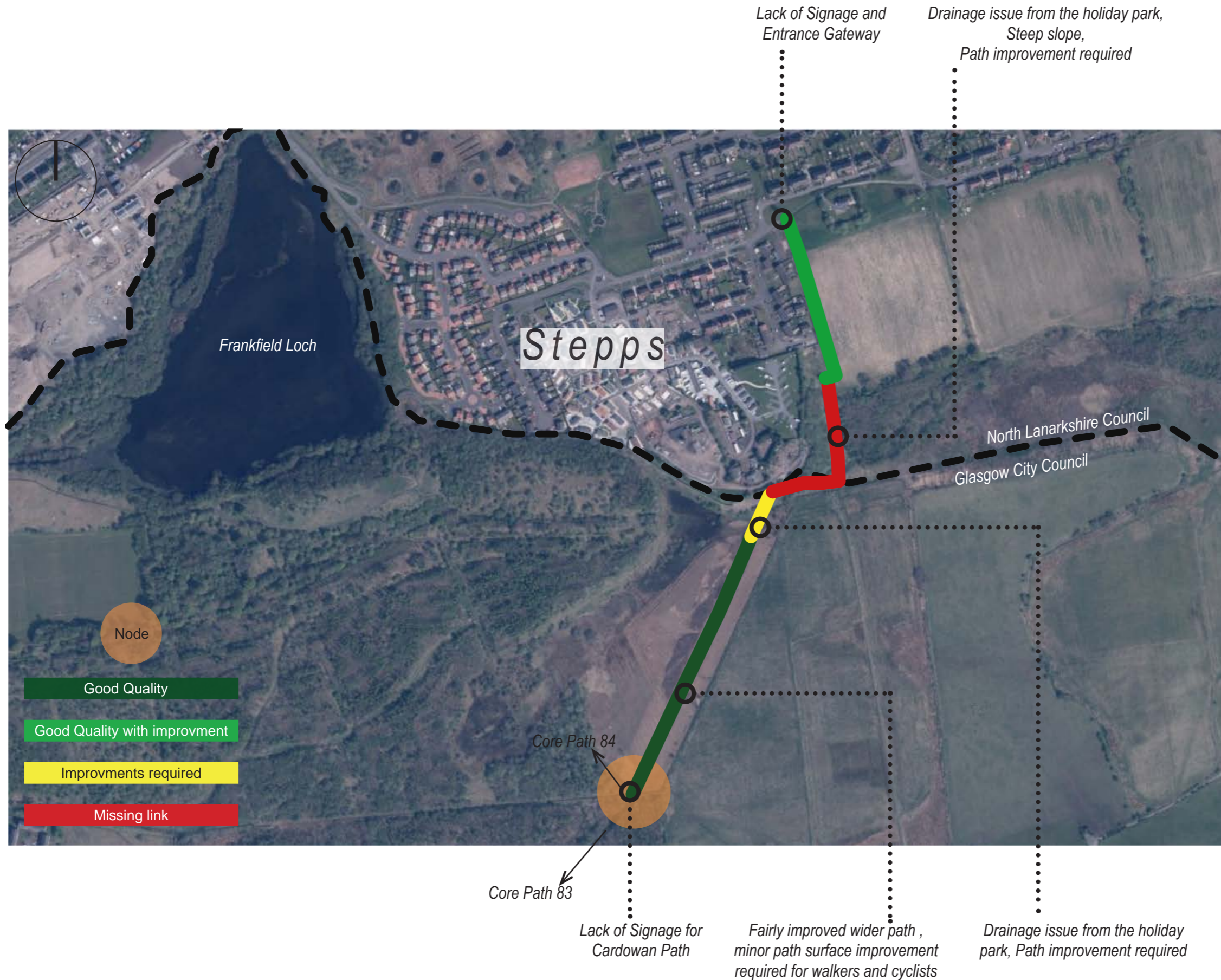
11 Cardowan Path towards south



12 Footbridge to Core Path 83, and East towards Core Path 84



EXISTING PATH CONDITIONS



Path Improvement

As is clearly visible on the site photographs, there are a number of places where the paths viability is compromised by poor surface quality, which is combined with poor drainage and surface water issuing from the holiday park. Though this serves to improve environmental biodiversity, through locally waterlogged areas, it does compromise the routes potential for pedestrians.

In such areas, surface improvement such as boardwalk construction, bound surfaces and formal (permeable)pavement construction would allow the path to be used in all weathers. Such an approach to addressing localised, without a wholesale surfacing of the entire route would retain its attractiveness, whilst broadening its appeal to an increased user group.

In addition, addressing the problem areas would increase the inclusiveness of the route as those who are partially ambulant would be able to use the route with greater confidence.

Signage/Wayfinding

In part due to its informal nature, the footpath features no signage and therefore its use is limited to those locals who know of its presence. However, this also leads to an inability to realise its potential as both an important inter-settlement link and also as an access to the various attractions and points of interest.

Suitable low-key, but informative signage would help improve the opportunities offered by the route, with indication of attractions and route connections along the path, which would include the various core paths and directions to points of interest. Most of the route is linear in nature and so way-finding or directional signage would prove superfluous and undesirable. However, connections to the wider core path network, directions to features such as the holiday park and Frankfield Loch would prove useful to users and widen the route's appeal to non-residents.

OBSERVATION & ISSUES



There are many accesses onto the path, none of which feature a formal 'entrance' structure, which make users aware that they are starting on the Cardowan Path. The route itself and its promotion would benefit from a formal end/entrance point at its northern end. To the south, where the route joins Core Path 83, some formal way-marking and directional signage would suffice to provide recognition of the Cardowan Path as an accepted route.

At the various junctions with other informal routes, then way-marking should again prove sufficient to ensure that users are aware that they are joining a recognised route.

ENTRANCE



Presently and despite the number of attractions within the locale, the lack of any formal way-marking hinders the route realising its potential as an access into the wider landscape and as a link to those attractions.

Therefore, way-marking will be critical to the route becoming a recognised access. Such signage should be provided at each end of the route and at major junction points with the other informal and formal connections along the path. As befits the informal and relatively minor status of the route, directional signage should be minimal in nature, limited to rural finger posts, identifying local destinations or directions. There is no requirement for interpretation boards, but these could be considered in the future should they be required.

WAY FINDING



As with the Way-Finding and Materiality considerations of the route, it would not be appropriate or desirable to provide lighting along the length of the path. In addition, there are more rurally acceptable forms of lighting. We have recently implemented a number of path designs that incorporate solar powered lighting 'spots' into path constructions, where delineation is required to avoid users straying off the route into damp or uneven areas.

Some form of minimal lighting may also be appropriate at the northern end of the path, in combination with the 'entrance design'. Minor solar spot lighting may be appropriate to delineate the first starter section of the path, beyond which the lights are omitted.

LIGHTING



Cardowan Path is by nature, a rural footpath link and therefore it is appropriate that for the majority of its length, it remains informal and unmetalled. In areas where construction works are required to ensure continuity and use in all weather, then these should again be rural in nature and limited to those areas which may be impassable in wet conditions.

All surfaces and works, whether they be bound, unbound or boardwalk, should be permeable to water and air, so that their environmental impact on the adjacent flora and fauna is minimal. In addition, the extent of construction works should be limited so that the open and unmanaged nature of the path is not deteriorated.

MATERIALITY

TGP have experience in designing permeable 'bound' routes which are suitable for all users, 'unbound' rolled aggregate paths and boardwalks. As access to some of the presently more challenging stretches is limited, some of the works will by their nature be difficult to access and therefore may need to be constructed using limited plant. Therefore, design will accommodate the limited access available for construction.

OBSERVATION & ISSUES



ACTIVITY

It is clear that in some areas, users have themselves attempted to address various issues. The use of pallets to provide an informal boardwalk and thus permit access during wet conditions, is clearly visible in some areas. In addition, where waterlogging regularly occurs, tracks illustrate that under such conditions, users are attempting to find alternative access where the main footpath route is not available. This clearly dilutes the integrity of the path and raises the importance of the proposed works.

There is some evidence of path misuse for fly-tipping and the creation of 'camps', which may be used for a variety of purposes. Whilst not uncommon in such urban fringe situations, the presence of such informal activities often discourages some user groups as they feel uncomfortable using routes where such activity is plainly taking place.



VEGETATION

The landscape either side of the route varies in accordance with the setting, progressing from unimproved grassland, rich in wildflower plant species and insect life, through woodland, whose understory provides enclosed and shaded environments where bulbs such as snowdrops and bluebells may be found, through to wetland and marginal areas where drainage is poor.

There is certainly scope for enhancement of these biodiverse areas, to promote greater opportunities for minority plants to proliferate. This management regime should be carefully approached, along with ensuring that the existing growth does not encroach into the footpath. Volunteer groups could be mobilised to keep existing plants trimmed such that they do not either grow into the path or limit visibility, which will be key to ensuring the continued use of the path.

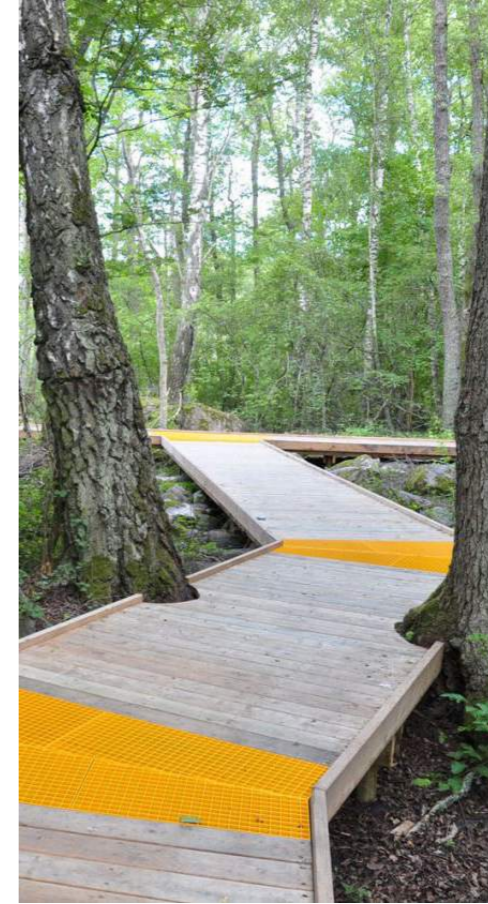
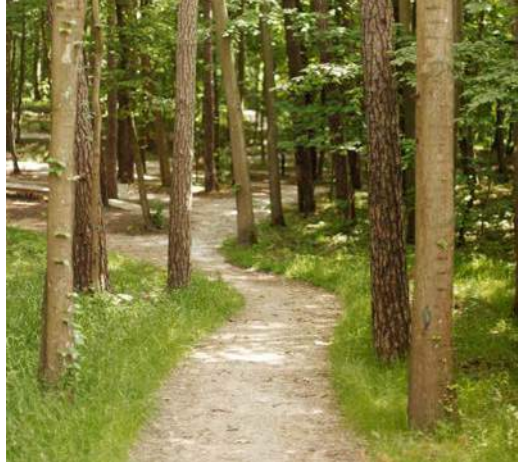


ACCESSIBILITY

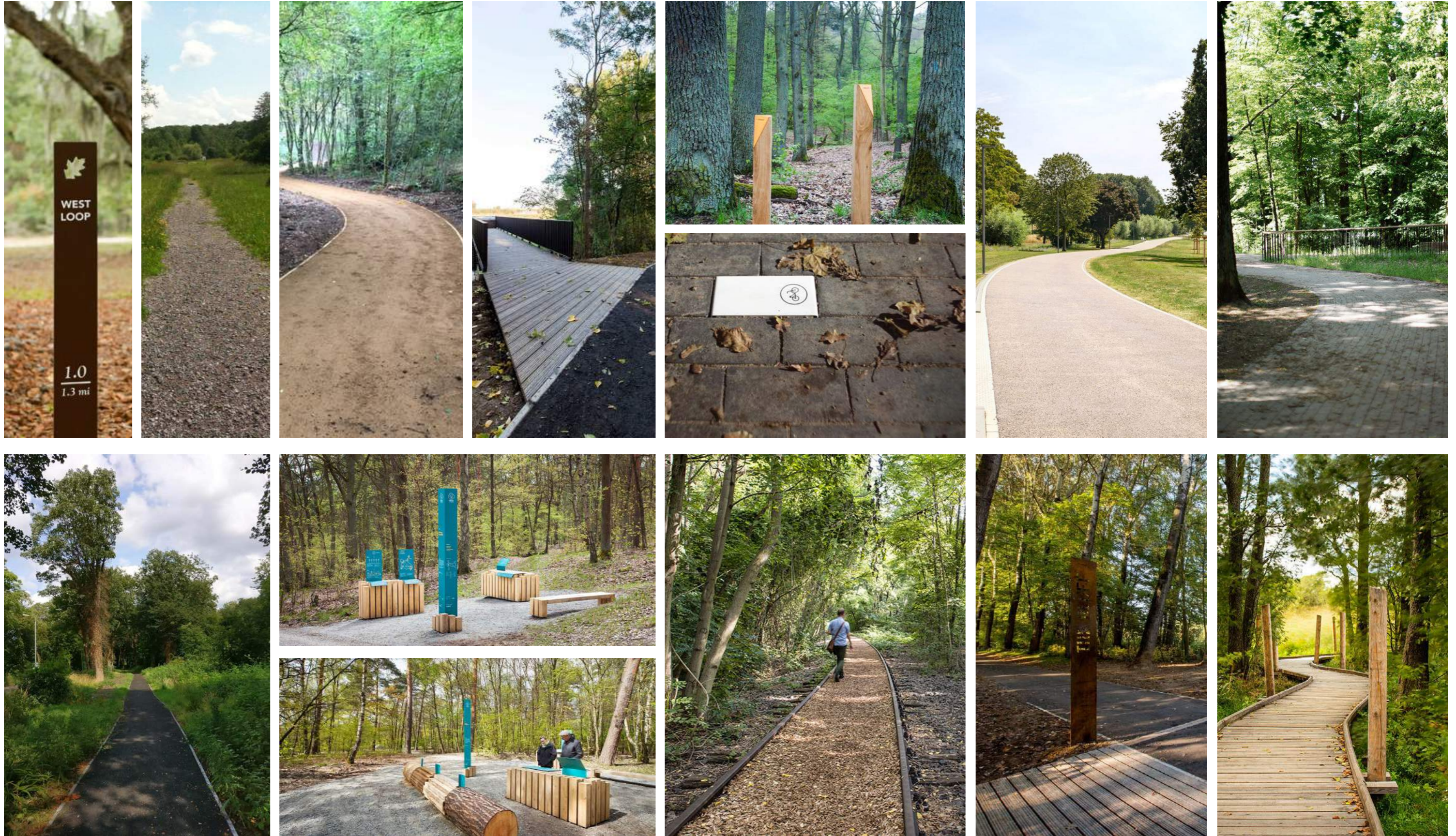
As a rural footpath, the surface will by nature be and remain both inconsistent and variable. Therefore, the potential for fully accessible use may be limited, as wheelchairs and those of limited ability - whether physical movement or those who may be partially sighted, may find the route challenging or impossible to negotiate. The designs will strive to ensure that some if not all of the route is fully accessible, to foster some of the links serviced by the path, and in other areas, the construction works will certainly improve the usability of the route for all, in comparison to its present state.

In order to make the route fully accessible to all, works to provide a fully bound, colour delineated and illuminated would need to be undertaken along the full length and such extensive work would be both inappropriate and over-impactive for a relatively minor route.

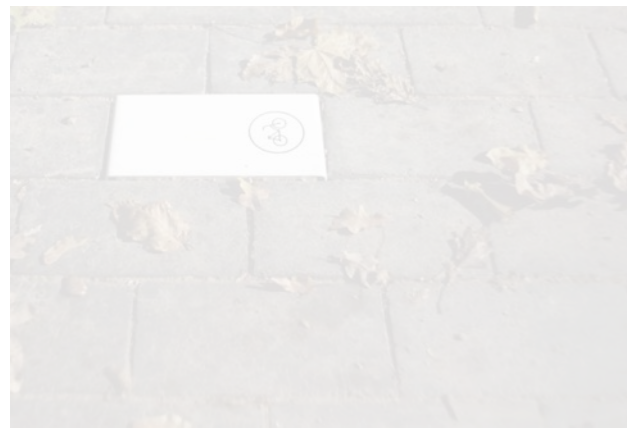
DESIGN PRECEDENTS



DESIGN PRECEDENTS



CONCLUSION



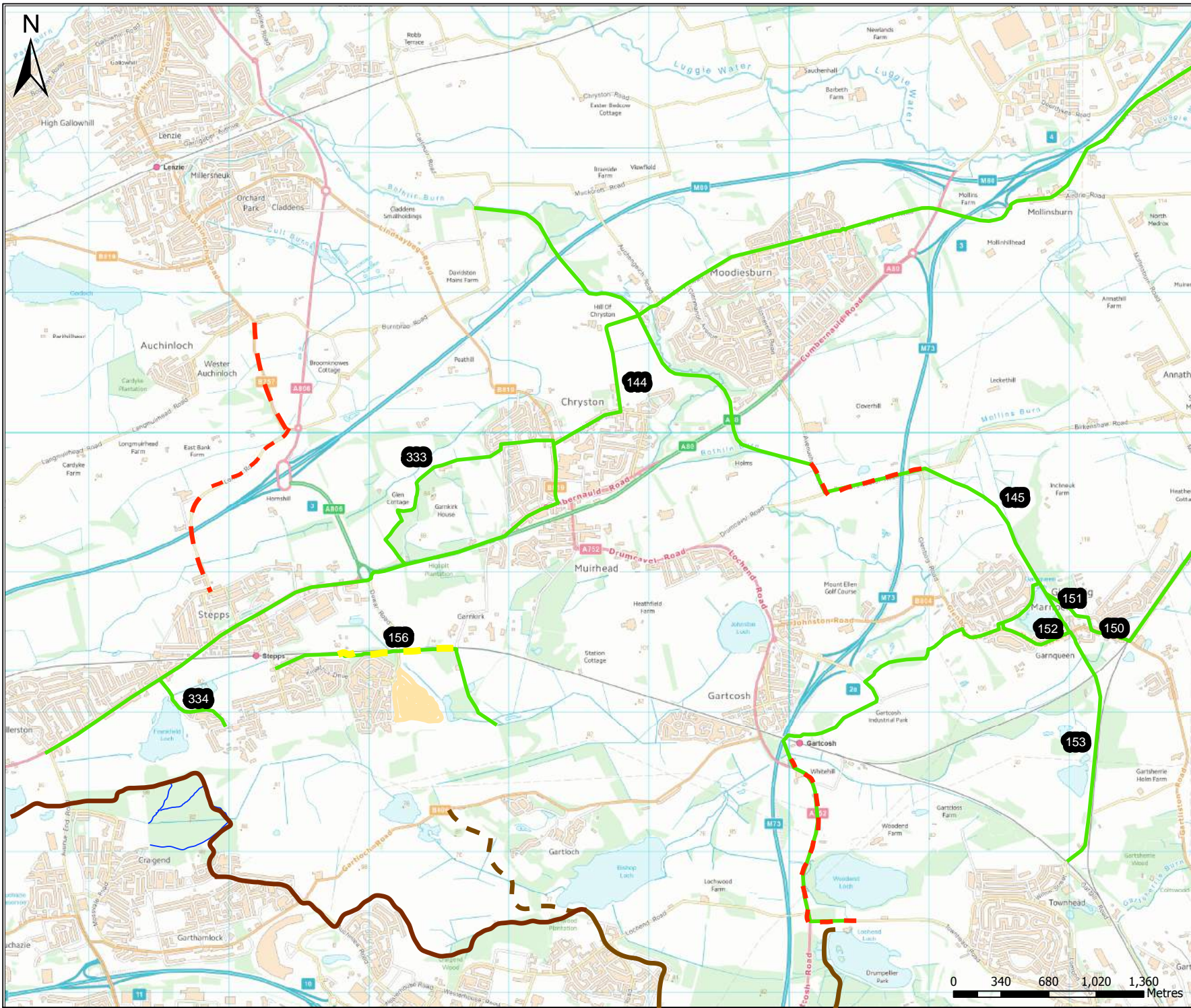
The Cardowan path route is presently both inconsistent and in some areas seasonally unusable. Some relatively short sections of the route require construction work to ensure that the route continues to provide a much used link between Stepps and the surrounding landscape, local amenities and adjacent settlements. Whilst it is not proposed that the route be made fully accessible or provided with a bound surface along its entire length, such works would be locally beneficial and help the path become an improved resource for local users and visitors.

Therefore, a limited construction package, in association with a way-finding signage strategy would be appropriate, as would the implementation of an arts strategy that would contribute to the wider regional arts provision and further enhance the appeal of this route.



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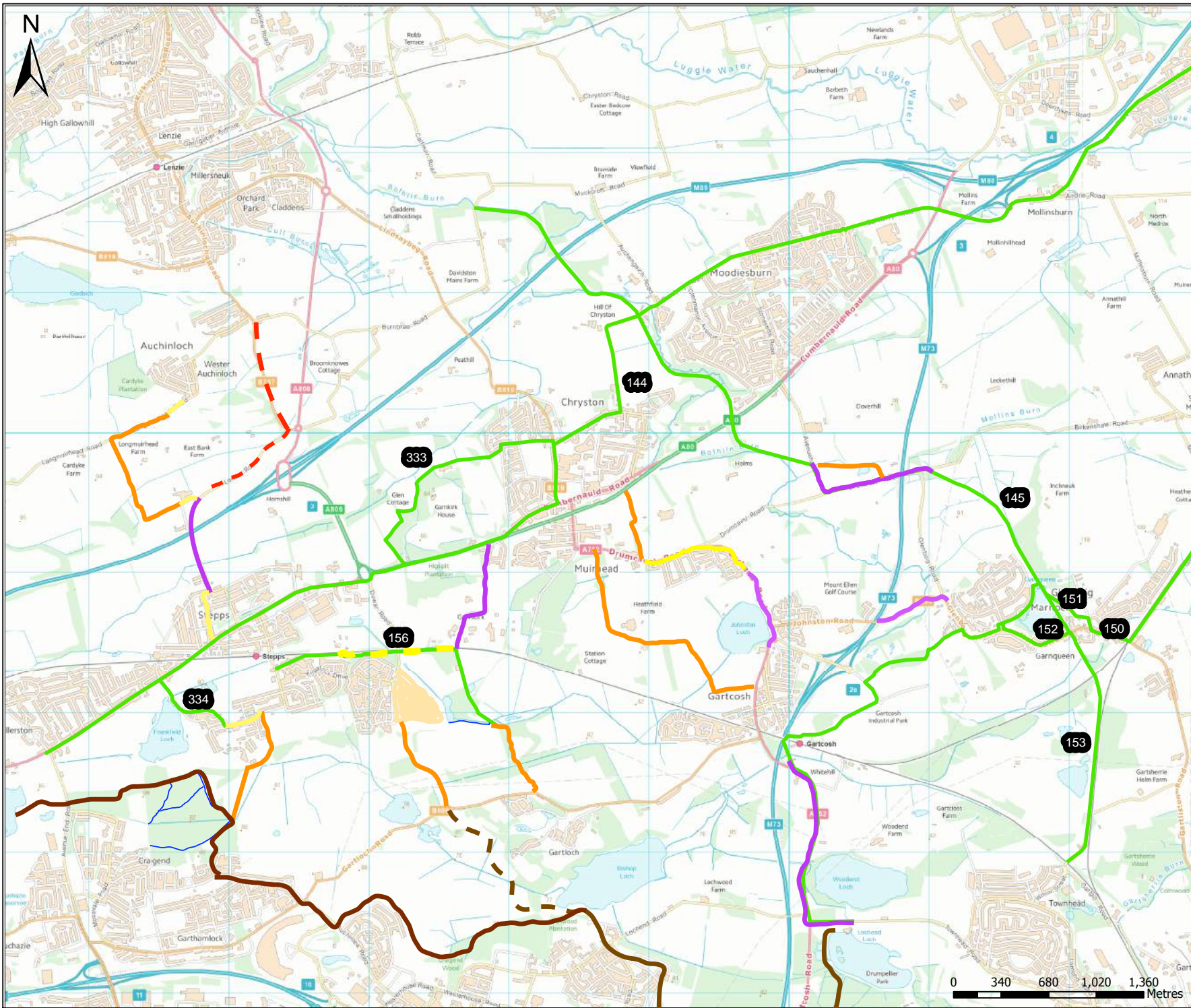




- Key**
- Core Path
 - Core Path in unwalkable condition
 - Seven Lochs Paths
 - Seven Lochs Trail
 - Other Trail
 - - - Active Travel Barrier
 - New Developments

NLC Core Path Network

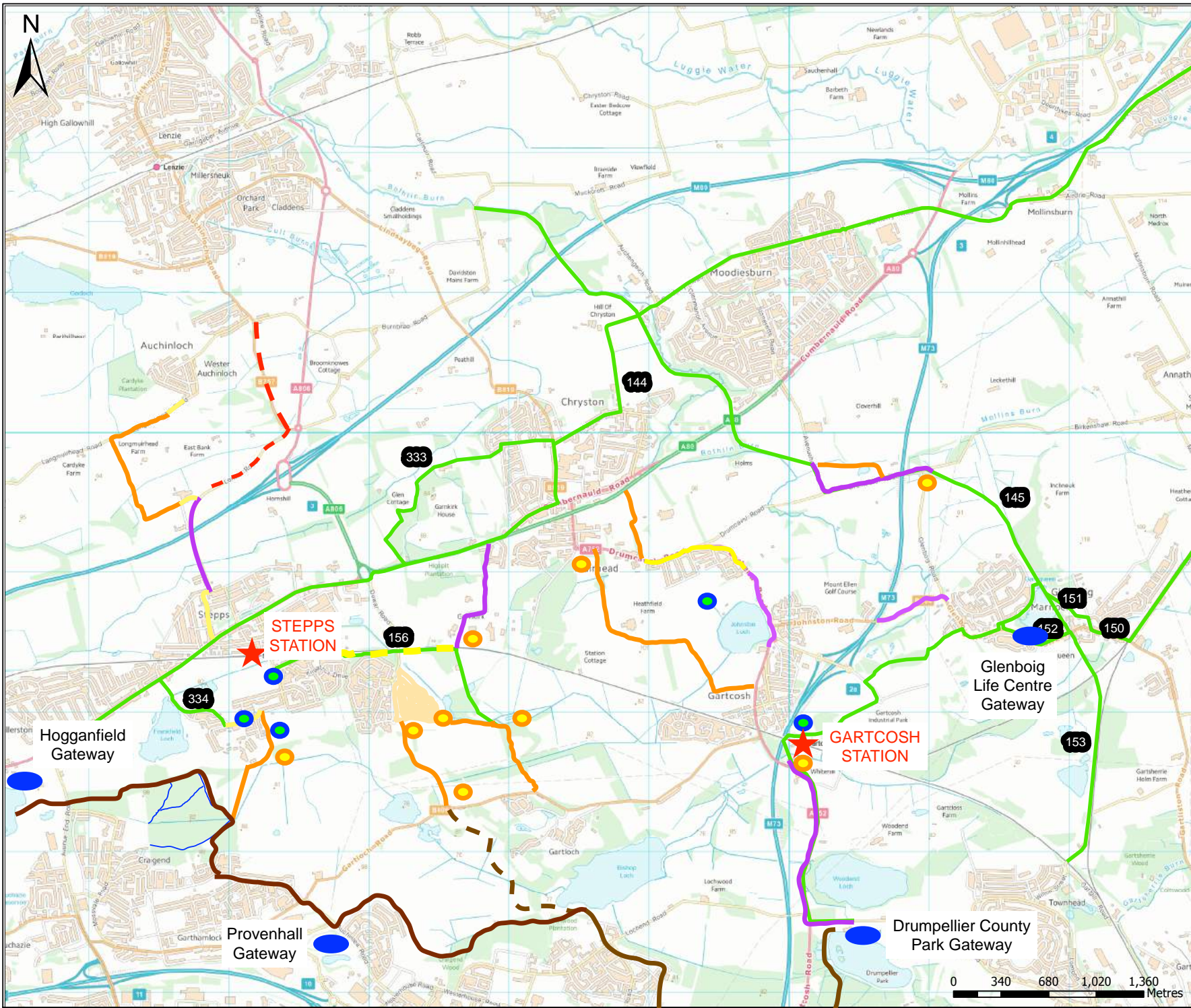
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Project No.	Office	Type	Drawing No.	Revision		
A112751	35	18	SK005	-		



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 - Other Trail
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 - Off Road Improvements
 - On Road Improvements
 - New Developments

NLC Core Path Network

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 - Off Road Improvements
 - On Road Improvements
 - New Developments
 - Existing Gateways
 - Potential Gateway /Active Travel Features
 - Signage Required
 - ★ Rail Stations

NLC Core Path Network

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