

**Spaces for People: Ayr Road (A77)
Design Review: Spring 2021**



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Introduction

This Design Review concludes the initial phase of the 'pop-up bike & roll' corridor implemented on the A77 Ayr Road in December 2020, as part of East Renfrewshire Council's Transport Response to COVID-19. The document provides:

- A summary of findings from Phase 1
- An overview of the measures implemented to date (Appendix A)
- Analysis of feedback received (Appendix B & C)
- A Design Impact Assessment and associated actions for consideration (Appendix D)

The scheme covers approximately 5km of the A77 corridor, between Eastwood Toll and Malletsheugh Roundabout. It utilises a 'street-trial approach', which includes an ongoing and dynamic approach to consultation and design. Work to date has seen:

- Upgrading of the pre-existing 'advisory' cycle lane to a 'mandatory' facility
- Addition of 'pop-up' light segregation to the cycle lane
- Introduction of a temporary 30mph speed limit
- Revision of road markings around key junctions

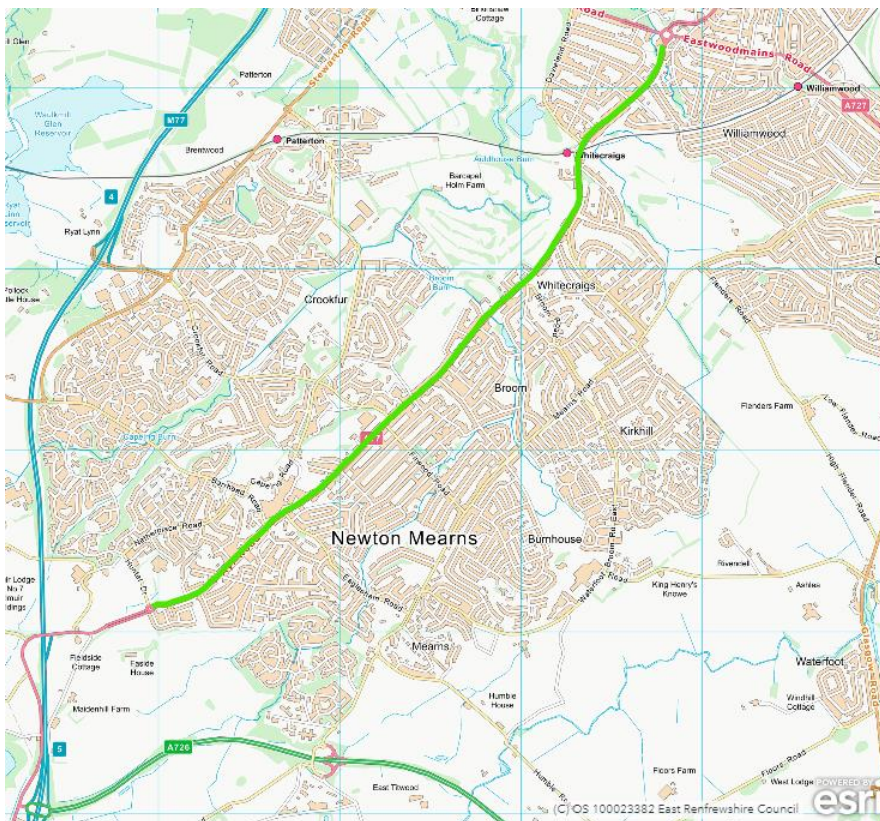


Figure 1 - A77 Ayr Road Spaces for People extents (green)

Following a subsequent 'Phase 2' of works in July 2021, it is proposed that the A77 Ayr Road Response Measures will be retained until summer 2022. Prior to this date, a decision will be made about whether the measures should be made permanent, removed, or amended. Such a decision will be subject to community and stakeholder consultation.

Summary of Findings

Temporary cycle lane measures

Community feedback and East Renfrewshire Council (ERC) monitoring of the initial phase of the project suggests that there have been both benefits and drawbacks.

Perceived positive impacts arising from the temporary cycle lane measures include improved subjective safety arising from physical separation between cycles and vehicles. This highlights strong sentiments regarding the necessity of segregated cycle facilities to attract a greater number and range of people to cycling for transport and recreation.

The ease of pedestrian physical distancing during the COVID-19 pandemic has also been enhanced, with ERC observations suggesting that people are more confident to utilise the cycle lane to safely pass other pedestrians who are using the footway.

Despite improvements to the subjective safety of cyclists, concerns regarding the lack of treatment at major junctions such as Eastwood Toll, where any temporary measures are unlikely to produce a fully inclusive design, are particularly notable in customer comments about the scheme. Some respondents expressed the view that permanent measures would be more successful, with a few suggesting that reallocation of the underutilised central reservation could enable a more satisfactory layout benefiting all road users.

The use of traffic cones as light segregation was highlighted as a key weakness. These were perceived as a hazard by many users, since they were often moved around, narrowed the effective width of the cycle lane, and created difficulties for cyclists wishing to manoeuvre around obstructions or overtake other users. The cones were also viewed as unsightly and contributing to 'street clutter'.

In limited sections of the corridor, the cycle lane is narrower than the desirable minimum width of two metres (which itself is considered sub-optimal). There were reports of cyclists avoiding the cycle lanes in favour of the general carriageway, possibly to avoid ironwork, debris, and parked vehicles. This behaviour could also be attributed to individual decisions regarding road positioning and personal safety, and it was more often noted in the downhill direction where cycle speeds are greater.

While essential vehicle access has been maintained through the provision of regular 'breaks' in segregation, including at bus stops and driveways, the reduction in opportunities for on-street parking is perceived to have impacted residents, particularly in terms of access for service vehicles.

The scheme has also highlighted that existing on-street parking facilities do not adequately serve the needs of local businesses near 'The Avenue' at Mearns Cross, with traffic cones regularly moved and frequent car parking on the cycle lanes and footways. Residents of Scholars Court have expressed concern about the difficulty caused by members of the public utilising private car parking when visiting the nearby shops.

Feedback regarding impacts on traffic flow has also been noted. This is generally limited to the southbound approach to Mearns Cross / Eaglesham Road, where general traffic lanes have been modified with resultant impacts on traffic throughput and bus reliability at busy periods (see section A.3 for further information).

Maintenance was also highlighted as a key consideration and presents a challenge in terms of council resources.

Speed limit reduction

The temporary reduction of the speed limit from 40mph to 30mph has been broadly welcomed as an intervention to reduce vehicle speeds on Ayr Road. Nevertheless, the inconspicuous signage has been highlighted as a weakness. Some feedback suggests that driver frustration and instances of 'tailgating' arose from vehicles adhering to the new limit.

The reduction of the speed limit is considered integral to supporting temporary measures along Ayr Road. The impact of the new limit will be monitored with a view to making the change permanent if appropriate.

Revised road markings around key junctions

Revised road markings at major junctions - namely Mearns Cross (southbound), Crookfur Roundabout, Davieland Road, and the approach to Eastwood Toll - are considered to have some road safety benefits. However, they are considered sub-optimal solutions and do not offer inclusive conditions for active travel. Feedback suggests development of 'Dutch roundabouts' or other types of segregated infrastructure at these locations.

Recommendations

Recommendations for further interim measures during the A77 trial are as follows:

- Progress with 'Phase 2' light segregation design, procurement, and delivery to replace the cones with purpose-built segregation units
- Development of a new Commonplace community engagement page, with the aim of seeking feedback on the temporary measures and informing development of potential permanent measures in the longer term
- Review the carriageway layout and traffic flow at Mearns Cross to determine whether the former layout should be reinstated
- Assess and update cycle lane markings to achieve a consistent desirable minimum width of two metres, where permitted by carriageway surface condition.
- Enhance the maintenance regime for the A77 corridor by funding a temporary sweeper and operative resource via Spaces for People budgets, with a view to submit a Capital Allocation Request for a dedicated resource
- Consider the provision of 'floating parking' outside The Avenue business units and the supported living accommodation near Ashtree Grove, and consider whether such layouts satisfy parking demand and/or affect road safety
- Review and, if appropriate, replace temporary speed limit signage
- Continued monitoring of the scheme, including traffic surveys and public attitude surveys as appropriate.
- Continue liaison with Police Scotland regarding speed and parking enforcement
- Development a draft future 'masterplan' for Ayr Road to conceptualise a future streetscape based on community and stakeholder feedback.

Appendix A: Overview of Phase 1 Response Measures

A.1 Safeguarding the existing A77 Ayr Road cycle lane

Work on a temporary protected “bike & roll” corridor on Ayr Road commenced 7 December 2020 using mandatory cycle lane markings, temporary traffic management measures, and supporting signage required under traffic regulations. The design approach adopted, and supporting aims, are outlined within a Briefing Note (November 2020)¹.

The mandatory cycle lane marking was generally lined at 2m from the kerbside. However, lanes as narrow as 1.2m are present on limited sections of the route². The general traffic lanes are typically 3.1m wide, though this also varies.

To address deficiencies in the existing cycle infrastructure provision, one of the two general traffic lanes on the southbound approach to Mearns Cross was reallocated to a cycle lane. At Crookfur Roundabout, the two general vehicle lanes has been reduced to a single lane northbound.

Existing advisory cycle lane markings were removed from the northbound approach to Mearns Cross, Crookfur Roundabout, and Eastwood Toll, as adherence to these could increase the potential for ‘left hook’ conflicts between cyclists and turning vehicles. It was considered prudent to instead encourage cyclists adopt a ‘primary position’ at these locations where temporary infrastructure interventions were not considered feasible.

Modified measures on the approach to the junction with Davieland Road, and adjacent to business units near Whitecraigs railway station, were introduced to reflect the existing Traffic Regulation Order, which provides for on-street parking in this location.

Temporary traffic management measures – ‘big foot’ traffic cones – were utilised and generally placed at 3 metre centres along the inside of the cycle lane markings with gaps for access to driveways and side roads. This was supported by a daily inspection regime by ERC’s Roads Contracting Unit, who corrected any displaced cones.

¹ <https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/erspacesforpeople/Briefing%20Note%3B%20A77%20S4P%20Temporary%20Measure%20-%20Draft%20V2.pdf>

² 1.5m represents the minimum absolute cycle lane width - <https://www.showcase-sustrans.org.uk/design-guidance/>



Plate 1: General layout



Plate 2: Substandard cycle lane widths and potential hazards (ironwork and cones)

A.2 Speed limit reduction

A Temporary Traffic Regulation Order³, reducing the speed limit on Ayr Road from 40mph to 30mph, came into effect on 5th January 2021. To support temporary measures as part of a trial approach, the Order will be in place for a maximum of 18 months (until 5 July 2022) and a decision about whether to retain, amend, or remove it must be made before this date. Physical measures implemented include the erection of temporary advisory signage on existing lighting columns.

The aim of the Order was to facilitate a more attractive active travel environment, contribute to wider road safety objectives, and support the other response measures. It will help ERC understand the efficacy of a 'signage only' approach and whether, alongside introduction of light segregation, this has a demonstrable impact on driver speed and behaviour.



Plate 3: Temporary advisory signage to support speed limit reduction

³ <https://www.tellmesotland.gov.uk/notices/east-renfrewshire/traffic/00000240664>

A.3 Key changes

Key changes implemented within the initial phase include:

- Removal of approximately 40 metres of cones at Mearns Cross on the approach to Barrhead Road junction. This change was enacted because, when the right-turn lane reached capacity, straight-ahead traffic was prevented from proceeding. Following review by the ERC Traffic Section, the temporary traffic management measures were removed from this area to mitigate queuing vehicular traffic.



Plate 4: Removal of temporary measures at Mearns Cross

- Provision of regular breaks in the segregation of approximately 20 metres in length. This decision was made following consultation with ERC Neighbourhood Services to allow refuse vehicles to service the kerbside without significantly impacting vehicle traffic flows and mitigate reports of driver frustration.



Plate 5: Example of regular 'breaks' in segregation (generally at driveways and junctions)

- Removal of 4 cones on the approach to Eastwood Toll due to the limited width of the cycle lane, which resulted in the cones presenting a hazardous obstruction to cyclists.



Plate 6: Cone removal on approach to Eastwood Toll

Appendix B: Community Feedback (Dec 2020 – Mar 2021)

B.1 Overview

Between the launch of the A77 Ayr Road Commonplace Design Feedback page and 31st March 2021, ERC received the following items of feedback related to the measures:

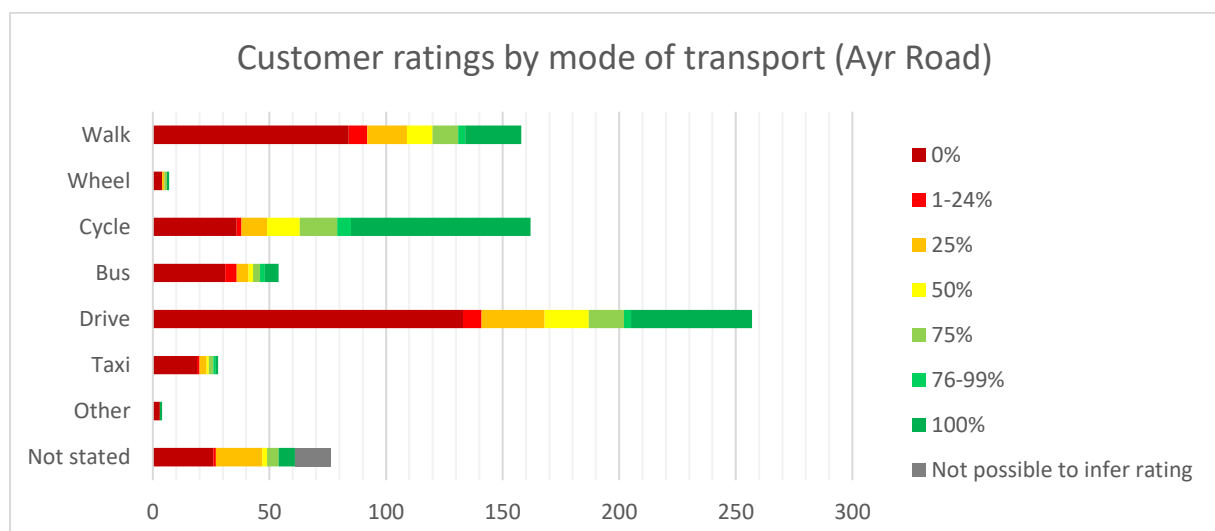
- 503 comments on the A77 Ayr Road Commonplace Design Feedback hub
- 46 messages via the Spaces for People mailbox
- 11 Lagan (recorded complaints)
- 9 messages via ERC Roads or Parking mailboxes
- 6 messages via Customer Services
- 4 messages via Customer Relations
- 2 written letters
- 2 representations via local elected members
- Various queries via ERC social media

Since many customers sent more than one item of feedback, it is estimated that just over 400 individuals or groups have contributed to the Ayr Road consultation. Of the communications received by email, three were treated as formal requests in terms of the Freedom of Information (Scotland) Act 2002. The letters were received from local residents and a coalition of cycling campaign groups.

B.2 Analysis

The consultation responses to date indicate that, overall, there were more negative than positive views of the scheme. The mean rating was around 40%, but opinion was polarised: customers tended to give very negative or very positive ratings, with relatively few moderate ratings. At 55%, support for reduction of the speed limit was stronger than for other measures.

Overall support varied on demographic lines: women, older people, key workers, and residents of the G77/G46 postal districts (through which Ayr Road runs) tended to have more negative views than the average customer, though it should be noted that large pluralities of customers did not answer some or all of the demographic questions. Furthermore, people who used cycling as a mode of transport had largely positive views, while users of all other modes had largely negative views:



Analysis of collated feedback identified numerous themes that appeared repeatedly in comments about the scheme. The prevalence of these themes is shown in the chart below.



Comments most often concerned the perceived necessity of the scheme, with general expressions of support (*“This improvement to the cycle lane is long overdue”*) or opposition (*“Dreadful waste of scarce council resources”*).

B.3 Design Feedback Summary

Themes relating to the design or condition of the scheme are summarised in the table below:

Theme	Strengths/opportunities	Weaknesses/criticisms
Permanence of scheme	Aspiration for high-quality segregation of the cycle lane from general vehicular traffic	Scheme viewed as unviable in the context of 'normal' traffic levels
Pedestrian safety	General belief that safety for pedestrians has improved	Little benefit for walking due to lack of footway improvements
Cyclist safety	Greater subjective safety for cyclists due to cycle lane segregation	Cones perceived as hazardous or obstructive, narrowing cycle lane Cyclists using general traffic lane, especially when overtaking
Child safety	Greater feeling of subjective safety and benefits for young people	Design and/or road user behaviour too dangerous for children
Motorist safety	General view that safety has improved for all users as a result of measures	Cones increase perceived risk of driveway access/egress. Increased potential for crashes due to presence of cones
Parking and deliveries	Opportunity to reallocate central reservation to enable more demands for road space to be met	Need for car parking and deliveries immediately outside properties Concern about parking displacement (i.e. highlighted at Scholars Court) Persistent parking in cycle lane still an issue Increased parking on footway i.e. outside takeaway shops
Speed limit and signage	General approval of reduced limit on safety grounds	Perception that higher speed is more efficient for motorists Concern that signage advising of the new limit is inadequate
Junction design	Aspiration for improved designs such as 'Dutch-style' roundabouts	Concern that junction design exacerbates left-hook risk Concern that major junctions such as Eastwood Toll are unchanged
Bus stop design	Opportunity for floating bus stops	Concern that cones impede bus access to stops Bus-cyclist conflict not resolved

Maintenance	None identified in consultation	<p>Perception that cleanliness of the cycle lane has worsened</p> <p>View that maintenance of roads should take priority over new cycling infrastructure</p>
Aesthetic quality of scheme	Opportunity for landscaping / green infrastructure in future	View that cones and/or light segregation products are unattractive
Congestion	Belief that congestion is an infrequent problem	<p>Worsened traffic congestion and associated pollution concerns</p> <p>Perceived impact on emergency service vehicles</p> <p>Inability to overtake refuse vehicles impedes flow</p> <p>Perception that scheme displaces traffic to minor roads</p>

Appendix C: Stakeholder Feedback

C.1 ERC views on measures

The following comments are based on ERC officer observations of the scheme in operation.

On-street car parking is less frequent and pervasive, but occasional parking is still present (see photo plate 7). The spacing between cones allows vehicles to be parked on the cycle lane and/or footway. Trade vehicles generally continue to park outside properties.

Daily inspections have identified that cones are frequently moved from their intended positions. In some locations, this happens daily at particular times.

Ongoing issues related to parking have been noted at certain locations with high demand, such as Mearns Cross (outside the commercial units) and Ashtree Grove (outside the supported living accommodation) - see photo plates 8 & 9.

Queuing traffic has been observed on the approach to Mearns Cross junction. This is evident on the southbound approach to Eaglesham Road at peak times, where reallocation of one general traffic lane has reduced capacity for motorised traffic (See photo plate 10).

Some cyclists have been observed using the general carriageway. This suggests lane widths sometimes make the facility unattractive: for instance, it is not possible to comfortably overtake or ride side-by-side with other cyclists within the cycle lane.

Walkers, and in particular joggers, were regularly observed 'stepping off' the footway onto the cycle lanes to maintain safe physical distancing space when passing others. Whether this behaviour can be attributed directly to the physical separation is not known.

The lack of appropriately sized sweepers as part of the council's maintenance fleet, and the additional resources required to support an enhanced maintenance regime, hinder ERC's ability to keep the cycle lanes free from debris. At present, sweeping involves removal of cones to allow access by existing road sweepers.

The poor condition of the hatched area around the central reservation prevents utilisation of the entire carriageway width, since these sections would deteriorate rapidly if required to bear heavy vehicle traffic. This impacts aspirations to increase the width of the cycle facility or introduce loading areas to serve properties.



Plate 7: Examples of cycle lane/footway parking



Plate 8: Regular parking conditions at The Avenue business units on Ayr Road



Plate 9: Frequent parking associated with 24h carer access to supported living accommodation near Ashtree Grove



Plate 10: Mearns Cross arrangements at junction with Eaglesham Road

C.2 Emergency Services

Formal comments were sought from Police, Ambulance, and Fire Service consultees on 23rd December 2020. Although no feedback from the Fire or Ambulance services was received, ERC did liaise with Police Scotland. Key considerations from Police engagement include:

- Impacts resulting from right-turning vehicles: potential for congestion and driver frustration as a result of reduced carriageway widths and inability for straight-ahead vehicles to pass
- Ability for large emergency service vehicles to pass other vehicles on the road, and for other vehicles to effectively 'pull over'.
- "Bottleneck" effect at Mearns Cross during peak periods, leading to possible driver frustration and poor driver behaviour (such as failure to comply with the traffic signals)
- Keeping the cycle lane free of debris, ice, snow, and any associated impacts on maintaining footways
- Potential displacement of parking to nearby areas
- Servicing of Ayr Road properties and how this is accommodated within the design
- Managing community expectations arising from the need for any additional parking enforcement
- Accommodating bus access / egress at bus stops

C.3 Bus Operators

ERC have continued to engage constructively with bus stakeholders - namely First Glasgow, Stagecoach, and SPT - regarding the impacts of the Ayr Road project. Increased queuing at Mearns Cross has been reported by drivers, generally during busier periods southbound at the junction of Eaglesham Road.

C.4 Elected Members / Community Councils

Two messages were received from elected members on behalf of constituents. Such correspondence was included and considered within the community feedback analysis.

ERC have received written correspondence from one local Community Council highlighting their desire for further promotion and improved signage to support the temporary speed limit reduction.

Appendix D: Design Impact Assessment

D.1 Public Sentiment

Design Themes	Analysis	Conclusion
General	Public sentiment regarding the changes is polarised. This highlights the need to recognise impacts arising from the project, as well as the limitations of attempting to address systemic issues through a temporary infrastructure programme, and how this is communicated in the future.	<p>Results of the Design Review should be communicated to the community & stakeholders. This includes benefits / issues arising from changes, justification for any changes (if necessary and following review), future steps to be taken, and the fact these represent interim measures (rather than final).</p> <p>Launch a refreshed Commonplace Design Feedback page as part of 'Phase 2' of the trial. Continue engagement to seek feedback on both short term actions via Spaces for People as well as a long term 'vision' for the future of Ayr Road.</p>

D.2 User experience (active travel)

Design Themes	Analysis	Conclusion
Temporary Traffic Management	<p>Utilisation of temporary traffic management as light segregation has had both a positive and negative impact on cycling Level of Service. Although there is some evidence that measures are viewed as necessary and help improve feelings of subjective safety by providing physical separation between motorised / non-motorised road users (and therefore more likely to appeal to intermediate or 'apprehensive' cyclists), the measures may also act as a hazard, with feedback suggesting the cones can make the cycle lane feel obstructed and consequently less safe.</p> <p>It is considered that positive impacts are more prominent for people cycling uphill (southbound). As uphill gradients generally cause cyclists to travel at relatively low speeds, segregation from faster motorised traffic results in a positive impact on the perceptions of</p>	<p>ERC support the principle of providing physical separation between vulnerable road users and motor vehicles on primary movement corridors. This reflects Strategic Cycle Corridor aspirations ("users wish to feel safe and therefore the routes must provide separation from traffic to achieve greatest use") and Cycling by Design guidance (i.e. off carriageway facilities should be provided where traffic volume and speeds are high).</p> <p>It is important however to facilitate a light segregation design approach that is robust, forgiving, adaptable and attractive, while also delivering key aims of the Ayr Road temporary response measures.</p>

	<p>safety. Manoeuvring between cones when required is also easier at low speed. Concerns have been raised regarding the impacts of temporary traffic management on cyclists travelling downhill, particularly where cycle lane widths are constrained. This can be exacerbated by ironwork, debris, or other obstructions.</p> <p>The presence of light segregation appears to provide a greater level of confidence for pedestrians / joggers to 'step off' the footway and utilise the cycle lane to enable physical distancing. This does however lead to potential conflicts between pedestrians and cyclists.</p>	<p>The presence of pedestrians in the cycle lane is noted and must be accepted (as measures are also intended to facilitate physical distancing for pedestrians during COVID). Future communication should therefore encourage cyclists to take care when passing pedestrians, allow plenty of room and be prepared to slow down and stop if necessary.</p>
<p>Cycle lane width</p>	<p>Cycle lane widths were highlighted as a key constraint. Issues include:</p> <ul style="list-style-type: none"> • effective widths (where 2m lanes are present) • variability in widths along the Ayr Road corridor • reduction in effective width as a result of the cones <p>The mandatory cycle lane marking is generally lined at 2m from the kerbside. In some areas this inconsistent, with narrower lanes (as little as 1.2m) in short sections. The presence of traffic cones also reduces the effective width of cycle lanes.</p> <p>In some instances, cyclists were observed avoiding cycle lanes and using the general carriageway. Reasons may include:</p> <ul style="list-style-type: none"> • Safety considerations, with cyclists adopting a primary position on the carriageway to avoid cycling too close to the kerb • Desire for two-abreast cycling as part of a sociable experience • To avoid potential hazards, such as debris, ironwork, or other obstructions such as parked vehicles. • Desire to overtake other cyclists or pedestrians, which requires departing the cycle lane and joining the carriageway <p>Lane widths are a key consideration. Effective cycle lane widths can improve the overall attractiveness, safety and coherence of a facility and enhance the overall cycling level of service. Even where desirable</p>	<p>Any future design should seek to achieve a desirable minimum width of at least 2 metres from kerb to general carriageway. Where this is not possible removal of the cycle lane or the segregation should be considered with a view to proceed with more permanent solutions into the future.</p> <p>ERC should commence development of a long-term masterplan in order to provide a more inclusive active travel corridor that is sustainable for the long-term and better serves the needs of residents and road users.</p>

	<p>width of 2m may be facilitated, this is not considered inclusive due to the segregation narrowing the effective width of such facilities.</p> <p>It is noted, however, that achieving an ideal 2.5m-3m width (which is feasible in terms of the current space available on Ayr Road) was not possible due to the surface condition of the central hatched section, which would deteriorate if required to bear heavy vehicle traffic. This was highlighted as a design issue and a limitation that cannot be adequately addressed through subsequent phases of a temporary infrastructure programme.</p>	
<p>Mandatory cycle lane marking</p>	<p>The introduction of mandatory cycle lane markings means motor vehicles are not permitted to enter the lane (not that it is mandatory for cyclists to use it). Although the Highway Code states that drivers “MUST NOT drive or park in a cycle lane marked by a solid white line during its times of operation”, there is no specific offence to park or drive in a mandatory cycle lane.</p> <p>Analysis of this measure suggests that, when reinforced with temporary light segregation, it provides an element of continuity along the corridor to highlight the presence of a cycling facility. However, it relies primarily on greater consideration from motorists to observe road rules rather than active enforcement from Police Scotland.</p> <p>Despite the view that this has removed on-street car parking provision, general parking within the cycle lane has always been discouraged. Ideally, it should be free from obstruction, thereby mitigating the hazards associated with vulnerable road users being forced to negotiate hazards and utilise the general carriageway.</p> <p>Notwithstanding, it is accepted that occasional parking will still occur, with impacts on service vehicles previously recognised as a potential design issue. This was seen as a necessary compromise while further monitoring and evaluation could be carried out to assess future opportunities.</p>	<p>Although provision of unobstructed mandatory cycle lane is unlikely to be achievable within the scope of a temporary infrastructure programme, future enforcement will continue to be discussed between ERC and Police Scotland counterparts to investigate options to mitigate obstruction of the cycle lane.</p> <p>Ongoing monitoring will continue in order to develop a robust evidence base to support the case for any future enforcement.</p> <p>In some areas where demand is high, and the carriageway surface in good condition, it may be feasible to introduce ‘floated’ parking arrangements whereby vehicles may be temporarily parked on the outside of the cycle lane (while utilising the full extent of the carriageway for general traffic). This may be progressed as a trial and should be subject to further assessment.</p> <p>It is recognised however that ongoing servicing of properties is necessary, and that available carriageway widths should allow for a range of competing (and sometime conflicting) functions. The existing measures in place should therefore be viewed as an interim step and represent a compromise prior to future, more sustainable, design solutions being presented.</p>

	<p>Although initial monitoring suggests parking pressure has been mitigated, the overall arrangements are generally sub-optimal. It is unlikely therefore that parking can be completely eliminated through the introduction of temporary measures, nor would this be desirable giving legitimate demands for service access and loading / unloading.</p> <p>The scheme has also had impacts on general parking provision. Specifically:</p> <ul style="list-style-type: none"> • Commercial units at 'The Avenue' (near Mearns Cross), with existing on-street parking facilities not fully meeting the needs of local businesses operating within the area. This results in illicit parking, especially on cycle lane or the footway. Residents' feedback suggests that parking for business access / deliveries has been displaced to private car parking at Scholars Court. • Supported living facilities near Ashtree Grove, to which carers require 24h access. There have been complaints from cyclists (related to parking on the cycle lane) and neighbouring residents (related to parking in surrounding streets). 	
<p>Junctions (Major)</p>	<p>Major junctions on Ayr Road - including Eastwood Toll Roundabout, Davieland Road, Crookfur Roundabout, Mearns Cross, and Malletsheugh Roundabout - were identified in earlier engagement as key barriers to active travel, due to historical design that prioritises conveyance of motorised traffic.</p> <p>Although potential temporary solutions have been explored and modest changes implemented, existing configurations cannot be adequately addressed through a temporary infrastructure programme. One example is the removal of the nearside southbound lane at Eaglesham Road in favour of a widened cycle lane. Ongoing monitoring suggests that this arrangement is sub-optimal due to continued potential for conflict between road users, arguably negating the benefits of road space reallocation at this location. This aspect therefore requires longer term solutions that actively seek to remove conflicts between users.</p>	<p>Review arrangements at Mearns Cross southbound and whether impacts on traffic flow warrant the reinstatement of the former layout. This should include consideration of additional measures that may enhance cycle route visibility, continuity and safety.</p> <p>Current measures should be considered as an interim step prior to future, and more sustainable, design solutions being presented at all major junctions along as part of an aspirational A77 Masterplan.</p>

Junctions (Minor)	<p>Hazards associated with drivers failing to yield when entering or exiting side streets are a key consideration for pedestrian and cyclist safety. Currently, side street design has remained unchanged as part of the initial phase of the Ayr Road response measures.</p> <p>Although there is limited evidence via ongoing monitoring of Ayr Road, review of casualty statistics generally suggests that recorded pedal cyclist casualties are over-represented at junctions, with conflict between different road users more likely at these locations.</p>	<p>Junction arrangements should be reviewed to support Phase 2 measures. This includes potential measures to reduce vehicle speed through reduced junction turning radii and other potential options to highlight the presence of an active cycle lane and the presence of vulnerable road users crossing (and for drivers to yield accordingly while entering / exiting).</p>
Aesthetics	<p>Aesthetic impacts of temporary traffic management measures have been highlighted throughout the ongoing consultation, with a general view that “a procession of cones” and supporting signage is unsightly and contributes to ‘street clutter’. Although this view is subjective, temporary traffic management is typically associated with transient road works rather than a design solution in itself. The temporary signage elements placed on the road do however contribute to overall ‘clutter’, albeit the placement seeks to minimise impacts on road users and people with protected characteristics.</p> <p>With a desire for ERC to implement more robust measures, consideration should be given on the aesthetic impacts of any future proposal. Although this is unlikely to be fully mitigated, design options are available in terms of the type and colouration of light segregation units as well as sign placement within the carriageway.</p>	<p>Removal of measures in favour of more robust solutions. Consider aesthetic impacts arising from any changes and whether this can be considered an improvement on terms of existing provision.</p> <p>The optimal type and colouration of segregation, and how this would be best implemented within the existing streetscape setting of Ayr Road, should be considered when procuring such products.</p>
Speed limit reduction	<p>Although this measure was generally viewed positively, there is currently no traffic data analysis to support the efficacy of measures and whether this has had any positive impacts in driver behaviour since commencement of the trial.</p>	<p>Ongoing monitoring and evaluation should be conducted</p>

D.3 Road users (motorised) & residents

Design Themes	Analysis	Conclusion
<p>General carriageway</p>	<p>There have been no changes to the overall running width of the general carriageway, with the design maintaining a 3.1m general lane and associated hatching on either side of the central median. This includes the retention of filter lanes and right turn lanes. The presence of light segregation represents a key change and helps reinforce the trial speed limit reductions through narrowing of the carriageway.</p> <p>The exceptions to this is the reduction in general carriageway width on the southbound approach to Mearns Cross at Eaglesham Road, which represents a significant change (as assessed above), as well as changes to Crookfur Roundabout northbound.</p> <p>Notwithstanding, feedback suggests that safeguarding of the cycle lane and the introduction of temporary traffic management means drivers are less liable to overtake or undertake slow moving traffic, such as vehicles turning into side streets. This aspect is not considered negative as it encourages road users to be aware of each other and adapt their driving behaviour accordingly.</p>	<p>Ongoing monitoring and evaluation should be conducted</p>
<p>Bus Services</p>	<p>No issues have been identified regarding bus access to stops resulting from the scheme. Incidents of increased queuing at Mearns Cross have however been reported by drivers. This is generally associated with busier periods southbound at the junction of Eaglesham Road.</p>	<p>Review layout at Mearns Cross and whether impacts on traffic flow warrant reinstatement of the former layout. This should include consideration of additional measures that may enhance cycle route visibility, continuity and safety.</p>
<p>Service vehicles</p>	<p>The needs of service vehicles (such a refuse, delivery, trade and maintenance vehicles) servicing properties along the frontage of Ayr Road and maintaining roads infrastructure were previously highlighted as a potential design issue.</p> <p>Based on observations, trade vehicles also park on the cycle lane in order to serve properties along Ayr Road. Changes enacted also allow for occasional loading and unloading, such as food deliveries and carer</p>	<p>Design of light segregation should consider and maintain the provision of regular gaps where appropriate.</p> <p>Assessment of impacts on maintenance vehicles arising from future light segregation approach. This will be achieved through ongoing dialogue with operational service providers within ERC.</p>

	<p>visits, where driveway access is not possible (as assessed above). Whether this is occasional or frequent has not been determined.</p> <p>Early engagement with ERC Neighbourhood Services indicated issues with refuse vehicles “blocking” the carriageway resulting in driver frustration. Regular gaps in the segregation have been provided to alleviate these issues.</p> <p>Currently, any council maintenance vehicle operatives requiring access to the kerbside can temporarily move traffic management in order to gain access. This includes gully cleaning operations and management of utilities and lighting. Any future changes and more robust measures may however have an impact and this requires further assessment in terms of the type and design of future light segregation.</p> <p>It is recognised that the above provisions impact the continuity and attractiveness of the cycle corridor and represent an ongoing challenge in terms of the compromise of trialling temporary measures to safeguard the cycle lane while maintaining essential access.</p>	<p>Ongoing monitoring of parking within cycle lane to assess the type and frequency of parking.</p> <p>These findings will be considered as part of an aspirational A77 Masterplan.</p>
<p>Parking (residents & visitors)</p>	<p>Initial monitoring and observations suggest a general reduction in on-street resident / visitor parking. The vast majority of properties have off-street parking provision, suggesting that alternative parking provision exists for most residents and visitors.</p> <p>There is no evidence to suggest that there has been significant displacement of visitor / resident parking to surrounding side streets. Notable exceptions include impacts on private parking at Scholar Court (as a result of parking demand for local business) and nearby Ashtree Grove (associated with access to supported living accommodation and the need for carer access).</p>	<p>Ongoing monitoring and evaluation should be conducted.</p> <p>Review opportunities for floated parking arrangements at areas of high parking demand.</p>
<p>Emergency vehicles</p>	<p>The impact on emergency vehicles was previously highlighted as a potential design issue.</p>	<p>Ongoing monitoring & evaluation.</p>

	<p>Although no complaints have been received directly from the emergency services, it is recognised that the introduction of light segregation may impact the ability of other vehicles to effectively take action in order to allow emergency vehicles to pass. Specifically, for other vehicles to 'pull over' to the kerbside, with feedback received from the community to this effect.</p> <p>Although the new arrangements may present different circumstances on how drivers allow emergency vehicles to pass, regular breaks in the segregation and additional carriageway space available within the centre median (along the majority of corridor) means that emergency vehicles can generally continue to bypass general traffic without significantly impacting emergency response times. This aspect will continue to be reviewed during the duration of trial.</p>	
Driveway access	<p>Although access has been retained at all driveways, observations of cone displacement suggests that vehicles manoeuvring / reversing out of driveways may be making contact. Limited information exists regarding these manoeuvres (i.e. whether drivers reverse into the cycle lane as opposed to directly into the general carriageway).</p>	<p>Ongoing monitoring & evaluation. Consideration of how these manoeuvres are reflected in Phase 2 design proposals, including ensuring appropriate turning radius is available.</p>

D.4 Businesses

Design Themes	Analysis	Conclusion
Impacts on local business	<p>Management of existing on-street parking provision, such as around shops and businesses, was highlighted as a potential issue. As a result, formal parking was retained along Ayr Road to preserve accessibility to shops and services.</p> <p>Key impacts on businesses are generally limited to units at 'The Avenue' (near Mearns Cross). Existing on-street parking facilities do not meet the needs of local businesses operating within the area. This results in illicit parking; either on cycle lane or exacerbating existing</p>	<p>Review measures around businesses, considering whether 'floated parking' arrangements may be accommodated at high-demand locations.</p> <p>Systemic issues regarding loading / unloading, customer access and overall quality of public realm requires longer term design solutions and should be progressed as part of future masterplan aspirations for the A77 road corridor.</p>

	<p>issues associated with vehicles on the footway outside business, impacting pedestrian access and quality of public realm. It is also noted from observations & feedback that traffic cones are regularly moved from the cycle lane onto the footway on a daily basis, associated with takeaway customers and/or businesses.</p> <p>Residents' feedback suggests that parking for business access / deliveries has been displaced to the private car park at Scholars Court.</p>	
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D.5 Management / Maintenance

Design Themes	Analysis	Conclusion
<p>Road maintenance</p>	<p>Impacts on the road maintenance regime was previously highlighted as a key issue associated with the introduction of vertical separation features to safeguard the Ayr Road cycle lane.</p> <p>Historically, Ayr Road has been kept clear from debris using road sweepers. The lack of appropriately sized sweepers within the council's maintenance fleet means that access for regular maintenance involves the removal of cones prior to sweeping, which is considered inefficient and ultimately unsustainable.</p>	<p>Following the trialling of different options and techniques, there is a recognition that additional resources are required to support an enhanced maintenance regime along Ayr Road. A temporary sweeper and operative resource, along with the development of appropriate 'safe systems of work', is therefore considered necessary for the duration of the trial. This will therefore be progressed on a temporary basis to assess the effectiveness of procuring a permanent resource in future.</p>