

# Balgray Active Travel Link

## Baseline Report (Phase 1 and 2)



11 August 2025

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# Contents

1. Executive summary	4
2. Scheme overview	6
2.1 The Places for Everyone Programme	6
2.2 Outcomes	6
2.3 Balgray Active Travel Link	7
3. Phase One Baseline Findings	12
3.1 Vehicle traffic patterns	12
3.2 Active travel in the area	16
4. Phase Two Baseline Findings	18
4.1 Postal survey - Place standard tool	18
4.2 Route user intercept survey (Barrhead Road)	28
4.3 Video monitoring – Pedestrian Crossings	29
5. Methods	30
5.1 Automatic Traffic Counts (ATCs)	30
5.2 Video Monitoring	32
5.3 Route User Intercept Survey (RUIS) (and manual count)	36
5.4 Postal Survey	38

Document details	
<b>Reference ID:</b>	SUSR1956
<b>Version:</b>	6.0
<b>Circulation Status:</b>	Sustrans, Transport Scotland and East Renfrewshire Council
<b>Issue Date:</b>	11/08/2025
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# 1. Executive summary

Baseline monitoring conducted before the construction of the Balgray Active Travel Link indicates that there is the need for safe active travel infrastructure connecting Barrhead and Newton Mearns. The project aims to provide a high-quality space for people to enjoy around the Balgray reservoir as well as an active travel link for everyday journeys. The impact of the project will be evaluated against the Places for Everyone outcomes after construction.

Highlights of baseline monitoring include:



## Active travel levels

A Route User Intercept Survey (RUIS) conducted in 2019 at the reservoir found that **59%** of survey respondents had used a car as part of their journey, with **91% of these being for journeys under 5 miles**.

There are an estimated **29,000** active travel journeys undertaken per year at the reservoir and **185,000** journeys along Barrhead road. It is hoped that the number of active journeys will increase after project construction.



## Collaborative design with community

East Renfrewshire Council held in person public consultation sessions in October and November of 2022. Online consultations took place on the platform 'Commonplace' which recorded over 200 responses.

From a postal survey, only **24%** of residents reported that they were able to contribute to decisions about making their local area a better place to live. Follow-up monitoring will evaluate to what extent the community felt involved with the project and to what extent the infrastructure meets their needs.



## Quality of place

**81%** of residents agreed that their local area is a good place to live, whilst only **45%** agreed that travelling through their local area is an enjoyable experience. It is hoped that the Balgray Active Travel Link will make active travel journeys through the area more enjoyable.

Follow-up monitoring will evaluate to what extent the project has improved residents' experience of travelling in their local area.

### Dedicated space for active travel



**77%** of residents reported that wider pavements would help them to walk more in their local area and **74%** that more frequent road crossings would be useful.

Video monitoring of three road crossings located on both phases 1 and 2 of the project indicates that **motor traffic dominates, with a very low proportion of vehicles yielding for pedestrians at the crossing sites.**



### Accessibility

**85%** of residents reported that more accessible active travel infrastructure, such as level surfaces, dropped kerbs at crossing points and fewer obstructions, would help them to walk more in their local area.

At baseline, at phase one and two count sites, **0% and <1% of annually estimated trips were made by wheelchair users respectively.** Counts completed as part of follow-up monitoring will assess whether there has been increased uptake by wheelchair users.

# 2. Scheme overview

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## 2.1 The Places for Everyone Programme

The Balgray Active Travel Link project was originally granted funding through the Community Links programme in 2018. This programme is now Places for Everyone (PfE).

The Places for Everyone programme aims to create safe, attractive, healthier places by increasing the number of trips made by walking, wheeling<sup>1</sup> and cycling for everyday journeys<sup>2</sup>. The programme is funded by the Scottish Government through Transport Scotland and is administered by Sustrans. The project is being delivered by East Renfrewshire Council.

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## 2.2 Outcomes

At the time monitoring was planned the outcomes of the Places for Everyone programme were:

1. **Increase active travel:** Increase number of people and trips for walking, cycling and wheeling for everyday journeys.
2. **Ensure collaborative design with community:** Ensure communities are proactively engaged in project development and decision making.
3. **Improve the quality of place:** Improve the quality of place and where possible increase the quality and quantity of green infrastructure.

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<sup>1</sup> Wheeling refers to using a wheelchair or mobility scooter, here and throughout the report.

<sup>2</sup> For the purposes of monitoring this project we defined everyday journeys as those which are short, regular trips made in day-to-day life, such as when you travel to work, school or the shops.

4. **Increase dedicated space for active travel:** Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles.
5. **Improve accessibility:** Improve accessibility for people with protected characteristics.

In addition to the programme outcomes, the following project specific, monitoring outcomes apply:

- Create a safe, inclusive walking, cycling and wheeling link, connecting the communities of Barrhead and Newton Mearns to and through Dams to Darnley Country Park
- Establish a key element of the East Renfrewshire Active Travel Action Plan, creating active travel connections to major local trip generators and integrating two major Glasgow City Region City Deal projects
- Increase the number of everyday walking, cycling and wheeling journeys between Barrhead and Newton Mearns and to Dams to Darnley Country Park by 20,000 per annum by 2028
- Create an inspiring and inclusive public space, successfully integrating active travel infrastructure with placemaking, promoting opportunities stop, socialise, exercise, learn and play and for events and activities.
- Implement a behaviour change strategy to promote and encourage active travel choices for everyday journeys between Barrhead and Newton Mearns to and through Dams to Darnley Country Park, contributing in turn to community health and wellbeing.

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## 2.3 Balgray Active Travel Link

The Balgray Active Travel Link project involves the construction of a 4.5 kilometre active travel link between Barrhead and Newtown Mearns (Figure 1). This link consists of a 700m boardwalk overlooking the reservoir as well as connecting paths to Barrhead and Newton Mearns along Aurs Road and Barrhead Road. The project is the first part of an intended

larger project, East Renfrewshire Council's Strategic Cycling Corridor 5. Therefore, the paths will intercept with other corridors in the developing network in the future.

The Balgray Active Travel Link is split into two phases. Phase one involves realigning Aurs Road and the installation of a boardwalk at Balgray Reservoir. Phase two includes improvements to the connecting roads between Newton Mearns and Barrhead such as the reallocation of road space for active travel infrastructure and improvements to the crossings and signage along the route.

Currently, there is minimal cycling and pedestrian infrastructure in the area. Barrhead and Newtown Mearns are connected by a single carriageway (Aurs Road – where the Automatic traffic counts were carried out) with no pavements running through the area. There are some shared use, traffic free paths around the reservoir (where the Route User Intercept Survey was carried out), but these do not connect to any other active transport infrastructure.

East Renfrewshire Council held in person public consultation sessions in October and November of 2022. Online consultations took place on the platform 'Commonplace' which recorded over 200 responses to the proposed plans for phase 2 of the project.

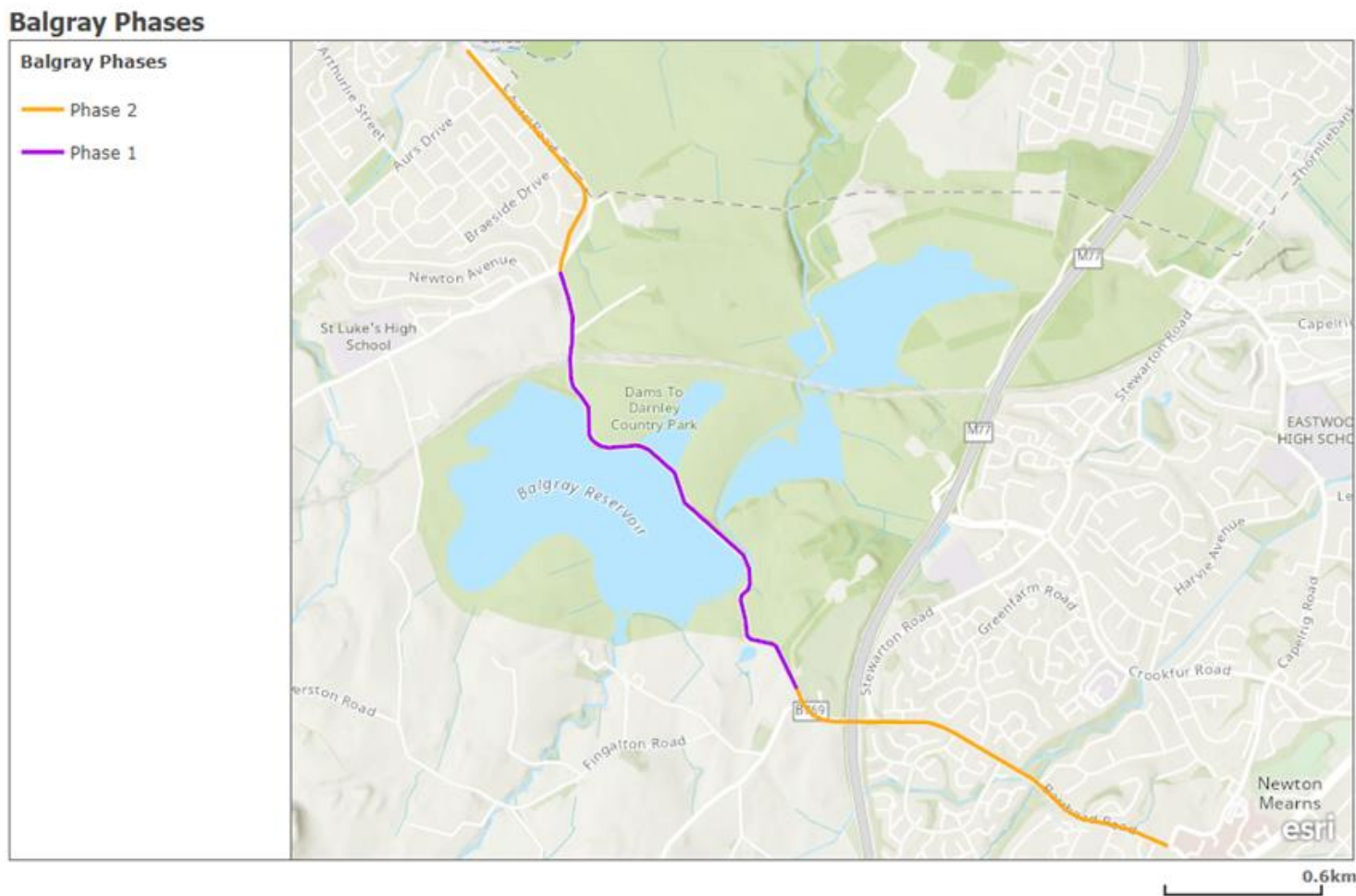
Construction of phase one of the project began in December 2023 and is estimated to be complete by August 2025. Construction of phase two is expected to start in November 2026. The project is expected to receive a total funding of £17,200,000, with £12,200,000 awarded by Places for Everyone.

Previously published in July 2022 was the baseline report for phase 1, this report is updated to include the baseline data captured for phase 2.

Follow up monitoring is planned for in both the Sustrans monitoring plan and East Renfrewshire Council's monitoring plan. The surveys conducted at pre-monitoring will be revisited following completion of the project and assessment made against the PfE outcomes.



Figure 1. Map showing geographical extent of the Balgray Boardwalk project.



## Monitoring locations

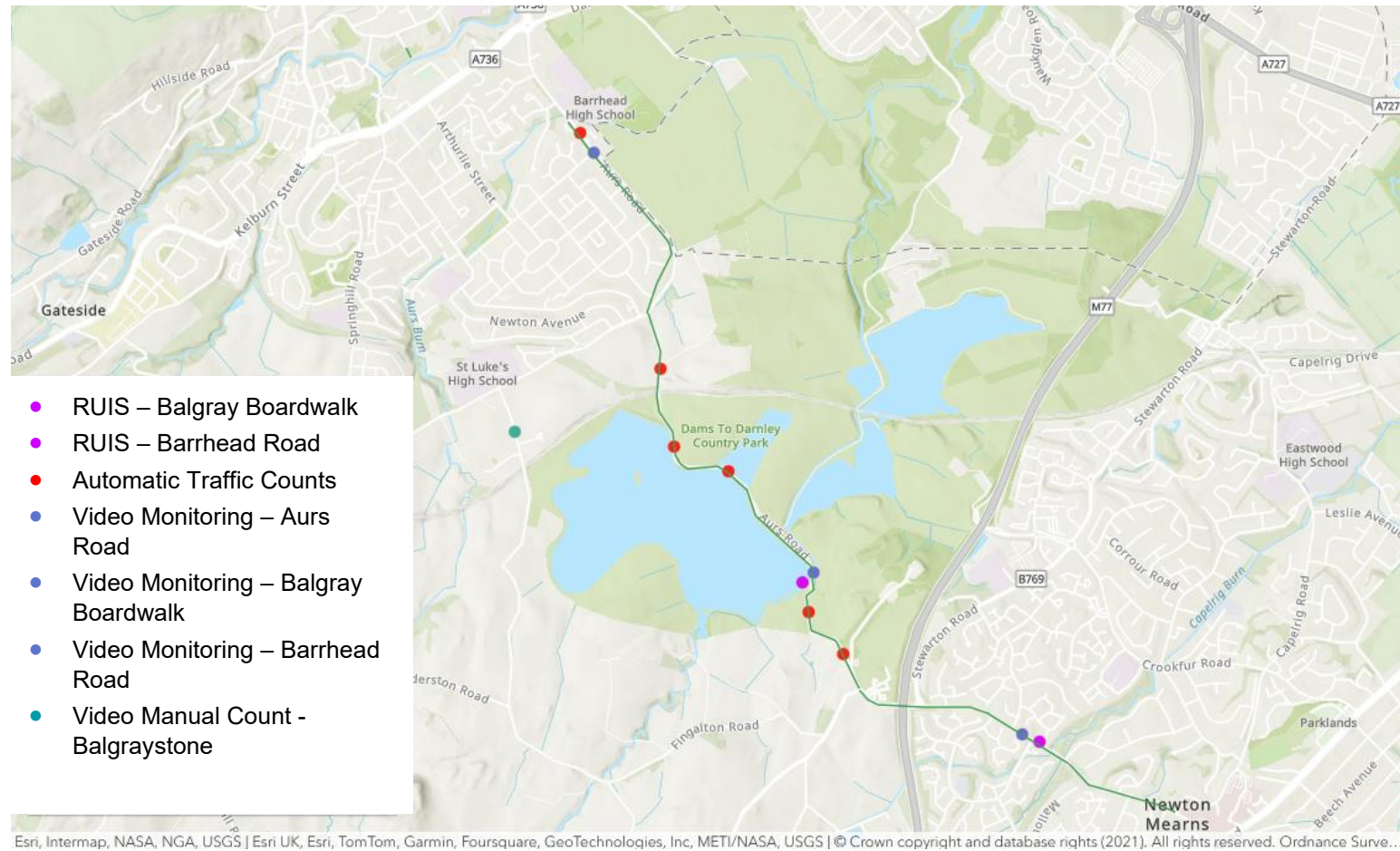
The period of data collection ranges from early to mid-2019 and early to mid-2022. It is worth noting that delays to construction have meant that the baseline data for phase 1 has been collected 5 years prior to construction starting.

Several tools were used to monitor the area where new cycling and pedestrian infrastructure is scheduled to be built. These included:

- Six automatic traffic counts (ATC) (site locations shown in [Figure 16](#))
- Two Route User Intercept Survey's (RUIS), both including a manual count
- A postal survey to households in Newton Mearns and Barrhead
- Video monitoring and analysis of three pedestrian crossings
- Video Manual Count (data not included in baseline evaluation due to distance from route)

The location of the monitoring tools can be found in Figure 2. Location of monitoring activities along the project route. Further details about each monitoring tool can be found in the Methods section.

**Figure 2. Location of monitoring activities along the project route.**



# 3. Phase One Baseline Findings

This section of the report highlights the findings of monitoring surveys conducted along the phase one section of the Balgray Active Travel Link.

## 3.1 Vehicle traffic patterns

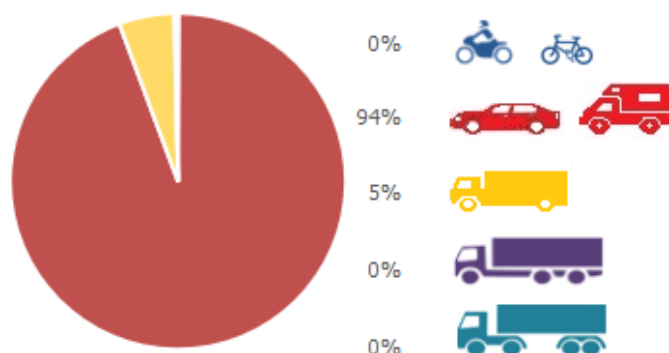
Currently the predominant form of transport between Newton Mearns and Barrhead is motor vehicles as shown by the ATCs and video monitoring. The proportion of cycles (or motorcycles – ATCs cannot accurately differentiate between the two) was very low (<0.2%) across all six ATC sites (see [Figure 16](#) for site locations).

Video monitoring was carried out at the intersection between Aurs Road and an off-road pedestrian and cyclist path. During the video monitoring time period this intersection was not particularly busy with either motor vehicle traffic or people travelling actively. Therefore, less than 60% of people crossing the road had to stop for vehicles to pass (the rest would only hesitate, checking the road was clear, and then cross). Despite the overall low traffic volume, when vehicles and pedestrians or cyclists did interact, the vehicles never yielded: out of 30 interactions, zero vehicles yielded.

Cyclists and pedestrians may not feel safe from the motorized traffic on these routes, and this could partially explain the low numbers of active transport users observed.

**Figure 3. Traffic  
Composition by Class - all  
ATC sites**

**Traffic Composition by Class - Total Surveyed Vehicles**



## Traffic Speed

The ATC data also provided insight into traffic speed along Aurs Road. At site ATC A (Aurs Road near Aurs Place - see [Figure 16](#) for site locations) the speed limit was 30mph. At all other sites, the speed limit was 60mph. However as shown in Figure 4, the average 7 day speed across all sites was around 30mph. Part of the Balgray Boardwalk project is to reduce the speed limit in the area to 40mph where needed. The ATC data indicates this would not have a major impact on the speed of vehicles travelling on Aurs Road. Furthermore, the average low traffic speeds could indicate that this is an area where traffic conditions are suitable for active travel, and if better active travel infrastructure was provided, cycling and walking rates could increase.

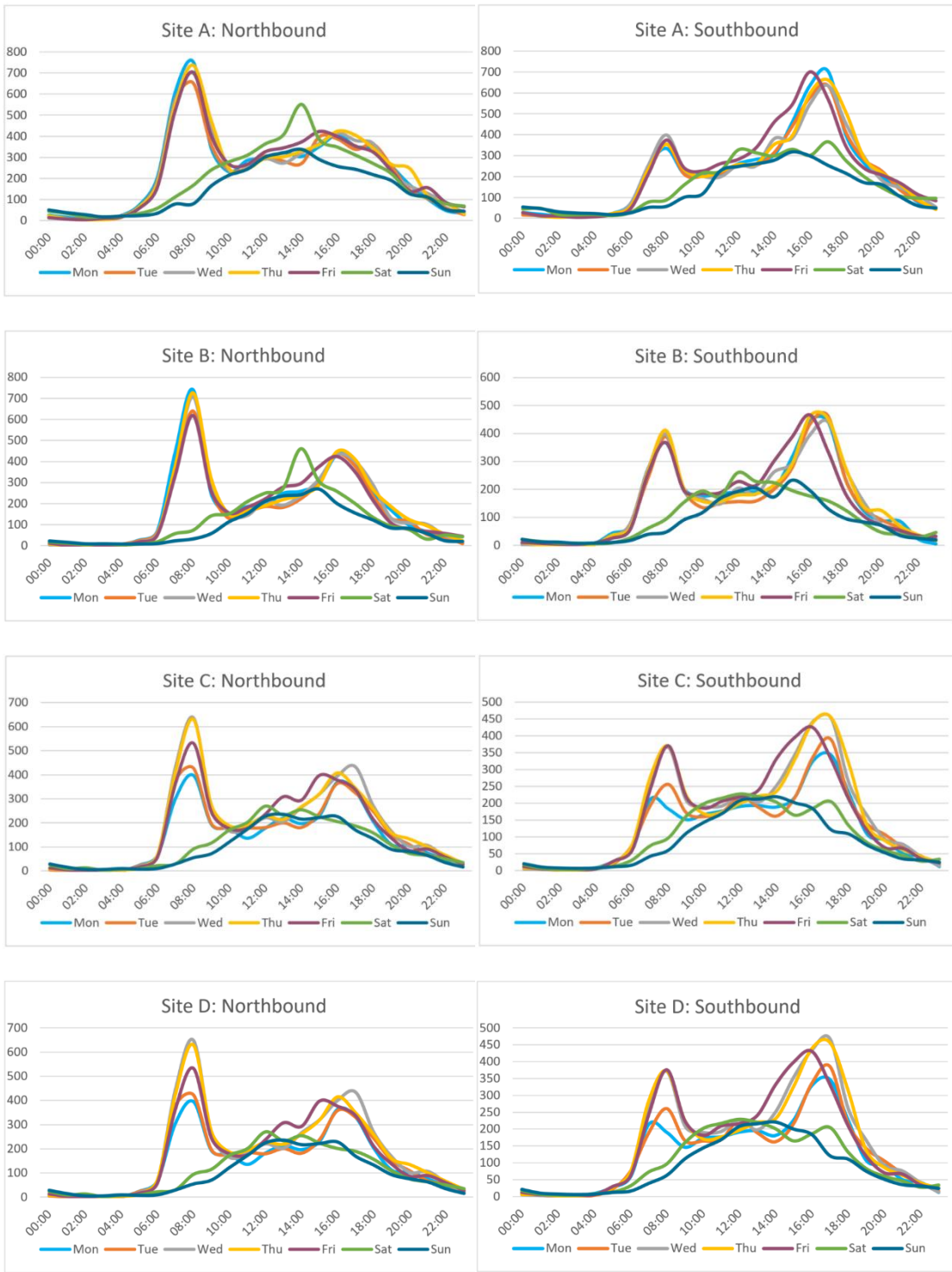
**Figure 4: Speed analysis across six ATC sites (both directions combined)**



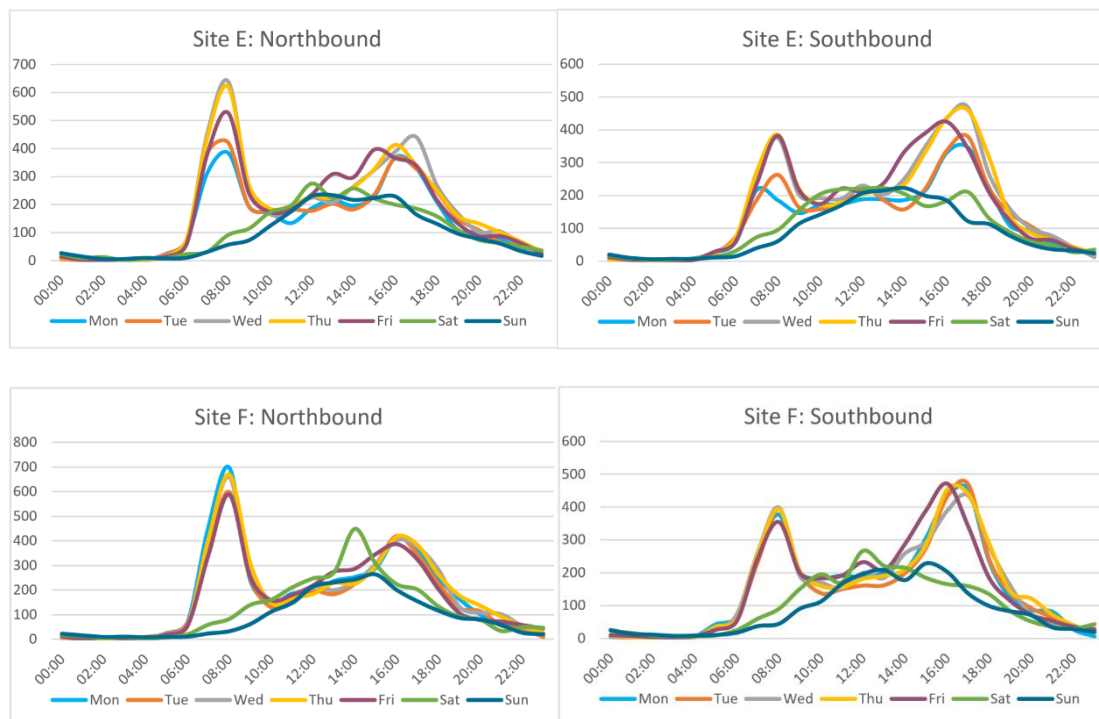
## Traffic Flow

Traffic patterns were relatively consistent across all six ATC sites (Figure 5). When looking at traffic flow in the northbound direction on weekdays, there's a morning peak at around 0800. There is a peak on weekdays in the southbound direction between 1600 and 1700. Southbound traffic also has a smaller peak on weekday mornings, while some northbound locations also had a small afternoon peak. Weekend traffic in both directions followed a similar pattern: rising then declining throughout the day with a small peak in the early afternoon.

Figure 5: Seven day traffic flow patterns at 6 ATC sites







## Traffic volume

There was higher traffic volume at site ATC A (Aurs Road near Aurs Place - see [Figure 16](#) for site locations) with 69,000 total, compared to the other sites which had between 47,000 and 49,000 vehicles counted. This is possibly because site ATC A is close to a school, cafes and shops.

### 3.2 Active travel in the area

A Route User Intercept Survey (RUIS), including a manual count, was carried out on the Balgray boardwalk section of phase one of the overall project area on an off-road, shared use path alongside the reservoir.

The Annual Usage Estimate (AUE) for this path is 29,000. Of these 61% are pedestrians, 23% are cyclists and 14% are joggers. 58% of the path users are male, 34% are female and 8% are children. This section of path is largely used for cycling or walking for recreation, as opposed to commuting, running errands or travelling to or from education. This is seen most clearly in the survey data with 100% of respondents selecting recreation as their trip purpose.

Nearly 60% (33) of those surveyed at Balgray Reservoir had travelled by car to the path, despite 91% (30) of those who drove living five miles or less from the path. People may be discouraged from cycling or walking in the area because of a lack of footpaths and cycle lanes from the nearby towns to the reservoir.

The RUIS also collected data on route users' perceptions of the current path around the Balgray Reservoir. The majority of respondents had very positive views on the path:

- All respondents agreed they liked the surroundings of the path.
- More than 80% of respondents agreed or strongly agreed that the route was convenient, well-maintained, easily accessible, and fit for purpose (Figure 7 and Figure 8);
- 79% of respondents agreed the route meets the needs of the community (Figure 8).
- 90% of respondents agreed that the route feels safe, despite only 6% agreeing that it is well lit.

**Figure 6. Annual usage estimate split by mode from Balgray Reservoir RUIS.**

#### RUIS Balgray Reservoir

**29,000 Annual Usage Estimate**



**22,000 (76%) pedestrians**



**7,000 (23%) cyclists**



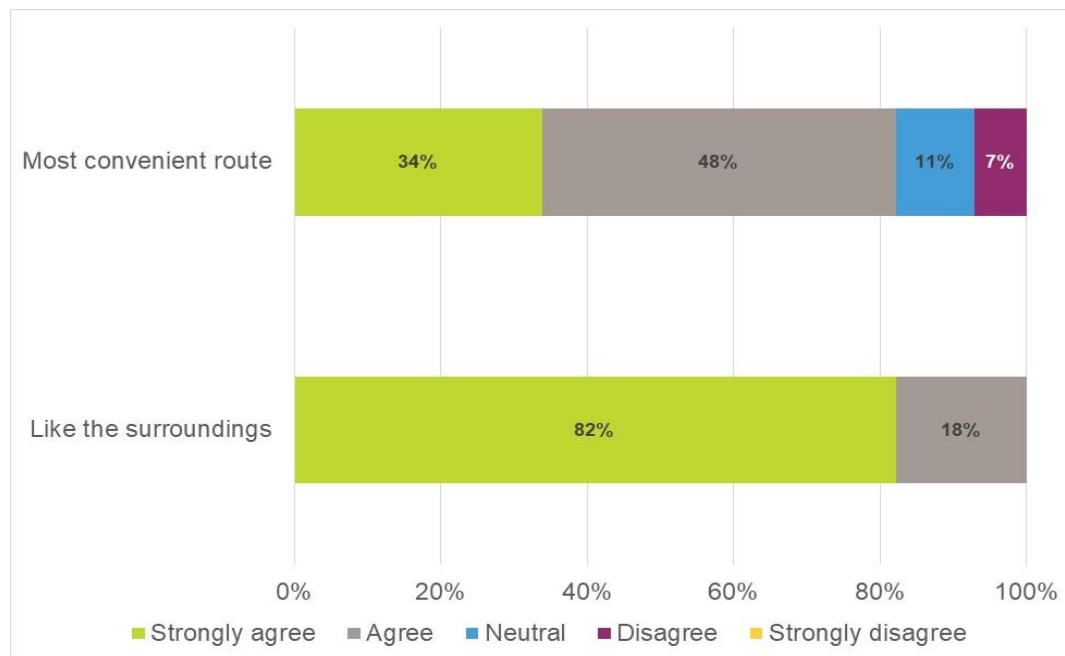
**8% children**



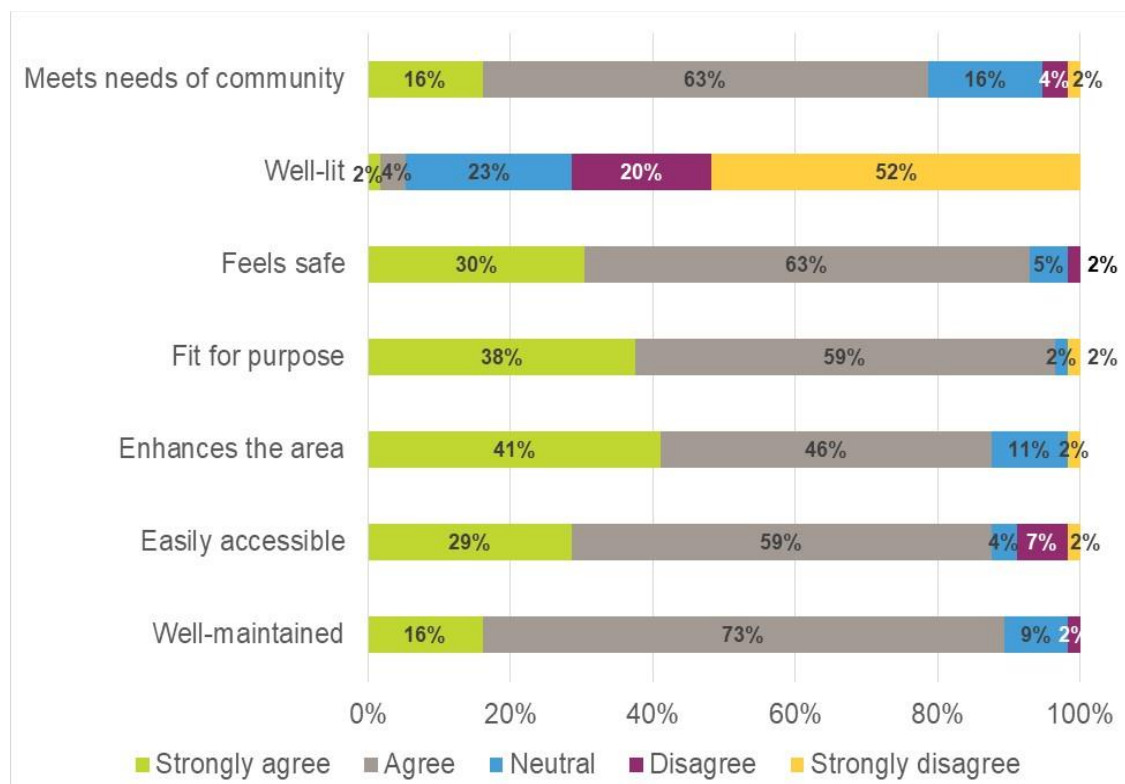
**34% females, 58% males**



**Figure 7. RUIS at Balgray Reservoir - To what extent have the following factors influenced your decision to walk, cycle or use wheelchair today? N = 56 respondents**



**Figure 8: RUIS at Balgray Reservoir - How much do you agree or disagree with the following statements about the path? N = 56 respondents**



# 4. Phase Two

## Baseline Findings

This section of the report highlights the findings of monitoring surveys conducted along the phase two section of the Balgray Active Travel Link.

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### 4.1 Postal survey - Place standard tool

A postal survey was distributed to 3000 households in Newton Mearns and Barrhead in August and September of 2022. The postal survey asked residents about their travel habits, including how they travel, where they travel and how it feels to travel around their local area. In addition to these questions the postal survey included questions based around the 14 themes of the Place Standard Tool (PST)<sup>3</sup>. The PST scores each theme on a scale of 1 to 7, where 1 is the lowest and 7 is the highest.

There were 320 responses to the survey giving a response rate of 10.6%. 159 respondents came from Newton Mearns and 140 from Barrhead, whilst the remaining 21 respondents did not disclose their location of residence.

The survey had a broad response across age groups: 35% were 65 and over, 43% between 45 and 64 and 21% between 18 and 44. The gender split of respondents was similar to the census<sup>4</sup> for East Renfrewshire with 54% female, 45% male and 1% preferring not to say.

Figure 9 shows the responses when asked “On average, how often do you travel by each of the following modes?”. The low rates of cycling align with the low count of cyclists recorded in the manual count element of the RUIS.

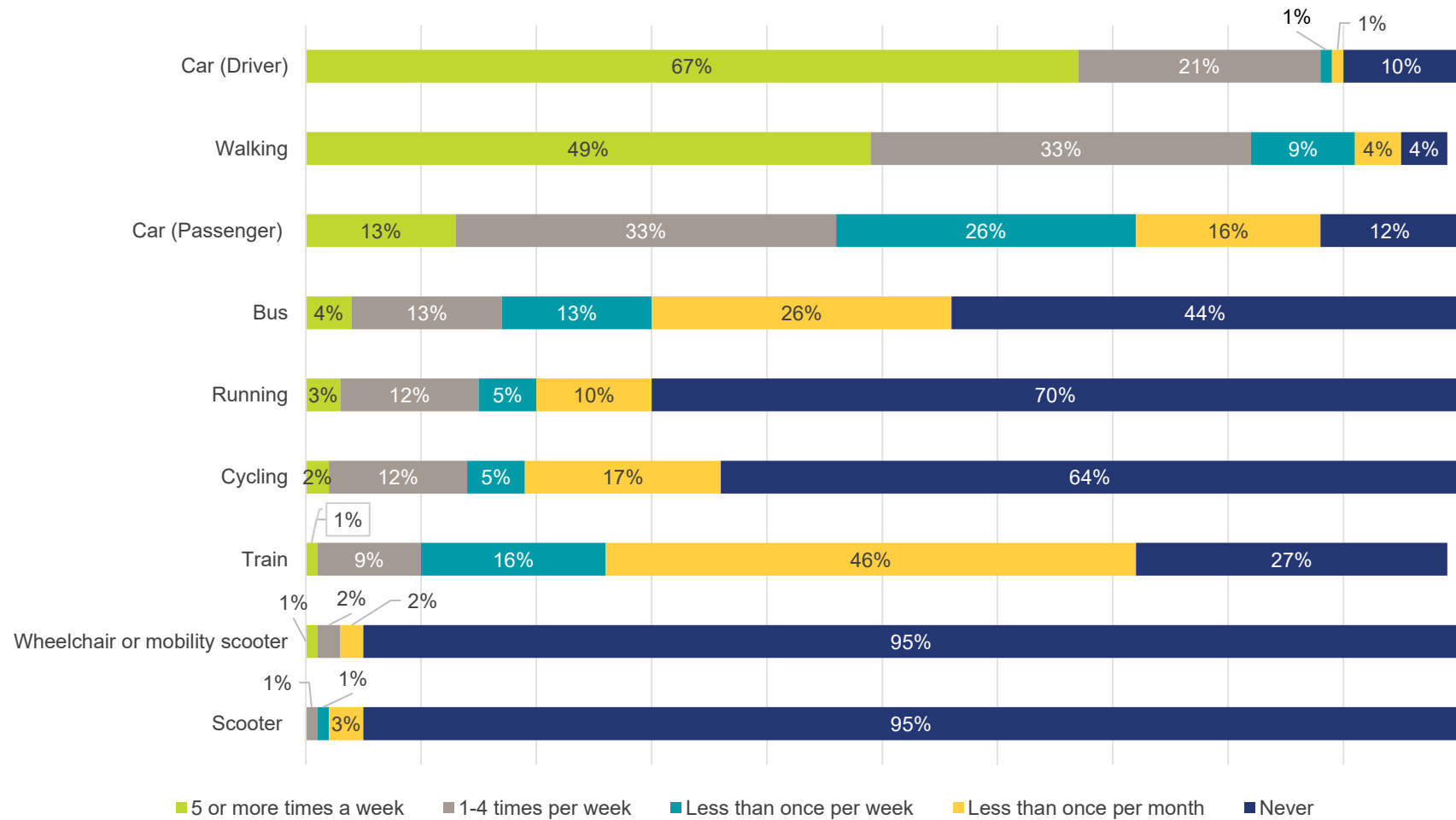
Figure 10 and Figure 11 show the responses of residents when asked to rate a series of statements relating to “How useful, if at all, would any of the following be to help you start [cycling/walking] more?”.

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<sup>3</sup> <https://www.ourplace.scot/About-Place-Standard>

<sup>4</sup> As of 2021 the census for East Renfrewshire recorded the proportion of females living in the area as 52.1% and the proportion of males being 47.9%.

Figure 9. Mode of travel and frequency of survey responders (n= 305)



**Figure 10. How useful, if at all, would any of the following be to help you start cycling or to cycle more? (n= 318)**

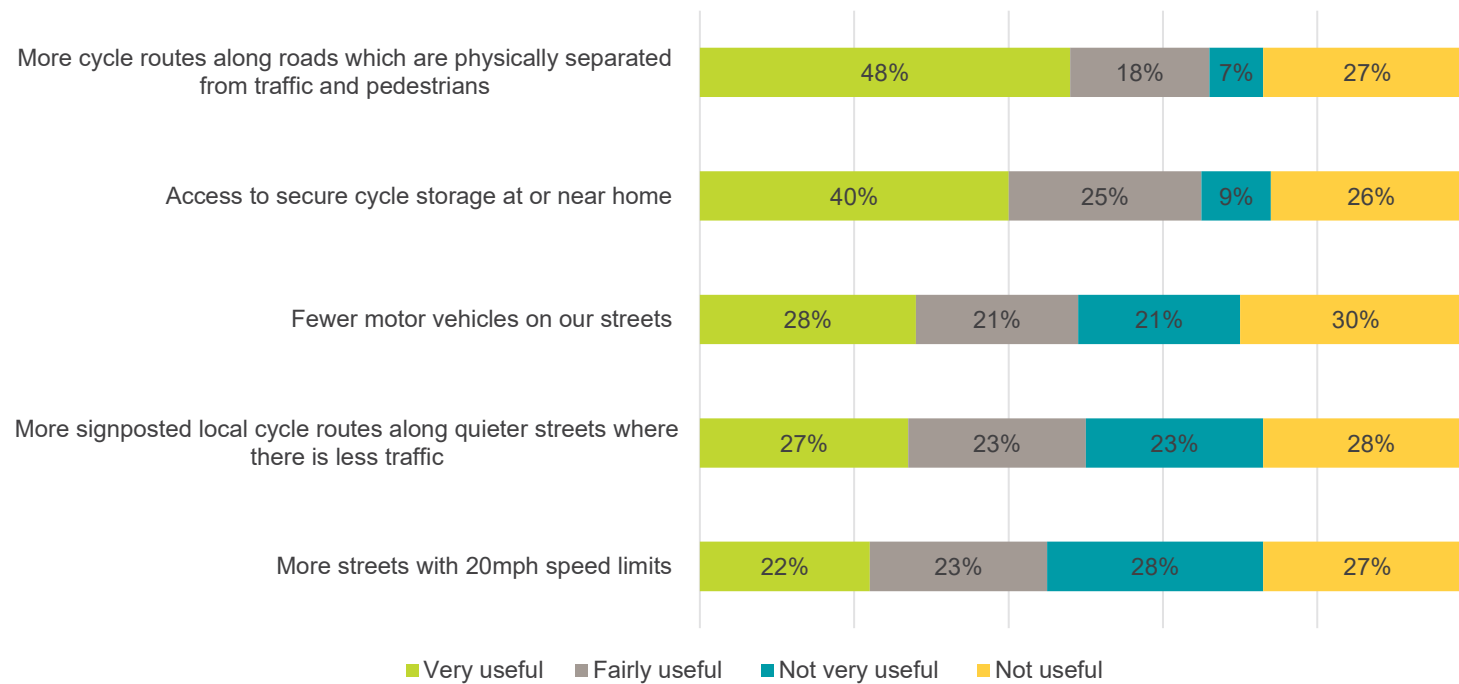
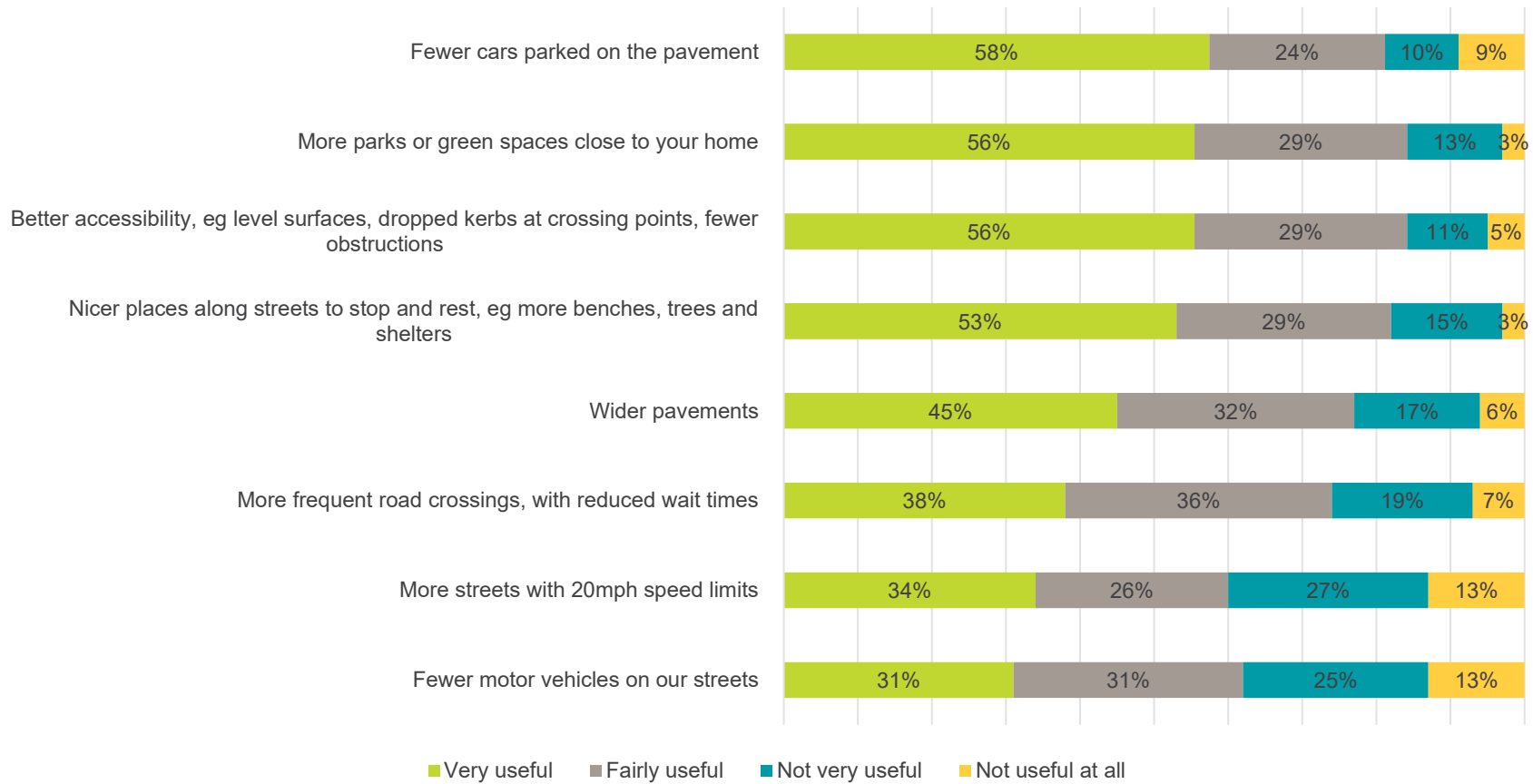


Figure 11. How useful would each of the following be to help you walk more? (n = 318)



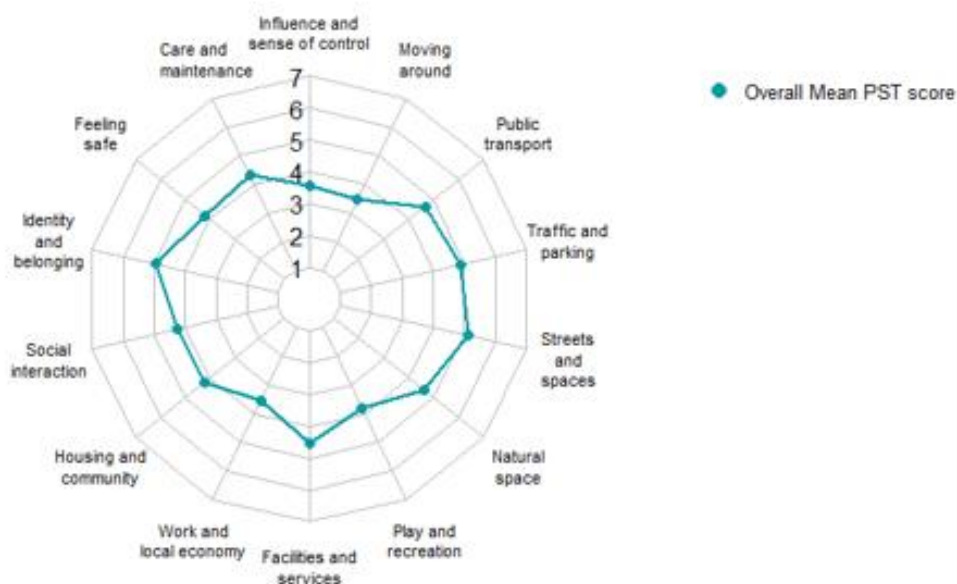
## Trip analysis

The trips with the highest proportion of walking, wheeling and cycling are: from Dams to Darnley country park (43%), meeting friends and family (32%) and to the Avenue shopping centre (32%). Trips to Barrhead train station were taken more frequently by walking, wheeling or cycling (27%) compared to using the car as a driver or passenger (22%). Similarly for the trips from the Dams to Darnley country park the dominant mode of travel was walking, wheeling or cycling (43%) compared to using the car as a driver or passenger (29%).

## Place Standard Tool

Across all PST themes the mean score for the area surveyed was 4.30 out of 7. Figure 12 shows the individual mean scores for each theme calculated from all respondents. The theme “Moving around” scored the lowest (3.50) out of all 14 themes. The two other lowest scoring themes were “Work and local economy” (3.53) and “Influence and sense of control” (3.58). Conversely the three highest scoring themes were “Streets and spaces” (5.14), “Identity and belonging” (4.97), and “Facilities and services” (4.56).

Figure 12. Mean PST score across all resident responses.

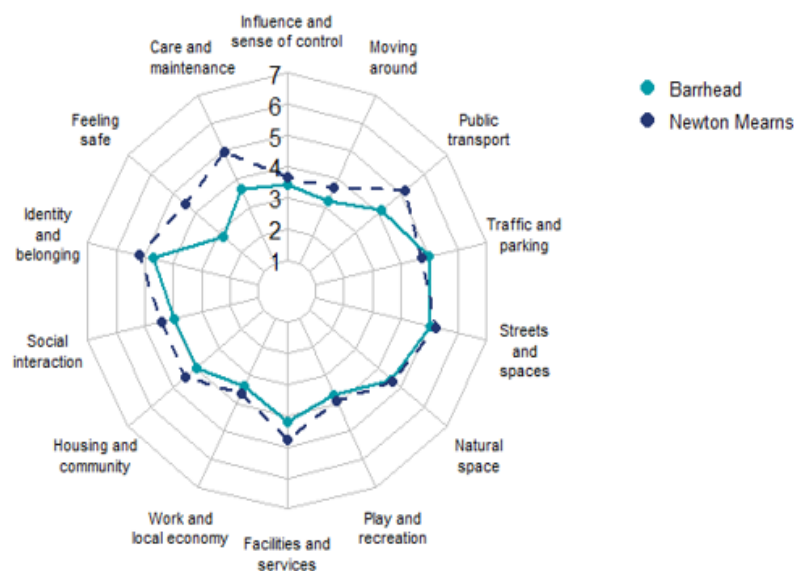


As well as a mean score across all the themes, a mean score for each theme was calculated according to respondent characteristics such as their: postcode, gender, age and travel mode. There was not a high degree of variation in the scores across these demographic categories. The themes which scored high or low were scored consistently high or low across the population regardless of variation in demographics.

However, there are some notable differences. Residents of Barrhead rated 12 of the 14 themes lower than Newton Mearns with an overall PST theme score of 3.98 and 4.50 respectively. The most notable differences were with regards to “Feeling safe”, with Barrhead residents rating this as 2.82 whilst Newton Mearns residents gave a rating of 4.48. For “Care and maintenance” Barrhead residents gave a rating of 3.65 whilst Newton Mearns residents gave a rating of 4.96.

Differences in ratings across the PST themes did not vary significantly across the categories of gender, age and between those who frequently drive, walk<sup>5</sup> or cycle, as can be seen in Figure 14.

**Figure 13. Mean PST score between residents of Barrhead and Newton Mearns.**



<sup>5</sup> Respondents who wheel, such as wheelchair and mobility scooter users, were included as pedestrians in this analysis.

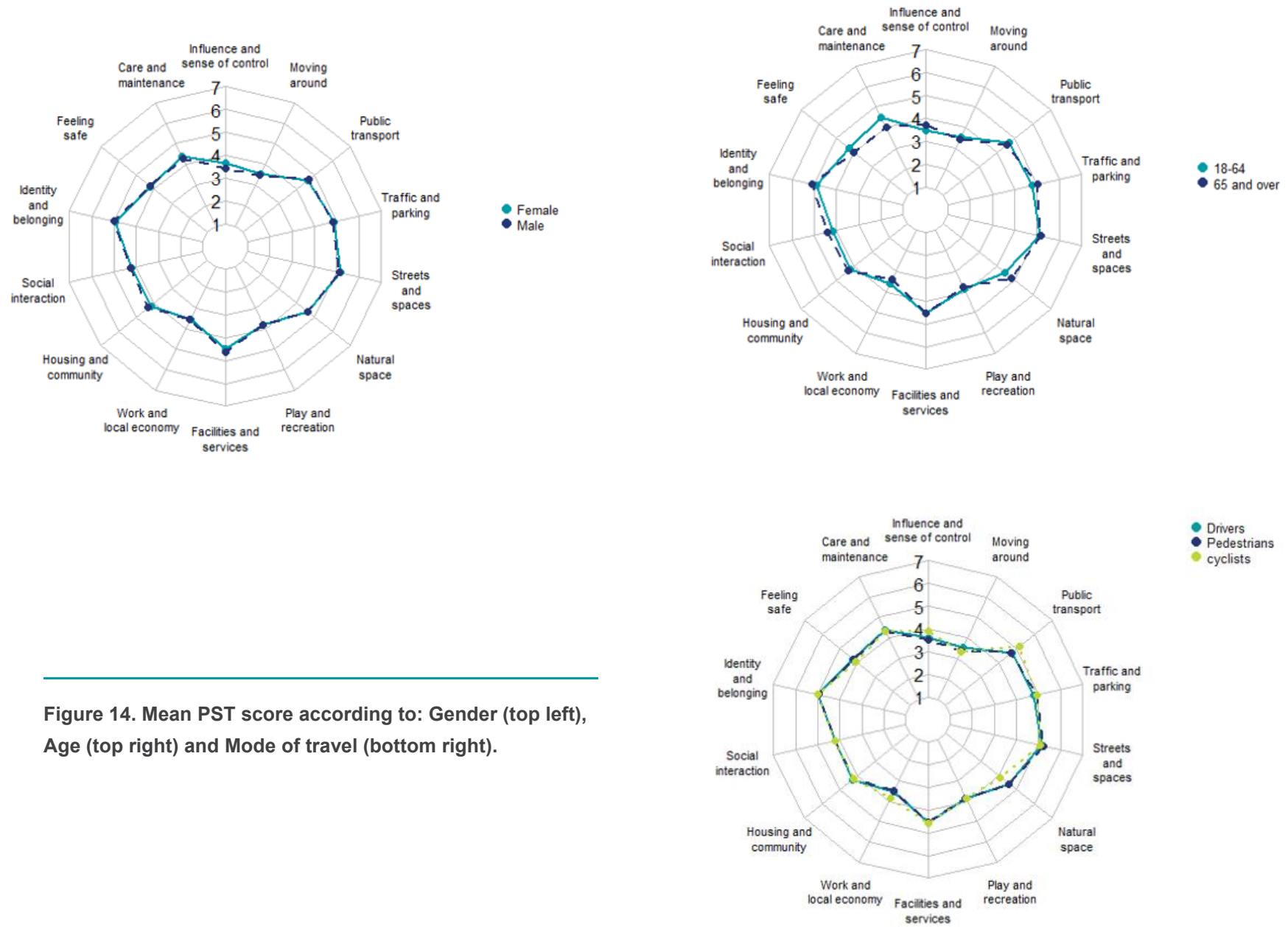


Figure 14. Mean PST score according to: Gender (top left), Age (top right) and Mode of travel (bottom right).



## Qualitative responses

The survey also included an open-ended question where respondents could leave any other comments about the content covered in the survey. Each response was coded according to the most appropriate PST theme(s), whether positive or negative. In total there were 113 responses to this question. Table 1 highlights the proportion of free text responses which have been coded according to their associated PST theme(s).

Table 1. Frequency of free text responses categorised by PST theme.

Coding theme	Frequency (%)
Moving around	32%
Traffic and parking	15%
Care and maintenance	13%
Public transport	9%
Feeling safe	9%
Facilities and services	9%
Housing	4%
Natural space	3%
Play and recreation	1%
Social Interaction	0%



**16% Positive – looking forward to the scheme**

**6% Negative – Don't want the scheme**

Alongside the PST themes, some respondents also expressed their opinion of the project. Encouragingly, more than double expressed a positive outlook (16%) compared to those that expressed a negative outlook (6%), further highlighting the appetite for improved active travel infrastructure in the area. Below are some highlighted quotes from the free text responses.

### Moving Around

31% of free text responses related to the PST theme of moving around. Topics raised ranged from concerns around the quality of the path surface in the proposed area, the maintenance of vegetation along the paths, concerns around cyclists sharing space with pedestrians and feeling safe whilst walking and cycling in the area.

“Once tried walking dog from Newton Mearns to Balgray Dams. Terrifying experience. Traffic gave little to no heed that we had no pavement. Never repeated this.” Female aged 65 and over

“Barrhead Road, Aurs Road, Capelrigg Road etc lack provision for cyclists & feel unsafe.” Female aged 45 - 54

### **Feeling Safe**

9% of responses mentioned feelings of safety, a high proportion of these were in relation to the speed of traffic, pavement parking and concerns around anti-social behaviour.

“The road between N. Mearns & Barrhead is dangerous. For walkers highly dangerous.” Female aged 65 and over

### **Traffic and parking**

Pavement parking is mentioned by 9% of responses whilst 4% of respondents raised concerns about the speed and volume of traffic.

“Cars parked on pavements is a major issue!! I have to go to the road often because there's no room on pavement with my grandchildren.” Female aged 65 and over

“It's impossible to walk along the pavements in Upper Auchenback with a pram without having to walk on road due to cars parked on pavement. The traffic at school drop off / pick up is dangerous.” Female aged 35 - 44

“We gave up cycling in the area because of the volume and speed of traffic and while there are some good cycle lane areas they don't join up. The dams we have walked the dams road a few times but each time the speed of the traffic makes us think we will never do it again. The dams road is dangerous to drive let alone walk or cycle. We would cycle to the shops and station if we did not fear the traffic as much.” Male aged 55 - 64

### **Public transport**

9% of survey respondents mention public transport. The responses highlight a desire for greater connectivity with the rest of East Renfrewshire with a more frequent service due to expanding housing.

"A regular bus service between Barrhead and Newton Mearns would be a priority public transport issue for me." Female aged 55-64

"As someone who is not a car owner, I have not travelled to the other side of East Ren since 2012. You can't, without a ridiculous public transport trek." Female aged 55-64

### **Care and maintenance**

13% of free text responses mention care and maintenance. Issues raised include the maintenance of kids play areas, overgrown bushes obstructing paths, fallen vegetation on roads, litter in public places.

"The condition of the roads / footpaths is a major issue in this area. I care for someone in a wheelchair & the condition & parking on pavements is prohibitive to going out. Nobody enforces parking restrictions i.e. Yellow lines. Also utilities companies never fully repair / re-instate roads / footpaths after work." Female aged 45 – 54

"Pathways constantly obstructed by overgrown bushes / hedges making it difficult to get past with a double pram & several young children (ie childminder)." Female aged 45 – 54

"Pavements on Barrhead Rd are very badly maintained. Overgrown, uneven and dug up often." Male aged 45-54

### **Positive Looking forward to the scheme**

16% of free text responses expressed a positive reaction to the proposed scheme, outweighing the 6% who had a negative reaction.

"Would be really good to have pedestrian walkways between Newton Mearns and Barrhead." Male aged 45 – 54

"A safe walk / cycle path from Barrhead to Newton Mearns would be great!" Male aged 25 – 34

"The footpath from Newton Mearns to Dams to Darnley is badly needed. It's a wonderful place to walk right on my doorstep but I have to drive to get there safely as you cannot walk on Aurs Rd." Female aged 55-64

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## 4.2 Route user intercept survey (Barrhead Road)

In April 2022 a RUIS was conducted on Barrhead Road in Newton Mearns to capture the views of path users on the phase two stretch of the project. It is worth noting that as part of the RUIS only one cyclist stopped to be interviewed. A manual count of users was also conducted.

From the manual count an AUE at this location was calculated to be 190,000 trips per year. Figure 15 shows how this figure is split between modes.

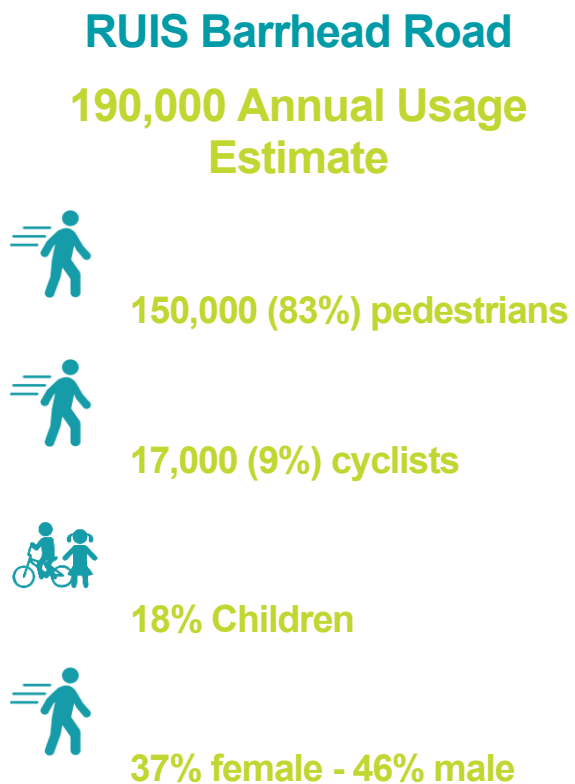
The majority of the trips taken on the route are mostly recreational (66%) with the remaining 34% of trips being commuting and other functional trips. 24% of respondents reported that if the route was not present then they would have used a car or van instead.

As in the 2019 survey, respondents were positive about their opinion of the route:

- 95% agreed it is fit for purpose
- 98% agreed it is easily accessible
- 92% agreed it feels safe,
- 90% agreed it meets the needs of the community
- 84% agreed it encourages them to walk and cycle more.

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**Figure 15. Split of user modes at Barrhead Road RUIS site.**



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## 4.3 Video monitoring – Pedestrian Crossings

Video monitoring was conducted at two road crossings in the phase two area of the project along Aurs Road and Barrhead Road. The monitoring took place in March and April over 8 days between 07:00 and 19:00. From the collected footage, analysis determined the number of vehicles yielding for pedestrians, the delay pedestrians experience when crossing and a conflict rating for any interactions between pedestrians and vehicles. Additionally, a pedestrian sociability index was generated indicating what proportion of pedestrians were travelling in groups of more than two.

At Aurs Road 22% of pedestrians waited to cross with an average delay of 2 seconds and 10% of vehicles yielded for pedestrians crossing.

There were 21 recorded interactions between vehicles and users crossing the road:



- 20 of these incidents scored 1 on the conflict grading scale where “One or both participants were required to manoeuvre, stop or slow down to avoid the other, but with ample time”
- One incident was rated as a 2 on the conflict grading scale where “One or both participants were required to suddenly manoeuvre, stop or slow down to avoid the other, resulting in a near miss situation”.

The road crossing scored 0.66 on the pedestrian sociability index rating<sup>6</sup>.



At Barrhead Road 53% of pedestrians waited to cross with an average delay of 6 seconds. No vehicles out of a total of 940 yielded for pedestrians crossing.

The road crossing scored 0.62 on the pedestrian sociability index rating.

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<sup>6</sup> The sociability index rating is given on a scale of 0 -1 and is calculated as the proportion of crossings which are undertaken by groups, rather than individual pedestrians.

# 5. Methods

The following section outlines the dates and locations of the various monitoring tools used in the Balgray Reservoir area.

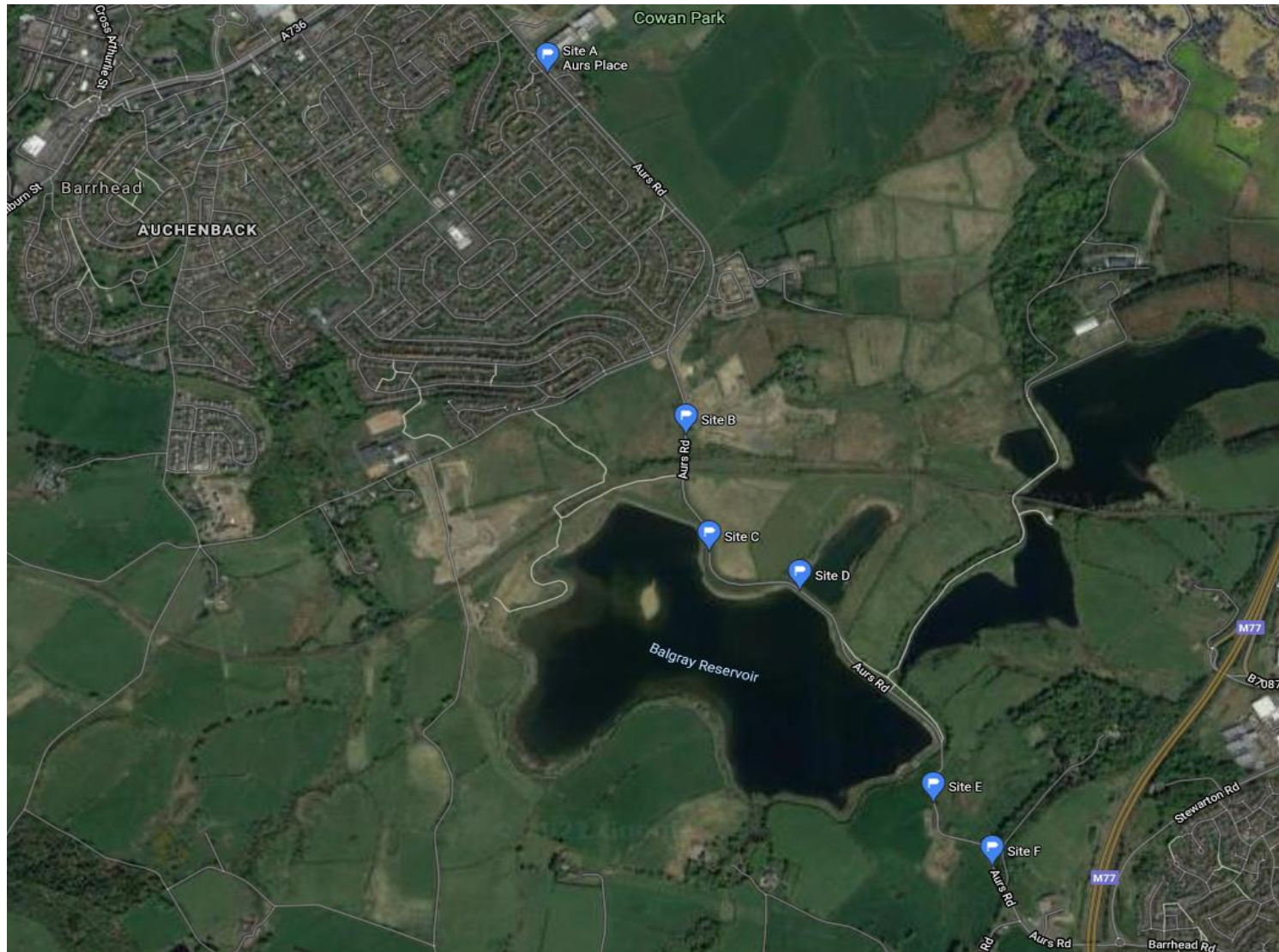
## 5.1 Automatic Traffic Counts (ATCs)

ATCs were done at six locations along Aurs Road between January and February 2019. The locations of the ATCs are outlined in Table 2 and Figure 16. The ATCs collected data on traffic volume, traffic flow, vehicle type, and traffic speed at each of the locations. This was used to provide an overview of the traffic environment in Aurs Road. ATCs cannot accurately differentiate between motorbikes and bicycles, nor do they record pedestrians. Therefore, other tools were also used to give insight into active travel use in the area.

Table 2: Summary of ATC sites and dates

Tool	Location	Dates
<b>Automatic Traffic Counts</b>	A - Aurs Road near Aurs Place	29 <sup>th</sup> Jan – 4 <sup>th</sup> Feb, 2019
	B - Aurs Road between Springfield Road & railway	29 <sup>th</sup> Jan – 4 <sup>th</sup> Feb, 2019
	C - Aurs Road between railway & reservoir	9 <sup>th</sup> Feb – 15 <sup>th</sup> Feb, 2019
	D - Aurs Road at reservoir	9 <sup>th</sup> Feb – 15 <sup>th</sup> Feb, 2019
	E - Aurs Road south of reservoir	9 <sup>th</sup> Feb – 15 <sup>th</sup> Feb, 2019
	F - Aurs Road north of Whitecraigs Rugby Club	29 <sup>th</sup> Jan – 4 <sup>th</sup> Feb, 2019

Figure 16: ATC locations





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## 5.2 Video Monitoring

Video monitoring was undertaken at three separate locations. On phase one at a junction between Aurs Road and a traffic-free, shared-used path at the reservoir surveying took place between late May and early June 2019. The video monitoring was done to ascertain how motor vehicles and active travel users interact in the area.

To produce a representative sample of different types of road users, an off-peak (12.00-13.00) and an on-peak hour (16.00-17.00) of footage were selected. Two behavioural parameters were extracted from the video footage: pedestrian priority and vehicle yielding.

At phase two, a further two pedestrian crossing sites were surveyed. This monitoring took place in March/April 2023. Analysis was undertaken over a 12-hour period for these sites to produce the behavioural parameters of pedestrian delay, vehicle yielding, conflict grading interactions and pedestrian sociability index.

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**Table 3: Summary of video monitoring site and dates**

Tool	Location	Dates
<b>Video Monitoring</b>	Aurs Road by Balgray Reservoir	29 <sup>th</sup> May – 4 <sup>th</sup> June 2019
<b>Video Monitoring</b>	Aurs Road in Barrhead	29 <sup>th</sup> of March – 5 <sup>th</sup> April 2023
<b>Video Monitoring</b>	Barrhead Road in Newton Mearns	31 <sup>st</sup> March – 5 <sup>th</sup> April 2023



Figure 17: Video monitoring location – Balgray Reservoir



Figure 18: Balgray Reservoir - streetview



Figure 19. Aurs Road survey location



Figure 20. Aurs Road - streetview





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Figure 21. Barrhead Road survey location



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Figure 22. Barrhead Road - Streetview



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## 5.3 Route User Intercept Survey (RUIS) (and manual count)

RUIS and manual counts were carried out on traffic-free, shared-use paths near the Balgray Reservoir during April 2019 and on Barrhead Road in April 2022. Users of the shared-use path were asked a variety of questions about their travel choices, trip purpose, perceptions and opinions of the route and surrounding environment, and demographic information. The manual count recorded number of path user trips per survey day, broken down by mode, gender and age group (child, adult or 65+). These two monitoring tools provided insight into active travel use in the area, as well as people's perceptions and use of the current active travel infrastructure. Table 4, [Figure 23](#), [Figure 24](#), and [Figure 25](#) outline the RUIS location.

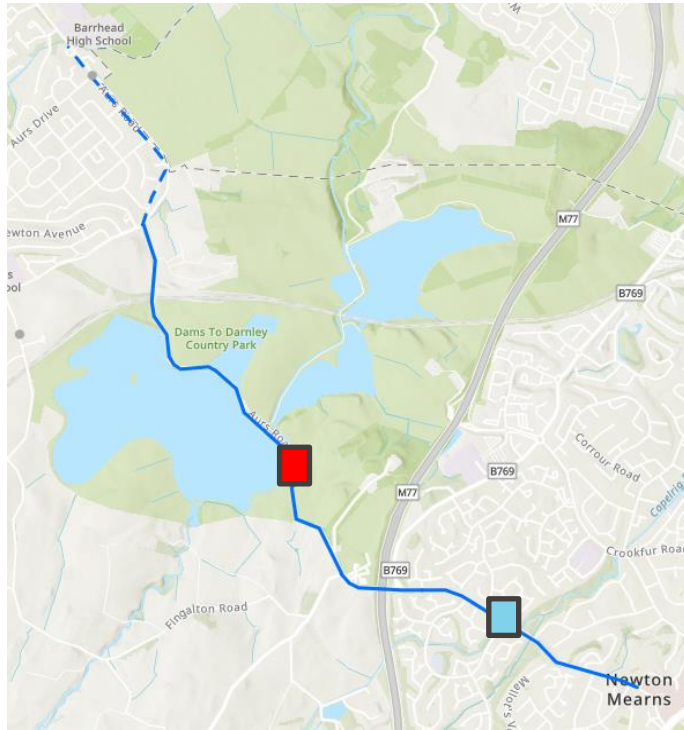
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**Table 4. Summary of RUIS site and dates**

Tool	Location	Dates
Route User Intercept Survey (and manual count)	Balgray Reservoir	09/04/2019 – 27/04/2019
Route User Intercept Survey (and manual count)	Barrhead Road	09/04/2022 – 23/04/2022

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**Figure 23. RUIS location. Red showing the Balgray reservoir site, Blue showing Barrhead Road site.**



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**Figure 24. Barrhead Road RUIS site location - streetview**



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**Figure 25. Balgray Reservoir RUIS site location - streetview**





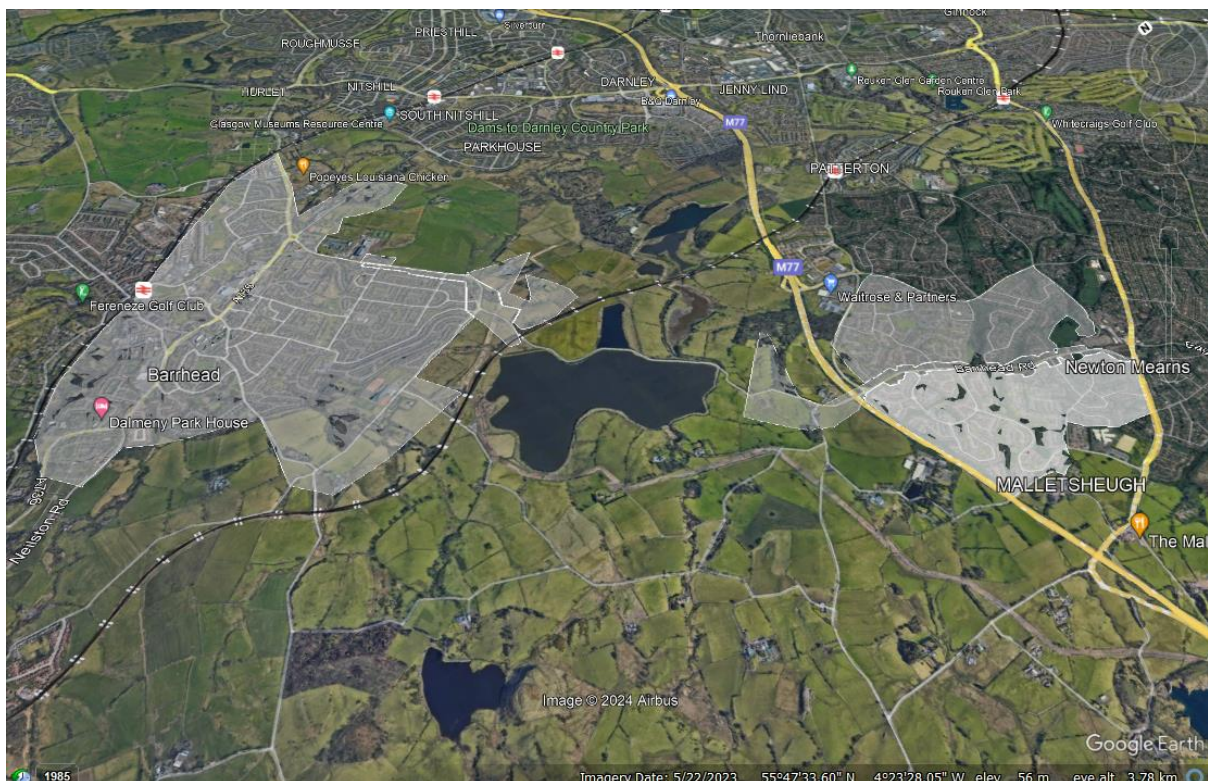
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## 5.4 Postal Survey

A postal survey was distributed to 3000 households in Newton Mearns and Barrhead in August/September of 2022. The postal survey asked residents about their travel habits, including how they travel around their local area, where they frequently travel and their thoughts on how it feels to travel around their local area. In addition to these questions the postal survey included questions based around the 14 themes of the Place Standard Tool<sup>7</sup>.

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**Figure 26. Households included in postal survey (shown in grey).**



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<sup>7</sup> <https://www.ourplace.scot/About-Place-Standard>