


MAIN STREETS FOR PEOPLE, BUSINESS AND COMMUNITY

CAMBUSLANG MAIN STREET FEASIBILITY STUDY





This study is one of two feasibility studies which explore the desire for change and the options for improvement for Rutherglen and Cambuslang Main Streets. This work is part of the 'Main Streets Project' led by the Healthy n Happy Bike Town initiative and is funded by Paths for All through the Smarter Choices Smarter Places fund.

These feasibility studies are considered the first step in developing a plan for making the main thoroughfares of Cambuslang and Rutherglen Main Streets that are truly for People, Business and the Community.



# CONTENTS

1. INTRODUCTION .....	2
Brief and purpose of Work .....	2
2. CONTEXT .....	4
Context for the project .....	4
Policy Context .....	6
Land Use .....	10
Movement .....	11
Demographics .....	14
3. THE MAIN STREET .....	16
Traffic Data .....	16
Accident Data .....	17
Our Survey Data .....	18
4. WHAT LOCAL PEOPLE THINK .....	20
Introduction - Consultation .....	20
Questionnaire analysis .....	22
Charrettes .....	28
5. SUMMARY ISSUES AND OPPORTUNITIES .....	32
6. DESIGN STRATEGIES .....	34
7. PRECEDENTS .....	36
8. DESIGN DRAFTS .....	40
9. DESIGN PROPOSALS .....	44



## BRIEF AND PURPOSE OF WORK

The Healthy n Happy Community Development Trust (HnH) and Cambuslang Community Council wish to develop Cambuslang Main Street to become more user friendly and attractive for the people who live and work in the area. The overarching aim of this is to revitalise the main street, providing enhanced facilities for local people, supporting local business and strengthening community ties.

Healthy main streets can be at the heart of local communities, not only providing facilities and services but also providing places where people meet and spend time. Main streets that provide a location for social interaction help reduce social

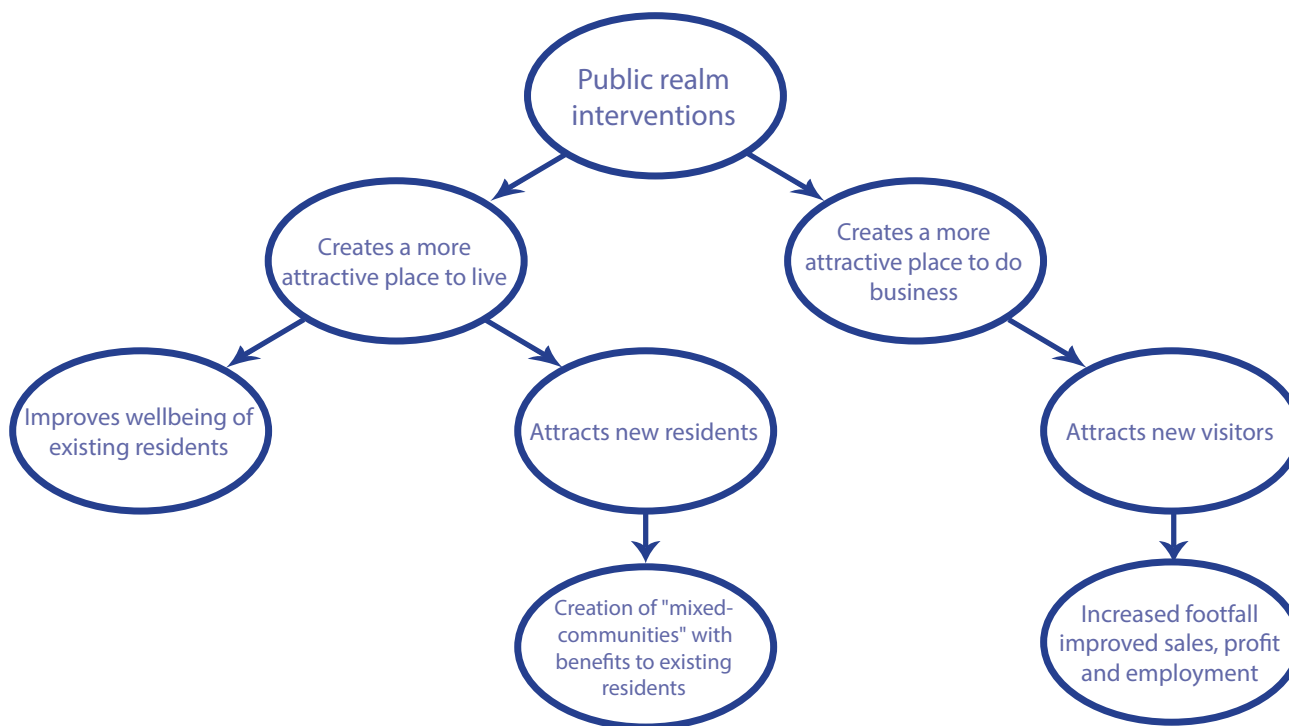
isolation and main streets that people can easily and pleasurably walk and cycle to can also help increase levels of physical activity. The health of the main street is therefore very important to the surrounding area. However main streets are often located on busy routes into and out of urban areas because they rely on passing trade as well as local expenditure to support the range of facilities they offer.

This frequently brings within it a significant set of tensions between the 'through' movement of traffic and the local short trips associated with accessing and using main streets and the quality of the environment. In many cases the

needs of through traffic and the application of standard highway design approaches have led to a very vehicle dominated environment. This can contribute, along with other trends such as on line shopping, to the slow deterioration of smaller main streets as they become less attractive to use firstly as a result of the quality of the environment and secondly as a result of a deteriorating offer as footfall falls. There are however many examples of high streets where through traffic has been accommodated whilst significantly improving the environment for walking, cycling and just 'staying'. Whilst every main street is different these precedents provide useful case studies and evidence of approaches that seek to better balance 'movement' and 'place'.

Healthy n Happy Community Trust and their community partners have recognised that to prevent this slow deterioration and to ensure the Main Street thrives, bringing all the potential benefits to the local community, a plan is needed.

To take the first steps in developing a plan to achieve this, Healthy n Happy Community Development Trust and community partners wish to develop proposals to improve these streets. The project is called the 'Main Streets Project' The project is funded by Paths or All through the Smarter Choices Smarter Places fund.







The requirements of the study are set out below;

- Be design-led studies not engineering-led studies
- Conduct comprehensive stakeholder engagement and consultations
- Produce Visual Street Designs and appraise options for both sites
- Street designs to include segregated cycle infrastructure
- Establish the strategic fit with existing walking/cycling routes, including options to reroute NCR 74 along the Main Street
- Identify specific problems/obstacles and propose design/engineering options to resolve them
- Qualitatively comment on Air Quality and the associated impact on health
- Qualitatively assess the impact of the proposals on mode shift from vehicle to more active forms of travel and the health and economic impact (HEAT)
- Qualitatively assess demand for the improvements. Provide options to maximise usage and estimate economic impact
- Identify possible future funding opportunities.



Cambuslang Main Street



## CONTEXT FOR THE PROJECT

Healthy n Happy Community Development Trust (HnH) and Cambuslang Community Council (CCC) want Cambuslang Main Street to become more user-friendly for the people who live and work in the area, to increase footfall and revitalise the local business economy.

### Main Street Area

The area under consideration by this report is detailed below. The Main Street is identified in South Lanarkshire's 'Core Paths Plan' as a designated Core Path.

Cambuslang Main Street is bound by Bridge St to the west and Clydeford Rd to the east.

It is important to recognise from the outset that the Main Street has to accommodate potentially competing interests and the legacy of previous investment decisions:

- is it a main road with significant traffic flows, especially during rush hour periods;
- It is a secondary retail centre, where shops and other businesses have struggled to survive with changing retail patterns, reflected in high vacancy rates and declining footfall (exacerbated by issues such as siting of supermarkets away from the Main Street, parking problems, and poor maintenance of the streetscape);
- previous redevelopment of Cambuslang Main Street to create physically separate lanes for

through traffic and shoppers/businesses is widely regarded as mistaken; and

- investment in cycling infrastructure, such as the creation of new cycle lanes, has been undertaken by the local authority causing a degree of local antipathy.

Survey research shows that there is strong feelings to the Main Street in Cambuslang and frustration at its current state. However, any improvements must be situated within a wide rethinking and remodelling of the street that meets the needs of pedestrians, shoppers, businesses, drivers and users of public transport. Any proposals for example that focus solely or predominantly on cycling are unlikely to command local community and business support.

Thus, the over-riding principle is to achieve a high-quality street which suits the needs of all users, including people of all ages walking and cycling, while taking account of the needs of businesses, and aiming to improve the local environment. It is intended that the planning of the rerouted NCR 74, and the design and construction criteria, should be undertaken according to the guidance laid down by Sustrans for national cycle routes and include segregated cycle infrastructure.

### CamGlen Bike Town

Over the past three years, Cambuslang has seen an upsurge of interest and activity in the

promotion of all forms of cycling. The town has major potential for commuter and leisure cycling. Cambuslang is bounded or close to several National Cycle Routes (74, 756) one of which leads directly into the centre of Glasgow, and major routes are increasingly incorporating cycle lanes and signage. The Commonwealth Games, construction of the nearby Sir Chris Hoy Velodrome, Cathkin Mountain Bike Centre, and Cuningar Forest Park (with cycle pump tracks) have generated new interest in cycling.

However, the potential of cycling in the area is not being fully realised because infrastructure links and facilities are still incomplete. Demand is also constrained by lack of awareness of routes, training and confidence in cycling in traffic. Increasing the number of people who cycle for commuting and leisure purposes would have major health and environmental benefits. Providing better cycling facilities and links in the town would also contribute to economic and environmental regeneration.

The Cambuslang-Rutherglen Bike Town Initiative (known as CamGlen Bike Town) was created in 2013 by the Healthy n Happy Community Development Trust with the remit of improving opportunities and take-up of cycling. With funding from the Climate Change Fund and other sources, and working with partners (such as the Cambuslang Cycling Project established by Cambuslang Community Council), CamGlen has undertaken a range of projects over the past three years, including cycle training, cycle repair,





cycle awareness events and guided rides. A major Cycle Hub was created in September 2016 in Thomson Court in Rutherglen.

Healthy n Happy Community Development Trust is also a partner and Trustee of the Clyde Cycle Park SCIO, set up to create a focal point for cycling in Cambuslang and more broadly throughout the region with a 2km road-race cycle track, park-and-pedal facility to encourage active travel, and training programme to work with schools and clubs.

Other goals are:

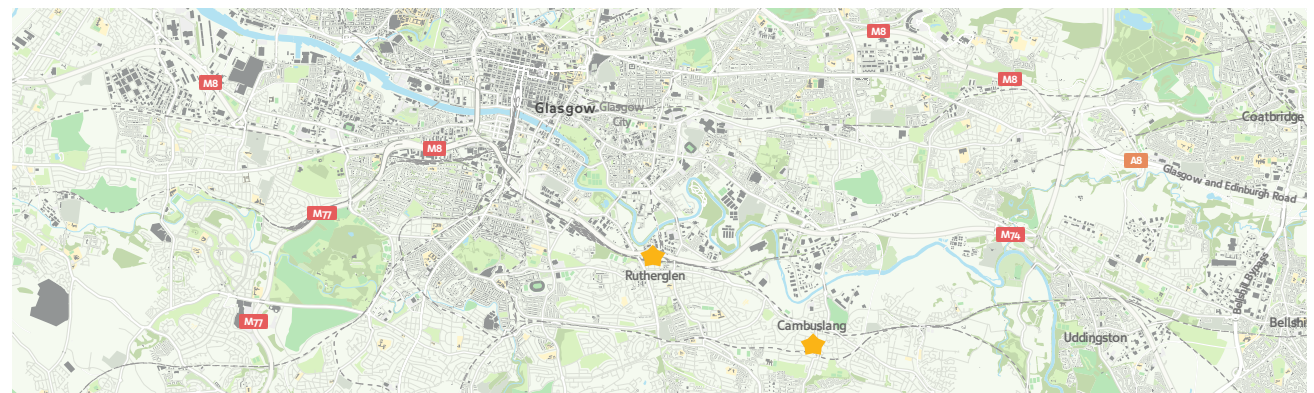
- to engage with Sustrans and South Lanarkshire Council (SLC) to map and develop a network of safe, on/off-road cycle paths within the Cambuslang area, e.g. catchment area of local schools; links between Cambuslang Park, Holmhill Park, Overtoun Park and Richmond Park and Clyde Walkway; links to East Kilbride, Glasgow, Hamilton, Tollcross/Shettleston etc;
- to work with local employers to provide cycle facilities for employees and encourage use of the Cycle to Work scheme and meeting Cycle Friendly Employer criteria and general support for commuting; and
- to work with SLC and other partners to make Cambuslang a 'cycling demonstration town' similar to the Peterhead Demonstration Town initiative.

These priorities fit within a wider policy context giving increased recognition to the economic and social benefits of cycling and walking, especially for health, sustainable transport, social cohesion and community wellbeing. At the national level, this context includes the Cycle Action Plan for Scotland launched in 2010 by the Scottish Government (and updated in 2013) with the aim of increasing cycling activity to the extent that 10 percent of everyday journeys will be made by bike. Also relevant is the Scottish Government's National Walking Strategy, published in 2014, which seeks to promote a walking culture through 'better quality walking environments with attractive well designed and managed built and natural spaces for everyone'. Working across the UK, Sustrans have the objective of ensuring that by 2020, four out of five local journeys are made by bike, foot or public transport.

Within South Lanarkshire, SLC has launched a new Local Transport Strategy for 2013-2023 with policies and actions to promote cycling, part of which is the creation of the South Lanarkshire

Cycling Partnership established in 2013 to bring together relevant organisations with an interest in promoting cycling. Other significant policy frameworks are:

- the vision of the Central Scotland Green Network Trust to 'change the face of Central Scotland, by restoring and transforming the landscape' to create environments that support healthy lifestyles and wellbeing, that people enjoy and where nature can flourish; and
- the goals of the Glasgow and Clyde Valley Network which promotes the alignment of new routes with green infrastructure, specifically recognising that the banks and margins of watercourses provide attractive access routes for active travel.



## POLICY CONTEXT

This chapter contains a review of the relevant policy documents that have bearing on Cambuslang main street. This is to ensure that the recommended transport interventions are appropriate and consistent with local, national and regional transport policy and compliments the aspirations of SLC, SPT and the Scottish Government.

### South Lanarkshire Local Development Plan

The Local Development Plan for South Lanarkshire was adopted in June 2015 and guides future development in the area. The Plan's overall vision set out below:

"To promote the continued growth and regeneration of South Lanarkshire by seeking sustainable economic and social development within a low carbon economy whilst protecting and enhancing the environment"

Based on the overall vision, four objectives were identified which seeks to:

- Encourage sustainable economic growth;
- Meet the community's needs;
- Enhance and safeguard the environment; and
- Maximise the use of existing infrastructure

In the local Development Plan, Cambuslang Main Street is identified as a town centre. The strategic development sites for employment and housing are identified close to the high street which underline their continuing importance for the local areas and also particularly in the case of Cambuslang, provides an opportunity for strengthening footfall.

### Designing Streets

The Scottish Government's, "Designing Streets" is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and pedestrian movement and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering these.

Designing Streets emphasises the importance of providing well designed streets at the heart of sustainable communities and demonstrates the benefits that can be realised by assigning a higher priority to pedestrians and cyclists from good street design. The document seeks a shift away from a rigid application of design standards to a more holistic approach to the creation of places.

Designing Streets emphasises that street design should meet the following six qualities of successful places:

- Distinctive;
- Safe & pleasant;
- Easy to move around;
- Welcoming;
- Adaptable; and
- Resource efficient.

### Local Transport Strategy

SLC has produced a Local Transport Strategy (LTS) for the period 2013-2023. The LTS seeks to address and identify local issues relating to transport and deliver appropriate solutions in the context of national (Scottish Government / Transport Scotland) and regional (SPT) transport policy and to support the development of sites identified in the Local Development Plan. The overall vision of the LTS is described below:

"Our transportation network will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable, offer genuine travel choice and be recognised nationally as an example of best practice."





The LTS identifies the main problems associated with transport in the South Lanarkshire area through consultation and they have been grouped under a number of themes which include:

- The condition of existing roads and footways;
- Road safety issues;
- Public transport issues;
- Walking and cycling issues;
- Environmental effects of transport.

Based on the overall vision of the LTS and the identified transport issues and opportunities, six objectives were identified. These are listed below:

- Improve quality and safety for all by maintaining and improving road and footway network infrastructure;
- Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment;
- Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development;
- Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks;

- Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements; and
- Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.

### Regional Transport Strategy

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership (RTP) for west central Scotland. The Transport (Scotland) Act 2005 requires these Partnerships to prepare transport strategies for their regions which will enhance economic wellbeing; promote safety, social inclusion and equal opportunity; plan for a sustainable transport system; and integrate across boundaries with other Partnerships.

SPT's Regional Transport Strategy (RTS) was approved by the Scottish Government in June 2008. The RTS, its sub-documents and the reviewed Delivery Plan (2014) are clear in their acknowledgement and desire to work towards the national objectives and the RTS aims to support the national outcomes in the following ways:

- We live longer, healthier lives – Doing more walking and cycling can improve a person's physical and mental health. Transport emissions can adversely affect people's health;
- We live in well-designed, sustainable places

where we are able to access the amenities and services we need. The provision of sustainable transport choices is part of a well-planned development; and

- We reduce the local and global environmental impact of our consumption and production. Transport is a major contributor of emissions that harm the environment e.g. air pollution.

Some of the Strategic Priorities within the RTS are directly within the realm of the Transport Strategy to oversee and deliver. These include:

- Encouraging mode shift to sustainable modes – To increase the proportion of trips undertaken by walking, cycling and public transport;
- Promoting 'Smart Choices', travel planning and active travel;
- Improving interchange between modes; and
- To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system.

## National Transport Strategy

The National Transport Strategy, originally published in 2006 (and recently refreshed in January 2016 pending a fuller review) outlined the following vision:



There are also five high level objectives which are to:

- Promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency;

- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

The National Transport Strategy additionally specifies three Key Strategic Objectives:

- Improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
- Reduced emissions, to tackle climate change, air quality, health improvement; and
- Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternatives to the car.

## National Roads Development Guide

The National Roads Development Guide (NRDG) is principally the technical enabler to the Designing Streets policy document and clarifies the circumstances in which Designing Streets can be applied. As outlined in the NRDG, the purpose of the document is to:

- Provide guidance on how to obtain a Road Construction Consent;
- Provide a consistent, accessible, and relevant source of information that links related detailed and complex infrastructure requirements in one place;
- Support the Scottish Government Policy, "Designing Streets" and expand this to address the interface with other roads. This national guide is considered the technical enabler to that policy document;
- Advocate a re-designation of road hierarchy to user hierarchy;
- Support the principles of adopting a multi-disciplinary approach and early engagement to achieve a balanced outcome based on a user function;
- Accommodate Local Authority variances, such as parking standards or road details. These local departures are intended to be easily accessed and as such form a section appended to this baseline document;





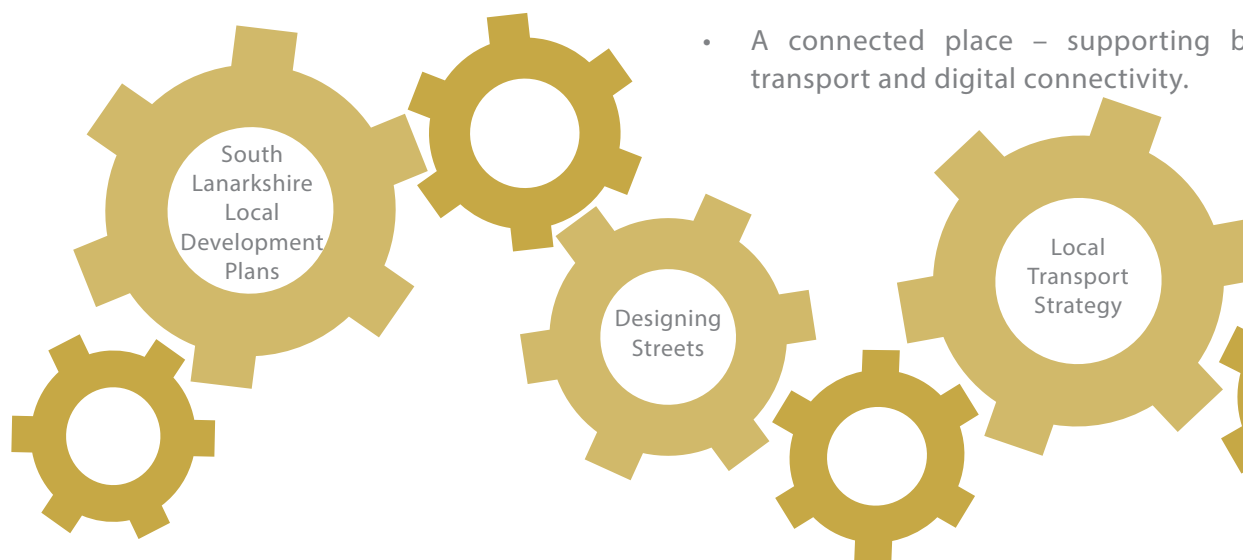
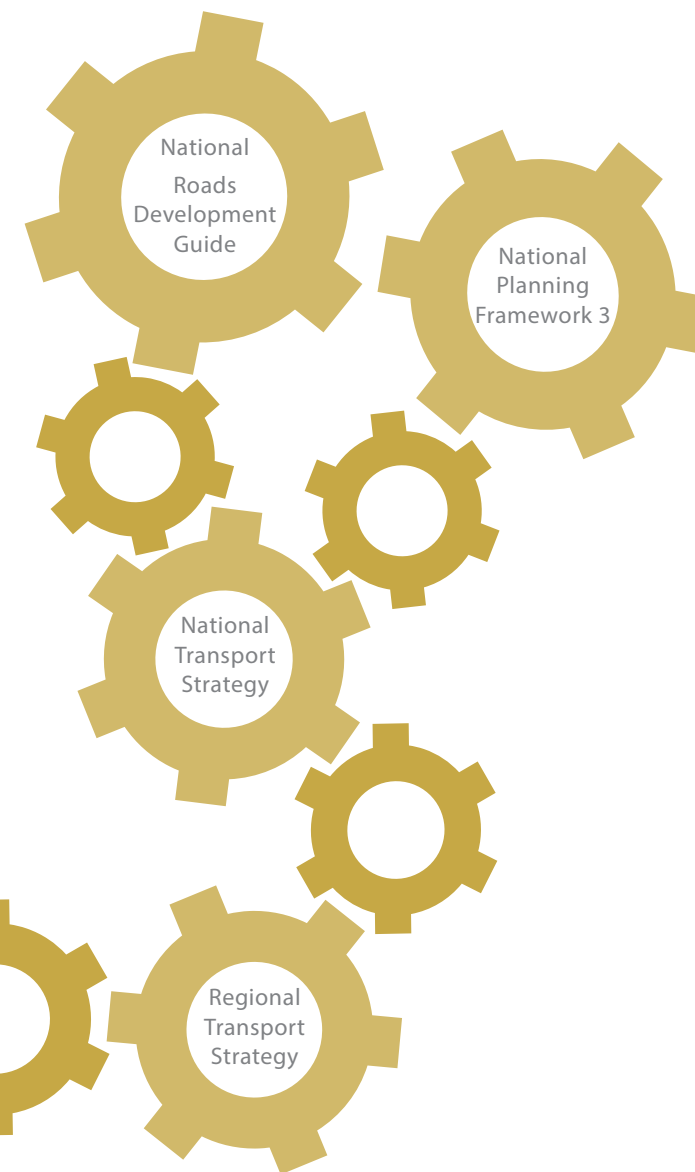
- Advocate the creation of a review board and update procedure so that changes to legislation, best practice, codes of practice, guides and other such documents can be regularly included such that the guide is maintained efficiently and will provide a positive long-term legacy;
- Encourage high-quality environments that place a focus on people and enable developments to be designed on an individual methodology rather than following standard and rigid specifications where possible; and
- Support a more holistic, integrated approach to the planning and approvals process with early discussions between all parties actively encouraged.

## National Planning Framework 3

The National Planning Framework (NPF) sets out the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole. Scotland's third NPF was produced in June 2014.

The NPF outlines the key planning objectives for Scotland which are:

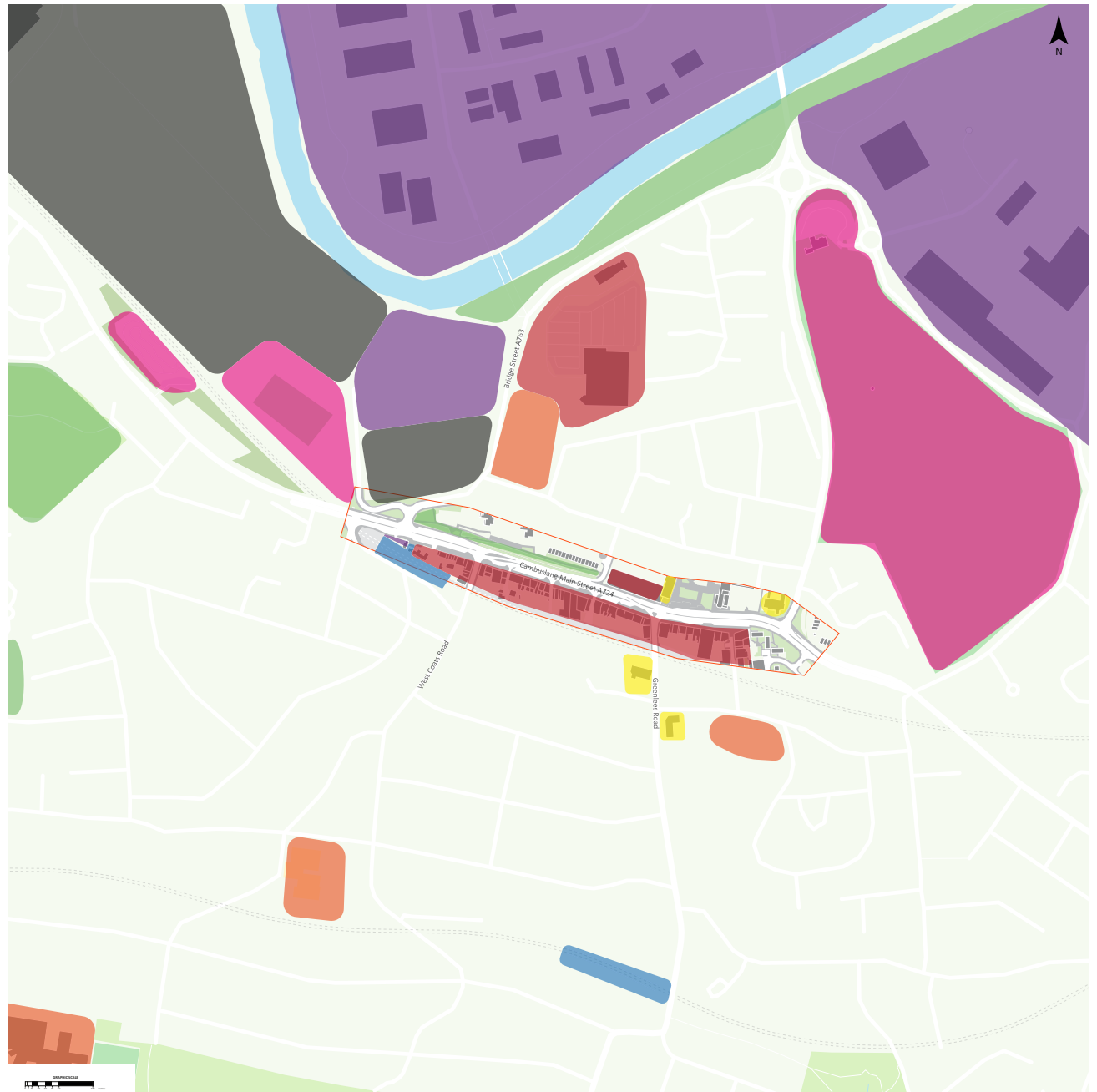
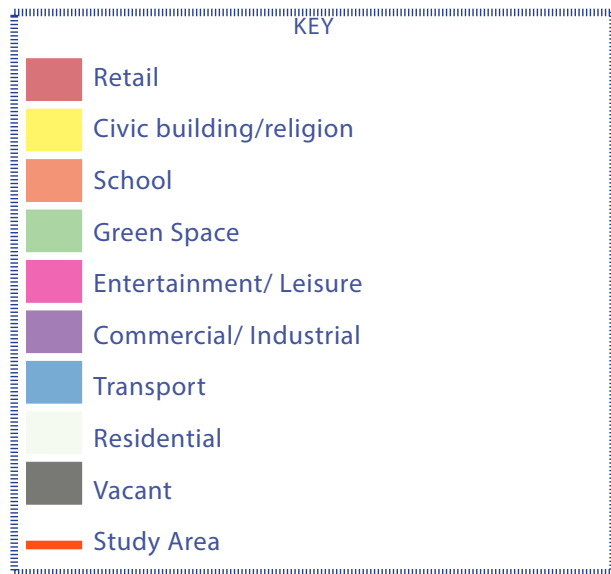
- A successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places;
- A low carbon place – reducing our carbon emissions and adapting to climate change;
- A natural resilient place – helping to protect and enhance our natural cultural assets and facilitating their sustainable use; and
- A connected place – supporting better transport and digital connectivity.



# LAND USE

## Cambuslang

This plan illustrates the broad land use patterns around Cambuslang. There is a reasonable mix of land uses but they are less fine grained and primarily to North of the high street.

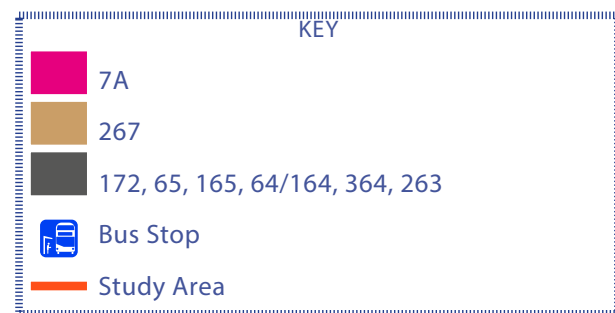






## Cambuslang

This plan shows the bus routes that use Cambuslang High Street.



## MOVEMENT - CYCLE

### Cambuslang

This plan illustrates the current strategic cycle network around Cambuslang High Street.

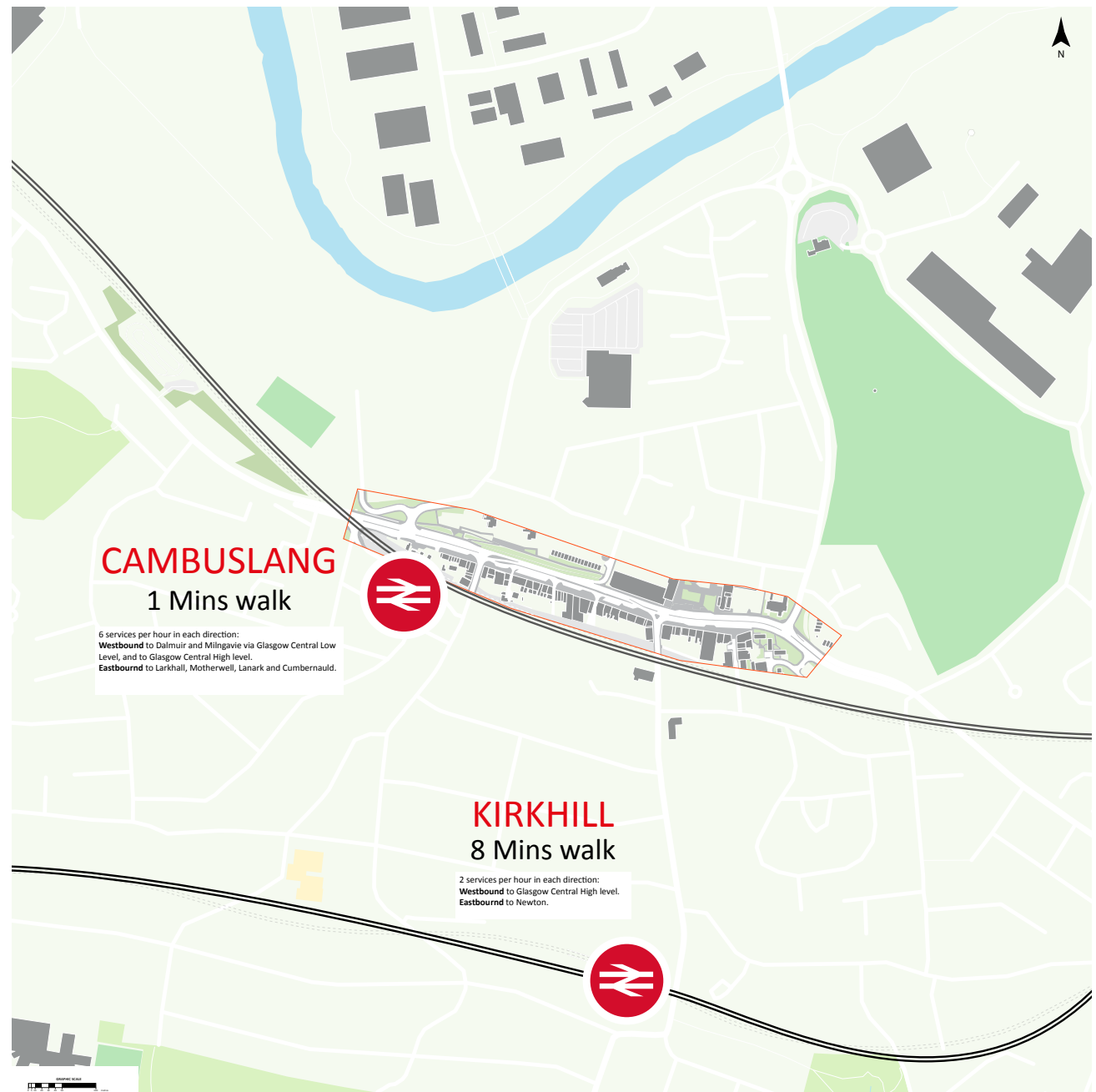






## Cambuslang

This plan shows the location of Cambuslang Station in relation to the high street.



## DEMOGRAPHICS

In order to identify measures to improve the accessibility of Cambuslang Town Centre, it is important to understand the existing demographics of the study area. This includes the characteristics associated with commuters i.e. what mode people use to travel to / from Cambuslang and the origin / destination of commuter-based trips. Furthermore, demographic characteristics can also determine the distance of residents tend to travel to work as well as car ownership statistics. The data used to inform this chapter has been obtained from Scotland's 2011 Census.

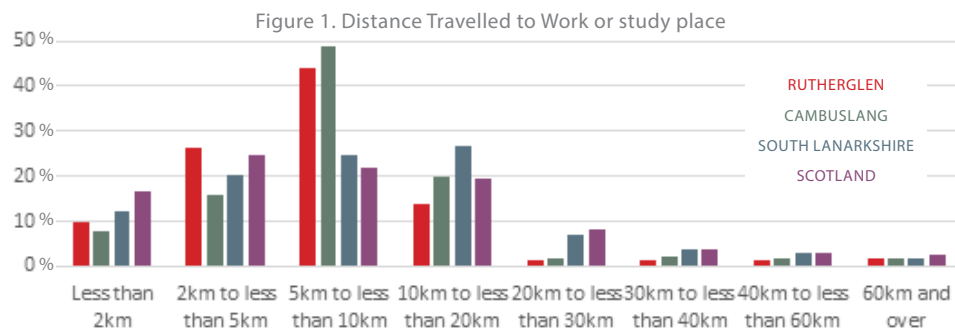
### Population & Employment

The population of Cambuslang, according to the 2011 Census of Scotland is 27,004. Cambuslang belongs to South Lanarkshire Council with about 10% of the total population.

An analysis of the employment distribution of Cambuslang residents indicates that the majority of Cambuslang's employees come from Lanarkshire and a large percentage of Cambuslang population work in Glasgow.

### Travel to work characteristics - Distance Travelled

Figure 1 indicates the distance travelled to work by the economically active population and the distance travelled to Cambuslang. For comparison purposes, we have included distance travelled to work for Rutherglen, South Lanarkshire and Scotland.



### Travel to work characteristics - Mode Share

In terms of the mode share that residents of Cambuslang use to travel to work and study, an analysis has been carried out and compared with the statistics for South Lanarkshire and Scotland and is indicated by Figure 2.

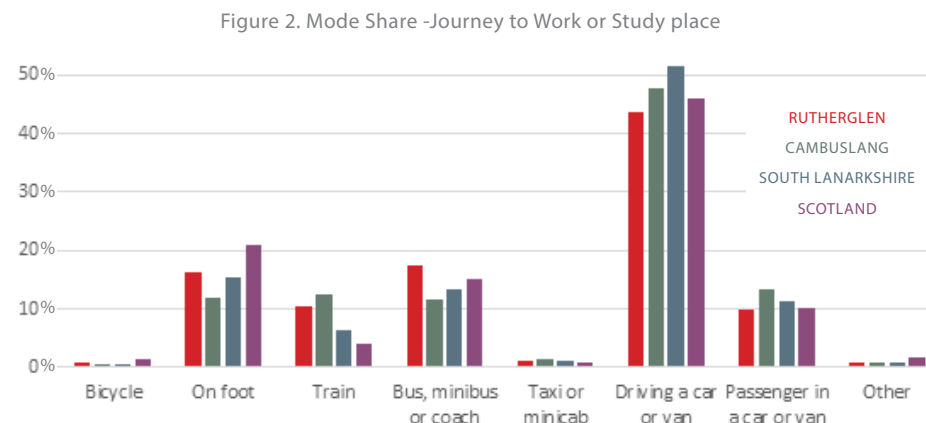


Figure 2 Indicates a high number of residents drive in Cambuslang, at a similar percentage to rest of Scotland.

Cambuslang shows the highest percentage for train mode. However, Cambuslang residents do not tend to walk to work or study places. Cycling is still not a common mode of transport in study areas.

We have sought to better understand how people travel to work in terms of mode and its relationship with the distance travelled to work by mode. Figure 3 indicates the results of this analysis.

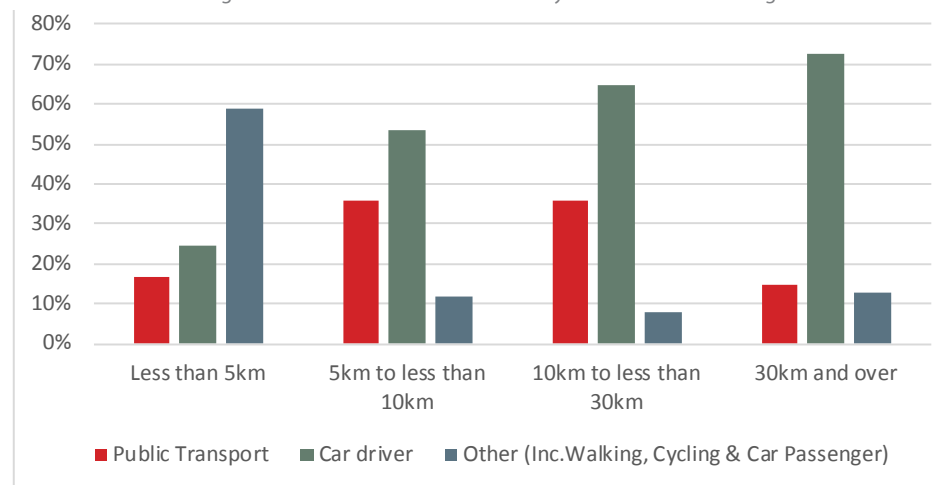
Figure 3 shows that the majority of Cambuslang residents who live in less than 5km from work or place study travel by sustainable transport modes such as walking and cycling. Whereas car drivers are the minority in this group with 24%.



However, car use increases by almost 30% when the travel distance increases to between 5km and 10km.

As well as an increase in car use between 5km and 10km, there is a significant increase of public transport use by just under 20%.

Figure 3. Distance travelled to Work by Mode for Cambuslang



The table below indicates that in Cambuslang car ownership characteristics are very similar to the characteristics of South Lanarkshire and Scotland. There are however a significant number of houses holds in both communities who don't have access to a car.

## Summary of Cambuslang demographics

Listed below are some conclusions that can be drawn from the analysis of the census data associated with the travel characteristics of Cambuslang residents.

- The population of Cambuslang is approximately 27,004 which is about 20% out of South Lanarkshire population
- The vast majority of residents of Cambuslang work in Glasgow
- A higher than average percentage (compared to South Lanarkshire and Scotland wide) Cambuslang residents travel between 5km and 10km to work and study
- The percentage of residents who drive to work in Cambuslang is similar to South Lanarkshire and Scotland
- Cambuslang's car ownership is closely related to South Lanarkshire and Scotland statistics.

## Travel to work characteristics - Car Ownership

Table 1 indicates the car ownership levels per household in Cambuslang, and for reference; Rutherglen, South Lanarkshire and Scotland.

Table 1. Car Ownership (per household)

	NO CARS	1 CAR	2 CARS	3 CARS	4 + CARS	CARS PER HOUSEHOLD
Rutherglen	40.60%	40.84%	15.42%	2.55%	0.60%	0.82
Cambuslang	29.60%	40.79%	24.31%	4.09%	1.21%	1.07
South Lanarkshire	28.23%	42.17%	23.53%	4.67%	1.40%	1.09
Scotland	30.52%	42.24%	21.61%	4.29%	1.34%	1.04

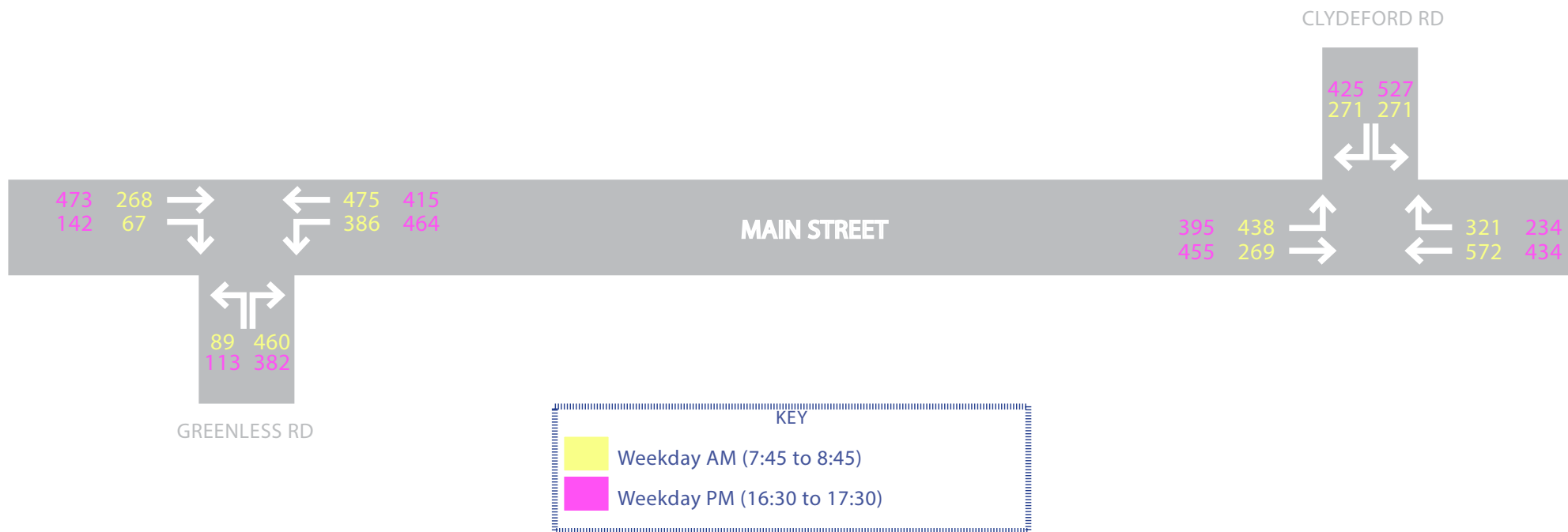
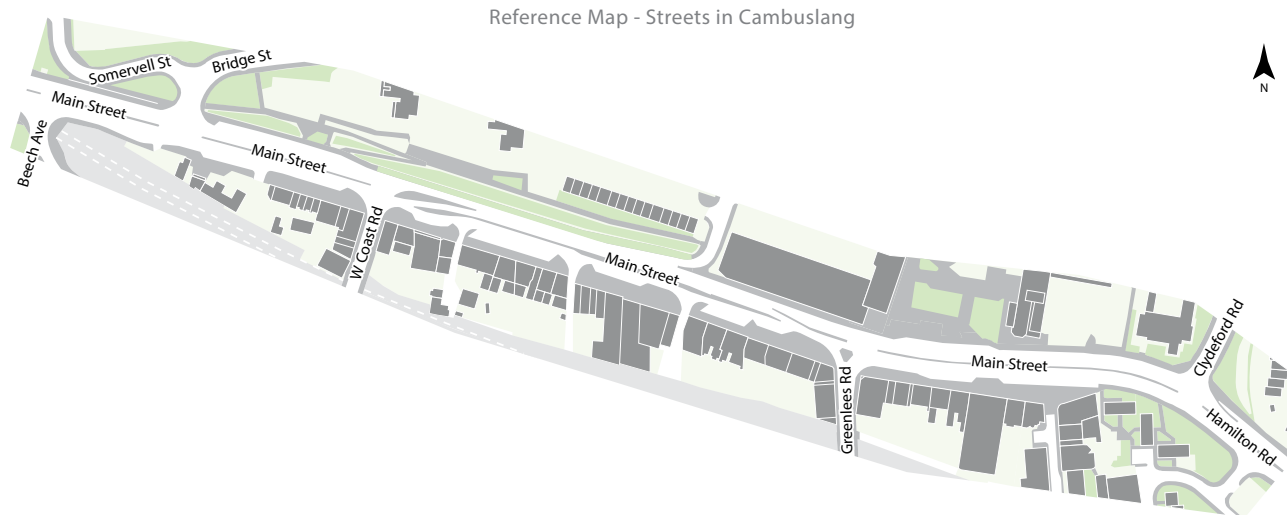


# TRAFFIC DATA

## Cambuslang

The diagram here show turning counts for the junctions below for 2018, which includes currently known development flows.

The diagram below indicates projected traffic flow data at key junctions in Cambuslang for 2018 - from National Road Traffic Forecast (NRTF 1)

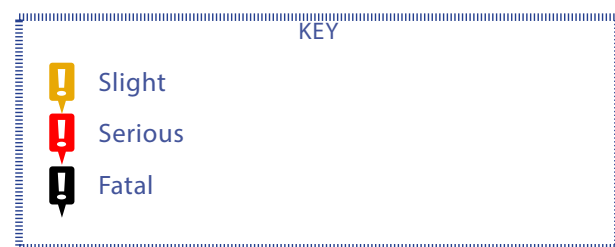
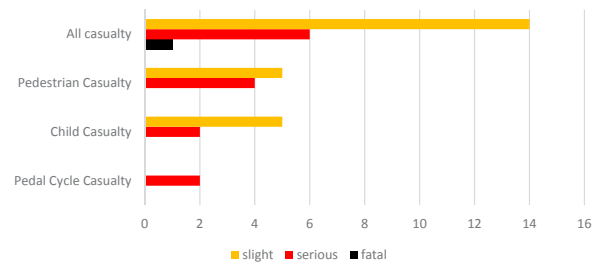




## Cambuslang

This map indicates all the injury accidents that occurred as a result of accidents from 2012 to 2016. These results from [crashmap.co.uk](http://crashmap.co.uk).

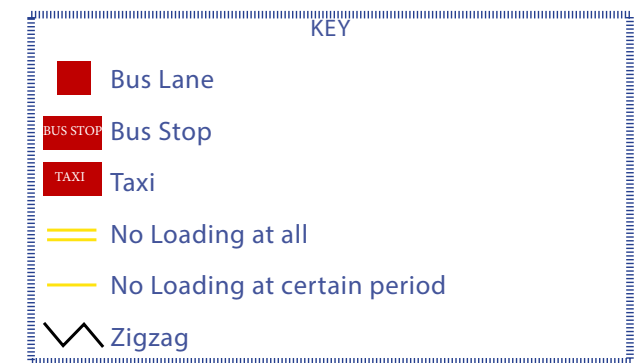
Figure 6. Injuries in Cambuslang Main Street from 2012 to 2016





### Cambuslang - Street Layout 1

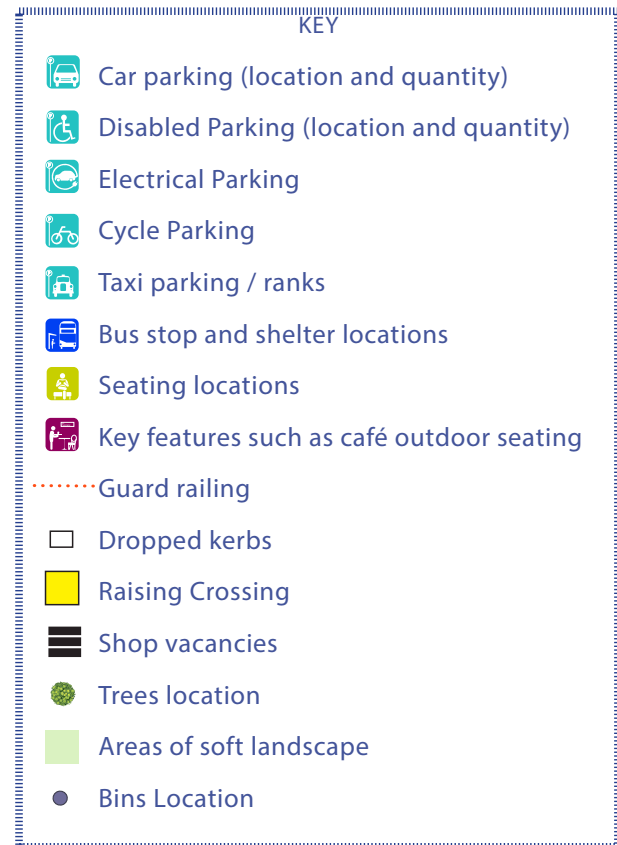
We undertook on-street survey work to plot the layout of Cambuslang Main Street. This is to ensure that in developing the options for change, we understand the likely impacts of existing street activities and uses.







## Cambuslang - Street Layout 2



## INTRODUCTION - CONSULTATION

To ensure we understand the existing conditions in each street and the concerns and aspirations of the local community we understood a number of consultation tasks.

We used face to face surveys, online surveys and Charrettes to both collect data and engage in conversations about the high street with the local community.



### Street Survey

We undertook a street survey in the study area, the details are shown below.

#### Cambuslang Main Street

DATES: The 2nd and the 4th of February 2017

PEOPLE INVOLVED: 50 people in Cambuslang (inc. both days)

We asked the following questions:

1. How have you travelled here today?
2. On average how often do you visit this high street?
3. How do you usually travel here?
4. What other ways do you use to travel here?
5. What's the purpose of your visit today?
6. How long will your visit be today?
7. How long do you usually spend here?
8. What do you like about this high street?
9. What don't you like about this street?
10. What one thing would you significantly improve this high street?

### Online survey

The online survey gave us the opportunity to engage a wider range of people.

#### Online

DATES: From the 1st to the 16th of March

RESPONSES: 586 people in Cambuslang

We asked the following questions:

1. How have you travelled to Cambuslang Main Street?
2. On average how often do you visit Cambuslang Main Street?
3. What are the purpose of your visits to Cambuslang Main Street?
4. How long do you usually spend at Cambuslang Main Street?
5. What do you like about Cambuslang Main Street?
6. What don't you like about Cambuslang Main Street?
7. What one thing would you significantly improve Cambuslang Main Street?



### Charrette

Key stakeholders were invited to a design Charrette. The draft issues and opportunities of the study area were discussed. Participants then sketched ideas for improvements.

#### Charrette

LOCATION: Cambuslang Main Street

DATES: 8th of March





# QUESTIONNAIRE ANALYSIS - CAMBUSLANG

This section provides a summary of the findings from the face to face surveys taken at Cambuslang Main Street the 2nd and the 4th of February 2017 and the Online survey.

A summary of the number , age and sex of the participants is shown here:



## ONLINE SURVEY

Total respondents 586

### Period

From the 1st of March 2017 to the 16th of March 2017.

### Age

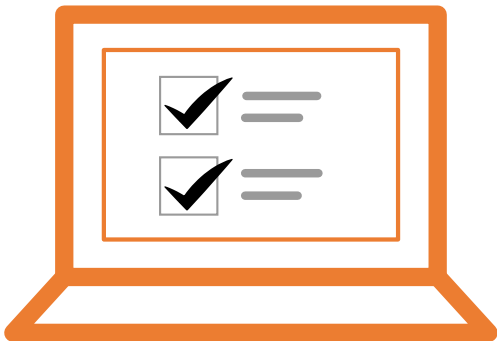
< 18 years	11
18 - 25 years	36
26 - 65 years	504
< 65 years	39

Skipped 8

### Gender

WOMEN	255
MEN	58

Skipped 276



## ON STREET SURVEY

Total respondents 50

### Period

The 2nd of February 2017 and the 4th of February 2017.

### Age

< 18 years	0
18 - 25 years	12
26 - 65 years	27
< 65 years	11

### Gender

WOMEN	27
MEN	23





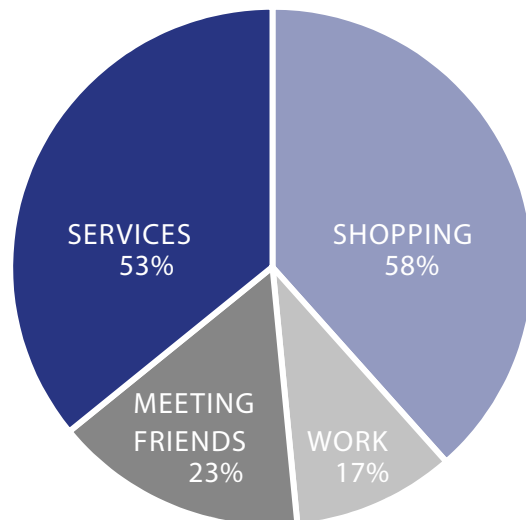
These pages show the results of the surveys .  
The main purposes people visit Cambuslang Main Street are:

58% - Shopping

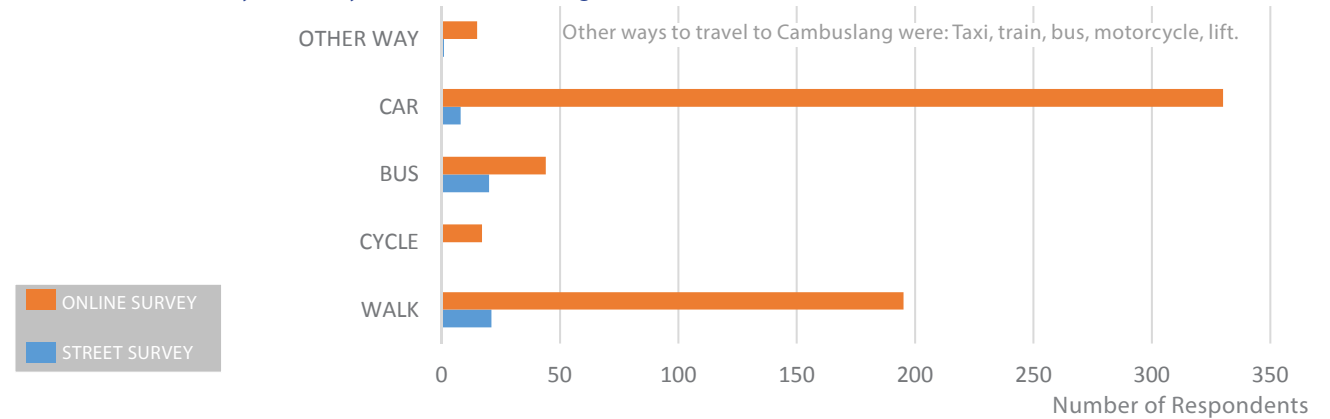
53% - Services

23% - Meeting friends

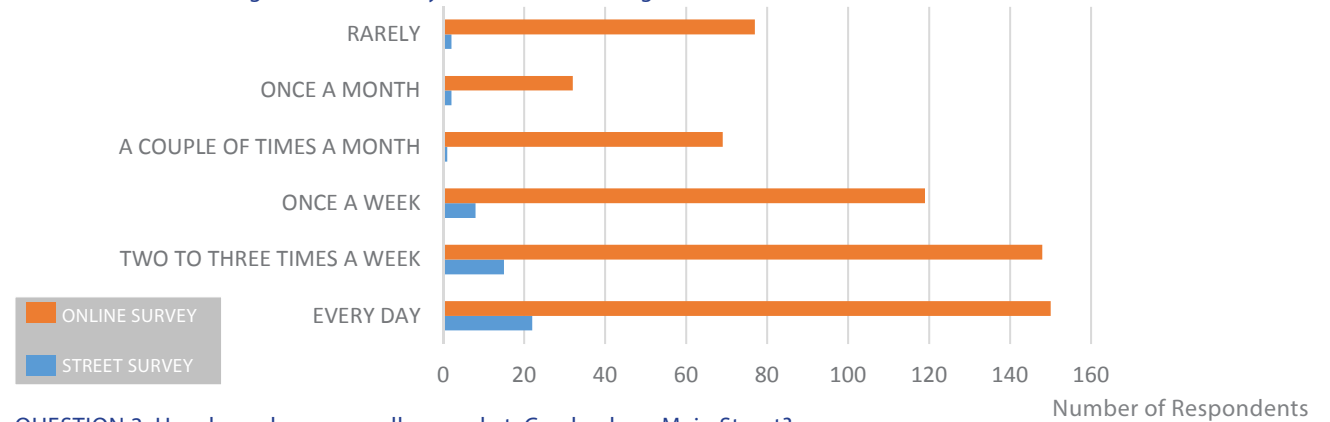
17% - Work



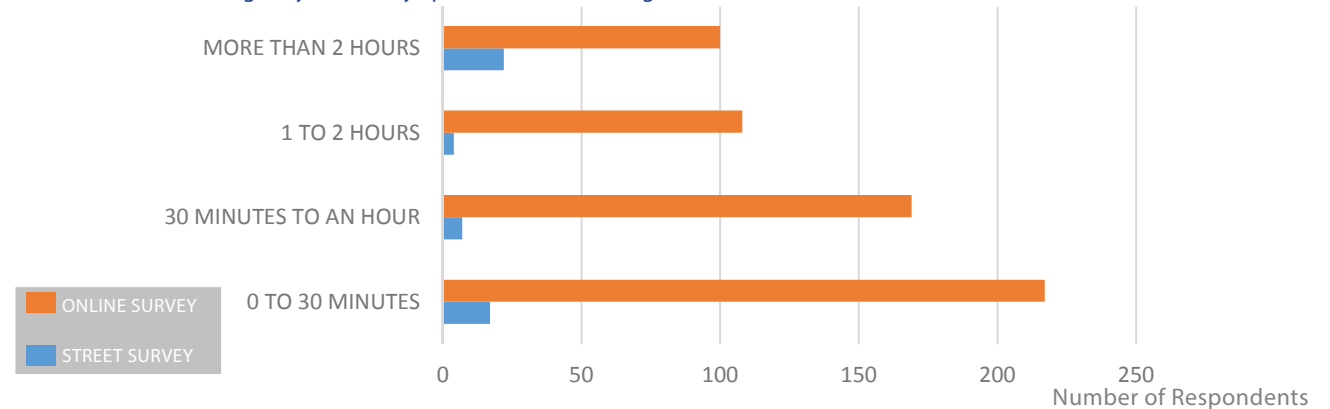
## QUESTION 1: How do you usually travel to Cambuslang Main Street?



## QUESTION 2: On average how often do you visit Cambuslang Main Street?



## QUESTION 3: How long do you usually spend at Cambuslang Main Street?



# QUESTIONNAIRE ANALYSIS - CAMBUSLANG

## QUESTION 4: What do you like about Cambuslang Main Street?



We asked what people liked about the Main Street. Some of the comments are shown here. The responses have also been grouped, and are shown below and on the following pages.

42% - I like nothing

34% - I like some shops and services

14% - I like because it's handy

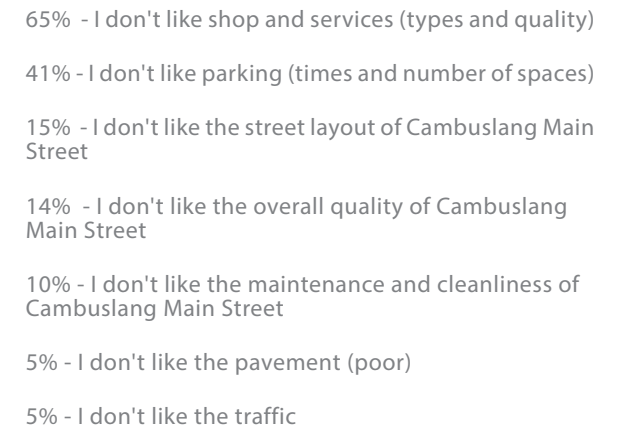
11% - I like the community, the people

3% - I like the Public Transport

ONLINE SURVEY  
STREET SURVEY



We asked what people don't like about Cambuslang Main Street. Some of the comments are shown here. These responses have also been grouped, and are shown below and on the following pages.



 ONLINE SURVEY  
 STREET SURVEY

# QUESTIONNAIRE ANALYSIS - CAMBUSLANG

QUESTION 6: What one thing would significantly improve Cambuslang Main Street?



We asked what would significantly improve Cambuslang Main Street. Some of the comments are shown here. The responses have also been grouped, and are shown below and on the following pages.

57% - Improve shops and services (types and quality)

36% - Improve parking (times and number of spaces)

17% - Improve the street layout (including green areas, segregated cycle lane, accesses, pavements...)

3% - Improve the maintenance and cleanliness (removing bins...)

2% - Improve traffic

1% - Improve facilities



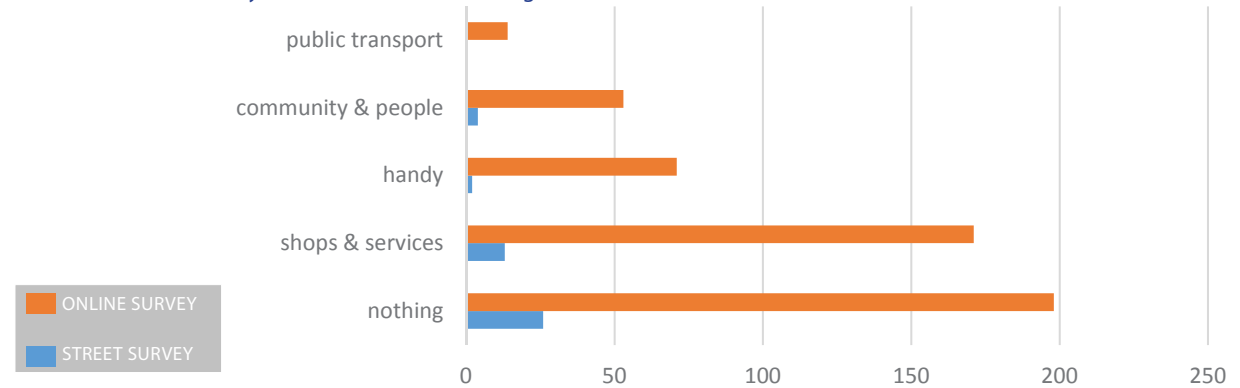


## CONCLUSIONS

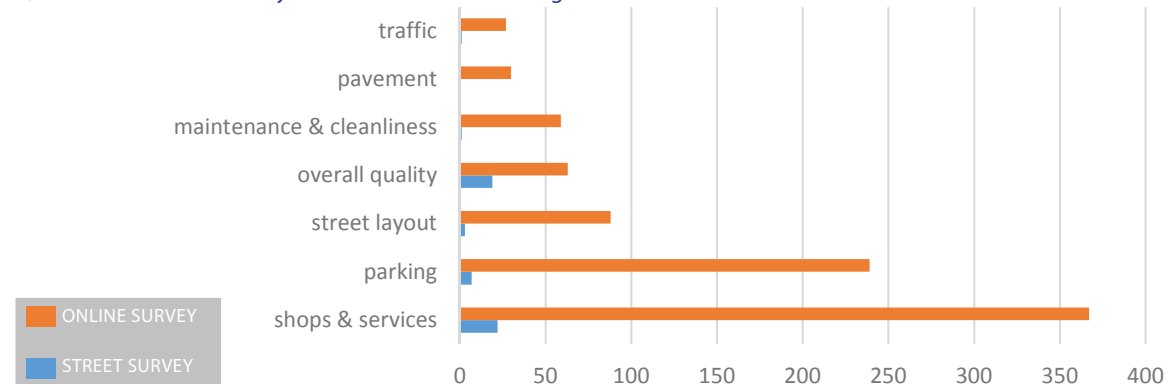
We analysed around 600 responses for each question related to Cambuslang. As can be seen by comparing the results of the surveys for questions 4, 5 and 6, the main issue for the respondents is the type and quality of shops and services.

Interestingly, a very large proportion of participants responded with the answer "nothing" when we asked them 'What do you like about Cambuslang Main Street?'

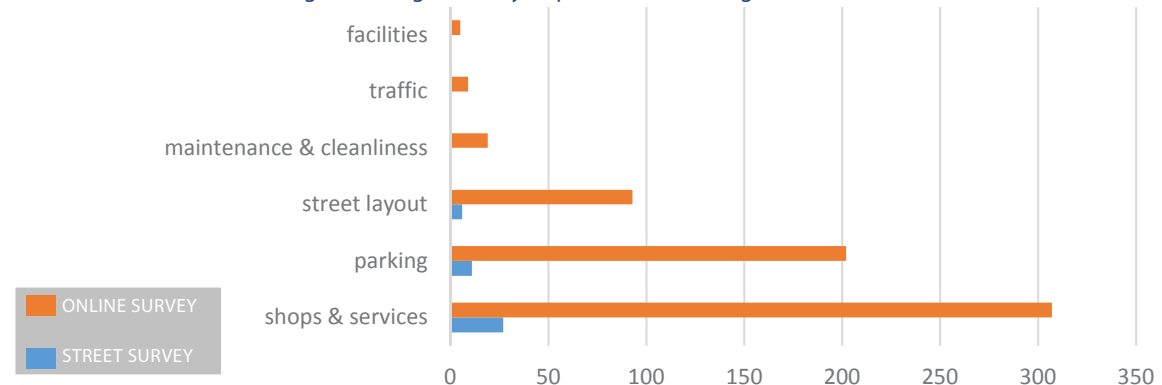
QUESTION 4: What do you like about Cambuslang Main Street?



QUESTION 5: What don't you like about Cambuslang Main Street?



QUESTION 6: What one thing would significantly improve Cambuslang Main Street?





As part of developing an understanding of the area and making the first steps to develop design ideas, we undertook a design charrette.

It was a short, collaborative meeting during which stakeholders explored the key Issues and Ideas for each street.



The Issues and Opportunities identified for Cambuslang were:

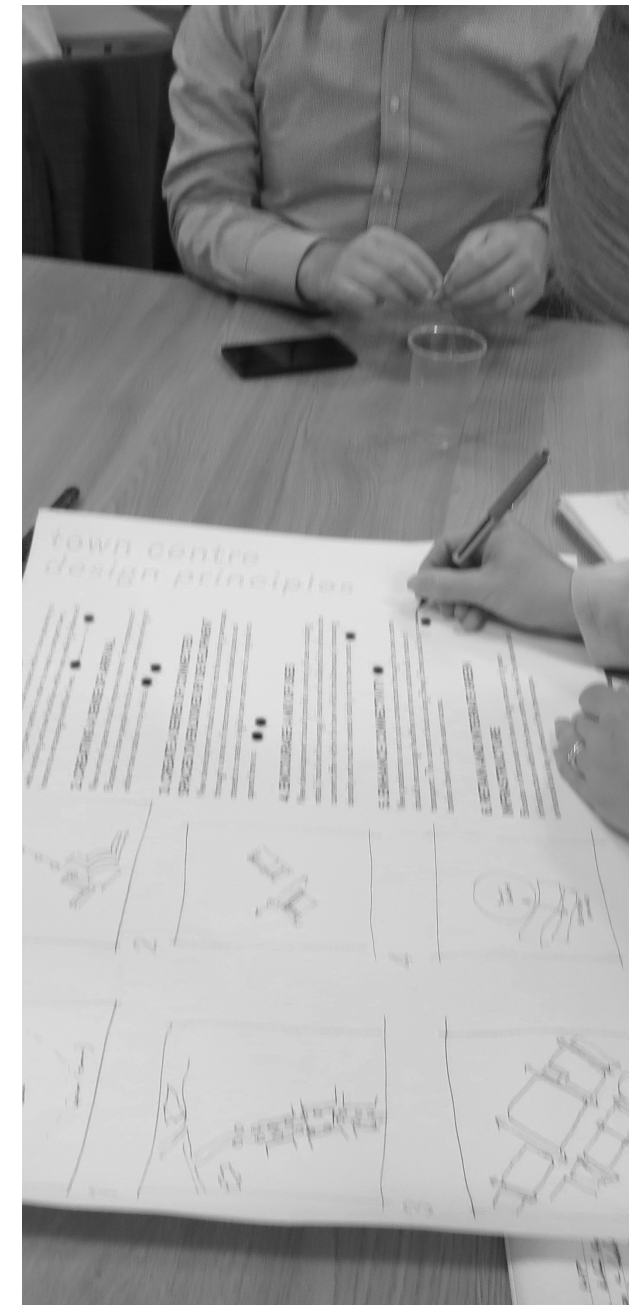
## Issues Cambuslang

- Parking for retail not always well located and easy to access
- Route from longer stay car park to shops can be off-putting
- Losing services e.g. bank and post office
- Streetscape very highway dominated lots of clutter
- Tired looking
- Not connected to Morrisons
- Bus stops at eastern end – no formal crossing but people cross
- No footway on northern side of road at western end
- Underpass....
- Speeds
- Ped safety actual and perceived
- Bins everywhere
- Poor streetscape and litter
- Poor accessibility for visually impaired
- A lot of unused space

- Lack of crossing facilities
- Queuing at Greenlees Road
- Ponding at crossings
- Limited enforcement?
- Entry treatments for service accesses

## Opportunities Cambuslang

- Improve walking links to car park
- Provide on street parking on both sides
- Better parking enforcement?
- Public space outside health centre
- Reallocate space to footway/cycleway?
- Simplify layout
- Provide at grade crossing by underpass
- De-clutter
- Straight over crossings
- 20mph
- Single carriageway
- Access to the new housing developments
- Connect existing cycle routes into existing cycle routes



## Cambuslang - Design Ideas and Objectives

Three groups worked separately to:

- Explore things to keep
- Explore what to change
- Identify three objectives
- Develop some design ideas

Table 1

Things they like:

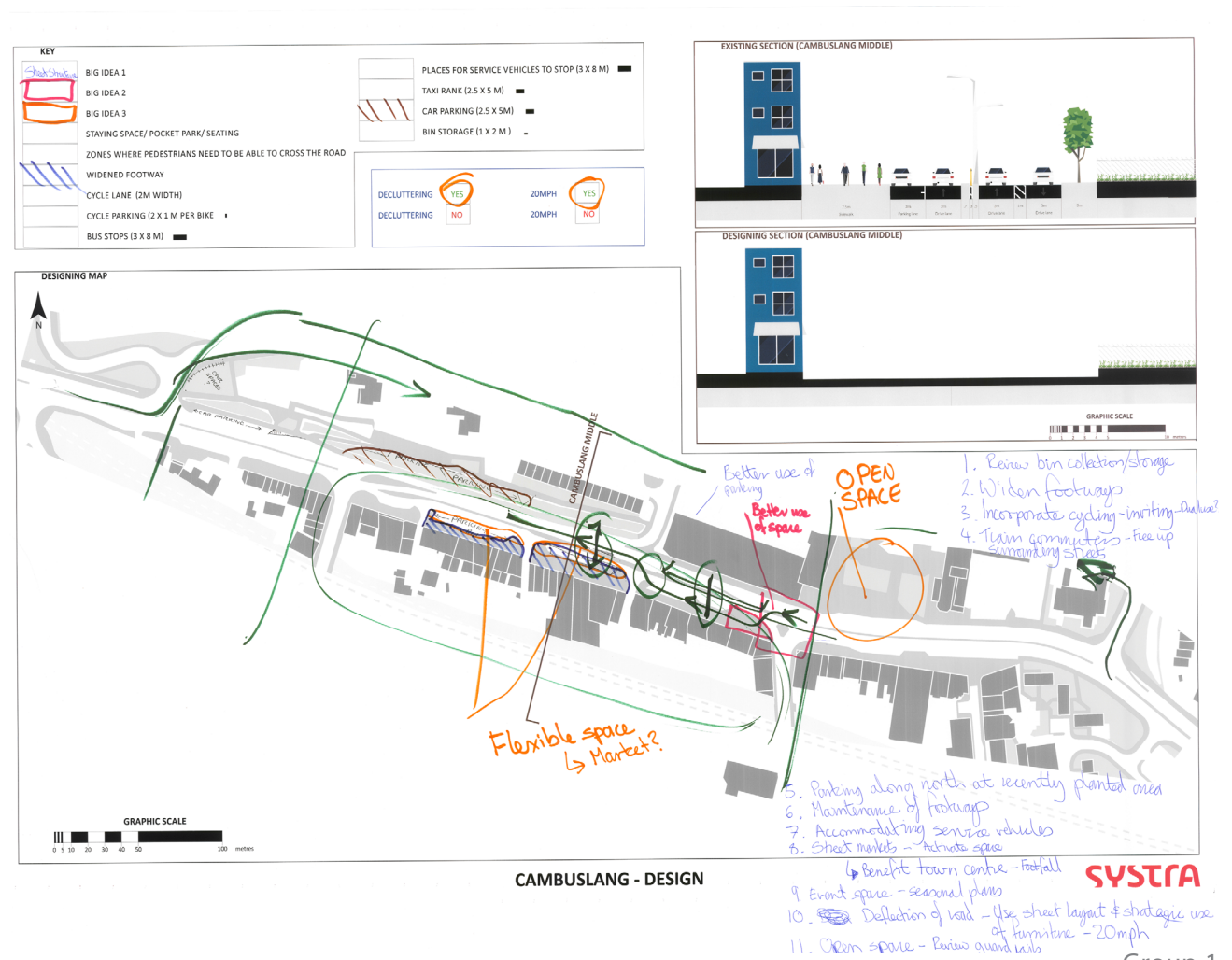
- Nothing positive

Things they don't like:

- Crossings (West Coats)
- Commuter Parking all day. Spaces around the station
- Maintenance of footway

Things to change:

- Reduce through car traffic
- Parking regulation
- Crossings



Three objectives:

1. Overall look and feel of the main street
2. Crossing opportunities
3. Parking (fewer commuters)



Table 2

## Things they like:

- Width of street has potential – Public space/ Realm
- Historic Buildings (Burgh Building/ CI and Church)
- Wetherspoon
- Well established businesses – Something worth saving

## Things they don't like:

- Paving – Trip hazards and loose paving
- Maintenance – Paving, signs and railings
- Parking – Duration and location
- Layout – Confusing for drivers and pedestrians, untidy and doesn't look good
- Lack of shop diversity

## Key objectives:

1. Better use of space
2. Consistent nice street furniture
3. Bin storage
4. Declutter and maintenance
5. Parking review



CAMBUSLANG - DESIGN

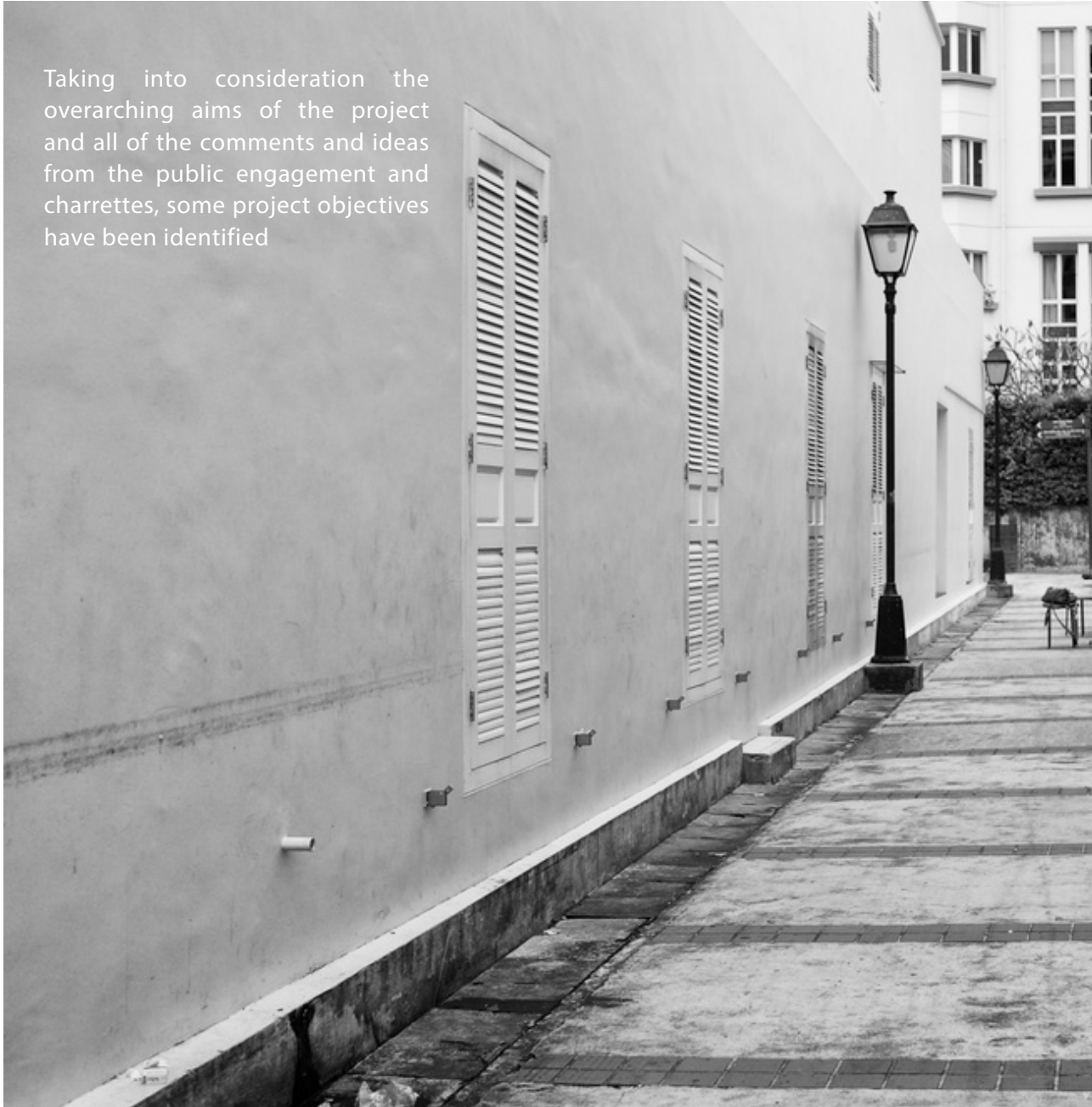
SYSTRA

Group 2

Taking into consideration the overarching aims of the project and all of the comments and ideas from the public engagement and charrettes, some project objectives have been identified

Objectives for Cambuslang Main Street:

1. To improve Cambuslang Main Street as a destination by providing attractive public realm and space for 'staying', spill-out and events, with the aim of increasing footfall and length of stay on the high street.
2. To improve accessibility and movement along the Main Street for all ages and abilities of pedestrians and cyclists, whilst not significantly increasing delay for vehicles.
3. To improve the actual and perceived safety of pedestrians and cyclists on the Main Street.
4. To contribute to a healthier lifestyle by facilitating the provision and use of sustainable and active modes of travel.
5. To provide functional parking, servicing and taxi arrangements.







In addition to developing transport objectives that are in keeping with the principle aims of the study and take cognisance of comments from the community and stakeholder consultation, it is also fundamental to ensure that they are consistent (or at the very least, do not conflict) with the vision and objectives of the LTS.

The LTS identified six objectives for South Lanarkshire with a vision defined as

“Our transportation network will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable, offer genuine travel choice and be recognised nationally as an example of best practice”.

Systra has undertaken a comparative exercise between the transport objectives developed for this study and the objectives of the LTS. Table 2 demonstrates the results of this exercise.

As Table 2 demonstrates (with the exception of LTS Objective 6), the identified transport objectives are consistent with the objectives of the LTS. Where there is not a direct relationship (e.g. Transport Objective 4 and LTS Objective 4), the proposed transport objective is not in conflict with the LTS.

LTS Objectives	Cambuslang Main Street Objectives				
	1	2	3	4	5
1. Improve quality and safety for all by maintaining and improving road and footway network infrastructure.	✓	✓	✓	✓	✓
2. Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment.	✓	✓	-	-	✓
3. Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.	✓	✓	✓	-	✓
4. Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks.	✓	✓	✓	✓	-
5. Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements.	✓	✓	✓	-	✓
6. Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.	-	-	-	✓	-

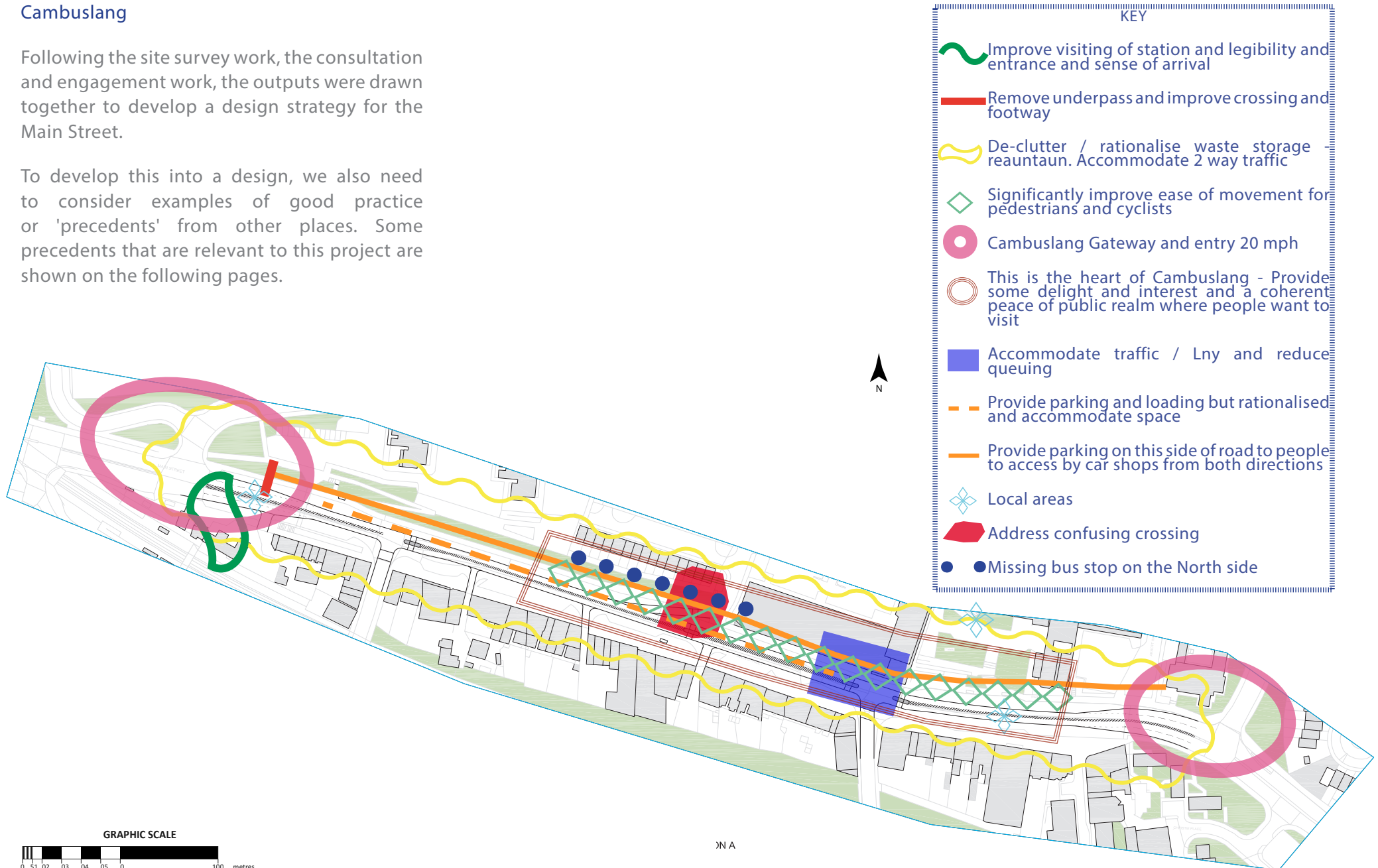
Table 2. Study and Local Transport Strategy Objectives

# DESIGN STRATEGY

## Cambuslang

Following the site survey work, the consultation and engagement work, the outputs were drawn together to develop a design strategy for the Main Street.

To develop this into a design, we also need to consider examples of good practice or 'precedents' from other places. Some precedents that are relevant to this project are shown on the following pages.



# PRECEDENTS

## BRIDGETON CROSS - GLASGOW

Funded through the wider Clyde Gateway urban regeneration programme, Bridgeton Cross was completed in 2010 after the implementation of a £1.4million project to improve the public realm at the Cross. This project included the upgrading work to the A-Listed “umbrella” which forms the focal point of the public space at the Cross.

The upgrade included de-cluttering, new traffic management measures, new surfacing, new street furniture, new lighting, public art, and landscaping.

The final scheme was developed through an extensive public consultation and was overseen by a community steering group.

The former Olympia Cinema on the north side of the Cross has also been put back into use as a multi-use community and office space, including the new Bridgeton library.







Google 2017

## COLQUHOUN SQUARE - HELENSBURGH

Delivered by Argyll and Bute Council through the £6.6 million urban regeneration CHORD project, the scheme aimed to make the square one of the focal points in Helensburgh through a combination of improvements including: creating a coherent town square with high-quality natural stone finishes, rather than a crossroads dominated by vehicles; creating a larger pedestrian area on the north side of the square; reducing pedestrian crossing distances; increasing the numbers of seats and seating opportunities; improving lighting with nearly twice as many lights; and increasing the number of civic trees and shrub planting in the square.

After extended consultation with stakeholders, and review of the initial proposed design, feedback is now largely positive.



Google 2017





## ST GEORGE STREET - LONDON

Improvements to St. George Street in London included the removal of parallel parking bays, replacing them with a segregated cycle-way. This, in turn, has created a safer environment for vehicles, cyclists and pedestrians.







## CATHCART SQUARE - GREENOCK

Cathcart Square is the historical focal point of Greenock town centre.

Improvements included repair and resurfacing of the square and adjacent streets with high quality material, the overall reduction of space allocated to car parking by the introduction of a Restricted Parking Zone.





## RENFREW TOWN CENTRE - RENFREWSHIRE

Renfrew Town Centre is focused around the Town Hall, at the junction of the High Street and the A8. This last street is heavily trafficked, carrying high levels of through traffic. The scheme had to deliver an improved street-scape and pedestrian experience while maintaining significant capacity along the A8 which operate as an alternative to the nearby M8.

Along the High Street, the carriageway was substantially narrowed, while footways were widened and seating areas added in the central section.

Along the A8, through-traffic reduced by 30% following implementation of the scheme.



## Cambuslang Option A

## Design Drafts

The design strategy and the review of precedents has fed into the development of options for the new street layout. Shown here are a number of sketch layouts which were developed and tested against the objectives.

## Cambuslang Option B



### Typical Dimensions:

- Road: 3.3m per lane
- Cycle lane: 2m one-way, 3m two-way
- Parking: 2.5m x 6m per space
- Pedestrian Crossings: 3m wide crossing

### GRAPHIC SCALE



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## Further Public Consultation

Cambuslang Option C was the best fit with project objectives, so was developed further and taken to public consultation.

The results of the public consultation are shown on the following pages, and the main comments gathered are listed:

- Desire to keep the existing underpass on the west side of Cambuslang.
- Keep some greenery along the High Street.
- Retain existing parking numbers.
- Proposed street view is great - reminds people of the old Cambuslang.
- Upgrade paving in all areas
- Improve and create bin stores to manage waste along the High Street.
- Agree with 20mph zone.
- Cycle stands along the High Street and next to the crossings.
- Improve bike storage in-front of the train station.
- Shops on the south-east side are currently the most affluent, and the north-west side are have the most deprivation.
- Liked the two-way street where the carriageway has been simplified.
- This is the start of a process which will hopefully address parking, waste disposal, deliveries and aesthetics in Cambuslang.



visions:

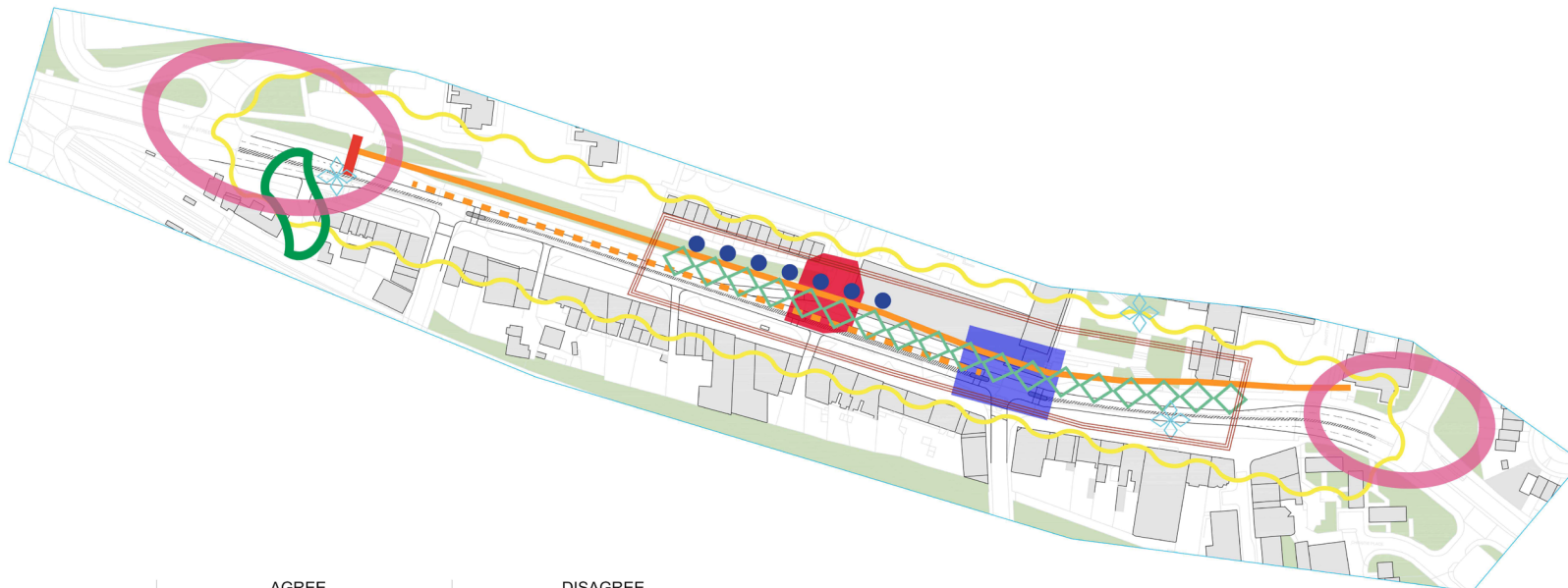


Cambuslang Option C










## Responses to the Design Strategy

At the consultation, people were asked to comment on the design strategy. The results are shown here:



	AGREE	DISAGREE
 <p>Improve station legibility, visibility and sense of arrival</p>		
 <p>Remove underpass and improve crossing and footway</p>		
 <p>De-clutter and rationalise waste storage. Accommodate 2-way traffic. Provide cycle facilities that can be used by all ages and abilities to cycle along the high street</p>		
 <p>Significantly improve ease of movement for pedestrians and cyclists</p>		
 <p>Cambuslang Gateway and entry to 20 mph</p>		
 <p>The heart of Cambuslang - Provide some delight, interest and a coherent public realm where people want to spend time</p>		

	AGREE	DISAGREE
 Accommodate traffic		
 Provide parking and loading but in a rationalise way		
 Provide parking on this side of the road for people to access shops from both directions of travel		
 Address confusing crossing		
 Potential bus stops on the north side		
General - Accommodate traffic		



## Responses to the Design

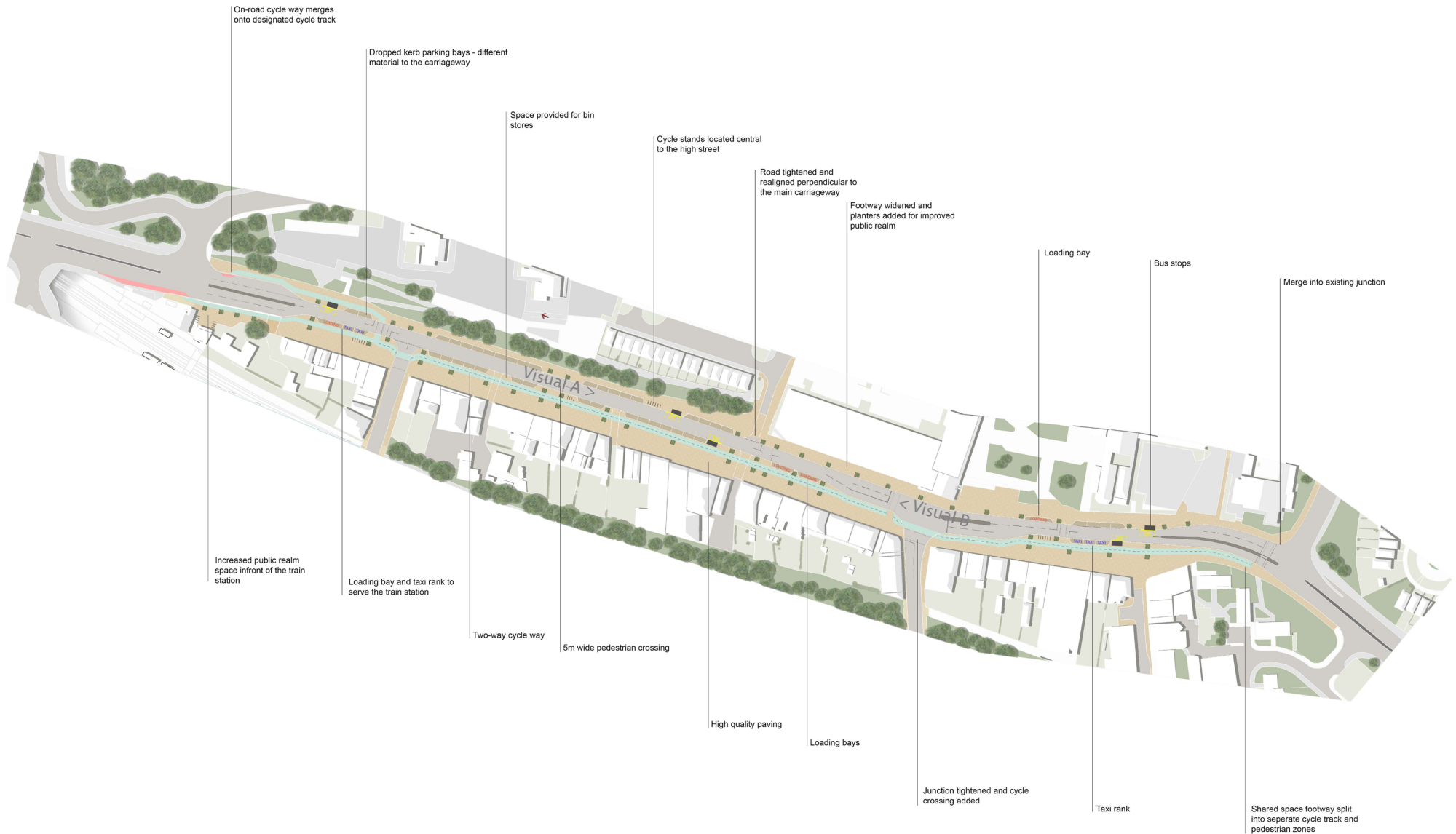
At the public consultation, people were asked to comment on the components of Option C, and the results are shown here:



# CONCLUSION

## Design Proposal

The final design proposal is shown here. This is a sketch design and will need further development, but it illustrates the change that is possible at Cambuslang and responds to the consultation.















## Cross-check against Objectives

The design that is proposed addresses the design objectives as shown below.

Red = Negative impact on objectives

Amber = Neutral impact on objectives

Green = Positive impact on objectives

Objectives for Rutherglen	Red	Amber	Green
To improve Cambuslang Main Street as a destination by providing attractive public realm and space for 'staying', spill-out and events, with the aim of increasing footfall and length of stay on the high street.			✓
To improve accessibility and movement along the Main Street for all ages and abilities of pedestrians and cyclists, whilst not significantly increasing delay for vehicles.			✓
To improve the actual and perceived safety of pedestrians and cyclists on the Main Street.			✓
To contribute to a healthier lifestyle by facilitating the provision and use of sustainable and active modes of travel.			✓
To provide functional parking, servicing and taxi arrangements.			✓

## Impacts of the Scheme

Impact on Air Quality	The scheme is unlikely to result in significant reductions in traffic levels along the main street. Any direct changes in air quality in the short term are therefore likely to be marginal.
Impact of the proposals on mode shift from vehicle to more active forms of travel and the health and economic impact (HEAT)	The proposed scheme will significantly improve the environment for pedestrians and cyclists accessing this main street. The demographic and survey information indicate that there is an opportunity for mode shift towards more active modes of transport for both journeys to work and to access the main streets. The main street scheme proposed will help encourage this.
Impact on Social Inclusion and accessibility	The proposed scheme aims to make the main street more accessible on foot and in particular by bicycle to a wider range of users.
Impact on Mental Health	Improving the quality of the main streets will encourage their use by all members of the community. This can help reduce social isolation by providing a local place where people can go for informal social contact.
Impact on the Main Street Economy	Improving the quality of the environment and ease of access to Cambuslang Main street will be key to improving footfall.
Demand for Improvements	The survey work we undertook as part of this study identified a significant desire for improvement to Cambuslang Main street. In terms of quantifying the demand for cycle facilities this will require further work as part of the development of the business case for these proposals.



# Wellness

## Healthy n Happy

Community Development Trust

[www.systra.co.uk](http://www.systra.co.uk)

**SYSTRA**