# Paisley to Barrhead Public Engagement Summary Note

| Client name | Project name | Date | Project number |
|---|---|---|---|
| Renfrewshire Council | Paisley to Barrhead Active Travel Route | 01/04/2026 | 60744500 |

| Prepared by | Approved by | Checked by | Verified by |
|---|---|---|---|
| Fiona Bebbington | Leanne Gordon | Leanne Gordon | Peter Leslie |

### Revision History

| Revision | Revision date | Details | Authorised | Name | Position |
|---|---|---|---|---|---|
| 0 | 01/04/2026 | First Issue | LG | Leanne Gordon | Project Manager |

## Introduction

Public engagement activities supported the concept design development for an active travel link between National Cycle Network Route 7 (NCN7) at Ben Nevis Road, Paisley and Barrhead Train Station. These activities included an online survey, and two in-person drop in events.

The following technical note provides an overview of the activities undertaken and the feedback received.

## Public Survey

A public survey was conducted over a six-week period between 13th October 2025 and 30th November 2025. The survey alongside project information was available online via Renfrewshire Council's website and at in person drop in events held during the engagement period.

The survey consisted of questions related to the respondents travel habits, views on the overall project and, specific sections, and respondents' demographics. All questions were optional to allow the opportunity for members of the public to focus on the sections of the route most relevant to them.

A copy of the survey has been provided in **Appendix A** for reference.

## Feedback

A total of 120 responses were received. A summary of responses has been provided by section below and a full breakdown of responses has been provided in **Appendix B**. As noted above, all questions were optional and therefore any percentages outlined are based on the number of responses to the specific question.

### Travel Habits

The majority of respondents identified that they travel between Paisley and Barrhead regularly with approximately 60% of respondents travelling either daily or 3-4 times a week.

The modes used varied across options with a large proportion travelling by car as the driver, this is further noted with 70% of respondents noting car as the driver as their main mode of travel. Walking was the next most frequent recorded mode of travel at 36% of respondents.

Further information on frequency of travel, mode choice and preferred mode is outlined in **Figures 1, 2** and **3** below.

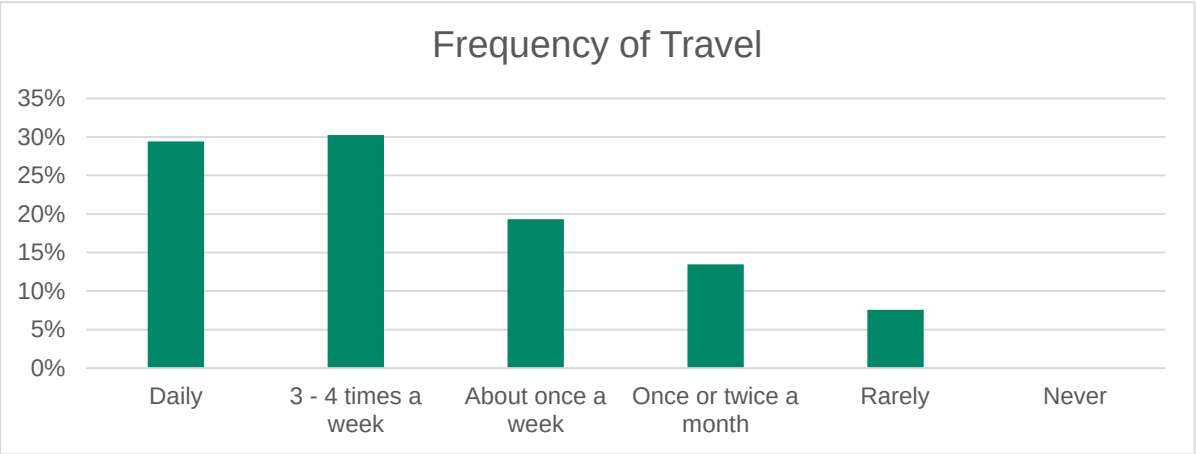



**Figure 1 Frequency of Travel**

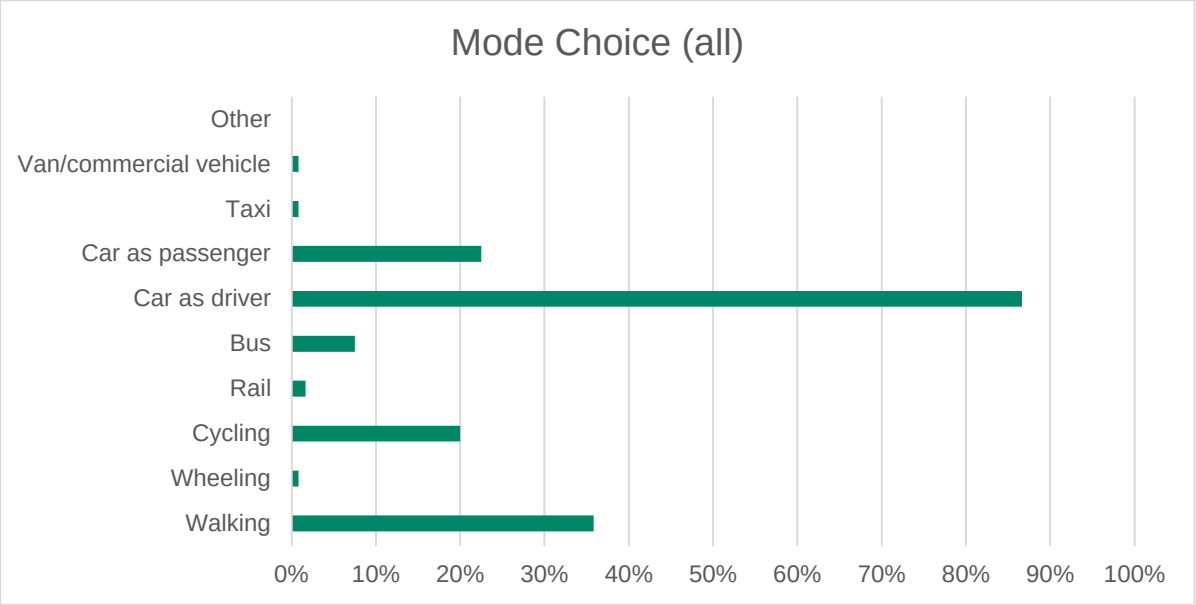



**Figure 2 Mode Choice**

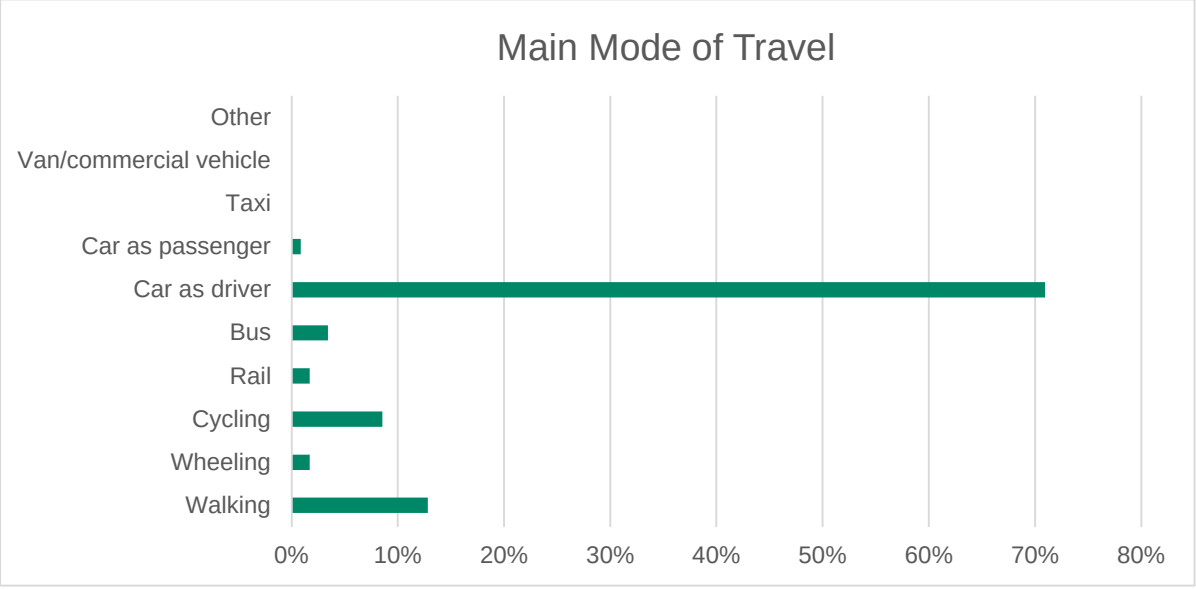



**Figure 3 Main Mode of Travel**

Journey purposes vary across categories with a high proportion of journeys for shopping, visiting friends/family and recreation/leisure.

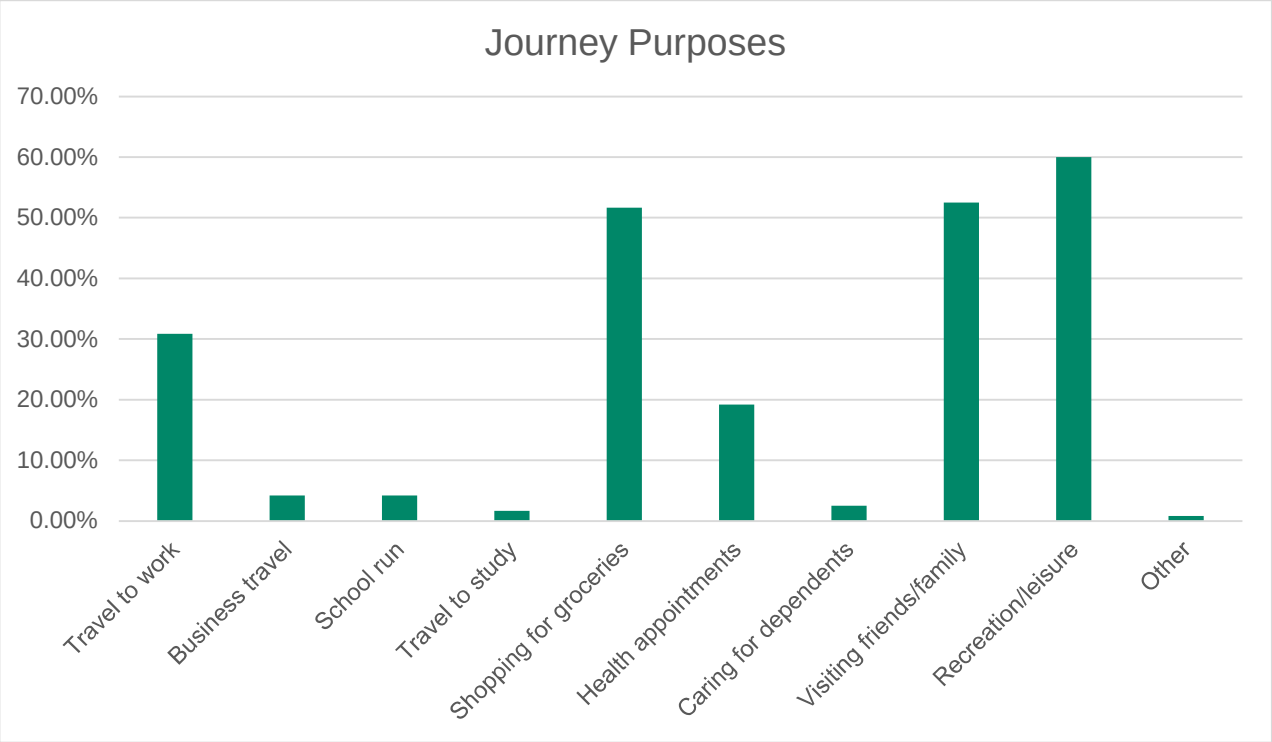



**Figure 4 Journey Purposes**

## Overall Project Feedback

As part of this section of the survey, respondents were asked whether they supported the overall project and to provide any comments. The feedback received showed a majority of support for the project (62%), however approximately a third of respondents were opposed to the overall scheme.

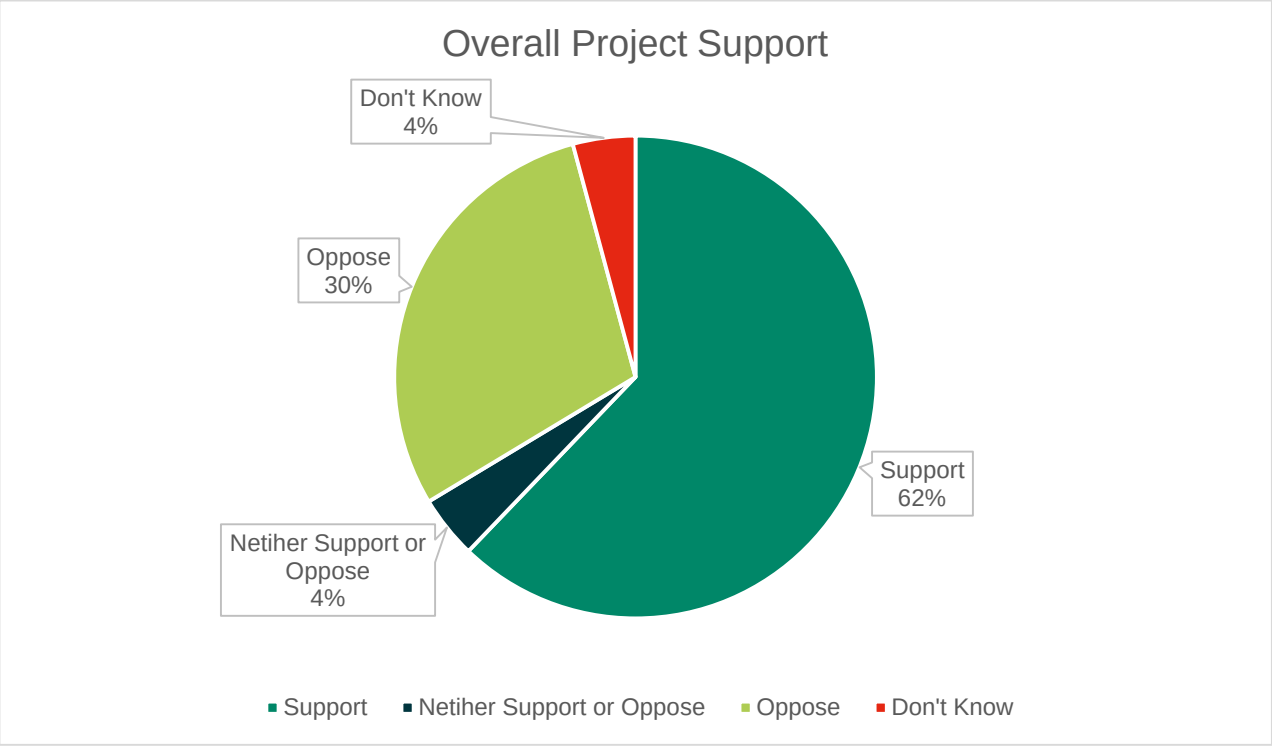



**Figure 5 Project Support**

Key themes raised within written comments considered safety, loss of parking and road capacity, environmental concerns, personal safety, maintenance and accessibility.

Improving **safety** for people walking, wheeling and cycling is one of the main drivers of support for the project noting that high vehicle speeds on Grahamston Road and Hurlet Road alongside narrow footways currently deters active travel users. A desire for a safe and segregated active travel route was highlighted amongst respondents.

Potential **loss of parking and road capacity** particularly on Paisley Road was a key concern raised with respondents noting that they felt the road was already over capacity and that on street parking is essential for residents, schools and local businesses.

**Environmental concerns** were raised particularly in relation to the Old Railway Line section of the corridor with particular concerns relating to the potential negative impact a new path would have on wildlife such as badgers, bats, deer and birds, loss of biodiversity and light pollution.

As some sections propose options remote from the carriageway the importance of providing measures to support **personal safety** was raised with requests for good lighting and clear sightlines emphasised.

**Table 1 Overall Project Comments Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| Safety on roads/pavements | 46 | 47.9% |
| Segregation, alignment & junctions/bridges | 24 | 25.0% |
| Connectivity to wider network (e.g., NCN links, stations) | 23 | 24.0% |
| Parking & road capacity (incl. carriageway width, congestion) | 15 | 15.6% |
| Environment & wildlife / green space | 14 | 14.6% |
| Maintenance & lighting (upkeep, winter/ice, glass, bins) | 9 | 9.4% |
| Antisocial behaviour & personal security | 5 | 5.2% |
| Equity & accessibility (wheelchairs, prams, mobility, older residents) | 4 | 4.2% |
| Public transport (buses) prioritised | 3 | 3.1% |

## Barrhead Section

As mentioned above, all sections were optional to allow respondents to focus on the sections of the route most relevant to them. For the Barrhead Section, 56% of the total number of respondents chose to provide feedback. The feedback from this group of respondents is outlined below.

The level of support for the Barrhead Section of the active travel route highlighted a majority of respondents were supportive of the scheme being introduced however 40% of respondents opposed the scheme.

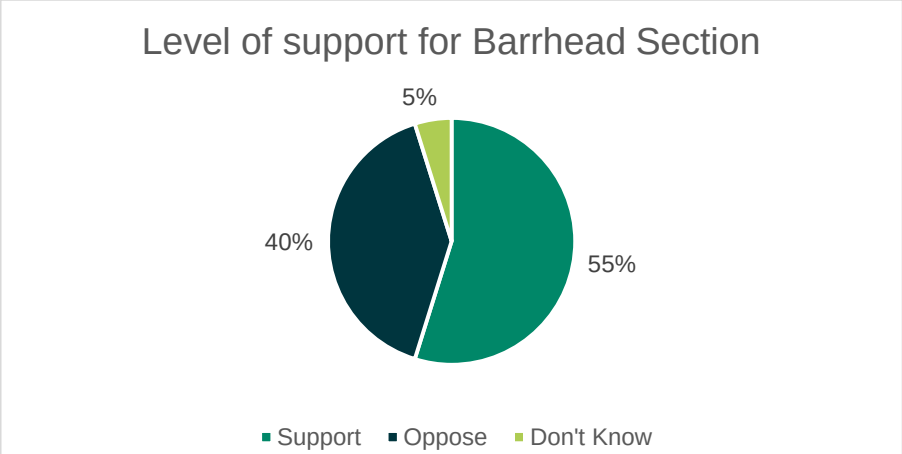



**Figure 6 Barrhead Section Level of Support**

Feedback received on this section focussed primarily on the Paisley Road area of the section with key themes including general support, parking concerns, road congestion, safety, infrastructure provision and potential limited uptake.

Many respondents noted that they were **generally supportive** of creating safer spaces to encourage active travel and identified the importance of providing a connection to Caplethill Road to support access to existing routes.

There was a high proportion of feedback related to impact on Paisley Road, particularly in relation to **parking capacity** and **traffic congestion**. It was raised that any loss of parking would have an adverse impact on residents, who already experience parking difficulties due to lack of capacity on Paisley Road. It was felt by some respondents that parking congestion is emphasised by people accessing local amenities such as schools, pubs and barbers. As part of the feedback, it was suggested that resident parking permits or exploring alternative routes to avoid impact on parking could be considered.

Further to this, the route was highlighted to experience high volumes of vehicles as well as high vehicle speeds on Paisley Road and surrounding streets. Particular areas noted were the Cross Stobs and Blackbyres Road junctions for speeding vehicles and poor visibility.

**Infrastructure provision** suggestions included reviewing junction designs to support vehicle movements through congested areas, ensuring that maintenance was considered to support safe cycling as well as a suggestion to enhance public transport services to reduce reliance on cars in the area.

Concerns were raised about **limited active travel uptake** if the proposed scheme was delivered. References were made to low levels of cycling activity currently observed in the area and it was felt that the delivery of the scheme would disproportionately benefit cyclists while neglecting the needs of residents.

**Table 2 Barrhead Feedback Response Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| General Support | 13 | 26% |
| Traffic Congestion / Impact on road users | 19 | 38% |
| Parking Concerns | 16 | 32% |
| Safety and Speeding | 16 | 32% |
| Connectivity | 12 | 24% |
| Expected demand | 4 | 8% |
| Public spending priorities | 2 | 4% |

## Old Railway Line Section

Feedback on the Old Railway Line Section was provided by 59% of respondents to the survey. Support levels for this section were strong with multiple mentions to a preference for the route being remote from the carriageway. Support levels for this section are provided in the figure below.

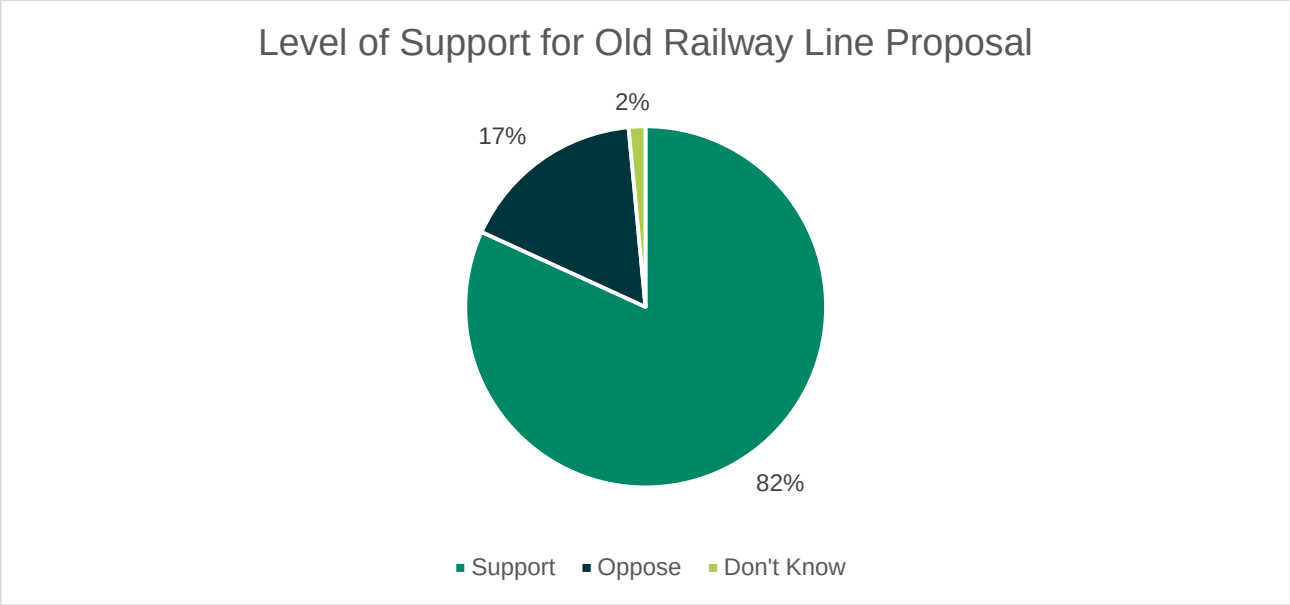



**Figure 7 Support levels for Old Railway Line Proposal**

Comments provided on the Old Railway Line Section were concentrated on the themes of general support, environmental concerns, safety and accessibility concerns, alternative suggestions and future considerations.

**General support** was received from a high number of respondents due to repurposing of the Old Railway Line to an active travel route and its potential to provide a route away from Grahamston Road which can be particularly busy and be subject to high vehicle speeds.

One of the primary concerns raised was the potential **negative impact on the environment** including existing wildlife and habitats along the section. Specific mentions were made to protected species including badgers, bats and native plants such as bluebells. If the route was to be lit, concerns were noted that artificial lighting could potentially affect nocturnal wildlife.

**Safety and accessibility** feedback was noted including the need for lighting to support safety out with daylight hours, and maintenance, particularly during winter, to support user safety in icy conditions. The potential for anti-social behaviour was also raised with respondents noting that secluded paths may attract gatherings, dirt bike use and vandalism.

**Alternative suggestions** were provided within the response with some raising that investment could be provided to improve the existing path and reduce vehicle speeds along Grahamston Road and others suggesting measures to reduce the environmental impact such avoiding tarmac and artificial lighting could be employed.

**Future considerations** were primarily focussed on the material choice and maintenance of the path should it be delivered with references to maintaining the path to prevent issues such as overgrown vegetation, encroaching tree roots and litter accumulation.

**Table 3 Old Railway Line Response Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| General Support | 13 | 25% |
| Environmental Concerns | 9 | 18% |
| Safety & Accessibility | 18 | 35% |
| Alternative Suggestions | 14 | 27% |
| Future Considerations | 7 | 14% |

## Hurlet Road Section

The Hurtlet Road Section had 55% of respondents choose to provide feedback. Respondents were asked to provide an indication of support for Option 1, providing a bridge over Hurlet Road, and Option 2, following the existing road alignment.

**Table 4 Hurlet Road Options Level of Support**

| | Option 1 | Option 2 |
|---|---|---|
| Support | 65% | 35% |
| Oppose | 23% | 40% |
| Neither Support nor Oppose | 12% | 25% |

Feedback on Option 1 focussed on support for a bridge to navigate Hurlet Road, environmental concerns, safety and accessibility, feasibility and affordability, and option suggestions.

Strong **support for a bridge** to segregate pedestrians and cyclists from traffic over Hurlet Road was expressed to avoid the risks associated with crossing the dual carriageway.

**Environmental concerns** were raised by some respondents noting that the development of the section would damage greenbelt areas and wildlife habitats. Introduction of artificial lighting was mentioned with concerns relating to impact on nocturnal wildlife and disruption to the character of the area.

**Safety and accessibility** comments formed part of the feedback with requests for lighting to be included within the proposal to support the route's safety during darker mornings and evening particularly during the winter months. Further feedback discussed the need to ensure the infrastructure would be suitable for wheelchair users and families with prams. Ongoing maintenance was also raised as being crucial to ensure long-term usability of the route.

**Feasibility and affordability** concerns were raised in particular to the construction of an active travel bridge with concerns raised around the cost and time required to deliver.

A variety of **alternative suggestions** were included within the feedback including suggestions to reduce the speed on Hurtlet Road and create an active travel route along the existing road by reallocating lanes whereas others considered relocating the bridge to support connectivity.

**Table 5 Hurtlet Road Option 1 Feedback Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| Support for a bridge and fully segregated off-road route | 26 | 60% |
| Safety & Accessibility | 23 | 53% |
| Environmental Impact | 13 | 30% |
| Alternative Suggestions / Route Adjustments | 16 | 37% |
| Practicalities (Feasibility, affordability, maintenance) | 10 | 23% |

Feedback for Option 2 presented similar themes to Option 1 with respondents providing feedback on safety concerns, environmental impact, general support, preferences for a segregated crossing of Hurlet Road and practical considerations.

**Safety concerns** formed the majority of the feedback for this option with respondents noting that crossing Hurlet Road in proximity to the roundabout would be dangerous due to high vehicle speeds and congestion. It was also felt the crossing could emphasise the existing congestion issue and potentially increase the risk of collisions occurring.

As per Option 1, respondents emphasised the importance of protecting greenbelt areas, wildlife habitats and vegetation in the area to mitigate the **environmental impact**.

**General support** was expressed for Option 2 from some respondents referencing that it would likely be more cost effective and less disruptive than Option 1. Following the existing road alignment was also viewed as more practical by being able to improve and tie into existing infrastructure and avoid introduction of additional lighting.

Preferences were expressed for the **introduction of a bridge crossing** over Hurlet Road as it would provide segregation from motor traffic.

Traffic management, maintenance and potential for traffic calming measures were all raised as **practical considerations** for the option development. Concerns surrounding the traffic management on approach to the roundabout were raised noting that congestion could be emphasised by the proposal creating a bottleneck. Lowering of the speed limit and introduction of traffic calming measures formed part of the feedback to support the safety of active travel users.

**Table 6 Hurlet Road Option 2 Feedback Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| Safety Concerns | 24 | 59% |
| Environmental Impact | 12 | 29% |
| General Support | 14 | 34% |
| Preference for Segregated Crossing | 18 | 44% |
| Practical Considerations | 10 | 24% |

A greater amount of support for Option 1 was expressed (71%) overall with safety forming a key consideration for the navigation of Hurlet Road. The figure below outlines the option preferences expressed.

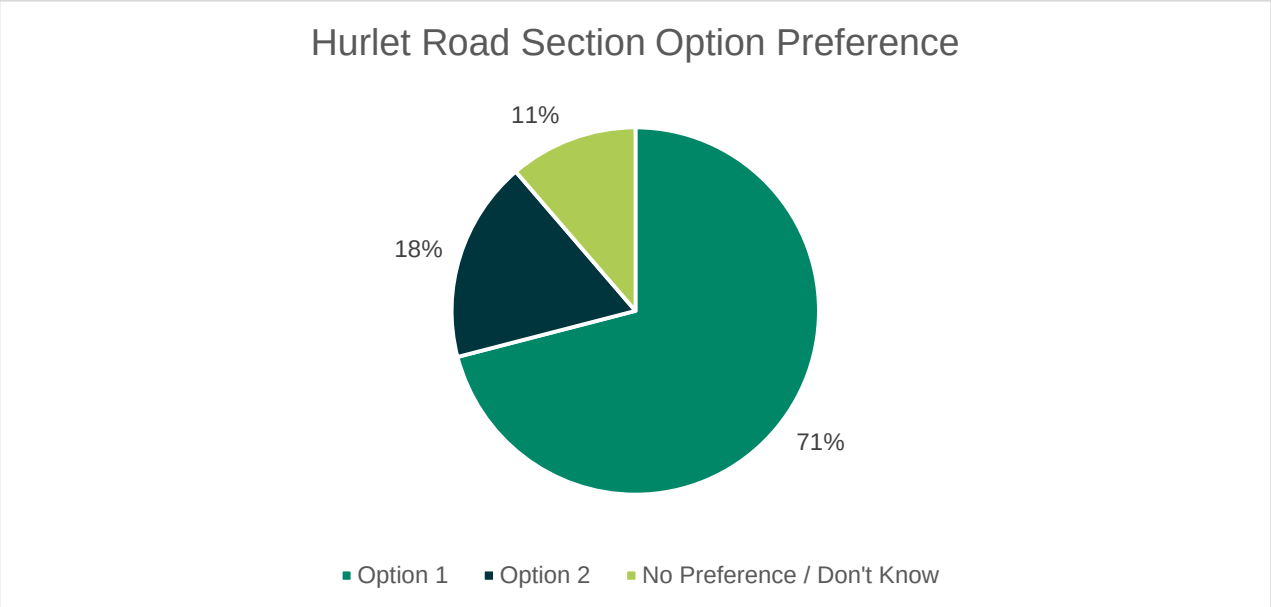



**Figure 8 Hurlet Road Option Preference**

## Hawkhead Connection

The Hawkhead Connection Section had 38% of respondents choose to provide feedback. Respondents were asked to provide an indication of support for Option 1, providing a link through existing greenspace, and Option 2, following the existing road alignment.

**Table 7 Hawkhead Connection Options Level of Support**

| | Option 1 | Option 2 |
|---|---|---|
| Support | 48% | 47% |
| Oppose | 36% | 30% |
| Neither Support nor Oppose | 16% | 23% |

Feedback received on Option 1 primarily focussed on environmental concerns, potential for anti-social behaviour and suggestions for improvement. Written feedback alongside level of support indications highlights a mixed level of support for Option 1.

**Environmental concerns** were the most mentioned theme with concerns raised on the potential impact on wildlife through the loss of greenspace with the importance of preserving habitats emphasised.

The potential for **anti-social behaviour and safety concerns** was raised with some respondents noting their concerns that the path could become a hotspot for littering, drinking and vandalism. Personal safety concerns were also raised with request for lighting and adequate visibility to be provided. Responses from local residents highlight anxiety around increased noise, litter and anti-social behaviour in the area.

**Practical and design considerations** including cost, feasibility, design and connectivity were raised. This included questions on the cost benefit ratio to introducing the path, design to provide a wide and well-lit path and for it to connect effectively into the National Cycle Network.

**Table 8 Hawkhead Connection Option 1 Feedback Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| Environmental Concerns | 18 | 82% |
| Anti-Social Behaviour and Safety Concerns | 15 | 68% |
| Practical and Design Considerations | 9 | 41% |

Option 2 received supportive feedback regarding its use of existing infrastructure alongside considerations for environmental impact and safety and accessibility. Similar to Option 1, feedback received and level of support indications highlights mixed support for Option 2.

**Use of existing infrastructure** was appreciated by a number of respondents as well as the connections to the National Cycle Network. As the route follows the existing road alignment, this avoids the requirement for additional lighting to be provided and allows the route to be overlooked by residential properties supporting personal safety.

**Environmental impact** remained a concern within Option 2 with the potential loss of greenspace however it was also referenced that this option would be less disruptive to wildlife and greenspaces when compared with Option 1.

Widening existing pinch points and improving crossing facilities were viewed as positives for **safety and accessibility**, however concerns were raised on the interaction with the existing narrow roads.

Respondents highlighted the need for thoughtful design, cost-benefit considerations, and integration with existing routes as part of the **design development**.

**Table 9 Hawkhead Connection Option 2 Feedback Summary**

| Theme | No. respondents | Percentage |
|---|---|---|
| Use of Existing Infrastructure | 12 | 67% |
| Environmental Impact | 11 | 61% |
| Safety and Accessibility | 10 | 56% |
| Design Considerations | 7 | 39% |

Overall, there is mixed support for Option 1 and Option 2, whilst there is a slight preference for Option 1, a clear majority was not identified. **Figure 9** below further illustrates option preferences expressed for the Hawkhead Connection Section of the route.

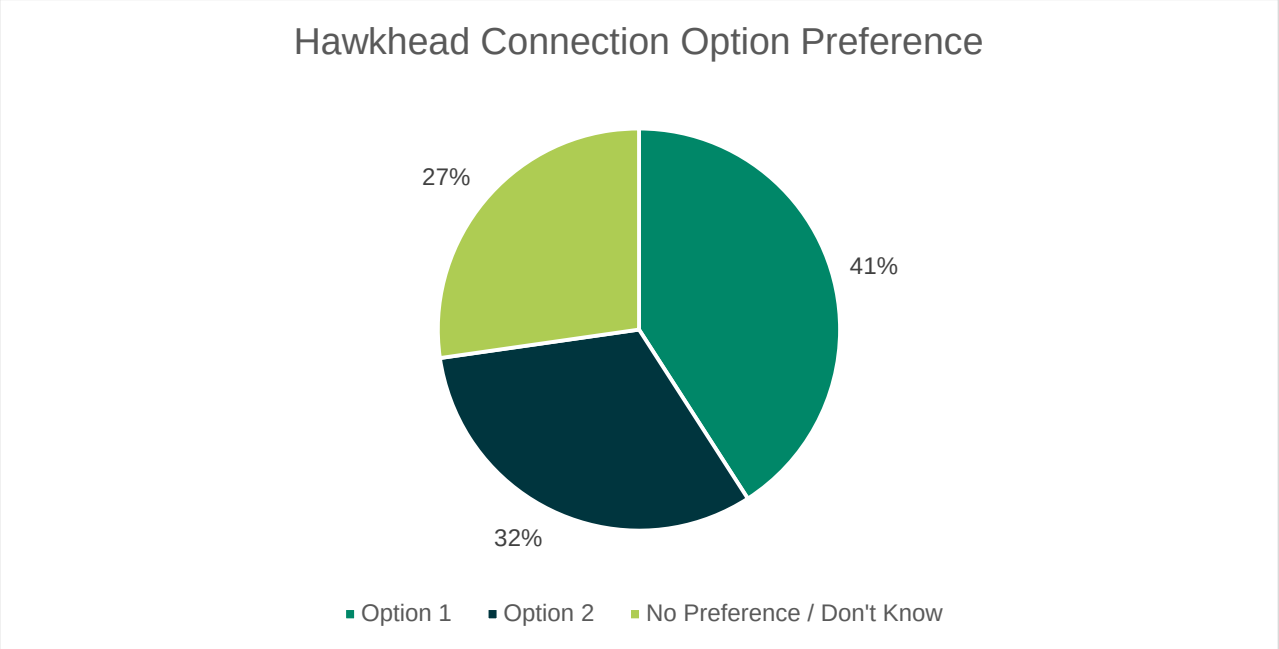



**Figure 9 Hawkhead Connection Option Preference**

## Respondent Demographics

Demographic information from respondents was gathered to support consideration of views from a variety of backgrounds.

The majority of respondents identified that they live within the G78 and PA2 postcode areas, the table provides an overview of respondents' postcodes.

**Table 10 Respondent Postcode Areas**

| Postcode | Percentage |
|---|---|
| PA1 | 4% |
| PA2 | 34% |
| PA3 | 2% |
| G44 | 2% |
| G53 | 1% |
| G77 | 3% |
| G78 | 42% |
| Prefer not to say | 13% |

The majority of respondents were women (including trans women) at 52% of all respondents and men (including trans men) made up 40%. Age of respondents varied with the highest proportion (total 49%) from the 35 to 54 age brackets and 16% of respondents fell into the 25 to 34 and 55 to 64 age categories.

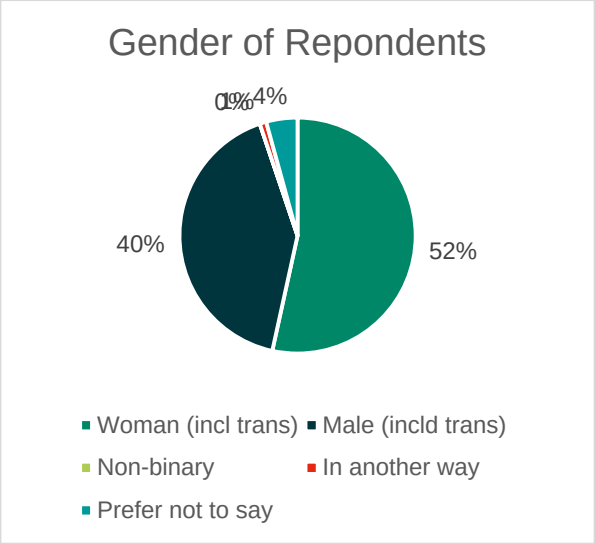



**Figure 10 Gender of Respondents**

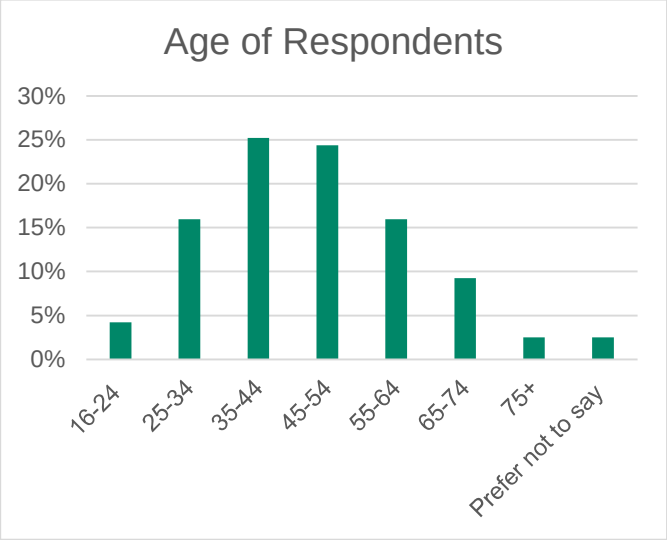



**Figure 11 Age of Respondents**

Respondents were primarily employed with 61% employed full time and 13% part time. Respondents with a retired employment status made up 13% of overall responses. The majority (80%) did not have a health condition or illness which affects their mobility and 13% had a condition which limited them a little.

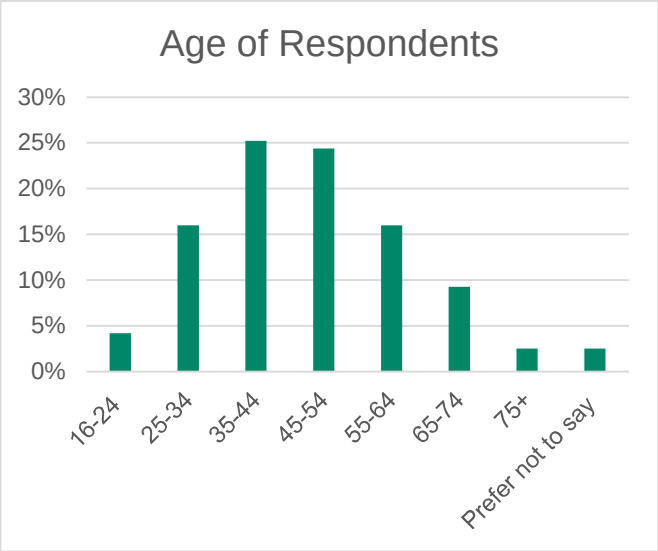



Figure 12 Age of Respondents

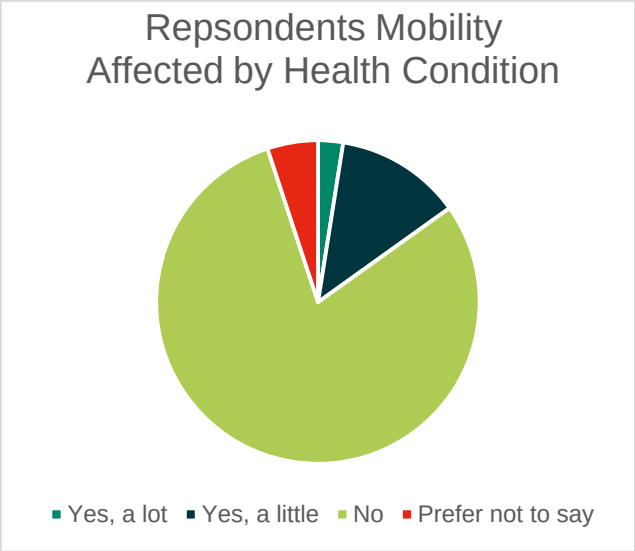



Figure 13 Respondents Mobility Affected by Health Condition

# Drop In Sessions

Two in person drop in events were held on the 24th October 2025 and 31st October 2026 at the Hunterhill Community Centre in Paisley and Barrhead Foundry respectively.

Information boards were provided at each of the events to allow members of the public to come in and view the proposals and ask any questions to event staff. The events were facilitated by AECOM, Renfrewshire Council, East Renfrewshire Council and Walk, Wheel and Cycle Trust staff members.

A summary of feedback received at each event is summarised below and a copy of the information boards in provided in **Appendix C**.

# Feedback

## Hunterhill Community Centre

### Environment

- Concerns about the impact on the environment and wildlife on and in proximity to the Old Railway Line alignment and Grahamston Place.
- Concerns due to flooding to the rear for the properties on Ben Wyvis Drive from the Tod Burn.
- Concerns about traffic and greenspace impact due to new development at Dykebar.

### Safety

- Need for measures to reduce vehicle speeds, improve crossings and lighting on existing roads (Grahamston Road / Hurlet Road).
- Concerns that formalisation of the path would result in anti-social behaviour on the route

**Impact on residents**

- Concerns for properties being overlooked/looked into by path users in proximity to Ben Wyvis Drive.
- Preference/benefit of following the road alignment (Grahamston Road / Hurlet Road) instead.
- Concerns about the impact on properties and routing via Grahamston Place for residents.
- Impact on Community Garden at Grahamston Place.

**Information Provision**

- Lack of information provided and lack of clarity of materials presented.

**Traffic**

- Concerns about the impact on Ben Nevis Drive given the number of users, particularly during school pick up and drop off.
- Suggestion of a new road between Blackbyres Road and Caplethill Road due to junction issues at (Grahamston Road/Caplethill Road and Paisley Road).
- The existing School Parking on Ben Nevis Road was highlighted as an issue that concerns residents due to the impact on connecting paths.

**General Comments**

- Issues raised on the interaction between farm animals and dogs and the standard of fencing to reduce any issues.
- Queries on funding streams for construction.

## Barrhead Foundry

**General Feedback / Comments**

- General support of the scheme north of Paisley Road.
- Potential to create a wider network taking in Blackbyres Road and connections to south.
- Need to create a crossing point at Grahamston Road / Paisley Road / Caplethill Road Junction to connect to the existing active travel route on Caplethill Road.

**Safety**

- Support for Old Railway Line alignment and Option 1 Hurlet Road for users to be away from the carriageway.
- Speeding and road safety concerns on Grahamston Road.
- Accidents noted at Grahamston Road / Paisley Road / Caplethill Road Junction.
- Fast turning movements into the Co-Op Car park.
- Support for traffic calming measures

**Parking**

- Concerns around any loss of parking on Paisley Road.
- Issues noted around parking particularly around the pub and barbers at the Grahamston Road / Paisley Road / Caplethill Road Junction.
- School parking for Cross Arthurlie Primary School often occurs on Paisley Road. Previously on Fern Drive but restrictions put in place increased occurrence on Paisley Road.

**Environment**

- Queries on whether the old railway line alignment would be instead of the active travel provision proposed at Dykebar development, or to complement. Multiple loss of greenspace.
- Environmental / Ecological concerns for the Old Railway Line Section.

**Traffic**

- Congestion issues at the Grahamston Road / Blackbyres Road junction and at the Grahamston Road / Paisley Road / Caplethill Road Junction. Percieved to be due to vehicle volumes as the result of new developments.
- Stobs Drive is currently used as a rat run to avoid Grahamston Road / Paisley Road / Caplethill Road Junction. Suggested as an alternative routing for the active travel route to prevent rat running.

During the Barrhead event feedback was also collected by attendees providing post its on the plans provided. A summary of the post-it responses are provided in **Appendix D**.

# Summary

The public engagement for the Paisley to Barrhead Active Travel Route revealed general support for improved active travel infrastructure, with safety and connectivity as primary motivators. However, significant concerns were raised about parking loss, road congestion, and environmental impacts, particularly on sensitive sections like the Old Railway Line. Feedback also highlighted the importance of accessibility, ongoing maintenance, and thoughtful integration with existing transport networks.

# Appendix A - Public Survey

# Paisley to Barrhead Active Travel Project

## Public Survey

## Introduction

This survey is being carried out by AECOM on behalf of Renfrewshire Council under the Market Research Society (MRS) Code of Conduct and in line with General Data Protection Regulation (GDPR) guidelines. Participation is entirely voluntary. The survey will take between 5-10 minutes to complete.

All responses will go to AECOM who are managing and analysing the responses.

**Who can take part?**

We want as many views as possible at this stage of the project. Anyone aged 16 or above and living in the UK who is interested in or affected by the proposals should be involved to share their views. If you are under 16, please seek parental consent before completing.

**Confidentiality and Data Protection**

Renfrewshire Council has commissioned AECOM to receive and analyse responses to the consultation, and to prepare a report of the findings. Renfrewshire Council is the data controller and both Renfrewshire Council and AECOM will process your personal data in accordance with the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR) to perform a Public Task carried out in the public interest on behalf of Renfrewshire Council.

Information you provide including personal information in response to the consultation will only be published in aggregate form or anonymised. However, if you are responding to the consultation in an official capacity, we may attribute comments you make to the organisation or body you represent. It should be noted though that information provided in response to this consultation, including personal information, may be subject to disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR). Therefore, if we receive a request for disclosure of the information, we cannot give an assurance that confidentiality can be maintained in all circumstances.

For AECOM's privacy policy, please visit aecom.com/privacy-policy or email privacyquestions@aecom.com.

If you no longer wish for us to use your personal information during the analysis stage, you have a right to have the relevant information deleted. Please email privacyquestions@aecom.com before the consultation ends.

# Overview

Renfrewshire Council has commissioned transport consultants AECOM to develop proposals for the creation of a new safe and sustainable active travel link that will connect Paisley to Barrhead.

The Study Area lies between the National Cycle Network 7 at the northern extent of Ben Nevis Road, Paisley and Barrhead Train Station, Barrhead. As part of the option development process, AECOM have identified several routing options for the active travel route, outlined in the Figure below.

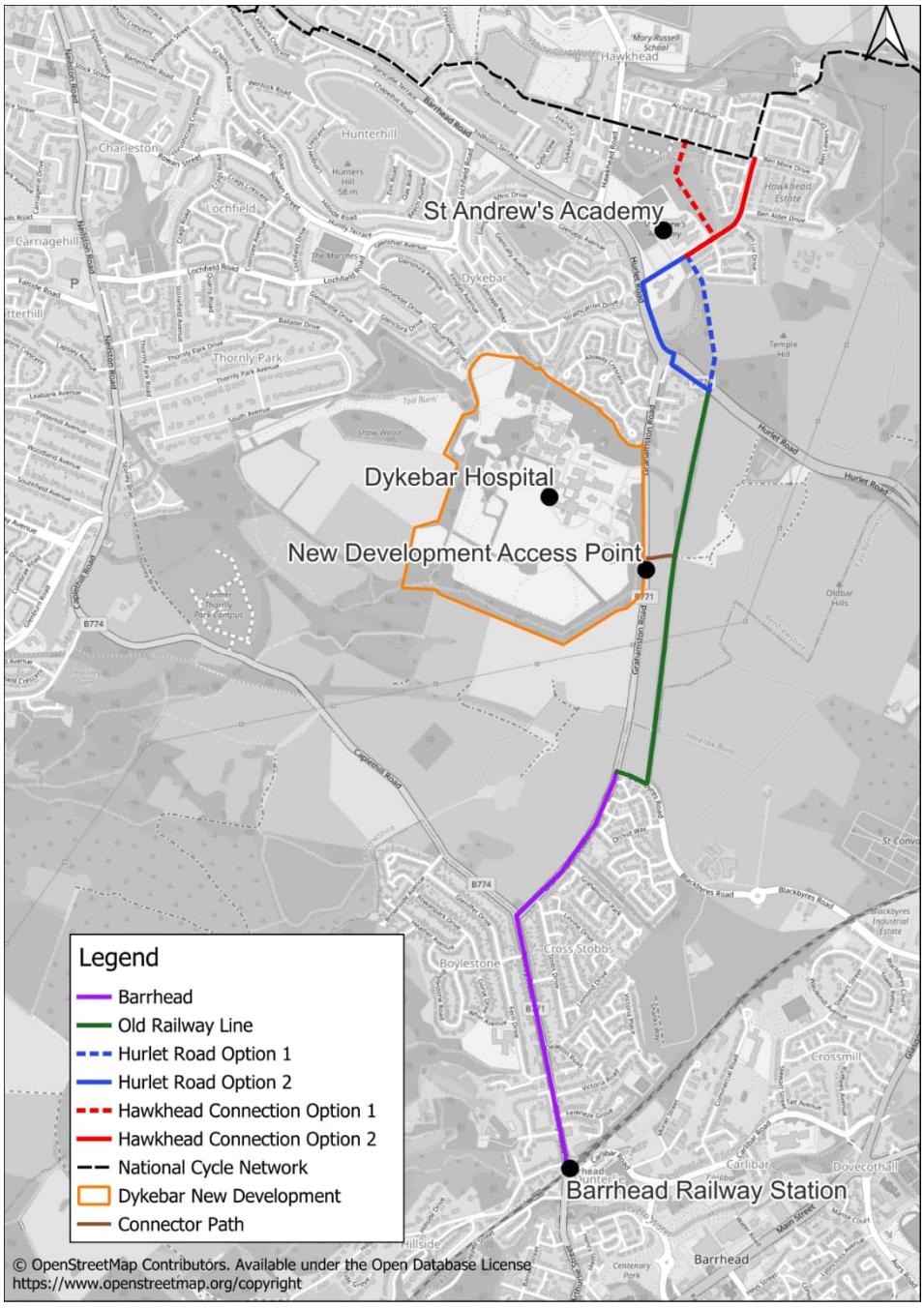



**Figure 1: Paisley to Barrhead Route Options Overview**

# Your Travel Habits

1. How often do you currently travel between Paisley and Barrhead (anywhere on the route, in any direction)? (select one option)

| | |
|---|---|
| Daily (at least 5 times a week) | |
| 3-4 times a week | |
| About once a week | |
| Once or twice a month | |
| Rarely | |
| Never | |

2. How do you typically make these journeys? (select all that apply)

| | |
|---|---|
| Walking | |
| Wheeling | |
| Cycling | |
| Rail | |
| Bus | |
| Car as driver | |
| Car as passenger | |
| Taxi | |
| Van/Commercial Vehicle | |
| Other (please specify) | |

3. Which of the options below would you consider your **main** mode of travel? (select one option)

| | |
|---|---|
| Walking | |
| Wheeling | |
| Cycling | |
| Rail | |
| Bus | |
| Car as driver | |
| Car as passenger | |
| Taxi | |
| Van/Commercial Vehicle | |
| Other (please specify) | |

4. For what journey purposes do you travel between Paisley and Barrhead? (select all that apply)

| | |
|---|---|
| Commute/Travel to work | |
| Business travel (e.g. for work but not part of the regular commute) | |
| Transporting children to school/college | |
| Travelling to university/college | |
| Shopping for groceries | |
| Health appointments | |
| Caring for dependents | |
| Visiting friends/family | |
| Recreation/leisure purposes | |
| Other (please specify) | |

## Your Views on the Project

5. To what extent would you support the development of an active travel link between Paisley and Barrhead?

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

6. Please use the space below to provide any further comments that you would like to make regarding the development of an active travel route between Paisley and Barrhead

The proposal for the Barrhead section is shown in Figure 2 below




**Figure 2: Barrhead Proposal**

7. To what extent would you support the proposal in Barrhead? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

8. Please use the space below to provide any further comments that you would like to make regarding the proposal in Barrhead

The proposal for the Old Railway Line is shown in Figure 3 below

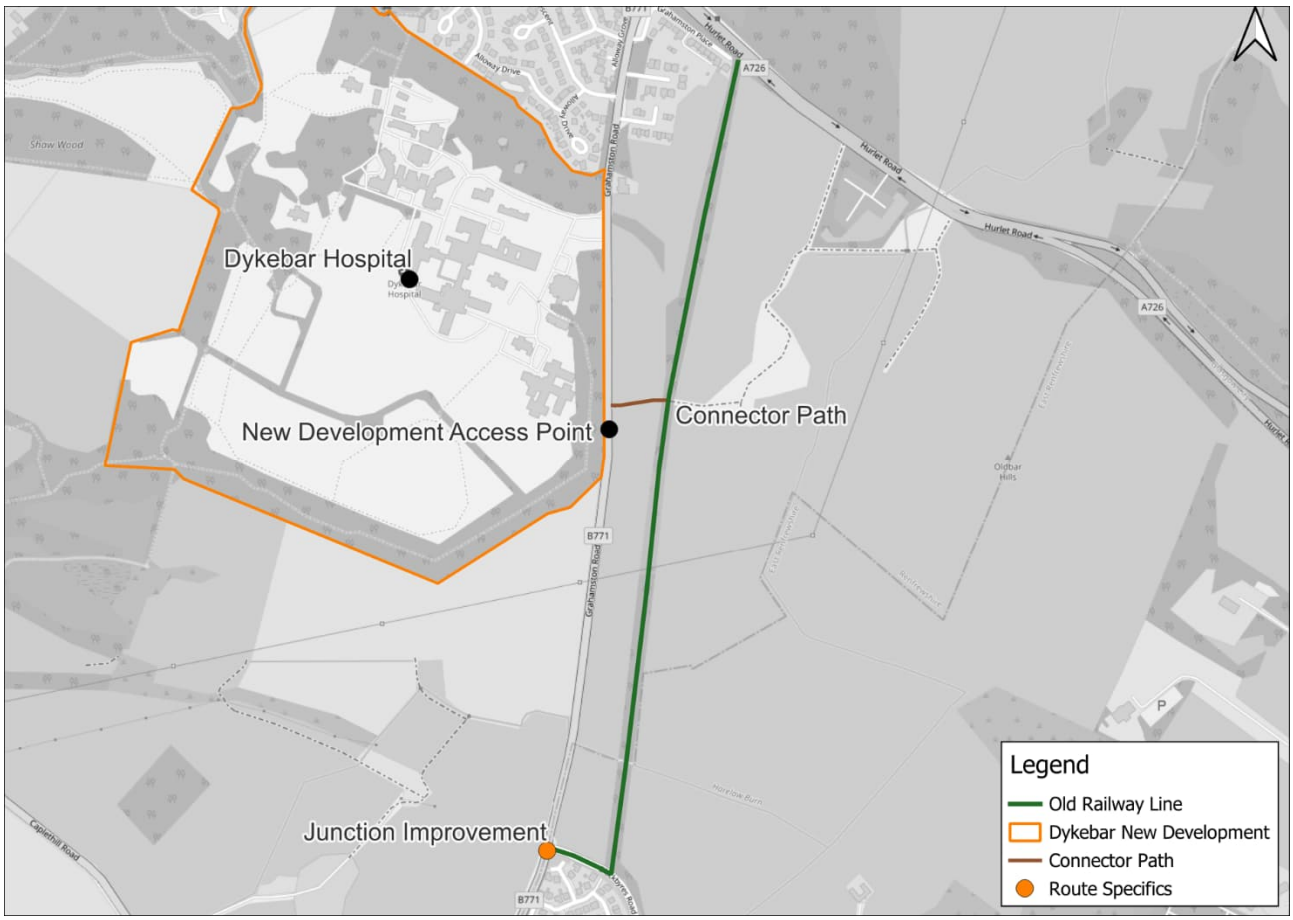



**Figure 3: Old Railway Line Proposal**

9. To what extent would you support the Old Railway Line proposal? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

10. Please use the space below to provide any further comments that you would like to make regarding the Old Railway Line proposal

The proposal for Hurlet Road – Option 1 is shown in Figure 4 below

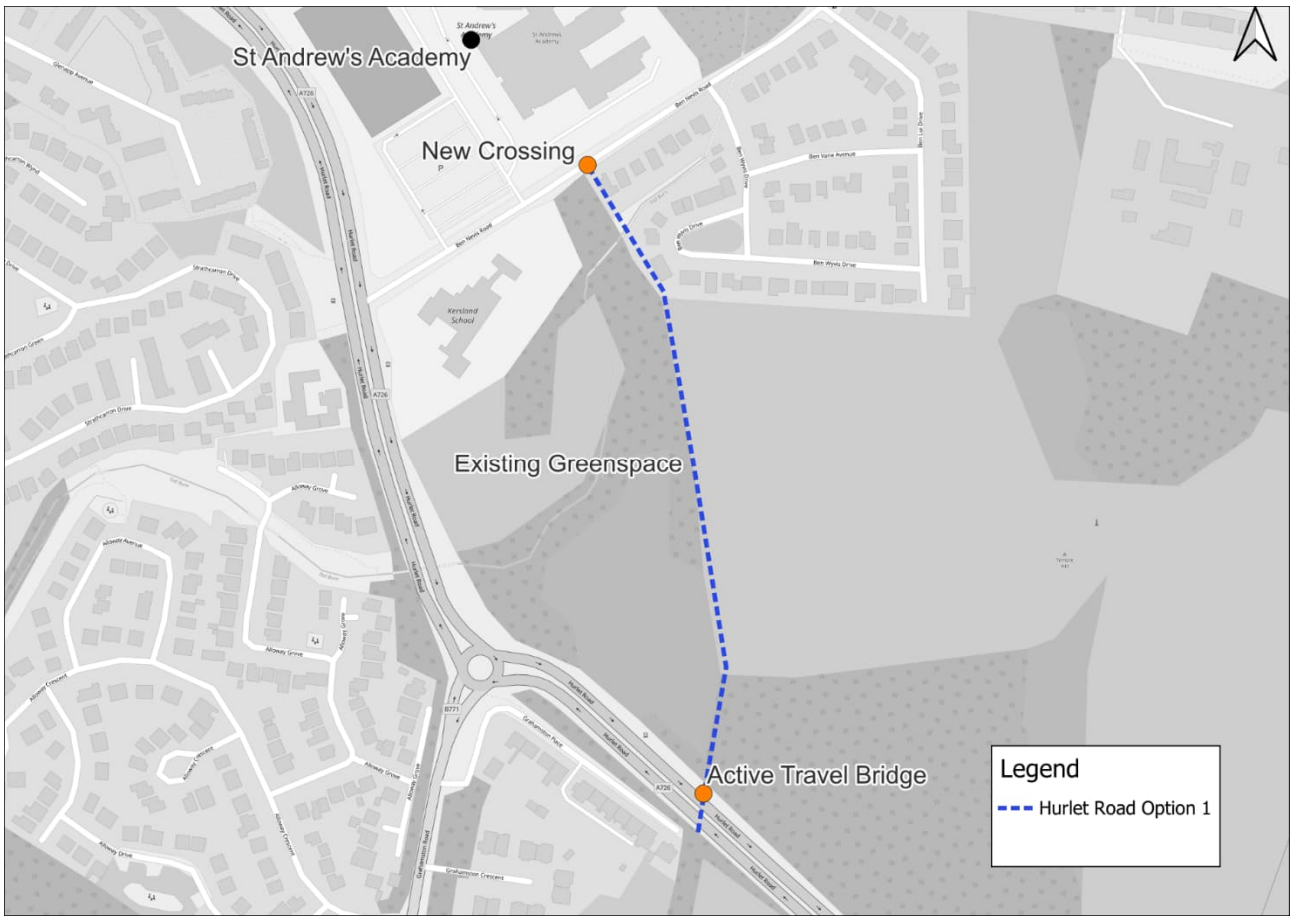



**Figure 4: Hurlet Road – Option 1 proposal**

11. To what extent would you support the Hurlet Road Option 1 proposal? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

12. Please use the space below to provide any further comments that you would like to make regarding the Hurlet Road Option 1 proposal

The proposal Hurlet Road – Option 2 is shown in Figure 5 below

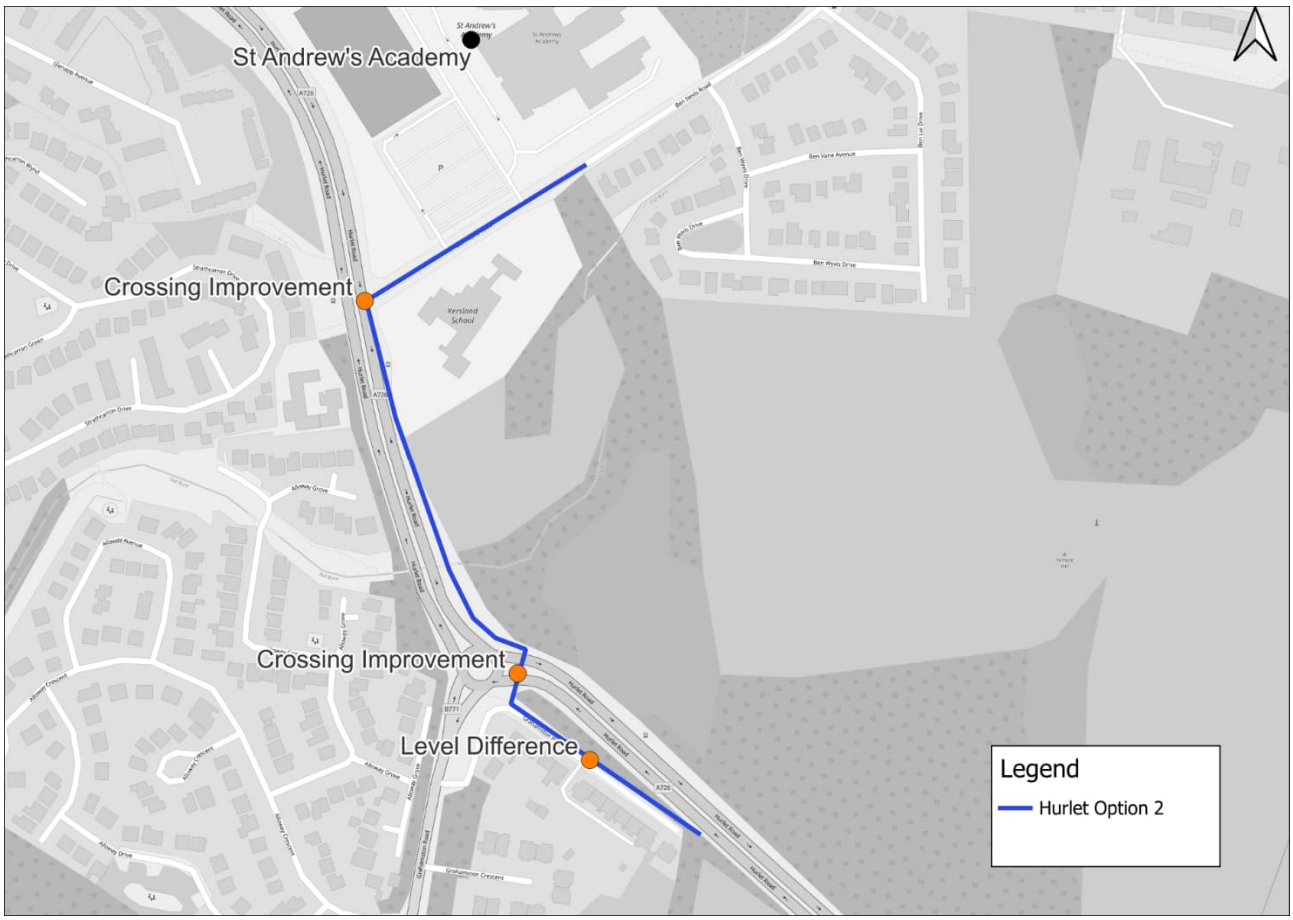



**Figure 5: Hurlet Road – Option 2 proposal**

13. To what extent would you support the Hurlet Road Option 2 proposal? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

14. Please use the space below to provide any further comments that you would like to make regarding the Hurlet Road Option 2 proposal

15. Please select your preferred option for Hurlet Road below:

| | |
|---|---|
| Option 1 | |
| Option 2 | |
| No Preference / Don't Know | |

The proposal for the Hawkhead Connection – Option 1 is shown in Figure 6 below

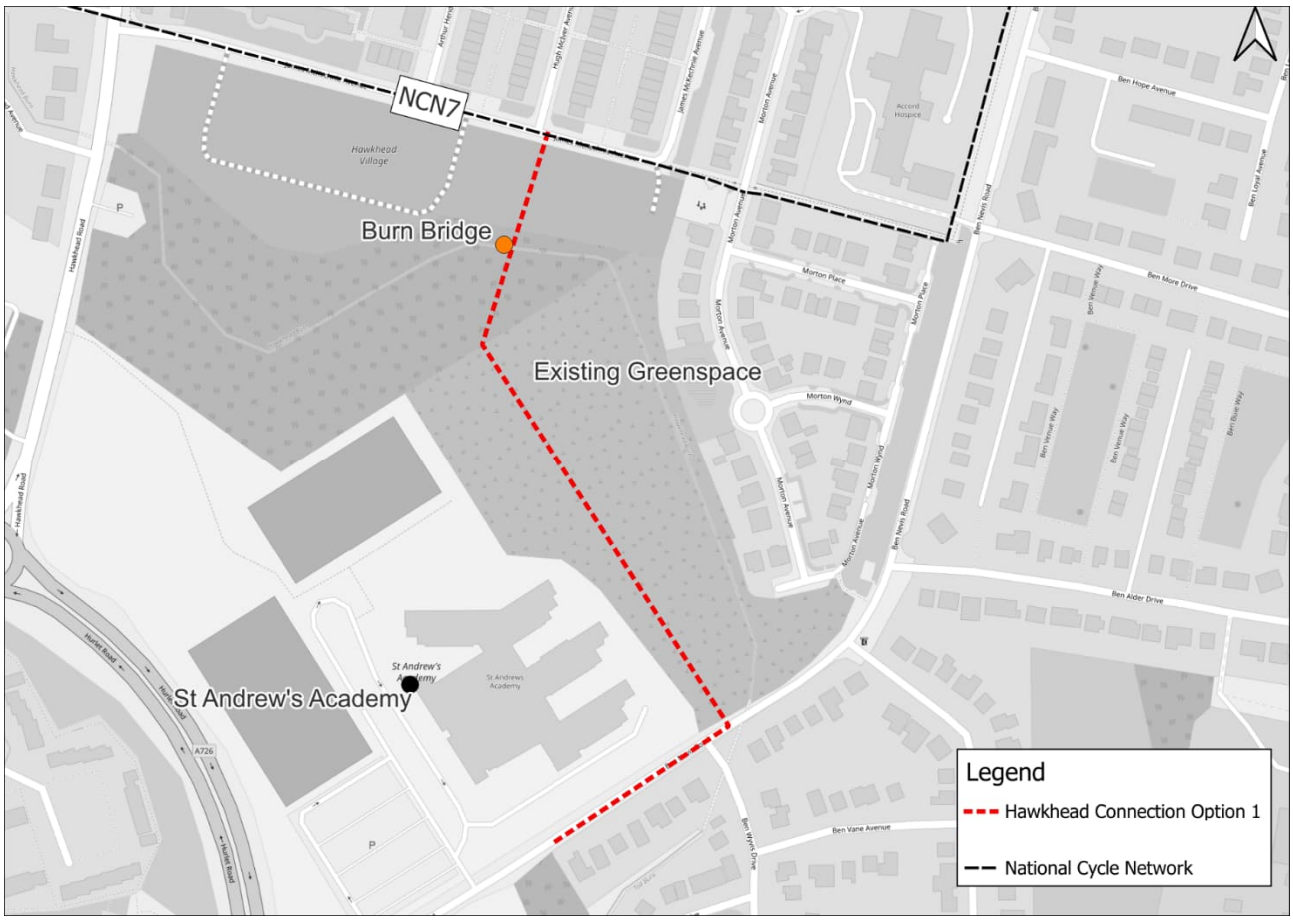



**Figure 6: Hawkhead Connection Option 1 proposal**

16. To what extent would you support the Hawkhead Connection Option 1 proposal? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

17. Please use the space below to provide any further comments that you would like to make regarding the Hawkhead Connection Option 1 proposal?

The proposal for Hawkhead Connection – Option 2 is shown in Figure 7 below

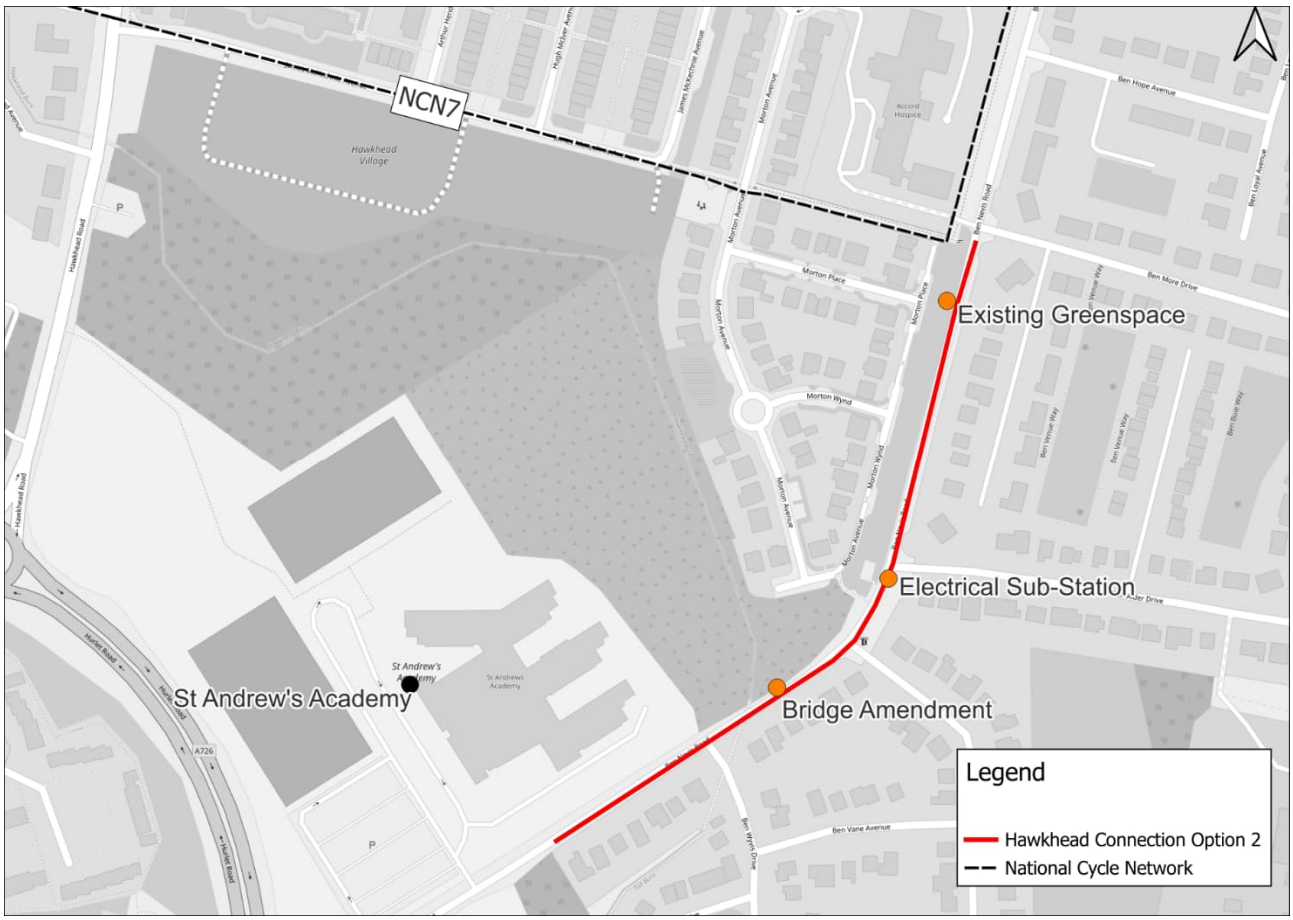



**Figure 7: Hawkhead Connection Option 2 proposal**

18. To what extent would you support the implementation of the Hawkhead Connection Option 2 proposal? (select one option)

| | |
|---|---|
| Support | |
| Neither Support nor Oppose | |
| Oppose | |
| Don't Know | |

19. Please use the space below to provide any further comments that you would like to make regarding the Hawkhead Connection Option 2?

20. Please select your preferred option for the Hawkhead Connection:

| | |
|---|---|
| Option 1 | |
| Option 2 | |
| No Preference / Don't Know | |

## About You

We must consider how different people will be affected by our strategies and policies. Therefore, the last few questions are about you to help us ensure we hear from a range of voices, and to help identify any possible discrimination or barriers for particular groups of people. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you.

If there are questions you would prefer not to answer, please choose the 'prefer not to say' option.

21. Please enter the first four digits of your postcode. This will only be used for mapping analysis.

| |
|---|
| |

22. How would you describe your gender? (select one option)

| | |
|---|---|
| Woman (including trans woman) | |
| Male (including trans man) | |
| Non-binary / gender fluid | |
| In another way | |
| Prefer not to say | |

23. What is your age? (select one option)

| | |
|---|---|
| 16-24 | |
| 25-34 | |
| 35-44 | |
| 45-54 | |
| 55-64 | |
| 65-74 | |
| 75+ | |
| Prefer not to say | |

24. What is your employment status? (select all that apply)

| | |
|---|---|
| Employed – full time | |
| Employed – part time | |
| Self employed | |
| Unemployed | |
| Student | |
| Looking after family / home | |
| Long term sick | |
| Retired | |
| Other | |
| Prefer not to say | |

25. Do you have a health condition or illness which affects your personal mobility? (select one option)

| | |
|---|---|
| Yes, a lot | |
| Yes, a little | |
| No | |
| Prefer not to say | |

# Appendix B - Public Survey Responses

| ID | How often do you currently travel between Paisley and Barrhead (anywhere on the route, in any direction)? | How do you typically make these journeys? (Select all that apply) | Which of the options below would you consider your main mode of travel? | For what journey purposes do you travel between Paisley and Barrhead? (Select all that apply) | To what extent do you support the development of an active travel link between Paisley and Barrhead? | Please use the space below to provide any further comments that you would like to make regarding the development of an active travel route between Paisley and Barrhead |
|---|---|---|---|---|---|---|
| 1 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Recreation / leisure purposes;Visiting friends / family;Shopping for groceries; | Support | I live in Barrhead and work at Leverndale hospital. I do want to cycle to work more often and I have done it a few times, but I'm not confident enough to cycle on the roads, particularly on Grahamston Road. I stick to pavement cycling due to this and really dislike going down Grahamston road as it's a narrow pathway and has fast cars travelling on the road. |
| 2 | 3 - 4 times a week | Walking;Cycling;Car as driver;Car as passenger; | Car as driver | Commute / Travel to work;Shopping for groceries;Visiting friends / family; | Neither Support not Oppose | I am fully supportive of initiatives that encourage active and sustainable travel, including cycling and walking. Promoting alternative forms of transport is important for health, the environment, and the future of our communities. However, I believe serious consideration must be given to how new cycle paths are planned, located, and maintained before proceeding with any development in this area.<br>Within the Hawkhead estate and the surrounding vicinity, there are already at least three existing cycle routes. Many of these are seldom used and poorly maintained. Across Glasgow, there are numerous examples of expensive cycle schemes that have fallen into disuse because they were not properly integrated into wider travel networks or maintained to a safe standard. In practice, many cyclists find it safer and more practical to remain on the road rather than use these underused or poorly kept paths.<br>Introducing another cycle route here raises concerns that the project may repeat these same mistakes creating an expensive and intrusive development that delivers little benefit while causing disruption to residents and the local environment.<br>I am also concerned about safety and antisocial behaviour. There has been a noticeable rise in young people using dirt bikes and electric bikes on existing paths, often at high speed and without regard for pedestrians. Expanding the network without adequate enforcement or design safeguards risks worsening this issue. It poses a real danger to families, dog walkers, and other cyclists who use these routes responsibly.<br>Beyond safety, this particular proposal on the old rail way line would destroy an established natural area that has become a haven for wildlife and a peaceful space for local residents. The old railway line supports a range of protected species, including badgers and bats, whose habitats are legally safeguarded under Scottish law. Replacing this with a concreted, lit path would cause environmental harm, increase light pollution, and strip the area of one of its last remaining green corridors.<br>While I share the goal of reducing car dependency and promoting sustainable transport, I strongly believe this proposal in its current form (the railway line) is not the right approach. It risks wasting public money, damaging biodiversity, and creating safety and social problems rather than solving them. I would urge the council to review existing infrastructure and prioritise improving, maintaining, and promoting the cycle paths we already have before pursuing any new development that could harm the community and environment. |
| 3 | About once a week | Car as driver;Walking; | Car as driver | Shopping for groceries; | Oppose | I'm not directly opposed to the connection between the two but I object to the old railway being the source. Especially if it destroys the natural habitat that has formed there. |
| 4 | Daily | Car as driver; | Car as driver | Commute / Travel to work; | Oppose | |
| 5 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Recreation / leisure purposes; | Oppose | Oppose |
| 6 | | | | | | |
| 7 | Once or twice a month | Walking; | Walking | Shopping for groceries;Visiting friends / family; | Support | Would prefer Hurlet Road option 1 and Hawkhead road option 1 |
| 8 | Daily | Walking;Rail;Bus;Car as driver;I live on paisley road opposite cross stobbs and will be hugely impacted ion a negative way by the proposals to build a cycle path taking up a huge chunk of this main access road for vehciles and the ability to park outside my own house.; | Car as driver | Shopping for groceries;Health appointments;Recreation / leisure purposes;a bus route to Glasgow from cross stobbs and airport and braehead; | Oppose | The Paisley road section will have a very negative impact as you are taking away a huge stretch of main road where there is no back street alternative for buses and cars or goods vehicles. Personally you are taking my street parking - I will have to carry shopping and park further from house. Already congested by pub and hairdresser customers. It looks like the bus stops are stuck in the middle of carriageway so we will all now have to wait behind them. Road is already congested at main times. You keep building new housing but do not increase road infrastructure to cope with all the traffic pouring on to the few main transit roads. You are now going to block the main route into Barrhead for Cross Stobbs end residents, slow access to train station for those who can't walk or cycle and slow route to Glasgow on public transport. Why not build cycle route through the new housing estates and keep away from the buses and transit vehicles (as well as cars) or through the braes. Healthier for cyclist and pedestrians as the proposed route will cause car/other vehicle tailbacks and fumes we will all have to breathe in. You are also going to slow dramatically emergency vehicles - this is a main road for them - they will also have to wait behind the buses stuck in the middle of the road. This road is really busy. I think you should spend the money instead on decent bus infrastructure which will serve far more people and get cars off roads. There is nothing stopping us walking now so we can already be active - you are just spending a heap of money on cyclists which is discriminatory for those of us who are older/disabled that we can't cycle. You keep cutting buses services. I can't bus Barrhead to RAH, Braehead or airport without changing, the neiston bus no longer goes to Morrison's or Aldis so you have halved the previous service, the waits for the Barrhead bus in the evenings can be really long. If I am waiting 20-30 minutes for a bus for a 10 minute journey, it deters using and 2 buses for RAH for such a short direct road service is bad. I am 65 my husband 72 - neither of us are able to become cyclists. If you had good transport service that would also increase our walking by getting us out of cars. |
| 9 | About once a week | Cycling;Walking; | Cycling | Recreation / leisure purposes; | Support | the section on Ben Nevis road should be OPTION 2 , as a keen cyclist who uses the track on a regular basis, option 2 provides a more direct route and by widening the path over the burn it would improve the safety of the children walking to school as they always walk on the road at that point with no care or attention to traffic. |
| 10 | 3 - 4 times a week | Car as driver;Walking; | Car as driver | Shopping for groceries;Recreation / leisure purposes;Visiting friends / family; | Support | |
| 11 | Daily | Walking;Car as driver; | Car as driver | Commute / Travel to work;Shopping for groceries;Health appointments;Recreation / leisure purposes; | Oppose | I have no issues with the route from Paisley to Cross stops pub junction. The problem is that the parking on Paisley Road particularly between Boyleston Road junction to the bus stop across from Cross Stobs pub, the pub and Barbers heavily congest this parking. Your suggestion widens the footpath on Paisley Road which will restrict parking therefore moving it to our side of the road and making it worse. I would support the proposal if a residents park8ng permit was put in place and enforced. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | Rarely | Cycling; | Cycling | Recreation / leisure purposes; | Support | When travelling in and Paisley, I either almost always cycle, either for recreation or shopping. I also run a lot and much prefer routes away from busy roads and urban areas. I strongly support the development of transport links that are routed along quiet roads / or purpose-built routes altogether. Note that this would also make it easier to reach the Darnley Dams area to the east of Barrhead. |
| 13 | Daily | Walking;Car as driver; | Walking | Commute / Travel to work;Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Support | I support any proposition that includes improving access for walkers/cyclists and encourages this over driving. I am upset that it takes the destruction of a large area of natural significance (including destruction of established trees and disruption of a vast array of wildlife) for such a plan to be discussed.<br><br>I worry about the increased traffic on the roads effected as, realistically, car will remain the main mode of transport for most. This will make traveling aside these roads even less pleasant than it currently is for walkers and cyclists. I also worry about the upkeep of the proposed paths. Existing pavement along Grahamston Road is overgrown with brambles and often forces walkers onto the busy road. Will upkeep of these planned routes be promised to ensure they are kept usable? |
| 14 | Rarely | Bus; | Bus | Visiting friends / family; | Support | Any cycle lane must well designed so as not to narrow the road for vehicular traffic |
| 15 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Visiting friends / family; | Oppose | Parking on Paisley road is shocking for residents due to the pub and barbers open till 10 pm making a cycle path for a few would only make this worse surely ther must be an alternative route especially with junction at the pub so many accidents there |
| 16 | Daily | Walking;Car as driver;Car as passenger; | Car as driver | Business travel (e.g. for work but not part of the regular commute);Shopping for groceries;Recreation / leisure purposes;Commute / Travel to work; | Support | |
| 17 | About once a week | Car as driver; | Car as driver | Health appointments;Visiting friends / family; | Oppose | Paisley Road already does not have enough parking for residents along this road. If you take out one side of the road for parking you will create a major issue for parking for residents. Many people who use the pub and barbers at Cross Stobs park their cars on both sides of the road already causing issues. Many people also park on Paisley Road for collecting their children from Cross Arthurlie school where there are already parking restrictions in place. Paisley Road is a highly populated residential area with the road on both sides used for residential parking which is already super busy. You would be creating more of an issue where house owners cannot park near to their house where many of the residents rely on cars to get about due to being mainly in their 50+ years. Parking is extremely limited in both Paisley Road and surrounding areas due to the density of housing. I believe the needs of residents far outweigh the needs of the few people who would actually cycle to the train station in Barrhead. The pavement's along Paisley Road are adequate at the moment for walking and wheelchair users, it would therefore only really be for cyclists if such there are very few. |
| 18 | 3 - 4 times a week | Cycling;Car as driver;Car as passenger; | Car as driver | Travelling to university / college;Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | The road up to Barrhead is busy and fast. If cycling I think twice about going that way. Coming from Glasgow on cycle path I sometimes continue on until the RAH and use quieter routes. |
| 19 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Recreation / leisure purposes;Shopping for groceries; | Support | You realise that on Paisley road the cycle lane proposed will narrow the road and restrict people parking outside their houses. Will grants be provided to upgrade front gardens into driveways. |
| 20 | Daily | Car as driver;Car as passenger; | Car as driver | Shopping for groceries;Health appointments;Visiting friends / family; | Oppose | Currently Paisley Road and Grahamston Road are very rarely used by cyclists, if anyone on either of the councils used the road they would be aware of this. Your answer would probably be that this would encourage usage, however I regularly walk from Barrhead to Paisley on the Caplethill Road and if I see one cyclist on the cycle track this would be within the range of one every 6 months, and that is the norm. This cycle track has not increase any use by cyclists. The change to Paisley Road would require all the calming areas to be removed, which is not a bad thing as the amount of parked cars in the street is impacted by these inconvenient pieces of tarmac. I would be interested to find out how it is proposed to cover the area from the Job Centre to the station as the pavement is narrow and there is no way to expand it unless you purchase a part of the factory ground. Also in Grahamston Road you propose to use the pavement already there as dual purpose. This pavement runs in front of the fire station. What security would you put in place there? Finally the improvement to the junctions at The Cross Stobbs and Blackbires Road, does this mean more traffic lights as currently both junctions function perfectly well. However as we all know most cyclists do not adhere to traffic lights so this would only impact the car drivers who supposedly pay road tax to the government for the upkeep of the roads, cyclists pay nothing. I will look forward to hearing the outcome of this proposal. |
| 21 | About once a week | Car as driver; | Car as driver | Shopping for groceries; | Don't know | As a resident of Hawkhead Estate, it's difficult to support or oppose this project as it has not been well advertised. The first communication was a letter inviting me to a consultation on 22nd October or 30th October. The invitation was not delivered until 20th October. Too short notice to attend. |
| 22 | 3 - 4 times a week | Walking;Car as driver;Car as passenger; | Walking | Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | Pavement on Grahamston road is too narrow & overgrown to walk safely. It's well used sorest and would open up more oprtuniyies for safe, active travel |
| 23 | Once or twice a month | Car as driver; | Car as driver | Shopping for groceries; | Oppose | Think most is ok but not barrhead part |
| 24 | Daily | Car as driver;Walking; | Car as driver | Health appointments;Shopping for groceries;Business travel (e.g. for work but not part of the regular commute);Visiting friends / family;Recreation / leisure purposes; | Oppose | This is an extremely busy road. As a resident of Paisley Road, there is already limited parking for residents and visitors. The speed of vehicles going a long that road is an accident waiting to happen. |
| 25 | 3 - 4 times a week | Car as driver;Walking; | Car as driver | Recreation / leisure purposes; | Support | |
| 26 | 3 - 4 times a week | Cycling;Car as driver; | Cycling | Recreation / leisure purposes; | Support | |
| 27 | Daily | Car as driver;Walking; | Walking | Shopping for groceries;Recreation / leisure purposes; | Oppose | Old rail line host to varied wild life badgers foxes deer birds including long tail tit's and pheasants<br>fauna violets strawberries snow drops primroses bluebells loss of trees wild spaces already do to hospital development |

| | | | | | | |
|---|---|---|---|---|---|---|
| 28 | About once a week | Cycling;Car as driver; | Cycling | Recreation / leisure purposes; | Support | |
| 29 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Visiting friends / family; | Oppose | Paisley Road is not suitable for cycle path as parking hellish and this would make it worse there is a pub and barbers also such a dangerous road not suitable |
| 30 | Daily | Bus;Car as driver; | Car as driver | Commute / Travel to work;Shopping for groceries; | Oppose | Climate change sack a few top dogs and empty my bin constantly reporting it rats around as council could not run a bath Probably another dine deal climate stop sending bin trucks out to every scheme daily for lazy bin men poor top Management that will get your climbing climate goal start route up |
| 31 | Once or twice a month | Car as driver; | Car as driver | Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Neither Support not Oppose | Would support if there's no proposal to impair vehicular traffic by installing Cycle lanes on busy roads as is usually the case<br><br>Hurlet Option 1 more acceptable |
| 32 | Once or twice a month | Cycling;Car as driver;Car as passenger; | Car as driver | Visiting friends / family; | Support | |
| 33 | Once or twice a month | Car as driver; | Car as driver | Visiting friends / family; | Oppose | I am opposed to this concept. I have real concerns about the impact of such a path on the local area and safety / security of both residents and property. |
| 34 | Once or twice a month | Car as passenger;Car as driver; | Car as passenger | Visiting friends / family; | Oppose | Impacted by potential increased foot and cycle traffic and as such I have concerns around home safety and increased environmental impacts ie litter and animal waste. I also worry that this will impact wildlife, we have frequent visits from deer, foxes and a variety of wild birds and I am concerned that this change would have a detrimental impact on this. |
| 35 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Shopping for groceries;Health appointments;Caring for dependents;Visiting friends / family;Recreation / leisure purposes; | Support | I love cycling but I am a little fearful of driving on the road to access the cycle path. The new cycle path would be right outside my front door allowing me to cycle more, without the fear of cycling on a busy main road |
| 36 | 3 - 4 times a week | Walking;Cycling;Car as driver;Car as passenger; | Walking | Recreation / leisure purposes; | Oppose | I am fully supportive of initiatives that encourage active and sustainable travel, including cycling and walking. Promoting alternative forms of transport is important for health, the environment, and the future of our communities. However, I believe serious consideration must be given to how new cycle paths are planned, located, and maintained before proceeding with any development in this area.As an active cyclist within the Hawkhead environs, there are already several existing cycle routes that are not well used or maintained with broken glass, tree routes, slippy. Oss and algae.<br>Across Glasgow, there are numerous examples of expensive cycle schemes that have fallen into disuse because they were not properly integrated into wider travel networks or maintained to a safe standard. In practice, many cyclists such as myself and friends it safer and more practical to remain on the road rather than use these underused or poorly kept paths.<br>Introducing another cycle route here raises serious concerns that the project may repeat these same mistakes, creating an expensive and intrusive development that delivers little benefit while causing disruption to local residents, local community and earby homes as well as the local green environment.<br>I am also concerned about safety and antisocial behaviour. There has been a noticeable rise in young people using dirt bikes and electric bikes on existing paths, often at high speed and without regard for pedestrians, not to mention litter, glass and noise. Expanding the network without adequate enforcement or design safeguards risks worsens this issue. It poses a real danger to families, dog walkers, and other cyclists who use these routes responsibly.<br>Beyond safety, this particular proposal would destroy an established natural area that has become a haven for wildlife and a peaceful space for local residents. The old railway line supports a range of protected species, including badgers and bats, whose habitats are legally safeguarded under Scottish Law. Replacing this with a concreted, lit path would cause environmental harm, increase light pollution, and strip the area of one of its last remaining green corridors.<br>While I share the goal of reducing car dependency and promoting sustainable transport, I strongly believe this proposal in its current form is not the right approach. It risks wasting public money, damaging biodiversity, and creating safety and social problems rather than solving them. I urge the council to review existing infrastructure and prioritise improving, maintaining, and promoting the cycle paths we already have before pursuing any new development that could harm the community and environment. |
| 37 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Visiting friends / family; | Support | Once these new routes are established I could be cycling with my kids to Paislsy to visit famiky at this moment I don't feel safe cycling with them but once new routes safer routes are created I could be using the bikw more frequently |
| 38 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Recreation / leisure purposes;Visiting friends / family; | Support | This would be great for both Paisley & Barrhead |
| 39 | 3 - 4 times a week | Walking;Car as driver; | Walking | Recreation / leisure purposes; | Support | There are fantastic walking routes in around Barrhead into Renfrewshire. I would be encouraged to use a bike but at the moment where i live off Blackbyres Road there is no way I'd cycle on Grahamston Road or Blackbyres Road as both are too busy. A link to the cycle path along the river at hawkhead would be amazing |
| 40 | 3 - 4 times a week | Car as driver; | Wheeling | Commute / Travel to work;Visiting friends / family;Health appointments; | Support | I love the idea but it doesn't go far enough into Paisley |
| 41 | Daily | Cycling;Car as driver;Walking;Car as passenger; | Car as driver | Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Support | Think this is a fantastic idea. Lots of people and children in the area cycle including my son so this would definitely be supported in the local area. |
| 42 | 3 - 4 times a week | Car as driver;Wheeling;Walking; | Car as driver | Visiting friends / family;Recreation / leisure purposes; | Support | I think it is great. My son would love us to be able to cycle to barshaw park from Paisley Road but the path is not really wide enough and he's 7 so I'm not keen on us cycling down Grahamston Road. So having a safe route down this road would be a real benefit. Also as a driver I would rather there was a safer road for cyclists. |
| 43 | About once a week | Car as driver; | Car as driver | Shopping for groceries;Recreation / leisure purposes; | Support | I fully support a new cycle route and hopefully will encourage people to use it. |
| 44 | About once a week | Bus;Car as driver;Taxi; | Bus | Health appointments;Visiting friends / family;Recreation / leisure purposes; | Support | My concern is personal. I live on Paisley Riad, Barrhead and my car is normally parked outside my house as I have no access to having any off road parking. This is due to the placement of a Virgin?? Box. Where would I park? St the moment it is difficult to find any free space on the road |
| 45 | 3 - 4 times a week | Walking;Car as driver;Cycling; | Car as driver | Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Support | The main road is dangerous, it should be a faster road than a 40 however pedestrians must be safe, opening the cycle path and removing the old pavement would be beneficial. |
| 46 | Rarely | Rail;Car as passenger;Cycling; | Walking | Visiting friends / family;Recreation / leisure purposes; | Support | These proposals are brilliant! I am hugely supportive, as I've tried cycling in this area in the past (to reach Lochwinnoch and various other locations near Barrhead on the route of the NCN7) and found it completely hostile. So much so that I simply would not plan to travel to Barrhead by bike. I can't express enough how massively beneficial a connection between Barrhead and Paisley will be for opening up travel by bike in this area.<br><br>Barrhead feels so cut off from the rest of the walking/cycling network - a criticism I hear often from family and friends in Barrhead who would love to cycle more. One friend of mine lives a 10 minute cycle from Barrhead station, but drives there instead because she doesn't feel safe doing so on the roads currently. This route would run past her house and make an immediate difference.<br><br>It's especially good that the route will run directly to Barrhead train station. I can see myself using this quite often in future once it's built.<br><br>Overall the route optioning looks great. |
| 47 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Recreation / leisure purposes;Visiting friends / family; | Support | This looks like a great idea for the residents of both Barrhead and Paisley, providing us with a new walking path that will have beautiful views of our green belt. However as someone who lives on Paisley Road and has just seen the drawings for the Paisley Road development of this plan it raises massive concerns not only for residents parking but also the safety for the users of the cycle path. |
| 48 | About once a week | Car as driver; | Car as driver | Recreation / leisure purposes;Visiting friends / family;Health appointments;Shopping for groceries; | Support | I often do a circular walk down grahamston Rd to the hurlet and back to Barrhead, this would be a great option. Furthermore I have family living next to the cycle route at the back of hawkhead estate and occasionally walk down. Again this is a great idea. Would definitely prefer a footpath over the hurlet Rd. |
| 49 | Daily | Car as driver; | | Commute / Travel to work;Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Don't know | No objection to the parts of proposal that does not affect the existing road networks necessary for those travelling further (ie. use of old railway line). "Active Travel" is not a viable travel option for a lot of people unless they are travelling to the centre of Paisley or Glasgow. For those working or travelling outwith these areas it just is not possible and would add potentially hours to travel time/working day. |
| 50 | Daily | Cycling;Car as driver; | Car as driver | Commute / Travel to work; | Support | It would make cycling to Paisley much safer. It would also link to NCR 75 |

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| 51 | 3 - 4 times a week | Bus;Car as passenger; | Bus | Commute / Travel to work; | Support | |
| 52 | About once a week | Cycling; | Car as driver | Recreation / leisure purposes; | Support | |
| 53 | 3 - 4 times a week | Car as driver; | Car as driver | Commute / Travel to work;Health appointments;Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | I'm not a confident cycler, and neither are my children. If there was a safe cycle path, we would definitely make use of it. |
| 54 | 3 - 4 times a week | Walking;Car as driver;Car as passenger; | Car as driver | Health appointments;Shopping for groceries;Commute / Travel to work; | Don't know | More design proposals required before full judgement can be made. |
| 55 | About once a week | Walking;Cycling; | Cycling | Recreation / leisure purposes; | Support | I would like to cycle along Grahamston Road but the speed of the cars puts me off so i typically cycle on the pavement. I also run along grahamston road on the pavement, that isn't a great experience either due to the traffic and small amount of pavement.<br>A path running parallel to Grahamston road would be very welcome.<br>I also like the idea of a transport road over the hurlet road at the roundabout as traffic there is very busy/fast also. |
| 56 | Once or twice a month | Car as passenger; | Rail | Visiting friends / family; | Support | Links between the town would be a great boost |
| 57 | 3 - 4 times a week | Walking;Bus; | Walking | Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Support | I think it's a brilliant idea! |
| 58 | About once a week | Car as driver; | Car as driver | Shopping for groceries; | Support | |
| 59 | Daily | Walking;Car as driver;Running; | Car as driver | Commute / Travel to work;Visiting friends / family;Recreation / leisure purposes; | Support | This upgrade is badly needed to improve safe active travel between Barrhead and Paisley and link up to the national cycle network.<br>It's not clear from the plans if there are any works proposed to link in with the current shared path along Caplethill Road eg. Will there be a safe crossing point from this existing path to link into the proposed new route. |
| 60 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | The link between Cross Stobs and the enhanced pathway at Brownside Ave should be part of this work, it seems silly to stop the works at Cross Stobs and turn right along Grahamston Road. |
| 61 | 3 - 4 times a week | Car as driver;Walking;Car as passenger; | Car as driver | Business travel (e.g. for work but not part of the regular commute);Shopping for groceries;Visiting friends / family; | Neither Support not Oppose | Feel this route is adequate and other routes/connecting routes in Barrhead could be focused on |
| 62 | Daily | Car as driver;Walking; | Walking | Recreation / leisure purposes;Commute / Travel to work; | Support | Grahamston road is extremely dangerous to walk |
| 63 | About once a week | Car as driver; | Car as driver | Recreation / leisure purposes; | Oppose | Better roads, remove cycle lanes |
| 64 | Daily | Car as driver; | Car as driver | Commute / Travel to work; | Oppose | |
| 65 | Daily | Walking;Car as driver; | Car as driver | Recreation / leisure purposes; | Support | |
| 66 | Once or twice a month | Car as driver;Car as passenger; | Wheeling | Shopping for groceries;Visiting friends / family; | Support | |
| 67 | 3 - 4 times a week | Car as driver;Car as passenger; | Car as driver | Visiting friends / family;Recreation / leisure purposes; | Support | |
| 68 | Rarely | Car as driver; | Car as driver | Visiting friends / family;Recreation / leisure purposes; | Support | Please, please make this project happen. It's another step towards being able to cycle from my house to Paisley (Hawkhead, Rd to visit inlaws) with my family. |
| 69 | Once or twice a month | Cycling;Car as driver; | Car as driver | Visiting friends / family;Recreation / leisure purposes; | Support | |
| 70 | Daily | Walking;Car as driver;Car as passenger; | Walking | Commute / Travel to work;Shopping for groceries;Health appointments;Visiting friends / family;Recreation / leisure purposes; | Oppose | |
| 71 | About once a week | Car as driver; | Car as driver | Commute / Travel to work; | Support | Best to reduce the width of the road. I see cars flying up and down Arthurlie Street. I know that a dog got hit and killed during the summer. I've stopped a kid running out on the road. The cars are just flying up and down that road. There's going to be a big accident one day if it's left like that. Cars need to be slowed down. Don't put up 20mph as that's useless and people make up their own speeds. Lessen the width and put in sleeping policemen. Without doing that there's no safety improvements. |
| 72 | About once a week | Walking;Cycling;Car as passenger;Car as driver; | Cycling | Shopping for groceries;Health appointments;Recreation / leisure purposes; | Support | |
| 73 | Rarely | Car as driver; | Car as driver | Visiting friends / family;Recreation / leisure purposes;Health appointments; | Support | It is not necessary for the cycle track to rejoin road network between end of old railway and Barrhead Station. In particular adjacent to Fire Station. There is adequate unused spare land and side street access to avoid disruption to the main road from Barrhead to Paisley during construction. Turn left at Blackbyres Rd utilising disused roadway then right onto Shanks Way at roundabout. Cycle tracks can be constructed at rear of private houses. |
| 74 | About once a week | Car as driver; | Car as driver | Shopping, retail; | Support | I do support, but please don't cut the road size in half by adding a cycle lane, these should be separate from the road, and don't add ridiculous speed limits so that care cant travel the route you will<br>Cut off potential visitors to paisley |
| 75 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Oppose | I live on paisley road and putting in a cycle lane will drastically impact parking outside my house. I would not support this at all. |
| 76 | Rarely | Car as driver; | Car as driver | Visiting friends / family; | Oppose | Wholeheartedly question how these proposals meet the needs of those who live, work and travel in the area. |
| 77 | Daily | Car as driver;Walking; | Car as driver | Commute / Travel to work;Travelling to university / college;Recreation / leisure purposes; | Support | |
| 78 | Daily | Car as driver;Cycling; | Car as driver | Commute / Travel to work;Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | Regularly cycle to work (neilston to inchinnan) but only ever go via Neilston road and not down by dykebar because road is too busy / fast. Would 100% support new cycle links here. |
| 79 | Daily | Walking;Car as driver; | Car as driver | Visiting friends / family;Recreation / leisure purposes; | Support | Visibility when exiting Dealston Road in a car is poor owing to positioning of the current bus stop. Care will have to be taken if the bus stop is relocated to accommodate an active travel route. |
| 80 | 3 - 4 times a week | Cycling;Car as driver; | Cycling | Shopping for groceries;Recreation / leisure purposes;Visiting friends / family; | Support | I can see that the new infrastructure would tie into the existing route from Hawkhead to central Paisley. I find this section overly lengthy and indirect. I don't use this for anything other than occasional leisure cycling because of this. I'd like to see a more direct path along the main road |
| 81 | Daily | Walking;Car as driver; | Car as driver | Commute / Travel to work;Transporting children to school / college;Health appointments;Shopping for groceries;Caring for dependents;Visiting friends / family;Recreation / leisure purposes; | Oppose | Concerned about impact to green space within old rail line proposal and impact to local houses and wildlife |
| 82 | Once or twice a month | Cycling;Car as driver; | Cycling | Recreation / leisure purposes; | Support | I cycle a lot for fun. Cycle from Ralston to Barrhead fairly frequently. The main road is busy, cars travel fast and impatiently overtake. A cycle route would be very welcome. |
| 83 | 3 - 4 times a week | Car as driver; | Car as driver | Recreation / leisure purposes; | Support | I think a link would be good especially a cycle route which is sustainable. |
| 84 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries;Recreation / leisure purposes;Commute / Travel to work; | Support | |
| 85 | 3 - 4 times a week | Car as driver; | Car as driver | Commute / Travel to work; | Support | I think an active travel link is a great idea. I have cycled to work in the past but cycling on such busy roads is daunting for a novice. The travel path should be wide to accommodate foot traffic and wheels/bikes. Think how some european countries have implemented cycle/scooter lanes. Safe, away from cars and wide enough for pedestrians to share. We should be looking to mimic their approach here as best we can.<br>I know better travel paths would have me travelling to work by bike or foot more often. Particularly in mild weather. |
| 86 | 3 - 4 times a week | Cycling;Car as driver; | Walking | Recreation / leisure purposes; | Support | The cycle path between Paisley (glenburn) and Paisley needs to be better maintained - at times, there is only 1 persons width available to walk/wheel on due to not being maintained. There should also be street lighting as many dog walkers/ cyclists would not use this path at night. Graham stone road as the connecting road between the cycle path and St Andrews academy is awful - both in condition and also the speed and volume of traffic that makes the road terrifying to use. |
| 87 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Recreation / leisure purposes; | Oppose | Before wasting any more money on active travel routes please do a survey to assess how often existing routes are used. I've seen routes installed and rarely see a cyclist on them. Any active travel routs should not take space away from existing roads and pavements. |

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| 88 | Daily | Car as driver; | Car as driver | Commute / Travel to work;Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Oppose | Paisley road requires parking especially for school pick up and drop offs. The road does not need this a very stupid idea to tick some environmental box. |
| 89 | 3 - 4 times a week | Car as driver; | Car as driver | Commute / Travel to work; | | Safety is paramount, especially for females<br>Adequate lighting & pavement space is important, especially for those in wheelchairs & pushing prams |
| 90 | About once a week | Walking; | Walking | Visiting friends / family; | Support | Segregation from vehicular traffic is key |
| 91 | Daily | Walking;Car as driver; | Car as driver | Commute / Travel to work;Transporting children to school / college;Shopping for groceries;Visiting friends / family; | Oppose | NO NEED PLENTY ACTIVE TRAVEL ROUTES |
| 92 | Once or twice a month | Car as driver; | Car as driver | Shopping for groceries; | Don't know | I'm not completely opposed to the idea of connecting Paisley and Barrhead. I use existing cycle paths daily for walking and running. But I'm totally opposed to option 1 taking the cycle path through the woodland behind St Andrew's academy. That would disturb the deer who graze there every day and cause unwanted traffic at the back of my house. We already often have youths hanging out and causing noisy disturbance in the field and a cycle path would only worsen this. |
| 93 | 3 - 4 times a week | Bus; | Walking | Recreation / leisure purposes;Visiting friends / family;Shopping for groceries; | Neither Support not Oppose | I oppose proposed Hawkhead connection 1 as it unnecessarily cuts through a vast amount of existing green space which will bring disruption to wildlife in the area. I believe proposed Hawkhead connection 2 to be a much more suitable option as it utilises the existing NCN7 route whilst protecting as much green space as possible. |
| 94 | Daily | Walking;Car as driver;Car as passenger; | Car as driver | Visiting friends / family;Shopping for groceries;Commute / Travel to work;Recreation / leisure purposes; | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed |
| 95 | Once or twice a month | Car as passenger; | Bus | Recreation / leisure purposes; | Oppose | I have a free bus pass but the bus service between Paisley - Hawkhead - Barrhead is not very good. I live in Hawkhead. The buses are not very regular. The number 10 stops around 5pm and doesn't run on Sundays. Why not spend money on improving bus service so we can use buses more. My parents often have to take me by car. I wouldn't walk or cycle to Barrhead but I would go more often if I could get the bus. |
| 96 | Daily | Walking;Car as driver;Car as passenger; | Car as driver | Shopping for groceries;Visiting friends / family;Recreation / leisure purposes; | Support | The pavement along Grahamston Road to Barrhead is far too narrow due to vegetation overgrowth. 2 people can't walk side by side on it. If someone comes in the opposite direction, one person has to go on to the busy road in order to pass. The pavement needs to be completely cleared of all overgrown vegetation to allow sufficient width for proper use. |
| 97 | Once or twice a month | Car as driver; | Car as driver | Shopping for groceries; | Oppose | We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! |
| 98 | Rarely | Car as driver;Car as passenger; | Car as driver | Recreation / leisure purposes; | Support | It's been needed for years from the south east of the town. |
| 99 | About once a week | Car as driver;Walking; | Car as driver | Visiting friends / family; | Support | I very much support a proper cycle route on Grahamston road, this road is too fast for bikes and pavement is scary as a pedestrian as it is so narrow. |
| 100 | Daily | Van / Commercial vehicle;Car as driver; | Van / Commercial vehicle | Commute / Travel to work; | Oppose | People won't use it when there's a perfectly good pavement to us which will be safer for women and children. And save the country side from a pointless path that nobody needs. |
| 101 | 3 - 4 times a week | Walking;Car as driver;Car as passenger; | Car as driver | Transporting children to school / college;Shopping for groceries;Visiting friends / family; | Support | The area is very congested with traffic and safety would be a big consideration for active travel. The current pavement area I wouldn't consider safe and would really appreciate a safe travels option. |
| 102 | Daily | Car as driver; | Car as driver | Commute / Travel to work; | Support | Grahamston road is too narrow to add a cycle lane. An alternative route must be used. |
| 103 | About once a week | Car as driver;Walking; | Car as driver | Shopping for groceries;Visiting friends / family; | Support | Currently the connecting road at Grahamston has too narrow a pavement causing people to veer onto the road. With the new development and increased cars and people this will only get worse |
| 104 | Once or twice a month | Car as driver;Car as passenger; | Car as driver | Shopping for groceries;Recreation / leisure purposes; | Support | |
| 105 | About once a week | Car as driver; | Car as driver | Shopping for groceries; | Oppose | What considerations have been made to protect residents from potential anti social behaviour and increased noise? What is being done to ensure the path isnt misused by illegal e-bikes, mopeds etc. |
| 106 | About once a week | Car as driver; | Car as driver | Visiting friends / family; | Support | I do like to use my bike to travel whenever I can, but there is no safe route that I would currently use between east of Paisley and Barrhead. A cycle route would be welcome. However, there us much dismay at the ecological damage being done at the Dykebar development (destruction of old trees and rich habitat, and poor practice in removing badgers, bats, owls, etc.). Being sensitive towards the existing environment / bio diversity must be given priority in any plans for the route. |
| 107 | 3 - 4 times a week | Car as driver;Cycling; | Car as driver | Recreation / leisure purposes;Visiting friends / family; | Support | A cycle route from the Dams of Darnley to Paisley would be greatly appreciated and would link many cycle paths and would encourage more cycling. The current links from Barrhead to Paisley are too narrow to cycle as a family (hurlet and Blackbyres Rd) |
| 108 | About once a week | Car as driver;Bus;Walking; | Car as driver | Recreation / leisure purposes;Shopping for groceries; | Support | Would support a walking route along the old railway, always nice to have more accessible routes locally. |
| 109 | About once a week | Walking; | Walking | Recreation / leisure purposes; | Support | |
| 110 | About once a week | Car as driver; | Rail | Pass through Paisley for other journeys. ; | Neither Support not Oppose | My views are mixed on the proposals, as some of them are exciting and others will have a negative impact on the area. My main concern is the proposals to Paisley Road, Barrhead. I have ran out of space within the associated box, so have put an additional point below:<br><br>8: Public Transport:<br>This is a main bus route between Paisley and Barrhead. The associated graphic seems to suggest a small island which can only be accessed by crossing the cycle path. It is known that these crossing points present a hazard to visually impaired pedestrians - of which there are many active members within the local community - due to the lack of kerbs and tactile separation between the surfaces. Proposals should not discourage independent travel by visually impaired local residents. Stationary buses on a narrowed road without sufficient space to overtake will have a negative impact on emergency response times. |

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| 111 | Once or twice a month | Walking;Car as driver; | Car as driver | Recreation / leisure purposes;Visiting friends / family; | Support | As a runner, this route would be really good for linking the two towns. The current pavement isn't great. The reduced speed limit on that road has helped to be fair.<br><br>As a cyclist (fair weather), this would make me more likely to ride out to Barrhead from Paisley. Currently I avoid that route as the NR7 cycle path is so good I use that instead. |
| 112 | Rarely | Cycling; | Cycling | Recreation / leisure purposes; | Support | Seems like a good addition to the national Cycle route. |
| 113 | 3 - 4 times a week | Cycling;Car as driver;Car as passenger;Walking; | Cycling | Transporting children to school / college;Visiting friends / family;Recreation / leisure purposes;Health appointments; | Support | I love this proposal. There is currently a missing link between Cross Stobs and anywhere else where the current route to Glenburn ends. This would allow people coming from Glenburn to get to the centre of Barrhead, and also allow people from the Hawkhead area to get to Barrhead. It also allows people from Hawkhead to get to Glenburn traffic free! That would be a huge benefit not just to Barrhead but to connectivity within Paisley itself.<br><br>I am a cyclist and a driver and I fully support this development. I have a young family and would love to use it to visit family in Barrhead. I live in Paisley. |
| 114 | Rarely | Car as driver; | Car as driver | To visit a friend, 6 times / year; | Oppose | Ben Nevis Road is a very busy road, as it's the only way in and out of the estate. Monday to Friday, this road is extremely busy with school buses and parents cars, dropping off and picking up their children. When parking up to wait for their children, the cars are parked all the way up Ben Nevis Road, often parking in front of driveways. This section of road is very narrow and there are loads of school children walking down both sides and a lot of carry-on with many of them chasing each other around the road. If a cycle path was built on Ben Nevis, there would be more chance of accidents with school kids and bicycles. If a cycle path was built through the green belt area ant Option 1 Hawkhead and Option 1 Barrhead, then this would remove any chance of accidents between school children, pedestrians and bicyles. Our fellow elderly neighbours share the same thoughts and concerns. Again, if the cycle path was built through the green belt area, there would be no upheaval to Ben Nevis Road and it's properties, during any widening work when extending any proposed path on Ben Nevis Road. |
| 115 | 3 - 4 times a week | Walking;Bus;Car as driver;Car as passenger;Cycling; | Walking | Recreation / leisure purposes;Visiting friends / family;children's activities; | Support | |
| 116 | Daily | Car as driver; | Car as driver | Shopping for groceries; | Support | I would like to have a safe road to walk up.<br>Grahamston rd is not lit, the pavement is too small and the traffic<br>is very fast |
| 117 | Once or twice a month | Car as driver; | Car as driver | Shopping for groceries; | Oppose | There are various species of wild life behind the land at Morton Ave PA2<br>This is home to deer, foxes & many species of birds. I feel this would be lost if this development gets the go ahead |
| 118 | Daily | Car as driver; | Car as driver | Business travel; Transporting children to school/college; shopping for groceries; health appointments; caring for dependents; visiting friends/family; recreation/leisure purposes | Oppose | I live at 140 Paisley Road (42 years) I have grave concerns to a cycle path along Paisley Road. Due to narrowing of main road. As this is a very busy commuter route I see very few cyclists on this road. Has a survey been done. It is also a route to primary school. We have been told be East Renfrewshire Council Roads Department that central islands on road cannot be reoved because of school. All in the all the cycle lane would be a complete waste of funds. |
| 119 | 3 - 4 times a week | Walking; Car as driver; car as passenger | Car as driver | Business travel (e.g. for work but not part of the regular commute);Shopping for groceries;Visiting friends / family; | Oppose | I would support a travel between hawkhead connection and the end of the old railway line. |
| 120 | 3 - 4 times a week | Car as driver; | Car as driver | Shopping for groceries; | Oppose | |

| ID | Do you want to provide feedback on the Barrhead section of the proposal? | To what extent do you support the proposal in Barrhead? | Please use the space below to provide any further comments that you would like to make regarding the proposal in Barrhead | Do you want to provide feedback on the Old Railway Line section of proposal? | To what extent do you support the Old Railway Line proposal? | Please use the space below to provide any further comments that you would like to make regarding the Old Railway Line proposal |
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| 1 | Yes | Support | I like the idea of the shared path. When I have cycled, I stayed on the pavement for confidence reasons. I find that the pavement at the bus stop (at cross stobs pub) is a narrow pass, so improving this area would be ideal. As a driver of the area, I do wonder how this path would affect road space on Paisley road, as it is a very busy road, but I am fully supportive of cycling as I want to incorporate cycling more often. I don't plan to cycle into Paisley via Caplethill Road however, if I did want to cycle this way, it would be useful to consider how the cycle path at the join of Paisley Road/Grahamston Road would link into the path further down Caplethill Road. | Yes | Support | I love the idea of cycling down this way, rather than using Grahamston Road. In the colder months, this area can be prone to fog in the morning and obviously will be a gradual slope down from Barrhead into Paisley. I'm assuming this has been considered, but making sure this path was as resistant as possible to ice patches would be reassuring. I don't know if it's possible, but getting lights on the cycle path would also be reassuring from a safety point of view - for the darker mornings/nights when going to/from work in winter. |
| 2 | Yes | Support | This is a busy road but an effective, direct and existing travel link. Making a safe space for cyclists along here is the strongest of the options. | Yes | Oppose | My parents live on Grahamston Place, and over the years we have come to cherish the old railway line walk as a quiet, peaceful nature reserve. It is one of the few remaining untouched green areas in the locality, enjoyed daily by dog walkers, families, and residents seeking tranquillity. The proposal to dig up and pave over this area raises serious concerns about environmental impact, community wellbeing, and the preservation of a long-standing natural habitat.<br>The old railway line supports a rich ecosystem that has developed over more than a century. It is home to a variety of wildlife including badgers, bats, deer, and native plant species such as wild bluebells, all of which rely on the current environment for survival. Both badgers and all bat species are legally protected under Scottish law. Badgers are safeguarded by the Protection of Badgers Act 1992, and bats are protected under the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats, &c.) Regulations 1994. Any action that disturbs or destroys their setts or roosts is a criminal offence. Disturbing these habitats through excavation, artificial lighting, or construction would therefore constitute a breach of these protections and risk significant harm to local wildlife.<br>Furthermore, introducing concrete surfacing and lighting will cause unnecessary light pollution, disrupting the nocturnal behaviour of bats and other species. It will also destroy the natural character of what is currently a green corridor. The area's isolation is part of its ecological and community value; urbanising it will inevitably attract antisocial behaviour, littering, and disturbance from electric bikes and dirt bikes, which are already a growing issue in nearby areas. This will spill out onto Grahamston Place, a private, dead-end road predominantly inhabited by elderly residents, reducing safety and peace for those who live there.<br>The proposed development would also negatively affect property values and the quality of life for residents, who have maintained and respected the area for years. The community has even created a small garden on the adjoining land, growing vegetables for elderly neighbours. This land has been continuously used and maintained by residents for well over a year, giving rise to a potential claim under the principles of adverse possession (commonly referred to as squatters' rights). The council should therefore take this into consideration before proceeding with any development that interferes with the established use and stewardship of the land.<br>This proposal represents yet another example of unnecessary overdevelopment at the expense of local green space and biodiversity. I strongly oppose the plan and will resist its progression through all appropriate legal and community channels to ensure that this valuable piece of local heritage and wildlife habitat is preserved for future generations |
| 3 | Yes | Support | | Yes | Oppose | The old railway is a diverse eco system of its own. It is a home to many insects and woodland animals including badgers , bats, deer foxes and many birds. A cycle path in theory is good but not at the expense of wildlife . We regularly use the railway as a sanctuary for dog walking . Many dog walkers with young children use it ,as it is a great place to feel safe and be surrounded by nature. In the past antisocial behaviour has been an issue,young people using the railway to ride on motorcycles, destroying the ground and the tranquility as well as disturbing the local wildlife and the community next to it . Not to mention the litter... we as a community have worked hard to keep it litter free , we have allowed the wildlife to thrive as are the wild flowers ,bluebells and snow drops . We as a community would hate for that to be destroyed when the road adjacent is perfectly adequate for commuting to Barrhead train station. There is already a path that is by my impression, poorly maintained by the council already. Maybe if it was regularly cleared and the traffic was slowed down and pedestrian crossings implemented to help with that, the need to have the railway used for bikes would be negligible. Young drivers in loud cars would possibly be put off racing down Barrhead Road. That in turn may stop the amount of accidents at the roundabout ( which there are many) not to mention the the difficulties many of our residents on Grahamston have crossing the road either by car or foot . These seem to make more sense than spending a load of money on an area that is already being used in a meaningful environmental , social way. |
| 4 | Yes | Oppose | Lived on paisley road Barrhead for 25 years and the parking has got very bad as people travel from different place . Take car space to go on the train . Need to think of parking permit for residents of the area | No | | |
| 5 | No | | | No | | |
| 6 | | | | | | |
| 7 | No | | | Yes | Support | |
| 8 | Yes | Oppose | The Paisley road section will have a very negative impact as you are taking away a huge stretch of main road where there is no back street alternative for buses and cars or goods vehicles. Personally you are taking my street parking - I will have to carry shopping and park further from house. Already congested by pub and hairdresser customers. It looks like the bus stops are stuck in the middle of carriageway so we will all now have to wait behind them. Road is already congested at main times. You keep building new housing but do not increase road infrastructure to cope with all the traffic pouring on to the few main transit roads. You are now going to block the main route into Barrhead for Cross Stobbs end residents, slow access to train station for those who can't walk or cycle and slow route to Glasgow on public transport. Why not build cycle route through the new housing estates and keep away from the buses and transit vehicles (as well as cars) or through the braes. Healthier for cyclist and pedestrians as the proposed route will cause car/other vehicle tailbacks and fumes we will all have to breathe in. You are also going to slow dramatically emergency vehicles - this is a main road for them - they will also have to wait behind the buses stuck in the middle of the road. This road is really busy. I think you should spend the money instead on decent bus infrastructure which will serve far more people and get cars off roads. There is nothing stopping us walking now so we can already be active - you are just spending a heap of money on cyclists which is discriminatory for those of us who are older/disabled that we can't cycle. You keep cutting buses services. I can't bus Barrhead to RAH, Braehead or airport without changing, the neiston bus no longer goes to Morrison's or Aldis so you have halved the previous service, the waits for the Barrhead bus in the evenings can be really long. If I am waiting 20-30 minutes for a bus for a 10 minute journey, it deters using and 2 buses for RAH for such a short direct road service is bad. I am 65 my husband 72 - neither of us are able to become cyclists. If you had good transport service that would also increase our walking by getting us out of cars.<br><br>I am not clear what the improvement plans for the 2 junctions are. I think a roundabout would work for all taffic ant Grhamston which is slow for a right turn either way at busy times. We have lights close by for pedestians on Paisley road for school and business. I would not oppose improvements here but if all you are going to do is cause longer congestion on the main roads that is also not going to work. We can't all walk the distance to the train station or get on a bike so if catching a train, we don't really want to add 20 mins to a journey because a bus can't get up the road due to increased queues for a cyclist. While public £ is so stretched, I think you should 1. invest in better public transport 2. improve road cleaning so drains run cleaner, mend uneven roads on side streets so safer for cyclists 3. build cycle routes in all new build estates, l4. look to build cycle routes in the green areas rather than on a main transit route 5. more public transport for disabled residents. This would enable all of us to be more active - not just cyclists and not reduce quality of life for those living on Paisley Road which this option will do because you will restrict my personal access from car to house and cause more congestion on the road I live on as well as slow the journey for everyone not on a bike (no difference at all for those of us walking - we already have a pavement! | Yes | Don't know | I don't understand what is happening at the Blackbyres Grahamston end. If you are using green space to improve cycle and walking routes I think this is good. If you are creating these on green space you should also put in seats for people who cannot walk so far and need to rest or people pushing a wheelchair that can be hard work. I think you should be putting cycles and people in greener and quieter spaces rather than on main roads as that will be healthier. I think you should try and give us separate space from cars , buses and lorries, vans etc as that is safer and healthier. Concentrate on this rather than narrowing the few main transit routes we have in Barrhead. |
| 9 | No | | | Yes | Support | if possible a bridge over or under Hurlet Rd would be preferred as traffic is invariably travelling at speed , putting traffic lights in place will only create congestion in an already congested traffic route, so take walkers/cyclists away from crossing road. |
| 10 | No | | | No | | |
| 11 | Yes | Oppose | I have no issues with the route from Paisley to Cross stops pub junction. The problem is that the parking on Paisley Road particularly between Boyleston Road junction to the bus stop across from Cross Stobs pub, the pub and Barbers heavily congest this parking. Your suggestion widens the footpath on Paisley Road which will restrict parking therefore moving it to our side of the road and making it worse. I would support the proposal if a residents park8ng permit was put in place and enforced. | No | | |
| 12 | Yes | Support | As present, this section of the proposed route is the busiest to cycle on. Any improvements that would offer a segregated / safer route for cycling would be welcome. It would also link into the wider pavement route currently present on Capethill Road. | Yes | Support | This would offer a much more attractive route to Barrhead - I avoid cycling or running on this section of road due to the speed of vehicles and the narrowness of the footpath. It would offer a more pleasant running route to reach the Gleniffer Braes via Capethill Road. |
| 13 | Yes | Don't know | Junction improvement at Blackbyres Road is much needed. As a driver, visibility is poor and many travel far too quickly when entering Barrhead along Grahamston Road. As a pedestrian, trying to cross anywhere near the junction is difficult and dangerous.<br><br>I am a resident of Paisley Road. The road is getting busier all the time, with many cars exceeding the speed limit. The junction at Cross Stobbs is regularly backed up and I am surprised there aren't more accidents, with people entering quickly, especially from the direction of Caplethill Road. The pavements on Paisley Road are also busy with children (on foot and bikes), buggies, commuters, dog walkers, older folks, joggers.. all regularly looking to cross at different intervals. I can only imagine how the new development will increase road traffic and worry about the safety and impact on air quality for pedestrians. Rather than improving access for cars with more efficient junctions, efforts should perhaps be placed on redirecting traffic around the outskirts of the town on roads better suited to higher numbers of cars.<br><br>The proposal for a cycle path separate to the road is always welcome. HOWEVER. the nature of the homes on the street means that parking provision is already limited. Not every house has a driveway and so on-street parking is required. If this parking provision was removed to develop a cycle path, where would the cars be parked? The remaining carriageway would not be wide enough to support parking alongside the cycle route, but many residents (there are several disabled spaces on the street) would have no choice. The battle for any limited spaces remaining on either side of the road would result in blockages of traffic and overflow onto surrounding streets. We are fortunate to have access to a driveway currently (this is shared with our neighbour and so not always guaranteed) but the fast moving traffic often makes it very difficult to safely enter/exit. This will only get worse with increased levels of traffic - a cycle path would add a further obstacle and waiting on the carriageway to allow entry would cause traffic blockages and frustration.<br><br>These roads are not designed to support the high levels of traffic we currently have - never mind increased numbers due to the new development. I fully appreciate the efforts to increase movement by foot/bike, but the reality is that it is the number of cars that will increase. Measures must be put in place to ensure the street is not overwhelmed by traffic and that the traffic on the road travels at an appropriate speed. | Yes | Support | Is lighting being considered? If proposed as an option for commuters, it will be dark for a significant section of the year and few would feel comfortable using the route in such conditions. If no lighting is provided, this will only be suitable for use as a leisure route for the summer months. There is also generally a lack of litter bins in the area, please ensure this is considered. |
| 14 | No | | | No | | |
| 15 | No | | | No | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16 | No | | | No | | | |
| 17 | Yes | Oppose | Paisley Road already does not have enough parking for residents along this road. If you take out one side of the road for parking you will create a major issue for parking for residents. Many people who use the pub and barbers at Cross Stobs park their cars on both sides of the road already causing issues. Many people also park on Paisley Road for collecting their children from Cross Arthurlie school where there are already parking restrictions in place. Paisley Road is a highly populated residential area with the road on both sides used for residential parking which is already super busy. You would be creating more of an issue where house owners cannot park near to their house where many of the residents rely on cars to get about due to being mainly in their 50+ years. Parking is extremely limited in both Paisley Road and surrounding areas due to the density of housing. I believe the needs of residents far outweigh the needs of the few people who would actually cycle to the train station in Barrhead. The pavement's along Paisley Road are adequate at the moment for walking and wheelchair users, it would therefore only really be for cyclists if such there are very few. | Yes | Support | Could do with a safer waking area along this road due to the spread of cars along Grahamston Road and given this does not impact any current residential areas. |
| 18 | No | | | Yes | Support | | |
| 19 | | | | | | | |
| 20 | Yes | Oppose | Currently Paisley Road and Grahamston Road are very rarely used by cyclists, if anyone on either of the councils used the road they would be aware of this. Your answer would probably be that this would encourage usage, however I regularly walk from Barrhead to Paisley on the Caplethill Road and if I see one cyclist on the cycle track this would be within the range of one every 6 months, and that is the norm. This cycle track has not increase any use by cyclists. The change to Paisley Road would require all the calming areas to be removed, which is not a bad thing as the amount of parked cars in the street is impacted by these inconvenient pieces of tarmac. I would be interested to find out how it is proposed to cover the area from the Job Centre to the station as the pavement is narrow and there is no way to expand it unless you purchase a part of the factory ground. Also in Grahamston Road you propose to use the pavement already there as dual purpose. This pavement runs in front of the fire station. What security would you put in place there? Finally the improvement to the junctions at The Cross Stobbs and Blackbires Road, does this mean more traffic lights as currently both junctions function perfectly well. However as we all know most cyclists do not adhere to traffic lights so this would only impact the car drivers who supposedly pay road tax to the government for the upkeep of the roads, cyclists pay nothing. I will look forward to hearing the outcome of this proposal. | No | | |
| 21 | Yes | Oppose | In the summer, youths congregate in the cycle path behind Ben Lawers. It's intimidating and a nuisance. Residents actively avoid using this area when groups of youths are there. Police have been known to be in attendance.<br>There are also youths who ride dirt bikes/quads from the Pollok end of the cycle path to the Ben Lawers end of the cycle path. This is a danger to life for anyone using the cycle path.<br>I think before any paths are extended you should be looking at ensuring existing paths are safe for all to use. I fear these new, secluded, paths are an opportunity for further anti-social behaviour. There is already a pavement from Hawkhead roundabout to Cross Stobbs Inn in Barrhead which can be used (and I use) to walk to Barrhead. | Yes | Oppose | In the summer, youths congregate in the cycle path behind Ben Lawers. It's intimidating and a nuisance. Residents actively avoid using this area when groups of youths are there. Police have been known to be in attendance.<br>There are also youths who ride dirt bikes/quads from the Pollok end of the cycle path to the Ben Lawers end of the cycle path. This is a danger to life for anyone using the cycle path.<br>I think before any paths are extended you should be looking at ensuring existing paths are safe for all to use. I fear these new, secluded, paths are an opportunity for further anti-social behaviour. There is already a pavement from Hawkhead roundabout to Cross Stobbs Inn in Barrhead which can be used (and I use) to walk to Barrhead. |
| 22 | Yes | Support | | Yes | Support | | |
| 23 | Yes | Oppose | There is inadequate parking and off road parking from the junction of paisley road to carlibar road at the moment and to create less parking will result in absolute mayhem for current residents on paisley road at grahamston road and those between Victoria road and Station never mind any visitors to these residents | No | | | |
| 24 | Yes | Oppose | This is an extremely busy road. As a resident of Paisley Road, there is already limited parking for residents and visitors. The speed of vehicles going a long that road is an accident waiting to happen. | No | | | |
| 25 | No | | | Yes | Support | I live within 100 metres of this part of the route and therefore am very interested in what is going to happen. | |
| 26 | No | | | No | | | |
| 27 | No | | | Yes | Oppose | Protection of existing fauna anwild life would be destroyed | |
| 28 | No | | | Yes | Support | | |
| 29 | Yes | Oppose | Parking restrictions would make all the other roads chaotic | Yes | Support | Better option | |
| 30 | No | | | No | | | |
| 31 | No | | | Yes | Support | Yes this would make sense as it would keep Grahamston Road free and safe for the best part | |
| 32 | Yes | Support | | Yes | Support | | |
| 33 | No | | | No | | | |
| 34 | No | | | No | | | |
| 35 | Yes | Support | This would allow more people to cycle safely. This would alleviate traffic congestion and promote healthier living. | Yes | Support | It is good use of a space no longer utilised | |
| 36 | Yes | Oppose | I live on Grahamston Place, and over the years I have come to cherish the old railway line walk as a quiet, peaceful nature reserve. It is one of the few<br>remaining untouched green areas in the locality, enjoyed daily by dog walkers, families, and residents seeking tranquillity.<br>The proposal to dig up and pave over this area raises serious concerns about environmental impact, community wellbeing, and the preservation of a long-standing natural habitat.<br>The old railway line supports a rich ecosystem that has developed over more than a century. It is home to a variety of<br>wildlife including badgers, bats, deer, and native plant species such as wild bluebells, all of which rely on the current<br>environment for survival. Both badgers and all bat species are legally protected under Scottish law. Badgers are safeguarded<br>by the Protection of Badgers Act 1992, and bats are protected under the Wildlife and Countryside Act 1981and the Conservation (Natural Habitats, &c.) Regulations 1994.<br>Any action that disturbs or destroys their setts or roosts is a criminal offence. Disturbing these habitats through<br>excavation, artificial lighting, or construction would therefore constitute a breach of these protections and risk significant harm to local wildlife.<br>Introducing concrete surfacing and lighting will also cause unnecessary light pollution, disrupting the nocturnal behaviour of bats and other species. It will destroy the natural character of what is currently a peaceful green corridor. The<br>area's quietness and relative isolation are central to it's ecological and community value. Urbanising it will inevitably attract antisocial behaviour, littering, and disturbance from electric bikes and dirt bikes, which are already a growing<br>issue in nearby areas.<br>For those living on or near Grahamston Place, this development would reduce safety and peace for residents,<br>particularly given that the road is private, a dead end, and<br><br>predominantly inhabited by elderly people. It would also likely have a negative impact on property values and quality of life.<br>The local community has shown real care and stewardship of the area, even creating a small garden on the adjoining land<br>that grows vegetables for elderly neighbours. This land has been maintained and used by residents for well over a year,<br>giving rise to a potential claim under the principles of adverse possession (commonly known as squatters' rights). This should be considered before any development that interferes with the community's established use of the land.<br>This proposal represents yet another example of unnecessary overdevelopment at the expense of local green space and<br>biodiversity. I strongly oppose the plan and urge the council to reconsider. This is a much-loved area of local heritage and<br>natural beauty that should be preserved, not built over, for the benefit of current residents and future generations. | Yes | Oppose | I live on Grahamston Place, and over the years I have come to cherish the old railway line walk as a quiet, peaceful nature reserve. It is one of the few<br>remaining untouched green areas in the locality, enjoyed daily by dog walkers, families, and residents seeking tranquillity.<br>The proposal to dig up and pave over this area raises serious concerns about environmental impact, community wellbeing, and the preservation of a long-standing natural habitat.<br>The old railway line supports a rich ecosystem that has developed over more than a century. It is home to a variety of<br>wildlife including badgers, bats, deer, and native plant species such as wild bluebells, all of which rely on the current<br>environment for survival. Both badgers and all bat species are legally protected under Scottish law. Badgers are safeguarded<br>by the Protection of Badgers Act 1992, and bats are protected under the Wildlife and Countryside Act 1981and the Conservation (Natural Habitats, &c.) Regulations 1994.<br>Any action that disturbs or destroys their setts or roosts is a criminal offence. 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It would also likely have a negative impact on property values and quality of life.<br>The local community has shown real care and stewardship of the area, even creating a small garden on the adjoining land<br>that grows vegetables for elderly neighbours. This land has been maintained and used by residents for well over a year,<br>giving rise to a potential claim under the principles of adverse possession (commonly known as squatters' rights). This should be considered before any development that interferes with the community's established use of the land.<br>This proposal represents yet another example of unnecessary overdevelopment at the expense of local green space and<br>biodiversity. I strongly oppose the plan and urge the council to reconsider. This is a much-loved area of local heritage and<br>natural beauty that should be preserved, not built over, for the benefit of current residents and future generations. |
| 37 | No | | | No | | | |
| 38 | Yes | Support | A wider footpath would be ideal as the current one is quite narrow and at times end up walking on the road which isn't ideal either due to cars whizzing along that road | | | | |
| 39 | Yes | Support | There is a path that runs from Grahamston Road at the fire station behind the rosemont park development and emerging at Dealston Road running parallel to Shanks. If this was improved this would make an amazing short cut away from traffic | Yes | Support | Think it's a great idea. I'd use it all the time | |
| 40 | Yes | Neither Support nor Oppose | I like the idea, however, outward bus stops that jut out onto the road making the road single roadway in some places will cause traffic nightmares. This road is incredibly busy and bus stops need to remain on the pavement. | Yes | Support | Think this is great idea, however, it will need to have some form of lighting to ensure people feel safe when travelling in darkness | |
| 41 | No | | | No | | | |
| 42 | Yes | Support | This will help give children and adults a safe space to cycle. | Yes | Support | I don't fully understand it as I am not as familiar with that area but I do support having linked up cycle paths that are safe. | |
| 43 | Yes | Support | | Yes | Support | | |
| 44 | Yes | Don't know | See above | No | | | |
| 45 | No | | | No | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 46 | Yes | Support | | Yes | Support | | |
| 47 | Yes | Neither Support nor Oppose | This looks like a great idea but as someone who lives on Paisley Road and has just seen the drawings for the Paisley Road development of the plan it raises massive concerns not only for residents parking but also the safety for the users of the cycle path. With Paisley Road having numerous driveways running down both sides of the road it is already hard enough to get out our driveways which this would only add another barrier to but also surly add a safety concern for cyclists as cars already come flying down the road and with on street parking the cyclists may become extremely hard to see, Paisley Road already has visibility issues when it comes to getting out our driveways! Another concern it raises is about the on street parking, many houses park 1-2 cars on the each side of the road and by the looks of the drawings we are going to loose these spaces with no where else to park! There are multiple side streets that are already full of cars with the residents living there parking their cars, so with we cannot afford to loose out on the on street parking as there is nowhere else for us to park, getting rid of the on street parking will make not only Paisley Road but the other surrounding streets an absolute nightmare for the residents and other members of the public that park here when using the train station, services club, co op and Cross Arthurlie Primary School. | Yes | Support | Great idea ! |
| 48 | No | | | Yes | Support | Great idea! | |
| 49 | Yes | Oppose | Already Grahamston Road / Paisley Road are busy with vehicles and this will only increase once the new houses are built at Dykebar. Paisley road is already narrow at parts due to parked vehicles outside houses. Improvement to the junctions at Blackbyres Road and Cross Stobs for ALL road users would be worthwhile | Yes | Neither Support nor Oppose | Would remove cyclists from Grahamston Road which would be good for all | |
| 50 | Yes | Support | | Yes | Support | This would be transformative for active travel as Grahsmston Road is a very fast dangerous route not only cyclists but for pedestrians as the pavement is so narrow | |
| 51 | No | | | No | | | |
| 52 | No | | | No | | | |
| 53 | | | | | | | |
| 54 | Yes | Don't know | We need a better understanding how the development will affect home owners parking on Paisley Road. Due to the layout of the existing housing car park spaces are already limited.<br>For example has any thought been given to the continuation of the railway line at the fire station? | Yes | Support | Great use of the land. Will increase people's activity levels. | |
| 55 | Yes | Support | Support | Yes | Support | Support | |
| 56 | No | | | Yes | Support | | |
| 57 | No | | | No | | | |
| 58 | Yes | Support | | Yes | Support | | |
| 59 | No | | | No | | | |
| 60 | Yes | Support | The link between Cross Stobs and the enhanced pathway at Brownside Ave should be part of this work, it seems silly to stop the works at Cross Stobs and turn right along Grahamston Road. | Yes | Support | This part should be properly lit to provide safe access in winter. Also pre approved maintenance agreement with RC and ERC between boundary line which railway line proposal would cross. | |
| 61 | No | | | No | | | |
| 62 | Yes | Support | | No | | | |
| 63 | Yes | Oppose | Need better Road, remove cycle lanes | | | | |
| 64 | No | | | No | | | |
| 65 | Yes | Support | | Yes | Support | | |
| 66 | No | | | No | | | |
| 67 | Yes | Support | | Yes | Support | | |
| 68 | Yes | Support | This is needed! | Yes | Support | This will enable me to cycle with my children. | |
| 69 | No | | | No | | | |
| 70 | Yes | Oppose | No need for a cycle lane on this road. | No | | | |
| 71 | Yes | Support | Best to reduce the width of the road. I see cars flying up and down Arthurlie Street. I know that a dog got hit and killed during the summer. I've stopped a kid running out on the road. The cars are just flying up and down that road. There's going to be a big accident one day if it's left like that. Cars need to be slowed down. Don't put up 20mph as that's useless and people make up their own speeds. Lessen the width and put in sleeping policemen. Without doing that there's no safety improvements | No | | | |
| 72 | No | | | Yes | Neither Support nor Oppose | For the Old Railway Line section, could you clarify what the path would be formed of? Tge council had previously guided something like a bark substrate while the image in the guidance document looks alot more like tarmac/concrete/gravel.<br><br>Ahead of the main works (which had previously been guided as a 2027+ timing), would there be a possibility of adding back the bridge in the missing section (removed back in the 1950's) and fencing off the upper third (Barrhead section) of the pathway which is currently open to the roaming livestock from the surrounding fields in order to allow the path to be opened progressively? Perhaps as a 2026 piece of work? It would provide a good initial benefit at low cost and perhaps generate demand for the future works.<br><br>I'm not sure if you've walked the old railway this year, but it is certainly popular with the walkers at the moment with good access across the full length (with the exception of the missing bridge which requires a short diversion into the fields). It would be important to all existing users to minimise the negative impact to the existing vegetation which currently creates a feeling of being in a wildlife sanctuary and not a cycling thoroughfare!<br><br>I'm hoping that a suitable version of the proposed plan goes ahead over the coming years and that it's maintained into the following decades as a benefit to the wider community. | |
| 73 | Yes | Oppose | It is not necessary for the cycle track to rejoin road network between end of old railway and Barrhead Station. In particular adjacent to Fire Station. There is adequate unused spare land and side street access to avoid disruption to the main road from Barrhead to Paisley during construction. Turn left at Blackbyres Rd utilising disused roadway then right onto Shanks Way at roundabout. Cycle tracks can be constructed at rear of private houses. | Yes | Support | | |
| 74 | No | | | No | | | |
| 75 | Yes | Oppose | Parking is already horrendous on paisley road with the amount of cars families now have.a useless cycle lane would be of no use down paisley road. | Yes | Support | Put a cycle lane here by all means.doesnt impact outside houses at all. It's a busy road and it would make it safer to cycle down | |
| 76 | No | | | No | | | |
| 77 | No | | | No | | | |
| 78 | Yes | Support | | Yes | Support | | |
| 79 | Yes | Support | | No | | | |
| 80 | Yes | Support | I'd like to see priority given to cyclists at T junctions on the route to allow riders to maintain good momentum rather than stopping to give way every time a tributary road has to be passed | Yes | Support | This is a great use of abandoned railway. Excellent! | |
| 81 | Yes | Support | | Yes | Oppose | Concern to impact of local wildlife and community | |
| 82 | Yes | Support | Would be great | Yes | Support | Excellent, great to be away from traffic! | |
| 83 | Yes | Support | | | | | |
| 84 | No | | | No | | | |
| 85 | | | | | | | |
| 86 | Yes | Support | See previous comments. | Yes | Support | The main road is atrocious as is the pavement on the road so a separate cycle/walk path would improve safety on that road massively. | |
| 87 | Yes | Oppose | Do not put this active travel route on the existing roads in Barrhead. In many cases because of parked cars, they are only just wide enough for traffic to pass | Yes | Support | There are well developed cycle routes in Scotland using discarded railway lines and this would be a good addition to the network. | |
| 88 | No | | | | | | |
| 89 | No | | | No | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 90 | Yes | Support | | | | | |
| 91 | No | | | No | | | |
| 92 | No | | | No | | | |
| 93 | No | | | No | | | |
| 94 | Yes | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | Yes | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | |
| 95 | No | | | No | | | |
| 96 | No | | | Yes | Support | | |
| 97 | Yes | Oppose | No more construction!! I do not want to live in the middle of a blooming construction site forever!!!!!!! We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | Yes | Oppose | NO MORE CONSTUCTION!!!!!! IT IS NOT WANTED. We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | |
| 98 | Yes | Support | While I support the proposal in general I do think that the proposed route to Blackbyres road may cause issues on Grahamston rd due to the carriageway width and the foot path not being very wide either.<br>Would it not be better to route along Carlibar rd to Glasgow rd then along Blackbyres rd? | Yes | Support | The railway line is ready made for this | |
| 99 | Yes | Support | | Yes | Support | Great idea, nice views, brilliant use of the old track site. | |
| 100 | Yes | Oppose | People won't use it when there's a perfectly good pavement to us which will be safer for women and children. And save the country side from a pointless path that nobody needs. | Yes | Oppose | People won't use it when there's a perfectly good pavement to us which will be safer for women and children. And save the country side from a pointless path that nobody needs. | |
| 101 | No | | | Yes | Support | A safe crossing would be required at both junctions (hurlet roundabout and blackbyres road) but this would give me a much safer path to navigate Grahamston road | |
| 102 | Yes | Oppose | This is an incredibly busy section of road. Paisley Road has lots of parked cars which increases risks for cyclists travelling along this stretch. The junction of Paisley Road and Grahamston Road also has a busy bus stop next to the junction. | Yes | Support | I think this would provide safety for cyclists but is very remote and would need to have improved lighting along this route. | |
| 103 | No | | | Yes | Support | Seems a good use of existing infrastructure that gets no use at present- removes pedestrians from a busy road | |
| 104 | Yes | Support | | Yes | Support | | |
| 105 | Yes | Oppose | Parking is already impossible, this proposal would reduce parking unfairly. Local residents and businesses would suffer. | Yes | Oppose | As per number 6 | |
| 106 | No | | | No | | | |
| 107 | Yes | Neither Support nor Oppose | The current route is very busy with traffic and I wouldn't feel comfortable cycling along this route on the road. The pavements are narrow and not good quality for shared use. The junctions will not encourage more cycling. Using the Levern walkwat and Blackbyres road would be a better alternative and more efficient route to Paisley. | Yes | Support | Love this option to be off road in the countryside to connect with Paisley. Grahamston Road is very busy and the pavements narrow so not suitable for shared pathways but the old train line is a great option. | |
| 108 | Yes | Neither Support nor Oppose | Concerned about the proposed changes to Paisley Road in Barrhead - alot of houses along the road don't have parking and with a cycle path there, there would be no parking for them. Where would the dozens of cars that park along there go?<br>Also the junction at cross stobbs is really dangerous and have seen several crashes there over the last year, I can't see how it could be made safe to include bikes. | Yes | Support | Think it would make a great addition and provide more accessibility. The existing road does have a pavement but is too dangerous to go along. | |
| 109 | No | | | Yes | Support | I would like to see a traffic light pedestrian crossing over the main road to access the old railway line | |
| 110 | Yes | Oppose | I generally support the rest of the route, but the section in the above plan is where the proposals fall short.<br>1. Parking: These proposals will result in the loss of a significant amount of resident parking, essentially halving the availability on the street. It it already competitive for parking spaces in this area, and the proposals will aggravate the problem. Suitable alternatives would need to be included within proposals. The active travel route will not prevent the necessity for locals to own vehicles. There are knock on implications for residents of parking further away (those with mobility issues unable to commute, general inconvenience, increased insurance prices etc). Notably these proposals seem to suggest the removal of the disabled parking bays for a local residents with mobility issues who rely on their vehicle.<br>2. Vehicles Crossing the Active Travel Route: The proposed route bypasses numerous driveways and roads. This needs to be carefully considered to avoid accidents, and the current proposals don't promote confidence that this has been considered. Driver visibility of oncoming traffic will be negatively impacted by the increased distance from the carriageway, and without careful management will result in vehicles emerging through, and then stopping in the cycle track as they assess the road. This would essentially negate the purpose of the segregated route. A single driveway wouldn't pose much risk, but this stretch of the route passes through a couple of dozen egresses in a relatively short distance. The graphic attached to these proposals demonstrate that due consideration has not been given to this issue as Dealston Road has been replaced with hedges.<br>3. Junction Improvements: Presumably clarity will be provided on the detail of these improvements, but this is a vague annotation at the moment. If the proposals included the provision of a new right turn only lane to the junction between Paisley Road and Grahamston Road to mitigate the increased traffic tailbacks at peak times cause by the increased housing developments, then these improvements would be welcomed. This would benefit all users (pedestrians, cyclists & drivers) resulting in a reduction of idling cars to this area. More detail would be needed on this to properly understand the impacts.<br>4. Traffic Impact: Paisley Road is one of the main routes through Barrhead. It is a busy road, but generally moves well. This is in part due to the decent width of the road. This is a common route for emergency service vehicles as the fire station is immediately adjacent and this is the route for ambulances from local hospital. A reduction in width would adverse impacts on traffic movement and the ability of emergency service vehicles to overtake traffic. A traffic impact assessment will presumably be carried out; however local constructions and an extreme increase of associated vehicle movement within Barrhead do not promote confidence that this process has been carried out accurately in the past.<br>5: Shanks Park: Directly in line from the Paisley access point to the Barrhead Train Station termination point is Shanks Park. This would be a great opportunity to develop this area and shed some of the town's embarrassment at its current condition. Has this been explored as an alternative route?<br>6: Connectivity: The proposals don't appear to indicate any connection with the shared cycle/walking path on Caplethill Road. This is a missed opportunity.<br>7: Bicycle Parking: The proposals don't seem to suggest the installation of new cycle parking at Barrhead Train Station. If this is the intended termination point of the route (presumably with the intention people will use public transport for their onward journeys) cycle parking provision must be provided. | Yes | Support | I think this is a wonderful use of an old route and provides a safe path for pedestrians away from the main road. Street lighting would be essential to this area to ensure it is safe for women and girls as the route would be quite isolate. I think this is the most exciting part of the proposals. | |
| 111 | No | | | Yes | Support | Being away from the road is always nicer in my opinion. The other converted railway cycle paths in the area are brilliant. This feels like a good extension of that network. | |
| 112 | No | | | Yes | Support | Good to see the 'Dummy Railway' as we used to call it growing up being utalised. Please however Keep it maintained and dont plant trees next to the path and use thin tarmc / foundation. Roots only come up and destroy the surface making it dangerours - this can be best seen on the cycle path from Paisley heading up to the road opening at elderslie. the Tree Roots are severely disrupting the path | | |
| 113 | Yes | Support | This is fundamentally one of the most important parts of the route - it's essential that the active travel route doesn't just end at Cross Stobs because that is useless. I expect there will be lots of pushback regarding parking and access to houses. There will be minor inconveniences to a few dozen homes but the community and economic benefits to the whole area will far outweigh that so please consider that! | Yes | Support | | |
| 114 | Yes | Neither Support nor Oppose | Our preference for Barrhead would be using the greenbelt area to conjoin the greenbelt area of Hawkhead. Less cars, fumes and a nicer outlook, which may encourage more people to use this for exercise etc. | Yes | Support | Our preference for Barrhead would be using the greenbelt area to conjoin the greenbelt area of Hawkhead. Less cars, fumes and a nicer outlook, which may encourage more people to use this for exercise etc. | |
| 115 | No | | | No | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 116 | Yes | Support | I am most interested in the junctions ...<br>If Grahamston rd is still as fast then how would ,we as pedestrians /cyclists/wheelchair user/families cross<br>I would like to see the road have more pedestrian crossing with a reduced speed limit | Yes | Oppose | The proposal is not clear as to exactly what you are wishing the Old railway to become . At the moment it is currently used by dog walkers and families as a greenspace, here you can enjoy nature ,safely ,quietly without disturbing the prolific wildlife. It houses Badgers,Bats, Foxes, Squirels a huge array of small birds not to mention Sparrow hawks, wild berries, mushrooms ,native /protected flowers (Bluebells & Snowdrops) it has its own unique beauty which can be enjoyed by anyone wishing to use it (in its currant state). What it definitely does not need is TARMAC /ARTIFICAL LIGHTING/LITTER all of which come when People intervene. |
| 117 | No | | | No | | |
| 118 | Yes | Oppose | The shared pavement at Cross Stobs will oly be 1 metre wide for cycle and pedestrians. Mayhem will ensue. | Yes | Neither Support nor Oppose | |
| 119 | Yes | Oppose | I would oppose the proposal because it would make parking a major issue for a lot of residents in the area, also it would make the road, Paisley Road a lot narrower, so making it more dangerous during rush hour. Dangerous for residents leaving their house stepping into cyclists flying past. Too congested. | Yes | Support | |
| 120 | Yes | Oppose | Too congestive with traffic at present. This would make it a lot worse and dangerous. | Yes | Support | Makes more sense |

| ID | Do you want to provide feedback on the proposals for Hurlet Road? | To what extent would you support the Hurlet Road Option 1 proposal? | Please use the space below to provide any further comments that you would like to make regarding the Hurlet Road Option 1 proposal | To what extent would you support the Hurlet Road Option 2 proposal? | Please use the space below to provide any further comments that you would like to make regarding the Hurlet Road Option 2 proposal | Please select your preferred option for Hurlet Road |
|---|---|---|---|---|---|---|
| 1 | Yes | Support | I like the idea of the bridge and avoiding roads in this area completely, as cars can come so fast down the surrounding roads and could put pedestrians at risk | Neither Support nor Oppose | I think if measures are put in place to improve crossing access here, then this would be fine. But I think I prefer the bridge and avoiding the road altogether. I drive on this road daily and have seen the speeds that some cars are doing when approaching the roundabout. In peak traffic this roundabout is extremely busy and drivers are moving off at quick pace to enter the roundabout. | Option 1 |
| 2 | Yes | Oppose | I am opposed to the proposed development of a new cycle path along Hurlet Road, as the plan fails to account for significant environmental, social, and community impacts.<br>Hurlet Road borders open fields and green areas that currently provide a peaceful, traffic-free walking route. This space is used daily by local people, particularly dog walkers, who value it as one of the few remaining areas where they can enjoy nature safely away from roads. The proposal to turn this into a formal cycle path would permanently alter the character of the area, removing one of the last quiet and tranquil walking spaces available to residents. It is important that we retain some routes that remain dedicated to walkers and nature, rather than converting every green corridor into a shared or paved path.<br>From an environmental perspective, the proposed development would involve the removal of vegetation and the installation of lighting and hard surfacing, causing avoidable harm to local wildlife and contributing to light pollution. These green areas act as natural habitats and corridors for small mammals, birds, and other species, which would be severely disrupted by construction and increased human activity.<br>There are also serious concerns about antisocial behaviour and safety. The field path off Hurlet Road is already a known gathering spot for groups of schoolchildren and teenagers who often leave behind litter, bottles, and other waste. Creating a lit and more accessible path would inevitably encourage more gatherings after dark, increasing littering, drinking, and general disturbance. Experience from other local paths suggests that such developments can unintentionally make peaceful green areas less safe and enjoyable for the wider community.<br>Furthermore, local cycle routes in and around the Hawkhead area are already underused, with several examples of well-intentioned but poorly maintained schemes across Glasgow. Many of these have become hotspots for dirt bike and e-bike misuse, rather than promoting safe and responsible cycling. Before developing new paths, the council should prioritise improving and maintaining existing infrastructure and ensuring effective enforcement to prevent misuse. | Support | Same as before. Making use of existing infrastructure to put traffic calming measures in place to allow cyclists to travel safety without the environmental expense | Option 2 |
| 3 | Yes | Neither Support nor Oppose | I have reservations!! I would like to know how you propose to do it ? What disruptions would be involved and what materials you propose to use . | Oppose | I think that this suggestion could be disruptive for the residents of Grahamston Place, but also dangerous as the road is far too busy for walkers and cyclists to cross at that point. Living on Grahamston place I've seen many accidents at that exact place | Option 1 |
| 4 | No | | | | | |
| 5 | No | | | | | |
| 6 | | | | | | |
| 7 | Yes | Support | | Oppose | | Option 1 |
| 8 | Yes | Support | This looks to do all the things I mentioned positively earlier by using green space to separate cyclists and walkers from traffic which is safer and healthier for all and opens up space that previously not accessible. I think this would make people more active than previously and could benefit everyone, not just the few. | Don't know | If you are not narrowing the road for vehicles of all sorts and building something in otherwise unused space, I think this is good. It is alongside a main road though so this is not good for safety or health from breathing in fumes. | Option 1 |
| 9 | Yes | Support | a bridge is the best option to keep traffic and pedestrians/cyclists safe. | Oppose | i would oppose option 2 as it is not as safe and any traffic lights system only adds to holding up traffic on what is an already congested area and getting worse with every construction site within the Paisley and Barrhead area | Option 1 |
| 10 | No | | | | | |
| 11 | No | | | | | |
| 12 | Yes | Support | This would be a more pleasant / quieter route to cycle / run compared to the Option 2; however, the pavement alongside the main road in Option 1 is relatively wide and is not used by many pedestrians at present. At present, there is an existing rough footpath through the greenspace in Option 1. | Neither Support nor Oppose | This is a less pleasant, though acceptable (and probably lower cost) alternative to Option 2. | Option 1 |
| 13 | Yes | Neither Support nor Oppose | A connection to the existing paths on Hurlet Road will be important to allow onward travel to other locations - it is unclear whether this is part of either plan outlined.<br><br>Lighting would be required to ensure use year round | Neither Support nor Oppose | A connection to the existing paths on Hurlet Road will be important to allow onward travel to other locations - it is unclear whether this is part of either plan outlined. | No preference |
| 14 | Yes | Neither Support nor Oppose | on the Hurlet section, the cycle lanes is best located on the pavements | Neither Support nor Oppose | Again, locate cycle lanes on pavements | Option 1 |
| 15 | Yes | Support | This would be better option than Paisley road | Support | | Option 1 |
| 16 | Yes | Support | See question 13. | Oppose | Exceptionally busy junction at Hurlet Road and hence an active travel bridge as highlighted within option 1 may be considered safer (due to number of RTAs at this junction) and better for traffic flow. | Option 1 |
| 17 | Yes | Support | | Oppose | This area for traffic is already a nightmare at peak times and having a crossing straight off a busy roundabout that is already congested is an absolute no. Maybe if the developers had spend time monitoring this junction at a busy time they would see that this is not even an option! | Option 1 |
| 18 | Yes | Support | Think this is best option for all users | Neither Support nor Oppose | | Option 1 |
| 19 | | | | | | |
| 20 | No | | | | | |
| 21 | Yes | Oppose | The proposed bridge is too far down the dual carriageway. If a bridge is deemed most appropriate ot should be further to the roundabout, possibly before. | Support | More accessible location although concerns about potential road traffic accidents given the speed of drivers coming to the roundabout | Option 1 |
| 22 | Yes | Neither Support nor Oppose | | Support | | Option 2 |
| 23 | | | | | | |
| 24 | No | | | | | |
| 25 | Yes | Support | I am very keen to see a footbridge over the very busy dual carriageway and to segregate walkers, cyclists from vehicles. | Oppose | I want to see segregation between vehicles and other forms of transport. | Option 1 |
| 26 | No | | | | | |
| 27 | Yes | Oppose | Destruction of wild life and fauna access restrictions and cost Have to avoid grahamston place private road and badgers | Oppose | Private road trees should be preserved wild life in near vici87ity | Option 1 |
| 28 | No | | | | | |
| 29 | No | | | | | |
| 30 | No | | | | | |
| 31 | Yes | Support | This is the most sensible option in every way | Oppose | Would be dangerous for non vehicular users imo | Option 1 |
| 32 | Yes | Support | | Support | | Option 1 |
| 33 | No | | | | | |
| 34 | No | | | | | |
| 35 | Yes | Support | | Oppose | A bridge would allow safer cycling | Option 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 36 | Yes | Oppose | I am opposed to the proposed development of a new cycle path along Hurlet Road, as the plan fails to take proper account of the significant environmental, social, and community impacts it would have.<br>Hurlet Road borders open fields and green areas that currently provide a peaceful, traffic-free walking route. This space is used daily by local people, particularly dog walkers, who value it as one of the few remaining places where they can<br>enjoy nature safely away from roads. The proposal to turn this into a formal cycle path would permanently alter the character<br>of the area, removing one of the last quiet and tranquil walking spaces available to residents. It is important that we retain some routes that remain dedicated to walkers and wildlife, rather than converting every green corridor into a paved or shared path.<br>From an environmental perspective, the proposed development would involve removing vegetation and installing lighting and hard surfacing, causing avoidable harm to local wildlife and contributing to light pollution. These green areas act as natural habitats and corridors for small<br>mammals, birds, and other species, which would be severely disrupted by construction and increased human activity.<br>There are also serious concerns about antisocial behaviour and safety. The field path off Hurlet Road is already a known<br>gathering spot for groups of young people, particularly school pupils, who often leave behind litter, bottles, and other waste.<br>Creating a lit and more accessible route would inevitably encourage more gatherings after dark, increasing littering,<br>drinking, and general disturbance. Experience from other local cycle schemes has shown that such developments can unintentionally make peaceful green areas less safe and less enjoyable for the wider community.<br>Furthermore, cycle routes in and around the Hawkhead area are already underused and poorly maintained, with several<br>examples of half-finished or neglected schemes elsewhere in Glasgow. Many have become hotspots for dirt bike and e-bike misuse rather than promoting safe, sustainable cycling. Before developing new routes, the council should prioritise improving, maintaining, and enforcing safety on existing infrastructure to ensure public money is used<br>effectively.<br>In summary, while I fully support the goal of encouraging cycling and sustainable travel, this particular proposal would<br>do more harm than good. It would destroy a much-loved, traffic-free walking route, damage local biodiversity, and increase opportunities for antisocial behaviour without delivering clear benefits. I therefore urge the council to reconsider this plan and instead focus on enhancing the cycling infrastructure we already have while protecting the remaining green spaces that contribute so much to local wellbeing. | Oppose | I am opposed to the proposed development of a new cycle path along Hurlet Road, as the plan fails to take proper account of the significant environmental, social, and community impacts it would have.<br>Hurlet Road borders open fields and green areas that currently provide a peaceful, traffic-free walking route. This space is used daily by local people, particularly dog walkers, who value it as one of the few remaining places where they can<br>enjoy nature safely away from roads. The proposal to turn this into a formal cycle path would permanently alter the character<br>of the area, removing one of the last quiet and tranquil walking spaces available to residents. It is important that we retain some routes that remain dedicated to walkers and wildlife, rather than converting every green corridor into a paved or shared path.<br>From an environmental perspective, the proposed development would involve removing vegetation and installing lighting and hard surfacing, causing avoidable harm to local wildlife and contributing to light pollution. These green areas act as natural habitats and corridors for small<br>mammals, birds, and other species, which would be severely disrupted by construction and increased human activity.<br>There are also serious concerns about antisocial behaviour and safety. The field path off Hurlet Road is already a known<br>gathering spot for groups of young people, particularly school pupils, who often leave behind litter, bottles, and other waste.<br>Creating a lit and more accessible route would inevitably encourage more gatherings after dark, increasing littering,<br>drinking, and general disturbance. Experience from other local cycle schemes has shown that such developments can unintentionally make peaceful green areas less safe and less enjoyable for the wider community.<br>Furthermore, cycle routes in and around the Hawkhead area are already underused and poorly maintained, with several<br>examples of half-finished or neglected schemes elsewhere in Glasgow. Many have become hotspots for dirt bike and e-bike misuse rather than promoting safe, sustainable cycling. Before developing new routes, the council should prioritise improving, maintaining, and enforcing safety on existing infrastructure to ensure public money is used<br>effectively.<br>In summary, while I fully support the goal of encouraging cycling and sustainable travel, this particular proposal would<br>do more harm than good. It would destroy a much-loved, traffic-free walking route, damage local biodiversity, and increase opportunities for antisocial behaviour without delivering clear benefits. I therefore urge the council to reconsider this plan and instead focus on enhancing the cycling infrastructure we already have while protecting the remaining green spaces that contribute so much to local wellbeing. | Option 1 |
| 37 | No | | | | | |
| 38 | | | | | | |
| 39 | Yes | Support | Again fantastic idea for linking barrhead to national cycle route | Neither Support nor Oppose | This option is less attractive as it involves being near the main road | Option 1 |
| 40 | Yes | Support | I support in theory as it provides the safest option for all mobilities with level paths, however, I have concerns over the costs and the time it would take to build the bridge over the hurlet road. Also if providing a bridge, how tall will this be to accommodate the large lorries that use this road. Also if the bridge is tall, will it then be suitable for all mobilities to use? | Support | It seems less costly and less distruptive for the road, however, I think the proposed crossing is very close to the round about | No preference |
| 41 | No | | | | | |
| 42 | Yes | Support | I support either option as I am just pleased to see that this is been thought of as it had been something I wished was there in the summer. | Support | | No preference |
| 43 | Yes | Support | | Neither Support nor Oppose | | Option 1 |
| 44 | No | | | | | |
| 45 | No | | | | | |
| 46 | Yes | Neither Support nor Oppose | | Support | Option 2 would be my strong preference, as it brings the route closer to more people's homes and would presumably set the route up for future expansion NW along Hurlet Road or Barrhead Road in future, to serve even more people. I tend to think cycle routes should be on the more direct, accessible route if possible, rather than tucked out of the way.<br><br>Another important consideration would be the benefits of running the route along an existing road with lighting and frequent passers-by, which makes the pathway safer and more inviting for people to use at night, especially women. Moreso than a route running through a quiet, low-footfall path like in Option 1. | Option 2 |
| 47 | No | | | | | |
| 48 | Yes | Support | Would.much prefer this option | Neither Support nor Oppose | | Option 1 |
| 49 | Yes | Neither Support nor Oppose | Better option of the two! | Oppose | | Option 1 |
| 50 | No | | | | | |
| 51 | No | | | | | |
| 52 | No | | | | | |
| 53 | | | | | | |
| 54 | No | | | | | |
| 55 | Yes | Support | Support | Support | Support | Option 1 |
| 56 | Yes | Support | | Support | | No preference |
| 57 | No | | | | | |
| 58 | Yes | Support | | Oppose | | Option 1 |
| 59 | No | | | | | |
| 60 | No | | | | | |
| 61 | No | | | | | |
| 62 | No | | | | | |
| 63 | | | | | | |
| 64 | No | | | | | |
| 65 | Yes | Support | | Neither Support nor Oppose | | Option 1 |
| 66 | Yes | Support | The active travel bridge over Hurlet Road would remove the level difference to access the old railway line. I would be keen to use it if this were the case as I'm a wheelchair user. | Neither Support nor Oppose | The level difference puts me off this option. | Option 1 |
| 67 | Yes | Support | | Oppose | | Option 1 |
| 68 | Yes | Support | This seems to be the better approach, away from fast cars and fumes. | Support | Still support this, but prefer option 1 | Option 1 |
| 69 | No | | | | | |
| 70 | No | | | | | |
| 71 | No | | | | | |
| 72 | No | | | | | |
| 73 | No | | | | | |
| 74 | No | | | | | |
| 75 | No | | | | | |
| 76 | Yes | Oppose | I am extremely alarmed to see this proposal. I have stayed in my house for almost 40 years but am now widowed and live alone. I value my privacy. I worry to think about those walking, wheeling and cycling past. Whilst I realise these are only the views of one old lady, I want you to know that I am extremely anxious about Hurlet Road Option 1. | Oppose | There is already congestion due to one road only in and out of Hawkhead Estate. I believe Option 2 would further aggravate the situation. | No preference |
| 77 | No | | | | | |
| 78 | Yes | Neither Support nor Oppose | | Support | Seems to be a long way round if going from barrhead. Would rather have a better path by main road | Option 2 |
| 79 | No | | | | | |
| 80 | Yes | Support | A safe short cut to Hawkhead road is ideal. A means of merging onto Hurley road would be useful for those not going Hawkhead direction | Oppose | I don't like this option and wouldn't use it on the bike. Would likely just use the current main road when going Barrhead to Paisley | Option 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 81 | Yes | Oppose | | Support | | Option 2 |
| 82 | Yes | Support | Roundabout very busy. Great to avoid when cycling. | Support | Not as good as Option 1 if closer to traffic. | Option 1 |
| 83 | | | | | | |
| 84 | No | | | | | |
| 85 | | | | | | |
| 86 | Yes | Neither Support nor Oppose | I think it would be beneficial, but where it starts and finishes may not be as helpful to the majority. | Support | I would support this option as it it makes better links for any cycling. It is well lit and as it is beside the main road, personal safety will be increased. | Option 2 |
| 87 | Yes | Oppose | | Oppose | | No preference |
| 88 | | | | | | |
| 89 | No | | | | | |
| 90 | | | | | | |
| 91 | No | | | | | |
| 92 | Yes | Oppose | Again this would disturb the current green space used by deer. | Support | Less invasive to green space. | Option 2 |
| 93 | Yes | Oppose | | Support | | Option 2 |
| 94 | Yes | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | No preference |
| 95 | Yes | Oppose | It would be going through fields. This is not good for wildlife. | Neither Support nor Oppose | At least this wouldn't cut through green space. | Option 2 |
| 96 | Yes | Support | The route would have to feel safe for lone female walkers to use at all times of day. It should not be secluded i.e. not a path cutting across a remote field shielded from the view of the main road - women have to feel safe to use these routes, even in the dark - not just men. The cycle path from Brownside Braes to Paisley to Glenburn, for example, is very secluded and feels unsafe. Women walking or running are then forced to walk on the busy 50mph road without a pavement (not safe either) in order to feel safer than taking the risk of being attacked on a secluded cycle path. | Support | | Option 1 |
| 97 | Yes | Oppose | We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | Oppose | We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | Option 1 |
| 98 | Yes | Support | Proposal 1 is the best option in my opinion as it again links into the old railway line and avoids the junction at the end of Ben Nevis rd which can be very busy at peak times. | | | Option 1 |
| 99 | Yes | Support | | Neither Support nor Oppose | Would be better than current but option 1 is further from noisy roads | Option 1 |
| 100 | No | | | | | |
| 101 | Yes | Support | This would definitely feel like the safer option however neighbour consideration is definitely needed as the school already causes a lot of disruption. | Neither Support nor Oppose | It's less safe than option 1 but it would make less disruption to neighbours who already have school children littering etc. | Option 1 |
| 102 | Yes | Oppose | Although this hurlet sections seems safer, it is a longer loop which means people will not use it. | Oppose | | Option 2 |
| 103 | Yes | Support | Will have the least disruption for householders and utilises existing route to a degree | Oppose | A crossing on a busy fast road would slow up commuting time next to a busy roundabout | Option 1 |
| 104 | Yes | Support | | Neither Support nor Oppose | | Option 1 |
| 105 | No | | | | | |
| 106 | Yes | Support | Thus would be more direct and I presume would avoid tge need to use the road. | Neither Support nor Oppose | | Option 1 |
| 107 | No | | | | | |
| 108 | Yes | Support | This is the safer option and makes sure pedestrians are not at risk with the busy road. | Oppose | I believe this is dangerous. The roundabout at hurlet road can be dangerous at the best of times. | Option 1 |
| 109 | No | | | | | |
| 110 | Yes | Support | I think it would be wonderful to have a separate bridge so that neither motorists or cyclists are impeded by each other. I do imagine this would be the more costly of the options, so am sceptical it would come to fruition. | Neither Support nor Oppose | As long as the junction is a reasonable distance from the roundabout to prevent congestion, there shouldn't be any issue with this proposal. | Option 1 |
| 111 | Yes | Support | I like that this segregates from the Hurlet Road traffic entirely. It is a fast road and the roundabout is very busy | Support | This feels like the cheaper option. As long as the roundabout section was made safe I'd be happy but would prefer option 1 | Option 1 |
| 112 | Yes | Support | Better | Oppose | To dangerous to drivers, cyclists and pedestrians | Option 1 |
| 113 | Yes | Support | Will there be access between the active travel bridge and the pavement on Hurlet Road? My concern with this proposal as it stands is that you cannot use this route to travel towards Nitshill/Silverburn. Permeability and access to other routes for active travel users is essential. | Support | I think this option is good as it provides opportunities to extend with future schemes along Hurlet Road and towards Paisley town centre, with easier access to the schols. | Option 2 |
| 114 | Yes | Support | Ben Nevis Road is a very busy road, as it's the only way in and out of the estate. Monday to Friday, this road is extremely busy with school buses and parents cars, dropping off and picking up their children. When parking up to wait for their children, the cars are parked all the way up Ben Nevis Road, often parking in front of driveways. This section of road is very narrow and there are loads of school children walking down both sides and a lot of carry-on with many of them chasing each other around the road. If a cycle path was built on Ben Nevis, there would be more chance of accidents with school kids and bicycles. If a cycle path was built through the green belt area ant Option 1 Hawkhead and Option 1 Barrhead, then this would remove any chance of accidents between school children, pedestrians and bicyles. Our fellow elderly neighbours share the same thoughts and concerns. Again, if the cycle path was built through the green belt area, there would be no upheaval to Ben Nevis Road and it's properties, during any widening work when extending any proposed path on Ben Nevis Road. | Oppose | Ben Nevis Road is a very busy road, as it's the only way in and out of the estate. Monday to Friday, this road is extremely busy with school buses and parents cars, dropping off and picking up their children. When parking up to wait for their children, the cars are parked all the way up Ben Nevis Road, often parking in front of driveways. This section of road is very narrow and there are loads of school children walking down both sides and a lot of carry-on with many of them chasing each other around the road. If a cycle path was built on Ben Nevis, there would be more chance of accidents with school kids and bicycles. If a cycle path was built through the green belt area ant Option 1 Hawkhead and Option 1 Barrhead, then this would remove any chance of accidents between school children, pedestrians and bicyles. Our fellow elderly neighbours share the same thoughts and concerns. Again, if the cycle path was built through the green belt area, there would be no upheaval to Ben Nevis Road and it's properties, during any widening work when extending any proposed path on Ben Nevis Road. | Option 1 |
| 115 | No | | | | | |
| 116 | Yes | Oppose | I only choose this option as there isn't option 3!!<br>Again!! UNCLEAR as to what that would actually mean .... travel bridge ??<br>im asuming an actual bridge won't be built so my guess would be some form of crossing ...traffic light based . 2 reasons I think this option is weak.<br>1 :The Hurlet is a duel carriage way with a speed limit in parts of up to 70miles per hour -take your life in your hands crossing that even with a crossing<br>2: There is no or very little pavement on the railway side of the road which in its self is limiting even for the bus users..<br>I suggestive (My option 3) money would be better spent adresssing The Hurlet speed limit . Reducing the lanes on both sides to one .Creating a pavement on the 'going to Paisley' side . The other lane being made into a cycle path this could prevent accidents ,that happen often at the Dykebar roundabout, allow people to cycle in and out of Paisley safely ,allow families with prams and wheelchair users to get around freely without danger. Allow the wildlife to have a better chance of survival. | Oppose | Living on Grahamston place I would hate for our road to used as an entrance or exit . We experience enough traffic with the Hurlet we do not need any more .<br>Grahamson Place has many ealderlie patrons. We as a community of neighbours ,look after each other and have for many, many years have looked after OUR Road. Maintaining the surface ,attending to the vegetation, keeping it litter free, The Old railway creating a community garden for our elderly ,families and friends. Planting nature loving flowers & fruits . Making sure our wildlife are cared for having log houses for bugs & insects hedges and shrubs for foxes & badgers ,Trees for squrils,birds and bats .<br>In the past we have been subject to anti-social behaviour ,litter , break-ins and vandalism DIRT BIKES ,QUAD bikes tearing up and down the railway and attempting to use our road . Fortunately we have not experience anything like this for a while now and we wish to keep it this way . Opening up our roads as a Route to a cycle path would only serve to destroy what we have spent years protecting | Option 1 |
| 117 | No | | | | | |
| 118 | Yes | Oppose | | Oppose | | |
| 119 | Yes | Support | | Support | | |
| 120 | Yes | Support | | Support | | |

| ID | Do you want to provide feedback on the proposals for the Hawkhead Connection? | To what extent do you support Hawkhead Connection Option 1 proposal? | Please use the space below to provide any further comments that you would like to make regarding the Hawkhead Connection Option 1 proposal | To what extent do you support the Hawkhead Connection Option 2 proposal? | Please use the space below to provide any further comments that you would like to make regarding the Hawkhead Connection Option 2 proposal | Please select your preferred option for the Hawkhead Connection | Please enter the first four digits of your postcode. This will only be used for mapping analysis. If you do not wish to provide this information please leave it blank. | How would you describe your gender? | What is your age? | What is your employment status? | Do you have a health condition or illness which affects your personal mobility? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | No | | | | | | G781 | Woman (including trans woman) | 35-44 | Employed - full time | Yes, a little |
| 2 | Yes | Oppose | Same as before. I refute any option that damages and removes our limited green space | Support | | Option 2 | PA2 7 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 3 | Yes | Oppose | Option 1 is only preferred because options 2 is out of the question unless you thinking of expanding the path already there to accommodate cyclists and pedestrians. Option 1 already is used by locals to get across to the school. The local children already use that field to gather either to dogg school or drink at the weekends. I've walked that way many times and the anxiety and discomfort when I see the litter is disturbing not to mention the fires!! | Support | It's is using the existing facilities,well light not intimidating | Option 2 | PA2 7BY | Woman (including trans woman) | 45-54 | Looking after family / home | No |
| 4 | No | | | | | | G78 1 | Woman (including trans woman) | 55-64 | Employed - part time | Prefer not to say |
| 5 | No | | | | | | G781 | Woman (including trans woman) | 16-24 | Employed - full time | No |
| 6 | | | | | | | | | | | |
| 7 | Yes | Support | | Oppose | | Option 1 | Pa2 | Woman (including trans woman) | 25-34 | | No |
| 8 | No | | | | | | g78 1 | Woman (including trans woman) | 65-74 | Employed - part time | No |
| 9 | Yes | Oppose | as a regular cyclist it is to circuitous and the direct route is always easier | Support | this option will also help address the pinch point in the road , where children always walk on the road over the burn, by widening this it makes it safer for all. | No preference | PA2 7 | Man (including trans man) | 55-64 | Self employed | No |
| 10 | No | | | | | | | Woman (including trans woman) | 75+ | Retired | Yes, a little |
| 11 | No | | | | | | G78 1 | Man (including trans man) | 55-64 | Employed - full time | No |
| 12 | Yes | Oppose | I strongly oppose Option 1. I reside overlooking the greenspace, and it a unique and undisturbed area of regenerating woodland already disturbed by the residential development of the former hospital. I would be opposed to any further development in this area as it would represent a loss of privacy and increase in disturbance / littering / degradation of the area, particularly from students walking to and from St Andrews Academy. I chose to live here because of the relatively undisturbed nature of this area. | Support | I already use this route for running and it is relatively quiet most of the time. With some minor improvements, it would be quite acceptable. | Option 2 | PA2 7 | Man (including trans man) | 45-54 | Employed - full time | No |
| 13 | No | | | | | | G781 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 14 | Yes | Neither Support nor Oppose | Option one is preferable | Oppose | | Option 1 | PA2 7LZ | Man (including trans man) | 55-64 | Retired | No |
| 15 | No | | | | | | G781 | Woman (including trans woman) | 55-64 | Employed - part time | No |
| 16 | Yes | Support | | Oppose | | Option 1 | | Man (including trans man) | 45-54 | Employed - full time | No |
| 17 | No | | | | | | G78 1 | Woman (including trans woman) | 55-64 | Retired | No |
| 18 | No | | | | | | PA2 8 | Woman (including trans woman) | 55-64 | Retired | No |
| 19 | | | | | | | G78 1HS | Man (including trans man) | 45-54 | Employed - full time | Yes, a little |
| 20 | No | | | | | | G78 1 | Woman (including trans woman) | 65-74 | Retired | No |
| 21 | Yes | Don't know | See above comments. Concerned another secluded path is being provided for youths to congregate, drink alcohol/cause nuisance & ride dirt bikes. | | No information has been given about the changes tot he top of Ben Nevis Road...Will the road stay the same width or will there be a cycle lane? Its already a very tight corner so I would oppose any suggestion of narrowing the road | No preference | Pa27 | Woman (including trans woman) | 35-44 | Employed - full time | Yes, a little |
| 22 | Yes | Support | | Support | | Option 1 | G781 | Prefer not to say | 45-54 | Self employed | No |
| 23 | | | | | | | G78 2 | Woman (including trans woman) | 55-64 | Employed - full time | Yes, a lot |
| 24 | No | | | | | | G78 1 | Woman (including trans woman) | 45-54 | Employed - full time | Yes, a little |
| 25 | No | | | | | | PA2 7 | Man (including trans man) | 75+ | Retired | No |
| 26 | No | | | | | | | Man (including trans man) | 65-74 | Retired | No |
| 27 | No | | | | | | Pa27 | Man (including trans man) | Prefer not to say | | Yes, a little |
| 28 | Yes | Support | | Neither Support nor Oppose | | Option 1 | pa2 8 | Man (including trans man) | 45-54 | Employed - full time | No |
| 29 | No | | | | | | G78 1ns | Woman (including trans woman) | 55-64 | Employed - part time | No |
| 30 | No | | | | | | | Prefer not to say | 65-74 | Retired | Prefer not to say |
| 31 | No | | | | | | | Man (including trans man) | 65-74 | Retired | No |
| 32 | Yes | Support | | | | Option 1 | PA28 | Man (including trans man) | 25-34 | Employed - full time | No |
| 33 | No | | | | | | PA2 7 | Man (including trans man) | 45-54 | Employed - full time | No |
| 34 | Yes | Oppose | Impact in residents and wildlife | Oppose | Impact on residents and wildlife | No preference | PA2 7 | Woman (including trans woman) | 55-64 | Employed - full time | No |
| 35 | | | | | | | G781HS | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 36 | Yes | Oppose | I am opposed to the proposed development of a new cycle path along Hurlet Road, as the plan fails to take proper account of the significant environmental, social, and community impacts it would have. Hurlet Road borders open fields and green areas that currently provide a peaceful, traffic-free walking route. This space is used daily by local people, particularly dog walkers, who value it as one of the few remaining places where they can enjoy nature safely away from roads. The proposal to turn this into a formal cycle path would permanently alter the character of the area, removing one of the last quiet and tranquil walking spaces available to residents. It is important that we retain some routes that remain dedicated to walkers and wildlife, rather than converting every green corridor into a paved or shared path. From an environmental perspective, the proposed development would involve removing vegetation and installing lighting and hard surfacing, causing avoidable harm to local wildlife and contributing to light pollution. These green areas act as natural habitats and corridors for small mammals, birds, and other species, which would be severely disrupted by construction and increased human activity. There are also serious concerns about antisocial behaviour and safety. The field path off Hurlet Road is already a known gathering spot for groups of young people, particularly school pupils, who often leave behind litter, bottles, and other waste. Creating a lit and more accessible route would inevitably encourage more gatherings after dark, increasing littering, drinking, and general disturbance. Experience from other local cycle schemes has shown that such developments can unintentionally make peaceful green areas less safe and less enjoyable for the wider community. Furthermore, cycle routes in and around the Hawkhead area are already underused and poorly maintained, with several examples of half-finished or neglected schemes elsewhere in Glasgow. Many have become hotspots for dirt bike and e-bike misuse rather than promoting safe, sustainable cycling. Before developing new routes, the council should prioritise improving, maintaining, and enforcing safety on existing infrastructure to ensure public money is used effectively. In summary, while I fully support the goal of encouraging cycling and sustainable travel, this particular proposal would do more harm than good. It would destroy a much-loved, traffic-free walking route, damage local biodiversity, and increase opportunities for antisocial behaviour without delivering clear benefits. I therefore urge the council to reconsider this plan and instead focus on enhancing the cycling infrastructure we already have while protecting the remaining green spaces that contribute so much to local wellbeing. | Oppose | I am opposed to the proposed development of a new cycle path along Hurlet Road, as the plan fails to take proper account of the significant environmental, social, and community impacts it would have. Hurlet Road borders open fields and green areas that currently provide a peaceful, traffic-free walking route. This space is used daily by local people, particularly dog walkers, who value it as one of the few remaining places where they can enjoy nature safely away from roads. The proposal to turn this into a formal cycle path would permanently alter the character of the area, removing one of the last quiet and tranquil walking spaces available to residents. It is important that we retain some routes that remain dedicated to walkers and wildlife, rather than converting every green corridor into a paved or shared path. From an environmental perspective, the proposed development would involve removing vegetation and installing lighting and hard surfacing, causing avoidable harm to local wildlife and contributing to light pollution. These green areas act as natural habitats and corridors for small mammals, birds, and other species, which would be severely disrupted by construction and increased human activity. There are also serious concerns about antisocial behaviour and safety. The field path off Hurlet Road is already a known gathering spot for groups of young people, particularly school pupils, who often leave behind litter, bottles, and other waste. Creating a lit and more accessible route would inevitably encourage more gatherings after dark, increasing littering, drinking, and general disturbance. Experience from other local cycle schemes has shown that such developments can unintentionally make peaceful green areas less safe and less enjoyable for the wider community. Furthermore, cycle routes in and around the Hawkhead area are already underused and poorly maintained, with several examples of half-finished or neglected schemes elsewhere in Glasgow. Many have become hotspots for dirt bike and e-bike misuse rather than promoting safe, sustainable cycling. Before developing new routes, the council should prioritise improving, maintaining, and enforcing safety on existing infrastructure to ensure public money is used effectively. In summary, while I fully support the goal of encouraging cycling and sustainable travel, this particular proposal would do more harm than good. It would destroy a much-loved, traffic-free walking route, damage local biodiversity, and increase opportunities for antisocial behaviour without delivering clear benefits. I therefore urge the council to reconsider this plan and instead focus on enhancing the cycling infrastructure we already have while protecting the remaining green spaces that contribute so much to local wellbeing. | Option 2 | PA27 | Man (including trans man) | 45-54 | Employed - full time | Yes, a little |
| 37 | No | | | | | | 781 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 38 | | | | | | | G78 2 | Woman (including trans woman) | 55-64 | Employed - part time | No |
| 39 | Yes | Support | | Neither Support nor Oppose | | Option 1 | G78 1 | Man (including trans man) | 45-54 | Self employed | No |
| 40 | No | | | | | | G78 1 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 41 | No | | | | | | 781 | Woman (including trans woman) | 35-44 | Employed - part time | No |
| 42 | No | | | | | | | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 43 | No | | | | | | g78 1 | Man (including trans man) | 35-44 | Employed - full time | No |
| 44 | No | | | | | | G78 1 | Woman (including trans woman) | 75+ | Retired | Yes, a little |
| 45 | No | | | | | | G781F | Man (including trans man) | 25-34 | Employed - full time | Yes, a little |
| 46 | Yes | Neither Support nor Oppose | | Support | I strongly support Option 2 as it leads to a more simple onward (northwards) connection to the White Cart Walkway portion of the NCN7 route than Option 1. Option 2 also provides the major benefit of bringing the route closer to more people's doorsteps. Additionally, as with the Hurlet Road optioning, an option which takes the cycle path along a well lit, populated area makes it more appealing for people to use at night time, particularly women. Overall Option 2 provides for these benefits. | Option 2 | G444 | Man (including trans man) | 35-44 | Employed - full time | No |
| 47 | No | | | | | | G78 1 | Man (including trans man) | 16-24 | Employed - full time | No |
| 48 | No | | | | | | G78 1 | Woman (including trans woman) | 45-54 | Self employed | No |
| 49 | No | | | | | | G78 1 | Man (including trans man) | 45-54 | Self employed | No |
| 50 | | | | | | | G78 1 | Man (including trans man) | 45-54 | Employed - full time | No |
| 51 | No | | | | | | PA1 1 | Woman (including trans woman) | 35-44 | Employed - part time | No |
| 52 | No | | | | | | | Woman (including trans woman) | 25-34 | Employed - full time | No |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 53 | | | | | | | G78 1 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 54 | No | | | | | | G78 1 | Prefer not to say | 45-54 | Employed - full time | No |
| 55 | Yes | Support | | Neither Support nor Oppose | | Option 1 | PA2 7 | Man (including trans man) | 35-44 | Employed - full time | No |
| 56 | Yes | Support | | Neither Support nor Oppose | | Option 1 | | Man (including trans man) | 25-34 | Employed - full time | No |
| 57 | No | | | | | | G78 | Woman (including trans woman) | 16-24 | Employed - part time | No |
| 58 | Yes | Support | | Support | | No preference | G78 1 | Man (including trans man) | 45-54 | Employed - full time | Yes, a little |
| 59 | No | | | | | | Pa2 8 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 60 | No | | | | | | G78 1 | Man (including trans man) | 35-44 | Employed - full time | No |
| 61 | No | | | | | | G782 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 62 | No | | | | | | G78 1 | Woman (including trans woman) | 25-34 | Employed - full time | Yes, a little |
| 63 | | | | | | | G77 5 | Man (including trans man) | 65-74 | Employed - full time | No |
| 64 | No | | | | | | | Woman (including trans woman) | 55-64 | Employed - full time | No |
| 65 | Yes | Neither Support nor Oppose | | Support | | Option 2 | G78 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 66 | Yes | Support | | Neither Support nor Oppose | | Option 1 | PA2 9 | Woman (including trans woman) | 55-64 | Retired | Yes, a lot |
| 67 | Yes | Support | | Neither Support nor Oppose | | Option 1 | Pa3 4 | Man (including trans man) | 45-54 | Employed - full time | No |
| 68 | Yes | Support | Going off rd is always more pleasant. | Support | Still support | Option 1 | G44 3 | Man (including trans man) | 35-44 | Employed - full time | No |
| 69 | No | | | | | | G77 6 | Man (including trans man) | 35-44 | Employed - full time | No |
| 70 | No | | | | | | | Man (including trans man) | 35-44 | Employed - full time | No |
| 71 | No | | | | | | G78 2 | Man (including trans man) | 35-44 | Employed - full time | No |
| 72 | No | | | | | | Pa2 7 | Man (including trans man) | 45-54 | Employed - full time | No |
| 73 | No | | | | | | G776 | Man (including trans man) | 65-74 | Retired | Yes, a little |
| 74 | No | | | | | | | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 75 | No | | | | | | G781 | Man (including trans man) | 35-44 | Employed - full time | No |
| 76 | Yes | Oppose | Question the cost involved to benefit a minority. | Oppose | Again, question the cost involved to benefit a minority. | No preference | PA2 7 | Woman (including trans woman) | 65-74 | Retired | No |
| 77 | No | | | | | | g78 | Woman (including trans woman) | 16-24 | Student | No |
| 78 | Yes | Support | | Neither Support nor Oppose | Option 2 is the long way round. I dont do long way rounds!!! | Option 1 | G78 3 | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 79 | No | | | | | | G781 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 80 | No | | | | | | G782 | Man (including trans man) | 35-44 | Employed - full time | No |
| 81 | No | | | | | | G781 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 82 | Yes | Support | | Support | | Option 2 | PA1 3 | Man (including trans man) | 55-64 | Employed - part time | No |
| 83 | | | | | | | | Woman (including trans woman) | 45-54 | Employed - part time | No |
| 84 | No | | | | | | G53 5 | Man (including trans man) | 35-44 | Employed - full time | No |
| 85 | | | | | | | Pa2 6 | Woman (including trans woman) | 45-54 | Employed - part time | No |
| 86 | No | | | | | | Pa28 | Woman (including trans woman) | 45-54 | Retired | No |
| 87 | Yes | Neither Support nor Oppose | | Neither Support nor Oppose | | No preference | G78 1 | In another way | 55-64 | Self employed | Yes, a lot |
| 88 | | | | | | | G781GE | Woman (including trans woman) | 35-44 | Looking after family / home | Yes, a little |
| 89 | No | | | | | | PA2 8 | | 55-64 | Employed - part time | No |
| 90 | | | | | | | PA2 8 | Man (including trans man) | 65-74 | Retired | Prefer not to say |
| 91 | Yes | Oppose | OPPOSE | Oppose | OPPOSE | No preference | PA34 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 92 | Yes | Oppose | This would disturb the deer. It would also cause unwanted traffic at the back of my house. We already often have youths cause disturbance in the field but this would become much more frequent if there was a cycle path there. | Support | This route would cause less distruption to wildlife and homes. | Option 2 | PA2 7 | Woman (including trans woman) | 45-54 | Employed - part time | No |
| 93 | Yes | Oppose | This option would damage existing green space. I see no reason for this proposal to be selected as option 2 utilises the NCN7 route which is ~300m further down Ben Nevis Road. | Support | This route would be far more efficient as it utilises the earlier connection to the NCN7 without creating an unnecessary border through existing green space. | Option 2 | PA27 | Man (including trans man) | 25-34 | Employed - full time | No |
| 94 | Yes | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | Oppose | I do not wish for any further nature landscape or wildlife to be destroyed | No preference | Pa2 8 | Woman (including trans woman) | 35-44 | Employed - part time | No |
| 95 | Yes | Oppose | Cuts through Woodland and kids from my school would use it to hang out during school time. Some people go there to vape and smoke. | Support | This wouldn't go through green space | Option 2 | PA2 7 | Woman (including trans woman) | 16-24 | Student | No |
| 96 | Yes | Neither Support nor Oppose | Fine if safe for women | Support | | Option 2 | | Woman (including trans woman) | 35-44 | Employed - part time | No |
| 97 | Yes | Oppose | We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | Oppose | We should NOT be taking away anymore green space!!! The new dykebar development was scandalous enough and should never have been approved now this. Absolutely not! | No preference | Pa27 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 98 | Yes | Oppose | This option would require a new route to be built through scrub land and a bridge and possibly a ramp at the north end. It then connects to the existing NCN7 through a residential carpark. There would need to be additional work to keep cars off of any cycle way for safety. | Support | I prefer this option if it can be used as it would require minimal construction and link neatly with the existing NCN7 for easy access to Glasgow and Paisley. | Option 2 | Pa27 | Prefer not to say | Prefer not to say | Prefer not to say | Prefer not to say |
| 99 | No | | | | | | PA2 6 | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 100 | No | | | | | | G781 | Man (including trans man) | 35-44 | Employed - full time | No |
| 101 | Yes | Support | | Support | | No preference | PA27 | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 102 | Yes | Neither Support nor Oppose | | Neither Support nor Oppose | | No preference | 81JB | Woman (including trans woman) | 55-64 | Employed - full time | Prefer not to say |
| 103 | Yes | Neither Support nor Oppose | The cycle path is already established at the end of Ben Nevis Road and people cycle down this road already as it is a main traffic and cycle access. It would make sense to continue up Ben Nevis Road | Support | | Option 2 | PA2 6TA | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 104 | Yes | Support | | Neither Support nor Oppose | | Option 2 | Pa27 | Man (including trans man) | 45-54 | Employed - full time | No |
| 105 | No | | | | | | G78 1 | Prefer not to say | Prefer not to say | Employed - full time | No |
| 106 | No | | | | | | PA1 3 | Woman (including trans woman) | 45-54 | Employed - full time | No |
| 107 | No | | | | | | G78 2FG | Woman (including trans woman) | 35-44 | Employed - full time | No |
| 108 | No | | | | | | G78 | Woman (including trans woman) | 25-34 | Employed - full time | No |
| 109 | No | | | | | | Pa2 7 | Man (including trans man) | 35-44 | Employed - full time | No |
| 110 | No | | | | | | G78 1 | Woman (including trans woman) | 25-34 | Employed - full time | Yes, a little |
| 111 | No | | | | | | PA1 3 | Man (including trans man) | 25-34 | Employed - full time | No |
| 112 | Yes | Support | How do we make sure it doesnt become either a place for students to hang out or to vandalise. Lighting and being twice the width and very open, visible. | Oppose | | Option 1 | PA2 8 | Man (including trans man) | 45-54 | Prefer not to say | No |
| 113 | Yes | Support | | Support | | Option 1 | PA! 3JY | Man (including trans man) | 25-34 | Employed - full time | No |
| 114 | Yes | Support | Ben Nevis Road is a very busy road, as it's the only way in and out of the estate. Monday to Friday, this road is extremely busy with school buses and parents cars, dropping off and picking up their children. When parking up to wait for their children, the cars are parked all the way up Ben Nevis Road, often parking in front of driveways. This section of road is very narrow and there are loads of school children walking down both sides and a lot of carry-on with many of them chasing each other around the road. If a cycle path was built on Ben Nevis, there would be more chance of accidents with school kids and bicycles. If a cycle path was built through the green belt area ant Option 1 Hawkhead and Option 1 Barrhead, then this would remove any chance of accidents between school children, pedestrians and bicyles. Our fellow elderly neighbours share the same thoughts and concerns. Again, if the cycle path was built through the green belt area, there would be no upheaval to Ben Nevis Road and it's properties, during any widening work when extending any proposed path on Ben Nevis Road. | Oppose | Ben Nevis Road is a very busy road, as it's the only way in and out of the estate. Monday to Friday, this road is extremely busy with school buses and parents cars, dropping off and picking up their children. When parking up to wait for their children, the cars are parked all the way up Ben Nevis Road, often parking in front of driveways. This section of road is very narrow and there are loads of school children walking down both sides and a lot of carry-on with many of them chasing each other around the road. If a cycle path was built on Ben Nevis, there would be more chance of accidents with school kids and bicycles. If a cycle path was built through the green belt area ant Option 1 Hawkhead and Option 1 Barrhead, then this would remove any chance of accidents between school children, pedestrians and bicyles. Our fellow elderly neighbours share the same thoughts and concerns. Again, if the cycle path was built through the green belt area, there would be no upheaval to Ben Nevis Road and it's properties, during any widening work when extending any proposed path on Ben Nevis Road. | Option 1 | PA2 7 | Man (including trans man) | 65-74 | Retired | Yes, a little |
| 115 | No | | | | | | pa2 6 | Man (including trans man) | 35-44 | Employed - full time | Prefer not to say |
| 116 | No | | | | | | PA2 7 | Man (including trans man) | 25-34 | Employed - full time | No |
| 117 | Yes | Oppose | As answer above | Oppose | | No preference | PA2 7 | Woman (including trans woman) | 55-64 | Employed - part time | No |
| 118 | Yes | Oppose | | Oppose | | | G78 1 | Male (including trans man) | 65-74 | Self employed | No |
| 119 | Yes | Support | | Support | | Option 1 | G78 1 | Male (including trans man) | 25-34 | Employed - full time | No |
| 120 | Yes | Support | | Support | | Option 1 | G78 1 | Woman (including trans woman) | 55-64 | Employed - full time | No |

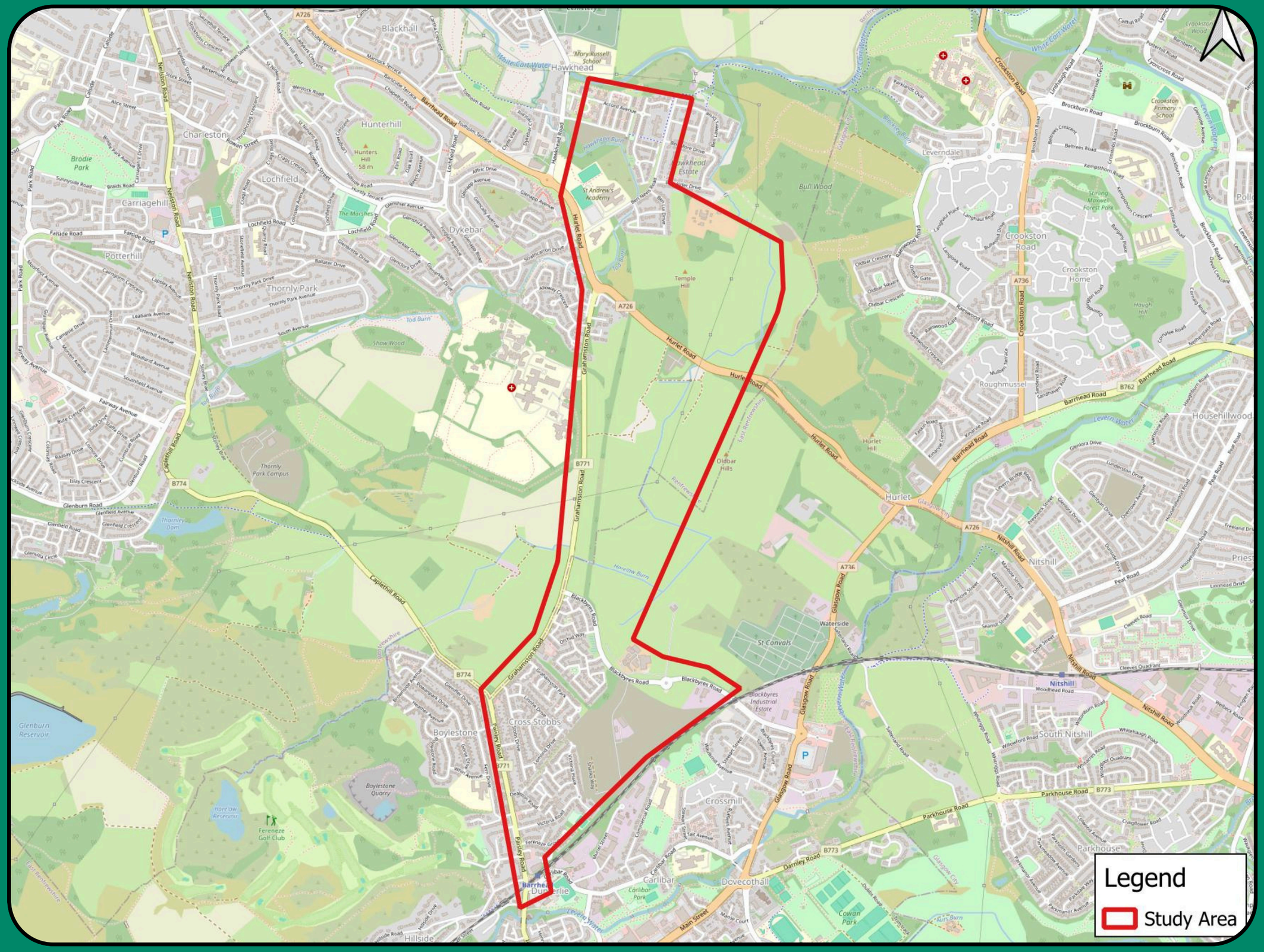
# Appendix C - Public Engagement Information Boards

# Paisley to Barrhead Active Travel Link

AECOM has been commissioned by Renfrewshire Council, with support from East Renfrewshire Council, to undertake an option appraisal and develop concept design proposals for the creation of a new, high-quality, safe and sustainable active travel link that will connect Paisley to Barrhead.

The study area under consideration lies between National Cycle Network Route 7 at the northern extent of Ben Nevis Road in Paisley and Barrhead Train Station.

We are looking to hear the views of the local community to help develop a route that will best meet the needs of the people who live, work and travel in the area.



# The Story So Far

The study is following the process set out below.

**Desktop and Site Review** → **Option Generation** → **Option Appraisal** → **Concept Design**

AECOM are currently at the option appraisal stage of the project. As part of this the identified options will be assessed against core design principles and deliverability criteria.

**Safety** **Coherence** **Directness** **Comfort** **Attractiveness**

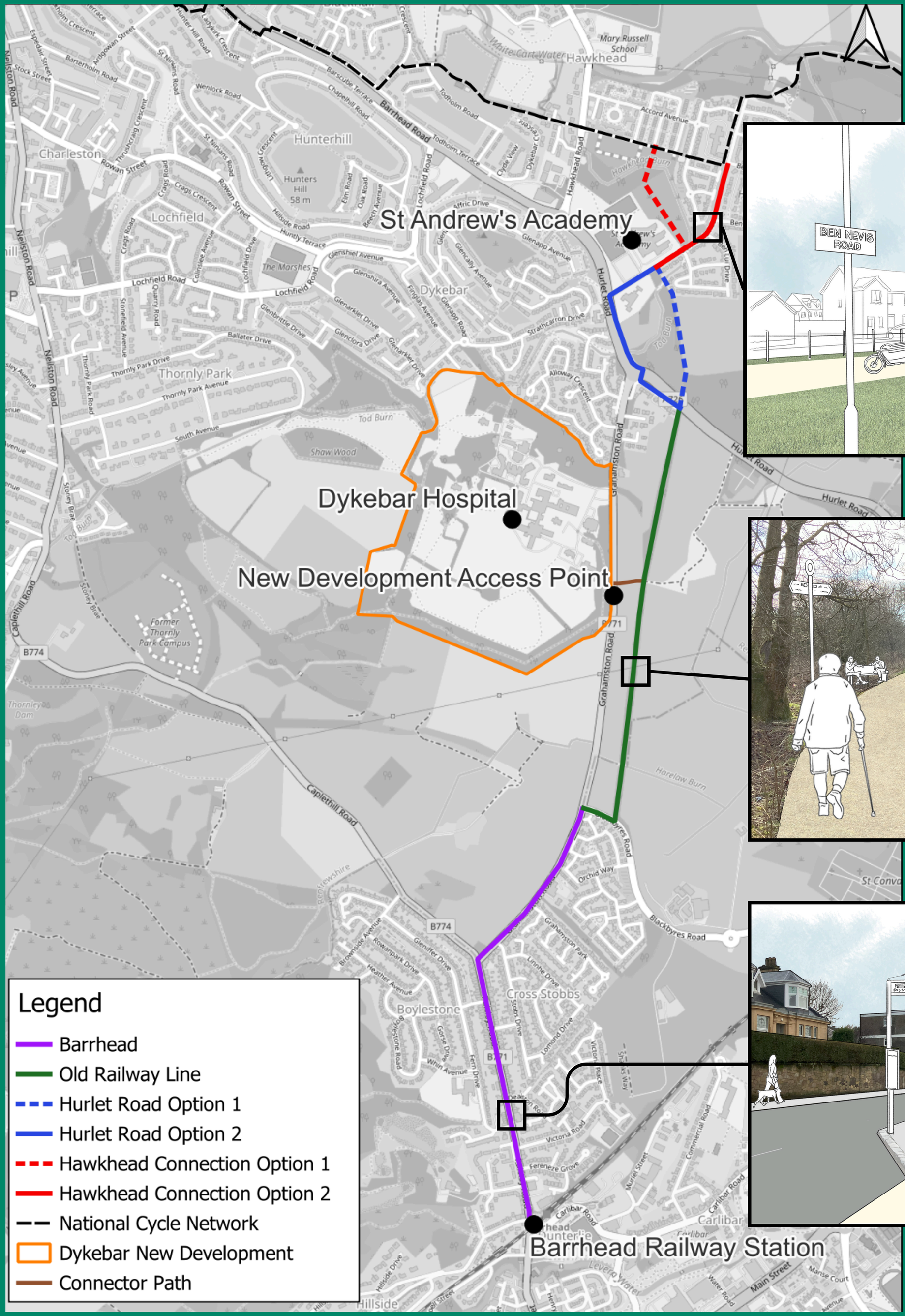
**Adaptability** **Feasibility** **Affordability** **Public Acceptability**

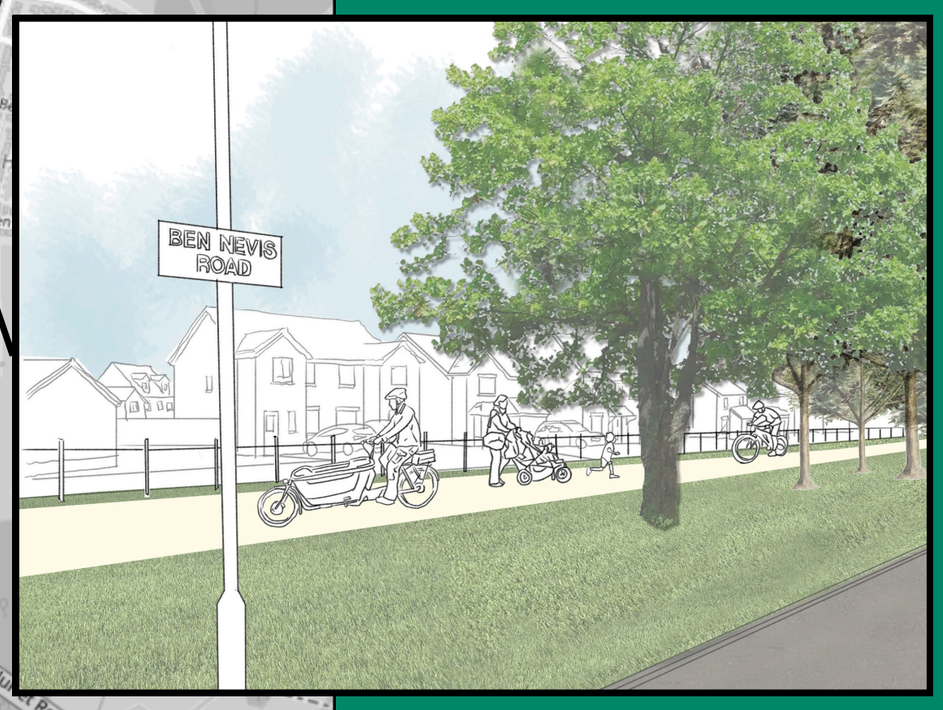
To support the option appraisal process, we would like to hear your thoughts on the route options as well as your thoughts on the project as a whole.

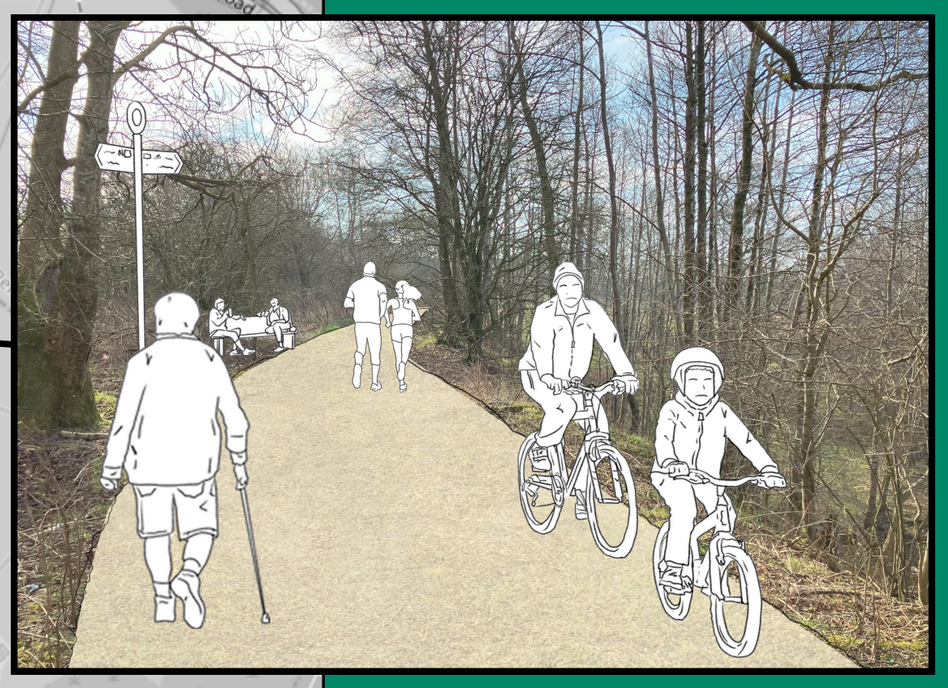
Your input will help inform the identification of a preferred option to progress to concept design.

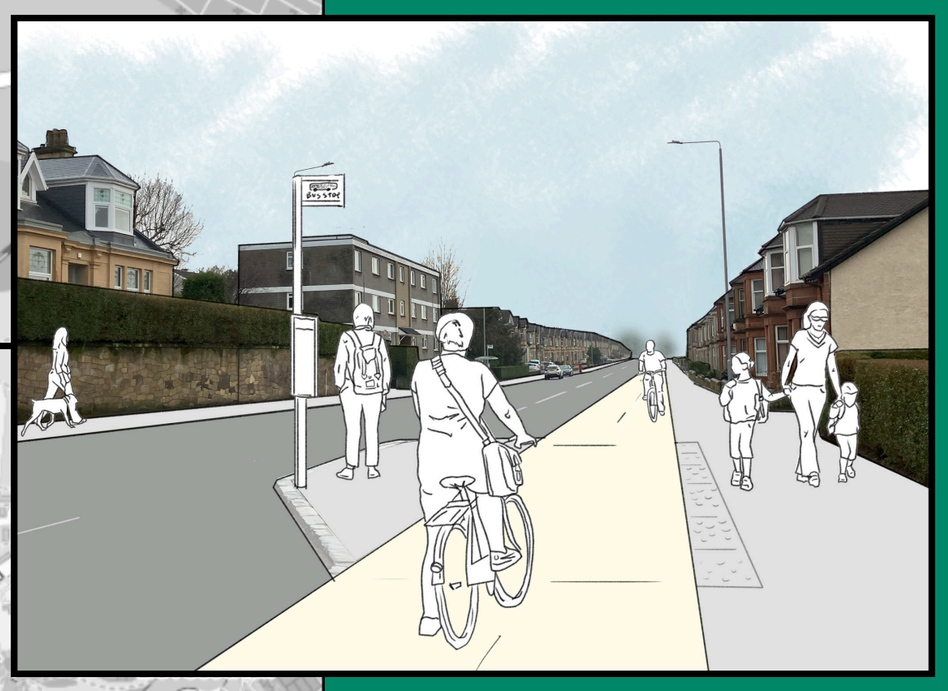
# Options Overview

The project has been split into four sections, with multiple options for each section. Sketches have been provided to illustrate what the route could look like at various locations.



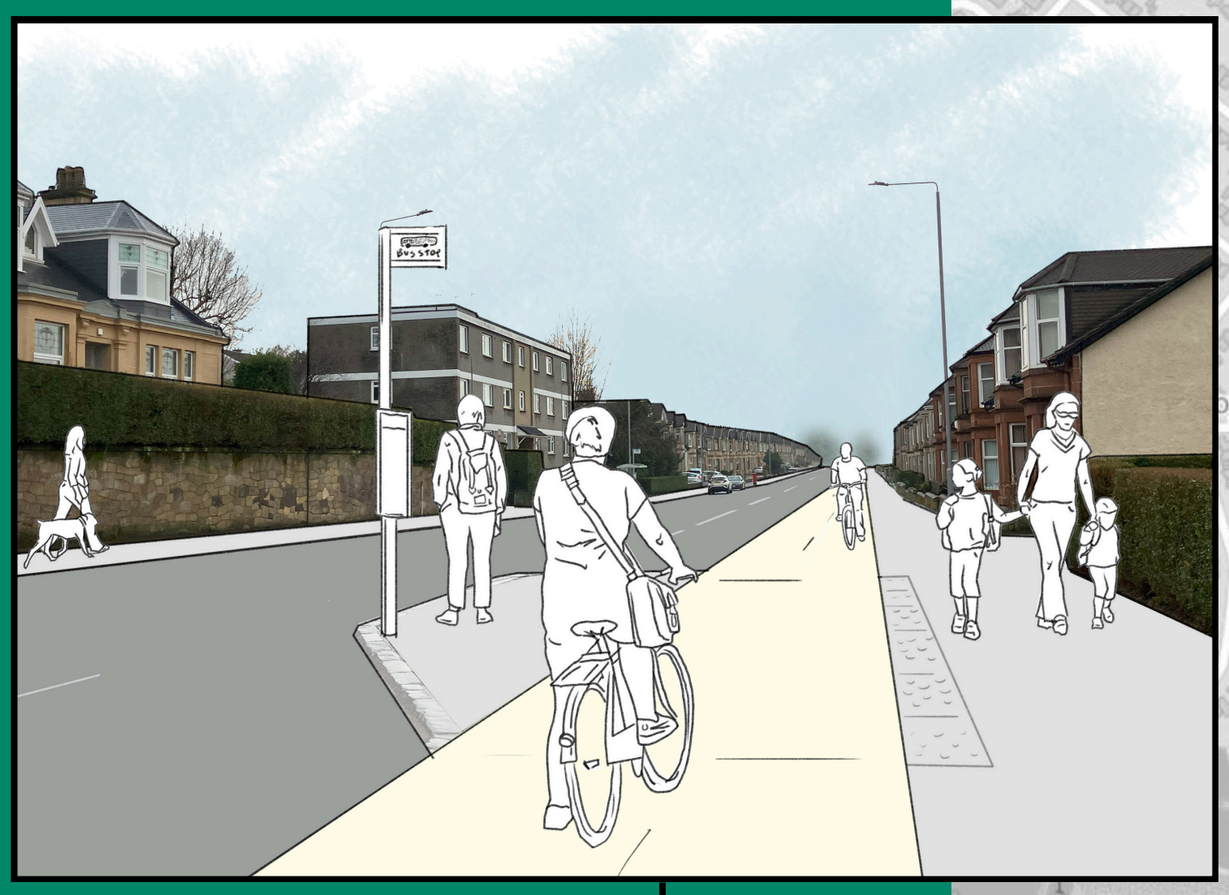





# Barrhead

To provide a connection between Barrhead Railway Station and Blackbyres Road, a two-way segregated cycle track on the east side of Paisley Road is proposed, continuining as a shared use path to  Blackbyres Road.






This would provide a direct route with users remaining adjacent to carriageway and supporting connections for local residents and active travel access to local businesses and Cross Arthurlie Primary School.

As part of these works, opportunities exist to improve the Paisley Road junction with Grahamston Road and the Grahamston Road junction with Blackbyres Road for people walking, wheeling and cycling.

# Old Railway Line

The old railway line runs parallel to Grahamston Road and would provide a connection between Barrhead and the South of Paisley at Hurlet Road. This is proposed to take the form of a shared use path.





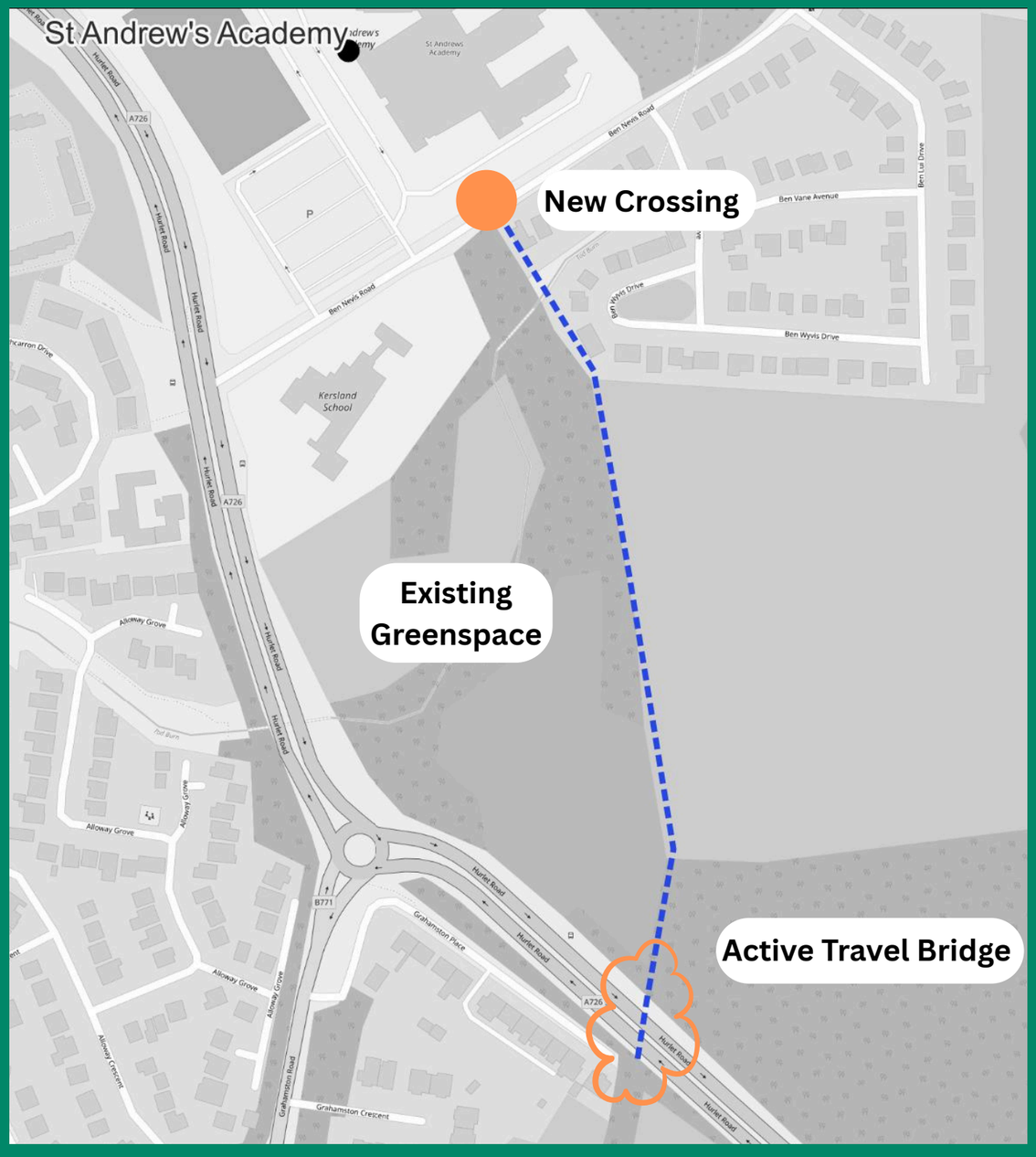

The proposed routing would support a direct connection away from the carriageway, which can be subject to high motor vehicle speeds. A connector path would form part of the proposals to allow a connection to Dykebar Hospital as well as the new development.

Vegetation would be required to be removed to facilitate construction, however, this will be done sensitively and minimised wherever possible to support the natural environment and screening of traffic noise.

# Hurlet Road

Two options have been identified to allow users to transition between the old railway line and Ben Nevis Road at St Andrew's Academy.

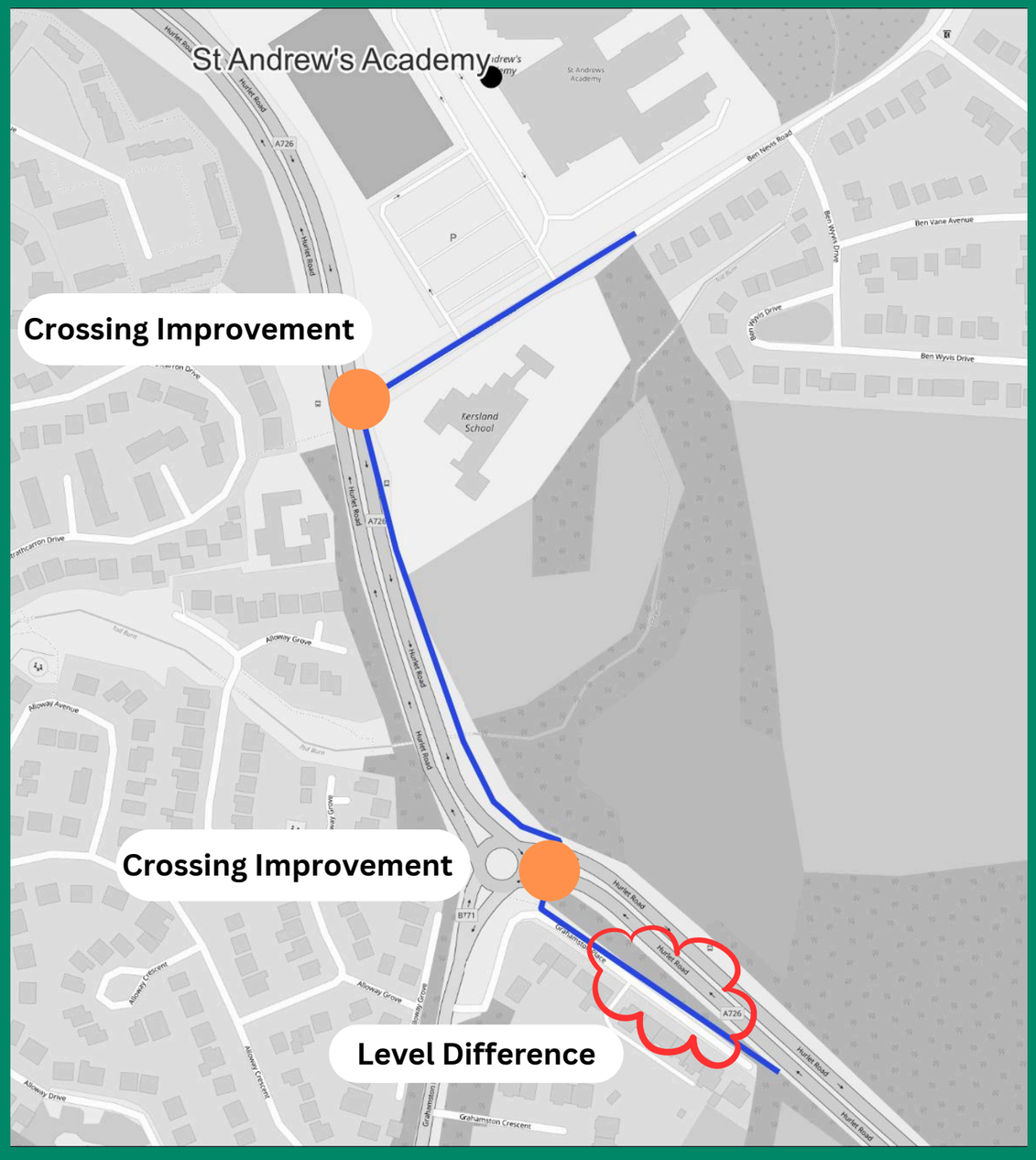
## Option 1




Option 1 would provide a shared use path following the old railway alignment, supporting coherence of the route and tying into Ben Nevis Road west of Ben Wyvis Drive.

An active travel bridge over Hurlet Road would be required to be constructed.

## Option 2




Option 2 would provide a shared use path adjacent to Hurlet Road and Ben Nevis Road to St Andrew's Academy.

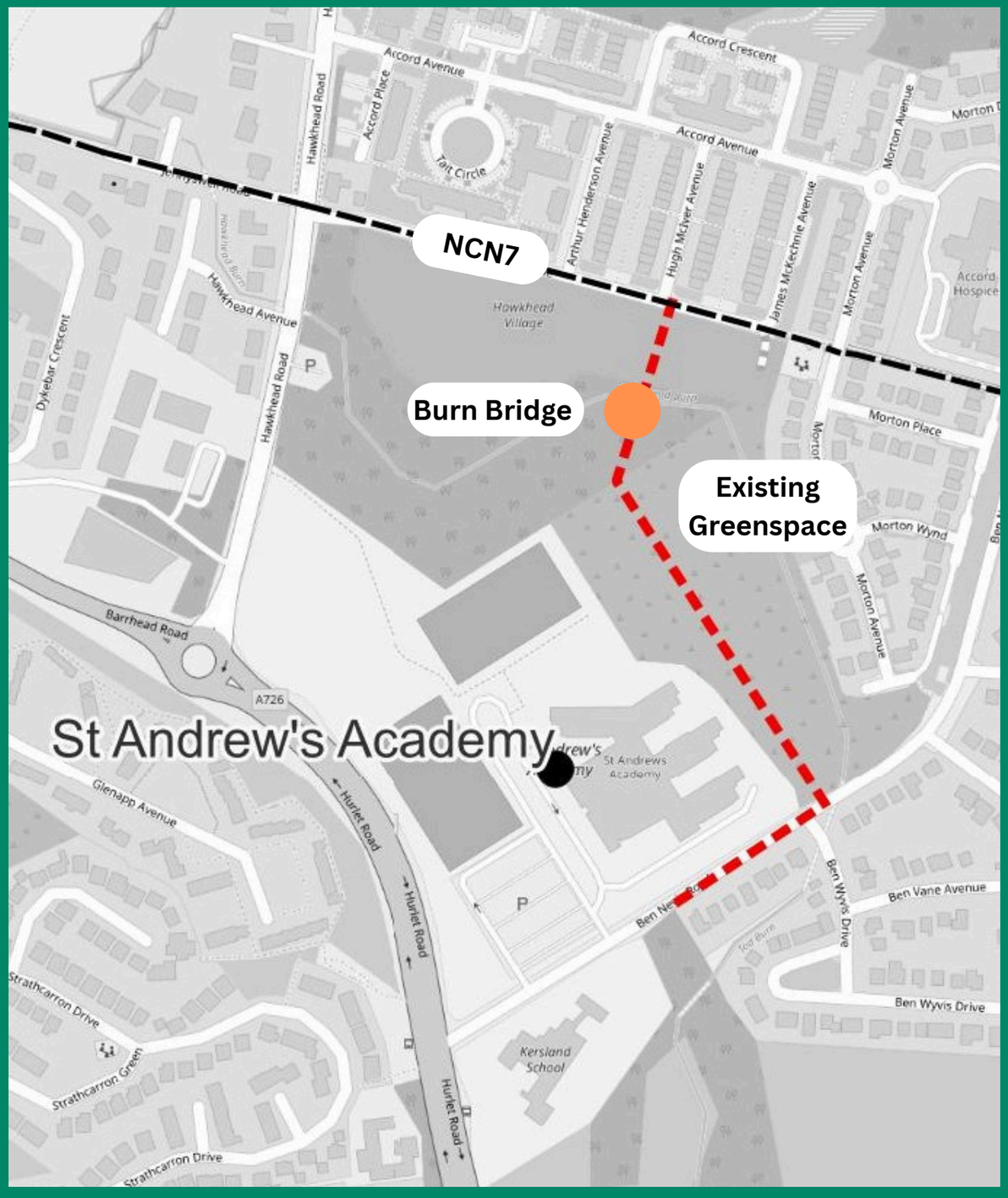
A new crossing point over Hurlet Road and improved crossing facilities at the Ben Nevis Road junction are proposed to support active travel movements.

The level difference between the old railway line and Hurlet Road may present difficulties in ensuring the route is suitable for all user types.

# Hawkhead Connection

Two options have been identified to allow users to provide the connection from St Andrew's Academy to the National Cycle Network and Hawkhead.

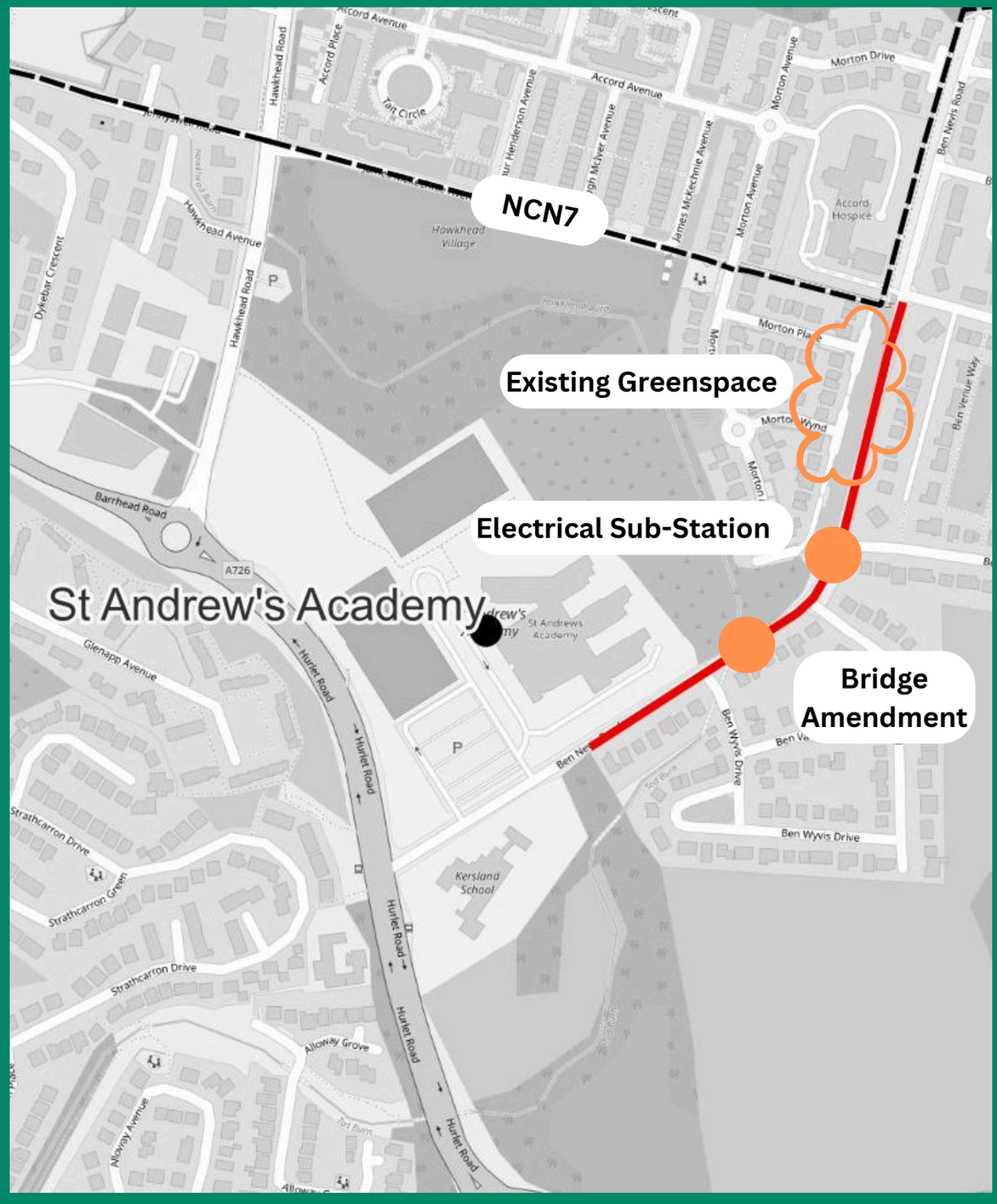
## Option 1




Option 1 would provide a shared use path on Ben Nevis Road until the eastern extent of St Andrew's Academy where the route would then follow the periphery of the new development, through existing greenspace, before joining NCN7 at Arthur Henderson Drive.

A small bridge would be required to cross Hawkhead Burn.

## Option 2




Option 2 would provide a shared use path on Ben Nevis Road, tying into NCN7 at Ben More Drive.

Amendments to existing structures may be required to support navigating Hawkhead Burn. Such as widening the footway on the existing bridge.

# What do you think?

Use the QR Code below to let us know what you think about the options via our survey.

# Next Steps

- Results from the consultation will be analysed and used to inform the the option appraisal.
- The preferred option alignment from the appraisal will be progressed to concept design.
- Renfrewshire Council will progress design work towards construction.

East Renfrewshire Council

Renfrewshire Council

AECOM

# Appendix D - Barrhead Engagement Event Post It Responses

## Post It Comments

### Barrhead

“Many accidents already happened on Paisley Road due to amount of traffic, very busy road.”

“Parking already an issue on Paisley Road for residents due to pub/barbers and fact houses built 100 years + not made for multiple car for family.”

“Too many cars and not enough places to park with!”

“House built without parking over 100 years ago. Residents cant park at times – limited parking on Paisley Road and surrounding areas”

“Where were the alternative routes discussed and openly proposed and evaluated previously? Alternative to Grahamston Road. Also, why can the developer not give up park of land? Why sold?”

“Existing central reservations for primary school why when measured we were told they could not be removed. So what has changed?”

“People park on Paisley Road for school drop off and pick ups”

“Against the idea of a cycle path on Paisley Road. This will remove parking for local residents”

“Why not route cycle path along Stobs Drive and modify Stobs Drive at same time to prevent rat run traffic”

“Concerned that modification to Cross Stobs junction will push even more rat run traffic along Stobs Drive”

### Hurlet Road

“How does this affect tree screening / privacy for residents?  Exposing them all to a busy road – safety for kids on street.”

### Railway Line

“Wildlife concerns, nature concern, mixed woodland – birch, beech, oak”

“What makes this different from the previously supported Neilston – Uplamoor Link, which proposed to use the disused railway bed – but was deemed unsupportable by ERC”

“Fantastic use of existing but disused infrastructure to encourage active travel and reduce reliance on cars”

“Many poorly maintained cycling paths! Anti-social behaviour magnet!”

### Options Overview

“Green belt land. Anti lighting. Slow traffic and broaden pavements”

“Why is Grahamston Road not being slowed? There is menton of a crossing at new development access point – opp. to”

“Looks like its already been decided what’s to happen on Paisley Road. No choice for residents who live there. Removing their facilities – not used by cyclists”

“Bus stop issues!”

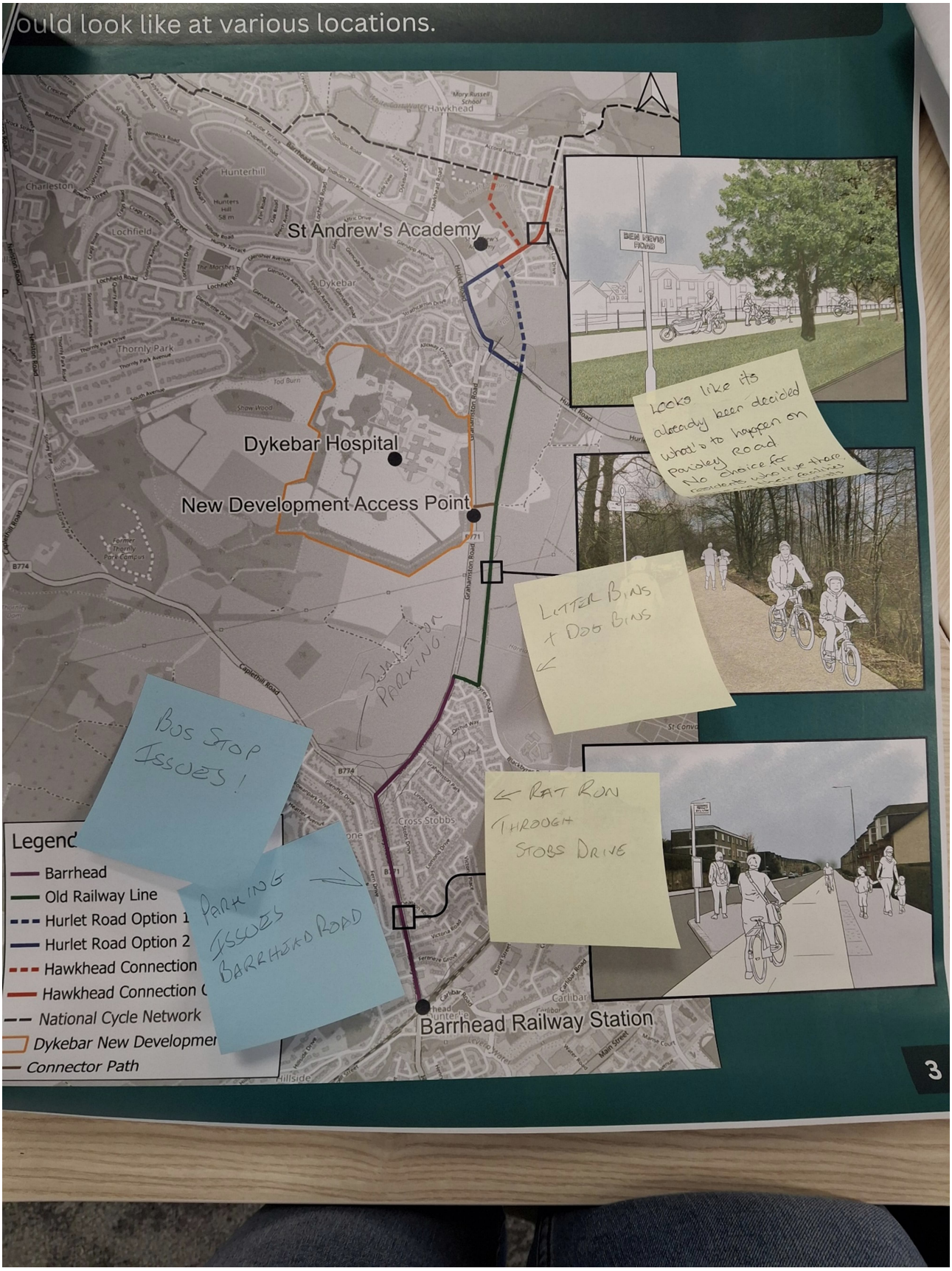
“Parking issues Barrhead Road”

“Rat run through Stobs Drive”

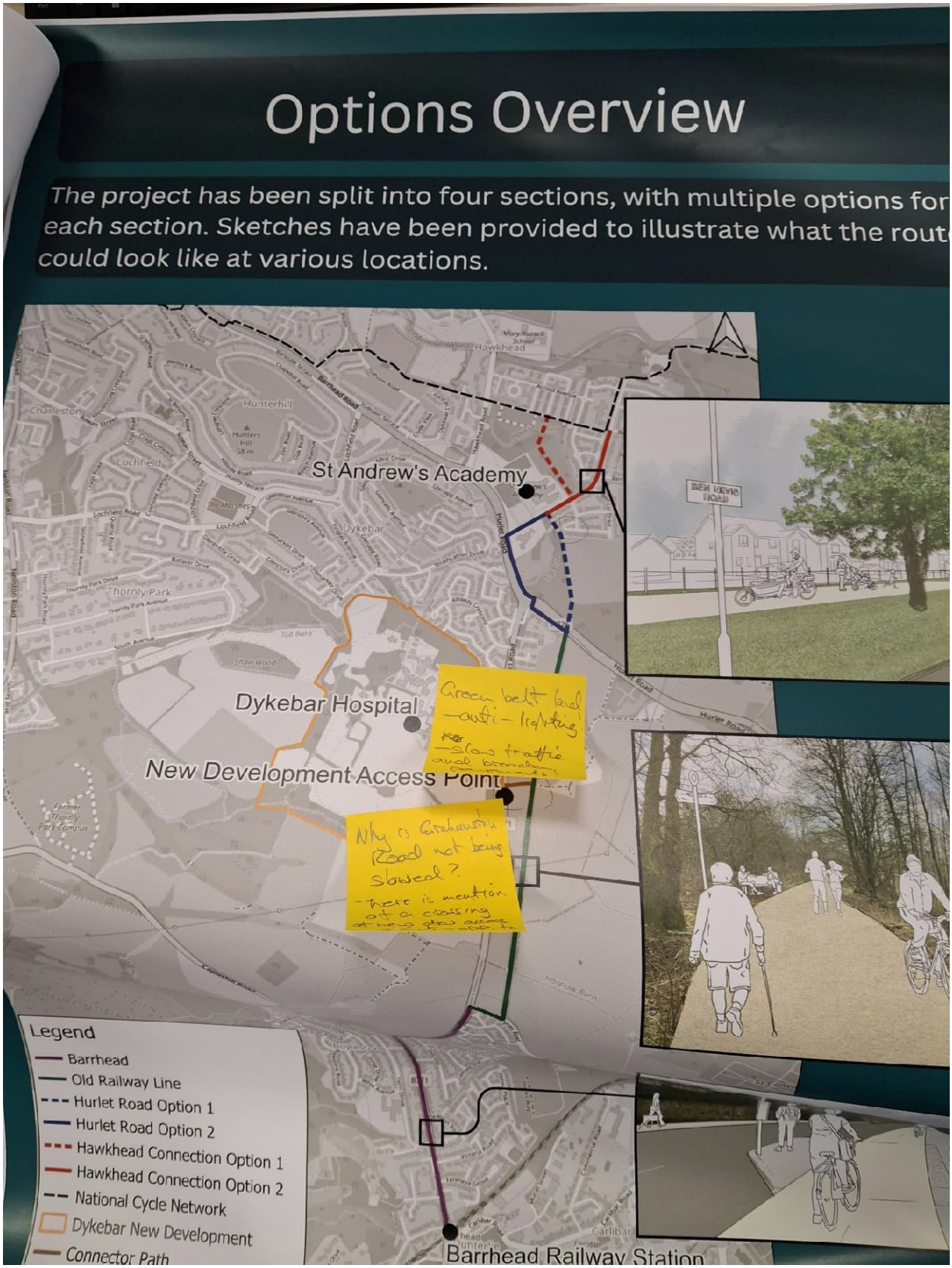
“Litter bins” (Railway Line)

“Junction Parking” (Caplethill Road / Grahamston Road / Paisley Road Junction)

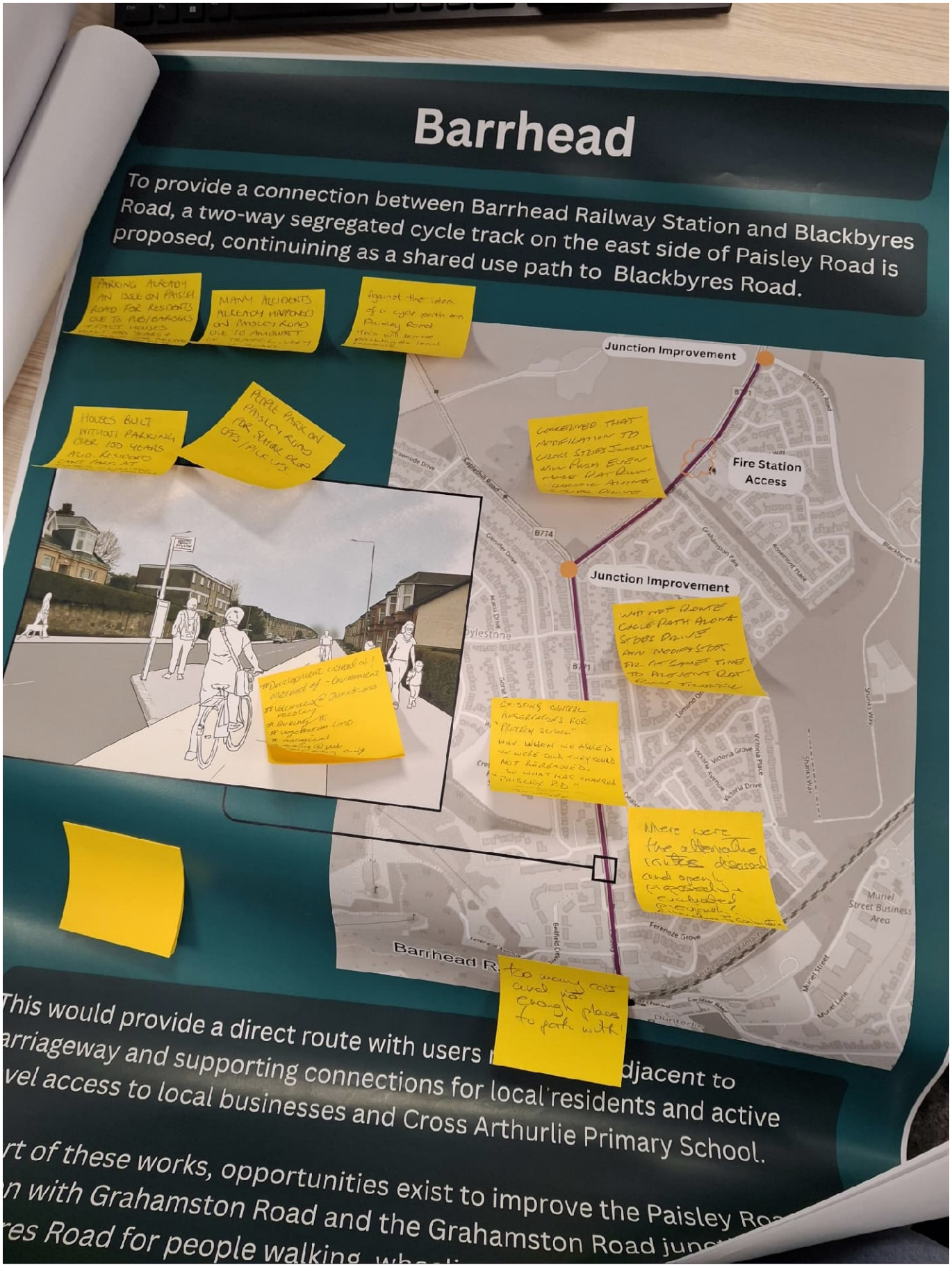
# D.1 Options Overview #1



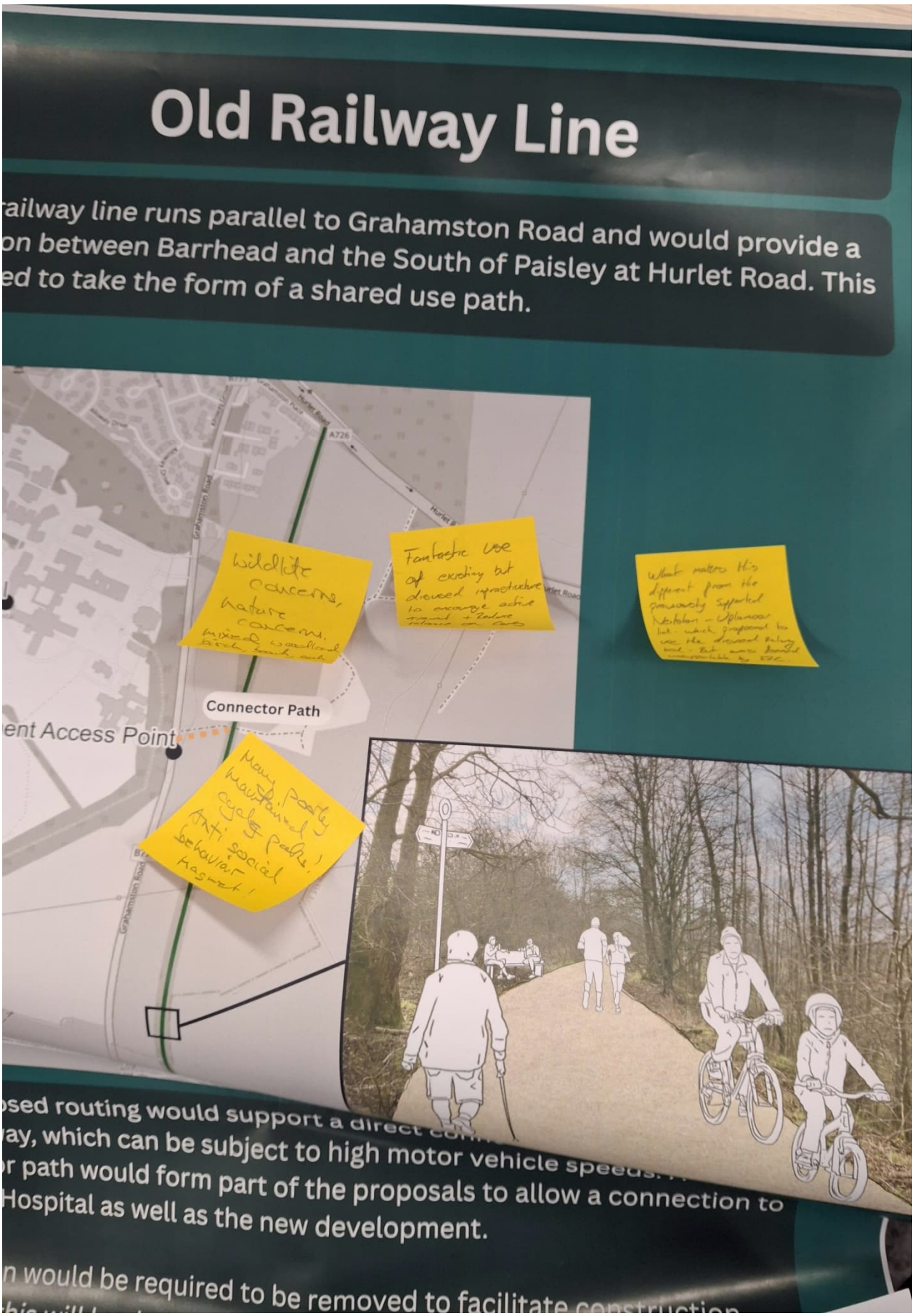
## D.2 Options Overview #2



## D.3 Barrhead


Barrhead
To provide a connection between Barrhead Railway Station and Blackbyres Road, a two-way segregated cycle track on the east side of Paisley Road is proposed, continuining as a shared use path to Blackbyres Road.
Junction Improvement
Fire Station Access
Junction Improvement
Barrhead R
This would provide a direct route with users
djacent to
arriageway and supporting connections for local residents and active
vel access to local businesses and Cross Arthurlie Primary School.
rt of these works, opportunities exist to improve the Paisley Ro
n with Grahamston Road and the Grahamston Road jun
es Road for people walking

## D.4 Old Railway Line



## D.5 Hurlet Road

