

North East Active Travel Routes

Post-consultation Review



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Land and Environmental Services
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www.glasgow.gov.uk/neatr

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Objective

To provide improved active travel routes in the form of segregated cycle routes and improved pedestrian facilities, connecting the North East of the city to the City Centre, via the Sighthill Transformational Regeneration Area (TRA).

Summary

A pilot phase was completed in 2017.

Proposals are presented that connect the pilot phase to the Sighthill TRA (with its onward connection to the City Centre), and links to key destinations en route.

Public and stakeholder opinion was sought via consultation carried out in July and August 2018.

The findings of this consultation are reviewed.

Future actions are proposed, leading to expected construction in 2019.

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Context

The [Glasgow City Development Plan](#) includes the following strategic objectives:

- “We want to achieve a City that is a place where it is easy to move around with active travel and public transport given priority and a place where investors, businesses and residents have good access to physical and digital infrastructure.”
- “Improve opportunities for movement within neighbourhoods and to the network of centres and business locations by active travel and public transport.”
- “Reduce non-essential car journeys by restricting parking and designing roads and streets that are pedestrian and cycle friendly.”
- “Minimise the impact of strategic road infrastructure on local movement networks.”
- “Repair or replace walking and cycling connections that have been lost through vehicular dominated design.”

It further notes that:

- “The Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. Reducing the need to travel, particularly by car, is one of the key ways in which the City can help reduce emissions of greenhouse gases. Cutting the amount of vehicular traffic on the City’s roads can also help reduce congestion, air and water pollution and noise, helping create a better environment for people and business.”
- “Fewer vehicles on the City’s streets can help address physical and perceptual barriers and create a safer environment in which to walk and cycle. These “active” modes of travel are efficient, cost effective, sustainable and healthy and can facilitate social interaction and cost-effective access to services, facilities and jobs.”

Under the theme of “A Sustainable and Low Carbon City”, the [Glasgow City Council Strategic Plan 2017 to 2022](#) identifies the following priorities:

- Priority 54. Invest in roads and pavement maintenance, improving conditions, residents’ satisfaction and contributing to active travel networks. Ensure community involvement in local decision making about this investment.
- Priority 55. Prioritise sustainable transport across the city.
- Priority 65. Build high quality, inclusive active travel infrastructure, investing a minimum of 10% of our transport infrastructure budgets in cycling and walking to make Glasgow an excellent cycling and walking city.

[Glasgow’s Strategic Plan for Cycling 2016 - 2025](#) sets a number of specific targets related to growth in cycle usage, dedicated infrastructure investment, and network expansion. It cites “reallocation of road space” and “high quality, segregated routes to and from the City Centre” as particular opportunities in achieving the following four Key Outcomes:

- An integrated network of routes
- A Healthier City
- More People Cycling
- A Safer Cycling City

The Scottish Government’s vision, as set out in the [Cycling Action Plan for Scotland 2017 - 2020](#), is that “10% of everyday journeys to be made by bike, by 2020” and a commitment to “positively promote modal shift away from vehicle journeys which will over time reduce car use for local trips.”

For that vision to be achieved, the Transport Scotland document [A Long-Term Vision for Active Travel in Scotland 2030](#) suggests a future where “Main roads into town centres all have either segregated cycling provision or high quality direct, safe and pleasant alternatives” and “Walking and cycling are the first and natural choice for shorter, everyday journeys and so are the social norm.”

The [Get Britain Cycling](#) inquiry by the All Party Parliamentary Cycling Group (APPCG), a cross party body with members in both the House of Commons and the House of Lords, [observed that](#) “We need transformation of our towns, streets and communities, and to the way we think about cycling, whether as drivers or as people who might take up cycling ourselves.” It advised that “Local authorities should seek to deliver cycle-friendly improvements across their existing roads, including small improvements, segregated routes, and road reallocation.”

Project Introduction

Completed Pilot Project

A pilot project introducing sustainable transport improvements on Wallacewell Road, between Standburn Road and Northgate Road, was installed in March 2017. This established the general principles of cycling infrastructure soft segregation by orcas. The project also included the installation of floating bus stops to provide a continuous cycling route. Improved pedestrian facilities, including a zebra crossing, were also installed. A Stage 3 Safety Audit was undertaken by AECOM, with attendance by Police Scotland, on 14th June 2017. No major concerns were raised.



Proposed Project

The first section of the proposed works connects Red Road to the newly built infrastructure on Wallacewell Road, with additional improvements on Northgate Road and a new link to Stobhill Hospital.

The second section of the proposed works connects Red Road to Sighthill, at Springburn Road.

The full route serves various residential areas with local schools such as Wallacewell Primary, St Catherine's Primary, All Saints Secondary, St Martha's Primary, and Balornock Primary. The locality of the proposed route also includes: community centres, leisure venues, and health facilities; retail, commercial and industrial premises; and places of worship. Barnhill Railway Station is en route.



Design Proposals Presented for Review

Route Overview

Wallacewell Road

An extension of the pilot project infrastructure improvements between Standburn Road and Northgate Road. A series of crossing points around the roundabout, facilitating continuous safe passage by pedestrians and cyclists. A controlled pedestrian and cycle crossing point near to the junction with Broomfield Road is proposed.

Northgate Road

A segregated cycle lane adjacent to the existing footway on both sides of the road. Bus stop and car parking provision maintained, located between the cycle lane and the carriageway. Improvements made to the junction with Geddes Road to allow safer crossing.

Stobhill Link

Along Broomfield Road and Balornock Road. A continuous segregated bi-directional cycle route with floating bus stops along the east side of the road, connecting with Stobhill Hospital.

Broomfield Road

A continuous segregated bi-directional cycle route with floating bus stops along the north side of the road, adjacent to the existing footway. An improved, controlled, toucan crossing at Balornock Primary improving safety of passage to and from the school. A new controlled crossing point just to the east of Red Road allowing continuous safe passage by pedestrians and cyclists.

Red Road

A continuous segregated bi-directional cycle route with floating bus stops along the east side of the road. Improvements made to the junctions with Petershill Drive and Red Road Court to allow safer crossing. A series of crossing points around the roundabout at the south end of the road, facilitating continuous safe passage by pedestrians and cyclists.

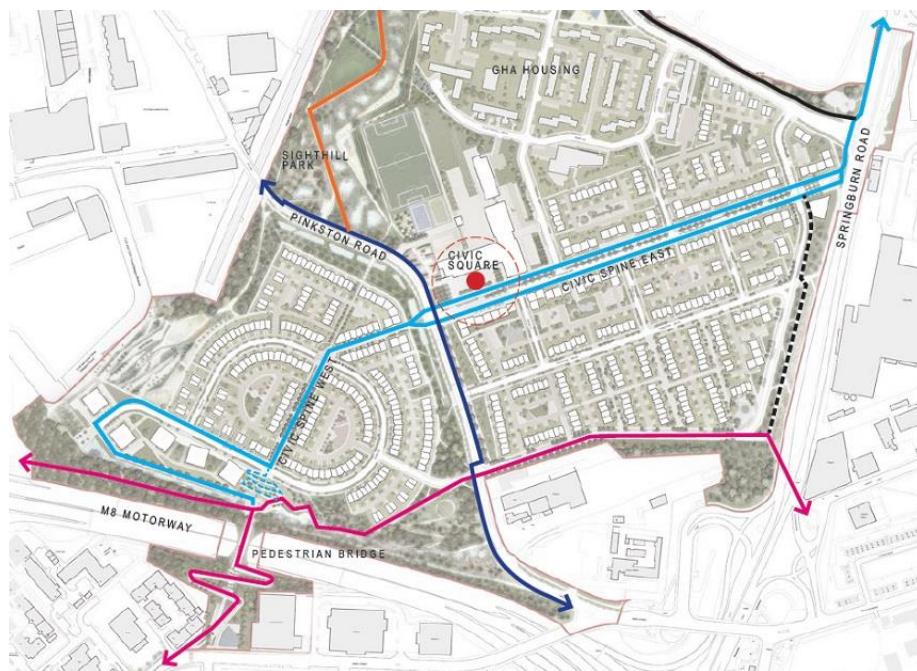
Petershill Road

A continuous segregated bi-directional cycle route with floating bus stops along the south side of the road.

Link to Sighthill

Along Turner Road and the Cobden Road Footpath. A continuous segregated bi-directional cycle route along the west side of the road. This meets a new bi-directional cycle route alongside the existing footpath set back from Cobden Road, between Turner Road and Springburn Road.

The Sighthill TRA is a major regeneration project. The largest of its kind in Scotland, and the largest of its type outside of London. It includes a ‘civic spine’ as part of its ‘cycling village’ masterplan with new active travel routes connecting this proposal to the City Centre, North Glasgow, and the nearby NCN 754 Clydebank to Edinburgh route. A new iconic bridge providing a safe and attractive connection across the M8 will be completed in 2020.



Drawings Presented for Review

- Overview of Route Extents
- General Arrangement Sheets 1 to 4

Contextual Examples from the ‘Routes To Knightswood Park’ Project



Related links

- North East Active Travel Routes
- Smarter Travel Glasgow:
- Glasgow Cycling:
- Sighthill Transformational Regeneration Area:
- Sustrans Community Links:
- Cycling Scotland
- Cycling UK in Scotland

glasgow.gov.uk/neatr
smartertravelgla.co.uk
glasgow.gov.uk/cycling
glasgow.gov.uk/sighthill
sustrans.org.uk/scotland/community-links
cycling.scot
cyclinguk.org/Scotland

Consultation Overview

Consultation Details

- Online questionnaire open for a four week period via glasgow.gov.uk/neatr and glasgow.gov.uk/consultations.
 - Start date: Wednesday 25th July 2018
 - End date: Wednesday 22nd August 2018
- Public drop-in event held Wednesday 8th August 2018, 2-7pm, at Beatroute Arts Centre, 285 Wallacewell Road.
- Paper version of online questionnaire available for completion and submission at the drop-in. See Appendices.
- 460 properties received a postcard notification of online consultation and public drop-in event. See below.
- Social media posts added to GlasgowCC Facebook and Twitter feeds to announce consultation start, notify of public drop-in event, and remind of closing date.

Postcard

North East Active Travel Routes Engagement






Glasgow City Council is holding an online consultation and walk-in session to assess proposals for improved active travel routes, serving communities in the North East of Glasgow and connecting to the City Centre.

We are proposing a number of changes to improve the environment for cyclists, pedestrians, local residents and businesses, and to reduce sustainable transport journey times.

These proposals include:

- 5 km of segregated cycle routes
- Road space reallocation and traffic calming measures
- Upgraded surfacing on footways and cycle routes
- Improved pedestrian crossing facilities

Sustrans Community Links
Sustrans Scotland's Community Links programme provides grant funding to a range of organisations including local authorities, statutory bodies, community groups and educational institutions for the creation of infrastructure that makes it easier for people to walk and cycle for more of the journeys they make every day.

Your Area:

| | |
|-------|--|
| 53.4% | do not have access to a car |
| 23.2% | own a bike |
| 36.5% | walk regularly to school/study |
| 1.2% | of people travel regularly by bike (lower than national average) |





Consultation

Land and Environmental Services
231 George Street
Glasgow
G1 1RX
PHONE 0141 287 9171
EMAIL sustainabletransport@glasgow.gov.uk
WEBSITE www.glasgow.gov.uk/cycling







We would like to invite you to comment online or attend our walk in event. Have your say.

ONLINE CONSULTATION 25 JULY to 22 AUGUST
This consultation will focus on proposed designs for segregated cycle routes and improved pedestrian facilities on Wallacewell Road, Northgate Road, Balornock Road, Broomfield Road, Red Road, Petershill Road, Turner Road and Cobden Road.

COMMENT AT: www.glasgow.gov.uk/neatr

Public Drop in Event - meet the project team
Wednesday 8th August 3.00pm - 7.00pm at
Beatroute Arts Centre, 285 Wallacewell Road, G21 3RP

More information on active and sustainable travel available at:
www.smartertravelgla.co.uk and www.sustrans.org.uk

Elected Representatives

Email notification provided to the following elected representatives:

- City Convener for Sustainability and Carbon Reduction
- Councillors for Springburn/Robroyston Ward (21), and Dennistoun Ward (22)
- MSPs for Glasgow Maryhill and Springburn, and Glasgow Provan and
- MP for Glasgow North East
- Community Councils for Robroyston, and Springburn Central

No responses were received from these representatives.

Internal Review

In parallel to the public consultation (and prior to the public drop-in event) the design proposals were forwarded to the following LES personnel, with an invite to an internal drop-in session:

- Roads (Roads and Lighting Manager, Assistant Group Manager, and Area Engineering Officer)
- Parking and Projects (Assistant Group Manager, and Engineering Officer)
- Lighting (Assistant Group Manager, and Project Manager)
- Traffcom (Assistant Group Manager, and Engineering Officer)
- Parks (Operations Manager, and Team Leader)

There were no objections raised. Traffcom and Road Safety personnel attended the internal drop-in session to discuss various aspects of the project, with some useful general feedback provided.

GoBike

Go Bike representatives attended the public drop-in event and submitted a mailed representation. This was generally supportive, but raised some specific points for clarification which were responded to by mail.

SPT

SPT submitted a mailed representation. This was generally supportive, but raised some specific points for clarification which were responded to by mail. SPT were invited to discuss the proposal to reduce the number of bus stops in the local area by four, from 35 to 31.

NHS GGC

NHS GGC Facilities/Estates management representatives were contacted regarding the potential tie-in opportunity at the start/end point on the corner of Balornock Road with the access road through the Stobhill campus to Belmont Road.

Sustrans

An ongoing engagement and consultation review of the design development process is being undertaken in collaboration with Sustrans. This records and supports the design process and ensures progress toward development of a high quality design that satisfies the Community Links Aims.

Public Questionnaire

- 38 questionnaire responses received (32 submitted online, 6 written responses submitted at the public drop-in).
- The age groups 26-40 and 41-65 each had more than one third of the respondents.
- Walking, cycling, public transport and private car were each identified by more than a third of the respondents as a mode of transport used for getting around the area.
- A review of the responses is carried out in the next section of this report.
- It is acknowledged that confidence interval of any numerical analysis will be fairly high due to the number respondents to this questionnaire. But, with that caveat noted, the review provided in the next section of this report provides a useful gauge of the public response to the proposed designs.
- Where a ‘plurality’ is noted, it is simply referring to the single answer with the largest number of responses. It is used when no single answer provided a majority response (of more than 50%).
- Individual write-in comments and representations submitted as answers to the questionnaire have been categorised as positives, negatives, preferences, suggestions or comments have been considered accordingly.



Review of Public Response

General Demographics of Respondents

- Male to Female, ratio of 2:1.
- 34% aged 26-40.
- 53% aged 41-65.
- 13% aged 65+.
- Live and/or work in the area to “*neither*” – ratio of 2:1.
- 18% with dependant under 16 in the household.
- 63% own private car.
- 82% no disability.

Q: How do you normally get around this area? (multiple choice, select all that apply)

Modes used

- | | |
|--------------------------------------|-----|
| - Walking | 55% |
| - Public transport | 45% |
| - Cycling | 45% |
| - Private car | 37% |
| - Taxi | 13% |
| - Walking, with pushchair/pram/buggy | 8% |
| - Car Club or shared hire vehicle | 3% |
| - Accessible mode | 3% |

Observations

- Level of private car use, men to women ratio of 2 to 1
- Level of private car usage, those aged 41-65 to those aged 26-40 ratio of 2 to 1
- Cycling, women to men ratio of 1.75 to 1
- Cycling, those aged 26-40 to those aged 41-65 ratio of 1.5 to 1
- Level of walking and public transport usage amongst gender and age groups roughly equal ratio

Q: Are you in favour of the proposals to improve provision for active travel (walking and cycling) along this route?

Overall

- **68% Yes** in total.
- **72% Yes** on a straight Yes:No split (excludes “*Not sure*” responses).
- **Majority support** across gender and age groups.
- **Majority support** amongst those who live and/or work locally.

Of the major modal users

- **Majority support** amongst those getting around the area by walking (**62%**), cycling (**94%**), and/or public transport (**59%**).
- **50% opposition** from private car users in total.
- **Majority (54%) opposition** amongst private car users on a straight Yes:No split.

Q: Are you in favour of the proposals to introduce additional controlled pedestrian crossing points along this route?

Overall

- **89% Yes** in total.
- **94% Yes** on a straight Yes:No split (excludes “*Not sure*” responses).
- **Majority support** across gender and age groups.
- **Majority support** amongst those who live and/or work locally.

Of the major modal users

- Majority support amongst all groups: those getting around the area by walking (90%), cycling (88%), public transport (100%), and private car (86%).

Q: Are you in favour of the proposals to introduce traffic calming along this route?

Overall

- 66% Yes in total.
- 78% Yes on a straight Yes:No split (excludes “Not sure” responses).
- Majority support amongst men and across age groups.
- Equal pluralities (38%) of women responded either “Yes” or “Not applicable to me”, with 23% opposed.
- Majority support across gender and age groups on a straight Yes:No split.
- Majority support amongst those who live and/or work locally.

Of the major modal users

- Majority support amongst those getting around the area by walking (62%), cycling (71%), and public transport (65%).
- 50% support amongst those getting around the area by private car.
- Majority (64%) support amongst private car users on a straight Yes:No split.

Q: In order to reduce bus journey times and improve traffic flow there is a proposal to reduce the number of bus stops in the local area from 35 to 31. Are you in favour of this proposal?

Overall

- Plurality (37%) support in total. 26% responded “No” in total.
- Majority (58%) support on a straight Yes:No split (excludes “Not applicable to me” responses).
- Plurality support amongst men and main age groups.
- Plurality (46%) of women responded “Not applicable to me”. 31% responded “Yes”. 23% responded “No”.
- Majority support across gender and age groups on a straight Yes:No split.
- Plurality support amongst those who live and/or work locally.
- Majority support amongst those who live and/or work locally on a straight Yes:No split.

Of the major modal users

- Plurality of support in total.
- Majority support on a straight Yes:No split.

Those Who Walk

- Plurality (38%) opposition amongst those getting around the area by walking.
- Majority (57%) opposition on a straight Yes:No split.

Those Who Cycle

- Plurality (47%) responding “Not applicable to me” amongst those getting around the area by cycling.
- Majority (75%) support on a straight Yes:No split.

Those Who Use Public Transport

- Majority (53%) opposition amongst those getting around the area by public transport.

Those Who Use a Private Car

- 50% opposition amongst those getting around the area by private car.
- Majority (54%) opposition amongst private car users on a straight Yes:No split.

Written Comments Received

Positives

7 comments were received expressing a generally positive opinion about a particular element of the proposals.

- 3 positives welcoming the introduction of more active travel provision in the area.
- 1 positive noting “*excellent cost effective design solution to cycle segregation*”.
- 1 positive noting “*more separate and accessible cycle lanes are long overdue for this area*”.
- 1 positive about Wallacewell Road “*so far*”, but “*more rubber bollards needed*”.
- 1 positive regarding floating bus stops.

Negatives

14 comments were received expressing a generally negative opinion about a particular element of the proposals.

- 4 negatives regarding level of existing cycle facility usage.

Response: Between 2010 and 2016, the cycle network in the city was expanded from 230 to 310 kilometres (143 to 193 miles). Between 2009 and 2018 the number of people cycling in Glasgow more than doubled. Over 2.2 million cycle journeys are made to and from the city centre each year. Glasgow was the top performing Council in Scotland for growth in cycling to work or study during 2001 to 2011. This project aims to upgrade and add to existing facilities with segregated provision that properly connects to a network, so that this progress can be furthered. Policy at a local and national level supports this aim, as identified earlier in this document.

- 2 negatives regarding orcas being ‘*dangerous for motorcyclists/motorists/cyclists*’.
& 2 negatives regarding proposals with reference to pilot phase on Wallacewell Road.
& 2 negatives regarding potential congestion due to vehicular breakdowns/accidents on Wallacewell Road.

Response: The pilot phase has been safety audited, with no major concerns raised. Orcas in future phases are to be adjacent to cycle lane rather than motor vehicle lane.

- 2 negatives regarding potential increase in motor vehicle congestion along route.

Response: This is not expected to be a significant outcome. Any potential increase needs to be viewed in terms of modal priorities as per the *Context* section at the beginning of this report.

- 1 negative regarding floating bus stops ‘*endangering pedestrians*’.

Response: Floating bus stops are a tried and tested design, operating successfully in numerous locations. Visually contrasting tactile paving and zebra markings will be provided, both to alert cyclists to the crossing and to highlight it for anyone with visual impairments, minimising the risk of conflict between pedestrians and cyclists.

- 1 negative regarding ‘*reduction*’ in public transport provision.

Response: This project will not reduce the number of buses. The bus stop closures are intended to improve public transport journey times, and maintain general motor vehicle flow. A minimal catchment area is affected, with any resulting additional journey time along footway being no more than 2 or 3 minutes.

Preferences

8 comments were received expressing a particular design preference.

- 4 preferences for zebra crossings rather than signalised crossings (and that they be direct rather than staggered).
& 1 preference for signalised crossings rather than zebra crossings.

Response: Location and function determines which type of crossing is most appropriate.

- 2 preference for cyclist and pedestrian priority and/or improved provision at side road junctions.

Response: The cycle route has priority over side roads throughout route. Pedestrian crossing point improvements are proposed along the route.

- 1 preference for hard segregation.

Response: This may be considered as part of a future upgrade.

Suggestions

9 suggestions were received.

- 3 suggestions for more cycling usage figures.

Response: Usage figures are provided on the preceding page. The policy context set out at the beginning of this document provide the justification for this scheme.

- 2 suggestion to improve pedestrian and public transport facilities (rather than '*so much focus on cycling*').

Response: Active travel and public transport are priorities of the Scottish Government and Glasgow City Council. This is set out in the Council's *City Development Plan* and *Strategic Plan for Cycling* and the design proposals reflect those priorities.

- 1 suggestion to link with East Dunbartonshire's facilities and paths between Brookfield and Briarcroft. & 1 suggestion to use "*Standburn Road to connect to Wallacewell Road*". [Instead of Northgate Road?]

Response: Sustrans are investigating possible opportunities for linking with East Dunbartonshire's facilities. The opportunities for connecting to Brookfield and Briarcroft via Standburn Road are also under consideration, pending decisions being taken about the potential changes to the road configuration in this area.

- 1 suggestion for consideration of "*new green infrastructure/sustainable drainage measures*".

Response: No opportunities for new SUDS measures have been identified within the scope of this project.

- 1 suggestion for speed bumps and pedestrian crossing(s) on Northgate Road.

Response: Vertical traffic calming measures have been avoided due to the bus routes along Northgate Road. Pedestrian crossing provision has been significantly upgraded at the southern end of Northgate Road.

General Comments

12 general comments were received.

- 3 comments noting that success will depend upon motor vehicles not blocking the cycle lanes and/or footways.

Response: The design proposals are intended to provide improved mitigation against vehicular encroachment. A TRO may be implemented after completion of the whole route, if required.

- 2 comment noting limited existing public transport: "*we only have 2 buses, we used to have 4*".

Response: The number of buses provided by a service is not determined by Glasgow City Council.

- 1 comment emphasising the importance of maintenance.

Response: The design proposals have been made available for review by the roads maintenance team with no concerns raised.

- 1 comment regarding spacing of bus stops, requesting spacing no greater than ~400 m.

Response: Bus journey times are affected by the number of stops on a route and therefore a careful balance must be achieved. TfL accessible bus stop design guidance notes that an ideal spacing for bus stops is approximately 400 m (0.25 miles), although a closer spacing in town centres and residential areas may be necessary to meet passenger requirements. The existing average spacing of stops along Wallacewell Road is 250 m. The proposed average spacing is 310 m. DfT inclusive mobility guidance advises that, in

residential areas, bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres from their home. The proposals maintain this level of provision where it is presently achieved.

- 1 comment noting poor existing pedestrian crossing provision from Petershill Road to Tesco.

Response: Proposals are designed to improve active travel access along this route.

- 1 comment requesting that visually impaired, physically disabled and learning disability users are considered.

Response: Pedestrian crossing point improvements are proposed along the route.

- 1 comment in support of replacing the railway bridges.

Response: Resources for the feasibility study into a bridge upgrade/replacement over the railway are still to be allocated, but it is intended that the study be completed during this phase of works and that any potential upgrade/replacement would then be a separate follow-on phase of works.

- 1 comment noting the importance of community consultation and online updates.

Response: Online updates are available via glasgow.gov.uk/neatr.

- 1 comment noting that '*it would be useful to indicate alternative, longer, but less steep routes for pedestrians and cyclists between Springburn Road and Stobhill Hospital.*'

Response: Signage along routes outwith this scheme is not covered by the scope of this project.

Equalities Impact Assessment

An Equalities Impact Assessment screening process has reviewed these proposals in order to assess the likelihood of any negative or positive impact on equality groups and to protect people from discrimination on grounds of protected characteristics.

This is not an end in itself but the start of a continuous monitoring and review process. Monitoring will identify any current, new or developing issues raised by the community to ensure that we are continuing to achieve the expected outcomes for all groups.

Conclusions

Policy Context

Active travel and public transport are priorities of the Scottish Government and Glasgow City Council. This is set out in the Council's City Development Plan and Strategic Plan for Cycling.

Improvements must come by supplying the conditions for encouraging positive choices that are either missing or currently unattractive.

Enabling people's choices by introducing infrastructure that will enhance existing conditions is critical to seeing the greatest possible range and diversity of uses among people throughout each district of successful cities and their streets.

The North East Active Travel Routes design proposals aim to reflect those priorities.

Questionnaire Response

The representations received in response to this consultation have been made by a variety of individuals and organisations, with a range of opinions being expressed about an assortment of aspects.

Of note is the demographic skew of private car usage toward men, and toward those aged 41-65. This is matched by a skew toward women and those aged 26-40 being more likely to cycle. Walking and public transport users were evenly split across gender and age groups.

Decisive majority support was given for the improvements to active travel provision by all user groups, with the exception of private car users.

Traffic calming was given a similarly strong level of support amongst nearly all user groups, with private car users expressing a preference also being in support overall.

A very strong (almost unanimous) majority support for additional pedestrian crossing points was found amongst all user groups.

Bus stop consolidation received a more mixed response. A plurality of support overall, and majority support on a Yes:No split, was given. But some opposition was found amongst pedestrians (just over one third opposed), public transport users (just over half opposed), and private car users (half opposed).

Where written comments have raised concerns, specific responses have been provided.

Future Actions

Following on from this consultation, a detailed design will be compiled. The design development will take into account the scope for improvements made evident as a result of this review.

Decisions regarding phasing of the project will be assessed as part of the costing exercise carried out during the detailed design period.

The design is expected to be concluded by the end of 2018, with tenders sought subsequently.

Construction is expected to take place in 2019.

Appendix 1 – Information Sheet

Explanatory notes, made available at the public drop-in event.

North East Active Travel Routes – Information Sheet

An online version of this consultation information is available via glasgow.gov.uk/neatr
The closing date for consultation will be Wednesday 22 August.



Overview of the route

Glasgow City Council are proposing improved active travel routes, serving communities in the North East of Glasgow and connecting to the City Centre.

We are proposing a number of changes to improve the environment for cyclists, pedestrians, local residents, businesses and to reduce sustainable transport journey times.

This includes:

- **Segregated cycle routes.**
- **Improved pedestrian crossing facilities.**
- **Traffic calming measures.**
- **Upgraded surfacing on footways and cycle routes.**

After you have viewed the proposals we would value your feedback.

The first section of the works will link Red Road to the newly built infrastructure on Wallacewell Road, with additional improvements on Northgate Road and a new link to Stobhill Hospital.

The second section of the works will see Red Road linked to Sighthill, at Springburn Road.

Northgate Road

The current design proposals for Northgate Road feature a segregated cycle lane adjacent to the existing footway on both sides of the road. Bus stop and car parking provision is maintained and is located between the cycle lane and the carriageway. Improvements are made to the junction with Geddes Road to allow safer crossing.

Wallacewell Road and link to Stobhill Hospital

The current design proposals for Wallacewell Road, feature an extension of the existing infrastructure improvements between Standburn Road and Northgate Road. There will be a series of crossing points around the roundabout, facilitating continuous safe passage by pedestrians and cyclists. A controlled pedestrian and cycle crossing point near to the junction with Broomfield Road is proposed.

The proposals for the link to Stobhill Hospital along Broomfield Road and Balornock Road feature a continuous segregated bi-directional cycle route with floating bus stops along the east side of the road.

Continues overleaf...

Broomfield Road and Red Road

The current design proposals for Broomfield Road feature a continuous segregated bi-directional cycle route with floating bus stops along the north side of the road, adjacent to the existing footway. An improved, controlled, crossing point at Balornock Primary improves safety of passage to and from the school. A new controlled crossing point just to the east of Red Road allows continuous safe passage by pedestrians and cyclists.

The proposals for Red Road feature a continuous segregated bi-directional cycle route with floating bus stops along the east side of the road. Improvements are made to the junctions with Petershill Drive and Red Road Court to allow safer crossing. There will be a series of crossing points around the roundabout at the south end of the road, facilitating continuous safe passage by pedestrians and cyclists.

Petershill Road and link to Sighthill

The current design proposals for Petershill Road feature a continuous segregated bi-directional cycle route with floating bus stops along the south side of the road.

The proposals for the link to Sighthill along Turner Road and the Cobden Road Footpath feature a continuous segregated bi-directional cycle route along the west side of the road. This meets a new bi-directional cycle route alongside the existing footpath set back from Cobden Road, between Turner Road and Springburn Road. The Sighthill Transformational Regeneration Area (TRA) includes a ‘civic spine’ and bridge across the M8 motorway, providing new direct active travel routes connecting this proposal to the city centre, North Glasgow, and the existing Glasgow to Cumbernauld cycle route.

Web Links

- **Smarter Travel Glasgow**
- **Glasgow Cycling**
- **Sighthill Transformational Regeneration Area**
- **Sustrans Community Links**

smartertravelgla.co.uk
glasgow.gov.uk/cycling
glasgow.gov.uk/sighthill
sustrans.org.uk/scotland/community-links

Appendix 2 – Feedback and Questionnaire

Paper version of the questionnaire, made available at the public drop-in event.

North East Active Travel Routes – Feedback and Questionnaire

An online version of this consultation questionnaire is available via glasgow.gov.uk/neatr
The closing date for consultation will be Wednesday 22 August.



Welcome to the public questionnaire for the proposed cycling and walking improvements along the routes connecting the North East of the city to Sighthill, which will then connect to the city centre.

All information gathered from this consultation is strictly private and confidential and any data collected shall not be shared with third parties or external agencies.

Before completing the following questions please review the drawings.

1. Please identify your gender.

- Female
- Male
- Other
- Prefer not to say

2. Please identify your age range.

- under 16
- 16-25
- 26-40
- 41-65
- 65+

3. Please provide the first 3 digits of your postcode.

— — —
4. Do you live or work in this area?

- Live
- Work
- Both
- Neither

5. Do you have any dependants under the age of 16 within your household?

- Yes
- No

Continues on next sheet...

6. How do you normally get around this area?

- Walking
- Walking, with pushchair/pram/buggy
- Cycling
- Public transport
- Private car
- Taxi
- Car Club or shared hire vehicle
- Accessible mode

7. Do you own a private car?

- Yes
- No

8. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

9. Are you in favour of the proposals to improve provision for active travel (walking and cycling) along this route?

- Yes
- No
- Not sure

10. Are you in favour of the proposals to introduce additional controlled pedestrian crossing points along this route?

- Yes
- No
- Not sure

11. Are you in favour of the proposals to introduce traffic calming along this route?

- Yes
- No
- Not sure

Continues on next sheet...

12. In order to reduce bus journey times and improve traffic flow there is a proposal to reduce the number of bus stops in the local area from 35 to 31. Are you in favour of this proposal?

Yes

No

Not applicable to me

13. If you are a bus user, which bus stop(s) do you most frequently use?

Please provide the street name and nearest side street, for example Northgate Road near Geddes Road.

14. Do you have any further comments or suggestions on the proposed improvements to active travel provision along this route?

15. Do you have any further suggestions for improving the local area?

Thank you for providing your feedback by completing this questionnaire.