Report

Glasgow City Council - Spaces for People

Project Review & Assessment Report

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Status / Revisions

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1 Executive Summary

Glasgow City Council has introduced a number of Spaces for People temporary measures as a result of the Covid_19 pandemic, including widened footways, pop-up cycle lanes and pedestrianisation zones using road space, giving priority to those walking, cycling, and wheeling.

This report provides an overview of these measures, documents the analysis and evaluation of relevant data, sets out a process to enable an assessment of the individual measures and presents recommendations for either the removal or retention.

Three main elements were used to form the assessment criteria:

- Alignment with national and local strategic aims;
- Public opinion of whether measures should be retained or removed, and;
- Usability statistics from cycle count data.

Following the analysis and evaluation of the available data, each measure was assessed against the three respective elements to form an overall assessment result. The results of the assessment, supplemented with an analysis of external considerations, were then used to determine whether the individual measure should be retained or removed.

The overall assessment recommendations are presented in *Tables 1-1, 1-2 & 1-3.* The tables show that all the Spaces for People active travel/cycling provision and city centre (excluding the measures on Gordon Street) interventions implemented by Glasgow City Council should be retained as permanent features. In addition, four neighbourhood interventions at Shawlands, Dennistoun, Pollokshields East and Kelvin Way should also be retained as permanent features.

Spaces for People – Active Travel/Cycling Provision Measures	Overall Assessment Recommendation
Pop-up cycle lane - Riverside (Broomielaw)	Retain
Pop-up cycle lane - Bilsland Drive	Retain
Pop-up cycle lane - Hawthorn Street	Retain
Pop-up cycle lane - Dumbreck Road	Retain
Pop-up cycle lane - Provanmill Road	Retain
Pop-up cycle lane - Great Western Road	Retain
Pop-up cycle lane - London Road	Retain
Pop-up cycle lane - Wallacewell Road	Retain
Pop-up cycle lane - Cambridge Street	Retain
Pop-up cycle lane - Gorbals Street	Retain
Pop-up cycle lane - Cumbernauld Road	Retain
Pop-up cycle lane - Brockburn Road	Retain
Pop-up cycle lane - Braidcraft Road	Retain
Pop-up cycle lane - Howard Street	Retain
Pop-up cycle lane - Royston Road	Retain
Pop-up cycle lane - Clarence Drive	Retain
Pop-up cycle lane - Argyle Street	Retain

Table 1-1: *Overall Assessment Recommendations – Cycle Provision Measures*

Spaces for People – City Centre Interventions	Overall Assessment Recommendation
Footway widening, including urban greening - Merchant City	Retain
Footway widening and road closures George Square (including Urban Greening)	Retain
Footway widening, City Centre Bus Stops and Travel Hubs	Retain

Table 1-2: *Overall Assessment Recommendations – City Centre Interventions*

Spaces for People – Neighbourhood Interventions	Overall Assessment Recommendation
People Friendly Streets – Shawlands (Waverley Park)	Retain
People Friendly Streets - Dennistoun	Retain
People Friendly Streets - Pollokshields East	Retain
Road Closures & urban greening – Kelvin Way	Retain
Footway widening - Finnieston	Remove
Footway Widening - Byres Road	Remove
Footway widening - Partick	Remove
Footway widening - Bridgeton	Remove
Footway widening - Shawlands	Remove
Footway widening - Cessnock	Remove
Footway widening - Parkhead	Remove
Footway widening - Tollcross	Remove
Footway widening - Easterhouse	Remove

Table 1-3: *Overall Assessment Recommendations – Neighbourhood Interventions*

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2 Introduction

2.1 Spaces for People

Glasgow City Council has introduced a number of Spaces for People temporary measures in 2020 and 2021, including widened footways, pop-up cycle lanes and pedestrianisation zones using road space, giving priority to those walking, cycling, and wheeling. To allow quick installation of the Spaces for People measures within the available budget and given the temporary nature of the schemes, low-cost materials have been used, such as rubber kerbs and plastic barriers.

Spaces for People is a national programme, enabling local authorities to carry out temporary changes that make it safer for people to walk, wheel or cycle, while maintaining physical distancing, during the Covid-19 pandemic. The programme is supported by funding from the Scottish Government and administered by Sustrans.

Local authorities would, under normal circumstances, introduce changes to the road network using Traffic Regulation Orders (TROs), which is a lengthy process that requires consultation. However, the Covid-19 pandemic was identified as a danger to the public by the Scottish Government, therefore Temporary Traffic Regulation Orders (TTROs) have been used to implement the Spaces for People measures throughout the country. TTROs require no prior consultation and are relatively flexible, which allows local authorities the opportunity to assess and put in place temporary measures promptly and responsively.

The Spaces for People programme, whilst primarily a response to a public health crisis, has allowed Glasgow City Council to test and gather evidence on the range of interventions possible to deliver on ambitions set out in the national policies, proposed in emerging local policy and, for some areas, provide valuable data for projects such as the Avenues projects. This information will be used for informing what is possible to help reduce demand for car-based travel and to support people in Glasgow to make healthier, more sustainable travel choices.

2.2 Purpose of the Report

In a meeting in June 2020, Glasgow City Council's City Administration Committee agreed that all temporary measures implemented under the Spaces for People programme should be evaluated with a view to making them permanent where appropriate. It was also agreed during the meeting that upon completion of a full local consultation, a report should be submitted to the appropriate committee which will evaluate the retention or removal potential of each individual measure, before any relevant TTROs and other temporary measures expire.

This report will therefore present recommendations for the retention and/or removal of the Spaces for People measures implemented by Glasgow City Council. The report will also document the analysis of available data and the assessment process. *Figure 2-1* below outlines the main activities carried out, forming the structure of this report.

Identification of Intervention Measures
Review Data Source Outputs & Assessment of Intervention Measures
Assessment Summary & Recommendations
Conclusions
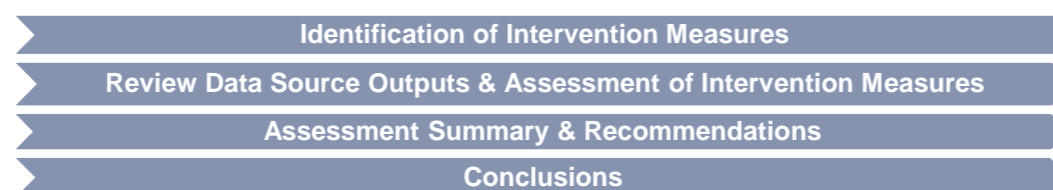
Figure 2-1 *Report Assessment Structure*

2.3 Background to Analysis

Following the introduction of the Space for People measures, data has been collected by Glasgow City Council to assist with determining the overall impact that each of the interventions has had universally across Glasgow. The data collected falls into three distinct categories, which are described below. These categories and the data within will form the basis of a three-stage assessment process.

- **Strategic Review:** Relevant national and local policies are reviewed to ensure that any measures retained permanently will align with strategic aims and objectives. Additionally, any overlaps with pre-approved schemes and local projects which are currently being developed will be taken into consideration. Further information regarding the strategic assessment can be found in *Section 4.2*.

- **Public Consultation Surveys**: Glasgow City Council undertook a public consultation survey for the Spaces for People scheme over 6 weeks between May and June 2021. The survey collected the views of the general public, disability groups, businesses, and community groups on each of the measures implemented within Glasgow, as well as their opinions on the overall impact the Spaces for People scheme has had on the city. For more detail on the public consultation refer to *Section 4.3*.

- **Cycle Count Data:** In order to understand the usage of each of the cycling measures, cycle traffic counts were recorded on all Spaces for People measure locations over two separate time periods. The first round of cycle counts were undertaken between July and November 2020, just after the intervention measures were implemented. The second round of cycle counts were completed in April 2021. For further details on the cycle counts and analysis, refer to *Section 4.4*.

Whilst the above three categories will (where possible) form the basis for all analyses, in some instances it is important to take into account other **external considerations** when making recommendations on the future of a Spaces for People measure; this allows a wider viewpoint to be considered. An example of this is where current measures are only feasible due to the closure of commercial space or the temporary termination of a public transport link/service which occurred during the Covid-19 pandemic and the retention of the measures would have a detrimental impact. Or where a future development/project already exists in the same space and will have an impact on the future of the measures. External factors will therefore be taken into consideration (where applicable) as part of the overall assessment and recommendations process.

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3 Identification of Intervention Measures

3.1 Description of schemes

As part of the Spaces for People programme, Glasgow City Council have implemented a number of temporary interventions. The tables below list and describe these measures, which have been divided into three separate categories: Active Travel/Cycling Provision, City Centre Interventions and Neighbourhood Interventions.

Figure 3-1: Pop-up Cycle Lane on Kelvin Way

Figure 3-2: Pop-up Cycle Lane on Great Western Road
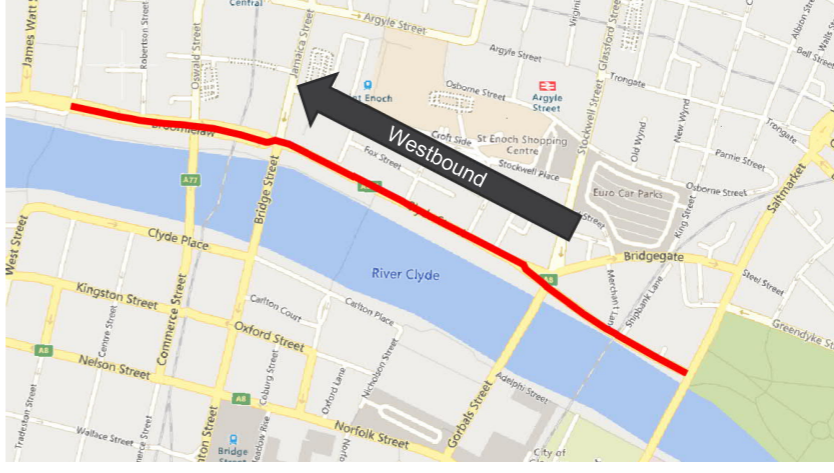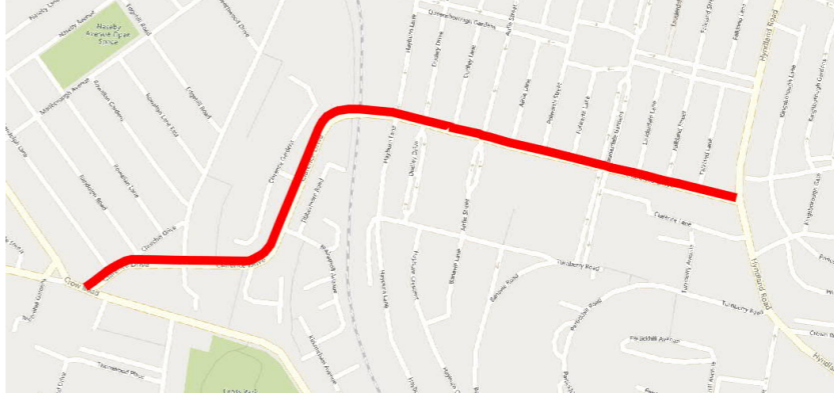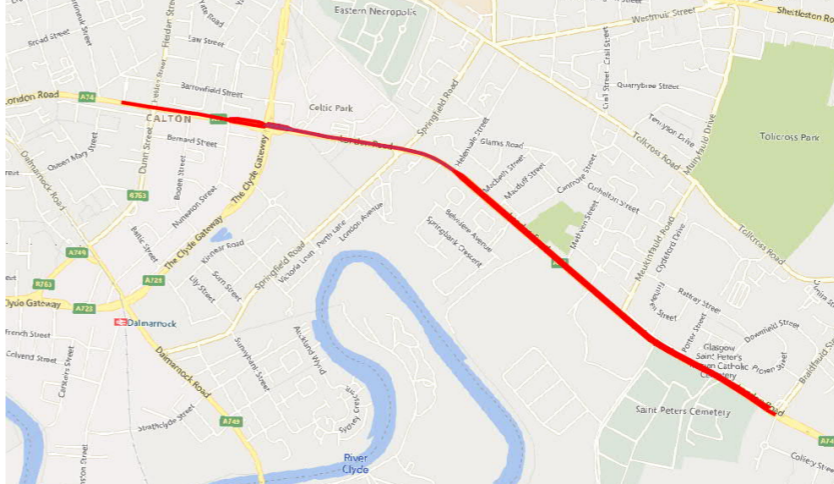
Figure 3-3: Pop-up Cycle Lane on Cambridge Street
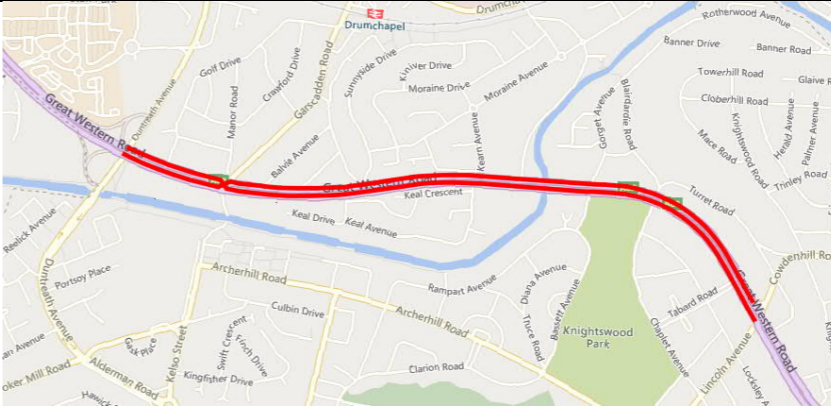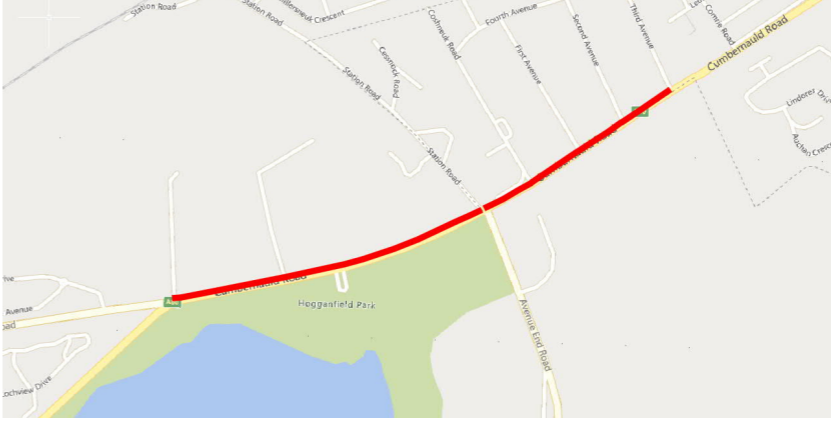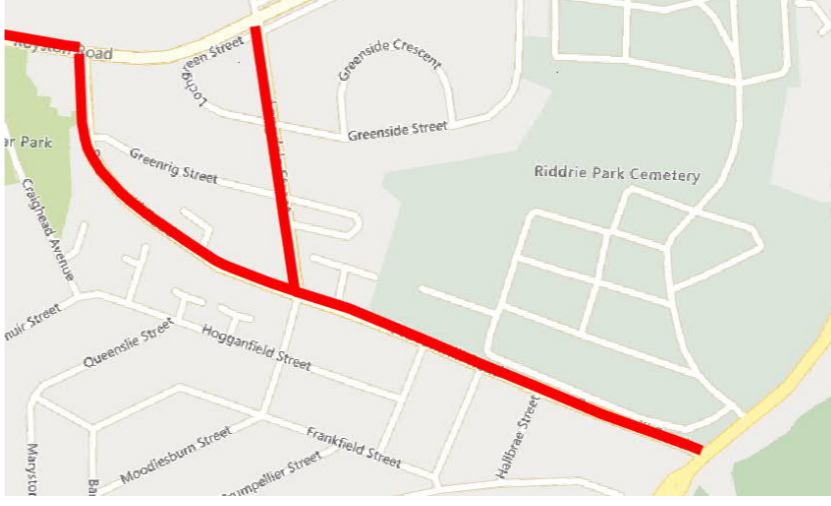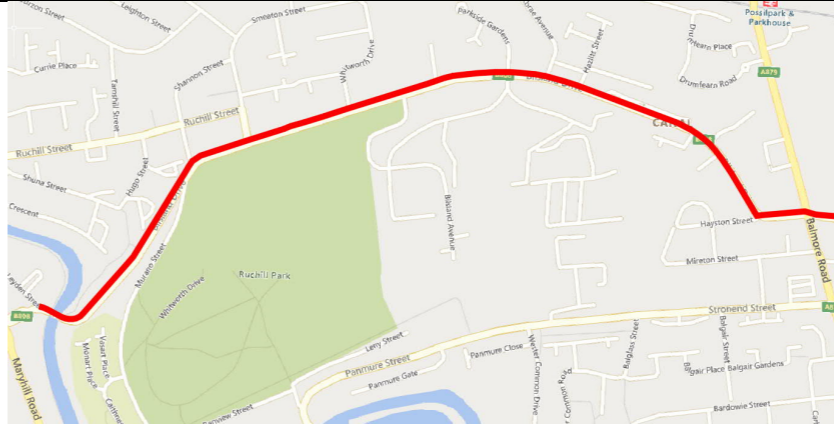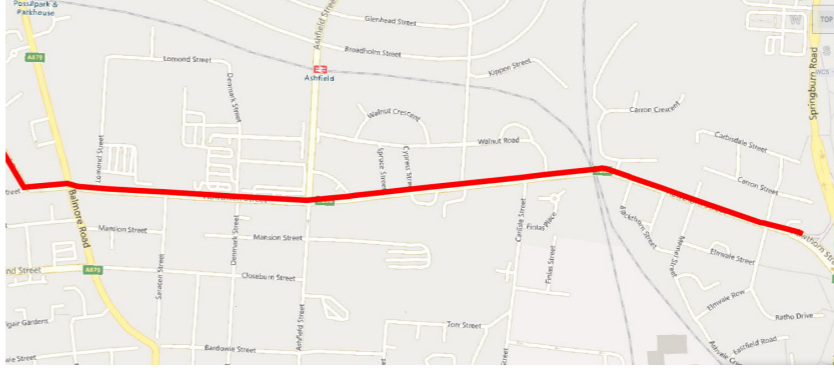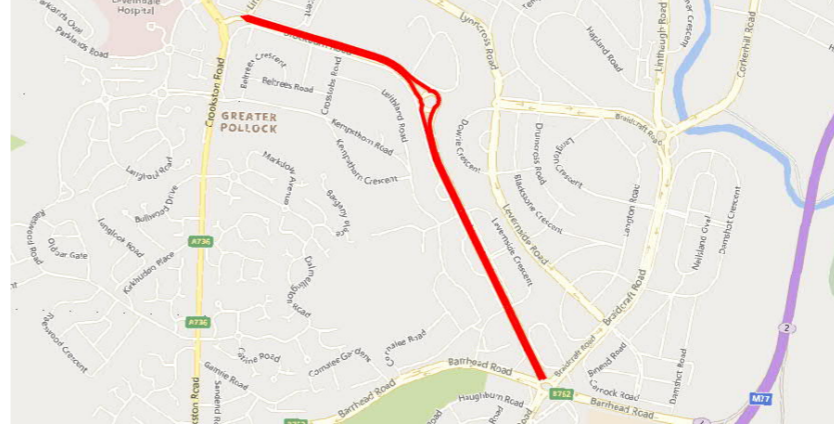
Figure 3-4: City Centre Interventions at George Square
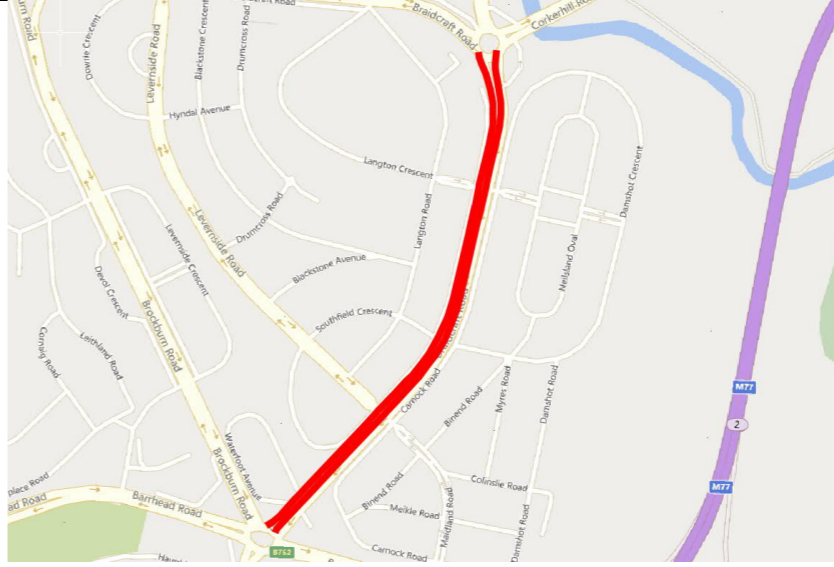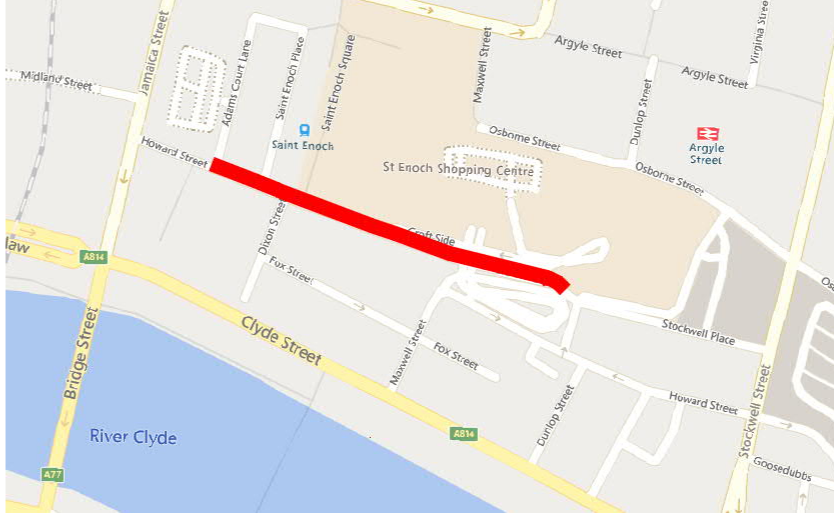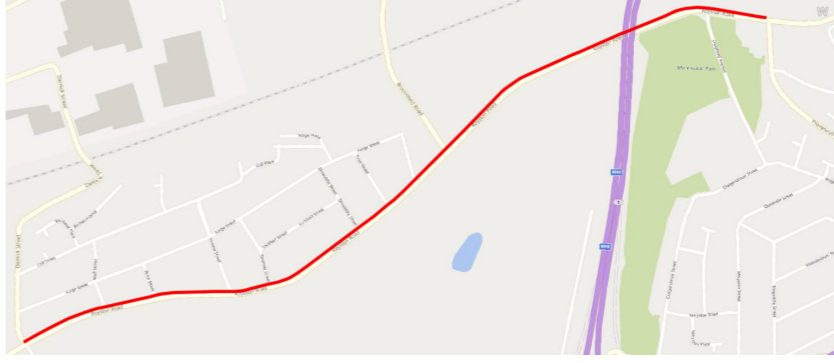
3.1.1 Active Travel/Cycling Provision Interventions
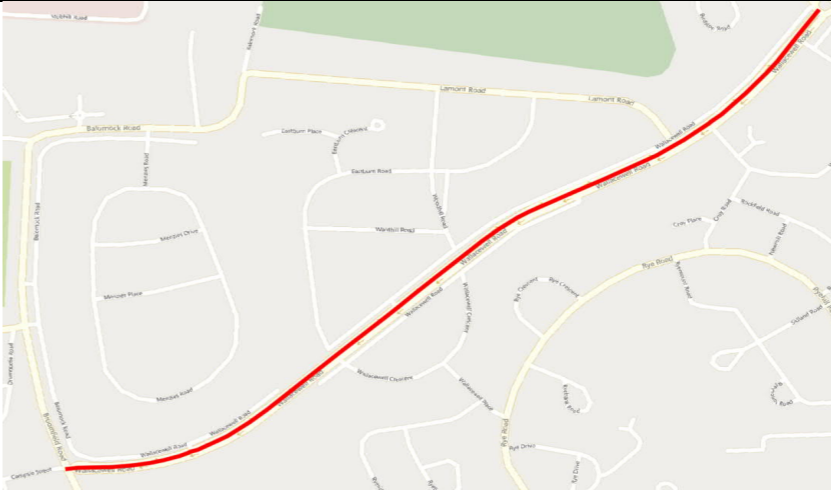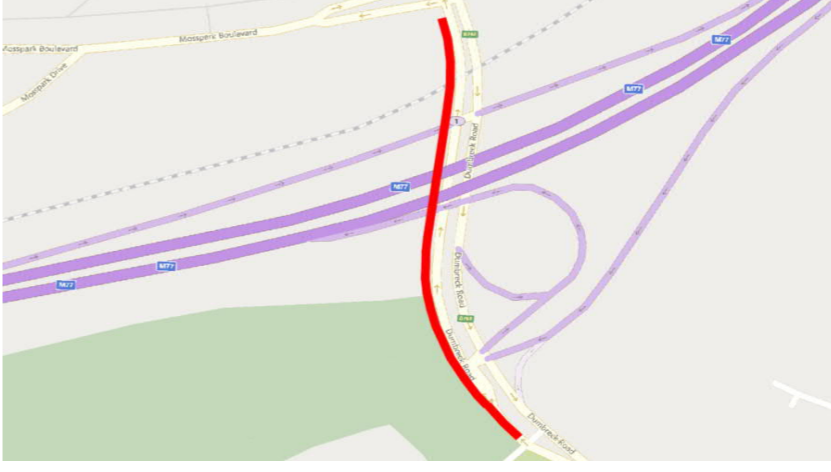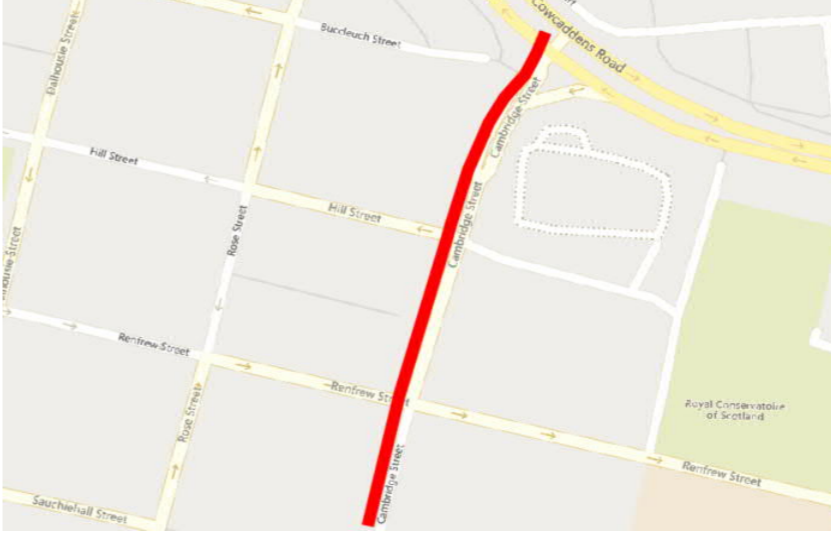
17 temporary "pop-up" cycle lanes have been installed with the aim of encouraging cycling for everyday journeys during the Covid-19 restrictions. Varying levels of segregation from vehicular traffic has been achieved within these interventions by using soft segregation measures such as red and white traffic wands, MiniOrca/Armadillo separators, or planters. *Table 3.1* below identities and describes all the cycling intervention measures.

Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Riverside (Broomielaw)	New temporary cycle lane running 1.5 miles between Saltmarket and the Clyde Arc. Intended for westbound travel only, the lane also utilises a stretch of the Fastlink bus lane.	
Pop-up cycle lane – Clarence Drive	Soft segregation added to existing cycle lanes.	
Pop-up Cycle Lane – London Road	Installation of new cycle lanes with soft segregation and upgrades to existing bus stops.	

Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Great Western Road	Introduction of nearside with-flow cycle lanes, with soft segregation using red and white traffic wands where possible.	
Pop-up cycle lane – Cumbernauld Road	Soft segregation added to existing advisory cycle lanes and upgrades to existing bus stops.	
Pop-up cycle lane - Provanmill Road	Soft segregation added to existing advisory cycle lanes.	

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Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Bilsland Drive	Introduction of nearside with flow cycle lanes in both directions, with segregation where possible. Bilsland Drive from the canal in the west to Balmore Road in the East.	
Pop-up cycle lane – Hawthorn Street	Installation of new cycle lanes between Balmore Road and Memel St/Elmvale Street, linking to the shared path toward Springburn Shopping Centre; running in both directions, including soft segregation where possible.	
Pop-up cycle lane – Brockburn Road	Installation of new cycle lanes with soft segregation where possible, running in both directions between Peat Road and Crookston Road.	

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Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Braidcraft Road	Installation of new cycle lanes with soft segregation, running in both directions between Levernside Road and Corkerhill Road.	
Pop-up cycle lane – Howard Street	Soft segregation added to the existing advisory contra-flow cycle lane between Jamaica Street and Dunlop Street.	
Pop-up cycle lane – Royston Road	Installation of a new two -way cycle lane with soft segregation.	

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Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Wallacewell Road	Soft segregation added to existing advisory cycle lanes.	
Pop-up cycle lane – Dumbreck Road	Installation of a new two-way cycle lane with segregation, linking Pollock Park and Bellahouston Park.	
Pop-up cycle lane – Cambridge Street	Installation of a new two-way cycle lane with segregation, running from Sauchiehall Street and Cowcaddens Road.	

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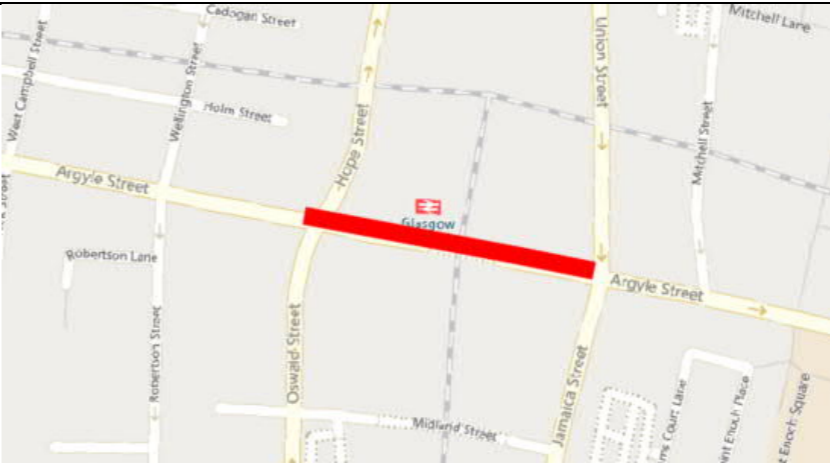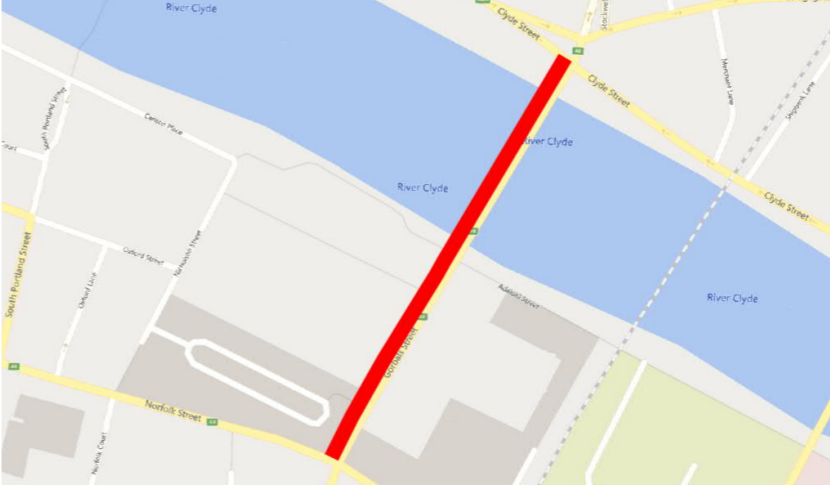
Spaces for People Measure	Scheme Summary	Location Plan
Pop-up cycle lane – Argyle Street	Installation of one-way westbound cycle lane. Footway widening to allow increased passenger queuing space at Central Station. It should be noted that the measures implemented at this location are as a result of the temporary termination of a public transport service.	
Pop-up cycle lane – Gorbals Street	Installation of a new northbound cycle lane with soft segregation running between Norfolk Street and Clyde Street.	

Table 3-1: Description of Cycling Interventions

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3.1.2   City Centre Interventions

Three separate city centre interventions have been carried out by Glasgow City Council through the Spaces for People programme. These interventions are aimed at providing additional space to allow pedestrians to maintain social distancing within the city centre, including measures such as temporary footway widening, bus stop extensions and road closures. *Table 3.2* below identities and describes all of the city centre intervention measures.
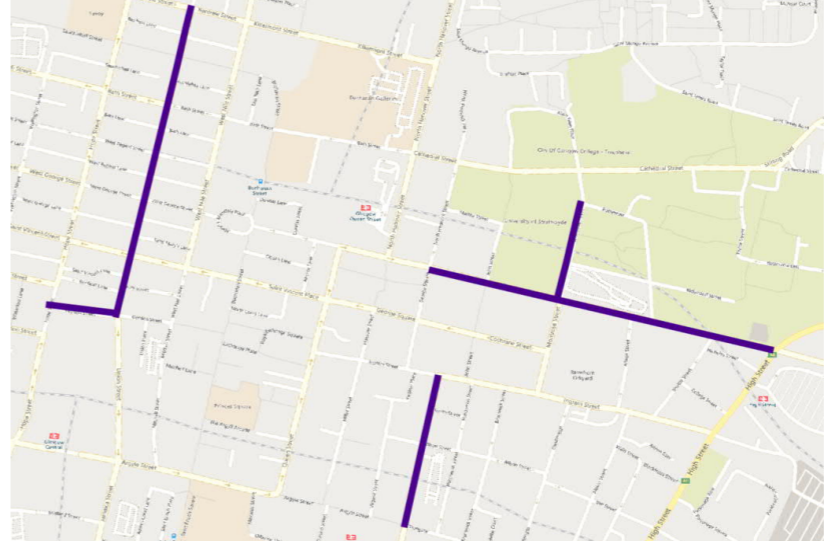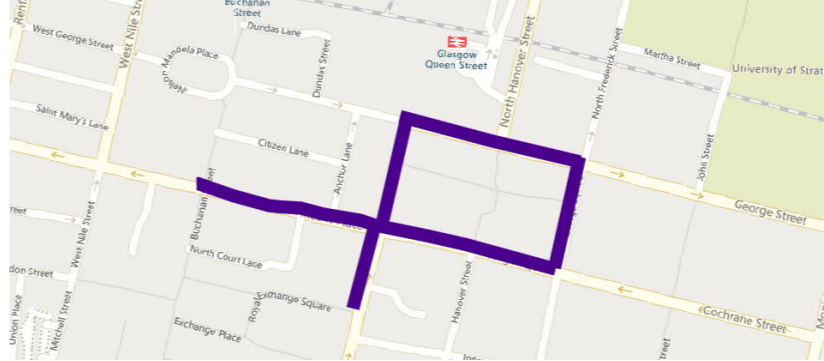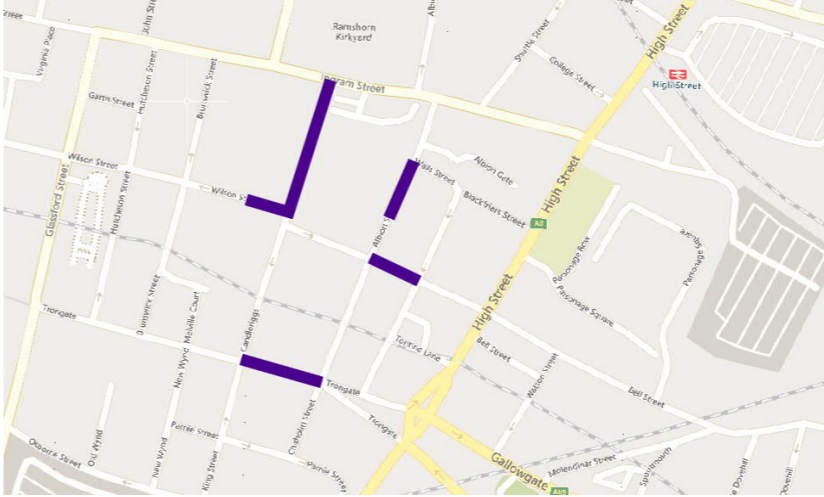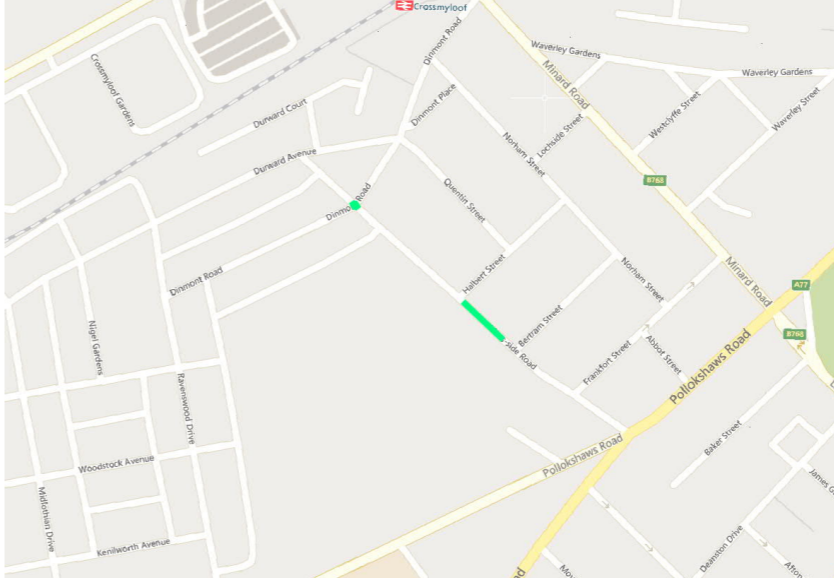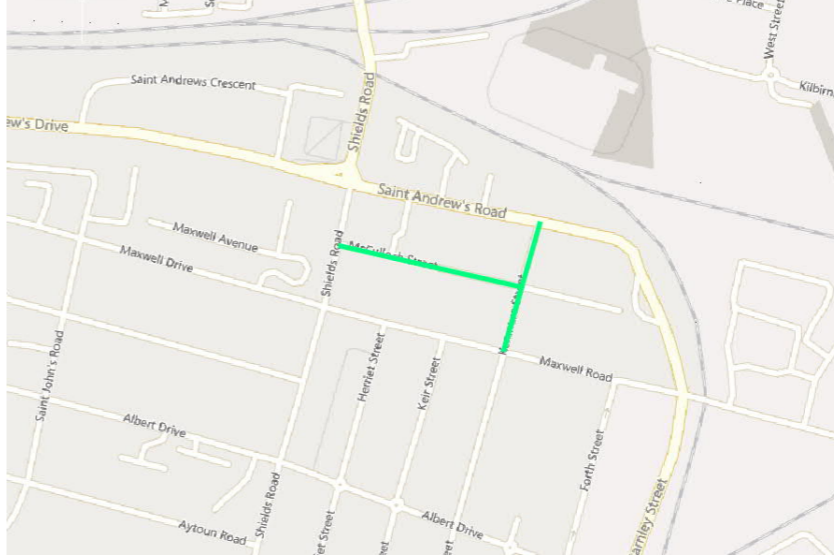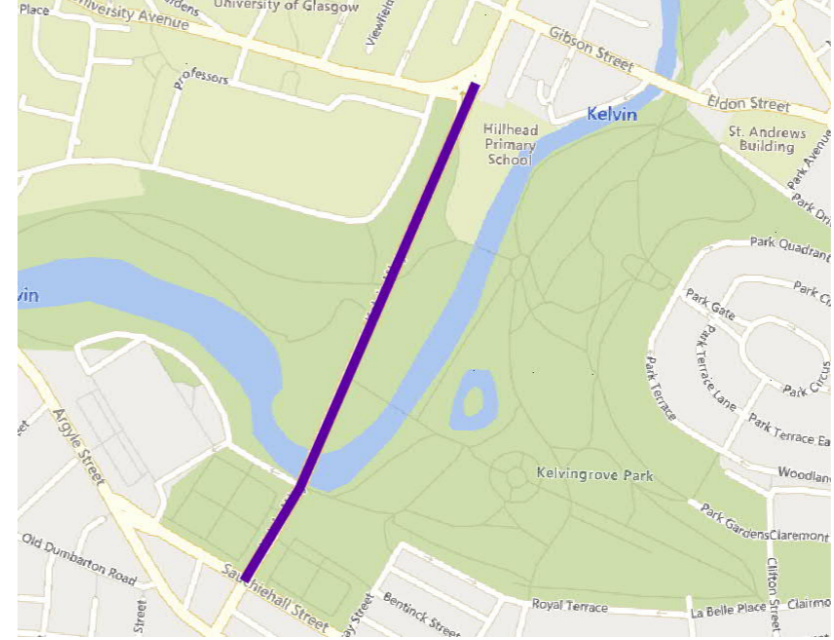
Spaces for People Measure	Scheme Description	Location Plan
Footway widening, City Centre Bus Stops and Travel Hubs	Bus stop extensions built on heavily used routes such as Gordon Street, George Street, Renfield Street and Glassford Street. Parking bays removed on Montrose Street in order to widen footways.	
Footway widening and road closures George Square (including Urban Greening)	Stone planters, greenery and new seats installed in and around George Square. New surfacing applied to the roads immediately adjacent to George Square, with complementary work around St Vincent Place and Queen Street. Footway widening and space for business created by replacing the parking bays with decking and planting.	
Footway Widening urban greening – Merchant City	Installation of decorative timber planters on carriageway at number of locations around Merchant City placed at or beside licenced premises.	
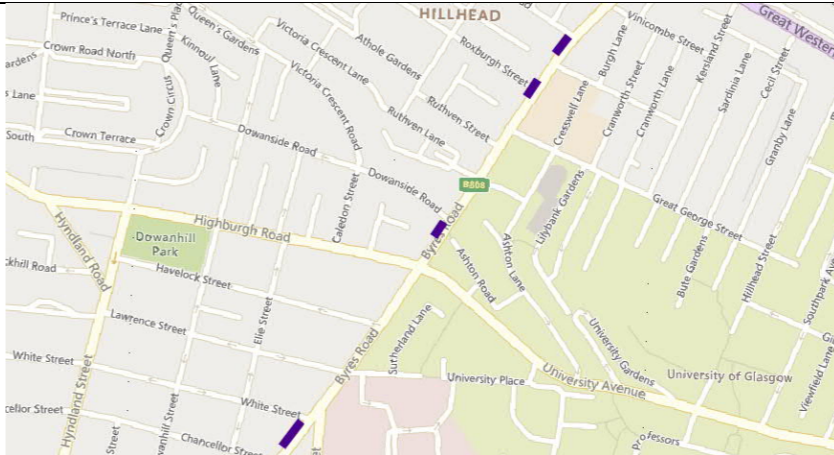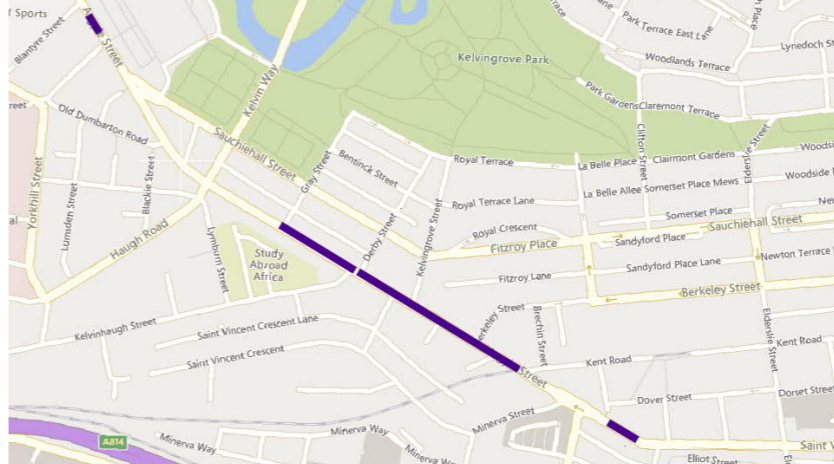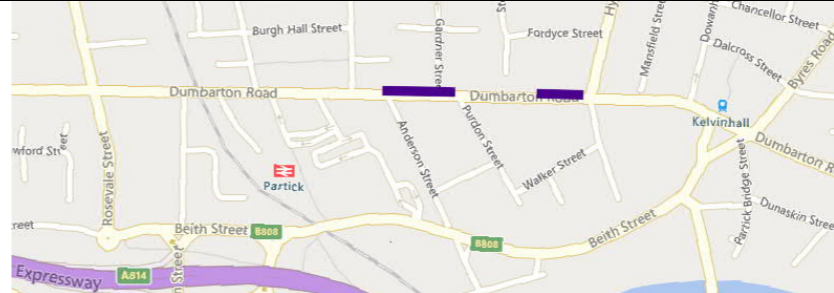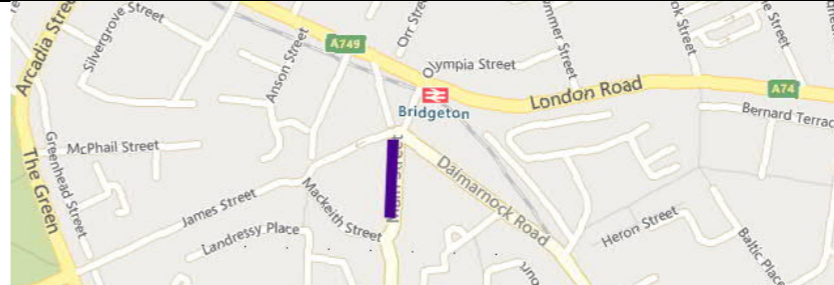
Table 3-2: *Description of City Centre Interventions*
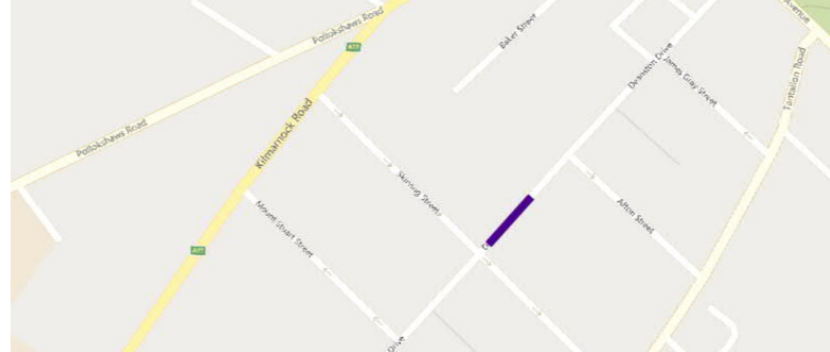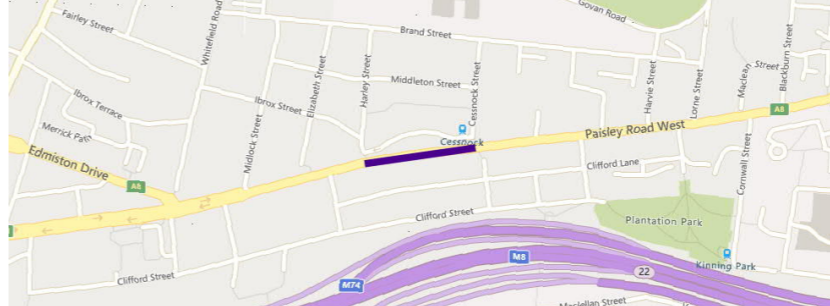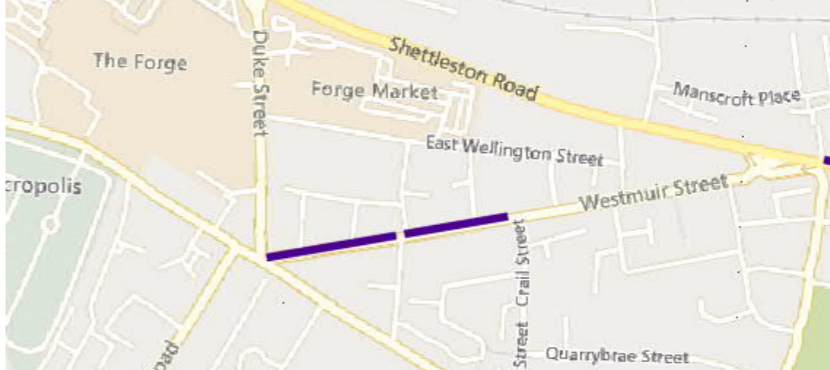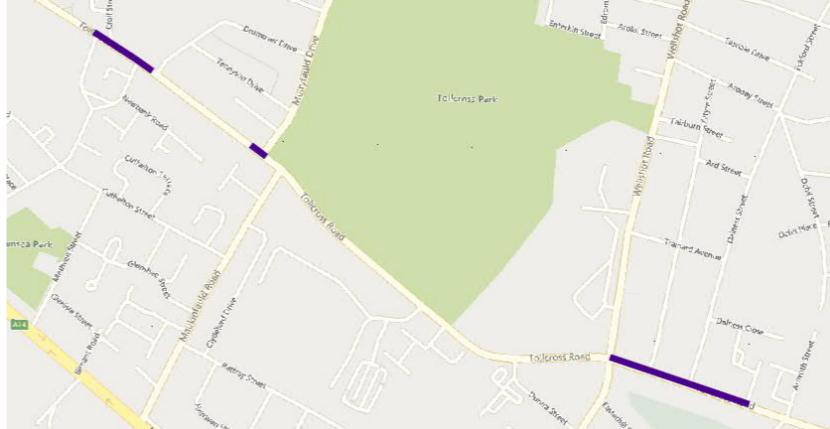
3.1.3   Neighbourhood Interventions
Glasgow City Council has implemented temporary People Friendly Streets areas through the Spaces for People programme within three neighbourhoods in Glasgow. People Friendly Streets aim to reduce or prevent access to through motorised vehicle traffic in residential areas which are regularly used as rat-runs or to avoid main roads, consequently making neighbourhoods quieter, calmer and pleasant areas to live in and where active travel is more appealing. In addition to the People Friendly Streets measures localised footway widening and road closures have also been implemented within various neighbourhoods of Glasgow. *Table 3.3* below identities and describes all the neighbourhood intervention measures.

Spaces for People Measure	Scheme Description	Location Plan
People Friendly Streets – Dennistoun	Widening of footways and reducing or preventing access to 'through' motor traffic.	
People Friendly Streets – Shawlands (Waverley Park)	Temporary barriers installed outside the school gates to allow social distancing space and to prevent vehicles waiting on the school keep clear zig zags. White hatching around a busy junction in order to deter vehicles from parking at the junction corners given that this is a main route from the school to the train station. Junction markings also brought forward to assist with sightlines.	

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Spaces for People Measure	Scheme Description	Location Plan
People Friendly Streets – Pollokshields East	Kenmure Street closed to all traffic (except cycles) between McCulloch Street and St Andrew's Road; whilst McCulloch Street is now a one-way street (eastbound) between Shields Road and Kenmure Street.	
Road closures and urban greening – Kelvin Way	Local closure from Sauchiehall Street to the access of the museum car park, allowing northbound traffic only and both north and southbound cycle traffic permitted. A full vehicle closure thereafter up to University Avenue.	

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Spaces for People Measure	Scheme Description	Location Plan
Footway Widening – Byres Road	Footway widening using immediate road space.	
Footway Widening - Finnieston	Footway widening using immediate road space.	
Footway Widening - Partick	Footway widening using immediate road space.	
Footway Widening - Bridgeton	Main Street, south of Dalmarnock Road, the road narrowed by 2 metres to accommodate footway widening.	

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Spaces for People Measure	Scheme Description	Location Plan
Footway Widening - Shawlands	The south side of Deanston Drive is narrowed by two metres on a section of road between Skirving Street and Afton Street, with extra space for people made available by repurposing the immediate road space usually occupied by parked vehicles.	
Footway Widening - Cessnock	The north side of Paisley Road West narrowed by 2 metres between Harley Street and Cessnock Street.	
Footway Widening -Parkhead	Widened footways on both sides of Westmuir Street (between Gallowgate and Crail Street).	
Footway Widening -Tollcross	Widened footways on Tollcross Road (50m west of Crail Street to Maukinfauld Road) and Tollcross Road (between Wellshot Road and Anworth Street).	
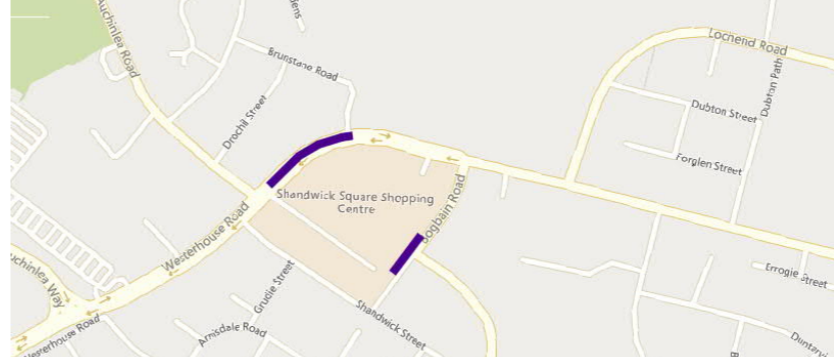
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Spaces for People Measure	Scheme Description	Location Plan
Footway Widening -Easterhouse	Widened footways on Bogbain Rd, Shandwick St & Westerhouse Rd.	

Table 3-3: *Description of Neighbourhood Interventions*

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4 Review of Data Sources and Assessment of Intervention Measures

4.1 Data Sources

Three primary sources have been identified by Glasgow City Council which will be used to provide the relevant data and form the basis of the assessment criteria for the Spaces for People intervention measures assessments. The three data sources are:

- **Strategic Library:** A library of national and local policy, strategy, and framework documents.
- **Public Consultation Survey:** Responses to a recent Spaces for People related online public consultation survey.
- **Cycle Count Data:** Count data taken at the location of each of the cycling intervention measures.
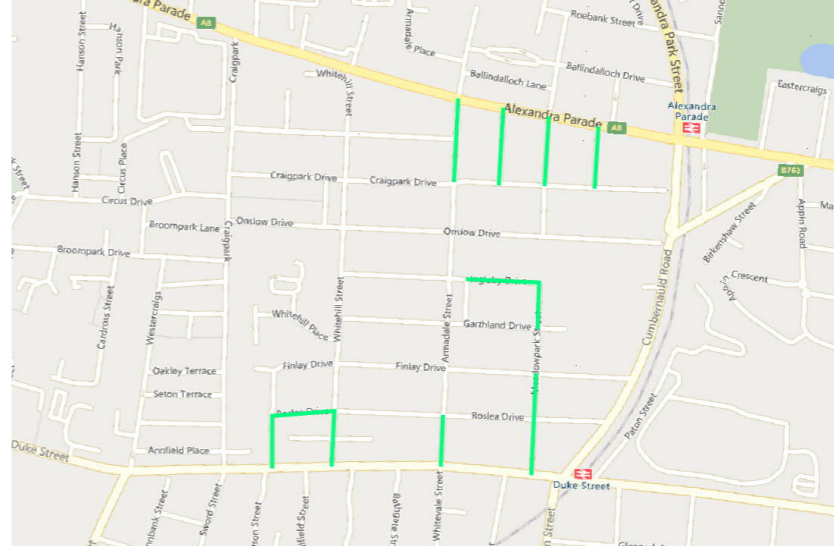
4.2 Strategic Review

The Spaces for People interventions, although primarily a response to the Covid-19 pandemic/public health often overlapped with existing government policies and the strategic aims such as increasing pedestrian space. It is therefore considered appropriate to review policies, strategies and plans to highlight both national and local commitments and long-term aspirations related to walking, cycling and city centre neighbourhoods, aligning with the Spaces for People measure type categories.

4.2.1 National Strategy Overview

Various policy documents have been developed by the Scottish Government which have the collective aim of reducing travel by car and promotion of active travel and use of public transport in Scotland. These policies emphasise the value in the continual investment and improvement of walking and cycling infrastructure.

Transport Scotland's Active Travel Framework presents the vision, objectives, and anticipated outcomes for active travel in Scotland for 2030. These are summarised in *Figure 4-1*.

4.2.1.1 Cycling

Transport Scotland's Corporate Plan 2020-21 [2] sets out how the Scottish Government will support delivery of the national transport priorities. One of the main objectives within the plan is to invest in transformational active travel projects, such as infrastructure improvements, access to bikes and behaviour change schemes.

4.2.1.2 Walking

One of the main strategic aims of The National Walking Strategy is to provide better walking environments throughout Scotland by *"developing and managing attractive, well designed places and signed routes close to where people live and work, we will encourage people to use them on a regular basis for health, recreation, sport and active travel"* [1].

4.2.1.3 Neighbourhoods

The Government's Programme for Scotland sets out the actions that will be taken by the Scottish Government in the coming year and beyond. One of these actions is to continue to build on the work with local government in taking forward the 20-minute neighbourhood initiative which means:

"you can do your shopping, join in with leisure activities, take your children to school, find local services like your GP practice and ideally get to work - all within easy access

of where you live. It also means having greenspace on your doorstep and a local environment that encourages active travel to promote health and well-being" [4].
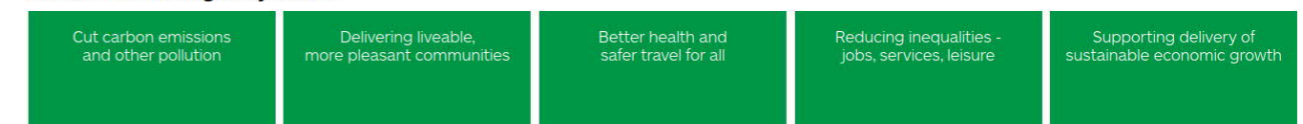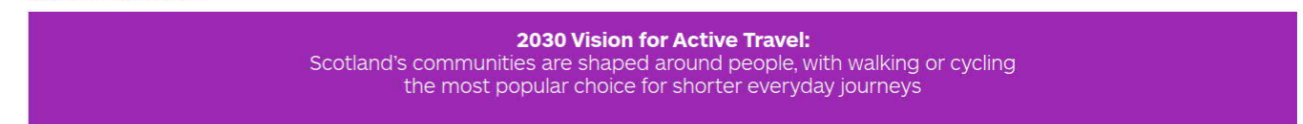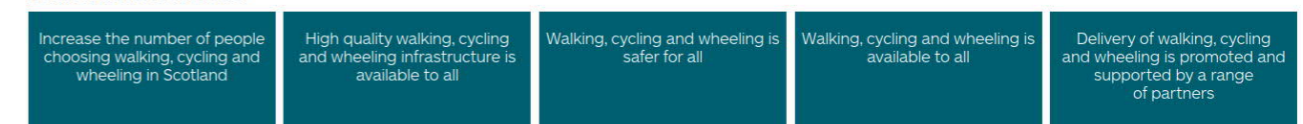
Figure 4-1 Active Travel Framework Visions and Objectives [3]

4.2.2 Local Strategy Review

Glasgow City Council have created a number of strategy documents and plans to complement and support the suite of national policies developed by the Scottish Government. These documents aim to set out in greater detail the vision, objectives, targets, and actions for increasing levels of walking and cycling, and creating liveable neighbourhoods and communities within Glasgow. Relevant examples of such local strategy documents have been provided below.

- Glasgow City Centre Transport Strategy;
- Active Travel Strategy;
- City Centre Living Strategy;
- GCC Strategic Plan;
- Strategic Plan for Cycling.

[1] Gov.scot. 2021. *Let's get Scotland Walking - The National Walking Strategy*. [online] Available at: <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/> [Accessed 5 August 2021].

[2] Transport.gov.scot. 2020. *Transport Scotland Corporate Plan*. [online] Available at: <https://www.transport.gov.scot/media/48990/transport-scotland-corporate-plan-2020-21.pdf> [Accessed 5 August 2021].

[3] Transport.gov.scot. 2019. *Active Travel Framework*. [online] Available at: <https://www.transport.gov.scot/media/47158/sct09190900361.pdf> [Accessed 5 August 2021].

[4] Gov.scot. 2021. *Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020-2021*. [online] Available at: <https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/> [Accessed 5 August 2021].

If implemented in the appropriate way active travel and liveable neighbourhood measures can make an important contribution towards Glasgow City Council's commitment to 'prioritise sustainable transport across the city' and also support the main themes of Glasgow City Council's Strategic Plan:

- A Thriving Economy
- A Vibrant City
- A Healthier City
- A Sustainable and Low Carbon City
- Resilient and Empowered Neighbourhoods

4.2.3 Strategic Assessment of Measures

As highlighted in previous chapters, the main aim of the Spaces for People measures has been to provide temporary infrastructure so that everyone is able to move around their local area safely, while keeping to physical distancing requirements during the COVID-19 pandemic. However, the strategic assessments of the Spaces for People measures implemented by Glasgow City Council will not focus on the temporary nature of the interventions but instead look at the long-term potential of the individual schemes. Within this context it can be observed that the Spaces for People measures implemented by Glasgow City Council generally align with both national and local active travel and sustainability goals and objectives.

It should be noted that no data relating to any economic impacts has been provided by GCC and therefore will not be included within this assessment.

The strategic assessment associated with the active travel/cycling measures is based upon a comparison of Glasgow City Council's aspirational strategic cycle network against the locations of the implemented measures. The strategic cycle network map has been created by Glasgow City Council building upon the route map created as part of the Strategic Plan for Cycling. The map sets out the minimum required for a functional network across the city. The strategic cycle network map can be viewed in *Appendix A*.

The strategic cycling network was developed using an iterative approach. The first iteration allowed the production of an initial network skeleton which was completed by using an algorithmic approach on GIS by coding in locations of key destinations (Schools, commerce, Glasgow Life etc) and identified buildable roads (>10m carriageway), current cycle infrastructure.

Subsequent manual iterations were then undertaken working towards the goal of setting out a cycle network which would:

- Satisfy Cycling by Design requirements for medium level of service (interaction with low traffic streets through liveable neighbourhoods plan would provide a high level of service);
- Adjust links to maximise chances of passive surveillance for the social safety considerations also routes which would have a chance of having a good level of lighting at all times;
- Include specific neighbourhoods and streets which the algorithm missed due to road layout.

By comparing the location of the Spaces for People measures with the strategic cycle network it is possible to determine whether or not there are any overlaps.

There are also a number of schemes such as The Avenues, City Ways, Silverburn and Quietways projects being developed and will be permanently implemented by Glasgow City Council in the near future, which incorporate some degree of active travel elements and will therefore achieve the aforementioned national and local strategic goals. In addition to these future schemes implemented by Glasgow City Council there are also local projects currently being developed by a number of community groups such as Flourishing Molendinar. A portion of these future schemes and local projects are in locations where the Spaces for People measures have been implemented and as such will be taken into consideration within the strategic assessment process.

The strategic assessment will also consider if the implemented Spaces for People measures link to any existing core paths within the City. Glasgow's core paths network aims to provide a safe and unobstructed series of routes throughout the City, linking people to key destinations.

Table 4.1 below provides a breakdown of the strategic assessment categories for the active travel/cycling measures, including their assigned colour, which will be used to identify the results of the assessment.

Overlaps Strategic Route & Future Schemes	Overlaps Strategic Route or Future Schemes	Links to Strategic Routes & Core Paths	No Links or Overlap

Table 4-1: *Strategic Assessment Result Categories – Cycling Measures*

The results of the strategic assessment for the active travel/cycling measures are presented in *Table 4.2* below.

Spaces for People – Active Travel/Cycling Provision Measures	Strategic Assessment Result
Pop-up cycle lane – Riverside (Broomielaw/Anderston Quay)	Overlaps strategic cycle network and The Avenues – Block B project.
Pop-up cycle lane – Clarence Drive	Overlaps strategic cycle network only
Pop-up cycle Lane – London Road	Overlaps strategic cycle network and the East City Way project.
Pop-up cycle lane – Great Western Road	Overlaps strategic cycle network only
Pop-up cycle lane – Cumbernauld Road	Overlaps strategic cycle network and the Flourishing Molendinar project. However, East section of the measures does not overlap therefore, assessment category reduced accordingly.
Pop-up cycle lane – Provanmill Road	Overlaps strategic cycle network and the Flourishing Molendinar project. However, Langdale Street section of the measures does not overlap therefore, assessment category reduced accordingly.
Pop-up cycle lane – Bisland Drive	Overlaps strategic cycle network only
Pop-up cycle lane – Hawthorn Street	Overlaps strategic cycle network only
Pop-up cycle lane – Brockburn Road	Overlaps strategic cycle network only
Pop-up cycle lane – Braidcraft Road	Overlaps strategic cycle network only
Pop-up cycle lane – Howard Street	Overlaps strategic cycle network and The Avenues – Block A project.
Pop-up cycle lane – Royston Road	Overlaps strategic cycle network and the Flourishing Molendinar project.
Pop-up cycle lane – Wallacewell Road	Overlaps strategic cycle network and the NEATr project.
Pop-up cycle lane – Dumbreck Road	Overlaps strategic cycle network only
Pop-up cycle lane – Cambridge Street	Overlaps strategic cycle network and The Avenues – Block A (Underline Phase 1) project.
Pop-up cycle lane – Argyle Street	Overlaps strategic cycle network and The Avenues – Block A project.
Pop-up cycle lane – Gorbals Street	Overlaps strategic cycle network and the South City Way project.

Table 4-2: *Strategic Assessment Results of Active Travel/Cycling Measures*

As described in *Section 3.1.2*, the city centre interventions implemented by Glasgow City Council include localised footway widening, bus stop enhancements and road closures. Therefore, the strategic cycle network used as part of the strategic cycling assessments would not be appropriate to use for the city centre interventions assessments.

Table 4.3 provides the breakdown of the strategic assessment categories for the city centre interventions, including their assigned assessment colour. The footway widening only measures have been treated as "does not achieve strategic aims" as these types of interventions have been implemented primarily to provide space for social distancing reasons.

Achieves Strategic Aims & All Elements of SfP Measures Overlap Future Scheme Proposals	Achieves Strategic Aims & Some Elements of SfP Measures Overlap Future Scheme Proposals	Some Elements of SfP Measures Achieve Strategic Aims or Overlap Future Scheme Proposals	Does not Achieve Strategic Aims or Overlap Future Scheme Proposals

Table 4-3: *Strategic Assessment Result Categories – City Centre Interventions*

The results of the strategic assessment for the city centre interventions are presented in *Table 4.4* below.

Spaces for People – City Centre Interventions	Strategic Assessment Result
Footway widening, City Centre Bus Stops and Travel Hubs.	Some elements of the measures achieve strategic aims (travel hub).
Footway widening and road closures George Square (including Urban Greening)	Some elements of the measures achieve strategic aims and overlap future scheme (Avenues – Block C project).
Footway Widening urban greening – Merchant City	Some elements of the measures achieve strategic aims and overlap future scheme (Liveable City project).

Table 4-4: *Strategic Assessment Results of City Centre Interventions*

The neighbourhood interventions include the temporary installation of People Friendly Streets, as described in *Section 3.1.3*.

Table 4.5 below provides the breakdown of the strategic assessment categories for the neighbourhood interventions, including their assigned assessment colour.

Achieves Strategic Aims & All Elements of SfP Measures Overlap Future Scheme Proposals	Achieves Strategic Aims & Some Elements of SfP Measures Overlap Future Scheme Proposals	Some Elements of SfP Measures Achieve Strategic Aims or Overlap Future Scheme Proposals	Does not Achieve Strategic Aims or Overlap Future Scheme Proposals

Table 4-5: *Strategic Assessment Result Categories – Neighbourhood Interventions*

The results of the strategic assessment for the neighbourhood interventions are presented in *Table 4.6*.

Spaces for People – Neighbourhood Interventions	Strategic Assessment Result
People Friendly Streets – Dennistoun	Some elements of the measures achieve strategic aims.
People Friendly Streets – Shawlands (Waverley Park)	Some elements of the measures achieve strategic aims and overlap future scheme proposals (Waverley Park LTN).
People Friendly Streets – Pollokshields East	Some elements of the measures achieve strategic aims and overlap a community driven project.
Road closures and urban greening - Kelvin Way	Achieves strategic aims and all elements of proposals align with the Get About G3 project.
Footway Widening – Byres Road	Some elements of the measures overlap future scheme proposals (The Avenues project).
Footway Widening - Finnieston	Some elements of the measures overlap future scheme proposals (Get About 3 project).
Footway Widening - Partick	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Bridgeton	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Shawlands	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Cessnock	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Parkhead	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Tollcross	Does not achieve strategic aims or overlap future scheme proposals.
Footway Widening - Easterhouse	Does not achieve strategic aims or overlap future scheme proposals.

Table 4-6: *Strategic Assessment Results of Neighbourhood Interventions*

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4.3 **Review of Public Consultation Responses**

4.3.1 Introduction and Data Collection Methodology

Glasgow City Council conducted a consultation exercise aimed at gathering feedback from the public, as well as businesses and community groups. The consultation exercise was an online consultation survey, with questions focusing on the Spaces for People measures implemented by Glasgow City Council. The survey was available over a six-week period from May 2021 to June 2021.

The survey was advertised by Glasgow City Council using five separate marketing formats:

- Glasgow City Council social media channels, including Facebook and Twitter;
- Publication of survey on Glasgow City Council's News Bulletin on the Glasgow City Council website;
- In-house press releases to local Glasgow news outlets;
- Direct emailing to designated community councils and local ward members;
- GCC consultation hub, a single source online location for all GCC public consultations.

The survey was also available in word format upon request and was provided to several disability groups. The survey questions were developed by an in-house team within Glasgow City Council who drew upon previous examples provided by other local authorities and other surveys prepared by Sustrans. This was then linked to the project aims, goals and measurable deliverables as outlined in the Sustrans Spaces for People grant award. The consultation questionnaire used as part of the online survey can be found in *Appendix B*.

The public consultation generated 3,749 responses from a range of different individuals and organisations. The breakdown of the survey participants is outlined below:

- 3,624 independent survey participants.
- 71 local independent businesses.
- 11 large businesses.
- 5 interested walking groups.
- 7 interested cycling groups.
- 7 disability groups.
- 24 community groups.

4.3.2 Postcode Data Analysis

The postcodes of survey participants were collected within the public consultation and were analysed in relation to the locations of each of the Spaces for People measures. *Figure 4-2* provides an indication of the quantity of survey responses by postcode area. Analysis of all the retain and remove responses for each measure were evaluated in relation to the local responses from the measure's postcode.

The analysis of the postcode data revealed that in some cases the retain/remove responses from people who lived within the postcode area of the individual measure differed to that shown for the overall responses.
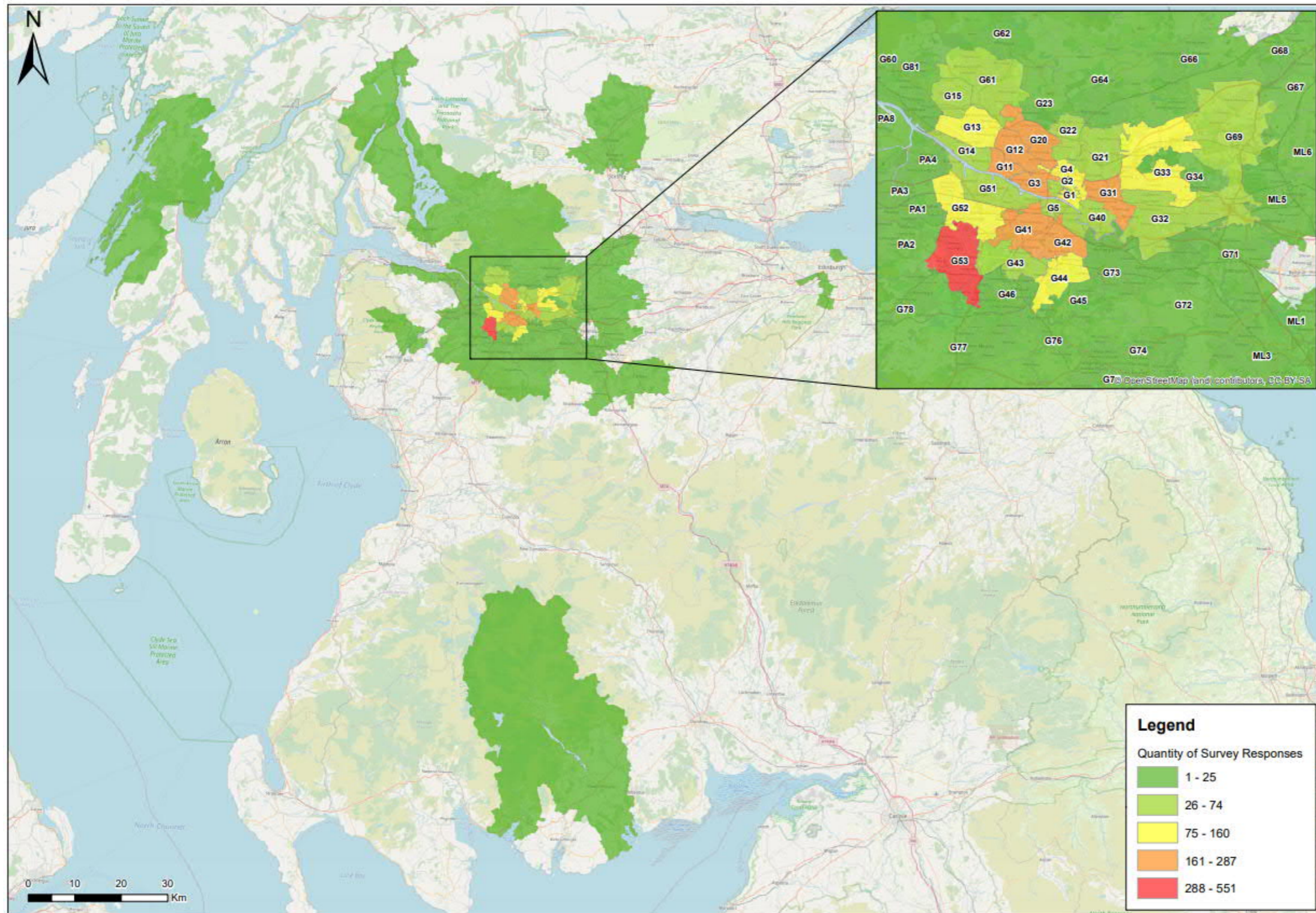
Figure 4-2: *Quantity of Survey Responses by Postcode Location*

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4.3.3   Initial Analysis

The allocation of Spaces for People funding was granted to applications that met the associated criteria, set by Sustrans. The funding criteria comprises three elements: protecting public health, significant focus on essential journeys and immediate delivery. Within the public consultation, the survey participants were asked questions relating to their general opinion of Spaces for People which can be linked to the funding criteria. A sample of these responses have been presented in the following paragraphs.

The initial analysis of the responses from these specific questions suggests, from a public perception, that the Spaces for People measures implemented by Glasgow City Council generally meet the funding criteria set out by Sustrans and therefore the main aims of the Spaces for People programme.

4.3.3.1   *Have the Spaces for People measures encouraged you to walk or cycle more in the past year?*

The results showed that 48% of survey participants stated the measures encouraged them to walk or cycle either *a lot* or *a little* more in the past year and 41% of survey participants said that the Spaces for People measures encouraged them *not much* more or *did not at all* encourage them to walk or cycle more in the past year. See *Figure 4-3* below for the distribution of survey answers for this survey question.
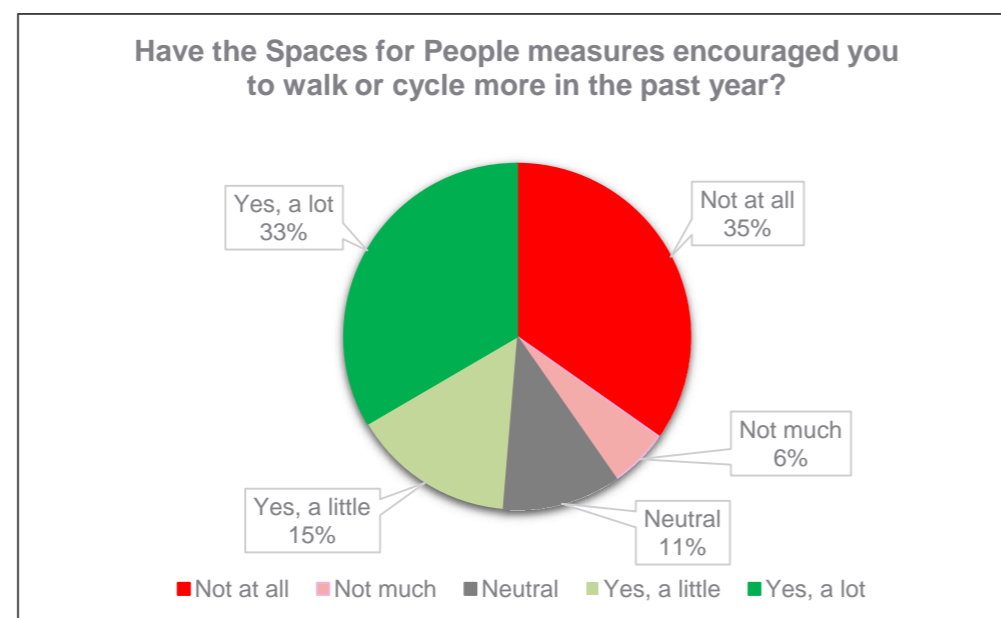
Figure 4-3: Survey Responses Chart – Have the Spaces for People measures encouraged you to walk or cycle more in the last year?

4.3.3.2   *Tell us if Spaces for People has had a positive or negative impact on your journeys around Glasgow?*

Survey participants were asked for their opinion on whether the Spaces for People measures have had a positive or negative impact on their journeys around Glasgow. The results of this question show most participants (52%) stated that Spaces for People have either a negative or very negative impact on their journeys around Glasgow. 42% stated that Spaces for People have either a positive or very positive impact on their journeys around Glasgow. See *Figure 4-4* for the distribution of survey answers for this survey question.
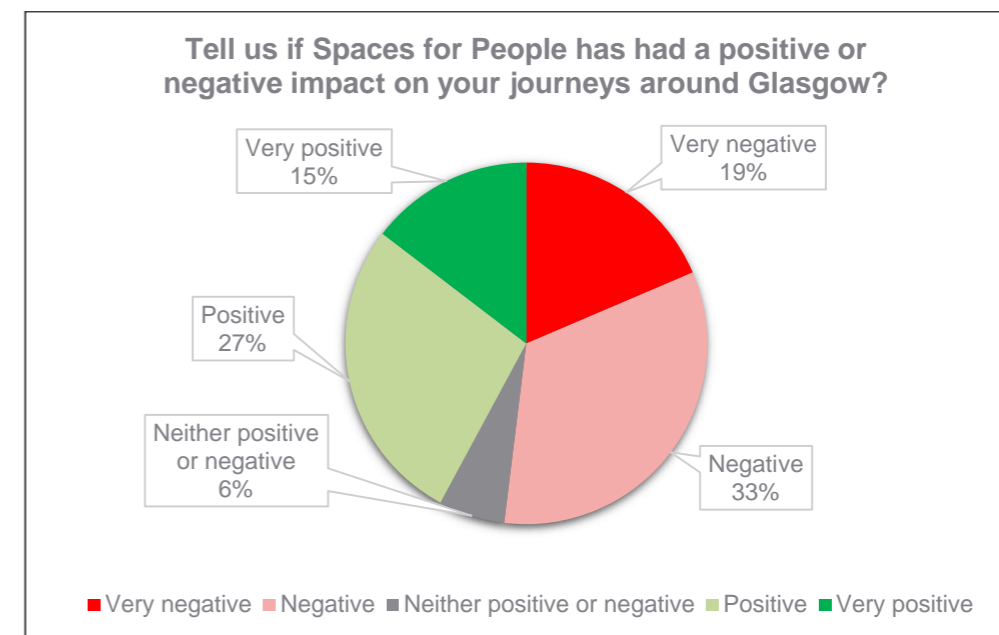
Figure 4-4: Survey Responses Chart – Tell us if Spaces for People has had a positive or negative impact on your journeys around Glasgow?

4.3.3.3   *Have the Spaces for People Measures Supported Public Health?*

Relating to protecting public health, survey participants were asked whether Spaces for People has supported public health. The results show that half (50%) of participants either agree or strongly agree with the statement. In contrast, 35% of survey participants disagree or strongly disagree with the statement. See *Figure 4-5* below for the distribution of survey answers for this survey question.
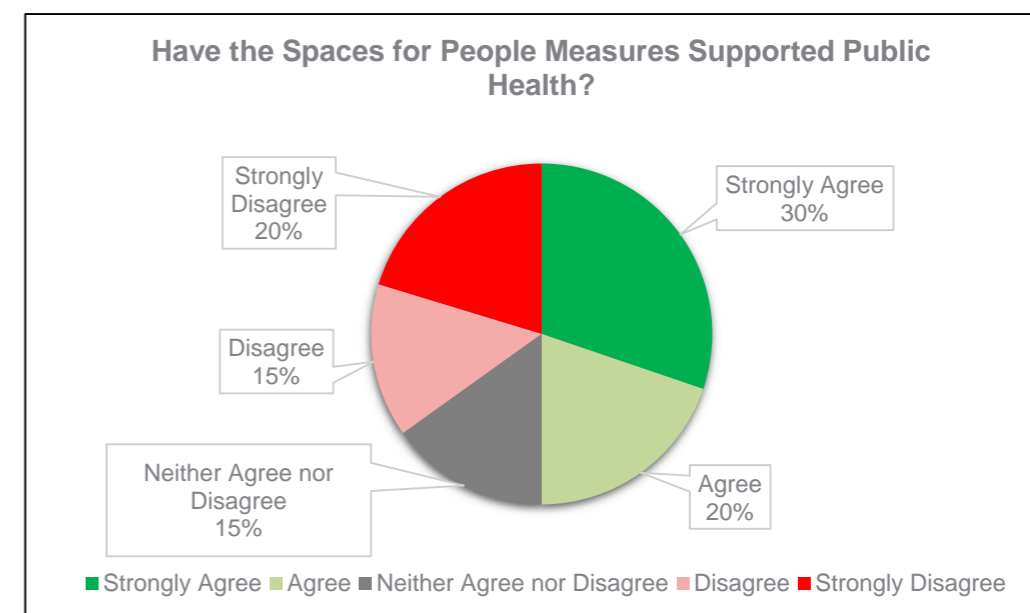
Figure 4-5: Survey Responses Chart – Have the Spaces for People measures supported public health?

4.3.3.4 Have the Spaces for People Measures Enabled Social Distancing?

With the increased requirement for physical distancing because of the Covid-19 pandemic, survey participants were asked for their opinion on whether Spaces for People have enabled social distancing. The results show that there is an overall majority (53%) that either agree or strongly agree with the statement, while a smaller number (24%) of participants either disagree or strongly disagree with the statement. See *Figure 4-6* below for the distribution of survey answers for this survey question.

Have the Spaces for People Measures Enabled Social Distancing?

- Strongly Disagree 13%
- Strongly Agree 31%
- Disagree 11%
- Neither Agree nor Disagree 23%
- Agree 22%

■ Strongly Agree   ■ Agree
■ Neither Agree nor Disagree   ■ Disagree
■ Strongly Disagree
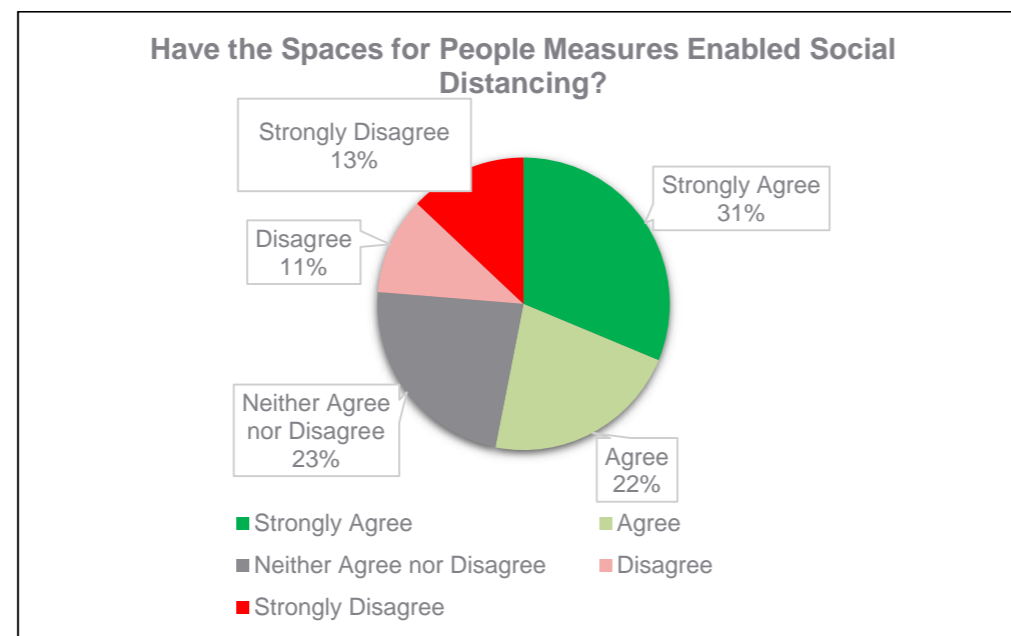
Figure 4-6: Survey Responses Chart – Have the Spaces for People measures enabled social distancing?

4.3.4 Additional Public Consultation Comments

To supplement the pre-set questions provided within the public consultation survey, questionnaire users were given the opportunity to provide additional comments relating to each of the measure categories (active travel/cycling, city centre or neighbourhood).

A sample set of feedback comments have been provided below for each of the measure categories. In addition word clouds have been produced using all the feedback comments which will provide a graphical representation of the most commonly used words by giving greater prominence to words that appear more frequently.

Active Travel/Cycling Measures:

"Please keep them and expand them and make sure they connect up properly."

"The pop-up cycle lanes were added with no regard for pedestrians or people wheeling. They were arbitrarily installed and made crossings and junctions less safe for more vulnerable people trying to move about."

"They need to be made more robust and permanent. They made a real difference to my journeys round Glasgow at the height of the pandemic, and greatly reduced the stress of interactions with other road users."

"I'm a cyclist I think they are great but the traffic does suffer at rush hours."

"These spaces are causing traffic jams and worst of all emergency services are usually caught up with the traffic and can't get passed."

Figure 4-7: Active Travel/Cycling Measures – Public Consultation Feedback Word Cloud

City Centre Interventions:

"It has been massive improvement to regain space from private motor vehicles and give it to people. We should work towards the pop-ups on high streets to better for people and business locally."

"Limited local effect. Does nothing overall. Leave pavements alone, just prevent parking in them."

"Making more space for pedestrians, wheelchair users and those with prams will make people more likely to walk local journeys. It may also help local businesses such as cafes and shops if the local environment if more pleasant and less polluted enabling people to sit outside or spend more time in the local area."

"They have been necessary for social distancing. I want to keep them though. The city is so much better if people are prioritised over cars."

"In town it would help but in urban areas it will have an impact on traffic."

Figure 4-8: City Centre Interventions – Public Consultation Feedback Word Cloud

Neighbourhood Interventions:

"A great feature, please expand it to other neighbourhoods in the city. Partick, Thornwood and Hyndland can definitely use it."

"It forces vehicles to use roads in a different direction which catches out pedestrians when crossing. Some vehicles also drive the wrong way, again a problem for road users. No enforcement."

"I don't think these have made any difference to be honest. I cycle in dennistoun frequently and the new one way system just confuses drivers. Putting up a blue cycle sign on a road doesn't make it magically safer or better to cycle on. Streets in areas like dennistoun and shawlands for example are so cramped with parked cars that initiatives like this don't have much affect. I agree with the principle of this project but don't think this particular aspect helped."

"They greatly enhance the local environment. Consideration should also be given to filtering Muslin St. in Bridgeton; it's used as a high-speed rat-run."

"Some of us were key workers during the pandemic and had no option but to travel and these measures added to the stress of road closures etc."

Figure 4-9: *Neighbourhood Interventions – Public Consultation Feedback Word Cloud*

4.3.5 <u>In-Depth Analysis: Analysis of Retain and Remove Data</u>
A fundamental component of the public consultation process comprised asking survey participants to provide their opinion on each individual measure to obtain an overall public verdict on whether each measure should be retained or removed. The analysis was sectioned into three parts based on the type of measure implemented in each location, i.e. active travel/cycling, city centre or neighbourhood and are conveyed in separate histogram charts in *Figures 4-10*, *4-11* and *4-12*.

The retain and remove analysis results are highlighted in *Figures 4-10*, *4-11* and *4-12* overleaf.

Figure 4-10: *Active Travel/Cycling/Pop-up Cycle Lane Interventions - Retain and Remove data graphical comparison*

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Figure 4-11: *City Centre Interventions - Retain and Remove data graphical comparison*

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Neighbourhood Interventions - Retain/Remove Comparison

Figure 4-12: *Neighbourhood Interventions - Retain and Remove data graphical comparison*

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4.3.5.1 Statistical Analysis – Binomial Test

To assess the quality and validity of the retain and remove data for the relevant Spaces for People measures, a binomial statistical test was completed. The test enables a further assessment to determine whether there is a preference from the public consultation on the two response variables, whether to retain or remove the Spaces for People measures.

For all the Spaces for People measures, a greater proportion of survey participants favoured to retain the measures than remove them. This was evaluated with 95% confidence that this did not occur by chance and is statistically determinate.

The full statistical analysis can be found in *Appendix C*.

4.3.6 Public Consultation Assessment

The public consultation plays a significant role in the assessment of the measures and is pivotal to determining whether the associated measures should be retained or removed. The structure of the public consultation assessment criteria is based on the retain and remove data* and is outlined below:

Overall Majority Retain	Greater number of Retain than Remove	Greater number of Remove than Retain	Overall Remove Majority

***Table 4-7:** Public Consultation Assessment Categories*

The associated public consultation assessment results are presented in *Tables 4.8, 4.9 and 4.10*. Within these tables the measures have been listed in descending order using the percentage difference between the retain and remove responses, therefore the interventions listed at the top of the tables represent the measures with the greatest level of public support.

Spaces for People – Active Travel/Cycling Provision Measures	Public Consultation Assessment Result
Pop-up cycle lane - Riverside (Broomielaw)	31%
Pop-up cycle lane - Argyle Street	27%
Pop-up cycle lane - Gorbals Street	25%
Pop-up cycle lane - Clarence Drive	24%
Pop-up cycle lane - Cambridge Street	22%
Pop-up cycle lane - Howard Street	22%
Pop-up cycle lane - London Road	21%
Pop-up cycle lane - Great western Road	21%
Pop-up cycle lane - Cumbernauld Road	20%
Pop-up cycle lane - Bilsland Drive	20%
Pop-up cycle lane - Wallacewell Road	20%
Pop-up cycle lane - Provanmill Road	19%
Pop-up cycle lane - Hawthorn Street	18%
Pop-up cycle lane - Royston Road	18%
Pop-up cycle lane - Dumbreck Road	17%
Pop-up cycle lane - Brockburn Road	9%
Pop-up cycle lane - Braidcraft Road	9%

***Table 4-8:** Public Consultation Assessment Results of Active Travel/Cycling Provision Measures*

Spaces for People – City Centre Interventions	Public Consultation Assessment Result
Footway widening and road closures George Square (including Urban Greening)	37%
Footway widening, including urban greening - Merchant City	34%
Footway widening, City Centre Bus Stops and Travel Hubs	33%

***Table 4-9:** Public Consultation Assessment Results of City Centre Interventions*

Spaces for People – Neighbourhood Interventions	Public Consultation Assessment Result
Road Closures and urban greening – Kelvin Way	32%
Footway Widening - Byres Road	32%
Footway widening - Finnieston	30%
Footway widening - Partick	29%
Footway widening - Shawlands	26%
Footway widening - Bridgeton	23%
Footway widening - Cessnock	22%
Footway widening - Parkhead	22%
Footway widening - Easterhouse	22%
People Friendly Streets – Shawlands (Waverley Park)	22%
People Friendly Streets - Pollokshields East	22%
Footway widening - Tollcross	21%
People Friendly Streets - Dennistoun	18%

***Table 4-10:** Public Consultation Assessment Results of Neighbourhood Interventions*

*The data provided by Glasgow City Council to Sweco was assessed and evaluated to initially determine the validity and appropriateness to provide an informed decision towards the assessment process. In this process, relevant data was retained for the assessment while a selection of data elements were excluded due to their irrelevance within assessment.

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Overall, the retain and remove data from the public consultation showed a strong skew towards retaining all the Spaces for People measures. Within the pop-up cycle lane data, the public consultation showed two pop-up cycle lanes that had an overall majority of public favouring to retain the measures. These were Riverside (Broomielaw) and Argyle Street. The pop-up cycle lane measure at Great Western Road was close to being an overall majority (>50%) with the public consultation yielding 49.92% in favour of retaining the measure. The remainder of the results of the public consultation within the pop-up cycle lanes showed all measures had a greater proportion of responses in favour of retaining the measure than removing.

Similar to the pop-up cycle lane data, the retain and remove data from the public consultation for the city centre interventions showed the public favoured to retain all schemes. Furthermore within this cohort, all three city centre interventions had an overall majority of the public favouring to retain the measure.

Lastly, the public consultation responses associated with the neighbourhood measures continued a similar trend to the previous intevention categories with all schemes receiving a greater proportion of responses in favour of retaining the measures than removing. The responses also showed that the interventions located at Kelvin Way and Byres Road had an overall majority of public favouring to retain the measures.

4.4   Review of Cycle Count Data

The number of cyclists in Glasgow is growing following the national Covid-19 lockdown restrictions and the implementation of the Spaces for People measures. Evidence of this can be seen by analysing cycle count data from a permanent count site located on Clyde Street. A comparison of this data from July- December 2019 and July- December 2020 has been provided below in *Table 4-11*.

	2019	2020	% Increase
Jul	4,178	15,549	272%
Aug	3,642	17,500	381%
Oct	2,440	12,211	400%
Nov	1,841	9,490	415%
Dec	1,932	5,509	185%

Table 4-11: Clyde Street Cycle Count Comparison for 2019 and 2020

*Note that due to localised lane closures on Clyde Street during September 2019 comparisons of both September's cycle count data have not been included.

Table 4-11 shows that every month sees an increase in 2020 compared to 2019. The increase ranges from 272% in July to 415% in November with a combined increase of 329% from July to December. The substantial increase shown by these results, supports the premise that cycling numbers in Glasgow have grown as a result of the Covid-19 pandemic. This is consistent with the key findings to national cycling data published by Transport Scotland [5].

4.4.1   Data collection process

Sustrans commissioned Streetwise Services Ltd on behalf of Glasgow City Council to complete cycle counts at the Spaces for People pop-up cycle lane locations. For the earliest installed measures, two sets of cycle counts were recorded, the first being immediately after implementation in July and November 2020 and the second after a 'bedding in' period in April 2021. Some of the remaining measures have a single set of cycle count data, which were recorded in June 2021.

Streetwise Services Ltd installed temporary cameras at each measure location in order to complete the counts. An example is shown in *Figure 4-13*. Counts were recorded over seven consecutive days between 6am and 8pm at 15-minute intervals. The data was also categorised into direction of travel.
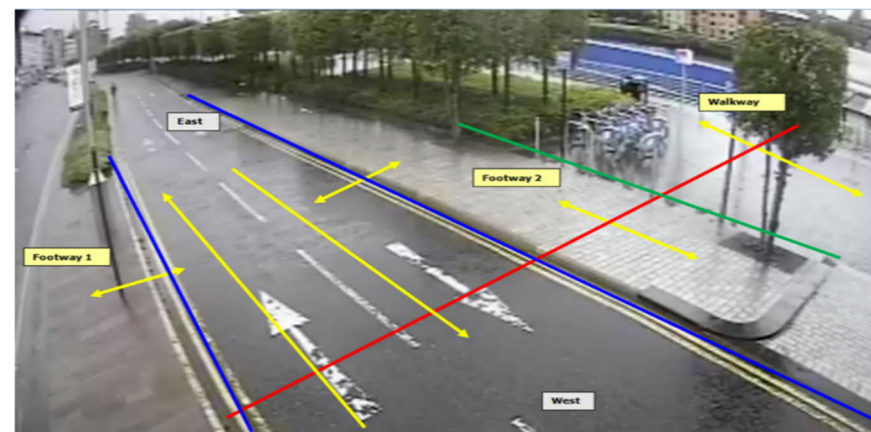
Figure 4-13: Temporary Camera Setup Example - Anderston Quay

Several of the measure locations have multiple count sites. In these cases, the counts from the measures were combined for the assessment.

4.4.2   Cycling Usage Assessment

The usage assessment compares the 7-day total count supplied by Streetwise Services Ltd for the measures which have both the 2020 and April 2021 cycle counts. This comparison identifies either an increase or decrease in cycle usage, from a point when the measures were implemented over a 6 to 10-month period, consequently providing a useful gauge of each individual measure's popularity.

The cycling usage assessment categories have been split into either a decrease or an increase, as shown below in *Table 4-12*, with the cycling usage assessment results presented in *Table 4-13*.

Due to inability to carry out a usage comparison, the measures with single set cycle count data have not been included within the cycling usage assessment, however the 7-day total cycle counts for each of these locations can be found in *Appendix D*.

Increase since 2020	Decrease since 2020

Table 4-12: Usage Assessment Result Categories

	2020 Counts	2021 (April) Counts	Difference	Difference %
Anderston Quay	3,850	4,702	852	22%
Bilsland Drive	689	929	240	35%
Dumbreck Road	2,126	2,361	235	11%
Gorbals street	5,286	5,234	-52	-1%
Great Western Road	497	739	242	49%
Hawthorn Street	626	740	114	18%
Kelvin Way	2,391	2,419	28	1%
Langdale Street*	251	269	18	7%
London Road	3,486	3,069	-417	-12%

Table 4-13: Usage Assessment Results

* Cycle count data associated with Langdale Street will be used to assess the usage for the Provanmill pop-up cycle lane measures.

The increases from 2020, when the Spaces for People interventions were first implemented, to 2021, after a 'bedding in' period, demonstrations that cyclists in Glasgow are continuing to benefit from the measures and therefore supports the need for retention.

Although the measures introduced on Gorbals Street and London Road have experienced a decrease in cycling numbers since implementation, it should be noted that there has been growth generally in cycling at these locations, consistent with that publicised within national cycling data. Evidence of this can be seen in cycle count data taken from 2018 on London Road, revealing a 7-day count total of 231 users in comparison to the 3,486 users taken in 2020 once Spaces for People measures were implemented.

[5] Transport.gov.scot. 2020. *COVID-19: Scotland's transport and travel trends during the first six months of the pandemic.* [online] Available at: <https://www.transport.gov.scot/media/49017/covid-19-scotlands-transport-and-travel-trends-during-the-first-six-months-of-the-pandemic.pdf> [Accessed 9 August 2021].

5 Assessment Summary & Recommendations

5.1 Overall Assessment Breakdown and Summary

The overall assessment is based upon the combination of three key components:

- The strategic assessment result;
- The public consultation assessment result and;
- The cycling usage assessment result (where applicable).

The assessment results are combined for each respective measure to generate an overall assessment result. The results of the overall assessments are the main contributing factor which will allow recommendations to be made on whether to either retain or remove each of the measures, as outlined in *Section 5.3 Recommendations*.

Due to the absence of cycle count data for both the neighbourhood and city centre interventions, as well as some of the active travel/cycling measures, the usage has not been assessed and will not form part of the overall assessment result for these interventions. Instead, the strategic and public consultation assessment components will contribute to the overall assessment results for those types of measures.

To generate the overall assessment result, the grading colour taken from the results of each of the three assessment components are correlated to a corresponding point score between 0-3. The grading colours and their corresponding assessment scoring are highlighted below in *Table 5-1*.

Grading Colour	Corresponding Point Score
	3
	2
	1
	0

Table 5-1: Overall Assessment Category Score Breakdown

The scores from the individual assessments have then been totalled to calculate a total overall assessment score. A score greater than 50% of the maximum possible indicates a measure that should be retained. Meanwhile, an overall assessment score less than 50% of the maximum possible indicates a measure that should be removed. The maximum possible score for the measures with a usage assessment result is 9, therefore the retention threshold is set at 5 and above (≥5). The maximum possible score for the interventions without a usage assessment is 6, with a retention threshold set at 4 and above (≥4).

The scoring system described above has then been applied to each of the measures to formulate an overall assessment score. The overall assessment results for each of the measures are summarised in *Tables 5-2, 5-3* and *5-4*.

It should be noted that for any measures with an overall score of 3 out of 6, further analysis will be required using external considerations to determine a clear recommendation. Refer to *Section 5.2* for further details.

Due to the availability of cycle count data for the measures associated with Kelvin Way and the subsequent usage assessment, and for the ease of presenting the overall assessment results, Kelvin Way will be listed within the active travel/cycling provision tables (*Tables 5-2 and 5-5*).

Spaces for People – Active Travel/Cycling Provision Measures	Strategic Assessment Result	Public Consultation Assessment Result	Usage Assessment Results	Overall Assessment Score
Pop-up cycle lane - Riverside (Broomielaw)	3	3	3	9
Pop-up cycle lane - Clarence Drive	2	2	N/A	4
Pop-up cycle lane - London Road	3	2	0	5
Pop-up cycle lane - Great Western Road	2	2	3	7
Pop-up cycle lane - Cumbernauld Road	2	2	N/A	4
Pop-up cycle lane - Provanmill Road	2	2	3	7
Pop-up cycle lane - Bilsland Drive	2	2	3	7
Pop-up cycle lane - Hawthorn Street	2	2	3	7
Pop-up cycle lane - Brockburn Road	2	2	N/A	4
Pop-up cycle lane - Braidcraft Road	2	2	N/A	4
Pop-up cycle lane - Howard Street	3	2	N/A	5
Pop-up cycle lane - Royston Road	2	2	N/A	4
Pop-up cycle lane - Wallacewell Road	3	2	N/A	5
Pop-up cycle lane - Dumbreck Road	2	2	3	7
Pop-up cycle lane - Cambridge Street	3	2	N/A	5
Pop-up cycle lane - Argyle Street	3	3	N/A	6
Pop-up cycle lane - Gorbals Street	3	2	0	5
Road Closures and urban greening – Kelvin Way	3	3	3	9

Table 5-3: Overall Assessment Results – Active Travel/Cycling Provision Measures

Spaces for People – City Centre Interventions	Strategic Assessment Result	Public Consultation Assessment Result	Overall Assessment Score
Footway widening, City Centre Bus Stops and Travel Hubs	1	3	4
Footway widening and road closures George Square (including Urban Greening)	2	3	5
Footway widening, including urban greening - Merchant City	2	3	5

Table 5-2: Overall Assessment Results – City Centre Interventions

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Spaces for People – Neighbourhood Interventions	Strategic Assessment Result	Public Consultation Assessment Result	Overall Assessment Score
People Friendly Streets - Dennistoun	1	2	3
People Friendly Streets – Shawlands (Waverley Park)	2	2	4
People Friendly Streets - Pollokshields East	2	2	4
Footway Widening - Byres Road	1	3	4
Footway widening - Finnieston	1	2	3
Footway widening - Partick	0	2	2
Footway widening - Bridgeton	0	2	2
Footway widening - Shawlands	0	2	2
Footway widening - Cessnock	0	2	2
Footway widening - Parkhead	0	2	2
Footway widening - Tollcross	0	2	2
Footway widening - Easterhouse	0	2	2

Table 5-4: *Overall Assessment Results – Neighbourhood Interventions*

5.2 External Considerations

As described in *Section 2.3,* outside factors associated with the Spaces for People interventions which are considered to cause a detrimental impact as a result of their retention have also been reviewed on a case by case basis. The information required to undertake this review has been obtained through consultation with representatives from Glasgow City Council.

There are two locations upon review of external considerations which has highlighted the potential for removal: Gordon Street (footway widening measures associated with the City Centre Bus Stops and Travel Hubs interventions) and Byres Road.

Due to the reopening of the inter-station bus services (which has been temporarily halted as a result of Covid-19) on Gordon Street, adjacent to Central Station, the current Spaces for People measures at this location are unable to be accommodated. Construction work on a public realm project on Byres Road will commence in early 2022, which will incorporate similar features to the Spaces for People measures currently in place at this location. It is therefore considered appropriate for the Spaces for People measures implemented at these two locations to be recommended for removal.

Furthermore, the measures with an overall assessment score of 3 out of 6 require further consideration to determine a clear recommendation for either removal or retention. The overall assessment results found that two measures fall into this category: Finnieston - Footway Widening and Dennistoun – Neighbourhood Interventions.

It is understood through liaison with Glasgow City Council that the Finnieston measures have received a significant level of negative feedback linked to concerns surrounding an area of controlled residential parking. It is therefore considered appropriate for the

Spaces for People measure implemented at this location to be recommended for removal.

Due to a number of refinements by Glasgow City Council to the Dennistoun People Friendly Streets measures, as a result of community feedback, it is therefore considered appropriate for the Spaces for People measure implemented at this location to be recommended for retention.

5.3 Recommendations

Following the outcomes of the overall assessment scoring and a review of external considerations, the overall recommendations to either retain or remove the relevant measures are presented in *Tables 5-5, 5-6* and *5-7* using a ranking hierarchy system.

Spaces for People – Active Travel/Cycling Provision Measures	Overall Assessment Score with Retain or Remove Recommendation
Pop-up cycle lane - Riverside (Broomielaw)	9 (Retain)*
Pop-up cycle lane - Bilsland Drive	7 (Retain)*
Pop-up cycle lane - Hawthorn Street	7 (Retain)*
Pop-up cycle lane - Dumbreck Road	7 (Retain)*
Pop-up cycle lane - Provanmill Road	7 (Retain)*
Pop-up cycle lane - Great Western Road	7 (Retain)*
Pop-up cycle lane - Argyle Street	6 (Retain)#
Pop-up cycle lane - London Road	5 (Retain)*
Pop-up cycle lane - Wallacewell Road	5 (Retain)#
Pop-up cycle lane - Cambridge Street	5 (Retain)#
Pop-up cycle lane - Gorbals Street	5 (Retain)*
Pop-up cycle lane - Howard Street	5 (Retain)#
Pop-up cycle lane - Cumbernauld Road	4 (Retain)#
Pop-up cycle lane - Brockburn Road	4 (Retain)#
Pop-up cycle lane - Braidcraft Road	4 (Retain)#
Pop-up cycle lane - Royston Road	4 (Retain)#
Pop-up cycle lane - Clarence Drive	4 (Retain)#

Table 5-5: *Overall Recommendations – Active Travel/Cycle Provision Measures*

* Maximum assessment score of 9   # Maximum assessment score of 6

Spaces for People – City Centre Interventions	Overall Assessment Score with Retain or Remove Recommendation
Footway widening, including urban greening - Merchant City	5 (Retain)
Footway widening and road closures George Square (including Urban Greening)	5 (Retain)
Footway widening, City Centre Bus Stops and Travel Hubs	4 (Retain)^

Table 5-6: *Overall Recommendations – City Centre Interventions*

^ Gordon Street interventions removed due to external considerations

Spaces for People – Neighbourhood Interventions	Overall Assessment Score with Retain or Remove Recommendation
Road Closures & urban greening – Kelvin Way	9 (Retain)*
People Friendly Streets – Shawlands (Waverley Park)	4 (Retain)
People Friendly Streets - Pollokshields East	4 (Retain)
People Friendly Streets - Dennistoun	3 (Retain)≠
Footway Widening - Byres Road	4 (Remove)+
Footway widening - Finnieston	3 (Remove)+
Footway widening - Partick	2 (Remove)
Footway widening - Bridgeton	2 (Remove)
Footway widening - Shawlands	2 (Remove)
Footway widening - Cessnock	2 (Remove)
Footway widening - Parkhead	2 (Remove)
Footway widening - Tollcross	2 (Remove)
Footway widening - Easterhouse	2 (Remove)

Table 5-7: Overall Recommendations – Neighbourhood Interventions

* Maximum assessment score of 9

≠ Intervention retained due to external considerations

+ Intervention removed due to external considerations

The results of the overall assessment and analysis of external considerations suggest that all the Spaces for People active travel/cycling provision measures and city centre interventions (with the exception of the measures on Gordon Street) implemented by Glasgow City Council should be retained. In addition, four neighbourhood interventions at Kelvin Way, Shawlands, Pollokshields East and Dennistoun should also be considered for retention.

The retained measures should be developed into formal layouts suitable for permanent inclusion, such that they may be incorporated either as part of pre-planned future schemes or as standalone measures to help achieve Glasgow City Council's strategic plans and ambitions.

It is recommended that all retained Spaces for People measures be implemented in accordance with the relevant design standards, along with consideration of the public feedback received to data and input from disability groups.

The remainder of the Space for People neighbourhood interventions located at Partick, Bridgeton, Shawlands, Cessnock, Parkhead, Tollcross, Byres Road, Finnieston and Easterhouse, as well as the city centre interventions on Gordon Street are recommended for removal.

Consideration should also be given to the temporary removal of any infrastructure that may be seen as a hazard to pedestrians, particularly vulnerable users, during the winter months.

It should be noted that the assessments described within this report and the subsequent recommendations to either retain or remove the respective measures are based entirely upon the data provided by Glasgow City Council, and other widely-available data sources from Sustrans and Transport Scotland, including the Active Travel Framework and National Walking Strategy.

6 Conclusions

Implementing the Spaces for People measures has provided temporary infrastructure to help people complete essential journeys and exercise safely during Covid-19 by walking, cycling, and wheeling. These measures were intended to achieve physical, social distancing requirements throughout the Covid-19 pandemic while also aiding people's health and wellbeing through restored connectivity with the local community and improvements to individuals' physical and mental health. Public opinion, taken from the responses to the public consultation questionnaire, suggest that the measures implemented broadly fulfil the Spaces for People aims and objectives.

With the easing of Covid-19 restrictions and the eventual removal of social distancing requirements Glasgow City Council now have the decision to either remove or retain the Spaces for People measures.

The Spaces for People measures implemented by Glasgow City Council were assessed against three core elements: Alignment with national and local strategic aims, public opinion of whether measures should be retained or removed and usability statistics from cycle count data. These three assessment criteria were then combined to form an overall assessment result which was scored from a maximum available score of 9 for active travel/cycling measures (where full cycle count data is available) and 6 for the city centre and neighbourhood interventions, along with the remainder of the active travel/cycling measures.

The overall assessment results suggest that all the Spaces for People active travel/cycling provision measures and city centre interventions (with the exception of the measures on Gordon Street) implemented by Glasgow City Council should be retained as permanent features. In addition, four neighbourhood interventions at Kelvin Way, Shawlands, Pollokshields East and Dennistoun should also be retained as permanent features.

Appendix A – Strategic Cycle Network

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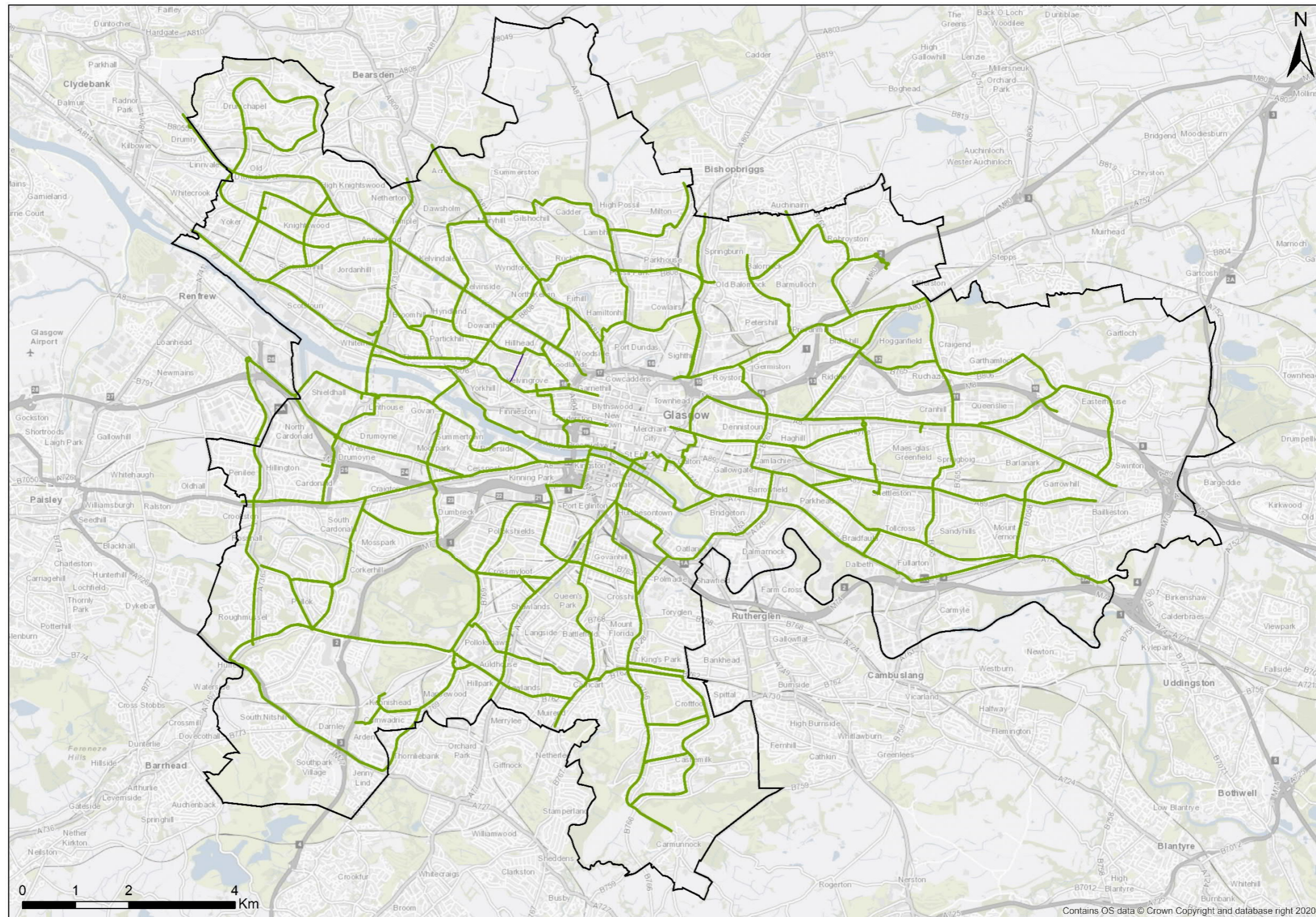
Appendix B – Public Consultation Survey Questionnaire

SPACES FOR PEOPLE QUESTIONNAIRE

Glasgow City Council has introduced a variety of changes on roads and footways across the city through the Scottish Government's Spaces for People Programme, which aims to supports public health by providing additional space for physical distancing while undertaking essential journeys or exercise during the COVID-19 pandemic. Further information can be found here.

The purpose of this survey is to allow you to inform the Council about how you have used these spaces, provide feedback on them and tell us if you would like any other measures introduced to become permanent.

If you are under 16, you should seek a parent or guardians' permission to complete the survey.

It is estimated to take 5 mins to complete the survey. Some additional questions may appear based on your answers.

Data Protection

We may share your response with carefully selected third party suppliers (data processors) working on our behalf. Glasgow City Council is committed to protecting your privacy and personal data, working in full compliance with Data Protection legislation. Your answers will be used to produce (anonymous) statistical information. For more information click here.

COVID-19

We appreciate that the Covid-19 restrictions and changes to life in recent months may affect your response but please base your answers on your current behaviours and attitudes (in the past 6 weeks).
.

1. **Who Are You?**

    Please tell us who are you responding to this survey on behalf of:

	Myself
	Local Small Business
	Interested Group – community group/community council
	Interested Group – walking group
	Interested Group – cycling group
	Disability Group
	Lage Business

2. **The following section relates to the Spaces for People Project as a whole. Please provide your opinions thinking about the whole project.**

3. **How do you feel about the Spaces for People Project**

    Give us your opinion

    Thinking about the work that has been carried out please indicate whether you agree or disagree with the following statements

4. Spaces for People has:

	Strongly Agree	Agree	Neither agree/nor disagree	Disagree	Strongly Disagree
Made Glasgow greener					
Made Glasgow easier to move around.					
Reduce the level of vehicle traffic					
Reduced Journey times					
Increased space for pedestrians					
Enable social distancing					
Increased space for active travel					
Improved safety for vulnerable road users					
Helped Businesses					

5. **Supporting Public Health***

    Do you agree with the following statement:

    Spaces for People programme has supported public health (exercise / physical distancing) during the pandemic.

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Strongly disagree	Disagree	Neutral	Agree	Strongly agree

6. **Benefits for Glasgow***

Do you agree with the following statement:
Overall the spaces for people programme has been a benefit for Glasgow.

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

7. **The City Council are considering whether some of the Space for People measures should be made permanent and we would welcome your views on these individual projects.**

8. **Pop Up Cycle Lanes**

9. **Please tell us which of the pop up lanes you would like to keep or remove.**

	Retain it	Remove it	Don't know / No opinion
Pop-up cycle lane – Riverside (Broomielaw)			
Pop-up cycle lane – Clarence Drive			
Pop-up Cycle Lane – London Road			
Pop-up cycle lane – Great Western Road			
Pop-up cycle lane – Cumbernauld Road			
Pop-up cycle lane Provanmill Road			
Pop-up cycle lane – Bilsland Drive			
Pop-up cycle lane – Hawthorn Street			
Pop-up cycle lane – Brockburn Road			
Pop-up cycle lane – Braidcraft Road			
Pop-up cycle lane – Howard Street			
Pop-up cycle lane – Royston Road			
Pop-up cycle lane – Wallacewell Road			

	Retain it	Remove it	Don't know / No opinion
Pop-up cycle lane – Dumbreck Road			
Pop-up cycle lane – Cambridge Street			
Pop-up cycle lane – Argyle Street			
Pop-up cycle lane – Gorbals Street			

10. **If you have used any of these Pop-Up routes please tell us whey you were using them.** Select as many as are applicable

	Local Resident		Commuting		Shopping / Business

	Leisure		School Education

	Other

11. **Have these Pop-Up cycle lanes made essential journeys during the pandemic safer and easier?**

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

12. **If you would like to provide further comments on the pop-up lanes please se the space below**

13. **Footway widening and City Centre**

14. **Please tell us which of these Footway widening / City Centre measures you would like to keep or remove.**

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	Retain it	Remove it	Don't know / No opinion
Footway widening, City Centre Bus Stops and Travel Hubs			
Footway widening and road closures George Square (inc Urban Greening)			
Road closures and urban greening - Kelvinway			
Footway Widening – Byres Road			
Footway Widening - Finnieston			
Footway Widening - Partick			
Footway Widening - Bridgeton			
Footway Widening - Shawlands			
Footway Widening - Cessnock			
Footway Widening - Parkhead			
Footway Widening - Tollcross			
Footway Widening - Easterhouse			
Footway Widening urban greening – Merchant City			

15. If you have used any of the additional spaces mentioned above please tell us why
    Select as many as are applicable.

	Local Resident		Commuting		Shopping / Business

	Leisure		School Education		I haven't used the space

	Other

16. Do you feel the additional footway space and road closures have enabled social distancing during the pandemic?

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

17. If you would like to provide comment more on the footway widening / road closures please use the space below.

> Please input 1,000 characters at most.

18. Low Traffic Neighbourhoods

19. Please tell us which of these Low Traffic Neighbourhood Schemes you would like to keep or remove.

	Retain it	Remove it	Don't know / No opinion
Low Traffic Neighbourhood – Dennistoun			
Low Traffic Neighbourhood - Shawlands			
Low Traffic Neighbourhood – Pollokshields East			

20. If you have travelled in any of these Low Traffic Neighbourhoods please tell us why.
    Select as many as are applicable

	Local Resident		Commuting		Shopping / Business

	Leisure		School Education

	Other

21. Have these Low Traffic Neighbourhoods enable social distancing during the pandemic?

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

22. If you would like to provide additional comments on the Low traffic Neighbourhoods please use the space below

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Please input 1,000 characters at most.

23. **The next section is all about how you travelled before and during the pandemic.**

24. **How did you normally travel? – Before the Pandemic.**

Thinking about the measures you said that you have used. Please tell us what your most frequently travel mode in or through these areas was BEFORE the pandemic. (please scroll right using the grey bar below the table to view all options).

	Private car / Motorcycle	Walk	Cycle	Wheeling	Public Transport	Didn't Travel
Pop-up cycle lanes						
City Centre / road closures						
Low Traffic Neighbourhoods						

25. **Travel Behaviour**

26. **How did you normally travel? – Before the Pandemic.**

Again thinking about the measures you have said that you use. Please tell us what your most frequent travel mode in these areas is now.
(Please scroll right using the grey bar below the table to view all options)

	Private car / Motorcycle	Walk	Cycle	Wheeling	Public Transport inc taxi	Didn't Travel in these spaces
Pop-up cycle lanes						
City Centre / road closures						
Low Traffic Neighbourhoods						

27. **Changes to the way you travel.**

Reflecting on your responses to the previous 2 questions, if your travel mode changed how likely are you to keep the new change?

Going back to the previous mode of travel	Don't know	Staying with the new mode of travel

28. **Have the Spaces for People measures encouraged you to walk or cycle more in the past year?**

Not at all	Not much	Neutral	Yes, a little	Yes, a lot

29. **What would encourage you to walk or cycle more?**

	Segregated cycle lanes
	Improved route signing
	More bike hire locations
	Better footway surfaces
	Improved accessibility eg drop kerbs
	Other

30. **Public Transport**

Would you say that your attitude towards public transport has changed as a result of the COVID-19 pandemic?

	I am less likely to use public transport now
	I am more likely to use public transport now
	My attitudes haven't changed
	Don't know / No opinion

31. **Why are you less likely to use public transport now?**

	Concern about physical distancing from other passengers
	Reduced passenger capacity / unable to board bus, train, subway
	Reduced service frequency
	Reduced need eg working from home
	Other

32. **Do you have any further comments about the Spaces for People project which you have not already provided earlier in this survey?**

33. **About You**

Tell us a little more about you.

34. **Gender◆**

Are you?

	Male
	Female
	Prefer not to say
	Other

35. **Age***
Which age group are you in?

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

36. **Disability***

Do you consider yourself to have a disability?

	Yes
	No
	Prefer not to say

37. **Please tell us more about your disability**

	Visual		Mobility		Hearing		Learning

	Other

38. **Tell us if Spaces for People has had a positive or negative impact on your journeys around Glasgow?**

Very negative	Negative	Neither positive or negative	Positive	Very positive

39. **Further Comments**

Please use the below space to tell us further details about the Spaces for People impact on your travel experience.

40. **Location**

Tio help us understand where people responding to this consultation are based, please can you tell us the first part of your, or your business/organisation/groups postcode? (eg G33 / G41).

41. **Groups and Businesses**

42. **Group/Business Name**

Please provide the name of the group or business who you are responding on behalf of:

43. **How big is your group?***
Please indicate how big your group is / how many people's views you are representing with this response?

	Up to 10 people
	Up to 20 people
	Up to 30 people
	Up to 40 people
	Up to 50 people
	Over 50 people

44. **Business**

Please indicate whether you feel the spaces for people has had a positive or negative impact on your business?

	Very Positive
	Positive
	Neither Positive / Negative
	Negative
	Very Negative

45. **Further Comments**

If you have any other comments about how the Spaces for People project has impacted your business, please use the space below to provide this:

Please input 500 characters at most

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Appendix C – Statistical Analysis of Retain and Remove Data

The retain and remove data from the public consultation met the requirements to satisfy the plausibility of the assumptions for the binomial test. These are highlighted below:

- An ordinal dichotomous response variable (to retain or to remove).
- The outcome of the specified testing results in a *success* variable (to retain the measure) and a *failure* variable (to remove the measure).
- The probability of success remains constant throughout the duration of the testing procedure, where the survey participants had a constant choice of either to retain or remove the measure within the survey from those who answered to retain or remove the scheme.
- All the survey participants involved in the survey completed their results independently and the results of such survey participant did not affect the results of another participant's survey answers.
- The data collection method represented the population based on the wide marketing activity and inclusivity of the survey.

This was based on a hypothesised value and was theoretically outlined to be a pre-specified proportion of 0.5 based on the assumption of *equal chance* of the public choosing either answer (retain or remove).

The binomial test with the Clopper-Pearson 95% confidence interval was completed for each retain and remove data set from the public consultation for each Spaces for People measure to determine, with statistical significance, if a greater proportion of survey participants were in favour of retaining (to retain) the measures than to remove (to remove). For all the Spaces for People measures, a greater proportion of survey participants favoured to retain the measures than remove them. Within this, the Clopper-Pearson 95% confidence interval indicated a confidence level that potential survey participants in the population represented the same indication that a greater proportion favoured to retain the measures. The outcome of this application showed that similarly, the potential population would have a greater proportion (>50%) that favour to retain the schemes.

For all the Spaces for People measures, a greater proportion of survey participants favoured to retain the measures than remove them. Within this, the Clopper-Pearson 95% confidence interval indicated a confidence level that potential survey participants in the population represented the same indication that a greater proportion favoured to retain the measures. The outcome of this application showed that similarly, the potential population would have a greater proportion (>50%) that favour to retain the schemes.

Despite this, there were two measures which displayed lower confidence intervals than others, albeit still satisfying the threshold for a greater proportion. These measures were pop-up cycle lanes at Braidcraft Road and

Brockburn Road. To summarise the analysis, the results of the binomial test for Brockburn Road is provided as an example.

Null Hypothesis (H$_0$): Survey results do not differ from expected 50% split ; $p \geq 0.05$

Alternative Hypothesis (H$_a$): Survey results do differ from expected 50% split ; $p < 0.05$

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Brockburn Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

The figure above shows the Hypothesis Test Summary table and provides the level of statistical significance. The p-value output is p=0.000 which means the binomial test is statistically significant p<0.05 and therefore we can reject the null hypothesis and accept the alternative hypothesis that the survey results do differ from expected 50% split. In this case, the proportion is likely to be greater towards the option to retain.

Total N	2709
Test Statistic	1510.000
Standard Error	26.024
Standardized Test Statistic	5.956
Asymptotic Sig.(2-sided test)	.000

The figure above provides an extension on the hypothesis test summary and shows the total number of valid retain and remove participant answers used for the binomial test. The sample size was 2,709 and in which, 1,510 was the test statistic which shows the number of participants who expressed their opinion to retain the scheme.

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Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Brockburn Road=Retain it).	.557	.538	.576

The Confidence Interval Summary table above in shows the summary of the one-sample binomial success rate (Clopper-Pearson 95% confidence interval). The estimate of the proportion of the population shows a value of 0.557 which conveys that 55.7% of all potential survey participants favour to retain the pop-up cycle lane at Brockburn Road with a confidence interval of 95%. Thus, of the potential customers and factoring in the 95% confidence interval, the proportion of the potential survey participants favouring to retain the pop-up cycle lane at Brockburn Road could plausibly be as low as 53.8% and as high as 57.6%.

One-Sample Binomial Test
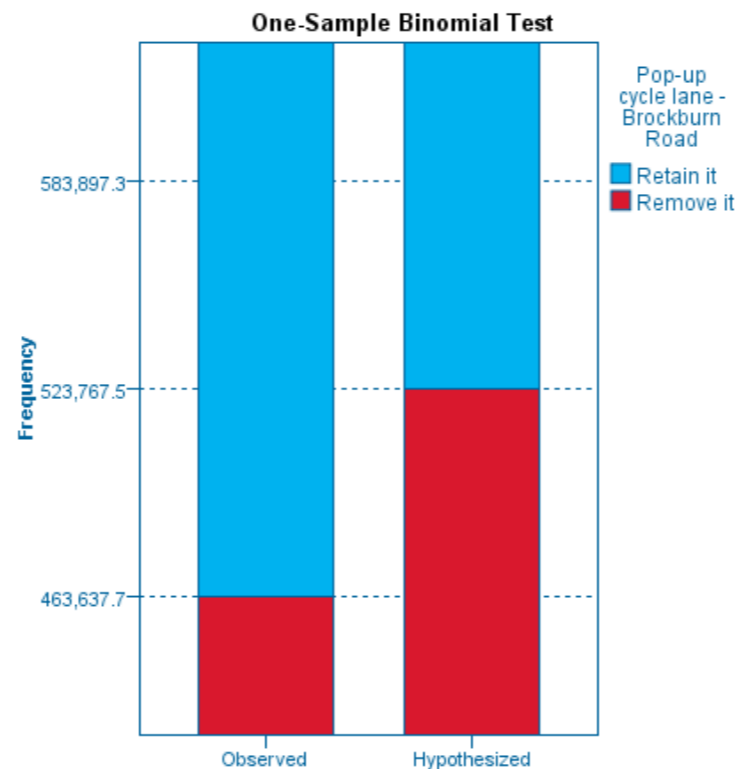
Pop-up Cycle Lane - Argyle Street

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Argyle Street = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2864
Test Statistic	1913.000
Standard Error	26.758
Standardized Test Statistic	17.957
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Argyle Street=Retain it).	.668	.650	.685

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One-Sample Binomial Test

Pop-up cycle lane - Argyle Street
- ■ Retain it
- ■ Remove it

One-Sample Binomial Test Summary

Total N	2498
Test Statistic	1603.000
Standard Error	24.990
Standardized Test Statistic	14.146
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Bilsland Drive=Retain it).	.642	.623	.661

Pop-up Cycle Lane - Bilsland Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Bilsland Drive = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test

Pop-up cycle lane - Bilsland Drive
- ■ Retain it
- ■ Remove it
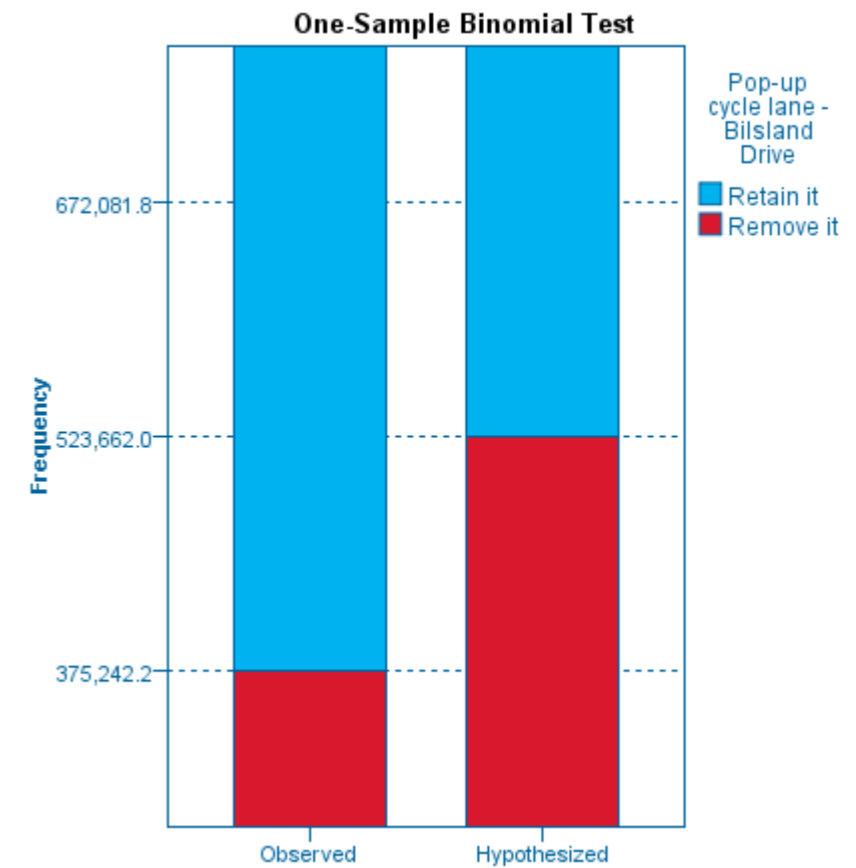
Pop-up Cycle Lane - Braidcraft Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop - up cycle lane - Braidcraft Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2683
Test Statistic	1500.000
Standard Error	25.899
Standardized Test Statistic	6.101
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop - up cycle lane - Braidcraft Road=Retain it).	.559	.540	.578

One-Sample Binomial Test

Pop - up cycle lane - Braidcraft Road
- Retain it
- Remove it

Footway Widening - Bridgeton

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Bridgeton = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2224
Test Statistic	1527.000
Standard Error	23.580
Standardized Test Statistic	17.579
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Bridgeton=Retain it).	.687	.667	.706

One-Sample Binomial Test
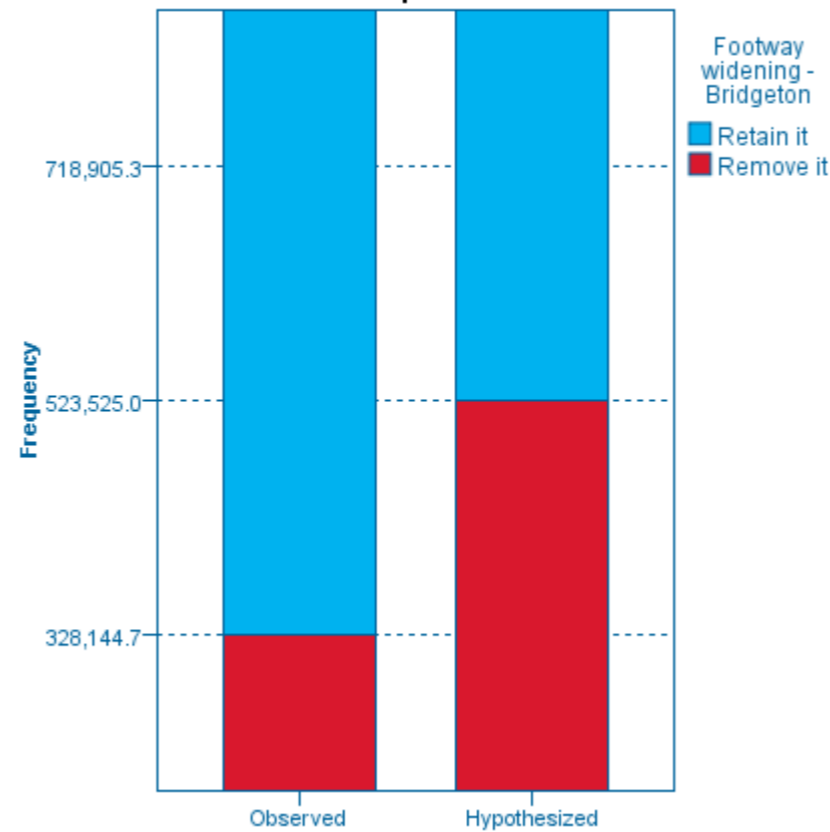
Footway Widening - Byres Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway Widening - Byres Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

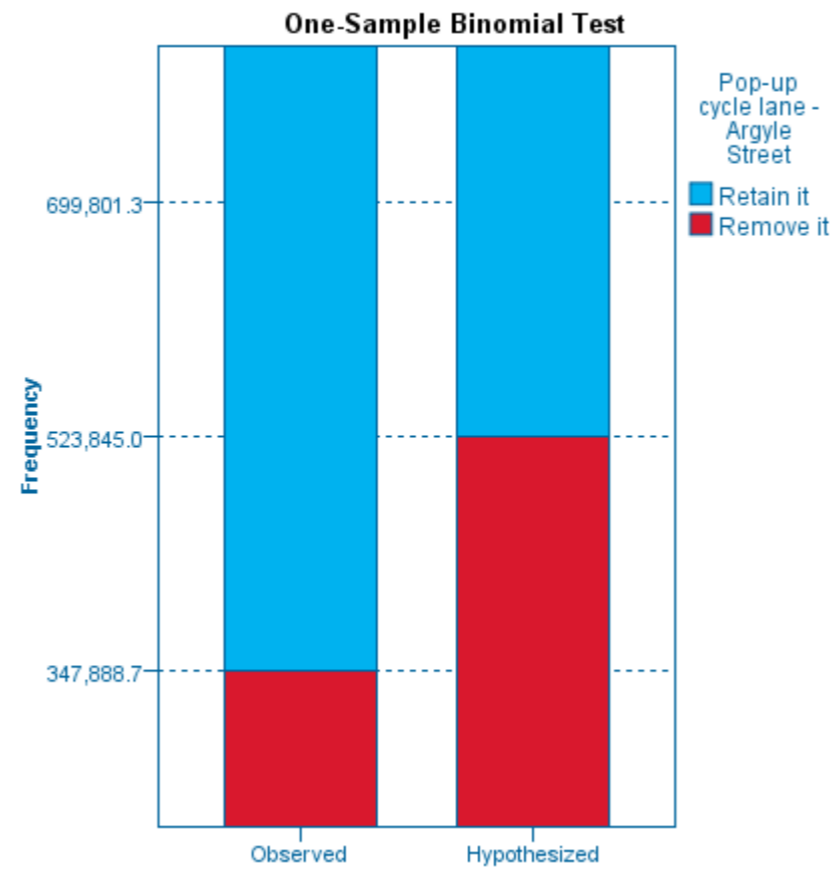Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2789
Test Statistic	1964.000
Standard Error	26.405
Standardized Test Statistic	21.549
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway Widening - Byres Road=Retain it).	.704	.687	.721

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One-Sample Binomial Test

Footway Widening - Byres Road

Legend:
- Retain it (blue)
- Remove it (red)

Frequency axis values: 737,725.3 / 523,807.5 / 309,889.7

X-axis: Observed, Hypothesized

One-Sample Binomial Test Summary

Total N	2609
Test Statistic	1688.000
Standard Error	25.539
Standardized Test Statistic	14.997
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Cambridge Street=Retain it).	.647	.628	.665

Pop-up Cycle Lane - Cambridge Street

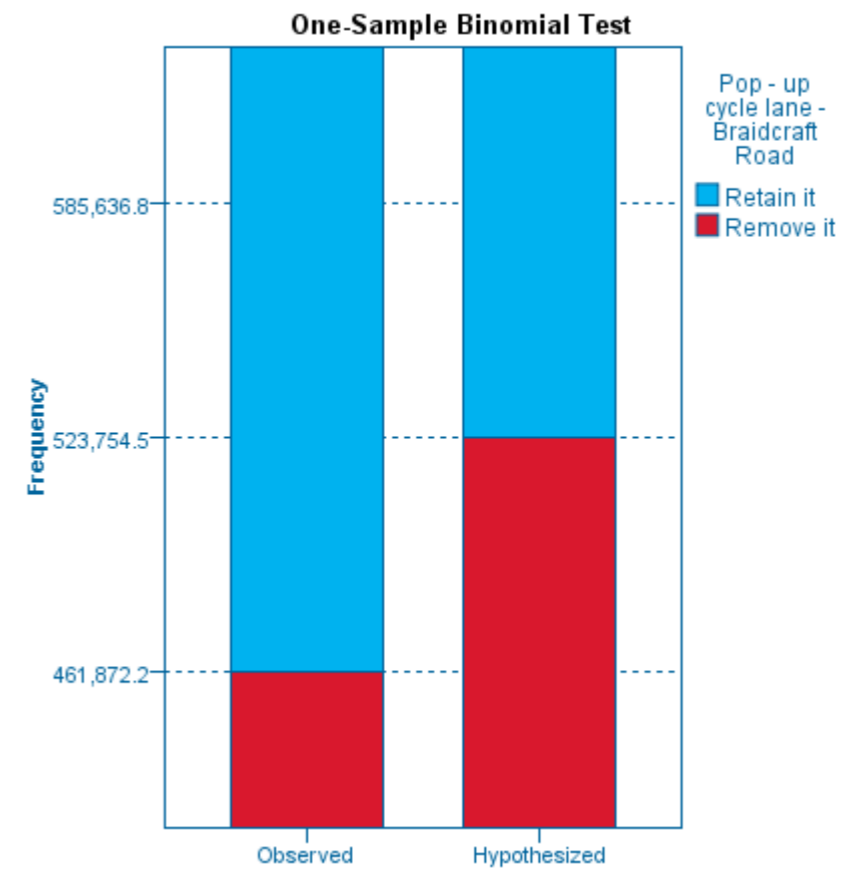|	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Cambridge Street = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test

Pop-up cycle lane - Cambridge Street

Legend:
- Retain it (blue)
- Remove it (red)

Frequency axis values: 677,681.2 / 523,717.5 / 369,753.8

X-axis: Observed, Hypothesized
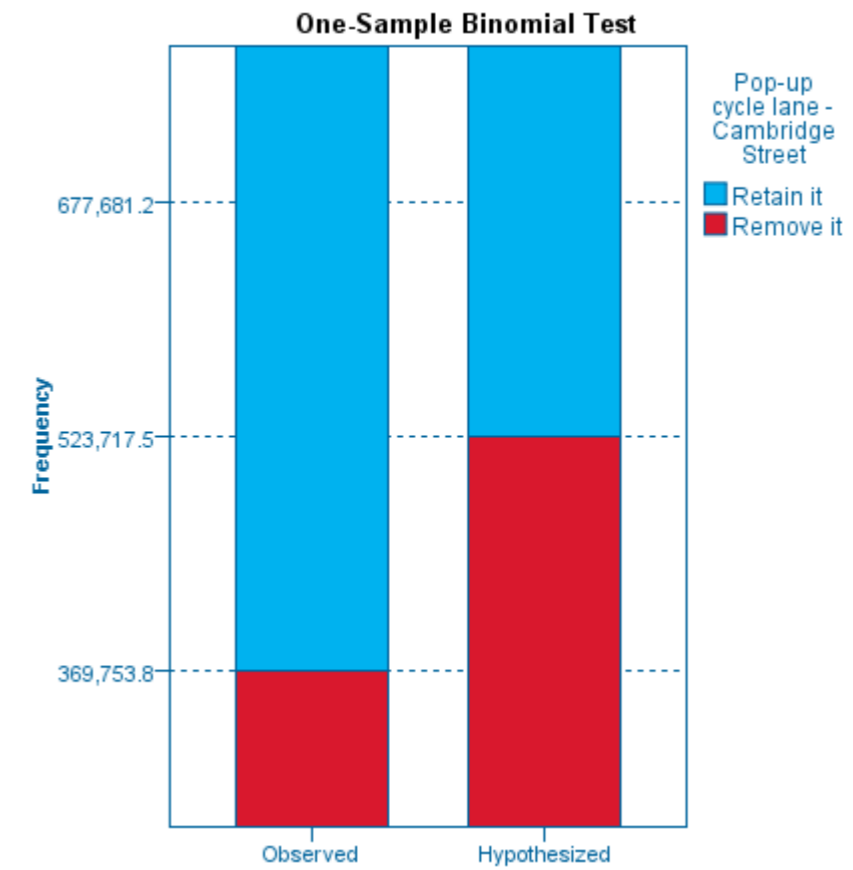
Footway Widening - Cessnock

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Cessnock = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2157
Test Statistic	1472.000
Standard Error	23.222
Standardized Test Statistic	16.924
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Cessnock=Retain it).	.682	.662	.702

One-Sample Binomial Test
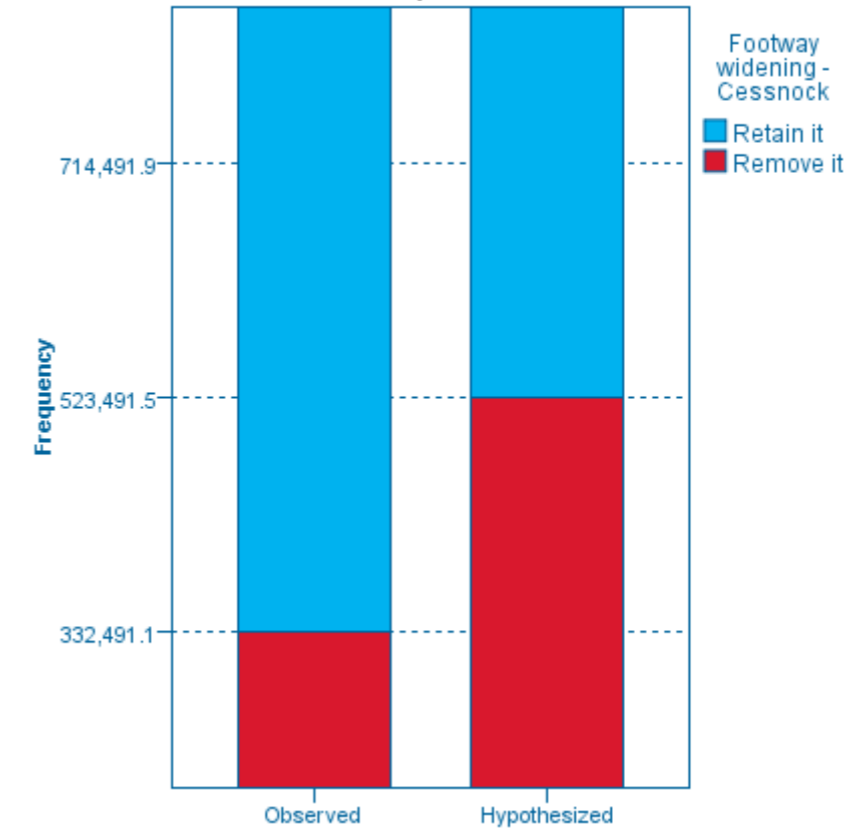
Footway Widening, City Centre Bus Stops and Travel Hubs

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening, City Centre Bus Stops and Travel Hubs = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

Total N	2760
Test Statistic	1970.000
Standard Error	26.268
Standardized Test Statistic	22.442
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening, City Centre Bus Stops and Travel Hubs=Retain it).	.714	.697	.731

One-Sample Binomial Test
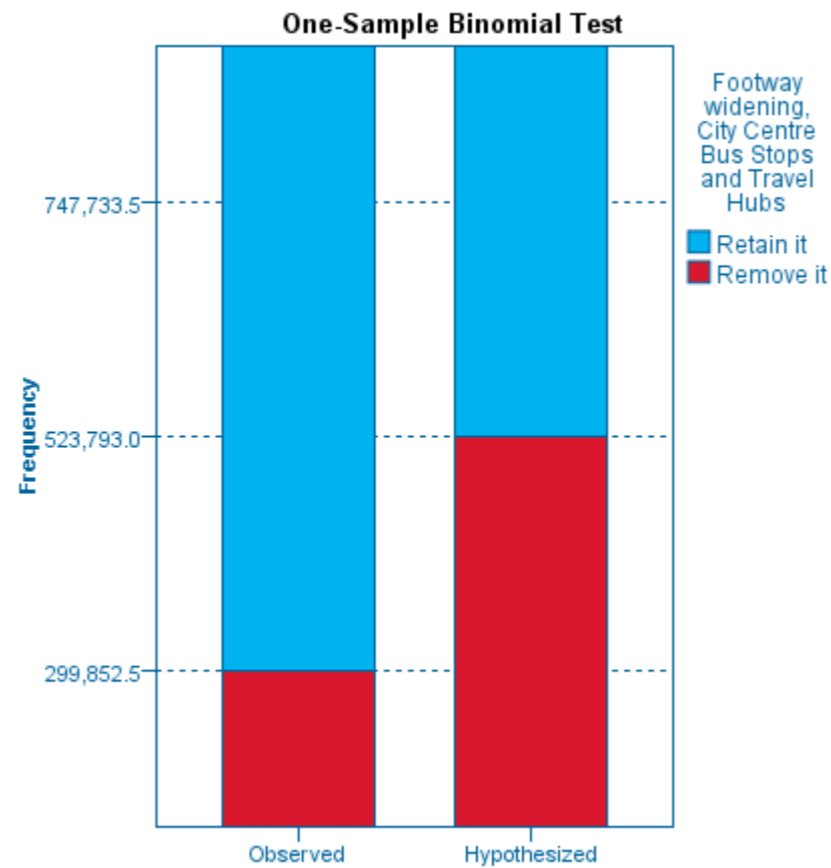
Pop-up Cycle Lane - Clarence Drive

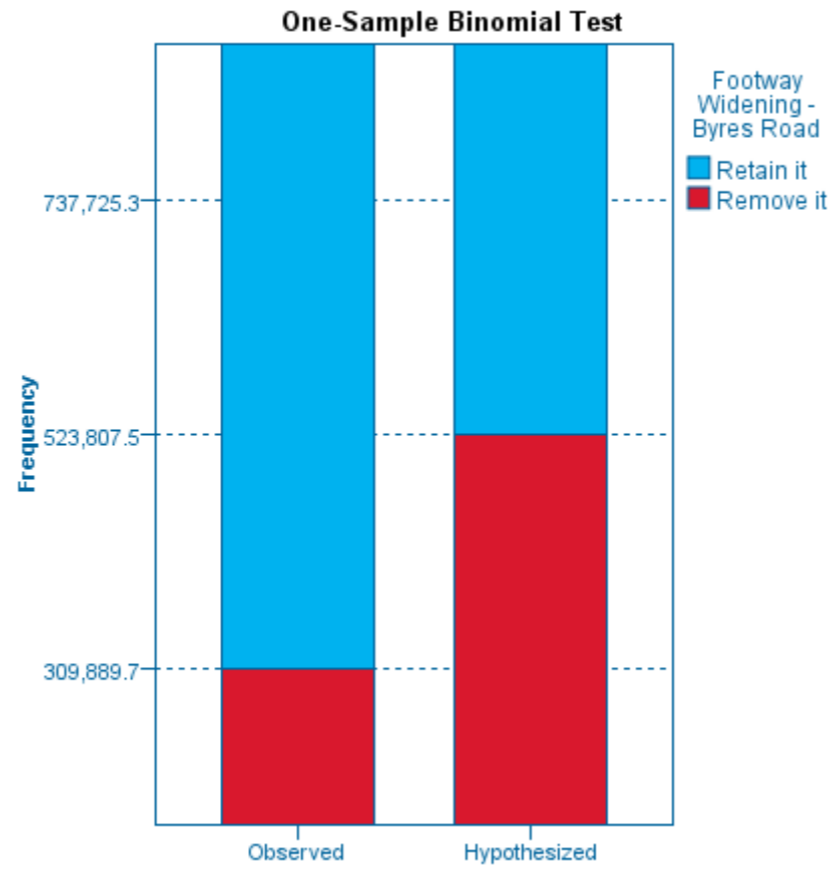|	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Clarence Drive = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

Total N	2566
Test Statistic	1710.000
Standard Error	25.328
Standardized Test Statistic	16.839
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Clarence Drive=Retain it).	.666	.648	.685

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One-Sample Binomial Test

Pop-up cycle lane - Clarence Drive
- Retain it
- Remove it
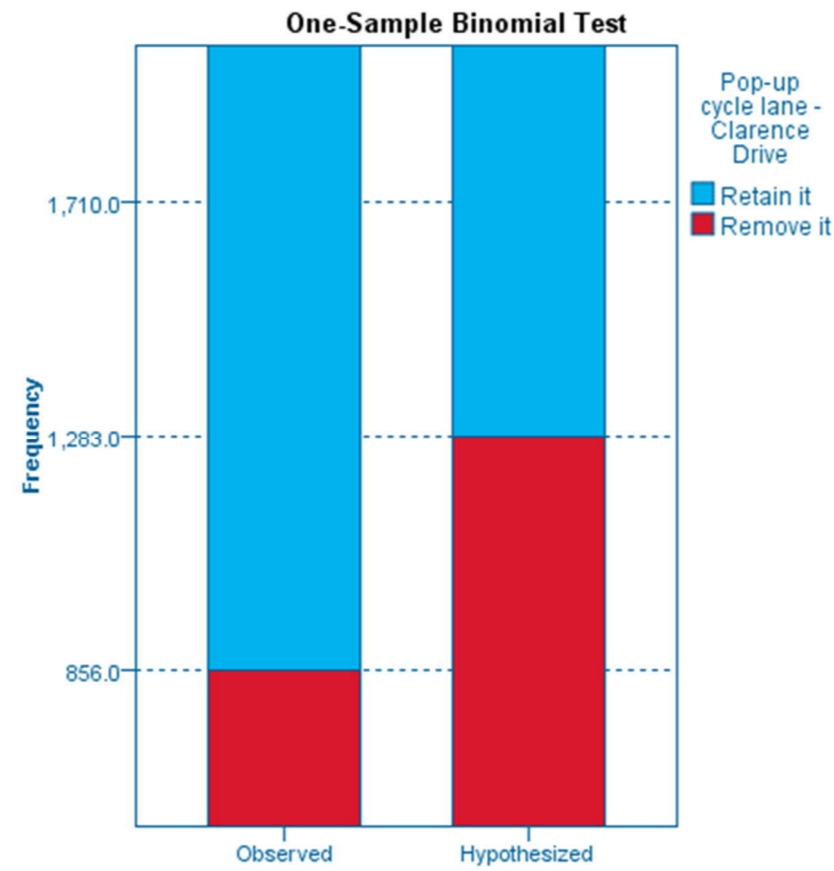
Total N	2468
Test Statistic	1591.000
Standard Error	24.839
Standardized Test Statistic	14.352
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Cumbernauld Road=Retain it).	.645	.625	.664

One-Sample Binomial Test

Pop-up cycle lane - Cumbernauld Road
- Retain it
- Remove it

Pop-up Cycle Lane - Cumbernauld Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Cumbernauld Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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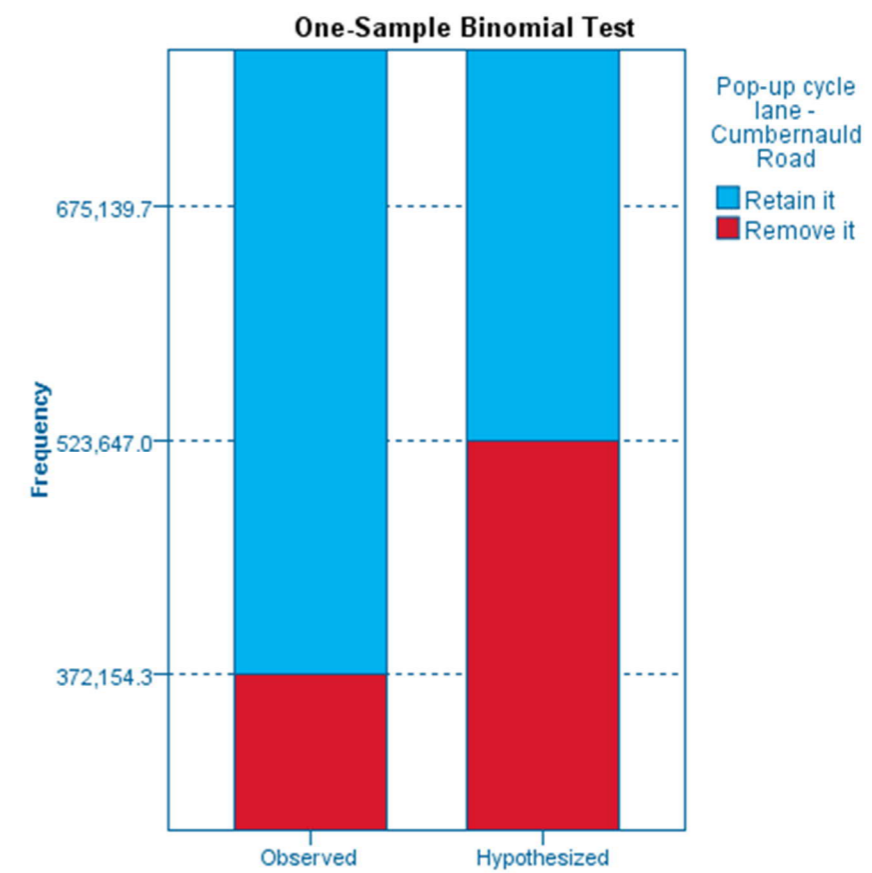
Neighbourhood Interventions- Dennistoun

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Low Traffic Neighbourhood - Dennistoun = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	1945
Test Statistic	1295.000
Standard Error	22.051
Standardized Test Statistic	14.602
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Low Traffic Neighbourhood - Dennistoun=Retain it).	.666	.644	.687

One-Sample Binomial Test
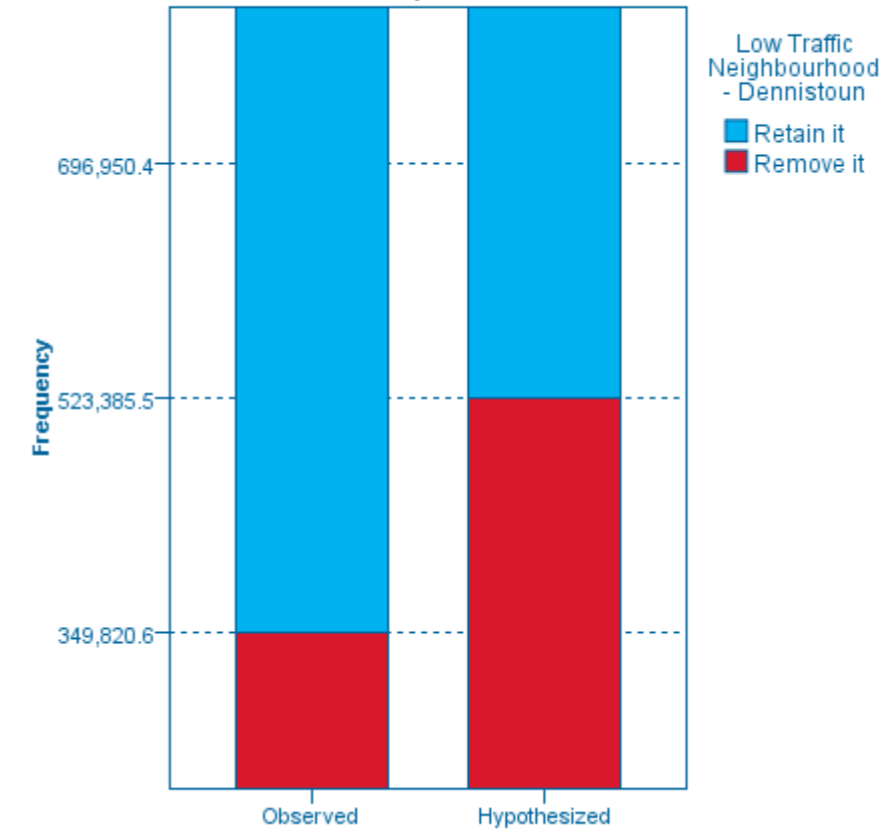
Pop-up Cycle Lane - Dumbreck Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Dumbreck Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2679
Test Statistic	1643.000
Standard Error	25.880
Standardized Test Statistic	11.708
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Dumbreck Road=Retain it).	.613	.595	.632

One-Sample Binomial Test
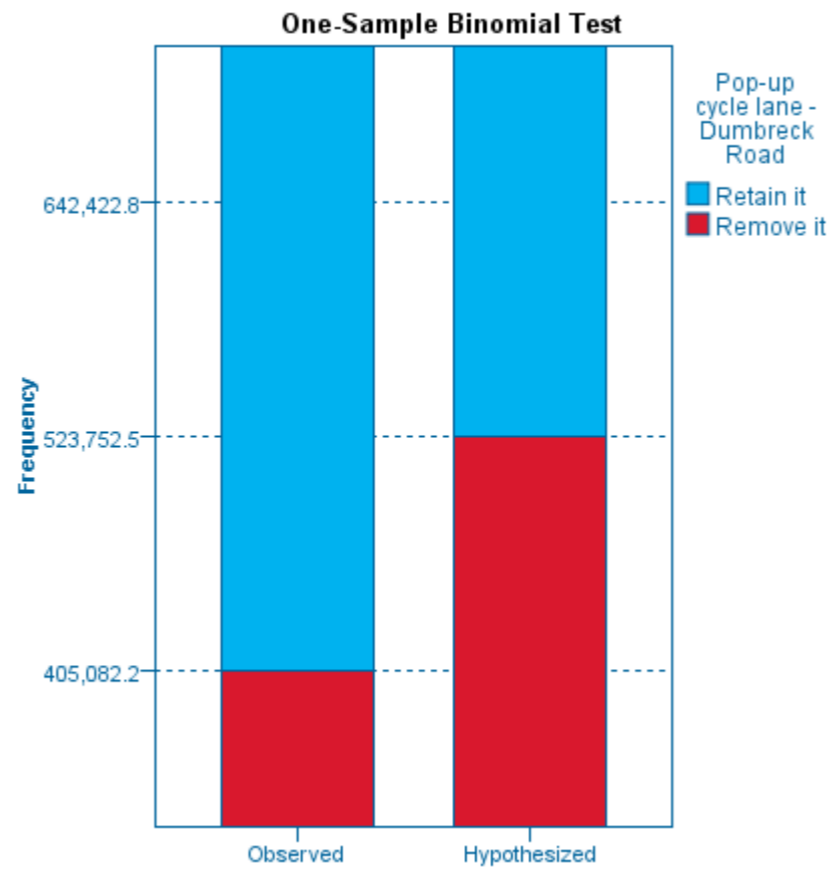
Footway Widening - Easterhouse

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Easterhouse = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2039
Test Statistic	1404.000
Standard Error	22.578
Standardized Test Statistic	17.008
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Easterhouse=Retain it).	.689	.668	.709

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One-Sample Binomial Test

Footway widening - Easterhouse
- Retain it (blue)
- Remove it (red)

One-Sample Binomial Test Summary

Total N	2642
Test Statistic	1868.000
Standard Error	25.700
Standardized Test Statistic	21.264
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Finnieston=Retain it).	.707	.689	.724

Footway Widening - Finnieston

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Finnieston = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test

Footway widening - Finnieston
- Retain it (blue)
- Remove it (red)

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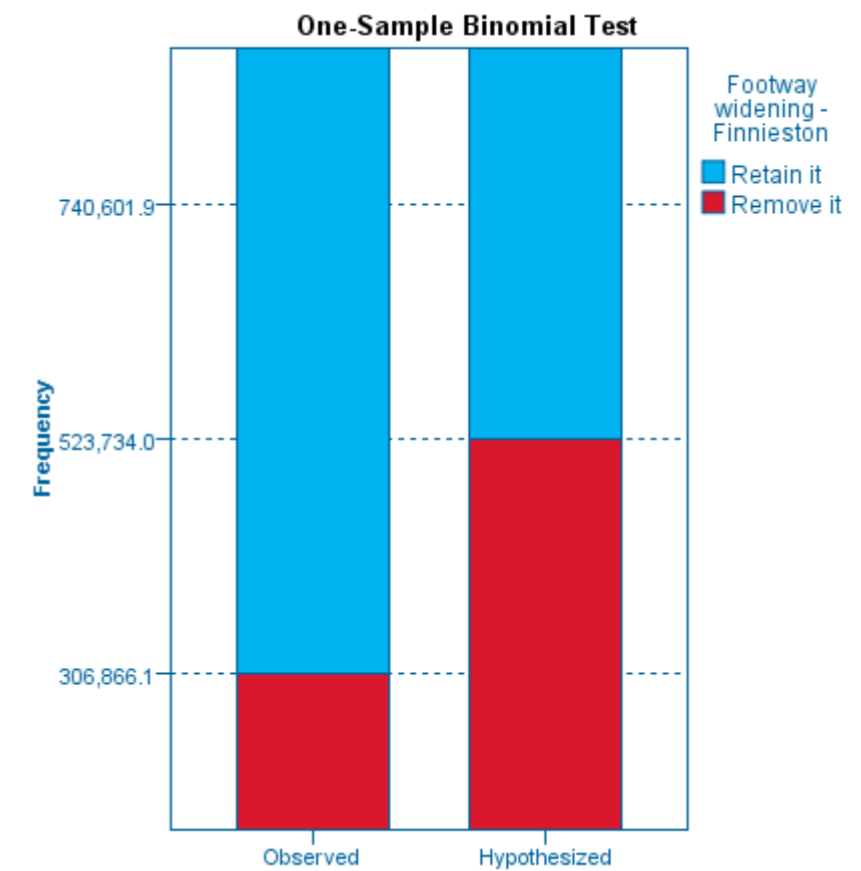
Footway Widening and Road Closures - George Square

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening and road closures George Square (inc Urban Greening) = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2952
Test Statistic	2145.000
Standard Error	27.166
Standardized Test Statistic	24.608
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening and road closures George Square (inc Urban Greening)=Retain it).	.727	.710	.743

One-Sample Binomial Test
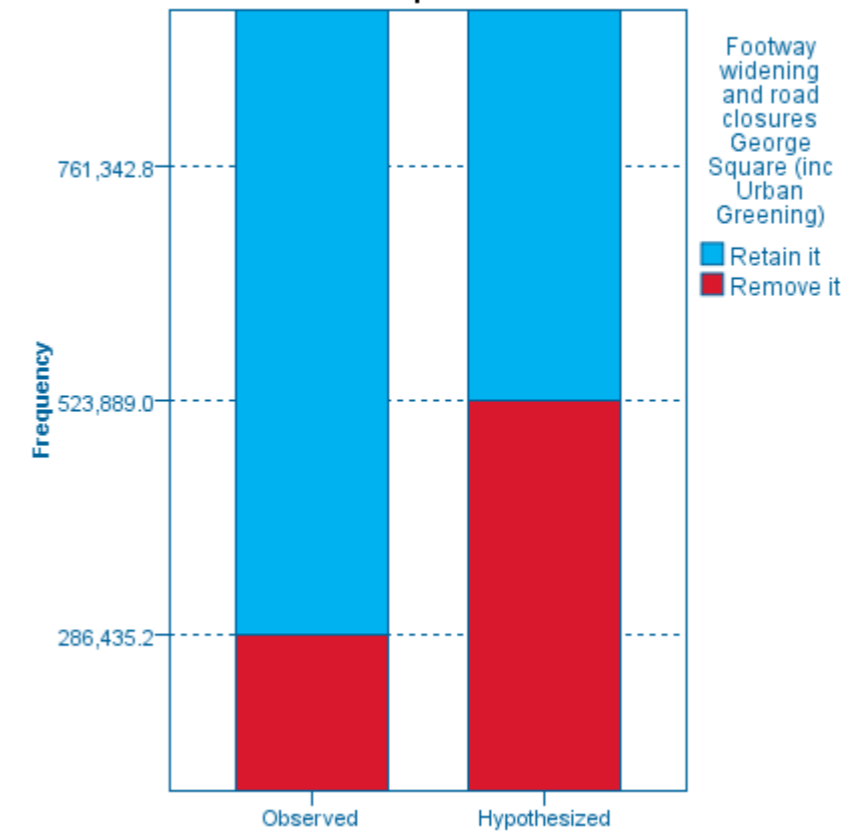
Pop-up Cycle Lane - Gorbals Street

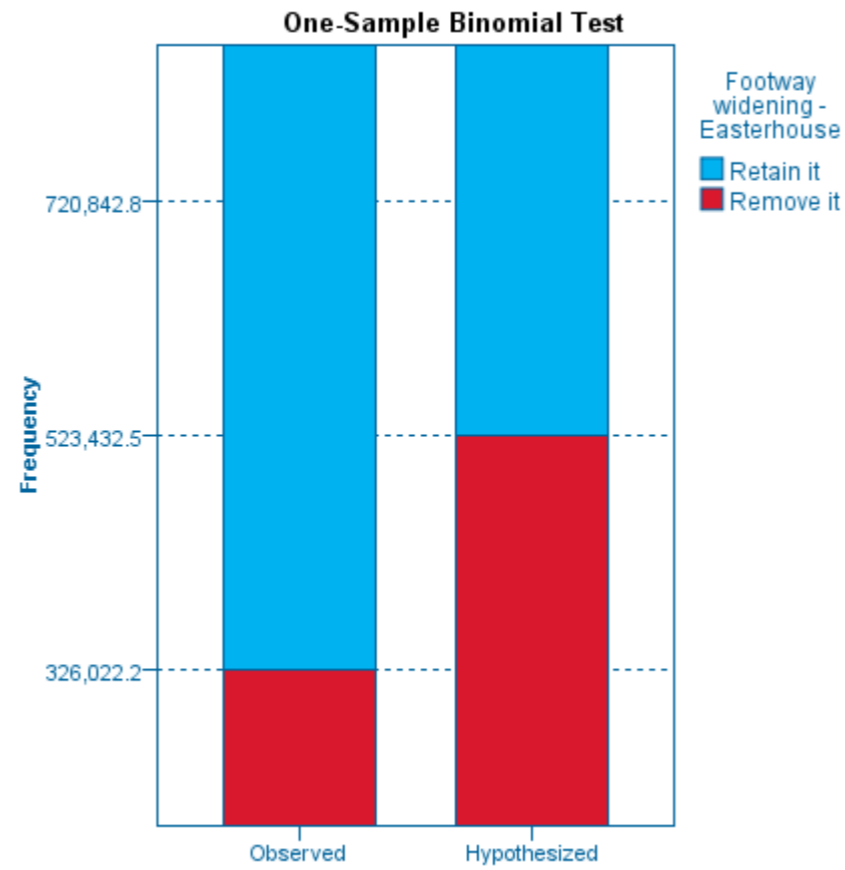|	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Gorbals Street = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2563
Test Statistic	1724.000
Standard Error	25.313
Standardized Test Statistic	17.461
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Gorbals Street=Retain it).	.673	.654	.691

One-Sample Binomial Test
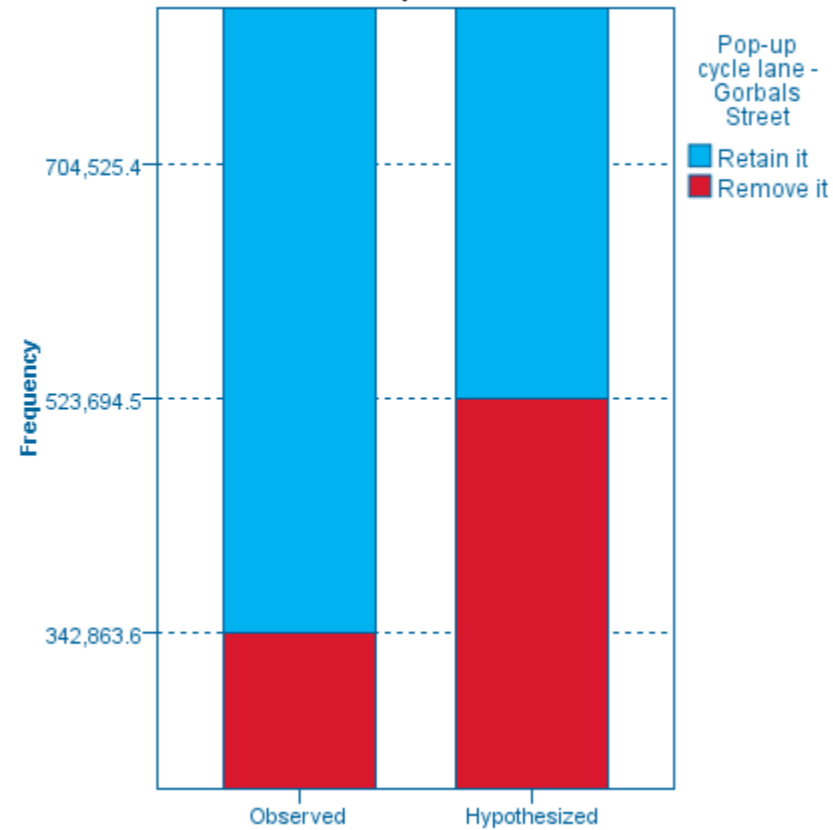
Pop-up Cycle Lane - Great Western Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Great western Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

Total N	2990
Test Statistic	1870.000
Standard Error	27.340
Standardized Test Statistic	13.698
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Great western Road=Retain it).	.625	.608	.643

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One-Sample Binomial Test

Pop-up cycle lane - Great western Road
- Retain it
- Remove it

One-Sample Binomial Test Summary

Total N	2425
Test Statistic	1528.000
Standard Error	24.622
Standardized Test Statistic	12.793
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Hawthorn Street=Retain it).	.630	.611	.649

Pop-up Cycle Lane - Hawthorn Street

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Hawthorn Street = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test

Pop-up cycle lane - Hawthorn Street
- Retain it
- Remove it

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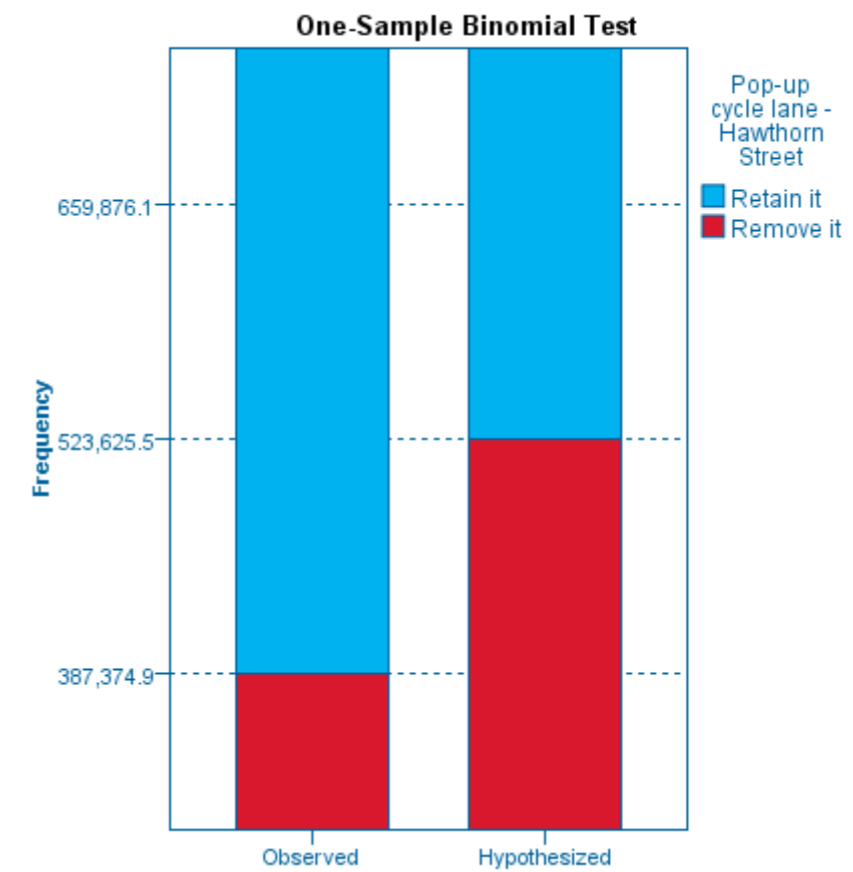
Pop-up Cycle Lane - Howard Street

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Howard Street = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2466
Test Statistic	1620.000
Standard Error	24.829
Standardized Test Statistic	15.566
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

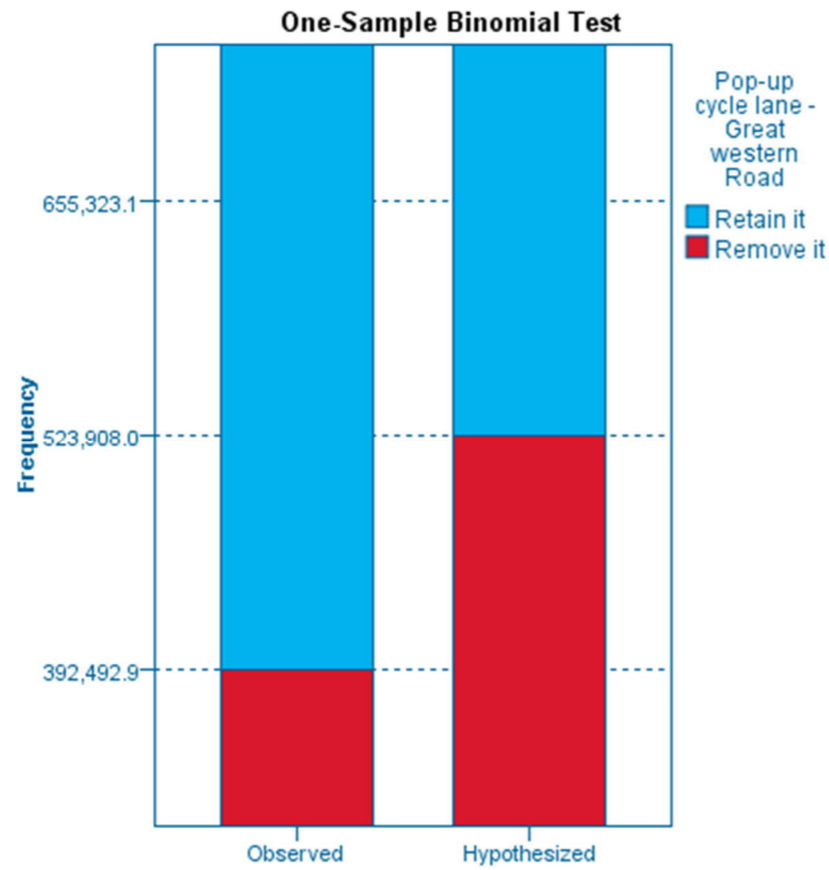| Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Howard Street=Retain it).	.657	.638	.676

One-Sample Binomial Test
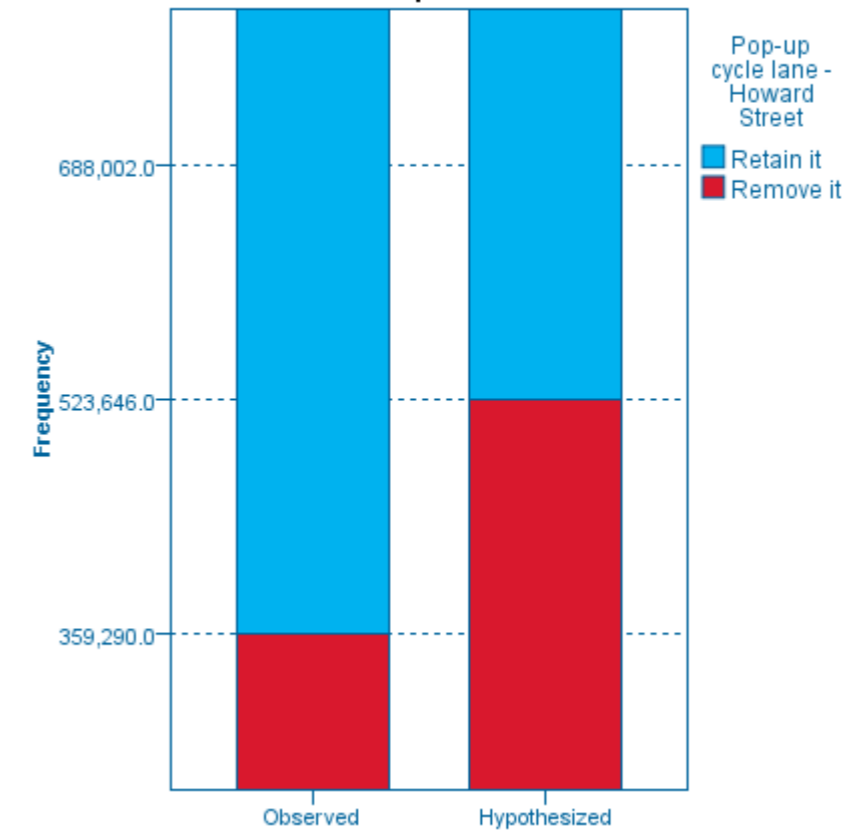
Road Closures and Urban Greening – Kelvin Way

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Road Closures and urban greening - Kelvinway = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2859
Test Statistic	2006.000
Standard Error	26.735
Standardized Test Statistic	21.545
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Road Closures and urban greening - Kelvinway=Retain it).	.702	.684	.718

One-Sample Binomial Test

London Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Riverside (Broomielaw) = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

Total N	2789
Test Statistic	1964.000
Standard Error	26.405
Standardized Test Statistic	21.549
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Riverside (Broomielaw)=Retain it).	.704	.687	.721

One-Sample Binomial Test

Pop-up cycle lane - Riverside (Broomielaw)
- Retain it
- Remove it

Footway Widening including Urban Greening - Merchant City

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening inc urban greening - Merchant City = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

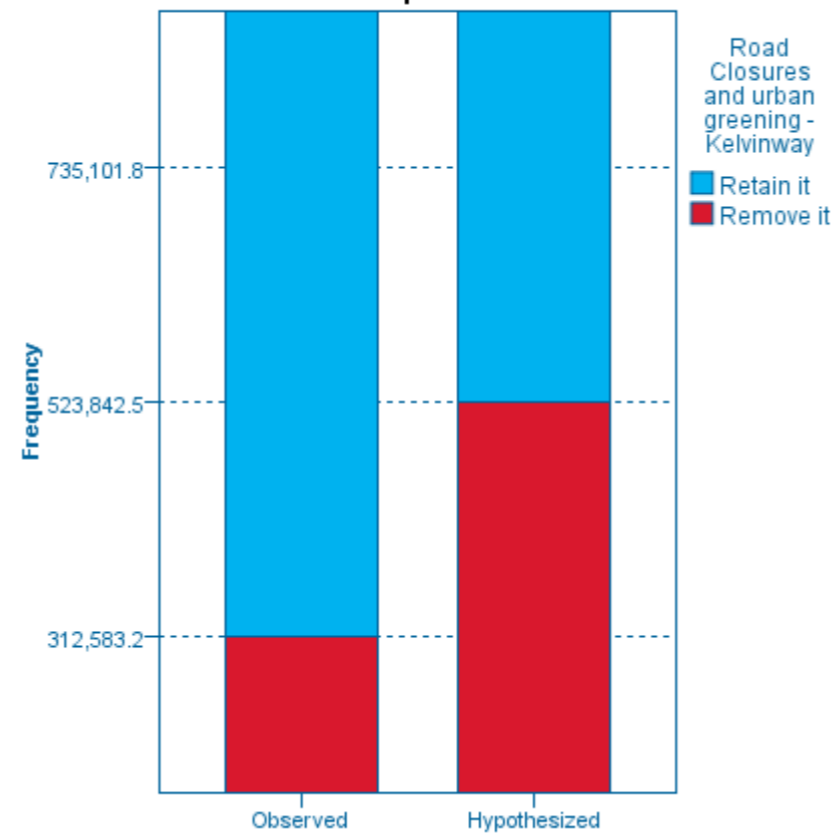Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2647
Test Statistic	1951.000
Standard Error	25.725
Standardized Test Statistic	24.374
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening inc urban greening - Merchant City=Retain it).	.737	.720	.754

One-Sample Binomial Test

Footway widening inc urban greening - Merchant City
- Retain it
- Remove it

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Footway Widening - Parkhead

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Parkhead = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2172
Test Statistic	1478.000
Standard Error	23.302
Standardized Test Statistic	16.801
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Parkhead=Retain it).	.680	.660	.700

One-Sample Binomial Test

Footway widening - Parkhead
■ Retain it
■ Remove it
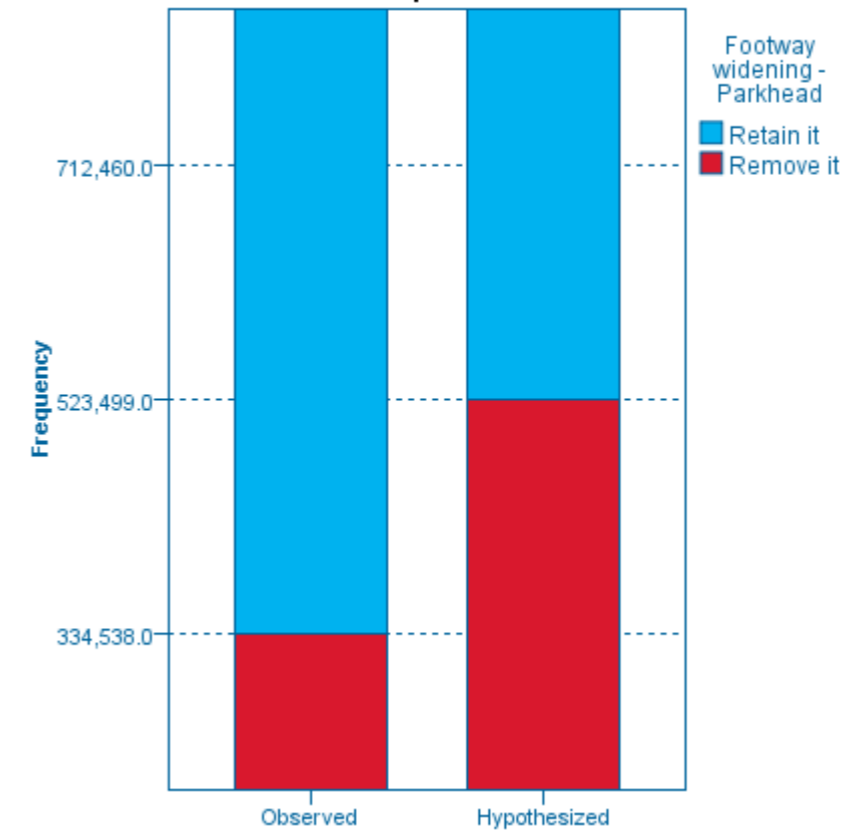
Footway Widening - Partick

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Partick = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2617
Test Statistic	1830.000
Standard Error	25.578
Standardized Test Statistic	20.369
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Partick=Retain it).	.699	.681	.717

One-Sample Binomial Test

Neighbourhood Interventions - Pollokshields East

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Low Traffic Neighbourhood - Pollokshields East = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

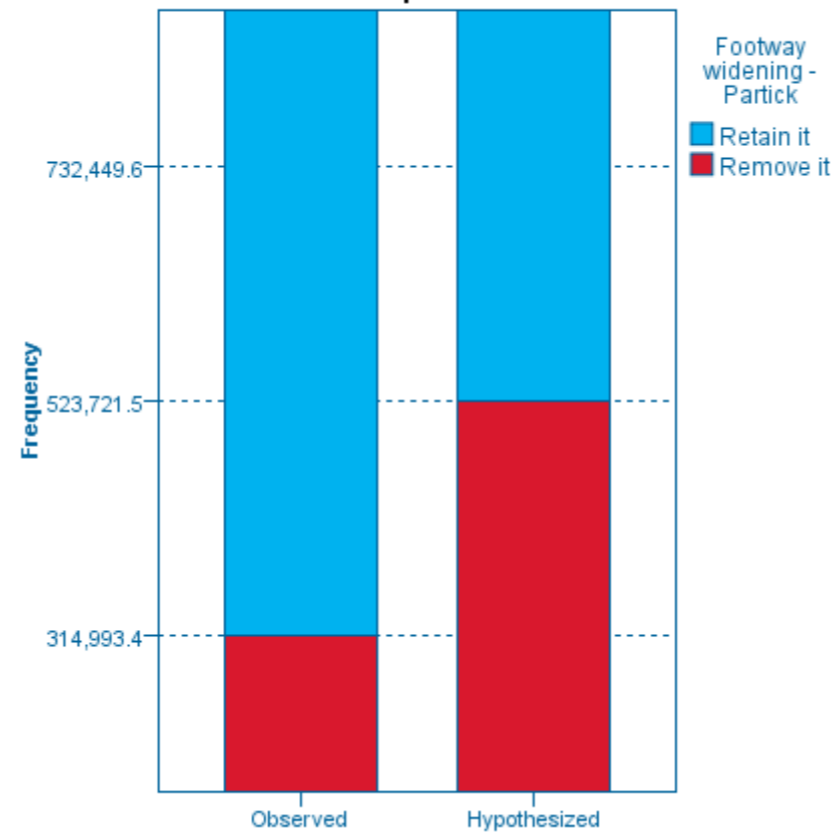Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	1951
Test Statistic	1382.000
Standard Error	22.085
Standardized Test Statistic	18.383
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Low Traffic Neighbourhood - Pollokshields East=Retain it).	.708	.688	.728

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One-Sample Binomial Test

Low Traffic
Neighbourhood
- Pollokshields
East

■ Retain it
■ Remove it

Pop-up Cycle Lane - Provanmill Road

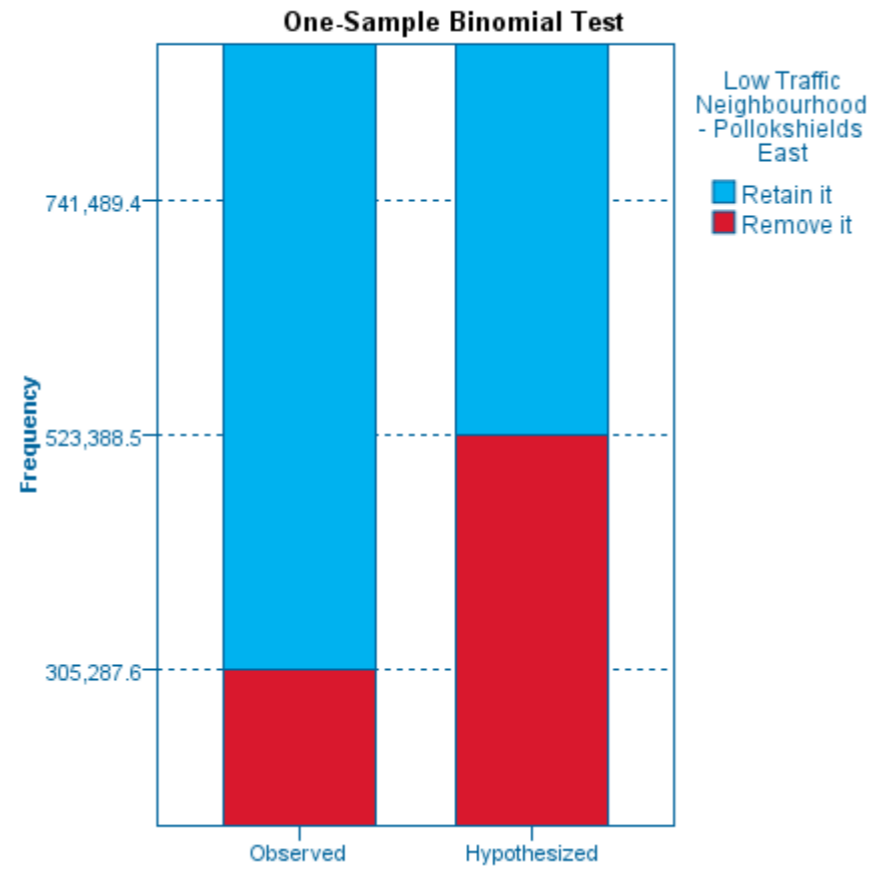|	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Provanmill Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2375
Test Statistic	1528.000
Standard Error	24.367
Standardized Test Statistic	13.953
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Provanmill Road=Retain it).	.643	.624	.663

One-Sample Binomial Test

Pop-up
cycle lane -
Provanmill
Road

■ Retain it
■ Remove it

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Pop-up Cycle Lane - Riverside (Broomielaw)

Hypothesis Test Summary

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Riverside (Broomielaw) = Retain It and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2789
Test Statistic	1964.000
Standard Error	26.405
Standardized Test Statistic	21.549
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Riverside (Broomielaw)=Retain It).	.704	.687	.721

One-Sample Binomial Test

Pop-up Cycle Lane - Royston Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Royston Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

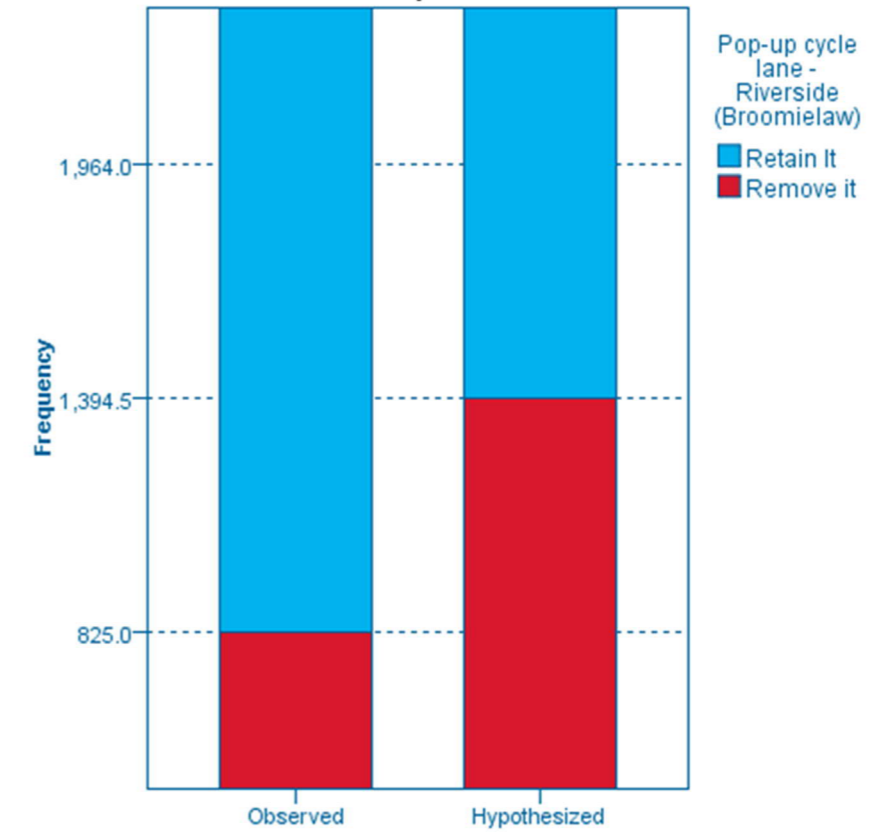Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2408
Test Statistic	1530.000
Standard Error	24.536
Standardized Test Statistic	13.266
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Royston Road=Retain it).	.635	.616	.655

One-Sample Binomial Test
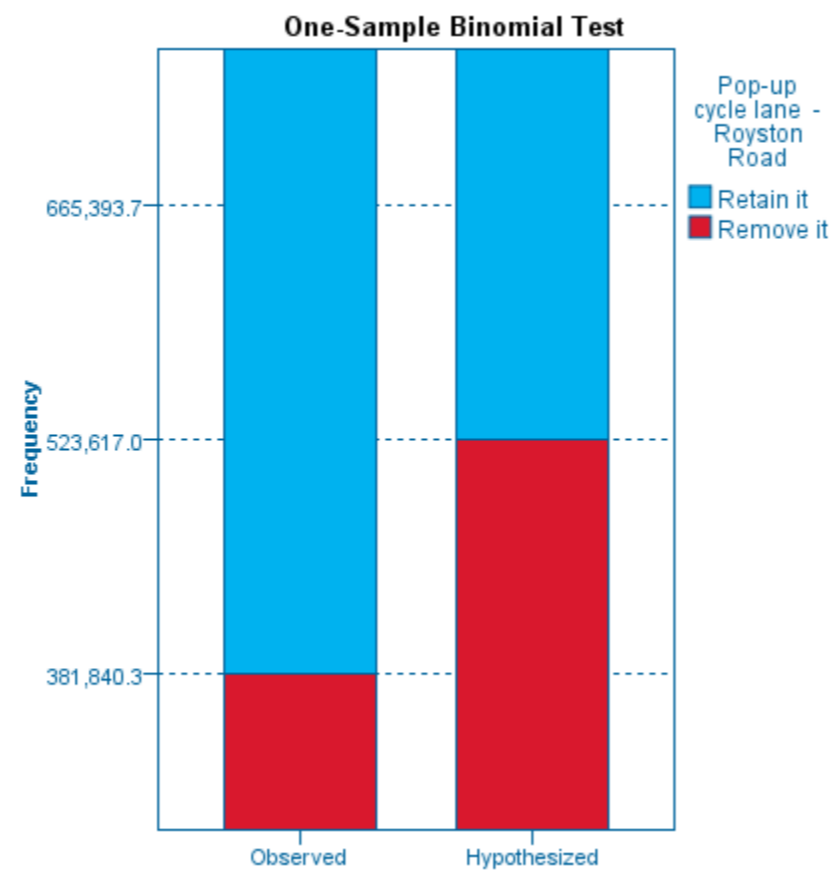
Neighbourhood Interventions – Shawlands (Waverley Park)

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Low Traffic Neighbourhood - Shawlands = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2042
Test Statistic	1418.000
Standard Error	22.594
Standardized Test Statistic	17.549
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Low Traffic Neighbourhood - Shawlands=Retain it).	.694	.674	.714

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One-Sample Binomial Test

Low Traffic Neighbourhood - Shawlands
- Retain it
- Remove it

One-Sample Binomial Test Summary

Total N	2413
Test Statistic	1669.000
Standard Error	24.561
Standardized Test Statistic	18.810
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Shawlands=Retain it).	.692	.673	.710

Footway Widening - Shawlands

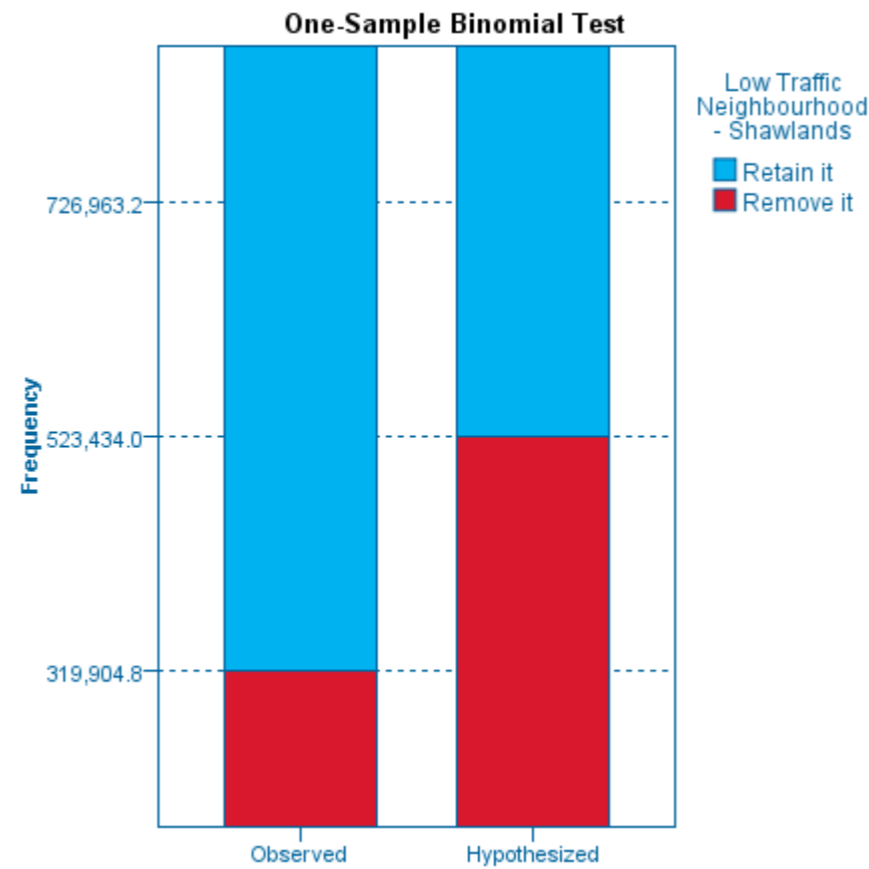|	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Shawlands = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test

Footway widening - Shawlands
- Retain it
- Remove it

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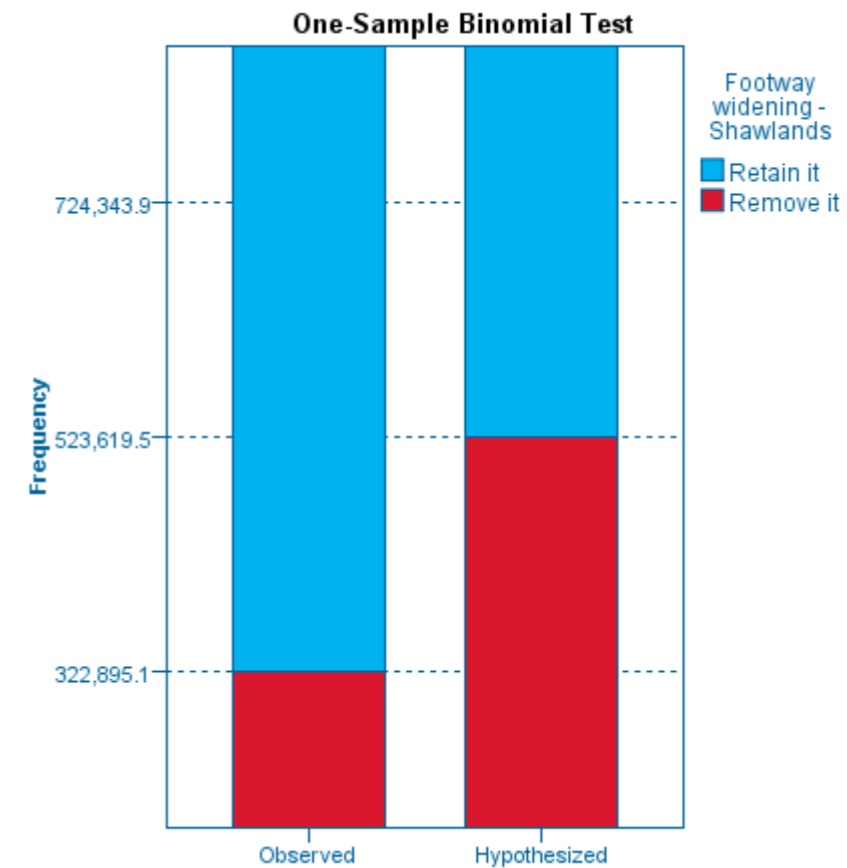
Footway Widening - Tollcross

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Footway widening - Tollcross = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.

One-Sample Binomial Test Summary

Total N	2142
Test Statistic	1457.000
Standard Error	23.141
Standardized Test Statistic	16.659
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Footway widening - Tollcross=Retain it).	.680	.660	.700

One-Sample Binomial Test

Footway widening - Tollcross
Retain it
Remove it

Pop-up Cycle Lane – Wallacewell Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - Wallacewell Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

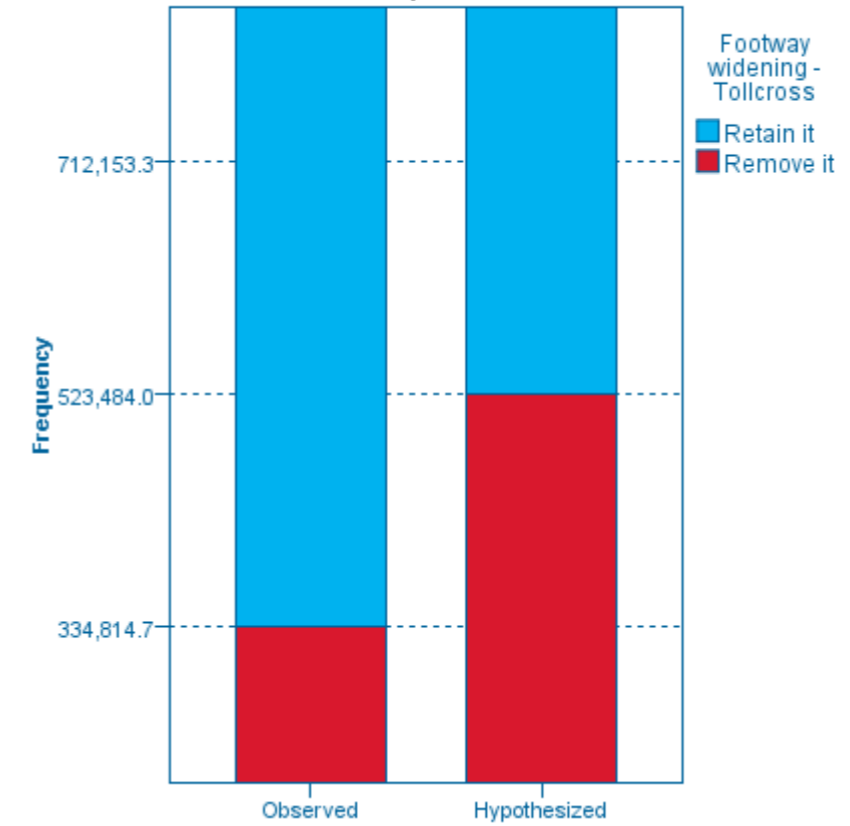Asymptotic significances are displayed. The significance level is .050.

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One-Sample Binomial Test Summary

Total N	2310
Test Statistic	1511.000
Standard Error	24.031
Standardized Test Statistic	14.793
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - Wallacewell Road=Retain it).	.654	.634	.674

One-Sample Binomial Test

Pop-up Cycle Lane – London Road

	Null Hypothesis	Test	Sig.	Decision
1	The categories defined by Pop-up cycle lane - London Road = Retain it and Remove it occur with probabilities .500 and .500.	One-Sample Binomial Test	.000	Reject the null hypothesis.

Asymptotic significances are displayed. The significance level is .050.
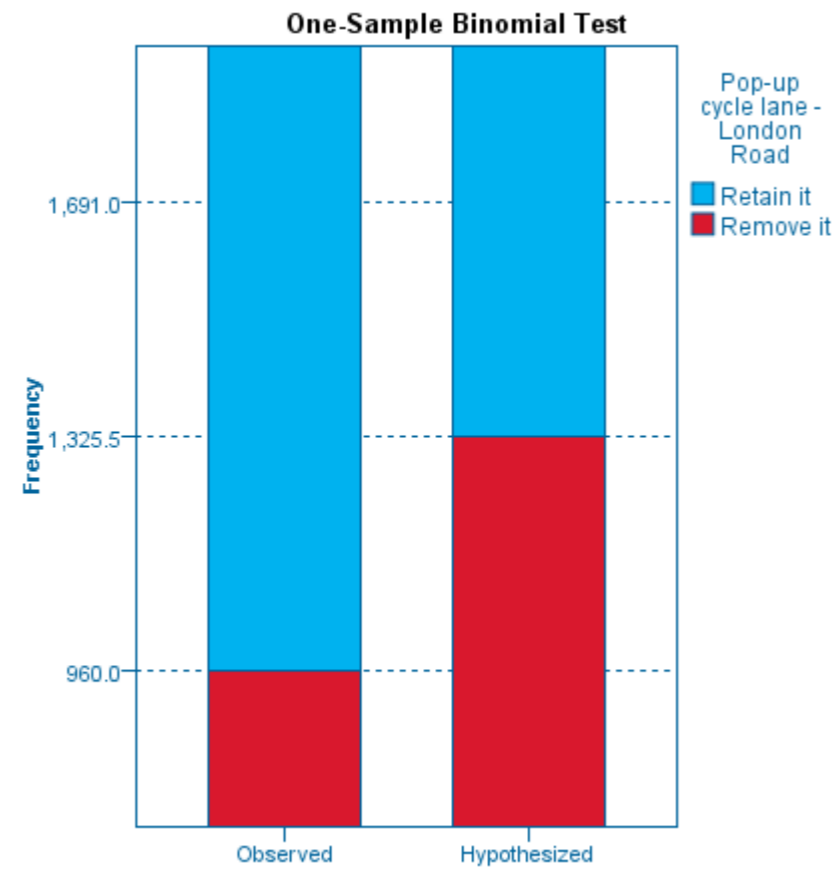
One-Sample Binomial Test Summary

Total N	2651
Test Statistic	1691.000
Standard Error	25.744
Standardized Test Statistic	14.178
Asymptotic Sig.(2-sided test)	.000

Confidence Interval Summary

Confidence Interval Type	Parameter	Estimate	95.0% Confidence Interval	
			Lower	Upper
One-Sample Binomial Success Rate (Clopper-Pearson)	Probability(Pop-up cycle lane - London Road=Retain it).	.638	.619	.656

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One-Sample Binomial Test

Pop-up
cycle lane -
London
Road

■ Retain it
■ Remove it

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Appendix D – Cycle Count Data (Single Set Count Locations)

Spaces for People Cycling Measure	June 2021 7-Day Cycle Count Totals
Braidcraft Road	384
Cambridge Street	2,824
Royston Road	347
Wallacewell Road	369
Brockburn Road	370

Due to emergency Scottish Power works impacting the measures implemented on Howard Street it was not possible to gather accurate cycle count data for this location.

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