



Yorkhill & Kelvingrove  
**Cycling Village**

# Cycling Village Proposal



Aspiring to  
be Scotland's  
most accessible  
community

# FOREWORD

Before we introduce you to our proposal, it's important to take a moment to acknowledge the enormous contribution made by the volunteers from the Yorkhill, Kelvingrove & Finnieston communities. Without their unrelenting enthusiasm & generosity with their time this proposal would not have been possible. This project has been planned, led & delivered by community volunteers who we can't thank enough. Special mentions to Lee Muir for guiding us through this process and to Twan Van Duivenbooden for igniting our active travel passion.

Thanks also goes to ...

- 🚲 Bike for Good
- 🚲 Co-Wheels
- 🚲 Cue The Mustard
- 🚲 Cyclehoop
- 🚲 Free Wheel North
- 🚲 Glasgow City Council
- 🚲 Glasgow City Council Access Officer
- 🚲 Glasgow Disability Alliance
- 🚲 Glasgow Tree Lovers Society
- 🚲 Glasgow University Environmental Sustainability Team
- 🚲 Glasgow University Sports Association
- 🚲 GoBike
- 🚲 Local Businesses
- 🚲 Local Councillors, MSP & MP
- 🚲 Local Religious Institutions
- 🚲 Local Schools & Nurseries
- 🚲 Pocket Sized Hands
- 🚲 SEC
- 🚲 Sustrans
- 🚲 SWG3
- 🚲 The Print Box
- 🚲 Yorkhill Green Spaces
- 🚲 Yorkhill Housing Association

**WE HOPE YOU ENJOY READING OUR  
PROPOSAL & CONTINUING  
THIS JOURNEY TOGETHER.**

*L. Grant*

Lee Grant  
Secretary, Yorkhill & Kelvingrove Community Council

*W Shaw*

Wendy Shaw  
Chair, Yorkhill & Kelvingrove Community Council

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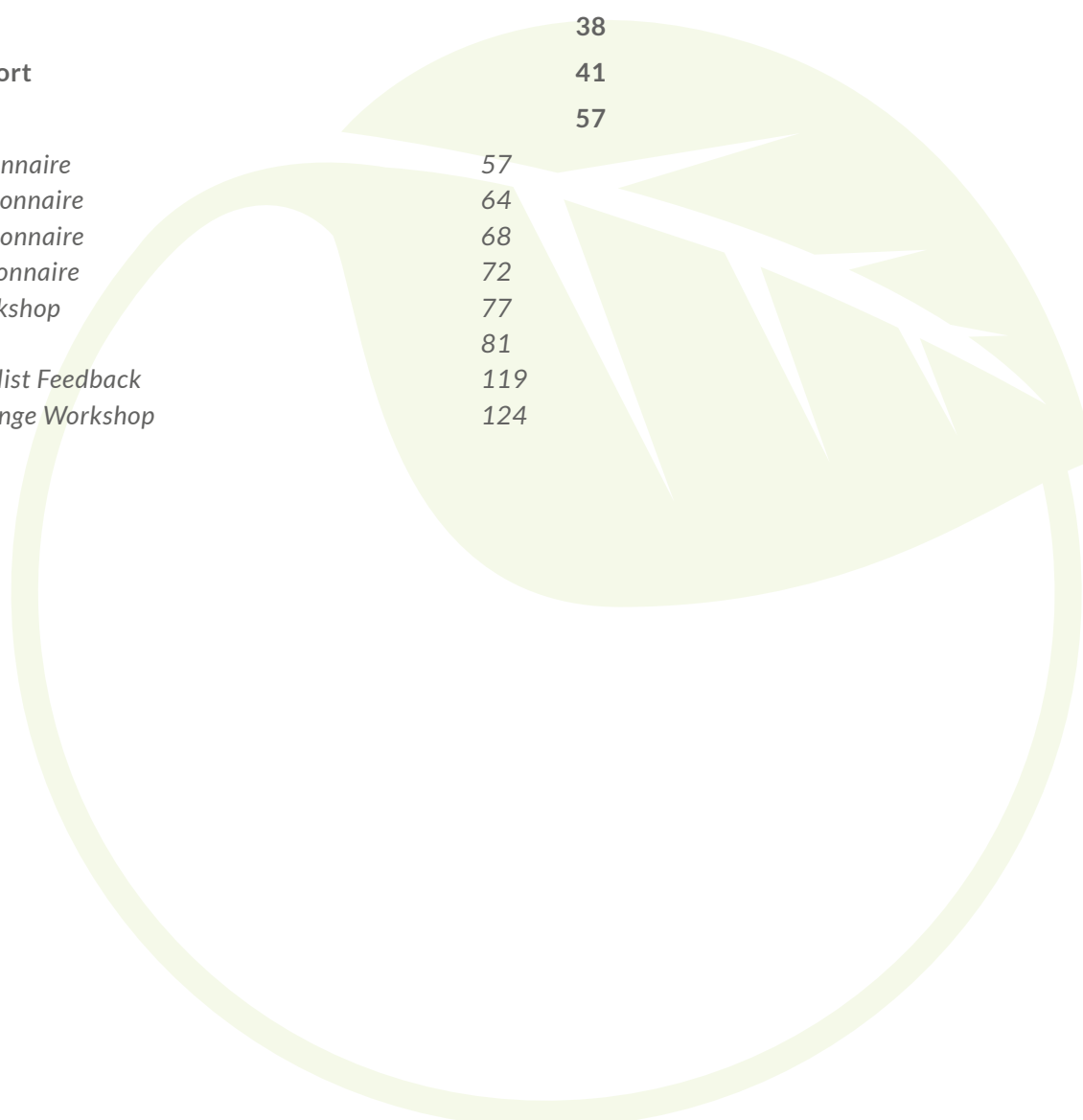
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# INTRODUCTION

We are a diverse community situated 2 miles from Glasgow City Centre. A resident population from all social backgrounds, with a smaller transient student population.

In recent years our community has been transformed. From the redevelopment & opening of major tourist attractions, such as Kelvin Hall, The Riverside Museum, Kelvingrove Art Gallery & Museum, to the addition of new residential & student accommodation, our community is in a period of dramatic growth.

Fuelling much of this growth has been our neighbour the Scottish Events Campus which in 2013 opened the SSE Hydro. This, in part, led to a flurry of new businesses opening along Argyle Street & Old Dumbarton Road.

In March 2016, Finnieston, the smallest neighbourhood within our Community Council boundary, was voted the “hippest place to live in the UK.” Accordingly, our community now attracts people from all over the Glasgow, the UK and increasingly the world.

With this boom in visitors & with more Glaswegians choosing to spend their recreational time in our community, there is an urgent need to invest in our streetscape.

## OUR VISION

Our vision for Yorkhill, Kelvingrove and Finnieston is that our streets will be a safe & attractive place for visitors & residents to discover & enjoy, where the needs of pedestrians & cyclists are considered a priority, where people are able to move around easily between their homes, transport hubs, community facilities & local businesses.

We strongly believe our residents & visitors should be able to access all of our services & attractions, through a network of safe streets, highly accessible footways/paths & connected, protected cycle lanes, which link to the national infrastructure.

To achieve this vision, we are pursuing ways to improve our streetscapes, to provide cycling facilities, to assist navigation, to enhance our architectural heritage & to introduce green elements to our local environment.

Working with Sustrans & Glasgow City Council, our efforts have already resulted in:

- A number of one-off improvements to roads & footways, making them safer for pedestrians & novice cyclists.
- A signage audit has been conducted, with a view to improving directional signage.
- Recent installation of 2 new Nextbike stations, bringing the total number in our area to 5.
- The installation of a number of cycle stands for secure parking
- The installation of 2 on-street bike pumps, funded by Bike for Good & the Scottish Climate Challenge fund.
- The creation of an interactive Area Map to help visitors & residents gain greater access to our local attractions & services

## THE NEXT STEPS

Between April 2018 to April 2019, in conjunction with Sustrans & Glasgow City Council, we have conducted a series of public consultations & feasibility studies to understand how cyclists & pedestrians navigate our community, & identify where infrastructure, high quality public realm improvements & greening are needed. Additionally, we sought to identify new routes.

Within streets such as St Vincent Crescent, Corunna & Minerva Streets, we have explored how to create a more appropriate setting for those people accessing the Scottish Events Campus & SSE Hydro, whilst enhancing the architectural heritage of the conservation area.

Within Yorkhill, we have pursued options to help increase footfall in Old Dumbarton Road – making it a ‘destination’, to help support residents & the local business community. Working with local residents, Yorkhill Housing Association & local businesses, we proposed public realm improvements for Old Dumbarton Road, Lumsden & Arthur Streets.

Along Argyle Street, we sought to investigate junction & public realm improvements.

Our consultation events have identified the 'Gateways' to our community. For these we proposed significant public realm improvements to celebrate their heritage whilst creating a unifying feel to our Community Council area.

Transiting through our community are 3 National Cycle Routes; through Kelvingrove Park (NCN 754), along the Clydeside (NCN 7/75) & the West City Way (NCN 756). We propose linking these routes whilst creating new routes to facilitate safe navigation around our neighbourhood.

**NCN 754**

**NCN 756**

West City Way

**NCN 7/75**



Strava data showing cycle usage.  
White = high, light red = low

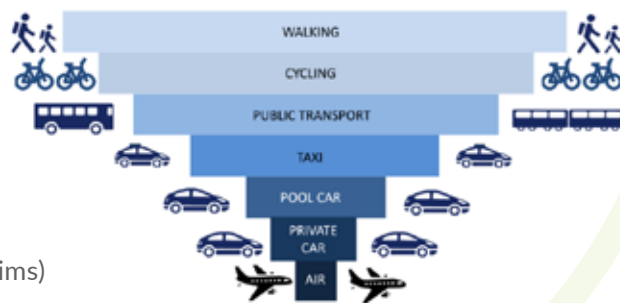
Throughout our area we have identified opportunities to make our pedestrian network more accessible by, for example, removing barriers, improving surfaces & introducing dropped kerbs & raised tables.

## HOW WE WILL WORK TO ACHIEVE THE PROJECT AIMS

### Principles

Principles are guided by the Scottish Government's sustainable transport hierarchy. We will be:

- 🌱 Inclusive (with everyone, for everyone)
- 🌱 Innovative
- 🌱 Locally focused
- 🌱 Aspirational (thinking big & aiming for the best quality)
- 🌱 Friendly & approachable
- 🌱 Flexible (responsive to change & new ideas)
- 🌱 Solution-focused (open to different ways of achieving our aims)



### Summary of Aims

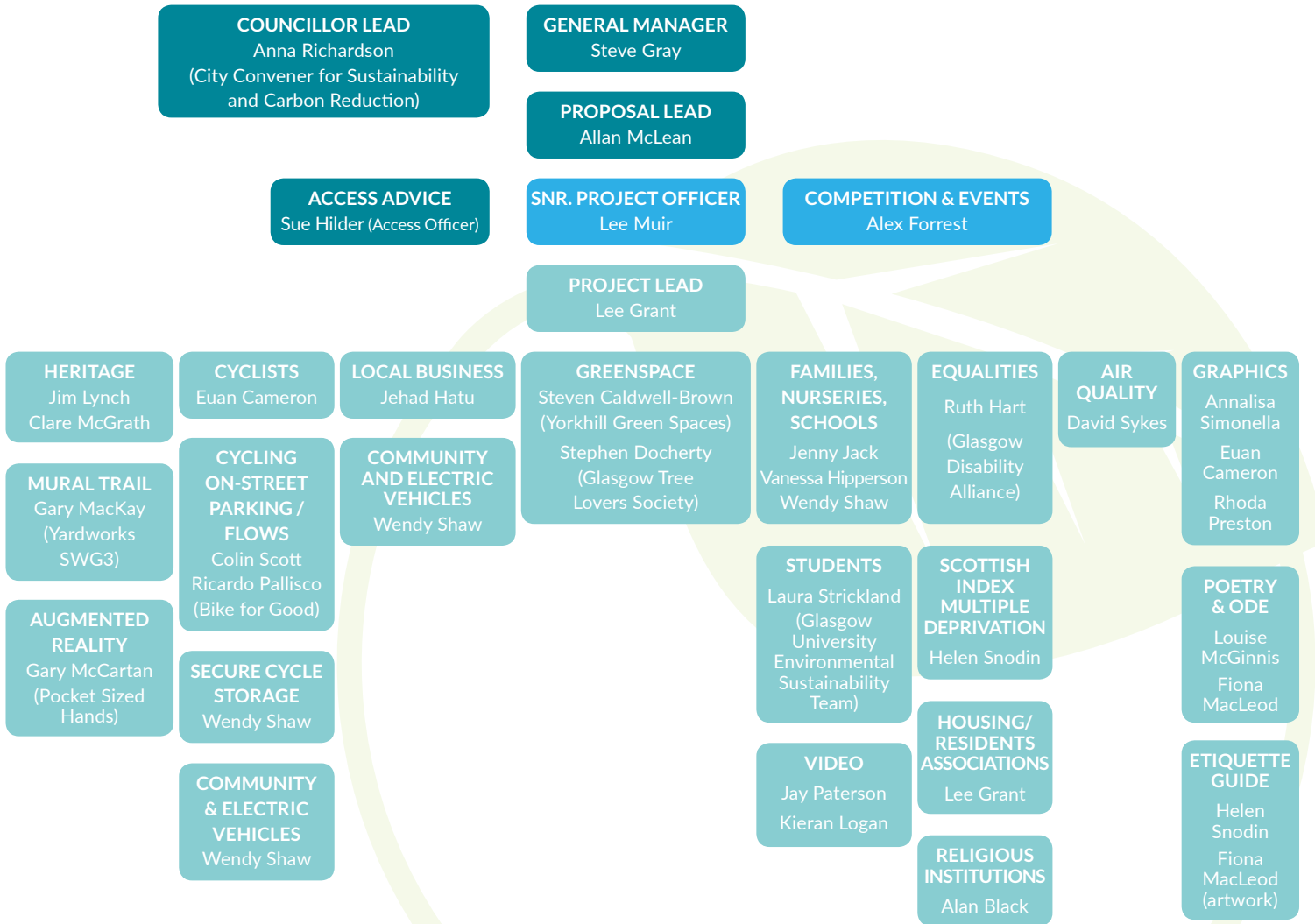
- 🌱 A safe, pleasant, green environment
- 🌱 An area that's easy to move around on foot, by bike, with kids, with a buggy, with mobility or sensual impairment.
- 🌱 Retention of adequate parking provision
- 🌱 Connection to the National Cycle Network & public transport
- 🌱 A legible environment – signs & maps that are easy to use
- 🌱 Improved infrastructure for walking & cycling (incl. better surfaces, tailored segregation where appropriate, dropped kerbs or crossings, traffic management measures, public bike pumps & bike storage)
- 🌱 Supporting local businesses by attracting customers into the area – creating a 'destination'
- 🌱 Celebrating & enhancing the area's built & natural heritage
- 🌱 Improved cycle storage options

# GOVERNANCE

As the first community led proposal for Sustrans Scotland's Community Links Plus competition, it has been important to create an appropriate structure, whereby Glasgow City Council 'own' the bid & the community lead the engagement & consultation on design aspects. With a view to leading on responsive approaches regards the social, individual & material elements of the overall programme. For example, behaviour change intentions.

An organogram showing key personnel and community volunteers is shown below.

- Glasgow City Council
- Sustrans
- Cycling Village (Volunteers)



# SUPPORT

During the consultation period our proposal has received extensive support. This support has been political, commercial & from other institutions & organisations. Letters of support can be found in Appendix G.



**Anna Richardson**  
City Convener for Sustainability  
and Carbon Reduction



**Eva Bolander**  
Lord Provost of  
Glasgow City Council



**Patrick Harvie MSP**  
Co-convener of the  
Scottish Green Party

## PUBLIC TRANSPORT

In addition to our Cycling Village proposal, our Community Council seeks to improve the public transport options for visitors & commuters heading to our area, with Rail being a major option.

Currently, our community is served by Exhibition Centre Railway Station, which links to Glasgow Central Railway Station. As of June 2018, our Community Council has begun investigations into the re-instatement of Finnieston Railway Station.

Originally closed on 1st January 1917, Finnieston Railway Station was located on Argyle Street, linking our community to Queen Street Railway Station & on to Edinburgh.

After gaining the support of Glasgow's Lord Provost, Eva Bolander, we met with Strathclyde Passenger Transport in October 2018 to discuss the first steps in our journey. We were informed of the need to hold a Charrette & at this time we are exploring funding options through the Scottish Government.



Finnieston Station 2018



Finnieston Station 1896

## THE SOCIAL FABRIC OF OUR COMMUNITY

Our Community Council area comprises a diverse mix of owner occupied, student, privately rented & social housing accommodation. It is overwhelmingly flatted, high density living.

Within the Yorkhill area the major landlord is Yorkhill Housing Association. Within their care are 456 properties, of which around 60% of tenants receive full or part housing benefit.

A full analysis of the Scottish Index of Multiple Deprivation for our proposals boundary can be found in Appendix B.



## HERITAGE

Our Community Council area is rich in built heritage & a key part of the proposed cycling link between the 3 National Cycle Routes will traverse the historically important St Vincent Crescent & Park Conservation Areas. As we consider improving cycling, pedestrian & disabled access, it is essential that we do so in a way that maintains or enhances the character of the Conservation Area (CA).

Further context on the Conservation Area can be found in Appendix C.





# INFRASTRUCTURE PROPOSALS

## General Aspirational Specification for Pedestrian Infrastructure

Our consultation has placed great emphasis on the creation of a street-scape suitable for all. Working with the Access Officer from Glasgow City Council & after running a work shop/walkabout with members of Glasgow Disability Alliance, we recognise that if the pedestrian infrastructure is suitable for wheelchair users & other disabilities then it benefits everyone. We propose the following:

### Dropped Kerbs/Raised Tables

- Dropped kerbs with appropriate drainage solutions. Attention must be paid to the angle of dropped kerbs & gradient of the footway to assist wheelchair users.
- Introduction of tactile surfaces at all junctions & raised tables. We advise against the use of metal studs as they are slippery when wet.
- Where raised tables are used, we suggest the approach surface to be of a rougher texture to that of the footway.
- At the entrance of the raised table a slight rise (indicating to those with a cane they are entering a road), a separate texture to that of the footway should be used for the raised table.
- Kerb height should be appropriate for the needs of guide dogs.
- Where appropriate it may be beneficial to widen some footways.

### Pedestrian Crossings

- Segregated cycle & pedestrian crossings.
- Clear lines of sight.
- Guard rails – consider the introduction of high-viz paint at those edges of the rail concurrent with the crossing for those with visual impairments.
- Sufficient time for all users to safely cross.
- Where double yellow lines exist in the approach to the crossing, widen the footway to prevent vehicles parking on them.

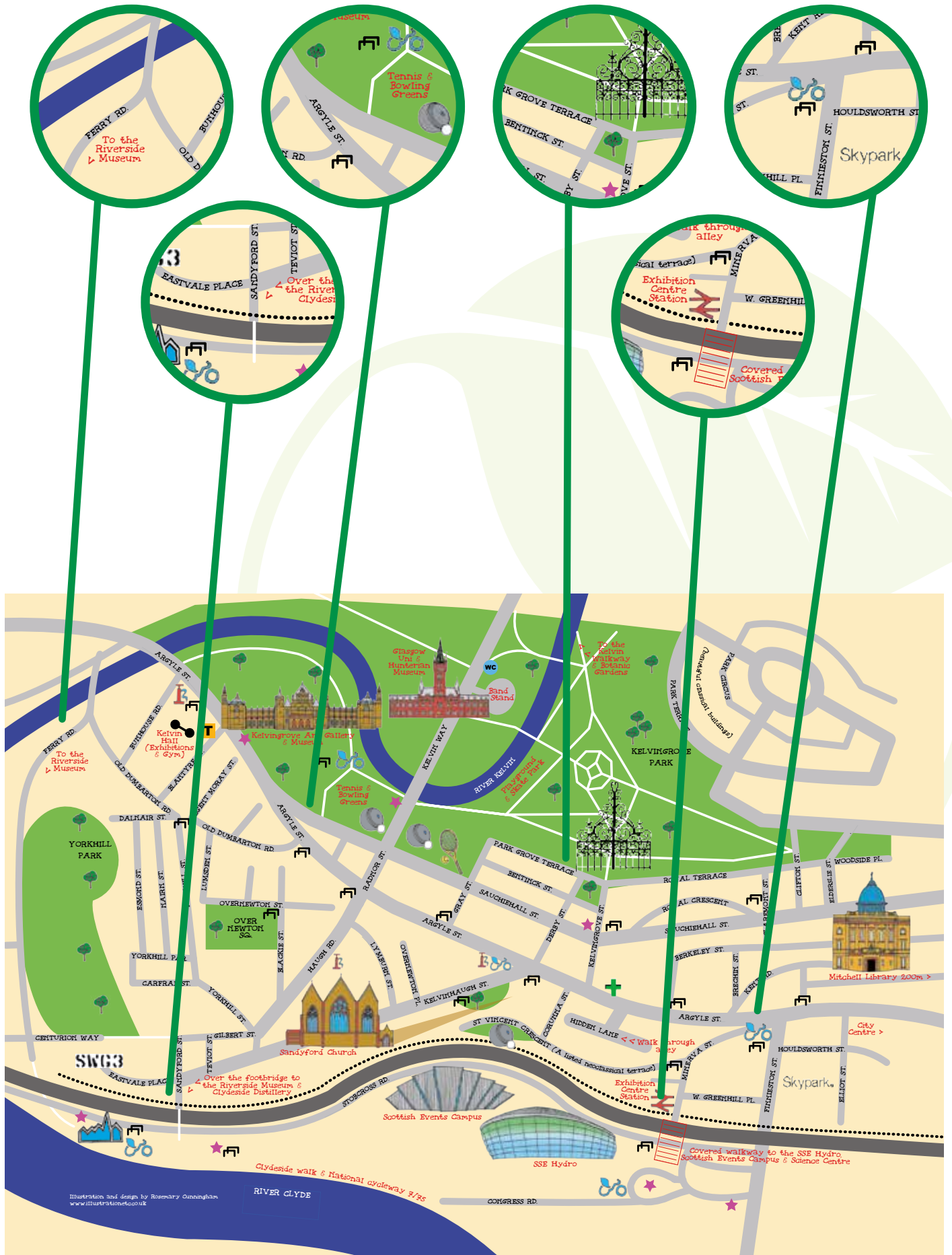
### Where seating is to be installed, we propose:

- Sufficient space around the seat to allow a person in a wheelchair to sit with someone.
- Investigate options for charging electric wheelchairs, mobile phones?
- Seating should be at different levels to accommodate all needs, including children.
- Seating should be in a colour that contrasts to the footway surface. The effects of rain on colour should also be considered.
- The base of the seat could be lit to assist those with a visual impairment, being mindful of the intensity.
- Alternative materials to metal should be avoided (slippery when wet).

To assist with navigation, any introduced street lighting should be white in colour.

# Gateways

Our consultation has highlighted a number of gateways to our Community Council area. To create a sense of identity, we propose public realm interventions to the footway surface, seating, lighting etc.



## General Aspirational Specification for Cycle Infrastructure

In all areas we propose segregated cycle lanes which will ideally conform to the following specification:

- 1-meter buffer zone to allow car users to exit their vehicle & pedestrians to cross the road.
- Cycle lane, footway & 1-meter buffer zone shall be at grade to enable those with mobility & sight issues to cross safely.
- The cycle lane material will be visibly differentiated from the footway, with a chamfered, slightly raised, light coloured border to assist those with visual impairment, whilst permitting wheeled crossing access.
- The cycle lane will have visual markings in a material which contrasts with the surface, e.g. white paint, to indicate its function e.g. cycle motif, lines to delineate 2-way.
- Street clutter to be kept to an absolute minimum e.g. no upstanding posts etc.
- To assist those with autism, learning needs, visual impairment; safe pedestrian crossing points will be included within the cycle lane. Tactile paving will be used across the footway, cycle lane & 1-meter buffer zone to identify these crossing points. Give way signage will be surface painted for cyclists.
- The cycle lane will be rolled with a road-roller to ensure a smooth surface.
- To ensure connectivity, where possible the cycle lanes will be situated on the same side of each street.
- Surface colours used within the footway/cycle lane will consider the effect of rain.



## INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

### Finnieston

Recognising the importance of the Conservation Area the street design & material pallet will need to be carefully considered.

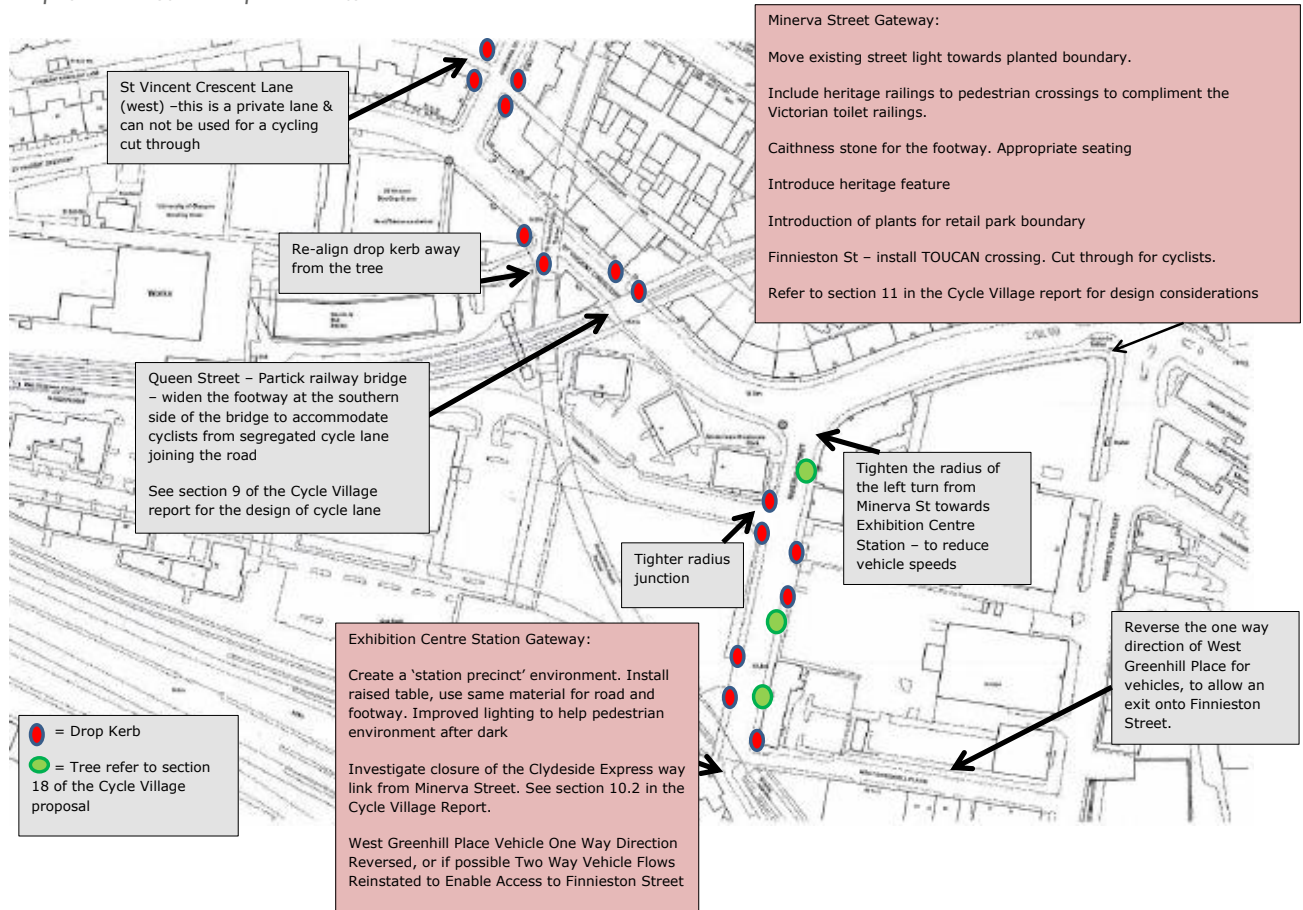
The residential streets within Finnieston are affected by high vehicle speeds & vehicle idling which are as a result of a street design prioritising vehicle movements. Therefore, our aims are to introduce infrastructure which promote the movement of pedestrian & cycling whilst having close regard for their safety.

# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

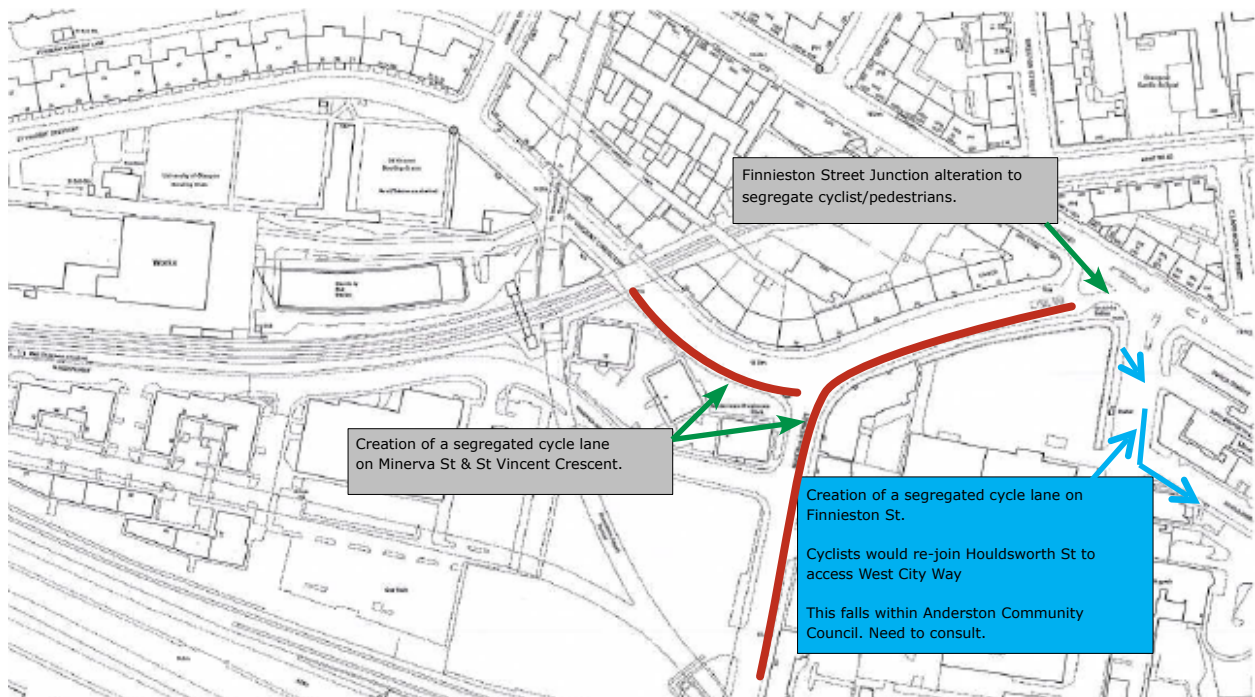
## Finnieston Cont.

The below plans indicated proposed pedestrian/cycling streetscape improvements for Finnieston.

### Proposed Pedestrian Improvements



### Proposed Cyclist Improvements



# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Finnieston Cont.

Our cycling proposals for this area;

- The entrance of the 'Red Tunnel' (linking the SEC/SSE Hydro with our community), northwards along the western side of Minerva Street, to its junction with St Vincent Crescent.
- Along the southern side of St Vincent Crescent to its junction with Corunna Street.
- Along the southern side of Minerva St from its junction with Finnieston Street to its junction with St Vincent Cresc.
- Whilst outside our Community Council boundary, we suggest alterations be made to the crossing at the junction of Finnieston & Argyle Streets to enable a segregated cyclist/pedestrian crossing, facilitating access to the West City Way (NCN756) via Houldsworth Street. Contact should be made with Anderston Community Council.
- We propose traffic modelling to determine the effects of closing vehicle access to the Clydeside Expressway from Minerva Street (entrance to Exhibition Railway Station & tunnel for SEC/ SSE Hydro). To facilitate direct southerly access onto Finnieston Street from Minerva Street, we propose reversing the vehicle direction of West Greenhill Place.

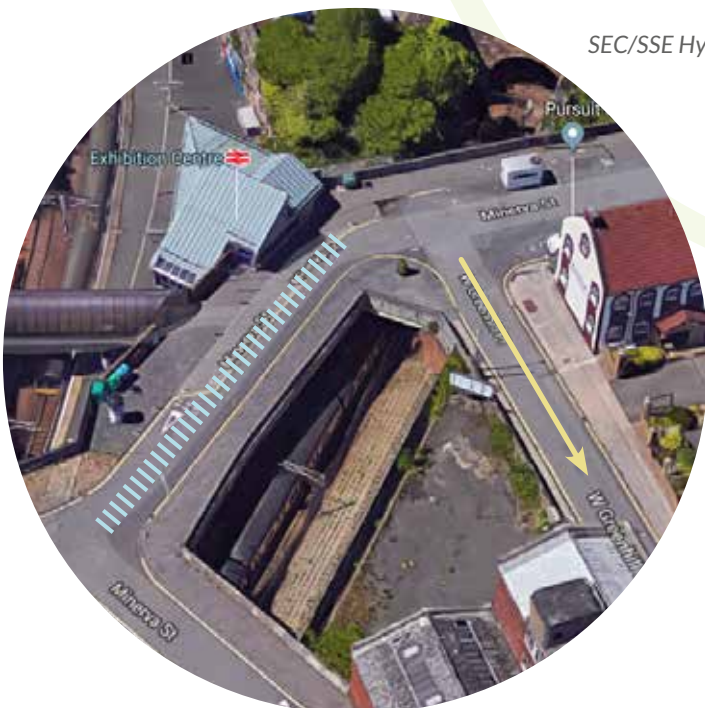
## Notes

- These streets form part of the St Vincent Crescent Conservation Area. Accordingly, materials used must respect the architectural heritage & take into consideration the St Vincent Crescent Conservation Appraisal.
- These streets constitute the Kelvingrove Parking Control Zone. Parking here is under immense pressure due to visitors attending the Scottish Events campus. It is our preferred option where possible not to remove parking.

## Potential benefits:

- Connecting the Clydeside cycleway (NCN 7/75) to the West City Way (NCN 756) in Anderson & the National Cycle Network through Kelvingrove Park (NCN 754).
- Connecting the Nextbike station at the junction of Finnieston Street to the wider cycle network.
- Public realm works to create a suitable 'gateway' for visitors to the SEC/SSE Hydro.
- Reduction of road width to prevent double parking during event nights.
- Reduction of road width to reduce idling during event nights.
- Reduction of road width to reduce excessive speed.
- Should traffic modelling indicate the closure of the Clydeside Expressway junction is possible, then we propose the creation of a 'plaza' at the entrance to Exhibition Railway Station & the tunnel linking to the SEC/SSE Hydro.

SEC/SSE Hydro Tunnel & Exhibition Railway Station entrance/exit



- Possible Closure to Vehicles
- West Greenhill Place Vehicle One Way Direction Reversed, or if possible Two Way Vehicle Flows Reinstated to Enable Access to Finnieston Street

# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Finnieston Cont.

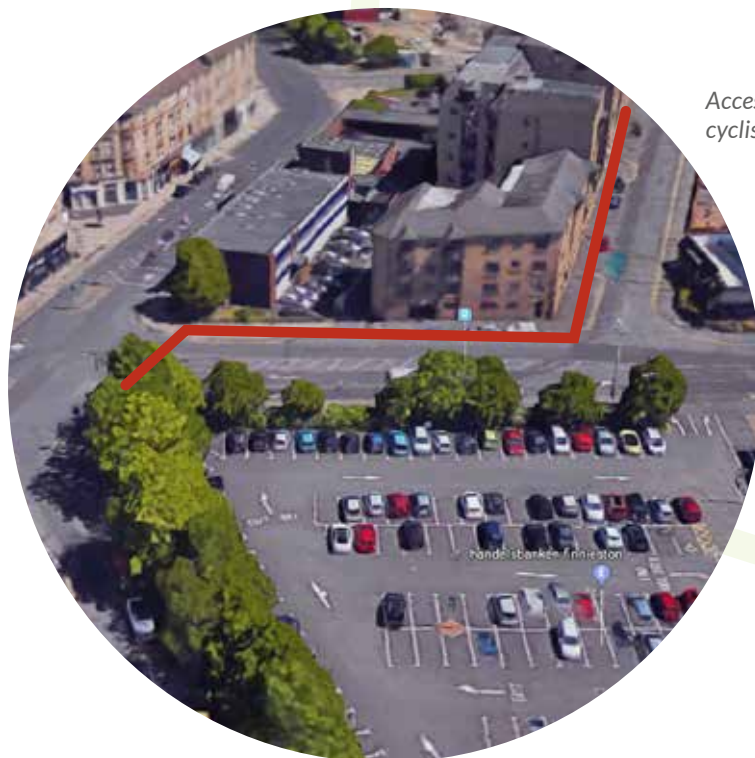
### Connecting St Vincent Crescent/Minerva Street to the West City Way (NCN 756) via Finnieston and Houldsworth Streets.

To improve cycle access to the West City Way (NCN 756), we seek improvements to the junction of Finnieston & Argyle Streets, to create a segregated crossing for pedestrians & cyclists. Working with Anderston Community Council, the cycle route could continue along Houldsworth Street, connecting with existing infrastructure at Anderston Cross, for the City Centre.

*Finnieston Street, looking north towards Argyle Street. We suggest alterations to this junction to enable a segregated cyclist & pedestrian crossings.*



Junction of Finnieston & Argyle Streets



Access to the West City Way (NCN756) where cyclist would re-join Houldsworth Street.

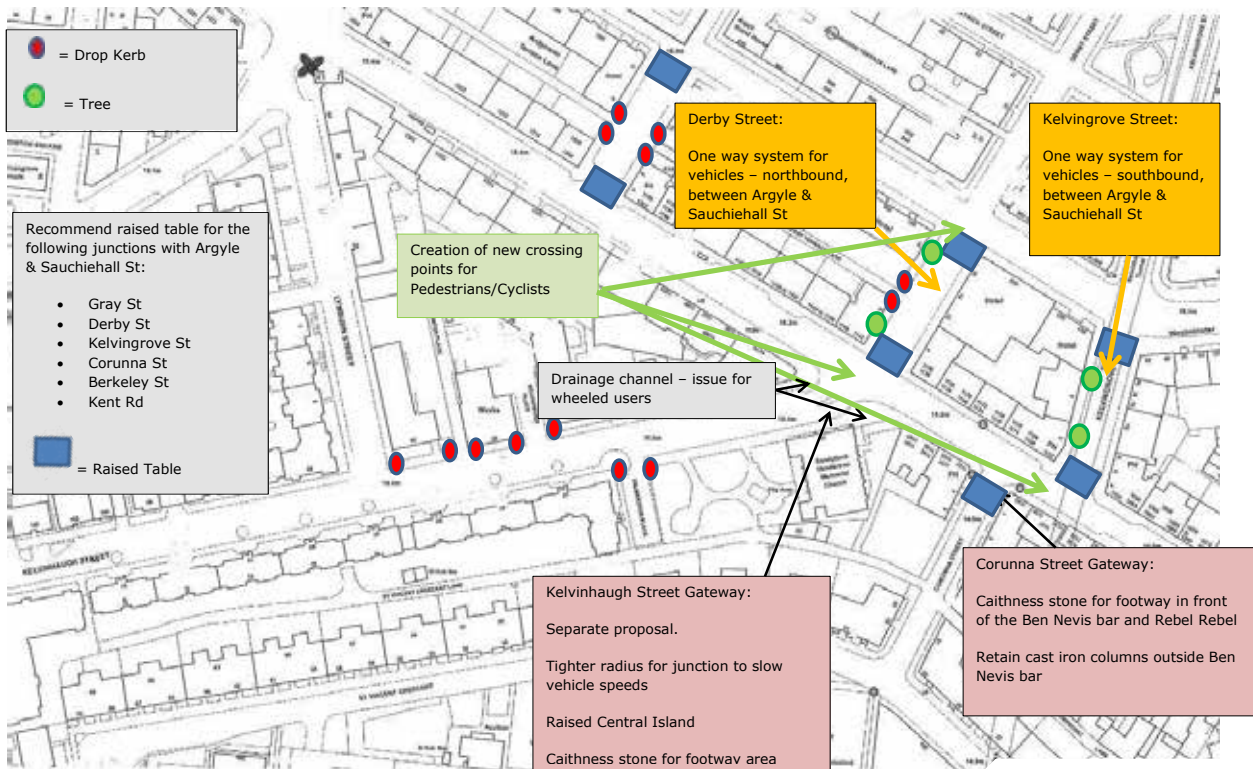
# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill

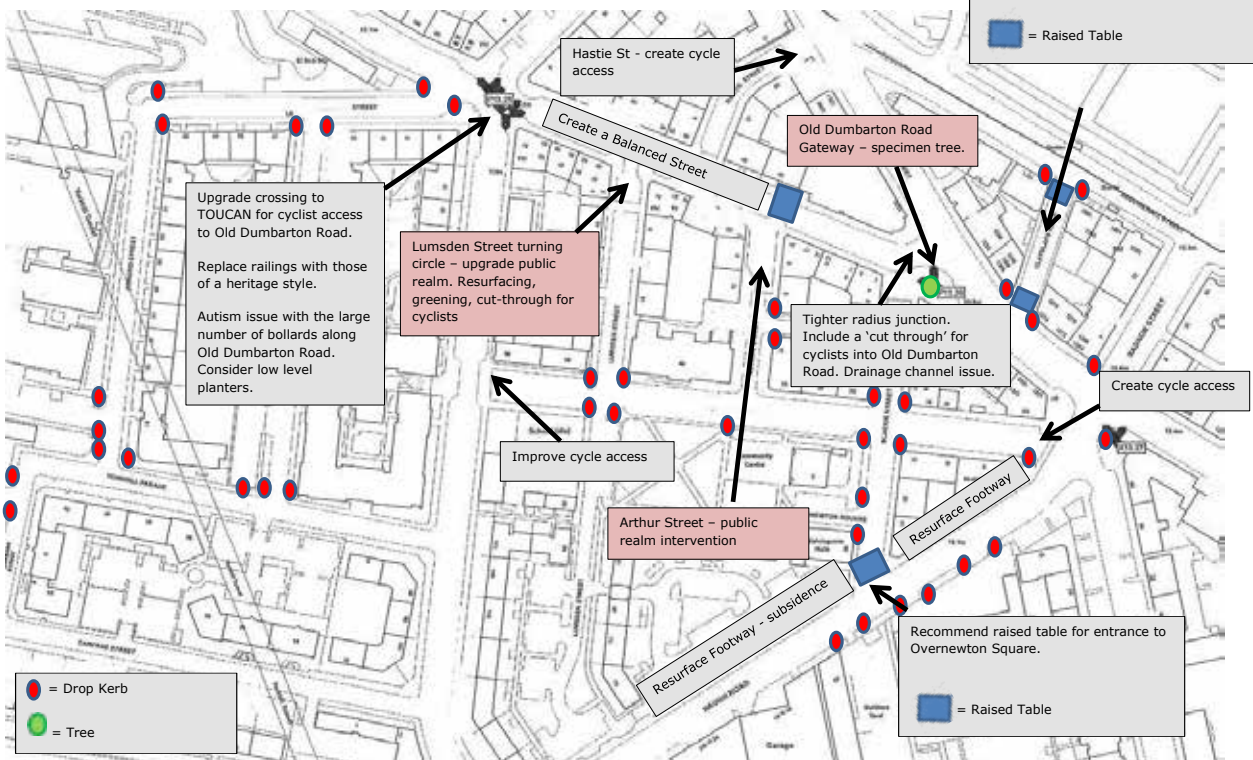
Poorly maintained narrow footways & a lack of dropped kerbs, together with excessive vehicle speeds create an unsafe & unpleasant pedestrian & cycling environment. Therefore, our aims are to introduce infrastructure which promote the movement of pedestrian & cycling whilst having close regard for their safety.

The below plans indicated proposed pedestrian/cycling streetscape improvements for Yorkhill.

### Proposed Pedestrian Improvements



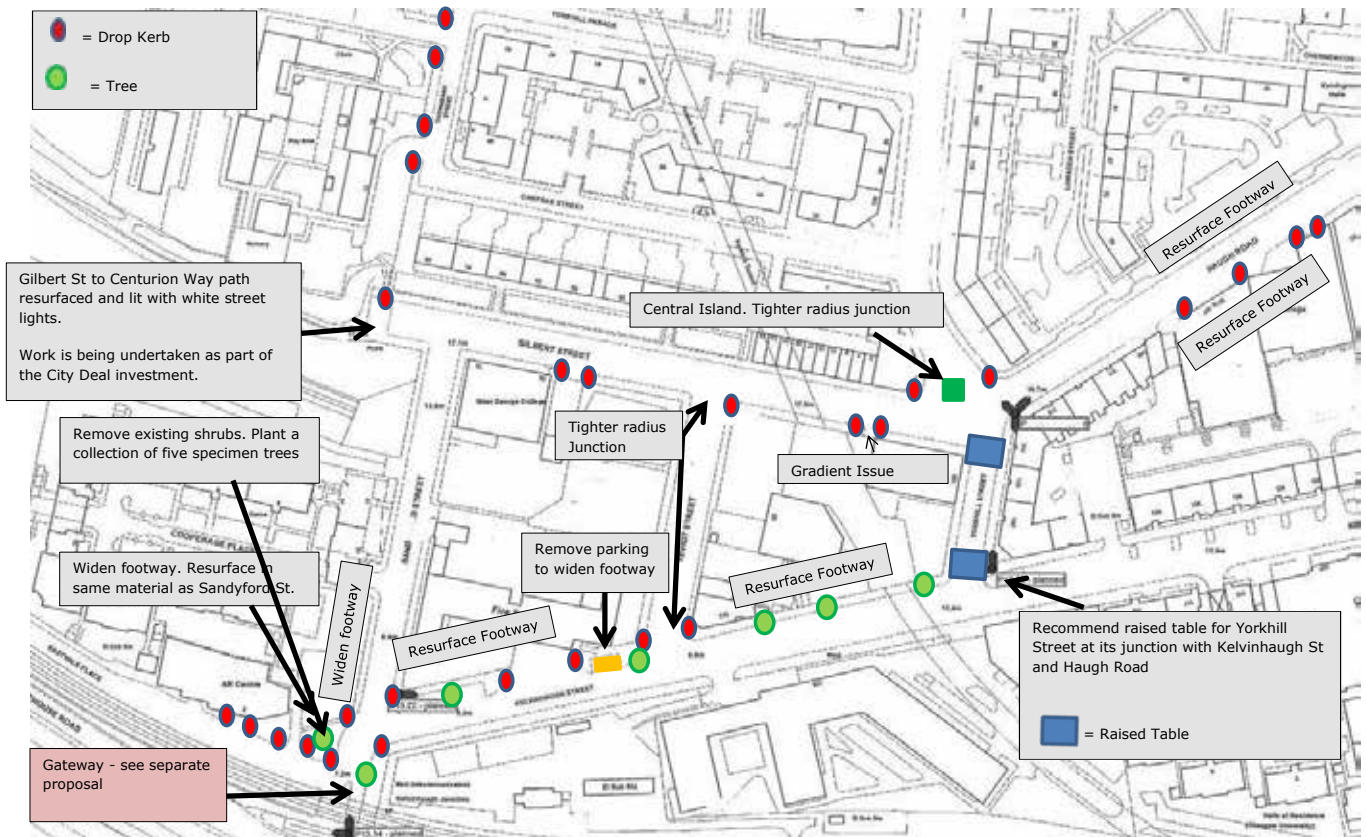
### Proposed Pedestrian Improvements



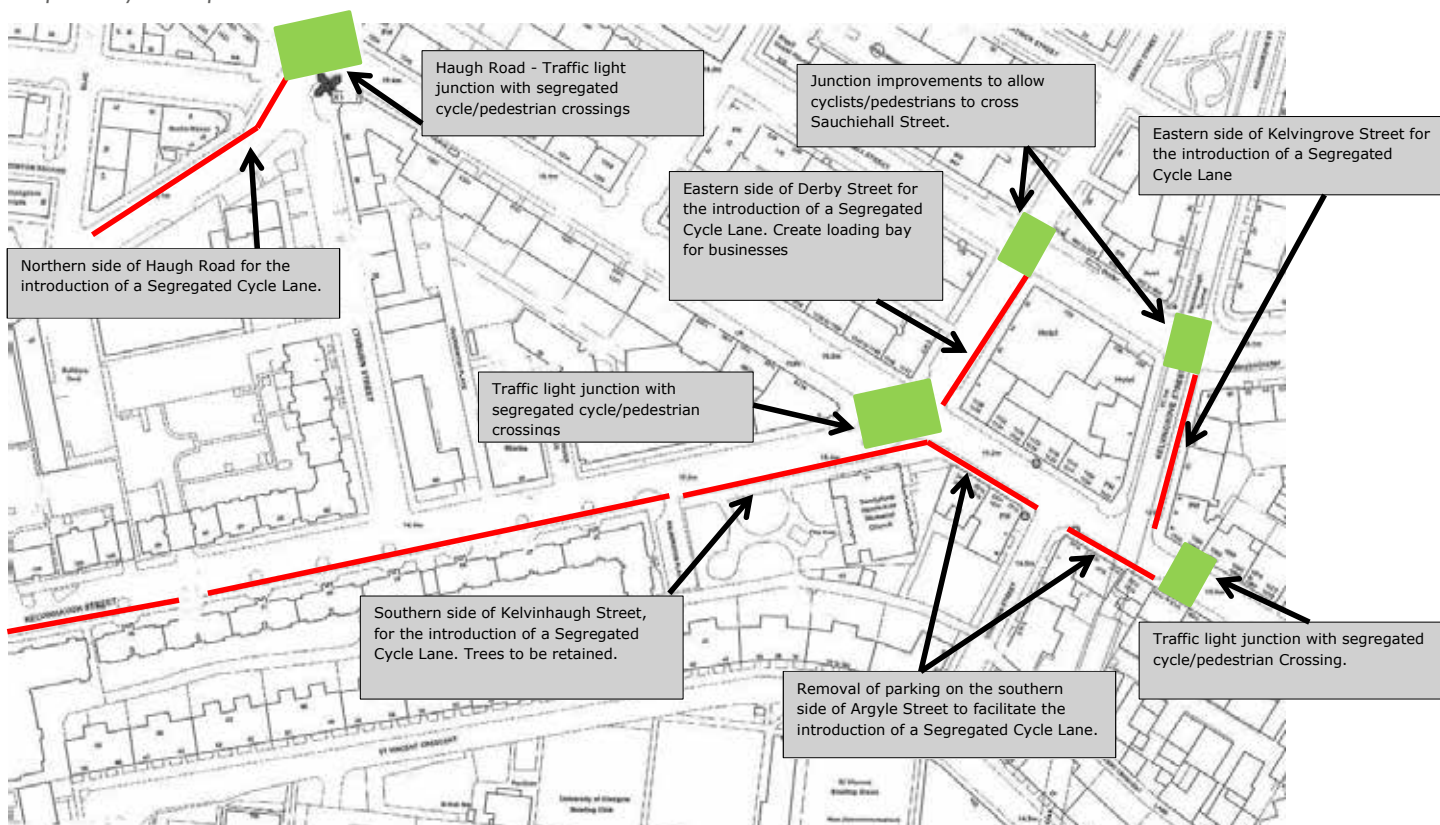
# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill Cont.

### Proposed Pedestrian Improvements



### Proposed Cyclist Improvements

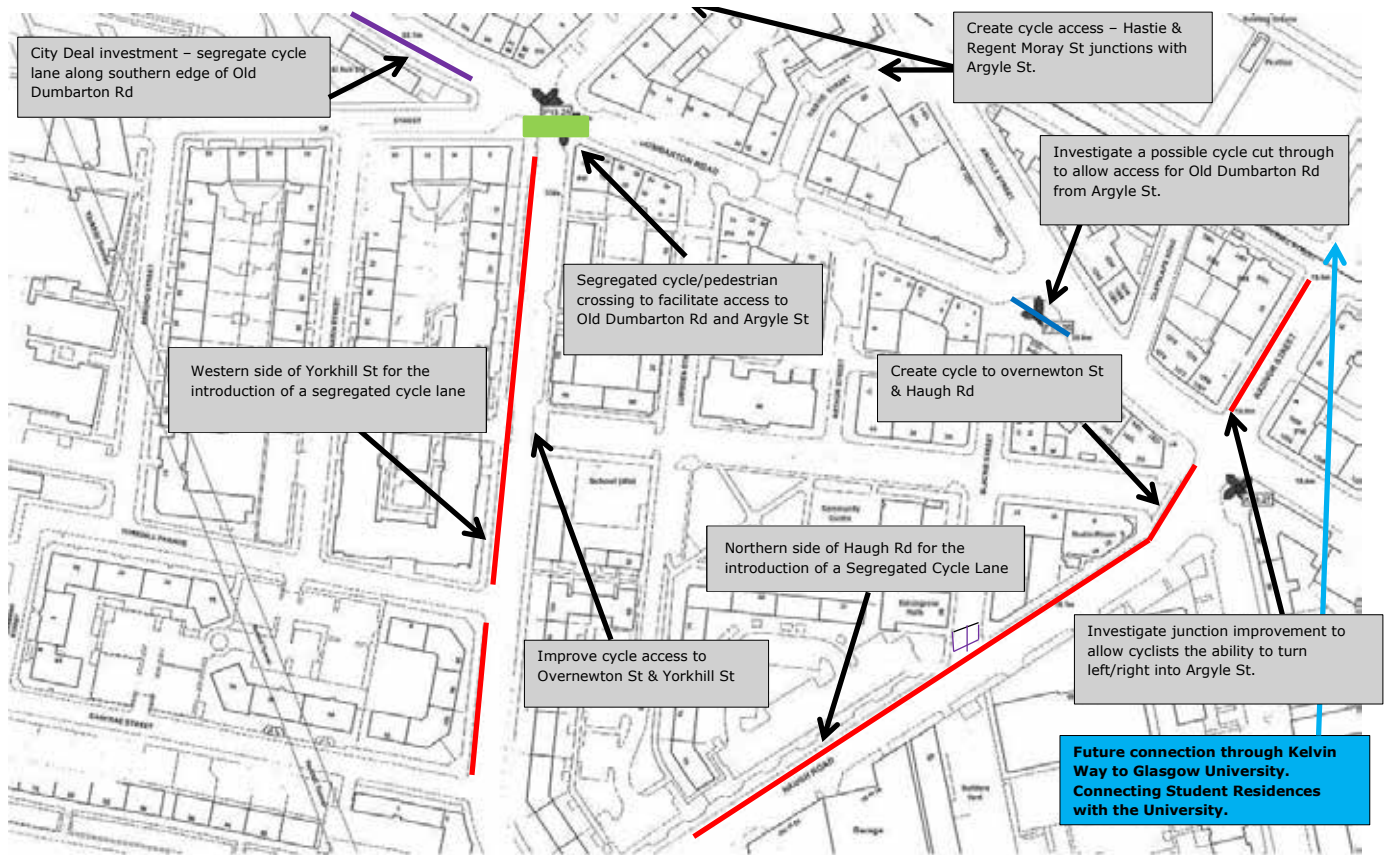




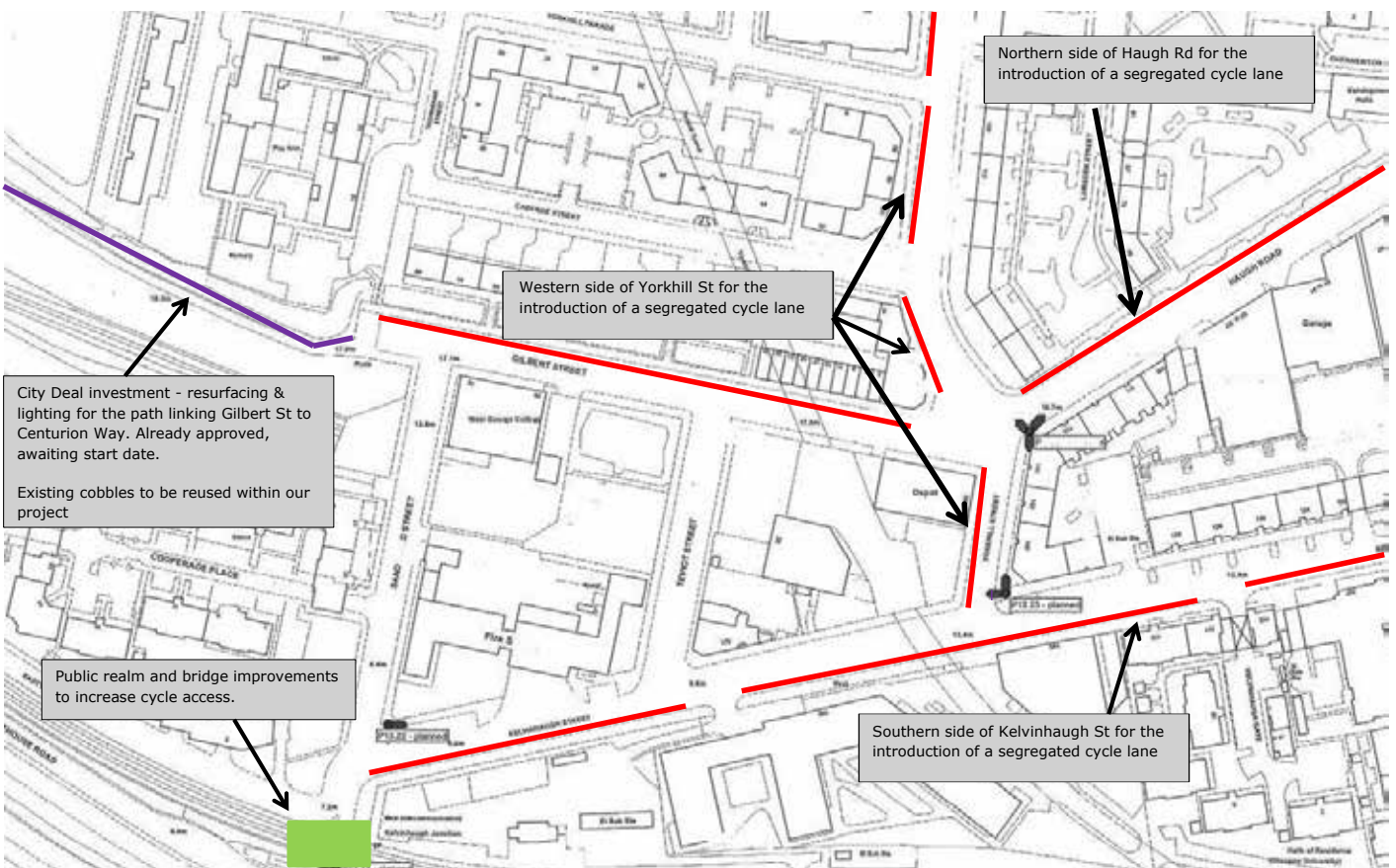
# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill Cont.

### Proposed Cyclist Improvements



### Proposed Cyclist Improvements



# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill Cont.

### Potential benefits:

- Connecting Yorkhill with the Nextbike stations, NCN 7/75, 754 & 756.
- Safe, 'level' pedestrian & cycle access to Partick & the Riverside Museum, through the upgraded path from Gilbert Street to Centurion Way, especially for buggy pushers.
- Reduction of road width to reduce excessive speed.
- Public realm works to create a suitable 'gateway' for visitors to the Clydeside & Yorkhill area.
- Provides segregated cycle access from the high number of student residences to Glasgow's Universities &, through improved access to West City Way, to campuses in the City Centre.
- Investigate a future link through Kelvin Way for Glasgow University.

## Kelvinhaugh Street

Due to there being no adjoining roads, we suggest the addition of a segregated cycle lane on the southern side of the street. We recognise there may be issues with the tree roots.

As can be seen, parking along this side of the street is at right angles to the pavement, with trees separating parking areas. It is our suggestion to retain these trees, along with the parking provision between the junctions of Argyle & Yorkhill Streets.

We propose the City Council investigate re-aligning those parking spaces which are at right angles to the pavement, on the southern side. Re-alignment could lead to a reduction in the number of parking spaces, however, many residential developments in this location have their own parking. The high number of student residences in this location means that the demand for on street parking is reduced.



Following the end of the existing tree line, we propose the removal of parking along the southern side of Kelvinhaugh Street to accommodate the cycle lane.



The cycle lane could continue south, into Sandyford Street to connect with Pointhouse Footbridge. We understand that Glasgow City Council may be developing a proposal to alter this bridge enabling improved cycle access. We strongly support redevelopment of this bridge

# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill Cont.

### Yorkhill Street

As part of the City Deal investment, Glasgow City Council is currently finalising plans for a segregated cycle lane along Old Dumbarton Road between Dalnair & Benalder Streets. We propose extending this cycle lane southwards. The proposed Old Dumbarton Road cycle lane (part of the City Deal investment) will stop at the pedestrian crossing.

We suggest altering this crossing to enable cycle access into Old Dumbarton Road for Argyle & Regent Moray Streets. The junction should enable segregated cyclist/pedestrian crossing.

- City Deal Cycle Lane
- Cycling Village Proposed Cycle Lane
- Segregated Cyclist/Pedestrian Crossing

The cycle lane will continue down the western side of Yorkhill Street. Demand for residential parking on Yorkhill Street is low due to the high number of student residences. We therefore suggest the removal of parking on the western side of Yorkhill Street to accommodate a segregated cycle lane. Parking spaces should be retained on the eastern side.

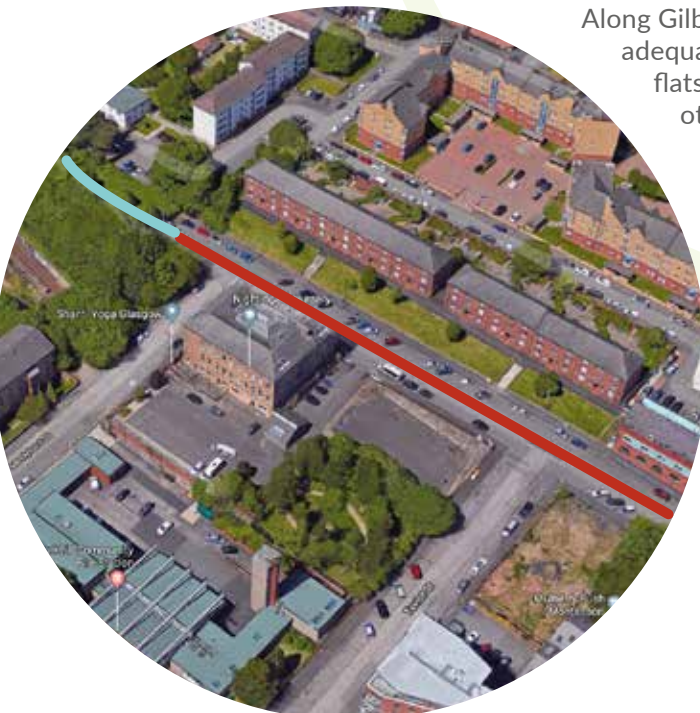


### Gilbert & Sandyford Streets

The cycle lane continues along the north side of Gilbert Street to connect with the path linking to Centurion Way, for 'level' pedestrian & cycle access to Partick & the Riverside Museum.

As part of the City Deal investment & the introduction of the cycle lane along Old Dumbarton Road, this path, linking Gilbert Street with Centurion Way, will be resurfaced with street lighting installed. We have asked the City Council to store the existing cobbles for re-use within our proposal

Along Gilbert/Sandyford Streets, whilst parking provision is currently adequate for residents, the development of new residential flats, along with pressures from the SSE Hydro, SWG3 and other local businesses means demand for parking spaces is increasing. Should a reduction in road width not permit the introduction of a segregated cycle lane, we will consider other options, e.g. vehicle one-way system along Gilbert/Sandyford Street to retain current parking provision.



- City Deal Cycle Lane
- Cycling Village Proposed Cycle Lane

# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Yorkhill Cont.

### Radnor Street/Haugh Road

For Haugh Road, we propose the realignment of the perpendicular parking to parallel along the north side to facilitate the cycle lane.

We propose to remove parking on the western side of Radnor Street for the introduction of a cycle lane. Additionally, to enable the introduction of on-street & secure cycle storage for those attending the doctors, we seek to widen the footway.

We propose improving cycle access at the junction of Radnor Street, Kelvin Way and Sauchiehall Street. In future, this junction could accommodate a cycle lane linking Radnor Street with Kelvin Way & Glasgow University. However, Kelvin Way sits out with our Community Council boundary. We will nevertheless encourage the City Council to consider this in the future.

● **Cycling Village Proposed Cycle Lane**



# INFRASTRUCTURE PROPOSALS FOR SPECIFIC LOCATIONS

## Kelvingrove

Developed in the late 1800's, narrow footways and a lack of drop kerbs create an unpleasant pedestrian environment. Our aim is to promote the movement of pedestrians and cyclists whilst enhancing the existing small community park.

### Note

- These streets form part of the Park Conservation Area. Accordingly, materials used must respect the architectural heritage & take into consideration the Park Conservation Appraisal.

The below plans indicated proposed pedestrian streetscape improvements for Kelvingrove.



# STREET TRIAL

## Kelvinhaugh, Argyle & Derby Streets Junction

It is our vision to create a safe route for cyclists heading from Kelvingrove Park (NCN 754), to the Clydeside (NCN 7/75) & to the West City Way (NCN 756), whilst retaining, or ideally improving, the pedestrian environment. To facilitate this, improved crossings are needed at Sauchiehall & Argyle Streets, both of which are busy, congested roads with currently little cycle provision & a hostile pedestrian environment. We propose that the traffic consequences for a controlled junction (traffic lights) at Argyle & Kelvinhaugh Streets, with a segregated cyclist/pedestrian crossing, are modelled to assess the feasibility.

To help facilitate a safe crossing for both Argyle and Sauchiehall Streets we wish to investigate the creation of a one-way system for vehicles, operating on Derby & Kelvingrove Streets, between Argyle & Sauchiehall Streets:

Through the creation of a 1-way system the following road alterations could be made:

- On Derby Street, widening of the footway on the eastern side to accommodate a cycle lane.
- On Derby Street, consider the creation of a loading bay to allow for the servicing of local hotels.
- On Kelvingrove Street, widening the footway on the eastern side to accommodate a cycle lane.
- On Kelvingrove Street, consider the creation of a loading bay to allow for the servicing of local businesses.

- Cycling Village Proposed Cycle Lane**
- Limit of Vehicle One Way System**
- Improved Cyclist/Pedestrian Crossing**

Assuming a controlled crossing can be installed at the junction of Kelvinhaugh, Argyle & Derby Streets, we suggest the removal of parking spaces between numbers 1125 (the Finnieston Bar) – 1161 (Kelvingrove Café) Argyle Street on the southern side.

This could facilitate the widening of the footway to accommodate a cycle lane, helping cyclists navigate from Corunna Street into Kelvinhaugh, Kelvingrove & Derby Streets & thereby linking NCN 7/75, NCN 754 and NCN 756, as well as the existing Nextbike stations.

## Minerva Street junction with the Clydeside Expressway

We propose traffic modelling to determine the effects of closing vehicle access to the Clydeside Expressway from Minerva Street (entrance to Exhibition Centre Railway Station & tunnel for SEC/SSE Hydro). To facilitate direct access onto Finnieston Street from Minerva Street, we propose reversing the one-way vehicle direction of West Greenhill Place, or if possible, reinstating two way vehicle traffic flows.

Should the results of the traffic modelling support the closure of the Clydeside Expressway junction, we propose the creation of a public 'plaza' at the entrance to Exhibition Centre Railway Station & the tunnel linking to the SEC/SSE Hydro.



# OLD DUMBARTON ROAD BUSINESS IMPROVEMENT

Old Dumbarton Road lies at a key node at the centre of Yorkhill, close to a number of regeneration projects. Consultations have indicated that local residents value this location, with its mix of small, independent shops & cafes/bars, as an important community hub. However, the current streetscape favours vehicular traffic which is inconvenient & unsafe for people on foot & bike.

To address this, we have aspirations for significant public realm investments rebalance the street & create a destination, helping to support local businesses by attracting footfall. Our aim is to retain an appropriate level of parking provision.

Since launching our Cycling Village consultations, a number of businesses located within Old Dumbarton Road have expressed their enthusiasm to work with us. Working with these business owners, Glasgow City Council & Yorkhill Housing Association (the major landlord), we have begun exploring possible options which include the potential for a Business Improvement District.

In addition to Old Dumbarton Road, we are seeking to improve access for cyclists at Lumsden & Arthur Streets, whilst upgrading the public realm for the whole community. Local residents have volunteered to help contribute to the design.



## SECURE CYCLE STORAGE

Central to removing blockers to low carbon transport options for the wider community is providing secure covered cycle storage at ground level. There is a high incidence of bike theft within the area & secure enclosed cycle storage is particularly beneficial in areas of high density flatted/tenement properties, as is the case in this area.

As part of this proposal, we have considered potential pilot secure cycle storage locations, initially focusing on high density streets where the removal of a parking space is unlikely to cause significant issues. We have also tried to ensure an even coverage across the whole cycle village area. If these locations are acceptable to Glasgow City Council in principle, we can put these out for further community consultation & align these with the outcome of GCC's own cycle storage location consultation requests for the area.

There is the potential for a partnership delivery mechanism to be further explored via Cyclehoop and Bike for Good. Both organisations are supportive of our proposals & keen to be involved.

In addition to the secure hangar storage we are also keen to explore secure cycle hub storage provision at the Exhibition Centre Station, Kelvin Hall & in partnership with the SEC.

Further information on the proposed locations and research on cycle storage schemes in other cities is contained within Appendix D.



# INTERACTIVE AREA MAP

Working with local artist Rosemary Cunningham, we have created an interactive area map, with both electronic & paper formats, to help residents & visitors access our community's services & attractions. Users are directed to [www.yokecocomap.co.uk](http://www.yokecocomap.co.uk) where they are able to search for their chosen service. Once selected, our area map links with Google Maps to provide real time directions.

Should we be successful in creating our proposed Mural Trail, the area map will direct the user around a series of murals in the area. It will also link to our proposed Augmented Reality Trail for children.

To increase awareness of the area map, especially for visitors, we are currently in talks with Glasgow City Council to secure a location for an on-street physical version. Similarly, we are in discussions with Network Rail for a mural of the map to be applied to a railway bridge which currently attracts graffiti.



# AUGMENTED REALITY EXPERIENCE

As an area linked with many of Glasgow's key historical moments, we seek to give visitors & residents the opportunity to explore our social history. Through expanding the role of our area map, we propose using the latest in augmented reality technology to create a historical guided tour.

Working with the technology company, Pocket Sized Hands, we are developing a series of 'experiences' at 6 locations, each with a 5-minute walk time between them. At each 'experience' an animation or character will guide the user through the history of the site. To increase interaction, we may introduce a quiz or task to be completed by the user.



# MURAL TRAIL

The Yorkhill, Kelvingrove & Finnieston area has a rich & diverse history. From the times of great houses such as Stobcross & Kelvingrove, to the Queens Dock & its associated foundries & boat yards, our community has undergone dramatic transformation. Today, we have a burgeoning arts scene, with numerous independent artists collaborating & enriching the community.

Working with Gary Mackay at Yardworks, SWG3, & local grass roots artists, we have the ambition to create our own mural trail which will celebrate this rich tapestry & provide an opportunity for residents & visitors alike to discover our story. To date we have secured funds from both Network Rail & Glasgow City Council to help deliver the first stages of our mural trail.



# MOVING AROUND AN IMPROVED STREETSCAPE

We recognise that the extensive changes to the streetscape we aspire to make, may introduce an element of unfamiliarity for local users. To address this, we are pursuing a number of measures aimed at helping them to navigate the new streetscape. These include working with school children to explain the new road layouts & infrastructure, & developing a light-hearted 'etiquette guide' to help change behaviour.

Our etiquette guide says...

## Everyone

Take care, be aware, be kind

It's a busy, popular, buzzing area. Out for a ride or a donder, look ahead, listen, respect other users and most importantly, be kind. Remember, not every disability is visible or obvious. Lend a helping hand to your fellow folks. And if you need to look at your phone, find a pew.

## Two-wheelers

Lights, bell, signal. For the nights and dreich days, make sure we can see you. Give us a bell, or a friendly shout out if you prefer, to make sure we can hear you. Signal – we're not psychic. Slow down and don't jump the lights - you know who you are!

## Four wheelers

Signal – see above, we're not psychic. Twenty is plenty round here. No idling please, it's just rude. Parking – in the white box please; not in a cycle lane, on, or partly on, a pavement, on a yellow line, in a back lane. Thank you.

## Dugs

Give them space, try not to surprise them. Put pup poop in the bins please.

## Dress

Wear what you want, we don't care - beards are optional, helmets are welcome.

During our consultations, a number of residents highlighted their lack of knowledge &/or confidence when sharing the road with cyclists. Responding to these concerns, in partnership with Bike for Good Glasgow West, we propose to modify the existing PCAT (Practical Cycle Awareness Training) for vehicle drivers to address this need. The course is currently provided to drivers of large vehicles, fleet drivers & learner drivers. We now hope to develop a modified version of this course that can be offered to resident drivers, tailored to their needs.

In keeping with the safer streets philosophy, we propose the introduction of a 20 mph speed limit for our residential streets.

## GREEN SPACE



Yorkhill Green Spaces



Numerous studies have shown the importance of green space & green infrastructure for the health & wellbeing of communities. Whilst the Yorkhill, Kelvingrove & Finnieston area features 3 small greenspaces & a small number of street trees, there is, in general, a noticeable lack of green infrastructure. We recognise that the introduction of more 'green elements' will make our streets more attractive for everyone, whilst helping reduce air pollution.

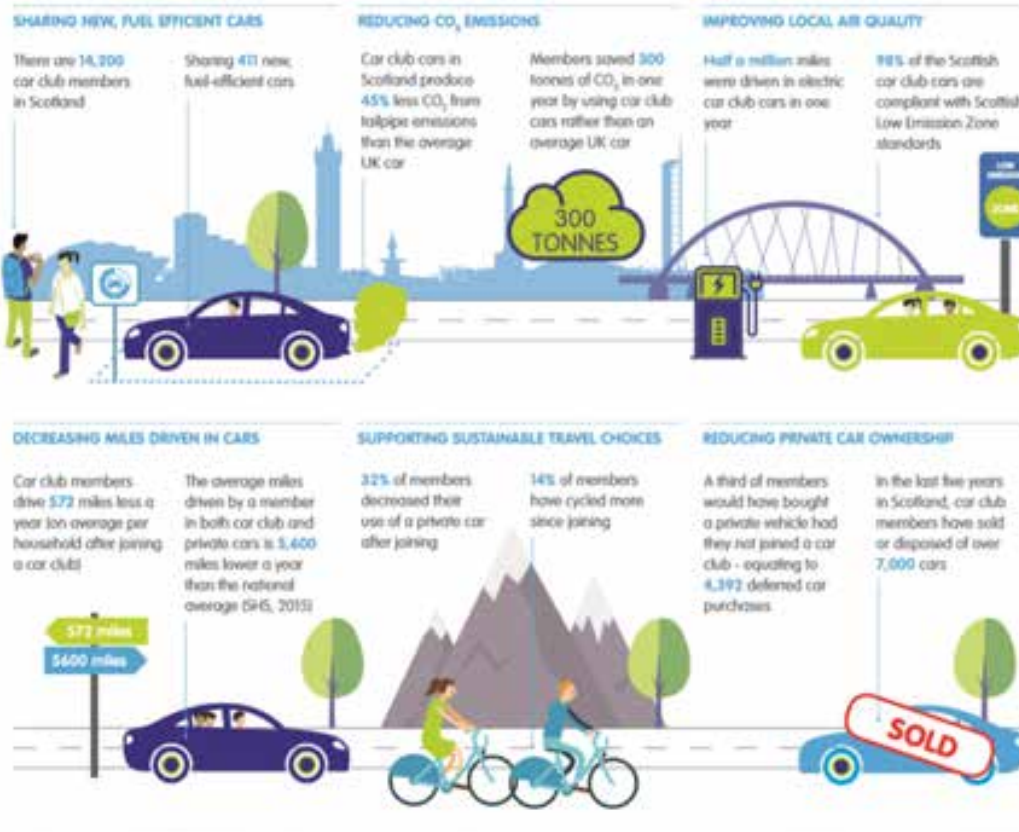
Working with Yorkhill Green Spaces charity & The Glasgow Tree Lovers Society a full audit of green space within our Community Council area has taken place, see Appendix E



# COMMUNITY VEHICLES & ELECTRIC CHARGING POINTS

There are strong synergies between car share & cycling. People are more likely to give up car ownership when they can make their regular trips by foot, bike or public transport & have a readily available car to use when there is no alternative.

The community cars in our area are managed by Co-wheels.



Co-wheels & Nextbike are working more closely together, initially through promotional offers to each other's members to encourage joint sign up but co-location of bike stations & car share locations has also been discussed as research in Europe has shown this can have benefits for all those involved.

There are four community cars located in our area. The one located at the top end of Kelvinhaugh Street has a Nextbike station just around the corner on Argyle Street. Therefore, it would be good to make this a sustainable travel hub including electric vehicle charging points for public use.

The % utilisation & average miles per trip over the last 12 months for the four vehicles in our area are shown below.

The nearest current electric vehicle is located at Peel St & average miles per trip for this vehicle are also included.

Locations	Utilisation	Mileage	Bookings	Avg miles per trip
Blantyre Street	24%	9,982	390	25.59
Overnewton Street	33.25%	14,450	444	32.54
Kelvinhaugh Street	23%	11,015	269	40.94
Clifton Street	31.50%	14,414	274	52.6
<b>Nearest EV vehicle</b>	<b>Utilisation</b>	<b>Mileage</b>	<b>Bookings</b>	<b>Avg miles per trip</b>
Peel St (EV)	21.25	6,882	346	20

As part of the proposal we would like to consider the upgrade of two vehicles within our area to electric vehicles. From the data provided the Blantyre Street vehicle is primarily used for shorter journeys & therefore most suited to replacing with an electric vehicle. As we are looking to create a sustainable transport hub at the top end of Kelvinhaugh Street we would also like to upgrade this car to an electric vehicle & to include electric vehicle charging points for public use on both Blantyre Street & Kelvinhaugh Street.

We would also like to include electric vehicle driving & charging training for the local community to allay any concerns over using an electric vehicle in terms of the time a fully charged vehicle will last.

# OUR CYCLING VILLAGE POEM & ODE

By Louise McGinnis

There was a time it's true that we didn't have cars;  
nor did we have nightclubs or gyms or bars.  
How much it has changed this neck of the woods  
A metropolis now where the past once stood.

We don't want to replace the history here,  
Just add a bit on for us all to share.  
Create a greener space for generations to come  
A safe haven for our children to play and to run.

Where four-legged friends can bound around, and  
wheels of all kinds can roam their home ground.

Our home has museums and parks  
Two rivers as well!  
The old stone and the water  
What stories they'd tell!

As one story ends, we'll make many more  
Our home, our community  
Let's expand, let's explore



By Fiona MacLeod

A diverse and bustling area  
So much to do and see  
The historic and the modern  
This is the place to be

We are proud of our rich heritage  
Our history we embrace,  
But we're also forward thinking  
With exciting plans in place.

Through feasibility studies  
And public consultation,  
A design's in place to improve our space  
As a go-to destination.

You may have heard of the Cycle Village,  
The gateway to the west,  
But what exactly will it mean  
For us locals and our guests?

It'll be a welcoming environment,  
Attractive, safe and clean  
With cycling routes, great access,  
Inclusive and more green.

Access is for everyone  
In our all-inclusive vision.  
With segregated cycle lanes  
And of course, parking provision.

Dropped kerbs and better footways  
All part of the innovation.  
With signs and maps designed to help  
Our easy navigation.

The public realm improvements  
To combat problems of pollution  
Will include the greening of the area  
Planting trees as a solution.

Air quality will be better,  
Being outdoors will be more fun.  
Enjoying the attractions as  
You wheel, walk or run.

Sit at a pavement cafe  
And pass the time of day.  
Or marvel at the mural trail  
Or take the kids to play.

Go browsing round the quirky shops  
Or enjoy the choice of eats  
And in case you're feeling weary  
We'll provide more outdoor seats.

The streetscapes will be lovely  
With practicality in our sights  
With cycle stands and bike pumps,  
Better lighting for at nights.

We're proud of our wee area.  
We know that you are too.  
Best wishes from Yokecoco  
To every one of you.



Yorkhill & Kelvingrove  
**Cycling Village**



# Appendices

Aspiring to  
be Scotland's  
most accessible  
community

# A - ACHIEVEMENTS TO DATE

## Road Resurfacing

A number of roads within our community have been resurfaced or sufficiently patched to be of good quality for cycling. The roads which have been repaired include:

- Hastie Street
- Derby St
- Sauchiehall Street to Park Grove Terrace
- Carfrae Street
- Yorkhill Parade
- Old Dumbarton Road - Ferry Road/Benalder Street (300sqm of patching)
- Old Dumbarton Road leading onto Yorkhill Street
- Bunhouse Road
- Kelvinhaugh Street



## Directional Signage

In October 2017, working in conjunction with DRS & Sustrans, an audit of current & aspirational directional signage was undertaken. To support the directional signage, the Community Council has created an interactive electronic/paper Area Map, to assist visitors & residents in locating key services & attractions.

## Nextbike

Through active engagement with the Nextbike program, we have secured 5 Nextbike stations for our community:

Finnieston Street; Argyle Street; Riverside Museum; Kelvingrove Museum & at the SEC.

Many of these stations are remote from the National Cycle Networks and are located along congested roads. It is our aim to link these via safe corridors.



## On-Street Bicycle Pumps

Working with Bike for Good Glasgow West, we have we secured Glasgow's first on-street free to use bike pump, situated on Argyle Street, by the Sandyford Post Office.

A second pump is to be installed outside the Bunhouse Road entrance to Kelvin Hall.



## On-Street Bicycle Parking

Working with Sustrans & Glasgow City Council, we have installed a large number of on-street bike parking stands located by key services and attractions.

## B - THE SOCIAL FABRIC, YORKHILL & KELVINGROVE

Our Community Council area takes in a diverse mix of owner occupied, student, privately rented & social housing accommodation. It is overwhelmingly flatted high density living.

Those that already cycle need to store bicycles inside the home, or risk conflict with neighbours & theft by attaching to close railings. The cycle village is attempting to address the paucity of suitable bicycle storage, & the barriers to taking up cycling that this presents.

Within the Yorkhill area the major landlord is Yorkhill Housing Association. Within their care are 456 properties, of which around 60% of tenants receive full or part housing benefit.

### Scottish Index of Multiple Deprivation

The SIMD uses data on living standards across Scotland organised into 7 categories – income, employment, health, education, geographic access, crime & housing. Scotland is apportioned into 6976 datazones sized to take in around 800-1800 people per zone. For each category, datazones are ordered from least to most deprived. The index of multiple deprivation gives the overall ranking.

We have attempted to match datazones to the community council boundaries – although not 100 percent accurate the map below shows which datazones we have pulled out for analysis.



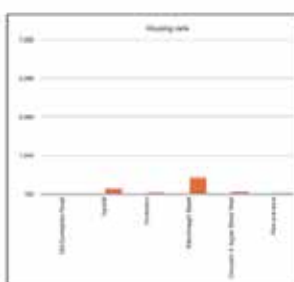
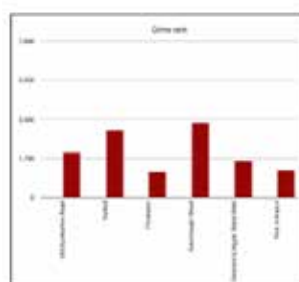
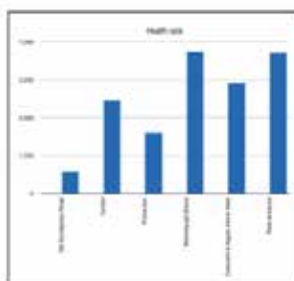
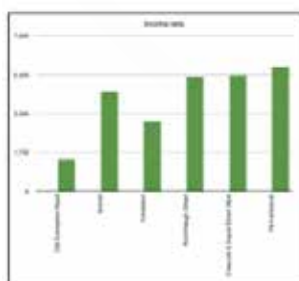
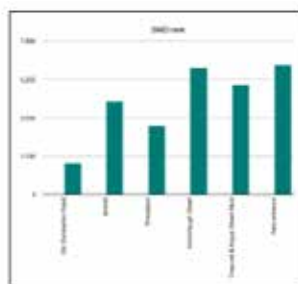
In the analysis, each datazone is given a more user-friendly local name. The datazone reference, given name & boundary description is shown below.

Data_Zone	Name	Description
S01010282	Old Dumbarton Road	Triangle between Old Dumbarton Road, Sauchiehall Street & the river, & section between Lumsden Street, Haugh Road & Argyle Street / Old Dumbarton Road
S01010284	Yorkhill	Bounded by Old Dumbarton Road, Lumsden Street, Teviot Street, the railway & Ferry Road
S01010285	Finnieston	Enclosed by Minerva Street, St Vincent Crescent, Corunna Street, Fitzroy Lane & Brechin Street
S01010286	Kelvinhaugh Street	Enclosed by Haugh Road, Argyle Street, St Vincent Crescent Lane, & the railway
S01010287	Crescent & Argyle Street West	Bounded by end of Argyle Street, Sauchiehall Street, Kelvingrove Street, & inclusion of the West end of St Vincent Crescent from Corunna Street.
S01010288	Park entrance	Enclosed by Sauchiehall Street, Gray Street, Parkgrove Terrace, Royal Terrace & Clifton Street.

The charts overleaf show overall SMID rank for each datazone, & ranks for income, health, crime and housing – 6976 is the highest (least deprived) ranked zone in Scotland & 1 the most deprived.

The data shows a very varied area overall with individual streets & neighbourhoods below & above the national average on income and health. Crime & especially housing are amongst the worst in Scotland – reflecting respectively recorded crimes of violence, sexual offences, domestic housebreaking, vandalism, drugs offences, & common assault, and levels of overcrowding & households without central heating.

The geographic access indicator might have been useful for the cycle village proposal, but only considers drive time or public transport time to retail centres, GPs & post offices – which unsurprisingly are all excellent for such a central town location. However it gives no indication of the useable or accessible cycle infrastructure, & does not reflect the lack of specific provision for bikes on the main low level routes into town.



# C - HERITAGE

## Introduction

A key part of the proposed cycling link between the main Clydeside route & the Kelvingrove Park & West City Way routes will traverse the historically important St Vincent Crescent Conservation Area. As we consider improving cycling, pedestrian & disabled access it is essential that we do so in a way that maintains or enhances the character of the Conservation Area (CA).

While the sinuous, classical crescent comprising St Vincent Crescent & Minerva Street are at the heart of the Conservation Area, a large stretch of Argyle Street & the Backlands area which lies between the Crescent & Argyle Street, also lie within the CA.

The eastern gateway to the CA lies at the Minerva Street/Argyle Street/Finneston Street junction & is marked by the beautiful 4-storey gusset building to the south of the junction. The Sandyford Church forms the western entrance to the area, its triple Gothic gables facing the Kelvinhaugh Street/Argyle Street/Derby Street junction. The 'Backlands' area lying between St Vincent Crescent & Argyle street, also form a key part of the CA. To the north side of Argyle Street, the CA lies adjacent to the Park Conservation Area.

Allocated conservation area status in 1975, the area contains a large number of both Category A & Category B listed buildings. Category A designation is rare & across the entire built heritage of Scotland, only 15% of listed buildings are designated Category A. Thus, the St Vincent Crescent Conservation Area should be regarded as a significant & irreplaceable component of the built heritage of Glasgow & Scotland.



## The Conservation Area Today

While originally the area would have housed some rather wealthy merchants, today the area has a diverse social mix. In the Crescent, as well as owner-occupiers, there is a high proportion of privately rented property together with Glasgow West Housing Association-social housing on the Crescent & Corunna Street together with a small number of

businesses, the plumber's yard at 23 & 2 architect businesses in the western end of the Crescent. Argyle Street is characterised by tenement flats (a mix of owner-occupier & private rentals) above a wide number of small businesses & shops ranging from high-end eateries, bars and cafes to upcycled furniture stores & newsagents. The Backlands has no residential property but is characterised by a variety of small bespoke businesses and co-operatives.

The success of the SECC & the designation of Finneston as a trendy destination has had a positive impact on the businesses within the CA, however the mix of local residents has mainly changed with the growth of student numbers where we now find a large number of students renting properties within the CA. There remain though a large number of working or retired residents together with young families served by the local schools and nurseries.



## Recommendations for Cycling Village Impact

*"The use of materials in any conservation area is another important element of its character & appearance. Where these are replaced with modern materials there will normally be a loss of character."*

As quantified on the Strava heatmaps, the St Vincent Crescent Conservation Area has a very high cycling, walking & running use. Particularly between Exhibition Station, Minerva Street, St Vincent Crescent, Corunna Street, Argyle Street & Derby Street. Implementation of improved cycleways, segregated or otherwise, will be controversial with residents & car users. It is important that any proposal recognises the Conservation Area designation & that changes align with the imperative to "maintain or enhance" the CA. Car parking for residents is also critical & under continuing pressure. Minimisation of impact on parking would be valued by residents. Thought could also be given to charging points for electric cars in the future.

Our recommendation would be that materials are chosen from the existing & recommended palette highlighted in

the Conservation Area Appraisal (CAA). For example, use of Caithness slabs, yellow sandstone, implementation of heritage appropriate lighting, design of sympathetic signage to provide a sense of place. A steer can be taken from the Conservation Area Appraisal. "The proliferation of unsympathetic shopfront designs however has a detrimental effect on the architectural integrity of the buildings. The units are small & colourful, but the shopfront design policy needs to be applied to prevent the erosion of historical detail & encourage sympathetic designs." It is worthy of note to see the enhancements of shop frontages adopting old style signage e.g. The Kelvingrove Café & The Crescent.

Where implementing segregated cycleways, it would be important to use these CAA recommended materials & keep bright or gaudy signage to a minimum. Where possible, we would also recommend the extensive use of appropriate tree & green planting to soften the impact of significant road & pavement changes. Kelvingrove is a WHO hot spot for pollution & in the GCC assessment of green space availability, the whole West End is under served with the poorest ratio of green space to population in inner urban areas. To this end, any significant planting can only help enhance air quality as well as providing the psychological benefits to the residents.

## Historical Development

The stretch of Argyle Street within the CA, formerly known as Dumbarton Road, was the main highway from Glasgow to Dumbarton during the 18th Century. An ancient wooden cross once stood at its junction with Finnieston Street & it was from this that the name Stobcross was derived.

The oldest surviving building in the area, a two-storey cottage with attic, can be found at 1125 Argyle Street (The Finnieston). Dating from the early 1800's, this former inn stands on the site of a tollhouse. In the mid 1830's, Dumbarton Road still had a predominantly rural character & the section of road behind the Crescent was fronted only by 2 mansion houses, Mulberrybank & Whitebank set in their own grounds.

In 1849 the Stobcross Estate Company was formed to begin speculative building on the northern part of the estate. Architect, Alexander Kirkland was commissioned to design the new suburb of Stobcross. The elegant serpentine of Stobcross Crescent, later to be renamed St Vincent Crescent, was the first & only part of the ambitious housing development to be built. Plans to extend the development westwards & southwards never materialised. The west end of the Crescent (nos. 31-70) was constructed from 1850 onwards with Alexander Kirkland himself occupying No 39. Nos.19-30 were built circa 1855 however, in 1882 No 23 was demolished to make way for the Glasgow & District Railway, now the Queen Street Station line with Finnieston Station opening in Argyle Street. It has since been demolished. Half of No 24 was demolished around 1943 due to subsidence and the site is now a plumber's yard. As is obvious from the gable end of No 70, it had been intended to continue building further west.

Kirkland was also employed by different developers to design buildings in Corunna Street, wrapping round into Argyle Street. They were erected between 1850-55 linking the Crescent with Dumbarton Road (now known as Argyle Street). The eastern continuation of the Crescent, Minerva Street, was built in 2 stages, Nos.26-32 in 1853 & Nos.8-20 in 1856. These buildings form the main entrance to the development, although only the northern section now remains, the southern block of tenements having been demolished in 1972.

Unlike the unified design of St Vincent Crescent, the Dumbarton Road (Argyle Street) frontage between Finnieston & Corunna Streets was a result of more piecemeal development. 1854 saw the construction of Sandyford Church (later to be known as the Sandyford Henderson Memorial Church) in Kelvinhaugh Street designed by JT Emmett & completed by John Honeyman.

## Social History of the Area

One of the first tenants in the Crescent was Alexander Kirkland the architect. He lived at 39 St Vincent Crescent & moved into his main door flat in 1951. He designed a few buildings in Scotland, some of which survive but his most notable survivors are the Crescent & the Carlton Suspension Bridge. After the great fire of Chicago in 1871, Kirkland who was already in the US, moved to help design & rebuild Chicago, where he is still celebrated today. Since that time, St Vincent Crescent has survived through many ups & downs. By the 1930's the Crescent had begun to deteriorate. The encroachment of further industrial & commercial development caused many of the middle-class families to move away resulting in houses being let out as "rooms". By the 1950's, the fabric of the buildings was so poor that demolition was considered. By the mid 1960's however, interest in restoring this property was developing & with the growth of the conservation movement in the 1970's, its rehabilitation was achieved. Various merchants & celebrities have lived in the area including recently, Jimmy McGregor, Daniella Nardini & Sharlene Spiteri. The now very successful Glasgow Print Studio also had its origins in 1 of the houses on St Vincent Crescent.





# D - SECURE CYCLE STORAGE

## - CONTEXT & DETAILED PROPOSALS

### Cycle storage in flats/tenements

Cycling within flats/tenements has several specific issues in relation to bike storage. Due to the Glasgow weather, external storage without weather protection is of limited appeal. Such long-term storage is also a theft risk. Therefore, bikes are mainly stored within the close or within the flat itself.

Factor & maintenance issues of closes/stairwells – carrying bicycles upstairs for in flat storage causes marking to doors/walls. This can be more pronounced in new build blocks, where stairwells are less generous than tenements. Where bikes are stored within the close, this can cause damage to walls/railings from securing multiple bikes. Security/safety - storage of multiple bikes within the close/stairwell or secured at base of stairwell can result in trip hazard & in many cases is against factors/building insurance advice as it blocks fire access. It can also result in damage to external close door (where security present) to gain access to steal bikes.

Space – storing bikes within flats takes up significant space, particularly where there are multiple cyclists within a dwelling. Dwelling space is a valuable commodity & so storage inside the flats is an unappealing option, & for many residents, not an option at all.

There is a growing recognition by local authorities that to achieve their active travel plans & encourage residents to choose low carbon, transport options secure enclosed cycle storage that is provided on an allocated basis for a yearly/monthly fee has a role to play. This type of storage is particularly beneficial in areas of high density flatted/tenement properties.

### Hangar/Pods and Hubs

On street cycle hangars appear to be the current preferred on street cycle storage option. As these fit within existing car parking spaces parallel to the kerb & are robust & relatively easily maintained. Each parallel to pavement parking space can accommodate 2 hangars side by side. Each hangar can hold 6 standard bicycles.

There is also a working model for the annual rental of these (dedicated space basis) & it is a methodology being rolled out across London boroughs using a managed service facilitated by CycleHoop. CycleHoop annual rental costs per cycle space are £72, which can be reduced if the local authority can subsidise this.

### Cycle Hubs

Larger secure cycle storage (either guaranteed space or first come first served basis) which tend to be located near major transport hubs such as train/bus stations or city centre location. These can be on a membership basis or ad hoc, charged for or free.



## Initial proposal for location of Yorkhill hangars/pods as part of Glasgow City Council Pilot

We have considered potential pilot secure cycle storage locations, initially focusing on high density streets where the removal of a parking space is unlikely to cause significant issues. We have also tried to ensure an even coverage across the whole cycle village area. If these locations are acceptable to Glasgow City Council in principle, we can put these out for further community consultation & align in view of the GCC cycle storage location consultation requests for the area.

Hangars/pods – 16 proposed locations 2 in potential partnership with developers

In some locations photographs showing how the hangars would look in situ have been included.

Street Location	Parking spaces lost	Hangars	Cycle spaces	Additional benefits
1) Arthur Street	0	3	18	Urban realm improvements/planting - parklet
2) Regent Moray Street	1	2	12	
3) Dalnair Street	1	2	12	
4) Lumsden Street/Overnewton Street (developer partnership)	0	2	12	Urban realm improvements Potential developer partnership
5) Derby Street (next to Kelvingrove Square)	1	2	12	
6) Lymburn Street	2	2	12	
7) Kelvinhaugh Street (1)	0	1	6	Use of redundant space next to newly located street bin. Could prevent fly tipping next to bin.
8) Kelvinhaugh Street (2)	1	2	12	
9) Haugh Road	1	2	12	
10) Kelvinhaugh Street	0	2	12	Potential developer partnership
11) Gilbert Street	0	2	12	
12) Ferry Road	0	2	12	Rejigging of current access routes/parking spaces with cycle lane implementation so no parking spaces lost as a result of the storage.
13) St Vincent Crescent	1	2	12	
14) Minerva Street	1	2	12	
15) Clairmont Gdns	1	2	12	
16) Parkgrove Terrace	1	2	12	
<b>Total</b>	<b>11</b>	<b>32</b>	<b>192</b>	



### **Arthur Street – Tenements.**

Closed off section of street, no loss of parking. Cycle storage could also incorporate seating & planting to make an amenity of this underused area. This could also assist with creating a mini park with seating & planting areas created with the cycle hangars.



### **Regent Moray Street - Tenements**

Proposed location of last car parking space in front of blocked up window of ground floor tenement. Single parking space to be replaced by 2 hangars – 12 cycle parking spaces (only 1 shown in mock up image).



### **Dalnair Street**

Proposed location of parking space on far side of street from tenements. Single parking space to be replaced by 2 hangars – 12 cycle parking spaces.



### **Lumsden Street/Overnewton Street (potential developer partnership)**

Potential to incorporate next to Steiner School car free development. Potentially adjacent to blocked off end of Overnewton Street. This would potentially be a later addition to the pilot as would be appropriate to locate once development complete. It could be capital funded by the developer. There is also proposed upgrade to the Lumsden Street turning circle – to provide cycle access, public realm improvement.



### **Derby Street (next to Kelvingrove Square)**

Removal of 1 car parking space adjacent to west side of Kelvingrove Square. Not immediately adjacent to nurseries but closer to Bentinck Street corner.



### **Lymburn Street – tenemental new build**

Removal of 2 perpendicular parking spaces towards the Kelvinhaugh Street end, on the depot side.



### **Kelvinhaugh Street (1)**

New build, all developments have private off-street parking. Adjacent to the newly located bin on triangular pavement area, so no removal of parking space.



### **Kelvinhaugh Street (2)**

New build, all developments have private off-street parking. Wide boulevard streetscape, which would allow for loss of 1 parking space (away from Argyle Street end) without issue. Removal of 1 parallel parking space adjacent to raised ground floor flat windows.



### **Haugh Road**

New build, all developments have private off-street parking Removal of 1 parallel parking space.



### **Kelvinhaugh Street (potential developer partnership)**

Timing & funding by developer of corner site – to be considered, low parking development



### **Gilbert Street – Tenements**

No removal of parking space as hangars to be sited between parallel parking spaces & angled parking spaces.



### **Ferry Road**

Tenements, old & new build. Potential no loss of on-street parking due to rejigging of parking to accommodate cycle lane. Majority of developments on Ferry Road have private off-street parking. Therefore, reduced pressure on on-street parking.



### **St Vincent Crescent – Tenements**

Removal of 1 parallel parking space opposite to pavement/dwellings.



### **Minerva Street – Tenements**

Removal of 1 parallel parking space adjacent to retail unit car park perimeter fencing.



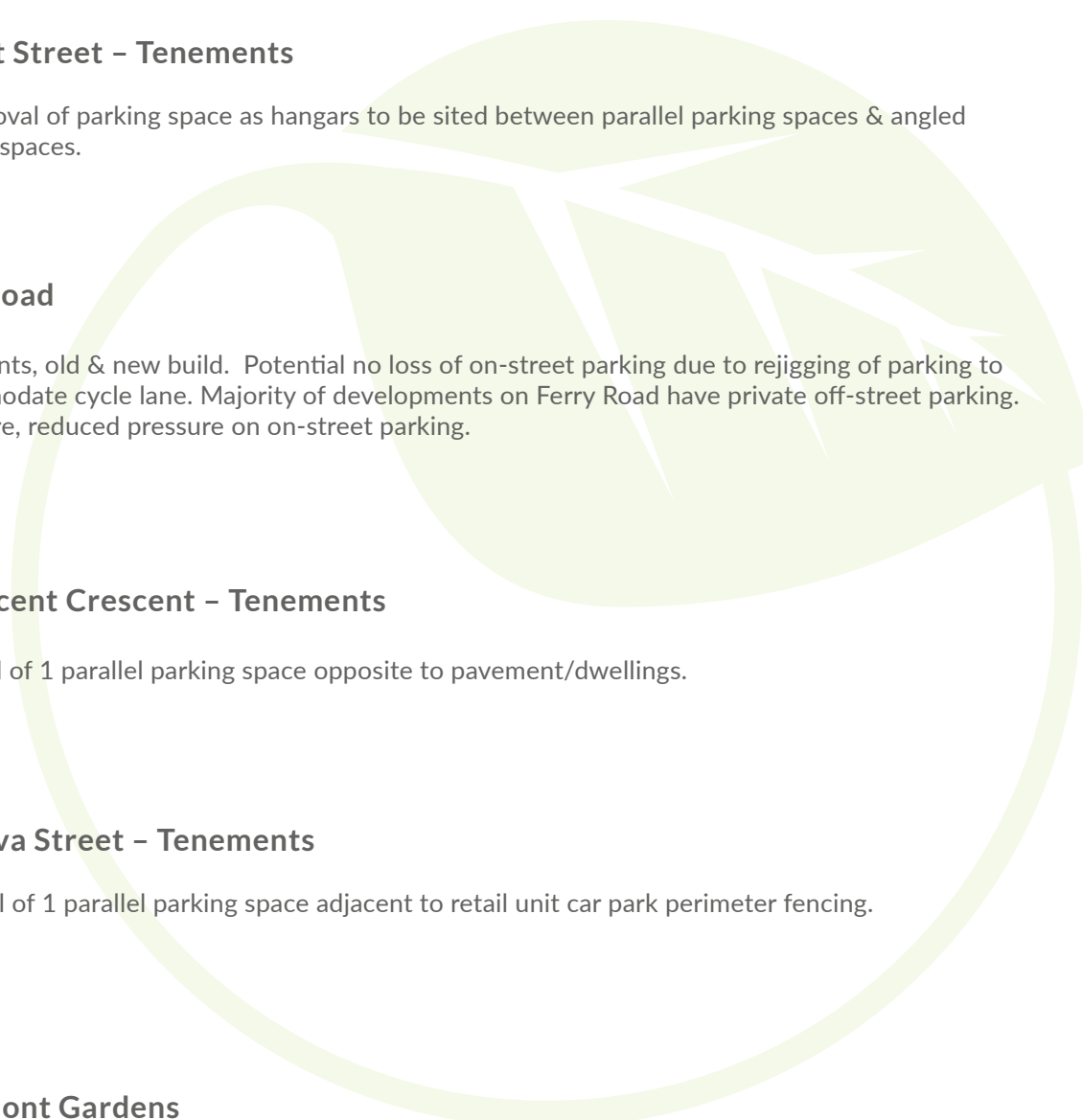
### **Clairmont Gardens**

Removal of 1 parallel parking space adjacent to pavement/dwellings



### **Parkgrove Terrace**

Removal of 1 parallel parking space adjacent to pavement/dwellings



## Map showing potential secure cycle storage



## Potential Location for Hubs

Storage hub facilities to be provided in 2 potential locations. These will provide first come first served secure storage with tools for self repairs.

- 🟢 1 Hub at Exhibition Centre Station – potential for this to be a shipping container hub.
- 🟢 1 Hub at Kelvinhall – to be located to front of Kelvinhall

Additional potential hub location at the Scottish Events Campus – whilst outside the Community Council boundary we have a working relationship & the SEC is keen to improve cycling infrastructure.

If these locations are acceptable to Glasgow City Council in principle, we can perform bike counts for an agreed period in order to provide evidence which reinforces the suitability of the locations suggested.

## Next steps:

We have considered potential pilot secure cycle storage locations, initially focusing on high density streets where the removal of a parking space is unlikely to cause significant issues. We have also tried to ensure an even coverage across the whole cycle village area. If the identified cycle storage locations are acceptable to Glasgow City Council in principle, we would put these out for further community consultation & align in view of the GCC cycle storage location consultation requests for the area.

With regards to implementation, develop proposal with potential partnership with Glasgow City Council, Cyclehoop & Bike for Good. Initial proposal for Cyclehoop to provide the hangars/hubs & provide rental administration with local maintenance & support provided by Bike for Good.

Both Cyclehoop & Bike for Good are fully supportive of the proposal and interested in working on the delivery and implementation of the cycle storage provision.



# E - GREEN SPACES WORKSTREAM

## The Value of Green Space

In these days of prolific urban development and poor air quality, it is important to remind ourselves of the value of Green Space. The name “Glasgow” means “Dear Green Space” and Glasgow is endowed with more parks than many other UK cities...at least for now.

Cities across the globe are discovering, that parks and green space bring significant social, economic and health value to their citizens. Often, this value is only recognized after the green space has been lost.

Studies have shown that the economic benefits of green space include increased land and property values, economic growth and investment, tourism, labour productivity, products from the land, health and wellbeing, recreation and leisure quality, flood alleviation, biodiversity and climate change.

The health benefits of green space include: improved mental health and wellbeing for children, young people and adults; increased likelihood of physical activity across all age groups; reduced violence and aggression; a reduction in anti social behaviour and incidence of crime in urban areas with green spaces; reduced health inequalities; improvement in air quality and reducing noise.

The UK is undergoing an air pollution crisis according to data published by the World Health Organisation and Glasgow is amongst those cities breaching safe levels of particulates. As air quality declines, the risk of stroke, heart disease, lung cancer, and chronic and acute respiratory diseases, including asthma, increases among residents, WHO said. Particulate pollution could claim an estimated 6.2 million lives world wide each year by 2050.

Friends of the Earth have called for urgent government action to ban worst offending producers of particulates. However, planting trees is also a cost-effective way to tackle urban air pollution. A study by US-based The Nature Conservancy (TNC) compared the cost-effectiveness of trees with other methods of cooling and cleaning air. The study, which looked at the use of trees in 245 cities around the world, reported that the average reduction of particulate matter near a tree was between 7% and 24%. This was estimated to be equivalent to the effect of changing a bus from diesel to gasoline. The TNC report highlighted that most of the cities featured in the study were losing more trees than they were gaining. In the light of “Diesel Gate”, cost effective tree planning schemes should be considered alongside expensive scrappage schemes.

Green spaces also provide significant social value. Academic studies suggest that people who live near well-maintained green spaces feel a sense of attachment. Neglected spaces however are less likely to be used as they are perceived to be risky and associated with anti social behaviour. There is extensive evidence however that projects to improve the local environment build friendships and a sense of community from formal projects such as “Britain in Bloom” to more informal networks such as the Transition Towns movement. Play is one of the most important social benefits of green spaces. Open spaces enable children to develop imagination and creativity, building dens and interacting with the natural environment. Play enables children to socialise and meet others from different backgrounds bridging cultural and class divides.

Given these environment challenges, there are increasing calls for government to recognise the value of green spaces in cities and to incorporate this into planning and budgeting decisions as well as legislation to ensure green spaces are protected and maintained.

A well-known lyric from the 1970's comes to mind.

*“They took all the trees  
And put them in a tree museum  
And they charged all the people  
A dollar and a half just to see ‘em.  
Don't it always seem to go  
That you don't know what you've got  
Till its gone  
They paved paradise to put up a parking lot”.*

*Joni Mitchell 1970*

## Overview

The Cycling Village project is a fantastic opportunity to enhance the green spaces within the boundary, benefitting not only local residents but also the countless visitors to the area across the calendar year. The coordinated efforts of the community in recent years (i.e. Yorkhill Green Spaces) to improve the green spaces within the boundary has established a strong precedent for further action. The area has long been served by a Green MP and the density of Co-Wheels cars and Next Bike stations demonstrates the interest in sustainable living amongst locals.

## Yorkhill Green Spaces

In 2017, a new charity, Yorkhill Green Spaces (YGS), was created. The mission of the charity is to improve and maintain the parks, green spaces, and play areas within the Yorkhill area. YGS is a member of Greenspace Scotland, My Park Scotland, Grow Wild, Groundwork, Keep Scotland Beautiful, Friends of the Parks, It's Your Neighbourhood, Charter for Parks, and Project Dirt. The first AGM in October 2018 confirmed funding totalling £3432.09 (expenditure of £844.56), principally via pump priming from the Yorkhill and Kelvingrove Community Council and a grant from the Greggs Foundation. Furthermore, plants have been donated from various organisations, such as Woodlands Trust and Glasgow City Council.

A major success for YGS is approval and funding from Glasgow City Council to renovate Overnewton Playpark, with hard landscaping, fencing, and seating – in addition to new play equipment. Solar lighting is also being set up in Cherry Park.

## Overnewton Park

This park is used for the annual Yorkhill and Kelvingrove Community Council Gala Day – and nothing else. It is a neglected space that YGS is prioritising over the other parks by making the area safer and more desirable for children and families to inhabit. It is currently a popular site for alcohol consumption by seniors. Sensory garden planting would enhance this area, with efforts to appeal to all senses via bright plants and grass that rustles in the wind.

## Cherry Park

This park is a popular destination for recreational drug use. It is poorly lit (hence the addition of solar lighting) and generally not well kept. YGS makes a concentrated effort to improve the appearance of this park and regularly stages 'clean ups'. Trimming back some of the tree canopy would improve the lighting of the park and planting some bright flowers would enrich the safety and presentation of this park. The proximity to the Vegan restaurant The 78 makes for a good relationship. This site is another good candidate for sensory garden planting. The funding received to date for solar lighting is insufficient. More solar lighting in this park, including some recess lighting embedded in the ground to light the path for cyclists would enhance the area.

## Yorkhill Park

This park has been largely neglected by GGC and the erosion of a wall in 2017 has resulted in it being cut-off entirely, blocking off the cycle path. This park has since proven popular as a destination for listening to live music events hosted at SWG3. Recognising that this particular park is not as accessible as the others, it may be wise to maintain its more rugged appearance for the benefit of local wildlife, actively improving biodiversity through planting and insect/bee houses. Building on this, it would be a good candidate site for growing, and for a community orchard. A native wild flower meadow at Yorkhill Park as well as a small orchard and memory garden near the former sick children's Hospital site would be appropriate uses for the space. We would expect that whatever becomes of the site of the former Hospital include plans for honouring those who lost their children here.

## Review of Parks

As discussed above, there is a need to improve the green spaces within the boundary. However, there is only so much YGS can accomplish. The Green Spaces strand of the Cycle Village will provide much needed support to build on the success of YGS, capitalising on the existing relationships which residents already benefit from. Furthermore, improving the local parks in the boundary will enhance the attractiveness of the local area for visitors.

## Area Audit

As well as the three parks discussed thus far, there is ample opportunity to enhance the green spaces in the boundary across various locations. Such was the outcome of an area audit on Sunday 24th February, with further work to be conducted on the back of this exercise to feed into the third phase of the application. The recently erected Yorkhill and Community Council branded bins were useful in mapping out the boundaries and the inclusion

of painted 'footprints' on the ground leading up to these bins was identified as a known, low-cost intervention to increase the uptake of disposing of rubbish in bins.

The main outcomes of the area audit were the proposition of vertical gardens to be added to the area, to improve growing, and to build partnerships with local businesses – these are all discussed below.

Furthermore, dozens of excellent locations were identified as being particularly well-suited for adding raised beds, including on and just-off of Old Dumbarton Road. Use of the sandstone remains of the former Steiner School could be used to create raised beds in and around Overnewton Park.

## Vertical Gardens

With air pollution in Glasgow linked to thousands of premature deaths every year – particularly children and the elderly – the implementation of vertical gardens are a smart solution to remove air pollutants and traffic noise, creating more green space in the process. The audit of the boundary identified some optimal locations for vertical gardens, with three 'flagship' locations discussed below.

### The Junction Between Kelvinhaugh St and Sandyford St

This area gets heavily congested with motorcars when SWG3 are staging events. It would be a prime location for a vertical garden. The bridge in this location forms part of the national cycle route and so a vertical garden here would make for a pleasing cycle path. This area is also visible from trains passing by. Principal partner opportunities: SWG3, Haugh Road

Earmarked for including a bi-directional cycle lane on its south side, this road bears a long bricked wall on its north side. This would be a prime location for a vertical garden – or perhaps more of a 'horizontal' one – and make for a pleasing cycle path. As shown by the heat map, the road is popular for cyclists, but less so than surrounding areas; the inclusion of a cycle lane on this street will surely result in greater usage. Principle partner opportunities: Bike For Good and Dockyard Social.

### The Junction Between Argyle St and Kelvinhaugh St

Earmarked for a one-way system to develop the cycling opportunities at what has been identified as a dangerous location for cyclists, the paving outside of the Sainsbury's is large enough to accommodate a vertical garden with seating, like the one near Buchanan Bus Station. This would make for a useful 'pit stop' on cyclists' journey, and it would be in close proximity to Cherry Park, raising the profile of green spaces in the boundary. Principal partner opportunities: Co-Wheels and Sainsbury's.

In summary, vertical gardens are now commonplace in Glasgow City Centre and would make for a welcome addition to the local area. Their inclusion would provide an optimal backdrop for promotional images and help promote wider participation in local gardening activities, including growing, by including information on each vertical garden on a small plaque. Specific species include Russian Vine, Virginia Creeper, Flowering Ivy, and Honeysuckle.

## Growing

Community gardens are flourishing all over the city and the green spaces in the boundary provide a welcome opportunity to develop a growing community in Yorkhill. G3 Growers' Vegetable and Fruit Allotment is a hidden gem in the area (located off of Brechin Street) and is largely inaccessible to residents due to the opening times occurring during the weekdays. This is something that a new growing facilities can remedy, to enhance participation.

## Partnerships

The wider Cycle Village project provides a great opportunity to develop relationships with local businesses. Existing relationships of note include Sainsbury's, who have donated funds to YGS to add solar lighting to Cherry Park. As well as potential partnerships listed above i.e. SWG3, Next Bike, the opportunity is there to build new relationships with other business, places of worship, local artists and events i.e. 'Summer Nights' and 'West End Festival'.

We would also like to see business generally include hanging baskets and planters outside their premises, with Argyll Hotel being a good working example of an existing business that is inviting with its greenery.

## Key Messages

As one of the members of YGS rightly pointed out: "creation is one thing, long-term care is another". This brief document maps out the ideas for creating new green spaces and improving the existing ones – effort is needed to define solutions to maintaining them. This is due to follow in the third phase of the application, centring around rugged, low maintenance species.





3rd October 2018

Tree Planting Proposals for the following locations.

**Within Yorkhill:**

1. Lumsden Street turning circle x2 - Liquidambar styraciflua (Sweet Gum)
2. Outside Firebird x1 - Liquidambar styraciflua
3. Eastvale Place (near SWG3) on Glasgow City Council owned green space. Remove existing shrubs and plant 5-7 trees, in a crescent shape. - Sorbus hupehensis (Chinese Mountain Ash or Rowan)
4. Continue the tree line on the southern side of Kelvinhaugh Street down to its junction with Sandyford Street - Quercus rubra (Red Oak)

**Within Finnieston:**

5. 1 tree planted following every third parking space along Minerva Street - Liquidambar styraciflua
6. 1 trees planted following every third parking space on the west side of Derby and Kelvingrove Streets, between Argyle and Sauchiehall streets. - Quercus robur (Common Oak)

\*Tree Selection:- Good quality tree specimens should be tagged in the approved supplying Tree Nursery to ensure quality by a horticultural consultant assigned by the project.

TREE COMMON NAMES	GENERIC NAMES
Common Oak	Quercus robur
Red Oak	Quercus rubra
Liquidambar	Liquidambar styraciflua
Rowan (pink)	Sorbus hupehensis

**Stephen Docherty President GTLS**

# F - MURAL TRAIL



## YORKHILL & KELVINGROVE COMMUNITY COUNCIL MURAL TRAIL

SWG3



The Yorkhill, Kelvingrove & Finnieston community has a rich and diverse history. From the times of great houses such as Stobcross and Kelvingrove, to the Queens Dock and its associated foundries and boat yards, our community has undergone dramatic transformation. Today, we have a burgeoning arts scene, with numerous independent artists collaborating and enriching the community.

Working with Gary Mackay at Yardworks, SWG3, and local grass roots artists, we have the ambition to create our own mural trail which will celebrate this rich tapestry and provide an opportunity for residents and visitors alike to discover our story.

As part of our Cycling Village proposal we propose a series of murals linked by a street-scape in which the needs of pedestrians and cyclists are considered a priority.



Within our community we have identified buildings we feel could accommodate art. At this time we have not approached the buildings owners and the art work is for indicative purposes only.





Argyle Street & Gray Street

The first of gables identified as potentially improving the area and gateway from the City Centre and from Yorkhill to Kelvingrove Park.

The ideas come from Glasgow's working class passed and present population, the pasted artwork by Scottish artist Stanley Spencer (Artwork currently on display at Glasgow's transport Museum) as only a suggestion at this point.

Facing Argyle Street is a more Nouveau styled piece to indicate or even suggest on Glasgow's design and desire for recreation and wild life. A piece of work incorporating these values would almost grow the parks perimeter beyond to Gray Street and offer a fantastic corridor to the entrance.



Nairn Street / Yorkhill Parade

Nairn Street, Car Park Gable End.

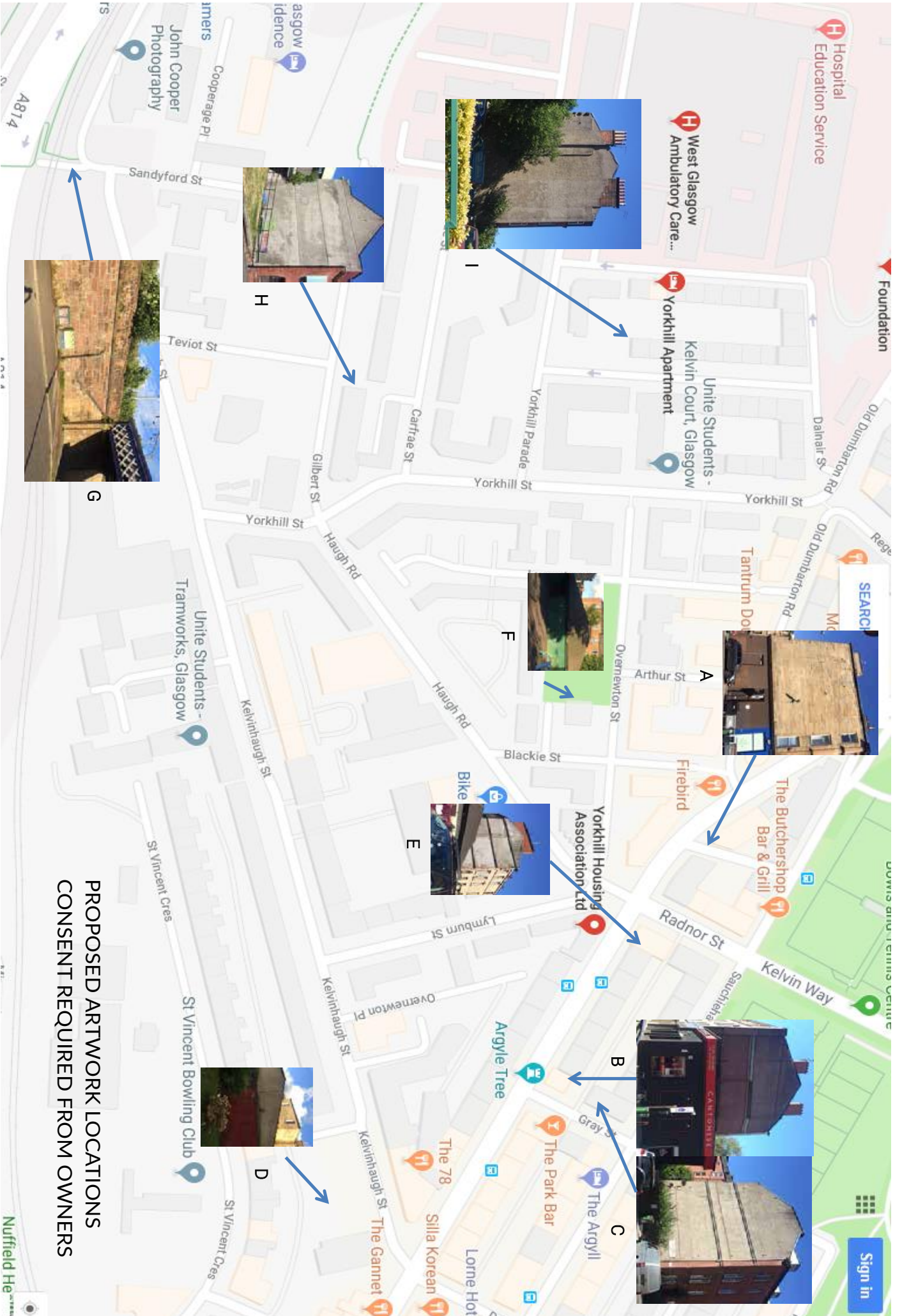
Elaborating on the famous Royal College for Sick Children which is now due for closure would be a fitting tribute to the years of hard-work, care and research. I would suggest a piece that would entail a Mother Glasgow figure with children as it's focus.



Gilbert Street (Old HLI (Highland Light Infantry)/ Parachute Regiment building. (Now Residential Flats)



Again on a musical or poetic flavour of artwork, I do have other ideas of a multi-cultural signwritten piece, the population that surrounds this area is strewn with over-seas students.



PROPOSED ARTWORK LOCATIONS  
 CONSENT REQUIRED FROM OWNERS

# G - LETTERS OF SUPPORT

## Somerset Nursery

Wednesday 6<sup>th</sup> March 2019.

Dear Yorkhill & Kelvingrove Community Council,

I am the manager of Somerset Nursery on Parkgrove Terrace, I have been the manager here since 2010 and have ongoing concerns about the safety of our children and staff when going on outings in the local area.

We regularly visit the play park next to the Glasgow Gaelic School and the children often have cause to visit shops and the post office on Argyle Street. In order for us to get to these venues, we must cross Derby Street, Kelvingrove Street, Sauchiehall Street and Argyle Street.

Crossing Derby Street and Kelvingrove Street is particularly risky for us as there are no traffic lights to aid a safe crossing. There are parked cars the length of the road, including out with designated parking bays which make visibility very restricted. When trying to cross with a large group of children or with wide 3 or 4 seater prams it is very challenging, and actually quite risky to cross between parked cars. There is also the issue of the speed of the cars driving into the junction from Sauchiehall street into particularly Kelvingrove Street. Where we are mid cross it is quite frightening to be approached at speed by cars turning into the street.

When crossing Sauchiehall Street, we use the pedestrian crossing, however, there is only one placed next to the junction at Kelvingrove Street, I really feel we could benefit from one at a mid point between Kelvinway and Kelvingrove Street, or at the very least a reduced speed limit to help in particular parents and staff who are trying to cross the road to reach the bus stop outside the Lorne Hotel on Sauchiehall Street. This area of the street also has very high pavements which makes crossing with toddlers or prams very hazardous.

As I am sure you are aware, there are a high number of Early Learning and Childcare setting all within the Yorkhill and Kelvingrove area and we are all affected by this. We try to encourage walking, cycling and public transport as ways to get to the nursery, however, I feel that the volume and speed of traffic in the area actually makes these methods a danger for our families and staff.

I would really urge you to give some consideration to the possibility of introducing traffic calming measures in this area to make it a safer environment for our children.

Yours Sincerely

Siobhan Gillies

Nursery Manager.

# G - LETTERS OF SUPPORT

Sandra White MSP

**Sandra White MSP**  
**for Glasgow Kelvin**  
***PUTTING KELVIN FIRST***



Wendy Shaw, Chair  
Kelvingrove and Yorkhill Community Council

By Email: [yokecoco@gmail.com](mailto:yokecoco@gmail.com)

**Monday, 01 April 2019**

## **Letter of Support for Sustrans' Community Links Plus Application**

Dear Wendy,

I am pleased to write in support of your application for the Cycle Village to the Sustrans' Community Links Plus competition, may I commend all in the community council for this ambitious and exciting proposal for the Kelvingrove and Yorkhill area.

Your proposal has benefited from robust consultation and partnership with the city, resulting in a plan, which fits in with the national agenda for active travel, compliments the city's cycling infrastructure developments, and seeks to provide new links in the National Cycle Network.

Our community's vibrant focus on national events, culture, social and local businesses, study, and parks, means that it is well positioned for increased focus on safe and supported cycling and pedestrian routes which will further open up the area to encourage active travel and non-vehicular usage of the roads and pavements.

**PUTTING KELVIN FIRST - SANDRA WHITE MSP**  
Constituency Office, 1274 Argyle Street, Glasgow, G3 8AA  
Tel: 0141 339 7693 E-mail: [euan.ingram@parliament.scot](mailto:euan.ingram@parliament.scot)

# G - LETTERS OF SUPPORT

Philip Braat



**Bailie Philip Braat LLB (Hons) Dip LP NP**  
Scottish Labour Party  
ANDERSTON/CITY/YORKHILL - WARD 10  
Depute Lord Provost

Phone 0141 287 5788  
Fax 0141 287 5485  
Email philip.braat@glasgow.gov.uk

03 April 2019

To whom it may concern,

**CYCLING VILLAGE PROJECT**  
**SUSTRANS**  
**YORKHILL, KELVINGROVE AND FINNIESTON COMMUNITIES**

I write in support of the bid for the innovative Cycling Village Project by the volunteers from the Yorkhill & Kelvingrove Community Council and the wider local community.

This is undoubtedly one of the most exciting projects to come forward in many years. It has the potential to make the area one of the most accessible communities in the country. The fact that this project is community-driven, mindful of the needs, wishes and aspirations of the local community first and foremost, makes this project unique. All the individuals involved have family, work and other personal commitments; nevertheless, they have freely dedicated well over 800 hours of their own time combined to this project, because they have a passion for their community and a drive to ensure their living environment can and will be the best it possibly can be.

Another point for admiration is that the project will not only transform the physical landscape, but will also bring the whole community closer together. This will be achieved through 'greening' of the area as well as addition to and enhancement of the existing streetscape, thereby improving the overall connectivity and accessibility, leading to the prioritisation of the needs of pedestrians and cyclists first. By placing the pedestrian and cyclist at the heart of this project, it will drastically improve the physical and mental wellbeing of all concerned.

I am absolutely convinced that this project is deserving of support and that it can be a shining example for the rest of the country of what can be achieved when a community itself pulls together to deliver on their own aspirations. This project delivers on every single level and meets all the criteria that has made Sustrans the renowned leader in the field of sustainable transport and wellbeing. The Community has led the way on this project; I hope Sustrans will now equally support it, as I wholeheartedly do.

Yours faithfully

**Bailie Philip Braat**  
**Depute Lord Provost**

**Surgeries:**

1 <sup>st</sup> Saturday of each month	10.00 am
1 <sup>st</sup> Saturday of each month	12 noon
1 <sup>st</sup> Monday of each month	5.30 pm
1 <sup>st</sup> Monday of each month	6.30 pm
3 <sup>rd</sup> Thursday of each month	6.30 pm

St Patrick's Primary School, 10 Perth Street  
Townhead Village Hall, 60 St Mungo Avenue  
Dundasvale Residents' Hall, 12 Dundasvale Court  
Garnethill Multicultural Centre, 21 Rose Street  
Glasgow Gaelic School, 147 Berkeley Street

There will be no surgeries during school and public holidays

Glasgow - Supporting the Gaelic language Glaschu - a' toirt taic do'n Ghàidhlig  
Glasgow - UNESCO City of Music  
Glasgow City Council is an equal opportunities employer

**Glasgow City Council**  
City Chambers  
George Square  
Glasgow G2 1DU  
**Phone 0141 287 2000**

# G - LETTERS OF SUPPORT

cyclehoop

**cyclehoop**

[www.cyclehoop.com](http://www.cyclehoop.com)

✉ [info@cyclehoop.com](mailto:info@cyclehoop.com)

☎ 0208 699 1338

Cyclehoop Ltd  
Unit 1 Burnham Way  
Kangley Bridge Road  
London  
SE26 5AG

12th April 2019

**Subject: Yorkhill Kelvingrove Secure Cycle Storage**

To whom it may concern

Cyclehoop was pleased to have the opportunity to walk around the area and discuss the potential locations of secure cycle storage with Yorkhill and Kelvingrove Community Council. Cyclehoop is happy to support your Sustrans Community Links Plus bid to develop the cycling Village in the Yorkhill Kelvingrove area of Glasgow.

Cyclehoop specialise in innovative cycle parking solutions and infrastructure and we are committed to making cycling safer, secure and convenient by breaking down the barriers to people cycling.

Our award-winning products are designed by cyclists, for cyclists and have been installed around the world helping cities become more cycle friendly, healthy and sustainable.

We have long standing partnerships with all the Boroughs across London, and to date have installed over 2,000 Bikehangars across London, and have recently started to roll out units in Manchester and will install 180 in Edinburgh this year.

The Bikehangar offers a secure solution to long-term cycle parking and an effective way to protect bikes from tough weather conditions and vandalism. This award-winning product stores six bikes within half the space of a car parking bay, making it ideal for areas where outdoor cycle storage space is necessary.

We look forward to supporting this bid and working with the local community to promote sustainable and active travel.

Best regards,

**Gavin Rimmer**

Sales and Business Development Manager

**cyclehoop**

Award-winning cycle parking and infrastructure



# G - LETTERS OF SUPPORT

GUSA



GUSA EXECUTIVE OFFICE, 62 OAKFIELD AVENUE, GLASGOW G12 8LT

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## Yorkhill and Kelvingrove Cycle Village Letter of Support

Dear Sirs,

As the student President of the University of Glasgow Sports Association I would like to provide my support to the Yorkhill and Kelvingrove Cycle Village Project.

The Sports Association has 12,000 student members and a key goal of ours is to encourage active travel to and from University and when travelling around the city for sports club training and fixtures.

A large number of Glasgow University students live in the Finnieston, Yorkhill and Kelvingrove catchment and I am aware that there are various barriers to cycling in the city. These include, but are not limited to, lack of storage facilities for bikes, lack of protected cycle lanes and a real fear about the speed of cars on the road.

I am delighted to hear about the proposed changes to the infrastructure in this area and believe this will have a positive impact on getting more students cycling as a mode of transport.

I am also excited about the proposed changes to the street scape and believe that increased in greenery and the Mural Trail as I believe this will help raise the profile of Glasgow amongst British and International students.

Yours faithfully,

A handwritten signature in blue ink that reads 'P. Everingham'.

Paddy Everingham

Glasgow University Sports Association President

---

GUSA@GLA.AC.UK • WWW.GLA.AC.UK/GUSA  
TEL - 0141 330 5342/8461 • FAX - 0141 330 6492  
PRESIDENT - 07687 884 620

# G - LETTERS OF SUPPORT

## GoBike

### **Yorkhill and Kelvingrove Walking and Cycling Village Consultation**

Dear Lee

I was in attendance at the Yokecoco consultation for the Yorkhill and Kelvingrove Walking and Cycling Village yesterday on behalf of GoBike, and wanted to write to confirm the support of our campaign for the proposed scheme. While the plans are at early stages and we'd be keen to consult further on detailed design if it were progressed, we are very impressed with the grass routes and community led approach of the project and feel that this is a model that should be widely encouraged.

We wish you the best of luck in the competition to progress for further funding. If there is anything we can do from a campaign perspective to assist please do let us know.

Best wishes

Iona

--

Co-Convenor

GoBike

The Strathclyde Cycle Campaign

[www.gobike.org](http://www.gobike.org)

# G - LETTERS OF SUPPORT

## Free Wheel North



Free Wheel North  
www.freewheelnorth.org.uk  
SC344339  
SC039789  
3/1 47 Braeside St  
Glasgow  
G20 6QT  
freewheelnorth@hotmail.com  
0789 109 7936  
0141 551 8869

### Yorkhill and Kelvingrove Cycling Village

Conditional support 4<sup>th</sup> April 2019

Free Wheel North supports the development of a Yorkhill and Kelvingrove Cycling Village with the strict proviso that the access and mobility issues throughout the area are addressed properly. Free Wheel North is Scotland's leading inclusive cycling organisation, supporting over 500 other groups that in turn help those with a disability. The special needs we support range from limb loss to autism and the organisations range from Deaf Blind Scotland to ASN schools.

Our principle design consideration is that segregation should not be implemented by means of kerbs. The reasons are threefold:

1 Kerbs provide no protection

Cycle lanes “segregated” by kerbs are de facto car parks

2 They prohibit lateral street movement for the vast majority of those with limited mobility

for example wheel chairs cannot move through spaces open to mainstream pedestrians

3 They prioritise heavy vehicles and promote high speed.

The kerbs indicates to motorists “this is my space and others must defer to my speed”

All this can be summed up with one image



*The West City Way on Waterloo Street*

Free Wheel North would be happy to be involved in the role out of the cycling village representing its tens of thousands of project users.

Given these caveats, we are supportive.

Yours Sincerely

Norman Armstrong

Managing Director

# G - LETTERS OF SUPPORT

## Co-Wheels Car Club



7 - 15 Pink Lane, Newcastle-upon-Tyne, NE1 5DW

T: 0191 375 1050

E: info@co-wheels.org.uk

W: www.co-wheels.org.uk

Dear Wendy and Project Team,

Co-wheels is happy to be supporting your Sustrans Community Links Plus bid to develop the cycling Village in the Yorkhill Kelvingrove area of Glasgow.

Co-wheels is a Social Enterprise (Community Interest Company) operating a well-established car club across this area of Glasgow. We have cars available to members of the public which can be used for as little as an hour at a time or as long as required. A low hourly cost covers insurance, fuel, maintenance and cleaning - making it a convenient and accessible scheme. Car Clubs such as Co-wheels enable residents to live car free and increase their active and sustainable travel, safe in the knowledge that there is a car available to use when it is the best option.

Research continually demonstrates that car club members are disposing of their private vehicles, driving fewer miles each year and increasing their levels of walking, cycling and public transport patronage. The inclusion of a car club vehicles within the cycling village provides confidence for residents that they can still use a private car when they need to, and therefore frees them to reduce their own car ownership.

Equally, as car clubs are a key element within the transport provision for an area, they work best when fully integrated with other sustainable modes. Areas with high levels of cycling and walking, good facilities to encourage sustainable transport and good public transport links support successful car clubs.

Co-wheels currently has vehicles located in Blantyre Street, Overnewton Street, Kelvinhaugh Street and Clifton Street. All cars are well utilised, and Co-wheels would be happy to investigate adding more cars into locations close by. We also believe there is scope for electric cars to be added in these locations.

We look forward to supporting this bid and working with the local community to promote sustainable and active travel.

Kind regards,

Paul Balmont and Richard Falconer  
Directors, Co-wheels Car Club



Co-wheels Car Club Community Interest Company is registered in England  
Company number 5512325. VAT registration number 926 6719 05



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# G - LETTERS OF SUPPORT

Anna Richardson

**Councillor Anna Richardson**  
**City Convener for Sustainability and Carbon Reduction**  
**Scottish National Party**  
LANGSIDE - WARD 7

Phone 0141 287 4405 or 07552 212 603  
Fax 0141 287 3933  
E-mail [anna.richardson@glasgow.gov.uk](mailto:anna.richardson@glasgow.gov.uk)



Our Ref: AR/EM/L190409\_YKCV

9 April 2019

To Whom It May Concern

I am writing in support of the funding application for Yorkhill and Kelvingrove Cycling Village.

This project is an exemplar of how a community can identify an issue within their neighbourhood and work together to bring forward solutions.

The level of community engagement and emphasis on inclusive streets for everyone are particular strengths of this project.

Glasgow City Council are committed to prioritising sustainable transport and empowering communities to improve their own neighbourhoods with our support. The Cycling Village would bring significant improvements to the walking and cycling environment in a densely populated area, close to the city centre, and offer residents of all ages and abilities alternative ways to get around safely.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Anna Richardson'.

Councillor Anna Richardson

# G - LETTERS OF SUPPORT

Angus Millar

**Councillor Angus Millar**  
**Scottish National Party**  
ANDERSTON/CITY/YORKHILL - WARD 10

**Phone: 0141 287 4311**  
**E-mail: [angus.millar@glasgow.gov.uk](mailto:angus.millar@glasgow.gov.uk)**

Our Ref: AM

1 April 2019

Dear Sir/Madam,

I am writing as an elected member for Anderston/City/Yorkhill on Glasgow City Council, to express my full support for an exciting active travel proposal within my ward.

The Yorkhill and Kelvingrove Cycle Village proposal, which has been led by the local community and supported by Glasgow City Council, would in my view be of great benefit to local residents. The introduction of active travel infrastructure locally would not only make welcome improvements to the area's public realm, but would, I believe, do much to encourage take up of walking and cycling by making the area a safe and accessible place to move around. The Yorkhill and Kelvingrove area is also home to many nationally important visitor attractions, such as Kelvingrove Art Gallery, the Kelvin Hall, the Riverside museum, Kelvingrove Park and the Scottish Events Campus (SEC).

The award of Community Links Plus funding would enable significant improvements to connectivity in the area, making these attractions more accessible by active travel and improving the visitor experience. I have been especially impressed by the local community's leadership role in championing this proposal, and by the extent of community engagement undertaken by Yorkhill and Kelvingrove Community Council. It is clear to me that the wider public locally supports the aspirations of the proposal, and that local residents have been well-consulted on the question of what kind of interventions would benefit them and their community.

I wholeheartedly support this proposal and would be delighted to see Community Links Plus funding enable transformative change in Yorkhill and Kelvingrove.

Yours sincerely



Councillor Angus Millar



**Surgeries:**

Kelvin Hall, 1445 Argyle Street, G3 8AW- 6.30pm First Wednesday of the Month  
Library at Goma, Royal Exchange Square, G1 3AH – 6.30pm Second Thursday of the Month  
Glasgow Gaelic School, 147 Berkeley Street, G3 7HP - Last Monday of the month at 6.30pm

Glasgow—Supporting the Gaelic language Glaschu - a' toirt taic do'n Ghàidhlig  
Glasgow—UNESCO City of Music  
Glasgow City Council is an equal opportunities employer

**Glasgow City Council**  
City Chambers  
George Square  
Glasgow G2 1DU  
**Phone 0141 287 2000**

# G - LETTERS OF SUPPORT

Alison Thewliss MP



05 April 2019

To whom it may concern,

## **Sustrans Competition - Yorkhill and Kelvingrove Cycling Village**

I write in support of the above community bid, which I understand is currently being prepared.

Having been in dialogue with the Yorkhill and Kelvingrove Community Council, I am aware that their plan is the first community led bid to the Sustrans Community Links Plus Competition, and that they have gone to great lengths over the past months and years to consult with local residents, businesses and other agencies in order to put together as comprehensive a plan as possible.

I understand that the bid itself aims to prioritise the needs of pedestrians and cyclists, by implementing a raft of measures including segregated cycle lanes, extra pedestrian crossings, dropped kerbs and junction alterations. In addition, many of these adjustments have also been made as a result of engagement with wheelchair users. As a frequent visitor to the area, be it to attend surgeries or visit constituents and businesses, I completely agree that these alterations and upgrades would have a significant and positive impact on the environment.

In addition, the group make a convincing case for a number of other benefits which would be brought about by the project, including increased footfall for local businesses in the area, onward connections to the National Cycle Network and public transport, enhancing the area's built heritage, and making the area a safe, pleasant and more green environment for residents and visitors.

It's clear to see that a great deal of work has gone in to the preparation of the 'Cycling Village' bid, and that there is keen interest amongst the local population for such a proposal to be taken forward. As the MP for Glasgow Central, I am delighted to add my support to this bid, and I hope that it can be successful in securing funding for the benefit of the local area.

Yours sincerely,

**Alison Thewliss MP**

## **Alison Thewliss MP**

**SNP Member of Parliament for Glasgow Central**

Glasgow Central Constituency Office, 33 London Road, Glasgow, G1 5NW  
Telephone: 0141 552 7117 | Email: [alison.thewliss.mp@parliament.uk](mailto:alison.thewliss.mp@parliament.uk)

# G - LETTERS OF SUPPORT

Christy Mearns

**Bailie Christy Mearns**  
**Scottish Green Party**  
Anderston/City - WARD 10

**Phone:** 0141 287 7741  
**Mobile:** 07747 118 228  
**Fax:** 0141 287 3933  
**E-mail:** [christy.mearns@glasgow.gov.uk](mailto:christy.mearns@glasgow.gov.uk)

Our Ref: CM/GM/190417

17 April 2019



To whom it may concern,

## Letter of Support

I wish to put in writing my support for Yorkhill & Kelvingrove Community Council's "Cycle Village" proposal, Scotland's first ever community-led bid for Sustrans' "Community Links Plus" funding.

The community have made an exceptional effort in bringing forward proposals to radically improve their local area and its public realm, at the same time as championing sustainable transport. Their proposals have been thoroughly researched and consulted on; and take into account all users of the streetscape including cyclists and pedestrians, as well as wheelchair users and parents of small children. As well as this, their plans have the unanimous backing of local residents, businesses and elected members.

Were they to be successful, these plans would improve the well-being of residents and visitors alike, while promoting active travel, reduced transport emissions and cleaner air. An award for funding would help them to create a neighbourhood fit for the future and it would serve as an exemplar for other communities who, too, understand what is best for their area.

I sincerely hope their efforts will be recognised with an award for funding. They well and truly deserve it.

Thank you for taking the time to read my comments.

Yours sincerely

**Bailie Christy Mearns**

### Surgeries:

2<sup>nd</sup> Tuesday of the month  
3<sup>rd</sup> Thursday of the month

6.00 pm – 7.00 pm  
6.00 pm – 7.00 pm

Garnethill Multicultural Centre, 21 Rose Street  
Glasgow Gaelic School, 147 Berkeley Street

No surgeries during school and public holidays. Appointments can be arranged for constituents that are unable to attend surgeries.

Glasgow—Supporting the Gaelic language Glaschu – a' b'ort taib d'òh Ghàidhlig  
Glasgow—UNESCO City of Music  
Glasgow City Council is an equal opportunities employer

**Glasgow City Council**  
City Chambers  
George Square  
Glasgow G2 1DU  
**Phone 0141 287 2000**



# G - LETTERS OF SUPPORT

Patrick Harvie MSP



## Patrick Harvie MSP

Scottish Parliament, MG-18  
Holyrood, Edinburgh EH99 1SP  
Tel: 0131 348 6363  
Fax: 0131 348 6375  
RNID Typetalk 18001 0131 348 6363

Unit 3 Mercat House, 19 Argyle Court  
1103 Argyle Street – The Hidden Lane  
GLASGOW, G3 8ND  
Tel: 0141 221 6999  
RNID Typetalk 18001 0141 221 6999

patrick.harvie.msp@parliament.scot  
www.patrickharviemsp.com

17<sup>th</sup> April 2019

To whom it may concern,

I am pleased to offer a letter of support to Yorkhill and Kelvingrove Community Council's community-led vision to create better walking and cycling provision locally. As the Green MSP for Glasgow, I've long campaigned for investment in quality, segregated cycling infrastructure and creation of vibrant and accessible public realm within local communities.

I am aware the community council has consulted widely on what is an ambitious and potentially transformational scheme. I'm convinced that if supported, the project will deliver benefits for the whole community.

I look forward to hearing about this project progressing and it has my full support.

Yours sincerely,

**Patrick Harvie MSP for Glasgow Region**

The Green MSPs aim at all times to operate best practice in complying with the requirements of the General Data Protection Regulation (EU) 2016/679 (the GDPR), the Data Protection Act 1998 and any Act that replaces the Data Protection Act. You can find details of our privacy policy at [greens.scot/msp-privacy-notice](https://greens.scot/msp-privacy-notice).

# G - LETTERS OF SUPPORT

Yorkhill Housing Association



18<sup>th</sup> April 2019

Dear Sirs

**Yorkhill and Kelvingrove Community Council: Cycle Village Proposals**

Yorkhill Housing Association is happy to be working with the Community Council to improve local access facilities and enhance the environment. The Association's Management Committee and Staff appreciate the opportunity to be involved from the beginning of the project, to ensure our tenants have a voice in the design and objectives of the scheme. We are actively encouraging our residents to engage with the Community Council to provide their views and opinions on all aspects of the proposals.

Yours faithfully

A handwritten signature in black ink that reads "m. menabney".

**Marion Menabney**  
**Chief Executive**

Registered Office: 1271 Argyle Street, Glasgow G3 8TH.  
t0141 285 7910 eadministration@yorkhillha.org www.yorkhillha.org



Registered with FSA under the Industrial and Provident Societies Act 1965, No 2302R5  
Registered with the Scottish Housing Regulator, Consent No 10263  
Registered Scottish Charity No SC040346

Registered with the Scottish Government Property Factors Register – Property Factor Registered Number: PF000220

# G - LETTERS OF SUPPORT

Glasgow Disability Alliance



**Glasgow Disability Alliance**  
Confident Connected Contributing

18.04.2019

## **Glasgow Disability Alliance letter of support for Yorkhill & Kelvingrove Cycling Village**

Glasgow Disability Alliance (GDA) is the largest grassroots disabled people led organisation in Europe, with 4500+ members across Greater Glasgow and growing. Our members are individuals with a range of impairments including mental health difficulties, physical impairments, people with learning difficulties and cognitive impairment, people who have sensory impairments such as visual and hearing or blind and deaf people, those affected by communication impairments, people on the autistic spectrum and people with head injuries. We support members to have their voices heard, tackle barriers, and work with others on inclusive policy & service design and delivery.

Yorkhill & Kelvingrove Cycling Village has been a model of best practice in its involvement of disabled people in consultation work from the very beginning of the project. GDA and our members have fed into the project designs, taking part in a focus group and "walkabout" of the area.

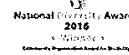
The Yorkhill & Kelvingrove Cycling Village team have been exemplary in recognising the associated extra costs of supporting disabled people to participate. Extra funding was sought to cover the costs of taxis and personal assistant support, which are essential to enabling disabled people to play a full, meaningful role in consultation processes.

GDA would be delighted to continue playing an integral role in supporting the Yorkhill & Kelvingrove Cycling Village project to achieve its aims of a safe, attractive, inclusive environment for all.

Yours faithfully

Ruth Hart  
Community Development Coordinator

301 The White Studios • Templeton Business Centre  
Templeton Court • Glasgow G40 1DA  
Tel: 0141 556 7103 • Email: [info@gdaonline.co.uk](mailto:info@gdaonline.co.uk)  
Web: [www.gda.scot](http://www.gda.scot)



# G - LETTERS OF SUPPORT

## Bike for Good



65 Haugh Road  
Glasgow  
G3 8TX  
0141 248 5409  
glasgow@bikeforgood.org.uk

18th April 2019

To whom it may concern,

On behalf of Bike for Good, I am writing to offer my support for Yorkhill & Kelvingrove Community Council and their proposed bid for the Cycling Village within the area.

Bike for Good have been working with YOKECOCO since the middle of last year. We have seen the process grow from an idea to where it is at present. It has gained so much momentum and support due to the amount of work this group are putting in. It really is an impressive feat - and it can be considered even more impressive because it is being done by volunteers.

We have found YOKECOCO committed and determined and this shows in terms of the amount of engagement from within their community. Their close working relationships with people and proactive approach has led to the bid being a massive success already and the strength of this comes due to it being community led.

The proposed changes to the area are really needed, something more needs to be done. At present the area isn't welcoming or safe for pedestrians and wheeled users etc. These changes will make the area inclusive for everyone at the same time as massively improving the overall aesthetics of the area.

Bike for Good are privileged to have been asked to support the bid. We fully believe in what they are trying to achieve and will support this in anyway we can - whether this be support for local residents who wish to cycle or even advice on breaking down barriers to enable cycling as a mode of transport for all.

We are excited, and look forward to working in partnership with YOKECOCO.

Thanks,

Ricardo Pallisco

Cycling Officer for Velocommunities Glasgow West

# H1 - CONSULTATION FEEDBACK

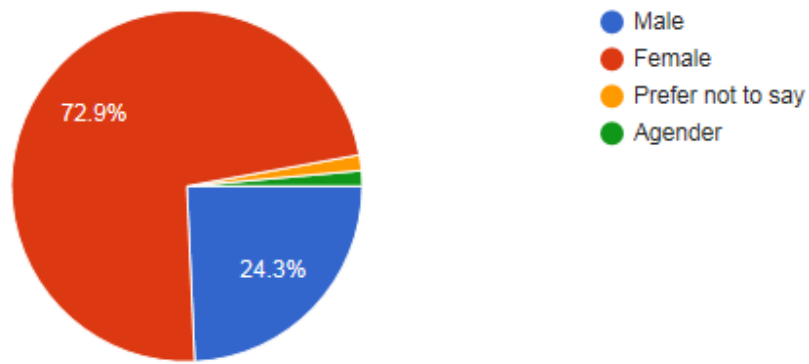
## Family Questionnaire

Following a series of public & online consultations, data has been collated to produce this report. The survey was distributed to all schools & nurseries in or neighbouring our community.

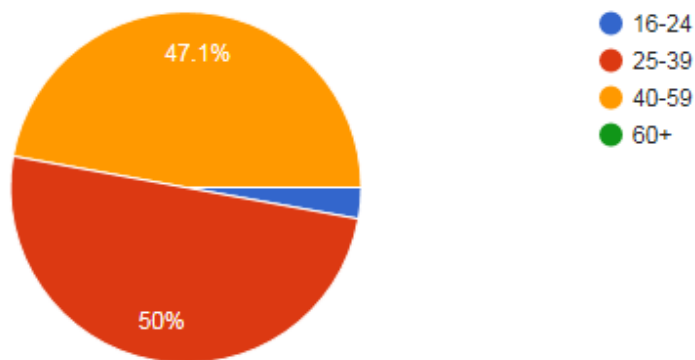
This report is provided as a resource to inform thinking/decision-making around infrastructure and public realm interventions.

There were 70 responses.

### Gender



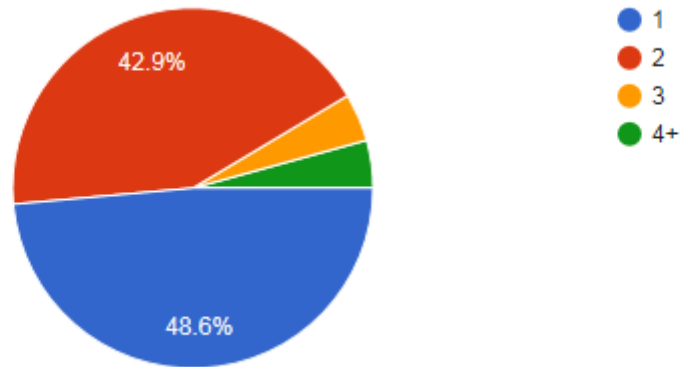
### Age Group



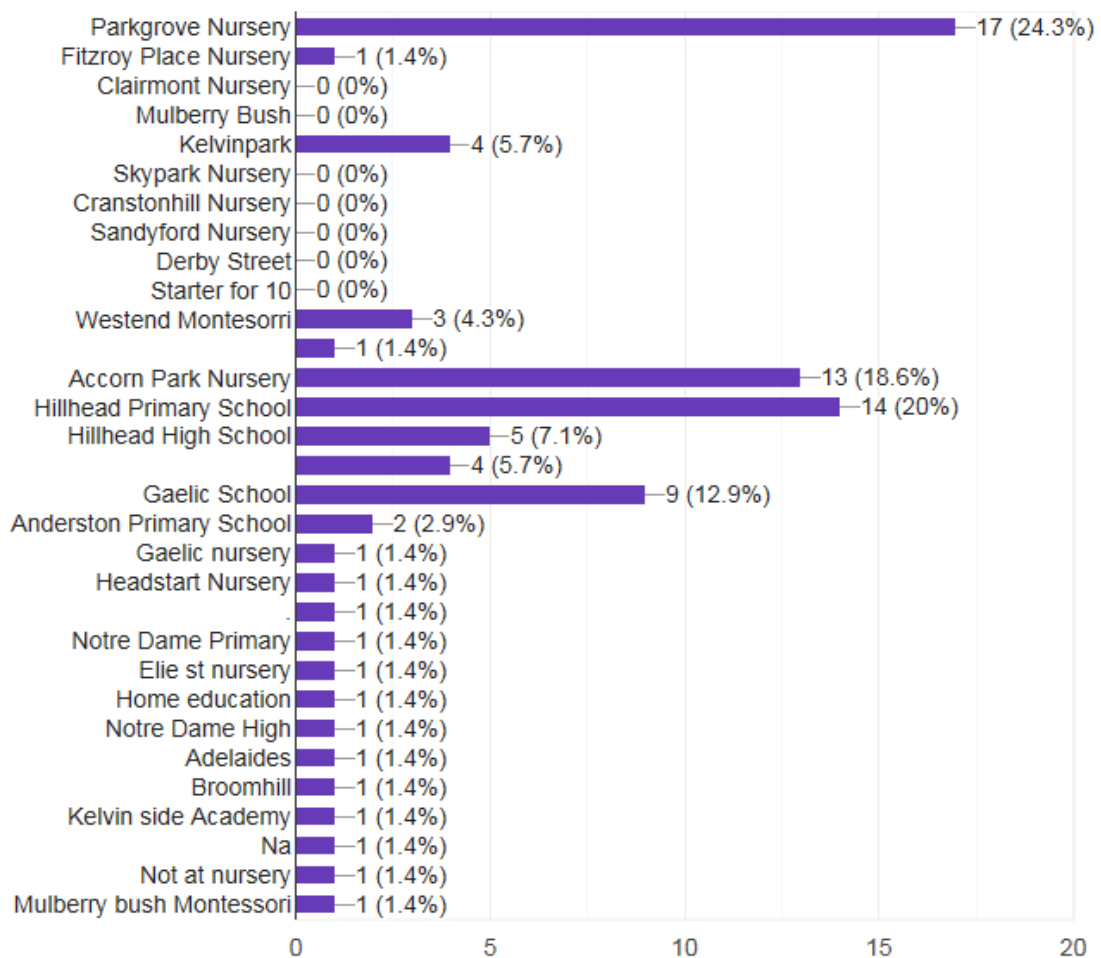
# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

How many U18s live in your household?



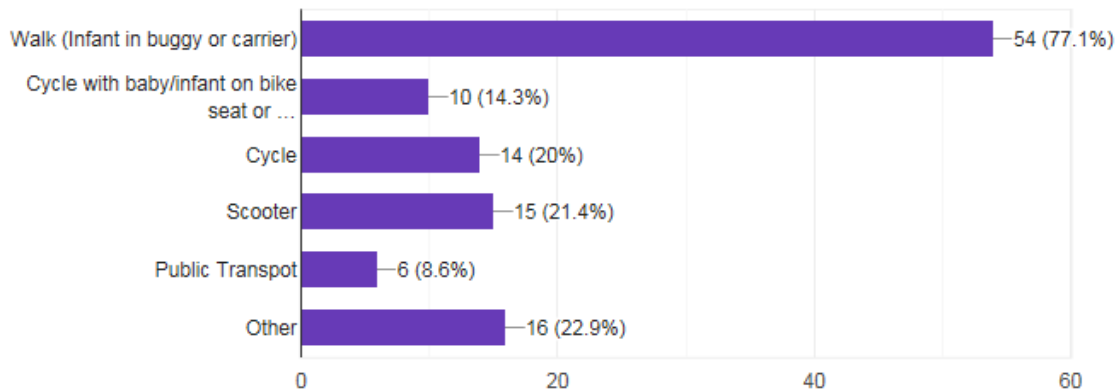
Please tell us the name(s) of your child/children's nursery/school (Please tick all that apply)



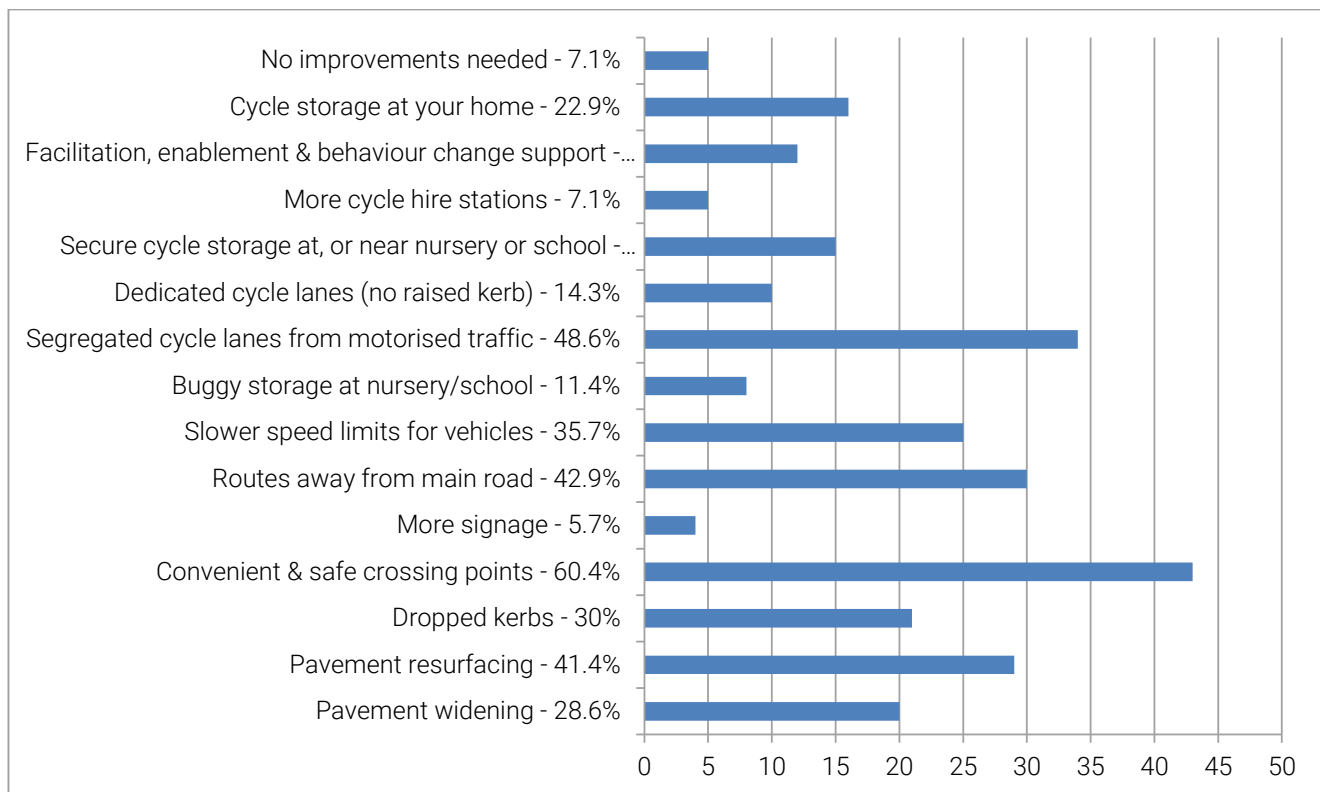
# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

Kelvingrove, Yorkhill and Finnieston Catchment area? (Please tick all that apply)



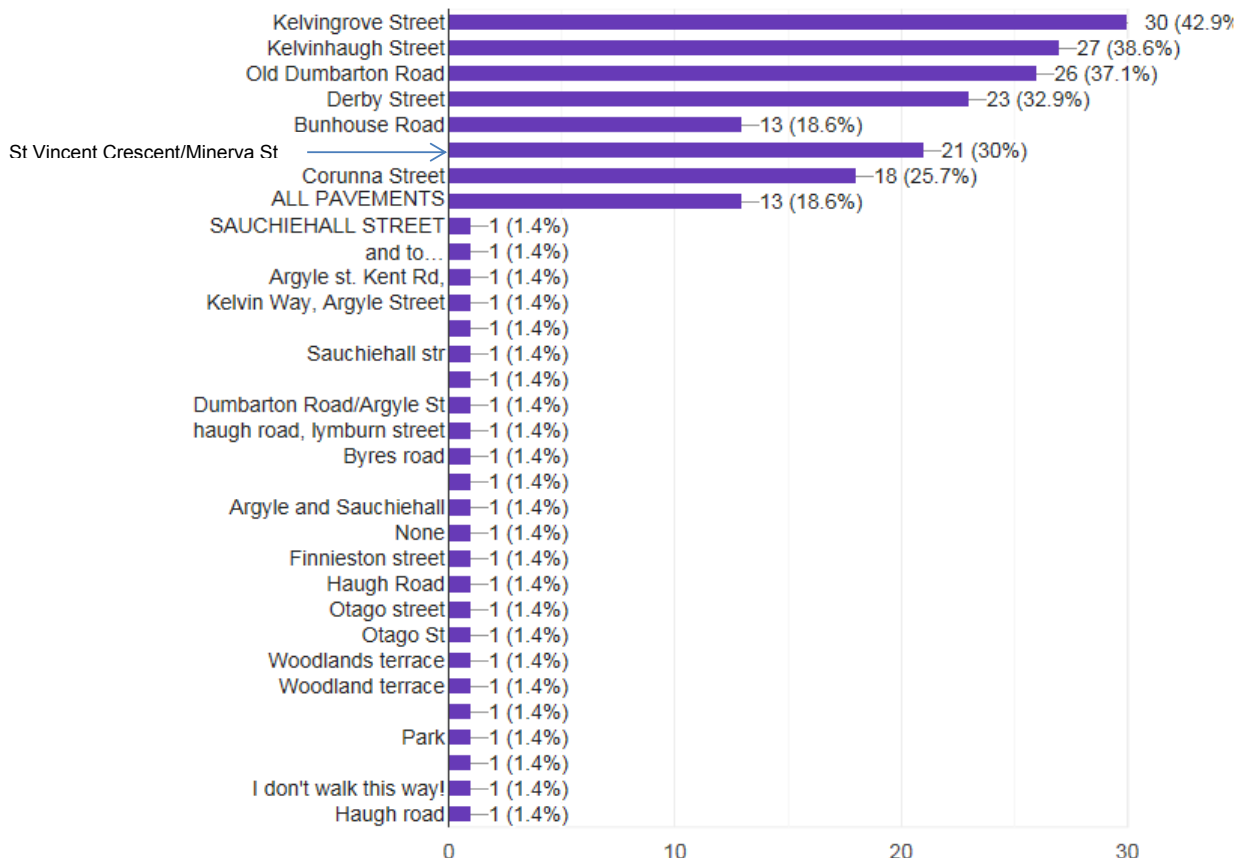
What would encourage you to walk or cycle more as a mode of transport for nursery?



# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

Please identify which streets could be made better to move around in via walking or cycling? (Tick all that apply)



Please can you detail any specific problems you encounter when actively travelling in the Yorkhill, Kelvingrove and Finnieston area. (For example, dangerous junctions, high kerbs, fast vehicles)



# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

Cars parked on pavements, or car parking spaces blocking dropped kerbs, create issues when walking or scooting with young children.  
Fast vehicles are an issue when cycling.

Sainsbury's junction is confusing and dangerous. St Vincent crescent, traffic is too fast and blind spots (due to road curving) is dangerous to cross. Steep kerbs at all roads off Sauchiehall street- dropped kerbs required

The pavements are bumpy and uneven. Also pavements too narrow along argyle street. Too many fast/impatient drivers along Sauchiehall st and Argyle st that don't stop at traffic lights or fail to stop until last moment making it very nerve wrecking to cross at designated places with children

Paving/ high kerbs around Kelvin bridge and Kelvin grove entrance

Not enough pedestrian crossings. Speeding vehicles, particularly on the inside lane heading along Argyle st towards the lights at Finnieston st. Cars parked at junctions. Vehicles using side streets to avoid traffic. Double parking particularly at school pick up time on Kent Rd. No signage on Argyle St to let traffic know there is a school there.

Parked cars making cycling more dangerous. Potholes, uneven road surface for cycling. Having to move from left to right side of road on Sauchiehall Street to access cycle lane to get to city centre. Parked cars on Argyle Street. Lots of litter on pavements from shops and businesses.

Junction outside Sainsbury's is a death trap

Junction outside Sainsbury's is a death trap

Entrance to Corruna St from both ends is too narrow for car traffic going both ways.

Corner of Kelvingrove street at argyle street - Cars approach too fast.

St Vincent street going east from Corunna- cars accelerating too fast into the widening section at the bridge

Where the streets are closed with bollards against vehicles there are kerbs which need bumped over with a bike or pray and serve no purpose as the bollard stops the cars

Kelvinhaugh st argyle St Junction by sainsbury is too wide and very dangerous to cross on foot or attempt to exit on bike.

Impatient drivers, close passes. My daughter loves going on the bike. It's quick, efficient and healthy. But if drivers put us at risk on a regular basis then it makes it too dangerous. We need segregation from cars. Anything else is just lip service. Take space away from all the parked cars and turn it into dedicated cycle lane. If you'd let your child on it unsupervised then it's adequate.

All junctions onto sauchiehall st from side streets off argyle st dangerous, poor sight for vehicles moving on to sauchiehall st due to parked cars

Outside the main old gate at Kelvin grove park trying to cross the road there can be tricky at times due to the view of the road being blocked by parked cars

Dangerous junctions off Dumbarton road

# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

Fast cars on st Vincent crescent/Minerva. Unsafe crossing junctions along said streets including coronna st and kelvinhaugh. Very stressful with kids. Unsafe for slower members of our community too. No drop kerbs end of so many pavements which is unsuitable for cycling or walking and impossible for wheelchair bound.

Bad junction at the bottom of Church St; no dropped kerbs going past the bottom of the old Western Infirmary, fast traffic and bad pollution on Dumbarton Rd/Argyle St and having to walk on the main road - no sensible, safe route through the park until get to the museum.

The pavements are in a terrible state and to bump prams up and down them is really awkward.

not enough traffic light to cross main roads (as Argyle or Sauchihall street) or pedestrian crosses to cross the smaller streets/roads.

cars parked on corners obscuring vision at crossing & junctions. no road markings on kelvinhaugh street. poor quality surface on lymburn street.

Fast vehicles, not enough space for cyclists

Vehicles going very fast and not stopping for red traffic lights is terrifying. The quality of the road surface is too poor to cycle, especially when it rains the pot holes become covered in water and it is too dangerous to cycle.

High volume of traffic means impatient and sometimes angry drivers who give little thought to vulnerable road users. I live on Royal Terrace Lane and the traffic that speeds up this lane is terrifying and I would like support to get traffic calming measures introduced so my children can be safer.

Surface of old Dumbarton Road

Fast vehicles

I would like a hole cut in the fence between the uni and the park so that kids can cross the area without needlessly hitting crowded and polluted streets.

Minerva St in particular can be dangerous to cross lots of parked cars and cars coming in various directions. From our street right along to Coronna Street there are various uneven parts of the pavements it's difficult with a buggy, scooter and toddler bike.

None!

When we lived in the area, we easily walked to and from nursery without issue as plenty safe places to cross and people don't tend to park on pavements in the area. No longer live in the area so not practical to walk. Walk my daughter to school then drop my son at nursery in the car on the way to work 10 miles outside Glasgow. Time would not allow me to do much else. It's a 10 minute drive to nursery and a further 15 to work. Public transport to nursery takes 30 mins then a further 40 to work, hopelessly impractical!

Adults on bikes on the pavements going too fast with no regard for people walking. I have nearly been knocked down twice by the same irresponsible man on his bike. Make bikes be licensed and insured for everyone's safety. Someone will be killed soon at this rate

Poorly maintained pavements with vehicles parked on pavement/blocking pavement on Haugh Rd. Heavy soiling with dog excrement on Haugh Rd (no bins). Cycle unfriendly layout of Kelvinhaugh St with road narrowing in several places. Unsafe for walking and cycling due to bin lorries parked on roads around depot, often several in a row.

I find argyle street very busy and dangerous and try and avoid it if possible especially in the dark - especially junction between coronna street and argyle street

Dangerous driving, high kerbs for buggy

Cars parking on pavement (e.g. outside Offshore Cafe)

Dangerous junctions and illegal parking blocking line of sight at junctions

Slowing down traffic. Blind corners due to parked cars.

# H1 - CONSULTATION FEEDBACK

## Family Questionnaire

Blind corners with fast cars

Drivers parking on yellow lines and speeding

Not yet

Uneven surfaces

Extremely fast vehicles on Lynedoch Place - it's used as a short cut between main roads and speed of cars can be very dangerous

Vehicles parked on pavements or outwith parking zones - traffic wardens seem to ignore businesses who flaunt the parking rules.

Horrendous pavement surfaces & no cycle space

Poor states of pavements/ ice in winter

# H2 - CONSULTATION FEEDBACK

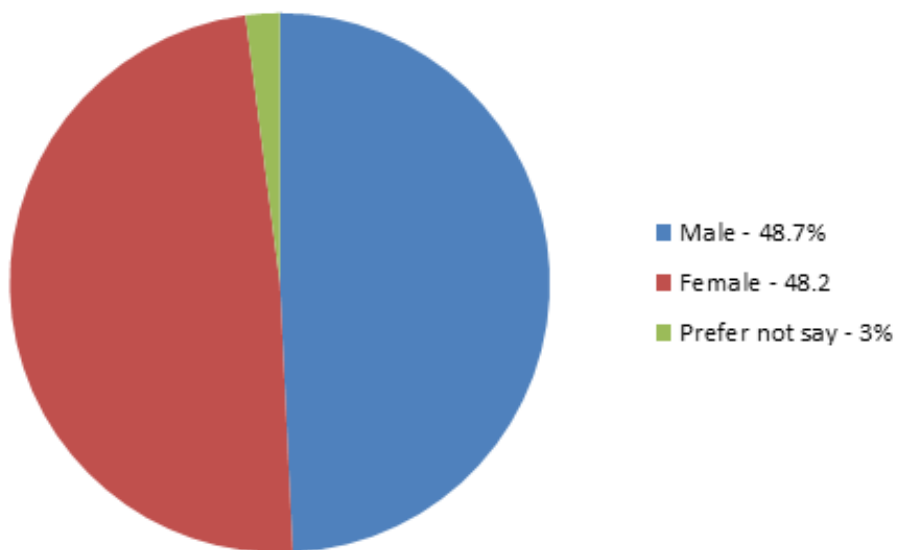
## General Questionnaire

Following a series of public & online consultations, data has been collated to produce this report. The survey was also distributed to religious institutions & housing associations.

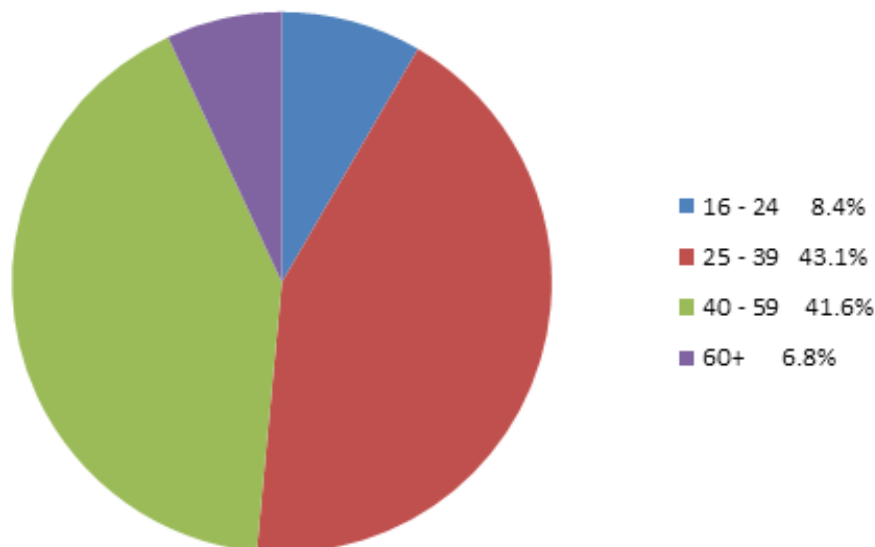
This report is provided as a resource to inform thinking/decision-making around infrastructure and public realm interventions.

There were 226 responses.

### Gender



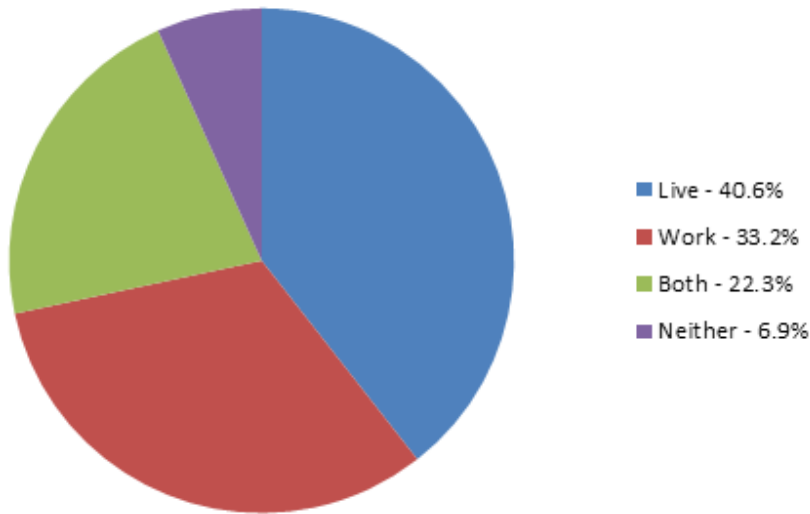
### Age Group



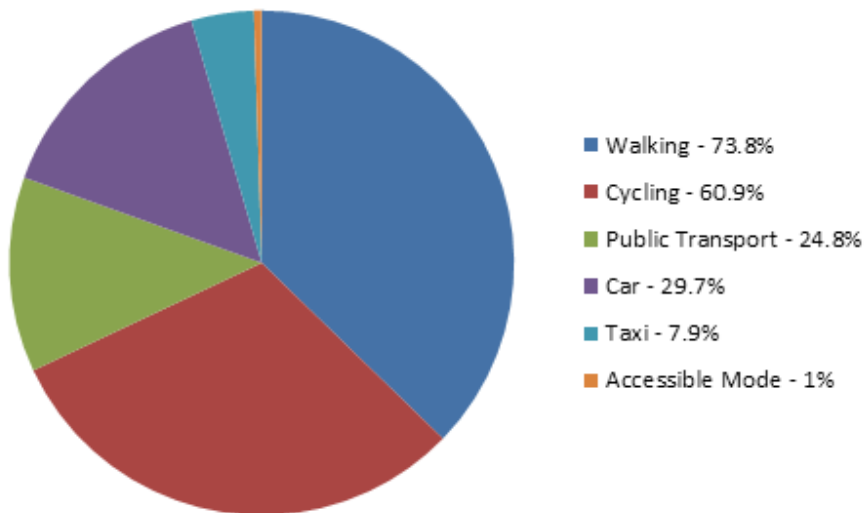
# H2 - CONSULTATION FEEDBACK

## General Questionnaire

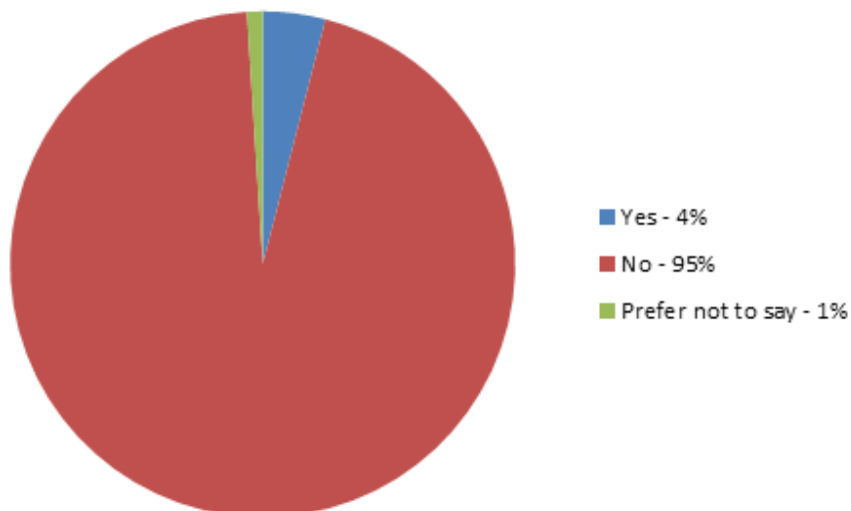
Do you live or work in the area?



How do you normally move around the area?



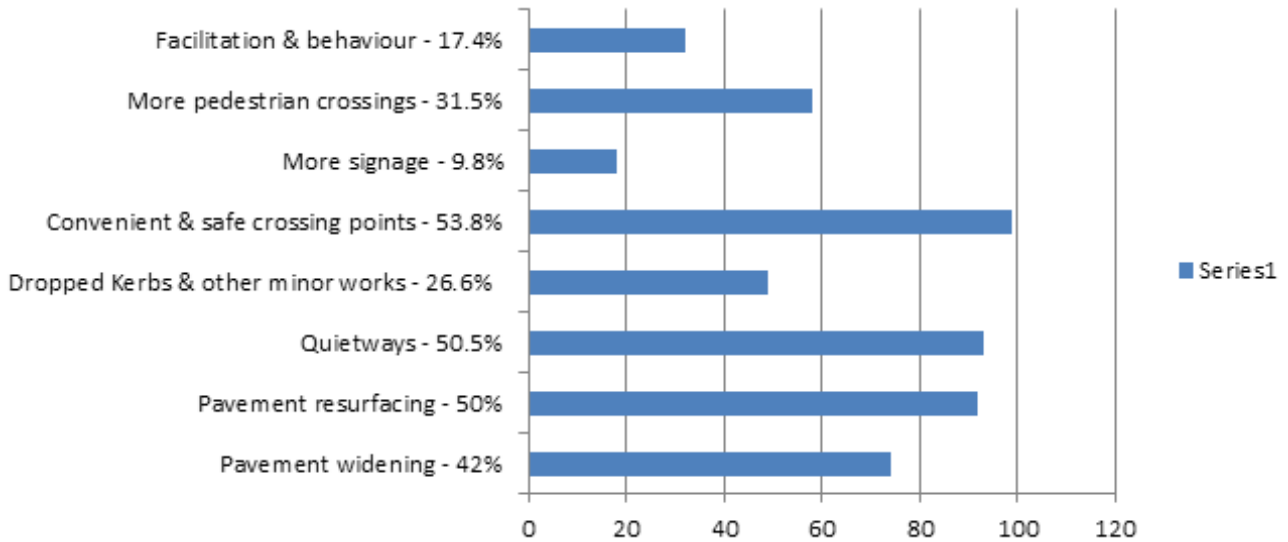
Do you consider yourself to have a disability?



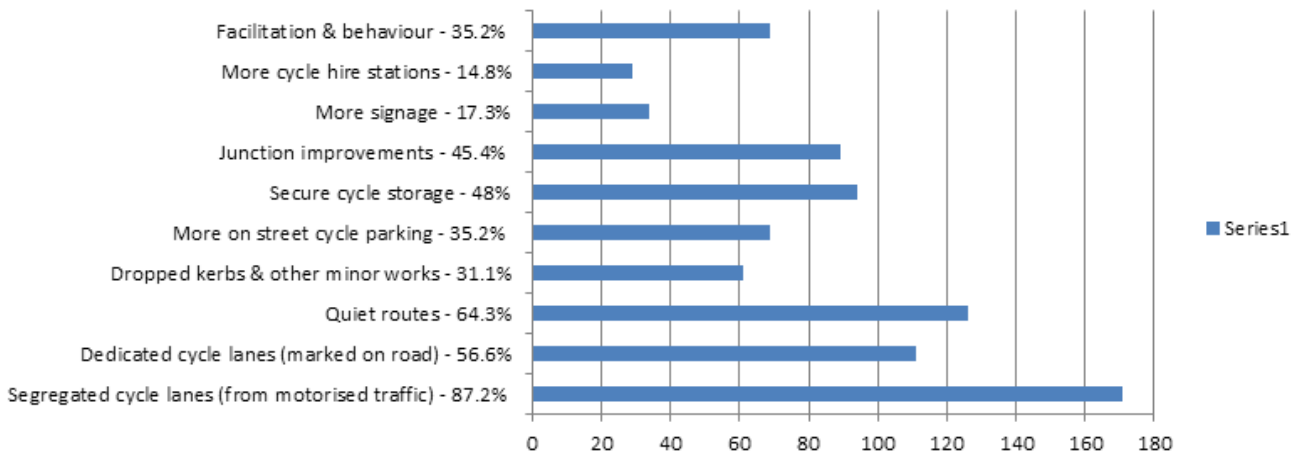
# H2 - CONSULTATION FEEDBACK

## General Questionnaire

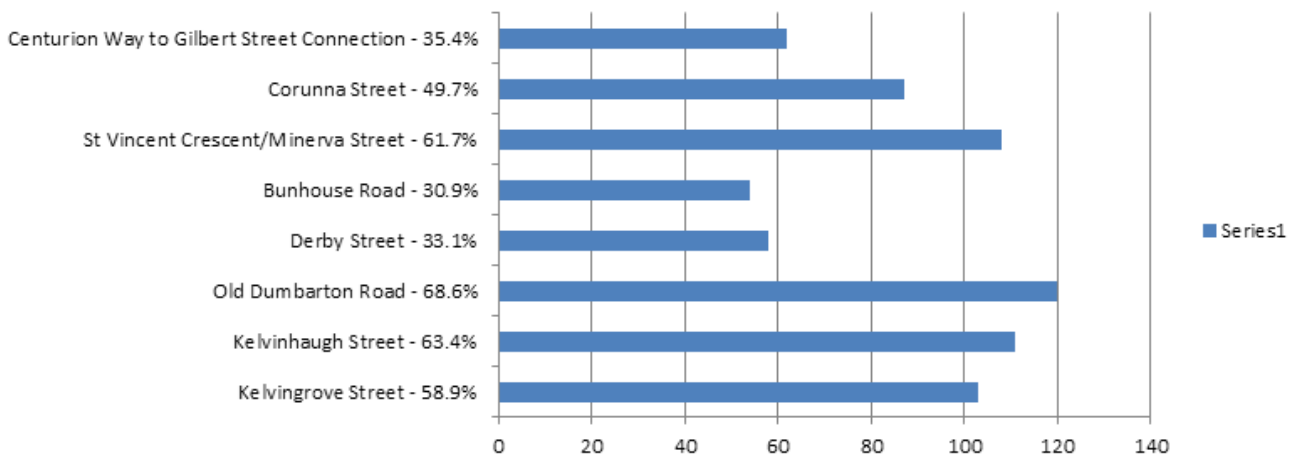
### What would encourage you to walk more?



### What would encourage you to cycle more?



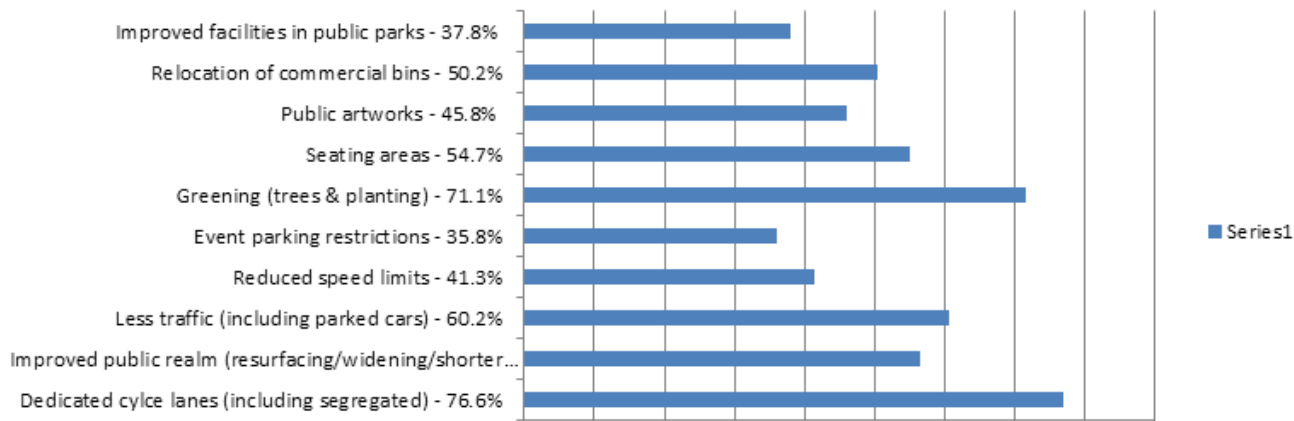
### Please identify which streets could be made better to move around in?



# H2 - CONSULTATION FEEDBACK

## General Questionnaire

Please identify what would improve the streetscape?



# H3 - CONSULTATION FEEDBACK

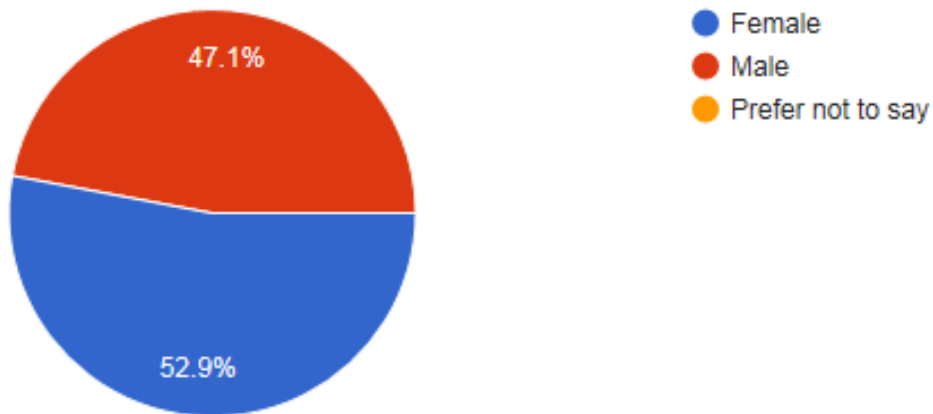
## Student Questionnaire

Following a series of public & online consultations, data has been collated to produce this report. The survey was distributed to students in or neighbouring our community.

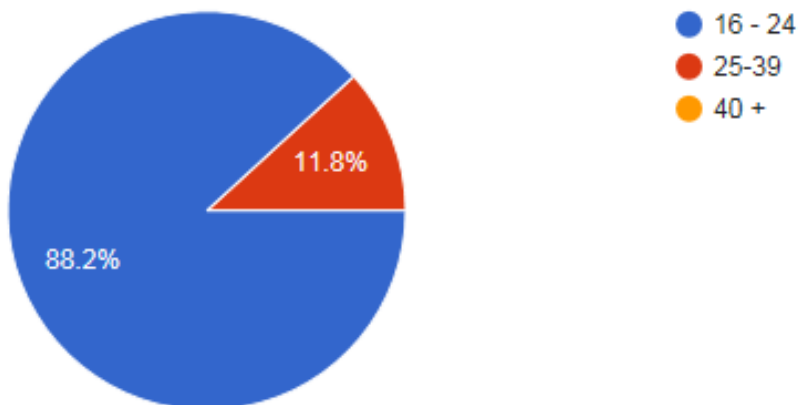
This report is provided as a resource to inform thinking/decision-making around infrastructure and public realm interventions.

There were 34 responses.

### Gender



### Age Group

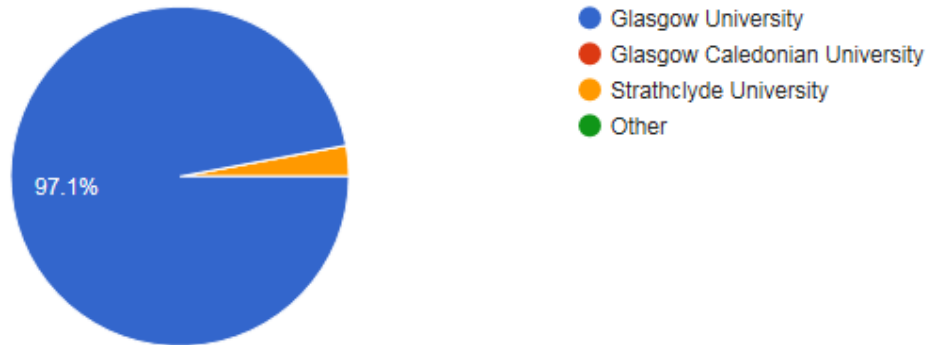




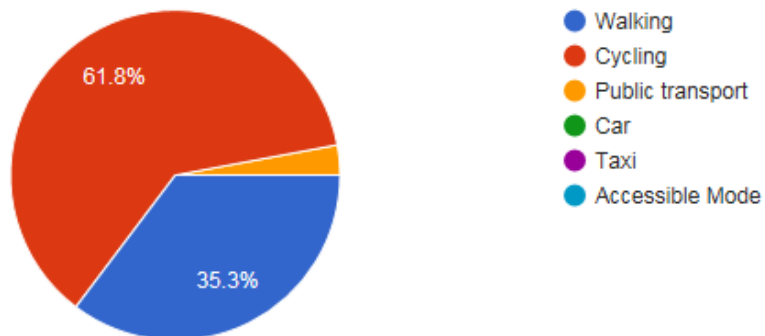
# H3 - CONSULTATION FEEDBACK

## Student Questionnaire

Where do you study?



How do you normally move around the area?



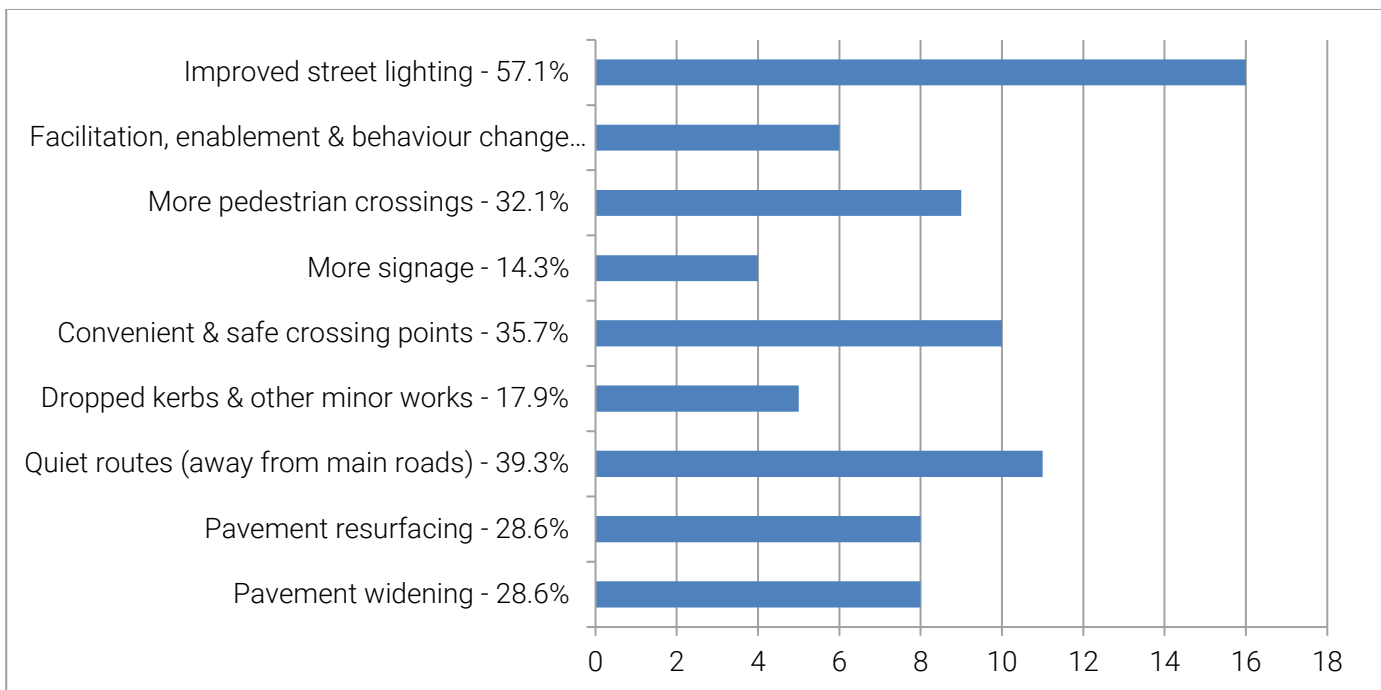
Do you consider yourself to have a disability?



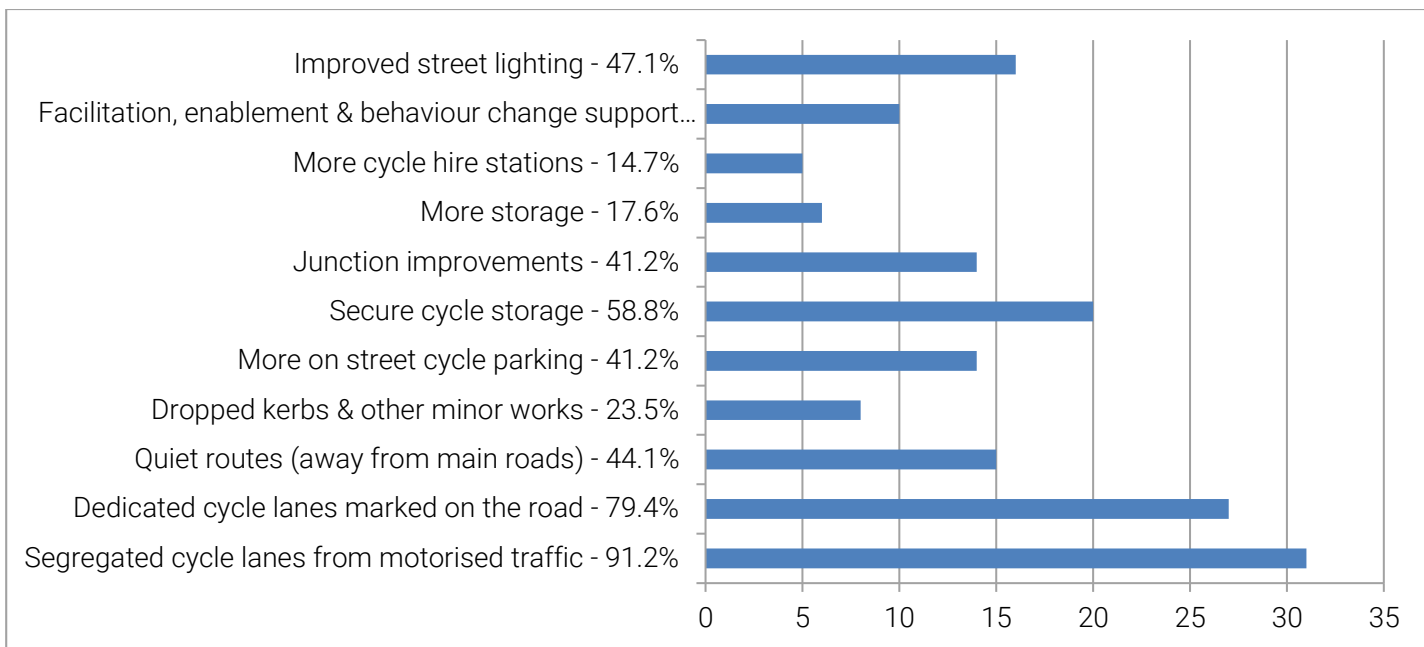
# H3 - CONSULTATION FEEDBACK

## Student Questionnaire

What would encourage you to walk more? Tick all that apply



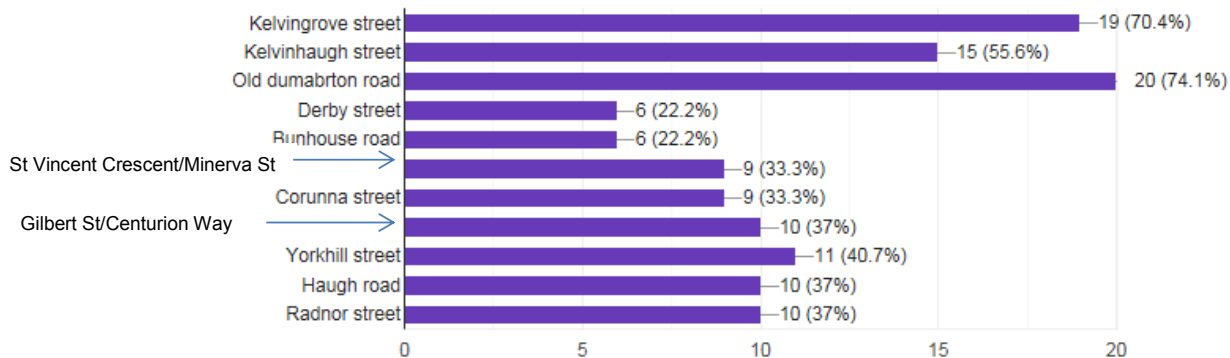
What would encourage you to cycle more? Tick all the apply



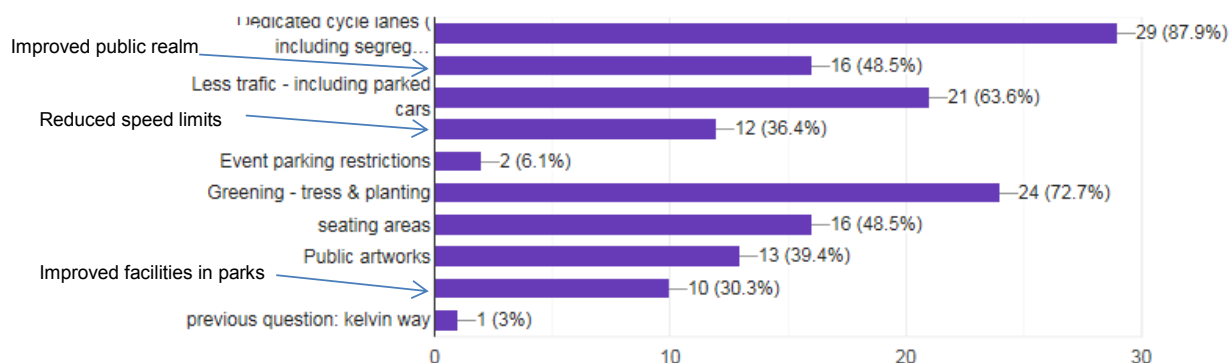
# H3 - CONSULTATION FEEDBACK

## Student Questionnaire

Please identify which streets could be made better to move around in? Tick all that apply



Please identify what would improve the streetscape? Tick all that apply



How safe do you feel in the area?

Medium, Relatively, Reasonably

Quite safe (not near dark on Kelvin Way though)

I feel safe enough but I think better street lights and more in some areas, such as parks and heavily walked streets would make me more comfortable walking or cycling at night.

Safe but more should be done to make cyclists feel safer

Reasonably safe but i don't trust cars

Fairly safe however not safe on the roads whilst cycling due to multiple reasons. One thing not highlighted was drivers aggression and lack of care on roads towards cyclists.

Moderate: many potholes, drivers unaware

On the road not safe

Relatively. Education for drivers is paramount to increase safety for cyclists in my opinion. No reason at all that cyclists and drivers cannot share the road safely.

Walking, average. Cycling, safe on smaller roads, not safe on main roads

# H4 - CONSULTATION FEEDBACK

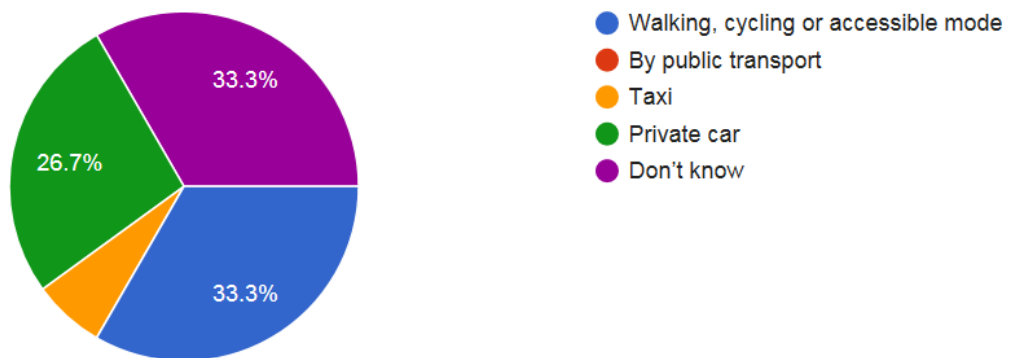
## Traders Questionnaire

In an effort to involve local traders at the outset of our consultation, all traders within our Community Council area were contacted, by Facebook, email & letter to ensure their views could be heard.

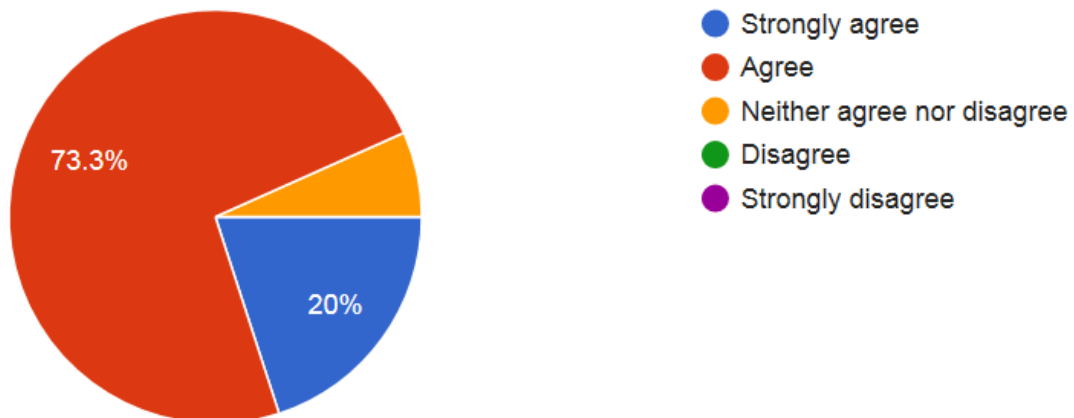
This report is provided as a resource to inform thinking/decision-making around infrastructure and public realm interventions.

There were 15 responses.

### How do the majority of your patrons access your business?



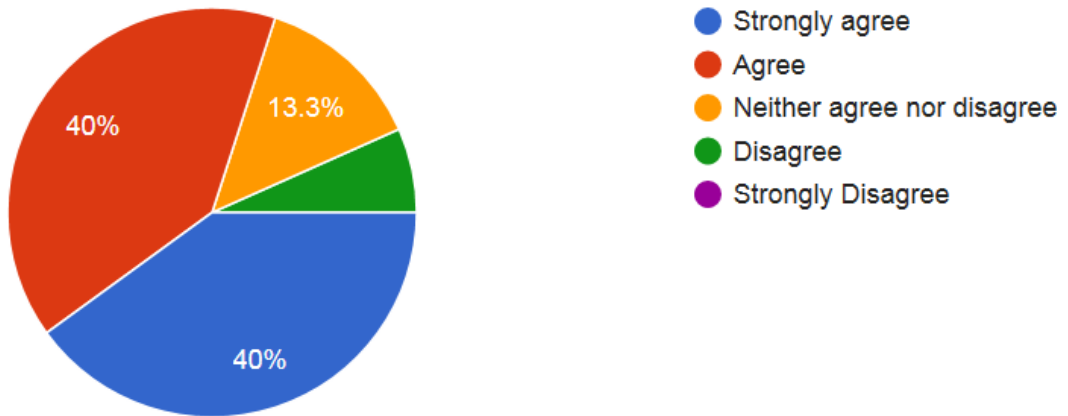
### The cycling village concept will make the area more attractive to spend time and money in?



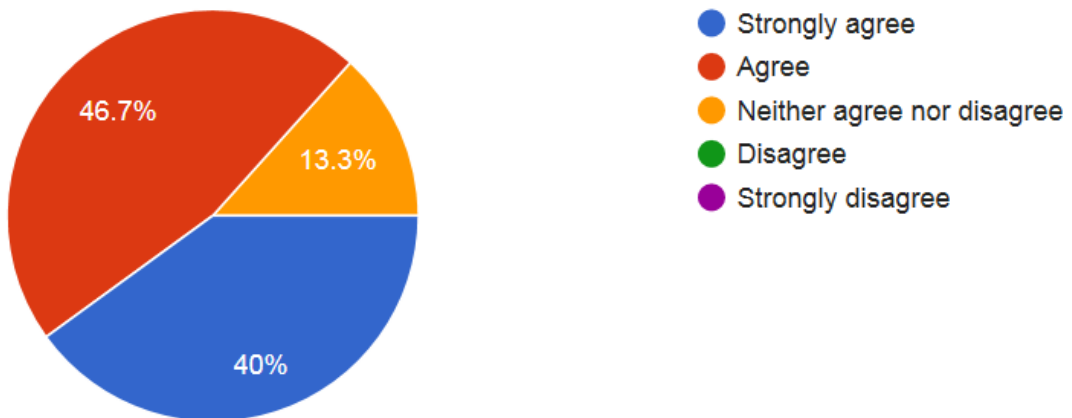
# H4 - CONSULTATION FEEDBACK

## Traders Questionnaire

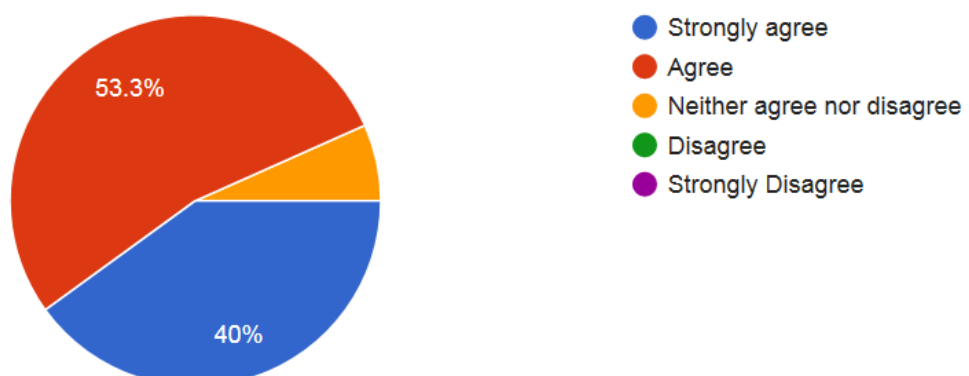
My business would benefit from walking and cycling improvements in the area?



The cycling village concept has the potential to make businesses more accessible and inclusive for those with disabilities (visible & invisible), elderly and those pushing strollers?



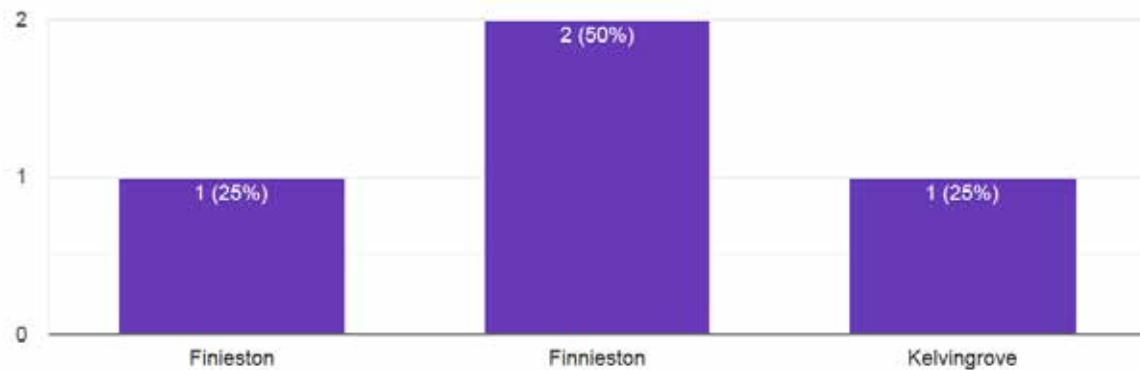
The cycling village concept has the potential to improve air quality and reduce noise in the area?



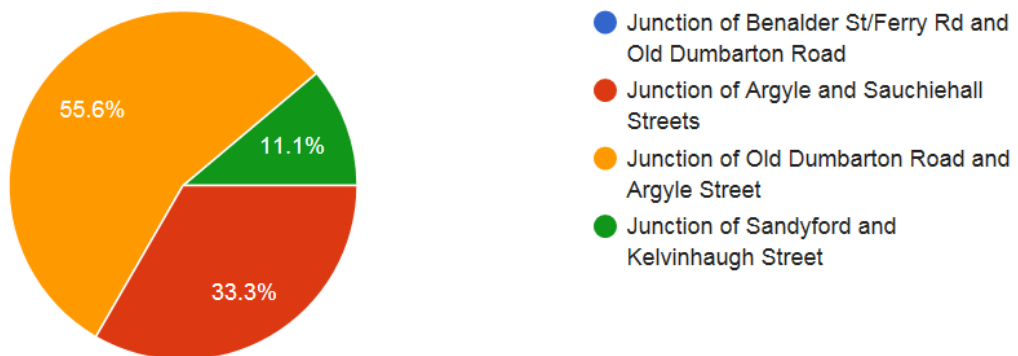
# H4 - CONSULTATION FEEDBACK

## Traders Questionnaire

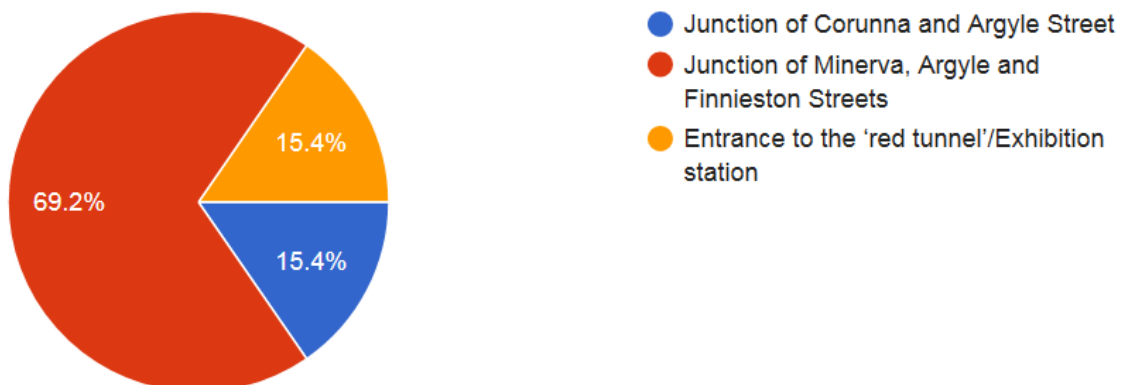
There are 3 distinct areas within our community: Yorkhill, Finnieston and Kelvingrove. Our consultations have identified 'Gateways to our community' in the following areas, please select one from each area which you feel is most appropriate:



### Yorkhill:



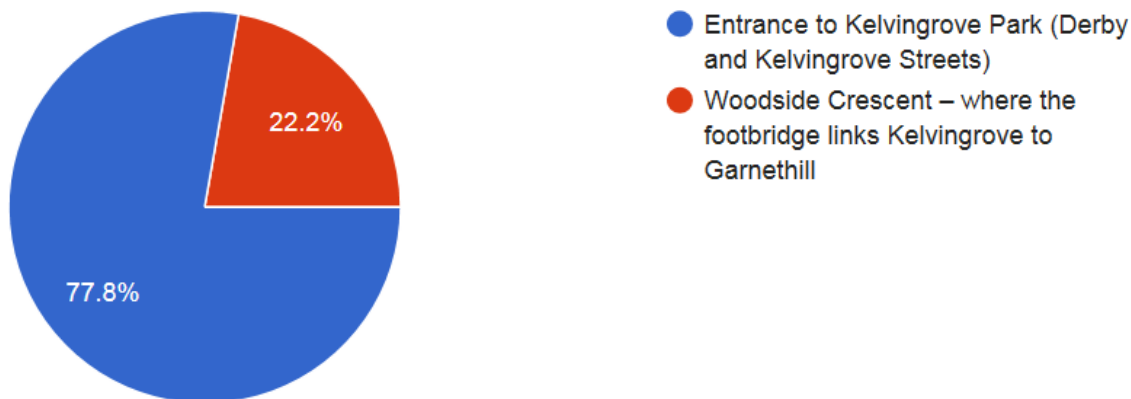
### Finnieston:



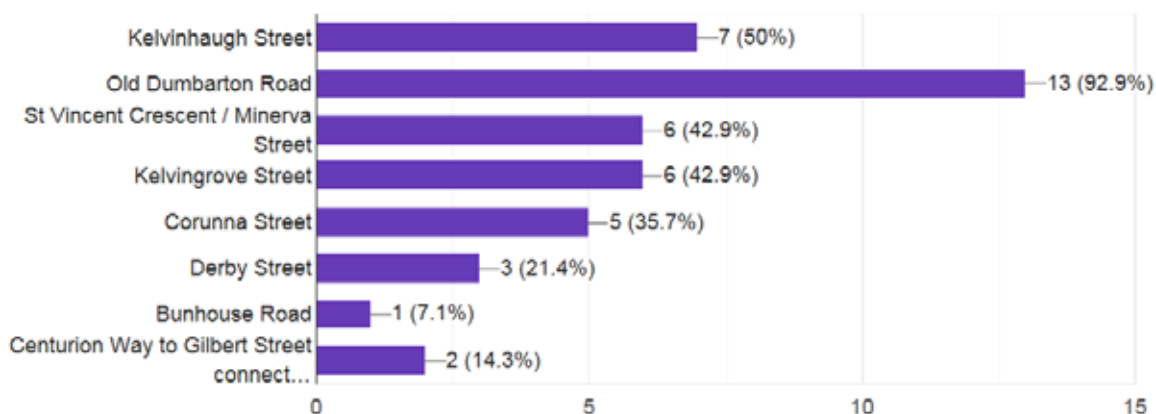
# H4 - CONSULTATION FEEDBACK

## Traders Questionnaire

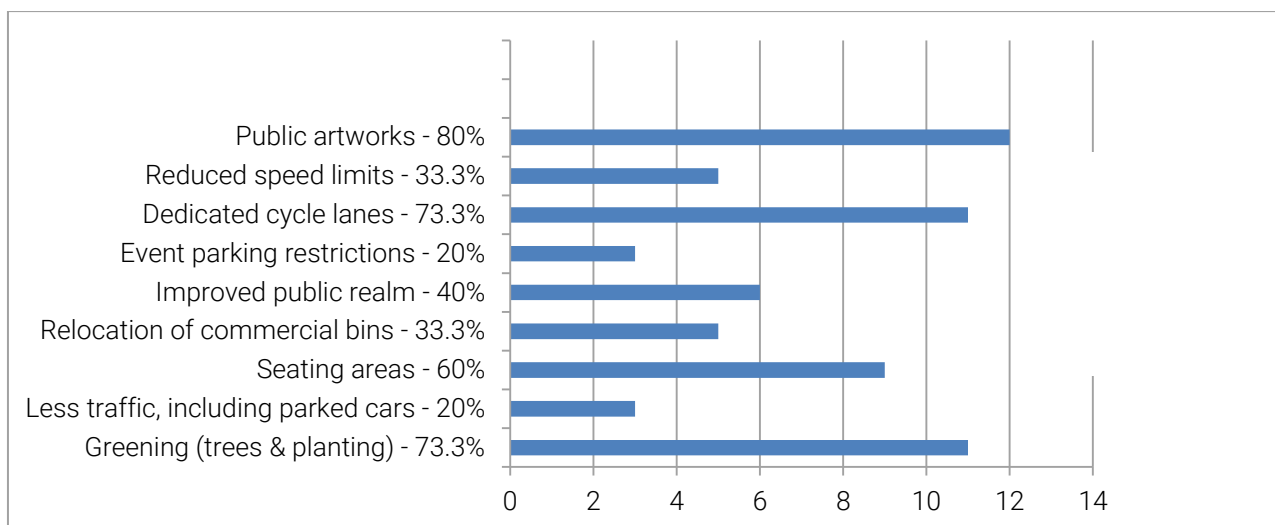
Kelvingrove:



Please identify which streets could be made better to encourage people to spend time and money in (Tick all that apply)



Please identify what would improve the streetscape (tick all that apply)



# H4 - CONSULTATION FEEDBACK

## Traders Questionnaire

Please use this space to identify any ideas/needs you have regarding the project:

st vincent crescent receives a lot of traffic trying to avoid argyle street, and also to get on to the expressway. Most cars speed down this road as it is seen as a short cut. Sleeping policemen or other methods used to reduce speed would make the road safer. Thank you

Pavement quality could be improved

I fully support and agree that anything to improve the area and footfall would not only be necessary.. ie cleaning the streets, repairs, planting as well as improving pedestrian and cyclists acces and services. However, there is no doubt that many of our customers frequent our shop as they can stop their car and park for 30 mins and as a small business this is vital for our survival. I have previously been in an area where parking was very restricted and this meant we had to close. I can't stress how important this is so I would be keen that you consider if there can be a solution to getting that balance correct . Many Thanks

I am in total agreement and support of the Cycle Village proposal and for all the improvements which would go along way to making the area a more healthy, safe, pleasant and desirable area for customers and residents alike. We are proud to be involved with the community and actively involve ourselves in many community projects. However, as a small independent business, there is no doubt that many of our customers have mentioned that it is a great convenience to them to be able to park nearby for half an hour on the way into, or home from work etc and if that facility is taken away, we may lose a significant number of customers. I cannot emphasise how important this is for us, having been located previously in an area where parking was very restricted and as such my business had to relocate as we just didn't have enough customers coming through the door. All this being said, I am fully aware that the proposals have many advantages and wish to support the evolution of the area and the wonderful efforts from the community council but kindly request that there is a careful consideration for the needs of the wider community whilst putting these plans in place.

Please learn from the countless 'Scottish' pedestrian and one way projects that have failed because traffic was blamed for everything. Traffic is the bloodline that connects places and people. Safer cycling is a must but restricting traffic on the main arterial routes is commercial suicide. Please consult the businesses more. We want and need greener spaces and more footpath space for more continental look and feel with alfresco eating and drinking but we also realise how many taxis, cars and buses are needed to keep people flowing. There should be a balance.

Better lighting of Kelvinhaugh Street would improve the feeling of security for the many students many of whom are from overseas and may be vulnerable. Improvement of the junction of Kelvinhaugh Street and Argyle Street to assist pedestrians and cyclists is long overdue. The Council is in denial about the potential for accidents and hides behind a mere desk top study on injury accident history which fails to pick up on the risks that are obvious to observers. There are many cyclists in the area already: good! Anything to encourage more is welcome.



# H5 - CONSULTATION FEEDBACK

## Equalities Workshop

**Prepared by:** Lee Muir

**Date:** 18/03/2019

**Organised by:** YoKeCoCo

**Facilitated by:** Glasgow Disability Alliance

**Attendees:** 5 local people with protected characteristics. Characteristics represented: Mobility impaired, Electric wheelchair-bound, Visually impaired, Learning disability.

**Lee Muir:** GCC/Sustrans, **Lee Grant:** YoKeCoCo

**Apologies:** 4 persons representing: Autistic spectrum disorder, Visual impairment, mental health

**Event structure:** The purpose of the workshop was to engage those with protected characteristics and collect representative data on barriers to moving around the local area, discuss design aspects and identify needs

The Yorkhill & Kelvingrove Cycling Village concept was presented to attendees by Lee Grant.

The purpose of the workshop was introduced by Lee Muir.

### Activities:

- Attendees were shown a Community Council boundary map and asked to Identify areas/streets/crossings within the boundary which present challenges:**

Areas identified:	Barriers identified:	Comments:
Argyle St.	<ul style="list-style-type: none"> <li>High traffic volume was identified as a barrier and deterrent for moving around on foot or by mobility aid. The environment as a result of traffic volume was cited as inhospitable and inducing pedestrian vulnerability.</li> <li>Complex and vast crossing points</li> <li>Limited opportunities to cross</li> </ul>	<p>Traffic behaviour is perceived as unsafe and so the environment is also perceived the same</p> <p>Not enough time allocated for vulnerable users to cross</p>
Kelvinhall > Bunhouse Rd/ Argyle St.	<ul style="list-style-type: none"> <li>Kerb heights at crossings are too high, Lack of dropped kerbs at the crossing, pedestrian barrier creates bottleneck</li> <li>Disabled parking paucity</li> <li>Parking enforcement for disabled parking bays</li> <li>Surface quality + lack of tactiles on the east walkway at the zebra</li> </ul>	<p>Kerb heights have caused wheelchair 'tipping'. Wheelchair users use the roadway to avoid this which presents a safety hazard.</p> <p>Would prefer drop kerbing around entirety of crossing.</p> <p>Those with mobility badges are unable to find parking due to spaces not being enforced.</p>

# H5 - CONSULTATION FEEDBACK

## Equalities Workshop

Finnieston st/Argyle St Junction	<ul style="list-style-type: none"> <li>The short crossing times presented a major barrier</li> <li>Kerb heights presented a major barrier</li> <li>High traffic volume was identified as a barrier and deterrent for crossing on foot or by mobility aid.</li> <li>The environment as a result of traffic volume was cited as inhospitable and inducing pedestrian vulnerability.</li> </ul>	Not enough time allocated for vulnerable users to cross. Kerb heights have caused wheelchair 'tipping'. Higher kerb heights cause confusion for guidedogs as they interpret kerbs of a certain height as stairs.
Kelvingrove Park entry points	<ul style="list-style-type: none"> <li>Poor surfacing condition presents mobility hazards</li> <li>Requires dropped kerbs</li> </ul>	Surfacing within the park is also poor
Old Dumbarton Road	<ul style="list-style-type: none"> <li>Poor surfacing</li> <li>Narrow pavements</li> </ul>	

### 2. Attendees were asked to identify design / material barriers in general:

Aspects identified	Barriers identified:	
Infrastructure materials	<ul style="list-style-type: none"> <li>Stone which is slippery when wet or prone to frosting presents a barrier</li> <li>Materials which change colour when wet present a barrier for visually impaired</li> <li>Stone / materials which are shiny present visual illusions</li> </ul>	Build quality and maintenance is imperative to limit barriers
Crossings	<ul style="list-style-type: none"> <li>Crossing timings are insufficient for everyone</li> <li>Crossings clutter, poles, rails, signs</li> <li>Bottlenecking at crossings as a result of clutter or railings</li> </ul>	
Kerb heights	Kerb heights have caused wheelchair 'tipping'. Higher kerb heights cause confusion for guidedogs as they interpret kerbs of a certain height as stairs	
Cycle lanes	Paint and non-contrast delineation presents barriers for visually impaired	<ul style="list-style-type: none"> <li>Clear delineation between lanes through textured materials</li> <li>Safe crossing points across cycle lanes required</li> <li>Lining required to delineate lane and lane purpose</li> </ul>

# H5 - CONSULTATION FEEDBACK

## Equalities Workshop

Bollards	Present a problem for visually impaired, particularly when there is no colour contrast with environment they've been placed in Bollards can present obstructions for those in electric wheelchairs and scooters	
Tactiles	Metallic tactiles present a slipping hazard for all groups and ice-over in cold conditions. Stone tactile crack and wear down	Prefer a slight upstand where possible
Surfacing materials	The misuse of materials present barriers.  Material colours which do not contrast present barriers	Textured material transitions are required. Guidedogs catch texture transitions more efficiently.
Lighting	<ul style="list-style-type: none"> <li>Yellow light presents contrast barrier for visually impaired.</li> <li>Lighting around seating and street furniture can cause reflections that impede visibility</li> </ul>	<p>With lighting is critical for contrast.</p> <p>Floor lighting crossing lanes is useful for visually impaired.</p> <p>LED lights on paths and walkways are ideal for guidance</p>
Seating	<ul style="list-style-type: none"> <li>Seating height presents barriers</li> <li>Lack of space around seating presents barriers</li> </ul>	<ul style="list-style-type: none"> <li>Recommend a variety of seating heights at each seating point. Some need higher / lower seating.</li> <li>Some require handled seating</li> <li>Stable seating</li> <li>Non-slip materials</li> <li>Hi-contrast materials</li> </ul>
Bin heights	<ul style="list-style-type: none"> <li>Bin deposit heights present a barrier to those in wheelchairs and those with other disabilities which affect height. They also present a barrier to children accessing them</li> </ul>	
Street furniture materials	<ul style="list-style-type: none"> <li>Chrome and reflective materials present visibility barriers</li> </ul>	<p>Hi contrast / matte surfaces where possible</p> <p>The introduction of some hi-vis strips to guardrails and poles would benefit the visually impaired</p>

# H5 - CONSULTATION FEEDBACK

## Equalities Workshop

Trees and greening	<ul style="list-style-type: none"> <li>• Shaded areas present barrier for visually impaired</li> <li>• Leaves present barrier and hazard for mobility impaired</li> <li>• Lighting of trees needs to be considered as they create 'motion shadows'</li> </ul>	
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### 3. Attendees were asked to identify any other concerns regards public realm and active travel infrastructure:

Aspects identified:	Barriers identified:	Comments
Zebra crossings	Unclear to pedestrians or drivers who has right of way Presents vulnerability for all groups with special characteristics	Prefer that's zebras are not used in street design
Lack of accessible public toilets – Glasgow-wide	Presents significant problems for all	<ul style="list-style-type: none"> <li>• Getting businesses with accessible toilets on board for public use</li> <li>• Mapping the accessible toilets in the area and making info public</li> </ul>
Loading / parking	Present barriers to crossings, disabled parking bays, pavements	<ul style="list-style-type: none"> <li>• Enforcement required</li> <li>• Getting businesses / residents on board to educate delivery companies where they can and cannot park and why</li> <li>• Parking enforcement</li> </ul>

#### Further work:

An equalities walkabout in the project area was proposed and agreed pending availability of funds if required. Time and date TBC.

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Saturday  
 Time: 11am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

<b>Street Name: Argyle Street; section from Velvet Moon shop to 4-way traffic lights</b>			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	4	There is a lot at Rush hour from Kelvingrove into Finnieston.	
Traffic Speeds	4	Reduce speed limit to 20mph	yes
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	2	It could be wider on the side of the road where the flats are, but it is useable if people move out the way when using buggy/WC.	no
Pavement surface	3		no
Pavement Camber (slope of pavement)			
Dropped Kerbs			
Tactile Surfaces			
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Potential for pedestrian/user conflict			
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Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic/slow traffic down	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of traffic/slow down	yes
Cleanliness	4	There is a particular problem with litter and often dogs mess outside the iron fences of the flats between the shop Velvet Moon and the bus stop towards the 4-way crossing. It is not uncommon to see broken glass, although this does tend to be on the road.	yes
Street Clutter (obstructive or inessential)	4	Lots of litter and dog mess	yes
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	1		
Safety (sense of feeling safe in area)	5	The volume and speed of cars on St Vincent Crescent round to minerva Street is high.	yes
Social Surveillance	1		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Street Name: Minerva Street (section towards smarty tube) and including junction Minerva Way			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	This road is incredibly busy with vehicles at rush hour and on any day or evening there are events on at the Hydro	yes
Traffic Speeds	5	The speed of traffic is really bad on this street. People speed up down the wide road towards the express way. The junction to Minerva Way is really dangerous as people speed round from Minerva Street onto the continuation of this road and then speed round the corner to Minerva Way. Often cars cut across the middle of the road and as it is quite a wide junction it is difficult to cross.	yes
Car Parking	5	I have listed this as a 5 due to event evenings/ days. It isn't so much the parking in marked spaces but the dialling of cars who are waiting. I would say there is no problem with parking on Non event days and weekends/evenings.	yes
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	1		
Pavement Camber (slope of pavement)	1		
Dropped Kerbs	4	There are two junctions on Minerva street on the side of the road that turns into Minerva Way that would benefit from dropped kerbs. The non-Minerva Way kerbs would benefit from it the most as they are high. I believe this is where the entrance to new flats will be.	yes
Tactile Surfaces	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	A lot of busy and fast cars. I think could cause conflict between cars and bikes and pedestrians.	yes

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of idling traffic and speeding cars	yes
Cleanliness	4	There is always litter on this section of Minerva Way and it is worse on event weekend/days/nights.	yes
Street Clutter (obstructive or inessential)	1		
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	3	Could be more	
Safety (sense of feeling safe in area)	5	The volume and speed of cars on Minerva Street is high and particularly turning from Minerva Street into Minerva Way.	yes
Social Surveillance	1		

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
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# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Safe from Motorised Vehicles	No	4	Slowing down traffic in the area would help. One way would reduce traffic volume and somehow making the corner tighter so that cars are forced to slow down and take the corner more slowly and treat it like a junction not a continuation of the road.	yes
Visibility				
Crossing time (when Crossing)				
Waiting time to cross				
Legability				
Crossing Surface level change		1		
Drectness		1		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 12pm Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

Street Name: old Dumbarton Road, pavement between Bunhouse and Blantyre			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1		
Traffic Speeds	1		
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	5	Pavement surface is really uneven and damaged, this would be difficult for wheelchair users, people with impairments and small children to walk on. Please see photos	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	5	Dropped kerb needs improved	yes
Tactile Surfaces	4	Surface is all uneven and different surfaces.	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Potential for pedestrian/user conflict			
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# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Street Name: St Vincent Crescent			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	This road is incredibly busy with vehicles at rush hour, on any day or evening there are events on at the Hydro and Fri-Sun evenings.	yes
Traffic Speeds	5	The speed of traffic is really bad on this street. People speed up down the wide road towards lower Minerva Street to use the express way. The junction Minerva Street from both St Vincent Crescent and Minerva Street is dangerous as people speed round it like it is a continuation of the crescent road.  Would be so good to see traffic speeds reduced to 20mph  There also are not road markings on SVC or Minerva and perhaps this would help in itself	yes
Car Parking	2	There are a lot of parked cars, but it generally is not a problem.	no
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	3	The pavement on the side of the road with the flats is pretty uneven the whole way along, however, there are particular bits are worse than others. This can make it difficult.	yes
Pavement Camber (slope of pavement)	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Dropped Kerbs	5	There is a need for a dropped kerb outside the sewage works (between No. 27 and 29 perhaps?). It is really high and difficult with a buggy, but would be extremely challenging for a wheelchair user or less mobile person. See picture.	yes
Tactile Surfaces	1		
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	A lot of busy and fast cars. Difficult to cross and get children out of cars when parking.	yes

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic and idling cars on event night/weekends.	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of idling traffic and speeding cars	yes
Cleanliness	2		
Street Clutter (obstructive or inessential)	1		
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	1		
Safety (sense of feeling safe in area)	5	The volume and speed of cars on St Vincent Crescent round to minerva Street is high.	yes
Social Surveillance	1		

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
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# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Safe from Motorised Vehicles	No	4	I think it would be useful to have a zebra crossing on st vincent crescent towards the junction at Minerva Street. A lot of people walk this way to get to and from the train/hydro etc. because the road is curved and the road is wide, there isn't a great place to cross.  Road markings for middle of the road and at the junction might also help.	yes
Visability	no	4	As above	
Crossing time (when Crossing)				
Waiting time to cross				
Legability				
Crossing Surface level change		1		
Drectness		1		

Please see pictures below to understand comments

No road markings leads to cars driving in middle of road. Maybe a good spot for a Zebra crossing or island in the middle.

no road markings leads to cars driving in middle of road. island in the middle.



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 9.45am Normal operating conditions ? (Tick as appropriate) Yes (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: Residential Commercial (Retail) Commercial (Industrial) Mixed use

### Buggy Audit

Street Name: Argle Street starting from Tesco down to Kelvinhall area			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1	Busy	
Traffic Speeds	5	Reduce speed limit to 20mph	yes
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Pavement surface is really uneven and damaged, this would be difficult for wheelchair users, people with impairments and small children to walk on. The pic is one small area of what this whole street is like. High potential for trips and falls.	yes
Pavement Camber (slope of pavement)	2	Not ideal in parts but not priority.	
Dropped Kerbs	1		
Tactile Surfaces	4	Surface is all uneven and different surfaces.	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Street Name: Argyle Street-Old Dumbarton Road Junction			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	There is a lot of fast traffic driving past this junction.	yes
Traffic Speeds	5	Although a lot doesn't turn left off Argyle Street, the stuff that does drive fast and do not treat it like a junction, rather a continuation of the road. As you can see from the below pic, the road is on a curve and the crossing point is at this curve. It can be really dangerous. Particularly for slow moving people and buggys etc.	yes
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		



Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Pavement width	1		
Pavement surface	1		
Pavement Camber (slope of pavement)	1		
Dropped Kerbs	1		
Tactile Surfaces	1		
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	I think there is increased risk at this junction of a car hitting a pedestrian	yes

Air Quality	5	Reduce amount of traffic	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of traffic. Drivers go to fast along Argyle Street and race to get through the traffic lights. Change to 20MPH	yes
Cleanliness	3	There is often boxes etc outside the tesco which block the path for buggy users and wheelchairs.	yes
Street Clutter (obstructive or inessential)	4	As above. Please move bin closer to wall as it stands far out on the pavement – see pic. Normally the road side is not there but this sort of thing does not help!	yes
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	3		
Safety (sense of feeling safe in area)	4	I worry about crossing at this junction with my buggy.	yes
Social Surveillance	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
Safe from Motorised Vehicles	No	4	We think bollards or making the corner from Argye street onto Old Dumbarton Road less of a curve would work. There isn't a huge amount of traffic turning into it so lights are not necessary and I do not believe a Zebra crossing would help. Something that forces cars to slow down.	yes
Visibility		2		
Crossing time (when Crossing)			n/a to current set up	
Waiting time to cross		2		
Legability				
Crossing Surface level change		1		
Drectness		1		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 8.30am Normal operating conditions ? (Tick as appropriate) Yes (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: Residential Commercial (Retail) Commercial (Industrial) Mixed use

Area sub-sections (Streets including minor crossings) Street name: **Clifton Street and Claremont Terrace**

Street Name: Clifton Street and Claremont Terrace			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	4	There is a steady use of traffic up the hill to the junction	no
Traffic Speeds	5	The speed at which the traffic moves up Clifton street is terrifying. The junction at the top (with Claremont Terrace) is very wide, has poor visibility and no road markings. It is a terrifying place to cross, with no "safe" option	Yes – traffic calming measures and safe crossing option
Car Parking	4	Although there are clearly marked parking bays, these do affect the visibility (see pictures)	no
Road traffic management (minor road works)	n/a		
Bus Lanes	n/a		
Taxi Ranks	n/a		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Lots of pot holes and uneven surface. Difficult for wheeled users and people with walking impairments	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	2	Could be improved but not urgent as the kerbs are low	no
Tactile Surfaces	4	Surface is filled with pot holes and uneven surface	yes
Wayfinding signage	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Permeability	?		
Street lighting	1		
Cycle parking	1		
Cycle lanes	3		
Potential for pedestrian/user conflict	3		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: wet Day of week Tuesday  
 Time: 4.30pm Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) **No** (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

### Buggy Audit

Street Name: Corunna Street			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	There is so much traffic in this area. Road is really difficult to cross safely at both ends of the street. Cars/vehicles often turn down the middle of the road from Argyle street onto Corunna street and at speed. Not ideal when trying to cross!!	yes
Traffic Speeds	5	Traffic turns into Coruna street from Argyle Street really fast and from St Vincent Crescent into Coruna street really fast. Despite it being a really short street people speed up along it too!	yes
Car Parking	5	There are cars parked on both sides of the road which makes it really difficult to cross. You basically cannot cross at the Coruna/St Vincent Crescent end as there are too many parked cars to see properly. There are parked cars outside the Ben Nevis which block the view of incoming cars onto Coruna and there are often vans parked outside Roots and Fruits which makes it difficult to see cars coming in from this side.	yes
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Pavement Camber (slope of pavement)	1		
Dropped Kerbs	5	You can see in my picture that the kerbs, which lead into the lane, on the side of street opposite artwork is really high on both sides. It is difficult with a buggy, but it would be very difficult for anyone in a wheelchair.	yes
Tactile Surfaces	5	Please see picture of the road from coruna onto back lane where joinery business is that leads onto cherry tree park. It is very uneven and has a hug pot hole which is always filled with water. This forces you onto the road with your buggy.	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	Huge potential for a car to knock down a pedestrian on Coruna Street due to volume of cars and speed.	yes

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of traffic. Drivers accelerate down Coruna street.	yes
Cleanliness	4	There is often lots of litter blocking the street around the large black bin outside Rebel Rebel. It has been impassible with a buggy and would be impossible for a wheelchair user. It can force you onto the road.	yes
Street Clutter (obstructive or inessential)	4	The bin outside Rebel Rebel, as detailed above.	
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	3		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Safety (sense of feeling safe in area)	5	I genuinely worry about the speed and volume of cars everytime I cross this junction with my buggy. I fear what it will be like when my little one is independently walking.	yes
Social Surveillance	1		

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
Safe from Motorised Vehicles	No	5	Make road one way. Potentially remove parked cars from one side of the street, but if one way, this might not be necessary. One way would reduce the volume of traffic.	yes
Visibility		5	Remove parked cars from outside Ben Nevis to Kelvinhaugh street junction. Ideally do something to prevent vans/ large vehicles parking outside Rebel Rebel on Argyle Street. (see pic)	yes
Crossing time (when Crossing)			n/a to current set up	
Waiting time to cross		3	It can be slow due to volume of traffic, but it isn't excessive	
Legability				
Crossing Surface level change		1		
Drectness		1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit



Cars, vans and taxis often park/stop here and it can make it really difficult to see if cars are turning left from Argyle Street to Corunna.





# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Sunday  
 Time: 11am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc.) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

Area sub-sections (Streets including minor crossings) Street name: **Kelvingrove Street & Argyle Street Junction next to Blue newsagent and 'The Crescent Pub'**

Street Name: Clifton Street and Claremont Terrace			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	Argyle Street is an exceptionally busy road and Kelvingrove Street has a high volume of traffic. The location of this junction is also near the pedestrian crossing so cars often try and "sneak" out of this junction	Yes
Traffic Speeds	4		Yes
Car Parking	5	Kelvingrove Street is notorious for having vans/ cars and lorries double parked and therefore the visibility to cross etc is very poor (see Photos)	Yes
Road traffic management (minor road works)	n/a		
Bus Lanes	n/a		
Taxi Ranks	n/a		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Lots of pot holes and uneven surface. Difficult for wheeled users and people with walking impairments	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	2	Kerbs are dropped already	no
Tactile Surfaces	1		no
Wayfinding signage	1		
Permeability	?		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Street lighting	1		
Cycle parking	1		
Cycle lanes	3		
Potential for pedestrian/user conflict	3		



View from other end of Kelvingrove Street

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 5pm Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) **No** (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

### Buggy Audit

Street Name: Argyle Street/ Kelvinhaugh Street Junction			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	There is so much traffic in this area. The junction is difficult to cross due to the amount of traffic	yes
Traffic Speeds	5	The speed of traffic at this junction worries me every time I cross here. Cars continue round the corner from Arglye Street onto Kelvinhaugh street at the same speed they are driving along Argyle street, which is already often too fast. It is very common (I'd estimate 80% of time) for cars to cross over the central island (it has not been raised and is the same height as the road), which means it is not safe to wait at the central island when you have a buggy and this makes the road even more dangerous to cross.	yes
Car Parking	5	As you can see from my picture below there are often lorries and vans parked in the loading bay outside Sainsburys. As a result you cannot see if any cars are crossing until you have actually walked onto the road and as your buggy is out in front of you, this is SO dangerous. Often vans are parked where the car is in this picture, making this even worse. I often have to leav my buggy on the pavement and walk out to check no cars, get buggy and cross. On the side of road where Sandyford Church is, you cars are often parked on the double yellow and as cars drive too fast round this junction they then end up on the central island. There are always cars parked outside the Kelvinrgrove café, and often they are large vehicles or vans, this means you cannot see if cars are coming round the corner from Argyle street.	yes
Road traffic management (minor road works)	1		
Bus Lanes	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Taxi Ranks	1		
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Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	1		
Pavement Camber (slope of pavement)	1		
Dropped Kerbs	1		
Tactile Surfaces	1		
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	Huge potential for a car to knock down a pedestrian at either side of this crossing or whilst they are waiting in the middle island.	yes

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of traffic. Drivers speed round the corner then speed up to go down Kelvinhaugh creatin lots of noise and fumes.	yes
Cleanliness	4	Always litter around the corner of Sandyford Church.	yes
Street Clutter (obstructive or inessential)	1		
Social provision (rest areas, gathering spaces)	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Greening (trees, shrubs, flowers)	3		
Safety (sense of feeling safe in area)	5	I genuinely worry about the speed and volume of cars everytime I cross this junction with my buggy. I fear what it will be like when my little one is independently walking.	yes
Social Surveillance	1		

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
Safe from Motorised Vehicles	No	5	Traffic lights would really help improve the safety of this junction. OR making sure cars cannot park outside the Kelvingrove café to Ben Nevis pub, so you can see and raising the central island in the middle of the road. Another improvement could be to extend the pavement out to make it a more 90 degree angle which forces cars to slow down at the junction. Outside the Sainsburys, lorries and vans should not be allowed to park in the loading bay. They could park another 30 metres down the road to unload and this would stop the sight of vision being blocked	yes
Visibility		5	As above	yes
Crossing time (when Crossing)			n/a to current set up	
Waiting time to cross		3	It can be slow due to volume of traffic, but it isn't excessive	
Legability				
Crossing Surface level change		1		
Drectness		1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Tuesday  
 Time: 4pm Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

Street Name: Kelvinhaugh Street: crossing between Council Bin Depot (see pic)			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1		
Traffic Speeds	1		
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Lots of pot holes and uneven surface. Difficult for wheeled users and people with walking impairments	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	2	Could be improved but not urgent as the kerbs are low	no
Tactile Surfaces	5	Surface is filled with pot holes and uneven surface	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Street Name: Kelvinhaugh/Lymburn Street Junction			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1		
Traffic Speeds	3	Reduce speed limit to 20mph	yes
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	5	Cobbled street are difficult for wheelchair users, people with impairment and wheeled users. Wheels get stuck in between the cobbles and makes falling more likely.	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	5	Road next to dropped kerbs need fixed. It needs to be appropriately sloped with pot holes around the kerb filled in. (usually filled with rain water) Right now a wheeled user is forced onto the road, via a non-dropped kerb, which is difficult for wheelchairs/ people with impairments, you then have to go onto the main road to get back onto the pavement or to cross Lymburn street.	yes
Tactile Surfaces	5	Cobbled street are difficult for wheelchair users, people with impairment and wheeled users. Wheels get stuck in between the cobbles and makes falling more likely.	yes
Wayfinding signage	1		
Permeability			
Street lighting			



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 8.30am Normal operating conditions ? (Tick as appropriate) Yes (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: Residential Commercial (Retail) Commercial (Industrial) Mixed use

Area sub-sections (Streets including minor crossings) Street name:North Clarement Street To: <u>Fitzroy Place/Sauchiehall street Junction</u>			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	4	This is a busy road however there seems to be a good traffic light system that serves all road users	no
Traffic Speeds	3		no
Car Parking	1		no
Road traffic management (minor road works)	1		no
Bus Lanes	1		no
Taxi Ranks	1		no

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Lots of pot holes and uneven surface. Difficult for wheeled users and people with walking impairments	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	2	Could be improved but not urgent as the kerbs are low	no
Tactile Surfaces	4	Surface is filled with pot holes and uneven surface	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Cycle lanes	5	There is cycle lanes here leading to the park however they are only clearly marked next to the main crossing – the lines disappear along the length of North Claremont street	yes
Potential for pedestrian/user conflict	5	As per above there is a high risk of cycle/ pedestrian/ wheeled user conflict as the shared use of the pavement as a cycle lane is not clearly marked. I often see buggies parked here while parents are waiting to put children in to parked cars etc. See photos as an example	yes



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

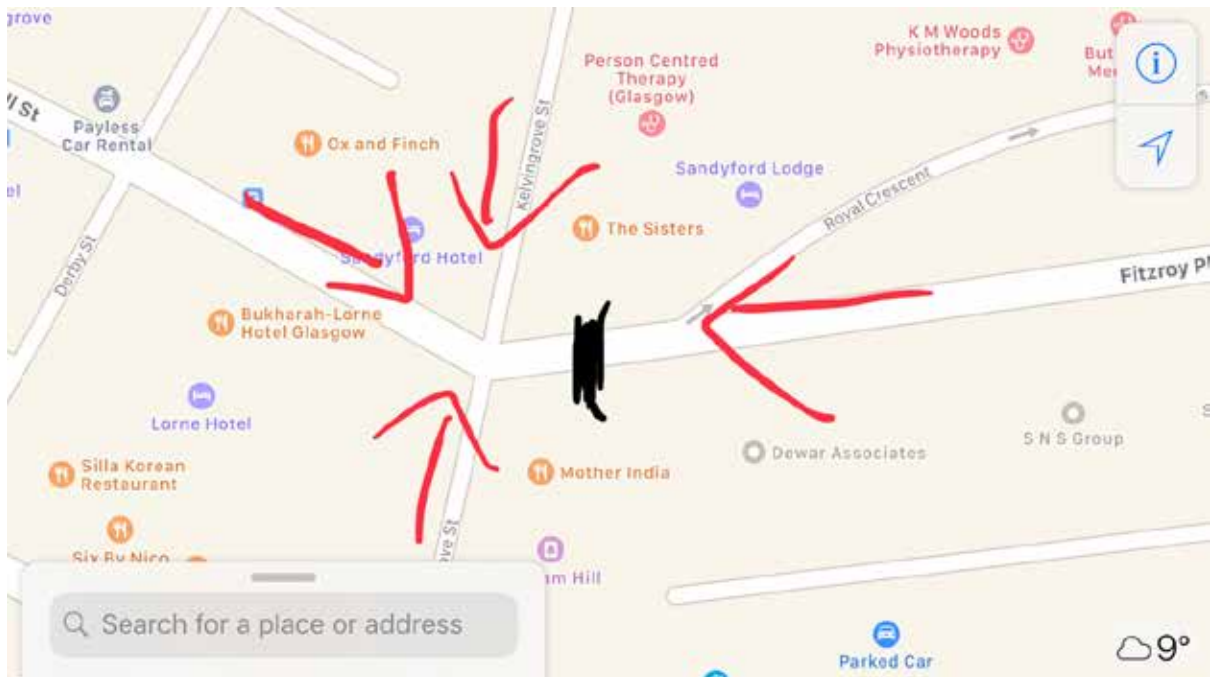
Baseline details Weather conditions: Dry Day of week Sunday  
 Time: 11am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) **No** (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

Area sub-sections (Streets including minor crossings) Street name: Pedestrian crossing at Kelvingrove street/ Westminster Terrace

Street Name: Westminster Terrace			
Crossings - Major signalised crossings and junctions	GOS Value	Recommendations/comments	Request Improvement yes/no
Safe from motorised vehicles (perceived as safe for an unaccompanied 12 year old to use)	2	Clearly marked Pedestrian crossing	No
Visibility	5	The location of the crossing is poor and visibility along Sauchiehall street from the North side of the crossing is impossible (see photo) below. In addition, the crossing has a number of roads close by (see map below with crossing location marked in black). The speed of the traffic also makes this very difficult to safely cross	Yes
Crossing time (when crossing)	4	Fairly quick – mostly able to cross while pushing a buggy but would be too quick if a toddler was walking. Imagine similar challenge for elderly pedestrians or those with other disabilities	Yes
Waiting time (to cross)	2	Responds to button push	No
Legibility			
Crossing surface level change (from kerb to road to kerb)	2	Textured pavement and dropped kerbs	no
Directness	3		
Crossing clutter (obstructive or inessential)			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Friday  
 Time: 11.30am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

### Buggy Audit

<b>Street Name: Buggy Audit: Yorkhill Street Pavement between Yorkhill Parade and Overnewton st</b>			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1		
Traffic Speeds	1		
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	5	Pavement surface is really uneven and damaged, this would be difficult for wheelchair users, people with impairments and small children to walk on.	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	2		yes
Tactile Surfaces	5	Surface is all uneven and different surfaces.	yes
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Potential for pedestrian/user conflict			
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Air Quality	1		
Noise (from traffic or industrial sounds)	1		
Cleanliness	2		
Street Clutter (obstructive or inessential)	5	Please see picture. Often a large residential communal bin and the street bin which makes this pavement impassible for wheelchair and buggy. Forced onto the road	yes
Social provision (rest areas, gathering spaces)	1		
Greening (trees, shrubs, flowers)	2		
Safety (sense of feeling safe in area)	1		
Social Surveillance	1		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: Dry Day of week Thursday  
 Time: 11am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

Street Name: Haugh road – pavement section outside Bike for Good			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	1		
Traffic Speeds	3	Reduce speed limit to 20mph	yes
Car Parking	1		
Road traffic management (minor road works)	1		
Bus Lanes	1		
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		
Pavement surface	4	Pavement surface is really uneven and damaged, this would be difficult for wheelchair users, people with impairments and small children to walk on.	yes
Pavement Camber (slope of pavement)			
Dropped Kerbs	5	There are no dropped kerbs on either side of the junction coming out of Bike for Good or the road coming out of the business next door nearest Lymburn street. This makes it really difficult with a buggy and would be incredibly difficult for a wheelchair user	yes
Tactile Surfaces	4	Surface is all uneven and different surfaces.	yes
Wayfinding signage	1		
Permeability			
Street lighting			

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Baseline details Weather conditions: wet Day of week Saturday  
 Time: 11.30am Normal operating conditions ? (Tick as appropriate) **Yes** (during common environmental conditions) No (during uncommon conditions e.g. major infrastructure closures, road closures, major public events etc. ) Environment type: **Residential** Commercial (Retail) Commercial (Industrial) Mixed use

<b>Street Name: Argyle Street Section from existing pedestrian crossing outside 'The Finnieston' to lights at top of Finnieston street/Minerva street</b>			
Motorised Vehicles	GOS Value	Recommendations/comments	Request Improvement yes/no
Traffic Volume	5	This road is incredibly busy at all times of day. The pollution is horrible.	yes
Traffic Speeds	5	Traffic goes far too fast along here. We have all witnessed cars rushing through the amber light at the pedestrian crossing outside 'The Finnieston' on a daily basis and all of us have had a car go through a red light when waiting to cross as they have been speeding up to go through the amber and cannot slow down in time.	yes
Car Parking	4/5	There are a lot of parked cars, but it is more vans and high vehicles, or cars stopping in places they should not. As a result it can be difficult to cross and have a good line of vision.	yes
Road traffic management (minor road works)	1		
Bus Lanes	1	There are none!	
Taxi Ranks	1		

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Pavement width	1		



# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Pavement surface	4	The pavements on both side of the road could be upgraded to be smoother on both sides of the road. There are several sections that are really split, bumpy and uneven which would not be great for WCs and people with mobility issues	yes
Pavement Camber (slope of pavement)	1		
Dropped Kerbs	1		
Tactile Surfaces	1		
Wayfinding signage	1		
Permeability			
Street lighting			
Cycle parking			
Cycle lanes			
Potential for pedestrian/user conflict	5	A lot of busy and fast cars. Potential for a car to hit pedestrian/ Wheeled user or bike.	yes

Infrastructure for walking and wheeling	GOS Value	Recommendations/comments	Request Improvement Yes/No
Air Quality	5	Reduce amount of traffic and idilling cars/ vans.	yes
Noise (from traffic or industrial sounds)	5	Reduce amount of speeding cars	yes
Cleanliness	3/4	The street is better, but there is still often clutter on several areas of the street. Particular areas are outside the pharmacist next to lights. This tends to be household rubbish, like mattresses and boxes etc. There is so much litter on this street. Sad to see.	
Street Clutter (obstructive or inessential)	3/4	As above	
Social provision (rest areas, gathering spaces)	1		

# H6 - CONSULTATION FEEDBACK

## Buggy Audit

Greening (trees, shrubs, flowers)	4	There are none. This only adds to the feeling of the street just being full of traffic and prioritised for traffic over pedestrians.	yes
Safety (sense of feeling safe in area)	5	The volume and speed of cars makes this street feel really unsafe.	yes
Social Surveillance	1		

Crossings – Minor Crossings and Junctions	Signalised Yes/No	GOS Value	Recommendations/comments	Request Improvement Yes/No
Safe from Motorised Vehicles	yes	5	<p>Existing Pedestrian crossing outside 'The Finnieston'</p> <ul style="list-style-type: none"> <li>- Slow cars down. 20mph speed limit implemented in this increasingly pedestrianised area.</li> </ul> <p>Existing Pedestrian crossing outside 'Mayze'</p> <ul style="list-style-type: none"> <li>- Slow cars down. 20mph speed limit. So many children and buggys crossing to go to Gaelic school. So many children get the train to SECC station and walk to school.</li> </ul> <p>We think there is a need for another safe crossing point between these two. Perhaps an island in the middle of the road would suffice and perhaps this would help slow the traffic down. This would also help as there are so many parked cars.</p>	yes
Visibility	no	2		
Crossing time (when Crossing)		1		
Waiting time to cross		1		
Legability				
Crossing Surface level change		1		
Drectness		1		

# H7 - CONSULTATION FEEDBACK

## Additional Cyclist Feedback

### Old Dumbarton Road onto Argyle Street

"If you turning east & heading into town, often there's an artic parked at Tesco delivering. It makes it very difficult to see traffic coming from the west, so you have to edge out into traffic to see if it's clear".

### Radnor Street onto Argyle Street

"If you're heading south along Radnor Street & want to head west, you go into the right lane. If traffic on the other side of the junction is in the right lane waiting on traffic turning right so they can head straight on, they tend to come out of the lane. This can be dangerous as you've already started your turn right & can sometimes be put in the path of a car that's jumped it's lane to go straight".

### Kelvin Way onto Radnor Street

"If you're heading south onto Radnor Street, I usually sit inbetween both lanes as any cars in the lane turning right onto Sauchiehall Street block you going forward, but some cars on the left lane, not turning left go straight & can cut you off as there's always cars parked ahead of them, so they have to come into the right lane".

### Gray Street onto Argyle Street

"Cars turning right onto Argyle Street can sometimes be sat there for a while as it's a busy street to get onto. When they get the chance, they often don't take the time to look for bikes so pull out into the road & if you're on a bike, it can be a wee worrying off they've seen you or not".

### Kelvingrove Street onto / crossing Sauchiehall Street

"If you're coming from the area of the park, this junction is always difficult to cross or turn west. Looking left, it's a really short corner which means you don't get to see traffic coming from the east. You're also have to check cars coming from the west & those coming south from the other side of the road. Such a wide bit of road too which makes it a wee bit more difficult"

"I actually just do not cycle along Sauchiehall Street as it is too busy with cars. I don't think using the road for cyclists is the answer, trying to find other solutions which keep cyclists above Kelvingrove Park and below Argyle, with safe crossing points would be best for the area as a whole"

### Kelvingrove Street onto Argyle Street

"Such a busy wee junction, if you're heading west along Argyle Street, cars coming out of the Kelvingrove Street turning right to go west don't take a lot of time to check what's coming from the left. It's similar to the junction at Gray Street"

### Berkley Street onto Argyle Street

"Because of Tesco & cars parking there, it's another busy junction & can be a nightmare if you're heading west. It can also be difficult to see traffic coming from the west"

### Argyle Street, Kelvinhaugh Street & Derby Street

"Probably the worst one out there. If you're coming from the west, cars coming out of Derby Street heading straight onto Kelvinhaugh Street or turning right to go west along Argyle Street just don't pay attention & exit as they haven't seen you. Traffic coming out of Kelvinhaugh Street also have a tendency to pull forward out into traffic to see what's coming, so apart from taking up road space, you also can't be sure they've seen you"

"The junctions from Kelvinhaugh Street /Argyle Street & Sauchiehall Street/Derby Street are difficult to navigate as a cyclist due to the volume & speed of traffic on Argyle Street & Sauchiehall Street at the Derby Street Junctions. There is currently no real safe & easy way to get from St Vincent Crescent or Kelvinhaugh Street over to Kelvingrove Park. It would be ideal if cycle paths/ safe crossing points in form of lights or Zebra Crossings (that cyclists can use) were put in place from Kelvinhaugh all the way along Derby Street to allow people to get to Kelvingrove Park safely".

"This junction is awful. Again, problems with being able to see right as you are leaving Kelvinhaugh Street due to parked cars. It is really difficult to cross from here to Derby Street as there is a high volume of high cars. The turn from Argyle Street into Kelvinhaugh Street is dangerous too. There is a lot of conflict with cars as they seem to treat it like a continuation of the road & take the corner fast & still seem to think it is okay to overtake on the corner!!! They also approach you really fast from behind if you are e.g. 20 metres onto Kelvinhaugh Street. If you were to remove parked cars from outside Kelvingrove café to Ben Nevis & instead replace with a cycle lane, which starts at Red Tunnel & as mentioned under Corunna Street feedback or utilise the back lane

# H7 - CONSULTATION FEEDBACK

## Additional Cyclist Feedback

behind St Vincent Crescent which links Corunna Street to Kelvinhaugh Street. Put some sort of Zebra Crossing (with raised islands in middle) as a 4 – way junction at this junction, but make it clear it is fine for cyclists to use. This would allow people to safely cross to Derby Street”.

“Argyle Street is very busy, lots of parked cars & not very safe for cyclists. Add a segregated cycle lane as the pavements seem fairly wide so perhaps reducing the width of these on either side may give enough room for a cycle lane without having to sacrifice too many car parking spaces”.

“Cars frequently enter Kelvinhaugh Street from Argyle Street too fast. There is a ‘central reservation’ area where pedestrians can wait until it is clear to pass, but because of the dropped kerb at this section, vehicles drive straight over it. If you were to revamp the whole junction, make it more of ‘square turn’ into Kelvinhaugh Street & raise the kerbs, this would prevent vehicles parking so close to the junction”.

### St Vincent Terrace / Corunna Street

“Parking on both sides of the street makes it really narrow so if you coming from the the SECC & turning into Corunna Street, you often meet car in the middle of the road”.

“Corruna Street is awful for cyclist whether you are entering it from St Vincent Crescent or Argyle Street. Cars always drive down the middle of it as there is not enough space due to parked cars. This forces cyclists really close to parked cars, which is dangerous due to pedestrians stepping out, but more so that people might open their car doors. I cycle this road every day & it is very common for people to cut the corner onto Corunna Street (from Argyle Street) meaning you cannot safely wait in the appropriate road space if you want to turn right. On top of this, there are always parked cars, but often vans & lorries outside Rebel Rebel meaning you simply cannot see right onto Argyle Street to see if anything is coming”.

### Corruna Street / St Vincent Terrace

“From Corunna into St Vincent Crescent, the exact same problems exist, but the biggest concern is cars driving fast round the corner & cutting the corner onto your side of the road as there are always parked cars on the side of the street of the Mural. A solution could be to remove parked cars from the side of the street that the Mural is on. Ideally make this street one way to stop two way traffic. I believe there is a big opportunity to create a 2-way cycle lane (separated by a kerb) from the Red Tunnel, up Minerva, along St Vincent Crescent & into Corunna Street. I think it would be amazing to utilise the back lane to link Corunna Street to Kelvinhaugh Street & not have cyclists go onto Argyle street at this point”.

### Corunna Street / Argyle Street

“It’s another really busy junction & cars coming out of Corunna Street often pull out into traffic as it’s difficult to see what’s coming from east / west due to parked cars”.

### Minerva Street into Red Tunnel

“Entering/exiting the Red Tunnel on a bicycle can be dangerous as there can be a high pedestrian population shortly after a train has arrived. There are also bollards at the road which act as an obstruction. A solution could be to filter pedestrians away from the road by using a fence at the exit to the Red Tunnel, splitting the cycle lane & pedestrian side. Possibly install traffic lights or a pedestrian crossing on the road junction to ensure safe crossing for pedestrians”.

### Finnieston Street

“Very busy road where vehicles frequently pass too close to cyclists. A solution could be to add a segregated cycle lane or at least a shared use path”.

### St Vincent Crescent

“The Biggest problem on this street is that cars often drive in middle of the street & it forces cyclists towards parked cars, again, increasing the risk of car doors being opened into a cyclist. Because the road is quite wide towards Minerva Street, I also think people speed up along here. A solution could be a separate cycle lane as mentioned above, but also having road markings! Particularly at the wide corner at end of St Vincent Crescent & into the junction with Minerva Street. Having a Zebra crossing might also slow cars down & offer a safe crossing point for pedestrians”.

“This road is used as a shortcut to the Expressway & a lot of cars appear to be going too fast. A solution could be to make the street a no through route except for pedestrians/cyclists”.

# H7 - CONSULTATION FEEDBACK

## Additional Cyclist Feedback

### Argyle Street onto Burnhouse Road

"If you're heading east along Argyle Street & want to turn right onto Burnhouse Road (to go into Kelvinhall or connect to Old Dumbarton Road), it's a horrible road to sit in the middle of until there a clearing to let you over. Basically sitting in the middle of 4 lanes of traffic".

### Dalnair Street onto Old Dumbarton Street

"It's great that they've put up signs to show it's a shared road & you can expect cyclists to go against there flow of traffic on the one way system, but it's not immediately made obvious to car drivers & not all cyclists stick to the left hand side of the lane. Also the junction itself is very wide, so not obvious when to position yourself if you're turning right".

### General Comments

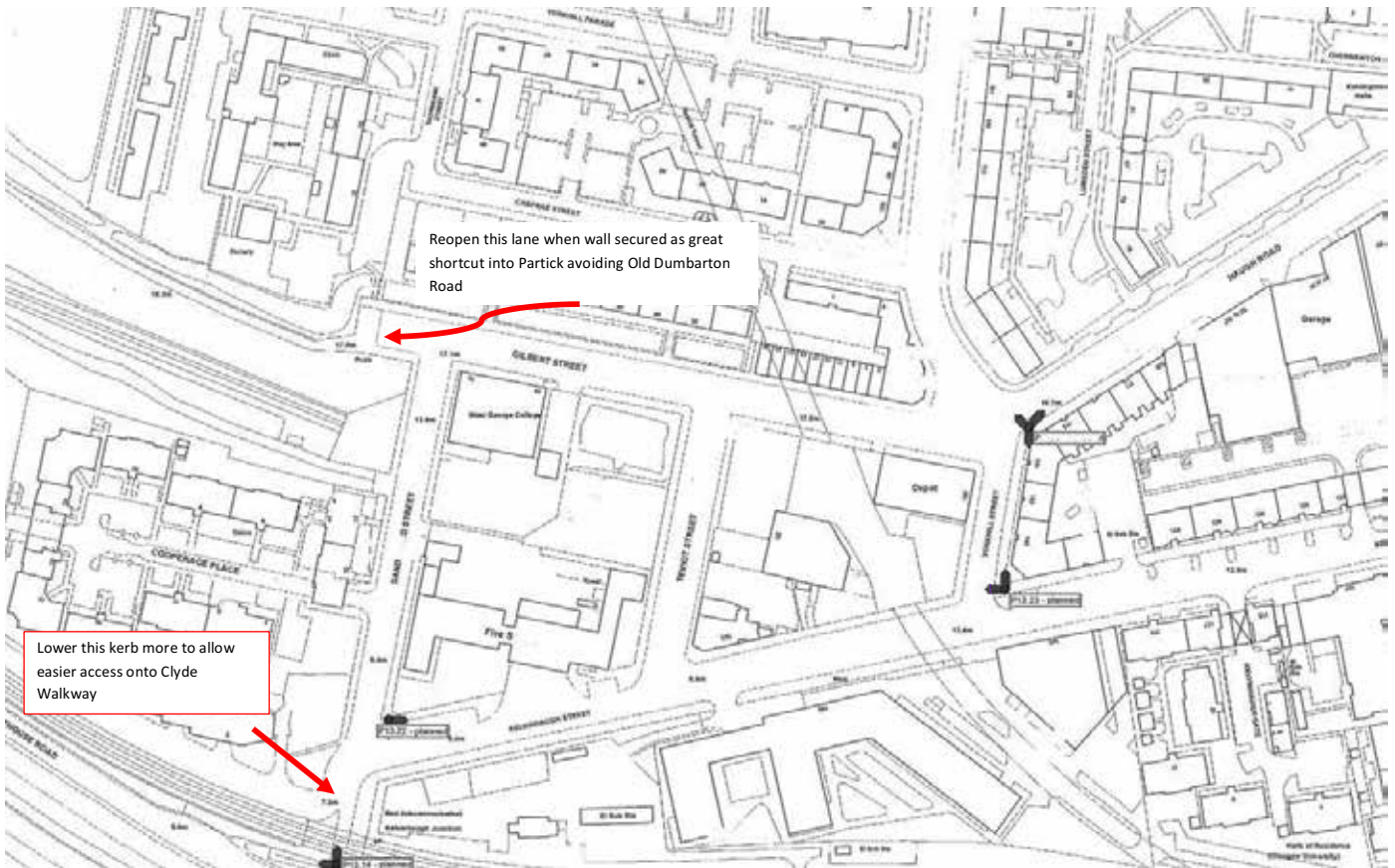
"The traffic in this whole area goes too fast & often does not give space for cyclists".

"It would make a huge difference to cyclists & especially those wanting to take children on bike seats or in the area, to reduce the whole speed limit to 20mph. In particular this would be beneficial on Argyle Street & Sauchiehall Street".

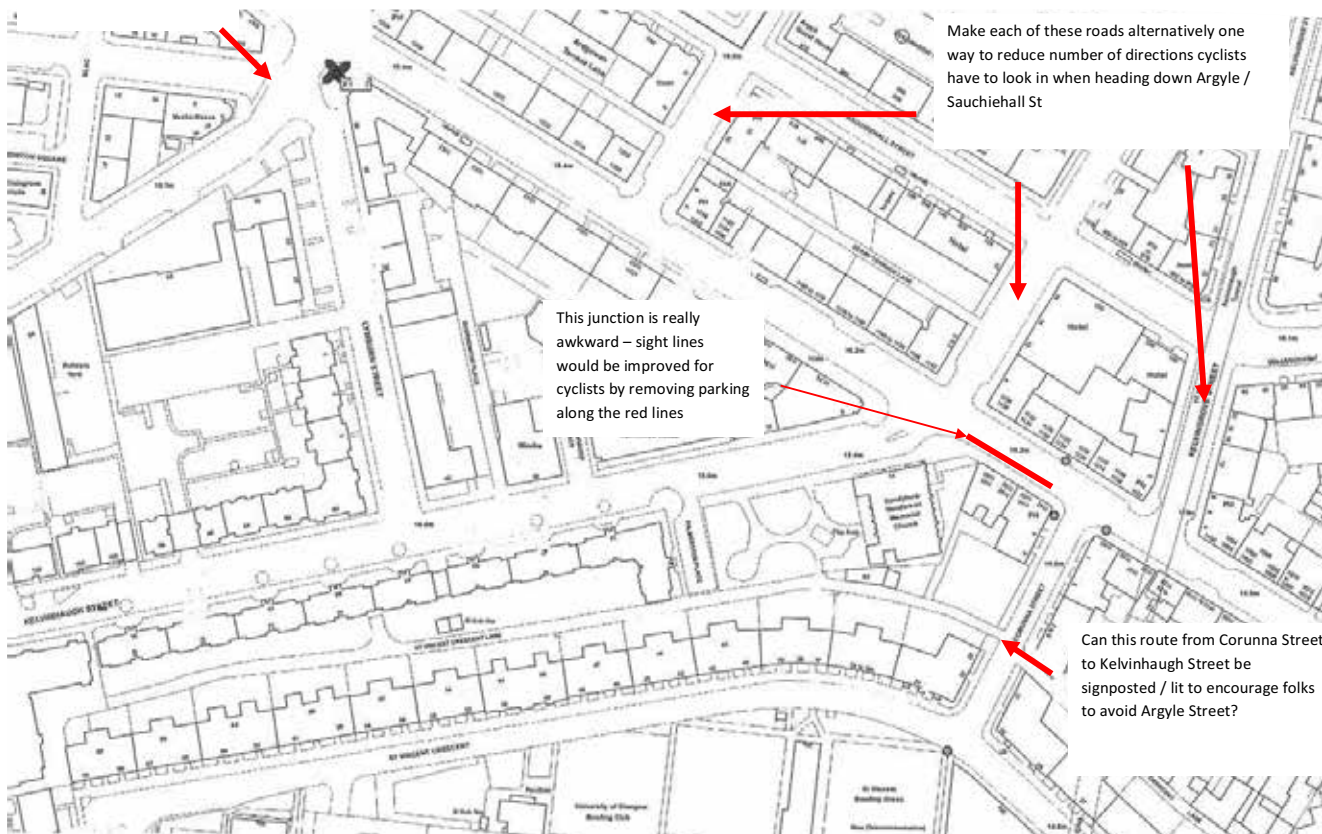
"I think the best solution for this whole area is to put a segregated two-way cycle lane in from Squinty Bridge to Kelvinhaugh Street & continue it up along the quieter streets including Lymburn Street over to Overnewton Street, Yorkhill street to Old Dumbarton Road. The cycle path then would connect onto the existing one on Old Dumbarton Road, after the crossing & next to the hospital (although it also needs repainted). I believe a safe crossing point from the Derby Street/Argyle Street & Derby Street/Sauchiehall Street & cycle lanes here, are the solutions to creating a safe cycle route for all ages & abilities of cyclists".

# H7 - CONSULTATION FEEDBACK

## Additional Cyclist Feedback

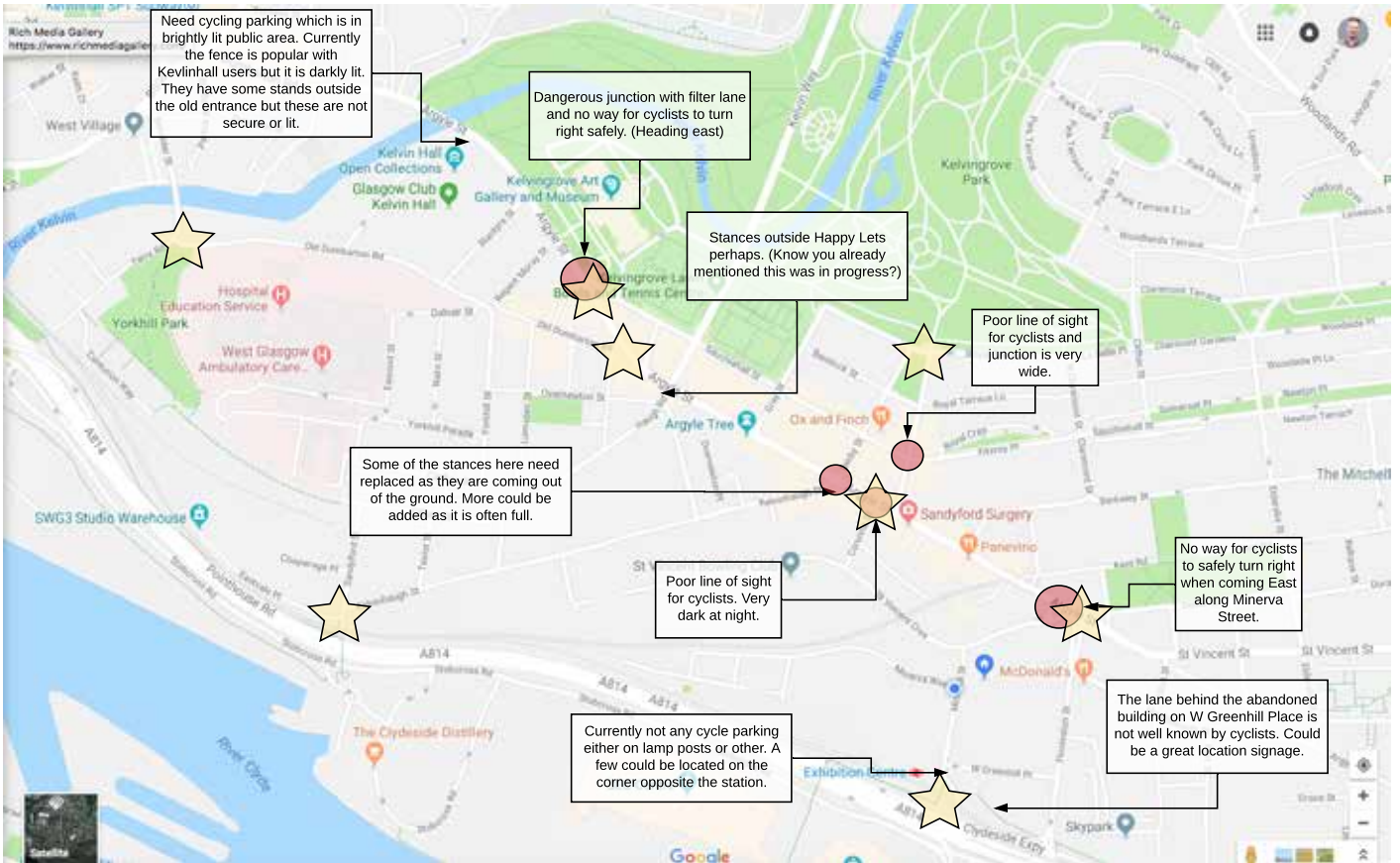


Drop a kerb here so that cyclists coming down Overnewton Street can exit onto Haugh Road



# H7 - CONSULTATION FEEDBACK

## Additional Cyclist Feedback



☆ Village Gateway

● Junction not cycle friendly

# H8 - CONSULTATION FEEDBACK

Behaviour Change Workshop

Behaviour change workshop

**Understanding the barriers and enablers to cycling and walking in Kelvingrove / Yorkhill**

Zoë Cooper, Mott MacDonald





# H8 - CONSULTATION FEEDBACK

## Behaviour Change Workshop

### Workshop approach

#### Aim

The workshops aimed to explore the barriers and enablers to cycling and walking in the Kelvingrove / Yorkhill area of Glasgow. Cycling and walking behaviours were explored for both leisure purposes (going for a walk or cycle for enjoyment) and for utility purposes (to get to somewhere, e.g. the shops, work, visiting friends).

#### Design

The workshop design incorporated the Individual, Social and Material (ISM) Framework<sup>1</sup> and the Capability Opportunity and Motivation – Behaviour (COM-B)<sup>2</sup> elements to help explore the factors affecting engagement in walking and cycling. Workshop participants were encouraged to explore the factors that affect them personally in their local area, thinking about the factors which hold them back from walking or cycling more, and those factors which they believe would encourage them to walk and cycle more. The workshop was designed to explore four topics:

- Barriers to cycling
- Enablers to cycling
- Barriers to walking
- Enablers to walking

Workshop participants were provided with 15 minutes for each topic to discuss ideas in pairs/groups and individually write down their barriers/enablers on the worksheets. The workshop facilitator walked around the room and discussed barriers and enablers with each individual/pair/group and then provided a summary of each of the topics discussed and facilitated a group discussion of any additional/common barriers and enablers.

The ISM tool was used as a prompt for participants to think about the factors affecting their decisions and was designed into the workshop worksheets.

#### Location and recruitment

The behaviour change workshop was conducted in Kelvingrove at Kelvin Hall.

Residents were invited to attend the workshop at previous community engagement sessions held in the Kelvingrove / Yorkhill area.

#### Workshop analysis

The workshop data was analysed in line with the ISM framework factors and intervention ideas have been suggested from a combination of the enablers identified by participants and guidance from the behaviour change tools and frameworks.

The workshop results are discussed individually for walking and cycling behaviours and are described in terms of the ISM factors (individual, social and material).

<sup>1</sup> Influencing Behaviours Moving Beyond the Individual – A User Guide to the ISM Tool. Damton A., and Home, J. The Scottish Government, 2013

<sup>2</sup> The Behaviour Change Wheel <http://www.behaviourchangewheel.com/>

# H8 - CONSULTATION FEEDBACK

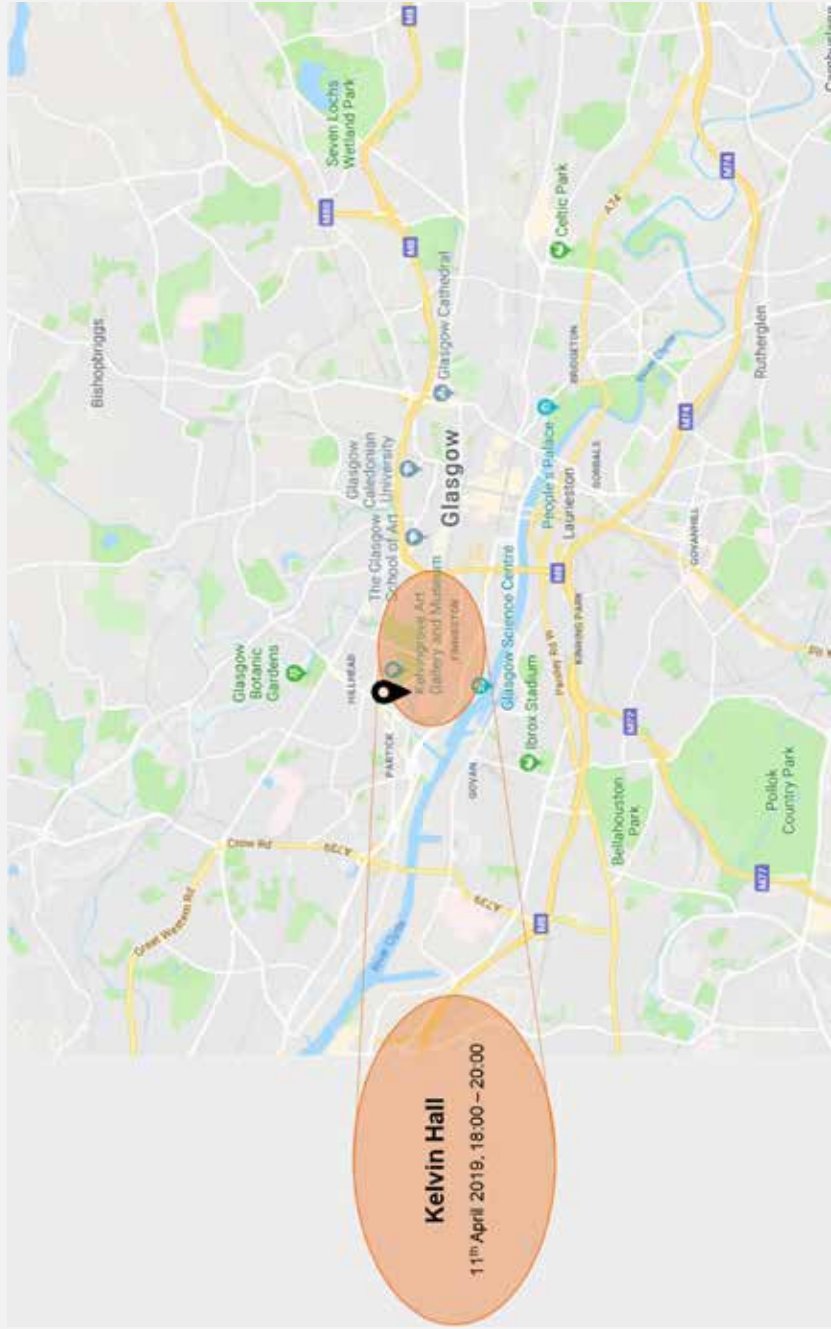
## Behaviour Change Workshop

### Behaviour change workshop – Kelvingrove/ Yorkhill

9 workshop participants including one stakeholder

3 participants stated that they **do not** cycle

7 participants stated that they **walk for leisure or to get to places**



Source: Google Maps

# H8 - CONSULTATION FEEDBACK

Behaviour Change Workshop



Cycling in Kelvingrove / Yorkhill



### Individual factors

This section describes the individual factors which influence people's decisions to cycle in the Kelvingrove / Yorkhill area.

#### Attitudes, values and beliefs

- The health and fitness benefits to cycling are recognised
- The mental health and wellbeing benefits to cycling are recognised
- There is a perception that cyclists do not behave safely on the roads
- There is a perception that other road users do not behave safely around cyclists
- Some people do not feel the need to cycle – they can walk and use other transport methods
- It is a personal preference – people either want to cycle or they do not
- The weather restricts opportunity for cycling – people do not like being cold and wet when travelling

#### Habit

- People are in the habit of walking or using the car to get around
- People need to give cycling a go
- Electric bikes may suit people's habits more as there is less physical effort required and it is quicker to get around

#### Costs and benefits

- There is a trade-off between perceiving walking and driving as convenient and perceiving cycling as an inconvenience – particularly in the rain

#### Emotions

- Some people felt it was not suitable to cycle when wearing work clothes

#### Agency

- Not confident in ability to fix own punctures when out and about
- Not confident in ability to maintain bike in general
- Not confident in cycling on the road – how to cycle safely

#### Skills

- The distances to useful destinations are perceived as too far to cycle
- When growing older, cycling can become more physically difficult – physical strength, fitness and physiological responses (e.g. increased sweating)

There were mixed attitudes, values and beliefs towards cycling in the Kelvingrove / Yorkhill area. It seems that exposure to cycling is growing in this area and whilst this has increased exposure to positive experiences such as the fitness and health benefits, there has also been exposure to negative experiences such as cyclists not following the rules of the road and poor driver behaviour around cyclists. These experiences contribute towards those who do not cycle not wanting to be associated with cyclists and those who cycle being put off by other road users.



### Social factors

This section describes the social factors which influence people's decisions to cycle in the Kelvingrove / Yorkhill area.

#### Institutions

- Freewheel North was mentioned by participants as a service available to facilitate cycling for all
- In the past, car-free cycle events have been run in the local area and parks which have been fun for all

#### Norms

- There is a perception that cyclists are a nuisance and behave unsafely on the roads
- There is a perception that drivers do not consider the safety of cyclists on the road and do not drive safely around them

#### Roles and identity

- There are no safe cycling routes for children which makes it difficult for parents to use cycling as a family leisure activity

#### Tastes

- Some people prefer walking and driving over cycling due to the convenience, ease and comfort

#### Meanings

- There is a perception that cyclists are a hindrance to cars
- There is a perception that you have to have the right clothing to cycle (e.g. Lycra) rather than just being able to jump on a bike

#### Networks and relationships

- There are not any friendly or encouraging cycling communities to encourage positive cycling networks and relationships

It seems that as exposure to cycling is growing in the Kelvingrove / Yorkhill area, and there have been some positive experiences of social cycling engagement events such as the car-free cycle event and the Freewheel North cycling society, however these were not known about by all. As the cycling culture is encouraged to grow in the Kelvingrove / Yorkhill area, efforts will need to be made to ensure that non-cyclists are engaged with and encouraged to come along to social events to ensure that there is not a social divide developed between cyclists and non-cyclists.

People of the Kelvingrove / Yorkhill area are keen to see an increase in social cycling events and culture. Existing or new cycling societies should encourage active engagement in cycling and facilitate events to engage the whole community.



### Material factors

This section describes the material factors which influence people's decisions to cycle in the Kelvingrove / Yorkhill area.

#### Rules and regulations

- It is not permitted to cycle under the influence of alcohol so for some people cycling is not a travel option for attending some social events
- Anyone can cycle which makes cycling attractive but cyclists who do not behave safely on the road can cause issues for other cyclists and road users

#### Infrastructure

- There is a lack of safe cycle routes in the area (there are too many major junctions without appropriate cycle crossings)
- There is also a lack of traffic-free safe cycle routes for those who are less confident on the road and for children
- There is a lack of connected cycle routes to desirable destinations e.g. the city centre and the countryside
- There is no facility to be able to cycle indoors during bad weather
- There is a lack of accessible (ground floor), safe, secure bike storage/parking facilities
- There are no fun cycle routes in the area e.g. off-road or pretend roads for children to cycle on like on Glasgow Green

- There is a lack of well-maintained cycle routes e.g. potholes and litter cause obstruction to cyclists
- The roads in the area are too congested to cycle on to make cycling an attractive travel/leisure activity option

#### Objects

- Access to electric bikes (subsidised or hire) would encourage further engagement
- Safe, secure and accessible (ground floor) facilities to store bike in community locations and across the area

#### Time and schedules

- Cycling takes longer than driving and people feel that they do not have time to cycle

The material factors affecting cycling in the Kelvingrove / Yorkhill area discussed mainly focused on the infrastructure available in the area. This included a lack of safe cycle routes and safe storage facilities. The traffic on existing roads challenges cyclists from both a safety and congestion perspective.

It was also discussed that there are no regulations on who can cycle on the road which can make cycling an attractive option but means that no level of safe cycling skill or knowledge is required. This can impact other cyclists on the road and damage the reputation and attractiveness of cycling.



### Intervention ideas for further consideration – cycling in Kelvingrove / Yorkhill

For the Kelvingrove / Yorkhill area there seems to be an increasing awareness of cycling but with this people in the area have had different experiences which contribute towards their views on cycling. If cycling in Kelvingrove / Yorkhill is further encouraged in the area, it is important that all residents (cyclists and non-cyclists) are engaged to work towards a positive cycling culture.

The following intervention ideas aim to address the barriers identified in terms of the ISM factors for residents of Kelvingrove / Yorkhill.

#### Individual

- Training could be provided on how to cycle safely on the roads to increase confidence and cyclist safety
- Bike maintenance events could be organised to educate people on how to maintain their bikes and ensure their bikes are safe
- Provision of electric hire bikes could help people to overcome the inconvenience, time and distance challenges associated with cycling

#### Social

- Existing cycling societies and groups such as Freewheel North should be further advertised to ensure that people in the area are aware of the services available to them
- Cycling events for residents and families (particularly car-free events) have been successful in the past and should continue to help raise awareness of cycling
- Cycle information/facilities could also be provided at general local community events – this could reduce the barrier between cycling and non-cycling residents and increase awareness of cycling as a travel / leisure activity option

#### Material

- Connected and safe cycle routes which provide access to key locations in the local area will help increase perceived safe access to key locations, encouraging people to cycle more and build their confidence
- Traffic-free routes (or pretend (mock) roads) to allow children and families to cycle as a leisure activity, and for those who do not wish to cycle on the road could also help to increase confidence on the road
- Consideration to provide training or graded skill level assessments for safe cycling could encourage safe cycling on the road. Increased enforcement of existing regulations for unsafe cycling behaviours could also help to address poor cycling behaviours
- Safe, accessible (ground floor) and secure bike storage should be provided to increase the convenience of cycling to key locations
- Encourage the use of mobile phone applications which encourage people to cycle (e.g. record distance and speed). This can be a great way to encourage people to cycle more often and increase the cycling culture through use of social networks on the application.

# H8 - CONSULTATION FEEDBACK

Behaviour Change Workshop



Walking in Kelvingrove / Yorkhill



# H8 - CONSULTATION FEEDBACK

## Behaviour Change Workshop



### Social factors

This section describes the social factors which influence people's decisions to walk in the Kelvingrove / Yorkhill area.

#### Institutions

- Participants did not mention any influential institutions but mentioned that the fitness, health and well-being benefits should be better communicated to local residents
- Local organised mindfulness group walks were also discussed as an enabler to bring people together in the community and increase awareness and experience of walking

#### Tastes

- Some people sometimes prefer to drive or get a taxi, even if they do choose to walk at other times

#### Norms

- Experience and perception of anti-social behaviours in particular areas of Kelvingrove / Yorkhill increase the feeling of vulnerability and being seen as a target for anti-social behaviour (e.g. aggressive behaviour) when walking alone and particularly at night

#### Meanings

- Encouraging more walking does not have to be focussed on walking as an activity in itself – if there were attractive small retail and public spaces to spend time in and these were easily accessible on foot, this could encourage more people to walk in the local area

#### Networks and relationships

- There is a lack of a walking community / social groups to walk with in the area

The social factors discussed in the Kelvingrove/ Yorkhill area revolved around the lack of social opportunity to engage in walking in the local area. This varied from having safe routes to walk at night, a lack of local small retail, a lack of attractive public spaces and a lack of organised social walking groups in the local area.

Generally walking seemed well accepted as a behaviour, it is just influenced by other norms and the social opportunities for walking could be further enhanced.



### Material factors

This section describes the material factors which influence people's decisions to walk in the Kelvingrove / Yorkhill area.

#### Technologies

- Interactive maps and information could be used to help encourage people to walk in the local area

#### Infrastructure

- There is a lack of street lighting in the area which contributes to a feeling of lack of security and increased vulnerability when walking alone at night
- Pathways are uneven due to roots of trees which cause difficulties for walking
- The pathways are badly maintained – they are not gritted in the winter and fallen leaves pose a risk of slipping for pedestrians
- There is poor drainage in the area which causes flooding of pavements and crossings
- There are few safe pedestrian crossing points
- The length of time that the green man is shown for at pedestrian crossings is often not long enough, particularly for elderly and less physically-able people, to cross the road
- There can be long dwell times at pedestrian crossings – the crossings seem to prioritise road traffic rather than pedestrians
- There is too much street clutter for those with physical and mental health disabilities

#### Objects

- There is a lack of navigational information (no maps or route information) available in the local area. It was discussed that this could be provided in a number of ways, through traditional signage but also colour paving schemes or other markers to encourage people to walk to certain destinations
- There are not enough bin facilities for improving litter in the walking environment
- There are not enough toilet facilities located in the local area to provide confidence that there will be somewhere to stop and use facilities when required

#### Time and schedules

- It is perceived that it takes too long to walk to destinations

The material factors affecting the decision to walk in the Kelvingrove / Yorkhill area focus on the facilities and infrastructure available to make walking a safe and convenient mode of transport and leisure activity. By ensuring that suitable facilities and infrastructure are in place and planned appropriately, people will be more tempted to walk in the local area.



### Intervention ideas for further consideration – walking in Kelvingrove / Yorkhill

For the Kelvingrove / Yorkhill area there is a general positive attitude towards walking in the local area but there is also a view that more can be done to enhance the experience of walking and encourage others to walk by providing better facilities and infrastructure and providing more socially attractive areas within the community that people will want to walk to and socialise in.

The following intervention ideas aim to address the barriers identified in terms of the ISM factors for residents of Kelvingrove / Yorkhill.

#### Individual

- The benefits of walking (fitness, health, and wellbeing) could be better marketed to prompt people to consider walking as an option for both a mode of transport and a leisure activity
- Information on the walking distances and times to key locations could be used to prompt people to consider walking to such places
- Education on how to walk appropriately (shoes, posture etc) could be provided to ensure that people walk correctly and do not experience pain or discomfort when walking

#### Social

- Create attractive public spaces with seating to encourage residents to walk to and meet in socially attractive areas
- Small retail can enhance the opportunity and attraction of using the area for social meetings and engagements
- Provide organised walks by local institutions to encourage people to walk for leisure as well as for getting to places

#### Material

- Provide well-maintained pathways in the community to ensure they are level, cleared of litter and leaves and safe and easy to walk on
- Provide facilities in the local area such as toilets and bins to accommodate people's needs when out walking in the local area
- Provide street lighting to increase security and confidence of walking alone in the local area
- Provide effective drainage systems to ensure that pavements and crossings do not become flooded
- Provide planned walking routes to ensure minimal dwell times for pedestrians at crossings and to ensure that crossing timings are appropriate for all pedestrians (i.e. elderly people and less physically able people)
- Provide navigational information in the local area to enhance the opportunity for walking to local attractions and destinations on a more spontaneous basis
- Encourage the use of mobile phone applications which encourage people to walk 10,000 steps a day. This can be a great way to encourage people to walk further and more often and increase the walking culture through use of social networks on the application.