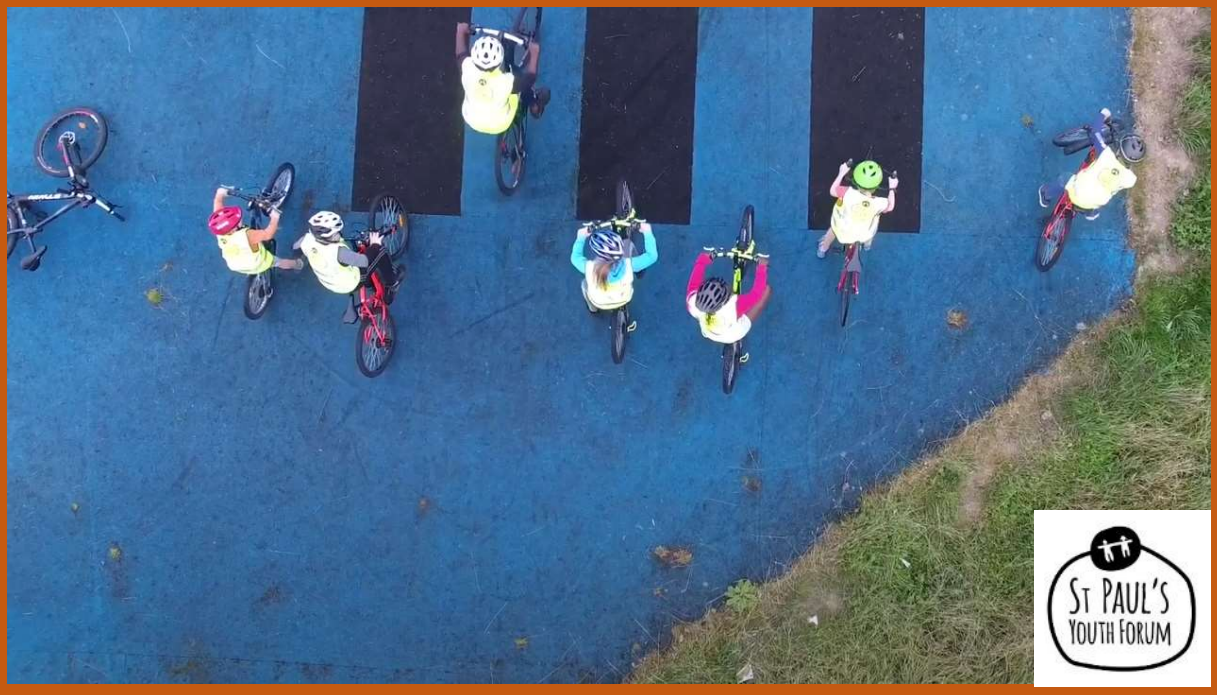
Flourishing Molendinar
Stage 1: Community Engagement and Stakeholder Summary Report

13 May 2021



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1. Summary of Findings

A diverse range of activities was carried out during Stage 1, including the production of a video, the issuing of three surveys, a social media campaign, the distribution of a *Flourishing Molendinar* info pack to all households in Blackhill/Provanmill, conduction of multiple online community consultations and meetings with representatives of local key organisations.

The number of participants for each activity varied widely. Cumulatively, 623 people engaged in 16 activities. Additional activities are already planned such as Minecraft Workshops at St Philomena's Primary.

In all activities, the overwhelming number of participants were very supportive of the project. Moreover, no major obstacles to the project were identified during key stakeholder meetings with SPT, Glasgow City Council, Transport Scotland, Sustrans, St Paul's Youth Forum and First Buses.

In all surveys, the North East of Glasgow was rated *'very unfriendly'* or *'unfriendly'* for various forms of active travel, a sentiment that was shared during online consultations. It was found that the key barriers to active travel in the area are inadequate infrastructure provisions (i.e. conditions of paths, lack of segregated cycling infrastructure, poor maintenance) and road traffic (i.e. speeding, volume, dangerous driving). Other significant barriers included lack of access to a bicycle, fear of theft/*'anti-social behaviour'* and dark/lonely routes.

Pupils at Smithycroft Secondary overwhelmingly rated it as very important for Glasgow to tackle climate change. Levels of support for various aspects of the project were found to be very high in the surveys. High levels of support were also found during online consultations, with most attendees expressing support for the project and many feeling a sense of excitement.

Support for the *'Spaces for People'* interventions was also very high *in principle* and survey respondents overwhelmingly supported making them permanent on all roads. Critically, support to make the scheme permanent was conditional. The majority of respondents wanted them to become permanent with adjustments/improvements.

Dissatisfaction with certain aspects of the '*Spaces for People'* intervention was relatively universal. Survey respondents' and consultation attendees' dissatisfactions centred around the substandard quality of the cycle lanes, inadequate maintenance, and the choice of separators (*'orcas'*). Animosities regarding the *'orcas'* were due to their consistent dislodgment, insufficient visibility and unsightly aesthetic.

A very small number of people who engaged in consultation activities were opposed to the '*Spaces for People'* pop-up cycle lanes and cycle lanes per se. Opposition primarily derived from difficulties the pop-up cycle lanes had created for people driving.

Albeit very minor, the greatest degree of dissatisfaction for the project clustered around two proposals: A) keeping Langdale Street open for local traffic only and B) changing the speed limit to 20mph. Between 4%-16% of survey respondents indicated that they would be either *'unhappy'* or *'very unhappy'* with these changes.

Wider concerns that were voiced were that the project might create *'us vs. them'* discussions and that some residents might be opposed changes in general. Potential vandalism and keeping Langdale Streets open for local residents only were also concerns among attendees.

Priorities, ideas, and suggestions were also generated through the activities, with participants emphasising the need to maintain local involvement, beautify the area through the incorporation of green elements such as trees, planters and benches, maximise ownership in the project by involving local people, and increase the look and feel of the *'Spaces for People'* interventions. For Langdale Street, participants suggested to utilise a potential new community square for things such as a Christmas tree, local celebrations, or a mini park.

2. Overview of Activities

2.1. Outreach Activities

Activity	Timeframe	Reach	Note
Production of Flourishing Molendinar video with local residents	Jan - Feb 2021	15 local people involved in the production of the video, including local councillor Ruairi Kelly	linktr.ee/StPaulsYF
Promotion of Flourishing Molendinar video	Mar – May 2021	310 views	linktr.ee/StPaulsYF
Maintenance and promotion of project website	Ongoing, since October last year, updated February 2021	522 site sessions	www.flourishingmolendinar.com
Distribution of Project Information Pack	March 2021	1750 households in Blackhill/Provanmill	See Appendices
Social Media Campaign	Feb – Apr 2021, intensified mid-March	Variable, usually between 1000-4000 impressions on Twitter; promotion of	twitter.com/_onbikes?lang=en

		project video earned 21'934 impressions	
Newsletter	March 2021	42 subscribers	https://shoutout.wix.com/so/d3NWc4SI-?languageTag=en&cid=0a1aff14-6267-4e27-ae6f-4421685561a6#/main
Streets for All Commonplace[1]	Feb 2020 – Mar 2021	138 commentors[2]	streetsforallglasgow.commonplace.is

2.2. Consultation Activities with Members of the Public

Activity	Dates	Participants/ Respondents	General Sentiment (Supportive/ Neutral/Unsupportive)
On Bikes Steering Group (Ongoing Consultations)	18/11, 01/12, 16/12, 21/01, 11/02, 10/03	10	Supportive
Interviews	November 2020	2	Supportive
Open Online Survey	01/12/2020 – 01/05/2021	91	Supportive
St Paul's Youth Forum Staff Consultation	20/01/2021	12	Supportive
Faith Through Art Young People Consultation	11/02/2021	5	Supportive
St Paul's Youth Forum Board of Trustees Consultation	10/03/2021	7	Supportive
Online Public Consultation I	23/03/2021	6	Supportive with some hesitancies
Online Public Consultation II	24/03/2021	1	Supportive
Online Public Consultation III	25/03/2021	3	Supportive
Phone Conversations	Line open 08/03-01/05 2021	1	Unsupportive
E-Mail	01/10/2020 – 01/05/2021	2	Supportive
Commonplace	01/03/2020 – 31/03/2021	138	N/A
St Paul's Holiday Club Hands Up Surveys	12/04-16/04 2021	61	Supportive
Smithycroft Staff Survey	20/04-30/04 2021	32	Supportive
Smithycroft Pupil Survey	20/04-30/04 2021	252	Supportive
Total	16 activities	623 participants	

[1] In collaboration with Go Bike and Glasgow Ecotrust
[2] Nr. of participants of On Bikes section of Streets for All Commonplace

2.3. Overview of Key Stakeholder Meetings

Stakeholder(s)	Date(s)	Outcome
Glasgow City Council	01/02/2021	No major obstacles to project identified at this stage. See main report for details.
Transport Scotland and Glasgow City Council	08/03/2021; 26/03/2021	No major obstacles to project identified at this stage. See main report for details.
St Philomena's Primary School	12/02/2021; 17/02/2021	Supportive
Smithycroft Secondary School	01/03/2021; 30/03/2021	Supportive
SPT, First Bus, Glasgow City Council	14/04/2021	No major obstacles to project identified at this stage. See main report for details.
St Paul's Youth Forum	N/A	Supportive
Sustrans	Continuous	Supportive

3. Results

3.1. Overall Sentiment: Active Travel in North East Glasgow

The vast majority of respondents in almost all surveys rated the North East of Glasgow as either *'unfriendly'* or *'very unfriendly'* regarding its walk-, cycle- and wheelability. As shown in the graphs below, the ratings regarding the areas cycling friendliness and wheelchair/mobility aid friendliness were particularly low. 62% of combined survey respondents rated the North East as either '*unfriendly'* or *'very unfriendly'* for cycling and 71% rated the area as either *'unfriendly'* or *'very unfriendly'* for wheelchairs/mobility aids.[3] These results resonate with the responses received via the *Commonplace*, where 65.9% of respondents stated to have either a *'negative*' or '*mostly negative'* opinion about the places they commented on. The only exception to these ratings was found in the Smithycroft pupil survey, where most respondents (50%) rated the North East as *'neutral'* for pedestrians.

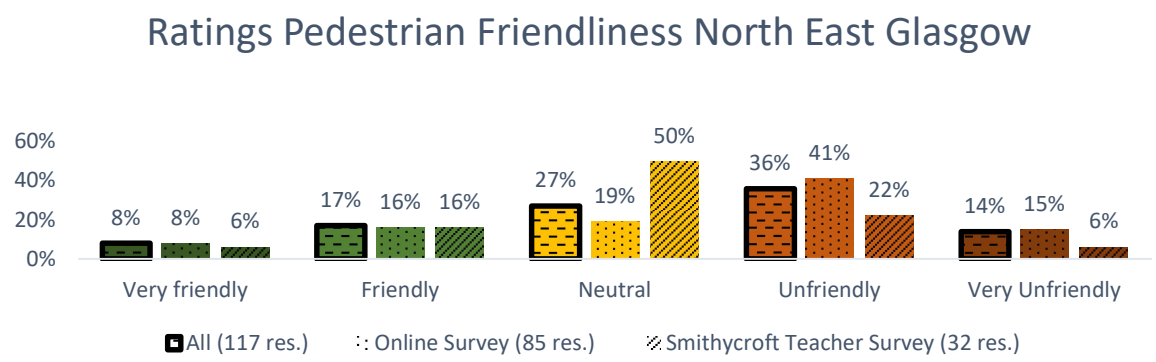
Qualitative responses received via the community consultations and surveys presented a similar image. It should be noted that attendees of the community consultation were not specifically asked to rate the walk-, cycle- and wheelability of the area. Nonetheless, attendees' general comments clustered around themes such as *'speeding'*, '*traffic',*

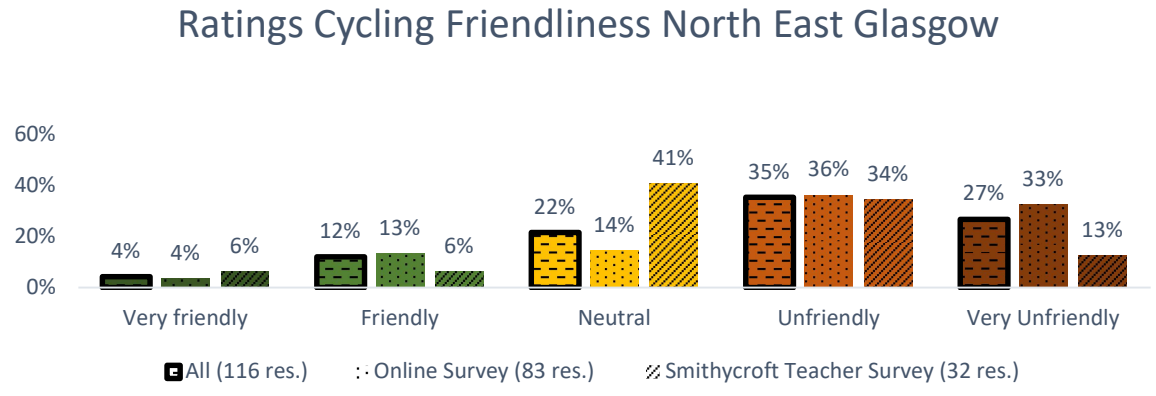
[3] Ratings regarding the areas friendliness for wheelchair/mobility aid attracted a very limited number of responses.

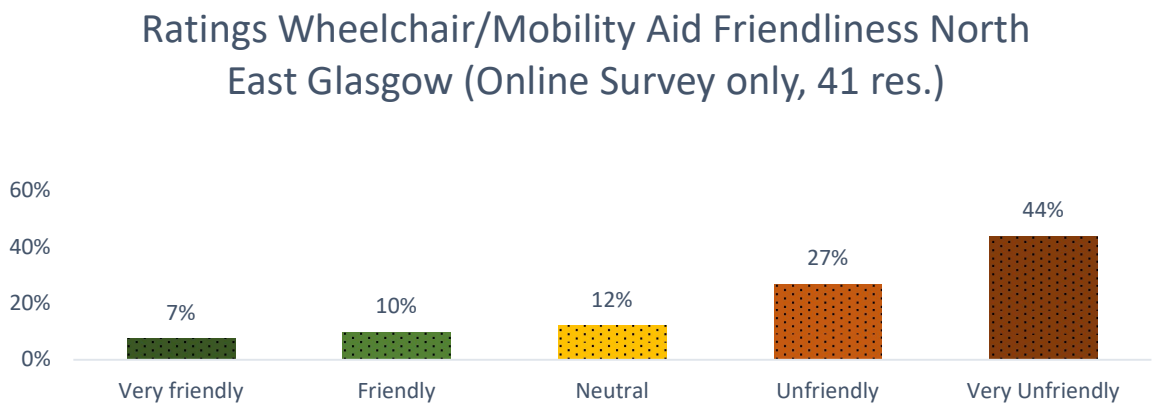
'pollution', *'parking'*, *'maintenance'* and *'public transport'*. Attendees of the community consultations made comments such as *'the pollution for the area must be sky high'*, *'even in car feels dodgy because people speeding'*, *'quality of roads [is] dismal'*, *'I cycle everywhere, always get abused'* and *'Big articulated truck right along the street; residential street not built for it'*. Moreover, attendees commented on the poor public transport provisions in the area by expressing matters such as *'considering that many of the roads are main roads the availability of public transport is poor'* and *'We need public transport, cannot leave house after 6pm on Sunday'*. The topic of public transport was not further explored as it is beyond the scope of the *Flourishing Molendinar* project.

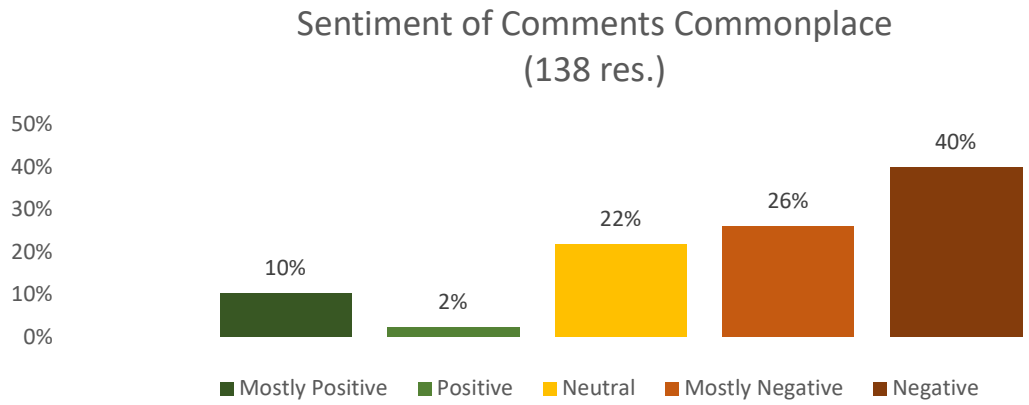
The dismal scores received via the surveys and the comments made during the consultations regarding the areas walk-, cycle- and wheelability illustrate the inadequacy of current active travel provisions in the North East of Glasgow and underpin the need to vastly improve conditions.

The graphs and tables below provide a detailed overview of the overarching sentiment.

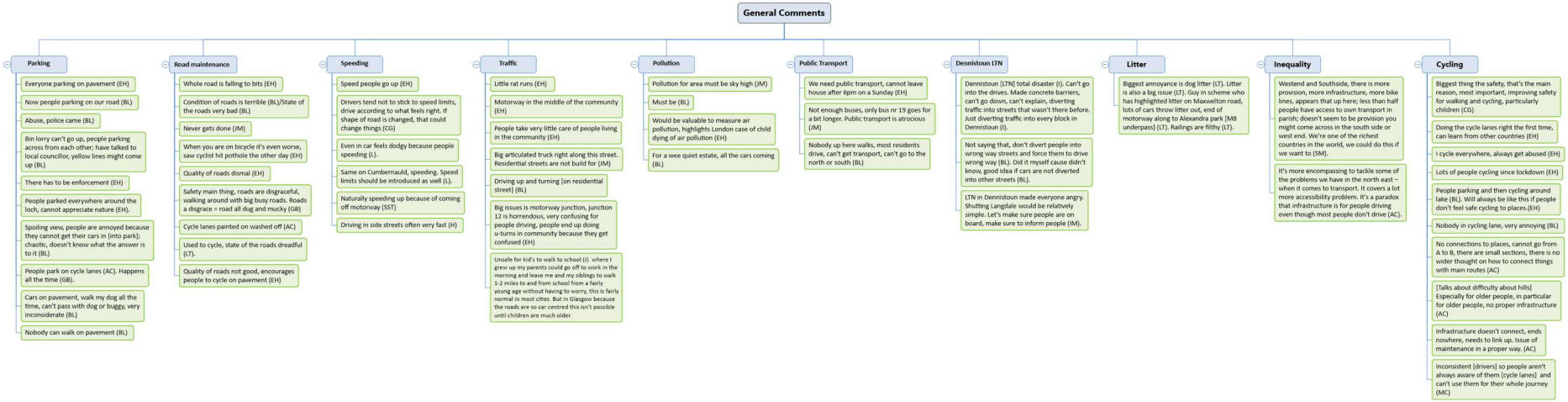





Ratings Wheelchair/Mobility Aid Friendliness North East Glasgow (Online Survey only, 41 res.)
60%
40%
20%
0%
7%
10%
12%
27%
44%
Very friendly
Friendly
Neutral
Unfriendly
Very Unfriendly


Sentiment of Comments Commonplace (138 res.)
50%
40%
30%
20%
10%
0%
10%
2%
22%
26%
40%
Mostly Positive
Positive
Neutral
Mostly Negative
Negative

General Comments Received Consultation



3.2. Barriers to Active Travel – Brief Overview

This section provides a brief overview of the barriers to active travel in the project area. A more detailed report regarding the barriers to active travel in the North East of Glasgow was compiled in November 2020, which can be found in the appendices. The overall findings from the previous report have largely remained unchanged.

Combined results[4] of the various surveys demonstrate that infrastructural conditions and road traffic are the main barriers to walking in the area. When asked what barriers to walking they face, 35% of respondents picked the option *'The condition of the path/road surface isn't good enough to walk'*, 33% '*I feel exposed/vulnerable to motorised traffic when I walk'*, 31% *'There are not enough routes to walk'* and 22% *'I am worried about pollution from traffic'*. Notably, the response *'I fear theft/anti-social behaviour when I walk'* was selected by 58% of online survey respondents and 28% of respondents to the Smithycroft Teacher survey, indicating that personal safety concerns are a central barrier to walking in the area.

Barriers to cycling were found to be similar, with infrastructural conditions, road traffic and personal safety concerns selected frequently. When responses of the Online survey and Smithycroft teacher survey are combined, 73% of all respondents picked the option '*I feel exposed/vulnerable to motorised traffic when I cycle'*, 72% selected *'Traffic is too fast/there's too much dangerous driving to cycle'* and 61% choose '*There are not enough routes to cycle.*' Fear of *'theft/anti-social behaviour'* also appeared to be a central barrier to cycling, with 44% of all respondents selecting this response option as a barrier to cycling in the online survey and 25% in the Smithycroft teacher survey. Except for the Smithycroft pupil survey, surveys further aimed to identify barriers more specific to cycling[5]. Here, 50% respondents to the online survey selected the option *'There is a lack of cycling parking'*, 34% selected *'I find it hard to find a good route'* and 22% selected *'There's a lack of showers/facilities at my destination'*. In contrast, 50% of respondents to the Smithycroft teacher survey indicated that they do not have a useable bike and 25% selected the options *'I find it hard to find a good route'* and *'I have nowhere to keep my cycle at home'*. Similarly, 40% of respondents to the Smithycroft pupil survey selected the option *'I don't have a useable bike*', 22% selected '*I have no one to cycle with'* and 19% picked '*There are not enough routes to cycle'*. Barriers to use a wheelchair/mobility aid followed a similar pattern[6], with 63% highlighting the conditions of the path/road surface, 50% selecting the options *'Traffic is too fast/there is too much dangerous driving'* and *'I feel exposed/vulnerable to motorised traffic'* and 44% choosing the option *'I don't want to use a wheelchair/mobility aid because of dark lonely roads on my way'*.

[4] Please note that some surveys had fewer response options, potentially affecting results. Response options were reduced in some surveys to increase their accessibility. Response options were reduced in the Smithycroft surveys by eliminating options that received the smallest number of responses in the online survey, which contained the highest number of options and went live a few months prior to the Smithycroft surveys.

[5] Additional question: 'Cycling Continued: I don't cycle or I find it difficult to cycle because …'

[6] Question only included in Online Survey. Solely 16 responses were received to this section of the survey.

A similar picture emerged from the Commonplace, where 51% of respondents labelled the places they commented on as '*Not cycle friendly'*, 36% with *'Traffic is too fast'* and 35% with *'I don't feel safe here'*.

The hands up survey that was conducted as part of St Paul's Youth Forum's holiday club showed that 43% of participants had *'their bike brake down'*, 40% *'experienced scary moments with cars'* and 25% *'got lost and ended up somewhere scary'*. These results appear to be principally similar to the ones obtained from the other surveys as they indicate that access to functioning bike and road traffic issues are central barriers to active travel in the area.

Qualitative responses from community consultations and surveys were clustered into:

A) Issues relating to traffic deriving from the high volumes of traffic and high vehicular speeds.
B) Issues specific to walking deriving from a lack of maintenance of paths, inadequate crossing facilities and litter/dog fouling.
C) Issues specific to cycling deriving from a lack of maintenance of roads, lack of connections between cycling infrastructure and personal safety concerns.

The following quotes further illustrate these issues:

'Big puddles from blocked drains'

'Poorly maintained footpaths'

'Lack of dropped kerbs everywhere'

'Overwhelming amount of rubbish'

'The speed of cars racing to school on Langdale Street is a joke'

'There is a lot of driver aggression towards cyclists'

'An altogether inhospitable car-centric environment'

'Cycle lanes aren't connected to each other'

'The road surfaces are also terrible'

In this section of the consultation and survey, only one oppositional quote could be identified:

'All the cycling lanes are making driving more difficult'

Barriers to Walking

	Surveys Combined (337 res.)	Online Survey (72 res.)	Smithycroft Pupil Survey (229 res.)	Smithycroft Teacher Survey (32 res.)
The condition of the path/road surface isn't good enough to walk.	35%	58%	29%	28%
I feel exposed/vulnerable to motorised traffic when I walk.	32%	60%	26%	16%
There are not enough routes to walk.	31%	46%	29%	19%
I am worried about pollution from traffic	22%	57%	12%	9%
Other			31%	16%
I find it difficult to combine it with other forms of transport when I walk.		17%		16%
I fear theft/anti-social behaviour when I walk.		58%		28%
Traffic is too fast/there's too much dangerous driving to walk.		39%		13%
I don't want to walk because of dark lonely roads on my route.		17%		10%
I don't feel fit enough to walk.		17%		6%
The weather isn't suitable to walk.		14%		16%
It isn't practical for my lifestyle to walk.		8%		5%
I have physical difficulties/disabilities making it difficult to walk.		5%		5%
It is too slow to walk.		0%		16%
I wouldn't fit in if I'd walk.		0%		
There are religious/cultural reasons why I don't walk.		3%		
I need to accompany other people on their journey (e.g. the school run), so I can't walk		4%		

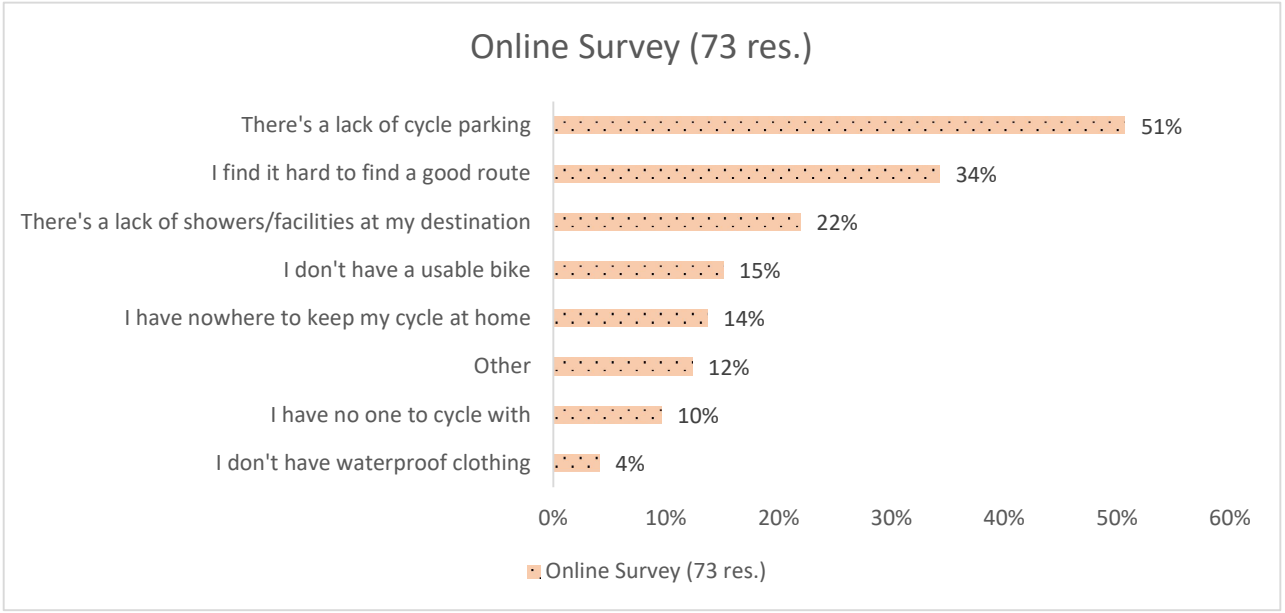
	Other
Distance	6%
No barriers present	4%
Safety	3%
Weather	3%
Not permitted	2%
Lack of motivation	2.18%
Miscellaneous	2.18%
Other preferences	1.75%

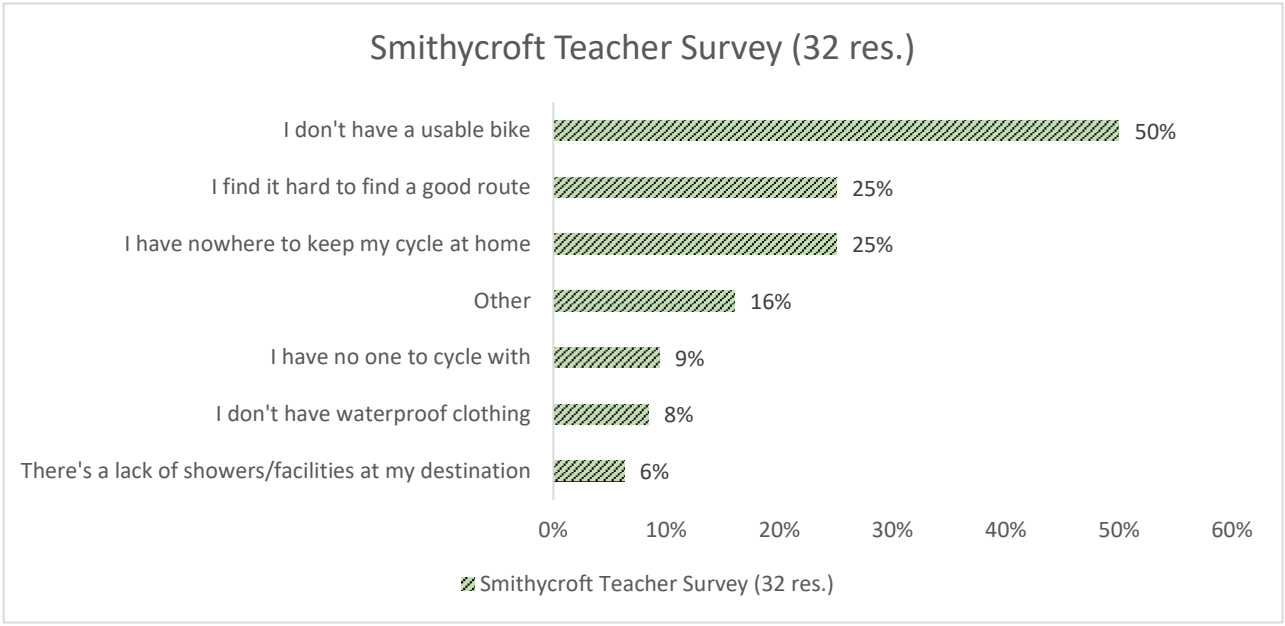
Barriers to Cycling

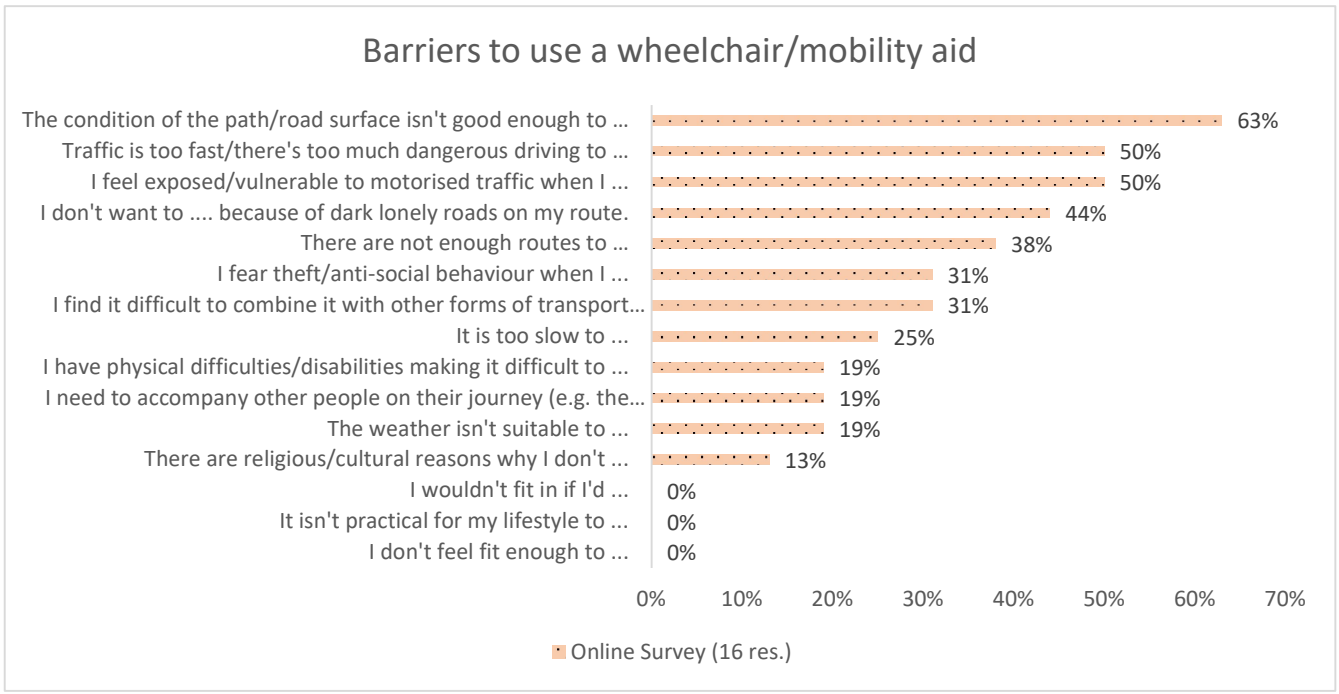
	Surveys Combined (105 res.)	Online Survey (72 res.)	Smithycroft Teacher Survey (32 res.)
I feel exposed/vulnerable to motorised traffic when I cycle.	73%	84%	53%
Traffic is too fast/there's too much dangerous driving to cycle.	72%	84%	50%
There are not enough routes to cycle.	61%	78%	25%
I fear theft/anti-social behaviour when I cycle.	37%	44%	25%
The condition of the path/road surface isn't good enough to cycle.	36%	78%	44%
I am worried about pollution from traffic	36%	52%	3%
I don't want to cycle because of dark lonely roads on my route.	29%	36%	16%
I find it difficult to combine it with other forms of transport when I cycle.	27%	31%	22%
I don't feel fit enough to cycle.	12%	6%	22%
The weather isn't suitable to cycle.	11%	10%	13%
I need to accompany other people on their journey (e.g. the school run), so I can't cycle	10%	8%	16%
It is too slow to cycle.	8%	6%	13%
I have physical difficulties/disabilities making it difficult to cycle.	4%	5%	3%
It isn't practical for my lifestyle to cycle.		4%	
I wouldn't fit in if I'd cycle.		3%	
There are religious/cultural reasons why I don't cycle.		2%	
Other			22%

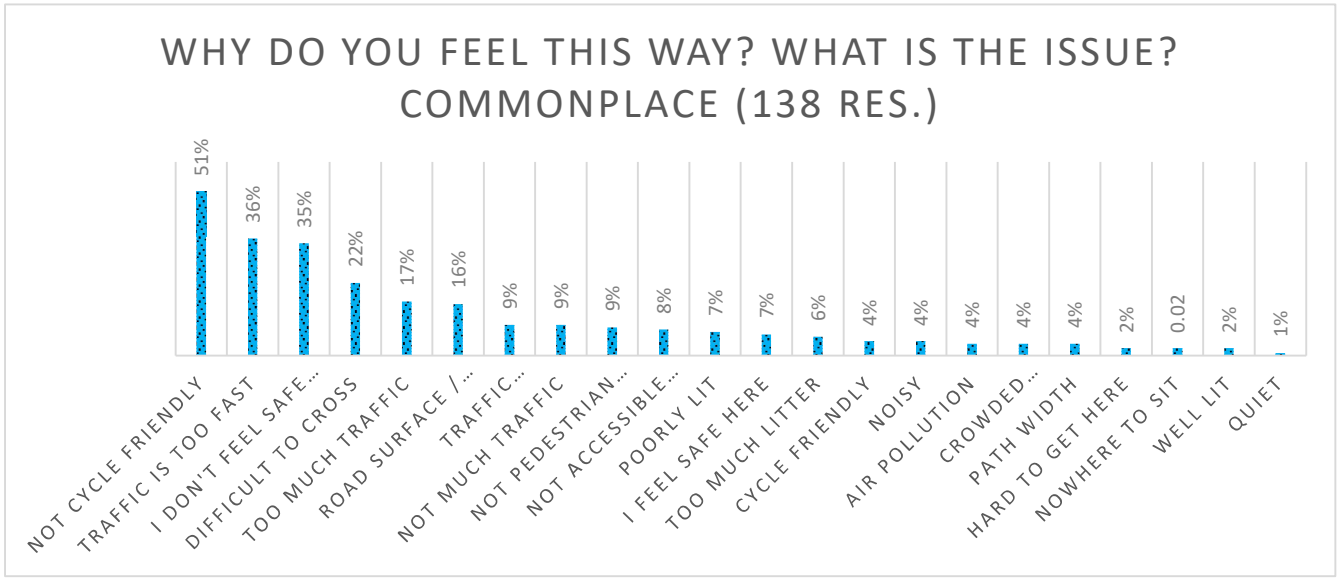
Additional Barriers to Cycling

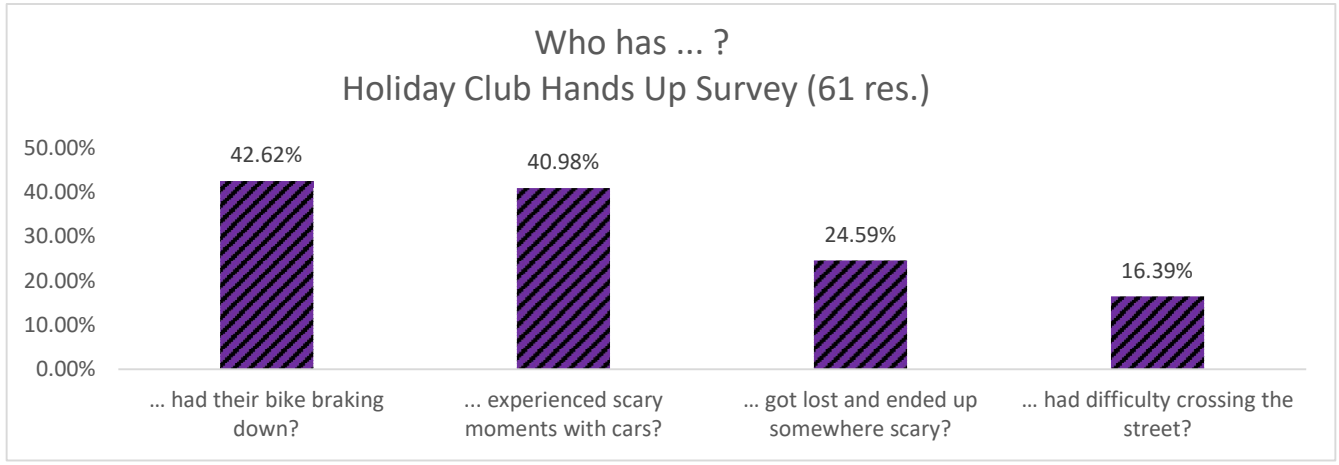
	Smithycroft Pupil Survey (241 res.)
I don't have a usable bike	40%
I have no one to cycle with	22%
There are not enough routes to cycle.	19%
I feel exposed/vulnerable to motorised traffic when I cycle.	17%
I have nowhere to keep my cycle at home	15%
There's a lack of cycle parking	14%
There's a lack of dedicated cycling infrastructure	12%
There's a lack of showers/facilities at my destination	
I don't have waterproof clothing	
I find it hard to find a good route	
Other	
I am worried about pollution from traffic	8%
Other	15%
Lack of motivation	3%
Other prerferences	2%
Safety	2%
Can't ride	2%
Dislike	2%
Distance	1%
Weather	1%
No barriers present	1%
Hills	1%
Appearance	1%



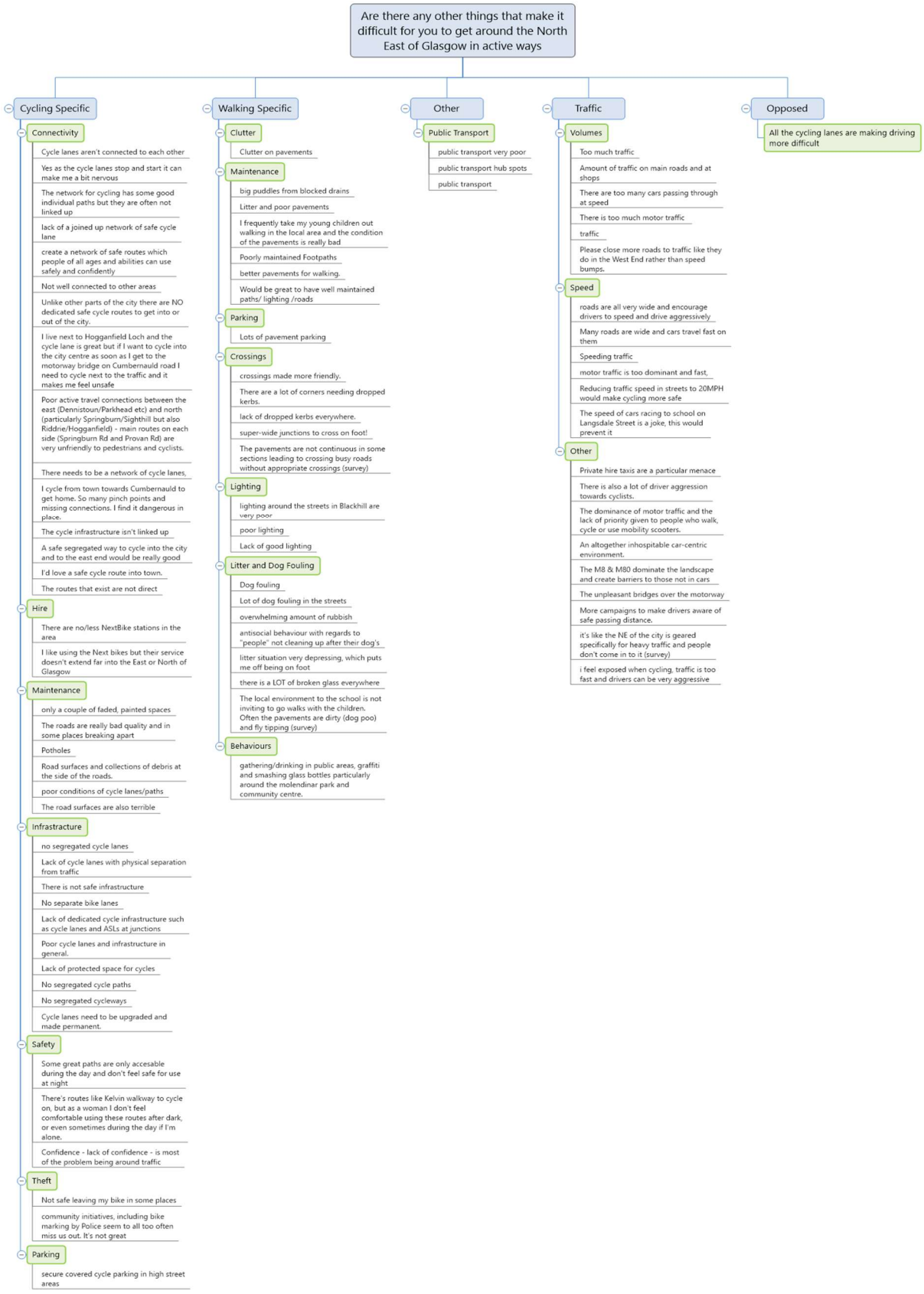



Barriers to use a wheelchair/mobility aid
The condition of the path/road surface isn't good enough to ...
Traffic is too fast/there's too much dangerous driving to ...
I feel exposed/vulnerable to motorised traffic when I ...
I don't want to .... because of dark lonely roads on my route.
There are not enough routes to ...
I fear theft/anti-social behaviour when I ...
I find it difficult to combine it with other forms of transport...
It is too slow to ...
I have physical difficulties/disabilities making it difficult to ...
I need to accompany other people on their journey (e.g. the...
The weather isn't suitable to ...
There are religious/cultural reasons why I don't ...
I wouldn't fit in if I'd ...
It isn't practical for my lifestyle to ...
I don't feel fit enough to ...
63%
50%
50%
44%
38%
31%
31%
25%
19%
19%
19%
13%
0%
0%
0%
0%
10%
20%
30%
40%
50%
60%
70%
Online Survey (16 res.)

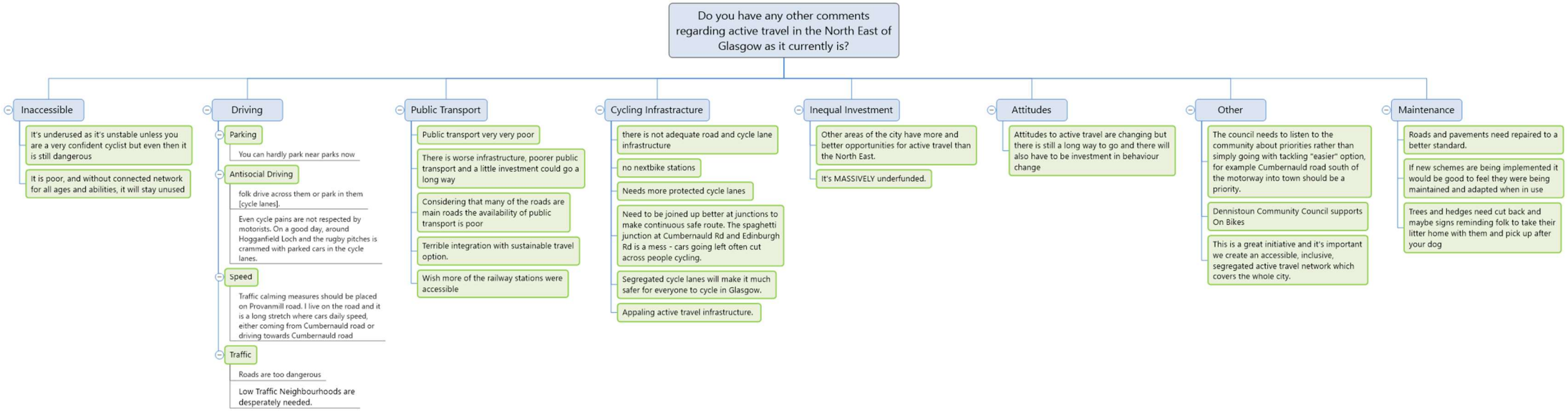

WHY DO YOU FEEL THIS WAY? WHAT IS THE ISSUE?
COMMONPLACE (138 RES.)
51%
36%
35%
22%
17%
16%
9%
9%
9%
8%
7%
7%
6%
4%
4%
4%
4%
4%
2%
0.02
2%
1%
NOT CYCLE FRIENDLY
TRAFFIC IS TOO FAST
I DON'T FEEL SAFE...
DIFFICULT TO CROSS
TOO MUCH TRAFFIC
ROAD SURFACE /...
TRAFFIC...
NOT MUCH TRAFFIC
NOT PEDESTRIAN...
NOT ACCESSIBLE...
POORLY LIT
I FEEL SAFE HERE
TOO MUCH LITTER
CYCLE FRIENDLY
NOISY
AIR POLLUTION
CROWDED...
PATH WIDTH
HARD TO GET HERE
NOWHERE TO SIT
WELL LIT
QUIET


Who has ... ?
Holiday Club Hands Up Survey (61 res.)
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
42.62%
40.98%
24.59%
16.39%
... had their bike braking down?
... experienced scary moments with cars?
... got lost and ended up somewhere scary?
... had difficulty crossing the street?

Thematic Overview Qualitative Responses Barriers to Active Travel



Thematic Overview Qualitative Responses Barriers to Active Travel Continued



3.3. Flourishing Molendinar

3.3.1. Support

In the Smithycroft pupil survey, 71% of respondents stated that it was either '*very important*' (51%) or '*important*' (20%) for Glasgow to tackle climate change. These numbers indicate that there is a great potential for support for *Flourishing Molendinar* among pupils. This premise is further strengthened through the very high levels of support for specific aspects of the project. For instance, 70% of respondents to the Smithycroft pupil survey were either *'very happy'* or *'happy'* to '*separate people on bikes from other traffic'*, 61% of respondents with '*more planters and greenery'* and 56% to *'change junctions to make it safer and easier for people walking, cycling and wheeling'*. Notably, these were the lowest levels of support found in all surveys. In the online survey, 84% - 94% of respondents indicated that they would be *'very happy'* or *'happy'* with any of the proposed changes[7], while 59%-95% of respondents to the Smithycroft teacher survey stated that they would either be *'very happy'* or *'happy'* with them. Crucially, lower levels of support only seldomly resulted in respondents selecting a negative response *('very unhappy'* and *'unhappy'*). Instead, responses aggregated around the *'neutral'* option. For instance, 54% of those surveyed through the Smithycroft pupil survey selected the *'neutral'* option when asked how happy they would be to *'Reduce the speed limit to 20mph on affected roads'*, while 41% selected this option with regards to *'Change junctions to make it safer and easier for people walking, cycling and wheeling'*. Similarly, 22% of teachers surveyed at Smithycroft secondary indicated to be *'neutral'* about the proposal to '*Reduce the speed limit to 20mph on affected roads'* and to '*Change junctions to make it safer and easier for people walking, cycling and wheeling'*.

The hands up survey conducted with participants of St Paul's Youth Forum's holiday club also showed very high levels of support for almost all aspects of the project, with the exception for *'make junctions easier to cross'*, which only 39% of respondents indicated they wanted. The other aspects were widely supported, with 77% wanting '*more cycle lanes*', 75% wanting *'more plants, flowers and trees'* and 61% wanting '*cars to go slower'*.

Similarly, 63.77% of respondents to the *Commonplace* selected the option *'more segregated space for cycling'* when asked what could make the place they commented on better, 36.3% selected *'slow down traffic'* and 29.71% selected '*fix road surface or pavement'*.

[7] Build more continuous pavements to make it easier for people who walk, push prams and use wheelchairs; Change junctions to make it safer and easier for people walking, cycling and wheeling, More planters and greenery; Reduce the speed limit to 20mph on affected roads; Increase lighting in some locations to make them safer; Separate people on bikes from other traffic; Make some places, such as underpasses and crossings, more pleasant environments; Murals painted by local groups; Install shelters at all bus stops; Change Langdale Street so it's open to local residents but closed to big lorries and cars that are just passing through

Support for the project during the online consultations was also high. A wealth of positive statements was received during the online consultations and in the qualitative parts of the surveys. These responses clustered around the following themes:

A) Generic expressions of support for the entire project.
B) Improved safety the project might bring.
C) Increases in accessibility.
D) Greater community well-being.
E) Beautification of the area.

The following quotes exemplify the support for the project:

'Exciting to wait and see'

'All thought it was quite exciting'

'It's fantastic, will improve the whole area'

'All of this sounds so positive and gets the community out and about being involved'

'Means children can play out of the house safely away from cars'

'Will get bikes and e-scooters off pavement'

'Lots of people with e-wheelchairs, also better for them'

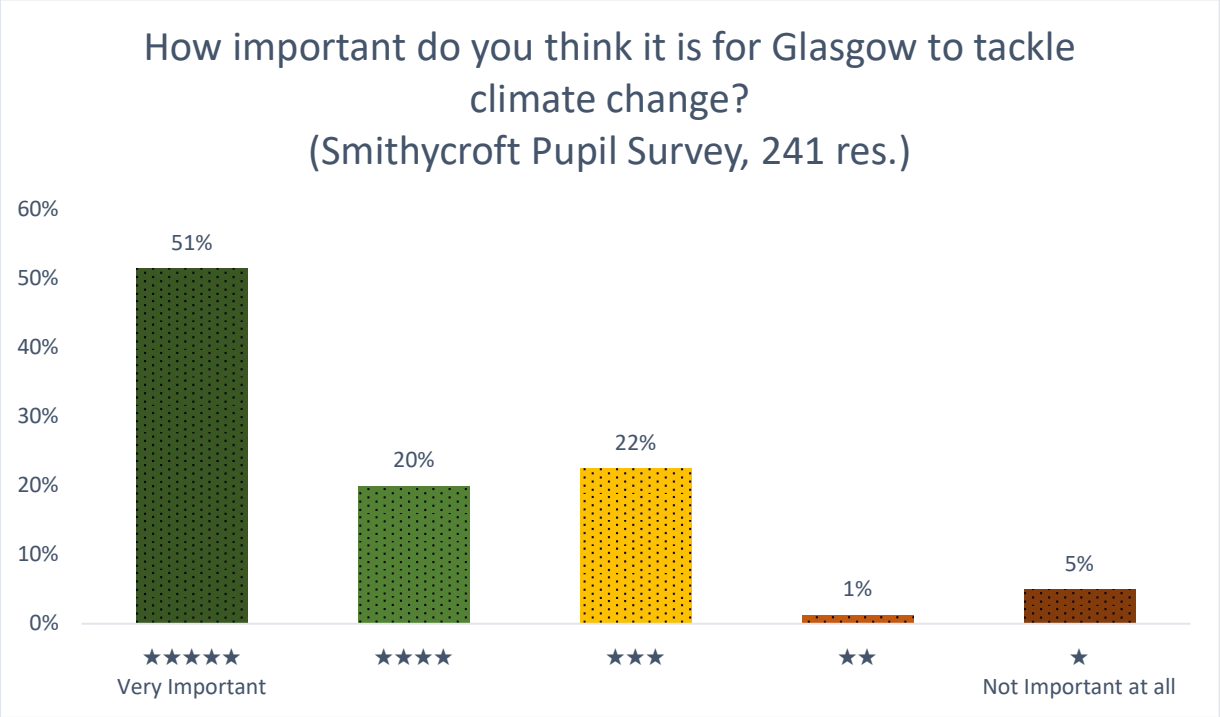
'Will mean a happier and healthier community'

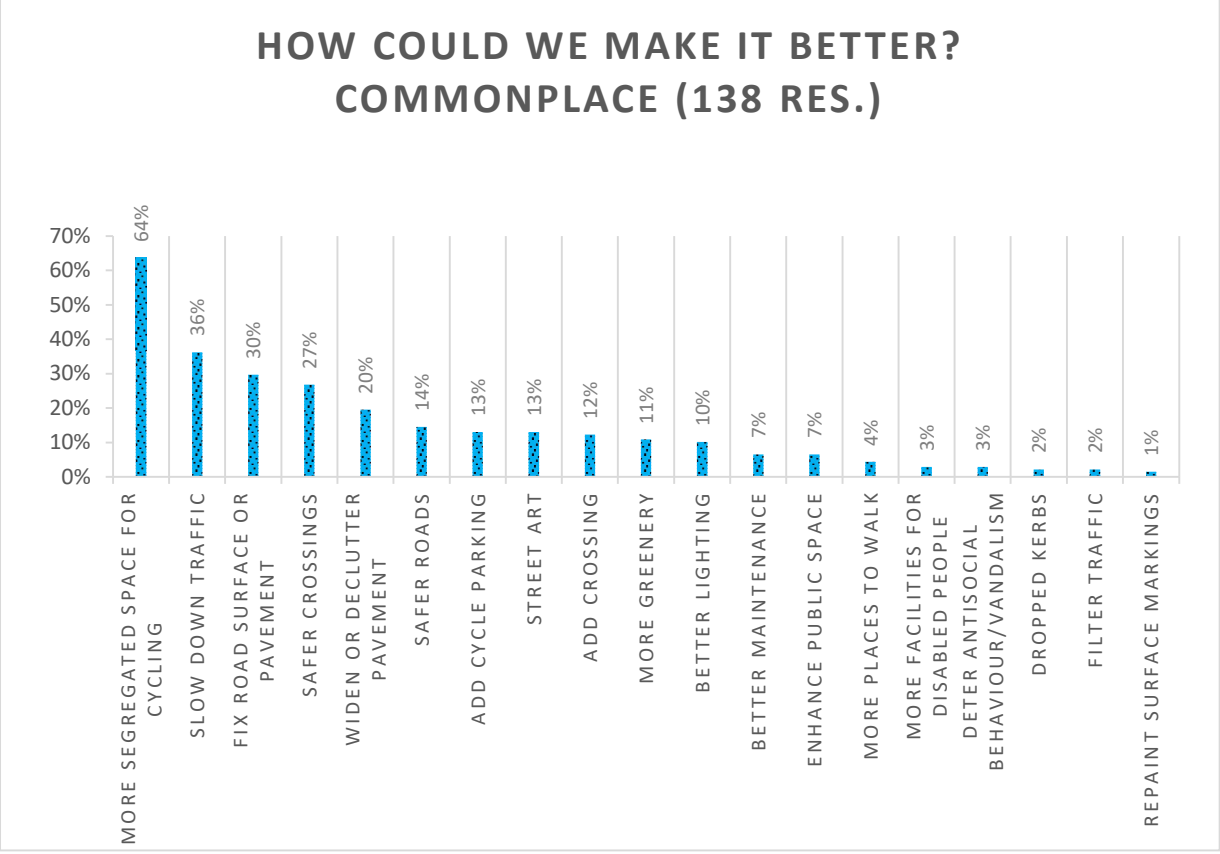
'Would be nice to have nice roads, nice planters'

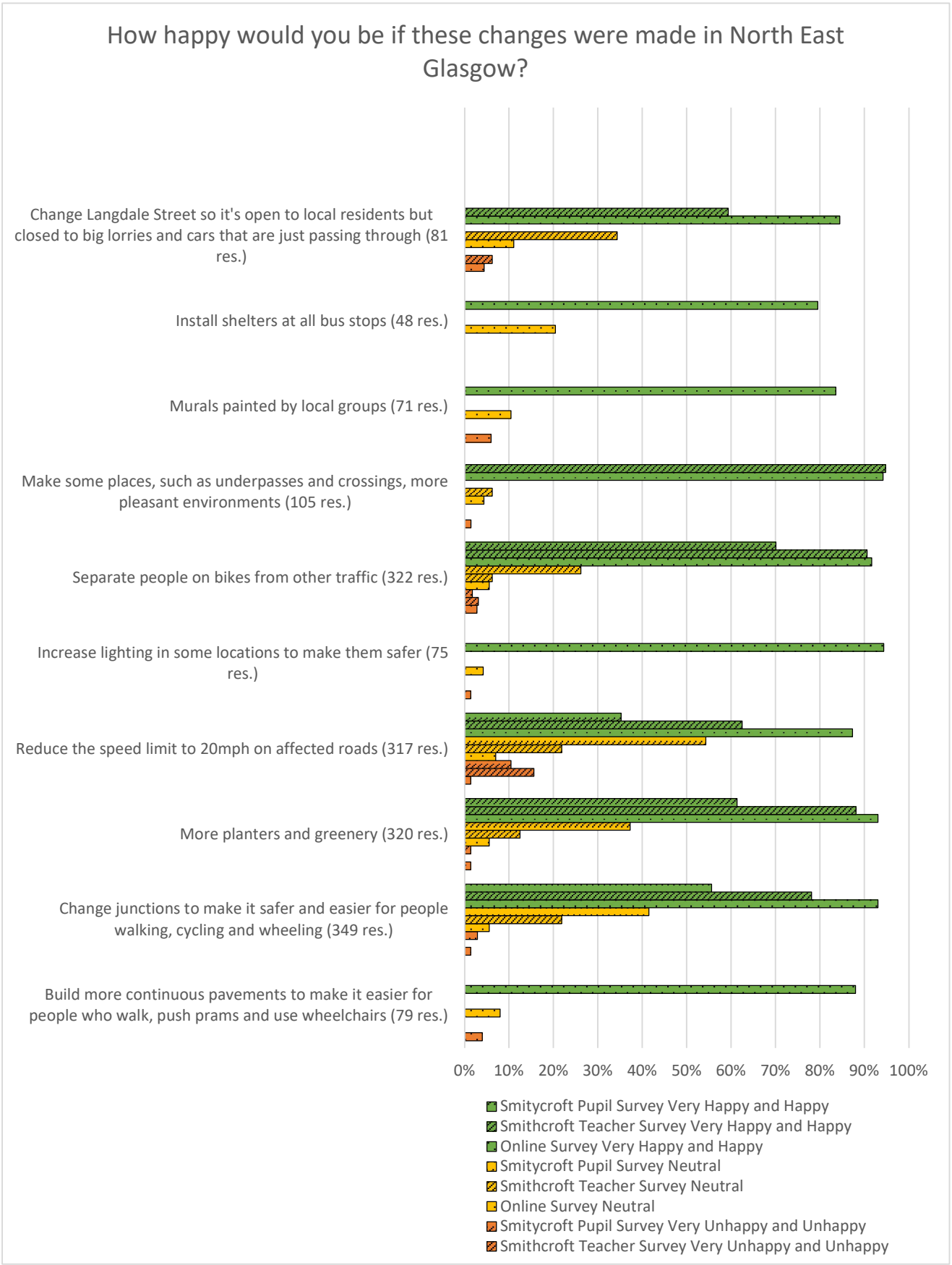
Two e-mails in relation to the project were received between 01/01/2021 – 01/05/2021. Both senders stated to be very supportive of the project and commented on issues this project is unable to address such as dog fouling.

It should be highlighted that support for making the temporary *'Spaces for People'* interventions permanent was also very high, which further reinforces the support for active travel interventions among survey respondents. Combining responses from all surveys, 25% of responded selected the option *'Yes, as they are'* when asked whether the temporary measures should become permanent. 64% selected the option *'Yes – with some adjustments/improvements'*. Thus, 89% of respondents to this section of the surveys wanted the *'Spaces for People'* measures to stay, albeit mostly in an adjusted format. Solely 11% of respondents selected the option *'No – they should be removed.'* Similarly, 67% of participants in the St Paul's Youth Forum holiday club said that they want the pop-up cycle lanes to stay, while only 8% said that they do not want them to stay. Critically, support was also high for specific roads. Combining responses, 85% of respondents of the online survey and the Smithycroft teacher survey stated that they either '*Strongly Support'* or '*Support'* making the

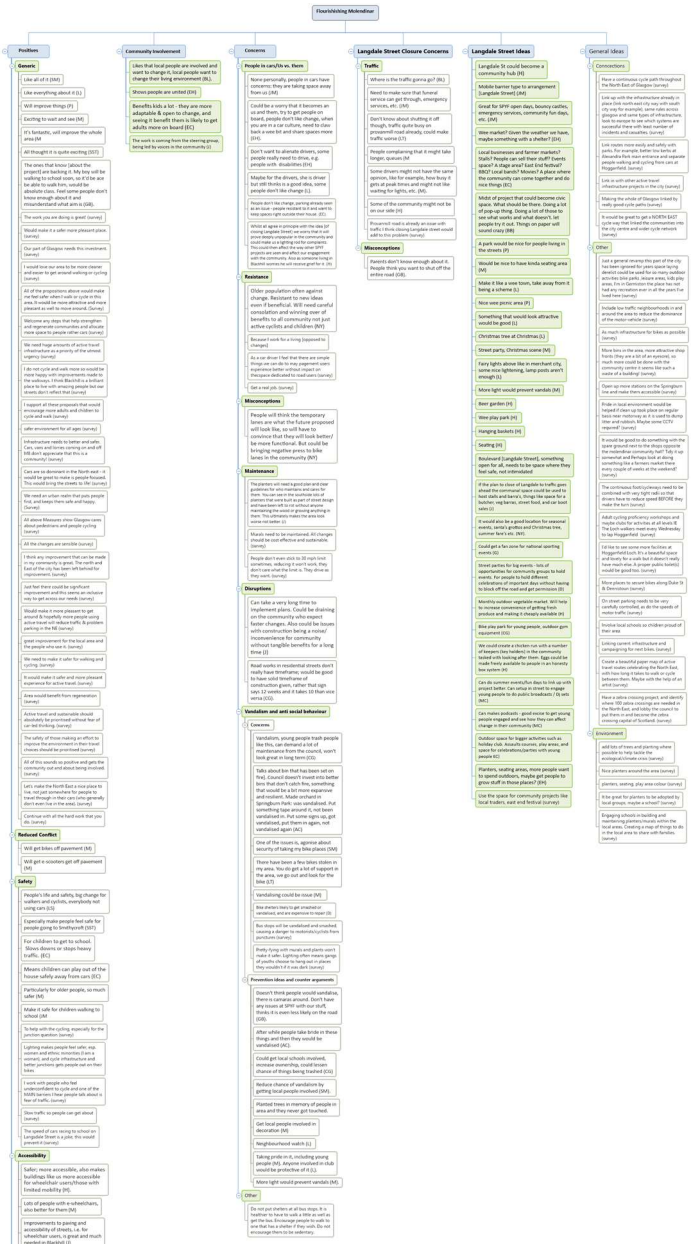
pop-up cycle lanes permanent on Cumbernauld Road. Combined support was 84% for Provanmill Road and 78% for Langdale Street. A detailed analysis of feedback received regarding the *'Spaces for People'* measures can be found in the accompanying report *'Flourishing Molendinar Stage: Spaces for People Intervention Report'.*

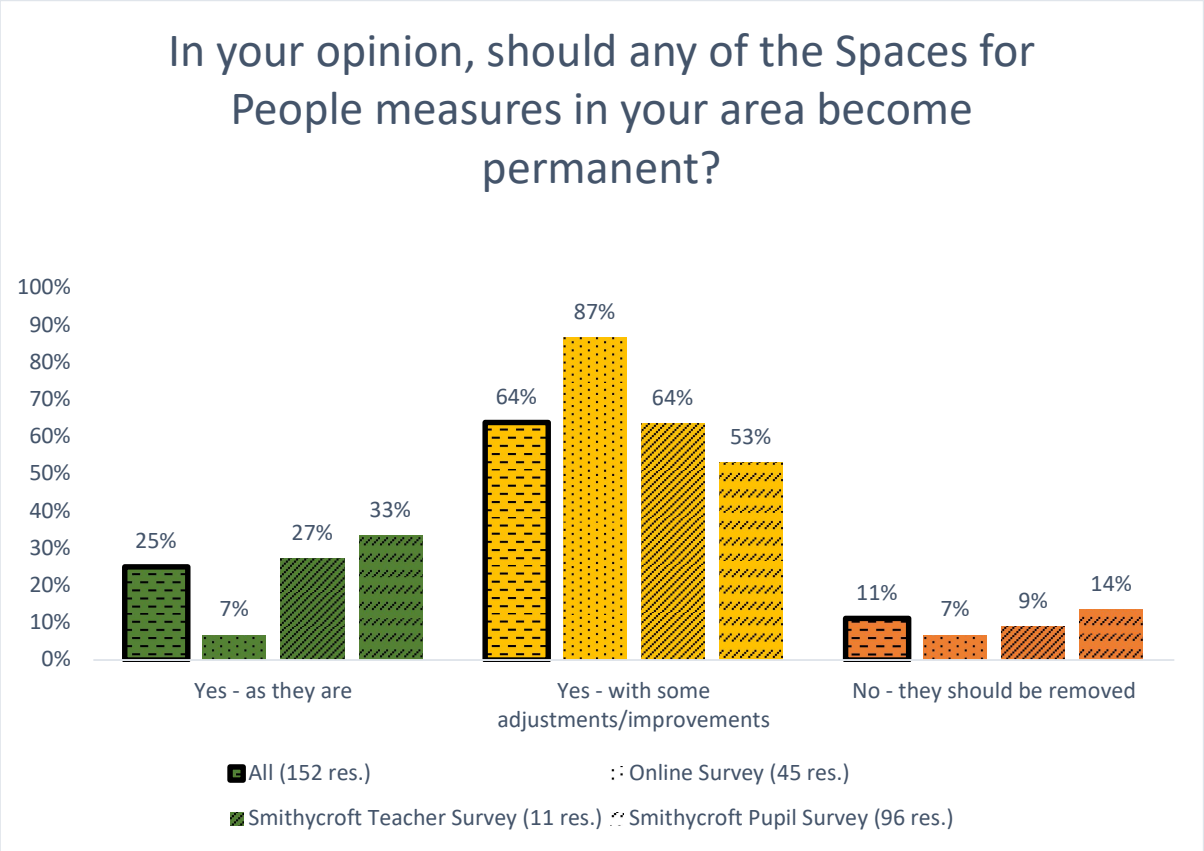


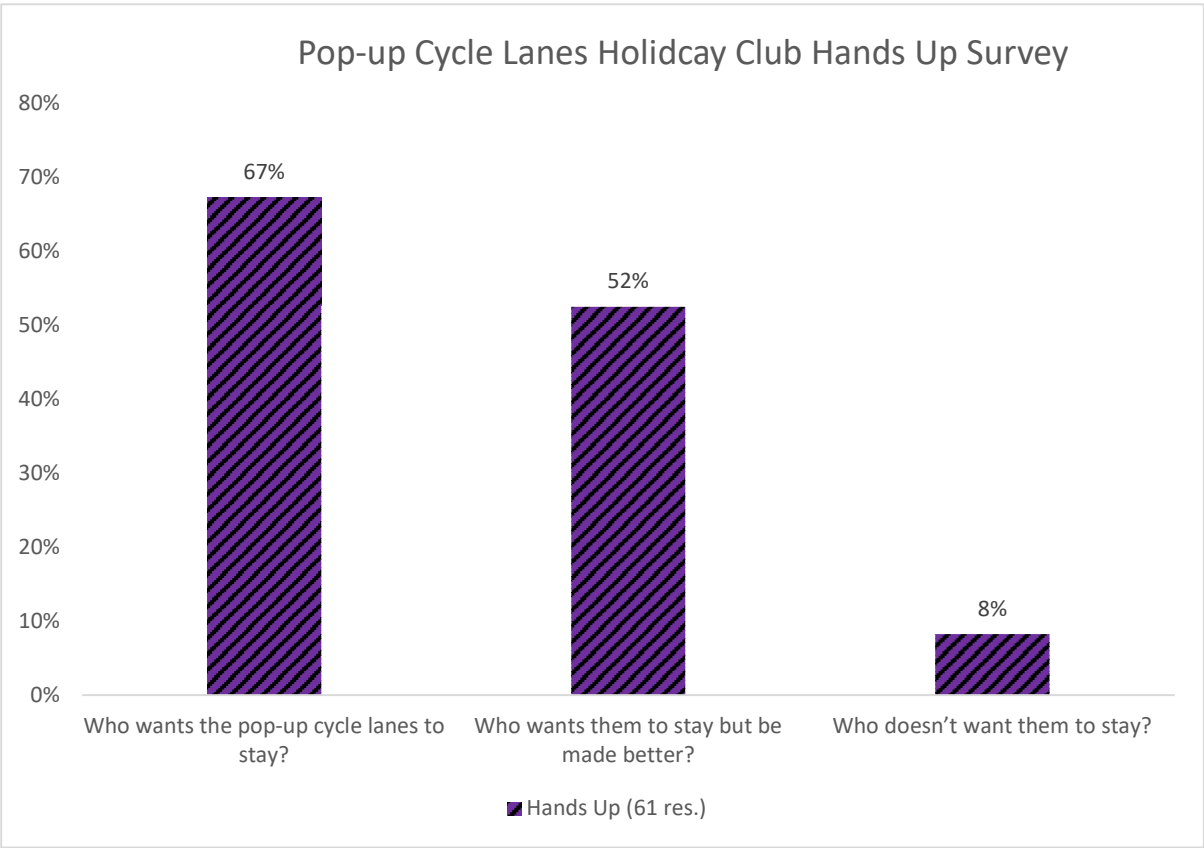



How happy would you be if these changes were made in North East Glasgow?
Change Langdale Street so it's open to local residents but closed to big lorries and cars that are just passing through (81 res.)
Install shelters at all bus stops (48 res.)
Murals painted by local groups (71 res.)
Make some places, such as underpasses and crossings, more pleasant environments (105 res.)
Separate people on bikes from other traffic (322 res.)
Increase lighting in some locations to make them safer (75 res.)
Reduce the speed limit to 20mph on affected roads (317 res.)
More planters and greenery (320 res.)
Change junctions to make it safer and easier for people walking, cycling and wheeling (349 res.)
Build more continuous pavements to make it easier for people who walk, push prams and use wheelchairs (79 res.)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Smitycroft Pupil Survey Very Happy and Happy
Smithcroft Teacher Survey Very Happy and Happy
Online Survey Very Happy and Happy
Smitycroft Pupil Survey Neutral
Smithcroft Teacher Survey Neutral
Online Survey Neutral
Smitycroft Pupil Survey Very Unhappy and Unhappy
Smithcroft Teacher Survey Very Unhappy and Unhappy

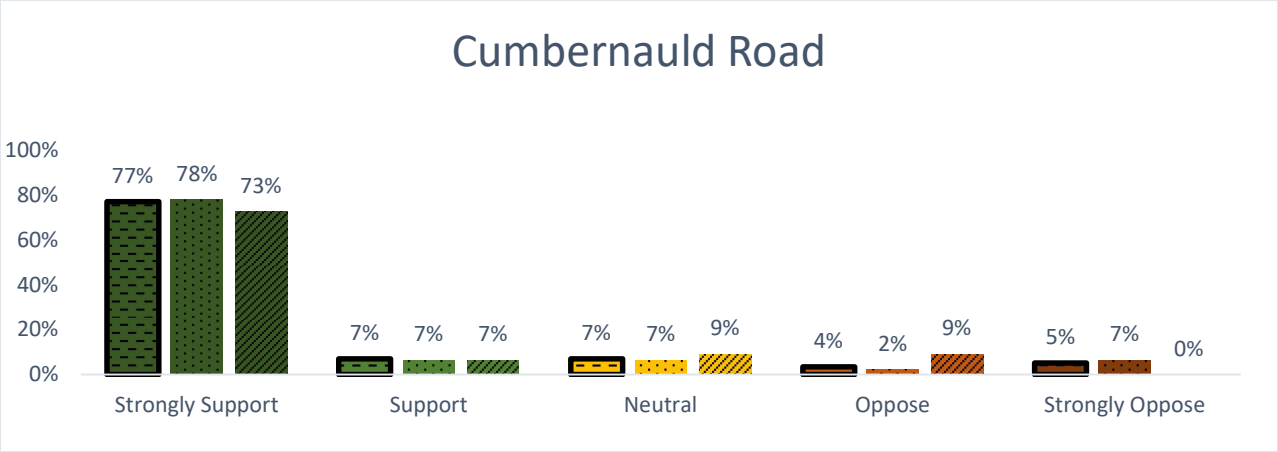
Thematic Overview Qualitative Responses Sentiment Flourishing Molendinar

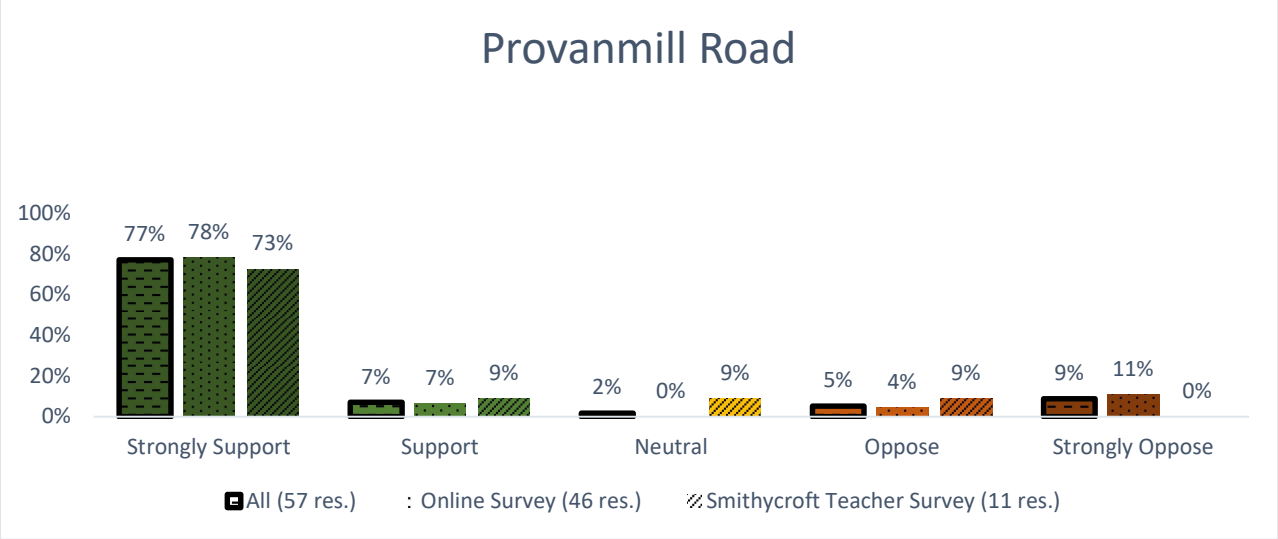


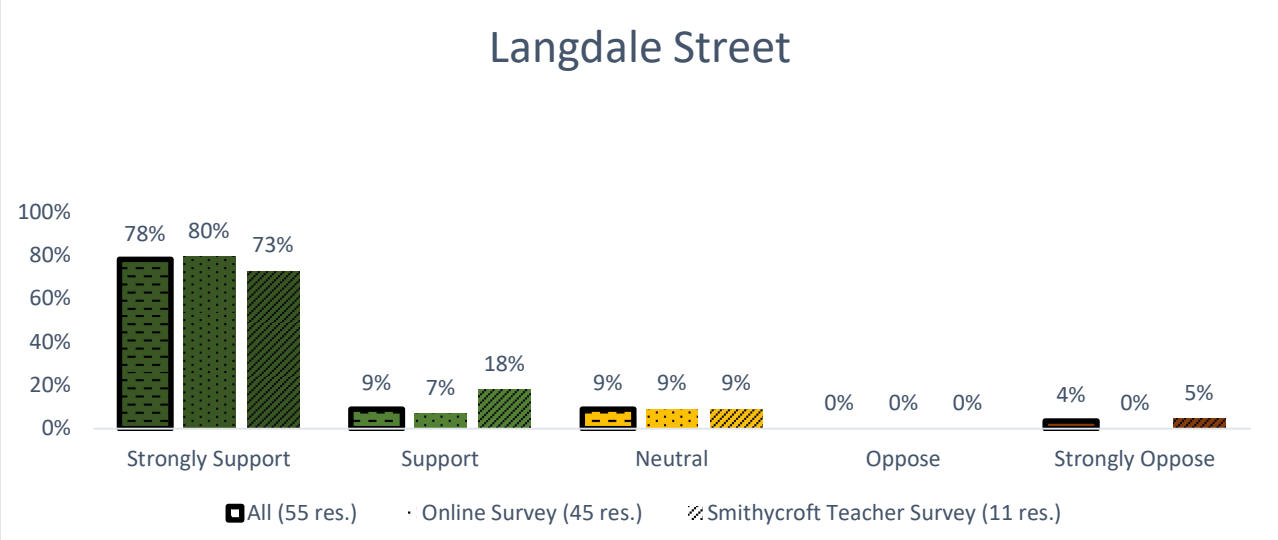

In your opinion, should any of the Spaces for People measures in your area become permanent?
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
25%
7%
27%
33%
64%
87%
64%
53%
11%
7%
9%
14%
Yes - as they are
Yes - with some adjustments/improvements
No - they should be removed
All (152 res.)
Online Survey (45 res.)
Smithycroft Teacher Survey (11 res.)
Smithycroft Pupil Survey (96 res.)


Pop-up Cycle Lanes Holidcay Club Hands Up Survey
80%
70%
60%
50%
40%
30%
20%
10%
0%
67%
52%
8%
Who wants the pop-up cycle lanes to stay?
Who wants them to stay but be made better?
Who doesn't want them to stay?
Hands Up (61 res.)

Would you support improving the pop-up cycle lanes and making them permanent on the following streets?







3.3.2. Suggestions and Ideas

Ideas and suggestions were collected and collated in the surveys and during the online consultation. Responses fell into three categories:

A) General Ideas

- Change perceptions, i.e. that no one is using cycle lanes by counting people using them; ensure that people mentally accept cycle lanes and respect them
- Have local ownership, i.e. by getting local schools involved, get people involved in decoration, include young people
- Include planters and seating, i.e. raised beds tended for by local people; trees
- Reduce chances of vandalism through engaging and involving local people and by maximising local pride in the project; also consider memorial benches and trees

B) Ideas relating to Langdale Street

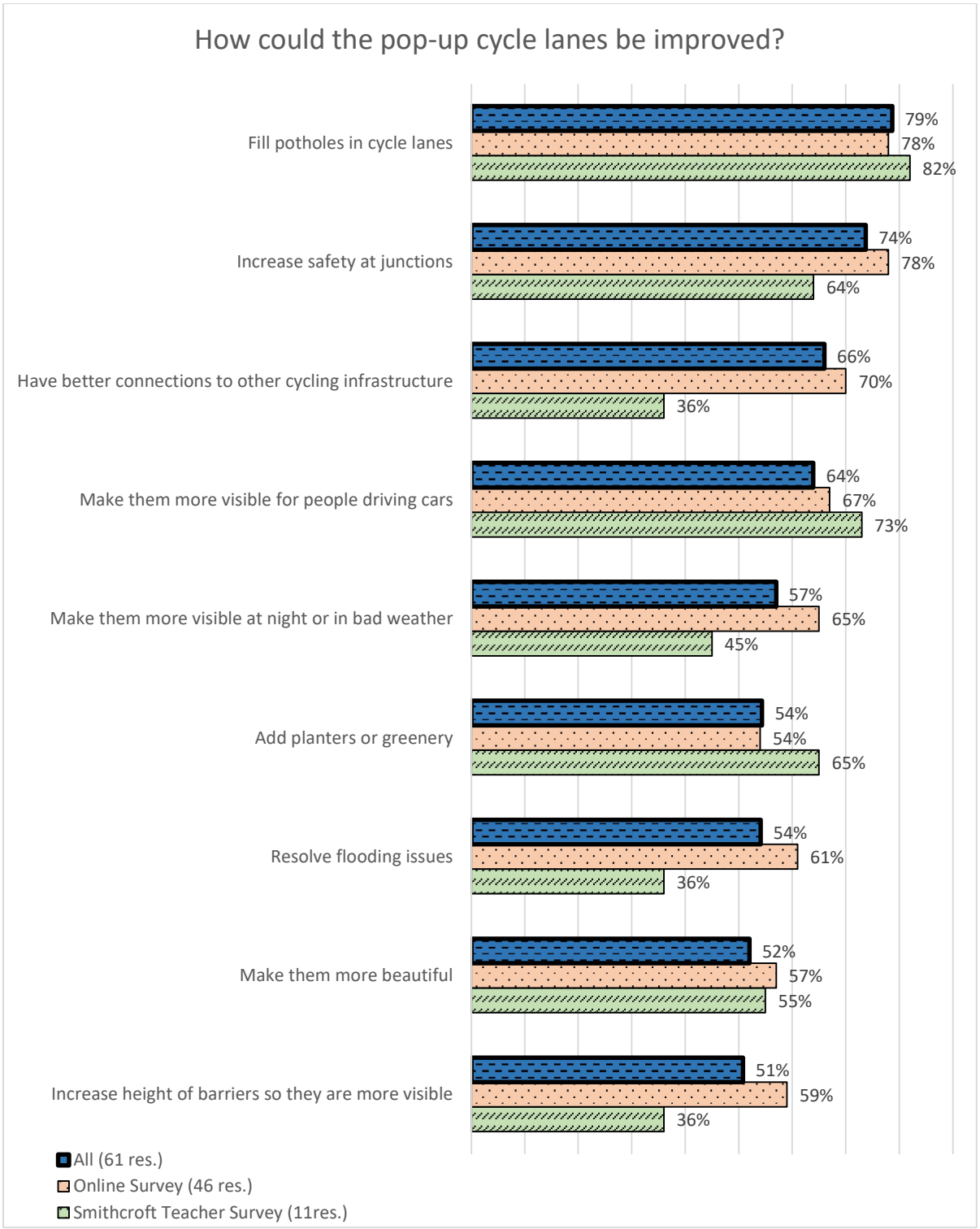
- Install mobile barriers to maintain access
- Make sure community square is open for occasional community uses, i.e. bouncy castle, community fun days, stage, BBQs, movies, beer garden, zone for national sporting events, street parties, celebrations
- Farmers market
- Try out things before committing to anything to see what works and what doesn't
- Seating area
- Christmas tree
- Fairy lights
- Play park, assault course
- Hanging baskets
- Outdoor gym
- Turn into boulevard
- Shelter for bad days
- Mini park

C) Ideas to improve the Spaces for People interventions

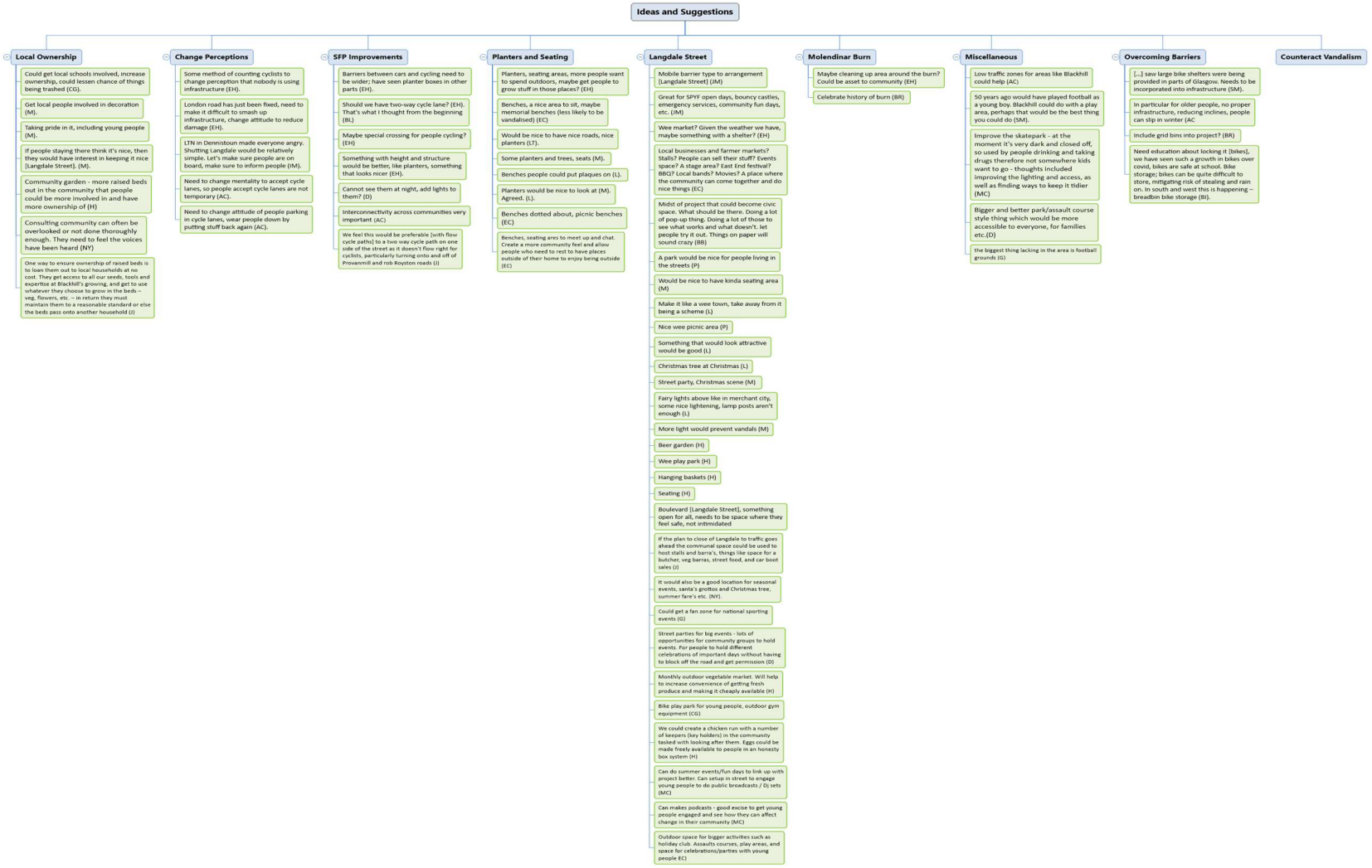
- Increase the height/width of separators, i.e. through planters
- Increase their visibility, i.e. add lights to them
- Connect them with other infrastructure
- Consider two-way cycle track

- Make them more permanent and connect to city
- Continue at junctions
- Special crossings for people cycling
- Remove them
- Cycle lanes should be more flexible to accommodate more traffic
- Have place to secure bike on Royston Road
- Make clear where safe lines are

The online survey and the Smithycroft teacher survey also allowed respondents to pick options to improve the pop-up cycle lanes. The most popular options were: *'Fill potholes in cycle lanes'*, selected by 79% of all respondents; *'increase safety at junctions'*, selected by 74% of respondents; and '*have better connections to other cycling infrastructure'*, selected by 74% of respondents. A detailed overview of the ratings can be found below:


How could the pop-up cycle lanes be improved?
Fill potholes in cycle lanes
79%
78%
82%
Increase safety at junctions
74%
78%
64%
Have better connections to other cycling infrastructure
66%
70%
36%
Make them more visible for people driving cars
64%
67%
73%
Make them more visible at night or in bad weather
57%
65%
45%
Add planters or greenery
54%
54%
65%
Resolve flooding issues
54%
61%
36%
Make them more beautiful
52%
57%
55%
Increase height of barriers so they are more visible
51%
59%
36%
All (61 res.)
Online Survey (46 res.)
Smithcroft Teacher Survey (11res.)

Thematic Overview Qualitative Response Flourishing Moledinar Ideas and Suggestions



3.3.3. Concerns

A very limited number of negative comments were received throughout the engagement process. The highest proportion of negative responses was received in relation to the proposal to *'reduce the speed limit to 20mph on affected roads'*. 10% of respondents to the Smithycroft pupil survey and 16% of respondents to the Smithycroft teacher survey selected that they would be either *'unhappy'* or *'very unhappy'* about this change. Other changes resulted in even fewer negative responses. For instance, solely 6% of respondents to the Smithycroft teacher survey and 4% of respondents to the Online survey stated that they would be *'unhappy'* or *'very unhappy'* to '*Change Langdale Street so it's open to local residents but closed to big lorries and cars that are just passing through'*.

Most negative responses related to the *'Spaces for People'* interventions, which are analysed in more detail in the accompanying report '*Flourishing Molendinar Stage 1: Spaces for People Interventions Report'*. Combining responses from surveys, 11% of all respondents reported that the temporary street measures had made their local area worse. The same percentage of respondents wanted the *'Spaces for People'* measures to be removed. 10% of respondents reported that the *'Spaces for People'* measures had made travelling through their area *'much less safe than before'*, while 5% stated that it had spending time in their local area *'much less safe than before'*.

The *'Spaces for People'* measures were also widely discussed during the online consultations. Criticism of certain aspects of them was relatively universal, even among people who supported the interventions in principle or indicated that they had personally benefited from them. Critique was primarily centred around the poor quality of the cycle lanes, inadequate maintenance and the choice of separation (*'orcas'*). It was highlighted that the *'orcas'* were coming loose, are insufficiently visible (particularly at night or during snowy weather), have caused damage to cars and lack a positive aesthetic. Some of the quotes below exemplify the disapproval expressed during the consultations:

> *'Lots of them have been knocked off, lying on the road, lots of them broken off, lying all over the places, pretty messy'*
>
> *'Cars drive over them, they shouldn't, not clear, should have something along there that would stop cars going over them'*
>
> *'Don't like them, can't see them in the snow, lying on the pavement'*
>
> *'Cycle lanes are the worst thing ever, smashed the tyre, £135 for new tyres'*
>
> *'I do not like the black and white rubber arches used in bike lanes'*

Similarly, negative criticism of the overall quality of the cycle lanes is further illuminated through the following quotes:

> *'Also needs to be safe for prams, people in mobility scooters, children cycling'*
>
> *'Look very different to pavement type cycle lanes. More of an eyesore. Temporary in look and feel'*
>
> *'People in other areas [of Glasgow] also just smash [into] them; cycle infrastructure is not safe; would you let a 12 year old cycle on it? Definite no on Cumbernauld Road'*
>
> *'While there have been welcome improvements to the cycle path on Cumbernauld Road […], it does not appear complete with potholes/poor surface and it needs to be extended.'*

A small cluster of responses indicated opposition to the cycle lanes per se, illustrated through the following quotes:

> *'There are enough cycle lanes & the temporary ones do not need to be made permanent!'*
>
> *'I think common sense is more important, everyone needs to take responsibility for their own safety. We don't live in a nanny state'*

The open phone line only received one phone call that was relevant to the project. The caller complained about the pop-up cycle lane on Langdale Street. This was due to builders refusing to carry out work on their house because workers did not want to park on the opposite side of the road or around the corner.

Online consultation participants were also asked whether they had any concerns regarding the project. Most participants expressed that they did not have major concerns. The following themes emerged when participants were prompted further:

A) Creating a debate of us vs. them/those who want better active travel vs. people driving
B) There might be a general resistance to change among some residents
C) The effects of closing Langdale Street to through traffic
D) Vandalism and '*anti-social behaviour*'

The changes to Langdale Street attracted some negative comments such as:

> *'Where is the traffic gonna go?'*

'Provanmill Road is already an issue with traffic, I think closing Langdale Street would add to this problem'

'Need to make sure that funeral services can get through, emergency services, etc.'

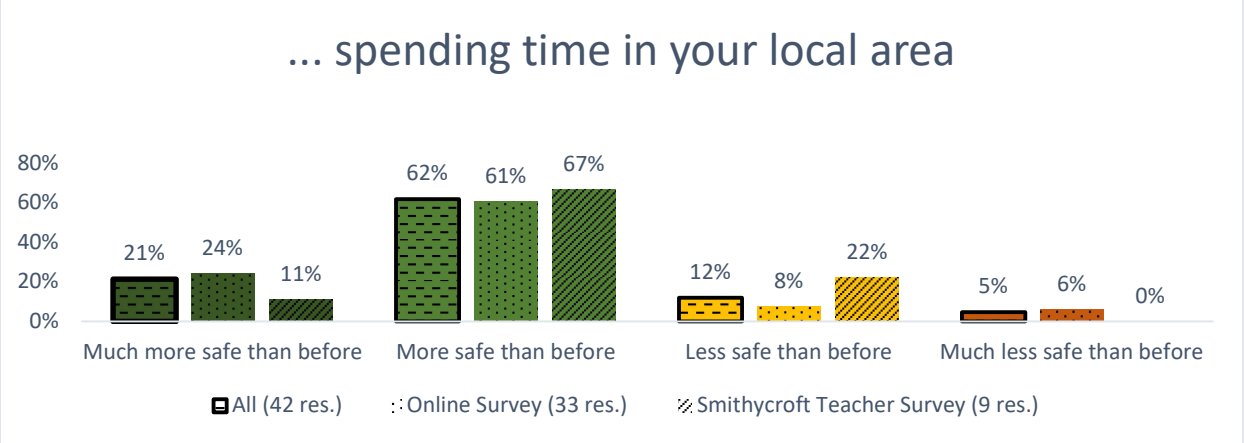
Vandalism and *'anti-social behaviour'* were highlighted as a concern by a number of consultation attendees and survey respondents. These concerns are illustrated through the following quotes:

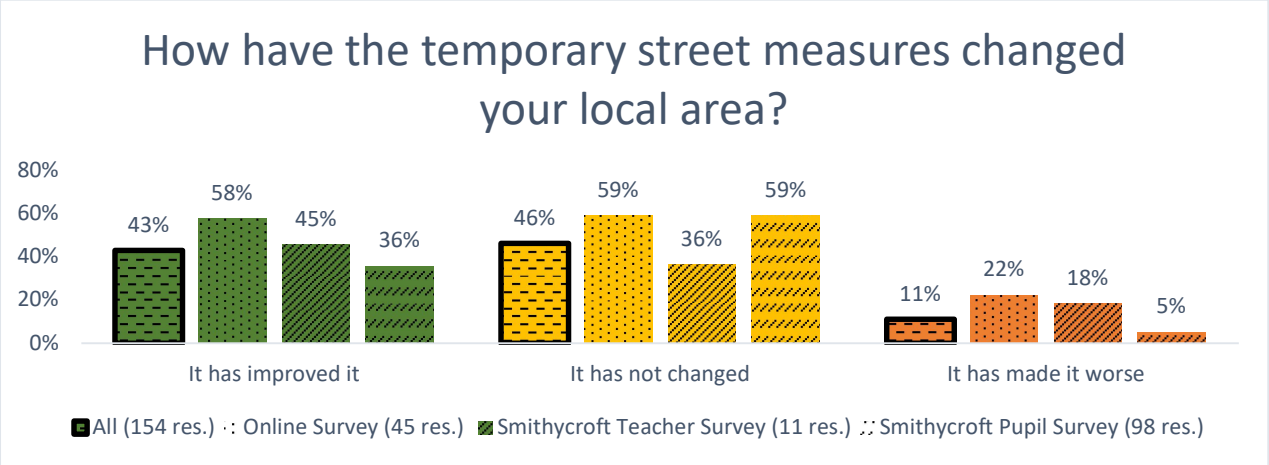
'Prettifying with murals and plants won't make it safer. Lighting often means gangs of youths choose to hang out in places they wouldn't of it was dark'

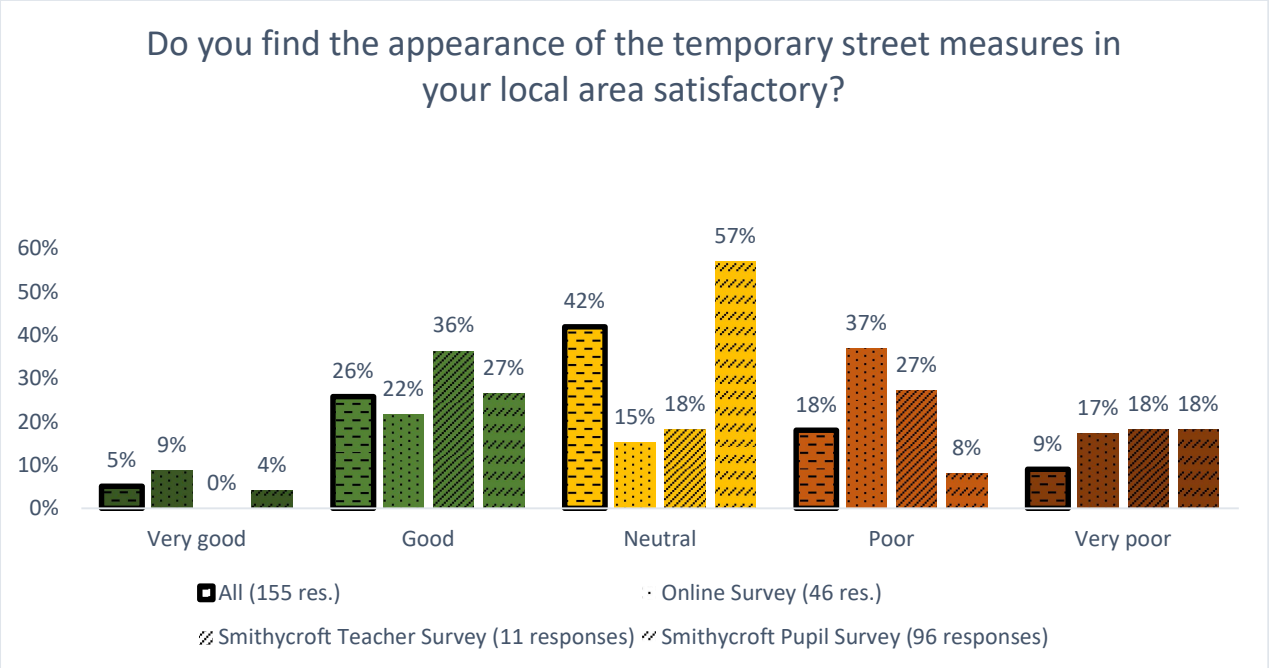
'Vandalism, young people trash […], can demand a lot of maintenance from the council, won't look great in the long-term'

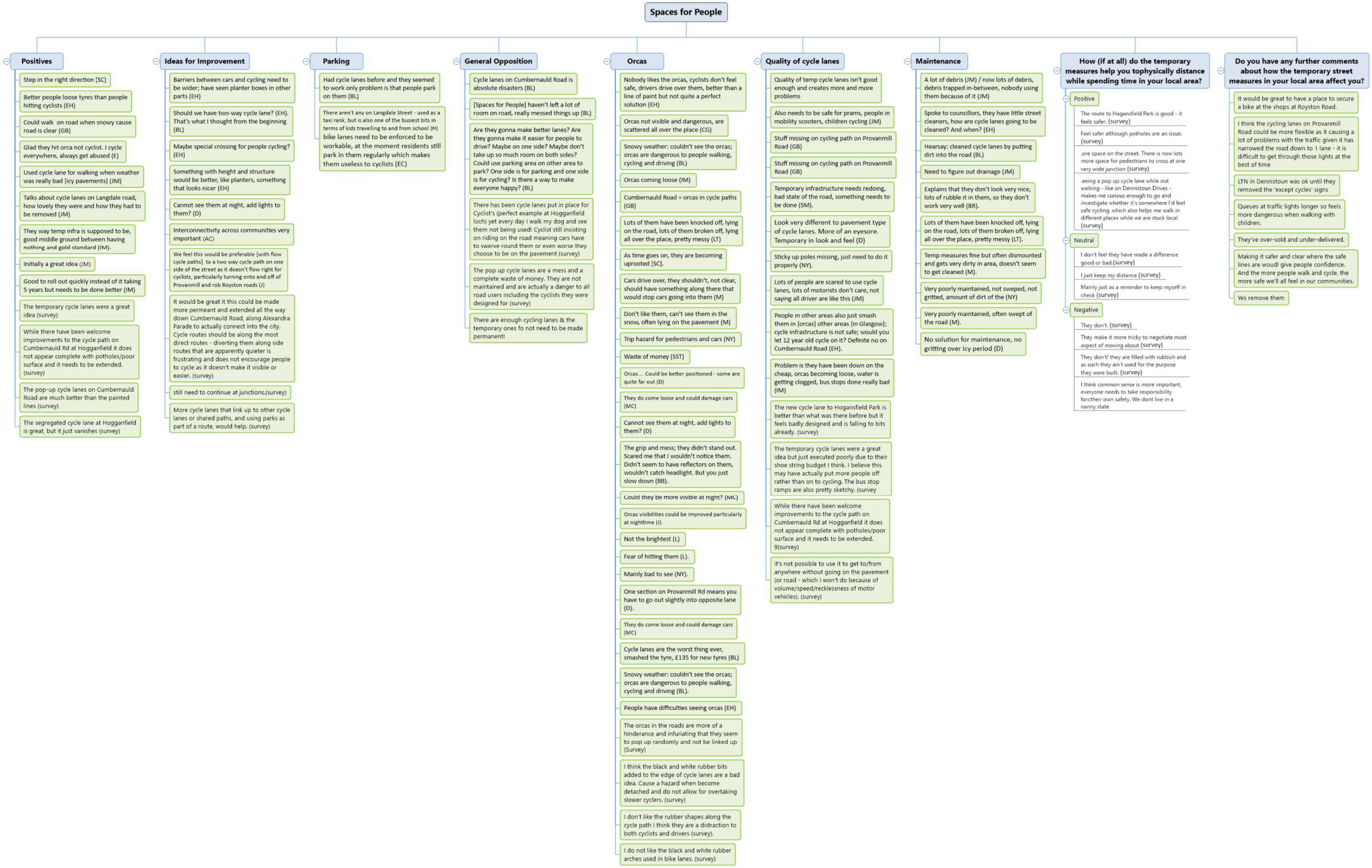
Ideas that were expressed to discourage vandalism included encouraging ownership in the project, planting memorial trees and increasing lighting.

How (if at all) do the temporary measures help you to physically distance while spending time in your local area?


... spending time in your local area
80%
60%
40%
20%
0%
21%
24%
11%
62%
61%
67%
12%
8%
22%
5%
6%
0%
Much more safe than before
More safe than before
Less safe than before
Much less safe than before
All (42 res.)
Online Survey (33 res.)
Smithycroft Teacher Survey (9 res.)


How have the temporary street measures changed your local area?
80%
60%
40%
20%
0%
43%
58%
45%
36%
46%
59%
36%
59%
11%
22%
18%
5%
It has improved it
It has not changed
It has made it worse
All (154 res.)
Online Survey (45 res.)
Smithycroft Teacher Survey (11 res.)
Smithycroft Pupil Survey (98 res.)

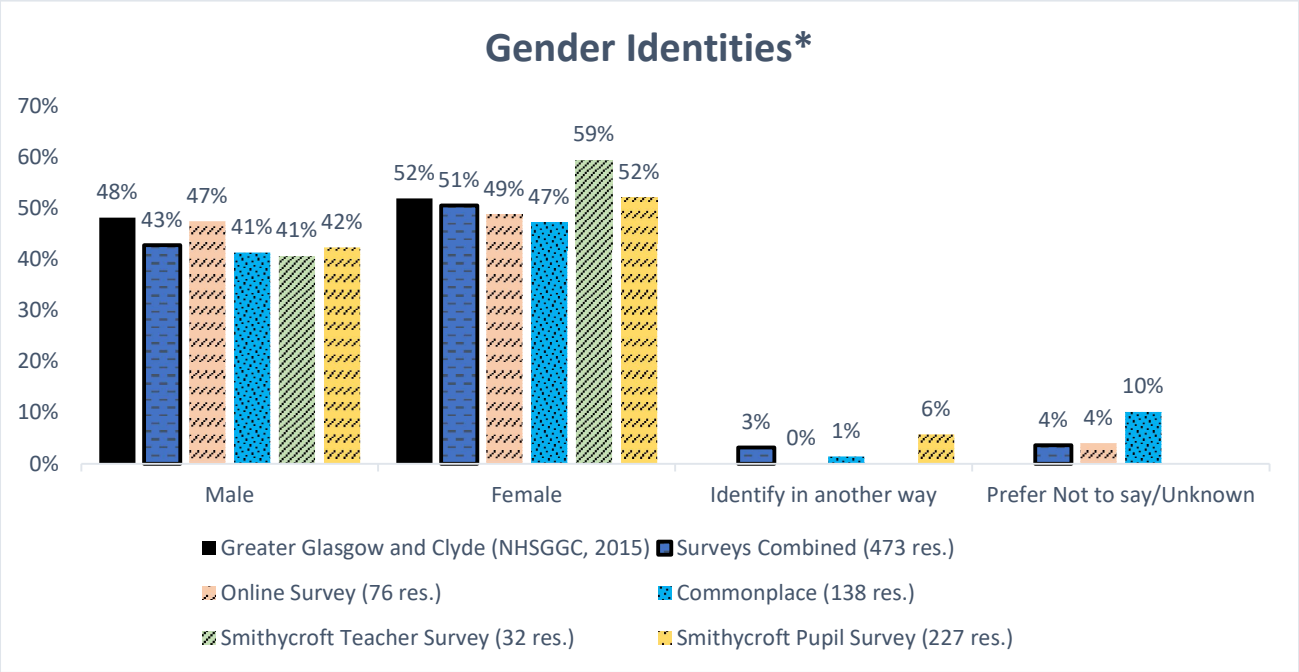

Do you find the appearance of the temporary street measures in your local area satisfactory?
60%
50%
40%
30%
20%
10%
0%
5%
9%
0%
4%
26%
22%
36%
27%
42%
15%
18%
57%
18%
37%
27%
8%
9%
17%
18%
18%
Very good
Good
Neutral
Poor
Very poor
All (155 res.)
Online Survey (46 res.)
Smithycroft Teacher Survey (11 responses)
Smithycroft Pupil Survey (96 responses)


Spaces for People
Positives
Step in the right direction [SC]
Better people loose tyres than people hitting cyclists (EH)
Could walk on road when snowy cause road is clear (GB)
Glad they hit orca not cyclist. I cycle everywhere, always get abused (E)
Used cycle lane for walking when weather was really bad [icy pavements] (JM)
Talks about cycle lanes on Langdale road, how lovely they were and how they had to be removed (JM)
They way temp infra is supposed to be, good middle ground between having nothing and gold standard (IM).
Initially a great idea (JM)
Good to roll out quickly instead of it taking 5 years but needs to be done better (IM)
The temporary cycle lanes were a great idea (survey)
While there have been welcome improvements to the cycle path on Cumbernauld Rd at Hogganfield it does not appear complete with potholes/poor surface and it needs to be extended. (survey)
The pop-up cycle lanes on Cumbernauld Road are much better than the painted lines (survey)
The segregated cycle lane at Hogganfield is great, but it just vanishes (survey)
Ideas for Improvement
Barriers between cars and cycling need to be wider; have seen planter boxes in other parts (EH)
Should we have two-way cycle lane? (EH). That's what I thought from the beginning (BL)
Maybe special crossing for people cycling? (EH)
Something with height and structure would be better, like planters, something that looks nicer (EH)
Cannot see them at night, add lights to them? (D)
Interconnectivity across communities very important (AC)
We feel this would be preferable [with flow cycle paths] to a two way cycle path on one side of the street as it doesn't flow right for cyclists, particularly turning onto and off of Provanmill and rob Royston roads (J)
It would be great it this could be made more permeant and extended all the way down Cumbernauld Road, along Alexandra Parade to actually connect into the city. Cycle routes should be along the most direct routes - diverting them along side routes that are apparently quieter is frustrating and does not encourage people to cycle as it doesn't make it visible or easier. (survey)
still need to continue at junctions.(survey)
More cycle lanes that link up to other cycle lanes or shared paths, and using parks as part of a route, would help. (survey)
Parking
Had cycle lanes before and they seemed to work only problem is that people park on them (BL)
There aren't any on Langdale Street - used as a taxi rank, but is also one of the busiest bits in terms of kids travelling to and from school (H)
bike lanes need to be enforced to be workable, at the moment residents still park in them regularly which makes them useless to cyclists (EC)
General Opposition
Cycle lanes on Cumbernauld Road is absolute disasters (BL)
[Spaces for People] haven't left a lot of room on road, really messed things up (BL)
Are they gonna make better lanes? Are they gonna make it easier for people to drive? Maybe on one side? Maybe don't take up so much room on both sides? Could use parking area on other area to park? One side is for parking and one side is for cycling? Is there a way to make everyone happy? (BL)
There has been cycle lanes put in place for Cyclist's (perfect example at Hogganfield loch) yet every day I walk my dog and see them not being used! Cyclist still insisting on riding on the road meaning cars have to swerve round them or even worse they choose to be on the pavement (survey)
The pop up cycle lanes are a mess and a complete waste of money. They are not maintained and are actually a danger to all road users including the cyclists they were designed for (survey)
There are enough cycling lanes & the temporary ones fo not need to be made permanent!
Orcas
Nobody likes the orcas, cyclists don't feel safe, drivers drive over them, better than a line of paint but not quite a perfect solution (EH)
Orcas not visible and dangerous, are scattered all over the place (CG)
Snowy weather: couldn't see the orcas; orcas are dangerous to people walking, cycling and driving (BL)
Orcas coming loose (IM)
Cumbernauld Road = orcas in cycle paths (GB)
Lots of them have been knocked off, lying on the road, lots of them broken off, lying all over the place, pretty messy (LT)
As time goes on, they are becoming uprooted [SC].
Cars drive over, they shouldn't, not clear, should have something along there that would stop cars going into them (M)
Don't like them, can't see them in the snow, often lying on the pavement (M)
Trip hazard for pedestrians and cars (NY)
Waste of money (SST)
Orcas... Could be better positioned - some are quite far out (D)
They do come loose and could damage cars (MC)
Cannot see them at night, add lights to them? (D)
The grip and mess; they didn't stand out. Scared me that I wouldn't notice them. Didn't seem to have reflectors on them, wouldn't catch headlight. But you just slow down (BB).
Could they be more visible at night? (MC)
Orcas visibilities could be improved particularly at nighttime (J).
Not the brightest (L)
Fear of hitting them (L).
Mainly bad to see (NY).
One section on Provanmill Rd means you have to go out slightly into opposite lane (D).
They do come loose and could damage cars (MC)
Cycle lanes are the worst thing ever, smashed the tyre, £135 for new tyres (BL)
Snowy weather: couldn't see the orcas; orcas are dangerous to people walking, cycling and driving (BL).
People have difficulties seeing orcas (EH)
The orcas in the roads are more of a hinderance and infuriating that they seem to pop up randomly and not be linked up (Survey)
I think the black and white rubber bits added to the edge of cycle lanes are a bad idea. Cause a hazard when become detached and do not allow for overtaking slower cyclers. (survey)
I don't like the rubber shapes along the cycle path I think they are a distraction to both cyclists and drivers (survey).
I do not like the black and white rubber arches used in bike lanes. (survey)
Quality of cycle lanes
Quality of temp cycle lanes isn't good enough and creates more and more problems
Also needs to be safe for prams, people in mobility scooters, children cycling (JM)
Stuff missing on cycling path on Provanmill Road (GB)
Stuff missing on cycling path on Provanmill Road (GB)
Temporary infrastructure needs redoing, bad state of the road, something needs to be done (SM).
Look very different to pavement type of cycle lanes. More of an eyesore. Temporary in look and feel (D)
Sticky up poles missing, just need to do it properly (NY).
Lots of people are scared to use cycle lanes, lots of motorists don't care, not saying all driver are like this (JM)
People in other areas also just smash them in [orcas] other areas [in Glasgow]; cycle infrastructure is not safe; would you let 12 year old cycle on it? Definite no on Cumbernauld Road (EH).
Problem is they have been down on the cheap, orcas becoming loose, water is getting clogged, bus stops done really bad (IM)
The new cycle lane to Hogansfield Park is better than what was there before but it feels badly designed and is falling to bits already. (survey)
The temporary cycle lanes were a great idea but just executed poorly due to their shoe string budget I think. I believe this may have actually put more people off rather than on to cycling. The bus stop ramps are also pretty sketchy. (survey
While there have been welcome improvements to the cycle path on Cumbernauld Rd at Hogganfield it does not appear complete with potholes/poor surface and it needs to be extended. 9(survey)
it's not possible to use it to get to/from anywhere without going on the pavement (or road - which I won't do because of volume/speed/recklessness of motor vehicles). (survey)
Maintenance
A lot of debris (JM) / now lots of debris, debris trapped in-between, nobody using them because of it (JM)
Spoke to councillors, they have little street cleaners, how are cycle lanes going to be cleaned? And when? (EH)
Hearsay: cleaned cycle lanes by putting dirt into the road (BL)
Need to figure out drainage (JM)
Explains that they don't look very nice, lots of rubble it in them, so they don't work very well (BR).
Lots of them have been knocked off, lying on the road, lots of them broken off, lying all over the place, pretty messy (LT).
Temp measures fine but often dismounted and gets very dirty in area, doesn't seem to get cleaned (M).
Very poorly maintained, not sweped, not gritted, amount of dirt of the (NY)
Very poorly maintained, often swept of the road (M).
No solution for maintenance, no gritting over icy period (D)
How (if at all) do the temporary measures help you tophysically distance while spending time in your local area?
Positive
The route to Hagansfield Park is good - it feels safer. (survey)
Feel safer although potholes are an issue. (survey)
.ore space on the street. There is now lots more space for pedestrians to cross at one very wide junction (survey)
.eeing a pop up cycle lane while out walking – like on Dennistoun Drives - makes me curious enough to go and investigate whether it's somewhere I'd feel safe cycling, which also helps me walk in different places while we are stuck local (survey)
Neutral
I don't feel they have made a difference good or bad.(survey)
I just keep my distance (survey)
Mainly just as a reminder to keep myself in check (survey)
Negative
They don't. (survey)
They make it more tricky to negotiate most aspect of moving about (survey)
They don't! they are filled with rubbish and as such they ain't used for the purpose they were built. (survey)
I think common sense is more important, everyone needs to take responsibility forctheir own safety. We dont live in a nanny state
Do you have any further comments about how the temporary street measures in your local area affect you?
It would be great to have a place to secure a bike at the shops at Royston Road.
I think the cycling lanes on Provanmill Road could be more flexible as it causing a lot of problems with the traffic given it has narrowed the road down to 1 lane - it is difficult to get through those lights at the best of time
LTN in Dennistoun was ok until they removed the 'except cycles' signs
Queues at traffic lights longer so feels more dangerous when walking with children.
They've over-sold and under-delivered.
Making it safer and clear where the safe lines are would give people confidence. And the more people walk and cycle, the more safe we'll all feel in our communities.
Yes remove them

4. Demographics[8]

4.1. Gender Identities

The surveys broadly appeared to reach gender identities corresponding with the general populations of the North East of Glasgow. According to NHSGCC (2015)[9], 52% of residents of the North East are *'female'*. Combining surveys, 51% of all respondents reported their gender identity to be *'female'*, while 43% described their gender identity as *'male'*, which is 5% lower than in the North East of Glasgow overall (NHSGCC, 2015). The surveys thus appear to be slightly skewed towards people identifying as *'female'*, with people identifying as *'male'* slightly underrepresented. 3% of survey respondents identified in another way, with no comparable data identified for the North East overall, making it impossible to judge the adequacy of representation of non-heteronormative gender identities in the surveys.



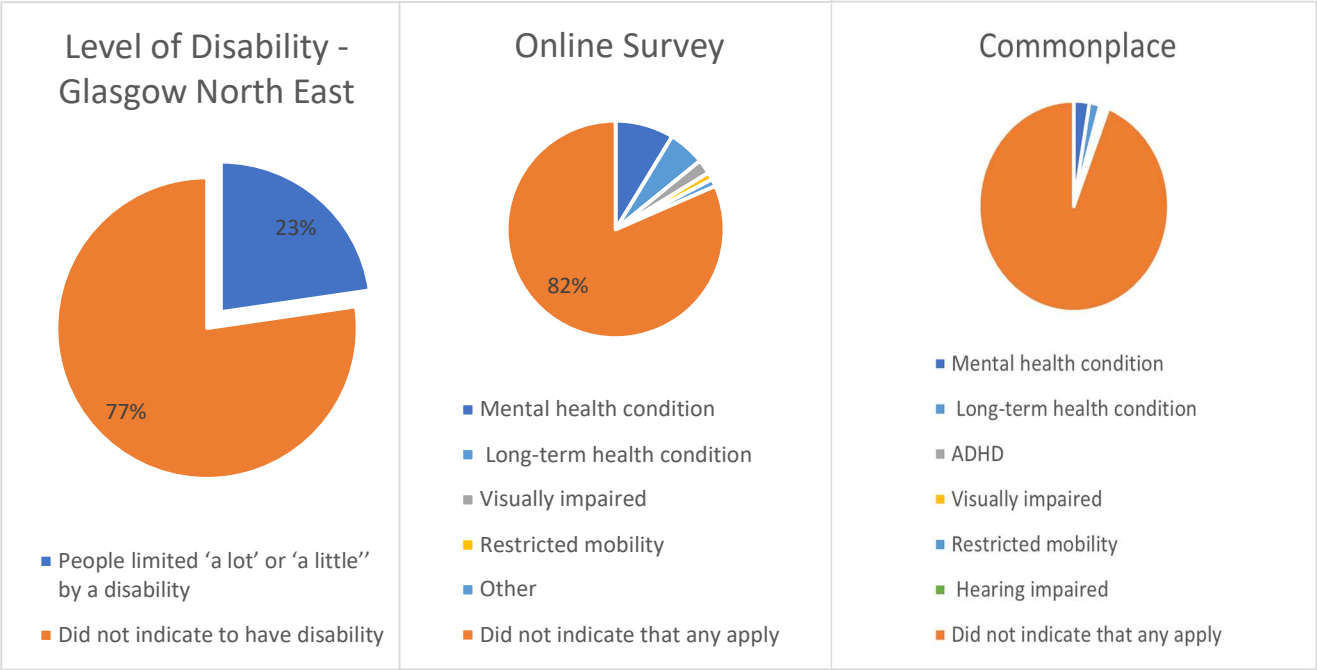
[10]

4.2. Disability or Impairment

The surveys appeared to have reached an insufficient percentage of people who would describe themselves as having a disability or impairment. In this regard, the surveys appear to be unrepresentative of the wider population of the North East of Glasgow. According to

[8] Demographic data is limited to survey responses as no demographic data was collected from people attending online consultations
[9] https://www.nhsggc.org.uk/media/234486/nhsggc_ph_dphreport2015_population_of_nhsggc.pdf
[10] *no data available for gender identities of people participating face-to-face, no data for other or prefer not to say for Glasgow CC

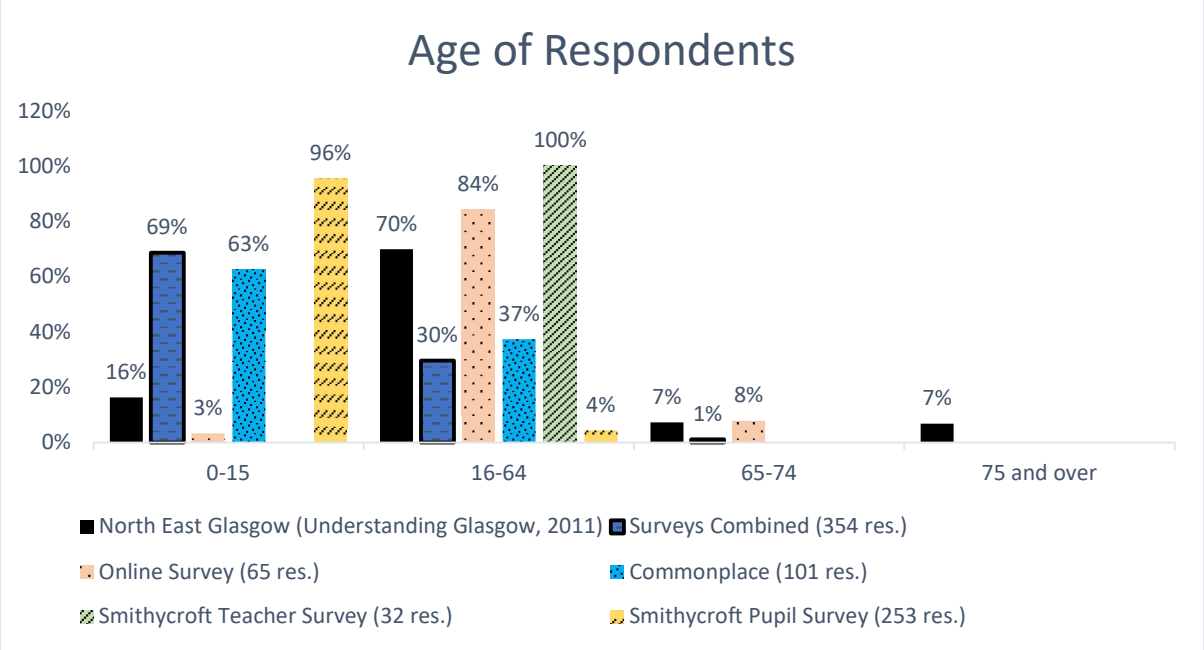
Understanding Glasgow (2011)[11], 22.7% of people in the North East of Glasgow are limited *'a lot'* or *'a little'* by a disability. Comparable percentages in the surveys ranged from 6% to 16%. Comparisons are complicated by the fact that the *Commonplace* and the Online survey utilised a diversified set of response options to collect this data. This highlights the need to increase efforts to reach more people who would describe themselves as having a disability or impairment as the project progresses. It is envisioned that it will be easier to reach these populations once Covid-19 restrictions ease, the wider community and youth project can resume its activities and engagement activities can happen in person.



[11] https://www.understandingglasgow.com/profiles/neighbourhood_profiles

4.3. Age

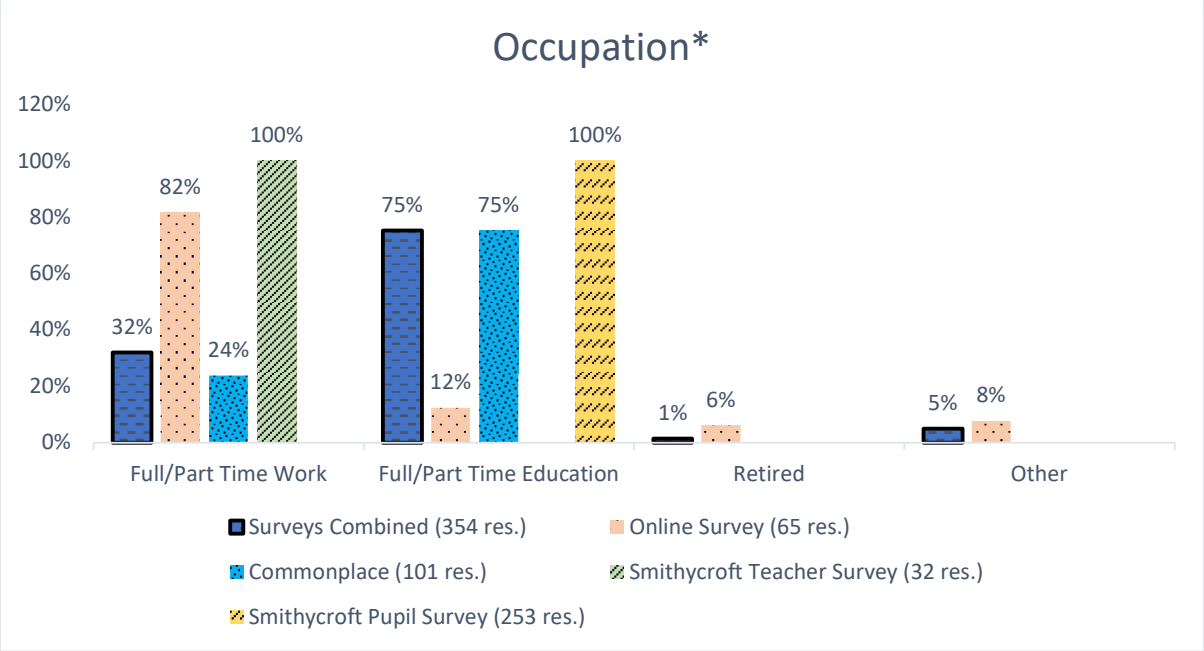
In relation to age, respondents to the surveys are not representative of the wider population of the North East of Glasgow. People aged between 0-15 are greatly overrepresented in the surveys. As such, greater efforts need to be undertaken to reach people aged 16-64, 65-74, and above the age of 75.

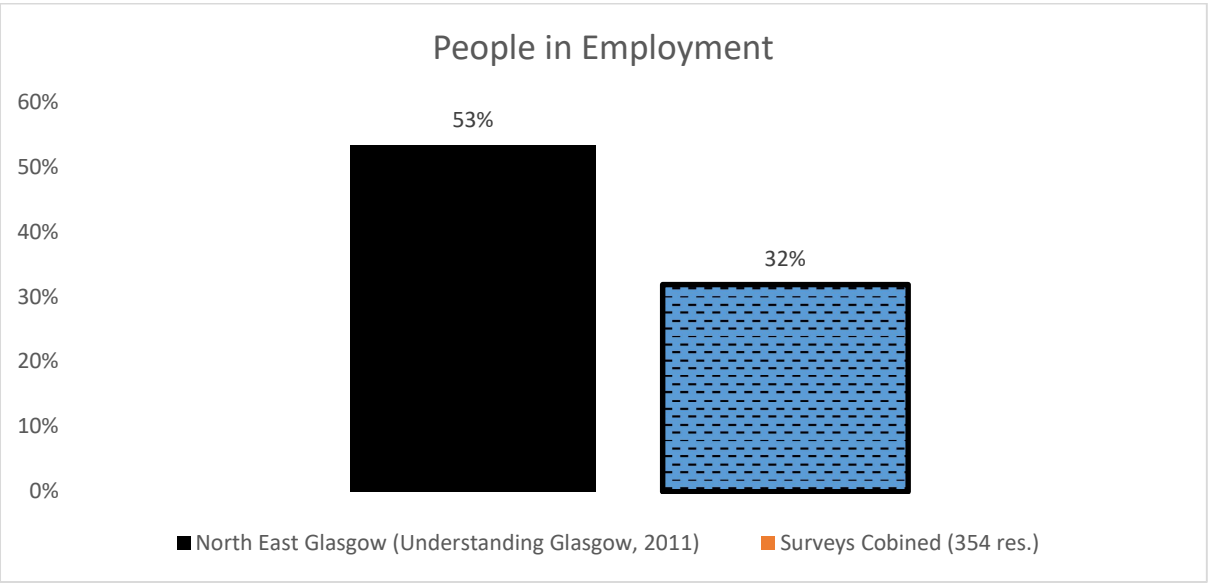


4.4. Occupation

People in full time or part time education are vastly overrepresented in the surveys, with 75% of respondents in education, while solely 32% in full or part time work. This compares to 53% of people in the North East of Glasgow who are in employment[12]. As such, efforts need to be increased to reach more people in employment.

[12] Understanding Glasgow (2011); https://www.understandingglasgow.com/profiles/neighbourhood_profiles



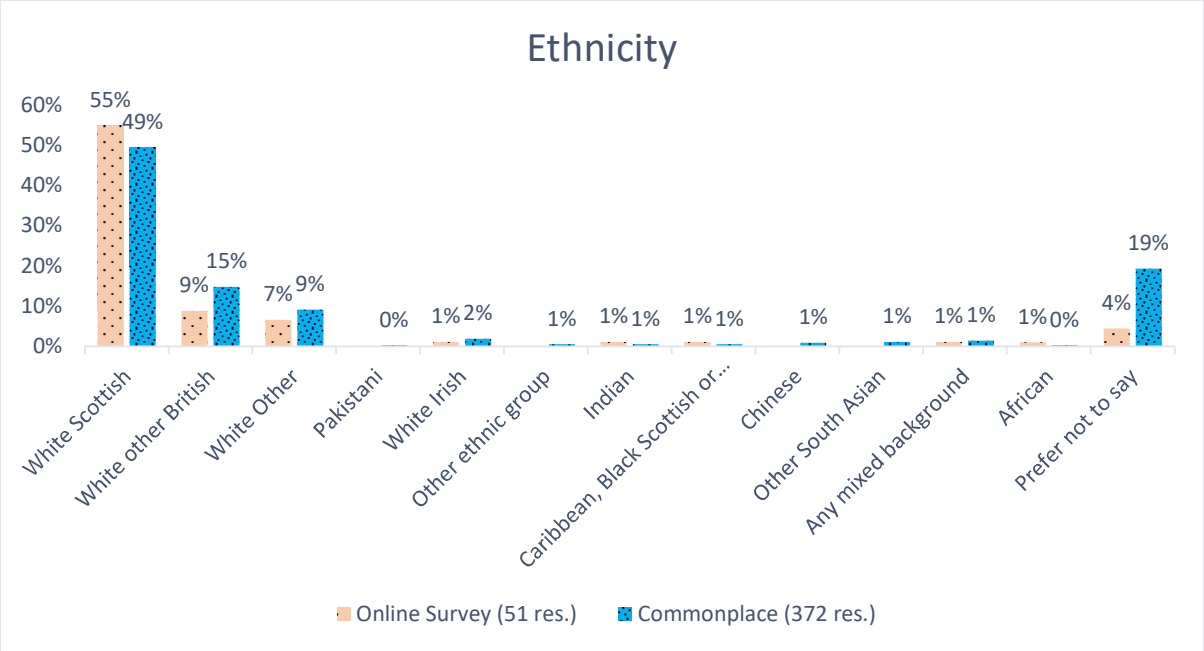


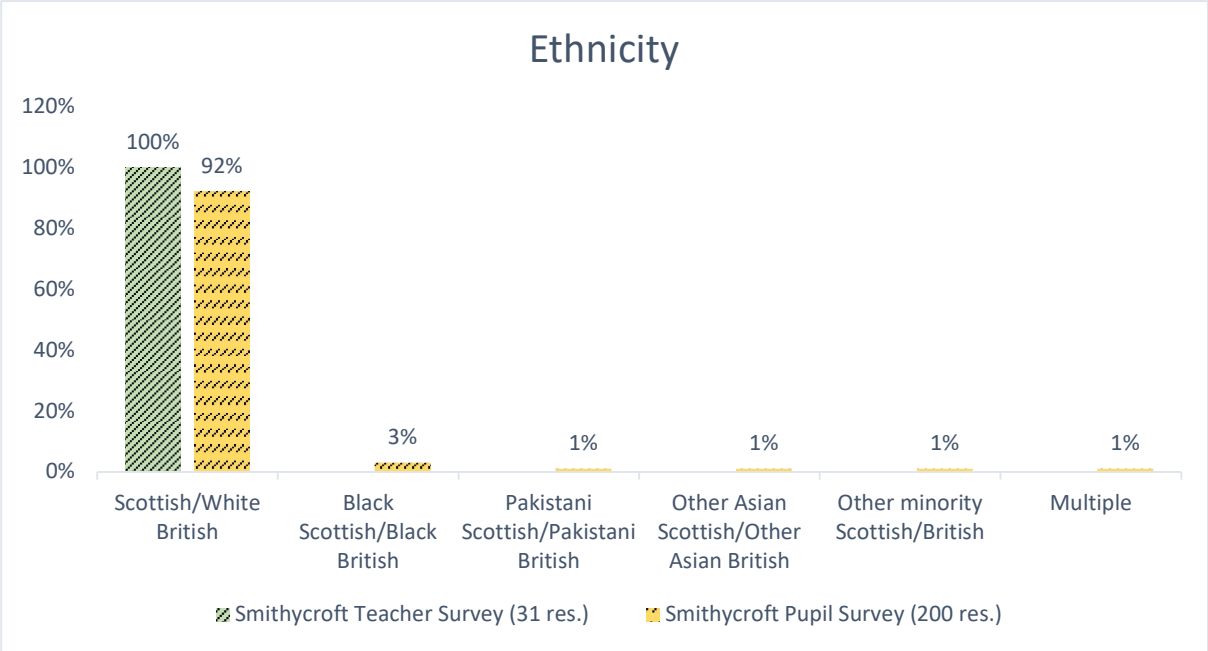
4.5. Ethnicity

According to Understanding Glasgow (2011)[13], 11.6% of residents in the North East are from an ethnic minority. Results differ starkly across surveys, with 100% of respondents to the Smithycroft teacher survey identifying as *'Scottish White/British White'*, 92% of respondents to the Smithycroft pupil survey identifying as *'Scottish White/British White'*, 55% of Online Survey respondents identifying as *'White Scottish'* and 49% *Commonplace* users identifying

[13] https://www.understandingglasgow.com/profiles/neighbourhood_profiles

as *'White Scottish'*[14]. It should be noted that a high proportion of respondents skipped the question or refused to answer, with 51% of *Commonplace* users, and 20% of online survey respondents and Smithycroft pupil survey respondents not indicating their ethnicity. It is thus very unclear whether the surveys adequately represent the views of ethnic minorities and whether such data can be collected reliably in the formats that were utilised.

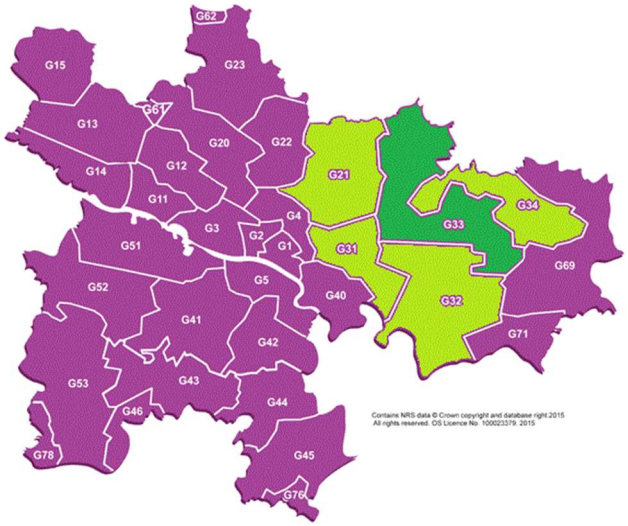


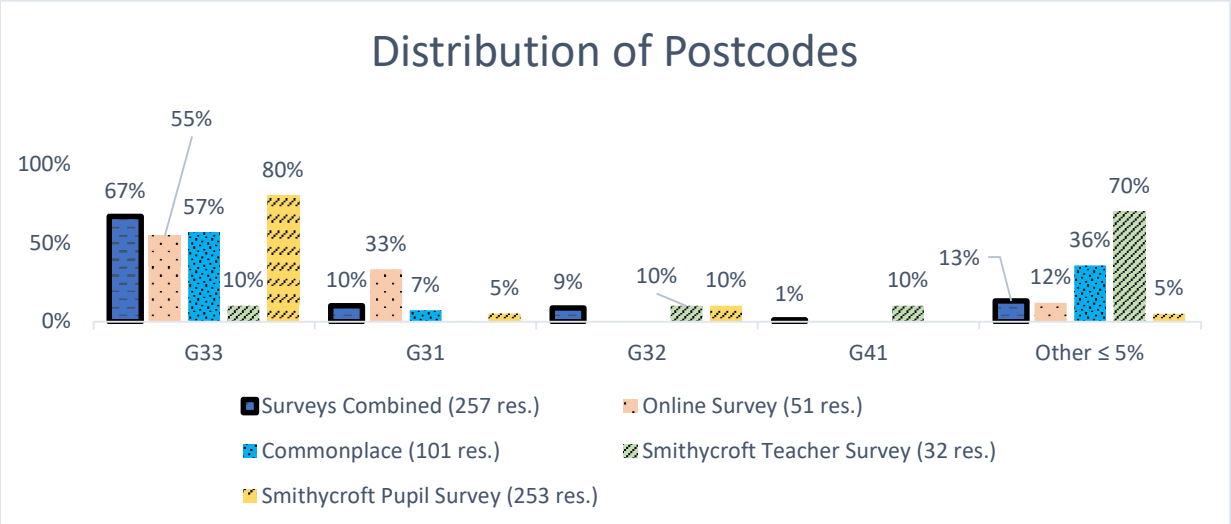


[14] Data derived from all three projects sharing the *'Streets for All'* Commonplace (615 users; 317 answered this question). Data cannot be separated due to data protection legislation.

4.6. Postcodes

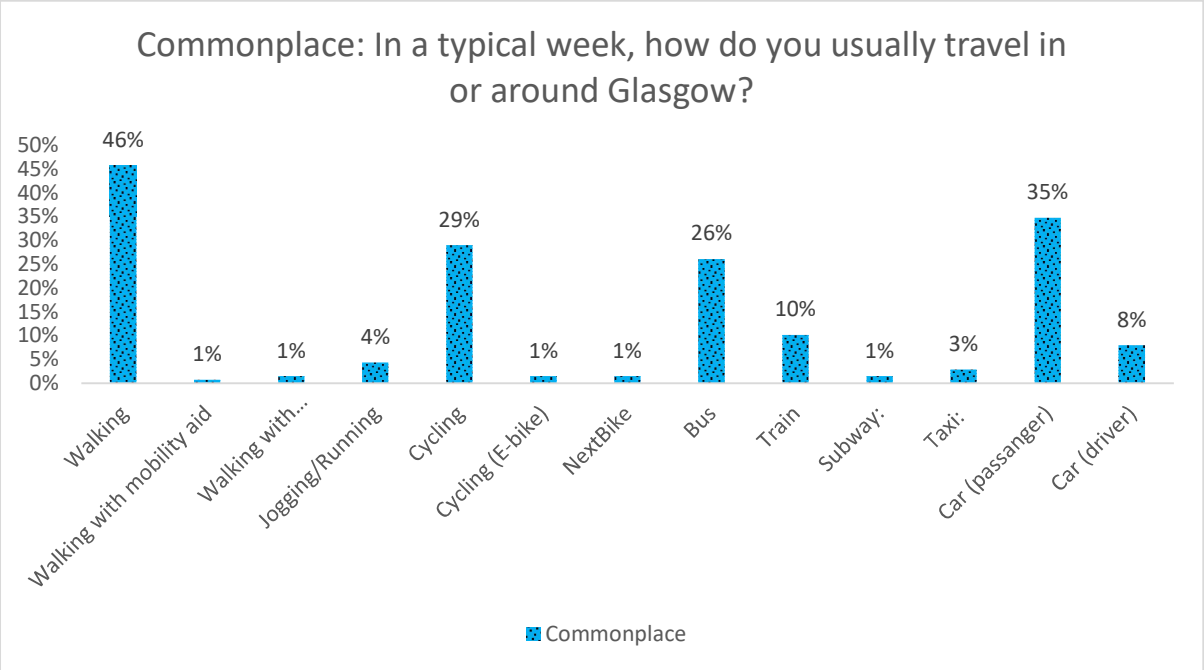
67% of all survey respondents lived in the G33 postcode area, with another 10% in G31 and 9% in G32. The highest proportion of respondents living in the same postcode area as the project area was found in the Smithycroft pupil survey, with 80% of respondents living in the G31 postcode area. In contrast, 90% of respondents to the Smithycroft teacher survey indicated to be living in postcodes outside the G33 postcode area. Overall, it appears that outreach and engagement activities primarily reached people residing in the area, with respondents living in the G33 and adjacent postcode areas vastly outnumbering any other postcodes.

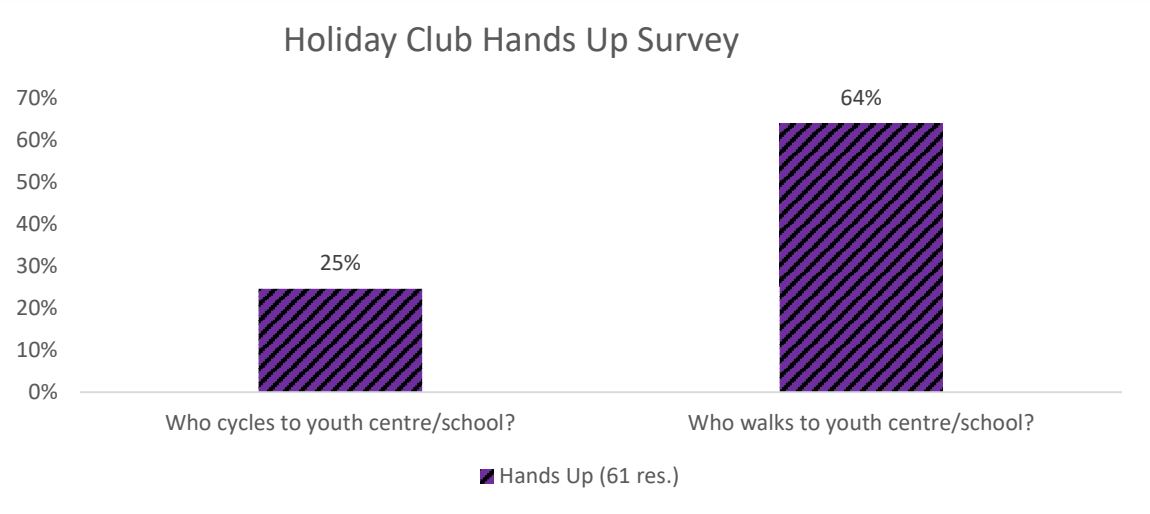


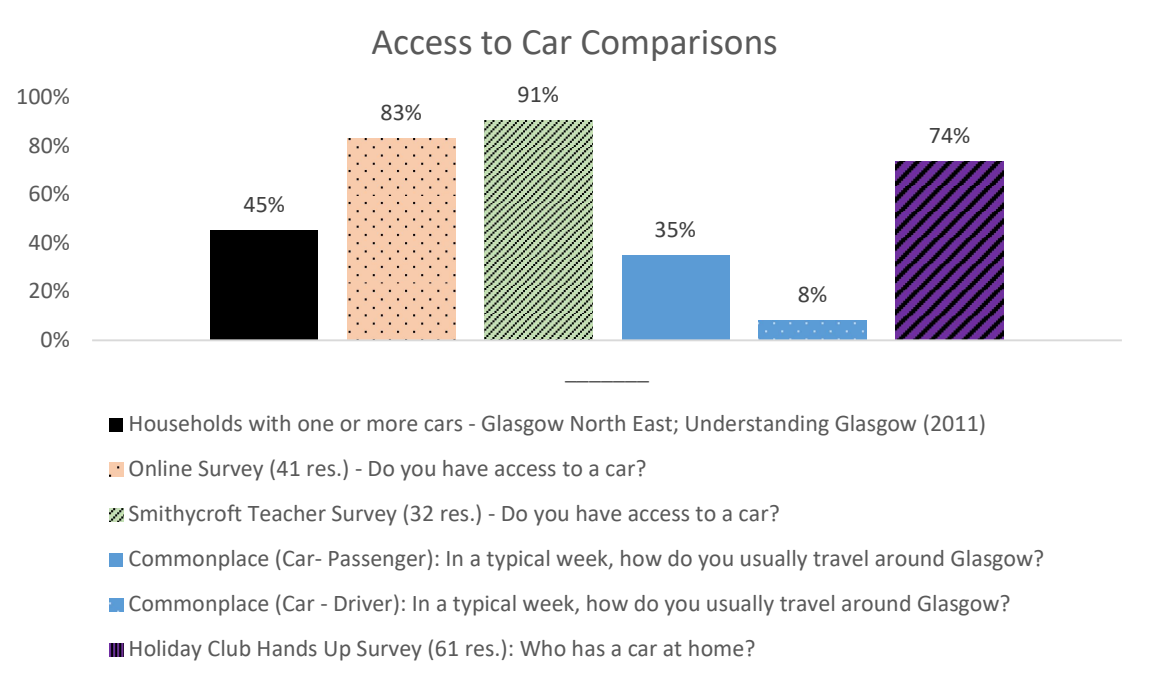


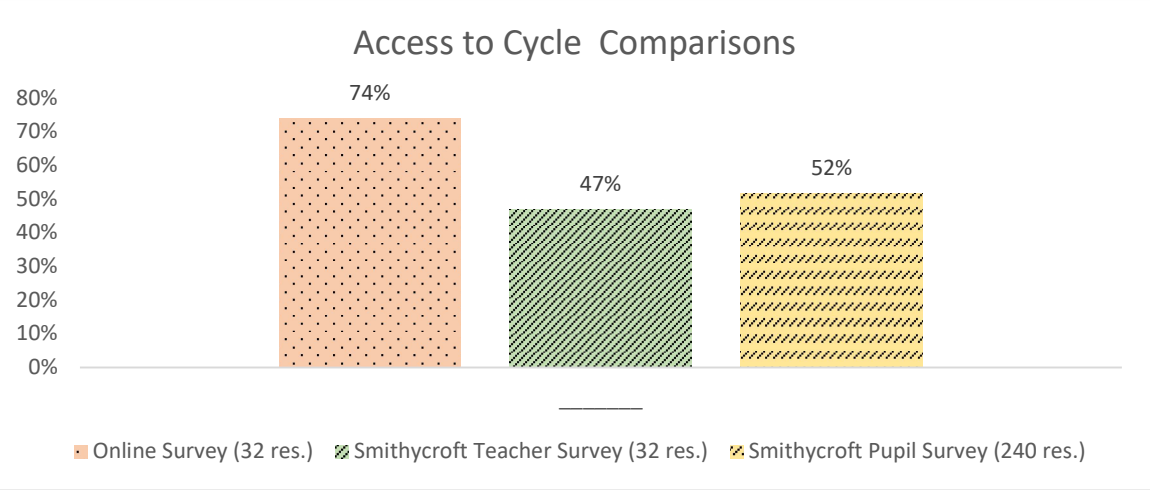
4.7. Means of Transportation

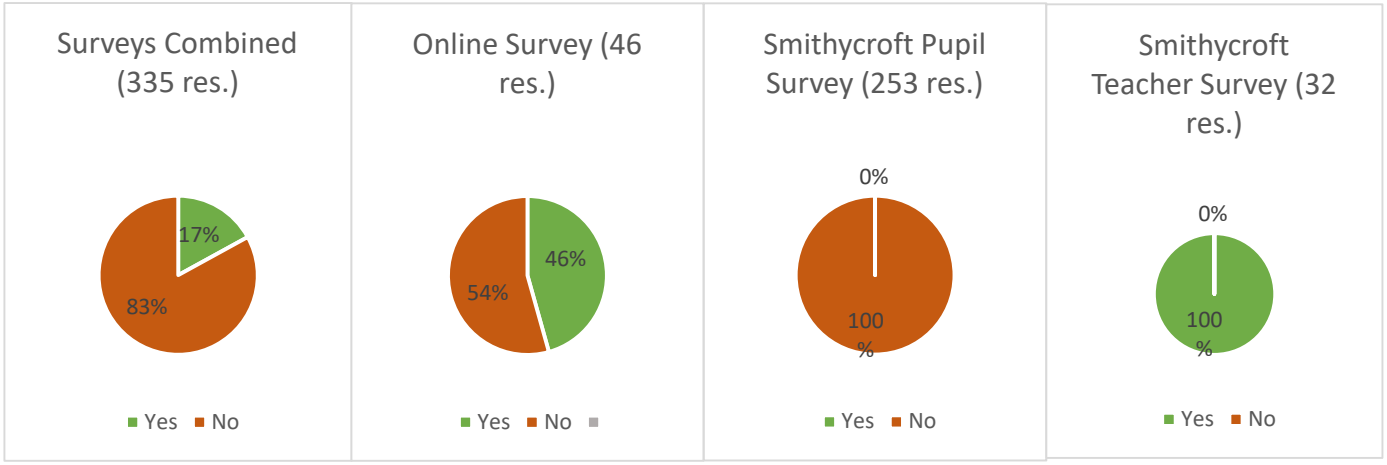
Solely 46% of household in the North East of Glasgow have access to one more cars (Understanding Glasgow, 2011). It appears that engagement and outreach activities reached a much higher proportion of people with cars. For instance, 83% of respondents to the Online survey indicated that they have access to the car and 91% of respondents to the Smithycroft teacher survey stated that they have access to a car. Moreover, 74% of St Paul's Youth Forum's holiday club attendees raised their hands when asked '*Who has a car at home'*. The lowest rate of car ownership appears to be among *Commonplace* users, with only 35% indicating that they travel around Glasgow as a car passenger and 8% indicating that they travel around Glasgow as a car driver in a typical week. Overall, people with cars appear to be overrepresented in engagement and outreach activities, indicating that greater efforts need to be undertaken to reach people without cars.




Holiday Club Hands Up Survey
70%
60%
50%
40%
30%
20%
10%
0%
25%
64%
Who cycles to youth centre/school?
Who walks to youth centre/school?
Hands Up (61 res.)


Access to Car Comparisons
100%
80%
60%
40%
20%
0%
45%
83%
91%
35%
8%
74%
Households with one or more cars - Glasgow North East; Understanding Glasgow (2011)
Online Survey (41 res.) - Do you have access to a car?
Smithycroft Teacher Survey (32 res.) - Do you have access to a car?
Commonplace (Car- Passenger): In a typical week, how do you usually travel around Glasgow?
Commonplace (Car - Driver): In a typical week, how do you usually travel around Glasgow?
Holiday Club Hands Up Survey (61 res.): Who has a car at home?


Access to Cycle Comparisons
80%
70%
60%
50%
40%
30%
20%
10%
0%
74%
47%
52%
Online Survey (32 res.)
Smithycroft Teacher Survey (32 res.)
Smithycroft Pupil Survey (240 res.)

4.8. Key Workers

17% of all survey respondents indicated to be key workers.