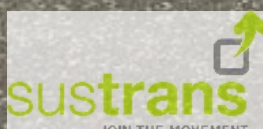




## Connecting Woodside

# **NORTH WOODSIDE ROAD (COMMUNITY ENGAGEMENT REPORT) GLASGOW CITY COUNCIL**

August 2023



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## **1. Connecting Woodside - Context**

Connecting Woodside is an ambitious area-based project which forms a key component in Glasgow's proposed cycle network. The project acts as 'the missing piece of the jigsaw' helping to connect Woodside/Woodlands to Sauchiehall Street, the Forth and Clyde Canal and regeneration work at Port Dundas and Sighthill.

At the heart of the Connecting Woodside project is an aim to work with the local community to improve streets and public spaces for walking, wheeling and cycling, rebalancing streets to reduce the dominance of road traffic.

The project, which is the first of its kind in Scotland, will see the delivery of segregated cycling tracks on strategic routes as well as improvements to connecting quiet streets to make walking, wheeling and cycling more comfortable, attractive and safe for people living in, and travelling through, the area.

## **2. North Woodside Road**

This phase of the project aims to create a safer and more comfortable place for everyone choosing to walk, wheel or cycle. We are proposing a number of changes to improve the area for local residents and businesses in this busy area.

The area could see the implementation of:

- A more attractive street environment
- New outdoor public space
- Improved street lighting
- Improved access for people choosing to walk, wheel and cycle

Copies of the conceptual design proposals used in the consultation can be found in Appendix 2.

### 3. Glasgow's Strategic Plans

The GCC Strategic Plan puts the challenges and aspirations of Glasgow's people and communities at the heart of every council decision. The plan outlines missions that cover ambitious aims including improving the health and wellbeing of local communities, delivering sustainable transport, becoming a net zero carbon city by 2030 and creating safe, clean, and thriving neighbourhoods. For more information visit the Strategic Plan page on our website.

It is the goal of the City Council for Glasgow to be one of the most sustainable cities in Europe. Helping to deliver upon this ambition is Glasgow's suite of transport strategies, which are aimed at delivering meaningful change to the City's infrastructure, streets and roads in a way that influences people to travel in sustainable ways.

This is driven by **Glasgow's 2030 commitments** of:

- **Net-zero** carbon emissions
- At least a **30% reduction in car km** travelled
- **Zero-deaths** or serious injuries on our roads, streets, paths, and cycle lanes
- Delivery of the active travel **City Network**

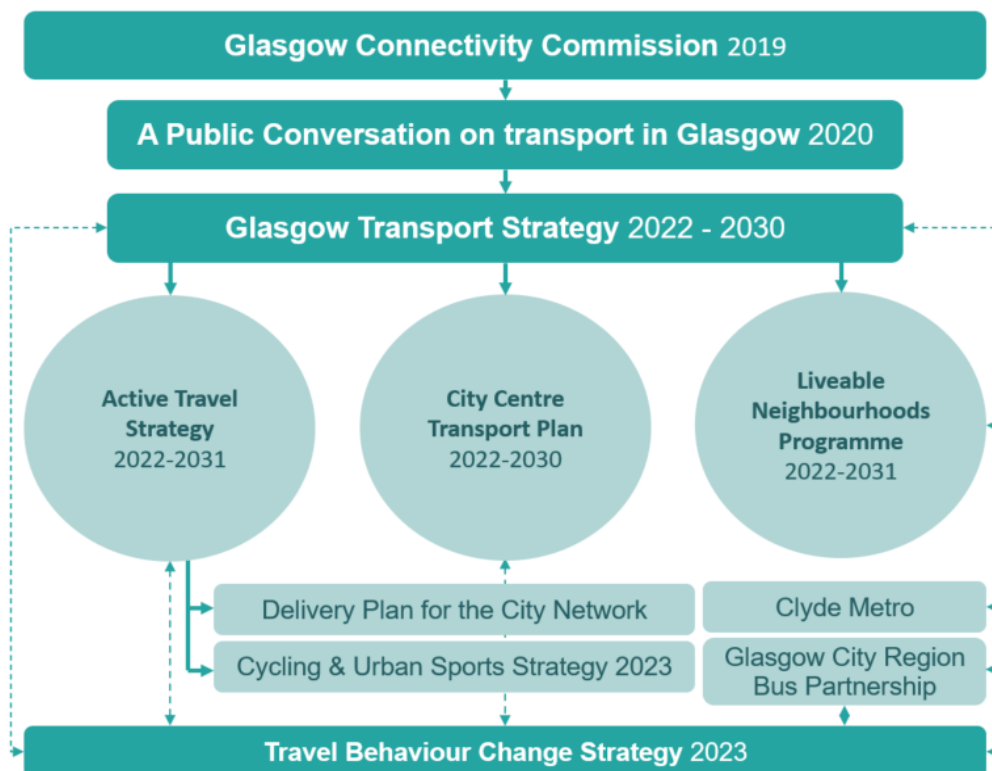


Figure 1 – Glasgow's Transport Strategies

Alongside the overarching Strategic Plan, the City has a dedicated **Transport Strategy** and complimentary **Active Travel Strategy**. Figure 1 presents the hierarchy of Glasgow's transport strategies, further information on the relevant strategies is detailed in this section and in Appendix A.

The outcomes from Glasgow's Transport Strategy which relate to this project are:

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health and reducing inequalities.

For more information on Glasgow's Transport Strategy visit the [Transport Strategy](https://glasgow.gov.uk/index.aspx?articleid=25934) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=25934>.

As part of a step change to how we move around Glasgow, the Active Travel Strategy aims to achieve significant modal shift across the city to walking, wheeling and cycling. The Active Travel Strategy further defines how active travel contributes to the transport needs of the city, while helping deliver on carbon neutrality and social equity.

This project links to the following themes from the Active Travel Strategy:

- Theme 1: Connectivity, people and place – rebalancing our streets and spaces.
- Theme 2: Unlocking change – enabling everyone to walk wheel and cycle.

The Active Travel Strategy set out the concept of a city-wide cycling **City Network**. The City Network will link key areas of the City, encourage modal shift and play a role in reducing car vehicle kilometres across Glasgow. The **Final Delivery Plan** sets out in detail how the council will prioritise its efforts to provide a dense network of high quality, on street, protected cycle ways and improved pedestrian infrastructure across Glasgow.

Delivery of the City Network will assist in developing a resilient future-ready and sustainable transport system for Glasgow. In turn this will help to transform the city into a more inclusive, liveable, and attractive place for residents, businesses, and visitors.

For more information visit the [Active Travel Strategy](https://glasgow.gov.uk/index.aspx?articleid=27582) page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27582>.

## **4. Community Engagement Methods**

Engagement with the local community, as with all projects, is key to the development of proposals. Local knowledge and insight often prove to be invaluable when finalising the design of new infrastructure.

The following consultation methods were used to promote and engage with the local community and key stakeholders on North Woodside Road and the wider Connecting Woodside project area.

### **Project Website**

Using the existing webpage for the Connecting Woodside project, a sub-section was created for the North Woodside Road phase of the project. This included a brief description of the proposals along with conceptual design layouts in PDF format for public access and viewing online.

The site also included a link to an engagement survey which provided the opportunity for all interested parties to express their views and opinions on the current design through a questionnaire feedback survey.

Those with a special requirement were encouraged to request assistance by emailing the project team directly.

The project website can be reached at the following address

**<https://www.glasgow.gov.uk/article/21802/Connecting-Woodside>**

### **Online Engagement and survey**

A GIS web-based Storymap was created to showcase this phase of the project and provide an easily accessible way to gain an understanding of the proposals. A link to a survey was embedded within the Storymap encouraging those engaging to provide comments on the conceptual designs being presented.

### **Advertising of Proposals**

5 lampposts 'Toblerone' were positioned on lighting columns in the project area and to promote the consultation.

Social media posts were generated by both Sustrans and Glasgow City Council at strategic junctures in the consultation period to generate further interest and engagement with the proposals.

127 postcards were delivered to residential and commercial properties within the project area during the first week of the consultation and the project team hand delivered letters to residents in North Woodside Road, parts of Great Western Road and to Lansdowne Crescent.

### **Public Drop in Q&A Event**

Advanced notification of the engagement was sent out to all statutory consultees including local Councillors, Community Councils, stakeholder groups and the engagement was also publicised through social media channels leading up to it.

The project had been progressing with a focus on digital engagement and online communication channels. The consultation period was designed to gather public input and opinions on the proposed developments. During this phase, feedback was received indicating a preference for a face-to-face interaction opportunity with the project team. Consequently, the decision was made to arrange a public engagement to address these concerns and enhance community involvement. The engagement took place on South Woodside Road. A marquee was set up at that central location to attract the attention of passers-by and residents in the area. This was held on Wednesday 24 May 2023 with members of the project team from Glasgow City Council in attendance.

The in-person engagement event proved to be highly beneficial. The public engagement was attended by approximately 40 people, the majority of which were local to the area. It facilitated meaningful interactions between the project team and the public, resulting in a deeper understanding of community preferences and needs. Residents appreciated the opportunity to have their questions addressed in real-time and to receive personalised responses from the project team.

## 5. Survey Results

The online survey was available for 6 weeks and received 114 responses from the public. The key findings have been analysed, helping to inform and shape the detailed design.

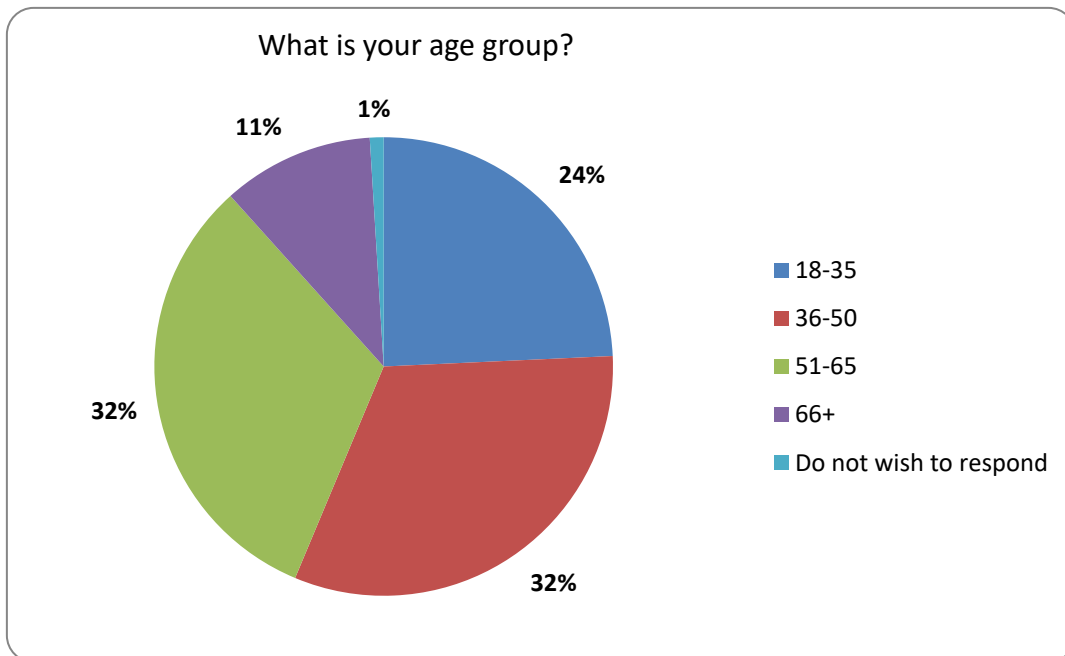
The following outlines the details of this engagement.

### Online Engagement

The following outlines the details of this engagement.

Respondent demographics:

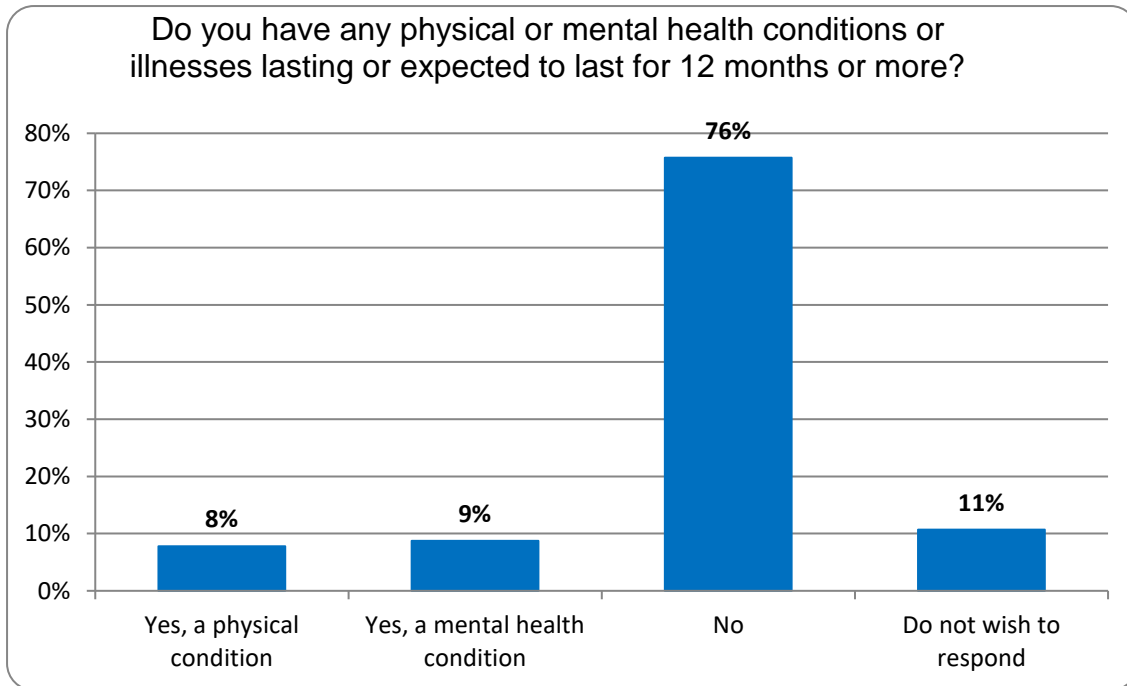
- Most respondents were men (58%), while 36% were women. 2% of respondents identified in some other way and 5% did not wish to respond.



- 24% were between the ages of 18 and 35 years of age, 32% were between the ages of 36 and 50 years of age.
- One in five respondents (18%) had dependents under the age of 16 in their household.
- The great majority of respondents were White British/Welsh/Northern Irish/Scottish (82%), while 3 respondents were Irish and 8 belong to 'another' White group. Eight respondents were from a BAME background and 10 did not wish to respond to the question.

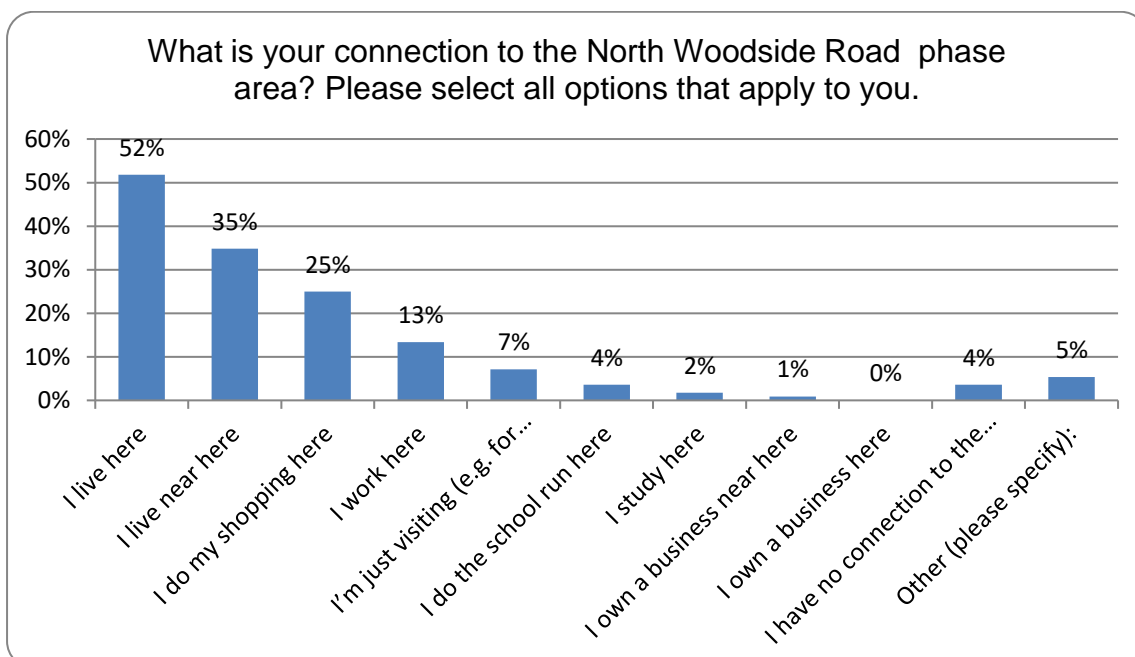


- Three in four respondents (76%) said they had no health conditions lasting or expecting to last for 12 months or more. Under one in ten respondents said they had a mental health condition (9%) and/or a physical condition (8%). (N.B. Respondents could tick more than one response and, therefore, percentages will not add to 100%).

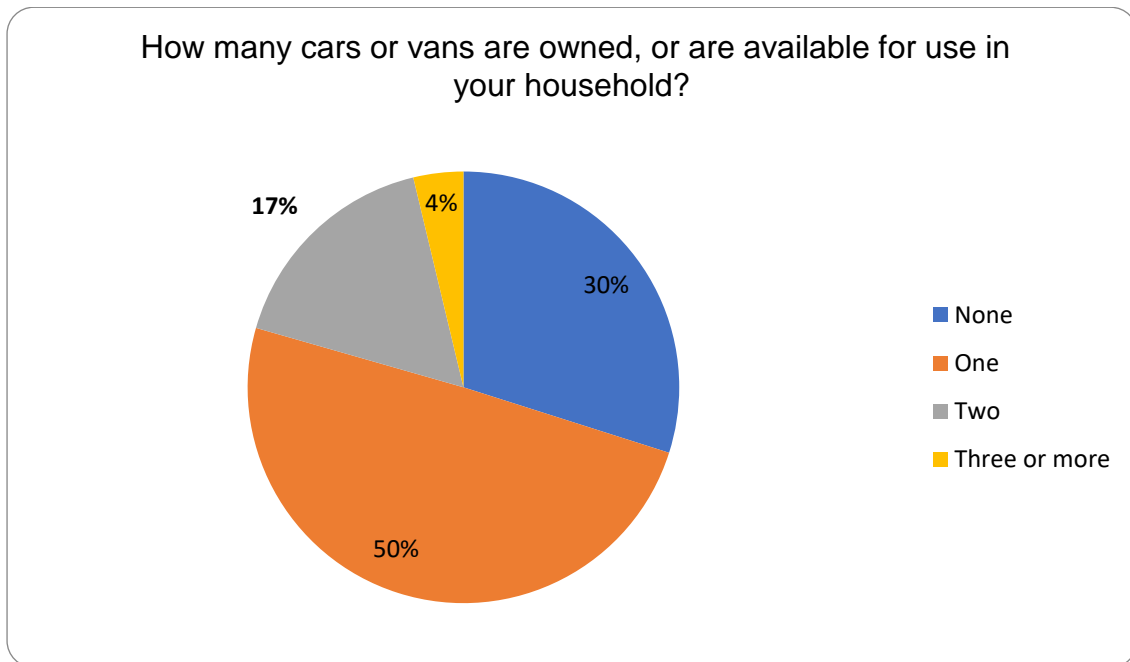


**Respondent travel habits:**

When asked what their connection to the area is over half of all respondents said they lived there (52%), while a third lived ‘near there’ (35%). A quarter of respondents did their shopping there (25%), while just over one in ten respondents worked there (13%).



Respondents were also asked to indicate how many cars or vans are owned in their household. Just under a third of respondents did not own a car in their household (30%), while half of all respondents had one car (50%), and 17% had two cars.

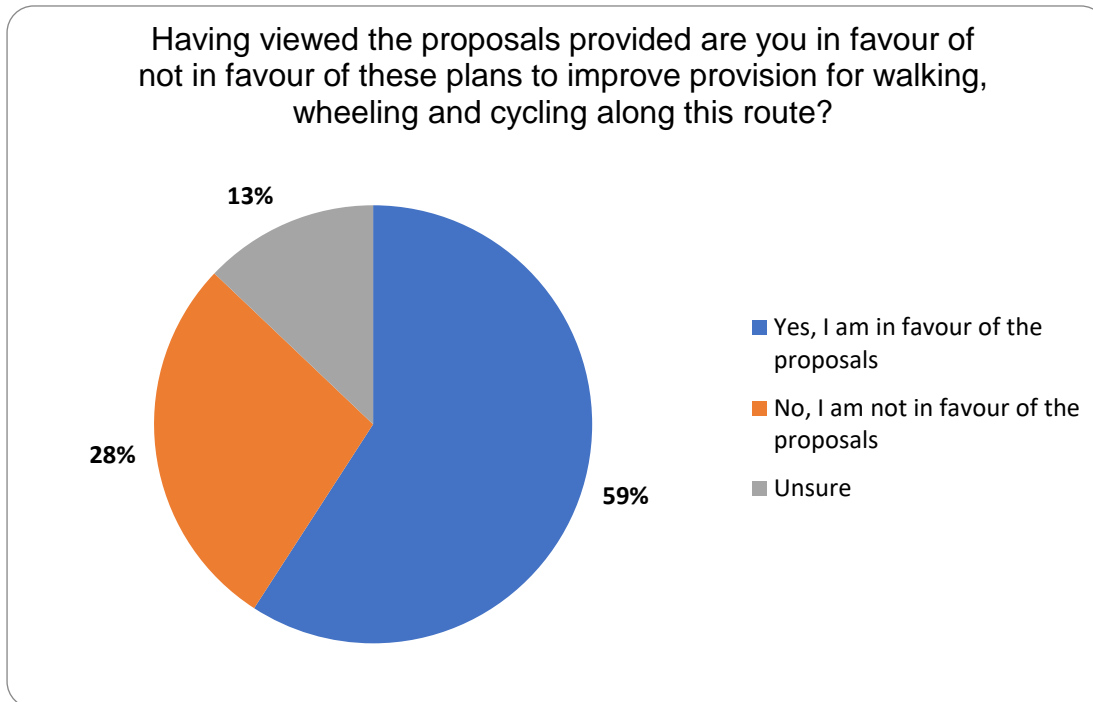


#### Design proposal results:

- On the question of whether respondents were aware of the Connecting Woodside project before this consultation, results were split, with half of all respondents saying they had heard of it (51%).
- Only 16 respondents to the survey had attended a previous consultation event for the Woodside Mini Holland or Connecting Woodside project, while four respondents were unsure and of the 16 respondents who had attended a previous event, 12 had taken part in an engagement event at the local church/library, 8 had taken part in an online consultation, and 4 attended a drop-in stall in the street. (N.B. Some respondents attended more than one engagement events.)
- Respondents were asked whether they had reviewed the proposals for the North Woodside Road phase of the Connecting Woodside project and the great majority said they had (82%).

Open comments on specific sections and any other suggestions were invited. Some of the general sentiments were as follows

- Out of the 93 respondents, 59% of respondents said they were in favour of the proposals, while 28% were against the proposals; 13% said they were unsure.



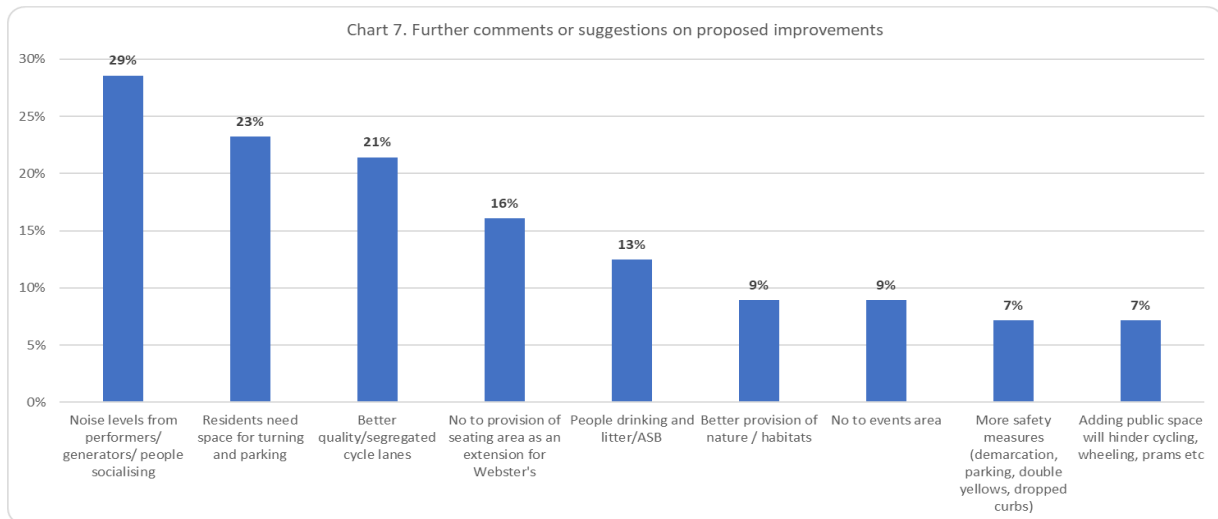
The most mentioned comment was that an events area would generate a substantial amount of noise from performers, generators, and people drinking and socialising (29%). More than a third of residents said this was of particular concern (35%), which was the comment that received the most concerns from residents overall. Three of the 15 respondents who 'live near there' also mentioned it as a concern, as well as 3 of the 14 respondents who do their shopping there and 2 of the 7 respondents who work there.

Another consistent issue raised by respondents was that residents need space for parking and turning around mentioned by just under one in four respondents (23%). This was mentioned by just under one in three residents (30%).

A suggestion made by one in five respondents was the need for better quality, segregated cycle lanes (21%). Respondents who live near there, work there and do their shopping there were more likely to make this suggestion although, due to the small sample, these results are not statistically significant.

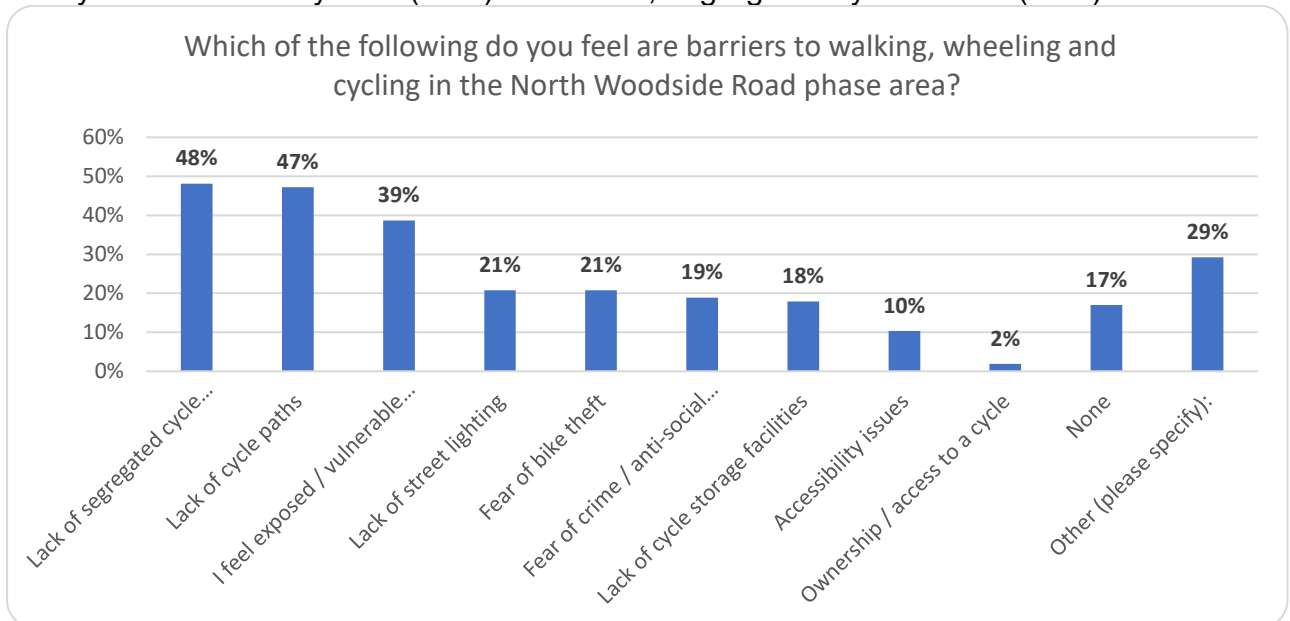
Finally, an issue mentioned by 16% of respondents was their objection to a seating area, especially as this could be used, intentionally or unintentionally, as an extension of Websters. One in five residents raised an objection to a seating area overall (22%).

Connecting Woodside  
North Woodside Road  
Community Engagement– August 2023



Other comments left by respondents referred to concerns about people drinking which could bring anti-social behaviour and littering (13%), suggestions for a better provision of nature and habitats (9%), an objection to an events area (9%), requirements for more safety measures for those cycling and wheeling (e.g. demarcation, less parking, double yellow lines, dropped curbs etc.) (7%), and comments that having a public space area will hinder active travel, wheeling and travelling with a pram (7%).

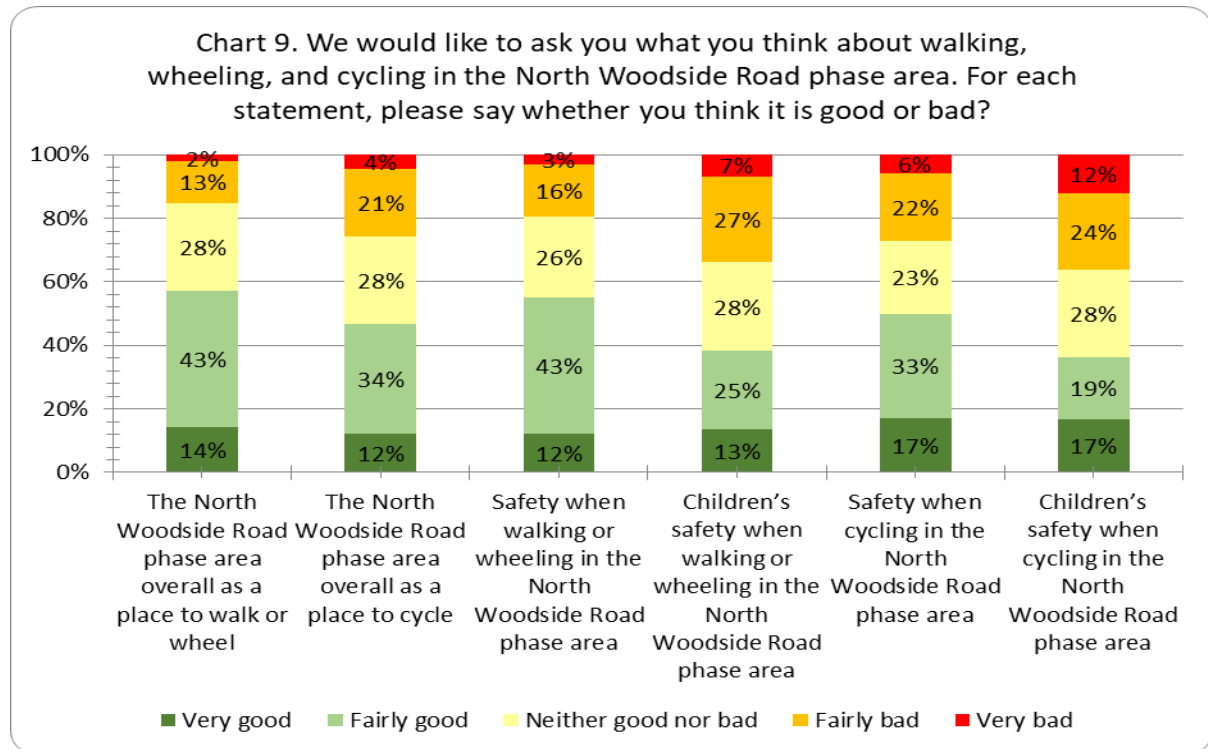
Respondents were asked if they had any other suggestion, and 47 respondents left a comment. The most popular suggestion was the need for better footways (21%). This was followed by residents' need for parking and turning round (16%) and the need for safety measures for cyclists (16%) and better, segregated cycles lanes (14%).



One in five said that barriers to active travel are the lack of street lighting (21%), the fear of bike theft (21%), fear of crime and anti-social behaviour (19%), and the lack of cycle storage facilities (18%). One in ten respondents said there were accessibility issues (10%), while 17% said there were no barriers to active travel.

Connecting Woodside  
North Woodside Road  
Community Engagement– August 2023

31 respondents mentioned another reason such as the condition of the footpaths, and the lack of joined up cycle lanes. Half of all respondents said safety when cycling in this area was good/very good (50%), while one in four (23%) said this was neither good nor bad, and 28% said this was bad/very bad while almost half of all respondents said that the lack of segregated cycle lanes on the road (48%), and the lack of cycle paths (47%) were barriers to active travel. Two in five respondents also mentioned that they feel exposed and vulnerable to other road users (39%).



## 6. Stakeholder Comments

There were a number of areas of common focus emphasised via the questionnaire as noted below and comments provided to explain and appease any concerns:

- An issue mentioned by 16% of respondents was their objection to a seating area, especially as this could be used, intentionally or unintentionally, as an extension of Websters. One in five residents raised an objection to a seating area overall (22%).
  - Project Team Response: In direct response to survey feedback, the seating areas have been removed. Instead, we have incorporated a designated rest area for public use.
- The Project is a waste of money, and the money would be better spent elsewhere.
  - Project Team Response: Funding for this project is secured externally and has been ring-fenced for active travel infrastructure within the city and cannot be used for road maintenance.
- Another popular issue raised by respondents was that residents need space for parking and vehicle turning, with each issue raised by 23% and 30% of respondents respectively. This
  - Project Team Response: A turning area will be implemented to facilitate the manoeuvre required for vehicles.

There were other comments highlighted during the survey responses. These included:

1. The most prominent feedback was regarding the events area, with a significant number of residents expressing concern about potential noise generated by performers, generators, and social activities. This issue received the highest attention, as more than a third of the residents voiced particular apprehension about it.
2. Improving the existing footways and street lighting would be beneficial.
3. Parking is already a challenge for residents, and this will make it more problematic for residents and for children who run about and play.
4. To cater to cyclists visiting shops, cafes, and bars in this area, consider adding secure bike parking at street level, complementing the existing parking at the subway station.
5. Dropped kerb at the junction of North Woodside Road and Great Western Road to enable cyclists travelling east on Great Western Road to turn easily on to North Woodside Road.

6. The plan focuses only on the junction of North Woodside Road and Great Western Road. It would be beneficial to have improvements along the entire stretch between Great Western Road and Napiershall Street.
7. To enhance safety, it was suggested to make the demarcation of the cycle route more evident where it crosses the Great Western Road footway at the dropped kerb.
8. Improvements to repair the current physical environment would be very welcome.
9. I am strongly in favour of this proposal, and ask that you remove parking spaces, and car lanes wherever possible, as cars being everywhere is detrimental.
10. Enforce parking restrictions at school drop off and pick up times
11. The plans look great. Looking forward to seeing this built, thanks for all your work!
12. Ramp with bollards between North Woodside Road and outdoor public space, a dropped kerb on Great Western Road to improve access for people on cycles, level surface of natural stone and improved drainage.

## 7. Glasgow City Council Cross Departmental Engagement

Representatives from the relevant departments within the Neighbourhoods, Regeneration and Sustainability (NRS) Service were consulted throughout the project development.

The relevant departments consulted as part of this project were, Roads Operations, Street Lighting Operations, Parking and the Metropolitan Glasgow Strategic Drainage Partnership.

The GCC Officers promoting the scheme held targeted sessions with the individual departments to ensure designs were developed in collaboration across NRS.

The next stage of this project involves a revised detailed design and returning to the community for further input.

## 8. North Woodside Road – Going Forward

Based on the feedback collected during the consultation period and the online survey, we are embarking on a redesign of the space. Moreover, the project team has compiled a summary of the feedback, highlighting essential aspects that will be incorporated and progressed as the design advances toward the detailed stage.

1. The decision to remove the seating area is a proactive measure taken in response to direct feedback from residents, with the aim of promoting a more conducive environment in the area.
2. New gullies will be installed to improve drainage in the area.
3. A turning area will be provided to enable cars to perform a manoeuvre safely and efficiently.
4. As part of the project, dropped kerbs will be installed, facilitating safe access for cyclists from North Woodside Road to Great Western Road.

### Publicly Accessible Materials

The project website will continue to be updated with the latest design and installation information including an electronic copy of this engagement summary report and any further design changes detailing the reasoning/need for those changes.

Project website: <https://www.glasgow.gov.uk/article/21802/Connecting-Woodside>.

An electronic copy of the engagement report will be uploaded to the project website, and it is proposed to undertake a further consultation period in early 2023 to provide the public with the final design that will be taken forward.



## **Appendix A - Supplementary Information on Glasgow's Strategic Plans**

### **A Public Conversation on Transport in Glasgow 2020**

GCC held a 6-week **Public Consultation** on Glasgow's transport future from 21 September to 30 October 2020. The purpose of the engagement was to ask Glasgow residents key questions about Glasgow's transport future which would inform future transport and strategies.

For more information visit the **Public Conversation** page of our website at <https://glasgow.gov.uk/index.aspx?articleid=26106>.

### **Climate Plan**

The City acknowledged the stark warning provided by the Intergovernmental Panel on Climate Change, declaring a climate and ecological emergency in 2019.

Glasgow's Climate Plan key target for the City to become Net Zero Carbon by 2030. Glasgow is leading the way in working towards the Scottish Government target of achieving Net Zero as a nation by 2045.

This project is helping to achieve that target through the following actions:

- Action 51 - Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the Liveable Neighbourhood plan.
- Action 56 – Reduce the need to own and use a car through measures in the City Development Plan, Glasgow Transport Strategy and Liveable Neighbourhoods programme.

For more information visit the Climate Plan page of our website at <https://www.glasgow.gov.uk/27573> .

### **Glasgow's Strategic Plan**

Following the Public Conversation, GCC developed the City's overarching **Strategic Plan 2022 to 2027** which outlines the missions that cover ambitious aims including improving the health and wellbeing of local communities, delivering sustainable transport, becoming a net zero carbon city by 2030, creating safe, clean, and thriving neighbourhoods.

For more information visit the **Strategic Plan** page of our website at <https://www.glasgow.gov.uk/strategicplan>.

This project aligns with the following Grand Challenges from the overarching Strategic Plan:

- Grand Challenge 3, Mission 1: Deliver sustainable transport and travel aligned with the city region – Deliver the city’s Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift.
- Grand Challenge 4, Mission 1: Create safe, clean and thriving neighbourhoods - Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

### **Glasgow’s Transport Strategy 2022 – 2030**

Glasgow’s Transport Strategy provides a framework for investment and decision-making on transport issues up to 2030. Part 1 of the Glasgow Transport Strategy is a Policy Framework. This sets out transport policies and related actions, and will influence and direct decision-making up to 2030.

For more information visit the Transport Strategy page of our website at <https://glasgow.gov.uk/index.aspx?articleid=25934>.

### **Active Travel Strategy 2022 – 2031**

The Active Travel Strategy aims to achieve significant modal shift across the city to walking, wheeling and cycling. This will ensure that walking, wheeling and cycling is the first and natural choice for everyday journeys, for people of all ages and ability, to travel locally to schools, to shops, to work, or to the city centre.

The strategy is framed by three policy and action areas:

- Connectivity: people and place: rebalancing our streets and spaces - with a focus on networks and infrastructure in our street environments.
- Unlocking Change: enabling everyone to walk, wheel or cycle - focussing on training and education and working collaboratively.
- Thinking Differently: encouraging, motivating and sustaining change - focussing on communication and promotion and inspiring people through larger events and other activities.

In addition, the strategy supports Transport Scotland’s Strategic Transport Projects Review 2 (STPR2) with a focus on several recommendations to improve active travel infrastructure and influence travel choices and behaviour.

This project supports all aspects of the Active Travel Strategy.

For more information visit the Active Travel page of our website at <https://www.glasgow.gov.uk/index.aspx?articleid=27582>.

## **Delivery Plan for the City Network**

The Active Travel Strategy set out the concept of a City Network, which will provide an accessible, safe, coherent and direct active travel network across Glasgow. To be delivered by 2030, the City Network will connect key amenities and drivers of travel such as education, business, retail and culture.

The Interim Delivery Plan for the City Network sets out how the City Network will be designed and rapidly delivered over a 10 year period. The Final Delivery Plan for the City Network sets out the phasing of key sectors of the network.

The development of the more informal Neighbourhood Network will focus on improvements for walking and wheeling to enable easy everyday active journeys within neighbourhoods, and to make easy connections to the City Network and public transport networks.

The City Network and Neighbourhood Network will be co-created as part of the Glasgow's Liveable Neighbourhoods programme at a multi-neighbourhood level.

For more information visit the Active Travel page of our website at <https://www.glasgow.gov.uk/index.aspx?articleid=27582>.

## **Liveable Neighbourhoods Programme 2022 – 2031**

Liveable Neighbourhoods is Glasgow's approach to blending the 20-minute neighbourhood concept with the place principle. The council will work with and enable communities to improve their areas through the formation of Liveable Neighbourhood Plans. This process was initiated in Summer 2021 with the publication of the Liveable Neighbourhood Toolkit. Followed by in-person and digital community engagement in October/November 2021 and February 2022.

The Liveable Neighbourhoods programme supports Scotland's National Planning Framework 4 (NPF4) with particular focus on Liveable Places and the 20-minute Neighbourhood

For more information visit the Liveable Neighbourhoods page of our website at <https://www.glasgow.gov.uk/index.aspx?articleid=27062>.

## **Travel Behaviour Change Strategy 2023**

Glasgow's Travel Behaviour Change Strategy aims to ensure that we get the best return on our investment in sustainable transport infrastructure by generating the conditions that can help break the habit of using the car for short, local journeys.

For more information visit the Travel Behaviour Change Strategy page of our website.

### **Glasgow Road Safety Plan**

Glasgow's Road Safety Plan 2020 – 2023 has a target of 'Vision Zero' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths. This project will improve pedestrian and cycle user safety through wider footways.

For more information visit the Road Safety page of our website at <https://glasgow.gov.uk/index.aspx?articleid=16630>.

### **Cycling and Urban Sports Strategy 2023**

The new Cycling and Urban Sports Strategy, working in tandem with the Active Travel Strategy and the Liveable Neighbourhoods programme, is uniquely innovative in its inclusion of wheeled urban sports.

With ever-increasing numbers of people participating, this helps to embed and normalise these activities for everyone across the city.

The vision is to create a vibrant city where cycling and wheeled urban sports are accessible, inclusive, safe and attractive to all.

For more information visit the Cycling and Urban Sports StoryMap at <https://storymaps.arcgis.com/stories/7f5ad7f6ec5e412191ea50fbb6cf9051>.

### **City Centre Transport Plan 2022 – 2030**

The City Centre Transport Plan provides a clear framework for transport decision-making in Glasgow City Centre. The plan will help to deliver transformational change to transport within the centre and ensure the city makes a full contribution to our Climate Change commitments and the transition to net zero carbon.

For more information visit the City Centre Transport Plan page of our website at <https://glasgow.gov.uk/index.aspx?articleid=27557>.

## 9. Appendix B - Example of Online Survey Questions

1. Have you taken part in any of the previous Connecting Woodside surveys? \*

- Yes - the Great Western Rd
- Yes - the St George Rd
- No
- Can't remember

In this section we are seeking your thoughts on Connecting Woodside's design proposals for North Woodside Road.

2. Were you aware of the Connecting Woodside project before this consultation? \*

- Yes
- No
- Not sure

3. Have you attended a previous consultation event for the Woodside Mini Holland or Connecting Woodside project?

- Yes
- No
- Not sure

4. If you have, which of the following have you attended? Please select all options that apply to you.

Engagement event at the library/church

Drop-in stall on the street

Online consultation

Separate event

Other (please specify):

**5. Have you reviewed the proposals for Connecting Woodside - Phase 3 - North Woodside Road? \***

Yes

No

**6. Having viewed the proposals provided are you in favour of not in favour of these plans to improve provision for walking, wheeling and cycling along this route?**

**Note: Some people, for example wheelchair or mobility users, identify with the term wheeling instead of walking.**

**[www.glasgow.gov.uk/ConnectingWoodside](http://www.glasgow.gov.uk/ConnectingWoodside) \***

Yes, I am in favour of the proposals

No, I am not in favour of the proposals

Unsure

**7. Do you have any further comments or suggestions on the proposed improvements to active travel provision along this route? (Limit 1000 characters)**

**Please specify which sections your comments refer to.**

**8. Do you have any further suggestions for improving the Connecting Woodside area?**

### **8. North Woodside Road Phase**

**In this section we want to find out more about the way you use the North Woodside Road phase area.**

**[www.glasgow.gov.uk/ConnectingWoodside](http://www.glasgow.gov.uk/ConnectingWoodside)**

**9. What is your connection to the North Woodside Road phase area? Please select all options that apply to you.**

- I live here
- I live near here
- I work here
- I own a business here
- I own a business near here
- I do my shopping here
- I study here
- I'm just visiting (e.g., for recreation purposes)
- I do the school run here

- I live here
- I have no connection to the North Woodside Road neighbourhood
- Other (please specify):

**10. How many cars or vans are owned, or are available for use in your household?**

- None
- One
- Two
- Three or more

**11. Which of the following do you feel are barriers to walking, wheeling and cycling in the North Woodside Road phase area?**

- Lack of cycle paths
- Lack of segregated cycle lanes on road
- I feel exposed / vulnerable to other road users
- Fear of crime / anti-social behaviour
- Ownership / access to a cycle
- Lack of cycle storage facilities



- Lack of cycle paths
- Lack of street lighting
- Fear of bike theft
- Accessibility issues
- None
- Other (please specify):

**12. We would like to ask you what you think about walking, wheeling, and cycling in the North Woodside Road phase area.**

**For each statement, please say whether you think it is good or bad?**

Fairly good	Neither good nor bad	Fairly bad	Very bad	No opinion
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Fairly good

Neither  
good nor  
bad

Fairly bad

Very bad

No opinion

**13. In the past week on how many days have you completed 30 minutes or more physical activity that was enough to raise your breathing rate?**

**Note: This may include sport, exercise and brisk walking or cycling for recreation**

1

2

3

4

5

6

7

Never

**14. Thinking about the North Woodside Road neighbourhood, how would you rate it as a place to live?**

**Note: 'North Woodside Road neighbourhood' refers to North Woodside Road and the streets nearby. \***

- Very good
- Fairly good
- Fairly poor
- Very poor
- Don't know

**15. For each of the following statements, how much do you agree or disagree with these characteristics of the North Woodside Road neighbourhood?**

**Note: 'North Woodside Road neighbourhood' refers to North Woodside Road and the streets nearby.**

### **13. Connecting Woodside Project Area**

**In this section we want to find out more about the way you use the Connecting Woodside project area**

**[www.glasgow.gov.uk/ConnectingWoodside](http://www.glasgow.gov.uk/ConnectingWoodside)**

**16. Thinking about the different ways in which you travel around in the Connecting Woodside project area, how often do you?**

If other, please specify the way you get around and how often

**17. What is the purpose of your trip(s) in the Connecting Woodside project area?**

**Note: Please select all options that apply to you**

- Commuting (getting to/from work)
- Recreation (including dog walking)
- In course of work

- Commuting (getting to/from work)
- Education
- Shopping
- Personal business
- Visiting friends and family
- Escorting to school
- Other Escort
- Other (please specify):

#### 14. Filter

18. Are you aged 18 or older? \*

- Yes
- No

#### 15. About you

**This section helps us understand if we're reaching a wide spread of the community.**

19. So that we can understand how people from different areas feel about walking, wheeling, cycling and public space, it would be useful for us to have part of your postcode. We will pass your postcode to the charity Sustrans who are supporting the monitoring of this project. It would never be passed onto any marketing or advertising company and will not be used to identify you.

**Please provide us with the first part of your postcode, including the number in the second part, for example G1\_, G13\_, RG18\_**

**20. To which of these age bands do you belong?**

- 18-35
- 36-50
- 51-65
- 66+
- Do not wish to respond

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

- Yes
- No
- Do not wish to respond

**22. Which of the following describes how you think of yourself?**

- Male
- Female
- In another way
- Do not wish to respond

**23. What is your ethnic group? Choose one option that best describes your ethnic group or background.**

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- White - English / Welsh / Scottish / Northern Irish / British
- White - Irish
- White - Gypsy or Irish Traveller
- White - Any other white background
- Mixed - White and Black Caribbean
- Mixed - White and Black African
- Mixed - White and Asian
- Mixed - Any other mixed / Multiple Ethnic background
- Asian or Asian British - Indian
- Asian or Asian British - Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Chinese
- Asian or Asian British - Any other Asian background
- Black / African / Caribbean/ Black British - Caribbean
- Black / African / Caribbean/ Black British - African
- Any other Black / African / Caribbean background

White - English / Welsh / Scottish / Northern Irish / British

Arab

Do not wish to respond

Other (please specify):

**24. Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more? If you have a physical condition and a mental health condition, please tick both boxes.**

Yes, a physical condition

Yes, a mental health condition

No

Do not wish to respond

**25. Do you have any health conditions or illnesses which affect you in any of the following areas? Please select all that apply.**

Reduced mobility (including physical/dexterity/stamina impairments)

Learning disabilities

Deaf and hearing loss

Blind and partially sighted

Mental health problems

- Reduced mobility (including physical/dexterity/stamina impairments)
- Other
- None of these
- Do not wish to respond

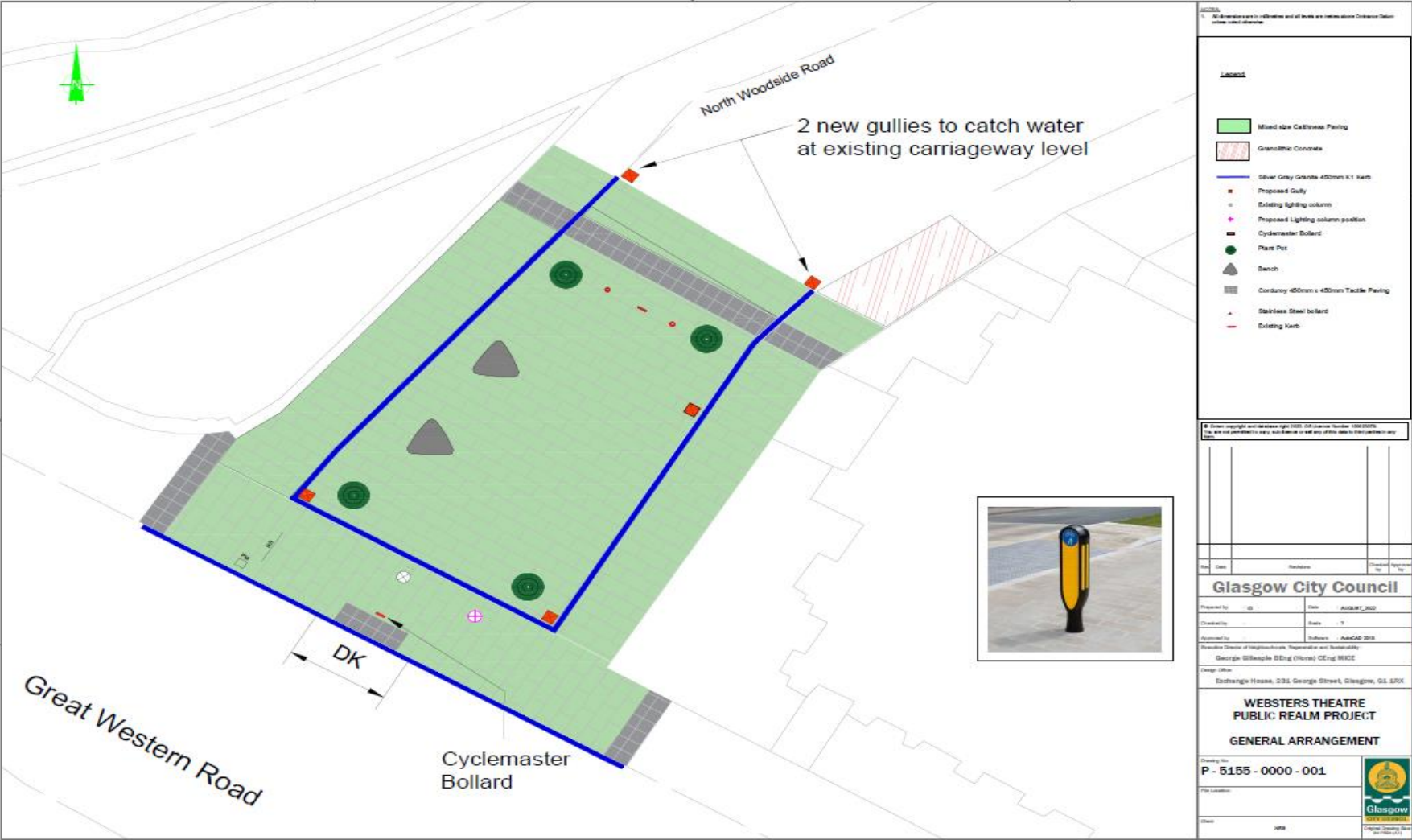
**26. Do you use a mobility aid to get around? Please select all that apply.**

- Wheelchair
- Mobility scooters
- A cane or guide dog
- A walking stick or frame
- An adapted cycle
- None of these
- Do not wish to respond



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10. Appendix C - North Woodside Road Conceptual Design  
 Conceptual Design Drawing 1



## Conceptual Design Drawing 2

