

South City Way

Equality Impact Assessment



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Contents.

1.0	Equality Impact Assessment Overview	4
1.1	The Project	4
1.2	Person Completing Assessment	5
1.3	Assessor Contact Details	5
2.0	Equality Impact Assessment Screening	6
3.0	Assessment of Impacts.....	7
3.1	Purpose of the South City Way	7
3.2	Main Activities of the Project	8
3.3	Policy.....	9
3.4	Scheme Specific Components	10
3.5	Summary of Consultation	33
3.6	Supporting Research.....	36
3.7	Communication with Those Directly Affected	37
3.8	Project Beneficiaries	38
4.0	Outcome of Impacts.....	46
4.1	Monitoring Systems	46
4.2	Project Introduction.....	46
4.3	Measures of Success.....	46
5.0	Sign Off	48
5.1	Completed By.....	48
5.2	Date of Completion.....	48
5.3	Countersigned	48
5.4	Date	48
6.0	Appendix A – Screening Report.....	49



7.0 Appendix B – Consultation Documents.....50



1.0 Equality Impact Assessment Overview

1.1 The Project

Glasgow’s “City Ways” are routes that radiate from the city centre. These key walking and cycling corridors link into the wider network and are characterised by features such as greater pedestrian space and segregated cycle lanes. With business, cultural, educational and residential destinations in close proximity, the routes provide greater access to all aspects of the city. A map of the South City Way can be seen in Figure 1.1.

After an extensive three stage assessment process for Sustrans / Scottish Government’s Community Links Plus funding, which featured 25 initial cycle route proposals from across Scotland, it was announced on the 12 August 2016 that Glasgow’s South City Way proposal had been successful in obtaining £3.25 million pounds of funding from this source.

This matched the £3.25 m from Glasgow City Council to take the project through to completion and will deliver Glasgow City Council’s fourth segregated cycle way, extending from Queen’s Park to the City Centre.



Figure 1.1 – Route map of the South City Way



1.2 Person Completing Assessment

Liz Hunter, Associate, WYG

1.3 Assessor Contact Details

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2.0 Equality Impact Assessment Screening

An initial Equality Impact Assessment (EIA) screening was undertaken in September 2017. The screening was summarised into an EIA screening form which is included as Appendix A of this report.



3.0 Assessment of Impacts

3.1 Purpose of the South City Way

General

Glasgow's ambitions to become a cycle friendly city are being taken forward through its "City Ways" programme with the opening of the West City Way and the South West City Way. The development of a "City Way" cycle network will provide infrastructure suitable for everyone of all levels of experience. Links to surrounding routes and destinations are provided by "Quiet Ways" and other infrastructure. These links typically consist of advisory signage or advisory cycle lanes on streets with low levels of traffic, making cycling enjoyable and the easiest, healthiest and most environmentally responsible way to get around.

In addition to the benefits derived from greater levels of regular activity such as improved short and long-term health, the South City Way project will deliver a safer, more comfortable, and more coherent cycle route. It will help redevelop Victoria Road as a focus for the community and as a place for sustainable walking, cycling, bus and rail travel. The scheme offers significant potential to reduce car use and increase cycling as an everyday mode of transport to deliver better health, better air quality and better quality of life to residents and visitors to Glasgow.

The South City Way project will be delivered alongside active travel promotional campaigns from the council and various community cycle groups that have come together as the Glasgow Community Cycling Network. The network features Glasgow Bike Station, SoulRiders Scotland, Freewheel North, South West Community Cycles and Cycling UK. As well as bringing together expertise in delivery of cycling initiatives across Glasgow's diverse cultural and ethnic population, the groups target accessibility and gender issues ensuring a promotional message that cycling is for everyone. Sustrans are a strategic funding partner for this project.

Connectivity

Proximity to the city centre makes the project ideal to encourage sustainable and active travel via safe cycling and walking facilities integrated with modern public transport hubs.

Development of the route takes into account key destinations along and in proximity to this busy residential, cultural and sustainable transport corridor such as parks, hospitals, medical centres, shopping, academic, leisure, cultural and religious establishments. The proposed



route will link these destinations, Queen's Park Rail Station and bus stops to a main City Way with cycle parking at key locations.

The South City Way will be integrated with modern public transport hubs with improvements for pedestrians and cyclists.

Initial engagement with residents, businesses and potential users indicated great enthusiasm for the project.

The project will link to the recently completed South-West City Way connecting Glasgow's south side to the wider cycle network.

The option of improving the streetscape of Gorbals Street is also being investigated.

3.2 Main Activities of the Project

The South City Way is a joined-up package of measures designed to break down the barriers that stop people traveling on foot and by bicycle. The following are examples of infrastructure interventions that will be implemented on the route to improve safety, visibility and continuity:

- **Engineering interventions** - continental style stepped kerbs on either side of the road requiring road space reallocation, combined zebra and cycle crossings, floating bus stops, cycle parking, and retention of some parking and loading bays to support local businesses;
- **Urban Realm Improvements** – guard rail removal, improved lighting, signage de-cluttering, landscaping, tree planting, introduction of benches, more bins, integrated pedestrian improvements such as re-surfaced footways, new cycle stands;
- **Navigation and Branding** – bespoke cycle symbols and signage; and
- **Maintenance and Operations** – enhanced maintenance and enforcement. This will include for the reduction in overhanging branches, ensuring pedestrian



crossings tactiles are compliant and safe. Ensuring the rotating tactile cone or audible beacons are working.

There will be significant investment in the use of Supporting Measures interventions to compliment engineering interventions. The Supporting Measures activity will focus on education and marketing including cycling promotional campaigns.

3.3 Policy

The Scottish Government has set out that everyone deserves to be treated fairly, regardless of their age, disability, gender, gender identity/reassignment, race, religion or sexual orientation. With the mindset that there is no place in Scotland for prejudice or discrimination.

The overarching legislation is the Equality Act 2010. Glasgow City Council also published its own guidance regarding Equality Impact Assessments during February 2017, this can be accessed from the following weblink:

<https://www.glasgow.gov.uk/index.aspx?articleid=17533>



3.4 Scheme Specific Components

As part of this Audit there are five specific components which are common along the full route. These components are

Floating Bus Stops

The floating bus stops on the South City Way project have been developed in accordance with Transport for London "Bus Stop Design Guidance" where possible whilst acknowledging TRL Project Report PPR730. Details of the specific Floating Bus Stops along the scheme have been identified and described in Table 3.1 below. Figure 3.1 below shows an extract from the TFL guidance on a good practice layout for a bus bypass. On South City Way the plan is to also introduce zebra markings at the pedestrian crossing point to ensure cyclists slow down as the pedestrian has priority.

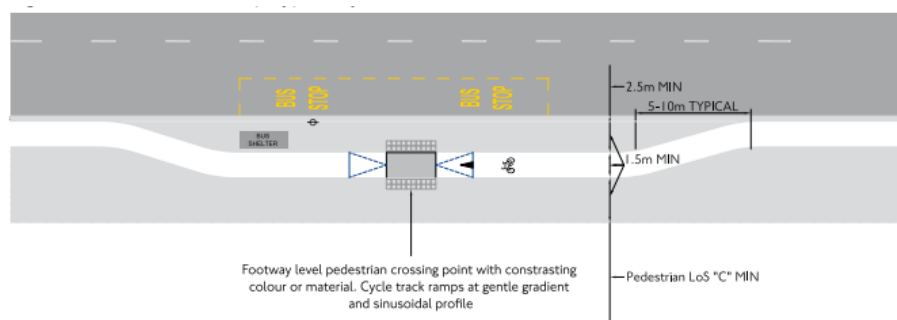


Figure 3.1

Floating Pedestrian Crossings

The floating pedestrian crossings on the South City Way project have been developed in accordance with the principals adopted for the floating bus stops. This will provide consistence for the design. The initial proposals for the scheme was to provide Zebra and Cycle Zebra crossings along the route. The design evolution and guidance through public and inclusive mobility consultation has resulted in the scheme progressing with Pelican and Toucan crossings. Individual crossings along the scheme have been identified and described in Table 3.1 below. Figure 3.2 below shows an extract from the scheme showing the typical layout of a floating crossing. On South City Way the plan is to also introduce zebra markings at the point a pedestrian crosses the cycleway to ensure cyclists slow down as the pedestrian has priority.



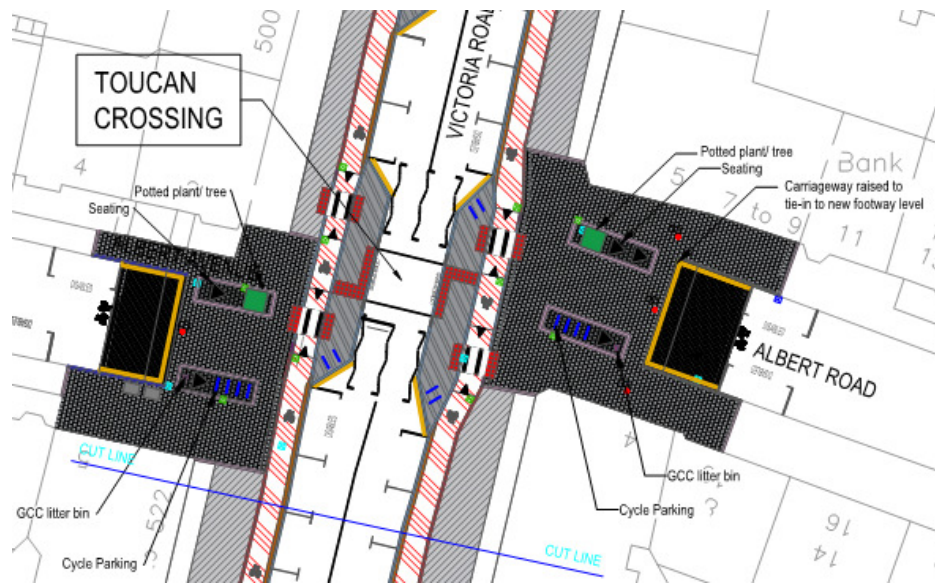


Figure 3.2 Floating Pedestrian Crossing

Controlled Junction crossings

Controlled junctions will be designed in accordance with Design Manual for Roads and Bridges TD 50/04 – The geometric layout of Signal Controlled Junctions and LTN 2/95 – Design of Pedestrian Crossings. Any junction which is currently signalised will be upgraded such this it complies with current guidance. Where proposed layouts are innovative and not covered by current guidance, approval will be sought when necessary from the Transport Scotland Standards Division. Individual crossings along the scheme have been identified and described in Table 3.1 below.

Uncontrolled Junction crossings

Uncontrolled crossings at minor road junctions will be raised tables and provide the cyclist and pedestrian with priority. Driver education will be key at these junction as the natural understanding will be that the vehicle has priority. Suitable road markings will need to be deployed to ensure safety of vulnerable user groups is maintained. Individual crossings along the scheme have been identified and described in Table 3.1 below.



Tiered Cycleway

The underpinning design principal is that the cycleway will be segregated from both the footway and the carriageway. This will predominantly be carried out by terracing, ensuring that road user conflict points are kept to an absolute minimum. The hard edge kerbed tiered option will ensure that pedestrians and cyclist are kept separate with limited opportunity to mix. Shared use sections will need to be managed carefully as they could become conflict points due to the protected mindset of the segregated sections.



Drawing Number	Components	Description	Opportunities	Constraints
425056_SK009	Junction crossing	Raised table providing Pedestrian and Cycle priority through the minor junction. The Cycleway will ramp up to footway level at this location. Both the Cycleway and the Footway will be constructed in a contrasting surface to highlight that a junction is being crossed	By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries	Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.
425056_SK009	Junction crossing Signalised 3-way junction	Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. The crossing of Victoria Road and on east of junction are Toucan crossings which provide cycle provision. Segregated cycleway terminates at the end of Victoria Road becoming a shared surface. The end of the cycle segregation is demarked by corduroy tactile paving.	Crossing is to current standard with no additional risks to road users perceived. Desire lines are maintained.	The various road user groups will need to be managed by signage to prevent conflict between pedestrians and cyclists at areas of shared space.
425056_SK009	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.



425056_SK010	Floating bus stop	<p>2.5m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located in the middle of the island. Bus stop has been relocated circa 110m north of existing location</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus. Shelter location is also critical to ensure free access to all road users</p>	<p>Bus stop is now further for some users to access. Inconsistent layout of bus stops can be confusing to some road users. By moving the crossing some road users will be disadvantaged.</p>
425056_SK010	Floating Toucan crossing	<p>Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. Access onto the island is provided by raised pedestrian crossing across the cycleway located on both ends and both sides of the crossing (four in total) with zebra markings.</p>	<p>Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.</p>	<p>Inconsistent layout along route can be confusing to some road users. Pedestrian desire becomes more convoluted. Layout may be confusing / cumbersome for certain road user groups</p>
425056_SK010	Junction crossing with priority for pedestrians; Footway level with crossing.	<p>Raised table providing Pedestrian and Cycle priority through the minor junction. The Cycleway will ramp up to footway level at this location. Both the Cycleway and the Footway will be constructed in a contrasting surface to highlight that a junction is being crossed</p>	<p>By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries</p>	<p>Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.</p>



425056_SK010	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
425056_SK011	Floating bus stop	3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located in the middle of the island with zebra markings.	Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus. Shelter location is also critical to ensure free access to all road users	Inconsistent layout of bus stops can be confusing to some road users.
425056_SK011	Floating Toucan crossing	Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. Access onto the island is provided by raised pedestrian crossing across the cycleway	Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.	Inconsistent layout along route can be confusing to some road users. Pedestrian desire becomes more convoluted.



		located on both ends and both sides of the crossing (four in total) with zebra markings.		Layout may be confusing / cumbersome for certain road user groups
425056_SK011	Tiered Cycleway Design	From carriageway level, the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway. Stepping down from the footway in two stages, i.e. 50mm at a time will be easier for many people.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
425056_SK012	Signalised 4-way junction	Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. Pedestrians will have priority over cyclists at the Zebra crossings. All four crossings will be Pedestrian only with the cycle facilities being segregated and getting their own signal phase. Cyclists are protected by islands providing segregation from vehicles.	Junctions of this configuration as not typical in the UK but nothing within the arrangement can't widely found through out the UK. The layout contain features that all road users with use on a daily basis.	The various road user groups will need to be managed by signage to prevent conflict between pedestrians and cyclists at areas of shared space. Layout may be confusing / cumbersome for certain road user groups until they become used to the layout.



		Vehicle transit will operate as per any other junction.		Education of how this type of junction operates would be beneficial.
425056_SK012	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
425056_SK013	Signalised 4-way junction	Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. Pedestrians will have priority over cyclists at the Zebra crossings. All four crossings will be Pedestrian only with the cycle facilities being segregated and getting their own signal phase. Cyclists are protected by islands providing segregation from vehicles. Vehicle transit will operate as per any other junction.	Junctions of this configuration as not typical in the UK but nothing within the arrangement can't widely found through out the UK. The layout contain features that all road users with use on a daily basis.	The various road user groups will need to be managed by signage to prevent conflict between pedestrians and cyclists at areas of shared space. Layout may be confusing / cumbersome for certain road user groups until they become used to the layout. Education of how this type of junction operates would be beneficial.



425056_SK013	Tiered Cycleway Design	<p>From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer.</p> <p>Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge. Such setup comes at a cost of two bus stops in this location due to limited space.</p>	<p>Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.</p>	<p>Removal of two bus stops will change the stop intervals along route and might prove difficult to some road users.</p> <p>The northerly bus stop has been relocated around 150m north while the adjacent bus stop in southerly direction has been relocated to a location about 100m south. By moving the crossing some road users will be disadvantaged.</p>
425056_SK014	Floating bus stop	<p>2.5m wide Bus Stop islands created on both sides of the road to provide access onto bus. Shelter is located to the front of the bus stop.</p> <p>Access onto the islands is provided by raised pedestrian crossing across the cycleway with zebra markings.</p> <p>The northerly bus stop has been relocated about 20m south, towards the missing bowman street bus stop. The southerly stop is in its original location.</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus. Shelter location is also critical to ensure free access to all road users</p>	<p>Bus stop is now further for some users to access. Inconsistent layout of bus stops can be confusing to some road users. By moving the crossing some road users will be disadvantaged.</p>
425056_SK014	Floating Toucan crossing	<p>Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones.</p>	<p>Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.</p>	<p>Inconsistent layout along route can be confusing to some road users. Pedestrian desire becomes more convoluted.</p>



		Access onto the island is provided by raised pedestrian crossing across the cycleway located on both ends and both sides of the crossing (four in total) with zebra markings.		Layout may be confusing / cumbersome for certain road user groups
425056_SK014	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
425056_SK015	Floating pedestrian crossing	2.5m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located in the middle of the island. Bus stop has been relocated circa 110m north of existing location	Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus. Shelter location is also critical to ensure free access to all road users	Bus stop is now further for some users to access. Inconsistent layout of bus stops can be confusing to some road users. By moving the crossing some road users will be disadvantaged.



425056_SK015	Floating Toucan crossing	<p>Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones.</p> <p>Access onto the island is provided by raised pedestrian crossing across the cycleway located on both ends and both sides of the crossing (four in total) with zebra markings.</p>	<p>Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.</p>	<p>Inconsistent layout along route can be confusing to some road users. Pedestrian desire becomes more convoluted.</p> <p>Layout may be confusing / cumbersome for certain road user groups</p>
425056_SK015	Junction crossing	<p>Raised table providing Pedestrian and Cycle priority through the minor junction. The Cycleway will ramp up to footway level at this location.</p> <p>Both the Cycleway and the Footway will be constructed in a contrasting surface to highlight that a junction is being crossed. Numerous options were considered for the crossings, these included:</p> <ul style="list-style-type: none"> • A conventional dropped crossing at carriageway level without tactile paving • A conventional dropped crossing at carriageway level with tactile paving • The raised table crossing currently proposed which gives priority to the cyclist and Pedestrians • A raised table crossing with tactile paving giving priority to the motorist 	<p>By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries.</p> <p>Visually contrasting surfacing with alert partially sighted road users that they are approaching a junction and to use caution.</p>	<p>Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.</p>



425056_SK015	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
425056_SK016	Floating bus stop	3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located in the middle of the island.	Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus. Shelter location is also critical to ensure free access to all road users	Inconsistent layout of bus stops can be confusing to some road users.



425056_SK016	Junction crossing	<p>Raised table providing Pedestrian and Cycle priority through the minor junction. The Cycleway will ramp up to footway level at this location. Both the Cycleway and the Footway will be constructed in a contrasting surface to highlight that a junction is being crossed</p>	<p>By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries</p>	<p>Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.</p>
425056_SK016	Tiered Cycleway Design	<p>From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.</p>	<p>Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.</p>	<p>Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.</p>
A104035_011_001	Floating bus stop	<p>3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located at the front of the island.</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus.</p>	<p>Inconsistent layout of bus stops can be confusing to some road users. Crossing should be relocated so that layout is consistent with southern section of route. Zebra markings should be installed at the crossing point.</p>



			Shelter location is also critical to ensure free access to all road users	
A104035_011_001	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
A104035_011_002	Junction crossing	Raised table providing Pedestrian and Cycle priority through the minor junction. The Cycleway will ramp up to footway level at this location. Both the Cycleway and the Footway will be constructed in a contrasting surface to highlight that a junction is being crossed	By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries	Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.
A104035_011_002	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.



			<p>parking on the cycleway is reduced.</p> <p>Visually impaired road users can use the hard edge kerb to guide them along the footway.</p>	
A104035_011_003	Floating bus stop	<p>3m wide Bus Stop island created to provide access onto bus.</p> <p>Shelter is located to the front of the bus stop.</p> <p>Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located at the front of the island.</p>	<p>Provides safe segregated bus stop provision.</p> <p>Bus stop should allow for Bus Boarder kerbing.</p> <p>Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus.</p> <p>Shelter location is also critical to ensure free access to all road users</p>	<p>Inconsistent layout of bus stops can be confusing to some road users.</p> <p>Crossing should be relocated so that layout is consistent with southern section of route.</p> <p>Zebra markings should be installed at the crossing point.</p>
A104035_011_003	Floating Toucan crossing	<p>Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones.</p> <p>Access onto the island is provided by raised pedestrian crossing across the cycleway located on both ends and both sides of the crossing (four in total) with zebra markings.</p>	<p>Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.</p>	<p>Inconsistent layout along route can be confusing to some road users.</p> <p>Pedestrian desire becomes more convoluted.</p> <p>Layout may be confusing / cumbersome for certain road user groups</p>



A104035_011_003	Tiered Cycleway Design	<p>From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.</p>	<p>Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.</p>	<p>Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.</p>
A104035_011_004	Floating bus stop	<p>3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located at the front of the island. The pedestrian crossings at this location are being rationalised with the reduction of one crossing point. A crossing was installed historically as part of a Pedestrian management scheme for a nearby construction site as the existing crossing was turned off during construction activity. The new crossing was never removed following completion of the construction works. The</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus. Shelter location is also critical to ensure free access to all road users.</p>	<p>Inconsistent layout of bus stops can be confusing to some road users. Crossing should be relocated so that layout is consistent with southern section of route. Zebra markings should be installed at the crossing point.</p>



		number of crossings and spacing between meet current design standards.		
A104035_011_004	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
A104035_011_005	Floating bus stop	3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located at the front of the island. Bus stop has been relocated 110m north of existing location.	Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus. Shelter location is also critical to ensure free access to all road users	Inconsistent layout of bus stops can be confusing to some road users. Crossing should be relocated so that layout is consistent with southern section of route. Zebra markings should be installed at the crossing point. By moving the bus stop some route users will be disadvantaged.



A104035_011_005	Floating Toucan crossing	Pedestrian facility designed in accordance with LTN 2 /95 with the inclusion of red tactile paving and tactile cones. Access onto the island is provided by raised pedestrian crossing across the cycleway located on both ends and both sides of the crossing (four in total) with zebra markings.	Provides safe segregated cycle provision as well as a safe area for pedestrians to wait.	Inconsistent layout along route can be confusing to some road users. Pedestrian desire becomes more convoluted. Layout may be confusing / cumbersome for certain road user groups
A104035_011_005	Junction crossing	Raised table providing Pedestrian and Cycle priority through the minor junction. The cycleway will ramp up to footway level at this location. Both the cycleway and the footway will be constructed in a contrasting surface to highlight that a junction is being crossed	By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries	Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.
A104035_011_005	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.



A104035_011_006	Junction crossing	<p>Raised table providing Pedestrian and Cycle priority through the minor junction.</p> <p>The cycleway will ramp up to footway level at this location.</p> <p>Both the cycleway and the footway will be constructed in a contrasting surface to highlight that a junction is being crossed</p>	<p>By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries</p>	<p>Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway.</p> <p>Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority.</p>
A104035_011_006	Tiered Cycleway Design	<p>From carriageway level the cycleway will sit 50mm higher than the road channel edge.</p> <p>The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.</p>	<p>Segregated cycle facility offers safety to all road users by keeping them separate.</p> <p>By installing a raised kerb the likely hood of cars parking on the cycleway is reduced.</p> <p>Visually impaired road users can use the hard edge kerb to guide them along the footway.</p>	<p>Introduction of trip hazard.</p> <p>Hard edge may prohibit some road users from crossing out with designated crossing points.</p>
A104035_011_007	Floating bus stop	<p>3m wide Bus Stop island created to provide access onto bus.</p> <p>Shelter is located to the front of the bus stop.</p> <p>Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located at the middle of the island.</p>	<p>Provides safe segregated bus stop provision.</p> <p>Bus stop should allow for Bus Boarder kerbing.</p> <p>Consideration should be given to the type of shelter installed such that wheelchair and prams can safely and comfortably access the bus.</p>	<p>Inconsistent layout of bus stops can be confusing to some road users.</p> <p>Zebra markings should be installed at the crossing point.</p>



			Shelter location is also critical to ensure free access to all road users	
A104035_011_007	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
A104035_011_008	Floating bus stop	3m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop. Access onto the island is provided by raised pedestrian crossing across the cycleway which is located is currently located near the front of the island. This is a new bus stop.	Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus.	Inconsistent layout of bus stops can be confusing to some road users. Crossing should be relocated so that layout is consistent with southern section of route. Zebra markings should be installed at the crossing point.



			Shelter location is also critical to ensure free access to all road users	
A104035_011_008	Junction crossing	Raised table providing Pedestrian and Cycle priority through the minor junction. The cycleway will ramp up to footway level at this location. Both the cycleway and the footway will be constructed in a contrasting surface to highlight that a junction is being crossed	By creating a level crossing facility certain mobility groups may find crossing the road easier due in part to there being no hard boundaries	Raised crossings can cause partially sighted road users difficulty as they do not appreciate that they are crossing a live carriageway. Confusion over priority may be an issue as there are no Give Way markings or tactile paving to define who has priority. Additional confusion at this location due to the left turn contraflow cycle lane on Devon Street.
A104035_011_008	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.



A104035_011_009	Floating bus stop	<p>2.0m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop.</p> <p>Access onto the island is provided by two raised pedestrian crossing across the cycleway which is located are currently located at the front and back the island.</p> <p>At this location the width of the corridor is too narrow to allow for a continuation of the footway behind the bus stop. This required all pedestrians to cross the cycleway to access the bus stop and also to continue along the route northbound.</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus. Shelter location is also critical to ensure free access to all road users</p>	<p>Inconsistent layout of bus stops can be confusing to some road users. Zebra markings should be installed at the crossing point. Consideration to bus shelter type required so as to not negatively impact all user groups. Congestion at the bus stop during busy times will potentially hinder northbound pedestrians. This will affect reduced mobility users the most.</p>
A104035_011_010	Floating bus stop	<p>2.0m wide Bus Stop island created to provide access onto bus. Shelter is located to the front of the bus stop.</p> <p>Access onto the island is provided by two raised pedestrian crossing across the cycleway which is located are currently located at the front and back the island.</p> <p>At this location the width of the corridor is too narrow to allow for a continuation of the footway behind the bus stop. This required all pedestrians to cross the cycleway to access the bus stop and also to continue along the route southbound.</p>	<p>Provides safe segregated bus stop provision. Bus stop should allow for Bus Boarder kerbing. Consideration should be given to the type of shelter installed such that wheelchair and prams can safety and comfortably access the bus. Shelter location is also critical to ensure free access to all road users</p>	<p>Inconsistent layout of bus stops can be confusing to some road users. Zebra markings should be installed at the crossing point. Consideration to bus shelter type required so as to not negatively impact all user groups. Congestion at the bus stop during busy times will potentially hinder southbound pedestrians. This will affect reduced mobility users the most.</p>



A104035_011_010	Tiered Cycleway Design	From carriageway level the cycleway will sit 50mm higher than the road channel edge. The width of the cycleway is 2m with a 500mm buffer. Above this the footway will sit 100mm higher than the road channel edge (50mm higher than the cycleway) providing the tiered edge.	Segregated cycle facility offers safety to all road users by keeping them separate. By installing a raised kerb the likely hood of cars parking on the cycleway is reduced. Visually impaired road users can use the hard edge kerb to guide them along the footway.	Introduction of trip hazard. Hard edge may prohibit some road users from crossing out with designated crossing points.
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3.5 Summary of Consultation

Overview

Two public consultation events were held during the bid stages of the competition concerning concepts for the route.

Following the announcement of the winner in summer 2016, GCC progressed preliminary design work for the route and designs for the Queen's Park and Queen's Park Station section were published in May 2017 at two public events on/near Victoria Road.

As part of the ongoing development of the design and implementation, GCC attended a meeting of the Govanhill Community Trust stakeholders and held a public drop-in event at Govanhill Housing Association on Tuesday 29th August 2017. The public were given the opportunity to explore the South City Way design plans as they stood at that stage and to provide input through adding comments directly on the design drawings or using post-it notes to detail specific issues. Visualisations of various sections of the scheme were also provided. GCC officers, WYG and Sustrans officers were on hand to answer questions.

Finally, GCC invited a number of Local Inclusive Mobility Groups to attend a workshop on Wednesday the 20th September 2017 to discuss the design proposals for the scheme. The main purpose of the event was to engage with Inclusive Mobility Groups to further understand their perspective of hazards associated with the scheme and ways to design these out.

Details of the consultation leaflet, letter drops and invitations can be found in Appendix B.



The Groups invited were:

- Glasgow Access Panel;
- Disabled People Against Cuts (DPAC);
- Glasgow Disability Alliance;
- Centre For Sensory Impaired People;
- Guide Dogs Glasgow Mobility Team;
- RNIB Scotland (Policy and External Affairs); and
- Freewheel North.

Consultation Feedback

Further detail on responses can be found in the Consultation Reports produced after each event. Common issues raised included:

- **General Support** - the preliminary designs were generally well received;
- **General Scheme Design** – poor connectivity, desire lines of pedestrians and cyclists could be better addressed, too many stops for cyclists at signal junctions, difficulty understanding how junctions would work; concern over cycle lane on one side of road only, poor alignment of cycle lane, consideration of vehicle users at accesses, drainage and maintenance, constricted widths at junctions, visual continuity of cycle lanes across side roads, and loss of parking outside properties;
- **Inclusive Mobility** - retention of existing disabled parking spaces following completion of the scheme and through construction period, provision of a safe zone adjacent to disabled parking spaces to support vehicular access, overhanging trees and bushes / street clutter / bins cause difficulties for the mobility impaired and a general preference for audible tones at pedestrian crossings over cones, which break;
- **Public Realm** - use this as an opportunity to green the street, extend vistas from Queens Park; narrow planter boxes could be used to create a greenway between cycle lane and parking / floating bus stops, railings should be removed within improved landscape zones; concern over the quiet way provision increasing



loitering and social issues, request for green space to be provided in the dead space under the M74; and provision of more public space along the route;

- **Road Safety** - narrow lanes result in very little tolerance for on-street parking and create a conflict with doors opening; some cyclist right turns appear unsafe; and
- **Public Transport** – on two-way cycle lanes how will pedestrians be advised to look both ways at crossing points to the floating bus stops, floating bus stop at Kingarth Street has poor sightlines and cuts off footpath at the end of Kingarth Street; bus lay-bys delay buses and prioritise cars, buses should stop on carriageway; and floating bus stops narrow the carriageway resulting in dangerous overtaking.

Having considered the issues raised in the consultations, GCC intends to proceed with the scheme (subject to approval) although the following changes to the design are proposed:

- Use of Signalised Pedestrian/cycle crossings in place of Zebra and Cycle Zebra, unless at locations where there is no current provision.;
- Use of zebra markings to provide access to the floating elements of the scheme;
- Review pedestrian desire lines and accommodate them within the design where possible;
- Review and retain Disabled Parking bays where they currently exist; and
- Reduce street furniture and street clutter whilst providing appropriate seating and public realm.



3.6 Supporting Research

Extensive research has been undertaken in the development of South City Way. This includes:

- Concept definition;
- Customer research surveys;
- Cycle census;
- Demand Analysis;
- Monitoring and evaluation of completed routes to date; and
- Specific infrastructure related research such as blindspot safety mirrors, surfacing colouring and advanced cycle stoplines for cyclists.



3.7 Communication with Those Directly Affected

As per Section 3.3, a number of public consultations have been undertaken as the project and design have developed.

The final event was advertised by:

- Local Press (Evening Times on Monday 28th August 2017);
- By GCC's social media channels; and
- By Council officers speaking to stakeholders.

In addition to the public consultations, an invitation-only workshop event was held to engage with Inclusive Mobility Groups to further understand their perspective of hazards associated with the scheme and ways to design these out. Those invited where:

- Glasgow Access Panel;
- Disabled People Against Cuts (DPAC);
- Glasgow Disability Alliance;
- Centre For Sensory Impaired People;
- Guide Dogs Glasgow Mobility Team;
- RNIB Scotland (Policy and External Affairs); and
- Freewheel North



3.8 Project Beneficiaries

The main beneficiaries of the scheme will be:

- People who already cycle commute;
- People needing to use disabled parking spaces to access shops;
- People who cycle at weekends and could be persuaded to commute via bike during the week;
- Non-cycling commuters who could be persuaded to commute via bike;
- Leisure cyclists;
- People who wish to cycle for health reasons;
- People needing to use disabled parking spaces to shop;
- Pedestrians; and
- Public transport users.
- Traders, benefiting from the increase in cyclists visiting the area.
- Residents, benefiting from the regeneration and civic enhancement.

It is anticipated that the majority of cyclists will be from those groups that cycle most at present – white males aged 25-44, white females aged 45-59, black Caribbean and black Other, people of mixed race and some younger people and children cycling to school.

GCC is seeking to normalise cycling by attracting new cyclists from all demographics through providing segregated cycling infrastructure. This route provides an opportunity to encourage other people to use the new South City Way. GCC will also look to integrate the scheme with other local initiatives to help people in some of the main equality target groups such as ethnic minorities, women, disabled people and older and younger people.

Provision of Mass Automated Cycle Hire stations has demonstrated that many more females cycles than would normally be expected. Projects to encourage ethnic minorities and other hard to reach groups are also ongoing.

Pedestrians and public transport users will also benefit from the scheme through improvements to pedestrian and public transport facilities in a largely road dominated



environment. Such improvements include enhanced crossing facilities, floating bus stops and public realm improvements.

An assessment of the predicted impact on various user groups is set out in Table 3.1.



Table 3.1 – Evidence of Impact

Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
GENDER	Women	✓			<p>Outcome 2</p> <ul style="list-style-type: none"> • Car availability is lower in Glasgow (49%) compared to Scotland (69%) (1) • Women make more walking trips than men (23% of journeys compared to 20% by men) (2) • Men are more likely to own a driving licence (76% compared to 62% of women) (2) <p>Outcome 4</p> <ul style="list-style-type: none"> • Men are more likely to meet physical activity recommendations than women (45% compared to 33%) (6) <p>Outcome 5</p> <ul style="list-style-type: none"> • Women are less likely to feel very / fairly safe when walking alone in their neighbourhood compared to men (78% compared to 93%)
	Men	✓			<p>Outcome 4</p> <ul style="list-style-type: none"> • Men are more likely to be overweight than women (69% compared to 61%) (6)
<p>Gender: Women will experience a positive outcome from the increased accessibility to green / blue space and opportunity for physical activity in an area with increased safety and enhanced physical environment. Men are also likely to experience a positive impact from enhanced opportunities to access greenspace for physical activity.</p>					



Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
RACE	White	✓			
	Asian	✓			<p>Outcome 2</p> <ul style="list-style-type: none"> • Ethnic minority groups are less likely to hold a driving licence (48% compared to 66% for white groups) (3) • Some ethnic minority groups are more likely to have access to a car than others (4) <p>Outcome 4</p> <ul style="list-style-type: none"> • Indian, Bangladeshi and Pakistani people were more likely than other ethnicities to visit urban green space for exercise (8) • Pakistani households – along with Indian and 'other white British' households - have higher than average rates of owner occupation in Scotland (9) <p>Outcome 5</p> <ul style="list-style-type: none"> • Concern about safety affects use of local green space, this varies by ethnicity, e.g. 53% of Bangladeshi people reported feeling safe using their local green space compared with 75% of white people (8)
	African / Caribbean	✓			As above
	Other ethnic group	✓			As above
	Mixed or multiple ethnic group	✓			As above
<p>Race: Demographic data indicates a lower than city average Minority Ethnic population in the area. Minority Ethnic groups will experience a positive impact from improved community safety resulting from enhanced physical environment and increased opportunity to access green / blue space. The potential for investment in private house building will also have a positive impact on some minority ethnic groups. This will lead to increased accessibility to green / blue space, increased physical activity and movement within the population, housing opportunities, an increased connection between minority ethnic groups and the physical environment and will progress outcomes 2, 4 and 5</p>					



Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
DISABILITY	Physical disability	✓			<p>Outcome 2</p> <ul style="list-style-type: none"> • 26% of respondents with a limiting long term condition met the physical activity recommendations compared to 41% with a non-limiting condition and 44% without a condition (6) • Obesity was significantly associated with disability, 34% of respondents with a limiting long term condition were obese compared to 30% of those with a non-limiting condition and 24% of those without a condition.(6) <p>Outcome 4</p> <ul style="list-style-type: none"> • People who recorded that their day-to- day activities were 'limited a lot' by their long-term health problem or disability (87%) were more likely to social rent than those who were 'limited a little' (80%) and those who were 'not limited' (56%).
	Sensory Impairment (sight, hearing,)	✓			As above
	Learning Disability	✓			As above
	Mental Health Issues	✓			As above
<p>Disability: Demographic data indicates a slightly higher of ESA and Incapacity Benefit claimants in the area. Disabled people will experience a positive impact from improved and new green / blue space. This will lead to increased physical activity and movement within the population and progress outcomes 2 and 4. Outcome 5 will also be progressed with enjoyment and improvement of life.</p>					



Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
LGBT	Lesbians, Gay Men, Bisexual, Transgender	✓			Outcome 2 <ul style="list-style-type: none"> People identified as having an other sexual orientation were significantly less likely to meet the physical activity recommendations than the national average (29% compared to 38%) (6)

Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
AGE	Older People (60 +)	✓			Outcome 2 <ul style="list-style-type: none"> Physical activity declines with age – only 20% of those ages 65 – 74 years and 8% of those aged 75 and over met physical activity recommendations (6)
	Younger People (16-25)	✓			Outcome 2 <ul style="list-style-type: none"> Young people are more likely to walk to work or travel by bus. (5)
	Children (0-16)	✓			
<p>Age: Demographic data indicates a slightly higher percentage of children in the area. Older people and young people will experience a positive impact from improved and new green / blue space which will progress outcome 2. Increased access to greenspace will have a positive impact for children facilitating increased community involvement and physical activity opportunities. Access to biodiversity and natural habitats will also provide opportunities for recreational use, learning opportunities and improved quality of life.</p>					



Characteristic		Positive Impact – it could benefit an equality group	Good Practice / Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
RELIGION & BELIEF	All				No research has been identified and it is considered that there will be a neutral impact on religion and belief.
MATERNITY & PREGNANCY					No research has been identified and it is considered that there will be a neutral impact on maternity and pregnancy.
GENDER REASSIGNMENT					No research has been identified and it is considered that there will be a neutral impact on gender reassignment.
POVERTY		✓			<p>Biodiversity enhancement and creation / wetland / habitats network creation</p> <ul style="list-style-type: none"> • There is a relationship between income inequality and biodiversity loss, communities with unequal distributions of income experience greater losses of biodiversity • NextBike & BikePlus have been working with low income groups to encourage use of the MACH scheme.
<p>Poverty: The area includes a high percentage of neighbourhoods in the worst 15% SIMD which is linked to a higher instance of vacant and derelict land and poor physical environment. A positive impact will be felt through the creation and improvement of new green / blue space, opportunities for community interaction and cohesion, economic growth opportunities and improved quality of life including health benefits that this project will bring. This will progress outcomes 1, 2 4 and 5.</p>					



IMPACT	YES	NO
HIGH		
There is substantial evidence and / or concern that people from different groups or communities are (or could be) differently affected by the project		✓
MEDIUM		
There is some evidence and / or some concern that people from different groups or communities are (or could be) differently affected by the project		✓
LOW		
There is little or no evidence that some concern that people from different groups or communities are (or could be) differently affected by the project	✓	
	Immediately	Within Next 6 Months
The negative impact requires action to be taken	No negative impact has been identified	



4.0 Outcome of Impacts

4.1 Monitoring Systems

Post-implementation customer research will identify whether the scheme has improved the travel experience of Equality Target Groups. GCC will periodically review data to determine any substantial demographic changes along the route. Cycle counts will be undertaken to collect data on how many people are using the cycle lanes.

4.2 Project Introduction

Alongside other elements such as public consultation, publicity will be undertaken during and after construction to promote the scheme, highlight the proposed changes and encourage people to use the South City Way. Prior to the route being launched, leaflets are also planned to be produced to explain to people how to use the infrastructure.

Furthermore, through the Supporting Measures workstream, funding for local training will be made available.

4.3 Measures of Success

Specific monitoring and data gathering activities will be undertaken to measure the success of the South City Way:

Quantitative Data Gathering

- Cycle flows;
- Cycle journey times;
- Traffic flows / speeds
- Bus journey times; and
- Casualty figures.



Qualitative Data Gathering

- Attitudinal surveying about people's attitudes to cycling both along the route and drawn from a wider sample of Glasgow residents (drawn from customer research surveys undertaken by Sustrans);
- Behaviour change surveys along the route of both users and non-users to ask about what trips are being made, what change has taken place in trips, why this change has taken place and what aspects of the scheme were most successful or unsuccessful; and
- Customer satisfaction surveys.

The success of the South City Way will be measured first and foremost by an increase in the number of cycling trips along the route. The existing target of Glasgow's Strategic Plan for Cycling 2016 – 2025 is to increase in cycling to/from the City Centre from 7,636 per day (2012-2014 average) to 15,000 per day by 2025. Qualitative information regarding citizens' appreciation of the new public spaces and road layout should not be downplayed in favour of quantitative data however.

The measurable benefits are:

- Increase demand;
- Journey time reductions;
- Journey time reliability;
- Health benefits;
- Improved air quality; and
- Modal shift from public transport routes.



5.0 Sign Off

5.1 Completed By

Liz Hunter

5.2 Date of Completion

4th October 2017

5.3 Countersigned

Scott McGarva

5.4 Date

6th October 2017



6.0 Appendix A – Screening Report



EQUALITY IMPACT ASSESSMENT (EIA) SCREENING FORM

1. Introduction to the EIA process

A successful EIA will look at 5 key areas:

- **Identify the Policy / Service to be assessed** – a clear definition of the policy / service and its aims;
- **Screening** - Collect data to evidence the type of barriers people face to accessing services (research, consultations, complaints and/or consult with equality groups);
- **Prioritising Impact** – reaching an informed decision on whether or not there is a differential impact on equality groups, and at what level,
- **Action Planning**– develop an action plan to make changes where a negative impact has been assessed
- **Measuring outcomes** – stating how you will monitor and evaluate the policy / service to ensure that you are achieving the expected outcomes for all groups.

2. **Name of the policy / service :**

The South City Way proposal will deliver the Council's fourth segregated cycle way, extending from Queen's Park to the City Centre , complete with public realm improvements..

3. **List main activities of the policy / service :**

The proposal is for continental style stepped kerbs on either side of the road. This will require road space reallocation and features such as combined zebra and cycle crossings to help give pedestrians and cyclists priority over motorised transport will be included. This has the potential to create a truly permeable area that has pedestrian movement and active travel at the heart of the scheme. Public transport would be integrated with floating bus stops for improved passenger safety with some parking and loading bays being retained to support local businesses.

The route will provide safe facilities integrated with modern public transport hubs. Improvements in the area for pedestrians and cyclists will increase the reach of Victoria Road as a travel hub and as an end point in itself.

The South City Way can be considered as having three main elements:

- **Place** - Enhancing the road environment is vital to making this corridor a lucrative place to visit and attractive to pass through.
- **Segregated cycle tracks** - Safe, dedicated cycle tracks, more attractive pedestrian space and excellent public transport connections.
- **Outreach work** - At least 5% of the project budget will be allocated for outreach activities aimed at encouraging active and sustainable travel, working closely with partners and community organisations.

The scheme offers significant potential to reduce car use and increase cycling as an everyday mode of transport to deliver better health, better air quality and better quality of life to residents and visitors to Glasgow.

For the purposes of this Equality Impact Assessment, the above outcomes will be considered in terms of community engagement and

empowerment built environment, use of open / green space, community safety and participation and economic growth.

4. Who will be the main beneficiaries of the policy / service:

Beneficiaries will include:

- Local residents and businesses within Govanhill and the Gorbals through improved access to sustainable transport infrastructure and an enhanced road environment through the heart of both communities. The population within 500m of the proposed route is in excess of 50,000 and many areas are in the worst 15% in SIMD; and
- Residents from a wider catchment area accessing the proposed infrastructure

5. Name of officer completing policy / service screening

Allan Maclean

DATE15/9/17

6. Screening Verified by

Steve Gray

DATE15/9/17

EVIDENCE/ENGAGEMENT

The best approach to find out if the policy / service is likely to impact negatively or positively on equality groups is to look at existing research, previous consultation recommendations, studies or consult with representatives of those groups. This will provide you with what do you need to know that will provide you with evidence of the needs of the diverse population and their needs.

Please name any research, data, consultation or studies referred to for this assessment:	Please state if this reference refers to; Gender, BME, Disabled people, LGBT, older people, children & young people or faith & belief.	Do you intend to set up your own consultation? If so, please list the main issues that come from this consultation.
1. http://www.glasgow.gov.uk/chtphandler.ashx?id=16943	Ethnicity, Religion, Disability	No specific consultation will be carried out. This project has been developed in line with the City Development Plan (CDP). The CDP incorporated extensive community participation which has fed into the development of this activity.
2. Scottish Household Survey : Scottish Government	Age, Gender, Disability,	
3. The position of Scotland's Equality Groups Revisiting resilience in 2011 : Scottish Government http://www.gov.scot/resource/doc/1124/0121151.pdf	Gender, Disability, Ethnicity, Religion, Age	
4. Scottish Government Equality Outcomes : Ethnicity Evidence Review 2013 http://www.gov.scot/Resource/0042/00423305.pdf	Ethnicity	
5. Transport and Travel in Scotland 2014 : Transport Scotland http://www.transport.gov.scot/sites/default/files/documents/rrd_reports/uploaded_reports/j389989/j389989.pdf	Gender, Age	
6. The Scottish Health Survey : Equality Groups : Scottish Government	Gender, Disability, Ethnicity, Religion, Age, Sexual orientation	
7. Economic inequality predict biodiversity loss : GM Mikkelson , A Gonzalez , GD Peterson (2007)	Gender	
8. Community Green : Using local spaces to tackle inequality and improve health – CABA Space http://www.designcouncil.org.uk/sites/default/files/asset/document/community-green-full-report.pdf	Ethnicity	

9. Scottish Government's Housing Policy paper 2011 Implications for equality groups :	Ethnicity, Age, Disability	
<p>Ward profiles : Glasgow City Council https://www.glasgow.gov.uk/index.aspx?articleid=18820</p> <p>The area comprises 21 neighbourhoods which are defined with reference to both their physical layout and previous consultation work undertaken by GCC. They do not follow existing ward, CPP boundaries, etc therefore demographic information has been identified using a 'best fit' approach with ward profiles. The activity area focuses on North East, East Centre and Baillieston ward. The following has been identified, form ward profiles and Census data:</p> <ul style="list-style-type: none"> • Slightly more females than males (51 - 53%). The city average is 52%. • Minority Ethnic population ranging from 3% to 7% across the wards. The city average is 12%. • ESA and Incapacity Benefit claimants range from 12.2% to 14.9% across the wards. The city average is 12.3% as a % of the population aged 16 -64 years. • Owner occupation rate ranges from 41% to 57% across the wards. The city average is 45% • 0 – 15 years ranges from 14 – 20%, the city average is 16% • 16 – 64 years ranges from 66 – 70%, the city average is 70% • 65 years + ranges from 13 – 16%, the city average is 14% 	Ethnicity, Age, Disability	

DIFFERENTIAL IMPACT

Use the table below to tick where you think the policy / service has either a negative impact (could disadvantage them) or a positive impact (contributes to promoting equality or improving relations within an equality group), based on the evidence you have collated

There are too many faith groups to provide a list, therefore, please input the faith group e.g. Muslims, Buddhists, Jews, Christians, Hindus, etc. Consider the different faith groups individually when considering positive or negative impacts.

		Positive Impact – it could benefit an equality group	Good Practice/Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
GENDER	Women	✓			<p>Outcome 2</p> <ul style="list-style-type: none"> • Car availability is lower in Glasgow (49%) compared to Scotland (69%) (1) • Women make more walking trips than men (23% of journeys compared to 20% by men) (2) • Men are more likely to own a driving licence (76% compared to 62% of women) (2) <p>Outcome 4</p> <ul style="list-style-type: none"> • Men are more likely to meet physical activity recommendations than women (45% compared to 33%) (6) <p>Outcome 5</p> <ul style="list-style-type: none"> • Women are less likely to feel very / fairly safe when walking alone in their neighbourhood compared to men (78% compared to 93%)
	Men	✓			<p>Outcome 4</p> <ul style="list-style-type: none"> • Men are more likely to be overweight than women (69% compared to 61%) (6)
<p>Gender : Women will experience a positive outcome form the increased accessibility to green / blue space and opportunity for physical activity in an area with increased safety and enhanced physical environment. Men are also likely to experience a positive impact form enhanced opportunities to access greenspace for physical activity.</p>					

		Positive Impact – it could benefit an equality group	Good Practice/Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
RACE	White				
	Asian	✓			<p>Outcome 2</p> <ul style="list-style-type: none"> • Ethnic minority groups are less likely to hold a driving license (48% compared to 66% for white groups) (3) • Some ethnic minority groups are more likely to have access to a car than others (4) <p>Outcome 4</p> <ul style="list-style-type: none"> • Indian, Bangladeshi and Pakistani people were more likely than other ethnicities to visit urban green space for exercise (8) • Pakistani households – along with Indian and ‘other white British’ households - have higher than average rates of owner occupation in Scotland (9) <p>Outcome 5</p> <ul style="list-style-type: none"> • Concern about safety affects use of local green space, this varies by ethnicity, e.g. 53% of Bangladeshi people reported feeling safe using their local green space compared with 75% of white people (8)
	African/Caribbean	✓			As above
	Other ethnic group	✓			As above
	Mixed or multiple ethnic group	✓			As above
<p>Race: Demographic data indicates a lower than city average Minority Ethnic population in the area. Minority Ethnic groups will experience a positive impact from improved community safety as a result of an enhanced physical environment and increased opportunity to access green / blue space. The potential for investment in private house building will also have a positive impact on some minority ethnic groups. This will lead to increased accessibility to green / blue space, increased physical activity and movement within the population, housing opportunities, an increased connection between minority ethnic groups and the physical environment</p>					

		Positive Impact – it could benefit an equality group	Good Practice/Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
and will progress outcomes 2, 4 and 5.					
DISABILITY	Physical disability	✓			Outcome 2 <ul style="list-style-type: none"> • 26% of respondents with a limiting long term condition met the physical activity recommendations compared to 41% with a non-limiting condition and 44% without a condition (6) • Obesity was significantly associated with disability, 34% of respondents with a limiting long term condition were obese compared to 30% of those with a non-limiting condition and 24% of those without a condition.(6) Outcome 4 <ul style="list-style-type: none"> • People who recorded that their day-to-day activities were 'limited a lot' by their long-term health problem or disability (87%) were more likely to social rent than those who were 'limited a little' (80%) and those who were 'not limited' (56%).
	Sensory Impairment (sight, hearing,)	✓			As above
	Learning Disability	✓			As above
	Mental Health Issues	✓			As above
Disability: Demographic data indicates a slightly higher of ESA and Incapacity Benefit claimants in the area. Disabled people will experience a positive impact from improved and new green / blue space. This will lead to increased physical activity and movement within the population and progress outcomes 2 and 4. Outcome 5 will also be progressed with enjoyment and improvement of life.					
LGBT	Lesbians, Gay Men, Bisexual, Transgender	✓			Outcome 2 <ul style="list-style-type: none"> • People identified as having an other sexual orientation were significantly less likely to meet the physical activity

		Positive Impact – it could benefit an equality group	Good Practice/Promotes Equality or improved relations	Negative Impact – it could disadvantage an equality group	Reason
					recommendations than the national average (29% compared to 38%) (6)
AGE	Older People (60 +)	✓			Outcome 2 <ul style="list-style-type: none"> Physical activity declines with age – only 20% of those ages 65 – 74 years and 8% of those aged 75 and over met physical activity recommendations (6)
	Younger People (16-25)	✓			Outcome 2 <ul style="list-style-type: none"> Young people are more likely to walk to work or travel by bus. (5)
	Children (0-16)	✓			•
Age: Demographic data indicates a slightly higher percentage of children in the area. Older people and young people will experience a positive impact from improved and new green / blue space which will progress outcome 2. Increased access to greenspace will have a positive impact for children facilitating increased community involvement and physical activity opportunities. Access to biodiversity and natural habitats will also provide opportunities for recreational use, learning opportunities and improved quality of life.					
RELIGION & BELIEF	All				No research has been identified and it is considered that there will be a neutral impact on religion and belief.
MATERNITY AND PREGNANCY					No research has been identified and it is considered that there will be a neutral impact on maternity and pregnancy.
GENDER REASSIGNMENT					No research has been identified and it is considered that there will be a neutral impact on gender reassignment.
POVERTY		✓			Biodiversity enhancement and creation / wetland / habitats network creation <ul style="list-style-type: none"> There is a relationship between income inequality and biodiversity loss, communities with unequal distributions of income experience greater losses of biodiversity
Poverty: The area includes a high percentage of neighbourhoods in the worst 15% SIMD which is linked to a higher instance of vacant and derelict land and poor physical environment. A positive impact will be felt through the creation and improvement of new green / blue space, opportunities for community interaction and cohesion, economic growth opportunities and improved quality of life including health benefits that this project will bring. This will progress outcomes 1, 2 4 and 5.					

Continue to answer or tick the following questions where the initial screening (above) indicated that there may be a negative impact on certain equality groups. ** Equality Legislation listed a back of this document.

IMPACT	YES	NO
HIGH		
There is substantial evidence and/or concern that people from different groups or communities are (or could be) differently affected by the policy / service.		✓
MEDIUM		
There is some evidence and/or some concern that people from different groups or communities are (or could be) differently affected		✓
LOW		
There is little or no evidence that some people from different groups or communities are (or could be) differently affected.	✓	
Does the negative impact breach any of the equality legislation? **		✓
	Immediately	Within next 6 months
The negative impact requires action to be taken	No negative impact has been identified.	

TAKING ACTION

SCREENING ACTION PLAN

Policy / service name	Issues	Action Required	Lead Officer	Timescale	Completed/date of review
	Could you remove the negative impact from the project, policy or strategy?	None, no negative impact has been identified			
	Could you change the project, policy or	Not applicable, positive impacts identified			

	strategy to have a positive impact?				
	If you can do neither of the above, please recommend the next steps to be taken.	Council Officers will be involved in implantation of this activity including monitoring of progress and future evaluation. This will be reported to Senior Management and Committee as appropriate.			

MEASURING OUTCOMES

The equality impact assessment screening is not an end in itself but the start of a continuous monitoring and review process. It is our responsibility to identify any current, new or developing issues raised by the community.

Legislation

The UK Government's Equality Act 2010 replaces the existing equality legislation and brings anti-discrimination laws together in a single Act. It simplifies the law and removes inconsistencies making it easier for people to understand and comply with it. The Equality Act protects people on the basis of protected characteristics specified in the Act. These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

A key measure within the Act is the Public Sector **Equality Duty** which came into force on 5 April 2011. This Duty requires public bodies to be proactive in tackling discrimination by eliminating discrimination, pro-actively promoting equality of opportunity and by fostering good relations between those who share a protected characteristic and those who do not. The intention is to prevent discrimination by bringing equality into the mainstream and taking the Equality Duty into consideration before, during and while making a decision on the development of policy options

The Equality Duty is supported by the **specific duties** set out by Scottish Ministers to apply to some public authorities including local authorities. The specific duties require public bodies to publish information to show their compliance with the Equality Duty.

One of the specific duties relates to Equality Impact Assessment. Public Authorities in Scotland are required to carry out impact assessments of any proposed new or revised policy or practice. "Policy" is used as shorthand for a range of different types of functions including strategies, plans, services or proposals as well as provisions, criteria and practices. For example, setting budgets, developing high-level strategies, changing organisational practices such as internal restructuring or proposals for any of the above.

Impact assessments should be based on relevant evidence and the results should be published,

7.0 Appendix B – Consultation Documents



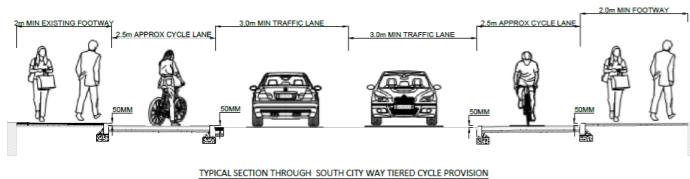
Conclusions.

Design work for South City Way is advancing on a phased basis and iterative community consultation has taken place. Proposals have been received with enthusiasm and the intention to regenerate the area has captured the imagination of the local community and all involved.

The main funding partners for this project are Glasgow City Council, the Scottish Government and Sustrans and the project is expected to cost £6.5m. Due to the extensive nature of the scheme, it is being delivered in phases and each phase will improve and encourage active travel and propensity to cycle. Advance works for the project were undertaken during spring 2017. Physical works will be complete during 2019, with community engagement ongoing throughout.

Delivery Programme.

SOUTH CITY WAY PROPOSED WORKS TIMESCALE	2017												2018												2019												2020											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Section 1a - Victoria Road (QP to QP station)	Phase 1																																															
Section 1b - Victoria Road (QP station to Coplaw Street)	TRO												TRO																								Phase 4											
Section 2A - Coplaw St - 5 Ways (eg Coplaw St to Gourock St)	TRO												TRO																																			
Section 2b - Coplaw St - 5 Ways (Gourock St to 5 Ways jct)																									Phase 2																							
Section 3 Gorbals St & 5 Ways jct	TRO												TRO																								Phase 3											
Section 4 Victoria Bridge																																																
Section 5 City Centre													TRO												TRO												Phase 5											
Design																																																
Preliminary consultation																																																
Final design																																																
Construction																																																



Glasgow City Council South City Way



COMMUNITY LINKS PLUS



Our vision for Glasgow:

“To create a vibrant Cycling City where cycling is accessible, safe and attractive to all.”



“This project will provide a sense of space and belonging, reshaping our built environment for people”



Introduction.

Glasgow’s commitment toward active travel has been demonstrated by its award winning Strategic Plan for Cycling 2016—2025, its recently successful Woodside Mini Holland infrastructure bid and for the delivery of major award winning strategic cycle infrastructure projects respectively; including West City Way and South-West City Way.

The ongoing development of Glasgow’s City Ways is aimed at getting non-cyclists onto bikes through the construction of safe cycle ways suitable for all levels of cyclist, from children and beginners to the more experienced regular commuter cyclist. Monitoring programmes have shown levels of cycling in Glasgow 135% higher than in 2010.

The forthcoming South City Way will deliver a safer, more attractive, more comfortable walking and cycling route between Queen’s Park and the City Centre. The 3km corridor will support and enhance ongoing regeneration of the surrounding area, promoting active and sustainable travel. Development of the route will provide links to a network of existing walking and cycle routes spanning the city and surrounding areas, serving; parks, medical centres, shops, academic, leisure and cultural establishments along and nearby the core route helping make walking and cycling the most convenient modes of transport over short distances.

South City Way.

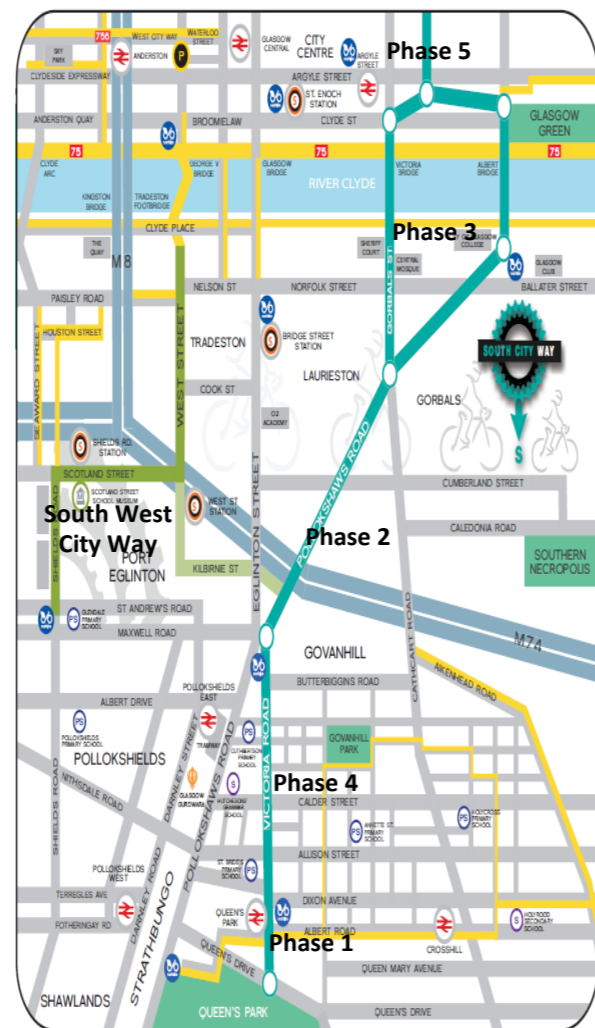
This ambitious project will initially focus on Victoria Road an area of traditional and mixed dwellings offering a high population density. This, with its proximity to the city centre make it an ideal location to encourage sustainable and active travel via safe cycling facilities integrated with modern public transport hubs. Our vision seeks to promote cycling not only as the environmentally responsible way of getting around, but as the normal way.

On completion, the project will deliver not only a core route, but major improvements leading to greater sense of place and an improved quality of life. The South City Way route will link healthcare, academic, social, leisure and cultural venues. Furthermore, linking Queen’s Park Rail Station and bus stops to a main City Way which features cycle hire stations and cycle parking provision at trip generators, as detailed above.

Glasgow City Council has undertaken iterative consultation with residents, businesses and potential users of this proposed development and this has indicated great enthusiasm for the project. Evidence has shown substantial latent demand to cycle, which the South City Way will release.

This multi-agency project will utilise travel and redevelopment partnerships already being made.

The South City Way proposal will deliver the Council’s fourth segregated cycle way and proposes continental style stepped kerbs on either side of the road. This will require road space reallocation, new junction layouts and new road crossings to help give pedestrians and cyclists priority over motorised transport. This has the potential to create a truly permeable area that has pedestrian movement and active travel at the heart of the scheme. Public transport would be integrated with floating bus stops for improved passenger safety with some parking and loading bays being retained to support local businesses.



Phase overview showing tie-in to existing or planned projects

Key Aspects.

- Provision of an additional City Way cycle network and links to existing network.
- Permeability and connectivity for the Govanhill area.
- ‘Place making’ techniques used along the corridor redefining the area, especially Victoria Road.
- Links to other cycle routes and to “safer routes to schools” projects.
- Improved infrastructure to promote public transport use.
- Outreach work within communities to promote the new route.
- Inclusion of cycling provision within major redevelopment sites.



Objectives & Benefits.

In addition to the benefits derived from greater levels of regular activity such as improved short and long-term health, this project will deliver safer, more comfortable, faster and more coherent cycle routes that will continue to expand Glasgow’s Cycle Network. Implementing ‘Place making’ concepts will improve Victoria Road as a destination as well as a community centre. Through improved social cohesion and a positive focus on the local environment a better quality of life is achieved. Thus, facilitating social inclusion and enhancing the local economy.

Key Outcomes.

- Cycling and walking are the most convenient modes of transport over short distances.
- Safe places to walk and cycle with minimal disruptions to all users.
- A reinvigorated Victoria Road .
- An active public transport hub with improved connections for train stations and bus stops.
- An urban area that mitigates dependence on motorised modes of transport as the primary choice.
- Improved air quality.
- Infrastructure interventions that promote improved health outcomes

Deliverables.

This project will deliver a core “City Way” to Glasgow city centre and links to the award winning South-West City Way connecting Glasgow’s south side to the wider cycle network.

The requirement for development of the Victoria Road Corridor has been confirmed by the Proposed Cycle Network Prioritisation matrix developed by Sustrans staff seconded to Glasgow City Council.

The existing, established cycle corridor scored highly in the matrix and the proposal will tie into the redevelopment of Laurieston area. Currently a new linear park is being planned that will connect the South Portland Street footbridge with New Gorbals (Crown Street) north of the project area.

Glasgow City Council seeks to improve the streetscape of Gorbals Street with several options being investigated that will highlight its key role as a part of this important sustainable transport corridor for the City.

Development of the route takes into account crucial trip generators such as Queens Park, Victoria Infirmary, shopping, academic, leisure and cultural establishments immediately along and within proximity to the core route.



South City Way



The forthcoming South City Way will deliver a safer, more attractive, comfortable walking and cycling route between Queen's Park and the City Centre. The 3 km corridor will support and enhance ongoing regeneration of the surrounding area, promoting active and sustainable travel.

Development of the route will provide links to a network of existing walking and cycle routes spanning the city and surrounding areas, serving: parks, medical centres, shops, academic, leisure and cultural establishments along and close to the core route helping make walking and cycling the most convenient modes of transport over short distances.

Reinvigorated streets will provide an urban area that does not rely on the car as the primary form of transport, resulting in reduced air pollution, improved air quality, and improved health.



Glasgow's "City Ways" are routes that radiate from the city centre. These key walking and cycling corridors link into the wider network and are characterised by features such as greater pedestrian space and segregated cycle lanes. With business, cultural, educational and residential destinations in close proximity, the routes provide greater access to all aspects of our city.










Land and Environmental Services

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-  SOUTH CITY WAY
-  SOUTH WEST CITY WAY
-  NATIONAL CYCLE NETWORK
-  SECURE CYCLE PARKING
-  SUBWAY STATION
-  RAILWAY STATION
-  BIKE HIRE
-  PRIMARY SCHOOL
-  SECONDARY SCHOOL

