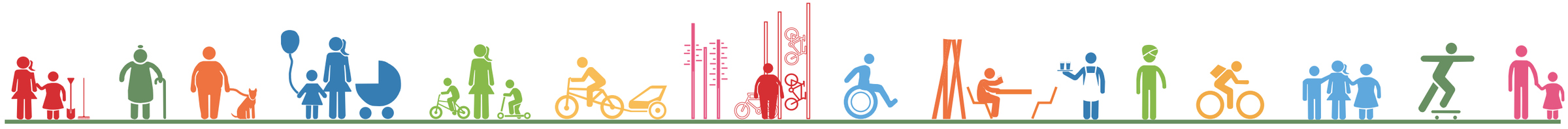
GLASGOWS LIVEABLE NEIGHBOURHOODS



MANSEWOOD TO SHAWLANDS

LIVEABLE

NEIGHBOURHOODS

Stage 2 Report

CREATING SAFER ROUTES: MANSEWOOD AND HILLPARK

December 2023

AtkinsRéalis

Glasgow CITY COUNCIL

Notice

This document and its contents have been prepared and are intended solely as information for Glasgow City Council.

AtkinsRéalis assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 69 pages including the cover.

Document History

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	First draft	CH	DJ	YM	UF	20.12.23

Client Signoff

Client	Glasgow City Council
Project	Glasgow Liveable Neighbourhoods
Job Number	5218303
Client Signature & Date	

EXECUTIVE SUMMARY

In recent years the ways in which people view their neighbourhoods has begun to change. More and more, people are thinking about health, their neighbours and the local environment. This has become increasingly clear throughout the Covid-19 pandemic, which highlighted the importance of local communities and places for social inclusion. People are spending more time in their local neighbourhoods, and this has helped identify the positive impact our streets can have on our health and wellbeing. Our ambition is to provide everybody with the opportunity to create an inclusive and vibrant community that enables citizens to travel actively, live safely and grow together – Liveable Neighbourhoods.

The car has historically been the focus of street design, and this has often resulted in unattractive and segregated environments that are contributing to traffic congestion and poor air quality levels. There is a real opportunity through the implementation of Liveable Neighbourhoods to shift our dependency on the car for short journeys by placing people at the core of our neighbourhood design. Considering the needs of everybody will enable our streets to be a place to socialise, to play, to be physically active, for business and importantly, to feel safe.

Liveable Neighbourhoods materialise when streets are designed in a way that improves our experience of being in and moving through local neighbourhoods. To achieve this, we must collaborate closely with diverse communities, supporting each other to act on the key objectives that create Liveable Neighbourhoods. With the help of local people and communities, there is an opportunity to apply a new, more bespoke approach to how streets are designed to equally meet the needs of everyone.

Filtered Permeability

Glasgow, like many urban centres worldwide, faces a significant challenge whereby residential streets have transformed into thoroughfares, leading to numerous adverse consequences for those residing in these streets, namely safety, air and noise pollution, lack of pedestrian accessibility and congestion – leading to a compounded reliance on motor vehicles.

Filtered Permeability is a key approach within the Liveable Neighbourhoods toolkit to address the issue of through traffic within predominantly residential areas. Filtered Permeability offers a multifaceted approach to reducing carbon emissions and promoting active transportation. By reshaping the urban environment, discouraging car use for short journeys, and creating spaces that prioritize pedestrians and cyclists, Liveable Neighbourhoods help mitigate the environmental impact of transportation while fostering healthier and more vibrant communities.

The Vision

“Simple neighbourhood interventions will maximise social, economic and environmental benefits, improving the local area by reducing opportunities for ‘cut-through’ vehicular traffic. Walking, cycling and public transport will become a natural choice for everyday journeys, but people residing within Mansewood and Hillpark will not be restricted from using a vehicle if they choose to.

Rebalanced streets with less through traffic will allow freedom of movement for all people equally, including people with disabilities and unaccompanied children. The community will over time become more people-centric, creating a sense of community cohesion and inclusion, enabling people to move around more easily, socialise and to incorporate physical activity into their daily routines.”

CONTENTS

1. Introduction 6

1.1 Project Context
1.2 Project Location
1.3 Engagement
1.4 Document Structure
1.5 Project Description
1.6 Health, Safety and environmental Benefits
1.7 Case Studies

2. Baseline Analysis 14

2.1 Geographic Context
2.2 Spatial Analysis
2.3 Public Transport Provision
2.4 Topography
2.5 Road Safety
2.6 Road Safety Hotspots
2.7 Flood Risk
2.8 issues and opportunities
2.9 inspiration board

3. Traffic survey and Analysis 23

3.1 Traffic Survey Scope
3.2 Cut-Through Traffic
3.3 Cut-Through Extent
3.4 Statistical Data
3.5 Engagement stages

4. Palette of interventions and next steps 29

4.1 Design Principles
4.2 Establishing a Palette of interventions
4.3 Indicative Design Options
4.4 Next Steps: Assessment and Design Methodology

Appendices

Appendix A: List of Stakeholders
Appendix B: Summary of Stage 2 Engagement Feedback Appendix C: Traffic data
Appendix D: Kit of parts
Appendix E: Community Engagement Benefits
Appendix F: Legal and Regulatory Framework

FIGURES LIST

Figure 1: Plan showing Mansewood to Shawlands Liveable Neighbourhood

Figure 2: Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme

Figure 3: Map showing the study area set within a city-wide context

Figure 4: Website providing a digital presence for the project during stage 2

Figure 5: Online survey run during both stages of consultation

Figure 6: Photos from the stage 2 consultation drop-in events and showcase exhibitions in September and November 2023

Figure 7: Leaflets circulated before each of the drop in sessions and exhibitions in September and November 2023

Figure 8: Diagram showing structure of the document by briefly describing sections 2 - 5

Figure 9: Map showing the study area

Figure 10: Key Land Uses and Trip Generators

Figure 11: Diagram showing spatial analysis

Figure 12: Bus services and routing

Figure 13: provides an overview of the study area's topography which has been used to inform the baseline analysis.

Figure 14: Personal Injury Collisions analysis.

Figure 15: PIC Hotspots

Figure 16: Flood risk analysis.

Figure 17: Plan and photographic study indicating locations and issues

Figure 18: Inspiration Board – Reimagining Mansewood and Hillpark as a Dutch Street

Figure 19: Traffic Survey Scope

Figure 20: Identified Rat Running (journeys under 5 minutes)

Figure 21: Extent of Rat Running (journeys under 5 minutes)

Figure 22: Early analysis of access junctions (a) and opportunity identification for traffic calming (b) and modal filters (c).

Figure 23: Exhibition material displayed as part of emerging designs and ideas in September

Figure 24: November exhibition boards

Figure 25: Selected pages from the design workbook accessible on the project website

Figure 26: Palette of Intervention

Figure 27: Indicative design option modelling

Figure 28: Process flow chart

1. INTRODUCTION

1.1 Project Context

The Creating Safer Routes: Mansewood and Hillpark project was identified as an intervention opportunity through work that formed part of a Stage 1 Report for Mansewood to Shawlands Liveable Neighbourhood (see ***figure 1***), along with Transforming Kildrostan Triangle and Improving Connections: Shawlands and Strathbungo' (locations shown on ***figure 3***).

The report included assessment and engagement work undertaken in a number of neighbourhoods in this study area to identify a range of intervention opportunities that could help support one or more of the Liveable Neighbourhood Programmes four theme. Those themes being *Everyday Journeys, Active Travel, Local Centre* and *Streets for People* (see ***figure 2*** for more detail). The site in this report scored particularly well in relation to *Streets for People* and *Everyday Journeys*.

For further information on the Glasgow Liveable Neighbourhoods programme visit the following website: https://www.glasgow.gov.uk/liveableneighbourhoods

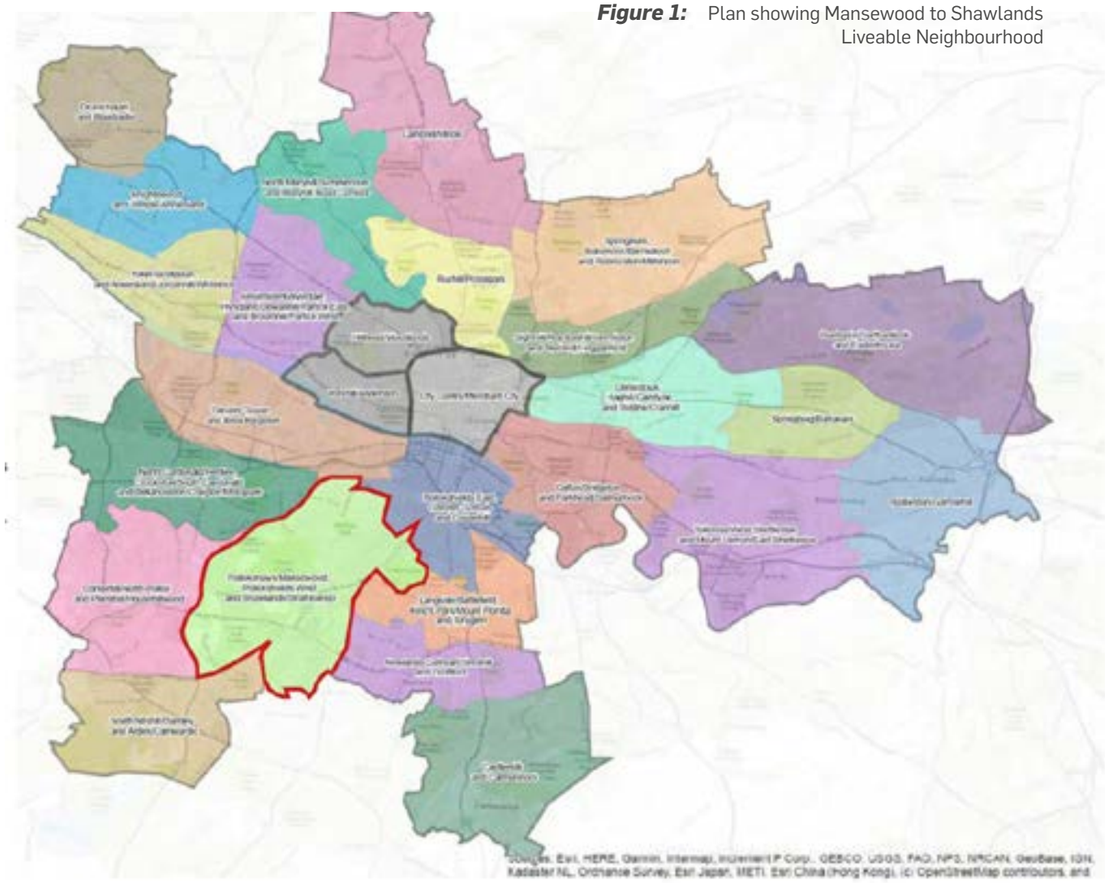


Figure 1: Plan showing Mansewood to Shawlands Liveable Neighbourhood

Figure 2: Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme

EVERYDAY JOURNEYS

The transport sector is Scotland's major contributor of carbon emissions. The majority of journeys made by car are short. By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes. For example, journeys to schools and other local amenities. However, it is also recognised that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.

ACTIVE TRAVEL

Glasgow has an ambitious target to make walking and cycling considered as first choice modes of travel. A key element of this will be the implementation of a city-wide segregated active travel network. The Liveable Neighbourhoods approach will create the bridge between the front door and the city-wide segregated network.

LOCAL TOWN CENTRES

Glasgow's network of centres is a key strength of the City in moving towards an ambition of creating liveable neighbourhoods. Many of Glasgow's local centres are busy social spaces that provide many functions beyond retail and commercial. With the major challenges created by retail competition and the shift to online shopping there is a significant opportunity to strengthen the position of many local town centres in Glasgow by harnessing their role as social and community destinations, improving their accessibility and environmental quality.

STREETS FOR PEOPLE

Over time Glasgow's streets and public spaces became dominated by the needs of motorised transportation. This includes vehicle movement and parking. International best practice has shown that as space is reallocated and vehicle speeds and flows are reduced, there is significant potential to improve the quality of street spaces. This creates opportunities to increase the range of people and activities that are on the street. It also creates space for increased green infrastructure, which is an important tool in climate adaptation and mitigation.

INTRODUCTION

1.2 Project Location

The map to the right shows an extract of Glasgow City Councils proposed Liveable Neighbourhood areas and the specific Liveable Neighbourhood area for this study outlined in red.

This study covers the Mansewood to Shawlands Liveable Neighbourhood area, which in turn is made up of three further sub-areas:

- Mansewood
- Shawlands
- Strathbungo

It should be noted that these areas have been selected to assist the continued roll-out of the Council's Liveable Neighbourhood programme. These areas are not considered self-contained local communities. Background study, community and stakeholder engagement and the development of proposals within these areas therefore take strong consideration of the needs of local communities beyond these boundaries and works being undertaken as part of the wider Liveable Neighbourhoods programme in other areas.

Figure 3: Map showing the study area set within a city-wide context

INTRODUCTION

1.3 Engagement

This section summarises the overarching engagement, methods and activities undertaken during Stage 2. It details the engagement undertaken on the three projects that emerged from the Mansewood to Shawlands Liveable Neighbourhood, including:

- Transforming Kildrostan Triangle
- Creating Safer Routes: Mansewood and Hillpark
- Improving Connections: Shawlands and Strathbungo

1.2.1 PURPOSE

Through a collaborative approach to engagement, involving the public and key stakeholders we have undertaken further community engagement within the Mansewood to Shawlands Liveable Neighbourhood helping these areas to become even better places to live, work and enjoy daily life.

Engagement undertaken during Stage 2 aimed to inform residents and stakeholders of the three projects being taken forward into concept design. To seek feedback from stakeholders in each of the project areas on the developing designs, opportunities, and constraints, informing the development of the designs.

Engagement undertaken during Stage 2 aimed to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

1.2.2 ACTIVITIES

A range of in person and digital activities have been undertaken during Stage 2. These have been summarised over the following pages for all three areas. Project specific findings are summarized within each project section.

Website

During stages 0-1 a dedicated website was launched on 31st January 2023 to act as the main communication point for the Mansewood to Shawlands Liveable Neighbourhood: Latest News | Liveable Neighbourhoods - Mansewood to Shawlands (arcgis.com)

Visitors to the website could find out more about Liveable Neighbourhoods, and the 'Latest News' section was updated to promote all stage 2 events and hosted the survey.

In Person Members Briefings

Follow up briefings from stage 0-1 were held at Glasgow City Chambers on 18th May 2023 for Mansewood and Hillpark, with 7 in attendance representing the following Wards: Ward 2 (Newlands / Auldburn) and Ward 6 (Pollokshields)

Meeting purpose:

- To present the ideas and opportunities emerging from Stages 0-1.
- To give Elected Members the opportunity to validate / challenge the key messages coming from communities and to add to these as part of the prioritisation process.

Internal Glasgow City Council Drop-In event

A drop-in session was held on the 14th September for Officers within Glasgow City Council, ranging from Planning and Heritage, Parking, Flooding and Drainage departments. The purpose was to provide an opportunity to raise awareness of the projects at stage 2 design and to seek feedback on designs including opportunities and constraints from an internal perspective. A total of 18 Officers attended.

Mansewood Youth Group Workshop

A 45-minute workshop was held on 26th September with the Mansewood Community Centre Youth Group. The session took place talking to 8 local young people about their journey to and from school, likes dislikes and ideas for improvements around the area.

Survey

A survey was made available for people to complete online, at libraries and drop-in events between 19th September and 6th of October asking for feedback on initial designs, seeking feedback on the opportunities and constraints of the designs. After the designs were further developed a second survey was open from 16th November – 30th November enabling people to leave further feedback on the concept designs.

A full summary of all the feedback is provided in ***Appendix B***.

Drop-ins

A series of Drop-in, 'Meet the Designer' and public showcase events took place in both September and November 2023. The events took place in each respective neighbourhood area, updating and informing residents and stakeholders of the six projects being progressed to concept design. The first stage (stage2a) informed stakeholders of the six projects and the emerging ideas for the designs. The follow up stage (stage2b) showcased the concept designs, presenting a series of graphic-rich plans and visualisations.

The purpose of both stages was to seek feedback from stakeholders in each of the six project areas on the developing designs and ideas, giving those in attendance or viewing online the opportunity

Figure 4: Website providing a digital presence for the project during stage 2

Figure 5: Online survey run during both stages of consultation

INTRODUCTION

to highlight anything we may have missed. Feedback has informed the refinement of each concept design (see ***section 3*** for more details) and was useful to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

Stage 2a: Drop-In Events

The following drop-ins took place in September 2023:

- Creating Safer Routes: Mansewood and Hillpark, Eastwood Parish Church,4-7pm on 26th September.
- Improving Connections: Shawlands and Strathbungo Destiny Church, 4-7pm on 27th September.
- Transforming Kildrostan Triangle, Pollokshields Library, 4-7pm on 28th September.

Stage 2b: Meet the Design Team Drop-In Events

The following drop-ins took place in November 2023:

- Improving Connections: Shawlands and Strathbungo, G41 Art Space, 3:30-5pm, on 21st November
- Creating Safer Routes: Mansewood and Hillpark, Mansewood Community Centre, 5:30-6:30pm, on 21st November
- Transforming Kildrostan Triangle, Pollokshields Library, 5:00-6:30pm, on 23rd November

Public Showcase

In addition to the dedicated 'Meet the Design Team' sessions, a public showcase of the designs were displayed in the following locations from November 16th – November 30th for members of the public to view in their own time. Flyers were available at all the venues with information of the drop in sessions as well as links to the online survey.

- Pollokshields Library
- Pollokshaws Library
- G41 Art Space

1.3.2 COMMUNICATIONS

To promote the engagement during Stage 2, several communication channels were utilised including:

- Notifications emailed to key stakeholders and local community groups identified through Stakeholder Mapping
- Promotion of the Story Map websites to all stakeholders
- Social media posts through Glasgow City Council's channels and local groups
- Leaflets and surveys left at drop-in venues to promote completion of the surveys

In addition, an email address and freephone number were available for people to speak directly to the project team.

A full list of all stakeholders is listed in ***Appendix A***.

Figure 6: Photos from the stage 2 consultation drop-in events and showcase exhibitions in September and November 2023

Figure 7: Leaflets circulated before each of the drop in sessions and exhibitions in September and November 2023

INTRODUCTION

1.4 Document Structure

This report is structured to help provide a clear and concise breakdown of the assessment, analysis and design thought that has led to the emergence of a concept design for the site (set out in ***section 4***). ***Figure 8*** sets out the key sections in the document and a summary of their purpose and scope.

Figure 8: Diagram showing structure of the document by briefly describing sections 2 - 5

INTRODUCTION

1.5 Project Description

This project focusses on the Mansewood and Hillpark area and seeks to address a range of accessibility and permeability issues by reducing cut-through traffic movements, vehicle speeds and inconsiderate parking, as well as strengthening the connection between the Mansewood and Hillpark communities. The prioritisation process identified that resolving these issues for the community was both achievable and desirable within the Liveable Neighbourhoods programme.

AtkinsRealis has identified and validated the following study aims with the community and council stakeholders:

- Develop Design Objectives collaboratively with the community based on community and stakeholder engagement;
- Develop Conceptual design ideas and options to test these in consultation;
- Deliver Concept-stage design outputs to explain the options and their benefits / constraints; and
- Provide analysis that explains the potential changes to the public and seeks feedback

Key

Study area

Mansewood to Shawlands Liveable Neighbourhood area

School

Figure 9: Map showing the study area

INTRODUCTION

1.6 Health, Safety and environmental Benefits

The implementation of Liveable Neighbourhoods can have significant environmental and safety benefits for residents, which are often key reasons for their introduction. Here is an overview of these benefits:

Environmental Benefits:

1. Reduced Air Pollution: Liveable Neighbourhoods typically result in reduced traffic volume and slower speeds, which can lead to lower emissions of air pollutants such as carbon dioxide (CO2), nitrogen oxides (NOx), and particulate matter (PM). This helps improve air quality in residential areas, reducing health risks associated with pollution.
2. Lower Noise Pollution: By discouraging through traffic, Liveable Neighbourhoods can lead to quieter streets. Reduced noise pollution contributes to a more peaceful and comfortable living environment for residents, enhancing their quality of life.
3. Promotion of Sustainable Transportation: Liveable Neighbourhoods often encourage the use of sustainable modes of transportation, such as walking, cycling, and public transport. This reduces the reliance on private cars and, in turn, lowers greenhouse gas emissions, contributing positively to efforts to combat climate change.
4. Improved Green Spaces: Some filtered permeability designs include the creation of green spaces, pocket parks, or tree-lined streets. These green initiatives not only enhance the aesthetic appeal of neighbourhoods but also provide environmental benefits by increasing urban greenery and biodiversity. Drainage can also be built into greening proposals to help combat potential flooding issues.

Safety and Health Benefits:

1. Reduced Road Traffic Accidents: Liveable Neighbourhoods typically lead to reduced traffic speeds and volumes, making streets safer for pedestrians and cyclists. Lower accident rates and severity are expected in such areas, especially for vulnerable road users.
2. Enhanced Pedestrian Safety: With traffic calming measures like speed bumps and raised crossings, Liveable Neighbourhoods create safer pedestrian zones. Residents, particularly children and the elderly, can walk more confidently without fear of fast-moving traffic.
3. Safer Play Areas: Liveable Neighbourhoods often encourage play streets, where children can play safely on the road. This not only promotes physical activity but also fosters a sense of community.
4. Improved Air Quality and Health: Cleaner air resulting from reduced traffic within Liveable Neighbourhoods can have a direct positive impact on residents' health. Lower pollution levels reduce the risk of respiratory illnesses, allergies, and cardiovascular diseases.
5. Reduced Congestion: Liveable Neighbourhoods can alleviate congestion on main roads by diverting traffic away from residential areas and onto more appropriate routes. This reduces the likelihood of gridlock and related safety hazards.

The actual impact of Liveable Neighbourhoods on environmental and safety aspects can vary based on the specific design and implementation of the scheme, as well as local factors. Careful planning and ongoing monitoring are essential to ensure that the intended benefits are achieved while mitigating any potential drawbacks. In many cases, Liveable Neighbourhoods are part of a broader strategy to create more sustainable, liveable, and safer urban environments.

Modal filter example

Seating enhancements

Quiet routes with cycle facilities

INTRODUCTION

1.7 Case Studies

There are several successful Liveable Neighbourhoods implementations in the United Kingdom. These examples demonstrate how Liveable Neighbourhoods have been effectively introduced to improve local environments and enhance the quality of life for residents.

Edinburgh, Scotland

Edinburgh has been implementing Liveable Neighbourhoods (or '20-minute neighbourhoods') as part of its wider strategy to reduce car dependence and improve the city's urban environment. Measures include road closures, bus gates, traffic calming, and the promotion of sustainable transportation modes, particularly walking, wheeling and cycling. These initiatives have made the city more walkable and accessible, reduced congestion, and improved air quality.

Walthamstow Village, London

Walthamstow Village in East London is often cited as a model for Liveable Neighbourhood success. By installing road closures and creating pedestrian-friendly spaces, the neighbourhood has become a vibrant and attractive area for residents and businesses. Traffic reduction has led to cleaner air, less congestion, and a more pleasant atmosphere.

Low Fell, Gateshead

Low Fell in Gateshead, Tyne and Wear, implemented a Liveable Neighbourhood with road closures and improved pedestrian infrastructure. This has resulted in safer streets, a reduction in traffic-related issues, and a positive impact on the quality of life for residents.

Birmingham

Birmingham introduced a series of Liveable Neighbourhoods to reduce traffic and make neighbourhoods safer. Measures include road closures, one-way streets, and improved pedestrian and cycling facilities. These have led to a reduction in road traffic accidents and improved accessibility for non-motorised modes of transportation.

Lambeth, London

Lambeth, a borough in South London, has been proactive in implementing Liveable Neighbourhoods and cycle lanes to encourage sustainable transportation. The changes have led to decreased through traffic and increased cycling and walking, promoting a healthier and more eco-friendly way of getting around.

Manchester

Manchester has also embraced Liveable Neighbourhoods to tackle traffic congestion and improve road safety. Road closures, cycle lanes, and pedestrian zones have been introduced to encourage active transportation and create safer streets.

These examples illustrate that Liveable Neighbourhoods have been implemented successfully in various urban settings across the UK. They have not only reduced through traffic but also had positive impacts on air quality, road safety, and the overall quality of life for residents. These case studies can serve as valuable references for other cities and communities looking to implement Liveable Neighbourhoods to address traffic-related issues.

Modal filter with dual access and gateway feature

Example of play feature

Pocket park example

Modal filter example with play feature

2. BASELINE ANALYSIS

2.1 Geographic Context

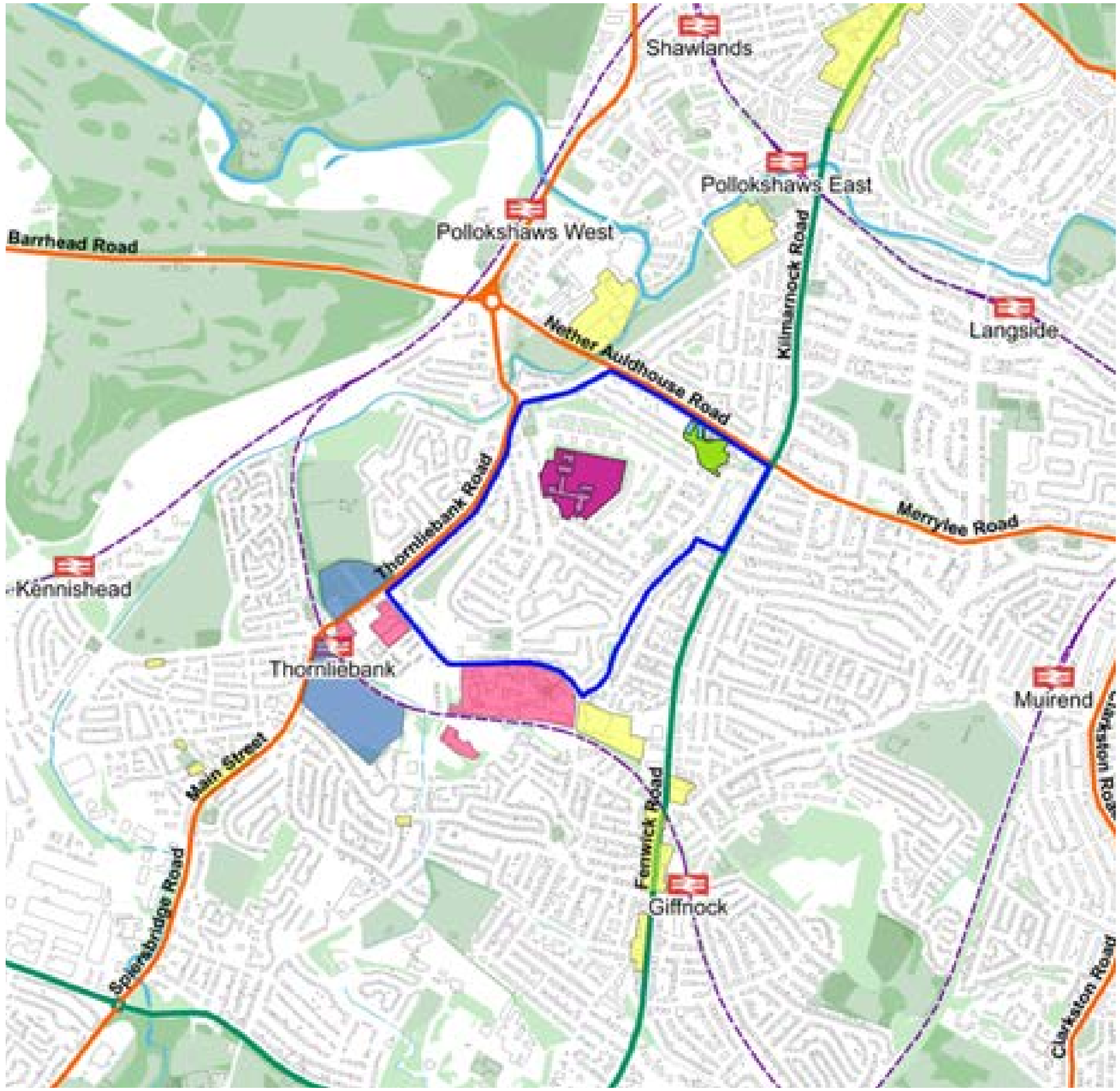
Mansewood and Hillpark sits within a confined neighbourhood on the southern periphery of Glasgow City, with its southern edge bounded by the Glasgow City Council (GCC) and East Renfrewshire Council (ERC) boundaries.

There are three key distributor roads which bound the area on its north, east and west sides. These are Nether Auldhouse Road, Kilmarnock Road and Thornliebank Road, respectively. It is the presence of these main roads that encourages a degree of cut-through traffic as drivers aim to avoid certain busy junctions around the study area perimeter.

In terms of the wider geography, there are various retail and industrial land uses situated to the north and south of the study area, as well as three relatively close train stations; Pollokshaws West, Thornliebank and Giffnock.

Within Mansewood and Hillpark itself, the main trip attractors comprise the two schools; Tinto Primary, on the north-eastern study area boundary and Hillpark Secondary School, which lies just north of the centre of the study area.

Figure 10: Key Land Uses and Trip Generators



BASELINE DATA ANALYSIS

2.2 Spatial Analysis

A spatial analysis has been undertaken to identify and set out the main topographical features of the study area. This covers things like trip generators and attractors, roads, footways and footpaths, greenspace and forestry. As demonstrated by the ***figure*** opposite, the study area comprises predominantly residential properties and a local road network made up of a series of roads and adjoining footways. There are also a few remote footpaths (shown in purple), however these are relatively few and far between.

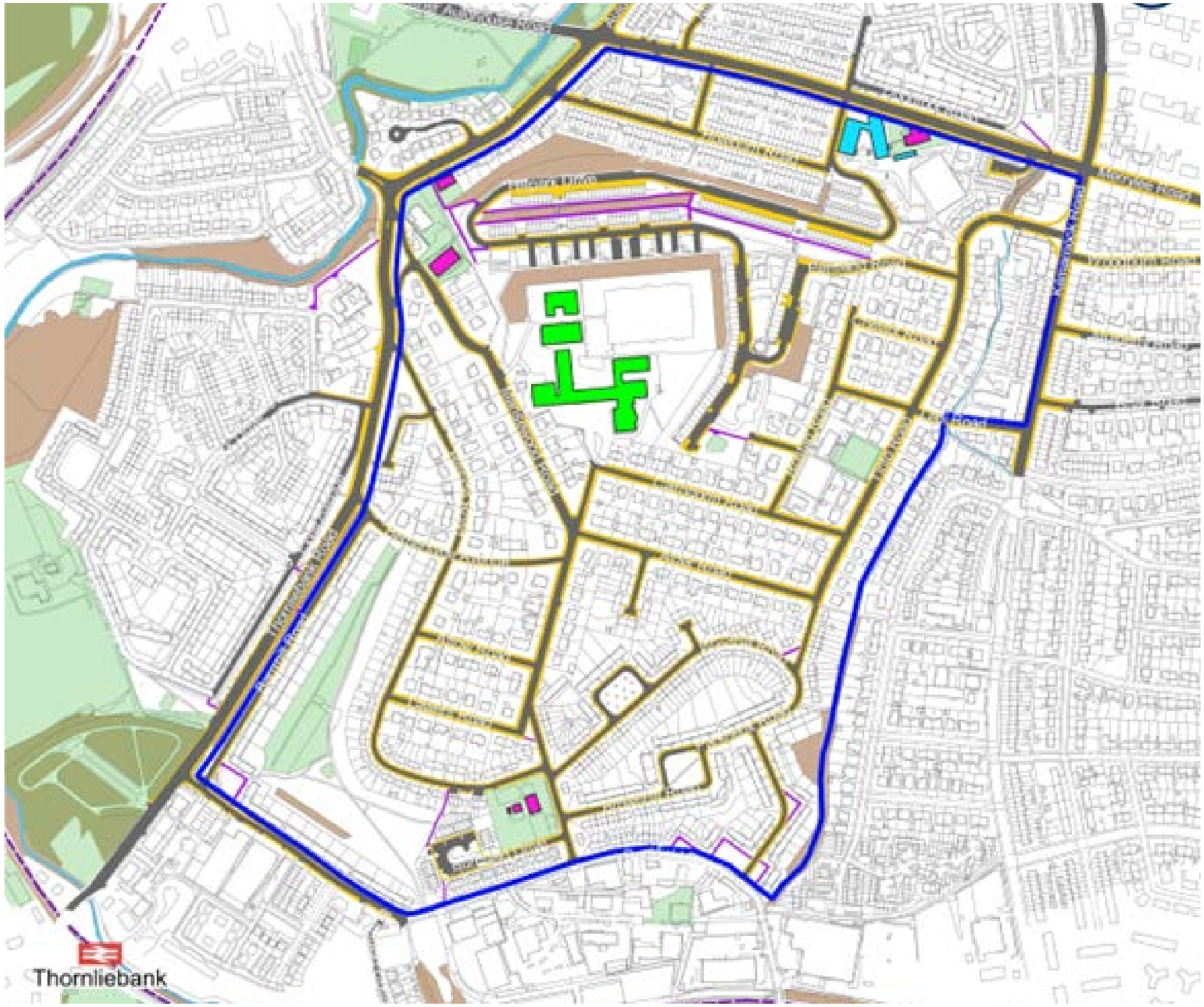
The primary internal trip attractors comprise Tinto Primary School, Hillpark Secondary School and various religious buildings: Eastwood Parish Church, Holy Name Church and Nether Auldhouse Evangelical Church.

The road network provides some indication of the widths currently available for motor traffic, particularly along Mansewood Road and Tinto Road. There are also various greenspace and woodland areas, namely Mansewood High Park and the community allotment, both situated at the south-western boundary extent and woodland areas to the north of Hillpark Secondary School and Hillpark Drive.

Key

- Study area
- Hillpark Secondary School
- Tinto Primary School
- Place of Worship
- Public road (adopted)
- Public Footway (adopted)
- Public Footpath (adopted)
- Surface water
- Greenspace
- Woodland
- Railway
- Train Station

Figure 11: Diagram showing spatial analysis



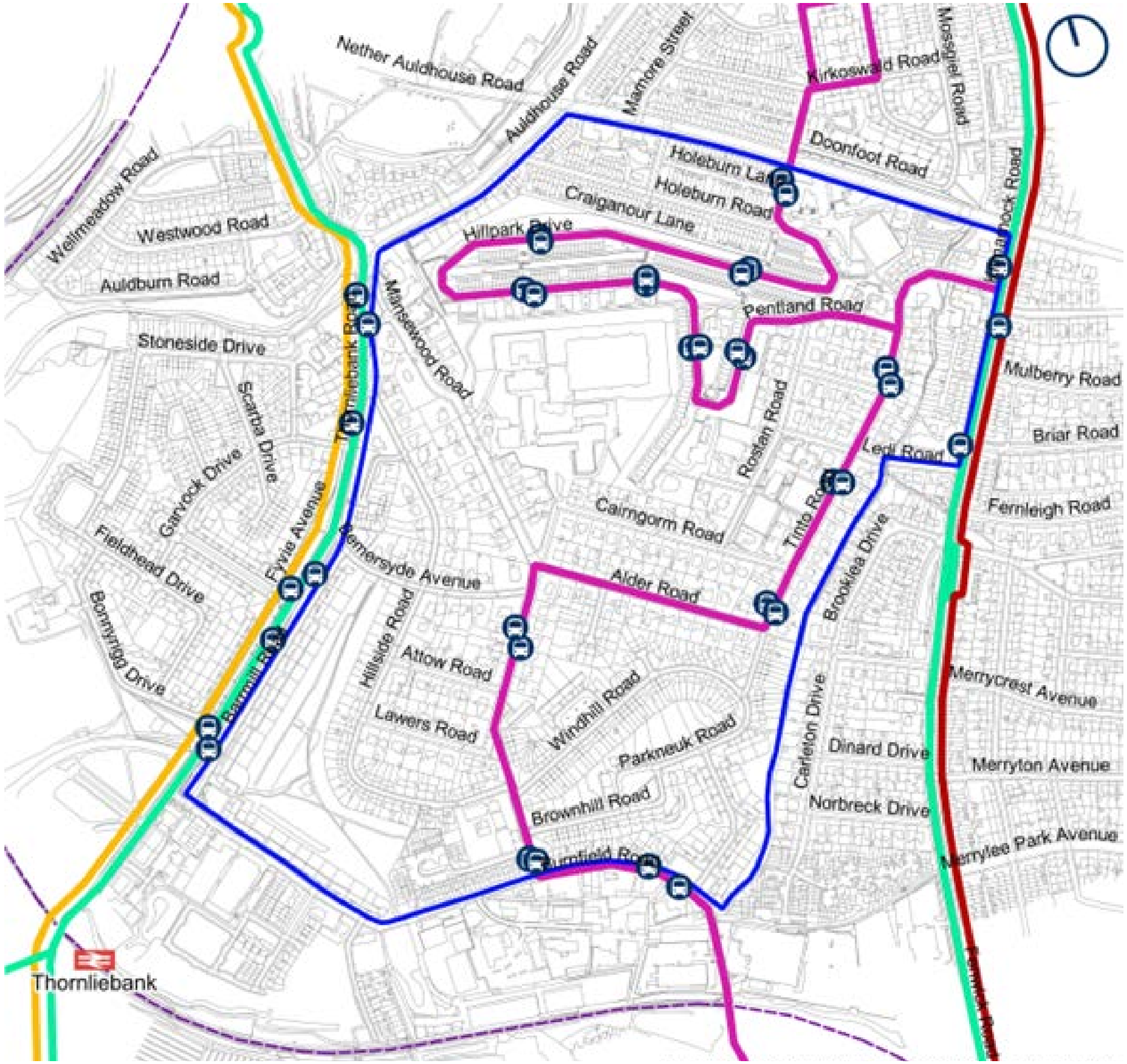
BASELINE DATA ANALYSIS

2.3 Public Transport Provision

The main public transport provisions are along Thornliebank Road (west) and Kilmarnock Road (east). First Bus, Stagecoach and McGills all run bus services along these distributor Roads to a range of destinations including Glasgow City, Bailieston, Glasgow Fort Shopping Centre, Kennishead, Silverburn Shopping Centre, Barlanark, Auchinairn and Balornock.

There is also a local bus service currently operated by JMB Travel which routes through both Mansewood and Hillpark and provides services to Shawlands and Glasgow in the north and to Thornliebank and Newton Mearns in the south. It has been fed back through the consultation process that this bus service is subsidised and has recently been awarded to a new service operator, with services re-commencing in December 2023. The primary consideration with this service in the design process will be how it can remain to be accommodated should any interventions be brought forward along its existing route. Of specific note is the 5-arm junction on Mansewood Road which sustains a high proportion of cut through traffic. It will be key to future design stages to incorporate this aspect into the optioneering process.

Figure 12: Bus services and routing



BASELINE DATA ANALYSIS

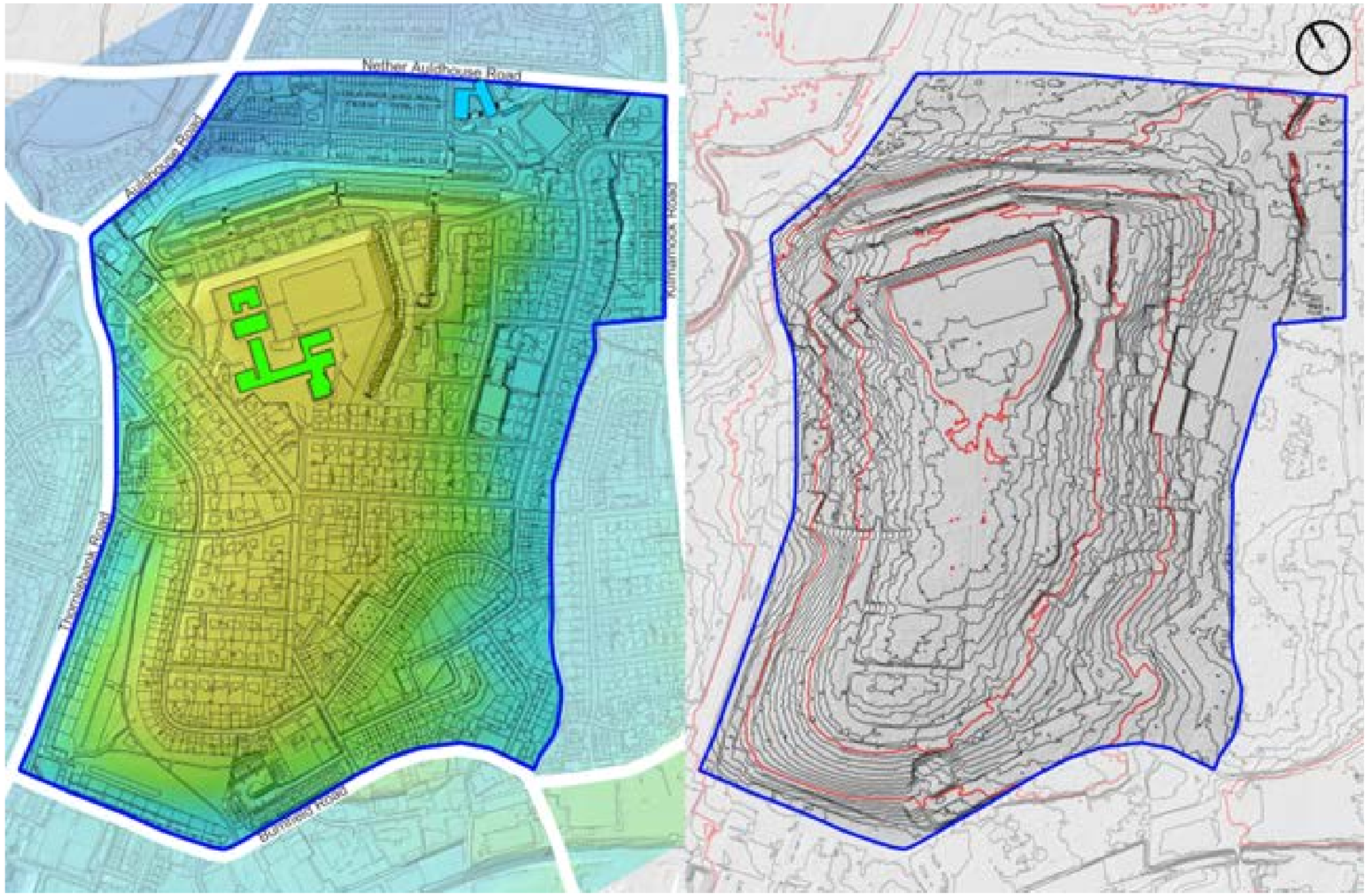
2.4 Topography

The vertical topography within Mansewood and Hillpark is challenging and has a steep internal rise from the boundary roads to the centre of the study area. This is a potential barrier to people choosing to use the area as a rat run, although it could also pose a challenge to delivering infrastructure which mitigates this type of behaviour.

To better understand the topography constraints within the study area, a Digital Terrain Model (DTM) has been created using open source (publicly available) Light Detection and Ranging (LiDAR) data, retrieved from the Scottish Remote Sensing Portal .

LiDAR is a method for determining ranges (variable distance) by targeting an object or a surface with a laser and measuring the time for the reflected light to return to the receiver. Using this data within GIS software, it is possible to extract the elevations to create topography maps and analyse gradient data for comparison.

Figure 13: provides an overview of the study area's topography which has been used to inform the baseline analysis.



Key

Digital terrain model

17.0m Elevation — 62.0m Elevation

Contours

1.0m Intervals

10.0m Intervals

0 — 250 — 500 m

BASELINE DATA ANALYSIS

2.5 Road Safety

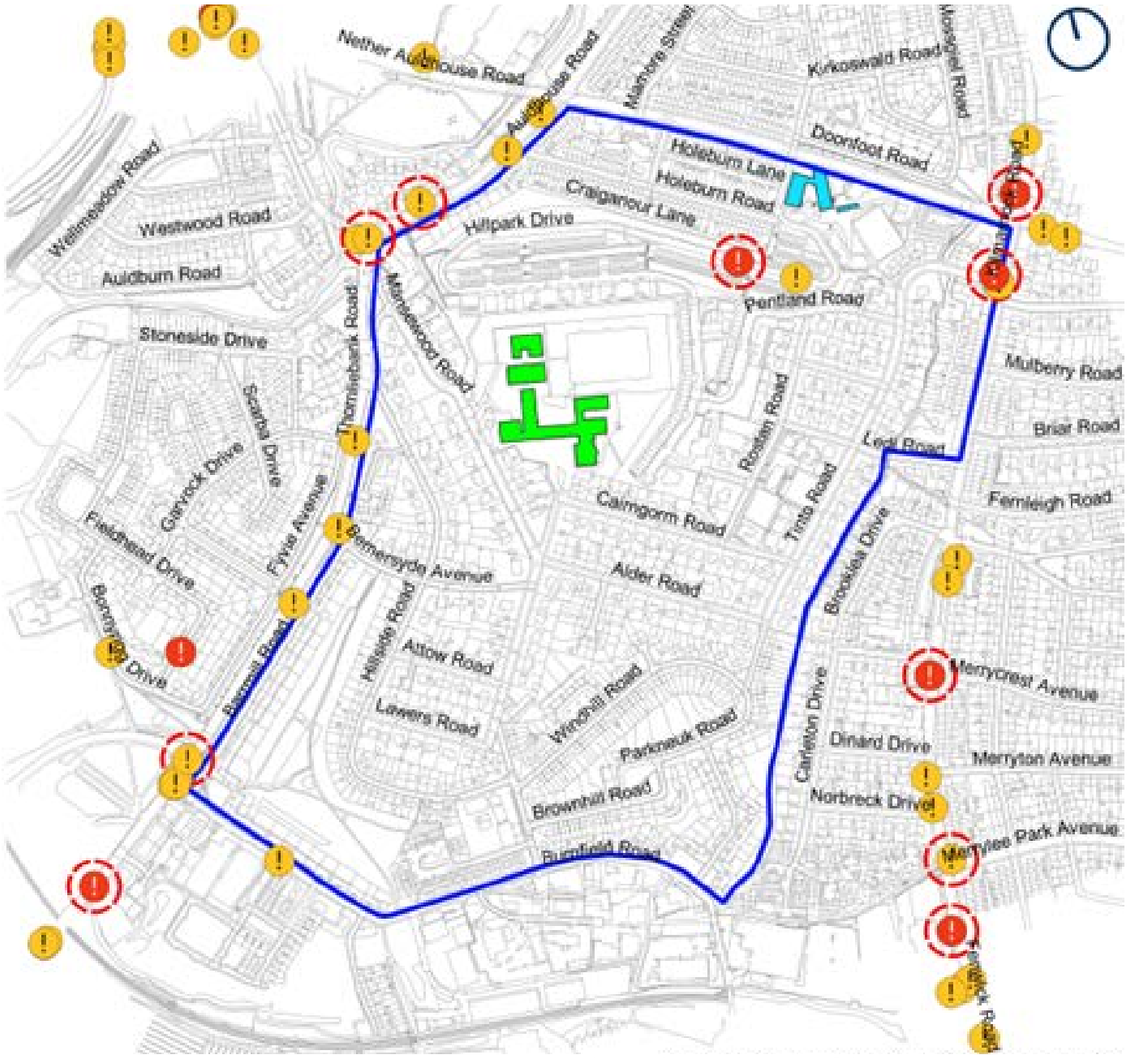
Road safety is a critical aspect of Liveable Neighbourhoods and any interventions brought forward should be with a view to improving safety, particularly for vulnerable road users such as children and people with disabilities. The design team has undertaken a review of the road safety statistics within and immediately surrounding the study area over the most recent 6-year period. Specifically, the personal injury collisions (PICs) have been analysed to determine any collision hotspots and to identify the severity of collisions that have occurred. PICs are categorised as either slight (where a person has had to attend A&E), Serious (where a person has had to have an extended stay in hospital) or Fatal (in which a person has lost their life). Table 1 sets out the number and severity of PICs that have occurred since 2017, with ***figure 14*** showing their locations and severity classification.

There have been no fatal collisions during the assessment period, however, the data shows that there has been a spate of serious collisions in proximity to the study area (including one within Mansewood on Hillpark Drive), all of which occurred in 2022. This is a cause for concern both in terms of the number and severity of recent PICs, which would indicate that road safety in and around the area will need to be carefully considered as part of any forthcoming intervention proposals.

Table 1: All Personal Injury Collisions

Year	All PICs			Total
	Fatal	Serious	Slight	
2017	-	-	3	3
2018	-	-	4	4
2019	-	-	4	4
2020	-	-	1	1
2021	-	-	2	2
2022	-	6	4	10
TOTAL	0	6	18	24

Figure 14: Personal Injury Collisions analysis.



BASELINE DATA ANALYSIS

2.6 Road Safety Hotspots

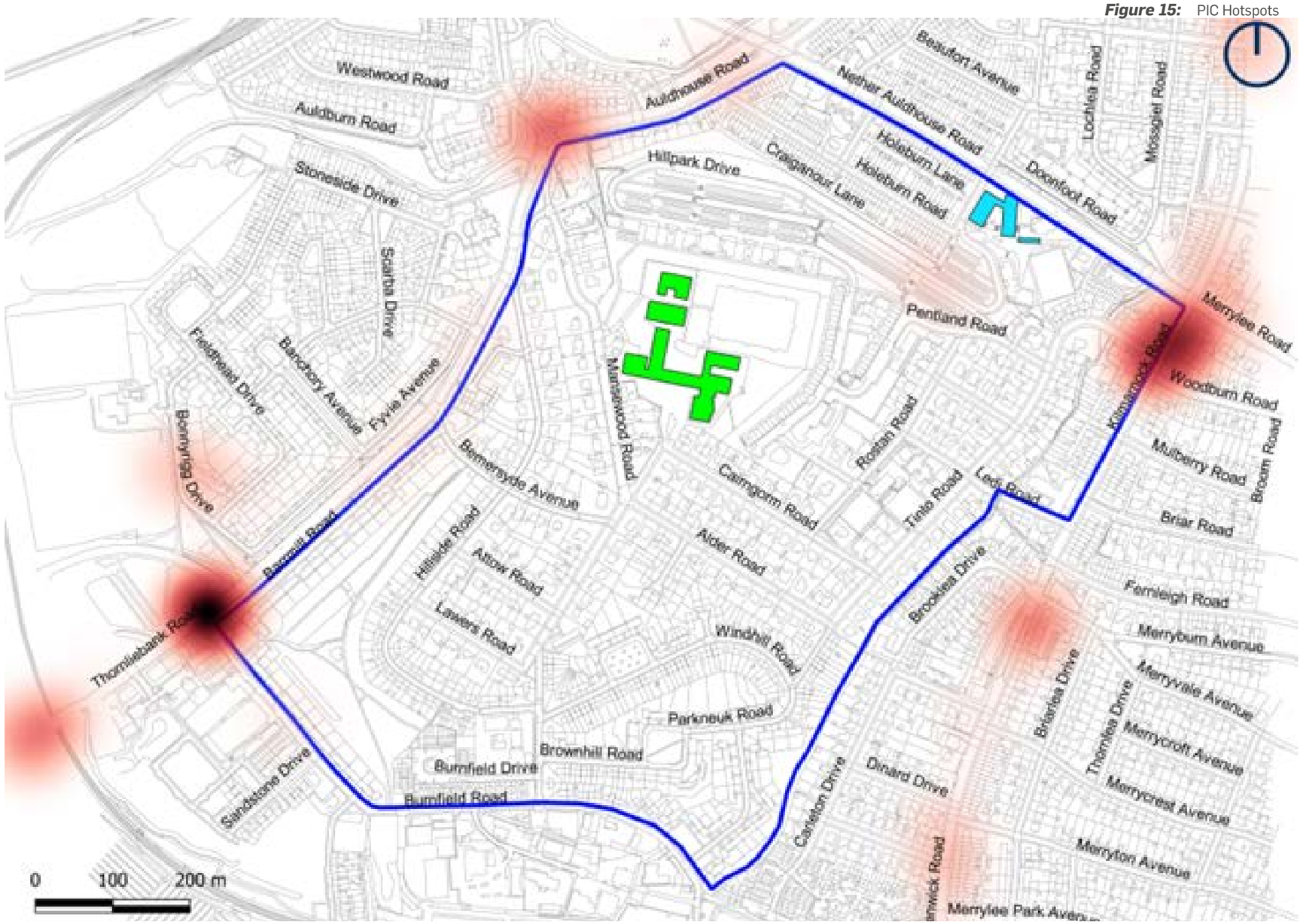
It is noted that the data for 2022 has been retrieved from a third-party source as the Department for Transport (DfT) has yet to verify all of the UK collision statistics for 2022. Nevertheless, the analysed data does point to some key PIC hotspot areas in which the collision / casualty frequency is of note. The three main PIC hotspots which interact with the study area are as follows:

- Thornliebank Road / Burnfield Road junction (5 casualties)
- Thornliebank Road / Auldhouse Road / Mansewood Road (3 casualties)
- Kilmarnock Road / Tinto Road (4 casualties)

All three of these junctions have been found to sustain a degree of traffic which cuts through the study area. This type of behaviour is generally associated with people trying to reduce their journey time and therefore it is a possibility that people using these junctions as access into Mansewood and Hillpark for the purposes of cutting through will be in a hurry.

Whilst the exact cause of each collision has not been determined, the data emphasises the importance of road safety in the design of potential intervention options. Careful consideration will be required as to how any new measures may impact on traffic volumes in the wider area and, hence, how this may affect road safety.

Figure 15: PIC Hotspots



Key

- Study area
- Hillpark Secondary School
- Tinto Primary School

Accident frequency

Low — High

BASELINE DATA ANALYSIS

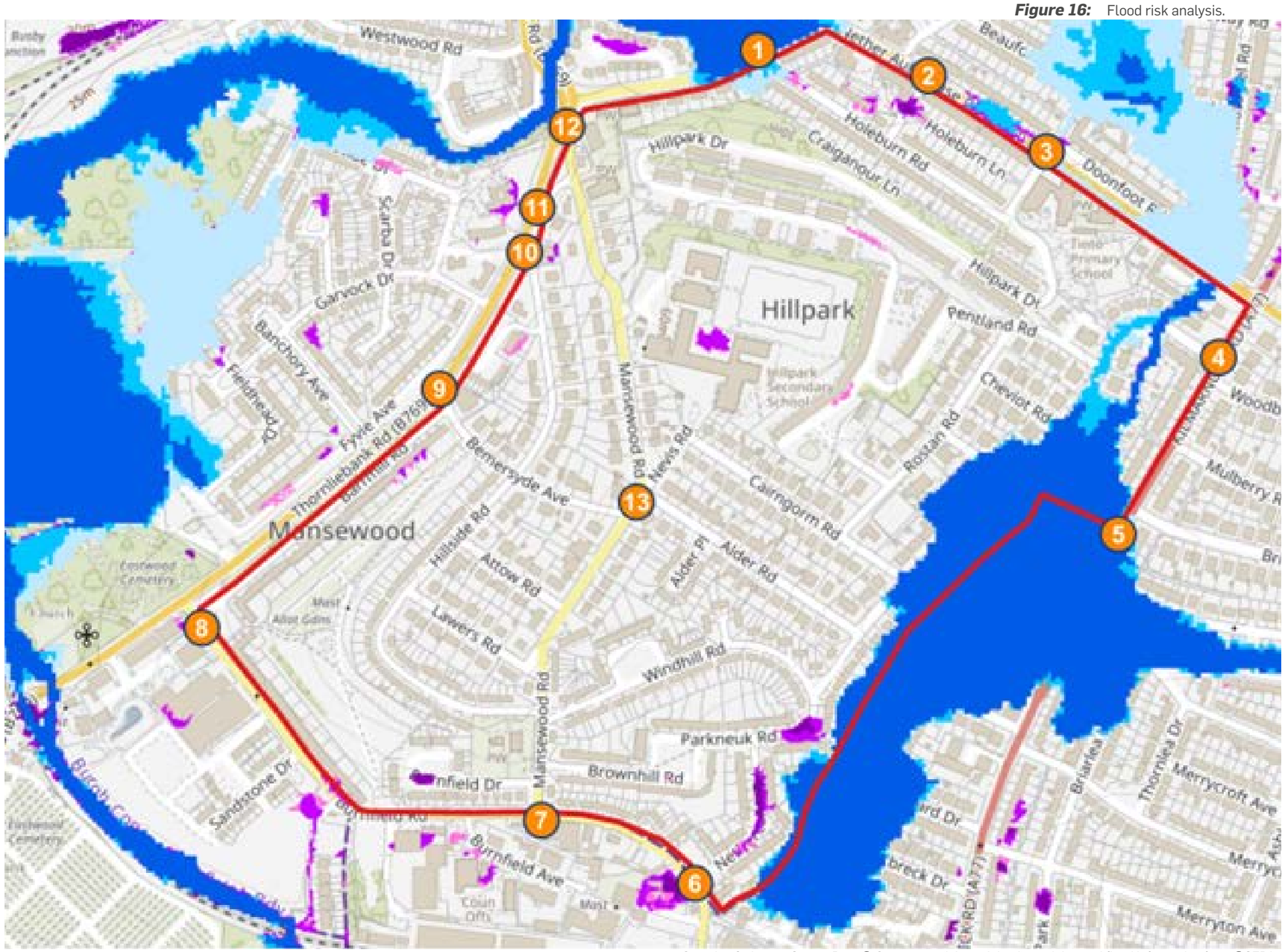
2.7 Flood Risk

Flooding arising from any source has significant potential to impact upon any new infrastructure and, similarly, a key part of developing new infrastructure is ensuring that it will not contribute negatively to future flooding events. In that regard, should changes to ground levels be made, careful consideration will be required as to impacts on flooding and the requirement for mitigation measures to ensure infrastructure is safe and usable.

The likelihood of river and surface water flooding across the study area has been reviewed using the Scottish Environmental Protection Agency's (SEPA) flood maps. SEPA's flood map shows that an area on the eastern boundary has a high likelihood of river flooding (as indicated by the dark blue area). A high likelihood is categorised as an area with a 10% chance of flooding year-on-year.

The identified flooding issue around Kilmarnock Road and Tinto Road is from a small stream which is mainly culverted but opens between Brooklea Drive and Nether Auldhouse Road. The existence of this flood plain raises the possibility that any intervention options proposed along this section of the study area could incorporate Sustainable Drainage Systems (SuDS).

Figure 16: Flood risk analysis.



Key

- Study area
- Access junction

Risk Level	River Flooding			Surface Water Flooding		
	Low	Medium	High	Low	Medium	High
Map Key (colour)						
Chance (per year)	0.1%	0.5%	10%	0.1%	0.5%	10%

BASELINE DATA ANALYSIS

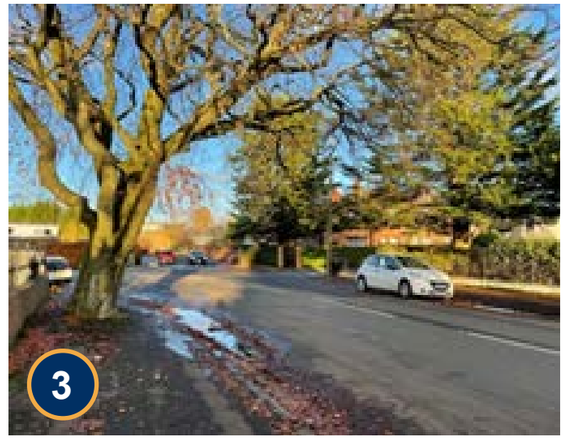
2.8 issues and opportunities

The following site observations illustrate some of the issues and opportunities identified during the site visit.

Figure 17: Plan and photographic study indicating locations and issues

Significant issue with footway parking behaviours around Nethercairn Road and inappropriate marking of disabled parking bays.

Further undesirable footway parking behaviours exhibited on Burnfield Road. Lack of footway on southern side.



Opportunity area on Mansewood Road to facilitate an internal modal filter to address issue of through traffic. Evidence of local flooding which could be addressed using green infrastructure.

Existing traffic calming features on Mansewood Road are over engineered and not very aesthetically pleasing. These appear not to prevent speeding.

Example of existing modal filter at former Auldhouse Road / Holeburn Road junction with pedestrian crossing of Auldhouse Road.

Blind corner on Hillpark Drive adjacent to Tinto Primary School. This general area has been flagged as a potential road safety concern by parents through the consultation process.

BASELINE DATA ANALYSIS

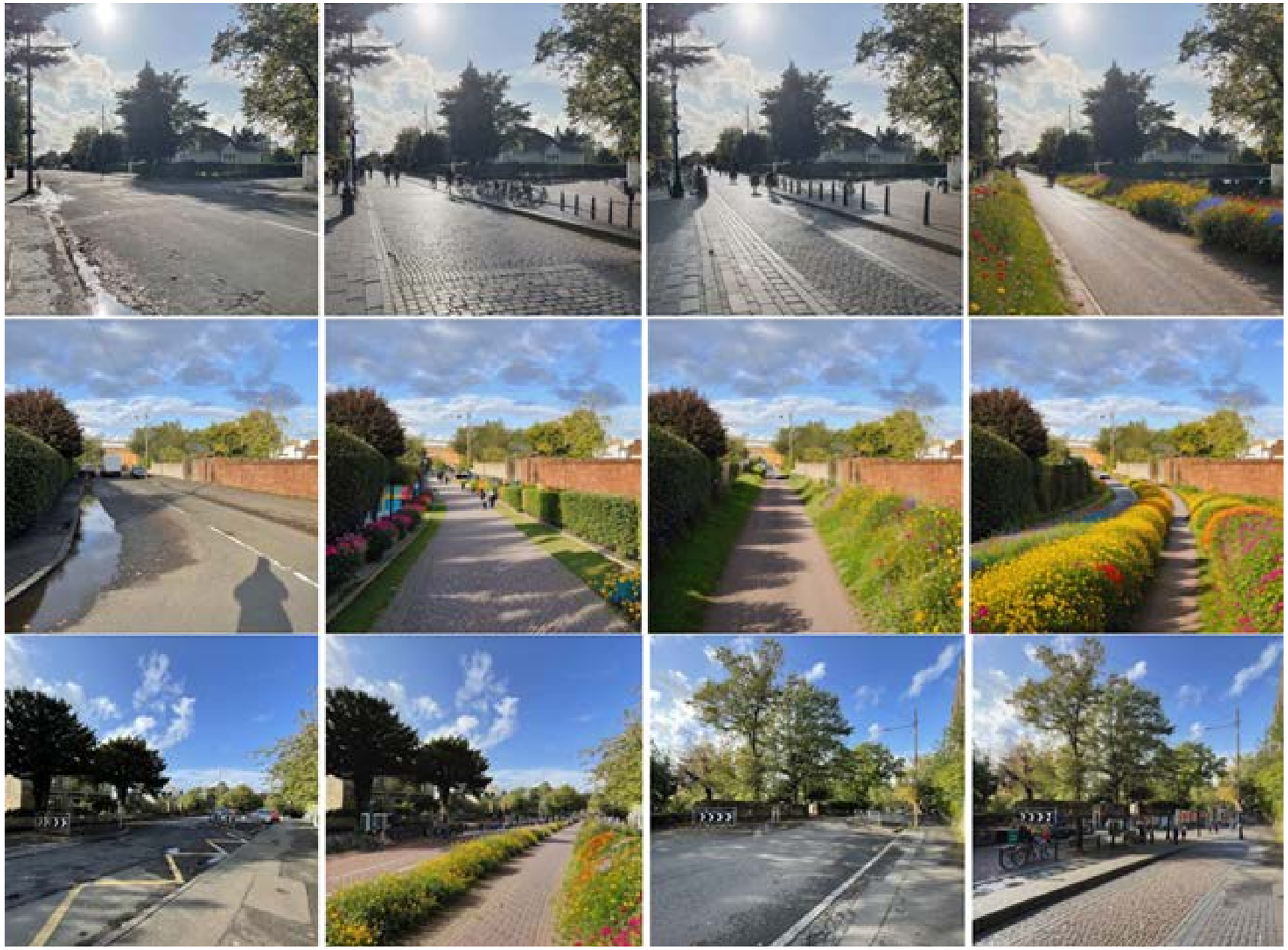
2.9 inspiration board

Dutch examples of active and sustainable travel schemes are widely regarded as international best-practice due to their established recent history of prioritizing sustainable travel. This approach has demonstrated numerous benefits making them a model for urban planning and transportation policies in many countries worldwide.

Dutch Cycling Lifestyle has developed a web-based app which helps users to reimagine their streets as a 'dutch street'. Utilising Artificial Intelligence (AI), users can create.

The design team has produced a series of examples of what the Mansewood and Hillpark area could look like as a Dutch street to provide inspiration. The ultimate goal is to increase vitality and accessibility for people residing within and travelling to the area for work or education. Whilst these examples are optimistic, they demonstrate a vision for what may be possible in the future if the Liveable Neighbourhood scheme is to become successful.

Figure 18: Inspiration Board – Reimagining Mansewood and Hillpark as a Dutch Street



3. TRAFFIC SURVEY AND ANALYSIS

3.1 Traffic Survey Scope

The following junctions were surveyed on Thursday 5th October 2023. The survey was undertaken over a 12-hour period between 07:00 and 19:00.

1. Auldhouse Road / Holeburn Road
2. Nether Auldhouse Road / Fersit Street
3. Nether Auldhouse Road / Hillpark Drive / Glenspean Street
4. Kilmarnock Road / Tinto Road
5. Kilmarnock Road / Ledi Road
6. Burnfield Road / Nethercairn Road
7. Burnfield Road / Mansewood Road
8. Thornliebank Road / Burnfield Road
9. Thornliebank Road / Bemersyde Avenue
10. Thornliebank Road / Hillside Road
11. Thornliebank Road / Mansewood Road
12. Thornliebank Road / Mansewood Road / Auldhouse Road
13. Mansewood Road / Bemersyde Road / Nevis Road / Alder Road

Key

- Study area
- Hillpark Secondary School
- Tinto Primary School
- Mansewood survey location

Figure 19: Traffic Survey Scope

TRAFFIC SURVEY AND ANALYSIS

3.2 Cut-Through Traffic

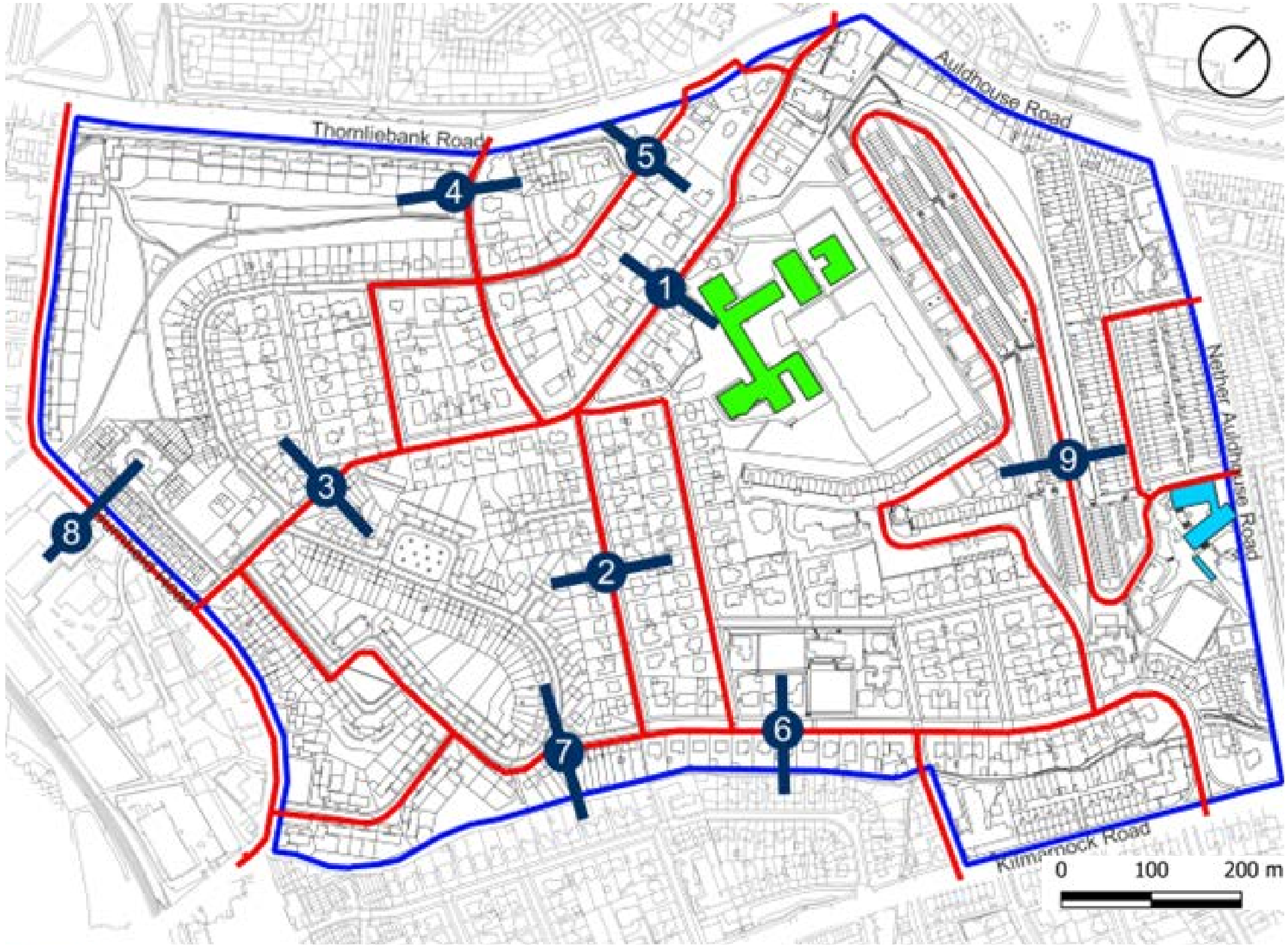
The returned Automated Number Plate Recognition (ANPR) data has been verified against the JTC information to calculate a capture rate. The ANPR capture rate will never be 100% and is based on two factors:

1. The number of trips which enter but do not exit again within the study period; and
2. The number of vehicles with obscured or unreadable number plates.

Based on this validation exercise, a total number of 6,168 vehicles were captured by the ANPR survey versus 6,807 recorded by the JTC survey. This represents a capture rate of 90.6%.

Using GIS software, the returned data has been analysed by firstly mapping the internal routing patterns. Focus has been given to journey times of below 5-minutes in duration as these journeys are clear through trips or "rat runs". The routing presented in ***figure 20*** (red lines) shows the roads which currently have a degree of cut-through traffic. A minimum threshold of 10 trips under 5-minutes was used to define a particular rat run route. Virtual cordons were then set up at the numbered locations on the ***figure 20*** opposite. Using GIS, the volume of vehicular trips under 5-minutes which pass each cordon point was measured to provide a more detailed breakdown of the extent of through traffic which is sustained by each internal road link.

Figure 20: Identified Rat Running (journeys under 5 minutes)



Key

- Study area
- Hillpark Secondary School
- Tinto Primary School
- Analysis cordon
- Identified rat run (less than 5 minutes)

TRAFFIC SURVEY AND ANALYSIS

3.3 Cut-Through Extent

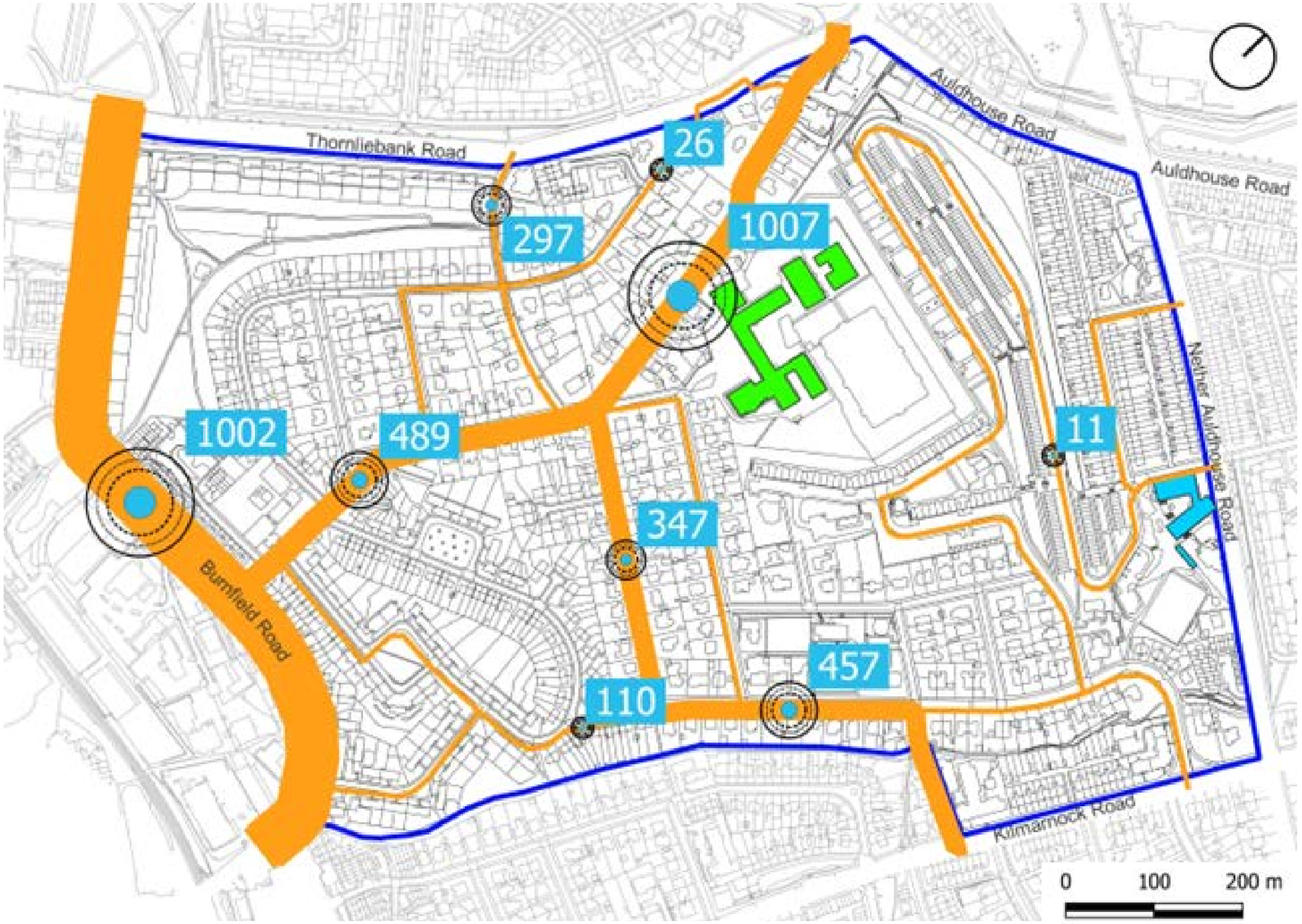
Following the cordon analysis, the cut through routes have been categorised by volume of trips entering and exiting the area within 5-minutes, with the thicker lines representing a higher proportion of cut-through trips. The numerical values represent the number of one-way cuts through trips passing each cordon point during the 12-hour study period.

In total, there were 3,193 cuts through trips recorded entering the area and leaving again within the 5-minute threshold. This equates to more than half (52%) of all vehicle journeys recorded by the ANPR survey and is a significant evidence case for implementing filtered permeability interventions to tackle this highly undesirable issue.

Table 2 sets out a trip time analysis which has been undertaken for all journeys recorded during the survey period. It shows that whilst the average time between entering and exiting was almost an hour, the median trip time (i.e., half of journeys were longer, and half were shorter) was just 4 minutes and 22 seconds.

All Journeys	*Time (mm:ss)*
Average Trip Time	58:32
Median Trip Time	04:22

Figure 21: Extent of Rat Running (journeys under 5 minutes)



Contains Ordnance Survey Data © Crown copyright and database rights

Key

- Study area
- Hillpark Secondary School
- Tinto Primary School
- Cordon count (5 minute journeys)
- 10 / 500 — Journeys time from under 5 minutes to 500 minutes

3.4 Statistical Data

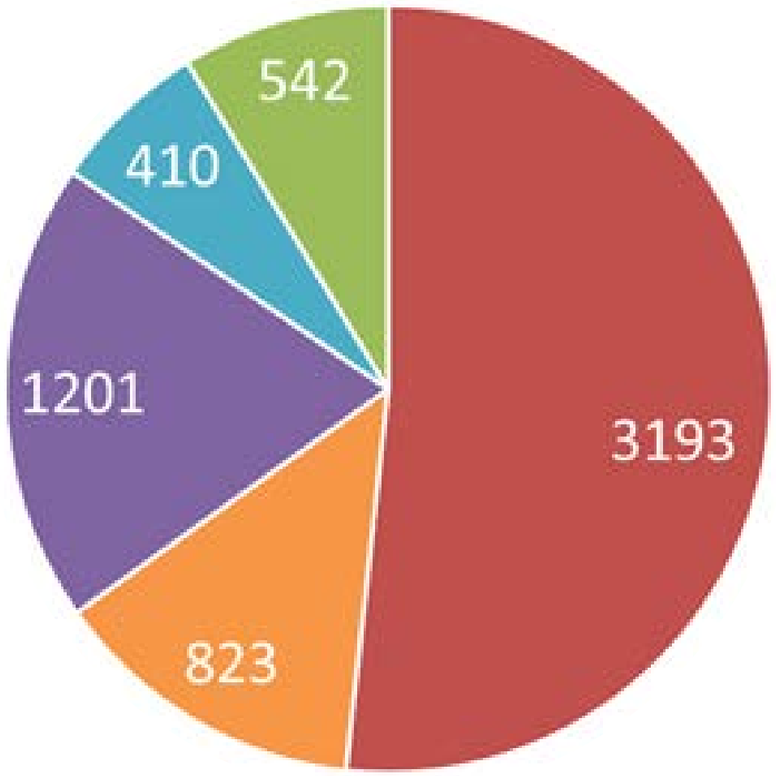


Table 3: Journey Length Categorisation

Journey Time	Vehicles	%
Less than 5 minutes	3,193	52%
5 minutes to 15 minutes	823	13%
15 minutes to 2 hours	1,201	19%
2 hours to 4 hours	410	7%
4 hours plus	542	9%
TOTAL	6,169	100%

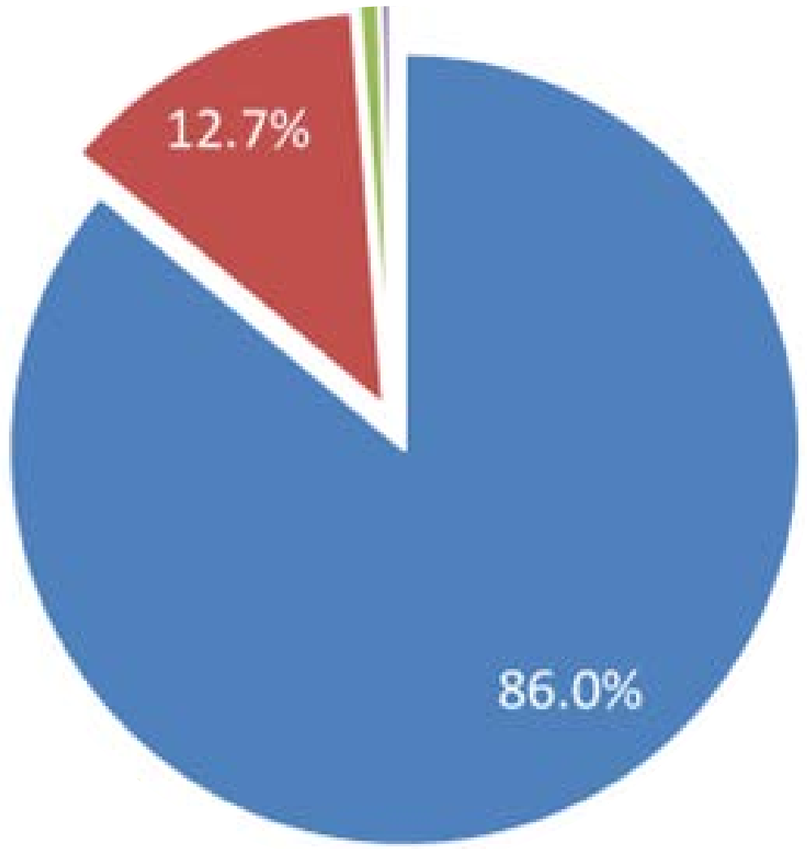


Table 4: Vehicle Classification (journeys under 5 minutes)

Vehicle Class	Vehicles	%
Car	2,747	86.0%
LGV	405	12.7%
OGV1+2	28	0.9%
PSV	13	0.4%
TOTAL	3,193	100%

TRAFFIC SURVEY AND ANALYSIS

3.5 Engagement stages

As set out in the introduction a range of engagement has been undertaken as part of stage 2. This has helped inform and, most importantly, inform the development of key issues and opportunities in the area over the last 3 months. The following sets out the key stages of the engagement, concluding with a selection of some feedback received.

3.5.1 STAGE 2A: EMERGING DESIGNS AND IDEAS

A Drop-In event in September was attended by 7 people and a workshop was held with the Mansewood Community Centre Youth Group. to which 8 young people attended. Unfortunately, school strikes taking place this week hampered attendance numbers. The young people told us of their routes to and from school, where they go in their spare time, challenges and opportunities for improvement.

A dedicated website with information was updated to promote the events with a Design Workbook, containing the designs of the Creating Safer Routes: Mansewood and Hillpark project made available, giving the community an early opportunity to view and comment on the initial analysis and emerging ideas (see ***figures 22 and 23***).

There were 7 responses to an online and paper survey that was made available for a month in September/October fed into the next stage of the design process.

Figure 22: Early analysis of access junctions (a) and opportunity identification for traffic calming (b) and modal filters (c).

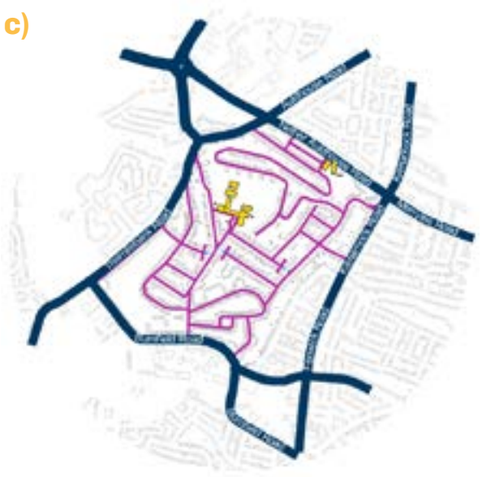


Figure 23: Exhibition material displayed as part of emerging designs and ideas in September

Stage 2A feedback:

"[You need to] look at Windhill Road, Brownhills Road as these are also used as feeding roads to avoid the main roads...the cars speed along these roads and as cars are parked haphazardly impossible for people with mobility issues"

"I live in Woodburn Rd, my road is also a road being used as a shortcut, to avoid the traffic lights at Kilmarnock and Merrylee Rd. Many speed down this road in excess of 30 mph to. Can this been included when considering safer routes in the area?"

TRAFFIC SURVEY AND ANALYSIS

3.5.2 Stage 2B: Developed concept design

In November a public showcase exhibition and a 'Meet the Designer' session was held and an updated online design workbook was made available (see ***figures 24 and 25***).

There were 34 responses to an online survey that was made available for two weeks in November, while 4 people attended the drop in.

3.5.3 GCC Workshops/Meetings

In addition to community engagement there were a series of vital workshops and meetings held with departments within Glasgow City Council. These helped refine the design to ensure it aligned with internal guidance and existing projects in the area.

In October, a meeting with Glasgow City Council Roads colleagues took place to inform internal departments, seek key information regarding junction design and to gain buy in for future development.

Figure 24: November exhibition boards

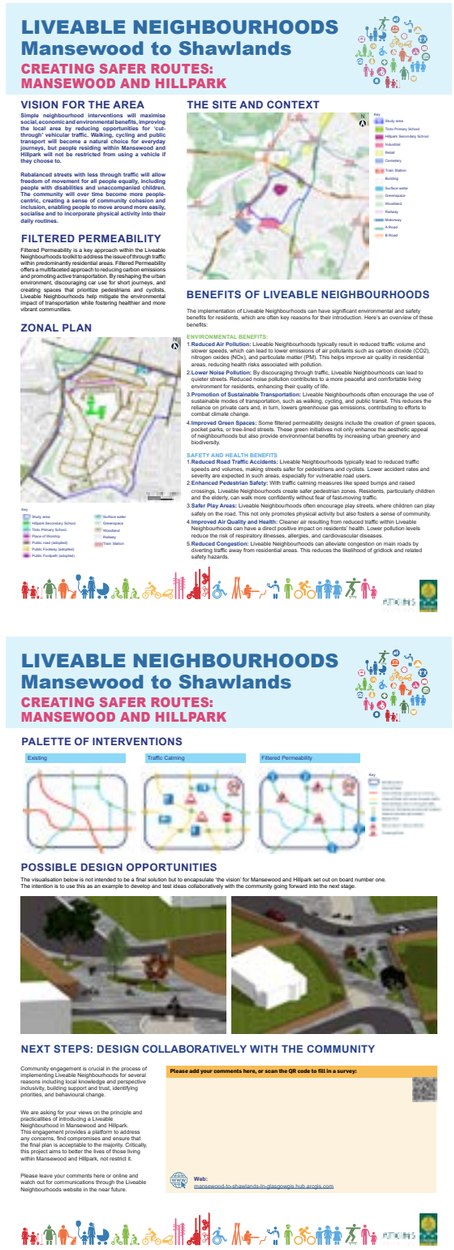
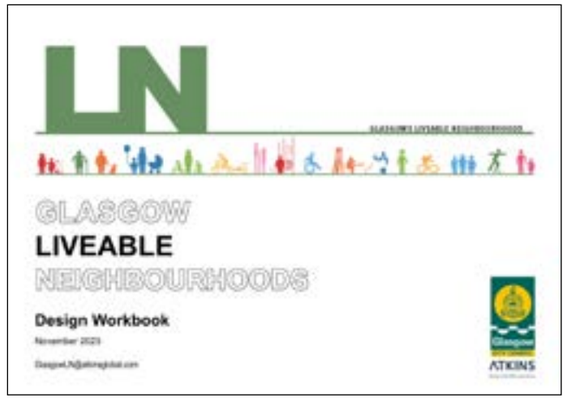
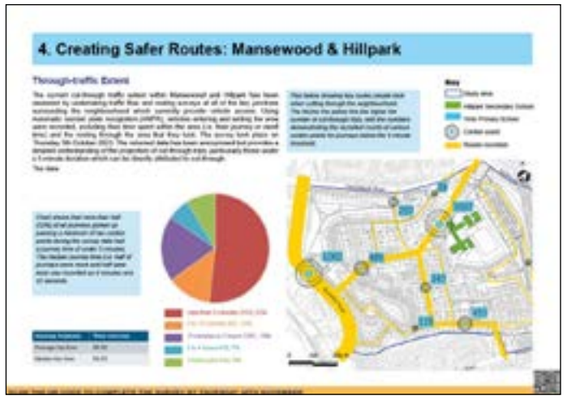


Figure 25: Selected pages from the design workbook accessible on the project website





3.5.4 Key Feedback Themes

Some of the key themes that emerged from feedback during engagement stages 2A and 2B related to Tinto Primary School, traffic calming measures, prioritising walking and wheeling, reducing traffic speeds, and maintaining access for residents. Below are a selection of comments that reflect these themes, for the full list of feedback refer to appendix B.

Stage 2B feedback:

"Tinto Primary School Traffic Calming Measures"

''nothing has been identified at this stage regarding safeguarding measures required around Tinto Primary School. The school, parent council, community councils and local councillors have been trying for a number of years to advance the introduction of additional traffic calming measures in the vicinity of the school (specifically Hillpark Drive) with limited success."

"Safety MUST be prioritised. Making walkers and cyclists the priority - and getting the speed of cars down."

"Access is still required for larger vehicles / towed vehicles for residents. Caravans etc. the 'rat runs' need to be less attractive to others but locals should still easy access to Shawlands and Giffnock for example."

4. PALETTE OF INTERVENTIONS AND NEXT STEPS

4.1 Design Principles

There are various options to tackle the significant issue with through traffic in Mansewood and Hillpark. These fall under two main categories:

1. Traffic Calming; and
2. Filtered Permeability

The key difference between these types of interventions is that traffic calming generally does not restrict access for vehicular traffic, rather it promotes slower speeds and more beneficial driver behaviours; filtered permeability does restrict some vehicle movements at key areas which are known rat runs with the aim of deterring people from using the area as a cut through, or otherwise making this less advantageous in order to encourage alternative routing.

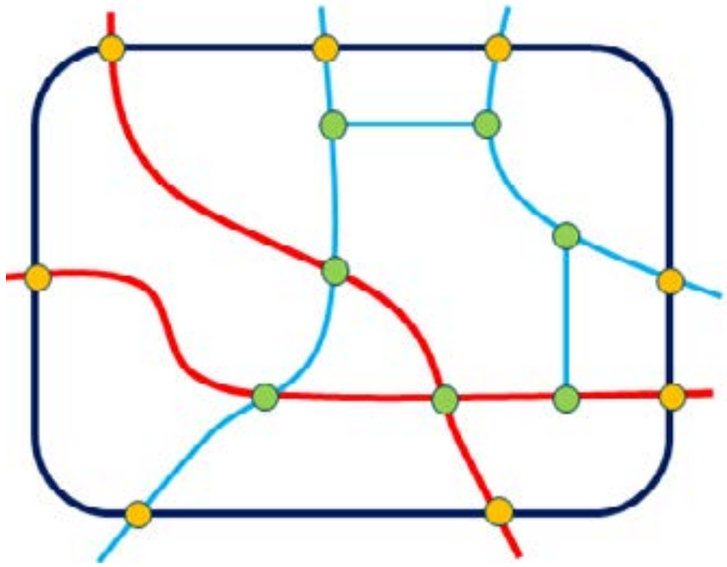
Figure 26 features a schematic diagram of these differing options to highlight the main differences and options available to deploy.

Key

- Study area
- Internal road
- Internal road subject to rat running
- Internal road with some through-traffic
- Internal road with no through-traffic
- External / entrance junction (all modes)
- Internal junction (all modes)
- Modal filter
- School zone / school street
- Crossing Point

Figure 26: Palette of Intervention

Existing



Traffic Calming

Filtered Permeability

PALETTE OF INTERVENTIONS

4.2 Establishing a Palette of interventions

The main design principles for Filtered Permeability schemes are essential for creating spaces that prioritize residents and discourage through traffic. These principles aim to make neighbourhoods safer, more pleasant, and conducive to sustainable transportation. These design principles work together to create neighbourhoods that are more liveable, safer, and sustainable. The specific mix of these principles will depend on the unique characteristics and needs of each neighbourhood. Effective planning and execution are essential to realize the full benefits of filtered permeability.

Here are the key design principles / options:

Modal Filters

Implement modal filters to restrict motor traffic driving beyond a certain point, placed at strategic points around the neighbourhood. “Modal filters” can be bollards or gate road closures that don’t let any motor traffic through; or “bus gates” to let some public transport through; or even width restrictions to just keep the biggest vehicles out and allow access to pedestrians, wheeling and cycling.

Traffic Calming Measures

Introduce traffic calming measures such as speed bumps, chicanes, and raised crossings to slow down vehicles. These measures enhance road safety for pedestrians and cyclists.

One-Way Systems

Consider implementing one-way systems on certain streets to reduce conflict between vehicles and create more space for walking and cycling.

Pedestrian Zones

Designate certain streets or areas as pedestrian zones where motorized traffic is restricted or prohibited entirely. This can create safe, vibrant spaces for people to walking, wheeling, and to socialise.

PALETTE OF INTERVENTIONS

Bicycle Infrastructure

Develop dedicated cycling infrastructure, such as bike lanes or cycle tracks, to encourage and facilitate cycling within the neighborhood. This promotes sustainable transportation and reduces car dependence.

Public Transit Integration

Ensure good connections to public transport networks, making it easier for residents to access buses or trams. This helps reduce the need for private car use.

Community Input

Involve residents and stakeholders in the design process. Their input can help shape the layout of filtered permeability interventions to best suit the needs and preferences of the local community.

Green Spaces and Landscaping

Incorporate greenery and landscaping to enhance the aesthetic appeal of the Liveable Neighbourhood. Trees, plants, and well-maintained green spaces contribute to a more attractive and healthier environment.

Accessibility for All

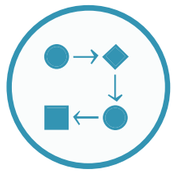
Ensure that the neighbourhood is accessible to people of all ages and abilities. This includes considering the needs of those with disabilities and designing streets that are safe and welcoming for everyone.

Signage and Wayfinding

Use clear signage to inform drivers about road closures and filtered permeability boundaries. Effective wayfinding signs for pedestrians and cyclists can encourage active transportation.

Monitoring and Adaptation

Implement a system for monitoring the impact of filtered permeability, including traffic flow, air quality, and safety. Be prepared to adapt the scheme design based on real-world data and feedback from residents.



Phase Implementation

Consider a phased approach to implementation to allow residents and drivers to adjust gradually to the changes. This can help minimize disruptions and opposition.

Emergency Services Access

Ensure that emergency services have clear access to all parts of the neighbourhoods. This may involve installing bollards that can be easily removed in case of an emergency.

Education and Outreach

Conduct educational campaigns to inform residents and users about the purpose and benefits of scheme. Promote sustainable transportation options and road safety.

4.3 Indicative Design Options

Whilst the above visualisation is not intended to represent a final solution, it has been produced to provide inspiration as to the potential for a place-based modal filter on Mansewood Road (between Alder Road and Bemersyde Avenue) to deter people using the neighbourhood as a cut-through route. It Is envisaged that the following stage of this project will comprise further, more detailed engagement and workshops with the community, schools and local groups, to arrive at a series of design interventions which balance the needs of the community with the desire to prevent / reduce existing issues with through traffic.

It is recognised that residents may have concerns or objections to filtered permeability, such as the potential impacts on access to their homes or local businesses. Community engagement provides a platform to address these concerns, find compromises, and ensure that the final plan is acceptable to the majority. Critically, this project aims to better the lives of those living within Mansewood and Hillpark, not restrict it.

The site

Key

Area of potential intervention (indicative)

Hillpark Secondary School

Figure 27: Indicative design option modelling

Before

After

After

4.4 Next Steps: Assessment and Design Methodology

There are several stages to develop, design and introduce a filtered permeability scheme. The purpose of the staged approach is to ensure that the community is fully involved in shaping the design for it to have the best possible chance of success.

A liveable neighbourhood can only be developed with the community's input. They are best placed to know the specific challenges and opportunities and will be impacted most by the proposals. Engagement plays a vital role and is therefore embedded as a core theme.

A significant amount of feedback from members of the Tinto Primary School community have been received voicing concerns about the road safety around the school. The feedback and interest in seeing this project develop presents an opportunity to engage meaningfully with these stakeholders into the next stage. Within this feedback, there is evident support for additional traffic calming and temporary measures to be introduced and there will be opportunity to co-design the most appropriate interventions with this group.

Additionally through stage 2 engagement, relationships have been built with key members of this community including the Mansewood Community Centre and local residents which can be built upon to ensure local buy in and support.

The agreed approach is outlined in ***figure 28*** - 'process flow chart'. Critically, any designs arising from this project which aim to restrict through traffic must be phased in order that the impacts can be properly assessed once the scheme is in operation. Whilst this study aims to assess the theoretical impact that certain measures may have, the reality is that impacts are multifactorial and can only truly be assessed post-implementation.

To address this, street trials should be developed based on the preferred permanent solution (Stage 4) and implemented to monitor the extent of their success (Stage 5). This will require a mix of community engagement as well as measured data which can be compared with the baseline data collected as part of this early investigatory study.

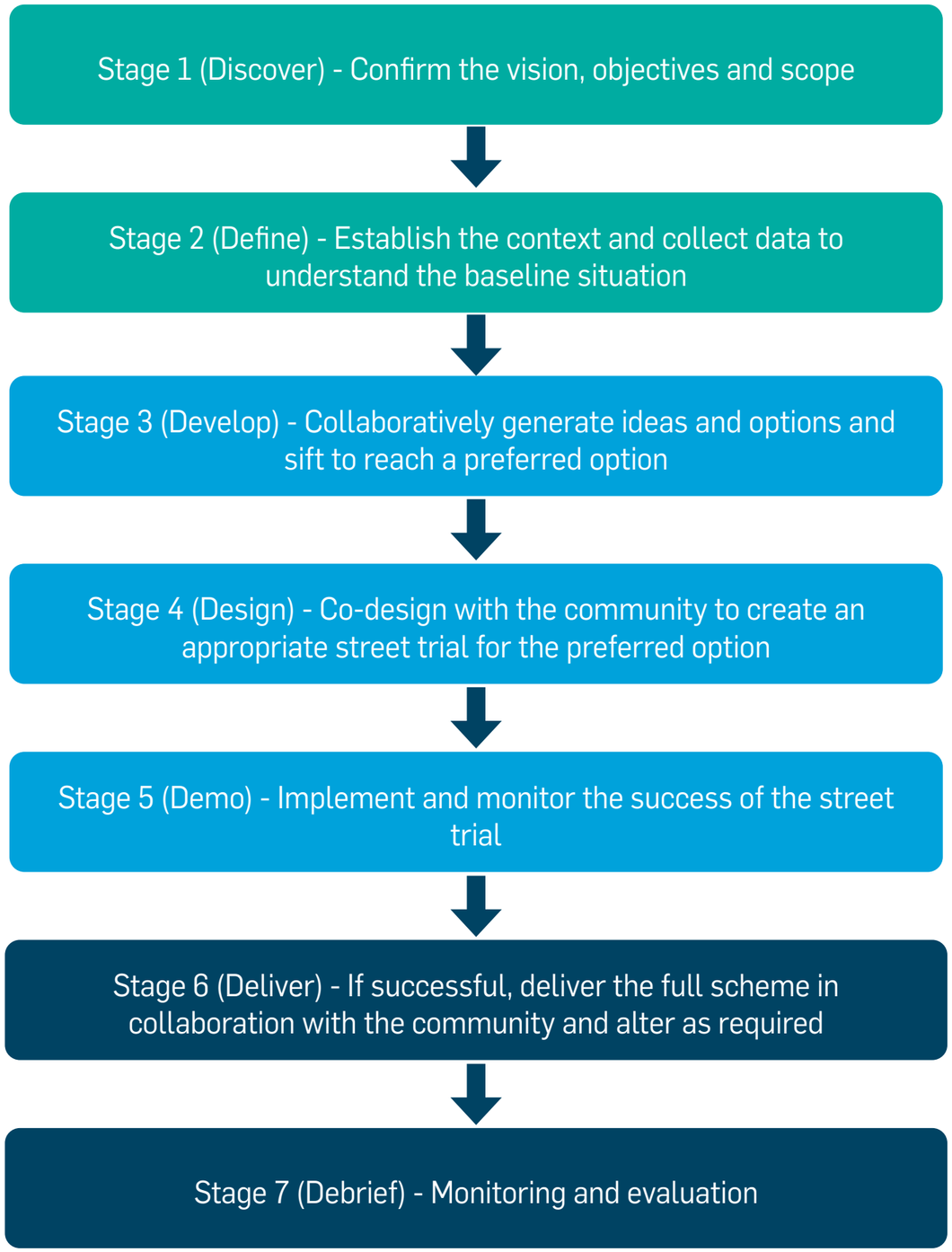


Figure 28: Process flow chart

APPENDICES

Appendix A: List of Stakeholders

Appendix B: Summary of Stage 2 Engagement Feedback

Appendix C: Traffic data

Appendix D: Kit of parts

Appendix E: Community Engagement Benefits

Appendix F: Legal and Regulatory Framework

Appendix A: List of Stakeholders

Mansewood to Shawlands Liveable Neighbourhoods

Stakeholders Contacted

Category	Stakeholder
Accessibility	Arthritis Care
	Euan's Guide
	Centre for Sensory Impaired People
	Glasgow Access Panel
	Glasgow Disability Alliance
	Guide Dogs Scotland
	RNIB
	Scottish Disability Equality Forum
Active Travel	Bike for Good
	GoBike
	Shawlands Bike Bus
	Soul Riders
	South West Community Cycles
	Get Glasgow Moving
	Sustrans Scotland
	Living Streets Scotland
	Paths for All
Community Council	Mansewood & Hillpark Community Council
	Newlands & Auldhouse Community Council
	Pollokshields Community Council
	Shawlands & Strathbungo Community Council
Community Group	The Strathbungo Society
	Southside Fringe Festival
	Friends of Pollok Park
	Friends of Queens Park
	Langside Hall
	Mansewood Allotment Association
	Pollokshaws Community Hub
	Pollokshields Area Network
	Pollokshields Heritage Group
	Pollokshields Mutual Aid and Community Food Point

	Pollokshields Trust
	Strathbungo Eco Group
	Waverley Park Collective
	Mansewood Community Centre
	The Bowling Green
	Nan McKay Community Hall
	South Seeds
Education	Cuthbertson Primary
	Hillpark Secondary
	Hutchesons Grammar
	Pollokshaws After School Service
	Shawlands Academy
	Shawlands Primary
	St Convals RC Primary
	Tinto Primary
Glasgow City Council	Community Council Officers
	Neighbourhood Liaison Officers
	Housing Officers
	Economic & Planning Officers
	Spatial Strategies Officers
	Roads Officers
	Newlands Auldburn Area Partnerships Officer
	Pollokshields Area Partnership Officer
Housing Associations	Urban Union
	Glasgow Housing Association / Weatley Group
	Southside Housing Association
Place of Worship	Auldhouse Community Church
	Greenview Church
	Pollokshaws Parish Church
	Shawlands Church
	Shawlands Trinity Church
	St Margaret of Scotland
	Glasgow Gurdwara Guru Granth Sahib
	Langside Synagogue
	Madrassa Taleem ul Islam
	Madrassa-Tul-Madinah (Dawat-E-Islami)
	Masjid Noor
	Pollokshaws Methodist Church
	Pollokshields Church of Scotland
	St Albert's Catholic Church
	St Ninian's Scottish Episcopal Church
Political	Ward 2 (Newlands / Auldburn)
	Ward 6 (Pollokshields)
Other	Pollokshaws Library
	Pollokshields Library
	My Shawlands BID
	ArtSpace G41
	Tramway
	Glasgow Centre for Population Health
	Glasgow Life
	Glasgow Chamber of Commerce
	Glasgow Council for Voluntary Sector
	Glasgow Third Sector Forum
	Glasgow Bus Partnership
	NHS Greater Glasgow and Clyde
	Community Activist Panel
	Glasgow's Schools Young People's Forum
	One Parent Families Scotland
	Simon Scotland

Appendix B: Summary of Stage 2 Engagement Feedback

Creating Safer Links Mansewood and Hillpark

Stage 2a Feedback (September-October 2023)

Do you think we have a good understanding of this site's /area's opportunities and constraints?	If no, let us know why?	Do you have any other comments/feedback?
Yes		Access is still required for larger vehicles / towed vehicles for residents. Caravans etc. the 'rat runs' need to be less attractive to others but locals should still easy access to Shawlands and Giffnock for example.
No	Require speed bumps and barriers highlighted also double yellow lines at bends.	Hillpark has stairs in/out
Yes		
		The biggest issue with safe access is the traffic on the bordering roads. The pedestrian crossing at the end of Holeburn Rd is regularly ignored by motorists speeding along Auldhouse Rd. There could be better access via Fersit st, then up the stairs which lead to a muddy scramble up to Hillpark Dr.
Yes		You need to look at Windhill Road, Brownhills Road as these are also used as feeding roads to avoid the main roads...the cars speed along these roads and as cars are parked hapahazardously its impossible for people with mobility issues to safely navigate this area particular near the grassy area. Bins aren't uplifted due to poor and hazardous parking
No	I live in Woodburn Rd opposite and my road is also a road being used as a shortcut, to avoid the traffic lights at Kilmarnock and Merrylee Rd. Many spread down this road in excess of 30 mph to then turn right then left on to Tinto Rd. Can this been included when considering safer routes in the area ?	

Stage 2b Feedback (November 2023)

Do you think our concept design captures all the site's /area's opportunities and constraints?	If not, let us know what we've missed?	Do you have any other comments/feedback?
No	Whilst the various proposals of potential measures are all welcome nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. The school, parent council, community councils and local councillors have been trying for a number of years to advance the introduction of additional traffic calming measures in the vicinity of the school (specifically Hillpark Drive) with limited success. The school was ear marked for phase 3 of the Councils car free zones which has been put on hold with no progression in site. In the last 4 weeks alone there have been at least 3 near misses involving vehicles and pupils/parents that I am aware of and is unfortunately almost a daily occurrence. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands.	The study and proposed developments are welcome but must include Tinto Primary School in order to be genuinely effective for a liveable neighbourhood.
No	The issues with traffic accidents, speeding, unsafe roads for pedestrians and pollution are much worse from Pollokshaws Road at Pollok Park to Thornliebank Road, encompassing Auldhouse Road as it goes past the retail park. There have been several road accidents in this area over the past year, several of which have mounted the kerb making it unsafe for pedestrians. As a mother with a buggy, I find it difficult to cross the road and don't feel safe at pedestrian crossings. I live on the main road and have witnessed several near misses with road traffic accidents, normally down to speeding cars. It is a disaster waiting to happen and I personally do not feel safe.	It is positive that the area is being marked for change but it doesn't take in the majority of the area where most of the problems are.
No	Whilst the various proposals of potential measures are all welcome nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. The school, parent council, community councils and local councillors have been trying for a number of years to advance the introduction of additional traffic calming measures in the vicinity of the school (specifically Hillpark Drive) with limited success. The school was ear marked for phase 3 of the Councils car free zones which has been put on hold with no progression in site. In the last 4	The study and proposed developments are welcome but must include Tinto Primary School in order to be genuinely effective for a liveable neighbourhood.

	weeks alone there have been at least 3 near misses involving vehicles and pupils/parents that I am aware of and is unfortunately almost a daily occurrence. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands.	
No	While indeed the various proposals of potential measures are welcome nothing has been identified at this stage regarding safeguarding measures required around Tinto Primary School. The school, parent council, community councils and local councillors have been trying for a number of years to advance the introduction of additional traffic calming measures in the vicinity of the school (specifically Hillpark Drive) with limited success. The school was ear marked for phase 3 of the Council's car free zones which has currently been suspended with no progression forthcoming. In the last 4 weeks alone there have been at least 3 near misses involving vehicles and pupils/parents that I am aware of and sadly this is almost a daily occurrence. This requires to be considered at as part of this scheme as a matter of urgency before it results in a more serious incident.	The study and proposed developments are welcome but must include Tinto Primary School, a vital element of this community, in order to be genuinely effective for a liveable neighbourhood.
No	Tinto school has not been taken into account within the proposals. There is an urgent requirement to ensure the safety of the children and caregivers during the school drop offs. It is understood the issues of parking outside school gates, speeding and safety of children has been highlighted to council for a number of year with no improvements made. Tinto primary was included in phase 3 of the car free zone, having been signed off and and earmarked to be completed Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks endangers both children and adult pedestrians, council have been contacted a number of times over the last year to get improvements made with no success of planned works scheduled. It is imperative improvements around the school, particularly on Nether Auldhouse, Hillpark and Tinto Road but included within these design plans. Ideally additional School signage on Nether Auldhouse Road, 20mph around with car free zone implemented and traffic calming speed bumps.	The current improvement plans are welcome however further work required around Tinto school to ensure the safety of youngest in our neighbourhood

No	Whilst the various proposals of potential measures are all welcome, nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. There is an urgent requirement to ensure the safety of the children and caregivers during school drop off/pick up times. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Meanwhile, families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision.	The study and proposed developments are welcome but must include Tinto Primary School in order to be genuinely effective for a liveable neighbourhood.
No	Tinto primary school must be made a safe zone with more traffic calming measures in place. Safety incidents happen almost daily where children are out at risk hy the road layout/2 blind bends / no traffic lights /crossing/speed bumps. Multiple parents have raised tis with the council	Please act now to protect tinto PS children

No	Whilst the various proposals of potential measures are all welcome, nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. There is an urgent requirement to ensure the safety of the children and caregivers during school drop off/pick up times. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Meanwhile, families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision.	The study and proposed developments are welcome but must include Tinto Primary School in order to be genuinely effective for a liveable neighbourhood.
No	You have failed to make Hillpark Drive safe for the children of Tinto Primary. A crossing guard is urgently needed. Children's lives are in danger. Urgent action is needed in this unsafe road where drivers frequently speed.	I am terrified some child will be killed here.

No	The answer is A LOT has been missed. Nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. There is an urgent requirement to ensure the safety of the children and caregivers during school drop off/pick up times. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks in the surrounding area, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Just today, three separate inCidents that I know of of cards speeding through zebra crossing on Auldhouse Road during school pick up time - why is there no traffic warden support here?? Families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision outside the school and on nearby Auldhouse Road at the bottom of Holeburn Road, which is an established route for families walking from Pollokshaws area.	The safety of families making their way to and from Tinto Primary School MUST be included, in order to be genuinely effective for a liveable neighbourhood. I am a keen walker and cyclist but this neighbourhood feels very much set up for motorists. It does not feel safe to walk and cycle around here and this actually makes me want to take the car, against my own values. It is therefore not a liveable community.

No	A LOT has been missed. There is an urgent requirement to ensure the safety of the children and caregivers in the streets in the vicinity during school drop off/pick up times at Tinto Primary. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks in the surrounding area, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Just today, three separate inCidents that I know of of cards speeding through zebra crossing on Auldhouse Road during school pick up time - why is there no traffic warden support here?? Families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision outside the school and on nearby Auldhouse Road at the bottom of Holeburn Road, which is an established route for families walking from Pollokshaws area.	The area does not feel safe, full stop. I want my children to feel safe. It feels like pedestrians are an afterthought. Pollution is also terrible in this area - cars speeding up netherauldhouse road and auldhouse road all the time, as well as noise pollution. What kind of society are we living in when we can't prioritise healthy communities where our children can walk and cycle freely without fear of a car speeding into you at 40mph. The safety of families making their way to and from Tinto Primary School MUST be included, in order to be genuinely effective for a liveable neighbourhood. This neighbourhood feels very much set up for motorists and does not meet my expectation of what a liveable neighbourhood would be..
No	My wife nearly got hit by a car at Auldhouse road, at the zebra crossing.	
No	Traffic management around Tinto Primary.. Accident waiting to happen. Needs to be more careful planning around traffic speeds at beginning and end of day.	

No	A lot has been missed. Nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. There is an urgent requirement to ensure the safety of the children and caregivers during school drop off/pick up times. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks in the surrounding area, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Just today, three separate inCidents that I know of of cards speeding through zebra crossing on Auldhouse Road during school pick up time - why is there no traffic warden support here?? Families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision outside the school and on nearby Auldhouse Road at the bottom of Holeburn Road, which is an established route for families walking from Pollokshaws area.	The safety of families making their way to and from Tinto Primary School MUST be included, in order to be genuinely effective for a liveable neighbourhood. I am a keen walker and cyclist but this neighbourhood feels very much set up for motorists. It does not feel safe to walk and cycle around here and this actually makes me want to take the car, against my own values. It is therefore not a liveable community.
Yes		

No	Please help with our road safety campaign. It will take u all of 2 mins to do. Thanks so much in advance. I've just drafted this to make it easy to support: Please can you go to this link and select hillpark / Mansewood and then just copy/paste the following responses to Qs 3 & 4 (or else edit as u see fit), thanks!: https://forms.office.com/Pages/ResponsePage.aspx?id=DwvXh_xekUmgZeIFvD2zCKh9dNwq7pBDl1LwshnmVNBUNE83NjY3R1BEMkZNN0I2TUFPQ0Q5S1IlUCQlQCN0PWcu Q.3 A lot has been missed. Nothing is specifically identified at this stage about safeguarding measures required around Tinto Primary School. There is an urgent requirement to ensure the safety of the children and caregivers during school drop off/pick up times. Issues of parking outside school gates, speeding and safety of children has been highlighted to the Council for a number of years, with the school, parent council, community councils and local councillors seeking to advance the introduction of additional traffic calming measures in the vicinity of the school - specifically Hillpark Drive, however we have yet to see results. This requires to be looked at as part of this scheme as a matter of urgency before we end up with a more serious incident on our hands. Tinto Primary was included in phase 3 of the car free zone, having been signed off and earmarked to be completed by Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks in the surrounding area, endangering both children and adult pedestrians and the Council have been contacted a number of times over the last year to get improvements made but with no success of planned works scheduled. Just today, three separate inCidents that I know of of cards speeding through zebra crossing on Auldhouse Road during school pick up time - why is there no traffic warden support here?? Families continue to feel unsafe while making their way to and from school each day. It is therefore imperative that improvements around the school, particularly on Nether Auldhouse Road, Hillpark Drive and Tinto Road are included within these design plans. Ideally additional school signage on Nether Auldhouse Road, 20mph around with car free zone implemented, traffic calming speed bumps and traffic warden provision outside the school and on nearby Auldhouse Road at the bottom of Holeburn Road, which is an established route for families walking from Pollokshaws area.	The safety of families making their way to and from Tinto Primary School MUST be included, in order to be genuinely effective for a liveable neighbourhood. I am a keen walker and cyclist but this neighbourhood feels very much set up for motorists. It does not feel safe to walk and cycle around here and this actually makes me want to take the car, against my own values. It is therefore not a liveable community.
No	Road safety /improvements	Not listened to any school feedback

No	It feels like quite a lot has been missed. We live in Pollokshaws and I have family in Hillpark, and we're always talking about how bad the roads are. My children go to Tinto Primary. The walk to and from school feels quite fraught with road safety issues, and it feels like the whole area is very much geared towards drivers' convenience. Our normal route would be to walk through Greenbank Park and then across the zebra crossing on Auldhouse Road and then up to the school. We can't walk through the park just now at home time because it's too dark after I get my kids from after school. So first of all I would like to request lighting in the path in Greenbank Park. Because we don't feel safe going through the park on the way home, we are forced to go down the main round, which means passing the busy junction at Auldhouse/Netherauldhouse Road. This always feels a bit anxiety-provoking, as cars tend to go through that junction at high speed and also the pavement is very narrow and uneven on one side, so I feel like I need to squeeze my kids towards the hedge to keep them safe and away from the fast cars. It shouldn't be like this. Then when we cross the zebra crossing on Auldhouse Road this feels like another danger, as there is so many cars that don't even bother slowing down, never mind stopping. The paint is so worn away that probably a lot of drivers can't see it, but some definitely do and just don't seem to care. I've witnessed so many cars speeding through it! So there should be a lollipop person here and the paint redone. Traffic cameras might also help deter speeding on Auldhouse and Netherauldhouse Road outside the school. There are so many kids around this bit in the morning/evening - there's Tinto Primary kids, Hillpark Secondary school pupils and the woodland nursery at the top of the hill - it needs to be made safer for families in the Hillpark/Auldhouse area. Hillpark Drive is another nightmare for all the families whose children go to Tinto / Hillpark - it has two blind bends and is right across from the Tinto entrance. I know that lots of parents in the area have asked for stuff to be done - speed bumps, mirrors, better signage, lollipop person - but nothing ever gets done and it is so worrying. I hear about near-misses all the time and my own son has nearly been hit by a car twice. We all worry that it will only take a major accident for the council to finally do something about this area to make it safer. I've heard people talk about the area maybe becoming car free - this would be brilliant as it would mean more people could cycle to school. Shawlands Primary has a bike bus scheme but it's hard to imagine this area being able to do this just now. It just feels like there's loads of	Safety MUST be prioritised. Making walkers and cyclists the priority - and getting the speed of cars down. Also - the paint on Pollokshaws roundabout! WHy is this never repainted?!

	potential in this area, especially as we're so close to Pollok Park, but it just doesn't quite work for the residents right now the way it is.	
Yes		No
No	Need to greatly improve safety on roads especially near to Tinto school.	It's hard to see pedestrians looking to use the crossing on Auldhouse Road due to the number of cars often stopped as a result of the traffic lights further down the road. It doesn't feel to me to be a safe crossing as not all cars slow down while approaching the crossing.
Yes		This looks fantastic but I still have concerns over pollokshaws till roundabout which has historically been lethal to cyclists and can take over 5 minutes to cross on foot.
No	The roads surrounding Tinto Primary School have to be made safer for the children. The exit of the school on Hillpark Drive is on a bend on the road. It's really difficult for children to cross this road at busy times.	
No	It would be great to have a filter on Mansewood Road, but traffic could then just use Tinto Road. One is needed on Tinto Road between Alder Road and Windhill Road to prevent a through-route simply being redirected - we need both together.	While I think both filters are needed, if you have to do only one then do only one.
No	Tinto school has not been taken into account within the proposals. There is an urgent requirement to ensure the safety of the children and caregivers during the school drop offs. It is understood the issues of parking outside school gates, speeding and safety of children has been highlighted to council for a number of year with no improvements made. Tinto primary was included in phase 3 of the car free zone, having been signed off and and earmarked to be completed Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks endangers both children and adult pedestrians, council have been contacted a number of times over the last year to get improvements made with no success of planned works scheduled. It is imperative improvements around the school, particularly on Nether Auldhouse, Hillpark and Tinto Road but included within	The study and proposed developments are welcome but must include the issues mentioned around Tinto Primary School in order to ensure a genuinely effective liveable neighbourhood is achieved.

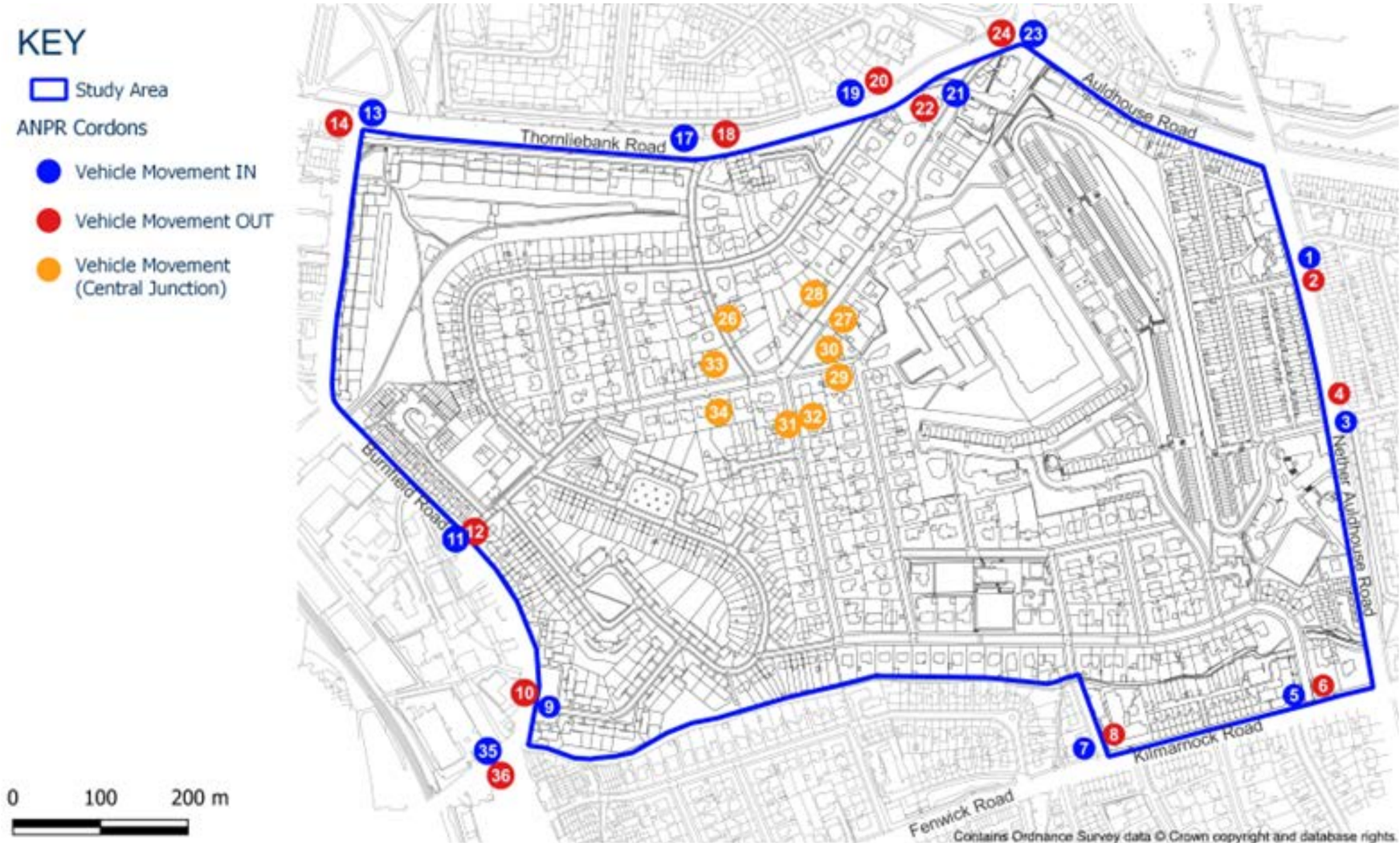
	these design plans. Ideally additional School signage on Nether Auldhouse Road, 20mph around with car free zone implemented and traffic calming speed bumps.	
No	Continuing traffic safety issues regarding Tinto Primary School. Nether Auldhouse Road is a dangerous area, as demonstrated by a car accident outside the school yesterday. Luckily it occurred a few minutes before home bell so no kids were walking in the area, but it is only a matter of time before there is a serious incident. I've heard word that there are no lollipop people at this school because the crossings would be too dangerous for them to operate on!!!! So kids and parents are just being abandoned but the council at this stage as far as I can see. The whole point of this initiative is to make the area safer for residents and people using the area frequently. It is tantamount to negligence that the proposed plans don't include further traffic calming measures for Tinto PS. If the Council don't act, they will end up with a lawsuit on their hands when a child is inevitably involved in a RTA trying to get to or home from school. DO BETTER!	Please see answer to no 3
No	The roads around Tinto primary school are in desperate need of a review. Traffic measures and parking totally unsafe given the number of children and parents crossing.	As above and also the zebra crossing at the bottom of Holeburn Road is really dangerous. If the traffic is backed up at the traffic lights cars coming from that direction can't see if someone is waiting to cross. Most drivers either don't realise it's there or don't care and don't slow down let alone stop. Very dangerous considering children will deem this a safer place to cross but it's actually more dangerous.
No	Tinto Primary School Traffic Calming Measures	Tinto Primary School Traffic Calming Measures
No	Tinto Primary School Traffic Calming Measures	Tinto Primary School Traffic Calming Measures
No	Tinto Primary School, and Safe routes to and from this, and parking around it haven't been adequately considered. There is no safe road crossing or speed bumps on Hillpark Drive where the children are asked to enter the school, exposing them to speeding traffic coming round blind bends. There is not adequate signage on the main road to indicate a school, and there is an often ignored pelican crossing that needs repainted on the route. Drop off and parking	

	round the school adds a extra level of danger for the school children, with cats bumping up on and in some cases, driving over pavements.	
No	Tinto school has not been taken into account within the proposals. There is an urgent requirement to ensure the safety of the children and caregivers during the school drop offs. It is understood the issues of parking outside school gates, speeding and safety of children has been highlighted to council for a number of year with no improvements made. Tinto primary was included in phase 3 of the car free zone, having been signed off and and earmarked to be completed Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks endangers both children and adult pedestrians, council have been contacted a number of times over the last year to get improvements made with no success of planned works scheduled. It is imperative improvements around the school, particularly on Nether Auldhouse, Hillpark and Tinto Road but included within these design plans. Ideally additional School signage on Nether Auldhouse Road, 20mph around with car free zone implemented and traffic calming speed bumps.	Tinto school has not been taken into account within the proposals. There is an urgent requirement to ensure the safety of the children and caregivers during the school drop offs. It is understood the issues of parking outside school gates, speeding and safety of children has been highlighted to council for a number of year with no improvements made. Tinto primary was included in phase 3 of the car free zone, having been signed off and and earmarked to be completed Jan 2022 however this has been put on hold with no update on when this will be progressed. There have been a number of near misses within the last few weeks endangers both children and adult pedestrians, council have been contacted a number of times over the last year to get improvements made with no success of planned works scheduled. It is imperative improvements around the school, particularly on Nether Auldhouse, Hillpark and Tinto Road but included within these design plans. Ideally additional School signage on Nether Auldhouse Road, 20mph around with car free zone implemented and traffic calming speed bumps.
No	The school route to and from Tinto Primary through Hillpark and Pollokshaws is not safe. There was a crash just yesterday outside the school entrance due to poor visibility and too many parked cars. Need to make this a school zone with restricted parking, speed camera/bumps, lolli pop people etc. That will make it safe for our kids.	Please can you do something about these issues - actually ACT on them.

	Paths for All welcomes the opportunity to respond to this consultation. We do not have the local knowledge to comment on the detail of the proposals but would like to make some general points. We will limit these to aspects that have direct relevance to the work and objectives of Paths for All. We support Liveable Neighbourhoods - Glasgow's approach to blending the 20-minute neighbourhood concept with the place principle. We agree that the global climate crisis as well as the COVID-19 pandemic has had a significant impact on local neighbourhoods and town centres highlighting the importance of local public space and the need to re-prioritise the balance of streets. We support the intention to rebalance the way streets are designed and used to make them more people friendly and to place active travel and public transport as the first choices for transport in the city.	Paths for All is Scotland's walking charity. Established in 1996, we work in partnership with 30 national organisations with a shared vision of a healthier, happier, greener Scotland, where everyone can be active every day. Walking is the easiest and most accessible way to be active, and our work to change the way people move, travel, and enjoy life in Scotland is focused on the following three themes: • Walking is for everyone. • Walking is for everywhere. • Walking is for every day. Our strategy sets out our vision for tackling physical inactivity, poor mental health, increased health and transport inequalities and the climate emergency. You may be interested in our recently published National Opinion Survey on Walking & Wheeling 2023. https://www.pathsforall.org.uk/resource/resource/national-opinion-survey-on-walking--wheeling-2023

Appendix C: Traffic Data

Cordon Locations



Matching Criteria

This page gives details of the matching procedure used by Tracsis to produce the data contained in this report. To fully represent the movements taking place, the matching was undertaken in a manner that separates full movements into logical trips.
For clarity on this process the following examples have been provided for each trip:

In - Out

These trips are formed by vehicles that are first captured entering from a cordon point and then immediately capture leaving from a cordon point. In the example above this would be a vehicle entering at 1 and then leaving at 5
If part of a large cordon with multiple entries and exits long journey durations can be as a result of vehicles being missed or partially captured at an exit point, re-entering on the return leg of a trip and exiting again at the original entry site.
For example, if a vehicle entered at 1 but it was missed at 5, it then later entered again at 6 and exited at 2 this trip would be displayed as 6 - 2.

In - Both - Out

These trips are formed by vehicles that are first captured entering from a cordon point passing through an intermediary site before leaving from a cordon point.
In the example above this would be a vehicle entering at 1 passing through 3 and then leaving at 5. This type of matching is not limited to only 1 intermediary movement and the vehicle could pass any number of intermediary movements before exiting the cordon

Both - Out

These Trips are formed by vehicles that are first captured at an intermediary point before leaving from a cordon point.
In the example above this could be a vehicle entering from the first side road, passing through movement 3 and then leaving at movement 5.

In - Both

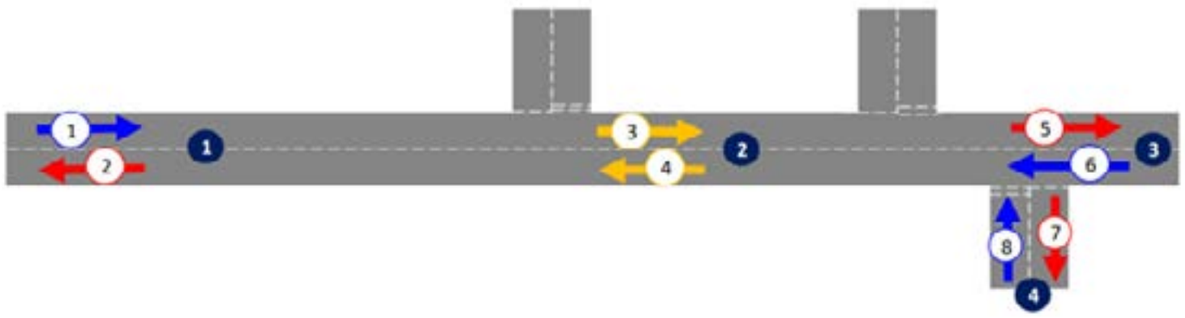
These trips are formed by vehicles that are first captured at a cordon point before last being being seen at an intermediary point.
In the example above this would be a vehicle first being seen at movement 1, then captured at movement 3 before leaving through the second side road.

Both - Both

These trips are formed by vehicles that are first captured at an intermediary point before last being seen at an intermediary point.
In the example above this would be a vehicle entering from the first side road passing through movement 3 before next being seen at movement 4 and exiting on the first side road.

No duration limit has been set on the matching criteria above.
If further duration limits are required to separate trips then this can be done on a movement to movement basis. For example if movement 1 to movement 3 should take no longer than 15 mins and movement 3 to movement 5 should take no longer then 10 mins
If you require this type of matching then please contact Tracsis with your desired movement to movement duration limit matrix

The O-D matrix in the Journey O-D tab will only display the origin and destination of each journey. For example if a vehicle undertook a journey of 1 > 3 > 5 this would be displayed in the matrix as an origin of 1 and a destination of 5.



CLASS SUMMARY (MATCHED PLATES ONLY)

ORIGIN – DESTINATION MATRIX (JOURNEYS UNDER 5 MINUTES)

Origin	2	4	6	8	10	12	14	18	20	22	24	25	26	27	28	29	30	31	32	33	34	36	Total
	Destination																						
1	7	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
3	23	31	11	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	70
5	0	6	32	10	26	31	0	26	0	3	9	0	3	0	3	1	0	2	0	1	3	1	133
7	0	1	0	10	10	11	0	30	0	7	32	0	5	0	0	0	1	0	0	0	4	2	134
9	0	0	9	6	6	5	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	31
11	0	2	27	15	2	27	0	22	6	8	139	0	1	1	7	1	4	0	4	2	0	1	269
13	0	0	0	0	0	2	45	0	0	1	1	0	0	0	1	0	0	0	2	1	1	467	521
17	0	0	16	31	0	22	2	25	2	26	14	16	1	0	5	0	6	0	11	0	2	2	181
19	0	0	1	2	0	8	0	9	5	0	1	1	0	0	1	0	1	0	0	0	0	2	31
21	0	0	1	2	0	5	1	4	0	5	7	0	2	4	0	0	0	0	0	0	2	0	33
23	0	0	28	168	7	241	3	27	1	15	36	0	9	65	3	3	25	0	13	1	36	16	727
25	0	0	5	5	0	5	0	1	1	1	5	0	0	0	3	1	5	0	7	0	4	4	47
26	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
27	0	1	1	3	0	9	0	1	0	0	0	0	1	0	0	1	13	0	12	0	19	9	70
28	0	0	0	1	0	0	0	0	0	1	26	0	0	1	0	1	0	0	0	0	0	0	30
29	0	0	1	2	0	7	0	10	0	5	24	0	5	0	8	0	0	0	7	0	0	0	69
30	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	7
31	0	0	0	1	0	5	0	14	0	4	20	0	6	0	7	0	0	0	0	0	1	0	58
32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
33	0	0	10	4	0	2	0	0	2	1	27	0	3	0	10	0	0	1	0	0	2	0	61
34	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	25	33
35	0	0	1	1	0	2	535	6	0	0	11	0	2	0	6	0	0	0	0	13	0	26	603
Total	30	64	143	269	51	377	588	210	21	78	354	17	37	71	61	11	61	4	92	21	73	557	3190

APPENDIX D: KIT OF PARTS

Modal Filters/Gateways

Modal filters can prevent motor vehicles from travelling through a given point, while allowing people to walk or cycle through. A modal filter is a cost-effective way of reducing traffic on a single street or – if designed holistically – across an entire neighbourhood. Modal filters can also reduce vehicle speeds, both standalone or as part of a filtered neighbourhood.

Modal filters can be applied in a number of ways, with bollards and/or signs, or with bus gates that still allow buses to pass through while reducing the passage of through traffic. When fully integrated into the street scene they can also incorporate sustainable drainage systems (SuDS) and/or planters, which both provide environmental opportunities to improve air and water quality, contribute to biodiversity and improving the sense of place. Modal filters also improve legibility and wayfinding by enabling functions of streets to become clearer and creating calmer neighbourhoods.

KEY BENEFITS - Modal filters/gateways help to support and enhance:

Active Travel

- Improves health and well-being by encouraging active lifestyles
- Encourages walking and cycling by enhancing routes

Connected Network

- Supports public transport by facilitating connected journeys
- Improves access allowing walking and cycling routes to be better connected

Greening

- Improves shading, cooling and air quality, and reduces noise through planting
- Creates more attractive walking and cycling friendly routes through planting

Safety

- Enables better quality, safer routes, reducing the chance of conflict with other road users
- Encourages slower traffic speeds, improving safety for all

Sense of Place

- Creates calmer streets by reducing and/or slowing vehicular traffic
- Encourages walking and cycling by improving street quality and/or visual attractiveness

Social Inclusion

- Improves accessibility for all by enhancing routes and spaces
- Encourages multiple use of spaces and streets for all

"There is sometimes concern that modal filters or gateways will increase congestion. The evidence shows this not to be the case. Around 15% of displaced traffic disappears from the area entirely as drivers adjust routes and behaviour – avoiding the area, changing modes or even cancelling journeys."

Living Streets – A guide to low traffic neighbourhoods Planet

Photograph 52

Photograph 53

"A study commissioned by BikeIsBest identified at least 25,000 traffic filters similar to those found in low traffic neighbourhoods already exist across the UK."

The Guardian, 2021 - Critics of UK low-traffic schemes told that 25,000 filters already existed

Countering the argument that LTNs will lead to increased congestion "the case studies collated in their (Cairns et al, 1998) report do strongly suggest that reducing road capacity will lead to some level of traffic evaporation"

Aldred, 2015 – 'Disappearing traffic?' essay (http://rachelaldred.org/writing/thoughts/disappearing-traffic/)

Pedestrian And Cycle Priority

A key goal of liveable neighbourhoods is to enhance the attractiveness of walking / wheeling and cycling for short journeys. Pedestrian and cycle priority measures are therefore important components in designing successful liveable neighbourhoods and should be placed along routes where the demand from people who walk / wheel and cycle is highest, known as desire lines.

Pedestrian and cycle priority infrastructure solutions include the following, with more details provided in the respective information sheets:

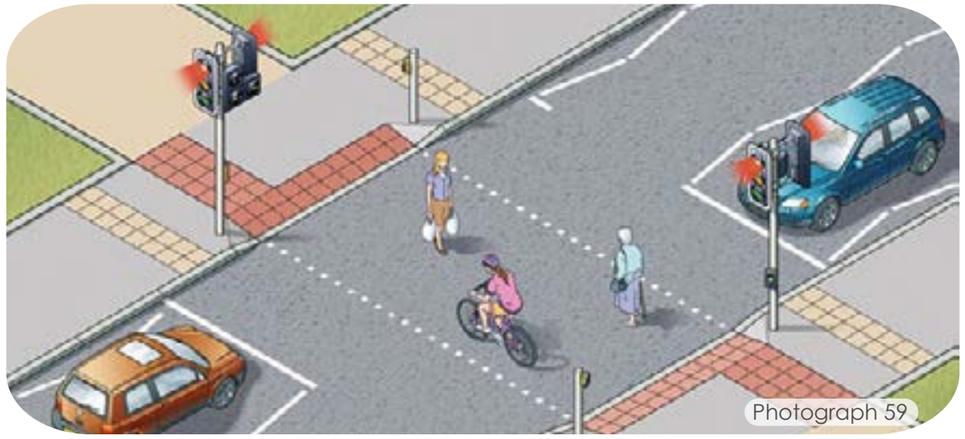
- Side road treatments - whereby the road is raised to the level of the kerb, making it easier for people who are walking / wheeling and cycling to cross.
- Courtesy (or Copenhagen) crossings - takes a step further and is where the footway / cycleway is made continuous across the side road.
- Zebra crossings (non-signalised) - for use by pedestrians on main / boundary roads.
- Parallel (non-signalised) and toucan (signalised) crossings - can be used by people who are walking / wheeling and cycling.

Providing high quality pedestrian and cycle priority infrastructure across main / boundary roads and at side roads, can improve journey times and enhance the perception of safety for people moving in and around neighbourhoods either by walking / wheeling or cycling. These measures can help to support efforts to decarbonise transport and increase physical activity levels in local communities.

Photograph 56

Photograph 57

Photograph 58



Photograph 59

Speed Management

Managing traffic speeds is beneficial to improve safety, reduce pollution and noise, and to improve pedestrian / cyclist journey times, all of which contribute towards making streets safer places that people want to spend time in and easier to move and travel around in. Managing the speed of vehicles on our streets also allows communities to become more connected as it reduces severance.

Traffic calming solutions include the following, with more details provided in the respective information sheets:

- Pedestrian refuges (islands)
- 20mph speed restrictions
- Speed humps and tables
- Road narrowing (build outs and chicanes)

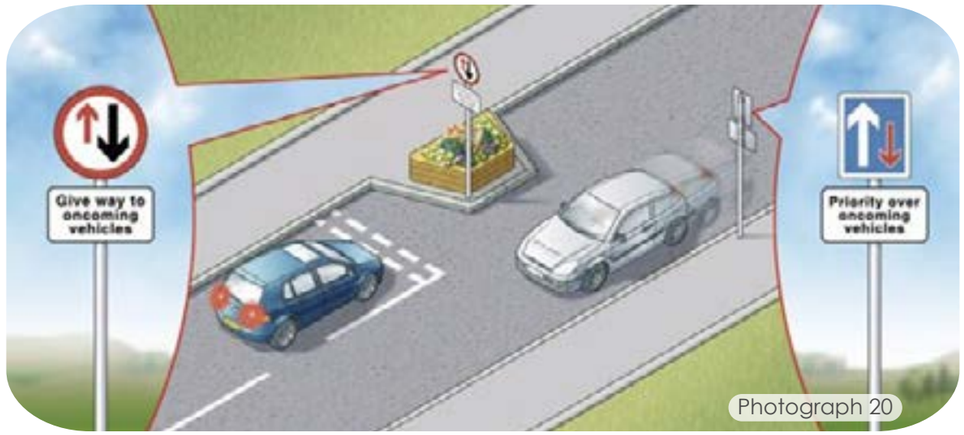
These solutions can be introduced on their own or as a combination. Speed management solutions can be designed into the street scene and include measures to support pedestrian movement and create a sense of place, such as street furniture, cycle parking and tree planting.

Photograph 17

Photograph 18

Photograph 19

Photograph 16



Photograph 20

Pedestrian Refuge

A pedestrian refuge is a waiting area, or island, between two traffic lanes that splits crossing into multiple stages, reducing the distance crossed in one go. Refuges can be used on a range of streets to narrow the road or create a chicane, and they give an indication of pedestrian presence to encourage slower traffic speeds.

The reduced crossing distance allows people to focus on traffic from one direction at a time, and can make crossing a road easier and safer for more vulnerable pedestrians.

KEY BENEFITS - Pedestrian Refuge helps to support and enhance:

Active Travel

- Enables safer, convenient and attractive junctions and/or crossings for all users
- Enables quieter, safer environments to encourage walking and cycling
- Encourages reduced car use/dependency by encouraging walking and cycling
- Contributes to improved air quality and ambitions to address climate change

Connected Network

- Improves access allowing walking and cycling routes to be better connected
- Supports public transport by facilitating connected journeys

Local Economy

- Enables better access to local centres, supporting local shops and services
- Supports employment through enhanced routes and facilities

Safety

- Encourages slower traffic speeds, improving safety for all
- Enables better quality, safer routes, reducing the chance of conflict with other road users

Social Inclusion

- Improves accessibility for all by enhancing routes and spaces
- Encourages multiple use of spaces and streets for all

"It can be concluded from this study that it is vital to install a pedestrian refuge island at the medians of roadways to provide pedestrians with a risk-free waiting area to complete two-step crossings. This measure is particularly necessary at signalized intersections where green time designated for pedestrian crossing is scarce. This study shows that a refuge island has proved acceptable to both pedestrians and drivers"

Li et al (2010) – Exploration of Pedestrian Refuge Effect on Safety Crossing at Signalized Intersection, Transportation Research Record: Journal of the Transportation Research Board

Photograph 21

Photograph 22

"The physical presence of pedestrian refuges also reduced driver's speed significantly"

Jamson et al, 2010 – Driving simulators for robust comparisons: A case study evaluating road safety engineering treatments

Speed Tables/Humps

Speed tables and humps are one of the most effective forms of traffic calming, and can significantly reduce traffic speeds on a road, particularly when that road has relatively high traffic speeds before installation. Speed tables and humps are also a flexible form of speed management and can be adapted to most street types.

Speed tables and humps can be flat-topped to accommodate a pedestrian crossing that is level with the footway, enabling access for all. Research undertaken on behalf of the Department for Transport shows that vehicles are more likely to allow pedestrians to cross at speed tables, even if a formal pedestrian crossing is not present.

KEY BENEFITS - SPEED Tables/Humps help to support and enhance:

Active Travel

- Enables safer, convenient and attractive junctions and/or crossings for all users
- Enables quieter, safer environments to encourage walking and cycling
- Encourages reduced car use/dependency by encouraging walking and cycling
- Contributes to improved air quality and ambitions to address climate change

Connected Network

- Improves access allowing walking and cycling routes to be better connected
- Supports public transport by facilitating connected journeys

Safety

- Encourages slower traffic speeds, improving safety for all
- Enables better quality, safer routes, reducing the chance of conflict with other road users

Local Economy

- Enables better access to local centres, supporting local shops and services
- Supports employment through enhanced routes and facilities

Social Inclusion

- Improves accessibility for all by enhancing routes and spaces
- Encourages multiple use of spaces and streets for all

"Speed humps helped reduce accidents by 60% in 20mph zones and 71% overall."

David Webster – Road Humps for Controlling Vehicle Speeds

"The use of humps reduces traffic flows on average by 25 per cent "

Department for Transport – Local Transport Note 1/07 (Traffic Calming)


Photograph 25


Photograph 26

Photograph 27

"Results from road hump schemes on public roads showed the average crossing speeds of vehicles to be 14.7 mph and 13.8 mph"

Department for Transport – Local Transport Note 1/07 (Traffic Calming)

Road Narrowing

Footway build outs take space from the road to provide more space for pedestrian movement. They are of varying lengths and can be used to realign a road to create chicanes. Footway build outs and chicanes create a narrowing in the road, while maintaining two-way traffic, which encourages drivers to travel at slower speeds. Some chicanes slow vehicles by narrowing a two-way road to a single lane with one traffic lane having priority over the other, which can include cycle lanes that allow people on bikes to bypass the chicane, reducing the conflict with other road users.

Pedestrian crossings can be incorporated within footway build outs and chicanes to reduce the width of road for pedestrians to cross. In addition to reducing traffic speeds, chicanes and in particular footway build outs can provide space to increase accessibility for bus stops and also give the opportunity to formalise on street parking and provide space for cycle parking, seating and planting.

KEY BENEFITS - Build outs help to support and enhance:

Active Travel

- Enables safer, convenient and attractive junctions and/or crossings for all users
- Enables quieter, safer environments to encourage walking and cycling

Connected Network

- Supports public transport by facilitating connected journeys
- Delivers a consistent approach to connect places together

Greening

- Improves shading, cooling and air quality, and reduces noise through planting
- Creates more attractive walking and cycling

Parking

- Facilitates and encourages the use of cycles for local travel through cycle parking
- Enables on street parking to be formalised including disabled, electric charging and car share

Safety

- Encourages slower traffic speeds, improving safety for all
- Enables better quality, safer routes, reducing the chance of conflict with other road users

Social Inclusion

- Improves accessibility for all by enhancing routes and spaces
- Encourages multiple use of spaces and streets for all

"82% of residents reported reduced speeds on Somerset Street, Cardiff after the addition of build outs at junctions and along the street. Traffic data confirmed that speeds dropped by 1mph to 18mph at rush hour."

Mike Biddulph (2012) Street Design and Street Use: Comparing Traffic Calmed and Home Zone Streets, Journal of Urban Design

Photograph 28

Photograph 29

"Chicanes are a form of horizontal speed reduction treatments which are generally expected to reduce accidents by around 29%"

White Rose Research Institute of Transport Studies (2005)

"The introduction of built out bus boarders meant 64% of passengers no longer had to step into the road. Bus delay when pulling away from the stop was reduced by between 0.5 and 2 seconds at stops with a build out "

Transport for London – Accessible Bus Stop Design Guidance

Public Realm

Our streets and open spaces are made up of the public realm, which consists of a range of physical infrastructure that is often of different scales and uses. These combine to make a place and if carefully composed can create distinctive and unique neighbourhoods that invite use, activity and somewhere that we feel we belong, that is safe, clean, attractive, and inclusively connected.

Public realm infrastructure includes the following, with more details provided in the respective information sheets:

- Tree planting
- Planting
- Pocket parks
- Seating
- Cycle racks and shelters
- Wider footways
- Quality materials – including surfacing
- Lighting
- Street gateways / modal filters.

The National Planning Policy Framework (Ministry of Housing, Communities & Local Government, July 2021) makes clear that the creation of high quality, beautiful and sustainable places is fundamental to what the planning and development process should achieve. Well-designed places influence the quality of our experience as we spend time in them and move around them. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.

Atkins Design

Photograph 31

Photograph 32

Photograph 33

Photograph 34

Photograph 35

Photograph 36

Planting

Planting can be designed into streets through street trees (see information sheet 08), verges, living green walls and planting areas. These elements are not only visually attractive, but can be developed as a sustainable drainage system (SuDS) that help to control surface water close to where it falls, mitigating the risk of flooding elsewhere whilst also delivering multiply benefits for biodiversity, water quality and amenity.

Green spaces and planting are essential for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating flood risk as well as contributing to tackling the climate emergency. It is also central to the creation of beautiful places, enhancing walking and cycling routes and establishing or maintaining a strong sense of place.

KEY BENEFITS - Cycle Racks help to support and enhance:

Biodiversity

- Creates habitats through native tree and vegetation planting and/ or retention
- Increases biodiversity through a variety of tree and vegetation planting

Community

- Improves mental health and well-being through greener environments

Greening

- Improves shading, cooling and air quality, and reduces noise
- Contributes towards addressing climate change by capturing carbon through planting
- Creates more attractive walking and cycling friendly routes through planting

Recreation and Socialising

- Encourages formal and/ or informal recreation and socialising
- Encourages walking and cycling as a leisure activity

Sense of Place

- Enhances neighbourhood character and identity
- Encourages walking and cycling by improving street quality and/or visual attractiveness

Water

- Improves ground water quality by filtering out pollution
- Improves drainage by reducing flooding

"The past few years have seen an explosion of research finding concrete links between increased exposure to nature and not just improved physical health, but better mental health, too. Mental health issues are estimated to account for as much as a third of all years lived with disability, and account for around 13 per cent of disability-adjusted life-years (DALYs) lost, similar to the toll of cardiovascular disease and circulatory disorders"

New Scientist, 2021 - Green spaces aren't just for nature – they boost our mental health too

Photograph 46

Photograph 47

"Using SuDS such as rain gardens, can help to maintain, link and create new habitats to support existing and new wildlife. This increases the biodiversity in areas and improves the quality of ecosystems."

The Flood Hub (Supporting our communities to manage flood and coastal risk across the North West) - Multiple Benefits of SuDS

Tree Planting

Trees make an essential contribution to the character and quality of urban environments, creating distinct identities for neighbourhoods, streets, roads and parks. They can also reduce the impacts of climate change. They work very hard across our towns and cities providing shelter and shade and habitat for wildlife. They cool the air and capture carbon as well as harmful airborne pollutants, they exude oxygen and can reduce noise from the street network and are a vital component of attractive places.

In addition, street trees can provide benefits for drainage when integrated with sustainable drainage systems (SuDS). SuDS allow rainwater to soak into the ground in a way that mimics natural drainage (unlike hard roads and pavements), releasing water gradually to help prevent flooding and improving water quality by filtering-out pollutants.

KEY BENEFITS - Street trees help to support and enhance:

Biodiversity

- Creates habitats through native tree and vegetation planting and/or retention
- Increases biodiversity through a variety of tree and vegetation planting

Community

- Improves mental health and well-being through greener enviroronments

Greening

- Improves shading, cooling and air quality, and reduces noise
- Contributes towards addressing climate change by capturing carbon through planting
- Creates more attractive walking and cycling friendly routes through planting

Recreation and Socialising

- Encourages walking and cycling as a leisure activity

Sense of Place

- Enhances neighbourhood character and identity
- Encourages walking and cycling by improving street quality and/or visual attractiveness

Water

- Improves ground water quality by filtering out pollution
- Improves drainage by reducing flooding

"Slowing traffic using trees to line roadways brought down average speeds by 7 to 8 mph. Streets with perimeter street trees affect driver perception of lane width, causing the 'edge effect,' which is a psychological prompt to go slower."

Street Trees for Living, benefits of planting trees in urban environments (study by the State of Michigan)

Photograph 37

Photograph 38

"Research has linked the presence of urban trees to… filtering up to a third of fine particle pollutants within 300 yards of a tree."

Congress for the New Urbanism (CNU), 2018 (quoting study by The Nature Conservancy) - Benefits of Urban Trees

Pocket Parks

At the neighbourhood level pocket parks can include formal squares and village greens or smaller areas of informal green open space. They can also comprise residential communal gardens, allotments and food growing (community gardens, orchards, and urban farms) as well as green walking and cycling corridors such as canals, rivers, roadside verges and dismantled railway lines.

High-quality green open spaces play a distinctive role for nature, leisure and quality of life. Access to these open spaces is important for the health and well-being of local citizens and can deliver wider benefits for biodiversity and support efforts to address climate change. Specifically, open spaces when part of an accessible network of multi-functional green space, enable and support healthy lifestyles (encourage walking / wheeling and cycling) and promote social interaction.

KEY BENEFITS - Pocket Parks help to support and enhance:

Biodiversity

- Creates habitats through native tree and vegetation planting and/or retention
- Increases biodiversity through a variety of tree and vegetation planting

Community

- Improves mental health and well-being through greener enviroronments
- Promotes civic pride by encouraging social interaction

Greening

- Improves shading, cooling and air quality, and reduces noise
- Contributes towards addressing climate change by capturing carbon through planting

Recreation and Socialising

- Encourages formal and/or informal recreation and socialising
- Encourages social interaction through focal points for local citizens

Sense of Place

- Enhances neighbourhood character and identity
- Encourages walking and cycling by improving street quality and/or visual attractiveness

Water

- Improves ground water quality by filtering out pollution
- Improves drainage by reducing flooding

"Urban green spaces can promote mental and physical health, and reduce morbidity and mortality in urban residents by providing psychological relaxation and stress alleviation, stimulating social cohesion, supporting physical activity, and reducing exposure to air pollutants, noise and excessive heat."

World Health Organization (WHO), Urban green spaces and health - a review of evidence

Atkins Design

"People are more likely to visit green space if they do not have to travel far to reach it, and the most frequent visitors report the greatest benefits to their mental well-being."

University of Leeds – A Brief Guide to the Benefits of Urban Green Space

Cycle Racks

Street improvement schemes can enable and support healthy lifestyles through the provision of facilities that promote cycling. Accessible, well-designed, secure, high-quality and attractive cycle parking in close proximity to homes and businesses for occupants and visitors can encourage cycle use.

Visitor cycle parking is best provided as cycle racks (which can be in a shelter depending on location) in the public realm, prominently located, overlooked and well maintained. Cycle parking for residents is most used when it is secure and covered. For residential terraced housing streets, it is possible to provide communal bike hangars/ pods accommodating up to 10 cycles using a single car parking bay.

KEY BENEFITS - Cycle Racks help to support and enhance:

Active Travel

- Encourages cycling through improved facilities
- Improves health and well-being by encouraging active lifestyles
- Encourages reduced car use/dependency by encouraging cycling

Community

- Supports local school, shops and civic facilities by encouraging walking and cycling
- Promotes civic pride by encouraging social interaction

Connected Network

- Supports public transport by facilitating connected journeys
- Delivers a consistent approach to connect places together

Local Economy

- Enables better access to local centres, supporting local shops and services
- Supports employment through enhanced routes and facilities

Parking

- Facilitates and encourages the use of cycles for local travel through cycle parking
- Facilitates and encourages the use of cycles where space is limited within homes

Safety

- Creates confidence that cycles will be safe through secure facilities

"A lack of cycle storage or facilities at home or work is one of the major barriers to cycling. In fact, 21% of respondents said that it's why they don't cycle, or cycle less often."

Sustrans, 2020 (taken from Bike Life, the UK's biggest assessment of cycling in 12 cities and towns) - Secure cycle parking is vital to getting more people on bikes

Photograph 43

"An interesting issue that we have come across is that when a hangar (secure covered bike storage) is installed, rather than reducing demand, it actually creates it".

Sustrans, 2020 (Quote from Simon Capper, Project manager for the London Borough of Waltham Forest's walking and cycling programme) - Secure cycle parking is vital to getting more people on bikes

Parking

Many neighbourhood streets are dominated by parked cars, which as well as being visually unappealing also restrict other road users. Though a shift away from car use will not happen overnight, reducing parking provision will free-up space for other interventions described in this toolkit, to begin transforming people's behaviours and hopefully their daily lives for the better.

As these other measures start to take effect, leading more people to walk, cycle and use public transport, there will be less of a requirement for cars, freeing up progressively more space for electric vehicle charging infrastructure, cycle parking, and parklets (including seating, cycle parking, planting and play space). On-street electric vehicle charging infrastructure is particularly important near to residences that don't have off-street parking available to them.

Furthermore, residents' parking schemes can reduce the amount of circulating traffic searching for a parking space and out-of-area parking within a neighbourhood. Controlled parking zones can also provide reserved spaces for disabled badge holders, loading, motorcycles or residents. Any existing parking schemes must be considered when designing new parking interventions.

"The average car is parked at home for 80% of the time, parked elsewhere for 16% of the time and in use for only 4% of the time. A quarter of the vehicles in Greater Britain are parked on the street. Others are parked in garages or on driveways."

RAC Foundation, Keeping the Nation Moving: Facts on Parking, September 2012

Photograph 54

Photograph 55

KEY BENEFITS - Parking helps to support and enhance:

Active Travel

- Enables quieter, safer environments to encourage cycling
- Encourages reduced car use/ dependency by encouraging cycling

Connected Network

- Supports public transport by facilitating connected journeys

Parking

- Facilitates and encourages the use of cycles for local travel through cycle parking
- Facilitates and encourages the use of cycles where space is limited within homes
- Enables on street parking to be formalised including disabled, electric charging and car share

Safety

- Creates confidence that cycles will be safe through secure facilities
- Enables better quality, safer routes, reducing the chance of conflict with other road users

Sense of Place

- Enhances neighbourhood character and identity
- Creates calmer streets by reducing and/or slowing vehicular traffic

Social Inclusion

- Improves accessibility for all by enhancing routes and spaces
- Encourages multiple use of spaces and streets for all

APPENDIX E: COMMUNITY ENGAGEMENT BENEFITS

Community engagement is crucial in the process of implementing filtered permeability for several reasons:

Local Knowledge and Perspective: Residents have an intimate understanding of their neighbourhoods, including traffic issues and their impact. Engaging the community allows planners to tap into this valuable local knowledge and gain insights into specific traffic problems and potential solutions.

Inclusivity: Involving the community in decision-making ensures that all voices are heard, promoting inclusivity and social equity. It prevents the implementation of measures that could disproportionately affect certain groups or neighbourhoods.

Building Support and Trust: Community engagement fosters trust between residents and authorities. When residents feel their input is considered and respected, they are more likely to support and participate in the implementation of filtered permeability.

Identifying Priorities: Residents can provide input on their priorities, whether it's safety, reduced pollution, improved quality of life, or other concerns. Their feedback helps align the goals of filtered permeability implementation with the needs and desires of the community.

Behavioural Change: Community engagement can help convey the importance of sustainable transportation modes like cycling, walking, and public transit. When residents are involved in the process, they may be more willing to change their travel behaviours.

Mitigating Concerns: Residents often have concerns or objections to filtered permeability, such as potential impacts on access to their homes or local businesses. Community engagement provides a platform to address these concerns, find compromises, and ensure that the final plan is acceptable to the majority.

Feasibility and Implementation: Local residents may have insights into the practical aspects of implementing filtered permeability, such as the best locations for road closures or traffic-calming measures. Their input can help in designing a more feasible and effective plan.

Data and Feedback: Residents can provide valuable data and feedback during and after the implementation of filtered permeability. This information can be used to fine-tune the scheme, make adjustments as needed, and ensure its long-term success.

Community Ownership: When residents are actively engaged in the planning and decision-making process, they are more likely to take ownership of the filtered permeability and support its long-term maintenance and success.

Legal and Regulatory Compliance: In some cases, local regulations may require public consultation and input. Community engagement ensures that the project complies with legal and regulatory requirements.

Conflict Resolution: In situations where there are disagreements or conflicts between different stakeholders, community engagement can serve as a platform for constructive dialogue and conflict resolution.

Overall, community engagement is essential to create a sense of ownership and shared responsibility for the success of filtered permeability. It helps ensure that the final plan aligns with the community's needs and values while addressing concerns and building a sense of inclusivity and collaboration.

APPENDIX F: LEGAL AND REGULATORY FRAMEWORK

Transport (Scotland) Act 2019

The Transport (Scotland) Act 2019 provides the legal basis for local authorities in Scotland to implement measures aimed at improving sustainable and active transportation. This may include the creation of Liveable Neighbourhoods.

Traffic Regulation Orders (TROs)

Local authorities typically use Traffic Regulation Orders (TROs) to implement changes to traffic management, including the creation of Liveable Neighbourhoods. TROs allow authorities to regulate and control traffic on specific roads or in designated areas.

Legal Compliance

Any implementation of Liveable Neighbourhoods must comply with existing laws and regulations. This includes considerations related to accessibility, emergency services access, and compliance with relevant traffic laws.

Collaboration with Transport Scotland

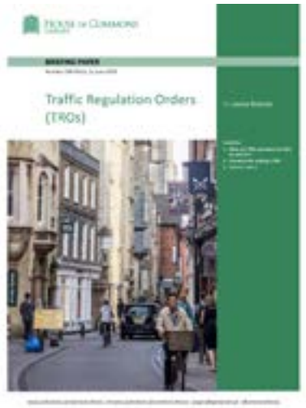
Transport Scotland, the national transport agency, may be involved in providing guidance and support to local authorities regarding sustainable transportation initiatives, including Liveable Neighbourhoods.

Local Authority Powers

Local authorities in Scotland have powers to manage and regulate traffic within their jurisdictions. This includes the authority to implement measures that prioritize sustainable and active transportation and improve the local environment.

Accessibility Considerations

Liveable Neighbourhoods must be designed with considerations for accessibility, ensuring that residents, including those with disabilities, can still access their homes and services.



TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Glasgow CITY COUNCIL

AtkinsRéalis

LN

GLASGOWS LIVEABLE NEIGHBOURHOODS