

Streets for All: North East City Ways Stage 0: Preliminary Barriers to Active Travel

11 November 2020



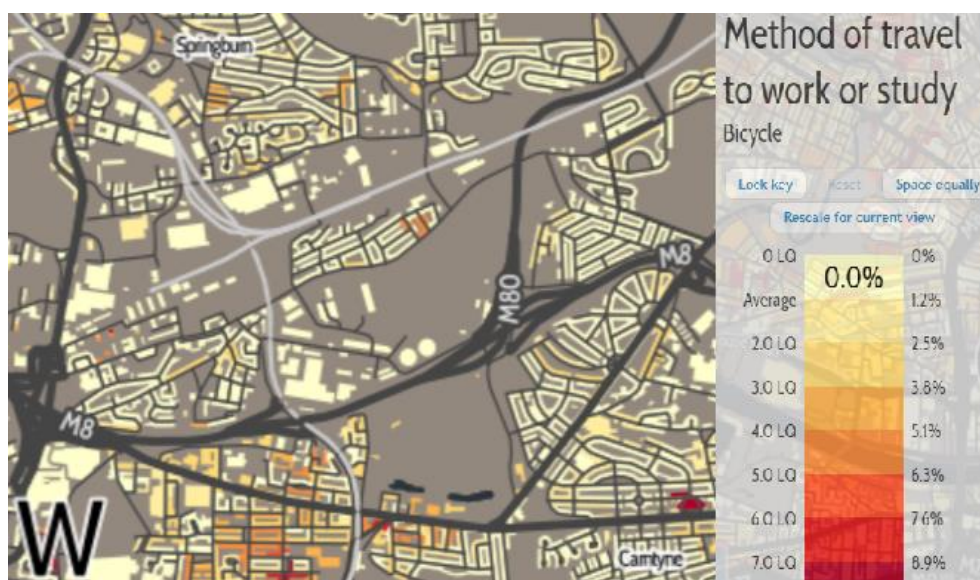
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1. Overview of Project Rationales

The 'Streets for All: North East City Ways Project' is an ambitious initiative that aims to reduce the infrastructural barriers to active travel in the North East of Glasgow. The proposed network of active travel routes could have a transformative impact on communities held back by transport poverty, food poverty and health poverty. The North East of Glasgow is punctuated by two motorways (M8 and M80), disconnecting communities and creating obstacles to active travel. Moreover, high volumes of traffic are commonly found on the wide roads characteristic for the area, adding to the substantial levels of noise and pollution produced by the motorways.

The majority of residents do not seem to be directly benefiting from the extensive road network as 50.8% of households in the North East of Glasgow don't have a car (Glasgow Indicators project, 2011). The number of households that don't have a car is even lower in other parts of the project area. For instance, 56.3% of households in Riddrie and Cranhill, 61.1% of households in Haghill and Carntyne and a staggering 77.9% of households in Sighthill, Roystonhill and Germiston do not have a car (Glasgow Indicators project, 2011). Despite this, levels of active travel appear to be extremely low, with the 2011 version of the Scottish Census showing that 0% of people cycle to work in many parts of the project area (Data Shine, 2011).



There is an urgent need to improve population health in the North East. As the Scottish Public Health Observatory (2010) points out:

'Male and female life expectancy in North East Glasgow is significantly lower than the Scottish average, and is the lowest of the 38 CHPs/local areas in Scotland'

'Mortality rates from all causes (all ages), coronary heart disease, cerebrovascular disease, and cancer (all under-75s), are all significantly higher than the Scottish average and the highest of the CHPs/local areas'

'Cancer registrations and the proportions of the population hospitalised for coronary heart disease, COPD, cerebrovascular disease, emergency admissions, and multiple admissions

2. Summary of Progress

Since the inception of the North East City Ways project, St. Paul's Youth Forum and On Bikes have continued to work hard to support local communities in these challenging times. As in other parts of Glasgow and the country, we have observed a rapid increase in the numbers of people cycling and walking since the first lockdown. On Bikes has supported that shift by providing free bike and e-bike loans, running Dr. Bike sessions, carrying out bikeability training and fixing up the bikes of members of local communities. It has been impossible to keep up with demand as local communities appear to need far more bikes than we could possibly provide. St. Paul's Youth Forum has supported local communities through activities such as food deliveries and outdoor youth club sessions.

In regards to the North East City Ways Project, we have made progress in several areas, notably:

- Civic Engineers were appointed to take the project further and to carry out some of the more technical aspects of Stage 0
- a project website was developed and launched at the beginning of October (<https://www.northeastcityways.com>)
- an online survey was created and launched at the end of October (<https://docs.google.com/forms/d/e/1FAIpQLSdRjYngGGZTaojHa1NjhblUn3lcuSxpj68ldsHuzrxEerZbtQ/viewform>)
- a leaflet for the project was created
- a Commonplace was launched in January and continues to be used (<https://streetsforallglasgow.commonplace.is>)
- trial interviews were held in late October in preparation for future interviews and focus groups
- we commenced to inform stakeholders about the project through conversations, social media and e-mails
- we analysed data regarding the barriers to active travel in the North East
- our pop-up cycle lane on Langdale Street featured in the Glasgow Times <https://www.glasgowtimes.co.uk>

3. Barriers to Active Travel in Project Area

3.1. Summary of Identified Barriers

Data collected by Transport Scotland (2015) shows that people's five top reasons for not cycling to work in Scotland are 1) *'Too far to cycle'* 2) *'Weather too cold/wet/windy'* 3) *'Do not have a bike'* 4) *'Too many cars on the road'* 5) *'Traffic too fast'*. With the exception of weather, which did not appear to be a significant factor among our respondents, we made similar findings regarding the barriers to cycling in the project area.

From the 1st of February 2020 until the 30th of October 2020, we obtained access to a total of 1003 responses. These responses were received through the 2020 version of the Glasgow Kelvin College Transport survey, interviews, an online survey investigating the barriers to active travel in the North East, the 2020 version of the Smithycroft Secondary travel survey and on our portion of the Streets for All Commonplace

Data from Glasgow Kelvin College shows that many students and staff (between 28.1% to 52.1%) stated *'distance'* as one of their main barriers to cycling and walking to college. However, the issue of distance is not a barrier for many survey respondents. For instance, the vast majority of respondents to our Smithycroft Travel survey lives in the school's catchment area, an easily cyclable distance. Despite this, 40.6% of respondents reported to be driven to Smithycroft Secondary School in 2020.

Similarly, many staff and students at Glasgow Kelvin College live either less than five miles (ranging between 18.1% to 45.3% across campuses) or between 5-10 miles (ranging between 16%-37.9% across campuses) away from their campuses. Yet, levels of active travel as a way of commuting to campus are very low. Only between 2.6% to 17.2% of respondents reported to be walking and between 0% to 4% stated to be cycling to campus as their main way of commuting. Pupils at Smithycroft Secondary school indicated that *'cycle paths'* (12.7%), *'safer roads'* (18.9%) and *'secure cycle parking'* (12.7%), would help them to cycle to school, indicating that current infrastructural conditions are a barrier to cycling. Likewise, between 37.5% to 64% of respondents to Glasgow Kelvin College's transport surveys reported *'feeling unsafe on roads'* as an obstacle to cycling. Other obstacles to cycling that were reported in the surveys were *'access to a bike'* (21.6%-35.9%), *'lack of storage at home'* (18.5%-28%) and *'I don't think I'm fit enough'* (22%-32%).

Respondents to our Commonplace labelled the places they commented on with/as *'Not cycle friendly'* (50.8%), *'Too much traffic'* (40.8%), *'Traffic too fast'* (34.6%) and *'I don't feel safe here'* (22.3%), illustrating that motorised traffic and feelings of safety are some of the main hindrances for active travel users in the area.

Similarly, most respondents to our online survey selected the options *'traffic is too fast/there's too much dangerous driving'*, *'there are not enough routes'* and *'I feel exposed/vulnerable to motorised traffic'* when asked about their barriers to cycling. Survey respondents selected the options *'the conditions of the path/road surface isn't good enough'*, *'traffic is too fast/there is too much dangerous driving'*, *'I feel exposed/vulnerable to motorised traffic'* and *'I am worried about pollution from traffic'* the most when asked about their barriers to walking in the project area. Qualitative data from our trial interviews emphasis issues with motorised traffic and feelings of safety as barriers to walking and cycling.

Additionally, filming of the project area demonstrated that drainage issues, poor lighting, short traffic light phases for pedestrians, and vehicles are potential barriers to active travel in the area. The person filming was subjected to close-passes by vehicles four times in 2.5hrs, several cars were filmed parking in cycle lanes, pedestrians are only given eight seconds to cross five lanes of traffic at one of the main junctions between communities and an underpass out of Blackhill is poorly lit when it's dark. The data collected by St. Paul's Youth Forum has several limitations. For instance, we received a very limited amount of responses by people stating to have disabilities or impairments. Plans to diversify the data and reach people with protected characteristics are outlined in the *'Improvement Opportunities and Future Plans'* section of this document.

From all of the preliminary data collected to date, we conclude that the following are the main barriers to active travel in the North East of Glasgow:

Key Barrier A:	Distance to commuting destination
Key Barrier B:	Conflict (both real and perceived) associated with motorised traffic such as speeding, pollution, close passes, dangerous driving and the possibility of accidents
Key Barrier C:	Lack of dedicated space for cycling
Key Barrier D:	Access to a bike
Key Barrier E:	Respondents not feeling fit enough to cycle
Key Barrier F:	Lack of storage at home for a bike
Key Barrier F:	Poor lightning and personal safety concerns
Key Barrier G:	Extremely limited crossing times at junctions combined with extensive waiting times for pedestrians

The remainder of this section goes into more detail about the data sources summarised above.

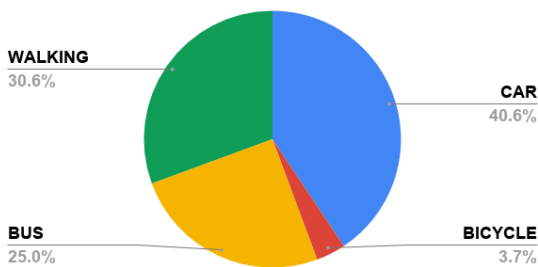
3.2. Smithycroft Travel Survey 2020

An estimated 626 pupils attend Smithycroft Secondary School. A paper survey was issued to all pupils in March 2020, which received 390 responses. Our survey shows that only 3.7% of respondents cycled to school despite the fact that 86.7% of

respondents indicated to be able to cycle and 58% of respondents stated to own a bike. As such, there appears to be a huge discrepancy between pupils who could cycle to school and pupils who do so in practice. Some of the main barriers to cycling to school appear to be external and infrastructural factors as respondents indicated that ‘*cycle paths*’ (12.7%), ‘*safer roads*’ (18.9%) and ‘*secure cycle parking*’ (12.7%) could help them to cycle to school. Our survey also highlights the social aspect to cycling as 31.9% of respondents stated that ‘*a friend to cycle with*’ would help them to cycle to school. Quite a large proportion of pupils (30.6%) indicated to be walking to school. An even larger proportion of pupils (40.6%) indicated to be driven to school, highlighting the great potential for change if more pupils felt able and safe to use active means to reach school. The graphs below provide an overview of our findings.

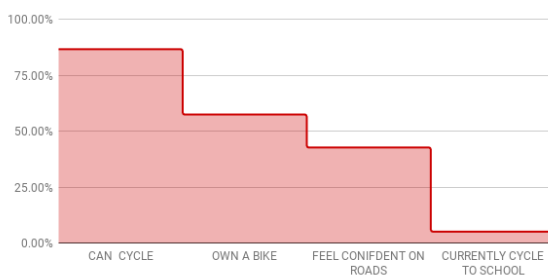
Transport Used to Travel to School

390 Pupils Surveyed - Smithycroft Secondary School March 2020



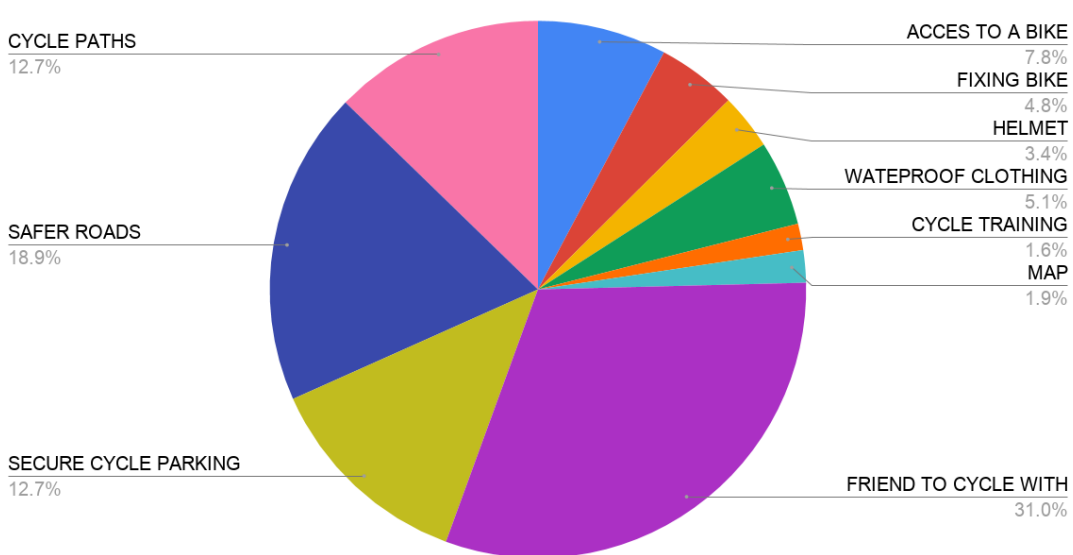
Cycling to Smithycroft Secondary School

390 Pupils Surveyed - Smithycroft Secondary School March 2020



What would help you to cycle to School?

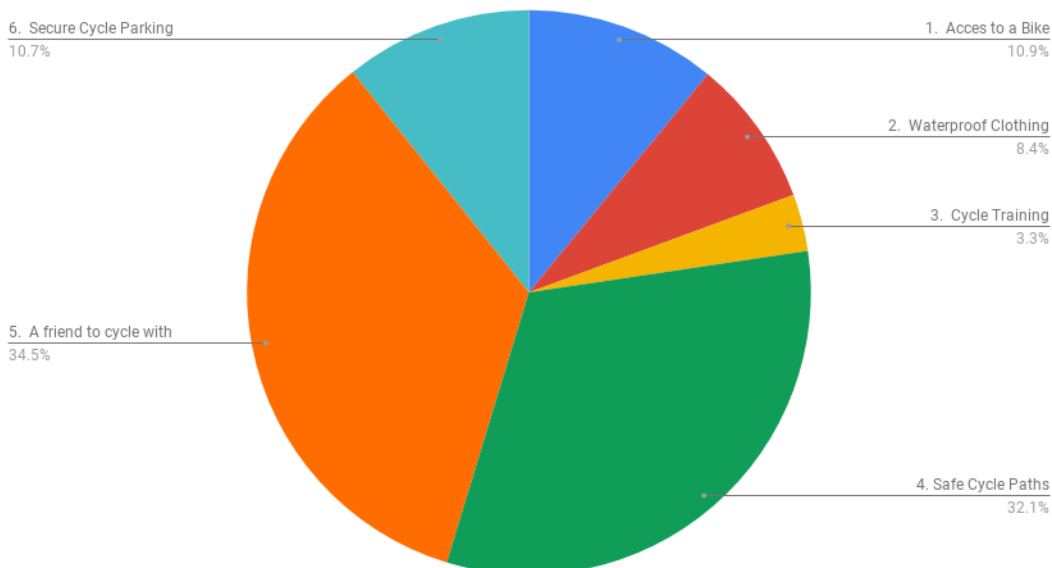
390 Pupils Surveyed - Smithycroft Secondary School March 2020



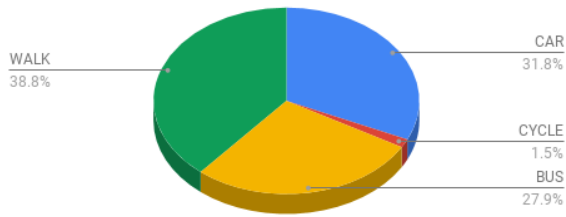
3.3. Smithycroft Travel Survey 2019

We conducted a very similar survey at Smithycroft Secondary School in February 2019. Depending on the question asked, we received 340 and 420 responses. The findings in this survey resonate with our findings in 2020. Respondents indicated that external and infrastructural factors are the main barriers to cycling. Asked what would help respondents to cycle to school, 32.1% stated ‘safe cycle paths’, 10.9% ‘secure cycle parking’ and 10.9% ‘access to a bike’. There also appears to be a social factor to cycling to school as 34.5% of respondents stated that ‘a friend to cycle with’ would help them to cycle to school. Only 1.5% of respondents stated to cycle to school in 2019, despite over 80% of respondents stating to own a bike and being able to cycle. The majority of pupils walked to school (38.8%). The second most common way for pupils to get to school was by car (31.8%). Noteworthy, the proportion of pupils walking to school was much higher in 2019 than 2020 (38.8% vs. 30.6%). A smaller proportion of pupils indicated to arrive to school by car in 2019 compared to 2020 (31.8% vs. 40.6%), indicating that a shift in commuting patterns may be occurring at the school, with active travel journeys reducing and car journeys increasing.

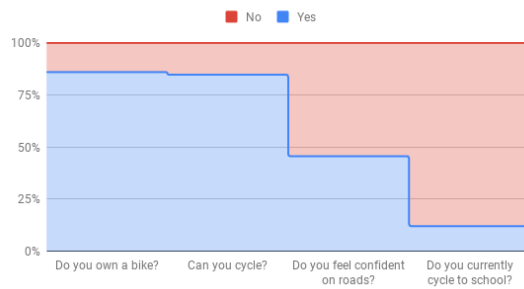
What would help you to cycle to School? (420 pupils surveyed)



Total Journeys to Smithycroft Secondary School



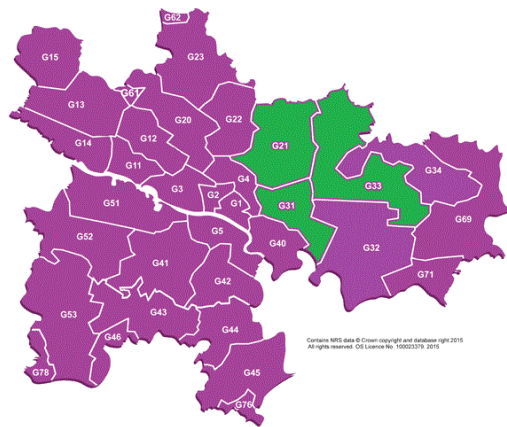
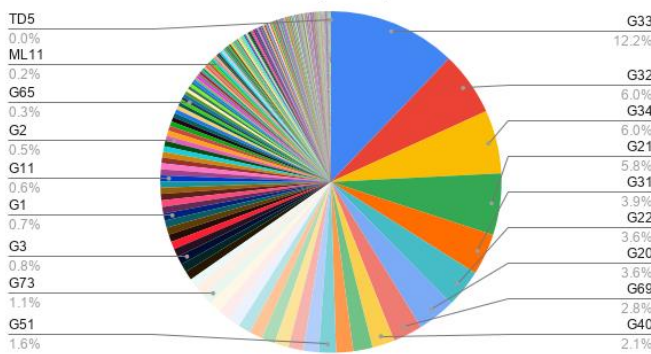
Cycling to School at Smithycroft Secondary School (420 pupils surveyed)



3.4. Glasgow Kelvin College Travel Survey 2020

Glasgow Kelvin College carried out an online travel survey in June 2020 at four locations (Eastend, Easterhouse, Westend and Springburn). An estimated 15,586 students were enrolled at Glasgow Kelvin College in 2020. The college’s East End Campus falls within the project area, with two other campuses (Easterhouse and Springburn) in relative close proximity to the project area. The majority of students home postcodes are within the project area (G33: 12.2%; G21: 5.8%; G31: 3.9%), with many other common home postcodes in close proximity to the project area.

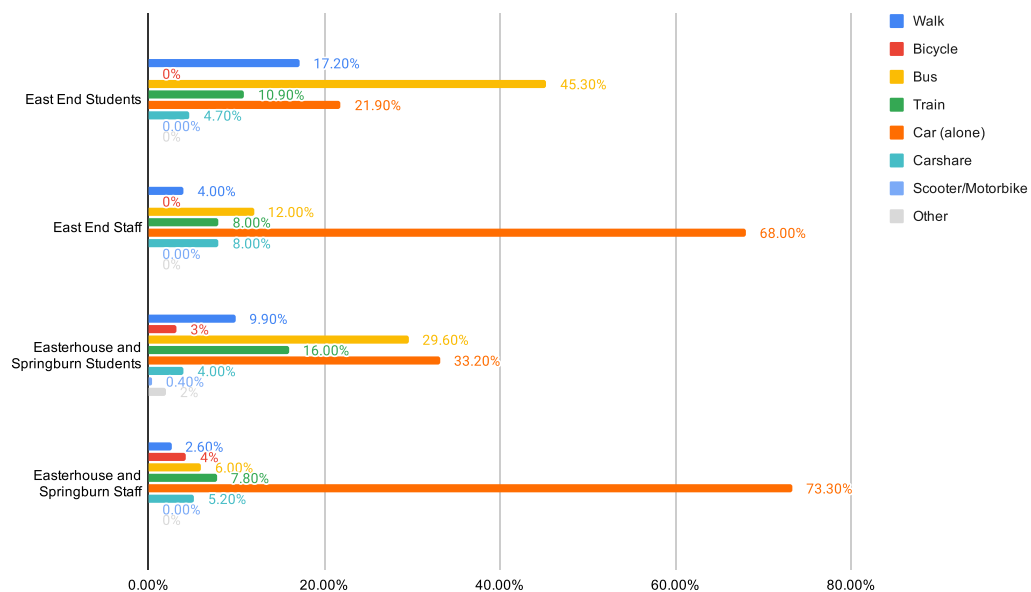
Home Postcodes of Students (15586)



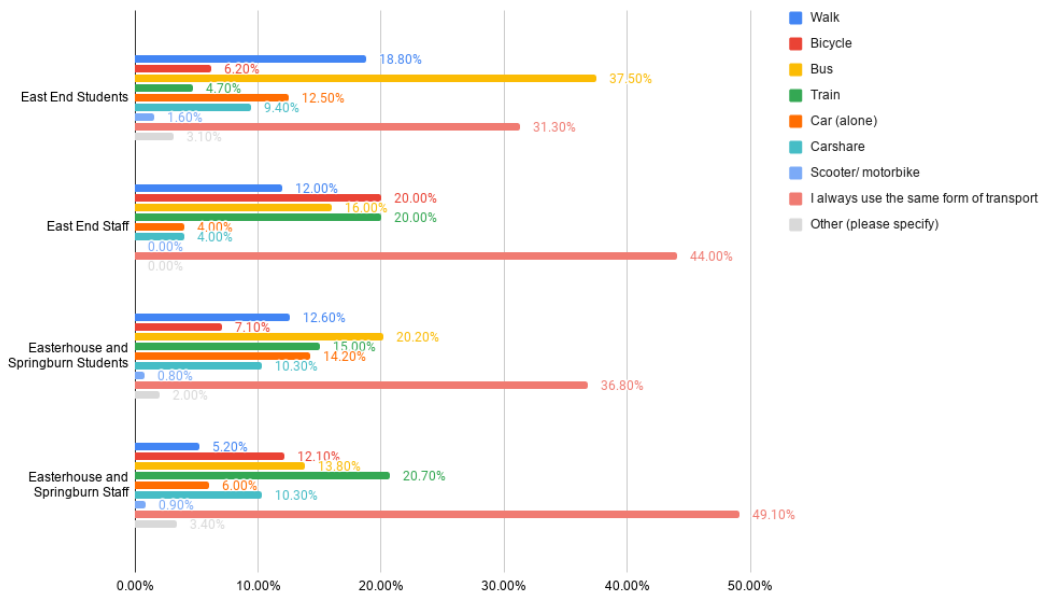
The data of the surveys was separated in order to gain a better understanding of the behaviours and barriers of pupils and staff attending college in the project area (Eastend) and those attending college in the campuses in relative close proximity to it (Easterhouse and Springburn). We eliminated the data from the college’s West End Campus, which left a total of 458 surveys for further analysis. The data was split into the following categories: ‘Eastend Students’ (64 responses), ‘Eastend Staff’ (25 responses), ‘Easterhouse and Springburn Students’ (253 responses) and ‘Easterhouse and Springburn Staff’ (116 responses).

The data from the surveys shows that staff primarily use cars alone to commute to college, while students primarily utilise public transport as well as cars. 68% of staff at the Eastend and 73.3% at Easterhouse and Springburn commute to campus alone in their cars, while the same holds true for 21.9% and 33.2% of students respectively. No students or staff at the East End Campus indicated to use cycling as their main way of commuting to college. Only 3% of students and 4% of staff at Easterhouse and Springburn used cycling as their main way of commuting to college. The numbers of people walking to the campuses are also relatively low, with only 9.9% of students and 2.6% of staff at the Easterhouse and Springburn campuses using walking as their main way of commuting to campus. The highest proportion of respondents (17.2%) using walking as their main way of commuting were students at the East End campus. A much higher proportion of respondents commuted actively to school on a secondary or occasional basis. For instance, cycling levels were between 6.2% - 20% and walking levels between 5.2% - 18.8% among respondents.

Main Way of Commuting

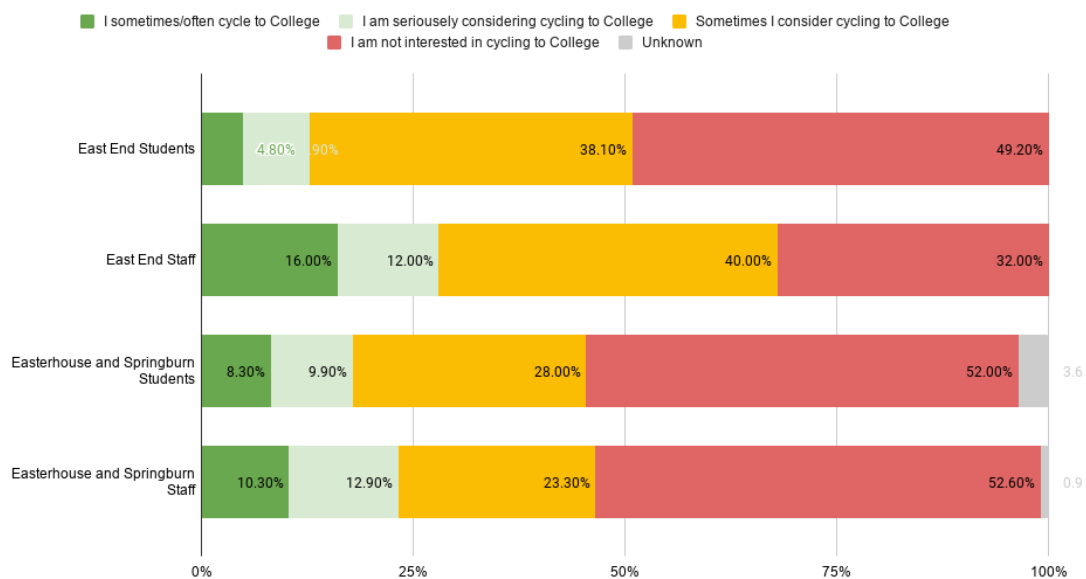


Other Ways of Commuting to College



The low numbers of respondents that reported to choose active ways of commuting are in stark contrast with the huge potential of people that could potentially reach the campuses in active ways. Approximately half of East End and Easterhouse and Springburn students state that they are not interested in cycling to college, while the other half stated that they at least sometimes consider cycling to college. The potential for cycling is even higher among East End staff as over two thirds of respondents stated that they at least sometimes consider cycling to college. Moreover, many students and staff live less than 5 miles from their respective campuses (45.3% of students at East End; 28% of staff at East End; 29.8% of students at Easterhouse and Springburn; 18.1% of staff at Easterhouse and Springburn), which further highlights that a much higher number of respondents could commute actively to college. Similarly, with the exception of East End staff, well over 50% of staff and students live within 10 miles of their respective campuses, further increasing the potential of students and staff who could commute to college in active ways.

Choose the statement with which you agree the most.



Distance to College

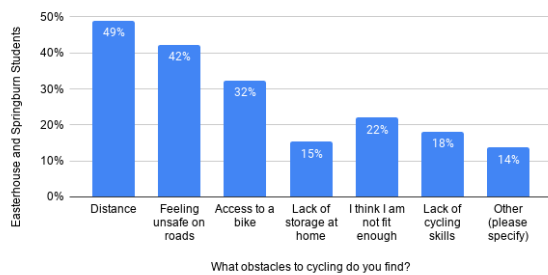


Respondents selected ‘distance’ and ‘feeling unsafe on roads’ as their main obstacles to cycling, with the latter being the main obstacle to cycling in three out of the four groups.

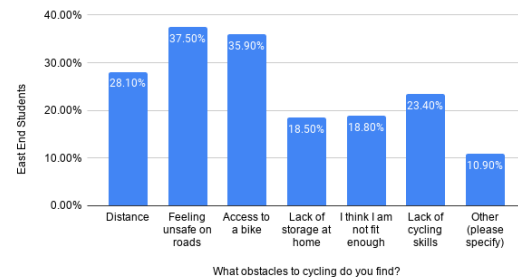
‘Feeling unsafe on roads’ was stated as an obstacle to cycling by 62.8% of staff at Easterhouse at Springburn and 64% of staff at East End. Among students, 37.5% of

East End students and 42% of Easterhouse and Springburn students stated *'feeling unsafe on the road'* as an obstacle to cycling. Other barriers picked by respondents were *'Access to a bike'* (21.6% - 35.9%) *'Lack of storage at home'* (15%-28%), *'I think I'm not fit enough'* (18.8%-32%) and *'Lack of Cycling Skills'* (13.8% -23.4%).

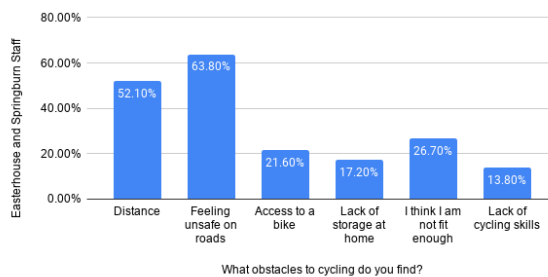
Easterhouse and Springburn Students: What obstacles to cycling do you find?



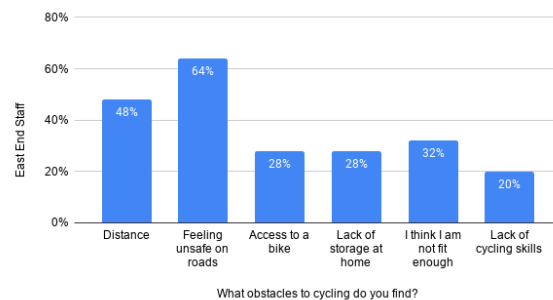
East End Students: What obstacles to cycling do you find?



Easterhouse and Springburn Staff: What obstacles to cycling do you find?

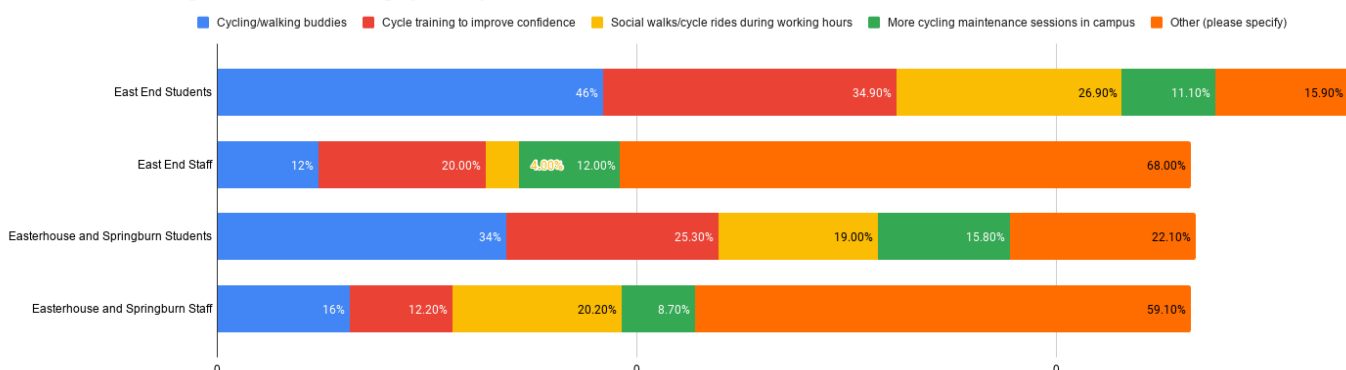


East End Staff: What obstacles to cycling do you find?



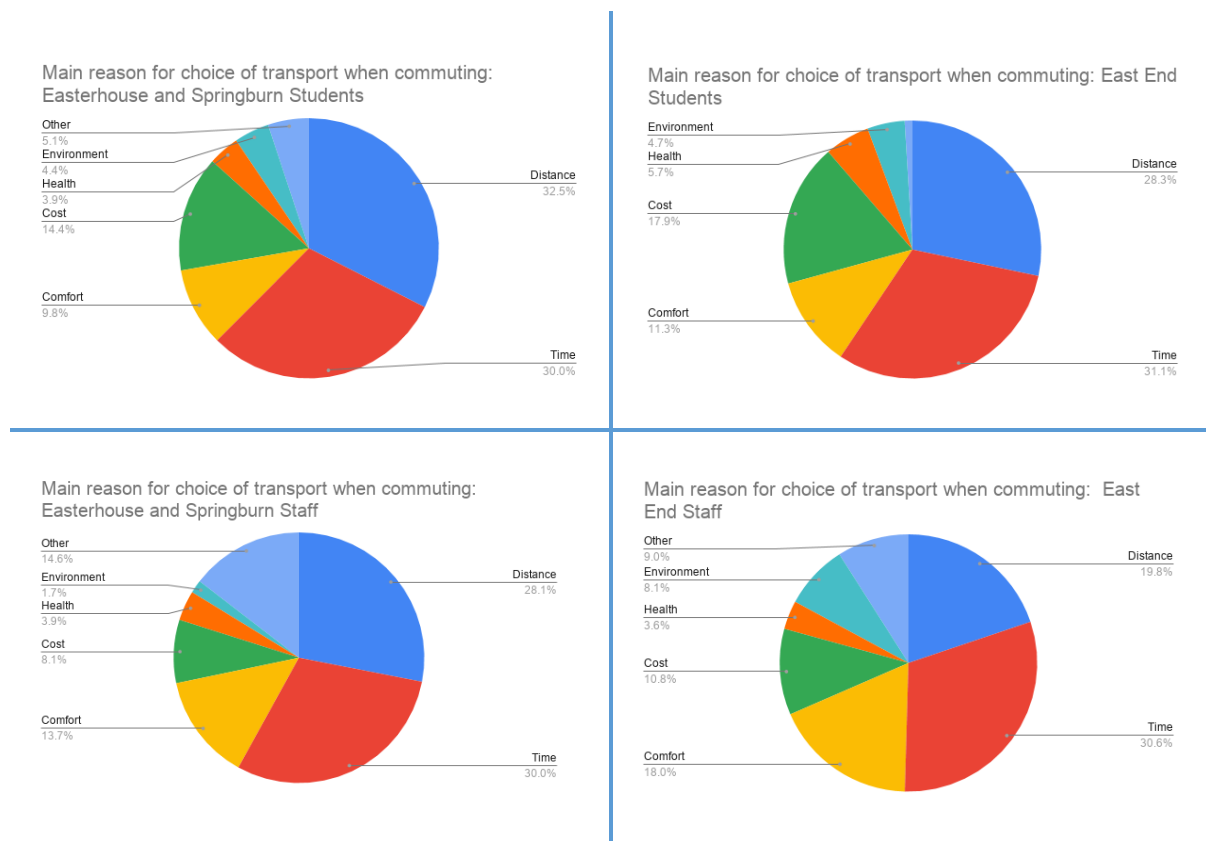
The main items selected by respondents regarding things that would encourage them to cycle or walk more were *'Cycling/walking buddies'* (12%-46%), *'Cycle training to improve confidence'* (12.2% - 34.9%) and *'Social walks/cycle rides during working hours'* (4%-26.9%). Respondents were not asked about infrastructural improvements in this section of the survey. A very considerable amount of respondents stated that there are *'other'* things that would encourage them to cycle and walk more, with many respondents noting the lack of cycling infrastructure on roads as a barrier to cycling in their comments. The findings deriving from this survey resonate with the results of our Smithycroft Travel Surveys as a large proportion of respondents stated that

Which of the following items would encourage you to cycle or walk more?



'Cycling/Walking buddies' would encourage them to cycle or walk more, highlighting the importance of social factors.

The main options respondents selected when asked why they choose their mode of transport to commute overwhelmingly were 'distance' and 'time' among all four groups. Other factors such as 'cost', 'health', 'comfort' and 'environment' were selected to a much lesser extent. This highlights that active travel options need to keep commuting distances and times to a minimum in order to be competitive with other forms of transport.



3.5. Commonplace Streets for All

On Bikes, Go Bike and the Glasgow Ecotrust jointly launched a Commonplace in January 2020 titled 'Streets for All Glasgow' (<https://streetsforallglasgow.commonplace.is/>). Until the 29th of October 2020, On Bikes received 131 responses on its portion of the map.

A first cluster of responses exists on Cumbernauld Road, with respondents primarily dropping pins on the map labelled 'Too much traffic', 'Traffic is too fast', 'I don't feel safe here' and 'Not cycle friendly'.

One respondent commented:

'No cycle parking. There is too many cars when I am coming out of school, there is [no] space to cycle because of the cars.'

Another respondent commented:

'This bridge is highly problematic for anyone not in a motor vehicle. For pedestrians they have to navigate numerous crossings with fast moving traffic with poorly lit areas at either end of the bridge. This is particularly problematic given that it is the main route for people getting to Smithycroft Secondary or Riddrie Library from north of the motorway. For people cycling it is extremely challenging to navigate into the correct lane in the middle of fast moving traffic and with the road surface extremely uneven meaning that crossing lanes is challenging while looking around for vehicles.'

The second cluster of responses can be found on the junction of Cumbernauld Road and Edinburgh Road. Again, respondents dropped pins labelled *'I don't feel safe here'*, *'Too much traffic'*, *'Traffic is too fast'* and *'Not cycle friendly'*, with the addition of *'Not pedestrian friendly'*.

One respondent commented:

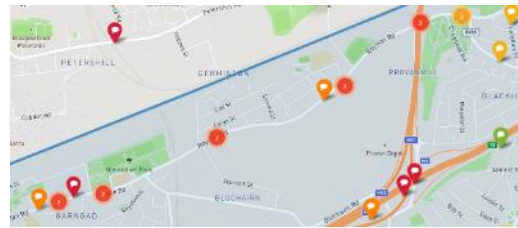
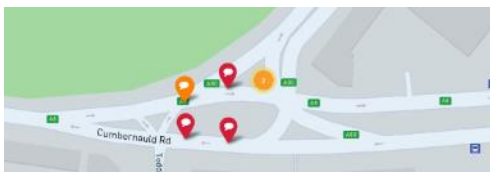
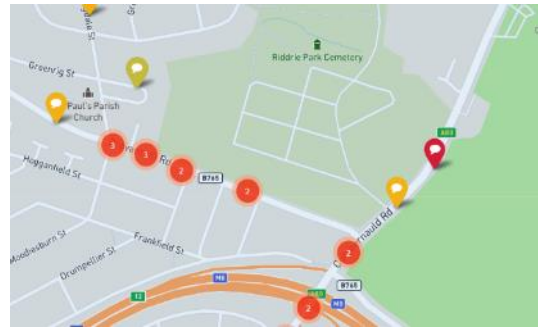
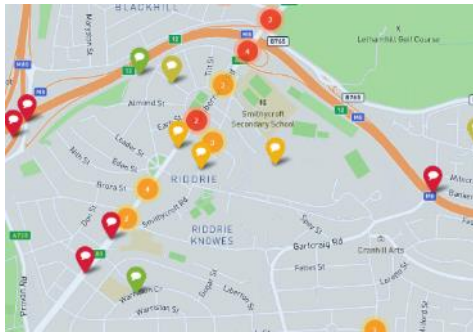
'Cycling east from Cumbernauld Rd straight on to Edinburgh Rd motor traffic going left sweeps across you - risk of left hook collision. Walking east-west on north side of road, there is no pedestrian crossing/green man. Junction design is more like motorway than urban street - wide, sweeping turns and huge island in middle is wasted space. On route to motorway junction 13 (and 12). Lots of football traffic on match days.'

The third cluster of responses is situated on Provanmill Road. Respondents primarily selected labels titled *'Too much traffic'*, *'Traffic is too fast'* and *'Not cycle friendly'*.

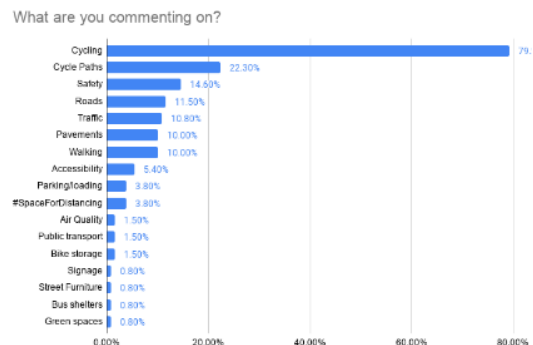
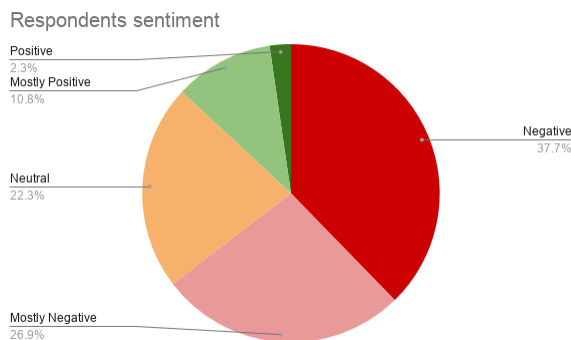
One respondent commented:

'Need Segregated Cycle Infrastructure - it feels really unsafe - cycling paint is in car door zones. Big Lorries drive fast - I fear a young person will get killed on this road unless something changes.'

The fourth cluster of responses is located on Royston Road. Respondents primarily selected the labels *'I don't feel safe here'*, *'Too much traffic'*, *'Traffic is too fast'* and *'Not cycle friendly'*, with the addition of *'Road Surface/potholes'* or similar.



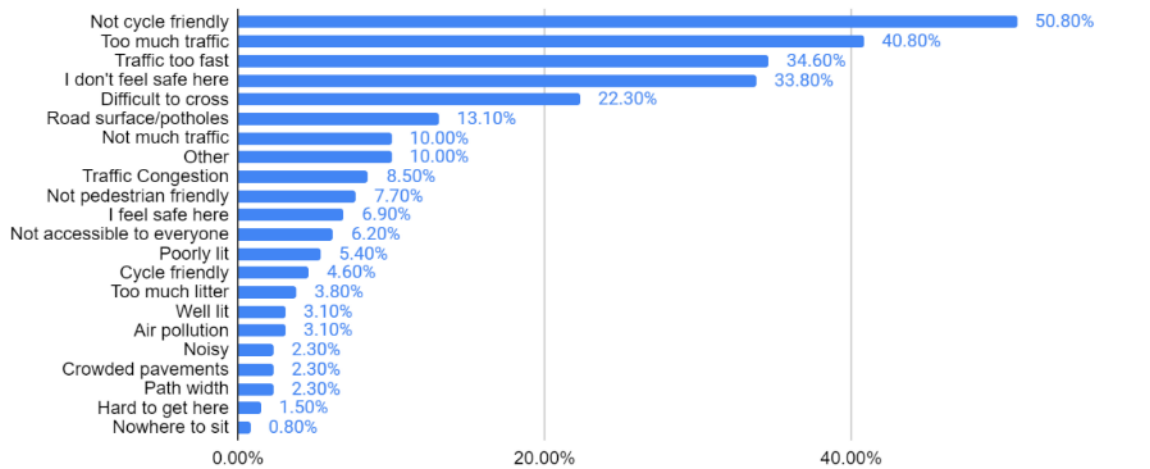
The vast majority of respondents stated to have either a *'negative'* or *'mostly negative'* sentiment (64.6%) about the places they commented on. Most respondents (80%) commented on *'cycling'*, followed by *'cycle paths'* (22.3%), *'safety'* (14.6%), *'roads'* (11.5%), *'traffic'* (10.8%), *'pavements'* (10%) and *'walking'* (10%), demonstrating that most respondents using the commonplace were concerned about cycling-related issues.



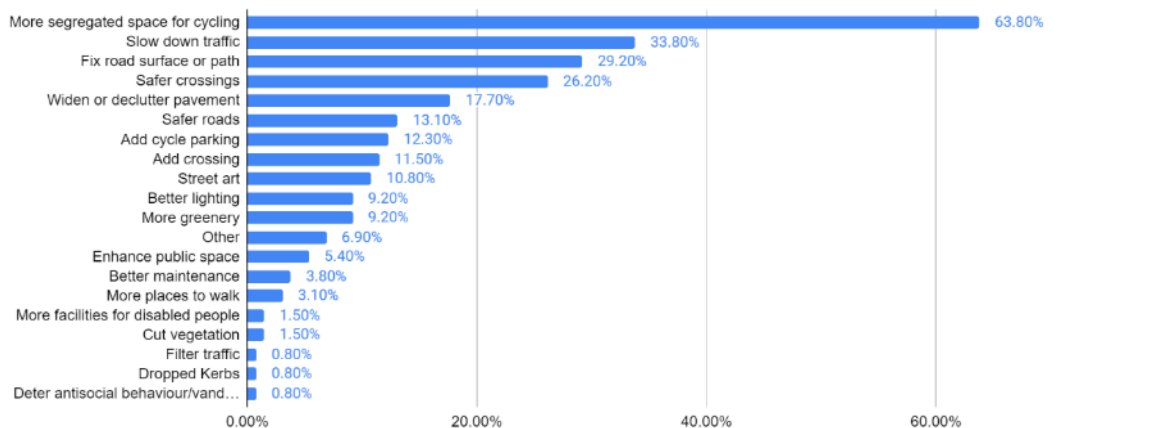
50.8% of respondents choose the option *'not cycle friendly'* when asked why they felt the way they did about the place they commented on, followed by 40.8% that choose *'too much traffic'*, 34.6% that choose *'traffic too fast'*, 33.8% that choose *'I don't feel*

safe here’ and 22.3% that selected *‘difficult to cross’*. This highlights again that most commentators on our Commonplace are concerned about cycling related issues.

Why do you feel this way? What is the issue?



The vast majority (63.8%) of commentators stated that *‘more segregated space for cycling’* would make the place they commented on better, followed by *‘slow down traffic’* (33.8%), *‘fix road surface or path’* (29.2%), *‘safer crossings’* (26.2%) and *‘widen or declutter pavement’* (17.7%). This indicates that traffic, the conditions of the path and the lack of segregated cycling facilities constitute a barrier to cycling for commentators.



Notably, clusters of responses were also found on Cumbernauld Road, Royston Road and Provanmill Road on the *‘Glasgow Places for People Commonplace’*, which was active over the summer of 2020 (<https://glasgowspacesforpeople.commonplace.is>). It appears that respondents primarily selected similar options. *‘Speed of traffic’* and *‘Amount of traffic’* appear to be the most popular choices when asked *‘Which barriers*

are preventing you from walking, cycling and wheeling while observing physical distancing?'. Comments from respondents included:

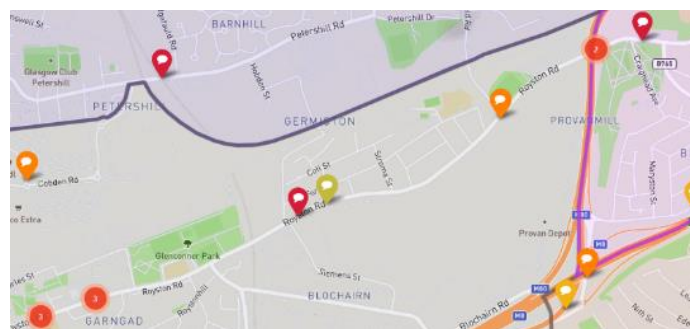
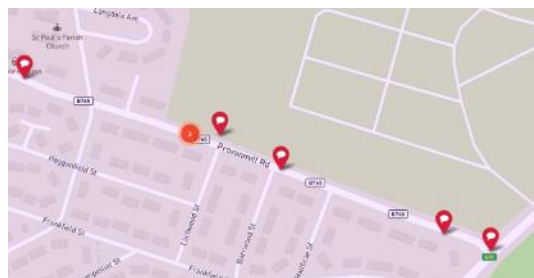
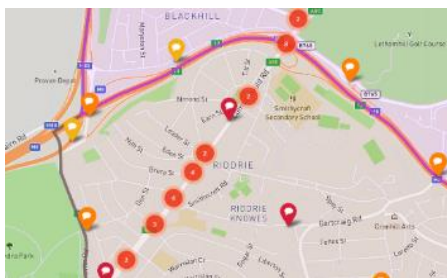
'[Royston Road] cars are way too fast and pass people on bikes way too close. there are many schools here. the pupils will have to get to school somewhere. this is a nightmare bound to happen if nothing safe is put in place.'

'[Provanmill Road] As well as being an important local route this is part of the route from the city centre direction towards Hogganfield Lock and the Seven Locks area. Green space and water are good for everyone's overall health but the barriers to reaching these places are very high.'

'[Cumbernauld Road] i like going to the lochs at hogganfield park but the way there is terrifying. why is there no good connection to it from this side?'

'[Cumbernauld Road] traffic very fast and dangerous driving'

However, the insights gained from the 'Glasgow Places for People Commonplace' are limited for this project as we do not have access to the raw data.



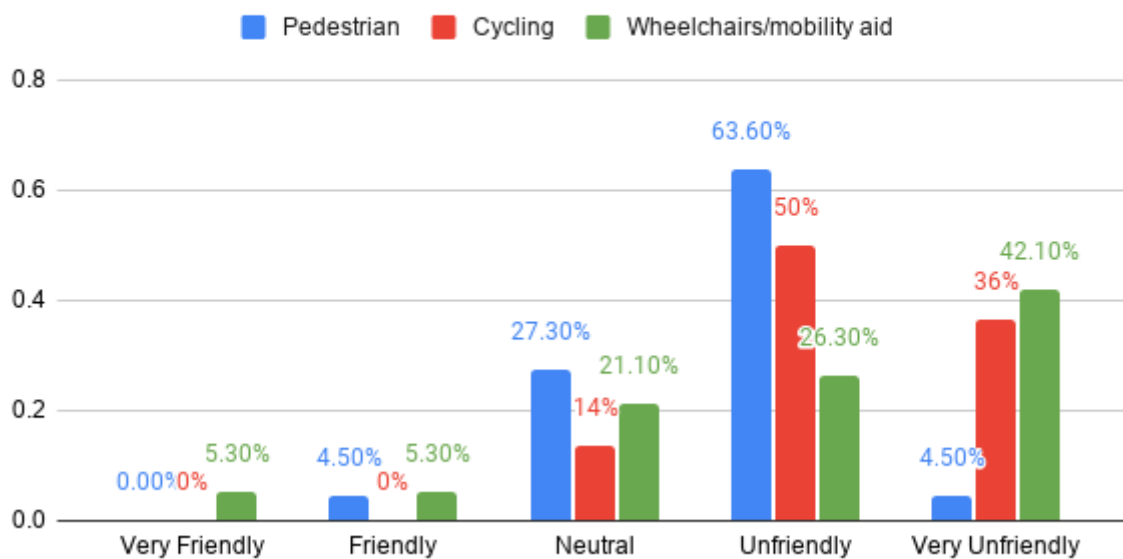
3.6. Online Survey

We created an online survey to further investigate the barriers to active travel in the North East, which went live at the end of October (<https://docs.google.com/forms/d/e/1FAIpQLSdRjYngGGZTaojHa1NjhblUn3lCuSxpj68ldsHuzrxEerZbtQ/viewform>). 22 responses were received until the 29th of October

2020. The survey will remain open and will be promoted further in Stage 1. As such, the following preliminary results are solely a momentary snapshot of the data.

Most respondents rated the North East of Glasgow as either ‘*very unfriendly*’ or ‘*unfriendly*’ for pedestrians, cycling or wheelchairs/mobility aids. Notably, no respondents rated the North East as ‘*friendly*’ or ‘*very friendly*’ for cycling and solely 4.5% of respondents rated the area as ‘*friendly*’ for pedestrians.

How would you rate the North East of Glasgow in terms of the following?



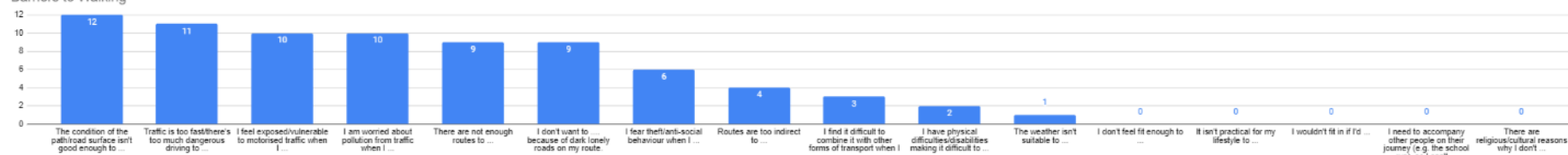
Regarding barriers to walking, the options selected the most were ‘*The conditions of the path/surface isn’t good enough*’ (12 times), ‘*Traffic is too fast/there is too much dangerous driving*’ (12), ‘*I feel exposed/vulnerable to motorised traffic*’ (10), ‘*I am worried about pollution from traffic*’ (10), ‘*There are not enough routes*’ (9) and ‘*I don’t want to walk because of dark, lonely routes on my route*’ (9). These numbers indicate that motorised transport is one of the main barriers to walking in the area.

Regarding barriers to cycling, all respondents selected the option ‘*Traffic is too fast/there is too much dangerous driving*’ (22 times). This was followed by the options of ‘*There are not enough routes*’ (21), ‘*I feel exposed/vulnerable to motorised traffic*’ (19), ‘*The conditions of the path/road surface isn’t good enough*’ (17) and ‘*I am worried about pollution from traffic*’ (14). These numbers suggest that motorised traffic is one of the main barriers to cycling in the area as well as a lack of routes and unsatisfactory conditions of paths and roads.

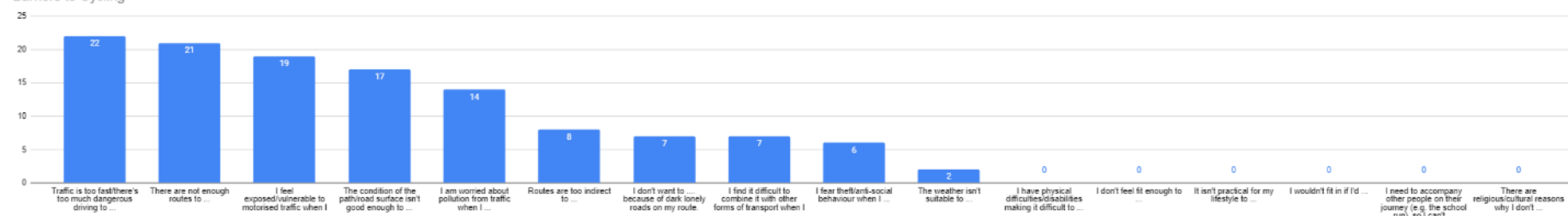
Regarding barriers to using a wheelchair/mobility aids, only very few responses were received. The items chosen the most were selected by three respondents, namely *'Traffic is too fast/there is too much dangerous driving'*, *'I feel exposed/vulnerable to motorised traffic'* and *'I don't want to use a wheelchair/use mobility aid because of dark, lonely roads on my route'*. This limited data may suggest that motorised traffic is also one of the main barriers to move around actively for this group of respondents.

The graphs below provide further details of the responses received via the online survey:

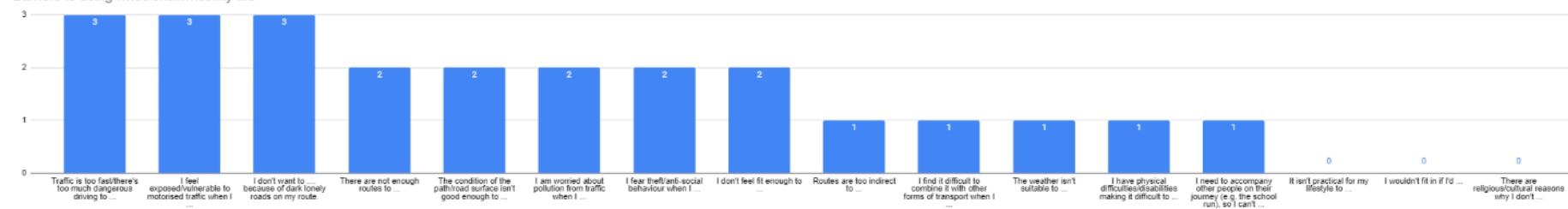
Barriers to Walking



Barriers to Cycling



Barriers to using wheelchair/mobility aid



3.7. Interviews

The following is a snapshot of the preliminary results we obtained through two one-to-one interviews. We will conduct many more interviews in the future as the project processes.

Two trial interviews were held with two women in their early 30s who work in the project area on a regular basis. Both women identify as white European. Neither of them stated to have a disability or an impairment. The interviewees reported to use similar forms of transport, with both using trains, walking and cycling as their primary modes of transportation to move around Glasgow. Only one of them uses cycling as means of transportation within the project area, with the other one not wanting to cycle around the area because of the dismal infrastructural condition for people cycling. The second interviewee instead uses taxis to move in and out of the project area. Neither of the interviewees drives or currently lives in the project area, with one of them living in the G1 postcode area and the other one in the G42 postcode area.

Barriers to walking

Both interviewees described situations in which they struggled to cross the road due to high volumes of traffic and the unintuitive nature of some crossing points. They stated that the area is difficult to navigate for an outsider as there is no signage or guidance helping one to find the best way. One of the interviewees described that walking in the area often isn't *'very nice'* as places don't seem to be designed for people and are *'really noisy'*. The other interviewee only walks around the area if required for work and avoids walking around it after work or during breaks. She described: *'I always end up in these weird places'* and *'there always seems to be a motorway in my way or weird stuff lying around'*. One interviewee also described a bad experience she had when she commuted to Blackhill on the bus. Despite requesting help from the bus driver to find the right stop, the bus driver did not help her, resulting in her ending up in a completely different place. Due to this experience and the general unreliability of bus services she has experienced in Glasgow, she tries to ensure that her meetings end before it gets dark as she would feel uncomfortable waiting on the bus and not knowing when it would arrive. She further stated that she sometimes has to walk longer routes in the project area as some areas are unlit, which she tries to avoid as much as possible. She described that it feels like one has to be *'extra cautious'* and *'figure out a lot of stuff to navigate the area'* as a pedestrian and that there is *'no speed limit'* on the roads.

Barriers to cycling

Only one of the interviewees reported to cycle around the project area. The other interviewee stated to avoid cycling in the area as it's *'very unpleasant'* and *'not fun'*.

She also stated that she has problems with getting lost and has *'no idea'* how she would get to work by bike. Noteworthy, she cycles around areas of the city she knows very well but finds it too difficult *'to figure out'* how to cycle to places such as Cranhill. This is confounded by the fact that she described herself as *'very disorganised'* and *'often in a rush'* when leaving the house, so she feels unable to use *'slower, less trafficky'* routes. The first interviewee sometimes cycles around the project area and stated to struggle with visibility problems due to parked cars and reported that she doesn't feel *'welcome'* anywhere when on a bike as cars appear to not be wanting bikes on the road and pedestrians seem to dislike bikes on shared paths. She stated that she always has to be *'extremely cautious'*, *'keep attention to everything'* and that the experience of cycling is *'not relaxing'*. She further described that *'drivers' often pass her really closely*, that she has had many bad experiences with taxis, that she is not feeling *'safe'* while cycling, that it is very complicated to find a safe route and once again that there is *'no speed limit'* on the roads.

3.8. Observations

The project area was filmed with a Go Pro Camera on the 23rd of October 2020. The following observations regarding barriers to active travel were made during the 2.5hrs filming process:

First, the rider filming the routes was subjected to four close passes by motor vehicles, with three instances captured by the camera. Arguably, it is particularly concerning that these instances occurred to a rider who was wearing a visible helmet camera and a high-vis jacket. Moreover, these instances occurred to a highly experienced rider with a Cycle Trainer qualification during daylight hours. The rider was also using an e-bike, which resulted in a steady speed of 15mph. It is difficult to imagine a higher degree of visibility, experience and quality of materials, which clearly shows that motorised traffic remains a barrier to cycling in the North East regardless of training, experience and materials.



Second, another barrier to cycling and walking that is apparent in the videos are parked cars as they are frequently placed in cycle lanes or in areas marked for pedestrians.



Third, cycling in the area can be confusing as lane markings are missing on several junctions, making it difficult to know where to position oneself, which could constitute another barrier to active travel.



Fourth, traffic is generally high in the area.



Fifth, drainage issues are present in some of the cycle lanes.



Sixth, cars occasionally behave unexpectedly and dangerously such as the car filmed below carrying out a u-turn in the middle of the road.



Seventh, underpasses can be unwelcoming, badly lit and give minimum space to pedestrians such as this underpass under the M8 leading out of Blackhill.



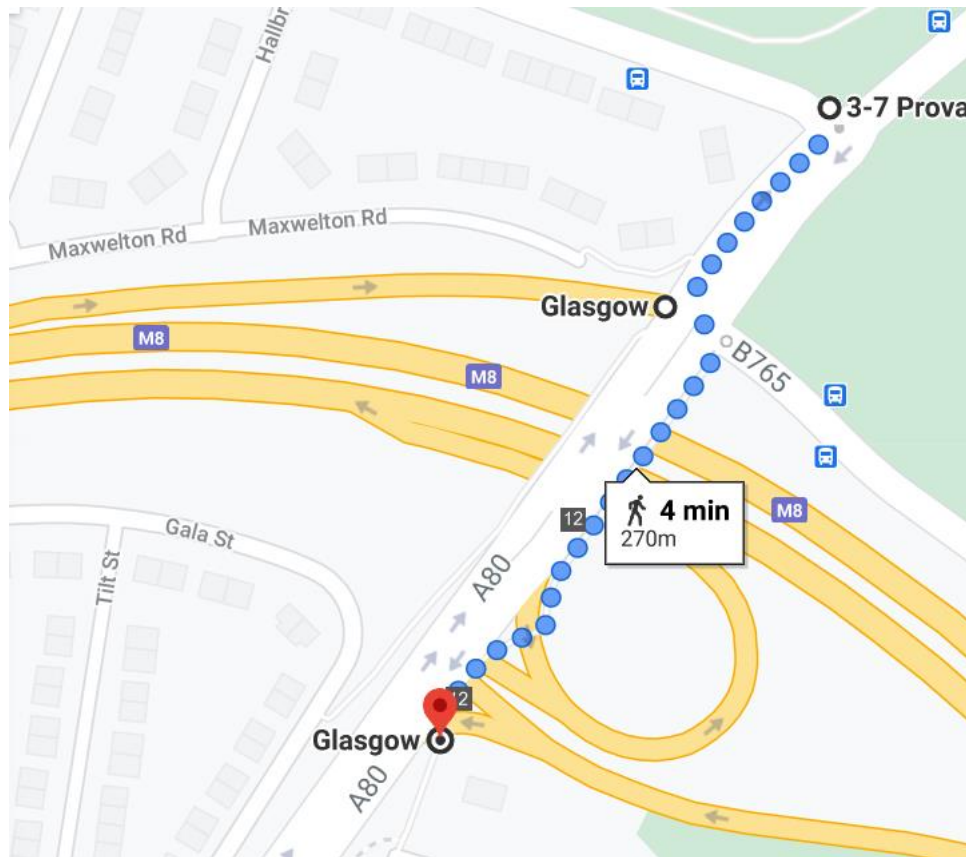
Eighth, the high volumes of traffic and physical barriers such as guardrails appear to lead to dangerous behaviours by pedestrians such as crossing the road amidst speeding traffic and waiting between the kerb and the guardrails next to a busy carriageway.



Ninth, crossing times for pedestrians are insufficient at major crossings such as the ones shown below. Pedestrians are given only eight seconds to cross the junctions shown below.



Similarly, it took the person filming 8m 40s in the first instance and 7m in the second instance to walk the 270m long stretch below at a moderate speed.



The person filming had to cross seven lights to make the short journey (270m) shown above, with the following times noted for each light:

(North to South)

- 1st light: ~1m 30 s waiting for green light; ~8 seconds of green light to cross 4 lanes of traffic
- 2nd light: ~1m 20s waiting for green light; ~8 seconds of green light to cross 3 lanes of traffic
- 3rd light: ~1m 30s waiting for green light; ~8 seconds of green light to cross 5 lanes of traffic
- 4th light: ~45 seconds waiting for green light; unknown how long green for to cross 2 lanes
- 5th light: ~2 seconds of waiting for green light; appears synced with other lights
- 6th light: no waiting; appears synced with other lights
- 7th light: no waiting; appears to be synced with other lights

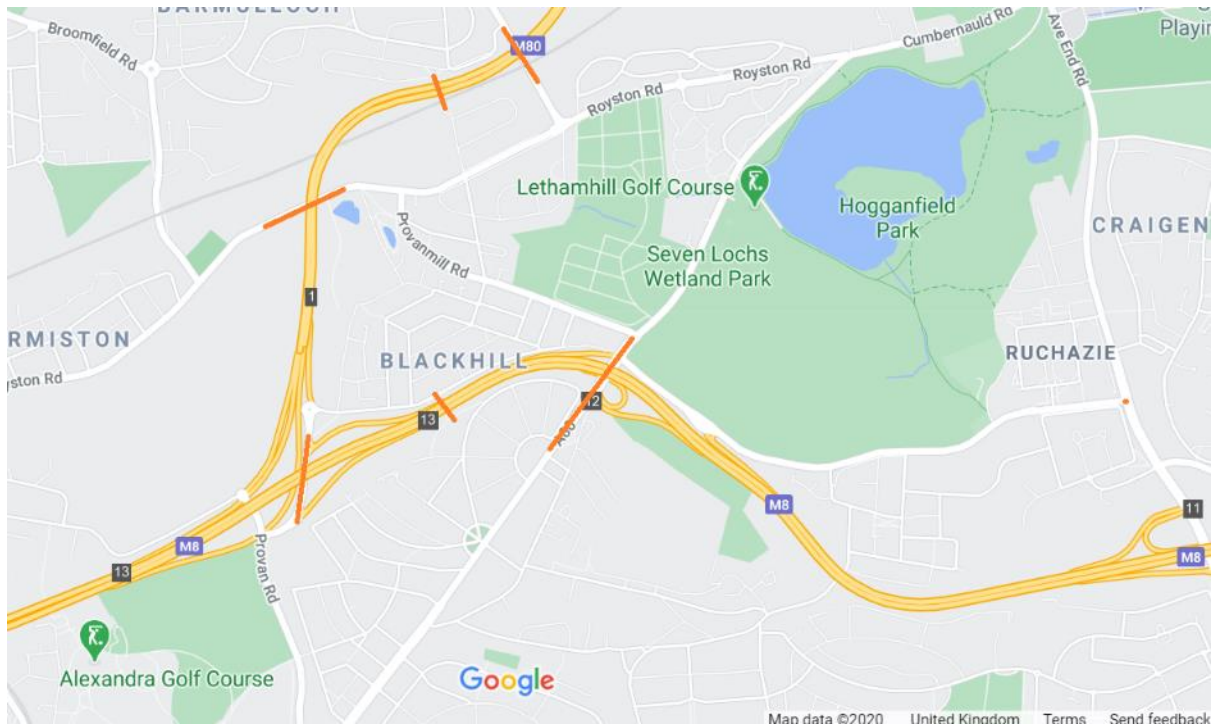
The time afforded to pedestrians to cross the roads at this particular junction do not seem to take into account the width of the road. Staff at St. Paul's Youth forum have frequently observed pedestrians running across the junctions and finding other 'creative' ways to cross the roads. Moreover, dropped kerbs are missing at some parts

of the junction. The crossings at this junction clearly constitute a barrier to anyone using active means of transportation.

Other issues have been observed by staff at St. Paul's Youth Forum and been voiced by members of local communities over the years such as the lack of crossing points at certain junctions, speeding cars on Cumbernauld Road, the frequency of large vehicles on Provanmill Road and the unwelcoming nature of some places such as the Northern passageway to Glasgow Kelvin College's East End campus.



It should also be noted that the majority of pathways out of Blackhill requires users to cross a motorway as shown on the map below. The need to cross such noisy and unpleasant infrastructure when leaving the community is likely to constitute another barrier to active travel.



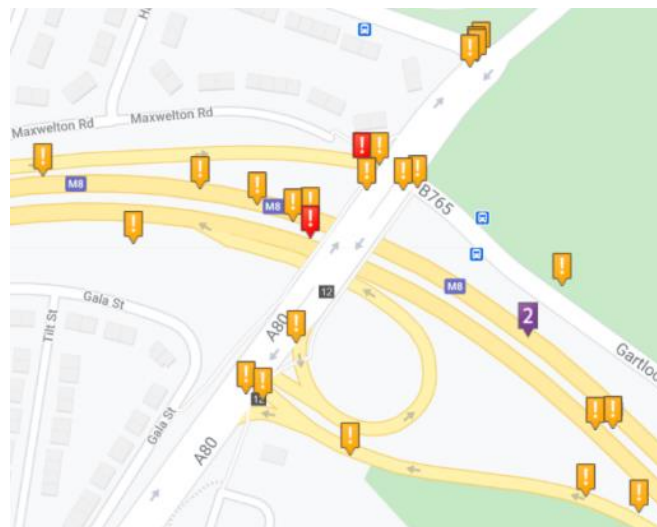
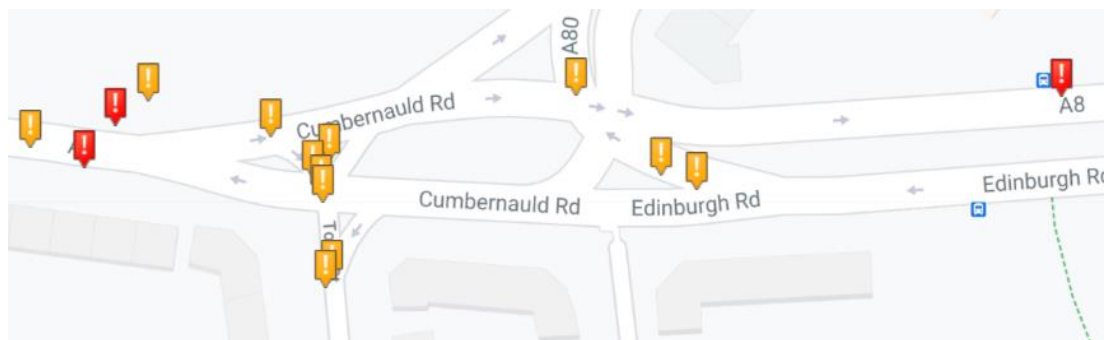
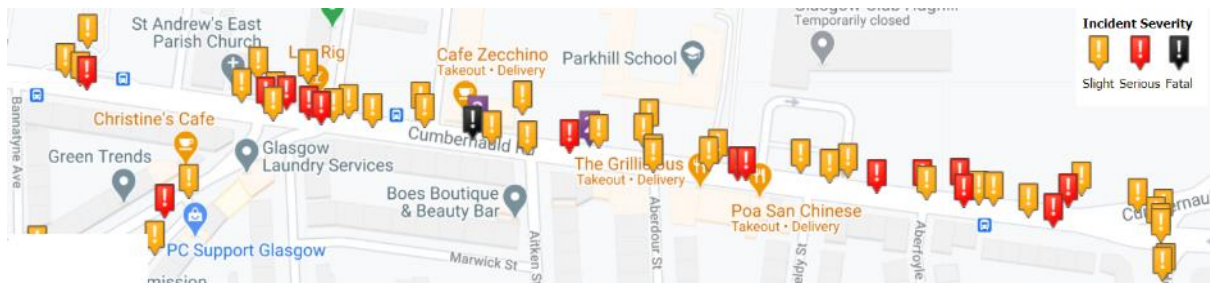
The effects of the motorways might be further compounded in Blackhill, which is semi-encircled by motorways and where most commuting traffic goes towards the city centre. This makes it essential to cross the motorway for most people who could potentially use active means to reach their work.

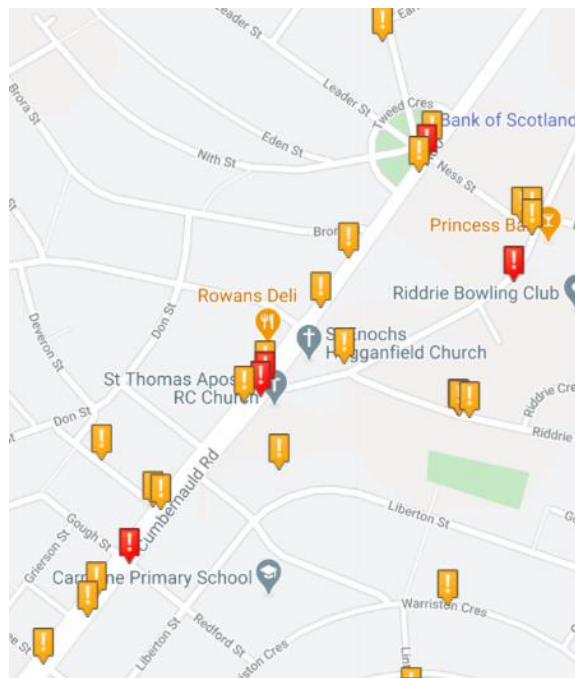
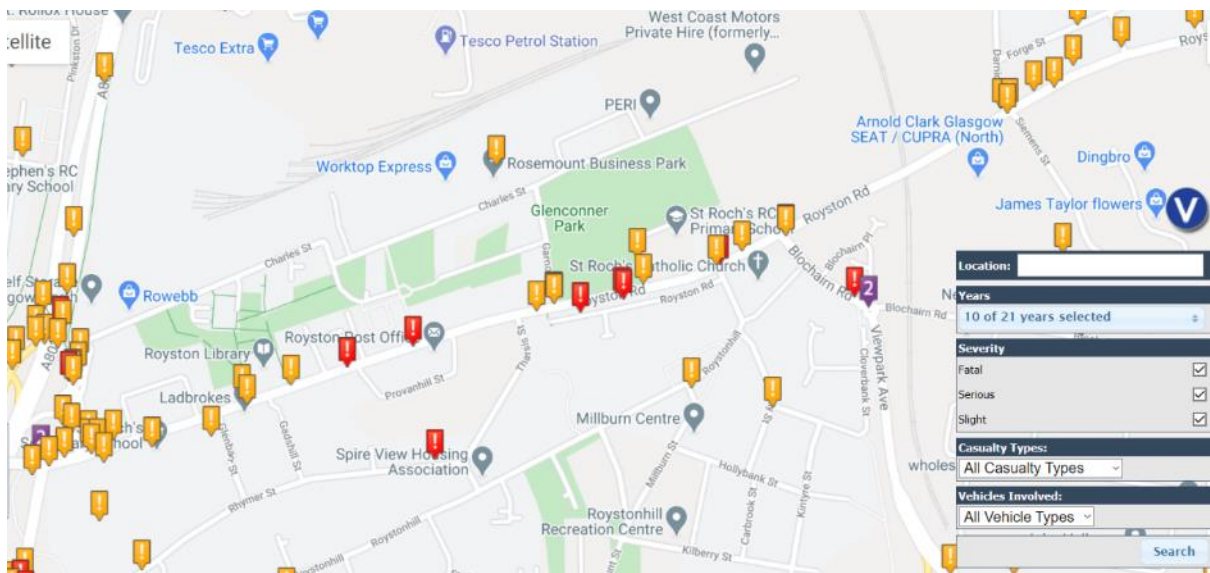
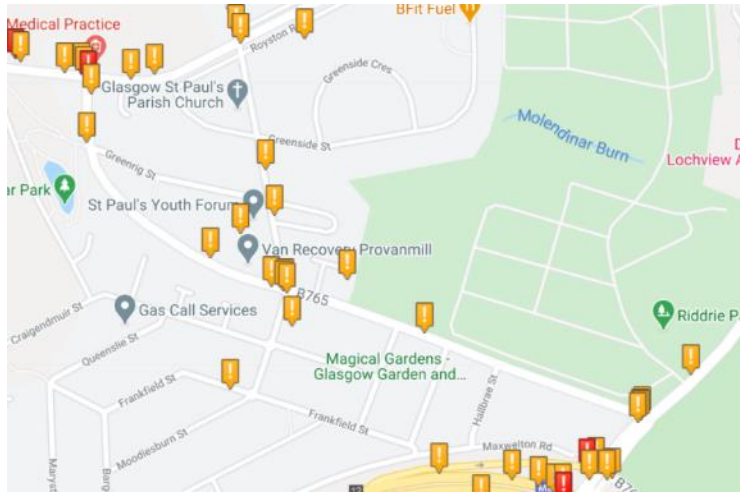


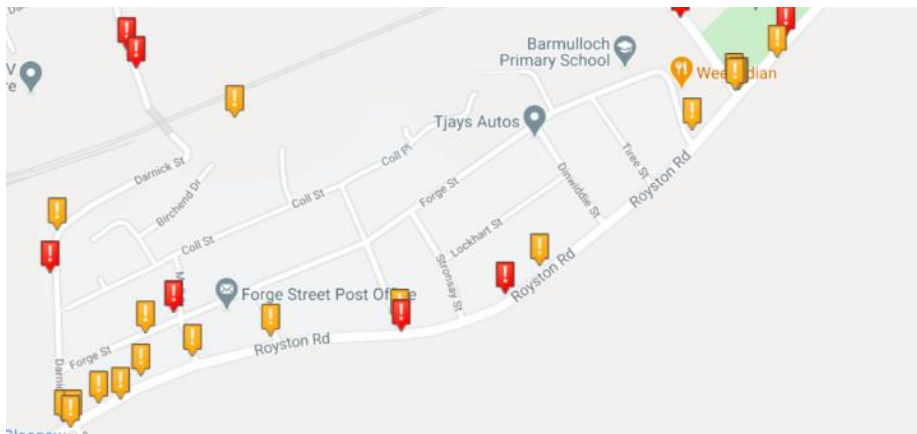
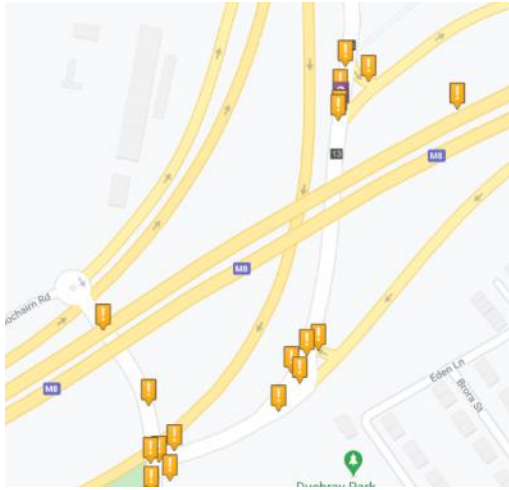
3.9. Accidents

Data from Crashmap.co.uk demonstrates that the fears regarding traffic expressed by respondents in the area are warranted. Over the last 10 years, a multitude of accidents have happened in the target areas, with the greatest concentration of accidents found on Cumbernauld Road. Below is a snapshot of reported accidents for selected

locations in the project area as recorded in the official data from the Department for Transport over the last 10 years.







3.10. Demographics of Surveyed Groups

Between the 1st of February 2020 and the 30th of October 2020, we obtained a total of 1003 responses which are relevant to the project. The responses we gained access to derived from the following sources:

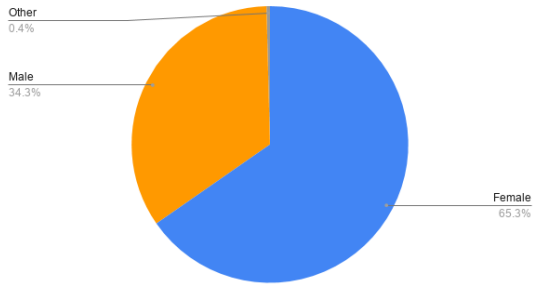
	Nr. of Responses
Smithycroft Secondary School 2020 Travel Survey	390
Glasgow Kelvin College Easterhouse and Springburn Student Travel Survey	253
Streets for All Commonplace Map	131
Glasgow Kelvin College Easterhouse and Springburn Staff Travel Survey	116
Glasgow Kelvin College East End Student Travel Survey	64
Glasgow Kelvin College East End Staff	25
Barriers to Active Travel Online Survey	22
One-to-one Interviews	2

The next paragraphs outline some of the demographic data of respondents.

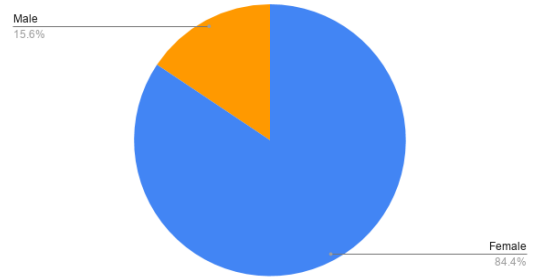
3.10.1. Gender Identities

A substantial majority of respondents from Glasgow Kelvin College identified as female (55.3%-84.4%). Similarly, 55.2% of respondents of the 2020 Smithycroft Travel Survey identified as female and only 39.5% as male. The gender identities of responses received via the Commonplace map were more balanced as 46.1% of respondents identified as female and 42.6% as male. The opposite was true for responses received via the online survey, with 70% of respondents identifying as male and only 30% identifying as female. The overall prevalence of respondents identifying as female suggests that we need to increase our efforts to reach out to more individuals who identify as male and those with other gender identities.

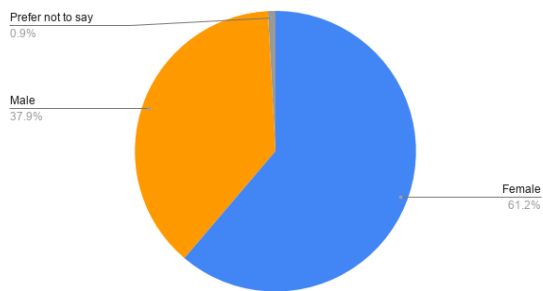
Easterhuse and Springburn Students: Gender Identities



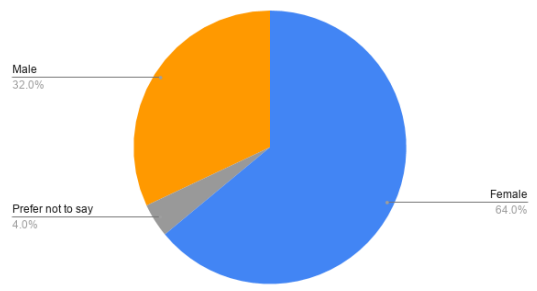
East End Students: Gender Identities



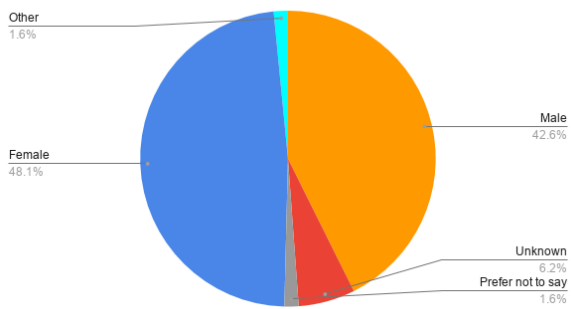
Easterhuse and Springburn Staff: Gender Identities



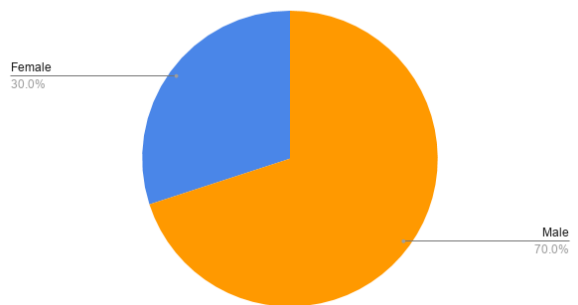
East End Staff: Gender Identities



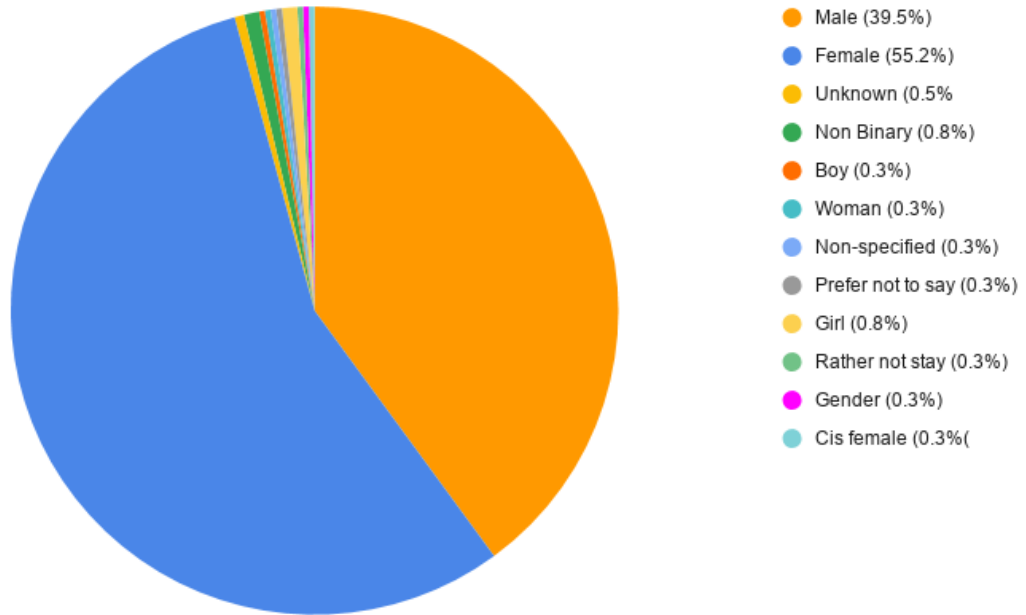
Commonplace: Gender Identities



Online Survey: Gender Identities

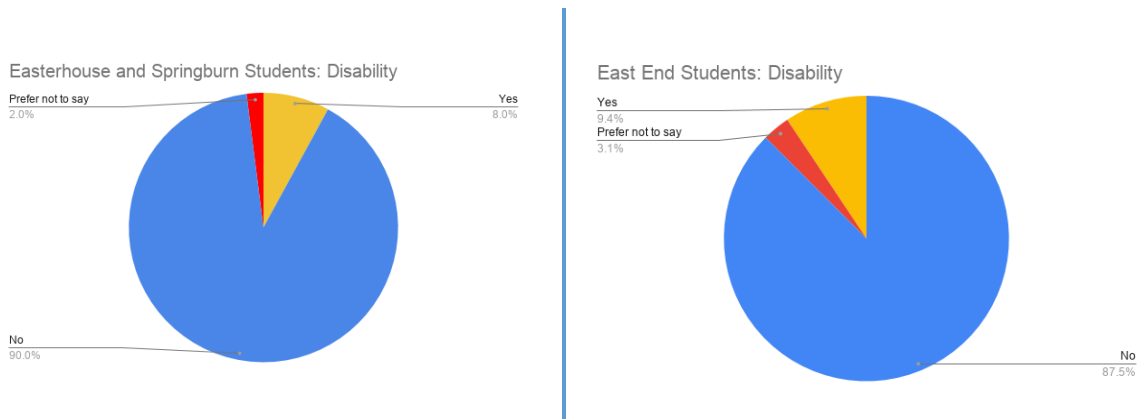


Smithycroft 2020: Gender Identities

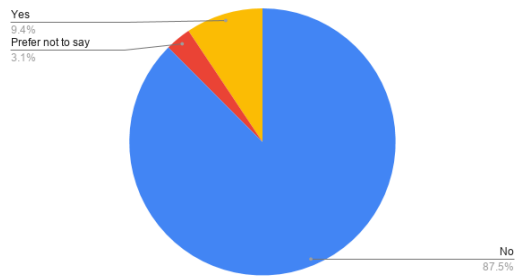


3.10.2. Disability or Impairment

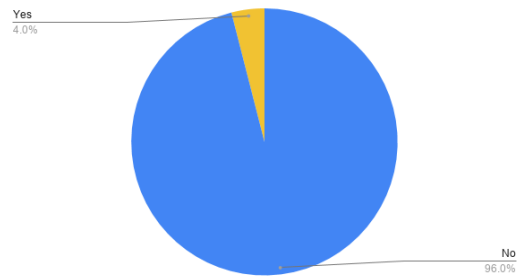
A small minority of respondents (4%-9.4%) to Glasgow Kelvin College’s surveys stated to have a disability or impairment. No respondents using the Online Survey reported to have a disability or impairment. We did not collect any data on disabilities or impairments via the Commonplace and the Smithycroft travel survey. It appears to be of paramount of importance to collect more responses from individuals with disabilities or impairments as the data for this group is very limited.



Easterhouse and Springburn Staff: Disability



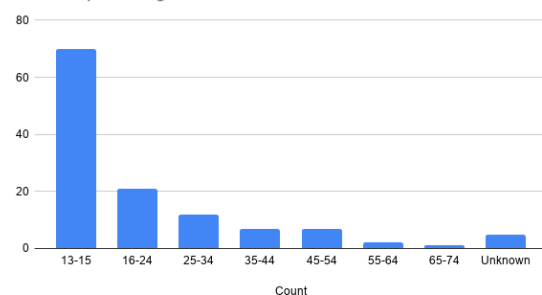
East End Staff: Disability



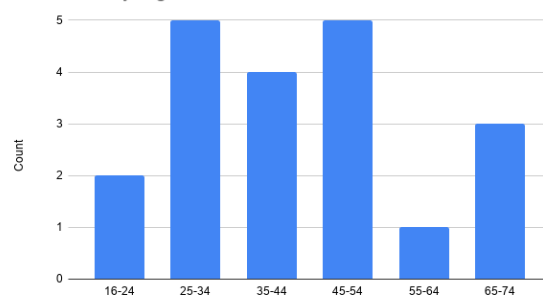
3.10.3. Age

Mostly younger age groups (13-24 years) made use of the Commonplace. The online survey was used by almost all age groups, except for those in the 55-64 age group. The 2020 Smithycroft Travel Survey and Glasgow Kelvin College’s Transport Survey did not collect any data on the age of participants. However, all respondents were between 12-17 years of age as we only surveyed pupils at Smithycroft Secondary. This suggests that we need to undertake greater efforts to reach older age groups as they are currently underrepresented in the surveys available to us.

Commonplace: Age



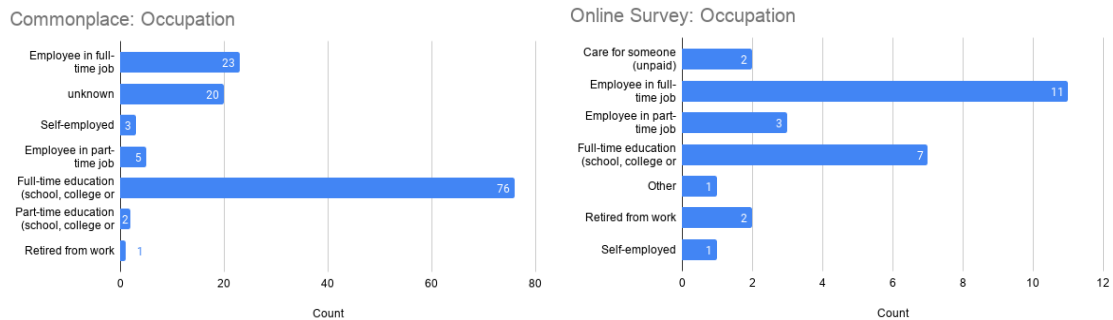
Online Survey: Age



3.10.4. Occupation

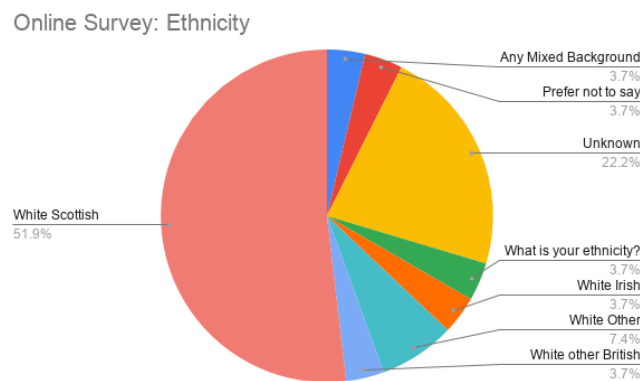
The biggest surveys were carried out in educational institutions. As a result, the vast majority of respondents to the surveys were either in full or part-time education. The second largest groups of respondents were people in full or part-time work. This data

indicates that we need to reach and consult more people outside these categories such as carers, retired people or individuals that are currently not working.



3.10.5. Ethnicity

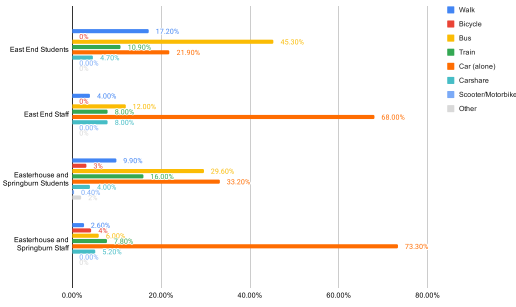
We collected very limited data on respondents ethnicity. The data from our online data suggests that we have primarily reached people identifying as 'white' and a very limited amount of people from other ethnicities.



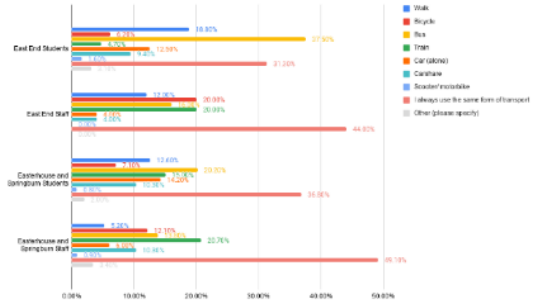
3.10.6. Means of Transportation

The surveys reached quite a mixed audience with regards to respondents primary modes of transportation. While people using cycling and walking were underrepresented in Glasgow Kelvin College’s Transport survey, individuals walking represented 30.6% and 38.8% of respondents in the Smithycroft Travel Surveys. Almost all respondents to the online survey stated to be cycling. The largest group of respondents to the Commonplace stated to be using walking as a means of transportation. People driving alone were underrepresented in the online survey and in the Commonplace. However, a large proportion of people that drive responded to Glasgow Kelvin College’s transport survey. For instance, 77.3% of staff at Easterhouse and Springburn who responded to the survey reported to be using their car alone to commute to college.

Main Way of Commuting

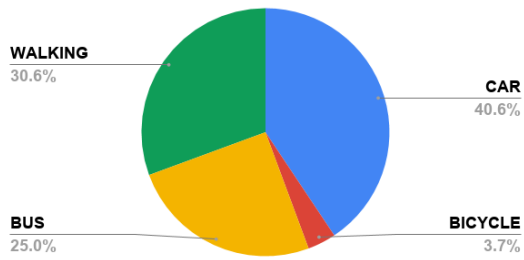


Other Ways of Commuting to College

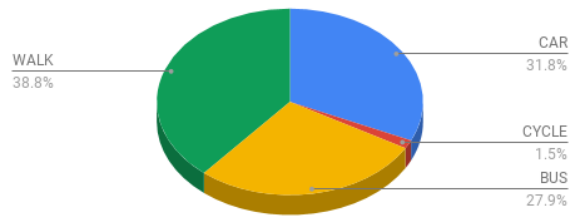


Transport Used to Travel to School

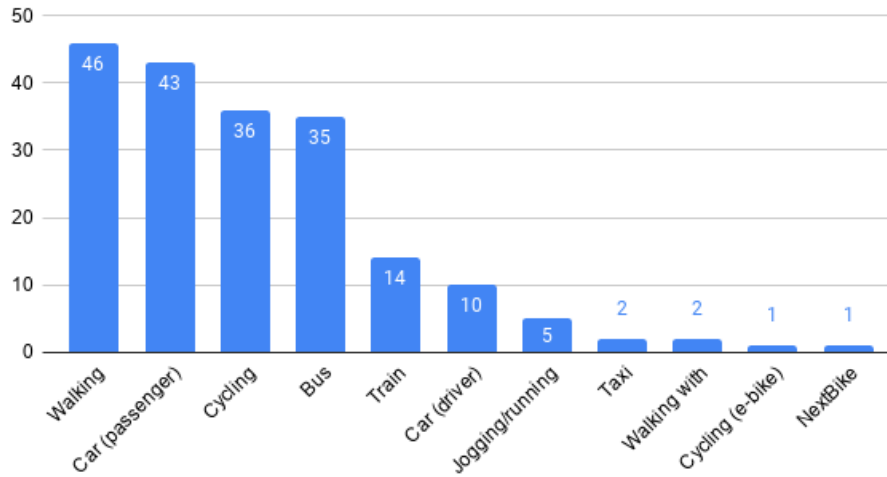
390 Pupils Surveyed - Smithycroft Secondary School March 2020



Total Journeys to Smithycroft Secondary School

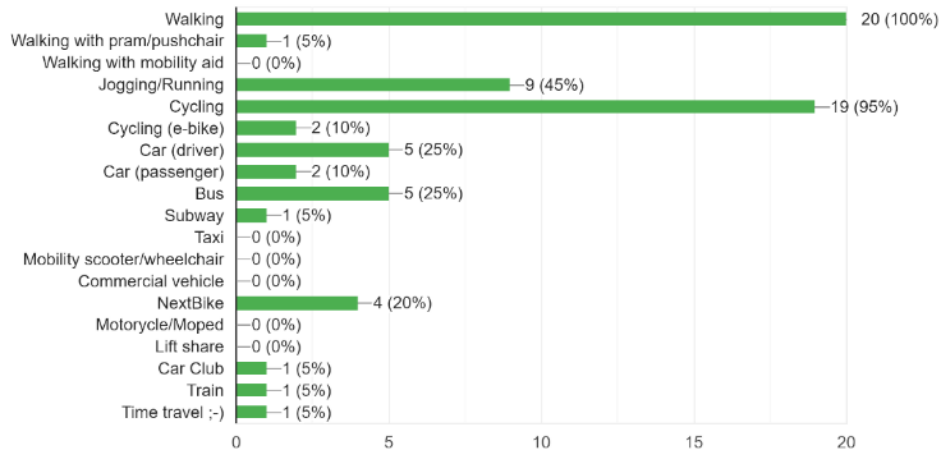


Commonplace: Means of transportation



In a typical week, how do you usually move around Glasgow? SELECT ALL THAT APPLY.

20 responses



Online Survey

4. Improvement Opportunities and Future Plans

We have identified several opportunities to strengthen the support for the North East City Ways project and to ensure that the needs and wishes of the amazing communities of North East Glasgow are met. If we are successful at reaching the next programme stage, we would like to undertake the following tasks:

- Vastly increase the outreach of the project to ensure we reach a greater and more diverse audience. This will be achieved through the following means:
 - Production of engaging materials for social media campaigns
 - Encourage more supportive groups to share information about the project through their communication channels
 - Letters
 - Street stalls (restrictions permitting)
 - Promote the project during other activities such as Dr. Bike and our E-bike loan scheme
- Analyse existing data further to identify barriers to active travel for certain groups. This will allow us to target behavioural change interventions more effectively
- Gain access to additional data to complement already existing data. We have identified the following opportunities for the collection of more data:

- Gain access to relevant data from the Public Conversation on Glasgow's Transport Future
 - Gain access to the seven day counts of cyclists on Langdale Street carried out by Sustrans in July 2020
 - Two students from Glasgow University's Civil Engineering programme will carry out work for the project as part of their coursework. The data collected by these students could potentially provide additional insights
- Diversify the ways people and groups can make their voices heard, participate and influence in the project, including people with protected characteristics. This will be achieved through the following means:
 - Continue to liaise with Glasgow Disability Alliance and prepare letters and surveys that they can forward to their members in the North East
 - Seek similar opportunities with other local groups
 - Display the project poster and leaflet in places frequented by members of local communities
 - Distribute the leaflet to people that are hard to reach through online engagements
 - Organise more online one-to-one interviews
 - Organise online focus groups
 - Remain responsive to e-mails about the project
 - Monitor a phone line that has been set up for the project and will be promoted through the project leaflet
- Ensure members of the public and interested organisations are kept up to date about the project's process. This will be achieved by:
 - Regularly updating the project's website
 - Posting on social media
 - Attending meetings of local groups to inform people about the project
 - Setting up a mailing list and sending out regular newsletters
 - Distributing letters to people who would like to be kept up-to-date about the project
- Collect or gain access to more data of the infrastructural barriers faced by pedestrians in the North East by:

- Measuring pedestrian light cycles at more crossings in systematic ways or gaining access to the timings of light cycles through Glasgow City Council
 - Map missing dropped kerbs in the project area
 - Map missing crossing points in the project area
- In case the global pandemic abides and stops posing a risk to local community members, we would carry out activities such as :
 - Public meetings around the project area
 - Public workshops in various locations in the project area
 - In-person interviews and focus groups
 - Walks with members of local communities