

Flourishing Molendinar Stage 1: Spaces for People Interventions Report

13 May 2021



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1. Summary of Findings

A diverse range of activities was carried out to determine levels of support for the '*Spaces for People*' interventions on Cumbernauld Road, Provanmill Road and Langdale Street. Activities were carried out as part of the wider consultation processes for the *Flourishing Molendinar* project. Specific questions concerning the temporary interventions were added to surveys and online consultations. Activities were carried out in collaboration with Smithycroft Secondary, St Philomena's primary and St Paul's Youth Forum. The general public was also invited to take part in activities. For instance, a social media campaign was carried out on Facebook and Twitter and an info pack was sent to 1750 households in Blackhill/Provanmill. People were invited to fill out an online survey, call a phone line, e-mail, and take part in three online consultations. A total of 401 people were engaged, with response rates for specific questions varying widely.

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

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

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

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

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

2. Overview of Activities

Activity	Dates	Participants/Respondents
On Bikes Steering Group Ongoing Consultations	18/11, 01/12, 16/12, 21/01, 11/02, 10/03	10
Online Survey	01/02/2020 – 01/05/2021	43
St Paul's Youth Forum Staff Consultation	20/01/2021	12
Faith Through Art Young People Consultation	11/02/2021	5
St Paul's Youth Forum Board of Trustees Consultation	10/03/2021	7
Online Public Consultation I	23/03/2021	6
Online Public Consultation II	24/03/2021	1
Online Public Consultation III	25/03/2021	3
Phone Conversations	Line open 08/03-01/05 2021	1
E-Mail	01/10/2020 – 01/05/2021	0
St Paul's Holiday Club Hands Up Surveys	12/04-16/04 2021	61
Smithycroft Staff Survey	20/04-30/04 2021	32
Smithycroft Pupil Survey	20/04-30/04 2021	252
Total	13 activities	401 people engaged ¹

3. Results

3.1. Context

Previous community consultations, surveys and engagements have consistently shown that the majority of those who engaged in our processes overwhelmingly rate the walk-, cycle- and wheelability of North East of Glasgow as *'very unfriendly'* or *'unfriendly'*. For instance, combining responses of conducted surveys, solely 8% of respondents rated the North East of Glasgow as *'very friendly'* for pedestrians and 4% rated the area as *'very friendly'* for cycling and 62% rated it either as *'very unfriendly'* or *'unfriendly'* for cycling.

Qualitative responses received via community consultations and surveys presented a similar image. Notably, attendees of the community consultation were not specifically asked to rate the walk-, cycle- and wheelability of the area. Nonetheless, attendees' general comments clustered around themes such as *'speeding'*, *'traffic'*, *'pollution'*, *'parking'*, *'maintenance'* and *'public transport'*. Attendees of the community consultations made statements such as *'the pollution for the area must be sky high'*, *'even in car feels dodgy because people speeding'*, *'quality of roads [is] dismal'*, *'I cycle everywhere, always get abused'* and *'Big articulated truck right along the street; residential street not built for it'*.

¹ Of which 199 stated to be aware of the *'Spaces for People'* interventions

Of the 241 pupils surveyed at Smithycroft Secondary in April 2021, 71% stated that it is either *'very important'* or *'important'* for Glasgow to tackle climate change.

The sentiments expressed in the surveys and during the consultations suggests that there is a strong desire in the North East of Glasgow to improve conditions for active travel and to tackle climate change at a local level.

Similarly, data gathered for the *'Flourishing Molendinar'* project showed very high levels of support for the project. For instance, during the community consultations, people issued statements such as:

'Exciting to wait and see'

'All thought it was quite exciting'

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

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

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

'Will get bikes and e-scooters off pavement'

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

'Will mean a happier and healthier community'

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

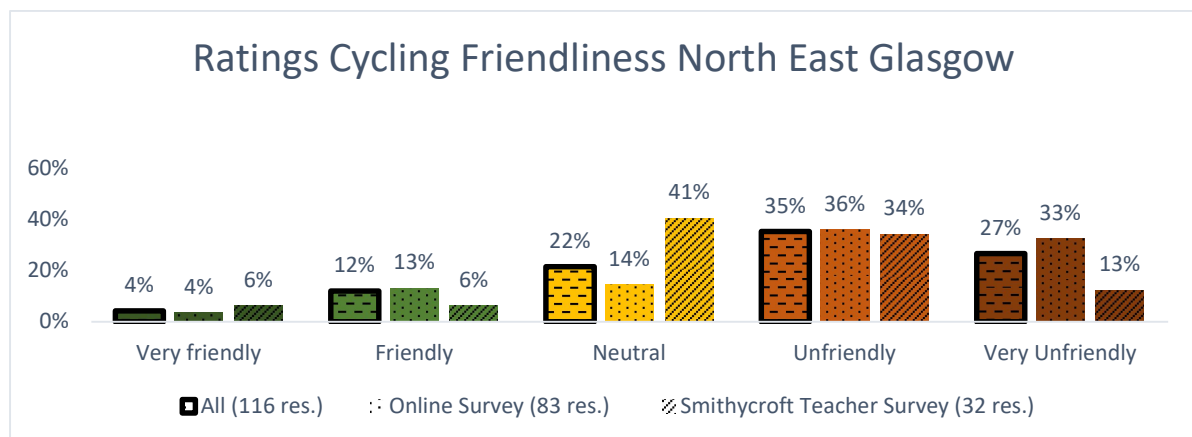
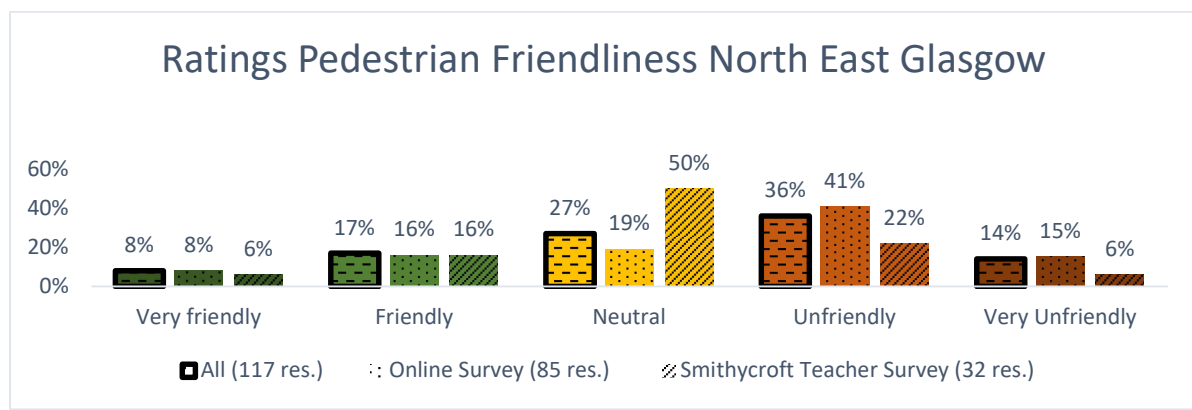
70% of respondents to the Smithycroft pupil survey were either *'very happy'* or *'happy'* to *'separate people on bikes from other traffic'*, 61% with *'more planters and greenery'* and 56% to *'change junctions to make it safer and easier for people walking, cycling and wheeling'*. In the online survey, 84% - 94% of respondents indicated that they would be *'very happy'* or *'happy'* with any of the changes proposed as part of the *Flourishing Molendinar* project². 59%-95% of respondents to the Smithycroft teacher survey indicated that they would either be *'very happy'* or *'happy'* with them. Crucially, lower levels of support only seldomly resulted in respondents selecting a negative response (*'very unhappy'* and *'unhappy'*). Instead, responses aggregated around the *'neutral'* option. For instance, 54% of those surveyed through the Smithycroft pupil survey selected the *'neutral'* option when asked how they felt to *'Reduce the speed limit to 20mph on affected roads'*, while 41% selected this option with regards to *'Change junctions to make it safer and easier for people walking, cycling and wheeling'*. Similarly, 22% of teachers surveyed at Smithycroft Secondary stated to be *'neutral'* about the

² Build more continuous pavements to make it easier for people who walk, push prams and use wheelchairs; Change junctions to make it safer and easier for people walking, cycling and wheeling, More planters and greenery; Reduce the speed limit to 20mph on affected roads; Increase lighting in some locations to make them safer; Separate people on bikes from other traffic; Make some places, such as underpasses and crossings, more pleasant environments; Murals painted by local groups; Install shelters at all bus stops; Change Langdale Street so it's open to local residents but closed to big lorries and cars that are just passing through

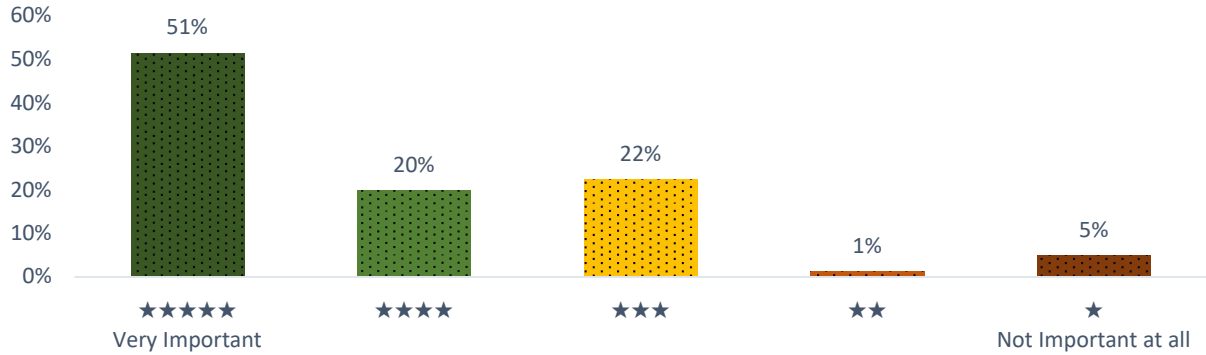
proposal to ‘Reduce the speed limit to 20mph on affected roads’ and to ‘Change junctions to make it safer and easier for people walking, cycling and wheeling’.

These results are arguably very relevant for the ‘Spaces for People’ interventions due to the overlap of the rationales behind the scheme and the *Flourishing Molendinar* project. These results indicate that support for some of the *principles* of the ‘Spaces for People’ interventions is very high among those who engaged with the community consultations activities.

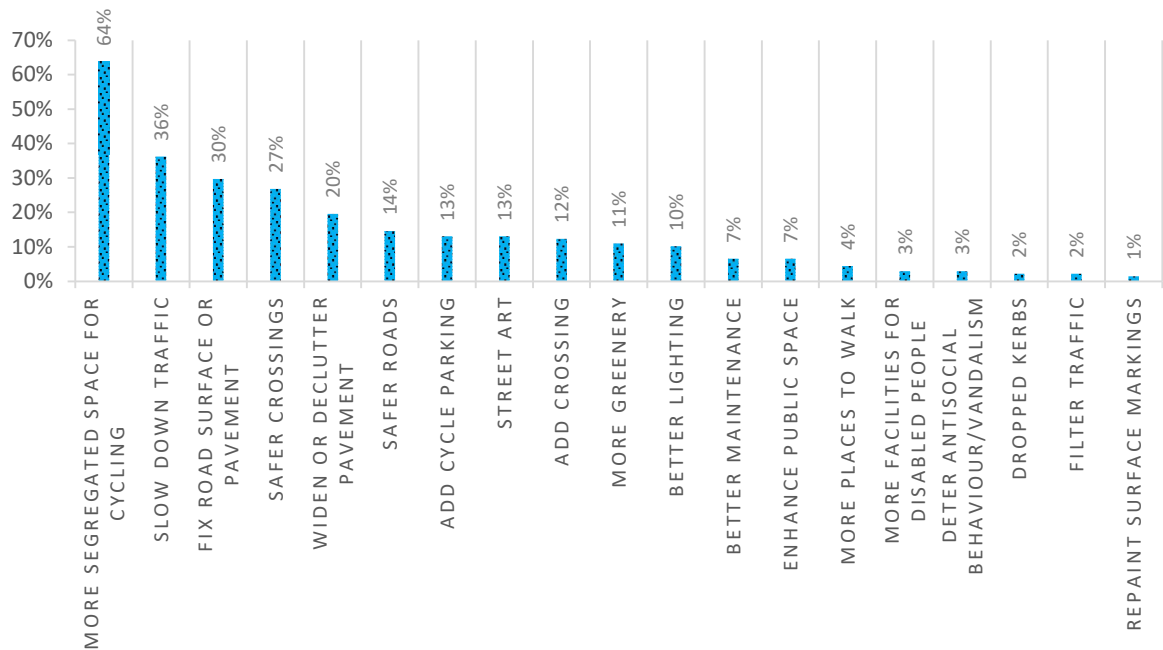
More details regarding the opinions of active travel provisions and barriers to active travel in the North East of Glasgow can be found in the accompanying reports ‘Stage 1: Community and Engagement Stakeholder Summary Report’ and ‘Stage 0: Preliminary Barriers to Active Travel’.



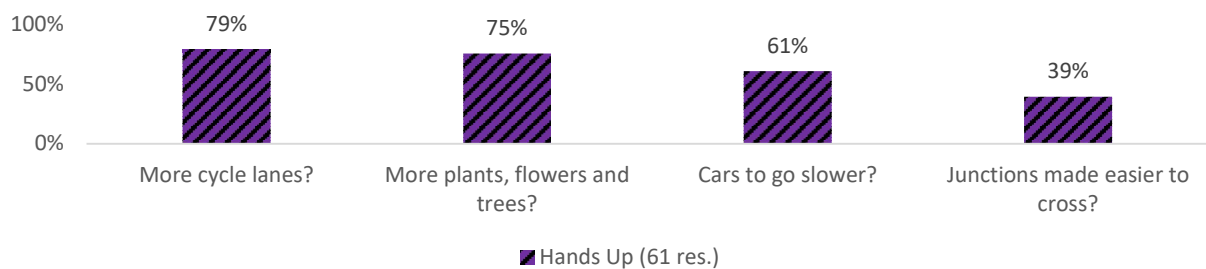
How important do you think it is for Glasgow to tackle climate change? (Smithycroft Pupil Survey, 241 res.)



HOW COULD WE MAKE IT BETTER? COMMONPLACE (138 RES.)



Who wants ... ? Holiday Club Hands Up Survey

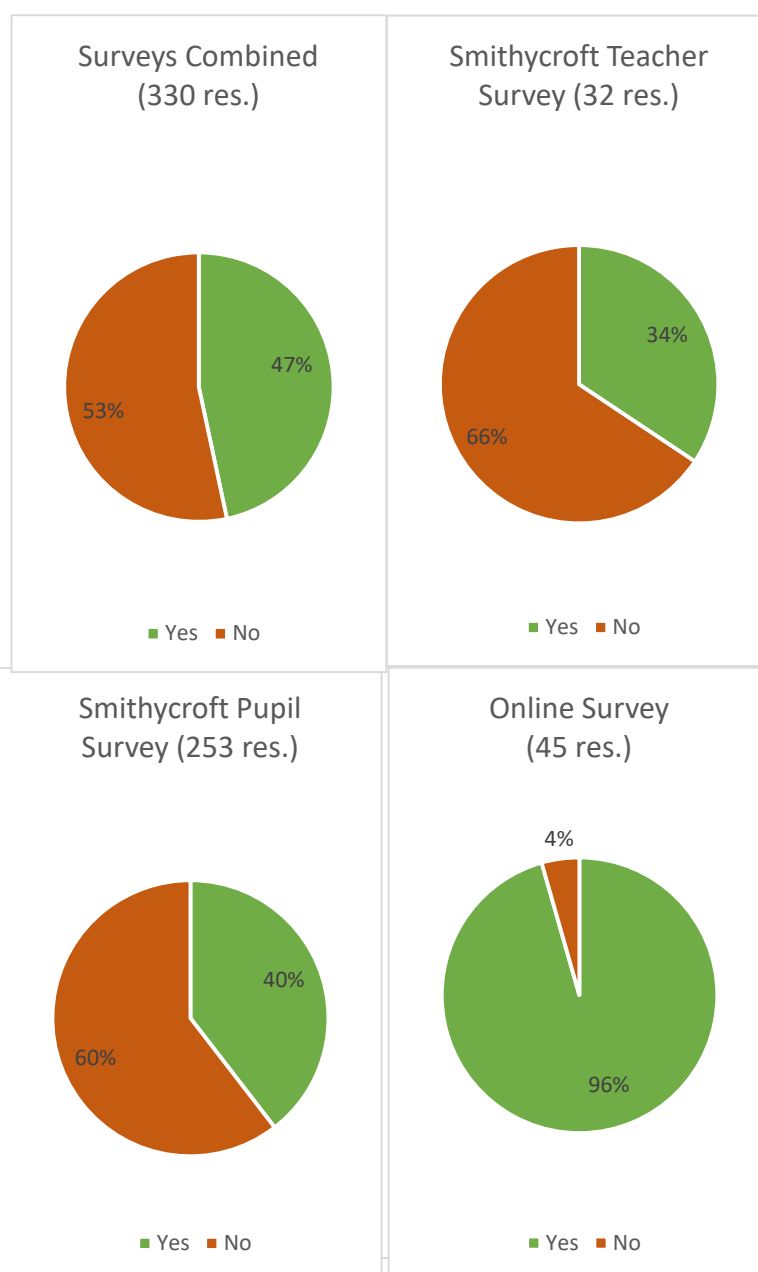


3.2. Spaces for People

3.2.1. Awareness

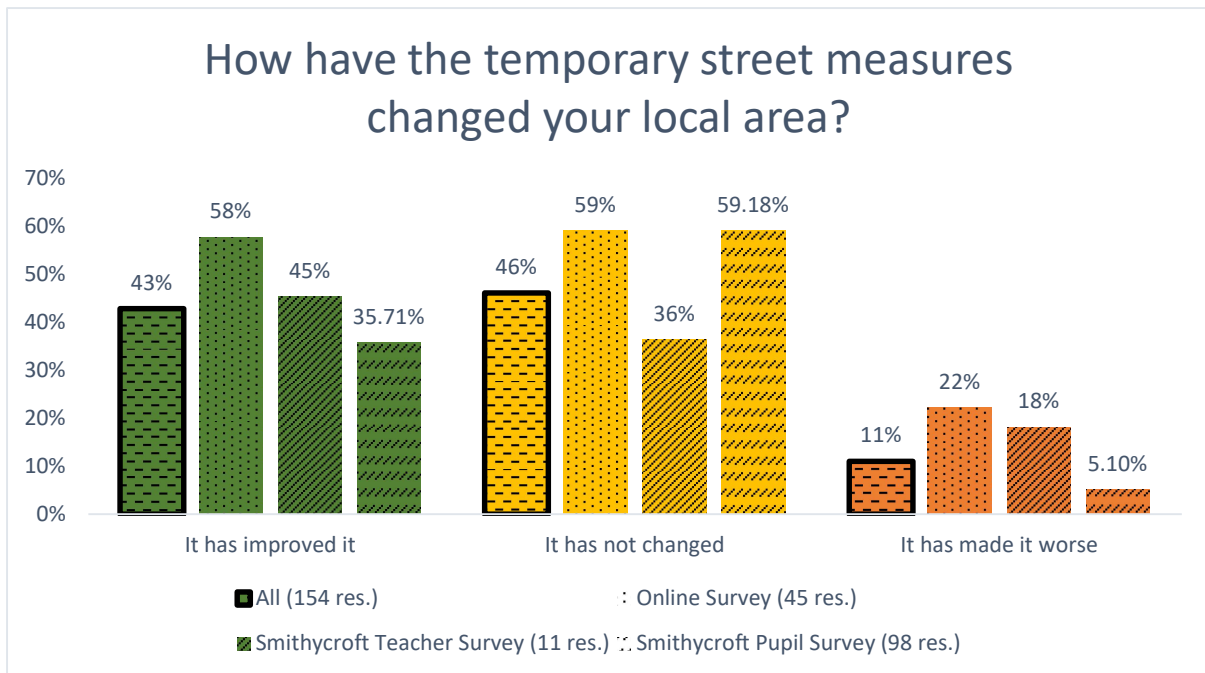
A high proportion of survey respondents was not aware of the ‘*Spaces for People*’ interventions in the local area. Levels of awareness varied starkly. For instance, 66% of respondents to the Smithycroft teacher survey stated to be unaware of the interventions, while only 4% reported to be unaware of the ‘*Spaces for People*’ scheme in the online survey. This lack of awareness was not found in the online community consultations, where almost all participants were aware of the interventions, with many specifically joining because they wanted to express their opinions about the ‘*Spaces for People*’ scheme.

Are you aware of the temporary infrastructure (such as cones for pavement widening, pop-up cycle lanes, etc.) in your local area?



3.2.2. How have they changed the area? Appearance and concerns.

Combining survey responses, the majority of all respondents (43%) indicated that the temporary street measures have not changed their local area, while 43% expressed they have made the area better. Only 11% selected the option 'it has made it worse'.



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

'Lots of them have been knocked off, lying on the road, lots of them broken off, lying all over the places, pretty messy'

'Cars drive over them, they shouldn't, not clear, should have something along there that would stop cars going over them'

'Don't like them, can't see them in the snow, lying on the pavement'

'Cycle lanes are the worst thing ever, smashed the tyre, £135 for new tyres'

'I do not like the black and white rubber arches used in bike lanes'

Similarly, criticism of the overall quality of the cycle lanes is illustrated through the following quotes:

'Also needs to be safe for prams, people in mobility scooters, children cycling'

'Look very different to pavement type cycle lanes. More of an eyesore. Temporary in look and feel'

'People in other areas [of Glasgow] also just smash [into] them; cycle infrastructure is not safe; would you let a 12 year old cycle on it? Definite no on Cumbernauld Road'

'While there have been welcome improvements to the cycle path on Cumbernauld Road [...], it does not appear complete with potholes/poor surface and it needs to be extended.'

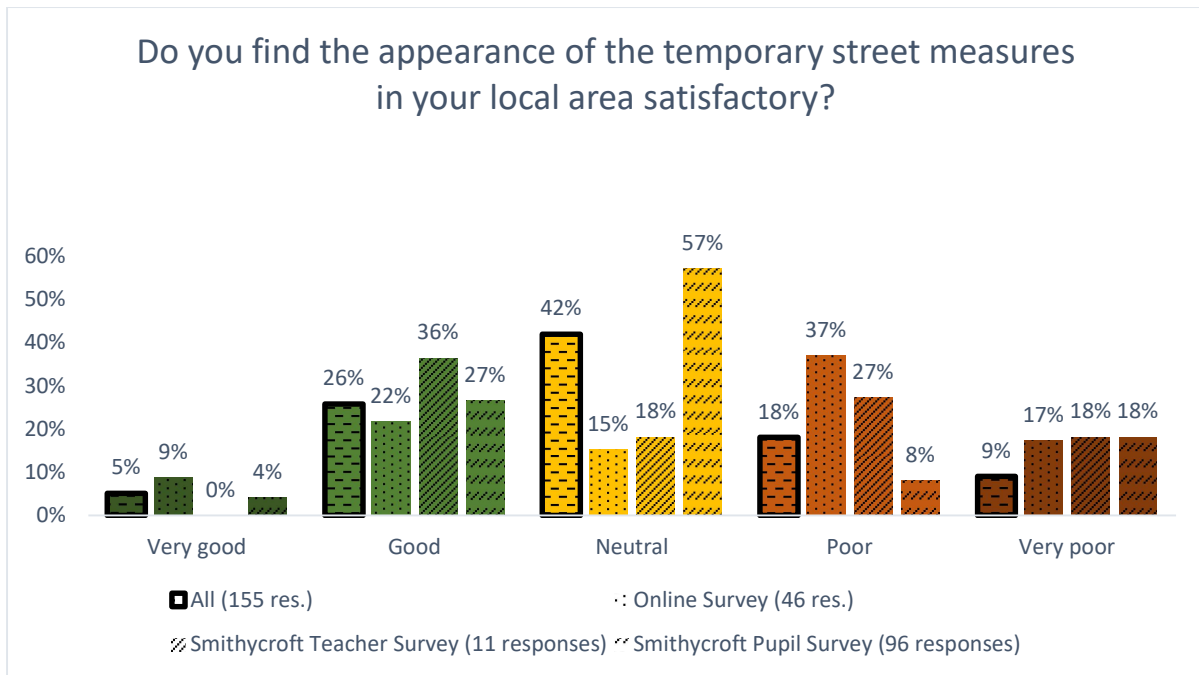
A small cluster of responses indicated opposition to the cycle lanes per se, illustrated through the following quotes:

'There are enough cycle lanes & the temporary ones do not need to be made permanent!'

'I think common sense is more important, everyone needs to take responsibility for their own safety. We don't live in a nanny state'

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

Opinions regarding the aesthetic of the temporary interventions were found to be mixed in the surveys. Most respondents (42%) selected the *'neutral'* option when asked about the appearance of the local street measures and 31% of respondents reported that they either found their appearances *'very good'* or *'good'*. However, a substantial proportion of respondents expressed a dislike for the aesthetic of the interventions, with 27% of all respondents expressing that they find their appearance *'poor'* or *'very poor'*. The online survey attracted the highest proportion of negative attitudes regarding to appearance of the temporary interventions, with 54% of respondents selecting the *'poor'* or *'very poor'* option.

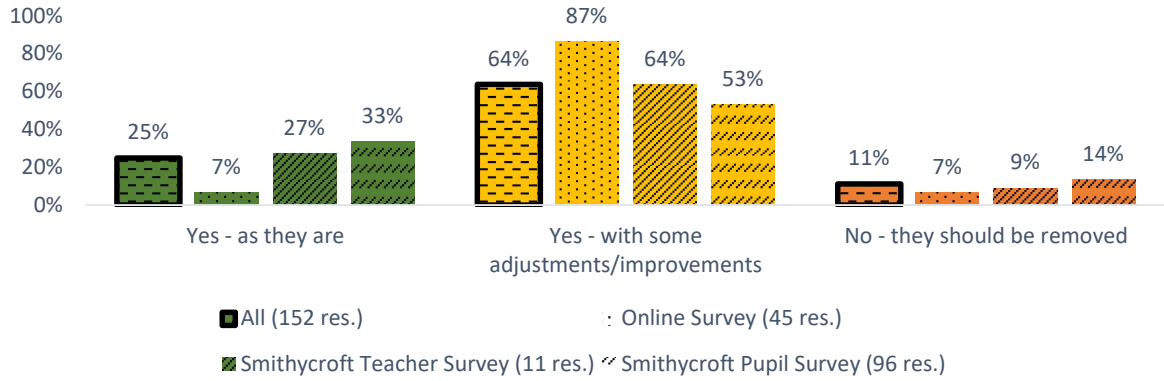


3.2.3. Levels of Support to maintain temporary interventions

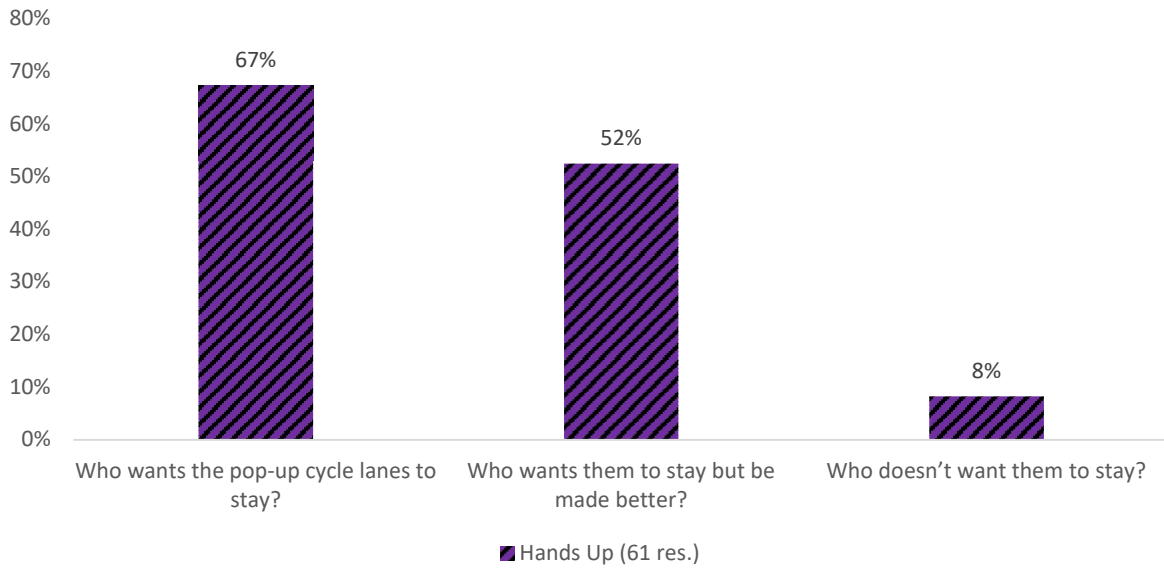
Levels of support to make the ‘*Spaces for People*’ interventions permanent was high in all surveys. Combining surveys, 64% of respondents expressed that they wanted them to be made permanent ‘with adjustments/improvements’, while an additional 25% of all respondents wanted them to be made permanent ‘as they are’. Thus, 89% of respondents to this section of the surveys wanted the ‘*Spaces for People*’ measures to stay, albeit mostly in an adjusted format. A small number of survey respondents (11%) thought that they should be removed, with the highest proportion of respondents (14%) choosing this option in the Smithycroft pupil survey. Similarly, 67% of St Paul’s Youth Forum’s holiday club attendees wanted the pop-up cycle lanes to stay, with only 8% saying that they did not want them to stay.

Moreover, the online survey and the Smithycroft teacher surveys specifically asked respondents how strongly they would support making the ‘*Spaces for People*’ measures permanent on specific streets. Levels of support were largely mirrored to the ones found above, with 84%-85% of respondents indicating that they would either ‘strongly support’ or ‘support’ making the pop-up cycle lanes permanent on Provanmill Road, Cumbernauld Road and Langdale Street. The highest level of discontent was found in the Smithycroft teacher survey concerning Provanmill Road. Here, 15% of respondents indicated that they would either ‘strongly oppose’ or ‘oppose’ making the scheme permanent.

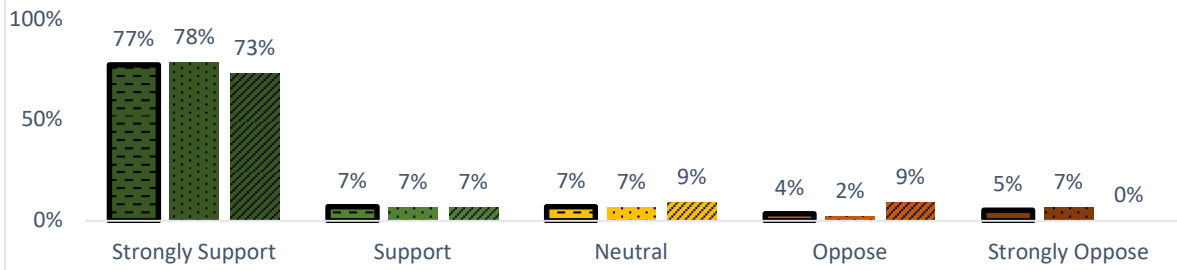
In your opinion, should any of the Spaces for People measures in your area become permanent?



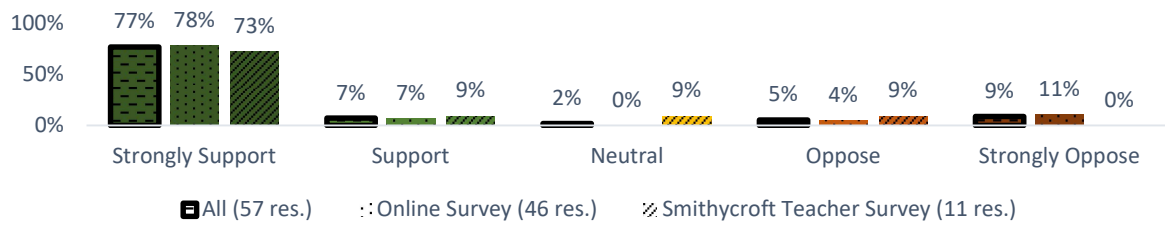
Pop-up Cycle Lanes Holiday Club Hands Up Survey



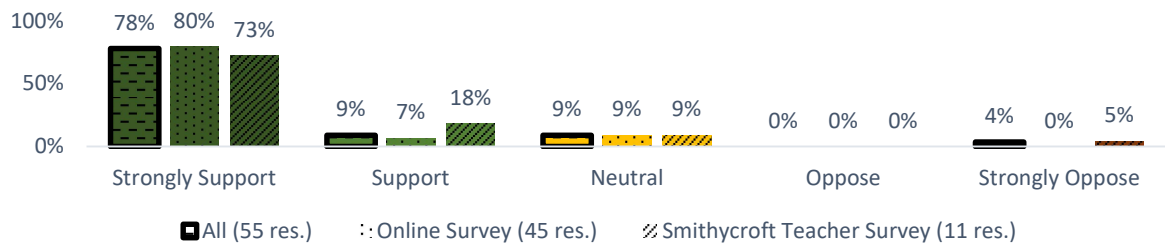
Cumbernauld Road



Provanmill Road



Langdale Street



3.2.4. Improvement Ideas

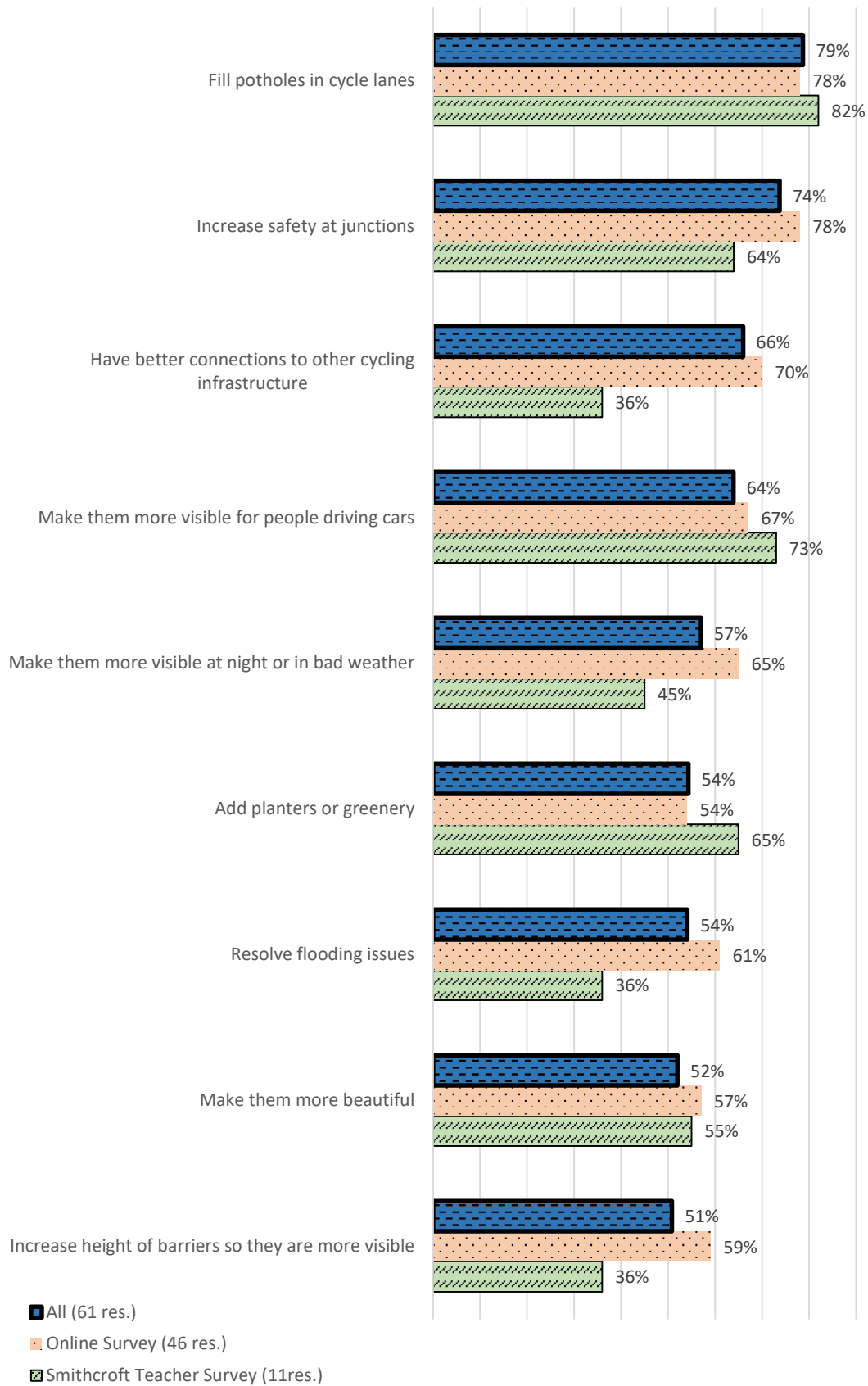
The online community consultations also collated ideas participants had to improve the pop-up cycle lanes. The following ideas were identified:

- Increase the height/width of separators, i.e. through planters
- Increase their visibility, i.e. add lights to them
- Connect them with other infrastructure
- Consider two-way cycle track
- Make them more permanent and connect to city
- Continue at junctions
- Special crossings for people cycling
- Remove them

(Please note that the order of improvement ideas is arbitrary).

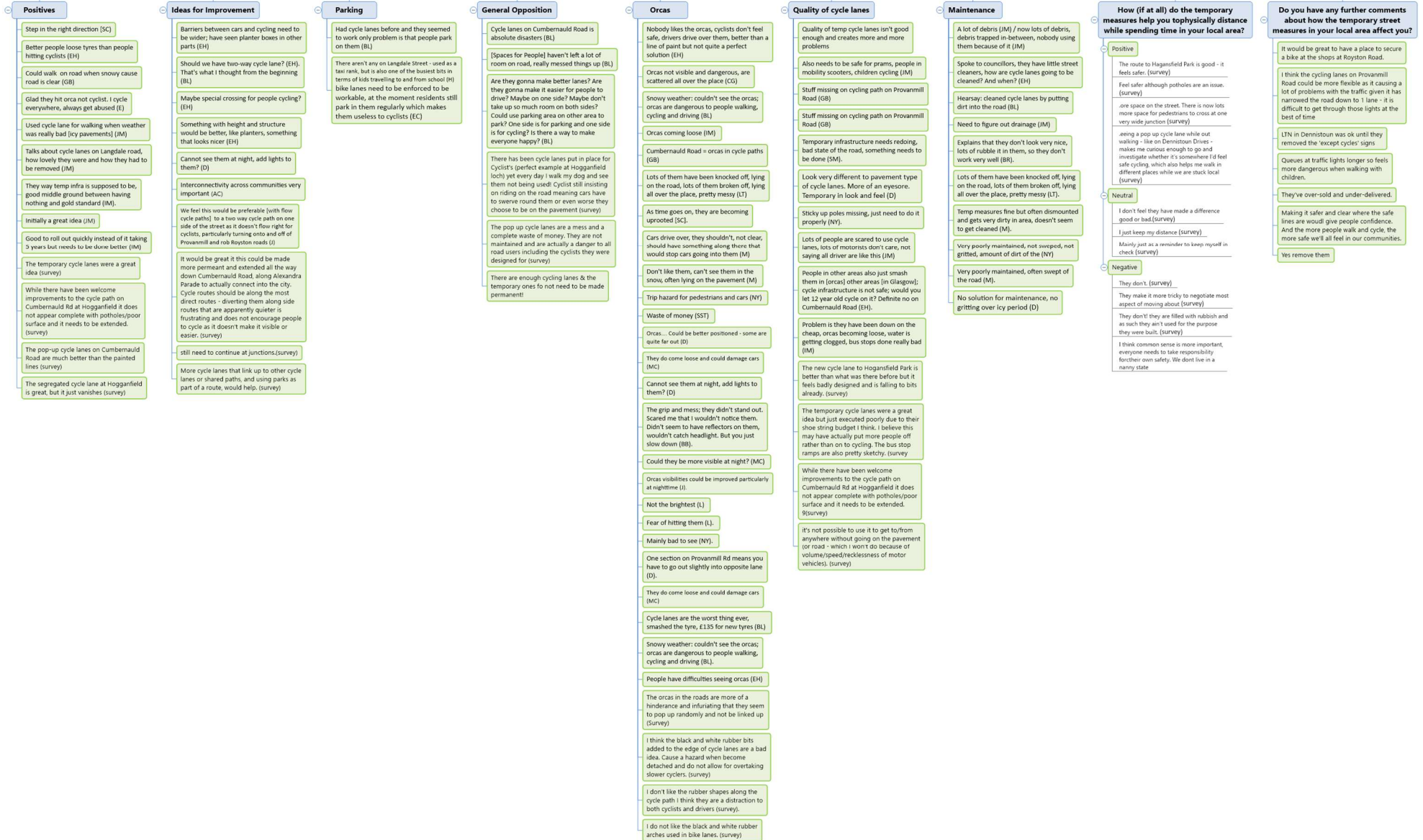
Moreover, the online survey and the Smithycroft teacher survey allowed respondents to pick options to improve the pop-up cycle lanes. The most popular options were: *'Fill potholes in cycle lanes'*, selected by 79% of all respondents; *'increase safety at junctions'*, selected by 74% of respondents;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

How could the pop-up cycle lanes be improved?



Thematic Overview Qualitative Responses Sentiment Flourishing Molendinar

Spaces for People

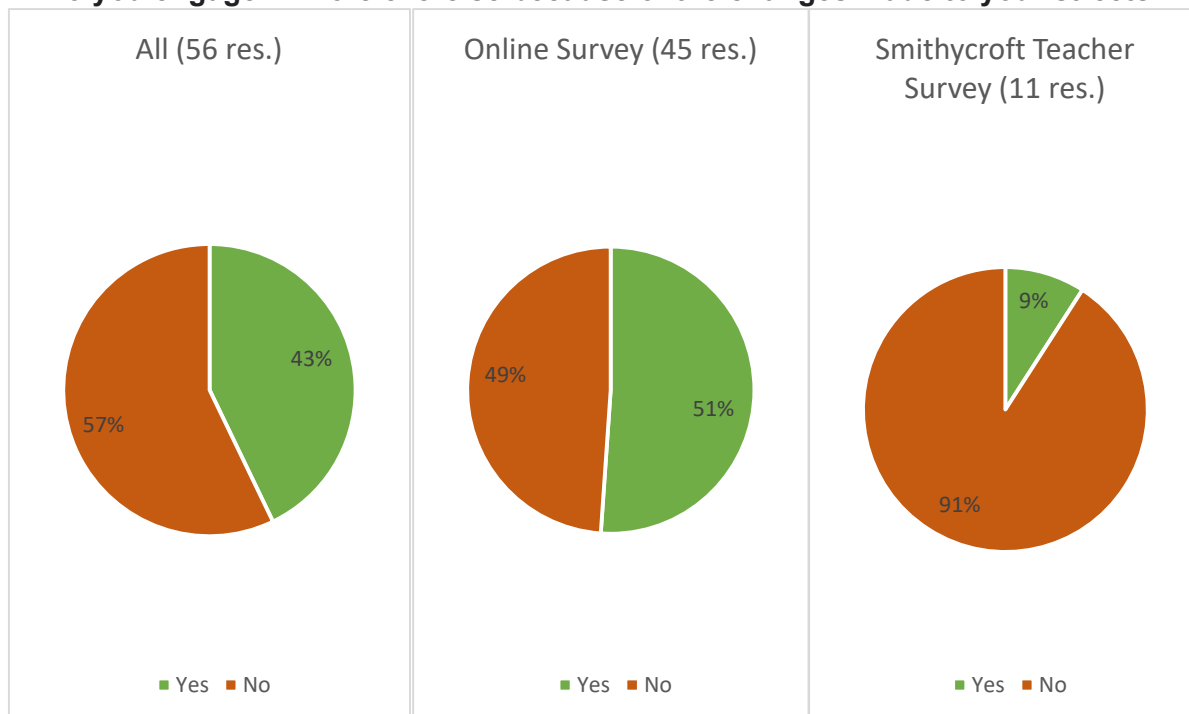


3.2.5. Usefulness

Results regarding the 'Spaces for People' schemes usefulness are very mixed, with no clear picture emerging from the surveys. When asked how useful the interventions have been for 'visiting friends and family', 'doing the school run, going to work', 'carrying out shopping', 'exercising', or 'getting to healthcare', approximately 1/5th to 1/3rd of respondents selected the options 'helpful', 'not helpful' or 'neutral'. For instance, 37% of respondents to the online survey indicated that the interventions had been 'helpful' to make journeys to healthcare, while 33% of Smithycroft teacher survey respondents indicated they were 'not helpful' for those journeys.

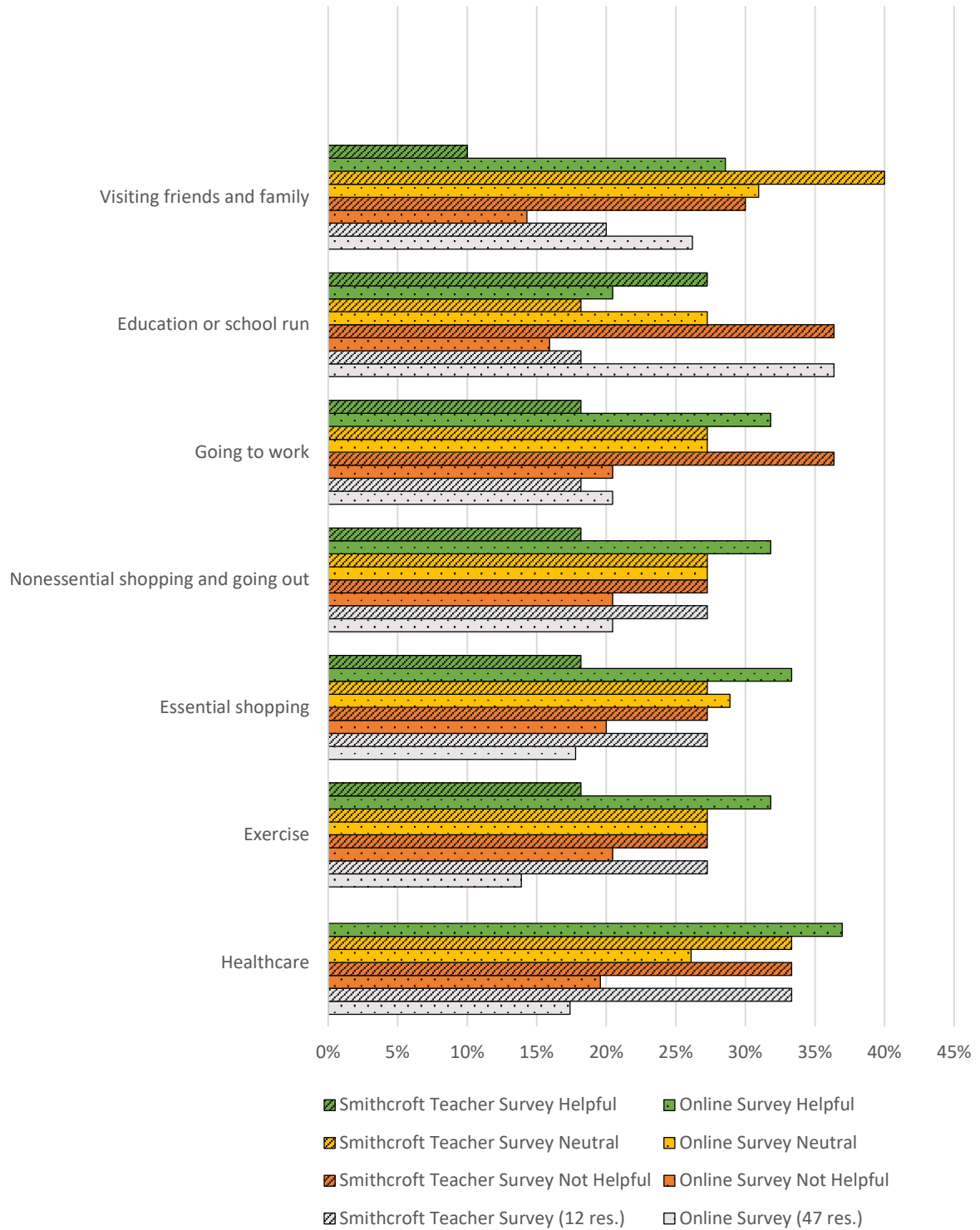
The combined responses to the Smithycroft pupil survey and the online survey showed that 43% of respondents engaged in more exercise because of the changes made to their streets, while 57% indicated that they did not. Notably, it is difficult to interpret the significance of these results, an issue that is further compounded due to the relatively small number of responses to the question. If the positive results that were obtained are somewhat representative of the wider population in the area, they could be viewed as a significant public investment of public health, which would be particularly valuable due to the poor levels of health in the of North East Glasgow (ScotPHO, 2010)³ and during a global health crisis.

Do you engage in more exercise because of the changes made to your streets?



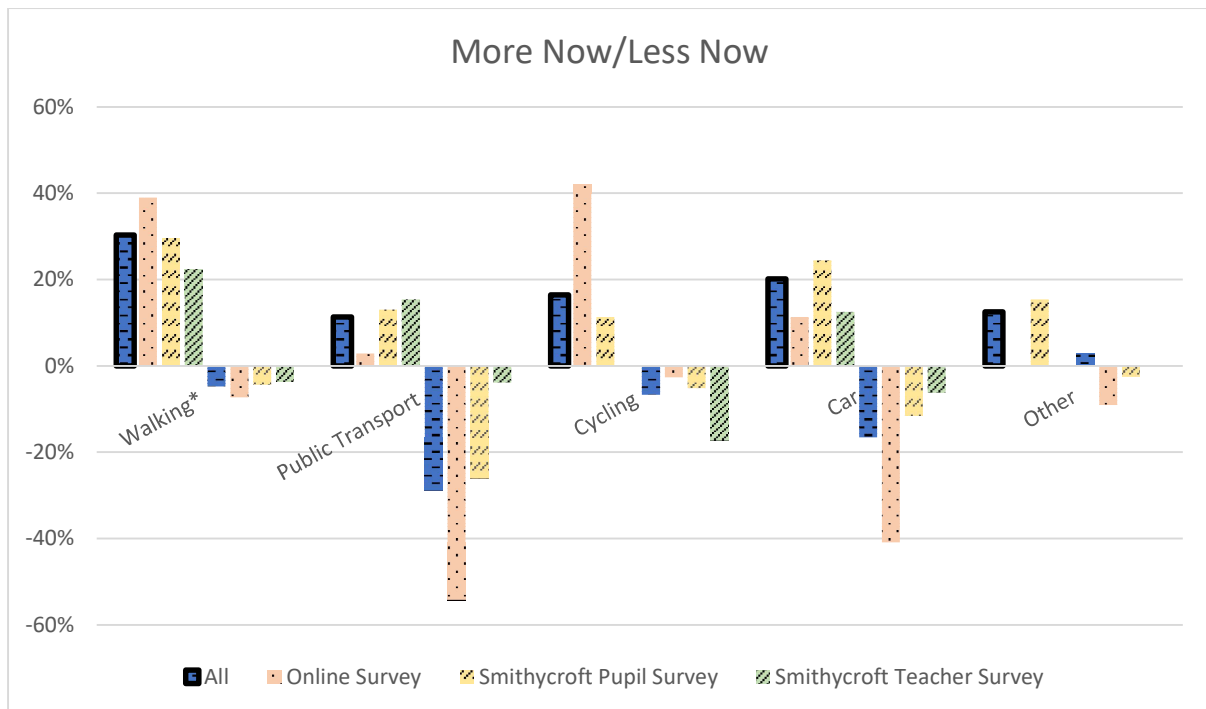
³ https://www.scotpho.org.uk/web/FILES/Profiles/2010/Rep_North_East_Glasgow.pdf

Over the past one year (i.e. covid-19 period), how helpful have the temporary measures in your area in making you physically distance while making these journeys?

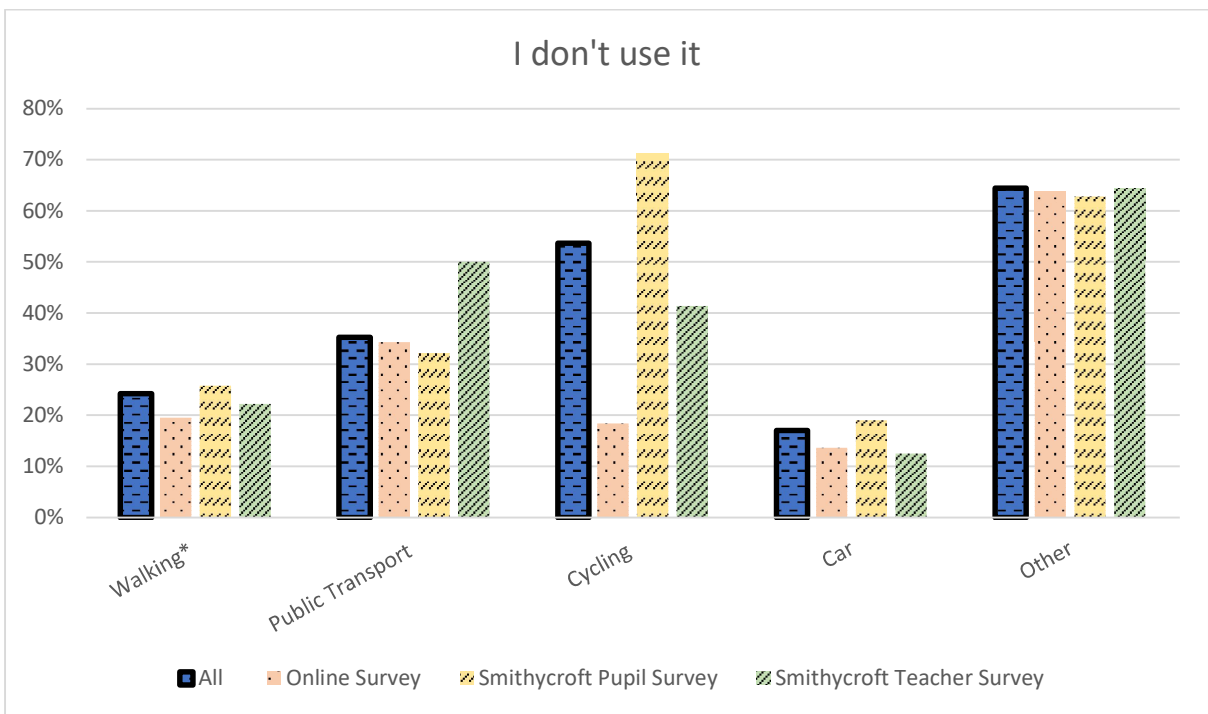
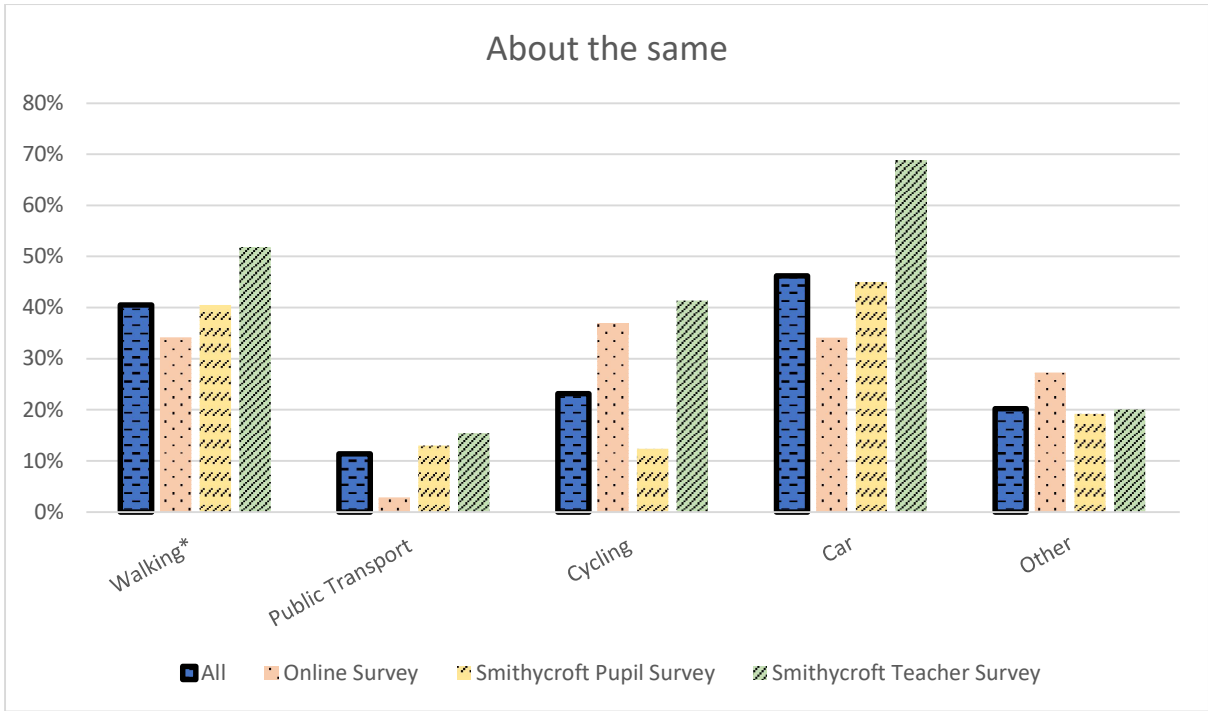


3.2.6. Behaviour Changes

39% of respondents reported that they walk more now compared to before the pandemic, while 16% said they cycled more and 20% said they used the car more. Bus usage saw the largest drop, with 29% of respondents stating that they used the bus less now compared to before the pandemic. A high proportion of respondents also reported that they did not change their travel behaviours, with 40% stating that they walk the same as before and 46% saying that they use the car the same as before. The smallest shift in travel behaviours appears to have occurred among teachers of Smithycroft secondary, with 69% of respondents to the Smithycroft teacher survey saying that they used their car the same as before.⁴ Moreover, 54% of respondents to all surveys reported that they 'do not use' cycling and another 24% reported that they 'do not use' walking. Solely 17% responded they 'do not use' the car, indicating that the surveys reached a high proportion of car users.



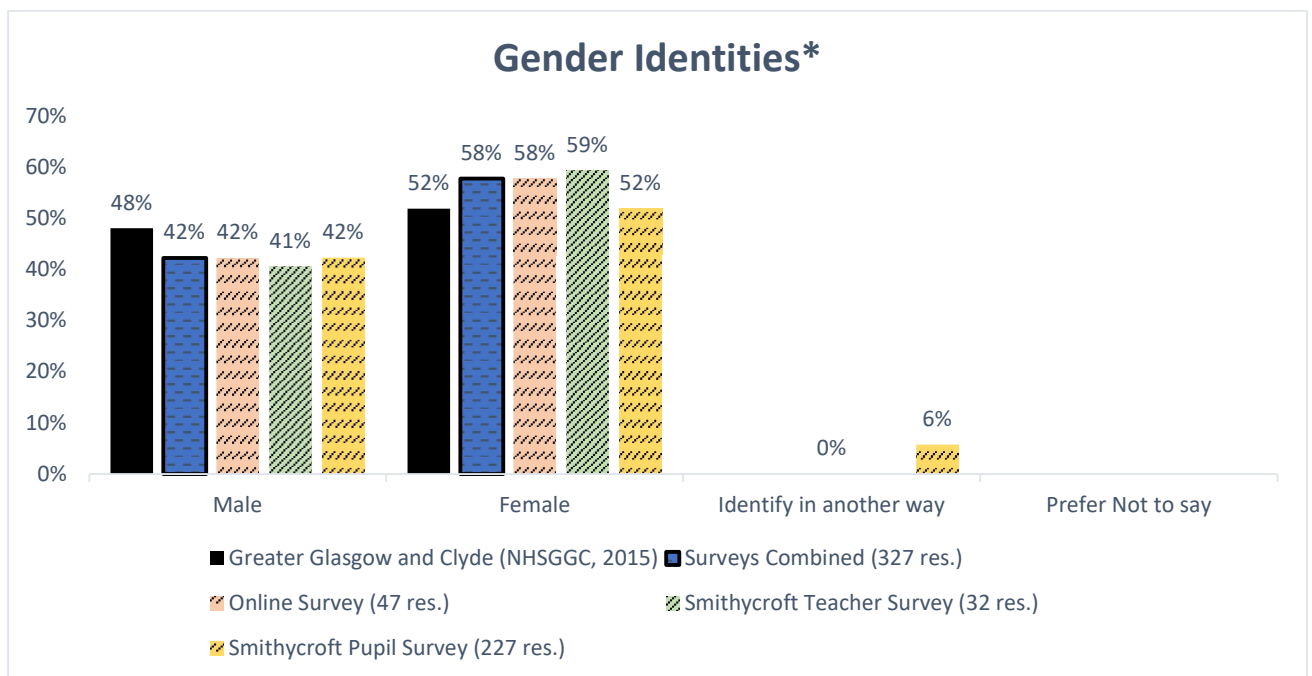
⁴ It should be noted that the vast majority of Smithycroft teachers responding to the survey indicated to be living in postcode areas outside the 'Spaces for People' interventions analysed in this report



4. Demographics⁵

4.1. Gender Identities

The surveys broadly appeared to reach gender identities corresponding with the general populations of the North East of Glasgow. According to NHSGCC (2015)⁶, 52% of residents of the North East are *'female'*. Combining surveys responses, 58% of all respondents reported their gender identity to be *'female'*, while 42% described their gender identity as *'male'*, which is 6% lower than in the North East of Glasgow overall (NHSGCC, 2015). The surveys thus appear to be slightly skewed towards people identifying as *'female'*, with people identifying as *'male'* slightly underrepresented. 6% of survey respondents identified in another way, with no comparable data identified for the North East overall, making it impossible to judge the adequacy of representation of non-heteronormative gender identities in the surveys.



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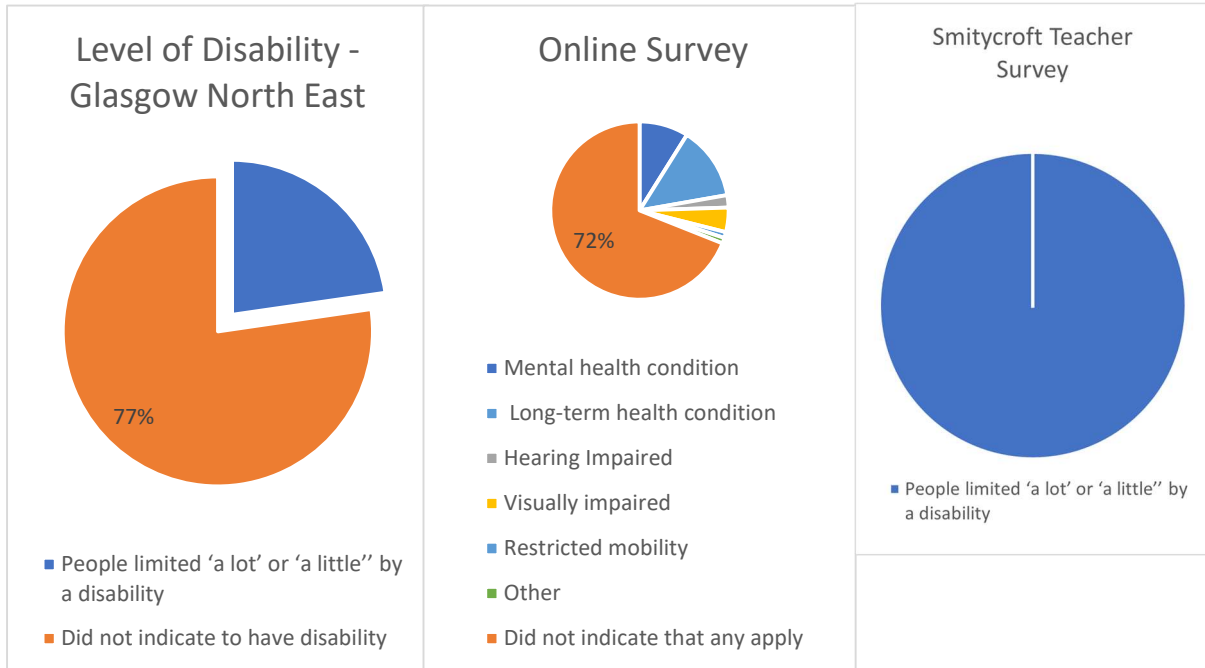
⁵ Demographic data is limited to survey responses as no demographic data was collected from people attending online consultations

⁶ https://www.nhsgcc.org.uk/media/234486/nhsgcc_ph_dphreport2015_population_of_nhsgcc.pdf

⁷ *no data available for gender identities of people participating face-to-face, no data for other or prefer not to say for Glasgow CC

4.2. Disability or Impairment

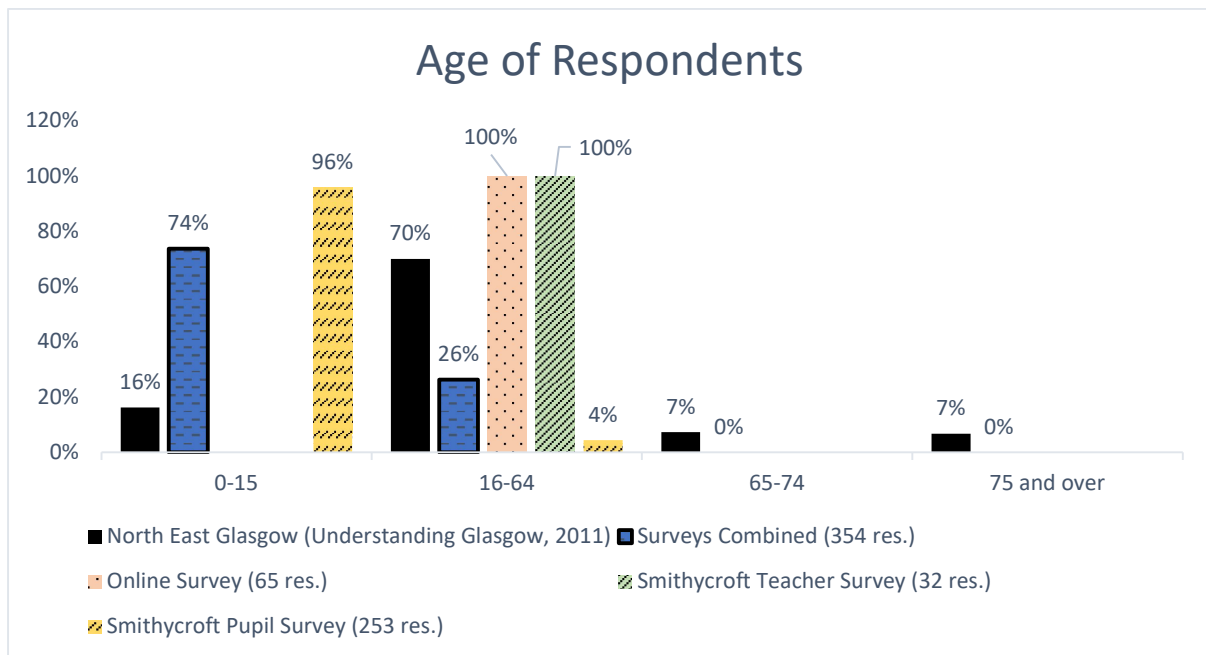
According to Understanding Glasgow (2011)⁸, 22.7% of people in the North East of Glasgow are limited 'a lot' or 'a little' by a disability. Comparable percentages in the surveys ranged from 0% to 28%. Comparisons are complicated by the fact that the online survey utilised a more varied set of response options.



⁸ https://www.understandingglasgow.com/profiles/neighbourhood_profiles

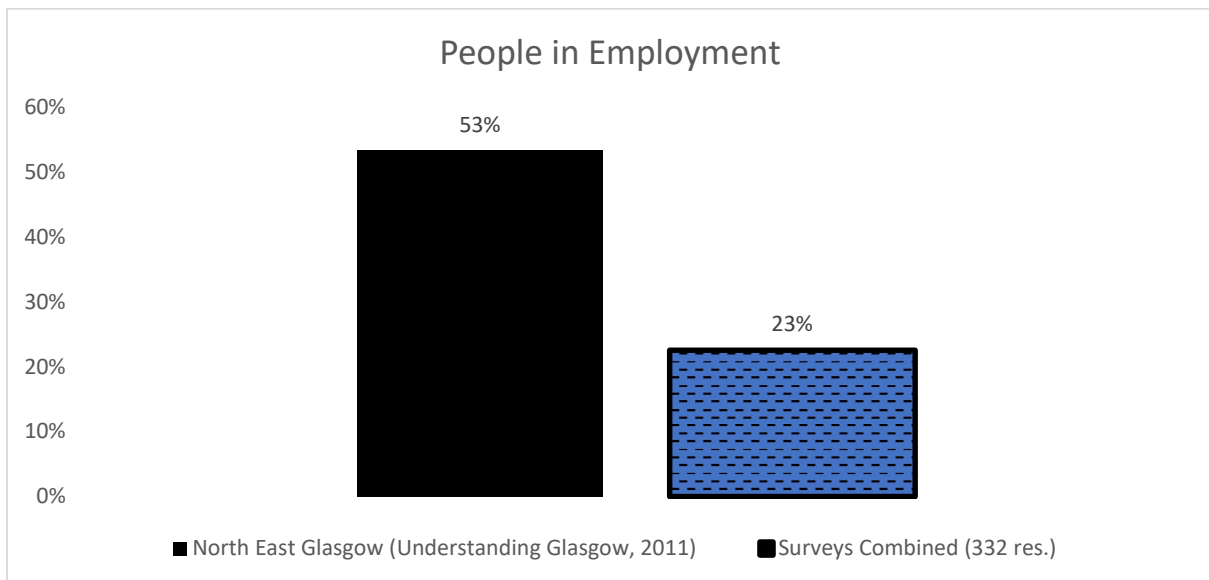
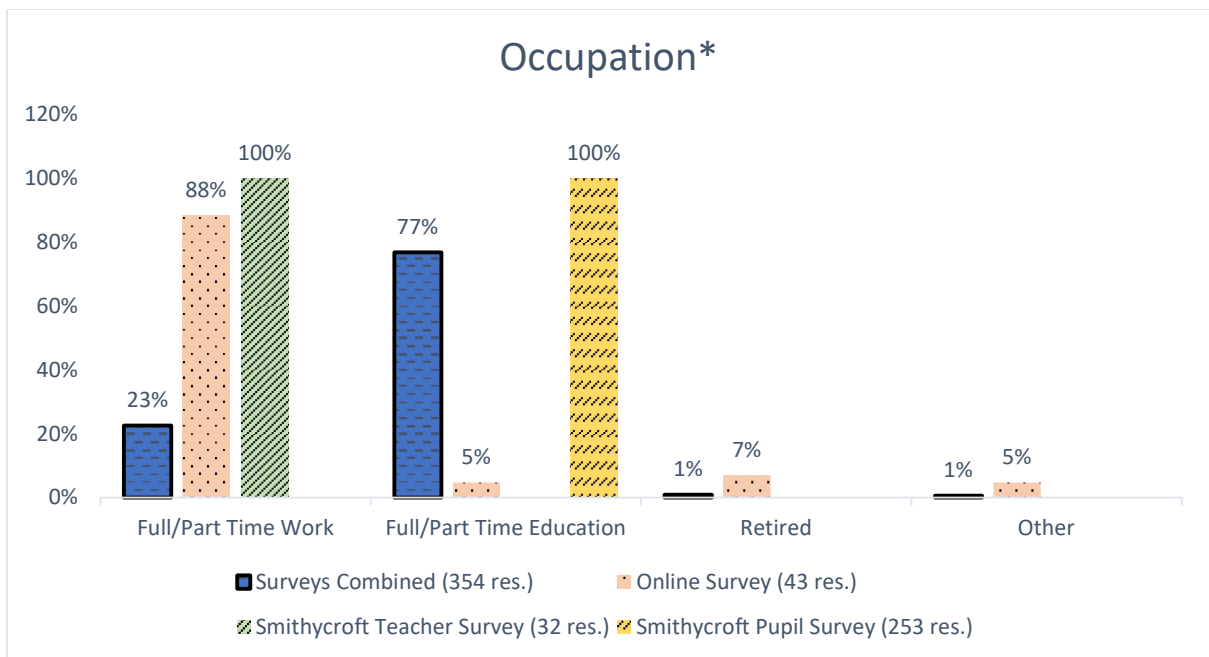
4.3. Age

In relation to age, respondents to the surveys are not representative of the wider population of the North East of Glasgow. People aged between 0-15 are greatly overrepresented in the surveys.



4.4. Occupation

People in full time or part time education are vastly overrepresented in the surveys, with 77% of respondents in education and solely 23% in full or part time work. This compares to 53% of people in the North East of Glasgow who are in employment, according to Understanding Glasgow (2011).

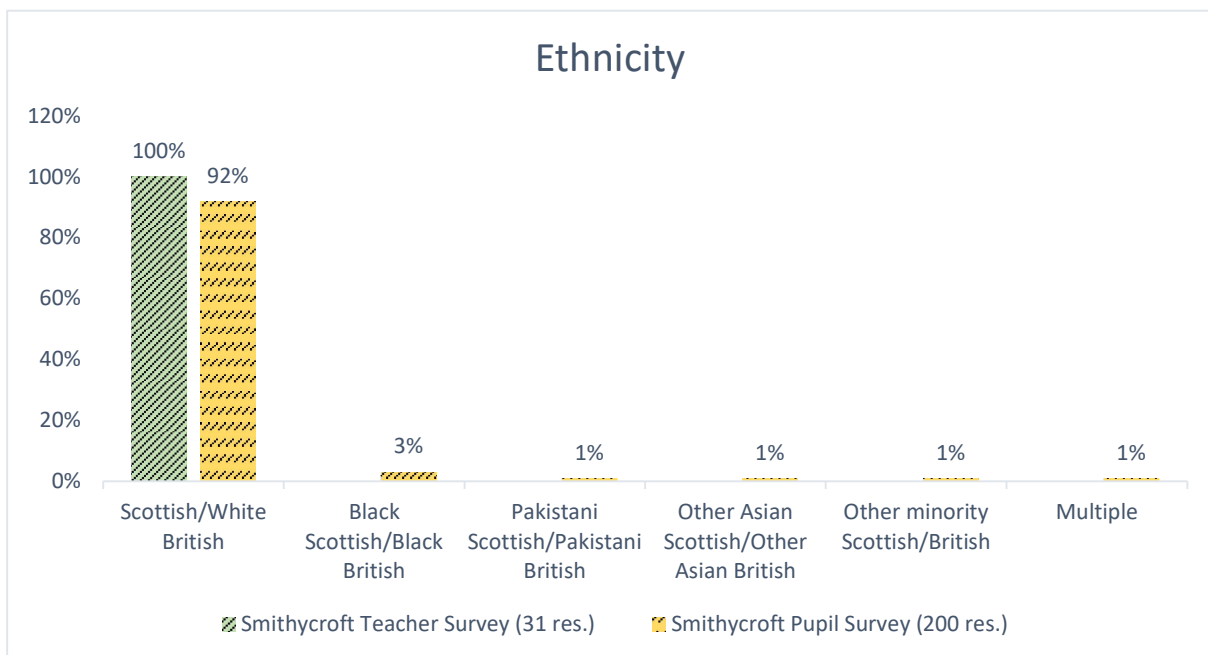
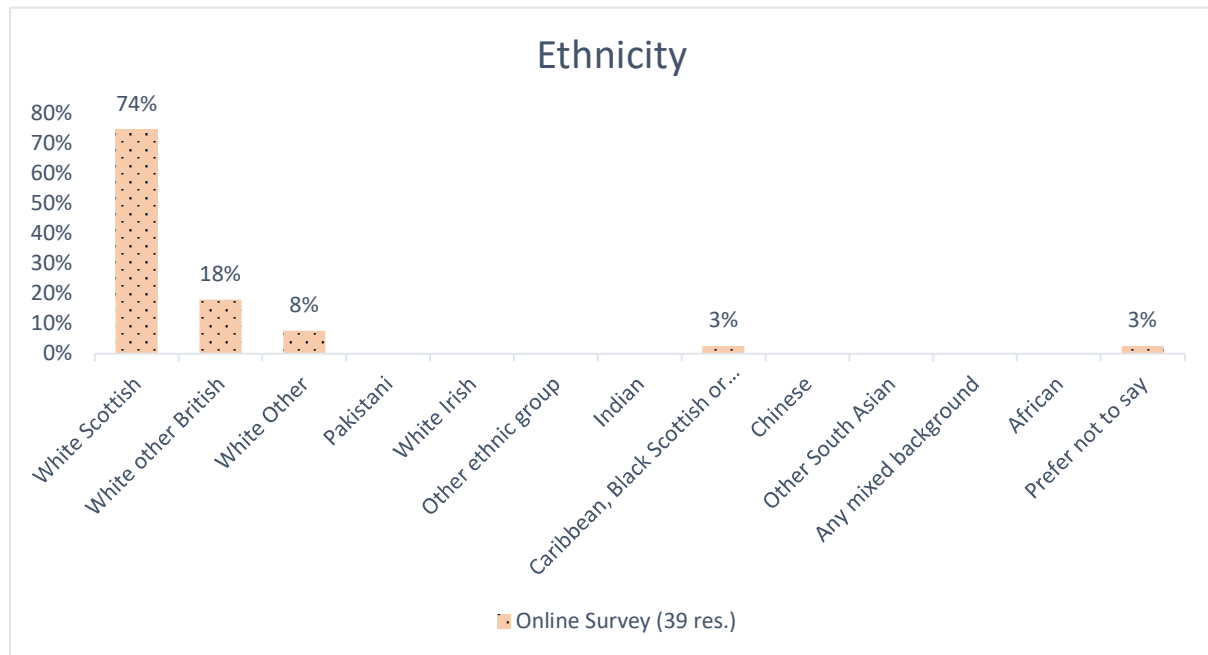


4.5. Ethnicity

According to Understanding Glasgow (2011)⁹, 11.6% of residents in the North East of Glasgow are from an ethnic minority. Results differ starkly across surveys, with 100% of respondents to the Smithycroft teacher survey identifying as ‘*Scottish White/British White*’, 92% of respondents to the Smithycroft pupil survey identifying as ‘*Scottish White/British White*’ and 74% of online survey respondents identifying as ‘*White Scottish*’. It should be noted that a high proportion of respondents skipped the question or refused to answer, with 1/5th of Smithycroft pupils and online survey respondents not indicating their ethnicity. It is thus very

⁹ https://www.understandingglasgow.com/profiles/neighbourhood_profiles

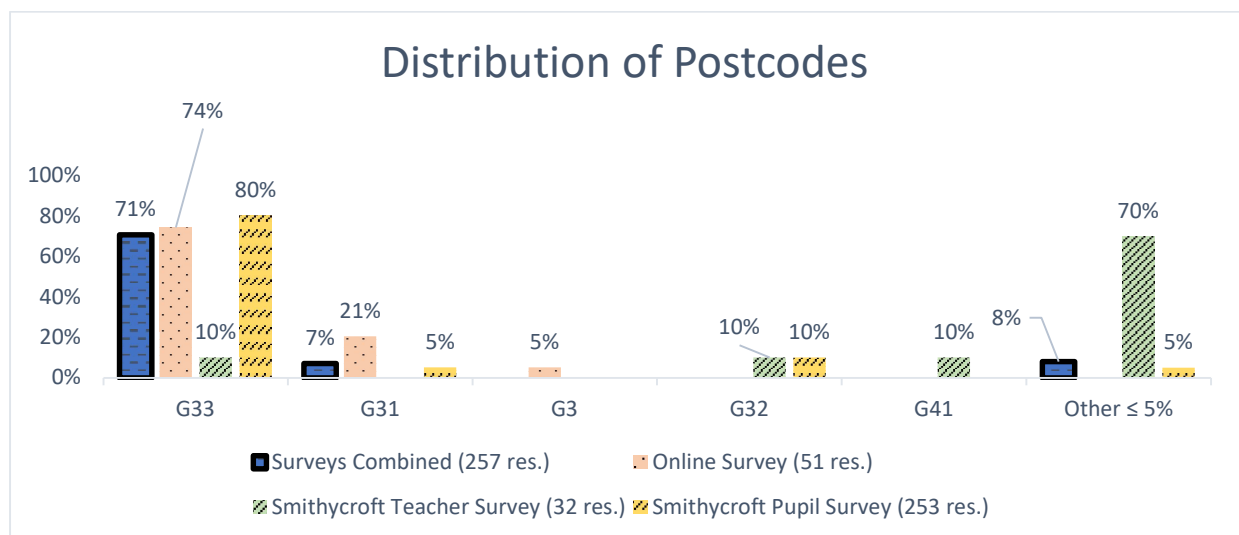
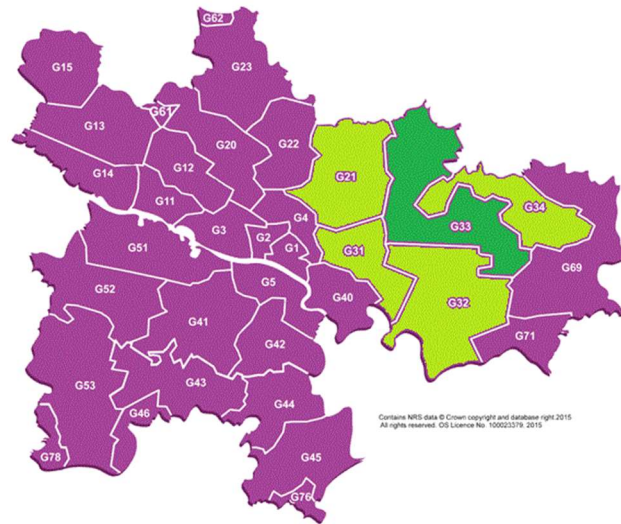
unclear whether the surveys adequately represent the views of ethnic minorities and whether such data can be collected reliably in the formats that were utilised.



4.6. Postcodes

71% of all survey respondents lived in the G33 postcode area, with another 7% in G31. The highest proportion of respondents living in the same postcode area as the *Flourishing Molendinar* project area was found in the Smithycroft pupil survey, with 80% of respondents living in the G31 postcode area. In contrast, 90% of respondents to the Smithycroft teacher

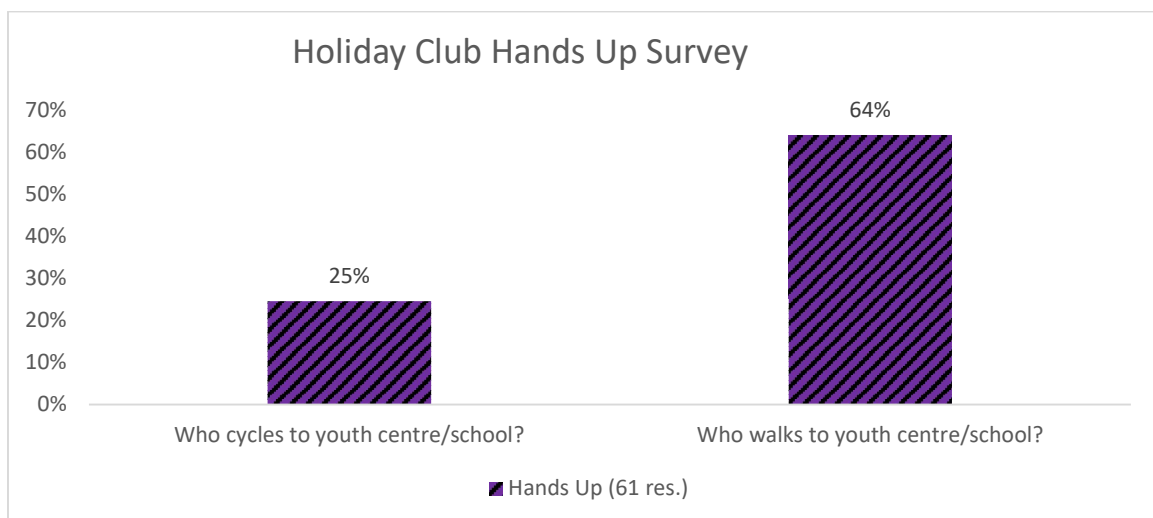
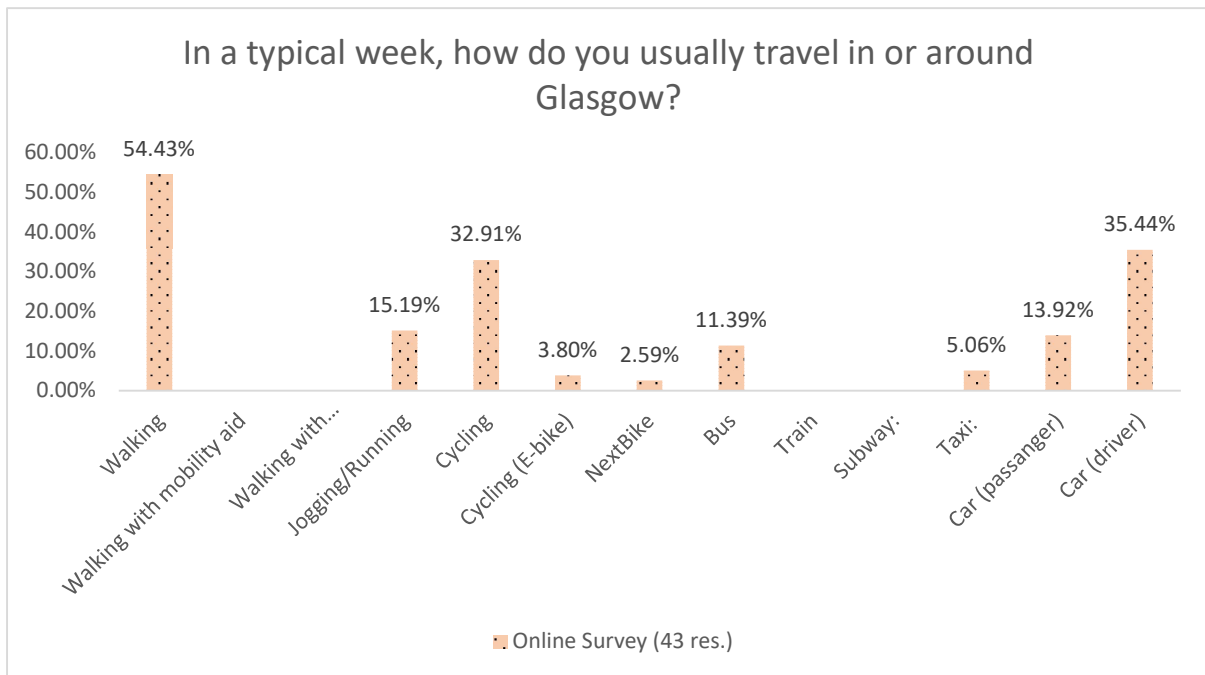
survey indicated to be living in postcodes outside the G33 postcode area. Overall, it appears that that outreach and engagement activities primarily reached people residing in the area, with respondents living in the G33 and adjacent postcode areas vastly outnumbering any other postcodes.

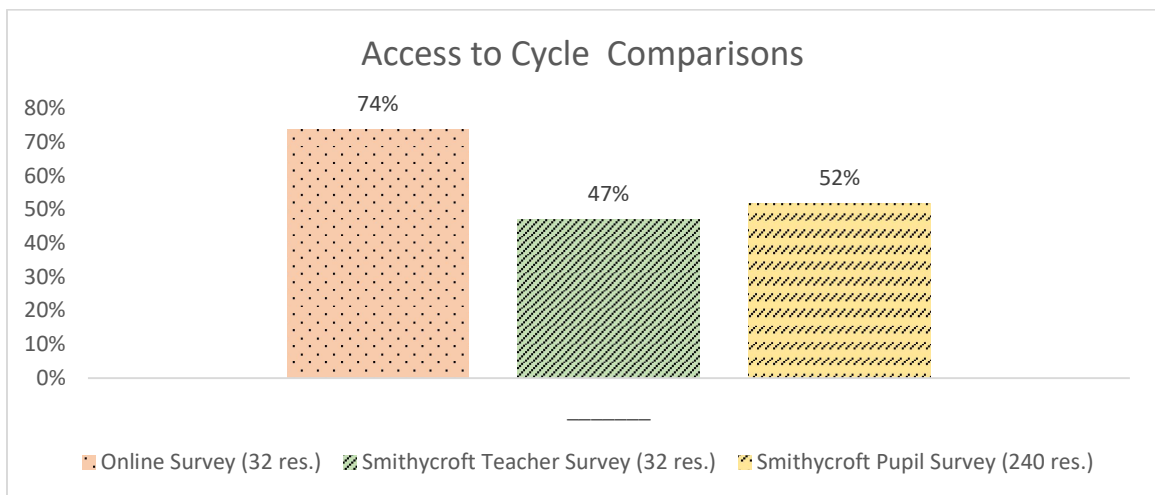
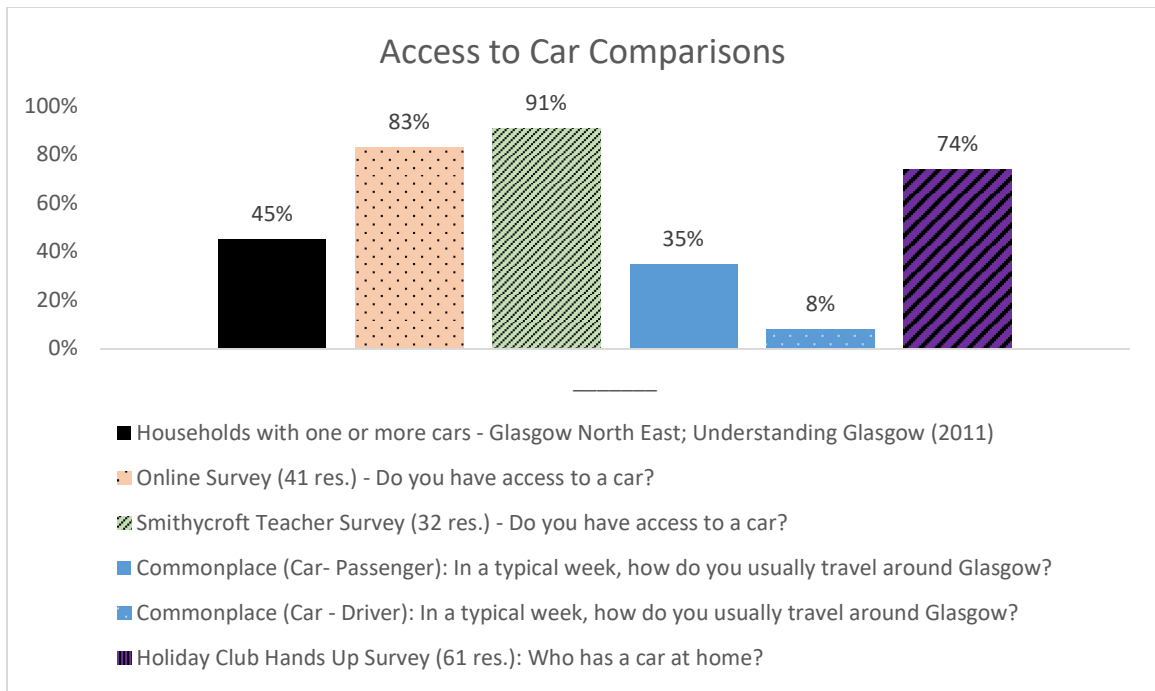


4.7. Means of Transportation

Solely 46% of household in the North East of Glasgow have access to one more cars (Understanding Glasgow, 2011). It appears that engagement and outreach activities reached

a much higher proportion of people with cars. For instance, 83% of respondents to the online survey indicated that they have access to the car and 91% of respondents to the Smithycroft teacher survey stated that they have access to a car. Moreover, 74% of St Paul’s Youth Forum’s holiday club attendees raised their hands when asked ‘Who has a car at home’. Overall, people with cars appear to be overrepresented in engagement and outreach activities, indicating that greater efforts need to be undertaken to reach people without cars.





4.8. Key Workers

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

