

Connecting Woodside
RAEBERRY STREET
COMMUNITY ENGAGEMENT REPORT
GLASGOW CITY COUNCIL

November 2021



Document history

Final Report

Connecting Woodside Raeberry Street Community Engagement Event

This document has been issued and amended as follows:

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1. Connecting Woodside - Context

Connecting Woodside is an area wide active travel project in the Woodside and Woodland area in the north of Glasgow. The project, which is one of the first of its kind in Scotland, will see the delivery of segregated cycling tracks on strategic routes as well as improvements to connecting quietways to make walking, wheeling and cycling more comfortable, attractive and safe for people living in, and travelling through, the area.

Connecting Woodside is an ambitious project which forms a key component in Glasgow's proposed cycle network. The project complements many surrounding projects and acts as 'the missing piece of the jigsaw'. At the heart of the Connecting Woodside is an aim to work with the community to improve streets and public spaces for walking, wheeling and cycling - rebalancing streets to reduce the dominance of road traffic and, to provide lasting improvements that are accessible and enjoyed by all.

Connecting Woodside will provide links through Woodside and Woodlands area to the city centre via Sauchiehall Street as well as the Forth and Clyde Canal and regeneration work at Port Dundas and Sighthill.

2. Raeberry Street Quietway

The length of Raeberry Street is proposed as a quietway as part of Connecting Woodside. A quietway is a road or street that has low traffic volume and speeds. They provide direct and easy routes for people to travel by foot or cycle within the project area and connect the places people live and visit with segregated cycle tracks. Quietways can act as an alternative to cycling on busy main roads and do not require segregated cycling infrastructure as the conditions within the identified route are measured as appropriate for people on bikes of varying abilities to ride on the road safely.

The low traffic volumes and speeds required to achieve a quietway are achieved by encouraging people in cars to use main roads. This can be done by a number of interventions including traffic calming to support 20mph zones and traffic restriction as well as making streets more people friendly through planting and other public realm enhancements.

20mph and control parking zones, currently being introduced, on Raeberry Street aim to improve the street for all active travel users alike. The Raeberry Street design proposals support these interventions via improved crossings, increasing area of public realm, making green spaces more accessible, widening footways, improvements to lighting and increasing traffic calming measures at the existing roundabout on Garriochmill/ Striven Garden/ Raeberry Street. These measures are expected to support lower motor traffic volumes and speeds, creating a more attractive active travel solution which is accessible to all travellers, local residents and commuters.

Design proposals used in the consultation can be found here: [**Raeberry Street Design Proposals**](#)

3. Community Engagement Methods

Engagement with the local community is a key aspect of the project. Local knowledge can prove invaluable when finalising the design of new infrastructure. Below is a list of methods used to consult on designs for Raeberry Street.

Leaflets and On-Street Advertising

A5 leaflets and lamp post 'Toblerone' notices were commissioned for the project. These contained key information regarding the scheme, in addition to directions on how to access an online survey and the public accessible information. The boards included details of both the online survey & project information and the publicly accessible materials within the Maryhill Community Central Halls between 1st and 29th November 2021.

6000 leaflets were delivered amongst residents within the project area, the surrounding streets and within the larger project area of Connecting Woodside.

20 Corex lamp post 'Toblerone's' were positioned on lighting columns within the project area and the surrounding streets. These were installed on Monday November 1st, 2021 and removed on Tuesday 30th November 2021.

Online Engagement

The online survey <https://www.glasgow.gov.uk/connectingwoodside> was made available between 1st November 2021 and 29th November 2021.

Public Drop in

Publicly accessible surveys and plans were made available between 1st and 29th November 2021 at Maryhill Community Central Halls on Maryhill Road. This location was chosen due to its accessibility and its proximity to the proposed project area.

4. Community Engagement Results

Online Engagement

The online survey was available for 4 weeks.

- 165 unique views during the engagement period.
- 127 unique feedback forms received from the public.

- 126 identified as living in the local area (G20 postcode)
- 112 responded on behalf of a private individual/ resident
- 2 responded on behalf of a small business (less than 50 staff)
- 102 respondents were between the ages of 16 & 55

- 88 respondents were in favour of changes to the existing layout of Raeberry Street
- 74 respondents were in favour of the proposed layout/ changes
- 9 respondents were neutral/ not sure if they were in favour or against the proposals.
- 44 respondents were not in favour of the proposals.

When asked, "which of the current and proposed features do you consider to be most important", the top 3 selections were as follows:

- 47 Green space (37%)
- 44 Improved footway surfaces (34.6%)
- 43 Active travel (33.8%)

When asked, "The design proposes to include a variety of cycle storage options, would you use this?", the responses were as follows:

- 26 Yes (20.05%)
- 64 No (50.4%)
- 37 Possibly, if it were installed (29%)

When asked, "The project proposes to upgrade the existing lighting equipment, do you agree with this?", the responses were as follows:

- 96 In favour (75.6%)
- 21 Neutral (16.5%)
- 9 Not in favour (7%)

Publicly Accessible Materials

Due to its proximity to the proposed cycle route along Raeberry Street, Maryhill Community Central Halls was considered the most appropriate venue to display design proposals and design feedback questionnaires.

6 copies of the questionnaire were completed and returned to the venue. A digital copy of these was then taken for record keeping purposes and to ensure a single source of data.

5. Departmental Engagement

The western section of the proposed quietway lies within The Glasgow West Conservation Area. Internal consultation was undertaken with the relevant Heritage & Design Officer from Development & Regeneration Services. Matters taken under consideration included:

- Green Space size/ proportion
- Railings surrounding green spaces

As a Local Authority, Glasgow City Council has Permitted Development Rights and therefore no planning application is needed to construct a quietway along the proposed alignment.

Due consideration should be given to the choice of construction materials and conservation kerbs should be used for traffic islands and where new guardrail is installed, this should be decorative, and powder coated to match the existing railings.

Any bollards used do not have to be of a heritage design or cast iron. However, these should be black with retroreflective banding and carry the correct faceplate.

The engagement undertaken with local residents, Councillors, Community Councils and local interest groups has been extremely worthwhile and satisfies all Council requirements.

It is recommended that local residents are provided with pre-construction notification and information regarding the duration of the works.

6. Stakeholder Comments

There were a number of areas of common focus emphasised via the questionnaire. These included:

1. Too much seating may encourage anti-social behaviour.
2. Raeberry Street is in close vicinity to Kelvin grove park/walkway and Dunard street park. It would not be used in an appropriate manner to which it has been intended. There is enough green space around.
3. This would worsen traffic congestion around school time pickup/ drop off times. It is near impossible to get out of the area at this time as it is. Reducing road space would only worsen this and negatively impact workers who have no option but to drive.
4. Don't extend the green centre of Raeberry St eastwards at the front of the flats at the corner with Kirkland St. Cars accessing the car park under the flats will have to travel the full length of street then back, using fuel unnecessarily.
5. It would make more sense for Mount St to be one way toward Raebury St as this would avoid cut through traffic avoiding traffic lights on Maryhill Road that speed along Raeberry St. and down Mount St. It would also provide easier access for residents.
6. The existing green spaces, including recent planting on Garscube Rd., are not well maintained. They quickly become filled with litter. The green space on Raeberry St has historically not been well maintained. This would need to be part of any new proposal.
7. Increase the number of dog waste or general waste bins as there are currently very few.

8. Green spaces must be easily maintained and sustainable.
9. Provide a cycle link to queen Margaret drive & down to Kelvin walkway.
10. Existing fencing controls dogs, stops kids running on to the road and stops cars going on to the grass.

7. Raeberry Street Quietway – Going Forward

Following completion of the consultation period and the online survey, the project team summarised the feedback received, and the following points will be taken forward for consideration:

1. Conservation area - Consideration will be given to retaining the existing railings and increasing the openings/ walkway options.
2. A review of the street furniture proposals including seating/ meeting points as well as provision of litter bins in light of anti-social behaviour and dog fouling concerns.
3. Proposals to improve greenspace on Mount Street will be delivered as a future phase of the Connecting Woodside project to better address anti-social behaviour concerns in the area.
4. A review of the junction proposals for Mount Street and Raeberry Street.
5. The design will consider the access requirements for existing underground parking facilities.
6. The maintenance arrangements for the area will be reviewed with relevant Glasgow City Council departments.

Appendix I Example of Online Survey Questions

Age category?

under 16
16-35
36-55
56-75
75+

The designs presented for Raeberry street showcase changes to the footway, carriageway and green spaces. Would you like to see changes to the existing layout of Raeberry Street?

Yes
No
Uncertain

Age category?

under 16
16-35
36-55
56-75
75+

Thinking about the proposed design for Raeberry street, do you agree or disagree with the design solutions presented?

Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

Thinking about all aspects, which of the current and proposed features do you consider to be the most important?

Green space
Improved crossing facilities
Improved footway surfaces
Usable spaces/ facilities
Meeting/ seating spaces
Active travel
Parking control/ enforcement

Thinking about the available seating, would you like to see MORE seating areas within Raeberry Street & Trossachs Street?

Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

Thinking about the design proposals. Do you agree or disagree towards increasing the size of the green spaces on Raeberry Street?

Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

The design proposes to include a variety of cycle storage options, would you use this?

Yes
No
Possibly, if it were installed

The project proposes to upgrade the existing lighting equipment, do you agree with this?

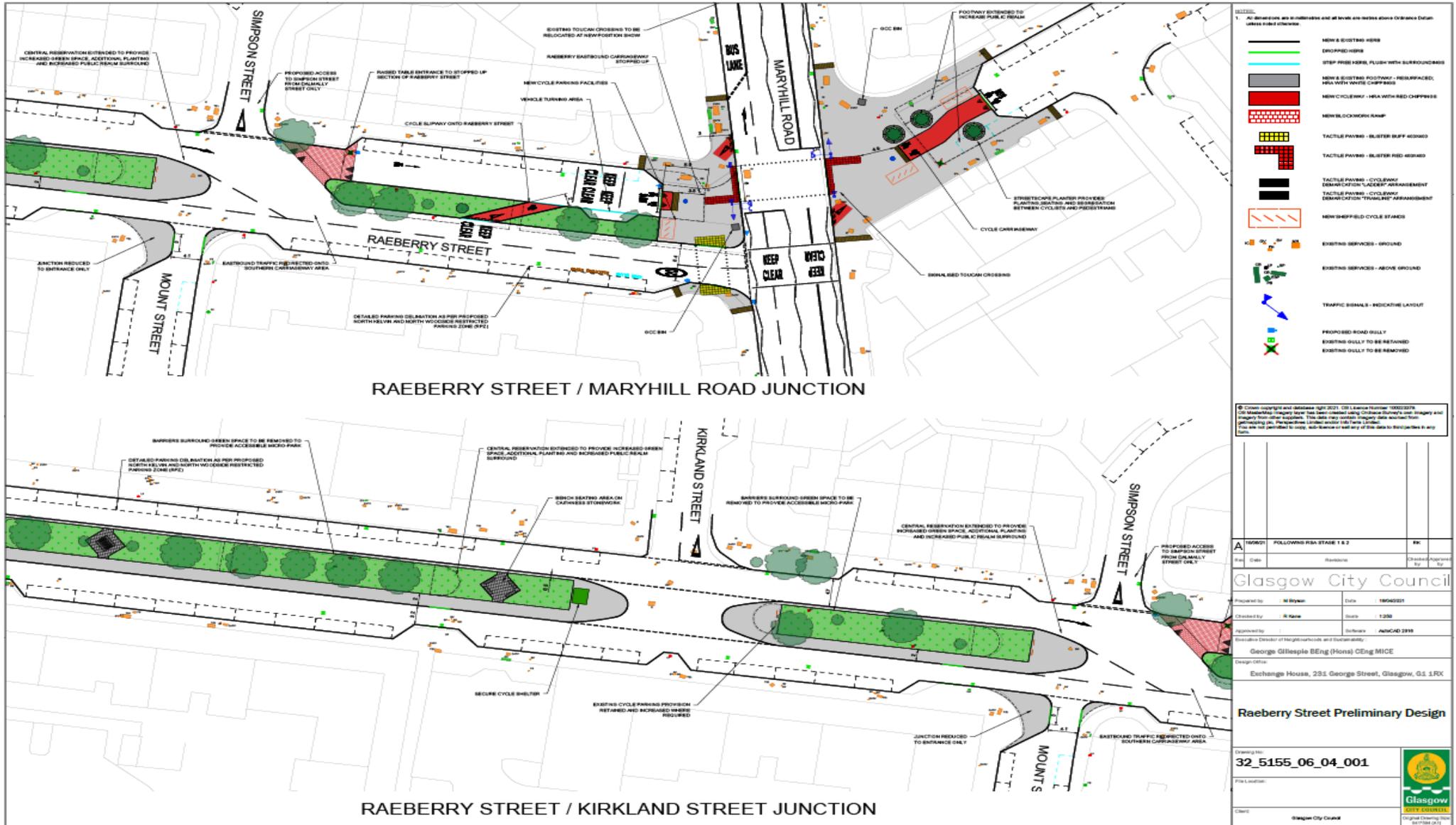
Strongly Agree
Agree
Neutral
Disagree
Strongly Disagree

The project proposes to upgrade the existing lighting equipment, do you agree with this?

BBQ areas/ stands
Outdoor gym equipment
Play Spaces
Art work
Not at this time

Appendix 2 Raeberry Street Prelim Design Drawing

Drawing 1 of 3



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Glasgow City Council			
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Raeberry Street Preliminary Design

Drawing No:
32_5155_06_04_001

File Location:

Client: Glasgow City Council



Appendix 2 Raeberry Street Prelim Design Drawing

Drawing 2 of 3



Appendix 2 Raeberry Street Prelim Design Drawing

Drawing 3 of 3

