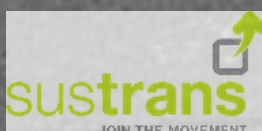




Connecting Woodside
RAEBERRY STREET
PHASE 2
COMMUNITY ENGAGEMENT REPORT
GLASGOW CITY COUNCIL



September 2022

Contents

1.	Connecting Woodside - Context	3
2.	Raeberry Street Quietway	3
3.	Community Engagement Methods	3
4.	Community Engagement Results	4
5.	Departmental Engagement	6
6.	Stakeholder Comments	6
7.	Raeberry Street Quietway – Conclusion	8

Appendix 1 Example of Online Survey Questions

Appendix 2 Raeberry Street Design Drawing

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 a missing piece of the jigsaw' linking to the Sauchiehall Street Avenue, the emerging Underline project and the Connecting Yorkhill and Kelvingrove project.” 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. By definition, 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 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. Measures such as these typically 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:

<https://www.glasgow.gov.uk/connectingwoodside>

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. The upcoming section details the methods used to consult on designs for Raeberry Street.

It should be noted that with this current consultation being the second Raeberry Street, initial comments received in the Phase 1 consultation have been considered and are reflected within the current proposals.

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 5th August and 2nd September 2022.

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

20 lamp post ‘Toblerones’ were positioned on lighting columns within the project area and the surrounding streets. These were installed on Thursday August 4th 2022 and removed on Tuesday 6th September 2022.

Online Engagement

Storymaps was utilised in this consultation with a dedicated page containing the design materials available for the public. The online survey <https://www.glasgow.gov.uk/connectingwoodside> was made available between 5th August 2022 and 2nd September 2022.

Public Drop in

Publicly accessible surveys and plans were made available between 5th August 2022 and 2nd September 2022 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. The table below (*Table 1**) is a summary of the responses received for this consultation compared to the previous consultation held in 2021.

When asked, “Did you complete the first consultation questionnaire between 1st – 29th November 2021?” the responses were as follows:

- 25 Yes (53.2%)
- 22 No (46.8%)

The responses to the second consultation, though slightly less than the previous consultation, demonstrates that the majority of respondents are happy with the changes done to the conceptual design as their comments have been considered.

It can also be surmised from the survey responses that there is strong support for the proposed changes on Raeberry:

When asked, “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?” the responses were as follows:

- 31 Yes (66%)
- 12 No (25.5%)
- 4 Uncertain (8.5%)

When asked, “Thinking about the proposed design for Raeberry street, do you agree or disagree with the design solutions presented?” the responses were as follows:

- 9 Strongly Agree (19.15%)
- 19 Agree (40.43%)

- 8 Neutral (17.02%)
- 3 Disagree (6.38%)
- 8 Strongly Disagree (17.02%)

Table 1

Questionnaire	Consultation 2021	Consultation 2022
Unique views during the engagement period.	165	167
Unique feedback forms received from the public.	127	47
Identified as living in the local area (G20 postcode)	126	40
Responded on behalf of a private individual/ resident	112	44
Responded on behalf of a small business (less than 50 staff)	2	0
Respondents were between the ages of 16 & 55	102	11
Respondents were in favour of changes to the existing layout of Raeberry Street	88	31
Respondents were in favour of the proposed layout/ changes	74	28
Respondents were neutral/ not sure if they were in favour or against the proposals.	9	8
Respondents were not in favour of the proposals.	44	11
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%)	21 Green space (44.7%)
	44 Improved footway surfaces (34.6%)	20 Improved footway surfaces (42.6%)
	43 Active travel (33.8%)	19 Improved crossing facilities (40.4%)
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%)	15 Yes (31.9%)
	64 No (50.4%)	21 No (44.7%)
	37 Possibly, if it were installed (29%)	10 Possibly, if it were installed (21.3%)
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%)	40 In favour (87%)
	21 Neutral (16.5%)	4 Neutral (8.51%)
	9 Not in favour (7%)	2 Not in favour (4.26%)
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.	6	2

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

In accordance with the Town and Country Planning (General Permitted Development) (Scotland) Order, as a local authority, Glasgow City Council has Permitted Development Rights and as such does not require planning permission construct a quietway along the proposed alignment.

Due to the historic nature of the streetscape, consideration will be given to the choice of construction materials and conservation kerbs used for traffic islands. Where new guardrail is installed these will be respectful of the character and amenity of the area and powder coated to match the existing railings.

Any bollards used within the project space will be black with retroreflective banding and carry the correct faceplate.

6. Stakeholder Comments

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

1. Potentially this is a positive step. Whether it has any effect on how people use the area in practice remains to be seen.
2. This looks great. The roundabout is a bit chaotic at the moment, and these changes will surely improve things.
3. The speed cushions will need to be far more effective than the present ones as they do not slow the traffic.
4. Roundabout improvements welcomed. Better doorway access to Kelvin walkway welcomed.
5. Please ensure dropped kerb installation at all junctions.
6. Footway on the north side of Raeberry St is wide and could serve pedestrians and cyclists.
7. My one fear is that drivers will park on the greenspace or pavements
8. Motorists should not in any way be impacted, this change may also impact our business if traffic flows are diverted or increased parking pressures.
9. Just low speeds, e-car charging, plants flowers trees, shrubs. Grass not very important as it's not wide enough to be used as park space on Raeberry street
10. I would have thought that Raeberry Street is one that has green areas with lovely trees. Money could be better spent on other streets. This is a very quiet street having lived here for almost 40 years. It is the pavements that could be improved.
11. I strongly disagree with the recycling bins being stored on the street in view of residents and passers-by. The current communal recycling bins are often overflowing and not cleaned/emptied properly.
12. Garriochmill Road has poor road conditions and can puncture bikes
13. Further speed control measures such as on entry to the surrounding streets at junctions such as on Striven Gardens on approach to the new roundabout and just after would encourage more slower and quieter traffic.

14. Residents for many years have suffered from inconsiderate and obstructive parking and rat running, the measures, with the RPZ will restore the ambience to a green, open space where people can walk and cycle in cleaner air and with little traffic noise.
15. Green spaces should be open and accessible, fencing should be gone to extend the visual field of greenery. Would make a huge difference!
16. Ancroft Street is massively neglected. Speed bumps are required as it has become a rat run. And the ugly massive prison like fence around the leisure centre is menacing and an eyesore. Trossachs should also have a cycle path.

7. Raeberry Street Quietway – Conclusion

With strong support from the public regarding the proposed changes to Raeberry Street (Table 2*) and following completion of the consultation period and the online survey, the Project Team summarised the feedback received and will proceed with the following feedback comments.

1. Conservation area - Consideration will be given to retaining the existing railings and increasing the openings/ walkway options.
2. The maintenance arrangements for the area will be reviewed with relevant Glasgow City Council departments.
3. Improvements to speed cushions will be made along the length of Raeberry Street.
4. Enhancement of crossing points will be prioritised via additional drop kerbs and tactile paving.
5. Consideration will be given to the requirement of resurfacing works for both footway and carriageway.
6. Placement of recycling facilities will be reconsidered.

Table 2

Questionnaire	Consultation 2021	Consultation 2022
When asked, “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?” the responses were as follows:	85 Yes (70%)	31 Yes (66%)
	25 No (20%)	12 No (25.5%)
	11 Uncertain (9%)	4 Uncertain (8.5%)
When asked, “Thinking about the proposed design for Raeberry street, do you agree or disagree with the design solutions presented?” the responses were as follows:	34 Strongly Agree (28%)	9 Strongly Agree (19.15%)
	38 Agree (32%)	19 Agree (40.43%)
	8 Neutral (6.7%)	8 Neutral (17.02%)
	15 Disagree (12.5%)	3 Disagree (6.38%)
	25 (Strongly Disagree (20.8%))	8 Strongly Disagree (17.02%)

Appendix 1 Example of Online Survey Questions

1) Did you complete the first consultation questionnaire between 1st – 29th November 2021?

- Yes
- No

2) Please provide your postcode *(Please enter your full postcode in the box provided.)*

3) Who are you responding on behalf of? *(Please select one box only.)*

- A private individual
- A landlord
- A small business (less than 50 staff)
- A large business (more than 50 staff)
- A local community group
- A local sports/ activity group
- A local religious group
- An interested party
- Other

4) If 'Other' please specify *(Please provide further details.)*

5) Age category? *(Please select one box only.)*

- Under 16
- 16 – 35
- 36 - 55
- 56 – 75
- 76+

6) 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? *(Please select one box only.)*

- Yes
- No
- Uncertain

7) Thinking about the proposed design for Raeberry street, do you agree or disagree with the design solutions presented? *(Please select one box only.)*

- Strongly Agree
- Agree
- Neutral

- Disagree
- Strongly Disagree

8) Thinking about all aspects, which of the current and proposed features do you consider to be the most important? *(You can select up to 2 boxes only.)*

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

Seating Area

9) Following from the previous consultation, do you agree or disagree with the removal of the seating area? *(Please select one box only.)*

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

Green Spaces

10) Thinking about the design proposals. Do you agree or disagree towards removing the fence surrounding the green spaces on Raeberry Street? *(Please select one box only.)*

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

11) Thinking about the design proposals. Do you agree or disagree towards increasing the size of the green spaces on Raeberry Street? *(Please select one box only.)*

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

12) Do you think the green spaces could be different or offer more, let us know your thoughts? *(Please provide further comments relating to the proposed green spaces only.)*

Cycle Storage

13) The design proposes to include a variety of cycle storage options, would you use this? *(Please select one box only.)*

- Yes
- No

- Possibly, if it were installed

14) Thinking about the cycle storage options, would you like to see: *(Please select one box only.)*

- Secure locker
- Cycle racks
- Both

15) Do you think the cycle storage could be different or offer more, let us know your thoughts?
(Please provide further comments relating to the proposed cycle storage only.)

Lighting

16) The project proposes to upgrade the existing lighting equipment, do you agree with this? *(Please select one box only.)*

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

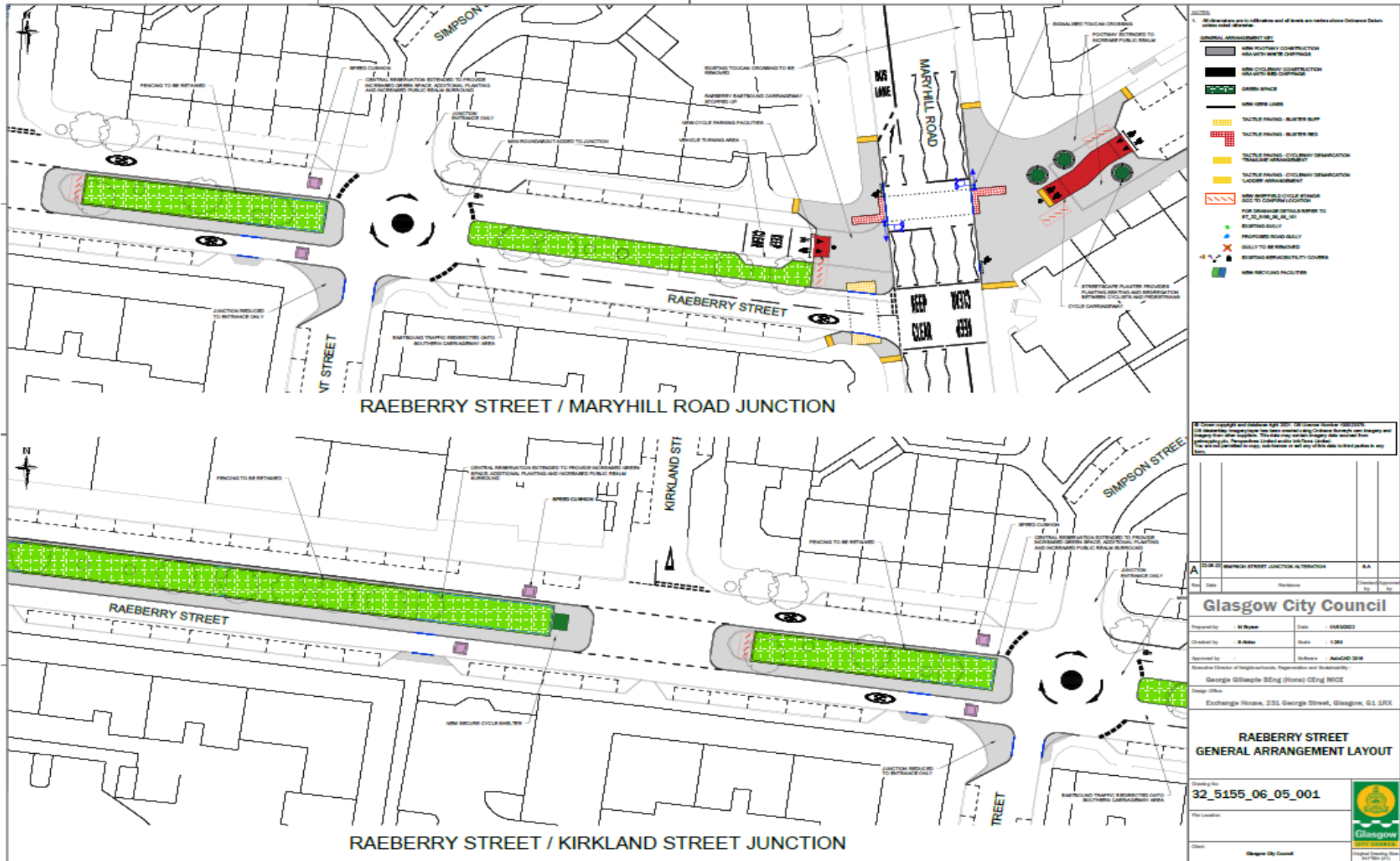
17) Do you think alterations to the existing lighting could offer more, let us know your thoughts?
(Please provide further comments relating to the lighting upgrade only.)

Additions

18) Any other comments? *(Please provide any further comments regarding the proposed project outline.)*

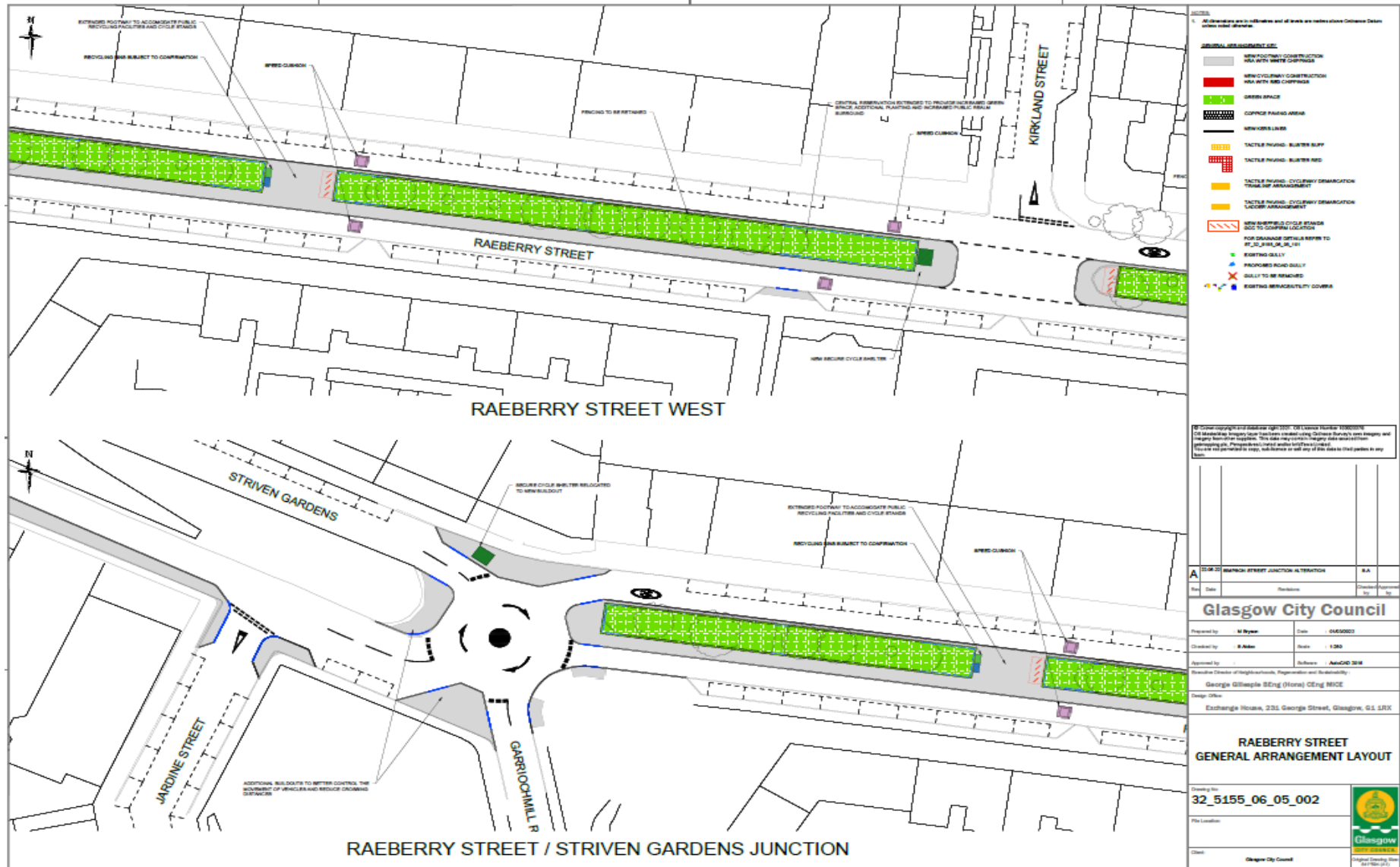
Appendix 2 Raeberry Street Phase 2- Design Drawing

Drawing 1 of 3



Appendix 2 Raeberry Street Prelim Design Drawing

Drawing 2 of 3



Appendix 2 Raeberry Street Prelim Design Drawing

Drawing 3 of 3

