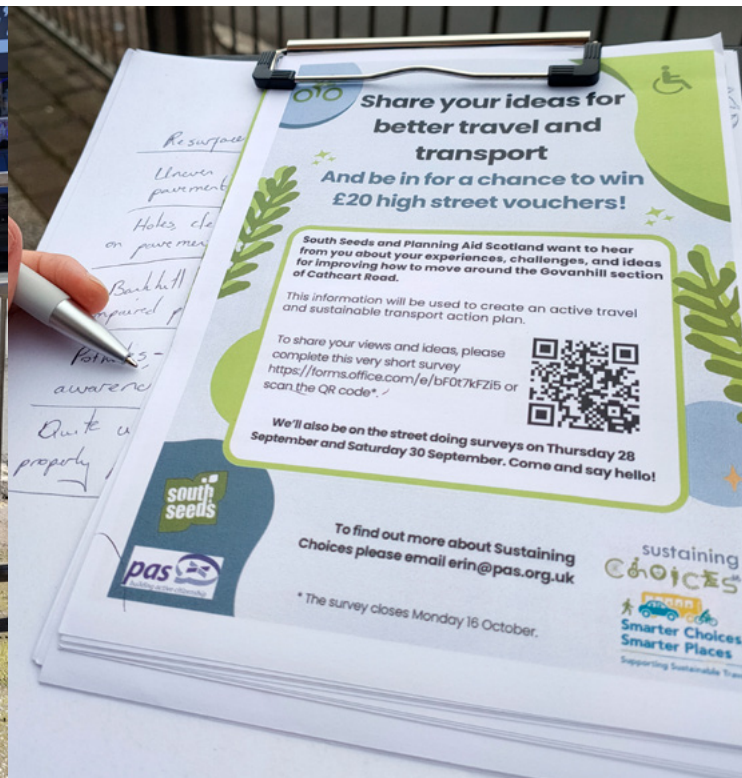


sustaining



North Cathcart Road, Glasgow Action Plan for Active Travel and Sustainable Transport

MARCH 2024





Front cover photos:
Left/Right – Lucy Gillie
Center – Erin Fulton

North Cathcart Road, Glasgow Action Plan for Active Travel and Sustainable Transport



Contents

INTRODUCTION	2	ENGAGEMENT PROCESS	12	APPENDICES	18
1. Executive Summary	2	5. Approach	12	Appendix 1	18
Project Overview	2	Project Delivery – Detailed Steps	12	Action Plan	18
		Attendance and Response Information	12	Appendix 2	22
CONTEXT	4	UNDERSTANDING THE ISSUES	13	Key National Policy Documents	22
2. Purpose & Scope of the Action Plan	4	6. Evidence Gathering – Community Engagement	13	Key Local Policy Documents	22
Sustaining Choices	4	Response Data	13		
North Cathcart Road	4				
Anticipated Uses for the Action Plan	5	MAKING IT HAPPEN	14		
3. National Policy Context	6	7. Delivery Strategy	14		
4. Local Policy Context	8	Key Actions Identified	14		
Other projects and initiatives	10	8. Next Steps	17		

This project is supported by Smarter Choices, Smarter Places (SCSP) and Planning Aid Scotland, a volunteer-led, independent and impartial charity that helps people to understand and influence the places where they live, work and visit.



Introduction

1. Executive Summary

- 1.1 The Sustaining Choices project has worked with communities across Scotland to develop evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport. This is particularly relevant in addressing the challenges of climate change and meeting net-zero targets. This action plan outlines the responses which were collected as part of the community engagement on North Cathcart Road (defined as the section between Aikenhead Road and Crosshill station).
- 1.2 Community engagement was organised in partnership with [South Seeds](#), a community led environmental organisation based in the area.
- 1.3 The community engagement included on street engagement (28 and 30 September 2023) and an online survey (September to November 2023). The final two workshops were both held on 1 February 2024 at Larkfield Community Centre and Govanhill Neighbourhood Centre.
- 1.4 The full list of actions (64) shared by the community can be found in Appendix 1.
- 1.5 The following table summarises six actions identified for the area, which reflect themes

talked about most frequently by those who participated in the engagement.

Project Overview

- 1.6 South Seeds has been supporting residents on Glasgow's Southside lead more sustainable lives for 13 years. From its base on Victoria Road, it runs a number of low carbon projects including a tool library, food growing opportunities and support to manage energy at home. South Seeds has promoted active travel across the Southside by producing information rich newspapers one which [outlined active travel options](#) and [one about air pollution](#).

The north section of Cathcart Road between Aikenhead Road and Crosshill railway station is busy with vehicles and people. There are shops including the only post office for over a mile, a pub and take aways.

The population density is high, most residents in the area live in tenement flats built before 1919, many rented by the local housing association. Statistics for this section of Cathcart Road show the area is deprived and the residents are more likely to suffer poor health outcomes.

Cathcart Road is a long busy arterial road which takes cars and buses from the Southeast suburbs of Glasgow into the east side of the city centre. Some vehicles use this route to get on to the M8 on the north side of the city and access the east coast or the A9 heading north. All this traffic passes through the densely populated north section.

Over recent years, improvements have been made to nearby areas, but the north section of Cathcart Road remains neglected, despite the high population density and the volume of traffic.

This project is about finding out how the residents think the area could be improved. When asked, residents were clear they want the look and feel of the road to improve by removing rubbish and poor parking. New up to date infrastructure would also be welcome. The area is well used but it could be much easier and pleasant to spend time in – and of course so many people do spend time there because that is where they live.



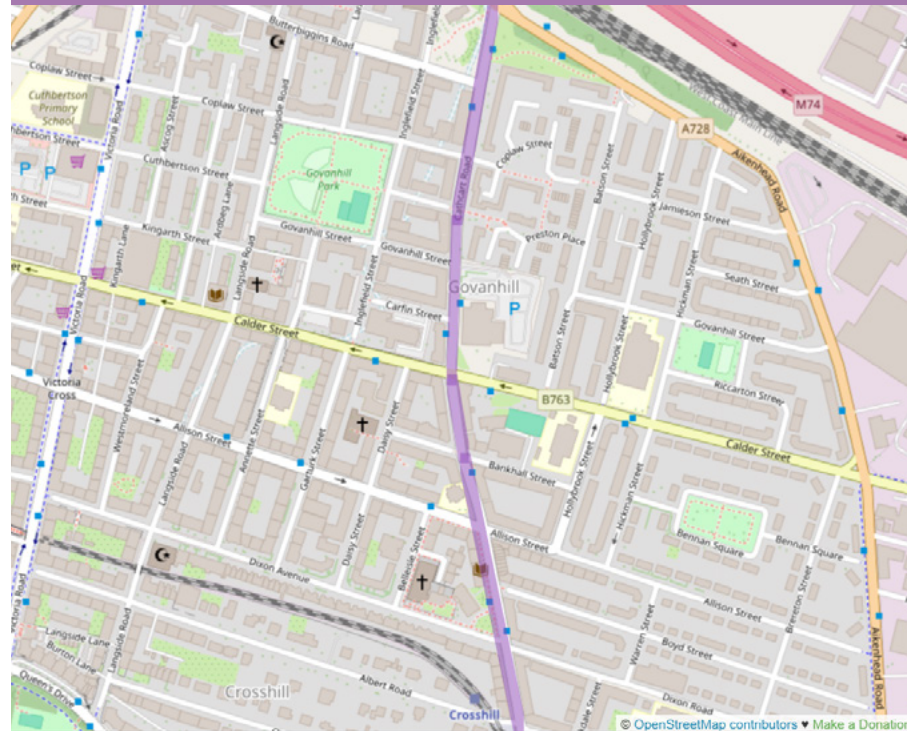
“The Active and Sustainable Travel Action plan will be a useful tool to initiate discussions and prioritise action for easier walking, wheeling, and cycling in the area.”

Lucy Gillie, South Seeds

1.7 North Cathcart Road: Selected Actions:

Priority	Topic	Action
1.	Maintenance	Address the issue of littering and fly-tipping by enhancing street cleaning efforts, increasing the frequency of rubbish collection, installing more litter bins, and ensuring proper maintenance of communal bins to create a cleaner and more attractive environment for pedestrians and residents.
2.	Maintenance	Address pavement issues by repairing broken or uneven paving, ensuring proper maintenance, and securing tiles.
3.	Active travel	Develop safe cycle routes and lanes while ensuring appropriate width to promote cyclist safety without impeding traffic flow.
4.	Parking	Enhance available parking spaces and address challenges with parking availability on the streets, ensuring better parking management to alleviate congestion, prevent double parking, and improve accessibility.
5.	Public realm	Enhance the area by planting more trees and flowers, possibly utilising planters for shrubs if street trees are not possible, to promote a greener and softer environment.
6.	Road safety	Enhance safety by implementing speed-reducing measures like speed bumps or lowering speed limits to 20mph.

The North section of Cathcart Road runs through Govanhill in Glasgow



Map Credit: © OpenStreetMap



Context

2. Purpose & Scope of the Action Plan

Sustaining Choices

- 2.1 Sustaining Choices was primarily set up to support communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.
- 2.2 The Sustaining Choices project on North Cathcart Road has been funded by the Paths for All *Smarter Choices, Smarter Places* Open Fund and Glasgow City Council's Planning Aid Scotland 2023 membership. This project was led by [South Seeds](#), a local community-led organisation.
- 2.3 Six Planning Aid Scotland volunteers (including a graduate planner and two students on placement with Glasgow City Council) supported the delivery and development of the engagement activities and outcomes.
- 2.4 The goal of the project was to develop an increased evidence base to support sustainable transport and active travel interventions in each location.

2.5 Each action plan consists of a vision for change broken down into a variety of topic areas, each subdivided into a series of aims. A number of actions were identified as priorities. The tasks to achieve these were worked up in more detail in collaboration with interested community members. A full summary of all the actions is outlined in Appendix 1.

North Cathcart Road

2.6 Cathcart Road is a long road and this project only focused on the north section. The section surveyed for this report is part of the Southside Central Ward in Glasgow, which has a population of 27,935 residents ([reported in 2021](#)). The [ward](#) encompasses several diverse neighbourhoods situated on the outskirts of the city centre, extending south from the River Clyde.

2.7 The project area is situated within data zones falling within the lowest 10 percent on the [Scottish Index of Multiple Deprivation](#) (SIMD) scale, indicating significant socioeconomic disadvantages. The area faces substantial traffic flow due to Cathcart Road serving as a crucial thoroughfare connecting the affluent southern neighbourhoods to the centre of the city and the motorway network. The traffic in the area is not necessarily generated by the

residents in the area, where car ownership is relatively low.

- 2.8 Active and sustainable travel developments on nearby Victoria Road have shown positive outcomes, fostering enhanced active and sustainable travel within the vicinity. [Cycling Scotland](#) recorded 13% of journeys were made on bike along Victoria Road, during a 48-hour survey in September 2023.
- 2.9 North Cathcart Road hosts a mix of residential and business properties, encompassing various shops, a dental practice, and a post office. The area is further complemented by the presence of Crosshill train station, the nearby Health Centre, and the Larkfield Community Centre. Adjacent to the road lies Holyrood Secondary School, notable for hosting one of Scotland's largest student enrolments.
- 2.10 A high percentage of the residential properties belong to housing associations, although some privately rented properties also exist, and a few properties are owned by the resident.



Context

Photo credit: Erin Fulton

Anticipated Uses for the Action Plan

- 2.11 It is hoped that this action plan will be used to embed the implications of these proposals in spatial planning and land use decision making for North Cathcart Road and the surrounding area.
- 2.12 The action plan is also intended for use by communities and local authorities to plan changes to services and the built environment or to be used as a basis for developing specific proposals. This may involve being submitted as an evidence base to help justify further funding applications for work such as feasibility studies or securing infrastructure which leads to modal change. Modal change is when people take a different form of transport for their journey.



Context

3. National Policy Context

- 3.1 At a national level, policy controlling active travel and sustainable transport is framed by the [National Planning Framework 4](#) (NPF4) and [Transport Scotland's National Transport Strategy 2](#) (NTS2). Other key policy documents governing active travel and sustainable transport are listed in Appendix 2.
- 3.2 The NPF4 aims to deliver sustainable, liveable, and productive places across the whole of Scotland. It states that every decision on future developments must contribute to making Scotland a more sustainable place, in part by ensuring that all future development is accessible by sustainable travel.
- 3.3 To this end, the intent of the dedicated policy 13 in NPF4 on sustainable transport (p.57) is to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. There is a recognition that reducing the need to travel unsustainably is the highest priority in the sustainable transport investment hierarchy and that the upgrading and provision of additional active travel infrastructure will be fundamental to the development of a sustainable travel network providing access to settlements, key

services and amenities, employment and multi-modal hubs (p.108).

- 3.4 NPF4 states that proposals will be supported that improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs, where proposals:
- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii. Will be accessible by public transport, ideally supporting the use of existing services;
 - iii. Integrate transport modes;
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
 - vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with

protected characteristics to ensure the safety, ease and needs of all users; and viii. Adequately mitigate any impact on local public access routes.

One goal of this Sustaining Choices' project is to communicate to developers a baseline understanding of the needs of the communities of North Cathcart Road and the surrounding area so they can develop evidenced proposals which meet these criteria.

- 3.5 Scotland's National Transport Strategy 2 articulates a vision for a sustainable, inclusive, safe, accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. Its four priorities each have three outcomes and a series of policies to guide their implementation. Its priorities and outcomes are designed to be used as an evaluation framework to measure progress.
- 3.6 NTS2 acknowledges that people still face barriers when wanting to cycle or walk to their destination, and that vehicles including public transport continue to emit greenhouse gases. It commits to addressing this.
- 3.7 Image: National Transport Strategy 2, summary of priorities, p.5



Context

- 3.8 NPF4 aligns itself with NTS2 in stating that infrastructure investment should be prioritised for locations where it will achieve the preceding priorities and outcomes (reducing inequalities, taking climate action, improving health and wellbeing and helping deliver a wellbeing economy).
- 3.9 The Scottish Government has a national walking strategy [Let's Get Scotland Walking Action Plan 2016 – 2026](#) revised in 2019 which aims to promote walking to deliver outcomes in several areas including health and wellbeing, and climate change.
- 3.10 Core aims of this policy include:
- Create a culture of walking
 - Better walking environments throughout Scotland
 - Ensure easy, convenient independent mobility for all.
- 3.11 In April 2023, the [Cycling Framework for Active Travel – A Plan for Everyday Cycling](#) was published by Transport Scotland. The plan outlined an aim to realise an ambition by Scottish Government to increase the popularity of walking, wheeling and cycling. It also emphasises the importance of local active travel strategies in network planning and investment decisions (p.3).

3.12 'The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured, and uptake is supported with training and education.' (p.4).

Our Vision

We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.



Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all



Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices



Helps deliver inclusive economic growth

- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation



Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live



Context

4. Local Policy Context

4.1 The following brief provides insight into existing local policy documents describing elements relevant to the outputs of this Active Travel Action Plan.

4.2 The [South-Central Glasgow Local Development Framework](#) (LDF) establishes a framework for future development and revitalisation. The goal is to foster a resilient, inclusive, and vibrant community for living, working, recreation, and business. One of the key objectives of this strategy is to create what is described as a 'Connected South-Central', emphasising proximity and connectivity to the city centre through well connected active travel and public transport systems, facilitating easy access to employment, amenities, and services.

4.3 A focal point of this initiative involves enhancing connectivity across neighbourhoods through active travel modes such as cycling and walking. This not only amplifies accessibility but also contributes to the sustainability and resilience of the development. The expansion of the active travel network, along with the promotion of low traffic neighbourhoods, is achieved through the establishment of safe and pleasant walking and cycling routes connecting various locations.

4.4 Active travel is not merely an aspiration but a necessity, aligning with the principles of sustainability, prosperity, and the overall livability of the area. Moreover, it aligns with the ambitious target set by [Glasgow's Transport Strategy](#), aiming to reduce vehicle kilometres travelled in the city by 30 percent by the year 2030.

4.5 The [Pollokshields East to the Gorbals Liveable Neighbourhood Report](#) (which includes the northern part of Cathcart Road) by Glasgow City Council aims to re-think the way people live in Glasgow. This is an ongoing piece of work in this area. The report aligns with overarching Scottish Government policies and outlines a vision and objectives for transportation in the region, recognising the importance of active travel across four essential elements:

- Local town centres
- Everyday journeys
- Active and sustainable travel
- Streets for people

4.6 The Liveable Neighbourhoods objectives are designed to promote, enhance, and raise awareness about the advantages of active travel. The focus is on safeguarding cycle lanes and allocating road space to prioritise

people and active travel to enable healthy lifestyle choices by promoting active travel as the preferred mode for daily journeys.

4.7 A critical component of promoting improved active and sustainable travel is the establishment of a city-wide integrated active travel network. This initiative involves addressing poor or disjointed active travel routes in the area and implementing one-way local road networks with routes that prioritise active travel.

4.8 The [Crown St Retail Park & Cathcart Rd/ Aikenhead Rd junction](#) project outlined within the [Pollokshields East to Gorbals LN](#) report is particularly relevant to project as it is a very close retail park to the project area. The plans identify a series of improvements to the safety, accessibility and comfort of existing walking, wheeling and cycling links to Crown Street Retail Park from neighbouring areas of housing, many around North Cathcart Road.



Context

- 4.9 Glasgow City Council's City Development Plan outlines the local development strategies for the city, with exploration into connected places. The overarching goal is to create environments where ease of movement is prioritised through active travel and public transport. The [Glasgow City Development Plan Delivery programme](#) (June 2023) sets out the actions required to support the Development Plan.
- 4.10 The City Development Plan aspires to achieve several objectives, notably emphasising the importance of good-quality, well-linked open spaces. These spaces are envisioned to offer a multitude of benefits, ranging from amenity, and enhancing the urban setting to promoting biodiversity, creating growing spaces, facilitating active travel, serving as recreational areas, and contributing to flood management. Additionally, there is a focus on rectifying or replacing walking and cycling connections that may have been compromised by vehicular-dominated design approaches.
- 4.11 In this plan the council seeks to encourage new developments that actively promote and facilitate walking and cycling. This includes provisions for adequate cycle parking and establishing direct connections to the walking and cycling network, with a specific emphasis on linking to core paths. By doing so, the City Development Plan aims to create a more connected, accessible, and sustainable urban environment, aligning with the broader vision of prioritising active and public modes of transportation in the city. A revised City Development Plan will be released in 2027.
- 4.12 [Glasgow's Active Travel Strategy 2022 to 2031](#), signifies a transformative shift in how people navigate the city and the design of its streets and public spaces. The focus is on embracing walking, wheeling, or cycling collectively known as active travel. This strategy is closely connected to other transport-related plans and strategies outlined by Glasgow City Council, including the Glasgow Transport Strategy, Active Travel Strategy Story Map, Liveable Neighbourhoods Story Map, Liveable Neighbourhoods Toolkit, and the Glasgow City Centre Transformation Plan.
- 4.13 The active travel strategy acknowledges that active travel journeys cover a broad range and include daily commutes, shopping trips, exercise, recreation and getting to school. The City Council commits to revising its own travel planning strategies by encouraging staff to choose walking, wheeling, and cycling, thereby promoting active travel.
- 4.14 Beyond individual health benefits, embracing active travel contributes to reducing traffic congestion, carbon emissions, and addresses the challenges of climate change. The strategy acknowledges that fostering active travel can enhance the efficiency of the road network for both people and goods, addressing transport inequalities and granting residents greater independence to navigate Glasgow. The proposed [City Network](#) is designed to ensure safe active travel at all times of the day, catering to individuals of all abilities, and incorporating traffic-free 'open streets' events. This holistic approach aims to create a more sustainable, accessible, and healthier urban environment.
- 4.15 [The Glasgow Transport Strategy 2022](#) represents the city's updated local transport strategy, providing a comprehensive framework to guide transport decisions until 2030. This strategy includes both a Policy Framework and a Spatial Delivery Framework to guide decision making, aiming to unlock change through education, training, and innovative thinking.



Context

- 4.16 Recognising that half of journeys in Glasgow are less than 3km, presenting an opportunity for modal shift to active travel, the strategy focuses on replacing shorter car trips with active travel. This shift is envisioned through the implementation of significantly enhanced active travel infrastructure, improved public transport services, and behaviour change programmes. Key elements include the establishment of active travel corridors and initiatives encouraging active travel for school commutes.
- 4.17 Demonstrating the city's commitment to prioritising people and places, the [City Deal Avenues](#) project on Sauchiehall Street exemplifies how a bustling urban street can be reimagined. The success of initiatives like the Spaces for People programme, which involved the closure of Kelvinway to facilitate physical distancing during Covid-19 lockdowns, underscores the effectiveness of reallocating road space to promote walking and cycling. Adjacent to Cathcart Road, Victoria Road has been developed to offer improved cycle access and since over ten commercial units have opened.
- 4.18 Building upon these successes, Glasgow City Council plans to develop a comprehensive City Network featuring dedicated cycling infrastructure (see p.6 of the [City Network](#)

[Delivery Plan](#) and The Glasgow Transport Strategy: Spatial Delivery Framework Maps for map of proposed routes). This initiative is a pivotal component of the Active Travel Strategy workstream, complementing ongoing projects such as the Clyde Metro for the city and region. Through these measures, Glasgow aims to create a more sustainable and accessible urban environment while addressing the evolving needs of its residents and visitors. Currently, the specific section of Cathcart Road which this engagement was targeted at, does not have a route proposed. However other sections of Cathcart Road do have active travel routes proposed.

4.19 With the introduction of the [Low Emission Zone](#) across the centre of the city of Glasgow in June 2023, there is a change to the vehicles that are allowed to enter the city centre. It can be anticipated that this will disproportionately affect residents in areas of lower income who are more likely to own older models. North Cathcart Road has been identified as an area in the bottom 10% of the SIMD and it is also a key arterial route to the city centre. This is an important driver to make it an easier area to access the city centre from via active and sustainable travel methods.

Other projects and initiatives

- 4.20 Issues with public bins can also be reported using the QR code on the side of the bin. Glasgow City Council produced a short video on how to do so which can be viewed [here](#).
 - 4.21 Glasgow City Council have also produced the [MyGlasgow app](#) which can be used to request bulky waste collection or report fly tipping alongside access to a range of other services.
 - 4.22 The Govanhill Hub is a multi-agency problem solving group which includes representation from Glasgow City Council, Police Scotland and Govanhill Housing Association. The group meets on a regular basis to work in partnership develop a wide range of responses to local issues reported by the community, these can include anti-social behaviour, litter, fly tipping, parking and environmental issues.
- Issues can be reported to:
Glasgow City Council – Going online or phoning 0141 287 2000
Police Scotland – phoning 101
Govanhill Housing Association – phoning 0141 636 3636





“The Sustaining Choices project has worked with communities across Scotland to develop a body of evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport”.

Photo credits: Lucy Gillie



Engagement Process

5. Approach

Project Delivery – Detailed Steps

- 5.1 The following describes the various stages of the engagement process.
- 5.2 There was an initial exercise to **select interested communities** who were considered to be areas which would benefit from the implementation of a local active and sustainable travel action plan.
- 5.3 A questionnaire was designed, adapted from the [Place Standard Tool](#) and to inform each community engagement exercise.
- 5.4 Engagement opportunities were then established. These were promoted to the wider community. Promotion included:
 - Posters and leaflets distributed along North Cathcart Road (14 September 2023) including putting posters up in shop windows and local community hubs, such as the Larkfield Centre.
 - Information shared with 14 local organisations and the local authority alongside a request to share information about the survey and on-street activity on social media.

- 5.5 The core team then used this questionnaire to **facilitate engagement** at two face-to-face opportunities and a survey throughout September into November.
- 5.6 Planning Aid Scotland staff took the data received and **thematised the data**, before synthesising this information into an initial draft document of priorities and actions.
- 5.7 Lastly, two final engagement opportunities were held in February 2024. Six key actions were highlighted and explored further.
- 5.8 The outputs from the final workshops were then integrated into the initial draft before the **finalisation of the Action Plan**.

5.10 Process overview



Attendance and Response Information

5.9 Participant and/or survey response information is given below:

	Event type	Date	No.
Engagement 1	North Cathcart Road on-Street Engagement	Thursday 28 September 2023	88
Engagement 2	North Cathcart Road on-Street Engagement	Saturday 30 September 2023	59
Engagement 3	Online Survey	September – November 2023	49
Total attendance/responses during information gathering phase			196
Final Engagement	Workshop 1 (Larkfield Centre)	Thursday 1 February 2024	11
Final Engagement	Workshop 2 (Govanhill Neighbourhood Centre)	Thursday 1 February 2024	3



Understanding The Issues

6. Evidence Gathering – Community Engagement

Response Data

- 6.1 The [Place Standard](#) was used as the basis for the engagements held during Sustaining Choices with the following lines of enquiry through each stage of the engagement:
- How would you rate your experience of travelling on North Cathcart Road (defined as the section between Aikenhead Road and Crosshill station). Think about how easy it is to move around, how safe you feel, and how you feel about the surroundings?
 - What challenges do you face while trying to move around North Cathcart Road?
 - What would make moving around North Cathcart Road easier and more pleasant? *(multiple choice)*
 - What would make it easier for you to travel using public transport? *(multiple choice)*
 - What one change would you suggest to make North Cathcart Road better?

Following the analysis of the data, key themes and actions emerged including ‘address the issue of littering’ and ‘resolve pavement issues by repairing broken or uneven paving, ensuring proper maintenance, and securing tiles’.

- 6.2 Once aggregated and coded, all the responses made by participants resulted in a series of vision headings and aims. For each aim, priorities and actions for implementation have been developed.

- 6.3 The full list of actions (64) shared by the community can be found in Appendix 1.



Photo credits: Erin Fulton

Making it Happen

7. Delivery Strategy

Key Actions Identified

- 7.1 Following an assessment of all 64 potential actions identified during the information gathering stage, the core team identified six key actions to focus on during the delivery summit.
- 7.2 Further discussions then explored which community or outside organisations could help in the development of the action.



Making it Happen

7.3 Key Actions: Timeframe and Delivery Partner overview

Theme	Action	Response rate	Who could help	First steps	Notes
Maintenance	Address the issue of littering and fly-tipping by enhancing street cleaning efforts, increasing the frequency of rubbish collection, installing more litter bins, and ensuring proper maintenance of communal bins to create a cleaner and more attractive environment for pedestrians and residents.	Very high	Glasgow City Council (GCC)	Identify the bins that are overflowing and the areas of fly tipping where there are issues. Install more litter bins. Educate children in schools about dropping litter.	Fly tipping can currently be recorded through the My Glasgow App . Overflowing street bins can be reported using the QR code on the side of the bin.
Maintenance	Address pavement issues by repairing broken or uneven paving, ensuring proper maintenance, and securing tiles.	Very high	Glasgow City Council	Map where issues are.	
Active travel	Develop safe cycle routes and lanes while ensuring appropriate width to promote cyclist safety without impeding traffic flow.	Very high	Glasgow City Council	Review the map of planned cycle lanes see if the road is on it. Then find out timescales. Have conversations about cycle lanes (not everyone wants cycle lanes).	
Parking	Enhance available parking spaces and address challenges with parking availability on the streets, ensuring better parking management to alleviate congestion, prevent double parking, and improve accessibility.	High	Glasgow City Council	Have further conversations about parking. Contact GCC for more information about enforcement and what other deterrents might be available. Look to prevent parking on corners at pedestrian crossings.	Members of the public can report a parking problem on the Glasgow City Council website . Please include details such as the time of occurrence to provide parking wardens with more information for tackling the issue. If there is an obstruction caused by inappropriate parking the police should be contacted through 101.



Making it Happen

Theme	Action	Response rate	Who could help	First steps	Notes
Public realm	Enhance the area by planting more trees and flowers, possibly utilising planters for shrubs if street trees are not possible, to promote a greener and softer environment.	High	South Seeds with volunteer support	Count the number of trees in the area including back courts if possible. Put together a mood board of living street furniture, how to make living streets, a desk-based study with what has been done elsewhere. Pull together ideas with what is possible. This can be shared on social media and windows.	To address issues with tree roots coming through pavements, consider including some species which can 'root ball'. The area between Dixon Road/Avenue and Crosshill Station might be a good place to place planters.
Road safety	Enhance safety by implementing speed-reducing measures like speed bumps or lowering speed limits to 20mph.	High	Glasgow City Council	Find out what is possible to better manage traffic speed from the council.	

Response rates: Low = Fewer than 5 mentions, Medium = 5-29, High = 30-59, Very High = 60+



Making it Happen

8. Next Steps

- 8.1 This plan is intended as a practical resource for positive change, sparking conversations and supporting the long-term development of sustainable transportation in the area.
- 8.2 The plan will be shared with organisations across the area so that it may be used as an evidence base to support projects promoting active and sustainable travel across the area.
- 8.3 The plan will be published on the South Seeds website and further queries regarding the plan should go to lucy@southseed.org



Appendices

Appendix 1

Action Plan

Primary Theme	Action	Response Rate
Action	Establish and maintain ongoing channels for community feedback and engagement to actively listen and respond to local needs, fostering a responsive and inclusive approach to community development.	Low
Active Travel	Improve pedestrian safety by installing more zebra crossings, traffic signals near schools, and dropped kerb.	High
	Improve pavement width to ensure safer passage for wheelchairs and mobility scooters.	Low
	Consider regulating e-bike speed limits, promoting helmet use, and discussing the potential for taxation and insurance for e-bike riders.	Low
	Ensure proper maintenance of vegetation to prevent obstruction and maintain accessibility for people.	Low
	Revitalise Cathcart Road, focusing on cleanliness and enhanced accessibility for everyone, mirroring the sensitive regeneration seen in Victoria Road.	Low
	Add tactile paving (paving slabs with raised dots on them) to improve accessibility.	Medium
	Introduce bike storage facilities.	Medium
	Respect preferences regarding cycling infrastructure by evaluating alternative transportation solutions that align with the community's desires, ensuring the development meets the local needs and preferences.	Medium
	Develop signage to support walking in the area.	Low
	Ensure that cyclists are committed to cycling safely with consequences if they are unsafe or irresponsible.	Low
	Offer opportunities for young people to learn about cycling from an early age.	Low
	Explore the development of more continuous pavements with 'dutch entrance kerbs' for side streets.	Low
Develop safe cycle routes and lanes while ensuring appropriate width to promote cyclist safety without impeding traffic flow.	Very High	
Community Facilities	Improve conditions and space for rollerblading.	Low
	The playpark needs up-grading and repaired.	Low



Appendices

Appendix 1 (continued)

Primary Theme	Action	Response Rate
Maintenance	Address the recurring issue of flooding after heavy rainfall by improving water management systems, including unblocking drains and implementing measures to mitigate flooding in affected areas.	Low
	Improve the rundown surroundings by considering the transformation into pocket parks or better civic spaces, these would need to be well maintained.	Low
	Improve winter maintenance of pavements, including addressing concerns of salt bins containing rubbish and needles.	Low
	Consider removing the telephone box bearing in mind its value to some members of the public.	Low
	Address the rat infestation by implementing effective pest control measures, improving general hygiene practices, and addressing tall grass or unkempt areas where rodents may hide or breed.	Medium
	Address safety concerns related to obstacles on the street including abandoned road signs and floating bus stops.	Medium
	Address the issue of littering and fly-tipping by enhancing street cleaning efforts, increasing the frequency of rubbish collection, installing more litter bins, and ensuring proper maintenance of communal bins to create a cleaner and more attractive environment for pedestrians and residents.	Very High
	Address pavement issues by repairing broken or uneven paving, ensuring proper maintenance, and securing tiles.	Very High
Natural Space	Enhance the availability of green spaces in the area to improve the community's access to nature and recreational areas.	Low
Parking	Educate drivers on appropriate parking.	Low
	Enhance available parking spaces and address challenges with parking availability on the streets, ensuring better parking management to alleviate congestion, prevent double parking, and improve accessibility.	High
Public Realm	Enhance the area by planting more trees and flowers, possibly utilising planters for trees to promote a greener and more vibrant environment.	High
	Add electric vehicle charging points.	Low
	Create public spaces where people can relax and enjoy without the requirement of paying for amenities or activities.	Low
	Explore the provision/access to toilets.	Low
	Consider hosting 'play streets': Neighbour-led short road closures, creating a safe space for children to play freely together on their doorstep.	Low
	Establish an allotment on the waste ground at Aikenhead Road.	Low
	Install additional seating.	Medium
	Introduce public art to the area.	Medium
	Improve building maintenance and presentation of shop fronts.	Medium
	Enhance the area by introducing more diverse food and retail options, which could attract more visitors and contribute to the development of the local area. Additionally, increasing cafes and businesses can add vibrancy to the community.	Medium



Appendices

Appendix 1 (continued)

Primary Theme	Action	Response Rate
Public Transport	Integrate tickets for public transport (i.e. one ticket for bus, train and subway).	Low
	Explore the development of a tram route.	Low
	Make public transport more affordable by reducing fares.	Medium
	Make it easier and more accessible to get on and off public transport.	Medium
	Provide guidance on how to use public transport.	Low
	Improve clear and available bus and train timetables.	Medium
	Address access issues at Crosshill Station.	Medium
	Enhance the reliability and frequency of buses that service the area.	Medium
Road Layout	Improve traffic flow and pedestrian crossing at junctions.	Low
	Enhance road layout for improved safety.	Low
	Make carriageways narrower.	Low
	Expand the road width.	Low
	Add a filter light for traffic coming right on a Calder Street.	Low
	Improve clarity of all road markings including of double yellow markings.	Low
Road Safety	Enhance safety by implementing speed-reducing measures like speed bumps or lowering speed limits to 20mph.	High
	Address high pollution levels in the area.	Low
	Increase the presence of traffic wardens to manage issues related to irresponsible driving and improper parking, ensuring better enforcement of traffic rules and regulations.	Low
	Advocate for the implementation of 'strict liability' laws for motorists who injure pedestrians or cyclists to promote increased accountability and safety on the roads.	Low
	Explore measures to address concerns about potential discriminatory impacts of Low Emission Zones on businesses.	Low
	Address aggressive driving through inappropriate routes.	Low
	Reduce the number of traffic lights.	Low
	Repair the road's potholes comprehensively and to a high standard.	Medium
	Address the issue of excessive traffic on Cathcart Road to alleviate congestion and improve traffic flow in the area.	Medium
Address the issue of improper parking on pavements and obstructing drop kerbs and double parking.	Medium	



Appendices

Appendix 1 (continued)

Primary Theme	Action	Response Rate
Safety	Address issues related to bikes on pavements by providing clarity on cycling regulations, considering prohibiting cycling on pavements.	Low
	Enhance street lighting in the area, especially on side streets and dimly lit sections, to improve visibility and safety, particularly during night-time.	Medium
	Address and mitigate anti-social behaviour issues in the area, especially during night-time, by increasing police presence or improving surveillance measures to deter and address incidents of disruptive behaviour that compromise community safety and well-being.	Medium



Appendices

Appendix 2

Key National Policy Documents

Let's Get Scotland Walking Action Plan –

<https://www.transport.gov.scot/media/47993/national-walking-strategy.pdf>

Scotland's Fourth National Planning Framework – revised draft (2022) –

<https://www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/>

National Transport Strategy 2 (Transport Scotland, Feb. 2020) –

<https://www.transport.gov.scot/publication/national-transport-strategy-2/>

Active Travel Framework (Transport Scotland, 2019) –

<https://www.transport.gov.scot/active-travel/active-travel-framework/>

Transport and Poverty in Scotland, Report of the Poverty and Inequality Commission (June 2019) –

<https://bit.ly/3j5Lwir>

Cycling Framework for Active Travel – A Plan for Everyday Cycling –

[Cycling Framework for Active Travel - A Plan for Everyday Cycling](#)

Key Local Policy Documents

Glasgow South Central Local Development Framework –

<https://glasgow.gov.uk/article/26448/South-Central-Local-Development-Framework>

Glasgow Transport Strategy –

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

Glasgow City Council Liveable Neighbourhoods –

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

Glasgow City Development Plan –

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

Glasgow's Active Travel Strategy 2022 to 2031 –

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





