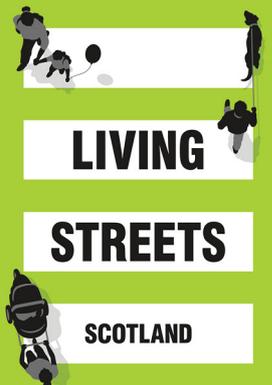


LOWER SPEED COMMUNITIES

Mount Florida



We are Living Streets Scotland, part of the UK charity for everyday walking. We want to create a walking nation where people of all generations enjoy the benefits that this simple act brings, on streets fit for walking.



BACKGROUND

Living Streets and Glasgow City Council agreed that the Mount Florida area would be one of the community areas included in the Lower Speed Communities project. This project, managed by Living Streets and funded by the Scottish Government, worked in communities across Scotland to support the lowering of vehicle speeds, supporting community involvement in the development and delivery of 20mph areas and supporting community involvement in taking advantage of the benefits which 20mph areas bring. Mount Florida is a residential area bisected by Cathcart Road and is home to Hampden Park. It is therefore a place where people live, work and go to school but also an area which traffic travels through – which brings its own tensions. The traffic associated with concerts and games at Hampden Park has also been a concern for residents for some time, and there is ongoing dialogue with police, Hampden and Glasgow City Council about ways to manage this. A 20mph area was introduced in the summer of 2017. This was the last of the small area 20mph schemes before the introduction of 20mph schemes on a larger scale. It therefore gave the opportunity to target community engagement in a recognisable community.

Glasgow City Council was interested in:

- monitoring the effectiveness of the scheme
- supporting schools and the wider community to take advantage of the scheme
- supporting schools and the wider community to take local action to support the scheme and promote its benefits
- encouraging active travel.

It was agreed that Living Streets would work with schools and local community organisations in the delivery of the project with initial contact focusing on Mount Florida Primary School and the Parents Partnership, and Mount Florida community council. Work with Mount Florida Primary School and the Parents Partnership was to be negotiated locally but was likely to include:

- mapping children's routes to school
- developing means of signposting and highlighting popular and safe walking routes
- development of an Active Travel Plan
- identification and highlighting of 'problem' areas and investigation of solutions

- encouraging children and parents to walk, cycle or scoot to school and within the local area

Work with the Mount Florida Community Council was to be negotiated locally but was likely to include:

- community monitoring of the impact and effectiveness of the scheme
- promotion of the benefits of the scheme
- actions to encourage the local community to take advantage of the benefits of the scheme

WORK WITH MOUNT FLORIDA COMMUNITY COUNCIL



The focus of work with Mount Florida Community Council has been to support them to engage and work with local people to identify the impact of the 20mph limit and any associated issues, identify potential solutions, agree actions which the community council could take in the longer term, and actions which the community council believed were appropriate for Glasgow City Council and other partners to take. This was driven by the length of time the project was active in the area and the community council's capacity to become actively involved in the project at the time. The community council was interested in becoming involved in the 20mph scheme, believing it is an issue which is important both for local residents and for the community council to champion but has a finite capacity which will require ongoing support.

In 2015-16 the community council commissioned erz ltd consultants to undertake an option appraisal for the 'Letherby Triangle', the name coined by the community council to describe the area bounded by Carmunnock Road, Letherby Drive and Cathcart Road.

It is a small public space at a strategically significant place in the community which is currently underused as it is surrounded by three roads and parking, making it difficult to access. Significant public consultation was undertaken, with the consultants generating options for redesign from the ideas brought forward by the community. Two thirds of the community who took part favoured the option involving the closing of Carmunnock Road.

The work with the community council therefore also sought to incorporate the work on the Leherby Triangle into the wider consideration of the 20 mph area.

The approach to working with the community council focused on four actions: discussion with the community council on their perception of the issues; raising awareness of the 20mph area with residents on Facebook; a Facebook survey to reach a wider variety of people, discover issues and ask for potential solutions; and a walk around of the area to explore key spots and issues first hand. This was then used to construct an action plan for the community council going forward.

The Mount Florida community council Facebook page was used regularly throughout the project to raise awareness of the 20mph area, allow residents to comment on the impact of the 20mph area and provide suggested improvements, and to publicise the project activities.

A Facebook survey asked people about their awareness of the 20mph area, the difference the introduction of the 20mph area had made, their attitudes to safety in the area and comments and suggestions on specific issues and solutions which would make a difference. Only 56% of respondents were aware of the introduction of the 20mph area and of these only 17% thought that its introduction had made a difference. Of all respondents, 82% thought that there were improvements which could be made to the 20mph area. The majority of comments focussed on awareness raising and enforcement, signage, rat running, extending the 20mph area, and improvements to slow and deter traffic at various locations. Although people thought the area was safe for walking and cycling, there were a large number of suggestions for improvements which would enhance safety: speed, tackling parking, enforcement, improved pedestrian crossings and extending traffic calming being the main ones. Road improvements and a dedicated lane for cycling were also mentioned.

A walk around involving local people was held to examine in more detail areas highlighted in the Facebook survey. This concentrated on the streets most often mentioned in the survey: Mount Annan Drive, Cathcart Road, Carmunnock Road, Kinmount Drive, Blairbeth Drive and Letherby Triangle. The main issues highlighted through the walk were the need for awareness raising about the 20mph area, speed, the need for enforcement, signage, the fact that 20mph roundels are painted at the edge of roads which leads to parked cars obscuring them, rat running, and the need for improved crossings.

There was a consistency in the issues residents raised in comments online, to community councillors, in the survey and the walk. These have been distilled into the following key issues:

- Knowledge of the 20mph area is poor for both residents and drivers

- Signage and roundels are not conspicuous enough. Cars often park over 20mph roundels, obscuring them.
- Speed cushions are ineffective in slowing cars
- Speed and volume of traffic remains an issue in the 20mph area and at a variety of nearby locations. This also causes speeding in these areas. Temporary long-term road works on major roads cause drivers to seek faster alternative routes and build ups at lights and junctions add to the problem.
- Too many single solutions have been implemented to date, resulting in confusion for drivers including signage clutter particularly around the school/Letherby Triangle. Drivers are unaware of the new crossing on Cathcart Road, and it is too close to Letherby Drive. This causes accidents.
- The roads around Letherby Triangle are an area of particular concern to residents as well as to the school, and this needs to be addressed urgently. Options suggested in this project include closing Cathcart Road onto Carmunnock Road or Letherby Drive adjacent to the school. Prior consultation undertaken by the community council favoured the closure of Carmunnock Road.
- A number of residents travel to and from work using the train station, and it is worth assessing routes for walking safety, including crossing points, speed and volume of traffic, inappropriate parking near the station.
- Improvements to existing crossings are required
- Inappropriate parking is an issue

It is interesting to note that many of the issues which residents raised are those which allow pedestrians to take full advantage of a 20mph area, by making the area easier and safer to navigate on foot and on bike. It is also about a sense of place – where residents feel safe and are able to enjoy and take advantage of the amenities the area has to offer. In addition, although this report concentrates in the main on the 20 mph area, residents raised a range of similar concerns about streets bounding the 20 mph area. This emphasises the importance of 20mph and solutions to slow traffic and support the pedestrian experience being applied more widely in urban settings.

From this an Action Plan has been proposed to the community council. Delivery of this Action Plan will be dependent on support, funding and capacity within the community council.

ACTION 1: Resident awareness campaign that the 20mph area is in place and enforceable

- Distribute leaflet
- Continue to post information on Facebook and also Twitter
- Collect local interest stories on residents' views on 20mph
- Other activities eg campaign to tackle inappropriate parking

ACTION 2: Driver Awareness Campaign

- Mount a speed awareness session with hi-vis vests and hairdryers/or speed guns at traffic lights, major junctions and roads and use this to gain publicity
- Develop and display 20 mph posters and placards at key spots
- Consider other future activities

ACTION 3: Community Road Safety Day in partnership with Mount Florida Primary School and Mount Florida Primary Parent Partnership

ACTION 4: Work with Police and Glasgow City Council to mount an enforcement campaign to tackle/change behaviour (Spring 2018)

- Regular enforcement – through cameras or increased police presence - at rush hour over a 4-6 week period to cause an effect, and for word to spread amongst residents and drivers using the area.

WORK WITH MOUNT FLORIDA PRIMARY SCHOOL AND PARENT PARTNERSHIP



Significant work has been undertaken with Mount Florida Primary School, the Junior Road Safety Officers and the Parent Partnership. The school has now signed up to Living Streets' Walk to School (WOW) challenge and an assembly was held to launch the programme to children. The school already has a 66% rate for those walking to school, but scoot and cycle rates are low and many parents are unwilling to allow children to walk to school on their own due to concerns over vehicle speed, congested roads, and a lack of safe crossing points. The school is actively working towards Glasgow City Council's Lord Provost Road Safety Award and launched WOW on 24 November 2017.

Both the school and the Parent Partnership were keen to take advantage of the 20mph area and the project to increase both safety around the school and to increase and sustain active travel. To ensure sustainability, activity focused on dovetailing with Glasgow City Council's approach to school travel planning, identifying issues and identifying actions which the school, pupils and Parent's Partnership could jointly undertake.

Junior Road Safety Officers held a walk around and identified issues which need resolving to make the journey to school safer. The walk around concentrated on those streets which children were most likely to use on their walk to school and raised many of the issues identified in the work with the community council: speed, drivers' awareness, signage, parking, crossings and enforcement. The JSROs discussed what they could do – for example designing posters to alert drivers and also being involved in a speed gun campaign. They also explored which routes were safest for children and whether a park and stride from Hampden Park and Blairbeth Drive was a possibility. The JRSOs have designed a Road Safety wall which includes information on 20mph areas, road safety and active travel to highlight the issues for their fellow pupils and parents visiting the school. P7 and P6/7 groups have also completed a speed gun activity with the Road Safety Team at Glasgow City Council.

The Parents Partnership has highlighted the 20mph area and a desire to increase active travel rates to parents through Facebook, Twitter and schoolbag letters. A survey of parents was conducted on Facebook, asking for their views on the journey to school. In the survey 78% reported that they were aware of the 20mph area, but only 23% stated that they thought drivers were aware of the speed limit. Looking at the route to school, only 59% thought that the speed cushions outside the school were effective and only 52% felt safe or very safe on their journey to school. Parents were asked to identify the issues which caused them concern on the route to school and suggest solutions. As the school catchment area is wider than the 20 mph area, many of the suggestions focused on streets outside the 20 mph area, highlighting both that the benefits of a 20 mph area do depend on the perceived safety and acceptability of the routes leading to it – and that the introduction of a 20 mph area can highlight the discrepancies of surrounding areas. Interestingly, a majority of those who drove to school said that they would consider parking in a designated area further from the school to aid congestion and improve safety around the school.

A walk around was held with a group of parents and children to explore the issues they face on their journey to school – in particular the time it can take to shepherd small children and a pram or pushchair across a busy road. To reflect the fact that many parents travel from outside the 20 mph area, this walk also included Battlefield Road which is a major road which parents and children have to cross. The major issues identified through the walk were: the difficulty in crossing roads – often there is not enough time for people to cross, drivers often go through pedestrian crossings due to

speed or frustration at hold ups, and in particular Battlefield Road was difficult to cross because of the volume and speed of traffic and the unsuitability of the pedestrian island; speed and volume of traffic; lack of awareness of drivers that they are approaching a school; signage does not highlight to drivers that they are near a school or that they are in a 20 mph area; and parking on pavements or obscuring view of the street and traffic.

A huge amount of information was gathered through the work with the Parent Partnership, parents, school and the JSROs. The key issues identified can be distilled as:

- A need to reinforce awareness of school site
- Road safety concerns in the immediate areas outside the school site. The existing school crossing point only works when the School Crossing Patroller is present and crossing the bottom of Mount Annan Drive is a major concern.
- Improvements required to signage and traffic calming in 20 mph area. Because of the speed and volume of traffic in the 20 mph area parents do not let their children play out any longer.
- Speed of traffic in certain locations. Letherby Triangle is a key concern, where there are too many ways for traffic to come in. In particular the speed of vehicles travelling around Letherby Drive onto Cathcart Road, and immediately outside the school on Carmunnock Road was raised.
- Volume of traffic in certain locations. The number of large vehicles travelling through is an issue, including buses which sometimes mount the kerb when turning onto Battlefield Road from Cathcart.
- Lack of safe crossing points on route to school
- Inappropriate parking. Parking is an issue around the school – by parents at drop off and pick up time but also others on the land adjacent to the school and Letherby Drive
- A need to extend the current 20 mph area

It is interesting to note that many of the issues raised are again those which allow pedestrians to take full advantage of a 20 mph area, by making the area easier and safer to navigate on foot and bike.

In this section, it might be worth highlighting the following:

- The existing school crossing points only work with a SCP, and crossing the bottom of Mount Annan is a major concern
- Letherby Triangle is a key concern, where there are too many ways for traffic to come in. In particular the speed of vehicles travelling around Letherby Drive onto Cathcart Road, and immediately outside the school on Carmunnock Road.

An Action Plan has been agreed with the Parent Partnership and school, and will inform their School Travel Plan.

MOUNT FLORIDA PRIMARY SCHOOL AND PARENT PARTNERSHIP ACTION PLAN

AIMS

- To increase walk to school rate from 66% to 100% starting at twice a week and increasing to three times a week by academic year-end.
- To reduce parents/carers parking inappropriately outside school.
- To identify safe Park and Stride options and encourage parents/carers to park further away from school and walk the remaining journey.
- To work with Glasgow City Council, the Police and Cordia to improve engineering measures in the school catchment area to promote active travel and road safety.
- To educate the school community of the health, environmental, economic and community benefits of active travel and creating safer streets.
- To work with Mount Florida Community Council on wider community campaign.

ACTIONS

ACTION 1: Work with Glasgow City Council Road Safety Team to develop and deliver School Travel Plan and related activities in December/January

ACTION 2: Work with Glasgow City Council Road Safety Team to improve engineering measures in the area immediately around the school and on main walk to school routes

- Pedestrianise area around school/Close Letherby Drive
- Use taxi point on Carmunnock Road as drop-off point
- Crossing at Carmunnock Road school entrance
- Safe crossing on Battlefield Road and Holmlea Road
- Traffic calming, and school zone/speed signage

ACTION 3: Work with Living Streets to develop and deliver Walk Once a Week Scheme and related activities

- Mini re-launch in Spring 2018.
- Walk to school days (aim for 100% schoolchildren walking to school; themed days e.g. fancy dress, wear your favourite shoes etc.)
- National Walking Month (May) activities.
- International Walk to School Month (October) activities.

- Parental engagement via Facebook, Twitter, schoolbag letters.

ACTION 4: Work with Police to deliver School Travel Plan, and promote active travel and road safety

- Report all near-misses and accidents
- More collaboration / presence of Police to enforce speed limits around the school, particularly Carmunnock Road school entrance, Letherby Drive, Mount Annan Drive, as well as the whole 20 mph area.
- More collaboration / presence of Police to tackle inappropriate parking around the school.

ACTION 5: JRSOs take an active role in promoting road safety

- JRSOs to run 'design a road safety/20 mph banner' competition in school
- JRSOs and MFPPP to develop other activities to make the school and speed limit visible to drivers e.g. 20 mph posters to display on Carmunnock Road guardrails; JRSOs/parents in hi-vis jackets at crossing points/junctions; scarecrow to look like a child on guardrails; media attention, etc.

ACTION 6: Develop safe routes to school

- Map current walk to school routes, and identify safe routes to school.
- Light up safe routes to school.
- Make children more visible.

ACTION 7: Tackle inappropriate parent parking

- Red and Green zone campaign to identify where to park, where not to park, suitable and safer routes, and crossing facilities. Parking Pledge - get parents to sign up to this!
- Work with JRSOs to design parking tickets with road safety and parking behaviour messages to issue to any parent parking inappropriately.
- Planters on paved area adjacent to Letherby Drive.

ACTION 8: Explore Park & Stride

- PPP to pursue Park and Stride from Hampden with Councillor Anna Richardson, engaging JRSOs where necessary.
- PPP to pursue Park and Stride from Mount Florida Bowling Green i.e. along Blairbeth Drive.

ACTION 9: Run events to highlight road safety

- Road Safety Week – stand-alone week or link in with Health Week in May/June.
- Community Road Safety Event in partnership with MoFloCoCo. Engage local Councillors, Police, Living Streets, Glasgow City Council Road Safety Team, and local businesses including Hampden, Asda, Tesco among others. Close Letherby Drive, and have stalls with road safety, 'green' and healthy activities.

CONCLUSION

Mount Florida Primary School, Community Council and Parent Partnership are committed to taking forward the actions in their respective action plans and to work more collaboratively. All have noted that the Lower Speed Communities project provided the impetus and outside support to explore issues of speed and safety and to plan future actions. Both Living Streets and Glasgow City Council through their Road Safety Support Unit are committed to continuing support.

The importance of community action to identify issues and solutions and involve residents has been apparent throughout the work in Mount Florida. But the support of partners is vital in allowing community action to achieve results and to carry out actions which communities cannot achieve on their own.

The role of Glasgow City Council is central to this, by working with the school, community council and Parent Partnership to promote the 20 mph area and raise driver awareness of the speed limit, in supporting community speed watch campaigns, undertaking engineering work to improve crossings and improve the signage and traffic calming, and to support initiatives such as street closures which advertise the importance of streets for living and play as well as traffic.

The issue of enforcement was a mentioned on a regular basis through the work in Mount Florida. There is clearly a role for Police Scotland to examine how they can support a legally binding speed limit both at its inception and at regular intervals – the example of Mount Florida shows that signage and engineering have a major part to play in slowing speed but that enforcement is needed to reinforce the speed limit and parking restrictions to drivers.

Mount Florida clearly shows the importance of 20 mph in allowing residents to consider the role of traffic, walking and cycling in their community and the importance of redressing the balance to a sense of place.



For more information contact Living Streets Scotland

Thorn House
5 Rose Street
Edinburgh
EH2 2PR

Telephone: 0131 243 2645
Email: Scotland@livingstreets.org.uk

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