Connecting Battlefield

Places for Everyone

Baseline monitoring summary

19 February 2025

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1. Executive Summary

These are the key results from baseline monitoring carried out before project construction. The impact of the scheme will be evaluated against the project outcomes:

Outcome 1: Increase number of people and trips for walking, cycling and wheeling for everyday journeys

- The project has the potential to **increase active travel levels through the Battlefield Junction**. Particularly for people who use the route **for commuting to/from work or taking a lunch break**.

Outcome 2: Ensure communities are proactively engaged in project development and decision making

- The project collected insights from **499 community residents**. **45%** of residents were aware of the project before the consultation. **65%** of residents are in favour of the proposals

Outcome 3: Improve the quality of place and where possible increase the quality and quantity of green infrastructure

- **88%** of respondents stated that the **project area is a good place to live**. However, improvements are possible as **72%** agreed that the streets are dominated by motor vehicles.

Outcome 4: Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles

- Only **50%** **said walking safety is good**, and **37%** **said cycling safety is good**. This shows that there is a lot of potential to improve safety for people travelling actively.

Outcome 5: Improve accessibility for people with protected characteristics

- The residents survey found that **22%** **of respondents had a physical or mental health condition**. This shows that new infrastructure should be designed to meet the diverse needs of the community.

2. Scheme overview

Places for Everyone

Places for Everyone is an infrastructure programme that aims to create safe, attractive, healthier places by increasing the number of trips made by walking, wheeling and cycling for everyday journeys. The project is being delivered by Glasgow City Council in partnership with Sustrans Scotland. The programme is funded by Transport Scotland and is managed by Sustrans Scotland. The Places for Everyone programme superseded the Community Links programme in 2019.

Scheme description

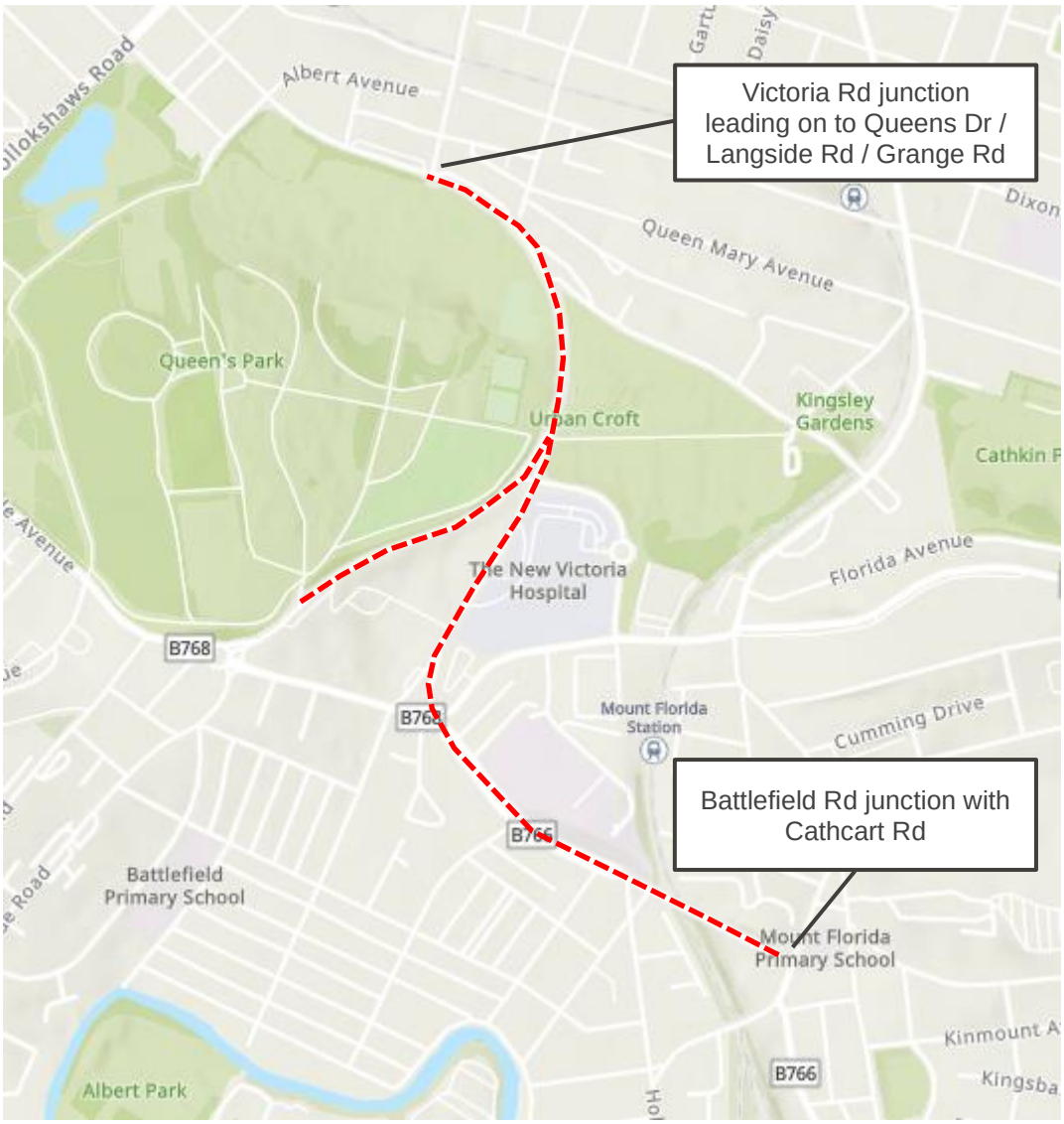
Background

The scheme started as a Street Design project. The overall aim of the Street Design programme was to inspire, encourage and empower local residents to redesign their neighbourhood to encourage active travel, improve safety and provide more attractive and sociable public spaces for residents to socialise and children to play in.

In 2018/19, Sustrans' Street Design team undertook the first stage of baseline monitoring. This established the local needs and aspirations of the community, and the findings helped guide the developed and technical design process.

Since the baseline monitoring took place, the project has been relaunched as the Places for Everyone project Connecting Battlefield by Glasgow City Council. It is being delivered as part of a programme of ambitious improvements for improving access and routes for walking and cycling across the city. The Council and Sustrans Scotland have been working together to improve the quality of the public spaces in the project area, further enhance the character of the area and put people rather than motor vehicles at its heart.

Figure 1. Drawing of project plan



Location

The route will go from Victoria Road at the top of Queens Park, down Queens Drive / Langside Road / Grange Road to the Battlefield Road junction with Cathcart Road.

Key trip generators in the area include, but are not limited to, the following:

- Local retail businesses and services
- New Victoria Hospital
- Glasgow Clyde College campus
- Battlefield Primary School
- Langside Parish Church

- Langside library
- Mount Florida train station and bus connections
- Queens Park
- Bowling Club

Design elements

These are some of the key design elements for the project:

- Improved outdoor public space around the Battlefield Rest Junction and Battlefield Road
- Improved accessible footway and footway widths along Battlefield Road and Langside Road
- More crossing points across the project area
- Segregated cycle tracks connecting the area to the existing South City Way
- A simplified junction around the Battlefield Rest
- Improved bus stop infrastructure along the routes.

Outcomes

The outcomes for this project are from the Places for Everyone (PfE) programme. Progress against these outcomes will be assessed using a range of indicators from several data sources.

1. Increase number of people and trips for walking, cycling and wheeling for everyday journeys
2. Ensure communities are proactively engaged in project development and decision making
3. Improve the quality of place and where possible increase the quality and quantity of green infrastructure
4. Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles
5. Improve accessibility for people with protected characteristics.

Project objectives

The following bullet points are project specific objectives set by Glasgow City Council. Sustrans will not specifically be monitoring to evidence these objectives.

- Connecting Battlefield contributes to continued and inclusive economic success for businesses around Battlefield Road
- Improve the mental and physical health of residents, and further enhance the sense of community
- All thrive, regardless of mobility or income, through a liveable and inclusive public realm
- Encourage demographic use of active travel which is representative of Glasgow
- Eliminate perceived traffic danger as a reason not to walk, wheel and cycle by reducing traffic speeds and volumes
- Prioritise walking, wheeling and cycling so that it is safe for more active journeys all year round
- Improve access to sustainable transport to, from and through the project area.

3. Monitoring

This section outlines how Sustrans Research and Monitoring Unit (RMU) and Glasgow City Council (GCC) collected the data for this report, and the methods used for analysis.

Monitoring tools summary

Broad timings and responsibilities for the monitoring programme are summarised below. For more details about the monitoring tools used please see the Methodology section. Most of the baseline monitoring was completed in 2022.

Table 1. Monitoring programme summary table[1]

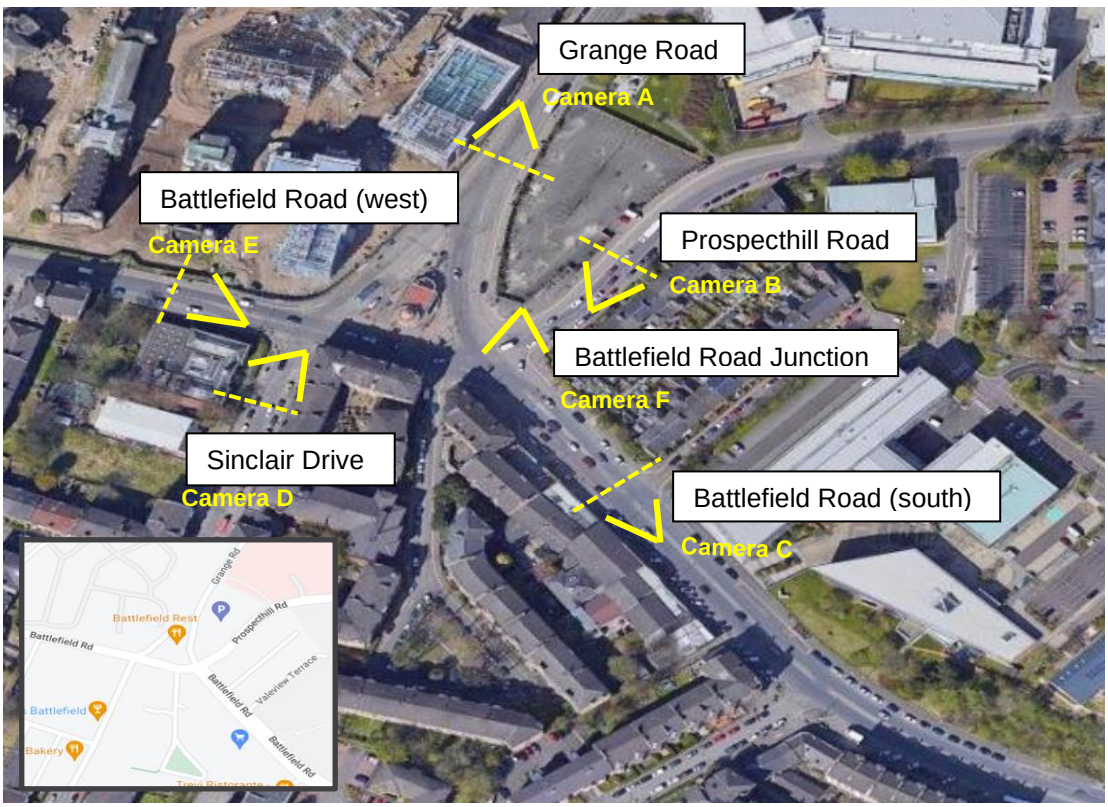
Monitoring Tool	Baseline monitoring date and responsibility
Residents survey	July 2022 (GCC)
Video manual counts	September 2022 (Sustrans RMU)
Traffic speed and volume survey	June 2022 (GCC)
Hands up Scotland survey	2022 (Sustrans RMU)

4. Findings

Outcome 1: Increase number of walking, cycling and wheeling trips for everyday journeys

The following section uses data collected from six video manual counts (VMCs) that were conducted around the Battlefield Rest junction. VMC data was collected across seven days in September 2022. All non-motorised users were counted between 06:00 and 20:00. The cameras covered each of the five approach roads to the junction as well as one on the junction itself. The map below (Figure 2) shows the positioning of the six cameras placed around the junction. These provided counts of cyclists and pedestrians, which help to highlight the most popular directions of travel, as well as displaying the peak usage times of certain routes.

Figure 2. Location of video manual count cameras around Battlefield Junction



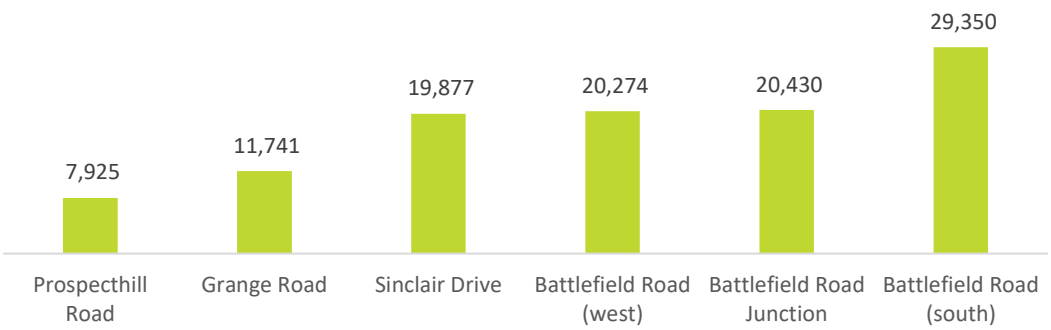
Walking

Battlefield Road (south) had the highest pedestrian count. This may be explained by the count sites close proximity to Glasgow Clyde College. College students going to the food shops and residents approaching from the south could contribute to the high count.

Pedestrian counts around the battlefield junction were high on the approaches that link the junction to key residential areas. Figure 3 highlights this, showing that around 20,000 pedestrians were counted on Battlefield Road Junction, Battlefield Road (west) and on Sinclair Drive respectively.

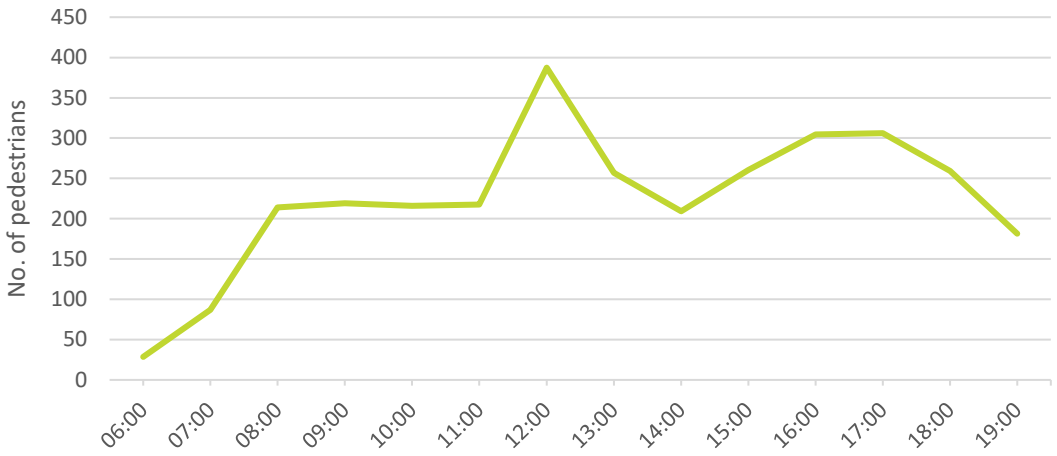
Prospecthill Road and Grange Road were less popular with pedestrians.

Figure 3. Seven-day count of pedestrians at the six VMC locations



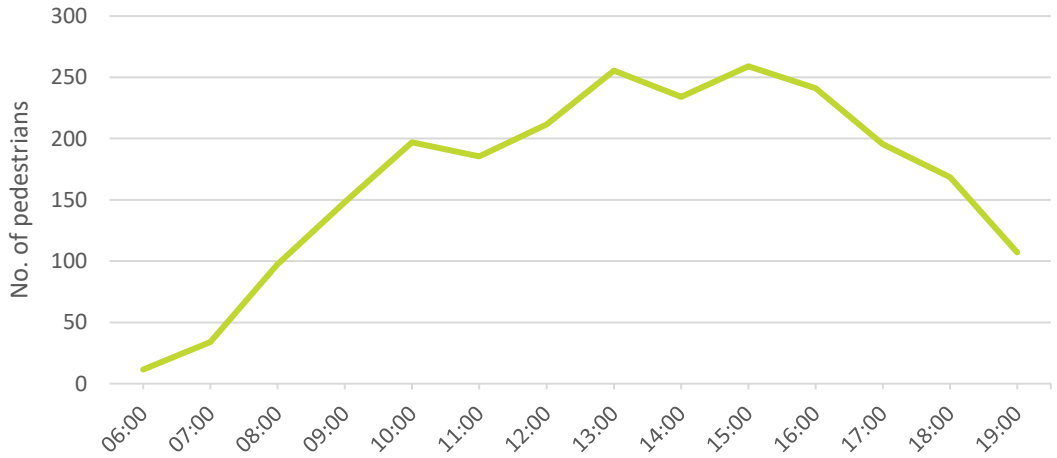
All six sites show usage patterns that suggest they are used for commuting by pedestrians. Every site shows a large increase in pedestrian numbers between 07:00 and 09:00. Furthermore, most sites show a spike in pedestrian numbers at some point between 15:00 and 18:00. These correspond to morning and afternoon commuting times. Battlefield Road junction (Figure 4) and Battlefield Road (south) both show a peak usage at around midday. This is likely explained by pedestrians accessing cafes and supermarkets in the area.

Figure 4. Weekday average hourly volume of pedestrians at Battlefield Road (Junction)



Across all sites, weekend use by pedestrians was slightly lower than weekday use, but sites are well used through the middle part of the day, 10:00-18:00. The weekend usage pattern at Battlefield Road junction is shown in Figure 5. This pattern was similar for all sites, although absolute numbers did differ.

Figure 5. Weekend average hourly volume of pedestrians at Battlefield Road (Junction)



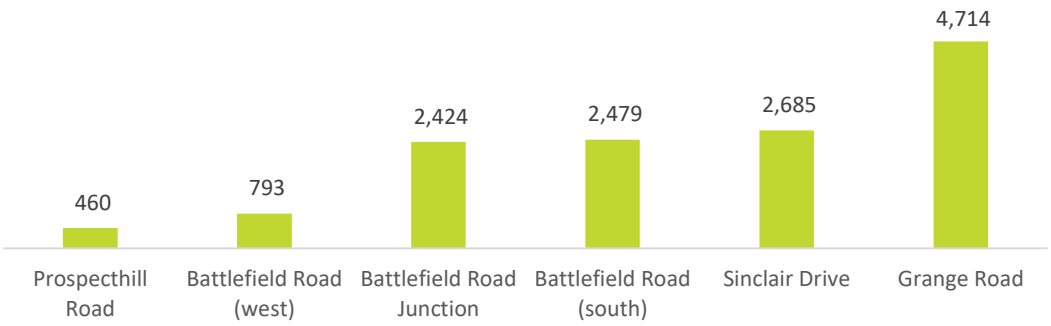
Cycling

Grange Road is busiest for cyclists with 4,714 counted across the seven days between 06:00 and 20:00 (Figure 6). This is a daily average of around 670 cyclists (half this number if we

count return journeys). This was the most popular route for cyclists, most likely because it is the main route northwards towards the South City Way and the city centre. In contrast, Grange Road had the second lowest number of pedestrians.

On other roads, around 2,500 cyclists used Battlefield Road (south), Battlefield Road junction, and Sinclair Drive across the seven days. Battlefield Road (west) and Prospecthill Road were less popular with cyclists both recording counts of under 1,000 (793 and 460 respectively). It should be noted that each user will be counted twice as they pass through the junction (inbound and outbound). The counts displayed are the numbers using each road.

Figure 6. Seven-day count of cyclists at the six VMC locations



As highlighted, Grange Road is the busiest location for cyclists (most likely due to it being a key connection to the South City Way and subsequently the city centre). Weekday cyclist counts show a morning and an evening peak of around 120 cyclists per hour (Figure 7). These peaks are consistent with Grange Road being a key link for those commuting to and from work in the city centre. With the project aiming to make this connection to the South City Way safer and more accessible, we would expect to see an increase in cyclists using this already popular route during commuting hours.

At the weekend counts are lower at Grange Road. The morning builds up to around 35 to 45 cyclists per hour (Figure 8). This is to be expected due to the primary function of Grange Road as a connector for commuting trips. However, with improvements to the infrastructure it is hoped that more cyclists will use the route for leisure purposes as well.

The cycling usage pattern at the other sites is similar to that observed at Grange Road, albeit with the number of cyclists being lower.

Figure 7. Weekday average hourly volume of cyclists at Grange Road

Figure 8. Weekend average hourly volume of cyclists at Grange Road

In addition to the video manual counts, cycle turning counts were conducted at another junction in the project area. This focused on the junction where Queen's Drive meets Victoria Road, at the northern end of the project. At this junction the Connecting Battlefield project joins the south end of the South City Way (SCW), a recently developed active travel corridor which runs to the city centre.

There are four approaches to junction (listed in clockwise order):

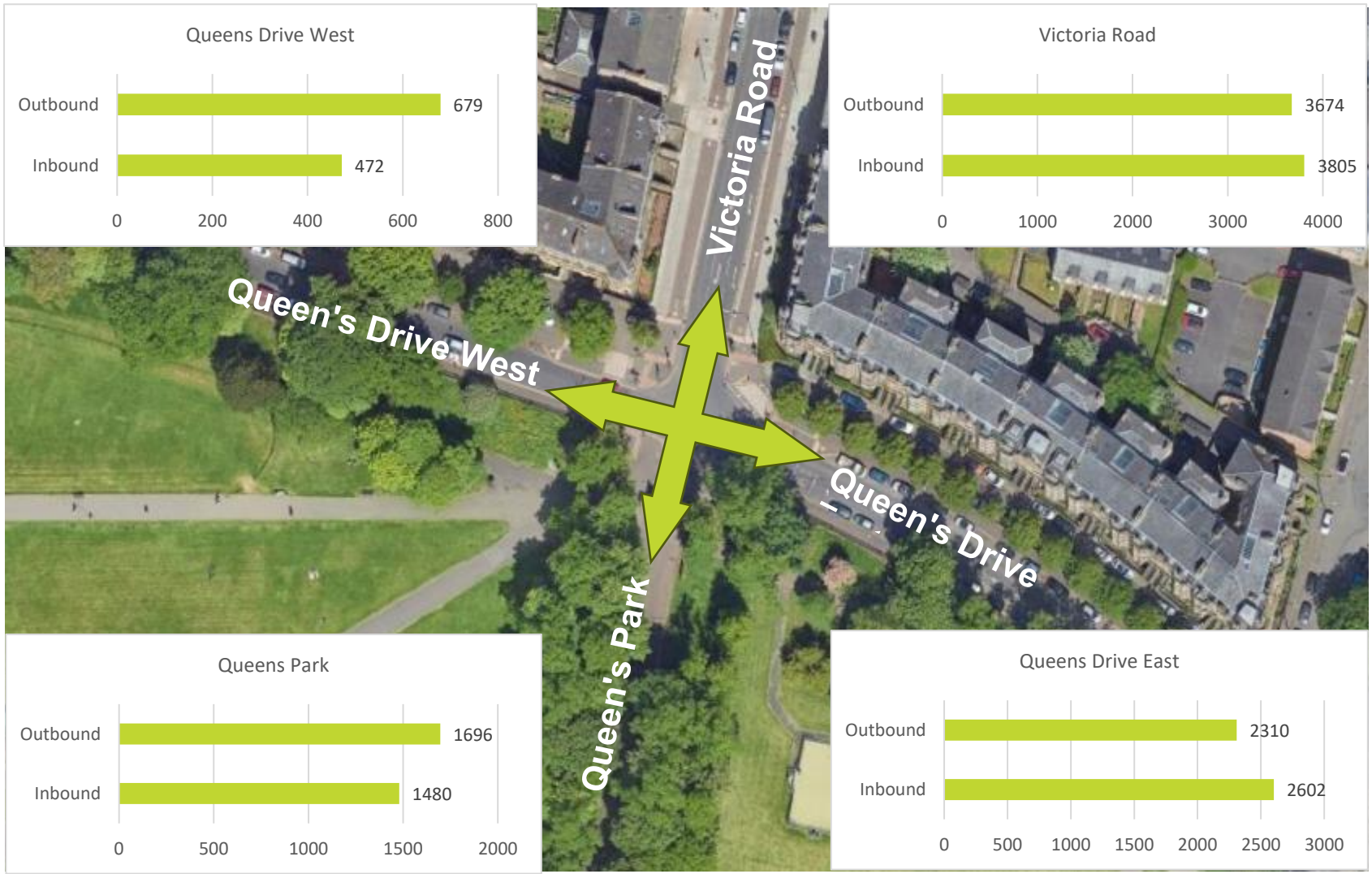
- Victoria Road (SCW)

- Queens Drive East
- Queens Park
- Queens Drive West

Over a week, there was a total of over 8,000 cyclists counted turning at the junction. The most popular turning used at the junction was Victoria Road.

Figure 9 shows the cycle counts at each part of the junction.

Figure 9. Counts of cyclists turning (inbound and outbound) at the junction between South City Way and Connecting Battlefield



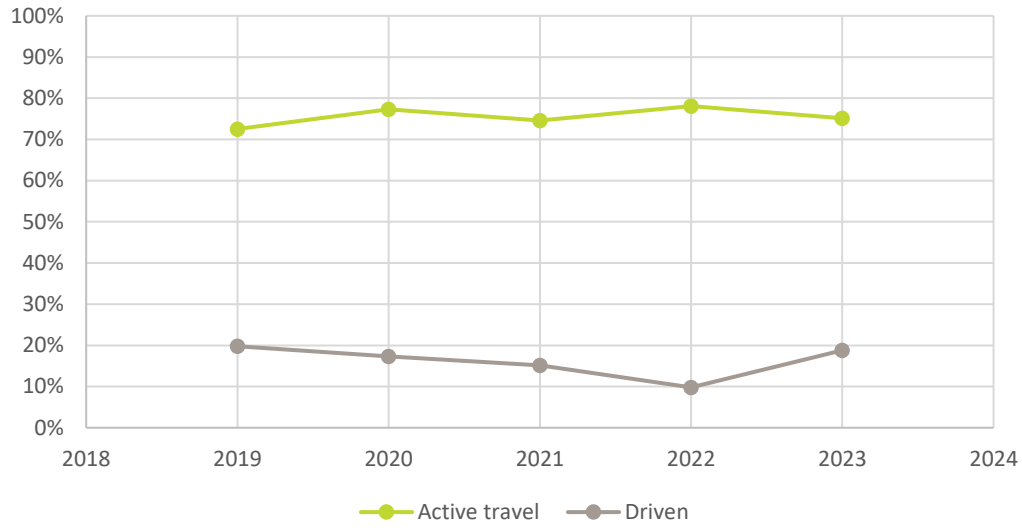
Counts of cyclists turning from Queens Drive East (the direction of travel if coming from the Battlefield project area) show a weekday morning peak of over 70 cyclists per hour. This highlights the primary use of the route by cyclists travelling to work in the city centre in the mornings. This pattern is also seen for the afternoon commute, with cyclists traveling in the other direction (see Figure 10).

Figure 10. Weekday counts of cyclists turning between Queens Drive East and Victoria Road (South City Way)

School active travel

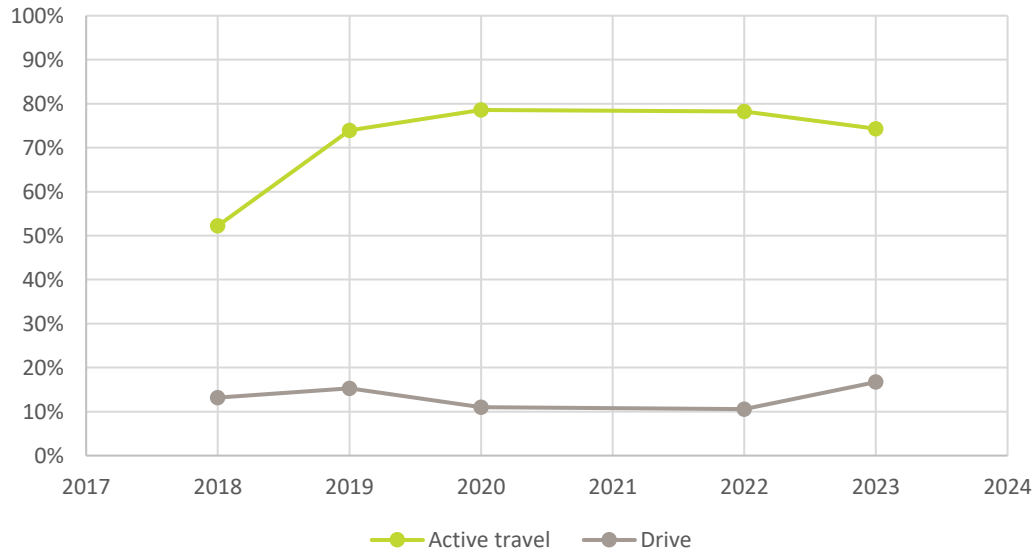
Data from the Hands Up Survey Scotland (HUSS) shows that active travel is relatively popular among school pupils in the area. The percentage of pupils using active travel to travel to Battlefield Primary School has remained consistent from 2019-2023 fluctuating between 72-78% (Figure 11). Driving levels also remained mostly consistent from 2019-2021 between 15%-20%, however, levels fell to 10% during 2022 (likely due to the Covid-19 pandemic), only to return to previous levels of 19% in 2023.

Figure 11. Travel mode percentage for Battlefield Primary School pupils 2019-2023



Langside Primary saw a large increase from 2018-2019, with the active travel percentage rising from 52% up to 74% (Figure 12). It then remained consistent from 2019-2023 fluctuating between 74% and 79%. Driving levels were relatively consistent from 2019-2023 ranging between 11-17%.

Figure 12. Travel mode percentage for Langside Primary School pupils 2018-2023



We would envisage that the new infrastructure will result in some increases to the already high active travel levels to these schools.

Outcome 2: Ensure communities are proactively engaged in project development and decision making

Awareness and levels of support

A residents survey conducted in the summer of 2022 received 499 responses. It found that, before receiving the survey, 45% of residents were aware of the project and 18% had attended a consultation event for the Battlefield Street Design Project during 2018-2019. Results highlighted that respondents were generally supportive of the proposals to develop the Battlefield area. 65% stated they were in favour of the proposals to improve walking, wheeling and cycling along this route (Figure 13).

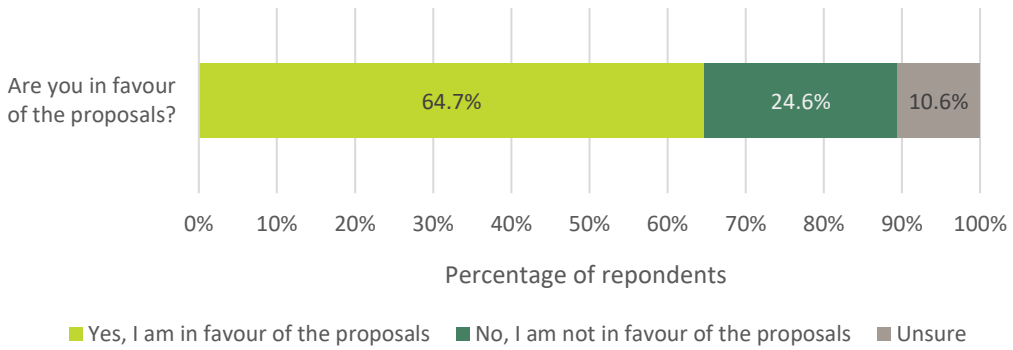
"I have not really thought about the potential of cycling to work as I am nervous about cycling on the road. These plans would mean that I would consider that."

Survey respondent

"All in all a good proposal which will benefit the area. However more has to be done to bring the community onside and educate/expand on the idea of active travel vs "traditional" cars."

Survey respondent

Figure 13. Percentage of resident survey respondents in favour of the project proposals

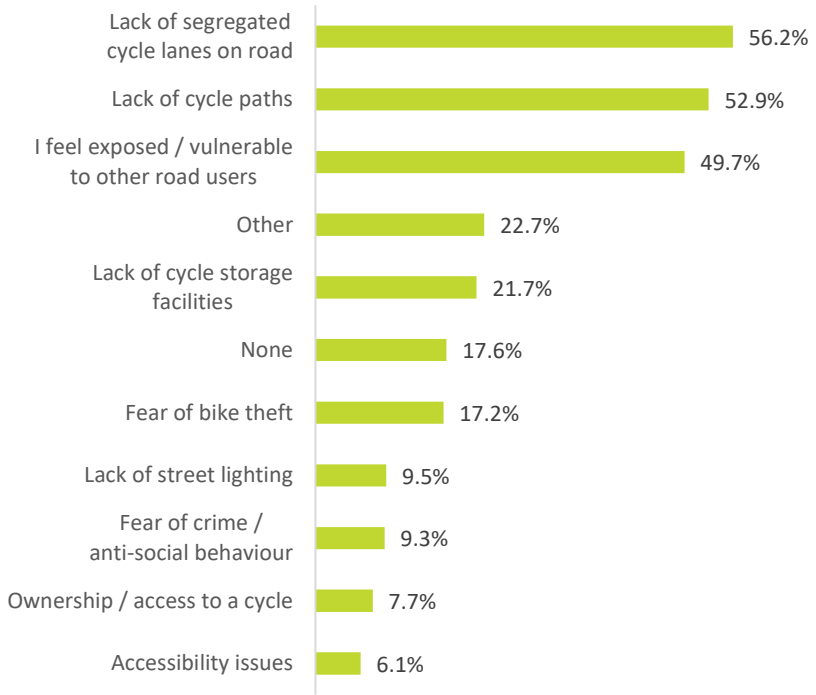


Barriers to active travel

A lack of segregated cycle lanes on roads was the primary barrier to active travel for 56% of survey respondents (Figure 14). This was closely followed by lack of cycle paths (53%) and feeling exposed / vulnerable to other road users (50%). The planned infrastructure improvements should tackle these barriers directly, and result in fewer barriers to active travel.

Other barriers included a lack of cycle storage facilities (22%), fear of bike theft (17%) and a lack of street lighting (10%). Providing good quality cycle storage would address fears of bike theft. This, combined with improved street lighting, would remove more of the barriers residents have to active travel.

Figure 14. Selected barriers to walking, wheeling and cycling in the Connecting Battlefield project area



Outcome 3: Improve the quality of place and where possible increase the quality and quantity of green infrastructure

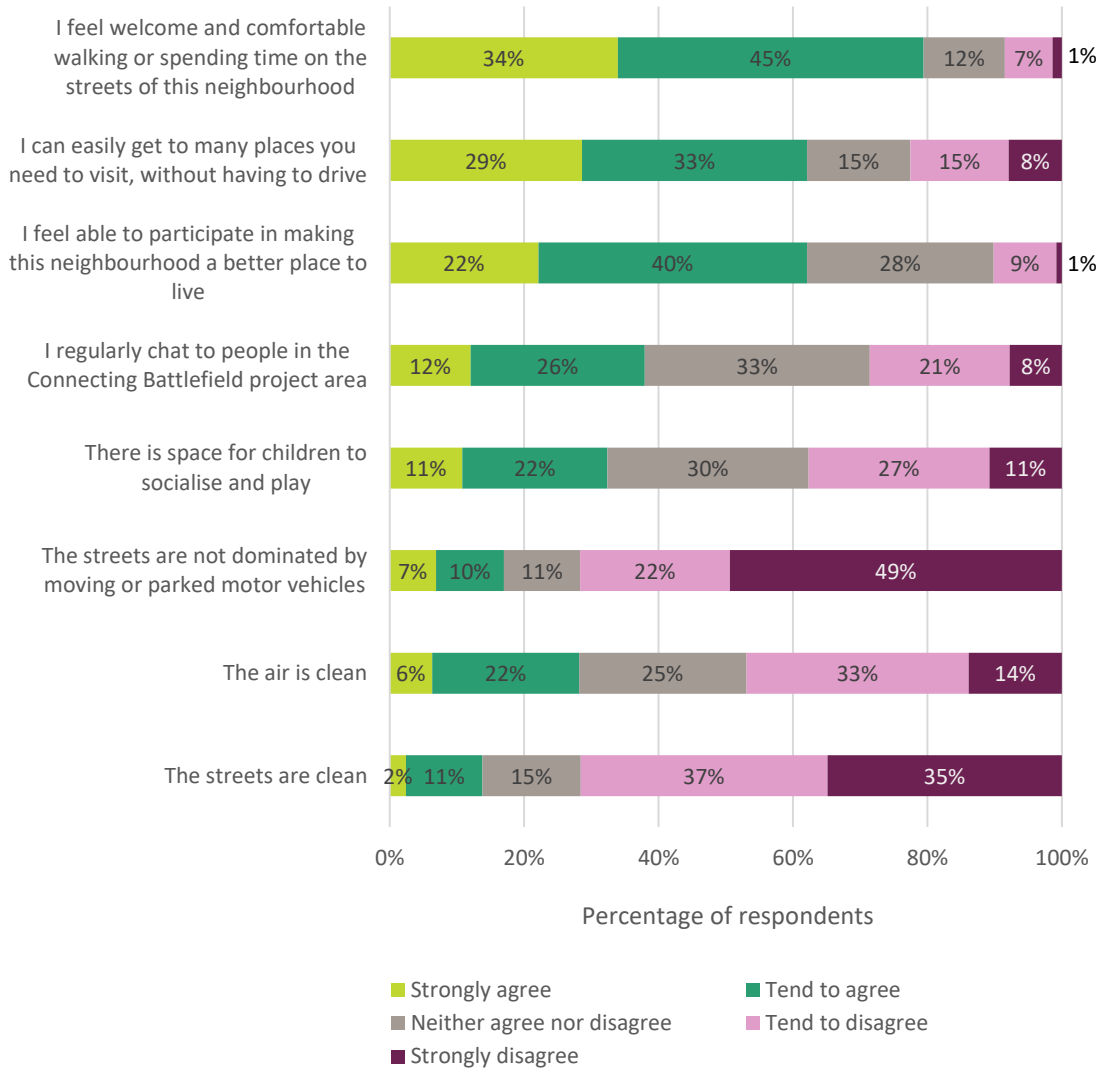
Connecting Battlefield Neighbourhood

Survey respondents were generally positive about the neighbourhood around Battlefield. 88% of respondents stated that the Connecting Battlefield neighbourhood is a good place to live. This was supported by 79% agreeing they feel welcome and comfortable on the streets in the neighbourhood (Figure 15). 62% feel able to participate in making this neighbourhood a better place to live. 62% also agree you can easily get to many places you need to visit without having to drive.

However, other aspects of the neighbourhood received fewer positive reactions. Only 38% of respondents agreed that they regularly chat to people in the project area. Similarly, just 32% agreed that there is space for children to socialise and play. Linked to this, 72% agreed that the streets are dominated by motor vehicles. This domination of motor vehicles likely contributes to limiting the space for social interaction and children's play.

Respondents also raised concerns about the cleanliness of the area. In relation to both the air and the streets. 72% disagreed that the streets are clean, whilst 47% disagreed that the air is clean.

Figure 15. Percentage of residents that agree or disagree with characteristics of the Connecting Battlefield neighbourhood



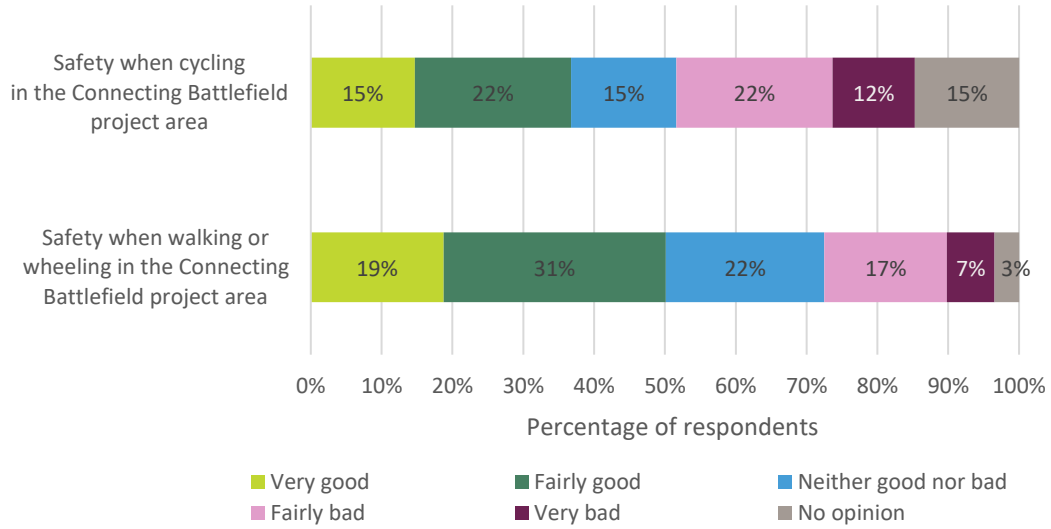
Outcome 4: Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles

Walking and cycling safety

Survey respondents felt slightly better about walking in the project area compared to cycling. Just over half of respondents (52%) felt the area overall is a good place to walk or wheel. Only 40% felt the area is a good place to cycle.

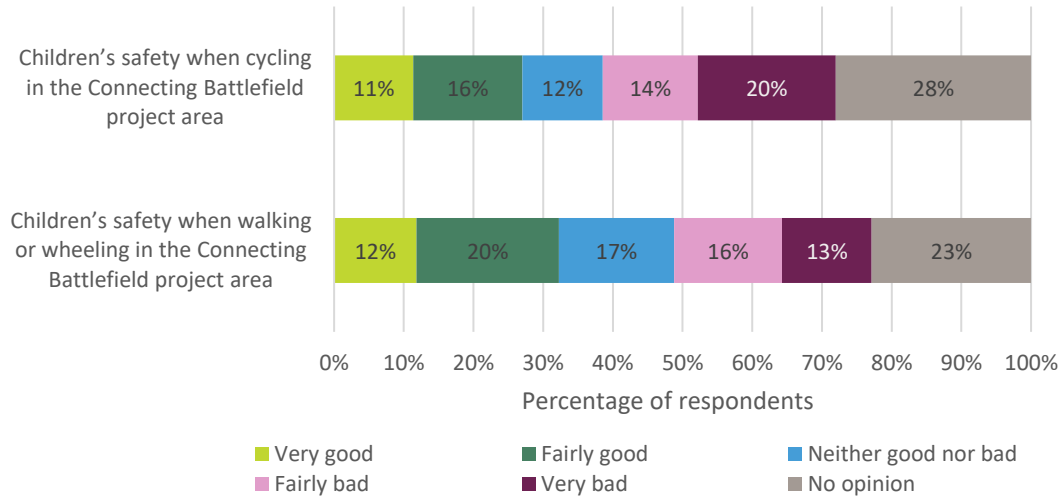
In terms of safety, 50% stated safety when walking or wheeling in the area is good, with 25% stating it was bad. However, only 37% felt that safety when cycling is good, with 34% stating it was bad (Figure 16).

Figure 16. Feelings of safety while walking, wheeling and cycling in the Connecting Battlefield project area



Children's safety was more of an issue for both walking and cycling (Figure 17). Only 32% of respondents felt that children's safety when walking was good. Similarly, only 27% said children's safety when cycling was good. These findings show low opinions of safety amongst local residents. We would envisage much improved feelings of safety once the project is constructed.

Figure 17. Feelings of children's safety while walking, wheeling and cycling in the Connecting Battlefield project area



Motorised traffic safety

Traffic speed and volume was monitored at five sites around the Battlefield Rest junction and on the adjacent Langside Road by Glasgow City Council. The two sites on Battlefield Road recorded the highest counts across the seven days, with more using Battlefield Road (east) than Battlefield Road (west). Sinclair Drive had the lowest count which is likely due to this being a smaller side road.

With regards to speeds, the overall average speed levels ranged from 17-27mph. The speed limit in the area monitored is 30mph. The highest average speed was recorded on Langside Road (27.2 mph) with Prospect Hill being the second highest (24.8 mph). Langside Road and Prospecthill Road currently provide wide space for motor vehicles which enables these higher speeds. Comparatively, Sinclair Drive (17.2 mph) recorded the lowest average speed likely due to the narrow nature of this street.

The percentage of vehicles exceeding the speed limit was generally low with 4 out of 6 sites ranging from 0.2-4.5%. However, Langside Road had the highest percentage of vehicles exceeding the speed limit (27%). This was much higher than any other location with the next highest value being Battlefield Road (east) (8%). This difference may be caused by there being few side roads coming off Langside Road. This may reduce the chances of pedestrians or vehicles emerging onto the road, and so vehicle drivers perceive that they can go faster without causing danger. Battlefield Road (east) is wider than the west count site which recorded only 3.8% of vehicles exceeding the speed limit. Similarly, the limited space for motor vehicles on Sinclair Drive meant that it was the lowest, with only 0.2% of vehicles exceeding the limit.

Table 2. Traffic, Speed and Volume data from each monitored location

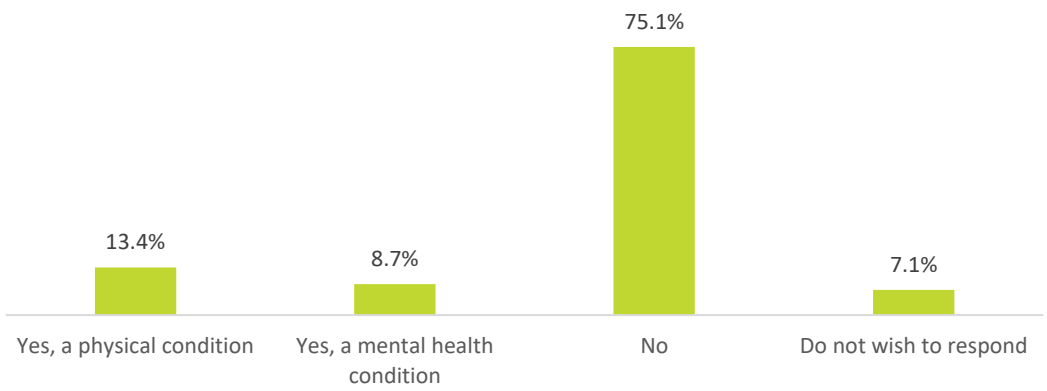
	TSV location					
	Sinclair Drive	Prospect Hill	Grange Road	Langside Road	Battlefield Rd (west)	Battlefield Rd (east)
Count (7 day)	13,636	33,556	34,928	67,085	70,176	86,310
Average speed (mph)	17.2	24.8	22.9	27.2	21.9	23.9
Percentage of vehicles exceeding 30 mph (%)	0.2	4.1	4.5	26.8	3.8	8.1

Outcome 5: Improve accessibility for people with protected characteristics

People with protected characteristics made up a significant proportion of responses to the resident's survey. This highlights the need to include all community members and groups in consultation and monitoring to ensure the infrastructure improvements benefit everyone.

Just over a fifth of respondents (22%) reported that they have a physical or mental health condition or illness lasting or expected to last for 12 months or more (Figure 18). Of those, 48% stated they had reduced mobility, 32% had mental health problems and 12% had learning disabilities. Some respondents were deaf or had hearing loss (4%) and others were blind or partially sighted (3%).

Figure 18. Resident survey respondents reporting physical or mental health conditions or illnesses lasting or expected to last for 12 months or more



5. Potential impact of project

Discussion of findings

The construction of this project will hopefully have a large positive impact on the local area. The main impact we expect to see because of the project is increased active travel levels. The location of this route means we would hope to see increases in active travel for both commuter and leisure use.

The improvements to the infrastructure will aim to make active travel a more appealing and a more accessible transport option for local residents. To do this, the barriers to active travel will be tackled. Two of the most cited barriers to active travel in the resident survey were lack of segregated cycle lanes and feeling exposed / vulnerable to other road users. These barriers will be directly addressed by new infrastructure that is separated from the road.

We hope to see active travel in the area being taken up by a diverse range of user groups, with the aim that the demographic profile of route users will match the profile of the local population. The resident survey highlighted the diversity of the local population and that over one-fifth of people reporting having a physical or mental health condition or illness lasting or expected to last for 12 months or more. These health conditions or illnesses may impact how people interact with active travel infrastructure. It is therefore important that the needs of such groups are considered throughout the design and construction process. The best way to do this is to engage with people with lived experience of these areas who can provide guidance on adjustments that ensure the infrastructure works for everyone.

Improving the appeal of active travel as a transport option should see more people choosing active travel over motorised vehicles. As a result, we would expect to see decreased vehicle volumes in the area.

6. Methodology

Video Manual Count

The Video Manual Count (VMC) data collection was undertaken by Sustrans' Research and Monitoring Unit in 2022. Data was collected for 7 days between 6:00-20:00. These counts were undertaken on the 10th-16th September 2022. The locations of the video counts can be seen in Figure 2. In addition, vehicles were counted turning in and out of Battlefield Road.

Traffic Speed and Volume

The monitoring was undertaken in 2022. Motorised traffic, speed and volume were measured over seven consecutive days by a tube count. A total of 6 locations were selected to assess traffic speed and volume within the project area.

Hands up Survey (HUSS)

The annual Hands Up Scotland Survey (HUSS) captures the mode of travel pupils use to travel to school and is an official statistic of the Scottish Government. Existing data from these annual surveys can be analysed to assess the scheme's impact on active travel to schools.

Schools in the project area:

- Battlefield Primary School
- Langside Primary School
- Mount Florida Primary School (Sustrans do not hold suitable data for this school).

Residents survey

The residents survey has been used to gather baseline data from 499 respondents. GCC distributed the survey. People were made aware of the survey through a letter drop, social media and on street “advertising”. Most questions align with recurring surveys such as Walking & Cycling Index (WACI), Scottish Household Survey (SHS) and Glasgow Household Survey (GHS). This permits comparison with other geographic areas over time.