

Broomhill Place Plan

Appendix B
Engagement Report

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DRAFT - FEB 2025

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Pre- &
Key Stakeholder
Engagement

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Pre-Engagement

Site walk-about

A site walk-about with Broomhill Community Council was the first step in our engagement programme. Getting a local understanding of the area, its issues, its key areas, its opportunities, and the experience of living and moving within it was crucial to understand not only potential engagement methods, but relevant topics of conversation with residents.

Tower block pop-up

In developing the brief for this work, there was a desire from Broomhill Community Council to engage with the residents of the tower blocks west of Thornwood Drive. While these residents sit outside of the Broomhill Community Council boundary, their perceived part of a wider continuous 'neighbourhood' connected with Broomhill, and the possibility of addressing concerns regarding 'knitting' their accessibility and visions into this neighbourhood were seen as key aspects of the development of a holistic Place Plan for the Broomhill area.

In order to understand how we could best engage and get feedback from this specific group (e.g. if there was a community Facebook page, or a whatsapp group), we organised a fun pop-up 'stall' near to the play park at the base of 25 Broomhill Lane. We did this around school pick-up hours so that we could initiate conversation with parents, guardians or carers doing the school run. The stall had a fun stamp and paint activity which kept the children occupied, the outcomes of which formed the base of the project branding.



Key Stakeholder Engagement

Communications were sent to the following key stakeholders via email to introduce them to the project and to request further conversation. We received a response and had further communication with those highlighted in bold.

Broomhill Primary School

Friends of Naseby Park

Thornwood Community Council

Wheatley Homes

Glasgow City Health & Social Care Partnership

Community Land Scotland

Cllr Lana Reid McConnell

Cllr Jassemi Eunis

Cllr Feargal Dalton

Kirktonholme Nursery

Beechwood Allotment

Broomhill Parent Council

Broomhill Community Church of the Nazarene

Broomhill Hyndland Parish Church

A representative of **BOSCA** (Broomhill Out of School Care) also attended one of our pop-up engagement events.



We want to
hear your
ideas for
~~the future of~~
Broomhill!



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Stage 1

Engagement

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2.1 Description of Engagement

General Strategy

Stage 1 engagement

The aim of this stage of engagement was to have general conversations around the five themes outlined below (there was also be the opportunity for participants to bring other ideas/observations to the table). In this stage, specific observations and ideas will be collected from the public i.e. specific pieces of land with 'unlocked potential', or specific local journeys that are unoptimised or unsafe.

- Human centred neighbourhood
 - General safety
 - Atmosphere (i.e. noise)
 - Accessibility
 - Access to services (i.e. greenspace, parks, shops)
- Streets and Movement
 - Optimising routes
 - Safety
 - Prevent rat running
 - Improved wayfinding
- Locations with 'potential'
- Sustainability
 - Shared energy
 - Flooding and drainage
 - Air quality
 - Biodiversity
- Built environment
 - Affordable housing
 - Renovations

Public engagement events / opportunities

- Online Survey
- Drop-in beforehand / Q&A at Community Council meeting
- Naseby Park pop-up event
- Neighbourhood walk-about

'Pop-Up' events

'Pop-Up' events consisted of at least 2 facilitators from the New Practice team setting up a small 'station' with some facilitation tools (e.g. a map, an 'A-Frame' with a 'call to action' / describing

the project, flyers, and clipboards/paper to make notes on)

Neighbourhood walk-about

Neighbourhood walk-about consisted of 2 New Practice facilitators walking around the neighbourhood and dropping into businesses informally to ask them to put up a poster and to inform them of the project, and asking for an email address if they're interested in receiving updates. During this process, the team engaged with passers-by or those at locations (i.e. out the front of cafes) to spread the word and have informal discussions if desired.

Promotion

Meta advertisement

Core promotion of Stage 1 engagement went live on the same date as the survey. This took the form of an online social media advertisement, hosted via Meta platforms (i.e. Facebook and Instagram), calling residents to action to complete the survey and find out more about the project online. This advertisement was 'targeted' to a radius which covered just the Broomhill project area for maximum yield. Additionally, we contacted 'Broomhill Watch' Facebook page who shared a post relating to the project.

Project website

A bespoke single web page, in the project branding, was created to act as a single landing point for information on the project, what a 'Place Plan' and who New Practice are, and any upcoming engagement opportunities. All materials, either online or physical, directed to this website.

Flyers and posters

In addition to the above, a series of posters and flyers were created and circulated with local businesses, key community actors and passers-by throughout engagement activities. These were formatted to be non-stage specific, so that they could be used across the entire project programme and reduce excess printing.

Engagement Tools

- Flyers
- Posters
- Project website
- Online Survey

Stage 1 Development

The findings from Stage 1 were compiled both in a quantitative format (primarily with data in non-open questions in the online survey), and a qualitative. Quantitative data was arranged into a spreadsheet which provided average scores for projects, alongside majority scores. Qualitative responses were individually read and recorded, with key points taken into a wider group of collected responses.

The above results were then mapped against women and disabled demographic groups to understand key trends for equitable weighting. Any trends identified are presented within the findings.

The findings of the stage were then used to 'sense check' the initial ideas which were considered relevant to the place plan, and create a series of specific ambitions based on residents' perceptions of Broomhill and its future, within the scope of the place plan. A significant number of location-specific responses were also received; these were physically mapped with post-it notes on large maps of Broomhill, to create 'heat maps' of key areas associated with opportunities or challenges. The outcomes of these processes create an initial long list of ideas to address the ambitions of the community, for further sense checking and refinement in Stage 2.

2.2 Engagement Findings

Key

The following key is used in this chapter to show interesting or relevant data trends.

D When 20% or more of the participants are disabled or have a long term health condition.

W When 70% or more of the participants are women.

● 20+ participants raised the comment or theme

● 10-19 participants raised the comment or theme

● 5-9 participants raised the comment or theme

● 2-4 participants raised the comment or theme

● 1 participant raised the comment or theme

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Engagement Findings

General Liveability

Base Ratings

When ranking the Broomhill area on a scale of 1-worst to 5-best for general liveability we received the following responses:

High (majority 4 or above)

- General atmosphere
- Noise pollution
- Safety

Moderate (majority 3 or above)

- Sense of community
- Tidiness
- Accessibility*

* Less very high ratings from those with a disability or health condition expected to last 12 months or more.

In regards to the area's access to services and amenities:

Very high (majority 5)

- Greenspaces
- Schools

High (majority 4 or above)

- Shops and general business

Moderate (majority 3 or above)

- Produce and groceries

Disparate-moderate (majority 3 but with higher lower ratings)*

- Healthcare*

* Less very high ratings from those with a disability or health condition expected to last 12 months or more.

In the de-aggregating of data by demographic groups, there were no other unique response trends identified.

General Themes

Community events, with improved community

interaction and facilities

More events to bring the community together such as markets and festivals, with general events throughout the year for social gathering such as clubs, cultural activities and sporting groups. A newsletter or community meetings to help facilitate these would be useful. A community space is also needed, to provide space for these events and affordable hiring options, ideally with access to gardening and greenery. There should be consideration for this being cross-generational social wellbeing, with options and space for youth, teenagers and older age groups provided.

Support for diverse, local independent businesses

Alongside support for existing businesses, there is a need for more basic shops and services (i.e. a post office, GP and bank). There is also a lack of affordable fruit and vegetables from independent grocers. There should be more diversity in the offering of independent businesses, with less expensive cafes and with a greater diversity of business ownership.

Litter and maintenance

General clean-up of the area is required regarding litter and dog fouling. This also requires more bins in the streets and in parks, as well as recycling facilities. There is also a need for more general maintenance of drains and streets, and the addressing of fly-tipping and rodent problems.

A better strategy for car parking

Car parking has a number of issues which need to be addressed: parking on pavements or in poor spots on the road due to lack of car parks; parking too close to corners reducing visibility; parking in front of crossings and cycle lanes. Addressing parking would make the area feel safer and easier to move around both in and out of a car. Many people, despite the amount of cars being parked, say they're unable to park their own car and that more spaces are needed.

General safety

More police patrols are needed in the area, as well as targeted CCTV and increased lighting in

dark areas with sensitivity to local wildlife.

Encouraging cycling and walking



Encouraging more cycling and walking, cycling safety especially on busy roads (segregation), bike locking facilities, less traffic with more pedestrian safety, longer green men at lights for safety, speeding is a problem especially on through roads at night, traffic calming, safer for kids.

Green maintenance

Verges need to be better maintained, as do street trees, not just for visual appeal but to reduce their impact on pedestrians. Parks generally need improved maintenance.

Pavement and road conditions



Pavements and roads need physical maintenance in terms of cracked and uneven surfaces for accessibility on pavements, and repainted markings and potholes on roads. Accessibility of pavements is also impeded by businesses placing furniture too far away from their premises.

Exercise and leisure facilities

There is a lack of affordable leisure facilities with a diversity of activities, along with group exercise options; the gym service in Broomhill is generally lacking. There could also be more outdoor exercise equipment across the area.

Childcare services

There is a lack of affordable non-private childcare facilities, in addition to nursery care and after-school care.

Greenery

More pollinator-friendly greenery generally throughout the area, in addition to initiatives such as hanging baskets.

Improved public transport



Bus services in particular should have better timetables and frequency.

Isolated comments concerned the desire for a pub in the area, community gardens, as well as efforts to address rat-running and better control of dogs in parks.

Specific Locations

A - Crow Road

Participants express that Crow Road is pedestrian unfriendly, with particular note given to parts of

the pavement that have been made so narrow by 'street clutter' (i.e. planters / cafe furniture positioned too close to the road) that they have become difficult and unsafe to navigate.

There is a general sense that the vehicle activity makes Crow Road feel like an unsafe and unpleasant environment, and that the road itself creates a scar between communities. Traffic calming measures, improved cycle lanes, and improved crossing points at particularly dangerous junctions were all given as suggestions.

There were general comments given relating to maintenance and improvements to the pavement surface, lamp posts, planters, and business presentation.

B - Naseby Park

Participants express that repairs to the entrance gate and ramp are required to improve accessibility. Litter was also highlighted as an issue in the park.

There were also general comments relating to a desire for new or improved infrastructure such as lighting, play equipment, exercise equipment, toilets and changing places, more benches, or a water fountain.

C - Broomhill Cross

This junction is highlighted as being particularly hostile for pedestrians to navigate. There is currently not enough space for people to wait at the crossing at busy times because of outdoor furniture / planters of a local business disrupting pedestrian flow.

D - Broomhill Drive

Broomhill Drive is highlighted as feeling unsafe for pedestrians. Traffic calming measures, reduced parked cars, improved crossing points, and more benches were all given as suggestions.

E - Broomhill Primary School

Congestion on the roads surrounding the school at drop-off and pick-up times is expressed to be a consistent problem.

'Rat-running' through Randolph Road specifically is highlighted as a common occurrence.

F - Churchill Drive

Vehicles parking irresponsibly around the station is an ongoing issue, contributing to accessibility concerns (dropped kerbs being obstructed) poor visibility for motorists and pedestrians alike (motorists parking up on corners). A desire for improved maintenance such as grass cutting was also highlighted.

G - Victoria Park

The most common feedback in relation to this location was that the underpasses need cleaning up. There is also an appetite for exercise equipment, as well as more accessible entry more generally.

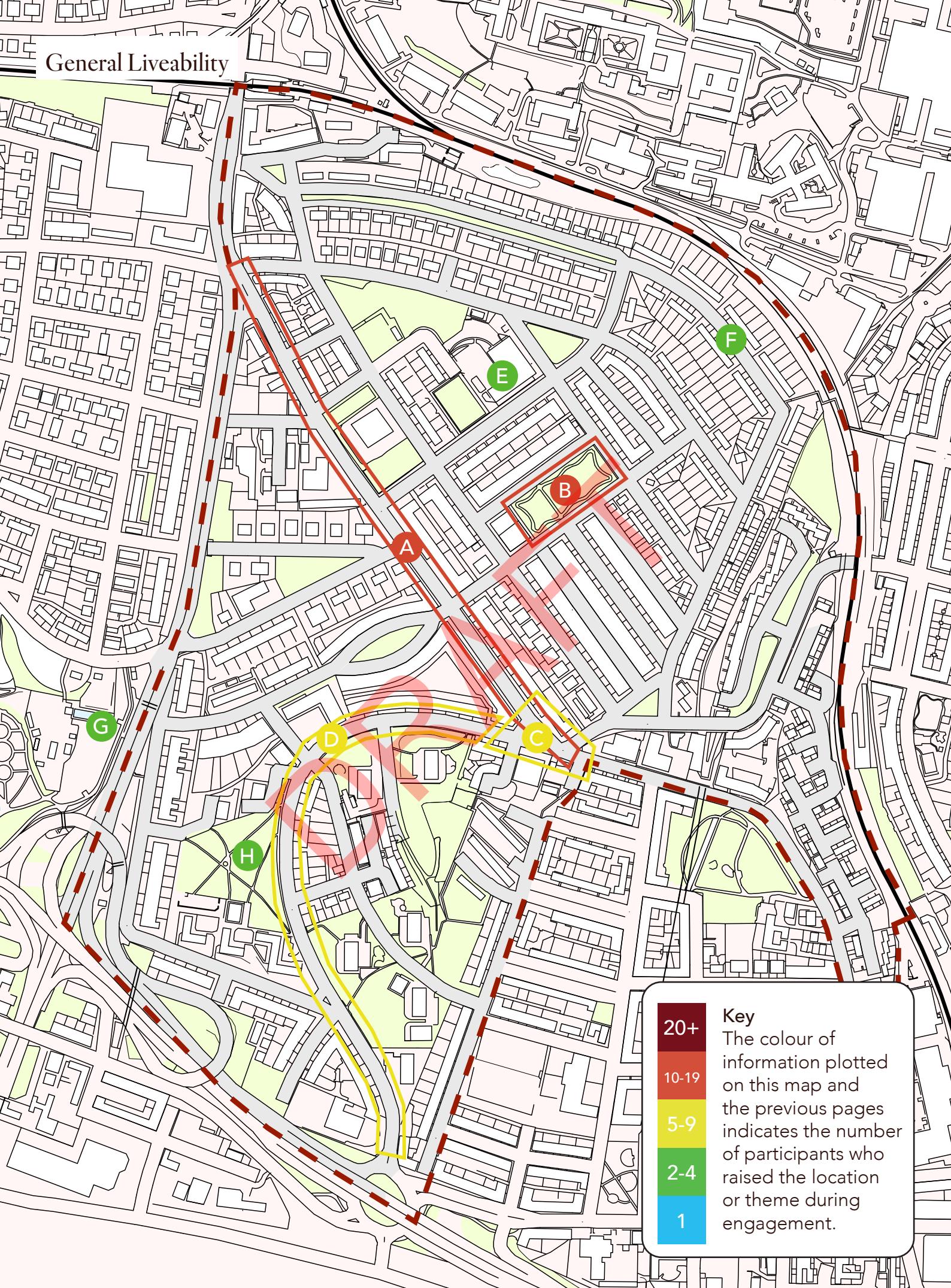
H - Broomhill Community Park

Participants expressed a desire for exercise equipment here.

The following locations received isolated mentions:

- Edgehill Road and Beechwood Drive
Poor accessibility
- Edgehill Road, Woodcroft Avenue and Rowallan Gardens
Tree maintenance required.
- Marlborough Avenue
Desire for communal garden to be reinstated / maintained.
- Clarence Drive
Desire for lighting under the bridge heading to Hyndland Station.
- Woodland between Churchill Drive and the railway line, south of Hyndland Station
Desire for public access to this woodland
- Thornwood Roundabout
New crossing points and speed restrictions were suggestions to improve safety at this dangerous junction.
- Sainsbury's
Not a pleasant walk to get there.

General Liveability



Streets and Movement

Base Ratings

When ranking the Broomhill area on a scale of 1-worst to 5-best for its streets and movement we received the following responses:

High (majority 4 or above)

- Safety navigating the area without a car
- Ease and clarity navigating the area without a car
- Directness and practicality of routes without a car

There was a disparate even-spread of responses regarding the issue of rat-running, there was a small majority indicating 'somewhat' to 'yes', with a large number of responses indicating 'not at all' and 'not sure'.

In the de-aggregating of data by demographic groups, there were no unique response trends identified.

General Themes

The area is too car-focussed W

The amount of traffic in the area makes it feel generally unsafe to navigate without a car. The amount and speed of traffic combines with poor junction design and short traffic light times to make certain key areas feel very car dominated and generally like through-routes rather than neighbourhood centres. Reducing the impact of this traffic would be great for the general atmosphere and sense of pedestrian and cyclist safety in the area. Both the main and residential streets could be traffic calmed, through passive measures, however more direct measures such as one-way systems, filtering junctions and a 20mph zone could be explored - traffic calming should be considered in relation to the already narrow streets and parking systems, to ensure they also remain safe for local drivers. Improving pedestrian links and traffic controls would also encourage people to not use their car for short trips which contribute to the problem.

A better strategy for car parking

Poor car parking makes navigating the area feel unsafe. Cars on already narrow streets, parking on pavements and right up to corner junctions makes it difficult to navigate as a pedestrian, but also unsafe in a car due to poor visibility or room to

manoeuvre. There is a particular problem with this during school drop-off periods when additional double parking, or short-term parking in the street or on pavements, also occurs. A strategy which stops these parking practices, and enforces parking rules, would make the area feel safer and easy to move around within. Any improved parking strategy should also come with traffic control measures so that drivers don't abuse the afforded space with speeding or rat-running.

Improving the experience of pedestrians D

The area can feel very unsafe and inconvenient to navigate, particularly around the many major roads and junctions. More crossing points are needed, with longer time at lights to allow comfortable crossing. Beyond major roads, navigating more residential areas can feel inconvenient due to poor maintenance and accessibility. Unkempt greenery can obstruct paths, and more dropped kerbs are required to make navigation easier for those with walkers, wheelchairs and strollers. These issues currently result in people often walking in the road which makes navigation also unsafe and difficult for drivers.

Improving the experience of cyclists

Existing cycle lanes need to be remarked and maintained, this is important not only for cyclists but also so that drivers can see them properly. Many of these existing cycle lanes do feel too narrow, however, and new, wider and segregated ones down main roads would be safer and help get cyclists who are uneasy to navigate certain roads off the pavements. The cycle network in the area needs better connections across Broomhill itself, and better connection to nearby city-wide and national networks.

Road maintenance

The roads need maintenance, particularly with potholes and re-painting of markings; many currently feel unsafe to navigate if you're not familiar with the roads.

Better wayfinding and routes

There could be better signage to key sites like Hyndland Station, and to all the wider greenspaces in the local and surrounding areas. These should be marked separately as walking and cycling routes. There is an opportunity to make a more considered route that links up some key green spaces in the area as a form of

pedestrian 'green corridor'.

Addressing rat-running

Some local streets suffer from rat-running, mostly at peak work or school times. At present the poor parking issues somewhat control it due to the issues of visibility and narrowness, so traffic calming would be required with any addressing of car parking to ensure it doesn't allow greater rat-running.

Unsafe bridges and underpasses

It feels particularly unsafe as a pedestrian on the narrow pavements of underpasses, or using the pedestrian underpasses into green spaces. They aren't well maintained, are too narrow if by roads, are dirty and don't drain well in winter.

Traffic lights are too short for drivers

At a number of lighted junctions there isn't enough time for drivers to turn, this is compounded by the need to wait for extended periods due to the traffic in the area. This often results in drivers either getting stuck causing further congestion, or speeding through amber or red lights.

Better street signs

Some streets don't have street signs at junctions, or the signs are obstructed by poorly maintained greenery.

Isolated comments concerned there being too much street furniture obstructing pavements, the need for better street lighting for pedestrians, that cycle lanes shouldn't be on the roads and that signage is already fine as it is.

Specific Locations

The following locations were considered unsafe as a pedestrian, a cyclist, in a car or a combination of the three.

A - Crow Road / Marlborough junction

This junction is particularly dangerous to navigate walking or wheeling. Multiple participants expressed that the fire path and surrounding no parking zones are often blocked with irresponsibly parked cars. These cars often block the cycle lanes, and make it very difficult to navigate with a pram.

A - Crow Road

Participants express that Crow Road is pedestrian unfriendly, with particular note given to high levels of traffic and vehicle speeds. Long waiting times at pedestrian crossings, narrow pavement sections, and pollution are observed here. It is also highlighted that navigating this stretch and its junctions on a bike is particularly dangerous and intimidating. A desire for more crossing points, one way streets and traffic calming measures were suggested as opportunities for improvement.

From a motorists perspective, it is highlighted frequently within feedback that the junction with Victoria Park Gardens South needs redesigning, perhaps with a filter for turning right, because it is a difficult and often unsafe manoeuvre to make.

B - Woodcroft Avenue

Participants express that the junction with Edgehill Road is particularly dangerous. The danger here is related to parents double parking on the school run, and other busy periods such as changeover between sports groups in the evenings. There is a desire for improved safety around the school, more safe cycle lanes, and traffic calming. Motorists express that irresponsible parking on the corners reduces visibility when pulling out at junctions.

C - Churchill Drive

This location is highlighted as feeling unsafe with poor visibility due to the amount of cars parked to use the train station. Traffic calming measures were suggested as an opportunity for improvement. One participant suggested a fire engine would not be able to get through because of regular dangerous parking.

D - Broomhill Drive

Broomhill is observed as being very busy and often cars speed down it. There is a desire for more / improved crossing points, particularly to get to the shops. One participant mentioned a desire for cycle lanes.

E - Thornwood Roundabout

This junction is highlighted as being hostile to navigate on foot, with lower speed limits and signalled crossings suggested as opportunities for improvement.

F - Broomhill Cross

This junction is highlighted as being particularly hostile for pedestrians to navigate. There is currently not enough space for people to wait at the crossing at busy times because of outdoor furniture / planters of a local business disrupting pedestrian flow. It is also noted that the traffic lights have a long wait for the green man, and then it doesn't stay long enough.

The following locations received isolated mentions:

- **Railway Bridge at Jordanhill Station**
Cars speed past so it is not nice to walk under
- **Near Post Office Sorting building**
It can be quite dark here.
- **Broomhill Lane**
Desire for improvements to the pedestrian lane.
- **Beechwood Drive**
Desire for double yellow lines to be repainted to mark the crossing toward the school as it is currently used as parking which makes it dangerous to cross (Beechwood Drive at the north west end of Edgehill Road).
- **Balshagray Avenue**
Awful to cross as a pedestrian.
- **Broomhill Terrace**
People walking in the road.
- **Naseby Avenue**
It's becoming increasingly difficult to get in and out because of parking issues and delivery vans.
- **Rowallan Gardens**
Sort out parking issue.
- **Broomhill Lane**
Desire for speed restriction signs.

The following locations were considered particular problem points for rat-running.

A - Randolph Road

B - Woodcroft Avenue (incl. 'around Broomhill School')

C - Marlborough Avenue

D - Churchill Drive

E - Clarence Drive

Is there anything that could make navigating Broomhill clearer and more practical? Are there

any particularly confusing areas, any routes that could be improved, or any areas that could be more directly connected?

Crow Road improvements

- Maybe more crossings on crow rd.
 - Getting from the middle of Broomhill Drive to the middle of Crow Road is awkward
 - Difficult crossing Crow rd at Marlborough
 - Make crow road less heavy traffic
 - a pedestrian crossing point for Marlborough Avenue across Crow Road.
- The pedestrian routes between Crow Road and the Norby Road shops could be clearer
- Junction on crow road and Clarence drive is a mess and divides the neighbourhood

More / better signage to and from the train station

Improvements to the underpass to Victoria Park

Participants expressed the underpasses are often dirty, dark, and do not feel safe particularly in winter. It is also suggested that signage could make it easier to navigate for those who do not know the route.

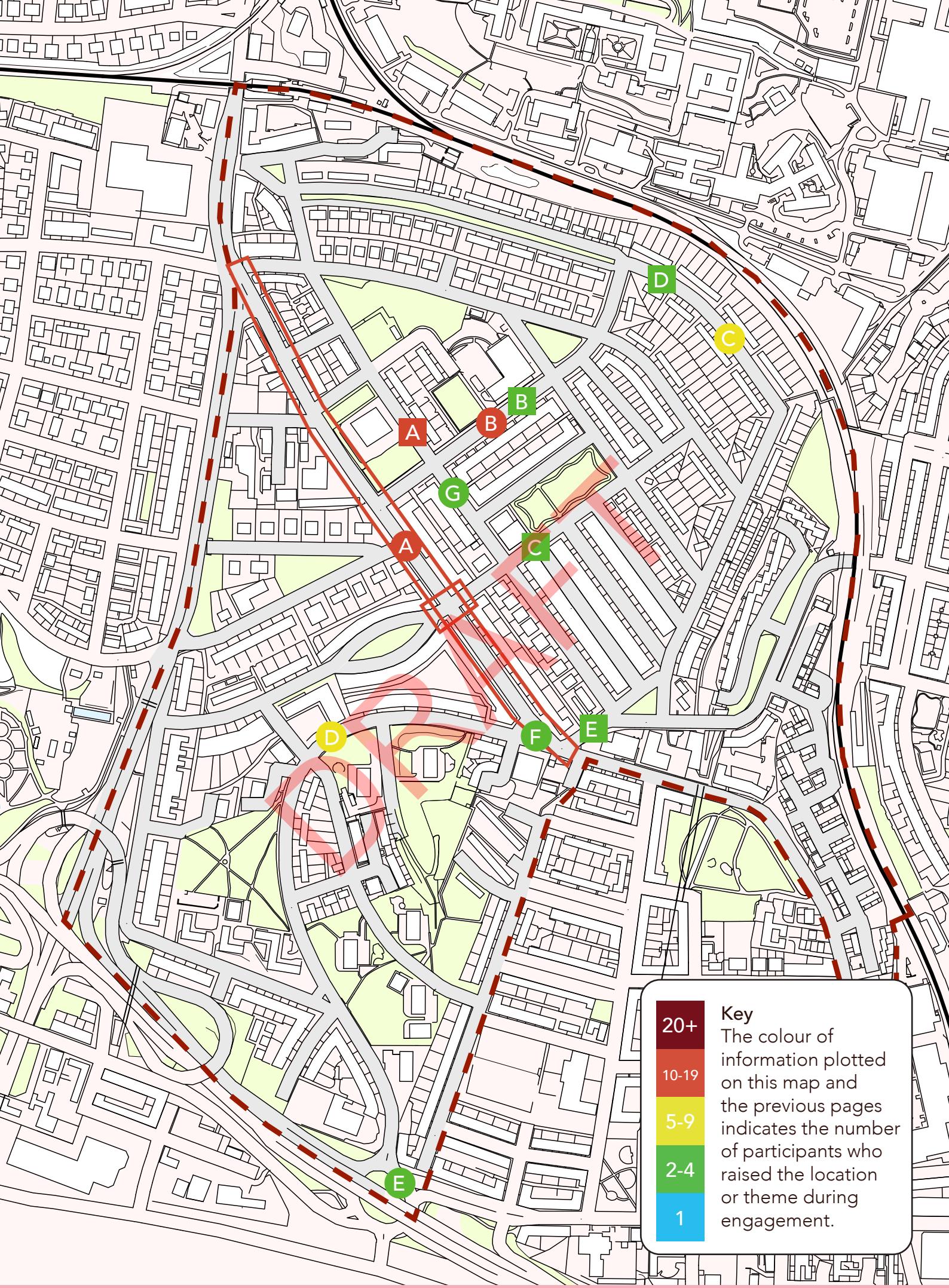
[Only mentioned once]

It would be amazing to have a walking route from Churchill Drive to Clarence Drive from mid point between station and Edgehill Road to allow walking away from main road for school and nursery routes

Good prominent sign board identifying Broomhill Cross, with direction signs to Hyndland, Partick, Jordanhill, Anniesland, and to the North

Reopen the tunnel for Broomhill / Hyndland.

Lack of dropped kerbs at bottom of Randolph Rd at Randolph Gate and bad parking often means I have to walk pram on road.



20+

10-19

5-9

2-4

1

Key

The colour of information plotted on this map and the previous pages indicates the number of participants who raised the location or theme during engagement.

Locations with Potential

Base Ratings

There were no general ranking questions asked for this theme.

General Themes

Protecting and making the most of green spaces



D

Existing parks and green spaces should be protected and kept as such, with no development on these sites. They should be improved with play and leisure equipment, and community events. These spaces should also be managed to strengthen biodiversity in the Broomhill area.

Better use of 'leftover' and woodland spaces

The spaces between infrastructure and 'left over' bits of land should be defined to protect them from development, and managed to improve greenery and biodiversity. The unofficial woodland spaces within and on the boundaries of Broomhill should be protected and defined as urban woodland sites for the enjoyment of both local residents and wildlife.

Limit space for future development

The locations possible for future development should be limited and carefully considered to maintain the green atmosphere of the area.

Isolated comments concerned the need for more space for car parking, more housing, a desire to change car parking spaces into greenery and the many sites in the area that could be applicable for public art. 2-1 each.

Specific Locations

A - Bowling green

The vast majority of participants highlighting this location specified that they would like to see it functioning as a community space, of which Broomhill doesn't currently have for public use. Examples given include: a space for older children, a space for older people, space for growing, and dedicated greenspace. Generally use should support social connection, mental health and wellbeing. One participant suggested it could become multi-generational housing.

B - Naseby Park

The most common responses including Naseby

Park suggested that the park should host community events all year round, and that the play equipment could be updated.

Other ideas were that the park could have a general refresh, and that the adjacent Church could open up their ancillary spaces and create a new open landscaped space that is connected to the park.

C - Unused land next to Kirktonholm Nursery

The majority of participants highlighting this location specified that they would like to see it remain a public green space. Some suggested better maintenance is required, or to create a growing space here for the school. One participant suggested it could become parking.

D - Broomhill Community Park

Participants express that this park could be made more attractive. One participant suggested the idea of introducing a community meeting room there that can be booked by local groups (similar to Woodlands Community Garden meeting room).

E - Broomhill Woodland

Participants express a desire for a community garden or allotments here, as well as better maintenance generally.

F - Woodland between Churchill Drive and the railway line, south of Hyndland Station (some participants also refer to this area as old station site)

There is a desire for this wooded area to be protected as a wildlife corridor, and a place to encourage and support local biodiversity. One participant suggests it could become a community woodland.

G - Broomhill Lane

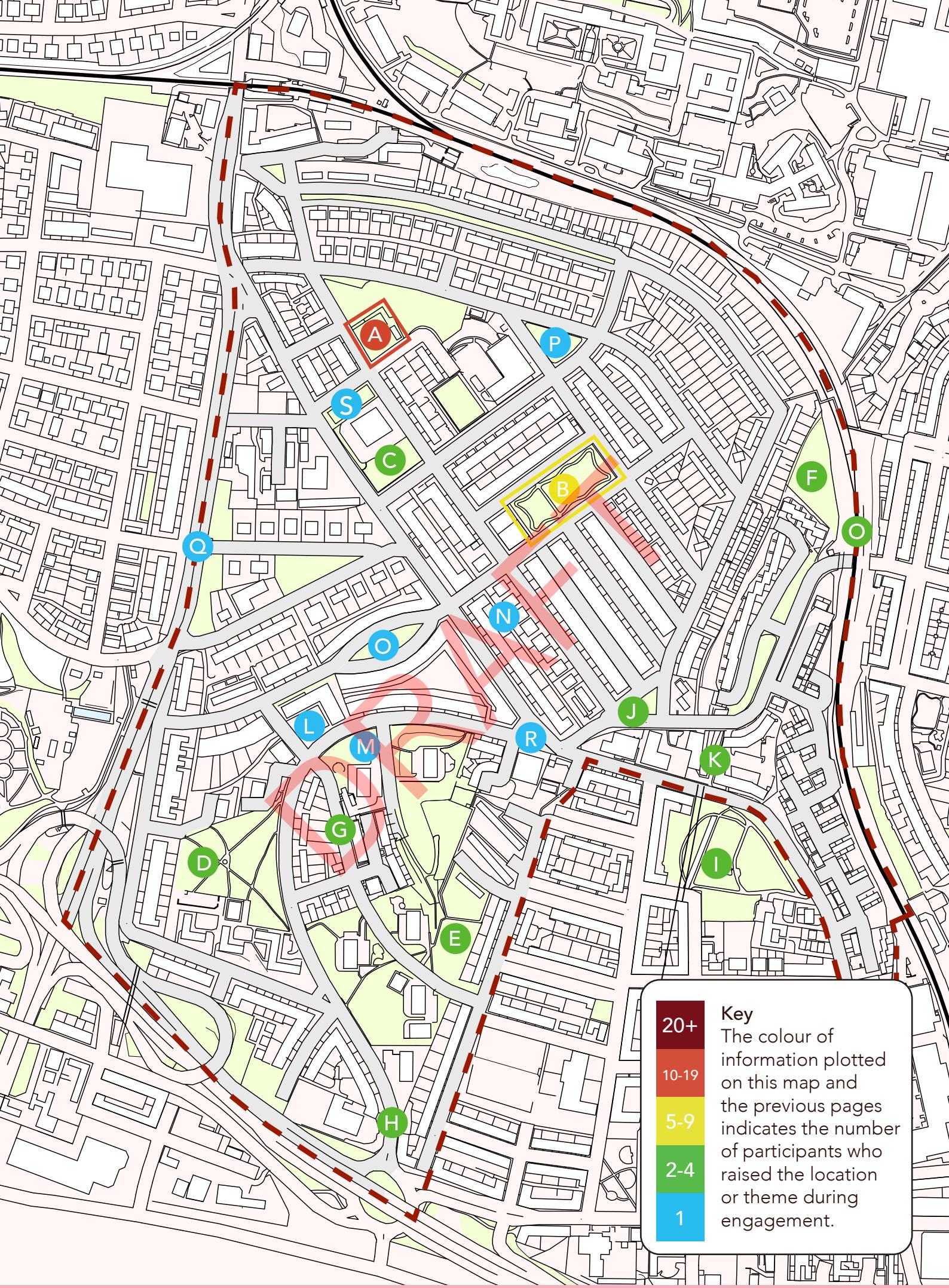
Suggestions for improvements to this space include street art.

H - Green land at the bottom of Broomhill Drive

There is desire for better use of this space as a community garden or wildlife habitat.

I - Cross Park

Participants express desire for improvements to be made to this location, and one notes that it is very dark which can discourage people from using it.



J - Green triangle at Churchill Drive / Clarence Drive

One participant suggested it could be used for residential parking, while another thinks a Christmas tree should be located here.

K - Behind the sorting office, the lane between Crow Road and Clarence Drive

One participant suggested that vertical parking could be introduced here.

The following locations received isolated mentions:

L - Broomhill Square

Desire for some or all of parking to be changed to pedestrian / seating / planting space.

M - Grass areas around the tower blocks

N - Randolph Lane

Run down and often has fly tipping.

O - Marlborough Avenue Park

Desire for some benches and maintenance.

P - Green triangle at Beechwood Drive / Edgehill Road / Woodcroft Avenue

Desire for better use of this location, perhaps a community garden.

Q - Green spaces around the A739

R - Parking area at Broomhill Cross

S - Marshall's Park

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Built Environment

Base Ratings

When ranking the Broomhill area on a scale of 1-worst to 5-best for the built environment we received the following responses:

Moderate (majority 3 or above)

- Ease of maintaining buildings and dwellings

In the de-aggregating of data by demographic groups, there were no unique response trends identified.

General Themes

Housing affordability and diversity

● W D

There was a significant concern that housing (both to purchase and rent) in the area is too expensive, which prohibits the ability for people to live comfortably in or move to the area.

There is a significant need for more diverse housing types, particularly social, affordable and sheltered options - concern was raised for elderly residents who live in tenements and don't have housing options to move within the area to more accessible accommodation. In addition to this, the flats that are available are often small and not appropriate for families requiring more than 1-2 bedrooms. Competition to both rent and purchase was raised, with AirBnB's and multiple-property owners thought to contribute to this.

Assistance with living in a conservation area

● W

The conservation area of Broomhill makes it difficult to carry out both essential repairs and maintenance, and to improve the sustainability and energy efficiency of dwellings. Council-supported schemes for insulation and water-tightness would be a significant help.

Space for teenagers and youth

●

Both teenagers and youth require more dedicated spaces for them to socialise and gather. At present, they are often forced to meet in areas and in a manner that many consider loitering, when they have little other options that give them agency and cater to their needs.

The effects of traffic

● D

The busy through roads in the area and the speed that vehicles on them can cause excessive shaking for neighbouring buildings, and due to

their age this can often result in damage and falling masonry. In addition to this damage, noise pollution in the areas near these roads can be bad.

Council-supported renewable and green initiatives

● D

Residents would like to install solar panels or sustainable/green heating options, however this is difficult, expensive or impossible in the conservation area.

Isolated comments concerned poor factors with high fees and slow or ineffective response to issues, the lack of greenery maintenance which can cause blocked drains with roof leakage and damage from falling branches, smells from eateries with poor inadequate ventilation seeping into neighbouring properties, uneven pavements and the lack of proper gritting in winter.

Specific Locations

A - Bowling Green

The majority of participants highlighting this location specified that they would like to see it functioning as a community space, of which Broomhill doesn't currently have for public use. Using the Bowling Green as allotment space was also suggested.

B - Broomhill Community Church / Church of the Nazarene

It is noted by participants that this building is particularly well placed for a community space, however its condition is poor. It is expressed that the community use should not be religion affiliated.

C - Communal areas in the tower blocks

There is a desire for these spaces to be used once more for groups and activities to improve community cohesion.

D - Church at Broomhill Cross (Balshagray Church)

There is a desire for the space to be used as a community hub that is not religion affiliated.

The following locations received isolated mentions:

E - Broomhill Hyndland Parish Church

Suggestion to open up the Church to the rear and connect with the park to create a focal community space.

F - Green triangle at Churchill Drive /

Clarence Drive

G - Woodland between Churchill Drive and
the railway line, south of Hyndland Station

H - Broomhill Community Woodland

Desire for the biodiversity to be improved and
for it to be improved as a local woodland.

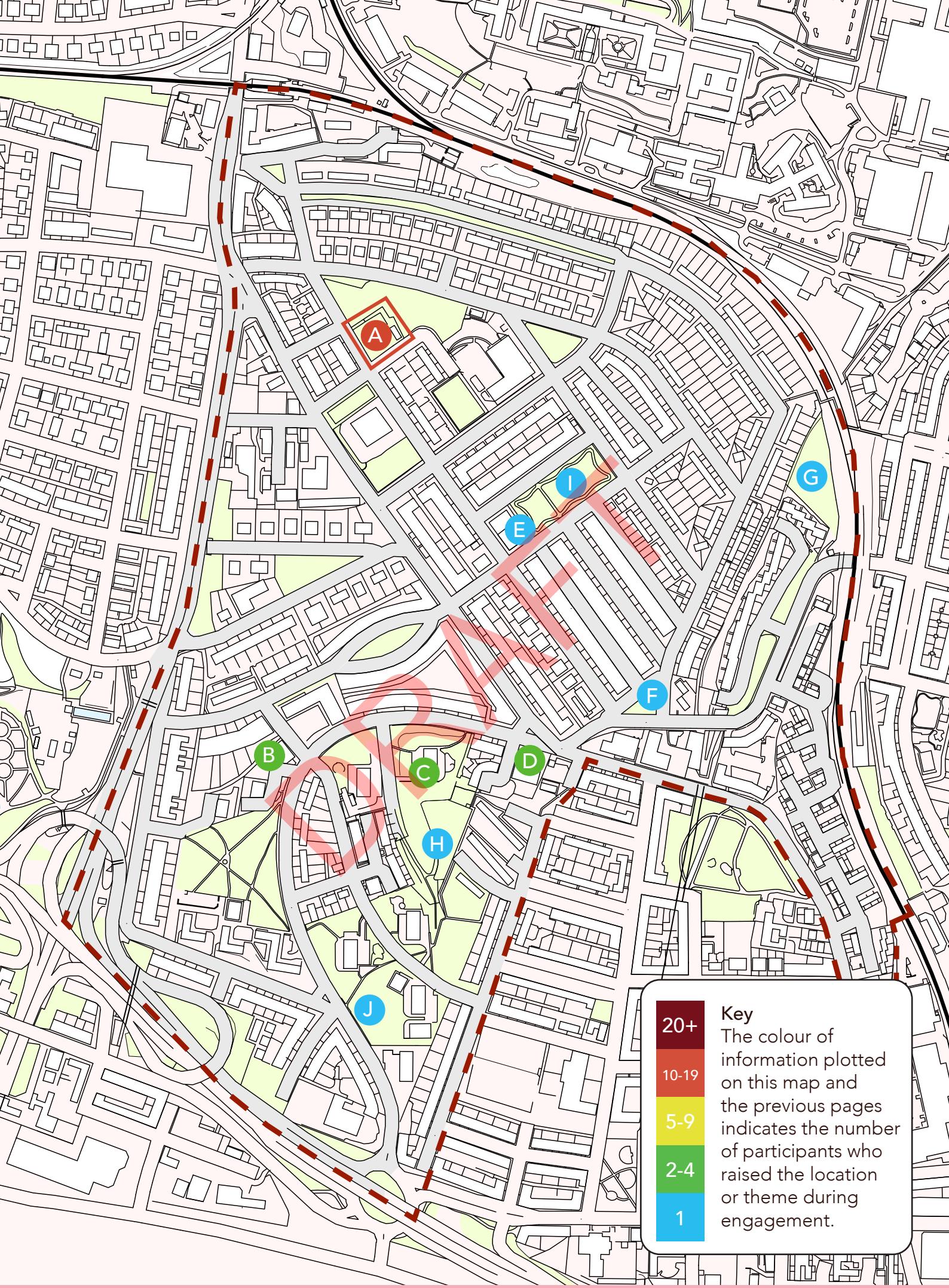
I - Naseby Park

Desire for more play equipment like table
tennis or games tables.

J - Green space off Broomhill Drive

Desire for it to have more play space for older
children / young people e.g. skating / BMX,
designed in an open (non-caged) and inclusive
way.

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Sustainability

Base Ratings

When ranking the Broomhill area on a scale of 1-worst to 5-best for sustainability we received the following responses:

High (majority 4 or above)

- Air quality

Moderate (majority 3 or above)

- General ability to make sustainable choices
- Wildlife and biodiversity

In the de-aggregating of data by demographic groups, there were no other unique response trends identified.

General Themes

Waste management and recycling

Residents need much more support in recycling and waste management efforts. There needs to be more recycling bins both for public use in streets and parks, and for private use by residents in laneways and collective bin areas in the high flats. These recycling bins need to include options for glass as well as plastic, and be collected more frequently. With the amount of gardens in Broomhill, and to support community efforts to maintain greenery in public areas, more green waste bins are needed for both private and public use. Areas to drop specialist recycling items, such as electronics and batteries are also needed for the whole area. These options for green waste and specialist recycling would reduce reliance on cars to deal with these items, and reduce littering and fly-tipping for those who don't drive. More frequent council uplift of household items are also required, which also promote the sharing of items as furniture and goods often get reused by neighbours from street uplifts.

Biodiversity improvements to green spaces and green maintenance

There's lots of scope and potential sites for 'leftover' and 'in-between' green sites to be defined and managed to strengthen local biodiversity. Any biodiversity meadows do need to be managed, rather than just 'left' with weeds - this is not only unsightly, it's not effective biodiversity practice and also hides dog fouling and litter. In many areas, if the council maintained verges or boundaries better, locals could

take more pride over any internal biodiversity meadows. In addition to these sites, biodiversity could be improved through planters in streets and green roofs on bus stops.

Improved public transport

People would be able to use public transport more, instead of relying on driving, if the service was improved – specifically buses. The frequency of buses and up to date timetables, as well as reliability for arriving on time, would significantly improve the public transport offering.

Drainage and flooding

Spot flooding due to poor drainage is common throughout the area; problem areas are at the bases of hills and at corner junctions, especially those with deep kerbs. The main cause of this is poor maintenance of the drains, which in many locations are blocked with debris and mud. This has been an ongoing problem, with the same spots and drains being consistently blocked for many years. This has been reported to the council, however maintenance does not occur often or effectively enough to control the problem. Beyond maintenance, more soft landscaping and the use of sustainable drainage methods (rain gardens etc.) could also help.

Improving the experience of cyclists

Improved cycling infrastructure would help to encourage people to make trips without a car. Cycle lanes need to be safer and well maintained, kept clear of debris, mud and glass, and not be blocked by parked cars. Routes should feel safer down main roads, and connect to safer routes with less traffic. More bike locking facilities are required throughout the area at key locations. To allow families and facilitate more diverse needs, cycle routes and locking facilities should be able to accommodate cargo bikes. Next Bike stops would also be good to allow those who only do occasional trips or cannot afford a bike the option to cycle.

Wider biodiversity initiatives

In addition to those concerning green and 'in-between' spaces, there are wider measures that could be implemented. Trees should be managed rather than cut down, community gardens should consider biodiversity, and efforts should be made to stop all private garden spaces on pavements being turned into hard paving for cars or plastic turf. Measures to control vermin should be

considerate of local wildlife. There generally could be greater efforts to mitigate the effect of the express-way and main roads on wildlife. Beehives throughout the area could accent any work being done for pollinators.

Improve and maintain pavements for pedestrians

D

To encourage people to walk instead of drive, pavements and their surrounding greenery should be maintained so that they are more accessible and pleasant to use. There is also a need for railings in some areas, and benches to rest. Car parking needs to be rethought so that less cars park on the pavement or block crossing points. Routes for walking should be considered to link up key services along with efforts to minimise the impact of fast traffic.

Better choices for ethical produce

W

The area needs a local green grocer to reduce reliance on large chains, and to offer a wider selection from local or small growers. There is also a need for non-meat based food security and refill options to reduce waste. Better local shops of this nature would reduce the need to travel far outside of the neighbourhood to access them.

Council-supported renewable and green initiatives

W

There needs to be more support from the council in initiatives such as solar panels, small turbines on roofs and sustainable heating systems. These are expensive and are difficult to install due to conservation area rules.

Isolated comments concerned the need for more affordable charging points for electric vehicles, and improved air quality and noise pollution

Specific Locations

[Flooding]

A - Flooding at Clarence Drive (under the bridge)

B - Thornwood round about

C - Beechwood Drive / Churchill Drive junction

D - Crow Road / Woodcroft Avenue junction

E - Randolph Road / Woodcroft Avenue junction

F - Near / in pedestrian tunnel to Whiteinch / Victoria Park

G - Flooding issues were highlighted at the following locations 2 times each:
Randolph Road / Naseby Avenue junction,
Marlborough Avenue / Edgehill Road junction,
Broomhill Drive, Randolph Road / Churchill Drive junction.

Flooding issues were highlighted at the following locations once each (not plotted):
Parking area of 15 Balshagray Place, Thornwood Drive, Around Naseby Park, Beechwood Place / Churchill Drive junction, Randolph Road, Balshagray Drive / Broomhill Terrace junction, Beechwood Drive / Marlborough Drive junction

[Biodiversity / Wildlife]

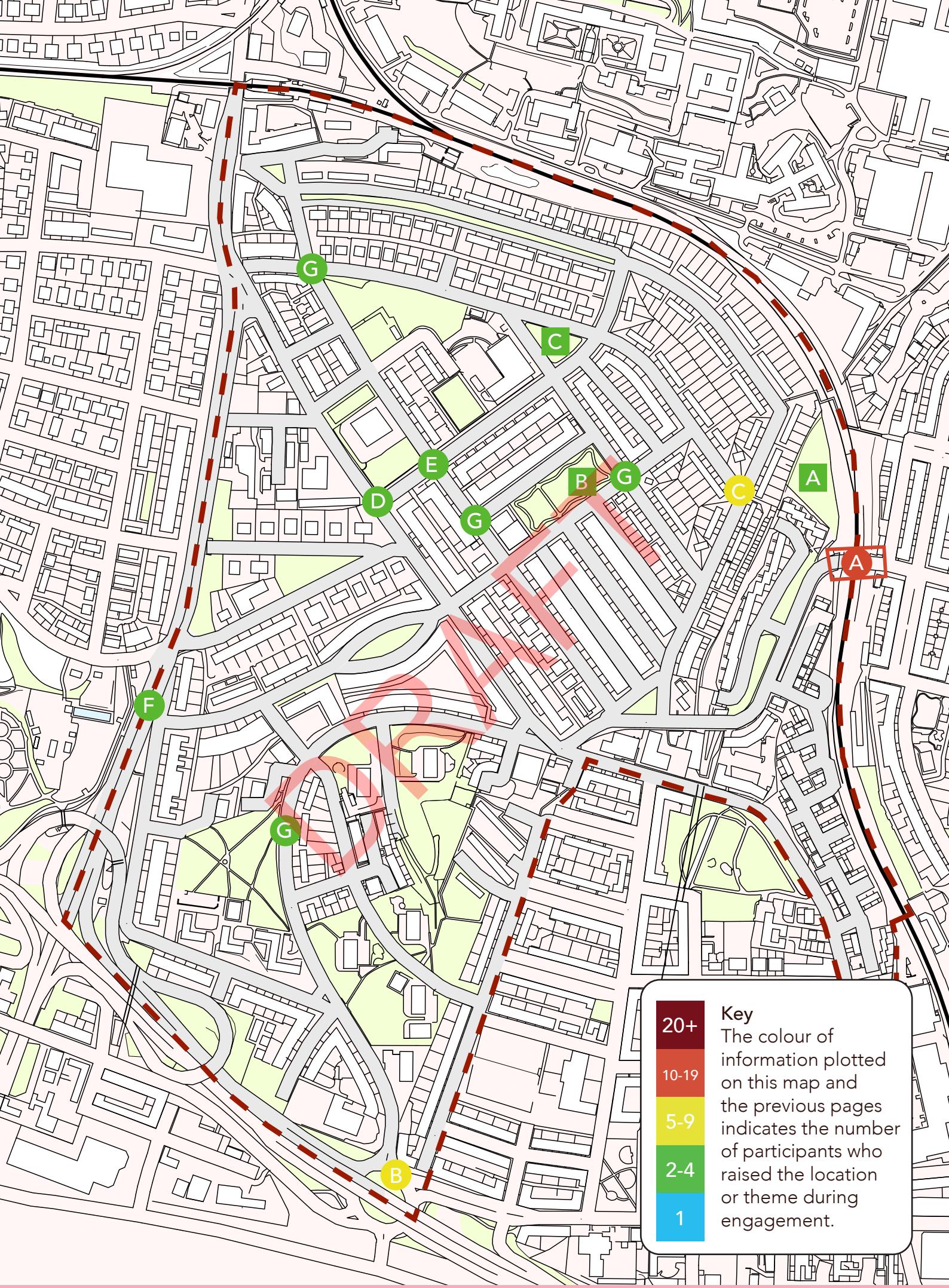
A - Woodland between Churchill Drive and the railway line, south of Hyndland Station could better cater for wildlife / biodiversity

B - Naseby Park could better cater for wildlife / biodiversity

C - Green triangle between Beechwood drive, Edgehill road and Woodcroft Avenue could better cater for wildlife / biodiversity

The following locations were each highlighted once by participants as places that could be improved to better cater to local wildlife or to improve biodiversity in the area (not plotted): Churchill Drive, Green triangle at Churchill Drive / Clarence Drive, Bowling Green, Broomhill Lane, Green spaces around tower blocks, Broomhill Community Park, Broomhill Woodland, Kirktonholme Nursery, Green spaces around the A739 and Broomhill Drive, Marshall's Field

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3

Stage 2
Engagement

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3.1 Description of Engagement

General Strategy

Stage 2 engagement

After analysis of the Stage 1 engagement results, the following 6 themes were created as a more refined set of discussion and feedback points that the community were most passionate about. This gave us a community led focus on which topics we should gain more detailed feedback on throughout stage 2. We presented each theme with a set of suggested 'ideas' to sense check with the community and to act as a springboard for other suggestions.

- Community Life and Access to Services
Improve access to a range of key high street services, sustainable shopping essentials, and flexible community space and activities.
- The Impacts of Vehicles and Traffic
Managing the impacts of car dominance and traffic to improve safety, non-vehicular movement and general atmosphere.
- Safe, Convenient Cycling
Formalise key, practical routes for cycling with improved connectivity, safety and accessibility.
- Pedestrian Movement and Accessibility
Make key walking routes safe, accessible and convenient, including the introduction of better wayfinding and signage.
- Parks, Greenery and Biodiversity
Protect and improve existing parks and green spaces, while improving biodiversity through informal 'in-between' green spaces and woodlands areas.
- Housing and Sustainability
Focus development on more diverse, affordable and sheltered housing types, while supporting residents to maintain their dwellings and make sustainable choices.

Public engagement events / opportunities

- Online Survey

- Broomhill Primary School P5/6 workshops
- 9th Glasgow Scouts Group cubs workshop
- Thornwood Community Council Meeting
- Broomhill Lane pop-up engagement event
- Broomhill Square pop-up engagement event

'Pop-Up' events

'Pop-Up' events consisted of at least 2 facilitators from the New Practice team setting up a small 'station' with some facilitation tools (e.g. a map, an 'A-Frame' with a 'call to action' / describing the project, flyers, and clipboards/paper to make notes on)

Neighbourhood walk-about

Neighbourhood walk-about consisted of 2 New Practice facilitators walking around the neighbourhood and dropping into businesses informally to ask them to put up a poster and to inform them of the project, and asking for an email address if they're interested in receiving updates. During this process, the team engaged with passers-by or those at locations (i.e. out the front of cafes) to spread the word and have informal discussions if desired.

Promotion

Meta advertisement

Core promotion of Stage 2 engagement went live on the same date as the survey. This took the form of an online social media advertisement, hosted via Meta platforms (i.e. Facebook and Instagram), calling residents to action to complete the survey and find out more about the project online. This advertisement was 'targeted' to a radius which covered just the Broomhill project area for maximum yield.

Project website

A bespoke single web page, in the project branding, was created to act as a single landing point for information on the project, what a 'Place Plan' and who New Practice are, and any upcoming engagement opportunities. All materials, either online or physical, directed to this website.

Flyers and posters

In addition to the above, a series of posters and flyers were created and circulated with local businesses, key community actors and passers-by throughout engagement activities.

Engagement Tools

- Flyers
- Posters
- Online Survey
- Project website
- Maps
- A3 engagement booklet
- Presentation and activity sheets for schools workshops

Stage 2 Development

The findings from Stage 2 were compiled both in a quantitative format (primarily with data in non-open questions in the online survey), and a qualitative. Quantitative data was arranged into a spreadsheet which provided average scores for projects, alongside majority scores. Qualitative responses were individually read and recorded, with key points taken into a wider group of collected responses.

The above results were then mapped against varying demographic groups to understand key trends for equitable weighting. These groups were women, LGBTQIA+ people, disabled people, people of colour, elderly residents and younger residents. Any trends identified are presented within the findings.

The findings of the stage were then used to 'sense check' the popularity of the Stage 1 proposals, and either tweak or remove individual ideas, merge some together, or create entirely new ones which were absent. This provided the final shortlist of initiatives taken forward into final presentations with BCC before developing the final pass of the place plan.

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3.2 Results

Theme 1: Community Life and Access to Services

Rate the following ideas out of five stars, based on how important you think they are for responding to the points raised by residents in our first consultation.

N.B. Before each idea was presented, we gave a summary of what residents said in the first phase, alongside a map that plotted any specific locations that were highlighted frequently.

Idea 1

The opening of key high street services, such as a bank, a post-office and a GP.

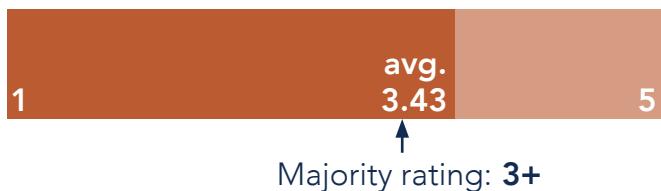


Demographic trend:

The majority of participants (56.5%) with a long term health condition rated this idea 5/5.

Idea 2

Greater diversity in high street businesses with independent ownership, with less emphasis on boutique cafés.



Idea 3

A grocer with local, sustainable produce and ethical refill options.

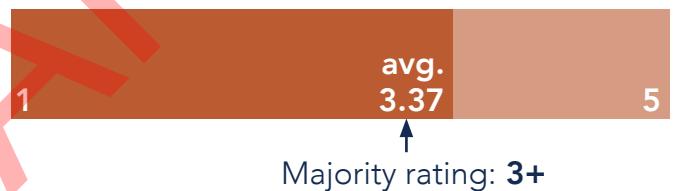


Demographic trend:

The majority of participants (52.2%) with a long term health condition rated this idea 5/5.

Idea 4

Increased provision of affordable childcare.



Majority rating: 3+

Idea 5

Encourage community social, wellbeing and leisure activities, for all ages. For instance, markets, sport or cultural groups, lunch clubs and youth groups.



Majority rating: 4+

Demographic trend:

The majority of participants (52.2%) with a long term health condition rated this idea 5/5.

The majority of women (55.9%) rated this idea 5/5.

Idea 6

Specific, tailored space(s) for community activities for affordable hire by locals, ideally with indoor and outdoor activity spaces, and community gardening.



Demographic trend:

The majority of participants (52.2%) with a long term health condition rated this idea 5/5.

The majority of women (55.9%) rated this idea 5/5.

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Final Thoughts

Do you have any other ideas relating to this theme?

Below are the responses from this question, which have not been modified for grammar or spelling.

"Community run post office/ethical grocery store, with space for local groups to gather "

"I'm surprised by the outcome of your consultation as having lived here for over 35 years it's an area with most amenities within walking distance."

"Partick has a sustainable shop. I regularly use it. Other sustainable shops have opened in the West End and had to close as people say they want it, but aren't willing to either change their shopping habits."

"Good for the community to mix and meet new people"

"GP practices are closing across the country due to a lack of GPs - Broomhill already has a practice and pharmacies, you won't get another GP. Post office: Royal Mail have been pushing towards more use of Parcelshops/Parcel lockers/ etc but Broomhill does not even have these - despite having the sorting office on Clarence Drive. Bank: there is no longer even a free-to-use ATM on Crow Road. Final concern, just so you are aware: previous local planning applications/ discussions have revealed some local residents hold thinly-disguised racist attitudes towards the owner of Kothel, Wee Paree and Olivia's - 3 of the "boutique cafes" you reference! Cafes in this area draw a lot of footfall from Jordanhill which is poorly served for cafes (but other food and shopping options would always be welcome on Crow Road)."

"It is almost impossible for small businesses to keep afloat, as locals do not use our services

to the extent we need, to enable us to stay afloat. We have an overprovision of cafes and hair salons, but, GCC no longer take this into consideration when giving change of use permissions. Salons are now in same category as retail. With increasing cost of wages, utilities, etc, small businesses are closing at an increasing rate. It's all very well saying people WANT these services, but they do not use the ones already here, so there's not footfall to encourage other businesses to open. In addition, the parking measures brought into place have culled most travelling trade coming to the area of the west end. Paying for parking is a huge turn off and is impractical for salons, restaurants, etc where you are unsure how long u will be. 2 hours max parking is no use for a salon appt that could take 3 hours +. If we want people to have their hair done, go visit the gift shop, get some lunch, etc.... putting time restrictions on is a death knell. They just drive onto the nearest retail park. We have a local, good quality butcher who sells fruit/veg who is also underused, and who now has refused opening hours, due to lack of support from the locals. His packaging and produce is bespoke and sustainable. My salon provides refil options, which are rarely used, as clients prefer to order online, altho often come back when they realise what they've bought is fake."

"The loss of high street services is a major issue but it affects all parts of Glasgow and I suspect it is not easily resolvable without major changes to government policy."

"A local multi-purpose hall. Useful for hiring for parties, weddings, sports, events. Would give the area a sense of a central hub."

"More stuff for OAP's"

"Be good to get youth clubs up and running help from local churches"

"Re community wellbeing activities- potential for health walk starting in Broomhill? Play

Rangers to promote outdoor play? Venues:
If dedicated facility not feasible, partner with
existing organisations e.g churches & tennis club -
maximise occupancy & share cost?"

1. We're not that underserved."

"Does community gardening really ???"

"Please read Broomhill in the context of wider West End community. There is post office on Clarence drive and also in Patrick both within short 15 minute walk of Broomhill. I'd rather focus on improving the feel of Broomhill, can we improve look of Crow Road, improve parking? E.g. having stricter view on how shops should present themselves on our high street. Oscar and Hollys how can that be reopened as something soon. The cafe economy in Broomhill is totally fine. But maybe we need to rethink some of the licensing, as you can't get a drink past 10pm."

"Protect green spaces and trees."

"We have a GP practice in Broomhill. The Hyndland Post Office is very near by and there is a delivery office in Broomhill. We are better served than most areas. Locavore is nearby, but I agree, I would frequent somewhere like that more often if it were closer. The childcare issue is more complex in that the need for afterschool care is not being met as BOSCA is full."

"Have Always thought space beside Maxwell Park should have served ages 3 to 103 had been involved with this idea allowing community buildings ,nursery should have been moved to other side of plot ..covid cut out public meetings.
3"

"Rather than new spaces a directory & co-ordinated booking system for existing spaces would be amazing!"

"There is a GP in Broomhill and a post office very near. I don't agree with the comments from phase

Theme 2: The Impacts of Vehicles and Traffic

Rate the following ideas out of five stars, based on how important you think they are for responding to the points raised by residents in our first consultation.

N.B. Before each idea was presented, we gave a summary of what residents said in the first phase, alongside a map that plotted any specific locations that were highlighted frequently.

Idea 1

Improved school street safety and parking management on Woodcroft Avenue.



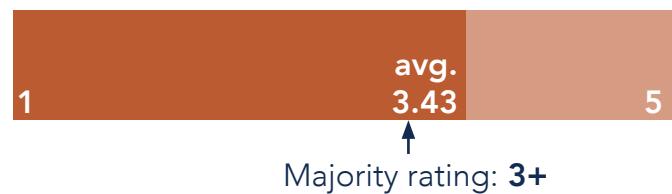
Demographic trend:

The majority of participants (57.9%) with a long term health condition rated this idea 5/5.

The majority of women (56.6%) rated this idea 5/5.

Idea 2

Measures to control parking on tight corners and verges to improve visibility, manoeuvrability and accessibility, combined with possibilities for greenery and sustainable drainage management.



Demographic trend:

The majority of participants (78.9%) with a long term health condition rated this idea 5/5.

The majority of women (64.2%) rated this idea 5/5.

Idea 3

Address traffic impacts on Crow Road with passive measures to reduce speeding and improved junction safety.



Demographic trend:

The majority of participants (61.1%) with a long term health condition rated this idea 5/5.

The majority of women (60.4%) rated this idea 5/5.

Idea 4

Address traffic impacts on Broomhill Drive with passive measures to reduce speeding.



Demographic trend:

The majority of participants (61.1%) with a long term health condition rated this idea 5/5.

The majority of women (56.6%) rated this idea 5/5.

Idea 6

Improve safety for all users at Thornwood Roundabout.



Demographic trend:

The majority of participants (77.8%) with a long term health condition rated this idea 5/5.

The majority of women (69.8%) rated this idea 5/5.

Idea 5

Control rat-running on Randolph Road with passive measures or a one-way system.



Demographic trend:

The majority of participants (61.1%) with a long term health condition rated this idea 5/5.

The majority of women (61.1%) rated this idea 5/5.

Idea 7

Reduce the general impacts of traffic throughout the main residential neighbourhoods with a 20mph zone and/or one-way streets.



Demographic trend:

The majority of participants (77.8%) with a long term health condition rated this idea 5/5.

The majority of women (61.1%) rated this idea 5/5.

Final Thoughts

Do you have any other ideas relating to this theme?

Below are the responses from this question, which have not been modified for grammar or spelling.

"One way system around Broomhill streets is long overdue."

"Churchill Drive requires specific immediate action due to recent issues with emergency vehicles around the station"

"Traffic calming measures don't always work. Rather than driving at a safe and constant speed, drivers regularly speed up, then slam on brakes, speed up, brake. Making it dangerous for other road users."

"How about the Council provide parking wardens particularly at school closing time when double parking, parking on double yellow lines, parking on corners etc is most acute"

"Safer is better always"

"Noise concerns from pumped up car engines"

"It would be a pity to see parking controls increase the amount of land devoted to parked cars (ie. over-sized parking bays as standard) - can efficiency of parking be considered as well as impact on tight junctions and visibility?"

"There is little speeding in the area. There is unthoughtful parking around the school in the morning, but more in the form of stopping in middle of road, to lets kids out of car...not parking. Some issues with parking come from parking restrictions in other areas in glasgow and city centre which forces people to park at hyndland station and get the trsin to work. We do not hsve the public transport infrastructure for everyone to use public transport to get to work/

school."

"Broomhill is increasingly being used for station/hospital parking. Permit parking in Hyndland hasn't reduced parking for these - simply pushed it into Broomhill"

"There is a desperate need for parking to be more controlled in Broomhill. Promises have been made to introduce meters but nothing seems to happen."

"delivery vans are culprits of bad parking on corners and school deliveries. designated parking for delivery spots and the last mile on a cargo bike delivery service ?"

~~"Stop traffic >20mph anywhere on Clarence Drive"~~

"Yes can you ask people to stop walking on the roads especially at the entrance to the underpass leading to whiteinch as people cross at a blind corner and I have nearly hit a couple of people!"

~~"Parking on the fire route at Marlborough Avenue is horrible. Parking at Hyndland station can be bad too. Parking restrictions on crow road and diagonal parking to increase capacity will be good. Parking up Marlborough ave next to Kothel can be quite poor, and difficult to navigate. Bus stops are massive, unnecessarily. Buses not particularly user friendly, as unreliable and inconsistent timetable. Recent train issues haven't helped."~~

"One way streets often cause traffic to speed up so I do not agree with this proposal."

"We don't want to become Garnethill, which is impossible to navigate due to its one-way system. Crow Road and Balshagray are bumper-to-bumper much of the time, without careful planning this would worsen."

"As much as everyone would like an improved traffic situation the only way to achieve this is to reduce the already limited parking provision, which in turn reduced the quality of life for residents. I would suggest introducing parking permit system would be beneficial as many cars in closer to Hyndland are parked for use of station only. Never seen someone 'rat run' on Randolph Road and can't conceive of how this would be of any benefit - already speed bumps and effective one way. Pointless idea "

"You can't implement any of these measures until parking controls come into Broomhill"

"Better access to rental bikes"

"Randolph Road is too important an exit and entry to Broomhill. Added time having to use Crow Rd. Would mean making some parts of Broomhill mainly cut off"

"1. Having one way streets is long overdue, especially at the junction of Marlborough and Crow Road, it is too busy there. 2. Some people drive too fast heading down Beechwood to its junction with Marlborough. 3. Cyclists travelling on pavements also pose a risk to pedestrians!... esp on Crow Road. 4. There are too many large delivery cans parking on and ruining grass verges."

"Filter lane at corner of Crow Rd & Victoria Park Gardens South"

"Parking is a problem but it's also a necessity for many."

Theme 3: Safe, Convenient Cycling

Rate the following ideas out of five stars, based on how important you think they are for responding to the points raised by residents in our first consultation.

N.B. Before each idea was presented, we gave a summary of what residents said in the first phase, alongside a map that plotted any specific locations that were highlighted frequently.

Idea 1

Make Crow Road a practical, key cycling route with safer cycling infrastructure.



Demographic trend:

The majority of women (50%) rated this idea 5/5.

Idea 2

Improve the experience of cycling along secondary routes such as Broomhill Drive and Clarence Drive.



Demographic trend:

The majority of women (53.8%) rated this idea 5/5.

Idea 3

Connect Broomhill to wider areas with better cycling links.

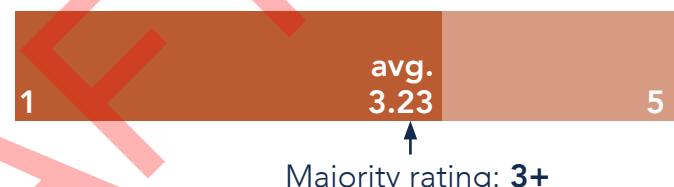


Demographic trend:

The majority of women (51.9%) rated this idea 5/5.

Idea 4

Provide a wider range of cycling amenities throughout Broomhill to encourage cycling, such as bike locking and consideration for cargo bikes.

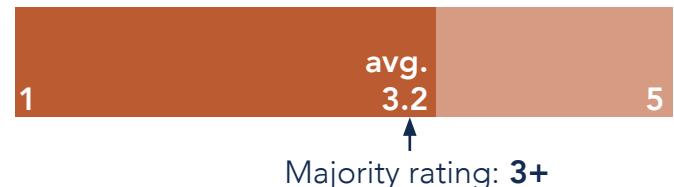


Demographic trend:

The majority of women (50%) rated this idea 5/5.

Idea 5

Improve route wayfinding and markings for cyclists, with key locations and points of interest better indicated.



Demographic trend:

The majority of women (50%) rated this idea 5/5.

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Final Thoughts

Do you have any other ideas relating to this theme?

Below are the responses from this question, which have not been modified for grammar or spelling.

"Too many e bikes on pavements, cyclists not following Highway Code."

"Appreciate the aim for safe, convenient cycling, practicalities of implementation suggest this is highly unachievable"

"Encouraging cyclists is a good thing"

"Good cycle routes should extend down Crow Road to Dumbarton road - this is a key link missing from your plan so far, it passes the shopping area and leads to the transport hub at Partick + the soon-to-open bridge to Govan etc. Crow Road is wide in that section, it looks easy to accommodate a cycle lane. The other area of interest is reopening the connection between Churchill Drive (at Hyndland station) to Clarence Drive along the west of the railway line."

"Scotland is not practice for cycling for most people. The roads are in an awful state and putting in cycle lanes have made them more dangerous for cyclists, motorists and cars. Until legislation is introduced to enforce those using cycle lanes to use them, stopping at red lights, staying off pavement, having lights on bikes, insurance, etc, we should not create more cycle lanes. Adult cyclists regularly use the pavement, causing distress to pedestrians. They go on and off the pavement to skip the red lights, or just go straight thru the red. They cannot be reprimanded, as they have no reg plate, like cars. The electric bikes/scooters should not be on the roads and certainly not on pavements, and cannot be held accountable. Often the riders are in dark colours, with masks, and no lights, shooting in front of pedestrians or cars, at high speed. We should be dealing with these issues before assessing the points above."

"We need new cycle ways down Crow road between Broomhill cross and Dumbarton Road, past Crow Road retail park to the cycle way by the expressway."

"I'm supportive of cyclists but feel the creation of poorly constructed cycle lanes dotted around here and there, especially on Clarence Drive, do nothing to address the problems for cyclists and meanwhile create more problems for buses, motorists and delivery vans."

"better connection from Broomhill to the canal which is a key safe cycling route out of Glasgow. enhanced cycling features around the school for connecting school to park and crossing points. should be designed with children in mind first."

"Pedestrians should have focus not cyclists"

"There has been a lot of criticism of existing cycle routes re cost and lack of use"

"Current small segments of non-joined up cycle lanes are practically useless. There needs to be a clearly demarcated, interconnected cycle network across town."

"Covered cycle lockers very good initiative. Perhaps including electric nextbikes as we live in a hilly area."

"I am a cyclist and commute into town on a bike every day. In between the bicycle path at the bottom of Crow Road along the expressway, I cycle on main roads (Crow Rd & Sauchiehall St) that are dangerous and full of potholes. I come home via Clarence Drive. The bicycle paths are disconnected and poorly maintained - the one on Clarence Dr is disgusting and ends abruptly. The Broomhill Cross junction is particularly dangerous with many drivers not respecting the rights of the cyclist."

"Good ideas."

"You need parking controls to prevent this"

"A rental bike station on crow road"

"Use side streets for cycling , Shelley Rd to gt
Western Road, via Hyndland Station to Hyndland
but firstly get insurance and tests for many of the
idiotic and dangerous cyclists"

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Theme 4: Pedestrian Movement and Accessibility

Rate the following ideas out of five stars, based on how important you think they are for responding to the points raised by residents in our first consultation.

N.B. Before each idea was presented, we gave a summary of what residents said in the first phase, alongside a map that plotted any specific locations that were highlighted frequently.

Idea 1

Make pedestrian links from Broomhill Avenue through Broomhill Lane and Broomhill Woodland safer and more accessible.



Demographic trend:

The majority of participants (52.9%) with a long term health condition rated this idea 5/5.

The majority of women (64%) rated this idea 5/5.

Idea 2

Improve signage for key locations, and target improvements to create accessible and pleasant key walking links between locations of interest and green spaces.



Majority rating: **4+**

- Demographic trend:

The majority of participants (52.9%) with a long term health condition rated this idea 5/5.

The majority of women (52%) rated this idea 5/5.

Idea 3

Improve greenery maintenance, particularly of large trees, that can cause obstructions to pavements.



- Demographic trend:

The majority of participants (58.8%) with a long term health condition rated this idea 5/5.

The majority of women (54%) rated this idea 5/5.

Idea 4

Maintain pavement surfaces, and reduce or manage clutter from street furniture and businesses which impedes pedestrian flow.



Demographic trend:

The majority of participants (58.8%) with a long term health condition rated this idea 5/5.

The majority of women (64%) rated this idea 5/5.

Idea 6

Pedestrian-friendly crossings along Crow Road, Balshagray Avenue and Broomhill Drive.



Demographic trend:

The majority of participants (76.5%) with a long term health condition rated this idea 5/5.

The majority of women (74%) rated this idea 5/5.

Idea 5

Address flooding issues through drain maintenance, and the introduction of passive measures like rain gardens and soft landscaping.



Demographic trend:

The majority of participants (70.6%) with a long term health condition rated this idea 5/5.

The majority of women (78%) rated this idea 5/5.

Final Thoughts

Do you have any other ideas relating to this theme?

Below are the responses from this question, which have not been modified for grammar or spelling.

"The cafe furniture that seems to hinder pedestrian traffic the most is at Wee Paree. That corner is very tight especially if people are waiting to cross at the lights"

"Reduce street furniture"

"Resurfacing of pavements, improved drainage, regular street cleaning and enforcing home owners/shopkeepers to maintain hedges and shrubs within their boundaries"

"Improving Green spaces for walking helps"

"Your questions contain more than 1 point, so will give a false reading. These questions should be objective. Maintenance of pavements should not be coupled with street cafe furniture. They are 2 separate issues. Drain maintenance is imperative and should not be linked to rain gardens. With or without a rain garden, you still need drain maintenance. We currently have pedestrian crossings in the areas shown."

"Parking on pavements is a real problem in parts of Broomhill. It blocks the way for buggies, wheelchairs and at times even pedestrians, and is getting worse."

"Aware that the street furniture outside of kothel (council placed) resulted in denied planning for kothel. the planning application also revealed racist undertones in the community comments towards the owner of Kothel, Wee paree and Olivia's."

"More safe crossings on Clarence Dr would slow down traffic"

"Improve under the train bridge on Clarence Drive"

"The above are my most important issues"

"Resurfacing pavements in Broomhill to a more asthetic/durable stone/cobble would be much better than poorly maintained and aging concrete."

"Pavement state is more of an issue, street furniture less so"

"Protect green corridor alongside railway"

"Return the pedestrian crossing at Marlborough Avenue and Crow Road. There was one here in the past and should be reinstated as more people want to cross here than at the junction with Victoria Park Drive North"

"These measure will all cause further traffic congestion"

"Amend timings at crossings to give pedestrians a greater number of turns"

"Re drainage, all home hard parking should be changed to drainage parking ,also drains round triangle and grassed pavement"

"A bench along the length of Churchill drive would help break down the length of walk to / from the station and hospital for ambulant disabled people."

"Control pavement parking"

"The issue of 'racing cars' in the late evenings is a problem. Crow Rd and Balshagday, heading for

*the tunnel, is part of an unofficial racing circuit.
There needs to be a better police presence and
more heavy fines/ points on licence to stop this."*

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3.3 Youth Engagement

Broomhill Primary School Youth Engagement

Summary of engagement

On 3rd September 2024, three facilitators from New Practice attended Broomhill Primary School, and delivered two workshops (one to each P5/6 class), which were an hour in length each.

The aim of the workshop was to sense check with the students if they agree with what the adults have said, and if so, what topics they feel most passionately about.

We also dedicated time to support the students to reflect on their unique individual experience on their route too or from school, and highlight any specific locations they enjoy or need improvement.

Workshop Structure

Introduction presentation

We introduced ourselves, the project, and informed the class how their contribution during the workshop will be used.

Presentation of 'what the adults said'

Using maps, we presented the findings we had gathered from the adults in the community during stage one of the project. There was open discussion in the class after each map was presented, where students enthusiastically shared where they agree with the adults feedback or not. They also had space to share their own views that had not been highlighted already.

Activity One - Journeys from school

Using a worksheet, students were asked to draw a line to mark their route from school to a location they travel to frequently after school (e.g. home, to a friends home, to the park etc.)

We then asked students to plot with x3 green stickers the parts of their journey or local area that they like. They did the same with red stickers for the locations that they think need improvement.

We asked students to note down why they plotted each sticker where they did.

Activity Two - Design your own greenspace

As a fun and creative task to finish the workshop, we gave out blank templates of greenspaces, and asked students to use the materials provided to design their own greenspace. We asked them to consider what they would like to see in the space and how different activities or uses could interact or be balanced (eg. the space left for wildlife versus the space dedicated to play or relaxation).

Outcomes

Common themes highlighted during activity one and/or group discussion:

- The existing pedestrian crossing opposite Christie Butchers is a pain to cross.
- The junction of Crow Road and Balshagray Avenue is bad to cross as a pedestrian.
- The tree swing on Churchill Drive needs to be fixed and maintained.
- Cars travel very fast on Crow Road.
- Victoria Park pond is polluted and not safe for the wildlife that live there.
- Naseby Park grass needs cutting because you can't see dog poo on the floor when it is long.
- There should be more places for teenagers to hang out, because they use the parks and don't let us use the equipment.

Locations frequently plotted as places the student particularly likes or enjoys:

- Naseby Park
- Victoria Park
- Victoria Park (specifically the pond)
- Olivia's Gelateria
- Green triangle of grass between Woodcroft Avenue and Edgehill Road
- Churchill Drive green space

Locations frequently plotted as places the student thinks needs improvement:

- Crow Road and Balshagray Avenue junction
- Crossing on Crow Road at Christie Butchers
- Bowling Green

Below are a selection of quotes from the sessions:

"Uneven footpaths need to be fixed as you can trip and fall. The path in Naseby park is all bumpy and its not safe or good for skating"

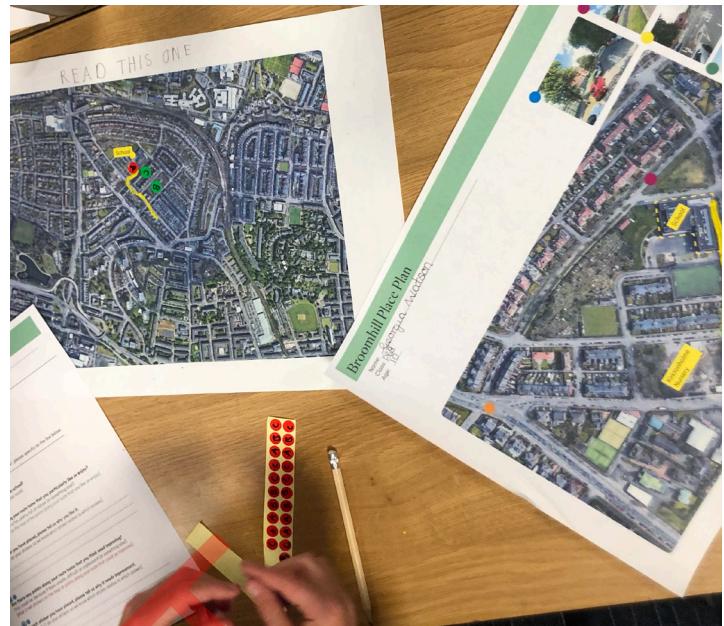
"Leave the grass in the triangle space long and wild for bees and biodiversity"

"Everyone parks right on the pavement and not on the road so it makes it hard to cross the road because you don't know if they are going to reverse. Even though there is a double yellow line!" (In reference to roads surrounding the school)

"It feels unsafe with the speedy cars (maybe make a lower speed limit)" (In reference to Crow Road)

"The water is too polluted, I'd really enjoy a deep cleanse of the water since it is home for many animals and they don't like it." (In reference to Victoria Park pond)

"The tree hits me all the time maybe cut branches" (In reference to a tree at the end of Woodcroft Avenue near the pitches)



Broomhill Cubs

Youth Engagement

Summary of engagement

On 11th September, two facilitators from New Practice attended 9th Glasgow Scout Group in Broomhill, and delivered a half an hour workshop to the cubs.

Workshop Structure

Group discussion

We introduced ourselves, the project, and informed the group how their contribution during the workshop will be used.

We placed a large format printed map of Broomhill on the table, which all participants sat around and used to reference locations. Because of the small number of participants (6), this was facilitated as an informal open group discussion.

We had a large piece of paper split into quarters, with a theme in each box:

- Greenspace
- Safety and getting around
- Community, leisure and social life
- Your future vision

We asked participants to express things or locations in the area they currently enjoy relating to each theme, or things or locations that could be improved.

Outcomes

Themes or locations highlighted as currently successful / enjoyable:

- The hill, the den making and the flowers in Victoria Park.
- Den making next to the nursery is fun.

Themes or locations highlighted as needing improvement:

- The hill at the back of the Scout hut needs maintenance so we can play there again.
- Lots of the litter bins are overflowing and could do with being emptied more often, or being redesigned so that litter does not fall out.

- Traffic lights are better than zebra crossings for pedestrian safety. For example, the crossing to Broomhill Square could be improved.
- The underpass is a bit disgusting.
- The bike paths are too narrow so your only option is to go on the pavement or the road.
- A cycle path near Broomhill School would be good.
- More safe crossing points on Edgehill Road.
- Often cars go through the red light at the traffic lights near Olivia's Gelateria.
- The back way into Broomhill Primary School is very hard to find so more signage would be good there.
- There is algae in Victoria Park pond.
- There is lots of rubbish in Victoria Park, there are tornadoes of trash, we could do community Sunday cleaning.
- Broomhill Community Park is very damp and dark.
- A new local gymnastics gym would be good.
- Leisure centres are very far away.
- There is nowhere to play footie you have to go to Scotstoun.

General themes:

- Wildlife is important, like swans and ducks.
- More lollipop people would be a good idea.
- You could make games about picking up rubbish to incentivise cleanliness.

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Stage 3

Engagement

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4.1 Community Council Meeting

Community Council Meeting Presentation

Wednesday 9th October 2024
Broomhill Primary School Library

Feedback

After presenting all Future Narratives of the Place Plan Draft to the room, the floor was open for feedback. Below is an outline of the feedback given

- You have to provide things other than cycle lanes. For instance local buses. They lost one to Finneston and they're not expected to walk which is not safe or achievable for some people.

Future Narrative 1

- Edgehill should be included in the tree protection zone.
- There is rumour they are trying to sell the bit of woodland above Churchill Drive. This area should be protected as woodland too, as there are bats living in there.

Future Narrative 2

- For A, include the corner above the school, as lots of HGVs park here.
- Cycling routes to the school are important, perhaps part of Woodcroft Avenue could have these.

Future Narrative 3

- M - should not be so focussed on the conservation area, as housing out with this area is 1950's era and many have mould and other issues.

Future Narrative 4

- C - Crow Road and Mitre Road, it could be useful to have a crossing point between the bus stops.

Future Narrative 5

- Why aren't cycle lanes on quieter roads?
- Cycle route on Crow Road, from Broomhill people access the Morrison's and Anniesland. Beyond that is the canal which is a nice route even to Edinburgh. Linking Crow Road to all this would be good. People use a car just because of that terrible stretch of Crow Road. To be able to walk there with more pleasant environment would be good too.

4.2 Statutory Engagement

**Section to be completed
upon completion of statutory
consultation phase.**

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