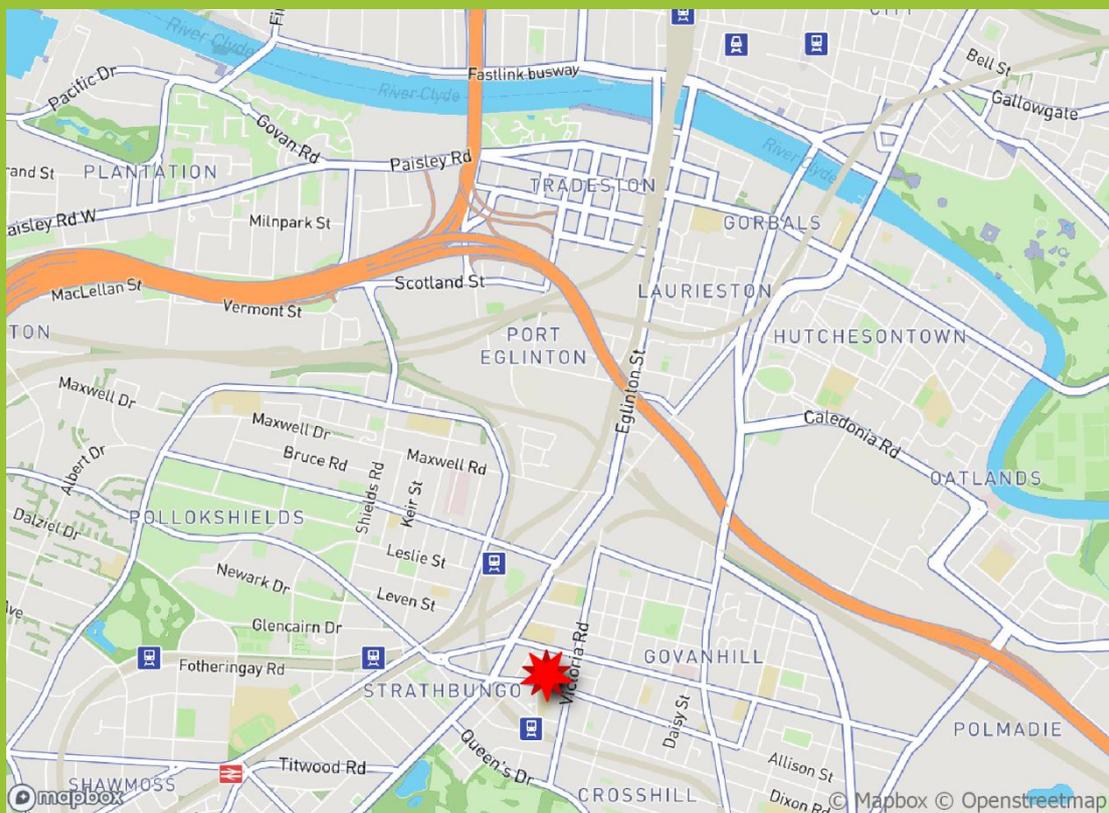
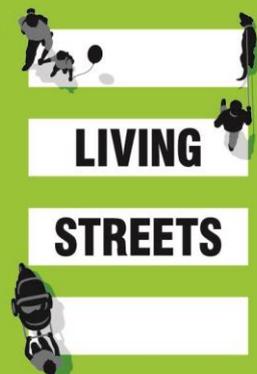


Pedestrian conditions assessment Craigie St. Govanhill (Southside H.A.) Social Housing Partnership Fund for Improved Cycling & Walking Facilities 2020-21



We are Living Streets Scotland, part of the UK charity for everyday walking. We want to create a nation where walking is the natural choice for everyday, local journeys.



Contents

Summary	3
Key points for Registered Social Landlord	3
Background note:	3
Introduction	4
Key factors we assess.....	4
Location.....	5
Observations	6
Key observations.....	6
Secondary observations.....	9
Potential improvements.....	13
Led by the Registered Social Landlord:.....	13
Influenced by the Registered Social Landlord	14
Longer term or more complex change.....	14
Further information	15
Potential funding	15

Summary

Key points for Registered Social Landlord

Our assessment of the area around Craigie Street, Govanhill, Glasgow, which should be checked with residents and other stakeholders, leads us to conclude that pedestrians are disadvantaged by these key issues:

- Parked vehicles dominate the street space within this area, making for a less inviting environment, providing physical barriers to pedestrian movement, and reducing safety at junctions.
- Large areas lacking a sense of passive surveillance, mostly dominated by larger roads, brownfield land, the M74 motorway, or non-residential uses of land, separate Govanhill from surrounding areas and in particular the City Centre.

As the Registered Social Landlord, it may only be possible for Southside Housing Association to lead action in connection with a small number of the issues and ideas described in this report. The most significant of these might be around:

- improving the green space on Craigie Road, in conjunction with designs which reduce the dominance of parked vehicles here, and
- promoting informed debate about wider improvements in the area.

We report on wider issues because we consider that the better these are understood the greater the likelihood of change – whether locally and more generally.

Background note:

Our urban environments are defined by interrelated features under the influence of many different bodies, and this report is about current conditions whatever their cause. Registered Social Landlords do not generally have control over the main factors which affect pedestrians in the wider areas around the properties they manage. Likewise local authorities - with limited resources and budgets, and facing numerous other constraints - do not have immediate control over many of the factors which affect pedestrians.

However, in the longer term it is helpful if problems are understood, and potential solutions are explored. Registered Social Landlords may be able to have a positive influence, making more immediate changes where they have the power to do so, supporting others to understand the issues their residents face, and playing their part in working toward change.

This report is based on an assessment which used mapping and information available from sources such as Google Streetview. Prior to finalising this report we presented the content to Southside Housing Association as an initial check of its accuracy. The intention is that the information in the report is used to support a longer informed discussion with local residents, as they are the real experts on the quality of the experience for pedestrians in the areas where they live.

Map images in this document are copyright © Mapbox, © Openstreetmap contributors.

Introduction

Living Streets has received funding from the Social Housing Partnership Fund for Improved Cycling & Walking Facilities, administered by Cycling Scotland. We are assessing conditions for pedestrians¹ around properties managed by Registered Social Landlords.

This report presents observations and suggestions for improving conditions, following an assessment of the area around the Southside Housing Association property at Craigie Street in Govanhill, Glasgow.

Key factors we assess

Our assessment looked at issues such as the following:

- **Footway (i.e. pavement)² and path provision:** the presence, surface quality, continuity, width, obstruction, and design of footways and paths.
- **Accessibility:** how far footways and paths, and their interaction with the carriageways of streets, have been designed to accommodate disabled people or people (including children) less able to navigate complicated or dangerous conditions.
- **General area design and character:** whether this is an area full of human activity and street life or one dominated by the movement of or parking of vehicles and the provision of roads designed primarily to facilitate these things.
- **Local area traffic-related safety:** looking at risk of injury from vehicles, and the likely effects of this risk on behaviour, at how easily pedestrians cross streets or junctions, and how pleasant (or otherwise) a journey might be.
- **Whether streets and paths are welcoming to pedestrians:** both in and around an area, including focusing on how they will feel after dark or later at night – considering in particular what ‘passive surveillance’³ exists, and to what extent streets and paths are overlooked from buildings nearby.
- **Area permeability:** looking at whether paths and footways connect to provide convenient shorter routes for pedestrians, and longer routes for those driving – or whether routes for pedestrians are defined by following streets which have been designed around vehicle use, or by the necessity to negotiate these safely.
- **Entry and exit points and routes from an area:** looking at what boundaries around the area define these points/routes, and conditions for pedestrians here.
- **Likely destinations outside the local area and routes to/from these:** considering pedestrian journeys primarily for utility purposes, for shopping, education, and work – and conditions for along relevant routes, distances, and use of public transport.

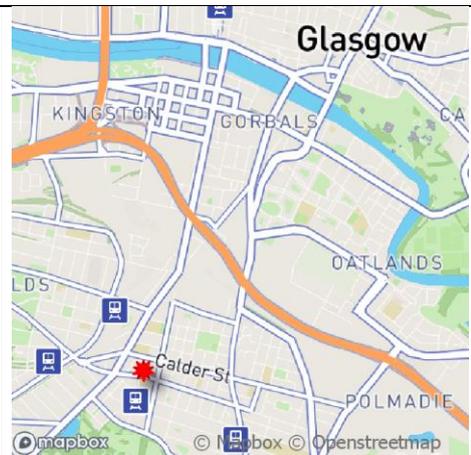
¹ In order to keep language simple we use the word ‘pedestrians’ not only to refer to those walking, but also to people using wheeled mobility aids (e.g. a wheelchair or mobility scooter).

² For clarity this report uses the word term ‘footway’ rather than the phrase ‘the pavement’ to describe the space for walking on beside a road. We do this because the word ‘pavement’ is also used in technical discussion to describe the actual material a road or path is constructed from.

³ We use the term ‘passive surveillance’ to describe the way in which it feels safer to be on a street where there are other people nearby who may be able to see activity, including those who might look out from the windows of a building – even if nobody is currently actively doing so.

Location

Craigie Street is toward the southwest edge of Govanhill, around 2-3km from Glasgow City Centre.

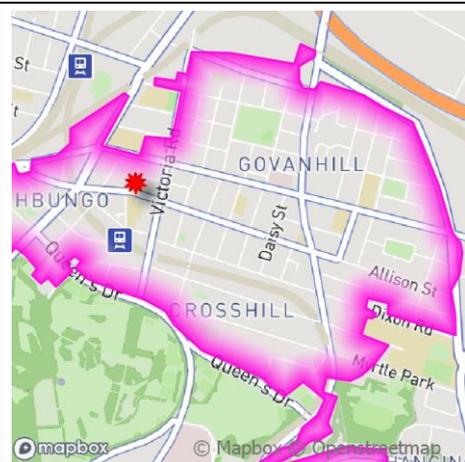


Location (focus area marked with red star)

The residential area of Govanhill has some distinct boundaries (relevant to pedestrians) which are defined by obvious changes of land use. On this map (right) areas made up of mostly residential buildings are marked in pink.

To the northwest, north, northeast and east the residential area is bounded by more industrial land uses, and by railways and by roads designed for traffic speed and flow (including the M74 motorway).

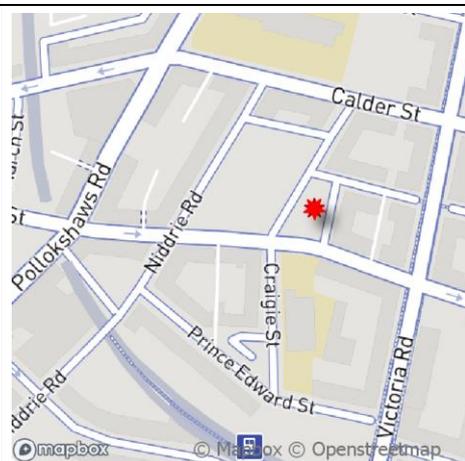
To the south the boundary of the Govanhill area is less well defined. The railway line creates a partial barrier but this barrier is much less distinct than for most railways. The nearby Queens Park and associated green space provides a more distinct southern boundary to a slightly larger wider residential area which includes Crosshill.



Boundaries of residential areas

Within Govanhill, Craigie Street runs roughly parallel to Victoria Road. Victoria Road is prominent because it would seem to provide a focus for the wider area, with numerous shops in the ground floor of residential tenement-style properties.

Much of this local area is of tenement style residential properties, providing dense housing. However on Craigie Street itself is a school and two small more open areas. The focal point for this report is a small open area of green space at the junction of Allison Street and Craigie Street.



Observations

Key observations

We think that these issues (and any positive points) most strongly influence the experience of pedestrians in the area. These issues may arise from many different factors. The Registered Social Landlord, and even the local authority, may have little or no direct control over some of them.

<p>This is a dense residential area, much of it built of stone tenements (particularly near the focus area). This means that most parts of most streets are closely overlooked, with a strong sense of passive surveillance. Such streets are much more likely to remain welcoming after dark and later at night.</p>	<p>Links to representative images on Google Streetview: <u>Craigie Street</u> <u>Allison Street</u></p>
<p>Parked vehicles line most streets in the focus area and throughout Govanhill. The street design generally allows this use of the streets to dominate over most other uses – and it will make it more challenging for many people to cross streets and junctions.</p> <p>Key issues include:</p> <ul style="list-style-type: none"> • Parked vehicles physically obstruct pedestrian movement across streets, even at junctions. • People crossing cannot easily see moving traffic, or be seen by those driving, until they reach the outside edge of parked vehicles. This issue is particularly difficult for those who can't see traffic over the height of a parked car (which includes children, people using wheelchairs, and people with visual impairments). • Even where dropped kerbs are provided these are often blocked by parked vehicles. • Parked vehicles and the live carriageway together take up most of the available street space, with other uses absent or sharing the footway space. 	<p>Links to representative images on Google Streetview: <u>Calder St/Craigie St</u> (obstruction by parked vehicles)</p> <p><u>Bowman St/Craigie St</u> (second view) (poor quality dropped kerb, obstruction)</p> <p><u>Bowman St/Westmoreland St</u> (obstruction, lack of dropped kerb)</p> <p><u>Craigie St/Prince Edward St</u> (obstruction)</p>

Many streets in Govanhill have their carriageways closed in strategic places, preventing their use by through traffic. Some one-way restrictions prevent the use of other routes by through traffic. Parts of Victoria Road north of Govanhill have further restrictions on use.

It seems likely that much of the potential through traffic is restricted to specific designated streets. These are particularly Calder St and Allison St, Cathcart Road, and parts of Victoria Road. Potential through traffic may also travel around the borders of the area – using Pollokshaws Road, Aitkenhead Road, or Queens Drive.

Many other through-routes do remain available and may attract problematic through traffic, particularly because this allows people to bypass traffic signals (traffic lights). On this map (right) the broad yellow lines indicate approximate routes through Govanhill using the network of smaller roads to avoid main junctions (these lines don't trace every possible route).

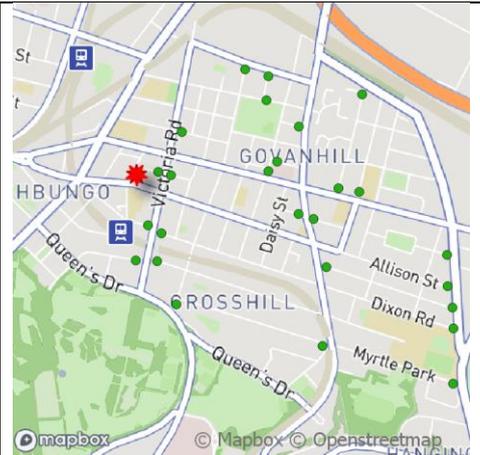
It seems likely that the restrictions which do exist

- significantly improve the environment for pedestrians, and
- on some streets reduce vehicle movements to local access only.

Some junctions on some of the streets in this area have been significantly redesigned to benefit pedestrians.

In particular some junctions on Allison Street and on Calder Street have been improved. These are two of the streets which intentionally cater for through traffic - one-way on each road, respectively east and west.

At some junctions extended sections of footway replace areas that might either have been used for parking vehicles, or which (with parking banned here) would have opened up the carriageway width. The results are that the carriageway remains narrow here as it is narrowed elsewhere by parked vehicles. This probably helps to maintain a sense that the street should be driven at lower speeds, it helps pedestrians to see around parked vehicles when crossing, and it ensures that pedestrians have a much narrower carriageway to cross.



Closures of points on streets to discourage through traffic



General paths of remaining through-routes (on roads other than Calder St / Allison St / Victoria Rd)

Links to representative images on Google Streetview:

Allison St/Craigie St
(narrowed on 3 of 4 junction arms)

Allison St/Chapman St
(painted narrowing of Allison St)

Allison St/Westmoreland Rd
(painted narrowing of Allison St)

Calder St/Westmoreland Rd
(painted narrowing of both)

Govanhill St/South Annandale St
(substantial redesign)

Langside Rd/Govanhill St
(substantial redesign)

Govanhill St/Inglefield St
(substantial redesign)

Some junctions have been more comprehensively redesigned. In other cases the redesign involves only white paint markings, which are helpful but not so effective. Parking on areas marked with white hatching seems common, and in places the paint has mostly worn away. Some designs use lengthy sections of pedestrian guardrail in conjunction with some narrowing of the carriageway. It is more difficult to judge whether these designs support pedestrians, or emphasise the dominance of vehicles at these junctions.

The redesigned junctions contrast with those which have not been redesigned at all.

Victoria Road also carries some through traffic, although generally in combination with other roads (there are restrictions on what vehicles can use it north of Butterbiggins Road).

In the last few years Victoria Road has been substantially redesigned. Cycle tracks have been added and new surfaces provided. It looks likely that this has improved the environment in many ways for pedestrians.

The carriageway has been substantially narrowed, meaning that both parked and moving vehicles are further from the footway. Before the redesign there were many places where the carriageway had space for around 5 or 6 traffic lanes, with 2 of these taken up with parked vehicles. Now the carriageway typically has space for around 4 traffic lanes, with 2 taken up with parked vehicles, and the carriageway is narrowed to 2 lanes at both crossings and junctions.

It is difficult to assess whether any design details have introduced new conflicts between people cycling and pedestrians.

Few local junctions have good quality dropped kerbs, but at many locations there has been some attempt to provide a more level access to the carriageway. There are also remaining locations without dropped kerbs.

Because of this some pedestrians will find some journeys very difficult or impossible, although it is probably helpful to those using wheeled mobility aids that many kerbs are lower than standard.

[Links to representative images on Google Streetview:](#)

[Victoria Rd, south of Allison St, 2017](#)

[Victoria Rd, south of Allison St, 2020](#)

[Crossing, 2017](#)

[Crossing, 2020](#)

[Links to representative images on Google Streetview:](#)

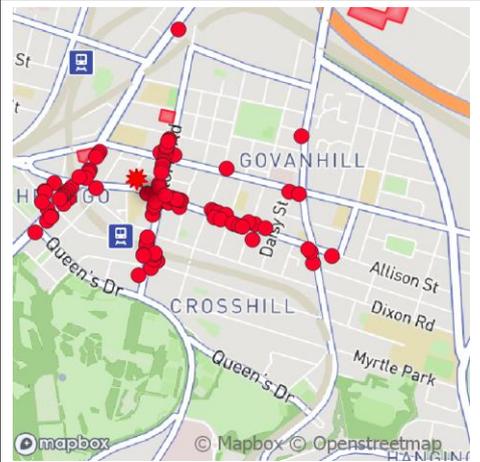
[Allison St better quality dropped kerb](#)

[Allison St \(opposite above\) poor quality](#)

[Niddrie Rd/Prince Edward St poor quality](#)

Secondary observations

In many ways Victoria Road acts as a focus for the area, with a substantial number of shops. There are also shops on several other streets. This map (right) shows the approximate distribution of local shops (individual shops may be missing).



Distribution of shops
(individual shops may be missing)

There is a larger supermarket (Lidl) on Victoria Road, which for pedestrians is around 300m from Craigie Road. This distance will take most pedestrians no more than around 5 minutes. The entrance to the store is on Victoria Road, and it has large windows facing the street.

There is a very much larger Asda supermarket around 1.7 km to the southeast, and a new retail park around 1.5 km to the northeast. The retail park includes both an Aldi supermarket and a 'Food Warehouse' (associated with Iceland). Both the supermarket and the retail park have very large car parks. Popular routing services estimate driving times to these of between 5-10 minutes.

The Asda supermarket is served by a bus from Victoria Road (roughly every 15 minutes at peak times).



Larger stores.

Govanhill is almost entirely surrounded by areas which, because they lack any sense of passive surveillance, provide substantially less pleasant conditions for pedestrians.

In this map (right) areas locations where streets and paths have an extremely poor sense of passive surveillance are marked in brown.

These areas are not all unpleasant all of the time. Victoria Park is the large area marked in the southwest corner of this map. Parks can be welcoming places in the daytime, and pedestrian journeys through them might be very pleasant at times, but it is important to recognise that parks tend to become unwelcoming after dark or later at night.



Areas (brown) lacking any sense of passive surveillance of streets

Looking at a wider area, the lack of any sense of passive surveillance of streets is a problem resulting in some separation between Govanhill and the City Centre. The issue of a lack of passive surveillance combines with others to make many of the areas marked here relatively unpleasant for pedestrians, particularly in poor weather, after dark or later at night.

The areas marked north of Govanhill - and in particular those surrounding the M74 and M8 motorways - are particularly unwelcoming. Here there tends to be a lack of residential property and an environment defined by the presence of railways, wide roads designed for vehicle speed and flow, the infrastructure elevating large sections of motorway, and brownfield land or derelict/unused buildings.



Areas (brown) lacking any sense of passive surveillance of the streets

It seems likely that pedestrian journeys to or from the city centre seem unattractive or unwelcoming to many people.

There are some controls on traffic using Victoria Road (and Pollokshaws Road north of Eglinton Toll) as a north-south route between Govanhill and the City Centre. The cycle tracks are continued north of Govanhill, beside Victoria Road, and then beside Pollokshaws Road (north of Eglinton Toll).

Together these interventions may improve pedestrian journeys along Victoria Road and Pollokshaws Road toward the city – reducing traffic volume and speed, and ensuring separation between footway and carriageway. After dark and later at night the presence of people cycling may make pedestrians feel less isolated.

Links to representative images on Google Streetview:

[Eglinton St \(at M8\)](#)

[Eglinton St \(north of M8\)](#)

[Pollokshaws Rd \(south of M8\)](#)

[Pollokshaws Rd \(north of M8\)](#)

[Cathcart Rd \(at M8\)](#)

[Cathcart Rd \(north of M8\)](#)

<p>Unfortunately following this route (beside the cycle tracks beside Pollokshaws Road) north of Eglinton Toll takes pedestrians toward the east of the City Centre (rather than to a more central location). The segregated cycle tracks also (currently) end around 1km short of the City Centre. Beyond this Gorbals Street typically has 3 or 4 traffic lanes, and for much of its length lacks residential uses.</p> <p>The more direct route involves around 1.5km beside Eglinton Street, an unattractive (typically) 4 lane road designed for traffic speed and flow through areas dominated by non-residential uses, large-scale infrastructure around railways and motorways, and brownfield land.</p>	
<p>To the south of Govanhill the railway line passing east-west (then south from Crosshill Station) does not create such a powerful barrier as is seen with other local rail lines. The cutting through this area is designed more like a tunnel, meaning bridges are short, and residential buildings are close beside the line (or in one case continue across the line).</p>	<p>Links to representative images on Google Streetview: <u>Langside Road above railway</u> <u>Victoria Road above railway</u></p>
<p>Queens Park Station is around 200-300m from Craigie Street, and is accessed from a section of Victoria Road which has both residential use and many shops. At least at street level access may remain welcoming even after dark or later at night.</p> <p>Access requires the use of a substantial number of stairs. There are similar access issues at the next nearest stations – Pollokshields East and Crosshill.</p> <p>Victoria Road has several key bus routes toward the city centre.</p>	
<p>Positively, on most streets in this area parked vehicles are on the carriageway rather than partly on the footway (pavement). Chapman St, at the centre of our focus area, is an exception. Typically vehicles are parked partly on the footway which borders the green area.</p> <p>From historical Google Streetview imagery it appears as if this became a socially normal behaviour around 2010-2012. Images from 2008 show all vehicles entirely on the carriageway, and in 2014 and later all partly on the footway – with 2010 and 2012 images showing a mix of behaviours.</p>	<p>Links to representative images on Google Streetview: Chapman St: <u>2008</u> <u>2010</u> <u>2012</u> <u>2014</u> <u>2015</u> <u>2020</u></p>

There is very little provision for sitting in this area. It is striking that in the green area at the focus of this report there is nowhere to sit.

It can be seen that the seating provided on Victoria Road as part of the recent improvement work is used.

[Links to representative images on Google Streetview:](#)

[Lack of seating at green area](#)

[Seating in use on Victoria Road](#)
(and in [second image](#))

Potential improvements

This section lists some ideas for change. These are intended to prompt discussion, and are not necessarily recommendations. We've separated the ideas into three rough categories. The first ideas are about changes which might more easily be led by the Registered Social Landlord. The Registered Social Landlord may be able to have a strong influence in connection with the second group of ideas. The third group of ideas are generally for the longer term, or of a nature which means that a much wider group of agencies would need to be involved.

Led by the Registered Social Landlord:

The Registered Social Landlord might consider trying to take a lead on the following issues, although the cooperation of other bodies might be required:

Improvements at Craigie Street green area

The green area on Craigie Street (between this and Chapman St) could be made much more attractive, adding to the sense that this area is at the heart of a community.

Parked vehicles separate this green space both visually and practically from the surrounding property, dominating the space. It is interesting to note that Google Streetview imagery suggests that on Chapman Street it was only around 2010 that it became common for people to park partially on the footway. Most more recent Google Streetview images show parked vehicles blocking pedestrian desire lines, often in places marked to imply they should be kept clear.

The strict practical control of parked vehicles here will be key to making this space useful and attractive for residents. Access to the green area must become simple for pedestrians. The street designs around the nearby Govanhill Park may provide some inspiration – and may also highlight mistakes to be avoided. [Govanhill Street](#) and [Inglefield Street](#) beside the park are of a comparable width to Craigie Street, yet because of their design feel very different. Notably, the parking arrangements around Govanhill Park tend to mean that the area adjacent to the park is kept clearer. The junction designs around Govanhill Park (example locations: [1](#) | [2](#) | [3](#) | [4](#)) help to keep passage clear for pedestrians, narrowing the carriageway, raising the carriageway to footway level, and preventing parking on the footway (pavement) with bollards.

It is not necessary for all of the streets surrounding this green area to remain open for two way movement. Bowman Street does not carry through traffic and should see very few vehicle movements - it is blocked for motor vehicles at Victoria Road.

It would help to enlarge the area of this green space if some visual barriers separated the carriageway from the existing footway area here (beside the green area), effectively making the current footways feel to be part of the green area, making this into more of an urban park. This might make it possible to place seating on the current footway areas,

facing inward. This might also help to unite the northern and southern green areas, which are currently divided by the small central building and its associated fencing.

Promoting informed debate

Conversations about improving streets for pedestrians tend to interest people most when actual change is proposed, but at this stage those who might be inconvenienced by changes are often more vocal than those who would benefit. Southside Housing may be able to promote well informed debate well in advance of any proposals for change – and to ensure that people currently disadvantaged have their views recorded and their needs considered.

This may make it substantially easier for the local authority to propose change and to respond appropriately to those who would be disadvantaged by it. In this area it is clear that parked and moving vehicles dominate the streetscape. Given the density of housing here actual space for parking will never satisfy more than a small a fraction of the demand. In these circumstances physical restriction on space for parking becomes essential if street space is to be kept free for other uses.

Influenced by the Registered Social Landlord

These more complex changes might require a much deeper involvement from other bodies, but we guess that the Registered Social Landlord ought to be able to provide strong encouragement or strong influence:

General street improvements within Govanhill area

In addition to promoting informed local debate Southside Housing Association may also be able to add its voice to calls for improvements to the streets across Govanhill.

Because this area is already one with dense housing, with many local shops, the streets have the potential to be very friendly to pedestrians. There are already many street closures in place reducing the dominance of through traffic, but many through routes remain open. While locally there are some very valuable examples of improvements to streets which reduce this domination (examples perhaps of national significance) street designs which allow parked vehicles to dominate remain the norm.

The advantage of this situation - in comparison to less pedestrian-friendly areas - is that individual ongoing improvements can have significance.

Longer term or more complex change

The potential improvements listed here are of a nature meaning that change is likely to take much longer, and that the Registered Social Landlord is likely to have much less influence:

Improving passive surveillance on links north

In the long term it may be possible to reduce the severance created between Govanhill and the City Centre (and the Gorbals area. An opportunity exists around Pollokshaws Road. Because many sections have restricted traffic it may have become more attractive to build housing facing onto this street – increasing the sense of passive surveillance of the street, making it a more popular route for pedestrians and for cycling. Southside Housing Association may be able to play a part in highlighting the importance of this improvement.

Further information

Potential funding

Funding for improvements to the urban environment might be available from a number of sources, including:

- Places for Everyone:
<https://www.sustrans.org.uk/our-blog/projects/2019/scotland/places-for-everyone/>
- Awards for All:
<https://www.tnlcommunityfund.org.uk/funding/under10k>
- The Social Housing Partnership Fund for Improved Cycling & Walking Facilities:
<https://www.cycling.scot/what-we-do/cycling-friendly/social-housing-fund>