TRANSPORT STRATEGIC PLAN
FINAL CONSULTATION REPORT
GLASGOW 2014 COMMONWEALTH GAMES
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1.0 INTRODUCTION

The Glasgow 2014 Commonwealth Games Transport Strategic Plan (TSP) summarises the strategy that will be adopted for the Games. It states the Glasgow 2014 Organising Committee’s (OC) transport objectives and provides information on how people will get to and from events.

The Glasgow Commonwealth Games Act 2008 requires the OC to consult with:

- Ministers and Local Authority
- Every Council in whose area a Games location is situated
- Every Chief Constable of a police force maintained for an area in which a Games location is situated
- Any other person the OC considers appropriate

The TSP will be developed over the years leading up to the Games and each version will build on the previous publication and will consider comments received during the consultation processes.

2.0 TRANSPORT STAKEHOLDERS CONSULTATION

The Glasgow 2014 Commonwealth Games will be organised and delivered by the Scottish Government, Glasgow City Council (GCC), Commonwealth Games Scotland and Glasgow 2014 Ltd. Collectively, these organisations are known as the Games Delivery Partners.

The Delivery Partners will be assisted in the preparation of the TSP by several bodies, companies and organisations with transport powers or responsibilities. This group are known as the Transport Partners and include local authorities, Transport Scotland, regional transport partnerships, Network Rail, airport operators, bus operators, taxi operators and police forces.

Throughout the development of the TSP there has been regular contact and dialogue with the Games Delivery Partners and Transport Partners. This resulted in the production of a draft document being completed during the spring of 2010.
Prior to the document being released for public consultation, it was agreed that early feedback should be sought from the transport stakeholders. This first round of consultation began on 14 June 2010 and closed on 30 July 2010. A separate document titled ‘Glasgow 2014 Commonwealth Games TSP: Transport Stakeholder Consultation Report’ was prepared in response to the comments received during consultation with the transport stakeholders.

At the conclusion of this consultation period, the comments were considered by the OC and the document altered accordingly. This resulted in the completed Version 1 of the TSP.

3.0 PUBLIC CONSULTATION

Version 1 of the TSP was published on the OC’s website www.glasgow2014.com on 7 September 2010. Press releases were issued to draw attention to it and this resulted in coverage across various local and national media platforms. Printed copies of the document were procured, but numbers were limited in line with the OC’s environmental policy. Copies were distributed to GCC buildings and libraries for public viewing.

Following the consultation with the transport stakeholders of the draft document, the list of this group of stakeholders was expanded to include further associations and groups. An email was sent to these organisations updating them on the developments of the document and it included a web link to Version 1.

To supplement and further draw attention to the Plan, a leaflet was produced, summarising key points of the document. It included a web link to the main document and interested parties were encouraged to download the full document. The leaflet was circulated to GCC buildings, libraries, the OC and interested parties.

The objectives of consulting with the public were to:

- Inform the public of the transport strategy
- Encourage feedback from the document
- Improve the content of the TSP
A feedback form was made available and consultees were encouraged to add their comments on each chapter of the document and submitting electronically or by hand to GCC offices. The public consultation period of Version 1 closed on 25 March 2011.

4.0 PUBLIC EVENTS

GCC arranged five public events across the city to provide an overview of the Glasgow 2014 TSP and the opportunity for members of the community to provide feedback. The events also included the presentation of two short films giving an update on the progress of Games venues and legacy plans, as well as information on the Strategic Environmental Assessment and Sustainability Plan for the Games.

The events were held during the evening at the following locations and dates:

- Palace of Art, Bellahouston Park, Dumbreck Road, Glasgow - 9 February
- Scotstoun Stadium, Danes Drive, Scotstoun, Glasgow - 17 February
- Tollcross Leisure Centre, Wellshot Road, Glasgow - 23 February
- Couper Institute, Clarkston Road, Glasgow - 10 March
- Petershill Park Leisure Centre, Adamswell Street, Springburn, Glasgow - 17 March

Following the presentations and films, copies of the TSP were made available for viewing and leaflets were handed out. Officers involved with the production of the Plan were available to answer questions on the transport strategy during a questions and answers session and also in workshops, held after the presentations.

Commonwealth Games Youth Legacy Ambassadors have been recruited from local schools across Scotland and a selection of these young people ran a Young Persons’ event in the City Chambers on the 17 February. This event was supported by officers from GCC’s 2014 Team and Education Services. Approximately 120 pupils attended over the course of the day with primary school children in the morning and secondary school children in the afternoon.
5.0 FEEDBACK

Feedback forms were received by email from 20 members of the public and organisations, although some of these stated a nil response. No feedback forms were received by post. Respondents were:

- Community Transport Association
- East Ayrshire Council
- Mr Laurence Grove
- Mobility & Access Committee for Scotland
- Clydesdale Cricket & Hockey Club
- Mr Neil Turner
- Scottish Natural Heritage
- South Lanarkshire Council
- SEPA
- Living Streets
- Transform Scotland
- SESTrans
- SWestrans
- Glasgow Prestwick Airport Consultative Committee
- University of Glasgow
- West Lothian Council
- Steer Davies Gleave
- Strathclyde Passenger Transport
- Glasgow Prestwick Airport
- Tactran
- Scottish Water

Appendix I contains a collated table of all the comments received and a response from the OC.

The public events drew audiences of between 16 and 70 people each and a report covering issues raised was prepared by the organisers of the events, GCC’s 2014 team. This document is available in Appendix II and it also includes feedback from the Young Persons’ Event.

6.0 SUMMARY OF FEEDBACK

Generally, respondents to the consultation were supportive of the measures proposed in the TSP, although many people sought further detail which is not currently available. Other comments included:
Several organisations promoting ‘active travel’ suggested that sustainable travel methods such as walking and cycling weren’t discussed in sufficient detail.

Some local authorities that are hosting a Games event commented they had not previously been engaged in the transport strategy but were keen to become more involved in the decision making process. This also led to concerns about how the strategy might be suitable for venues in Glasgow, but could be more challenging to apply to the satellite venues.

Several comments also suggested the Games Family should be encouraged to make better use of the public transport network.

Consideration of public transport for the workforce.

Responses to individual comments have been provided in the comments table in Appendix I, but a brief summary is provided below:

- Active travel will form a key part of transport for the Games. The Delivery Partners will be making infrastructure improvements to assist and encourage people to walk and cycle. For example, work has begun on the Smarter Choices Smarter Places initiative along London Road which will improve walking and cycling infrastructure to the National Indoor Sports Arena, Sir Chris Hoy Velodrome, Commonwealth Games Athlete Village and Tollcross International Swimming Centre. Also, the Connect 2 cycle way to the west end of the city will assist with active travel journeys to Kelvingrove Lawn Bowls Centre. Other improvements will be carried out, but the details are not available at this time. The Delivery Partners will consult with organisations that promote cycling and walking to ensure that infrastructure is provided in the best possible ways to maximise this mode of transport.

- The Delivery Partners welcome the feedback from local authorities that will host a Games venue. It is recognised that the satellite venues may require different transport arrangements from those located in the Glasgow city boundary. The OC will soon be commencing a programme of engagement with local authorities to identify strategies and solutions that fit with both parties’ policies.
The vast majority of the journeys made by the Games Family will be in coaches, travelling from the Village transport mall and venues. However, there will be a fleet of cars that will be made available to members of Commonwealth Games Associations and Commonwealth Games Federation dignitaries. These groups of people have varying travel demands and require a level of security which public transport cannot provide and a level of service reliability that demands special arrangements. However, the Delivery Partners encourage the use of public transport wherever possible and these groups of people will have access to public transport across the city.

The Games workforce will be provided with access to free public transport within the city. The number of workforce and their working hours has not been confirmed and this makes it difficult to predict the demand on the travel network. It is recognised that some of the workforce will require transport early in the morning and late at night and the Delivery Partners will work with transport providers to increase their operating hours and provide additional capacity. This is likely to be in the form of increased bus services past venues allowing travel into the city centre where onward services will be available.

7.0 DEVELOPMENT

Version 2 of the TSP is expected to be published in 2012 and this will take cognisance of the Version 1 feedback where the OC deems it appropriate.
Appendix I

Glasgow 2014 Commonwealth Games
Transport Strategic Plan:
Consultation Feedback
<table>
<thead>
<tr>
<th>Respondent</th>
<th>Paragraph</th>
<th>Comments</th>
<th>Amendment to Version 2</th>
<th>Organising Committee Response</th>
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</thead>
<tbody>
<tr>
<td>West Lothian Council</td>
<td></td>
<td>Senior Officers have considered the Transport Strategic Plan and welcome the detailed planning which is underway. West Lothian Council's promotion of the Games will be assisted further by the publication of Version 3 in 2013, and at that point our media team will direct West Lothian residents to a summary of the plan to assist with travel arrangements. The 'cars free Games' statement is also very welcome. West Lothian benefits from 3 rail lines through the County linking residents with Edinburgh and Glasgow, and it is this form of transport which will be promoted alongside direct bus links, in the run up to the Games.</td>
<td>Noted and welcomed.</td>
<td></td>
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<tr>
<td>SESTran</td>
<td></td>
<td>In general I thought the plan was well thought out and has all the elements to make it successful. The only venue to impact on the SESTran area is the Royal Commonwealth Pool. The proposal for a shuttle bus from the city centre/Waverley to the venue is good. The strategy also encourages visitors to use of Park and Ride. There is a need to encourage the use of the P&amp;R sites at Sheriffhall and Straiton through dedicated shuttle buses (if required) and publicity.</td>
<td>Noted. The Delivery Partners look forward to working with SESTrans during the preparation of the transport provision for the Games.</td>
<td></td>
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<tr>
<td>Laurence Grove</td>
<td></td>
<td>I would hope that transport maps, such as that in figure 6.4, will be displayed prominently and made available to visitors.</td>
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<tr>
<td>Mike Stanger, Clydesdale</td>
<td></td>
<td>It would be helpful if Clydesdale could be included in any discussions relating to the Commonwealth Games strategic transport plan: although this will be only a training venue, we anticipate that quite a few groups of supporters will wish to travel to watch the training in progress. As the venue is no more than 250-300 yards from Maxwell Park station on the Cathcart Circle, it is ideal for emphasising in terms of its public transport accessibility.</td>
<td>Noted. Contact details will be added to the consultation database.</td>
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<tr>
<td>Living Streets</td>
<td>Glasgow’s Single Outcome Agreement classifies taxis as a form of public transport, a classification we would disagree with. We therefore believe this strategy should make clear from the start how it defines ‘sustainable transport’ and, in our opinion, that this definition should cover walking, cycling, bus and rail travel. We believe that there should be a distinction made between these different modes as they are fundamentally different - there should be a specific goal that local people can access the Games venues, including from the nearest public transport hub, via (a) walking and (b) cycling which are the modes which best help tackle social and health inequalities, being free and promoting better public health.</td>
<td>Noted. The final approach to all venues will be by walking.</td>
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</table>
| Steer Davies Gleave | i) The plan has excellent coverage and is modelled on the good example of the London 2012 Transport Plan;  
ii) The plan is visionary in nature but lacks the detail required to be confident the right plans are in place. For example there is little information on timelines for delivery of measures, responsibility or how they will be delivered on the ground. Though a strategic document, greater detail could be provided on the interventions proposed;  
iii) It is unclear where the objectives of the strategy come from and how they will be monitored. A key question is how success of the transport strategy will be measured;  
iv) It is not clear whether an Equality Impact Assessment (EIA) has been undertaken and also how the Strategic Environmental Assessment (SEA) will be used to influence future revisions of the Plan; | i) Welcomed.  
ii) The TSP is being developed and as the strategy is defined further, subsequent versions will contain greater detail.  
iii) The objectives were set during the Bid Process and based on experience from previous Games and the Games Manual. Objectives have subsequently been reassessed by the OC to ensure continued relevance.  
v) An Equality Impact Assessment has not been carried out so far, although this would need to cover the whole Games and not just Transport. Once the SEA has been completed, its influence on the Transport Plan |                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                  |
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<td></td>
<td>v) The opportunities in respect to legacy and taking the opportunity to provide new sustainable infrastructure/routes do not appear to be well developed, particularly in respect to walking and cycling;</td>
<td>v) Walking and cycling will form a significant part of the transport strategy, particularly between transport hubs and venues. Infrastructure enhancements are being provided separately by the Games Partners.</td>
<td>will be evaluated.</td>
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<td></td>
<td>vi) It is not clear to what extent the local authorities in Dundee and Edinburgh are delivery partners in relation to transport planning arrangement for the competition venues in their areas; and</td>
<td>vi) The Games Delivery Partners are working with the local authorities in which there is a Games venue. All local authorities in Scotland are afforded ‘Transport Partners’ status.</td>
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<td></td>
<td>vii) The role of Travel Demand Management (TDM) is significantly underplayed. It appears to be confined to a low level awareness campaign. Experience from London is that to be most effective certain parts of the community (such as the business sector) will yearn for more than an awareness raising effort. Practical, detailed support and information about the nature of the transport challenges on the network will be required so that businesses and individuals can make the necessary changes to their operations and behaviour during Games.</td>
<td>vii) As a Games Delivery Partner and the largest employer in Strathclyde, GCC will lead the way in this field. The Delivery Partners will work with local employers, businesses and retailers to encourage a change of travel patterns and delivery arrangements during Games time.</td>
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<tr>
<td>Transform Scotland</td>
<td>Transform Scotland welcomes the opportunity to comment on the transport plan for the Commonwealth Games at this stage. In particular we welcome the repeated pledge throughout the plan to provide a low-carbon transport network for the Games and to have no travel to Games venues by private car. We think this means the Games can be a showcase for large events of this kind in which maximum use is made of existing resources with a small number of key enhancements to encourage the use of</td>
<td>See responses in individual sections below.</td>
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See responses in individual sections below.
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<tr>
<td>Tactran</td>
<td></td>
<td>It is not clear from the consultation document what arrangements are proposed to accommodate additional travel demands the Games are likely to generate across the wider Scottish transport network. It is imperative that longer distance travel by all modes, and particularly by train, is not compromised by the Games and that, where necessary, additional capacity is provided to ensure that all travellers during the period of the Games can be accommodated. Tactran’s own Tay Estuary Rail Study (TERS) has identified proposals for additional train services and capacity between Arbroath – Dundee – Perth – Stirling – Glasgow which could assist in ensuring the provision of sufficient capacity between the region and Glasgow. Tactran’s developed TERS proposals are currently the subject of ongoing discussion between the Partnership and Transport Scotland, Network Rail and First ScotRail and are commended as a potential support to the Games Transport Strategic Plan.</td>
<td></td>
<td>The Delivery Partners and transport partners are working together to provide maximum capacity across the public transport networks. Regular workshops and meetings are held with key partners across the rail industry.</td>
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**Chapter 1 - Introduction**

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<tbody>
<tr>
<td>SPT</td>
<td>General</td>
<td>It is stated that “approximately 1.3 million spectator tickets will be available for sale to the general public”. SPT agrees on the challenge ahead in terms of transport provision, and therefore, seeks guidance on the level of analysis undertaken relating specifically to spectator demographics, i.e. the number of foreign visitors, UK visitors, choice of travel mode, etc. This level of analysis would enable better planning and targeted resources for</td>
<td></td>
<td>A spectator geographical distribution analysis was undertaken to determine the expected home location of spectators. This will be refined and developed to identify where spectators are expected</td>
</tr>
</tbody>
</table>
spectators from other UK destinations and beyond accessing the major transport gateways, including airports in Glasgow, Glasgow Prestwick, Edinburgh and Manchester and London as well as other key ports, rail stations and Park & Ride sites that facilitate access to the Games’ sites located throughout Scotland.

As mentioned in our letter, SPT has a statutory responsibility to develop the Regional Transport Strategy for the west of Scotland, comprising 2.14 million people. Therefore, through our significant previous experience in preparing a strategy in consultation with a large number of stakeholders, we believe we are ideally situated to assist in the future preparation and development of subsequent versions of the Transport Strategic Plans.

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<tr>
<td>SPT</td>
<td>General</td>
<td>It should be stated that there is limited information on the Para-Sports element of the Games. SPT has significant experience in the scheduling, contracting, managing and operating of DDA compliant transport vehicles through its MyBus service, a demand responsive transport service that serves disabled and elderly people across a diverse range of communities within the region. SPT has also invested heavily in upgrading our infrastructure to ensure disabled passengers experience a vastly improved travelling experience. SPT would welcome early engagement to scope out the exact requirements that would ensure disabled athletes and visitors are well catered for by transport for the Games.</td>
<td>The OC recognises SPT’s experience and knowledge in this field and looks forward to working with them in the development of the transport strategy.</td>
<td></td>
</tr>
</tbody>
</table>
| Living Streets | 2.4 | We welcome the transport planning objectives:  
“• Provide a low carbon transport system for the Games.  
• Leave a positive legacy in terms of a continued shift towards sustainable modes of transport.  
• Provide a Games transport system that offers value for money.” However, we believe more detail should be provided on how | The TSP is a strategy document at this stage and further versions will include more detail as plans progress. |
these objectives are to be achieved, especially the legacy aspect. We believe there should be a commitment to:
- monitoring the mode of transport people use to access the key venues, to ensure that people without access to a car are easily able to reach them
- measuring people’s perception of safety to walk or cycle to the venues, especially after dark,
- involvement of local people in prioritising improvements to the local access routes and
- Involvement of different user groups, for example mobility or visual impaired and minority groups.

Surveys are being carried out at events held in the city to gauge spectator travel patterns, points of origin and perceptions of transport options.

A key theme in the public consultation events was the engagement of ideas for making all forms of transport more accessible and attractive for spectators.

Various organisations representing those with mobility issues were consulted on a regular basis and specifically during the Stakeholder consultation process.

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<tr>
<td>SNH</td>
<td>2.6 (Figs 2.1, 2.2)</td>
<td>Although, Ibrox is shown in the south cluster, the venue is much closer to the west, connects with the subway and the major road network shown in Fig 7.1. From a spectator viewpoint the west cluster looks more logical especially as there will be large percentage of active travellers.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ibrox is separated from the west cluster by the River Clyde, a natural barrier, and fits with the OC view of geographical clustering for various Games themes. Therefore, Ibrox has been placed in the south cluster.</td>
</tr>
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</table>

**Chapter 3 - Roles and Responsibilities**

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<th>Respondent</th>
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<th>Comments</th>
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<tr>
<td>SPT</td>
<td>General</td>
<td>SPT welcomes its status as a Transport Partner, however, we look forward to further early engagement with the Games Delivery Partners to finalise our specific roles and responsibilities in the provision of transport for the Games.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Noted.</td>
</tr>
<tr>
<td>East Ayrshire Council</td>
<td>3.4</td>
<td>It is recommended that the opportunity is taken to capture the benefits of the Scottish Green Bus Fund to purchase low carbon</td>
</tr>
<tr>
<td></td>
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<td>N/A</td>
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<tr>
<td></td>
<td></td>
<td>The closing date for bids for this scheme was 4 October 2010.</td>
</tr>
<tr>
<td>Respondent</td>
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<tr>
<td>Travel Planning, University of Glasgow</td>
<td>3.4</td>
<td>Emission buses as a legacy for bus operators for possible deployment to other local authorities in future.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>3.4</td>
<td>A positive legacy for Glasgow can only be left if the shift to public transport will be affordable for everyday users.</td>
</tr>
<tr>
<td>SPT</td>
<td>3.4</td>
<td>The strategic objectives should also include one to keep areas moving which surround the satellite venues.</td>
</tr>
<tr>
<td>Community Transport Association</td>
<td>3.9</td>
<td>Add Community Transport operators to transport partners.</td>
</tr>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>3.9</td>
<td>The City of Glasgow is served by two airports: Glasgow International Airport and Glasgow Prestwick Airport, therefore why has Glasgow Prestwick Airport been omitted from the official ‘Transport Partner’ list and subsequent steering group meetings? Glasgow Prestwick Airport has played a key role in planning and providing transport infrastructure for previous large scale events such as The Champions League Final and The UEFA Cup Final events both held at Hampden where Glasgow Prestwick was the primary arrivals/departures point for spectators attending the events, plus the G8 conference in 2005 where Glasgow Prestwick was the gateway to Scotland for all the attending Heads of State.</td>
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<tr>
<td>Respondent</td>
<td>Paragraph</td>
<td>Comments</td>
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<tr>
<td>Living Streets</td>
<td>3.9</td>
<td>There is a notable gap in the list of transport partners that none specifically cover active travel issues. Organisations like Sustrans, Paths for All, Cycling Scotland, Transform Scotland or Living Streets would be delighted to contribute their expertise to developing these plans.</td>
</tr>
<tr>
<td>Transform Scotland</td>
<td>3.9</td>
<td>We are disappointed to see that no campaigning organisations have been included. Organisations such as Transform Scotland, Go Bike, Scottish Association for Public Transport, Living Streets and many others have an important part to play in the development of strategic transport plans as well as consultation exercises such as this one. Transform Scotland is presently involved in the SPT Sustainable Travel Group and the partner group for the Smarter Choices Smarter Places ‘East End Accessibility’ project. We are also slightly concerned at the inclusion of taxis as sustainable/public transport, although we appreciate that, elsewhere in the document; the contribution of taxis is described as being primarily for people with severe mobility impairment. We recognise that taxis will have a role to play in the Games transport network in this regard.</td>
</tr>
<tr>
<td>SNH</td>
<td>3.11</td>
<td>Presumably there will be an embargo on all construction/maintenance works on road and rail elements of the core and non-core routes shown in Figures 5.1 and 5.2.</td>
</tr>
<tr>
<td>SPT</td>
<td>3.14</td>
<td>The ‘other transport infrastructure projects’ mentioned should contain further detail and include lead agencies that will ensure delivery ahead of the Games. SPT would like to engage with our partners as early as possible to help prioritise projects as future budgets are unclear at this time.</td>
</tr>
<tr>
<td>Respondent</td>
<td>Paragraph</td>
<td>Comments</td>
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<tr>
<td>Transform Scotland</td>
<td>3.14</td>
<td>We welcome the proposal to use the priority route network for buses in the city after the Games. However, on looking at Figure 5.1, we find it hard to imagine how much of the network will be used in this way, except for those sections on London Road, Aikenhead Road, Argyle Street and Paisley Road West. We are pleased to note that the proposed route to Barry Buddon is shown from Camuskie Station; however, routes to other locations outside Glasgow would indicate a proposal to use long distance road transport.</td>
</tr>
<tr>
<td>SPT</td>
<td>3.15</td>
<td>SPT note the budgetary provision for the Games and would appreciate early engagement with the OC. We consider additional budgetary commitments may be sought as we draw closer to the Games. e.g. additional staff, appropriate staff training, etc. to ensure that key interchanges operate smoothly.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>3.18</td>
<td>Transport and planning policies from South Lanarkshire Council’s Local Transport Strategy should also have been considered in relation to the satellite venues located within or near South Lanarkshire (e.g. Jackton, Strathclyde Park, and Cathkin).</td>
</tr>
<tr>
<td>SPT</td>
<td>3.18</td>
<td>SPT welcomes the reference to our Regional Transport Strategy and re-iterates our offer to assist in the preparation and development of subsequent Transport Strategic Plans.</td>
</tr>
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</table>

**Chapter 4 - Transport Strategy**

<p>| Respondent                      | Paragraph | Comments                                                                                                                                                                                                 | Amendment to Version 2 | Organising Committee Response                                                                                                                                                                                                                       |
|---------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| South Lanarkshire Council       |           | South Lanarkshire Council would wish to be involved in the development of the proposed modelling for events at Jackton, Strathclyde Park and Cathkin.                                                                 | N/A                    | The Delivery Partners look forward to working with South Lanarkshire Council in this respect.                                                                                                                                                           |
| South West of Scotland Transport Partnership | General | Overall the Transport Strategic Plan appears to be very focussed on transport links within the Glasgow Conurbation. Greater attention needs to be given to transport access to the event from across the rest of Scotland, and beyond. The Loch Ryan ferry ports and connecting services are a key aspect. | N/A                    | The Games are centred on Glasgow and therefore the demand on transport will be at its greatest at this location. However, the Delivery Partners acknowledge the need to travel across Scotland. |</p>
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<tr>
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<td></td>
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<td>gateway for visitors from Ireland. The role of the Stranraer Railway Line is a concern in respect of level of service and ferry connections, particularly in the light of the recently confirmed December 2011 timetable.</td>
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<td>It is a key aspiration of SWestrans that a lasting legacy of the Games should be improved accessibility of peripheral regions such as Dumfries and Galloway to activities in the Central Belt.</td>
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<td>Improved accessibility during the Games would enable the South West of Scotland to benefit economically from the event by providing visitor accommodation as part of a wider ‘green tourism’ product which it is otherwise well placed to deliver.</td>
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<td>Greater attention also needs to be given to the potential role of Glasgow Prestwick Airport as a significant gateway for international access to the event. As Scotland’s only rail connected airport it can contribute significantly to the sustainable transport aspirations for the Games.</td>
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<tr>
<td>South Lanarkshire Council</td>
<td>4.3</td>
<td>Although the spectator strategy objective is based around the concept of a car free Games it is unlikely that this will met for the satellite venues. There will always be spectators who will arrive by car despite the aspirations of the strategy. “Park and ride” facilities should also be considered for car based journeys eg utilising car parks at stations in towns surrounding Glasgow and other venues and bussing spectators.</td>
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<td>The Delivery Partners accept that a strategy needs to be developed for this scenario. Further discussion with the LAs will be undertaken to identify solutions.</td>
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<tr>
<td>SPT</td>
<td>4.3</td>
<td>SPT notes that all spectators, athletes and officials and the Games Family will have free access to public transport through the duration of the Games. Whilst SPT welcomes and supports this aspiration of a ‘Car Free’ Games, it is clear that significant time and resources are required to prepare and implement any such scheme. We feel that this particular challenge will require close collaboration and look forward to this commenting with the Delivery Partners to assist in achieving this. We are already engaged with partners on transport ticketing for the Games through our involvement in ZoneCard and have a</td>
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<td></td>
<td>Noted and welcomed.</td>
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<tr>
<td>Transform Scotland</td>
<td>4.3</td>
<td>The commitment for 100% of spectator travel to venues by public or sustainable transport is warmly welcomed. We are particularly pleased that free public transport throughout the city is to be provided to all event ticket holders. We will be interested to see the full detail of this, and hope that it will be multimodal, allowing seamless travel by bus, train and subway throughout the city. This could allow the creation of a full multi-modal day ticket for Glasgow, something that does not currently exist.</td>
<td>The Delivery Partners are committed to providing free multi-modal, public transport within the city for ticketed spectators. The details of how this will operate are being considered and subsequent versions of the TSP will provide more information.</td>
<td></td>
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<tr>
<td>SNH</td>
<td>4.4</td>
<td>“Much of the transport strategy for the Games is built around the Games Family…” Accepting that good timekeeping is crucial to the success of 2014, the Games family transport still seems heavily weighted in favour of car, mini-bus and coach. A review of typical journey times might support the case for more use of public transport both with and without vehicle connections. Easy access to reliable travel information will be important.</td>
<td>Games Family members will travel by bus, coach or car for logistical, organisational and security reasons.</td>
<td></td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>4.4</td>
<td>Consultation with regarding the enforcement and control of streets surrounding venues in South Lanarkshire requires to be undertaken with this authority.</td>
<td>Agreed. The Delivery Partners look forward to working with all LAs in this respect.</td>
<td></td>
</tr>
<tr>
<td>SPT</td>
<td>4.4</td>
<td>“90% of athletes will be less than a 20 minute journey from their event, while 50% of the journey times will be under 10 minutes.” SPT seeks further clarity regarding this statement and would be keen to understand its impact in the overall planning process and general operational movements.</td>
<td>This specifically relates to athletes and their journey from the Commonwealth Games Athletes Village and competition venues. The Delivery Partners would</td>
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| Transform Scotland | 4.4       | We are pleased to see that the Games Family, as well as spectators and workers, will have access to the local transport network whilst in Glasgow. However, we feel that there needs to be a clear plan to encourage the Games Family to utilise existing transport networks rather than exclusively relying on special transport being provided. 
We would like to know what proportion of the Games Family transport network will be provided by cars, and hope that this will be kept to a minimum. 
We also note that specific diversions and closures are to be used in order to improve traffic flow (section 5.22) and would like to see the case for maintaining these measures after the Games assessed to improve long-term access to venues by public transport and active travel. | Games Family members will travel by bus, coach or car for logistical, organisational and security reasons. 
The Games Family will travel by a mixture of coaches, team buses, mini-buses and cars. The number of cars will be kept to a minimum although there are requirements set by the CGF for specified accredited groups of people to be supplied with a car. Fleet numbers have not been finalised. | The specific details of diversions and closures will not be available until the Games Route Network has been agreed, following traffic modelling work. It is not possible to commit to long term suggestions such as these at this stage. |
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<tr>
<td>Travel Planning, Uni of Glasgow</td>
<td>4.4</td>
<td>How will the use of dedicated lanes for transport for the Games Family only be enforced?</td>
<td>N/A</td>
<td>Detailed planning is still ongoing, but enforcement of the Games Route Network is expected to be carried out by police officers. The Glasgow Commonwealth Games Act 2008 provides the necessary legislation.</td>
</tr>
<tr>
<td>SPT</td>
<td>4.5</td>
<td>SPT is fully committed to the principles of demand management and view the Games as a unique opportunity to promote positive change in travel behaviour to more sustainable modes. However, it is an aspiration that requires a concerted effort across many organisations to deliver a consistent public-wide communication strategy. SPT officers regularly engage with a variety of organisations (e.g. business, education, health) to encourage the consideration of more sustainable modes. We believe our experience would prove invaluable to the development and effectiveness of any potential travel awareness campaign.</td>
<td>N/A</td>
<td>Noted and welcomed.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>4.5</td>
<td>Will encouragement be enough to manage demand? Should incentives be considered?</td>
<td>N/A</td>
<td>The timing of the Games has been specifically chosen to coincide with a period where the transport network sees its lowest annual usage. As has been seen at other major sporting events across the world, the proposed measures combined with the Games effect will be sufficient to create the required capacity.</td>
</tr>
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<tr>
<td>Transform Scotland</td>
<td>4.6</td>
<td>We recognise that park and ride has a role to play in ensuring that Glasgow does not become overwhelmed with cars trying to access events. However, we fear that over-provision may result in simply displacing the car-parking from the venues to the park and ride sites. The focus has to be on providing spectators with effective transport plans from origin to destination, minimising the use of private cars.</td>
<td>The strategy encourages all ticketed spectators to travel by public transport. The Spectator Access Model maximises the use of PT and is being aligned with the spectator distribution analysis. However, existing public transport cannot cater for all transport needs and additional modes will need to be considered. One of these additional modes is Park and Ride.</td>
<td></td>
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<tr>
<td>SPT</td>
<td>4.7</td>
<td>We would seek early engagement to discuss in greater detail.</td>
<td>Noted.</td>
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<tr>
<td>SPT</td>
<td>4.9</td>
<td>SPT would like to offer our support in the scoping and testing of transport and related IT systems that will be in use for the Games.</td>
<td>Noted and welcomed.</td>
<td></td>
</tr>
<tr>
<td>SPT</td>
<td>4.10</td>
<td>We are keen to stress the importance of integrating sustainability measures throughout the whole Games planning process from inception, e.g. developing hubs that allow access to both fleet vehicles and public transport wherever possible to facilitate integration of modes and greater uptake of public transport from the Games Family. Prioritising sustainability will ensure that any environmental impact relating to the Games will be minimised. Our aspiration is to achieve positive benefits that could contribute to the Scottish Government’s Climate Change reduction targets.</td>
<td>Noted and welcomed.</td>
<td></td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>4.11</td>
<td>Consultation regarding the use of dedicated lanes and alterations to traffic signal timings in South Lanarkshire requires to be undertaken with this authority.</td>
<td>Agreed. The Delivery Partners look forward to working with all LAs in this respect.</td>
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**Chapter 5 - Games Family Transport**

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<tr>
<td>SNH</td>
<td>Fig 5.2 and text</td>
<td>Further to the above comment, Scotrail’s view of the new Glasgow to Edinburgh service in recent promotional material says</td>
<td>Noted.</td>
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<tr>
<td>Travel Planning, University of Glasgow</td>
<td>Fig 5.2</td>
<td>“Providing a cleaner, reliable public transport option, the trains also offer real alternatives to the increasingly congested M8 and the disjointed bus services currently operation in the area.” Daytime frequency between Edinburgh and Glasgow Q5 Low level will be every 15 minutes from Spring 2011.</td>
<td>N/A</td>
<td>Fig 5.2 relates to travel by the Games Family who will be transported using a fleet of road vehicles to provide adequate security and reliable journey times. However, spectators and the workforce will be encouraged to use a variety of public transport modes.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>5.1</td>
<td>The strategic objectives should also include one to keep areas moving which surround the satellite venues.</td>
<td></td>
<td>The Games Delivery Partners will work with LAs to develop transport strategies for satellite venues.</td>
</tr>
<tr>
<td>SPT</td>
<td>5.4</td>
<td>Accredited athletes and officials will have access to public transport around the city for the duration of the Games” – We would seek early engagement with the Delivery Partners to discuss assisting in its delivery.</td>
<td>Noted and welcomed.</td>
<td></td>
</tr>
<tr>
<td>East Ayrshire</td>
<td>5.10</td>
<td>The use of public transport by the workforce is to be strongly encouraged by the promotion of appropriate incentives as necessary.</td>
<td>N/A</td>
<td>Noted and agreed.</td>
</tr>
<tr>
<td>Transform Scotland</td>
<td>5.10</td>
<td>Transform Scotland welcomes the plan to encourage the Games workforce to travel by public and sustainable transport, and are pleased to note that each worker is to be provided with venue specific transport information as part of their orientation and training. We are, however, unclear as to whether the ‘car free Games’ commitment extends to the workforce. We certainly hope that this will be the case.</td>
<td>Document requires amending to provide this clarification.</td>
<td>There will be no parking at the venues for the bulk of the workforce and they will also be provided with free public transport in the city. However, there will be a need for certain members of the workforce to be provided with a car or van to carry out their duties. This will be kept to a minimum.</td>
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<tr>
<td>SPT</td>
<td>5.11</td>
<td>SPT has significant experience in fleet management through its operation of Demand Responsive Transport services and has the capacity, through our existing contact centre technology and infrastructure, to facilitate booking and scheduling of transport resources. We would be happy to assist the OC in this regard.</td>
<td></td>
<td>Noted and welcomed.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>5.11</td>
<td>Are electric vehicles considered?</td>
<td>N/A</td>
<td>All types of vehicle are being considered and those that offer the best fit to the OC’s objectives will be utilised.</td>
</tr>
<tr>
<td>East Ayrshire</td>
<td>5.14</td>
<td>The opportunity should be used to update and renew Glasgow’s direction signing along with the addition of specific Games destinations.</td>
<td>N/A</td>
<td>The M74 Completion and EERR projects include work to update the directional signage.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>5.14</td>
<td>Measures on the Games route network at the satellite venues should be discussed with South Lanarkshire Council.</td>
<td></td>
<td>The Delivery Partners look forward to working with South Lanarkshire Council in this respect.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>5.15</td>
<td>Should the currently proposed Games route network alter from those suggested affect roads within South Lanarkshire then the Council should be consulted.</td>
<td></td>
<td>The Delivery Partners will consult fully with South Lanarkshire on the Games Route Network.</td>
</tr>
<tr>
<td>Tactran</td>
<td>5.16</td>
<td>Whilst it is noted and accepted that one of the key transport strategic objectives is to “keep Glasgow moving during the Games”, it is considered that there is an equal need to “keep Scotland moving”.</td>
<td></td>
<td>The core Games Route Network is in Glasgow serving the majority of venues and this is where the emphasis to keep traffic moving will be needed, However, it is accepted that the rest of Scotland should also be kept moving, but the demand on the wider network is not expected to be of the magnitude experienced within Glasgow.</td>
</tr>
<tr>
<td>Living Streets</td>
<td>5.21</td>
<td>The draft document states that the dedicated lanes will ‘generally occupy existing road space’. Given that the legacy objective is about increasing levels of walking and cycling, it would be unfortunate if these lanes took space from pedestrians or cyclists. This document should therefore take the opportunity to rule out removal of road space from active travel modes. There is a welcome commitment that markings should be used so</td>
<td></td>
<td>The detail of dedicated lanes on the GRN has not yet been developed. It is envisaged that if road space is taken away from specific cycle lanes, an alternative will be provided. Active travel is a key part of the</td>
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<tr>
<td>SPT</td>
<td>5.21</td>
<td>Only accredited Games Family vehicles will be authorised to use the Games lanes, although they will be available for emergency services as necessary.” – We feel this proposal could have a significant impact on the objective to “Keep Glasgow moving during the Games” so would seek early discussions, in our capacity as a Games Route Network Stakeholder with the OC to clarify criteria for authorised vehicles and restriction periods to ensure that any impact to the travelling public is minimised. Additionally, as a public transport authority we are required to ensure existing and future public transport provision operates within the regulatory framework. The Delivery Partners look forward to working with SPT during the development of the Games Route Network. It is recognised that challenges lie ahead, but through the various measures stated in the TSP it is expected that the effect on background demand will be minimised.</td>
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<tr>
<td>Living Streets</td>
<td>5.22</td>
<td>Where traffic has been diverted for the Games, the opportunity should be taken to examine whether there would be economic, social or environmental benefits from making the diversion permanent. For example, whether it helps reduce air pollution, improve access on foot or by bike to key destinations, tackle road safety concerns or create a space for economic uses. When diversions are in place, which affect pedestrians during the Games, it will be vital to adequately signpost the pedestrian alternative route. Noted. All diversionary routes for vehicles, cyclists and pedestrians will be clearly signposted.</td>
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<tr>
<td>South Lanarkshire Council</td>
<td>5.24</td>
<td>Contingency routes at some locations will likely involve consultation with South Lanarkshire Council. The Delivery Partners will consult fully with South Lanarkshire on the Games Route Network.</td>
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**Chapter 6 - Spectator and Workforce Access Strategy**

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<tr>
<td>Community Transport</td>
<td>6.1</td>
<td>Community Transport offers an opportunity to provide an additional accessible transport service as part of the overall transport strategy. The OC’s desire is that all transport modes will be as</td>
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| Association               |           | Games network of accessible transport. This could be a very efficient and effective alternative service for people with a wide range of disabilities. Community Transport services will offer disabled spectators:  
- Comparable quality of journey to public transport options  
- Quality of experience  
- Comparable journey times to other modes  
- Convenience and easier journey options  
- Options to pre-book services and state accessibility requirements  
- Guaranteed passenger space for wheelchair users if booked  
- Option to travel with family or friends in an integrated and dignified way | accessible as possible. However, it is accepted that this may not be achievable in all scenarios, and Community Transport is seen as part of the answer to accessibility issues. |
<p>| East Ayrshire Council     | 6.1       | Travel information packs should be provided for the Games Family as well as spectators. | N/A                                                                                   | Agreed and noted.                                                                                   |
| South Lanarkshire Council | 6.1       | Free public transport for ticket holders should also be considered for outwith the city. This would discourage the use of the car for travel to satellite venues. | Free public transport to satellite venues is covered by this commitment. It is not currently possible to extend this beyond direct access to the venues. |
| East Ayrshire Council     | Fig 6.1   | The map stops at the English border. Arrangements should be made to cater for spectators travelling from England by road. | Fig requires expanding.                                                               | It is recognised that the figures require expanding to show an analysis of spectators from across the UK. Work is ongoing to further refine this analysis and subsequent versions of the TSP will provide more detail. |
| SPT                       | 6.2       | Spectator Demand “developed at bid stage in close co-operation with Transport Scotland, SPT and others” - SPT recognise the need for further assessment of both spectator travel demand and background demand during the Games through transport modelling. This information will provide invaluable baseline information that will inform operational considerations during the Games. We look forward to working with our modelling partners to further refine the Games planning process. | Noted and welcomed.                                                                 |                                                                                                  |</p>
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<tr>
<td>South Lanarkshire Council</td>
<td>6.3</td>
<td>It should be noted that in addition to the competition events, it is anticipated there will be a host of cultural events across the city which will generate supplementary transport demand that will require suitable provision.</td>
<td>Cultural events pose a significant challenge as they are likely to be un-ticketed and therefore forecasting the transport demand will be difficult. However, through close working with all transport stakeholders, a resilient transport strategy will be adopted.</td>
<td>The Delivery Partners will work with transport operators to provide additional public transport capacity. Where necessary special provisions will be made.</td>
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<tr>
<td>SPT</td>
<td>6.3</td>
<td>A proportion of the workforce will likely be travelling from outwith the city therefore the use of public transport, especially at a time of the day (late at night), may not be attractive or practical.</td>
<td>The Delivery Partners will work with transport operators to provide additional public transport capacity. Where necessary special provisions will be made.</td>
<td>The Delivery Partners recognise this and look forward to working with SPT in this respect.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>6.4 &amp; 6.5</td>
<td>SPT recognises that there will be increased travel demand over longer periods of the day throughout the period of the Games. This will have a direct impact on Buchanan Bus Station (with an additional requirement to incorporate venue shuttle services) and Subway operations, therefore, would seek early dialogue with the OC to ensure the needs of the Games Family, spectators and the travelling public can be sufficiently met.</td>
<td>Traffic counts have been taken to assess the level of demand at Games time. Further counts will be taken after the opening of the M74 and this data will be used to produce comprehensive traffic models on which decisions can be based.</td>
<td>The Delivery Partners recognise this and look forward to working with SPT in this respect.</td>
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<tr>
<td>Table 6.1</td>
<td></td>
<td>Further study on background demand and Games effect are absolutely necessary, as much of this seems to be based on assumptions. What measures will be taken, if encouraging of behavioural change for the times of the Games will not be successful?</td>
<td>As updates become available.</td>
<td>Traffic counts have been taken to assess the level of demand at Games time. Further counts will be taken after the opening of the M74 and this data will be used to produce comprehensive traffic models on which decisions can be based.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>Table 6.1</td>
<td>According to the table all venues can be reached by cycling and walking. What will be done to sign and to upgrade cycle and walking routes?</td>
<td>As updates become available.</td>
<td>Permanent signage is under review. Temporary signage will be supplied as necessary. The approaches to all venues will be assessed for suitability of use.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>Fig 6.2</td>
<td>The actual date and day of the week on the figure would be Possibly Noted.</td>
<td>Possibly Noted.</td>
<td>Permanent signage is under review. Temporary signage will be supplied as necessary. The approaches to all venues will be assessed for suitability of use.</td>
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<td>Planning, University of Glasgow</td>
<td>6.6</td>
<td>Spectators using Glasgow Prestwick Airport as an access point to the Games can travel with ease by rail from the airport’s railway station to Glasgow Central Station every 30 minutes, journey time 46 minutes. All air passengers are offered a 50% discount on standard train fares. Passengers opting to utilise this option will ease the overall impact on the road access to the City from both Glasgow airports and therefore also aiding the ‘Keep the City Moving’ strategy.</td>
<td>amend?</td>
<td>Noted.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>6.6</td>
<td>Consideration should be given to advertising the use of existing park and ride facilities at stations outwith the city centre.</td>
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<tr>
<td>East Ayrshire Council</td>
<td>6.7</td>
<td>The introduction of a Quality Contract with bus operators should be vigorously pursued.</td>
<td>N/A</td>
<td>Noted and agreed.</td>
</tr>
<tr>
<td>Travel Planning, Uni of Glasgow</td>
<td>6.9</td>
<td>Where coaches are used, it should be ensured that the operators are aware of Glasgow City Council’s non-idling policies, and measures should be taken to enforce the policy in cases of non-compliance. Please note, that it is wrong to call coach travel ‘sustainable’, it is just more sustainable than single-occupancy car travel.</td>
<td>N/A</td>
<td>Noted and agreed.</td>
</tr>
<tr>
<td>East Ayrshire Council</td>
<td>6.10</td>
<td>Park and Ride could have an important role to play for many spectators travelling from rural Scotland and elsewhere, especially as no parking is supplied at any venue. Most Rail P&amp;R is already well used. This would be a good opportunity to open new Bus P&amp;R sites around Glasgow at hubs on the trunk road network, designed to take demand from two or three surrounding local authorities, such as Kilmarnock at the heart of the Ayrshires. Sites of this sort could also provide a lasting legacy of relieving some of Glasgow’s motorway congestion.</td>
<td>As updates become available.</td>
<td>Noted. The Park and Ride strategy is being developed and subsequent versions of the TSP will provide more detail.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>6.10</td>
<td>Consideration should be given to advertising the use of existing park and ride facilities at stations outwith the city centre.</td>
<td></td>
<td>The Park and Ride strategy is under development.</td>
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<td>SPT</td>
<td>6.10</td>
<td>SPT is a major promoter of Park &amp; Ride throughout the west of Scotland, recently providing an additional 1371 spaces in seven new or existing facilities at a cost of just under £6 million. A further twenty sites are being assessed with the aim of constructing suitable facilities based on demand prior to the Games. Therefore, SPT believe we are ideally placed to lead and/or assist in the development of a Park &amp; Ride strategy specifically for the Games.</td>
<td>The Delivery Partners recognise SPT’s experience and looks forward to working with them during the development of the delivery strategy.</td>
<td></td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>6.11</td>
<td>The ticketing strategy should be extended to include free travel on public transport on services which stop at all venues regardless of the origin eg not just from the centre of Glasgow. This would discourage car use from those travelling outwith the city.</td>
<td></td>
<td>Free public transport to satellite venues is covered by this commitment. It is not currently possible to extend this beyond direct access to the venues.</td>
</tr>
<tr>
<td>Living Streets</td>
<td>6.12</td>
<td>The ‘Promotional campaigns and provision of information’ are to be welcomed to help encourage use of walking and cycling during the Games but ‘hard’ infrastructure changes will be essential as well to maximise use of these modes. The improvements linked to Smarter Choices Smarter Places are welcome but ‘hard’ infrastructure improvements should cover as many of the venues across Glasgow as possible.</td>
<td>Improvements to transport infrastructure are being carried out where funds are available.</td>
<td>Route audits around the Glasgow Venues have been underway for some time. Funding is being sought for improvements necessary for the Games and beyond.</td>
</tr>
<tr>
<td>Respondent</td>
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<tr>
<td>SNH</td>
<td>6.12</td>
<td>Generally supportive of overall approach. In the same way that core routes have been identified for road travel, a map of preferred routes for active travel should also be prepared – e.g. the Games Active Travel Network. Not only from the city centre but also showing the best approach routes around each venue, linked to public transport. A separate initiative perhaps, but maps or leaflets that promote local sites of interest (and routes to them) around each of the venues may be useful for visitors. Alternatively, would a Games edition of the ‘Fit for Life’ map be worth publishing? Although spectators traditionally walk to events held in large sports stadia the social mix could be a lot different for the Games and include people of all ages and abilities. The preferred routes need to take this into account. Secure bike parking will be required at all venues.</td>
<td>The walking and cycling strategy is currently being developed. The TSP will provide further details as they become available. Spectators will be issued with a spectator guide and this will include details of all forms of transport to each venue. Noted. Supporting publications for the Games will be developed and these will include transport information. This is understood.</td>
<td></td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>6.12</td>
<td>The suitability of proposed walking routes from the proposed public transport pick up / drop off areas require to be assessed with specific reference to the satellite venues.</td>
<td>The Delivery Partners look forward to working with LAs in respect to this issue.</td>
<td></td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>6.12</td>
<td>Traffic light timings should be adopted on walking and cycling routes in order to make these travel modes as convenient as possible.</td>
<td>N/A</td>
<td>Travel demand to and around venues will be assessed to ensure optimal convenience for all transport users.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>6.15</td>
<td>River transport in Glasgow is an excellent idea which certainly should be investigated.</td>
<td>N/A</td>
<td>The city has installed pontoons along the river and encouraged ferry operators to use these.</td>
</tr>
</tbody>
</table>
### Chapter 7 - Venue Access

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<tr>
<th>Respondent</th>
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<tbody>
<tr>
<td>East Ayrshire Council</td>
<td>Fig 6.7</td>
<td>Practical walk times, rather than radial distances, could be of more value.</td>
<td>Possibly amend?</td>
<td>Noted.</td>
</tr>
<tr>
<td>Living Streets</td>
<td>General</td>
<td>It is welcome that a pedestrian route has been identified for venue access in this strategic plan but further details should be provided to make the route as attractive as possible. For example a time and distance should be provided for the route from the venue to the nearest public transport hub. By way of example, the Commonwealth pool venue in Edinburgh is only 1 mile or 20 minutes’ walk from Waverley station and only slightly further to Edinburgh’s Bus Station. This information could be communicated to spectators as part of the promotional campaign.</td>
<td>Information such as this will be available in the spectator guide, issued with all event tickets.</td>
<td></td>
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<td>Respondent</td>
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<tr>
<td>SNH</td>
<td>General</td>
<td>The maps illustrate the preferred routes to the entry points at each venue and it is assumed that they will form the basis of the access strategy for visitors. However, local residents will approach the venues using a variety of routes and modes of travel. Cycle routes should be included. Also, there needs to be consistency about what pedestrian routes are shown e.g. just connections to nearest stations or more than this. There will be choices for spectators at certain venues about other places to visit in the vicinity or active travel routes they can take to the City Centre, for example. There could be more emphasis on active travel by highlighting routes that have been identified for walking and cycling where they pass close to venues. The route to the venue would then be an offshoot. Also refer to comments under Chapter 6.</td>
<td>The final approaches to venues will be similar to those indicated due to security and traffic controls. The walking and cycling strategy is currently being developed and the TSP will provide further details as they become available. Noted.</td>
<td>The walking and cycling strategy is currently being developed and the TSP will provide further details as they become available.</td>
</tr>
<tr>
<td>SPT</td>
<td>General</td>
<td>Please note that the Strathclyde Country Park venue map does not include Hamilton Bus station as a main transport hub, and this should be amended. Hamilton bus/rail Interchange should have a significant role in facilitating access by bus and rail since it includes direct access to the rail station, and would deliver shuttle services to the site. The bus station is currently being redeveloped by SPT and we believe it will have an integral role for spectators travelling to and from Strathclyde Country Park.</td>
<td>Amend Venue Access Plan to show an inset of Hamilton Interchange.</td>
<td>Hamilton Interchange will indeed play a significant role in terms of spectator and workforce transport for Strathclyde Country Park. The venue access plan for this venue focuses on the venue itself, but subsequent versions of the TSP will take cognisance of this comment. Furthermore, ticketed spectators and workforce will be issued with spectator access guides and these will include detailed information on transport infrastructure such as Hamilton Interchange.</td>
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<tr>
<td><strong>Transform Scotland</strong></td>
<td>General</td>
<td>We feel that these sections of the plan are currently at quite an early stage of development and we would like to see the development of comprehensive travel plans for each venue in future iterations of the strategy. Detailed documentation for the venues' travel plans should be included in future iterations of the strategy. In particular, we note that cycling routes have not been included at this stage. This is a surprising omission given the proximity of much of the eastern venue cluster to the ‘East End Accessibility’ routes, the Kelvin Hall and Kelvingrove to the ‘Connect 2’ route and Ibrox Park and Scotstoun Stadium to sections of NCN7. This is something which should be rectified in future versions. We also note that some venues could be accessed from additional stations which are not at present shown. This would include, for example, routes from Charing Cross and Exhibition Centre to Kelvingrove and the Kelvin Hall and from Camtyne and Bellgrove to Celtic Park/ NISA/ Velodrome. Although we appreciate the idea of a ‘key’ access station to avoid confusion for visitors, nonetheless, some venues are shown as having multiple stations while others are not, and this should be rationalised. There also needs to be a specific plan to engage local people to travel to venues actively.</td>
<td>The venue access plans are constantly being updated according to information received on venue overlays. It is accepted that the plans are at an early stage, but subsequent versions of the TSP will provide further details. The plans are intended to show spectator transport hubs and indicate the main approach routes for everyone accessing the Venue. Detailed information such as cycling routes and points of interest will be covered by a spectator guide. Most of the stations mentioned are included within the TSP text underneath the plans in section 7. Charing Cross was not considered as trains that serve it all call at Partick and this provides a shorter walking distance to the west end venues. The walking and cycling strategy is currently being developed.</td>
<td></td>
</tr>
<tr>
<td>SNH</td>
<td>7.2</td>
<td>The Barry Buddon Shooting Centre can be accessed from NCR 1 next to the railway. The map could show pedestrian routes from nearest stations.</td>
<td>Add NCN1 to plan.</td>
<td>Access plans are still being developed.</td>
</tr>
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<td>Tactran</td>
<td>7.2</td>
<td>Whilst it is recognised that competitors, media, etc. will need connecting travel from local accommodation, it is assumed that the option of catering for rail-borne spectator access to these events by stopping trains at Barry Links station, which is located immediately adjacent to the proposed internal transport hub for the Shooting Centre, has also been considered. It is also assumed that the costs of providing dedicated Games transport facilities will be met by the Games organisers.</td>
<td>The Delivery Partners are working with the rail industry to identify where the rail network can provide additional capacity to meet the spectator and workforce demand. This includes rail services between Dundee and Aberdeen.</td>
<td></td>
</tr>
<tr>
<td>SNH</td>
<td>7.3</td>
<td>Active travel routes from adjacent settlements should also be shown (in this case Camunnock).</td>
<td>To add routes for all settlements would make the map difficult to read and this level of detail will be covered by a Venues Guide at Games time.</td>
<td>Ticketed spectators will be required to access Cathkin Braes via the agreed entry point on Ardencraig Road for security reasons. Non-ticketed access will be available around the perimeter of the park.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>7.3</td>
<td>The potential number of spectators at Cathkin will likely require more than the one pedestrian access point shown. I assume there will be others. It is unclear whether the proposed facilities could cater for the potential number of spectators (up to 20,000 non-seated).</td>
<td></td>
<td>Ticketed spectators will be required to access Cathkin Braes via the agreed entry point on Ardencraig Road for security reasons. Non-ticketed access will be available around the perimeter of the park.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>7.8</td>
<td>The existing public transport provision in the vicinity of Jackton will not meet demand therefore there is the likelihood spectators arriving by car. In addition the pedestrian route identified is substandard with little scope of improvement due to land issues. This matter requires to be investigated further. Shuttle buses to the local station should also be considered. Further consideration of measures is required to be discussed with South Lanarkshire Council.</td>
<td>The Games Delivery Partners look forward to working with South Lanarkshire Council in respect of these issues.</td>
<td>The Games Delivery Partners look forward to working with South Lanarkshire Council in respect of these issues.</td>
</tr>
<tr>
<td>SNH</td>
<td>7.13</td>
<td>There appears to be a much shorter route to the venue which Glasgow residents might use.</td>
<td>Final approaches to venues will be dictated by each venue’s overlay and security requirements.</td>
<td>Final approaches to venues will be dictated by each venue’s overlay and security requirements.</td>
</tr>
<tr>
<td>SNH</td>
<td>7.15</td>
<td>Strathclyde Country Park is also on the edge of Motherwell but no pedestrian route has been shown; refer to North Lanarkshire’s core paths plan for further information.</td>
<td>This level of detail will be covered by a Venues Guide at Games time.</td>
<td>This level of detail will be covered by a Venues Guide at Games time.</td>
</tr>
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<tr>
<td>South Lanarkshire Council</td>
<td>7.15</td>
<td>The routeing and waiting areas of the shuttle buses for the event at Strathclyde Park requires to be discussed with South Lanarkshire Council.</td>
<td></td>
<td>The Games Delivery Partners look forward to working with South Lanarkshire Council in respect of this issue.</td>
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**Chapter 8 - Road Events**

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<tr>
<td>SPT</td>
<td>General</td>
<td>SPT acknowledge that it will be necessary to impose temporary traffic restrictions during the Games. However, to minimise disruption to the travelling public it is essential that a strategy is developed that will incorporate early notification through wide coverage publicity through a variety of mediums and a number of targeted awareness events to maximise public awareness.</td>
<td>N/A</td>
<td>The Delivery Partners look forward to working with SPT in this regard.</td>
</tr>
<tr>
<td>SNH</td>
<td>8.4</td>
<td>Road events may have an impact on parts of the core path network. A check could be carried out on the likelihood of disruption due to crowd numbers and the need for temporary diversions.</td>
<td>N/A</td>
<td>Road events will cause disruption to all road users, but will be subject to extensive planning and publicity.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>8.4</td>
<td>The University should be informed about the details of road events in the Westend of Glasgow, to be able to assess the impact on commuting / student / visitor travel on the day.</td>
<td>N/A</td>
<td>Noted.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>8.5</td>
<td>Should event routes affect the road network in South Lanarkshire then the Council should be consulted.</td>
<td>N/A</td>
<td>The Delivery Partners look forward to working with South Lanarkshire Council in respect of these matters.</td>
</tr>
</tbody>
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**Chapter 9 - Non-Competition Venues and Cultural Events**

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<tbody>
<tr>
<td>Glasgow Prestwick Airport Consultative Committee</td>
<td>General</td>
<td>Firstly the omission of GPA from the key stakeholders, bodies, companies and organisations with transport powers and responsibilities involved in the discussions surrounding the preparation of this first version of the Transport Strategic Plan and secondly and probably as a consequence, the lack of any</td>
<td>N/A</td>
<td>The list of Transport Partners in the TSP is not exhaustive. Upon the recommendation of the CGF one single Port of Entry is noted as the Official Port of Entry</td>
</tr>
</tbody>
</table>
GPACC’s view is that GPA’s role merits further exploration in delivering the TSP’s stated transport planning objectives of:

- Providing a low carbon transport system for the Games.
- Leaving a positive legacy in terms of a continued shift towards sustainable modes of transport.
- Providing a Games transport system that offers value for money.

It is recognised that several transport infrastructure projects critical to the success of the Games and funded by the Scottish Government, Glasgow City Council and other transport bodies are already in progress. In addition to the projects already guaranteed to the Commonwealth Games, other transport infrastructure projects are being considered and progressed.

GPACC are of the view that in working with Network Rail, Train Operating Companies and Transport Scotland regarding rail services during Games time the Delivery Partners should also give full consideration to rail services to GPA in relation to any consideration of station improvements; proposed timetable enhancements; capacity and access at stations; staffing and stewarding at stations; training and recruitment; late night operations; maintenance and rolling stock plans; alterations to freight services; security & contingency plans and test events.

As the Transport Strategy developed for the Games is to be based around utilising existing and planned transport infrastructure wherever possible it is surprising that the potential role which the rail connected aviation infrastructure assets at GPA could play have not been recognised in Version 1 of the Strategy. Similarly if sustainability and low carbon transport is to be an integral part of the transport strategy from the beginning of the planning process, the failure to date to include GPA as a key stakeholder in discussions on the strategy is an omission which we would like to see addressed.

Glasgow Prestwick’s rail connection is a favourable asset and use of this will be made where possible.
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<tbody>
<tr>
<td>SNH</td>
<td>General</td>
<td>The text should include a description of active travel routes to and from the Village.</td>
<td></td>
<td>This level of detail will be covered by information given to the Games Family.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>9</td>
<td>Transport for the non-competition venues and cultural events seem to rely heavily on shuttle or coach services. All participants should also be issued with information on public transport and active travel, as well as tickets to use public transport for free.</td>
<td>N/A</td>
<td>The Games Family are entitled to a level of transport agreed in the Host City Contract. They will be issued with free public transport access and encouraged to use this outwith competition events.</td>
</tr>
<tr>
<td>SPT</td>
<td>Fig 9.2</td>
<td>SPT note the diagram showing generic arrivals and departures process. However, we are keen to be fully engaged in developing the processes to be put in place for spectator movements and their arrival in Scotland.</td>
<td></td>
<td>Noted and welcomed.</td>
</tr>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>9.8</td>
<td>The document refers to Glasgow Prestwick Airport by its old name Prestwick international Airport, please update to Glasgow Prestwick Airport in any future documentation. Glasgow Prestwick Airport has ample capacity to offer the Games Family and other Games visitors a fast and efficient journey experience with dedicated channels where appropriate</td>
<td>Amend all instances.</td>
<td>Noted. Subsequent versions of the TSP will reflect the name change.</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Noted.</td>
</tr>
<tr>
<td>East Ayrshire Council</td>
<td>9.8</td>
<td>The next strategy document should consider the effect of increased traffic on the M77 from Prestwick Airport, through East Ayrshire, in detail. Especially the likely effects on the Bellfield Interchange at Kilmamock, which is congested during peak traffic periods.</td>
<td>N/A</td>
<td>It is unlikely that Games traffic will have a significant effect on the road network within East Ayrshire, but the Delivery Partners look forward to working with the local authority.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>9.11</td>
<td>An alternative to how to react to adverse weather could be to provide lightweight raincoats.</td>
<td>N/A</td>
<td>Noted.</td>
</tr>
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**Chapter 10 - Security and Contingency Plans**

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<tr>
<td>SNH</td>
<td>General</td>
<td>Security should not unnecessarily restrict access on Glasgow’s</td>
<td></td>
<td>The locations of the security</td>
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<tr>
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<tr>
<td>SPT</td>
<td>General</td>
<td>SPT has a wealth of experience in developing security and contingency plans for both the Subway and bus stations for other large scale public events and therefore are ideally placed to implement such measures. Indeed, we are already working with key stakeholders (transport providers, Strathclyde Police, British Transport Police) to assist in the identification and mitigation of transport risks for the Games. Specific issues currently being discussed include Subway and bus station depot security and procedures, subway train and network security tactics, bus security tactics and crowd safety procedures at bus and subway stations.</td>
<td>Noted and welcomed.</td>
<td></td>
</tr>
<tr>
<td>Transform Scotland</td>
<td>10.1</td>
<td>We support the setting up of a group to examine this aspect of transport, however, we feel that not including bus operators is an omission as the majority of transport to the Games within Glasgow will be by bus.</td>
<td>SPT nominally represent the bus industry although the main bus companies are included in operational discussions.</td>
<td></td>
</tr>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>10.2</td>
<td>Glasgow Prestwick Airport should be listed as a key Transport Partner and therefore should be considered as a member of the Transport Safety Forum. Glasgow Prestwick Airport would be extremely keen to contribute to the Safety Forum to share our past experiences in preparing and dealing with major events.</td>
<td>Add to list of transport partners, or amend to ‘airport operators’.</td>
<td>Noted, however the list is not exhaustive.</td>
</tr>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>10.4</td>
<td>We believe that not only Glasgow Prestwick but the entire Airport community has been omitted from this critical planning team and these stakeholders are key participants to ensure the group objective to deliver safe, secure and reliable transport for the Games Family.</td>
<td>This group has only met informally although further exchanges are planned now that the appropriate OC personnel are in place. Airport representatives will be invited as necessary, but the early focus of such a group will be key competition venues.</td>
<td></td>
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<tr>
<td>South Lanarkshire Council</td>
<td>10.5</td>
<td>The objectives should also include one to keep areas moving which surround the satellite venues.</td>
<td></td>
<td>The Delivery Partners look forward to working with South Lanarkshire Council in this respect.</td>
</tr>
<tr>
<td>East Ayrshire Council</td>
<td>10.7</td>
<td>Road Event security is not covered here and will require special arrangements.</td>
<td>Text required to be added</td>
<td>Noted.</td>
</tr>
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</table>

**Chapter 11 - Equipment and Luggage**

No comments on this chapter.

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</thead>
<tbody>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>11.2 - 11.3</td>
<td>As a key point of entry for air freight in Scotland including equine and other specialist cargo, Glasgow Prestwick Airport can play a key role in facilitating freight and equipment transport into Scotland and therefore should be a key participant in future plans and discussions held by the functional area set up within the OC.</td>
<td></td>
<td>Logistics is a separate functional area within the OC and these comments will be passed to the relevant section.</td>
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**Chapter 12 - Sustainable Transport**

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<tr>
<td>SNH</td>
<td>General</td>
<td>This section could be expanded to include a brief resume of all the key initiatives under this topic.</td>
<td></td>
<td>Information will be included as it becomes available.</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>General</td>
<td>South Lanarkshire Council is concerned that no parking provision for spectators is proposed. It is inevitable that some spectators will arrive by car at the satellite venues specifically and measures should be put in place to deal with such occurrences.</td>
<td></td>
<td>The Delivery Partners look forward to working with all local authorities that are hosting an event to develop the necessary strategies.</td>
</tr>
<tr>
<td>South West of Scotland Transport Partnership</td>
<td>General</td>
<td>The promotion of the M74 Completion and East End Regeneration Route (EERR) as “transport infrastructure schemes critical to the success of the Games” appears at odds with the sustainability aspiration of “Hosting a low carbon Games with the aim to convey 100% of spectators to the Games by public transport, walking or cycling”. This may need to be expanded to show how these schemes will enhance spectator accessibility to the Games venues, e.g. how will these link to Park and Ride sites?</td>
<td></td>
<td>The M74 Completion and EERR projects were not progressed as a result of the Games being awarded to Glasgow. However, they will offer significant benefits to the Games in terms of Games Family movements and spectator bus shuttle services.</td>
</tr>
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</tr>
<tr>
<td>SPT</td>
<td>General</td>
<td>We are committed to the development and promotion of sustainable transport and support the strategic objectives of the Games. We believe the Games are an ideal opportunity to promote sustainable transport as a viable alternative to the car for both spectators and the travelling public. Therefore, we feel that the full ethos of sustainable transport should be embedded throughout the entire Transport Strategic Plan and indeed the whole Games planning process.</td>
<td>They also allow more traffic to be removed from existing routes, allowing further road space to be given over to active travel.</td>
<td>Noted and welcomed.</td>
</tr>
<tr>
<td>South West of Scotland Transport Partnership</td>
<td>General</td>
<td>As outlined above, it is a key aspiration of SWestrans that a lasting legacy of the Games should be improved accessibility of peripheral regions such as Dumfries and Galloway to activities in the Central Belt.</td>
<td>Noted.</td>
<td></td>
</tr>
<tr>
<td>SPT</td>
<td>General</td>
<td>SPT is fully committed to ensuring that any provision for the Games should provide a lasting legacy to Glasgow and its people and we look forward to working closely with our partners over the coming years to realise this ambition.</td>
<td>Agreed and welcomed.</td>
<td></td>
</tr>
<tr>
<td>Transform Scotland</td>
<td>General</td>
<td>We strongly support the refurbishment of Dalmarnock station. However, we would like to see other refurbishment projects which could be undertaken for the Games but for the long-term benefit of the people of Glasgow. One such example would be the refurbishment of the entrance to Kelvinhall Subway station.</td>
<td>Transport infrastructure improvement projects are being carried out where funding is available. These are not funded directly from Games Budgets.</td>
<td></td>
</tr>
<tr>
<td>Community Transport Association</td>
<td>13.2</td>
<td>At this point in time (March 2011) bus services are actually in decline in Glasgow. Planning for the Commonwealth Games could include provision for the development of local, flexible community transport services which will help with the mobility of people not just during the Games but also as a lasting service for the communities of the east end of Glasgow. If local people own</td>
<td>Noted.</td>
<td></td>
</tr>
<tr>
<td>Respondent</td>
<td>Paragraph</td>
<td>Comments</td>
<td>Amendment to Version 2</td>
<td>Organising Committee Response</td>
</tr>
<tr>
<td>------------------------------------------------</td>
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<td>------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>SNH</td>
<td>13.2</td>
<td>The legacy will include improvements to the path network in Glasgow and the various locations could be described.</td>
<td></td>
<td>As more information on the active travel routes becomes available, this will be fed into the TSP.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>13.2</td>
<td>M74 completion – Keep in mind that the decision for this project was very controversial, many local residents were against it.</td>
<td>N/A</td>
<td>The M74 completion is a key factor in all Games related travel planning.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>13.2</td>
<td>EERR – How will the route improve pedestrian routes? How will it relieve traffic congestion? Keep in mind that more roads attract more traffic.</td>
<td>N/A</td>
<td>The EERR is being constructed with footways on both sides of the carriageway, with extra-wide footways of 5m between Dalmamock Road and Gallowgate on the eastern side. Full pedestrian crossing facilities will be provided at key locations. The EERR will: Improve safety, improve the environment and amenity of local roads, allow GCC to develop strategies to allocate an increased share of road space to pedestrians, cyclists and public transport; facilitate the introduction of traffic management and traffic calming schemes and improve the operation of the Edinburgh Road, Duke Street and Dalmamock Road Quality bus corridors.</td>
</tr>
<tr>
<td>Travel Planning, University of Glasgow</td>
<td>13.2</td>
<td>Dalmamock Station Refurbishment - will there be bicycle parking facilities?</td>
<td>N/A</td>
<td>This is beyond the scope of the TSP and, furthermore, it is unlikely that this level of detail is available during these early stages of the project’s planning.</td>
</tr>
<tr>
<td>Respondent</td>
<td>Paragraph</td>
<td>Comments</td>
<td>Amendment to Version 2</td>
<td>Organising Committee Response</td>
</tr>
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<td>-------------------------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>South Lanarkshire Council</td>
<td>13.2</td>
<td>The examples of infrastructure improvements shown in the figures and detailed in this chapter should include all works. Cycling and walking route enhancements will require to be considered at the satellite venues.</td>
<td></td>
<td>Transport Scotland may be able to provide further detail.</td>
</tr>
<tr>
<td>East Ayrshire Council</td>
<td>13.3</td>
<td>A moratorium on public utility road openings, other than for emergencies, for a period before and during the Games, would be helpful to keep traffic moving and enhance perceived accessibility to the West of Scotland for visitors.</td>
<td>N/A</td>
<td>The Delivery Partners look forward to working with local authorities hosting events with respect to this matter.</td>
</tr>
<tr>
<td>SNH</td>
<td>13.3</td>
<td>An important aspect of the legacy is about behavioural change towards more sustainable travel. The existing baseline of information should be established and the effects of the proposals monitored to demonstrate the outcome.</td>
<td></td>
<td>A moratorium such as this has been considered and consultation with representatives from all of the public utilities will work towards this aim.</td>
</tr>
</tbody>
</table>

**Chapter 14 - Consultation Process**

<table>
<thead>
<tr>
<th>Respondent</th>
<th>Paragraph</th>
<th>Comments</th>
<th>Amendment to Version 2</th>
<th>Organising Committee Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glasgow Prestwick Airport</td>
<td>General</td>
<td>Despite the key role that Glasgow Prestwick Airport will play in the delivery of a successful transport service we are not considered an official Transport Partner in Paragraph 3.9. It is stated in Section 14 that all transport stakeholders have been previously consulted with although we believe this to be the first opportunity to comment. Glasgow Prestwick Airport should be a named Transport Partner to ensure inclusion in future planning and consultation to ensure the full range of services available at GPA are understood and taken into account by the committee when making decisions and finalising plans.</td>
<td>Amend list of Transport Partners.</td>
<td>Glasgow Prestwick Airport was consulted during preparation of the bid and invited to attend the Transport Steering Group.</td>
</tr>
<tr>
<td>SNH</td>
<td>General</td>
<td>The opportunity to comment on the next draft is welcomed.</td>
<td></td>
<td>Noted.</td>
</tr>
</tbody>
</table>
### Glossary

<table>
<thead>
<tr>
<th>Respondent</th>
<th>Paragraph</th>
<th>Comments</th>
<th>Amendment to Version 2</th>
<th>Organising Committee Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>SNH</td>
<td></td>
<td>Consider including National Cycle Network, core paths, pedestrian routes (see comment under Chapter 7), operators of bus and rail services etc</td>
<td>Add to Glossary</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
Contents

1. Introduction
2. Recommendations and next steps
3. Findings
4. Appendices
1. Introduction

The Council 2014 Team, working with Community Planning Partners, organised a series of 5 local events across the city in February and March 2011.

The events, entitled, ‘The Glasgow 2014 Commonwealth Games - Legacy Update, Progress and Plans’ were targeted at both members of the public and community groups.

An additional set of two sessions was delivered by the Interaction Ambassadors to the Primary & Secondary School Student Councils – details of which are contained within Appendix 4 at the end of this report.

The five events opened with a presentation on general progress to date and our legacy aspirations, as well as providing feedback details from the June 2010 events. There then followed presentations from Land & Environmental Services officers consulting and informing on the Glasgow 2014 Transport Strategy Consultation and the Glasgow 2014 Sustainability Consultation programme.

The Council 2014 Team also spoke of the ‘A Games Legacy for Glasgow’ branding available to communities, how to access it and gave some details of potential funding streams available. Three short films were shown at each of the events highlighting the legacy, the venues and the sustainability plans.

Following the presentations, there was a question and answer session, and then a workshop session where participants were asked their views on the following three questions:

- **To ensure Glasgow gets as much benefit as possible from hosting the Commonwealth Games, what do you think the city's top three priorities should be?**

- **What would make trips on public transport (trains, buses, etc.) and walking to the Games venues easier, more attractive and enjoyable?**

- **With regards to the environment, what do you see as the benefits and disadvantages of Glasgow 2014? What do you think needs to be focused on?**

The events then closed with the showing of the Games Legacy short film.

This report provides an overview of these events. It also sets out what was learned from the workshops, and provides a summary of the findings from the questionnaires. A list of the questions and answers from each of the sessions is also included.

Finally, the report sets out recommendations for future events to continue appropriate engagement with the public and local communities.

In late summer, a summary of these findings will be made available to the public and provided to community groups and to those attending.
We will also provide feedback at future events as to how comments / suggestions put forward by the public have been taken forward or addressed by the council and our partners.

The area events were held as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Date</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>South West</td>
<td>Wednesday 9 February (5 – 7pm)</td>
<td>Palace of Art, Bellahouston Park</td>
</tr>
<tr>
<td>West</td>
<td>Thursday 17 February (5 – 7pm)</td>
<td>Club Deck, Scotstoun Stadium</td>
</tr>
<tr>
<td>East</td>
<td>Wednesday 23 March (5 – 7 pm)</td>
<td>Tollcross International Swimming Centre</td>
</tr>
<tr>
<td>South East</td>
<td>Thursday 10 March (5 – 7 pm)</td>
<td>Couper Institute, Clarkston Road</td>
</tr>
<tr>
<td>North</td>
<td>Thursday 17 March (5-7pm)</td>
<td>Petershill Park</td>
</tr>
</tbody>
</table>

The student council meetings facilitated by the Interaction Ambassadors, Education Services and supported by the Council 2014 team were held as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Date</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Student Council</td>
<td>Thursday 17 February (10am – noon)</td>
<td>Satinwood Suite, City Chambers</td>
</tr>
<tr>
<td>Secondary Student Council</td>
<td>Thursday 17 February (1 – 3pm)</td>
<td>Satinwood Suite, City Chambers</td>
</tr>
</tbody>
</table>
2. Recommendations and next steps

Background

The Health Impact Assessment events in late 2008 / early 2009 were a good start to the Council engaging with the public / communities about the 2014 Commonwealth Games. One of the recommendations from this assessment was that a community engagement strategy should be established to guide the ongoing engagement activity up to, during and beyond the Games. A Community Engagement Strategy was approved by the Programme Board in May 2010, and the Community Engagement Implementation Group set up to provide focus and direction for engagement activities.

From the events held in June 2010, we further established that:

- We need to continue to inform people about progress in both the build programme and our legacy ambitions. Keep people informed and feeling positive about our plans.
- We need to continue to provide case studies to demonstrate how ordinary Glaswegians are getting involved and benefiting.
- We need to consult with communities about what we are doing. For example, use a future event to consult the public on the Glasgow 2014 Transport Strategy.
- We need to assist and inform communities about setting up endorsed legacy projects: how to apply to use the legacy logo; how it can be used; the parameters for projects; the process for applying and to show where and how they can apply for funding.
- We need to communicate the legacy projects going on in their neighbourhoods and show how people can get involved in them.
- We continue to build up a two way dialogue with the public and communities and to demonstrate that we are listening.

General purpose of these sessions

The February / March 2011 local events formed part of our agreed community engagement strategy and built on the above actions where we:

- Continued to build a mechanism for communities to be informed about all aspects of preparations for the Games and progress on the infrastructure programme and our legacy ambitions.
- Translated our legacy ambitions into something which communities can relate to so that residents understand the benefits being derived from our hosting the Games both at a city wide, community and personal level. (For example, we provided, for each area, details of the numbers of Commonwealth Apprenticeship places gained by local residents since 2009. For each of the areas, we also provided details of the local schools involved in the Commonwealth Parks Twinning Programme and the schools to club links).
- Showed communities how they can get involved and gave specific details of Legacy projects established locally and details of how to access the Legacy branding. People were also given the chance to provide input into our plans through the workshop sessions.
- Actively sought views on the current Glasgow 2014 Transport Strategic Plan.
- Informed them of the Strategic Environmental Assessment (SEA) and Sustainability Plan for Glasgow 2014.
Our aim was to reach not only Community Groups, but the wider public too, and provide feedback on previous community engagement activities as well as asking participants their view on progress to date. A summary handout was prepared and distributed to all participants at the local events providing this feedback and bespoke questionnaires were also given to all present.

It continues to be worth noting that Councillor Graham carries out presentations to various groups and associations across the city on a regular basis in addition to these events.

**What we learned**

171 people attended the local events and those attending did enjoy the events and appreciated the opportunity to learn more about what was going on in preparation for the Games and our plans for legacy. The layout, content and structure of the running order was changed after the first event following discussions with the Community Planning staff and the new Community Engagement secondee from that section to the Council 2014 Team. This was discussed and agreed with all active participants including Councillor Graham. The Feedback Questionnaires from the initial and subsequent events certainly reflected this in terms of the negative feedback that wasn’t replicated in later questionnaires.

People attending were on the whole very positive and supportive. There is a lot of interest and enthusiasm for the Games from communities and the general public which we need to leverage and channel. People want to get involved in a number of different ways and see the Games as an opportunity for their communities to benefit. The sessions gave a number of groups a forum to discuss ideas for projects / events which could be linked to the Games and these are being investigated. There is a real appetite for information on how communities can get funding for projects or can gain association of some sort with the Games.

Separate from the area events but similarly seeking information, two events were undertaken by the Interaction Ambassadors with the Primary & Secondary Pupil Councils and were well received by those attending. It gave both an opportunity for the Interaction Ambassadors to interact with their peers.

**Future sessions**

Following on from these events, the feedback we have had and the outputs from the workshops, future sessions will continue to build on the achievements so far and provide further updates on progress. Promoting benefits at a local level – i.e. how the local area and residents are benefiting from and getting involved in the Games, is an effective and powerful way to demonstrate a tangible legacy. Based on the responses to the Feedback Questionnaires we may look at holding sessions later in the evening and also perhaps with one session in the city centre to allow more people to attend. Sessions will also target specific groups or communities of interest and will not necessarily be geographically based. Future sessions will return with summaries of the previous events as well as results / updates from the Glasgow 2014 Transport Strategic Plan.
Future sessions and their content have been discussed at the Community Engagement Implementation Group. It is likely that update sessions, such as the recent events, will continue to be held on an annual basis. However, it is considered that there is also scope to hold additional public/community meetings on specific subjects. Areas under consideration are sessions to encourage legacy projects coming up from communities; highlight funding streams as well as in-kind support and information on building capacity for volunteering skills.

Summary and next steps

The initial and follow-up sessions have been well received by the communities that we have visited. All participants welcomed the feedback from previous events as well as the opportunity to have their views expressed and heard on the Glasgow 2014 Strategic Transport Plan as well as seeing the detailed information on plans for sustainability.

Those attending were very impressed with the short films shown and many were keen for these to be made available to their own groups or publicly available. This has now been addressed and they are now available to view on the Glasgow City Council legacy website.

Further work is being planned around communities of interest to encourage greater and more active involvement e.g. Young People; Church Partnerships, the Equalities Networks; Elderly groups; Disability groups and Integration Networks.

We will also take on board what we have learned from the workshops. The outputs will be discussed by the Community Engagement Implementation Group and the current Action Plan will be updated.

We should base the timing for the future annual update sessions around what we have to say, tell or consult on, alongside the key communication milestones of our partners, particularly Glasgow 2014 Limited.

A discussion paper is being prepared which will set out the purpose and content for a session to take place later in the year on volunteering ‘taster’ opportunities in Glasgow with a view to building our residents’ capacity to volunteer. This would be managed by Glasgow Life and look at signposting people to the skills that they would require for the Games in 2014 and how they could get the skills and experience in advance of them. It could provide a catalogue of volunteering opportunities, show networks within areas and involve local volunteering and uniformed organisations. Links from there will be made to the OC.

A programme setting out both annual updates sessions and proposed additional sessions is being collated to cover the next two years. This will allow for greater planning, wider communication and promotion of the sessions, and also maximise opportunities for shared messages with those of our partners.

The Council is also considering having a presence alongside Glasgow 2014 Limited at the Merchant City Festival on 23rd July to mark the ‘3 Years to Go’ milestone. This will be a great opportunity to engage with a wide and diverse audience, particularly at a large public event. Learning and experience from this will be useful in the run up to Glasgow 2014.
3. **Findings from sessions**

The findings are split into four main areas:

- General overview
- Findings from the workshop sessions
- Feedback Questionnaires completed by those attending
- Questions asked at the sessions, as these are indicative of public views / mood

### 3.1 General Overview

**Logistics**

*Date / Time / Venue / Attendees / Promotion of event*

The total number attending over the five area sessions was 171. (Split: SW - 38, SE – 26, N – 18, West - 28, East - 61). The number of attendees varied from area to area, with some sessions attracting a good mix of community groups as well as local residents.

All events offered some form of catering. Based on past experience, holding evening sessions did seem to encourage a different type of attendee, other than the usual community groups.

The events were promoted via an Evening Times feature and features in the local press (The Glaswegian, the Re-gen, the Glasgow News and the South Glasgow News), through posters displayed at council / community venues and by personal invitations from Community Planning to local community groups and contacts.

The events were also made known to staff and contractors working on the infrastructure projects. Invitations sent out included Community Councils, Area Committees and Community Reference Groups. Through the Scottish Refugee Council, 136 refugee organisations were also made aware of the events.

The events were also advertised on the Glasgow City Council website and on various SOLUS screens across the city.

The events were very much delivered and supported through a team effort. The Council 2014 Team led the sessions together with Community Planning Area Teams, with support from Glasgow Life Area Teams. Elected Members were made aware of the sessions in their areas and a number of them attended these events. Representatives from the OC attended each of the sessions.

**Learning:**

- One and a half to two hour sessions are optimal.
- Catering of some sort is expected and seems to increase the number of those attending.
- Evening sessions, during the week, seem to work well, and open the events up to a wider audience other than simply the ‘usual faces’. The timings of the event e.g. a later start than 5pm may be more appropriate at future sessions being planned.
• Venue facilities are important in terms of accessibility, hearing loops, PA systems (Acoustics) and attendees appreciated attending a venue which is linked the Games.
• Promotional activities seemed to work well. Ideally allow more time next time for posters, invites to community groups and word of mouth.
• We should ensure stakeholders identified from the Infrastructure Project Stakeholder Engagement Plans are made aware of these sessions.
• Partner attendance is vital, both for the great learning opportunities, but also to deal with any questions about their area.

Content

The question and answer session and the presentation were the most popular parts, with many saying they really welcomed the opportunity to learn about things they didn’t know about. Some comments at the first event indicated that the presentation was quite long and put some time constraints on the later workshop sessions.

The workshop session is covered in Section 3.2.

Learning:

• Stick with revised format for the sessions.
• Standardised approach in terms of handouts, introductions and actual running order.
• For future presentations, continue to include some film footage to break it up.

3.2 Workshops

From the Feedback Questionnaires, the workshops appear to have been very well received by attendees.

A summary of responses to each question is provided below, with Appendix Two providing full details of the responses.

Question 1: To ensure Glasgow gets as much benefit as possible from hosting the Commonwealth Games, what do you think the city’s top three priorities should be?

The majority of respondees highlighted that the opportunities for young people, particularly in terms of employment and active healthy lifestyles should be encouraged and seen as a long-term legacy of the Commonwealth Games. There is also an opportunity to encourage all age groups into sporting activities through access to improved facilities in as inexpensive a way as possible.

Health opportunities for all of our citizens should be seen as a major legacy through the Games delivery.

A significant number of responses highlighted the need to involve all communities and communities of interest in Games planning and delivery. There were a number of complaints from those interested in shooting that there was a missed opportunity for a legacy within that particular sport for Glasgow and the surrounding areas.
Question 2: What would make trips on public transport (trains / buses etc) and walking to the Games venues easier, more attractive and enjoyable?

Transport and in particular the number of buses on the road and the general quality of public transport, including cleanliness and safety were raised as a priority to be addressed.

Travel planning and integrated ticketing services were seen as a major step to getting people using public transport up to and beyond Games time, as well as in terms of accessibility.

Many comments were received in terms of the potential for ‘test runs’ prior to the Games to educate event attendees around the desire to remove private transport in and around venues. Free transport, the use of community transport providers, public toilets and entertainment en route to venues also featured highly in the comments received.

Question 3: With regards to the environment, what do you see as the benefits and disadvantages of Glasgow 2014? What do you think needs to be focussed upon?

The overwhelming response to this question was in and around the issue of cleansing, waste disposal and re-cycling opportunities as well as the enforcement of this up to and beyond Games time.

Sustainable clean transport options, reduced vehicle emission opportunities as well as expansion of the cycling networks across the city were also raised at the workshops.

These options would have a lasting benefit to the city in terms of the health of our citizens and an increased civic pride due to the improved cleanliness of the city.

Next steps will be to review all of the outputs from the workshops, feed these to appropriate contacts to take on board: Community Planning Partners, Executive Directors, Legacy Theme Champions and the OC. We will then report back to the public at future sessions how these have been addressed and taken on board.

3.3 Feedback Questionnaires

Attendees were invited to complete a Feedback Questionnaire at the event and an online version was also available on the council’s legacy website. Appendix 3 contains a full report detailing responses from the questionnaires returned to date.

With regards to high level findings from the questionnaires, key points to note are:

- The vast majority (88% of respondees) were happy with the event overall and satisfied with the venues, facilities, workshop sessions and the content.
- 77% of respondees indicated their level of knowledge about the plans for the Games and the City Legacy had been positively changed by the events.
- The Q & A sessions, alongside the Glasgow 2014 Strategic Transport Plan, were the most popular interactive elements of the events.
- The opportunity to view the Venues, Legacy & Sustainability short films were warmly welcomed by all respondees.
Almost half (48%) of all respondees are likely to get involved in the Games in some way. Good suggestions were received regarding timings of particular events, publicity & promotion of the events as well as encouraging attendance. Of those that responded, there was a split of 54% male / 46% female, most aged between 35 – 54 years old, from a White Scottish ethnic background and almost half working full time. Almost half (48%) of all respondees frequently engage in consultation activities, although positively 30% of those responding rarely engage and have taken the time and opportunity to attend these events.

Learning Outcomes

- Increased percentage of completed Questionnaires from 30% to over 47%.
- Greater representation from differing groups / communities of interest / ethnic groups needs to be encouraged.
- Notice of events / timing of individual area events need to be improved, making use of existing networks.
- Running order of events was changed after the first event in response to comments / experience of those in attendance at that event.

3.4 Question & Answer Session

Questions covered a wide range of topics including questions specific to the local area, on the legacy, transport, volunteering, price of tickets, budget, jobs etc.

Appendix one provides all of the Questions and Answers from each of the sessions.
Appendix

Appendix 1 – Question & Answer Sessions

South West Q&A’s

Q1 Why was Sports Council for Glasgow not invited?
A1 Cllr Graham apologised for the oversight in not inviting Sports Council for Glasgow, but pointed out that they had been consulted separately and would be notified of future events.

Q2 A question was raised about the route of the Clyde Fastlink
The route of the proposed Clyde Fastlink route through Govan to the Southern General Hospital was queried.
A2 This was dealt with in a private conversation separately.

Q3 Will there be an extension to the Glasgow Subway System?
A3 It was pointed out that Strathclyde Partnership for Transport were currently seeking funding of £300m to upgrade the existing network, but given the sums involved and particularly in the current economic climate, extensions to the system seemed unlikely in the lead up to the Games.

Q4 A question was raised about the poor condition of the local roads network
A4 It was agreed that the network was in need of investment and pointed out that the council had increased maintenance spending significantly in the previous year. It was stated that £8m was spent by the council on carriageway repairs last year, but it is estimated that substantially more is required in total. There were however, logistical and resourcing issues and proper maintenance of the network could only be achieved by long term investment.

Q5 What impacts are being sought regarding Global Warming and flooding in the South West Area?
A5 It was explained that all new developments needed to have SuDS (Sustainable Urban Drainage Systems) which would delay the release of water into adjacent river courses and lessen the risk of flooding. It was also clarified that SuDS are not just a requirement for Games venues, but any new development across the city.

Q6 Car free Games (no spectator parking)
A6 It was confirmed that spectator parking would not be available at any Glasgow 2014 Venue. Experience gained from Manchester (2002 Commonwealth Games) and London 2012 Olympics would be built on to provide car-free transport in Glasgow. The use of public transport would be maximised and that work is underway with transport providers to provide additional capacity during the Games. It was also added that bus shuttle services are proposed to run from the city centres to venues.

Q7 There was a suggestion made regarding greater use of the River Clyde for transport
It was pointed out that the council had invested in river infrastructure with Pontoons available at Broomielaw and the Science Centre. A tender is being let for pontoons at Water Row Quay (Govan) and Yorkhill as well as for a re-introduction of services on the old Govan Ferry route. However, operation of more services on the river was a commercial consideration and it would be up to private operators to provide these services.

West Q&A’s

Q1 Why are only five of the six greens at Kelvingrove bowling green being upgraded?
A1 It was explained that only five of the six greens are being refurbished in order to allow for a green to be available at all times. The remaining green will be upgraded after the Games.

Q2 Why is the Club House on the opposite side to the main greens? What are the plans for the Club House?
A2 All options are being considered. There has been a period of consultation with key stakeholders and the public and the council is currently reviewing the options.

Q3 A comment was made about the positive investment in the city
A3 comments regarding the funding being brought to the city from the Scottish Government were welcomed and thanked.

Q4 A comment was made that it is brilliant that the Games are coming to Glasgow. Hope that the Games do what the Garden Festival did, and brings people and the city together.
A4 welcomed the comments regarding the Garden Festival and sincerely hopes that the Games will be similarly successful in bringing people together.

Q5 With regards to the Athletes’ Village, why are there only 300 units of social housing? Why not more?
A5 It was stated that a private developer would only agree to build the accommodation in the Athletes’ Village if there was an opportunity for the company to sell properties after the event and make a profit. However, agreements are in place for a mixture of housing, including an amount for social rent and a nursing home. The maximum benefit for the city will be achieved.

Q6 It was suggested that car use and pollution could be reduced by making all public transport free across the city during the Games.
A6 It was stated that all spectator tickets will provide free public transport within the city on the day of the event. To encourage use of public transport, no general public parking will be available at or around venues and this will be strictly enforced. Spectator guides will be issued with event tickets and these will provide details of all the travel options available.

Q7 It was stated that a lot of emphasis has been put on ‘green’ issues, but no mention, so far, of transport for people with a disability.
Glasgow 2014 will be an “accessible Games”. At the moment, options are being identified how this will be achieved and to meet the Disability Discrimination Act legislation. Specific services may be provided for people with a disability and further detailed planning will look at this issue. It was also stated that there are security issues with allowing private cars close to venues. Further work is ongoing and consultation is taking place with groups representing people with a disability.

A question was asked about the energy consumption of the Games

It was explained that 70% of the venues for the Games already exist and so the carbon footprint of construction is very low.

How is the budget being split between different types of transport?

Funding for transport is complicated and relies to a large extent on bringing forward or targeting existing budgets from a number of organisations. There is no dedicated transport budget in the manner of the London Olympics.

There is no mention of cycling in the Transport leaflet- why weren’t cycling groups consulted?

It was stated that the leaflet is a summary of the Transport Strategic Plan, designed to attract more attention to the full document. Therefore there isn’t room to cover every aspect, such as cycling, but there are many projects underway across the city that encourage active travel, such as Connect2 and the Smarter Choices, Smarter Places initiative. Cycling is covered in more depth in the main document and groups such as Cycling Scotland and Sustrans have been consulted throughout the preparation of the Transport Strategic Plan.

What improvements will be carried out in the Shettleston Road area in terms of cleanliness?

It was explained that the Clean Glasgow campaign had been introduced to the area and the Public Health group take this very seriously. Details of any concerns raised would be passed on.

I don’t have access to the internet, how can I view the Transport Strategic Plan?

Printed copies of the Transport Strategic Plan are available in libraries and Council buildings, as well as copies being at this evening’s event to look at. In addition, leaflets are available that summarise the Plan.

I live next to the site of the Athletes’ Village and there is a considerable amount of rubbish generated. Also, consultation could have been approached better

A series of consultation events were held in the area to inform residents and businesses, as well as several publications being issued. The construction of the NISA and East End Regeneration Route has resulted in some diversions, but the impact will be minimised as much as possible.

Recent press stories have said that funding has been cut for Scottish Enterprise and Clyde Gateway. What effect will this have on legacy projects?
A4 Funding has been agreed for these bodies and there are no proposed cuts to their existing budgets.

Q5 How realistic is it that people will not drive to venues?
A5 It is a huge challenge, but public transport will be free to event ticket holders on the day of the event to encourage the use of public transport. Regular public transport will be enhanced and shuttle services will be provided from the city centre. Many venues are within walking distance from the city centre and spectators will be encouraged to walk or cycle. At the moment we are identifying demand and gaps in existing capacity.

Q6 What has been learnt from other Host Cities?
A6 The council legacy team work closely with organisers of the Manchester, Vancouver and London Games. Regular meetings are held to share each others’ experiences. The Games will be used to showcase tourism in Glasgow and Scotland.

Q7 The shooting events will be held near Dundee. Where is the legacy for the east end of Glasgow from this?
A7 Shooting events in Scotland can only be held on Ministry of Defence or police owned land. Work is ongoing with the MOD to make Games structures accessible to the public post-Games.

South East Q&A’s

Q1 We are in financial difficulty at the moment; are any of the venues at risk of not being built?
A1 The budget for the Games is in place with an 80%/20% split of funding between the Scottish Government and Glasgow City Council. There will also be income from the OC in terms of sponsorship and this is largely in the region of £100m. You can be assured that all of the venues will be built.

Q2 In terms of the budget, what has been planned and do we have enough money?
A2 The budget for the Games is projected prices. When you actually submit the bid you have to put the costing in at current costs. Now with inflation etc we are looking at around £534m in costs and that is what has been budgeted for.

Q3 On the housing side with regards to the Athletes’ Village have the changes to reconfigure the houses after the Games have been taken into account?
A3 Yes. There will be 800 houses in the 1st phase with the numbers split between private and social housing. The remainder of the homes will be built over time.

It is worth noting that it is the developers who are taking the risks rather than the council. It is also worth noting that a care centre will be built on the site.

Q4 What provisions are there for maintaining the facilities beyond 2014, in particular Cathkin Braes?
Council run facilities such as Tollcross will all be run by Glasgow Life on our behalf but still owned by the council. We will find the resource to run these facilities and this is something that is being looked at presently.

We have also already booked some large events; for example at NISA, the World Youth Netball Championships will be held in August 2013 and the World Junior Track Cycling Championships will also be held in August 2013 at the Sir Chris Hoy Velodrome. Toryglen Regional Indoor Football Centre, a facility which has already been completed, is a good example. We have had a 25% increase in usage in the second year in comparison to year 1 and this obviously equates to an increase in revenue.

With regards to the Cathkin Braes this is of course a partnership between ourselves and South Lanarkshire Council and we will be working in partnership with South Lanarkshire and the people in Castlemilk to look at how we run this going forward.

Can you tell me a bit more about the access to seeing the Games in terms of tickets? The charges for the London Olympics are rather expensive but some have been subsidised. It is important to get young people watching the Games, there and also inspired. Is Glasgow planning to let young people into the venues cheaply?

It is impossible to give an answer at this stage. In London, some of the tickets are expensive. But there are a large number of tickets available around the £20 mark. The ticketing policy for the Games will be developed over time but of course this will be dependent upon the income we are generating from sponsorship and broadcasting. We also need to balance this with the need to fill the stadia. In principle, this is something that I will be looking at as I sit on the Glasgow 2014 Board.

North Q&A’s

Member from the Women’s Centre asked why information on the centre had been included in the annual update for 2010 and whether staff there approved it.

Councillor Graham advised that this would be investigated. Details within the leaflet case study on the Women’s Centre were approved by staff at the centre.

Why were the North multi-storey flats not used for accommodation?

Councillor Graham advised that Sighthill was considered at the feasibility stage and it was concluded that this was not the most appropriate location for the Games accommodation.

Are the Commonwealth Apprenticeship places on offer sustainable?

Councillor Graham advised that the council cannot guarantee jobs for all apprentices; however, the initiative should help get young people skilled and improve their employability in general. He pointed out that the initiative involved a wider variety of placement options than had traditionally been the case meaning that people were trained in a good variety of skills making this a more sustainable mode.
**Q4** Will Active Theme initiatives only benefit those who are already active? Can a structure be created where local areas can advise on what they want in their area in terms of sports provision as community involvement will necessarily make the services more sustainable?

**A4** Councillor Graham advised that he hoped the Games would inspire people to participate who were not currently undertaking physical activity or exercise. He noted that the new venues were designed for community use after the Games and cited the five-a-site pitches at the NISA / Velodrome complex as an example. He advised that we are working with local sports clubs through the coach education and sports development work to ensure that they were supported to meet local needs.

**Q5** Could we have a Commonwealth food theme project? What are the criteria for logo use? Are funds available?

**A5** Councillor Graham signposted to the online form for legacy logo use at [www.Gameslegacyglasgow.com](http://www.Gameslegacyglasgow.com)

Councillor Graham advised that organisations can be sign posted to external funding e.g. sportscotland have advised that they have funds available.

**Q6** How will the Games improve the transport connections in the north of the city, including improved affordability of transport, cleaner buses, and more frequent services?

**A6** Improved accessibility is being looked at for all areas of the city and key initiatives such as Fastlink, the M74 and the East End Regeneration Route should improve transport infrastructure for the city. In terms of affordability of transport and cleaner buses, the council no longer has responsibility for this. However, the council does oversee the statutory quality partnership which allows the council to require that bus operators provide quality services, particularly where this is linked to upgraded infrastructure created by the council i.e. raised bus stop platforms etc. It should be noted that the council cannot regulate on bus fares. At Games time free public transport will be provided for those with tickets for events.

**Q7** Why has the national cycle route 75 been closed for so long and what is being done to improve environment in north of city?

**A7** The cycle route closure was not due to the upgrading work being carried out by the council related to the Commonwealth Games. The closure was caused by a sewer collapse which Scottish Water is responsible for fixing. Other initiatives such as the introduction of the sustainable events British Standard will see improvements in all events being held across the city including the north and the Cleaner Glasgow initiative will also seek to ensure that neighbourhoods in the north continue to be improved for environmental blight.
Appendix Two: Outputs from Area Workshops

A summary of responses to each question is provided below. Numbers in brackets signifies the number of workshop sessions the comment was recorded at.

Question 1: To ensure Glasgow gets as much benefit as possible from hosting the Commonwealth Games, what do you think the city’s top three priorities should be?

- The number one priority was seen as transport with the participants commenting on the number of buses on the road and the general quality of public transport modes (i.e. cleanliness and safety)
- Second priority was seen as young people, particularly related to job opportunities etc.
- Third priority was to encourage more people into sporting activities through improved facilities, although it was perceived that access to facilities was expensive

Further comments included:

Young People
- Maintain interest in facilities by specifically getting young people actively involved as well as all other age groups
- Young Peoples involvement is crucial
- Energise and motivate Young People to actively be involved in sports to allow Glasgow to compete with other cities
- Getting Young People engaged in sporting activity at an earlier age (see Junior course at RSMAD)

Health
- Translate these Games around educating our residents in terms of a healthy, their lifestyles and feeling good about participating in sport
- Health - Use the Games as a ‘carrot’ for education around addictions and pathway out of this, the council needs to ensure linkages are made
- Outreach work to attract adults to / for physical activity
- Encourage walking groups / pet walking groups

Community Involvement
- Community Involvement – sustainable use of Games venues as well as involving all of our residents pre and post-Games (avoid “centralisation” around community planning areas)
- Involve each and every area of the city in delivering a Games to be proud of
- Include Voluntary Sector in all aspects of the Games planning
- Engagement with existing Voluntary Groups
- Ensure and promote Churches engagement in sports development

Promotion of the City / Scotland
- Promote Scotland in terms of produce, food & drink via events / hospitality at George Square
- Need to view this as Scotland’s Games
Ticketing
- Ticketing costs in terms of public affordability
- Need to ensure tickets are affordable.
  - There should be a Glasgow resident subsidy
  - Young people participating in sporting activities should be given tickets.

Jobs / Employment Opportunities
- Jobs (Transferable skills; A focus on inclusion; Wider than infrastructure / construction phases)
- Long-term sustainable employment
- Jobs and the economy, particularly jobs for local people
- Sustainable future / opportunities
- Volunteering Opportunities for those furthest from employment

Physical Environment / Regeneration
- Cleanliness of the East End (compared to Byres Road in the West End)
- Physical Environment improvements
- Graffiti removal
- Nicer Open Spaces – landscaping around NISA and the Games Village
- Quality of work is important
- What happens after the Games in terms of wider (re)development of the area around Parkhead and beyond?
- Change the perception of the East End – as many very negative perceptions
- At least 2 non-sporting venues should be placed in the north of the city.

Transport Issues
- Impact of the day to day movement about the area by car
- Parking at Celtic Park, NISA and Sir Chris Hoy Velodrome
- Improved Public bus services around NISA site – currently a reduction in the No. 43 bus service

Sustainability
- Sustainability of the Games Village in terms of:
  ▪ Affordable
  ▪ Buy to Let issues
  ▪ Market driven
- Sports sustainability – initial input to schools, youth groups, etc. What happens after the Games are finished?
- Legacy needs a sustainability strategy beyond the Games

Venues Legacy
- The use of NISA before, during and after the Games
- Accountability after the Games for use of facilities / venues. Who’s using; why are they using; is it still a community benefit

Shooting Legacy
- Legacy for shooting – meaningful consultation with shooting clubs over this legacy
- My concern is for a legacy in the Glasgow area for my sport of shooting – there seems to be none despite the M.O.D. ranges being in Cambuslang, Glasgow.
• The target shooting sport needs a legacy venue in Glasgow, Dundee is not a viable option for Glasgow residents as it is over 200 miles in a round-trip. Dechmont rifle range is a fully certified M.O.D. range and could easily be upgraded for the Games and be left as a legacy
• Legacy for shooting – Dechmont could easily accommodate an indoor shooting range and clay target shooting and has the added bonus of being accessible to the bulk of the central belt residents. It is currently used by the M.O.D.; Strathclyde Police; the Air Cadets; Claymore Gun Club; Balornock Gun Club and Cartside Gun Club – all could benefit from an upgraded facility by way of a legacy from the Games shooting events

Others Comments
• There should be better policing for women and young people.
• Profitable for the Council - the benefits being that any additional monies made would be fed back into service provision, leaving tangible benefits and a good balance
• Restrictions on number of VIP’s

Question 2: What would make trips on public transport (trains / buses etc) and walking to the Games venues easier, more attractive and enjoyable?

Public Transport
• Cleanliness of vehicles (especially buses) should be improved to make journeys more attractive
• Cleanliness of all public transport (2)
• Buses must be fit for purpose and have required seating layouts and additional grab rails for safety
• Better reliability of public transport
• Stewarding / enforcement of any anti-social behaviour on public transport in terms of noise, food and drink
• Consider Commonwealth uniforms, ties, badges for public transport staff
• Customer Care training for Public Transport staff & service providers
• Involvement of Community Transport providers in delivering transport services
• Need to encourage use of public transport
• Increased public transport passengers – could cheapen the cost to users
• Marshall’s & Guides on transport to deal with any anti-social behaviour elements
• Controls of quality of bus vehicles and driving

Travel Planning
• A travel plan indicating the best modes of transport and routes to take was seen as helpful
• Specific branding and liveries
• Information links from city →airport → stations
• Information in various languages, street signage, etc
• Free transport for the duration of the Games (2)
• Will bus drivers be given training / guidance on information being provided to passengers or will there be recorded / automated services e.g. telling passengers when and where to alight?
• Information on buses regards Games / venues
• Start changing how people travel to events now
• Will there be ‘dry runs (test events) before 2014?
• Look at logistics for each venue – will London 2012 be used as ‘test event’?
• Signage needs to be clearly seen & understood as well as being plentiful, especially at stations and transport hubs
• Information on buses regards Games / venues e.g. posters, videos, audio messages
• Need ticket (travel) sales to be well equipped and ready to deal with high numbers, not just for those that have tickets for events
• Link signs to local cultural / heritage venues
• Lessen impact on local residents in terms of parking, congestion, etc

Integrated Ticketing
• A multi purpose ticket like the Oyster Card was considered to be a good facility
• Integrated ticketing system or ticket-less system
• Integrated ticketing for all modes of transport for the Games and beyond for the city residents, tourists & visitors to the city as well as workers within the city

Accessibility
• Access for disabled people was discussed. Not all buses are accessible, although this is covered by legislation and all buses need to be Disability Discrimination Act compliant by 2016. Transport Scotland and SPT are currently reviewing access to train stations and the Subway.
• Ensure accessibility for wheelchair users
• Disabled passengers and carers rely on cars & hackney cabs to get around (only choice at times) – could disabled visitors to Games venues get free taxis? Can taxis drop off nearer venues within the car exclusion zones?
• Could community transport be used to take disabled attendees closer to venues and a drop-off zone created with volunteer walkers able to assist with journey to venue?
• ‘Green agenda’ not always inclusive to disabled groups (especially blind groups)
• Improvements to Parkhead train station

Community Involvement / communications
• Community involvement, representation and consultation as part of the Games Transport strategy
• Create a better first and lasting impression of Glasgow
• Create Ambassadors for the city that will lead to a lasting legacy
• Increased media campaigns – involves all of us in the city
• Need to get more information out
• Need clear signage of and for venues – not just at venues but on route e.g. bus stops, rail stations, etc

Walking
• Road trains (as used in Theme Parks) were mentioned and these could encourage people to use walking routes rather than general Public Transport modes
• Specifically in terms of walking – improved street lighting and improve areas like Paisley Road West and Pacific Quay as part of the Gateway to the SECC venue from the South side
• Information – commentators along the pavements
• Marshall’s & Guides to assist travel
• Provision of (free?) waterproofs / ponchos
• Public Toilets on all venue routes
• Group walking to venues both guided and interactive
• Interactive things to do on walk routes e.g. Entertainment
• Sports venue history / walks e.g. by Ged O’Brien (local author)

Roads / Pavements
• Improve conditions of road and pavement surfaces
• Pot Holes / condition of roads and pavements need to be addressed
• Proper access across the whole city, including better pavements (not just from the City Centre)

Cycling
• Cycle Option – GCC staff use bikes to get to work, bikes then used for Games visitors on use & leave option. Post-Games, these bikes can be given to schools
• Cycling to events – where can they be left safely?
• Can cycling / walking to school be encouraged more actively and - other than for disabled children – can private car drop off / pick up be discouraged within 500m of school gates? If only for improving air quality
• Can we have cycling as part of the formal PE curriculum in every year group every year?
• Are there plans to extend safe cycle routes to the Cathkin View cycling venue?

Litter
• Encourage people to take litter home with them to encourage cleanliness
• Litter removal

Other comments
• No mention of using the River Clyde as method of transportation – this would cut down on pollution
• Is there a formal teaching programme on all aspects of the Games as part of the Primary School curriculum?
• Take lessons from the missed opportunity of the Glasgow Garden Festival

Question 3: With regards to the environment, what do you see as the benefits and disadvantages of Glasgow 2014? What do you think needs to be focussed upon?

Environment / Design / Accessibility
• Sustainable transport options and reduced vehicle emissions were seen as important factors
• Waste disposal options were also considered to be a potential legacy benefit to the city
• Flooding issues at the Science Centre need to be addressed
• Improve the look and feel of Govan – work already underway at the Govan Cross area but more needs to be done, not just cosmetic improvements. Council can’t hide from their responsibilities
- Design (e.g. Bowling at Kelvingrove plans) – venue / club house: issue regarding 4 man / 2 man greens, layout plans mean aspects are unplayable
- Accessibility – as regards existing venues – are they being improved re accessibility (e.g. prams) Kelvingrove, Underground stations e.g. St. Enoch’s
- Additional ways to access venues – bridges across River Clyde at the SECC; Fastlink; Pedestrian access
- Maintenance Programme – Needs to be built into planning as early as possible to ensure future maintenance requirements are resilient and ensure both sustainability and viability
- Sustainability connectivity
- Take opportunities to develop substantial environmental improvements and green / clean technology business jobs
- Physical Access (cycles) to venues / cycle parks / cycle parking
- Maybe clean technology type hub specialising in district heat component manufacture design and installation. Also high thermal performance building design and construction
- Procurement re sustainability

Cleansing / Recycling
- (Re)-Education of residents on littering and the costs involved in cleaning up – increase number of on-spot fines
- Capacity of LES in terms of litter collection during the Games as well as at recycling facilities
- Strengthen enforcement for littering culprits
- Increase emptying of bins & ashtrays
- Cleansing (2)
- Cleanliness / Cleansing Contracts / Clean-up’s etc
  - Venues / Public areas under scrutiny up to 2014 – will this continue after the Games after finished?
- Recruit local specialists / companies – e.g. Security, waste recycling opportunities, etc
- Improved or new Waste strategy for reduction
- Behavioural change as a Legacy

Roads
- Roads – make use of additional funds available from central government to remedy potholes and conditions of roads

Toilets
- Public conveniences widely available across all routes
- Adequate facilities (Toilets) provided for spectators

Public Transport
- Airport Buses – can they be used?
- 11 days of Free Public Transport – this would possibly ‘kick-start’ an increased use post-Games which would continue – same idea as Papal visit, but bigger which would create a demand long-term as a lasting legacy
- More active travel infrastructure and changing attitudes so this is used long term
- Bike carriers for public transport
Cycling
- Cycling – Lanes & routes – conflict points to be addressed
  - Infrastructure needs looked at
  - Safety is an issue (personal safety e.g. Cathkin Braes is a remote area
  - Cleanliness of cycle routes
- Quality of cycling infrastructure
- Do we have plans to add cycle paths to cover all parts of Glasgow including the north?
- Do we have plans to upgrade Glasgow’s cycle routes, including the new ones, to get up to speed with other cycle friendly countries?
- When will the cycle paths in the East End re-open?

Volunteers / Communication
- Listen and act upon feedback from residents
- Consistent messages across all areas of the city
- Community group involvement
- Volunteers – Engagement should start now with opportunities being promoted and lasting benefits identified – no word came out yet for volunteers. Identify people who regularly steward events e.g. 10K’s; North run, etc and get in touch with them. Communication strategy for volunteers needs to be established as well as the roles / remits / requirements for volunteers.
- Communication – Scotland’s Games therefore wider communication required
- Need to communicate to the public how many jobs after the Games

Health
- Health improvements should be achievable
- Introduce fruit barrels on walkways to each venue
- River festival food provision
- Healthier lifestyles
- Improvement in health and well-being of community for using cycle routes, walkways and links to job market.

Other comments
- Public ownership & control – not sold off to the Private Sector
- Staged approach to employment. 1,000 construction jobs may not be sustained.
- Wide range of jobs not just construction
- Prepare local people to compete fairly for jobs
# Appendix Three: Summary Report from Feedback Questionnaires

## Question 1
Which event did you attend? (If more than one event was attended, please complete a separate questionnaire for each)

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<th>Response Percent</th>
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<td>West Glasgow - Thursday 17 February, 5 - 7pm, Scotstoun Stadium</td>
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<tr>
<td>East Glasgow - Wednesday 23 February, 5 - 7pm, Tollcross Leisure Centre</td>
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Answered question: 77

Skipped question: 4

## Question 2
Please insert a tick in the box to show your level of satisfaction with the following aspects of this event

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Answered question: 81

Skipped question: 0

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QUESTION 3
What did you think worked best about the event?

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<tr>
<td>Skipped question</td>
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Response

Councillor Graham's presentation
The feedback
Enjoyed the DVD. Speakers spoke too long and never have answers to questions.
Consultation session
Presenters well versed but should stop using abbreviations.
Workshop information.
The turnout.
The first two presentations were informative and interesting.
If possible a bit more time given to workshops.
Video or still picture Kelvingrove Bowling Greens artist impression.
Workshop.
The presentation.
Digestible chunks of information and well co-ordinated by Lawrence O'Neill.
Group talks were very good.
The idea of 11 days of free public transport during the Games.
Everyone joining in.
DVD and Workshop.
Finding out more details.
More publicity particular for the 15,000 volunteers you want to recruit as you need to consider 15,000 volunteers completing Enhancement Disclosure forms and whether they would have to pay for this.
Presentation, discussion.
Video presentations.
Presentations.
Q/A session. Workshop.
DVDs very informative.
Workshop - opportunity to have views heard.
Workshops.
How the different teams worked together.
Chance to speak one to one in the workshop.
The number of delegates from different backgrounds.
Being able to voice opinions and concerns.
Opportunity to express opinion.
Meeting other local people who have same concerns as our family.
Opportunity to meet local councillor.
The workshop session.
Varied methods of presentation.
Very informative.
The separate presentations worked well; Legacy, Transport; Environment; Sustainable.
The tea and sandwiches were an unexpected pleasure.
To have more information on the progress within the Games how local community organisations can contribute.
Very good overall.
Opportunity to hear about plans. DVD very good (if a wee bit long at the end of the event).
Chance to speak to different sectors. Clearly explained. Presentations. Good information in DVD and presentations. Updated information. Gaining more information about the Games Games awareness, magnitude of the scale of these projects. Workshops and presentations both effective. Informality. Not too many attendees. Clear presentations. DVD's good opportunity for Q & A and workshops Informality and informative. Can't differentiate - it was all good. Presentations and ability to ask questions and get honest, transparent answers. Informative but informal. that the opportunity to make views, sadly it was all too localised. Very informative. Lots of questions asked but will a follow through take place and community councils. Question and answer is always a good way of opening up discussion. Sharing information. be able to question the Board.

Question 4
What can we do to improve future events like these?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>answered question</strong> 46</td>
</tr>
<tr>
<td></td>
<td><strong>skipped question</strong> 35</td>
</tr>
</tbody>
</table>

**Response Text**

1. later in evening i.e. 6-8 pm or weekends
2. more DVD presentations
3. Better work out sessions. (static venue). Final plenary. Time Keeping 5 pm when roads are busy is not the right time. We need someplace with better access and parking. More comfortable seats. The base of my spine had gone by the end of the presentation.
4. Advertise sooner!
5. Even though it was raised at the previous event, there seems to have been no further effort to promote the event to young people or indeed encourage them to come along.
6. Sound quality was poor. Workshop was very informative but noisy due to two other workshops in the same room.
7. What is the legacy of the Games to an individual living in Glasgow? People want to know what it will mean for them.
8. more of.
10. Workshop left people frustrated.
12. Staff in car park and at front door to direct those attending the venue. The number of attending was most disappointing.
13. Meeting starts where last one finished. Don't go over old ground.
15. Directions.
19 Very cold at back of room!
20 A day time option.
21 Better advertising.
22 More contact with local interested groups to inform them of the event.
23 Could have been advertised better. Option to choose which workshop.
24 More notice; better publicity. Hold them before strategic decisions are made.
25 Use less “council speak” / big words. Use Plain English.
26 More publicity of events taking place.
27 Tell people about ticket costs. The event could be advertised better. I heard
28 about the meeting in the swimming pool on the electronic notice board.
29 Have more involvement from community organisations.
30 Better publicity - could not find notice on website.
31 More time in discussion groups.
32 I would have preferred a different workshop topic - so ability to select would
33 have been good.
34 difference chance at different workshops.
35 Shooting legacy.
36 More participation. 5 p.m. not good for 9-5 workers.
37 Plans on presentation are a bit “dry”. More visuals required.
38 One hour later would be more convenient. Parking tricky.
39 More speakers and debate session.
40 Happy as is.
41 Ask wider community - e.g. churches and other organisations.
42 N/A
43 Started late and finished late and I had to leave at 6.55 so missed legacy
44 presentation and most of workshops.
45 focus on the real issues.
46 Get venues to the north of Glasgow.
47 to ensure that questions that were asked at the event are answered.
48 Attracting other organisations to participate in the discussions to spread the
49 word within the local communities.
50 this depends on how successful this one will be.

**Question 5**
Please place a tick(s) to indicate where you heard about this meeting

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local newspaper (please indicate which paper below)</td>
<td>3.8%</td>
<td>3</td>
</tr>
<tr>
<td>Evening Times</td>
<td>11.5%</td>
<td>9</td>
</tr>
<tr>
<td>Radio (please indicate which station below)</td>
<td>1.3%</td>
<td>1</td>
</tr>
<tr>
<td>From a friend or family member</td>
<td>11.5%</td>
<td>9</td>
</tr>
<tr>
<td>Through a community or interest group I am involved with</td>
<td>35.9%</td>
<td>28</td>
</tr>
<tr>
<td>Through the Community Planning Team</td>
<td>32.1%</td>
<td>25</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>20.5%</td>
<td>16</td>
</tr>
</tbody>
</table>

answered question 78

skipped question 3

**Other (please specify)**

Glasgow City website
Daily Mail
e-mail
GCC / 2014 Websites
email from Legacy group.
Councillor Nina Baker - Youth Engagement.
On screen at Tollcross Pool.
Church member told me.
Swimming at Tollcross Pool, overhead projector.
Tollcross Pool electronic notice board.
leisure centre
GCC web page. (2)
Glasgow Life Website
work email from GCC

<table>
<thead>
<tr>
<th>Question 6</th>
<th>How often do you engage in consultation activities?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Answer Options</td>
<td>Response Percent</td>
</tr>
<tr>
<td>Frequently</td>
<td>48.7%</td>
</tr>
<tr>
<td>Sometimes</td>
<td>20.5%</td>
</tr>
<tr>
<td>Rarely</td>
<td>30.8%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>answered question</strong></td>
<td><strong>78</strong></td>
</tr>
<tr>
<td><strong>skipped question</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question 7</th>
<th>Have any of the following been positively changed by your attendance at this event? (Please tick all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Answer Options</td>
<td>Response Percent</td>
</tr>
<tr>
<td>Your attitude or opinion about Glasgow hosting the Glasgow 2014 Commonwealth Games</td>
<td>39.4%</td>
</tr>
<tr>
<td>Your level of knowledge/awareness about the plans to achieve a positive legacy from the Games</td>
<td>77.3%</td>
</tr>
<tr>
<td>How likely you are to get involved in the Games in some way e.g. register to volunteer, develop a project or event in your area linked to the Games</td>
<td>48.5%</td>
</tr>
<tr>
<td>Your level of knowledge/awareness about the Games themselves</td>
<td>62.1%</td>
</tr>
<tr>
<td><strong>answered question</strong></td>
<td><strong>66</strong></td>
</tr>
<tr>
<td><strong>skipped question</strong></td>
<td><strong>15</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question 8</th>
<th>Please provide any comments on your response to the previous question.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Answer Options</td>
<td>Response Count</td>
</tr>
<tr>
<td><strong>answered question</strong></td>
<td><strong>17</strong></td>
</tr>
<tr>
<td><strong>skipped question</strong></td>
<td><strong>17</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number</th>
<th>Response Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>How has CG Legacy helping with Commonwealth Schools twinning.</td>
</tr>
<tr>
<td>2</td>
<td>Bowling Club Kelvingrove.</td>
</tr>
<tr>
<td>3</td>
<td>Already have a whole family involvement in volunteering in Badminton. While I believe we have made good progress, there is a long way to go. We are only half way to the main event</td>
</tr>
<tr>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

72
5 How soon will you start to recruit your 15,000 volunteers?
6 Already keen in all aspects, but learned more about the noted items.
7 Legacy started 2010 not 2014.
   Presenters could not answer questions on legacy venue for the target shooting sports.
8 don’t see the relevance of the event. Don’t understand its purpose
   I would like to see smaller community transport organisations getting involved in the transport strategy.
9 Other than the buildings not sure what the legacy will be
10 Shooting outwith Glasgow; will not attend.
   Feel this event would be beneficial to wider community - not aware of how it was advertised.
11 This is an exciting and very challenging project. If all goes according to plan, Glasgow will deserved to be well pleased
   Working with colleagues and partners my employer has a key role to play in helping deliver volunteering legacy.
12 Commonwealth Games are becoming more alive and a fabulous opportunity for positivity. Just need to do more in North!
13 gained a better insight on all sites and venues.

### Question 9
**What gender are you**

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>53.9%</td>
<td>41</td>
</tr>
<tr>
<td>Female</td>
<td>46.1%</td>
<td>35</td>
</tr>
</tbody>
</table>

answered question 76
skipped question 5

### Question 10
**What age bracket are you in?**

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-24</td>
<td>1.3%</td>
<td>1</td>
</tr>
<tr>
<td>25-34</td>
<td>11.7%</td>
<td>9</td>
</tr>
<tr>
<td>35-44</td>
<td>19.5%</td>
<td>15</td>
</tr>
<tr>
<td>45-54</td>
<td>19.5%</td>
<td>15</td>
</tr>
<tr>
<td>55-59</td>
<td>16.9%</td>
<td>13</td>
</tr>
<tr>
<td>60-64</td>
<td>13.0%</td>
<td>10</td>
</tr>
<tr>
<td>65-74</td>
<td>15.6%</td>
<td>12</td>
</tr>
<tr>
<td>75+</td>
<td>2.6%</td>
<td>2</td>
</tr>
</tbody>
</table>

answered question 77
skipped question 4

### Question 11
**Do you have any long term illness, health problem or disability which limits your activity or the work you can do?**
No | 73.7% | 56
--- | --- | ---
Yes (If yes, please specify using the list below) | 19.7% | 15
Visual | 5.3% | 4
Hearing | 6.6% | 5
Learning disability | 3.9% | 3
Mobility - Wheelchair user | 3.9% | 3
Mobility - Other mobility impairment | 9.2% | 7
Other physical impairment | 3.9% | 3
Mental health problem | 5.3% | 4
Long term illness | 7.9% | 6
Other degenerative condition | 3.9% | 3

*answered question* | 76
*skipped question* | 5

**Question 12**
What is your ethnic group?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>10.4%</td>
<td>8</td>
</tr>
<tr>
<td>White Scottish</td>
<td>71.4%</td>
<td>55</td>
</tr>
<tr>
<td>White English</td>
<td>1.3%</td>
<td>1</td>
</tr>
<tr>
<td>White Welsh</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>White Northern Irish</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>White British</td>
<td>9.1%</td>
<td>7</td>
</tr>
<tr>
<td>White Irish</td>
<td>2.6%</td>
<td>2</td>
</tr>
<tr>
<td>White Gypsy / traveller</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>White Polish</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Mixed or Multiple Ethnic Groups</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Any mixed or multiple ethnic groups</td>
<td>1.3%</td>
<td>1</td>
</tr>
<tr>
<td>Asian, Asian Scottish or Asian British</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Pakistani</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Indian</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Chinese</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Bangladeshi</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Sikh</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>African, Caribbean or Black</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>African, African Scottish or African British</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Caribbean, Caribbean Scottish or Caribbean British</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Black, Black Scottish or Black British</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Other ethnic group</td>
<td>2.6%</td>
<td>2</td>
</tr>
<tr>
<td>Arab</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Jewish</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Don’t know</td>
<td>1.3%</td>
<td>1</td>
</tr>
</tbody>
</table>
Question 13
Working status

Answer Options

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working – full time (30+ hrs)</td>
<td>48.7%</td>
<td>37</td>
</tr>
<tr>
<td>Working – Part-time (9-29hrs)</td>
<td>6.6%</td>
<td>5</td>
</tr>
<tr>
<td>Unemployed</td>
<td>5.3%</td>
<td>4</td>
</tr>
<tr>
<td>Not working - retired</td>
<td>30.3%</td>
<td>23</td>
</tr>
<tr>
<td>Looking after house / children</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Looking after invalid / disabled</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Student</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>9.2%</td>
<td>7</td>
</tr>
</tbody>
</table>

Appendix Four: Summary Feedback from Interaction Ambassadors

77 Pupils from the Pupil Councils (Primary – 33, Secondary – 34) attended separate events at the City Chambers and were asked for their views following the showing of the Venue & Legacy short films, as well as presentations regarding Sport your Trainers and the Strategic Transport Plan.

Venues Feedback

Primary

- Venues are big and important.
- They want to see more promotion of the commonwealth around the city.
- They want to know how they can use the venues after the Games.
- One concern is how far apart the venues are and how they would be able to travel between them (without it costing too much).

Secondary

- Every group aware of the ongoing construction works especially the athletes’ village and the transport museum.
- Many of them had used the venues for their own enjoyment or as training venues.
• Most said they would use the new facilities after the Games if they still lived in Glasgow but they feel they should be given more information to how they can access them.
• Every group was excited at the thought of having new state of the art buildings in our home town and said they would like to visit them.

**Strategic Transport Plan**

**Primary**

- How do you travel normally?
  - Walking
  - Bus
  - Train
  - Car
  - Bicycle
  - Taxi

- What problems, if any, do you think the Games could cause to your normal travel around the city?
  - Traffic jams
  - Closed off roads
  - Buses full
  - Busy roads
  - Roads more dangerous for cyclists

- What could be done to overcome these problems?
  - Special routes for game traffic
  - Walking more
  - Traffic wardens directing the flow of traffic efficiently
  - More lanes on roads
  - More buses

- What would make trips on public transport easier and more enjoyable for you?
  - More seats
  - More comfortable
  - Quicker
  - On time
  - On board entertainment e.g. radio, television etc

- How could walking to a Games venue be made to be more attractive to you?
  - Music
  - National campaigns
  - Nice walkways
What would encourage you to arrive at venues earlier?
- Entertainment e.g. Bands

How could young people be encouraged to attend Games events in groups?
- Friends
- School
- Family
- Club

Secondary

How do you travel normally?
- Car
- Bus
- Walking
- Train
- Taxi

What problems, if any, do you think the Games could cause to your normal travel around the city?
- Delays
- Change in everyday routes
- Congestion
- Diversions
- Closed off routes
- Raised prices for taxis etc
- Possible congestion charge
- Pollution
- Roadworks
- Accidents
- Foreign drivers and tourists might not be used to the existing traffic system and routes causing holdups
- Parking problems

What could be done to overcome these problems?
- Encourage people to use public transport e.g. make public transport free for everyone who has a Young Scot card
- More frequent buses and trains
- Special routes for Games traffic
- More lanes
- Commonwealth shuttle bus

What would make trips on public transport easier and more enjoyable for you?
- Entertainment e.g. television, music etc
- Lower fares
- On time
- Comfortable seating
- Bus ticket schemes especially for Games
- Dedicated bus service for Games

- How could walking to a Games venue be made to be more attractive to you?
  - Stalls along the way
  - Walkways
  - Music
  - Street performers
  - Safe routes
  - Greenery

- What would encourage you to arrive at venues earlier?
  - Free merchandise to first people there
  - Fun bags on seats
  - Live music acts
  - Live entertainment
  - Stalls outside

How could young people be encouraged to attend Games events in groups?
- Group discounts
- Family tickets
- School trip to the Games
- Free travel
- Go with clubs
Secondary

Do you think SYT is a good idea and what will it bring to the Commonwealth?
80% Yes
20% No

Promotes a healthier lifestyle
Brings in money
Raise awareness for CWG
Create funding (business awareness)
Increased sense of support
United front
Encourages health/sport

What could you do in your school to raise awareness?
- Documentary
- Year group foot-print Muriel
- Swimming with trainers
- Sport your speedos
- Lycra swimming
- Sports – each school, different sport
- MP’s gymnastics
- Full school dance-athon
- Zumba
- Sports fun day
- Beat the goalie
- Mini Commonwealth Games
- Fun run marathon
- 2014 metres stretch – pass trainers (human chain)
- Design your own trainers
- Teachers in stocks – throw trainers at them
- Earn badges by buying sporting items

What would encourage you to take part in SYT?
- Advertise it
- Prizes for sports day
- Sponsorship
- Good looking models for lycra swimming or sporting your speedos
- Prizes
- Facebook
- Groups outside school
- Community halls/council
- Street party
- CWG march
- Athletes advertising
- Twitter
- Go to school to raise awareness
Trainer suite
Free trainers

Primary

Positives
Will provide funds for Games.
An active day will help promote the Games
Kids will like the idea.
People will get fitter
Will bring curiosity and publicity for Glasgow 2014 and raise awareness.
Is a change

To promote in schools:
Swimming
Skipping/Jogging/Fun run
In school newsletter/website
Athletics
Talks at assemblies
Dancing in schools
Competitions; football, rugby, tennis
Convince your parents to walk to school with you.
School trips
Active 8
Athletes visiting schools
More P.E on this day
Nationwide cross-country
Doing a NEW sport in the school.

Negatives
Most people wear trainers most of the time anyway so pointless.
Expensive if wanting to buy SYT trainers.
No one will notice your trainers so it will not promote Glasgow 2014.