Item 4

11th September 2024

Glasgow Community Planning Partnership

Victoria Park Area Partnership

Report by Executive Director of Neighbourhoods, Regeneration & Sustainability

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Yoker to Whiteinch
Liveable Neighbourhoods & City Network

Purpose of Report:

To update the Area Partnership of the status of the Liveable Neighbourhoods programme.

Recommendations:

The Area Partnership is asked to note the content of the report and consider NCN7 access improvements for NIIF.

1 Introduction

1.1 This paper aims to give an update to Victoria Park Area Partnership members on the progress of the Council's Liveable Neighbourhoods (LN) programme in the ward, and of active travel (walking, wheeling and cycling) projects.

1.2 The Yoker to Whiteinch LN study area (covering the neighbourhoods of Yoker, Scotstoun, Jordanhill and Whiteinch) formed one of four areas in the second tranche of LN. Approximately half of the Victoria Park ward is encompassed within this, with the remaining area covered by the Broomhill to Partick LN area aimed to be undertaken in Tranche 6.

1.3 In 2022-23 this activity was advanced from feasibility to concept design (RIBA stages 0 to 2) - these stages involved evidence gathering, engagement with communities and stakeholders, identification of a short-list of projects to take forward and initial concept designs. This process was reported to committee on:

- ELN 22nd August 2023 LN Tranche 2, Stage 1 update
- ELN 12th March 2024 LN Tranche 2, Stage 2 update

1.4 The online and in-person community engagement provided invaluable ideas for the design team to develop specific LN projects. An in-depth approach was developed that considered the five large and varied neighbourhoods within the overall LN area. This generated detailed data on the challenges and opportunities residents see in the area and produced a long list of emerging proposals that can be advanced through the LN programme or other funding opportunities.

1.5 The Yoker to Whiteinch LN - RIBA Stage 1 gathered data on the LN study area which was analysed alongside the information generated through stakeholder engagement to identify local community-based proposals. An overarching 'Strengths-Weaknesses-Opportunities-Threats' (SWOT) analysis was undertaken to identify gaps in provision. Collectively this generated several potential interventions and concepts – both existing and new.

2 Yoker to Whiteinch LN Stage 2 projects

2.1 At the conclusion of RIBA stage 1, a long list of projects was assessed to create a short list of projects and establish which could be progressed to RIBA Stage 2. As per the committee update, six proposals were taken forward to concept design. The full detail can be viewed in the RIBA Stage 2 Report. The table below highlights these projects alongside the status of each:

Project	Status / Project Progression
Transforming Anniesland Rd (West)	To be included in City Network Phase 2*
Transforming Victoria Park Drive South	To be included in City Network Phase 2*
Scotstoun Neighbourhood Filtered Permeability	Further discussion. Traffic levels and through traffic not sufficient to warrant intervention
Jordanhill School Street Improvement and Accessibility	Applied for PfE funding Jan 2024
Dumbarton Road accessibility (side road treatment) & Hawick Street Bridge improvements	To be included in Bus Partnership Fund bus corridor activity**
NCN7 West route optioneering and Accessibility Stage 2 - Additional SPT project added in January 2024.	Applied for PfE funding May 2024 NCN Network Team have potential to assist in funding for further design/construction activity.

*Dependant on funding and resources

**Bus Partnership funds paused after governance process identified projects progression opportunity.

3. National Cycle Network 7 (NCN7) Glasgow West

3.1 An opportunity was presented to review the routing of the NCN7 Glasgow West and consider the proposed City Network in this location through funds provided by SPT in late 2023. This work activity included:

- An option appraisal and concept designs for cycle infrastructure on the NCN from Stobcross Road to Castlebank Street and South Street.
- A review of accessibility and potential improvements to the NCN7 Railway solemn from South Street to the Glasgow Boundary in Yoker.

3.2 consultant was procured through an existing GCC Liveable Neighbourhoods contract; to undertake this additional activity in a condensed timescale delivering a design report with an options appraisal and general arrangement design drawings (see Appendix 1).

3.3 The key proposal from this activity is to realign the NCN7 to develop segregated infrastructure from Stobcross Road to Methil Street connecting to Dumbarton Road. It is aimed that this will connect to the forthcoming City Network and Transforming Victoria Park Drive South project, which will now be included in the City Network Phase 2.

3.4 The connection through Thornwood roundabout will be taken to Technical Design / Construction stage by the NRS Sustainable Transport team; this team will also deliver on the further design stages of the NCN7 activity.

3.5 NCN7 Glasgow West has been submitted to Sustrans Places for Everyone grant fund to develop the design of the NCN7 segregated cycle route from Stobcross Road at the Riverside Museum to South Street at Smith Street connecting to the off-road section of the NCN7. A funding announcement was expected in late Summer, and if successful, this would allow for 6 months of work activity covering RIBA Stage 3 Developed Design.

3.6 Further west to this section, NCN7 Accessibility improvements have been identified and are highlighted in section 4.3.

4. LN projects review

4.1. As part of the Place Fund allocation, Ironside Farrar were appointed to review the LN project lists from Tranche 1 and 2. They reviewed the project shortlists from RIBA Stage 1 and assessed against a revised scoring matrix that prioritised projects based upon scale, project budget and simplicity. This has generated a proposed list of projects that have the potential to be taken forward by the Place Fund (PF), Neighbourhood Infrastructure Investment Fund (NIIF) or other 'small' regeneration and active travel grants.

4.2. **Outputs -** Considering the scoring of projects, existing analysis and design, alongside the projected cost and short project timeline, an early output from this process has been to recommend projects appropriate for the use of NIIF. This has potential to be full funding via NIIF or partial funding alongside other funding grants where the project cost is more substantial.

4.3. **NCN7 access points -** This project straddles the Garscadden / Scotstounhill, Victoria Park and Anderston/City wards and was identified in the Stage 1 report. The key elements identified from analysis and community consultation could be developed to provide considerable benefit. The project allows for the comprehensive development of improved accessibility including green / blue infrastructure & street trees linking to the route (see Appendix 2).



Key elements:

- Improve existing accessibility to the NCN.
- Potential to develop new access points to improve connectivity.
- Improve visibility and safety of access points to make them more welcoming.
- Improve the attractiveness of NCN to encourage everyday use, including elements such an informal play.

4.4 The table below sets out the high-level costs for the Accessibility works and potential new access points. Both Smith Street and Primrose Street access ramps are identified projects located within the Victoria Park Ward to undergo reprofiling to meet EQIA guidance.

Access point	Intervention	Preliminary cost (*excl. fees / risk)
1. Smith Street	Ramp reprofile meet EQIA (not including placemaking)	£27,090
2. Primrose Street	Ramp reprofile meet EQIA	£35,000
3. Henrietta Street	Ramp reprofile to meet EQIA	£36,600
4. Balmoral Street	New Access ramp on East side of Balmoral Street	£65,166
5. Ardsloy Place	Ramp reprofile to meet EQIA	£26,685
6. Plean street	Widen access path and introduce double yellow park line	£2880
7. Dyke Road	New Access point on Spiershall Close on desire line.	£47,724.38
8. Kelso Street	New access ramp on Kelso Street	£45,156.50
9 Greenlaw Road	Land reprofile to create a direct route	£62,935

*Prelims and fees	£126,299
*Risk & contingency	£100,034
*Inflation @ 3%	£17,292

Upper Limit Total £593,680

**The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.*

4.5 **St. Paul's RC Primary School (Fore Street)** – potential changes to the street environment on Primrose St / Fore St / Scotstoun St were identified as a Streets for People intervention that would significantly improve the Everyday Journey to school. This would improve the walking environment as well as the connection to the NCN7 access point. The interventions would consist of creating a footway out of the verge on the south of Fore Street, and improvements to the pedestrian environment from Scotstoun Street.



5. City Network Phase 2

5.1. The council's Active Travel Strategy sets out the city's commitment to deliver a City Network of high-quality protected cycleways and improved pedestrian infrastructure across Glasgow. Following on from this commitment, the council approved the City Network Delivery Plan, in April 2023 which will augment and enhance the city's existing Active Travel infrastructure, whilst also establishing the phasing of future projects. Subject to future funding, Phase 2 delivery of the City Network that includes the areas of Victoria Park ward west of Balshagray Avenue and the ward of Garscadden / Scotstounhill, is aimed to start in late Summer 2025 and will progress the network to Preliminary Design Stage.

6. Next steps

6.1. The Liveable Neighbourhoods programme and team are currently funded through Transport Scotland and the Sustrans Places for Everyone (PfE) funding stream. The next financial year ending March 2025 is the last year of the PfE fund, with the Sustrans funding of Glasgow's LN programme currently ending with the reporting of Tranche 3 RIBA stage 2 in March 2025. Funding opportunities for Tranche 4 onwards and continued activity on Tranche 1 & 2 will be explored further in 2024-25.

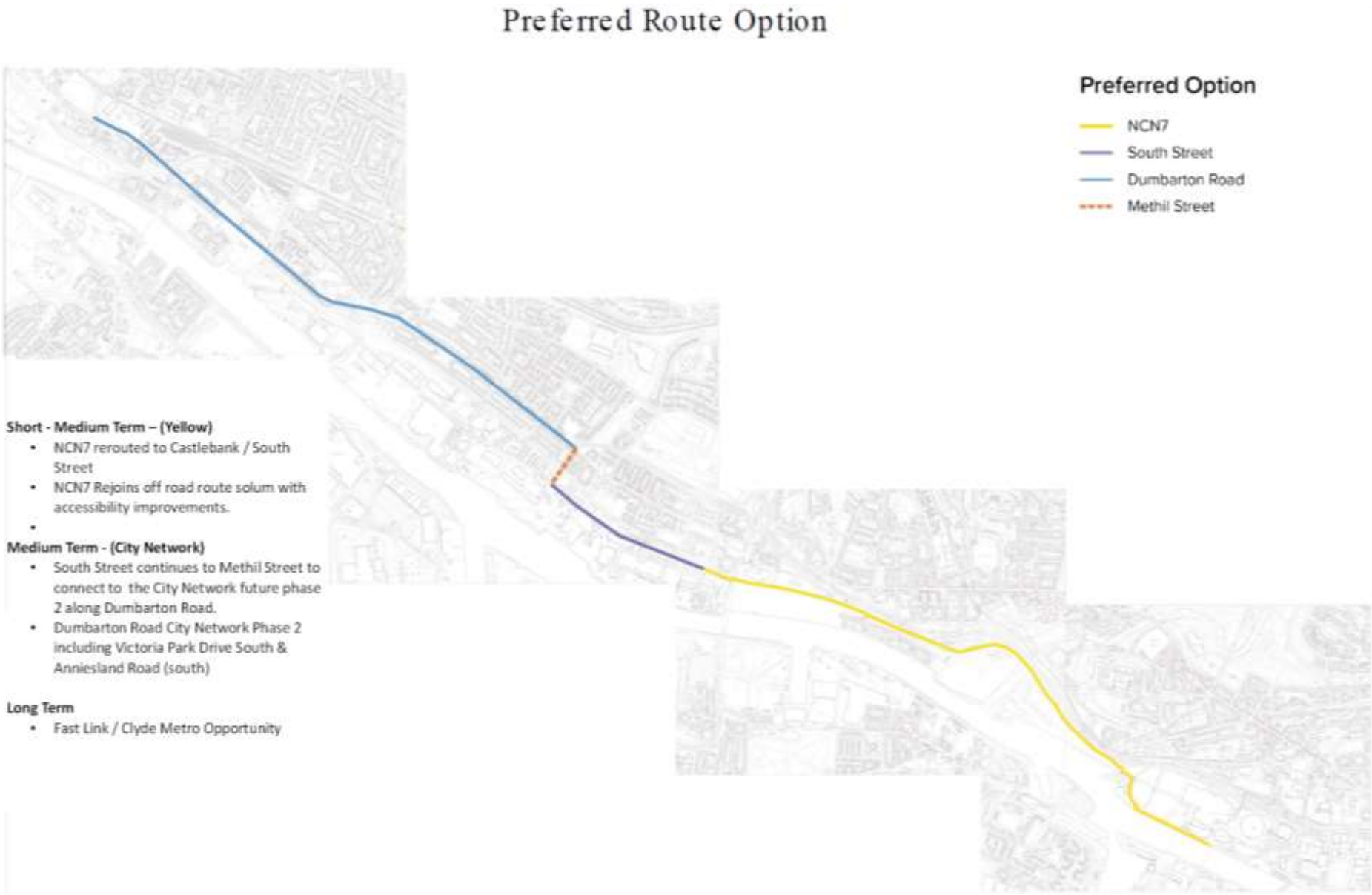
6.2. Liveable Places is a core theme of the Scottish Government's NPF4 and fits with key Council strategic priorities. A portion of the Place Fund budget (from the Scottish Governments Place Based Investment Programme) for Glasgow is to be reserved for the LN programme in future financial years.

7. Recommendations

7.1 The Area Partnership is asked to note the content of the report and consider the opportunity of the following projects for NIIF funding:

- NCN7 access improvements at Smith Street and Primrose Street
- Proposed interventions on Fore Street and Scotstoun Street re access to St Paul's RC Primary School

Appendix 1 – NCN7 Glasgow West

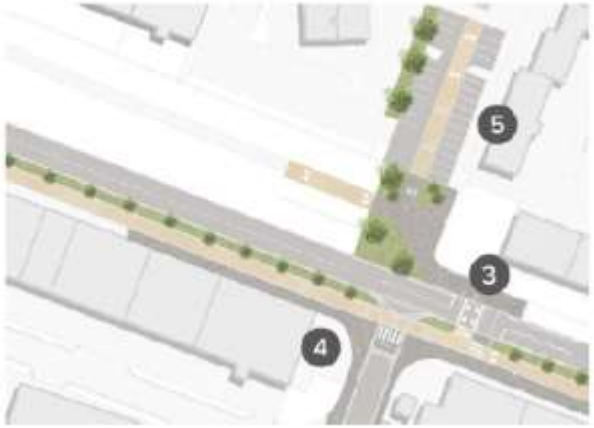


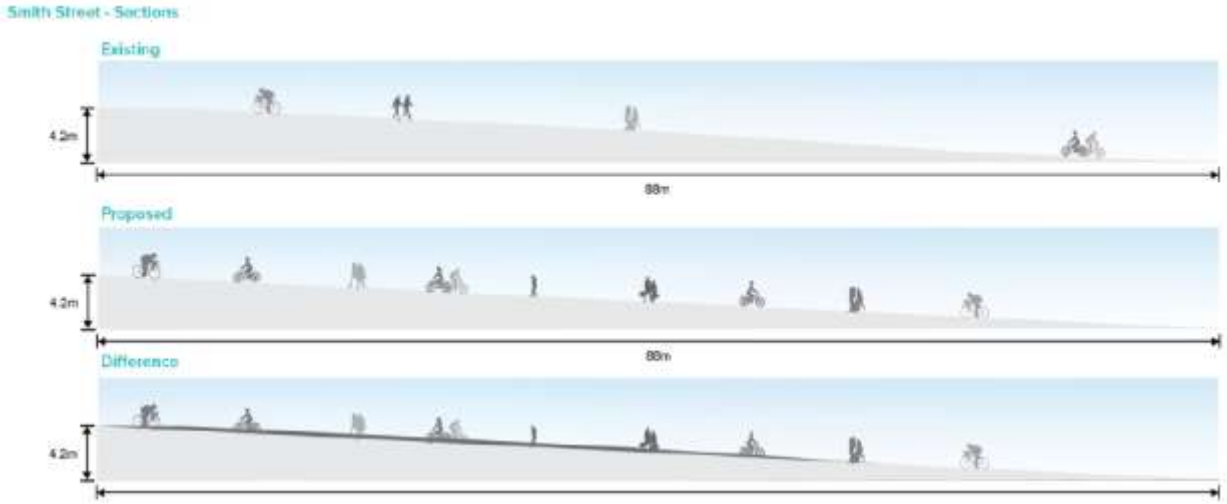
Appendix 2 – New Access points – other than locations with a ramp reprofile to meet EQIA.

Glasgow City Council
Smith Street

- Access point at Smith street is the beginning of the grade separated route.
- Potential gateway features / Placemaking.
- Direct route – no redirection of access needed
- Slight reprofiling of ramp to be compliant with the Equality act.







Glasgow City Council
Primrose Street

- Slight reprofiling of ramp to be compliant with the Equality act.



