Item 9

15th November 2024

Glasgow Community Planning Partnership

Canal Area Partnership

Report by Executive Director of Neighbourhoods, Regeneration & Sustainability

Contact: Derek Dunsire

Ruchill to Cowlairs and Lambhill to Milton Liveable Neighbourhoods

Purpose of Report:

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

Recommendations:

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

1 Introduction

1.1 This paper aims to give an update to Canal Area Partnership members on the progress of the Council's Liveable Neighbourhoods (LN) programme in the ward.

1.2 The Ruchill to Cowlairs LN study area (covering the neighbourhoods of Ruchill, Hamiltonhill, Possilpark, Port Dundas and Cowlairs) formed one of four areas in the first tranche of LN. The remaining part of the Canal ward is encompassed within the Lambhill to Milton LN study area (covering the neighbourhoods of Lambhill, Cadder, Parkhouse and Milton) which is one of four areas in the third tranche of LN.

1.3 The RIBA Stage 1 Report for the Ruchill to Cowlairs LN study area was completed in Summer 2022; this focused on gathering evidence, review of data and existing policies/strategies, and comprehensive engagement with local communities and key stakeholders.

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 large and varied neighbourhoods within the overall LN area. The Stage 1 report and the list of projects identified create an evidence base for potential initiatives to be taken forward when funding and development opportunities are available. This work activity also informs and supports the City Development Plan and Planning Service. The initial work activity facilitated a limited number of concept designs (RIBA Stage 2) to be produced, which were subsequently reported to the Environment and Liveable Neighbourhoods Committee.

- ESCR 23rd August 2022 LN Tranche 1, Stage 1 update
- ELN 31st January 2023 LN Tranche 1, Stage 2 update

1.5 The Lambhill to Milton study area is currently a live project with the RIBA Stage 1 report recently presented to policy committee on ELN 8th October 2024. RIBA Stage 2 activity for Lambhill to Milton will soon be underway with further engagement and co-design activity being planned.

- ELN 8th October 2024 LN Tranche 3, Stage 1 update

2 Ruchill to Cowlairs 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. Two proposals were taken forward to concept design. The full detail can be viewed in the RIBA Stage 2 Report (Part 1 / Part 2). The table below highlights these projects alongside the status of each:

Project	Status / Project Progression
Possilpark LN - Saracen Street	As a front runner of the City Network Inner North, and as part of the Liveable Neighbourhood project, draft designs were developed for Saracen Street. This concept design introduced a bi-directional segregated

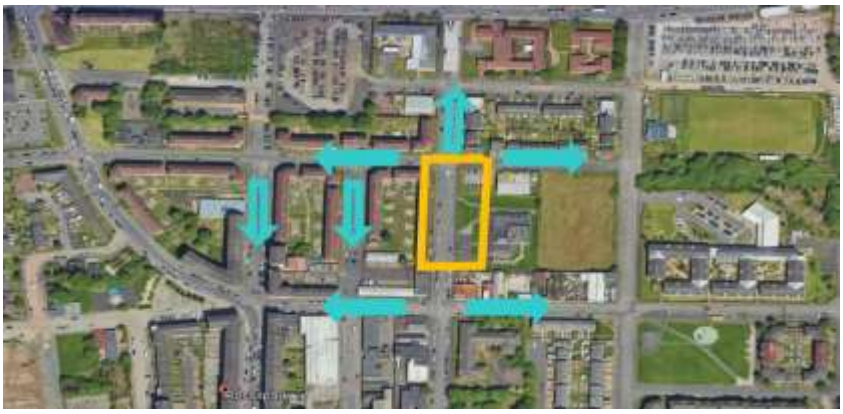
	cycle lane on the west side of Saracen Street and included options for filtered permeability in the surrounding neighbourhood to reduce through traffic. Design work has progressed on this project, and public and stakeholder consultations are scheduled to take place from December 2, 2024, to February 7, 2025. Community groups and other stakeholders, such as local businesses, will be contacted in November regarding the upcoming consultation. Planned activities include street pop ups, arranged visits to groups and businesses, and a public drop-in session towards the end of January. The consultation will be advertised through a letter drop in the wider Possilpark area, street adverts, social media adverts, and posters in community venues. Experience suggests that word of mouth from contact with community groups will be effective at further raising awareness of the consultation. The consultation will inform changes to the proposed design which will be revised by 31st March 2025.
Dummy Railway	Due to unforeseen circumstances and no alternative resources available, work on the Dummy Railway did not progress as planned. As a result, the external funding has not been claimed. We are currently reviewing the situation and exploring potential next steps.
Ruchill Street Active Travel	Following feedback received during the consultation process, it was decided not to proceed with this project. The input from the community taken onboard and alternative approaches to address the needs for active travel locally are being considered through the development of the City Network Inner North. This activity includes Bilsland Drive to Hawthorn Street to Springburn.

3. LN projects review

3.1. 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 Fund (NIF) or other ‘small’ regeneration and active travel grants.

3.2. **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 NIF. This has potential to be full funding via NIIF or partial funding alongside other funding grants where the project cost is more substantial.

3.3. **Possilpoint Community Centre -** Possilpoint Community Centre was identified within Stage 1 report. It is associated with Local Town Centre and Everyday Journey themes in particular. The key elements identified through analysis and community consultation could be developed to provide projects and infrastructure that would be compatible and complementary to potential further future phasing. The project allows for the development of improved accessibility and green blue infrastructure/street trees linking to adjacent residential areas. It is noted that carriageways are particularly wide and there is significant opportunity for improvement.



Key elements:

- Improve setting and safe, welcoming pedestrian and cycle access to the community centre. Provision of traffic management including upgrading existing modal filter.
- Utilise reallocated space for footways, wider placemaking and green/blue infrastructure.

3.4 **Cowlairs Park and Routes to School** –Cowlairs Park and Routes to School was identified within the Stage 1 report. It is associated with Streets for People and Everyday Journey themes in particular. As an initial LN project, the key elements identified within Stage 1 could be developed to provide both exemplar projects to regenerate greenspace to become the heart of the local community. The project could be compatible and complementary to potential further future works. The project allows for the development of improved accessibility and green blue infrastructure/street trees linking to adjacent residential areas.

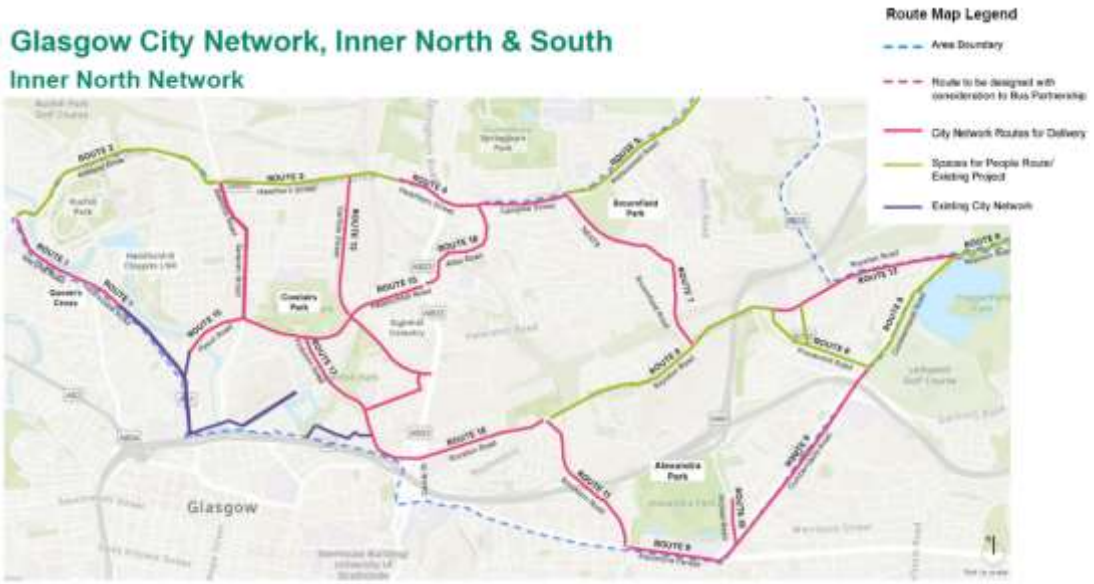


Key elements:

- Improve accessibility for safe, everyday journeys through developing welcoming pedestrian routes within the park and greenspace.
- Selective management of vegetation and topography to enhance safety and use of park.
- Landscape and biodiversity improvements including place making and green/blue infrastructure.
- Connect to the Phase 1 Inner North City Network at Carlisle Street and Saracen Street, subject to funding.

4. City Network

4.1. The Active Travel Strategy 2022-2031, adopted on 24 February 2022, alongside the City Network Final Delivery Plan outlines plans for a comprehensive City Network of protected cycleways and pedestrian infrastructure, with the first phase, covering the Inner North and South, set for preliminary design by late 2024 / early 2025.



4.2. As part of the City Network activity engagement early stakeholder engagement was undertaken in May to August. This included:

- Elected Members (Local)
- Accessibility Groups
- Road User Groups (Transport operators and organisations)
- Community Council (Local)
- Inclusive and Accessible Design Forum
- Community Council Development Day (All Community Councils) August
- Pre-engagement / awareness pop-ups ‘The Beacon’ – 54 across the North and South in 2 weeks.



The 'Beacon'

4.3. Public engagement was held from September 9th to October 20th with an aim to generate feedback on routes and potential designs. Information can be found on the Glasgow City Network Storymap including draft designs.

4.4. Six in person public drop-in sessions were held in the Inner North Study area including Maryhill Road, Springburn, Royston, Cumbernauld Road, and Barmulloch/Broomfield. A separate focused public engagement event will be undertaken for Saracen Street as part of the City Network and Liveable Neighbourhoods activity.

4.5. Upon close of the Inner North and South consultation the drop-in sessions generated 786 attendees, 11,265 Storymap Views and 1222 completed Surveys. These will be analysed to rationalise routing and designs.

5. Recommendations

5.1 The Area Partnership is asked to note the content of the report updating on LN Tranche 1 and 3, and consider the opportunity of the following projects for NIF funding:

- Possilpoint Community Centre
- Cowlairs Park and Routes to School