Item 3

31st January 2023

Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

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LIVEABLE NEIGHBOURHOODS PROGRAMME

Purpose of Report:

- To provide an update on the Liveable Neighbourhoods programme

Recommendations:

It is recommended that Committee notes the contents of this report including:

- an update on general progress in the Liveable Neighbourhoods workstream
- specific updates on 2 of the 6 tranches across the city
- proposals for improving LN reporting to Committee in future

Ward No(s): 5, 6, 7, 8,12, 13, 16,18, 21, 22

Citywide:

consulted: Yes ☐ No ☐

Local member(s) advised: Yes ☐ No ☐

1 Introduction

1.1 The purpose of this paper is to present the Liveable Neighbourhoods (LN) RIBA Stage 2 reports for Tranche 1 study areas of Govan to Kingston, Ruchill to Cowlairs, Dennistoun to Cranhill and Langside to Toryglen, and to update the committee on the funding applications subsequently being progressed and the initial activity for Tranche 2.

1.2 The continued development of the LN programme will make an important contribution to Council priorities by providing the framework that supports the development of transport and neighbourhood interventions that put Connectivity, People and Place as first choice.

1.3 This work is undertaken through collaboration and partnership, and completely in conjunction with the wider Council services. In particular, working with the teams on Spatial Planning, City Design, Development Plan, Housing Regeneration and Sustainable Travel.

2 Liveable Neighbourhoods

2.1 The LN programme responds to the current City Development Plan and the overarching Glasgow Transport Strategy and related Active Travel Strategy and City Network to create a step change for Glasgow in how people and goods move around our city, in the design of our streets and public spaces, and in encouraging more sustainable and active travel choices.

2.2 The programme is a direct response to Scotland's National Planning Framework (NPF4) 20-minute Neighbourhoods policy, the climate emergency (Climate Plan - Theme 3 'Well Connected and Thriving City') and the City Council's commitments to achieving net zero carbon, a minimum reduction of 30% of car kilometres travelled by 2030, and a commitment to achieve 'Vision Zero' where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.

2.3 The Council has recognised that a strategic approach to design and delivery is required to ensure those benefits extend to all areas of the city. The approach is detailed in the LN Storymap and LN Toolkit with further information available from www.glasgow.gov.uk/liveableneighbourhoods and past ESCR Committee papers:

- 8th June 2021 Information on LN
- 1st February 2022 LN update - Tranche 1, stage 1 reports for Ruchill to Cowlairs LN, Langside to Toryglen LN and LN Strategic Business Case
- 23rd August 2022 LN update – Tranche 1 stage reports for Dennistoun to Cranhill LN, Govan to Kingston LN and Yorkhill to Anderston LN

2.4 Key points to note about the LN approach in Glasgow:

- We are taking a consistent approach to engagement and design, using the LN toolkit referenced above
- We are working through 6 spatial tranches to help us make progress incrementally across the city
- We are following a RIBA design stage process as required by Sustrans funding streams, which works through Strategic Definition, Preparation and Briefing, Concept to Developed to Technical Design, and Construction.

Liveable Neighbourhood Tranches

Tranches	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Tranche 1	Oct 21 RIBA 0-2	RIBA 0-2 to 3-4	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7					
Tranche 2		Oct 22 RIBA 0-2	RIBA 0-2	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7				
Tranche 3			Oct 23 RIBA 0-2	RIBA 0-2	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7			
Tranche 4 (TBC)				Oct 24 RIBA 0-2	RIBA 0-2	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7		
Tranche 5 (TBC)					Oct 25 RIBA 0-2	RIBA 0-2	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7	
Tranche 6 (TBC)						Oct 26 RIBA 0-2	RIBA 0-2	RIBA 3-4	RIBA 3-4 to 5-7	RIBA 5-7

Complete Underway

RIBA Stages	
0	Strategic Definition
1	Preparation and Briefing
2	Concept Design
3	Developed Design
4	Technical Design
5	Construction
6	Handover
7	Use

Table 1 – Timeline showing LN tranches and RIBA Stages

2.5 This report highlights progress on the first 2 tranches; with the short-listed projects from Tranche 1 now completed to concept design. Work on Tranche 2 is now underway as per the process above, focusing initially on engagement and feasibility.

3 LN Tranche 1 – RIBA Stage 2 reports and update

3.1 The short-listed projects for each LN area have now been completed to RIBA stage 2 - concept design. The respective reports can be accessed below:

- Dennistoun to Cranhill LN Stage
- Govan to Kingston LN
  - Stage 2 - part 1
  - Stage 2 - part 2
- Langside to Toryglen LN
  - Battle of Langside Monument
  - Toryglen Streets for People
- Ruchill to Cowlairs LN
  - Dummy Railway
  - Ruchill Street

3.2 The projects all have high level costings prepared with appropriate optimism bias, providing a valuable overview for prioritising, and securing further funding.

3.3 Future funding for projects of this scale requires a business case and an updated Strategic Business Case (SBC) for the LN programme was generated. This now provides an analysis undertaken at project level concluding that the continuation of the LN programme will deliver a benefit cost ratio of 4.8 for the city.

3.4 PfE funding applications for RIBA Stage 3-4 were submitted in October 2022 for projects identified in the LN RIBA Stage 2 reports that met the funding criteria and had significant Active Travel elements. The seven projects are identified in the table below. This will allow the continuation of these projects to developed and technical design in the next year, subject to procurement timescales.

RIBA Stage 3-4 Sustrans PfE Funding Grant Applications	
Area	**Project name**
Tranche 1: Ruchill to Cowlairs LN	Dummy Railway Path
Tranche 1: Langside to Toryglen LN	Battle of Langside Monument
Tranche 1: Dennistoun to Cranhill LN	Carntyne Civic Square
Tranche 1: Dennistoun to Cranhill LN	Riddrie Town Centre
Tranche 1: Dennistoun to Cranhill LN	Hogarth Park and Active Travel Route
Tranche 1: Govan to Kingston LN	Lorne Street Civic Space & Festival Park entrance
Tranche 1: Govan to Kingston LN	Cessnock Village Strip

3.5 The LN will continue to identify and seek appropriate funding opportunities to progress projects to RIBA Stage 3-4. Please note that funding bids are not guaranteed, especially in times of limited resources or available funds, and will impact on project timelines, therefore expectations need to be managed at an early stage.

3.6 In July 2022 Glasgow City Council submitted seven bids to the Levelling Up Fund (LUF). Two of the funding applications were developed through the work programme of the LN team, namely, the Clyde Connectivity and Possilpark LN. None of the applications that were submitted by Glasgow City Council for the Levelling Up Fund Round 2 were successful. The Council has received

correspondence from the Department for Levelling Up, Housing & Communities advising that officials will provide written feedback on the applications made. The UK Government has now indicated that it intends to run a third funding call for the Levelling Up Fund for which details will be published in due course.

3.7 Further to the initial four LN study areas of Tranche 1, the LN team were asked to investigate the Yorkhill to Anderson LN area. The initial funding only allowed RIBA Stage 1 activity to be undertaken. On the 18th of November 2022, Sustrans awarded funds to Glasgow City Council to progress RIBA Stage 2 - concept design work activity for the Yorkhill to Anderston LN study area. This funding was approved by the City Administration Committee on the 12th of January 2023. The work is expected to take 8 months with concept designs for a number of projects being completed by October 2023.

3.8 **Engagement** - a hybrid approach was developed for Tranche 1 as the project activity was undertaken during Covid restrictions. The team had to be adaptive and responsive at a time of uncertainty. For each LN study area, a dedicated online platform was used where residents could pin their aspirations for their local area and log ideas under the four LN themes. When permitted by guidance, in-person events took place utilising large floor maps with 3D blocks and models to enable residents to suggest proposals. This was followed up by targeted stakeholder events and workshops with local schools and groups

3.9 The work undertaken for Tranche 1, Govan to Kingston LN and Dennistoun to Cranhill LN study areas, was successful in receiving the Landscape Institute's national award for 'Excellence in Community Engagement'. The award recognised the innovative and agile approach used in these areas to engage residents and stakeholders to ultimately achieve project proposals for their neighbourhood.

3.10 Discussions with some community organisations did highlight practical issues with the delivery of the engagement programme within their respective LN study area; namely with the lateness of promotion, the scheduling of the drop-in events, the availability of venues and direct involvement with the RIBA Stage 2 design activity. The immediate lessons learnt have been captured and integrated into the work instruction to the new consultancy teams, with the overall strengthening of the activity as Tranche 2 progresses.

3.11 **Ongoing projects** - as part of the development of the LN Programme, two ongoing projects were identified and are now incorporated into the LN programme. Namely, Connecting Pollokshaws and Letherby Triangle.

3.12 **Connecting Pollokshaws** - Pollokshaws After School Services (PASS), the Wheatley Group and NRS Housing Colleagues appointed Atkins to generate RIBA Stage 0-2 reports for the Pollokshaws area focusing on:

- Survey and analysis of existing infrastructure, particularly in relation to active travel and greenspace provision.

- Identify opportunities for environmental improvements and enhancements at a strategic and local level.
- Develop an 'Opportunities & Interventions Plan' to identify key areas for improvements, priorities and key stakeholders.

This commission concluded in October 2022 with the Stage 2 report. The LN team will now take the role of the client for this project, and an application was subsequently submitted to Sustrans PfE to continue this activity through to RIBA Stage 3-4.

3.10 **Letherby Triangle** - Letherby Triangle is a people and place focused community project in Mount Florida and has been in development since 2014 led by Mount Florida Community Council (MoFloCoCo). This advanced project was identified in the Langside to Toryglen LN Stage 1 report and has subsequently been taken forward to RIBA Stage 4 technical design with support from council officers. A funding bid was recently submitted to Sustrans PfE for this project for RIBA Stage 5-7, which will cover 70% of the construction costs. The outcome of this will be confirmed in Spring 2023. The remainder of the funding will be drawn from the Place Fund allocation to Glasgow for the financial year 2023/24 as per the approval given at the City Administration Committee 24th February 2022.

4 Tranche 2 – RIBA Stage 0-2 update

4.1 Work has now started on the second tranche of LN programme. On the 6th of October the Contracts and Property Committee approved the appointment of Mott MacDonald consultants to take forward Lot 1 - Roystonhill to Hogganfield LN and Yoker to Whiteinch LN areas and the consultants, Atkins to take forward Lot 2 - Mansewood to Shawlands LN and Pollokshields East to Gorbals LN areas.

4.2 The work commenced with inception meetings in November 2022, and community engagement started in late January 2023. This will enable the identification and selection of proposals as per Tranche 1, which will be filtered down to a short list to be further developed to concept design as part of RIBA Stage 2 activity in late spring / summer 2023. Tranche 2 will conclude early autumn 2023 with the presentation of concept proposals for each area.

4.3 The Feminist Town Planning motion was approved by full Council on the 27th October 2022. Although the contracts had been awarded for Tranche 2 already, it was important that the work activity aligned with this approach. Mott MacDonald recently held a seminar to identify opportunities to implement feminist planning through the activity in Glasgow. Atkins have appointed a technical specialist in urban planning from a women's perspective to their project team.

4.4 The Feminist Town Planning motion requires us to gather intersectional gender-disaggregation of data in all consultations and this will be actioned in the forthcoming engagement activity. Analysis of the links between built environments and behaviour, will enable design teams to identify interventions which will widen access from a gender perspective and address inequality.

5 Future reporting procedure

5.1 As the LN Programme progresses the activity will generate significant numbers of RIBA stage reports and associated funding applications. It is proposed that as well as regular updates on each LN study area, there will also be an annual report on the full LN Programme presented. The table below identifies the planned reporting schedule for the LN programme for the next 12 months.

22nd August 2023	Tranche 2	Yoker to Whiteinch RIBA Stage 1 report
		Royston to Hogganfield RIBA Stage 1 report
		Mansewood to Shawlands RIBA Stage 1 report
		Pollokshields East to Gorbals RIBA Stage 1 report
21st November 2023	Tranche 1	Yorkhill to Anderson RIBA Stage 2 report
	Tranche 2	Yoker to Whiteinch RIBA Stage 2 report
		Royston to Hogganfield RIBA Stage 2 report
		Mansewood to Shawlands RIBA Stage 2 report
		Pollokshields East to Gorbals RIBA Stage 2 report
Jan/Feb 2024	LN programme	Annual Report

6 Policy and Resource Implications

Resource Implications:

Financial: The full costs of delivering Tranche 1, 2 & 3 RIBA stage 0-2 activity is being met from the Connecting Communities funding from Sustrans to be spent by September 2024.

Legal:	The report raises no new legal issues.
Personnel:	The funding supports staffing resources within GCC. The LN activity is being produced through temporary staff resources. Internal and external resources will also be utilised in taking forward this new activity.
Procurement:	Future LN work to be developed through internal consultancy and external consultants procured through Scotland Excel framework.
Council Strategic Plan:	The projects supported by this funding in turn support the following Council Strategic Plan 2022 – 2027 GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow MISSION 1: Deliver sustainable transport and travel aligned with the city region • Via implementation of the Glasgow Transport Strategy Policy Framework, work to reduce car vehicle kilometres travelled in the city by at least 30 per cent by 2030. • Continue to deliver on our commitment to a 20mph cityside speed limit and design streets that naturally reduce speeding. Explore ways to take stronger action on pavement and other illegal parking, and on idling vehicles. • Deliver the city's Active Travel Strategy, working towards delivery of a comprehensive City Network of active travel infrastructure to support modal shift. GRAND CHALLENGE THREE – Fight the climate emergency in a just transition to a net zero Glasgow MISSION 2: Become a net zero carbon city by 2030 • Deliver sustainable urban drainage and promote nature-based solutions to manage flooding and pollution.

- Deliver sustainable urban drainage and promote nature-based solutions to manage flooding and pollution.
- Deliver place-based interventions and key local regeneration projects.

GRAND CHALLENGE FOUR – Enable staff to deliver essential services in a sustainable, innovative, and efficient way for our communities
MISSION 1: Create safe, clean and thriving neighbourhoods

- Develop, secure funding for and implement local infrastructure changes in line with a Liveable Neighbourhoods approach for every single community by 2030 so that our local streets are safe and pleasant for everyone to walk, wheel, cycle, play and spend time in.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	Yes, supportive of the stated outcomes, particularly outcomes 1,2, 6, 7-11, through the role of active travel investment supporting people to make sustainable, affordable & equitable travel choices in the city, the role of active travel in supporting physical and mental health improvement, and the role of Liveable Neighbourhoods in enhancing quality places for all.
What are the potential equality impacts as a result of this report?	The work will be covered by the overarching EqIA for the Glasgow Transport Strategy. Individual EqIA screenings will be undertaken for the individual projects as appropriate.
Please highlight if the policy/proposal will help address socio-economic disadvantage.	Improving opportunities for access to sustainable and/or active travel and enhancing local environments through improving conditions for cycling/walking can help address barriers to social mobility, improve access to services and employment opportunities, and can help to address problems of physical and mental health and wellbeing.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	The projects funded by these grants will enhance existing and create new conditions for promoting and supporting sustainable forms of transport. GCC Climate Plan Theme 3 – Well Connected and Thriving City. Improving Infrastructure for walking, cycling and remote working. A Liveable Neighbourhoods Plan, looking to implement 20 minutes neighbourhoods in the city and embed sustainable practices throughout. **Action Number 51**. Deliver a comprehensive active travel network, incorporating the spaces for people measures (following consultation) and enabling 20-minute neighbourhoods through the **Liveable Neighbourhoods Plan**
What are the potential climate impacts as a result of this proposal?	The projects will improve Glasgow's urban environment and connectivity, thus leading to an improvement in a range of outcomes for the city's population.
Will the proposal contribute to Glasgow's net zero carbon target?	The proposal will assist in reducing the need to travel unsustainably and encourage people to live more locally improving the quality of place and respond to the requirements for the creation of resilient places to cope with and tackle climate change.
Privacy and Data Protection Impacts:	No data protection impacts identified.

7 Recommendations

It is recommended that Committee notes the contents of this report including:

- an update on general progress in the Liveable Neighbourhoods workstream
- specific updates on 2 of the 6 tranches across the city
- proposals for improving LN reporting to Committee in future