Item 5

22nd August 2023

Glasgow City Council

Environment and Liveable Neighbourhoods City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration and Sustainability

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LIVEABLE NEIGHBOURHOODS PROGRAMME

Purpose of Report:

- To present the Yoker to Whiteinch LN RIBA Stage 1 report
- To present the Royston to Hogganfield LN RIBA Stage 1 report
- To present the Mansewood to Shawlands LN RIBA Stage 1 Report
- To present the Pollokshields East to Gorbals LN RIBA Stage 1 Report

Recommendations:

It is recommended that Committee notes the contents of the following reports:

- Yoker to Whiteinch LN RIBA Stage 1 report
- Royston to Hogganfield LN RIBA Stage 1 report
- Mansewood to Shawlands LN RIBA Stage 1 Report
- Pollokshields East to Gorbals LN RIBA Stage 1 Report

Ward No(s): 2, 5, 6, 8, 12, 13, 21 and 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 1 reports for Tranche 2 study areas of Yoker to Whiteinch, Royston to Hogganfield, Mansewood to Shawlands and Pollokshields East to Gorbals. Each report presents the analysis of initial community engagement and gathering of ideas for Liveable Neighbourhood masterplanning in the LN areas. From this a shortlist of 3 - 7 projects in each area will be taken forward for further development and engagement in RIBA Stage 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. 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 on the GCC LN Webpage and past ESCR/ELN Committee papers:

- 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 1 reports for Dennistoun to Cranhill LN, Govan to Kingston LN and Yorkhill to Anderston LN
- 31st January 2023 LN update – Tranche 1 stage 2 reports for Ruchill to Cowlairs LN, Langside to Toryglen LN, Dennistoun to Cranhill LN and Govan to Kingston 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 As detailed above, short-listed projects from Tranche 1 are now completed to at least RIBA stage 2. Work on Tranche 2 focused initially on engagement, generation of ideas and outline feasibility and short-listed projects are now progressing to a concept design stage, RIBA Stage 2, with engagement ongoing throughout the process.

3 LN Tranche 2 – RIBA Stage 1 reports and update

3.1 RIBA Stage 1 stakeholder and public engagement took place during February and March 2023 within the Tranche 2 areas.

3.2 **Digital engagement** - a hybrid approach was utilised and for each LN study area, a dedicated online platform was developed. This acted as a single point

of info and enabled residents to identify their aspirations for their local area and log ideas under the four LN themes. The hyperlinks are as follows:

- Yoker to Whiteinch LN
- Royston to Hogganfield LN
- Mansewood to Shawlands LN
- Pollokshields East to Gorbals LN

3.3 **In-person engagement** – On-street pop-ups, focused workshops and drop-in events were held to engage stakeholders in each LN area. This identified key areas and aspects that the community viewed as being prioritised for transformation through the LN programme and the wider work of GCC and partners. Materials were made available in different formats and languages to aid with accessibility. This approach displays how the LN programme facilitates bottom-up engagement to co-create projects in a bespoke local manner, framed by the four city-wide LN themes.

3.4 Local Ward Councillors were presented a briefing session on the emerging opportunities in each LN area. Further discussion then took place with colleagues within the Council on the list of proposals to identify cross-over with existing and planned work activities. Following this, the opportunities were assessed and a selection of 4-7 projects in each LN area were identified to be carried through to RIBA stage 2 for preliminary design work.

4 RIBA stage Project Shortlist

The following lists highlight the proposals contained within the RIBA stage 1 reports that are progressing to RIBA Stage 2. Further engagement will be held during the design stage.

4.1 Yoker to Whiteinch LN:

Project	Name	Opportunity
16 & 27	Street Accessibility Programme – sections of Hawick St & Dumbarton Rd (Yoker).	Area-wide programme of junction and street redesign to improve pedestrian safety, priority, and accessibility including crossings of the railway bridges that connect communities and facilities, particularly improving routes to schools.
1 & 5	Anniesland Road (West), Kingsway & Dumbarton Rd Junction accessibility	Transformation of the road corridor into a people-friendly street that reduces severance between communities and connectivity to the Knightswood Centre including improvements for pedestrian crossings, route legibility, and accessibility of all movements and aligned to key desire lines.

24	Scotstoun neighbourhood filtered permeability	Design options and trial of 'filtered permeability' and other potential measures to address through-traffic in the Scotstoun 'Avenues' neighbourhood and create greater amenity for residents.
2 & 8	Victoria Park Drive South & Dumbarton Rd Junction	Transformation of the road corridor into a people-friendly street that reduces severance between Whiteinch and Victoria Park. This will include options for the existing junction at Dumbarton Rd to simplify and improve pedestrian and cycle crossings.
11	Jordanhill School	Changes to the street environment on Chamberlain Road to improve walking and cycling safety and accessibility while slowing traffic and deterring through-traffic.

4.2 The RIBA Stage 1 report can be accessed below:

- Yoker to Whiteinch LN Stage 1 Report

4.3 Royston to Hogganfield LN:

Project	Name	Opportunity
1	Royston Square Placemaking	Royston Square local centre public realm, greening and pedestrian infrastructure improvements to the local high street environment.
Packaged project - 4,11,12,20 & 21	Germiston Street Improvement + Connectivity Project	This is a collection of small projects - Barmulloch Primary School - school environment (4) and improvements and new active travel connections (20) - Forge Street (11) Street accessibility and greening. - Forge Street / Coll Place (12) - Improve existing walking link to better connect Coll Place and Forge Street, - Area-wide - street greening / accessibility programme (21)
6	Junction 15 Connectivity Project	M8 J15 walking, wheeling, and cycling improvements.
7	Royston to Alexandra Parade Connectivity Project	M8 bridge between Rosemount Street and Alexandra Parade –. Addressing issues to access.
8	Royston to Dennistoun Connectivity Project	Cloverbank Street to Armadale Path (parallel to Viewpark Avenue). Access and improvements to pedestrian and

		cycle connection including path widening, lighting, and surfacing. To review existing underpass at M8 and possible reopening of closed underpass as a trial.
17	Riddrie Park + Cemetery Connectivity Project	Riddrie Park Cemetery Greenside Street to Cumbernauld Road) Connection. Entry improvements and potential new access point at Cumbernauld Road.
18	Royston to St Rollox Connectivity Project	Charles Street to St Rollox Retail & Business Park. Investigate potential creation of new link across the St Rollox Railway Works site to connect Royston to St Rollox Retail and Business Park. This would improve access to convenience retail for the Royston community. This could be integrated with future development.

4.4 The RIBA Stage 1 report can be accessed below:

- Royston to Hogganfield LN Stage 1 Report

4.5 Mansewood to Shawlands LN:

Project	Name	Opportunity
2	Mansewood & Hillpark Filtered Permeability	Introduction of filtered permeability in the Mansewood and Hillpark areas to address the volume of through-traffic that cuts through the neighbourhood. Potential to help facilitate safer routes to school.
Area-wide 1	Shawlands & Strathbungo: Area wide accessibility strategy	Neighbourhood- wide assessment of junctions, crossings and other accessibility challenges that should be prioritised for interventions.
22	Kildrostan Triangle Enhancements	Reconfigure road layout around Kildrostan Triangle to slow traffic, introduce SUDs provision and increase safe opportunities to cross Nithsdale Rd.

4.6 The RIBA Stage 1 report can be accessed below:

- Mansewood to Shawlands LN Stage 1 Report

4.7 Pollokshields East to Gorbals LN:

Project	Name	Opportunity
3	Safe and Direct Links to Retail Park	Improve the safety, directness and comfort of foot and cycle links to Crown Street Retail Park from Oatlands housing, Crown Street housing and the northern end of Cathcart Road.
5	Destination Laurieston	Create a new civic space to form a focus between Crown Street and new housing in Laurieston. Opportunity to provide a new space adjacent to the Citizen Theatre and re-animating the historic railway vaults.
20	Albert Drive (West) Enhancements	Build upon (Re)Imagine Albert Drive exercise to improve Albert Drive area, addressing issues around drainage, parking, active travel provision, traffic speed and safety.

4.8 The RIBA Stage 1 report can be accessed below:

- Pollokshields East to Gorbals LN Stage 1 Report

5 Future reporting

5.1 The table below identifies the planned reporting schedule for the LN programme for the next 6 months.

Jan/Feb 2024	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
	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 is the potential equality impacts because of this report?	The overarching EqIA for the Glasgow Transport Strategy will cover the work. 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 because 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 the following:

- Yoker to Whiteinch RIBA Stage 1 LN report
- Royston to Hogganfield RIBA Stage 1 LN report
- Mansewood to Shawlands RIBA Stage 1 LN Report
- Pollokshields East to Gorbals RIBA Stage 1 LN Report