



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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Item 1

12th March 2024

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 programme.
- Output reports from the Tranche 2 Liveable Neighbourhoods workstream.

Ward No(s): T2 2, 6, 8,12, 13, 21, 22,

T1: 5, 7, 10, 16, 18, 22,

Citywide:

Local member(s) advised: Yes No consulted: Yes No

1 Introduction

1.1 The purpose of this paper is:

- To present the Liveable Neighbourhoods (LN) RIBA Stage 2 reports for **Tranche 2** study areas of Yoker to Whiteinch, Royston to Hogganfield, Mansewood to Shawlands and Pollokshields East to Gorbals.
- To update the committee on the funding applications subsequently being progressed for Tranche 2 areas.
- To update on initial activity for **Tranche 3**.

1.2 The continued development of the LN programme will make an important contribution to Council priorities by providing the framework that supports transport and neighbourhood interventions which prioritise Connectivity, People and Place; and enabling active travel and public transport to become first choice for everyday journeys.

1.3 This work is undertaken in collaboration and partnership with wider Council services. The work is overseen by the Liveable Neighbourhoods steering group and governed by the NRS Infrastructure Board.

2 Liveable Neighbourhoods

2.1 The LN programme responds to the current City Development Plan, overarching [Glasgow Transport Strategy](#), Active Travel Strategy and associated City Network. It aims to help unlock a stepchange 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 target 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 [LN webpage](#) and past Environment and Liveable Neighbourhood (ELN) and City Administration Committee papers:

- [8th June 2021](#) Information on LN.
- [1st February 2022](#) LN update - Tranche 1, stage 1 reports for Ruchill to Cowlares 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 Tranche 1 Stage 2 updates.
- [20th April 2023](#) Acceptance of Sustrans Tranche 1 Stage 3-4 funding.
- [22nd August 2023](#) Tranche 2 Stage 1 reports and project progression.
- [30th January 2024](#) Update on Active Travel Infrastructure & initiatives delivery alongside Liveable Neighbourhoods Tranche 1 RIBA Stage 3-4 projects.

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 | | | | | | | | | | | RIBA Stages | | |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------|-------------|---|--------------------------|
| Tranches | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | 2031/32 | | |
| Tranche 1 | Oct 21 RIBA 0-1 | RIBA 2 | RIBA 3-4 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | | | | | | 0 | Strategic Definition |
| Tranche 2 | | Oct 22 RIBA 0-1 | RIBA 2 | RIBA 3-4 to 5-7 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | | | | | 1 | Preparation and Briefing |
| Tranche 3 | | | Feb 24 RIBA 0-1 | RIBA 2 | RIBA 3-4 to 5-7 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | | | | 2 | Concept Design |
| Tranche 4 | | | | | RIBA 0-2 | RIBA 3-4 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | | | 3 | Developed Design |
| Tranche 5 | | | | | | RIBA 0-2 | RIBA 3-4 to 5-7 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | | 4 | Technical Design |
| Tranche 6 | | | | | | | RIBA 0-2 | RIBA 3-4 to 5-7 | RIBA 3-4 to 5-7 | RIBA 5-7 | RIBA 5-7 | 5 | Construction |
| | | | | | | | | | | | | 6 | Handover |
| | | | | | | | | | | | | 7 | Use |

■ Complete
 ■ Underway
 - - - - - funded activity

* Tranche 3-6 and Stages 3-4 onwards are subject to external funding opportunities and resources

Table 1 – Timeline showing LN tranches and RIBA Stages

2.5 This report highlights progress on the first 3 spatial tranches. With the short-listed projects from Tranche 2 completed to Stage 2, concept design work on Tranche 3 is now underway as per the process above, focusing initially on engagement and feasibility.

3 Tranche 1

3.1 The successfully funded Tranche 1 projects are progressed to further design stages through internal GCC teams, pending capacity, and reported at the yearly ELN committee update on active travel. The latest update was provided to ELN on [30th January 2024](#).

- 3.2 As part of the Place Fund allocation for 2023-25, funding was made available for a review of the Tranche 1 project lists. This will assess and identify short term interventions from the larger identified projects that can be utilised to identify other funding opportunities such as the Neighbourhood Infrastructure Improvement Fund (NIIF).

4 LN Tranche 2 – RIBA Stage 2 reports and update

- 4.1 Following further community engagement in August - October 2023, the short-listed projects for each LN area have now developed to RIBA stage 2 - concept design. The respective reports can be accessed below for detail on each project:

- [Yoker to Whiteinch LN report - all projects](#)

| 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 – funding decision to be announced in April 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) | Sustrans NCN Network Team has potential to assist in funding for further design. Discussions are ongoing to expedite this project. |

*Dependant on funding and resources

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

- [Royston to Hogganfield LN report - all projects](#)

| Project | Status / Project Progression |
|---------------------------------------|--|
| Viewpark Avenue Connectivity | To be included as part of City Network Phase 1 - Inner North |
| Junction 15 Connectivity improvements | To be included as part of City Network Phase 1 - Inner North |

| | |
|---|--|
| Germiston Street improvements and Connectivity | Working with NRS Parks and NRS Environmental Services. Potential for elements to be picked up as part of City Network Phase 1. |
| Alexandra Parade M8 Pedestrian Bridge Accessibility | Further engineering feasibility required in conjunction with Transport Scotland |
| Royston Square Placemaking | PfE funding criteria has changed with less focus on placemaking |
| St. Rollox Link | Dependent on future planning application for privately held ground |
| Riddrie Park and Cemetery Access | PfE funding criteria has changed with less focus on placemaking |
| J13 Maxwellton Rd – Stage 2 – additional project through Place Fund | To be included in City Network Phase 1 – Inner North activity |

- Mansewood to Shawlands LN project report links in table:

| Project | Status / Project Progression |
|--|---|
| Transforming Kildrostan Triangle | Applied for PfE funding – funding decision to be announced in April 2024 |
| Shawlands and Strathbungo Accessibility Strategy | Place Fund to progress project to RIBA Stage 3-4 |
| Mansewood and Hillpark Safer Streets | LN team looking to secure further funding for co-design and trial interventions |

- Pollokshields East to Gorbals LN project report links in table:

| Project | Status / Project Progression |
|--|---|
| Destination Laurieston | Aspiration to be brought forward alongside TRA and Citizen’s Theatre activity |
| Crown Street Retail Park & Cathcart Road junctions | Place Fund to progress to RIBA Stage 3-4 |
| (Re)Imagining Albert Drive Streetscape | Applied for PfE funding – funding decision to be announced in April 2024 |

- 4.2 The projects all have high level costings prepared with appropriate optimism bias, providing a valuable overview for prioritising and securing further funding. All reports are available at www.glasgow.gov.uk/liveableneighbourhoods.
- 4.3 Three of the emerging LN Tranche 2 projects were put forward to the Sustrans Places for Everyone funding round in January 2024 (pending resources available) with the funding decision due in April 2024. The projects are identified in the table below with projects stages to be complete by March 2025.

| RIBA Stage 3-4 Sustrans PfE Funding Grant Applications | |
|---|--|
| Area | Project name (RIBA stage 3-4) |
| Yoker to Whiteinch LN | Jordanhill School streetscape and Active Travel Link |
| Mansewood to Shawlands LN | Transforming Kildrostan Triangle |
| Pollokshields East to Gorbals LN | (Re) Imagining Albert Drive Streetscape |

- 4.4 Through the Place Based Investment Programme 2023/24, an allocation of the Place Fund has allowed a number of projects to be fast tracked to deliver designs. The funding was presented for approval to the [City Administration Committee on 30th November 2023](#). The projects are identified in the table below with project stages to be complete by March 2024.

| Place fund | |
|----------------------------------|--|
| Area | Project name and stage |
| Royston to Hogganfield LN | Maxwelton Road to Provan Road – Stage 2, improving walking and cycling connection. RIBA Stage 2. |
| Mansewood to Shawlands LN | Shawlands and Strathbungo Accessibility Strategy – RIBA Stage 3-4 |
| Pollokshields East to Gorbals LN | Govanhill/Gorbals pedestrian priority Junction upgrade (Cathcart Rd) RIBA stage 3-4 |

5 Engagement

- 5.1 Through the engagement undertaken in RIBA Stage 0-1, the LN programme seeks to understand the opportunities, aspirations and concerns of key stakeholders and the local communities in the respective LN study areas; with the process being framed using the four 'Liveable Neighbourhood Themes' to provide more focused outputs. This information assists on the identification and generation of potential projects, and dialogue takes place on emerging project opportunities to gather feedback both in-person and digitally. This feedback inputs directly to the design and development of the RIBA Stage 2 concept designs.

- 5.2 Whilst most of the engagement outcomes continues to be supportive of LN activity, there has been a growing level of disruptive and sometimes aggressive input from some sources. Future events and engagement approaches will be refined in response, whilst ensuring all sections of the community continue to have an opportunity to feed into LN work in an open and inclusive manner.

6 Tranche 3 – RIBA Stage 0-2 update

- 6.1 Work has now started on the third tranche of the LN programme. The [Contracts and Property Committee](#) on the 1st of February approved the appointment of Arcadis consultants with Collective Architecture to take forward the next four LN areas of:
- Cardonald to Mossbank
 - Knightswood to Anniesland
 - Lambhill to Milton
 - Ruchazie to Easterhouse.
- 6.2 Community engagement will be programmed to enable the identification and selection of proposals (as per the process in Tranche 1 and 2), and this 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 2024. Tranche 3 will conclude early March 2025 with the presentation of concept proposals for each area.

7 Next steps

- 7.1 An update to the ELN City Policy Committee will be presented for Tranche 3 at the completion of RIBA stage 0-1 reports later in Autumn 2024 and RIBA Stage 2 reports in March 2025.
- 7.2 The Liveable Neighbourhoods programme and team are funded through Transport Scotland and the Sustrans Places for Everyone funding stream. The next financial year ending March 2025 is the last year of PfE funded design activity, with Glasgow's LN programme currently ending with the reporting of Tranche 3 RIBA stage 2 in March 2025. Funding opportunities for Tranche 4 onwards will be explored further in 24/25.
- 7.3 In December 2022, an Active Travel Transformation Fund was launched by Transport Scotland to trial a new approach to delivery which provided funding for approved projects directly to the successful applicants and focussed on projects that were construction ready. More recently, the [Verity House Agreement](#) (June 2023) confirmed the direction of travel towards more direct funding to local authorities and for local control over that budget, with a driving principle of 'local by default, national by agreement'.

- 7.4 Through a Tiered Delivery Model being implemented from 2024-25, local authorities in Tier 1 will receive capital funding through block grant allocation (previously CWSR - Cycling Walking & Safer Routes). Further funding may be available to some local authorities and projects under Tier 2 and 3. The Council is awaiting confirmation of funding levels for 24/25 via Tier 1 from Transport Scotland, and on exact arrangements for funding post-24/25.
- 7.5 The theme of 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. This will immediately progress a number of projects that have emerged from LN Tranches 1 and 2 to construction, as outlined in the Place Fund paper presented to [CAC 30 Nov 23](#).

8 Policy and Resource Implications

Resource Implications:

| | |
|---------------------|--|
| <i>Financial:</i> | The full costs of delivering Tranche 1, 2 & 3 RIBA stage 0-2 activity is being met from the Connecting Communities Liveable Neighbourhood funding from Sustrans to be spent by March 2025. |
| <i>Legal:</i> | The report raises no new legal issues. |
| <i>Personnel:</i> | 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. |
| <i>Procurement:</i> | Future LN work to be developed through external consultants procured through Scotland Excel framework at RIBA stage 0-2. Projects successful for further funding for RIBA stage 3-7 will aim to be progressed through internal consultancy services. |

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 is covered by the overarching EqIA for the Glasgow Transport Strategy which can be found at www.glasgow.gov.uk/transportstrategy. 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.

9 Recommendations

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

- An update on general progress in the Liveable Neighbourhoods programme.
- Output reports from the Tranche 2 Liveable Neighbourhoods workstream.