

Item 3

8th October 2024



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 – TRANCHE 3

Purpose of Report:

- To provide an update on the Liveable Neighbourhoods programme

Recommendations:

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

- Outputs from the Liveable Neighbourhoods Tranche 3 workstream:
 - 1) RIBA Stage 1 reports for four LN study areas; and
 - 2) an overarching engagement report.

Ward No(s): 4, 6, 13, 14, 16, 21

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 0-1 reports for **Tranche 3** study areas of Cardonald to Mosspark, Knightswood to Anniesland, Lambhill to Milton and Ruchazie to Easterhouse.
- 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, 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 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) Local Living and 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.
- [12th March 2024](#) LN Tranche 2 Stage 2 updates.

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

- Taking a consistent approach to engagement and design, using the LN toolkit referenced above.
- Working through 6 spatial tranches to make progress incrementally across the city.
- Following a RIBA design stage process as required by the external funding streams, which works through Strategic Definition, Preparation and Briefing, Concept to Developed to Technical Design, and Construction.

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

■ Complete ■ Underway ----- Tranche 1-3 funded by PFE to Stage 2
 * 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

3 Tranche 3 – RIBA Stage 0-1 update

- 3.1 Tranche 3 of the LN programme covering four study areas commenced in late February 2024 following the [Contracts and Property Committee](#) approving the appointment of consultants Arcadis and Collective Architecture.
- 3.2 Tranche 3 covers 4 LN study areas and the RIBA Stage 0-1 process has produced the following reports:
 - [Cardonald to Mossspark Stage 1 LN Report](#)
 - [Knightswood to Anniesland Stage 1 LN Report](#)
 - [Lambhill to Milton Stage 1 LN Report](#)
 - [Ruchazie to Easterhouse Stage 1 LN Report](#)
 - [LN Tranche 3: Stage 1 Engagement report](#)

- 3.3 As part of RIBA Stage 0, a comprehensive review of all relevant literature / documentation and a subsequent analysis was undertaken for the study areas. This includes emerging development frameworks, ongoing workstreams and regeneration activity. This ensures that the LN outputs are aligned with wider GCC services and complement city development.
- 3.4 Community engagement to identify and generate proposals (as per the process in Tranche 1 and 2) was undertaken in a hybrid manner to maximise opportunities for stakeholders to participate, with a variety of in-person events being complimented by a dedicated [online engagement portal](#).
- 3.5 A comprehensive engagement approach was adopted consisting of 14 drop-in community workshop events across the 4 LN study areas, with a further 26 pop-up events and walks undertaken between April and June. An engagement-specific report detailing this information is being published alongside the RIBA Stage 1 reports.
- 3.6 Internal engagement workshops with GCC officers were held at Exchange House and Eastgate in order to ensure awareness of the ongoing LN activity and to take cognisance of existing NRS and wider Council activity in the 4 study areas.
- 3.7 Demographic information is collected during the engagement process (following permission from the respondent) which allows data to be analysed by gender. This ensures LN is applying Glasgow's Feminist Town Planning on how women and people of minoritised genders view the built environment in their neighbourhood.
- 3.8 The Feminist Town Planning approach will be further taken forward in RIBA Stage 2, with the charities *Make Space for Girls* and *A Place in Childhood* being brought in to support the design and engagement by applying a gendered lens. This will ensure gender-sensitive design is core to the process and ensure engagement from young women and girls, who have historically been underrepresented in infrastructure design processes, is considered.
- 3.9 A workshop session for GCC officers and representatives of local community groups from the four LN study areas was held on the 5th September. This introduced the concept of gender-sensitive planning to the participants and identified how we can embed the principles in our daily work activities and the LN project activity going forward.
- 3.10 The Stage 0-1 activity has identified key challenges in each study area, and this has been presented by LN theme in the section below. This has informed the generation of emerging proposals, which will seek to address these challenges and deliver positive interventions aligned with the LN themes. The challenges are presented in Table 1 to 4:

Table 1: Cardonald to Mossbank

LN Theme	Challenge
Active Travel	<ul style="list-style-type: none"> • Lack of joined up cycle network (City Network will deliver this) • Roads creating severance: Paisley Road West, Hillington Industrial Estate, Gleddoch Road, Berryknowes Road, Mossbank Drive and Corkerhill Road • Parked cars on streets and in unprotected cycle lanes • Safety around school-areas
Everyday Journeys	<ul style="list-style-type: none"> • Condition of footpaths and streets limits access and leads to flooding. • Poor north-south connections • Infrequent pedestrian crossings limit access • Routes to school and areas around schools could be safer • Railway station safety and accessibility • Lack of cycle parking • Significant barriers created by major infrastructure • Roads dominated by cars, buses and HGVs along Paisley Road West
Local Town Centres	<ul style="list-style-type: none"> • Decrease in services with less choice for shopping and fewer council run facilities • Lack of maintenance of public space (parks, play spaces) • Fly-tipping and litter • Barriers to access to local shopping parades
Streets for People	<ul style="list-style-type: none"> • Poor state of pavements • Maintenance and underutilisation of existing greenspaces • Play spaces in poor condition or inaccessible • Pavement parking around schools and local town centres • Excessive vehicle speeds • Littering, vandalism and dog fouling • Poorly lit streets and spaces feel unsafe

Table 2: Knightswood to Anniesland

LN Theme	Challenge
Active Travel	<ul style="list-style-type: none"> • Lack of joined up cycle network (City Network will deliver this) • Roads creating severance: Great Western Road junctions, Anniesland Cross, Knightswood Cross, Archerhill Road and Lincoln Avenue • Parked cars on streets and in unprotected cycle lanes
Everyday Journeys	<ul style="list-style-type: none"> • Condition of footpaths and streets limits access and leads to flooding • Poor north-south connections • Infrequent pedestrian crossings limit access. • Local bus services • Routes to school and areas around schools could be safer • Railway station safety and accessibility
Local Town Centres	<ul style="list-style-type: none"> • Decrease in services with less choice for shopping and fewer council run facilities • Lack of maintenance of public space (parks, play spaces) • No access to Knightscliffe Shopping Centre from Temple Walkway
Streets for People	<ul style="list-style-type: none"> • Poor state of pavements • Maintenance of existing green-spaces • Play spaces in poor condition or inaccessible • Limited wheeled access to Knightswood Park • Pavement parking around schools • Excessive vehicle speeds • Littering, vandalism and dog fouling • Poorly lit streets and spaces feel unsafe

Table 3: Lambhill to Milton

LN Theme	Challenge
Active Travel	<ul style="list-style-type: none"> • Lack of joined up cycle network (City Network will deliver this)

	<ul style="list-style-type: none"> • Severance caused by: Balmore Road, Balmore Industrial Estate, Forth and Clyde Canal • Parked cars on streets and on cycle lanes
Everyday Journeys	<ul style="list-style-type: none"> • Condition of footpaths and streets limits access and leads to flooding: Chirnsyde Primary particularly affected • Poor east-west connections • Infrequent pedestrian crossings and speeding traffic limit access • Local bus services • Routes to school and areas around schools could be safer • Railway station safety and accessibility • Lack of cycle parking • Condition of cycle-way • Balmore Road dominated by cars, buses and HGVs • Opportunity to develop Liddesdale Road
Local Town Centres	<ul style="list-style-type: none"> • No supermarket and diminishing access to services • No secondary school or higher education • People walk or drive around the neighbourhood • Lack of maintenance of public space (parks, play spaces) • Fly-tipping and litter • Barriers to access to local shopping parades • Poor links to other areas with more amenities e.g. Dennistoun • People travel outside the LN area for play, food and shopping
Streets for People	<ul style="list-style-type: none"> • Poor state of pavements • Deterioration and underutilisation of existing green-spaces throughout • Play spaces in poor condition or inaccessible. • Pavement parking around schools and local town centres • Excessive vehicle speeds, particularly along Balmore Road • Littering, vandalism and dog fouling

	<ul style="list-style-type: none"> • Poorly lit streets and spaces feel unsafe • Vacant land disconnecting communities e.g. along Liddesdale Road
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Table 4: Ruchazie to Easterhouse

LN Theme	Challenge
Active Travel	<ul style="list-style-type: none"> • Connectivity is poor for active travel and public transport users • Very few active travel routes • Severance caused by: M8, Avenue End Road, Gartloch Road, Auchinlea Road and Westerhouse Road • Hostile environment for active travel on Gartloch Road
Everyday Journeys	<ul style="list-style-type: none"> • Condition of footpaths and streets limits access and leads to flooding and uneven surfaces • Poor east-west connections • Infrequent pedestrian crossings • Local bus services leaving residents isolated • Routes to school and areas around schools could be safer • Many people rely on buses and taxis for their weekly shop
Local Town Centres	<ul style="list-style-type: none"> • Ruchazie has lost many local services • Significant barriers to accessing The Fort • Lack of maintenance of public space (parks, play spaces) • Barriers to accessing local centres: poor street surfaces and lighting • Gartloch Village lacks services and connectivity
Streets for People	<ul style="list-style-type: none"> • Poor state of pavements • Deterioration and underutilisation of existing green-spaces throughout • Play spaces in poor condition or inaccessible • Increase access to Seven Lochs Park • Pavement parking around schools and local town centres

	<ul style="list-style-type: none"> • Excessive vehicle speeds • Littering, vandalism and dog fouling • Poorly lit streets and spaces feel unsafe
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- 3.11 The substantial body of information gained from community and internal consultation allowed for the identification of existing activity, for opportunities to build upon and/or new proposals and interventions aligned to the 4 themes of LN: Active Travel, Everyday Journeys, Local Town Centres and Streets for People. Each report contains a long list of emerging opportunities varying in scope, theme and size. These give consideration to possible funding streams, alignment with existing development activity and contribution to delivering on key council objectives, including addressing child poverty and achieving net zero by 2030.

4 Next steps

- 4.1 The client and design team with further input from local elected members will now use an appraisal matrix to filter down the long list of identified projects to a short list of proposals. These projects will be developed via further engagement and design as part of RIBA Stage 2 activity in Autumn 2024.
- 4.2 Tranche 3 will conclude early March 2025 with an update paper to the ELN City Policy Committee which will present the concept proposals for each area.

5 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 Liveable Neighbourhood funding from Sustrans to be spent by March 2025.

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 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.
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- 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.

6 Recommendations

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

- Outputs from the Liveable Neighbourhoods Tranche 3 workstream:
 - 1) RIBA Stage 1 reports for four LN study areas; and
 - 2) an overarching engagement report.