



Glasgow City Council

Environment, Sustainability and Carbon Reduction City Policy Committee

Report by Executive Director of Neighbourhoods and Sustainability

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LIVEABLE NEIGHBOURHOODS PLAN

Purpose of Report:

To provide members information on the development of the Liveable Neighbourhoods Plan, part of the suite of Transport Plans for Glasgow.

Recommendations:

It is recommended that Committee notes the contents of the report.

Ward No(s):

Citywide:

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

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1 Introduction

- 1.1 The purpose of this report is to update the committee on the progress to date on the Liveable Neighbourhoods Plan activity.
- 1.2 [On 18 June 2020](#), the City Administration Committee approved the acceptance of £3 million of external funding from Sustrans to assist in updating Glasgow's transport strategies.
- 1.3 The grant from Sustrans Scotland's "Places for Everyone" fund for "Connecting Communities" is being used to support the development of new transport related plans across the city, principally;
 - i. a City Centre Transformation Plan,
 - ii. a Liveable Neighbourhoods Plan,
 - iii. an Active Travel Strategy and a
 - iv. a Bus Services Improvement Partnership,

This is in line with Glasgow City Council's sustainable transport ambitions. The grant is also supporting the development of the new Glasgow Transport Strategy (GTS).

- 1.4 As part of the GTS the Liveable Neighbourhoods Plan (LNP) for Glasgow aims to reduce the city's dependency on cars and make walking, cycling and public transport the first choice. It is essential that our residents benefit from safer, quieter streets that facilitate play, walking and cycling. Through an area-based approach, the LNP will help to limit the city's contribution to climate change and develop an inclusive network of accessible and revitalised neighbourhoods designed for the benefit of all, with integrated green infrastructure and enhanced public spaces.
- 1.5 Through our LNP we want to transform streets, identified through meaningful engagement, into areas where people feel they are safe, pleasant, attractive environments. By encouraging active travel as the first choice of transport, these measures will benefit public health by reducing noise and air pollution.

2. Key Policy

- 2.1 The GTS for Glasgow sets out the Council's approach to how people and goods will move in and around the city daily. The Strategy identifies key strategic actions that will ensure Glasgow's connectivity, accessibility, attractiveness, resilience and mobility align with and deliver on the city's ambitions. The GTS complements national, regional and Council policies/strategies, in particular, the National and Regional Transport Strategies, Glasgow City Council Strategic Plan (2017-2022) and the City Development Plan (2017). The new city-wide transport plan will build upon the work of the Connectivity Commission and will feed into the ongoing Strategic Transport Projects Review 2 by Transport Scotland.

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- 2.2 Since the inception of the Connecting Communities programme a number of significant developments have taken place in the wider fields of urban planning, transport and place, which have been of particular importance in shaping the approach of the Liveable Neighbourhoods project activity. The principle external factors which have led these policy shifts have been the climate emergency and the response to the Covid-19 pandemic. The climate emergency, along with the demands placed on communities and economies by Covid-19, have highlighted the importance of place-based approaches to urban development and movement. There is a developing consensus of the importance of a neighbourhood level approach, which balances movement needs, with the full range of activities at a local level.
- 2.3 The neighbourhood approach is in line with the Place Principle adopted by The Scottish Government and Glasgow City Council. This is highlighted in the City Development Plan - Supplementary Guidance 1. [The Place Principle](#) recognises that place is where people, location and resources combine to create a sense of identity and purpose and is at the heart of addressing the needs and realising the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them; therefore a more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.
- 2.4 In Scotland this approach has been given prominence through the development of '20 Minute Neighbourhoods'. This approach, where people can meet their daily needs within 20 minutes from their house, has been included in the programme for the Scottish Government. The Position Statement (Nov 2020) published for the new National Planning Framework 4 (NPF4) identified the 20 Minute Neighbourhood approach as being the key development opportunity that would influence the way we plan places together with everyday local infrastructure to significantly reduce the need to travel. NPF4 recognises that this is not just about new buildings – it is about guiding change in a way that also helps to transform our existing places.
- 2.5 Recent research of international best practice for 20 Minute Neighbourhoods, undertaken on behalf of the Scottish Government by [Ramboll](#), has indicated that the key success factors for implementation are; public participation is crucial, a bespoke approach to each place is required, a people-centred approach is key to behaviour change and the Place Principle is crucial to delivery.
- 2.6 This policy context fits well with existing approaches such as the [Place Standard Tool](#) which provides a simple framework to structure conversations about place. It allows people to think about the physical elements of a place (for example its buildings, spaces, and transport links) as well as the social aspects (for example whether people feel they have a say in decision making). The tool provides fourteen prompts for discussions, allowing consideration for all the elements of a place in a methodical way. The tool pinpoints the assets of a place as well as areas where a place could improve.

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- 2.7 The Place Principle and 20 Minute Neighbourhood concept also aligns well with other Council priority projects under development, such as the Glasgow Metro and spatial strategies being implemented through the Glasgow City Development Plan [Supplementary Guidance 2](#) (SG2): Sustainable Spatial Strategy. This contains a suite of documents setting out spatial Supplementary Guidance for these areas in the form of six Strategic Development Frameworks (SDFs) and three Local Development Frameworks (LDFs).

3. The Liveable Neighbourhoods Approach

- 3.1 Taking account of the feedback received through the Connecting Communities conversation and the wider policy context, an approach has been developed for the Liveable Neighbourhoods Plan that is responsive to Glasgow's particular conditions and opportunities.
- 3.2 To deliver Liveable Neighbourhoods in Glasgow, the infrastructure and place needs to be built that reflects the requirements and aspirations of people living within their local communities. It is possible to rebalance the way streets are designed and used, to make streetscapes more people friendly, better for socialising and commercial activity. This is alongside maintaining the transport needs as required for the City with an emphasis on living locally taking into account the needs of everyone in society.
- 3.3 Cross referencing the Place Standard tool with the common attributes of a 20 Minute Neighbourhood we have identified 4 key thematics that will guide the public participation and the focus for interventions. These are;
- i. **Local Town Centres**
Glasgow's network of centres is a key strength of the City in moving towards an ambition of 20 Minute Neighbourhoods. Many of Glasgow's local centres are busy social spaces that provide many functions beyond retail and commercial. However, there are also major challenges created by retail competition and the shift to online shopping. However, there is a significant opportunity to strengthen the position of many local town centres in Glasgow by improving ease of access and improving the environmental quality.
 - ii. **Everyday Journeys**
The transport sector is Scotland's major contributor of carbon emissions. The majority of journeys made by car are short. By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes. For example, journeys to schools and other local amenities. However, it is also recognised that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.
 - iii. **Active Travel**
Glasgow has an ambitious target to make walking, cycling and wheeling considered as first choice modes of travel. A key element of this will be the

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implementation of a city-wide segregated active travel network. The Liveable Neighbourhoods approach will create the bridge between the front door and the city-wide segregated network.

iv. **Streets for People**

During the 20th century, Glasgow's streets and public spaces became dominated by the needs of motorised transportation. This includes vehicle movement and parking. International best practice has shown that as space is reallocated and vehicle speeds and flows are reduced, there is significant potential to improve the quality of street spaces. This creates opportunities to increase the range of people and activities that are on the street. It also creates space for increased green infrastructure, which is an important tool in climate adaptation and mitigation.

3.4 The concept of Liveable Neighbourhoods and 20 Minute Neighbourhood are not new. There are several projects across Glasgow that reflect this approach and activity. For example;

- City Deal Avenues Programme – rebalancing of the city centre prioritising people.
- Connecting Woodside – area wide active travel programme focusing on place, permeability and connectivity.
- Yorkhill and Kelvingrove Cycling Village – a cycling village with inclusion of improvements to public spaces for residents and visitors to the area.
- Waverley Park – creating a street environment suitable for people of all ages to play and socialise, free from fear of traffic safety, noise and pollution.
- St. Pauls Youth Forum – Developing an active travel network for their local area

The first two programmes are being delivered directly by the council. Whereas the Council is working in conjunction with Yorkhill and Kelvingrove Development Trust to deliver their project and the latter two are being developed by the community themselves with support from Sustrans.

3.5 It is becoming widely acknowledged that this current approach of developing localised interventions in a fragmentary fashion across Glasgow will potentially not deliver on the much-needed overarching transport strategy outcomes for the city. 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 Liveable Neighbourhoods plan provides an opportunity for such a framework to be developed. Therefore the approach proposed for Glasgow is based on implementation at the scale of large urban neighbourhood areas. The process will be led with public participation helping to identify a series of thematic interventions in their local communities, whilst also delivering on the necessary city scale interventions required.

3.6 The LN activity being developed for Glasgow is guided by the principles and ethos of the Community Empowerment (Scotland) Act 2015. The approach has

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been initiated with the development of a Liveable Neighbourhoods Toolkit which aims to facilitate local communities and groups to represent their needs in relation to the four key thematic, assisting them to identify and take forward appropriate interventions in their areas, in a manner which aligns with the Council's overarching approach. The Toolkit is designed to be accessible and useable by local communities and stakeholders and is provided in Appendix 1.

- 3.7 All this activity will be undertaken through collaboration and partnership working at a local and city level with the respective partnering agents and organisations; third sector organisations, the Community Planning Partnership, and the Health and Social Care Partnership and their respective membership will be instrumental in assisting on taking forward the likely identified interventions, on both physical and behavioural change activities. Active engagement at city and sector level will continue as part of the development of the Liveable Neighbourhoods Plan.
- 3.8 The Toolkit has also been developed as a [StoryMap](#). This also provides an opportunity to share exemplar projects from Glasgow and further afield. The site will also be used to showcase new projects and opportunities.

4. Methodology

- 4.1 A series of city wide area data sets relevant to the key components of a Liveable Neighbourhood were identified and gathered to provide a baseline for the city. This has been collated into an online GIS dashboard that would allow change in the city to be viewed and analysed.
- 4.2 The Liveable Neighbourhoods Plan will be implemented on a whole-city basis. In order to align available resources with delivery capacity a phased approach is being proposed. Utilising the current 56 Glasgow neighbourhoods and the Scottish Index of Multiple Deprivation (SIMD), areas were mapped out using the subset of data zones to identify 27 large urban neighbourhoods, described as Liveable Neighbourhood Areas (LN areas). These proposed areas were reviewed with built environment, typology, location of local high streets and civic services, and known movement of transport corridors considered. The use of a data led approach to defining the LN areas will facilitate monitoring and evaluation of the project outcomes, with a focus on delivering social equity.
- 4.3 Of the identified 27 LN areas, 24 were selected to be taken forward as 3 areas have existing projects that will provide similar interventions to the proposed thematic for the Liveable Neighbourhoods activity. Namely:
- City Centre - Avenues Programme
 - Woodside - Connecting Woodside
 - Yorkhill and Kelvingrove – Yorkhill and Kelvingrove Cycling Village
- 4.4 To take each of the 24 LN Areas forward in a way that is manageable, the areas were divided into 6 Tranches with 4 LN Areas in each. This provides a staged

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progression of projects which will overlap. In order to select the first four neighbourhoods for Tranche 1, neighbourhoods were prioritised using the SIMD data zones, eleven selected criteria and assistance and knowledge from the Council's Spatial Planning team. The criteria used was as follows:

- Opportunities to Strengthen Network of Centres
- Opportunities to Develop School Streets / First Choice Active Travel
- Opportunity to Improve connectivity + / Active Travel & Public transport
- Opportunities to Support Streets for People Activity
- Supports Strategic Spatial priority or other city priorities (including Glasgow Metro + Hubs)
- Opportunity to support Social and Economic benefits in the area
- Opportunities to Access open space, enhance/ Protect environment
- Deliverability (including community and stakeholder support)
- Existing community led initiatives. (Sustrans/ TCF/ RCGF/ V&DL etc.)
- Opportunity to support health and wellbeing
- Opportunities to improve quality of place

4.5 The initial 4 Liveable Neighbourhood areas to progress are:

- Hamiltonhill, Possilpark, Cowlares and Port Dundas
- Langside, Mount Florida and Toryglen
- Greater Govan, Ibrox and Kingston
- Dennistoun, Riddrie & Carntyne

4.6 The identified areas will be taken forward by the client project team working in conjunction with consultancy teams. Glasgow North, and Langside, Mount Florida and Toryglen will be undertaken by the Council's in-house NRS Project Management and Design Team (PMD). The latter two Liveable Neighbourhood areas will be progressed with external consultants being procured.

4.7 The Public Conversation 'Connecting Communities - We need to talk about our Transport future' has provided the initial basis of community dialogue. For each LN area, full consultation and engagement with the local communities and key stakeholders will be undertaken.

4.8 Each LN area will initially undergo a SWOT analysis with a services/operations report being prepared, and existing feasibility studies and strategies identified. The first tranche will be progressed through to March 2022, from Strategic Definition, Preparation and Briefing to Concept Design (RIBA Stages 0-2) for the identified interventions being developed. A subsequent report will be brought to the Committee detailing the progress achieved.

4.9 In order to progress to detailed and technical design, additional Sustrans Places for Everyone funding will be sought for these four initial 4 LN areas, and to take forward the next five Tranches.

4.10 A Strategic Business Case – green book compliant, will be produced for March 2022, and will be used to source and secure construction funding for the

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principal interventions. Discussions will be held with Transport Scotland and Scottish Government later this year. Other appropriate funds will be sought for intermediate and thematic interventions through identified funding sources to date, such as the Place Fund and Levelling Up Fund.

5. Summary

- 5.1 The Liveable Neighbourhood Plans will act as pathfinders for Glasgow's approach to the conceptual development and implementation of 20 Minute Neighbourhoods. It is important that each Liveable Neighbourhood Plan helps respond to and promotes the unique identity of their area. In this way, Liveable Neighbourhood Plans may differ and vary according to their location and the socio-economic characteristics, urban form, existing patterns of movement, nature and heritage of the area in question. Each Liveable Neighbourhood Plan will integrate with the Council's wider corporate objectives including spatial planning, regeneration and economic development objectives for their area, whilst also acting as a pathfinder for patterns of urban dwelling which accelerate Glasgow's trajectory towards net zero carbon by 2030.
- 5.2 The public conversation will continue through local engagement and with the use of the Place Standard Tool aim to identify interventions that can be undertaken throughout each area. With the consultees being involved in identifying the suite of interventions to be taken forward as public participation is key to the delivery of the programme. As noted, Liveable Neighbourhoods areas differ in their character and as such require a bespoke series of interventions and measures to be developed.

6. Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	To cost of producing the full suite of reports is £3,500,000. This will be funded with £3,000,000 from Sustrans and £500,000 from the Council, with the Sustrans funding to be spent by June 2021. GCC's funding is primarily to be spent on the Connectivity Plan – Local Transport Strategy
<i>Legal:</i>	(to be completed).
<i>Personnel:</i>	Internal and external resources
<i>Procurement:</i>	Consultants to be procured for taking interventions identified for four Liveable Neighbourhood areas to RIBA Stage 2

Council Strategic Plan: The projects supported by this funding in turn support the following Strategic Plan themes:

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- A Thriving Economy
- A Vibrant City
- A Healthier City
- A Sustainable and Low Carbon City
- Resilient and Empowered Neighbourhoods

The following Strategic Plan outcomes are supported:

- A resilient, growing and diverse city economy where businesses thrive.
- Glasgow is a world class destination for tourism, culture, sport, events and heritage.
- Glaswegians are active and healthier.
- All citizens have access to the city's cultural life and its heritage.
- Glasgow is healthier.
- Citizens and communities are more self-reliant for their health and wellbeing.
- Citizens use active travel, including walking and cycling.
- We have more sustainable, integrated transport networks across the city, and less congestion.
- We have a low carbon footprint as a council and as a city.
- Citizens can access good facilities, jobs and services locally.

More specifically, the funding makes an important contribution towards the Council's commitment to 'prioritise sustainable transport across the city' (Priority 55).

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2017-21

Generally supportive of the stated outcomes.

What are the potential equality impacts as a result of this report?

Individual EQIA screenings will be undertaken for the individual projects as appropriate.

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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.

Sustainability Impacts:

Environmental:

The projects funded by these grants will enhance existing and create new conditions for promoting and supporting sustainable forms of transport.

Social, including opportunities under Article 20 of the European Public Procurement Directive:

Encouragement of cycling and/or walking for daily utility journeys. Cycling as a leisure activity and as a sport.

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.

Economic:

The works may provide opportunity for local employment and regeneration.

Privacy and Data Protection impacts:

No data protection impacts identified.

7. Recommendations

- 7.1 It is recommended that Committee notes the contents of the report.

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