

## **Liveable Neighbourhoods Plan – Update noted.**

**2** With reference to the minutes of the City Administration Committee of 18th June 2020 (Print 7, page 593) approving the acceptance of £3m of external funding to assist in updating Glasgow's transport strategies, there was submitted and noted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding the development of the Liveable Neighbourhoods Plan, part of the suite of Transport Plans for Glasgow, advising

- (1) that the grant from Sustrans Scotland's "Places for Everyone fund for Connecting Communities" was being used to support the development of new transport related plans across the city, principally a City Centre Transformation Plan, a Liveable Neighbourhoods Plan, an Active Travel Strategy and a Bus Services Improvement Partnership and would also support the development of the new Glasgow Transport Strategy (GTS);
- (2) that as part of the GTS the Liveable Neighbourhoods Plan (LNP) for Glasgow aimed to reduce the city's dependency on cars and make walking, cycling and public transport the first choice and that residents would benefit from safer, quieter streets that would facilitate play, walking and cycling;
- (3) that the LNP would transform streets, identified through meaningful engagement, into areas where people would feel safe in pleasant, attractive environments, would encourage active travel as the first choice of transport, with these measures benefitting public health by reducing noise and air pollution;
- (4) of the GTS, which set out the Council's approach to how people and goods moved around the city, the strategic actions and policy;
- (5) that the LN activity was guided by the principles and ethos of the Community Empowerment (Scotland) Act 2015 and the approach had been initiated with the development of a Liveable Neighbourhoods Toolkit, detailed in the appendix to the report, which aimed to facilitate local communities and groups to represent their needs in relation to 4 key thematic areas that would assist to identify and take forward appropriate interventions in their areas;
- (6) of the methodology used to provide a baseline for the city, how the LNP would be taken forward and implemented, of the planned consultation and engagement with communities and that the first tranche would be progressed through to March 2022 with additional funding sought from Sustrans Places for Everyone for the 4 initial LN areas and to progress the next 5 tranches with a Strategic Business Case produced by March 2022; and
- (7) that each LNP would help respond to and promote the unique identity of each area and might 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.