

**Glasgow City Council****Environment, Sustainability and Carbon Reduction City Policy Committee****Report by Executive Director of Neighbourhoods, Regeneration and Sustainability****Contact: Derek Dunsire Ext: 76851****LIVEABLE NEIGHBOURHOODS PLAN****Purpose of Report:**

- To present the Ruchill to Cowlares RIBA Stage 0-1 LN report
- To present the Langside to Toryglen RIBA Stage 0-1 LN report
- To present the initial LN Strategic Business Case (Strategic and Economic cases only)
- To propose that the future allocation of Place Fund (2022-2023 onwards) is reserved for the LN programme.

Recommendations:

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

Ward No(s): 16, 07, 22, 18, 05

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No **PLEASE NOTE THE FOLLOWING:**

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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 Programme.
- 1.2. The Liveable Neighbourhoods Plan (LNP) will complement the City Council's Active Travel Strategy 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 active travel as people's first choice for transport.
- 1.3. The LNP is a direct response to the climate emergency 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.
- 1.4. Through an area-based approach, the LNP will 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. The LNP aims to transform streets, identified through meaningful consultation, into areas where people feel they are safe, pleasant, attractive environments.

2. Key Policy Update

- 2.1. The most recent development is that this approach has been given prominence through the Scottish Government's [Scotland's 2045 – Fourth National Planning Framework Draft](#) (Nov 2021) identifying **Liveable Places** and 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.
- 2.2. 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.

3. The Liveable Neighbourhoods Approach

- 3.1. Taking account of the feedback received through the [Connecting Communities conversation in 2020](#) 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, infrastructure needs to be built that reflects the requirements and aspirations of people living within their local communities.

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 more detailed public participation and act as a focus for design interventions. These are:

- ***Local Town Centres***
- ***Everyday Journeys***
- ***Active Travel***
- ***Streets for People***

3.4. 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 LNP approach 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.

4. Liveable Neighbourhoods Tranche 1 Update

4.1. Tranche 1 (of 6) consists of four Liveable Neighbourhood (LN) study areas. GCC Project Management and Design team (PMD) are working on the areas of ***Ruchill to Cowlares LN*** and ***Langside to Toryglen LN***. External Consultants Arcadis were appointed with Collective Architecture to work on the areas of ***Dennistoun to Carntyne LN*** and ***Govan to Kingston LN***.

4.2. The timelines for the Project are:

- RIBA Stage 0-1 report delivered by the PMD team for January 2022.
- RIBA Stage 0-1 report delivered by the external consultants for March 2022.
- Work continuing through RIBA Stage 2, Concept Design, to September 2022 for all 4 LN study areas.

4.3. Informal stakeholder and public engagement for ***Ruchill to Cowlares LN*** and ***Langside to Toryglen LN*** was undertaken in October 2021. For the areas of ***Govan to Kingston LN*** and ***Dennistoun to Carntyne LN*** this took place in November and December 2021.

4.4. Digital engagement took place through the Commonplace platform (see links below) to allow people to comment and post projects they would like to see in their area. This was complimented by the Scottish Governments Place Standard tool to allow people to provide further information on their area. Although data has now been collected from Commonplace the links are still live for people to view and make further comment. The hyperlinks are as follows:

- <https://ruchilltocowlairsln.commonplace.is/>
- <https://langsidetotoryglenln.commonplace.is/>
- <https://govantokingstonln.commonplace.is/>
- <https://dennistountocranhillln.commonplace.is/>

4.5. Face to face public engagement was undertaken in compliance with COVID advice and restrictions at the time. The consultancy team met with a number of local community groups and people in each locality such as The Women’s Refuge Project, Hawthorn Youth Group, Young People’s Futures, Claypits LNR, and Glasgow Disability Alliance.

4.6. An all-day drop in/out online Pe-ku event workshop was held on 14th October from 10am to 8:30pm for both **Langside to Toryglen LN** and **Ruchill to Cowlairs LN**. Local stakeholders, community groups and local residents were invited to give short presentations to each other and discussions on each LN topic. Stories and ideas were collected and drawn by a local artist throughout the discussion. The consultation report can be accessed below:

[LN Consultation Report for Ruchill to Cowlairs and Langside to Toryglen \[7Mb\]](#)

4.7. The RIBA 0-1 reports have undertaken studies on each area collecting and gathered existing data. This data has been analysed and considered alongside the information gathered during the stakeholder engagement to identify local community-based proposals. An overarching SWOT Analysis was undertaken to identify gaps in provision. Collectively this has generated a number of potential interventions and concepts (existing and new) for each LN area.

5. RIBA stage 0-1 reports

The following lists highlight the output of the RIBA stage 0-1 reports for consideration to progress to RIBA Stage 2 Concept Design.

5.1 **Langside to Toryglen LN** Stage 0-1 report identifies 15 interventions areas that highlight a number of projects. These are:

1	Skirving Street – Design proposal for measures at junction of Skirving Street and Deanston Drive.
2	Langside Primary – Opportunity to work with the school and local community to improve streets around the school and of Shawlands local town centre and School Car Free Zone
3	Battle of Langside Monument / Roundabout – Opportunity to improve pedestrian access around this junction
4	Battlefield Active Travel Route – ongoing GCC/Sustrans Project

5	Animating Mount Florida – Proposal aims to help support the local town centre along Cathcart Road. A greening of the street. Links to:
6	Letherby Triangle and Mount Florida Primary – ongoing proposal with the local community and Sustrans. Formation of a new civic space.
7	Stanmore Road Streets for People – Opportunity to improve streets and neighbourhoods east of Cathcart Road/Mount Florida local town centre event management.
8	Mount Florida Streets for People – Opportunity to work with the local community to improve streets and neighbourhood to the west of Cathcart Road.
9	Battlefield Everyday Journeys, Battlefield Primary and Sinclair Drive - Opportunity to work with the local community to improve streets and neighbourhood around the Primary School.
10	Kings Park Primary, Everyday Journeys - Opportunity to work with the local community to improve streets and neighbourhood around the Primary School. School Car Free Zone.
11	Toryglen Streets for People and Routes to Schools (St. Brigid’s Primary and Toryglen Primary)
12	Mount Florida Bowling Club/Hampden (South) Streets for People. – Opportunity to work with the local community to improve streets in neighbourhood around the bowling club.
13	Polmadie: Active Travel - Work with local stake holders to promote active travel to and from the South of Glasgow.
14	Toryglen Active Travel Routes to Rutherglen. Work with the local community to improve links to Rutherglen, promoting active travel.
15	Battlefield East, Animating the White Cart Water - Work with the local community to improve the local streets and animate the North bank of the White Cart Water.

5.2 The RIBA Stage 0-1 report can be accessed below:

- [Langside to Toryglen Stage 1 \(Part 1\)](#)
- [Langside to Toryglen Stage 1 \(Part 2\)](#)

5.3 **Ruchill to Cowlairs LN** Stage 0-1 report identifies 13 interventions areas that highlight a number of projects. These are:

1	Possilpark Streets for People and Keppoch Campus Primary School Street Improvements.
1.1	Bardowie Street Playground - Work with project team already established and include improvements. to surrounding street space
1.2	Possilpoint Community Centre - Public realm improvements to link in to proposals for new community centre.
1.3	Routes to Schools - Public realm upgrades to improve footpaths, lighting, road crossings and traffic calming.
1.4	Ashfield Street / Kinbuck Passage / Byshot Path - Activating unused space and improving pedestrian connections.
1.5	Activation of unused space and Public realm improvements - Activating spaces and improving street and public realm quality to Allander Street, Denmark Street, Ashfield Street and Mansfield street including street narrowing, greening & cycleways.
2	Cowlairs Park & Routes to School (Keppoch Campus) – Opportunity for community led strategy to develop design strategy for the park.
3	Hamiltonhill street improvements – to align with masterplan works undertaken for derelict land.
4	Animating Saracen Street & connecting Possilpark local town centre including Millennium Park. Working with local stakeholders to redefine Saracen Street.
4.1	Millennium Park Revisited - Work with local community to improve the place quality of the ‘concrete jungle’.
4.2	Brothers Path (Balmore Road to Saracen Street) - Improve path and lighting to create safe pedestrian route along desire line.
4.3	North Saracen Street Placemaking - Improvements to provide reduce car space to quieter street to create more pedestrian friendly public space.
4.4	Allander St / Carbeth St / Tannock / St Connection - Establish a permanent connection between Hamiltonhill and Possilpark town centre.
4.5	Saracen Street Public Realm - Further development of the Possil BID to ensure cohesive design around proposed City Network ensuring safe accessible places for pedestrians and cyclists.
5	Keppochill / Keppoch Cross Streets for People – Opportunity to work with the community who have become increasingly isolated from neighbouring areas.

6	Civic Street – Work already initiated by local social enterprise. Work with stakeholders to improve outside space and activate street and derelict land.
7	Pinkston Placemaking – New Public Realm connecting Dobbies Loan (avenue) to North Canal Bank Street.
8	Pinkston Road traffic calming – HGV route. Creating a place that is easy to navigate and cross roads.
9	Milky Way (Borron Street connection) – Establishing a safe pedestrian connection linking Borron Street to Keppochill improving connectivity and permeability.
10	Panmuir Street & routes to Benview Campus at Ruchill. Establishing better approaches to primary school and park from Panmuir Street, Wester common and Ruchill Park.
11	Stocking field / Ruchill Golf Course. Assist in activating former golf course around new landing to Stockingfield Bridge.
12	Ruchill St/Bilsland Drive - Placemaking and Streets for people activity
12.1	Canal Access Improvements - Improved access to canal tow path and traffic calming or modal filter of Ruchill Street at canal bridge.
12.2	Ruchill Street Public Realm - Widen pavements, increase crossing points, street greening to Ruchill Street, Shuna Street, Mayfield Street, Tamshill Street, Hugo Street, Shannon Street
12.3	Green Space Improvements - Improved green infrastructure, nature based play, footpaths, lighting to existing greenspace between Smeaton Street / Shannon Street and Tarnshill Street.
12.4	New Linear Park - New park and green infrastructure to activate connection between Bilsland Drive and Parkbrae Gate.
12.5	Bilsland Drive Public Realm - Integrating 'Spaces for People' active travel cycle route into wider public realm, activating unused space and improving pedestrian connections.
13	The Dummy Railway Placemaking - Connection improvement on link between Balmore Road, Panmuir Street, Mireton Street and Bilsland Drive.

5.4 The RIBA Stage 0-1 report can be accessed below:

- [Ruchill to Cowlairs LN Stage 1 \(Part 1\)](#)
- [Ruchill to Cowlairs LN Stage 1 \(Part 2\)](#)

- 5.5 A number of projects will be selected and taken forward to RIBA Stage 2 concept design. It is noted that a number of identified projects are already underway. Projects that are taken forward as part of Liveable Neighbourhoods will undergo preliminary design and be presented at further engagement sessions to create a co-design between community, stakeholders, and the council.
- 5.6 Alongside the design proposals, programmes will be developed including delivery strategy, costings, and statutory undertakings to allow proposals to be presenting alongside the Strategic Business Case for funding opportunities as they arise.
- 5.7 Any projects that are not taken forward to concept design will still be revisited and available for progression upon reviews and availability of funding and resources.

6 Yorkhill to Anderston LN

- 6.1 On reviewing the Liveable Neighbourhoods approach and identified tranches of work, it was acknowledged that the Yorkhill / Anderston areas have a number of wider Active Travel and Streets for People projects that align with the LN Plan providing an opportunity to review and collate work and to undertake a wider overarching appraisal of the geographical area.
- 6.2 A procurement exercise was undertaken to appoint a consultant to develop and produce a report on the Yorkhill / Anderston areas to RIBA Stage 1 including a review of ongoing relevant projects, such as the Yorkhill and Kelvingrove Cycling village and proposals for Old Dumbarton Road, and provide a list of proposed interventions centred on the themes identified in Glasgow City Council's [Liveable Neighbourhoods Toolkit](#).
- 6.3 Collective Architecture were appointed as the Consultant on the 10th December 2021 to provide this piece of work within 6 months.

7 Strategic Business Case

- 7.1 The consultant team for Liveable Neighbourhoods has undertaken the development and preparation of the Liveable Neighbourhoods Strategic Business Case (Strategy and Economic cases only) that will be utilised in taking forward the conversation with the Scottish Government and partnering agents on demonstrating and furthering the approach that is being taken forward by Glasgow.
- 7.2 The Strategic Business Case (SBC) has appraised the direct, indirect and opportunity benefits of implementing the Liveable Neighbourhood Plan.

The figures used in the calculations related to estimated costs for delivering on place based interventions for the LN areas in Tranche 1. The initial estimate of benefits, over a 10-year period, is £265M (2018 base). This gives a benefit: cost ratio of between 5 and 13, a figure which demonstrates a high return on investment, and which is in line with evidence of similar interventions from elsewhere.

- 7.3 The SBC will be developed further to include Finance, Management, and Sustainability cases. These will be integrated into subsequent outline business cases to provide rationale to funding bids. The SBC can be accessed below:

[Strategic Business Case LN \[1Mb\]](#)

8 Tranche 2 & 3

- 8.1 A second Connecting Communities application has been made to Sustrans Places for Everyone Fund in order to allow continuation of the Liveable Neighbourhoods programme. The funding decision is anticipated in early February 2022.
- 8.2 The proposed funding would take the LN programme forward to RIBA Stage 0-2 for Tranche 2 and 3 in their respective years (Tranche 2 April 2022 – March 2023 and Tranche 3 April 2023 to March 2024).

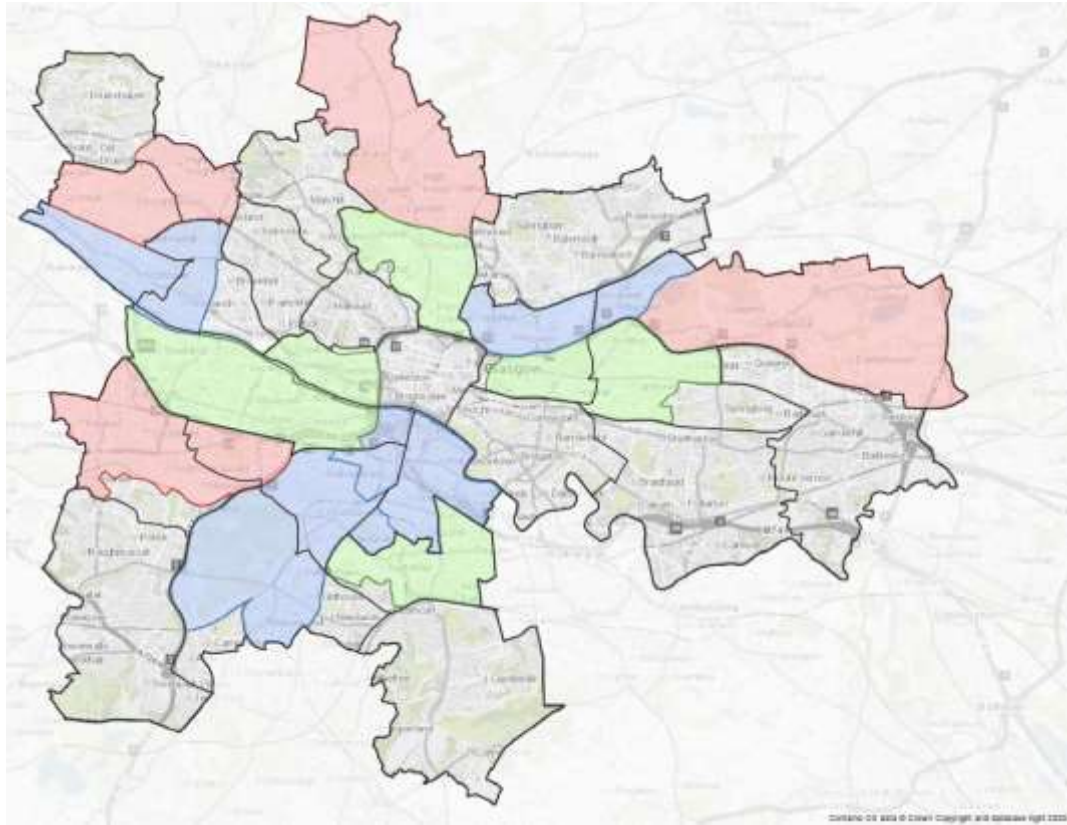
Tranche 2 (Blue in map)

- Pollokshaws, Mansewood, Pollokshields West, Shawlands and Strathbungo LN
- Greater Gorbals, Govanhill and Pollokshields East LN
- Sighthill, Roystonhill, Germiston, Blackhill and Hogganfield LN
- Yoker, Scotstoun, Jordanhill and Whiteinch LN

Tranche 3 (Red in map)

- North Cardonald, Pennilee, Crookston, South Cardonald, Bellahouston, Craigton and Mossspark LN
- Knightswood, Temple and Anniesland LN
- Lambhill and Milton LN
- Easterhouse, Ruchazie and Garthamlock LN

The map below displays the proposed LN Study areas overlaid with Ward Boundaries



Map showing LN areas Tranches 1-3 and Ward boundaries

- 8.3 Tranche 2 and 3 will cover 14 wards. Due to the datasets there will be cross boundary project areas.
- 8.3.1 Tranche 2 will cover the wards of; Victoria Park, Garscadden/Scotstounhill, Dennistoun, North East, Southside Central, Greater Govan (Tradeston only), Pollokshields and Newlands/Auldburn.
- 8.3.2 Tranche 3 will cover the wards of; Pollokshields (part of Tranche 2 already), Cardonald, North East (part of Tranche 2 already), Canal, Drumchapel/Anniesland (Anniesland only) and Garscadden/Scotstounhill (part of area in Tranche 2 already).
- 8.4 Tranches 4, 5 and 6 locations will be confirmed at a later date.

9 Next Steps

- 9.1 **Collaborative working:** From January 2022, the Transport Strategy group are now part of NRS City Development, a division that contains Planning, Housing and Building Standards. This will further the opportunities for the respective officers to work more collaboratively with the Spatial Planning, City Design, Development Plan and Housing Regeneration teams while retaining links and working relationship with teams in NRS City Operations.
- 9.2 **Funding opportunities.** Funding is necessary to progress the Liveable Neighbourhoods Programme, with current activity taking forward projects in

Tranche 1 to RIBA stage 2 (Concept Design) only. The next step will be the presentation of projects to a series of different funders and potential funding opportunities. The preparation of business cases and participating in funding bids can take significant time and resources and be constrained by timelines out with the Council's control. The theme of Liveable Places and 20-minute Neighbourhoods is high on the agenda for the Scottish Government – [Scotland 2045 Fourth National Planning Framework](#) and fits with key Council strategic priorities. Therefore, consideration should be made to identify and dedicate a source of funds that could be allocated to the LN programme in order to maintain a momentum in the delivery of projects on the ground.

- 9.2 Consideration should be given for a significant portion of the **Place Fund** (formerly Town Centre Capital Fund) budget through the Scottish Governments Place Based Investment Programme to be reserved from the 2022-2023 allocation onwards for the LN programme. This is in line with other local authorities' decision to allocate their funding to '20-minute neighbourhoods'.
- 9.3 This dedicated funding for the LN programme would provide greater certainty. Generating a targeted approach for project activity from initiation to completion on the ground. This approach follows the [Place Based Investment Programme – the Place Fund](#) paper that was presented in December 2021 and as highlighted would deliver on the following outcomes for the city:
- Development of 20-minute neighbourhoods.
 - Town centre regeneration.
 - Community led regeneration and community wealth building.
 - Achieving net zero.
 - Promoting well-being and inclusive economic development which tackles inequality and disadvantage.
- 9.4 Funding received from the Place Fund can be utilised as match funding for Sustrans Places for Everyone fund with Sustrans providing up to 70%. Through the LN programme and associated Active Travel Strategy interventions this would allow for significant leverage of funding – thereby achieving more than the Place Fund on its own (e.g., £3million Place Fund could be matched funded to £7million PfE).

10 Summary

- 10.2 The Liveable Neighbourhood Tranche 1 has progressed at pace since the introduction of the LN Online [StoryMap](#) and [Toolkit](#) in June. With Stage 0/1 reports developed for two of the LN Areas; and through engagement of key stakeholders and local communities generating a series of possible projects that can now be taken forward to RIBA Stage 2 Concept Design. This aims to integrate communities 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.

- 10.3 A Strategic Business Case has been developed to confirm and provide strength to Glasgow's LN approach and to provide rationale to funding bids. It is proposed that a significant portion of GCC's allocation of the Place Fund from 2022-2023 onwards is reserved for the LN programme.
- 10.4 The first of the Liveable Neighbourhood RIBA Stage 0/1 reports demonstrate an understanding and wealth of interventions and projects for each area. A number of these projects will progress to concept design (RIBA Stage 2) and will be completed for the end of September 2022.
- 10.5 Alongside the four LN areas a fifth LN area (Yorkhill to Anderston) was introduced to the Programme in December 2021 to assist with current localised initiatives and expand the project scope to cover the full Yorkhill to Anderston LN area.
- 10.6 The public conversation will continue through engagement and with the use of online and where possible in person public events to collaboratively identify interventions that can be undertaken for each area, with local communities being actively involved in identifying the suite of interventions to be taken forward.

11 Policy and Resource Implications

Resource Implications:

Financial: The full costs of delivering Tranche 1 activity is being met from the Connecting Communities funding from Sustrans to be spent by September 2022.

Legal: No legal implications

Personnel: Internal and external resources

Procurement: No further procurement required for Tranche 1.

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

- 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.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

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.

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

The projects funded by these grants will enhance existing and create new conditions for

Plan actions? Please specify: promoting and supporting sustainable forms of transport. GCC Climate Emergency 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.

Active Travel Strategy setting the ambition and workplan that will also deliver on the city and neighbourhood networks.

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.

12 Recommendations

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