



Glasgow City Council

Environment, Sustainability and Carbon Reduction City Policy Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

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LIVEABLE NEIGHBOURHOODS PROGRAMME (LNP)

Purpose of Report:

- To present the Dennistoun to Cranhill RIBA Stage 0-1 LNP report
- To present the Govan to Kingston RIBA Stage 0-1 LNP report
- To present the Yorkhill to Anderston RIBA Stage 1 LNP Report

Recommendations:

It is recommended that Committee notes the contents of the following reports:

- Dennistoun to Cranhill RIBA Stage 0-1 LNP report
- Govan to Kingston RIBA Stage 0-1 LNP report
- Yorkhill to Anderston RIBA Stage 1 LNP report

Ward No(s): 05, 10, 18, 22

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 of the Liveable Neighbourhoods Programme (LNP).
- 1.2. The LNP is a direct response to the '20-minute neighbourhood' concept, 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. It is a core concept advocated by the [Glasgow Transport Strategy Policy Framework](#) and will also be part of the forthcoming City Development Plan update.
- 1.3. Through an area-based approach, the LNP will review and collate existing project activity and add newly identified thematic projects through engagement and collaboration creating a long list of projects of varying scale which will be progressed to design and then construction subject to available funding.
- 1.4. The LNP aims to transform streets, identified through meaningful consultation, into areas where people feel they are safe and attractive environments. It aims to support more journeys by walking, wheeling and cycling locally, as well as improving access to public transport interchanges, shorten journeys and reduce the need to travel by car, as per Glasgow Transport Strategy Policy 1.

2. Key Policy Update

- 2.1. 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 Public Conversation on Glasgow's Transport Future 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 Programme 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 Stage 0-1 reports

4.1. Tranche 1 (of 6) consists of five Liveable Neighbourhood (LN) study areas.

4.2. ***Ruchill to Cowlands LN*** and ***Langside to Toryglen LN*** RIBA stage 0-1 reports were presented to the ESCR Committee on the [1st February](#) with the areas of ***Dennistoun to Carntyne LN***, ***Govan to Kingston LN*** and ***Yorkhill to Anderston LN*** Stage 0-1 reports being the focus of this report.

4.3. Stakeholder and public engagement took place in November 2021 and February 2022 for Govan to Kingston and Dennistoun to Cranhill. This process was undertaken in Yorkhill to Anderston between March and May 2022.

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 Government's 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 to the end of September 2022 for people to view and make further comment. The hyperlinks are as follows:

- <https://govantokingstonln.commonplace.is/>
- <https://dennistountocranhillln.commonplace.is/>
- <https://yorkhilltoanderstonln.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 in addition to the Glasgow Disability Alliance.
- 4.6. A community engagement event was held in each of the composite neighbourhoods making up the three LN areas, meaning eleven events were undertaken in total. This introduced residents and stakeholders to the LN vision and gave them a chance to input into the project generation work through a structured feedback process and a giant interactive floor map. This further identified key areas and aspects that the community viewed as being prioritised for transformation through the LN programme. This approach displays how the LN programme facilitates bottom-up engagement to co-create projects in a bespoke local manner, framed by the city-wide four themes of liveable neighbourhoods.
- 4.7. The RIBA 0-1 reports have undertaken studies on each area collecting and gathering 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.
- 4.8. Due to the election period the stage 0-1 Dennistoun to Carntyne LN and Govan to Kingston LN reports have not been able to be presented to Committee with this ESCR committee being the first available opportunity. This now coincides with the timeline for the Yorkhill to Anderston LN report.
- 4.9. Following on from Liveable Neighbourhoods RIBA stage 1, a long list of projects were assessed against a number of criteria to create a short list of projects and establish which could potentially be progressed to RIBA Stage 2 (concept design). This matrix considers a multitude of environmental, social, and economic factors such as potential for carbon reduction, capacity for modal shift, opportunities for the local economy and deliverability of the projects.
- 4.10. Local Ward Councillors were presented an opportunity before pre-election period to brief them on the shortlisted projects. Further to this our Spatial Planning colleagues were consulted on the projects including the Strategic Development Framework team. Following this process, a selection of 4-6 projects in each LN area were carried through to RIBA stage 2 for concept design work.

5. RIBA stage Project Shortlist

The following lists highlight the proposals contained within the RIBA stage 0-1 reports that are progressing to RIBA Stage 2 Concept Design. Further consultation will be held during stage 2.

5.1 **Govan-Kingston LN:**

•	Govan Road Improvements
•	Drumoyne Spaces for People
•	Cessnock/Ibrox Village Strip
•	Lorne Street Improvements
•	A739 Boulevard (Submitted to Levelling up Fund)

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

[LN Tranche 1 Govan to Kingston RIBA Stage 1 Report](#)

5.3 **Dennistoun-Cranhill LN:**

•	Dennistoun Railway Bridges, street, and accessibility improvements on existing bridge approaches.
•	Riddrie Town Centre
•	Carntyne Square
•	Hogarh Park Improvements
•	Cranhill M8 bridge lighting

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

[LN Tranche 1 Dennistoun to Cranhill RIBA Stage 1 Report](#)

5.5 The online and in-person community engagement provided invaluable ideas for the design team to develop specific LN projects. At the conclusion of Liveable Neighbourhoods RIBA stage 1, a long list of projects were internally assessed against eleven criteria to create a short list of projects and establish which could be progressed to RIBA Stage 2 (concept design) at this time. 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 collaborate 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 be available for progression upon reviews and availability of funding and resources.

6 Yorkhill to Anderston LN RIBA Stage 1 Report

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 Programme 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 and are progressing towards a completion date in July 2022. The proposals contained within the RIBA stage 1 report will be analysed using the LN matrix to identify suitable projects to be progressed to RIBA Stage 2 Concept Design. This will be undertaken via funding applications to the Sustrans Places for Everyone fund. The RIBA Stage 0-1 report can be accessed below:

[LN Yorkhill to Anderston Stage 1 Report](#)

6.4 Further conversations will be held with the local Ward Councillors with recommendations and an opportunity for input on what projects could potentially be put forward for concept design funding.

7 Tranche 2

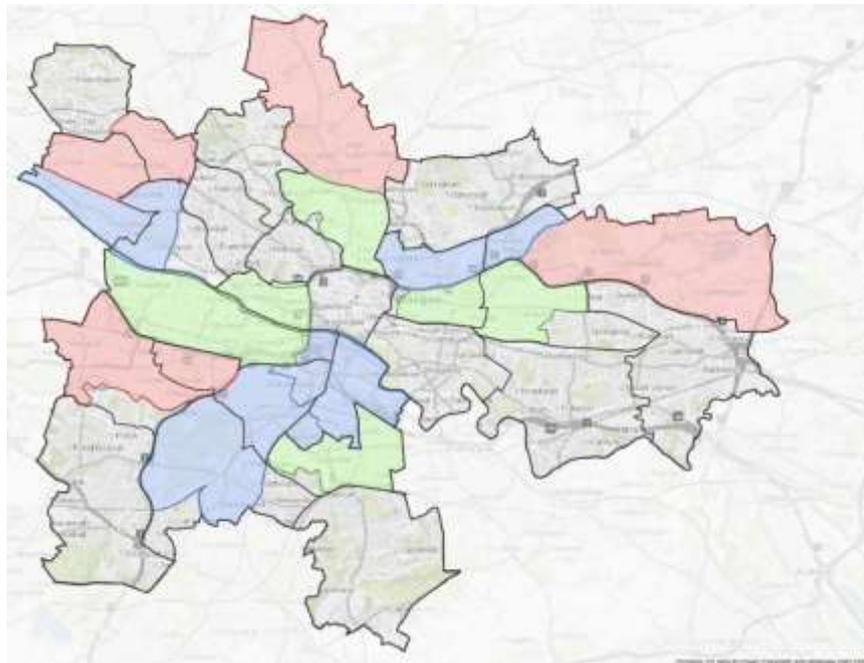
7.1 In autumn 2021, a second Connecting Communities application was made to Sustrans Places for Everyone Fund in order to allow continuation of the Liveable Neighbourhoods programme. Funding was awarded in February 2022 and approved shortly after by the [City Administration Committee on 24th February 2022](#).

7.2 This funding has allowed the LN programme to continue with RIBA Stage 0-2 for Tranche 2 and 3 in their respective years (Tranche 2 September 2022 – August 2023 and Tranche 3 September 2023 to August 2024).

- 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

7.3 Procurement is underway with the successful consultants beginning work in mid-September



Key: Tranche 1 – green
Tranche 2 – blue
Tranche 3 - red

Map showing LN areas Tranches 1-3.

7.4.1 Tranche 2 and 3 will cover 14 wards. Due to the datasets, there will be cross boundary project areas.

7.4.2 Tranche 2 will cover the wards of; Victoria Park, Garscadden/Scotstounhill, Dennistoun, North East, Southside Central, Greater Govan (Tradeston only), Pollokshields and Newlands/Auldburn.

7.4.3 Tranche 3 will cover the wards of; Pollokshields (part of Tranche 2 already), Cardonald, North East (part of Tranche 2 already), Canal, Drumchapel/Annie'sland (Annie'sland only) and Garscadden/Scotstounhill (part of area in Tranche 2 already).

7.5 Tranches 4, 5 and 6 of the Liveable Neighbourhoods programme will be confirmed at a later date, subject to a further funding bid.

8 Levelling Up Fund (LUF)

8.1 Two bids have been submitted to the UK Government's Levelling-Up Fund (LUF) for projects that build upon LN activity in Tranche 1. These are:

- Clyde Connectivity- Liveable Neighbourhoods, A739 Boulevard

- Possilpark – Liveable Neighbourhoods

Both projects utilised Stage 0-2 LN reports to develop bids that would take projects from RIBA stage 3 (developed design) to RIBA stage 7 (completion). The bid used existing engagement, community networks and proposals to create the project proposals. LUF was presented at the [City Administration Committee on 22nd June 2022](#).

- 8.2 This demonstrates the effectiveness of the Liveable Neighbourhoods approach which conducts engagement and prepares designs for such a time when further funding becomes available.

9 Next Steps

- 9.1 **Collaborative working:** As of 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 the 20-minute Neighbourhoods is high on the agenda for the Scottish Government, [Scotland 2045 Fourth National Planning Framework](#) and [Strategic Transport Projects Review 2](#), alongside the Governments commitments to active travel funding which fits with the key Council strategic priorities.
- 9.3 Glasgow City Council will continue to align Liveable Neighbourhoods with Scottish Government and Transport Scotland priorities on active travel, placemaking and reducing car vehicle kilometres to maximise the opportunity for funding and delivery of projects.
- 9.4 The [City Administration Committee on 24th February 2022](#) approved that a significant portion of the Place Fund budget for 2022/23, and the full allocation of the Place Fund budget for 2023/24 onwards would be used for the delivery of the LN Programme. Further sources of funding are also being explored in order to allow for the full delivery of the LN programme across the city.

10 Summary

- 10.1 The Liveable Neighbourhood Tranche 1 has progressed at pace since the introduction of the LN Online [StoryMap](#) and [Toolkit](#) in June 2021. With Stage 0/1 reports developed for five LN areas through engagement of key

stakeholders and local communities generating a series of proposed 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.

- 10.2 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 in autumn 2022.
- 10.3 The LN programme also demonstrates the usefulness of having a suite of identified potential projects in order to progress to funding opportunities as they arise, such as the Levelling Up Fund bid.
- 10.4 The public conversation will continue through engagement and with the use of online and 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.

11 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	The full costs of delivering Tranche 1 activity is being met from the Connecting Communities funding from Sustrans to be spent by September 2022.
<i>Legal:</i>	No legal implications
<i>Personnel:</i>	Internal and external resources
<i>Procurement:</i>	No further procurement required for Tranche 1.

Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.</i>	Generally supportive of the stated outcomes.
<i>What are the potential equality</i>	Individual EQIA screenings will be undertaken for the individual projects as appropriate. The

impacts as a result of this report? overarching Glasgow Transport Strategy has been subject to EqIA and the LN programme sits within this.

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 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 following reports:

- Dennistoun to Cranhill RIBA Stage 0-1 LNP report
- Govan to Kingston RIBA Stage 0-1 LNP report
- Yorkhill to Anderston RIBA Stage 1 LNP report