



GREATER POLLOK LOCAL DEVELOPMENT **FRAMEWORK**

Survey Report



Created by:	Sofia Vartsaki
Department:	PIMU
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Executive Summary

Vision and Priorities

A total of 88 residents and stakeholders took part in the consultation using the survey. A large majority of respondents (86%) agreed with the LDF Vision, with a majority of respondents strongly agreeing with this (51%).

The majority of respondents agreed with all Priorities for Greater Pollok. More specifically, a large majority of respondents agreed to prioritise inclusive economic growth, with a focus on creating higher quality jobs (89%), and that residents need to be empowered in shaping developments by strengthening Partnerships with key stakeholders and investors (86%).

A large majority also agreed in prioritising building a sustainable community and using green spaces to address flooding and climate change (85%).

Although two out of three respondents agreed in the need for making Greater Pollok safer and better connected by reducing car traffic and promoting active travel (67%), one in five respondents disagreed with this being the right priority (21%).

Themes and Outcomes

A large majority of respondents agreed with all the Themes and Outcome, as presented in the LDF. Specifically, 79% agreed with the 'Sustainable, Well Managed and Liveable' Outcome, 78% agreed with the 'Cleaner, Greener and Resilient' Outcome and 78% agreed with the 'Vibrant, Skilled and Healthy' Outcome.

Just over two out of three respondents also agreed with the 'Connected' Outcome (69%).

Connected

A large majority of respondents said that rethinking Greater Pollok's mobility and connection (90%) and ensuring a safe Active Travel network (83%) were very/fairly important to them. Three out of four respondents said that unlocking Digital Connectivity was very/fairly important to them (75%), while just over two out of three respondents said that delivering low traffic neighbourhoods was very/fairly important to them (68%).

Vibrant Skilled and Healthy

A large majority of respondents said that investing in infrastructure and place (94%) and unlocking the development potential of unused assets and property (94%) were very/fairly important to them.

A large majority also thought that growing Greater Pollok's economy (93%), and improving business, employability and skills (91%) were important to them.

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Sustainable, Well-managed and Liveable

A large majority said that sustainable access to local amenities (91%), better coordinated services (91%), and strengthening Greater Pollok's reputation (85%) are very or fairly important to them.

The majority of respondents also said that creating a whole life community (83%) is important to them while three out of four respondents said that ensuring place quality and distinctive design was important to them (74%).

Greener, Cleaner and Resilient

A large majority said that Biodiversity and Flood Risk management (85%) and unlocking the river valleys and Greenbelt (83%) are very or fairly important to them, while three out of four respondents said that developing the Green economy is important to them (75%).

The majority also said that low carbon growth, energy resilience and climate adaptation (71%) and the Blue/Green networks and nature-based solutions (68%) were important to them.

Other comments

Many of the left related to public transport links and services and asked for these to be improved.

Some respondents also commented on the need for traffic-calming measures, especially near schools, and on reducing the number of needed car journeys.

Many commented were supportive of the Vision, although some thought this was too ambitious to be delivered in full. Some asked for information on where the money will come from for all these Actions.

1.0 Methodology

Introduction and Literature Review

- 1.1 Glasgow City Council (GCC) works in partnership with a broad range of organisations within the Council family, Scottish Fire and Rescue Service, NHS Greater Glasgow and Clyde, as well as a wide range of third sector organisations across the City.
- 1.2 In 2021, planning officers began talking to people in Greater Pollok to gather ideas for the Local Development Framework and the work that should result from it. This involved surveys, interactive maps, events, and focus groups. People expressed a desire for the area to develop in a healthier way, to become more beautiful, greener, and sustainable. They wanted Greater Pollok to be a place they can take pride in, making it easier for residents to enjoy and live in. They also wanted the community to have more say in how the area develops and become more socially inclusive.
- 1.3 GCC designed a proposal for a Local Development Framework (LDF) in Greater Pollok. This LDF is part of the City Development Plan and aims to make local changes in areas where more guidance is needed. Once approved, the LDF will provide additional guidance to the City Development Plan.
- 1.4 The goal is to create a vision for the long-term development of the area and coordinate development in the short, medium, and long term. The LDF addresses various challenges in the area, such as improving public spaces, new housing, shops, transportation, and parks. It also includes an action plan with various projects to be delivered by 2035 and beyond.
- 1.5 The LDF envisions making Greater Pollok a more prosperous, sustainable, liveable, and inclusive community by 2035. It focuses on four themes: improving mobility without relying on cars; creating a healthier, more vibrant community; making Greater Pollok a more sustainable place; and creating a greener and cleaner environment.

Methodology

- 1.6 Residents of Greater Pollok, as well as visitors and stakeholders were invited to give us their views on the LDF via an online survey, as well as via sending more detailed responses in the LDF Inbox.
- 1.7 The survey questionnaire was based on the Priorities, Themes and Action Plan of the LDF. It was designed by a social researcher utilising Artificial Intelligence tools to simplify the LDF Action Plan so that this is easily understood by all residents of every socio-economic background. Content and face validity tests were performed to that questionnaire by the Performance and Information Management Unit (PIMU) and by Planning staff and changes were made where appropriate.
- 1.8 The survey was publicised via social media, on the GCC Consultation Hub, and via direct email to over 400 stakeholders. Posters with QR codes to the survey were also displayed prominently in various local community spaces such as the main library.

Sampling Strategy

- 1.9 The target population of the sampling strategy consisted of all residents of Greater Pollok age 16 or above, totalling over 24,000 residents, as well as visitors to Greater Pollok. Additionally, over 400 stakeholders were contacted directly via email or via the social media pages and invited to give us their views or distribute the surveys amongst their members and to other interested parties. This included Community Councils, Housing Associations, local businesses, GCC Partners, and community groups, amongst others.
- 1.10 The ‘desired sample size’ was calculated to be 1,100 completed surveys. Unfortunately, only 88 residents and stakeholders responded to the survey. Furthermore, some respondents did not wish to give their views on the LDF Themes and the Action Plan, further reducing the number of responses received in these parts of the survey.
- 1.11 Margin of error analysis has been conducted - that is we are 95% certain that if we conducted the survey many times, with different samples, the overall findings would not vary more than the margins of error below (also see examples).
- 1.12 A useful example is to think of national election polls. If party A is ahead of Party B by less than 3% then we say that the result is within the ‘margin of error’, and we cannot be sure which party will win the election.
- 1.13 Margins of error for this survey are shown in Table 1 below. As an example, if 70% of respondents indicated that they agree with the vision’ then, if we repeated the survey many times with different residents, the percentage of these new surveys could vary as much as $\pm 10\%$ from what is presented in this report - that is, it could be as low as 60% or as high as 80%. The same margin of error of $\pm 10\%$ stands if only 30% of respondents selected an option – in this case the ‘real’ figure could be as low as 20% or as high as 40%.

Table 1. Margins of error at different response rates for sample sizes n at the 95% Confidence Interval (C.I.)

Percentage of respondents agreeing/disagreeing or selecting an option	Vision and Themes (n = 88)	Areas of Interest in each Theme (n = 47)	Action Plan (n = 21)
90% or 10%	$\pm 6\%$	$\pm 9\%$	$\pm 14\%$
70% or 30%	$\pm 10\%$	$\pm 13\%$	$\pm 21\%$
50%	$\pm 10\%$	$\pm 14\%$	$\pm 23\%$

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- 1.14 If 90% said e.g., 'they agree with the Vision' the 'real' percentage (i.e. if we repeated the survey many times) would be between 84% and 96%. The same stands if only 10% selected an option i.e., the 'real' figure could be as low as 4% and as high as 16%.

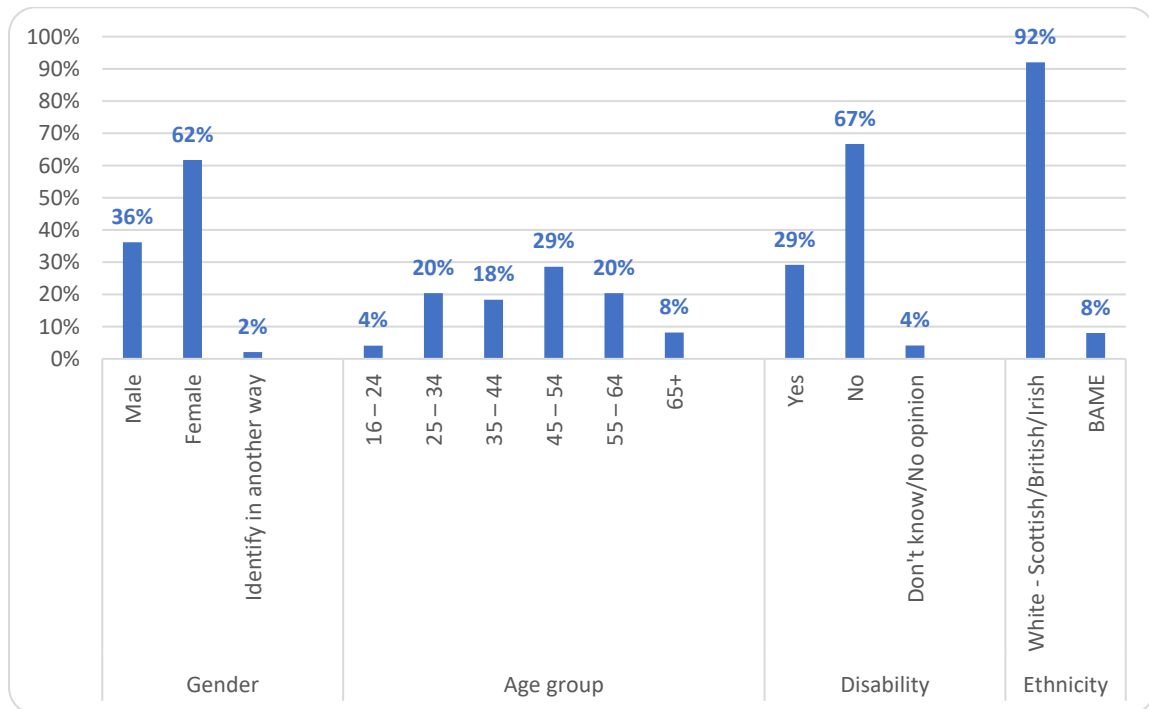
Data Analysis

- 1.15 Due to the small sample, all figures presented in the report have been evaluated as to their degree of reliability. In other words, the report shows which figures can be relied upon to make evidence-based decisions, and to what degree, by providing a percentage response along with the margin of error for reliable figures in supplementary tables.
- 1.16 Figures not accompanied by a percentage response are considered less reliable and should not be used to generalise the outcomes of the survey to the wider population – these can only be used as 'demand' figures. For example, if the report indicates that '20 people agreed that GCC should make walking paths better' this is a figure indicating possible use by 20 people, but this should not be used to extrapolate or predict future use by the wider community.
- 1.17 This report provides the findings of the first two parts of the survey - which relate to the Vision and Priorities, and the areas of focus under each Theme - in statistical form. The results to the Action Plan are presented qualitatively.
- 1.18 Due to the rounding process, whole percentages presented in the report, charts and tables may add up to slightly more or less than 100% (within $\pm 1\%$).
- 1.19 In questions where the respondent was able to give more than one answer, the sum of all answers may exceed 100%.
- 1.20 Due to the small sample no cross-tabulation, weighing, or statistical significance analysis of the data has taken place.
- 1.21 All open comments have been read by an analyst and have been coded into broader categories.

2.0 Demographics

- 2.1 The majority of respondents were women (62%), while just over a third were men (36%) and one respondent identified in some other way (2%).
- 2.2 There was representation from all age groups; 24% of respondents were aged 16-34 years, 18% were aged 35-44 years, 29% were aged 45-54 years, and 28% were aged 55+ years.
- 2.3 Over a quarter of all respondents said they had a disability or impairment (29%), while 67% said they did not have a disability.
- 2.4 A large majority of respondents were White – Scottish/British/Irish (92%), while fewer than one in ten respondents belonged to a Black, Asian or Minority Ethnic group (8%).

Chart 1. Demographics



- 2.5 Table 2 overleaf shows the Ethnicity of all respondents.

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Table 2. Ethnicity

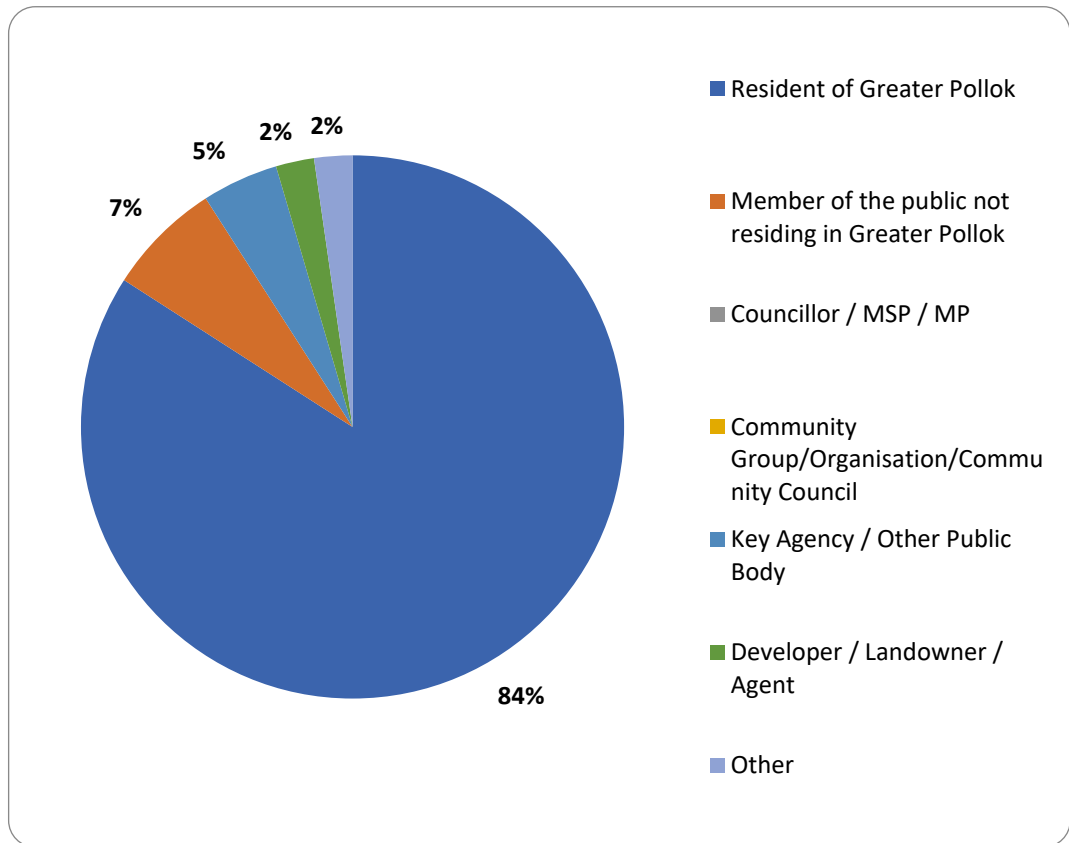
Answer Choice		Response Percent	Response Total
1	White – Scottish, English, Welsh, Northern Irish, British	87.5%	42
2	White - Irish	4.2%	2
3	Any other white background	2.1%	1
4	Asian, Asian Scottish, Asian British - Indian	0.0%	0
5	Asian, Asian Scottish, Asian British - Bangladeshi	0.0%	0
6	Asian, Asian Scottish, Asian British - Pakistani	4.2%	2
7	Any other Asian background	0.0%	0
8	Black, Black Scottish, Black British - Caribbean	0.0%	0
9	Black, Black Scottish, Black British - African	0.0%	0
10	Any other Black background	0.0%	0
11	Chinese	0.0%	0
12	Mixed - Any mixed background	2.1%	1
13	Any Other - Any other background	0.0%	0
Any other background (please specify)			1
		answered	48
		skipped	40

- 2.6 Respondents were asked in what capacity they were responding to the consultation. A large majority were residents (84%), while 7% were visitors to Greater Pollok. Two developers/landowners replied to the consultation, as well as four Key Agencies/Public Bodies - information on which can be found in Table 3 below. Two respondents replied in some other capacity.

Table 3. In what capacity are you responding to the consultation?

Q1. Capacity	Q2.3. Name of organisation or group
Developer / Landowner / Agent	Eurofund Group
Developer / Landowner / Agent	Strathcarron Estates Limited
Key Agency / Other Public Body	Glasgow City Council
Key Agency / Other Public Body	Historic Environment Scotland
Key Agency / Other Public Body	NatureScot
Key Agency / Other Public Body	Strathclyde Partnership for Transport
Other	Loco Home Retrofit CIC
Other	Paths for All

Chart 2. In what capacity are you responding to the consultation?

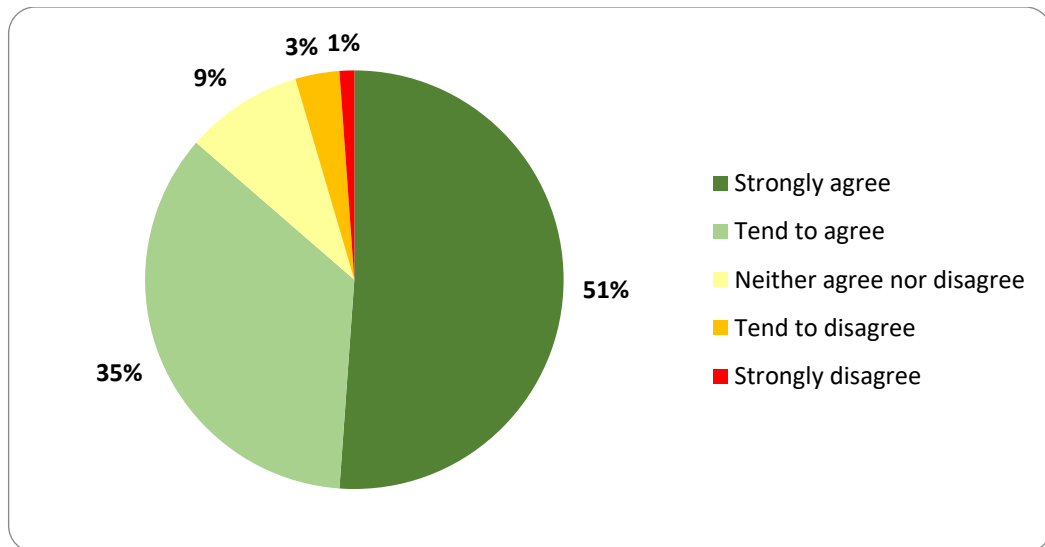


3.0 Findings

A. THE VISION

- 3.1 Respondents were first asked if they had read the LDF. Almost half of all respondents said they had read all of it (45%), while 40% had read some of it. 13% of respondents said they had not read the LDF, and one respondent could not remember.
- 3.2 Respondents were informed that our Vision for Greater Pollok is “to become a flourishing, sustainable, more liveable and socially inclusive city community by 2035.” They were also informed that to realise this Vision GCC and Partners created the LDF which aims to:
- Make the area better connected and giving easy access to local services.
 - Improve connections to the City Centre, local spots, and green spaces.
 - Create a great place for families to live.
 - Promote growth and a diverse community.
 - Make good job opportunities.
 - Keep the place clean, green, and well-managed.
 - Boost natural river valleys and green areas to fight climate change.
- 3.3 Respondents were then asked to indicate the extent to which they agree or disagree with this vision. A large majority of respondents (86%) agreed with this Vision, with a majority of respondents strongly agreeing with this (51%).
- 3.4 Margin of error analysis, which extrapolates these finding to the general population, shows that between 79% and 93% of all residents and visitors in the area would tend to agree/strongly agree with the Vision.

Chart 3. Agreement/Disagreement with the Vision



- 3.5 Four respondents disagreed with the Vision (4%) while just under one in ten respondents neither agreed nor disagreed (9%).

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- 3.6 Respondents were asked to leave any comments or ideas they have regarding the Vision and 38 respondents did so.
- 3.7 A quarter of all comments left related to public transport links and services (26%) and asked for these to be improved.

“I love living in Pollok, but the public transport is a nightmare. As a non-driver, it’s appalling that we only have one bus every 30 mins that goes to Paisley Rd West. We need more public transport links asap! Not everyone in the area drives.”

“Better transport connections with the City Centre & South Side. Prioritise pedestrians/active travel - Reduce traffic - more traffic calming measures - roads are fast and very dangerous!”

“In order to make Greater Pollok more connected it needs a more reliable bus service. We have a motorway and recently electrified railway linking to the city centre.”

Table 4. Comments or ideas about the Vision

Category	Count	%
Invest in transport links/Public transport	10	26%
Prioritise traffic calming/fewer cars journeys	6	16%
Support for Vision	6	16%
Invest in upkeep (grass cutting, flytipping)	5	13%
Invest in Active Travel	5	13%
Invest in (affordable/social) housing/gentrification	3	8%
Invest in jobs	3	8%
Address deprived areas, single households	3	8%
Maintain/invest in children's playgrounds	3	8%
Repair potholes	2	5%
Work in Partnership	2	5%
More lighting and CCTV	2	5%
Invest in Citizen’s Advice Bureau	1	3%
Prioritise rubbish uplift	1	3%
Complete the Pollok Roundabout	1	3%
Invest in Househillwood park	1	3%
Invest in schools (capacity issues)	1	3%
Invest in public realm	1	3%
Invest in key infrastructure	1	3%
Invest in green spaces	1	3%
Utilise unused ground	1	3%
Prioritise those with additional needs	1	3%
The Vision does not offer improvement	1	3%
Other comment	10	26%
Total	38	100%

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- 3.8 Some respondents also commented on the need for traffic-calming measures, especially near schools, and on reducing the number of needed car journeys (16%).

"I would like to see a strong focus on reducing car usage and increasing cycling infrastructure."

"The continuous building of new homes has added to the volume of traffic need for pedestrian safe spaces."

- 3.9 16% of all comments were supportive of the Vision.

"I think it is ambitious but whole-heartedly support the vision."

"Sounds [like] a balanced strategy."

- 3.10 Some respondents commented on the need to upkeep the area with regular grass-cutting and tackling flytipping (13%), and the need to invest in Active Travel (13%).

"I would like to see a strong focus on reducing car usage and increasing cycling infrastructure."

"We would particularly welcome improved access to public transport, encouragement of active travel and mitigating the impacts of climate change. Most trips by public transport also involve walking and wheeling - enabling people to access bus stops easily and safely, for example, is important. Improved paths, pavements and maintenance are part of this. There needs to be a definition of what "sustainable" means in practice."

- 3.11 Few respondents commented on other issues such as investing in housing, with considerations to this being affordable or social housing (3 respondents), investing in jobs (3), addressing deprivation (including single-person households) (3) and maintaining and investing in children's playparks and socialising areas (3).

B. THE PRIORITIES

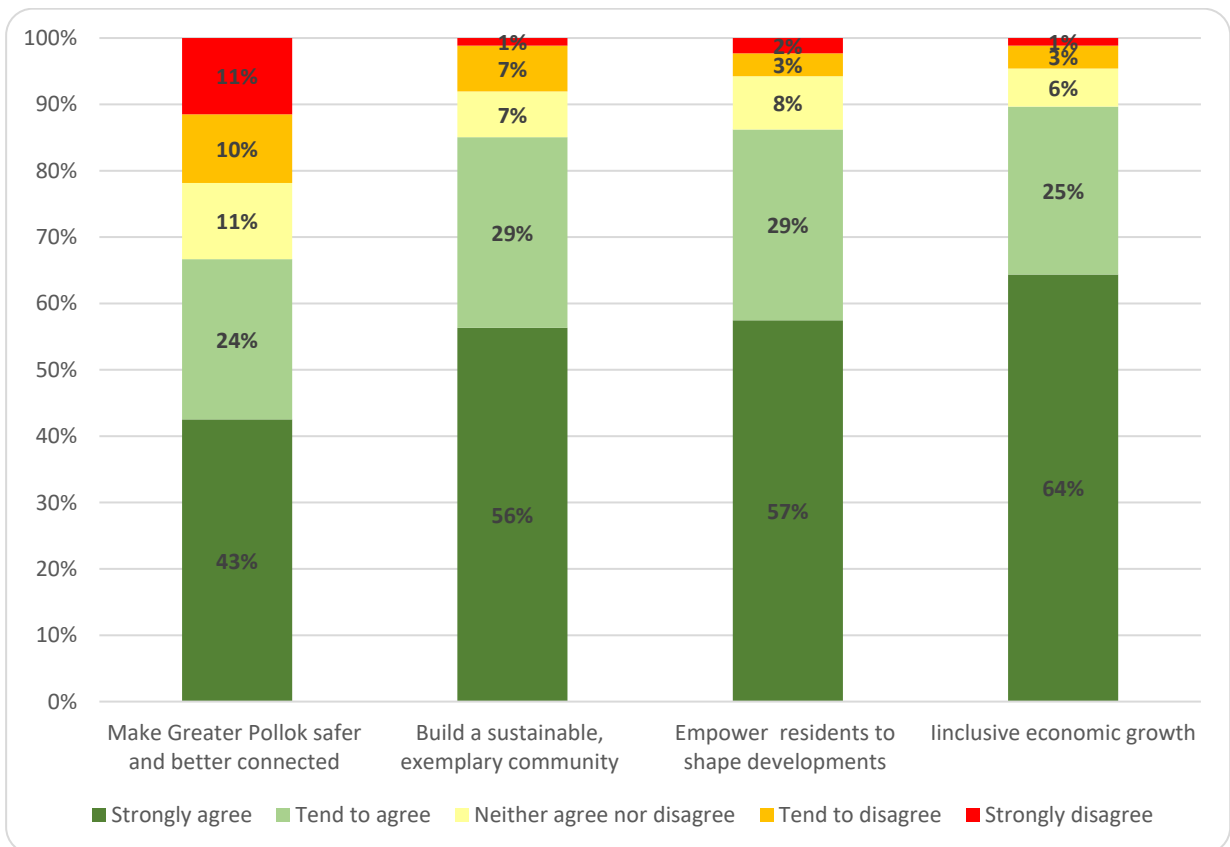
- 3.12 Respondents were shown the four main Priorities for Greater Pollok, as shown below.

- Make Greater Pollok safer and better connected by reducing car traffic, promoting active travel and public transportation, and supporting walkable neighbourhoods.
- Build a sustainable, exemplary community by using local green spaces to promote biodiversity and address flooding and climate change.
- Empower Greater Pollok's residents to shape developments in their area by strengthening partnerships between communities, key stakeholders, and investors.
- Support efforts to achieve inclusive economic growth, using Greater Pollok as a place to live and invest, with a focus on creating higher quality jobs using Major and Local Town Centres.

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- 3.13 Respondents were then asked to indicate whether they agree or disagree with these being the right Priorities for Greater Pollok.
- 3.14 The majority of respondents agreed with all these Priorities for Greater Pollok. More specifically, a large majority of respondents (89%) agreed to prioritise inclusive economic growth, with a focus on creating higher quality jobs. 4% of respondents disagreed with this Priority.
- 3.15 Similarly, a large majority of respondents agreed that residents need to be empowered in shaping developments by strengthening Partnerships with key stakeholders and investors (86%). 5% of respondents disagreed that this is the correct Priority.
- 3.16 A large majority also agreed in prioritising building a sustainable community and using green spaces to address flooding and climate change (85%). 8% of respondents disagreed with this priority.

Chart 4. Agreement/Disagreement with the Priorities



- 3.17 Although two out of three respondents agreed in the need for making Greater Pollok safer and better connected by reducing car traffic and promoting active travel (67%), one in five respondents disagreed with this being the right priority (21%).

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3.18 The table below shows margin of error analysis, this is how different these results would be if we repeated the survey with different respondents and residents. As an example, if we repeated the survey many times, with different residents, we are 95% confident that between 57% and 77% of Greater Pollok residents would agree with the 'Safer and Better Connected' Priority, and between 13% and 31% would disagree.

Table 5. Lower and Higher Margin of Error analysis at the 95% C.I

Priority	Lower MoE - Agree	Agree % achieved	Higher MoE - Agree	Lower MoE - Disagree	Disagree % achieved	Higher MoE - Disagree
Make Greater Pollok safer and better connected by reducing car traffic, promoting active travel and public transportation, and supporting walkable neighbourhoods.	57%	67%	77%	13%	22%	31%
Build a sustainable, exemplary community by using local green spaces to promote biodiversity and address flooding and climate change.	78%	85%	92%	2%	8%	14%
Empower Greater Pollok's residents to shape developments in their area by strengthening partnerships between communities, key stakeholders, and investors.	79%	86%	93%	1%	6%	11%
Support efforts to achieve inclusive economic growth, using Greater Pollok as a place to live and invest, with a focus on creating higher quality jobs using Major and Local Town Centres.	84%	90%	96%	0%	5%	10%

3.19 Respondents were asked to leave any comments, if they wished, on these Priorities. These 26 comments were coded into categories (see Table 6).

3.20 Four comments related to making improvements and/or investing on Public Transport.

"In order to reduce car usage - public transport needs to be reliable across Greater Pollok as some services just are not reliable. The services have to bring about convenience but also have to operate under better time management. Unfortunately, I stopped using public services as felt they were not reliable enough to get to the City Centre. I do use the rail route to Glasgow if I don't have particular time restraints."

"Until you provide better public transport to and from Greater Pollok, the economic and job goals won't be achieved e.g. the last train to Nitshill is 19.03 from Glasgow Central on a Sunday. And it's an area poorly served by buses. Also none of the bus and train services are joined up. It takes 2 or 3 buses to get from my area of Pollok to the QEUH, going through every scheme on the way. If I lived in Easterhouse one bus would take me there directly and it takes less time. People are not going to abandon their cars when public transport is so inconvenient. I recently became car-less and I had thought about remaining so, but it simply isn't practical where I live."

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- 3.21 Three respondents asked for the removal of cycle and bus lanes.

“If you want to stimulate the economy, improve the public transport and get rid of the cycle paths.”

“Get away from pathetic cycle lanes. Expensive not used and endanger lives. Brockburn road good example, traffic queues cause emissions, the bollards could throw cyclists in front of cars. Folk drop the cycle awareness and then get hurt on other roads. The law has changed cyclists get lots of protection and car drivers learning how to adapt. Cycle lanes do the opposite. Also 999 services stuck behind buses for several crucial minutes racing to emergency calls.”

- 3.22 Another three comments referred to the need for improving open and green spaces in Greater Pollok.

“Make green spaces and woodlands open and accessible for walking. Improving health and wellbeing. Fund and update the Stirling Maxwell forest Park trail originally planned several years ago. Make Greater Pollok the greenest space in the city with accessible and safe woodland spaces. Embraces the spirit of the Pollok Free State to build community 'ownership' and use of the spaces.”

“Please consider additional tree planting on existing green space.”

- 3.23 All other comments categories are shown in Table 6 overleaf. (N.B Respondents could leave more than one comments). Open comments can be found verbatim in Appendix A.

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Table 6. Comments on Priorities

Comment	Count	%
Invest in/Improve Public Transport	4	14%
Scrap cycle/bus lanes	3	10%
Improve open/green spaces	3	10%
Provide cheap activities	2	7%
Public Transport too slow/Unreliable	2	7%
More Partnership working	2	7%
Fear of cut-off areas/20min neighbourhoods	1	3%
Fear of flooding green spaces	1	3%
More transparency	1	3%
Secure cycle parking at Silverburn	1	3%
Invest in upkeep (grass cutting)	1	3%
More schools	1	3%
End social discrimination	1	3%
Tackle youth ASB	1	3%
Enhance Connectivity/Accessibility	1	3%
Promote 20min neighbourhood	1	3%
More free parking	1	3%
More local shops	1	3%
Upkeep pavement surfaces	1	3%
No faith in plan or consultation/'done deal'	1	3%
More litter bins/more frequently emptied	1	3%
More community engagement	1	3%
Disagree with Priorities	1	3%
'No' to Active Travel	1	3%
More priority to cars	1	3%
Fund CAB	1	3%
Invest in food growing spaces	1	3%
Other comment	7	24%
Total	29	100%

C. THE THEMES AND OUTCOMES

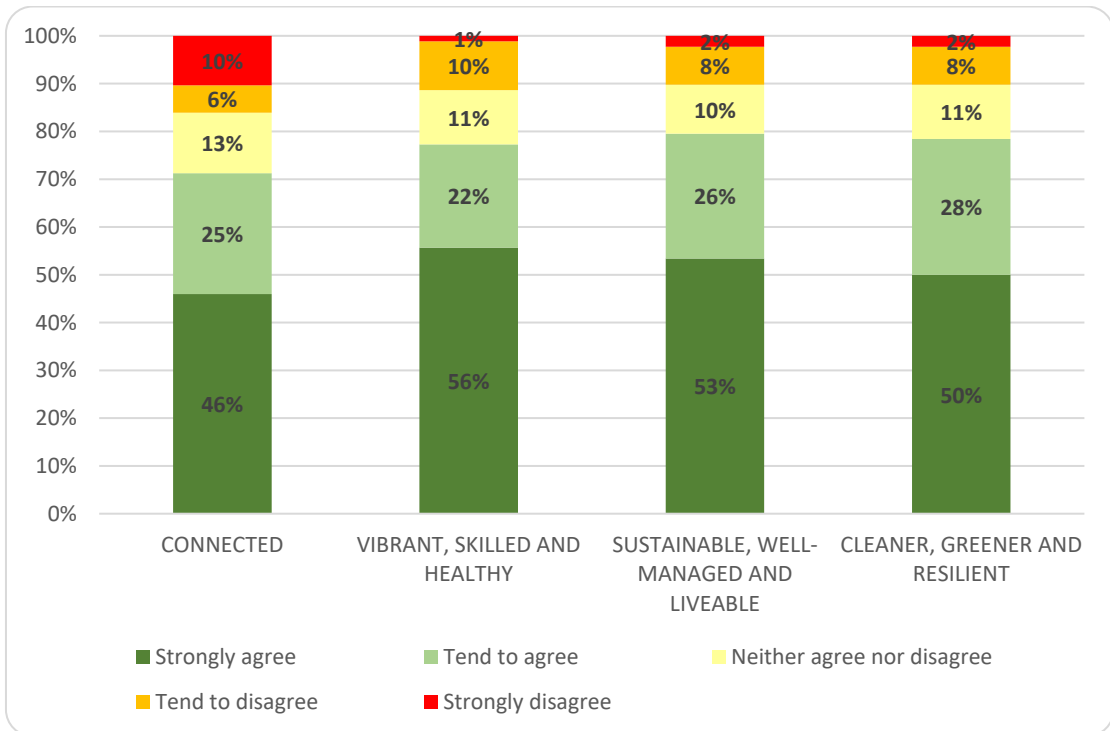
3.24 Respondents were asked whether they agree or disagree with the main Themes and Outcomes of the LDF, as shown below.

- **Connected:** By 2035, Greater Pollok will be a sustainable transport hub, offering safe, active travel in 20-minute neighbourhoods, and innovative climate change and digital connectivity solutions.
- **Vibrant, Skilled & Healthy:** By 2035, Greater Pollok will provide a vibrant Town Centre, innovative solutions for social inclusion, and enhanced employment and connectivity.
- **Sustainable, Well Managed & Liveable:** Greater Pollok will be a popular, well-managed, safe, and sustainable suburban community with a range of homes to support local and Southside needs.
- **Greener, Cleaner & Resilient:** By 2035, Greater Pollok will be a low carbon, energy resilient community, focusing on green spaces, biodiversity, and sustainable flood risk management.

3.25 A large majority of respondents agreed with all the Themes and Outcome, as presented in the LDF. Specifically, 79% agreed with the ‘Sustainable, Well Managed and Liveable’ Outcome, 78% agreed with the ‘Cleaner, Greener and Resilient’ Outcome and 78% agreed with the ‘Vibrant, Skilled and Healthy’ Outcome.

3.26 One in ten respondents disagreed with these being the right LDF Outcomes.

Chart 5. Agreement/Disagreement with the Themes and Outcomes



3.27 Just over two out of three respondents also agreed with the ‘Connected’ Outcome (69%), while 16% of respondents disagreed that this was the right Outcome.

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3.28 The table below shows margin of error analysis, this is how different these results would be if we repeated the survey with different respondents.

Table 7. Lower and Higher Margin of Error analysis at the 95% C.I

Outcome	Lower MoE - Agree	Agree % Achieved	Higher MoE - Agree	Lower MoE - Disagree	Disagree % Achieved	Higher MoE - Disagree
CONNECTED	59%	69%	79%	8%	16%	24%
VIBRANT, SKILLED AND HEALTHY	69%	78%	87%	4%	11%	18%
SUSTAINABLE, WELL-MANAGED AND LIVEABLE	70%	79%	88%	4%	10%	16%
CLEANER, GREENER AND RESILIENT	69%	78%	87%	4%	10%	16%

3.29 Respondents were asked to leave comments about the Themes and Outcomes, if they wished, and 24 of them took the opportunity to do so.

3.30 Three respondents commented on the need for affordable housing, while two commented on the need to tackle antisocial behaviour and drugs in the area.

“Housing needs to be affordable and fit the needs of the demographic including more housing development but creating flats that are affordable to lower paid workers.”

“Very ambitious but would be lovely if they could be achieved. Poverty crime and drug abuse in the area would be something that would need to be addressed first. Again small parts of it against pockets of wealth but equally as important to achieve your overall goal”

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Table 8. Open comments on Themes and Outcomes

Comment	Count	Column N %
Invest in affordable housing	2	8%
Tackle crime/drugs	2	8%
Tackle traffic	1	4%
No trust in delivery	1	4%
Against LEZ	1	4%
Focus on attracting visitors	1	4%
Better Public Transport	1	4%
Tackle pavement parking	1	4%
Accessible pavements (dropped curbs)	1	4%
Promote civic pride	1	4%
Implement faster	1	4%
Disagree with Themes and Outcomes	1	4%
Upkeep drains	1	4%
Agree with Themes and Outcomes	1	4%
Tackle poverty	1	4%
Invest in Active Travel	1	4%
Invest in sustainable improvements	1	4%
Fund Citizen's Advice Bureau	1	4%
Other comment	9	38%
Total	24	100%

3.31 Respondents were asked if they would like to give their views to the areas of focus under each theme and/or to the detailed Action Plan. 45 respondents said they wished to comment on the general areas of focus of each Themes, with 21 of those also wishing to comment on the LDF Action Plan. Results for these Themes and Actions I presented in Chapters D to H.

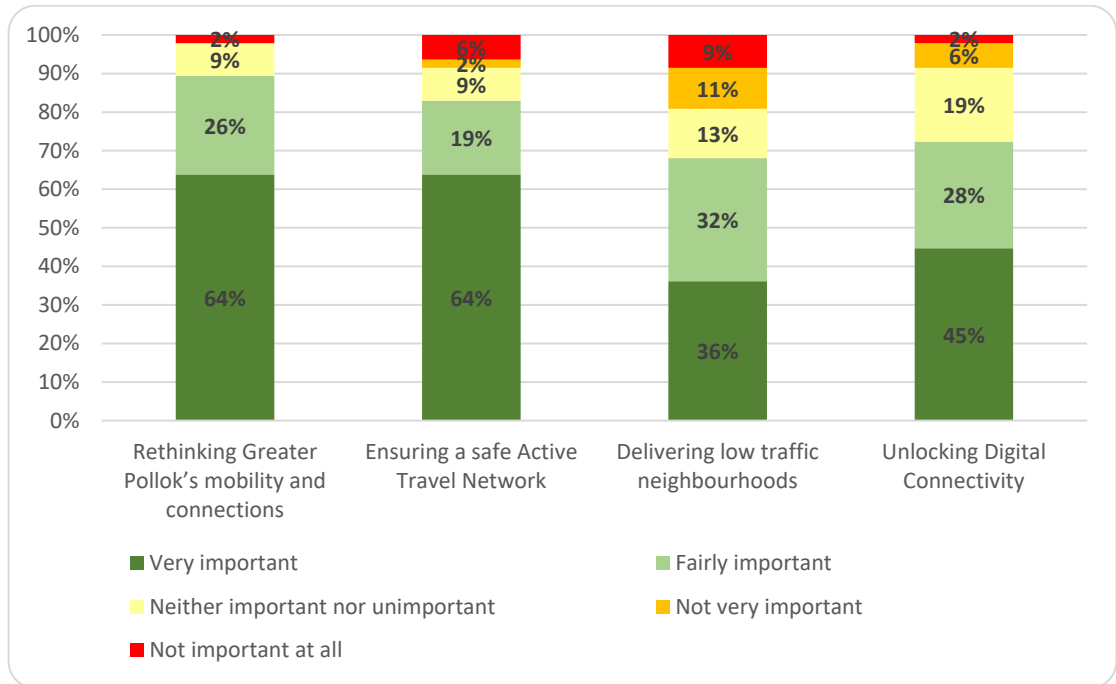
D. CONNECTED

3.32 Respondents were informed that the four areas of focus under the Connected Theme were:

- Rethinking Greater Pollok's mobility and connections
- Ensuring a safe Active Travel Network
- Delivering low traffic neighbourhoods
- Unlocking Digital Connectivity

3.33 They were then asked to indicate how important or unimportant these areas are to them. A large majority of respondents said that rethinking Greater Pollok’s mobility and connection’ (90%) and ensuring a safe Active Travel network (83%) were very/fairly important to them. 2% and 8%, respectively, said that these were not very important/not at all important.

Chart 7. Importance/Unimportance of areas of focus on Connected Theme



3.34 Three out of four respondents said that unlocking Digital Connectivity was very/fairly important to them (75%), while one in five respondents said this was neither important nor unimportant (19%), and 8% said that this was not very/not at all important.

3.35 Just over two out of three respondents said that delivering low traffic neighbourhoods was very/fairly important to them (68%), while one in five said that this was not very/not at all important (20%).

3.36 The table overleaf shows margin of error analysis, this is how different these results would be if we repeated the survey with different respondents and residents. Due to the fact that only 47 respondents answered these questions, the margins of error are much larger compared with the first part of the survey.

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Table 9. Lower and Higher Margin of Error analysis at the 95% C.I

Connected - Areas of focus	Lower MoE - Important	Important % Achieved	Higher MoE - Important	Lower MoE - Not Important	Not Important % Achieved	Higher MoE - Not Important
Rethinking Greater Pollok's mobility and connections	80%	89%	98%	0%	2%	6%
Ensuring a safe Active Travel Network	72%	83%	94%	1%	9%	17%
Delivering low traffic neighbourhoods	55%	68%	81%	8%	19%	30%
Unlocking Digital Connectivity	59%	72%	85%	1%	9%	17%

3.37 The 23 respondents who wished to comment on the Connected Action Plan, were also asked to indicate whether they agree or disagree with the proposed aims of future development. Due to the fact that only 23 respondents gave their views, we are presenting these findings by showing the number of respondents who agreed or disagreed with each action – please note that these figures should not be used to extrapolate inferences to the general population of the area as they are not statistically reliable. They can however be used to indicate demand for a specific action.

3.38 In the '**Rethinking mobility and connections**' area of focus, the LDF proposed a series of considerations for all future development and were asked whether they agree or disagree that development should aim to achieve these. 23 of the 24 respondents agreed that future development should aim to make pedestrian crossings safer, especially around Silverburn, Peat Road, Crookston Road, Barrhead Road, and Nitshill Road.

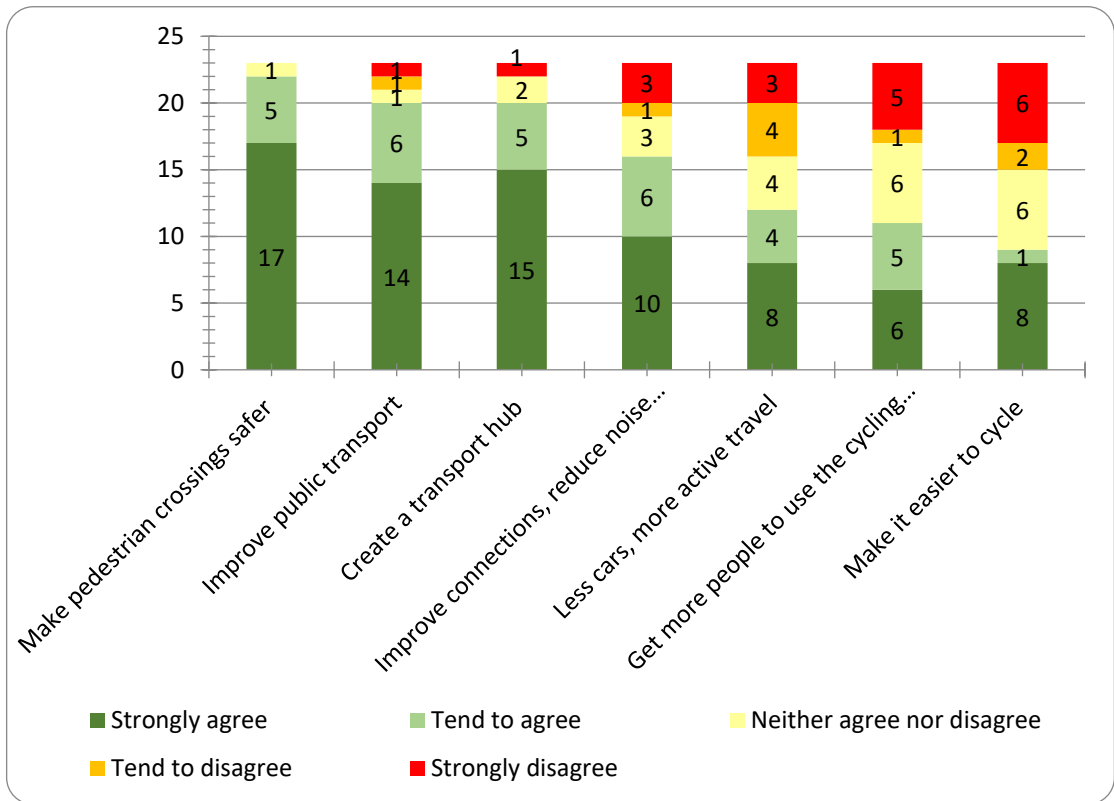
3.39 Twenty respondents agreed that future development should work with the Clyde Metro to make Greater Pollok part of a new transport network, and improve public transport to and within Greater Pollok, especially to the Queen Elisabeth hospital and major job areas, and with the aim of creating a transport hub for Greater Pollok and improving public transport.

3.40 Sixteen respondents also agreed with improving connections between neighbourhoods, making it easier to get to green spaces, Dams to Darnley Country Park, and Pollok Park, and finding ways to reduce noise from the M77, while 4 respondents disagreed with this.

3.41 Twelve respondents agreed that development should aim to make new neighbourhoods in Greater Pollok less reliant on cars, promote walking and cycling, and connect them better (7 disagreed and 4 neither agreed nor disagreed), and 11 respondents agreed that development should get more people to use the Cycle Hire Scheme and Co-Wheels in Greater Pollok and make cycling more affordable (6 neither agreed nor disagreed and 6 disagreed).

3.42 Finally, 9 respondents agreed that development should make it easier to cycle around Greater Pollok and link it to the city's cycling routes, while 6 neither agreed nor disagreed and 8 respondents disagreed with this.

Chart 8. Rethinking Mobility and Connections



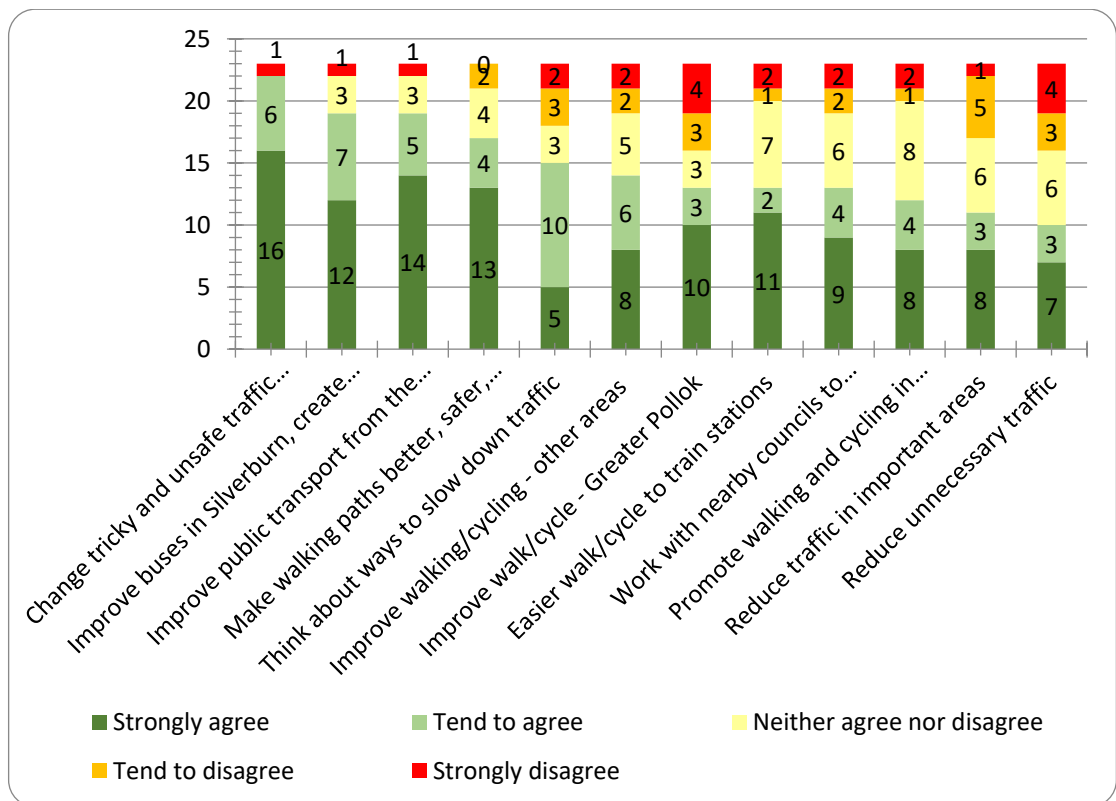
- 3.43 In the ‘Ensuring a safe and active travel network’ area of focus, 22 of the 23 respondents agreed that development should aim to change tricky and unsafe traffic crossings and invest in Pollok Roundabout and Peat Road.
- 3.44 Nineteen respondents agreed that development should work with transport partners to improve buses in Silverburn, create a multimodal travel hub, and support the Clyde Metro Project., and with improving public transport from the outer neighbourhoods of Greater Pollok to Darnley Mains retail park, Central Nitshill, and Silverburn.
- 3.45 Seventeen of the 23 respondents agreed that development should make walking paths better, safer, and more accessible, and add signs and help people find their way to Pollok Park and Dams to Darnley, while 15 respondents agreed with thinking about ways to slow down traffic and make it safer for people walking and cycling (5 disagreed with this).
- 3.46 Fourteen respondents agreed with improving walking and cycling connections to other areas like Paisley, Barrhead, the A77 corridor east of Pollok Park, Thornliebank/Carnwardric and routes northwards to Paisley Road West, while 7 disagreed with this.
- 3.47 Thirteen respondents agreed that development should improve walking and cycling in Silverburn, Pollok Civic Realm, Brockburn Road facilities, local shops, job areas, and Greater Pollok neighbourhoods, and should consider changes at Pollok Roundabout and Silverburn Town Centre (7 disagreed), and with making it easier to walk or cycle to the Nitshill, Cockerhill and Kennishead train stations and explore ‘park and ride’

options and safer, more attractive gateways to these (7 respondents neither agreed nor disagreed with this).

3.48 Thirteen respondents also agreed with working with nearby councils to reduce car trips and promote public transport and cycling between areas, while 6 neither agreed nor disagreed, and 4 disagreed.

3.49 Twelve respondents agreed with thinking about how much space is used for roads, green areas, and water and promoting walking and cycling in green spaces and potentially expand footways, walking areas, and event spaces (8 respondents neither agreed nor disagreed), while 11 respondents agreed with reducing traffic in important areas by following the Active Travel Strategy and other programs (6 respondents neither agreed nor disagreed and 6 respondents disagreed) .

Chart 9. Ensuring a safe and active travel network

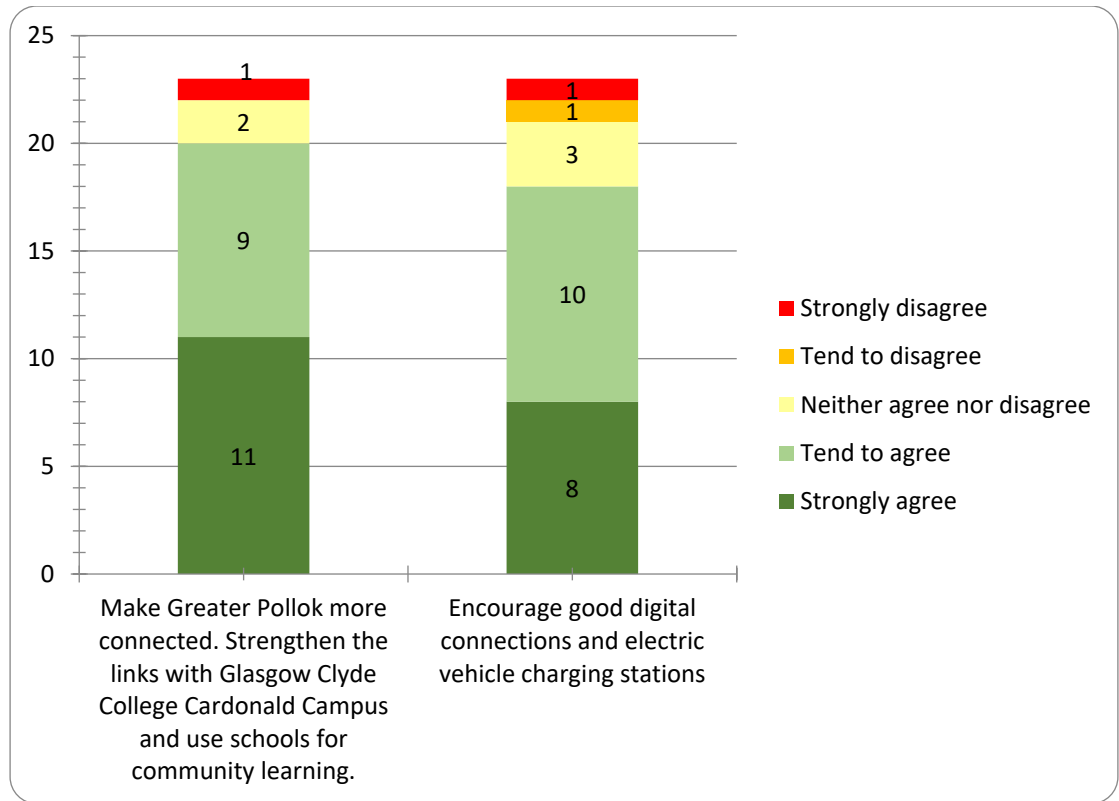


3.50 Finally, 10 respondents agreed with the aim of working with the Liveable Neighbourhoods team to reduce unnecessary traffic in residential areas and change public spaces to support walking and cycling, while 6 respondents neither agreed nor disagreed and 7 respondents disagreed with this.

3.51 In the 'Unlocking digital connectivity' area of focus, 20 of the 23 respondents agreed with making Greater Pollok more connected with top digital services to help residents learn and find jobs and strengthen the links with Glasgow Clyde College Cardonald Campus and use schools for community learning.

3.52 Eighteen respondents also agreed with encouraging good digital connections and electric vehicle charging stations in key job areas, local schools, and new developments.

Chart 10. Unlocking Digital Connectivity



3.53 Respondents were asked to leave comments in this section, if they wished, and 14 respondents did so. (N.B Respondents could leave more than one comments). All comments were coded into the categories, as shown in Table 9, overleaf, and are shown verbatim in Appendix A.

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Table 10. Connected Theme – Open Comments

Category	Count	Column N %
Improve public transport/ public transport links	3	17%
Concern for people with disabilities who cannot walk or cycle for 20mins	2	11%
Cycle lanes are discriminatory	2	11%
Where is finance coming from?	1	6%
Against cycle lanes	1	6%
Not confident these will be implemented	1	6%
Against 'Connected' Themes and Outcomes	1	6%
Unclear what is 'Increased digital connectivity'	1	6%
Against Park and Ride	1	6%
Invest in green spaces	1	6%
Invest in community/leisure facilities	1	6%
More investment for car travel	1	6%
Digital access needs to be affordable	1	6%
Upskilling of workers in central, accessible Hub	1	6%
End social discrimination	1	6%
Make Silverburn exclusive to Pollok residents	1	6%
Silverburn must have affordable shops (e.g. £1 shops)	1	6%
Remove Clyde Metro illustrative map as it is immature	1	6%
Improve paths/pavements/active travel	1	6%
Focus on climate change	1	6%
Support low income, impacted families	1	6%
Other comment	2	11%
Total	18	100%

E. VIBRANT, SKILLED AND HEALTHY

3.54 Respondents were informed that the six areas of focus under the Vibrant, Skilled and Healthy Theme were:

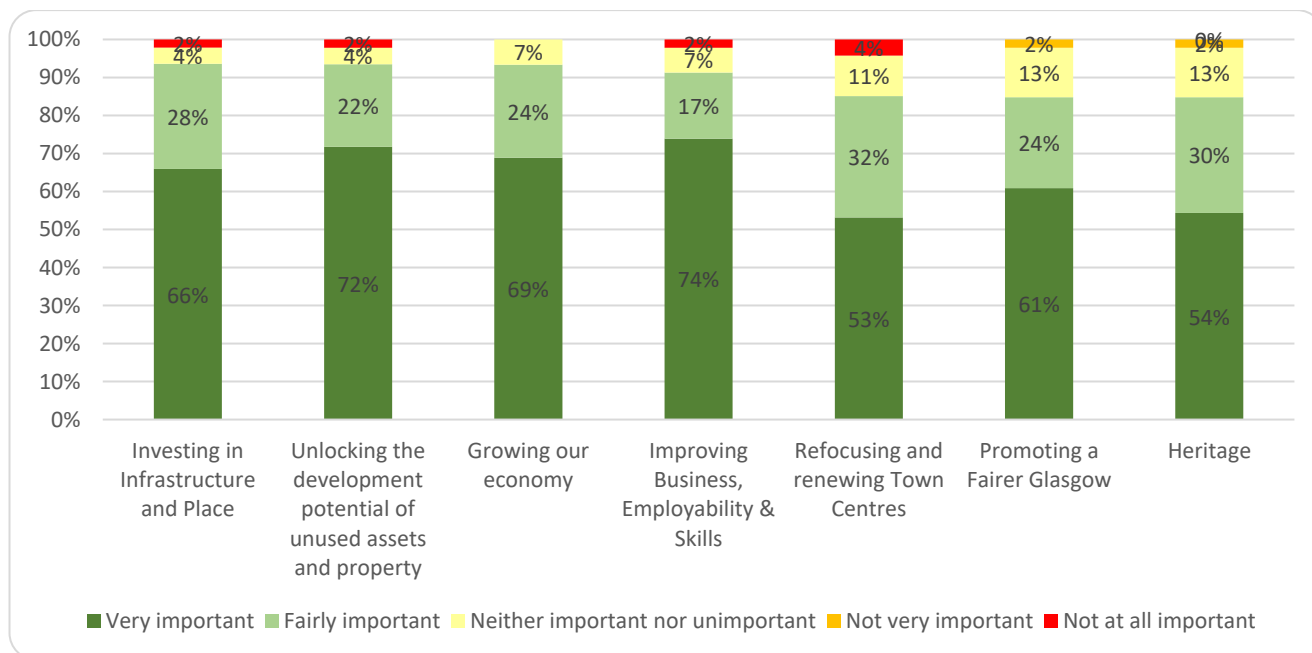
- Refocusing and renewing Town Centres
- Unlocking the development potential of unused assets and property
- Growing our economy
- Improving Business, Employability & Skills
- Promoting a Fairer Glasgow
- Investing in Infrastructure and Place

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3.55 They were then asked to indicate how important or unimportant these areas are to them. A large majority of respondents said that investing in infrastructure and place (94%) and unlocking the development potential of unused assets and property (94%) were very/fairly important to them.

3.56 A large majority also thought that growing Greater Pollok's economy (93%), and improving business, employability and skills (91%) were important to them.

Chart 11. Importance/Unimportance of areas of focus on Vibrant, Skilled and Healthy Theme



3.57 A majority also thought that refocusing and renewing town centres (85%), promoting a fairer Glasgow (85%) and promoting heritage (84%) were very or fairly important to them. The table below shows margin of error analysis.

Table 11. Lower and Higher Margin of Error analysis at the 95% C.I

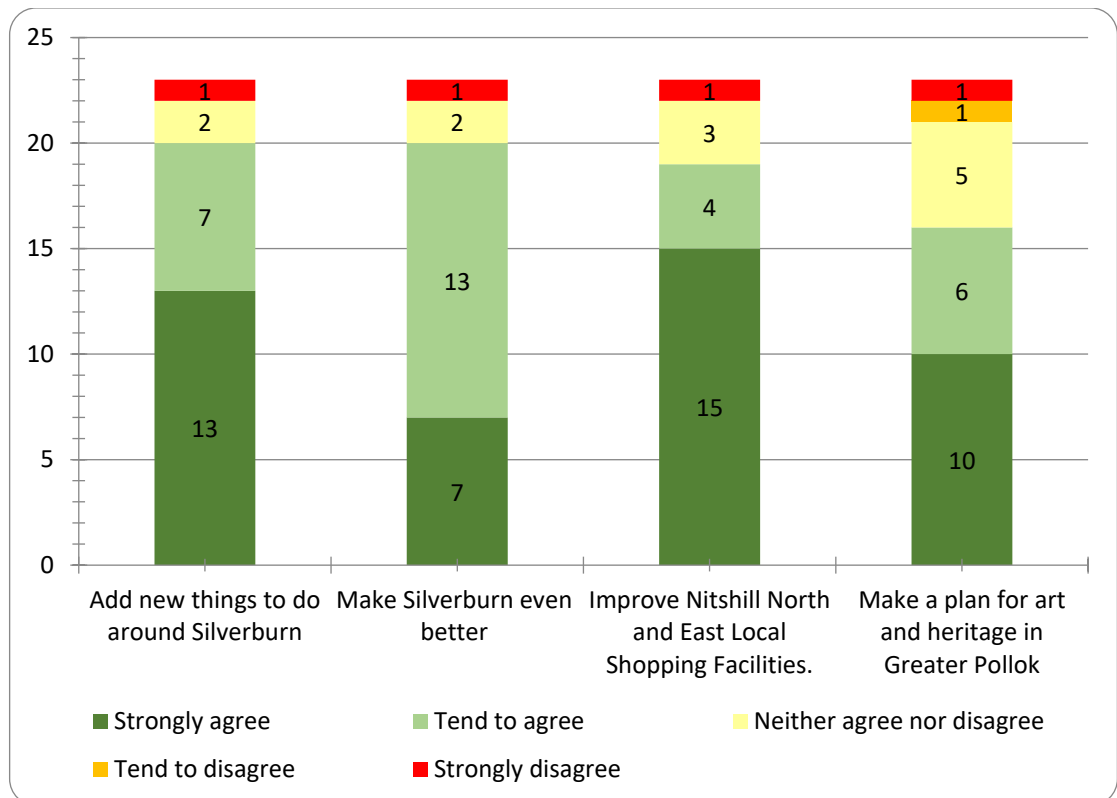
Vibrant, Skilled and Healthy - Areas of focus	Lower MoE - Important	Important % Achieved	Higher MoE - Important	Lower MoE - Not Important	Not important % Achieved	Higher MoE - Not Important
Investing in Infrastructure and Place	87%	94%	100%	0%	2%	6%
Unlocking the development potential of unused assets and property	86%	93%	100%	0%	2%	6%
Growing our economy	85%	93%	100%	0%	0%	0%
Improving Business, Employability & Skills	81%	91%	100%	0%	2%	7%
Refocusing and renewing Town Centres	75%	85%	95%	0%	4%	8%
Promoting a Fairer Glasgow	75%	85%	95%	0%	2%	6%
Heritage	85%	85%	85%	0%	2%	2%

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3.58 The 23 respondents who wished to comment on the Connected Action Plan, were also asked to indicate whether they agreed with the actions under the Vibrant, Skilled and Healthy Outcome.

3.59 In the ‘**Refocusing and Renewing Town Centres**’ area of focus, 20 respondents agreed with adding new things to do around Silverburn, like art, leisure, and services that offer jobs and homes, and with making Silverburn even better as a major town centre and an important job place, and working with the community and Eurofund, who own the centre.

Chart 12. Refocusing and Renewing Town Centres

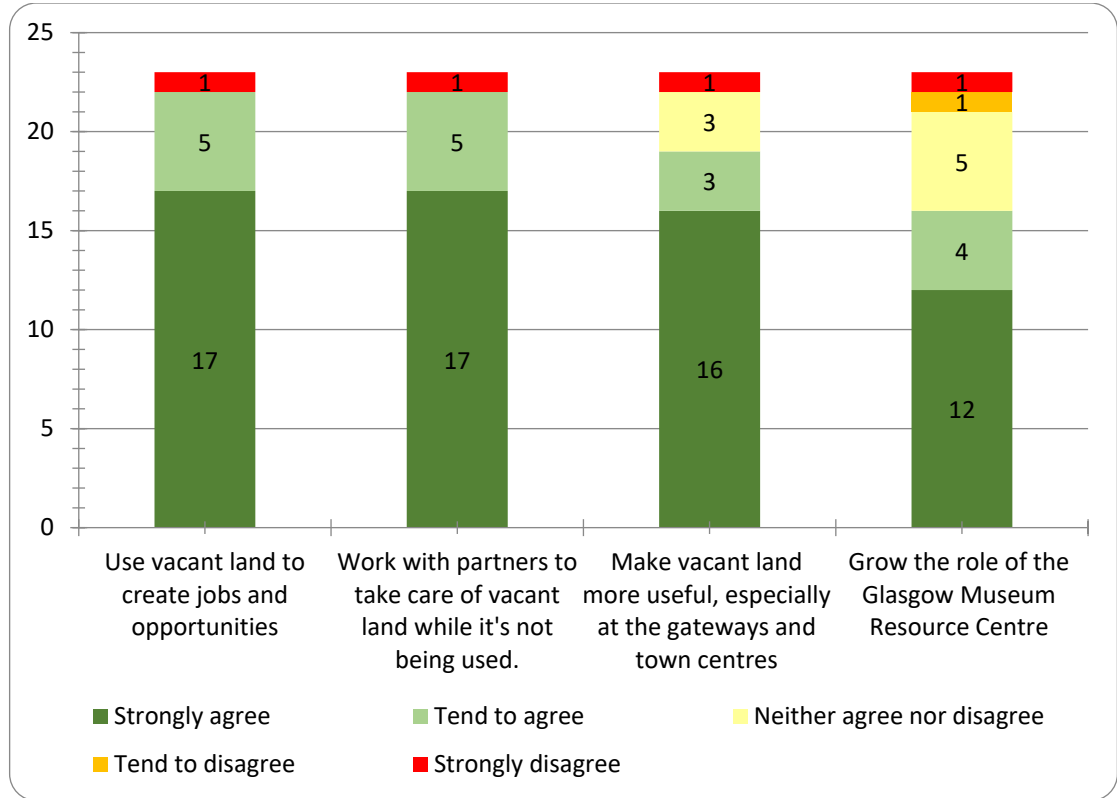


3.60 Nineteen respondents agreed with improving Nitshill North and East Local Shopping Facilities and working with Strathcarron, Wheatley Group, and GMRC, who own the land.

3.61 16 respondents agreed with planning for art and heritage in Greater Pollok, looking at the local art and culture, and as well as conducting a review of heritage assets; 5 respondents neither agreed nor disagreed with this.

3.62 In the ‘**Unlocking Potential of Underused Assets**’ area of focus, 22 respondents agreed with using vacant land to create jobs and opportunities for the local community, and with GCC working with partners to take care of vacant land while it's not being used.

Chart 13. Unlocking Potential Underused Assets

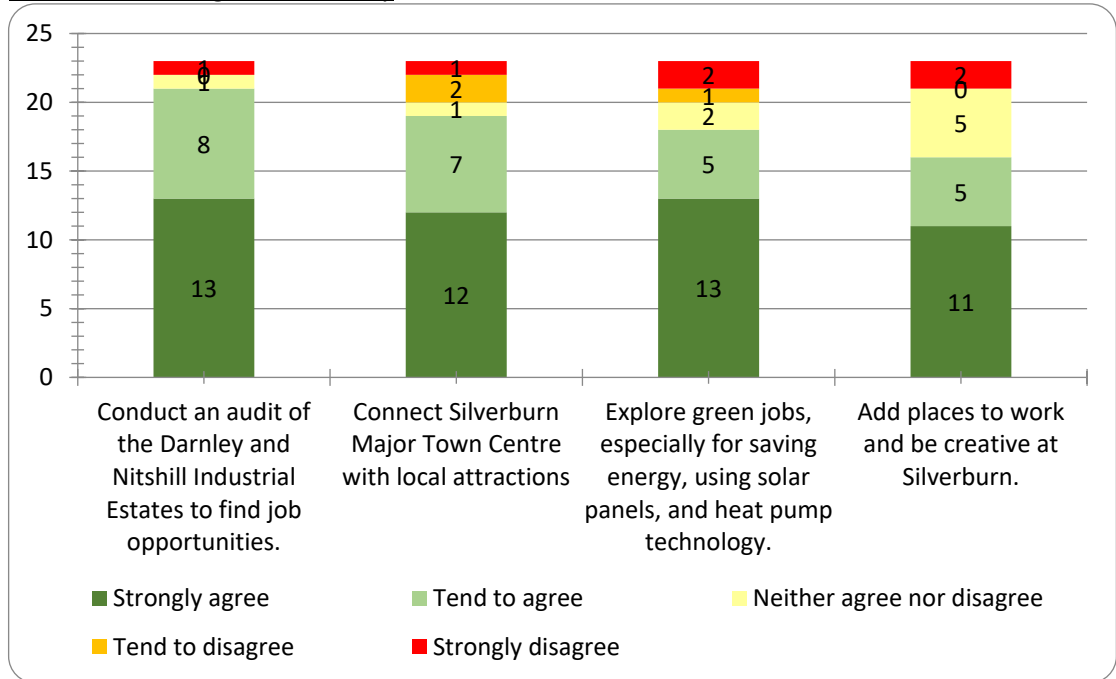


3.63 Nineteen respondents agreed with making vacant land more useful, especially at the gateways and town centres like the Nitshill Road Corridor, while 3 neither agreed nor disagreed, while 16 respondents agreed with growing the role of the Glasgow Museum Resource Centre to bring more people to Nitshill Town Centre.

3.64 In the ‘**Growing Our Economy**’ area of focus, 21 respondents agreed with the proposal to conduct an audit of the Darnley and Nitshill Industrial Estates to find job opportunities, while 19 agreed with connecting Silverburn Major Town Centre with local attractions, including Pollok Country Park, the Burrell Gallery, Glasgow Museums Resource Centre, Crookston Castle and Dams to Darnley Country Park.

3.65 Eighteen respondents agreed with exploring green jobs, especially for saving energy, using solar panels, and heat pump technology, while 16 respondents agreed with adding places to work and be creative in Greater Pollok's Major Town Centre at Silverburn (5 neither agreed nor disagreed to this).

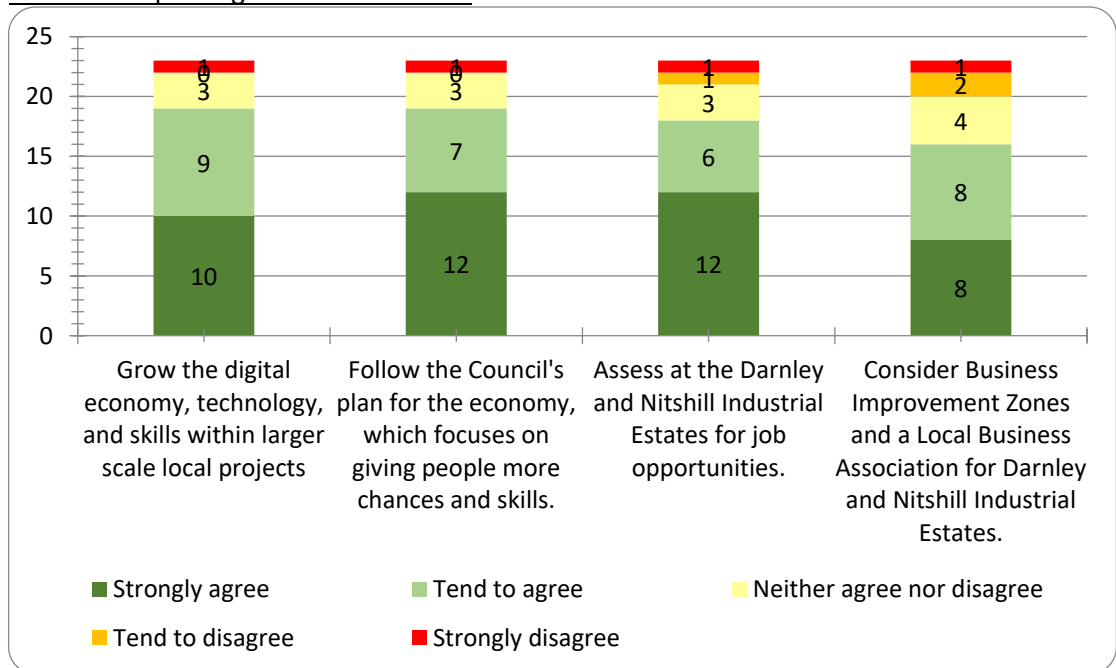
Chart 14. Growing Our Economy



3.66 In the ‘Improving Business and Skills’ area of focus, 19 respondents agreed with growing the digital economy, technology, and skills in Greater Pollok within larger scale local projects, and with following the Council's plan for the economy, which focuses on giving people more chances and skills.

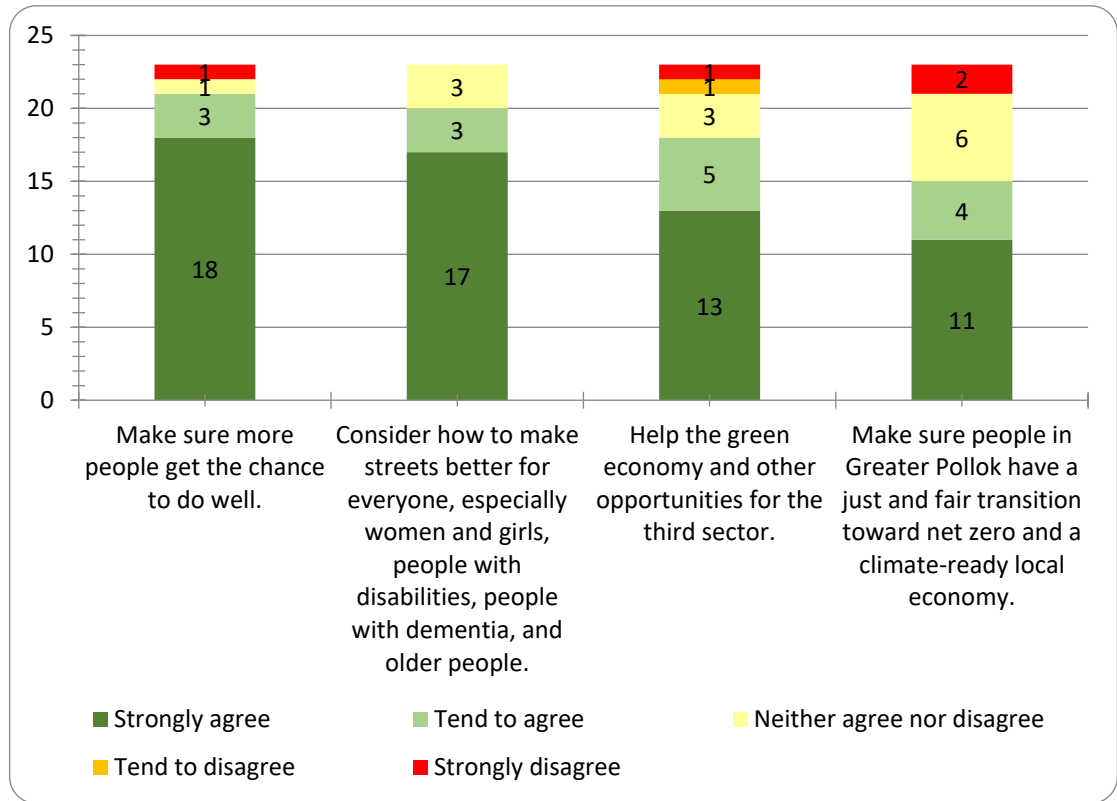
3.67 Eighteen respondents agreed with assessing at the Darnley and Nitshill Industrial Estates for job opportunities, while 16 respondents agreed with the proposal to Consider Business Improvement Zones and a Local Business Association for Darnley and Nitshill Industrial Estates.

Chart 15. Improving Business and Skills



3.68 In the **'Promoting a Fairer Glasgow'** area of focus, 21 respondents agreed with making sure more people get the chance to do well, while 20 respondents agreed with considering how to make streets better for everyone, especially women and girls, people with disabilities, people with dementia, and older people.

Chart 16. Promoting a Fairer Glasgow

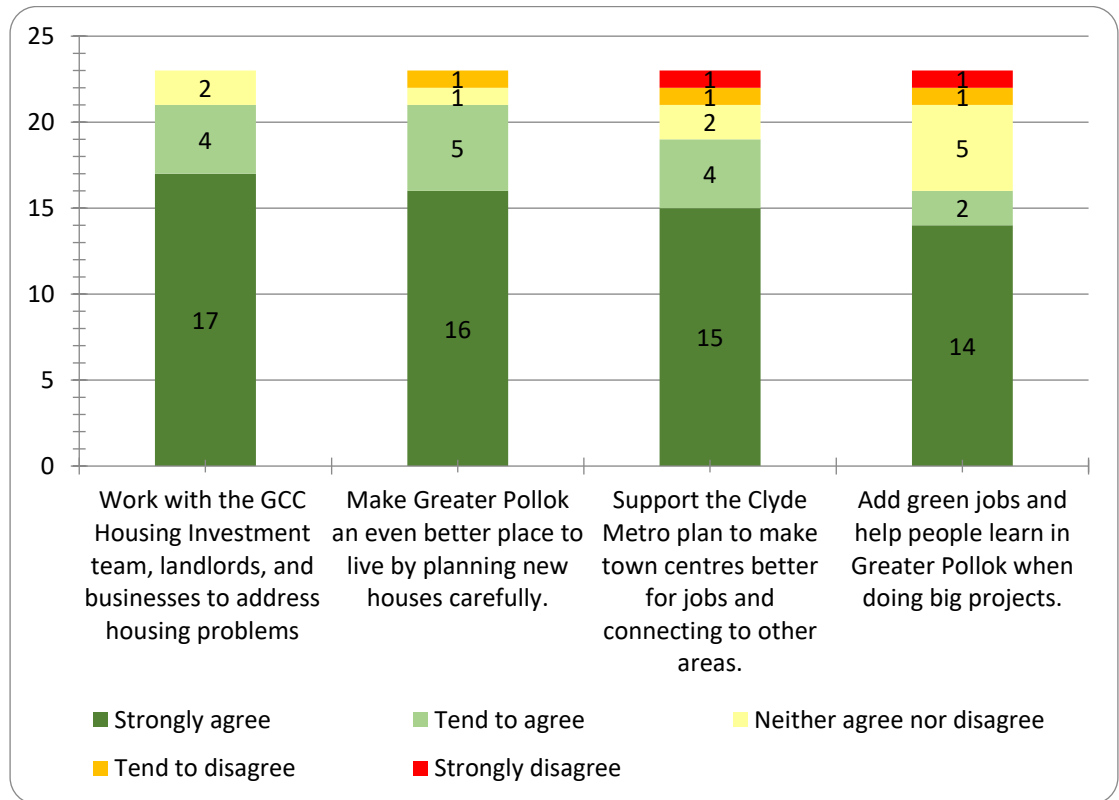


3.69 Eighteen respondents agreed with the proposal to help the green economy and other opportunities for the third sector.

3.70 Fifteen respondents agreed with the proposal to make sure people in Greater Pollok have a just and fair transition toward net zero and a climate-ready local economy, while 6 neither agreed nor disagreed with this.

3.71 In the **'Investing in Infrastructure and Place'** area of focus, 21 of the 23 respondents agreed with the proposal of working with the GCC Housing Investment team, landlords, and businesses to address housing problems and meet local demand, including 'first stepper households,' 'second stepper' families, and older or disabled residents, and with making Greater Pollok an even better place to live by planning new houses carefully.

Chart 17. Investing in Infrastructure and Place



- 3.72 Nineteen respondents agreed with supporting the Clyde Metro plan to make town centres better for jobs and connecting to other areas.
- 3.73 Sixteen respondents agreed with the proposal to add green jobs and help people learn in Greater Pollok when doing big projects, while 5 respondents neither agreed nor disagreed with this.
- 3.74 In the **'Heritage'** area of focus, 17 of the 23 respondents agreed with the proposal to think about a plan for "Historic Landscapes" in Greater Pollok and explore funding from external partners, and with developing a plan for the culture, art, and history in Greater Pollok, an audit of heritage assets, and invite local people to get involved.
- 3.75 Respondents were asked whether they had any comment on the Vibrant, Skilled and Healthy Outcome and 14 respondents left a comment, as shown in Table 9 overleaf.

Chart 18. Heritage

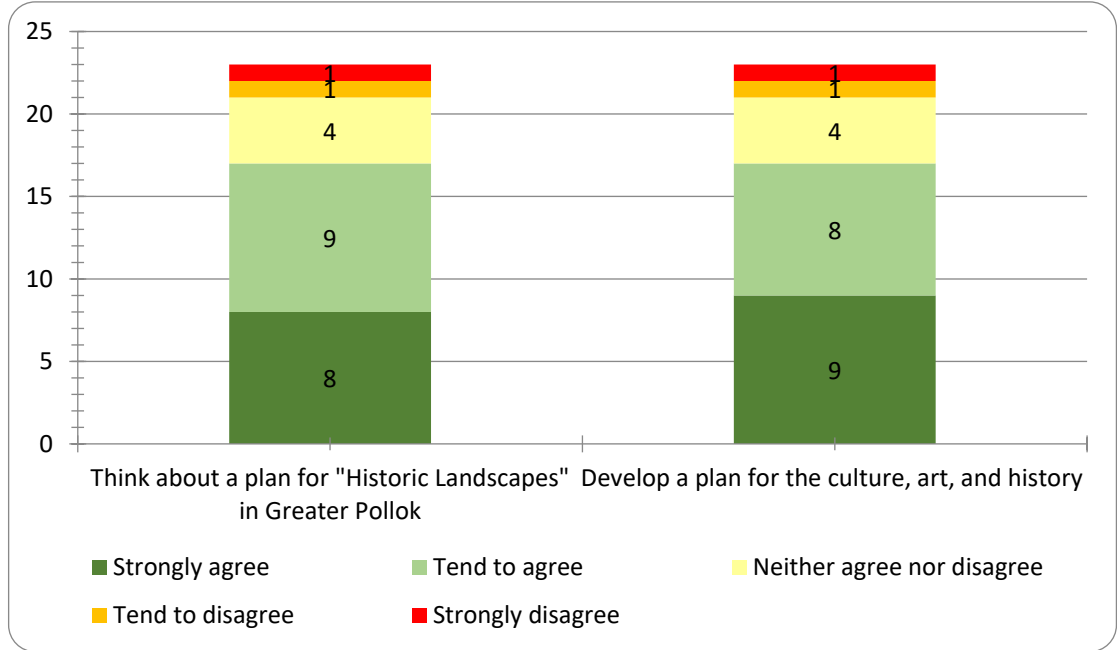


Table 12. Open Comments on Vibrant, Skilled and Healthy

Category	Count	Column N %
Invest in aging housing/infrastructure	2	14%
Focus on jobs, employability and upskilling	2	14%
Upgrade/develop underused assets	1	7%
Preserve/promote heritage sites	1	7%
Re-develop Silverburn to include public outdoor/green spaces	1	7%
Better license food outlets near schools	1	7%
Improve availability of healthy food	1	7%
Increase nursery capacity	1	7%
Against (inefficient) heat pumps	1	7%
Prioritise Housing	1	7%
Do not remove or build on woodland	1	7%
Do not build on main roads to Silverburn	1	7%
Consider more play parks	1	7%
Invest in affordable housing	1	7%
Record (in writing) heritage of Pollok	1	7%
Focus on community-based arts	1	7%
Remove Clyde Metro illustrative map as it is immature	1	7%
Other comment	3	21%
Total	14	100%

F. SUSTAINABLE, WELL-MANAGED AND LIVEABLE

3.76 Respondents were informed that the five areas of focus under the Sustainable, Well-managed and Liveable Outcome were:

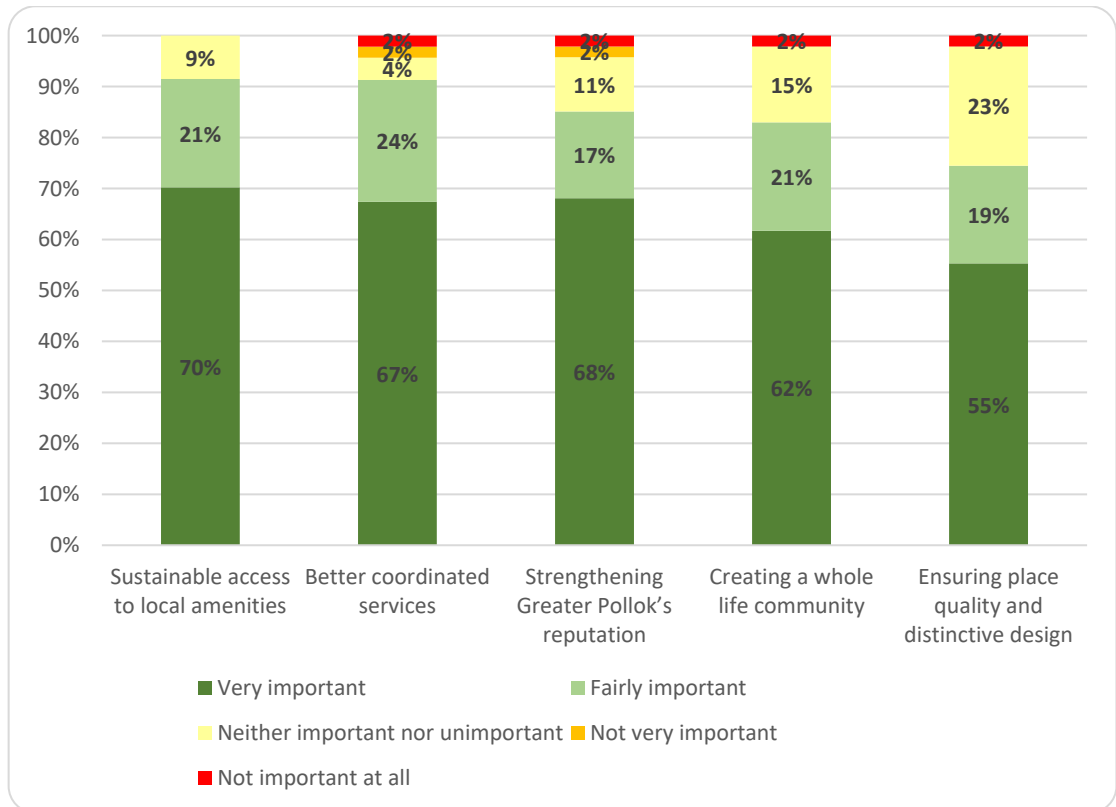
- Sustainable access to local amenities
- Ensuring place quality and distinctive design
- Better coordinated services
- Creating a whole life community
- Strengthening Greater Pollok’s reputation

3.77 A large majority of the 47 respondents said that sustainable access to local amenities (91%), better coordinated services (91%), and strengthening Greater Pollok’s reputation (85%) are very or fairly important to them.

3.78 The majority of respondents also said that creating a whole life community (83%) is important to them while 15% thought that this was neither important nor unimportant.

3.79 Three out of four respondents said that ensuring place quality and distinctive design was important to them (74%), while just under one in four respondents said that this was neither important nor unimportant (23%).

Chart 19. Importance/Unimportance of areas of focus on Sustainable, Well-managed and Liveable Theme



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3.80 The table below shows margin of error analysis, this analysis is indicative of opinions in the wider community.

Table 13. Lower and Higher Margin of Error analysis at the 95% C.I

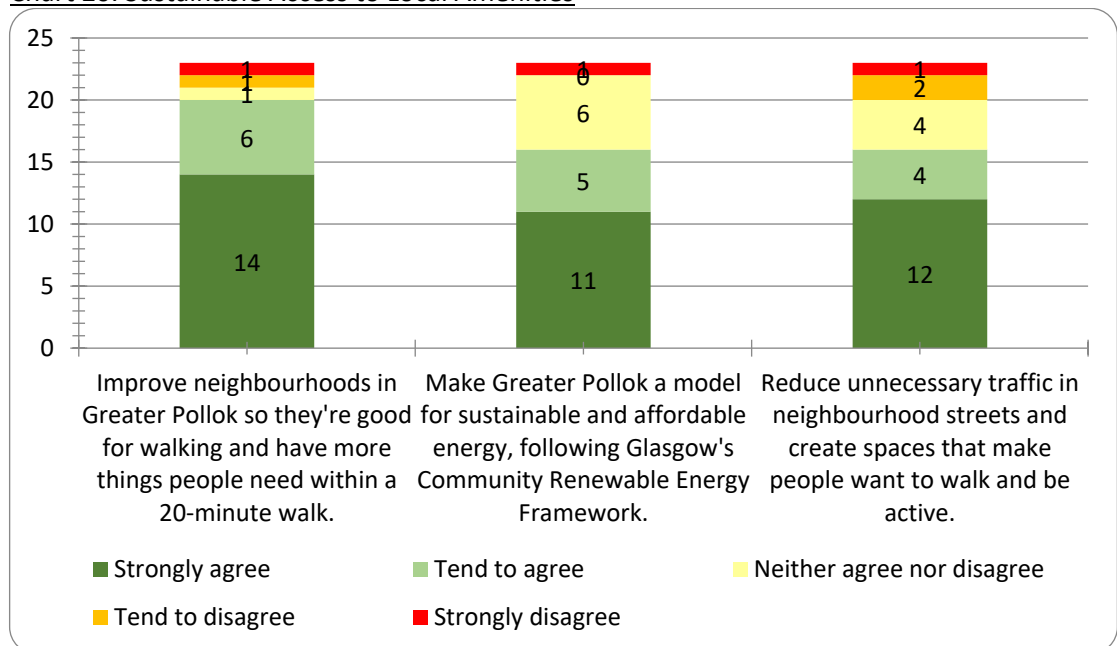
Sustainable , Well Managed and Liveable	Lower MoE - Important	Important % Achieved	Higher MoE - Important	Lower MoE - Not Important	Not Important % Achieved	Higher MoE - Not Important
Sustainable access to local amenities	83%	91%	99%	0%	2%	6%
Better coordinated services	83%	91%	99%	0%	4%	10%
Strengthening Greater Pollok’s reputation	75%	85%	95%	0%	4%	10%
Creating a whole life community	73%	83%	93%	0%	2%	6%
Ensuring place quality and distinctive design	61%	74%	87%	0%	2%	6%

3.81 The 23 respondents who wished to comment on the Sustainable, Well-managed and Liveable Action Plan, were also asked to indicate whether they agreed with the actions as proposed.

3.82 In the ‘**Sustainable Access to Local Amenities**’ area of focus, 20 respondents agreed with improve neighbourhoods in Greater Pollok so they're good for walking and have more things people need within a 20-minute walk. There was some confusion over this action, as one respondent thought that the plan meant that residents would get a fine if they step outside the 20-minute walking zone.

3.83 16 respondents agreed with making Greater Pollok a model for sustainable and affordable energy, following Glasgow’s Community Renewable Energy Framework, while 6 neither agreed nor disagreed with this, and with reducing unnecessary traffic in neighbourhood streets and creating spaces that make people want to walk and be active, while 4 respondents neither agreed nor disagreed.

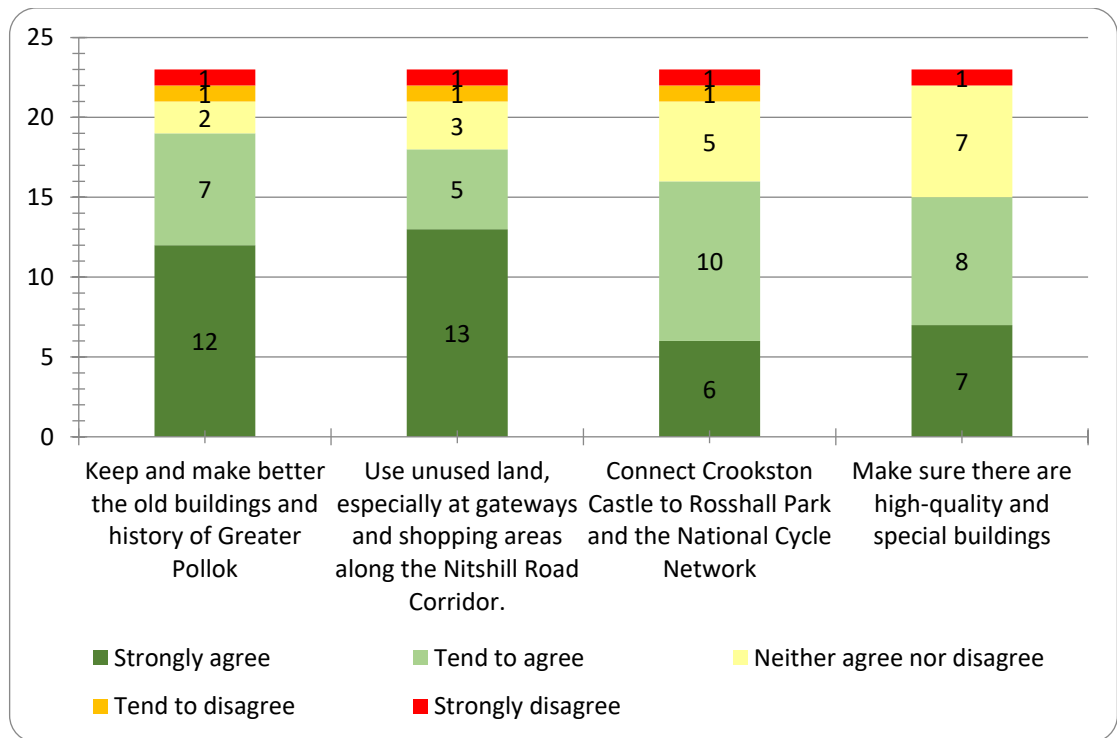
Chart 20. Sustainable Access to Local Amenities



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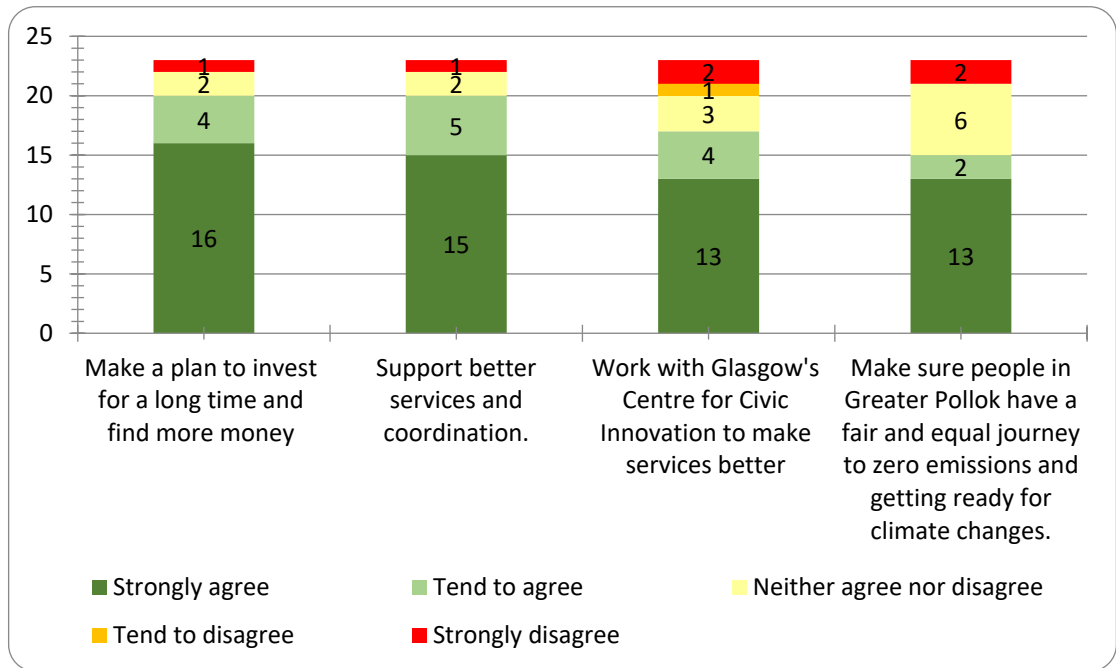
- 3.84 In the ‘Ensuring Quality and Distinctive Design’ area of focus, although most respondents agreed with the actions proposed there were several respondents who neither agreed nor disagreed with some of these.
- 3.85 Nineteen respondents agreed in keeping and making better the old buildings and history of Greater Pollok, like Crookston Castle's connection to Mary Queen of Scots.
- 3.86 Eighteen respondents agreed with using unused land, especially at gateways and shopping areas along the Nitshill Road Corridor.

Chart 21. Ensuring Quality and Distinctive Design



- 3.87 Sixteen respondents agreed with connecting Crookston Castle to Rosshall Park and the National Cycle Network, making it a nicer place for walking and biking, while 5 respondents neither agreed nor disagreed.
- 3.88 Similarly, 15 respondents agreed with making sure there are high-quality and special buildings in Greater Pollok by 2035, while 7 respondents neither agreed nor disagreed with this.
- 3.89 In the ‘Better Coordinated Service Delivery’ area of focus, 20 of the 23 respondents agreed with making sure people in Greater Pollok have a fair and equal journey to zero emissions and getting ready for climate changes, and with supporting better services and coordination.
- 3.90 Seventeen respondents agreed with working with Glasgow's Centre for Civic Innovation to make services better in Greater Pollok, while 15 respondents agreed with making a plan to invest for a long time and find more money to make Greater Pollok a better place to live, while 6 respondents neither agreed nor disagreed with this.

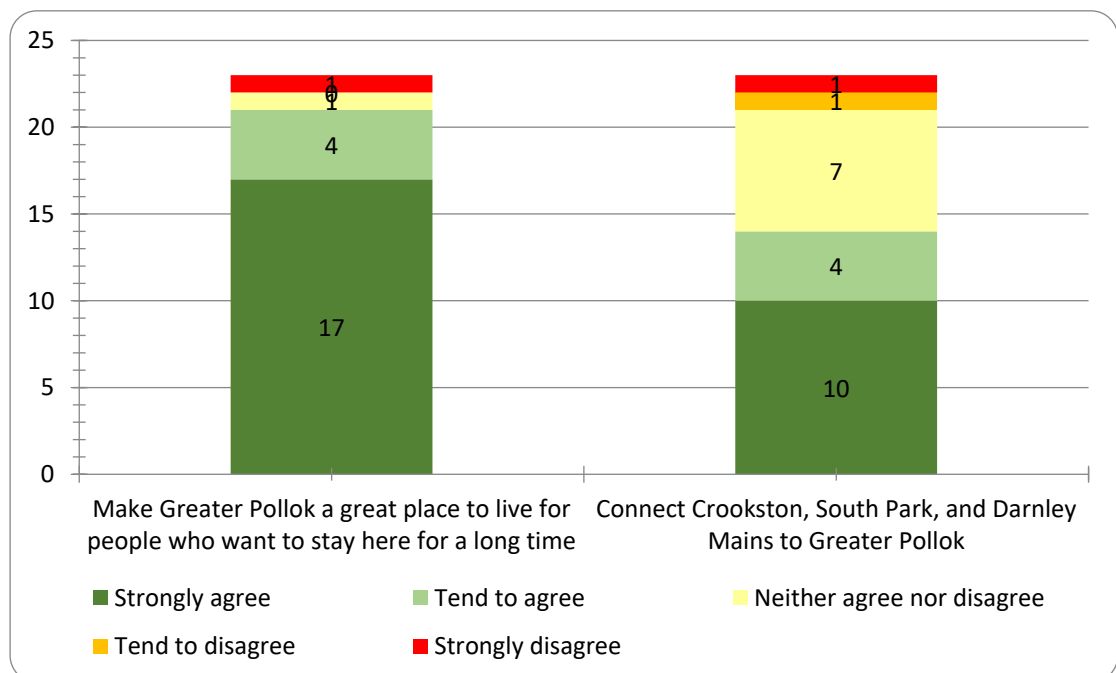
Chart 22. Better Coordinated Service Delivery



3.91 In the ‘Creating a Whole Life Community’ area of focus, 21 of the 23 respondents agreed with making Greater Pollok a great place to live for people who want to stay here for a long time, for local residents and the broader Glasgow South's housing sub-market.

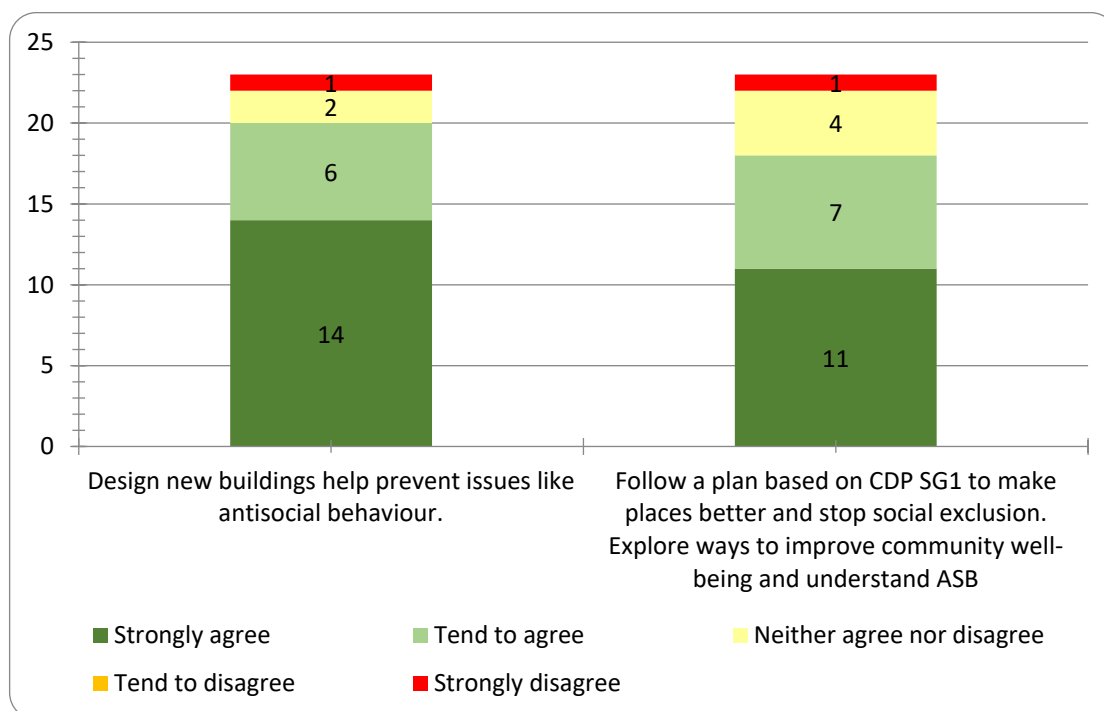
3.92 On the other hand only 14 respondents agreed with the proposal to connect Crookston, South Park, and Darnley Mains to Greater Pollok and make it easy for people to walk and cycle more, while 7 respondents neither agreed nor disagreed.

Chart 23. Creating a Whole Life Community



3.93 The final area of focus for this Outcome was to ‘**Strengthen the area’s reputation**’. 20 of the 23 respondents agreed with the proposal to design new buildings help prevent issues like antisocial behaviour, while 18 agreed with following a plan based on CDP SG1 to make places better and stop social exclusion, exploring ways to improve community well-being and understanding what causes antisocial behaviour.

Chart 24. Strengthen the Area’s Reputation



3.94 Respondents were asked whether they had any comment on the Vibrant, Skilled and Healthy Outcome and 11 respondents left a comment, as shown in Table 11 below.

Table 14. Open comments on Sustainable, Well-managed and Liveable

Category	Count	Column N %
Involve/give resources to local groups	2	18%
More good quality, affordable/social housing	1	9%
Less emphasis on walking/cycling	1	9%
Fear of being fined if stepping outside 20min neighbourhood	1	9%
Against more cycle lanes	1	9%
Lower use of cars and lower ASB is unrealistic	1	9%
Walking only zones for schools	1	9%
Affordable, supported living housing	1	9%
More investment	1	9%
Other comment	3	27%
Total	11	100%

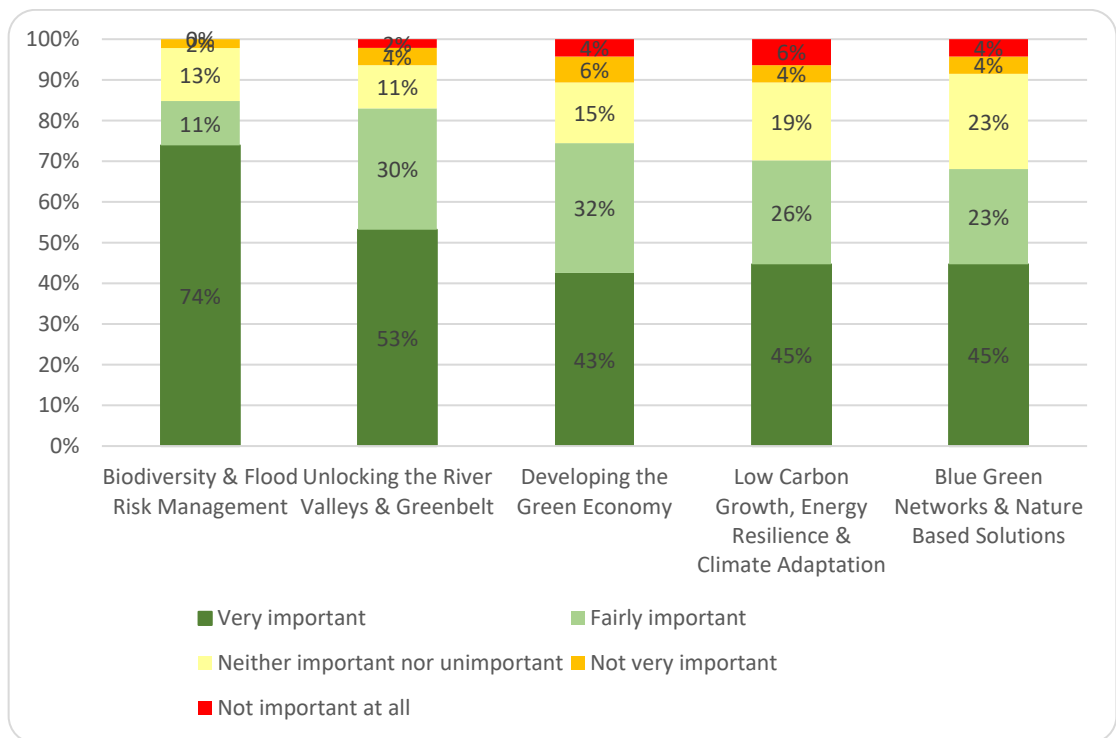
G. GREENER, CLEANER AND RESILIENT

3.95 Respondents were informed that the five areas of focus under the Greener, Cleaner and Resilient Outcome were:

- Low Carbon Growth, Energy Resilience & Climate Adaptation
- Developing the Green Economy
- Blue Green Networks & Nature Based Solutions
- Unlocking the River Valleys & Greenbelt
- Biodiversity & Flood Risk Management

3.96 A large majority of the 47 respondents said that Biodiversity and Flood Risk management (85%) and unlocking the river valleys and Greenbelt (83%) are very or fairly important to them.

Chart 25. Importance/Unimportance of areas of focus on Greener, Cleaner, Resilient



3.97 Three out of four respondents said that developing the Green economy is important to them (75%), while one in ten respondents said this was not very/not at all important (10%).

3.98 The majority also said that low carbon growth, energy resilience and climate adaptation (71%) and the Blue/Green networks and nature-based solutions (68%) were important to them, while 10% and 8% of respondents disagreed with these, respectively.

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3.99 The table below shows margin of error analysis, this analysis is indicative of opinions in the wider community.

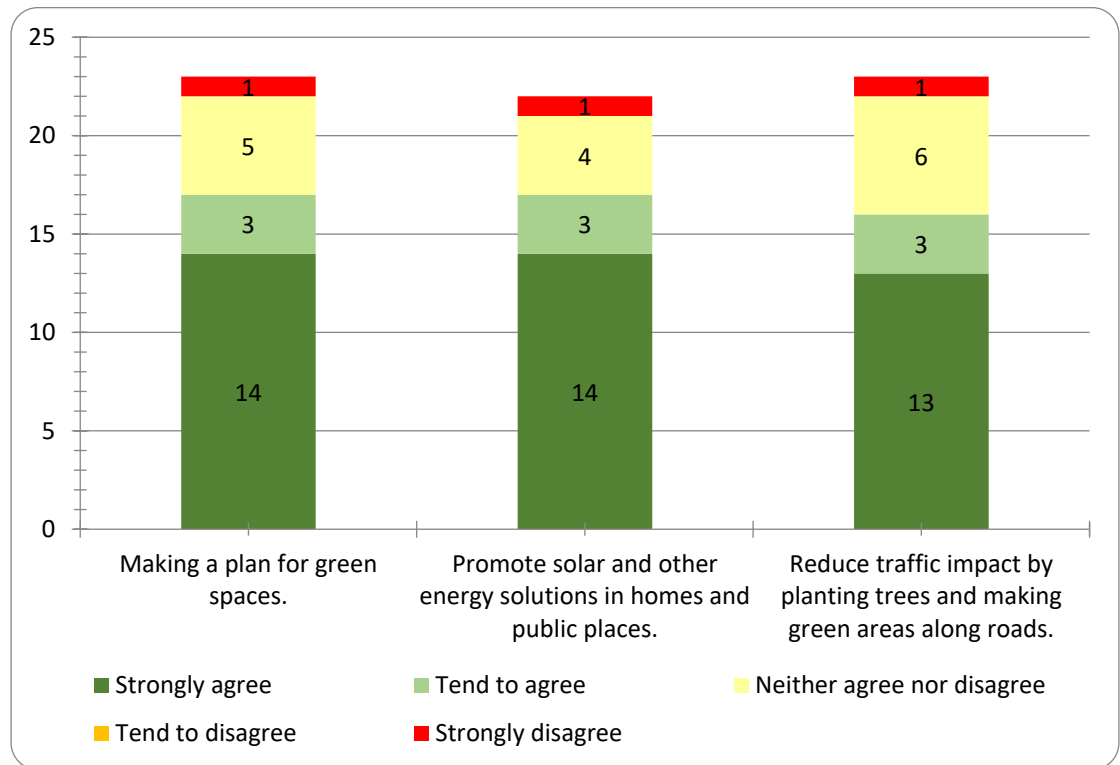
Table 15. Lower and Higher Margin of Error analysis at the 95% C.I

Greener, Cleaner, Resilient	Lower MoE - Important	Important % Achieved	Higher MoE - Important	Lower MoE - Not Important	Not Important % Achieved	Higher MoE - Not Important
Biodiversity & Flood Risk Management	75%	85%	95%	0%	2%	6%
Unlocking the River Valleys & Greenbelt	72%	83%	94%	0%	6%	13%
Developing the Green Economy	62%	74%	86%	2%	11%	20%
Low Carbon Growth, Energy Resilience & Climate Adaptation	57%	70%	83%	2%	11%	20%
Blue Green Networks & Nature Based Solutions	54%	68%	82%	1%	9%	17%

3.100 The 23 respondents who wished to comment on the Greener, Cleaner, Resilient Action Plan, were also asked to indicate whether they agreed with the actions as proposed.

3.101 In the ‘**Low Carbon and Climate Adaption**’ area of focus, 17 respondents agreed with making a plan for green spaces (5 neither agreed nor disagreed), and with promoting solar and other energy solutions in homes and public places (4 neither agreed nor disagreed).

Chart 26. Low Carbon and Climate Adaption



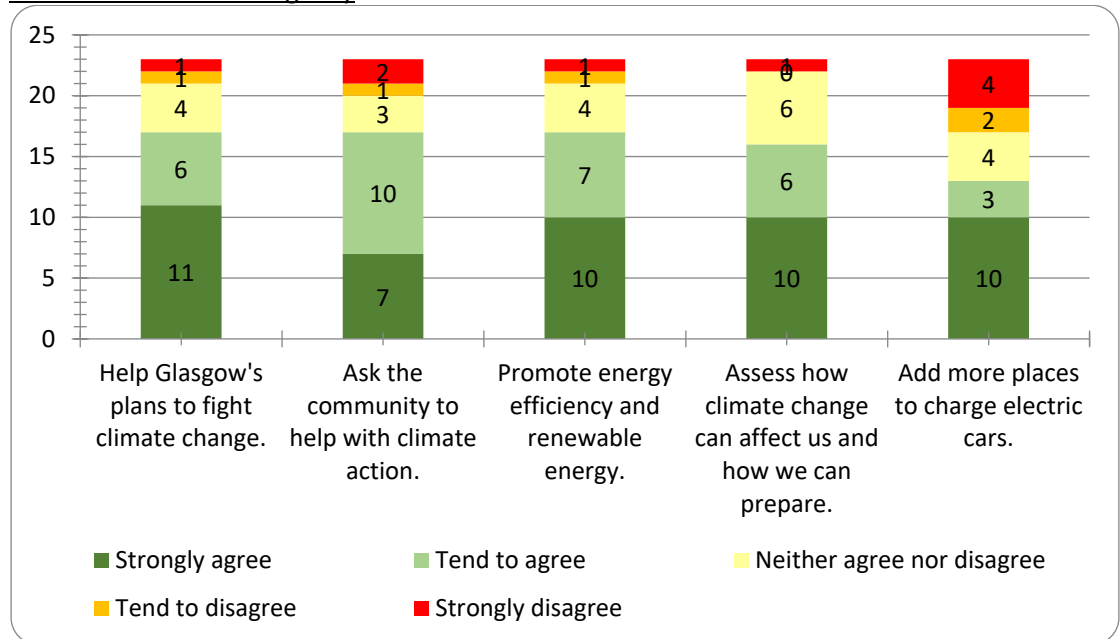
3.102 16 respondents agreed with reducing traffic impact by planting trees and making green areas along roads, while 6 respondents neither agreed nor disagreed with this.

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3.103 In the ‘Climate Emergency’ area of focus, 17 respondents agreed with an action to help Glasgow's plans to fight climate change, and with asking the community to help with climate action, and with promoting energy efficiency and renewable energy.

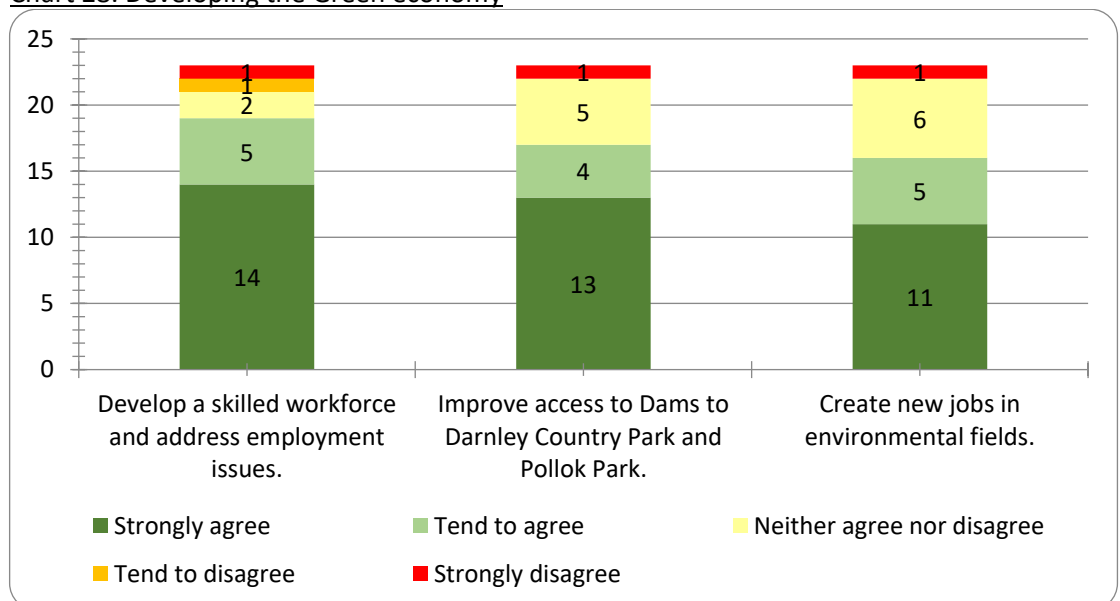
3.104 Sixteen respondents agreed with an action to assess how climate change can affect us and how we can prepare (6 respondents neither agreed nor disagreed), and 13 respondents agreed with adding more places to charge electric cars - although 6 respondents disagreed with this.

Chart 27. Climate Emergency



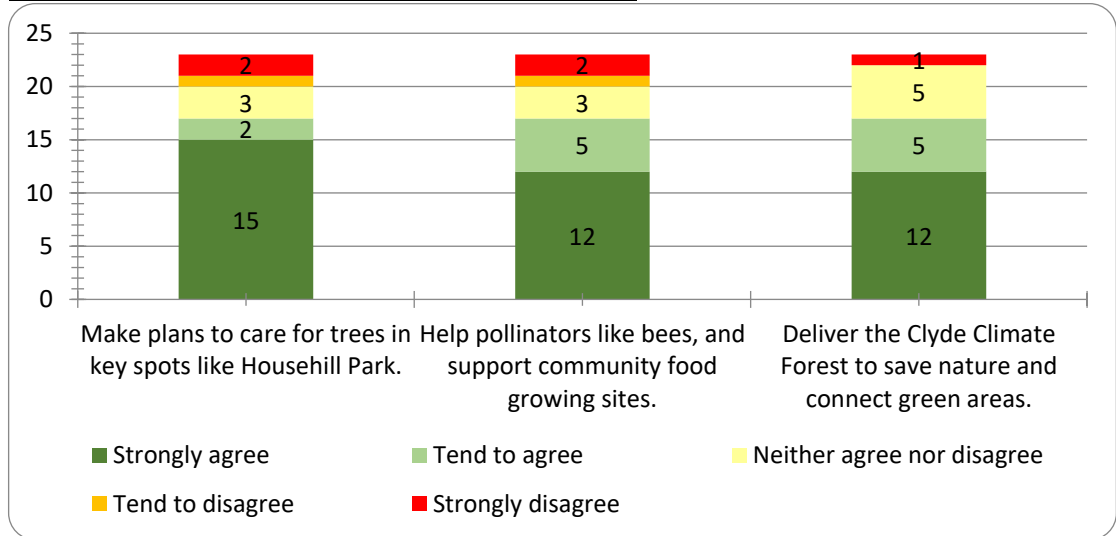
3.105 In the ‘Developing the Green economy’ area of focus, 19 respondents agreed with developing a skilled workforce and addressing employment issues, while 17 agreed with improving access to Darnley Country Park and Pollok Park and 16 respondents agreed with creating new jobs in environmental fields.

Chart 28. Developing the Green economy



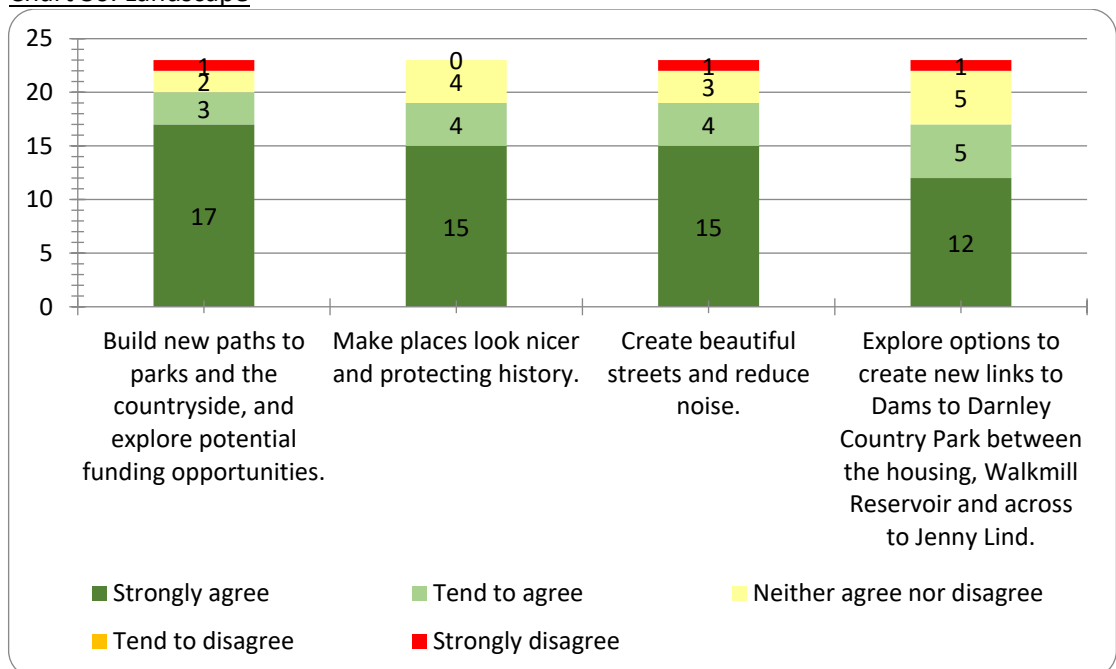
3.106 In the ‘Blue Green networks and nature solutions’ area of focus, 17 respondents agreed with all three actions, these being: making plans to care for trees in key spots like Househill Park; helping pollinators like bees, and support community food growing sites; and delivering the Clyde Climate Forest to save nature and connect green areas.

Chart 29. Blue Green Networks and Nature Solutions



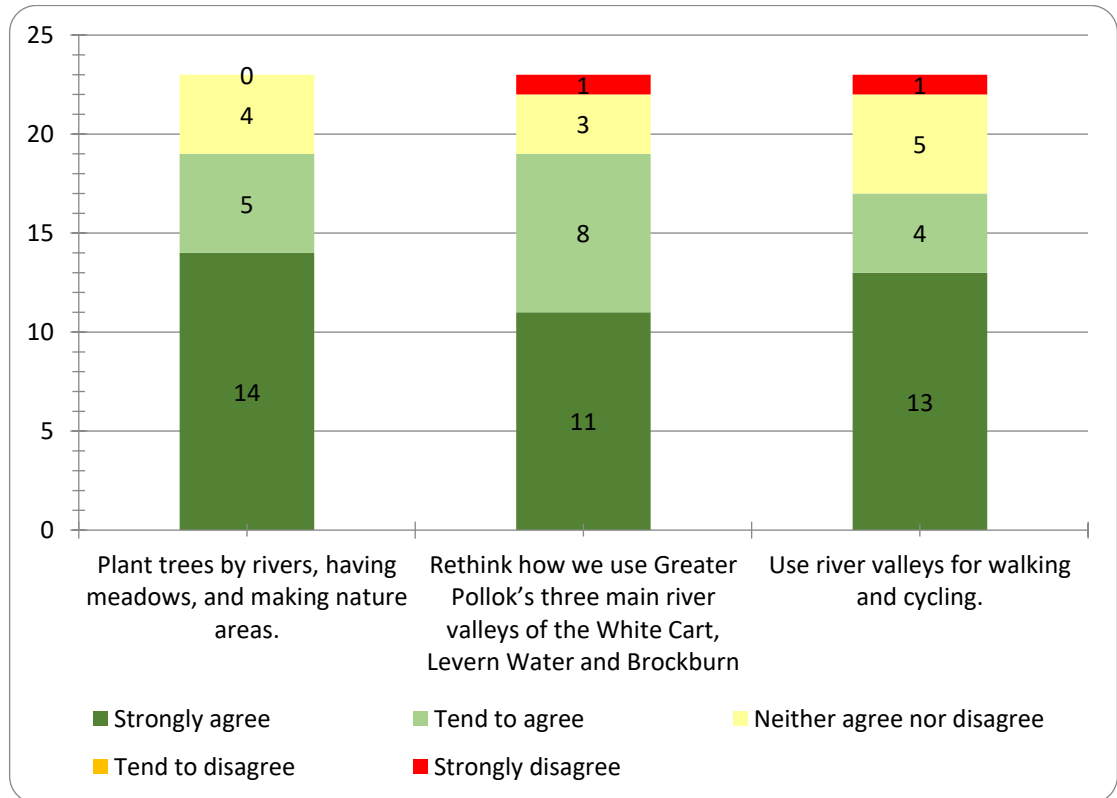
3.107 In the ‘Landscape’ area of focus, 20 respondents agreed with building new paths to parks and the countryside, and exploring potential funding opportunities, while 19 respondents agreed with making places look nicer and protecting history, and with creating beautiful streets and reduce noise. 17 respondents agreed with exploring options to create new links to Dams to Darnley Country Park between the housing, Walkmill Reservoir and across to Jenny Lind, while 5 respondents neither agreed nor disagreed with this.

Chart 30. Landscape



3.108 In the ‘**Unlocking river valleys and Green belt**’ area of focus, 19 respondents agreed with planting trees by rivers, having meadows, and making nature areas, and with rethinking how we use Greater Pollok’s three main river valleys of the White Cart, Levern Water and Brockburn. 17 respondents agreed with using river valleys for walking and cycling, while 5 respondents neither agreed nor disagreed with this.

Chart 31. Unlocking River Valleys and Green Belts

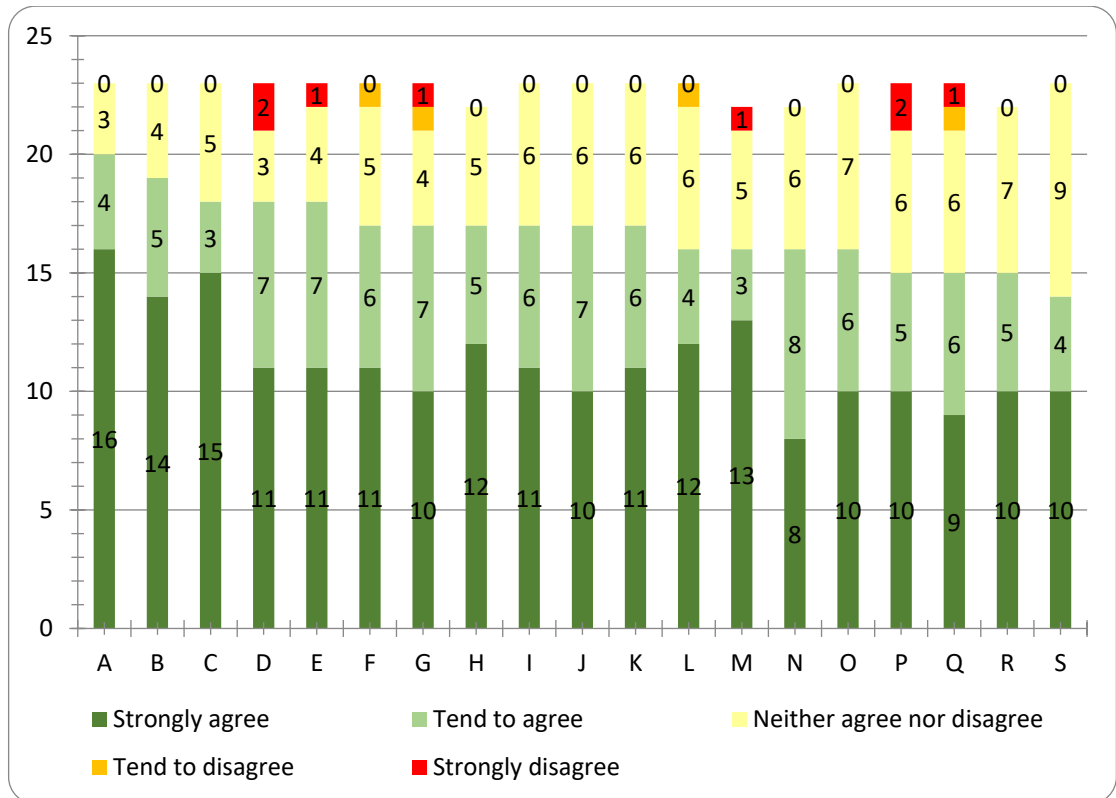


3.109 In the ‘**Biodiversity and flood risk management**’ area of focus, there were 19 Action in the LDF. These are shown in Chart 30 overleaf. Respondents agreed with the following actions:

- A. Fix the long-term flooding problem in Greater Pollok by carrying out the Pollok Surface Water Management Plan until 2030 (20 agree).
- B. Make sure the Council commits to protecting and improving green spaces in the LDF area by encouraging investments and thoughtful planning for their use (19).
- C. Resolve the ongoing flooding issue in Greater Pollok with the Thornliebank Surface Water Management Plan until 2030 (18).
- D. Support the Glasgow Green Connectors project to identify and implement opportunities in the LDF area, including the M77 and other road corridors (18).
- E. Include green and blue infrastructure in new plans and agreements early on (18).
- F. Help potential projects create Local Nature Reserves (LNRs) in Greater Pollok, specifically Househill Park and Hurtlehill. Also, consider new community uses for the woodland at Damshot Crescent (17).
- G. Collaborate with developers to design high-quality landscapes that promote biodiversity (17).

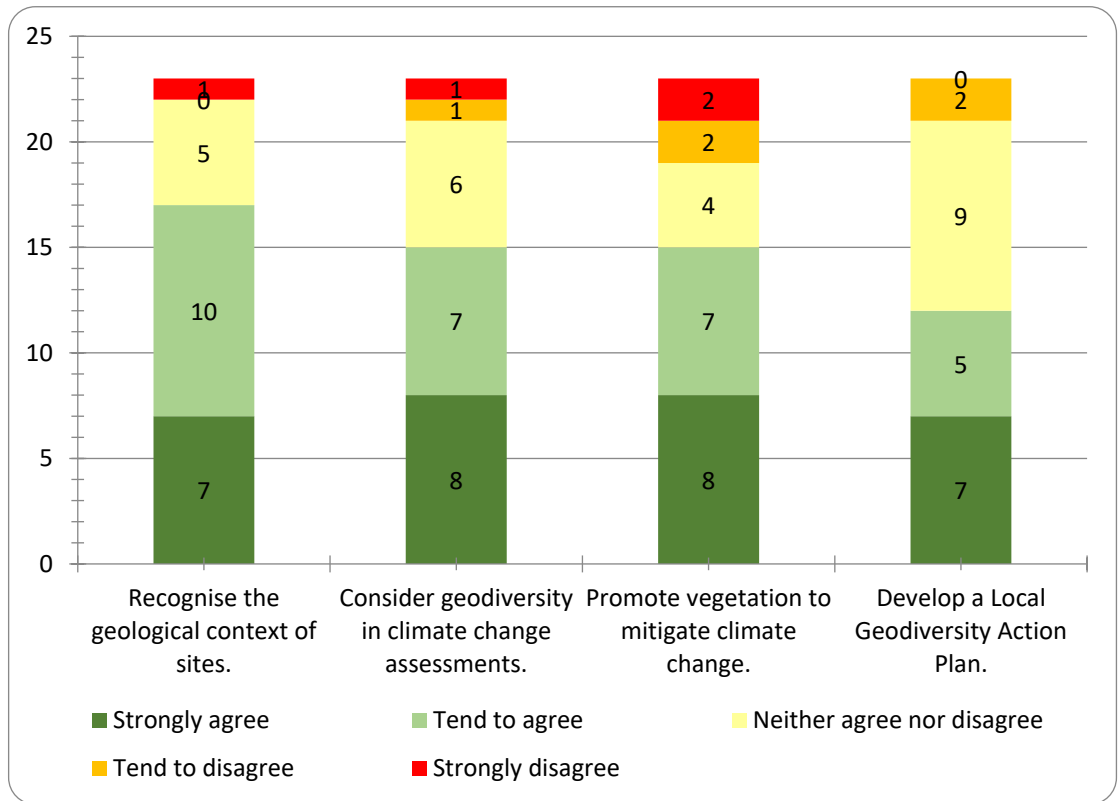
- H. Improve habitats along river corridors, including tree planting and support for priority species like otters(17).
- I. Continue efforts to Restore local waterways like the Brock and Auldhouse Burns from Nitshill and the Levern Water (17).
- J. Enhance travel paths for people and nature, including those along rivers (17).
- K. Support the work of the Council and its partners in delivering surface water management projects to enhance biodiversity (17).
- L. Find ways to use nature-based solutions for local drainage problems (16).
- M. Explore making grey areas more eco-friendly and adding sustainable drainage features (16).
- N. Support the Clyde Climate Forest Initiative (16).
- O. Align with key strategies to improve biodiversity (16).
- P. Involve the community in planning and delivering biodiversity projects, offering training opportunities (15).
- Q. Support the Clyde Grasslands project to benefit Greater Pollok (15).
- R. Use green solutions in road and water projects to improve biodiversity and habitats (15).
- S. Form partnerships for more biodiversity opportunities and connect green and blue network corridors (14).

Chart 32. Biodiversity and Flood Risk Management



3.110 Finally the ‘**Geodiversity**’ area of focus, 17 respondents agreed with recognising the geological context of sites. 15 respondents agreed with considering geodiversity in climate change assessments, and with promoting vegetation to mitigate climate change. 12 respondents agreed with developing a Local Geodiversity Action Plan, while 9 respondents neither agreed nor disagreed with this.

Chart 33. Geodiversity



3.111 Respondents were asked whether they had any comment on the Greener, Cleaner, Resilient Outcome and 11 respondents left a comment, as shown in Table 12 below.

Table 16. Greener, Cleaner and Resilient – Open Comments

Category	Count	Column N %
Protect green areas	2	18%
Tackle flytipping	1	9%
Tackle blocking up drains (by depositing material)	1	9%
Positive comment about plan	1	9%
Soil is dangerous/contaminated for food growing	1	9%
Who funds/maintains green environment?	1	9%
SUDS are not maintained	1	9%
Protect Pink or Ballerina Waxcap in Bull Wood site	1	9%
Prevent shop trolley theft	1	9%
Do more	1	9%
Plant flowers	1	9%
Other comment	1	9%
Total	11	100.00%

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H. OTHER COMMENTS

3.112 Respondents were asked to leave any other comments, especially as regard to actions potentially missing from the LDF. Comments were varied and are shown below. All open comments can be found in Appendix A.

Table 17. Any other comments?

Category	Count	Column N %
Welcome LDF	3	11%
Invest in cycling infrastructure	2	7%
Invest in/maintain play/recreational areas for children and young people	2	7%
Design a tramline	1	4%
Invest in Education	1	4%
Maintain hedges/grass	1	4%
Welcome attention to Heritage	1	4%
Invest in vacant, derelict and underused land	1	4%
Address sub-standard housing	1	4%
Relocate troublesome/criminal residents	1	4%
Focus on clean environment	1	4%
Segregated cycle lanes	1	4%
Cap on number of landlord-owned properties	1	4%
Invest in new Mosque	1	4%
Improve lighting/safety	1	4%
Create tourism plan	1	4%
Doubt LDF will be implemented	1	4%
More youth clubs	1	4%
Tackle ASB	1	4%
Improve public transport	1	4%
Upkeep roads and pavements	1	4%
Invest in Pollok Swimming	1	4%
Include affordable shops in Silverburn	1	4%
Tackle homelessness	1	4%
Tackle drug use	1	4%
Seems a dystopian, climate-friendly future	1	4%
Focus on sustainable funding	0	0%
Technical comment/request for contact to be made	5	19%
Other comment	3	11%
Total	27	100%

4.0 Recommendations

- 4.1 Analysis has shown that the LDF is received positively by respondents. Margin of error analysis showed that the LDF would also be positively received by the wider community.
- 4.2 **Consultation:** Due to the small number of respondents to the detailed Action Plan, we cannot make inferences as to approval of these actions by the community. More consultation would be desirable, especially on contentious issues.
- 4.3 **Public Transport:** The issue of better public transport connections within Greater Pollok and with nearby areas was raised by several respondents and considerations on how to improve this appear to be a priority to residents.
- 4.4 **Traffic jams:** Several respondents commented on lengthy traffic jams at key Greater Pollok, such as the Silverburn roundabout and the Pollok roundabout. Planning could help address these issues, which occur most often during peak traffic hours.
- 4.5 **Digital Connectivity:** One respondent was not sure about what is meant by 'Improving Digital Connectivity' and this may be an issue for other residents. Some information could be distributed to residents to inform them of future plans for digital connectivity.

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APPENDIX A – OPEN COMMENTS

Q5. If you have any comments or ideas about this vision, share them below.

<p>A lot about creating not a lot about rehabilitation/reinvestment to things which already exist ie old flats and houses. Gentrifying there would help a lot</p>
<p>Affordable housing & local jobs are a must</p>
<p>Are you going to fund the local CAB?</p>
<p>As a working professional working in the nhs I pay and have always paid full council tax payment as my parents before me....my family have lived in Pollok for generations - grandparents were the first tenants then my mum and dad now me (mum and dad bought house) Pollok has changed over the years...things that need to be prioritised: Cutting grass middle of roads, pot holes, fly tipping, rubbish uplifts...I have paid the £50 for brown bin, purple bins only lifted every 8 week! Agree in terms of climate change needs more to be done. Transport links, access to local employment opportunities for people.</p>
<p>Better transport connections with the City Centre & South Side. Prioritise pedestrians/active travel - Reduce traffic - more traffic calming measures - roads are fast and very dangerous! Work in partnership with already established local organisations to establish job opportunities in the local area</p>
<p>Council needs to engage with Stakeholders/Developers to ensure the vision is delivered. There are a number of development solutions already identified that require Council engagement to deliver the regeneration of various identified sites in the Nitshill Area.</p>
<p>Hoprefully the Pollok roundabout gets completed before 2035. Looking forward to another 50 consultations on it.</p>
<p>househillwood park is a huge area so much green space but should have good features and things added to it the whole area of the park is wasted and not much in it considering the size of it</p>
<p>I don't know why when Scottish water we're working and digging up between leverside rd and brockburn road at the river and the Wheatley homes depot a road was not built joining the two roundabouts taking lots of traffic away from silverburn roundabout simple for road planning engineers to establish this fact ?</p>
<p>I love living in Pollok but the public transport is a nightmare. As a non driver, it's appalling that we only have one bus every 30 mins that goes to Paisley Rd West. We need more public transport links asap! Not everyone in the area drives.</p>
<p>I think it is ambitious but whole-heartedly support the vision.</p>
<p>I think it is such a mixed area with old la housing which is home to some of the most extreme cases of poverty and ill health to other small pockets of wealth from new build estates that the idea of a whole community will be very difficult to achieve as not everyone will feel equal</p>
<p>I think the vision in general is a good one. The points I would like to make are that in terms of transportation GCC is putting the cart before the horse. We all want cars to be used less, but the public transport in greater Pollok is terrible. Also while we want Pollok to be a good place for families, single person households are forgotten about.</p>
<p>I think the vision is generally good, but having read some of the LDF the document itself is quite bloated, repetitive, and lacks concrete actions, guidance or recommendations. It's very unclear reading through it what actual changes residents or visitors might expect to see.</p>
<p>In general though I would love to see better public transport links to Silverburn, a higher standard for the public realm element at Silverburn (the library, health centre, etc). I also have visited Dams to Darnley park before by train with my young son and the experience is not very pleasant. Likewise we</p>

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have been to Crookston castle many times but only once by bus. The trip from Shawlands is really long and the bus doesn't even stop by the castle, but round the corner.
I would like to see a strong focus on reducing car usage, and increasing cycling infrastructure.
Improvements to education would be a good starting point. Currently all primary schools in and around Nitshill are overwhelmed and close to or overly subscribed for the size of the school. The continuous building of new homes has added to the volume of traffic need for pedestrian safe spaces.
In order to make Greater Pollok more connected it needs a more reliable bus service. We have a motorway and recently electrified railway linking to the city centre.
In some instances, vehicular travel will still be required but creating better networks will start to support better travel. However, in some places, there is great amounts of poverty that need to be addressed and so this may help with some of that too...
Investing in key infrastructure and public realm aswell as social housing should be priority too
Keeping the place clean rubbish on pavements and roads is appalling also weeds overgrown in all streets around old pollok
Mainly I would like to see a reduction in car journeys, an increase in bicycle infrastructure, and an increase in litter picking
More bins, especially around schools.
Maintain green spaces within the community.
River clean up programme.
More bus services Cutting and maintaining carriageways clear of overgrown grass and bushes and green waste also litter.
Have a think about what was done in Shawlands where welcoming banners were put up as it really lifted the area and hanging baskets also
Needs more public transport & cycling paths
Please consider extending the Braidcraft Road across the river to join Brockburn Road at the existing roundabout. In my view this would help reduce traffic at Peat Road roundabout.
Please put lights in our kids play areas first of all. Went to the one on leverside Road at 5pm and could barely see my sons football in front of him. Had to leave as my youngest couldn't be seen on the play equipment very dangerous giving its right beside a river. The walk there was littered very badly the overgrown bushes hanging into the pavement across from the shops. Broken glass everywhere. Cars speeding down and right through the roundabout rather than slowing. Sort out speed bumps or a speed camera this is a road used by kids going to and from school with a lollipop lady who's barely there to help them cross. Accident waiting to happen. Make the area safe for our kids first then start whatever improvements you have in mind.
Please refer to the document which has been submitted to the LDF mailbox.
Repair potholes in the area
Some of the kids parks in Pollok are a disgrace - glass smashed, items of equipment not fit for purpose. Househill Park needs better CCTV and lighting for safety.
Sounds a balanced strategy
The kids need things to do, you knocked down the community centre's and replaced them with cheap houses. You took everything out of Parks and replaced it with nothing but weird outdoor gym pieces.
The rubbish in the street I live in is terrible so might be a good idea to have more bins on residential streets to encourage kids to use? Maybe coloured to look more attractive/fun for them to use?
The vision potentially could be a welcome and much needed enhancement to the many communities within Greater Pollok. By way of utilizing unused/derelict ground spaces into business opportunities and/or community projects that could/would benefit the citizens that fall into the elderly, disabled,

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and requiring additional support, categories. The Local Development Framework appears, to me, to be developing each community, within Greater Pollok, to become independent. Only from Silverburn Town Centre, will there be better/easy/improved connections to Glasgow City Centre etc with each independent community within Greater Pollok having to be able to walk/wheel the maximum 20 minute journey to reach Medical/Dental services. Leisure facilities, and Social & Recreational spaces, due to restriction of vehicle usage. I do wonder if I have read the LDF incorrectly and that bus routes covering Barrhead Road, Nitshill Road, and, Peat Road will continue using these routes, as the Metro tramway does not appear to cover these areas?

This doesn't sound any different to what it is now.

We have to share the needs of parkland housing street improvements along with tradition. The war memorial on Nitshill road for example..needs updated and stones combined with safe access for all including wheel chairs.

Thanks

We particularly welcome the inclusion of utilising natural river valleys and green areas to fight climate change. Enhancing natural assets and making use of nature-based solutions is a strong strategy which is likely to secure multiple benefits for people and nature, and we're really pleased that this forms a key element of the LDF.

We note that the vision as set out on page 28 of the LDF uses the term "extend biodiversity" in the final sentence, and we suggest that this could be amended to "enhance biodiversity".

We would particularly welcome improved access to public transport, encouragement of active travel and mitigating the impacts of climate change.

Most trips by public transport also involve walking and wheeling - enabling people to access bus stops easily and safely, for example, is important. Improved paths, pavements and maintenance are part of this.

There needs to be a definition of what "sustainable" means in practice.

Who wouldn't want all of the above unfortunately in Southfield Crescent it's turning into a van park they park-over the pavement restricting prams and mobility scooters unfortunately polite requests to be more considerate ignored.

Q7. If you have any comments or suggestions about these priorities, let us know below.

1. Cutting off each community is/can only be beneficial to the fitter citizens. I worry that the elderly, disabled, requiring addition support, may become even more isolated if they are unable to walk/wheel themselves the maximum 20 minutes to reach Silverburn Town Centre.

2. To use the local green spaces by way of flood prevention, to me, renders these green spaces unusable to all citizens! Instead turning each green space into waterlogged sinkholes, and or bogs, which in turn, will require them to be fenced off as dangerous to children and wildlife.

3. To empower Greater Pollok's citizens, then full transparency should have been shown to each one of them, during consultations, rather than paraphrasing to your own benefits whilst leaving them to have to read between the lines.

4. Since before 2012, the supporting efforts to achieve inclusive economic growth has not achieved very much for Greater Pollok to date... The Major Town Centre is filled with part time employment opportunities, with Local Town Centre still to be established!

I propose a secure bicycle compound to be built at Silverburn Town Centre, to enable safe storage of bicycles for the many citizens that need to catch early connecting transport to work each morning.

Communities don't deliver anything they rely on others to provide the investment and services needed. Local people usually want things that are free with no idea how these are paid for. We don't

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need lots of community facilities that aren't used. The area needs quality cheap activities one their doorstep.

Decent public transport is a must, active travel is not going to work if you work in the city centre or beyond. We do not have the climate or the terrain for cycling to be an option for most we are not the Netherlands where it is mainly flat and much drier than us. Stop demonising car usage of you work in the city centre and can get to work in 20 mins as opposed to 1.5 hours with public transport because of timings and routes then obviously the easier quicker route will be the options for working families. Promoting biodiversity seems to be code for not cutting/maintaining grass green areas the overgrown so called "wild" areas make the place look like a dump not to mention a hazard in the central reservation verges. And before allowing any more new homes maybe address the issues with schools and decent open areas - you have allowed the area to become densely populated without the necessary infrastructure.

End social discrimination. Bring about a charter that young people should sign pedging not to vanalis shops etc. Or they and their parents are held to account for their actions and antisocial behaviour bring about equality.

Enhancing Connectivity and Accessibility should follow the sustainable transport hierarchy in the National Transport Strategy.

Priorities should take on board the 20-minute neighbourhood concept in the National Planning Framework 4.

Get away from pathetic cycle lanes..expensive not used and endanger lives.

Brockburn road good example , traffic queues cause ommisions, the bollards could throw cyclists in front of cars.

Folk drop the cycle awarness and then get hurt on other roads.

The law has changed cyclists get lots of protection and car drivers learning how to adapt..cycle lanes do the opposite.

Also 999 services stuck behind buses for several crucial minutes racing to emergency calls.

More free parking, encourage shops to flourish not disseminate them.

Local shops are needed for those who dont drive or can walk short distance.

To enourage investment drop rates bring in quality local affordable outlets and stop pandering to Silverburn

How can residents trust council when it imposes bus lanes and cycle lanes that were rarely used without initial consultation? This caused more congestion ultimately more idling and greater pollution.

Practical solutions for CARS, public transport and Cyclists.

If the vision is to reduce car traffic the pavements need to be resurfaced. The ones on Crookston Road are uneven and covered in leaf debris. This is a main access to two hospitals and the local train station and you cannot use the pavement in a wheelchair or electric scooter. They are not accessible.

If you want to stimulate the economy, improve the public transport and get rid of the cycle paths.

In order to reduce car usage - public transport needs to be reliable across Greater Pollok as some services just are not reliable. The services have to bring about convenience but also have to operate under better time management. Unfortunately, I stopped using public services as felt they were not reliable enough to get to the City Centre. I do use the rail route to Glasgow if I don't have particular time restraints.

Linking communities and organisations never works as it is normally a done deal long before consultations

Make green spaces and woodlands open and accessible for walking. Improving health and wellbeing. Fund and update the Stirling Maxwell forest Park trail originally planned several years ago.

Make Greater Pollok the greenest space in the city with accessible and safe woodland spaces.

Embraces the spirt of the Pollok Free State to build community 'ownership' and use of the spaces.

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Needs Council to engage with Stakeholders/Developers to ensure delivery.
Please build a new road to join leverside and braidcraft roads too brockburn roads roundabouts simple traffic easing construction even 1 lane and a pavement with cyclists permitted would be adequate.
Please consider additional tree planting on existing green space. Please add additional rubbish bins and animal poop disposal bins. In general there is a need to encourage the public to dispose of litter supported by improving emptying existing bins more often.
<p>Please give consideration to protecting the Bull Wood and the area of greenbelt bound by the Bull Wood, Raeswood Road, Oldbar Crescent and field boundary abutting the old farm road. What3worlds location ///likes.effort.pull marks the middle of the area.</p> <p>The main reason for this is that the greenbelt area is home to Pink or Ballerina Waxcap (<i>Porpolomopsis (Hygrocybe) calyptriformis</i>). This species is currently listed as Vulnerable in the IUCN Red List of Threatened Species and, according to the NBA Atlas Scotland, there are no recorded sightings in the area which suggests this is an undiscovered site. Whilst the Pink Waxcap is not protected under the Section 8 of The Wildlife and Countryside Act 1981, nor is it classified as a Red species in the UK's Red Data List of Threatened British Fungi, nevertheless it appears in the latter's Annex and my understanding is that, as a species of conservation concern and as a stronghold of the species, the UK has an international responsibility to take steps to protect it.</p> <p>The Pink Waxcaps are located the southernmost area of the site between the Bull Wood and Nos 47-69 Oldbar Crescent. This field is also home to several other species of more common waxcaps including Honey Waxcap (<i>Hygrocybe reidii</i>), Golden Waxcap (<i>Hygrocybe chlorophane</i>), ParrotWaxcap (<i>Gliophorus psittacinus</i>) and Meadow Waxcap (<i>Cuphophyllus (Hygrocybe) Pratensis</i>) as well as other fungi such as Dusky Puffballs (<i>Lycoperdon nigrescens</i>). Photos of some of these are also contained in the attached document.</p> <p>I have not, to date, seen evidence of these species in the nearby fields and can only surmise that the specific acid grassland/wetland topography of this particular field, together with its previous uses including as a small local golf course and former bovine grazing pasture means it is particularly suitable for fungi, especially waxcaps. The existence of the Pink Waxcap in this field is a prime indicator that the area constitutes a quality "waxcap-grassland" site and is, therefore, a valuable biodiverse habitat. Indeed, the area is home to a plethora of species including shrews, hedgehogs, foxes, roe deer and bats. Damselflies are evident on the paths running near the Bull Wood and there are also toads. In addition, there is a wide range of flowering plants such as evil's-bit scabious (<i>Succisa prarenensis</i>), Knapweed (<i>Centaurea nigra</i>), Eyebright (<i>Euphrasia officinalis</i>), white and red clovers (<i>Trifolium repens</i> and <i>Trifolium pratense</i>) which attract a wide variety of bees and other insects.</p> <p>The area is also the nesting, breeding and hunting ground for a number of bird species including buzzards, grey herons, blackbirds, jays, magpies, owls, songbirds such as goldfinches and robins as well as a large number of threatened species including starlings (UK conservation status red), twites (red status), mistle thrushes (red status), song thrushes (amber status), bullfinches (amber status), rooks (amber status), snipes (amber status) and a large population of wood pigeons (amber, status). The small wetland area below the old wall opposite Nos 86-90 Raeswood Road to moorhens (amber status) and mallards (amber status) with chicks and juveniles evident during the breeding seasons.</p> <p>Given the range of biodiversity coupled with a number of vulnerable and threatened species in the locale I would urge that consideration is given to protecting their habitat and preserving the field and Bull Wood, especially given we have already lost some of the neighbouring greenbelt (including former grazing pasture and acid wetland) to the houses built by Miller Homes.</p>
Please refer to the document which has been submitted to the LDF mailbox.
Same as previous comment, would be lovely but seems very far fetched
See last comment made
The idea of reducing car traffic when the m77 motorway was built through the middle of pollok Park is ridiculous. Already money has been wasted by introducing silly cycle lanes that no one used causing

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vehicles to back up and idle on all approaches to silverburn roundabout. More planning and thought needs to be considered to fix the silver burn roundabout which in turn will reduce the traffic flow.
The more community engagement the easier it will be to implement change. Keeping residents engaged will be key
The new idea in the parks with the fenced area around large grass is a terrible idea. It is full of dog foul and an eyesore as the grass in it does not get cut
These things are a waste of time.
Until you provide better public transport to and from Greater Pollok, the economic and job goals won't be achieved eg the last train to Nitshill is 19.03 from Glasgow Central on a Sunday. And it's an area poorly served by buses. Also non of the bus and train services are joined up. It takes 2 or 3 buses to get from my area of Pollok to the QEUH, going through every scheme on the way.. If I lived in Easterhouse one bus would take me there directly and it takes less time. People are not going to abandon their cars when public transport is so inconvenient. I recently became car less and I had thought about remaining so, but it simply isn't practical where I live.
Using the disused space on Nitshill Road to expand the Primary School and access to it and not the current Dove Street entrance, would enhance the educational experience of families in the area and create a safe space for all whilst commuting.
We do not want "active travel" nor do we want our cars taken away from us or told where we can and can't go in our cars! Public transport is terrible and no one should have to use it if they don't want to.
We don't need less cars we need more space for cars. There's a major shopping centre, motorway links and 2 roads in and out of a working class area where people travel to school and work. Working families trying to fight through tail backs everyday twice a day. Climate change? As mentioned above the build up of traffic due to lack of road space and a suitable junction to allow a flow of traffic is those issue not making those roads smaller. The traffic light systems are ridiculous to should be sensory lights rather than waiting 4 minutes with the engine running to turn onto braidcraft road while there is no traffic approaching from either side. You want to create more jobs yet reduce cars? Bit of a contradiction there we are already struggling to navigate through pollok without meeting tailbacks why bring more traffic to the area? Think before you start these ridiculous ideas and actually listen to the residents of pollok and our concerns
When are you going to provide more funding to the local CAB?
would very much welcome the positive contribution Food Growing can make to supporting Biodiversity net gain and address flooding and climate change when delivered utilising regenerative agricultural practices.

Q9. If you have any comments or suggestions about these Themes and Outcomes, please share them below.

Nuisance parking with big vans ie over pavements is blighting some roads polite warnings to educate people about parking might help .
20 minute neighbourhood? I spend more than that sitting in traffic to pass through the roundabout at peak times. Laughable. A town centre? Really? We're struggling to cope with the traffic from residents never mind adding to it.
Always promised, never delivered.
Balance is required
Build a new road between leverside and braidcraft road to brockburn road urgently
Going green seems to be more expensive and not the over all answer need to be a balanced approach to this
Housing needs to be affordable and fit the needs of the demographic including more housing development but creating flats that are affordable to lower paid workers.
If low carbon comes at the cost of LEZ then I do not agree with this

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It is important that services are able to be self sustaining. The town centre need to attract shoppers from a much wider area to ensure sustainability. Social inclusion can't just be delivered to those who live here but need to included visitors and shoppers too

Move frequent bus services please.

Please improve the road layout on Crookston Road between Kempsthorn Road and Barrhead Road and, in particular, the stretch of road between the two Dalmellington Road ends. The area is, quite simply, a racetrack with 40mph and even 60mph traffic speeds and cars racing each other the norm. Red traffic lights are ignored and cars regularly jump the red lights at the Sanquhar Drive junction when pedestrians are crossing with the green man. There are also numerous potholes and it's only a matter of time before there is a serious accident or a fatality. Please consider introducing a segregated, and separate from the footway, cycle track to reduce the width of the road to a single lane in each direction with lanes for turning right at junctions. Red light traffic management cameras would also be helpful..

Please provide additional funding for the local CAB.

Please provide more affordable homes within housing development both private and social to rent. Also where possible more "dropped kerbs" might help people with mobility issues.

Please refer to the document which has been submitted to the LDF mailbox.

Put effort into creating a new 'town' identity for the community create a sense of civic pride and boost the esteem that people feel about the community.

That all social housing arrangements are made available to let for the residents of pollok and only those from pollok. Otherwise residents ate given priority before outsiders. That local housing association are held responsible for ensure that no resident has to live next to anti social behaviour drug taking in house or exposed to the fumes or smells of that drug taking by a resident and they are effected on that ground.

These aspirations are all good, but I really don't see how they are going to be achieved. Where I live, things have become worse in terms. I used to be able to recycle, but the communal bin was set on fire and still hasn't been replaced - fly tipping has gotten worse and no one takes responsibility between GHA and yourselves. People from outside my area drive to dump stuff in our bins and green spaces.

These targets need to be closer and acted upon quickly. We need to accelerate development and growth to achieve a sustainable pollok

This all sounds terrible. My 11 year old is with me while I do this and even she says it's not what she wants.

To implement the flood management the residential streets require more cleaning to unblock all the stanks from muck and rubbish

Very ambitious but would be lovely if they could be achieved. Poverty crime and drug abuse in the area would be something that would need to be addressed first. Again small parts of it against pockets of wealth but equally as important to achieve your overall goal

waste of time

We would particularly welcome:

Safe, accessible and pleasant routes for walking, wheeling, cycling, and by good public transport. A network of multifunctional green, blue, and grey open spaces that helps us adapt to climate change and will promote improved health and well-being outcomes.

Yet again glasgow is fighting against cars. People need to work and use cars to get around with families. Not everyone works in the area and public transport is not available or safe at 3am in the morning . There is not enough buses and often need to get 2 or 3 which is not particularly after a 12 hour night shift

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Q15. If you have any comments or suggestions about the proposed Actions for Connected please use the space below.

1, where is the finance coming from this , 2, When will Peat Rd roundabout be upgraded , accidents happening more and more often, 3 Cyclists don't use existing cycle lanes as it is , what's the point in giving them more scope to run down pedestrians, As usual full of big plans which never come to fruition , I won't hold my breath . How long is it since the first plans to make peat rd roundabout safer ?

Don't want any of this it just sounds so dystopian. I want to use my car when and where I want I can't cycle or walk very well so this is just horrible to me. I hope this doesn't go ahead.

Greater and improved transport links are essential

Having read part of the LDF proposal I have no idea what the actual proposal for increase digital connectivity is, so I can't say if that's good or bad. It's unclear what it would mean for residents or visitors.

I do not believe park and ride schemes solve car traffic. It will reduce traffic in areas such as the city centre at the expense of more traffic where the park and ride areas are.

If the citizens of each community within Greater Pollok are unable to walk or cycle the maximum 20 minutes, then I do not think the proposed Actions for Connected will improve their quality of life or inclusion.

Investing in the public realm to be high quality and full of green space and life. Lots of state of the art facilities for community and leisure that neatly integrate into the fabric of the towns

Low traffic? It's a main route around this side of the city how else do we connect cardonald, mosspark area? Silly idea. There needs to be more roads and access for residents created not less cars.

Not sure that electric vehicle charging points will make the area and it's residents more digitally included. Virgin and City Fibre recently carried out work to improve fibre connection but this needs to be affordable and connectivity that is well maintained

Parts of Greater Pollok face a great amount of poverty and so these developments may support positive change but in doing so must support those low paid families who are being impacted. Proposals for upskilling should include key stakeholders including Citizens Advice, Skills Development Scotland, DYW and promote investment into the area from business but also promote entrepreneurship and business creation in the areas. This plan has potential but needs to consider the issues and by creating Greater Pollok as a fundamental town centre - it must have support services available within this by creating a new hub in disused space that is easy to access and which centralises these services for better community experience. There must be funding available to these support services to ensure they can deliver vital services.

Please improve the road layout on Crookston Road between Kempsthorn Road and Barrhead Road and, in particular, the stretch of road between the two Dalmellington Road ends. The area is, quite simply, a racetrack with 40mph and even 60mph traffic speeds and cars racing each other the norm. Red traffic lights are ignored and cars regularly jump the red lights at the Sanquhar Drive junction when pedestrians are crossing with the green man. There are also numerous potholes and it's only a matter of time before there is a serious accident or a fatality. Please consider introducing a segregated, and separate from the footway, cycle track to reduce the width of the road to a single lane in each direction with lanes for turning right at junctions. Red light traffic management cameras would also be helpful..

Silverburn shopping centre needs to be made exclusive to the residents of pollok. Otherwise shops such as poundstreichers, poundland, premark etc are included in the mall. That social discrimination by shopping centre management is ended. That affordable shops are made available. Thus including the pollok resident not excluding them. End social discrimination of the people of pollok by affluent areas including in work, training and education.

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Suggest that references to Clyde Metro on the “Illustrative map of Connectivity Opportunities within the LDF Plan Area” (Pg 19) rare removed as to provide this level of detail, relative to the current project stage, is premature.

There's a lot of emphasis on active travel i.e. walking and cycling, which is fine but a lot of people in greater Pollok are unable to walk great distances or cycle and it's simply not practical for a lot of purposes. We need affordable, reliable, public transport that's available at nighttime and weekends. The Barrhead railway line has recently been electrified but we're stuck with the same second class service. Anyone who has to travel at night or on a Sunday for work really struggles.

Walking and cycling are very different activities. It is disingenuous and misleading to lump them in together. Are you encouraging people to walk in the cycle lanes on roads!? Improve walking routes, but nobody uses the cycle lanes. The cycle lanes discriminate against people who don't want to or cannot cycle, or afford a bike or have somewhere safe to store a bike.

waste of time

We would particularly welcome improved access to public transport, encouragement of active travel and mitigating the impacts of climate change.

Most trips by public transport also involve walking and wheeling - enabling people to access bus stops easily and safely, for example, is important. Improved paths, pavements and maintenance are part of this.

Will Greater Pollok be income in plans for future metro/light rail. Need to vaslt improve public transport I. Having major assets kink Silverburn on the doorstep should be a reason for including Pollok.in the plans for the Glasgow Metro.

Q25. If you have comments about the Vibrant, Skilled, and Healthy actions, please share them below.

Absolutely we need to upgrade and redevelop underused assets. We need to invest in aging housing and infrastructure buildings. Preserve heritage sites and making them forward facing.

Silverburn is a key centre and I feel it needs a major investment to extend its services to fit with in the fabric of the town and landscape similar to what's happening with Buchanan galleries and St Enoch centre. This would mean a focus on creating a courtyard or neighbourhood feel to Silverburn and give opportunity for outdoor activities, community events, potential housing nearby and further redensifying the area so it doesn't sit like an Island off the motorway

All of above requires engagement from appropriate Council Departments

Better manage the licensing of food outlets near schools. Improve the availability of healthy food within primary and secondary schools. Increase nursery school availability.

Employability and skills should be at the heart of development as Greater Pollock needs this type of support more now than ever to support those who are struggling due to lower paid jobs so that they can enjoy a better quality of life. Disadvantaged areas should have access to equal opportunities.

Heat pumps are not good in Scottish climate and will not fully heat homes resulting in sun standard heating . This will impact health and have a knock on impact on nhs

Housing should be the top priority in all of this .

I 'tend to agree' with the majority of the Vibrant, Skilled, and Healthy actions that have been listed above, but I do not agree with the idea of removing and building on the many woodland areas that have existed for hundreds of years, or cutting off the main roads to Silverburn Town Centre, (Barrhead Road, Nitshill Corridor, and Peat Road), to enable the building of new first and second stepper homes. The communities within Greater Pollok will become built up and overcrowded, with the few green spaces left available being used to prevent flooding rendering them unsafe and dangerous to citizens. No playparks or children and young persons facilities have been considered within any of the independent communities or the Local Development Frameworks.

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I think getting jobs and affordable housing into greater Pollok has to be the priority. I like the arts and heritage and I'm lucky that I earn enough to enjoy these things, but getting people into decent housing and earning a living wage had to take priority.

I think there are a lot of buildings - particularly council built homes and flats which may now be in private hands - which are in need of investment now otherwise in 20 years you'll need to tear them down, Cornalee flats, arden flats, some Southpark. If you compare the newer builds particularly in south park to houses on say seamill street, the buildings aren't going to last and you'll simply increase poverty in those areas as people will throw money and never be able to fix it, or landlords with no real investment in the area will flip it for short term residency rather than long term communities

Pollok has lost a lot of its local heritage assets so it is only possible to create a written history of the areas heritage. More is lost every year and nothing is done to retain any aspect of the history of some of the built heritage within Greater Pollok. More should be done to tell the story of our previous active waterways and link to the provision of improved water supply to other areas of Glasgow. Also work with religious groups to record the previous strong links communities has to both churches.

The question "Make Greater Pollok an even better place to live by planning new houses carefully." is stupid. Is the alternative to plan new houses carelessly?

Unlock the local talent in the community to improve authentic vibrancy. Don't parachute in to the community. Create community art based on those with a link to Pollok.

Waste of time

We suggest that references to Clyde Metro on the "Illustrative map of Vibrancy, Skills and Health Opportunities within the LDF Plan Area" (Pg 46) are removed as to provide this level of detail, relative to the current project stage, is premature. If this is felt essential the word indicative should be included.

Q33. If you have comments about the Sustainable, Well-Managed, and Liveable actions, please share them below.

I worry that some of these ideas about the 'Glasgow South housing sub market' mean crappy box like houses and flats being built by developers and sold at unaffordable prices for a lot of the residents of Pollock. We're already seeing our green belt being eaten up by these developments near Dams to Darnley and the development across from South Park. Housing in Pollok should be affordable (preferably social rented) and on brown field sites. And why is walking and cycling on every one of these outcomes? I enjoy both, but there is too much emphasis on this. I can't help but think that by 2035 all we'll have in Pollok are a couple of cycle lanes and maybe a footpath with new tarmac.

Interesting that the 'sustainable access' questions focus on walking, not cycling.

It sounds like you want to turn pollok into a 15 minute city ??? everything in one place no need to go anywhere or you will get a fine etc.

More cycle paths that don't get used for 6 months of the year then causing more traffic congestion on the roads that are left. Less cars means less revenue for the council as you will get less money in fines and traffic tickets

Planning and the local development plan will not have an impact on the use of cars or antisocial behaviour. These are unrealistic expectations and should not form part of an LDP.

Put more power and resources into locally led groups. Learn the lessons of the pandemic that the community can lead and innovative if given the resources.

Regarding "Make sure there are high-quality and special buildings in Greater Pollok by 2035.", more clarification on plans for what is meant by this and how this will be achieved would be useful, as well as making sure these are referred to as being well-connected.

School areas have to be managed way better with drop offs and pick ups. St Bernards is a no parking area and for residents only during pick up and drop off times whether as Cleveleys Primary has none or this. There is continuous build up of traffic on one way streets Dunside Drive and Househillmuir Road.

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Residents and stuck within the street when needing to leave for work due to parents parking over residents drive ways and up on pavements. You cannot see around any bend on these roads during school times and are one lane. Children are nearly being ran over at all times. Residents are also having parents parking on their property and drive ways as if it is their home and leaving their cars on property. It is causing anti social behaviour as residents are continuously out complaining at parents on dunside and househillmuir road. Parents at the school have no care for residents property and entering and exiting their driveways etc as they are blocked all the time! An ambulance wasnt even given emergency access to a home on the street due to parents parking and blocking the road and the persons home needing the ambulance its ridiculous. Walking only zone is needed for all schools

There must be more provision for affordable housing especially for the elderly, disabled, and vulnerable, there is no point making all of these suggestions when the most vulnerable have no access to housing , young adults with learning disabilities who have to stay with elderly parents because there is no supported living for them , get these problems sorted first before spending money on anything else , the land is there for building on .

waste of time

We have a rich heritage and promising future. We need to capitalise and invest large capital sums into creating a well managed and living Pollok. Investment! Investment! Investment! Make it smart and plan throughouly with communities to create state of the art buildings and affordable housing.

Q44. If you have comments or suggestions about the Greener, Cleaner and Resilient actions, please share them here.

Flytipping into the rivers had to be stopped otherwise promoting wildlife conservation etc is pointless . Also, contractors who block up drains with cement, sand , tar need t be held accountable as do residents who do similar

Good to see the council will be doing something to address the flooding.

I do not believe that the land within Greater Pollok's communities should be used for supporting community food growing as the land is heavily contaminated with chemicals and minerals that can/are potentially hazardous. Many of the trees, that already line the three main river valleys, are contaminated with diseases with their barks, trunks, and branches, coated in a green/white/yellow fungi. Although this has mostly been noticeable since Scottish Water installed their new clean water pipes throughout these areas over the past three years!

It's all very well trying to create a greener environment but who is going to pay for it and how will sites be maintained? SUDS sites are a case in point. These are attached to all major housing developments and ado not have any maintenance associated to these areas.

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Please give consideration to protecting the Bull Wood and the area of greenbelt bound by the Bull Wood, Raeswood Road, Oldbar Crescent and field boundary abutting the old farm road.

What3worlds location [///likes.effort.pull](#) marks the middle of the area.

The main reason for this is that the greenbelt area is home to Pink or Ballerina Waxcap (*Porpolomopsis (Hygrocybe) calyptriformis*). This species is currently listed as Vulnerable in the IUCN Red List of Threatened Species and, according to the NBA Atlas Scotland, there are no recorded sightings in the area which suggests this is an undiscovered site. Whilst the Pink Waxcap is not protected under the Section 8 of The Wildlife and Countryside Act 1981, nor is it classified as a Red species in the UK's Red Data List of Threatened British Fungi, nevertheless it appears in the latter's Annex and my understanding is that, as a species of conservation concern and as a stronghold of the species, the UK has an international responsibility to take steps to protect it.

The Pink Waxcaps are located the southernmost area of the site between the Bull Wood and Nos 47-69 Oldbar Crescent. This field is also home to several other species of more common waxcaps including Honey Waxcap (*Hygrocybe reidii*), Golden Waxcap (*Hygrocybe chlorophane*), ParrotWaxcap (*Gliophorus psittacinus*) and Meadow Waxcap (*Cuphophyllus (Hygrocybe) Pratensis*) as well as other fungi such as Dusky Puffballs (*Lycoperdon nigrescens*). Photos of some of these are also contained in the attached document.

I have not, to date, seen evidence of these species in the nearby fields and can only surmise that the specific acid grassland/wetland topography of this particular field, together with its previous uses including as a small local golf course and former bovine grazing pasture means it is particularly suitable for fungi, especially waxcaps. The existence of the Pink Waxcap in this field is a prime indicator that the area constitutes a quality "waxcap-grassland" site and is, therefore, a valuable biodiverse habitat. Indeed, the area is home to a plethora of species including shrews, hedgehogs, foxes, roe deer and bats. Damselflies are evident on the paths running near the Bull Wood and there are also toads. In addition, there is a wide range of flowering plants such as evil's-bit scabious (*Succisa prarenensis*), Knapweed (*Centaurea nigra*), Eyebright (*Euphrasia officinalis*), white and red clovers (*Trifolium repens* and *Trifolium pratense*) which attract a wide variety of bees and other insects. The area is also the nesting, breeding and hunting ground for a number of bird species including buzzards, grey herons, blackbirds, jays, magpies, owls, songbirds such as goldfinches and robins as well as a large number of threatened species including starlings (UK conservation status red), twites (red status), mistle thrushes (red status), song thrushes (amber status), bullfinches (amber status), rooks (amber status), snipes (amber status) and a large population of wood pigeons (amber, status). The small wetland area below the old wall opposite Nos 86-90 Raeswood Road to moorhens (amber status) and mallards (amber status) with chicks and juveniles evident during the breeding seasons. Given the range of biodiversity coupled with a number of vulnerable and threatened species in the locale I would urge that consideration is given to protecting their habitat and preserving the field and Bull Wood, especially given we have already lost some of the neighbouring greenbelt (including former grazing pasture and acid wetland) to the houses built by Miller Homes.

Prevent improper use of shopping trollies ending up out with shop areas.

Protect our green and blue spaces and the bio diversity. Stop destroying these spaces for new build housing and make better use of brown field sites

The more we can do on these areas the better for the future

Vegetation and overgrowth of trees and plants just make communities look run down ...plant some nice flowers instead..still helping climate and making area look nice ..for example Nitshill Road at Esso Garage the hill looks ugly

Waste of time

We have some great green spaces in Pollok and these need to be protected and developed.

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Q46. Is there something important that's missing, or do you have thoughts about other parts of the document? Please share your thoughts here.

A tramline would be nice, but I'd be happy with solid bicycle infrastructure

Cycling safe routes in and around pollok linking to there other areas as far as Newton means cycle way to a77 route and city centre options

Education at the forefront of everything.

Ensure hedges and grasslands are cut and not left unmanaged

HES welcomes preparation of this Greater Pollok Local Development Framework (LDF) and support its co-ordinated approach to development. In particular, we welcome the actions included within the 'Action Programme' which either relate to the historic environment or where HES is named as a partner.

These actions include, amongst others, the following:

- Action 46: Historic Landscapes Initiative. Scope potential for a "Historic Landscapes" Initiative. Commencing with sites in the LDF area as the main focus of a pilot . Scope the potential for funding including external partners.
- Action 47: Prepare a culture/art and heritage strategy for Greater Pollok. This should include an audit of the local cultural and creative scene and opportunities. It should also include a review of heritage assets and how these could be further developed.
- Action 52: Protect and enhance the historic environment and buildings of Greater Pollok by building on its heritage connections with Mary Queen of Scots via Crookston Castle.
- Action 53: Connect the spaces around Crookston Castle to Rosshall Park and the National Cycle Network, making it a more attractive active travel destination.
- Action 80: Landscape Assessment/Audit Develop a case for the preparation of an updated landscape survey, cultural heritage and character assessment, including the SSLIs (with recommendations for enhancement). Identify potential funding and partners.

We are pleased to note the document's ambition of increasing promotion and enhancement of the setting of the heritage assets located within and in proximity to Greater Pollok. For example, we note the initiative to create 'a Green Connector around the Crookston Castle site to develop a meadow area and introduce selective tree enhancements to develop a Local Nature Reserve by 2035' (relating to actions 52 and 53). However, please be aware that any proposals in the document that extend into the scheduled area of Crookston Castle (SM 90085) would require Scheduled Monument Consent (SMC) from us in advance. Any application for SMC is considered on its own merit and we cannot say whether the proposals highlighted in the LDF would be likely to receive consent or not. We would encourage detailed pre-application discussions with us.

In addition, we welcome that a strong emphasis is given in this LDF to vacant, derelict and underused land and buildings. The promotion and encouragement of the reuse of empty buildings continues to be a priority for us. We have published guidance on the Use and Adaptation of Listed Buildings. While focused on listed buildings, the advice contained in this document can equally be applied to unlisted building. Our Buildings at Risk Toolkit also offers guidance for vacant buildings.

Finally, given the wide scope of the actions identified within the framework, we would be happy to discuss with you in more detail how we can support your Council in their delivery.

Housing in pollok is too dense. Generations of criminals live there. The place needs to be cleared of numerous substandard houses and redeveloped with troublesome residence relocated. There is no possibility of addressing employment issues for this generation but future generations beyond 2035 may be saved by moving them away and redeveloping pollok to become more middle classed.

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I am looking forward to living in a cleaner environment and enjoying my outside surroundings instead of staying in my own gardens due to the mess of the streets. I am hoping this will allow me to get to know my neighbours and build a better community.

I like the European model, where parked cars are given one side of the road, and the other side is a cycle lane

I note with interest the following statement which I believe my organisation is well placed to support:

"" In its approach to supporting development in Greater Pollok, the Council will explore opportunities for developing the Green Economy, particularly within the third sector for energy efficiency, retrofitting, solar panel and heat pump technology. The ambition is to secure a just and fair transition for the people of Greater Pollok in delivering the change towards net zero and a climate change ready local economy"

Loco Home Retrofit is a Glasgow non-profit social enterprise working as an intermediary to advance green home improvements, and to do so in a way that promotes community wealth. We are already holding free training places for trades skills to support a just green transition. Please contact us for more information.

<https://locohome.coop/>

I think there needs to be a cap on landlord owned properties otherwise youllnever get the community investment needed to creater safer fairer places

I think we need to also invest in places like Hurley House which is used as a mosque. It's deep in the land, and issues with parking and space inside the mosque is overflowing. Also it's a house and not designed to be a beautiful mosque. Pollok has a large Muslim community and preserving and investment into a state of the art mosque and community centre can foster intercultural relationships and serve the community. This is a quick win if acted on quickly and engaging with the mosque Its also ideally located near a farm landscape so better rebuilding the mosque with a unique design like Cambridge Eco Mosque would make an outstanding new addition to Pollok but also Glasgow! Plenty of opportunity here to integrate and create a beautiful and purposeful centre for communities and heritage

Improve lighting in parks making a safer environment at night.

Invest in creating a tourism plan for the community including Crookston Castle.

Embrace SILVERBURN more city centre shopping is no longer viable protect the many thousands of jobs at this centre by highlighting SILVERBURN as part of the city's shopping highlights.

Including Pollok in the plans for the proposed Glasgow Metro.

It sounds good but I doubt it will ever happen

More youth clubs and community centers to be in place to stop thr youth running riot.

All the children at silverburn causing hassle for visitors and residents has to be seriously looked at and control taken further. It is antisocial and makes residents scared to go to silverburn at times they are there.

No parking zone for cleeves primary on househillmuir road and dunside drive has to be seriusuly organsied asap!

Parks to be tidied up reguarly like the one on cleeves road and south nitshill

National Survey of Attitudes to Walking and Wheeling

You may find the 2023 National Survey of Attitudes to Walking and Wheeling in Scotland

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useful.

The survey has provided an updated picture of the Scottish adult population's participation and attitudes to walking, updating information last collected in 2019 and complementing other sources of information such as the Scottish Household Survey and Scotland's People and Nature. The study has also included a follow up qualitative stage with 24 in-depth interviews undertaken with a cross section of adults in different population segments defined from the survey data.

To find out more about attitudes to walking, read the full survey report or take a look at our summary infographic.

<https://www.pathsforall.org.uk/mediaLibrary/other/english/walking-and-wheeling-national-survey-2023-full-report.pdf>

https://www.pathsforall.org.uk/mediaLibrary/other/english/pathsforall_attitudessurvey_infographic23_screen.pdf

Please get a public ran public transport system! The buses are incredibly unreliable and don't show up. The trains are scarce (especially on the Paisley Canal line)

Please make roads and pavements safer for older residents

Please refer to the document which has been submitted to the LDF mailbox.

Pollok Swimming could do with some investment has been the same for 30 years.

Safe play and recreational areas for children and young people have not been mentioned anywhere in the Local Development Framework, within any of the newly independent communities, within Greater Pollok.

SPT welcomes the opportunity to respond to the Pollock LDF and we are fully supportive of the priorities, themes, outcomes and actions set out. We would offer the following comments which we hope are helpful:

We recommend that the "How we will get there" section needs to be put in context of planning policy and reflect the Glasgow transport strategy and STPR2, its relationship to Clyde metro, and the active travel strategy and delivery plan.

There should be some Introductory text explaining the early stages of Clyde metro on page 38. SPT is currently developing the case for investment and as such we are at a relatively early stage in the programme It would be helpful to reference this in the LDF and perhaps soften some of the language around metro references as project specifics are yet to be determined.

The map on page 18 refers to "SPT bus routes" SPT does not operate bus services and only specifies supported bus services. As such this should simply refer to "bus routes"

The maps that refer to metro on page 46 show metro stations. These should not be included at this stage given the early stage of metro development.

The importance of ensuring that sustainable green spaces that form part of any development are funded to ensure ongoing maintenance. Also any development which has an element of community facility, either built or environments needs to have a sustainable funding programme. Green spaces and play areas associated to housing developments are never planned sustainably. Homeowners are burdened with ongoing maintenance costs and most residents refuse to pay for ongoing maintenance. Also the council or community play facilities are never fully maintained and need to wait till the council sets aside funding to replace equipment or even maintain the land surrounding these sites.

Unrealistic expectations should not form any part of the LDF.

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Waste of time

We are heading for a dystopian world where we are told how to get about and where we are allowed to go. How many clothing items we can own to how we heat our house. It's not what people want! No one wants silverburn as a town centre the place is in the top 5% for poverty and silverburn is made for the wealthy! They won't even have a Primark inside as it would lower the tone in a scheme where the majority of people can't afford to shop in high end shops like flannels and the white company. Tackle homelessness instead and street drugs and corruption in councils and the government as those are more important than your so called climate change.

Would love to see the burn running along silverburn cleaned at silverburn it's a disgrace and brings down the area

Yes plans to build a new road between leverside braidcraft roads to brockburn road over the river where there is plenty of space