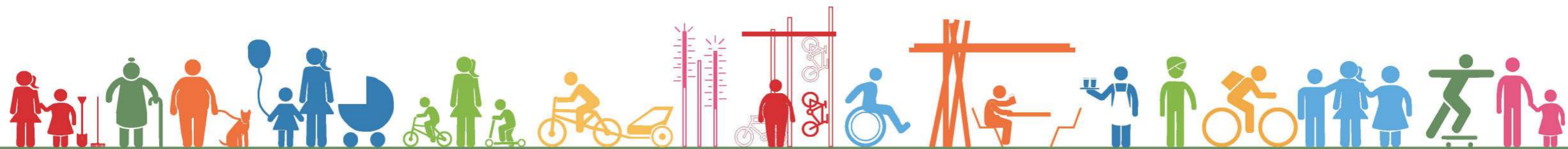


# LIVEABLE NEIGHBOURHOODS YORKHILL / ANDERSTON

CONNECTING COMMUNITIES PROGRAMME - TRANCHE 1 - RIBA STAGE 0-1 - DRAFT 2 - AUGUST 2022





This report has been prepared for Glasgow City Council in accordance with the terms and conditions of appointment dated the 26th of November 2021 between the Client and Collective Architecture Limited for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Collective Architecture accepts no responsibility for any such use or reliance thereon by any other third party.

# LIVEABLE NEIGHBOURHOODS YORKHILL / ANDERSTON

The Liveable Neighbourhoods Yorkhill Anderston Report has been completed to RIBA Stages 0 and 1  
This version of Report is **Draft** in status and was circulated to the client on the 25th of July 2022

## **CLIENT -**

Neighbourhoods, Regeneration and Sustainability (NRS) - Glasgow City Council

Client Lead -

Derek Dunsire - Group Manager - Liveable Neighbourhoods

Team -

Craig O'Holleran - Project Officer - Liveable Neighbourhoods

Alex Robb - Officer - Liveable Neighbourhoods

## **DESIGN TEAM -**

Nick Walker - Architect / Team Lead - Collective Architecture

Sean Fitzpatrick - Architectural Assistant Part 2 - Collective Architecture

Robbie Gibson - Architectural Assistant Part 1+ - Collective Architecture

Shruthi Guruswamy - Principal Masterplanner and Urban Designer - Arcadis

Alke Sumfleth-Stevens - Principal Landscape Architect – Arcadis

Celia Sagkovits - Graduate Urban Designer - Arcadis

COLLECTIVE  
ARCHITECTURE

 ARCADIS



# CONTENTS

## 01 - INTRODUCTION

- 01.1 Liveable Neighbourhoods Introduction
- 01.2 Purpose of the Report
- 01.3 Aims and Objectives
- 01.4 Liveable Neighbourhood Objectives

## 02 - PLANNING GUIDANCE

- 02.1 Planning Context
- 02.2 National Planning Policy
- 02.3 Regional Planning Policy
- 02.4 Local Planning Policy
- 02.5 Planning Guidance and Strategies
- 02.6 Key Takeaways
- 02.7 Wider Context and Active Travel

## 03 - SITE APPRAISAL

- 03.1 Liveable Neighbourhood Areas
- 03.2 S.W.O.T. Analysis
- 03.3 Site History
- 03.4 Distance and Accessibility
- 03.5 Datashine

## 04 - CONSULTATION

- 04.1 Stakeholder Engagements and Community Consultations
- 04.2 Commonplace Consultation
- 04.3 Commonplace Comments

## 05 - STRATEGIC MOVES - WIDER CONTEXT

- 05.1 Chapter 5 Introduction
- 05.2 Local Town Centres and Main Active Travel N/S and E/W Routes Through Site
- 05.3 Proposed New Local Town Centre
- 05.4 Possible Additional Connections
- 05.5 Existing Projects and Focus on Liveable Neighbourhood Principles
- 05.6 Challenging Projects / Projects with Related Ownership Issues / Additional Connections Project

## 06 - STRATEGIC MOVES - WHOLE SITE

- 05.7 Major Positive and Negative Barriers
- 06.1 Major Positive and Negative Barriers
- 06.2 Existing Bridges and Underpasses
- 06.3 Existing North South Connections
- 06.4 Proposed Improvements to North - South Connections
- 06.6 Existing East West Connections
- 06.6 Proposed Improvements to East - West Connections
- 06.7 Proposed One Way Traffic Connections
- 06.8 Proposed Through Roads Between Sauchiehall and Argyle Street
- 06.9 Existing Green Infrastructure Connections
- 06.10 Proposed Green Infrastructure Connections and Potential Green Spaces
- 06.11 Cultural Buildings and Existing Connections
- 06.12 Cultural Buildings and Proposed Connections and Nodes
- 06.13 Existing Local Amenities
- 06.14 Everyday Journeys - Connections to Local Communities
- 06.15 Existing Streetscapes Around Schools and Nurseries
- 06.16 Liveable Neighbourhoods Improvements Around Schools and Nurseries
- 06.17 New Developments On Site / Approved / Pending
- 06.18 Proposed New Developments

# LIVEABLE NEIGHBOURHOODS YORKHILL / ANDERSTON

## **07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN**

- 07.1 Yorkhill - Observations and Principles for Design
- 07.2 Yorkhill - Consultation and Commonplace Feedback
- 07.3 Anderston / Finnieston - Observations and Principles for Design
- 07.4 Anderston / Finnieston - Consultation and Commonplace Feedback
- 07.5 Charing Cross and Park - Observations and Principles for Design
- 07.6 Charing Cross and Park - Consultation and Commonplace Feedback
- 07.7 Riverfront - Observations and Principles for Design
- 07.8 Riverfront - Integration of New Neighbourhoods and Large Event / Civic Areas
- 07.9 Riverfront - Consultation and Commonplace Feedback

## **08 - PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS**

- 08.1 Process for Long List Projects
- 08.2 Proposed Projects Overview
- 08.3 Areas of Greater Change
- 08.4 Streetscape Projects
- 08.5 Creating Places / Nodes and Interventions
- 08.6 Connections Projects
- 08.7 'What If?' Transformational Projects
- 08.8 List of 15 - 25 Projects
- 08.9 Grouping of Projects
- 08.10 Prioritising Streets For People and Local Town Centres
- 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All
- 08.12 Mitchell Library to The Riverfront - A Cultural Avenue
- 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change

## **09 - GLASGOW - CHANGING TO ADDRESS THE CLIMATE EMERGENCY**

- 09.1 The Avenues
- 09.2 Charing Cross and the M8 Cap
- 09.3 Govan Liveable Neighbourhoods
- 09.4 Glasgow Climate Pledges
- 09.5 Clydeside Expressway - A 'What If?' Project

# 01 - INTRODUCTION

## 01.1 Liveable Neighbourhoods Introduction

The Liveable Neighbourhood Yorkhill Anderston Report looks to apply the principles established in the Liveable Neighbourhoods Tool Kit and use these to identify interventions and projects that can be delivered within the Yorkhill to Anderston Liveable Neighbourhood. This is the area that is defined by Kelvingrove Park to the north; the M8 Motorway to the east; the River Clyde to the south; and the River Kelvin to the west. This area encompasses the communities of Yorkhill, Anderston, and Finnieston.

This report is also a start at studying these areas in a little more detail, and presents some preliminary analysis. Some digital and physical engagement with the communities has also taken place. While this will be ongoing as the project continues, this report captures the findings and knowledge that has been shared to date.



Study Area in Wider Context

# 01 - INTRODUCTION

## 01.2 Purpose of the Report

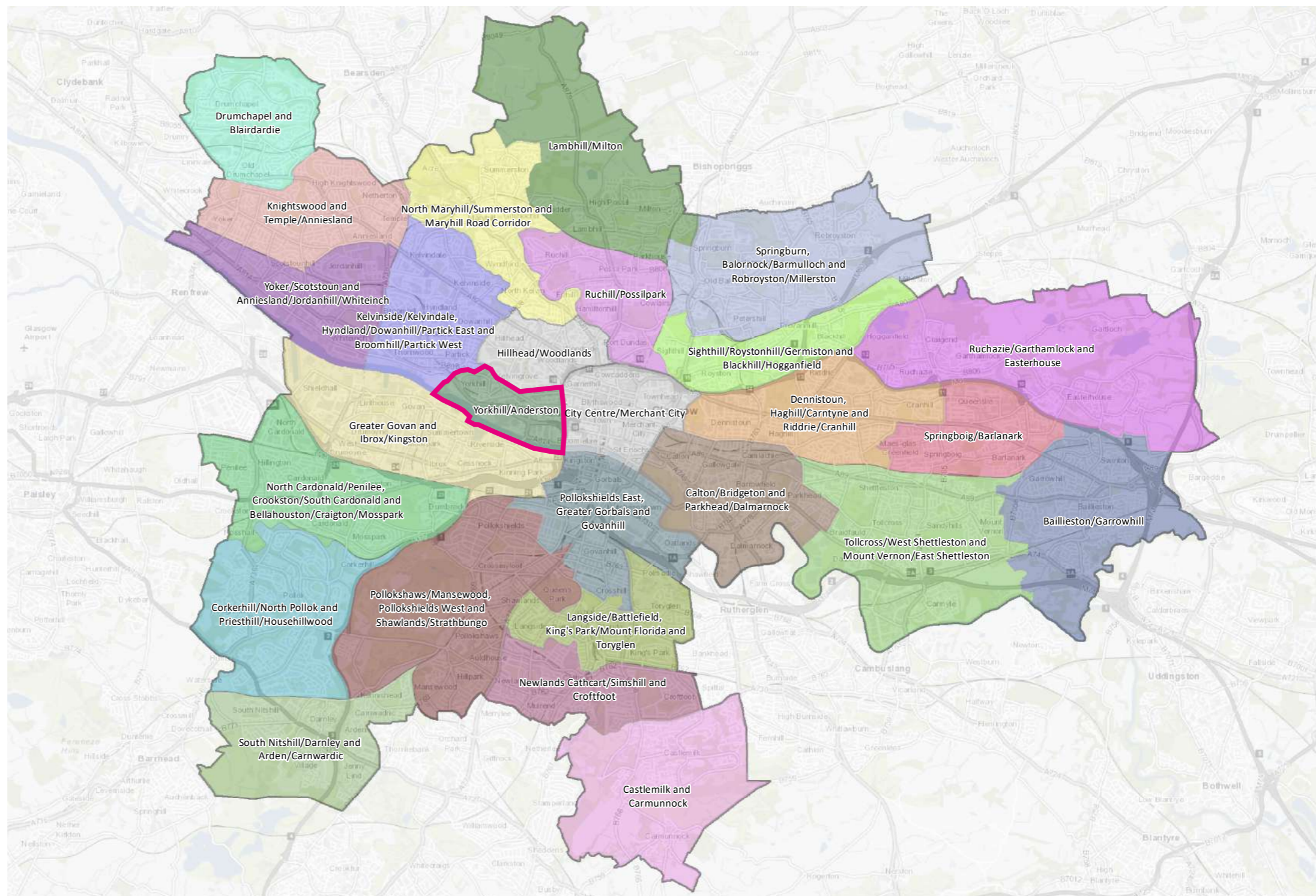
The climate crisis and the COVID-19 pandemic has had significant impact on local neighbourhoods and town centres, highlighting the importance of local public space within our city and the need to re-prioritise the balance of our streets. Following the Scottish Government’s commitments to deliver a net zero society, and the emphasis of the ‘20 minute neighbourhood’ within the National Planning Framework 4; Glasgow City Council has established the Liveable Neighbourhoods Plan.

Yorkhill, Finnieston, Anderston and the stretch of waterfront area associated with these areas have been selected as one of five liveable neighbourhood areas to be improved as part of Glasgow’s Connecting Communities Programme. Collective Architecture with Arcadis have been appointed by Glasgow City Council to develop an overarching review and list of thematic complimentary interventions for these neighbourhoods.

The Council have an ambitious vision for the LN area to “create accessible and healthy places that allow people, of all ages and abilities, to play and socialise in their local area... To create neighbourhoods that maximise the social, economic and environmental benefits of the area through interventions that improve localities and place, and help to reduce the city’s dependency on cars by making walking, cycling and public transport first choice”

Glasgow’s Liveable Neighbourhoods LN Tool Kit (2021)

Some projects identified will not initially be taken forward by GCC and will be revisited when funding opportunities arise.



Map of Proposed Liveable Neighbourhood Areas for study

# 01 - INTRODUCTION

## 01.3 Liveable Neighbourhoods Approach

The project will be undertaken by referring to the Liveable Neighbourhoods Approach, which adopts the Place Standard Tool, and the 20 Minute Neighbourhood Concept.

What are Liveable Neighbourhoods?

The climate emergency, and changes to the way we work and travel, have created a need to rebalance the places where we live and work to put more emphasis on the needs and aspirations of residents.

- Healthy more resilient places that allow people, of all ages and abilities, to thrive in their local area.
- Accessible places where people can meet their daily needs and services in a sustainable manner.
- Better connected places helping to reduce the city's dependency on cars by making walking, cycling and public transport first choice

The Liveable Neighbourhoods Tool Kit

The tool kit is a publication that establishes themes, objectives and priorities to aid with the regeneration of targeted neighbourhoods.

Using the tool kit (design approach)

- Using local knowledge
- Understanding my neighbourhood
- Using place tools
- Using current initiatives

The key themes of the Glasgow LN tool kit:

- Strengthening local centres to meet their everyday needs of the communities locally and bring vibrancy, activity and jobs.
- Improving the quality of journeys that are part of everyday life e.g. the daily commute; the 'school run' or the trip to the shops.
- Enabling active travel within neighbourhoods and connecting them to the city network.
- Promoting a better balance between vehicles and people by working with local communities



Local Town Centres

Local centres enable communities to meet their everyday needs locally and bring vibrancy, activity and jobs. The Liveable Neighbourhoods approach supports local centres by making them easier to get to by walking and cycling, and more pleasant places to spend time outdoors.



Everyday Journeys

Many short journeys currently made by car can happen on foot or by bike. The Liveable Neighbourhoods approach will focus on improving the quality and safety of short walking and cycling journeys.



Active Travel

Walking, cycling and moving around your own helps health, wellbeing and carbon emissions. To help more people walk and cycle more, the Liveable Neighbourhoods approach will help people to choose walking and cycling with infrastructure, public transport integration and local delivery networks.



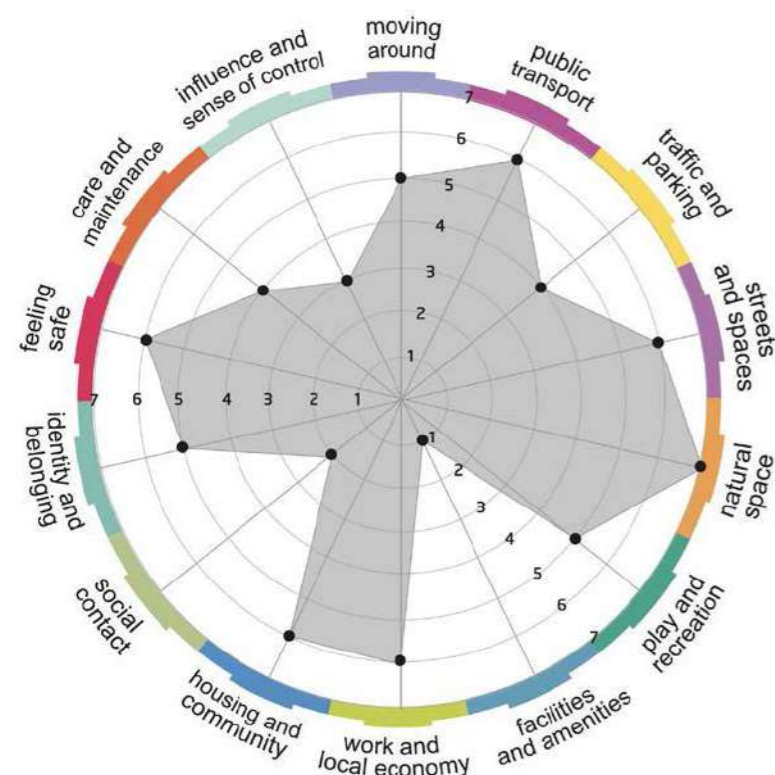
Streets for People

Streets should be for people as well as vehicles, with space to meet and greet as well as drive and park. The Liveable Neighbourhoods approach achieves a better balance between vehicles and people by working with local communities, learning from best practice elsewhere, and sharing design guidance.



# 01 - INTRODUCTION

## 01.3 Liveable Neighbourhoods Approach



Place Standard Tool Diagram

### The Place Standard Tool

The Place Standard Tool is proposed as the method to allow communities to assess the quality of their neighbourhood and define the common issues that be targeted by proposals and interventions. This will be used as a framework to structure conversations about place, and will be used as a basis to pin point assets of a place as well as opportunities where a place could be improved.



20-Minute Neighbourhood model: source : State of Victoria Department of Environment, Land, Water and Planning, Melbourne

### 20-Minute Neighbourhood Concept

The 20-Minute Neighbourhood concept is an ideal complement to the Liveable Cities Approach. The 20 Minute Neighbourhood concept is an approach that enables residents to access most of the activities needed for good living within a 20-minute walk, cycle or public transport trip from their homes. This means that shops for everyday essentials, health and community facilities, education, parks and playgrounds and ideally employment should all be locally accessible to everyone without the need of a car. It suggests moving away from planning approaches that focus on managing land use proposals to be more vision-led and placing greater emphasis on building liveable communities at the neighbourhood scale (Mackness et al., 2021).

# 01 - INTRODUCTION

## 01.4 Liveable Neighbourhoods Objectives

The Glasgow Liveable Neighbourhoods - Strategic Business Case (SBC)

The Liveable Neighbourhoods Programme has an ambitious city-wide vision, with a wide array of potential interventions planned to enable the desired transition to more cohesive neighbourhoods. To monitor the success of the scheme in establishing Liveable Neighbourhoods, the following objectives have been set out:

<b>Number</b>	<b>Theme</b>	<b>Objective</b>
LN1	Active Travel	Improvements in Sustainable transport and encouraging modal shift
LN2	Active Travel	Provide safe, accessible and well-connected walking and cycling networks
LN3	Active Travel	Raise awareness about the benefits of active travel
LN4	Streets for People	Re-allocating road space for people and active travel
LN5	Streets for People	Improved placemaking and green infrastructure Re-imagine Glasgow's streets as highly social spaces, which have a positive function for water management and biodiversity
LN6	Streets for People	Improving safety, accessibility and legibility
LN7	Streets for People	Create inclusive streets prioritising the most vulnerable user
LN8	Streets for People	Solutions for cleaner air and pleasant microclimate Develop street designs that are responsive to Glasgow's conditions of climate and seasonal light
LN9	Everyday Journeys	Reduced emissions in local areas and contributing to carbon neutrality; discourage private car use
LN10	Everyday Journeys	Enable healthy lifestyle choices for health and well-being Improve health outcomes and well-being in Glasgow, by making active travel the first choice mode for everyday journeys

# 01 - INTRODUCTION

## 01.4 Liveable Neighbourhoods Objectives

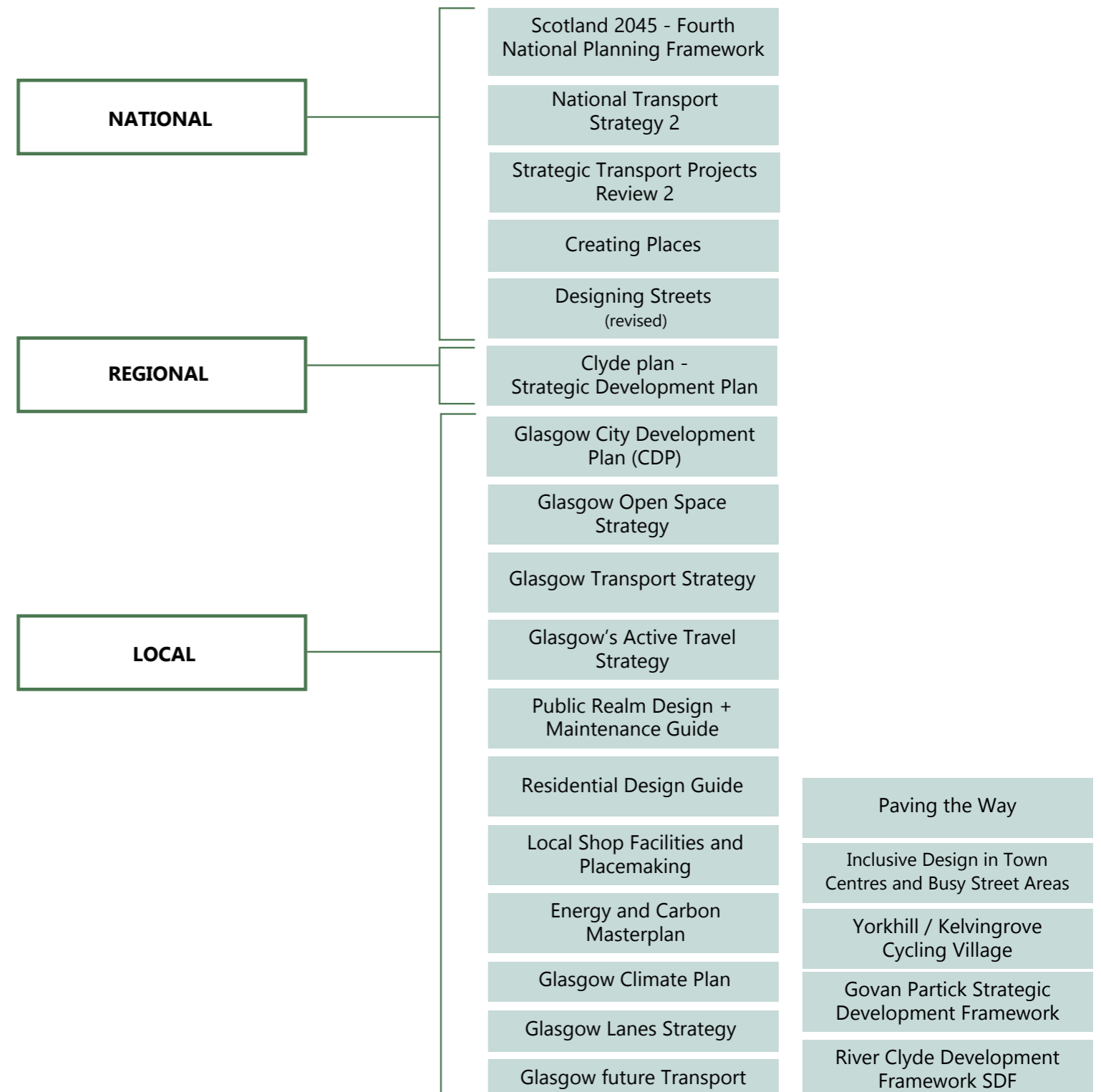
<b>Number</b>	<b>Theme</b>	<b>Objective</b>
LN11	Everyday Journeys	Promote independent travel choices for all ages, particularly children Facilitate and promote independent travel choices for all age and abilities, particularly children
LN12	Everyday Journeys	Ensure easy access to local centres, schools, open and green spaces
LN13	Everyday Journeys	Enable multi-modal transport connections Build a network of urban movement, where walking and cycling are integral parts of the multi-modal system
LN14	Everyday Journeys	Improve neighbourhood permeability Improve neighbourhood permeability for active travel and reduce road danger to make every street a good choice for walking and cycling
LN15	Local Town Centres	Strengthen the existing town centres as attractive destinations and develop connections between Glasgow's network of centres
LN16	Local Town Centres	Enhance town centres as attractive destinations and develop connections between Glasgow's network of centres
LN17	Local Town Centres	Community food growing opportunities providing access to fresh and nutritious food Support the Glasgow Food Plan by enhancing access for food to all, including by cycle delivery networks
LN18	Local Town Centres	Increase local employment opportunities, also with link to circular economy Support local well-being economies, also with links to circular economy
LN19	Local Town Centre	Adequate access to quality local healthcare support and facilities
LN20	Local Town Centres	Encourage local stewardship and management Work with communities and stakeholders to promote opportunities for local stewardship and management

# 02 - TECHNICAL REVIEW

## 02.1 Planning Context

Relevant national, regional and local policy documents and design guidance have been reviewed in order to understand and summarise themes and proposed outcomes. The adjacent figure summarises the key documents reviewed in the following section.

In addition, various case studies have been reviewed and five of those have been summarised. A workshop was held in November 2021 to discuss the findings of the case studies, with a focus on de-carbonisation, linking local and global approaches, materials, circularity and active travel.



# 02 - TECHNICAL REVIEW

## 02.2.1 National Planning Policy - Scotland 2045 - Fourth National Planning Framework

### Vision

Achieve a net-zero Scotland by 2045

Interim emissions reduction targets:

- 75% by 2030
- 90% by 2040

National Spatial Strategy for Scotland 2045

The long-term strategy for Scotland is significantly driven by the goal of addressing climate change.

It is focused in achieving 4 outcomes:

### Sustainable places

Our future net zero, nature-positive places will be more resilient to the impacts of climate change and support the recovery and restoration of our natural environment.

### Liveable places

Our future places, homes and neighbourhoods will be better, healthier and more vibrant places to live.

### Productive places

Our future places will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing.

### Distinctive places

Our future places will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient.

### Key Themes

Spatial Principles for Scotland 2045:

- Compact growth
- Local living
- Balanced development
- Conserving and recycling assets
- Urban and rural synergy
- Just transition

### Outcomes

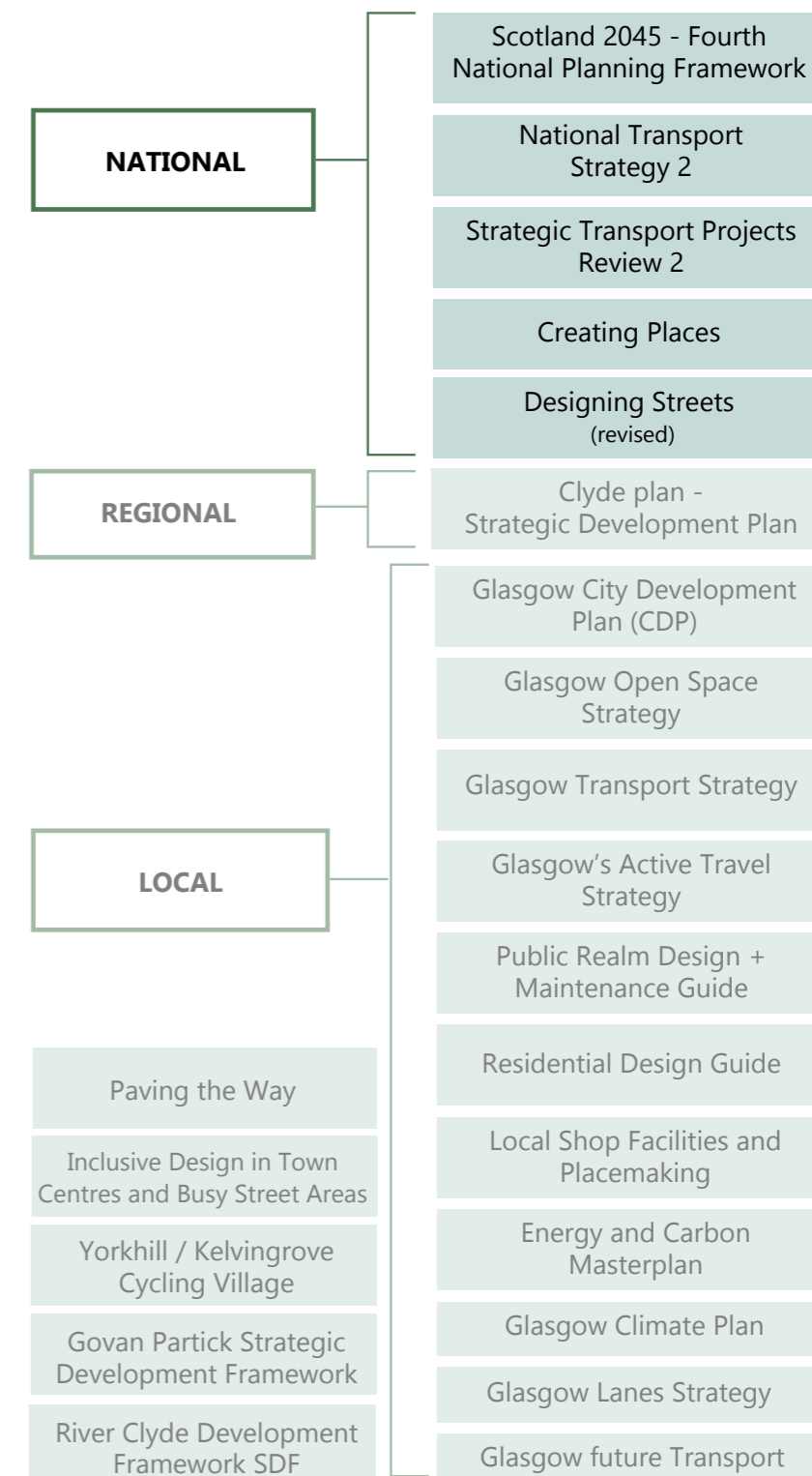
Central Urban Transformation (includes Glasgow City Region)

Actions:

- Pioneer low-carbon, resilient urban living;
- Reinvent and future-proof city centres;
- Accelerate urban greening;
- Rediscover urban coasts and waterfronts;
- Reuse land and buildings;
- Invest in net zero housing solutions;
- Grow a wellbeing economy;
- Reimagine development on the urban fringe; and
- Improve urban accessibility.

National developments to deliver sustainable, liveable places:

1. Central Scotland Green Network
2. National Walking, Cycling and Wheeling Network
3. Urban Mass, Rapid Transit Networks
4. Urban Sustainable, Blue and Green Drainage Solutions
5. Circular Economy Materials Management Facilities
6. Digital Fibre Network



# 02 - TECHNICAL REVIEW

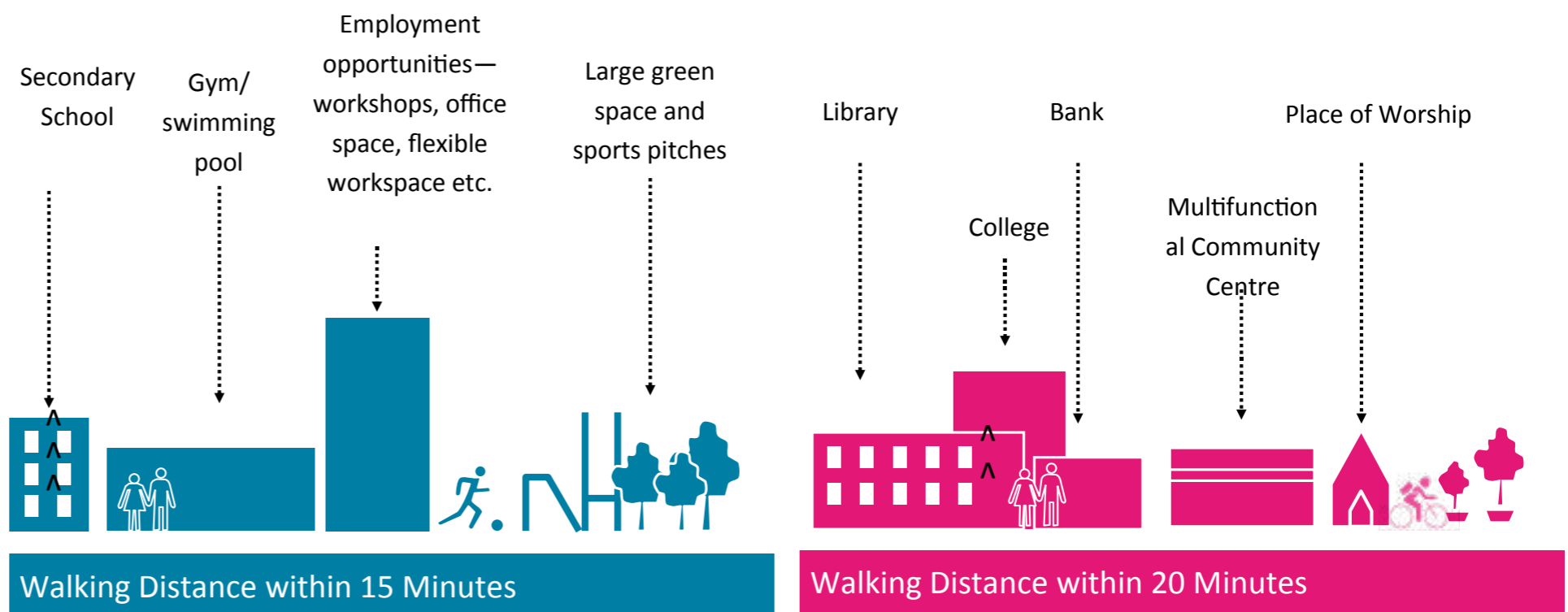
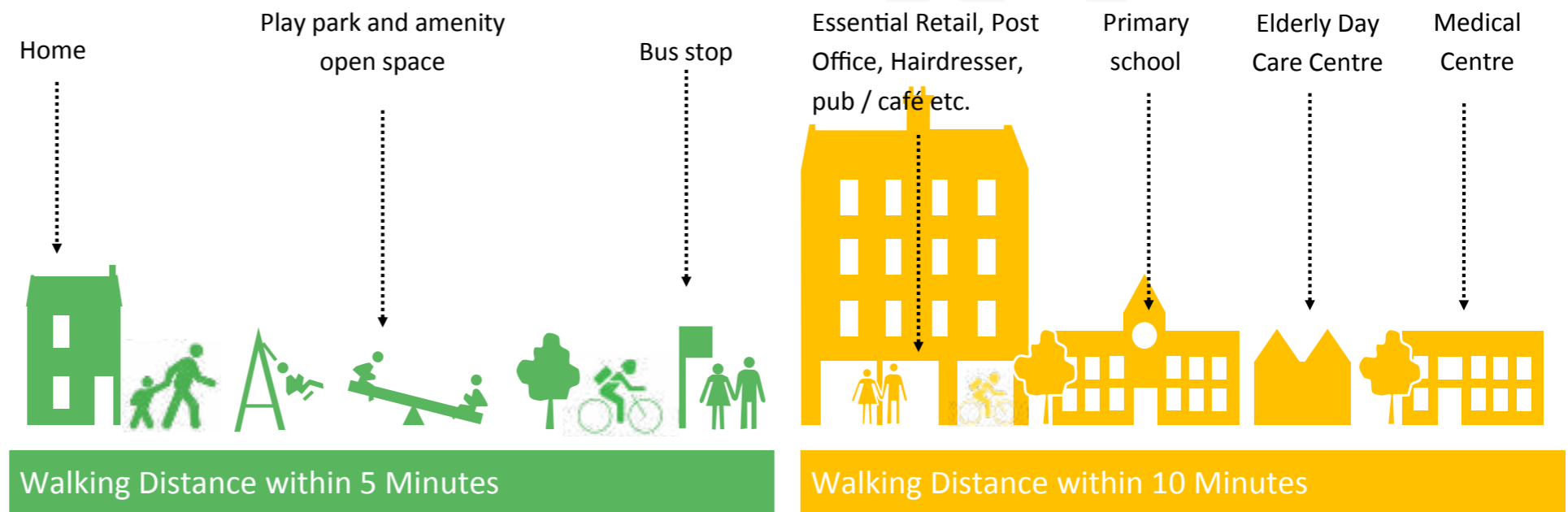
## 02.2.2 National Planning Policy - Liveable Place - 20 Minute Neighbourhoods

20 Minute Neighbourhoods are a method of achieving connected and compact neighbourhoods designed in such a way that all people can meet the majority of their daily needs within a reasonable walk, wheel or cycle (within approx. 800m) of their home.

The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities.

Housing would be planned together with local infrastructure including schools, community centres, local shops, green spaces and health and social care to significantly reduce the need to use unsustainable modes of travel, to prioritise quality of life, reduce inequalities, increase levels of health and wellbeing and respond to the climate emergency. This can also include providing digital services where appropriate. Communities will be well-placed to inform the approach to their own areas.

This document can be found online: <https://www.gov.scot/binaries/content/documents/govscot/publications/consultation-paper/2021/11/scotland-2045-fourth-national-planning-framework-draft/documents/scotland-2045-fourth-national-planning-framework/scotland-2045-fourth-national-planning-framework/govscot%3Adocument/scotland-2045-fourth-national-planning-framework.pdf?forceDownload=true>



20 Minute Neighbourhood Breakdown

# 02 - TECHNICAL REVIEW

## 02.2.3 National Planning Policy - National Transport Strategy 2

The Transport Strategy sets out the strategic framework within which future decisions on investment will be made

The Strategy presents the Vision for Scotland's transport system over the next 20 years, which is, having 'a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.'

### Key Priorities / Outcomes

The Vision is underpinned by 4 priorities, each with 3 associated outcomes;

#### Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

#### Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

#### Helps deliver inclusive economic growth

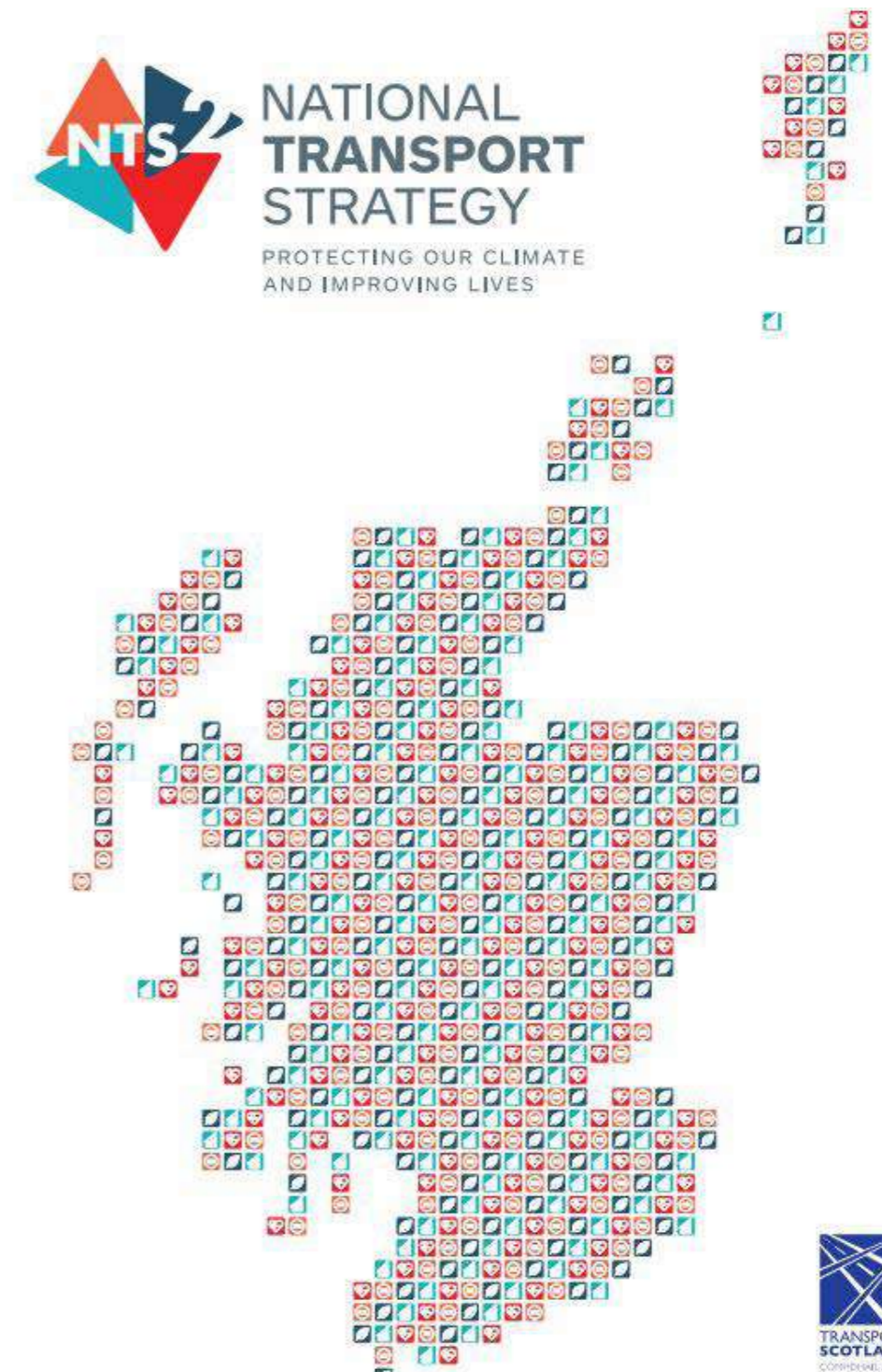
- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

#### Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

This document can be found online:

<https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>



National Transport Strategy (NTS2)

# 02 - TECHNICAL REVIEW

## 02.2.4 National Planning Policy - Strategic Transport Projects Review 2

### Vision

This review states how money should be invested on transport projects in Scotland for the next 20 years. The goals of STPR2 include:

- Taking climate action
- Addressing inequalities and accessibility
- Improving health and well being
- Supporting sustainable and inclusive economic growth
- Improving safety and reliability

### Key Themes

STPR2 recommendations are grouped under 6 themes:

1. Improving active travel infrastructure
2. Influencing travel choices and behaviours
3. Enhancing access to affordable public transport
4. De carbonising transport
5. Increasing safety and resilience on the strategic transport network
6. Enhancing strategic connections

The number one recommendation is 'Connected Neighbourhoods', which comes under Improving Active Travel Infrastructure

- 20 minute neighbourhoods are a method of achieving connected and more accessible neighbourhoods
- Creating a fairer allocation of space for pedestrians and cyclists is a key principle in developing 20 minute neighbourhoods. Connected neighbourhoods encourage walking, wheeling and cycling for short everyday journeys by creating safer, more attractive routes that better connect communities to services in our towns and cities.
- This is a more inclusive model that benefits those who are often excluded from transport, including young and older people and those without access to a car.

### Outputs

STPR2 recommends delivering connected neighbourhoods which are the transport components of 20-minute neighbourhoods within towns and cities. This would consist of packages of improvements to active travel infrastructure in and around town and neighbourhood centres, for example, to footways, road crossings, route surfacing, lighting and street furniture.

This document can be found online:  
<https://www.transport.gov.scot/media/50945/summary-report-january-2022-stpr2.pdf>

STPR2 objectives ▶	Protecting our Climate and Improving Lives									
	Net-Zero Emissions	Affordable and Accessible Public Transport	Places, Health and Wellbeing	Sustainable Inclusive Growth	Safe and Resilient					
Key themes and recommendations ▼	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
<b>Improving active travel infrastructure</b>	✓	✓	✓	✓	✓	✓	✓		✓	✓
(1) Connected neighbourhoods	✓	✓	✓	✓	✓	✓	✓		✓	✓
(2) Active freeways	✓	✓	✓		✓	✓	✓		✓	✓
(3) Village-town active travel connections	✓	✓	✓	✓	✓	✓	✓		✓	✓
(4) Connecting towns by active travel	✓	✓	✓	✓	✓	✓	✓		✓	✓
(5) Long distance active travel network	✓	✓			✓	✓	✓		✓	

### Recommendations and Key Benefits



# 02 - TECHNICAL REVIEW

## 02.2.5 National Planning Policy - Creating Places

### Vision

1. Reducing the current energy and carbon emissions associated with new and existing buildings through energy efficient low carbon design and specification
2. Exploiting innovation in sustainable building technologies in both domestic and global markets

### Key Themes

- Sustainable Development
- Sustainable Places
- Low Carbon Economy

### Outcomes

#### The Existing Built Environment

- Investigate methods which effectively incentivise the use of existing buildings and brownfield land.
- Continue to lobby the UK Government on the reduction of VAT to works on existing buildings.
- Continue to work to ensure that the appropriate skills and materials are available to conserve, repair and maintain our existing buildings, so that they continue to contribute to the low carbon economy.

### Landscape

- Landscape is at the heart of Scotland's identity. We will work with landscape bodies to help promote landscape as a resource which requires careful management and conservation.
- Promote the creation of landscape frameworks and masterplans, and the inclusion of landscape at the earliest stages of planning and development feasibility.

This policy statement can be found online: <https://www.gov.scot/publications/creating-places-policy-statement-architecture-place-scotland/pages/3/>



Images from Creating Places - Phoenix Flowers, 7N Architects

## 02.2.6 National Planning Policy - Designing Streets

### Vision

“To move away from processes that tend to result in streets with a poor sense of place and to change the emphasis of policy requirements to raise the quality of design in urban and rural development.”

### Key Themes

Street design should meet the six qualities of successful places, (as set out in ‘Designing Places’)

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

### Outcomes

Key considerations for street design according to 6 qualities (see Appendices).

This document can be found online: <https://www.gov.scot/binaries/content/documents/govscot/publications/corporate-report/2010/03/designing-streets-policy-statement-scotland/documents/0096540-pdf/0096540-pdf/govscot%3Adocument/0096540.pdf>



Images from Creating Places - Cells of Life, Charles Jenks

# 02 - TECHNICAL REVIEW

## 02.3.1 Regional Planning Policy - Clyde Plan - Strategic Development

### Vision

By 2036 Glasgow and the Clyde Valley will be a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people and reducing inequalities, through the creation of a place which maximises its economic, social and environmental assets ensuring it fulfils its potential as Scotland's foremost city region.

### Key Themes

#### Regeneration:

- Development directed to sustainable brownfield locations
- Maximise use of existing infrastructure and assets
- Integrate land use with sustainable transport networks
- Recycle previously developed land
- Minimal extension of city region's built up area
- Urban fabric renewed to carbon neutral standards

#### Low Carbon Infrastructure:

- Heat and power networks
- Network of waste management infrastructure
- Connected transport networks incl. active travel
- Green and sustainable drainage networks which contribute to low carbon economy and lifestyle

#### Placemaking:

- Creating places which are distinctive, safe, welcoming, adaptable, resource efficient and easy to move around
- Communities reinvigorated by local activity
- Places enable individual health and wellbeing, green networks connect urban and rural areas

### Outcomes

#### Spatial Development Strategy

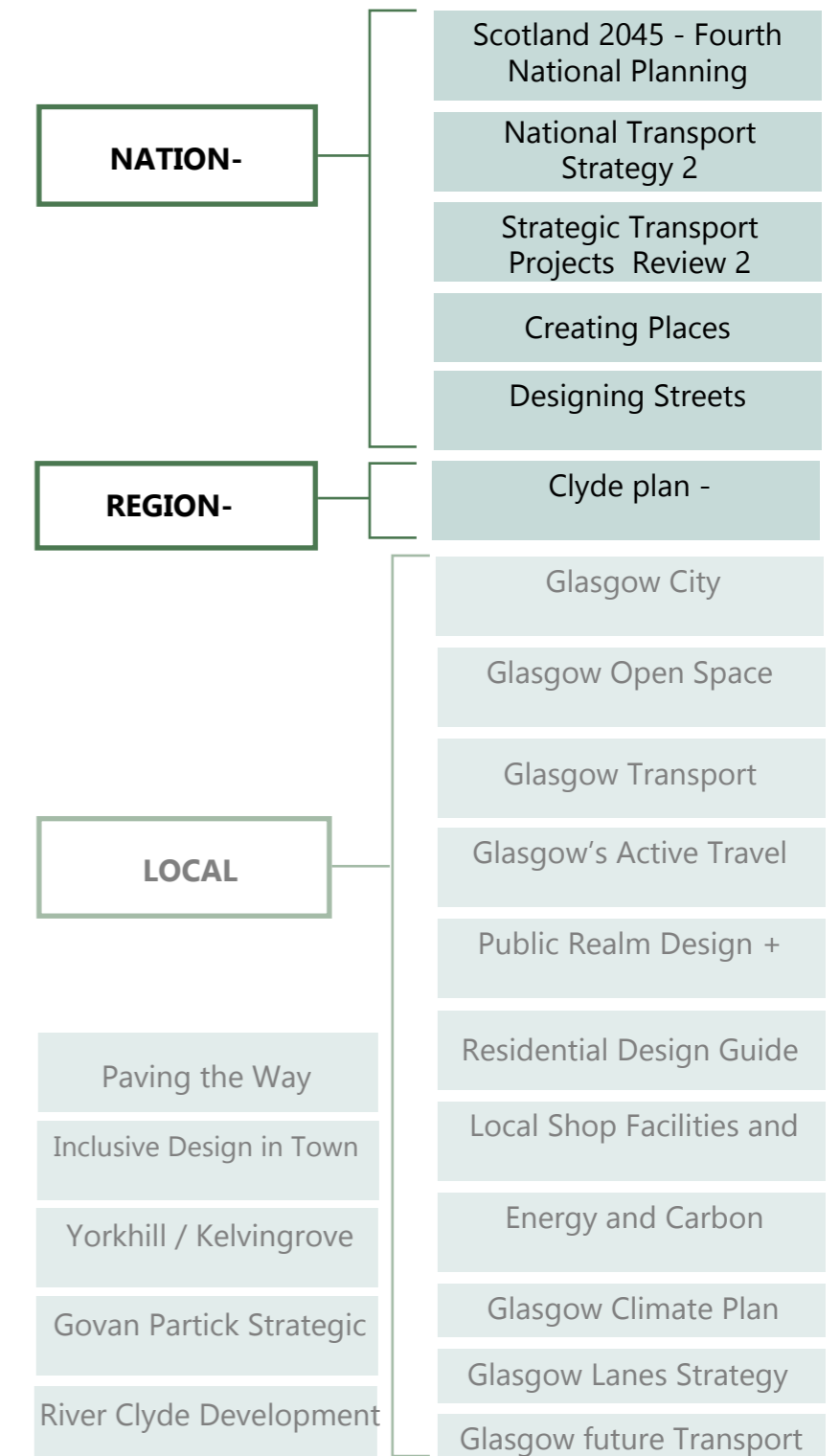
- City Region as a Natural, Resilient Place
- Maximising Green Network Benefits through Integrated Green Infrastructure

Effective targeting and delivery of well-designed green infrastructure, can enhance and augment the GCVGN and deliver multiple benefits and opportunities for:

- healthier lifestyles and social interaction;
- climate change mitigation and adaptation;
- enhancement of biodiversity;
- integrating urban and rural areas; and,
- developing sustainable economic activity.

Policy 12: Green Network and Green Infrastructure  
In support of the Vision and Spatial Development Strategy and the delivery of the Glasgow and the Clyde Valley Green Network, Local Authorities should:

- Identify, protect, promote and enhance the Green Network, including cross-boundary links with adjoining Local Authorities;
- Ensure that development proposals, including the Community Growth Areas, integrate the Green Network and prioritise green infrastructure from the outset, based upon an analysis of the context within which the development will be located; and
- Prioritise the deliver of the Green Network within the Strategy Delivery Areas.



# 02 - TECHNICAL REVIEW

## 02.3.2 Regional Planning Policy - Clyde Plan - Strategic Development

Policy 17: Promoting Sustainable Transport  
Transport Scotland, SPT and Local Authorities will work together to deliver the planned and programmed investment in the city region's transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local Transport Strategies and related programmes.

Building on current and previous studies, plans and strategies, the Clyde plan will seek to prioritise work to identify future land use and transport integration solutions, in partnership with Transport Scotland and SPT, across the city region, and seek to identify future actions and interventions in support of the Vision and Spatial Development Strategy.

Policy 18: Strategic Walking and Cycling Network  
In support of the Vision and Spatial Development Strategy and in recognition of the health and well being benefits of walking and cycling for both active travel and recreation, the following is required:

- Prioritisation of investment to ensure the delivery of the indicative strategic walking and cycling network as set in Figure 14;
- Local Development Plans to identify and safeguard existing walking and cycling networks and to promote opportunities for the enhancement of the strategic walking and cycling network; and
- development proposals to maintain and enhance the strategic walking and cycling network including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network National Development

See Appendix A for figures showing networks



This policy document can be found online:  
<https://www.clydeplan-sdpa.gov.uk/images/ApprovedPlanHighRes.pdf>

**Spatial Development Strategy. See Appendices for figures showing development areas; and indicative strategic walking and cycling network.**

# 02 - TECHNICAL REVIEW

## 02.4.1 Local Planning Policy - Glasgow City Development Plan (CDP)

### Vision

A clear 10 year planning framework for the City is set out in the plan, including a spatial strategy, policies and proposals for the future use of land and infrastructure.

### Key Themes

Glasgow City Development Principles

#### CDP1: The Placemaking Principle

All new developments are encouraged to adopt the Placemaking Design Process set out in 'The Placemaking Design Process' diagram in Appendix B. (Additional information on CDP1 can also be found in Appendix B).

Additionally, it sets out six principles for key qualities a place should have:

- Character and identity
- Successful open spaces
- Legibility and safety
- Ease of movement
- Vibrancy and diversity
- Adaptability and sustainability

#### CDP2: Sustainable Spatial Strategy

- Support the regeneration of the River Clyde Development Corridor, which includes Clyde Waterfront and Clyde Gateway strategic priority areas.
- Protect and reinforce town centres as the preferred locations for uses which generate significant footfall.
- Support the regeneration and redevelopment of key housing investment areas.
- Prioritise the remediation and reuse of vacant and derelict land.
- Contribute to the development of vibrant and

- accessible residential neighbourhoods.
- Protect open space and provide for the development and expansion of the multi-functional green/blue network.
- Meet the requirements of the Metropolitan Glasgow Strategic Drainage Partnership Scheme.
- Contribute towards the development of an active travel network and enhanced public transport accessibility.
- Spatial design strategy - refer to Appendix B

#### CDP4: Network of Centres

Key locations: City Centre, 5 Major Town Centres, 34 Local Town Centres, 10 Other Retail and Commercial Leisure Centres and 167 Local Shopping Facilities.

#### CDP9: Historic Environment

Historic environment is a key cultural and economic asset and a source of inspiration integral to creating successful places. Culture led regeneration can have a profound impact on the wellbeing of a community, in terms of the physical look and feel of a place, and can also attract visitors, which in turn can bolster local economies and sense of pride or ownership.

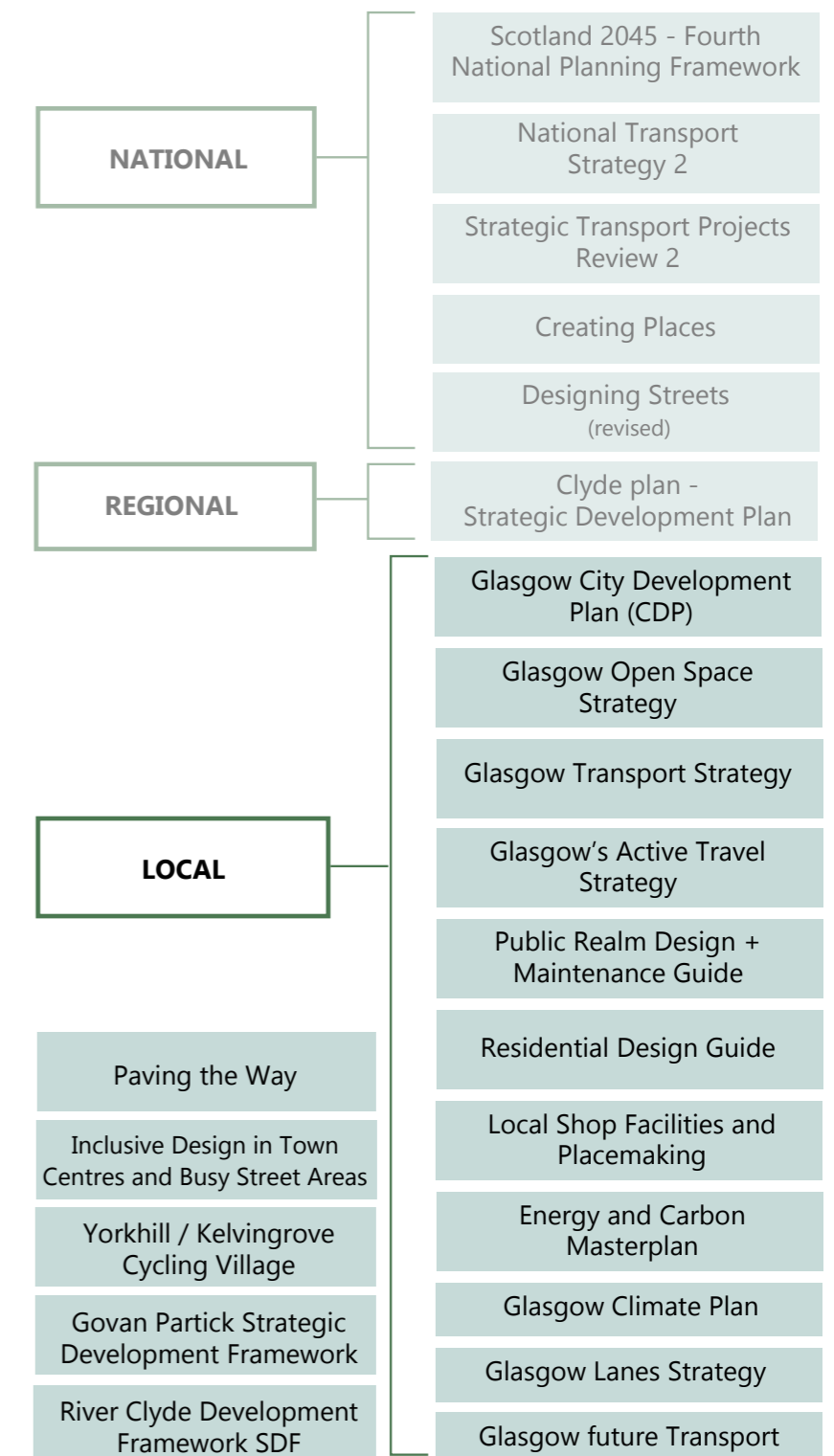
#### CDP11: Sustainable Transport

Promoting travel as part of the transition to low carbon economy. An access and active travel illustrative example can be found in Appendix B.

#### CPD12: Delivering Development

The developer obligations diagram can be found in the Appendices.

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=35882&p=0>



## 02 - TECHNICAL REVIEW

### 02.4.2 Local Planning Policy - Glasgow Open Space Strategy

#### Vision

By 2050, there will be a network of good quality, well-distributed, multi-functional open spaces, and connecting infrastructure, that supports three outcomes and sub-themes;

Outcome 1: A Liveable Glasgow  
Open space access & quality, open space quantity, setting and amenity, views of the public, City Centre open space.

Outcome 2: A Healthy Glasgow  
Play & education, outdoor sports, growing spaces, walking & cycling, air quality pollution & heat.

Outcome 3: A Resilient Glasgow  
Flooding, enhancing biodiversity, connecting habitats, mitigating and adapting climate change, blue space.

Quality Assessment Matrix  
Indicators:

Size, configuration, surveillance, accessibility, aspect, place quality, informal sport/ recreation, children's play, relaxation, biodiversity, maintenance and condition, water management, community growing/ allotment

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=47093&p=0>

### 02.4.3 Local Planning Policy - Glasgow Transport Strategy

#### Vision

The Glasgow Transport Strategy is Glasgow's updated local transport strategy. It will set out a Policy Framework and a Spatial Delivery Framework to help guide decision-making on transport up to 2030, with the goal of working towards four overarching outcomes:

#### Outcomes

- Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city
- Transport has a positive role in tackling poverty, improving health and reducing inequalities
- Transport contributes to continued and inclusive economic success and a dynamic, world class city
- Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods / inclusive City Centre

#### Key themes

- Reducing the need to travel unsustainably
- Decarbonising transport & achieving cleaner air
- Inclusive places for people & supporting sustainable travel choices
- Collective transport – public, community, shared and demand responsive transport
- Managing and developing assets and infrastructure
- Smart and digital city
- Managing travel demand

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=55054&p=0>

### 02.4.4 Local Planning Policy - Glasgow's Active Travel Strategy

#### Vision

The vision for walking, wheeling and cycling in Glasgow:  
Walking, cycling and wheeling will be the first and natural choice for everyday journeys, for people of all ages and ability to travel locally to schools, shops or socially, to work, or to the city centre.

#### Key Themes/Output

Delivering this vision will contribute to the following outcomes for Glasgow and its citizens:

- Transport contributes to a successful and just transition to a carbon neutral, clean and sustainable city.
- Transport has a positive role in tackling poverty, improving health deprivation and reducing inequalities.
- Transport contributes to continued and inclusive economic success and a dynamic, world-class city.
- Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=56688&p=0>

## 02 - TECHNICAL REVIEW

### 02.5.1 Planning Guidance and Strategies - Glasgow Public Realm Design and Maintenance

#### Vision

Enabling the creation of new safe, attractive, accessible, healthy and people friendly streets and public places

#### Key themes

- Footways, Carriageways + surfaces
- Cycle infrastructure
- Bus infrastructure
- Streetscape elements
- Trees and soft landscaping
- Drainage and water
- Street furniture
- Signage and wayfinding
- Lighting

#### Outcomes

A reference document containing the above information, with general technical solutions to street design. The technical information contained in this document should be employed to support planning applications and projects seeking adoption status.

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=50702>

### 02.5.2 Planning Guidance and Strategies - Residential Design Guide

#### Vision

This document builds on and interprets the guidance set out in Designing Streets, to assist in the delivery of better designed new residential areas.

#### Key themes

The themes of integrated place, movement and open space have been used to develop the Core Principles

- Place making
- Movement
- SuDS
- Flood risk and management
- Integrated open space
- Integrated parking

#### Outcomes

- To promote best practice and improve the process for obtaining planning permission and roads construction consent;
- To provide developers/applicants with easy to use guidance that explains the steps necessary to secure planning and road construction consent in the most time-effective manner;
- To promote the creation of safe and integrated neighbourhoods that offer choices of movements for all users and foster healthy active lifestyles; and
- To encourage overall quality and distinctiveness in new developments.

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=50702>

### 02.5.3 Planning Guidance and Strategies - Local Shop Facilities and Placemaking

#### Vision

“Help to limit the city’s contribution to climate change and develop an inclusive network of accessible and revitalised neighbourhoods designed for the benefit of all, with integrated green infrastructure and enhanced public spaces.”  
 - Glasgow Transport Strategy

#### Key Themes/Outputs

- Create a new methodology for the spatial analysis of LSFs
- Retroactively identify defining criteria for LSFs and understand how they function within the city, particularly with respect to the Network of Centres
- Propose a new formalised understanding of LSFs based on placemaking
- Provide recommendations that fit within local and national policy frameworks

### 02.5.4 Planning Guidance and Strategies - Glasgow Lanes Strategy

#### Emerging Themes

- Management of waste and recycling
- Heritage and visitor attraction
- Access, parking and lighting
- Surfacing and drainage
- Public health and community safety
- Event programmes
- Art installations and cultural activity
- Working with residential communities
- Greening initiatives
- Planning policy
- Coordination with City Deal projects
- A Lane Activation Fund

# 02 - TECHNICAL REVIEW

## 02.5.5 Planning Guidance and Strategies - Energy and Carbon Masterplan

## 02.5.6 Planning Guidance and Strategies - Glasgow Climate Plan

### Vision

The ECM sets out a vision of a transformed energy economy for Glasgow that is based on low carbon and increasingly de-centralised energy sources that are better able to meet Glasgow’s energy needs and help Glasgow tackle climate change

### Key Outcome

Developing a ‘Smarter Grid’  
As Glasgow does not have the ability to be energy self-sufficient, electricity generated elsewhere in Scotland must be transmitted efficiently to houses and businesses in Glasgow. Improving the efficiency of this process will result in lower transmission losses, therefore less total energy will be needed to power everything we use.

This document can be found online:  
<https://www.glasgow.gov.uk/chtphandler.ashx?id=32441&p=0>

Low-carbon retrofits and buildings that are fit for the future

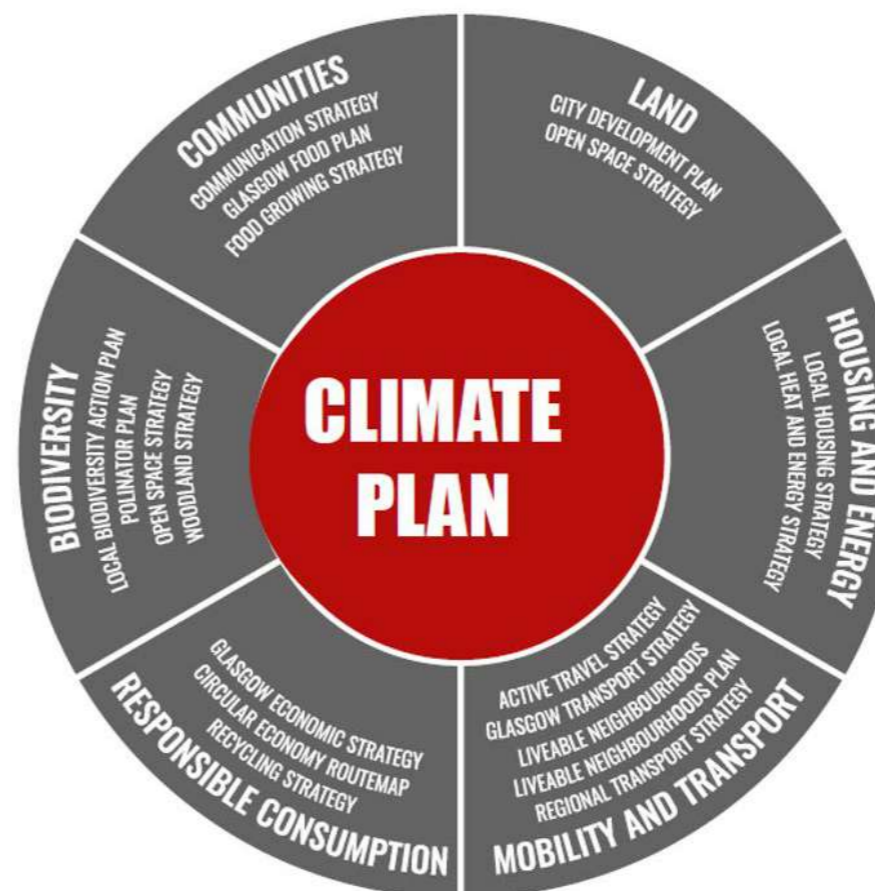
1. Tree planting, peatland restoration, and green infrastructure
2. Strengthening energy networks
3. Improving Infrastructure for walking, cycling and remote working
4. Moving towards a circular economy: :

i) Alleviating potential raw material supply risks by shortening complex supply chains and increasing resource security,

ii) Spurring innovation of new products, technologies and services, creating new business opportunities (reuse sector),

iii) Creating new jobs, resulting in major beneficial social impacts through localising economies with communities and creating and retaining wealth. (see figure 22)

This document can be found online:  
<https://www.glasgow.gov.uk/CHttpHandler.ashx?id=50623&p=0#:~:text=Data%20published%20by%20Google%20Environmental,further%20reduce%20transport%20sector%20emissions.>



Climate Plan Diagram

## 02.5.7 Planning Guidance and Strategies - River Clyde Development Framework

### Vision

- A Connected River,
- Supporting Clusters,
- Linking Communities

### Key themes

- On vacant sites, underused spaces and where opportunities for diversification exist, temporary uses and micro-urbanism could help assess demand and bring activity.
- Where appropriate, development on the River Corridor should include measures that facilitate increased activation of the water
- Improve connectivity across the river
- Ensuring green infrastructure is an integral part of any new development and included in the early design process is essential. It can contribute to the quality of place, economic potential and value of developments along the river and increase further investment interest in Glasgow.

### Outcomes

- Reconnect many of the quayside development sites
- Reinvent the economy of the Clyde corridor by redefining more appropriate land use patterns
- Refine and enhance attributes including historic buildings and environments, semi natural and natural habitats, cohesive communities, vibrant neighbourhoods and employment locations.
- Repair and densify demolished and piecemeal development, and areas of eroded built form and natural environment.

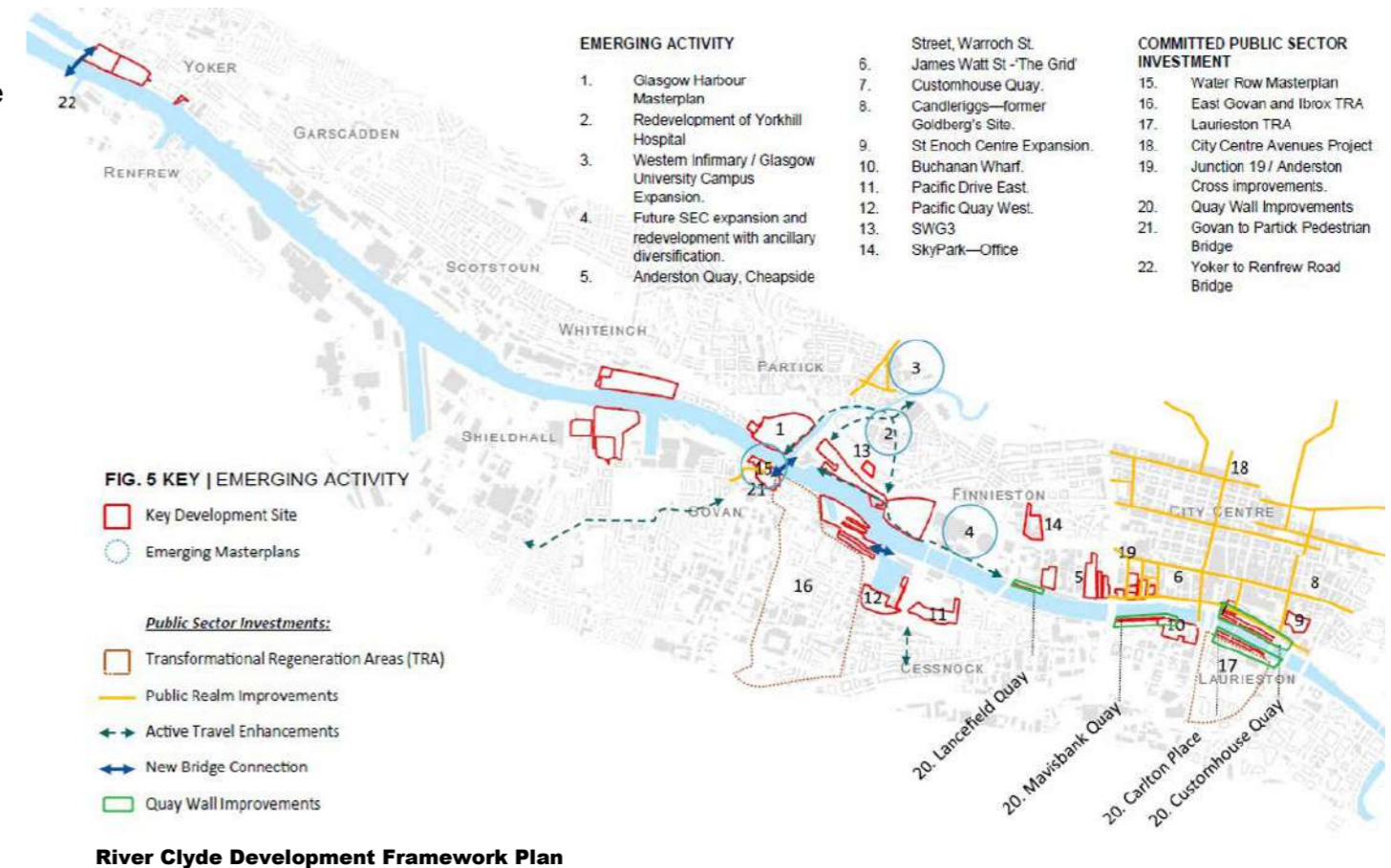
- Reactivate key segments of the Clyde corridor which have little opportunity for social interaction, recreational use or pedestrian/cycle movement.
- Reconfigure some of the existing built form as they are no longer appropriate, in order to improve place making opportunities.

### Spatial Design Strategy for Yorkhill / Anderston

The study area includes 6 emerging activities for unlocking development. These are the Redevelopment of Yorkhill Hospital, the Future SEC expansion and redevelopment with ancillary diversification, the Anderston Quay, SWG3 and finally, the SKYPark Office.

The sustainable redevelopment of these sites would contribute to regeneration, by attracting people and jobs and by providing a significant economic uplift. A critical aspect for the redevelopment of all sites is the creation of flood protection measures, in order to ensure to commensurate with potential flood risk. Additionally, the delivery of jobs and homes, the mix of uses and active ground floors, and the enhanced active travel routes are important objectives for all redevelopment sites.

This document can be found online: [https://glasgow.gov.uk/CHttpHandler.ashx?id=47392#:~:text=This%20Strategic%20Development%20Framework%20\(SDF,well%2Dconnected%2C%20vibrant%20place.](https://glasgow.gov.uk/CHttpHandler.ashx?id=47392#:~:text=This%20Strategic%20Development%20Framework%20(SDF,well%2Dconnected%2C%20vibrant%20place.)





# 02 - TECHNICAL REVIEW

## 02.5.8 Planning Guidance and Strategies - Govan to Partick Development Framework

### Vision

By 2030 Govan-Partick will be recognised as an urban district of well-connected but distinct neighbourhoods, providing a very high quality of life, creating a context for nationally significant economic development and a narrowing of social inequalities. The area will be recognised as a leading Innovation District, where technical excellence contributes to inclusive growth and the building of a liveable place.

### Key outcomes:

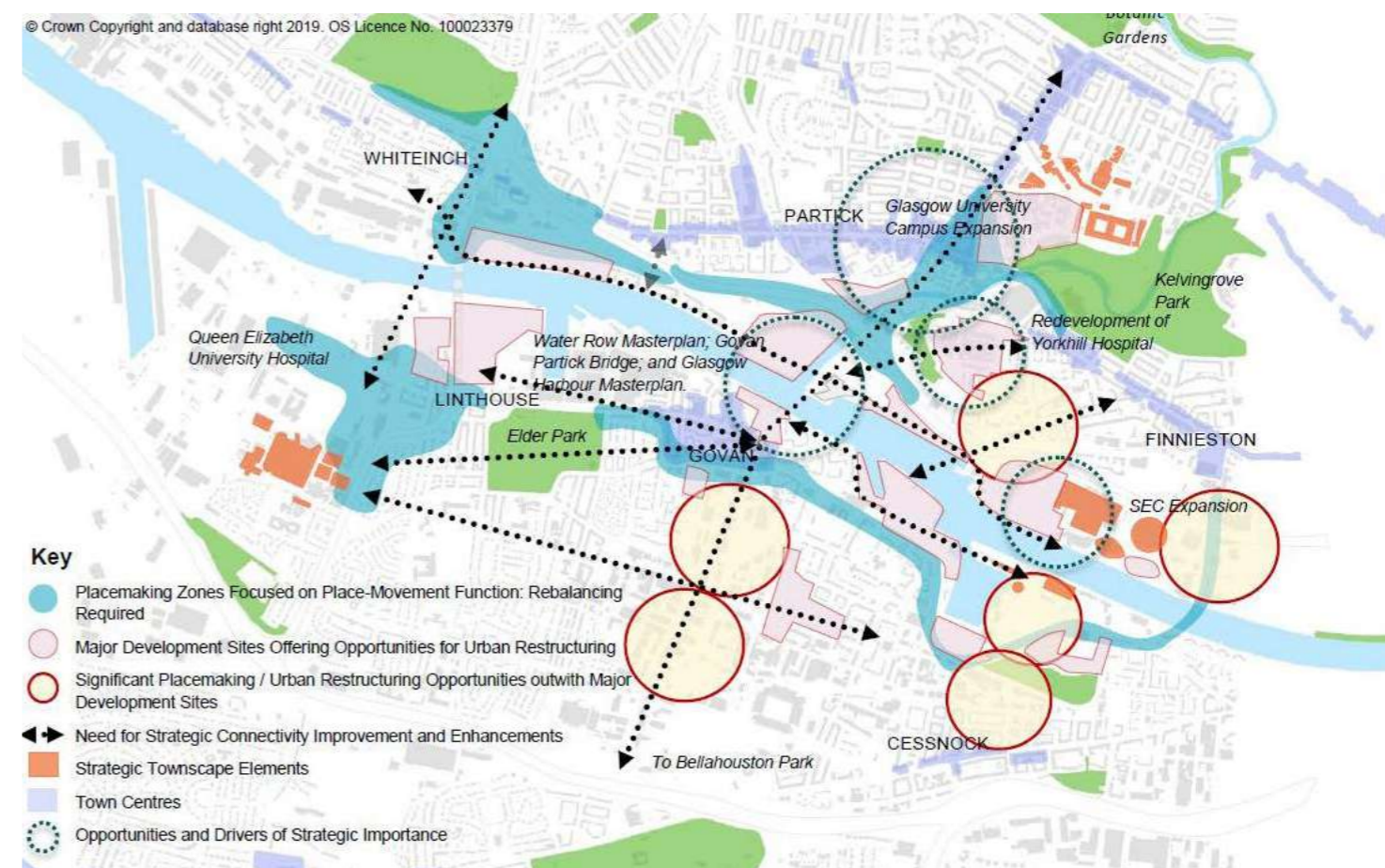
- A vibrant place with a growing economy
- A thriving and sustainable place to live and work
- A connected low carbon place
- A green place with an urban structure that promotes well-being

### Connected Low Carbon Place - Placemaking Strategy:

- Support the expansion of Glasgow university through a series of complementary investment measures in the area, including place quality and connectivity improvements in the vicinity of Glasgow university Campus, connecting across the River Clyde and linking to the CWIC campus
- Promote the development of the Innovation District that supports high value added industries located between Glasgow University Campus, Central Govan and the QEUH. This includes measures to address market failure, improve connectivity and address place quality.

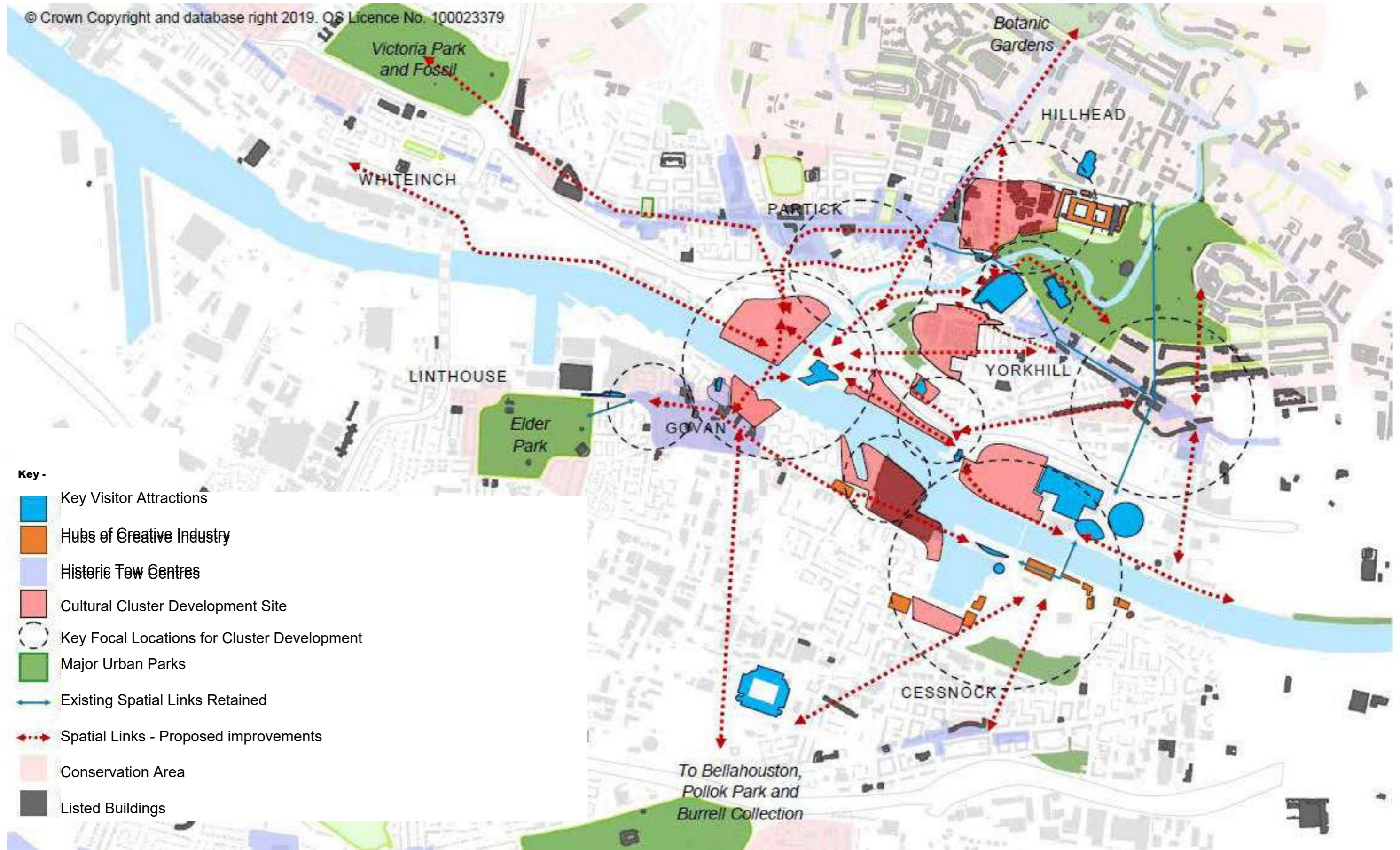
- Continue to allocate vacant and derelict land funding to improve land to a standard that enables development to commence or temporary/permanent greening measures. Work in partnership with other Council agencies to target positive reuse of GCC sites.
- Propose amendments to transport approach as required to support locally-centred, nationally significant economic development projects and to further objective of increased social inclusion. Also, review cycle and walking network. The challenges of balancing parking management with local needs will be acknowledged.
- Work with partners to undertake an analysis of the wider movement network considering travel demand, walking and cycling routes and parking management. This should include an appraisal of at grade crossings and signalised junctions on the Clyde Expressway to improve connectivity to the river and enhance permeability

This document can be found online: <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=49887&p=0>



Govan Partick Strategic Development Plan - Placemaking Strategy

# 02 - TECHNICAL REVIEW



Govan Partick - World Class Cultural Cluster



## 02 - TECHNICAL REVIEW

### 02.5.12 Planning Guidance and Strategies - Inclusive Design in Town Centres and Busy Street Areas

'Inclusive Engagement' is important to successful outcomes. Key themes are:

- Stakeholder identification
- Scale and nature of the engagement process (including timing and notification)
- Accessible engagement
- Recording
- Establishing and maintaining a good working relationship.

There is a recognised gap between what is implemented and the expectations of disabled people, undertaking good engagement can help bridge this. The report identifies a series of principles to achieve this goal. The individuals and groups representing the views of local disabled street users, who will be affected by the proposed changes to the street design, should be identified during the planning of the inclusive engagement process.

1. Utilising established local groups (where there are no Access Panels) who represent the views of locals disabled street users will benefit the planning and delivery of inclusive engagement
2. Engagement should be undertaken from the start of the design process, ideally at scheme conception
3. The scale and nature of the engagement should inform the project commissioning with budget and timescales established to meet these requirements
4. Media promotion should be multi-sensory and should recognise the limitations of media format to those with sensory impairments

5. The use of different communication methods can improve access and understanding during the inclusive engagement process
6. The sourcing of accessible venues that can accommodate participants with a range of impairments (in the group of disabled street users being engaged with) supports inclusive engagement
7. Maintaining a record of engagement supports inclusive design and the designer's Public Sector Equality Duty compliance under the Equality Act
8. A collaborative approach that encourages local disabled street users or representatives to consider the needs of other users supports inclusive engagement

Inclusive Physical Design Measures are important to successful outcomes. Key principles need to be considered collectively.

1. Consistency in the approach to, and design of, street features in town centres and busy street areas supports access for all street users, increases the confidence of disabled street users and minimises feelings of discomfort and/or feeling unsafe
2. The type and frequency of pedestrian crossings (controlled and uncontrolled) can improve access and safety, and enhance the confidence of disabled street users in town centres and on busy streets
3. Regular rest locations with clear wayfinding and directions improve access for disabled street users to crossings.
4. Disabled street user access is conditional on physical street design features that are conspicuous, legible, comprehensive and credible.

5. The segregation of pedestrians and cyclists in town centres and busy street areas supports access for disabled street users.
6. Colour and tonal contrast of street features and pavement in all weather conditions supports access for all street users.
7. Within town centres and busy street areas, all street features should be outside / away from the demarcated pedestrian clear corridor

This document can be found online:

<https://www.transport.gov.scot/media/49479/sct12207892282.pdf>

# 02 - TECHNICAL REVIEW

## 02.6 Key Takeaways

Transport for London (TfL), Transport for Wales (TfW), and Sustainable and Active Travel experts came together with Glasgow City Council for a Visioning Workshop in November 2021. The case studies mentioned above were discussed and four key themes were addressed:

1. Achieving Carbon Neutrality and Facilitating a Circular Economy
2. Implementing Grass Root Projects - Creating Healthy and Equitable Places
3. Side Street Junctions
4. Contraflow Cycle Lanes

The following were the key takeaways:

### 1. Achieving Carbon Neutrality and Facilitating a Circular Economy

- In terms of climate change, there has been a limited response. It is the number one overarching target for the city.
- Liveable Neighbourhoods alongside Sustainable Transport provide an opportunity to have an impact on de-carbonisation.
- Climate resilience is a design ethos, a fundamental design principle.
- There is a cross over between circular economy and economic development. The council is interested in social enterprises and the third sector.
- Reducing the use of space and materials is the change we need to make.
- In terms of future car usage one might consider the idea of parking cars in a community parking hub.
- Reducing the need to travel greater distances might encourage car sharing and electric cars. This might shift into a culture of renting cars when you need it.
- Smaller roads and less concrete create less carbon emissions.
- Additional electricity needs have to be considered due to increasing use of electric vehicles.
- There is an overarching challenge of agreement, implementation, maintenance.

How to make it happen:

- Do not start in material use, start in designing differently and thinking about sustainable management and use of materials through circular economy and re-use and re-cycling attitudes.
- Reducing material use helps in saving costs in investments and maintenance.
- Do pilots to show it works.
- Create functional specifications, not details.
- Community resilience is fundamental. Creating a better use of space and streets will release space for the community.
- Liveable cities / neighbourhoods are also about air and noise quality in cities. Comparing the impacts of walking/ cycling to cars, we know what we need. Cars emit carbon, fine dust, and are noisy. These are important issues to be aware of.
- Think Global and Act Local.

- 2. Implementing Grass Root Projects - Creating Healthy and Equitable Places
- Moving from consulting people to asking people what they need to create a sense of ownership of the proposed design.
- Engaging people in the design process and limiting high-level ideas and concepts when narrowing down to a local level.
- Long term stewardship is good practice. The Cardiff rain gardens project is a good example whereby the scheme was adopted by the residents of the street.
- Using a bottom-up approach allows for ideas from the local community, and can provide solutions for the long-term legacy of the adopted projects.
- Regarding maintenance fees and cost of the neighbourhood, it is important to establish a community council/local group where people decide what they do with the funds.

There were also discussions regarding 3. side street junctions and 4. contraflow cycle lanes. Please refer to 'Connectivity, People and Place: Interim Delivery Plan for the City Network' by Glasgow City Council.



Connectivity, People and Place - Active Travel Strategy 2022-2031 Front Cover

# 02 - TECHNICAL REVIEW

## 02.7 Wider Context and Active Travel

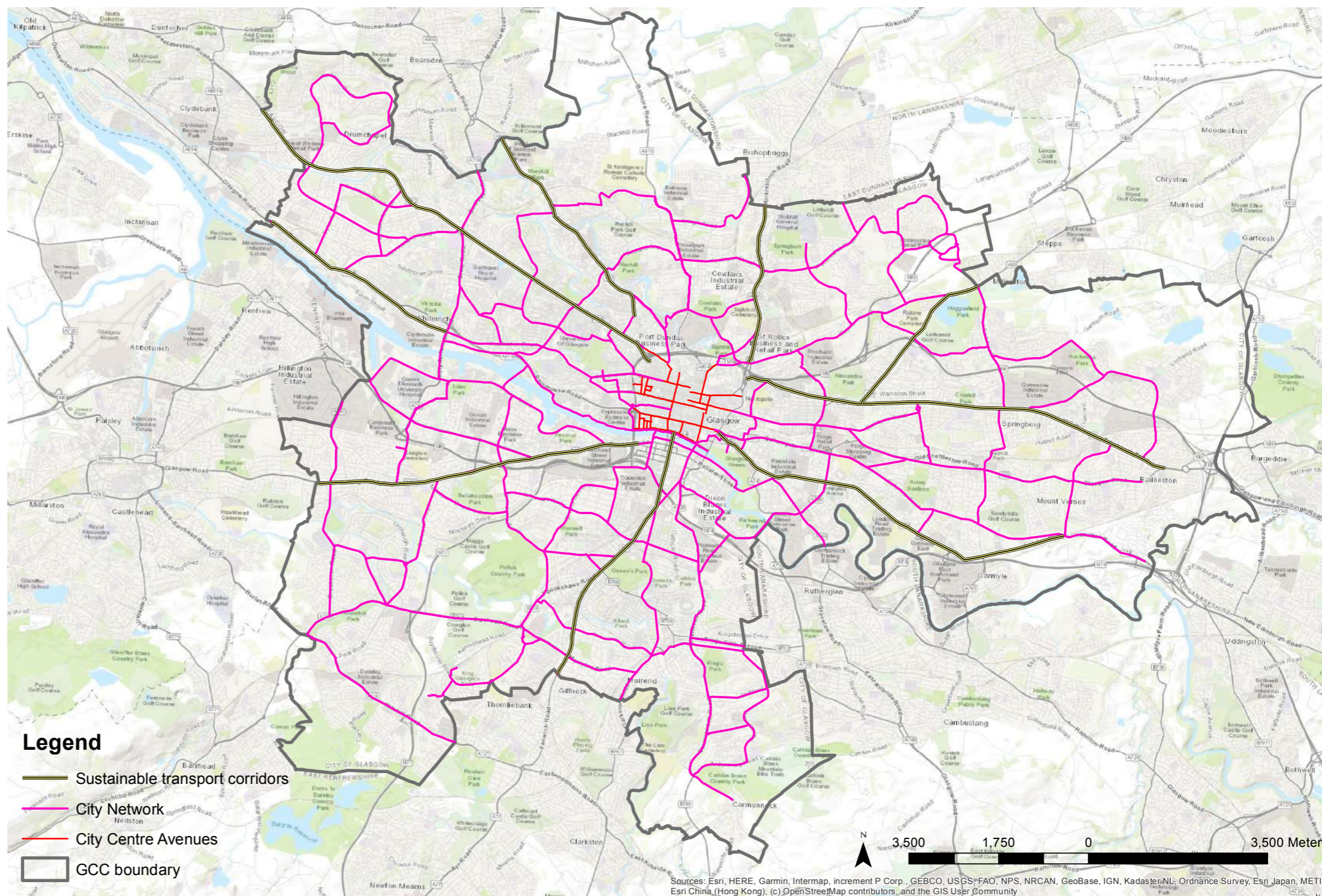
To address the ongoing Climate Crisis our International, National and Local Governments focus is changing. More attention is being given to carbon reduction with ambition goals being set to be achieved within the next decade.

Part of the realisation of this is our understanding that the way in which we travel in and around our cities and neighbourhoods must change. Car reduction in our cities will not only help to achieve these goals but it will also improve our physical environment as well as the safety and health of our residents.

### Active Travel Strategy

Glasgow City Council has unveiled its Active Travel Strategy which highlights the infrastructure required to make it easier and safer for people to travel actively throughout the city. As part of the strategy, a city network has been suggested which takes the existing cycle infrastructure and looks to integrate and connect it to a city-wide network. The aim is to have every school in the city within 400m of the network and every home within 800m. This will allow all Glaswegians the opportunity to cycle to any part of the city within 30 mins.

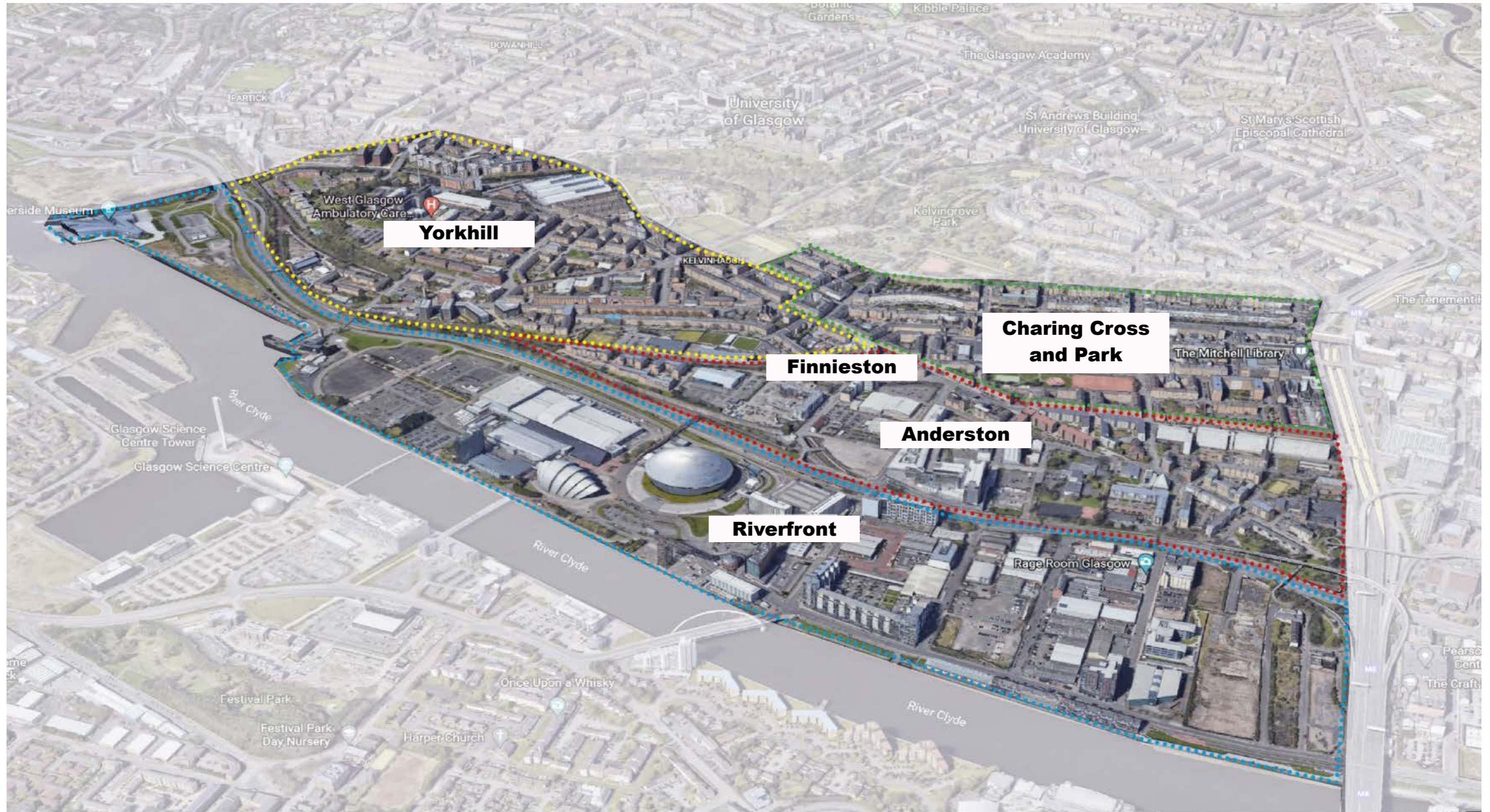
With this in mind, Liveable Neighbourhoods has to look at ways to integrate with the city network and make the most of the opportunities that arise from our streets having a reduced number of cars and vehicles.



Wider Transport Strategy Diagram

# 03- SITE APPRAISAL

## 03.1 Liveable Neighbourhood Areas



Four Identified Areas within the LN Yorkhill - Anderston Area

# 03- SITE APPRAISAL

## 03.1.1 Yorkhill

Yorkhill is a mixed area with long-standing communities as well as new developments. The hill itself is dominated by the former Yorkhill Hospital, which remains the location of the West Glasgow Ambulatory Care Hospital. The Yorkhill Hosital Area is likely to be redeveloped for housing in due course.

Yorkhill Park is located on the hill. This is a park that is used by residents but is largely overlooked due to topography, ill defined entrances and poor wayfinding.

There are disadvantaged areas around Overnewton Park, which despite its proximity to Kelvingrove Art Galleries and the wider west end, can tend to be overlooked.

The area is mostly residential, comprising mostly of sandstone tenement housing built in the early 20th century by the Overnewton Building Company. New communities of primarily student housing are also located in the area.

Given its past relationship to the river and trade, many of the roads in the area are overscaled and underused by cars, offering up significant opportunities for improved streets for people and active travel.



Aerial View of Yorkhill

## 03.2.2 Anderston / Finnieston

Anderston is an historic area of Glasgow that has been subject to significant change over the last century as the result of the construction of the M8 motorway, Comprehensive Redevelopment, and the subsequent replacement of many of the buildings constructed in the late 60s and early 70's. Contemporary residential tenement buildings have sought to tie the area of Anderston back into the surrounding street pattern and context, with developments reinstating areas of the historic road pattern (albeit as part of car free areas).

Anderston still remains dislocated from the city centre as a result of the M8 and the poor public realm around Anderston Cross and Argyle Street to the east side of the motorway. Plans for the remodelling of this section of Argyle Street as part of the Avenues project, stop abruptly at this point.

In recent years, as a result of the significant developments that have occurred along the Riverfront in relation to the BBC/STV, the Hydro and the SEC, Argyle Street in Finnieston has become a significant Local Town Centre with a hub of cafes, bars and restaurants that offer a range of independent businesses to visitors and Glaswegians alike.

Finnieston contains a well established local community which in recent years has been bolstered by a growing student population. This includes significant numbers of overseas students, leading to some areas becoming student dominated.

Both Anderston and Finnieston have areas that would benefit significantly from inclusive investment to improve the lives of all residents.



Anderston / Finnieston



# 03- SITE APPRAISAL

## 03.1.3 Charing Cross and Park

Charing Cross and Park sit close to the fingers of Kelvingrove Park that reach out to what is now an area dominated by the motorway and the poor pedestrian connections and streetscape that lead into the city centre. The areas around Sauchiehall Street and the Mitchell Library are overly dominated by cars and are unloved and overlooked.

The quality of the public realm is poor and the whole area of Charing Cross seems overlooked and unresolved, despite a significant residential population. Tenement buildings are interspersed with more recent residential buildings but streets often seem void of life.

Streets are wide and areas such as Kent Road Park could offer up real opportunities for connectivity, streets for people and more enjoyable everyday journeys.



Aerial View of Charing Cross and Park

## 03.2.4 Riverfront

The Riverfront has seen significant redevelopment over recent years, with a growing reliance on tourism and the tertiary service sector. The new Museum of Transport, the growing SEC and Hydro Events campus (second busiest concert venue in the world) and a new emphasis on Build to Rent housing is changing this area of the post industrial landscape.

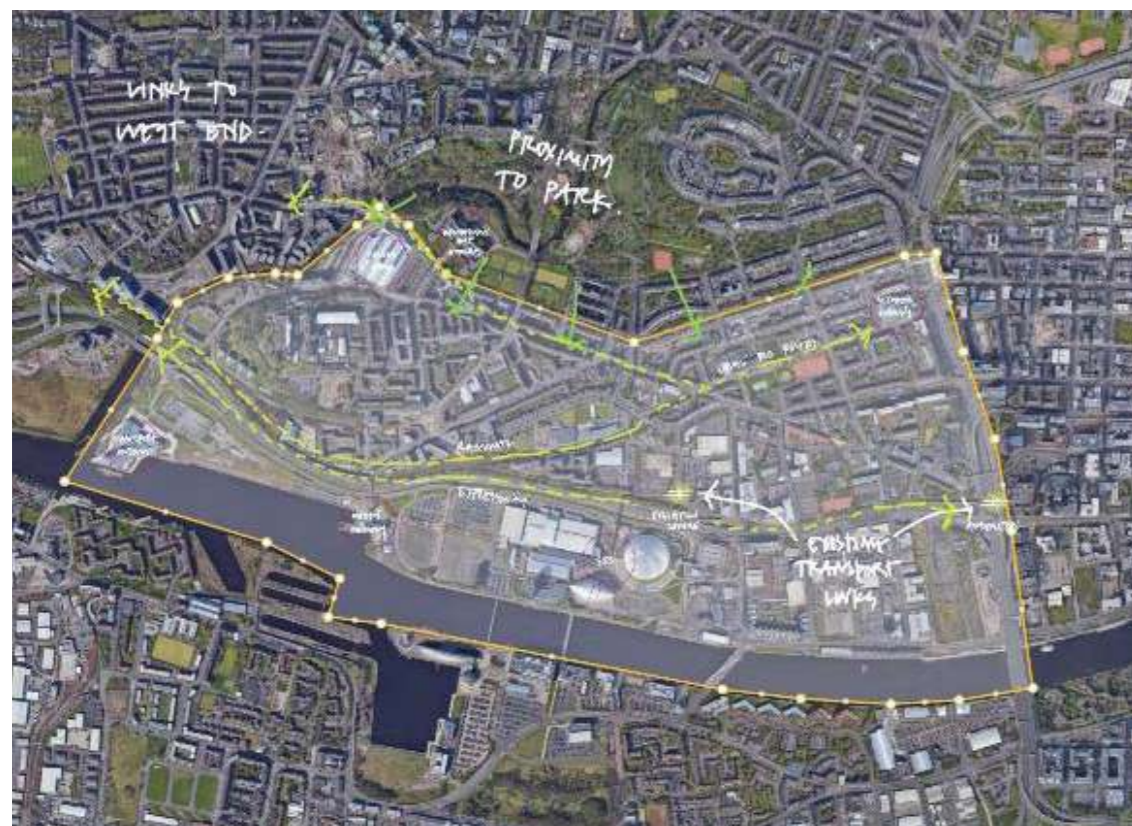
However, the Riverfront remains largely disconnected, unless travelling by car, as a result of the M8 motorway/Kingston Bridge, the A814 Clydeside Expressway, and a lack of crossing points across the River Clyde and the River Kelvin. The spaces between buildings within this area are mostly left over 'non spaces', that prioritise cars and make navigation for pedestrians and cyclists unpleasant. Despite significant footfall, there is no sense of a local town centre or focus to The Riverfront, with everything remaining disparate.



Aerial View of Riverfront

# 03- SITE APPRAISAL

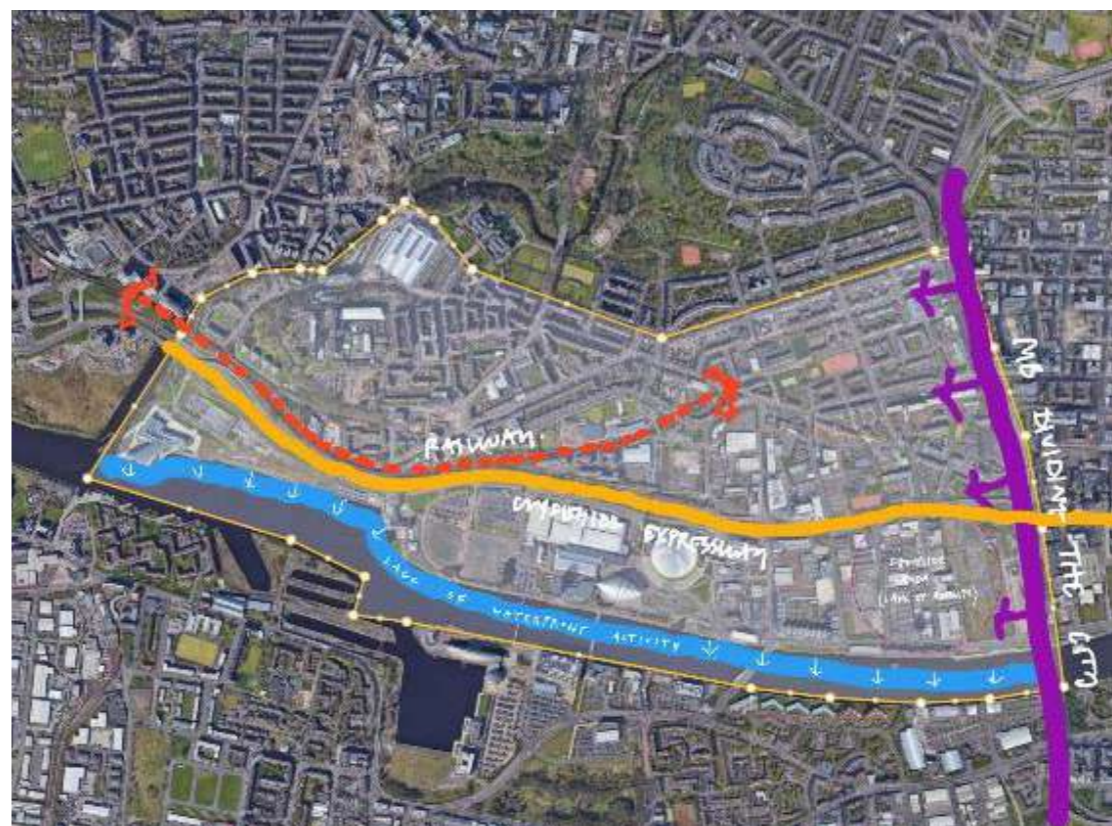
## 03.2 S.W.O.T. Analysis



**S.W.O.T Diagram  
Highlighting  
Strengths of Area**

### Strengths

- Links to West End
- Major Tourism Infrastructure and Significant Cultural Buildings
- Proximity to Kelvingrove Park
- Well Established Communities Across the Area
- Finnieston/Anderston Independent Shops and Places to Eat and Drink
- Mix of Victorian and New Build Housing Stock
- Existing Active Travel Facilities Connecting with the Surrounding Neighbourhoods
- Proximity to the Waterfront and City Centre

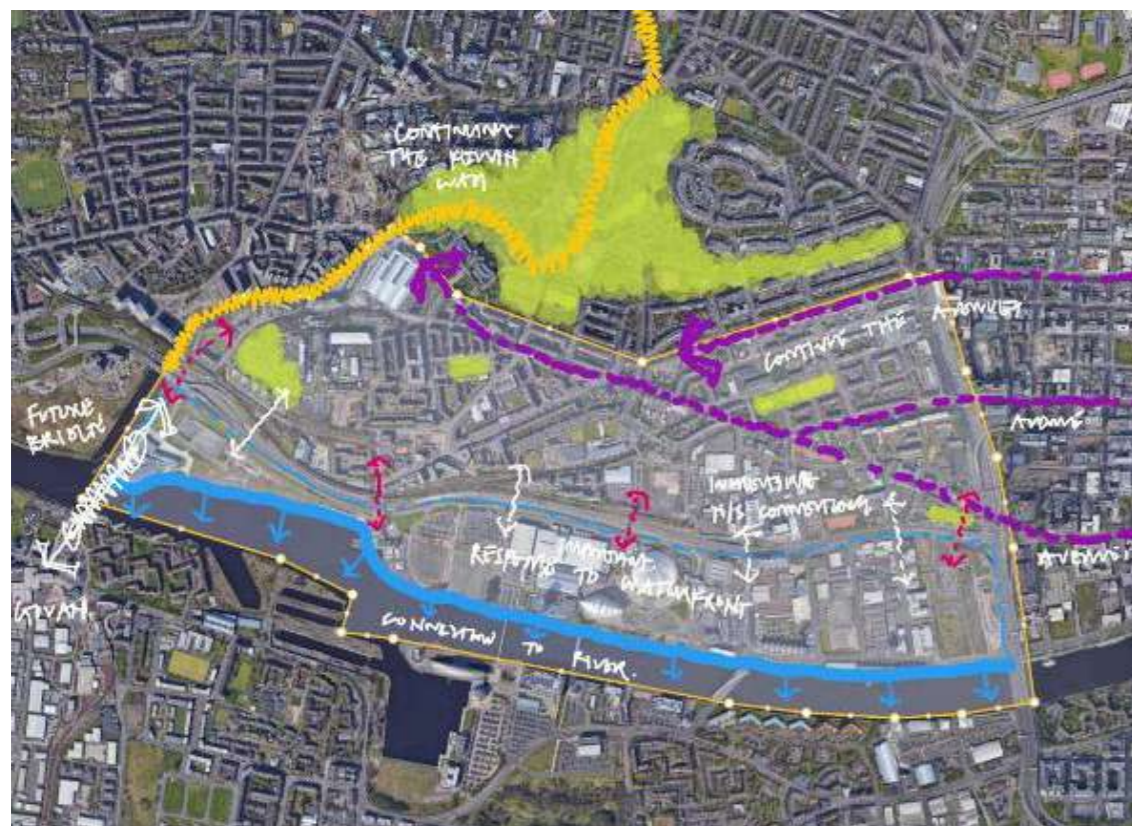


**S.W.O.T Diagram  
Highlighting  
Weaknesses of Area**

### Weaknesses

- Expressway and Network Rail barriers
- Cheapside area is Post Industrial and Awaiting Redevelopment
- Charing Cross / and Anderston Separated by Kingston Bridge and M8 Motorway
- Lack of Waterfront / Usages / Connections
- Disconnected in General
- Over scaled Road Infrastructure
- Lack of North - South Active Travel Links
- Poor Quality of Green Spaces (Access, Facilities, Maintenance)
- Lack of Trees and Greenery
- Existing Stopping Up of Roads/ Traffic Calming - Creates Illegible Network
- Wide Carriageways
- Anderston Station and Anderston Cross
- Connection to Argyle Street City Centre (Avenues Project)

# 02 - TECHNICAL REVIEW



**S.W.O.T Diagram**  
**Highlighting**  
**Opportunities of Area**

## Opportunities

- Connection to the River
- Connection to the Park
- Connecting Together of Existing Green Spaces
- North South Connections
- Adaptation of Wide Road to (Avenues with Trees)
- Exploration of Road Strategies (New One Way Roads to Free Up Space for People)
- Active Travel Routes (NCR7)
- Building on Existing Active Travel Links and Strengthening Future or Planned Active Travel Network
- New Bridge from Transport Museum to Govan
- Connection to Kelvin Way (Now Pedestrian)
- Yorkhill Hospital Site
- Enhance Existing Pocket Parks
- Rebalance the Street Space and Reduce Vehicular Impact
- Improve Green Areas around the Expressways - Enhance Biodiversity



**S.W.O.T Diagram**  
**Highlighting**  
**Threats of Area**

## Threats

- Monocultural Housing Offers (Student Areas and New Build To Rent).
- Incoherent Development of the Riverfront
- Land Ownership Issues Related to Vacant Land
- Broader Strategic Approaches Curtailed by Private Ownership
- Development of the Yorkhill Hospital Site
- Increased Risk of Flooding, Erosion, Rising Sea Levels and Surface Water
- Ongoing Gentrification
- Severance of A814 and Lack of North South Movement

# 03- SITE APPRAISAL

## 03.3 Site History

This area of the city, in particular Anderston, has undergone significant changes as a result of the comprehensive redevelopment of the area that was carried out in the 1960's. Victorian stone tenements that once lined the streets of Anderston were demolished and replaced with system built concrete flats which ignored the original street pattern.

Anderston lies immediately to the west of the M8 and the Kingston Bridge. This once thriving and dense area of central Glasgow was cut off and isolated by the construction of the motorway. The area, which was a mix of tenement flats and warehouse buildings was the heart of a strong community, albeit one which suffered from overcrowding and substandard housing. Whilst there were significant issues of poverty, large areas of tenement flats were demolished as part of the 1960's appetite to replace rather than renovate and re-use.

Finnieston covered a primarily industrial area between the River Clyde and the main thoroughfare at Argyle St, but in the 21st century the wider area has become a popular tourist destination, given it's close proximity to the SEC and OVO Hydro venues.

The area of Yorkhill was previously known as Over Newton until 1813, when Andrew Gilbert purchased the land alongside adjoining land under the general title of Yorkhill. In 1877, a substantial bridge was built over the River Kelvin connecting Yorkhill to Partick, which was at that point a separate burgh.

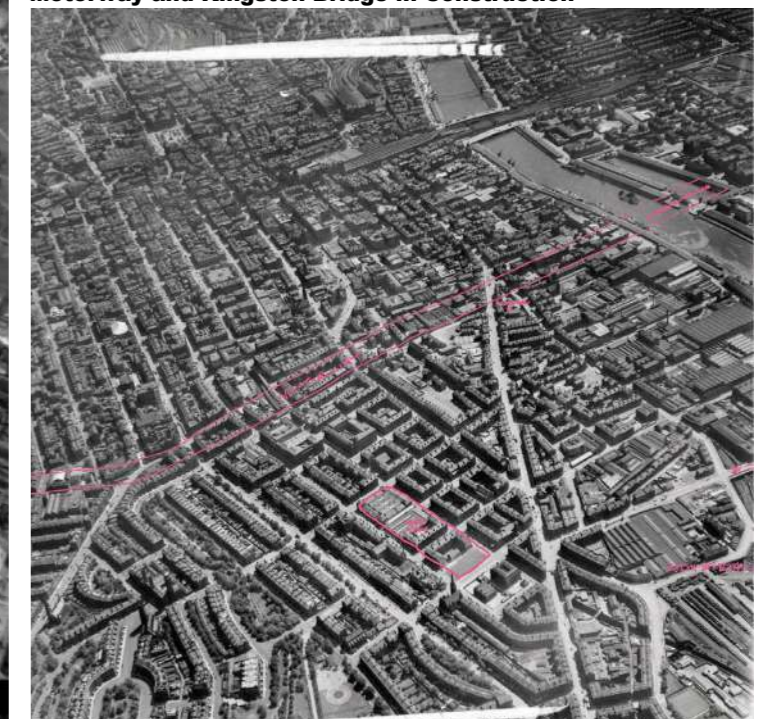
In 1907, the Yorkhill estate was sold to Glasgow's Royal Hospital for Sick Children, which was opened in July 1914 by King George V.



Glasgow City Centre- Before the Construction of the M8 Motorway and the Kingston Bridge



Motorway and Kingston Bridge in Construction



Argyle Street connection with City Centre and outline of Motorway

## 03.3 Site History



Glasgow City Centre- Construction of the M8 Motorway and the Kingston Bridge - A Broken Link



Planning of the Kingston Bridge and M8



Glasgow Ringroad (not fully realised)

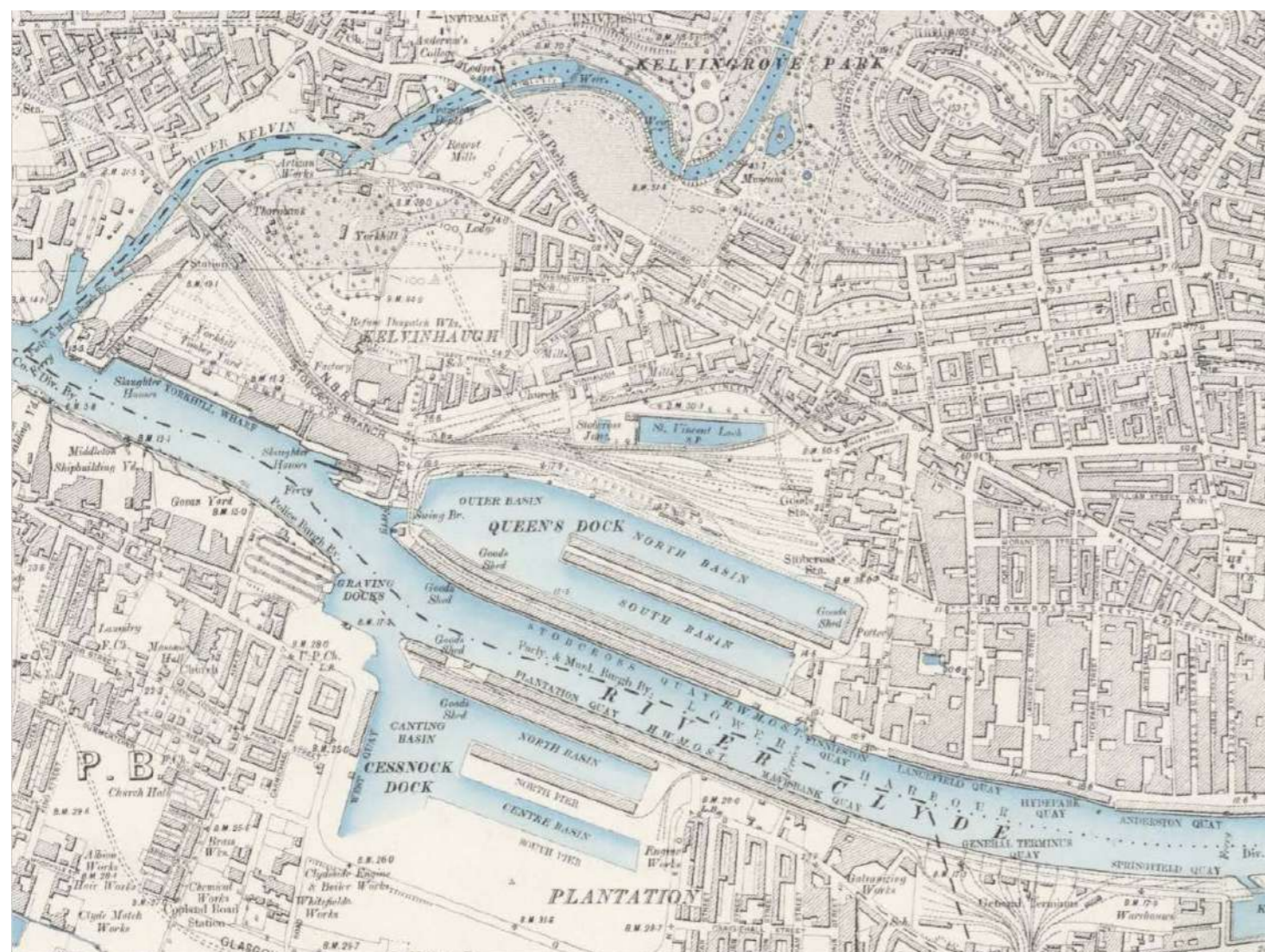


Construction of the M8 at Charing Cross

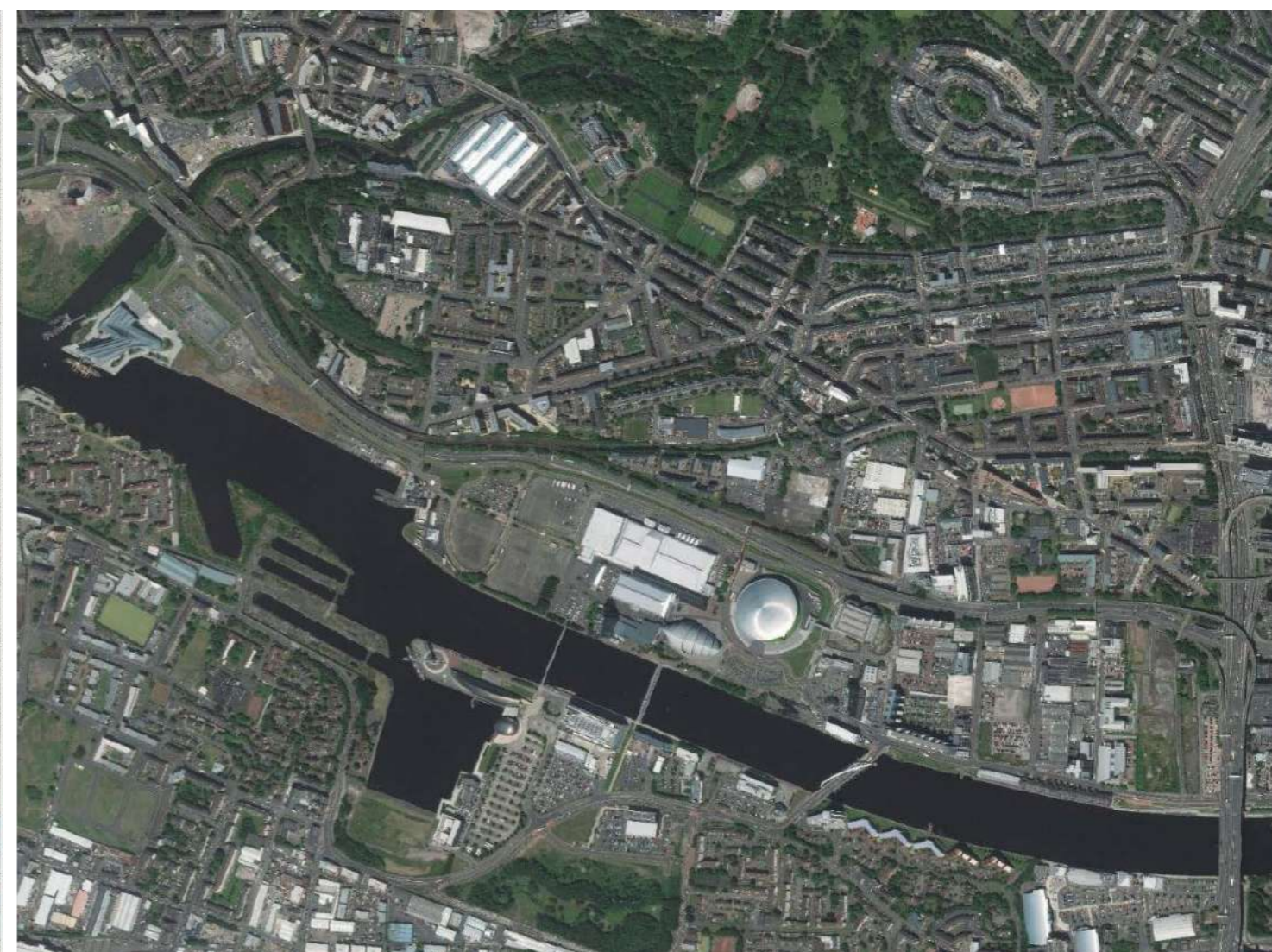
# 03- SITE APPRAISAL

## 03.3 Site History

The map and the aerial photograph below demonstrate how much the Liveable Neighbourhood Yorkhill Anderston study area has changed over the course of the last 150 years. From a landscape dominated by docks and heavy industry, the area is now firmly focused on tourism and the tertiary sector of the economy, with an abundance of cultural and civic buildings bringing visitors to the area from far afield.



Yorkhill / Kelvinhaugh / Finnieston / Anderston in 1886



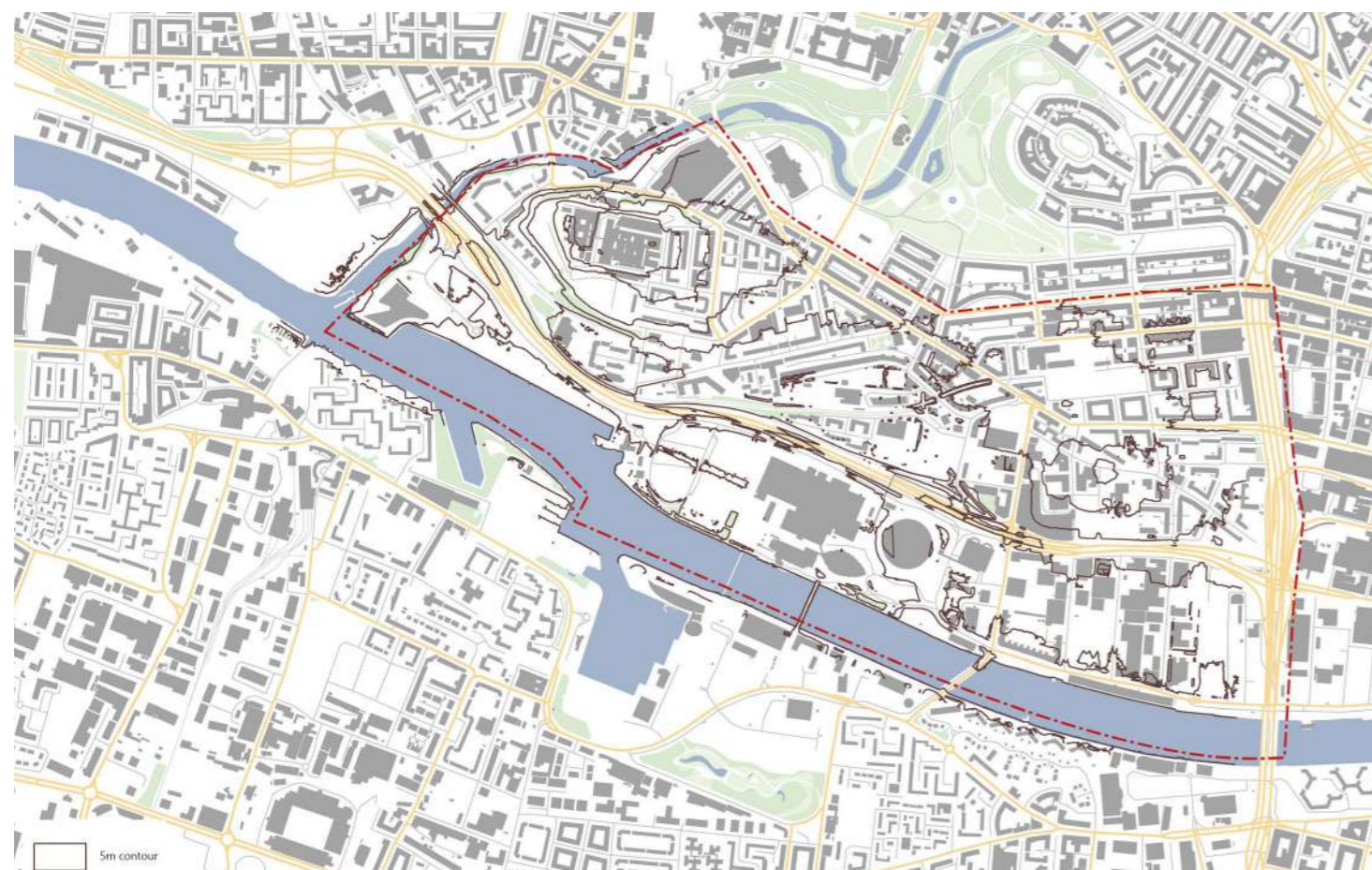
Yorkhill / Kelvinhaugh / Finnieston / Anderston in 2021

# 03- SITE APPRAISAL

## 03.4 Topography

The overall topography for this LN area is reasonably flat. There are a number of areas where the elevation of the topography increases, most noticeably at the Yorkhill Hospital site.

There is also a significant change in level between the waterfront and areas of Finnieston, which is separated by the expressway. This has been largely forgotten about as a result of the infrastructural impositions on the landscape which make the topography less evident.

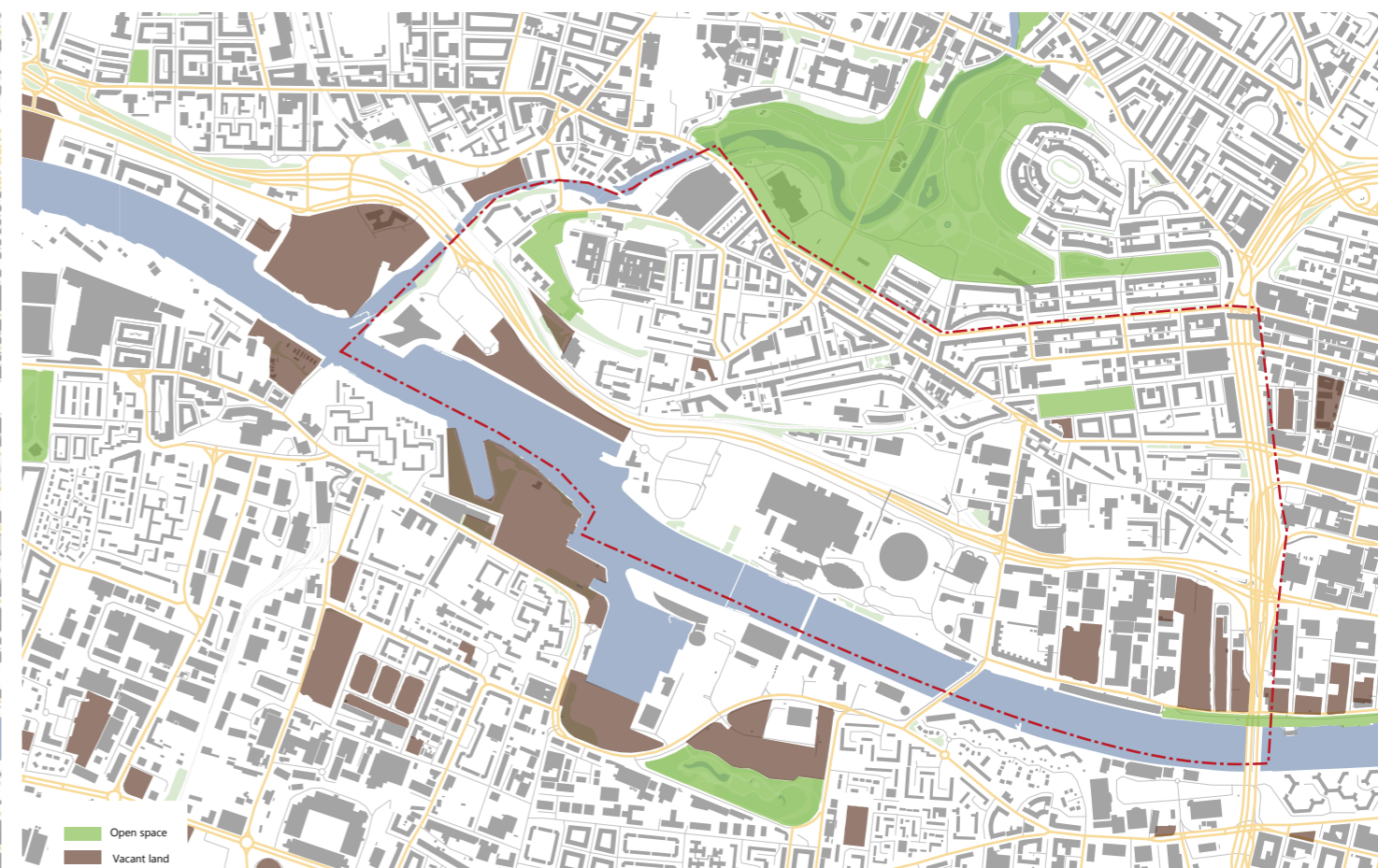


Data Topography

## 03.4 Open Space and Vacant Land

Although there are a number of open and green spaces on the outskirts of our LN area, there are few within the LN boundary, including Overnewton Sq, Gaelic Park and Yorkhill Park, which are under-developed and under-utilised.

The waterfront is another popular open space within this area, but is in much need of improvement to make it a successful public space.



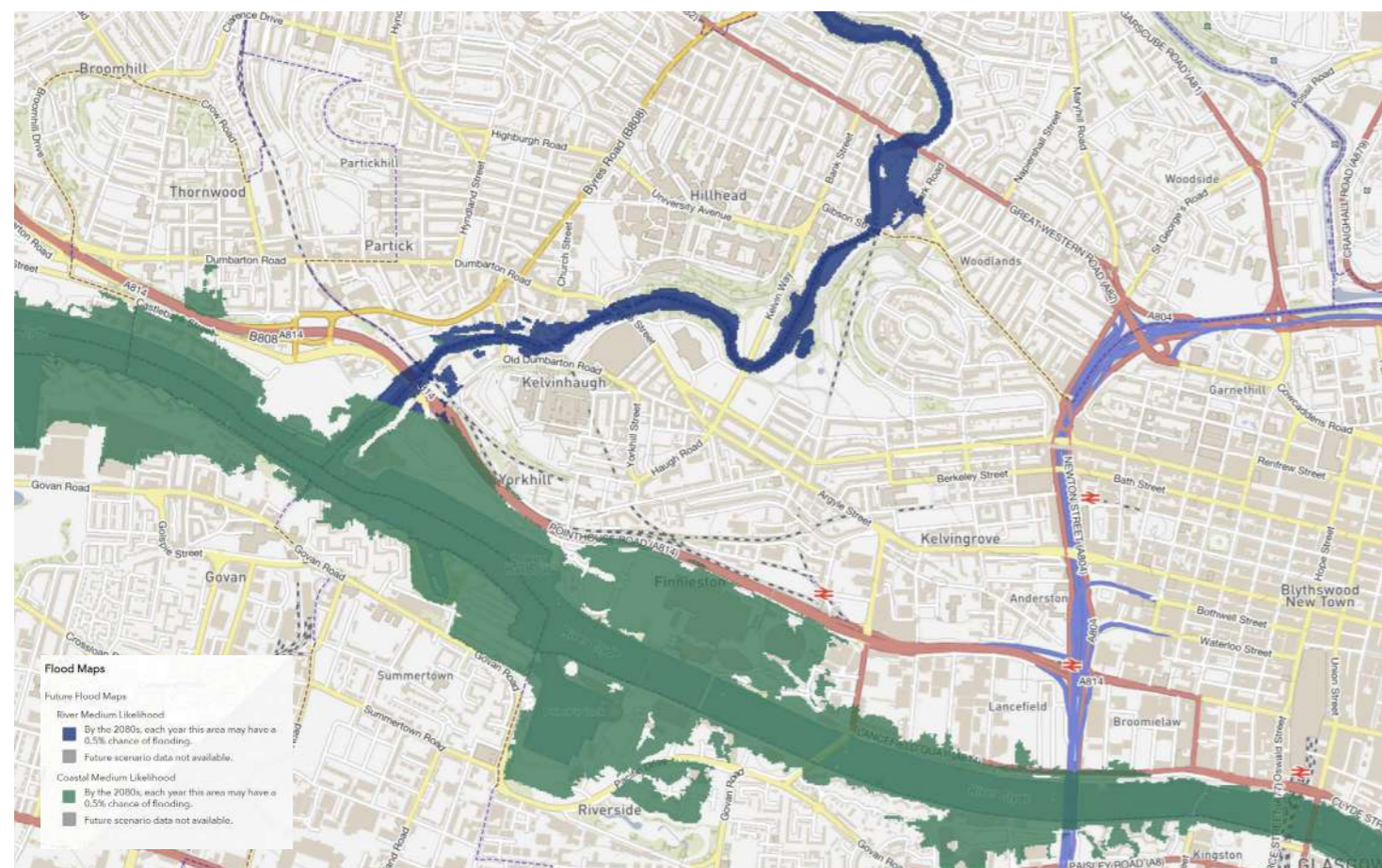
Open Space and Vacant Land

# 03- SITE APPRAISAL

## 03.4 Flood Risk and Drainage

As expected there are considerable flooding issues noted along the River Clyde, which has an effect on anything sited along the waterfront.

In addition, there are similar, although less forbidding, areas of potential flooding noted along the banks of the Kelvin River, which bounds this LN to the west.



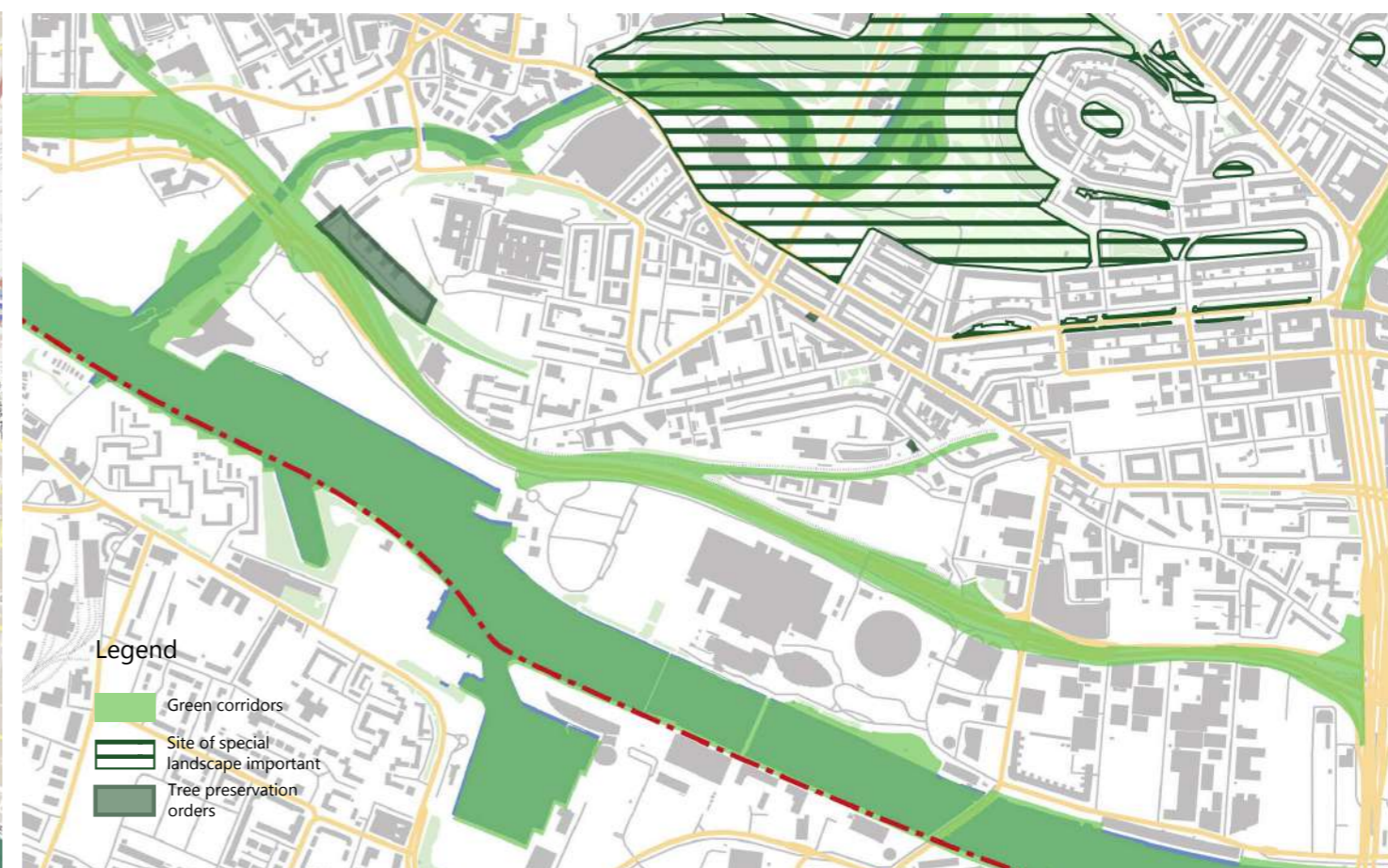
Flood Risk and Drainage

## 03.4 Landscape and Ecology

The identified green corridors in and around the site consist of connecting links and incorporated green elements, such as the River Clyde, railway lines and motorways.

Kelvingrove Park and the private green areas to the north of Sauchiehall St are the only 'Site of Special Landscape Importance' noted within this LN area.

The area to the south of Yorkhill Park is currently designated as a site where Tree Preservation Orders are in place.



Landscape and Ecology

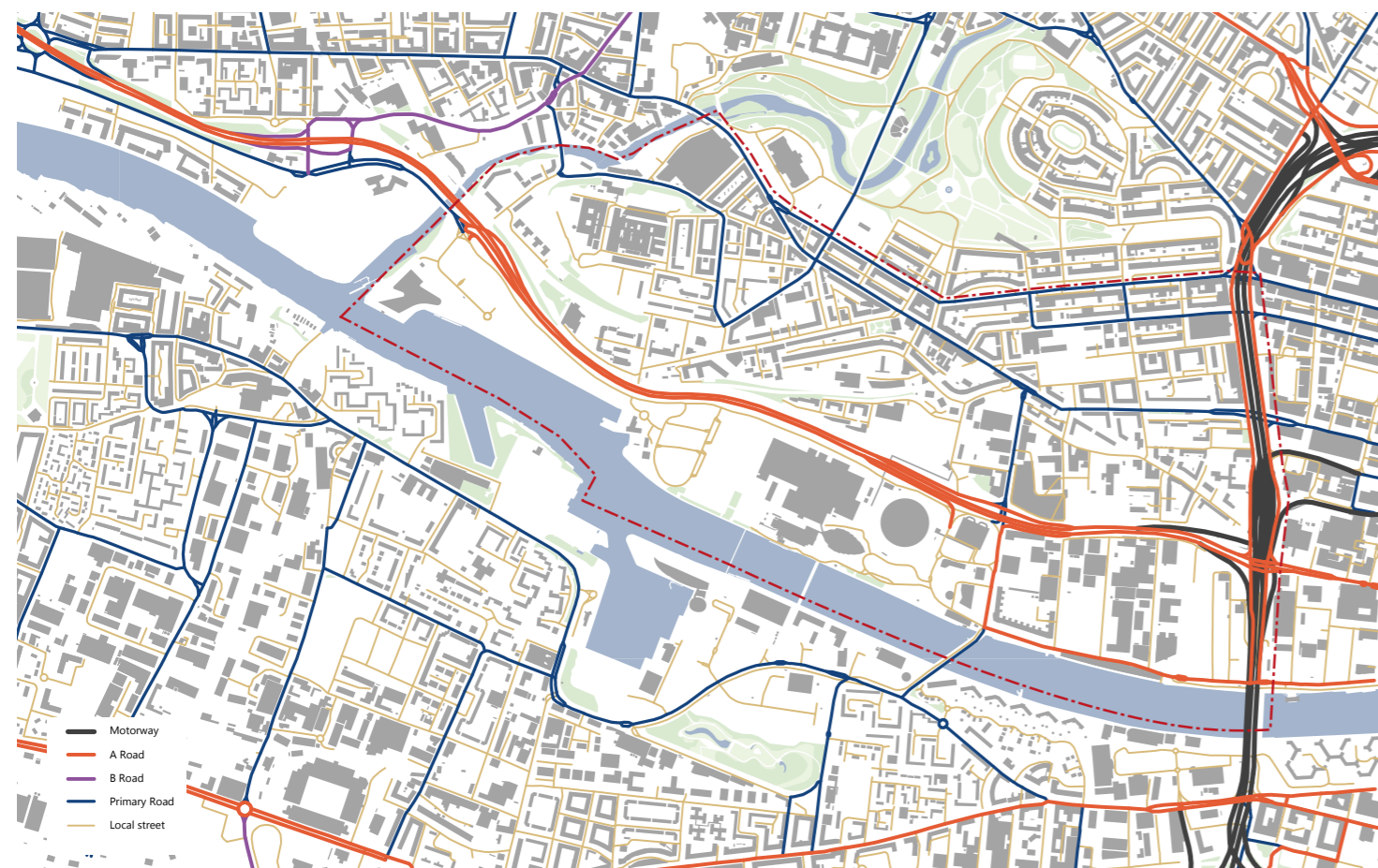


# 03- SITE APPRAISAL

## 03.4 Road Network and Hierarchy

The road hierarchy in this LN area is very clear, with the M8 motorway and the A814 Clydeside Expressway carving up this area of the city. From these two main vehicular arteries, there are a network of associated major and primary roads which further affect the surrounding neighbourhoods.

The primary routes of Argyle St and Sauchiehall St connect this area to the West End and City Centre. There is currently only one primary vehicular route that connects these areas within the LN area to the south of the river.

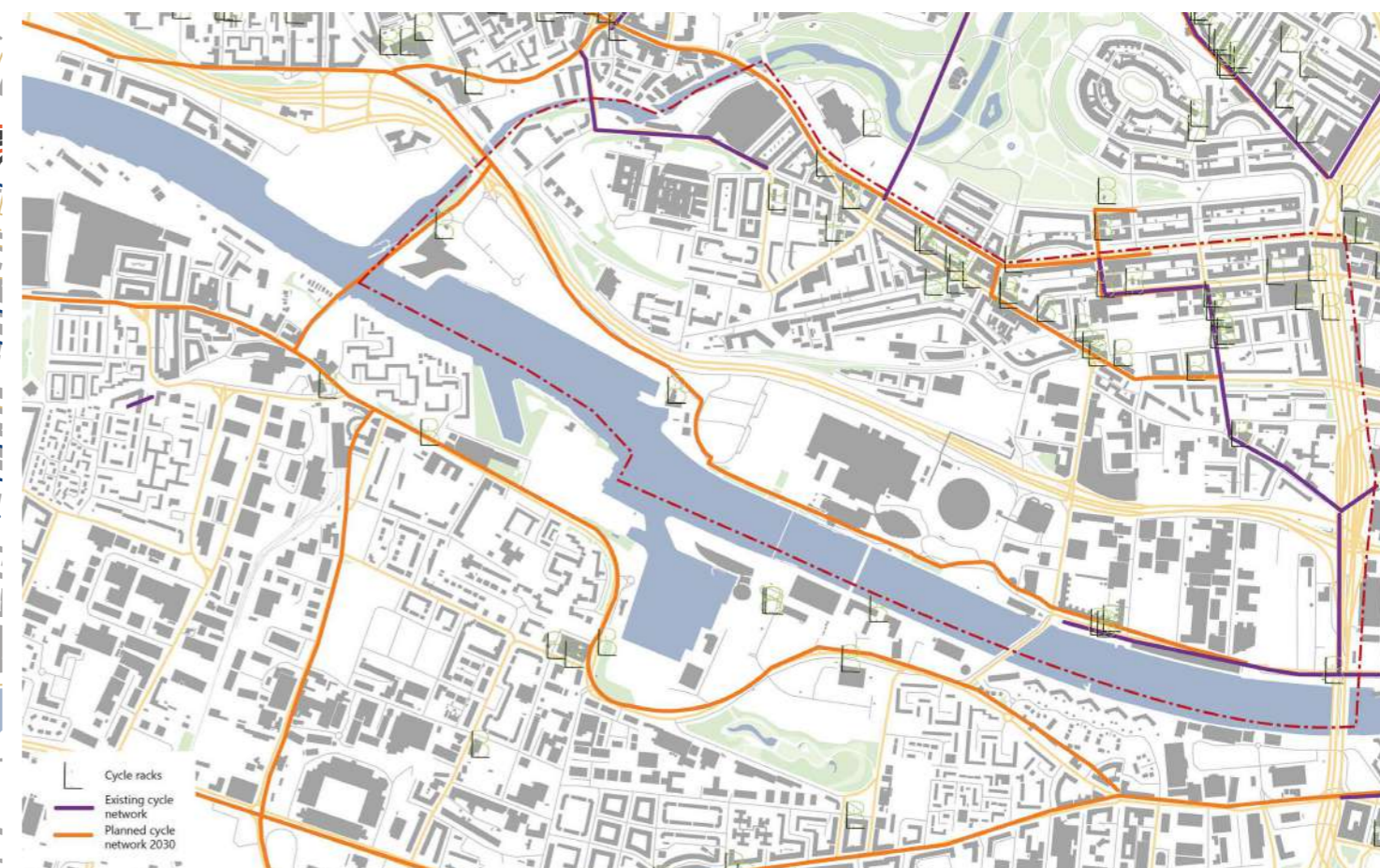


Road Network and Hierarchy

## 03.4 Active Travel Network

There are currently both existing and proposed active travel networks within this LN area, including National Cycle Networks 7, 75 and 756, which cross through. Although the infrastructure around how the local neighbourhoods interact with these cycle routes is lacking.

In addition to these active travel routes, there are several locations for bike storage/parking, mainly situated along Argyle St and at key visitor attractions along the waterfront.



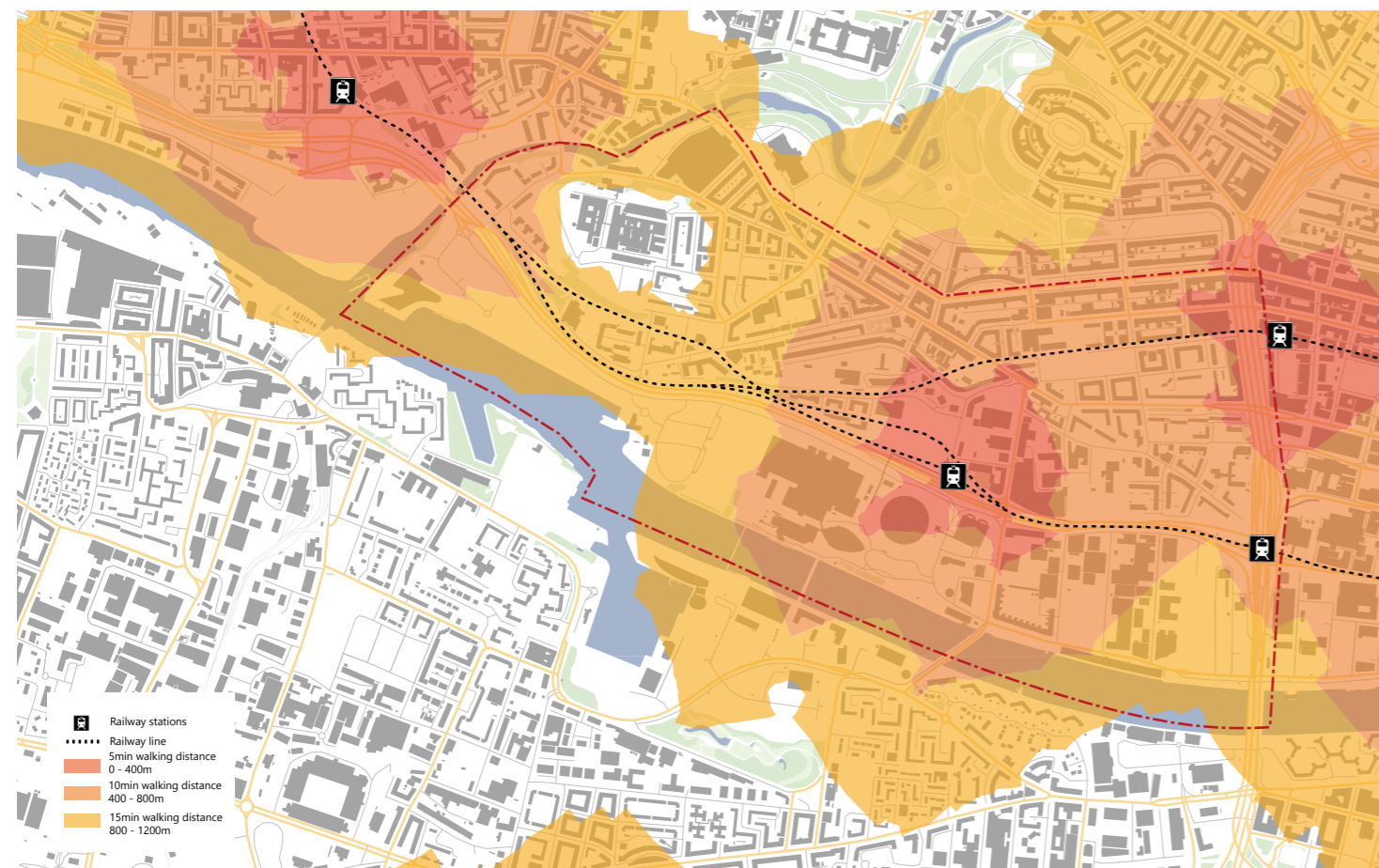
Active Travel Network

# 03- SITE APPRAISAL

## 03.4 Distance and Accessibility Data Railways

This LN area is fairly well serviced with railway stations, with Exhibition Centre and Anderston stations within the boundary, and Partick and Charing Cross stations in close proximity. As seen below, this area also contains the split in the railway into two separate lines that service different areas of the city centre, passing through both Queen St Station and Central Station.

As evident in the diagram below, there is a lack of nearby railway access within the Yorkhill area and to the north west of the Riverfront generally.

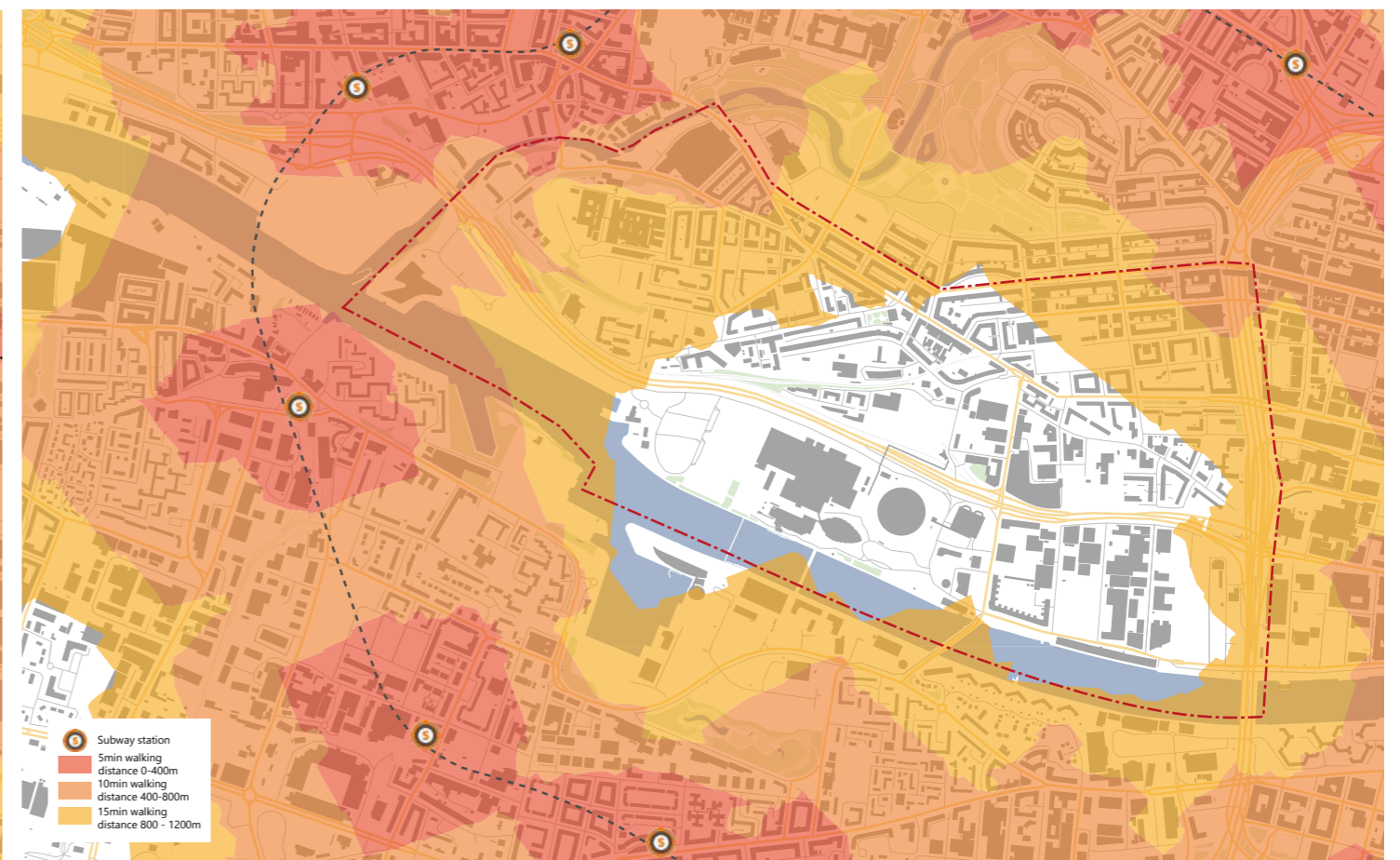


Data Railways

## 03.4 Distance and Accessibility Subway Stations

This LN area is quite poorly serviced by the subway system with only the outskirts of the boundary being within 15 minutes walking distance to the closest stations, these being St George's Cross, Partick and Kelvinhall.

The large majority of the central site is above 15 minutes walking distance to the nearest station.



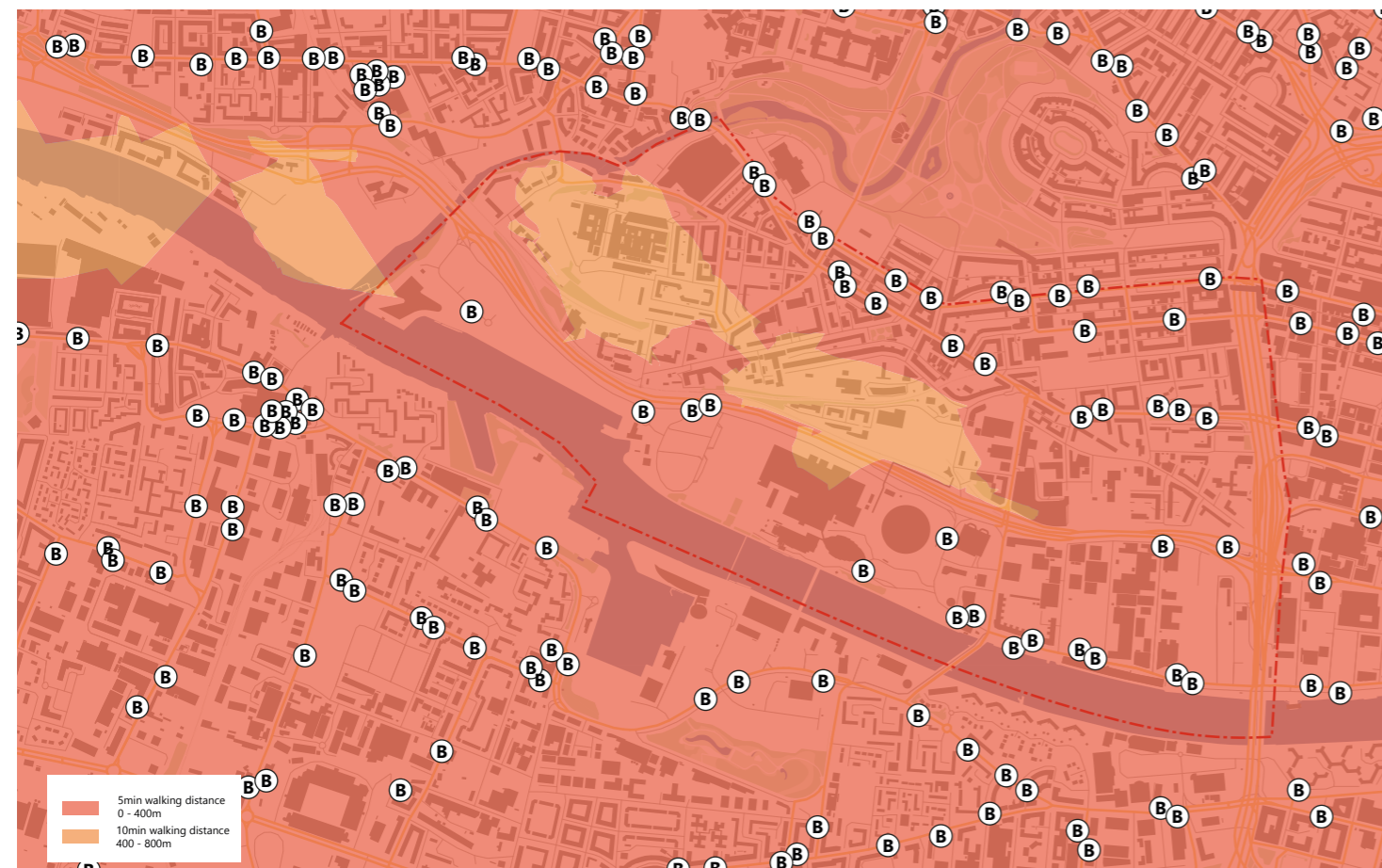
Subway Stations

# 03- SITE APPRAISAL

## 03.4 Distance and Accessibility Bus Stops

There are several high frequency bus stops which service the north of this LN area, with numerous bus stops situated along both Argyle St and Sauchiehall St. In most of the neighbourhoods within the boundary users can access a bus stop within a 5 minute walking distance.

There is evidence in the Yorkhill area and parts of Finnieston, which show these areas to be less well serviced where access to bus stops rise to 10 minute walking distance.

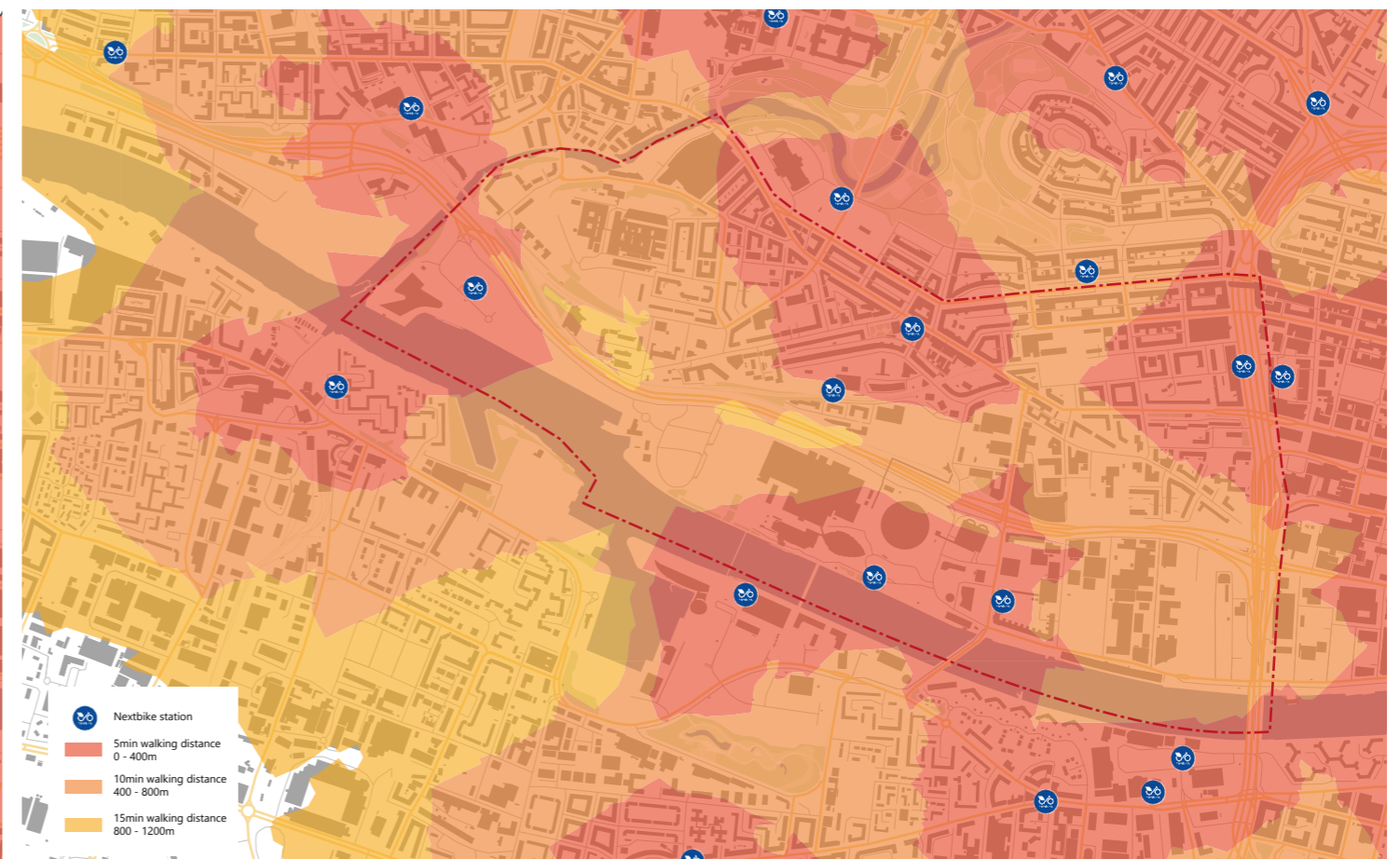


Bus Stops

## 03.4 Distance and Accessibility Nextbike Stations

Nextbike is a public bike share scheme used within Glasgow. This LN area provides a considerable amount of Nextbike stations around concentrated areas of the site, particularly Argyle St, Kelvingrove Park, Charing Cross, SEC Campus and the Transport Museum. These locations all show a Nextbike station being within a 5 minute walking distance.

The majority of the rest of the site is a 10 minute walking distance to the nearest Nextbike station, with this time rising to around 15 minute walking distance in small pockets such as SWG3 on Eastvale Place.



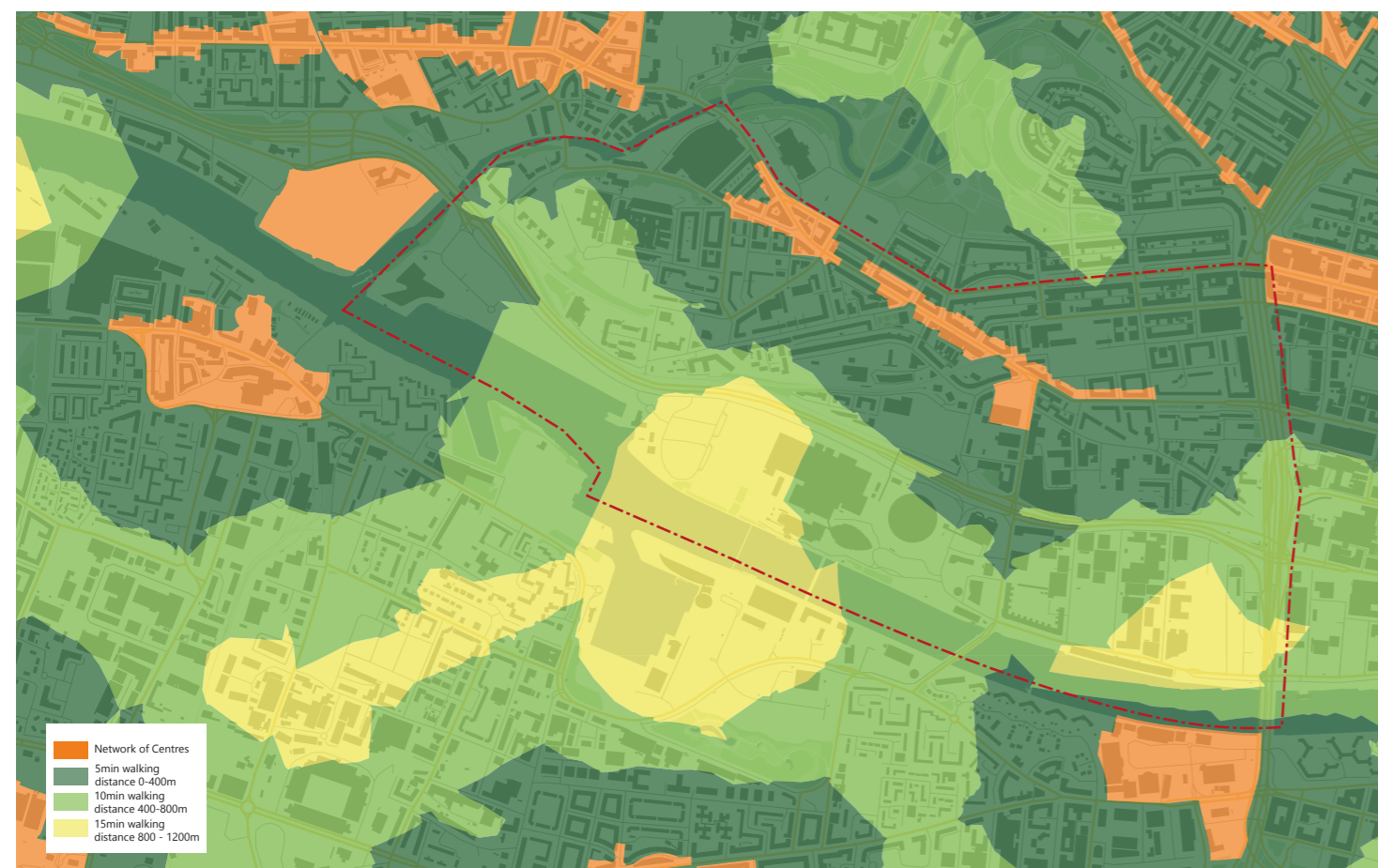
Nextbike Stations

# 03- SITE APPRAISAL

## 03.4 Distance and Accessibility Network of Centres

Within this LN boundary there is one main area identified as being part of the network of centres. This is situated along Argyle St, which running along the entirety of the site from east to west means that much of the area is only a 5 minute walking distance from this 'town centre'.

Areas with this connection to a centre can be seen along the waterfront and parts of Yorkhill where this distance increases to a 10 minute walking distance.

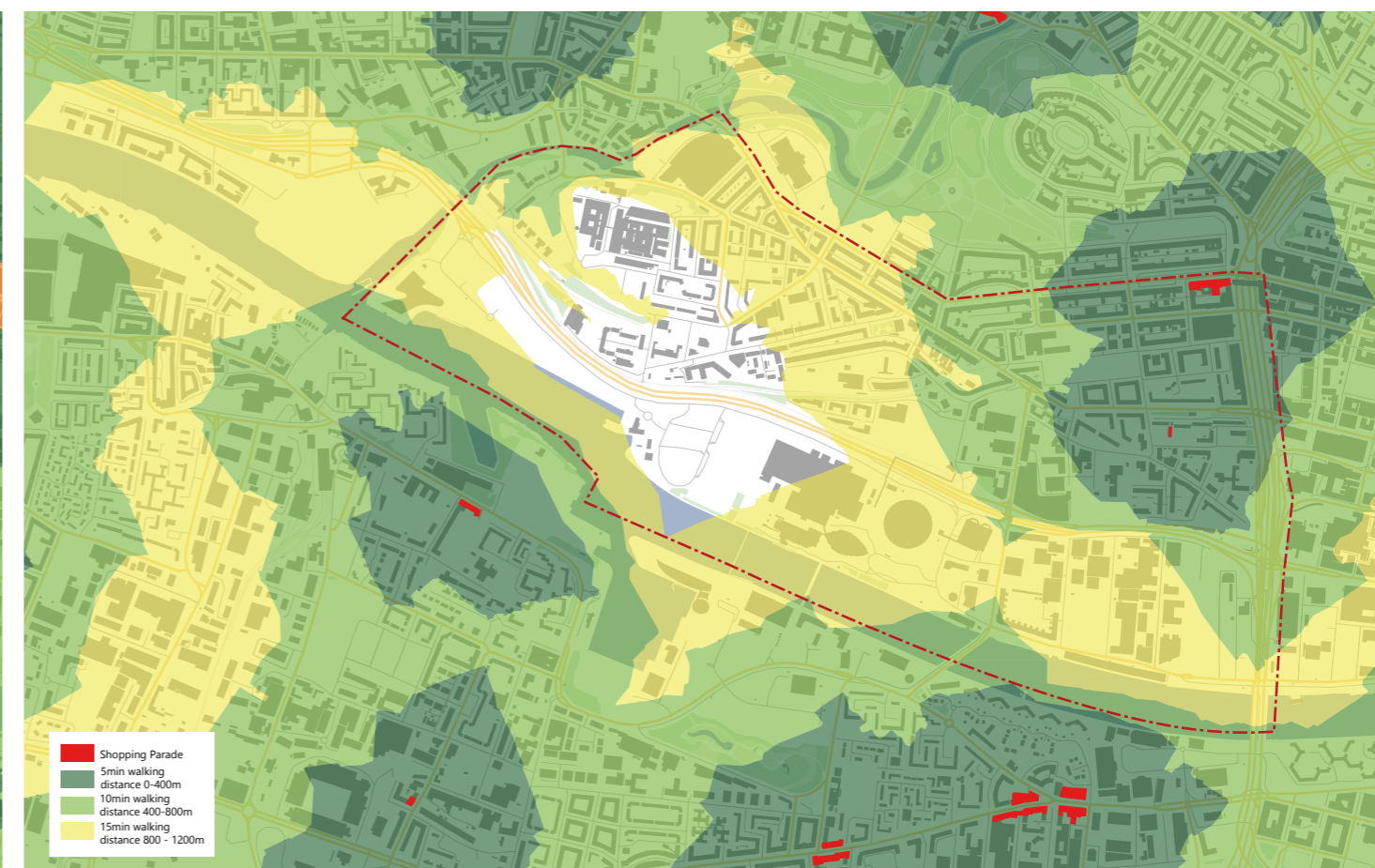


Network of Centres

## 03.4 Distance and Accessibility Shopping Parade

There is a lack of shopping parades within this LN area with only two being identified to the north east of the site, closer to Charing Cross.

The majority of the site is identified as being a 10 to 15 minute walking distance to these parades with this figure increasing to more than 15 minutes along the waterfront and parts of Yorkhill Hospital.



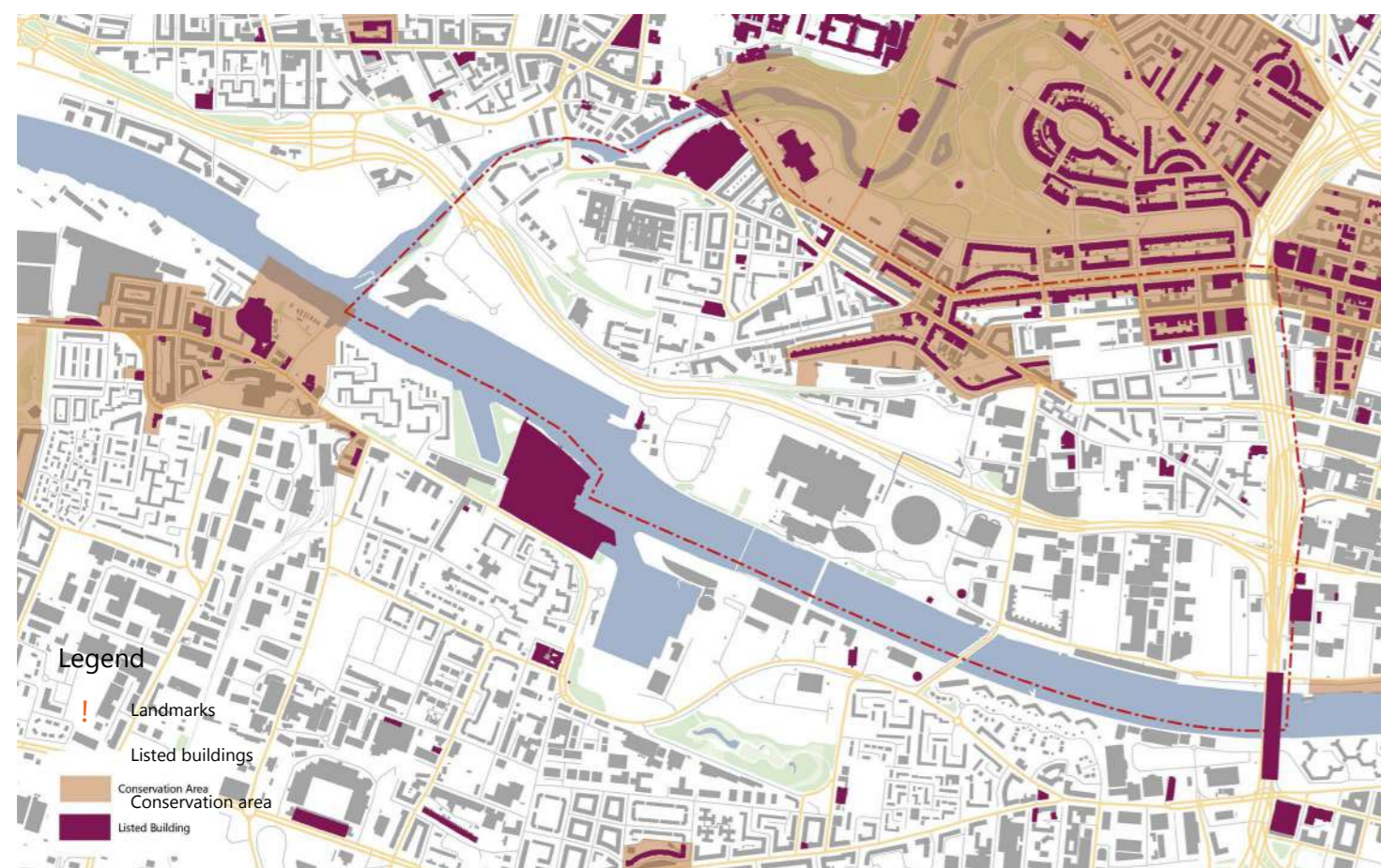
Shopping Parade

# 03- SITE APPRAISAL

## 03.4 Heritage

There is a small portion of the north of the site which is situated within a Conservation Area, notably along Sauchiehall St and St Vincent Crescent. As a result, these Conservation Areas contain a number of listed buildings.

In addition there are a number of further listed buildings dotted across the entirety of the LN area, including Kelvin Hall, The Finnieston Crane, The Pyramid and The Mitchell Library amongst others.

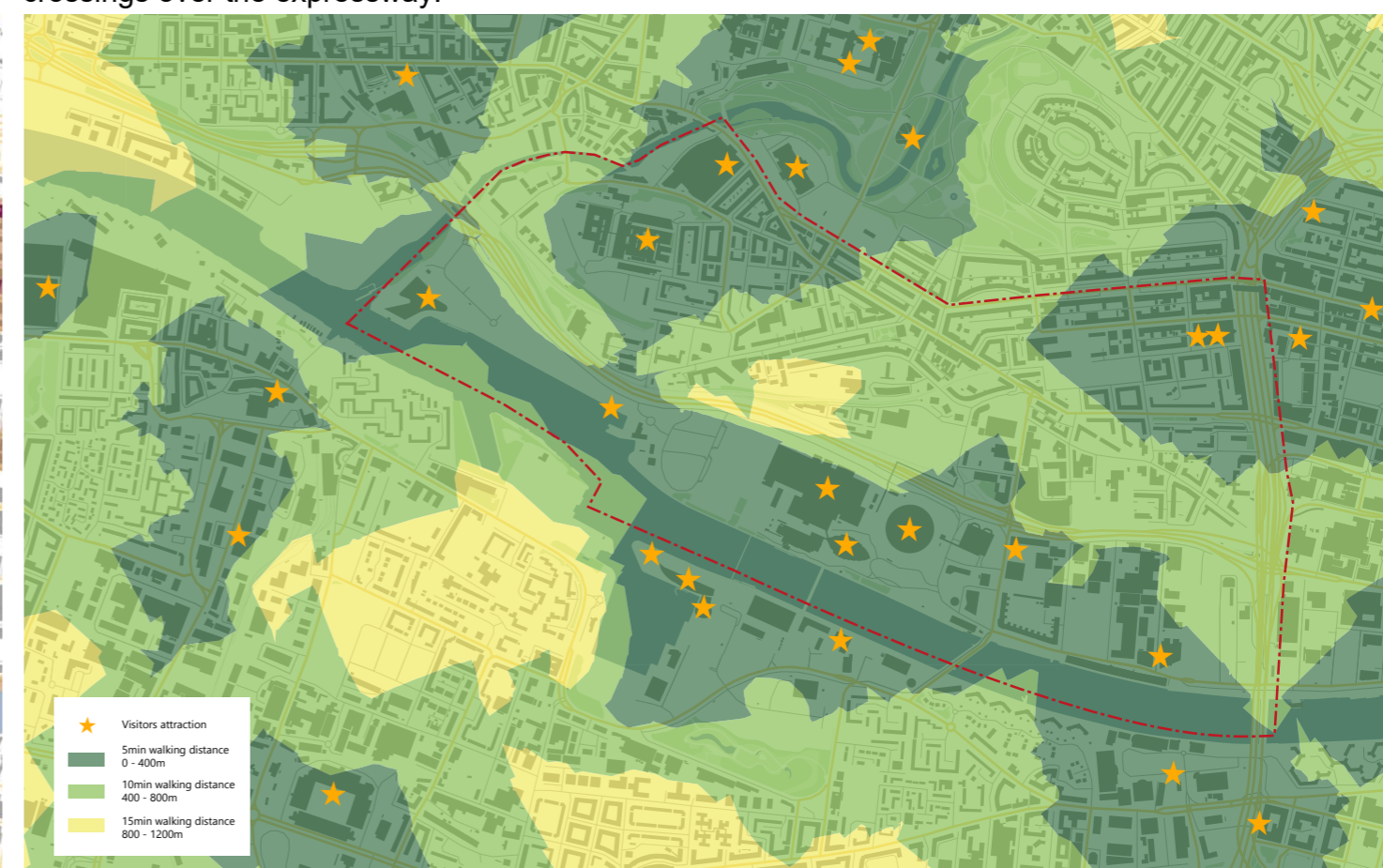


Heritage

## 03.4 Distance and Accessibility Visitor Attractions

This LN area contains numerous visitor attractions, predominantly situated along the waterfront, where these are identified as being within a 5 minute walking distance. Elsewhere, there are also areas of Yorkhill and Charing Cross where this figure is the same, with attractions such as The Kelvingrove Museum, Kelvin Hall and the Mitchell Library.

Large sections of the area north of the expressway are shown as being a 10 minute walking distance from these visitor attractions with a small pocket where this increases to 15 minute walking distance. This could be related to poor existing crossings over the expressway.



Visitor Attractions

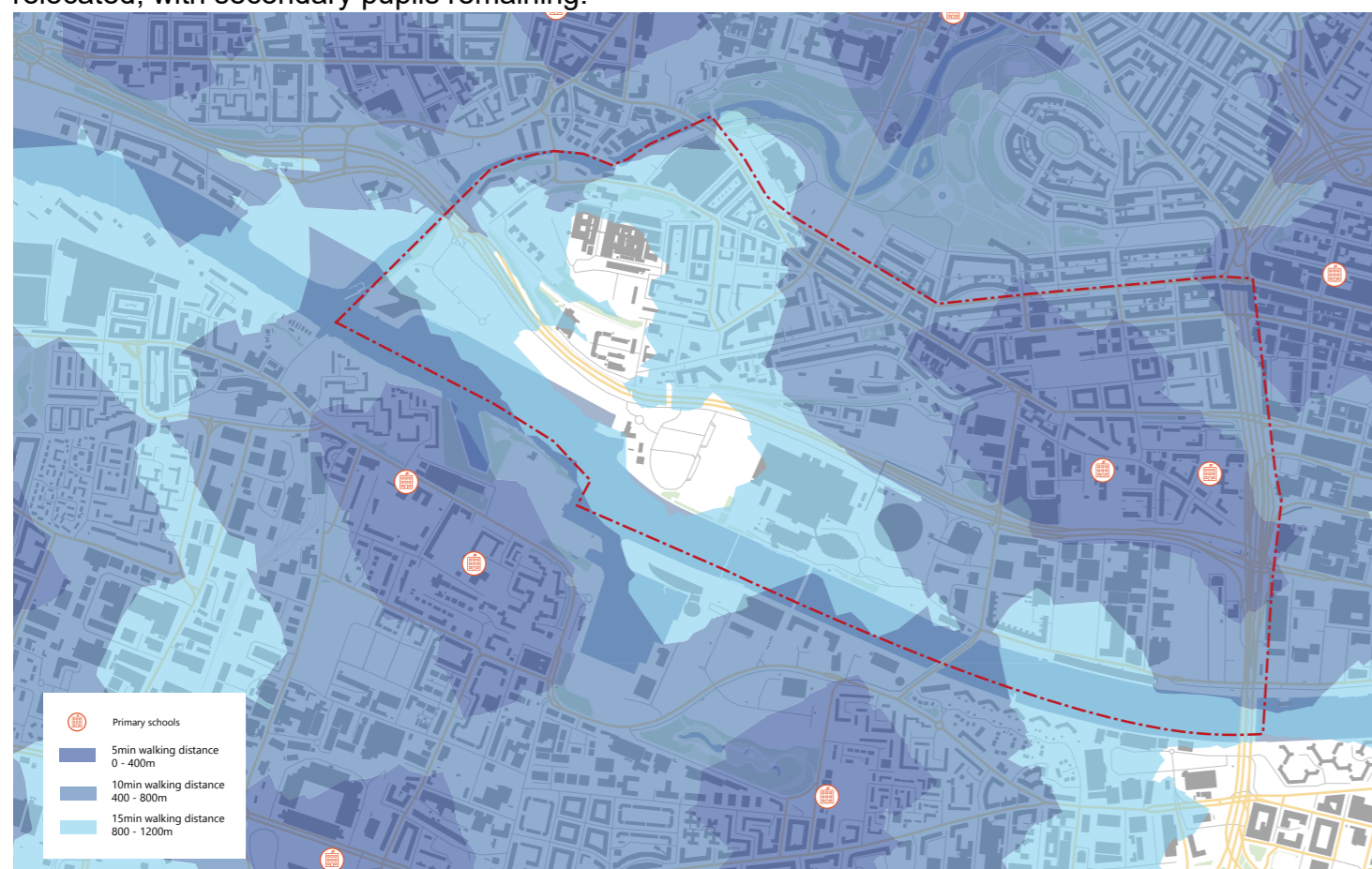
# 03- SITE APPRAISAL

## 03.4 Distance and Accessibility Primary Schools

With only two primary schools in this LN area, positioned closely together in the Anderston area, this leaves large sections of the area with a 15 minute walk or more to reach a local primary school. These areas are located predominantly along the waterfront and in the Yorkhill area.

The Anderston area is well serviced here, containing both primary schools, although ideally these would not have been situated in close proximity to the nearby busy motorways.

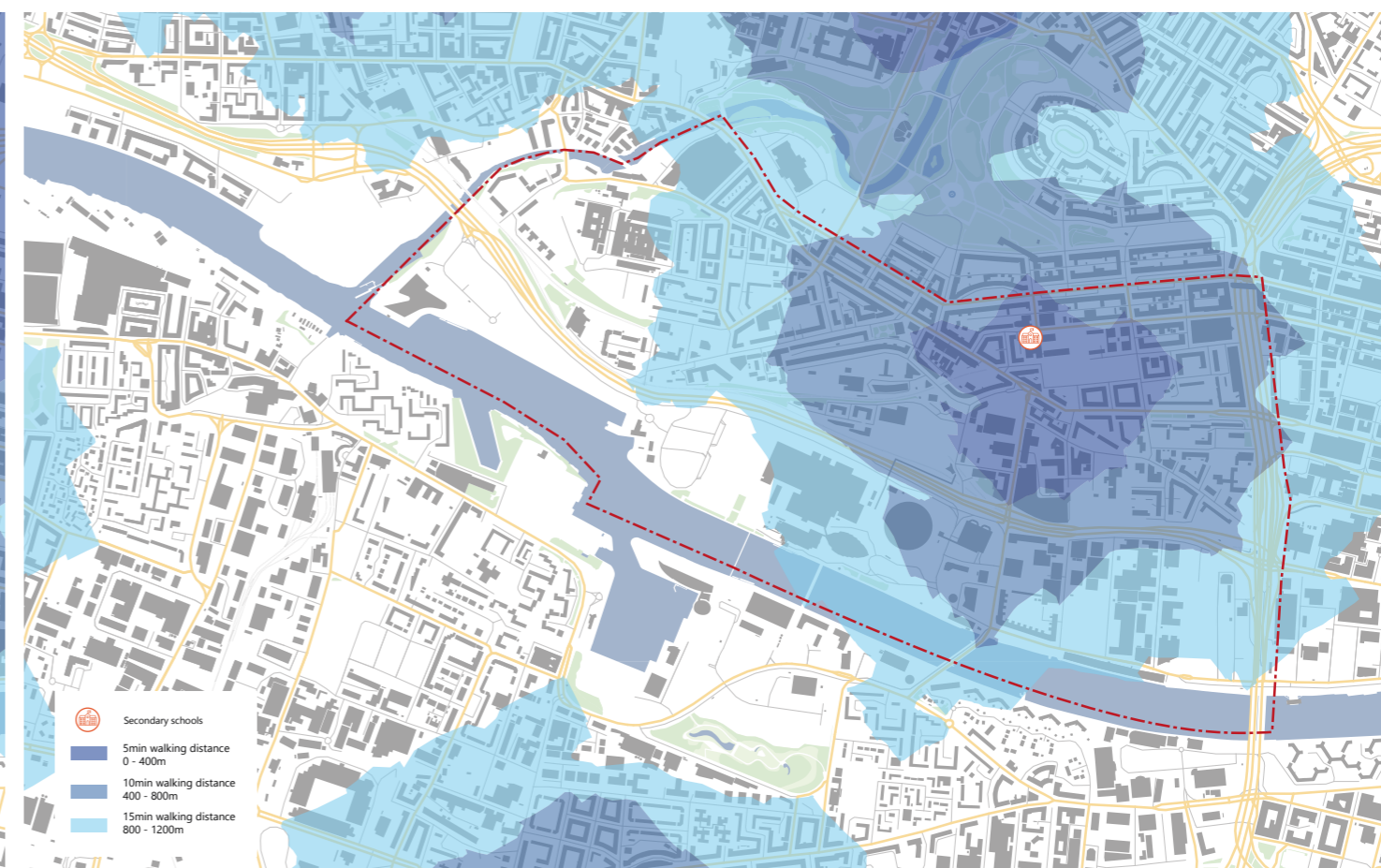
In addition, there is currently the Gaelic Primary School located on Berkeley St, which is soon to be relocated, with secondary pupils remaining.



Primary School

## 03.4 Distance and Accessibility Secondary Schools

Currently, the Gaelic Secondary School is the only secondary school in this LN area, although this only serves the Gaelic community.

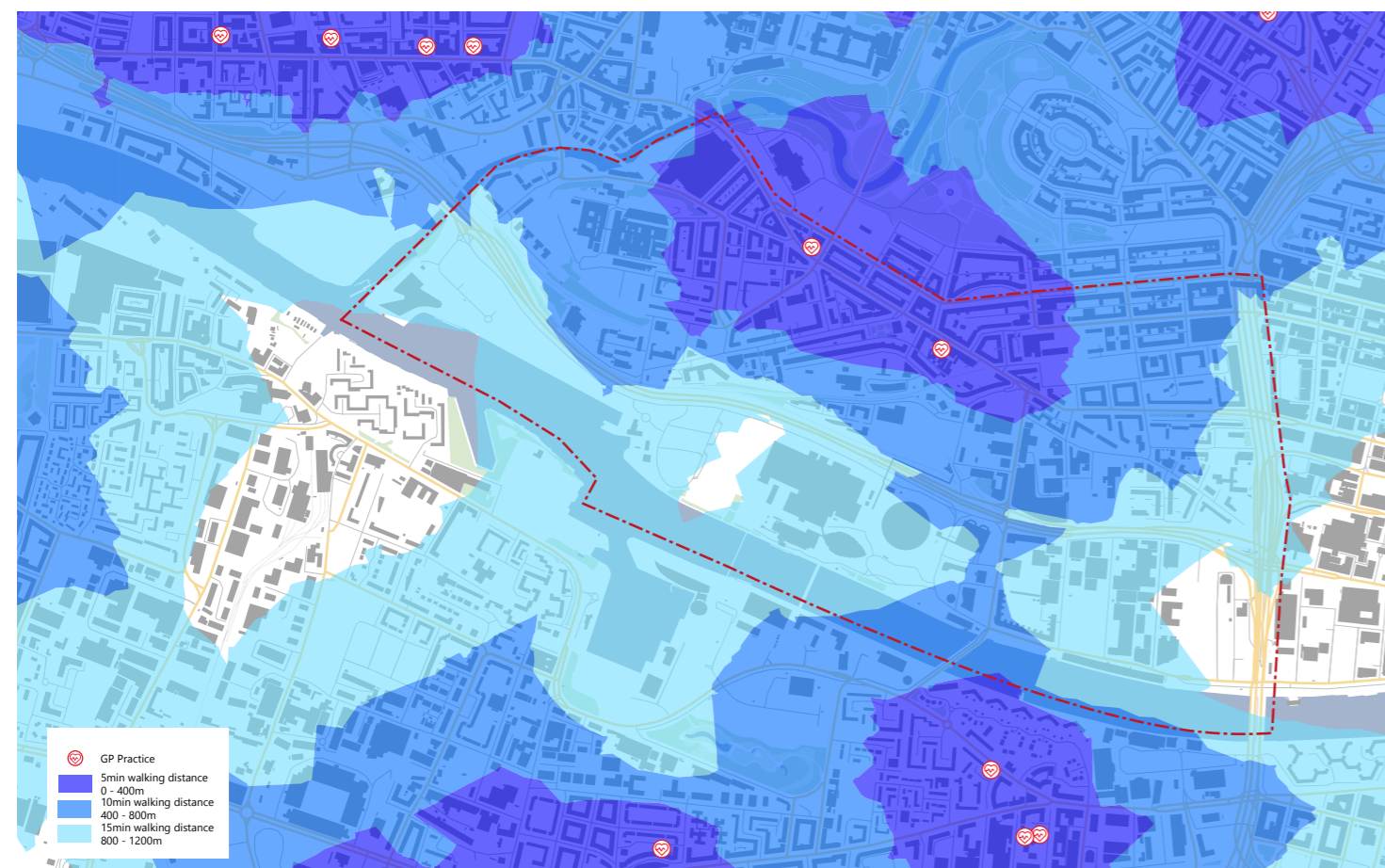


Secondary Schools

# 03- SITE APPRAISAL

## 03.4 Distance and Accessibility GP Practices

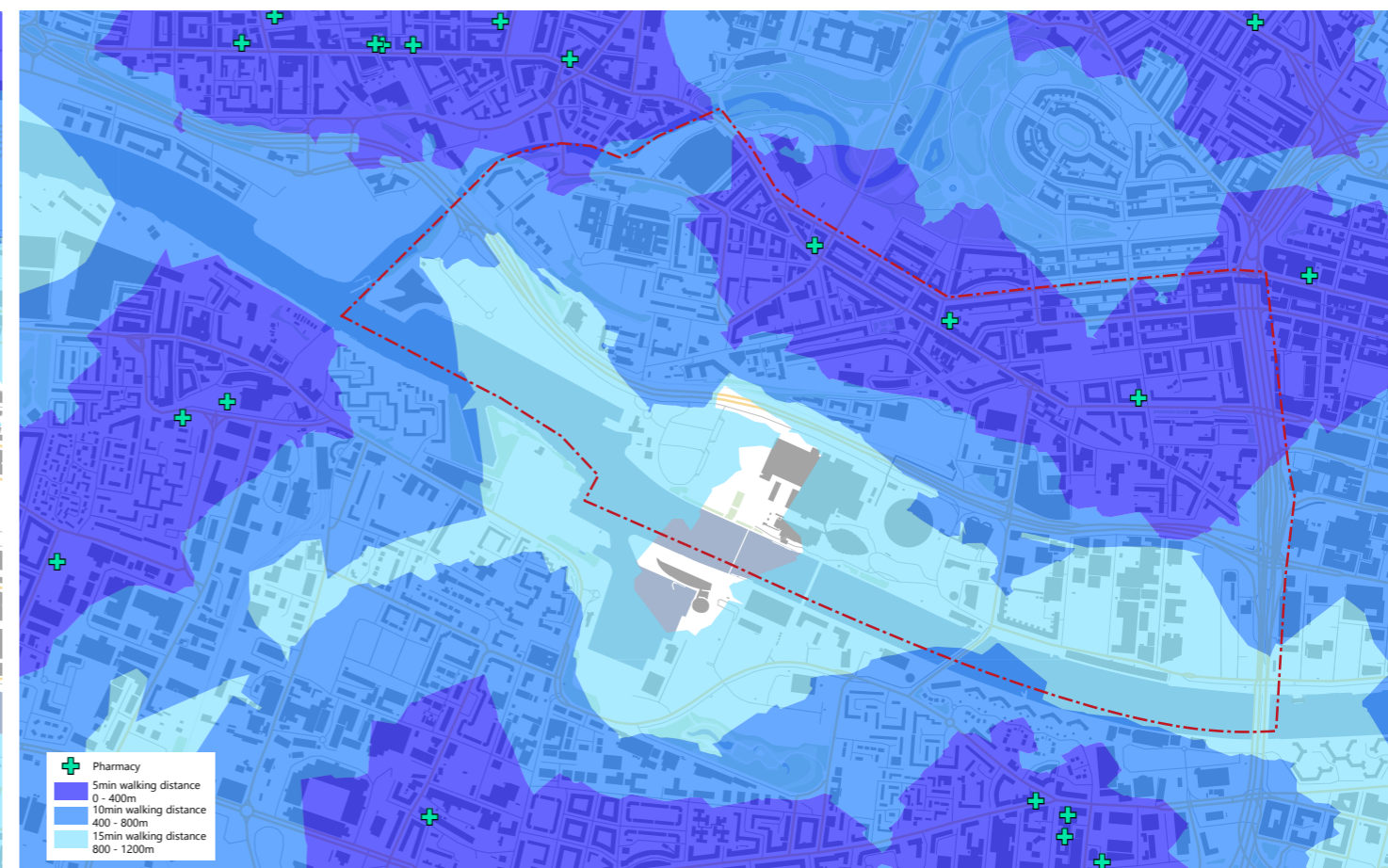
With two GP practices situated along Argyle St, the majority of the north of this LN area is within a 5 minute walking distance, with this increasing to 10 minutes walking along the waterfront.



GP Practices

## 03.4 Distance and Accessibility Pharmacies

Similarly to GP practices, pharmacies are predominantly located along Argyle St within this local town centre. This gives increased coverage to the north of this LN area, all within a 5 minute walking distance with the waterfront being identified as 10 minutes walking.



Pharmacies

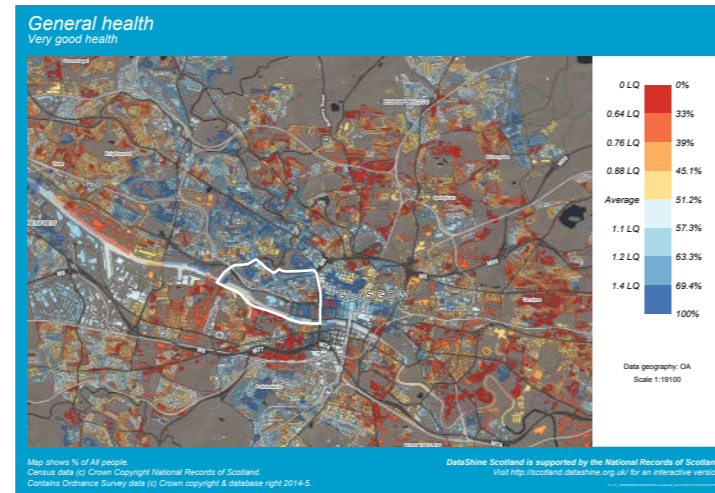
## 03.5.1 Datashine Health and Wellbeing

Datashine Scotland utilises the Datashine framework to map selected Quick Statistics and Key Statistics from Census information mapped at Output Area and Ward levels.

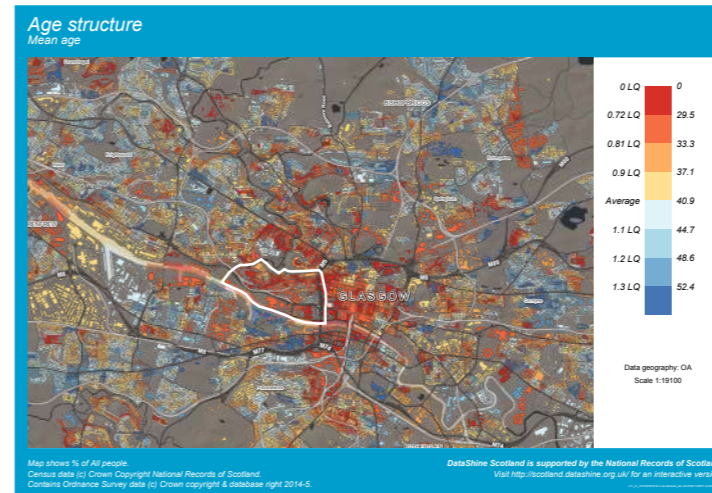
Analysis of this information shows that despite the West End of Glasgow and large areas of this LN area being seen as affluent and well-educated, there are communities within the Anderston and Yorkhill areas, that are more challenged and where there are significant opportunities for change and more inclusive development. The populations within these areas tend to be less active, healthy, are older and have less access to higher education.

The data also shows that these communities are more established and have long established roots. Other areas around Kelvinhaugh Street are more transient and are focused on students. Areas towards the river are also more transitory.

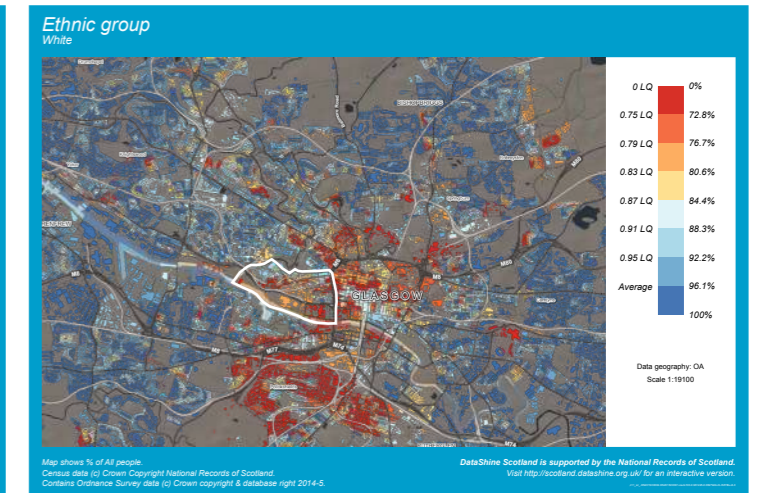
The Datashine Scotland Commute shows data of people's commute to work via different transport methods.



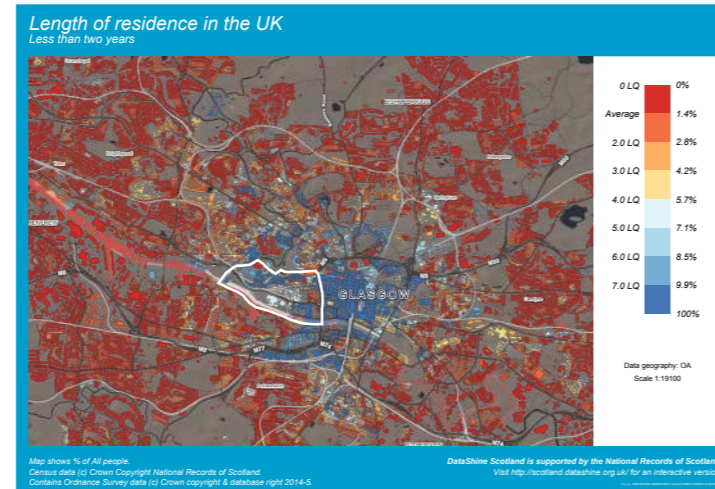
**Demographics - General Health - Very Good Health**



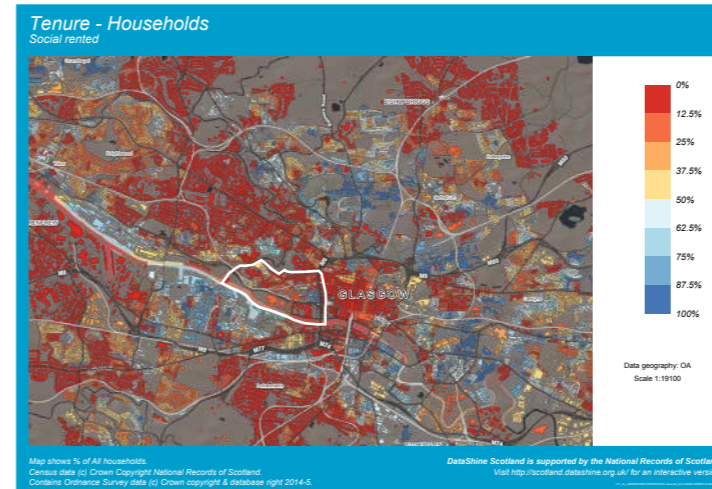
**Demographics - Age Structure - Mean Age**



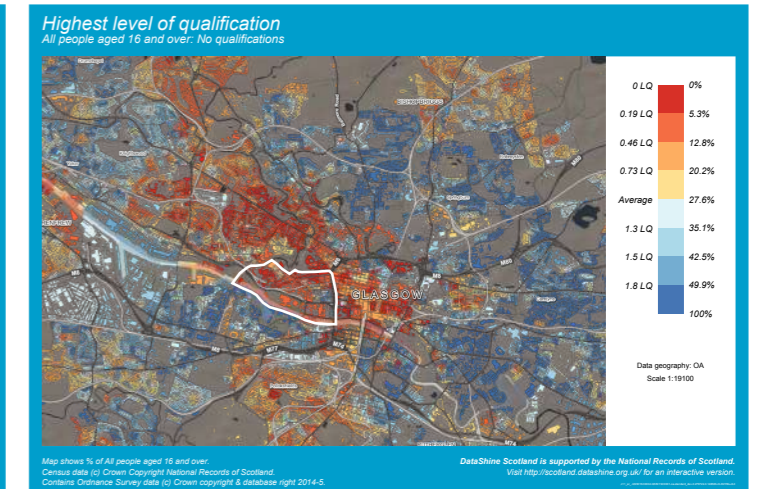
**Demographics - Ethnic Group - White**



**Demographics - Length of Residence in the UK - Less than Two Years**



**Demographics - Tenure - Households - Social Rent**



**Demographics - Highest Level of Qualification All people aged 16 and over - No Qualifications**



## 03.5.2 Datashine Transport

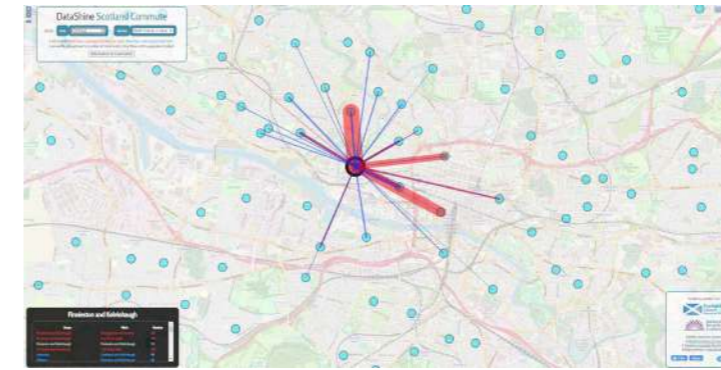
Information extracted from Datashine Transport confirms that the large majority of those commuting back and forth, do so by car.

There is a percentage of those who commute into the city centre by foot but a very small percentage do this by bicycle. This reflects comments on commonplace and the public consultations, which suggest that this is largely down to a lack of suitable cycle routes in this area connecting into the city centre and beyond.

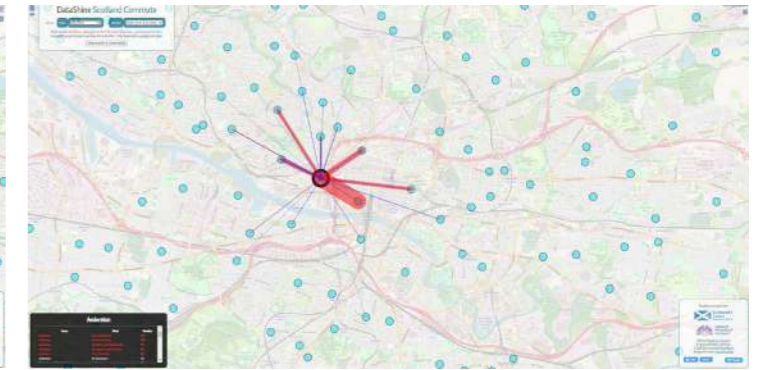


Leaving from here for work

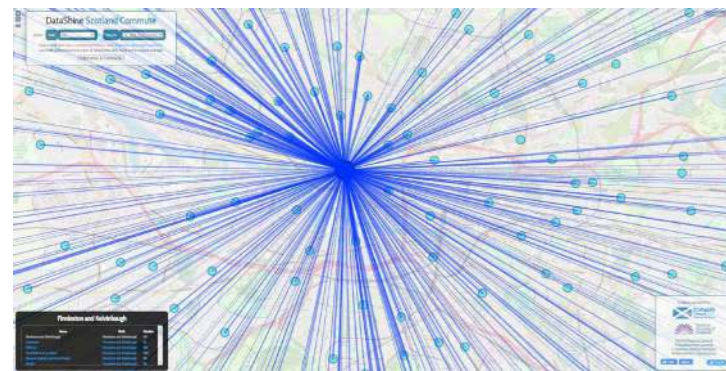
Arriving to work here



**By Foot - Both To and From Finnieston/Kelvinhaugh**



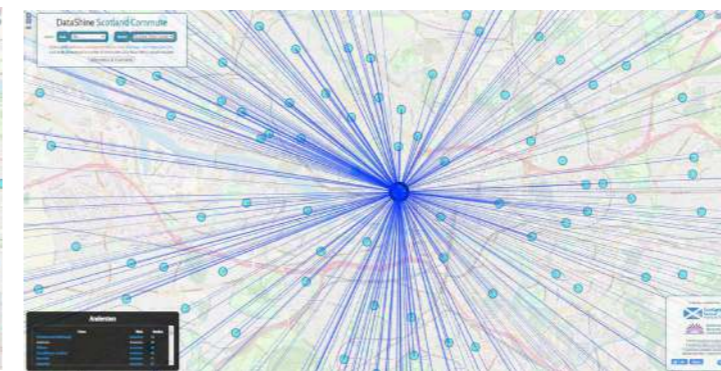
**By Foot - Both To and From Anderston**



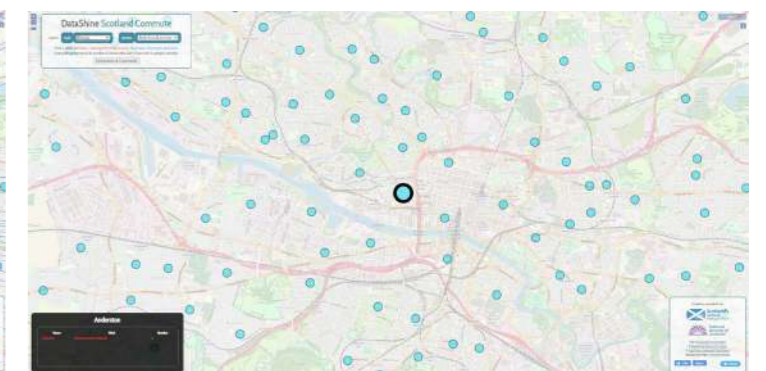
**All Modes - To Finnieston/Kelvinhaugh**



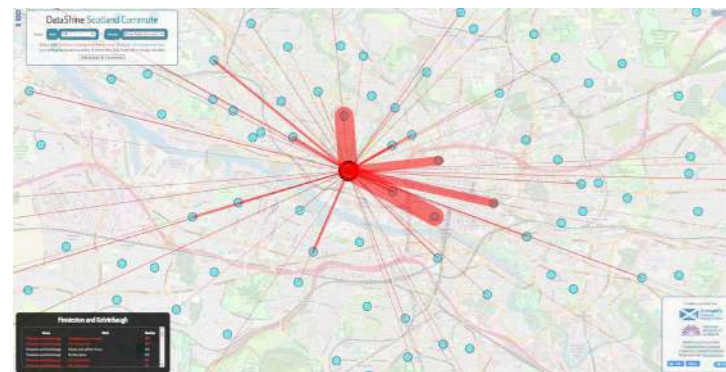
**Bicycles - Both To and From Finnieston/Kelvinhaugh**



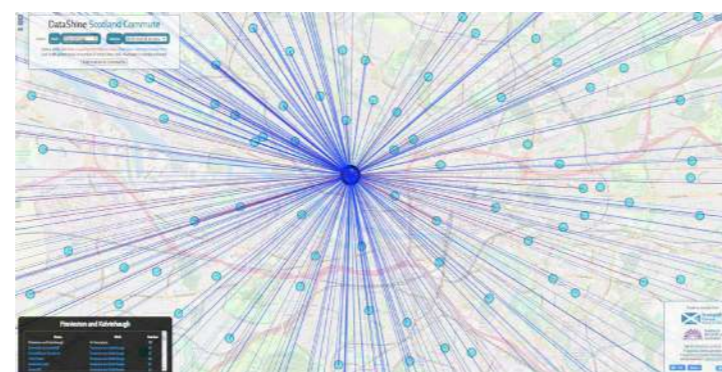
**All Modes - To Anderston**



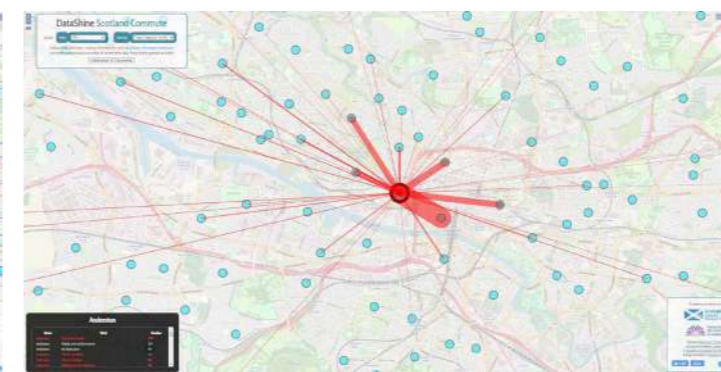
**Bicycles - Both To and From Anderston**



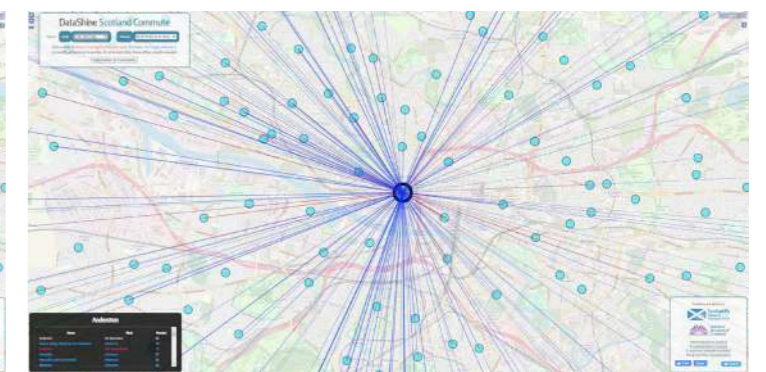
**All Modes - From Finnieston/Kelvinhaugh to Work**



**Car (Driving) - Both To and From Finnieston/Kelvinhaugh**



**All Modes - From Anderston to Work**



**Car (Driving) - Both To and From Anderston**

# 04 - CONSULTATION

## 04.1 Stakeholder Engagements and Community Consultations

As part of the Connecting Communities Programme, a wider stakeholder engagement approach has been undertaken, inviting a long list of local stakeholders from a wide and diverse range of organisations, as well as Glasgow City Council Officers. Stakeholders included key transport, active travel, cultural, historical, environmental, retail, entertainment and educational organisations. The full list can be found in the Appendices.

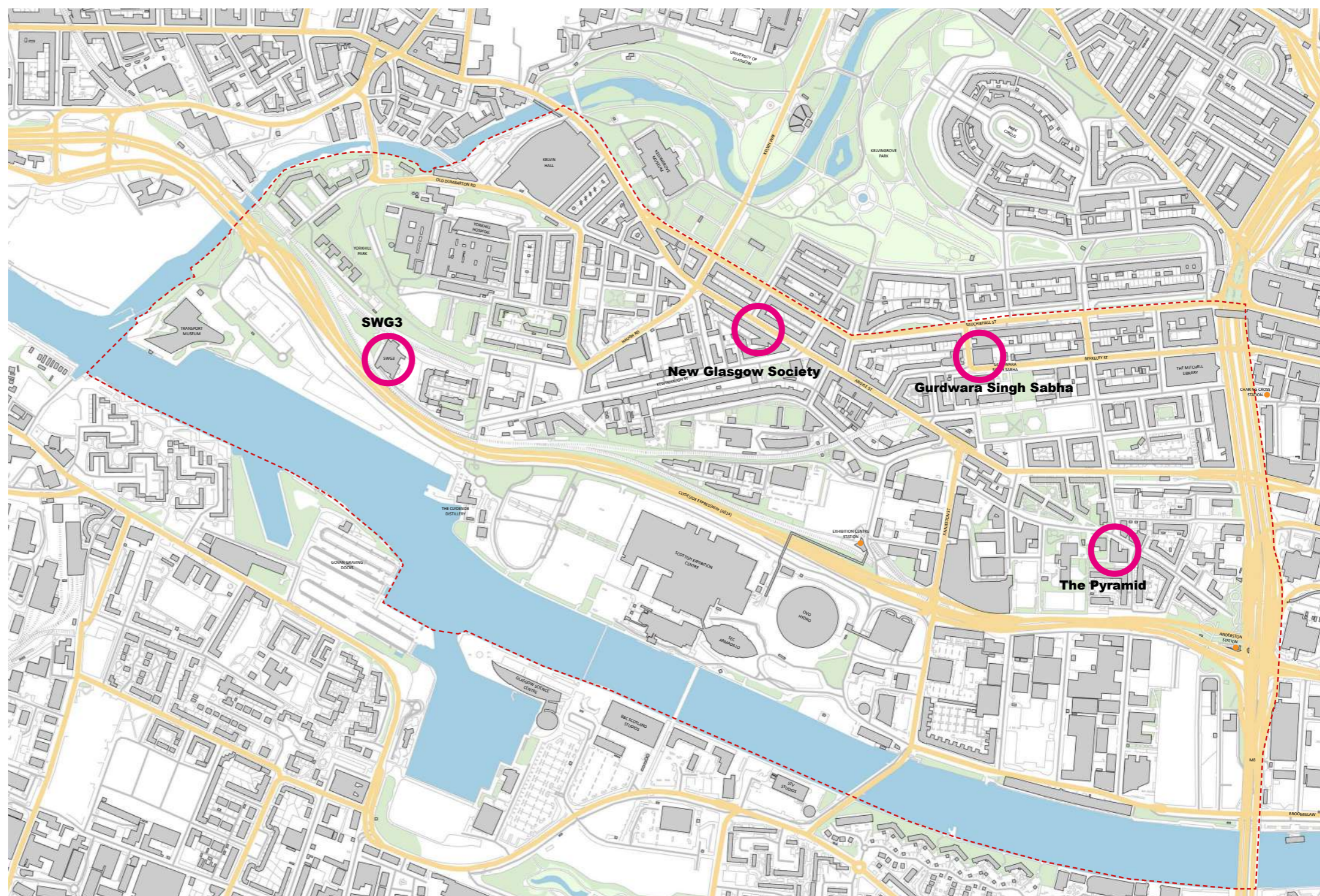
Aiming to trigger discussions around the areas within and on the outskirts of our Liveable Neighbourhoods boundary, four workshop events took place between March and early May 2022.

The purpose of these workshops was to understand and capture the local communities' aspirations, exchange knowledge with local residents, and discuss any key findings from community engagement, gaining a better understanding of what worked well in the area, and what could be improved.

The discussions were structured around Glasgow's Liveable Neighbourhoods' four themes:

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

The Workshops took place at The Pyramid, Anderston; The Gurdwara Singh Sabha, Charing Cross and Park; New Glasgow Society, Yorkhill; and SWG3, Riverfront.



Floor Map Indicating Venues for Community Consultations

# 04 - CONSULTATION

## 04.1 Stakeholder Engagements and Community Consultations

The consultation workshops were undertaken using the Place Standard Tool, which highlights 14 key themes to help structure conversations about place.

These 14 themes allow people to think about the physical elements of a place as well as the social aspects. It also pinpoints assets of a place as well as opportunities where a place could be improved. The events typically included the following:

- A general discussion about Liveable Neighbourhoods and some precedents showing what can be achieved.

- Story Maps: a workshop to produce story maps to show the extent of your community, everyday journeys within your community, the heart of your community, and special journeys from your communities.

- Grassroot mapping: using a basic large-scale model and digital viewer we will map out ongoing and potential projects and how they could connect.

- Record our findings and discuss next steps

- Open to public drop-in session

Attendees were encouraged to map their journeys and provide feedback on their communities using the diagrams and maps indicated to the right.

**DRAW YOUR COMMUNITY**

Where is your community? Draw a line around the boundary of your community, as you think of it.

Is it a caring and safe community? (Think about different times of day/night, week, and year)

Are there opportunities for people? Are there resources to help?

How much influence do you have in your community?

What streets, landmarks, or spaces do you think are important to you and your community?

Please let us know a bit about yourself to help our study if you have anything further you would like to add, please feel free to write on the back of this sheet.

First three letters of your postcode:  
Your age:  
Your gender:  
Your ethnicity:  
Is there anything else that affects you getting around your neighbourhood?

Draw your Community

**DRAW YOUR EVERYDAY JOURNEY**

Using a pen, draw your everyday journey.

Now, using a pencil, draw your 'ideal' everyday journey. (e.g. not avoiding certain streets, cutting through spaces that are currently closed off)

- How did you make your journey? (e.g. walking, cycling, driving, wheelchair, public transport)
- Why did you make your journey? (e.g. exercise, commute, shopping, school)
- Where did you make your journey? (e.g. the park, work, groceries)

What's something on your street that you pass every day?

What's something that you would like to see changed?

Please let us know a bit about yourself to help our study if you have anything further you would like to add, please feel free to write on the back of this sheet.

First three letters of your postcode:  
Your age:  
Your gender:  
Your ethnicity:

Draw your Special Journey

**DRAW YOUR SPECIAL JOURNEY**

Describe your special journey:

- How did you make your journey? (e.g. walking, cycling, driving, public transport)
- Why did you make your journey? (e.g. event, visiting friends or relatives, special shop)
- Where did you make your journey? (e.g. cinema, theatre, city centre)

Please let us know a bit about yourself to help our study if you have anything further you would like to add, please feel free to write on the back of this sheet.

First three letters of your postcode:  
Your age:  
Your gender:  
Your ethnicity:

Draw your Special Journey

**DRAW YOUR WEEKLY JOURNEY**

Describe and draw your weekly journey and your destination:

- How did you make your journey? (e.g. walking, wheelchair, cycling, driving, public transport)
- Why did you make your journey? (e.g. health, weekly shop, night out)
- Was it to visit a resource you don't have in your community? (e.g. town centre, shopping mall, GP)

Please let us know a bit about yourself to help our study if you have anything further you would like to add, please feel free to write on the back of this sheet.

First three letters of your postcode:  
Your age:  
Your gender:  
Your ethnicity:

Draw your Weekly Journey

# 04 - CONSULTATION

## 04.1 Stakeholder Engagements and Community Consultations

As part of the community engagement process, there were four community consultation events held in various locations within the LN area:

**The Pyramid, (Anderston)**  
**Tuesday the 1st of March 2022**

**Gurdwara Singh Sabha, (Charing Cross and Park)**  
**Friday the 4th of March 2022**

**New Glasgow Society, (Yorkhill)**  
**Thursday the 10th of March 2022**

**SWG3, (Riverside)**  
**Thursday the 5th of May 2022**

These consultation events were advertised using the broadcast feature of the commonplace website to notify all those who had already expressed interest in what was happening in the area. In addition, existing local community groups were contacted and encouraged to share the event details on their social media to get as many local residents and community organisations involved as possible.

The purpose of these consultation events was to allow local residents to attend in-person to give feedback on their experience of the area and discuss potential improvements that they felt would benefit their day to day interactions.



**Young families interacting with the LN Floor Map at the community event at The Pyramid**



**Local residents discussing opportunities along the riverfront at the SWG3 consultation event**

# 04 - CONSULTATION

## 04.1 Stakeholder Engagements and Community Consultations

Local residents were encouraged to interact with the floor map by writing their comments on coloured post-it notes and placing them on the relevant area of the map.

Props dropped on to represent potential future connections and developments.

The format of each consultation was slightly different depending on the number of people and the area being discussed.

The first event at The Pyramid, was more informal, with people coming and going as part of a wider community information event. The New Glasgow Society event used the shop frontage to encourage passers by who may not necessarily have intended to attend the events to stop in to investigate what was being discussed.

The Gurdwara event documented the thoughts of an already well established community within the LN area and how they could be better connected to other local organisations.

The final event at SWG3 consisted of a more formal format where a brief presentation was given to attendees, before a round the table discussion where questions were asked to encourage discussion on key topics for the area.



A selection of the comments gathered from interaction with the LN Floor Map across the four consultation events

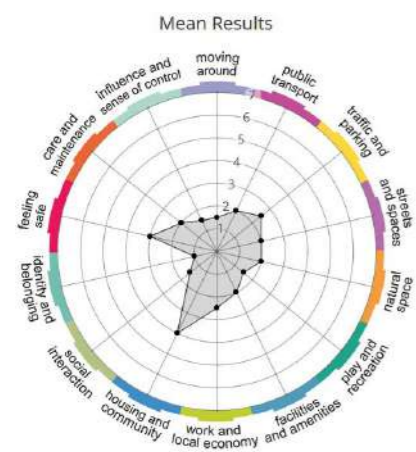
# 04 - CONSULTATION

## 04.2 Commonplace Consultation

In parallel to the in-person engagement, the project team have worked with the Commonplace tool for digital engagement allowing individuals across the neighbourhoods to input comments and feedback.

Analysis of digital engagement has been reviewed in relation to the five Liveable Neighbourhood areas and the findings are discussed in Section 04. In addition, any previous relevant engagement has also been highlighted.

Commonplace is being used as the preferred digital engagement platform for each area within the first tranche. The platform allows people to comment and propose interventions in the area based on the themes of: Local Town Centres, Everyday Journeys, Active Travel and Streets for People. The Commonplace platform also provides information and links about the project, as well as an opportunity to give more detailed feedback utilising the Place Standard tool.



Screen shot of Commonplace Website

# 04 - CONSULTATION

## 04.2 Commonplace Consultation

The information gathered on the digital platform has been reviewed by the project team and formulated into a library of identified opportunities that can be developed and will be presented to Glasgow City Council for further discussion. The platform has also been used to update people with news items such as upcoming engagement events, as well as encouraging further interaction with the interactive map.

The tool poses questions that were designed to encourage people to provide comments around the key LN themes, as well as utilising the Place Standard methodology for comments around key questions informed by physical elements of a place and the social factors that define it.

This format will allow future engagement conversations to evolve utilising the more recognised Place Standard Tool kit as the selected focus areas / opportunities are defined.

Users were also encouraged to respond to their local community by visiting the Place Standard website.

The Commonplace website will remain live for continued engagement, being monitored and analysed as the projects progress through the next stages.

The analysis gathered from the Commonplace feedback can be reviewed in Section '4.0- Commonplace Analysis' of this Report.

The screenshot shows a form titled 'What are you commenting on?' with several sections:

- Why is this place of interest to you?**: A text input field.
- How do you feel about this place?**: A row of five smiley face icons ranging from sad to happy.
- Which of the following Liveable Neighbourhood themes concern you?**: A grid of buttons including 'Local Town Centres', 'Everyday Journeys', 'Active Travel', and 'Streets for People'.
- What would you like to comment on?**: A grid of buttons including 'Facilities & Amenities', 'Identity & Belonging', 'Traffic & Parking', 'Care & Maintenance', 'Work & Local Economy', 'Natural Space', 'Play & Recreation', 'Feeling Safe', 'Influence & Sense of Control', 'Moving Around', 'Housing & Community', 'Public Transport', 'Health & Wellbeing', 'Social Contact', and 'Streets & Places'.

Screenshot of Commonplace Questions

This screenshot shows a 'Contribution' card from 'about 1 month ago'. It includes:

- What would you like to comment on?**: A list of themes: Health & Wellbeing, Natural Space, Moving Around, and Identity & Belonging.
- Why is this place of interest to you?**: 'Walk and run past here on a daily basis'.
- What are you commenting on?**: 'Wonderful opportunity for biodiversity & community interest at the Bee Garden'.
- Please provide details.**: A paragraph of text: 'Wonderful to see this area shifted to just perimeter cuts during the spring & summer to allow wildflowers to bloom. Native hedge has been installed at bald of site and spring bulbs planted in the grass to give early spring colour & interest for people passing by and great for pollinators and wildlife as next to the River Kelvin and helps improve this green corridor heading into the city. More of this please!'.
- What type of intervention would you like to see?**: 'Replicate the great work here in other areas. Simple, cheap, reduces use of fossil fuels and has many benefits.'

Screenshot of Commonplace Questions

This screenshot shows a 'Contribution' card from '23 days ago'. It includes:








- What would you like to comment on?**: A list of themes: Streets & Places, Moving Around, Traffic & Parking, and Feeling Safe.
- Why is this place of interest to you?**: 'On walking and cycling routes'.
- What are you commenting on?**: 'New cycleways Ferry Road / Benalder St / Old Dumbarton Road'.
- Please provide details.**: A paragraph of text: 'This scheme makes a good case study for decisions about how to make cycling an attractive choice for local journeys. The junction could have been made safer by narrowing the lanes and making the corners tighter so that drivers have to slow down. Are the reasons for NOT doing this documented?'.
- Is there anything else you would like to add?**: A paragraph of text: 'People using the cycleways have multiple stops for road crossings. The sweeping curves at the junction encourage drivers to turn at speed. For people who choose to cycle on the road the new narrower width feels uncomfortable, and drivers may get annoyed.'

This screenshot shows a 'Contribution' card from '19 days ago'. It includes:

- What would you like to comment on?**: A list of themes: Care & Maintenance, Housing & Community, Facilities & Amenities, Health & Wellbeing, Streets & Places, Social Contact, Moving Around, Play & Recreation, Natural Space, Traffic & Parking, Identity & Belonging, and Feeling Safe.
- Why is this place of interest to you?**: 'I live here'.
- What are you commenting on?**: 'Proven dangerous Junction at Ferry Road/Benalder St/Old Dumbarton Road'.
- Please provide details.**: A paragraph of text: 'There have been two bad vehicle smashes in the past 8 months where cars have lost control coming down too fast from ODRoad towards Ferry/Benalder. Both smashed into the residential brick wall/ iron fencing and ended up approx a few inches from the ground floor bay window. One of the new silver street lamps was knocked over and narrowly missed penetrating the first floor bay window. This junction is terrible. There'.

# 04 - CONSULTATION

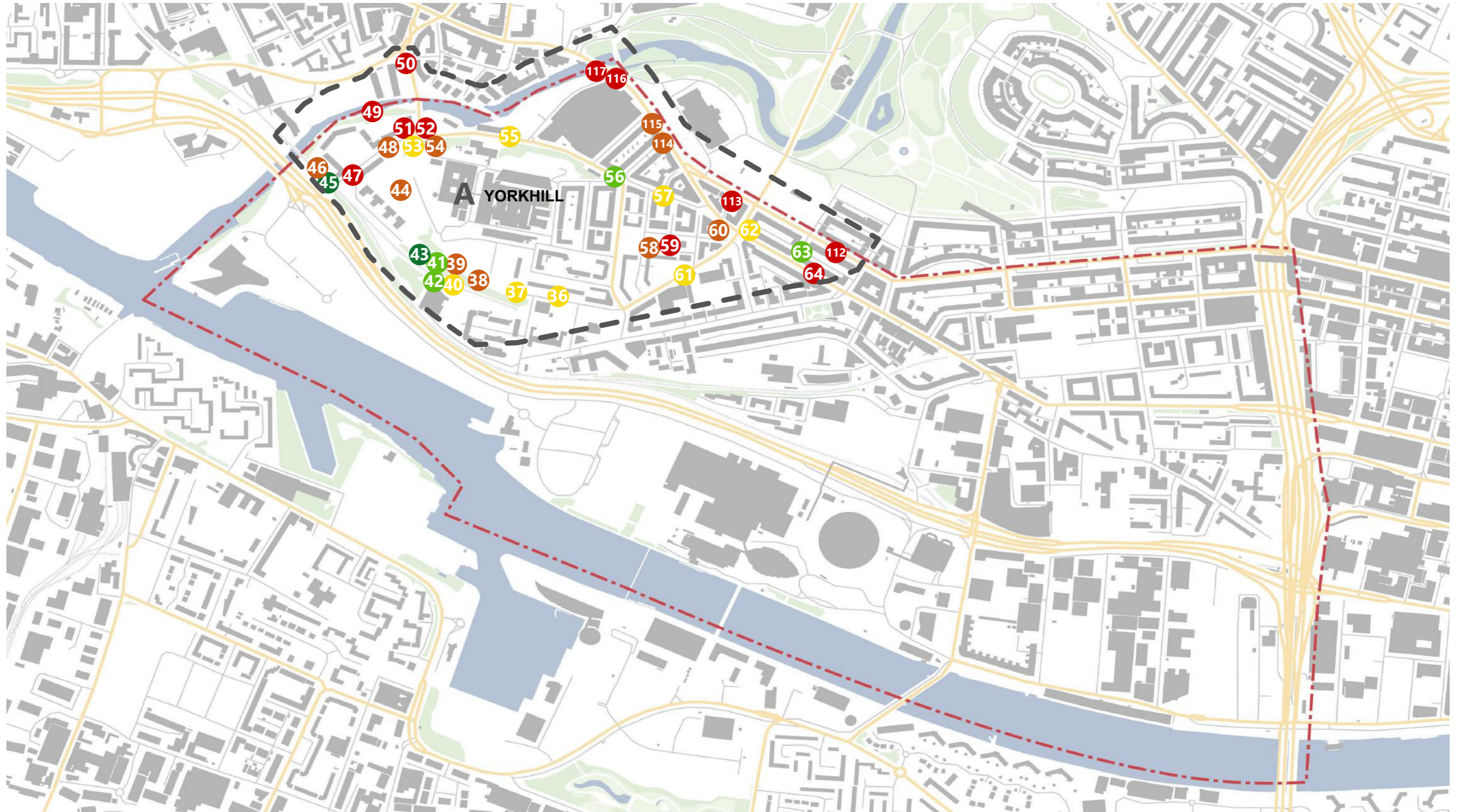
## 04.3 Commonplace Comments - Summary A - Yorkhill

Theme	Popularity	Highlights of proposed interventions
<p><b>Inadequate cycling infrastructure</b> - poor cycle lane design, unsafe junction, disconnected cycle network, segregated cycle lane</p> <p>Comment's location: 48, 50, 52, 56, 60, 61, 62, 116</p>		<ul style="list-style-type: none"> <li>connect the cycle lane to the shared path</li> <li>cycling crossing at junctions</li> <li>filtered permeability</li> <li>segregated cycling path</li> <li>street rearrangement; greening, electric vehicle charging points</li> </ul>
<p><b>Poor quality pedestrian environment</b> - unsafe junction, pavement width, proposed pedestrianised street, unpleasant smell</p> <p>Comment's location: 38, 51, 57, 61, 63, 114, 117</p>		<ul style="list-style-type: none"> <li>filters to slow-down cyclists</li> <li>introduce speed limits, zebra crossings, speed bumps</li> <li>pedestrianise Old Dumbarton Road</li> <li>remove through traffic (Argyle Street - Sauchiehall Street)</li> <li>active river-front</li> </ul>
<p><b>Traffic and vehicular access</b> - high speed, illegal parking, inadequate disable parking</p> <p>Comment's location: 51, 55, 64, 112, 113, 115</p>		<ul style="list-style-type: none"> <li>convert junction to mini roundabout</li> <li>double yellow line to prevent parking</li> <li>provide more disable parking bays</li> <li>prevent rut-running on Clayslaps Road</li> </ul>
<p><b>Amenities and leisure at Yorkhill Park</b> - picnic benches and planters instalment, accessible play equipment</p> <p>Comment's location: 39, 40, 41, 42, 43</p>		<ul style="list-style-type: none"> <li>picnic benches instalment</li> <li>provide accessible play equipment</li> </ul>
<p><b>Green space and biodiversity</b> - improve green connections, enhance biodiversity, introduce street trees, light pollution impact on biodiversity</p> <p>Comment's location: 36, 37, 45, 53, 61</p>		<ul style="list-style-type: none"> <li>replace fallen trees on Gilbert Street</li> <li>improve green connection between Yorkhill Park and Kelvin-grove Park</li> <li>adapt lighting technology to be wildlife friendly</li> <li>bee garden planters, more trees and shrubs</li> </ul>
<p><b>Lack of maintenance</b> - issues with path, fencing, bins</p> <p>Comment's location: 46, 47, 49</p>		<ul style="list-style-type: none"> <li>improve paths</li> <li>bins emptied more regularly</li> <li>fencing replacement</li> </ul>
<p><b>Removal of existing picnic benches</b></p> <p>Comment's location: 58, 59, 117</p>		<ul style="list-style-type: none"> <li>remove existing benches; hot-spots of antisocial behaviour</li> </ul>



# 04 - CONSULTATION

## 04.3 Common Place Comments - Summary A - Yorkhill



Location of Common Place Comments - Yorkhill

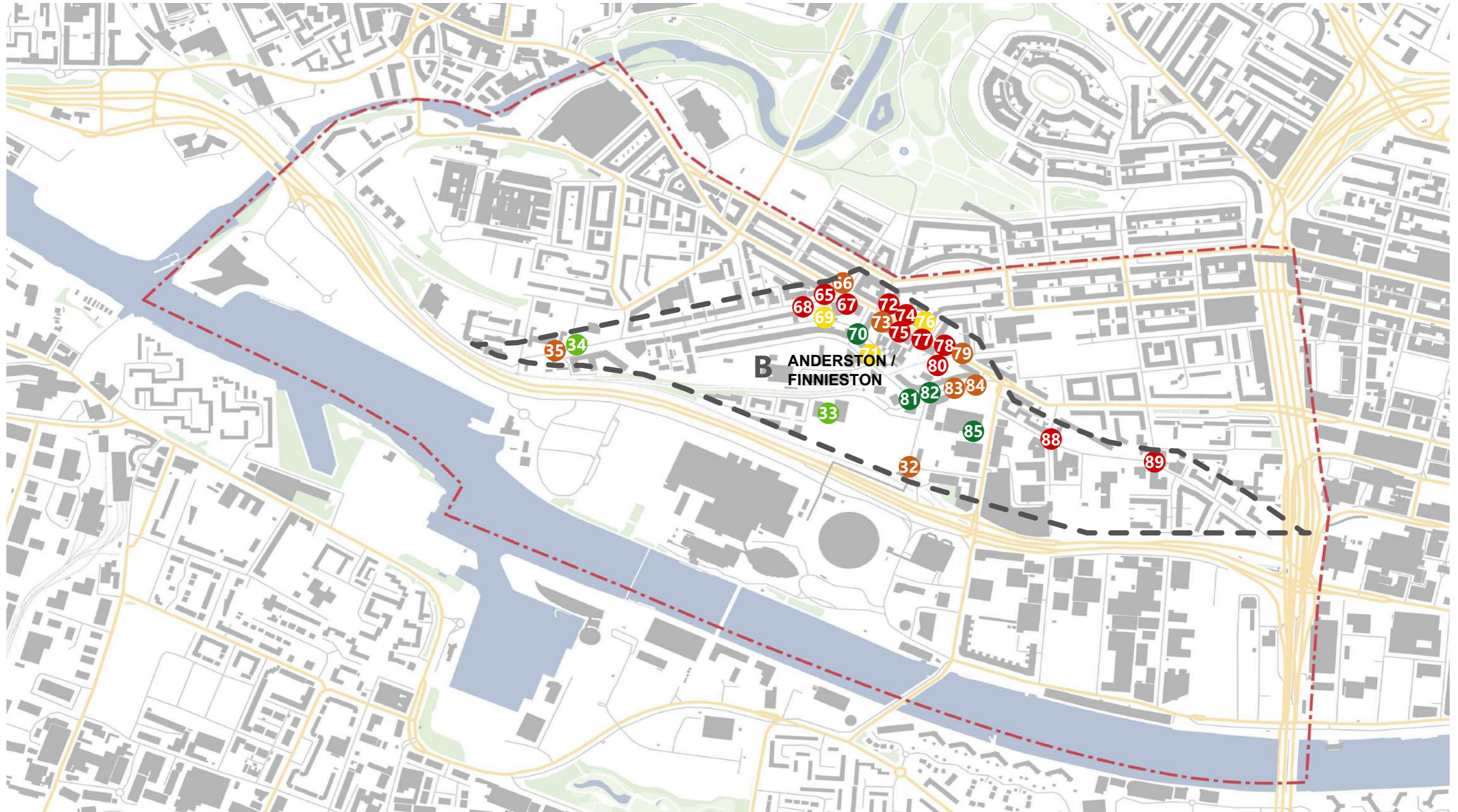
# 04 - CONSULTATION

## 04.3 Common Place Comments - Summary B - Anderston / Finnieston

Theme	Popularity	Highlights of proposed interventions
<p><b>Poor quality pedestrian environment</b> - dropped kerbs violation, inadequate pavement width, lack of entrance to super market, super market outdoor space</p> <p>Comment's location: 32, 34, 65, 66, 67, 74, 84, 85, 87</p>		<ul style="list-style-type: none"> <li>improve kerbs</li> <li>introduce traffic calming measures</li> <li>zebra crossing</li> <li>pedestrian path through the car park (Lidl supermarket)</li> </ul>
<p><b>Traffic, vehicular access and parking</b> - high speed, illegal parking, parking blocking bus stops, air and noise pollution</p> <p>Comment's location: 34, 67, 75, 78, 79, 88</p>		<ul style="list-style-type: none"> <li>better road markings and lighting</li> <li>narrow crossing down</li> <li>monitoring and parking tickets issue</li> <li>prevent rat running</li> </ul>
<p><b>Inadequate cycling infrastructure</b> - poor cycle lane design, issues with potholes, blocked cycleway</p> <p>Comment's location: 73, 76, 86, 89</p>		<ul style="list-style-type: none"> <li>street resurfacing</li> <li>segregated cycle lanes</li> <li>protected space to cycle through the junction of Argyle St and Cleremont St</li> </ul>
<p><b>Green space and parks/play areas</b> - lack of greenery and vegetation, disused park, outdated play area</p> <p>Comment's location: 35, 68, 81</p>		<ul style="list-style-type: none"> <li>linear green features along Kelvinhaugh Street</li> <li>more benches and flowers, better lighting</li> <li>preserve the green space owned by the Finnieston Business Park</li> </ul>
<p><b>St Vincent Crescent Conservation Area</b> - poor condition of historic properties, lack of historic information for visitors</p> <p>Comment's location: 71, 82</p>		<ul style="list-style-type: none"> <li>reinstate sense of community and pride for the historic area</li> <li>provide information boards for the Crescent</li> </ul>
<p><b>Accessibility and disable parking</b>- missing dropped kerb for disable users, lack of disable parking bays</p> <p>Comment's location: 70, 72, 77</p>		<ul style="list-style-type: none"> <li>provide the missing dropped kerb to make the road accessible</li> <li>provide disable parking bays</li> <li>positive comment on new dropped kerbs</li> </ul>
<p><b>Other</b></p> <p>Comment's location: 33, 80, 83</p>		<ul style="list-style-type: none"> <li>33. Demolition and new residential development</li> <li>80. Build a new train station</li> <li>83. More smaller bins</li> </ul>

# 04 - CONSULTATION






## 04.3 Common Place Comments - Summary B - Anderston / Finnieston



Location of Common Place Comments - Anderston / Finnieston

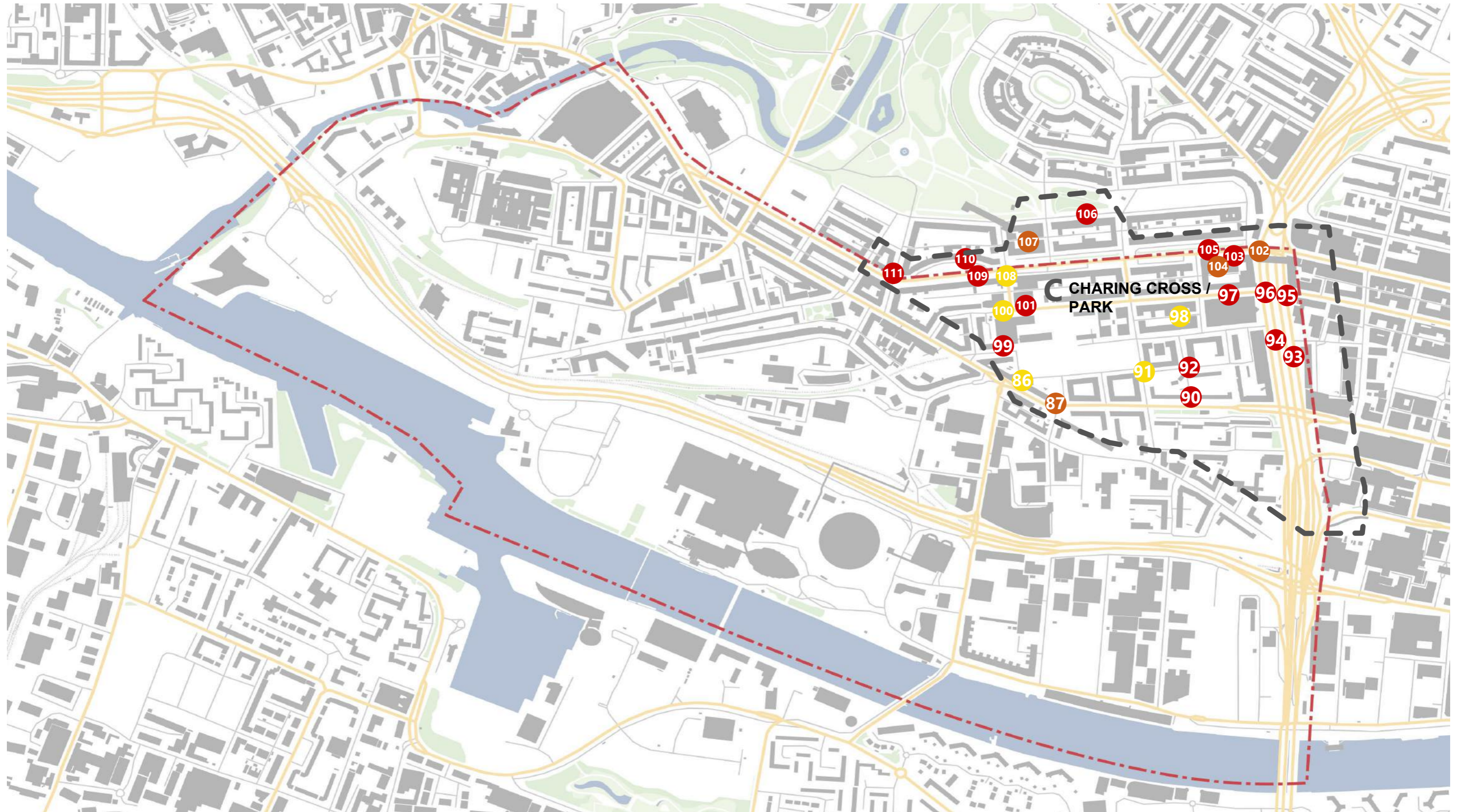
# 04 - CONSULTATION

## 04.3 Common Place Comments - Summary C - Charing Cross / Park

Theme	Popularity	Highlights of proposed interventions
<p><b>Inadequate cycling infrastructure</b> - poor cycle lane design and signage, blocked cycleway , poor maintenance</p> <p>Comment's location: 86, 90, 91, 95, 98, 100, 102, 104, 105, 116</p>		<ul style="list-style-type: none"> <li>designated space to cycle through the junction safely</li> <li>clear road markings</li> <li>discourage car usage</li> <li>continuation of the cycle lane to West City Way</li> <li>contraflow cycle lane infrastructure</li> </ul>
<p><b>Traffic, vehicular access and parking</b> - high speed, rat-running, road marking and signage, illegal parking blocking bus lanes and stops</p> <p>Comment's location: 90, 101, 106, 108, 109, 110, 112, 113</p>		<ul style="list-style-type: none"> <li>accessible and well-connected neighbourhood beside the M8</li> <li>reversal of one-way direction of traffic</li> <li>paint road markings and better signage</li> <li>issuing parking tickets</li> </ul>
<p><b>Poor quality pedestrian environment</b> - dangerous crossing, unfriendly bridges, dangerous dropped kerbs, poor maintenance</p> <p>Comment's location: 87, 95, 96, 98, 105, 111, 114</p>		<ul style="list-style-type: none"> <li>better and safer crossings for walking and cycling</li> <li>create more green spaces and places for neighbours to get together</li> <li>remove car parking outside the local shops near M8</li> <li>reduced carriageway width</li> </ul>
<p><b>Motorway pollution</b> - air and noise pollution</p> <p>Comment's location: 93, 94, 95, 105</p>		<ul style="list-style-type: none"> <li>improve air quality</li> <li>bridges closed to car traffic</li> <li>introduce parklets and planting for businesses and residents</li> </ul>
<p><b>Accessibility and disable parking</b>- lack of dropped kerb for disable users, lack of disable parking bays</p> <p>Comment's location: 92, 97, 115</p>		<ul style="list-style-type: none"> <li>drop all local kerbs properly to improve accessibility</li> <li>provide more disabled parking bays, especially on Argyle Street, near Kelvingrove Museum</li> </ul>
<p><b>Other</b></p> <p>Comment's location: 99, 103, 107, 117</p>		<ul style="list-style-type: none"> <li>99. Enforcement of engine idling laws</li> <li>103. Remove phone boxes</li> <li>107. Allow contraflow cycling</li> <li>117. Active riverfront</li> </ul>

# 04 - CONSULTATION







## 04.3 Common Place Comments - Summary C - Charing Cross / Park



Location of Common Place Comments - Charing Cross / Park

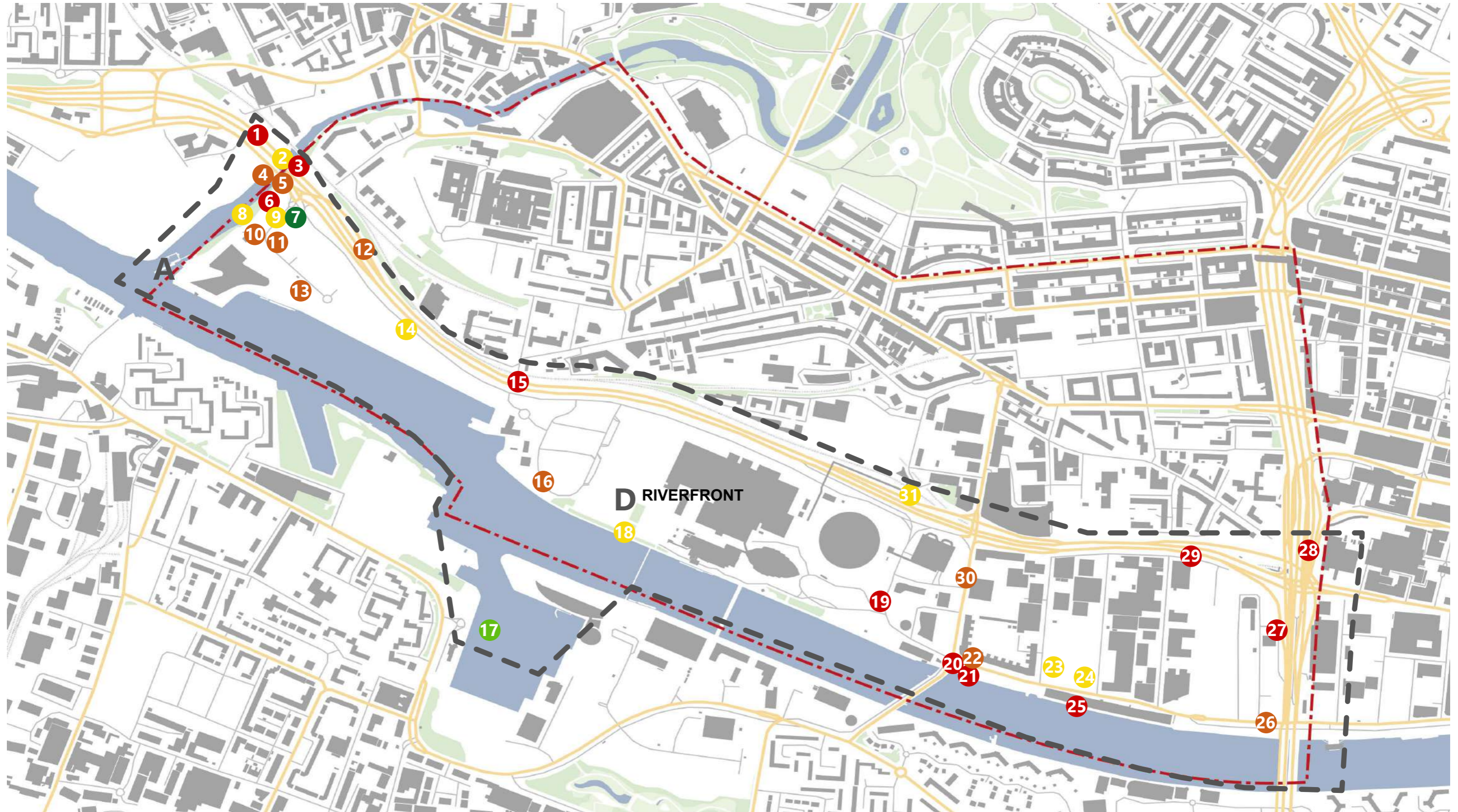
# 04 - CONSULTATION

## 04.3 Common Place Comments - Summary D - Riverfront

Theme	Popularity	Highlights of proposed interventions
<p><b>Inadequate cycling infrastructure</b> - lack of cycle lane, conflict with pedestrian movement, crossing points</p> <p>Comment's location: 2, 4, 5, 9, 11, 15, 16, 18, 19, 20, 22, 30</p>		<ul style="list-style-type: none"> <li>• path widening, dropped kerb, signage improvements</li> <li>• parallel crossings for cyclists/cycle lanes following desire lines</li> <li>• revised junction with cycle route crossing</li> <li>• bridge redesign to allow cycle access</li> </ul>
<p><b>Poor quality pedestrian environment</b> - unsafe underpass/intersection, lack of street lighting, conflict with cycle movement</p> <p>Comment's location: 3, 5, 6, 20, 25, 27, 28, 30</p>		<ul style="list-style-type: none"> <li>• overground alternative route, better lighting/visibility</li> <li>• bridge close to motor traffic</li> <li>• River Clyde walkway for pedestrians and bikes use the bike lanes</li> <li>• improved signposting, lighting</li> </ul>
<p><b>Traffic and vehicular access</b> - high speed, noise and air pollution</p> <p>Comment's location: 1, 12, 23, 29, 34</p>		<ul style="list-style-type: none"> <li>• temporary road closure</li> <li>• reduced speed limit</li> <li>• slow down traffic, use speed cameras</li> <li>• traffic calming measures, improved pavements and lighting</li> </ul>
<p><b>Journeys to important destination</b> - paths, desire lines, waterfront connectivity</p> <p>Comment's location: 10, 31</p>		<ul style="list-style-type: none"> <li>• improved crossings, lighting and maintenance</li> <li>• create paved path and cycle path</li> </ul>
<p><b>Lack of maintenance</b> - bins, recycle, litter</p> <p>Comment's location: 13, 24</p>		<ul style="list-style-type: none"> <li>• maintenance of bins on the Museum's public realm</li> <li>• more recycling facilities - regularly emptied</li> </ul>
<p><b>Green space and biodiversity</b> - negative impact on wildlife, opportunities for green space</p> <p>Comment's location: 8, 14</p>		<ul style="list-style-type: none"> <li>• green space management to reduce mowing during Spring and Summer to allow wildflowers to bloom</li> <li>• Retain wildflower meadows to improve biodiversity and to prevent flooding</li> </ul>
<p><b>Other</b></p> <p>Comment's location: 17, 21, 26</p>		<ul style="list-style-type: none"> <li>17. outdoor swimming area</li> <li>21. cycle lanes removal</li> <li>26. graffiti along the walkway removal</li> </ul>

# 04 - CONSULTATION

## 04.3 Common Place Comments - Summary D - Riverfront



Location of Common Place Comments - Riverfront

# 05 - STRATEGIC MOVES - WIDER CONTEXT

## 05.1 Chapter 5 Introduction

Chapters 2,3 and 4 of the Liveable Neighbourhoods Yorkhill Anderston Report compiled information from multiple sources, at a grassroots level through in person and on-line consultation, and at a strategic level through Planning Policy and Site Appraisal.

The remainder of the Report ties together these findings with the Aims and Objectives of the Liveable Neighbourhoods approach, within the existing urban fabric, within an economic, cultural and social context. A series of Strategic Moves at a variety of scales underpin the thinking behind the groupings of proposed projects, that are described within Chapter 8 of the Liveable Neighbourhoods Yorkhill Anderston Report. These have been distilled from a long list of 50 projects that the consultation process generated. The full list can be found in the appendices that accompany the Report.



Photograph by Herman Hertzberger - Two women eating and sitting in the street between two parked cars



Children Playing in the Street



Children Cycling in the Street



Street Party on the Street Play Weekend

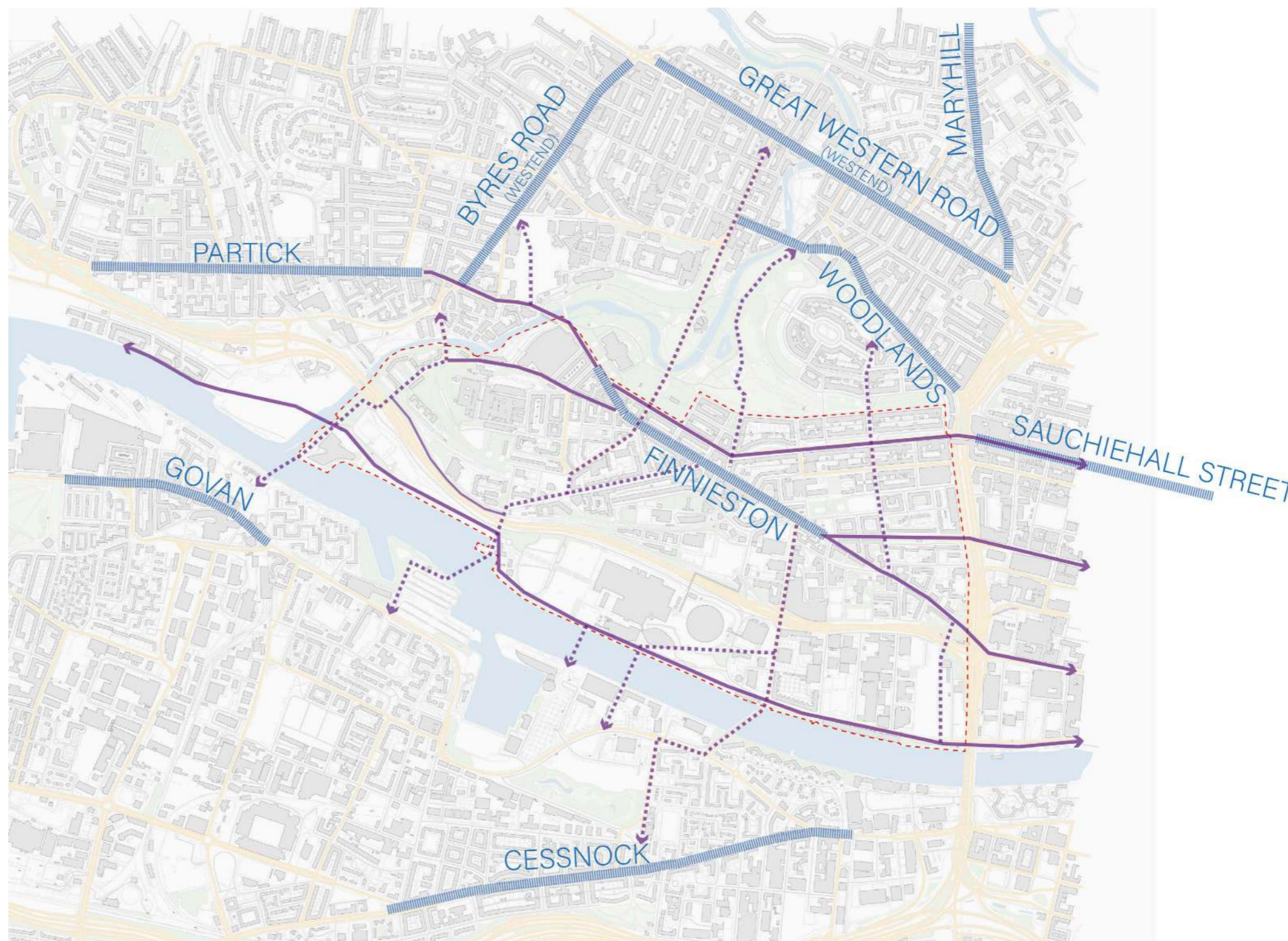


# 05 - STRATEGIC MOVES - WIDER CONTEXT

## 05.2 Local Town Centres and Main North/South and East/West Active Travel Routes Through Site

Weaving together existing cycle paths and tying into other parts of the city. The proposed Active Travel network aims to increase North-South and East-West connectivity.

There is a large gap between local town centres at the river front area and in-between Govan, Cessnock and Finnieston. Thought should be given towards the nature of development at the waterfront to bridge this gap and deal with the increased population that will come out of residential development.



**KEY**

-  Local Town Centres
-  Main East - West Active Travel Connections
-  Main North South Active Travel Connections

Local Town Centres and Main N-S/E-W Connections

# 05 - STRATEGIC MOVES - WIDER CONTEXT

## 05.3 Focal Points of Interest

### Focal Point of Interest

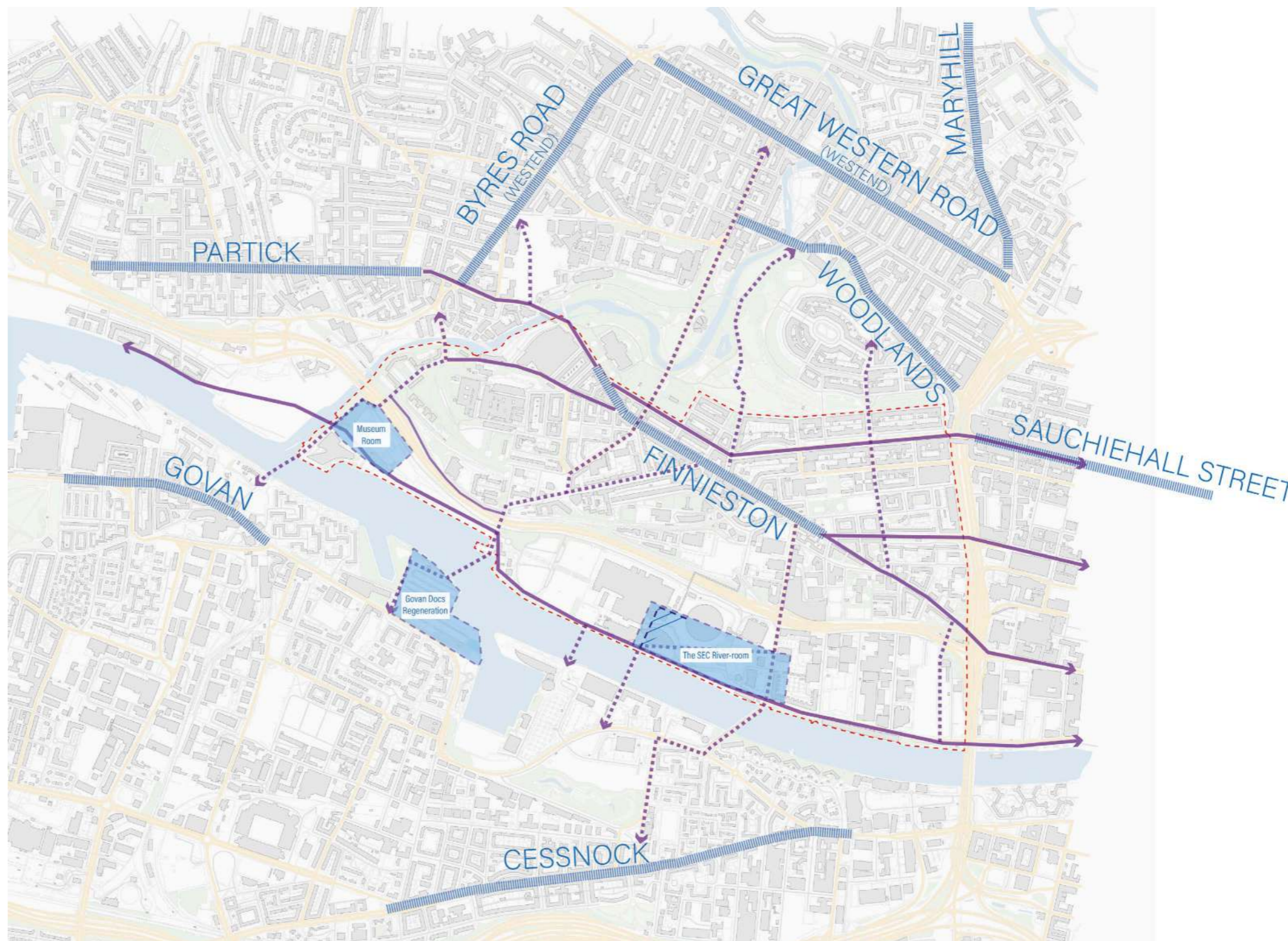
- The Transport Museum
- Govan Docks
- The SEC Hydro Area and the hotel district

Within the Anderston - Yorkhill - Riverfront Area and the immediate surroundings there is a lot of mixed (residential, commercial and office) developments on land that has either been of low density or derelict. The people living in these new neighbourhoods will need Liveable Streets and Active Travel connections to existing local town centres.

The 3 'Areas of Interest' that are identified will serve people out with the surrounding neighbourhoods however they could also enhance the lives of local residents by providing vibrant urban rooms and bridging the North and South gap between existing local town centres.

### Key:

-  Focal Point of Interest
-  Local Town Centres
-  Main East - West Active Travel Connections
-  Main North South Active Travel Connections



Proposed New Town Centres

# 05 - STRATEGIC MOVES - WIDER CONTEXT

## 05.4 Possible Additional Connections

1 - Transport Museum to Partick and Westend via Kelvin River. Dependant on land ownership and development along river + issues related to A814.

2 - More accessible and vibrant route through Yorkhill Park: Existing connection is not inclusive or well used. Improvements could depend on what happens with Yorkhill Hospital.






3 - Stronger connection between Yorkhill and Kelvingrove. With the wider Yorkhill hospital study there is an opportunity for residential development that fits in with and enhances the existing Yorkhill community at the Overnewton Square area. There is a green corridor opportunity between parks.

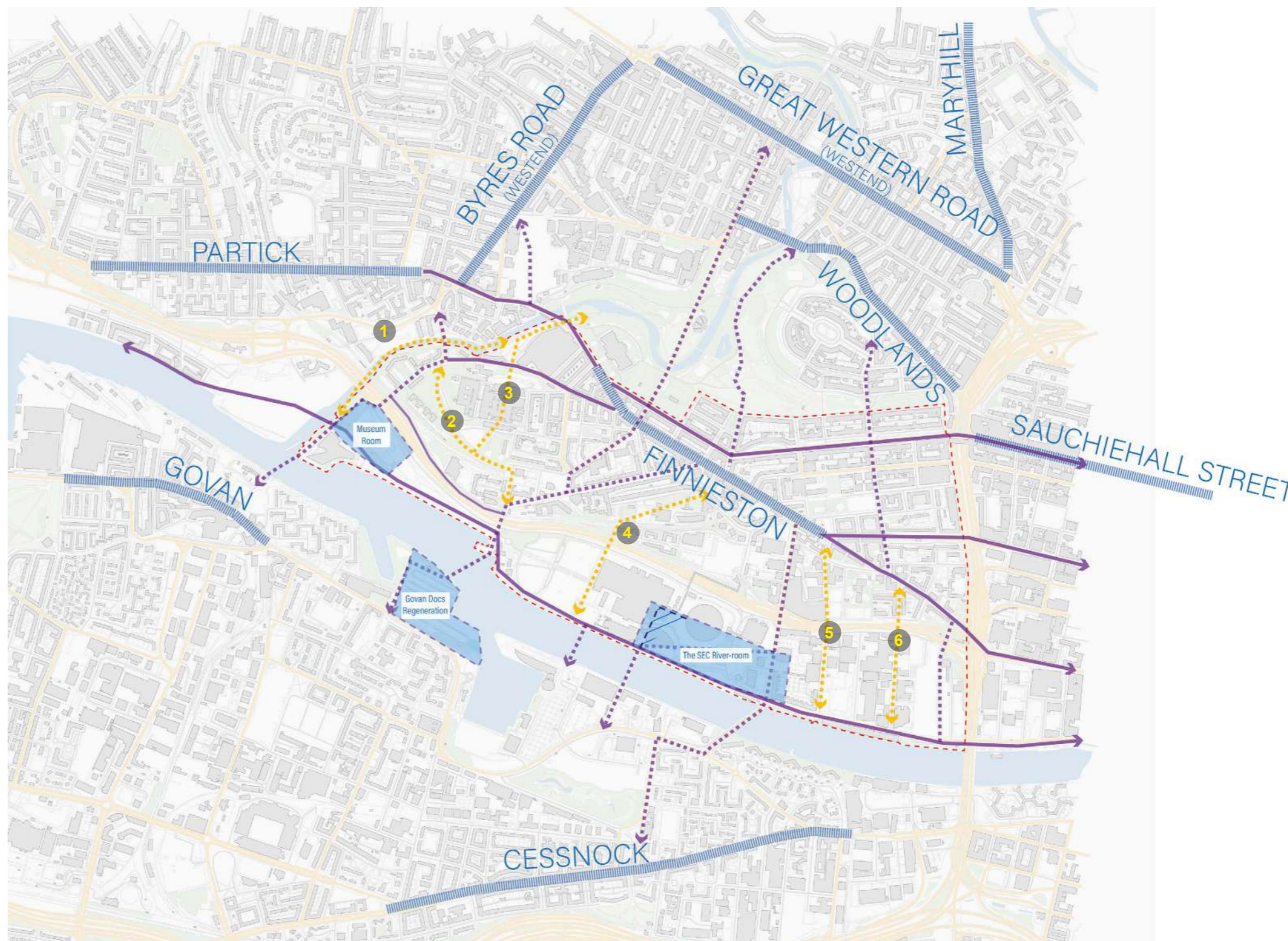
4 - A bridge, over the Clyde Expressway, at the North Western corner of the SEC could possibly connect to St Vincent's Crescent or to a public path along side the railway that links to Argyle street through the old Finnieston Station site. Both will reduce issues with connectivity due to impermeable block and constraints of Clydeside Expressway.

5 - Bridge on Elliot Street over A814 to increase ties between Anderston and Riverfront.

6 - Bridge between Little Street and Hydepark Street to increase ties between Anderston and Riverfront.

**KEY**

-  Additional Connections
-  Focal Point of Interest
-  Local Town Centres
-  Main East - West Active Travel Connections
-  Main North South Active Travel Connections



Possible additional/ improved active travel connections







# 05 - STRATEGIC MOVES - WIDER CONTEXT

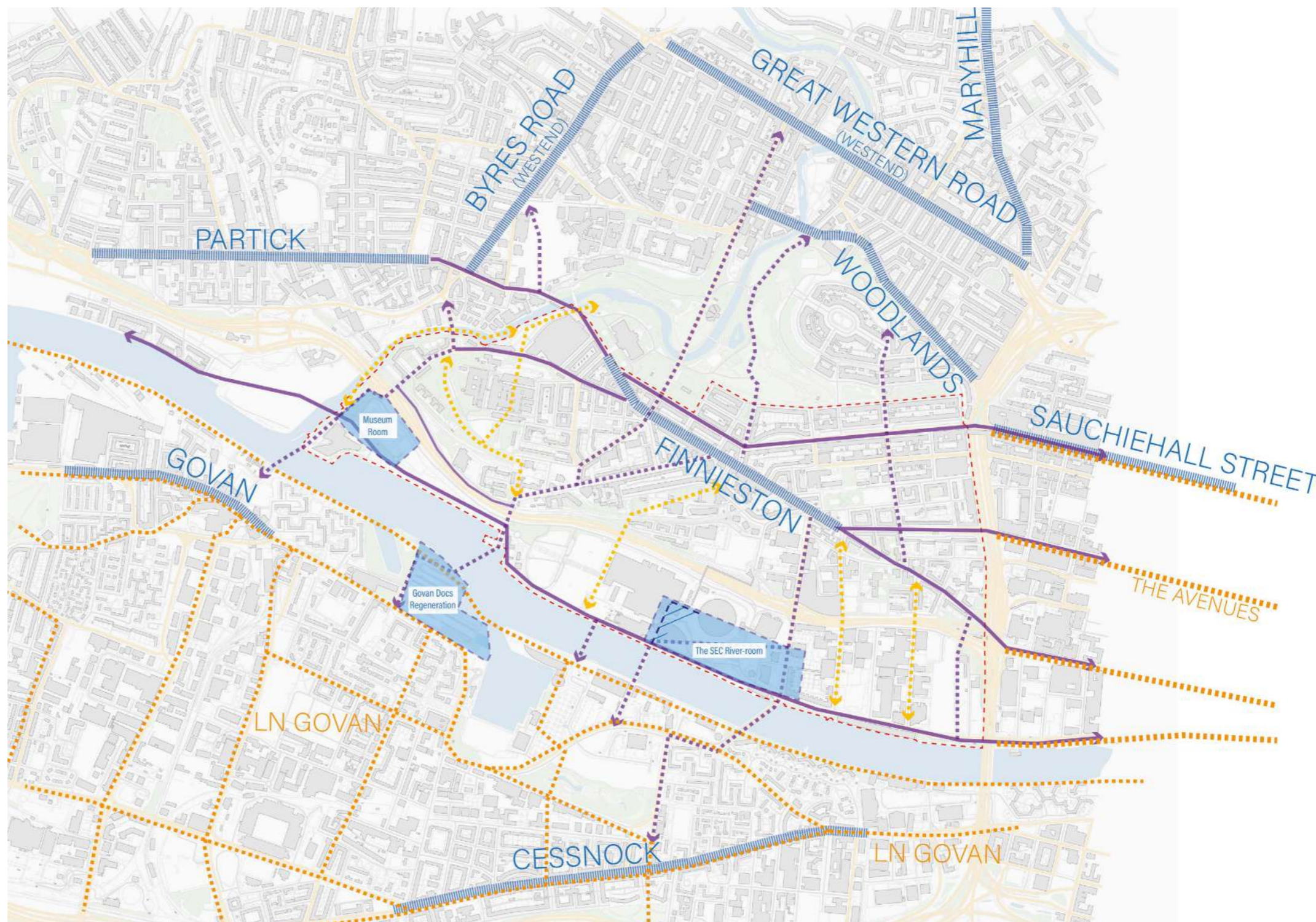
## 05.5 Existing Projects and Focus on Liveable Neighbourhood Principles

The Liveable Neighbourhood Yorkhill /Anderston Study Area sits within an existing and evolving context, which includes numerous initiatives described within Planning Context Documents (See Section 2).

In addition, the Liveable Neighbourhoods Govan Project to the south of the site, the Avenues Project and the City Centre Transformation Project to the east of the site, the new University Research Campus to the north of the site, and the plans for new recreational facilities to the west of the site, will all have an effect on the area.

The area, and its considerable assets, offers up great opportunities to intergrate and tie into the wider areas around its edges, to promote active travel, everyday journeys and a more liveable city for all.

- KEY**
-  Existing Projects
  -  Additional Connections
  -  Focal Point of Interest
  -  Local Town Centres
  -  Main East - West Active Travel Connections
  -  Main North South Active Travel Connections



Linking With Existing Projects

# 05 - STRATEGIC MOVES - WIDER CONTEXT

## 05.6 Challenging Projects / Projects with Related Ownership Issues / Additional Connections Projects

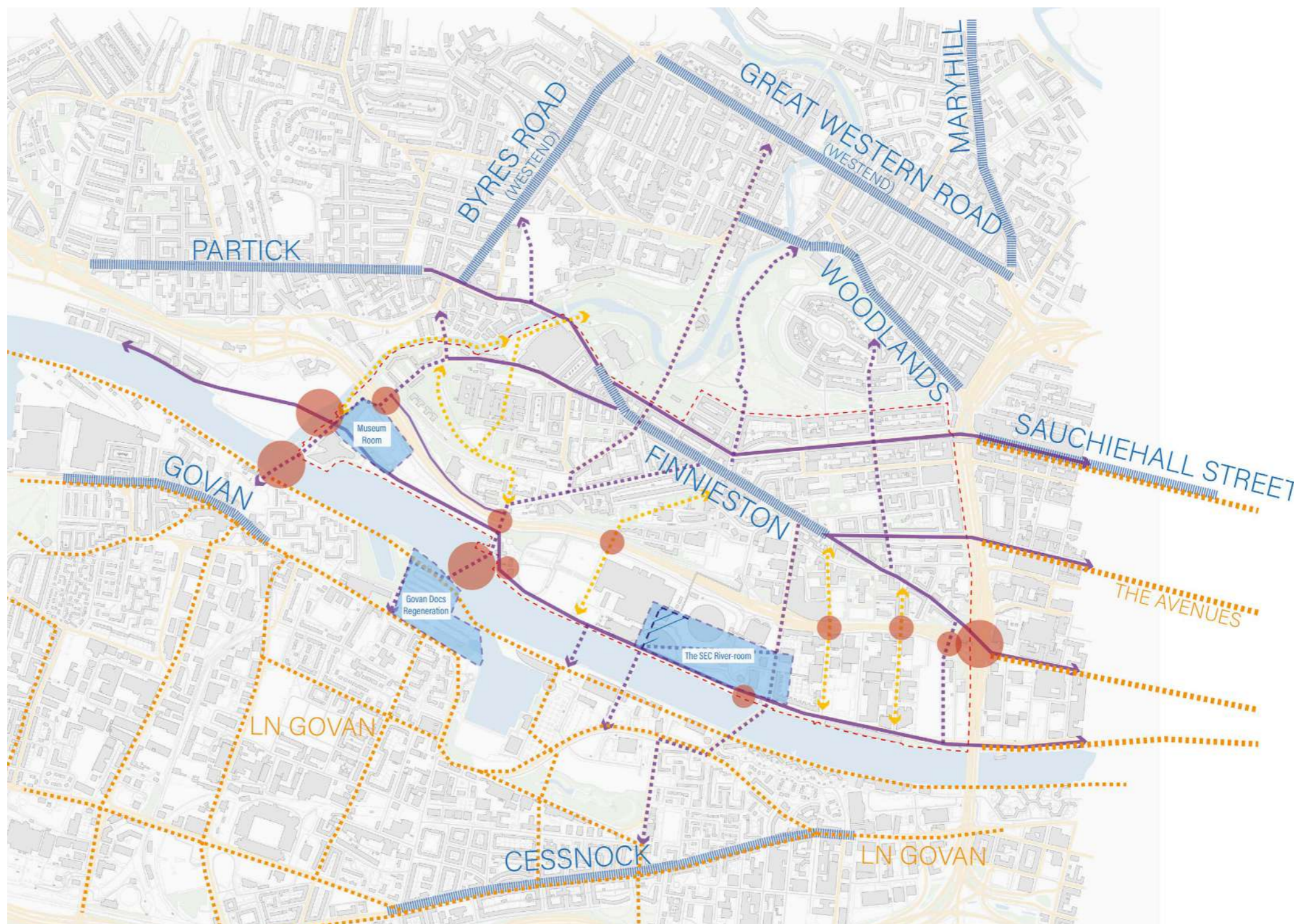
In order to fully explore the potential for the Liveable Neighbourhoods Yorkhill Anderston area, any proposals that are taken forward may need to explore issues related to private land and ownership. In particular, the northern edge of the Clyde cannot be fully engaged with until some areas are opened up and become better connected for all to use and experience.

Similar issues relate to the River Kelvin which could offer up great opportunities for active travel and everyday journeys if its edges were made accessible to all.

Some of the streets for people and active travel corridors proposed require challenging projects to be fully realised including the significant upgrading of existing, and addition of new, bridge connections.

**KEY**

-  Challenging Projects / Projects with Ownership Issues
-  Existing Projects
-  Additional Connections
-  Focal Point of Interest
-  Local Town Centres
-  Main East - West Active Travel Connections
-  Main North South Active Travel Connections



Challenging Projects / Projects with Ownership Issues

# 06- STRATEGIC MOVES - WHOLE SITE

## 06.1 Major Positive and Negative Barriers

The River Clyde and the River Kelvin, are barriers to movement but offer up a wealth of health and well being opportunities. Any barriers to movement, active travel and everyday journeys can be overcome by introducing more and better connections across the rivers, connecting communities and opportunities.

Kelvingrove Park is a wonderful amenity for all during the day but acts as a barrier at night as a result of darkness and issues related to safety. These can again be overcome with good lighting and promoting specific night routes through the park.

Negative barriers to the creation of Liveable Neighbourhoods are the road infrastructures related to the M8 and the Kingston Bridge, and the A814 Clydeside Expressway. These isolate and disconnect communities and opportunities and require significant change or intervention to bring about positive change.

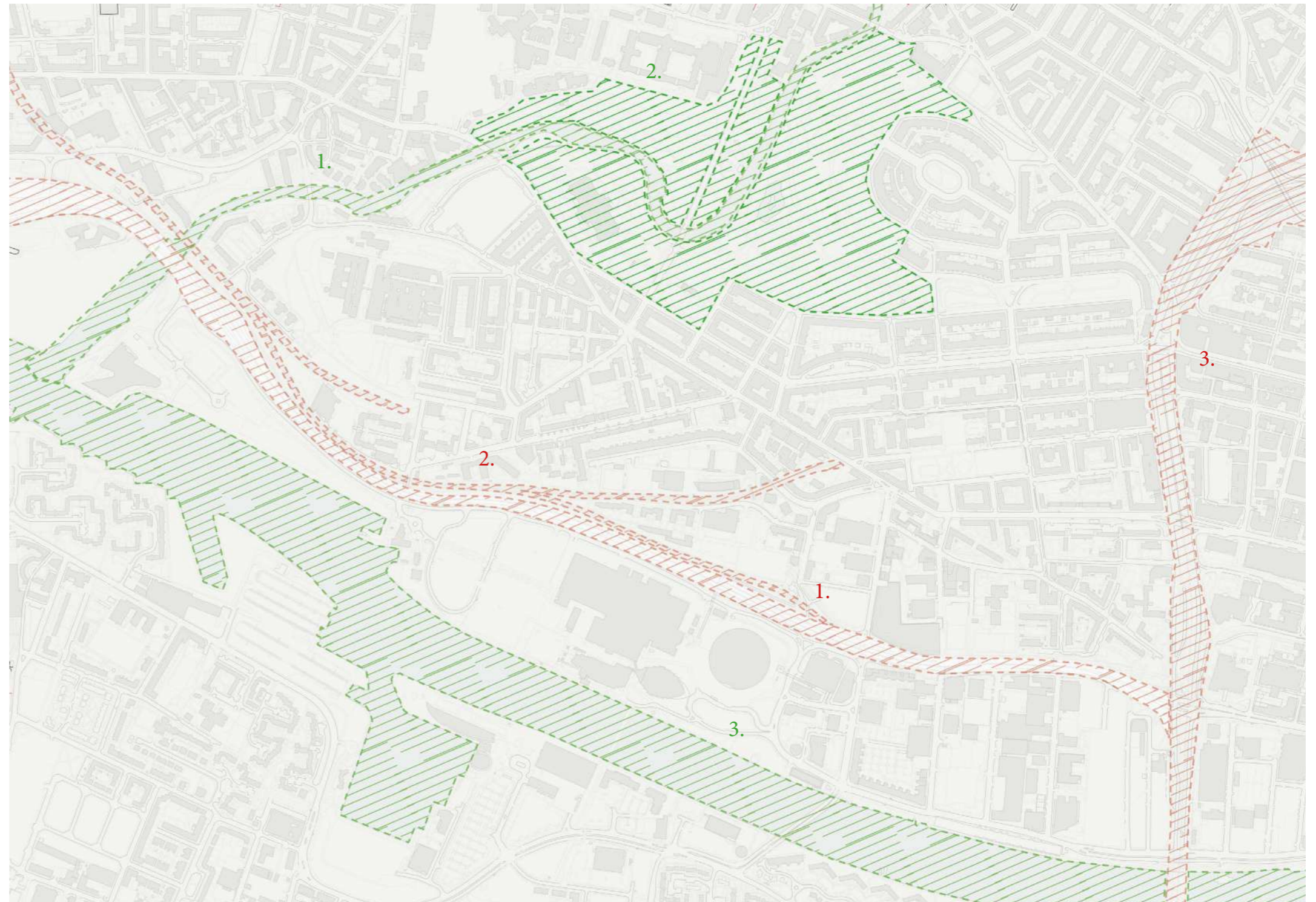
### KEY

#### Positive Barriers

- 1. The River Kelvin
- 2. Kelvingrove
- 3. The River Clyde

#### Negative Barriers

- 1. Clydeside A814 Expressway
- 2. The Railway
- 3. M8 Motorway



**Negative and Positive Barriers. Challenging Project - A814 could be downgraded to a Boulevard.**

# 06 - STRATEGIC MOVES - WHOLE SITE

## 06.2 Existing Bridges and Underpasses



**1 - Underpass** connecting the Transport Museum back to West End and Partick. Underpass is not obvious or pleasant to pedestrian due to large express way. Often people opt to cross the road instead. Connection to the north of underpass is to a quiet residential street not suited to a main public route.



**2 - Footbridge** between SWG3 Area and River Front at the Clydeside Distillery. Here there is a narrow path which is non DDA compliant. Cyclists also have to dismount to navigate this area. To the North pedestrians have to travel along a long inactive residential street to get to a local town centre and the south is dominated by cars.



**3 - Footbridge** between the SEC and Finnieston. Connects the SEC, to railway station and to the restaurants and bars of Finnieston. It bypasses the Hotels and streets within the Riverfront Area and Finnieston Street. To the north pedestrians find themselves on a quiet residential street not suited to a main public route.



**4 - Underpass** connecting Finnieston to the Riverfront. The underpass is dark and largely unused. Instead people opt to walk across the road at this junction. Car dominance makes this place very hostile for pedestrians and cyclists.



**5 - Footbridge** connecting Anderston to the Riverfront. To the north, the bridge does not connect well with Argyle Street and the surrounding area. Either side of the connection the bridge creates a series of non-spaces. The same can be said for the area around most of the following footbridges.



**6 - Footbridge** over the River Clyde between the NCR 75 (next to the Crowne Plaza Hotel Car Park) and the Glasgow Science Centre. The connection is under utilised by pedestrian, is narrow. Connects the Science Centre to the Crowne Plaza hotel and to parking. Difficult junction to north side with narrow river path.



**7 - Footbridge** between BBC Scotland and the SEC (Bell's Footbridge). Weak public connections either side due to large car parks and highways. Accessible for Cyclists and pedestrians.



**8 - Bridge** between the Riverfront hotel area/Plantation. Most of the Space on the bridge is taken up by the 4 traffic lanes (16m wide) leaving pavements under 2m wide to either side. During Cop26 the bridge became completely car and bus free, and this has been noted in Commonplace as a positive thing by residents.

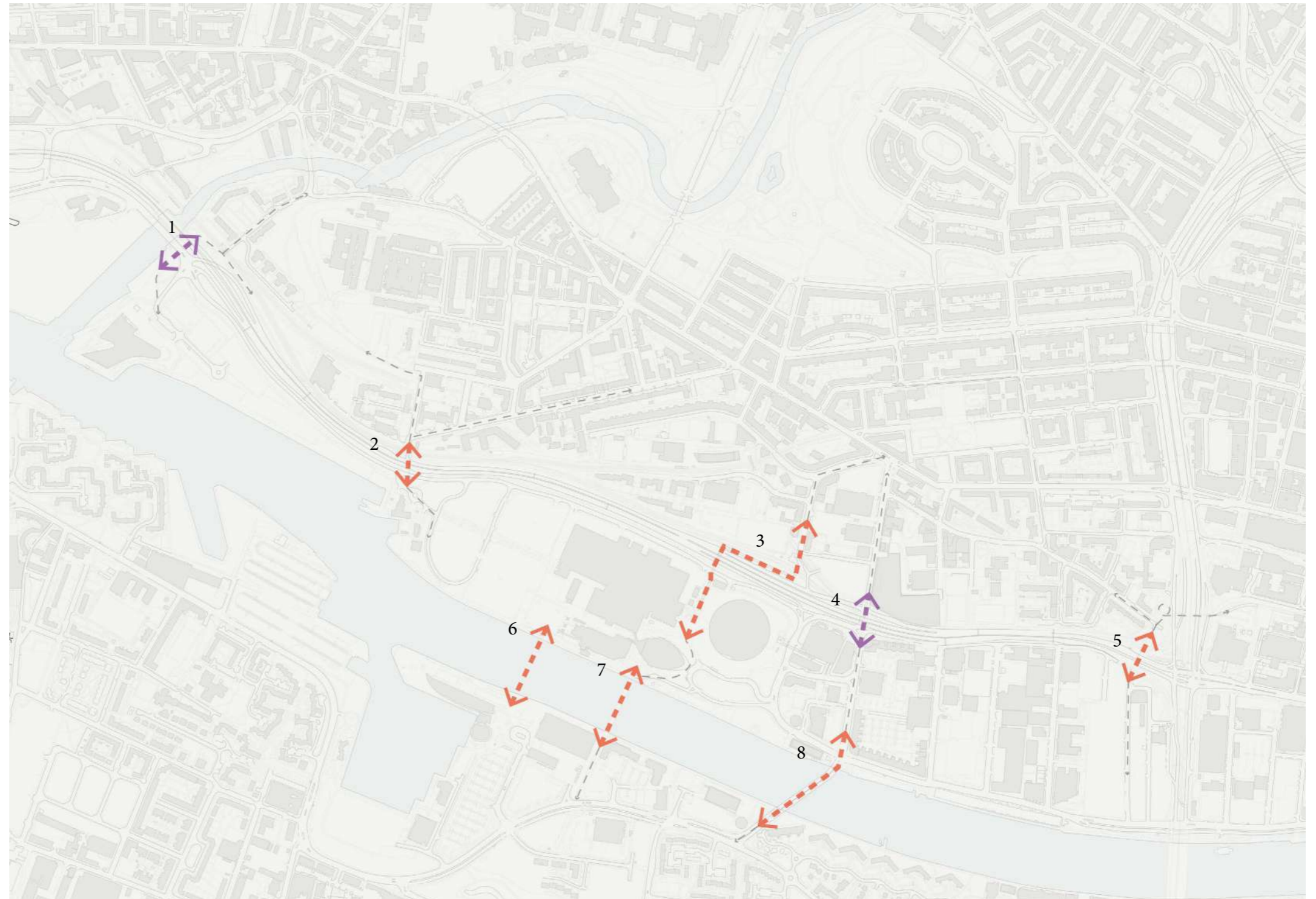
# 06 - STRATEGIC MOVES - WHOLE SITE

## 06.3 Existing North - South Connections


The River Clyde and the River Kelvin, are barriers to movement but offer up a wealth of health and well being opportunities. Any barriers to movement, active travel and everyday journeys can be overcome by introducing more and better connections across the rivers, connecting communities and opportunities.


Kelvingrove Park is a wonderful amenity for all during the day but acts as a barrier at night as a result of darkness and issues related to safety. These can again be overcome with good lighting and promoting specific night routes through the park.

Negative barriers to the creation of Liveable Neighbourhoods are the road infrastructures related to the M8 and the Kingston Bridge, and the A814 Clydeside Expressway. These isolate and disconnect communities and opportunities and require significant intervention to bring about positive change.



### KEY

 Existing Bridge Connections (over)

 Existing Connections (under)

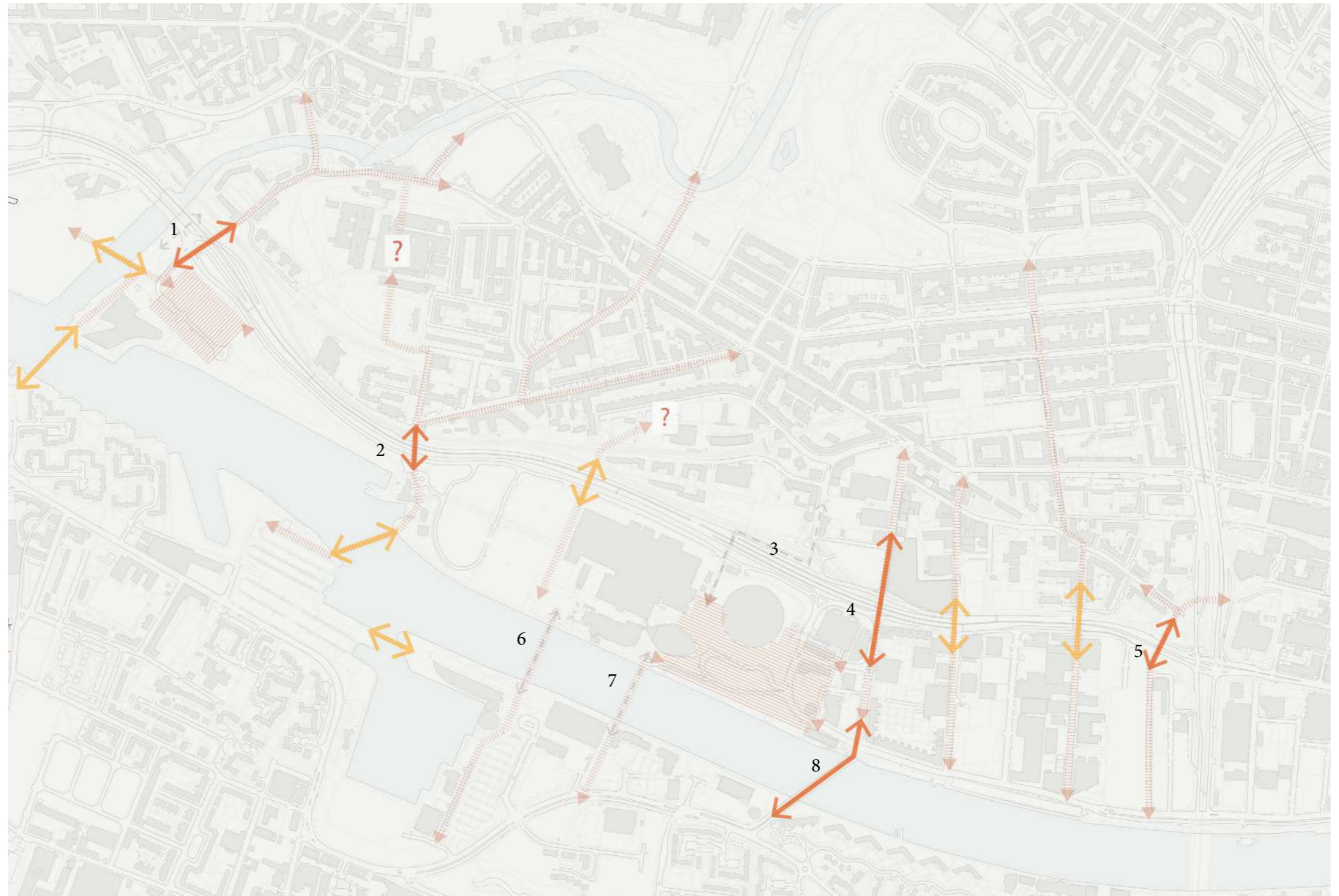
Existing North South Connections (see page 71 for images of existing connections)







# 06- STRATEGIC MOVES - WHOLE SITE

## 06.4 Proposed Improvements to North - South Connections

The adjacent diagram demonstrates the potential for improvements to existing connections, but also looks at proposals for further connections across the River Clyde and the River Kelvin, to improve connectivity between existing communities, amenities as well as proposals for new housing and new facilities within the area.



### KEY

-  Proposed New Connections
-  Existing Connections with significant improvements
-  Improved connectivity due to new or improved connection route. Some represent proposed street scape improvements that promote active travel and streets for people.
-  Potential connections pending further analysis/ enquiry.






Improved and Proposed North South Connections (see page 71 for images of existing connections)

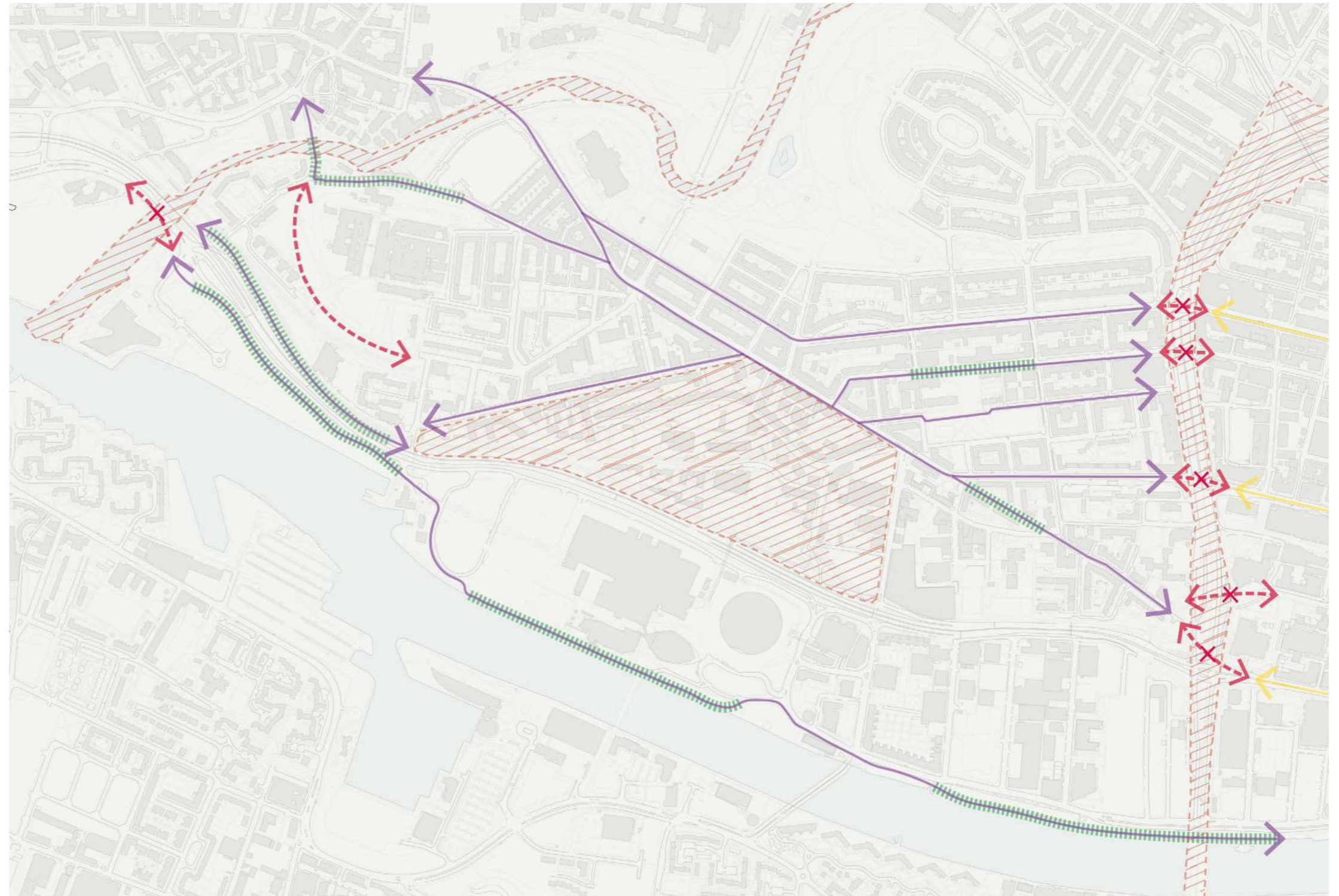
# 06 - STRATEGIC MOVES - WHOLE SITE

## 06.5 Existing East - West Connections

There is a low percentage of the east to west pedestrian and cycle connections that have cycle paths and multiple constrained areas that obstruct active travel corridors.

### KEY

-  Existing Main Pedestrian and Cycling Routes (largely without cycle lanes or large pedestrian zones)
-  Parts of main routes with cycle paths or pedestrianised zones
-  Main constraints to East - West connections
-  Existing weak or under utilized connections
-  The city centre avenues at deadends.

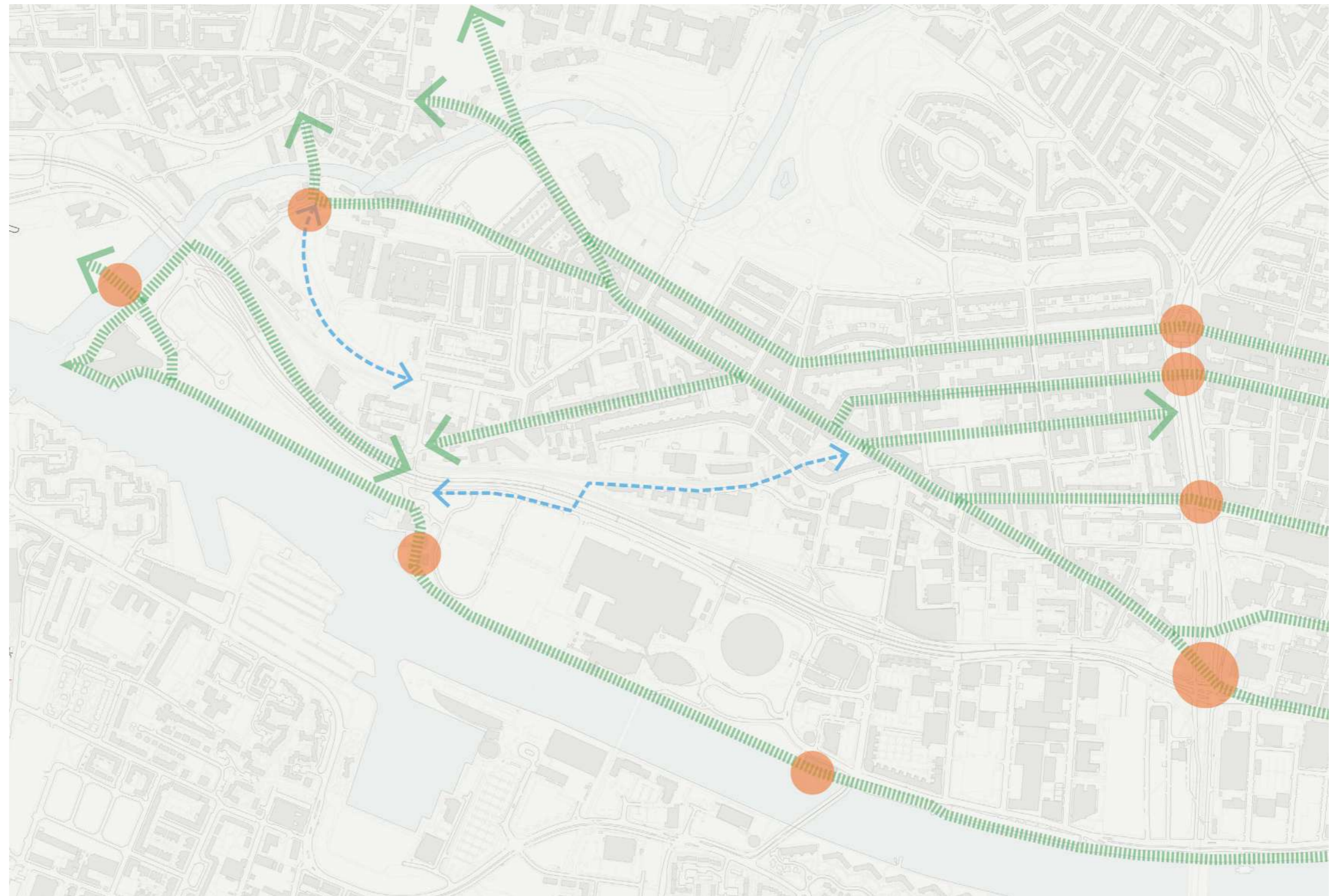


Existing East - West Connections

# 06 - STRATEGIC MOVES - WHOLE SITE




## 06.6 Proposed Improvements to East - West Connections

Areas could be improved and made to connect more successfully through prioritising streets for people and active travel over car traffic. There are a number of opportunities for new active travel routes alongside existing rail infrastructure and through proposed new development areas.



Proposed East - West Connections

### KEY

-  Proposed East west connections with new streetscapes enabling streets for people and Active Travel
-  Identified problems to deal with when implementing E-W connections
-  Opportunity for further E-W connections

# 06- STRATEGIC MOVES - WHOLE SITE

## 06.7 Proposed One Way Traffic Connections






The main move is to make Sauchiehall and Argyle Street one-way while introducing two-way cycle lanes. This will give much needed space to pedestrians and cafe/bars that line both streets.

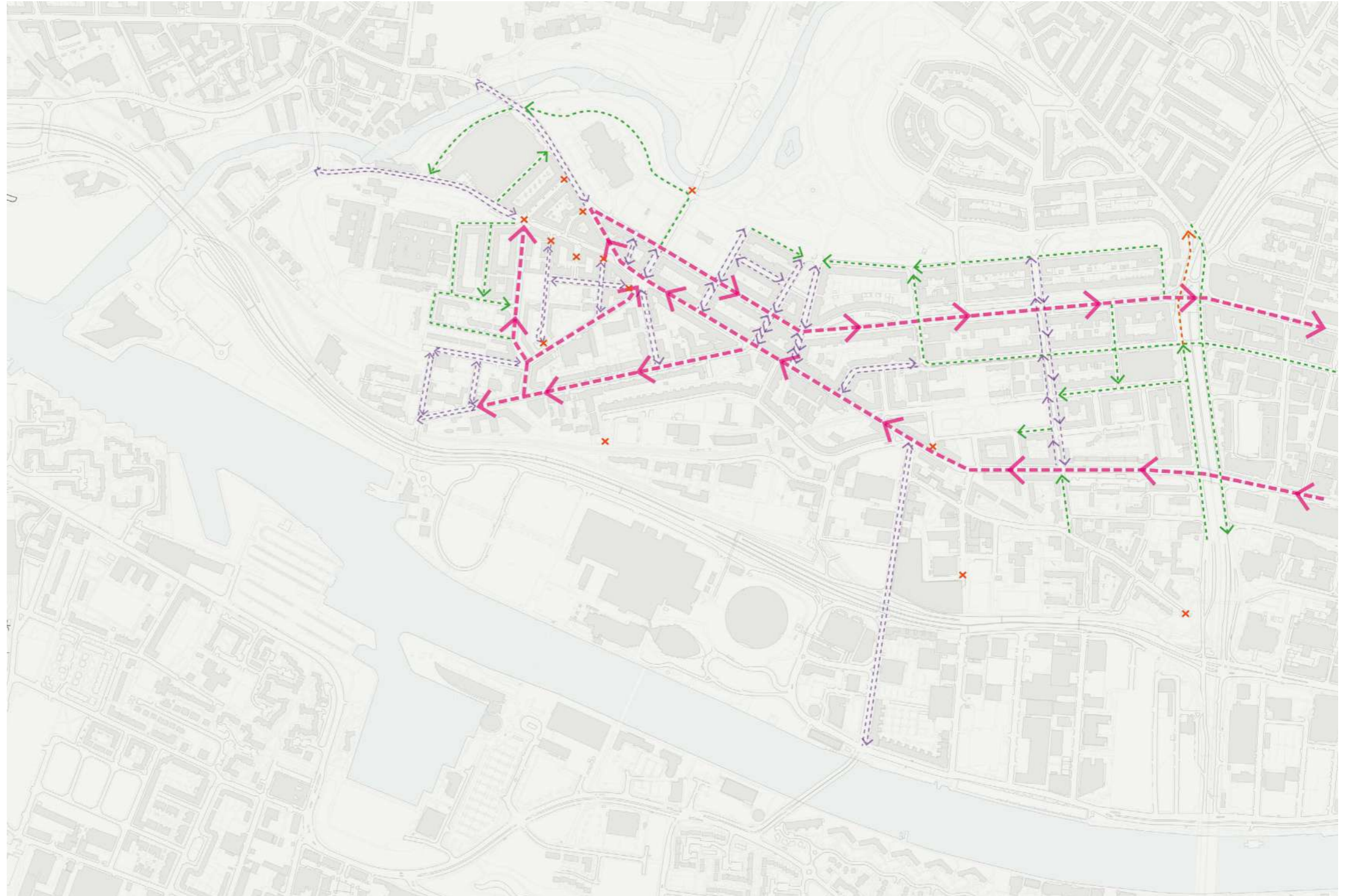
The one-way roads will be designed with traffic calming measures using proximity and chicaning the road.

Inbetween Sauchiehall Street and Argyle Street some existing through roads will be kept to reduce the limitations on traffic caused by the one-way system. This move is in contention with some common place comments on these through roads. They point out the problem of 'rat running' and fast traffic on them.

In choosing which streets and designing this road system, closer attention should be paid to how the through roads are implemented. Not every road highlighted must allow two way traffic through but the in every case traffic calming street design, that prioritises the pedestrian, should be implemented.

### KEY

-  Proposed One-way Change
-  Existing One-way
-  Existing Two way
-  Dead End/ Closed off at one end
-  Road change due to M8 Cap proposal









Proposed One-way System

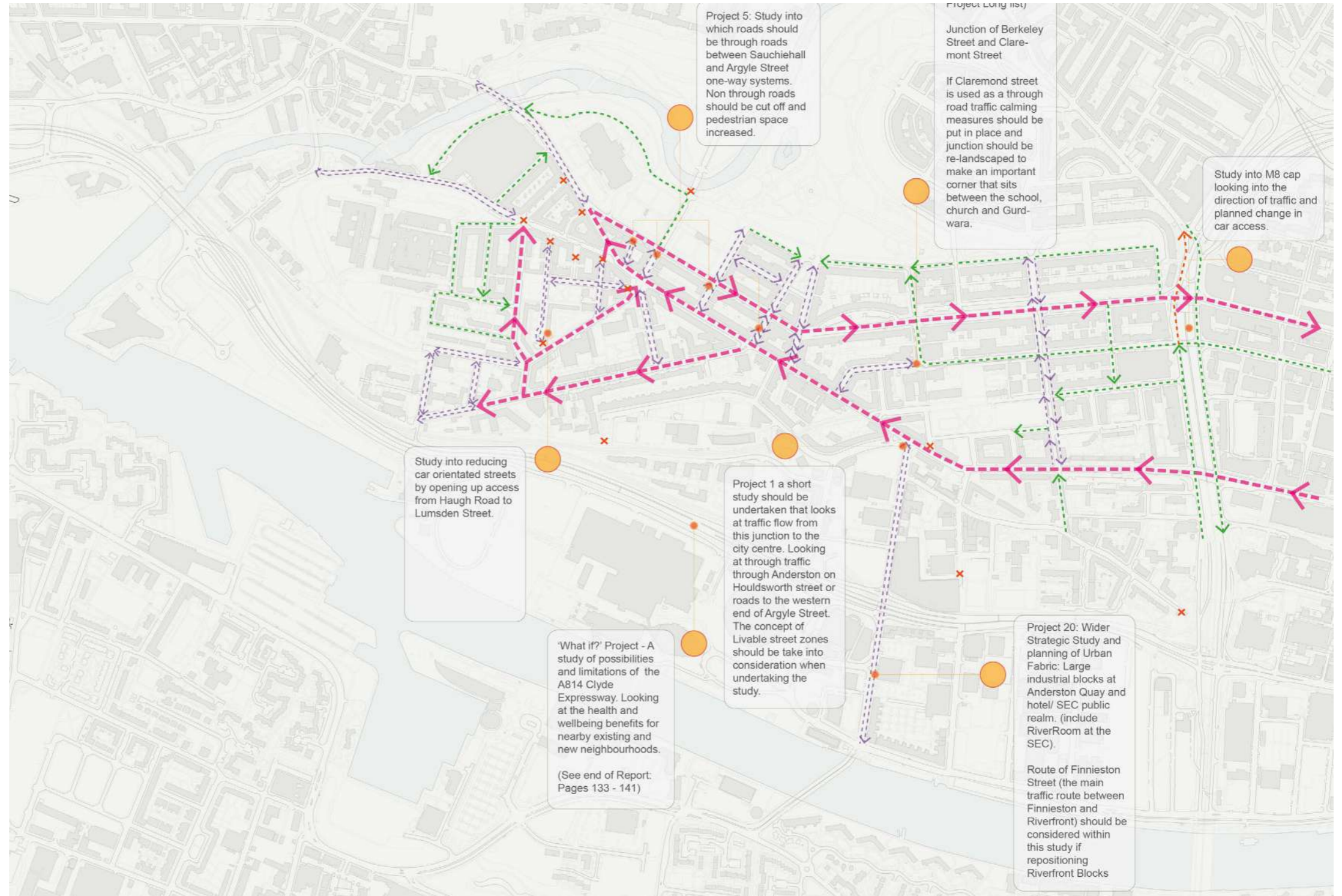
# 06- STRATEGIC MOVES - WHOLE SITE

## 06.8 Proposed Through Roads Between Sauchiehall Street and Argyle Street

Further studies and considerations have been identified for the implementation of the one-way system change.

**KEY**

-  Proposed One-way Change
-  Existing One-way
-  Existing Two way
-  Dead End/ Closed off at one end
-  Road change due to M8 Cap proposal
-  Issues to resolve/ look into with further projects



**Proposed Through Roads**



# 06- STRATEGIC MOVES - WHOLE SITE

## 06.9 Existing Green Infrastructure Connections

There are a number of well used and well loved green spaces in the Liveable Neighbourhoods Yorkhill Andeston Area, ranging from the large formal public Kelvingrove Park, through to smaller local community parks such as the one located in Overnewton Square. These are all separated with little active travel connections or linking green spaces between them.



### KEY

-  Parks/ Green Spaces
-  Connections Without Greenery

Existing Green Infrastructure and Connections


# 06 - STRATEGIC MOVES - WHOLE SITE

## 06.10 Proposed Green Infrastructure Connections and Potential Green Spaces

Opportunities exist to connect the existing greenspaces together by way of active travel routes and streets for people. Taking away space for vehicles could offer up opportunities for green connections and routes with improved wayfinding and visual linkages between spaces. This would significantly improve everyday journeys for all.



### KEY

 Parks/ Green Spaces and Proposed/ Potential Green Spaces

 Connections With Greenery

Proposed New Green Connections and Infrastructure

# 06- STRATEGIC MOVES - WHOLE SITE

## 06.11 Cultural Buildings and Existing Connections

In places the existing connections between cultural buildings are weak due to inactive and under utilised streets/ nodes. This is due to car dominated streets and some of the sites main constraints such as the A814 Clydeside Expressway, the River Clyde and the River Kelvin.



Existing Connections

Cultural Buildings and Existing Connections

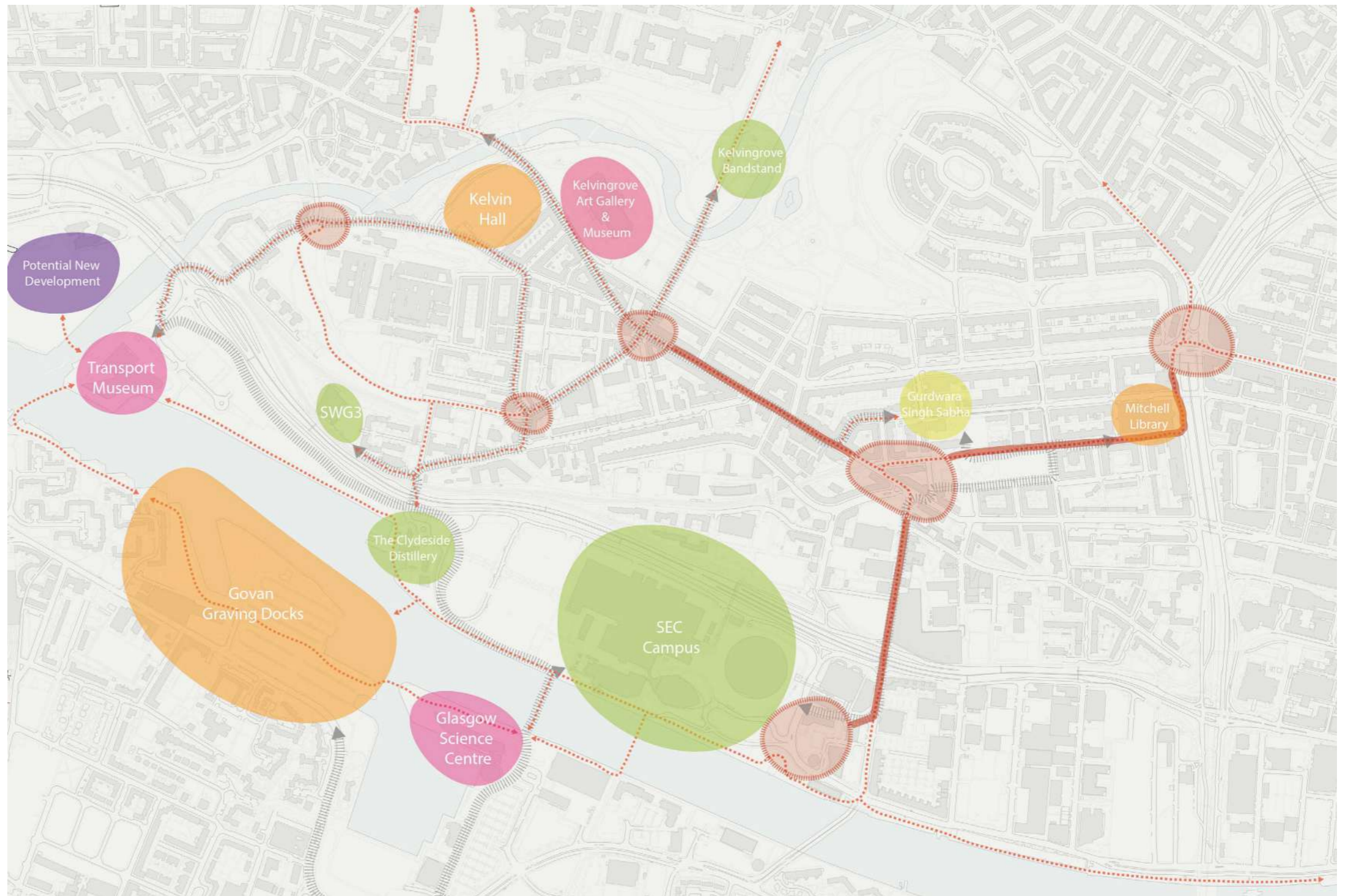






# 06- STRATEGIC MOVES - WHOLE SITE

## 06.12 Cultural Buildings and Proposed Connections and Nodes

With the introduction of focussed nodes, attractive streets for people, active travel routes and street greening routes between the cultural buildings within the area, the routes between them will become more obvious and attractive which will enhance everyday journeys for all,

A main route that connects the Mitchell Library at Charing Cross to the Riverfront and the SEC and the Hydro could be established, encompassing existing neighbourhood areas and local amenities.



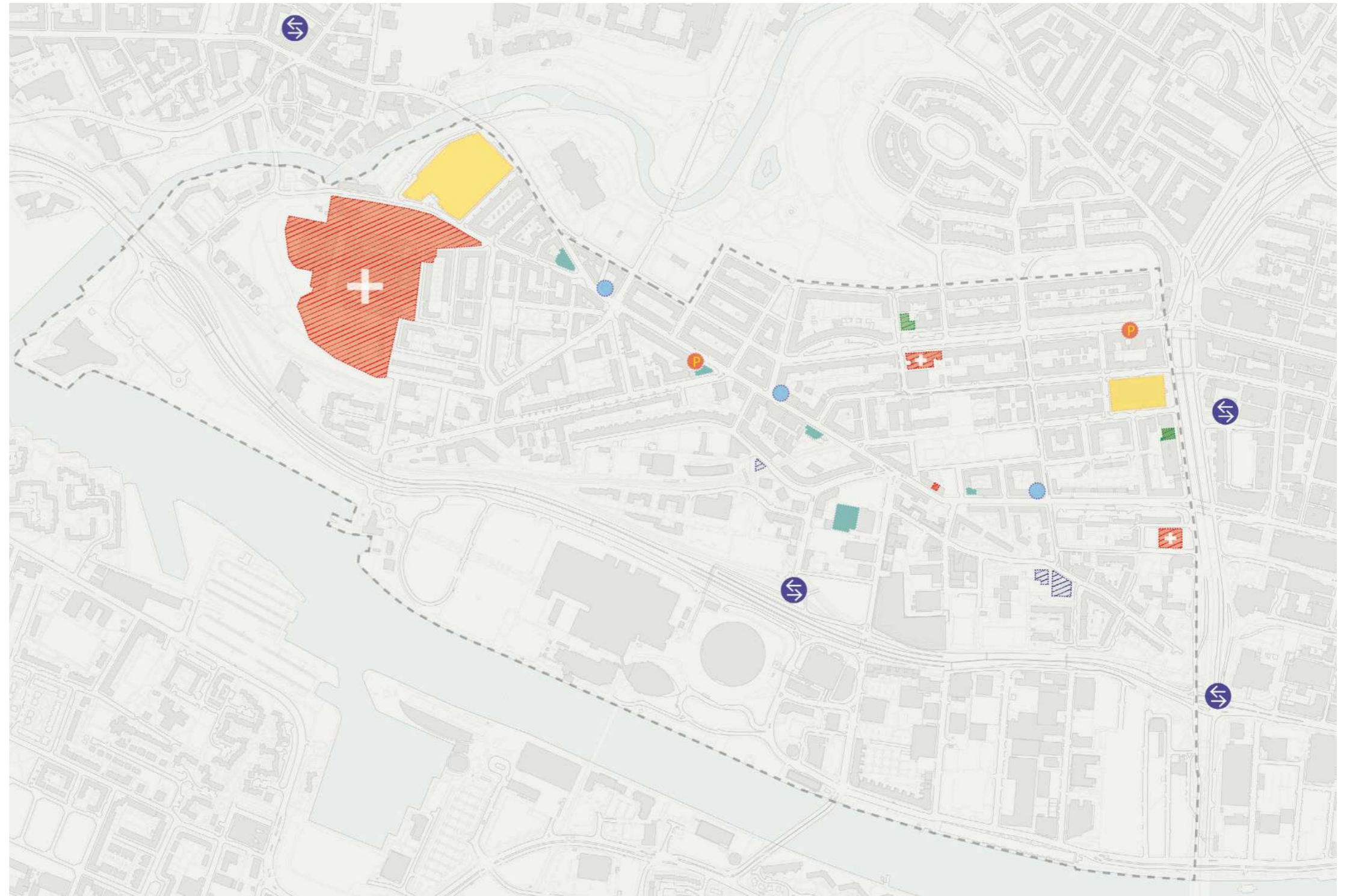
-  Existing Connections
-  Proposed Connections
-  Proposed Nodes between Cultural Buildings
-  Enhanced Vibrancy of Street Connections

Cultural Buildings and Proposed Connections

# 06 - STRATEGIC MOVES - WHOLE SITE









## 06.13 Existing Local Amenities

A large amount of the local amenities are positioned on or close to Argyle and Sauchiehall Street.



Existing Local Amenities

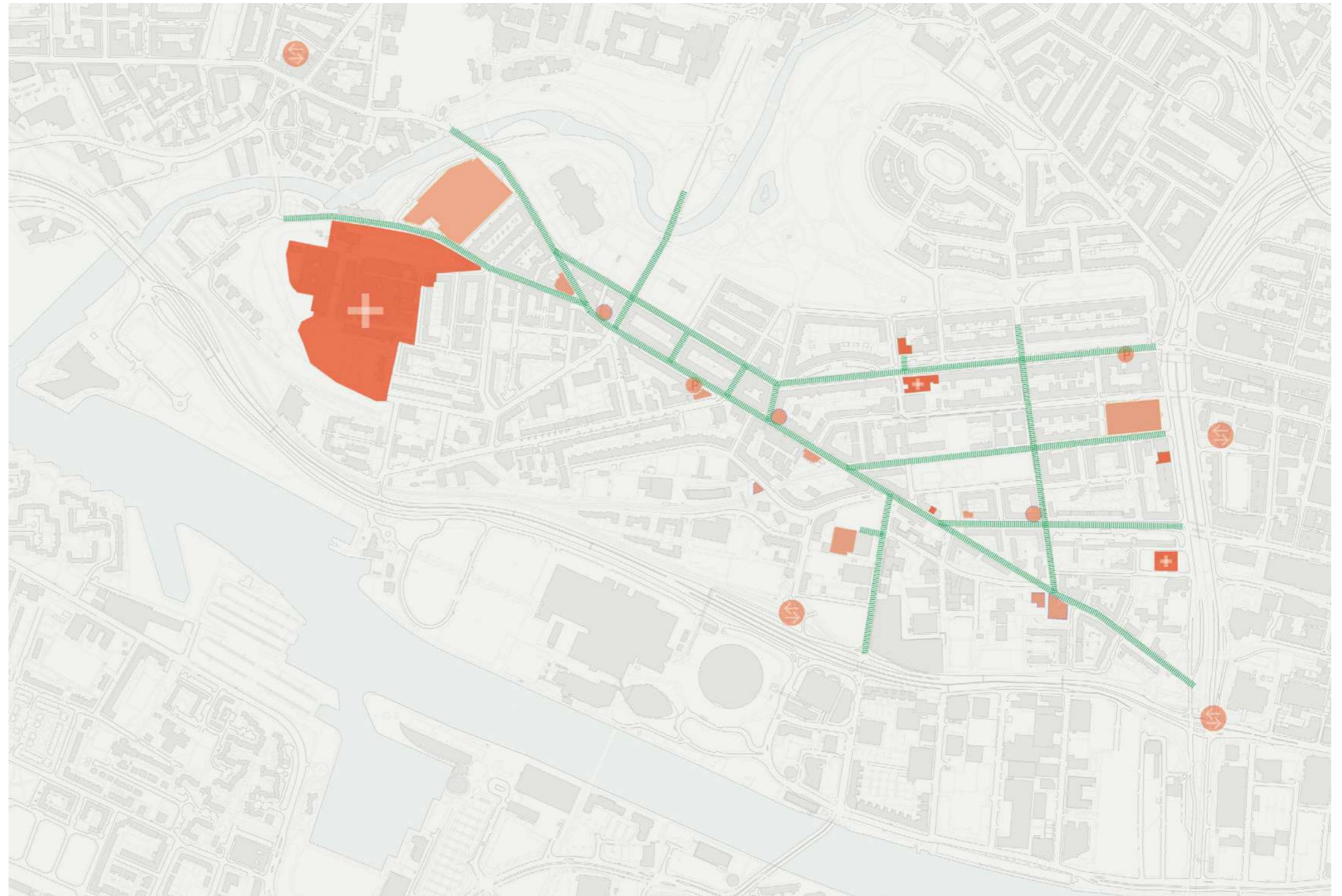
### KEY

-  Community Centres
-  Healthcare Facilities
-  Pharmacy
-  Post Office
-  Banks
-  Library
-  Train Station
-  Super Markets



# 06 - STRATEGIC MOVES - WHOLE SITE

## 06.14 Everyday Journeys - Connections to Local Amenities

Connections to Local Amenities with proposed Active travel Corridors and Streetscapes.



### KEY

-  Local Amenities
-  Relevant proposed Streetscapes that promote streets for people and Active travel. These improve everyday journeys in-between local amenities.

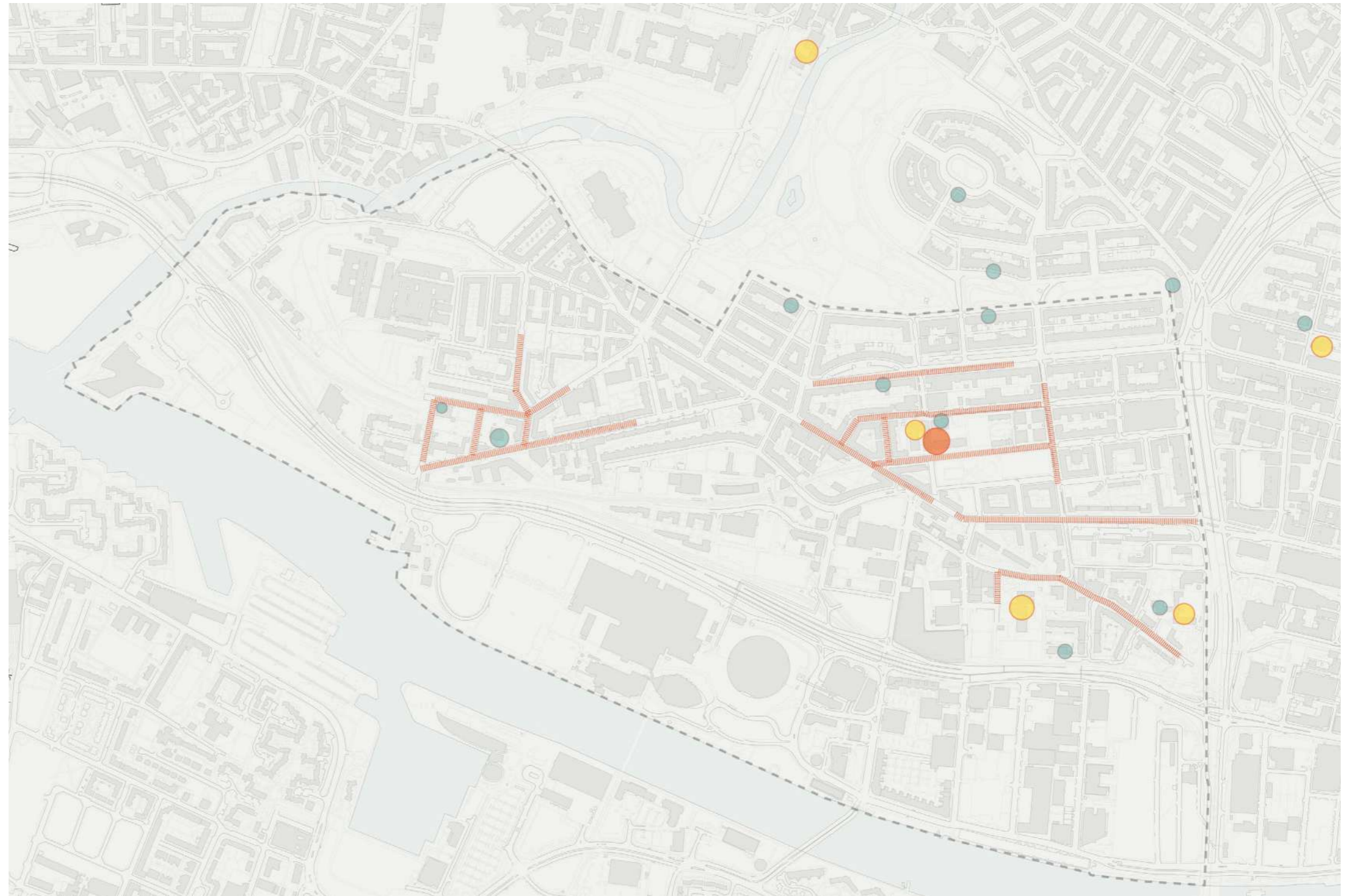
Everyday Journeys - Connections to Local Amenities

# 06- STRATEGIC MOVES - WHOLE SITE





## 06.15 Existing Streetscapes Around Schools and Nurseries

Nearby busy roads and smaller streets with car dominated streetscaping pose Health and Safety threats to small children outside of school hours.

With increased population due to Riverfront development school areas may become more busy or new primary schools may be needed.



### KEY

-  Nurseries
-  Primary Schools
-  Secondary Schools
-  Nearby poor Streetscapes that produce poor environments and pose a safety threat due to fast traffic.

Existing Streetscapes around Schools and Nurseries

## 06.16 Liveable Streets Improvements Around Schools and Nurseries







Relevant projects are shown that enhance the street environment and safety around existing schools and nurseries. In Anderston however the A814 and M8 boarder both primary schools and nurseries. They pose a significant threat to the children's wellbeing through fast moving cars, air and noise pollution as well the residents of Anderston.

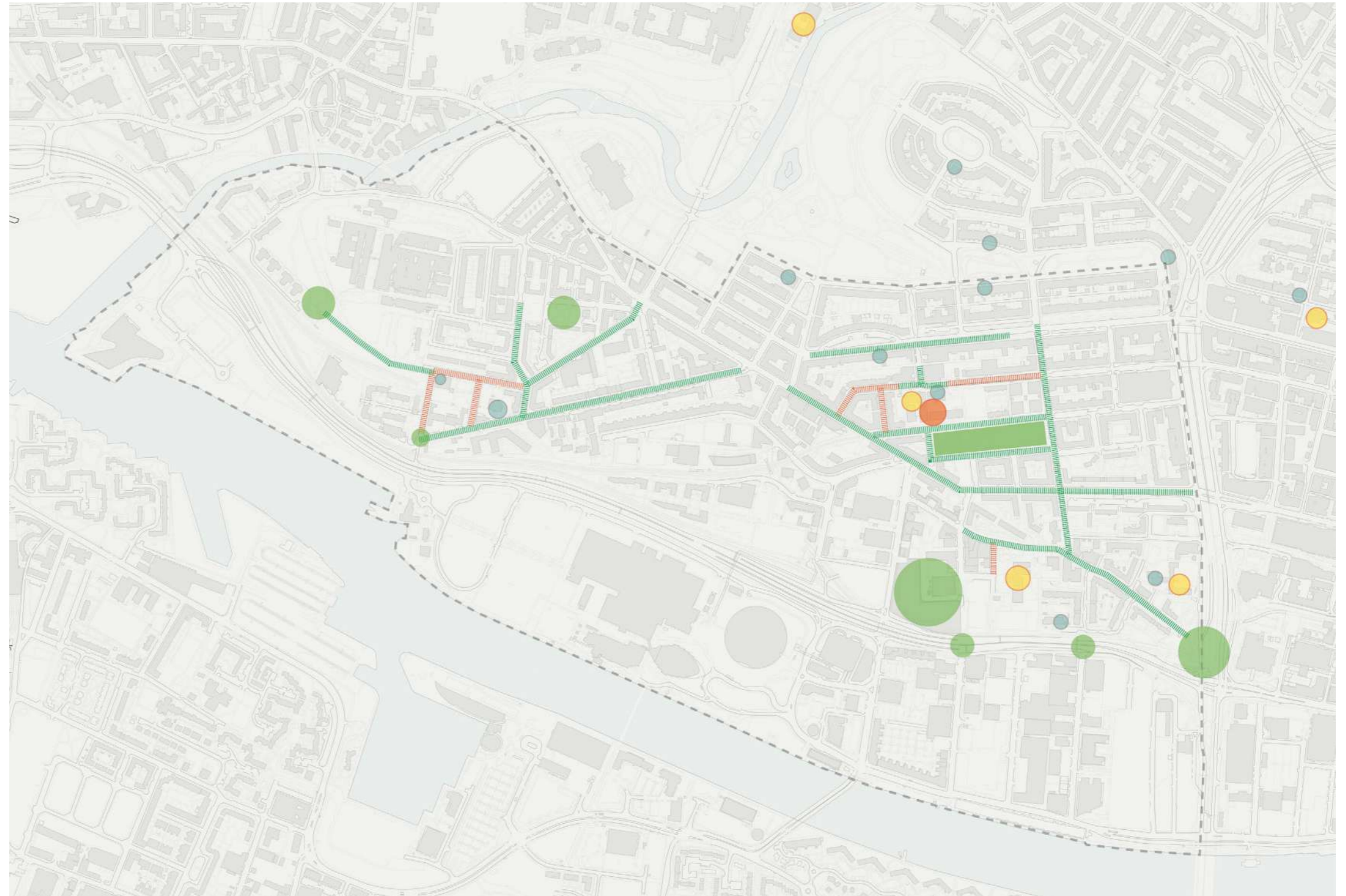
Although Projects have been introduced to enhance this area, such as:

- Connections to the Riverfront and City Centre
- Streetscaping of Argyle and Houldsworth Street
- Opening up Skypark

There is a limitation to its enhancement, specifically that of the schools and nurseries due to the express and motor ways.

### KEY

-  Nurseries
-  Primary Schools
-  Secondary Schools
-  Nearby poor Streetscapes that produce poor environments and pose a safety threat due to fast traffic.
-  Relevant improved Streetscapes that promote, active travel, streets for people and green space.
-  Relevant projects that will improve pedestrian environments.



Liveable Street improvements around Schools and Nurseries

# 06- STRATEGIC MOVES - WHOLE SITE

## 06.17 New Developments - On Site / Approved / Pending

Refer to the Appendices for further information specifically related to the developments.



**KEY**

-  On-Site
-  Approved
-  Pending
-  Rejected

**Development Status**







# 06- STRATEGIC MOVES - WHOLE SITE

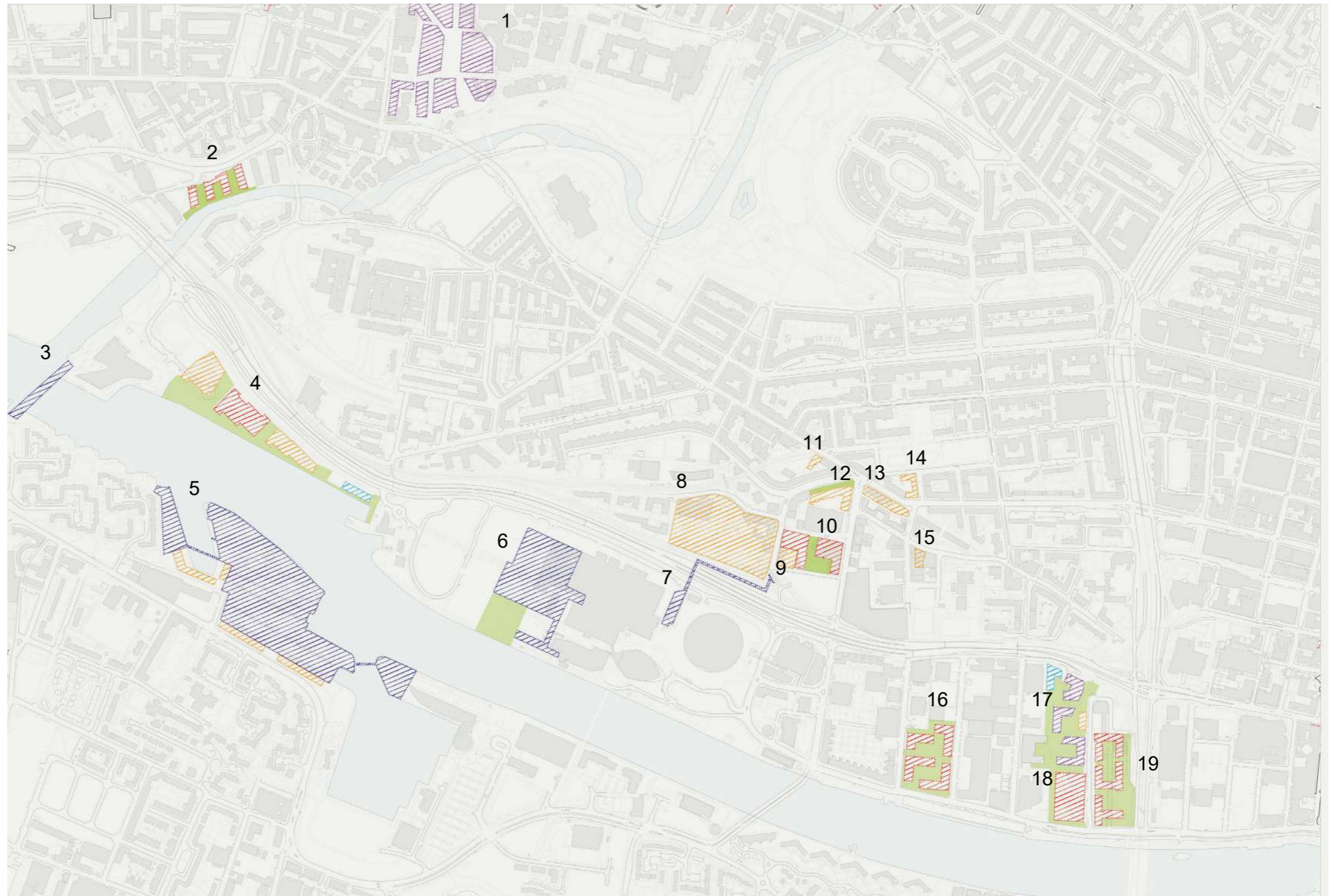
## 06.18 Proposed New Developments

Currently at the River Front a process of breaking down the large industrial blocks is being undertaken, a block at a time. The large plot sizes (often whole blocks) is allowing large amounts of Build to rent, Private sale, offices and hotels to be designed/built. This report suggests that these developments be looked at through the livable Neighbourhood lens to determine if these developments will foster sustainable places to live and if they are appropriate for their immediate contexts.

Smaller plots further north have planned private buy flats and the Riverfront has a series of civic/ events projects planned that will enhance these areas.

### KEY

-  Residential Private Rent
-  Residential: Build to Rent
-  Events/ Civic Buildings
-  Hotels
-  Offices/ University Buildings
-  Proposed new public spaces within developments



Improved and Proposed North South Connections

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

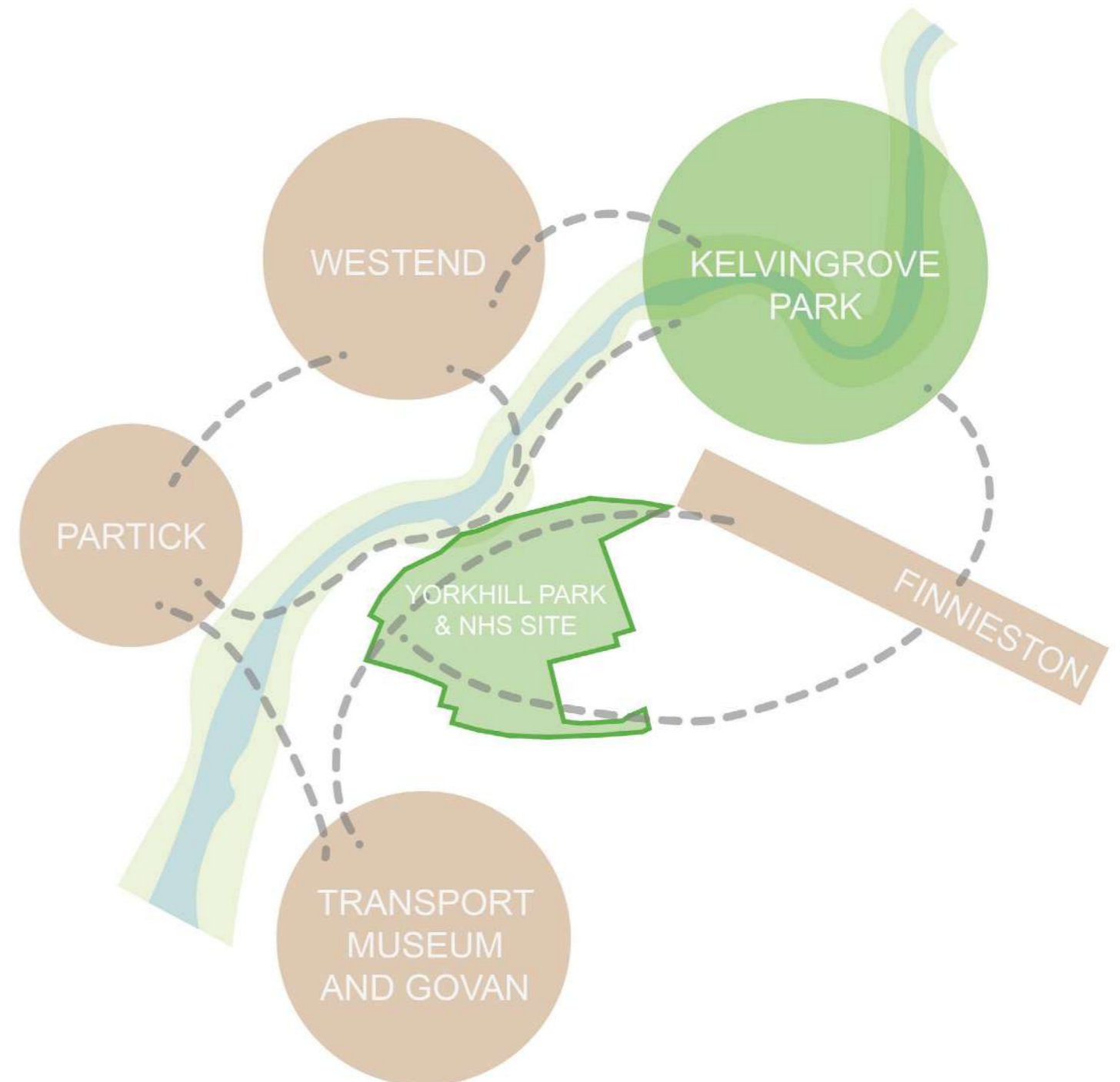
## 07.1 Yorkhill - Observations and Principles for Design

### Observations -

- Yorkhill Hospital Site has potential to increase N-S and E-W connectivity.
- Strong community at Yorkhill Park and Overnewton Square. However this area is 1 of 2 most deprived areas in the LN Area.
- Large Transient Student population around Kelvinhaugh Area and across the Kelvin River the North West.
- Potential for better connections to Transport museum
- Potential for connection along the River Kelvin and between Yorkhill Park and Kelvingrove.

### Principles for Design -

- Prioritise Overnewton Square area when filtering projects to enhance day to day lives of people and increase general health and well-being in the area.
- Work with and listen to the existing community and look to enhance existing agency within the area.
- Strive for inclusivity and accessibility for future developments and interventions within the area.
- Look to increase connections across A814, reduce the negative effects of expressway traffic on local residents and enhance spaces around the expressway.



Yorkhill Wider Connections

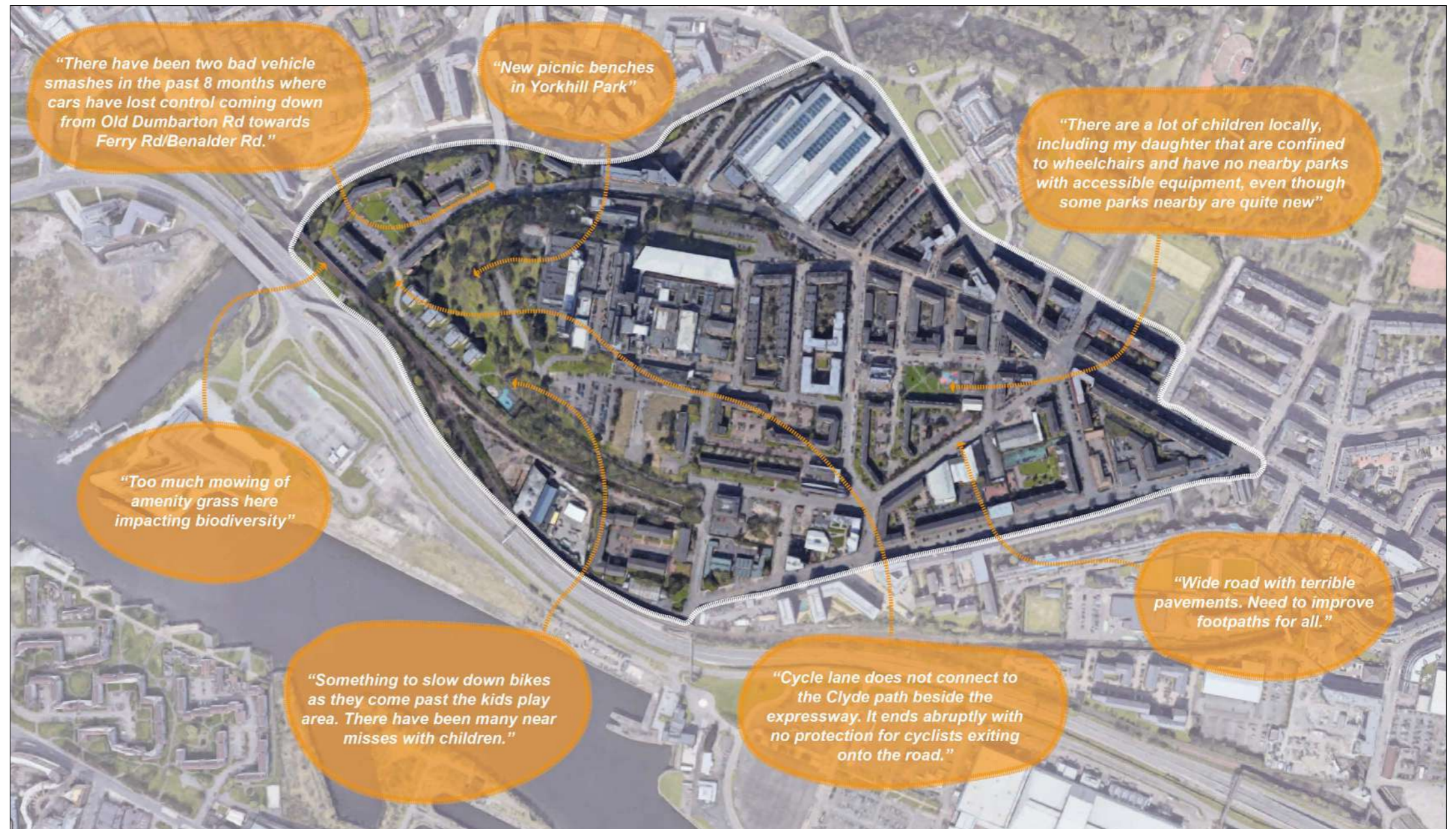


# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.2 Yorkhill - Consultation and Commonplace Feedback

Popular Themes:

- Inadequate cycling infrastructure
- Poor quality pedestrian environment
- Heavy traffic and vehicle dominance
- Inefficient journeys to important destinations
- Potential for better green spaces and biodiversity
- Anti-social behaviour in public areas
- Lack of maintenance to public realm



Feedback from Yorkhill

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

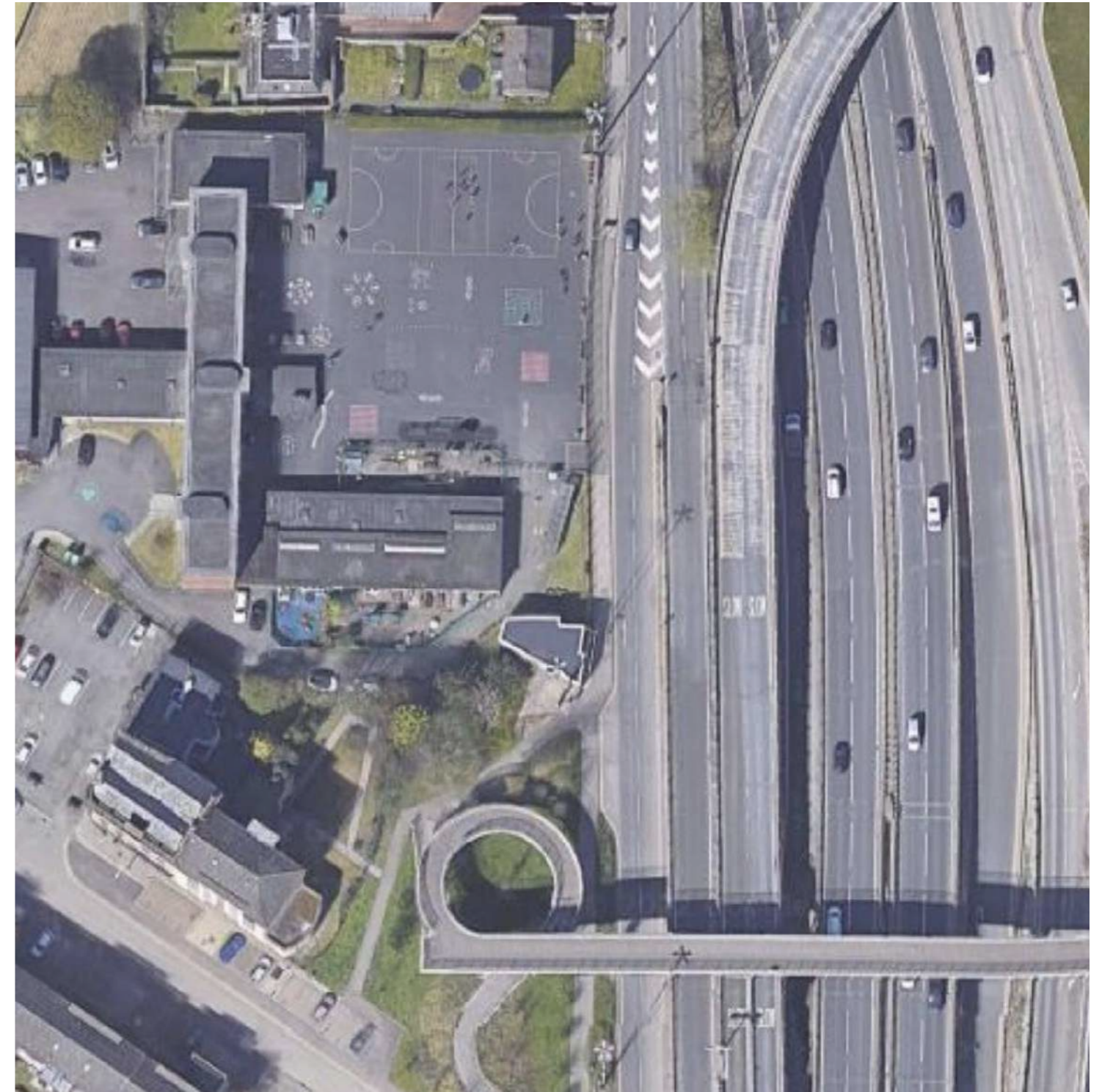
## 07.3 Anderston / Finnieston - Observations and Principles for Design

### Observations -

- Community of Anderston 1 of 2 most deprived areas in the LN whole Area with low health and well-being levels.
- Strong Local Community including a community centre and two schools however the area has limited connectivity and is heavily effected by M8 and A814.
- Large amount of Elderly/ sheltered housing in Anderston
- Finnieston Street has many derelict plots and limited active street frontages. There are some private sale and build to rent development applications on these plots. This street could potentially be a main route from Finnieston to the SEC as currently the Exhibition Centre tunnel bridge brings crowds onto a quiet residential street.
- Skypark Building supports local economy with footfall into local town centre by office workers. However, the building currently occupies a large section of this street with little to no active street frontage. The building is presently closed off to the wider city but with a few small changes to the organisation of how the building addresses it's context, has the potential to activate Finnieston Street and contribute more to the local community of Anderston.

### Principles for Design -

- Look to improve Local Town Centre and connections between the existing communities, the park and the riverfront.
- Provide opportunities for green space connectivity for plants and wildlife
- Seek to reduce impact of the car, giving over more space to people and activities related to recreation and commerce.
- Seek to ensure that design are inclusive and include all communities in the area.



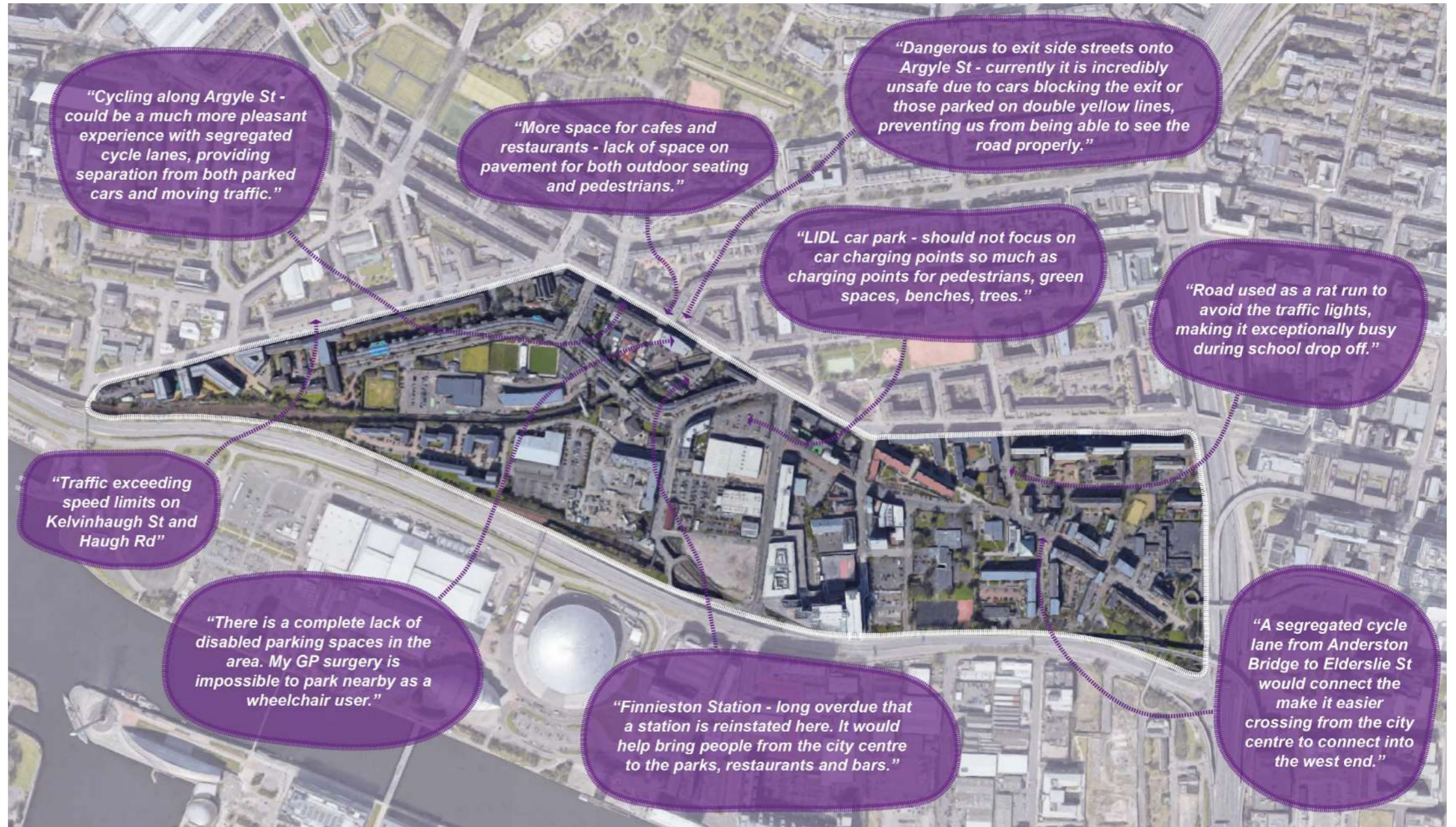
A Primary School in Anderston backed against the M8.

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.4 Anderston / Finnieston - Consultation and Commonplace Feedback

Popular Themes:

- Poor quality pedestrian environment
- Issues with traffic, vehicular access and parking
- Inadequate cycling infrastructure
- Need for better green spaces and play areas
- St Vincent Crescent Conservation Area
- Accessibility and disabled parking



Feedback from Anderston and Finnieston

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.5 Charing Cross and Park - Observations and Principles for Design

### Observations -

- Large amount of wasted space on Sauchiehall Street designated to cars that could be used for pedestrians or greening.
- Connections to Kelvingrove Park could be stronger with more obvious connections from Sauchiehall Street to Woodside Place.
- Main Active Travel North- South (Elderslie Street) and East West (Sauchiehall Street/Argyle Street/ Kent Road) connections are under utilised for pedestrian and cycle use.
- Kent Road Park and surrounding streets are under-utilised due to car dominance.
- Kent Road and Argyle Street cross is an important point that overlaps the Charing Cross/ Park, Anderston and Yorkhill areas. There is a potential for an important and vibrant node that is activated further by reintroducing Finnieston Station.
- Cycling routes aren't connected well.
- M8 boundary significantly hinders active travel routes and liveable streets.

### Principles for Design -

- Look to improve connections to the park and to promote active travel / improved everyday journeys.
- Provide opportunities for green space connectivity for plants and wildlife
- Seek to reduce impact of the car, giving over more space to people and activities related to recreation and commerce.
- Look to repair disconnect between west of the M8 and the city centre.



Images showing potential connection between The Pyramid and Kelvingrove Park

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.6 Charing Cross and Park - Consultation and Commonplace Feedback

### Popular Themes -

- Inadequate cycling infrastructure
- Heavy traffic and vehicle dominance
- Poor quality pedestrian environment
- Noise and air pollution from M8 motorway
- Accessibility and disabled parking issues generally



Feedback from Charing Cross / Park

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.7 Riverfront - Observations and Principles for Design

### Observations -

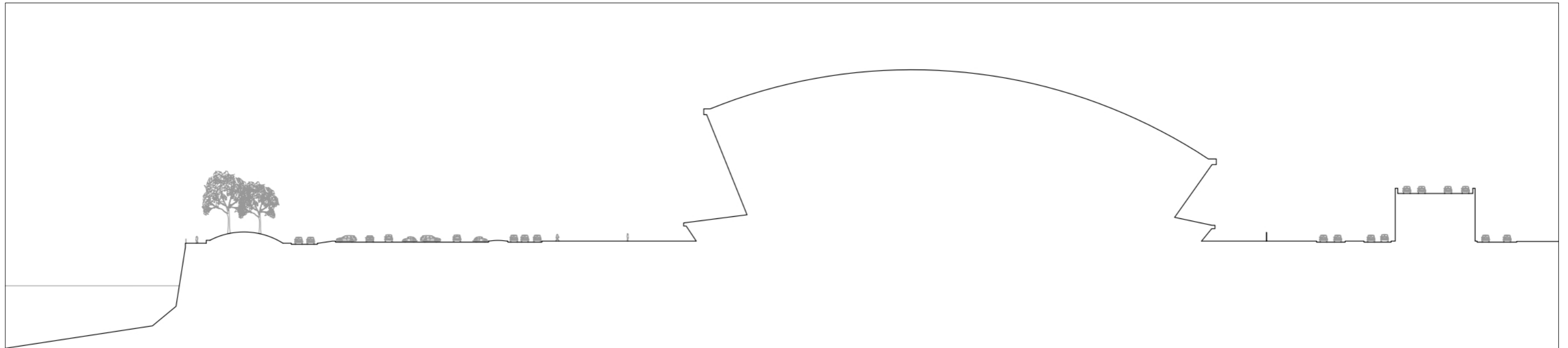
- Problems with unobstructed riverfront due to privatisation and large highway.
- Generally disconnected due to railway and A814. A814 also contributes to unpleasant environment, as well as health risks (traffic, pollution etc.)
- Car parking dominance at SEC and Hotel District due to land privatisation and transient inhabitants.
- Block structure breaking down

- Tension between new neighbourhood and large event/civic buildings.
- Large build to rent developments taking up whole blocks, having no ground activity contributing to the street.

### Principles for Design -

- Streets and Public spaces that serve the people that live in this area more than the people that visit. (e.g. liveable street and local town centres over large highways and private car parks)
- An 'Areas for Greater Change' study that looks at the interaction between the new neighbourhoods and the civic/events spaces that will mostly host transient inhabitants. This relationship must promote the mixing of 'tourist/visitor' and 'local', however in some places must give the appropriate intimacy of a neighbourhood.

- Looking at proposed developments using the LN principles and the previously mentioned attitude.
- Prioritising public space at, and connectivity to, the river front. Linking back to Finnieston, Yorkhill and Anderston. Looking at Kelvinhaugh and Finnieston Street as main links to city from waterfront, promoting local businesses and vibrant public realm.



A section showing the car dominance of Glasgows 'World Class' Riverfront






# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

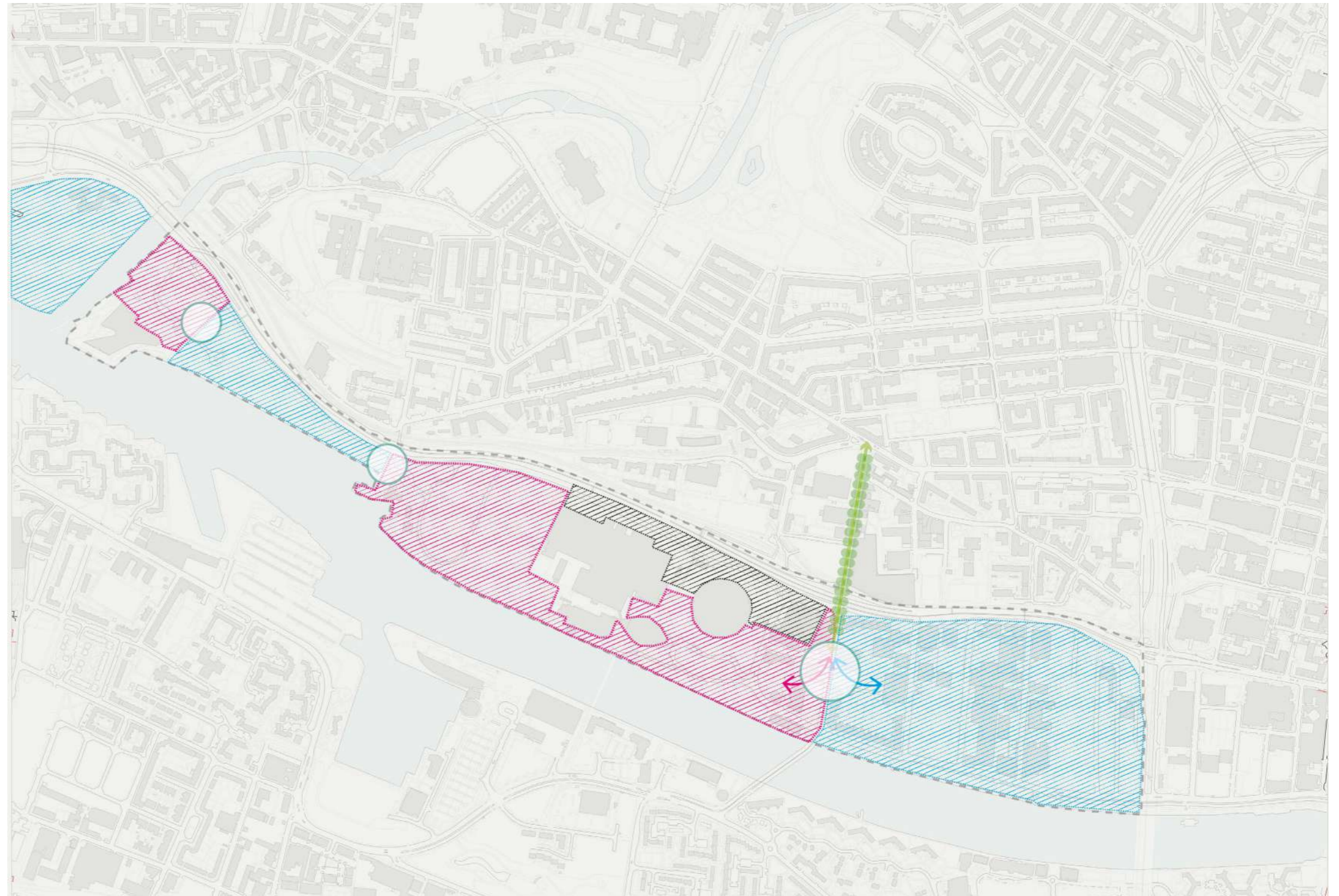
## 07.8 Riverfront - Integration of New Neighbourhoods and Large Event / Civic Areas

One of the suggestions for this area is an 'Areas for Greater Change' Study, that would look at the interaction between the new neighbourhoods and the civic/events spaces along the riverfront.

This relationship must promote the mixing of 'tourist/visitor' and 'local', and how this can be successfully combined and managed.

### KEY

-  New Neighbourhood. Mix of Residential, retail, office and hotels. The area will mostly be about itself and the people in it.
-  Existing Civic, Cultural and Events Areas. Largely about the rest of the city, region and country. The area mostly serves transient inhabitants.
-  Finnieston Street - a new Green corridor used as an anchor between the the two areas and between the River and Finnieston.
-  Important points - attention to how the two areas meet/ integrate is needed in terms of public realm design, building type and street edge conditions.
-  Service Backs



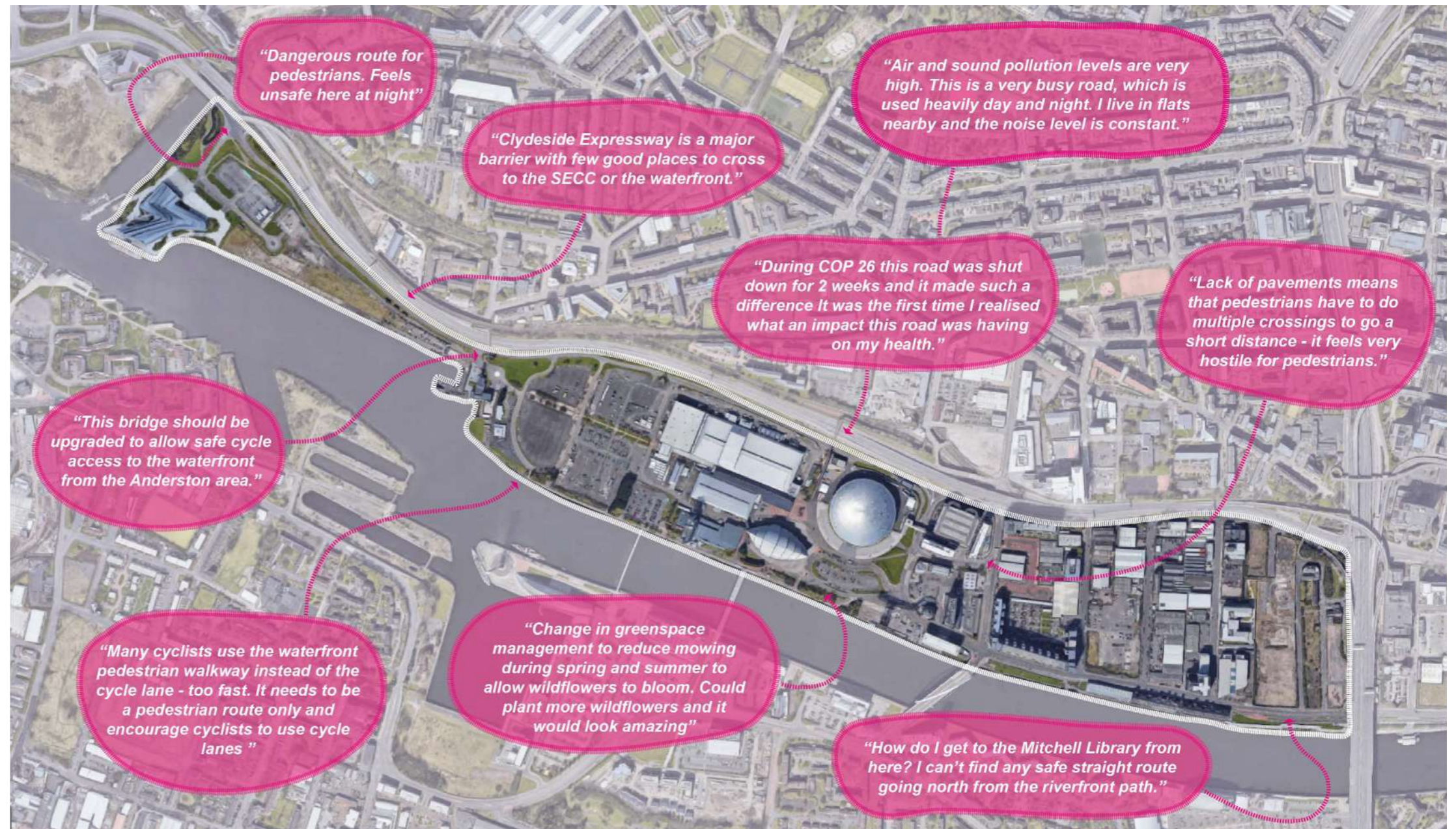
Integration of New Neighbourhood and Large Events/ Cultural Areas

# 07 - INDIVIDUAL AREAS - OBSERVATIONS AND PRINCIPLES FOR DESIGN

## 07.9 Riverfront - Consultation and Commonplace Feedback

Popular Themes:

- Inadequate cycling infrastructure
- Poor quality pedestrian environment
- Heavy traffic and vehicle dominance
- Inefficient journeys to important destinations
- Potential for better green spaces and biodiversity
- Anti-social behaviour
- Lack of maintenance to public realm



Picked out Commonplace comments in the Riverfront Area



# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.1 Process for Long List Projects

The diagram below displays the process for deciding on the final list for proposed projects. The initial list of circa 50 opportunities were selected based on input from community consultation and Commonplace feedback; they were then narrowed down into a smaller number due to project duplications, or through the process of grouping projects together; and also feasibility and cost implications were taken into consideration to fine tune a final list of project proposals. Not all final projects will initially be taken forward by GCC; the purpose for inclusion of these project proposals is to provide support to other organisations and social groups in applying for funding/grants that are not available to Local Authorities.



\* Some of the project proposals that have been identified will not be delivered directly by GCC. The purpose of inclusion of those project proposals is to provide support to other organisations and social groups in applying for funding/grants that are not available to Local Authorities.

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.2 Proposed Projects Overview

A list of over 50 opportunities for potential projects and interventions was compiled through Community Consultations / Commonplace Feedback /Stakeholder Engagement, and baseline desktop and on site studies.

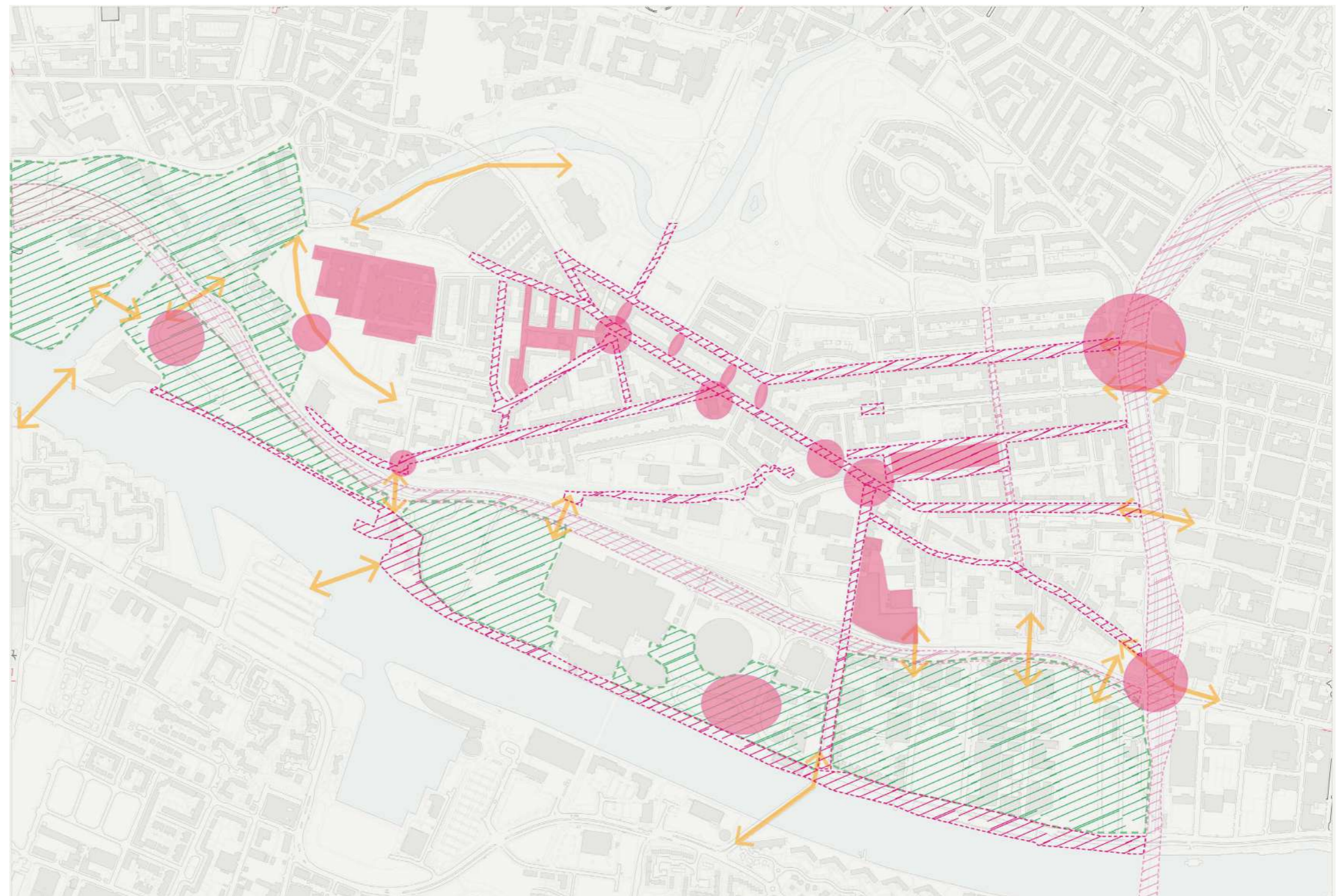





Diagram of Initial 50 Proposed Projects

**KEY**

-  Areas of Greater Change
-  Streetscapes
-  Creating a Place/ Node & Intervention Projects
-  Connections

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.8 List of 15 - 25 Projects

A List of 22 Projects has been identified, at a variety of scales across the Liveable Neighbourhoods study area. These relate to the areas of Yorkhill, Finnieston, Anderston, Charing Cross and Park, and The Riverfront, providing opportunities for an inclusive design approach across the whole Liveable Neighbourhoods area. These projects seek to promote Streets for People, Active Travel, promote Everyday Journeys and encourage the use and development of Local Town Centres.

-  - Green Space
-  - Local Town Centre
-  - Active Travel Route
-  - Proposed Streets for People Improvements
-  - Junctions for Redesigning and Nodes within Streets for people projects
-  - Significant Improvement in Green Infrastructure as part of Streets for people project.
-  - Significant or Challenging Project (bridge or major infrastructure Change)
-  - Suggested Masterplan Area
-  Streets For people Area

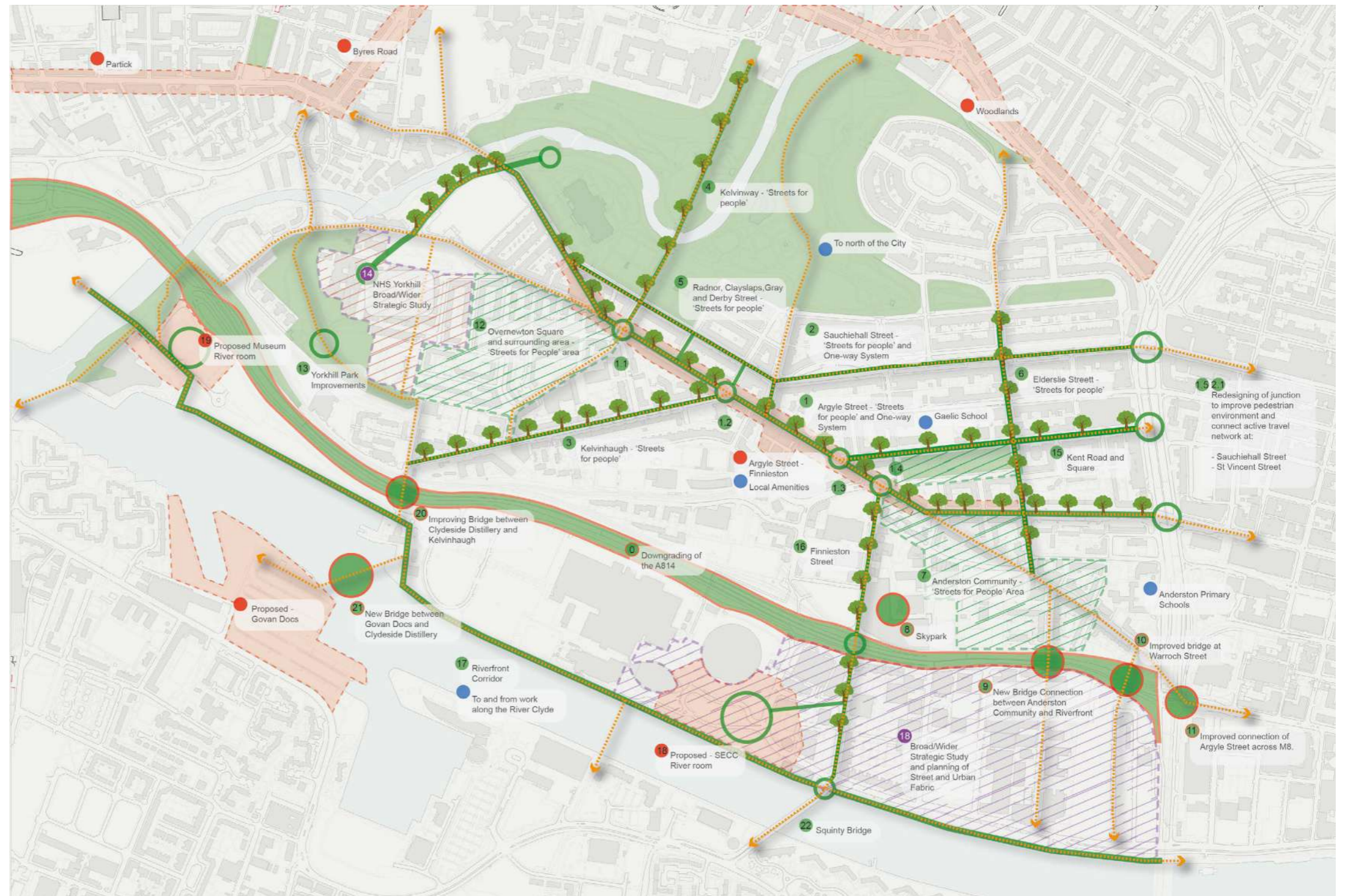


Diagram of 22 Proposed Projects

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

# 08. PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.9 Grouping of Projects

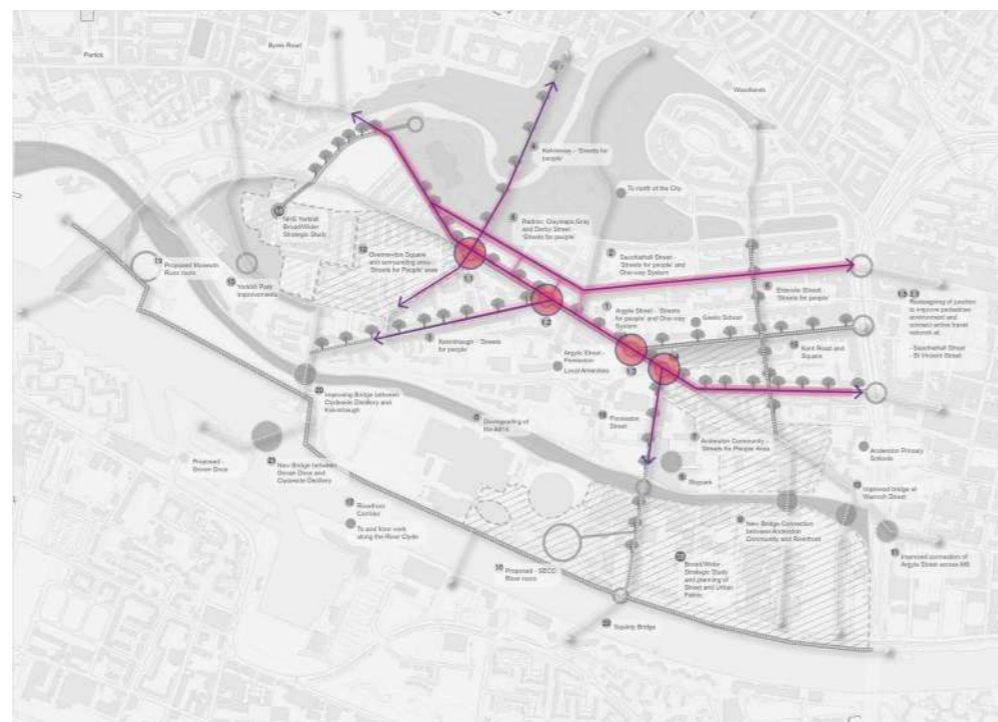
The following groups have been made to highlight the key intentions of the projects and to show the relationship between them.

**Group 1 - Prioritising Streets For People and Local Town Centres**

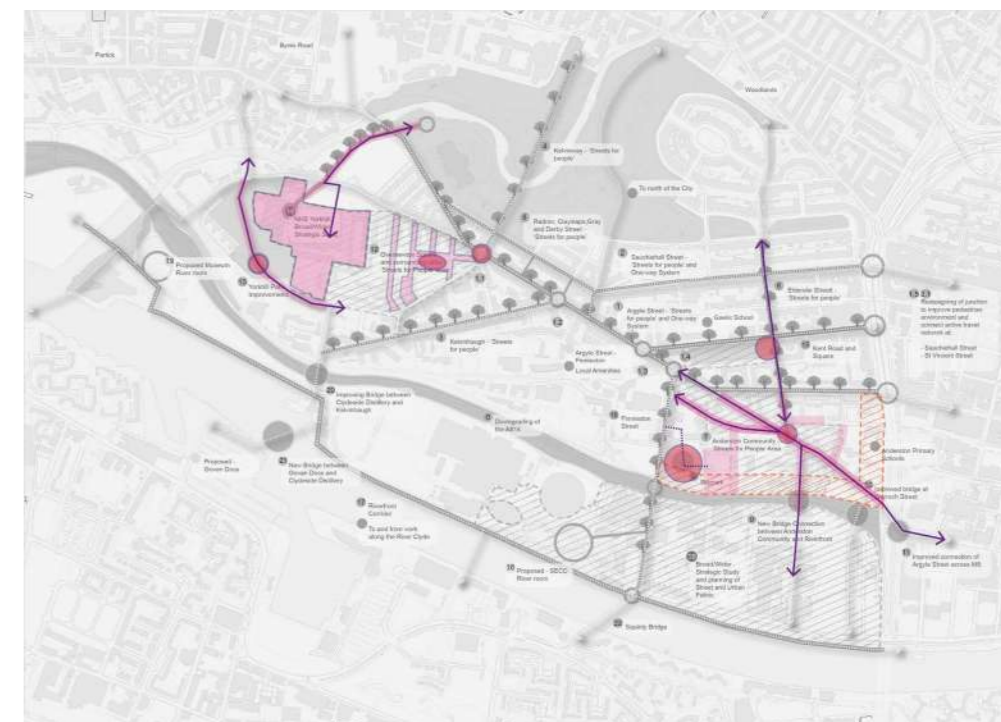
**Group 2 - Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All**

**Group 3 - Mitchell Library to The Riverfront - A Cultural Avenue**

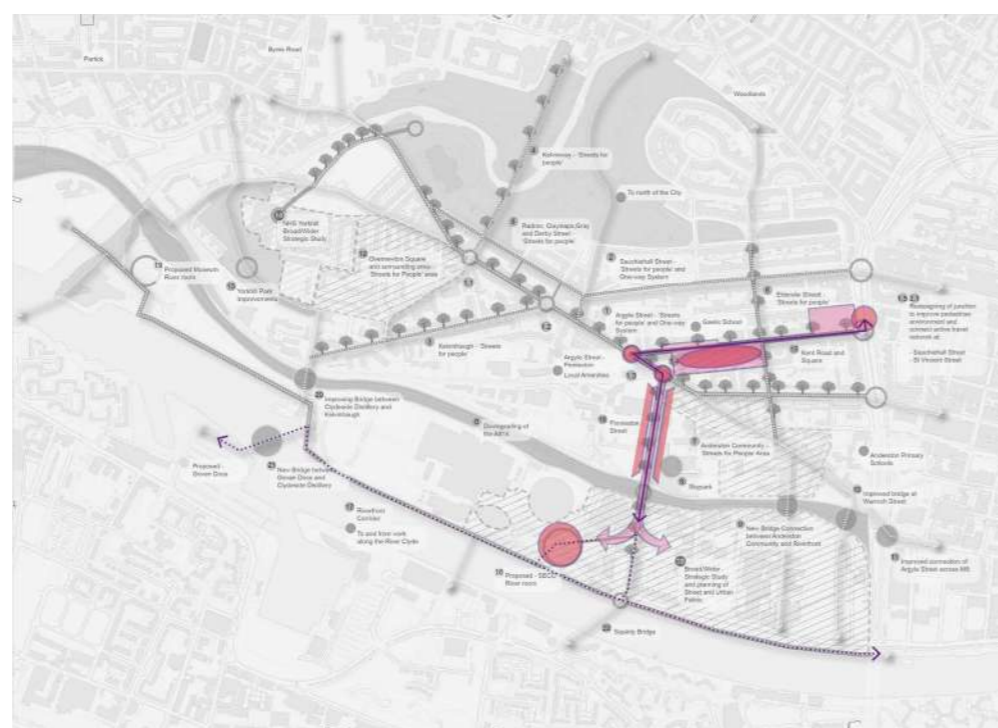
**Group 4 - The Riverfront – Connections and Nodes Amongst Areas of Significant Change**



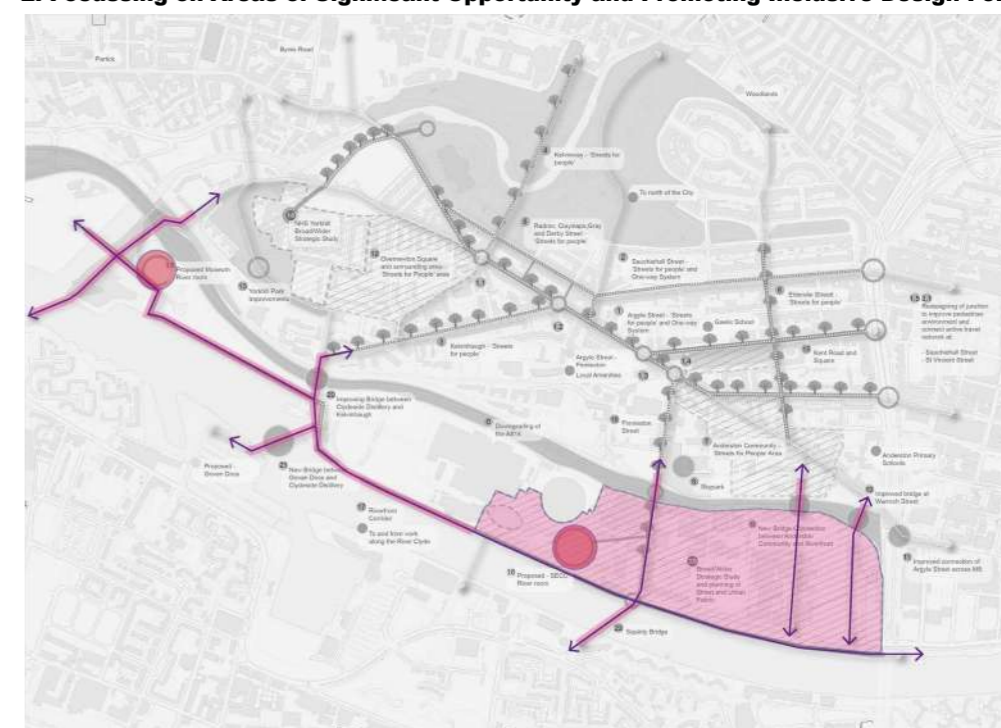
**1. Prioritising Streets For People and Local Town Centres**



**2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All**



**3. Mitchell Library to The Riverfront - A Cultural Avenue**



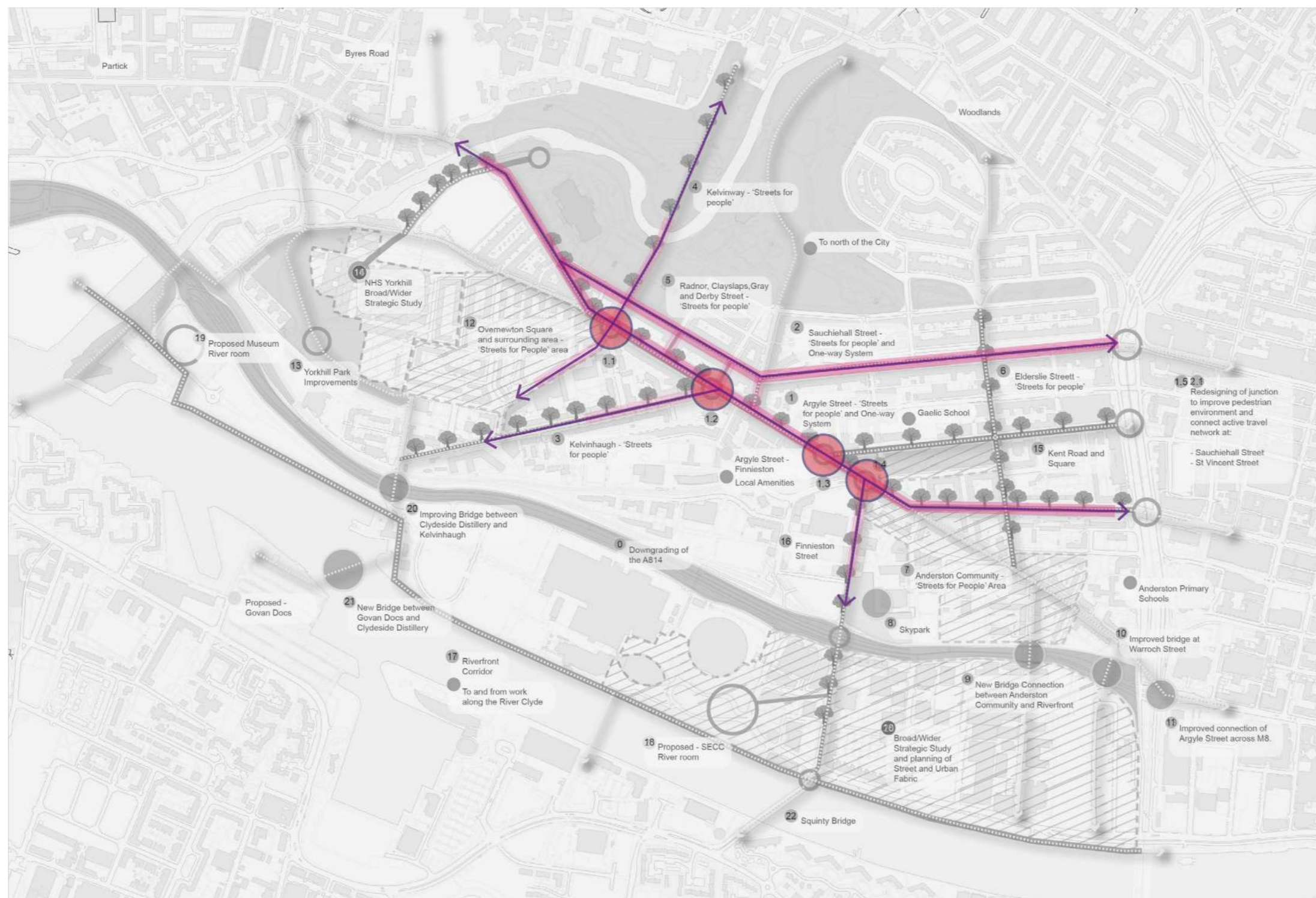
**4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change**

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS




## 08.10 Prioritising Streets For People and Local Town Centres

### Group 1 - Aims and Objectives

To enhance Streets for People, promote green space and green connectivity, and to encourage vibrancy of Local Town Centres / Increased Active Travel and pedestrian connectivity to and from Local Town Centres. Improving connections between local amenities. Introducing a one-way traffic system to increase space for Streets for People and Active Travel.



Group 1 - Prioritising Streets For People and Local Town Centres - Aims and Objectives

-  Redesigning of junction/ node and place projects
-  Intended connectivity improvements/ Links
-  General Intervention Area

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.10 Prioritising Streets For People and Local Town Centres

### Group 1 - As a Whole (5 Projects)

**1. Improved Streetscaping of Argyle Street/St Vincent with One-way System, Greening and Pedestrian/Cycling Space.**

- 1.1 Haugh Road and Argyle Street Cross
- 1.2 Kelvinhaugh and Argyle Street Cross
- 1.3 Argyle Street - Kent Road / (Finnieston Cross)
- 1.4 Argyle Street and Finnieston Street Cross
- 1.5 St Vincent Street at M8: Redesigning of junction to improve pedestrian environment and connect active travel network

**2. Improved Streetscaping of Sauchiehall Street with One-way System, Greening and Pedestrian/Cycling Space**

**2.1 Sauchiehall Street at M8: Redesigning of junction to improve pedestrian environment and connect active travel network**

**3. Improved Streetscaping of Kelvinhaugh Street with Greening and Pedestrian/Cycling Space.**

**4. Improved Streetscaping of Kelvin Way with Greening and Pedestrian/Cycling Space**

**5. Improved Streetscaping of Radnor Street, Clayslaps Road, Gray Street and Derby Street with Greening and Pedestrian/Cycling Space and a focus on choosing through roads**



Group 1 - Prioritising Streets For People and Local Town Centres - All Projects in Group

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.10 Prioritising Streets For People and Local Town Centres



Castle Street, Liverpool



Marseille - Oneway and Traffic Calming



Pedestrian Priority Street, Dundee.

### Group 1 - Individual Projects

#### 1. Improved Streetscaping of Argyle Street / St Vincent Street -

Reduced to one-way, introduce traffic calming measures via proximity. Increase pedestrian space. Introduce segregated cycle lanes. Enhance existing commercial activity on the street and allow more space for residents. Introduction of greenery / Trees to announce the street as a main route.

#### 1.1 Hagh Road and Argyle Street Cross -

Possible node: With traffic calming measures, increased pedestrian zones and reduced highway width. Cafes and bars can spill out onto the street.

#### 1.2 Kelvinhaugh and Argyle Street Cross -

More pedestrian space to allow cafes, bars and shops to spill out onto the street.

#### 1.3 Argyle Street - Kent Road (Finnieston Cross) -

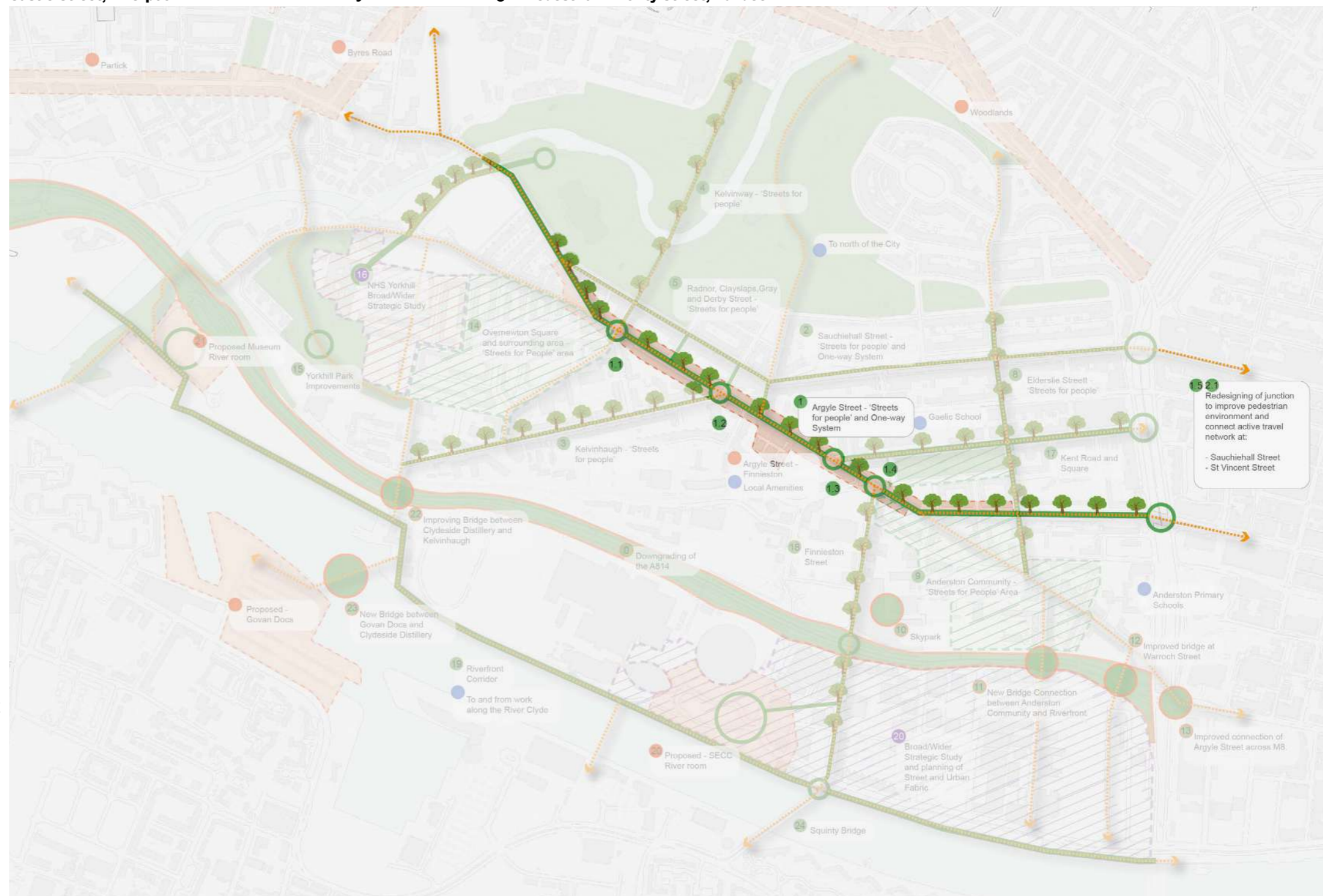
More pedestrian space to allow cafes, bars and shops to spill out onto street. Train station re-opened increasing footfall in area. Flexible public spaces provide space for spontaneous social interaction, play and agency.

#### 1.4 Argyle Street and Finnieston Street Cross -

Rearranged road layout and increased pedestrian areas. Contributes to a more attractive and a pleasant link between Finnieston and the Riverfront and enhances the street space for shops and locals.

#### 1.5 St Vincent Street at M8, Redesigning of junction to improve pedestrian environment and connect active travel network -

To give more room to pedestrians, Streets for People, and prioritise space for cyclists and Active Travel.



Group 1 - Prioritising Streets For People and Local Town Centres - Projects 1 - 1.5

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.10 Prioritising Streets For People and Local Town Centres



Valence Avenue - Traffic Calm Highway



Reclaiming parts of the Street, Dundee



Pedestrianised Streets, Bristol

### 2. Improved Streetscaping of Sauchiehall Street with One-way System, Greening and Pedestrian/ Cycling Space -

Streetscaping to enhance greening, increase pedestrian area (activating reduce traffic to one-way and allow for cycling both ways).

Project would include: Reducing space allocated to parking and enhancing streets relationship to office/ retail spaces of buildings. Reducing highway to one way and introducing traffic calming measures (scaping of highway not speed humps or signage), introducing two-way cycle lanes, introducing larger pedestrian zones and greenery.

### 2.1 Sauchiehall Street at M8 Redesigning of junction to improve pedestrian environment and connect Active Travel network

To give more room to pedestrians and prioritised access for cyclists.

Upgrade options could include: Improving/ connecting landscaping either side and enhancing existing pedestrian route to make it more pedestrian and cycle friendly.



Group 1 - Prioritising Streets For People and Local Town Centres - Projects 2 - 2.1



# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.10 Prioritising Streets For People and Local Town Centres



Sheffield City Centre: Grey to Green - Before - Design - After



### 3. Improved Streetscaping of Kelvinhaugh Street with Greening and Pedestrian/Cycling Space -

Largely given over to student accommodation. Well used by cyclists and pedestrians and for travelling to and from SWG3, with limited pedestrian use of current non DDA compliant footbridge across the A814 Clyde-side Expressway.

Project would include: Reducing highway to one way and introducing traffic calming measures through proximity and chicanes (scaping of highway not speed humps or signage), introducing two-way cycle lanes, introducing larger pedestrian zones and greenery. Linking in with Overnewton 'Liveable Streets Area' to rethink traffic circulation.

### 4. Improved Streetscaping of Kelvin Way with Greening and Pedestrian/Cycling Space -

Streetscaping to enhance pedestrian and cycling connectivity between Woodlands and Finnieston. Additional greening along street.



Group 1 - Prioritising Streets For People and Local Town Centres - Projects 3 - 4

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.10 Prioritising Streets For People and Local Town Centres



Flexible public space, Vinicombe Street, Glasgow



Public Realm Incorporating play, Barcelona

5. Improved streetscapes of Radnor Street, Clayslaps Road, Gray Street and Derby Street with Greening and Pedestrian/Cycling Space and a focus on changing the character of these north south connecting roads -

Traffic calming, reduced/smarter street parking and reconsideration of these streets role in the local traffic circulation. These small streets could be made into attractive places for residents and people visiting Argyle street.

Designs of each street to respond to retail/cafe activity, and minimising the impact of traffic between Argyle Street and Sauchiehall Street.



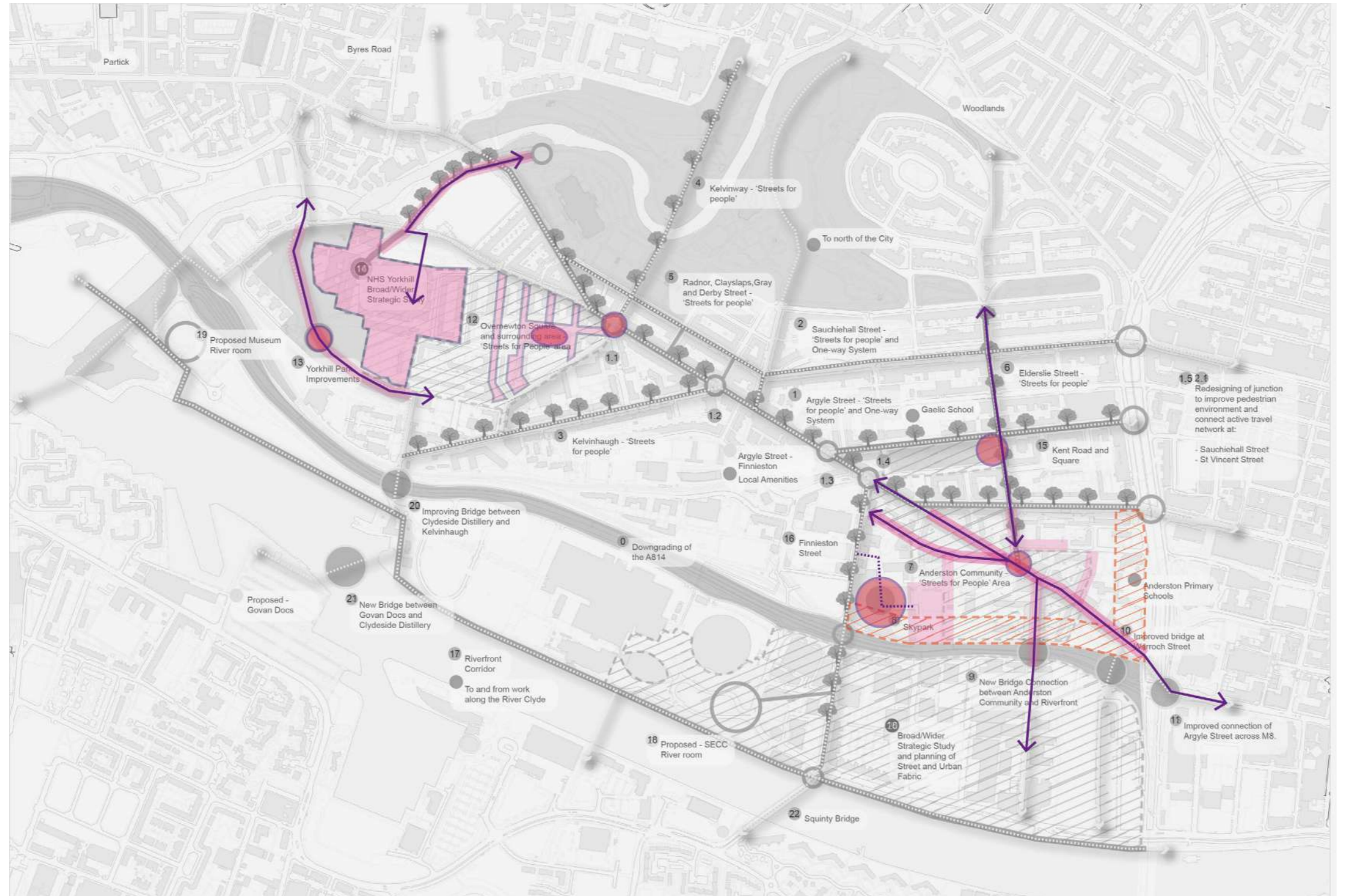
Group 1 - Prioritising Streets For People and Local Town Centres - Project 5

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS




## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All

### Group 2 - Aims and Objectives

To enhance Street Liveability and Green Space within areas that face specific challenges. Increasing Active Travel and pedestrian connectivity to and from these areas. Improving the immediate environment around schools and reducing the effects of the A814 Clydeside Expressway (and the M8) on health and wellbeing.



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - Aims and Objectives

-  Redesigning of junction/ node and placemaking projects
-  Intended connectivity improvements/ Links
-  General Intervention Area

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All

### Group 2 - As a Whole

#### Anderston (6 Projects) -

- 6. Improved streetscaping of Elderslie Street with Greening and Pedestrian/Cycling Space.
- 7. Streets for people Anderston Area: Improved streetscaping of Argyle Street (Anderston) and Houldsworth Street with Greening and Pedestrian / Cycling Space.
- 8. Potential Engagement Process with Skypark about the Public spaces around and within their building complex.
- 9. New Bridge - Connection over A814 from Little Street to the Riverfront.
- 10. Improved bridge connection over A814 at Warroch Street.
- 11. Improved connection of Argyle Street across M8. (Anderston Cross).

#### Overnewton Square and Yorkhill (3 Projects) -

- 12. Overnewton Liveable Streets Area: Overnewton Square and Connecting Streets
- 13. Enhancing Yorkhill Park and accessible connection through.
- 14. Yorkhill Hospital - Housing opportunities that could be a Liveable Neighbourhoods exemplar.



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - All Projects in Group

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All



Liveable Streets and greenery in Rotterdam

Street Closures for school in Hackney, London

### Group 2 - Individual Projects

#### 6. Improved Streetscaping of Elderslie Street -

Street-scaping to enhance pedestrian and cycling connectivity between Woodlands and Finnieston. Project would include: Introduce traffic calming design and look at space taken up by street parking. Increase pedestrian and green space where possible. Improve relationship to Kent Road Park and look at roads around the park as potential opportunities for Streets for People.

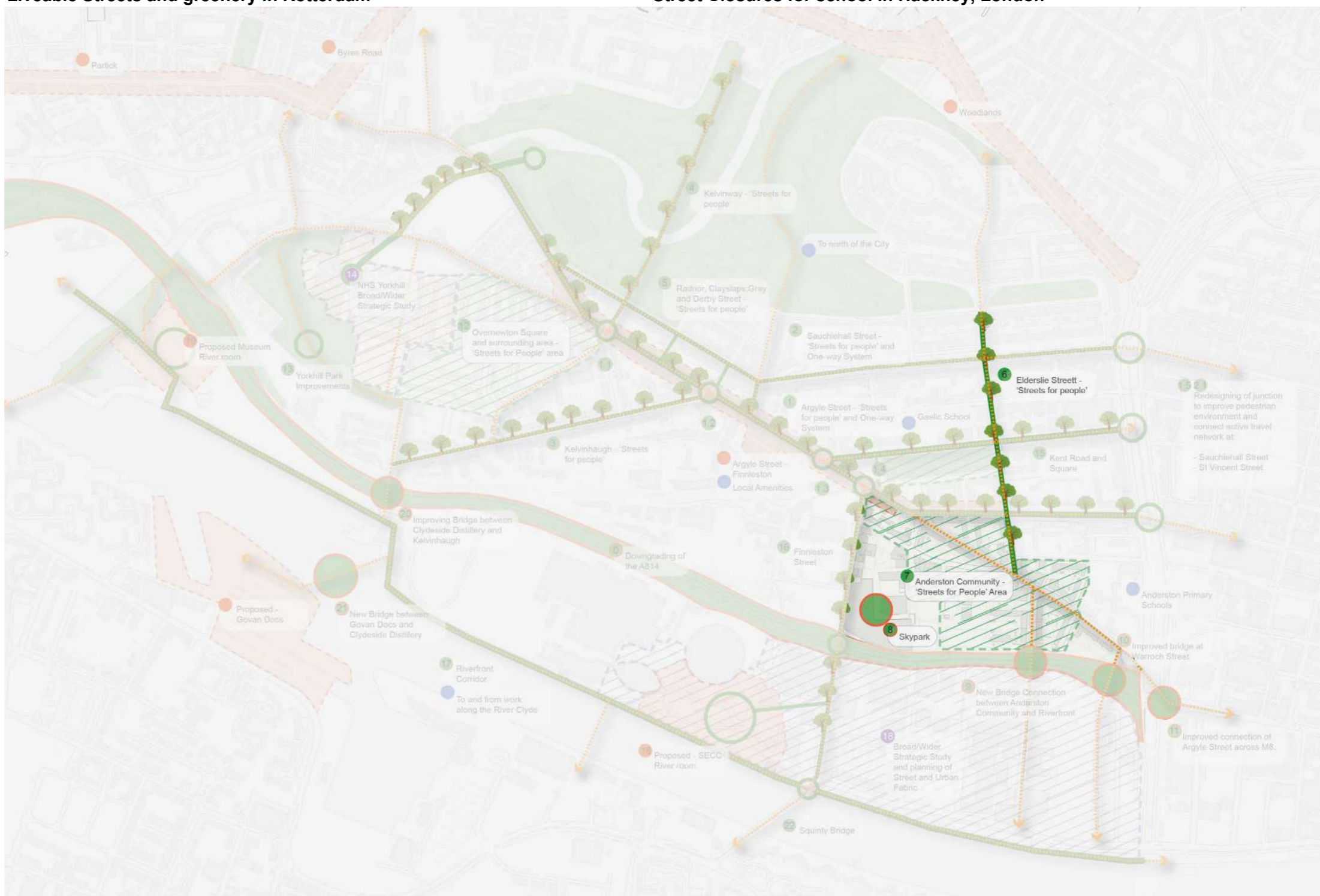
#### 7. Streets for people Anderston Area -

Improved Streetscaping of Argyle Street (Anderston) and Houldsworth Street with Greening and Pedestrian/Cycling Space. Possibly add other streets to streetscaping projects to enhance the immediate environment around schools and proposed connections.

#### 8. Engagement Process with Skypark about the Public spaces around and within their building complex.



New Pedestrian Friendly development in Anderston



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - Projects 6 - 8

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All



M8 Pedestrian Bridge to Sighthill



Pedestrian Bridge to Govan from the Transport Museum

### 9. New Bridge - Connection over A814 from Little Street to Riverfront -

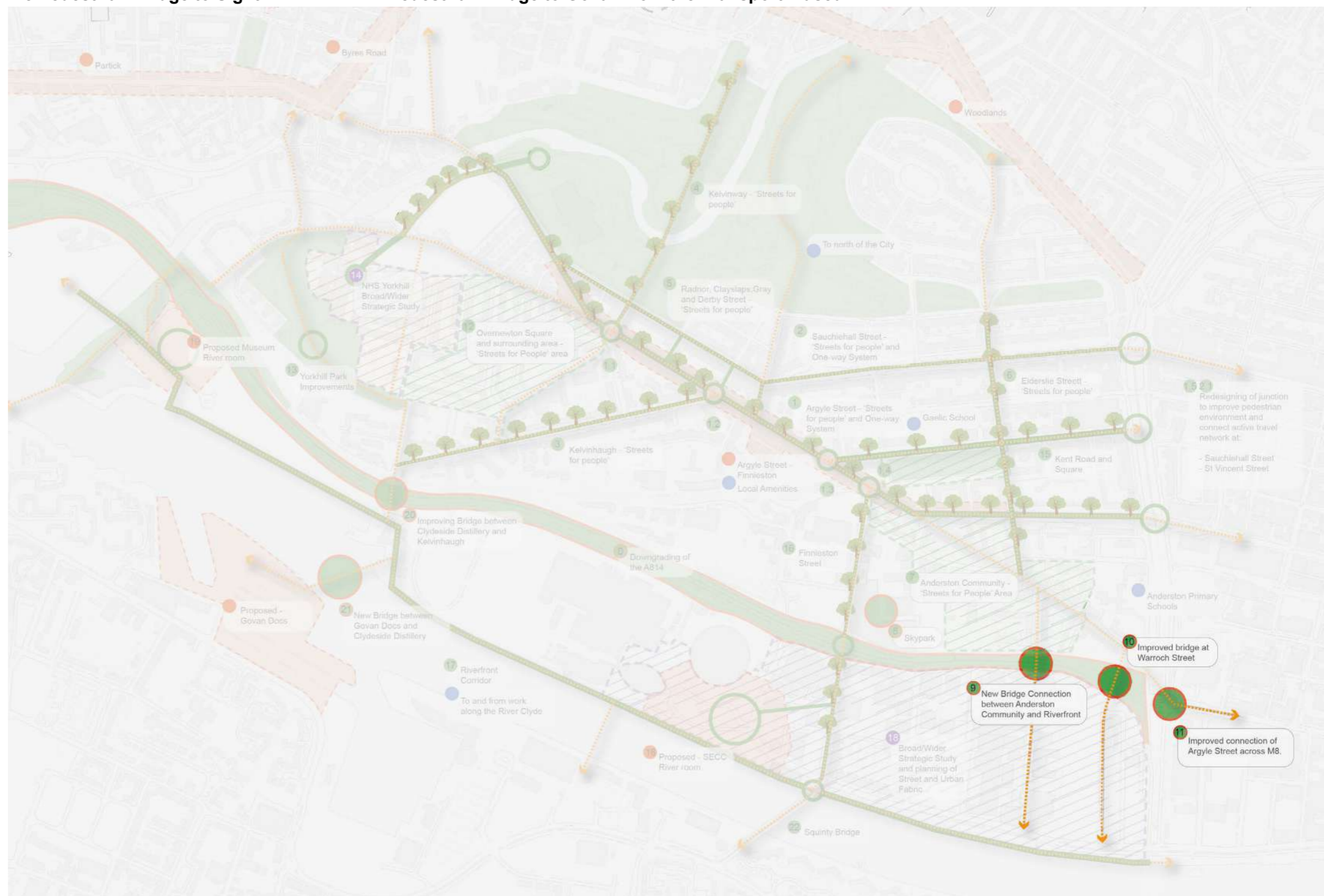
Potential to increase connectivity for pedestrians / residents and office works at Skypark at this point, also connecting the proposed developments along the Riverfront at this point back into the wider west end.

### 10. Improved bridge connection over A814 at Warroch Street -

Potential to increase connectivity for pedestrians at this point, also connecting the proposed developments along the Riverfront at this point back into the wider west end.

### 11. Improved connection of Argyle Street across M8. (Anderston Cross) -

Potential to link into the Argyle Street city centre Avenues project and expand the Streets for People initiatives to the areas under and around the undercroft of the Kingston bridge around Anderston Cross Station. This area is currently dominated by cars, traffic lights and hard landscaping that is in need of maintenance / replacement. Opportunities, for lighting, lighting installations, shaded planting, road calming and better crossing points for pedestrians to and from the city centre and the west end.



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - Projects 9 - 11

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All

### 12. Overnewton 'Liveable Streets Area, Overnewton Square and Connecting Streets -

Increased greenery, better landscaping and play areas could significantly enhance this area. The immediate streets around the area can also be incorporated into greening and landscaping enhancing sociable spaces and calming traffic.

A streetscaping project is scheduled to be implemented in old Dumbarton Road by GCC to improve this area and some of the surrounding streets.

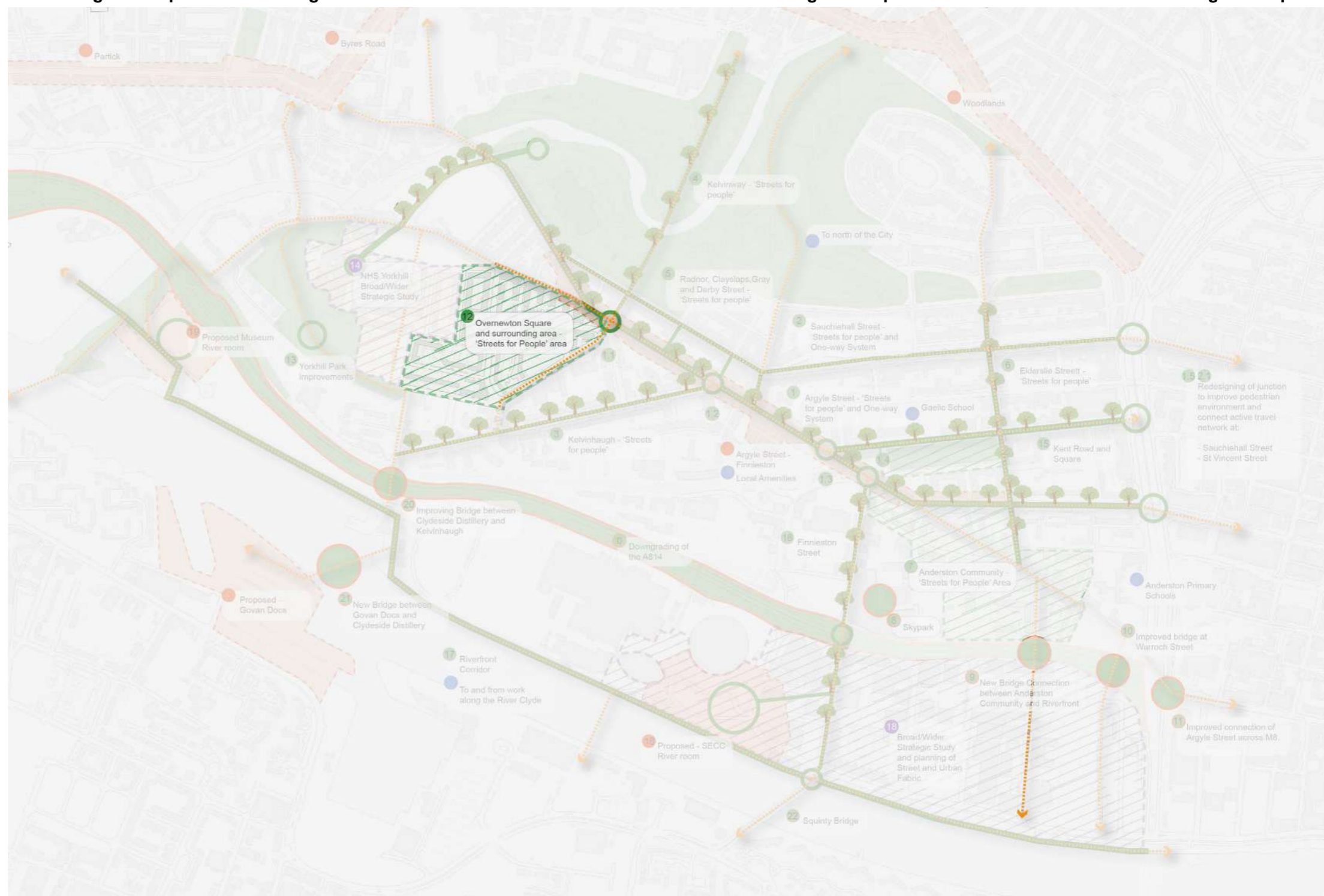
Potential to remove vehicular traffic by reviewing parking and traffic flow around the park, offering up additional safe Spaces for People. Reviewing access to areas such as Lumsden Street and how this could access Haugh Street, could reduce the amount of highway required reduced vehicular traffic.



Reclaiming Road Space for Greening and Pedestrians



Reclaiming Road Space for Pedestrians at corners and edges of squares.



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - Projects 12

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.11 Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All

### 13. Enhancing Yorkhill Park and accessible connections through -

Through the Commonplace consultation website, requests were made for picnic benches for community use and to promote neighbourhood activities. The area is already well used by children and benches would allow parents to socialise more easily. Others requests were in relation to the park and its existing equipment, which needs to be made more accessible for anyone with mobility issues. This area is close to a nursery and these small changes could make a huge difference to the neighbourhood. The Bee Garden community group has also requested permission to add planters within this area. These small changes may be incorporated into the larger proposals ea such as the improved connectivity through the park from Ferry Road / Old Dumbarton Road, or the future housing proposals for the Yorkhill Hospital site.

### 14. Yorkhill Hospital Strategic Intervention -

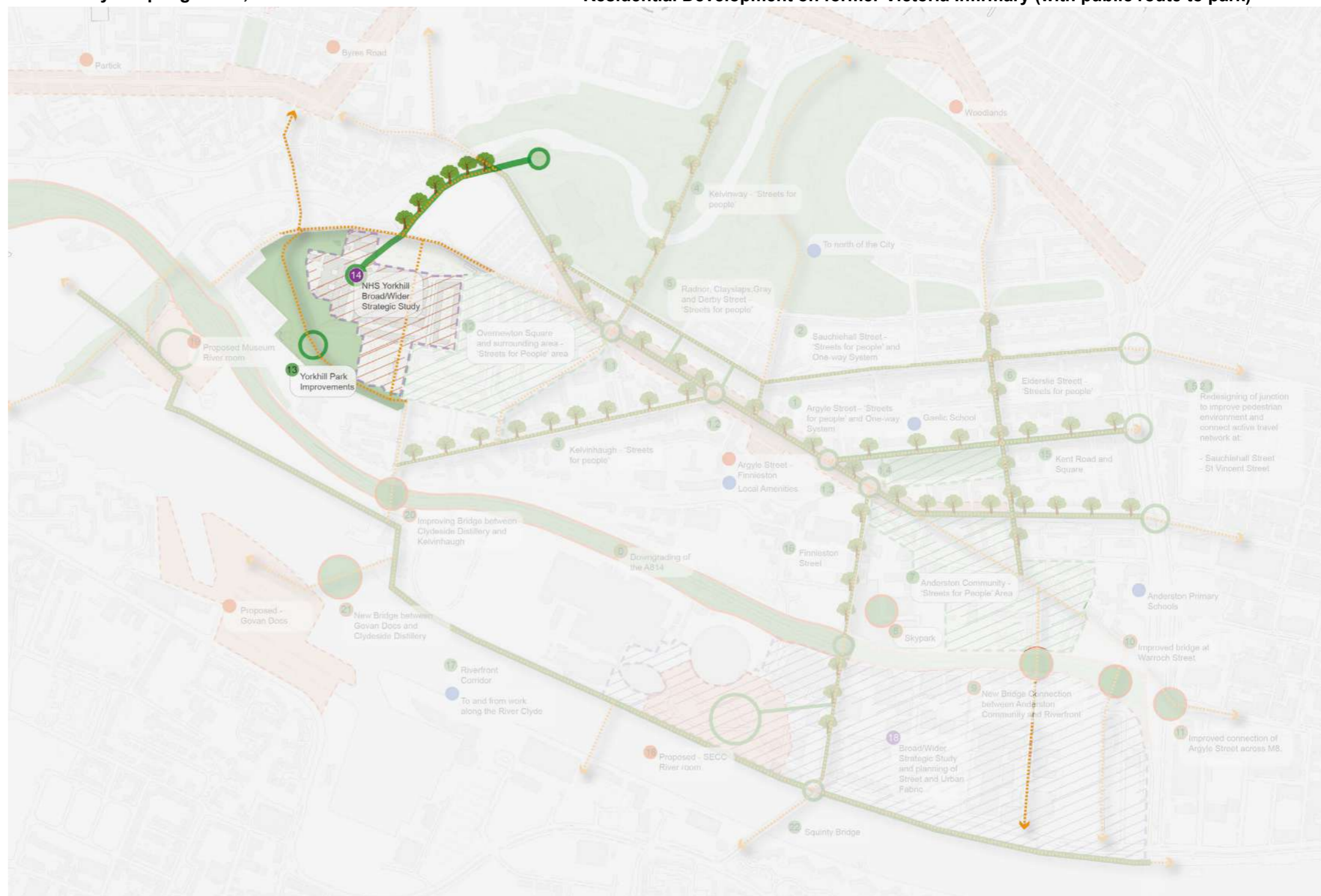
The future use of the former Yorkhill hospital site will have a significant impact on the area of Yorkhill and the wider city. The development of the site in line with the principles set out by Liveable Neighbourhoods offers up the following opportunities - An extension of/ connection to the park; possibilities of block permeability and an increase in densitt to the area, supporting Local Town Centres and facilities; Active Travel and Everyday Journey opportunities, connections for biodiversity and wild life further afield across the area.



Natural Play at Sponge Park, Manchester



Residential Development on former Victoria Infirmary (with public route to park)



2. Focussing on Areas of Significant Opportunity and Promoting Inclusive Design For All - Projects 13 - 14

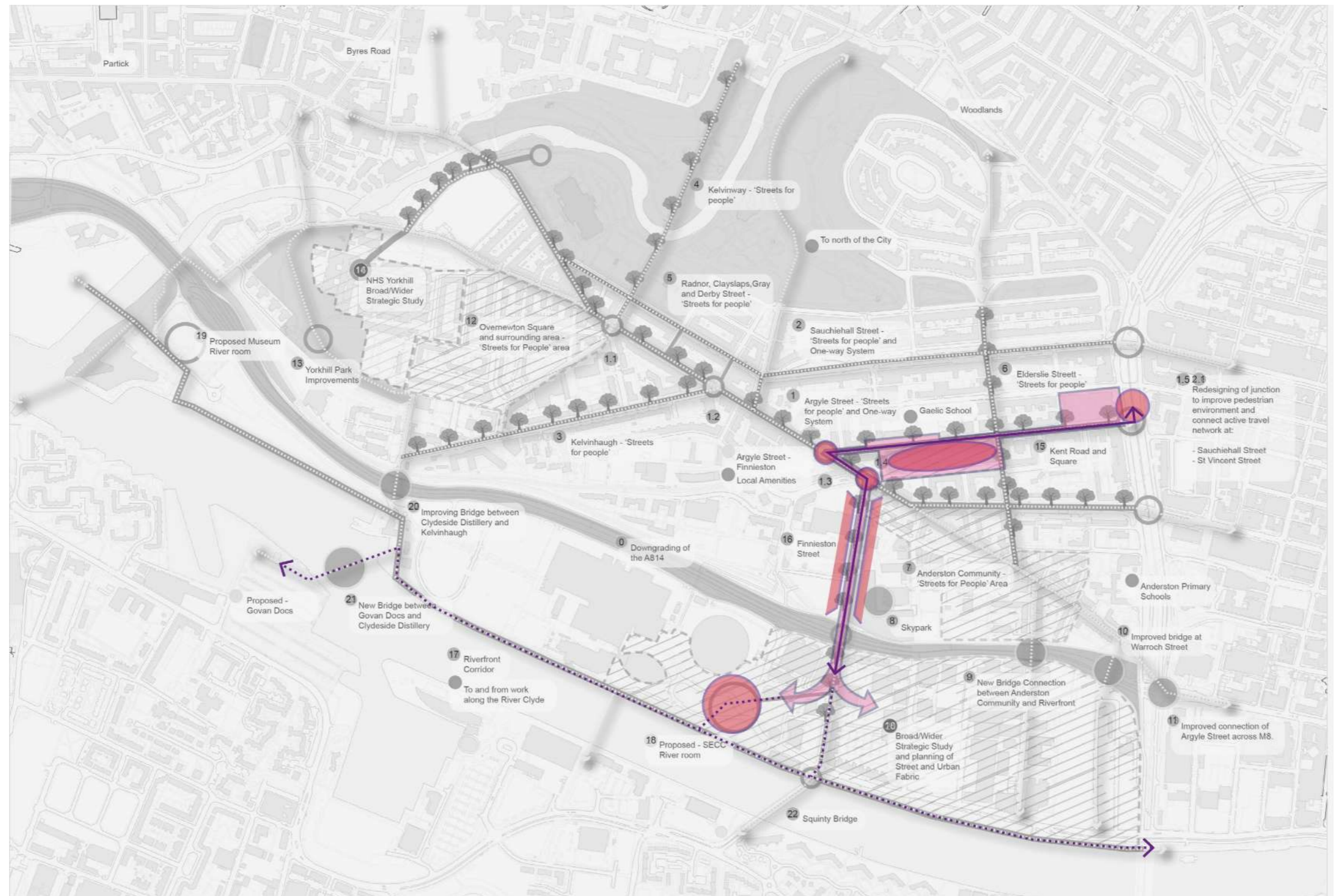


# 08. PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS




## 08.12 Mitchell Library to The Riverfront - A Cultural Avenue

### Group 3 - Aims and Objectives

To increase **North South and East West Connectivity**. Create a New and Vibrant **Link between Important Cultural Buildings** and active Neighbourhood areas. Increasing **Green space** and **Streets for People**.



3. Mitchell Library to The Riverfront - A Cultural Avenue - Aims and Objectives

-  Redesigning of junction/ node and place projects
-  Intended connectivity improvements/ Links
-  General Intervention Area

# 08. PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.12 Mitchell Library to The Riverfront - A Cultural Avenue



Temple Bar Regeneration - Chain of Cultural Buildings and Pedestrian orientated Streets.

Budapest Active Frontages, Green and Pedestrian Space

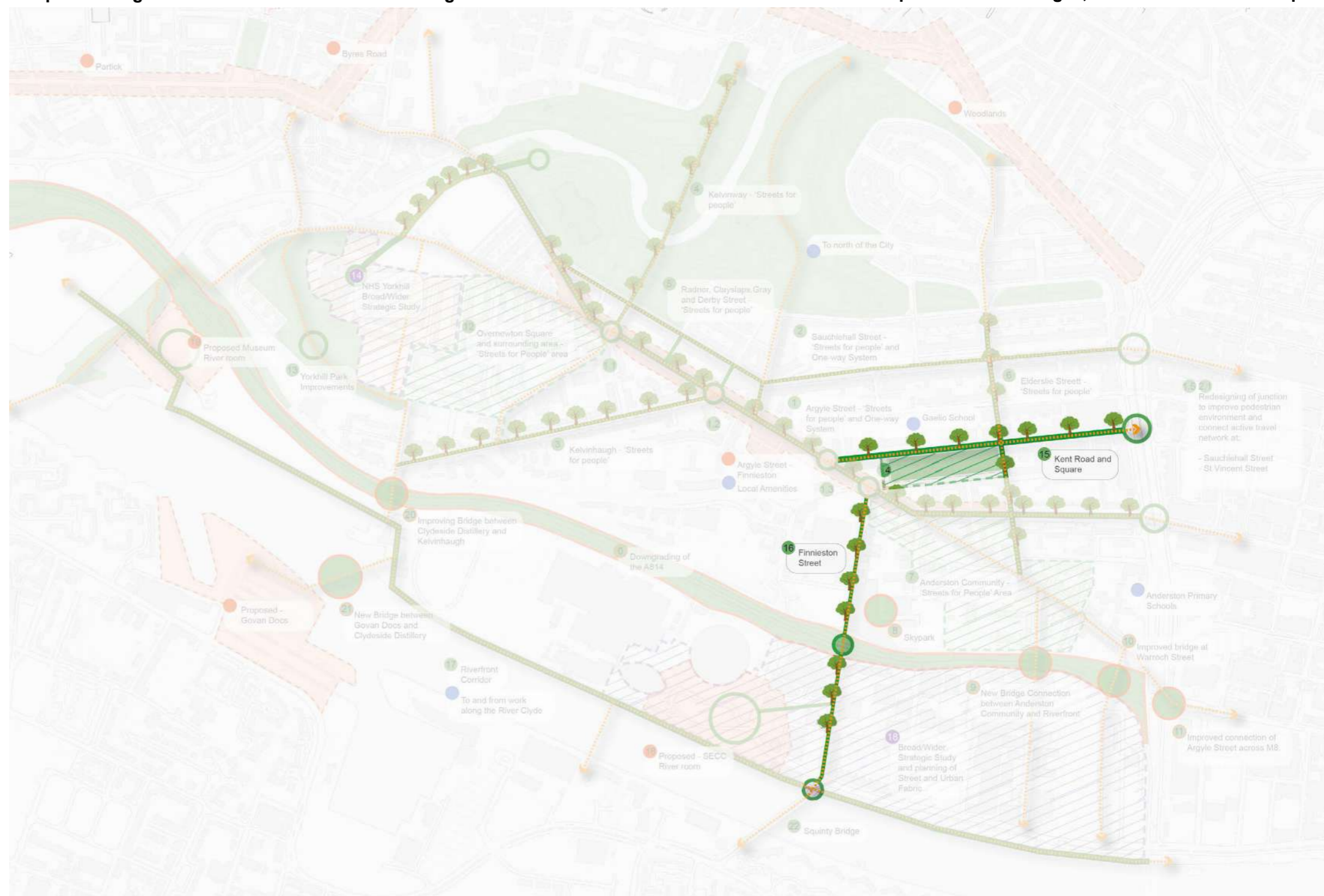
### Group 3 - Individual Projects

#### 15. Improved Streetscaping of Kent Road with Greening and Pedestrian/Cycling Space. Includes Kent Road Park and Green Space improvements.

Streetscaping from the Mitchell Library to Argyle Street, enhancing greenery and cycling/pedestrian environment, encouraging Active Travel and promoting Streets for People. With changes to the age group served by the Gaelic School, there could be a potential to reduce the dominance of cars and buses, with potential to remove parking areas that front onto the park, encouraging a better relationship between the park and the school.

#### 16. Improved Streetscaping of Finnieston Street with Greening and Pedestrian/Cycling Space.

The park could be redesigned to better utilise space for public use, with an emphasis on inclusivity, play and community engagement. This could also allow for events such as markets along the lines of Mansefield Park, Partick.



3. Mitchell Library to The Riverfront - A Cultural Avenue - Projects 16 - 17

### Other Projects that grouping encompasses:

- 1.3 Argyle Street - Kent Road (Finnieston Cross)
- 1.4 Argyle Street and Finnieston Street Cross
- 20. The Riverfront: Areas for Greater Change

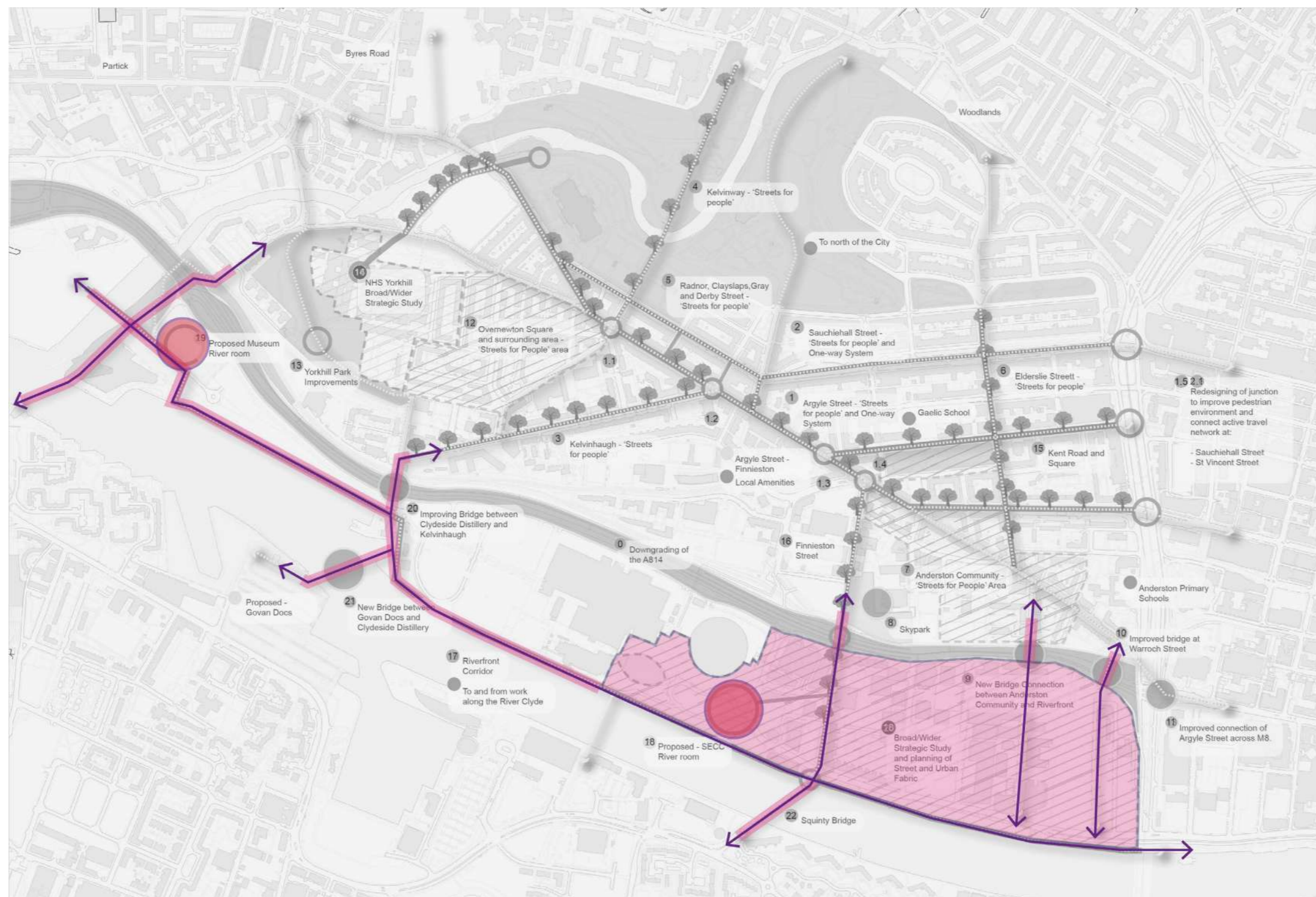
# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change




### Group 4 - Aims and Objectives

To ensure an holistic and coherent approach to development is achieved in this area, that links back to the existing urban fabric and the existing communities.

To ensure an unobstructed public Riverfront with an Active Travel route and Streets for People. To improve integration of SEC and Transport museum with existing and proposed changes to the urban fabric, and anticipating the dramatic planned increase in the population within this area as a result of the development of a number of housing developments.



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - Aims and Objectives

-  Redesigning of junction/ node and place projects
-  Intended connectivity improvements/ Links
-  General Intervention Area

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change

### Group 4 - As a Whole Including Core Projects (6 Projects)

**17. Improved Streetscaping of the Riverfront -** Improved River corridor with Greening and Pedestrian/Cycling Space.

**18. Riverfront: Area for Greater Change**

**19. Transport Museum and connections back, within improved A814 Highway Underpass at Transport Museum (N-S).** This connection is currently poor and unwelcoming, with little connection the River Kelvin. Potential for upgrade, better lighting and wayfinding in the short term.

**20. Improved Bridge -** Pedestrian bridge at SWG3 to the Riverfront. This bridge does not currently comply with the Equality Act and provides for a poor connection between the west end and the Riverfront. This connection will become more vital when areas of proposed housing to the east of the Transport museum are taken forward.

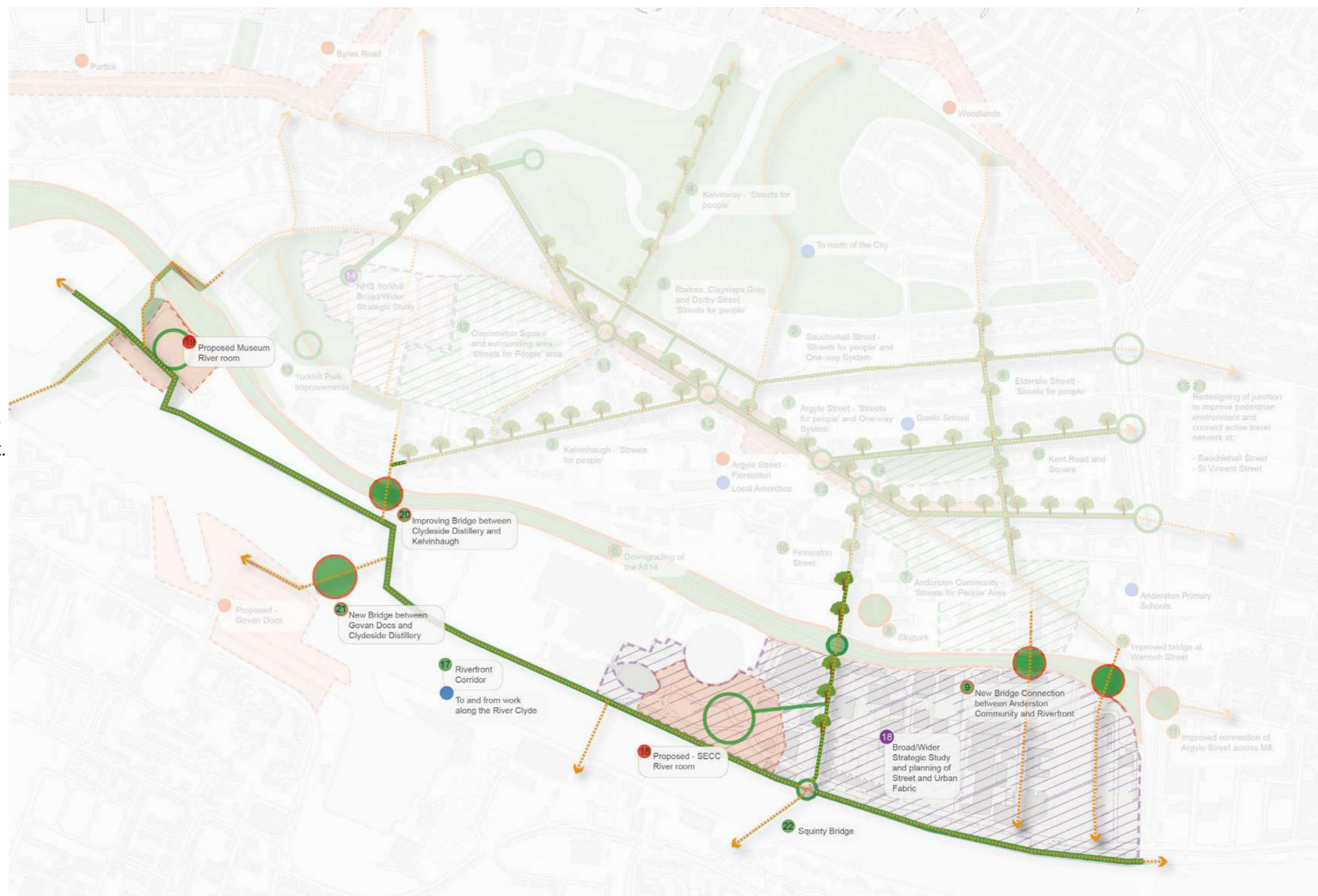
**21. New Bridge -** Graving Docks to The Clydeside Distillery. The introduction of a new pedestrian bridge to this area would encourage further north south connections and promote Active Travel.

**22. Improve pedestrian zone on the bridge -** reducing the amount of space given over to traffic, and increasing Streets for People, cycling.

### Other Projects that grouping encompasses:

**9. NEW Bridge -** Connection over A814 from Little Street to the Riverfront.

**10. IMPROVED bridge connection over A814 at Warroch Street.**



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - All Projects in Grouping

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change



Waterfront planting and public realm, Harbour side



Bilbao Riverfront Development



### Group 4 - Individual Projects

#### 17. Improved Streetscaping of Riverfront corridor with Greening and Pedestrian/Cycling Space.

Unobstructed Riverfront east west pedestrian and cycle pathways and public spaces.

Project would include: Research into land ownership; landscaping of Riverfront for more pedestrian and cycling space, green space, and to tie to back to urban fabric/ urban rooms.



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - Project 17

# 08. PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change

### 18. Riverfront - Area for Greater Change

An exercise looking at the spaces between new buildings and starts to think about possible local interventions and principles that can help guide and shape a new emerging neighbourhood that enhances the existing context.

Currently:

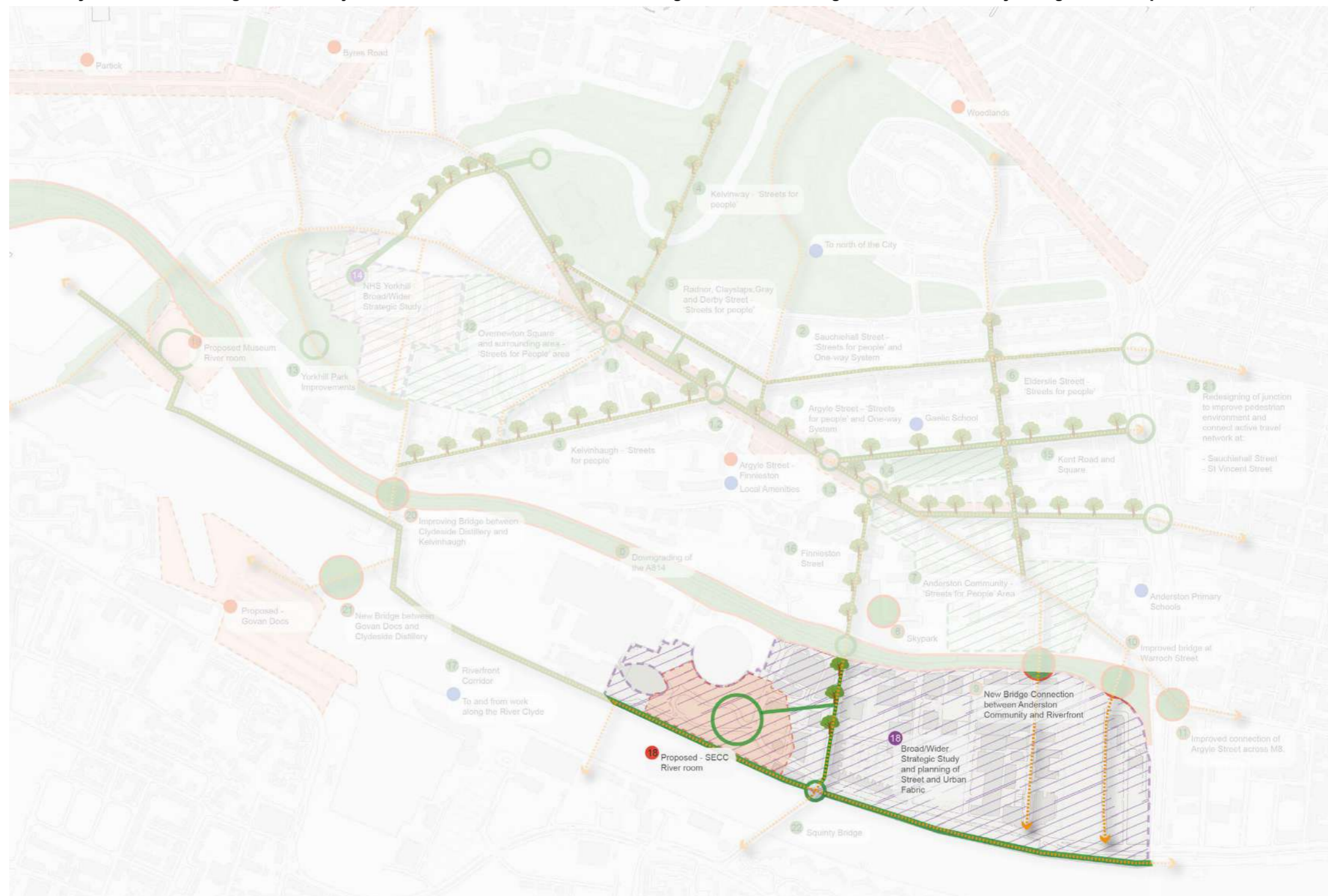
- Car Dominance in SEC and the hotel district
- Limited integration of large events area and emerging neighbourhood
- 4 lane expressway between area and the Riverfront and very small path along the Riverfront for pedestrians and cyclists to share.
- Large areas taken up by car parking and access roads.
- Build to Rent Developments that take up whole blocks and are closed of public street activity.



Malmö City of the Future - A Neighbourhood Project on riverside old industrial land. The buildings and streets work together to create a variety of neighbourhood spaces.



Render of Build to Rent Development at Riverfront



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - Project 18

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change

### 19. Transport Museum and connections back, and Improved A814 Highway Underpass at Transport Museum (N-S).

Enhancing the public space in front of the Transport museum by increasing ties back to the urban fabric of the west end and Partick. Weaving it into a more attractive Active Travel route along the Riverfront. Currently the perimeter of the Transport museum is well landscaped and used, however it is isolated from the rest of the city in every direction due to the A814 and the large car park that serves it.



Public Realm Improvements and reduced car access



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - Project 19

# 08- PROPOSED LIVEABLE NEIGHBOURHOOD PROJECTS

## 08.13 The Riverfront – Connections and Nodes Amongst Areas of Significant Change

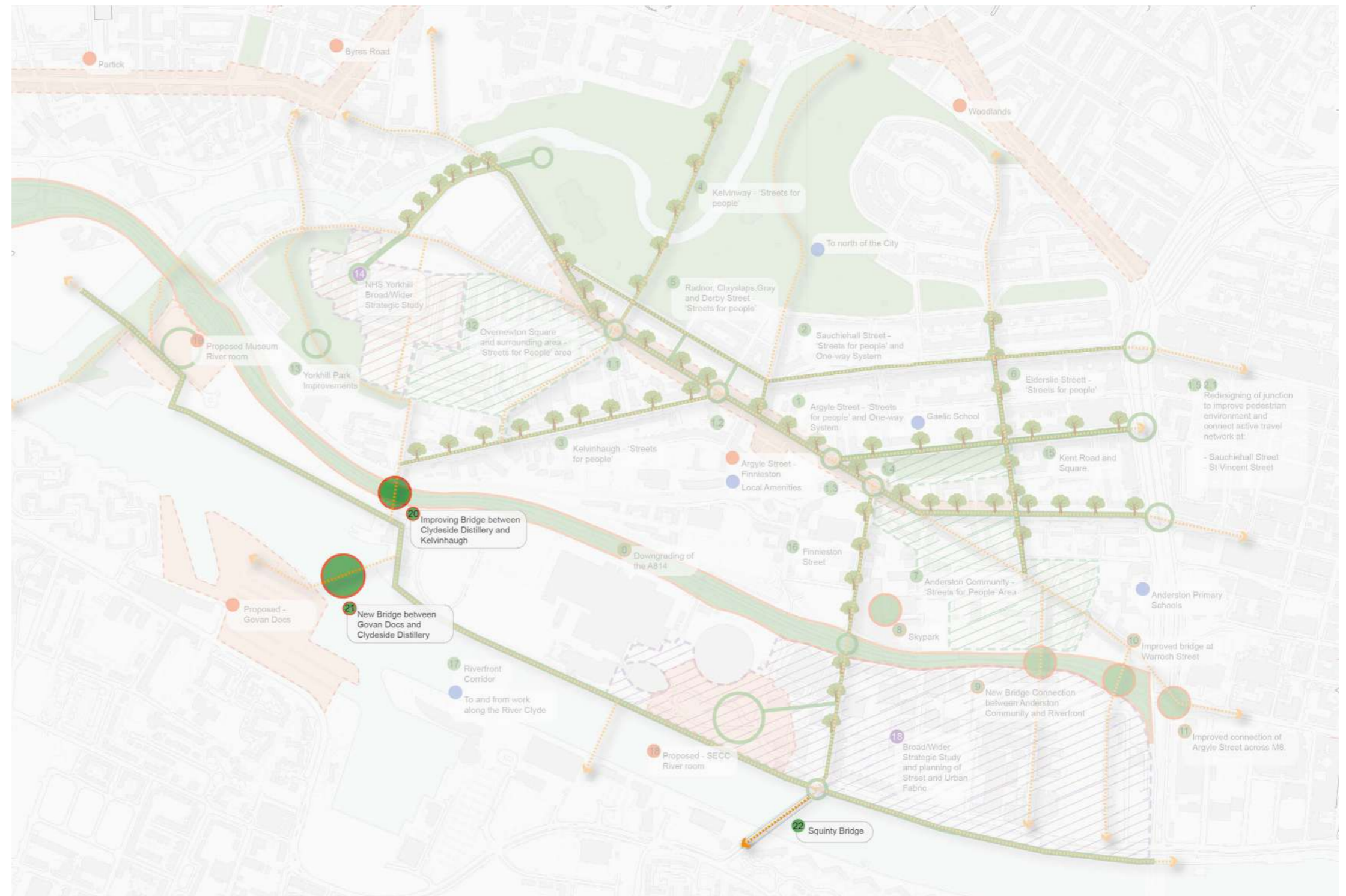


Pedestrian Bridges over Expressways

20. Improved Bridge - pedestrian bridge at SWG3 to Riverfront.

21. New Bridge - Govan Docs to The Clydeside Distillery.

22. Improved Larger pedestrian zone on highway bridge.



4. The Riverfront – Connections and Nodes Amongst Areas of Significant Change - Project 20 - 22



# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY


## 09.1 The Avenues Project

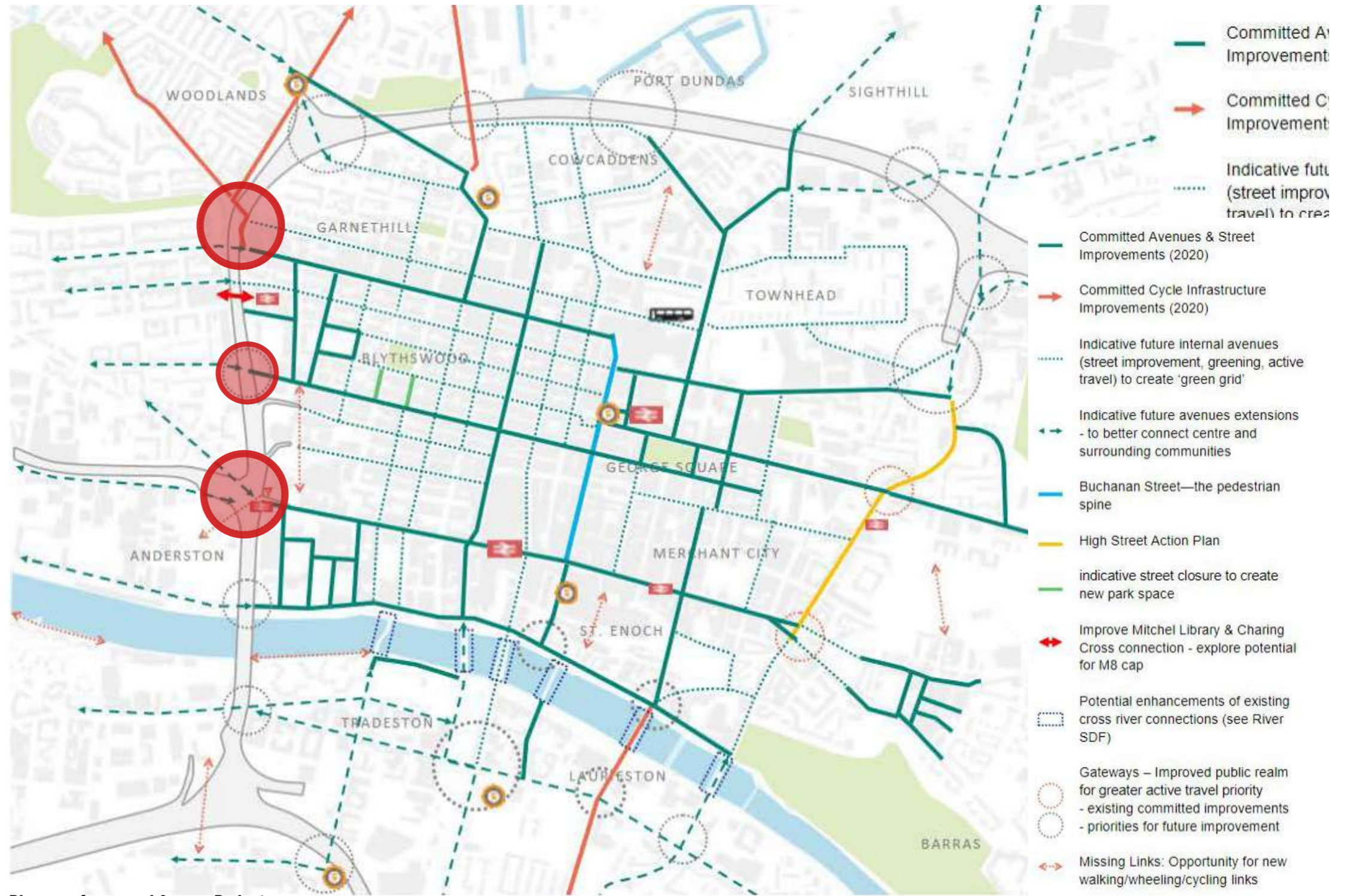


Reimagining the areas under the Kingston Bridge as part of The Avenues project.



Painting of M8 undercroft at Anderston Station for Cop26.

 **Overlapping Liveable Neighbourhoods projects that tie into the Avenues project and other City Centre Transformation projects.**



# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.2 Charing Cross and the M8 Cap

As part of the ongoing response to the Climate Emergency and the implementation of the principles of the Liveable Neighbourhoods, projects like the M8 Cap seek to reduce the negative effects of vehicle dominated infrastructure, by reducing noise pollution and enhancing the public realm around these areas, promoting Active Travel and Street for People.

The project aims to weave together the broken urban fabric on either side of the historic Charing Cross and increase connectivity between the severed communities to either side of the M8.

The M8 cap project fits into the Active Travel strategy for Liveable Neighbourhoods Yorkhill Anderston and would need to be considered more broadly if the proposed changes in traffic movement within Yorkhill Anderston were taken forward.



Current Proposals for the M8 Cap submitted for LUF



Previous Visualisation of M8 Cap.



Previous Visualisation of M8 Cap.



Most Recent Visualisation of M8 Cap submitted for LUF.



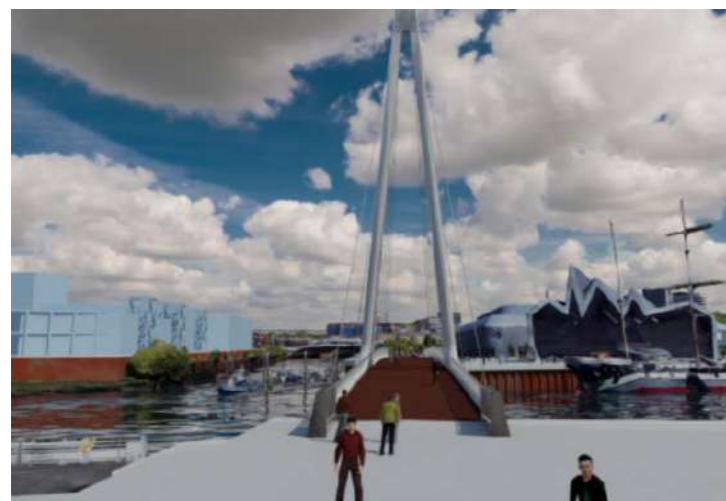
The M8 in construction at Charing Cross in the 1960s.

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.3 Liveable Neighbourhoods Govan

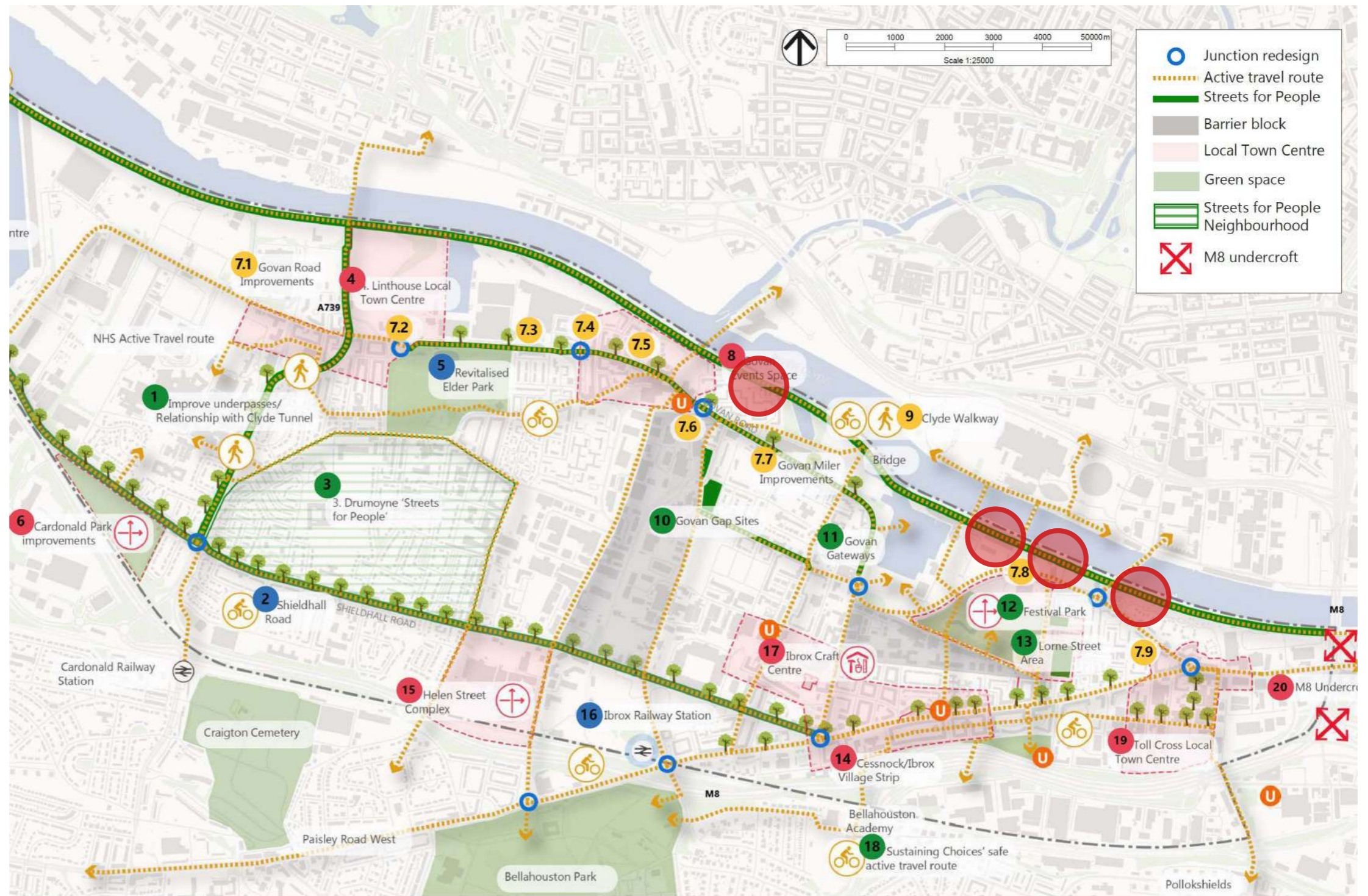
Across the River Clyde, opposite the Liveable Neighbourhoods Yorkhill Anderston study area, Arcadis and Collective Architecture have been carrying out the Liveable Neighbourhoods Govan Study.

The Liveable Neighbourhoods Yorkhill Anderston Project links into the proposed Active Travel Routes in Govan, extending the possibilities of Everyday Journeys and Streets for People.



**Pedestrian Bridge between Water Row, Govan and The Riverfront to the North side of the River Clyde.**

**Projects proposed for the Liveable Neighbourhoods Yorkhill Anderston study area which have overlaps with Liveable Neighbourhoods Govan study area.**



**Liveable Neighbourhood Govan Project Diagram**

Streets for People Local Town Centres Everyday Journeys Active Travel

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.4 COP26, The Climate Emergency and Glasgow's Climate Pledges

The Liveable Neighbourhoods Yorkhill Anderston Project is part of Glasgow's response to the Climate Emergency that our planet is facing.

The project aims to bring about an uncoupling of Glasgow's residents from their reliance on private car use, and promotes a collective change in mindset, promoting Active Travel and public forms of Transport. Whilst we may only be at the start of our journey as a city, in order to tackle the issues related to the Climate Emergency, more radical approaches to making Glasgow less car focused, will need to be considered in due course.



Cop 26 Glasgow 2021



'City Centre People First' - Image taken from GCC Glasgow City Centre Transformation Plan.

“ A key ambition for the new strategy is to reduce car vehicle kilometres travelled in Glasgow by 30% by 2030. The aim is to encourage travellers to opt for sustainable transport choices such as walking, wheeling or cycling or public transport wherever possible so there is less need to travel by car.”

Glasgow Transport Strategy



**National Transport Strategy:** hierarchy for personal travel which is enshrined in national planning and transport policy.

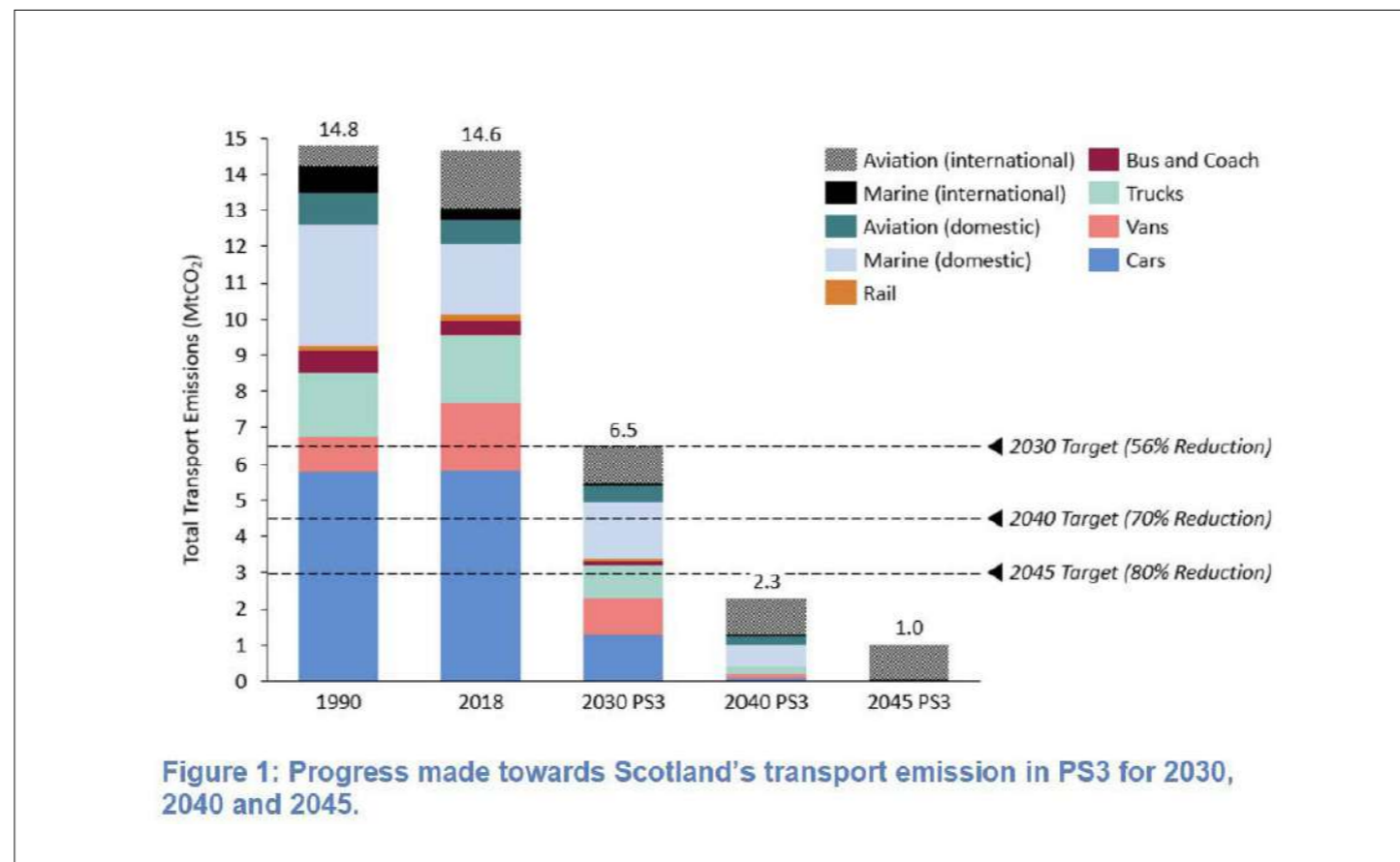


Figure 1: Progress made towards Scotland's transport emission in PS3 for 2030, 2040 and 2045.

Decarbonising the Scottish Transport Sector - Transport Scotland



**The Energy Saving Trust:** to support behavioural change addressing Climate Change and carbon neutrality – Net Zero Carbon

National Transport Strategy - Hierarchy for Personal Travel

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY




## 09.5 Clydeside Expressway - A 'What If?' Project

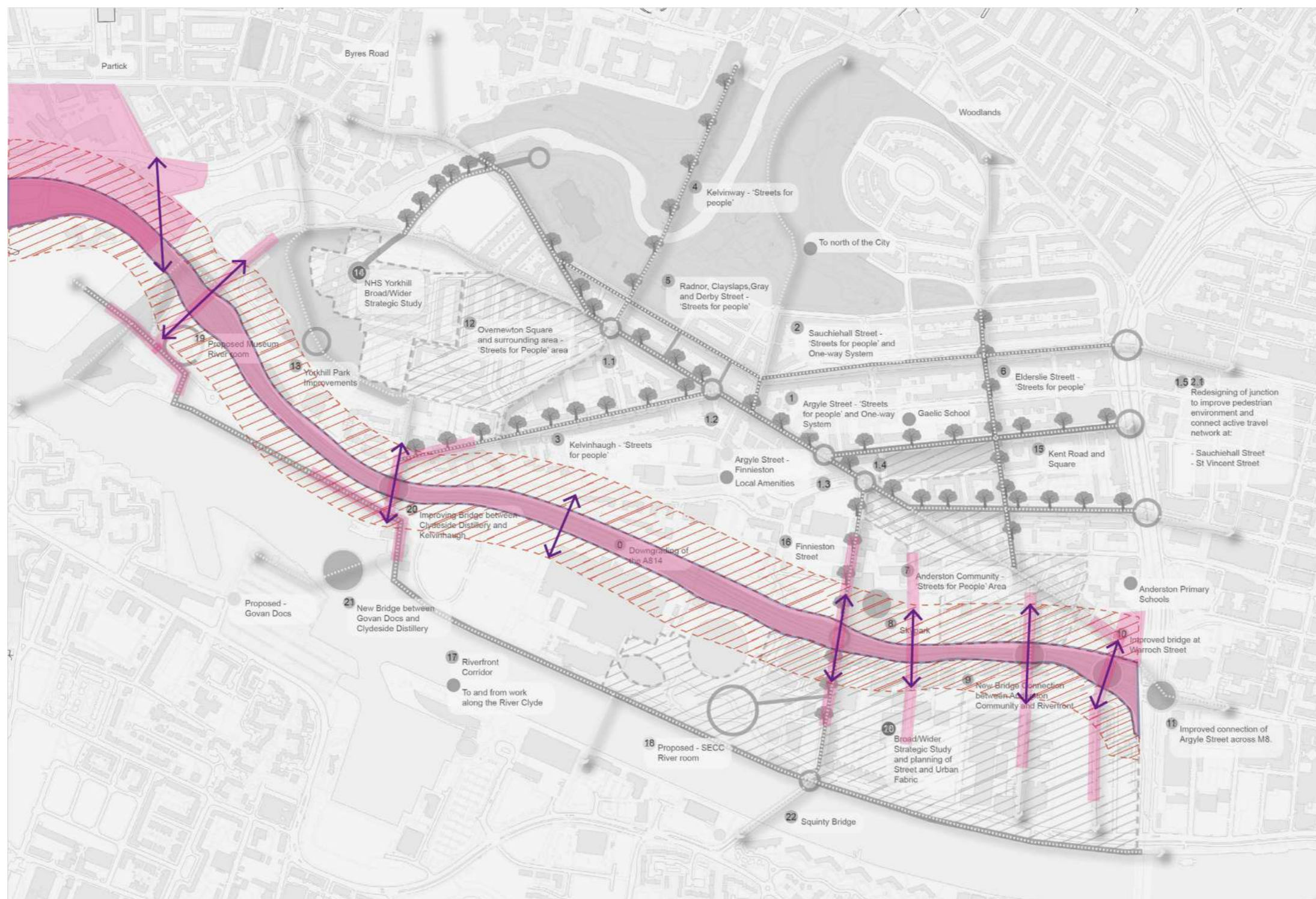
Liveable Neighbourhoods Yorkhill Anderston is part of a series of projects across the city that are challenging our reliance on the car, promoting Streets for People and encouraging Active Travel. These projects target social and environmental sustainability across all aspects of life in Glasgow, and respond to future pledges to reduce private car usage, city centre speed limits and air pollution. With all of this in mind, in order to fully explore how the Liveable Neighbourhoods Yorkhill Anderston study area could be significantly reimagined for a less car dependent future, what could be the future of the Clydeside Expressway?

The A814 Clydeside Expressway is one of the main constraints to Everyday Journeys from North to South / South to North in this part of the city, with limited and poor connections across an inner city motorway. The River Clyde Development Corridor Strategic Development Framework recognises this opportunity - 'In the longer term, options for the redesign of the Clydeside Expressway should be considered.'

As part of a commitment to reducing vehicle journeys by 30% across the city, the Expressway could be reimagined as a City Boulevard, that is more integrated into the context within which it is located. This would encourage less car journeys, whilst recognising a need for continued vehicular traffic into and out of the city.

**KEY**

-  Noise and Air pollution
-  Intended connectivity improvements/ Links
-  General Intervention Area



Clydeside Expressway - A 'What If?' Project

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.5 Clydeside Expressway - A 'What If?' Project

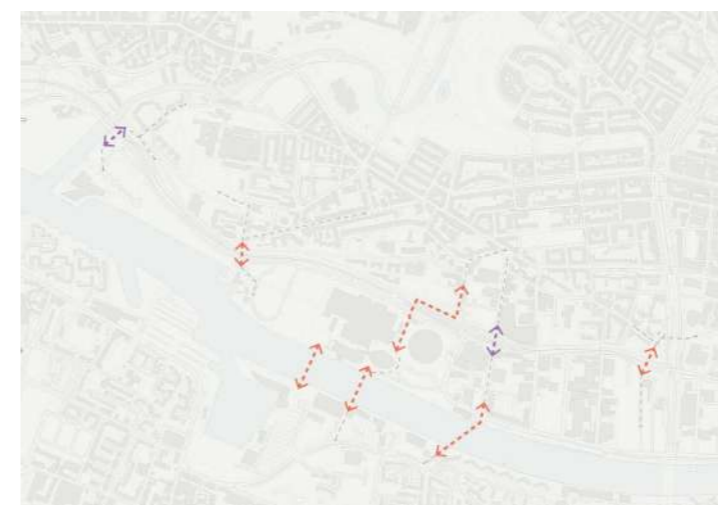
The A814 Clydeside Expressway is of benefit to residents and visitors to the City alike, as it provides quick journey times by cars into Glasgow.

However, it does not provide a similar benefit to those who live in and around the area. The traffic that the Clydeside Expressway generates brings about the disconnections to the communities around and it discourages Active Travel.

In addition, the pollution associated from vehicular traffic brings with it significant health challenges. In particular, it is difficult to imagine less appropriate places for schools, community buildings and housing than next to an expressway, and yet some of the less affluent areas of Anderston in particular, are located adjacent to the A814, and the M8 motorway.



**Positive and Negative Barriers**



**Existing Problems with Connectivity**



**Demographics - General Health - Very Good Health**  
**The Anderston area suffers from air and noise pollution which will contribute to poor health in the area.**



**The Anderston Nursery school is located adjacent to the pollution that comes from the A814.**

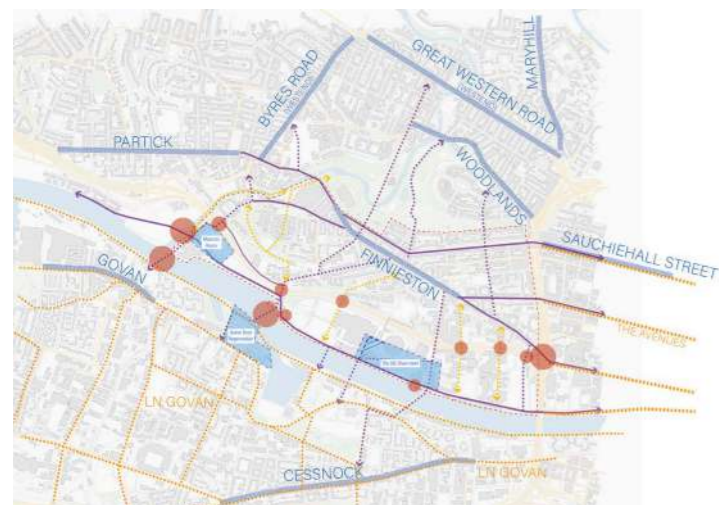


**The A814 Clydeside Expressway as a barrier to connectivity.**

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.5 Clydeside Expressway - A 'What If?' Project

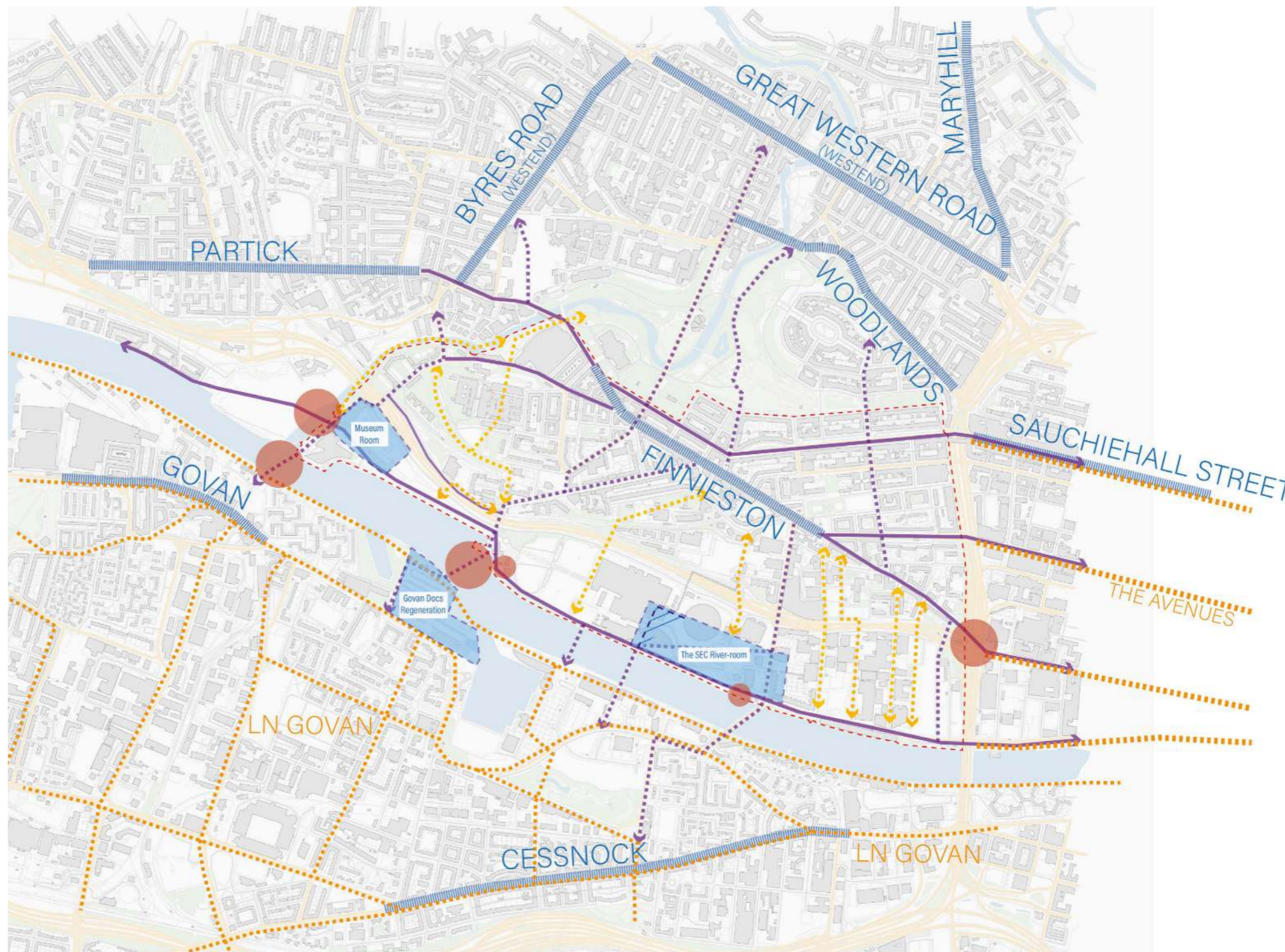
If the Clydeside Expressway were to be reimagined as a Boulevard that brought vehicles into the city, challenges related to other projects that have been proposed within the Liveable Neighbourhoods Yorkhill Anderston report would be reduced. Many of the proposed bridges would not be needed to make the necessary Active Travel connections, if crossings could be made at street level.



Challenging Projects / Projects with Ownership Issues

KEY

-  Challenging Projects / Projects with Ownership Issues
-  Existing Projects
-  Additional Connections
-  New Local Town Centres
-  Existing Local Town Centres
-  Main East - West Active Travel Connections
-  Main North South Active Travel Connections



Issues related to connectivity and land ownership could be significantly reduced if the A814 were reimagined as an urban Boulevard.

# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.5 Clydeside Expressway - A 'What If?' Project

### Precedents -

Other European cities, where cars still form an important part of city transport, have more liveable ways of integrating large amounts of traffic. These provide better connections for people, greenery and biodiversity, albeit within a landscape still very much dominated by the car.

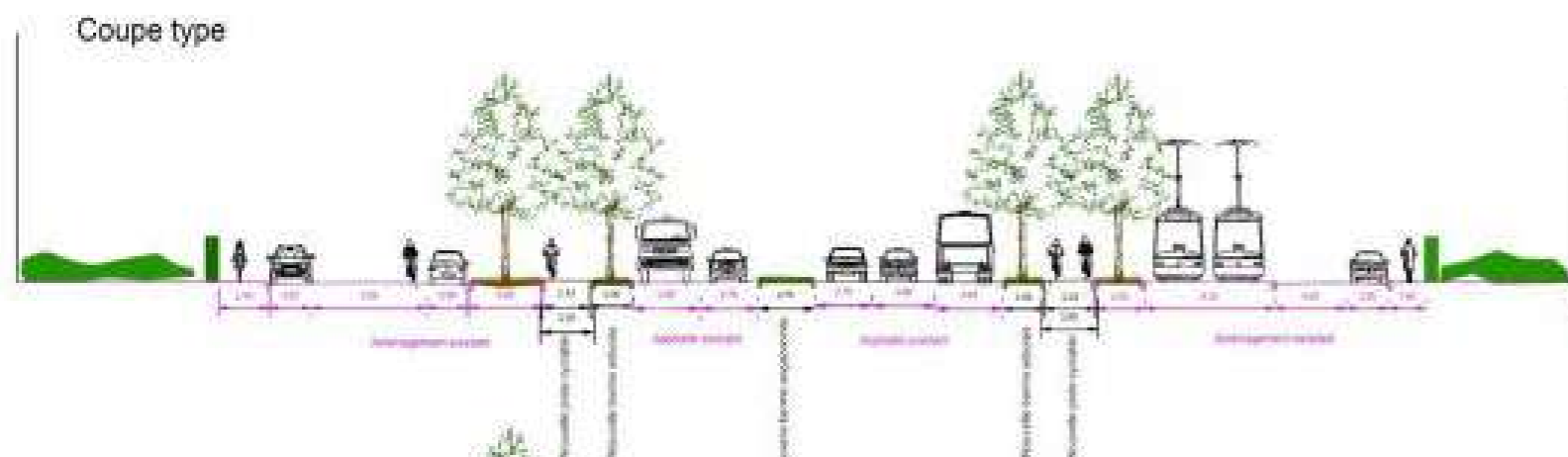
The examples on this page are of Avenue de Tervuren in Brussels, a major artery into the city, bringing traffic from the suburbs into the main business district, as well as proposed changes to another main car artery, Avenue Louise.



Proposed changes to Tree lined Avenue Louise, Brussels



Avenue de Tervuren, Brussels, with mixed forms of Transportation



Section through Avenue de Tervuren, Brussels, with mixed forms of Transportation



# 09 - GLASGOW'S RESPONSE TO THE CLIMATE EMERGENCY

## 09.5 Clydeside Expressway - A 'What If?' Project

### Precedents -

In the long term, perhaps a more radical approach may need to be adopted to address the Climate Emergency and to make our cities more liveable.

Whilst this approach may seem daunting, other cities have undertaken radical change, which has created short term pain, for long term gain.



Boulevard Anspach, Brussels Before and After



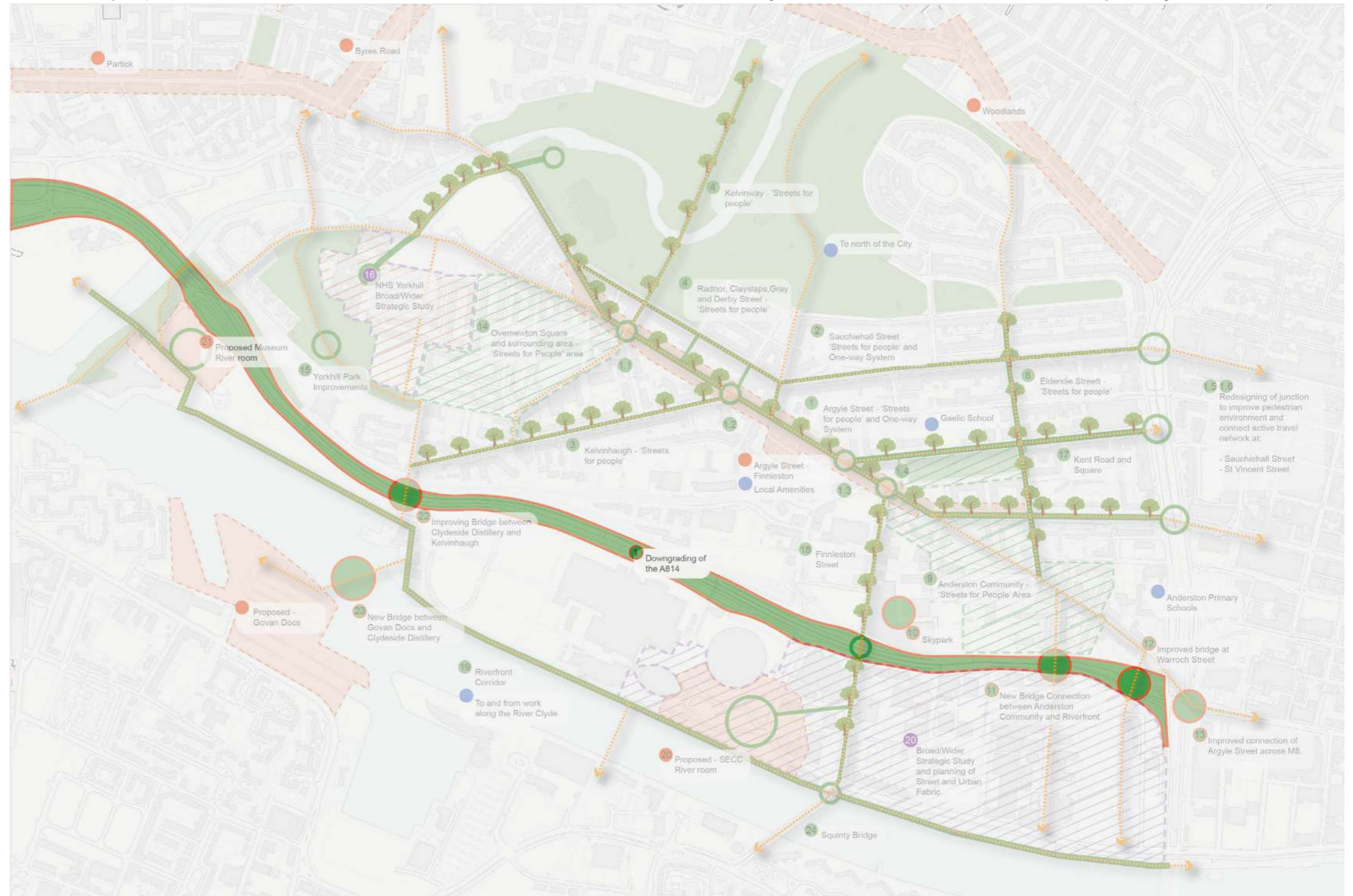
Boston Central Artery Before and After



Madrid Rio Riverfront Expressway Before and After



Dusseldorf, Germany Riverfront Highway Downgrade



# CONNECTING COMMUNITIES PROGRAMME



LIVEABLE NEIGHBOURHOODS  
YORKHILL ANDERSTON  
TRANCHE 1 - RIBA STAGES 0-1

