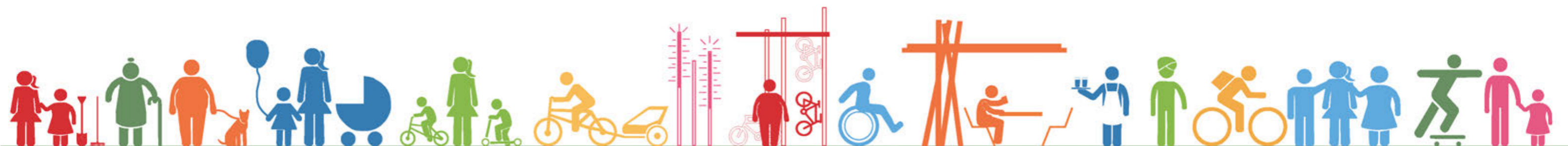


CONNECTING COMMUNITIES PROGRAMME

LIVEABLE NEIGHBOURHOODS PLAN - TRANCHE 1 Greater Govan, Ibrox and Kingston

RIBA STAGE 1 FINAL REPORT
May 2022



Contributors: Glasgow City Council: Derek Dunsire, Craig O'Holleran, Alex Robb
Arcadis: Shruthi Guruswamy, Catriona Benton, Celia Sagkovits
Collective Architecture: Chris Stewart, Maisie Tudge

Reviewers: Glasgow City Council, Shruthi Guruswamy and Chris Stewart

Approver: Glasgow City Council

Report No.: LNP1-ARC-ZZZ-XX-00-RP-L-00001

Date: May 2022

Version Control

Revision	Date Issued	Description
02	27/04/2022	Final Report
03	05/05/2022	Final Report - Amended

CONTENTS

01

INTRODUCTION pg 5



- 1.1 Introduction and Purpose
- 1.2 Project Scope
- 1.3 Site
- 1.4 History
- 1.5 Stakeholder Engagement and Consultation

02

TECHNICAL REVIEW pg 23



- 2.1 National Planning Policy
- 2.2 Regional Planning Policy
- 2.3 Local Planning Policy
- 2.4 Planning Guidance and Strategies
- 2.5 Case Studies
- 2.7 Key Takeaways

03

SITE APPRAISAL pg 48



- 3.1 Topography and Ground Conditions
- 3.2 Flood Risk and Drainage
- 3.3 Landscape and Ecology
- 3.4 Heritage
- 3.5 Movement and Connectivity
- 3.6 Open Spaces and Vacant Land
- 3.7 Land Use and Built Environment
- 3.8 Demographics
- 3.9 SWOT Analysis

04

ISSUES AND OPPORTUNITIES pg 83



- 4.1 Consultation Overview
- 4.2 Linthouse and Drumoyne
- 4.3 Govan
- 4.4 Cessnock / Ibrox
- 4.5 Kingston / Kinning Park
- 4.6 Project proposals

05

CONCLUSION AND NEXT STEPS pg138



- Opportunities List for LN Area
- 5.1 Next Steps
- 5.2 Long List of Projects

06

APPENDIX pg 147



- Appendix A - Project Scope, Stakeholder Engagement
- Appendix B - Policies

This page is left blank intentionally.

01 INTRODUCTION

A street scene featuring a row of classical buildings with multiple windows and a balcony on the left. The street is lined with trees on the right, and several cars are parked along the curb. The entire image is overlaid with a semi-transparent green filter.

1.1 Introduction and Purpose

1.1.1 Background

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.

Greater Govan, Ibrox and Kingston have been selected as one of five liveable neighbourhood areas to be improved as part of Glasgow's Connecting Communities Programme Tranche 1. Arcadis with Collective Architecture have been appointed by Glasgow City Council to produce a Liveable Neighbourhood (LN) plans for these south western 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 Toolkit (2021)

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

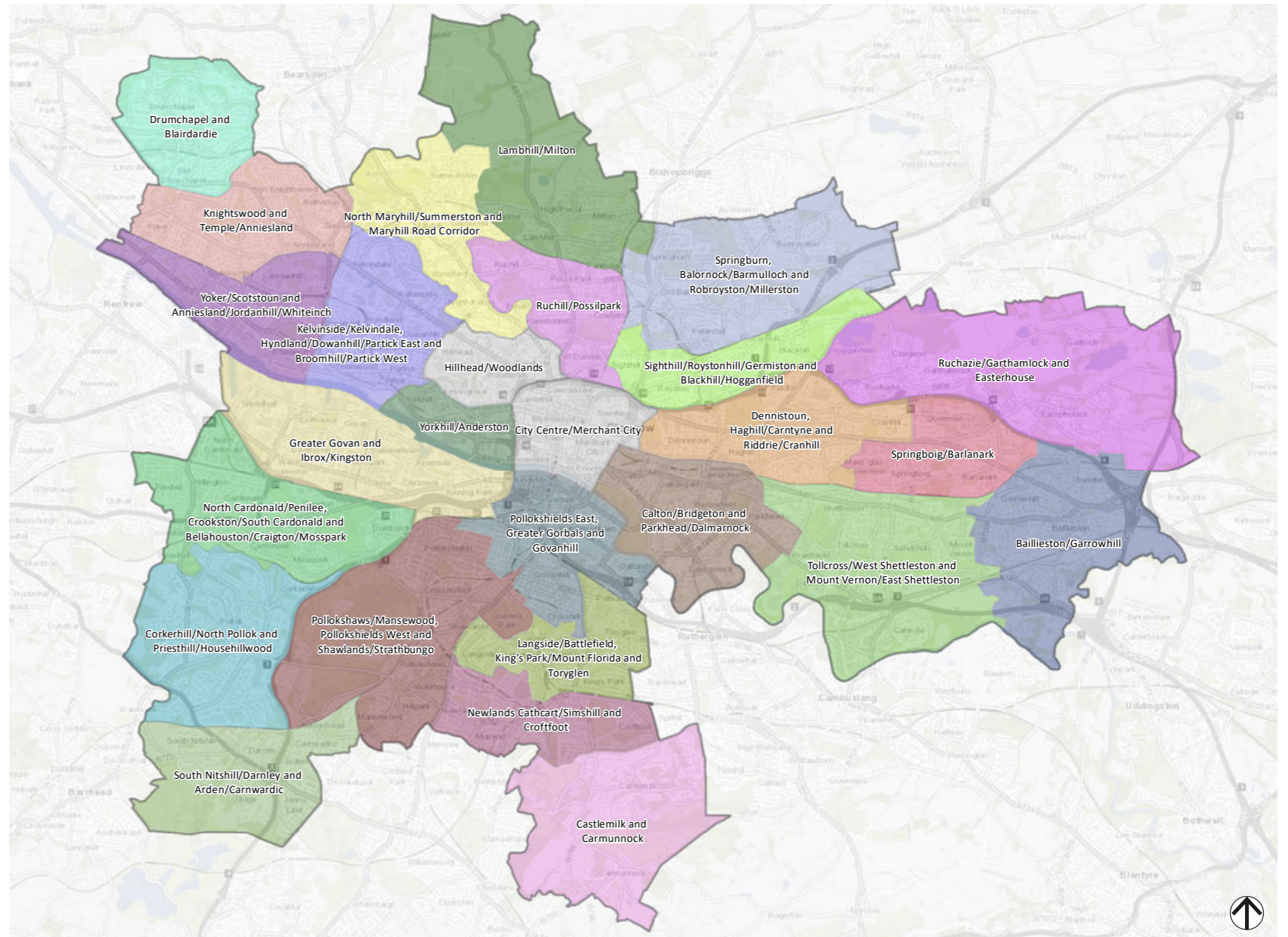


Figure 1. Map of Proposed Liveable Neighbourhood Areas for Study

1.2 Project Scope

1.2.1 Aims and Objectives

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 Toolkit

The toolkit establishes the themes, objectives and priorities to aid with the implementation of this vision across the city and assists communities to identify areas for improvement within their neighbourhood, mapping out a pathway which will allow Glasgow to implement best practice across the city

(Refer to: [Liveable Neighbourhoods Toolkit](#))

Using the toolkit (design approach)

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

The Key themes of the Glasgow LN tool kit:

- **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 be walking and cycling, and more pleasant places to spend time outdoors.

- **Everyday Journeys**

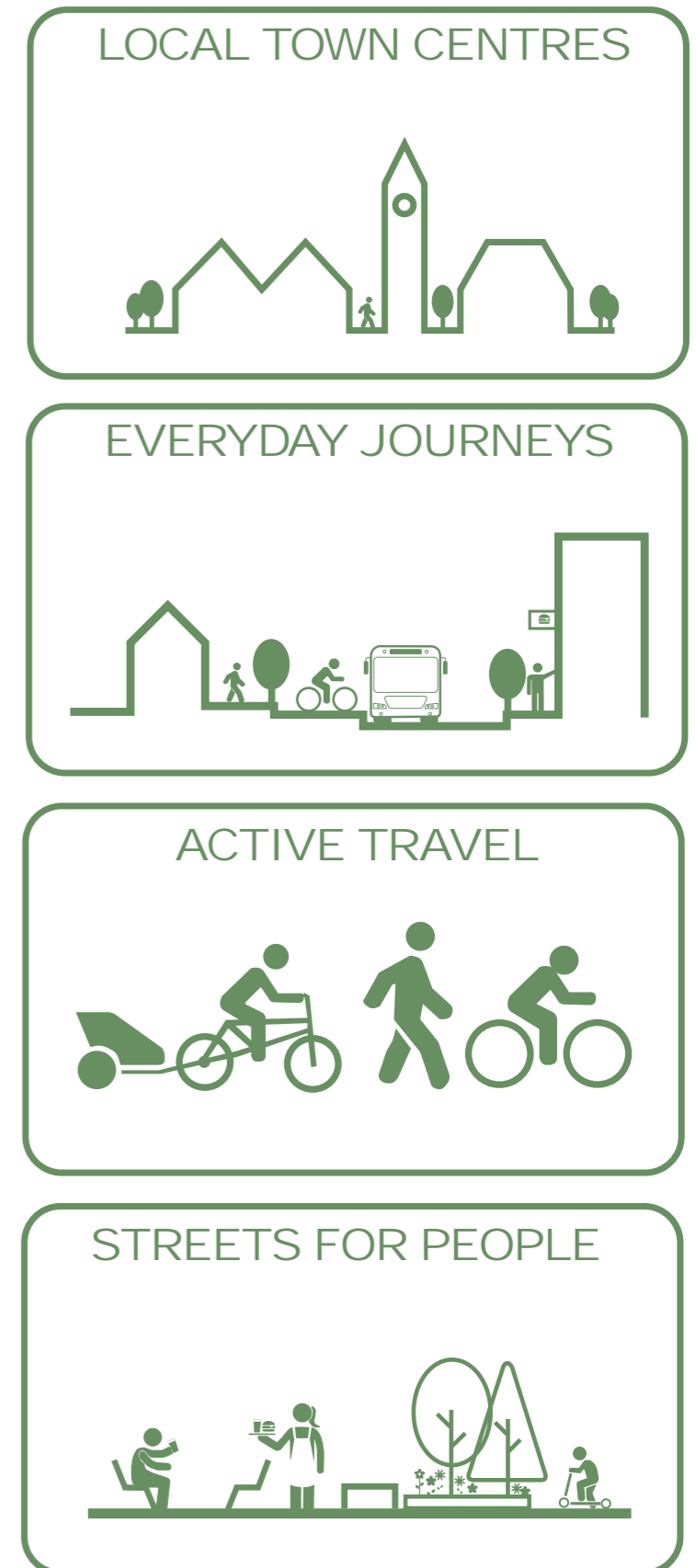
Many short journeys currently made by car can happen on foot or by bike. The Liveable Neighbourhoods approach will focus on improving the quality and safety of short walking and cycling journeys.

- **Active Travel**

Walking, cycling and moving around on 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



1.2 Project Scope

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 Concept

The 20-Minute Neighbourhood concept is an ideal complement to the Liveable Cities Approach. The 20 Minute Neighbourhoods is an approach 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. 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).

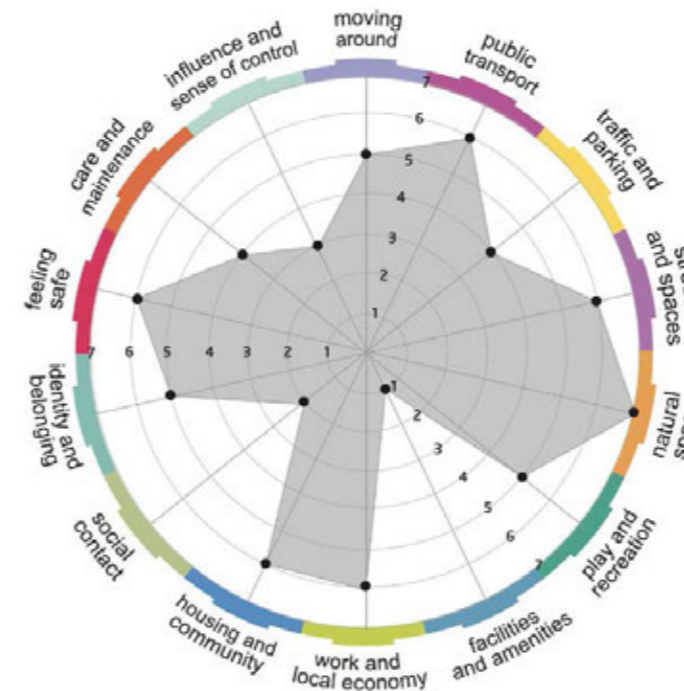


Figure 3. Place Standard Tool



Figure 2. 20-Minute Neighbourhood model; source: State of Victoria Department of Environment, Land, Water and Planning, Melbourne.

1.3 Site

1.3.1 Study Area and Context

The Liveable Neighbourhood area 'Greater Govan, Ibrox and Kingston' is located less than 1 mile west of the city centre. The River Clyde borders the study area along its northern boundary, and the M8 along the southern and eastern boundaries.

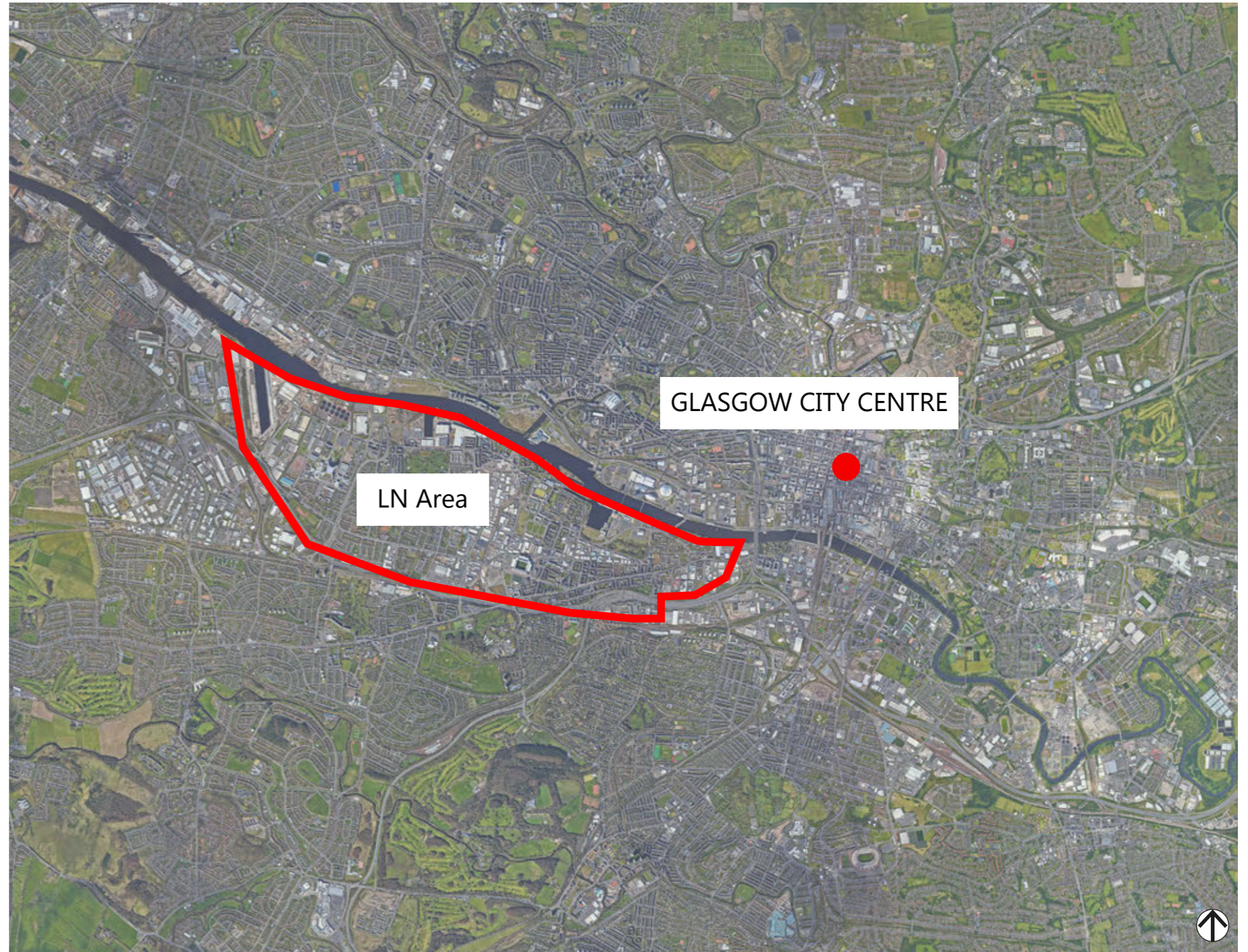


Figure 4. Location map

1.3 Site

LN Area Overview: Greater Govan, Ibrox and Kingston

- The area can be subdivided into five mixed use 20-minute neighbourhoods with local town centres, high streets and/or retail parks. There is a presence of amenities and facilities, such as GP surgeries, pharmacies, schools, cycle hubs, offices and workshops, and other visitor attractions such as Govan Old Parish Church with Govan Stones.
- A former ship-building hub, in the last decade the area has faced an increase in crime and deprivation. The area is also home to the Ibrox Stadium, home to Rangers Football Club.
- The area is accessible by Glasgow's subway system and buses or the M8 motorway, which cuts through most of its neighbourhoods.
- A ferry service and vehicular / active travel bridges across the River Clyde connect the neighbourhoods to Glasgow West End and the city centre.
- Elder Park is one of the prominent open spaces in the area. The area's largest park, Bellahouston, is cut off from the rest of Ibrox by the motorway.
- The Linthouse area is home to the new Queen Elizabeth Hospital.
- Surface water flooding issues and areas at risk from coastal flooding along the river are noted.



Figure 5. Photos of LN Area

1.3 Site

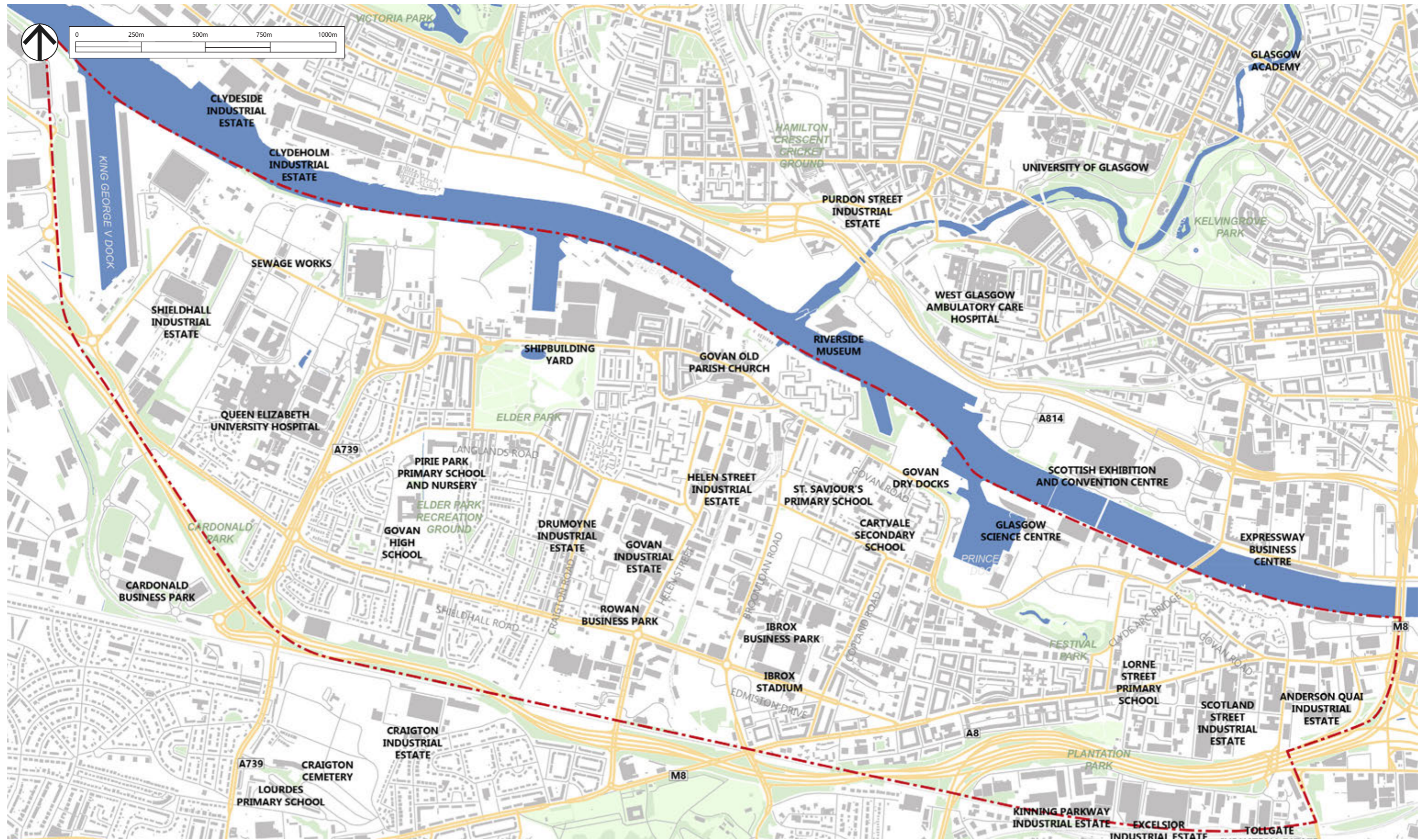


Figure 6. LN Area Site Plan, covering Greater Govan, Ibrox and Kingston

1.4 History

Govan has been an important Christian site since the 6th century and during the 8th century became a major centre of the Kingdom of Strathclyde when a monastery was founded by King Constantine, who was buried there. Over the preceding years Govan grew into an important town and in the 16th century extensive coal mine workings were developed in Craigton and Drumoyne, just south of central Govan. By the start of the 19th century, Govan had lost its rural appearance and taken on the appearance of an industrial town hosting numerous new industries and factories. In 1759 town officials reclaimed the channels between the various islands on the River Clyde, to construct a series of quays and docks which led to the development of shipbuilding as a major industry. In 1864 Govan was declared a burgh, at the time the fifth largest burgh in Scotland and contained within its boundaries, Cessnock, Ibrox, Craigton and Drumoyne. In 1901 the burgh boundaries were further extended west to include Linthouse, Shieldhall and West Drumoyne. During the late 19th Century Govan increased its population tenfold to become a well equipped modern town and eventually after a series of disputes, Govan was annexed to the City of Glasgow in 1912.

South of central Govan is located the distinctive communities of Ibrox and Cessnock. Ibrox is well known as the home for Glasgow Rangers and Ibrox Stadium dominates a large part of the neighbourhood. The stadium was opened in 1899 however after the 1971 Ibrox disaster the stadium was rebuilt replacing the vast bowl shaped terracing to make the stadium entirely seated. The area is also notably served by two Underground Stations, originally known as the Glasgow District Subway the rail line opened in 1896 and is the third oldest underground railway system in the world after the London Underground and the Budapest Metro. There are several significant listed buildings in the area most notably Walmer Crescent a distinctive category A listed curved terrace built between 1857 and 1862 by the architect Alexander Greek Thomson



Figure 7. 1885 - 1900 Historic map of LN area

1885-1900 Govan Old Parish Church

1.4 History

(the Alexander Greek Thomson Society is registered at number 7 Walmer Crescent). The construction of the M8 divided the Ibrox and Cessnock community from Bellahouston and although now only connected by inhospitable bridges there remains a strong connection with Bellahouston Academy. The original grade B listed Bellahouston Academy building was constructed in 1876 and is located on Paisley Road West opposite Ibrox Library. Over several years battling with fires and the construction of the M8 and M77, Bellahouston Academy was moved in the 1970s and is now located on the South side of the M8 linked to Ibrox by a pedestrian bridge, the original Bellahouston Academy building is currently undergoing redevelopment. The connection between Bellahouston Park and Ibrox has been a lot more badly affected by the construction of the M8. The Park was established in 1895 and over the years has been a focus for several important cultural events in particular the Empire Exhibition in 1938 famed for its use of art deco. The Park continues to host several important cultural activities such as the House of an Art Lover together with several sporting facilities constructed during the 1990s.

Kinning Park to the East of Central Govan was a separate Burgh founded in 1871, and by contrast to Govan was the smallest burgh in Scotland with its own council, elections, coat of arms, provosts, town hall, council chambers, fire brigade, police force, and police court. Before 1871 Kinning Park grew from a rural village to a bustling centre for artisans and crafts people evidence of which continues to this day and included the Kinning Park Co-operative Society which flourished until 1952. Significantly the inaugural council of Kinning Park was considered one of the first examples of working-class representation in Scotland. To the North of Kinning Park is located the community of Plantation, the name for which seemed to suggest links with the West Indies and the slave trade. While these links clearly existed, the use of the name Plantation for this area predates those



Figure 8. 1947-1950 Historic map of LN area

1947-1950 Govan Old Parish Church

1.4 History

events. In 1912 together with Govan, the Burgh of Kinning Park was annexed into the City of Glasgow. Through the 20th century Kinning Park witnessed a number of changes including the demolition of several significant listed buildings and the construction of the M8 motorway. The M8 motorway was first proposed in the Bruce Plan in 1945 and implemented in the early 1970s when a large part of the old district of Kinning Park was demolished, and the residents displaced to other parts of Glasgow and the New Towns being built around the City.

Further East beyond Kinning Park lives the community of Kingston arguably even more devastated by the construction of the M8 motorway, originally the site of the Kingston Dock constructed in 1867 to serve small coastal vessels it was closed in 1966 and filled in to make way for the Kingston Bridge. The development along the Clyde waterfront westwards from Kingston has been piecemeal through the 20th century and includes the Springfield Quay development into an entertainment district in 1996. Further West the most prominent developments along the South bank of the Clyde have been focused on what was Plantation Quay and more significantly Princes Dock Basin. When constructed in 1901, Princes Dock Basin was the largest on the River Clyde and extended back to Govan Road and Brand Street. In 1988 the Princes Dock Basin was partially filled in and was used for the Glasgow Garden Festival which included the construction of Bells Bridge across the River Clyde. The Garden Festival site eventually became the Pacific Quay is home to the Science Centre (constructed 2001), BBC Scotland (constructed 2007), and shares a campus with the SEC on the North bank of the Clyde. What has now become an international campus was joined by the Clyde Arc or squinty bridge in 2006 which was eventually adapted to allow the Clyde Fastlink rapid bus transport system to cross the River. Fastlink was not popular with the local communities in our Neighbourhood and has proved to be a further additional

infrastructural problem which the Neighbourhood has had to bear. The Pacific Quay campus was the centre of the 2018 Commonwealth Games held in Glasgow and last year played host to COP26. West of Pacific Quay sits the Graven Docks a major opportunity for further development of the area.

West of Central Govan is home to the communities of Elder Park, Linthouse and Shieldhall all of which played a major part in the Shipbuilding history of Glasgow. The main shipyard in the Neighbourhood during this period was Fairfield Shipbuilding and Engineering Company established in 1872 and owned by the Elder family who were to build the Park and Library for the people of Govan for healthy recreation. Fairfield Shipyard eventually was to become Govan Shipyard and is today used by BAE Systems. Elder Park sits on the site of the former Linthouse Mansion originally built in 1791, the only remaining part is the portico which still stands in Elder Park. The Area to the West of Elder Park was devastated by the construction of the Clyde Tunnel in 1963 which is primarily for vehicles however also includes two pedestrian / cyclists' tunnels. The A739, a dual carriageway entrance road which connects the Clyde Tunnel with the M8 Motorway splits the community in two. To the west of the A 739, the area is dominated by the Queen Elizabeth Hospital formally the Southern General Hospital and the Shield Hall Sewerage Works. The area then bleeds along the former A8 towards Renfrew.

The Neighbourhood over the years has grown from strong historic Christian roots to become one of the main industrial centres of Scotland. Following the decline of heavy industries in the late 20th century the area has then been subject to a series of major monolithic infrastructural projects however has over the last two decades been searching to reinvent itself. The neighbourhood now has another opportunity using more incremental and

collaborative approach to infrastructure to take advantage of its location in the heart of the City of Glasgow and its relationship with the River Clyde.

1.5 Stakeholder Engagement and Consultation

1.5.1 Methodology

Community Engagement

Face-to-face Engagement

Consultation took place within the five 20-minute neighbourhoods (sub-neighbourhoods) of the LN area, as shown in Figure 10.

The consultation was 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

There was also an opportunity for any current grassroots projects to present their ideas and in between activities. A summary of the community consultation has been prepared following the engagement workshops in January 2022. Please refer to LNP1-ARC-ZZZ-XX-00-RP-L-00002 RIBA Stage 1 Community Consultation Report.

Themes, Categories and Wheel












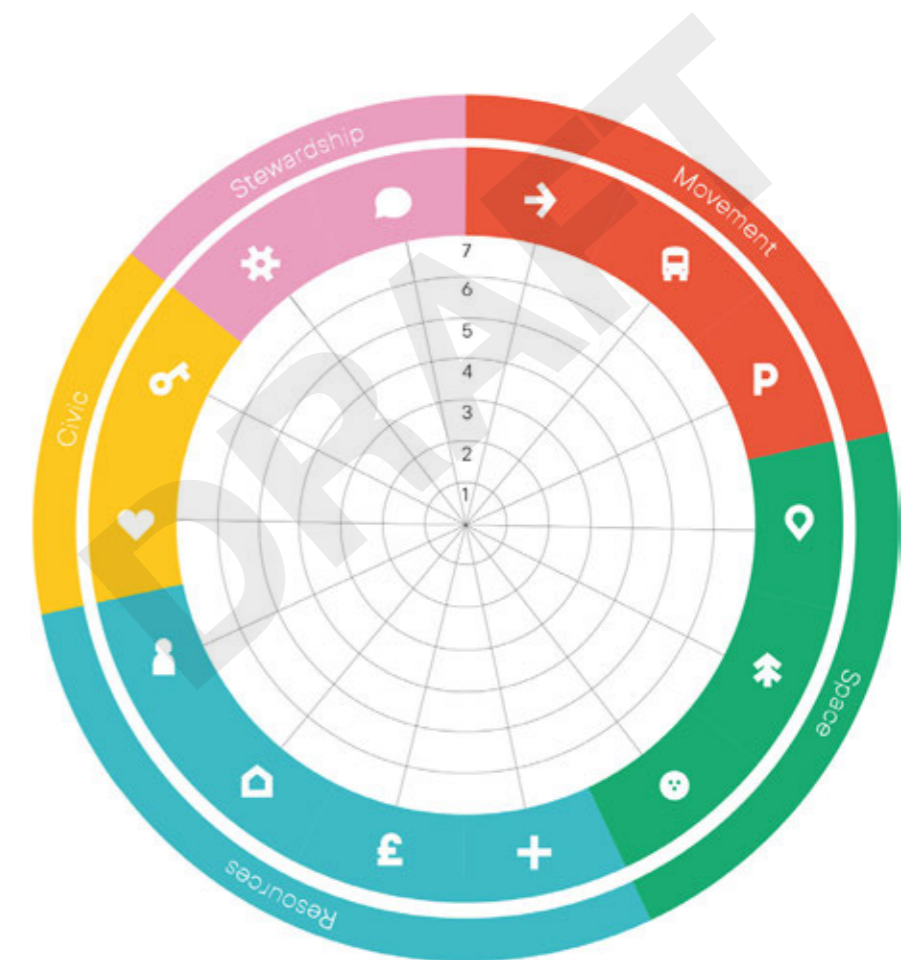
 Moving Around	Routes, access, active travel, hierarchies, connectivity, desire lines, destinations, permeability, wayfinding.
 Public Transport	Local, regional, interconnection, commuting, infrastructure.
P Traffic and Parking	Public realm, integrated, controlled, speed, pedestrian priority, technology, surfaces, deliveries, uplift, loading, cycling, charging.
 Streets and Spaces	Public space, lively, vibrant, orientation, street frontage, thresholds, materials, boundaries.
 Natural Space	Climate resilience, ecosystems, variety, multi-functional, growing, education, blue and green infrastructure, visual connection.
 Play and Recreation	Multi-generational, site features, fitness, stalled spaces, seating, social.
+ Services and Support	Demographics, access, mixed use, adaptation, utilities, communications, waste and recycling, lifetime support.
 Work and Economy	Employment opportunities, business case, community enterprise, third sector, entrepreneurship.
 Housing and Community	Shared resources, housing mix, housing management.
 Social Interactions	Social spaces, local groups and organisations, public spaces, tackling inequalities, cohesion.
 Identity and Belonging	Culture, heritage, topography, landscape, landmarks, gateways, design codes.
 Feeling Safe	Passive surveillance, reactivation of derelict spaces, connections, trust, care.
 Care and Maintenance	Designation of rights and responsibilities, public and private, climate emergency and long-term occupation, procurement.
 Influence and Control	Consultation, self-initiation, long term management, community ownership.

Figure 9. LN Engagement Themes

Themes, Categories and Wheel



1.5 Stakeholder Engagement and Consultation

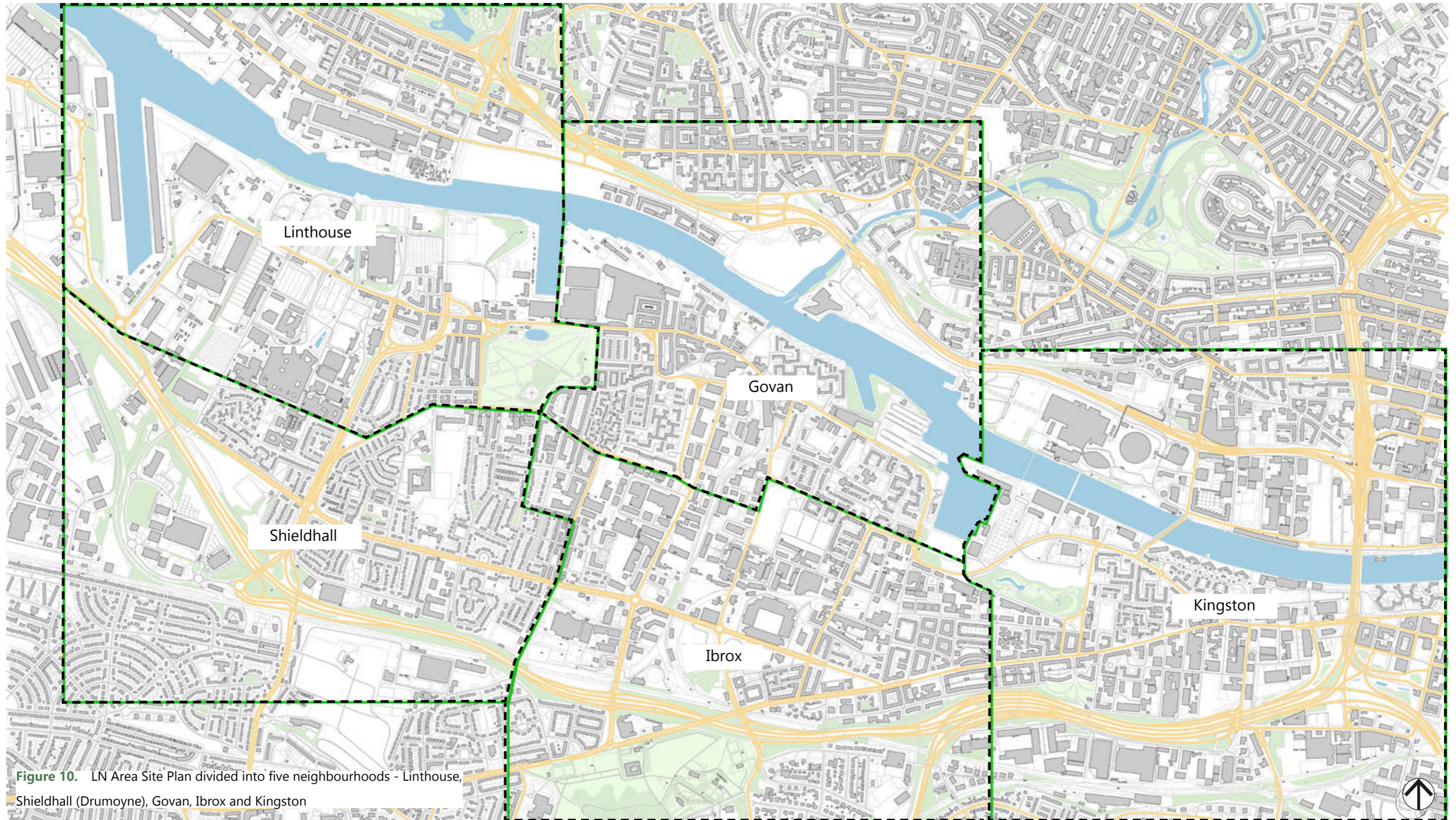


Figure 10. LN Area Site Plan divided into five neighbourhoods - Linthouse, Shieldhall (Drumoyne), Govan, Ibrox and Kingston

1.5 Stakeholder Engagement and Consultation

Figure 11. Photos from Community Consultation Workshops



1.5 Stakeholder Engagement and Consultation

Digital Engagement

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 provide feedback.

Analysis of digital engagement has been reviewed in relation to the five Liveable Neighbourhood areas (see Figure 10) and the findings are discussed in Section 4. 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 their 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.

The information gathered on the digital platform has been being 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 displaying web links to the LN Storymap and Toolkit.

The tool poses questions that were designed to encourage people to provide comments around the key LN themes as well as utilise 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 toolkit as the selected focus areas / opportunities are defined.

Users were also encouraged to respond to their place by visiting the place standard website. The reviews are limited and has been captured in Figure 12. The Commonplace websites will remain live for continued engagement being continually monitored and analysed as the projects progress through the next stages.

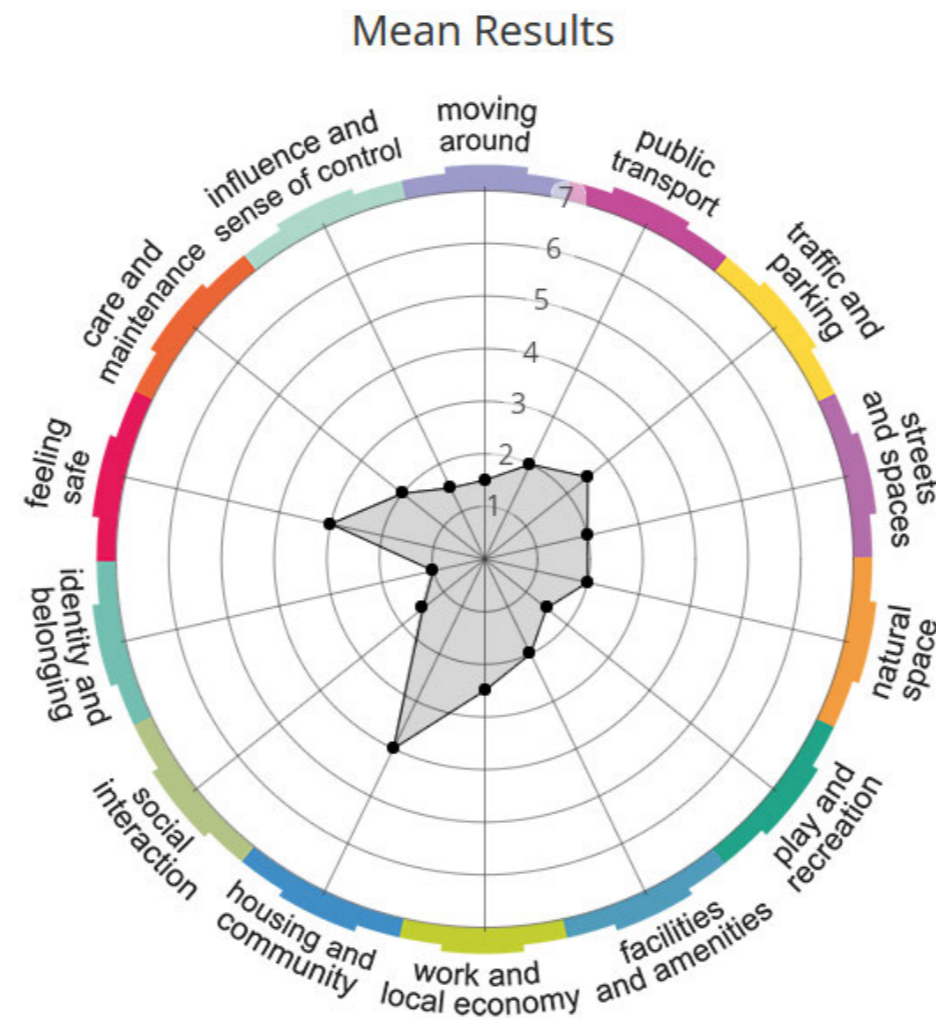


Figure 12. Mean engagement results - Place Standard Tool

The format for the questions asked is as follows -

Feedback summary

What are you commenting on?

Why is this place of interest to you?

How do you feel about this place?

☹️ 😞 😐 😊 😄

Which of the following Liveable Neighbourhood themes concern you?

Local Town Centres Everyday Journeys Active Travel

Streets for People

What would you like to comment on?

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

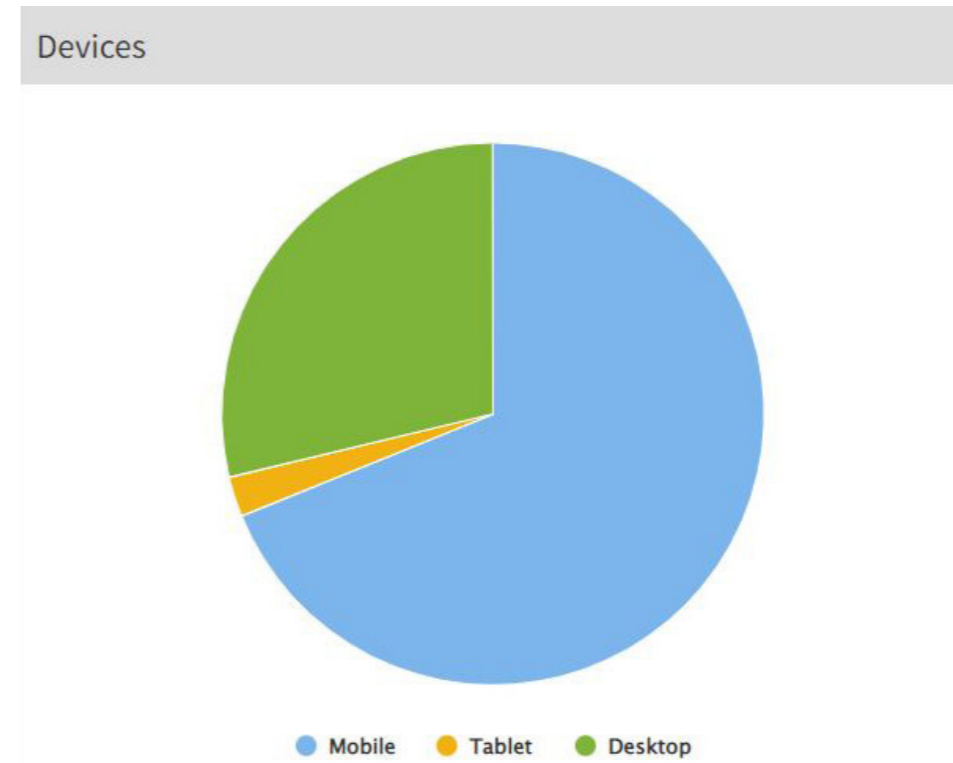
Health & Wellbeing Social Contact Streets & Places

1.5 Stakeholder Engagement and Consultation

Feedback Summary

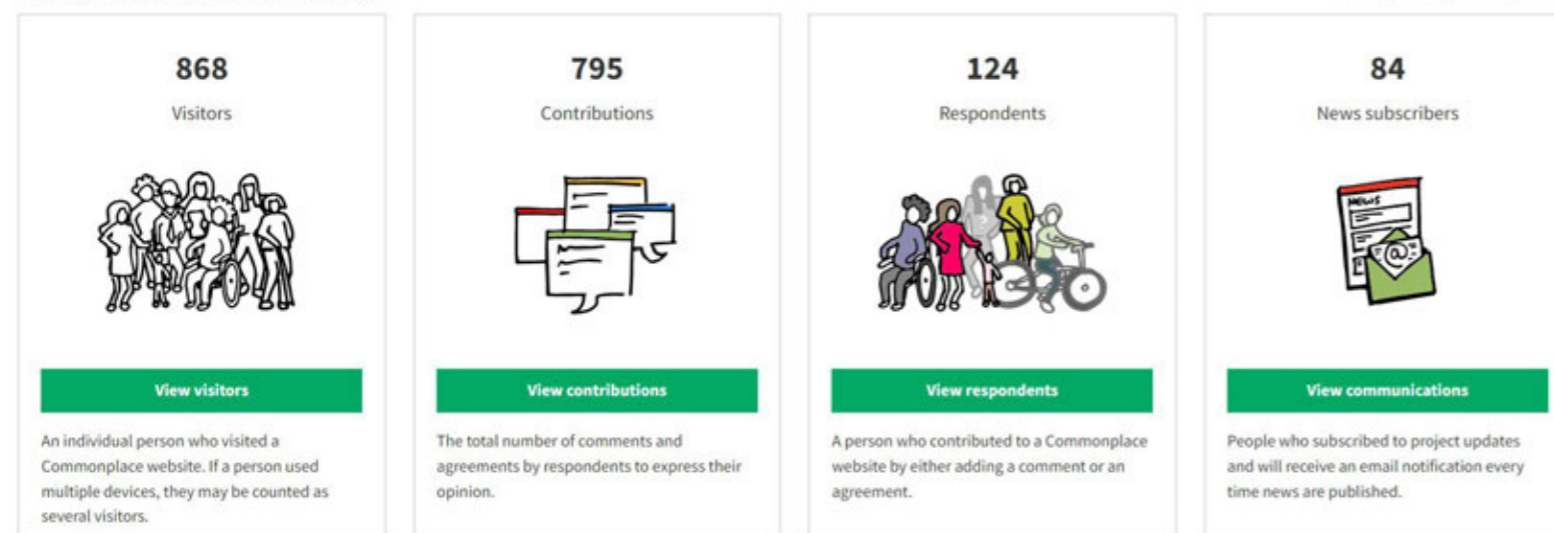


Figure 13. Commonplace comments plan



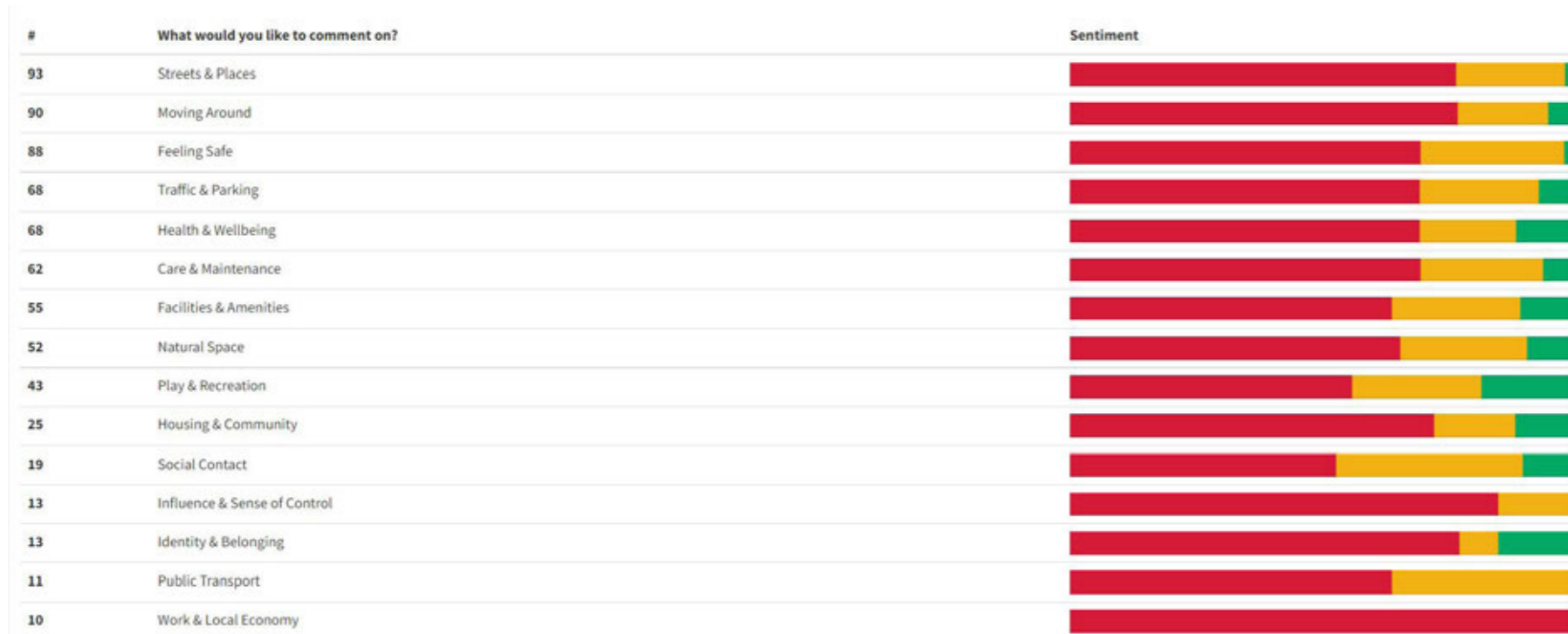
Govan to Kingston LN overview

This Commonplace launched on 17/11/2021.

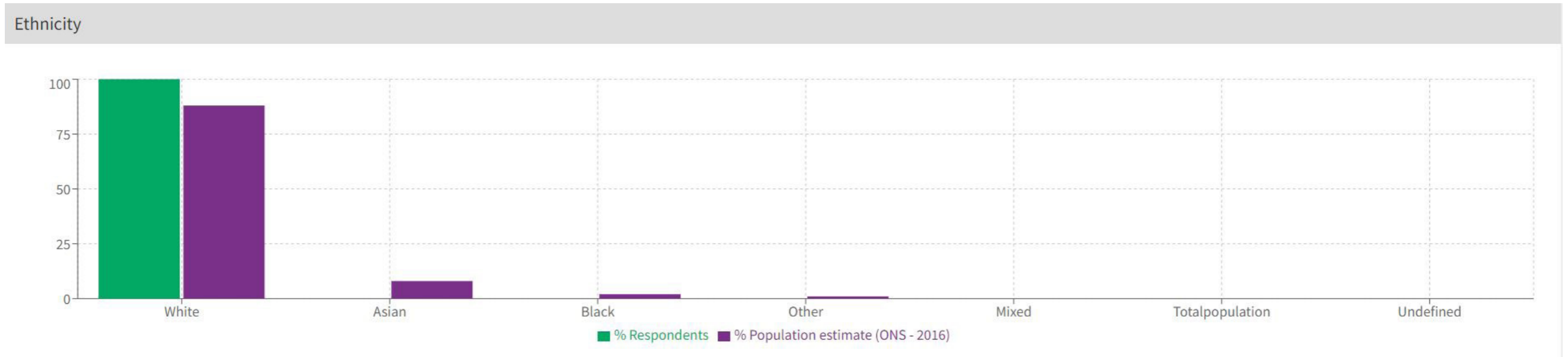


1.5 Stakeholder Engagement and Consultation

Feedback Summary

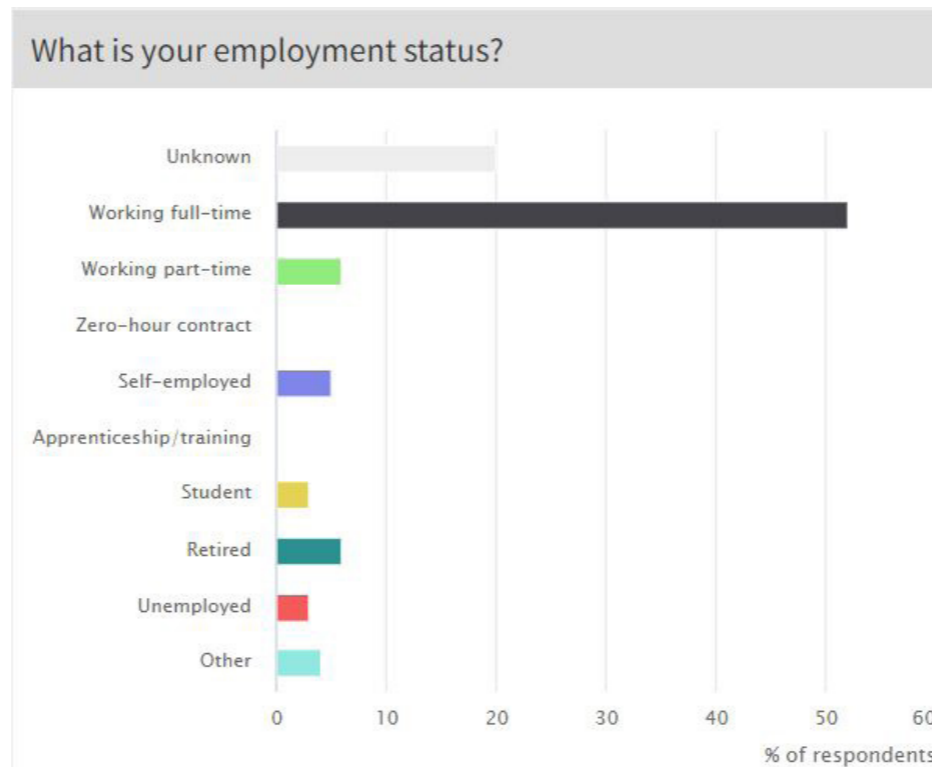
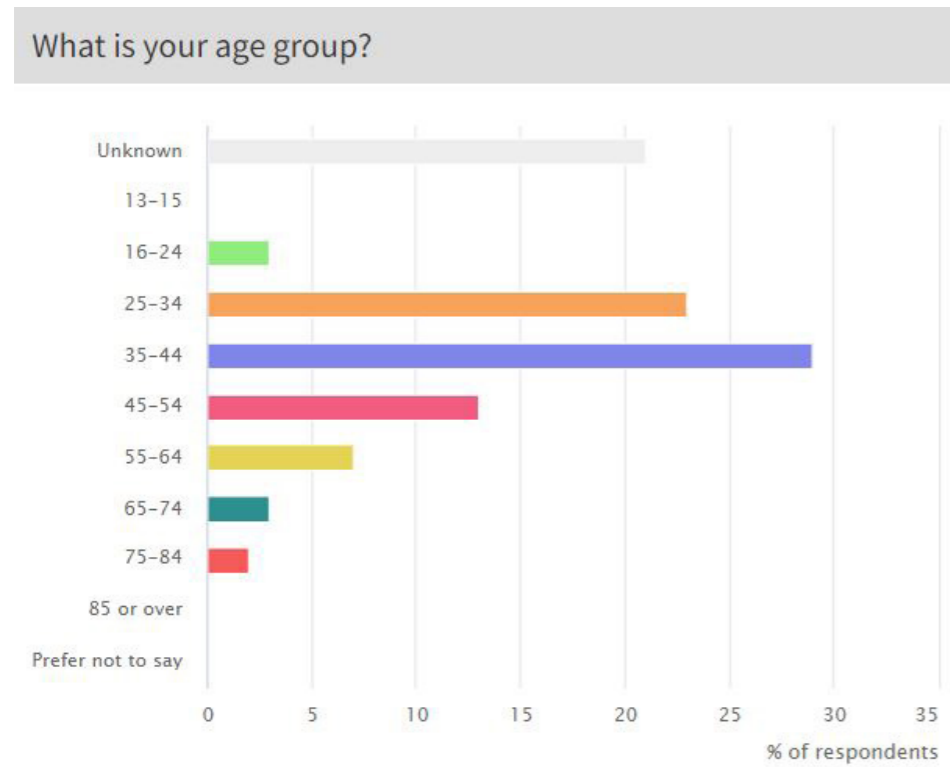
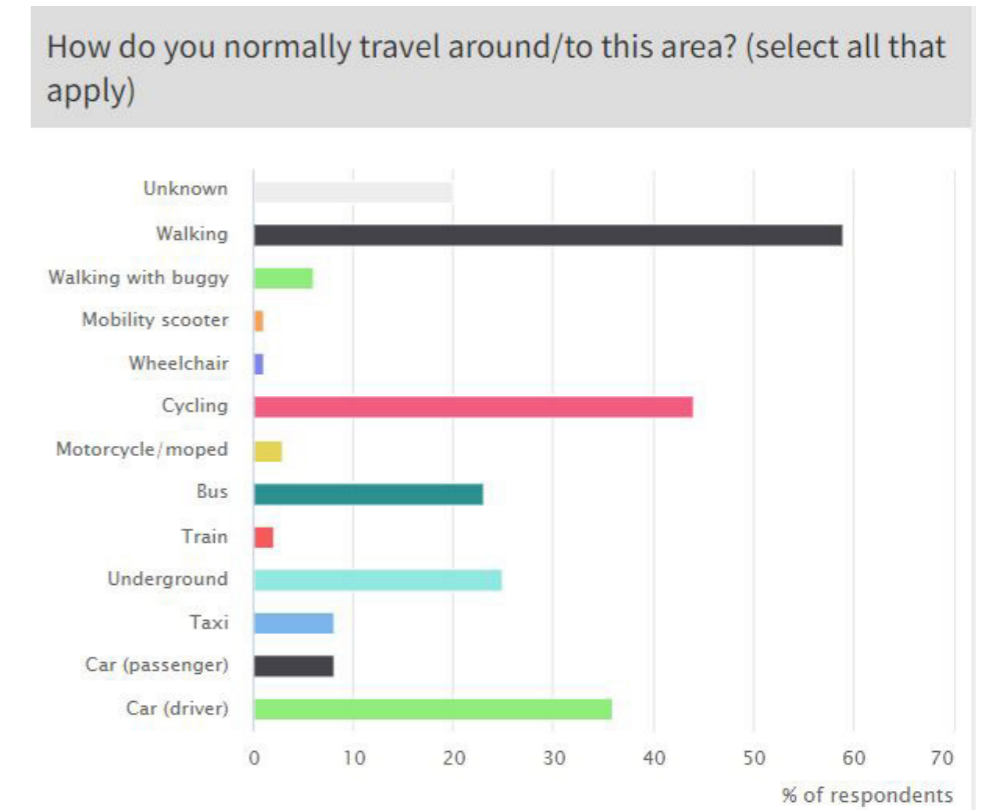
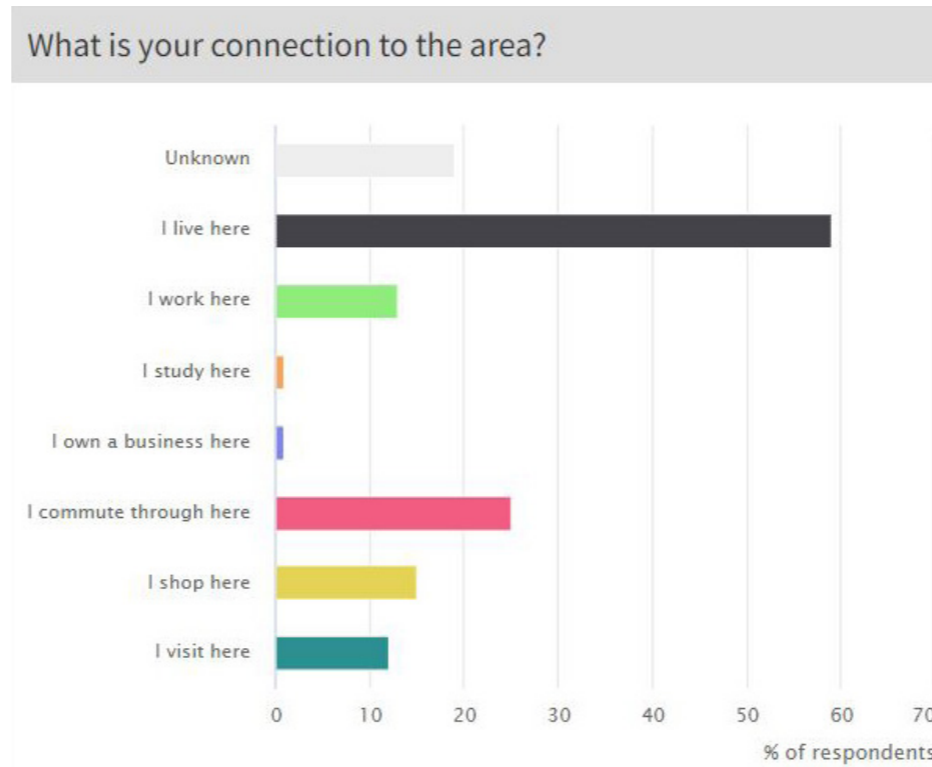
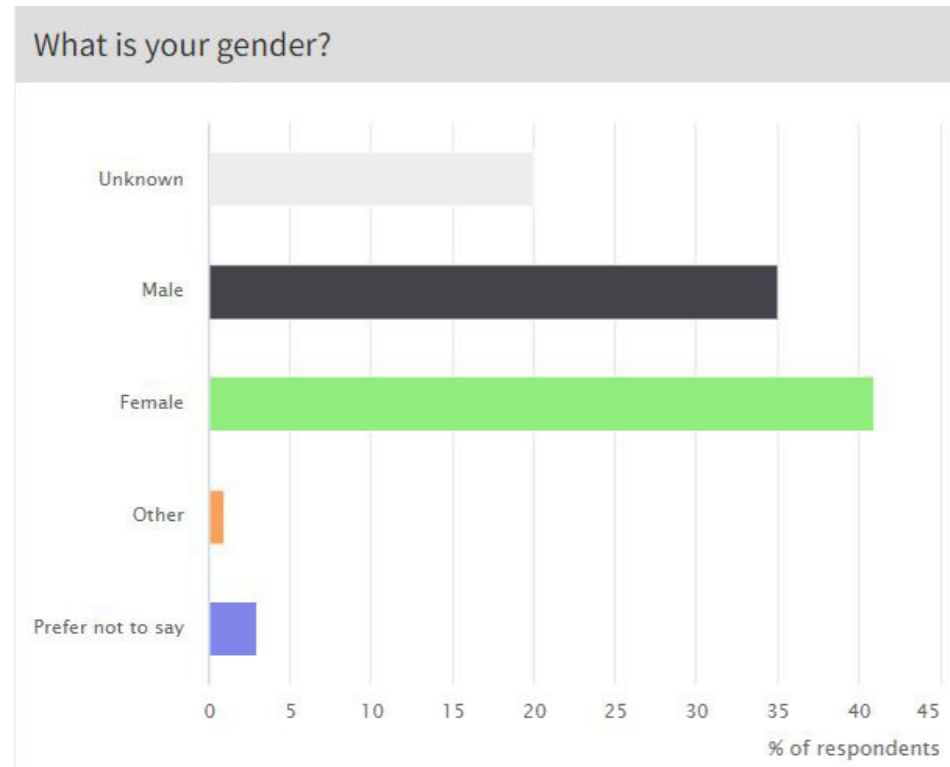


Demographic Profile



1.5 Stakeholder Engagement and Consultation

Demographic Profile (continued)



1.5 Stakeholder Engagement and Consultation

1.5.2 Wider Stakeholder Engagement

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

Aiming to trigger discussions around all four Liveable Neighbourhoods in tranche 1 and to inform our analysis from stakeholders' valuable input, three workshop events took place in January and early February 2022. The purpose of the workshops were to understand and capture stakeholders' aspirations, to exchange knowledge and discuss any key findings from community engagement. Due to the pandemic, these workshops have been held virtually.

The virtual roundtable discussions were structured around Glasgow's Liveable Neighbourhoods' four themes: Everyday Journeys, Active Travel, Local Town Centres and Streets for People.

Key takeaways - main issues:

- Importance of Churches for local communities
- Discouragement of car usage
- Accessibility/Walking distance to Schools
- Maintenance of bus stops
- Drainage maintenance
- Improved active travel infrastructure
- Rearrangement of street space - social use of street
- Integrated ticketing
- Temporary road closures as demonstrations

Considerations on masterplan implementation:

- Battle negative public transport passenger experience
- Management of expectations – being unable to deliver all projects and ideas.
- Overcome the element of conflict among different modes of transport.
- Infrastructure changes to be done simultaneously to reduce closure time and inconvenience.
- New infrastructure to be aligned with plans for future infrastructure (e.g. drainage systems).



Images from consultation workshops

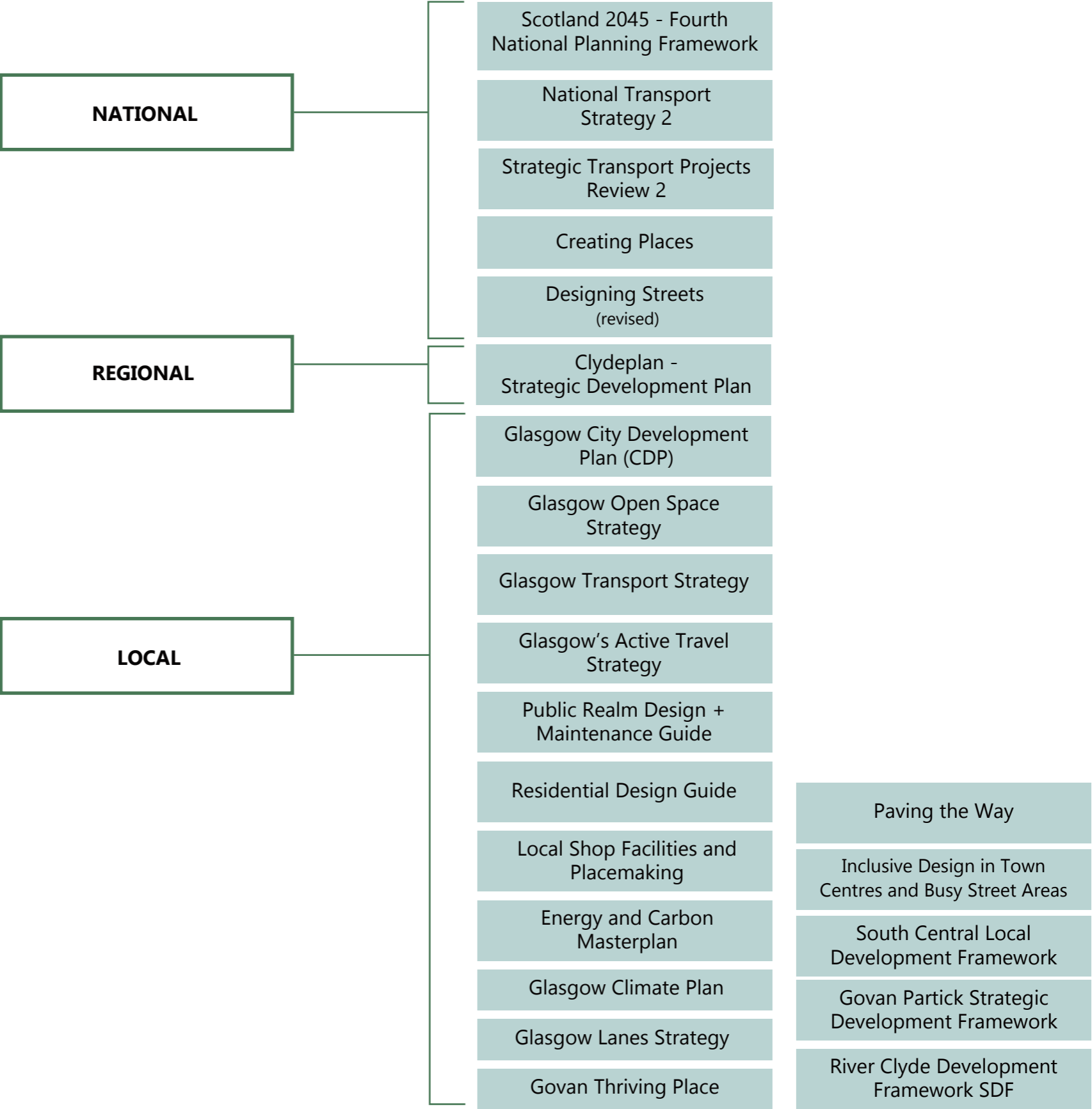
02 TECHNICAL REVIEW



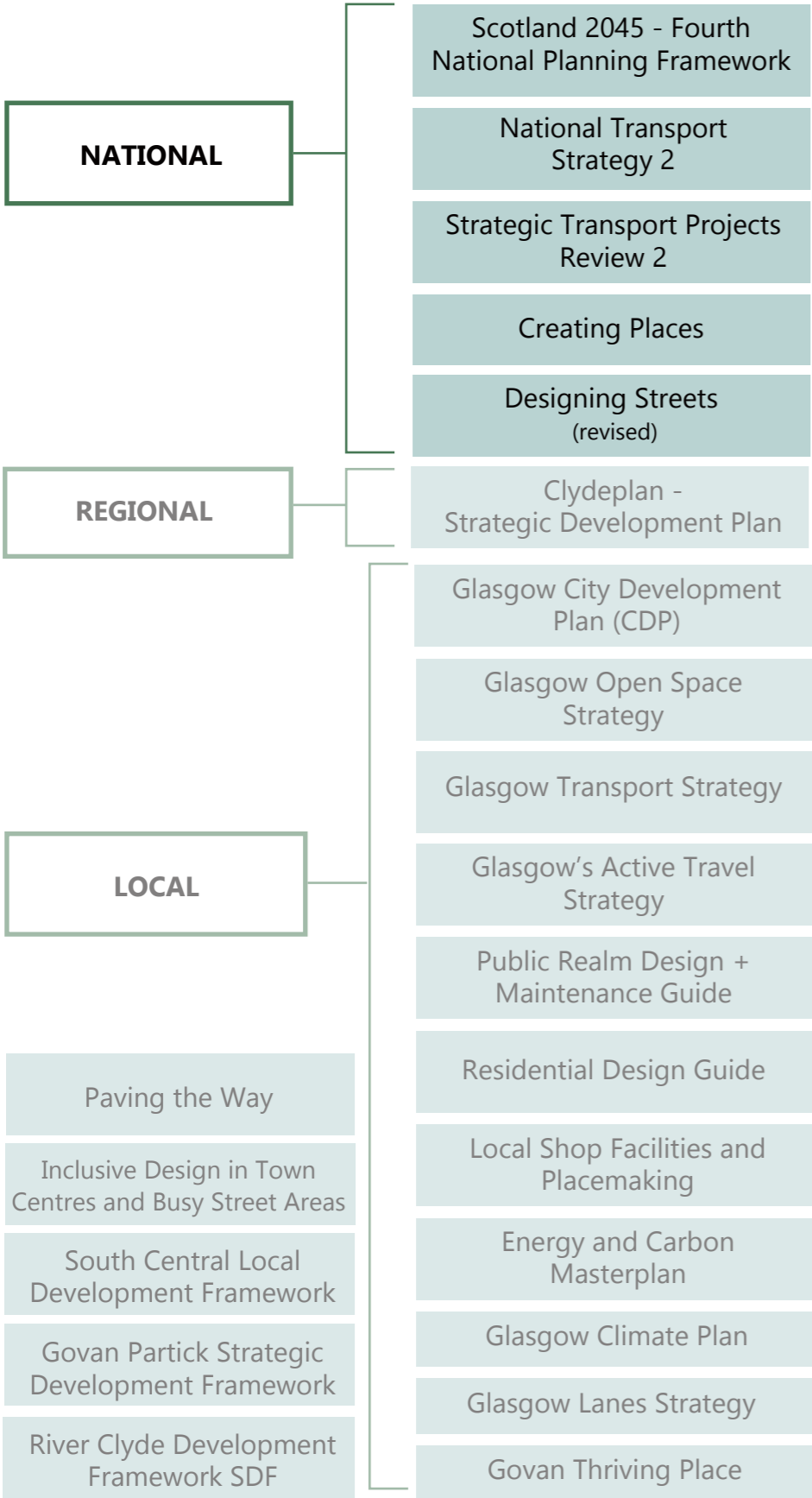
Summary

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 case studies, with a few focus on de carbonisation, tying local and global approach, materials circularity and active travel. The key takeaways from the workshop have been summarised.



2.1 National Planning Policy



2.1.1 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

See Appendix A for NPF (4) Sustainable, liveable, productive, distinctive places

2.1 National Planning Policy

Liveable Places: 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 : [Liveable Neighbourhoods Toolkit](#)

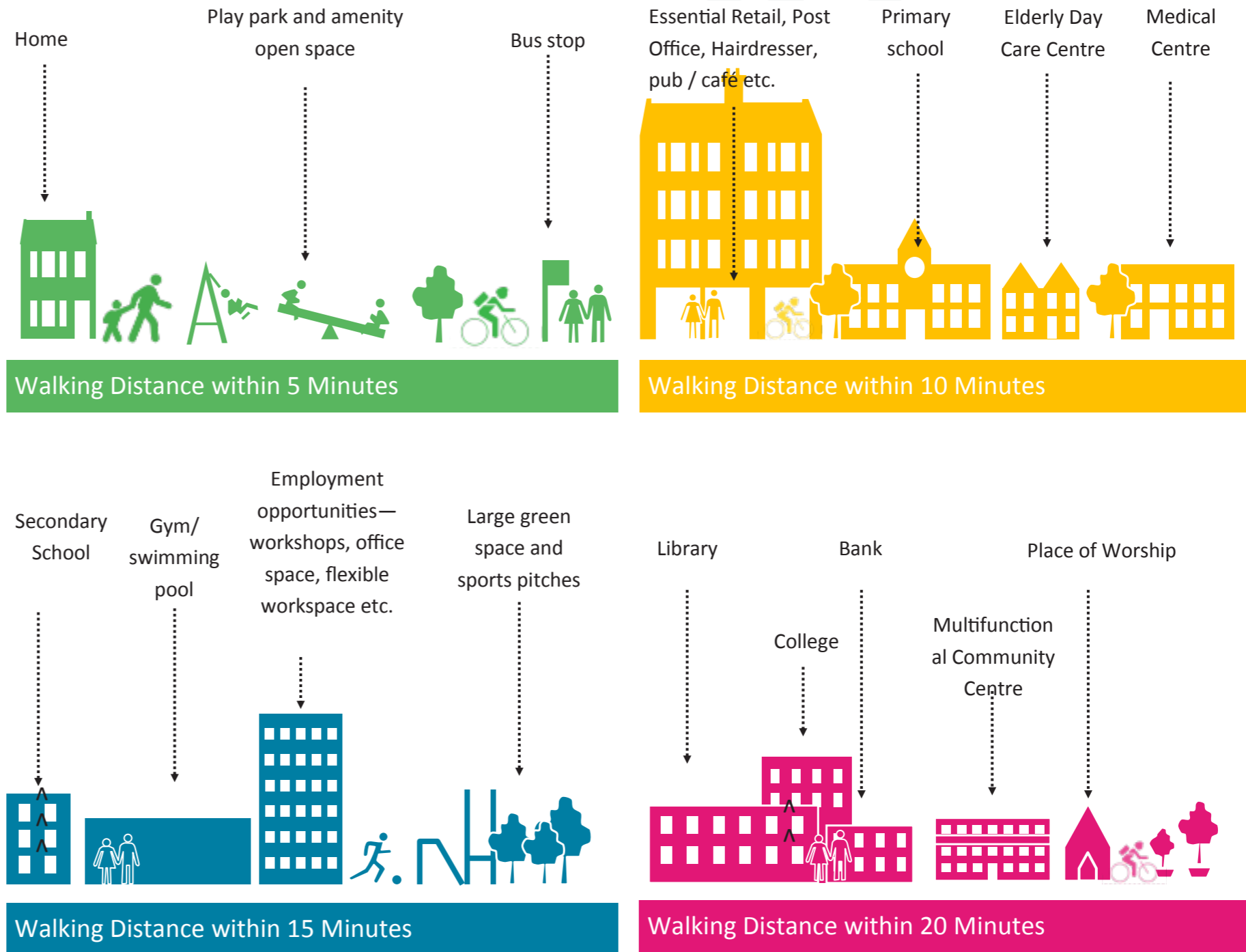


Figure 14. 20 minute neighbourhood break down

2.1 National Planning Policy

2.1.2 National Transport Strategy 2

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

Vision

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.

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

Key Priorities / Outcomes

Reduces Inequalities

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

Reduces Inequalities

- 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

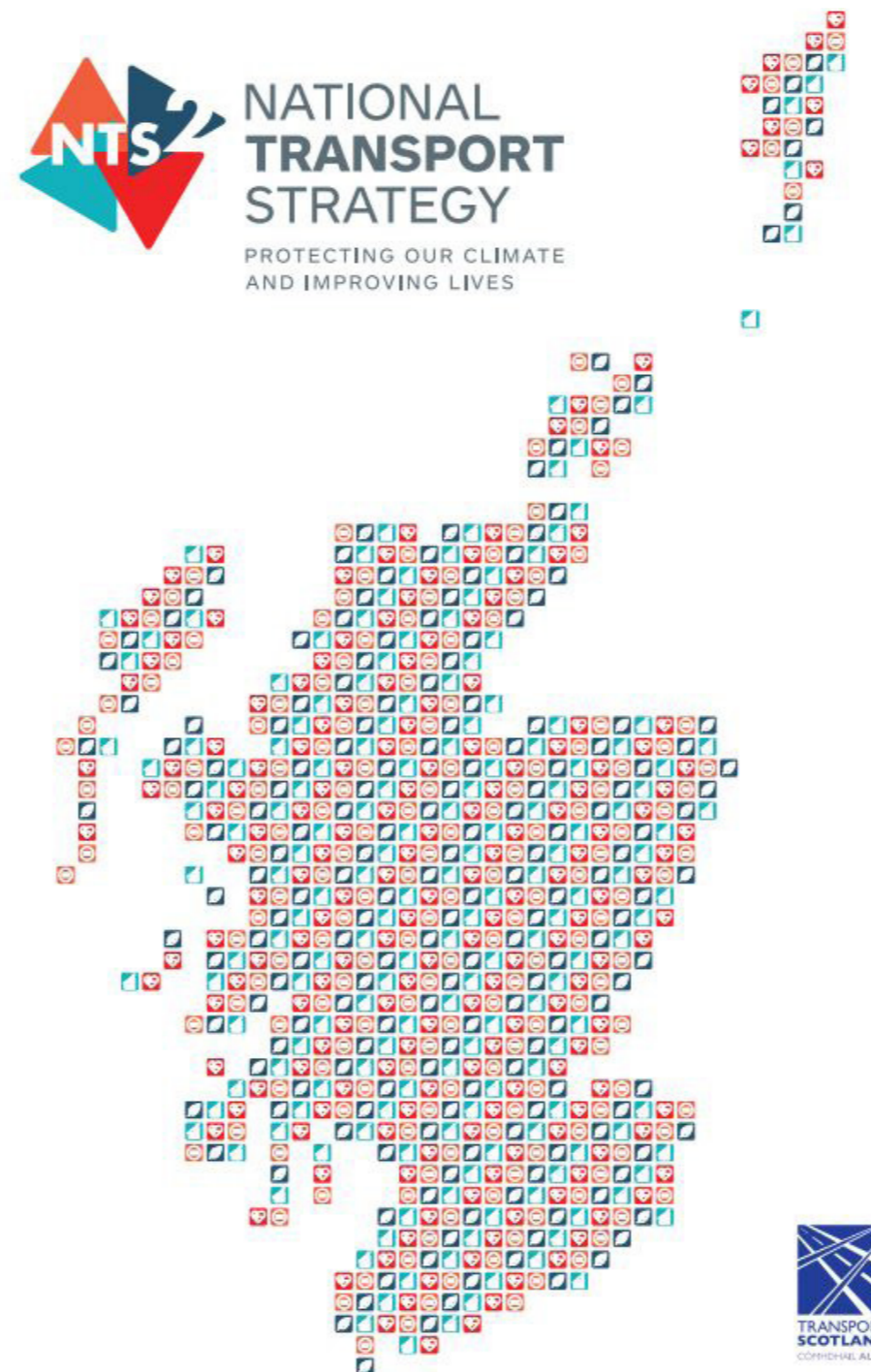


Figure 15. National Transport Strategy (NTS2)

This document can be found online: [National Transport Strategy 2](#)

2.1 National Planning Policy

2.1.3 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 and
- improving safety and reliability

Key Themes

STPR2 recommendations are grouped under 6 themes: Improving active travel infrastructure; Influencing travel choices and behaviours; Enhancing access to affordable public transport; De carbonising transport; Increasing safety and resilience on the strategic transport network; and Enhancing strategic connections.

The number 1 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 would 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 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: [Strategic Transport Projects Review 2](#)

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
Improving active travel infrastructure	✓	✓	✓	✓	✓	✓	✓		✓	✓
(1) Connected neighbourhoods	✓	✓	✓	✓	✓	✓	✓		✓	✓
(2) Active freeways	✓	✓	✓		✓	✓	✓		✓	✓
(3) Village-town active travel connections	✓	✓	✓	✓	✓	✓	✓		✓	✓
(4) Connecting towns by active travel	✓	✓	✓	✓	✓	✓	✓		✓	✓
(5) Long distance active travel network	✓	✓			✓	✓	✓		✓	

Figure 16. Recommendations and Key Benefits

2.1 National Planning Policy

2.1.4 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; and
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: [Creating Places](#)



Figure 17. Images from Creating Places: Pheonix Flowers, 7N Architects and Cells of Life, Charles Jenks

2.1.4 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’)

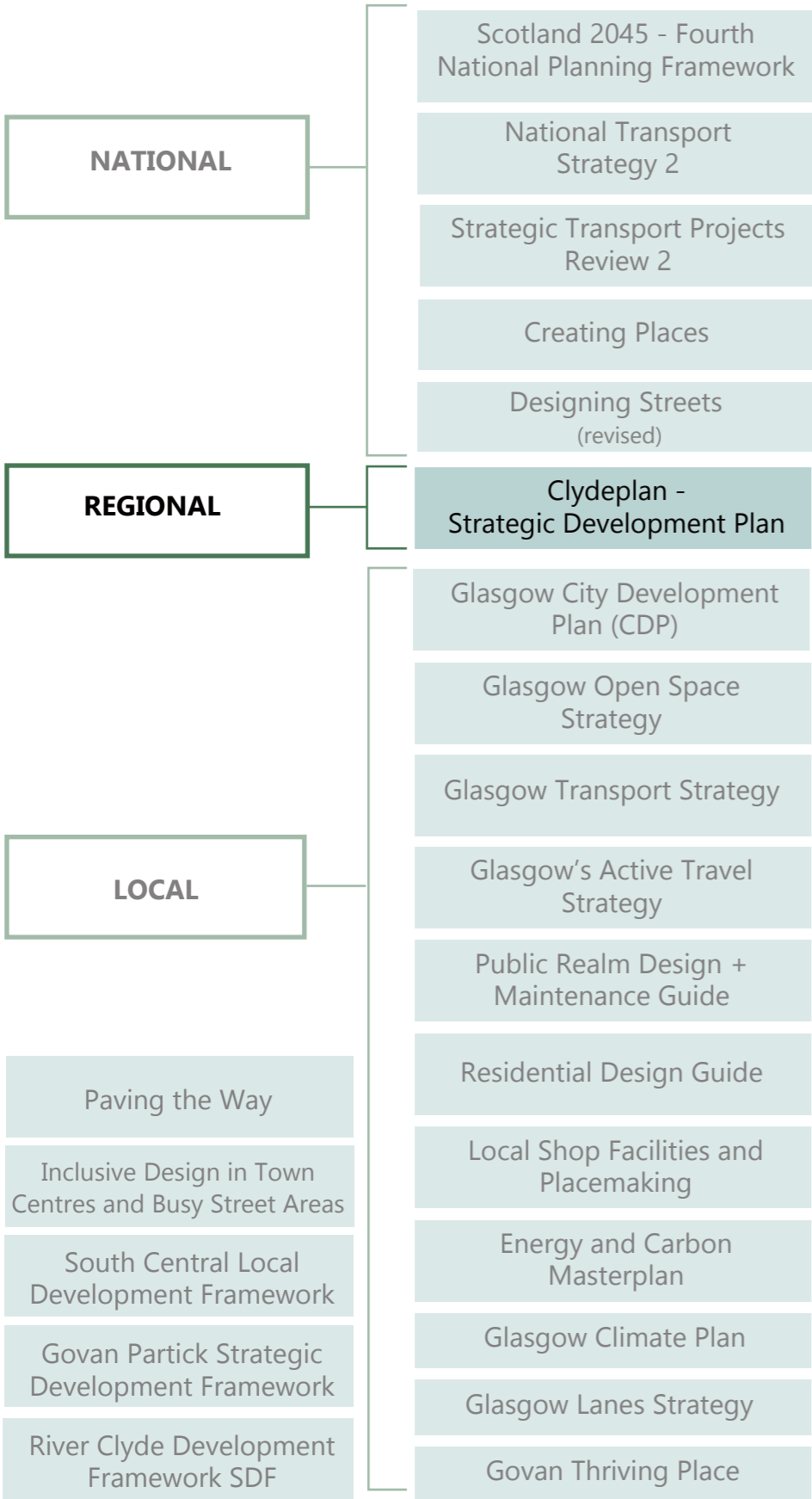
- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

Outcomes

Key considerations for street design according to 6 qualities (see Appendix B)

This document can be found online: [Designing Streets](#)

2.2 Regional Planning Policy



2.2.1 Clydeplan- Strategic Development Plan

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. Maximising the use of existing infrastructure and assets. Integrate land use with sustainable transport networks. Recycle previously developed land. Minimal extension of the 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 including active travel, green networks and sustainable drainage networks which contribute to a low carbon economy and lifestyles.

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 and where 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 contact within which the development will be located; and
- prioritise the deliver of the Green Network within the Strategy Delivery Areas

Policy 17: Promoting Sustainable Transport

Transport Scotland, SPT and the Clydeplan 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.

2.2 Regional Planning Policy

Building on current and previous studies, plans and strategies, Clydeplan 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

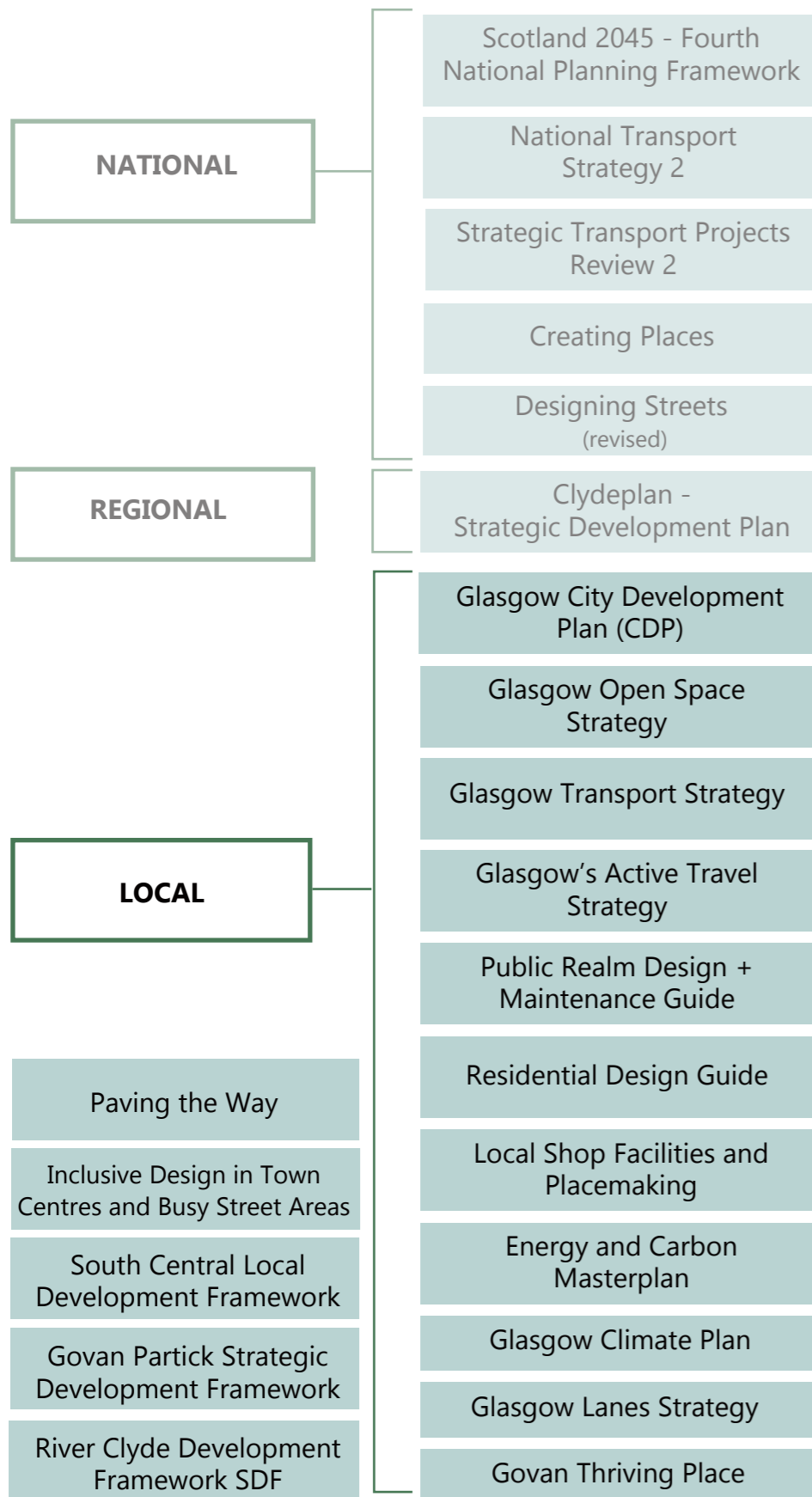
See Appendix A for figures showing: Green network strategic development areas; and Indicative Strategic walking and cycling network

This document can be found online: [Clydeplan - Strategic Development Plan](#)



Figure 18. Spatial Development Strategy

2.3 Local Planning Policy



2.3.1 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 6 principles - 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 well-being 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 Access and active travel illustrative example can be found in Appendix B.

CPD12: Delivering Development

Developer obligations diagram can be found in Appendix B.

This document can be found online: [Glasgow City Development Plan](#)

2.3 Local Planning Policy

2.4.1 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 contributes to:

Key themes/Outcomes

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: [Glasgows Open Space Strategy](#)



Figure 19. Glasgow's Open Space Strategy document

2.4.2 Glasgow Transport Strategy

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 and an 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
- Transport & the natural and built environment
- Access to vital services and opportunities & supporting economic success

This document can be found online: [Glasgow Transport Strategy](#)

2.4.3 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: [Glasgow's Active Travel Strategy](#)



2.4 Planning Guidance and Strategies

2.4.4 Glasgow Public Realm Design + Maintenance Guide

Vision

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

Key themes

1. Footways, Carriageways + surfaces
2. Cycle infrastructure
3. Bus infrastructure
4. Streetscape elements
5. Trees and soft landscaping
6. Drainage and water
7. Street furniture
8. Signage and wayfinding
9. 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: [Glasgow Public Realm Design + Maintenance Guide](#)

2.4.5 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: [Residential Design Guide](#)

2.4.6 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

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



Figure 20. Glasgow’s Public Realm Design and Maintenance Guide



Figure 21. Residential Design Guide document

2.4 Planning Guidance and Strategies

2.4.7 Energy and Carbon Masterplan

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

Outcomes

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: [Energy and Carbon Masterplan](#)

2.4.8 Glasgow Climate Plan - recommendations

1. Low-carbon retrofits and buildings that are fit for the future
2. Tree planting, peatland restoration, and green infrastructure
3. Strengthening energy networks
4. Improving Infrastructure for walking, cycling and remote working
5. 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: [Glasgow’s Climate Plan](#)



Figure 22. Climate Plan diagram

2.4.9 Glasgow Lanes Strategy

Vision

Transforming lanes from this...



To this...



Key themes

12 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

2.4 Planning Guidance and Strategies

Outcomes

A strategy that sets out a series of actions aimed at creating a better lanes system throughout the city centre. This covers revised planning policy and guidance, operational and strategic issues including resolving operational issues around waste, parking, lighting, public health and community safety

This document can be found online: [Glasgow Lane Strategy](#)

2.4.10 Govan Thriving Place

Vision

To understand more about the experiences of Govan residents, two sessions were held by local organisations to identify some key priorities for Govan Thriving Place:

- sustaining and growing resident and community group involvement across the entire area;
- building on what is already here and the work already done;
- work with existing community groups, organisations and services to fill any gaps before trying to develop new solutions; and
- make a difference quickly to encourage local people to get involved.

Key Themes

It was agreed at the development sessions that some goals that could be quickly achieved included:

- raising awareness of employment and training opportunities and enhancing employability skills for local residents;
- raising awareness of pathways and support for young people in Govan;
- improving environmental quality; and
- making sure that the major physical infrastructure initiatives in

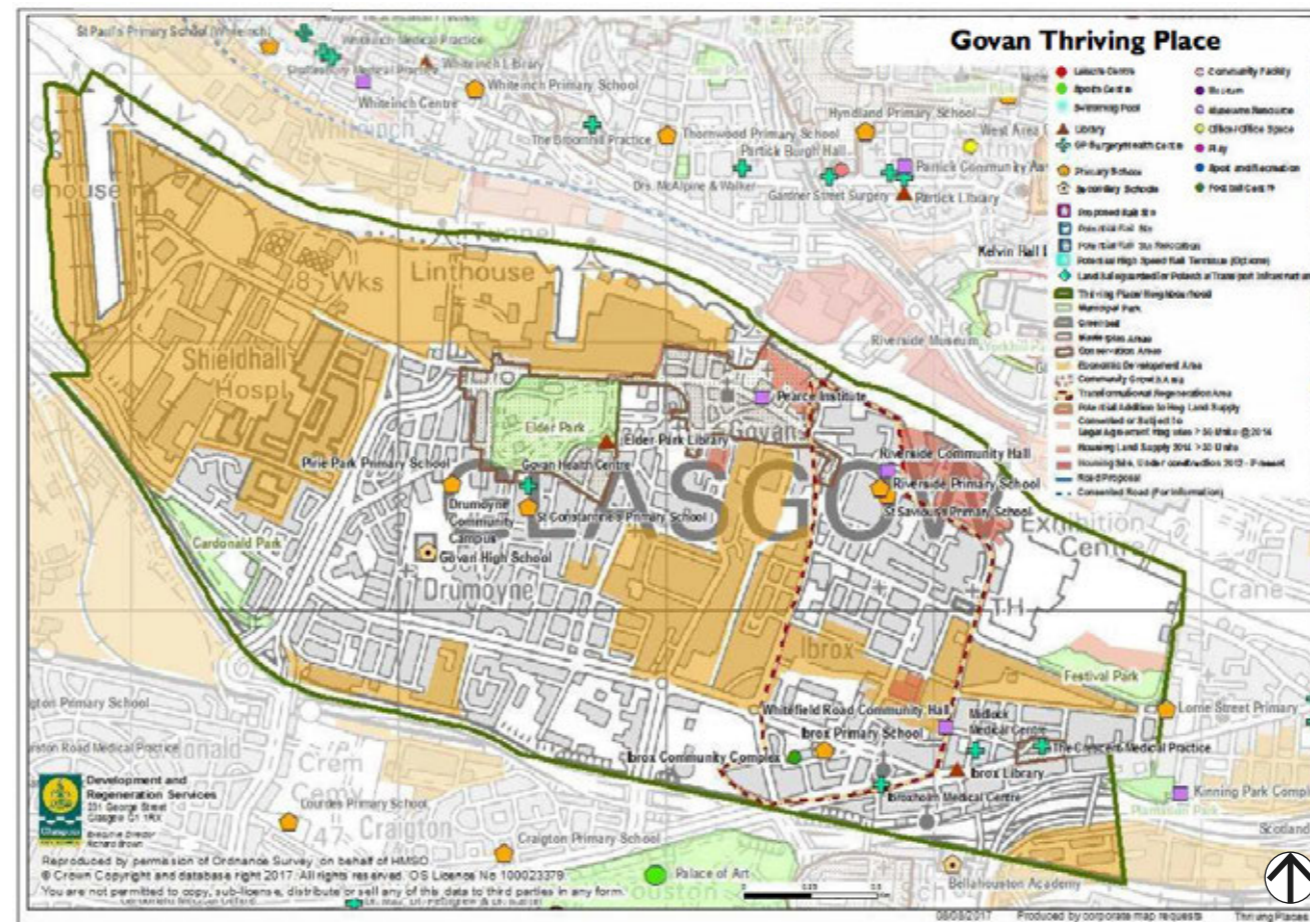
the area, such as Central Govan Action Plan, also have a social, economic and health focus.

Outcomes

- £500,000 funding was recently secured by Govan Workspace to refurbish the Govan Walkway, which runs part of the way along the River Clyde.
- Construction will begin on a new bridge across the Clyde in 2019. This will connect Govan at Water Row close to Old Govan Parish Church and Partick, on the north side of the river.
- Two new pedestrian and cycle routes are planned for the local

area, providing connections to the wider city. One will provide a link between the Queen Elizabeth II University Hospital, Govan, Pacific Quay and the city centre. The second will connect Glasgow University and the West End with Govan, Glasgow Harbour, the SECC, the new Partick Govan Bridge and the city centre.

This document can be found online: [Govan Thriving Place](#)



(High quality image yet to be received)

Figure 23. Govan Thriving Place

2.4 Planning Guidance and Strategies

2.4.9 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.

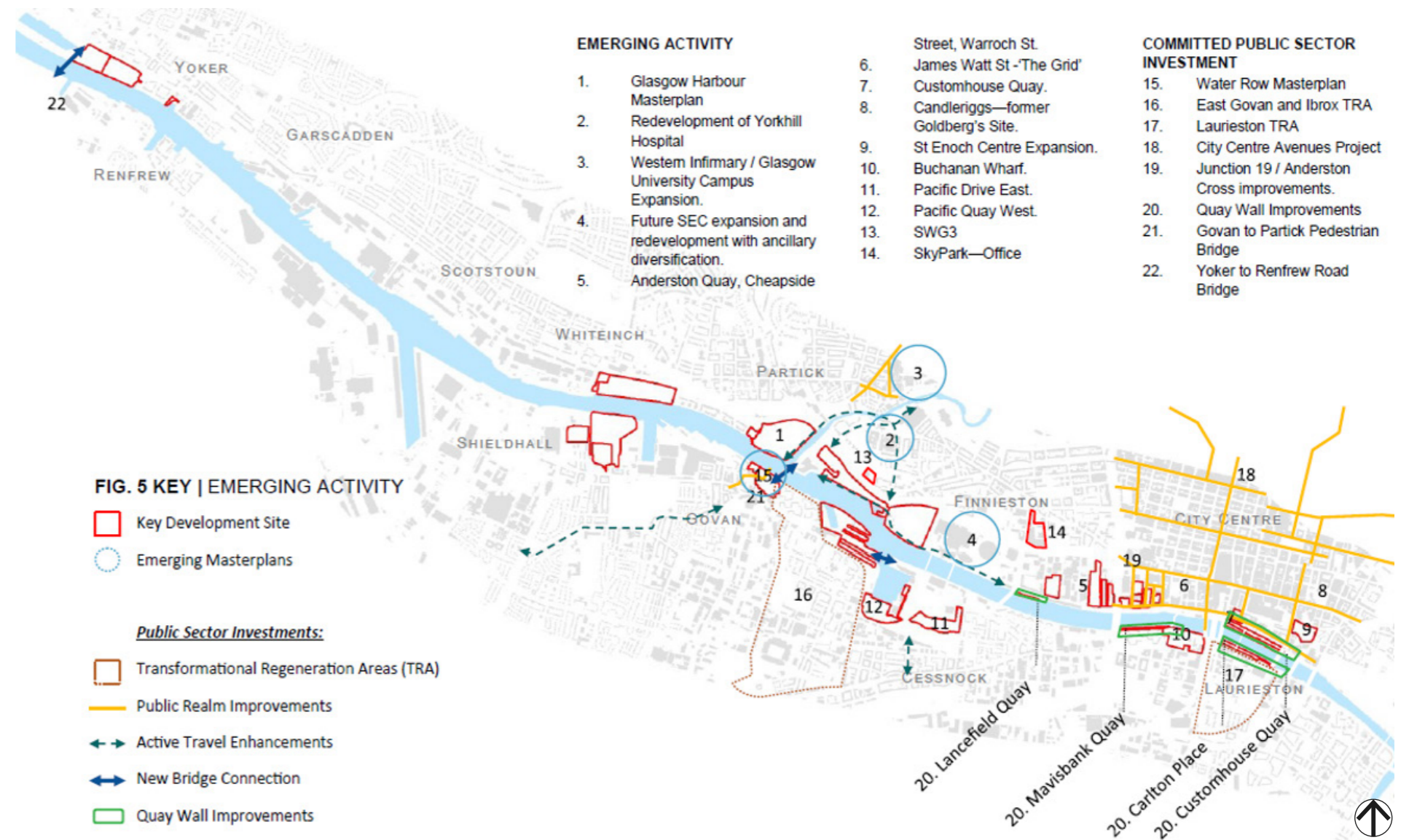


Figure 24. River Clyde Development Framework Plan

This document can be found online: [River Clyde Development Framework](#)

2.4 Planning Guidance and Strategies

2.4.10 Govan to Partick Development Framework

Vision

“Building a world class cultural cluster”

Key themes:

- Hubs of creative industry
- Create a network of linking green spaces and routes, which will link the River Clyde with its hinterland
- Enhance and extend the network of active travel routes in the area
- Identify opportunities to enhance the wildlife corridors in and around the rivers Clyde and Kelvin
- Identify opportunities for integrated green infrastructure approaches, meeting multiple needs for improved social space, enhancing biodiversity and attenuating environmental pressures such as rainwater, flooding and air quality. This should include the creation of new public green spaces within large development sites.

Outcomes

Action programme:

- 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: [Govan to Partick Strategic Development Framework](#)

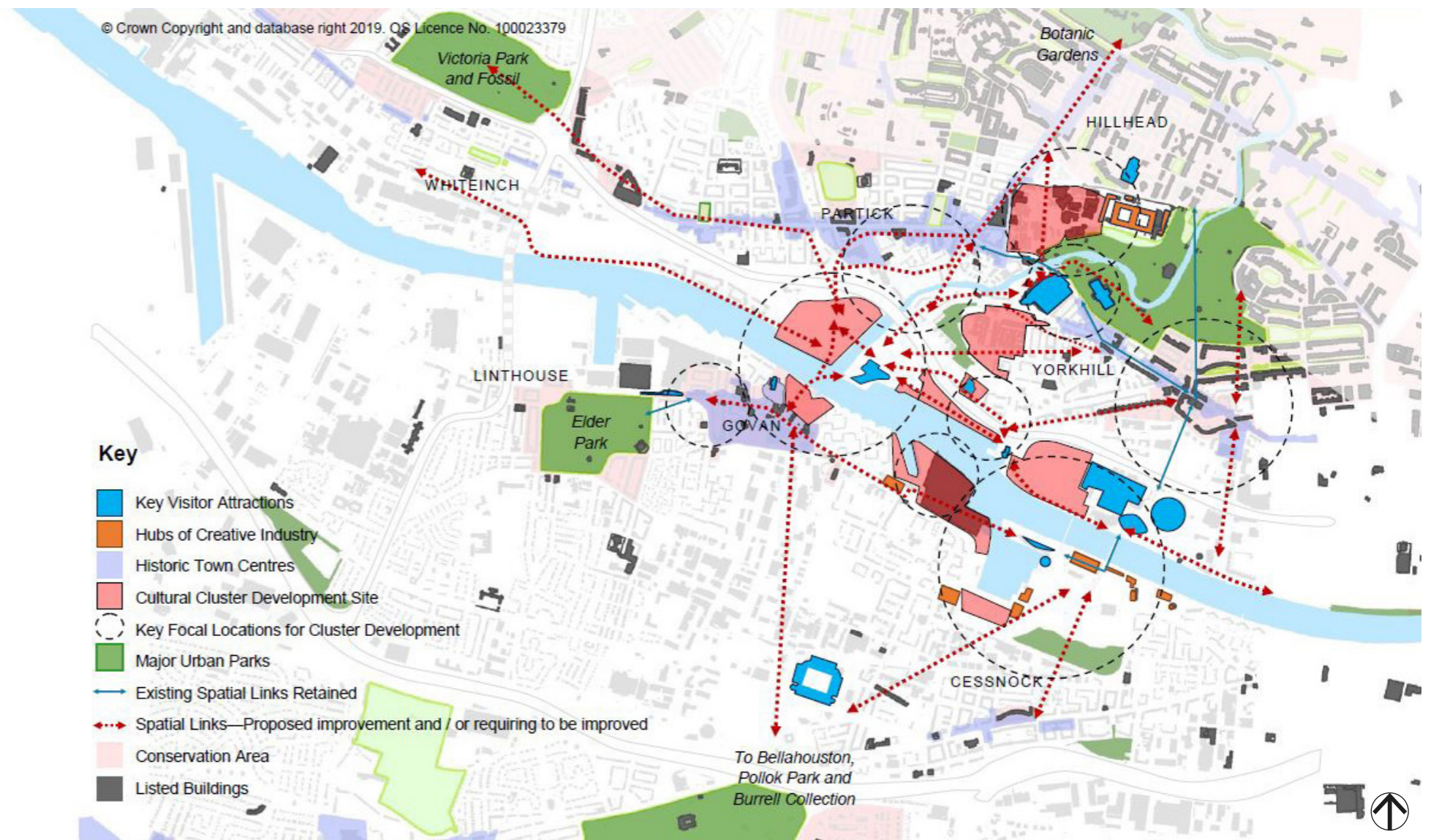


Figure 25. Govan Partick Strategic Development Plan

2.4 Planning Guidance and Strategies

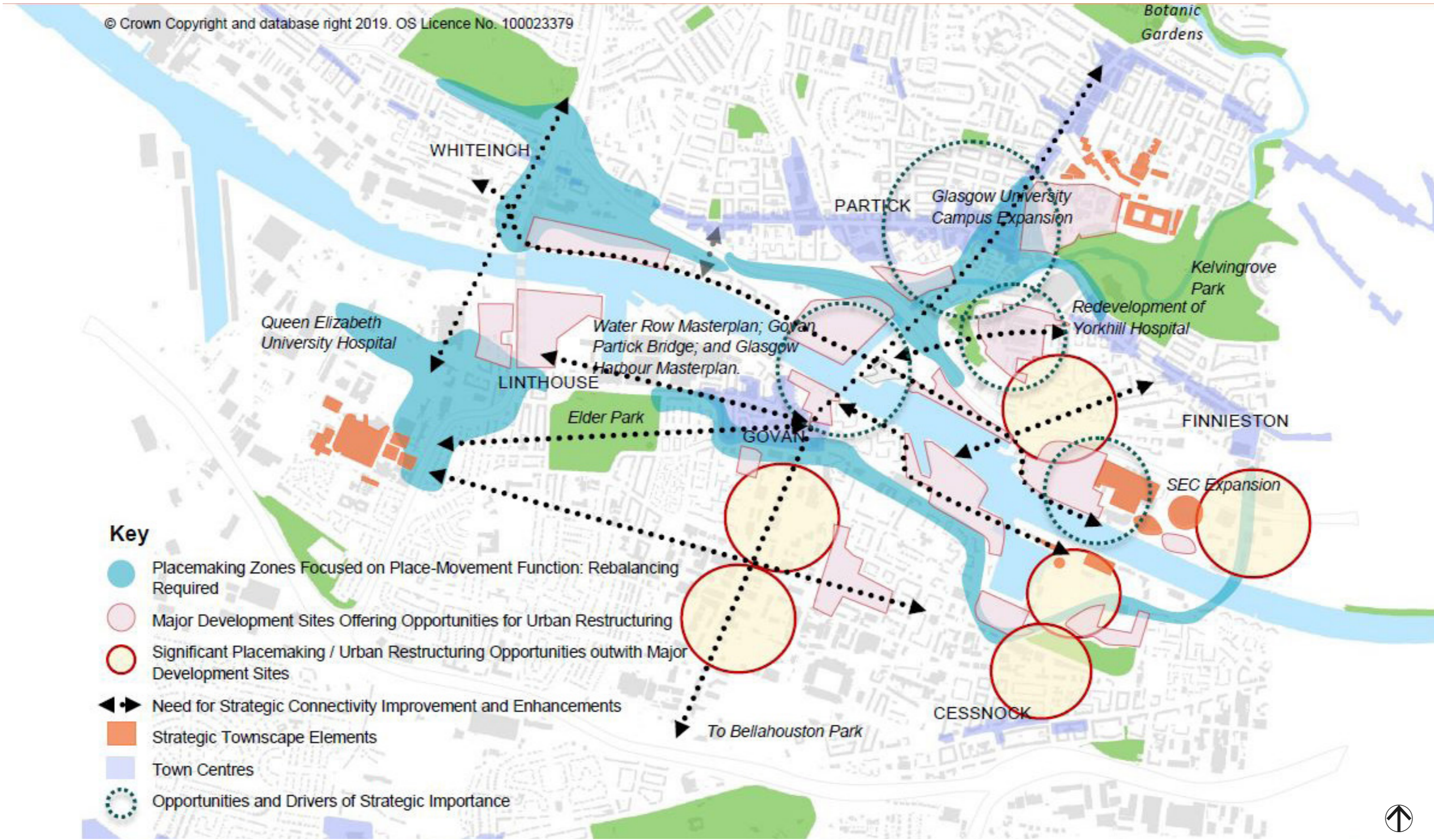


Figure 26. Govan Partick Strategic Development Plan - Placemaking Strategy

2.4 Planning Guidance and Strategies

2.4.11 South Central Development Framework

Vision

- To provide an overview of the social, spatial and economic geography of the area as a whole and to develop an understanding of the distinct character areas within the study.
- To develop an overall vision for the area so that current and future planning and regeneration activity contributes to the development of a cohesive whole.
- To develop a framework for the City district which provides a strong context for making funding bids for regeneration and directing development activity.
- To develop a framework that improves the connections between neighbourhoods and address the real and perceived barriers to accessibility that exist.
- To create an overall framework within which individual planning applications can be assessed, providing more detailed spatial policy informed by local circumstance where necessary.
- To provide basis for partnership working with relevant agencies, groups and the public. In this regard the concept of planning as primarily a social / democratic activity would be important.

This document can be found online: [South Central Development Framework](#)

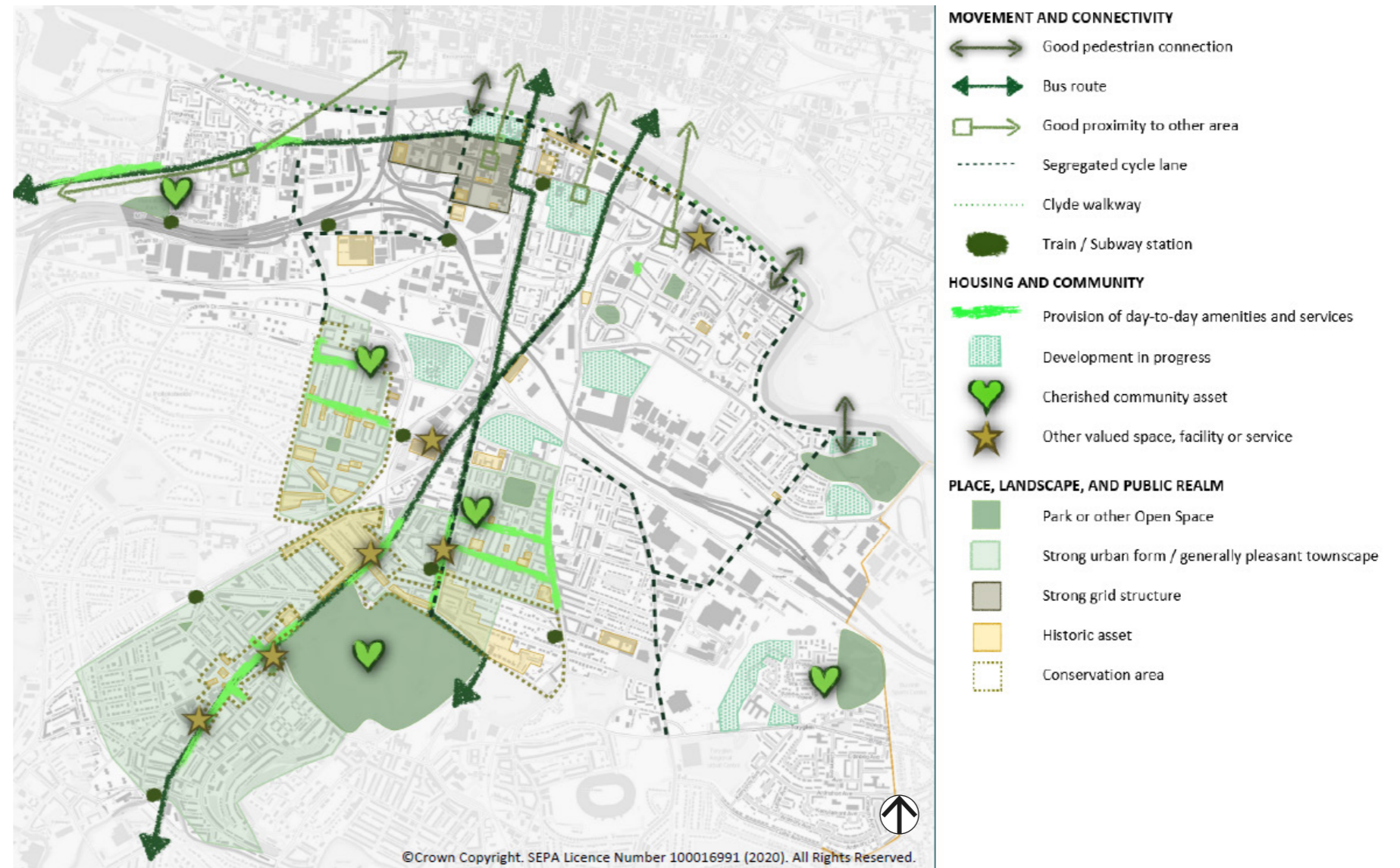


Figure 27. South Central Local Development Framework - Key Opportunities Map

2.4 Planning Guidance and Strategies

2.4.12 Pave the Way

This report is a summary taken from Transport For All; taking key findings of the impact of Low Traffic Neighbourhoods on disabled people and the future of accessible Active Travel.

Positive findings:

- Many disabled people enjoy benefits of LTNs, including increased independence and reduced risk from traffic congestion. Also reduced impact from noise.
- The benefits promote both mental and physical health for disabled people.
- A phased implementation to trial features would help generate impact feedback and building confidence for disabled people.
- High quality (including accessible) engagement / consultation is recommended for addressing many of the concerns of disabled people.

Challenges:

- There exists a background of dis-satisfaction of disabled people within Low Traffic Neighbourhoods (LTNs) linked to insufficient consultation processes. Disabled people feel alienated. This is both through the lack of accessible communication formats, as well as quality.
- Disabled people feel strongly let down by a lack of timely and quality information regarding the changes being introduced by a LTN.
- Practical problems experienced by disabled people include longer journey times, for both themselves and for visitors/carers. Some also report an LTN impacting their mental health by feeling isolated or stuck at home – reducing their independence.
- If LTNs reduce the range of transport options available for disabled people, then this will worsen the issues of independence being reduced by a scheme.

This document can be found online: [Pave the Way](#)

2.4.13 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 and undertaking good engagement can help bridge this. The report identifies a series of principles to achieve this goal.
 1. 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.
 2. 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
 3. Engagement should be undertaken from the start of the design process, ideally at scheme conception
 4. The scale and nature of the engagement should inform the project commissioning with budget and timescales established to meet these requirements
 5. Media promotion should be multi-sensory and should recognise the limitations of media format to those with sensory impairments
 6. The use of different communication methods can improve access and understanding during the inclusive engagement process
 7. 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

8. Maintaining a record of engagement supports inclusive design and the designer's Public Sector Equality Duty compliance under the Equality Act
 9. 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: [Inclusive Design in Town Centres and Busy Street Areas](#)

2.5 Case Studies

2.5.1 20-minute neighbourhood in Melbourne, Australia

Melbourne is in the process of implementing various interventions in line with the 20 minute neighbourhood and compact city concept. Government guidance showcases a 2017-2050 plan that outlines the following the key principles/interventions:

Principles:

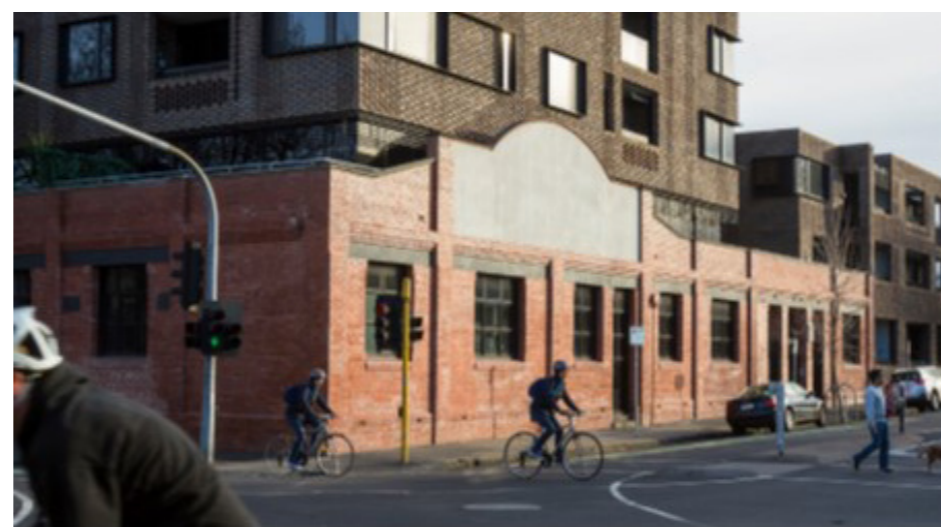
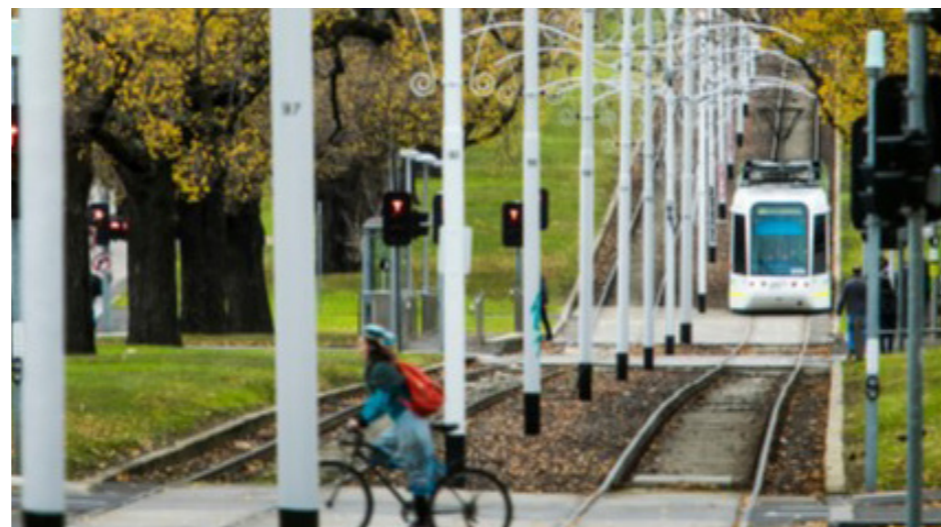
- Cycle tracks
- Green cycle routes
- Cycle superhighways
- Traffic safety measures
- Safe schools route
- Bicycle and pedestrian bridges
- Install safe school crossings
- Review residential zoning
- Streetscape improvements
- Improve access to local parks
- Upgrade facilities
- Install public art with youth groups
- Investigate a community garden

Benefits:

The implementation of these interventions will mean improved planning of Neighbourhood Activity Centres. It will also scale up the pilot program and allow for the investigation of funding opportunities. Councils have been encouraged to take a coordinated place-based approach going forward with the idea to create an embedded and connected decision making process between government, industry and communities.

Limitations:

These are yet to be fully implemented and particular challenges might be encountered in relation to grassroots projects. There has also been a limited response to climate change issues.



2.5 Case Studies

2.5.2 Superilla Barcelona, Spain

Barcelona introduced the Superilles which is a government-funded project identifying 120 intersections to be converted, within the Urban Mobility Plan of Barcelona. The concept is to create introduce low-cost Tactical Urbanism measures to increase pedestrian space on streets; utilise vacant sites such as pocket parks and rest areas; and to create a traffic calming programme.

Principles:

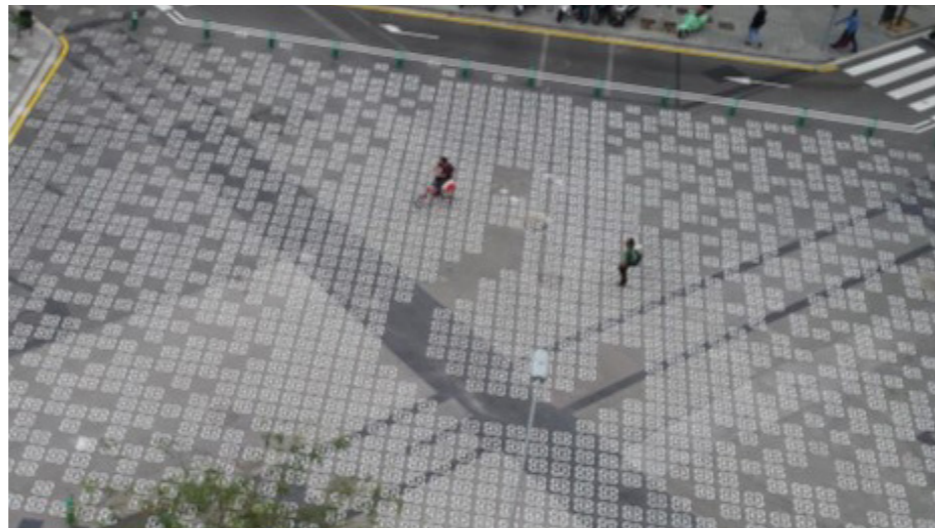
- Pocket green spaces at every 200m; 6.6 ha allocated for green areas
- 21 green corridors: total length of 33km
- 21 new squares: total area of 3.9 ha

Benefits:

The benefits of this scheme has seen the introduction of an active public realm with a multitude of community events taking place in public spaces. Interventions have been child friendly and the co-design process has meant that local communities have had their say. Interventions have been low case and tree planting for shade and biodiversity has been incorporated. Finally, the use of local materials and manufacturers has strengthened the local supply chain.

Limitations:

There have been community resistance issues due to concerns regarding gentrification. In addition there have been concerns raised by local shop owners regarding footfall and vehicle accessibility.



2.5 Case Studies

2.5.3 Copenhagen City of Cyclists, Denmark

Over the past 10 years approximately 2 billion Danish Krone has been invested into cycling related measures in Copenhagen. The investments have been used to expand and improve the cycling infrastructure resulting in a culture of cycling and a city that is fulfilling ambitions for an environmentally and climate friendly city. The key concepts behind this investment are as follows:

Concepts - Cycling city of the future

- Own, Rent, Share scheme.
- Smart transport planning which includes: Combination of travel options; dynamic traffic flow and signal control (real time data information; Bicycle traffic models; and quick response times retrieve abandoned bikes.
- Focused winter management for snow removal.

Green cycle routes, cycle super highways, traffic safety measures, safe school routes, bicycle and pedestrian bridges and shopping street projects have all been key themes in the creation of a successful cycle network.

Benefits:

The benefits of this scheme has meant a continued acceleration of active travel and increased citizens' satisfaction over 10 years. It has increased traffic safety and now has meant that Copenhagen has the lowest cyclist risk in among 30 other major cities in Europe and the USA from 2011-2015. It ha meant that active travel is the main transport habit for school children and there has been a drastic improvement in public health (30% reduction in mortality among adults who cycle 30 minutes a day). Finally, the impact on carbon emissions reduction has been substantial. 177 Tons a year is how much the Technical and Environmental Administration (2,500 employees) reduced its CO2 transport emissions from 2009-2016 (City target: CO2 neutral by 2025).

Limitations:

Limitations include inadequate space for bicycle parking, especially at stations and near shops; abandoned bicycles and parking issues with one out of two bicycles parked outside of allocated stands.



2.5 Case Studies

2.5.4 Superkilen, Copenhagen, Denmark

Superkilen is a linear park located in Copenhagen, built in 2012. The concept behind the design was to exhibit urban best practice incorporating a collection of global found objects that come from 60 different nationalities of the people inhabiting the area surrounding it. It has incorporated the following:

Solutions:

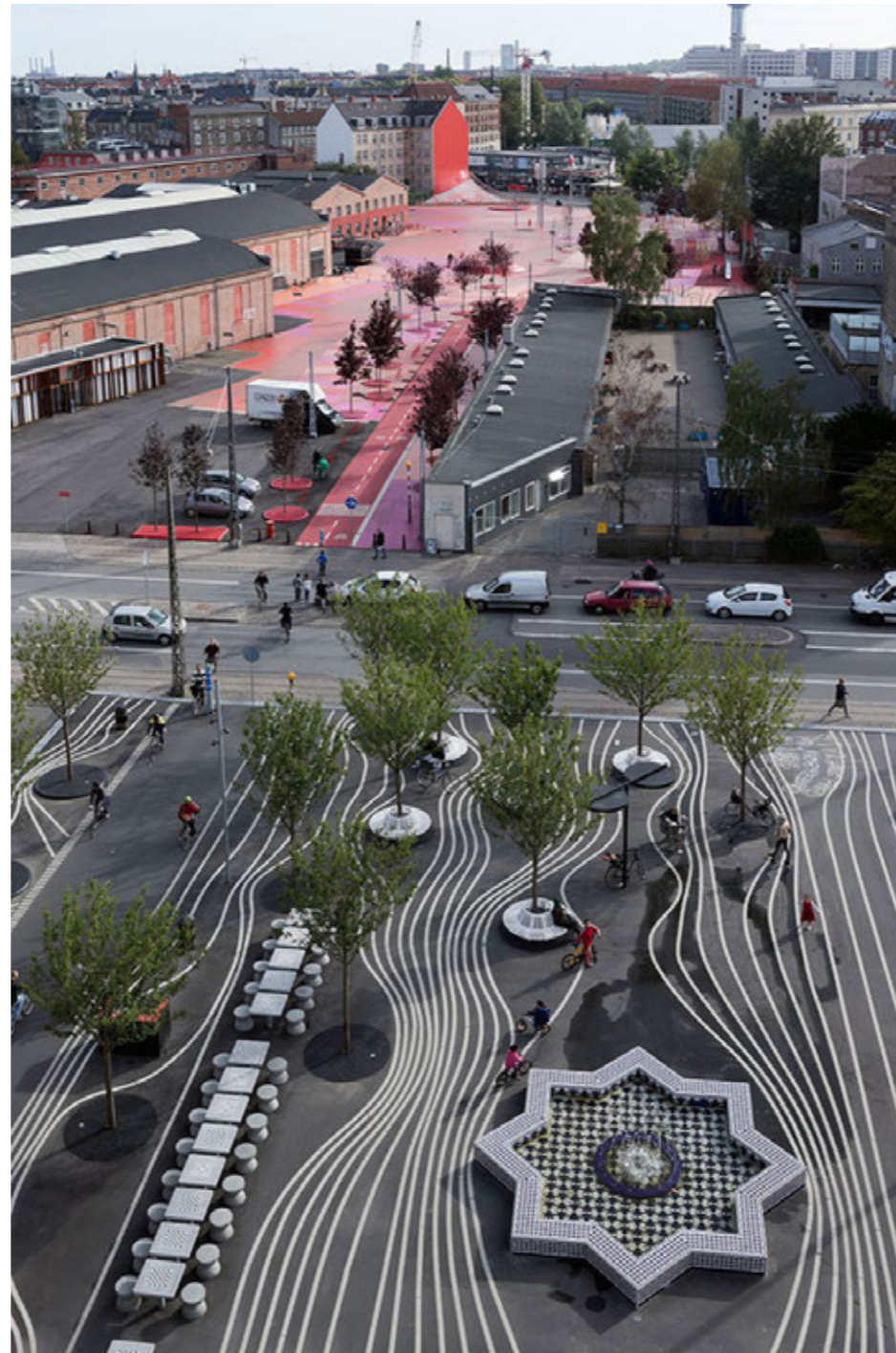
- Cycle route
- Community centre with Café
- Indoor sports area and climbing wall
- Traditional play features
- Market space
- Colourful strip markings

Benefits:

It has acted as a catalyst for surrounding neighbourhood improvement and serves as a mobility, play and social space, with a cycle route providing connectivity between two neighbourhoods and amenities. It is located in one of the most ethnically diverse and socially challenged neighbourhoods in Denmark and is a part of the city-wide cycle network with 110 kilometres of cycle routes across and round Copenhagen

Limitations:

Limitations include a lack of stewardship and maintenance; and the construction has not prioritised the use of low carbon materials.



2.5 Case Studies

2.5.5 Mini Hollands - Walthamstow, UK

Waltham Forest secured £20m of investment to develop 'Mini-Holland' which is a programme to help radically improve cycle routes and public spaces across the borough. Using Commonplace, they were able to understand the active travel needs of people in the area with the aim to increase walking and cycling.

Neighbourhood streets were improved in the following ways:

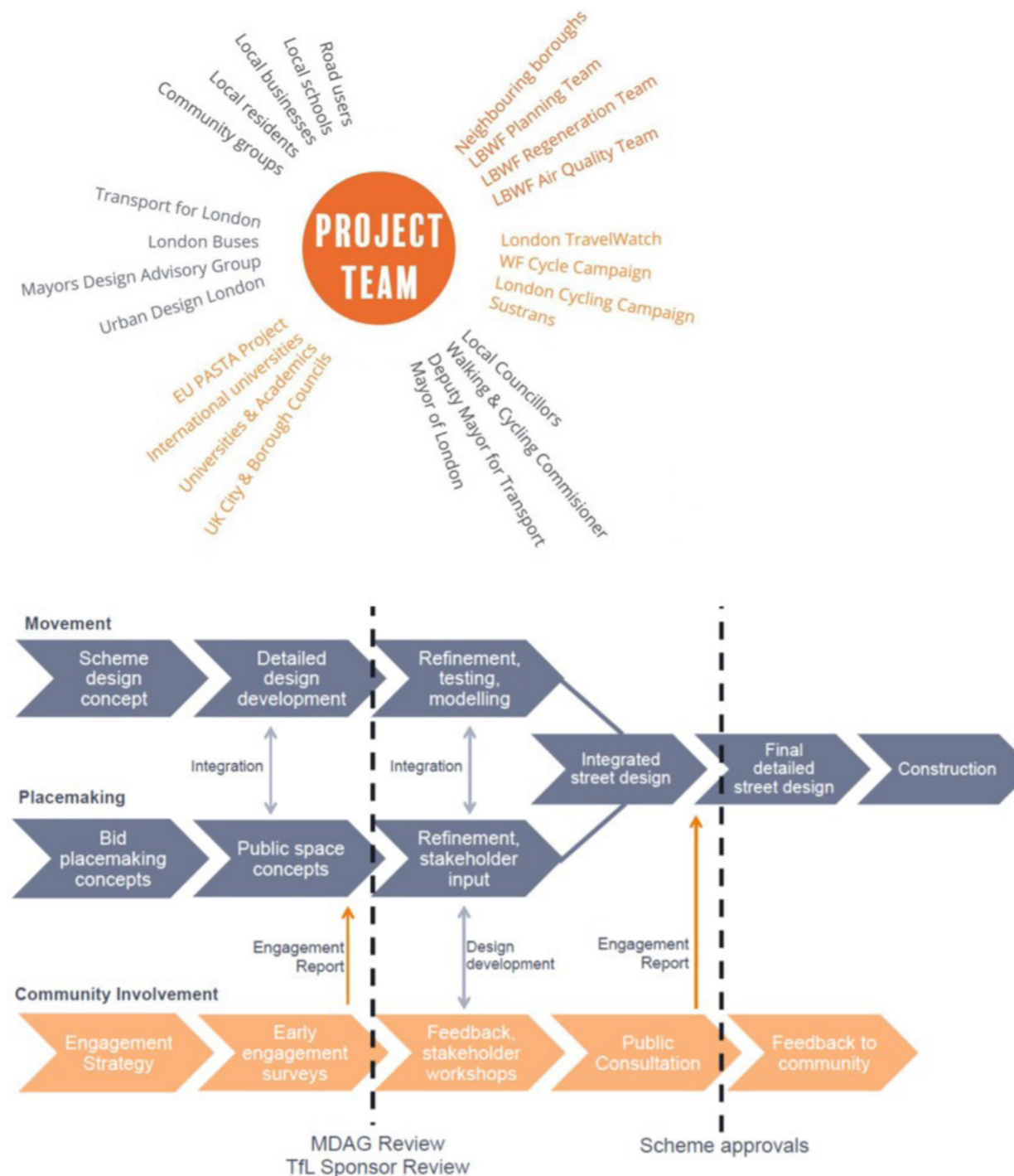
- Introducing 37 road filters
- 2 timed road closures
- 22km of segregated cycle lanes
- 104 improved pedestrian crossings
- 15 new pocket parks
- 660 new trees
- 20mph speed limit implemented
- 250 Bike hangars
- Removal of 800 car parking spaces

Benefits:

The successful implementation of the scheme has meant various benefits. These include reduced car ownership in the area - at least 40% of the residents do not have access to a car. It has tackled key issues around road safety, air quality and public health. It has also resulted in Waltham Forest Council launching a fund for local community projects.

Limitations:

Limitations include the fact that it was a pilot project and required external funding; as well as resistance from local retailers.



2.6 Key Takeaways

2.6.1 Summary

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.
- Best scenarios of decarbonisation include implementation of liveable neighbourhoods, which results in reduction of overall carbon.
- 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.
- We tend to divide the movement modes. If we combine them, we need less space and then have more space for green space which also contributes to urban cooling and water management.
- In terms of future car usage one might consider the idea of

- parking cars in a community parking hub, not under the home.
- Getting rid of owned vehicles 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 circular.
- 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.
- 10R approach (as shown below) is very useful in designing roads. It is known as the 10R model
- Regarding maintenance fee 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 side street junctions and contraflow cycle lanes. Please refer to 'Connectivity, People and Place: Interim Delivery Plan for the City Network' by Glasgow City Council.





03 SITE APPRAISAL

3.1 Topography and Ground Conditions

3.1.1 Topography and Contaminated Land

The underlying topography within the site is relatively flat as slight changes in land surface elevation appear.

There are numerous areas of potentially contaminated land from historic land uses on the site, mainly along to the River Clyde relating to the industrial past of Greater Govan.

Additionally, there are few areas of registered contaminated land in sporadic locations throughout the LN area.

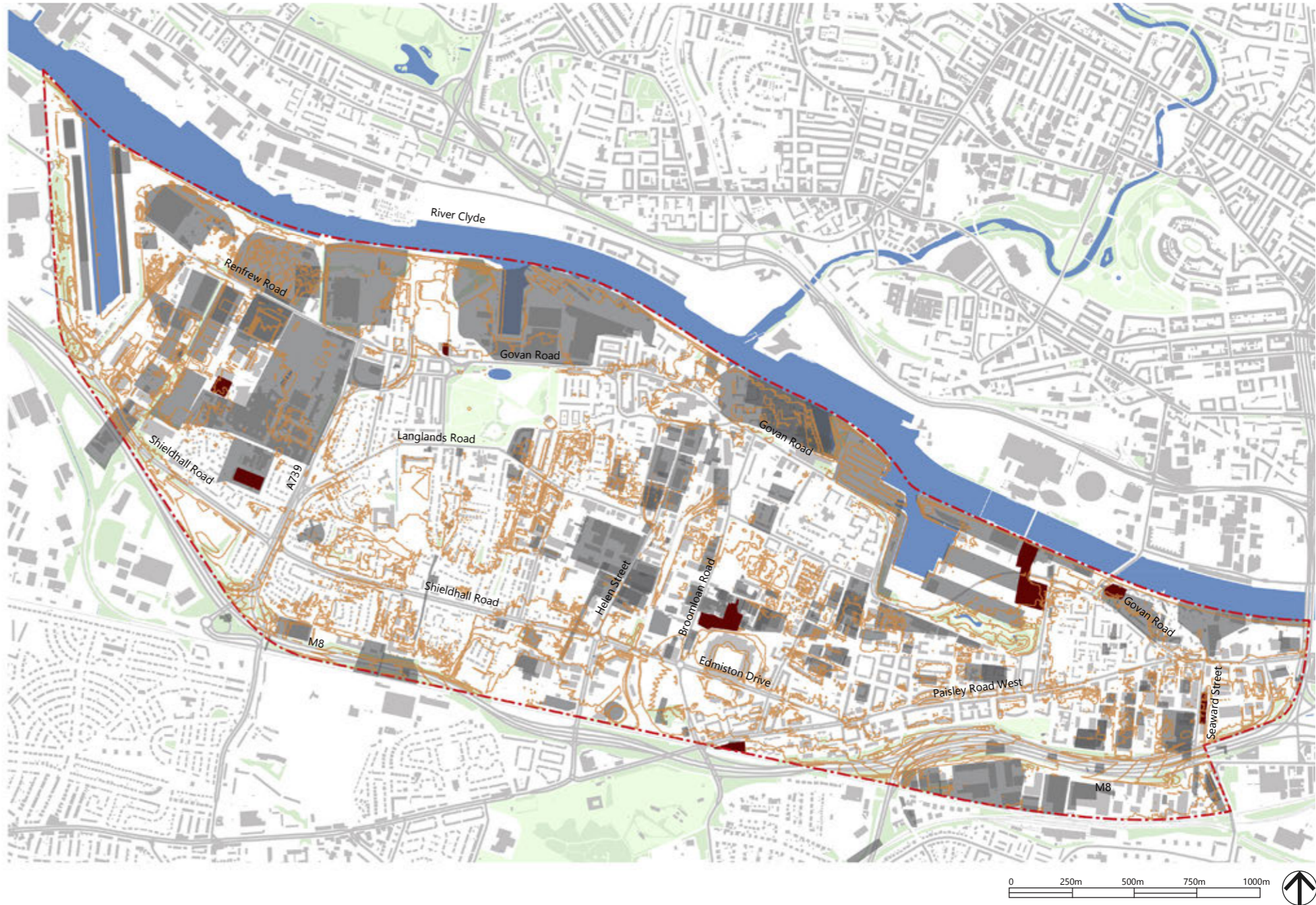
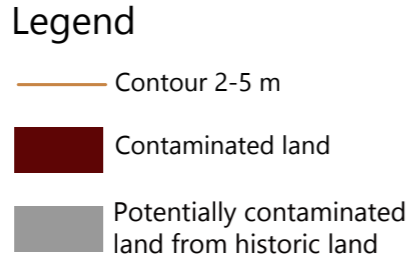


Figure 28. Topography and Contaminated Land Map

3.2 Flood Risk and Drainage

3.2.1 Flood Risk and Sustainable Drainage Systems

There are considerable flooding issues noted throughout the site. Along Clyde River, there is an extended area at risk of coastal flooding. Additionally, there are surface water flooding issues at various areas all over the LN area.

- Legend
- River flood risk
 - Surface flood risk

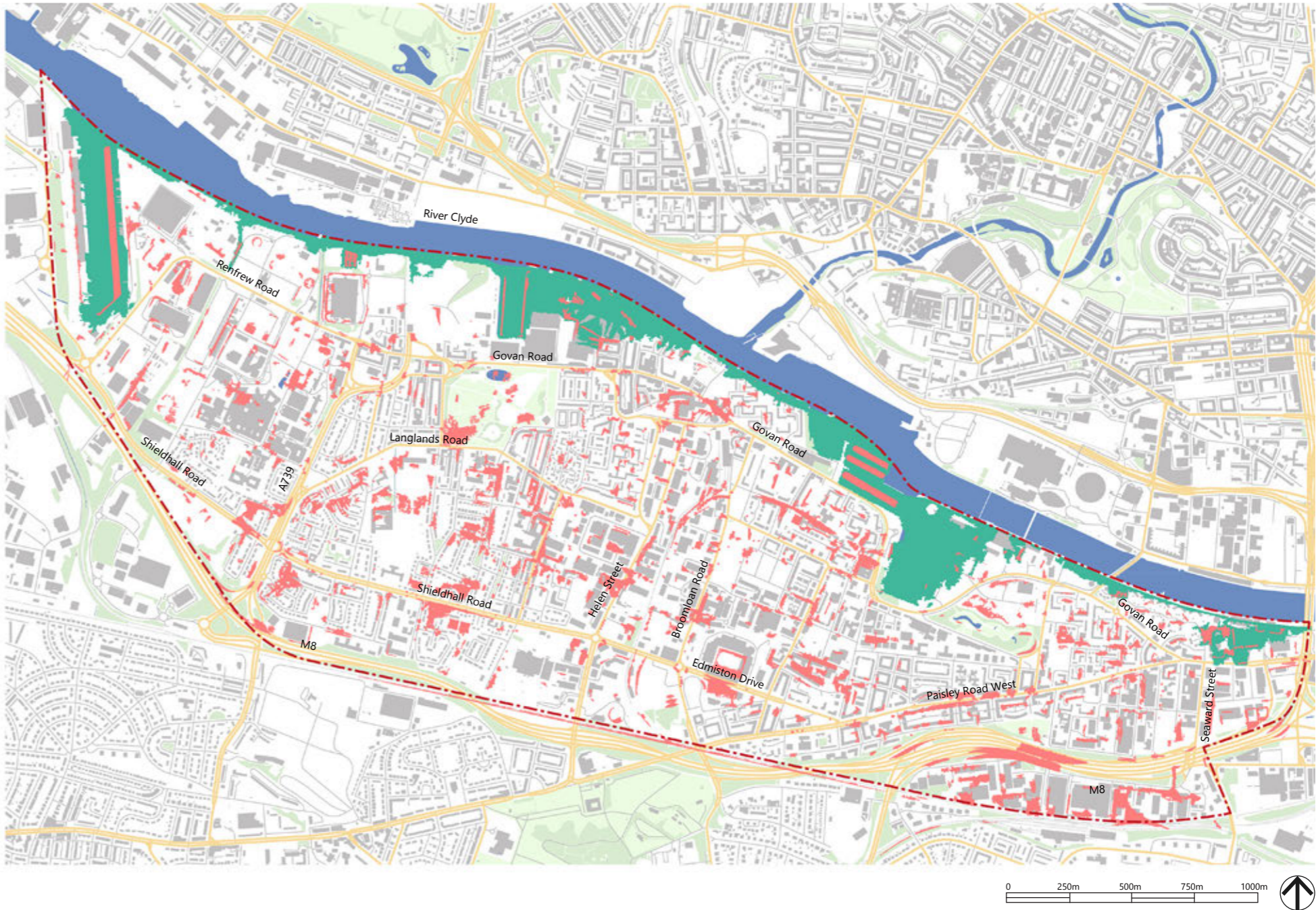


Figure 29. Flood Risk Map

3.3 Landscape and Ecology

3.3.1 Green Corridors

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.

Elder Park is the only Site of Special Landscape importance situated within the LN site; there are more of them in the surrounding area.

The surrounding area of Queen Elizabeth University Hospital towards the east part of the LN area is designated as a site of Tree Preservation Orders.

- Legend
- Green corridors
 - Site of special landscape important
 - Tree preservation orders

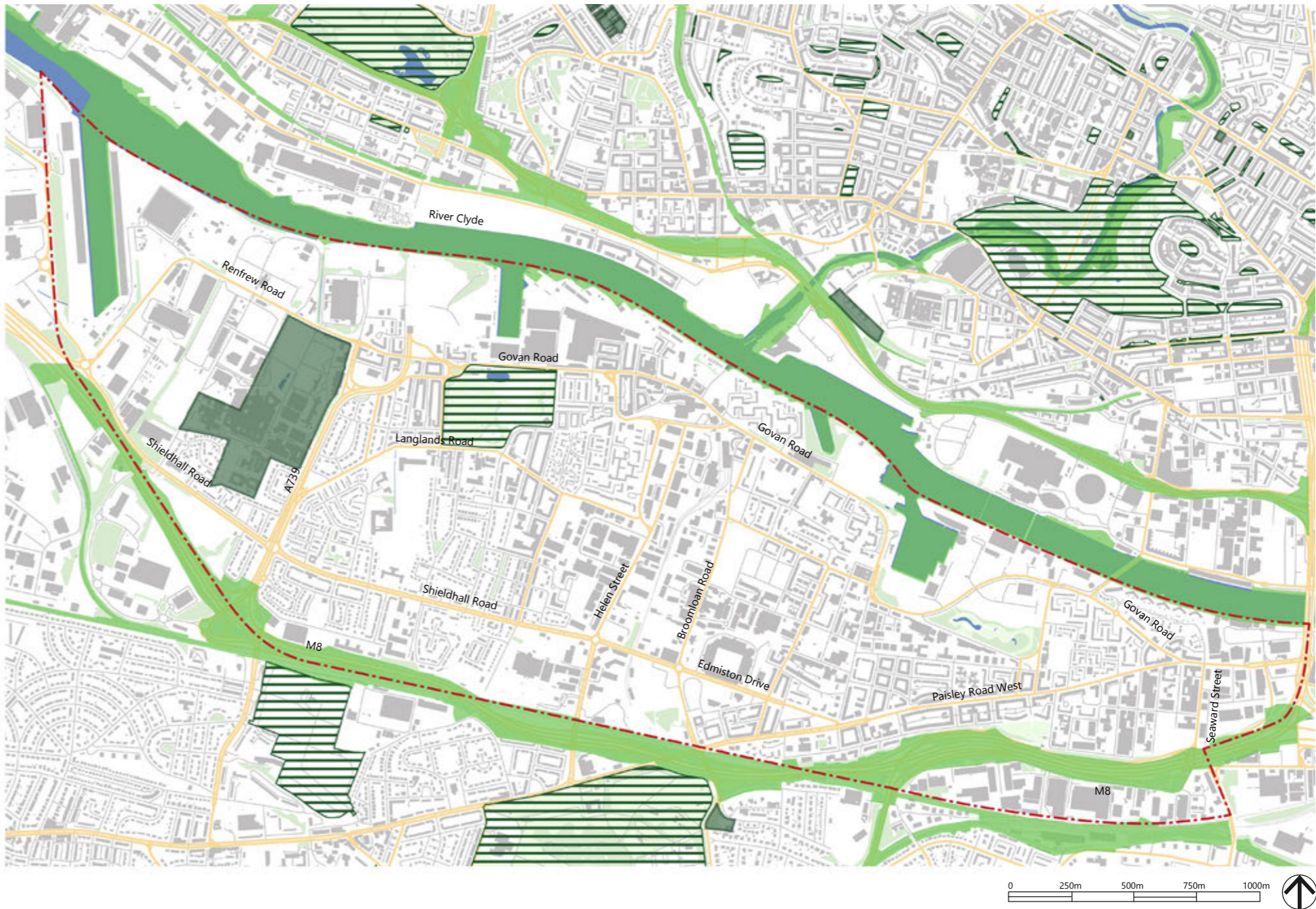


Figure 30. Strategic Landscape and Ecological Constraints Map

3.4 Heritage

3.4.1 Conservation Area and Listed Buildings

A single conservation Area is located within Greater Govan, south to the River Clyde within the Elder Park area. Additionally, more Conservation Areas are situated around the site, especially in the City Centre.

Listed buildings and distributed throughout the site. Some of the most prominent are Celtic Cross, Govan Old Church and Burial Ground.

Landmark features including turrets, domes, statuary, and finials can be found throughout the area. All of these important elements contribute to the unique historic character of Greater Govan.

Legend

- Landmarks
- Listed buildings
- Conservation area

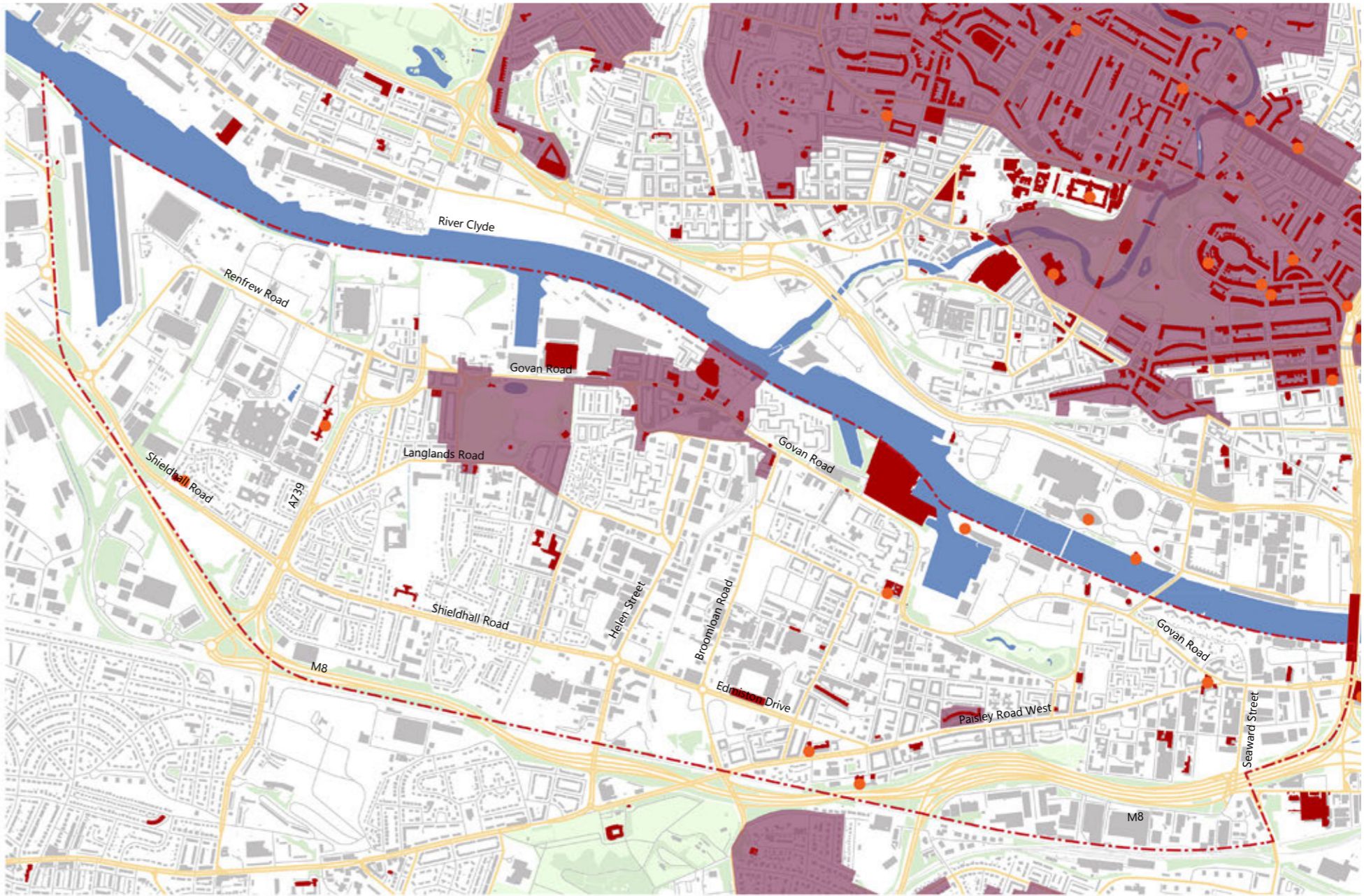


Figure 31. Historic Environment Map

3.5 Movement and Connectivity

3.5.1 Road Network and Hierarchy

In terms of road hierarchy, M8 motorway runs roughly along the site at the southern boundary of the LN area. A network of major and primary roads connect the different neighbourhoods between them and the surrounding area.

There are three connections linking the site with the north side of Clyde River and the City Centre. A local street network spreads throughout the rest of the site, located further from the riverside.

Govan Road and Shieldhall Road create a central horizontal axis through the North and South part of the site, respectively.

- Legend**
- Motorway
 - A Road
 - B Road
 - Primary Road
 - Local Street

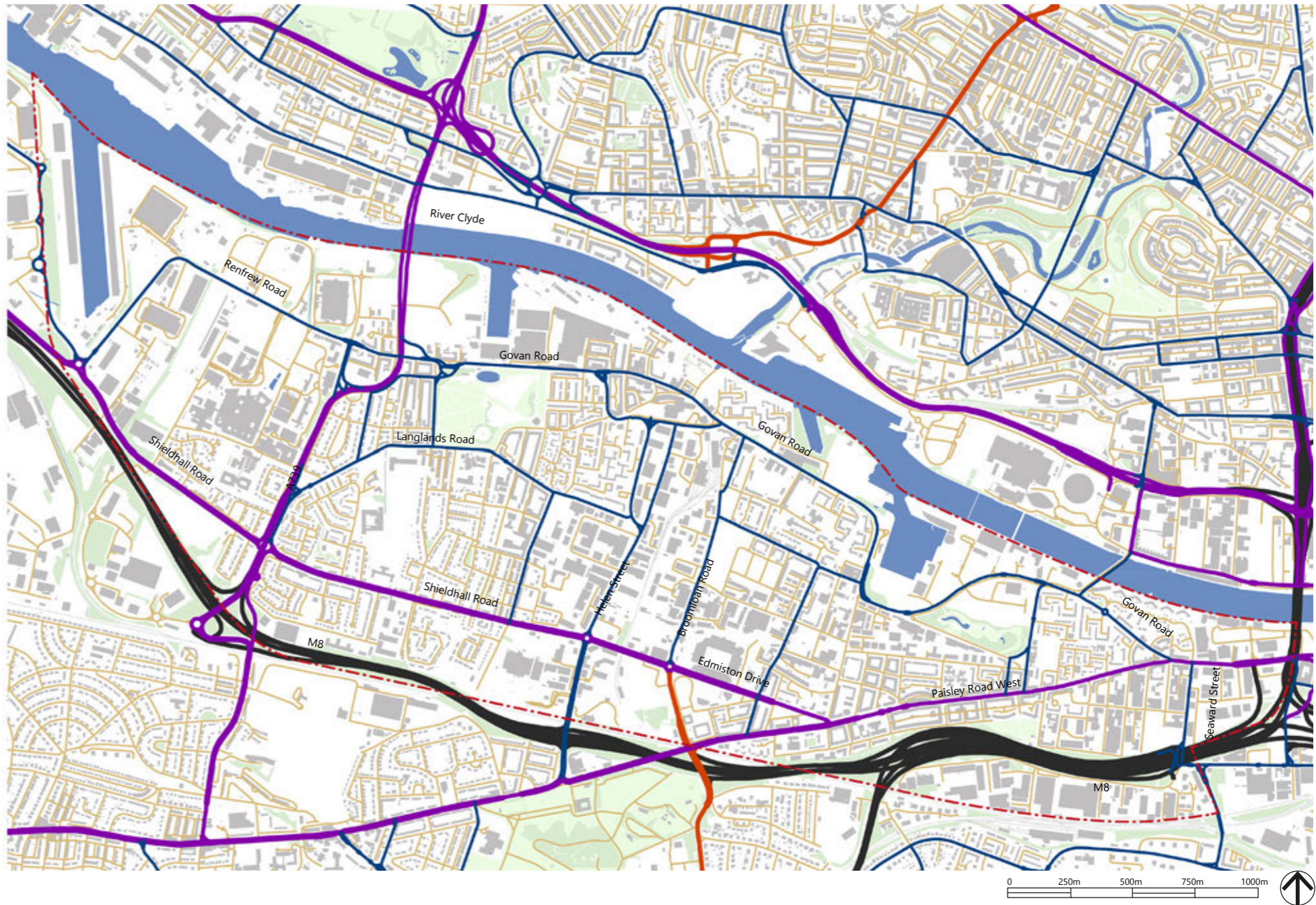
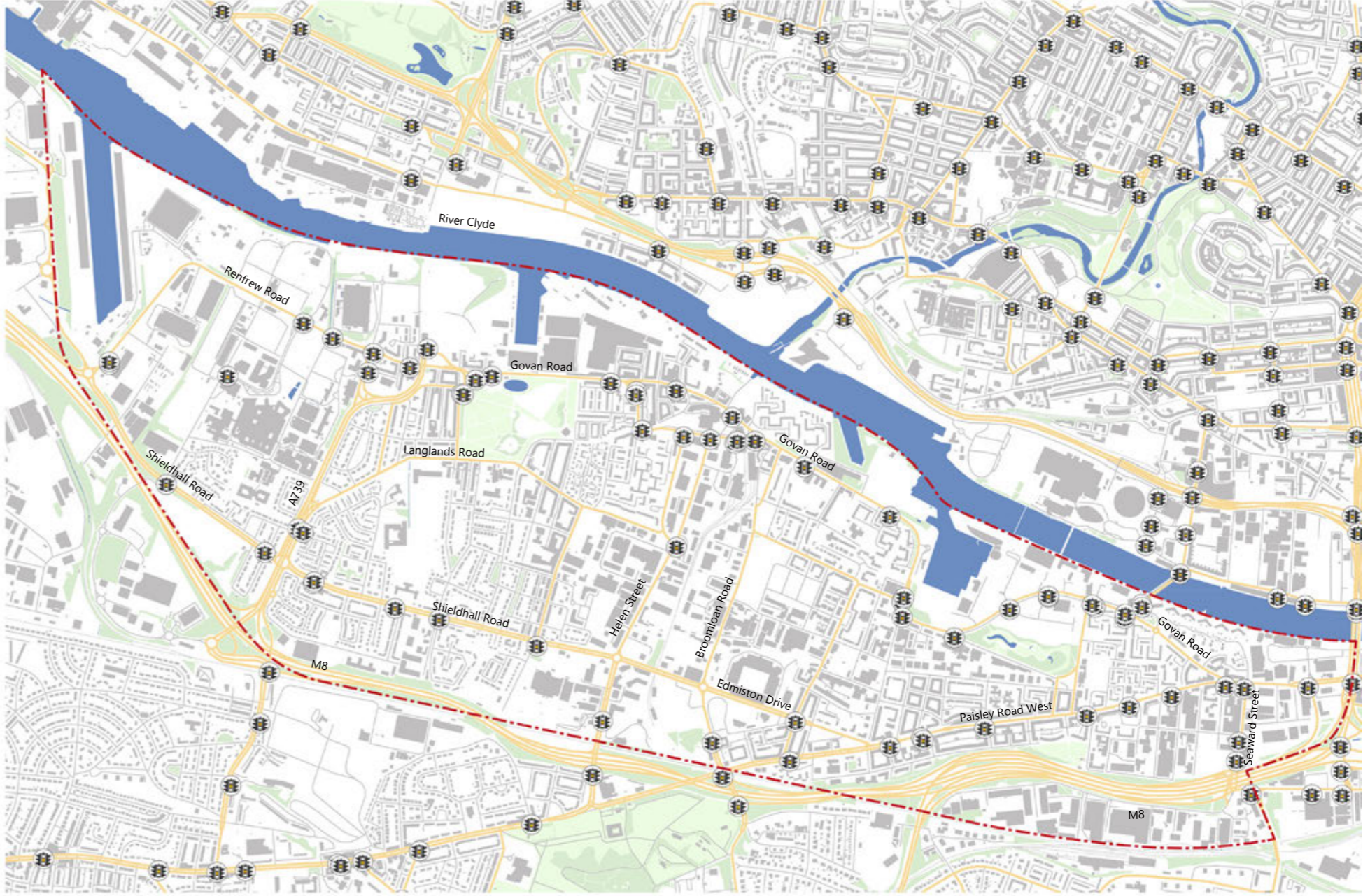


Figure 32. Road Network and Hierarchy Map

3.5 Movement and Connectivity

3.5.2 Roads - Traffic Signals

Signal control is present at road junctions. On primary roads, especially along Govan Road, Edmiston Drive and Paisley Road there are a large number of them.



Legend
 Traffic signal

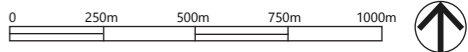


Figure 33. Traffic Signals Map

3.5 Movement and Connectivity

3.5.3 Parking and Taxi Ranks

A large proportion of a Parking zone is located within the LN area in Govan and Ibrox neighbourhoods. There are three taxi ranks noted within the site, one of them is situated in Queen Elizabeth University Hospital and the other two are close to the riverside.

Overall, there is a lack of electric vehicle charging points and motorcycle parking bays in the LN area. There is a limited number of them located in Cessnock and Kingston neighbourhoods. The city centre, towards the north to the site, includes numerous electric vehicle charging points and motorcycle parking bays.

- Legend**
- Motorcycle parking bay
 - Electric vehicle charging point
 - Taxi rank
 - Parking zone

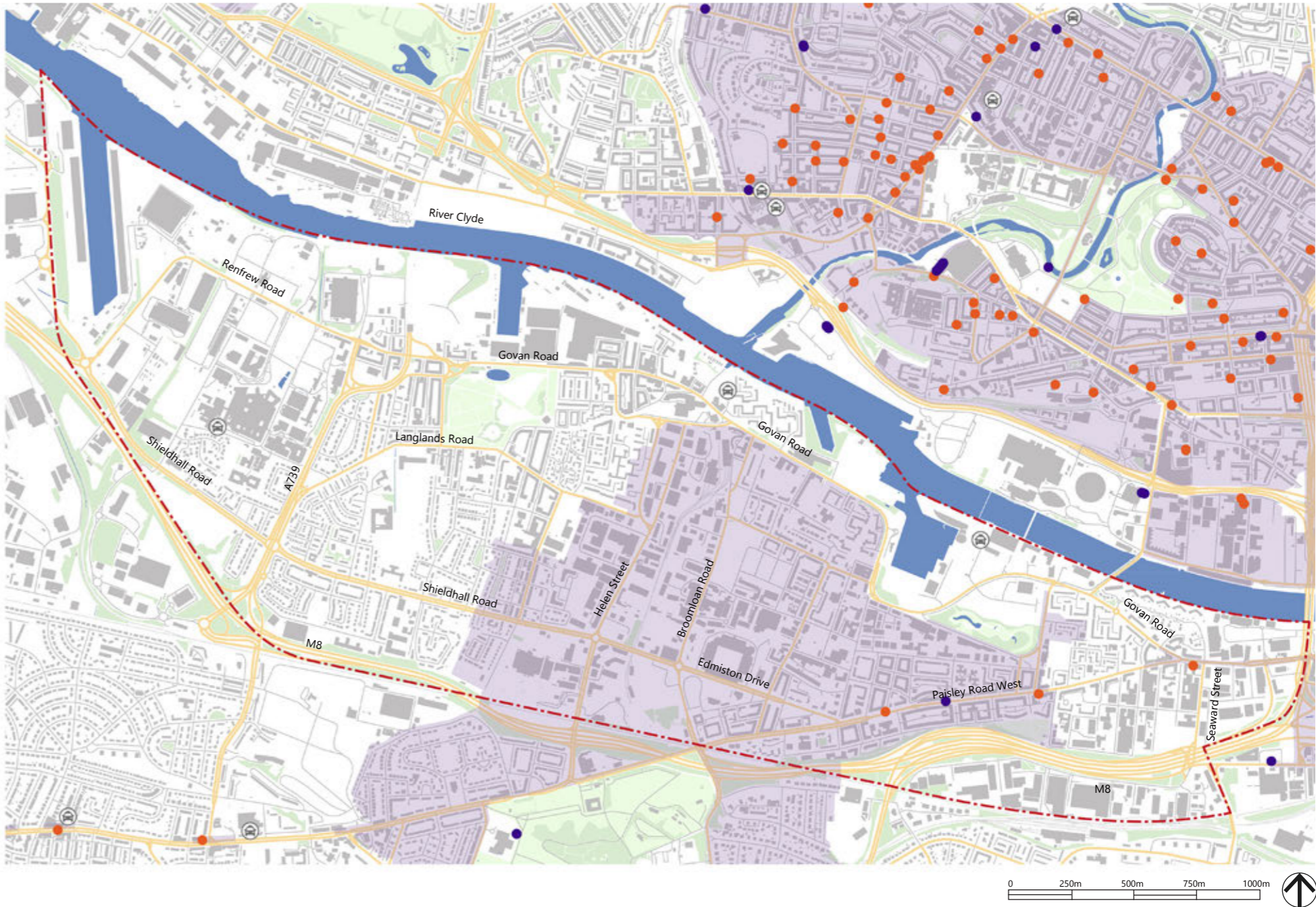







Figure 34. Car Parking Location (including EV charging points) and Taxi Ranks Map

3.5 Movement and Connectivity

3.5.4 Public Transport - Railway Stations and Network

Railway stations are not located within the site, but there are various local stations located in fairly close proximity to the site boundaries. Cardonald and Hillington East are located to the south east; and Partick and Exhibition Centre stations are located at the northern side of the Clyde; all of which range from 5 to 15-minute walking distances from the LN area.

- Legend**
-  Railway stations
 -  Railway line
 -  5min walking distance
0 - 400m
 -  10min walking distance
400 - 800m
 -  15min walking distance
800 - 1200m

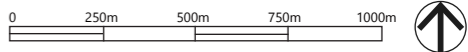
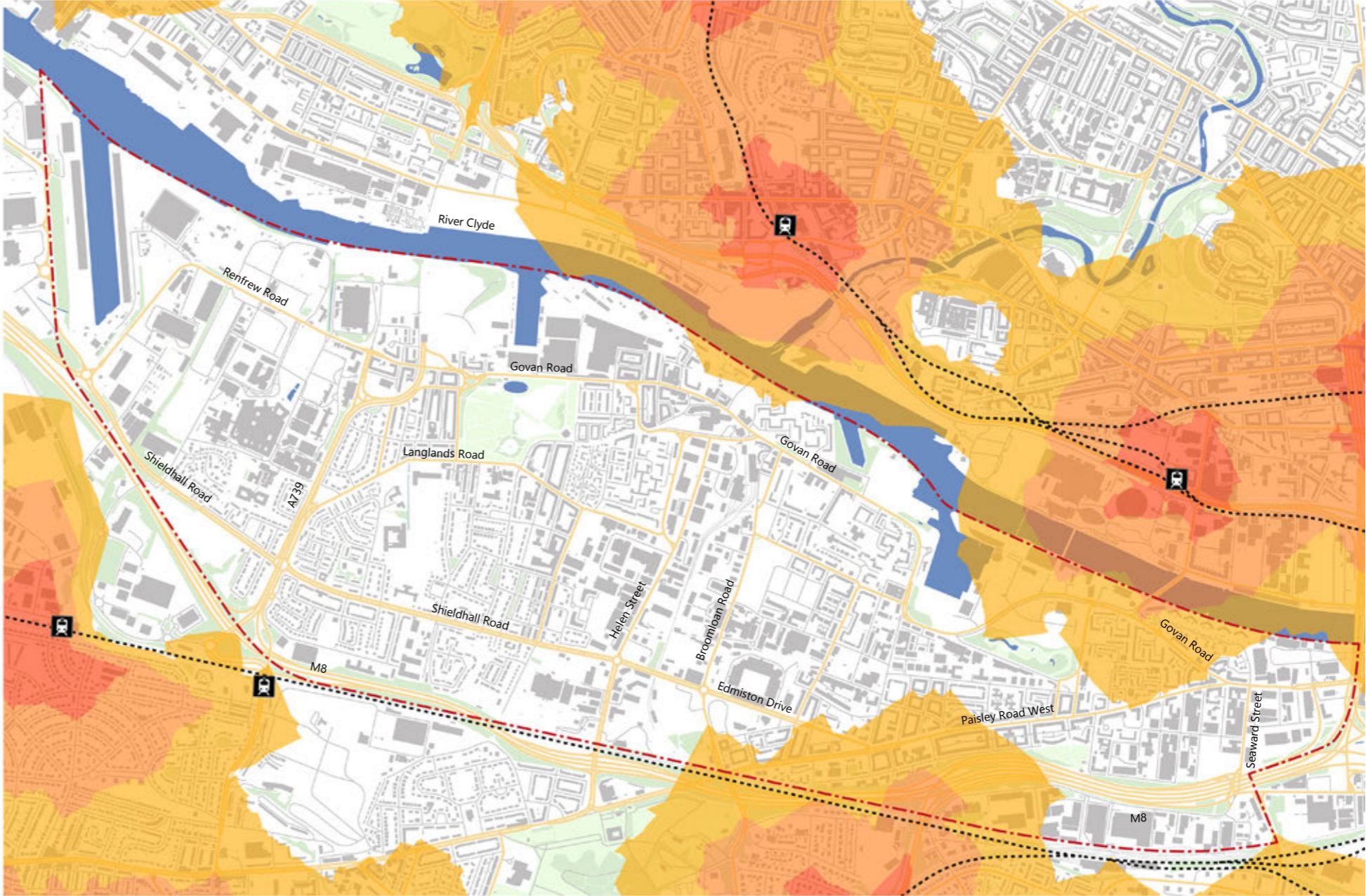







Figure 35. Commuter Railway Network Map

3.5 Movement and Connectivity

3.5.5 Public Transport - Subway

The subway line crosses the site, connecting the eastern part of the LN area with the city centre. There are small areas where residents can access the subway stations in a 5-minute walking distance. As we move towards the west part of the LN area, the walking distance to the subway stations increases to above 15-minutes walking distance.

Legend

-  Subway station
-  Subway line
-  5min walking distance
0 - 400m
-  10min walking distance
400 - 800m
-  15min walking distance
800 - 1200m

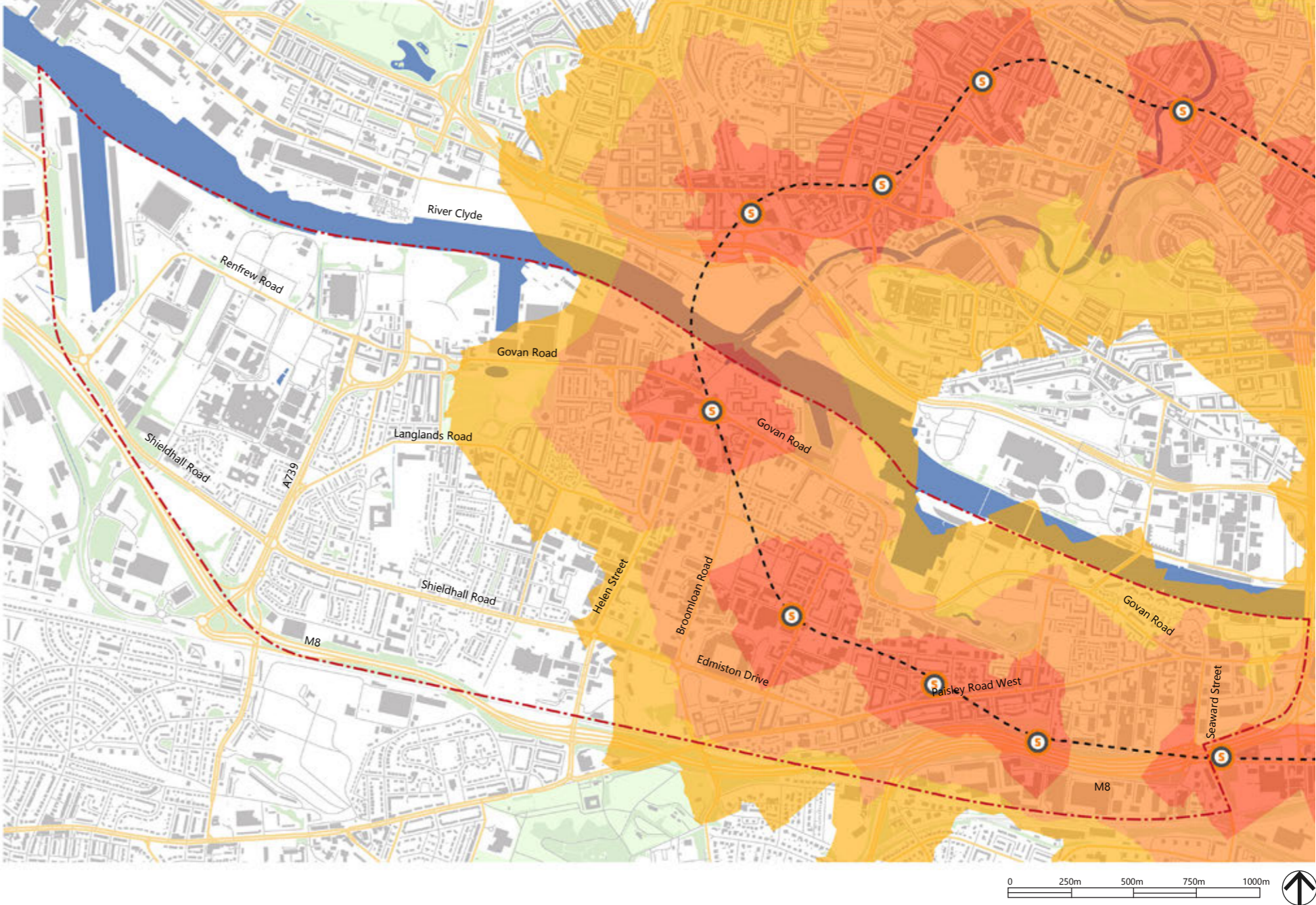


Figure 36. Underground Stations Map

3.5 Movement and Connectivity

3.5.6 Public Transport - Bus Stops and Network

Several high frequency bus routes and stops are noted throughout the LN area. The 34 and 3 connect areas such as Carmmunock, Pollock and Crookston in the south, through to Govan Bus Station. The 77 links Braehead shopping centre to the city centre via Shieldhall and Renfrew Road; and the 9 connects areas such as Paisley to the west to the city centre, along Paisley Road West.

A high frequency bus stop is defined as having at least one bus passing every 10 minutes. In most of the neighbourhoods, users can access a bus stop within a 5-minute walking distance. Towards the edges of the site there are some areas where access to bus stops rise to a 10-minute walking distance.

Finally, at the north western boundary, in Linthouse, there is a small area where access to high frequency bus stops increases to a 15-minute walking distance or more.

Legend

- B Bus stop
- 5min walking distance
0 - 400m
- 10min walking distance
400 - 800m
- 15min walking distance
800 - 1200m

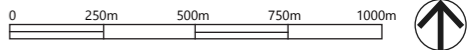
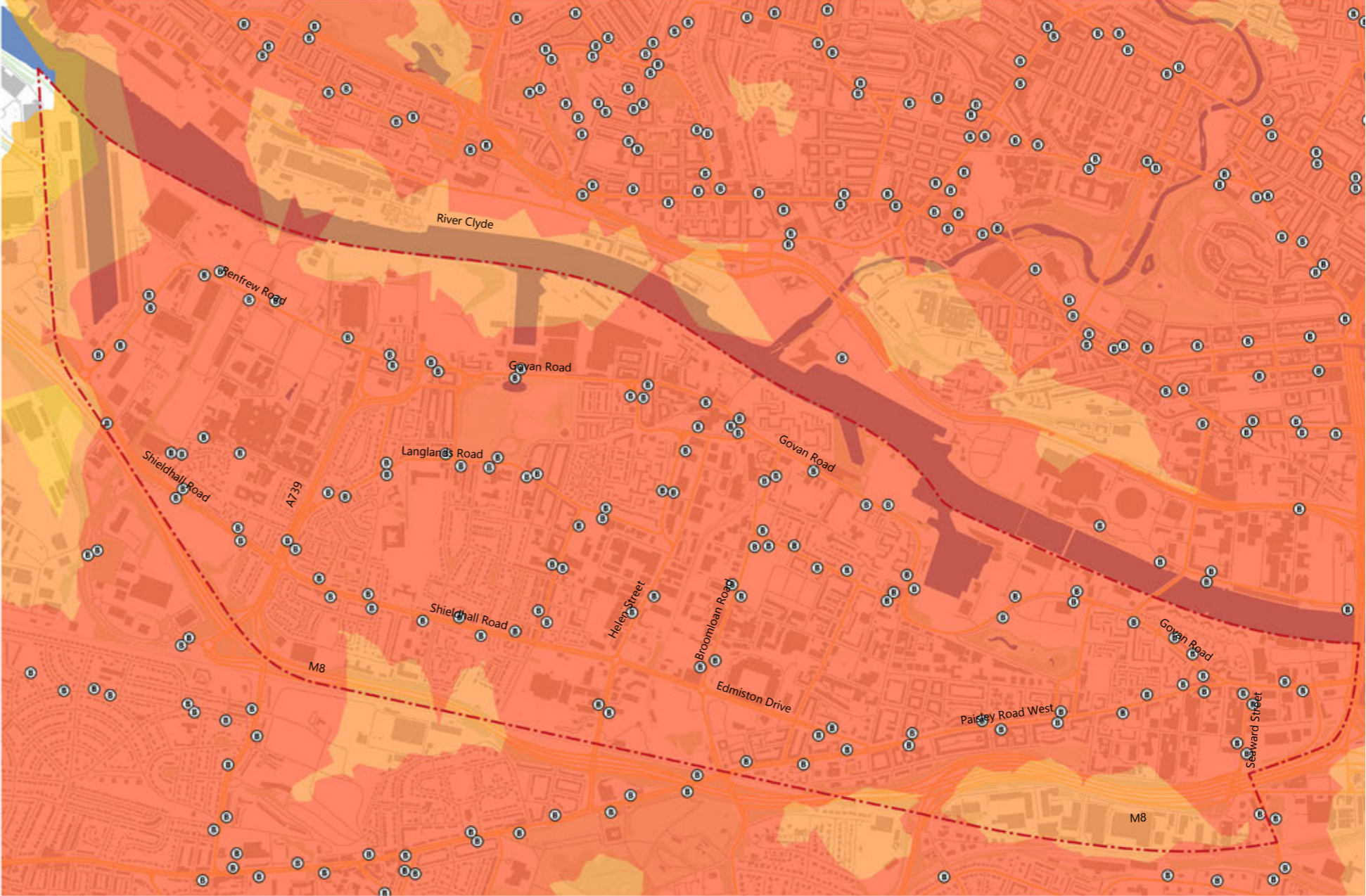


Figure 37. City Bus Stops and Network Map

3.5 Movement and Connectivity

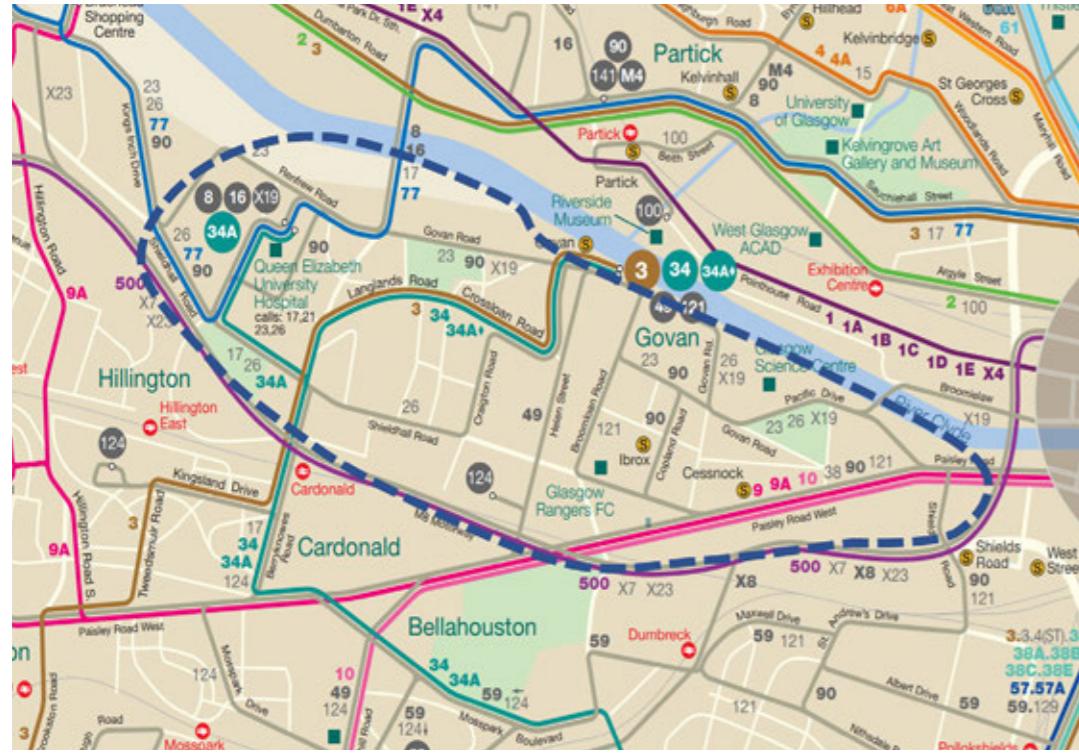


Figure 38. Bus route map and timetable

Service No.	Operator	Origin - Destination	Average Frequency (Mon-Fri)
3	FirstGroup	Govan - Partick - City Centre - Silverburn - Drum-chapel	10-15 mins
8	FirstGroup	Queen Elizabeth University Hospital - Partick - Maryhill - Springburn - Provanmill	30 mins
9	FirstGroup	Paisley - Paisley Road West - Buchanan Bus Station, Glasgow	10 - 15 mins
10	FirstGroup	City Centre - Paisley Road West - Silverburn	20 mins
16	FirstGroup	Queen Elizabeth University Hospital - Blairdardie	30 mins
17	McGills	Glasgow - Partick - Queen Elizabeth University Hospital - Paisley	40 mins
23	McGills	Glasgow - Queen Elizabeth University Hospital - Renfrew - Erskine	15 mins
26	McGills	Glasgow - Govan - Braehead - Renfrew - Paisley	5 - 10 mins
34	FirstGroup	Govan - Castlemilk	20 mins
38	McGills	Glasgow - Govan - Hillington - Johnstone - Kil-barchan	5 - 10 mins
49	FirstGroup	Govan - Silverburn - Southpark	60 mins
77	FirstGroup	Glasgow - Partick - Queen Elizabeth University Hospital - Braehead - Glasgow Airport	20 mins
90	FirstGroup	Partick - Govan - Shawlands - Parkhead - Springburn - Braehead	30 mins
121	McGills	Govan - New Victoria Hospital	60-70 mins
124	SPT	Govan - Mossbank - Cardonald	60 - 70 mins
189	FirstGroup	Govan - Shawlands - Rutherglen - The Forge, Parkhead - Springburn - Possilpark - Partick - QUEH - Govan	evening only (after 7pm) - 60 mins
190	First Group	Govan - QUEH - Partick - Possilpark - Springburn - The Forge, Parkhead - Rutherglen - Shawlands - Govan	evenings only (after 7pm) - 60 mins
34A	FirstGroup	Queen Elizabeth University Hospital - Castlemilk	20 mins
9A	FirstGroup	Braehead or Penilee - Paisley Road West - Buchanan Bus Station, Glasgow	10 - 15 mins
X19	Stagecoach	New South Glasgow Hospitals -Govan - Glasgow - Easterhouse	15 mins

3.5 Movement and Connectivity

3.5.7 Active Travel Network and Cycle Parking

The existing cycle network is situated mainly in the city centre, only a short segment can be found within the site in the neighbourhood of Govan.

The proposed cycle network extends along important connections throughout the LN area and provides two cycle connections below and above of the River Clyde, connecting the site to the north and to the city centre




- Legend**
-  Cycle racks
 -  Existing cycle network
 -  Planned cycle network (2030)







Figure 39. Existing / Proposed Active Travel City Network and Cycle Parking Locations Map

3.5 Movement and Connectivity

3.5.8 Active Travel - Next Bike Stations

Nextbike is a public bike share scheme. The site provides a considerable amount of Nextbike stations, especially along Govan Road and Paisley Road.

Towards the west of the LN area the neighbourhoods of Elder Park and Linthouse experience lower accessibility to the scheme, as the stations lie within a 15-minute or above walking distance.

- Legend**
-  Nextbike station
 -  5min walking distance
0 - 400m
 -  10min walking distance
400 - 800m
 -  15min walking distance
800 - 1200m

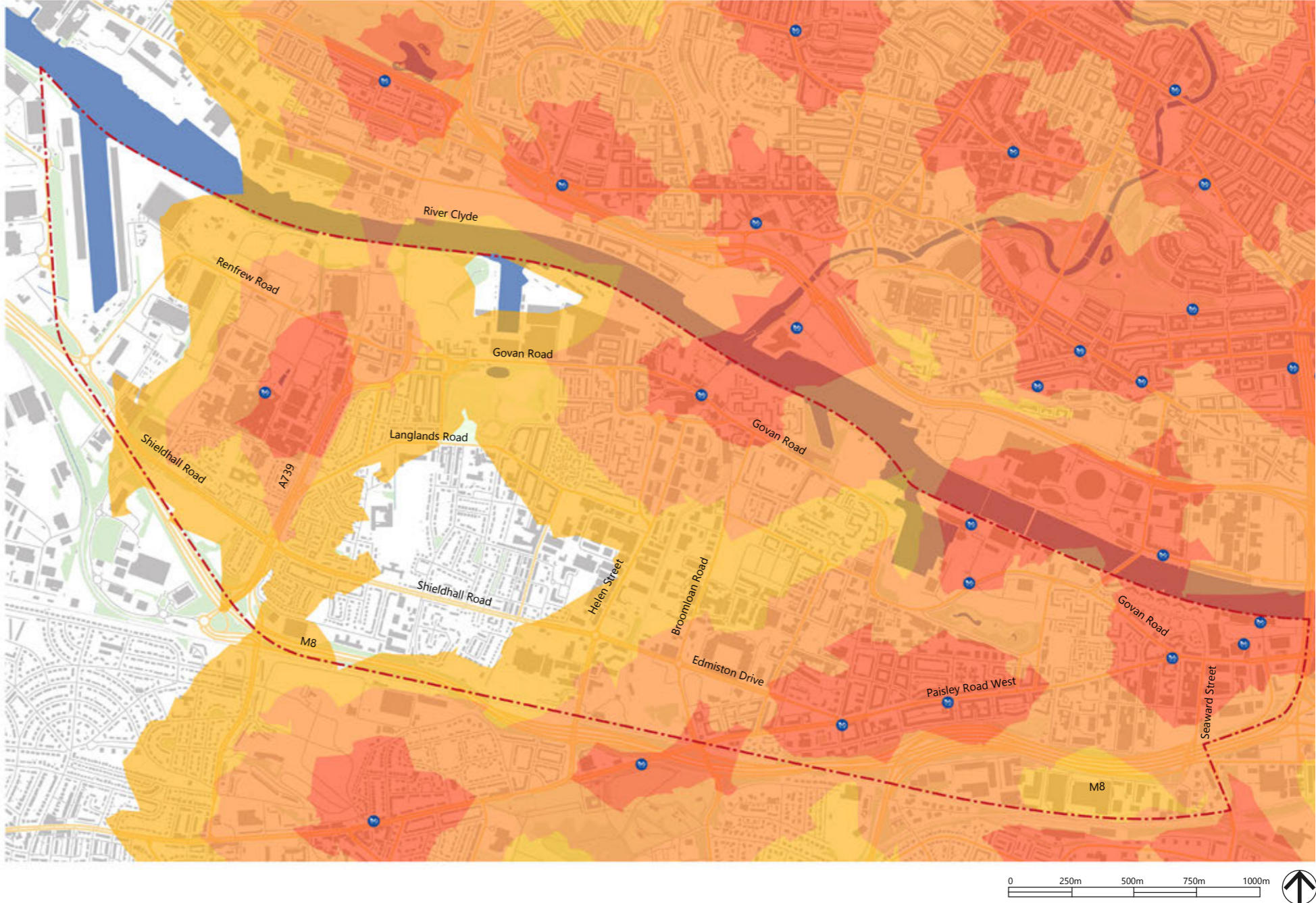
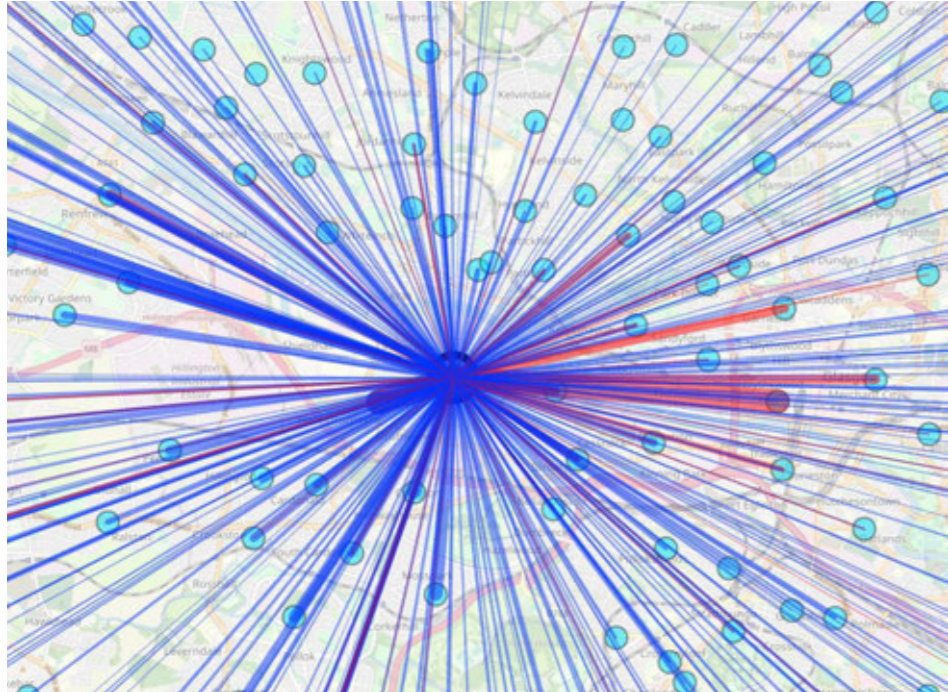


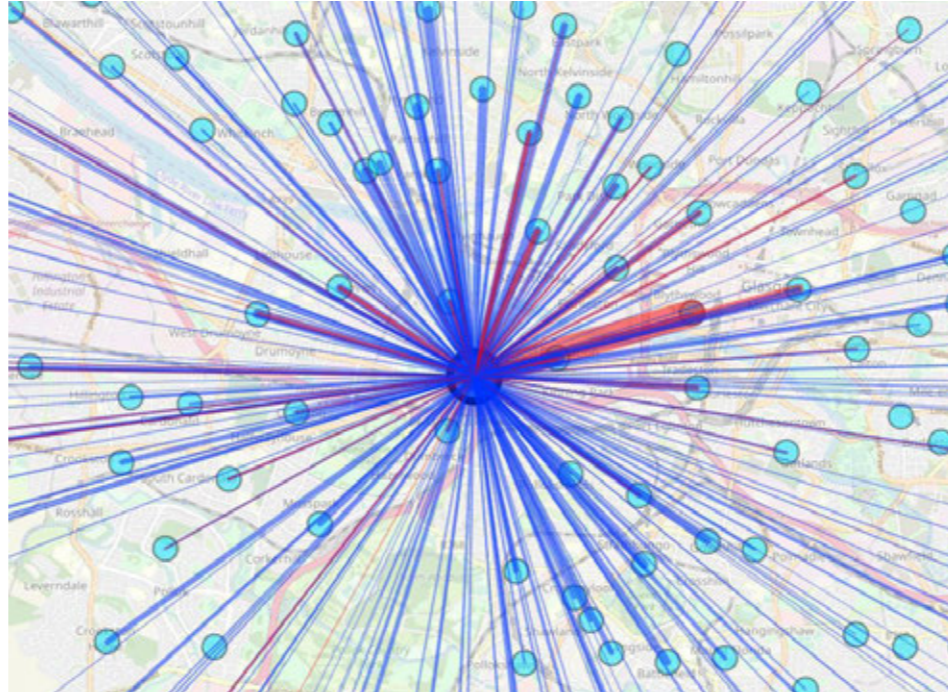
Figure 40. Next Bike Stations Map

3.5 Movement and Connectivity

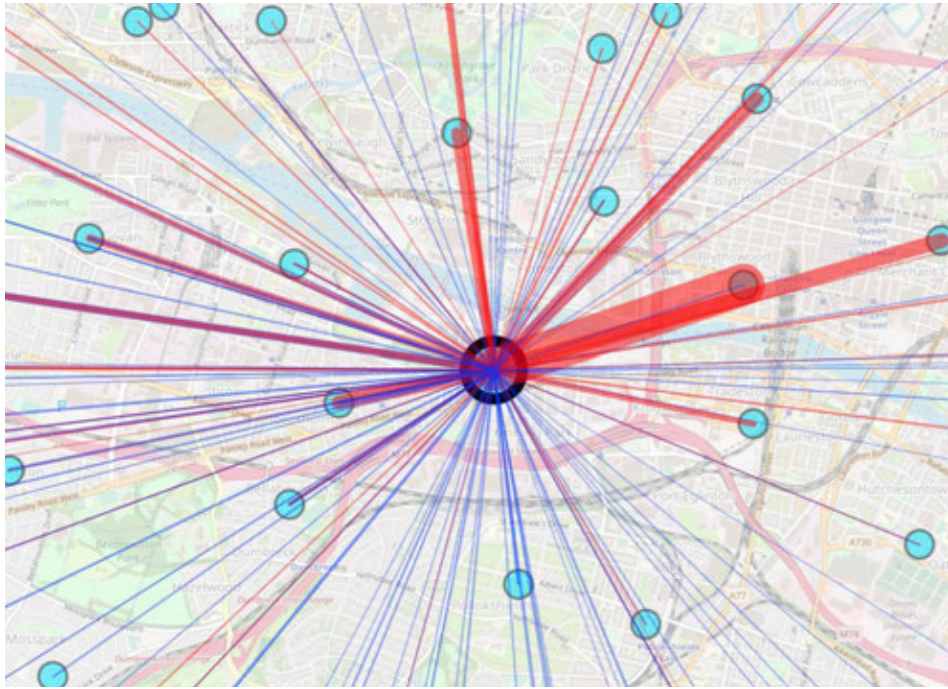
3.5.9 Daily Commute



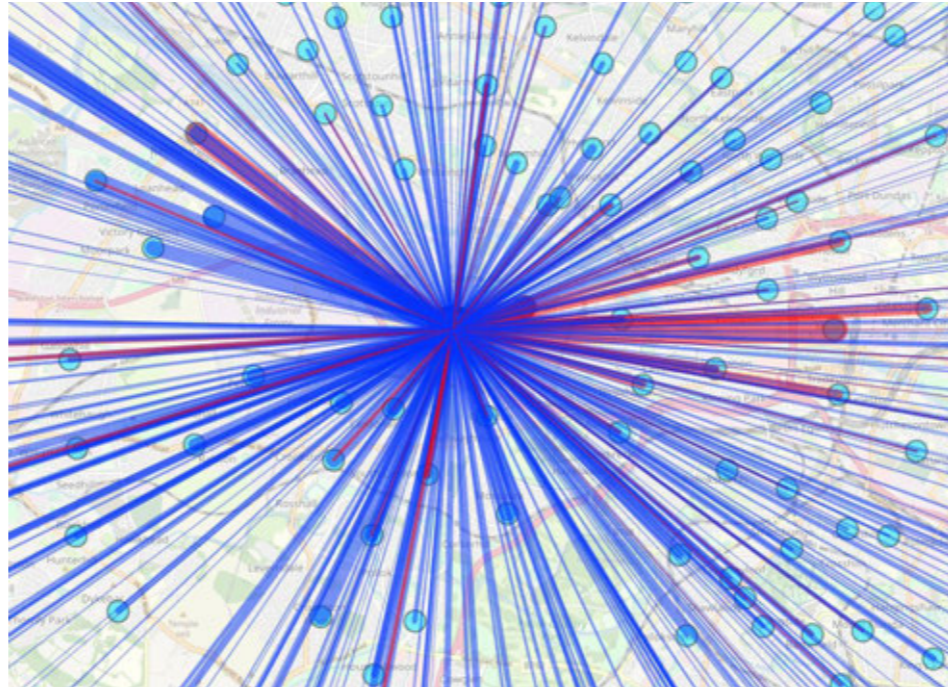
GOVAN AND LINTHOUSE COMMUTE



IBROX COMMUTE



KINGSTON COMMUTE



SHIELDHALL COMMUTE

■ Leaving to work
■ Arriving to work

The diagrams on this page from DataShine Scotland look at the movement to and from the neighbourhoods within the LN area.

It can be seen that for Govan and Ibrox the majority of people are commuting into these areas for work; with some notably commuting towards the city centre. In Kingston, people are commuting both into this area and outwards, with large volumes commuting into the city centre.

For all areas, commuting into the city by train is a popular option; whilst we see particularly for Govan and Ibrox many people are commuting to these areas by car. For Kingston, some commute to the city centre by foot, but again across all areas, commuting by bike is not noted as a preferred option.

3.6 Open Spaces and Vacant Land

3.6.1 Open Spaces

There is lack of open and green spaces throughout the LN area. Elder park is the largest green asset, followed by festival park towards the east and Cardonald park towards the west. There are some Playground parks distributed throughout the site with most existing parks providing recreational areas.

Legend





-  Cemetery
-  Play Space
-  Recreation Area
-  Open Space






Figure 41. Open Spaces Map

3.6 Open Spaces and Vacant Land

3.6.2 Vacant / Derelict Land

Vacant Land, Derelict Land and Vacant Land and Buildings are noted in sporadic areas within the site, especially along the riverside where large areas are present.

Some of these vacant areas overlap with the 'potentially contaminated land from historic land use' (showcased in previous figure), due to their former industrial land use.

- Legend
-  Vacant Land
 -  Derelict Land
 -  Vacant Land and Buildings

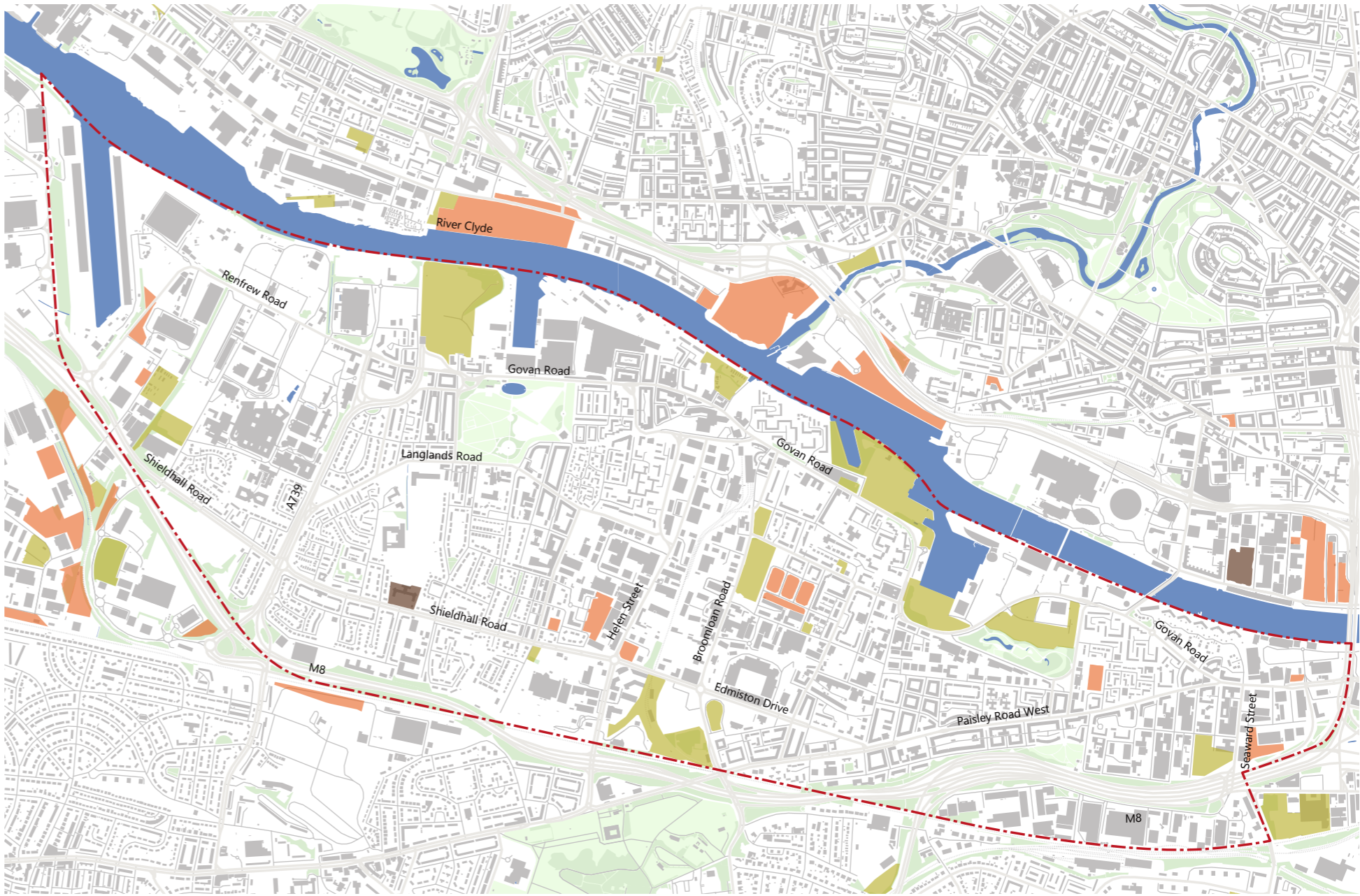


Figure 42. Vacant / Derelict Land Map

3.7 Land Use and Built Environment

3.7.1 Network of Centres

On-site there are four areas identified as being part of the network of centres.

The eastern part of the site has town centres within 5 or 10-minutes walking distance from the majority of the east of the LN area. There are some smaller areas that are within 15 minutes walking distance to town centres.

To the west, Linthouse experience lack of access in a town centre, possibly due to its non-residential character.

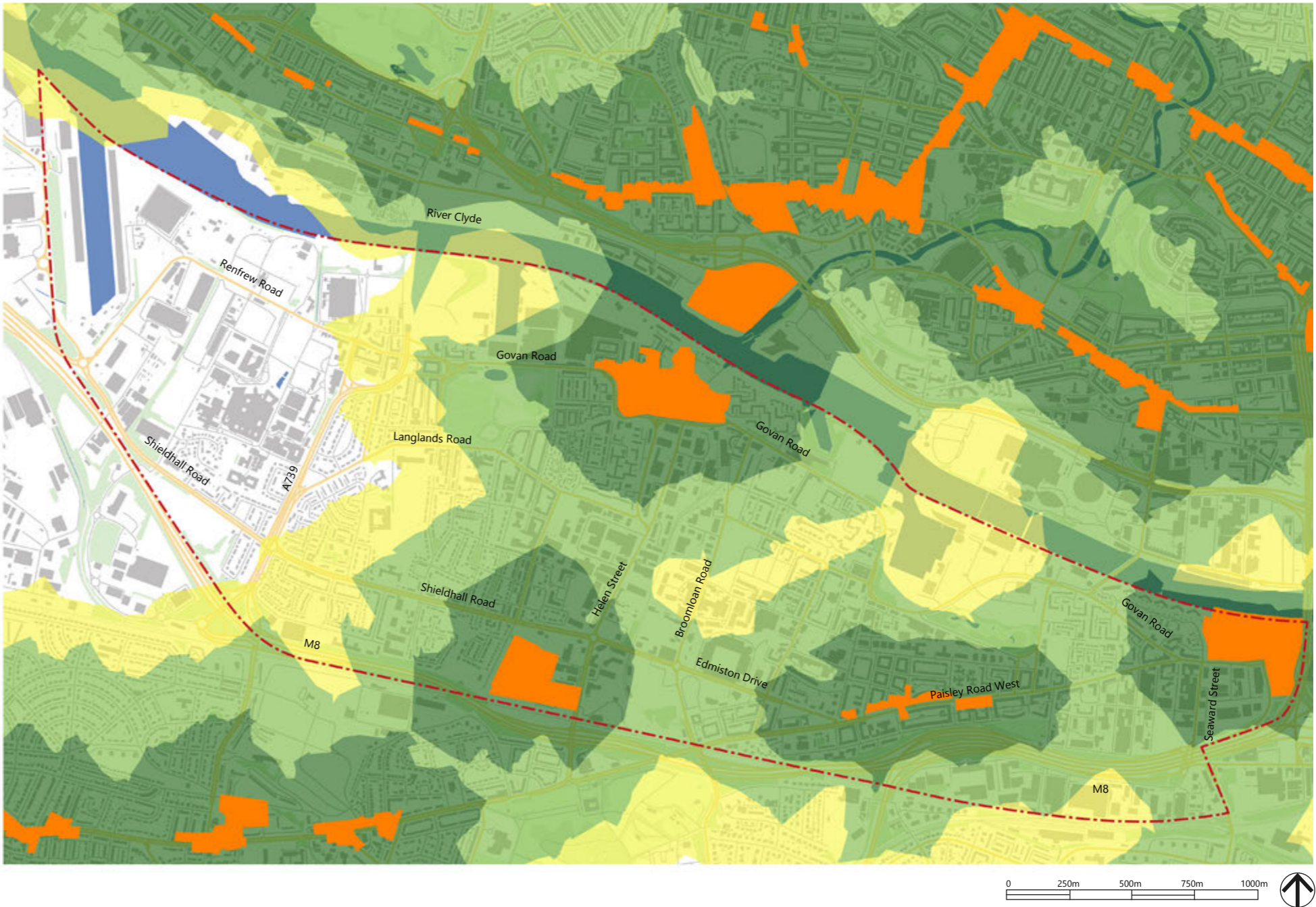
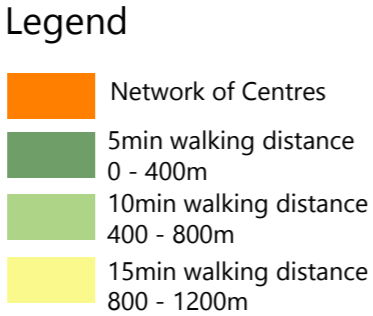


Figure 43. CDP4 Network of Centres with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.2 Shopping Parades

Shopping parades are encountered mainly along Govan Road and Paisley Road. Two smaller parades are located in Elderpark area.

The majority of the site ensures access to a shopping parade within a 5, 10 or 15-minute walking distance. Towards the west boundary, Linthouse, experiences decreased accessibility to a shopping parade within 15-minute walking distance.

Legend

- Shopping parade
- 5min walking distance 0 - 400m
- 10min walking distance 400 - 800m
- 15min walking distance 800 - 1200m

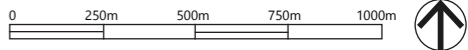
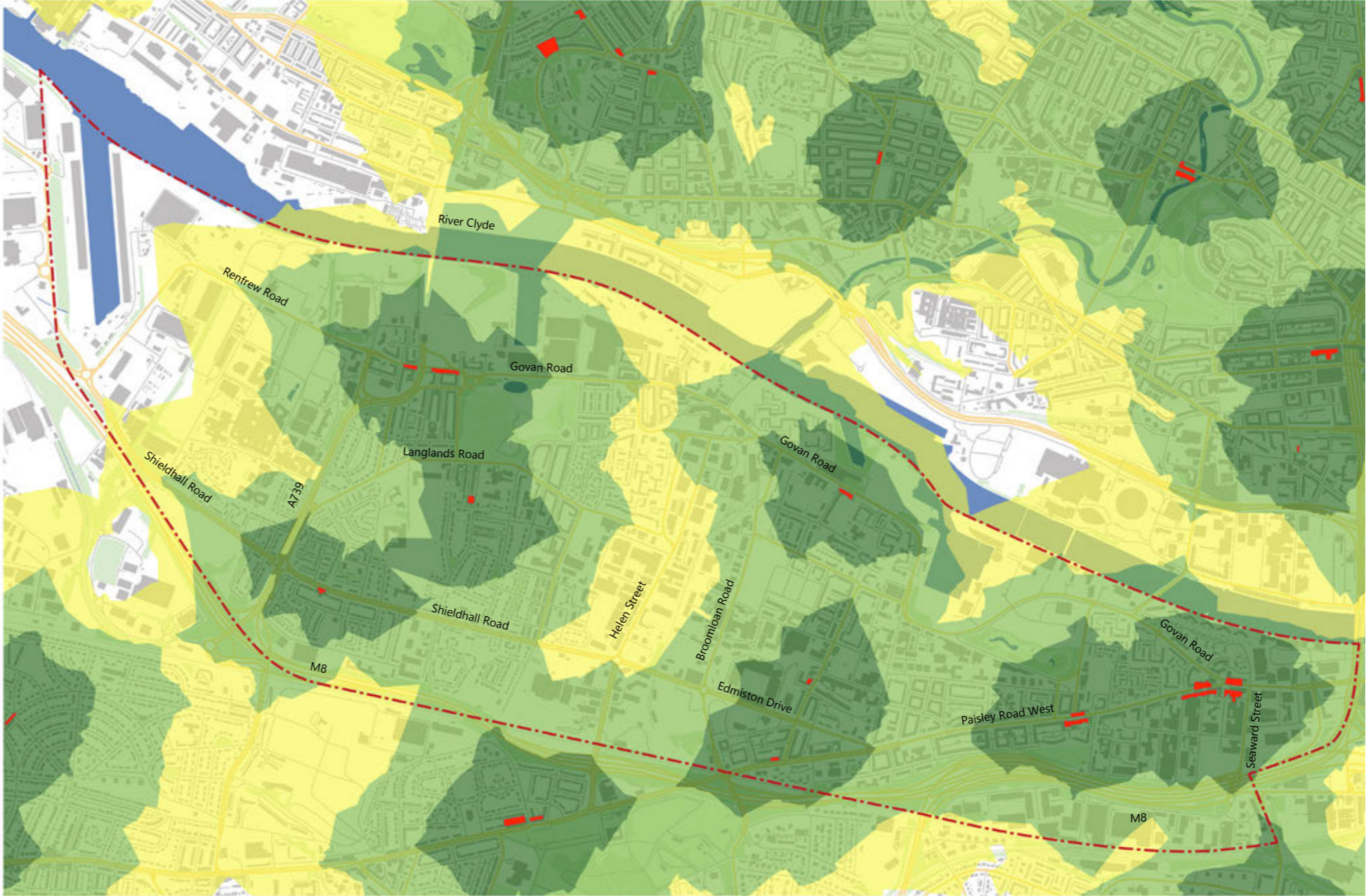


Figure 44. Local Shopping Parades with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.3 Food and Beverage

Various hospitality assets including restaurants, takeaways, cafes, pubs and bars are noted throughout the LN area. The majority of them are located within the local centres, along primary streets or next to retail parks and shopping malls.

There are clearly more food and beverage venues to the east than the west where there are next to none present.

- Legend**
-  Restaurant, Take away, Cafe
 -  Pubs, Bars

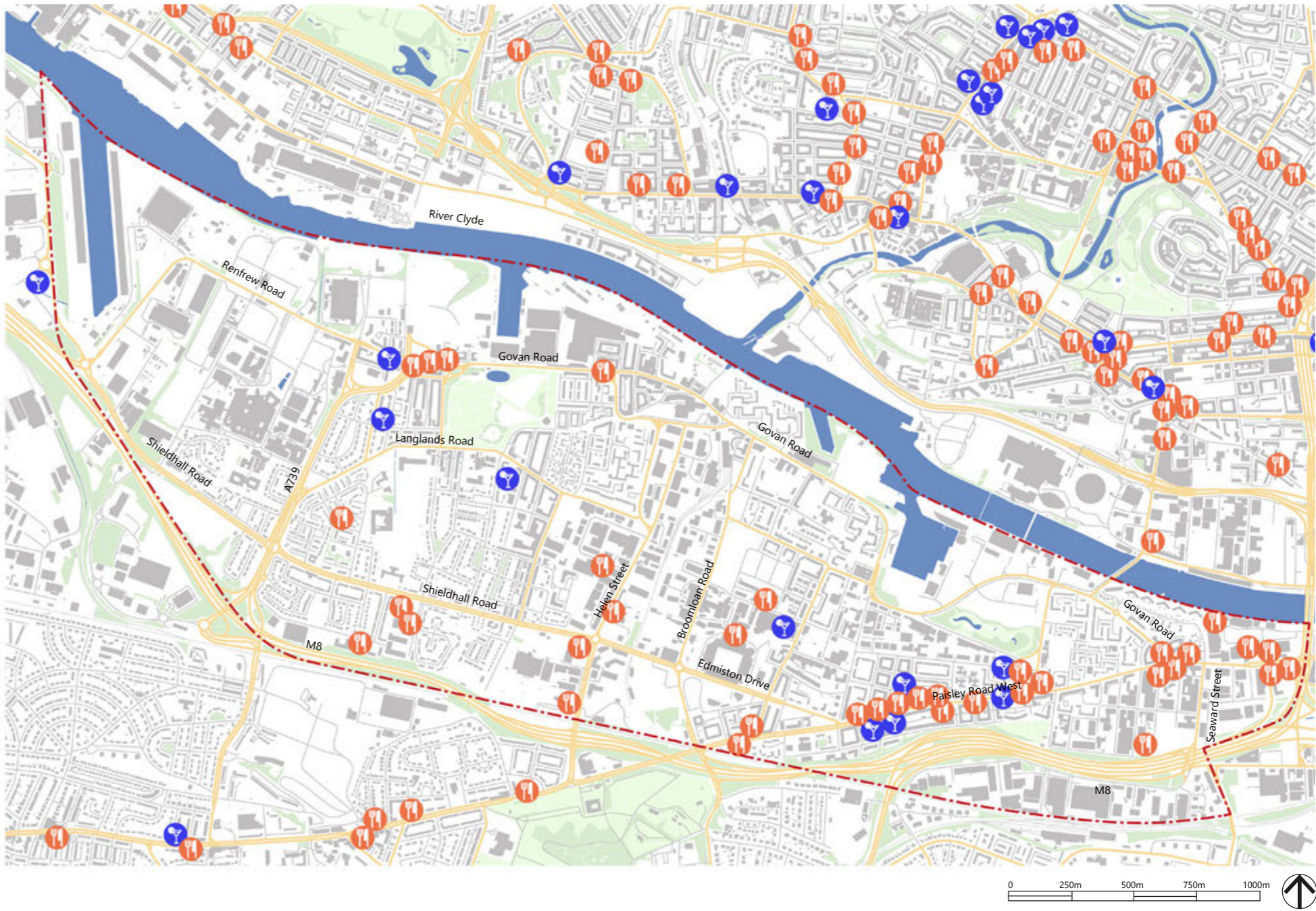


Figure 45. Food and Beverage Units Map

3.7 Land Use and Built Environment

3.7.4 Employment

There is a significant amount of employment activity throughout the LN area; this includes but is not restricted to offices, workshops and banks.

Most offices and workshops are situated in Ibrox, Govan and Cessnock, while less activity takes place towards the western part of the site.

Legend

- Workshop
- Office
- Bank

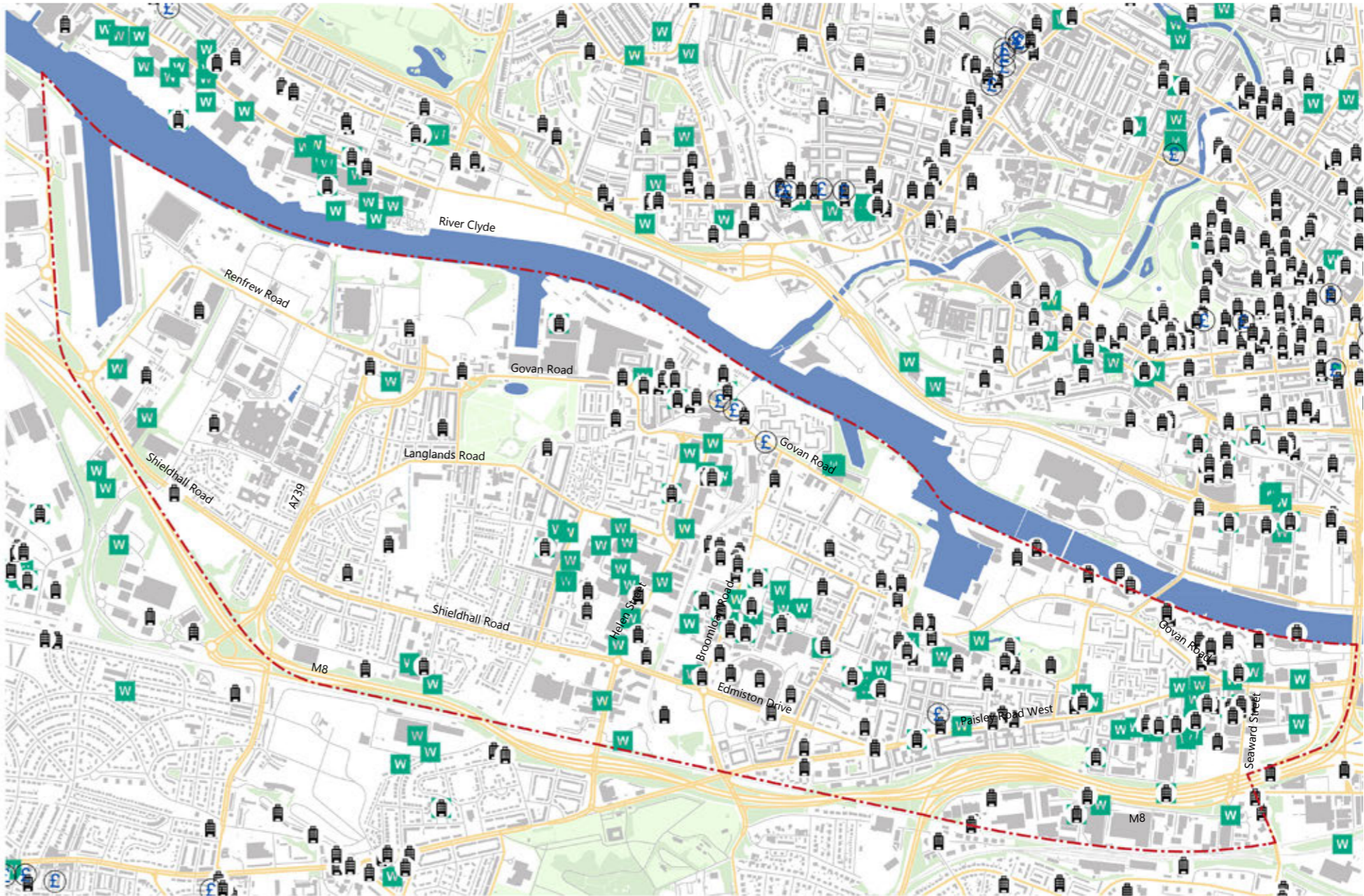


Figure 46. Employment Spaces Map

3.7 Land Use and Built Environment






3.7.5 Amenities and Facilities

Amenities and facilities are noted in sporadic locations throughout the site.

A limited number of post offices and libraries exist within the LN area, while there is a slightly higher number of places of worship and nightclubs. There is a single Public WC located on the east part of the site.

Overall it is noted that there is a general lack of good accessibility to amenities and facilities within the LN area.

Legend

-  Post Office
-  Place of Worship
-  Library
-  Nightclub
-  Public WC

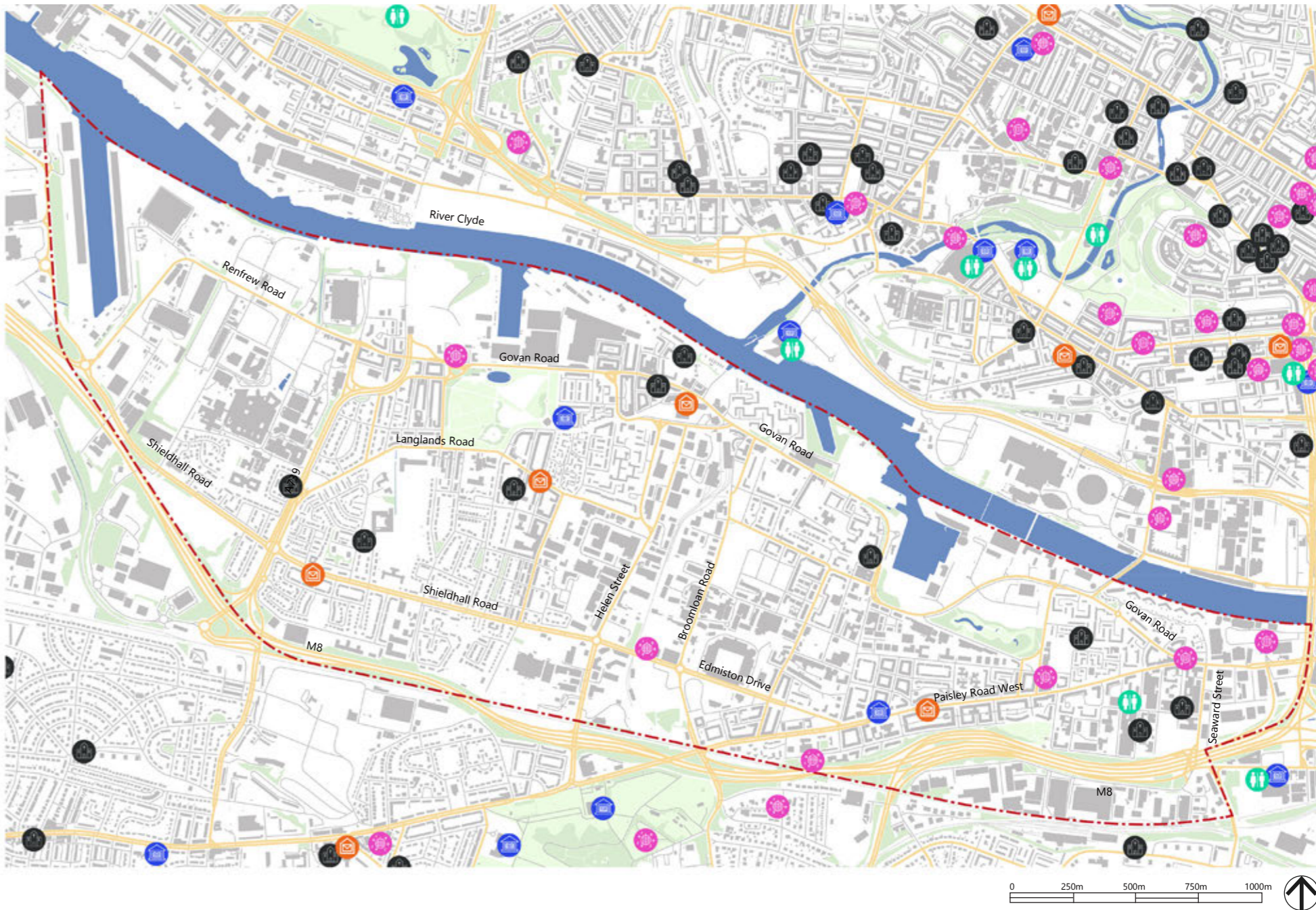







Figure 47. Amenities and Facilities Map

3.7 Land Use and Built Environment

3.7.6 Healthcare - Hospital and GP Practices

On-site there are 8 GP Practices located in the central and east part of the LN area.

Govan, Cessnock and Kingston neighbourhoods provide access to a GP surgery within a 5,10,15-minute walking distance. Linthouse and Drymoune do not have a GP Practice within walking distance. However, Queen Elizabeth University Hospital lies towards the west of the site.

- Legend**
-  GP Practice
 -  Hospital
 -  5min walking distance
0 - 400m
 -  10min walking distance
400 - 800m
 -  15min walking distance
800 - 1200m

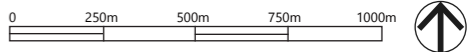
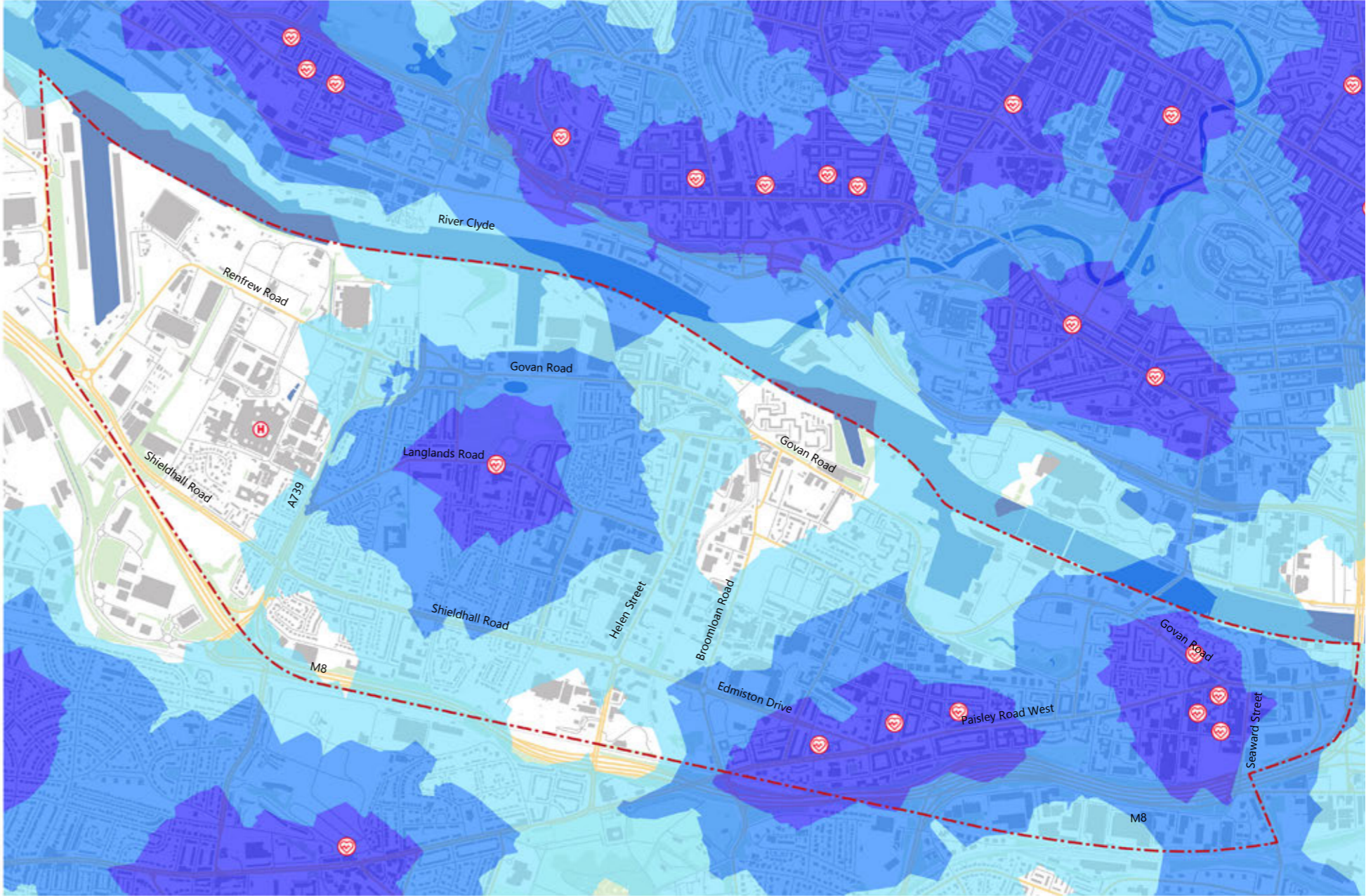






Figure 48. Hospitals and GP Surgeries with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.7 Healthcare - Pharmacies

Similar to figure 38, Pharmacies are encountered in Govan, Cessnock and Kingston neighbourhoods, with accessibility within 5,10 and 15-minute walking distances.

Towards the west, Linthouse and Drymoune do not have a Pharmacy within a 15 minute walking distance.

- Legend**
-  Pharmacies
 -  5min walking distance
0 - 400m
 -  10min walking distance
400 - 800m
 -  15min walking distance
800 - 1200m

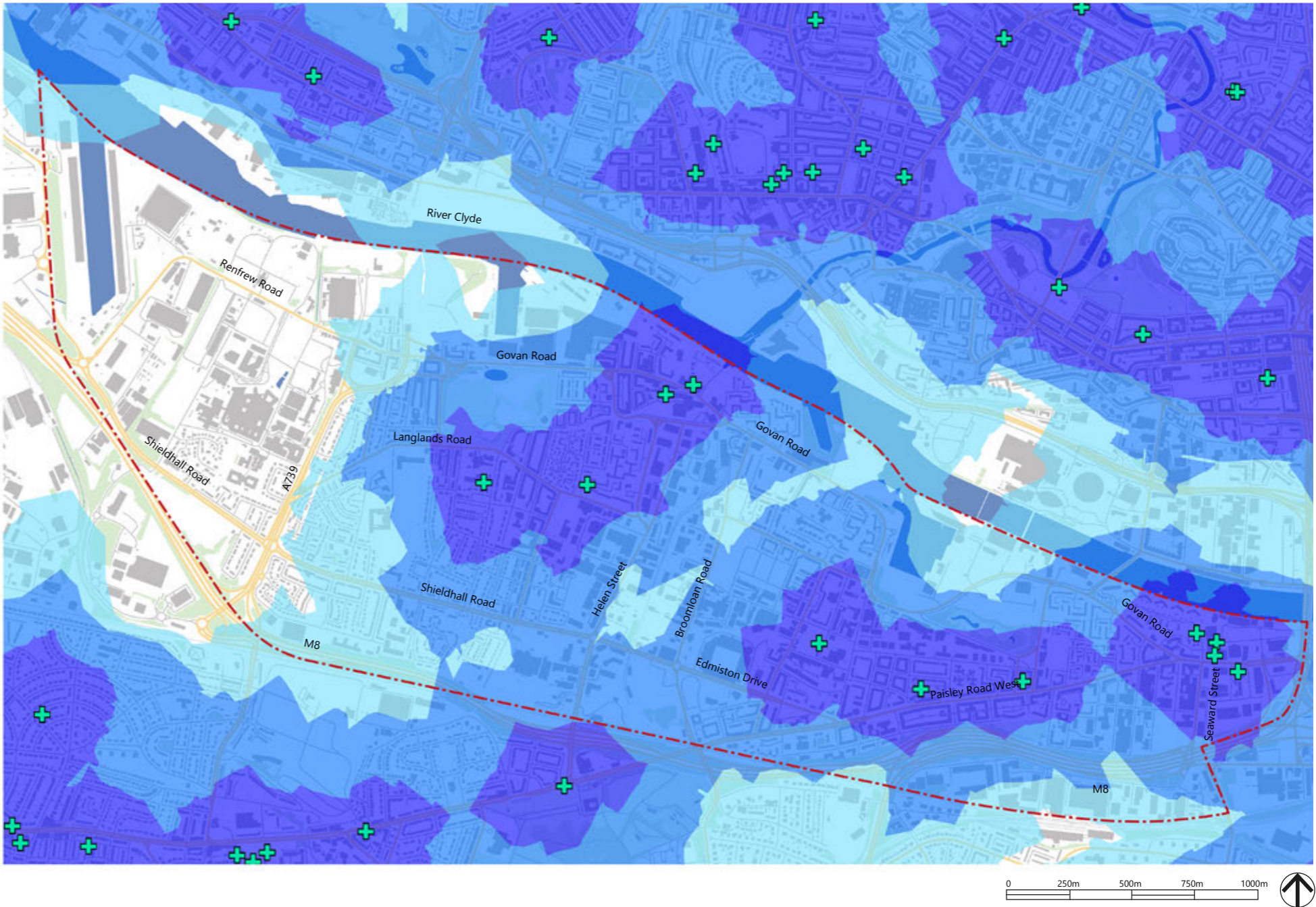


Figure 49. Pharmacies Map

3.7 Land Use and Built Environment

3.7.8 Healthcare - Dental Practices

There few Dental Practices noted throughout the LN area. These are concentrated around Govan, Elder Park and Cessnock, leaving the rest of the site without easy access in Dental Practice Services.

Legend
 Dental practice

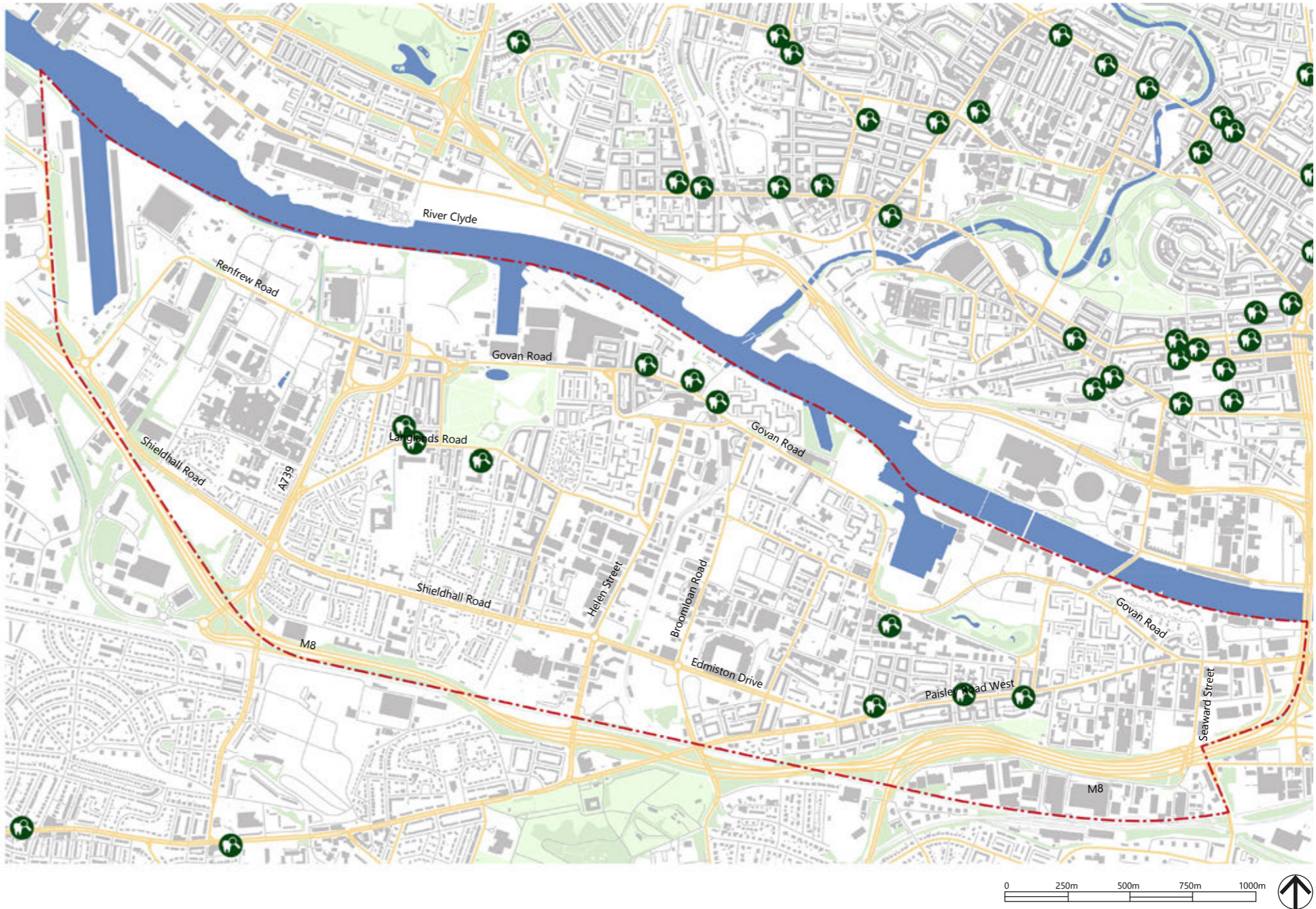


Figure 50. Dental Practices Map

3.7 Land Use and Built Environment

3.7.9 Education - Nurseries

There are 7 nurseries located sporadically towards the centre of the site. The neighbourhoods of Linthouse, Drumoyne and Kingston are deficient in terms of access to a nursery.

Legend

 Nursery



Figure 51. Nurseries Map

3.7 Land Use and Built Environment





3.7.10 Education - Primary Schools

The larger proportion of the LN area benefits from access to a primary school within a 5, 10, 15-minute walking distance. The identified 4 schools are located centrally in the site.

Towards the western boundary in Linthouse and Drumoyne and to the east in a small area in Kingston, the walking distance to a Primary School increases to more than a 15-minute walking distance.

It is noted that Lorne Street Primary School, just next to Festival Park has installed a 'School Car Free Zone' scheme for its students.

Legend

-  Primary schools
-  5min walking distance
0 - 400m
-  10min walking distance
400 - 800m
-  15min walking distance
800 - 1200m
-  School car free zones

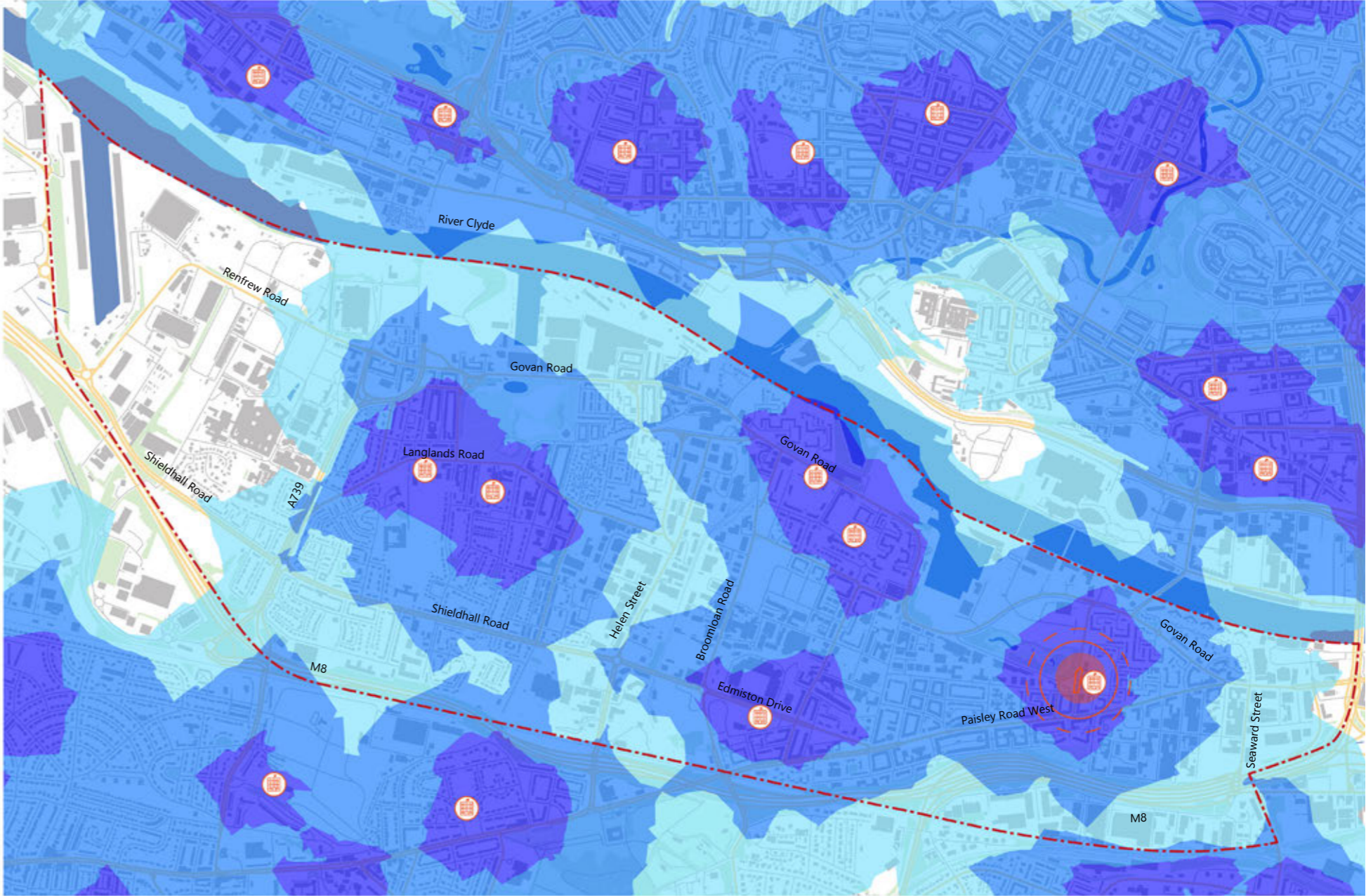


Figure 52. Primary Schools with walking distance isochrones Map





3.7 Land Use and Built Environment

3.7.11 Education - Secondary Schools

The only Secondary School located within the LN area is Govan High School.

Furthermore, close to the site boundary lies Bellahouston Academy, providing a 5,10 or 15-minutes walking distance to the surrounding neighbourhood including part of Cessnock and Kingston.

Legend

-  Secondary schools
-  5min walking distance
0 - 400m
-  10min walking distance
400 - 800m
-  15min walking distance
800 - 1200m

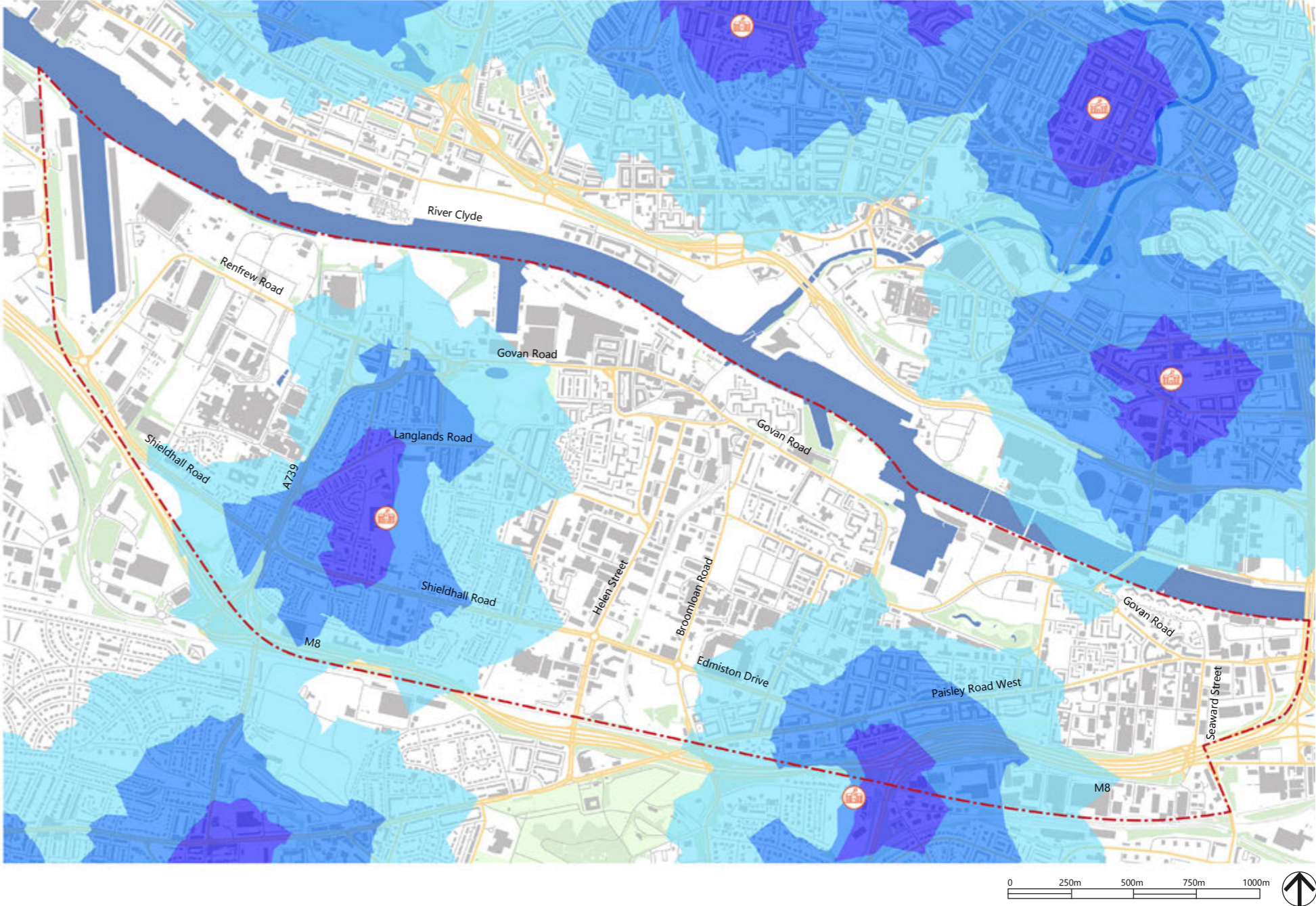


Figure 53. Secondary Schools with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.12 Education - Colleges and Universities

Queen Elizabeth University Hospital and Victory Bible College are higher education institutions located within the LN area.

There are also a cluster of Colleges and Universities identified in close proximity to the north of the River Clyde. This analysis also includes vocational training.

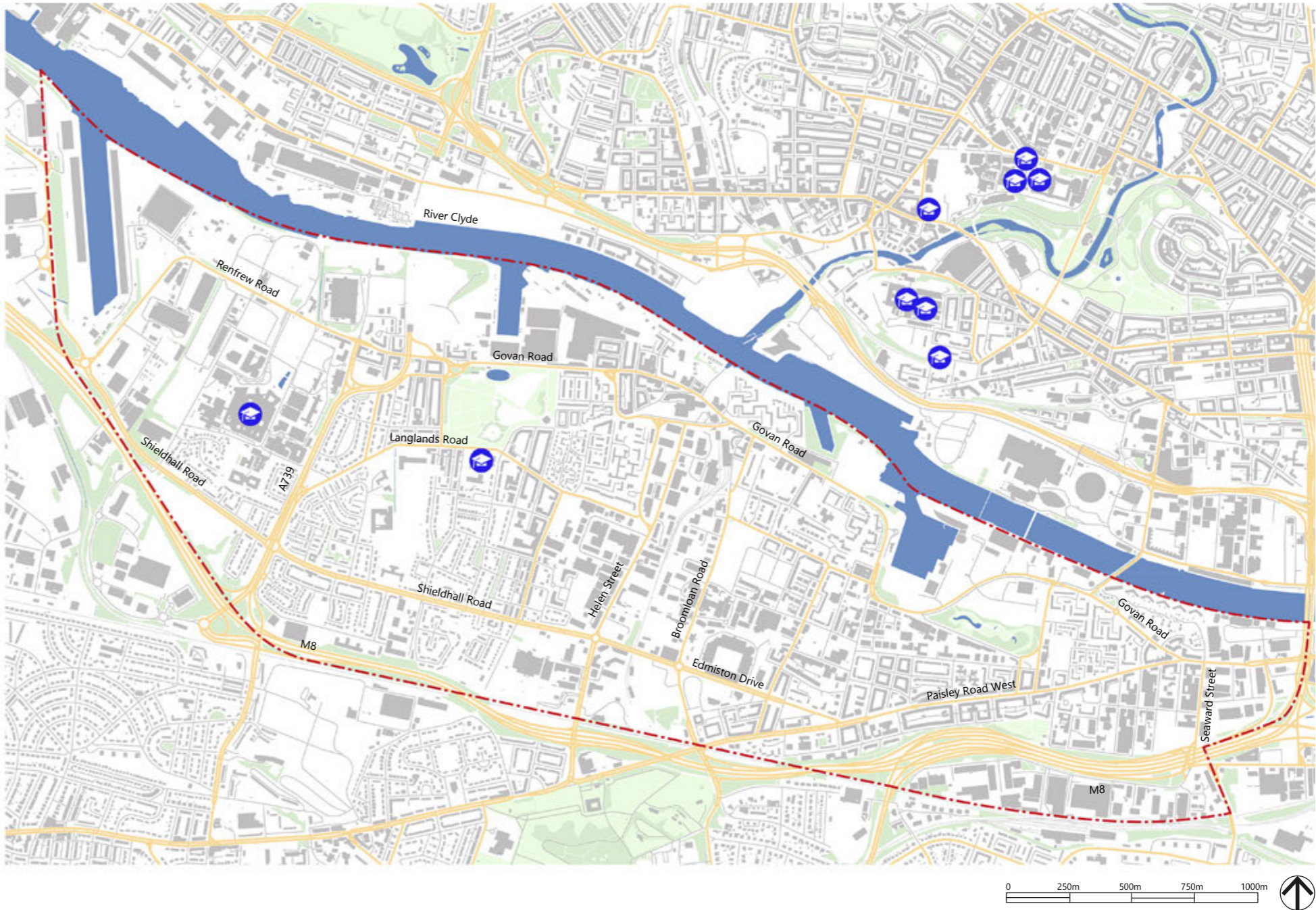


Figure 54. Colleges and Universities Map

3.7 Land Use and Built Environment

3.7.13 Visitor Attractions

There numerous visitor attractions identified throughout the LN area. Many of them are spread along the River Clyde and some are located centrally within the site.

The attractions are related to the industrial heritage of Greater Govan and to views of the River Clyde. Additionally, there are historic Places of Worship and the Ibrox Stadium towards the south.

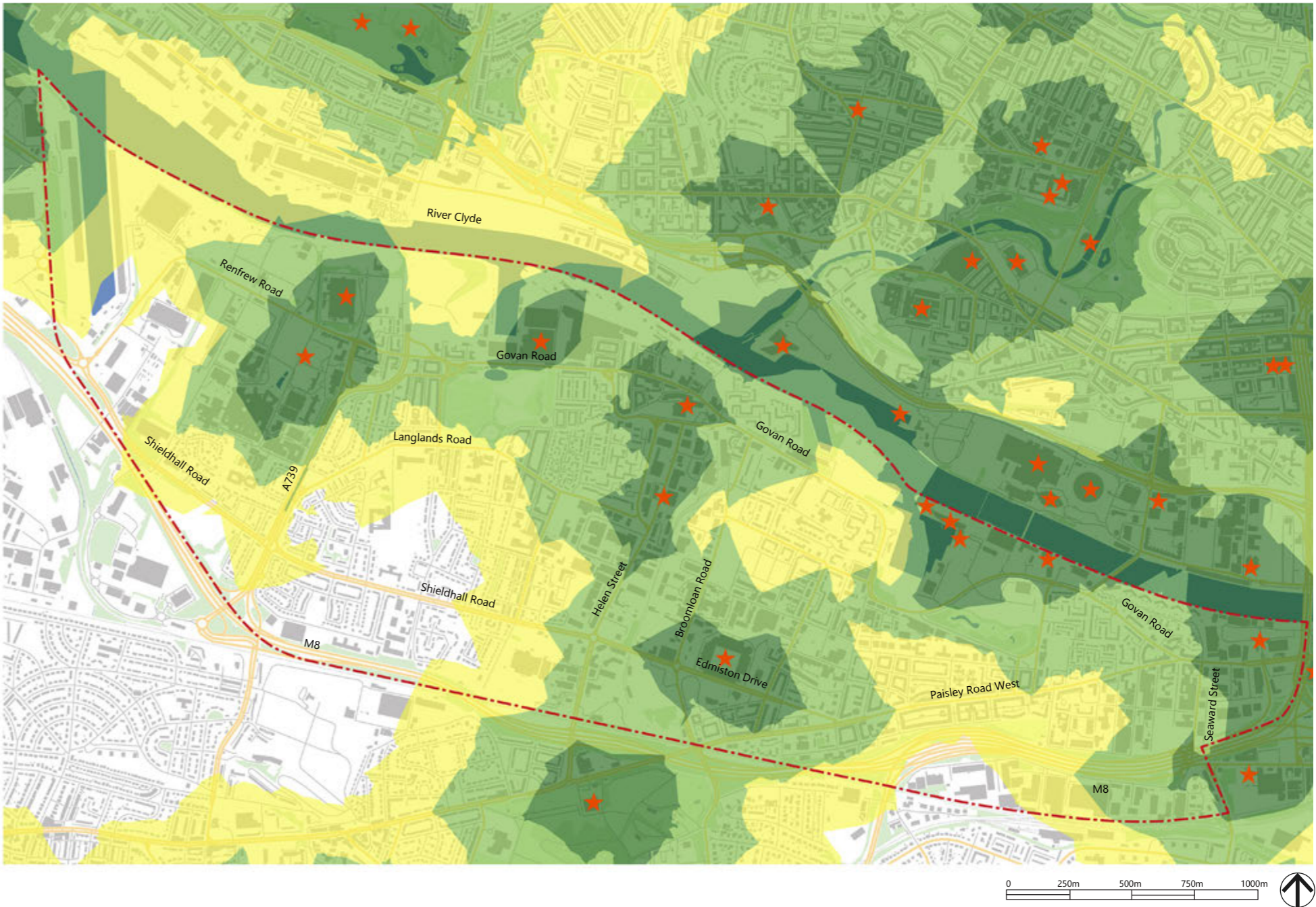
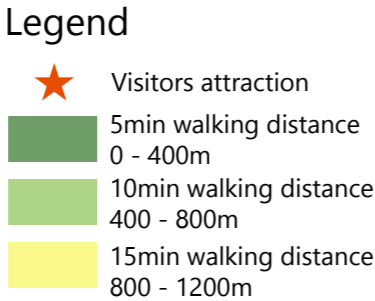


Figure 55. Visitor Attractions with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.14 Vacant Retail Units

Within the site two areas consisting of retail units are identified along Govan Street and Paisley Road. Within these clusters a small number a newly vacant and others have been vacant for a longer period of time.

These areas operate as local High Streets and fall into the Network of Centres, presented in a previous plan.

(NB. This is incomplete with around 10% of points missing)

- Legend**
- Retail unit
 - Newly vacant retail unit (less 12 months)
 - 12+ months vacant retail units

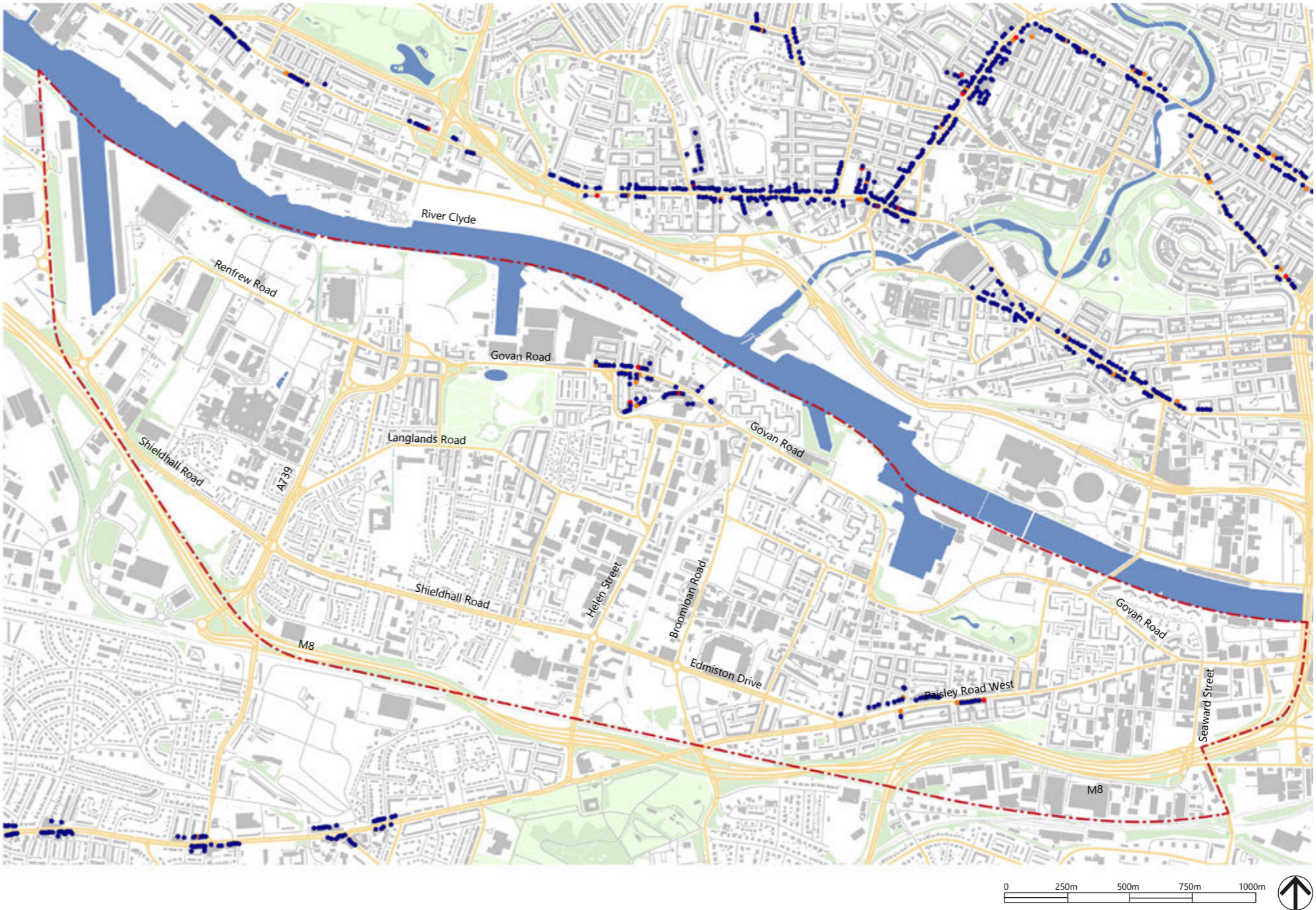


Figure 56. Visitor Attractions with walking distance isochrones Map

3.8 Demographics

3.8.1 Population Density

The population of the LN area is low to medium density. Overall, the number of residents in Greater Govan does not exceed 1500 residents/km².

Among all different neighbourhoods, Elder Park and Linthouse demonstrate the lowest density of a maximum of 750 residents/Km². Northeast to the site, close to the City Centre, population density increases significantly.

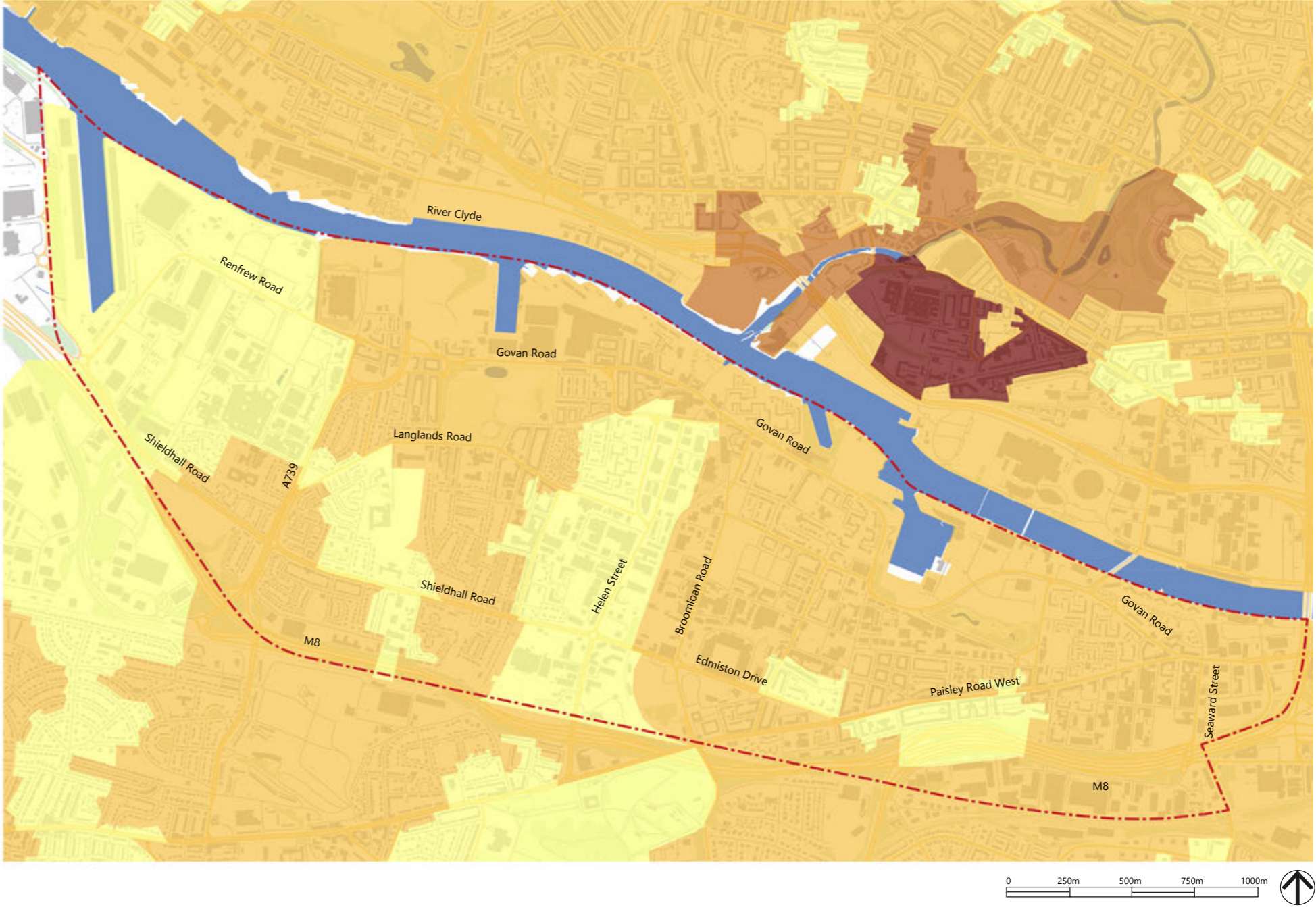
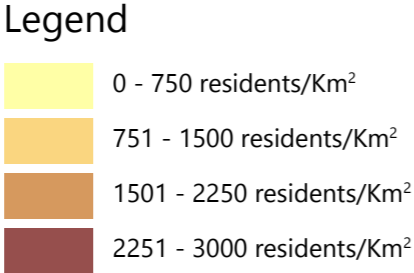


Figure 57. Population Densities Map

3.8 Demographics

3.8.2 Income and Deprivation

The Scottish Index of Multiple Deprivation (SIMD) indicates that deprivation rates are significantly high throughout the LN area. More than 50% of the area is shown to be in the most deprived 10% of Scotland.

There are two areas in Drumoyne, Cessnock and Kingston, especially along Paisley Road, which demonstrate slightly better rates, 25% to 50%.

A small area along Paisley Road in Kinning Park shows higher rates amongst all neighbourhoods, showing to be between 50% to 75% less deprived.

Legend

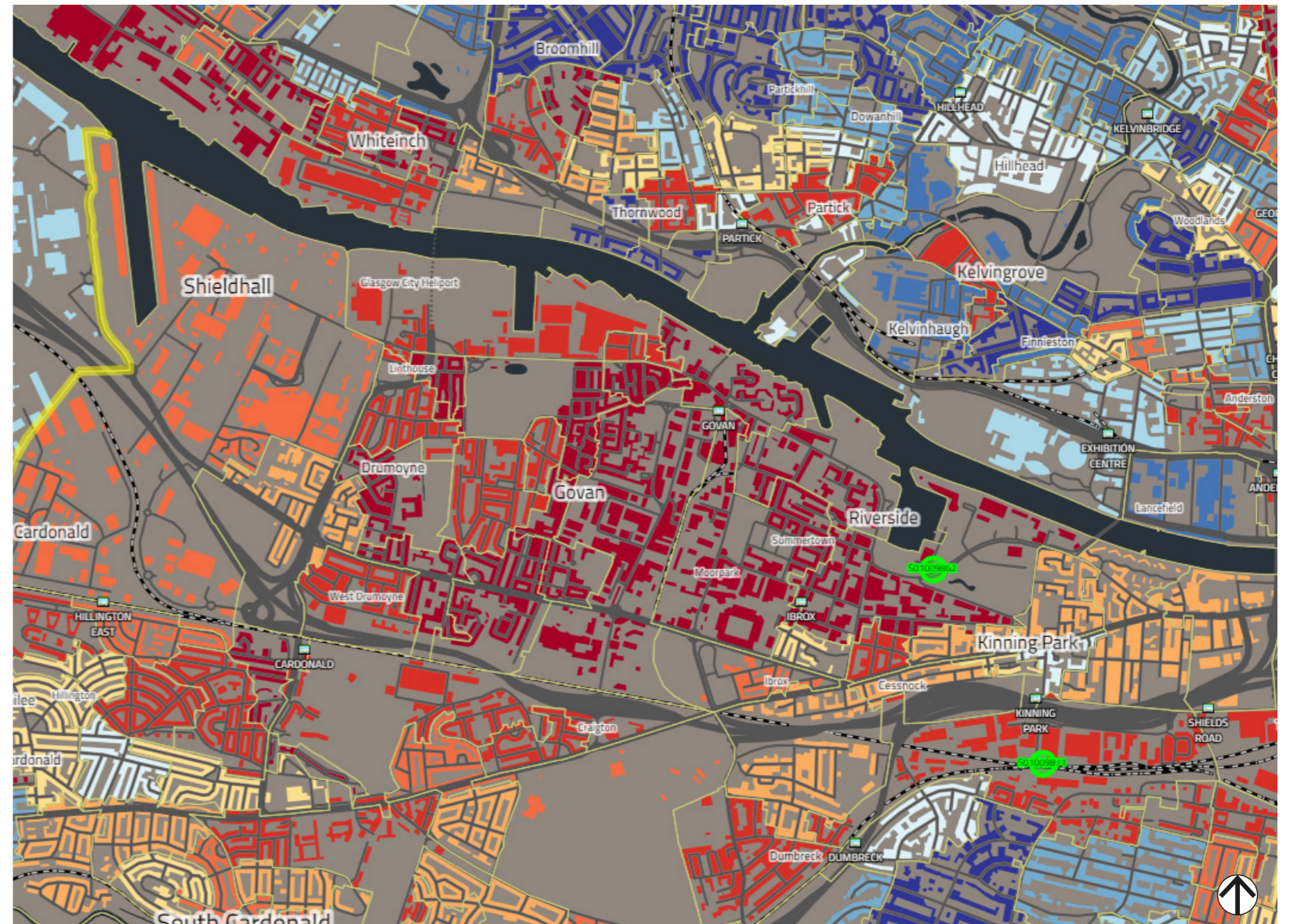
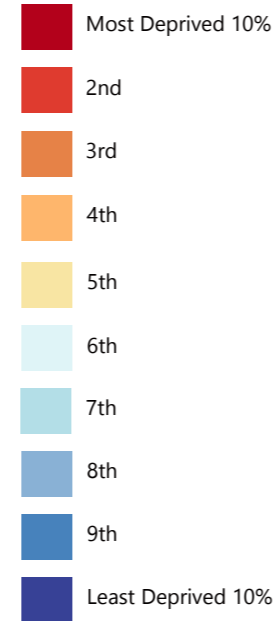
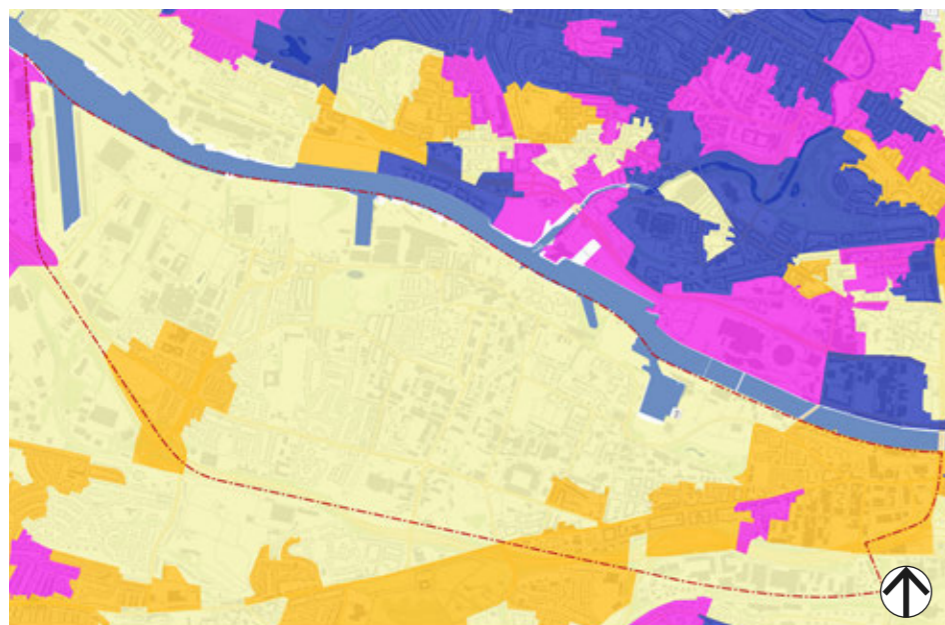


Figure 59. Income Deprivation Indices Map; source: Scottish Index of Multiple Deprivation



Legend

Scottish Index of Multiple Deprivation (SIMD)

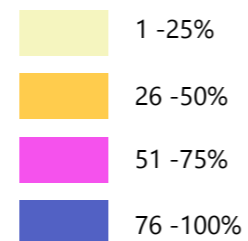


Figure 58. Income Deprivation Indices Map; source: Scottish Index of Multiple Deprivation (2)

3.9 SWOT Analysis

Strengths

- Connected network of routes for walking and cycling to destinations
- Green Corridors along major connecting links
- Quiet roads & some segregated routes for cycling (Quiet Ways)
- Public bike hire scheme available (Nextbike)
- Bus services are frequent and reliable at different times of the day
- Easy access to Subway
- Low car ownership
- Parks and open spaces are easy to reach
- Summer ferry service (June to September)
- Elder Park registered as Site of Special Landscape importance
- The KinningPark Complex is a valuable community facility
- Development of the economic Role of Queen Elizabeth University Hospital and Adjacencies
- Significant collection of visitor attractions, cultural organisations and creative industry hubs
- Benefits from an outstanding existing collection of learning, research and industrial institutions clustered in space.
- A good range of small independent shops
- A popular area with good local services and a thriving local economy that is attracting more entrepreneurs
- A diverse range of spaces for the community
- Grand tenements with lots of potential
- Strong historic identity, including a rich maritime heritage
- Listed buildings such as Celtic Cross, Govan Old Church and Burial Ground

Weaknesses

- Physical isolation of Govan for pedestrians and cyclists from the north of the City
- Poor level of connectivity, legibility and quality of townscape
- Poor condition of roads and pavements
- Disconnected cycle routes
- Poor maintenance of streets and public spaces
- No wheelchair or buggy access to Subway
- Poor quality pedestrian environment and crossing points
- Blocked drains causing flood issues and obstruct pedestrian crossing points
- Conflict between pedestrians and cyclists due to lack of dedicated spaces
- Overflow of parking from local businesses
- Lack of access to the Railway Station
- Infrequent bus and subway services particularly in evening and Sundays; unreliable services
- Large areas of long - term vacant land and limited retail option for local people
- Lack of electric vehicle charging points and motorcycle parking bays
- Inadequate seating, planting and activities in Elder Park
- Fragmented pattern in terms of land use, environmental quality and density of occupation
- Lack of high-quality public spaces and green space
- Most facilities seem to be aimed at visitors rather than locals
- Not many activities for children or teenagers
- Communities spatially isolated from the educational, employment and cultural opportunities to the north of the River
- Lack of physical connection with major supermarket site (ASDA) near M8

- Car noise and congestion ruins amenity of the area
- Notable Fly-tipping and Street Cleansing Issues

3.9 SWOT Analysis

Opportunities

- Open core paths along the Clyde
- Enhance local character by capitalising on the role of the Riverside Museum and River Campus, attracting high-number of visitors
- Improved amenities of key streets (planting, local growing, play areas)
- Pedestrianised residential streets and car free new developments
- More bus stops and larger bus shelters
- Nextbike stations provide the opportunity for multimodal transport
- Significant amount of employment activity
- Attractions related to the industrial heritage of Greater Govan and to views of the River Clyde
- Electric vehicle infrastructure/clubs, e-bikes, electric buses
- Discourage street parking for non residents
- A new 'destination space' strongly linking the Riverside Museum, Govan Old Church and Stones, and Central Govan
- Network of linking green spaces and routes which will integrate the River Clyde landscape corridor to its hinterland
- Water Row as a new destination and an opportunity for local regeneration
- More multifunctional, high quality and safe green and open spaces
- Economic development opportunities presented by the QEUI hospital and Glasgow University's investments
- Pop-up uses in empty shops and buildings
- More business and start-up spaces
- Improve tenement conditions-initiate a tenement repair programme
- More diverse range of new residential buildings

- More investment for community groups
- Encourage more community events and festivals
- More spaces/activities for children and teenagers
- Improve lighting
- Improve energy efficiency of homes and resilience to flooding

Threats

- Physical isolation of Govan for pedestrians and cyclists from the north of the City
- Fast moving traffic and busy roads to cross - car oriented with poor pedestrian environment
- Indication of high deprivation rates
- Area used for parking during nearby events at Ibrox and SECC
- Lack of parking provision within new buildings
- Fragmented pattern in terms of land use, environmental quality and density of occupation
- Areas of potentially contaminated land use, mainly along River Clyde
- No sound barrier protecting homes from noise produced by M8
- Poor quality environment (litter, excessive noise or poor air quality)
- Car noise and congestion ruins amenity of the area
- Local parking pressures and local resistance to reduced parking measures
- Processes of deindustrialisation, demolition and development-led regeneration have created empty or dysfunctional spaces
- Overcrowded residential properties
- Can be difficult for young families to access housing
- Anti-social behaviour and drug abuse issues
- Reduced sense of safety while walking at night, due to the high number of empty warehouses, and the motorway cutting through the area meaning routes include often badly lit and isolated underpasses and bridges.
- Increased risk of flooding, erosion, rising sea levels and surface water
- Refuse collection issues and lack of recycling opportunities



04 ISSUES AND OPPORTUNITIES

4.1 Consultation Overview

For each LN area, the 14 principles highlighted in the Place Standard Tool will be considered, in order to gain a good idea of issues, needs and assets across the study area.

The consultation process divides the LN area into five 20-minute neighbourhoods, namely Linthouse, Drumoyne (Shieldhall), Govan, Ibrox and Kingston (see Figure 60). This will create a comprehensive understanding of the LN area as a whole by identifying issues at the local scale.

The feedback received from both face-to-face and digital community engagement has been summarised under each 20-minute neighbourhood. The feedback, desktop site appraisal (Section 3) and documents review (Section 2) have been used to formulate a list of opportunities for each Liveable Neighbourhood Area. A cumulative list of all opportunities identified has been included in Section 5.

The consultation material will also contribute to the issues and dependency log, which summarises information from all areas across Greater Govan, Ibrox and Kingston.

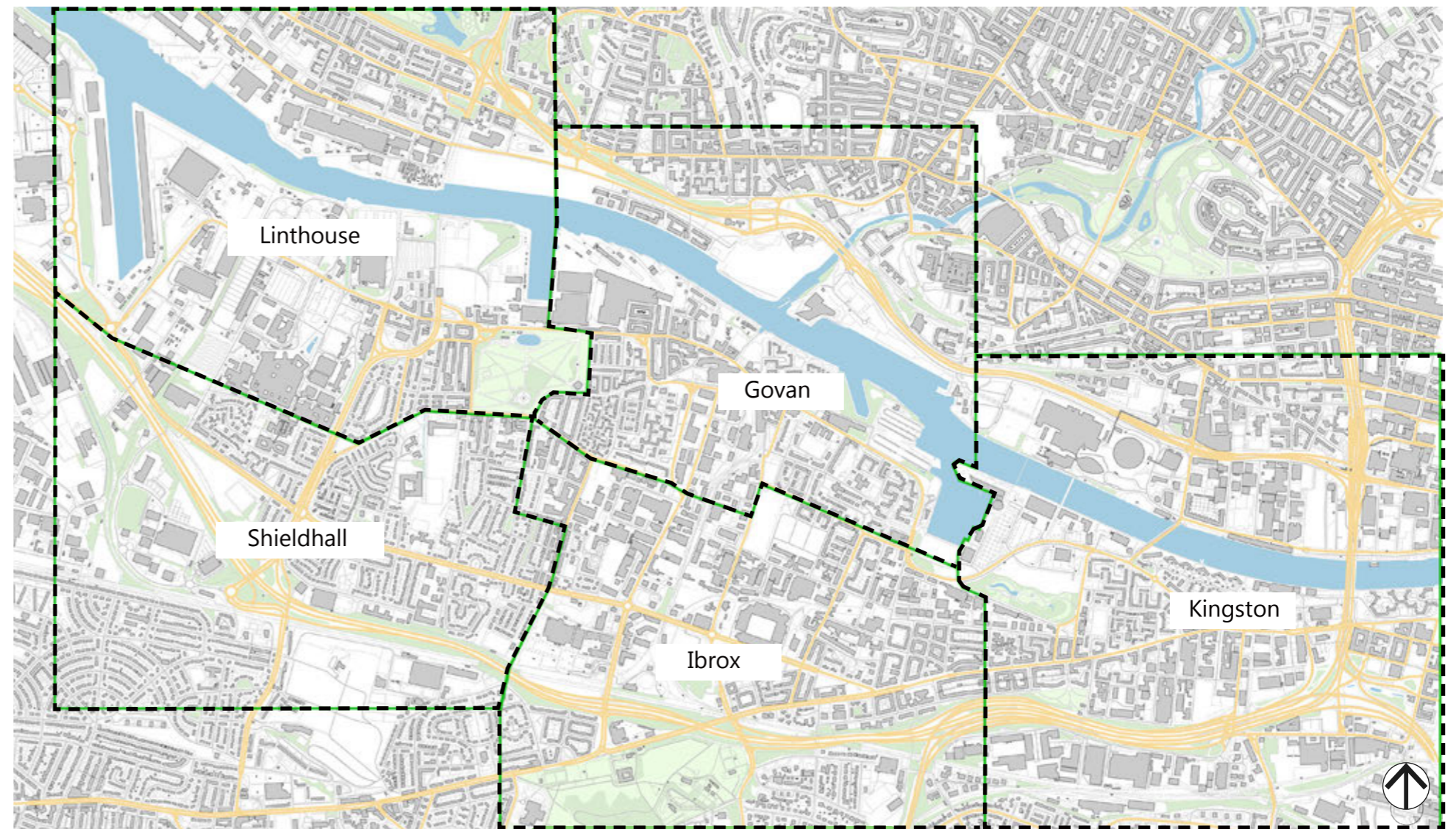


Figure 60. LN Area divided into five Liveable Neighbourhood Areas

4.2 Linthouse and Drumoyne

Context - Linthouse

Linthouse is the most western community within the Neighbourhood, and for purposes of the study includes Shieldhall and part of Elder Park. The area was severely affected by the construction of the Clyde Tunnel in 1963 and the various feeder roads including the A 739 which is a dual carriageway entrance road which connects the Clyde Tunnel with the M8 Motorway.

The Western side of the A739 is dominated by the new Queen Elizabeth hospital which has built on the Southern General to become the largest Hospital in Scotland. Nestling around the Hospital is a scattering of two storey housing which includes the converted Luma Factory.

To the East of the A739 and the Clyde Tunnel is Elder Park, a magnificent Victorian park and one of the most important open green spaces in the Neighbourhood. It is surrounded by a variety of buildings, some two-storey mid 20th century housing but mostly decent Victorian sandstone tenements and a collection of significant historic buildings including the B listed Elder Park Library.

The community is served by several important roads however the most significant is Govan Road (becoming Renfrew Road and part of the Fastlink bus route). The space between Govan Road and the Clyde is dominated by what was Govan Shipyard now operating as BAE Systems. While the industry is very welcome the shipyards have made the Clyde inaccessible to the Public.

Just West of the Shipyard sits Linthouse, for a while known as Linthouse Urban Village (LUV), a small collection of shops, pubs and café's left over from a period before the construction of the Clyde Tunnel.



4.2 Linthouse and Drumoyne

4.2.1 Commonplace Comments

Poor quality pedestrian environment
 - issues with pavement, surface, crossings, street lighting, drainage

1, 2, 3, 4, 6, 8, 10, 15

Lack of cycling lane and infrastructure

1, 2, 3, 4, 5, 9

Elder Park Improvements - proposed community garden and improved play area/skatepark

8, 12, 13, 16

Car parking and increased vehicular speed
 - illegal/excessive car parking, parking on the corners, lack of residential parking

1, 5, 10

Lack of maintenance - bins, recycle, litter, pavement, fly tipping, dog waste

1, 7, 8

Public transport issues - frequency, fares

11

 = Proportion of group comments per topic



Figure 61. Commonplace Comments locations

4.2 Linthouse and Drumoyne

Context - Drumoyne

To the South of and integrated with Linthouse sits the Elder Park and Drumoyne Communities. This area follows a similar pattern to Linthouse and is likewise divided by the A739 and its feeder roads.

In many respects this part of the Neighbourhood feels the most forgotten however contains a sizeable residential area. It is important that this community is integrated into the Neighbourhood and has several important characteristics. Significantly the area between Elder Park and Shieldhall Road is diverse and attractive. It contains a number of pleasant residential streets, local shops, three schools, a number of listed historic buildings and is well served by bus routes. Shieldhall Road is a busy road running East to Ibrox and West to Renfrew along the original line of the A8. It is a server road to the Clyde Tunnel and the M8 and is therefore very busy, difficult to cross and divides Drumoyne. There are several small shopping parades along Shieldhall Road which could better serve the community if the quality of the Road was improved.

To the West of the A739, this part of Drumoyne feels even more cut off from the Neighbourhood and includes the under used Cardonald Park, left over after the construction of the M8. Shieldhall Road continues West to the Braehead Shopping Centre and Renfrew with the potential to become an important active travel route.



4.2 Linthouse and Drumoyne

4.2.2 Commonplace Comments

Lack of cycling lane and infrastructure



1, 3, 5, 6, 9

Poor quality pedestrian environment

- issues with pavement, surface, crossings, street lighting, drainage



2, 7, 8

Lack of maintenance - bins, recycle, litter, pavement, fly tipping, dog waste



11, 12, 13

Car parking and increased vehicular speed

- illegal/excessive car parking, parking on the corners, lack of residential parking



7, 10

Cardonald Park improvements



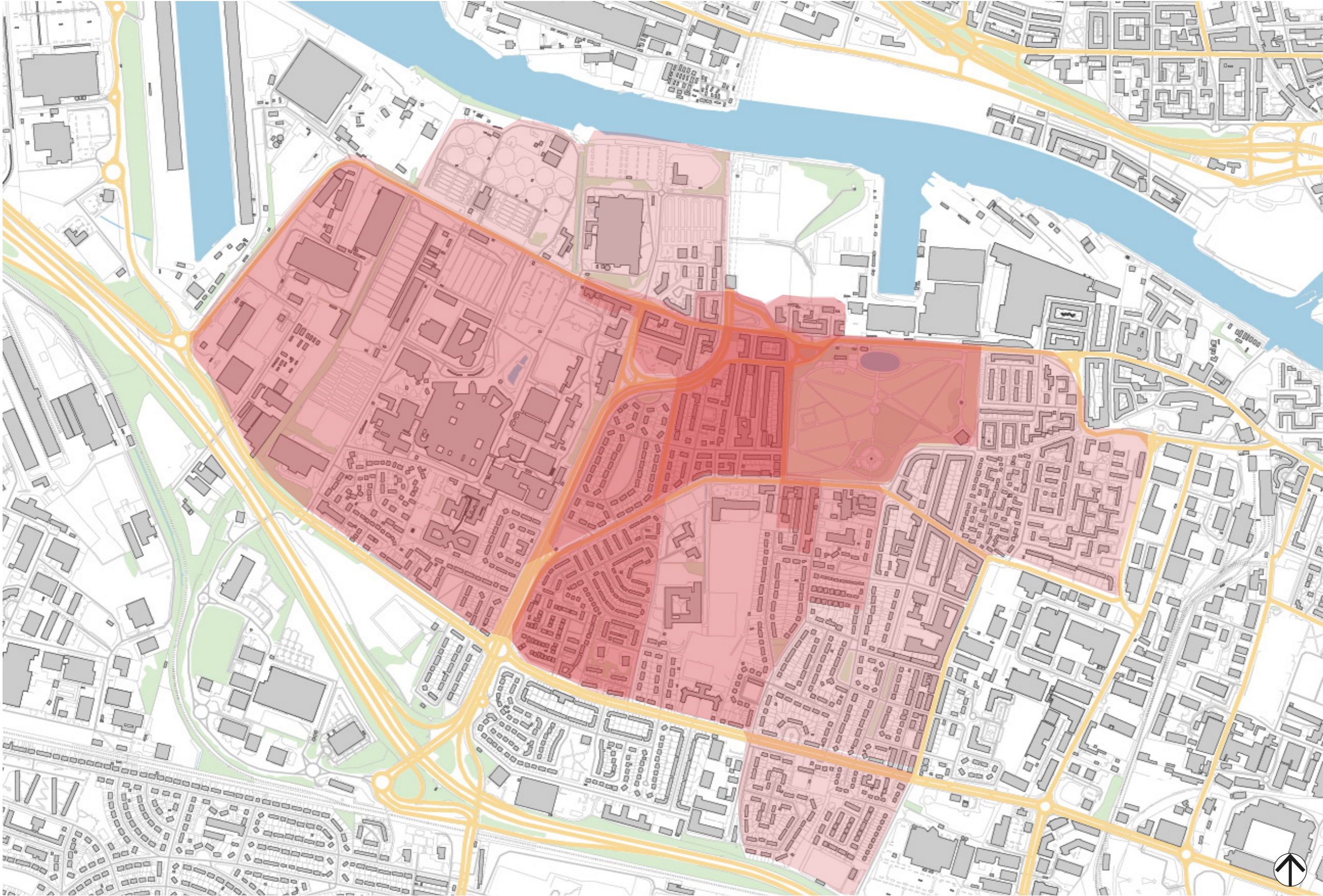
4

= Proportion of group comments per topic



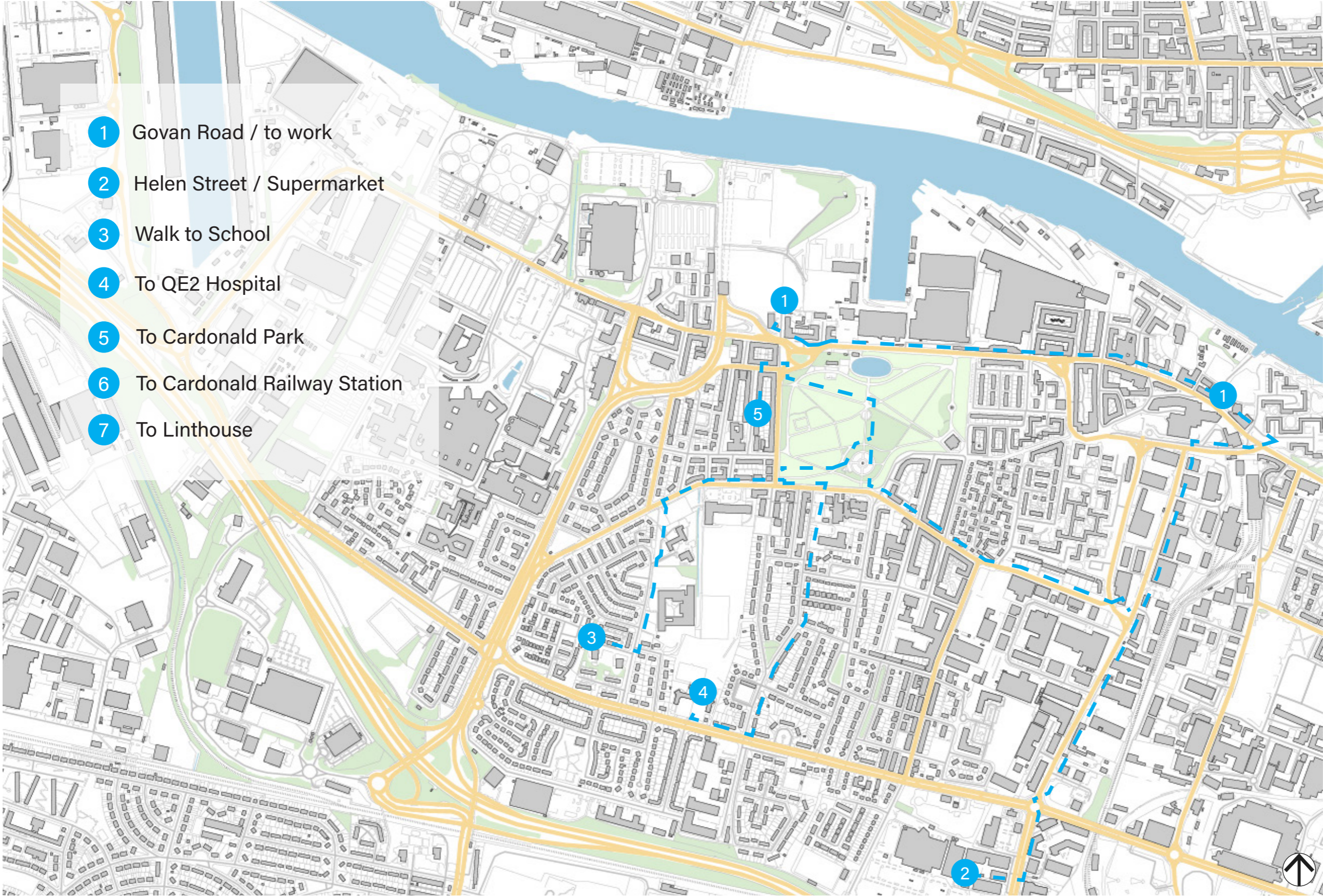
Figure 62. Commonplace Comments locations

4.2 Linthouse and Drumoyne - Community Boundaries



The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.

4.2 Linthouse and Drumoyne - Everyday Journeys



4.2 Linthouse and Drumoyne - Perception of Safety

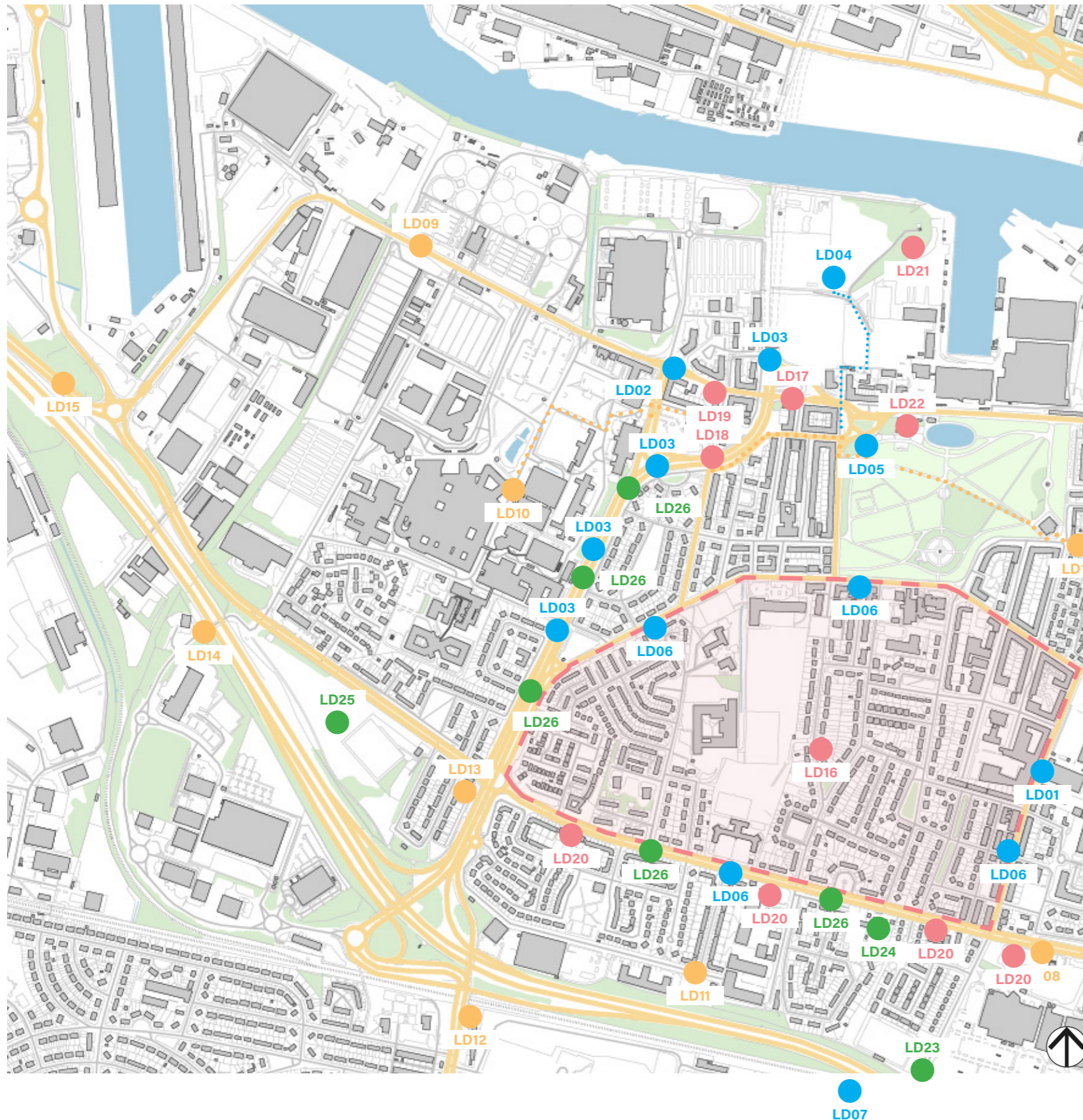


MATCH DAY ANTI-SOCIAL BEHAVIOUR

4.2 Linthouse and Drumoyne - Permeability/Barriers



4.2 Linthouse and Drumoyne - Opportunities Map



PROPOSALS KEY:

LD01 - Improvements to Craigton Rd to form active travel access to supermarket block from Elder Park (bus route)

LD02 - Improve street quality on Govan Rd along Linthouse shopping parade

LD03 - Improve underpass / relationship with Clyde Tunnel / A739 / Shieldhall Rd junction - currently presents issues with safe crossings

LD04 - Links to Clyde - Glasgow Riverside Innovation District

LD05 - Improve active travel around Govan Rd / Drive Rd roundabout / currently vehicle dominant

LD06 - Bus routes and crossing points to form boundary of proposed Low Traffic Neighbourhood

LD07 - Access to Bellahouston Park

LD08 - Improve active travel to Shieldhall Rd through additional crossing points, traffic calming measures, cycle lanes, planted trees to form a boulevard

LD09 - Explore active travel connection to Renfrew Rd

LD10 - NHS travel route. Improved travel route to Queen Elizabeth Hospital with Gartnavel to include links within Linthouse community. Refer to study by ERZ Landscape Architects

LD11 - Introduce South Drumoyne Active Travel Routes

LD12 - Improved connection to Cardonald Railway Station

LD13 - Roundabout beneath A739/ Shieldhall Rd currently car dominant

LD14 - Improve Active Travel to Fifty Pitch Rd along Harrogate Rd

LD15 - Consultation to link Central Renfrew into Glasgow

LD16 - High density residential area, including local schools and community activities to form Drumoyne Low Traffic Neighbourhood. Boundary to coincide with existing bus routes, creating pedestrian focused area

LD17 - Linthouse Urban Village

LD18 - Burghead Environmental improvements

LD19 - Formation of Skipness Drive Cul de Sac to provide space for a market place

LD20 - Major development to strengthen Linthouse Local Town Centre through Shieldhall Rd Shopping Parades

LD21 - Ensure links to Glasgow Riverside Innovation District are built into masterplan scheme

LD22 - Create Urban Farm at Fairfield Farm, Elderpark

LD23 - Craigton Rd Underpass environmental improvements

LD24 - Improved entrance to Fairfield Bowling Club

LD25 - Improve activities, lighting and access to Cardnald Park

LD26 - Create tree lines Boulevard to Shieldhall Rd / A739 to corm separation between feeder roads

4.3 Govan

Context

Govan is a community of historical significance which has become enveloped into the City of Glasgow.

Central Govan remains the focal point for the Neighbourhood with several listed buildings and is an important transport hub including a bus terminal and underground station. Previously an industrial centre for shipbuilding and while shipbuilding carries on at BAE Systems the scale is vastly reduced from the industries heyday, the decline of heavy industry left Govan (and the whole Neighbourhood) as a notable area of urban deprivation. Through the last two decades this has been addressed by groups such as the Central Govan Action Plan and the local Housing Associations and Govan has started to rebuild itself. There is currently a major development underway at Water Row which will include a new pedestrian footbridge across the Clyde forging the historic link with Partick and the Riverside Museum.

East Govan spreads along the Clyde towards the Graven Docks and Pacific Quay, its only link back to Govan Local Town Centre is by the 'Miler' or Govan Road through the bottleneck at Orkney Street. There is a strong community in the residential areas around the Riverside School Campus centred on the Riverside Community Centre who feel a strong connection to Central Govan however the physical links need to be improved.

Govan may spread along the length of the Clyde however the links to the river are weak and need to be addressed through the Glasgow Mission. The development at Graven Docks and the Glasgow Riverside Innovation Centre are important opportunities to renew that connection.



4.3 Govan

4.2.3 Commonplace Comments

Poor quality pedestrian environment
 - issues with pavement, surface, crossings, street lighting, drainage



3, 4, 5, 6, 9, 10, 14, 17, 20, 21, 23

Car parking and increased vehicular speed
 - illegal/excessive car parking, parking on the corners, lack of residential parking



5, 6, 11, 13, 16, 21

Lack of cycling lane and infrastructure



2, 3, 6, 9, 20, 22

Lack of maintenance - bins, recycle, litter, pavement, fly tipping, dog waste



1, 8, 9, 18

Proposed new bridge



2

Public transport issues - frequency, fares



6

Poor wheelchair accessibility



10

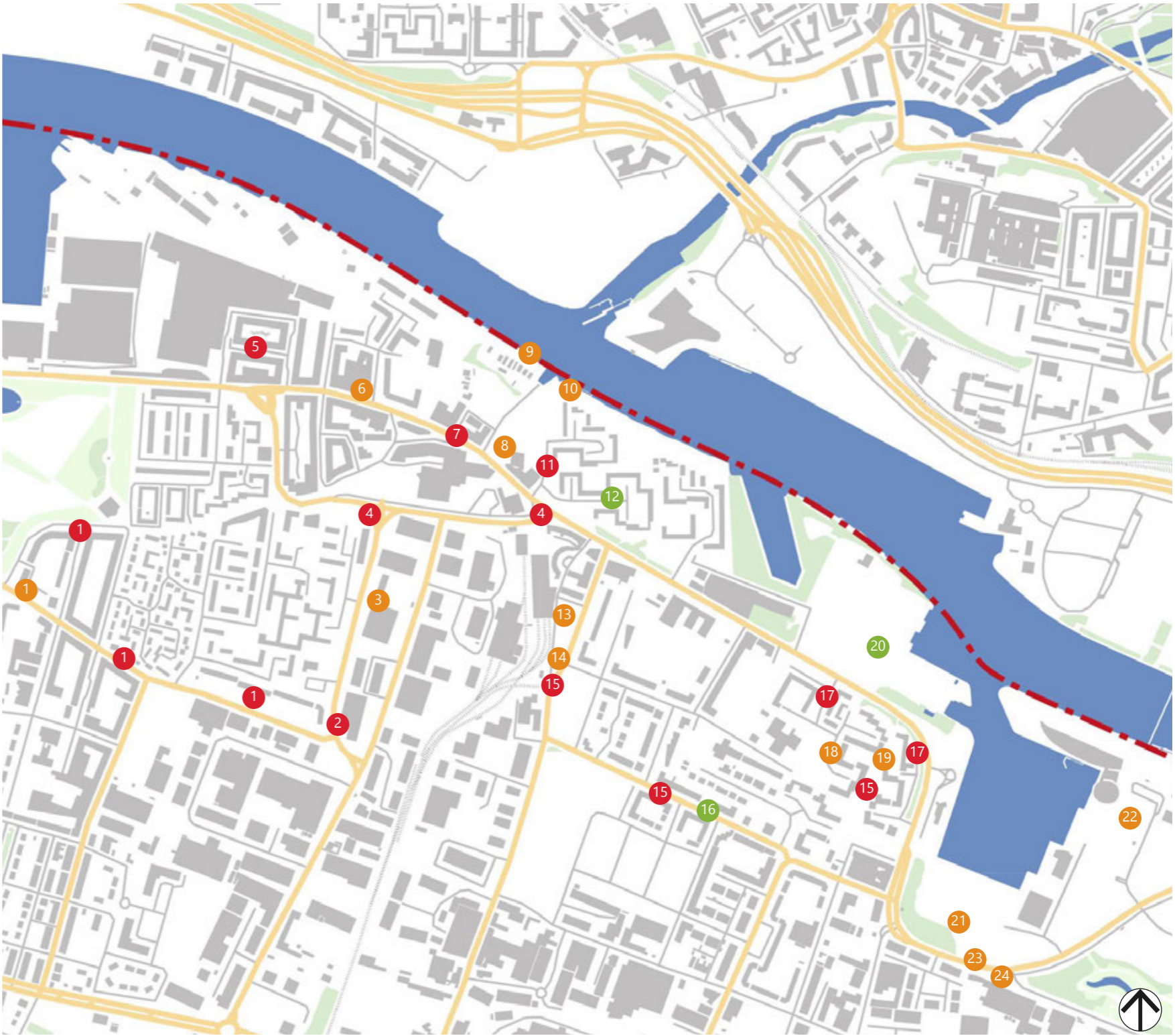










Figure 63. Commonplace Comments locations

4.3 Govan

4.2.3 Commonplace Comments

Lack of play areas	
18	
Lack of electric vehicle charging points	
15	
Proposed bike hire scheme	
23	
Lack of local amenities	
2	
Green space improvements at Orkney Place	
12	
Govan Docks/Graving Docks reuse as community space and leisure centre	
19	
Govan Cross new bollards perceived negatively	
7	

 = Proportion of group comments per topic

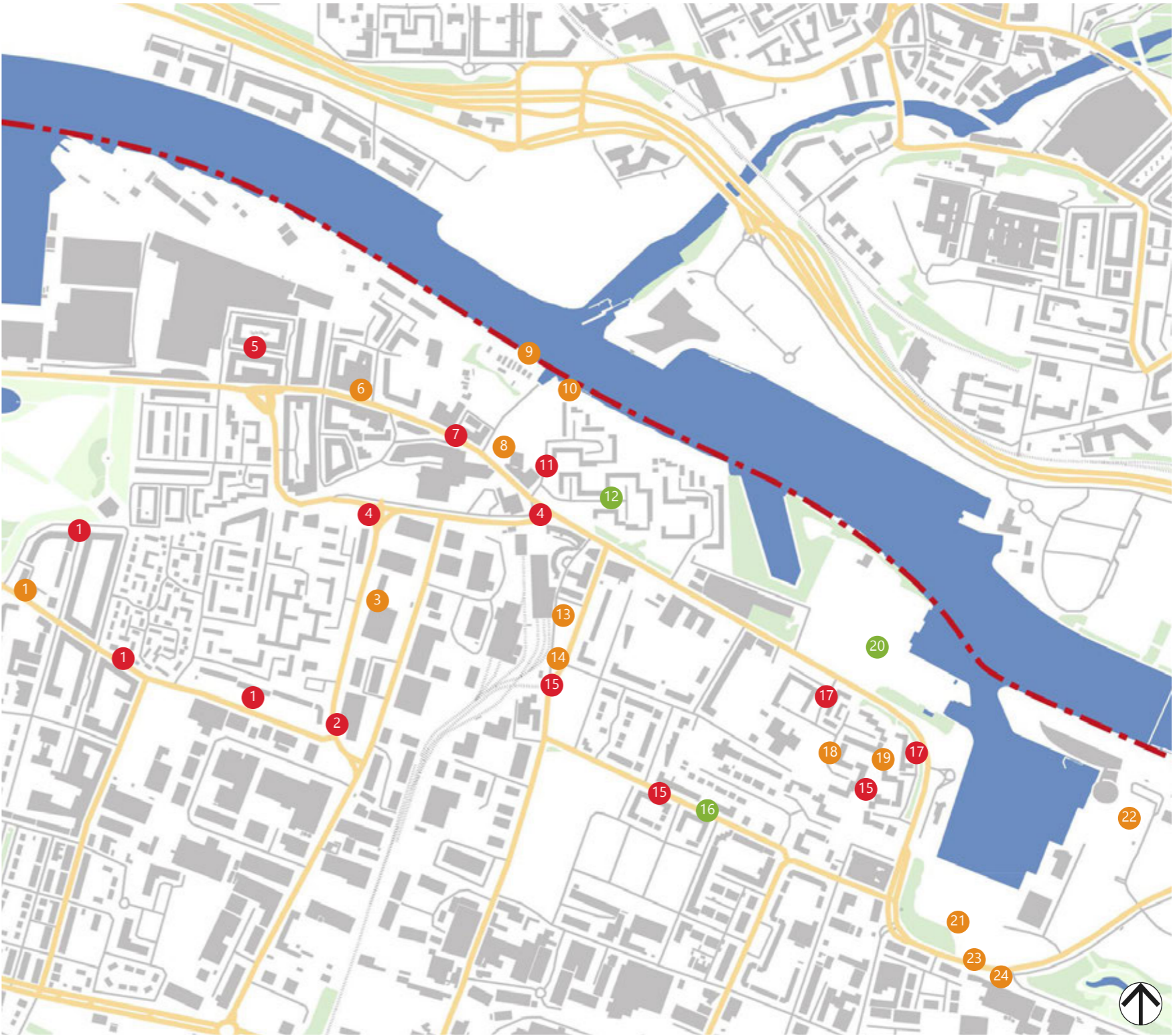
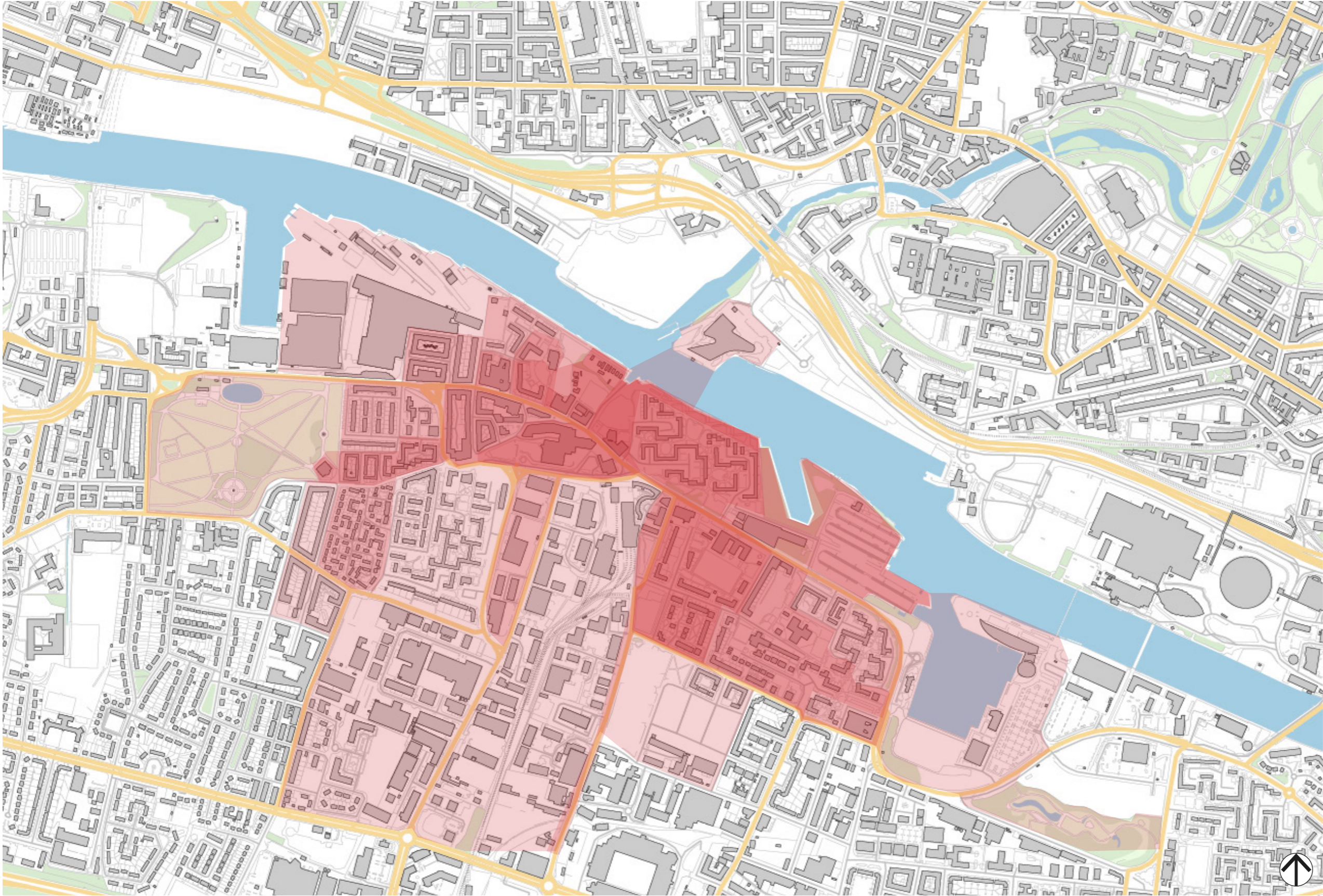


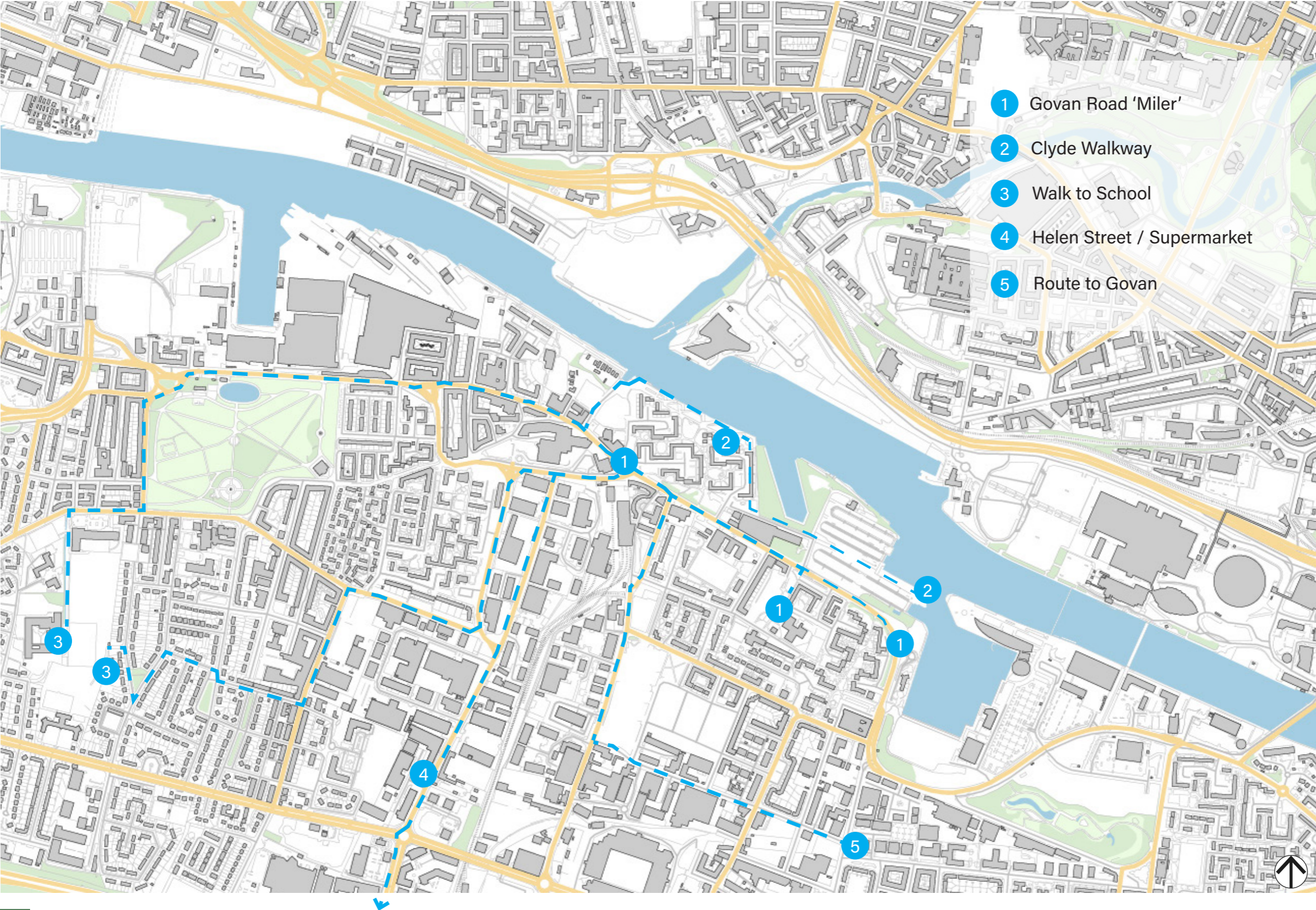
Figure 64. Commonplace Comments locations

4.3 Govan - Community Boundaries

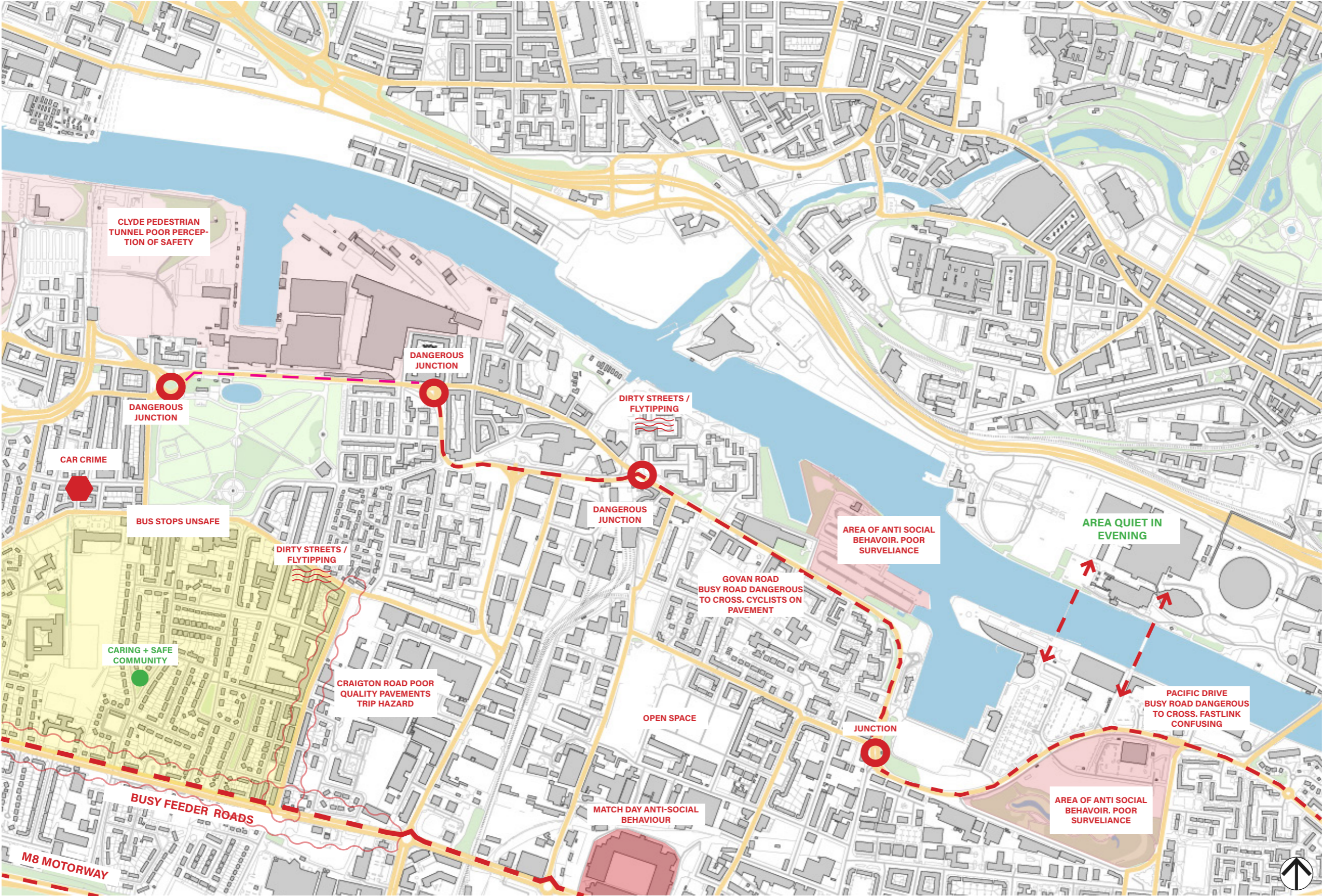


The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.

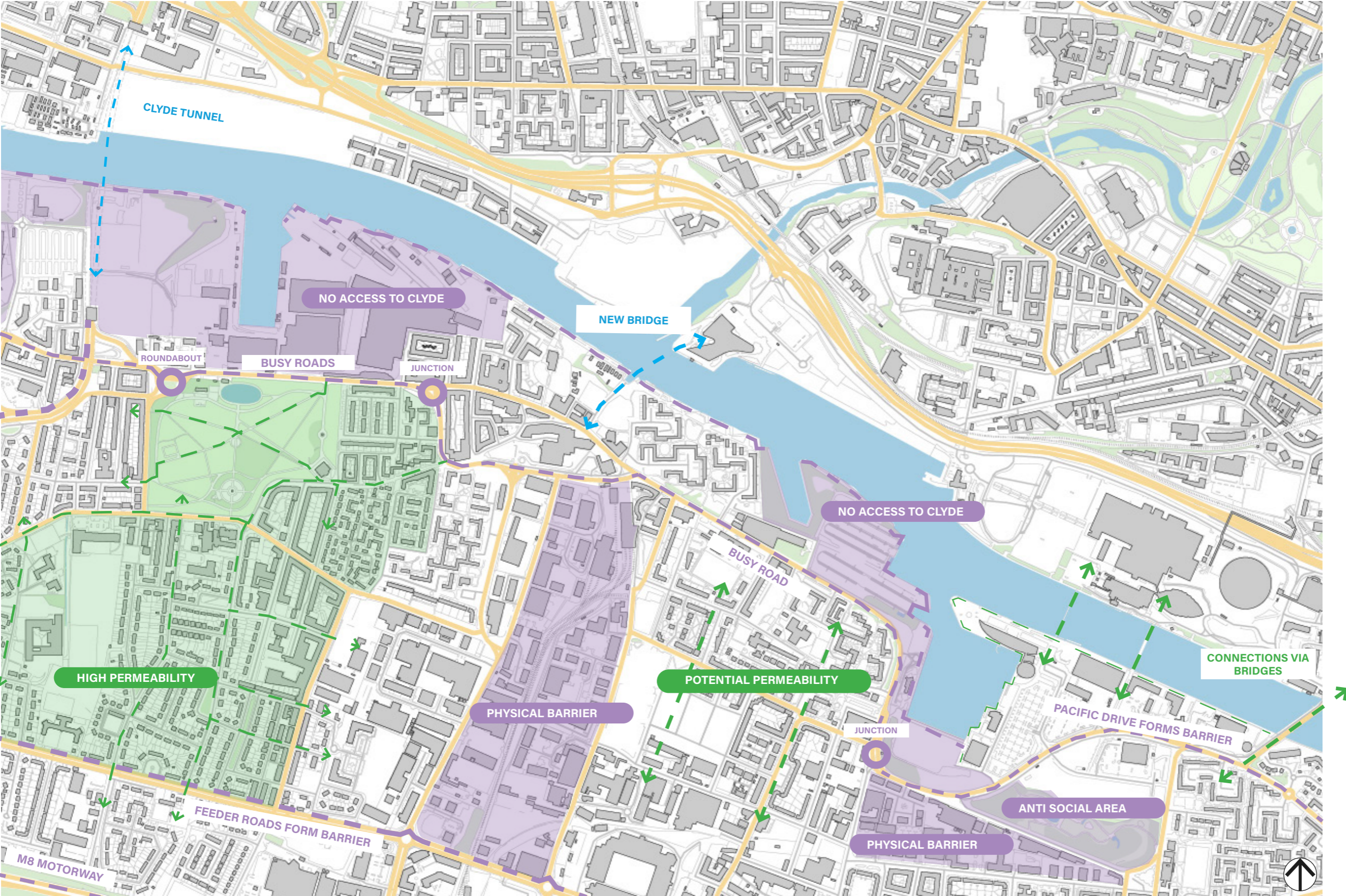
4.3 Govan - Everyday Journeys



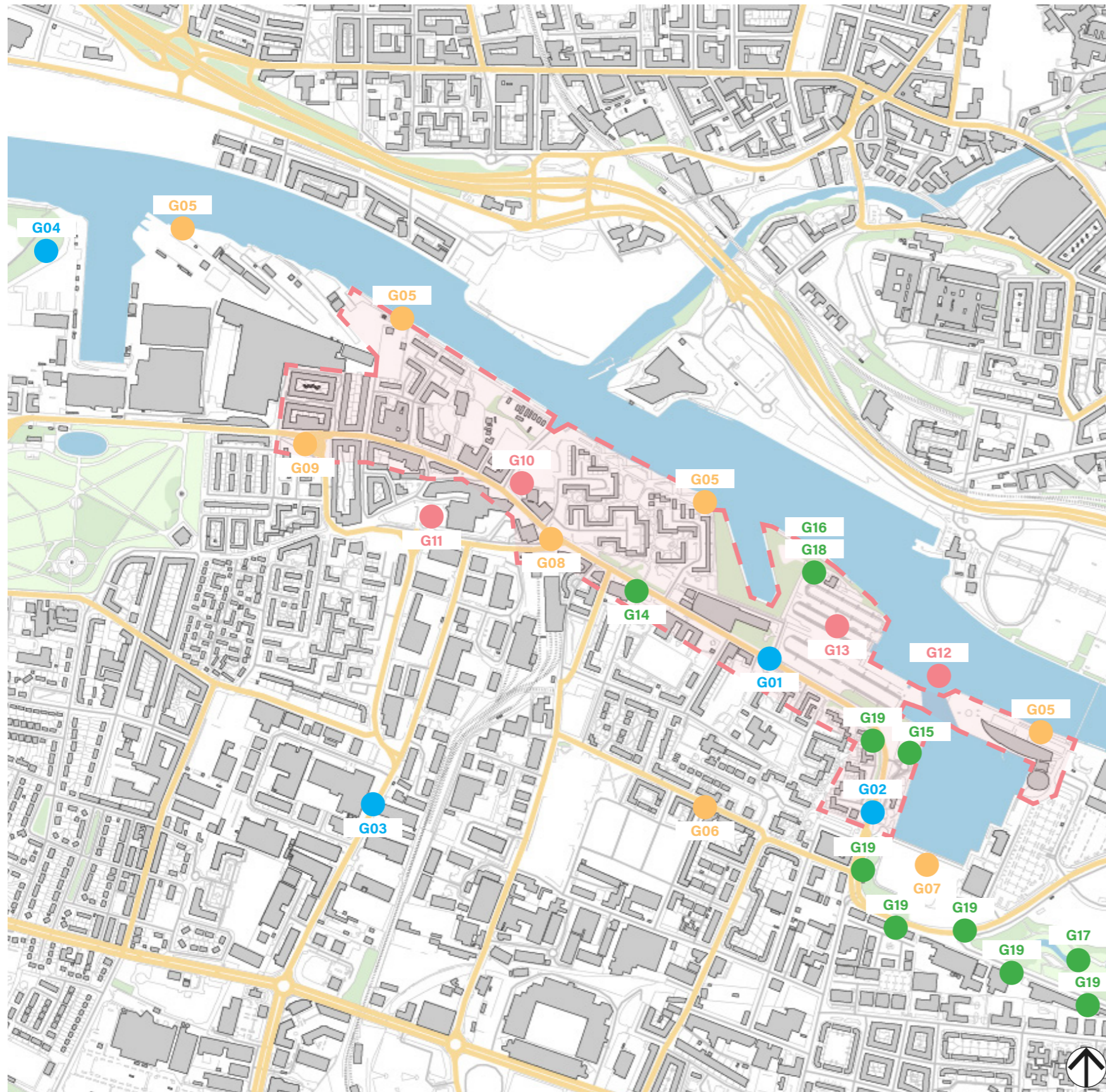
4.3 Govan - Perception of Safety



4.3 Govan - Permeability/Barriers



4.3 Govan - Opportunities Map



PROPOSALS KEY:

- G01** - Improve Govan Rd or 'Govan Miler' for everyday journeys, currently very basic.
- G02** - Establish connectivity to the Clyde from Govan Rd
- G03** - Strengthen active travel route to Supermarket block along Helen Street
- G04** - Clyde Riverside Innovation District masterplan to include active travel routes to the Clyde and along the waterfront.
- G05** - Establish continuous walkway along South Bank of Clyde
- G06** - Establish Summertown Rd as active travel route.
- G07** - Create walkway around Cessnock Docks and Improve links to local communities. Commission artist gates through existing Dock Wall
- G08** - Consider Eastern Gateway to Govan - current difficult junction
- G09** - Junction 2 Western Junction to Govan: restrictive for active travel
- G10** - Establish Central Govan as a potential Market Place. Create a new Square in front of new 'Water Row' development.
- G11** - Improve connectivity across Golspie Street and car park.
- G12** - Create pedestrian link / new bridge between Pacific Quay and Graven Docks to improve active travel connections and create continuous Clydeside walkway
- G13** - Graven Docks redevelopment. support proposals to establish the docks as a connection between Pacific Quay and the wider community. Improve active travel, recreational opportunities, opening up space for community potential
- G14** - Form street trees along Govan Road to create sense of Place.
- G15** - Canting Gardens - new temporary gardens and access to Clyde for the community. Establish new Govan Artist Gateway (open GCC competition)
- G16** - Graven Docks Wildlife - invitation from owner to improve wildlife opportunities for the Graven Docks. Strengthen relationship between community and improve natural environment
- G17** - Improve lighting and safety of visitors to Festival Park. Establishment of Friends of Festival Park as steering group. Improve access points to the Park.
- G18** - General Clydeside Environment Improvements
- G19** - Form Govan gateways to form new urban connections through original dock wall along Govan Road into Cessnock Dock and Festival Park.

4.4 Ibrox

Context

Immediately associated with Ibrox Stadium, the Ibrox and Cessnock community is so much more. There currently exists the strong basis for a Local Town Centre focused on a strip running along Paisley Road West from Ibrox Library to Cessnock Underground. This includes a strong parade of shops, bars and restaurants together with a number of significant listed buildings including Glasgow's smallest conservation area.

Nearby is a further pocket of urban activity around Ibrox Underground which includes more shops and a collection of craft orientated industrial units, in particular the Galgael Trust. The built character of the area is predominately that of substantial and often grand sandstone Victorian tenements which contribute to the strong sense of place. While the real potential exists for a strong Local Town Centre in Ibrox and Cessnock the area does suffer from its proximity to the M8 and its isolation from Pacific Quay and Govan caused by a large triangular Urban block and the implications of the Fast Link infrastructure.

This has also affected access to open green space with Bellahouston Park which has several significant outdoor activities in close proximity but very difficult to access by walking or by cycling; and the relatively new Festival Park, a left over from the Garden Festival, so badly lacking in natural surveillance it has become a focus for unsociable activities and serious crime.

The area is further isolated by the Ibrox TRA which seems to have stalled leaving poor connections with East Govan and the Clyde. To the West there is a large car dominated retail area around the Ibrox Stadium which includes the main supermarkets in the area, to the East there are stronger connections with the Kinning Park area along the important thoroughfare of the Paisley Road West.



4.4 Ibrox

4.2.4 Commonplace Comments

Lack of maintenance - bins, recycle, litter, pavement, fly tipping, dog waste 

1, 12, 13, 18, 23, 25, 31, 33, 34, 40, 41, 43, 44

Poor quality pedestrian environment - issues with pavement, surface, crossings, street lighting, drainage 

1, 2, 6, 7, 10, 11, 12, 21, 23, 30, 35

Lack of cycling lane and infrastructure 


10, 22, 24, 25, 35, 36, 38, 44

Car parking and increased vehicular speed - illegal/excessive car parking, parking on the corners, lack of residential parking 

19, 29, 30, 32, 35, 39, 42

Proposed car parking opposite to Ibrox Stadium 

14, 19

Polluted environment - noise pollution due to M8 

37, 43

Ibrox Terrace playing field improvements 

26, 27



Figure 65. Commonplace Comments locations

4.4 Ibrox

4.2.4 Commonplace Comments

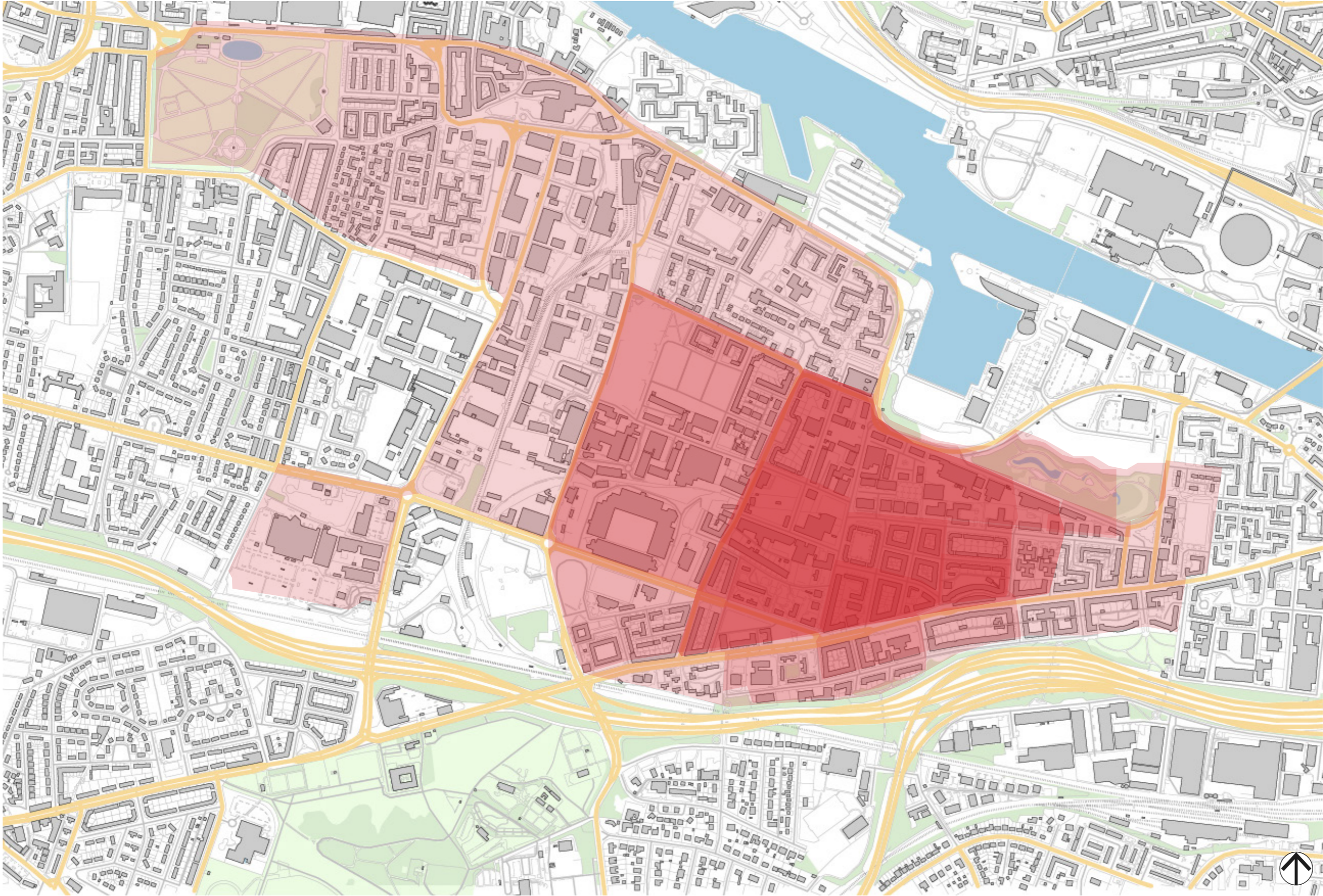
Ibroxholm Gardens improvements and reuse	🧑🧑
28, 29	
Lack of local amenities and community space	🧑🧑
8, 15	
Green space improvements at Hinshelwood Gardens, Broomloan Road	🧑🧑
18, 20	
Improved accessibility at ASDA	🧑🧑
4, 5	
Lack of trees	🧑
32	
Lack of play areas	🧑
15	
Public transport issues - frequency, fares	🧑
3	
Ibrox train station reinstatement	🧑
16	
Edmiston Drive proposed pedestrianisation	🧑
17	
New connections over the railway line	🧑
9	

🧑 = Proportion of group comments per topic



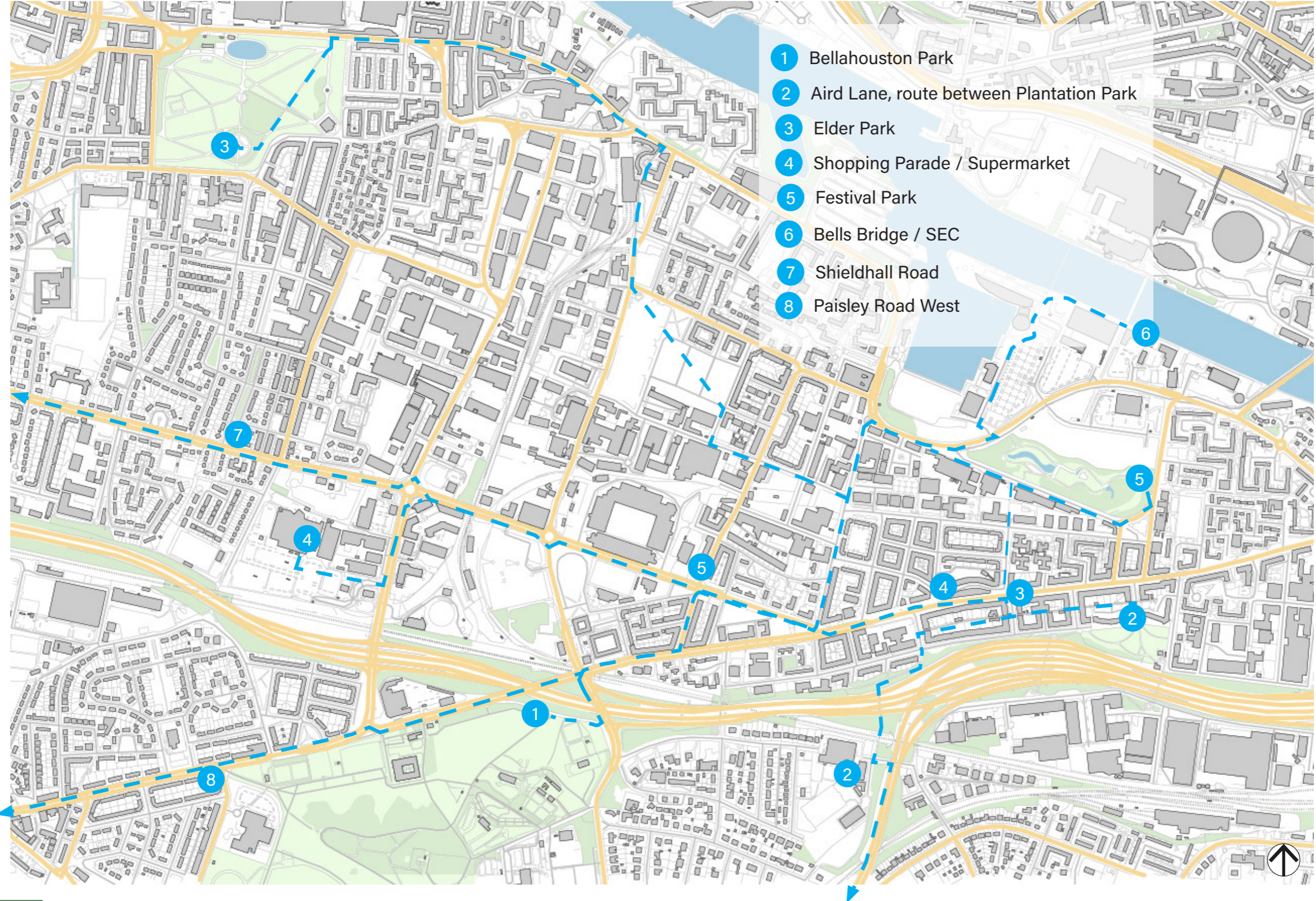
Figure 66. Commonplace Comments locations

4.4 Ibrox - Community Boundaries

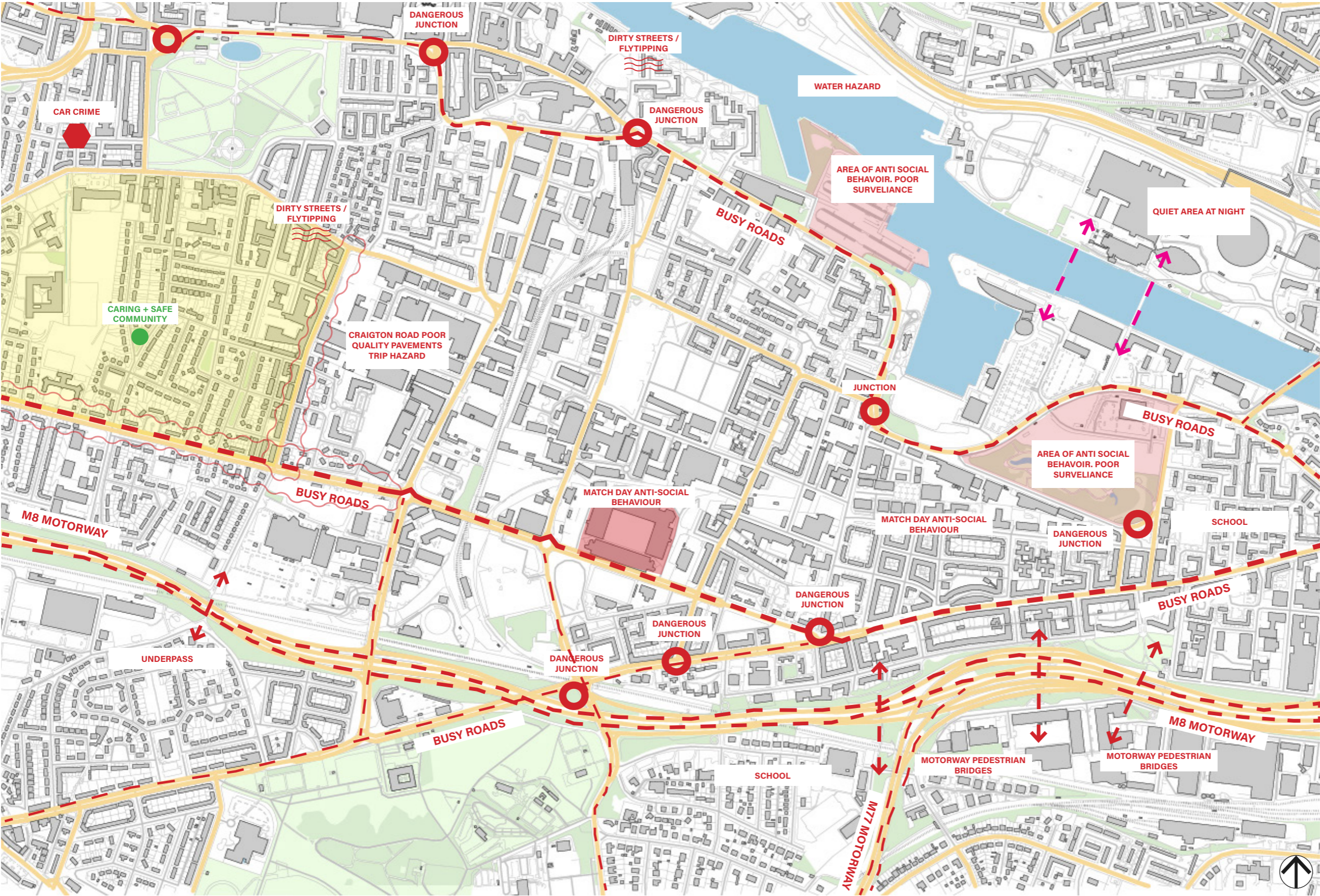


The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.

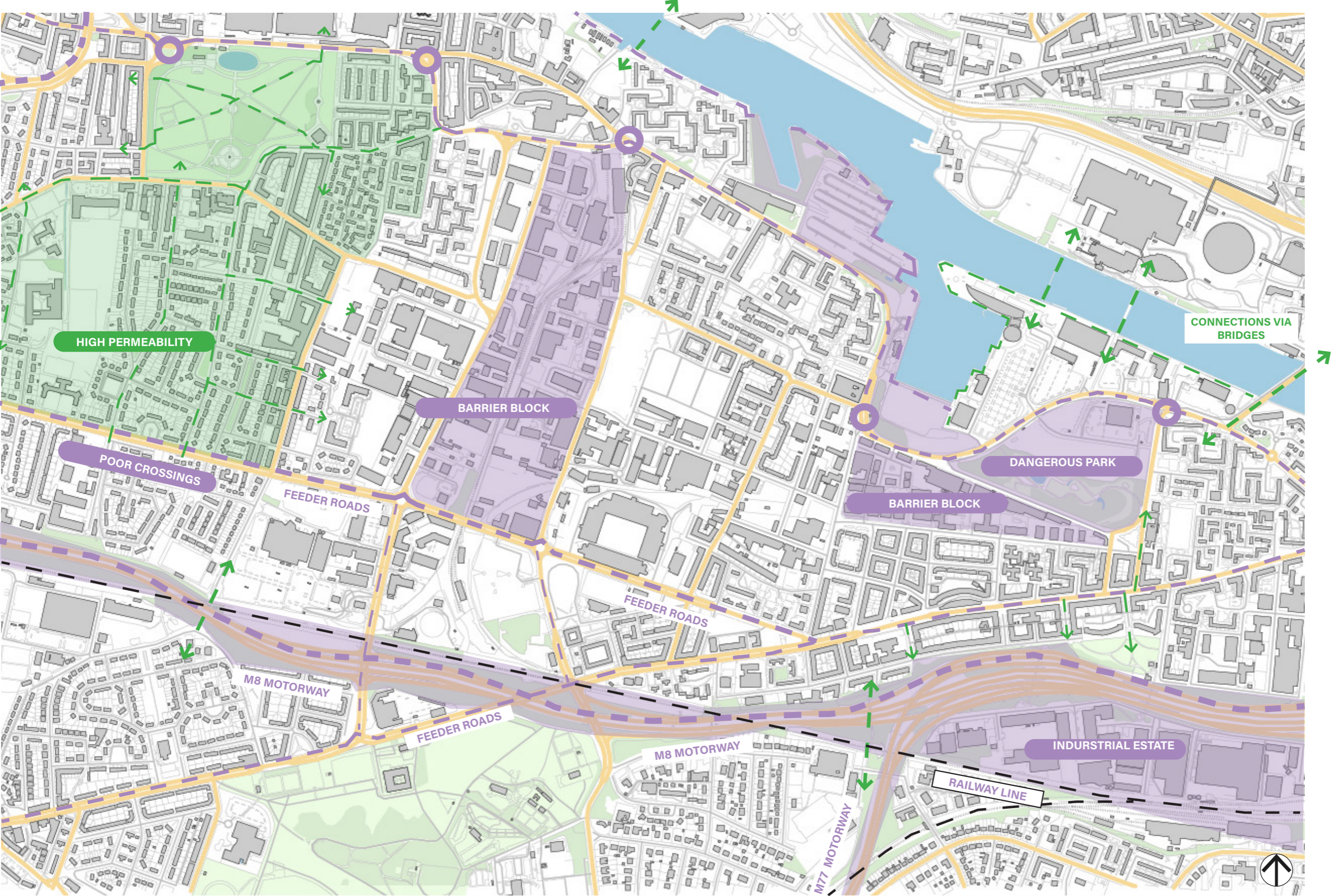
4.4 Ibrox - Everyday Journeys



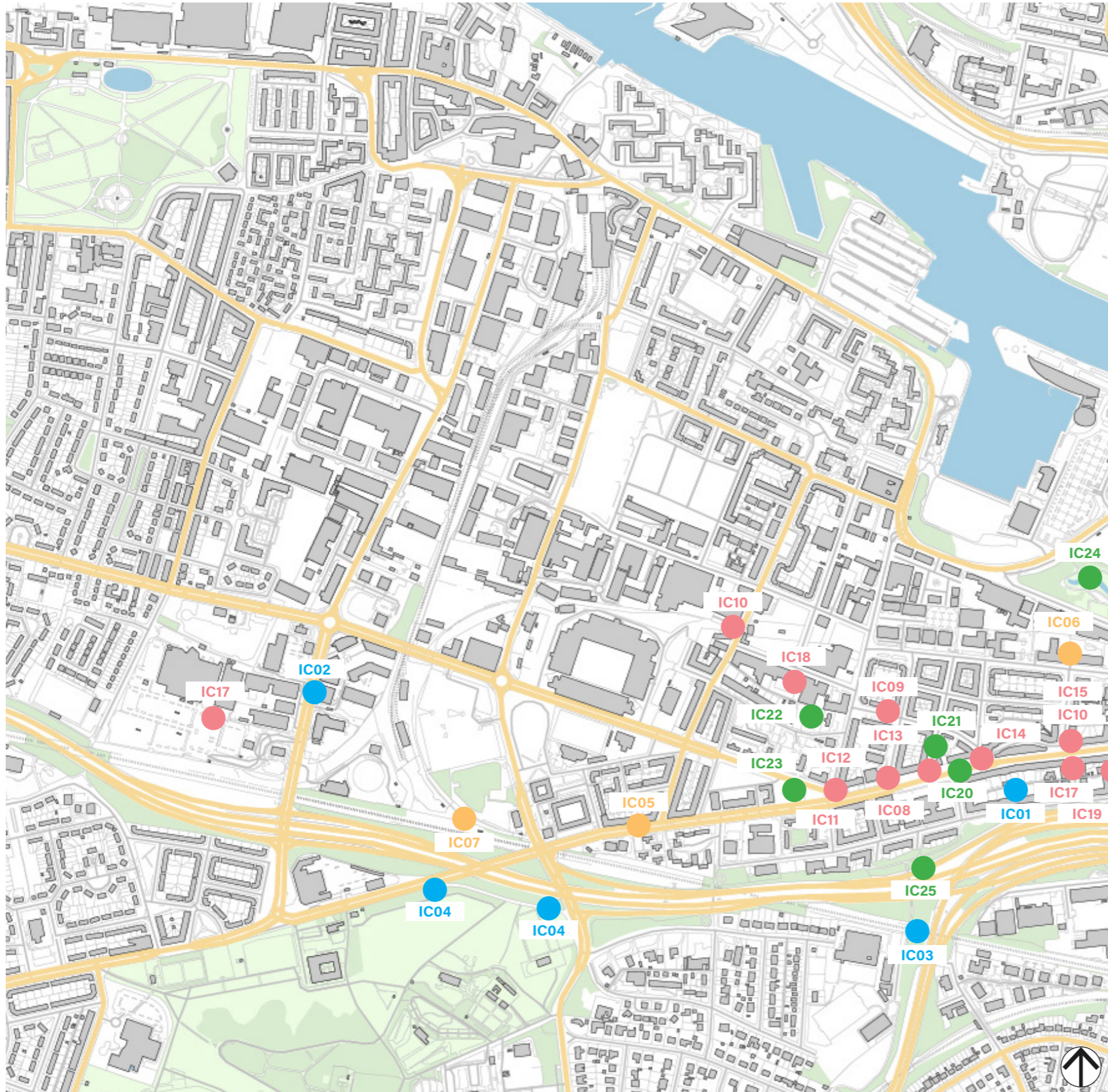
4.4 Ibrox - Perception of Safety



4.4 Ibrox - Permeability / Barriers



4.4 Ibrox - Opportunities Map



PROPOSALS KEY:

- IC01** - Sustaining Choices' safe / family active travel route focused on Aird Lane
- IC02** - Active travel improvements to Helen Street to improve access to Supermarket Block
- IC03** - Improve environment around start and end of Motorway pedestrian bridges
- IC04** - Improve junction to Bellahouston Park Entrance
- IC05** - Improve active travel along Paisley Road West including additional pedestrian crossing points
- IC06** - New active travel route from Cessnock Underground, through 'urban block barrier', part of previous masterplan.
- IC07** - Reinstating Ibrox Railway Station.
- IC08** - Enhance activities in Cessnock / Ibrox strip between Ibrox Library and Cessnock Underground
- IC09** - Improvements to 'inner' streets within Cessnock / Ibrox potential local town centre and encourage existing corner shops.
- IC10** - Focus on streetscape around Ibrox Underground and local shopping parade.
- IC11** - Dedicated Cul de Sac space for cycling.
- IC12** - Landscaping at Ibrox Library.
- IC13** - Form Event Plaza at junction of Elizabeth Street and Paisley Road West, outdoor seating for local bars and restaurants.
- IC14** - Landscaping improvements to Walmer Crescent - area prone to flooding
- IC15** - Landscaping improvements to entrance of Cessnock Underground
- IC16** - Percy Street and Paisley Road West 'cule de sac' market plaza
- IC17** - Feasibility study working with stakeholders to achieve improved active travel to Supermarket Block
- IC18** - Refurbish existing buildings to create Craft Centre in consultation with Galgael Trust
- IC19** - Aird Lane - environmental improvements to lane and support the development of gap sites
- IC20** - Reinstating boulevard trees lost along the Ibrox / Cessnock strip
- IC21** - Develop Elizabeth Street Children's Garden
- IC22** - Develop existing recreational area within Ibroxholm to form Community Garden
- IC23** - Promote use of Ibrox Pocket Park through removal of existing advertisement signage
- IC24** - Improve Festival Park to tackle serious anti-social behaviour. Establishment of 'Friends of Festival Park' as steering group. Create additional park entrances 'Govan Gateways.'
- IC25** - Acoustic Barrier / Living Wall to reduce noise pollution from M8 along Aird Street

4.5 Kingston

Context

The Kinning Park area is divided into several interlocked communities which have the potential to be brought together by the urban node of Old Toll Cross where the important thoroughfares of Govan Road and Paisley Road West meet.

These communities include Plantation, Pacific Quay and Kinning Park, Kingston and a strong relationship with neighbouring Cessnock Ibrox and Govan. It should be noted that our boundaries include a small slither of the South side of the M8 which includes Shields Road underground and there are connections through the local ward boundary to Tradeston which includes a significant residential area adjacent to the Kingston Bridge.

There are a number of significant community focused groups working in the area notably the Kinning Park Complex which is housed in a former school adjacent to Kinning Park underground and Plantation Park.

The area contains a variety of uses however in clear zones which includes several residential pockets, an industrial zone to the Southeast and an entertainment quarter focused on Springfield Quay. The M8 motorway and on/off ramps dominate the Western edge of the Neighbourhood and access to the Clyde for the general public is very poor. There are however a number of vacant sites in the area which should offer up the opportunity to compliment Old Toll Cross and create a Local Town Centre.



4.5 Kingston


4.2.5 Commonplace Comments

Lack of cycling lane and infrastructure 


1, 2, 3, 5, 6, 10, 12, 13, 14, 18, 21

Poor quality pedestrian environment
- issues with pavement, surface, crossings, street lighting, drainage 

1, 7, 8, 11, 14, 18, 19

Car parking and increased vehicular speed
- illegal/excessive car parking, parking on the corners, lack of residential parking 


1, 9, 12

Lack of maintenance - bins, recycle, litter, pavement, fly tipping, dog waste 


15, 17

Finnieston Bridge traffic calming measures 


4

Paisley Road West traffic calling measures 

16

Paisley Road Toll public realm improvements 

9

Cessnock and Kinning Park improvements and maintenance 

20


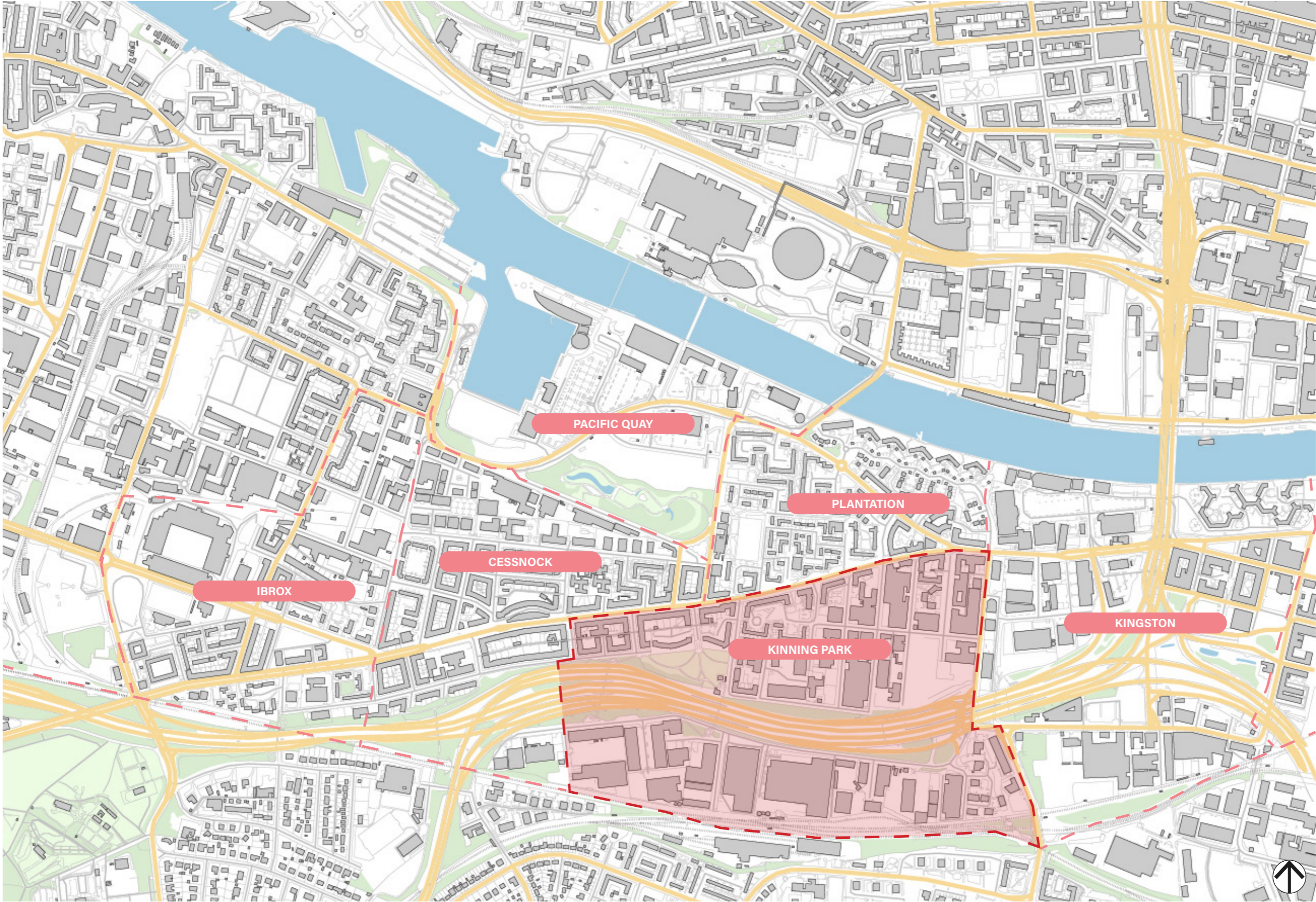
 = Proportion of group comments per topic



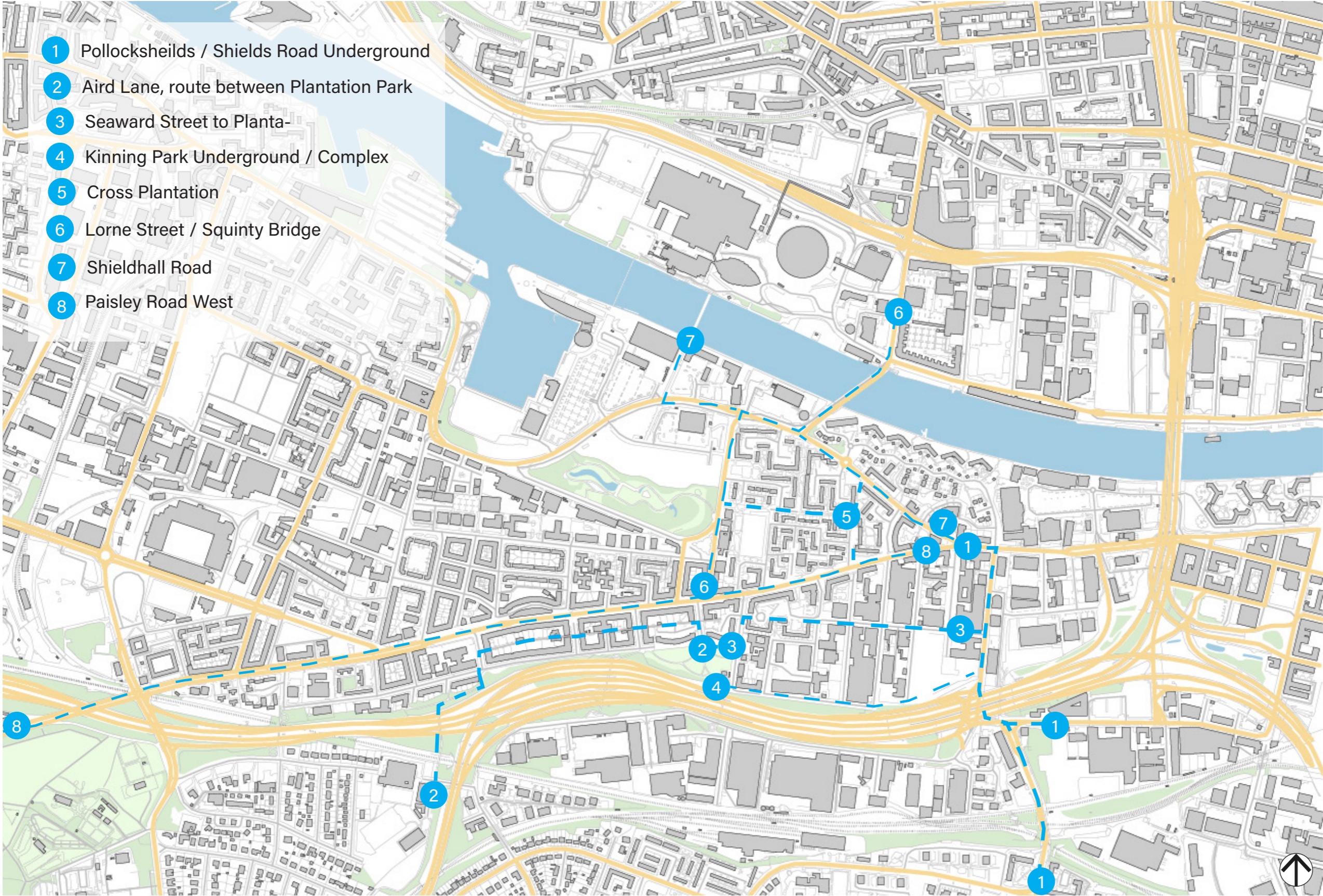
Figure 67. Commonplace Comments locations

4.5 Kingston - Community Boundaries

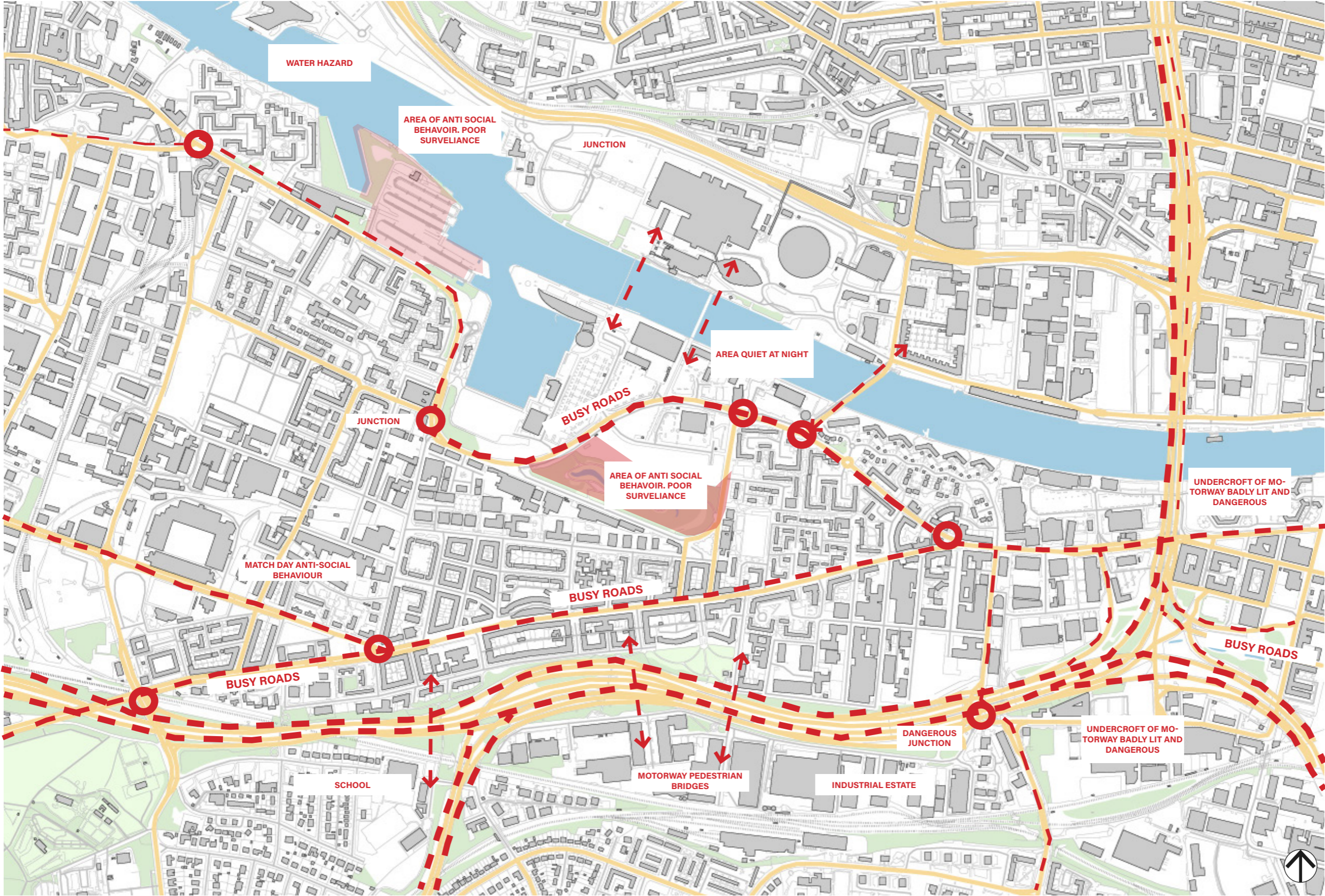


The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.

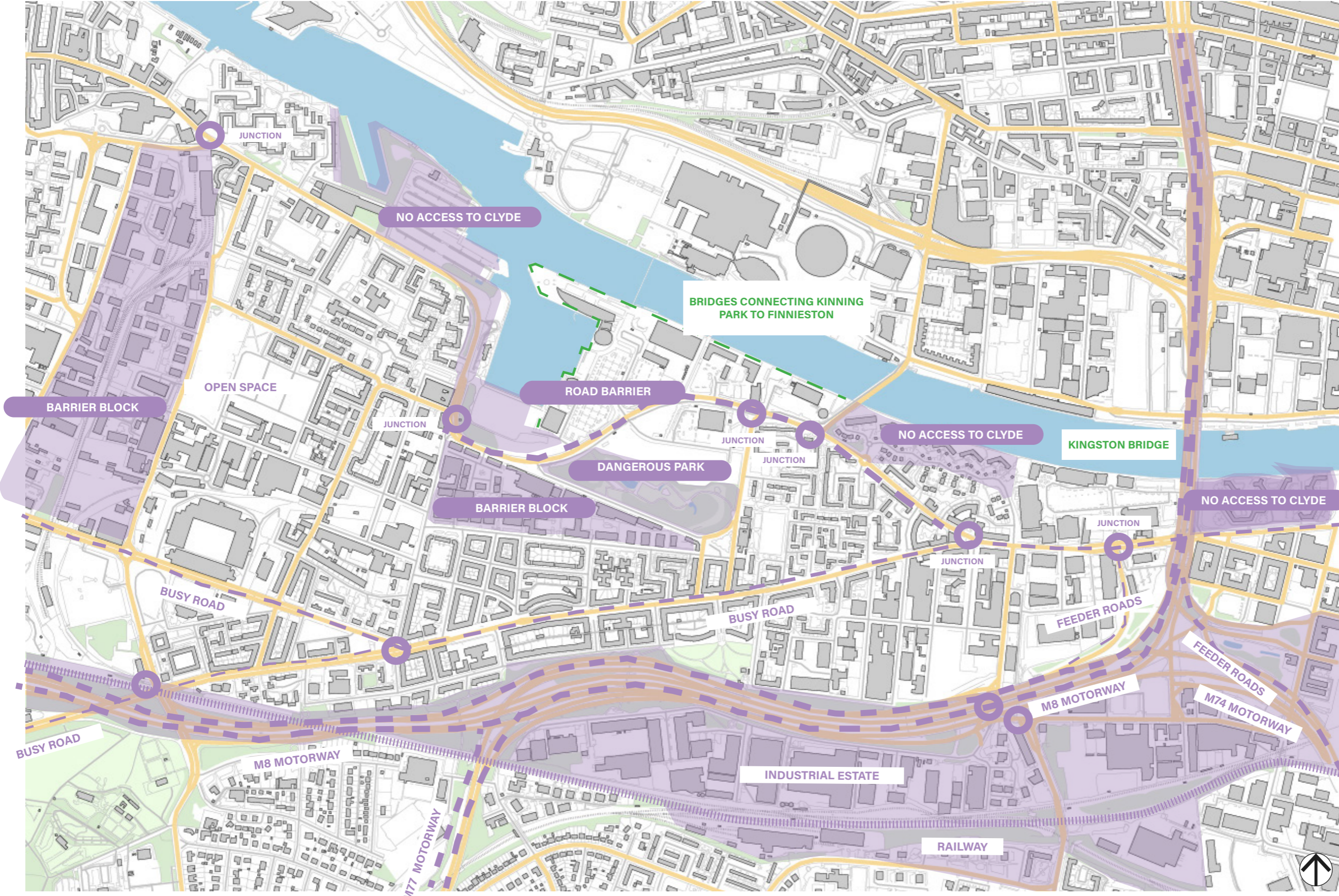
4.5 Kingston - Everyday Journeys



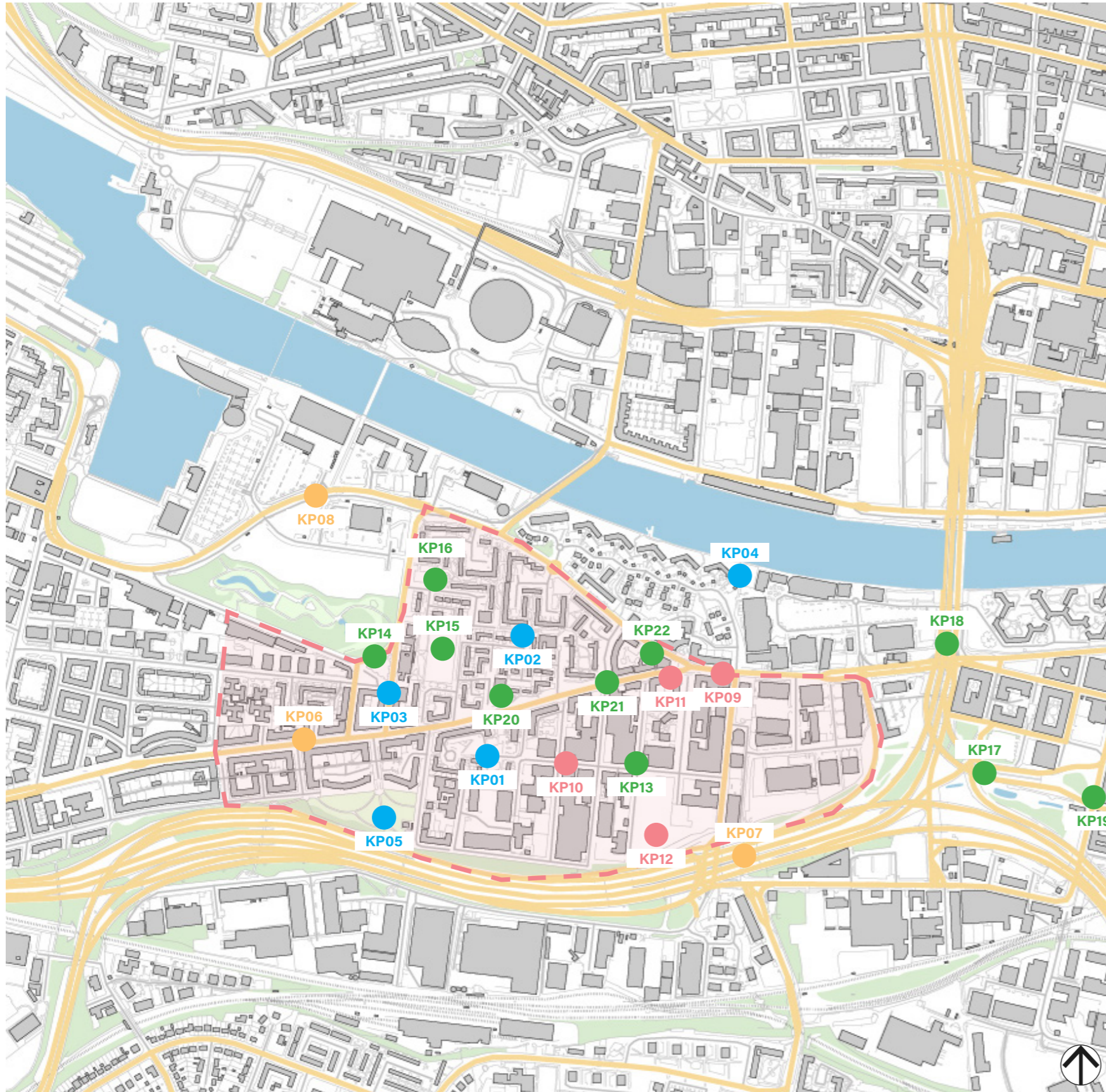
4.5 Kingston - Perception of Safety



4.5 Kingston - Permeability/Barriers



4.5 Kingston - Opportunities Map



PROPOSALS KEY:

KP01 - Extend 'Sustaining Choices safe active travel route to Seaward Street along Milnpark Street. Route connecting Plantation Park to Bellahouston Academy

KP02 - Form active travel connections through Plantation.

KP03 - Redirect cars and pedestrianise area adjacent to Lorne Street Primary School.

KP04 - Improve connectivity to the Clyde through 'Glasgow Mission'

KP05 - Improvements to streetscape surrounding Plantation Park including Underground Entrance.

KP06 - Promote active travel along Paisley Road West as main thoroughfare

KP07 - Improve connectivity to Pollockshields / Seaward Street / M8 undercroft currently through uninviting/ poorly lit junction.

KP08 - Address barrier created by Fastlink preventing local communities to access the Clyde / Pacific Quay. Improve conditions along Govan Rd / Pacific Drive to encourage cycling and pedestrian relationship through priority crossing points

KP09 - Potential local town centre at Toll Cross / Admiral Street / Milnpark. Link historic node to gap site opportunities to the South.

KP10 - Develop Milnpark Street into boulevard to create a space. Currently a very wide street.

KP11 - Form Cul de Sac space at Admiral Street and Paisley Road West junction to create market plaza. Enhanced though landscaping improvements, similar to Vinicombe Street

KP12 - Encourage Milnpark Street gap site proposals to form mixed use development and enhance Local Town Centre.

KP13 - Plant street trees along Milnpark / Admiral Street to create sense of place.

KP14 - Enhance and enlarge Lorne Street Gardens, form link with Primary School.

KP15 - Support open space proposals for Kinning Park Pitch by Kinning Park Complex.

KP16 - Support the development of Kinning Park Tennis Courts by GHA / Wheatley Group.

KP17 - Support DIY Skatepark formed in M8 undercroft.

KP18 - Explore potential market location under Kingston Bridge.

KP19 - Support proposals for Centre Street Gardens / Tradeston to become community garden.

KP20 - Support Kinning Park Parish Church Gardens.

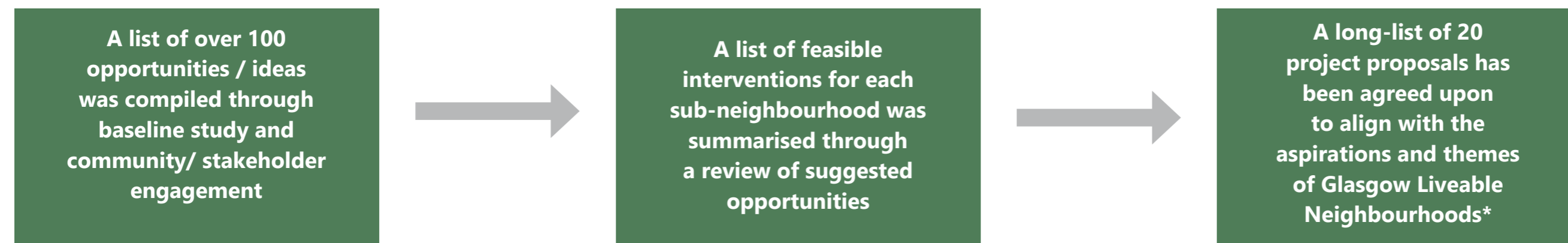
KP21 - Support Paciti Community Gardens.

KP22 - Support Rogue One Murals

4.7 Project Proposals

4.6.1 Process for Long List Projects

The below diagram displays how the process for deciding on the final long list of project proposals. The initial list of 100 opportunities were selected based on input from community consultation; they were then narrowed down into a smaller number due to project duplications, or 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.



Criteria for Selection

- Inputs from community consultation workshops and Commonplace feedback
- Inputs from stakeholder engagement
- Site Appraisal findings
- Existing policies, guidance and strategic framework

Criteria for Selection

- Must satisfy one or more of the four LN themes.
- Included as a sub project within a wider project
- Duplication with another project (could be within another community area) was avoided
- Excluded non-design proposals, such as street maintenance, waste management and recorded it as a separate action.

Criteria for Selection

- Grouping of project proposals of similar type or context
- Feedback from GCC Officers and Councillors
- Feasibility and deliverability of projects, including cost implications
- Can be utilised for funding bids to progress
- Can be delivered by GCC in partnership with other organisations
- Can be delivered by an other organisation (Housing Association / Developer, Social organisation / community group)

* 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.

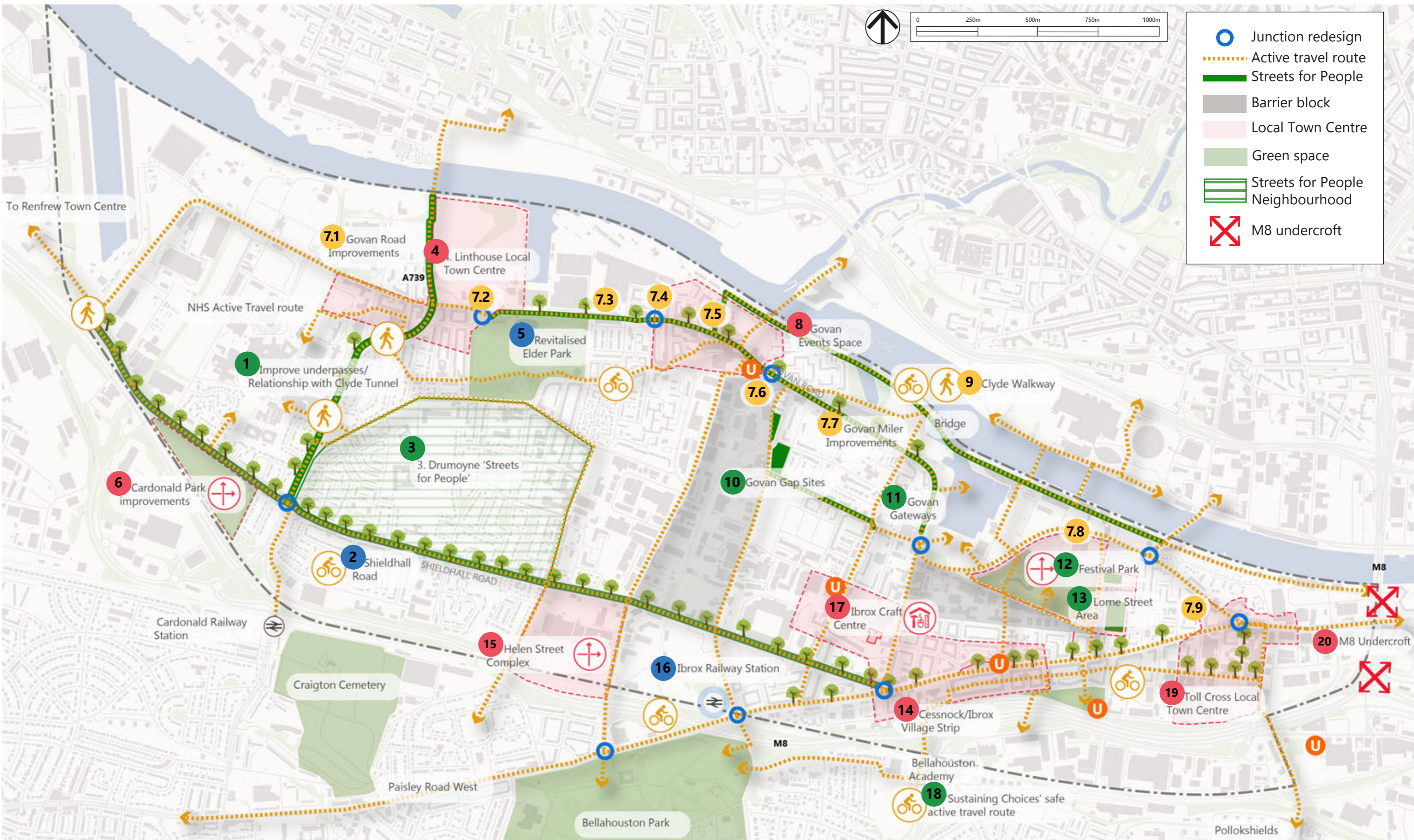


Figure 68. LN Area Masterplan : Projects

Key themes:

Streets for People

Local Town Centres

Everyday Journeys

Active Travel

4.7 Projects

4.7.3 LN Project list

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
1	Improve Underpasses / relationship with Clyde Tunnel / Shieldhall Road Junction / A739	<ul style="list-style-type: none"> A study required to consider how communities relate to the A739 which is currently very poor and dangerous. Potential to make the street a tree lined boulevard with rain gardens and downgrading the road to a dual carriageway New / improved active travel routes from Cardonald Station to Clyde Tunnel Potential access to blue line services to the Queen Elizabeth hospital from Langlands Drive Redesign of Shieldhall Roundabout to prioritise active travel Improve active travel routes to, through and from Clyde Tunnel. 	Streets for People	Active Travel	No		Medium Term
2	Shieldhall Road	<ul style="list-style-type: none"> Active Travel Improvements to Shieldhall Road as main active travel route to Renfrew / Ibrox. Includes additional crossing points, traffic calming, cycle lanes etc. Consider Street Trees to form boulevard. <ul style="list-style-type: none"> - Active travel route / Formalise adjacent Quiet routes - Wider footpaths and continuous footways at side-street junctions - Tree planting and rain gardens. Including improved open space adjacent to existing underpasses at Burghhead Place / Drive and Skipness Drive / Langlands Road. - On-street parking spaces 	Everyday Journeys	Active Travel, Streets for People	Yes (City Network as part of ATS)	High	Medium - Long Term
3	Drumoyne Streets for People	<ul style="list-style-type: none"> Formation of a new Low Traffic Neighbourhood with traffic calming measures and reduced speeds to enable integrated cycle routes and pedestrian priority on streets (Consider extending North to Linthouse / Elderpark areas). To include Crossloan Road / Craigton Road traffic calming. Improve street quality at small parade of shops on Crossloan Road Boundary follows the line of Local Bus Routes which encircle the area. Creation of primary active route along the boundary which includes Langlands Road / Crossloan Road / Craigton Road / Shieldhall Road. Note Craigton Road included and access to adjacent industrial estate to be included in future considerations. Safe access routes to 4 schools (Govan High School / Pirie Park Primary School / St Constantine's Primary School / St Constantine's Nursery School) Implementation of rain gardens and planters 	Streets for People	Active Travel, Everyday Journeys	No	High	Short Term

4.7 Projects

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
4	Linthouse Local Town Centre	<ul style="list-style-type: none"> Establishment of town centre around Linthouse Core area along Govan Road Consolidation of retail units and improvements to the high street Integrate NHS active travel route to and from Queen Elizabeth hospital and new urban space at Burghead Palce Form Civic Space at Clachan Drive. Potential Parklet demonstrator. Skipness Drive improvements, including Drive Street roundabout redesign with active travel routes and public open space Opportunity to properly link the Glasgow Riverside Innovation District with the local communities. 	Local Town Centre	Streets for People	No	Medium	Medium Term
5	Revitalising Elder Park	<ul style="list-style-type: none"> Improvements to Elder Park – Improve activities, lighting, seating and planting. Support City Mission proposal to reuse the former Fairfield Farm space as an outdoor educational space for early years and integrate with proposal by Friends of Elder Park/Wheat Cafe for an eco-hub community growing initiative.. Reduce wall improve visual link / extend park at Skipness roundabout (refer to 7.2) 	Everyday Journeys	Local Town Centre	GCC Area Committee has £70K to invest in Festival/ Elder Park in 21/22	Low	Short Term
6	Cardonald Park Improvements	<ul style="list-style-type: none"> Improve play areas (natural play) and sport pitches Create multipurpose spaces Consider locations of park entrances and accessibility to local community. Include new crossing point and access to the park across Shieldhall Road. Tree planting along the M8 	Local Town Centre	Active Travel	No	Low	Short Term

4.7 Projects

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
7	Govan Road Improvements	<ul style="list-style-type: none"> Establish a series of interlinked improvements / focal points along Govan Road from Old Toll Cross to the QE Hospital, to improve everyday journey's, local town centres, parks, improve linkage to amenities such as Pacific Quay, access to Clyde crossings and active travel routes. Will include Improved streetscape with trees and rain gardens to create a public realm attractive and pleasant to use. 	Active Travel	Streets for People, Everyday Journeys, Local Town Centre	Part (City Network as part of ATS) SPT proposals to reinstate trees, planting and seating at Interchange in 2022 (location TBC)	High	Medium Term
		7.1 Linthouse Local Town Centre: Use Govan Road as the focus to creating a strong 'High Street' to include parlet demonstrators and new civic space (refer to 4).					
		7.2 Skipness Roundabout / New Elder Park Corner: reconfiguration of roundabout and relationship with Elder Park (refer to 5)					
		7.3 Public Realm Improvements Generally: Including lighting and pavements focused from Skipness roundabout to the Pearce Institute					
		7.4 Central Govan: Golspie Street / Govan Road Junction West, improvements to junction and formation of gateway					
		7.5 Central Govan: Improvement of the street quality and the adjacent tenement streets through 'Streets for People' interventions within the historic town centre (Shaw, Rosneath, Howat, Luath, Taransay & Elder St) to improve everyday journeys, sense of place and town centre function.					
		7.6 Central Govan: Golspie Street / Govan Road Junction East, improvements to junction and formation of gateway. Includes reworking of crossing and pavements. Incorporates new connection to Clyde. (refer to 9)					
		7.7 Establish the Govan Miler, to improve everyday journey's to town centre and improve active travel route. Incorporate safe routes to schools (Riverside Campus) and strengthen relationship to the South. Collaborate with stakeholders to establish Govan Miler concept and exact location.					
		7.8 Former Prince's Dock / Festival Park: A very inhospitable stretch of road dominated by Fastlink and the old dock wall, Look to break down the dock wall and form links through to the Canting Basin, including new gardens. (refer to 11)					
		7.9 Pacific Drive / Old Toll Cross: Cycling and Pedestrian relationship, very poor in particular the role of Fastlink and how it has segregated the communities from the Clyde and Pacific Quay. Active Travel Improvements to Govan Road / Pacific Drive. Introduce pedestrian priority crossing points. Detail to be developed.			Picked up by City Network however fastlink remains an issue.		

4.7 Projects

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
8	Govan Civic Square / Events Space	The formation of a multi-purpose events space, conjoining the public space at the Govan Partick bridgehead, Govan Cross, Burleigh St and Harmony Row, to encourage growth of the existing market and a variety of events and activities that will activate Govan as a local community hub and well-connected riverside destination.	Local Town Centre	Everyday Journeys	No	Medium	Short Term
9	Clyde Walkway	<ul style="list-style-type: none"> • Access to the south bank of the Clyde is restricted and difficult. Support the delivery of Clyde Mission through public realm improvements along the waterfront. • Establish continuous walkway along the South Bank were possible with a focus from Warlock Street to Clyde Arc Bridge.. • Create flexible multipurpose spaces along the river (refer to 8) • New temporary gardens and access to Clyde for community at Canting Basin. • Integrate the open space at Govan Old Churchyard including the open space on the river edge as a historic green space that connects the community to the river that could be enhanced in function and attractiveness with improvements including seating, planting and interpretation. • Ensure new development at Graving Docks opens up the Clyde Area along Govan Road. • Form new Bridge from Graving Docks to Science Centre • Re open path along Mavisbank Quay (including new pathway below Finnieston Bridge) and onto Springfield Quay and remove barriers. Improve path and encourage use. • Utilise crossing points over the Clyde to create pedestrian loop 	Active Travel	Everyday Journeys	Yes (part of the SDFs) LUF £20M Constituency Bid 2022-25.		Short - Medium Term
10	Govan Gap Sites - Orkney Place and Summertown Rd	<ul style="list-style-type: none"> • Integrate active travel into TRA development area • Encourage meanwhile uses on gap sites • Summertown Road Active Travel Route. • Pocket green spaces transformed as play spaces • Northern stretch of Broomloan Road through to Govan Road improved as a shared surface with reduced road speed, linked to rethink of Govan Road Improvements at 7.4 and potential relocation of Govan Road crossing point. 	Streets for People	Active Travel, Everyday Journeys	Yes (part of CGAP)	Medium	Short Term

4.7 Projects

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
11	Govan Gateways	Form new artist gateways through old Dock Wall at various locations around Canting Basin and around Festival Park. Reduce impact of the wall and create connection with the Clyde and open up Festival Park to greater use and surveillance. Allow for 8 No to open up public space and form new urban connections.	Streets for People	Everyday Journeys	No	Low	Short Term
12	Festival Park	<ul style="list-style-type: none"> • Important improvements to Festival Park to increase use and tackle serious anti social behaviour. • Active travel through Brand Street industrial blocks through Festival Park and connecting to Pacific Drive and Clyde walkway • Establishment of Friends of Festival Park as steering group. • Improve points of access including Govan Gateways 	Streets for People	Active Travel	Yes (part of Govan Thriving Place) GCC Area Committee has £70K to invest in Festival/ Elder Park in 21/22	High	Medium Term
13	Lorne Street Area	<ul style="list-style-type: none"> • Integrate a series of open spaces (potentially linked to Festival Park) to improve safe travel to schools includes the following: • Remove car parking / turning head in Lorne Street Park. • Resurface area in front of Lorne Street Primary School to establish safe route to school • Support the Kinning Park Pitch and Kinning Park Tennis Court open space projects Redirect cars and pedestrianise area in front of Lorne Street Primary School by redirecting traffic to form safe area for children. Improvements to dog park/ Harvie Street junction 	Streets for People	Everyday Journeys	Yes part of developing local plan (KPC)	Medium	Short Term
14	Cessnock / Ibrox Village Strip	<ul style="list-style-type: none"> • Improvements to Cessnock Strip between Edmiston Dr junction to Cessnock Underground, including Walmer Crescent and Ibrox Library, to create sense of place. Incorporates several other activities. • Active Travel Improvements to Paisley Road West as main thoroughfare. Includes additional crossing points, traffic calming, cycle lanes etc • Reinstate street trees which have been lost along the Cessnock Strip • Development of active travel hubs at Cessnock Underground and Ibrox Library <ul style="list-style-type: none"> - Development of Elizabeth Street children's park - Development of Ibrox Strip along Copeland Road / Ibrox Underground - Development of Civic spaces at junction of Elizabeth Street / Paisley Rd West (Elizabeth Square) and at Percy Street / Paisley Rd West (Cessnock Square). Potential Parklet demonstrator. 	Local Town Centre	Streets for People, Everyday Journeys, Active Travel	Yes (City Network as part of ATS) and part of developing local plan	High	Short - Medium Term

4.7 Projects

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
15	Helen Street Complex	Feasibility Study working with Stakeholders to determine what can be achieved to improve active travel links to supermarket block. Potential to form a more community based arrangement to form Local Town Centre. Active Travel Improvements to Helen Street in particular to form access to Supermarket Block. Links with potential early city network connection of Craigton Road to motorway underpass	Local Town Centre	Active Travel	No	Medium	Short Term
16	Reinstate Ibrox Railway Station	Reopen Ibrox railway station and integrate into the community. Form new mobility hub bringing together major bus routes. Form link to Bellahouston Park and Ibrox Stadium.	Everyday Journeys		No	Significant	Long Term
17	Ibrox Craft Centre	Retrofit / refurbishment of existing block to form new craft centre. Requires initial feasibility study.	Local Town Centre		TBC	Low	Short Term
18	Establish 'Sustaining Choices' Safe active travel route from Seaward Street along Milnpark Street, to Plantation Park, along Clifford Lane to Bellahouston Academy (and on to Bellahouston Park)	<ul style="list-style-type: none"> Establish safe active travel route connecting Plantation Park to Bellahouston Academy to Seaward Street connecting the proposed route with the major cycle route running adjacent to Seaward Street and extending through to Pollokshields. Active travel route improvements to Clifford Lane Improve pedestrian motorway bridge to Bellahouston Academy including Lighting and improved public realm at southern dismount. Seaward Street is a vital connection for City Network between SWCW and Paisley Road West. Integrate with Soho Lane. 	Streets for People	Active Travel	Yes part of developing local plan	Medium	Short - Medium Term
19	Toll Cross Local Town Centre including Admiral Street / Milnpark Street	<ul style="list-style-type: none"> Create Local Town Centre by linking historic node with gap sites to the South. Boost night-time economy Form a new civic space at Admiral Street / Paisley Road West junction. Potential Parklet demonstrator. Create new boulevard connection along Milnpark Street to Seaward Street / Plantation Park Support Rogue One Murals 	Local Town Centre	Streets for People	Yes part of developing local plan	Medium	Medium Term
20	M8 Undercroft	<ul style="list-style-type: none"> Potential location for a market area underneath the M8 and support DIY skateboarders hub. Potential as a trip generator. 	Local Town Centre	Streets for People	Yes part of developing local plan	Low	Short Term

4.7 Projects

1 Improve Underpasses / relationship with Clyde Tunnel / Shieldhall Road Junction / A739

- A study required to consider how communities relate to the A739 which is currently very poor and dangerous.
- Potential to make the street a tree lined boulevard with rain gardens and downgrading the road to a dual carriageway
- New / improved active travel routes from Cardonald Station to Clyde Tunnel
- Potential access to blue line services to the Queen Elizabeth hospital from Langlands Drive
- Redesign of Shieldhall Roundabout to prioritise active travel
- Improve active travel routes to, through and from Clyde Tunnel.



Urban planted avenue, Garibaldi Street Lyon



Active travel routes, Garibaldi Street Lyon

4.7 Projects

2 Shieldhall Road

- Active Travel Improvements to Shieldhall Road as main active travel route to Renfrew / Ibrox. Includes additional crossing points, traffic calming, cycle lanes etc. Consider Street Trees to form boulevard.
1. Active travel route / Formalise adjacent Quiet routes
 2. Wider footpaths and continuous footways at side-street junctions
 3. Tree planting and rain gardens. Including improved open space adjacent to existing underpasses at Burghhead Place / Drive and Skipness Drive / Langlands Road.
 4. On-street parking spaces



Continuous crossing, Mini Holland Waltham Forest



Town centre streetscape, Altrincham



Pedestrian crossing street art and continuous crossing, Hackney London

4.7 Projects

3 Drumoyne Streets for People

- Formation of a new Low Traffic Neighbourhood with traffic calming measures and reduced speeds to enable integrated cycle routes and pedestrian priority on streets (Consider extending North to Linthouse / Elderpark areas). To include Crossloan Road / Craigton Road traffic calming.
- Improve street quality at small parade of shops on Crossloan Road
- Boundary follows the line of Local Bus Routes which encircle the area. Creation of primary active route along the boundary which includes Langlands Road / Crossloan Road / Craigton Road / Shieldhall Road. Note Craigton Road included and access to adjacent industrial estate to be included in future considerations.
- Safe access routes to 4 schools (Govan High School / Pirie Park Primary School / St Constantine's Primary School / St Constantine's Nursery School)
- Implementation of rain gardens and planters

4 Linthouse Local Town Centre

- Establishment of town centre around Linthouse Core area along Govan Road.
- Consolidation of retail units and improvements to the high street
- Integrate NHS active travel route to and from Queen Elizabeth hospital and new urban space at Burghead Place
- Form Civic Space at Clachan Drive. Potential Parklet demonstrator.
- Skipness Drive improvements, including Drive Street roundabout redesign with active travel routes and public open space
- Opportunity to properly link the Glasgow Riverside Innovation District with the local communities.



Street closures for school friendly streets, Hackney London



Reclaiming streets as public space, Dundee

4.7 Projects

5 Revitalising Elder Park

- Improvements to Elder Park – Improve activities, lighting, seating and planting.
- Support City Mission proposal to reuse the former Fairfield Farm space as an outdoor educational space for early years and integrate with proposal by Friends of Elder Park/Wheat Cafe for an eco-hub community growing initiative..
- Reduce wall improve visual link / extend park at Skipness roundabout (refer to 7.2)

6 Cardonald Park Improvements

- Improve play areas (natural play) and sport pitches
- Create multipurpose spaces
- Consider locations of park entrances and accessibility to local community.
- Include new crossing point and access to the park across Shieldhall Road.
- Tree planting along the M8

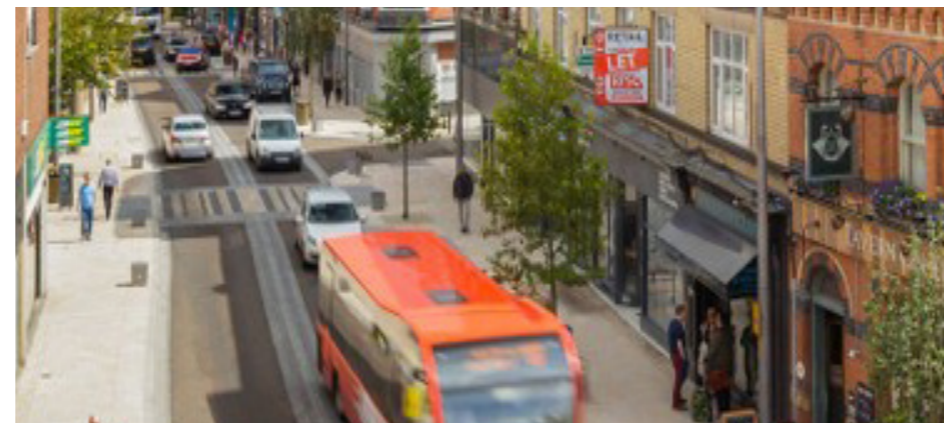


Natural play at Sponge Park, Manchester

4.7 Projects

- 7 Govan Road Improvements**

Establish a series of interlinked improvements / focal points along Govan Road from Old Toll Cross to the QE Hospital, to improve everyday journey's, local town centres, parks, improve linkage to amenities such as Pacific Quay, access to Clyde crossings and active travel routes. Will include Improved streetscape with trees and rain gardens to create a public realm attractive and pleasant to use.
- 7.1 Linthouse Local Town Centre:** Use Govan Road as the focus to creating a strong 'High Street' to include parklet demonstrators and new civic space (refer to 4).
- 7.2 Skipness Roundabout / New Elder Park Corner:** reconfiguration of roundabout and relationship with Elder Park (refer to 5)
- 7.3 Public Realm Improvements Generally:** Including lighting and pavements focused from Skipness roundabout to the Pearce Institute
- 7.4 Central Govan:** Golspie Street / Govan Road Junction West, improvements to junction and formation of gateway
- 7.5 Central Govan:** Improvement of the street quality and the adjacent tenement streets through 'Streets for People' interventions within the historic town centre (Shaw, Rosneath, Howat, Luath, Taransay & Elder St) to improve everyday journeys, sense of place and town centre function.
- 7.6 Central Govan:** Golspie Street / Govan Road Junction East, improvements to junction and formation of gateway. Includes reworking of crossing and pavements. Incorporates new connection to Clyde. (refer to 9)



Traffic calming and tree lined streets, Altrincham Town Centre



Urban public green space, Aldgate Gyratory London

4.7 Projects

7.7 Govan Road Improvements

Establish a series of interlinked improvements / focal points along Govan Road from Old Toll Cross to the QE Hospital, to improve everyday journey's, local town centres, parks, improve linkage to amenities such as Pacific Quay, access to Clyde crossings and active travel routes. Will include Improved streetscape with trees and rain gardens to create a public realm attractive and pleasant to use.

7.8 Linthouse Local Town Centre: Use Govan Road as the focus to creating a strong 'High Street' to include parklet demonstrators and new civic space (refer to 4).

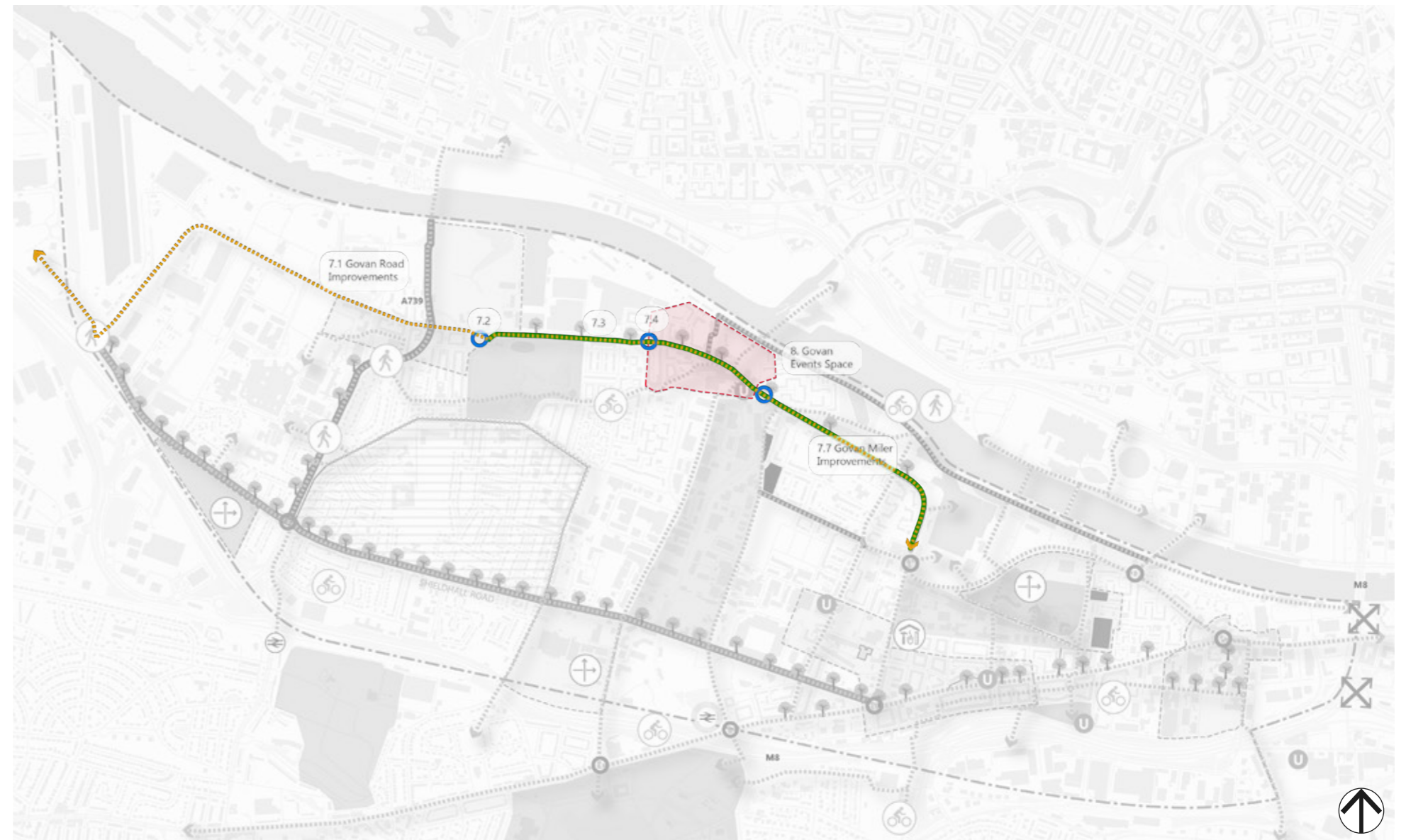
7.9 Skipness Roundabout / New Elder Park Corner: reconfiguration of roundabout and relationship with Elder Park (refer to 5)

8 Public Realm Improvements Generally: Including lighting and pavements focused from Skipness roundabout to the Pearce Institute

Central Govan: Golspie Street / Govan Road Junction West, improvements to junction and formation of gateway

Central Govan: Improvement of the street quality and the adjacent tenement streets through 'Streets for People' interventions within the historic town centre (Shaw, Rosneath, Howat, Luath, Taransay & Elder St) to improve everyday journeys, sense of place and town centre function.

Central Govan: Golspie Street / Govan Road Junction East, improvements to junction and formation of gateway. Includes reworking of crossing and pavements. Incorporates new connection to Clyde. (refer to 9)

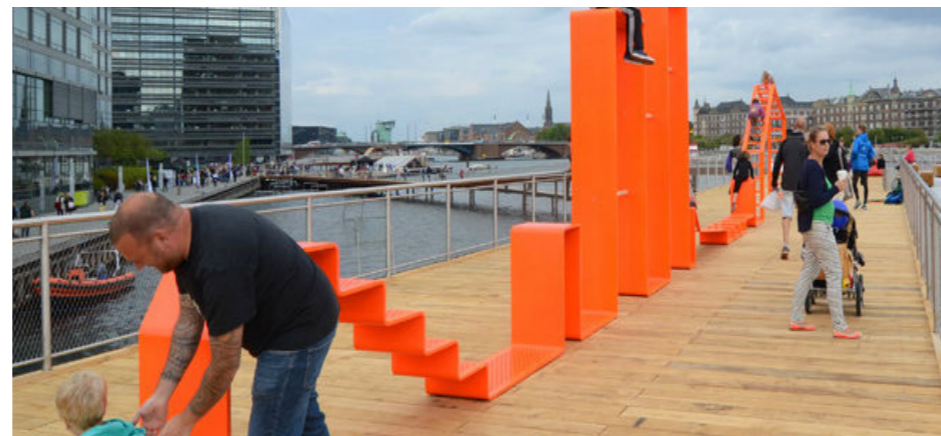
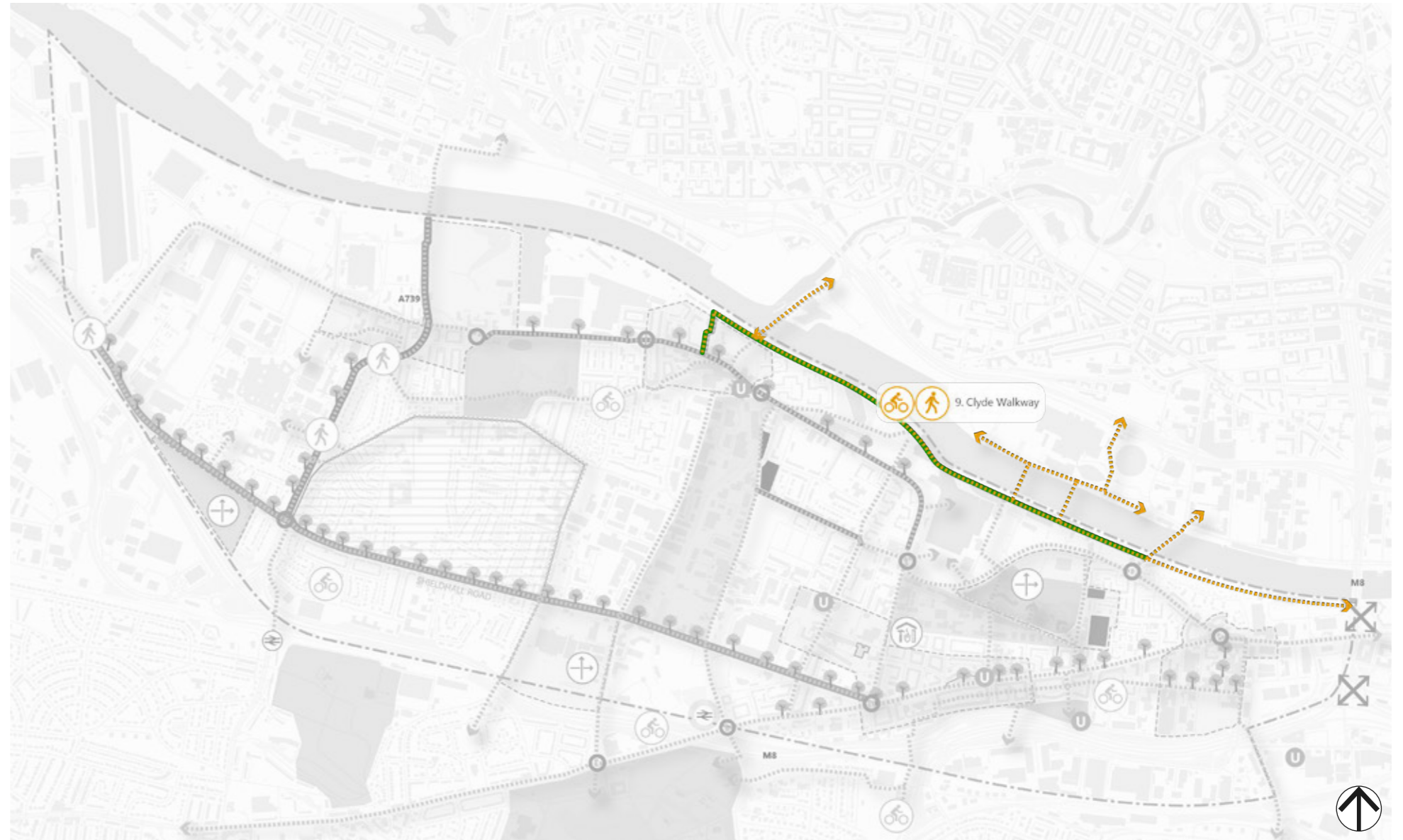


Flexible public space, Vinicombe Street Glasgow

4.7 Projects

9 Clyde Walkway

- Access to the south bank of the Clyde is restricted and difficult. Support the delivery of Clyde Mission through public realm improvements along the waterfront.
- Establish continuous walkway along the South Bank were possible with a focus from Warlock Street to Clyde Arc Bridge..
- Create flexible multipurpose spaces along the river (refer to 8)
- New temporary gardens and access to Clyde for community at Canting Basin.
- Integrate the open space at Govan Old Churchyard including the open space on the river edge as a historic green space that connects the community to the river that could be enhanced in function and attractiveness with improvements including seating, planting and interpretation.
- Ensure new development at Graving Docks opens up the Clyde Area along Govan Road.
- Form new Bridge from Graving Docks to Science Centre
- Re open path along Mavisbank Quay (including new pathway below Finnieston Bridge) and onto Springfield Quay and remove barriers. Improve path and encourage use.
- Utilise crossing points over the Clyde to create pedestrian loop



Playful street furniture on Kalvebod pedestrian bridge, Copenhagen



Waterfront planting and public realm, Harbourside Bristol

4.7 Projects

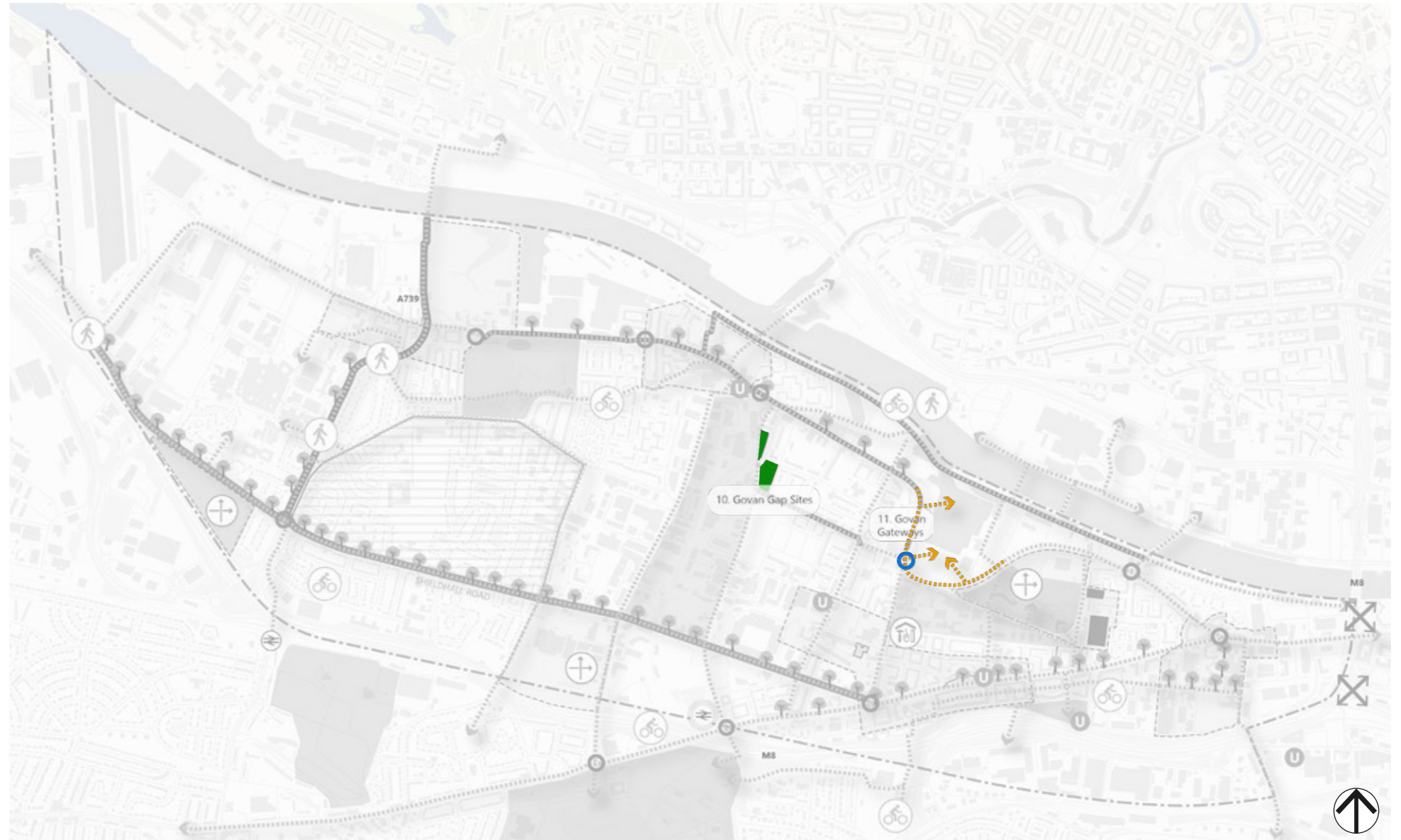
10 Govan Gap Sites - Orkney Place and Summertown Rd

Integrate active travel into TRA development area

- Encourage meanwhile uses on gap sites
- Summertown Road Active Travel Route.
- Pocket green spaces transformed as play spaces
- Northern stretch of Broomloan Road through to Govan Road improved as a shared surface with reduced road speed, linked to rethink of Govan Road Improvements at 7.4 and potential relocation of Govan Road crossing point.

11 Govan Gateways

- Form new artist gateways through old Dock Wall at various locations around Canting Basin and around Festival Park. Reduce impact of the wall and create connection with the Clyde and open up Festival Park to greater use and surveillance. Allow for 8 No to open up public space and form new urban connections..



Gate at David Livingstone Centre, Motherwell



Possil Gym Wall, Glasgow



Pocket public realm spaces incorporating play, Superilla Barcelona

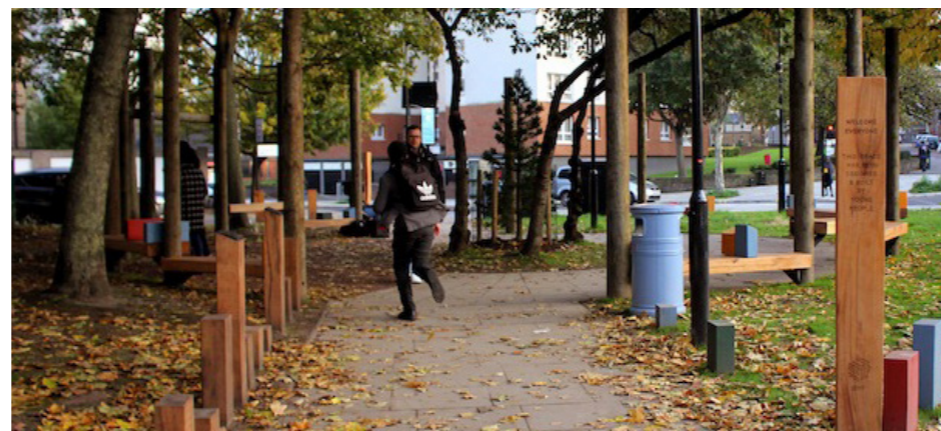
4.7 Projects

12 Festival Park

- Important improvements to Festival Park to increase use and tackle serious anti social behaviour.
- Active travel through Brand Street industrial blocks through Festival Park and connecting to Pacific Drive and Clyde walkway
- Establishment of Friends of Festival Park as steering group.
- Improve points of access including Govan Gateways
- Improvements to Cessnock Strip between Edmiston Dr junction to Cessnock Underground, including Walmer Crescent and Ibrox Library, to create sense of place.

13 Lorne Street Area

- Integrate a series of open spaces (potentially linked to Festival Park) to improve safe travel to schools includes the following:
- Remove car parking / turning head in Lorne Street Park.
- Resurface area in front of Lorne Street Primary School to establish safe route to school
- Support the Kinning Park Pitch and Kinning Park Tennis Court open space projects
- Redirect cars and pedestrianise area in front of Lorne Street Primary School by redirecting traffic to form safe area for children. Improvements to dog park/ Harvie Street junction



Path networks and informal play within Flanders Way, London

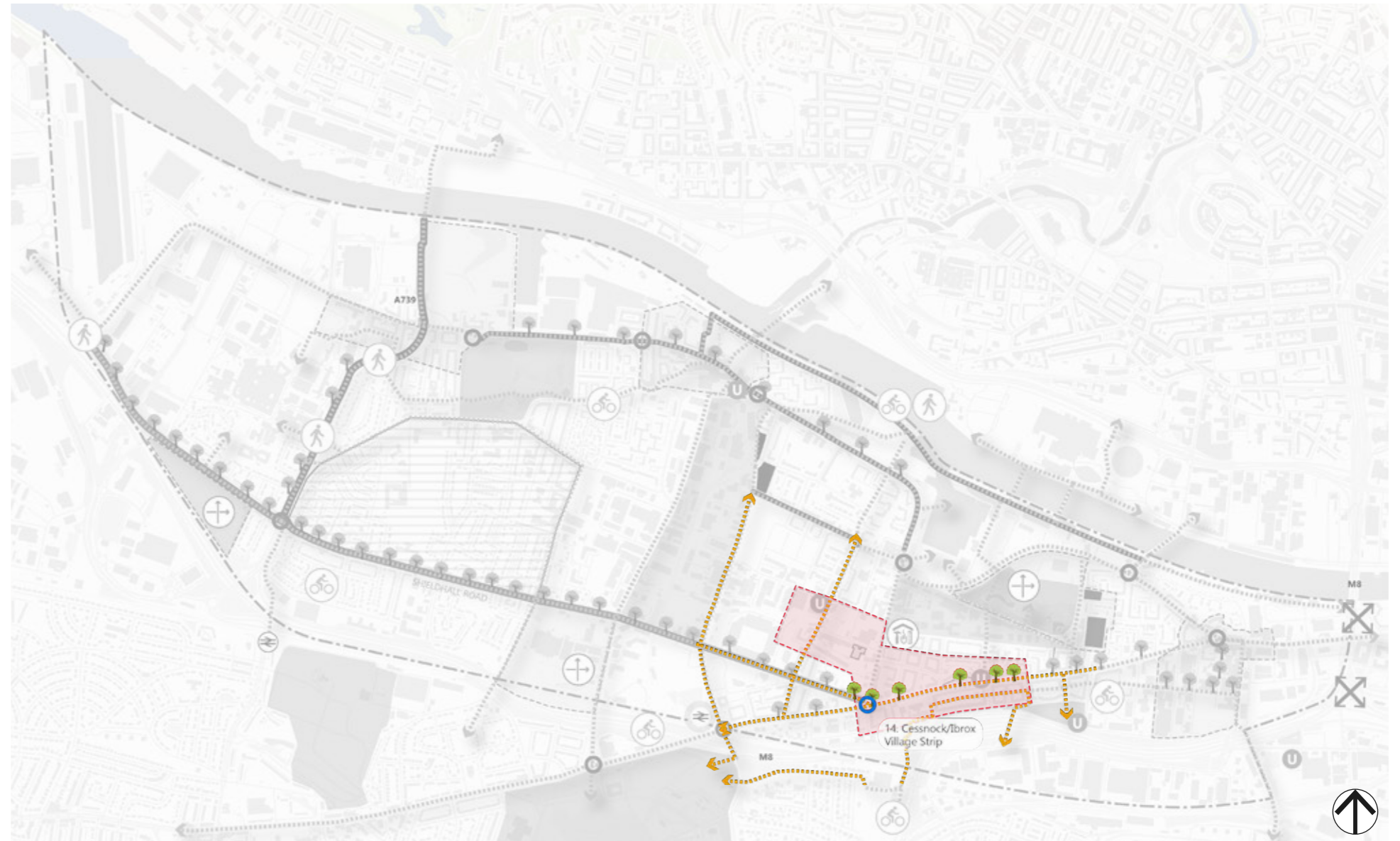


Road closures to reclaim street as public space, Dundee

4.7 Projects

14 Cessnock / Ibrox Village Strip

- Improvements to Cessnock Strip between Edmiston Dr junction to Cessnock Underground, including Walmer Crescent and Ibrox Library, to create sense of place. Incorporates several other activities.
 - Active Travel Improvements to Paisley Road West as main thoroughfare. Includes additional crossing points, traffic calming, cycle lanes etc
 - Reinstatement of street trees which have been lost along the Cessnock Strip
1. Development of active travel hubs at Cessnock Underground and Ibrox Library
 2. Development of Elizabeth Street children's park
 3. Development of Ibrox Strip along Copeland Road / Ibrox Underground
 4. Development of Civic spaces at junction of Elizabeth Street / Paisley Rd West (Elizabeth Square) and at Percy Street / Paisley Rd West (Cessnock Square). Potential Parklet demonstrator.



Pedestrian priority street, Dundee



Tree lined town centre streets, Altrincham

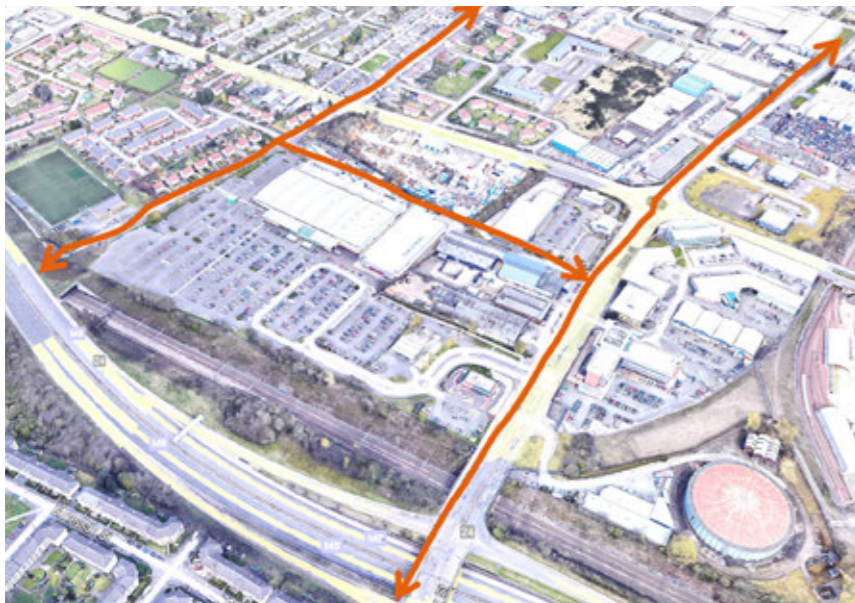
4.7 Projects

15 Helen Street Complex

- Feasibility Study working with Stakeholders to determine what can be achieved to improve active travel links to supermarket block. Potential to form a more community based arrangement to form Local Town Centre.
- Active Travel Improvements to Helen Street in particular to form access to Supermarket Block. Links with potential early city network connection of Craigton Road to motorway underpass

16 Reinstatement Ibrox Railway Station

Reopen Ibrox railway station and integrate into the community. Form new mobility hub bringing together major bus routes. Form link to Bellahouston Park and Ibrox Stadium.



Active travel routes around Asda supermarket block



Ibrox railway station, 1849

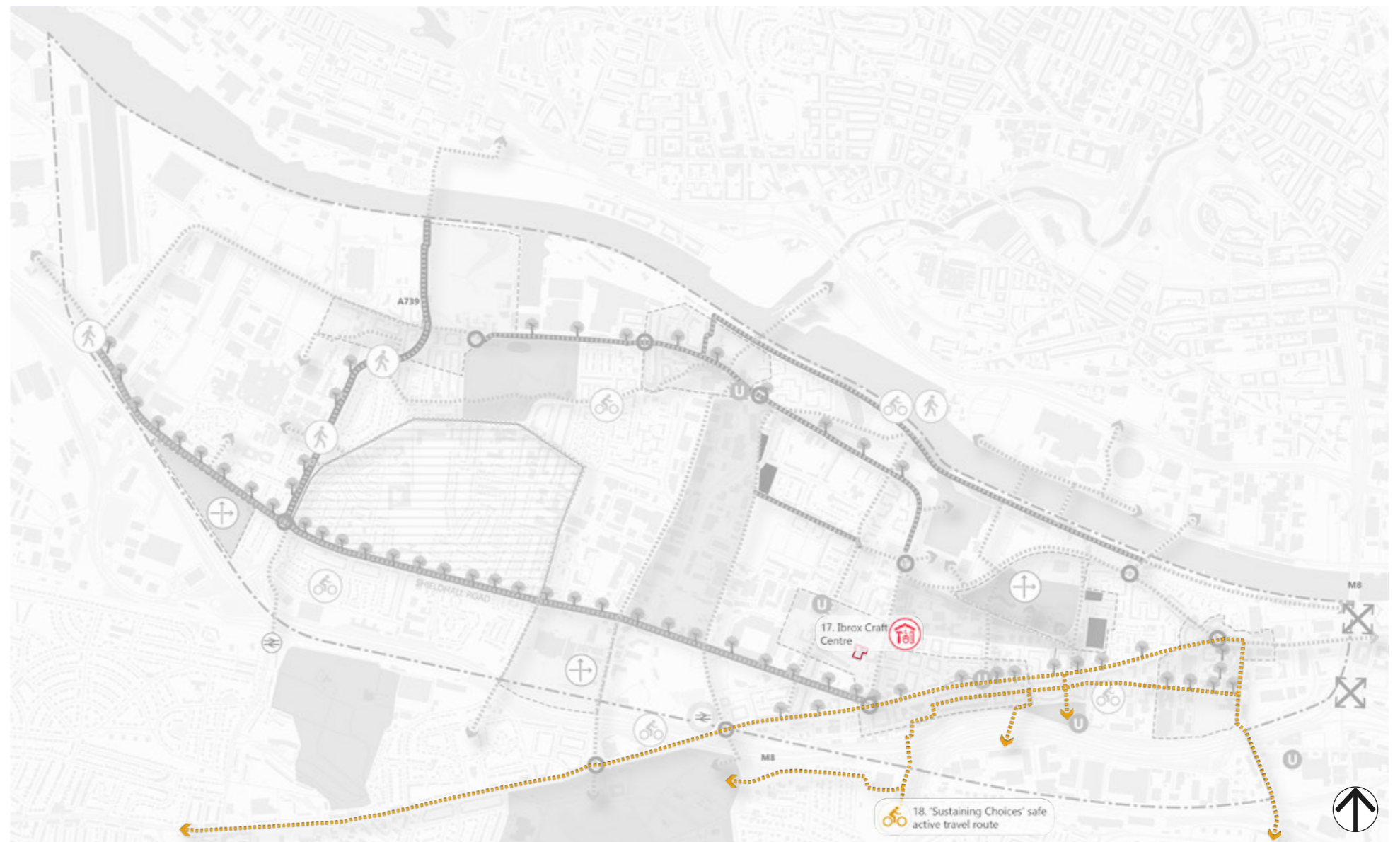
4.7 Projects

17 Ibrox Craft Centre

Retrofit / refurbishment of existing block to form new craft centre. Requires initial feasibility study.

18 Establish 'Sustaining Choices' Safe active travel route from Seaward Street along Milnpark Street, to Plantation Park, along Clifford Lane to Bellahouston Academy (and on to Bellahouston Park)

- Establish safe active travel route connecting Plantation Park to Bellahouston Academy to Seaward Street connecting the proposed route with the major cycle route running adjacent to Seaward Street and extending through to Pollokshields.
- Active travel route improvements to Clifford Lane
- Improve pedestrian motorway bridge to Bellahouston Academy including Lighting and improved public realm at southern dismount.
- Seaward Street is a vital connection for City Network between SWCW and Paisley Road West. Integrate with Soho Lane.



Galgael Trust workshop, Glasgow



Pedestrian and cyclist crossings, Green Path Copenhagen



Cycle lane as part of the Green Path, Copenhagen

4.7 Projects

19 Toll Cross Local Town Centre including Admiral Street / Milnpark Street

- Create Local Town Centre by linking historic node with gap sites to the South. Boost night-time economy
- Form a new civic space at Admiral Street / Paisley Road West junction. Potential Parklet demonstrator.
- Create new boulevard connection along Milnpark Street to Seaward Street / Plantation Park
- Support Rogue One Murals

20 M8 Undercroft

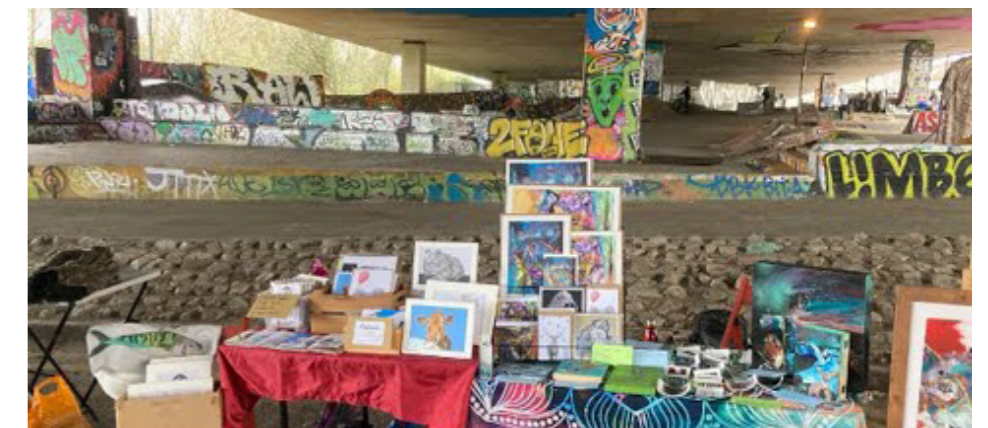
- Potential location for a market area underneath the M8 and support DIY skateboarders hub. Potential as a trip generator.



Street closure for Skirving Street Party, Shawlands



Pedestrianised Streets, Cotham Bristol



Flea Market located under the M32, Bristol

05 CONCLUSION & NEXT STEPS

A street scene with a row of classical buildings on the left, a paved road with bollards, and a large tree on the right. The image is overlaid with a semi-transparent green filter.

5.1 Next Steps

5.1.1 Project Programme

This section sets out the programme of the next steps towards the conclusion of concept design (RIBA Stage 2) for Greater Govan to Kingston Liveable Neighbourhood Area.

STAGE 1

OCTOBER 2021 - MARCH 2022

October - November Site Appraisal and Document Review	November - February Community and Stakeholder Engagement	January-February Prepare a list of identified opportunities DRAFT REPORT ISSUE	Early March Prepare Long List of projects and discuss with elected members and internal stakeholders	March Incorporate feedback from GCC and stakeholders FINAL REPORT ISSUE
-----------------------------------------------------------------	--------------------------------------------------------------------	---------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

STAGE 2

APRIL 2022 TO SEPTEMBER 2022

Identify and agree interventions to be taken forward Recommend surveys Options Appraisal and Development Schedules	Outline sustainability and construction strategy Neighbourhood & stakeholder consultations	GCC service liaison Initial concept design drawings Outline specification guide Risk register	Prepare preliminary assessment of costs Prepare action plan Assist with TRO and planning requirements (advice) for identified LN Interventions	Complete an Equality Impact Assessment for the LN area Issue stage 2 concept design report Present concept design
----------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
	Everyday Journeys							
2	Shieldhall Road	<ul style="list-style-type: none"> Active Travel Improvements to Shieldhall Road as main active travel route to Renfrew / Ibrox. Includes additional crossing points, traffic calming, cycle lanes etc. Consider Street Trees to form boulevard. <ul style="list-style-type: none"> - Active travel route / Formalise adjacent Quiet routes - Wider footpaths and continuous footways at side-street junctions - Tree planting and rain gardens. Including improved open space adjacent to existing underpasses at Burghhead Place / Drive and Skipness Drive / Langlands Road. - On-street parking spaces 	Everyday Journeys	Active Travel, Streets for People	Yes (City Network as part of ATS)	High	Medium - Long Term	Shieldhall/ Ibrox
5	Revitalising Elder Park	<ul style="list-style-type: none"> Improvements to Elder Park – Improve activities, lighting, seating and planting. Support City Mission proposal to reuse the former Fairfield Farm space as an outdoor educational space for early years and integrate with proposal by Friends of Elder Park/Wheat Cafe for an eco-hub community growing initiative.. Reduce wall improve visual link / extend park at Skipness roundabout (refer to 7.2) 	Everyday Journeys	Local Town Centre	GCC Area Committee has £70K to invest in Festival/Elder Park in 21/22	Low	Short Term	Linthouse
16	Reinstate Ibrox Railway Station	Reopen Ibrox railway station and integrate into the community. Form new mobility hub bringing together major bus routes. Form link to Bellahouston Park and Ibrox Stadium.	Everyday Journeys		No	Significant	Long Term	Ibrox

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
	Active Travel							
7	Govan Road Improvements	<ul style="list-style-type: none"> Establish a series of interlinked improvements / focal points along Govan Road from Old Toll Cross to the QE Hospital, to improve everyday journey's, local town centres, parks, improve linkage to amenities such as Pacific Quay, access to Clyde crossings and active travel routes. Will include Improved streetscape with trees and rain gardens to create a public realm attractive and pleasant to use. <p>7.1 Linthouse Local Town Centre: Use Govan Road as the focus to creating a strong 'High Street' to include parklet demonstrators and new civic space (refer to 4).</p> <p>7.2 Skipness Roundabout / New Elder Park Corner: reconfiguration of roundabout and relationship with Elder Park (refer to 5)</p> <p>7.3 Public Realm Improvements Generally: Including lighting and pavements focused from Skipness roundabout to the Pearce Institute</p> <p>7.4 Central Govan: Golspie Street / Govan Road Junction West, improvements to junction and formation of gateway</p> <p>7.5 Central Govan: Improvement of the street quality and the adjacent tenement streets through 'Streets for People' interventions within the historic town centre (Shaw, Rosneath, Howat, Luath, Taransay & Elder St) to improve everyday journeys, sense of place and town centre function.</p> <p>7.6 Central Govan: Golspie Street / Govan Road Junction East, improvements to junction and formation of gateway. Includes reworking of crossing and pavements. Incorporates new connection to Clyde. (refer to 9)</p> <p>7.7 Establish the Govan Miler, to improve everyday journey's to town centre and improve active travel route. Incorporate safe routes to schools (Riverside Campus) and strengthen relationship to the South. Collaborate with stakeholders to establish Govan Miler concept and exact location.</p> <p>7.8 Former Prince's Dock / Festival Park: A very inhospitable stretch of road dominated by Fastlink and the old dock wall, Look to break down the dock wall and form links through to the Canting Basin, including new gardens. (refer to 11)</p> <p>7.9 Pacific Drive / Old Toll Cross: Cycling and Pedestrian relationship, very poor in particular the role of Fastlink and how it has segregated the communities from the Clyde and Pacific Quay. Active Travel Improvements to Govan Road / Pacific Drive. Introduce pedestrian priority crossing points. Detail to be developed.</p>	Active Travel	Streets for People, Everyday Journeys, Local Town Centre	Part (City Network as part of ATS) SPT proposals to reinstate trees, planting and seating at Interchange in 2022 (location TBC)	High	Medium Term	Drumoyne/Govan

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
9	Clyde Walkway	<ul style="list-style-type: none"> Access to the south bank of the Clyde is restricted and difficult. Support the delivery of Clyde Mission through public realm improvements along the waterfront. Establish continuous walkway along the South Bank were possible with a focus from Warlock Street to Clyde Arc Bridge.. Create flexible multipurpose spaces along the river (refer to 8) New temporary gardens and access to Clyde for community at Canting Basin. Integrate the open space at Govan Old Churchyard including the open space on the river edge as a historic green space that connects the community to the river that could be enhanced in function and attractiveness with improvements including seating, planting and interpretation. Ensure new development at Graving Docks opens up the Clyde Area along Govan Road. Form new Bridge from Graving Docks to Science Centre Re open path along Mavisbank Quay (including new pathway below Finnieston Bridge) and onto Springfield Quay and remove barriers. Improve path and encourage use. Utilise crossing points over the Clyde to create pedestrian loop 	Active Travel	Everyday Journeys	Yes (part of the SDFs) LUF £20M Constituency Bid 2022-25.	Significant	Short - Medium Term	LN Area
	Local Town Centres							
4	Linthouse Local Town Centre	<ul style="list-style-type: none"> Establishment of town centre around Linthouse Core area along Govan Road. Consolidation of retail units and improvements to the high street Integrate NHS active travel route to and from Queen Elizabeth hospital and new urban space at Burghead Palce Form Civic Space at Clachan Drive. Potential Parklet demonstrator. Skipness Drive improvements, including Drive Street roundabout redesign with active travel routes and public open space Opportunity to properly link the Glasgow Riverside Innovation District with the local communities. 	Local Town Centre	Streets for People		Medium	Medium Term	Linthouse

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
6	Cardonald Park Improvements	<ul style="list-style-type: none"> • Improve play areas (natural play) and sport pitches • Create multipurpose spaces • Consider locations of park entrances and accessibility to local community. • Include new crossing point and access to the park across Shieldhall Road. • Tree planting along the M8 	Local Town Centre	Active Travel	No	Low	Short Term	Drumoyne/Govan
8	Govan Civic Square / Events Space	The formation of a multi-purpose events space, conjoining the public space at the Govan Partick bridgehead, Govan Cross, Burleigh St and Harmony Row, to encourage growth of the existing market and a variety of events and activities that will activate Govan as a local community hub and well-connected riverside destination.	Local Town Centre	Everyday Journeys	No	Medium	Short Term	Govan
14	Cessnock / Ibrox Village Strip	<ul style="list-style-type: none"> • Improvements to Cessnock Strip between Edmiston Dr junction to Cessnock Underground, including Walmer Crescent and Ibrox Library, to create sense of place. Incorporates several other activities. • Active Travel Improvements to Paisley Road West as main thoroughfare. Includes additional crossing points, traffic calming, cycle lanes etc • Reinstate street trees which have been lost along the Cessnock Strip • Development of active travel hubs at Cessnock Underground and Ibrox Library <ul style="list-style-type: none"> - Development of Elizabeth Street children's park - Development of Ibrox Strip along Copeland Road / Ibrox Underground - Development of Civic spaces at junction of Elizabeth Street / Paisley Rd West (Elizabeth Square) and at Percy Street / Paisley Rd West (Cessnock Square). Potential Parklet demonstrator. 	Local Town Centre	Streets for People, Everyday Journeys, Active Travel	Yes (City Network as part of ATS) and part of developing local plan	High	Short - Medium Term	Ibrox/Kingston
15	Helen Street Complex	Feasibility Study working with Stakeholders to determine what can be achieved to improve active travel links to supermarket block. Potential to form a more community based arrangement to form Local Town Centre. Active Travel Improvements to Helen Street in particular to form access to Supermarket Block. Links with potential early city network connection of Craigton Road to motorway underpass	Local Town Centre	Active Travel	No	Medium	Short Term	Shieldhall/Ibrox

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
17	Ibrox Craft Centre	Retrofit / refurbishment of existing block to form new craft centre. Requires initial feasibility study.	Local Town Centre		TBC	Low	Short Term	Ibrox
19	Toll Cross Local Town Centre including Admiral Street / Milnpark Street	<ul style="list-style-type: none"> • Create Local Town Centre by linking historic node with gap sites to the South. Boost night-time economy • Form a new civic space at Admiral Street / Paisley Road West junction. Potential Parklet demonstrator. • Create new boulevard connection along Milnpark Street to Seaward Street / Plantation Park • Support Rogue One Murals 	Local Town Centre	Streets for People	Yes part of developing local plan	Medium	Medium Term	Kingston
20	M8 Undercroft	<ul style="list-style-type: none"> • Potential location for a market area underneath the M8 and support DIY skateboarders hub. Potential as a trip generator. 	Local Town Centre	Streets for People	Yes part of developing local plan	Low	Short Term	Kingston
	Streets for People							
1	Improve Underpasses / relationship with Clyde Tunnel / Shieldhall Road Junction / A739	<ul style="list-style-type: none"> • A study required to consider how communities relate to the A739 which is currently very poor and dangerous. • Potential to make the street a tree lined boulevard with rain gardens and downgrading the road to a dual carriageway • New / improved active travel routes from Cardonald Station to Clyde Tunnel • Potential access to blue line services to the Queen Elizabeth hospital from Langlands Drive • Redesign of Shieldhall Roundabout to prioritise active travel • Improve active travel routes to, through and from Clyde Tunnel. 	Streets for People	Active Travel		Significant	Medium Term	Linthouse/ Drumoyne

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
3	Drumoyne Streets for People	<ul style="list-style-type: none"> Formation of a new Low Traffic Neighbourhood with traffic calming measures and reduced speeds to enable integrated cycle routes and pedestrian priority on streets (Consider extending North to Linthouse / Elderpark areas). To include Crossloan Road / Craigton Road traffic calming. Improve street quality at small parade of shops on Crossloan Road Boundary follows the line of Local Bus Routes which encircle the area. Creation of primary active route along the boundary which includes Langlands Road / Crossloan Road / Craigton Road / Shieldhall Road. Note Craigton Road included and access to adjacent industrial estate to be included in future considerations. Safe access routes to 4 schools (Govan High School / Pirie Park Primary School / St Constantine's Primary School / St Constantine's Nursery School) Implementation of rain gardens and planters 	Streets for People	Active Travel, Everyday Journeys		High	Short Term	Drumoyne
10	Govan Gap Sites - Orkney Place and Summertown Rd	<ul style="list-style-type: none"> Integrate active travel into TRA development area Encourage meanwhile uses on gap sites Summertown Road Active Travel Route. Pocket green spaces transformed as play spaces Northern stretch of Broomloan Road through to Govan Road improved as a shared surface with reduced road speed, linked to rethink of Govan Road Improvements at 7.4 and potential relocation of Govan Road crossing point. 	Streets for People	Active Travel, Everyday Journeys	Yes (part of CGAP)	Medium	Short Term	Govan/Ibrox
11	Govan Gateways	Form new artist gateways through old Dock Wall at various locations around Canting Basin and around Festival Park. Reduce impact of the wall and create connection with the Clyde and open up Festival Park to greater use and surveillance. Allow for 8 No to open up public space and form new urban connections.	Streets for People	Everyday Journeys		Low	Short Term	Govan/Ibrox

5.2 Long List of Projects

	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
12	Festival Park	<ul style="list-style-type: none"> • Important improvements to Festival Park to increase use and tackle serious anti social behaviour. • Active travel through Brand Street industrial blocks through Festival Park and connecting to Pacific Drive and Clyde walkway • Establishment of Friends of Festival Park as steering group. • Improve points of access including Govan Gateways 	Streets for People	Active Travel	Yes (part of Govan Thriving Place) GCC Area Committee has £70K to invest in Festival/Elder Park in 21/22	High	Medium Term	Kingston
13	Lorne Street Area	<ul style="list-style-type: none"> • Integrate a series of open spaces (potentially linked to Festival Park) to improve safe travel to schools includes the following: • Remove car parking / turning head in Lorne Street Park. • Resurface area in front of Lorne Street Primary School to establish safe route to school • Support the Kinning Park Pitch and Kinning Park Tennis Court open space projects • Redirect cars and pedestrianise area in front of Lorne Street Primary School by redirecting traffic to form safe area for children. Improvements to dog park/ Harvie Street junction 	Streets for People	Everyday Journeys	Yes part of developing local plan (KPC)	Medium	Short Term	Kingston
18	Establish 'Sustaining Choices' Safe active travel route from Seaward Street along Milnpark Street, to Plantation Park, along Clifford Lane to Bellahouston Academy (and on to Bellahouston Park)	<ul style="list-style-type: none"> • Establish safe active travel route connecting Plantation Park to Bellahouston Academy to Seaward Street connecting the proposed route with the major cycle route running adjacent to Seaward Street and extending through to Pollokshields. • Active travel route improvements to Clifford Lane • Improve pedestrian motorway bridge to Bellahouston Academy including Lighting and improved public realm at southeern dismopunt. • Seaward Street is a vital connection for City Network between SWCW and Paisley Road West. Integrate with Soho Lane. 	Streets for People	Active Travel	Yes part of developing local plan	Medium	Short - Medium Term	Ibrox/Kingston



06 APPENDIX

Appendix A - Project Scope

Liveable Neighbourhoods Objectives

Objective No.	Theme	Objective	Target	Year
LN1	Active travel	Improvements in Sustainable transport and encouraging modal shift	GCC	GCC
LN2	Active travel	Provide safe, accessible and well-connected walking and cycling networks	GCC	GCC
LN3	Active travel	Raise awareness about the benefits of active travel	GCC	GCC
LN4	Streets for people	Reallocating road space for people and active travel	GCC	GCC
LN5	Streets for people	<ul style="list-style-type: none"> Improved placemaking and green infrastructure Re-imagine Glasgow's streets as highly social spaces, which have a positive function for water management and biodiversity 	GCC	GCC
LN6	Streets for people	Improving safety, accessibility and legibility	GCC	GCC
LN7	Streets for people	Create inclusive streets prioritising the most vulnerable user	GCC	GCC
LN8	Streets for people	<ul style="list-style-type: none"> Solutions for cleaner air and pleasant microclimate Develop street designs that are responsive to Glasgow's conditions of climate and seasonal light 	GCC	GCC
LN9	Everyday journeys	Reduced emissions in local areas and contributing to carbon neutrality; discourage private car use	GCC	GCC
LN10	Everyday journeys	<ul style="list-style-type: none"> Enable healthy lifestyle choices for health and well-being Improve health outcomes and wellbeing in Glasgow, by making active travel the first choice mode for everyday journeys 	GCC	GCC
LN11	Everyday journeys	<ul style="list-style-type: none"> Promote independent travel choices for all ages, particularly children Facilitate and promote independent travel choices for all ages and abilities, particularly children 	GCC	GCC
LN12	Everyday journeys	Ensure easy access to local centres, schools, open and green spaces	GCC	GCC
LN13	Everyday journeys	<ul style="list-style-type: none"> Enable multi-modal transport connections Build a network of urban movement, where walking and cycling are integral parts of the multi-modal system 	GCC	GCC
LN14	Everyday journeys	<ul style="list-style-type: none"> Improve neighbourhood permeability Improve neighbourhood permeability for active travel and reduce road danger to make every street a good choice for walking and cycling 	GCC	GCC

Appendix A - Project Scope

Liveable Neighbourhoods Objectives - cont

LN15	Local Town Centres	Strengthen the existing town centres / high streets to include multipurpose spaces with a range of uses, amenities and facilities	GCC	GCC
LN16	Local Town Centres	Enhance town centres as attractive destinations and develop connections between Glasgow's network of centres	GCC	GCC
LN17	Local Town Centres	<ul style="list-style-type: none"> Community food growing opportunities providing access to fresh and nutritious food Support the Glasgow Food Plan by enhancing access to food for all, including by cycle delivery networks 	GCC	GCC
LN18	Local Town Centres	<ul style="list-style-type: none"> Increase local employment opportunities, also with links to circular economy Support local wellbeing economies, also with links to circular economy 	GCC	GCC
LN19	Local Town Centres	Adequate access to quality local healthcare support and facilities	GCC	GCC
LN20	Local Town Centres	<ul style="list-style-type: none"> Encourage local stewardship and management Work with communities and stakeholders to promote opportunities for local stewardship and management 	GCC	GCC

Appendix A - Stakeholder Engagement

1.5.2 Wider Stakeholder Engagement

The list of invited organisations are as follows:

- Abellio Scotrail
- Baillieston Area Partnership
- Buchanan Galleries
- Bus Users
- Calton Area Partnership
- City of Glasgow College
- City Parking
- City Property
- Clyde Gateway
- Clydeplan
- CPT
- CSGNT
- Cycling Scotland
- Cycling UK
- Dennistoun Area Partnership
- Drumchapel/Anniesland Area Partnership
- DWP
- Fire & Rescue
- First Glasgow
- GCV Greenspace Network
- Get Glasgow Moving
- Glasgow Bus Partnership
- Glasgow Caledonian University
- Glasgow Centre for Population Health
- Glasgow Chamber of Commerce
- Glasgow City Deal
- Glasgow City Region
- Glasgow CVS
- Glasgow Hoteliers' Association
- Glasgow School of Art
- Glasgow Third Sector Forum
- Glasgow/West of Scotland Housing Forum
- GoBike
- Historic Environment Scotland
- Keep Scotland Beautiful
- Living Streets Scotland
- Merchant City & Trongate CC
- NCP
- Network Rail
- Newlands Auldburn Area Partnership
- NHS Greater Glasgow and Clyde
- NHS Scotland
- Paths for All
- Police Scotland
- Rennie MacIntosh Group
- RHA
- Royal Conservatoire of Scotland
- Sauchiehall Centre
- Scottish Canals
- Scottish Enterprise
- Shawlands
- Skills Development Scotland
- SNH
- South West Community Transport
- Springburn/Robroyston Area Partnership
- SPT
- Stagecoach Buses
- Sustrans
- Transport Scotland
- University of Glasgow
- University of Glasgow - Urban Big Data Centre
- University of Strathclyde
- Victoria Park Area Partnership
- West Coast Motors
- Wheatley Group

Appendix B - Policies

2.1.1 4th National Planning Framework for 2050 (NPF4)





Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy





Liveable places

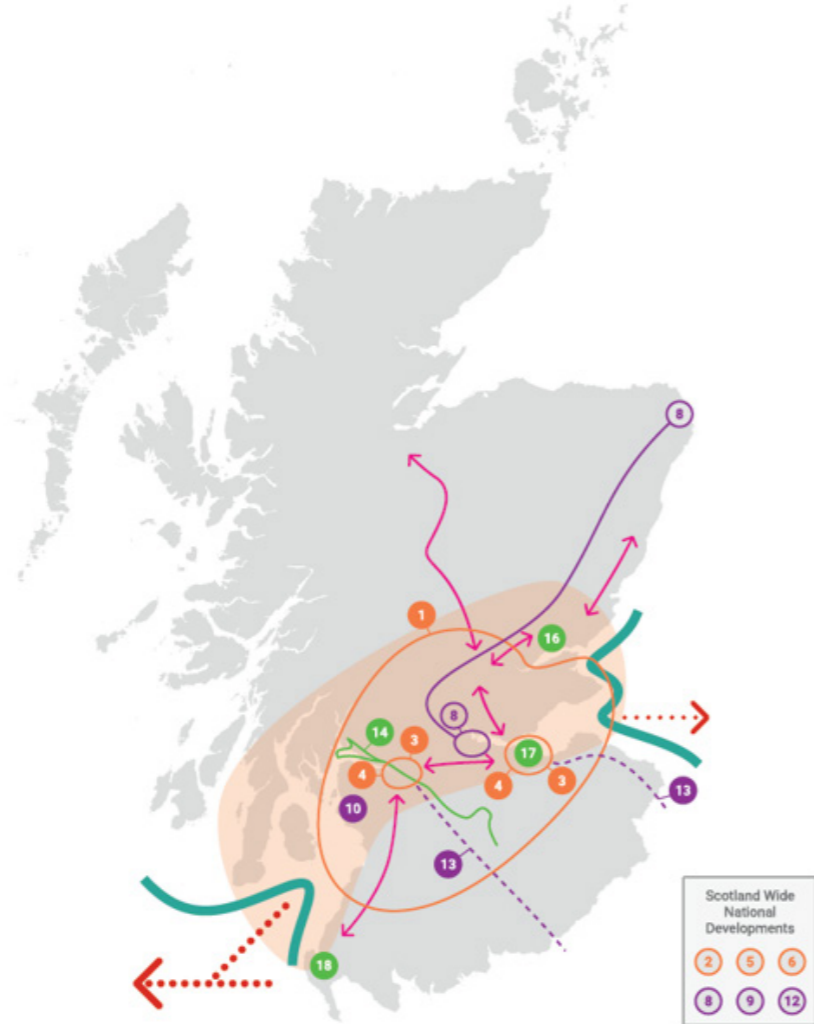
-  1 Central Scotland Green Network
-  2 National Walking, Cycling and Wheeling Network
-  3 Urban Mass / Rapid Transit Networks Aberdeen, Edinburgh and Glasgow
-  4 Urban Sustainable, Blue and Green Drainage Solutions Edinburgh and Glasgow
-  5 Circular Economy Material Management Facilities
-  6 Digital Fibre Network

Productive places

-  8 Industrial Green Transition Zones
-  9 Pumped Hydro Storage
-  10 Hunterston Strategic Asset
-  12 Strategic Renewable Electricity Generation and Transmission Infrastructure
-  13 High Speed Rail

Distinctive places

-  14 Clyde Mission
-  16 Dundee Waterfront
-  17 Edinburgh Waterfront
-  18 Stranraer Gateway



National Spatial Strategy: NPF (4) Sustainable, liveable, productive, distinctive places

2.1.3 Designing Streets

The six qualities of successful places: Key considerations for street design

<i>distinctive</i>	<i>safe & pleasant</i>	<i>easy to move around</i>	<i>welcoming</i>	<i>adaptable</i>	<i>resource efficient</i>
<p><i>Street design should respond to local context to deliver places that are distinctive</i></p> <p>Block structure</p> <ul style="list-style-type: none"> ■ The urban form should be distinctive with landmarks and vistas that provide good orientation and navigation of an area <p>Context and character</p> <ul style="list-style-type: none"> ■ The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character ■ Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinctive character 	<p><i>Streets should be designed to be safe and attractive places</i></p> <p>Pedestrians and cyclists</p> <ul style="list-style-type: none"> ■ Street user hierarchy should consider pedestrians first and private motor vehicles last ■ Street design should be inclusive, providing for all people regardless of age or ability <p>Achieving appropriate traffic speed</p> <ul style="list-style-type: none"> ■ Design should be used to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the local context and deliver safe streets for all <p>Reducing clutter</p> <ul style="list-style-type: none"> ■ Signs and street markings should be kept to a minimum and considered early in the design process ■ Street lighting should be as discreet as possible, but provide adequate illumination ■ Street furniture should be located for maximum benefit and to reduce pedestrian obstruction 	<p><i>Streets should be easy to move around for all users and connect well to existing movement networks</i></p> <p>Connections within a place</p> <ul style="list-style-type: none"> ■ Street design should provide good connectivity for all modes of movement and for all groups of street users respecting diversity and inclusion <p>Public transport</p> <ul style="list-style-type: none"> ■ Public transport planning should be considered at an early stage in the design process <p>Junction types and arrangements</p> <ul style="list-style-type: none"> ■ Junctions should be designed with the considerations of the needs of pedestrians first ■ Junctions should be designed to suit context and urban form – standardised forms should not dictate the street pattern 	<p><i>Street layout and detail should encourage positive interaction for all members of the community</i></p> <p>Walkable neighbourhoods</p> <ul style="list-style-type: none"> ■ Street layouts should be configured to allow walkable access to local amenities for all street users <p>Streets for people</p> <ul style="list-style-type: none"> ■ Streets should allow for and encourage social interaction 	<p><i>Street networks should be designed to accommodate future adaptation</i></p> <p>Connections to wider networks</p> <ul style="list-style-type: none"> ■ Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments <p>Integrating parking</p> <ul style="list-style-type: none"> ■ Parking should be accommodated by a variety of means to provide flexibility and lessen visual impact <p>Service and emergency vehicles</p> <ul style="list-style-type: none"> ■ Street layouts should accommodate emergency and service vehicles without compromising a positive sense of place 	<p><i>Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained</i></p> <p>Orientation</p> <ul style="list-style-type: none"> ■ Orientation of buildings, streets and open space should maximise environmental benefits <p>Drainage</p> <ul style="list-style-type: none"> ■ Streets should use appropriate SUDS techniques as relevant to the context in order to minimise environmental impacts <p>Utilities</p> <ul style="list-style-type: none"> ■ The accommodation of services should not determine the layout of streets or footways <p>Planting</p> <ul style="list-style-type: none"> ■ Street design should aim to integrate natural landscape features and foster positive biodiversity <p>Materials</p> <ul style="list-style-type: none"> ■ Materials should be distinctive, easily maintained, provide durability and be of a standard and quality to appeal visually within the specific context

Designing Streets: Six Qualities of Successful Places - Key considerations for street design

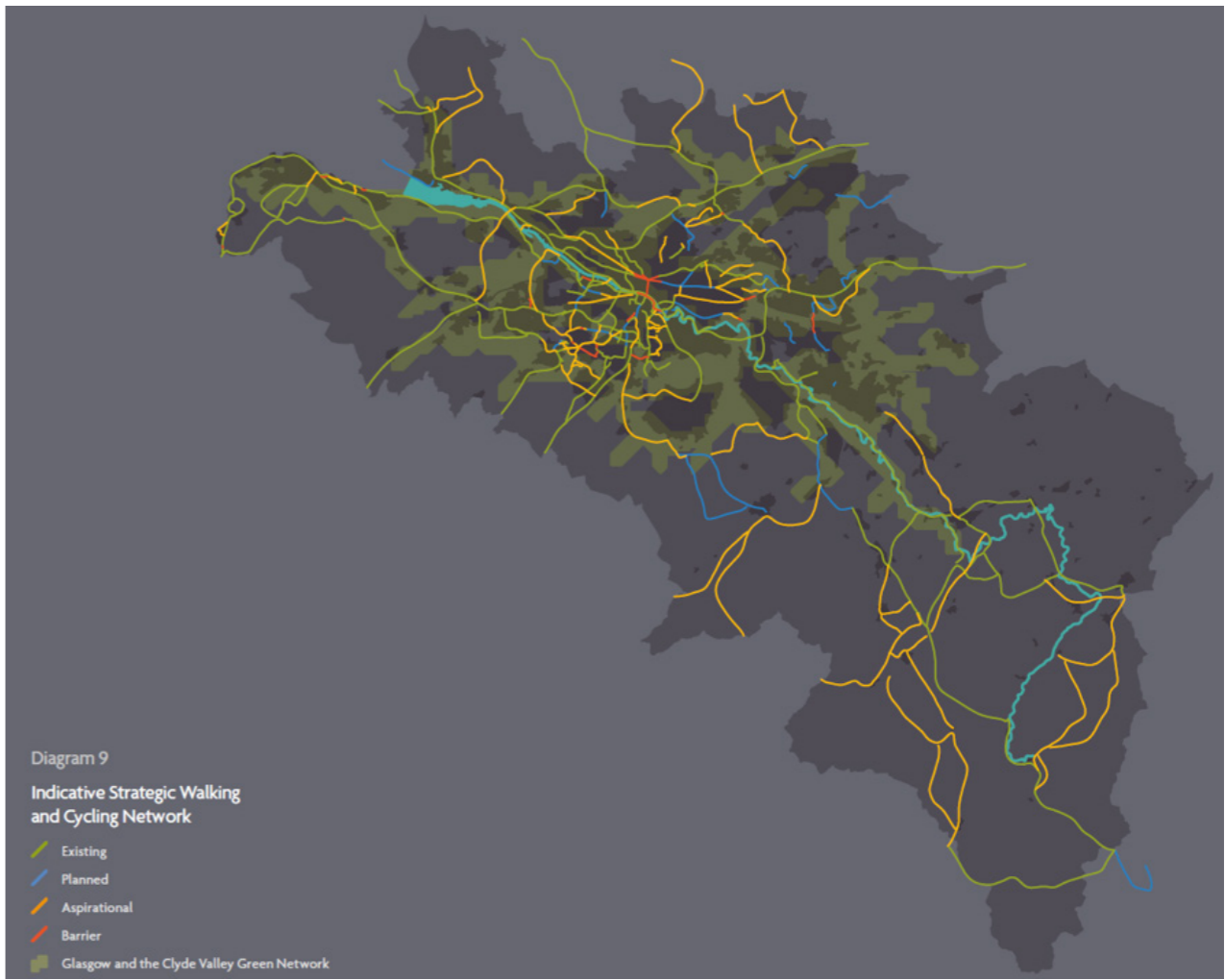
Appendix B - Policies

2.2.1 Clydeplan- Strategic Development Plan



Green Network Strategic Delivery Areas

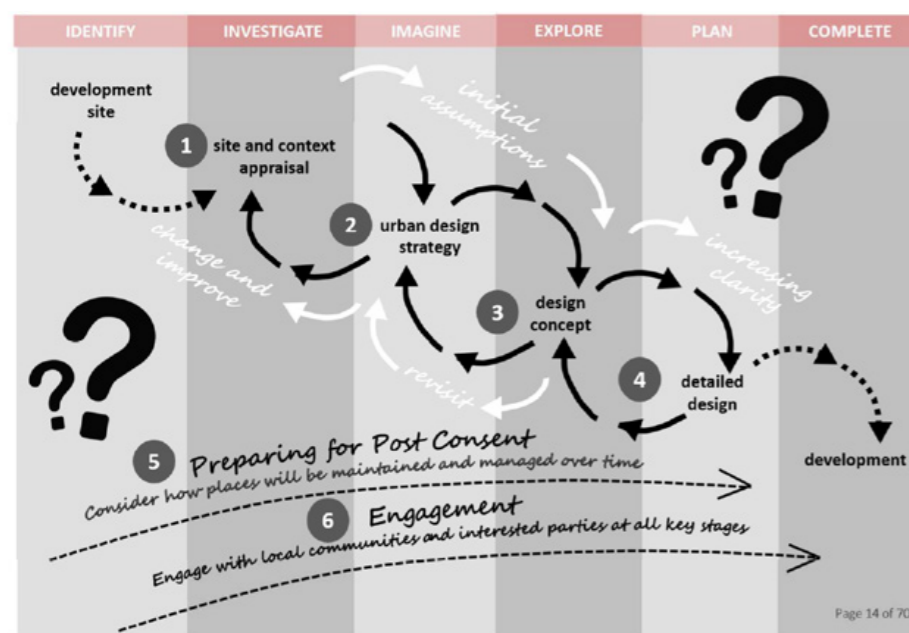
2.2.1 Clydeplan- Strategic Development Plan



Indicative Strategic Walking and Cycling Network

Appendix B - Policies

2.3.1 Glasgow City Development Plan (CDP)



CPD1: Placemaking Design Process

As part of the supplementary guidance, CPD1 also includes elements to be included as part of site appraisals and wider context appraisals.

Site Appraisals should include:

1. Landform
2. Ground Conditions
3. Landscape/Ecology
4. Sub Surface infrastructure
5. Connectivity
6. Existing Social Uses
7. Building/Structures
8. Climatic Conditions
9. Public services and Utilities
10. Historic and Cultural references

Wider Site Appraisals should include:

1. Buildings, Structures and Spaces
2. Existing Neighbourhood Character
3. Land Uses
4. Ground Stability/Contamination
5. Connectivity
6. Accessibility to Community Facilities
7. Views

Urban Design Strategy

This comprises 8 broad urban design themes as listed below:

- Respect
- Repair
- Reconfigure
- Refine
- Reinvent
- Reconnect
- Reinforce
- Reactivate

CDP1 Priorities

Inner urban area placemaking priorities

- a) Repairing the build environment;
- b) Re-establishing pedestrian priority and improving cycle connectivity;
- c) Reactivating public spaces, improving green infrastructure and encouraging a mix of uses at different times of the day; and
- d) Building upon and strengthening the sense of place and identity within existing communities

Town centre placemaking priorities

- a) Strengthening and enhancing the diversity, vibrancy, identity, and concentration of community uses in town centres;
- b) Encouraging an appropriate density and mix of uses; and
- c) Creating a meaningful connection to communities in order to reinforce a strong sense of place

Historic environment placemaking priorities

- a) Protecting and enhancing the unique character of historic buildings, structures and settings;
- b) Promoting new development of the highest design and material quality which respects and integrates with the existing historic environment
- c) Maximising the contribution that the Forth and Clyde Canal, River Clyde and other waterways can make in terms of the City's cultural heritage

Derelict Land placemaking priorities

- a) Reaffirming the character and identity of places;
- b) Repairing street edges and improving legibility to make environments safer and more vibrant places to be;
- c) Developing a strong 'Glasgow-appropriate' architecture with its own distinctive identity and character;
- d) Retaining any surviving historic buildings, particularly those that relate to previous land uses, where appropriate; and
- e) Retaining informally established green infrastructure (e.g. woodland), where possible

Green network placemaking priorities

- a) Safeguarding/maintaining multi-functional quality open spaces;
- b) Improving accessibility to, and through, open space;
- c) Enhancing the functionality, quality, biodiversity, connectivity of

Appendix B - Policies

and access to the Green Network; and

d) Consolidating and expanding the extend of high quality, biodiverse open space in order to create an accessible, well functioning, multi-functional Green Network

Clyde corridor placemaking priorities

a) Successfully integrating the River with the rest of the City;

b) Re-connecting the City and the River Corridor to capitalise on this significant and valuable asset;

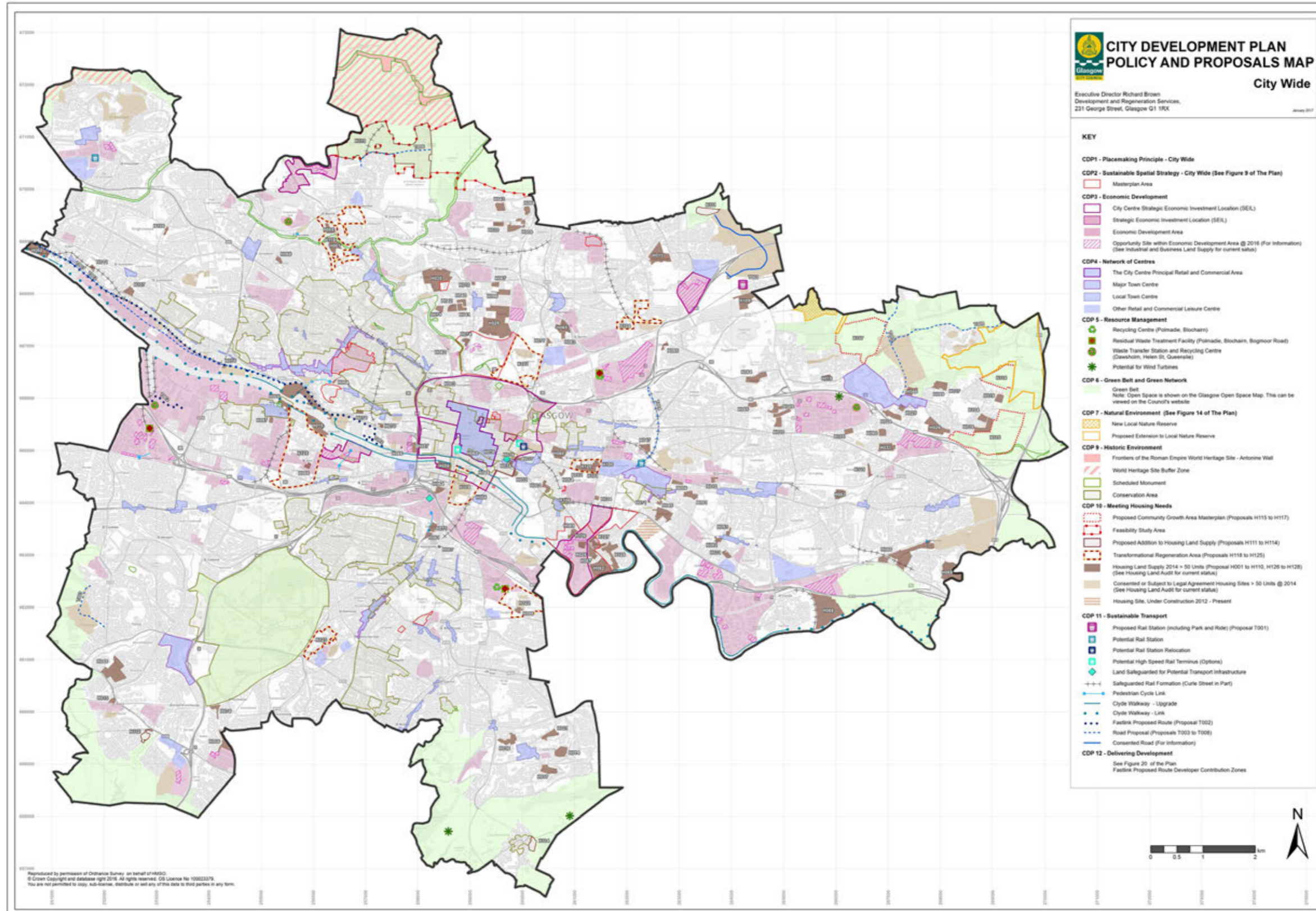
c) Providing a mix of opportunities to live, play, work, study and access the open space (the largest open spae in the City);

d) Activating the River itself by providing access points for water based activities and marine facilities (eg accessible moorings); and

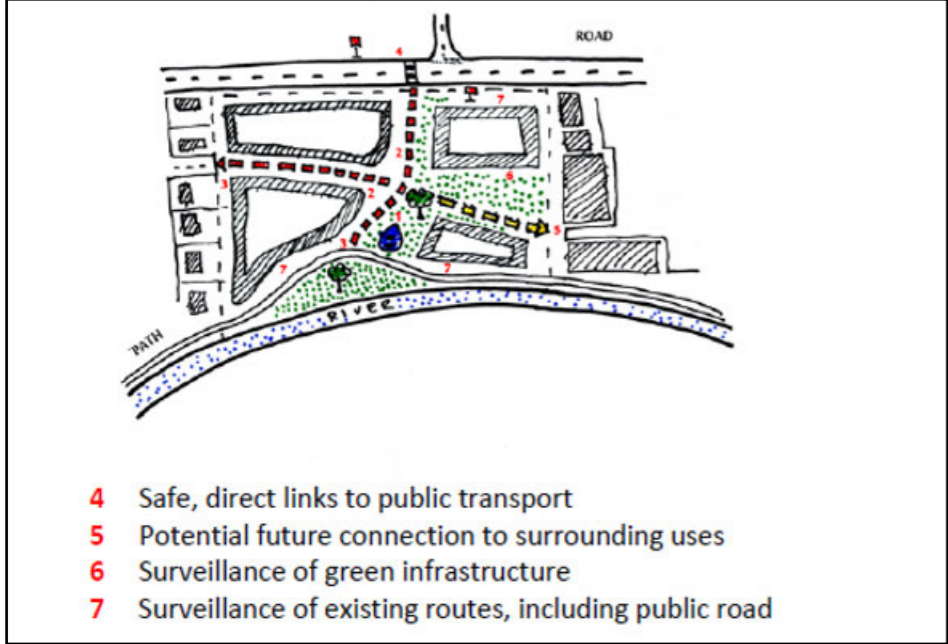
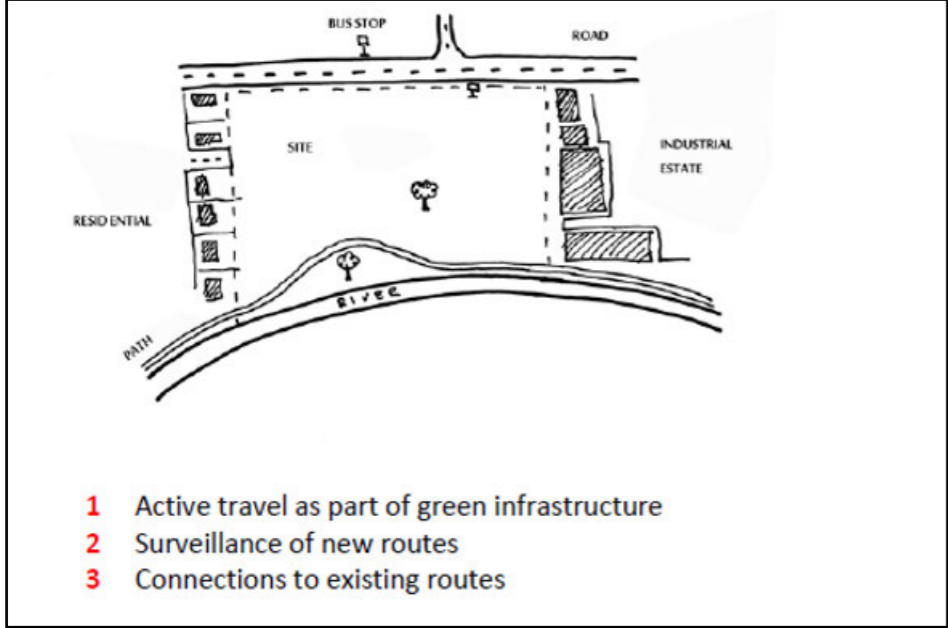
e) Improving continuous walking and cycling connectivity along both banks of the River

Appendix B - Policies

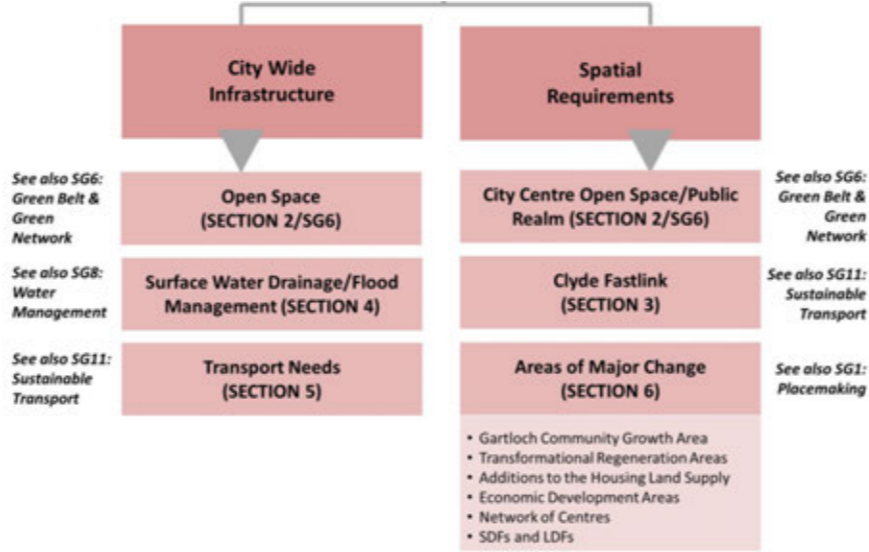
2.3.1 Glasgow City Development Plan (CDP)



Appendix B - Policies



CPD11: Design Configurations for Walking and Cycling



CPD12: Developer Obligations

