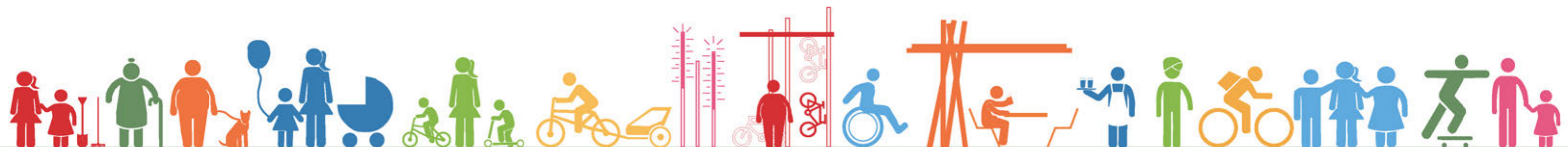


CONNECTING COMMUNITIES PROGRAMME

LIVEABLE NEIGHBOURHOODS PLAN - TRANCHE 1 Dennistoun, Haghill, Riddrie, Carntyne and Cranhill

RIBA STAGE 1 FINAL REPORT
May 2022



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Approver: Glasgow City Council

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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
- 2.6 Key Takeaways

03

SITE APPRAISAL pg 45



- 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 81



- 4.1 Consultation Overview
- 4.2 Dennistoun
- 4.3 Haghill
- 4.4 Riddrie
- 4.5 Carntyne
- 4.6 Cranhill
- 4.7 Project Proposals

05

CONCLUSION AND NEXT STEPS pg 138



- 5.1 Next steps
- 5.2 Long List of Projects

06

APPENDIX pg 145



- Appendix A - Stakeholder Engagement
- Appendix B - Policies

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01 INTRODUCTION

A street scene with buildings, trees, and parked cars, overlaid with a green tint and the text '01 INTRODUCTION'. The image shows a perspective view of a street with multi-story buildings on both sides, trees, and several cars parked along the curb. The text '01 INTRODUCTION' is prominently displayed in the center of the image.

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 Connecting Communities Programme to deliver liveable neighbourhoods.

Dennistoun, Haghill, Riddrie, Carntyne and Cranhill 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 Inner East neighbourhoods.

The Council have an ambitious vision for the LN area that will "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.

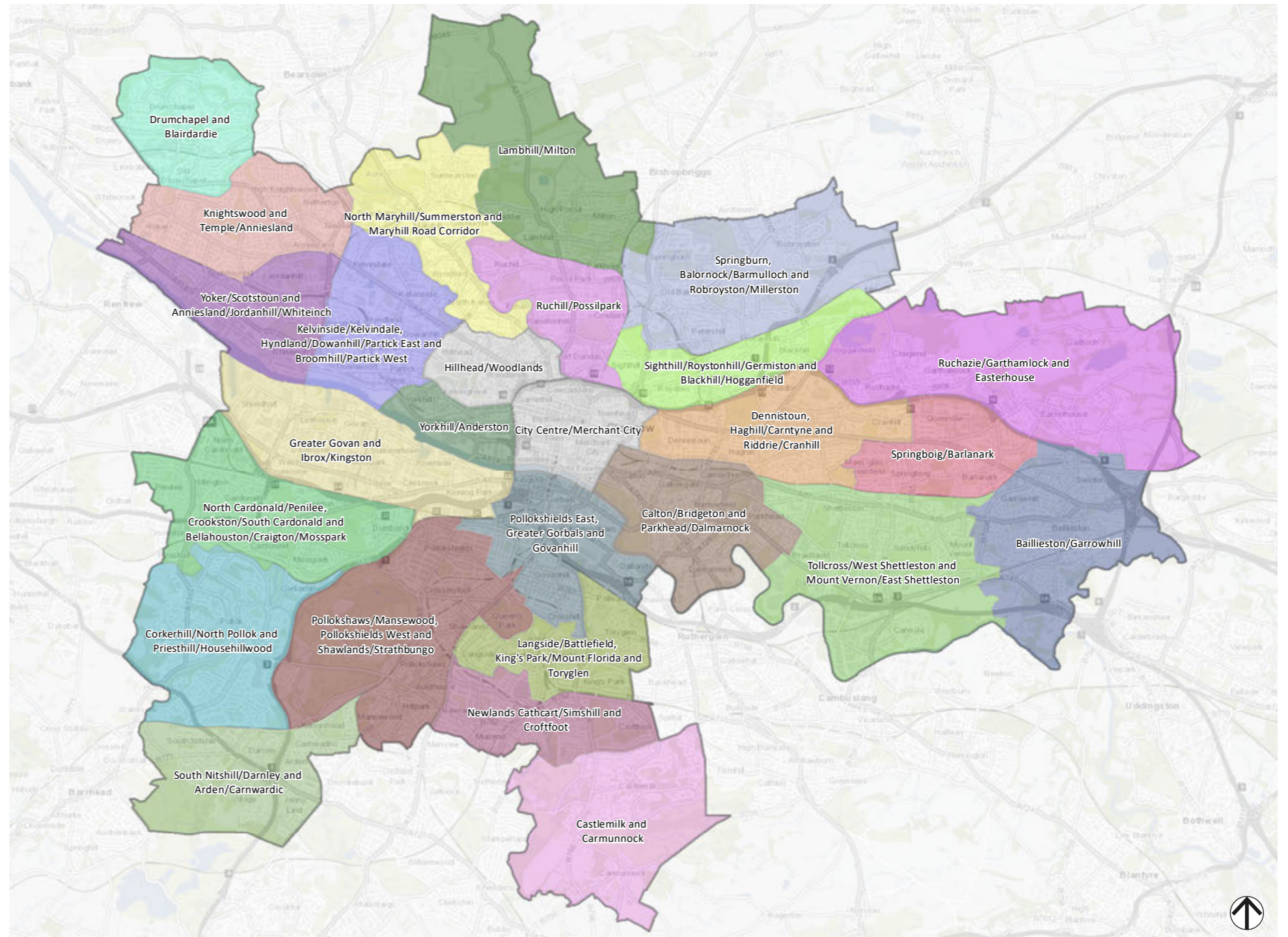


Figure 1. Map of Proposed Liveable Neighbourhood Areas for Study

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**

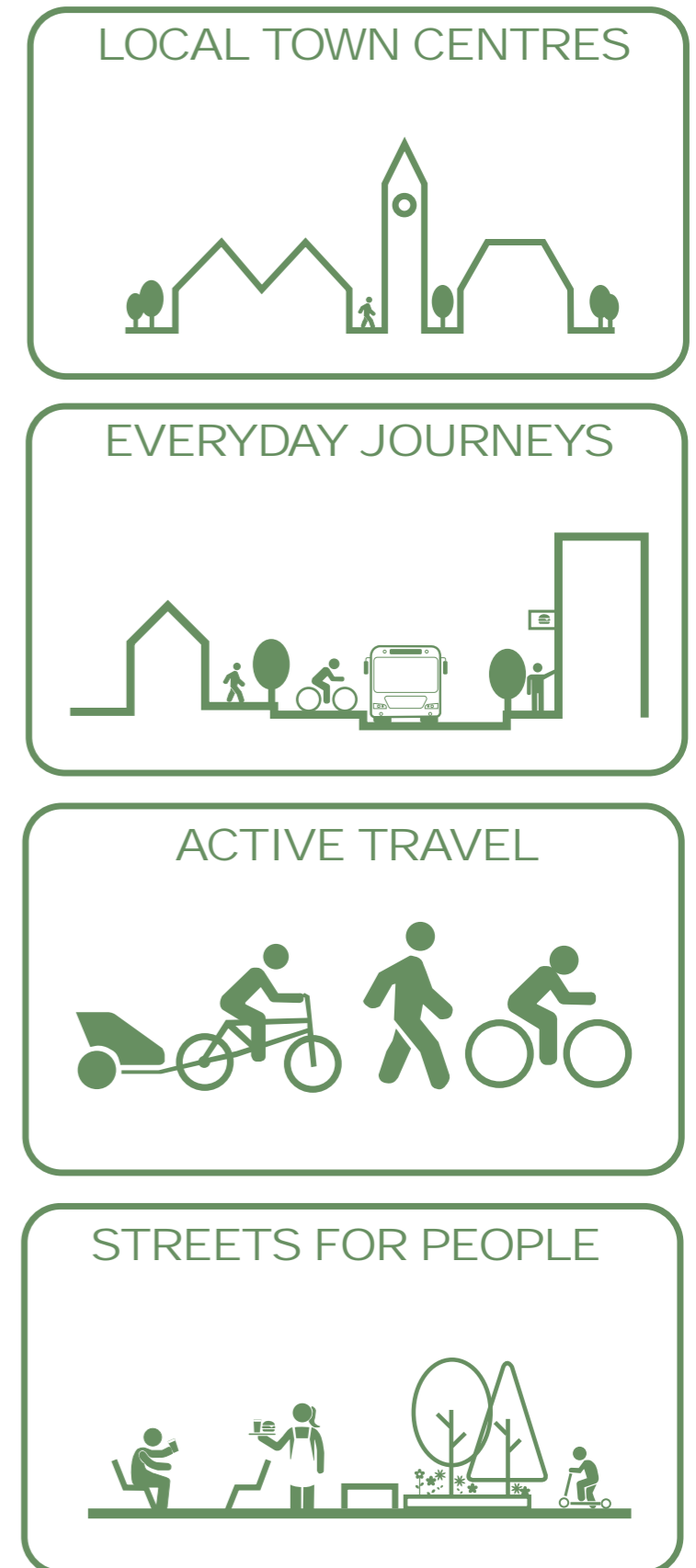
Many short journeys currently made by car can happen on foot or by bike. The Liveable Neighbourhoods approach will focus on improving the quality and safety of short walking and cycling journeys.

- **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).

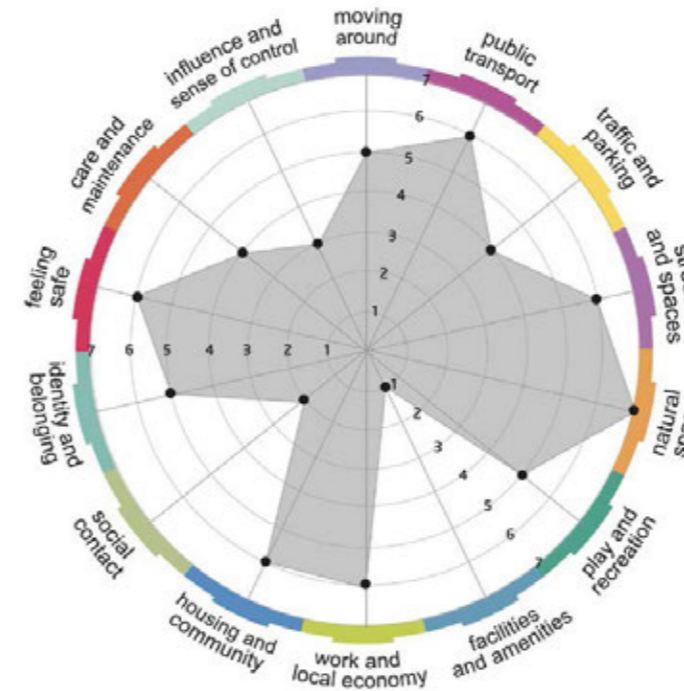


Figure 3. Place Standard Tool



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 Inner East LN area Dennistoun, Haghill, Riddrie, Carntyne and Cranhill is located relatively close to Glasgow city centre. The mid point of the LN area is approximately 3.5km east of the city centre. The M8 borders the study area along its northern boundary, and the North Clyde Railway Line.

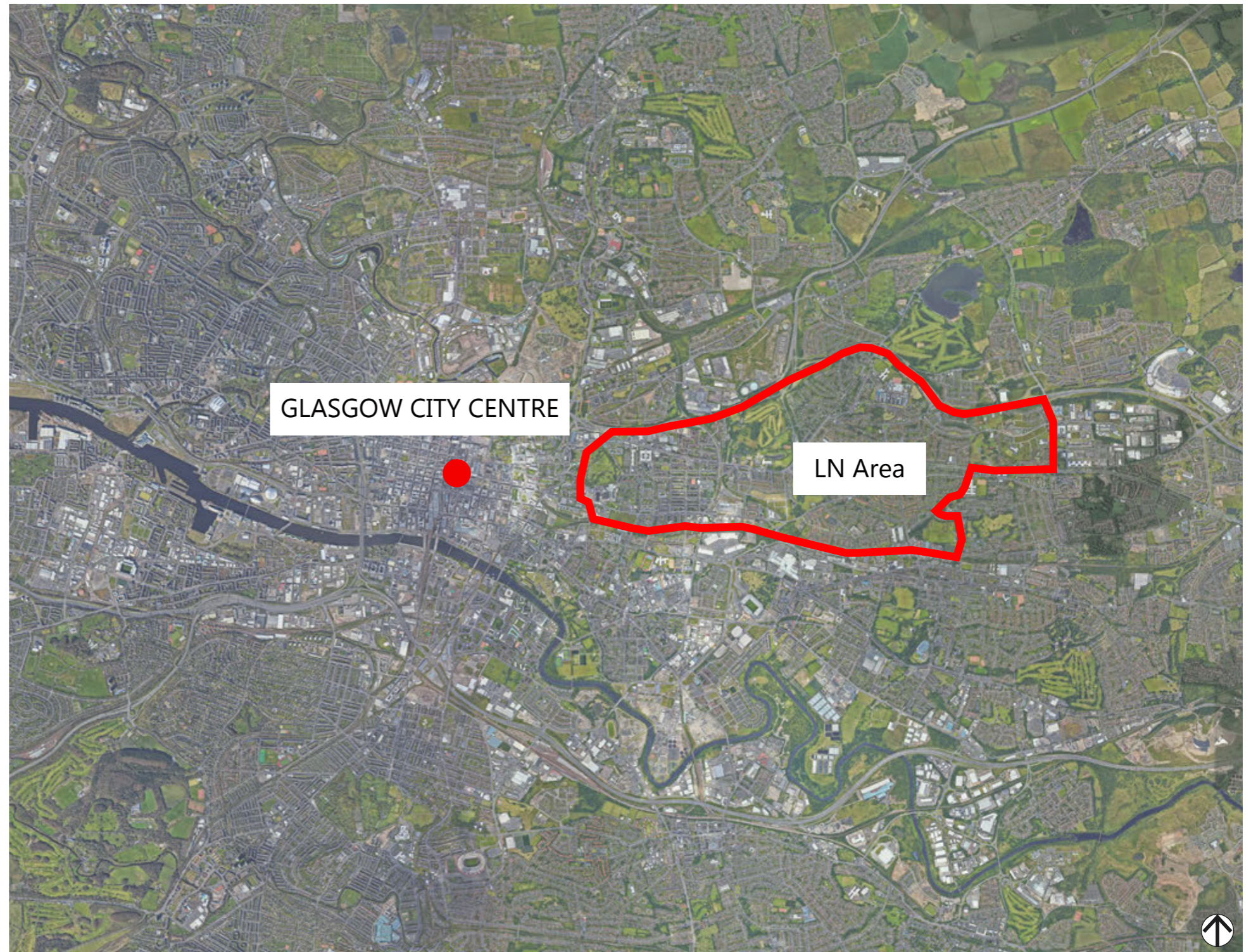


Figure 4. Location map

1.3 Site

LN Area Overview: Dennistoun, Haghill, Riddrie, Carntyne and Cranhill

- Areas of the East End are some of the most deprived in Scotland.
- The area can be divided into five 20-minute residential neighbourhoods interspersed with local shops, gp surgeries, pharmacies, schools, limited cycle hubs, churches, offices and workshops. The area lacks local town centres, except Duke Street and Forge shopping centre to the south. Post offices are limited in presence.
- Dennistoun, however, has seen much improvement in the past decade, with new commerce and a renovations of existing housing stock.
- The neighbourhoods are serviced by the commuter railway line and buses.
- The area has a few green spaces, the largest of which is the sprawling Victorian gardens of Alexandra Park, as well as access to the Seven Lochs Wetlands.
- Its largest shopping centre is the Forge, which is surrounded by derelict land and industrial sites.
- Flood risk is limited, however surface water flooding issues are noted in some low lying areas



Figure 5. Photos of LN Area

1.3 Site

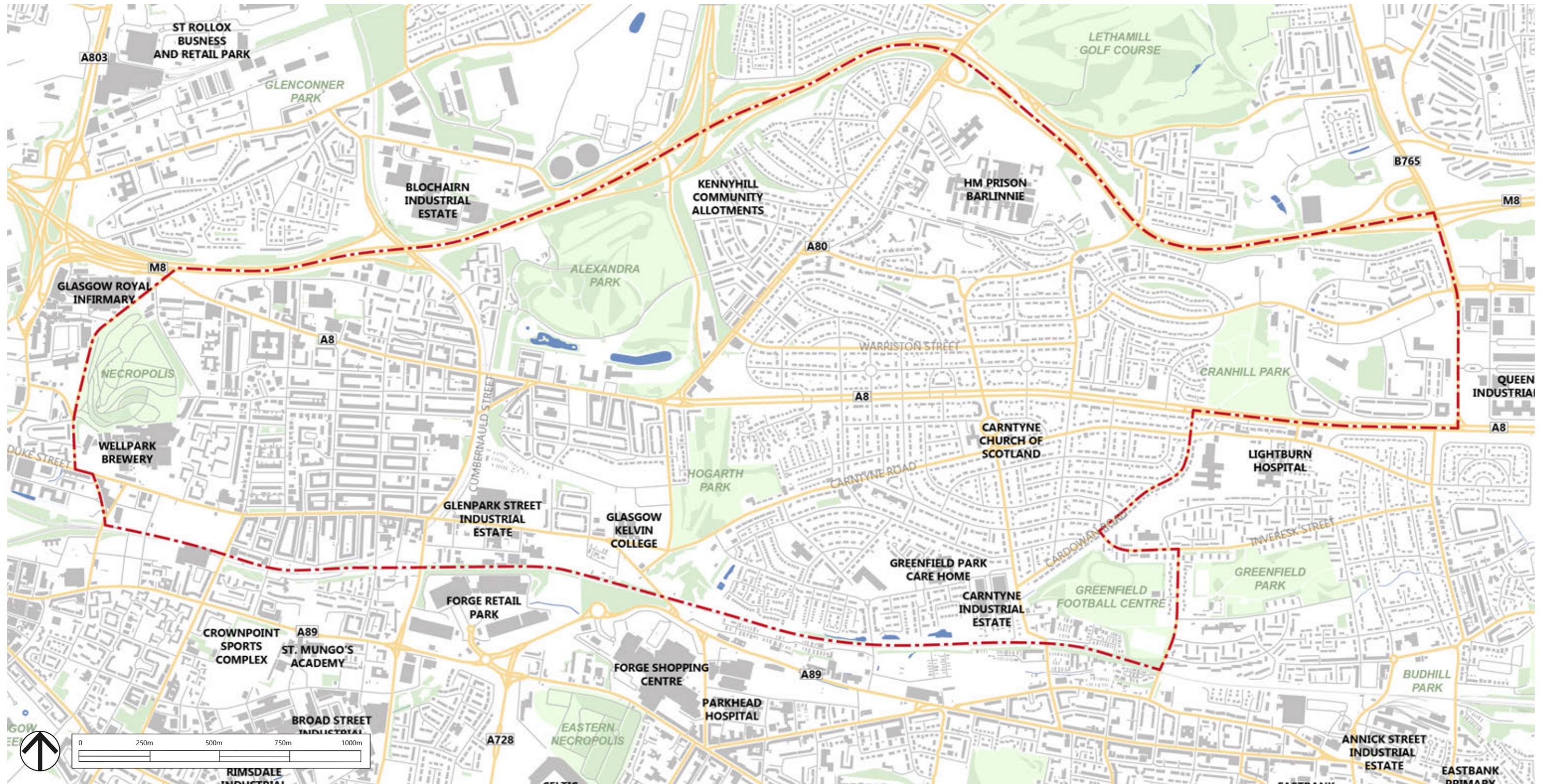
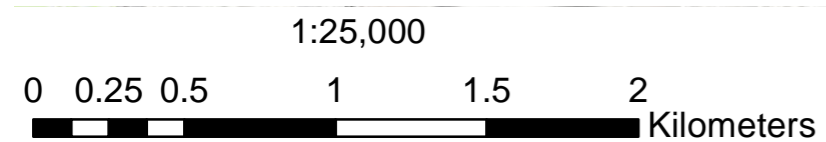


Figure 6. LN Area Site Plan, covering Dennistoun, Haghill, Riddrie, Carntyne and Cranhill



1.4 History

railway lines. Bellgrove Railway Station was opened in 1871 while the Springburn branch line was opened in 1875, Duke Street and Alexandra Parade Railway Stations form part of that line. Belgrove Railway Station also serves the North Clyde Line which runs from Edinburgh Waverly to Helensburgh Central and includes Carntyne Railway Station. Carntyne Railway Station was added in 1960 when the line was electrified. It should be noted that there were three railway stations at Parkhead of which Parkhead North (closed in 1955) was located within the study area. Parkhead North Railway Station was linked to the now abandoned North Glasgow railway line which ran from Possil to Dalmarnock through Hogarth Park and along the Eastern edge of Alexandra Park. This abandoned railway line has been the subject of much speculation as an active travel route and could also incorporate the abandoned line from Parkhead North Railway Station to Alexandra Parade Railway Station. The route was 'protected' in the City Development Plan as an extension to the East End Regeneration Route. This has since been voted out in 2021.

Carntyne sits immediately to the East of Haghill and is split into High and Lower Carntyne (or North and South Carntyne respectively), the division being the Edinburgh Road which dissects the area. The Edinburgh Road forms part of the A8 which was once the main route to Edinburgh and much of it is therefore a three lane dual carriageway with a planted central reservation, it has a 30-mph speed restriction as the area is residential. The housing in Carntyne was built during the inter-war years to provide more housing for the overcrowded population of inner Glasgow and at the time was Glasgow's most easterly point. The streets are named after places in and around Edinburgh reflecting the A8. The development included 500 'Sunlit' homes and around 1000 'Winget' homes all of which have been refurbished. South Carntyne also includes Eastfields built in 2007 by Bellway which included the site of the old Carntyne Stadium. To the

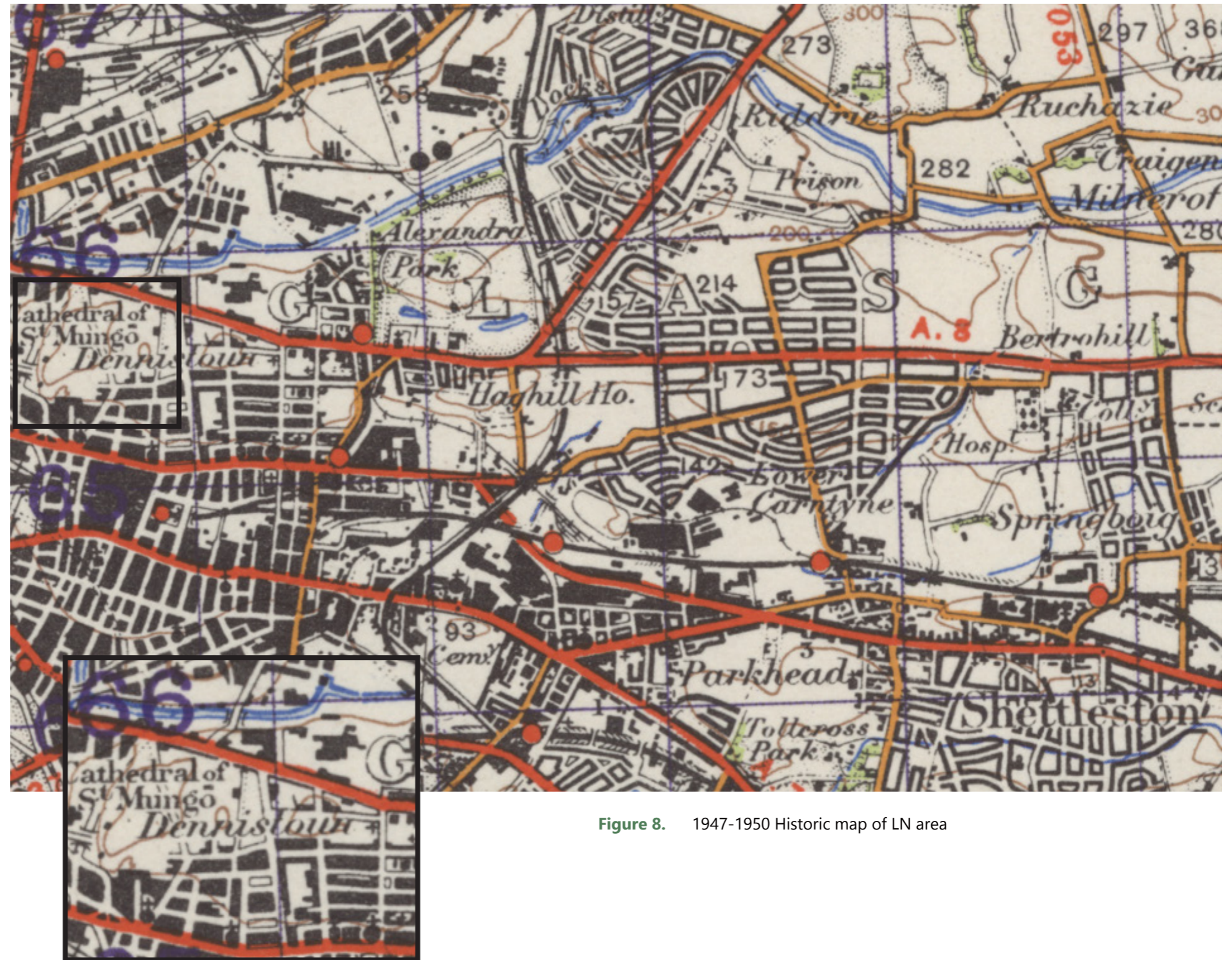


Figure 8. 1947-1950 Historic map of LN area

1947-1950 Cathedral of St Mungo (and the now Glasgow Necropolis)

1.4 History

West of Carntyne and partly out with the study area sit Greenfield Football Centre and Greenfield Park. The areas of Greenfield and Eastfields also include the historic routes of the Camlachie and Light Burns which are mostly culverted.

Riddrie sits to the North of Carntyne and is very similar in character although in some respects older than Carntyne. The housing immediately East of Alexandra Park was built in the 1920's and the Vogue Cinema on the Cumbernauld Road is constructed in the art deco style of that era. There is a history of allotments in the local area with the redundant High Carntyne allotments being relocated in Duchray Park in 2010. The original Cumbernauld Road follows the line of what is now Smithycroft Road and forms the local centre. It includes Riddrie Library opened in 1938, also built in the art deco style and was the first permanent purpose-built library built in Glasgow's suburbs. The centre also includes several churches notably St Enoch's Hogganfield Parish Church. Originally located in St Enoch's Square in central Glasgow, it was demolished and moved to its current site in 1925. Near to Riddrie Town Centre sits Barlinnie Prison, the largest prison in Scotland dating back to 1878. In 1960 the Monkland Canal which ran just to the North of Riddrie was infilled to form the M8 which has had a devastating impact on the communities of East Glasgow. There is access across the M8 via bridges however the motorway is a huge physical barrier.

Cranhill was built in the early 1950s just east of and connected to Riddrie. Originally built of 4 storey tenements around a patch of grassland which was to become Cranhill Park, later development saw the building of three tower blocks (constructed around the sugar roly mountains made up of soil/clay from digging the canal), some shops, two primary schools, a community centre and two churches one of which now shares their building with the Cranhill development Trust. Cranhill Park in its heyday included an 18-hole pitch and putt course, tennis courts and a bowling green, currently

there is little recreation use in the park which is a notable habitat for the Water Voles. A popular annual carnival was held in Cranhill Park however the event was ended in 1980 due to safety concerns however used to include free miniature loafs. Cranhill was also home to the Cranhill Arts Project and the Cranhill Credit Union. Cranhill is probably best known for Cranhill Water Tower which was lit in 1999 as part Glasgow's Year as the City of Culture.

The Neighbourhood is very varied in character but a good example of radial development which spans from later 20th century 'utopian' planning influenced by the Bruce Plan through to Glasgow's medieval core. It is important to consider these differences and the great potential that exists when bringing the Neighbourhood together.



Figure 9. Disused Railway Line - Possil to Dalmarnock. 1981 (image by Douglas Thomson, via Paul Sweeny MSP)

1.5. Stakeholder Engagement and Consultation

1.5.1 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 11.

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 grassroot projects to present their ideas and in between activities. A summary of the community consultation has been prepared following the engagement workshops which were completed in February 2022.

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.

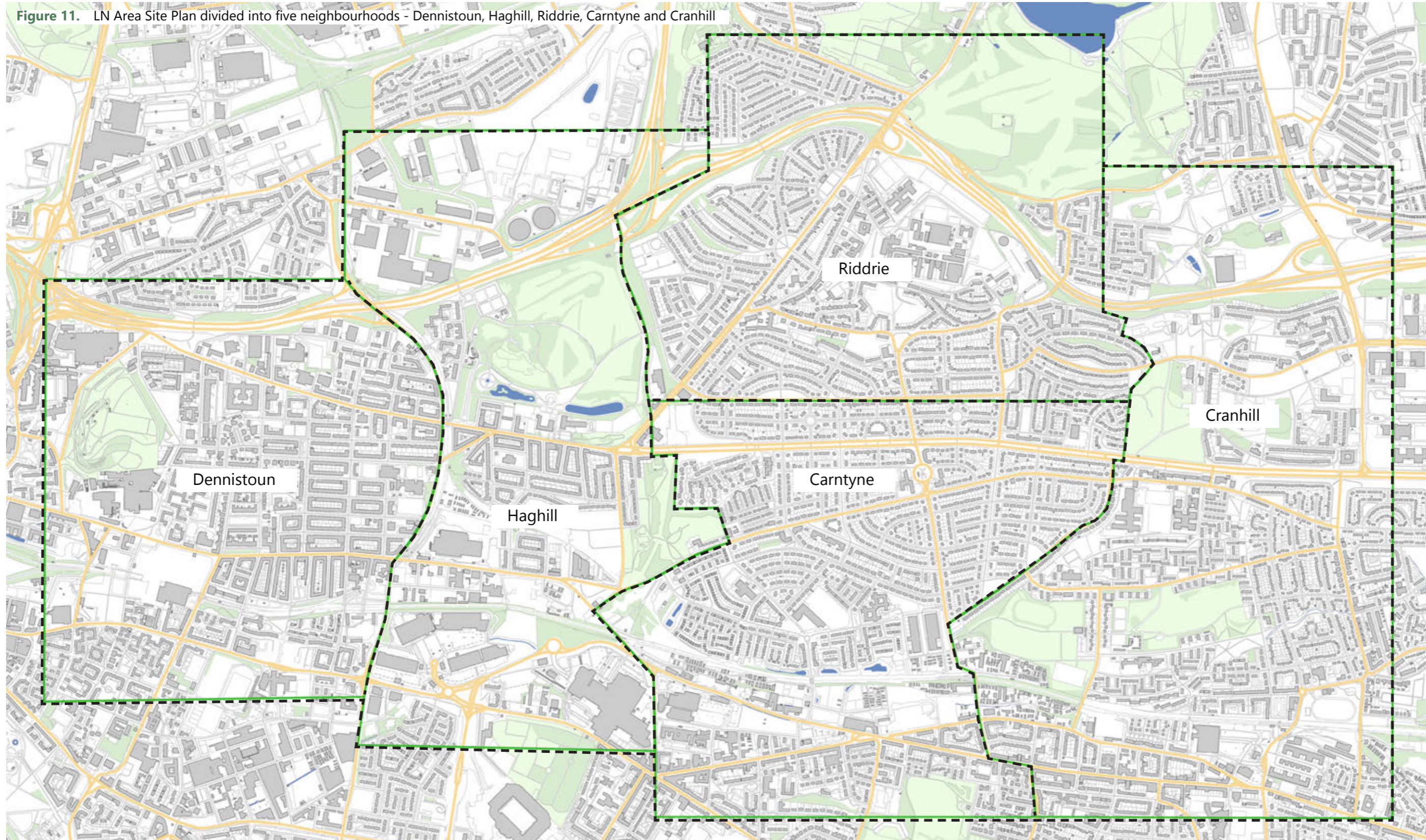
Themes, Categories and Wheel



Figure 10. LN Engagement Themes

1.5 Stakeholder Engagement and Consultation

Figure 11. LN Area Site Plan divided into five neighbourhoods - Dennistoun, Haghill, Riddrie, Carntyne and Cranhill



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

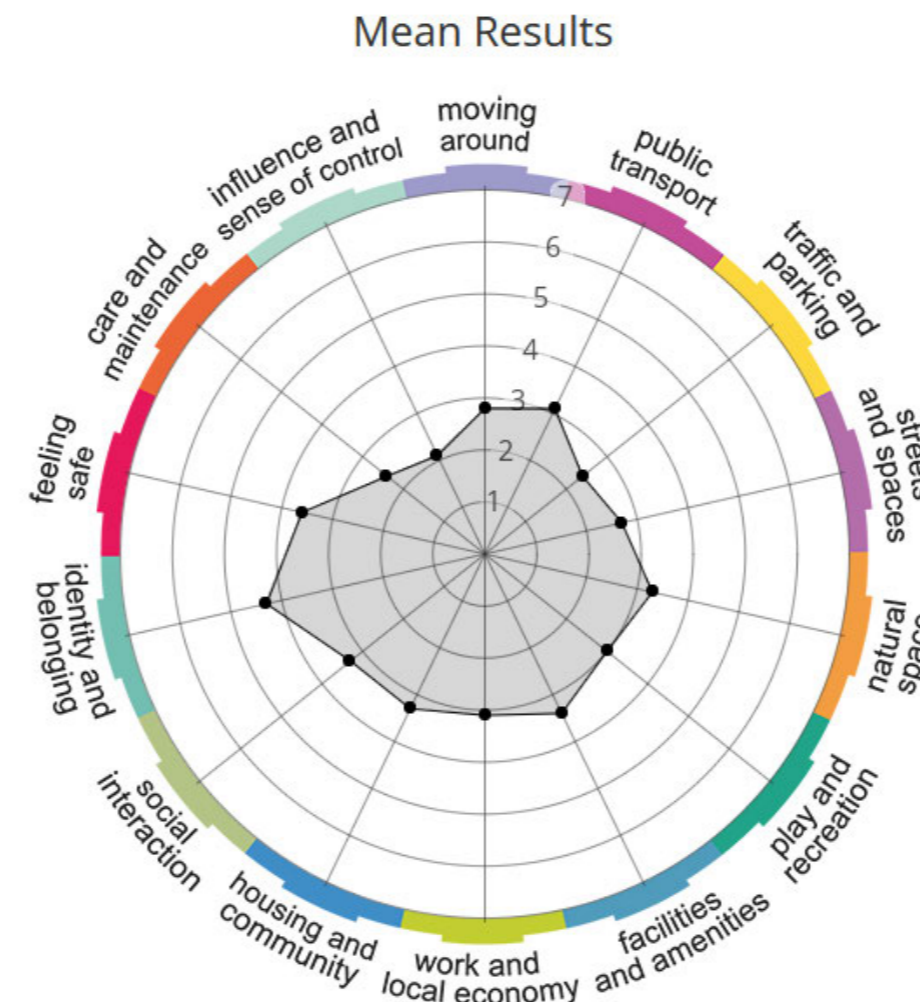


Figure 12. Mean engagement results - Place Standard Tool

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

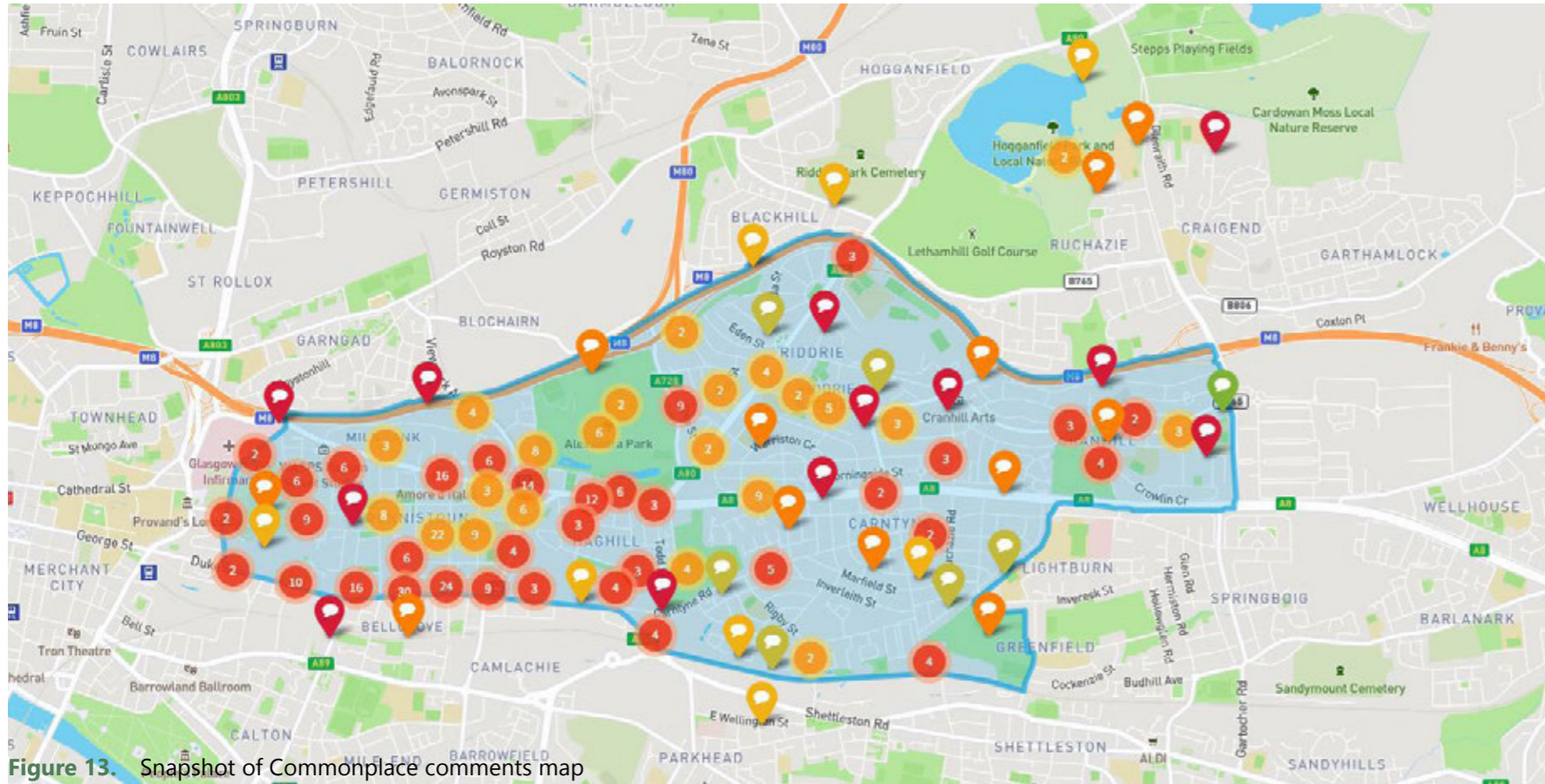
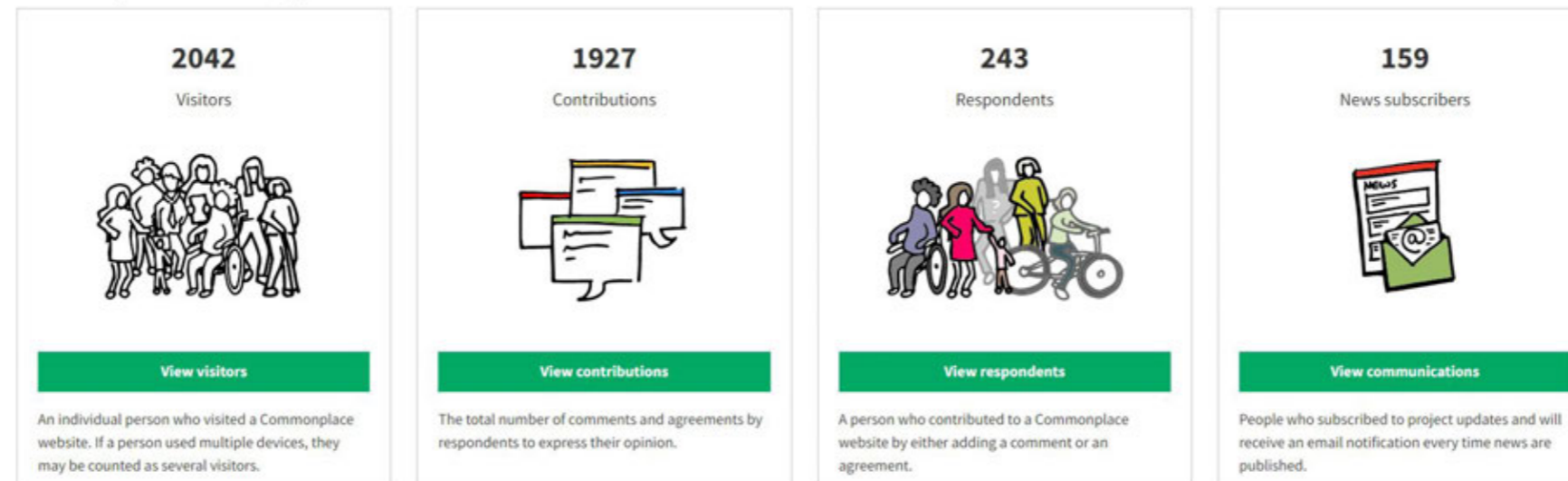


Figure 13. Snapshot of Commonplace comments map

Dennistoun to Cranhill LN overview

This Commonplace launched on 17/11/2021.

Need help to find your way around?

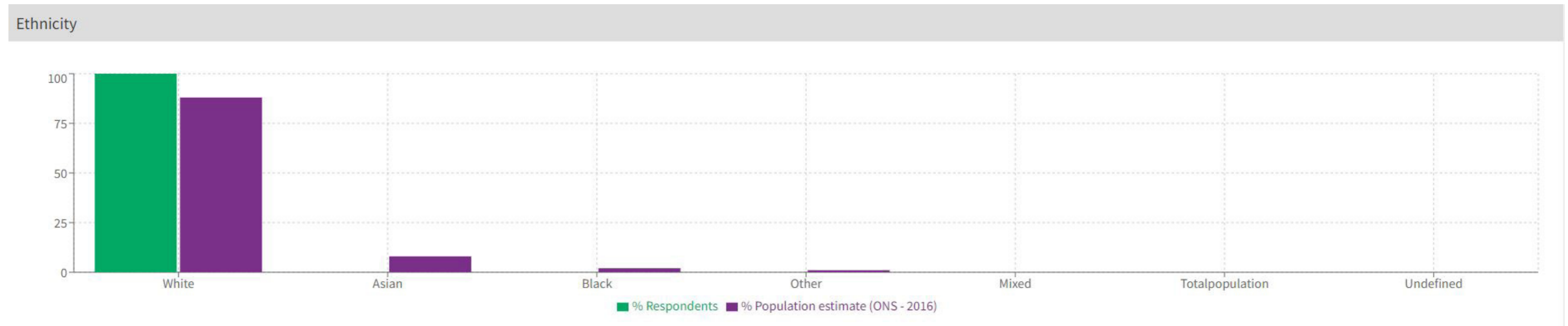


1.5 Stakeholder Engagement and Consultation

Feedback Summary

#	Which of the following Liveable Neighbourhood themes concern you?	Sentiment
273	Streets for People	
196	Everyday Journeys	
154	Active Travel	
94	Local Town Centres	

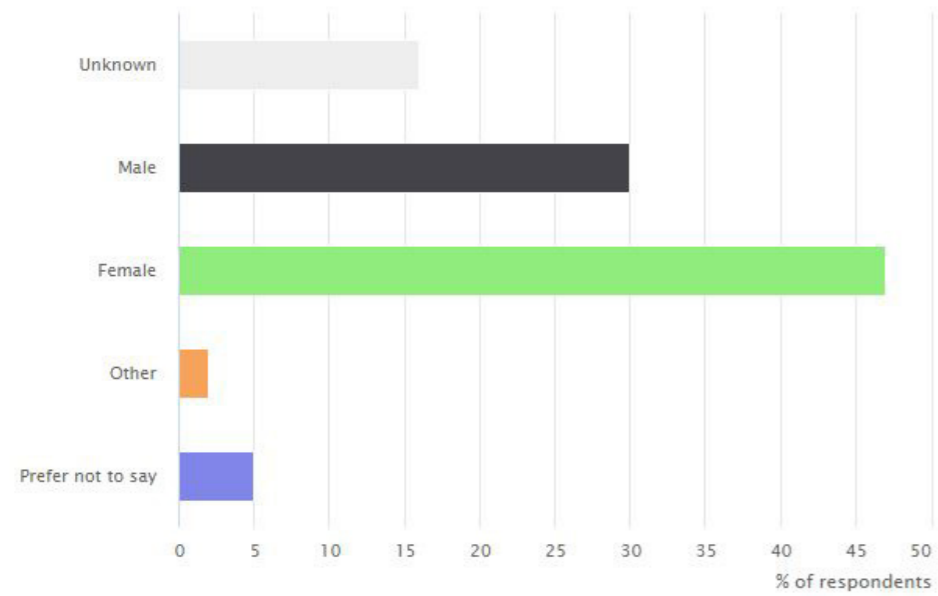
Demographic Profile



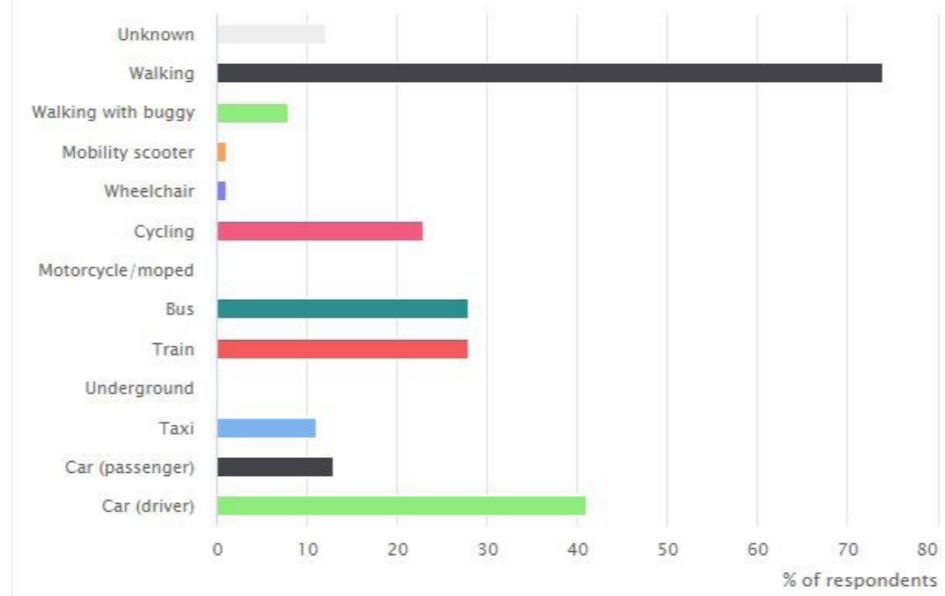
1.5. Stakeholder Engagement and Consultation

Demographic Profile (continued)

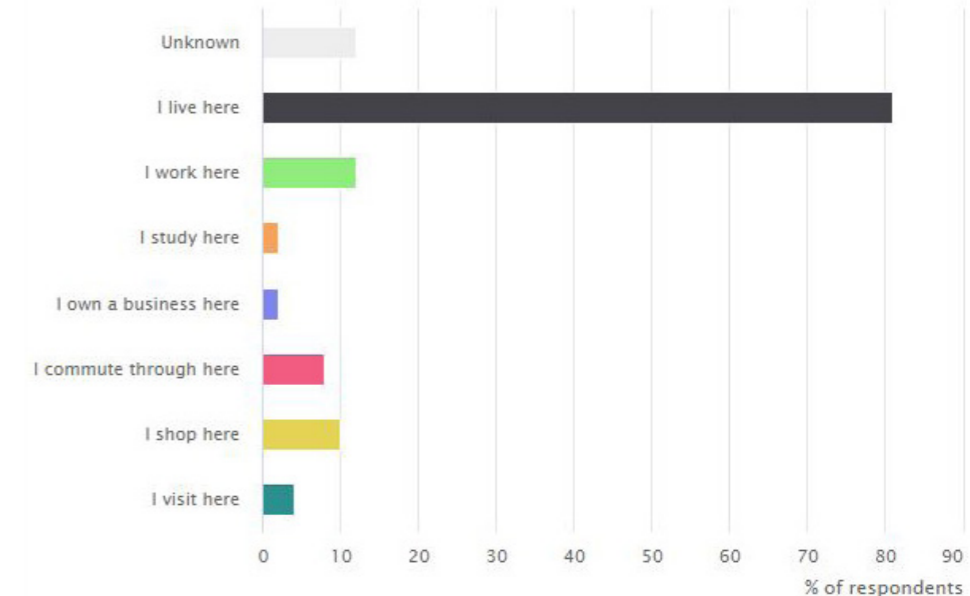
What is your gender?



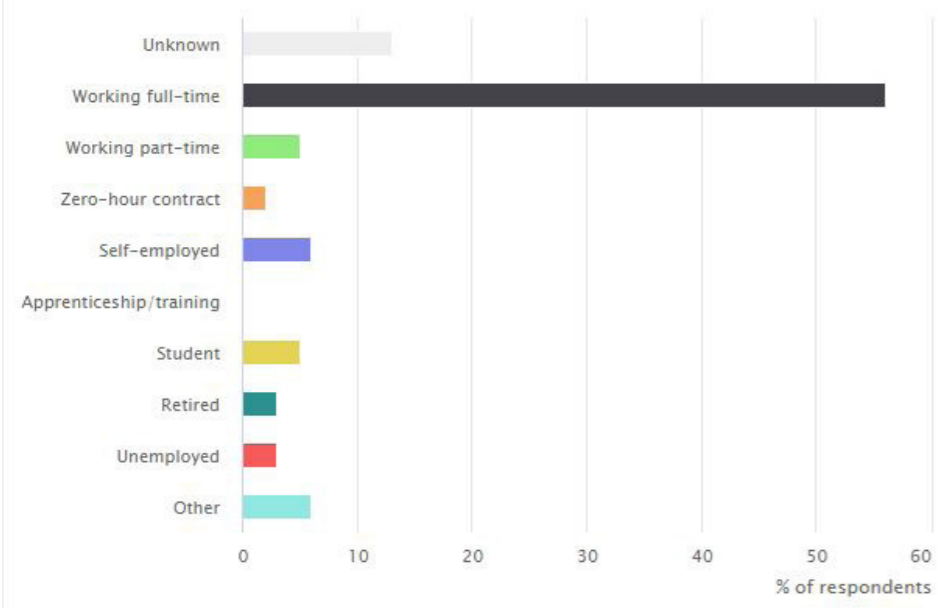
How do you normally travel around/to this area? (select all that apply)



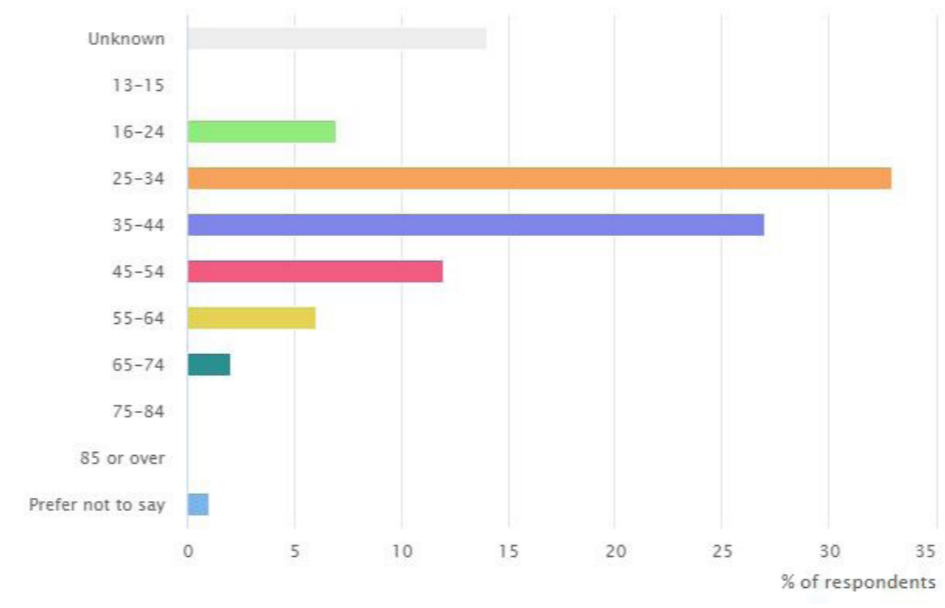
What is your connection to the area?



What is your employment status?



What is your age group?



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

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02 TECHNICAL REVIEW

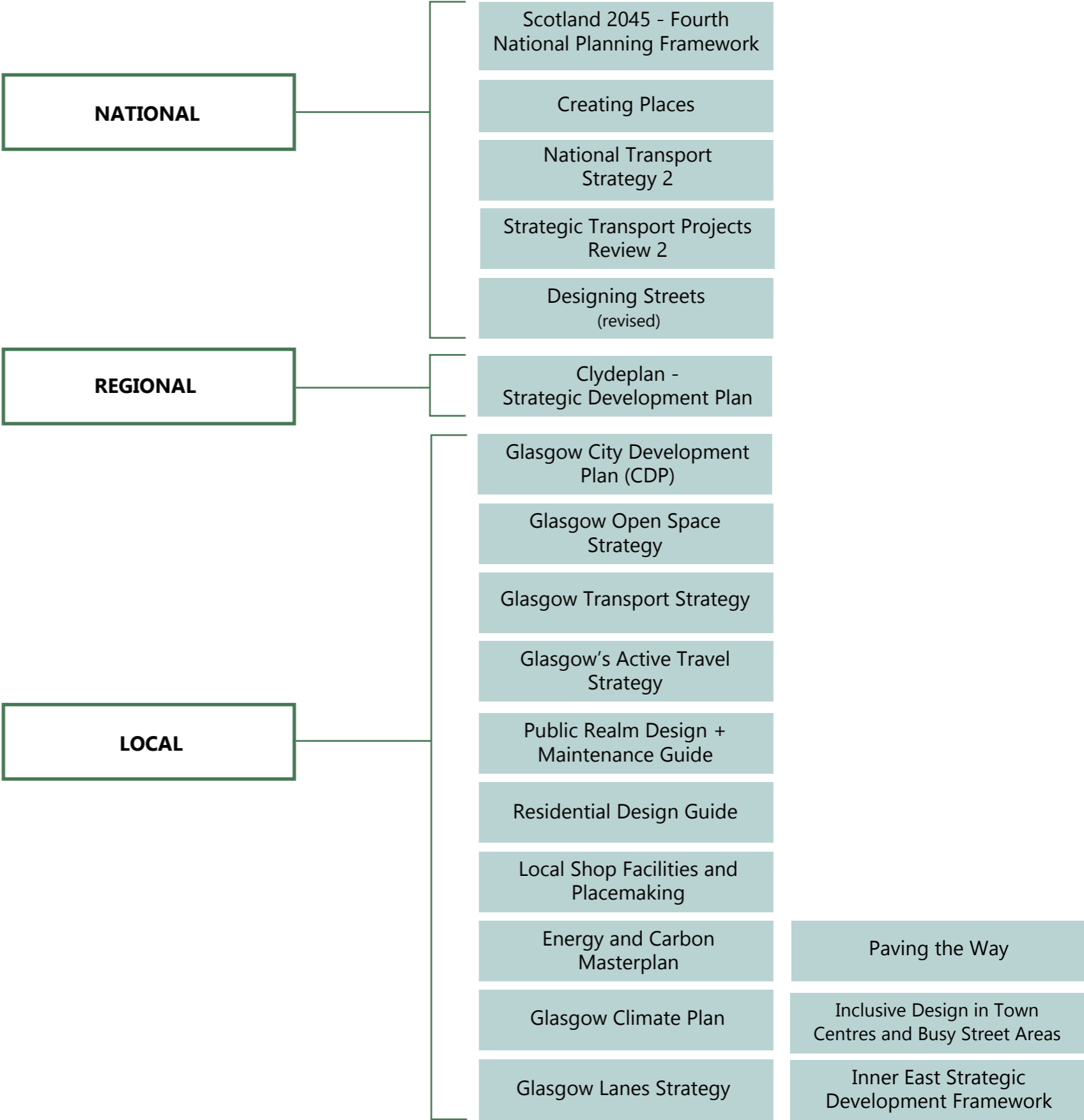
The background is a green-tinted photograph of a park. In the foreground, there is a wooden fence with vertical posts. Behind the fence, there are several trees with dense foliage. The overall scene is a lush, green outdoor space.

Summary

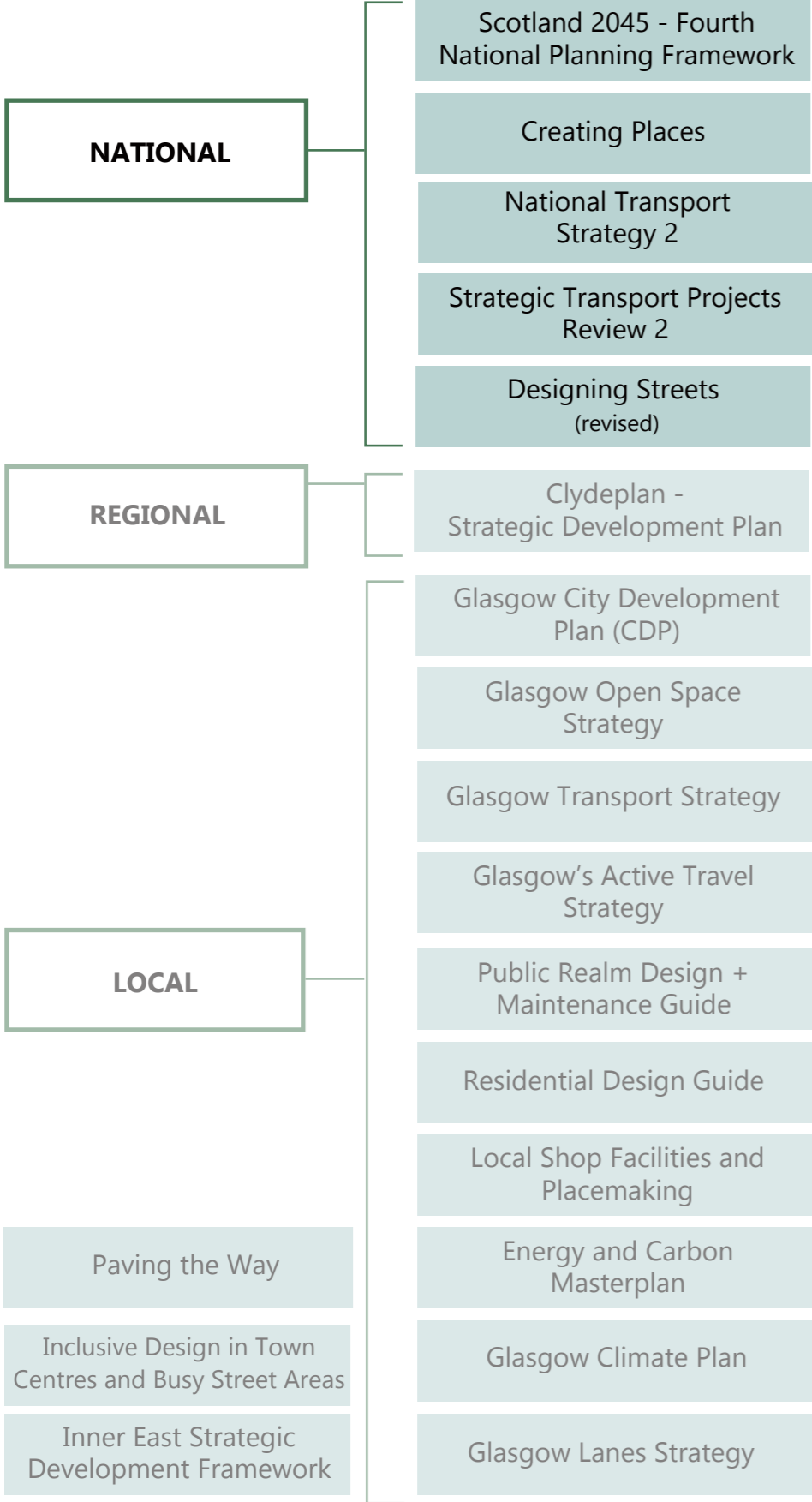
Summary

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;
- re imagine 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 B 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, greenspaces 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](#)

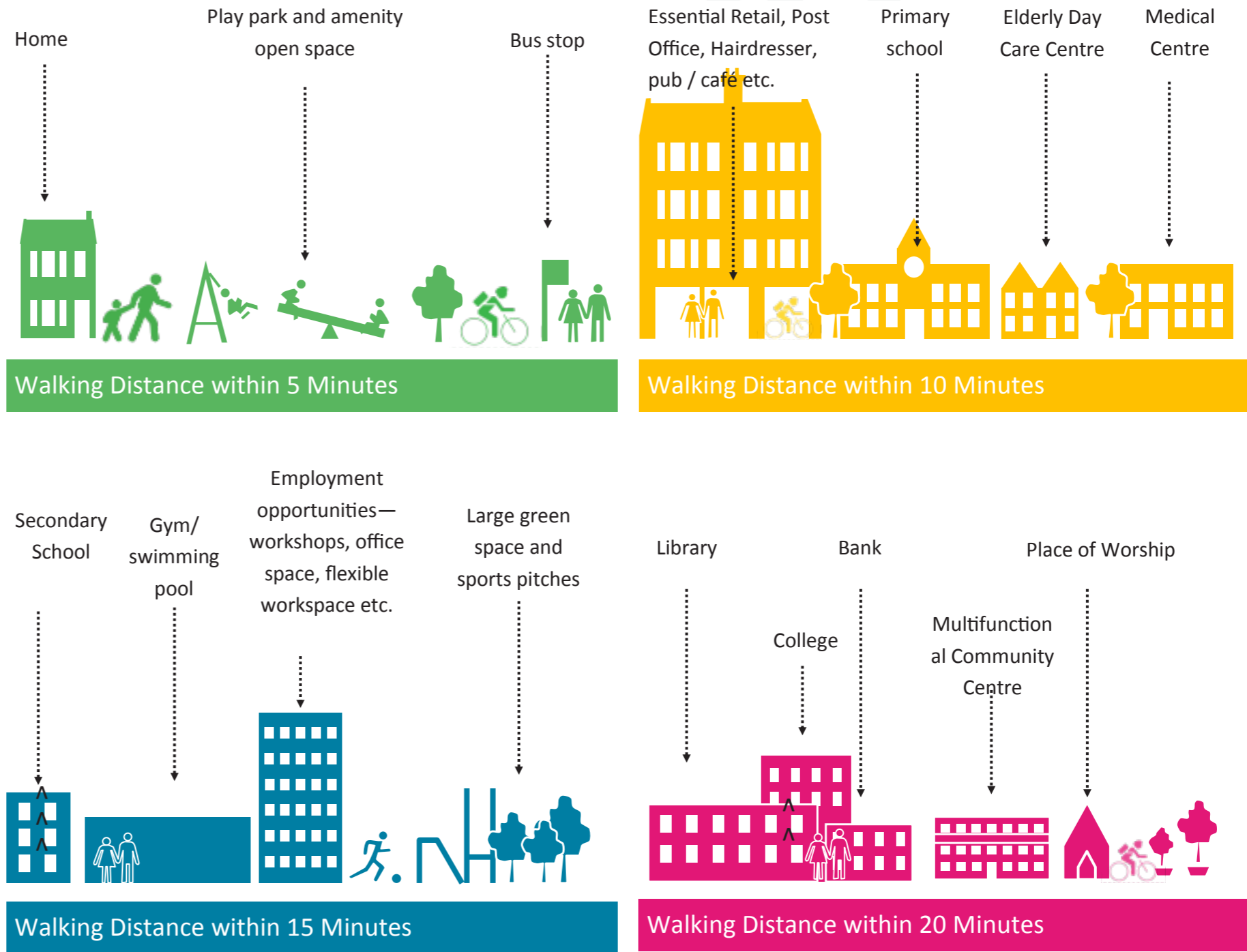


Figure 14. 20 minute neighbourhood break down in NPF4

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

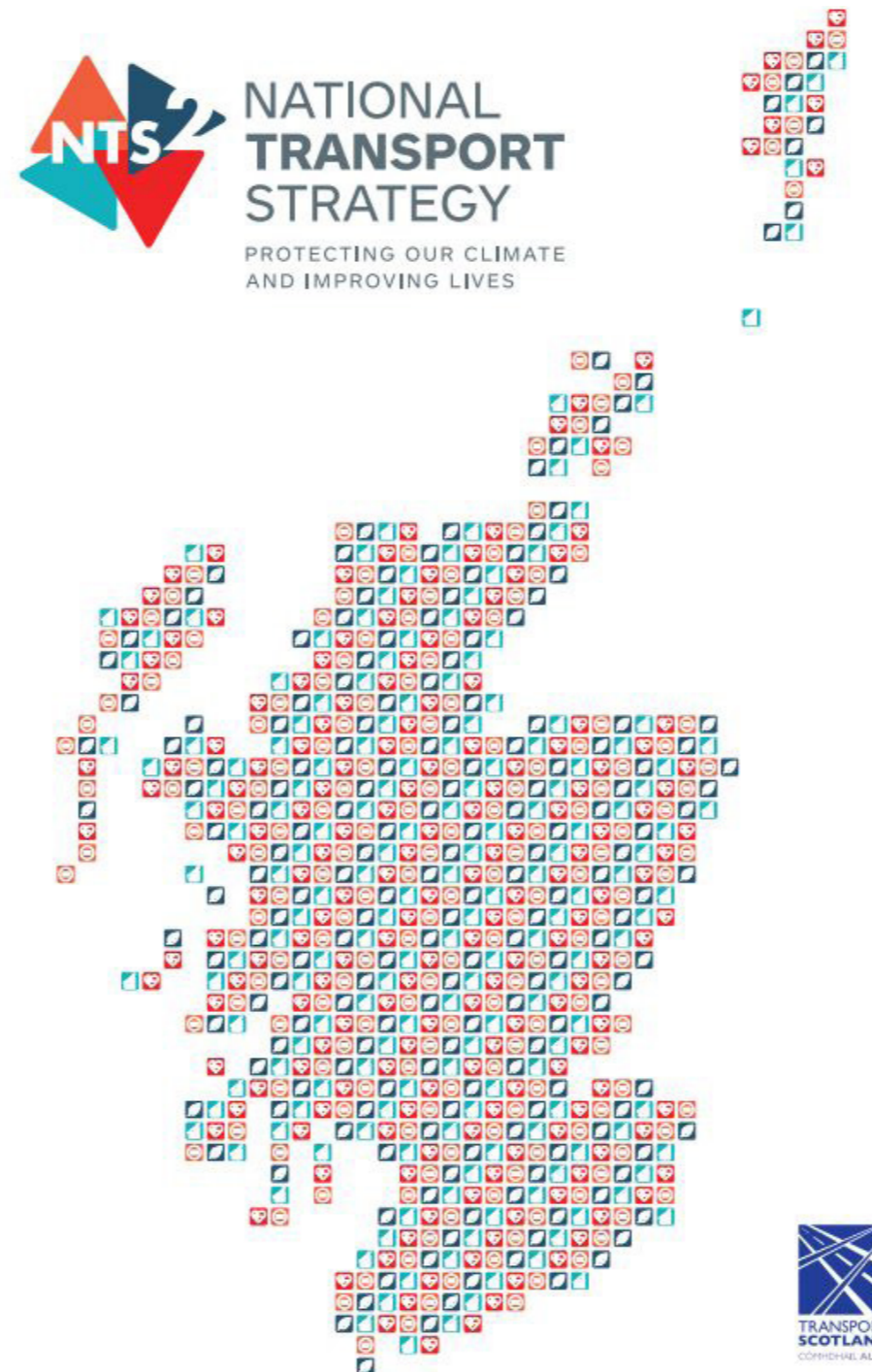


Figure 15. National Transport Strategy (NTS2)

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

2.1.5 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’)

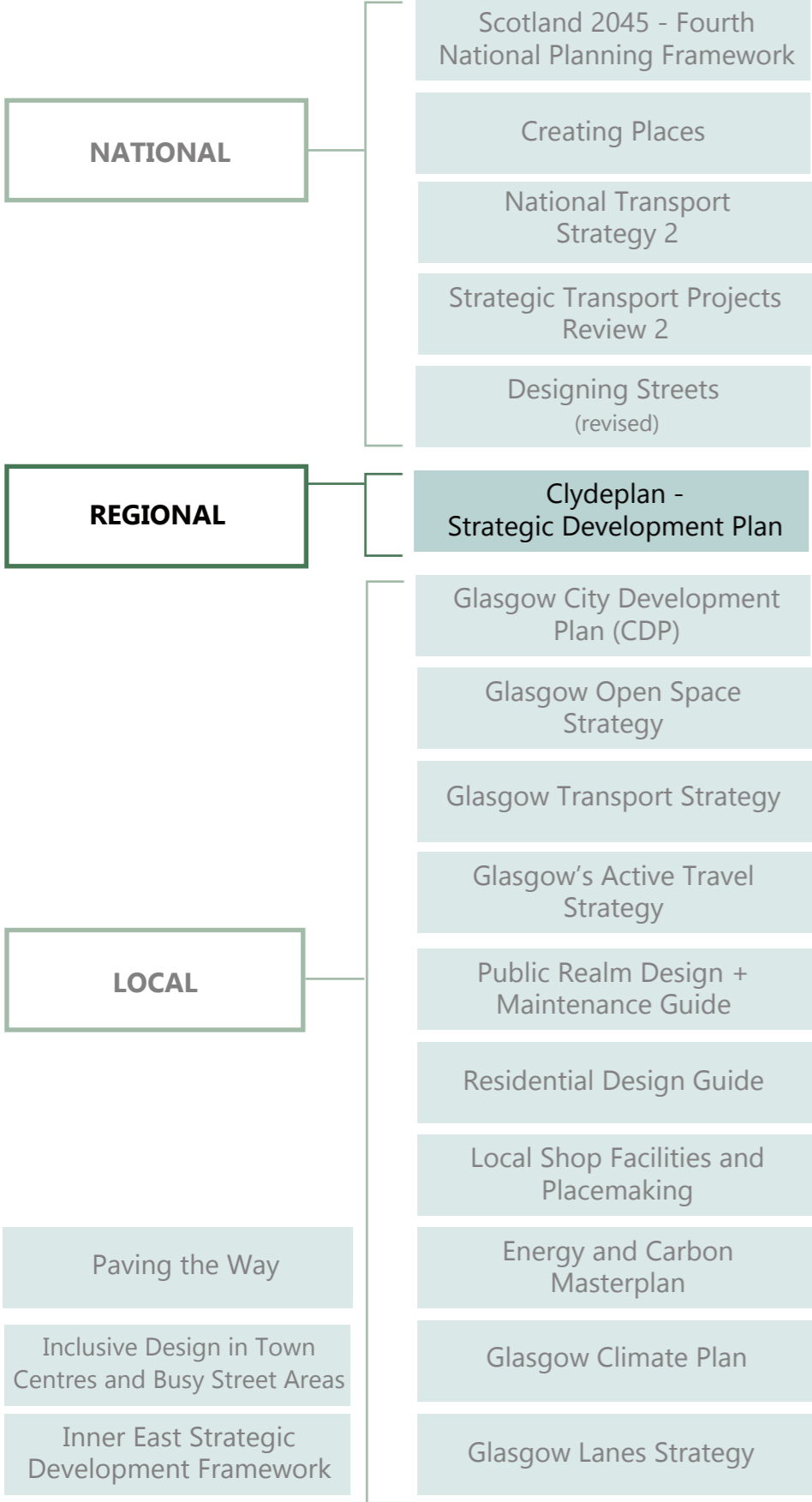
- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

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 context 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.

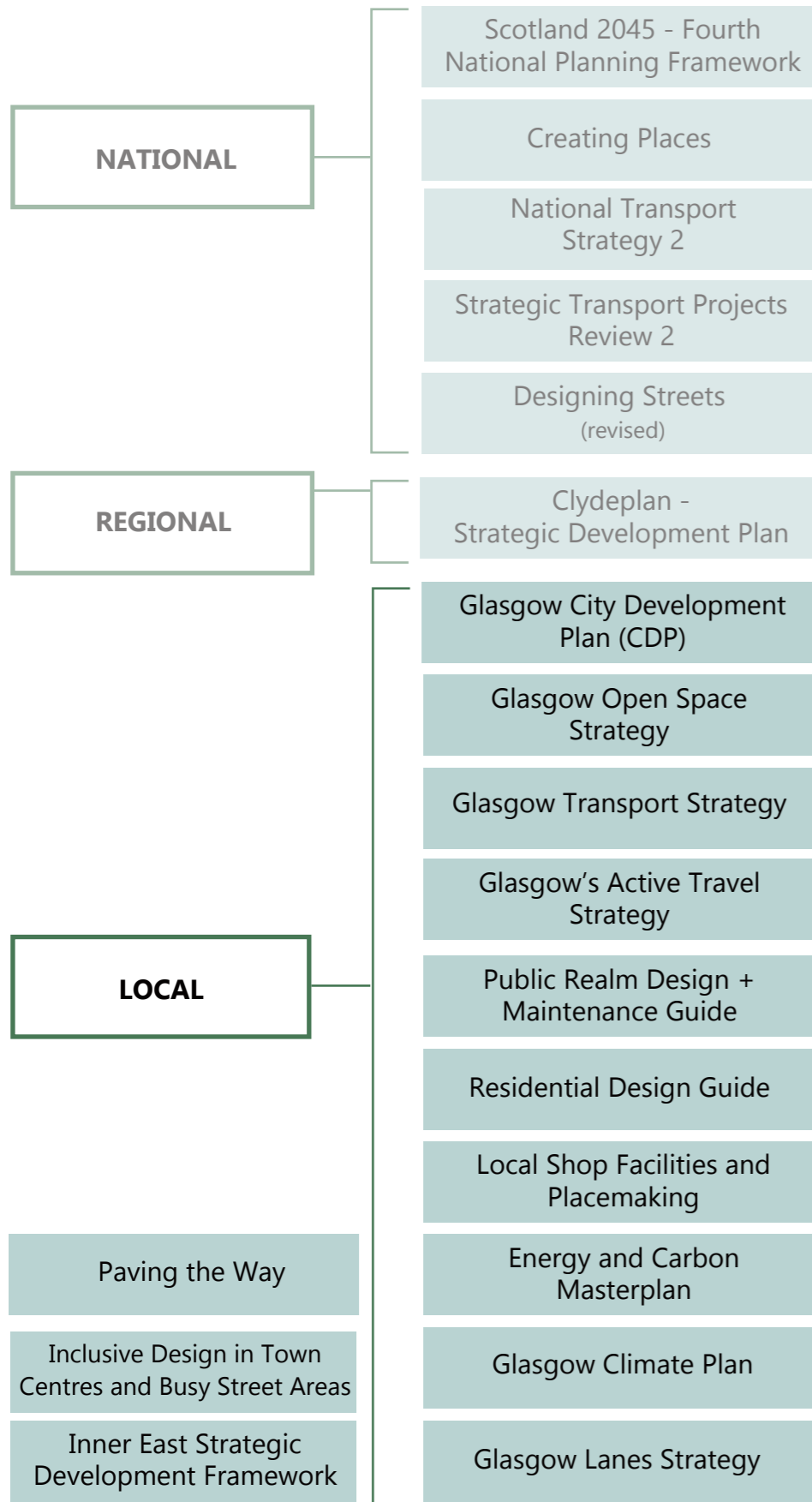
See Appendix B for figures showing: Green network strategic development areas; and Indicative Strategic walking and cycling network

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.
- Parkhead is the most relevant and largest town centre in vicinity of this Liveable Neighbourhoods Area.

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. Safer routes for pedestrians and cyclists is an example of active travel relevant to the study area.

CDP12: 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

2.4.5 Energy and Carbon Masterplan

Vision

The Energy and Carbon Masterplan (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. (see figure 20)

This document can be found online: [Energy and Carbon Masterplan](#)

2.4.6 Glasgow’s Climate Plan - recommendations

1. Low-carbon retrofits and buildings that are fit for the future
2. Tree planting, peat land 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](#)

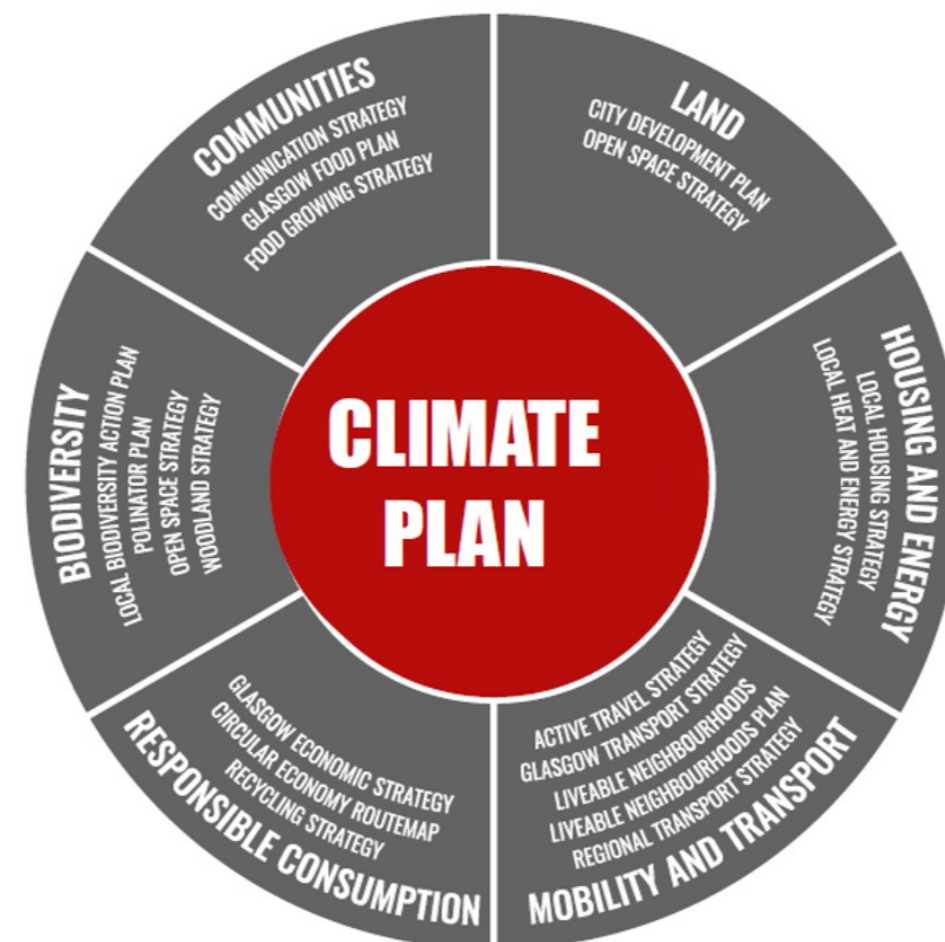


Figure 22. Climate Plan diagram

2.4.7 Glasgow Lane Strategy

Vision

Transforming lanes from this...



To this...



2.4 Planning Guidance and Strategies

- 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.

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](#)

2.4.8 Inner East Strategic Development Framework

Vision

The Inner East will become a series of interconnected walkable and liveable neighbourhoods, creating a vibrant, inclusive, liveable and well-connected people friendly place. It will be a city district that is; climate resilient; fosters creativity and opportunity; promotes social cohesion, health and wellbeing and economic prosperity.

Key Themes

- This SDF seeks to tackle vacant and derelict land by stimulating redevelopment of sites, while promoting environmental improvements and temporary uses.
- Empower communities to shape the plans and development affecting their areas.
- Promote a placemaking approach to all development, to ensure place quality, biodiversity and climate change issues are fully addressed

Outcomes

- **A VIBRANT INNER EAST**

By 2030 the Inner East will be a vibrant place and a key asset to the City's economy

- Local Town Centres;
- Parkhead Town Centre;
- Heritage Assets

- **A SUSTAINABLE INNER EAST**

By 2030 the Inner East will be a repopulated and engaged urban area able to support a diversity of facilities and services.

- Optimising residential density across the Inner East through a place making approach.
- Increasing density around Town Centres.
- Economic Development Areas
- Vacant and Derelict land
- Governance and Engagement.

- **A CONNECTED INNER EAST**

By 2030 the Inner East area will be better connected with a focus on active travel and public transport.

- Enhancing existing connectivity
- Promoting streets as spaces
- Integrated infrastructure

- **A GREEN AND RESILIENT INNER EAST**

By 2030 the Inner East will have an accessible multifunctional green network having repurposed vacant and derelict land

- An enhanced, integrated network of well-connected, good quality open spaces and landscaping
- Underused land brought into a positive use
- Biodiversity, nature and landscaping

This document can be found online: [Inner East Development Framework](#)

2.4 Planning Guidance and Strategies

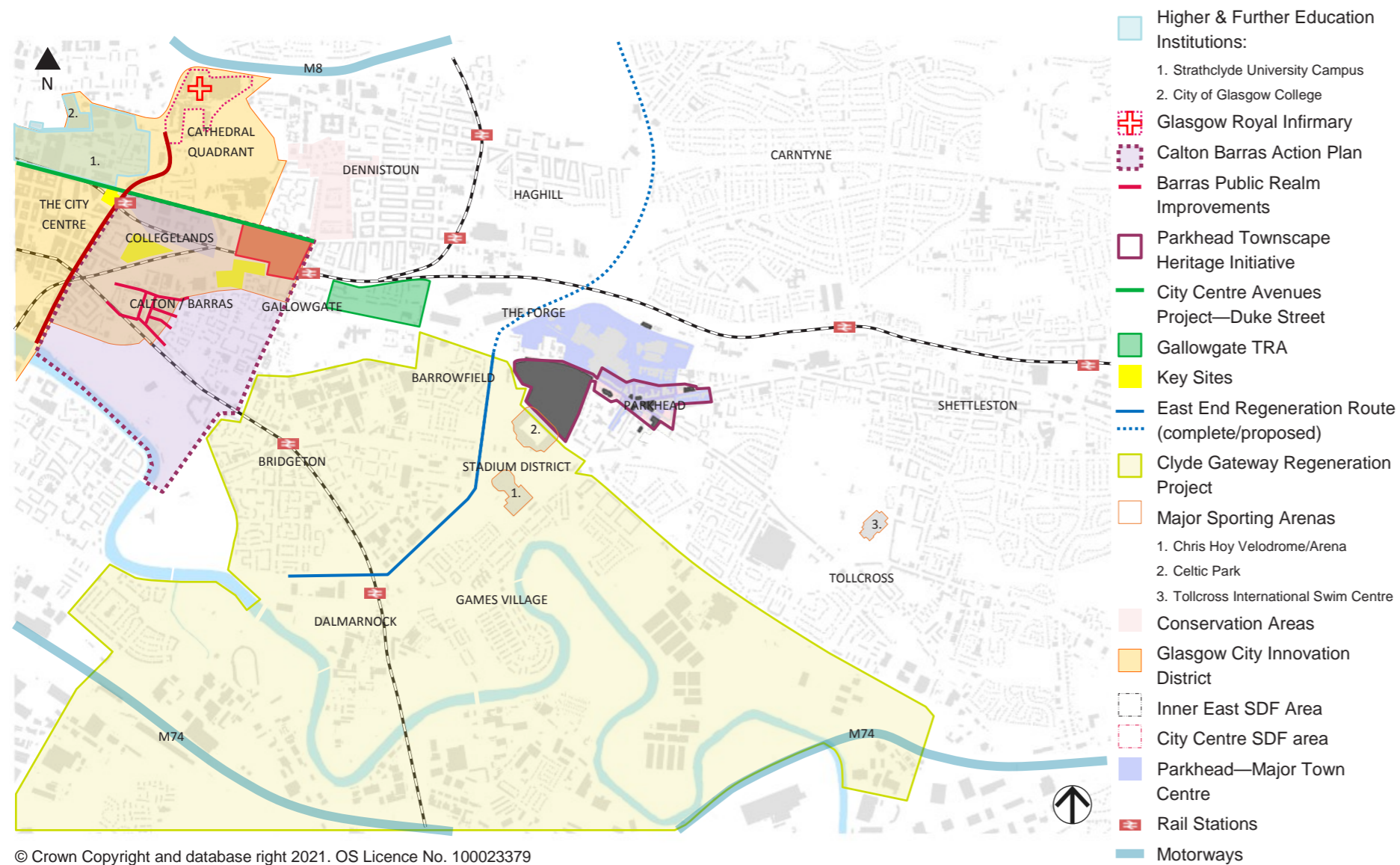


Figure 23. Inner East Strategic Development Framework

2.4.9 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 Planning Guidance and Strategies

2.4.10 Inclusive Design in Town Centres and Busy Street Areas

This report is a summary of key points from Transport Scotland.

- '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:

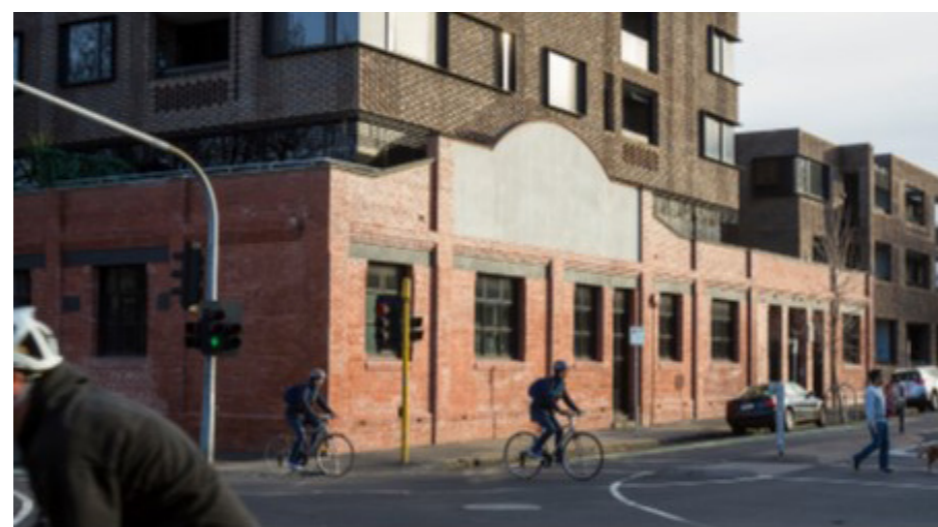
- Cycle tracks
- Green cycle routes
- Cycle superhighways
- Traffic safety measures
- Safe schools route
- Bicycle and pedestrian bridges
- Install safe school crossings
- Review residential zoning
- Streetscape improvements
- Improve access to local parks
- Upgrade facilities
- Install public art with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

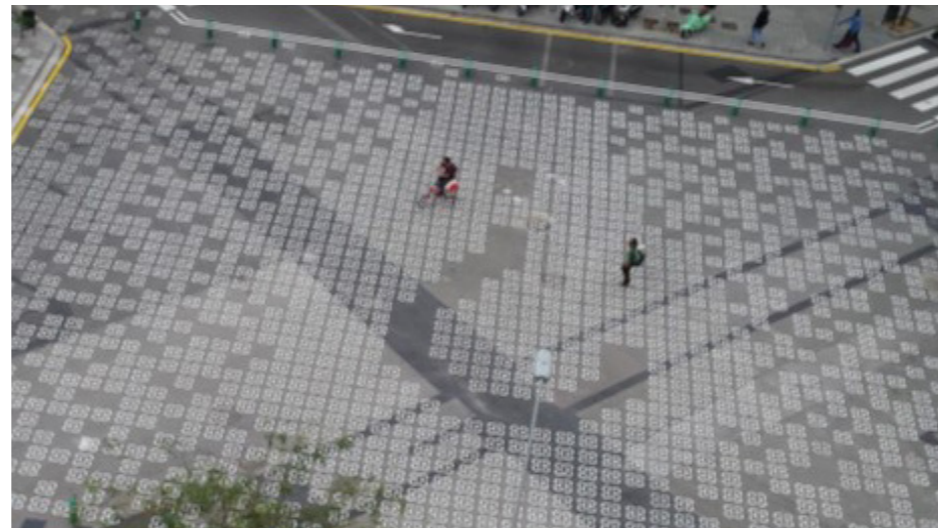
- Pocket green spaces at every 200m; 6.6 ha allocated for green areas
- 21 green corridors: total length of 33km
- 21 new squares: total area of 3.9 ha

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 has 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:

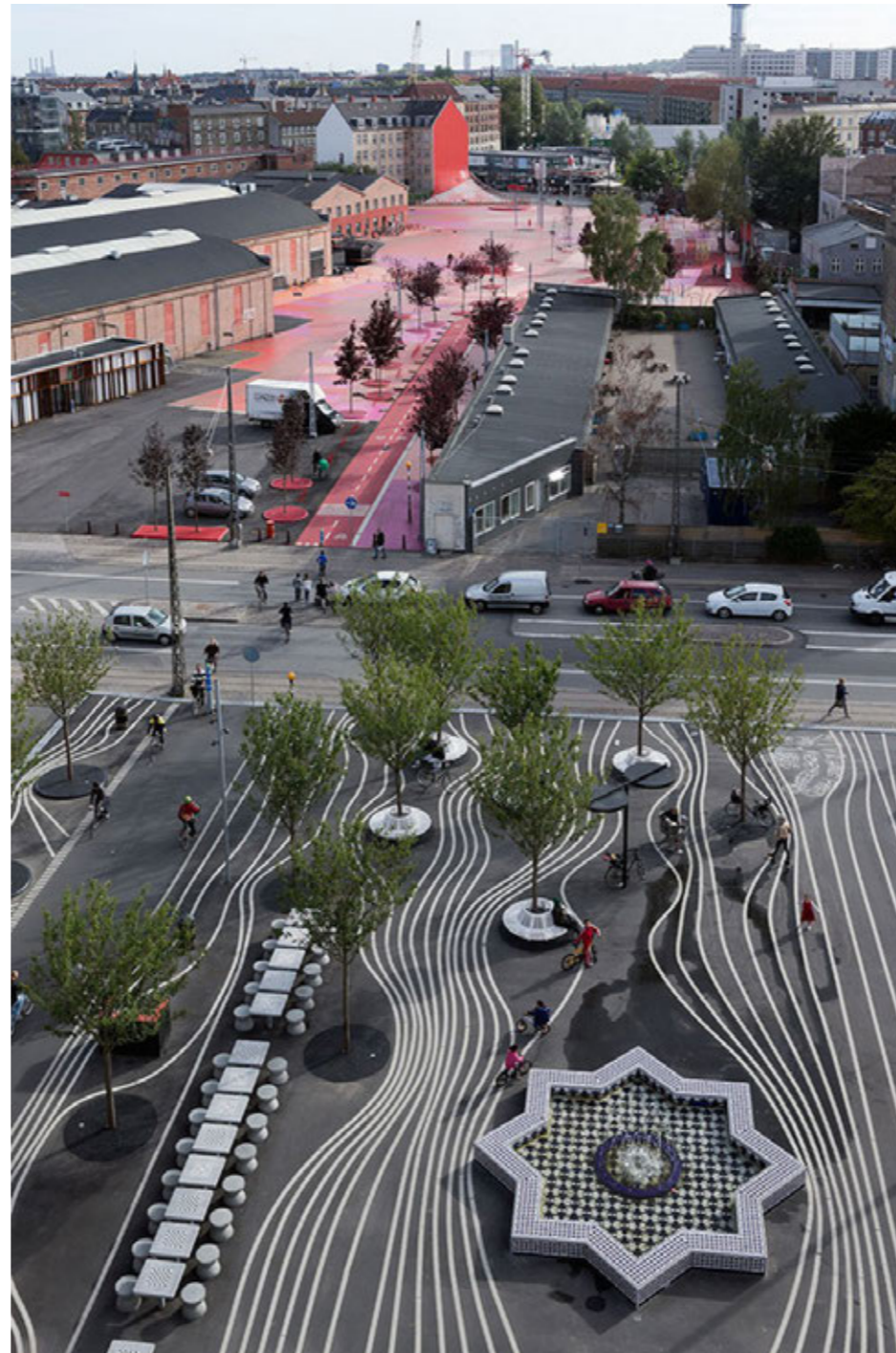
- Cycle route
- Community centre with Café
- Indoor sports area and climbing wall
- Traditional play features
- Market space
- Colourful strip markings

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 around 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:

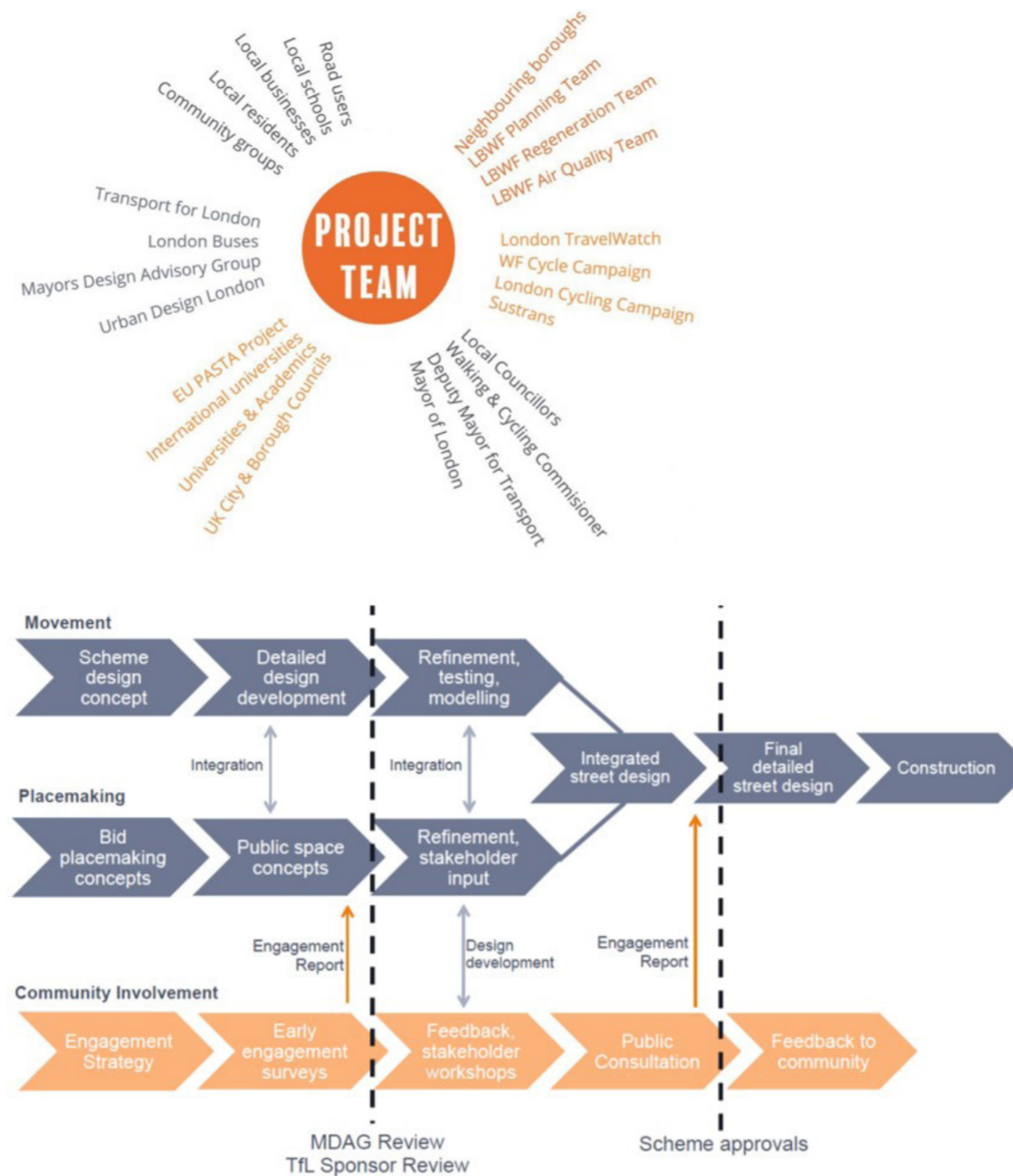
- Introducing 37 road filters
- 2 timed road closures
- 22km of segregated cycle lanes
- 104 improved pedestrian crossings
- 15 new pocket parks
- 660 new trees
- 20mph speed limit implemented
- 250 Bike hangars
- Removal of 800 car parking spaces

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 Key Takeaway 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 – reduction of overall carbon
- Liveable neighbourhood crossover with active travel
- Climate resilience is a design ethos, a fundamental design principle
- Circular economy crossover with economic development, the council interested in social enterprises and third sector
- Reduce the use of space and materials – 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 – consideration of urban cooling, absorbing rain
- Future car usage -consider the idea of parking cars in a community parking hub – not under the home

- Car sharing and electric cars. Getting rid of second or even first car – rent a car when you need it
- Smaller roads and less concrete = less carbon emissions
- Additional needs in electricity due to increasing use of electric vehicles
- Challenge of agreement, implementation, maintenance

How to make it happen:

- Do not start in material use, start in designing different/ circular/ C2C.
- Reduce material use: helps in saving costs in investments/ maintenance
- Undertake pilots to demonstrate it works
- Functional specifications: not details.
- Guarantees from the contractor in the contract.
- Community resilience is a fundamental – better use of space/ streets will release space for the community
- Liveable cities / neighbourhoods are also about air and noise quality in cities. Looking at walking/ cycling compared 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 – Act Local -> grass root projects coming together

2. Implementing Grass Root Projects - Creating Healthy and Equitable Places

- Moving from consulting people to asking people what they need – create a sense of ownership of the proposed design
- Engaging people in the design process – limitation of high-level ideas and concepts when narrowing down to a local level
- Long term stewardship – Good Practice: Cardiff, Raingardens adopted by the residents of the street
- Using a bottom-up approach – gain ideas from the local

community and provide solutions for the long-term legacy of the adopted projects

- 10R approach that is very useful in designing roads. it is known as the 10R model
- Maintenance fee - cost of the neighbourhood – establish a community council/local group where people decide what they do with the funds as a 50-50% approach

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

ALEXANDRA PARADE

3.1 Topography and Ground Conditions

3.1.1 Topography and Contaminated Land

The underlying topography within the site is fairly flat with some undulations in landform.

There are some areas of potentially contaminated land from historic land uses on the site, mainly along the sire boundary.

Additionally, there are few areas of registered contaminated land, a larger in Ruchazie Road in Cranhill and small fields throughout the LN area.

Legend

- Contour 2-5 m
- Contaminated land
- Potentially contaminated land from historic land use



Figure 25. 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 many primary roads and close to green spaces there is an extended Surface Water Flood risk. Additionally, in sporadic locations there are River Flood risk areas identified. The plan presents a medium Flood Risk (0.5% AEP).

Legend

- River flood risk
- Surface water flood risk

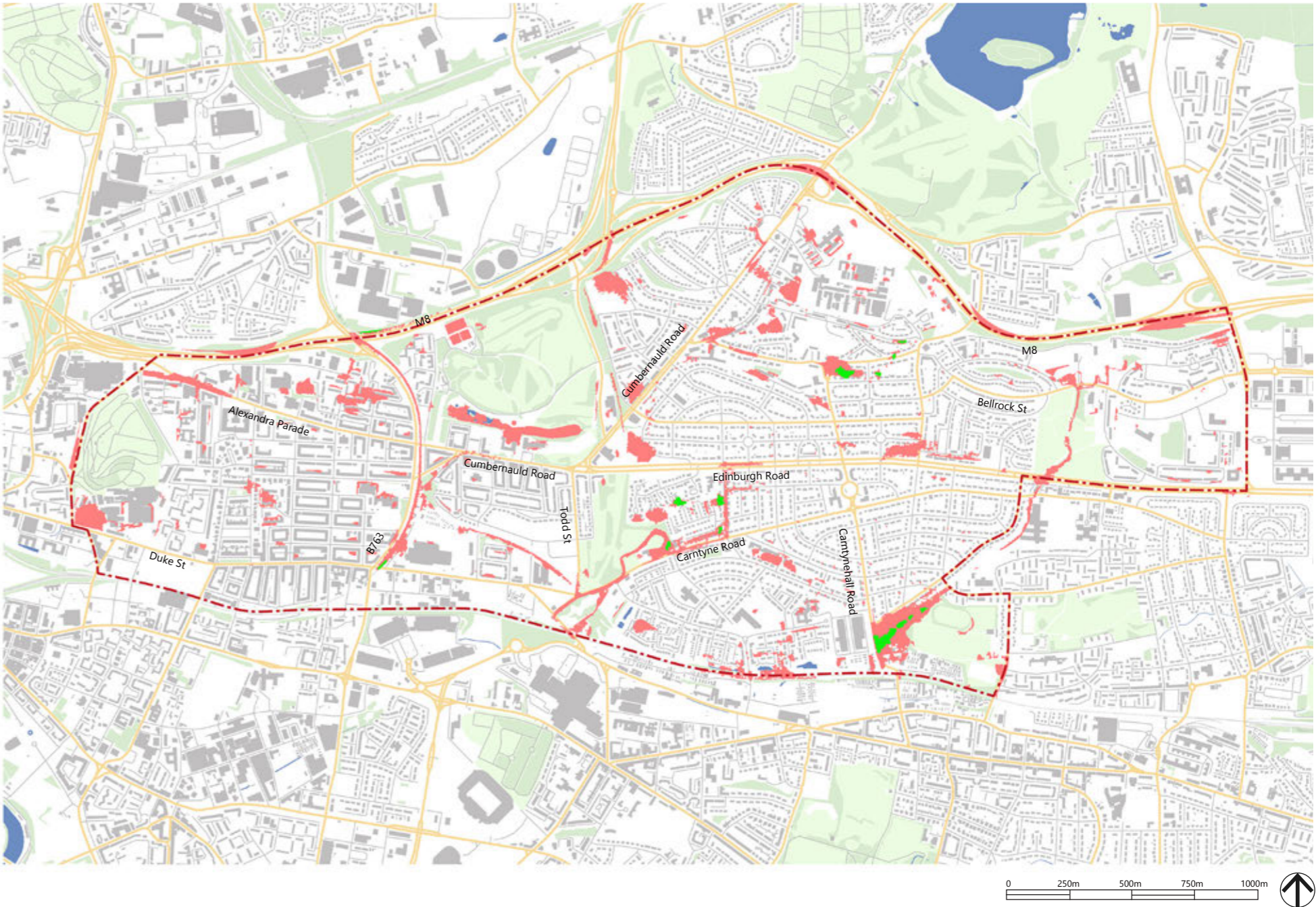


Figure 26. Flood Risk Map

3.3 Landscape and Ecology

3.3.1 Green Corridors

The identified Green Corridors in and around the site consist of connecting links such as primary roads, the railway line and M8 motorways.

Glasgow Necropolis, Alexandra Park and Cranhill Park are registered Sites of Special Landscape importance situated within the LN site; there are more of them in the surrounding area.

There are not designated sites of Tree Preservation Orders in the LN area.

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

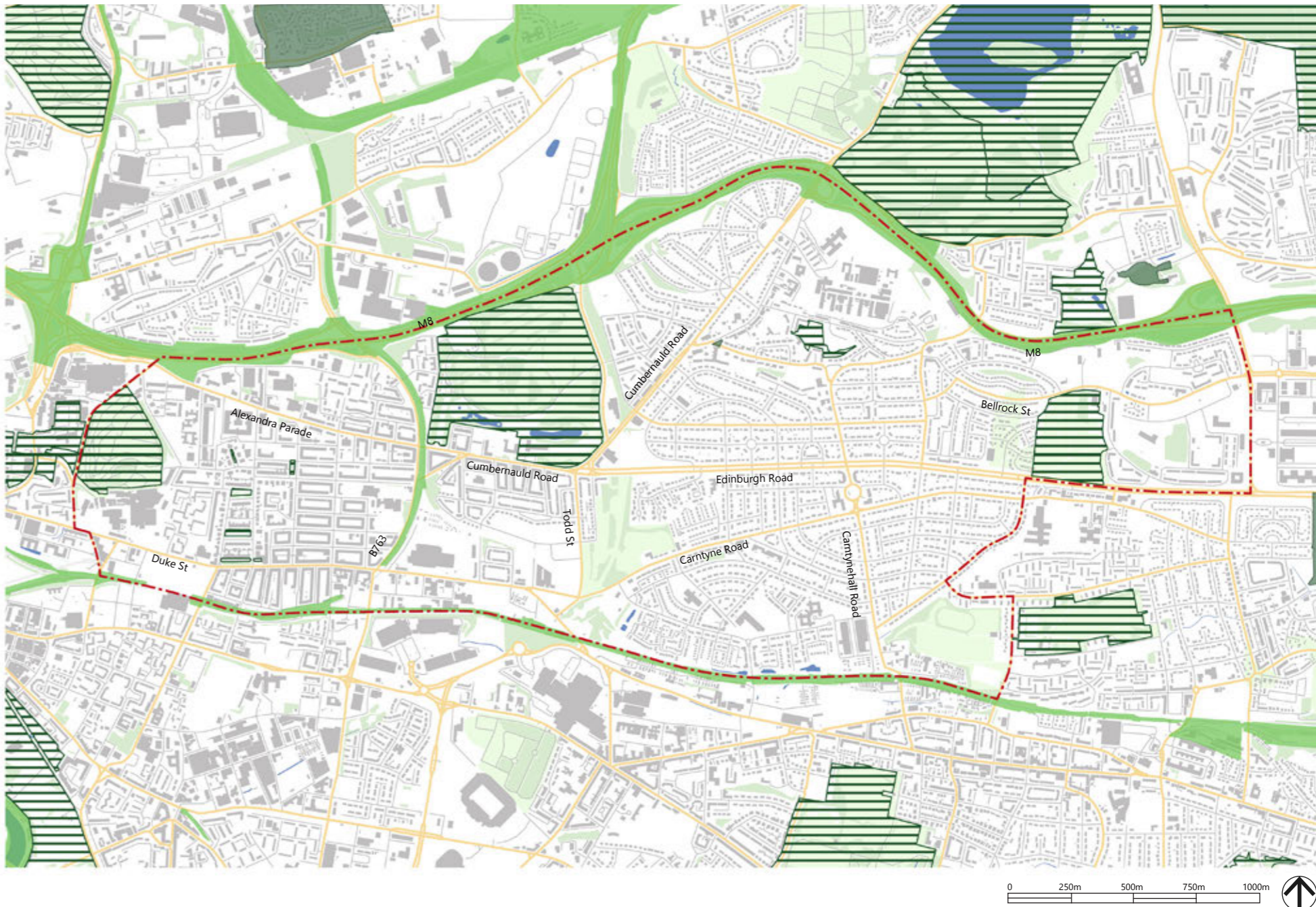


Figure 27. Strategic Landscape and Ecological Constraints Map

3.4 Heritage

3.4.1 Conservation Area and Listed Buildings

A single conservation Area is located within the LN area, in Dennistoun. Additionally, some Conservation Areas are situated close to the site, in the City Centre and in Parkhead.

Listed buildings are distributed throughout the site, with the majority of them situated close to the City Centre.

Landmark features including turrets, domes, statuary, and finials can be found throughout the area.

Legend

- Landmarks
- Listed buildings
- Conservation area

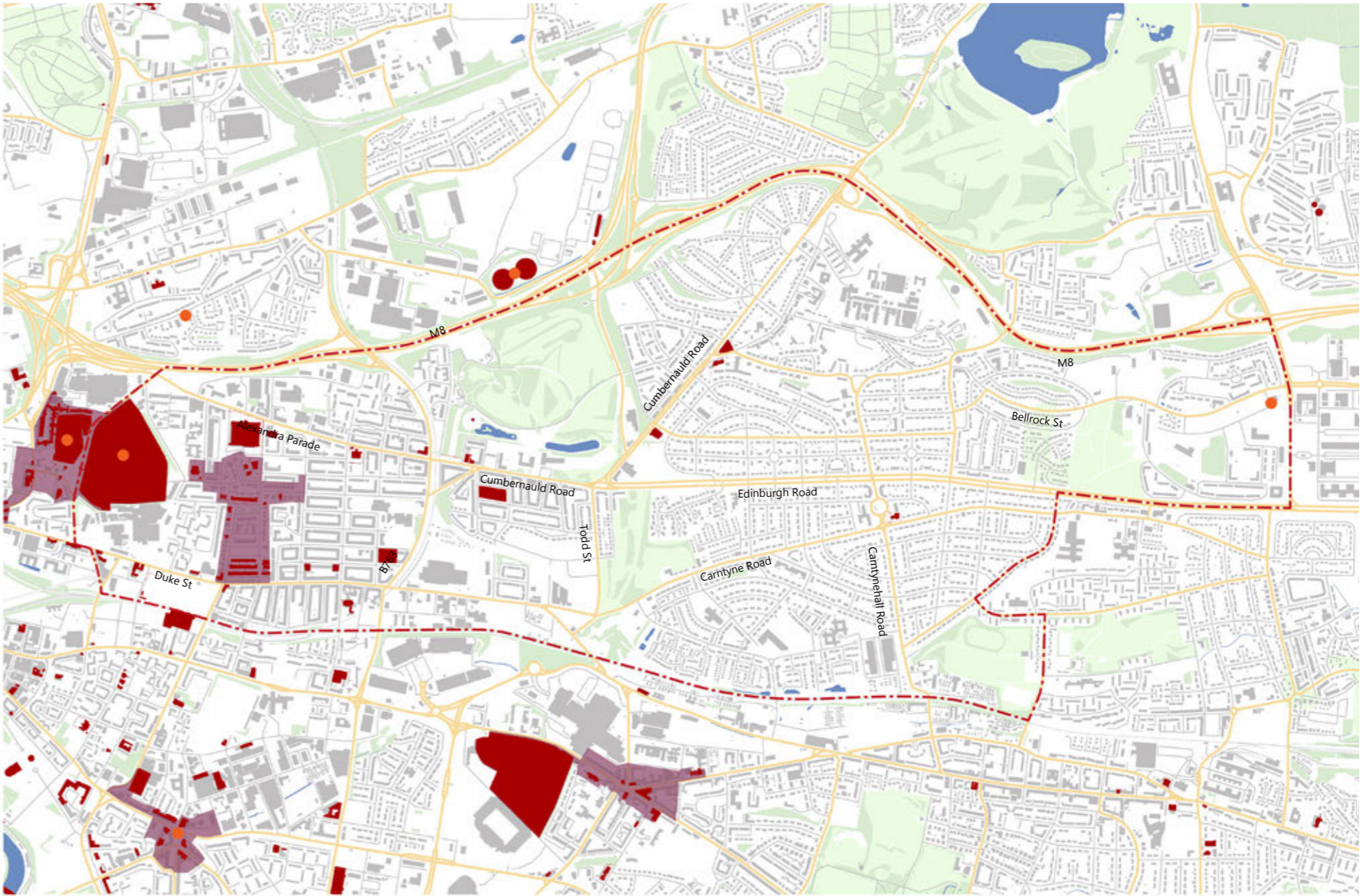


Figure 28. Historic Environment Map

3.5 Movement and Connectivity

3.5.1 Road Network and Hierarchy

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

Edinburgh Road, Cumberland Road and Alexandra Parade create a horizontal axis throughout the site. Heading east however, Cumbernauld Road turns to go north east. A local street network spreads throughout the rest of the site, located further from the riverside.

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

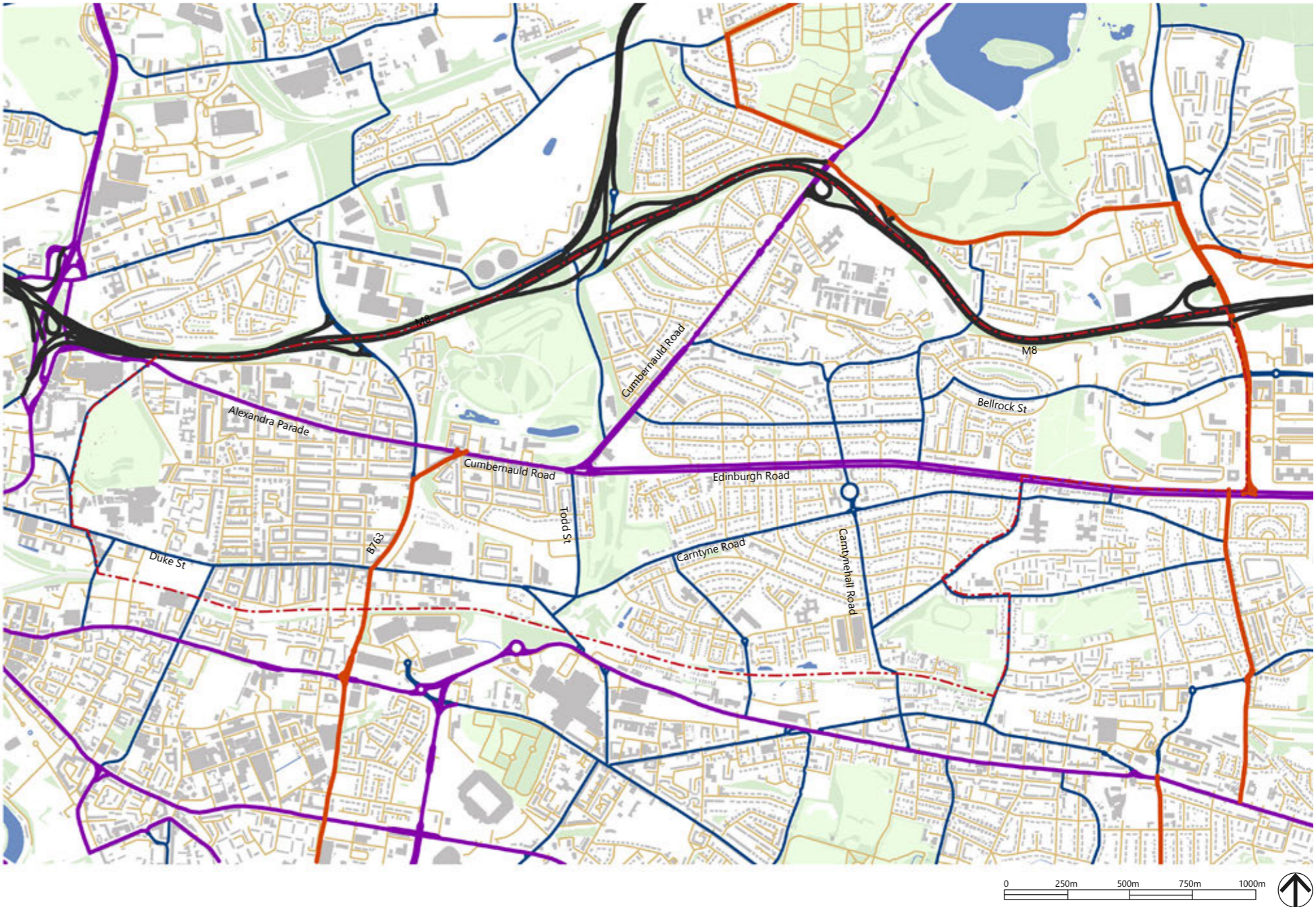


Figure 29. Road Network and Hierarchy Map

3.5 Movement and Connectivity

3.5.2 Roads - Traffic Signals

Signal control is present at road junctions and on primary roads, especially along Cumbernauld Road and Duke Street.

Legend
 Traffic signal

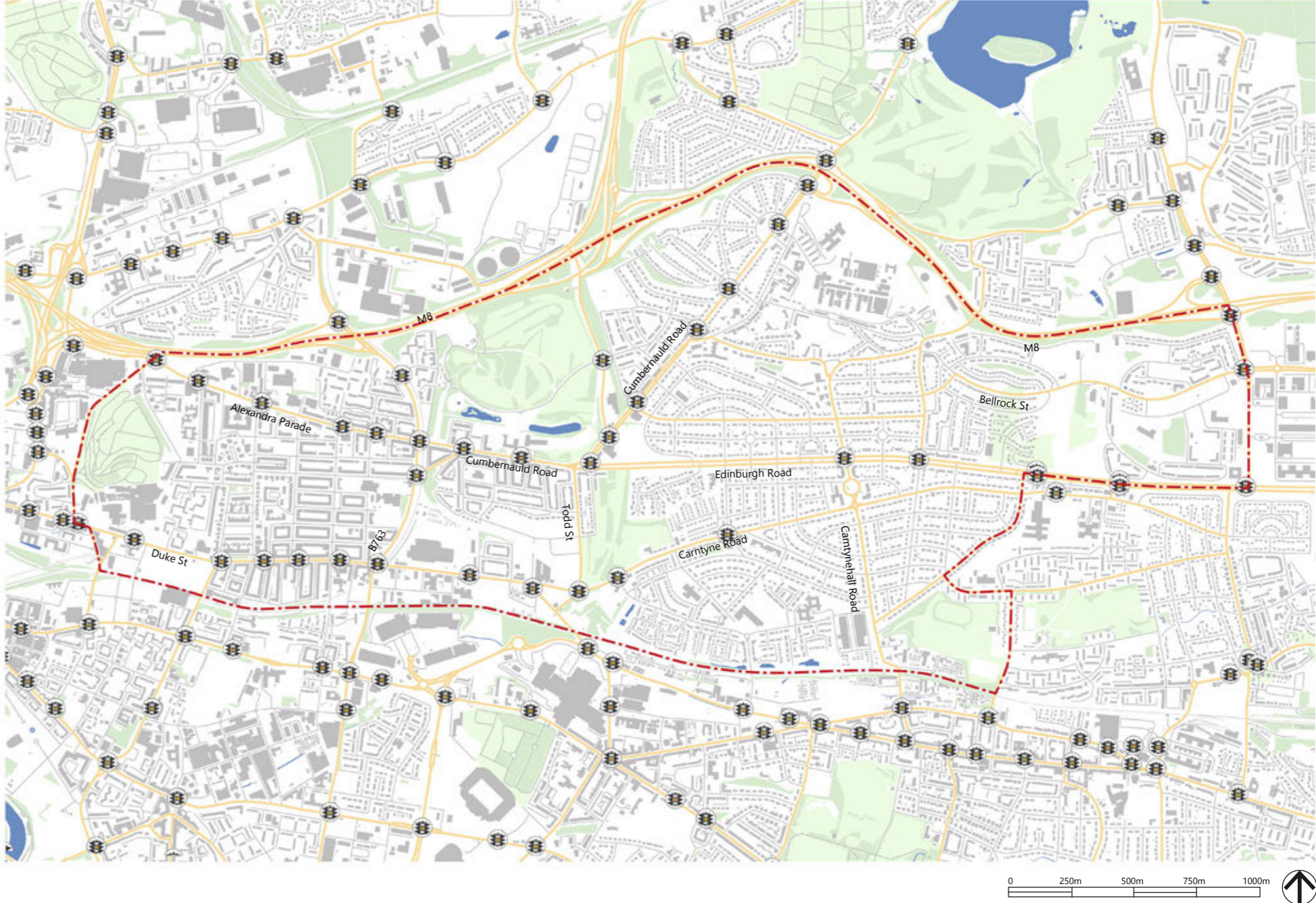


Figure 30. Traffic Signals Map

3.5 Movement and Connectivity

3.5.3 Parking and Taxi Ranks

A number of small parking zones are distributed into the east part of the LN area, in Dennistoun.

There are two taxi ranks noted within the site, one of them is situated in Duke Street and another one in a junction of Carntynehall Road. More taxi ranks are located south to the site, in a proximity with Ibrox Stadium.

Overall, there is a limited number of electric vehicle charging points and lack of motorcycle parking bays in the LN area. The city centre, towards the east 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 31. 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 located within the site, along Alexandra Park Street towards the east part and along the southern boundary of the LN area. Thus most areas of Dennistoun, Haghill and Carntyne provide access in a railway station, in range of 5 to 15-minute walking distances.

The north and north eastern parts of the site do not sit within walking distance of a railway station.

Legend

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

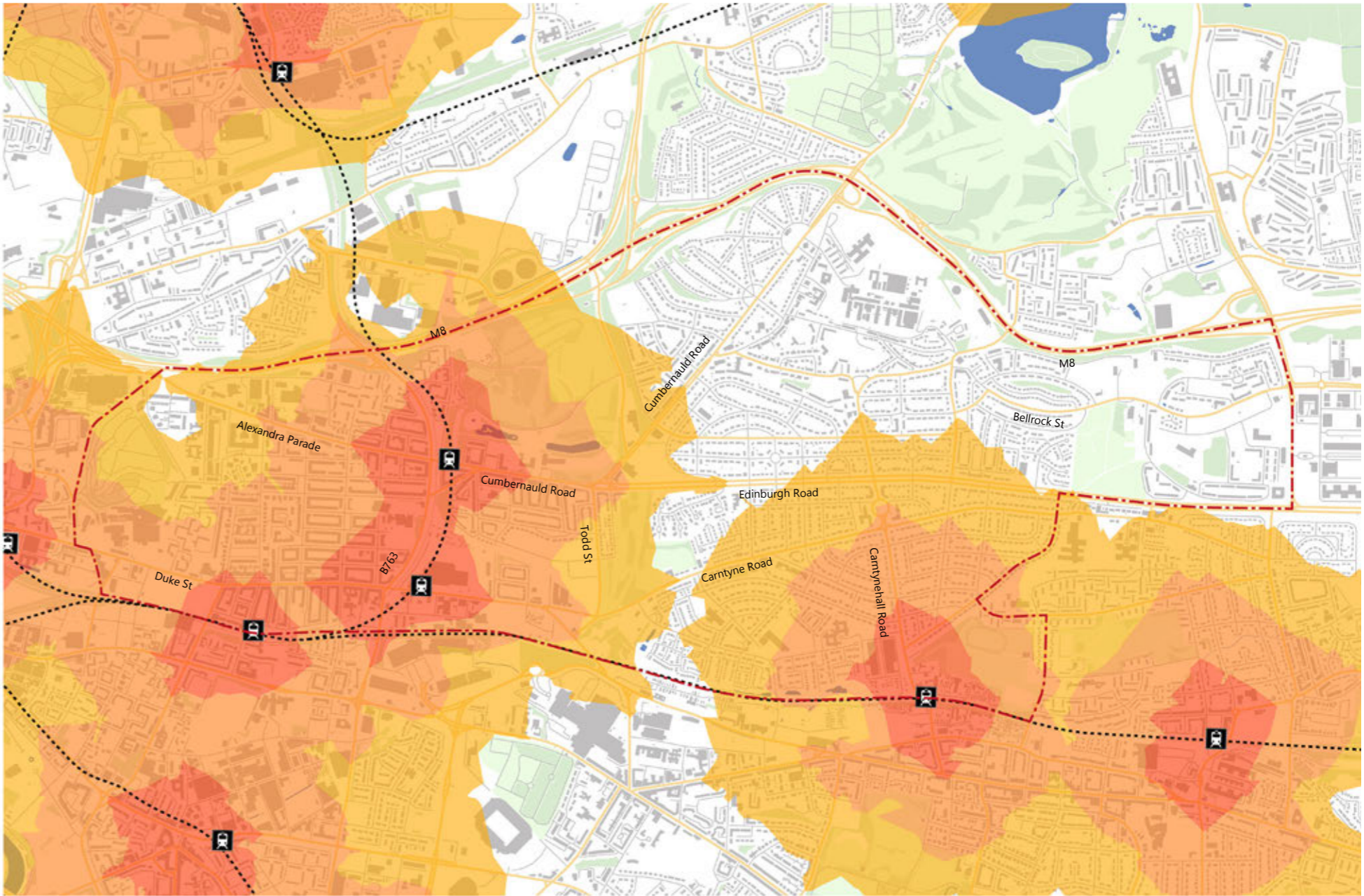







Figure 32. Commuter Railway Network Map

3.5 Movement and Connectivity

3.5.5 Public Transport - Subway

The subway line does not cross the LN area. The distance to a subway station is greater than a 15-minute walking distance.

Legend

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

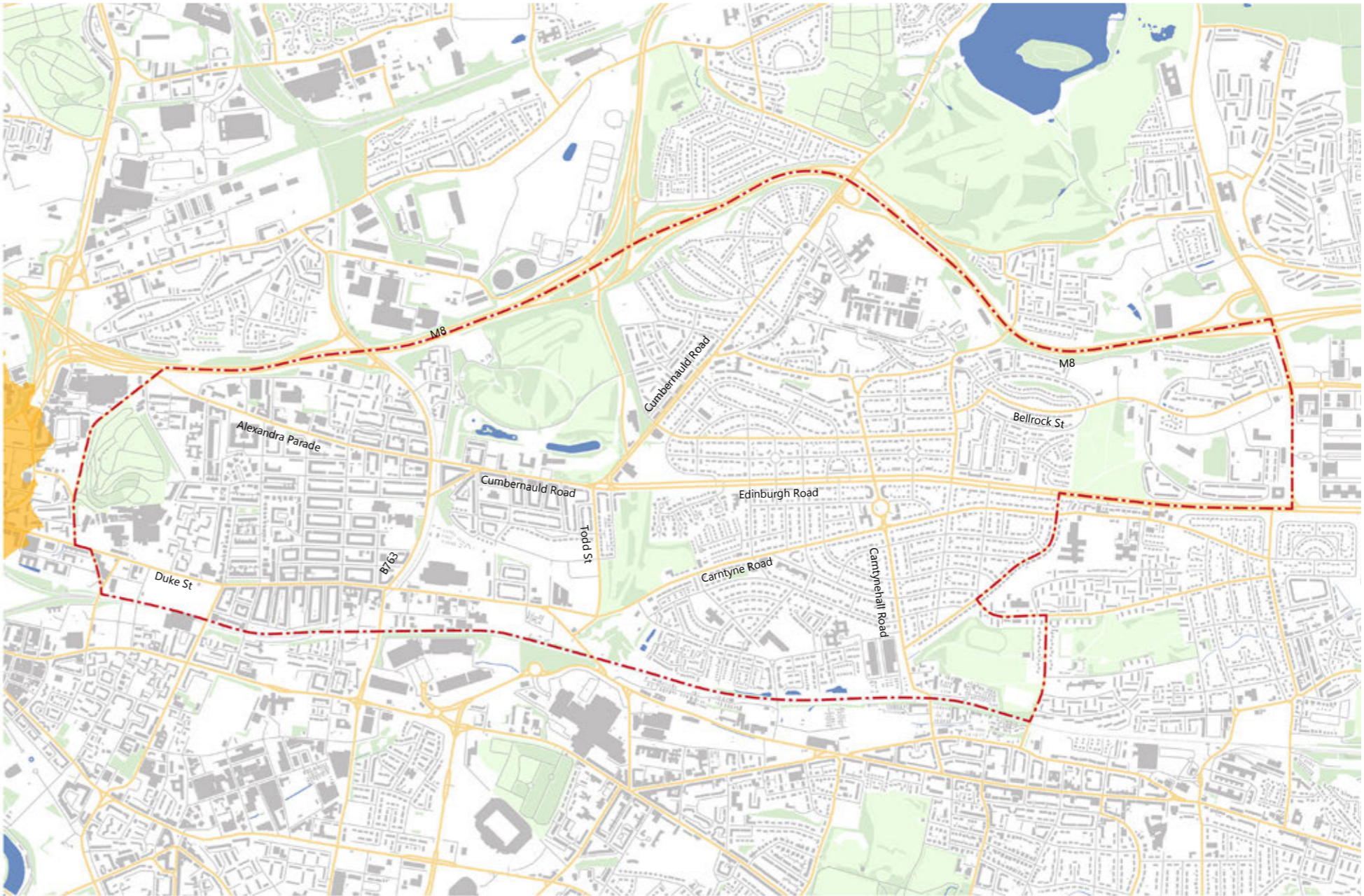


Figure 33. Underground Stations Map

3.5 Movement and Connectivity





3.5.6 Public Transport - Bus Stops and Network

A couple of high frequency bus routes and stops are noted throughout the LN area. The 38 runs from eastern areas such as Bailleston through Carntyne, and from northern areas such as Cumbernauld. This route runs along Cumbernauld Road and Alexandra parade into the city centre. Another key bus route through the site is the 41 which connects the city centre to Easterhouse via Duke Street, Cartyne Road and Edinburgh Road.

The adjacent map highlights high frequency bus stops - which can be 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 northern boundary, in Riddrie, there is a small area where access to high frequency bus stops increases to a 15-minute walking distance.

Legend

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

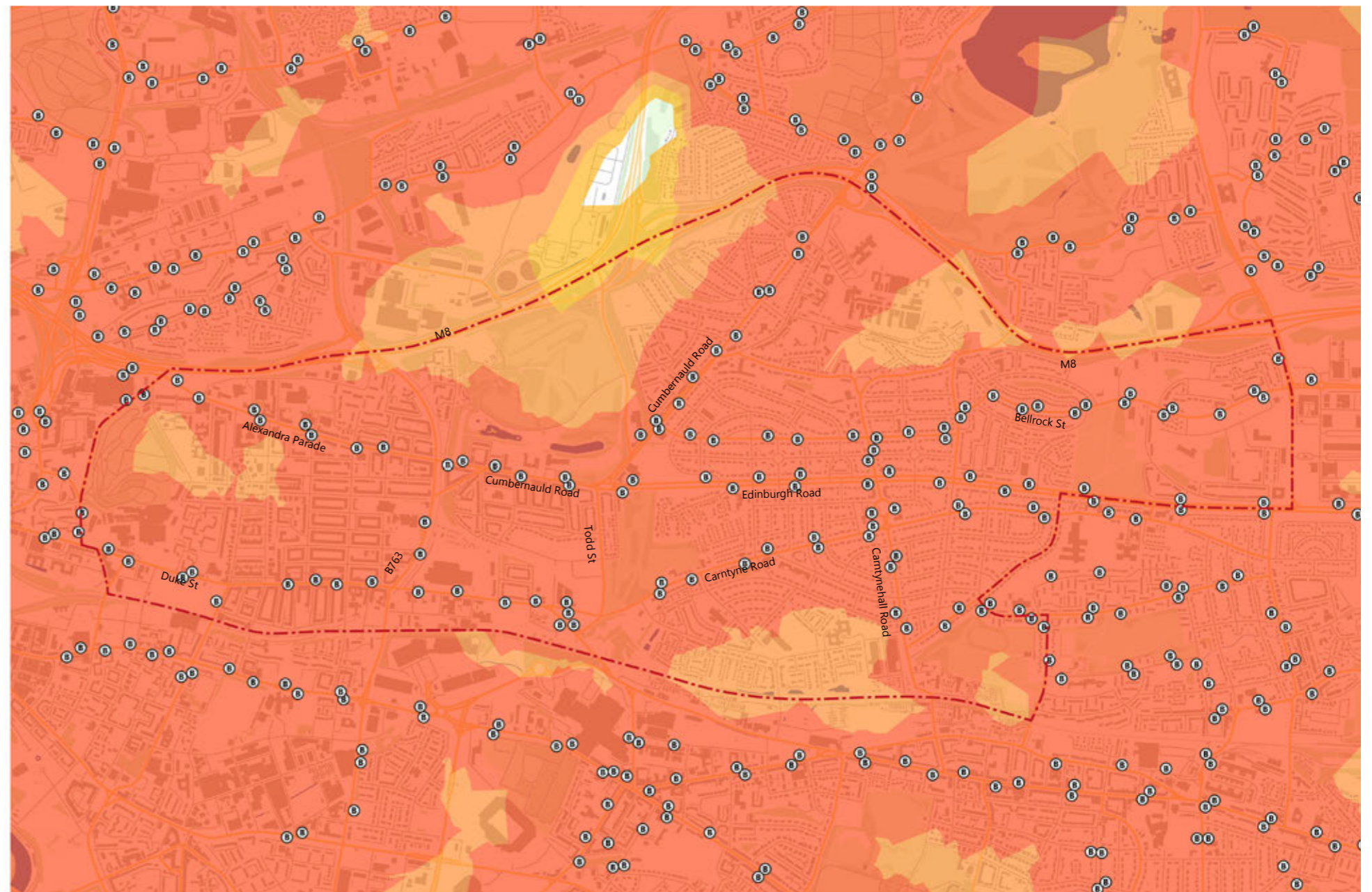


Figure 34. City Bus Stops and Network Map

3.5 Movement and Connectivity

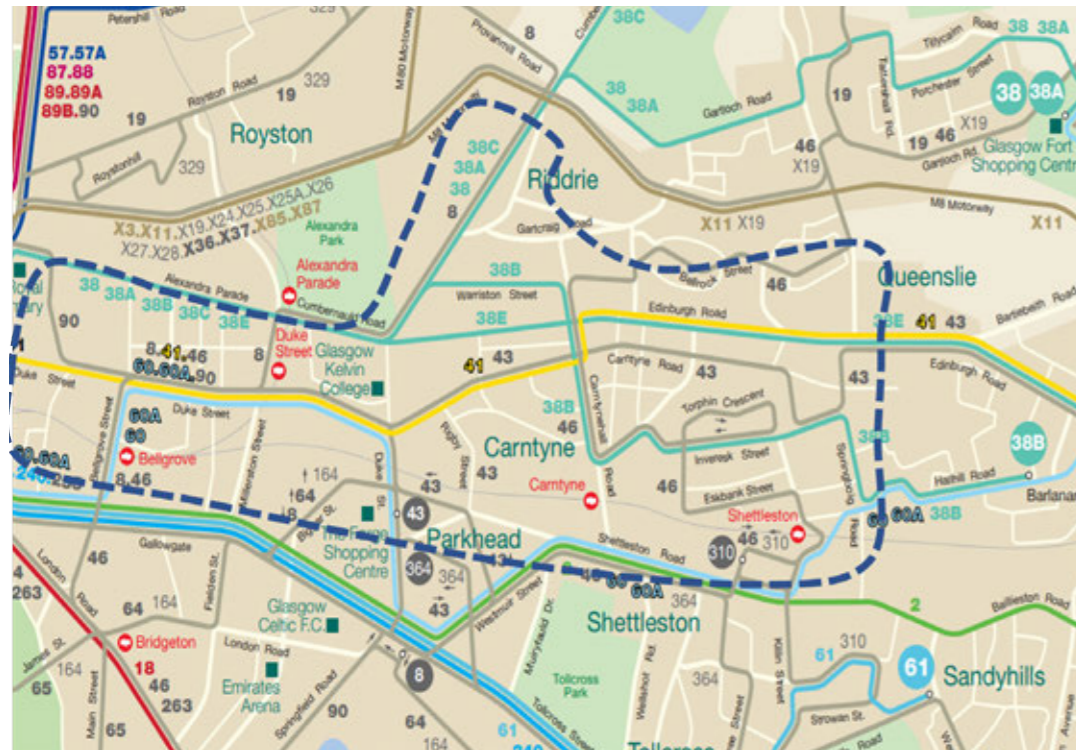





Figure 35. Bus route map and timetable

Service No.	Operator	Origin - Destination	Average Frequency (Mon-Fri)
8	FirstGroup	Parkhead - Provanmill - Springburn - Maryhill - Partick - Queen Elizabeth University Hospital	30 mins
38	FirstGroup	Newton Mearns - Giffnock - Shawlands - Glasgow - Alexandra Parade - Easterhouse	10 mins
41	FirstGroup	Easterhouse - Glasgow City Centre	10 mins
43	FirstGroup	Easterhouse, Shopping Centre - The Forge, Parkhead	30 mins
46	FirstGroup / SPT	Easterhouse - Queenslie - The Forge, Parkhead - Rutherglen - Castlemilk	60 mins
60	FirsGroup	Easterhouse - Glasgow City Centre - Clydebank Bus Station	30 mins
90	FirstGroup	Partick - Govan - Shawlands - Parkhead - Springburn - Braehead	30 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
38A	FirstGroup	Newton Mearns - Giffnock - Shawlands - Glasgow - Alexandra Parade - Easterhouse	evenings only (after 8pm) - 60 mins
38B	FirstGroup	Rouken Glen - Giffnock - Shawlands - Glasgow - Alexandra Parade	30 mins
38C	FirstGroup	Giffnock - Shawlands - Glasgow - Alexandra Parade	30 mins
38E	FirstGroup	Newton Mearns or Rouken Glen - Giffnock - Shawlands - Glasgow - Alexandra Parade	30 mins
60A	FirstGroup	Easterhouse - Glasgow City Centre - Castlemains	30 mins

3.5 Movement and Connectivity

3.5.7 Active Travel Network and Cycle Parking

The existing cycle network does not run through the site.
The proposed cycle network extends along important connections throughout the LN area and provides important cycle routes, connecting the neighbourhoods and the site to the city centre.

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

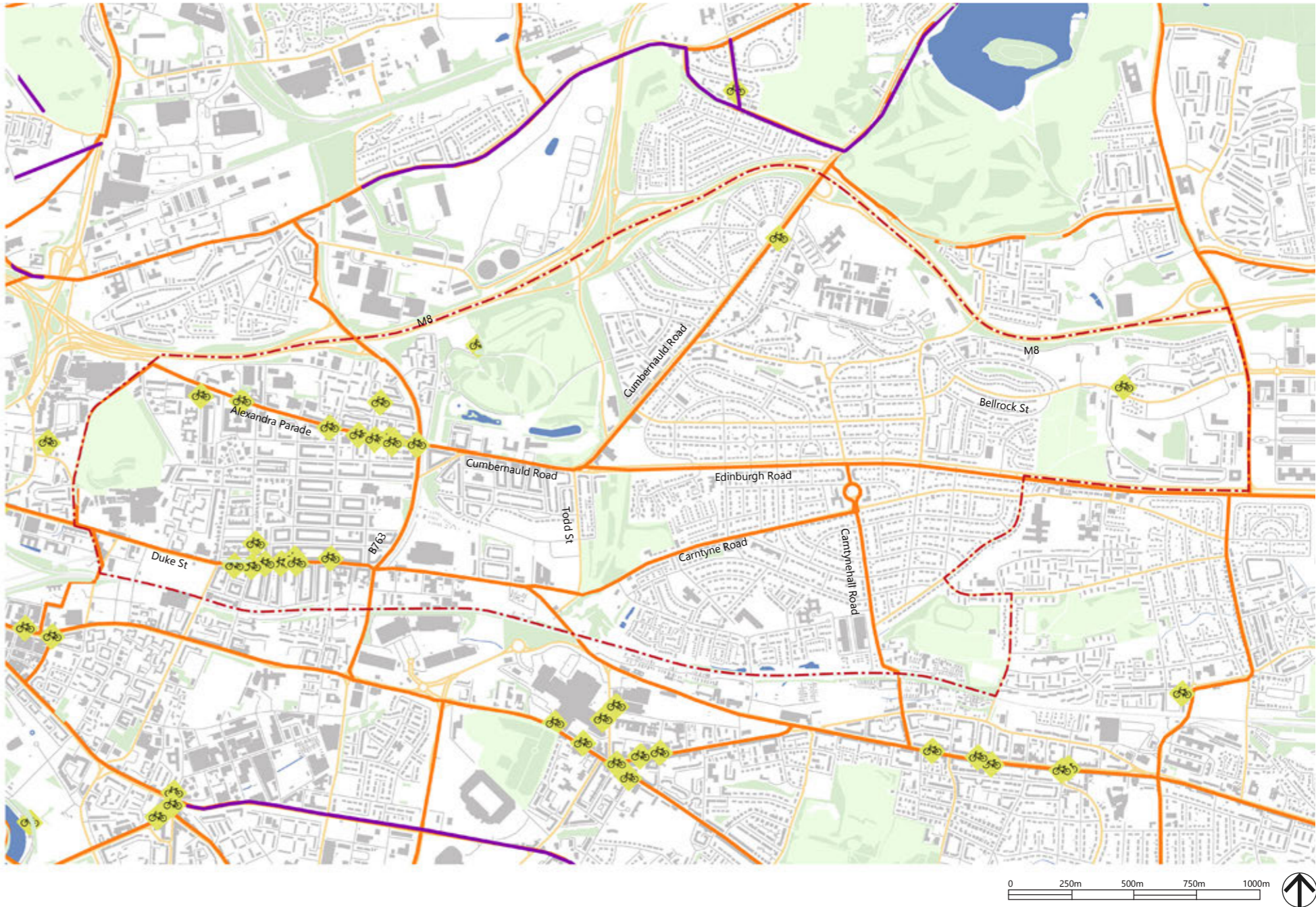


Figure 36. Existing / Proposed Active Travel City Network and Cycle Parking Locations Map





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 in Dennistoun.

Towards the east of the LN area the neighbourhoods of Cranhill and Carntyne 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

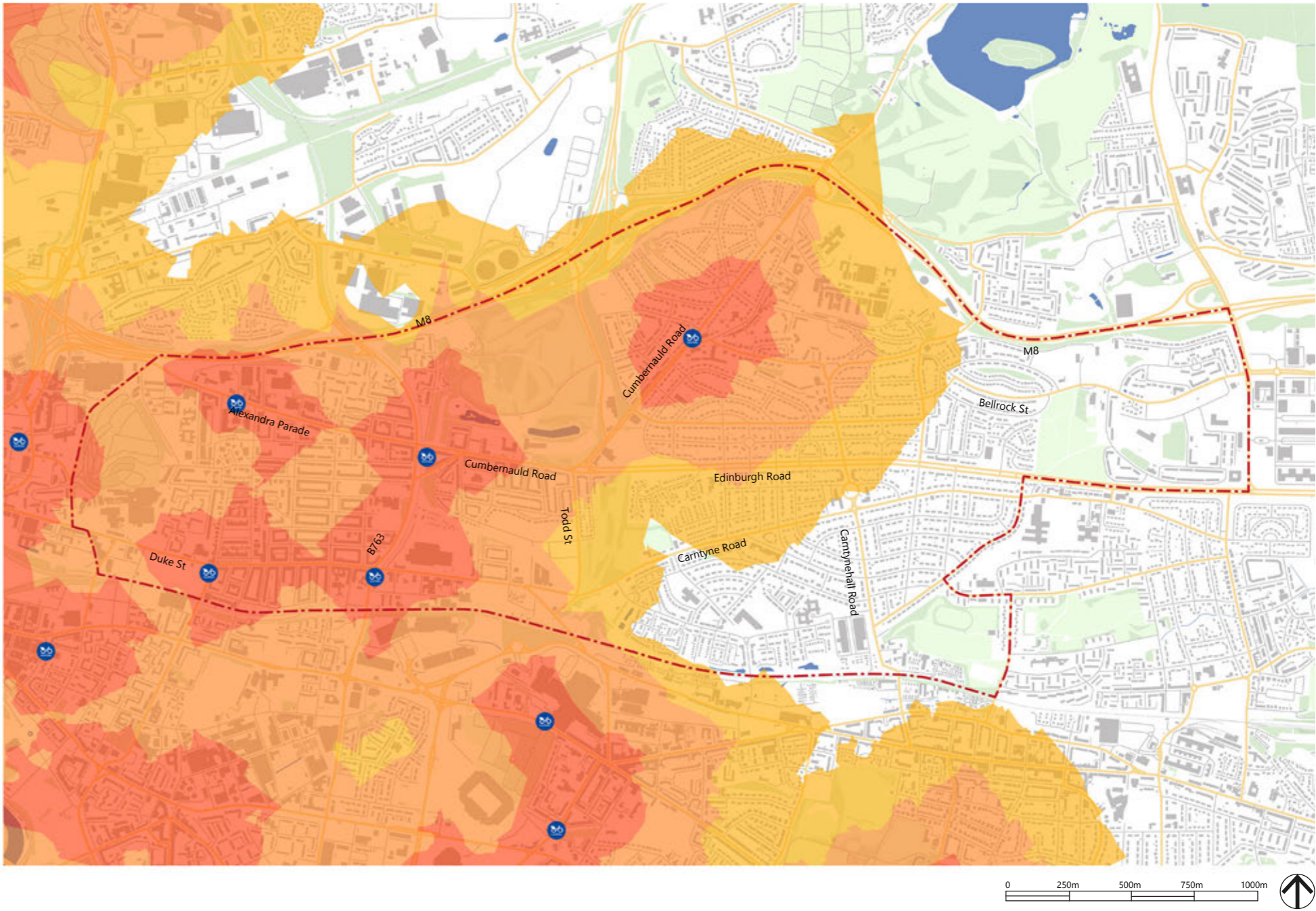
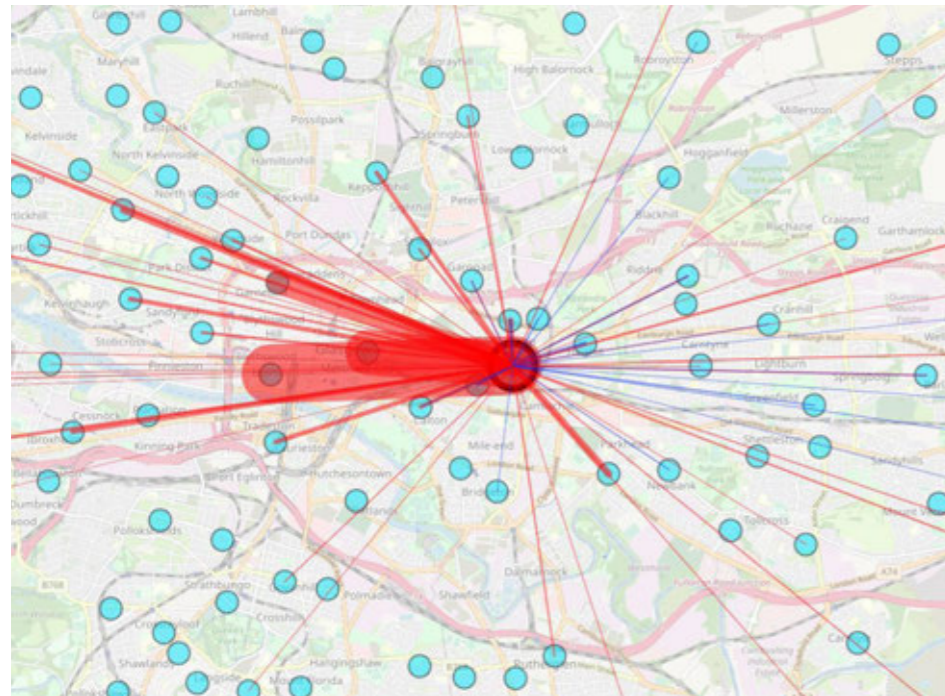


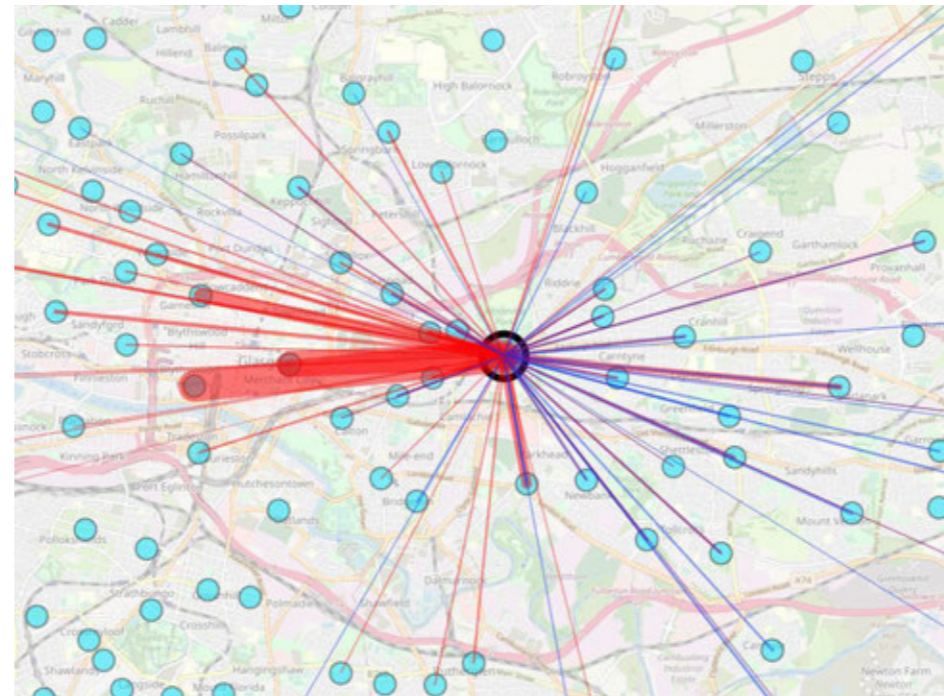
Figure 37. Next Bike Stations Map

3.5 Movement and Connectivity

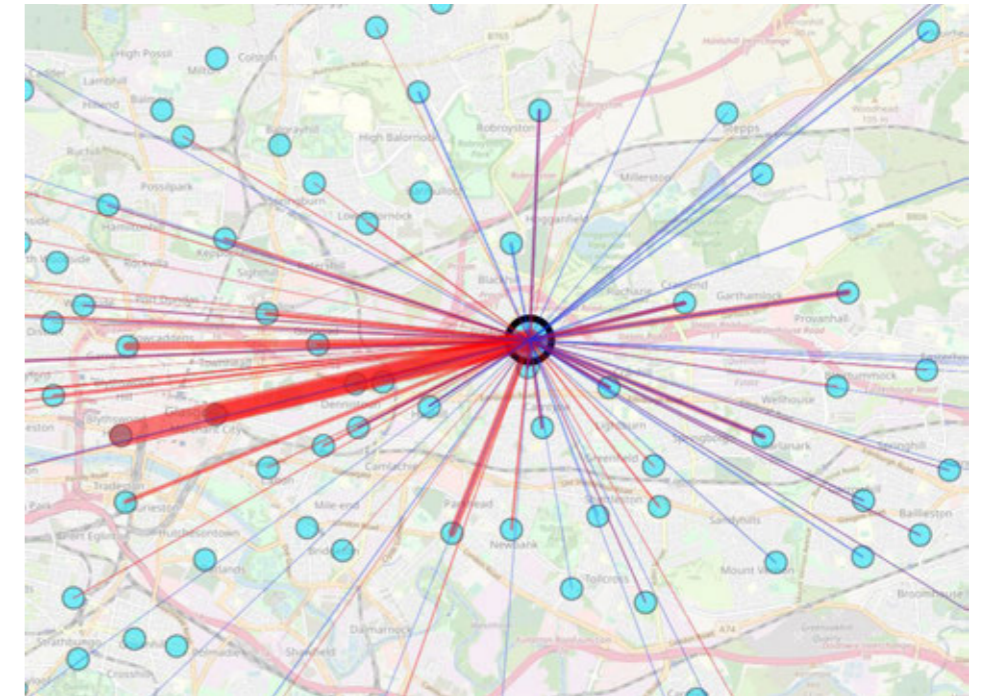
3.5.9 Daily Commute



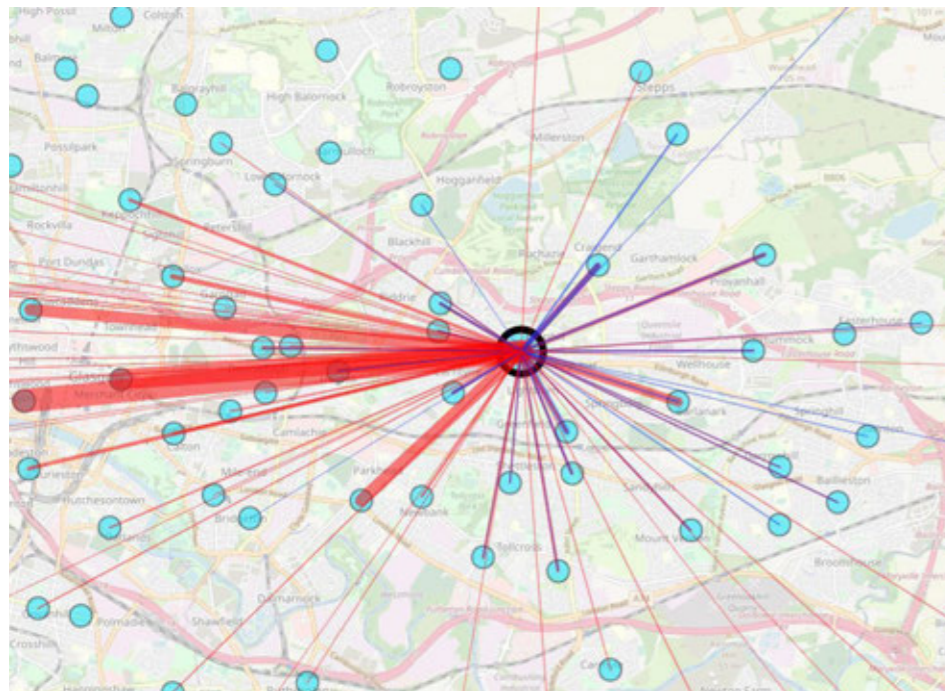
DENNISTOUN COMMUTE



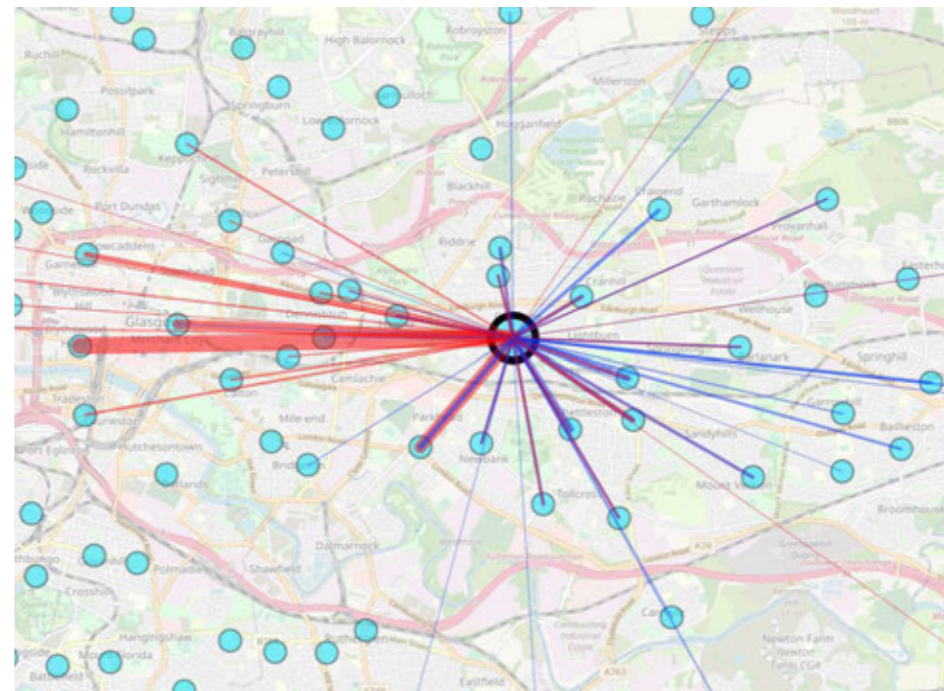
HAGHILL COMMUTE



RIDDRIE COMMUTE



CRANHILL COMMUTE



CARNTYNE 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 the majority of people leaving areas for work are commuting into Glasgow city centre. Dennistoun in particular has very large commuter (all modes) traffic heading into Glasgow Central.

Commuting by bus is the most popular, followed by trains, and then the more westerly areas we see more car journeys heading into the city centre. Areas closer to the city centre such as Dennistoun and Haghill also have notable volumes of people who commute by foot. Generally speaking however, people do not tend to commute by bike across all areas.





3.6 Open Spaces and Vacant Land

3.6.1 Open Spaces

There is a number of open and green spaces throughout the LN area. Allexandra Park is the largest green asset, followed by Cranhill Park towards the east.

There are some Playground parks distributed throughout the site with most existing parks providing recreational areas. Carntyne and Riddrie experience lack of access in open and green space.

Legend

-  Cemetery
-  Play Space
-  Recreation Area
-  Open Space

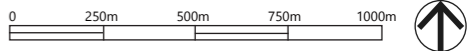





Figure 38. Open Spaces Map

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 in Cranhill and Haghill.

Some of these vacant areas overlap with the 'potentially contaminated land from historic land use' (showcased in figure 23), due to their former industrial land use.

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

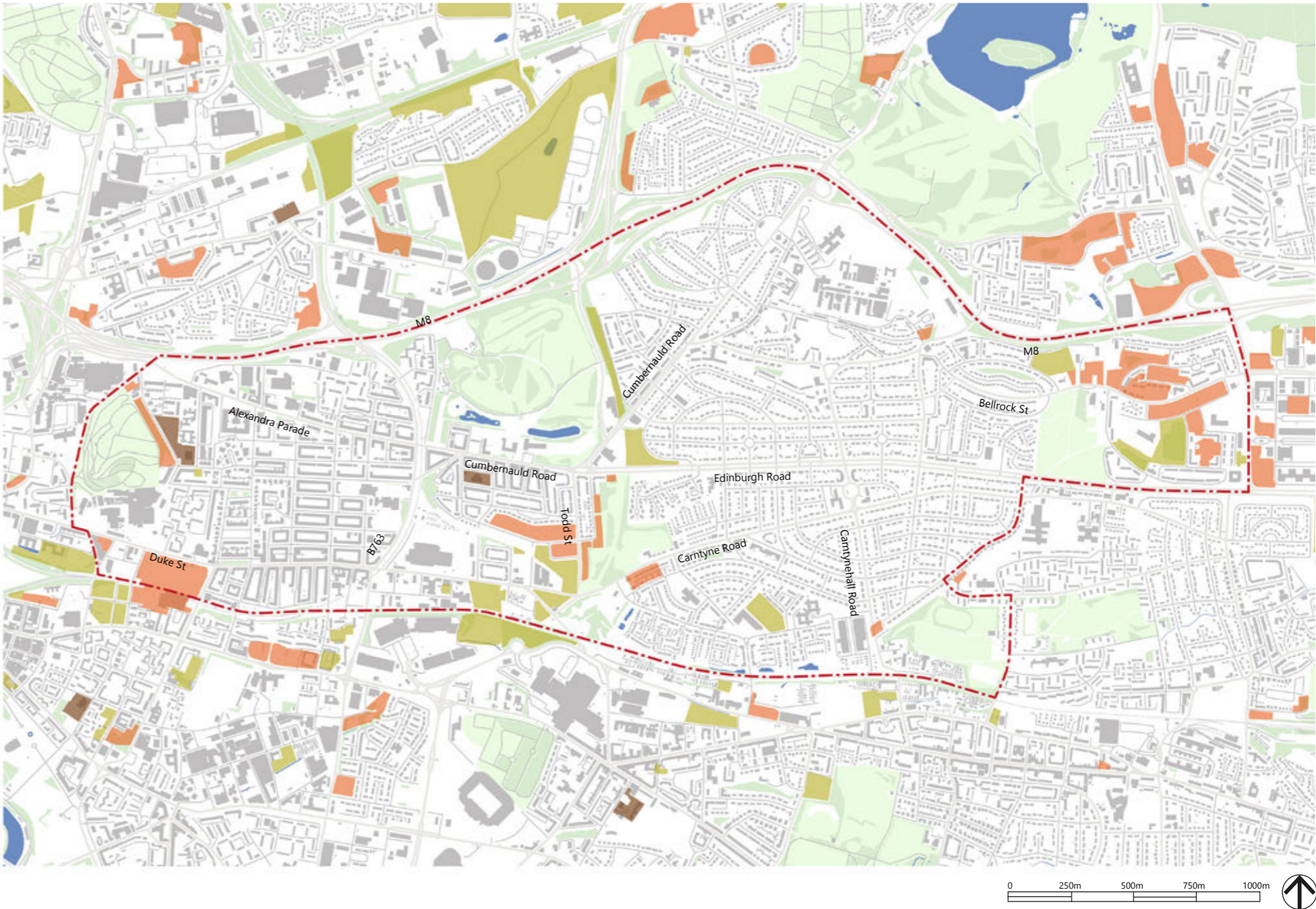


Figure 39. Vacant / Derelict Land Map

3.7 Land Use and Built Environment

3.7.1 Network of Centres

On-site there are two areas identified as being part of the network of centres. The western part of the site has town centres within a proximity of 5 or 10-minutes walking distance.

There are some smaller areas that are within 15 minutes walking distance to town centres. To the east, Riddrie and Cranhill experience lack of access in a town centre.

- Legend**
- Network of Centres
 - 5min walking distance
0 - 400m
 - 10min walking distance
400 - 800m
 - 15min walking distance
800 - 1200m

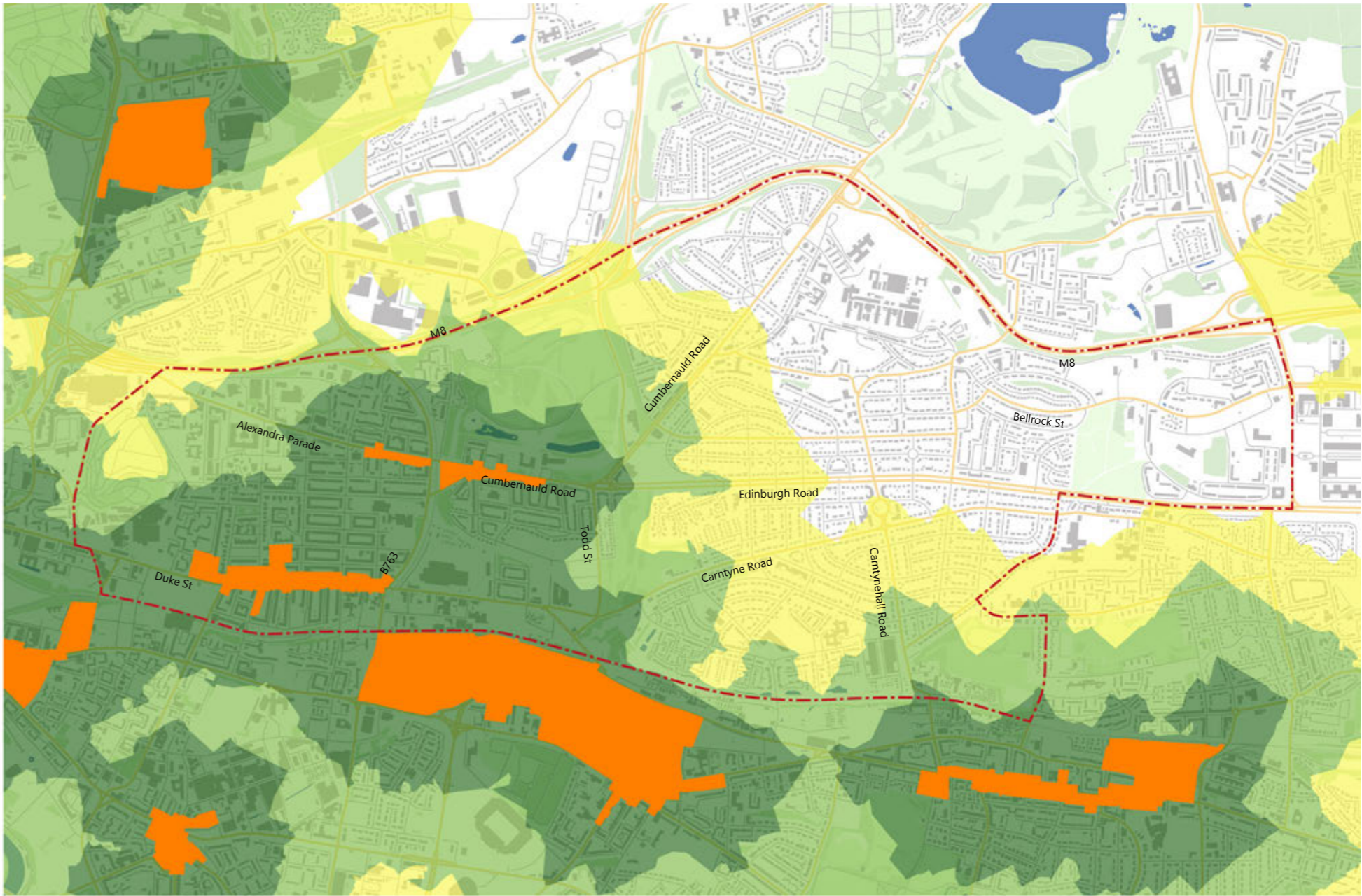


Figure 40. CDP4 Network of Centres with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.2 Shopping Parades

Shopping parades are encountered in Dennistoun, Riddrie and Carntyne. The majority of the site ensures access to a shopping parade within a 5, 10 or 15-minute walking distance.

Towards the south boundary a small area in Haghill, experiences decreased accessibility, being away more than 15-minute walking distance to a shopping parade.

Legend

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

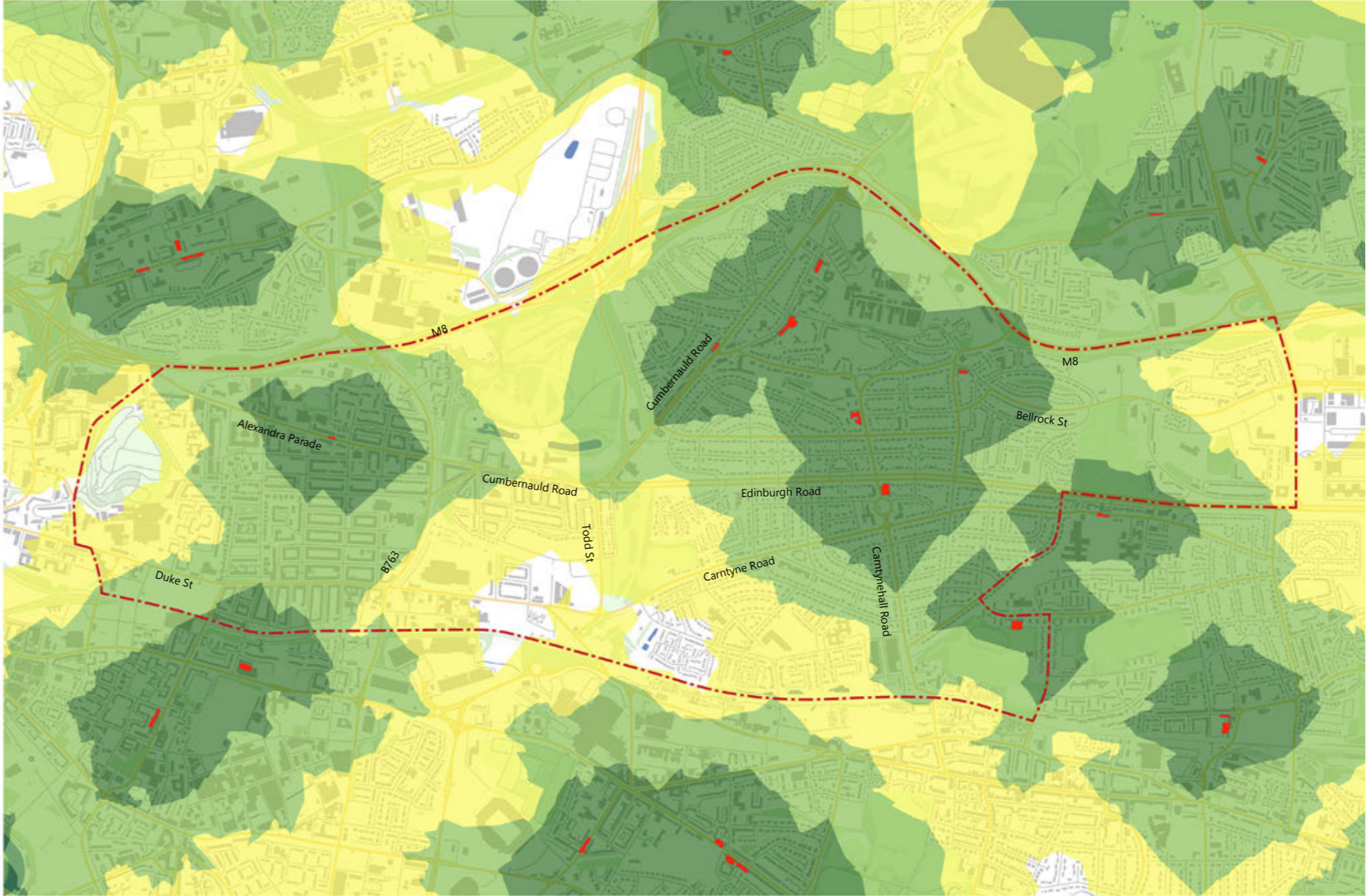


Figure 41. Local Shopping Parades with walking distance isochrones Map



3.7 Land Use and Built Environment

3.7.3 Food and Beverage

Various hospitality assets including restaurants, takeaways and cafes are noted throughout the LN area.

Most of them are located in Dennistoun and along Cumbernauld Road. Towards the east of the site, there is a lack of food and beverage amenities noted.

Legend

-  Restaurant, Take away, Cafe
-  Pubs, Bars

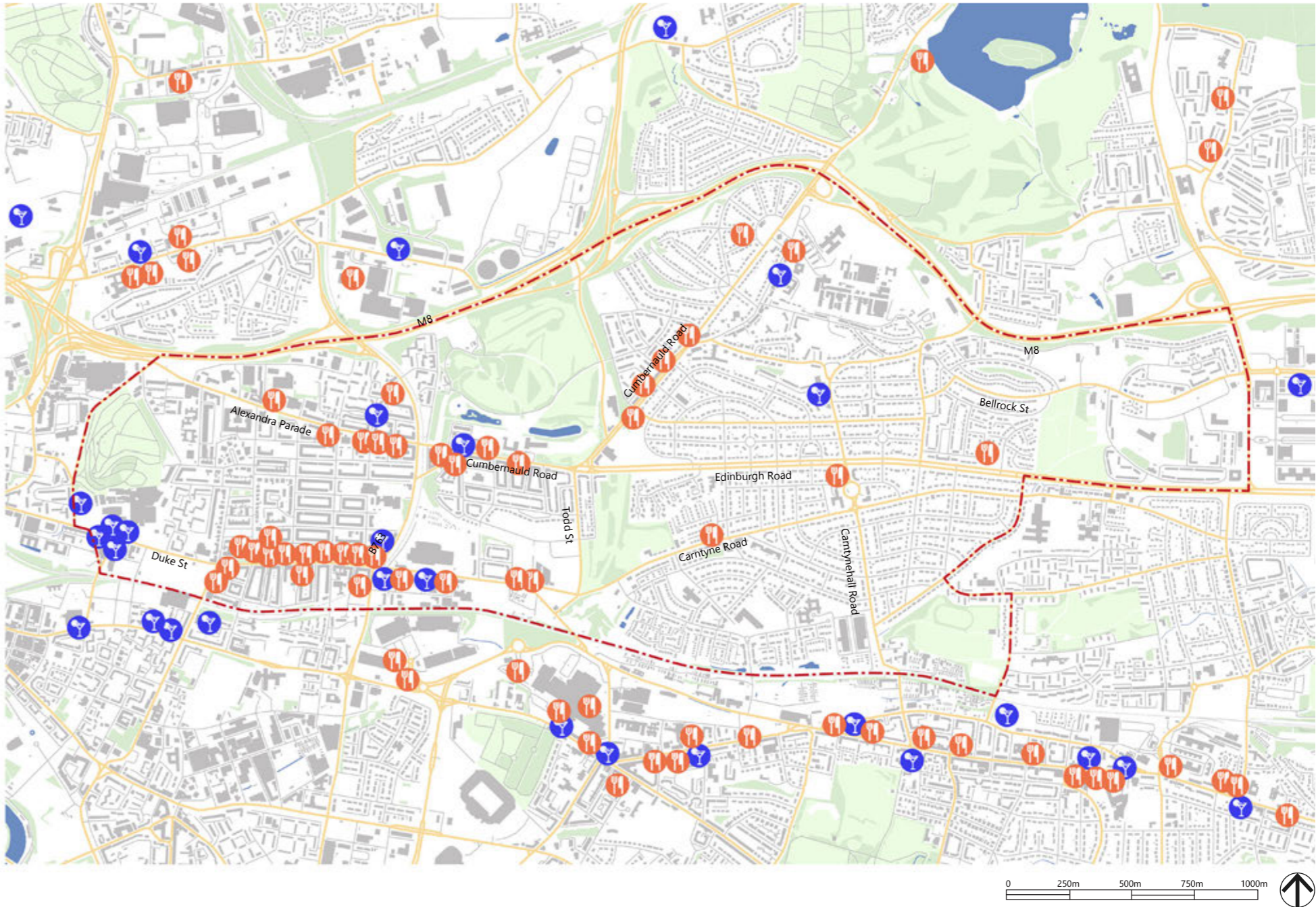


Figure 42. Food and Beverage Units Map

3.7 Land Use and Built Environment

3.7.4 Employment

Employment activity is apparent mainly in Dennistoun; this includes offices, workshops and banks. Throughout the rest of the LN area, there is limited employment activity.

Significant number of offices and workshops are situated outside the boundary along Shettleston Road.

Legend

- Workshop
- Office
- Bank

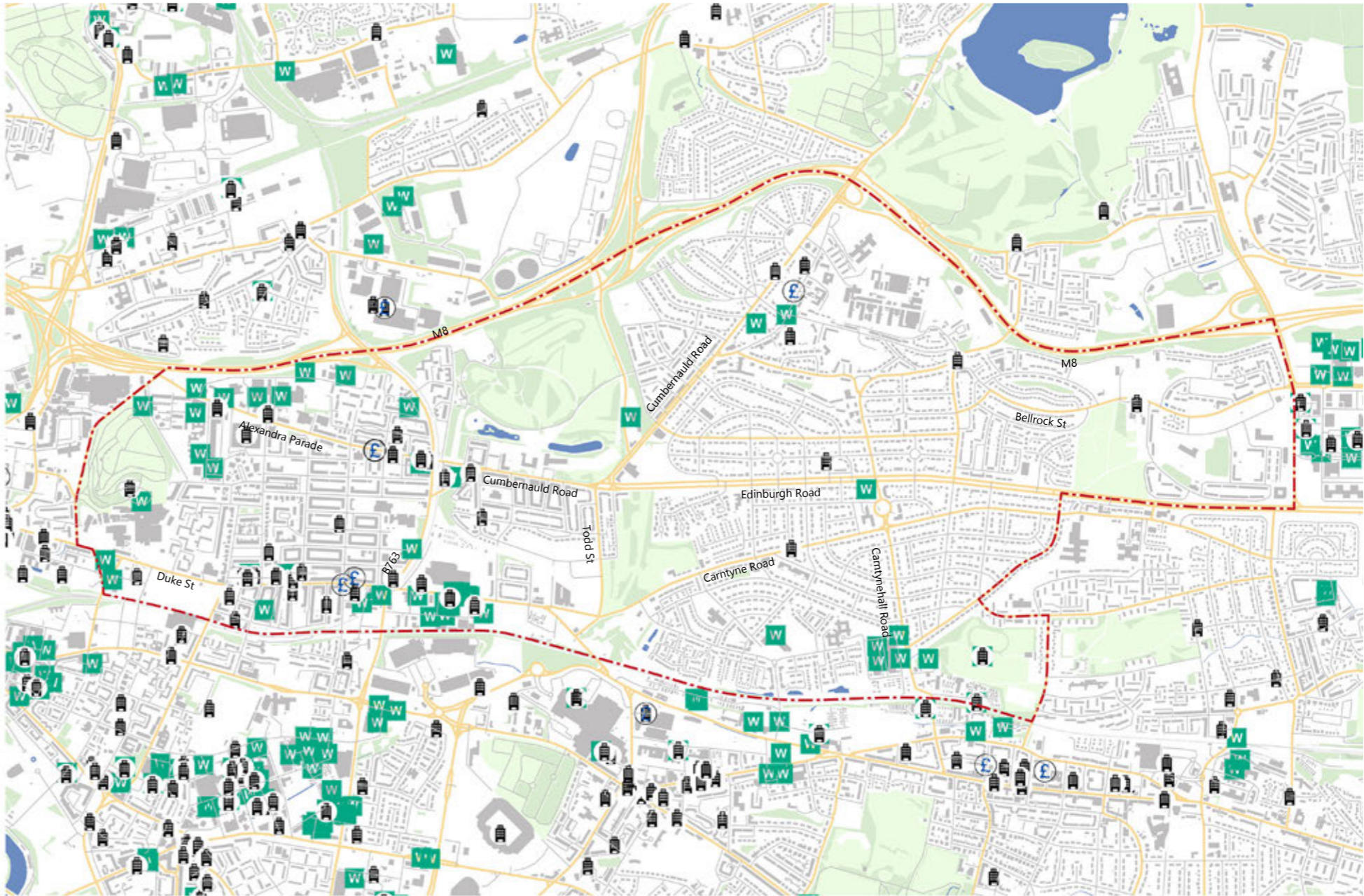







Figure 43. Employment Spaces Map

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, libraries and nightclubs exist within the LN area, while there is a slightly higher number of places of worship. There is not Public WC located in 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

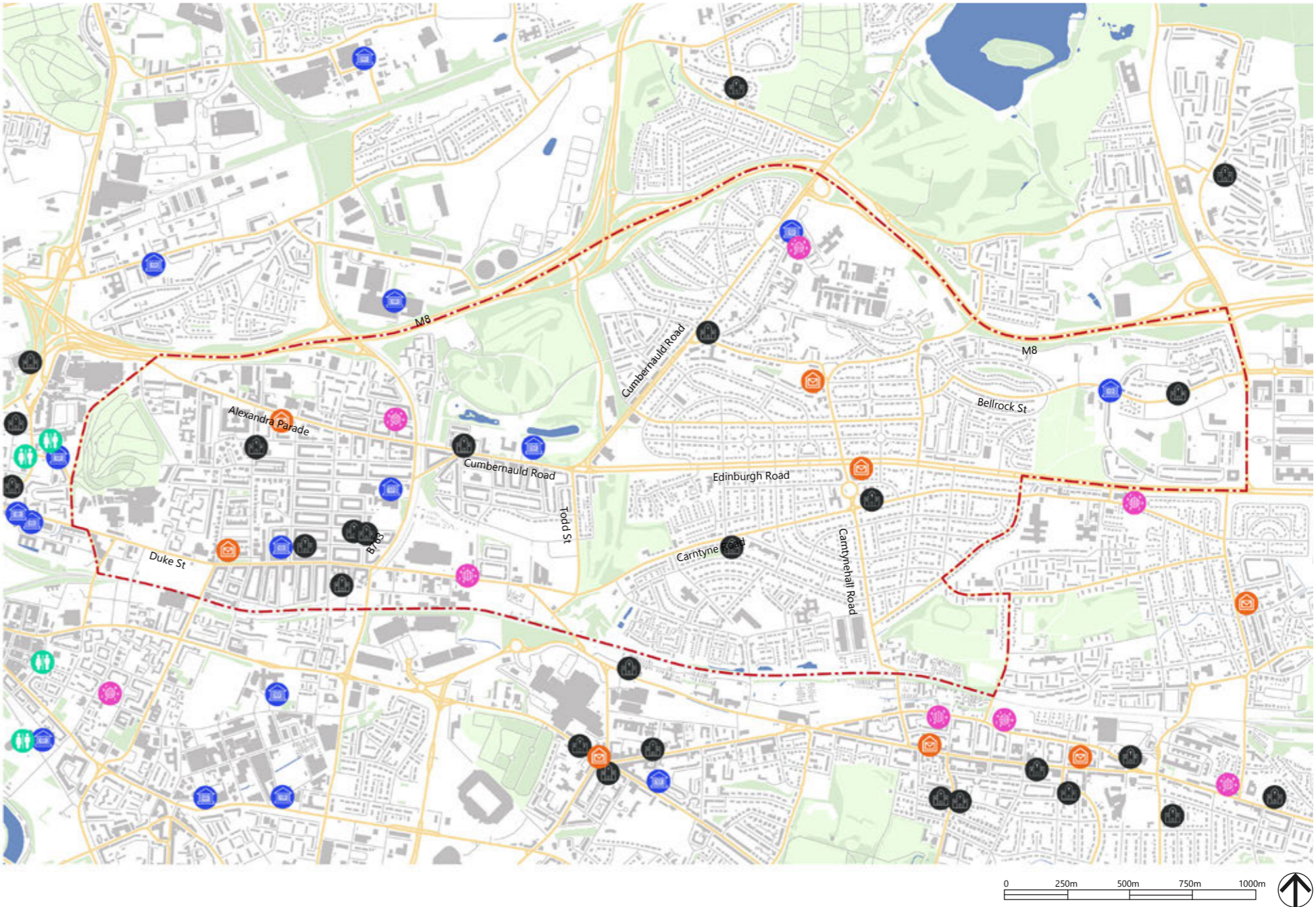


Figure 44. Amenities and Facilities Map






3.7 Land Use and Built Environment

3.7.6 Healthcare - Hospital and GP Practices

On-site there are 6 GP Practices located in the southern and western part of the LN area.

Dennistoun, Haghill, Carntyne and Cranhill neighbourhoods provide access to a GP surgery within a 5,10,15-minute walking distance. Riddrie does not have a GP Surgery within walking distance.

Legend

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

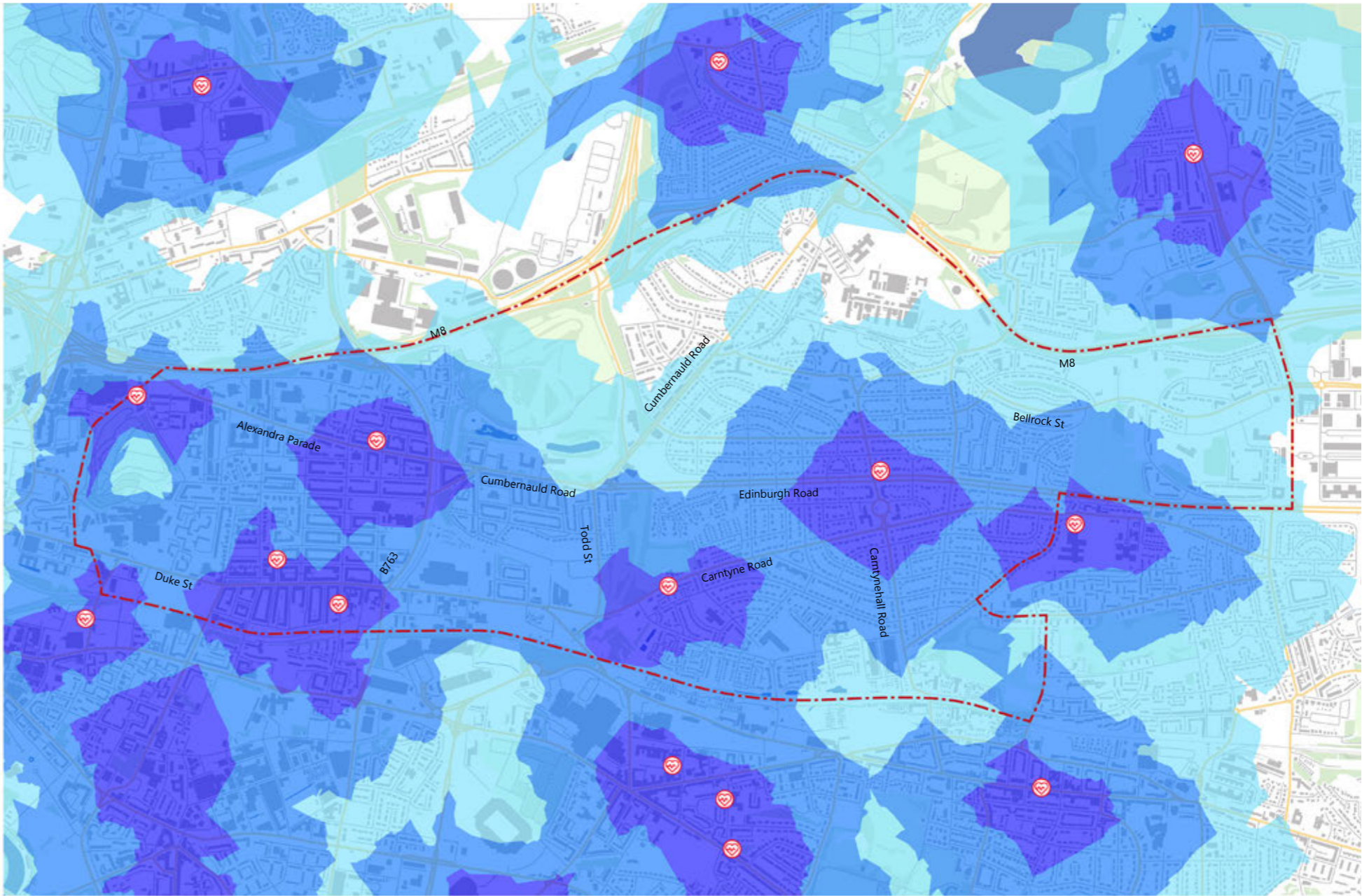






Figure 45. Hospitals and GP Surgeries with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.7 Healthcare - Pharmacies

Pharmacies are encountered throughout the LN area, with accessibility within 5 and 10 and 15-minute walking distances. In certain areas of Riddrie and Carntyne, access to a pharmacy increases to 15-minutes walking distance.

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

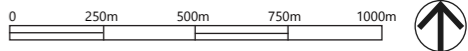
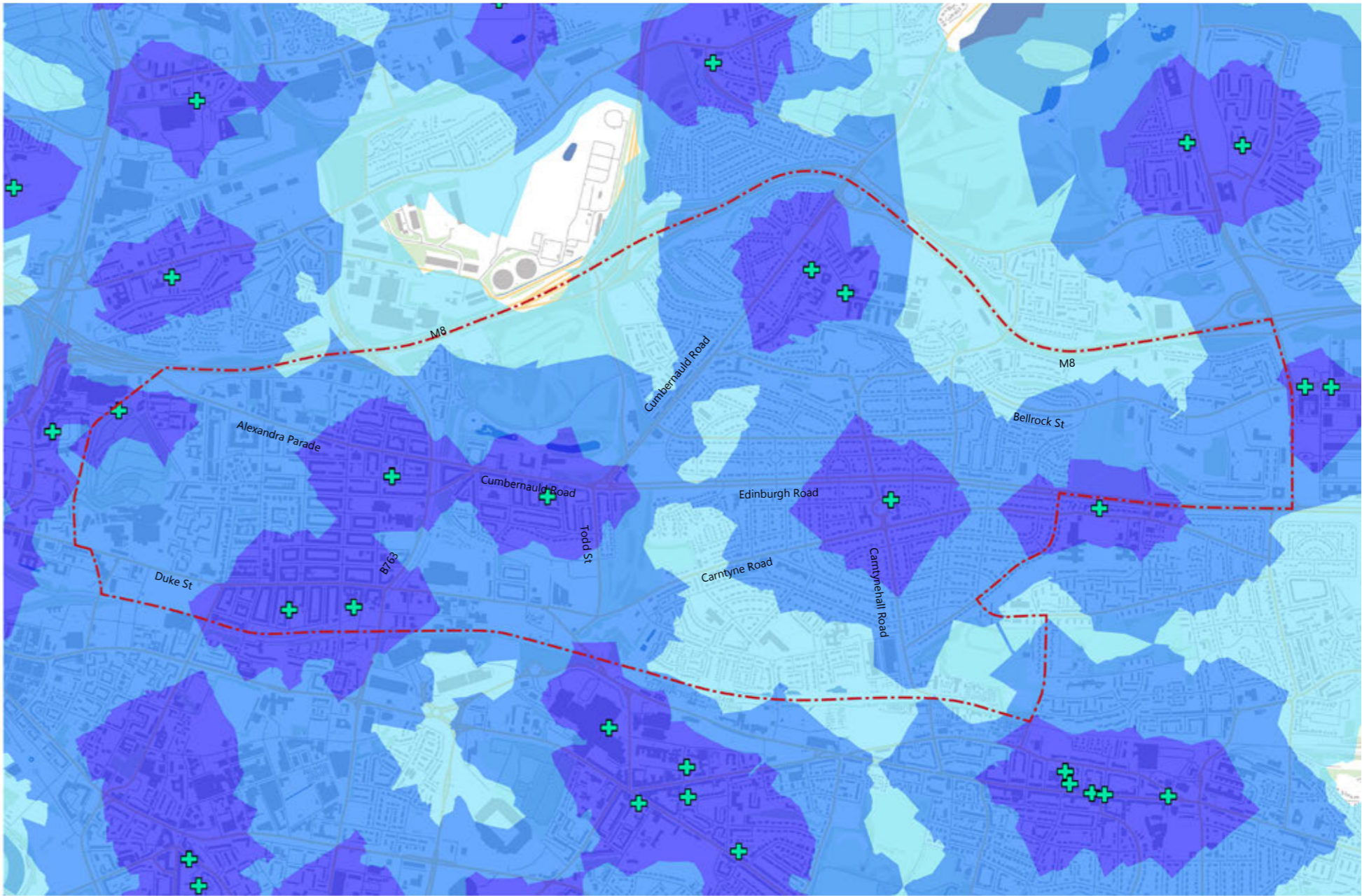


Figure 46. Pharmacies Map

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 Dennistoun, Riddrie and Cranhill, leaving the rest of the site without easy access in Dental Practice Services.

Legend
 Dental practice

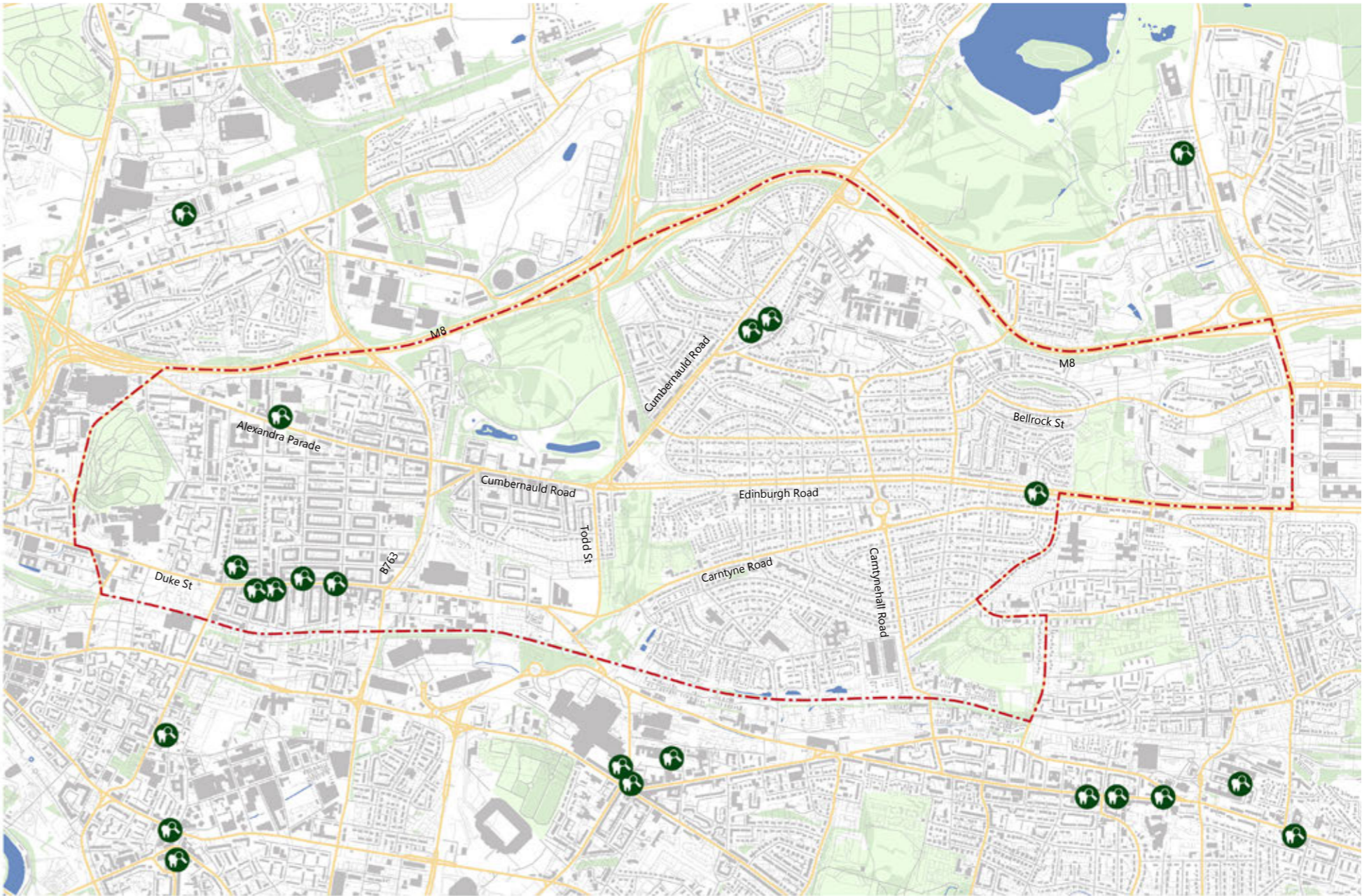


Figure 47. Dental Practices Map

3.7 Land Use and Built Environment

3.7.9 Education - Nurseries

There are nine nurseries located sporadically towards the centre of the site. The neighbourhoods of Riddrie, Carntyne and part of Cra-nhill are deficient in terms of access to a nursery.

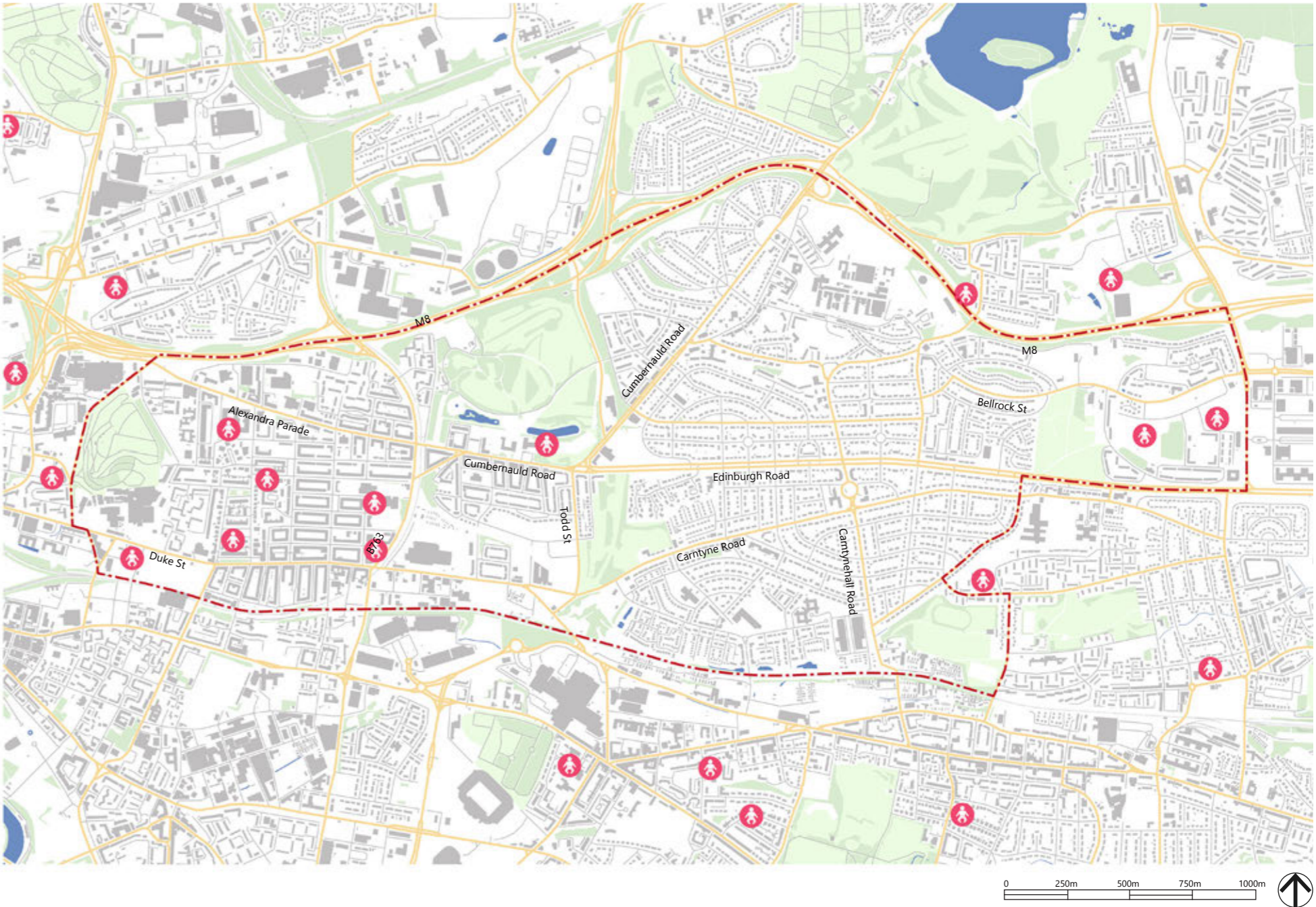


Figure 48. Nurseries Map






3.7 Land Use and Built Environment

3.7.10 Education - Primary Schools

The entire LN area benefits from access to a primary school within a 5, 10, 15-minute walking distance. The identified 10 schools (including RC schools) are located centrally in the study area.

It is noted that Carntyne Primary School, just next to Alexandra 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

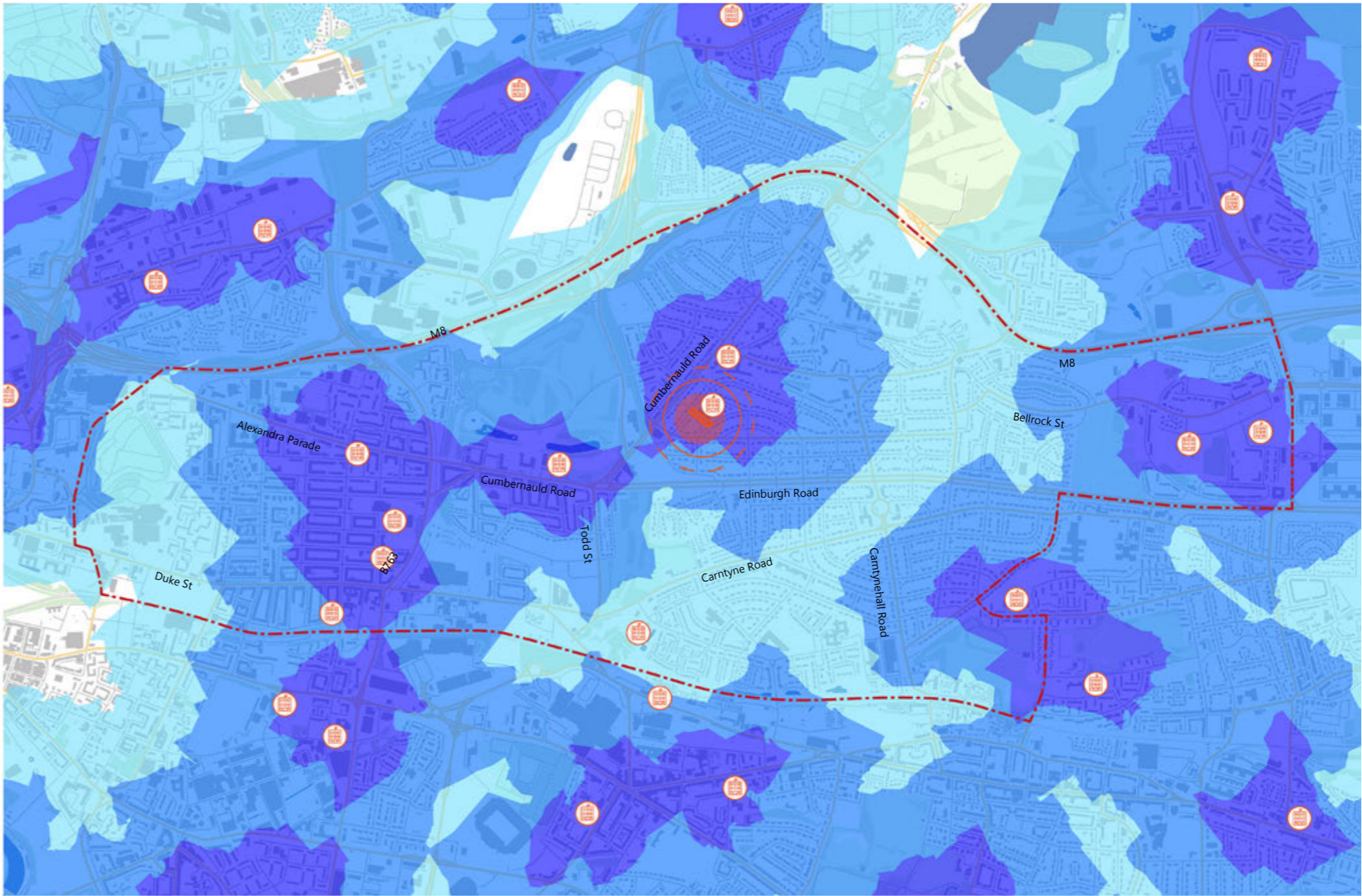


Figure 49. Primary Schools with walking distance isochrones Map





3.7 Land Use and Built Environment

3.7.11 Education - Secondary Schools

There are three Secondary School located within the LN area, one in Dennistoun, one in Carntyne (isochrone data unavailable) and one in Riddrie. Furthermore, close to the site boundary towards the south there are two more, providing access within a 5,10 or 15-minutes walking distance to the surrounding neighbourhood including part of Dennistoun and Cranhill.

There is a section of the study area that has to travel further than 1200m to access secondary education.

Legend

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

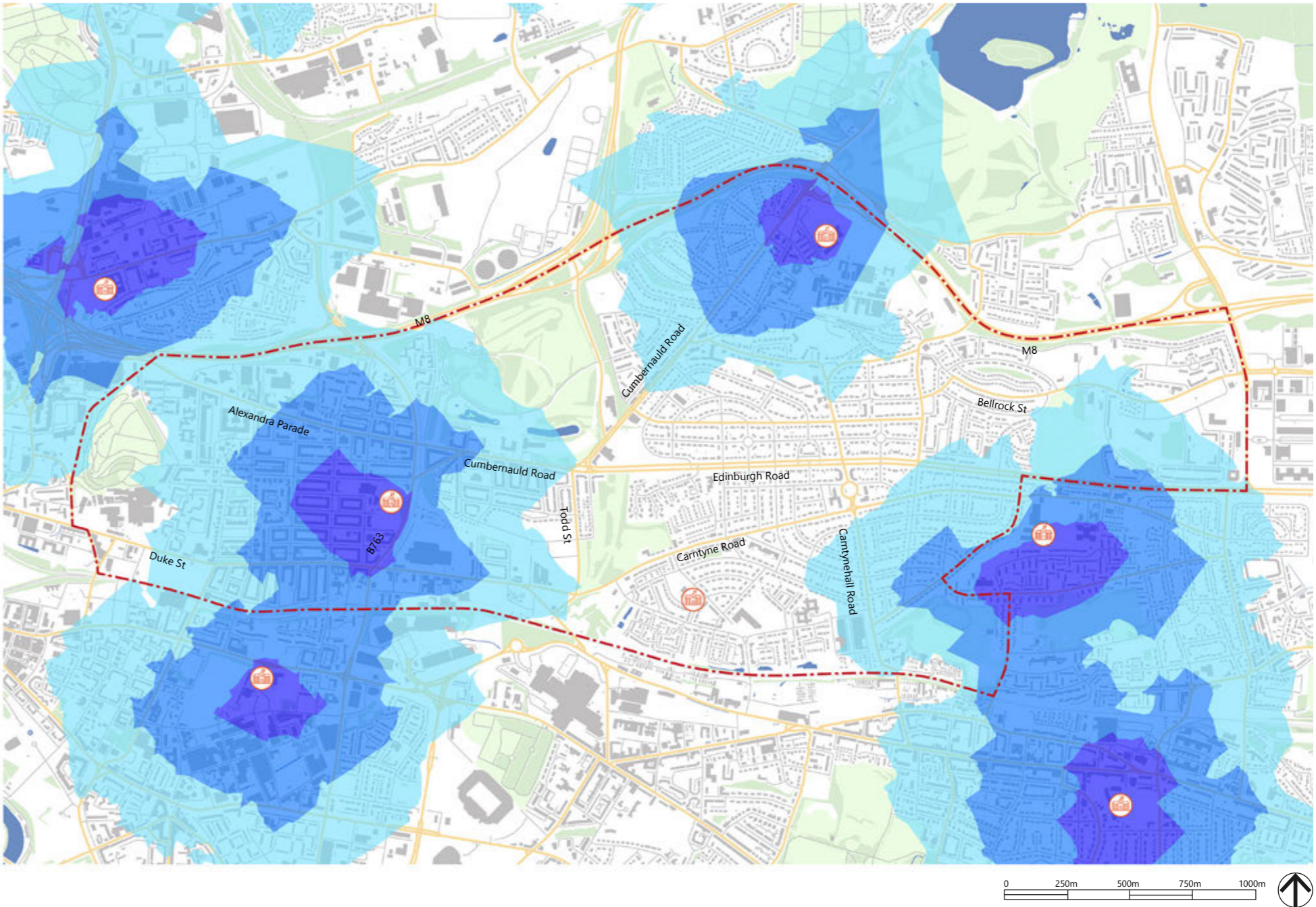


Figure 50. Secondary Schools with walking distance isochrones Map

3.7 Land Use and Built Environment

3.7.12 Education - Colleges and Universities

CHM Scotland, Glasgow Kelvin College and Glasgow Taxi College are Colleges 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.

Legend

-  Colleges and Universities

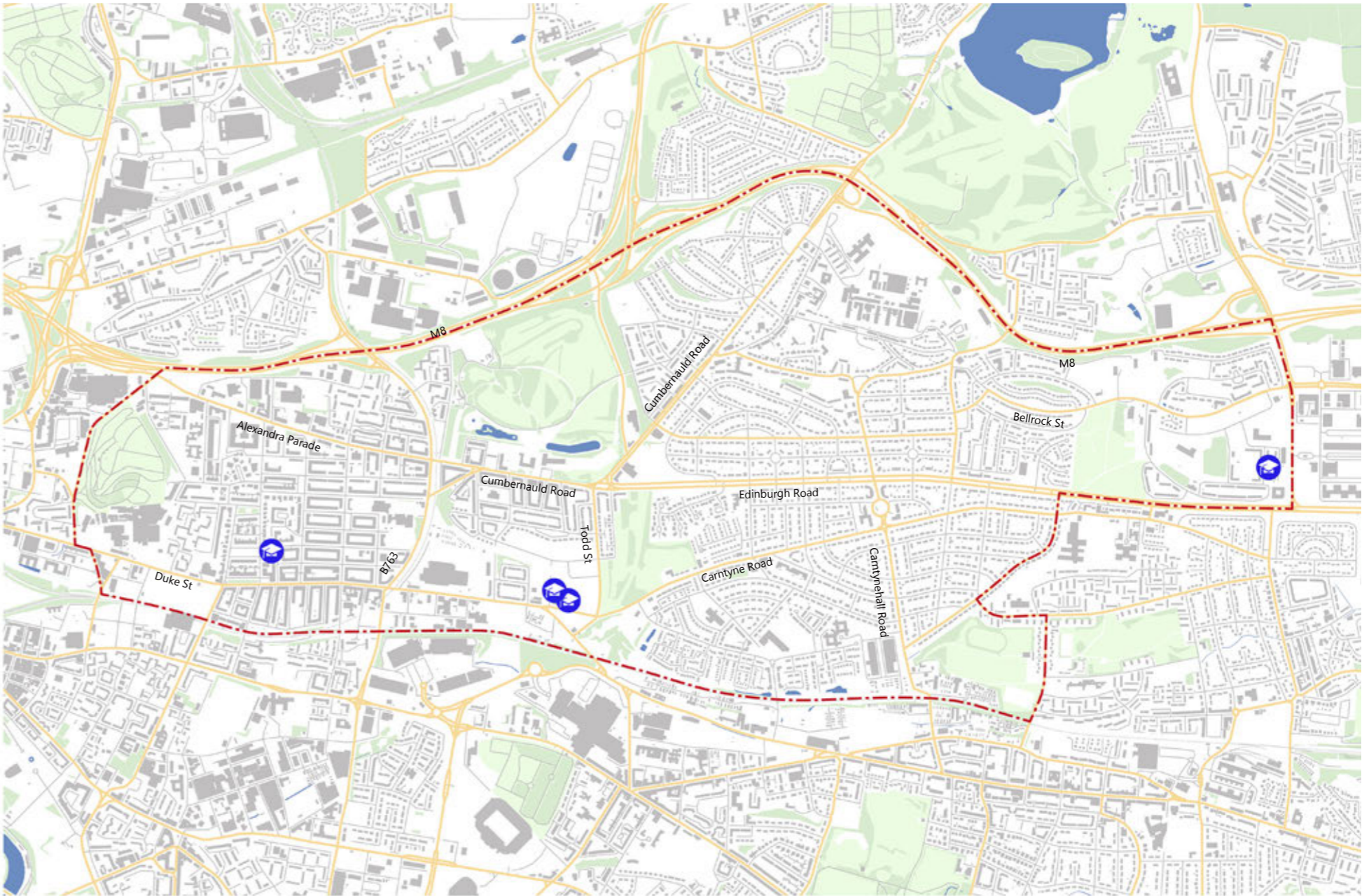


Figure 51. Colleges and Universities Map

3.7 Land Use and Built Environment

3.7.13 Visitor Attractions

There are two visitor attractions identified Tennent Caledonian Breweries in Dennistoun and Glasgow Kelvin College East End Campus in Haghill.

The rest of the LN area does not include visitor attractions. Southern to the site, Celtic Park and a shopping centre have been identified as attractions.

- Legend**
- ★ Visitors attraction
 - 5min walking distance
0 - 400m
 - 10min walking distance
400 - 800m
 - 15min walking distance
800 - 1200m

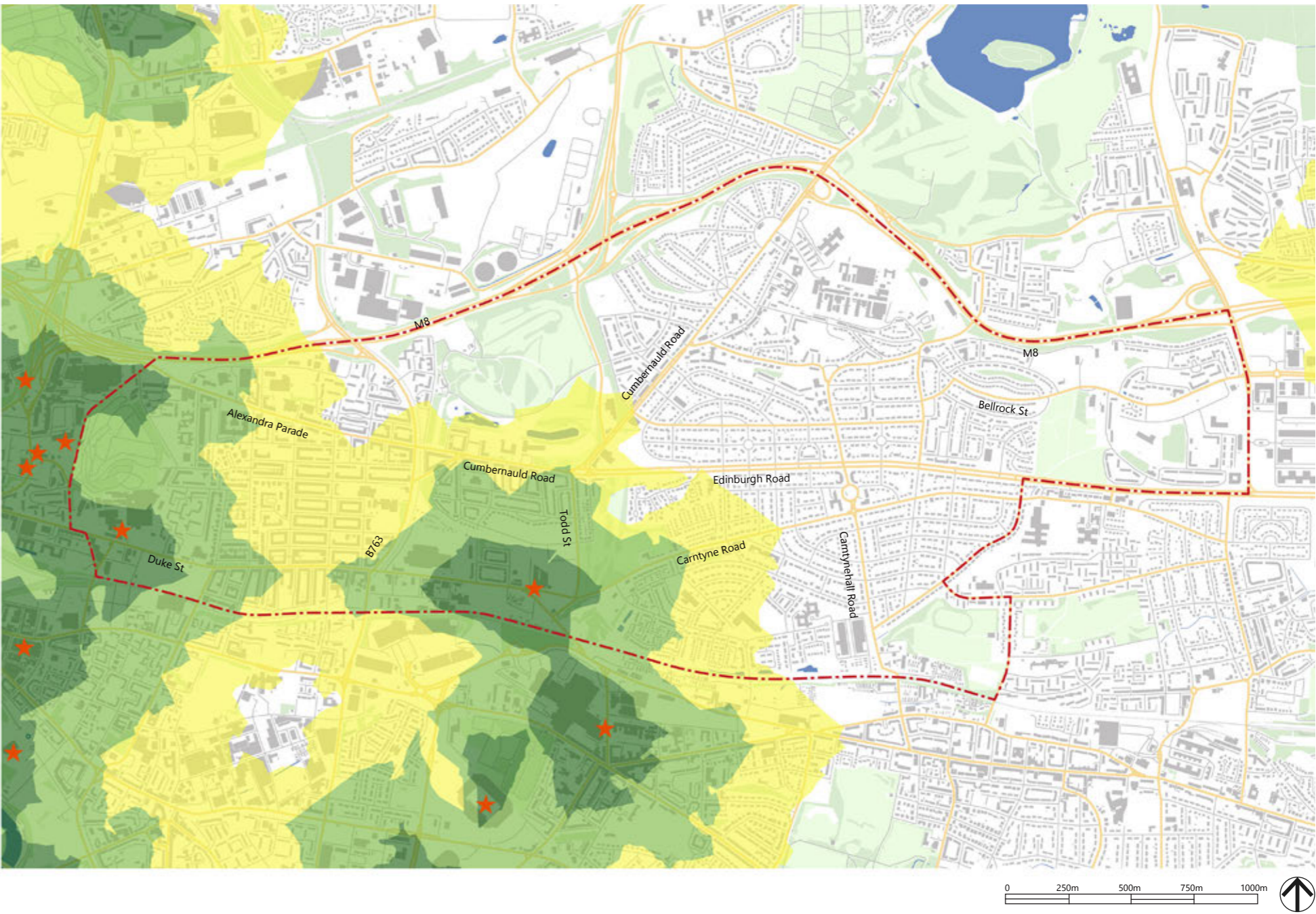


Figure 52. Visitor Attractions with walking distance isochrones Map

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 Duke Street and Alexandra Parade. Within these clusters, there is a small number of newly vacant and others that 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.

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

(This information was accurate at time of survey and may differ now/in the future.)

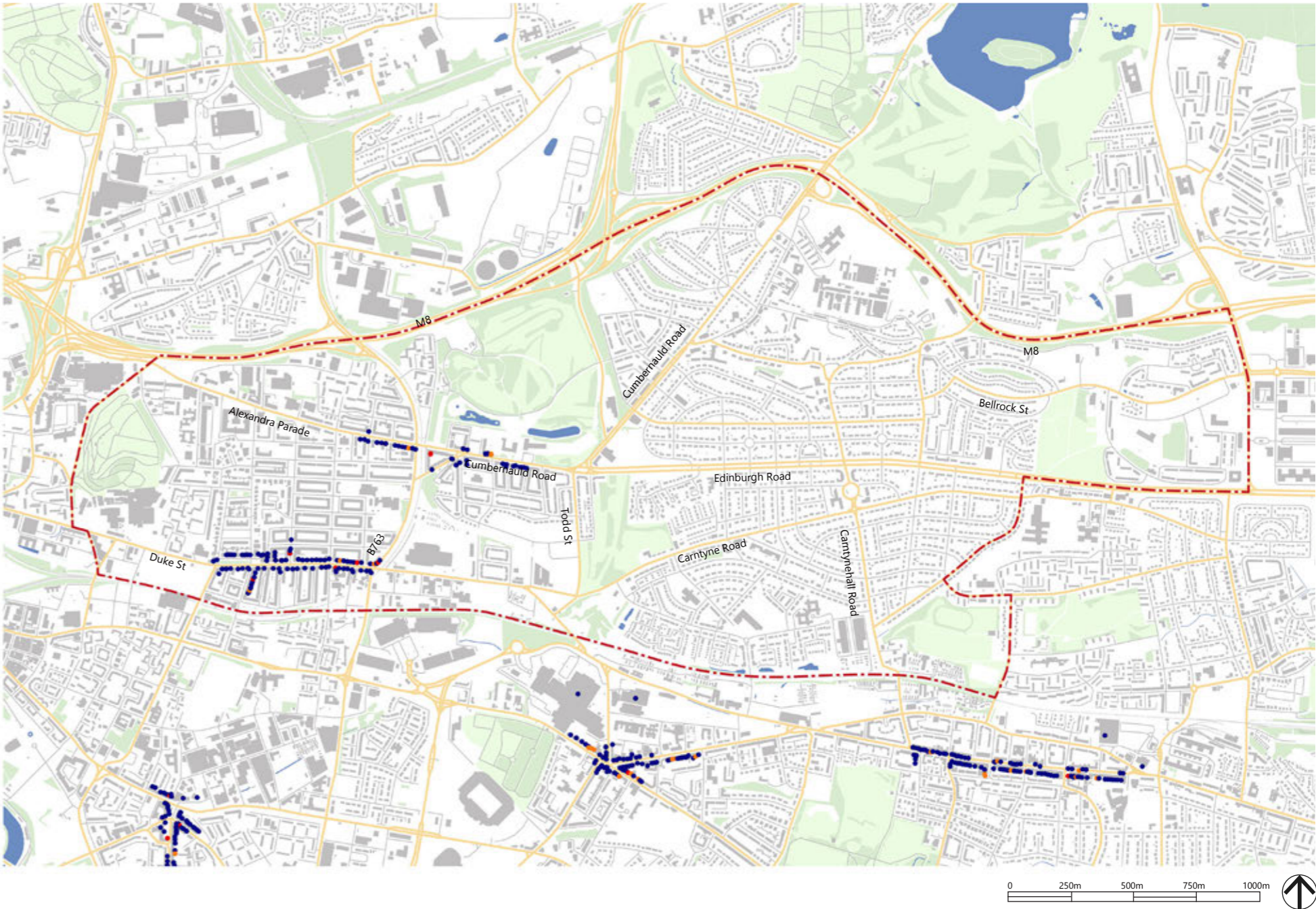


Figure 53. Visitor Attractions with walking distance isochrones Map

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 Dennistoun does not exceed 1500 residents/km². Among all different neighbourhoods, Haghill, Riddrie and Cranhill demonstrate the lowest density of a maximum of 750 residents/km². Western to the site, close to the City Centre, population density increases significantly.

Legend

- 0 - 750 residents/Km²
- 751 - 1500 residents/Km²
- 1501 - 2250 residents/Km²
- 2251 - 3000 residents/Km²

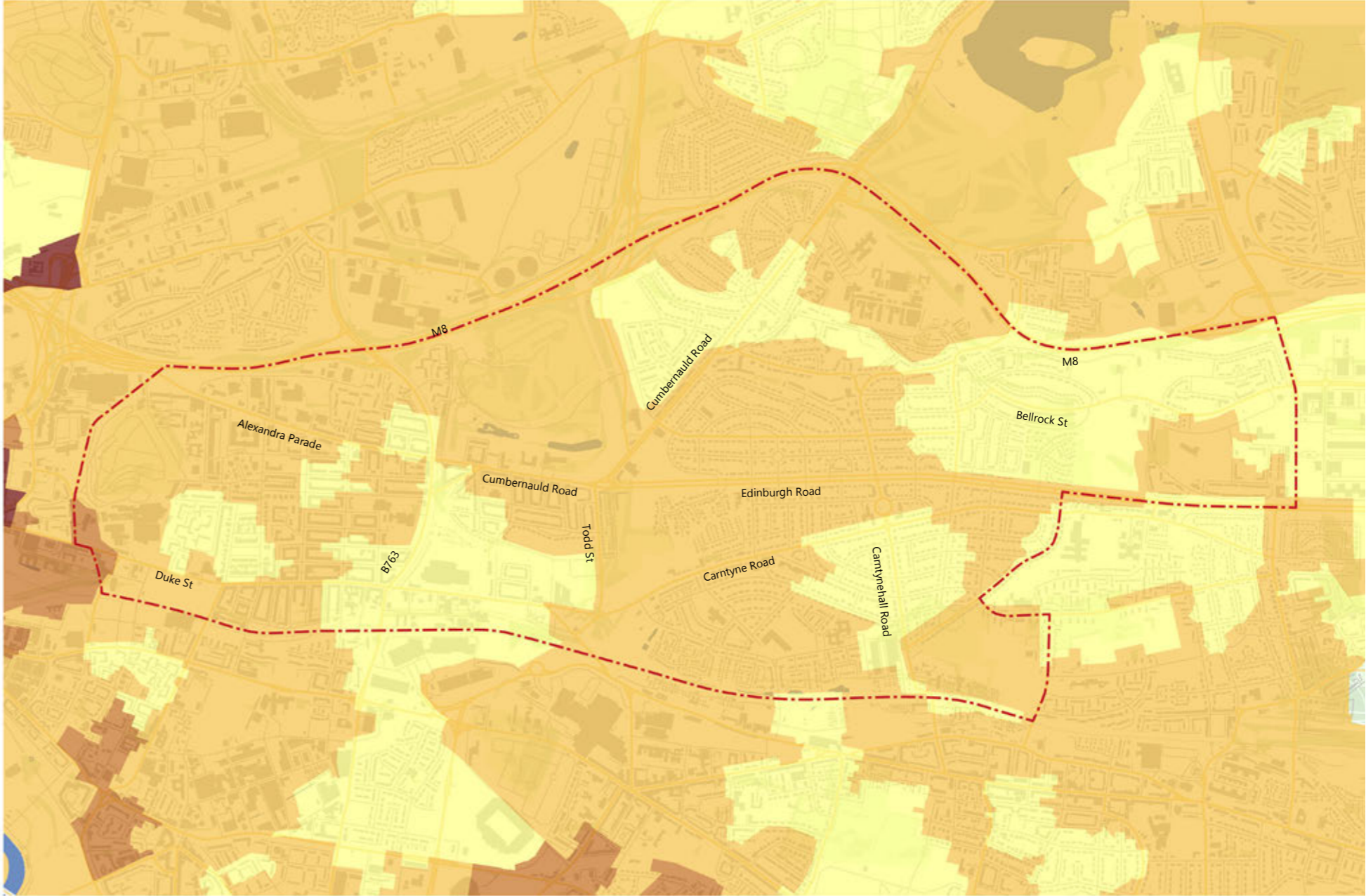


Figure 54. Population Densities Map

3.8 Demographics

3.8.2 Income and Deprivation

Deprivation rates are significantly high throughout the LN area. The largest part of the site represents the lowest category in the Scottish Index of Deprivation, being among the 25% most deprived areas in Scotland.

Following, there are two areas in Riddrie, which demonstrate slightly better rates, 25% to 50%.

Finally, Dennistoun is differentiated by including a mixture of rates.

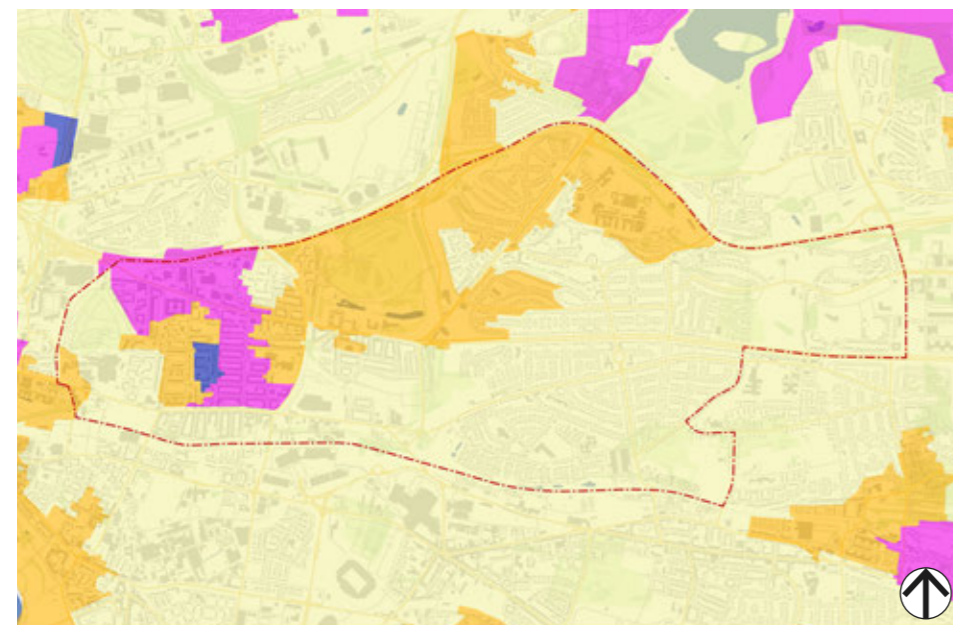


Figure 55. Income Deprivation Indices Map; source: Scottish Index of Multiple Deprivation

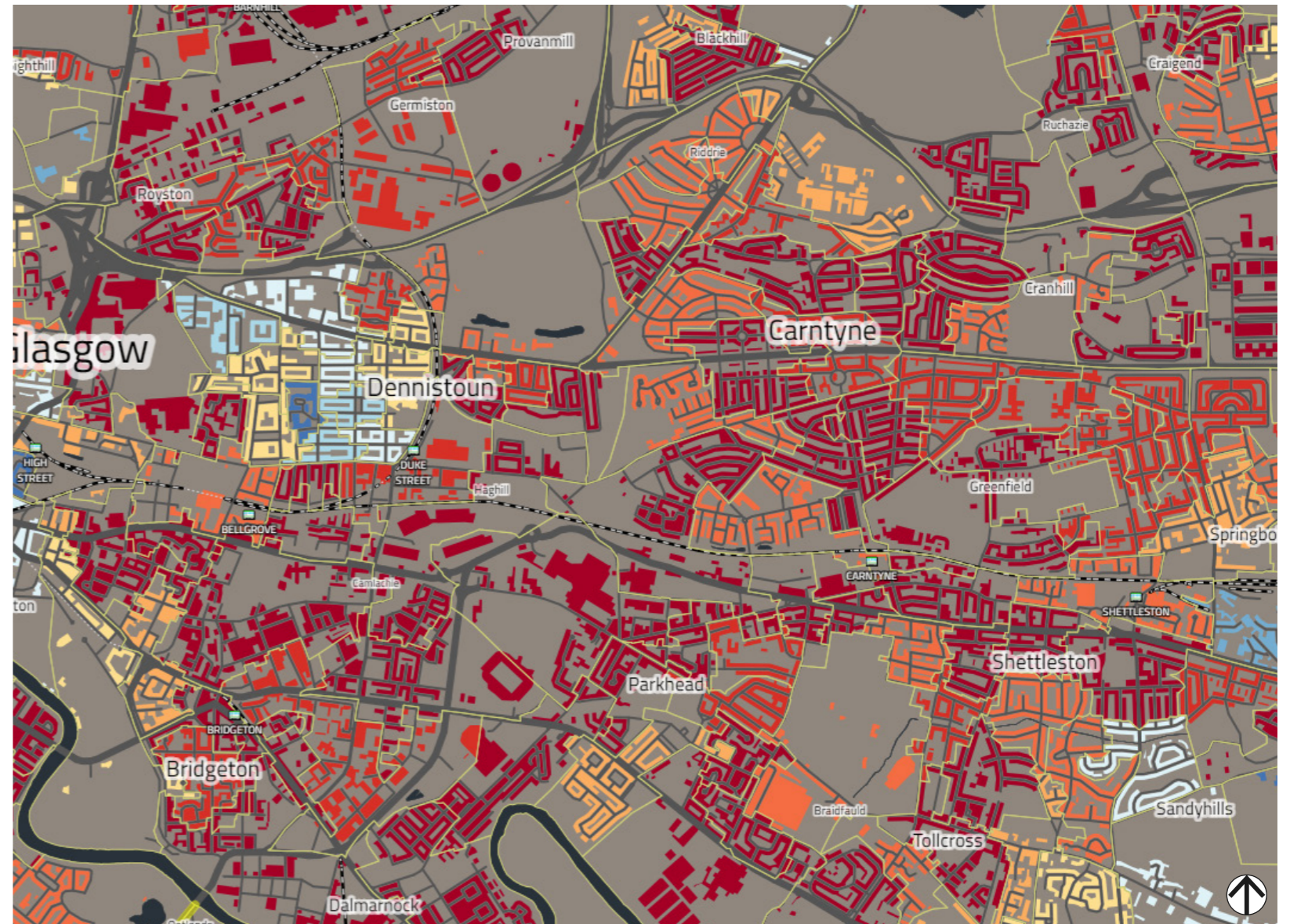
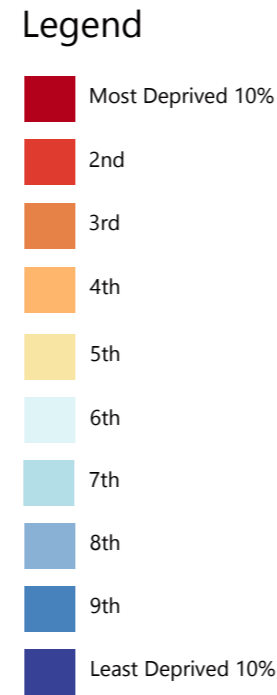


Figure 56. Income Deprivation Indices Map; source: Scottish Index of Multiple Deprivation

3.9 SWOT Analysis

Strengths

- Cranhill integrated green infrastructure project
- Necropolis Site – important heritage site attracting high number of visitors
- Duke Street Avenue project
- Good range of small independent shops
- Diverse range of community spaces
- Registered Sites of Special Landscape Importance both in and around the LN area
- Good network of high-frequency bus stops
- Glasgow Necropolis as a major visitor attraction site
- Accessible public bike share scheme (Nextbike)
- Green Corridors along major connecting links

Weaknesses

- Lack of environmental quality of connections and routes to Gallowgate and Parkhead
- Lack of connectivity across M8
- Noise pollution generated by the M8
- Issues of inadequate accessibility to rail stations
- Problematic street junctions and decreased safety due to uneven pavement surface
- Barriers between neighbourhoods and Town Centre
- Inadequate number of play areas, especially towards the east
- Lack of public toilet in parks and open spaces
- Limited number of facilities and amenities (post offices, public WC, libraries, dentists)
- Lack of high-quality public spaces and green spaces
- Fragmented active travel route network
- Monotony of uses and lack of night-time activity
- Under performing town centres—multiple social, economic and environmental factors have contributed to the demise of some local high streets
- Lack of connectivity links with nearby town centres and neighbourhoods; Parkhead, Dennistoun and Bridgeton
- Poor quality environment and inadequate street lighting
- Increased number of disused buildings e.g. old schools
- Notable Fly-tipping and Street Cleansing Issues

3.9 SWOT Analysis

Opportunities

- Need for greening the streetscape and improve pedestrian friendliness
- The Meat Market award (£2.6 million from the Scottish Governments Capitol Grants Fund) - a new community space, office space, childcare and active play facilities as well as business start-up facilities and flexible areas to accommodate local pop-up markets.
- Creation and enhancement of active travel routes
- Need for upgrading the connections between the new and existing housing stock to the rail station
- Create an interconnected network of green spaces, accessible by the local community
- Reuse of vacant and derelict buildings
- Need to provide community infrastructure
- Redesign wide street to cater for active travel
- Need to reinforce community with new housing, business and creative workspace and supporting community amenities, leisure uses
- Pop-up uses in empty shops and buildings
- Barlinnie prison relocation and building reuse
- New spaces/activities for children and teenagers
- Repurpose of disused railway in Haghill

Threats

- Heavily trafficked artery in and out of the city centre, prone to congestion – creates physical isolation
- Open space quality and vacant and derelict land
- Increased risk of surface water flood
- The Meat Markets' contamination and geotechnical issues
- Lack of urban density, which is required to support local retail, community facilities and amenities
- Indication of low income and deprivation demographics within the LN area, excluding Dennistoun
- Noted maintenance issues and lack of recycling opportunities.

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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 Dennistoun, Haghill, Riddrie, Carntyne, and Cranhill (see Figure 57). 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 Dennistoun, Haghill, Riddrie, Carntyne, and Cranhill.

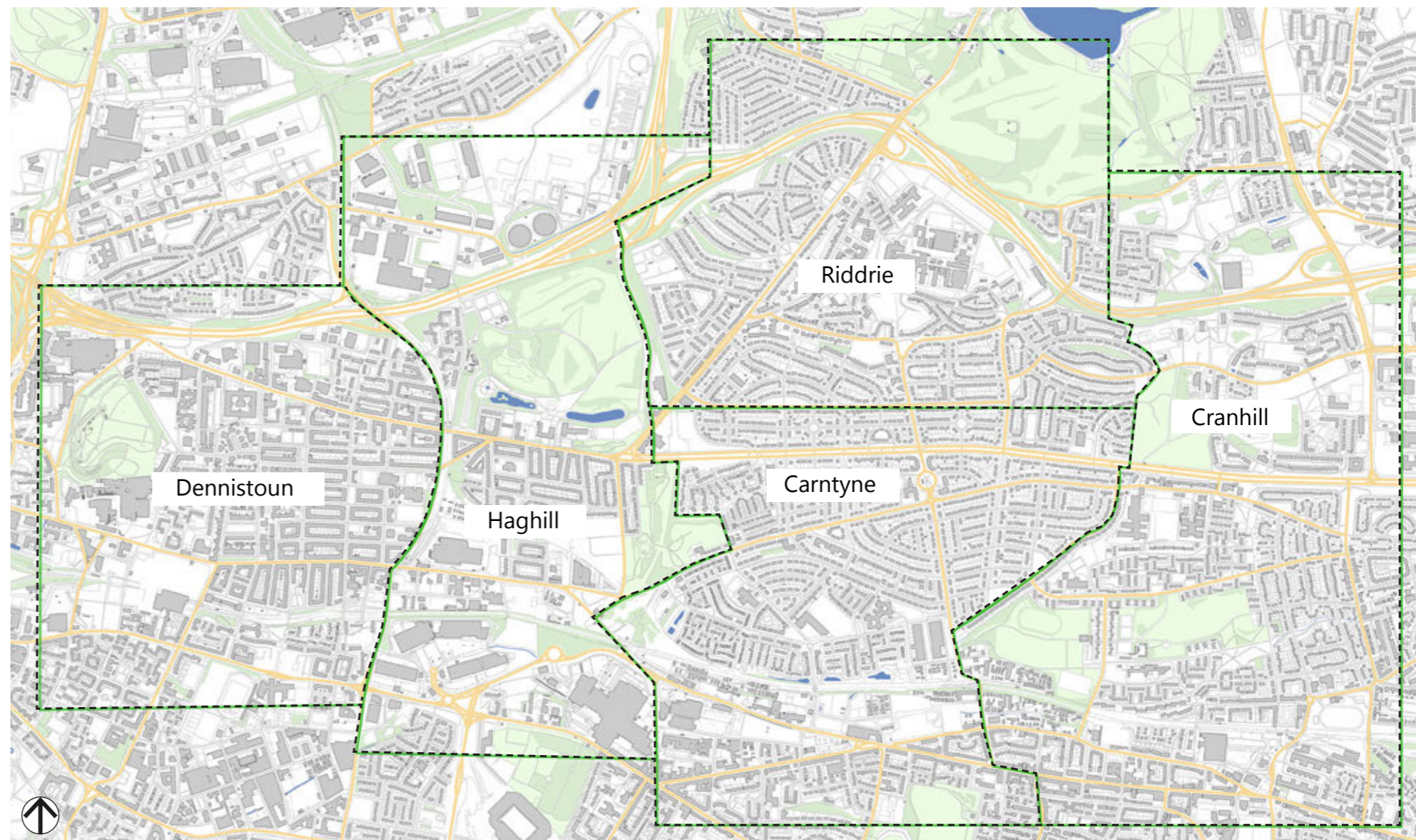


Figure 57. LN Area divided into five neighbourhoods.

4.2 Dennistoun

4.2.1 Context

Dennistoun is the most western community within the Neighbourhood, and immediately adjacent to the City Centre. The main body of the community is set on a southern facing hill running between Alexandra parade (A8) to the North down to Duke Street in the South. Duke Street and to some extent Alexandra Parade are vibrant high streets. This area is pleasant with several significant historical buildings part of which is designated as a conservation area. There are several amenities built into the fabric which includes schools, swimming pools, shops etc, although the swimming pool is under threat. The Necropolis, Royal Infirmary, Wellpark Brewery area to the West is historical and architecturally striking. There are long standing ideas to open this area up more to the Dennistoun community through a new Eastern Gate however this is a project with polarised views within the community. While it would open the area up for the community this needs to be balanced against its historical centre and ensuring the monuments within the Necropolis are protected. The boundary for our Neighbourhood strictly runs down the centre of Duke Street however the Reidvale area to the south of Duke Street which is very much an integral part of that community and Bellgrove area even further South and its relationship across the railway is a difficult problem for the area. The community is well serviced by bus routes and the railway stations at Bellgrove, Duke Street and Alexandra Park although all of these have poor accessibility.



4.2 Dennistoun

4.2.2 Commonplace Comments

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

1, 2, 4, 5, 14, 16, 17, 18, 21, 23, 27, 29, 33, 34, 35, 36, 41, 42, 51, 52, 53, 54, 56, 60, 61, 63, 65, 66, 67, 69

Car parking and increased vehicular speed
 - illegal/excessive car parking, lack of monitoring, high vehicular speed

3, 11, 23, 28, 31, 34, 35, 37, 38, 40, 41, 42, 44, 45, 46, 47, 49, 50, 51, 54, 57, 60

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

26, 27, 28, 32, 34, 42, 43, 44, 48, 55, 59, 60, 64

Lack of cycling lane and infrastructure

6, 10, 19, 21, 36, 39, 44, 55, 56, 57, 68

Underutilised open spaces, sites, buildings
 - access to Necropolis, Tennent Park, Old Golfhill Primary School

13, 15, 22, 24, 46

Poor wheelchair accessibility
 - Rail Stations, Arc Lane

12, 20, 21, 66

Lack of trees

28, 42, 58, 61

Polluted street environment – air and noise

35, 61, 64, 70

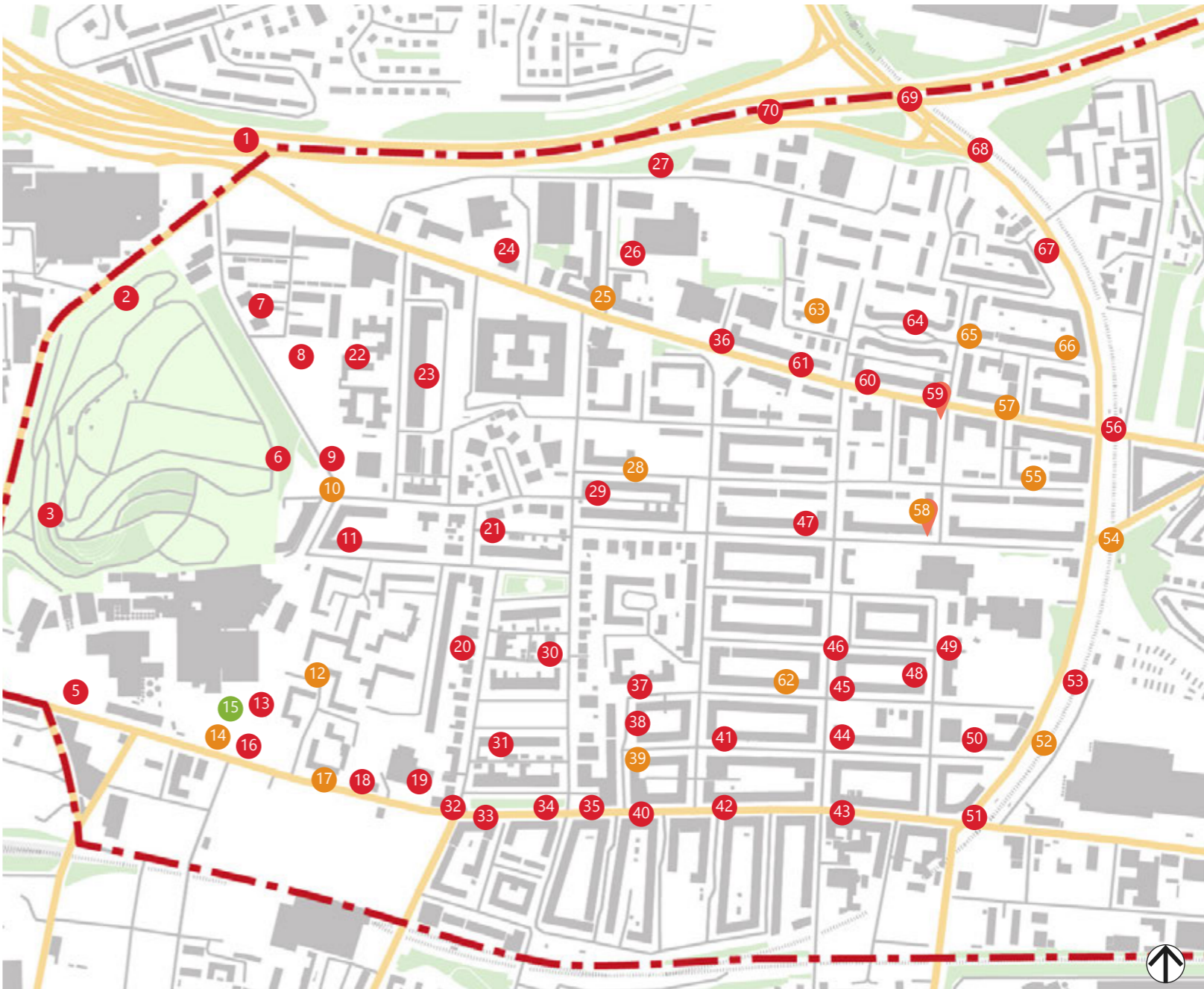


Figure 58. Commonplace Comments locations

4.2 Dennistoun

4.2.2 Commonplace Comments

Poor accessibility to green space	🧑🧑🧑
6, 7, 9	
Lack of community space and local amenities	🧑🧑
39, 59	
Re-establishment of historic names - Alexandra Cross, King's Cross junction	🧑🧑
34, 51	
Inadequate provision of Car Club vehicles	🧑
25	
Lack of electric vehicle charging points	🧑
62	
Neglected conservation area	🧑
30	

🧑 = Proportion of group comments per topic

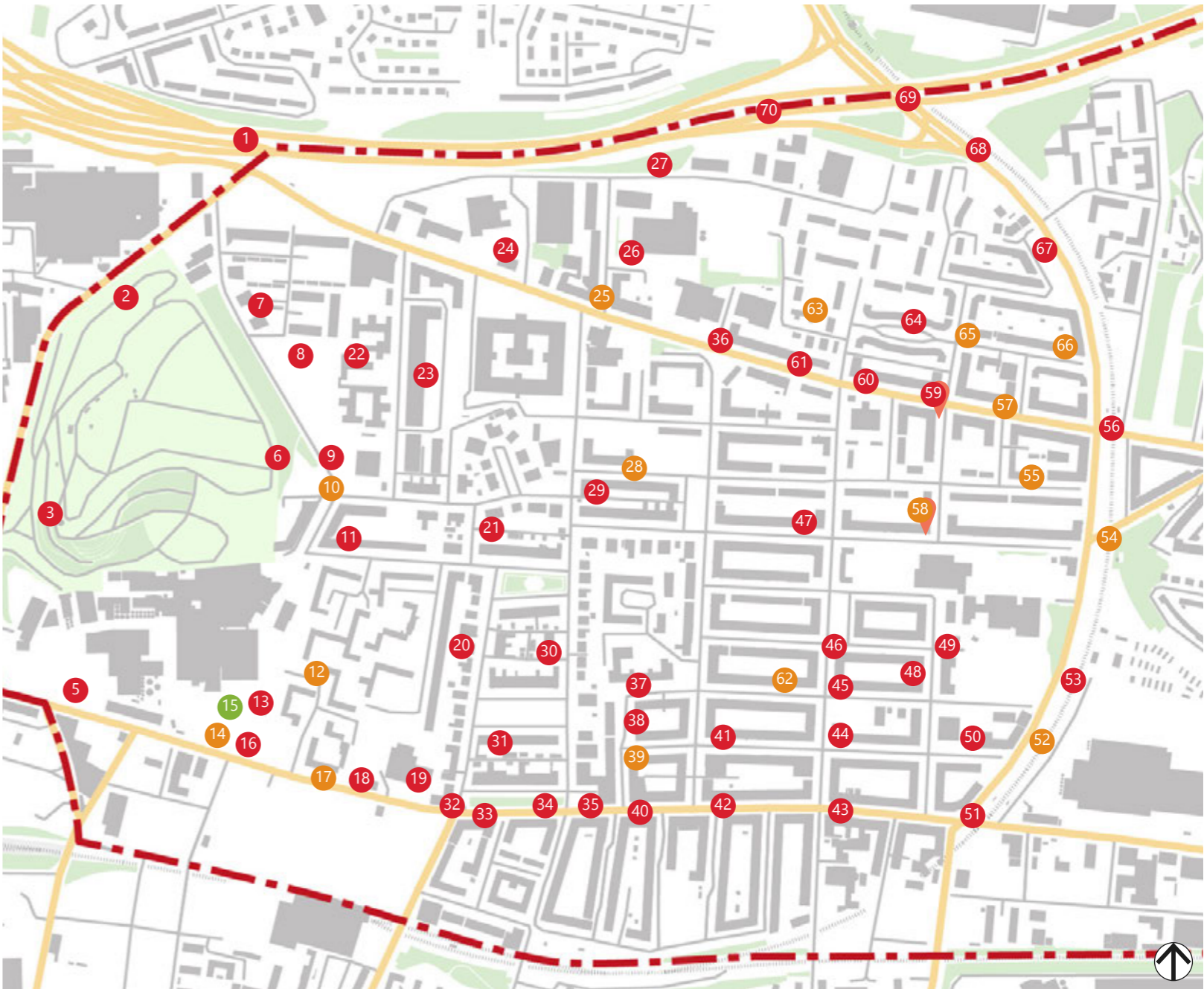
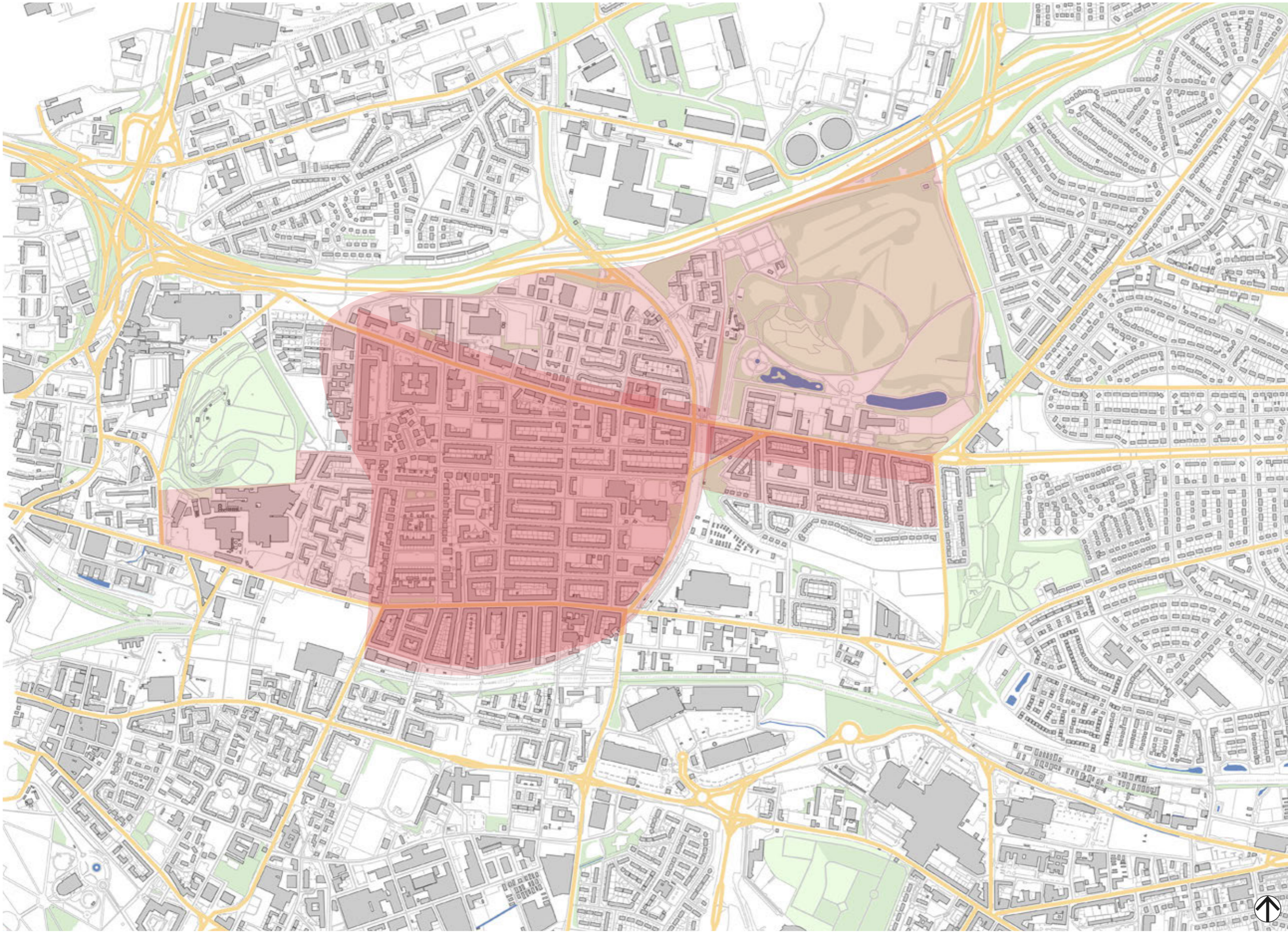


Figure 59. Commonplace Comments locations

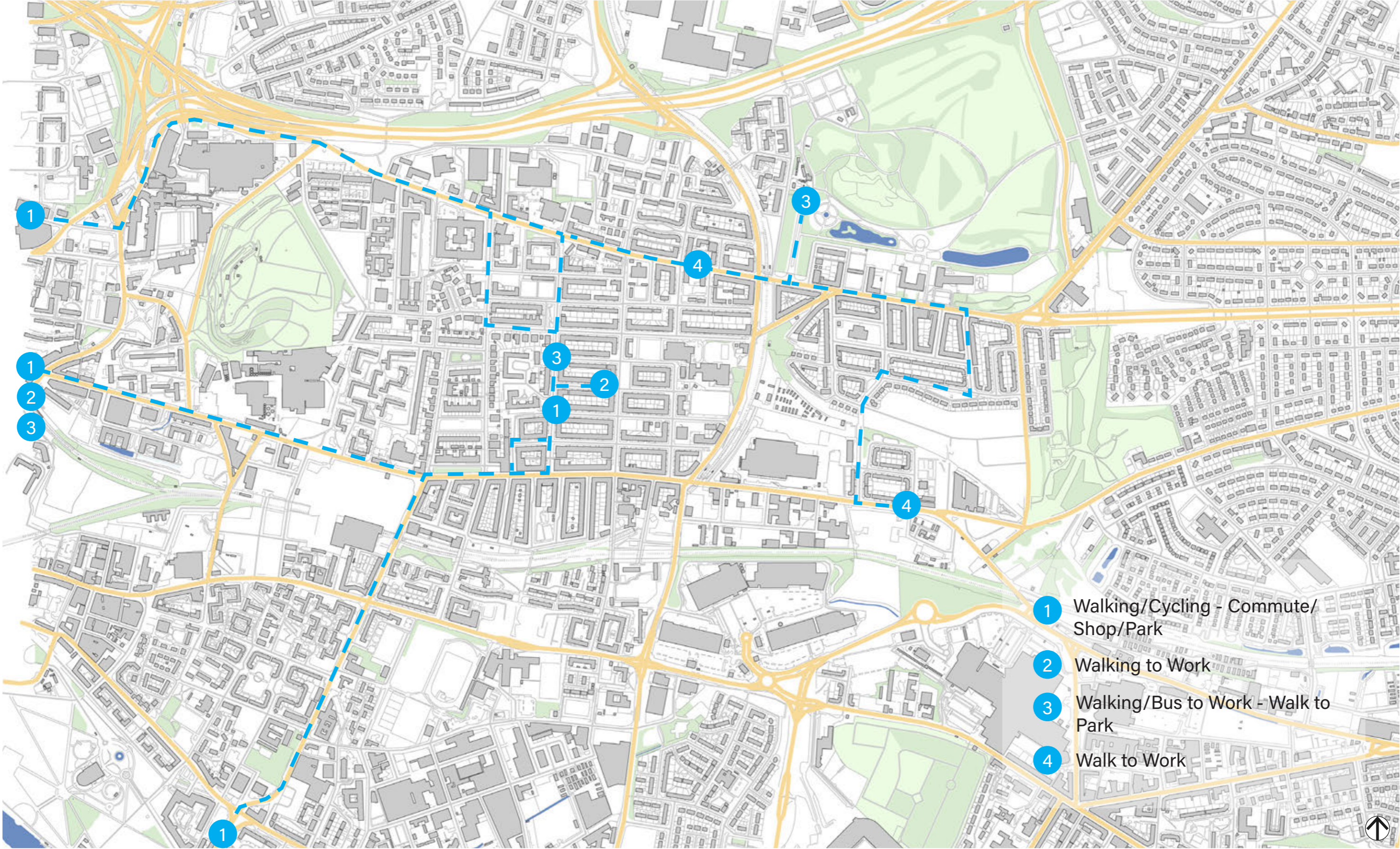
4.2 Dennistoun - Community Boundaries



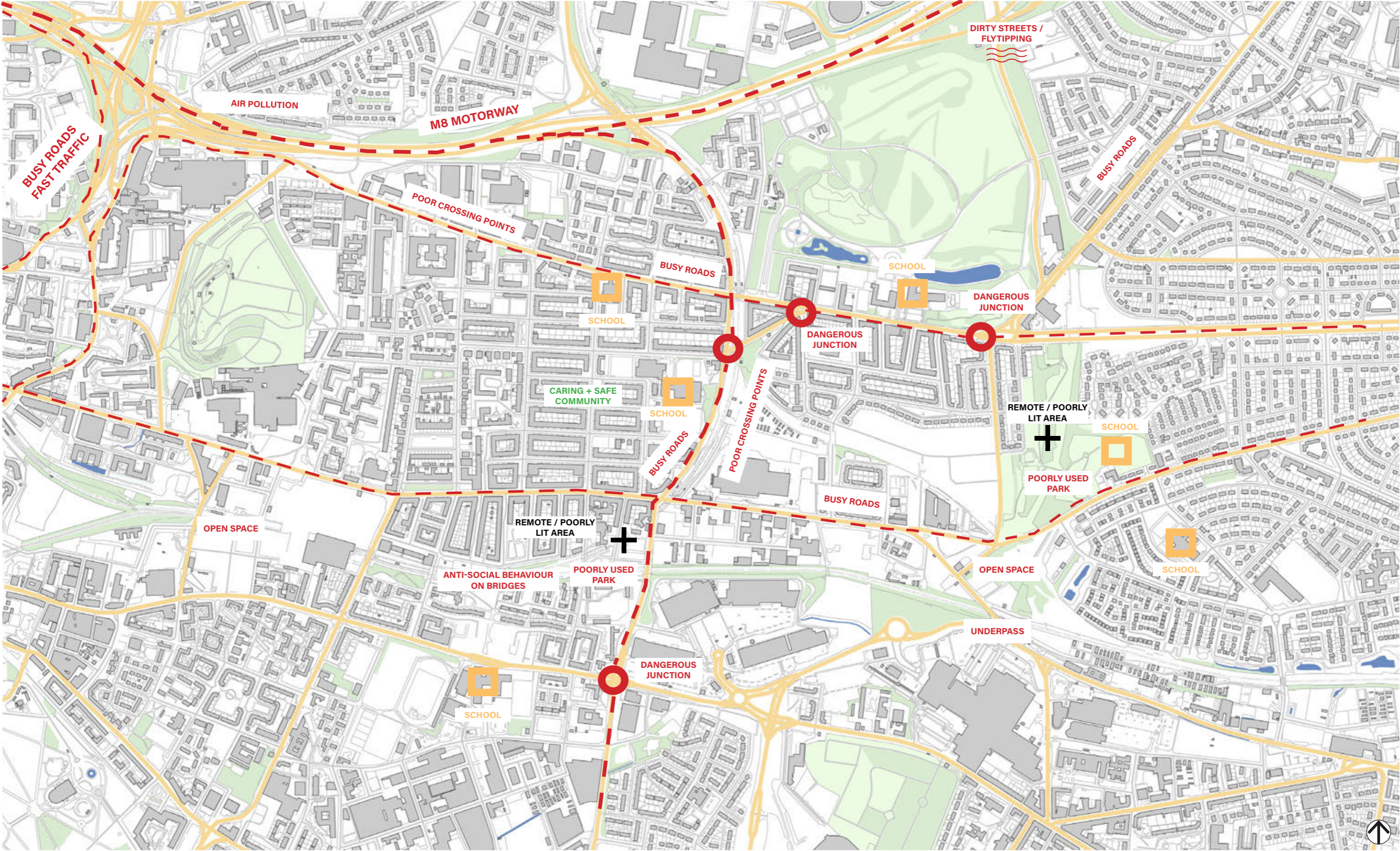
The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.



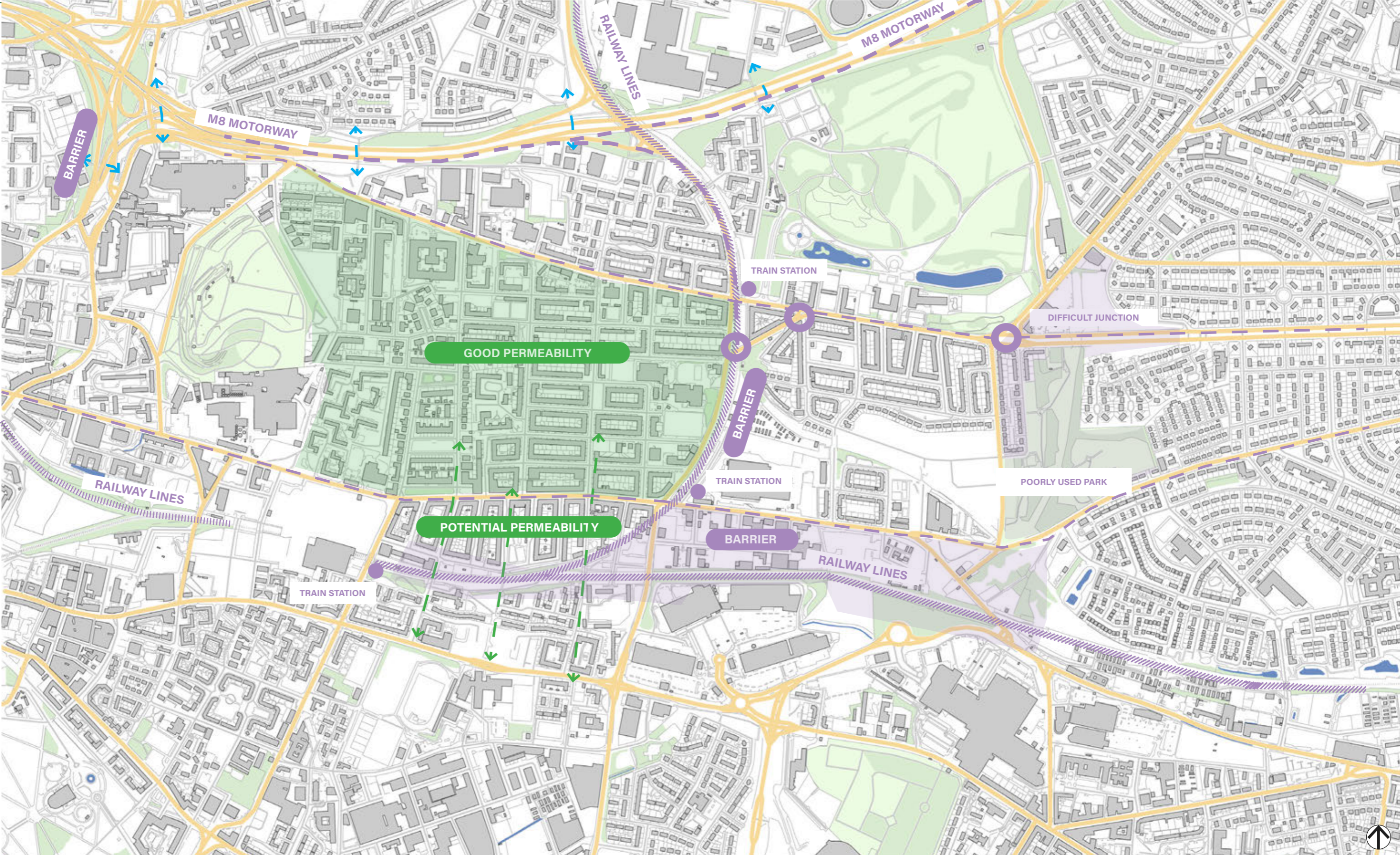
4.2 Dennistoun - Everyday Journeys



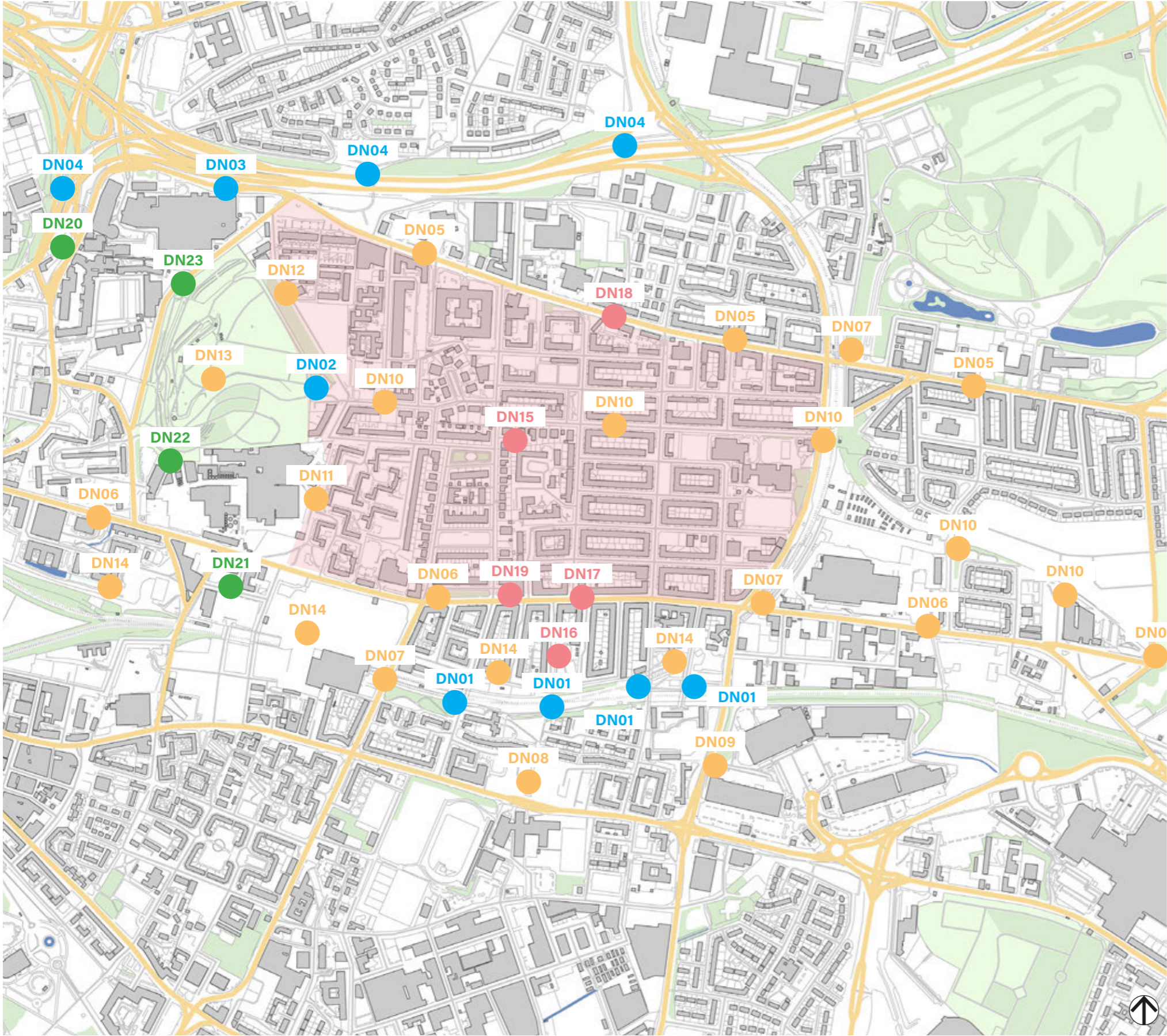
4.2 Dennistoun - Perception of Safety



4.2 Dennistoun - Permeability/Barriers



4.2 Dennistoun - Opportunities Map



PROPOSALS KEY:

- DN01** - Railway bridges are badly used and offer a major opportunities to link Dennistoun / Reidvale with Bellgrove and increase active Travel. Includes the following:
 - Whitevale Street Bridge: currently not used by vehicles however offers up strong link to Bellgrove and the Whitevale Baths development.
 - Bluevale St Bridge: adjacent to Whitevale St Bridge
 - Bellfield Bridge: Pedestrian bridge with severe anti social behaviour.
 - Sword Street: Could be better linked into Reidvale.
- DN02** - Eastern Gate to Necropolis: Form new gateway into Necropolis to allow pedestrian access for recreation. Differing views in the community and will require a detailed consultation (including written submission by Friends of the Necropolis). Suggestion that the gates are localbale and designed by an artist through a competition.
- DN03** - Create better active Travel Link between Castle Street and Alexandra Parade
- DN04** - Pesestrian Motorway Bridges: Improve lighting and connections North
- DN05** - Alexandra Parade / Cumbernauld Road / Edinburgh Road active travel route
- DN06** - Duke Street / Carntyne Road active travel route
- DN07** - Improve accessibility to Railway Stations.
- DN08** - Create active travel route to St Mungos Academy
- DN09** - Create active travel route to Parkhead Retail Park (Asda)
- DN10** - Onslow Drive active travel route from Haghill Cross
- DN11** - Ark Lane active travel route from Firpark Street to Duke Street

- DN12** - Firpark Street active travel route to Wishart Street
- DN13** - Create active travel route through Necropolis. Noted that there are very different views within the community and this is a listed area / prone to vandalism / burial ground.
- DN14** - Revisit and strengthen active travel route as part of the Gallowgate Masterplan which is to run in the area between Duke Street and the Railway Line including Reidvale.
- DN15** - Dennistoun Low Traffic Neighbourhood: Create a low traffic neighbourhood across Dennistoun especially the relationship between Alexandra Parade and Duke Street. Noted that this requires detailed consultation and should not be rushed.
- DN16** - Reidvale Low Traffic Neighbourhood:
- DN17** - Duke Street Parklets / Cul de Sac spaces / Street Market
- DN18** - Alexandra Parade / Artist Involvement
- DN19** - Annfield Place Community Garden
- DN20** - Reconfigure and reduce the roads in front (to the West) of the Royal Infirmary to create a new park using the various traffic islands (adjacent to the new Low Emissions Zone). Refer to Learning Quarter DRF.
- DN21** - Improve Street scape and connectivity around important historic buildings
- DN22** - Lady Well: Create a sense of place for the monument.
- DN23** - Improve the quality of Wishart Street to include an investigation of closing the street to vehicles and reopening the Molindinar Burn.

4.3 Haghill

4.3.1 Context

Haghill sits to the East of Dennistoun and is divided by the Springburn Railway Line and Alexandra Park Street. Duke Street carries through to Haghill however quickly becomes quite different in character losing a lot of its vibrancy although does contain some significant buildings notably Glasgow Kelvin College East End Campus. To the South of Duke Street the area is industrial and dilapidated, although there are opportunities to make some important links in particular to Parkhead Forge Shopping Centre. To the North of Duke Street and around Hogarth Park the area has been in a development limbo for several years awaiting the now cancelled East End Regeneration Route Phase 3. There is another redundant railway running west from Hogarth Park which potentially could link up with Alexandra Cross and incorporates large areas of open space which is steeply sloping. Further north the area flattens out and is reasonably built up along what is a combination of Alexandra Parade, Cumbernauld Road and Edinburgh Road all of which forms the A8 which at one point was the main route to Edinburgh however with the construction of the M8 motorway is now less used. To the North of the A8 sits Alexandra Park which is a significant Victorian Park. The local area is well served by buses and is in close proximity to the former North Parkhead Railway station.



4.3 Haghill

4.3.2 Commonplace Comments

Lack of maintenance – bins, recycle, litter, pavement, fly tipping, dog waste	11 icons
6, 9, 10, 12, 18, 19, 22, 24, 26, 27, 30, 35	
Poor quality pedestrian environment – issues with pavement, surface, crossings, street lighting, drainage, signage	8 icons
5, 15, 19, 22, 23, 27, 28, 36, 37	
Underutilised open spaces, play areas, sites, buildings – Golf course, Alexandra Park Pond, Hogarth Park	4 icons
4, 8, 32, 38	
Car parking and increased vehicular speed, inadequate residential parking	3 icons
2, 18, 36	
Poor wheelchair accessibility – Rail stations, Parks	2 icons
13, 33	
Public transport performance – frequency, trips, fares, blocked bus lanes	2 icons
14, 20	
Polluted street environment – air and noise e.g. M8/M80	2 icons
1, 29	
Lack of cycling lane and infrastructure – Alexandra Parade	1 icon
16	
Lack of public toilets	1 icon
7	
Well-maintained park – Alexandra Park (Sannox Gardens)	1 icon
11	

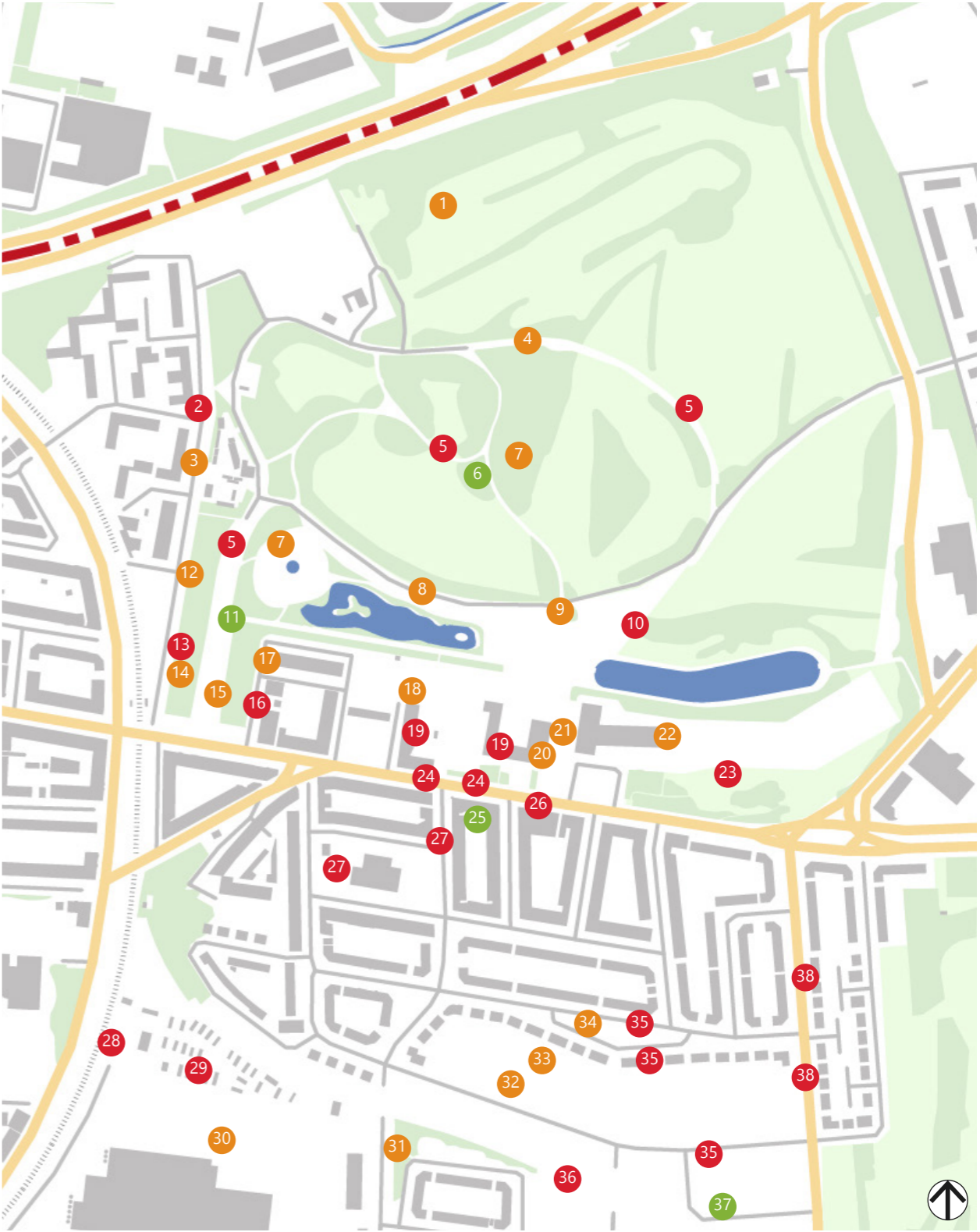



Figure 60. Commonplace Comments locations

4.3 Haghill

4.3.3 Commonplace Comments

Duke Street Avenue to be extended to the entire length of Duke Street	31	1
Lack of community space and local amenities	21	1
Lack of electric vehicle charging points	25	1

 = Proportion of group comments per topic

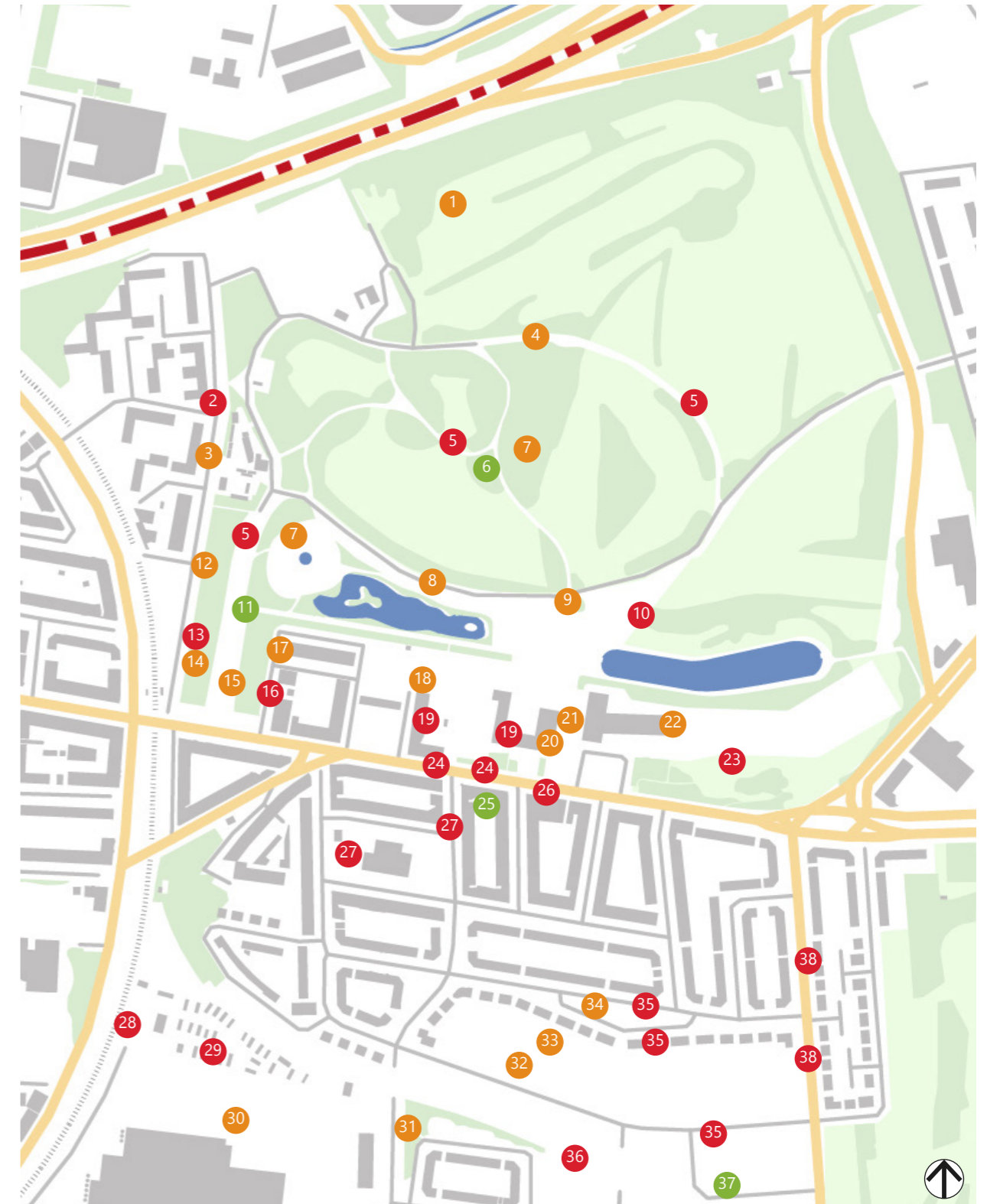
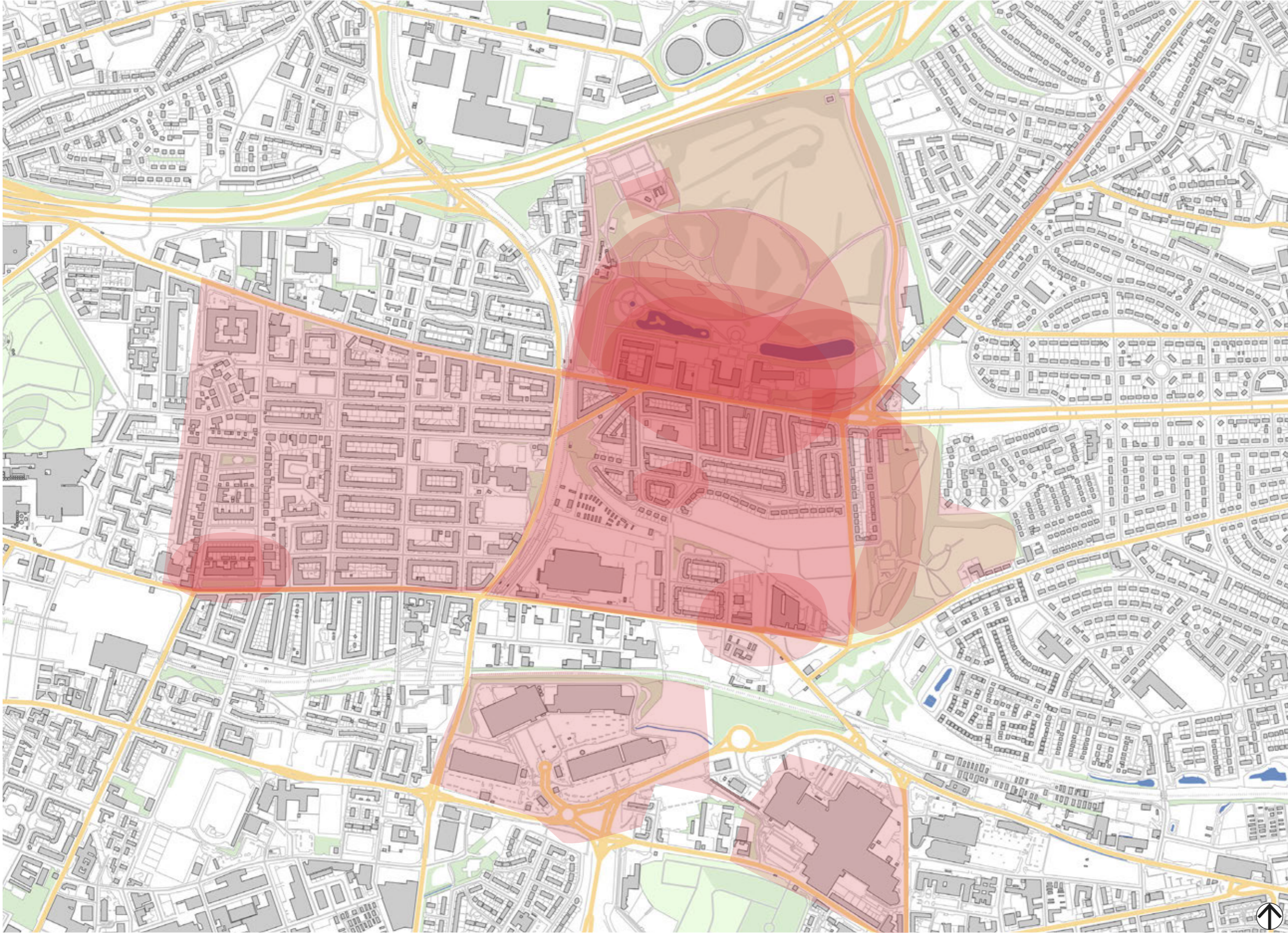


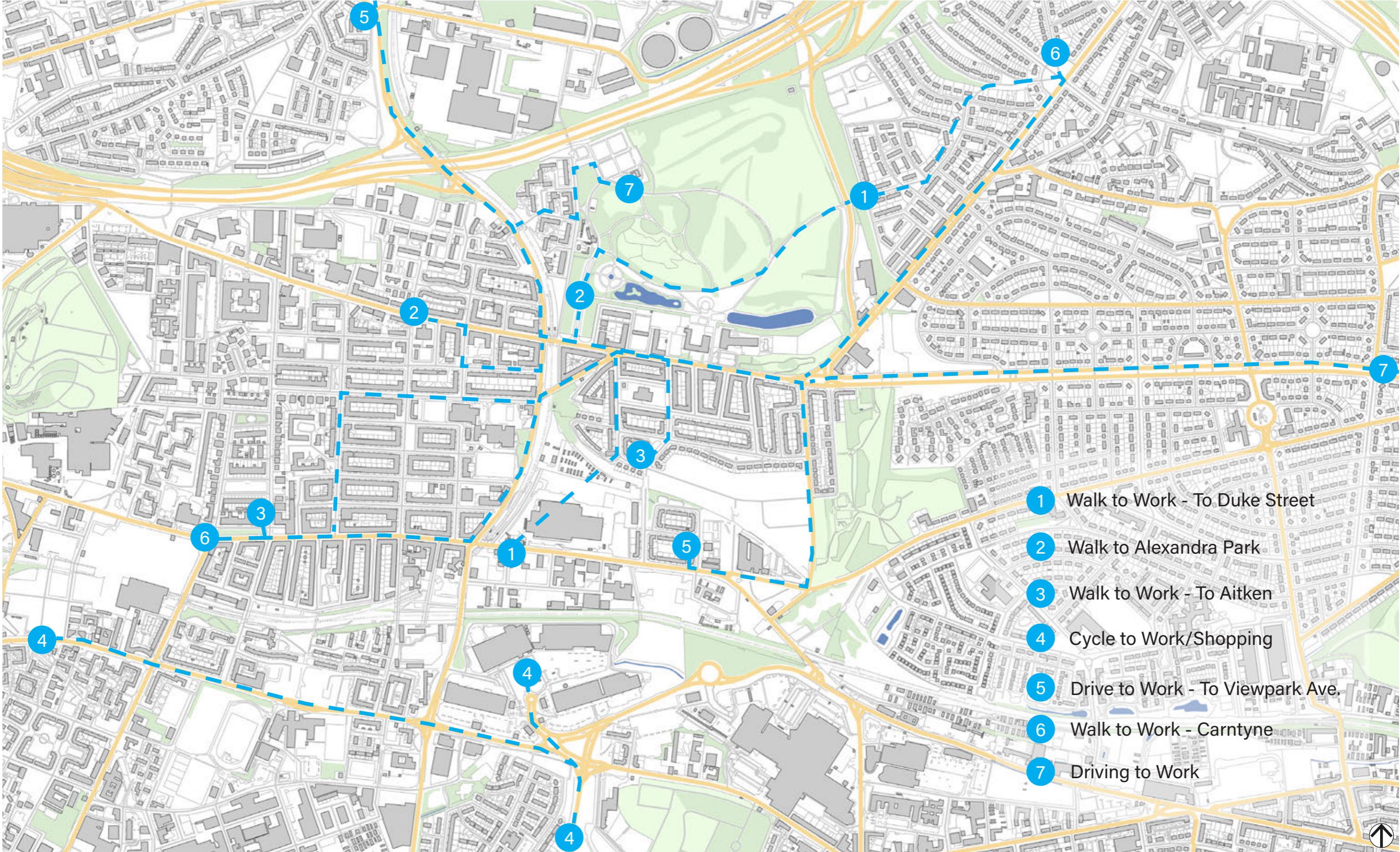
Figure 61. Commonplace Comments locations

4.3 Haghill - Community Boundaries



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

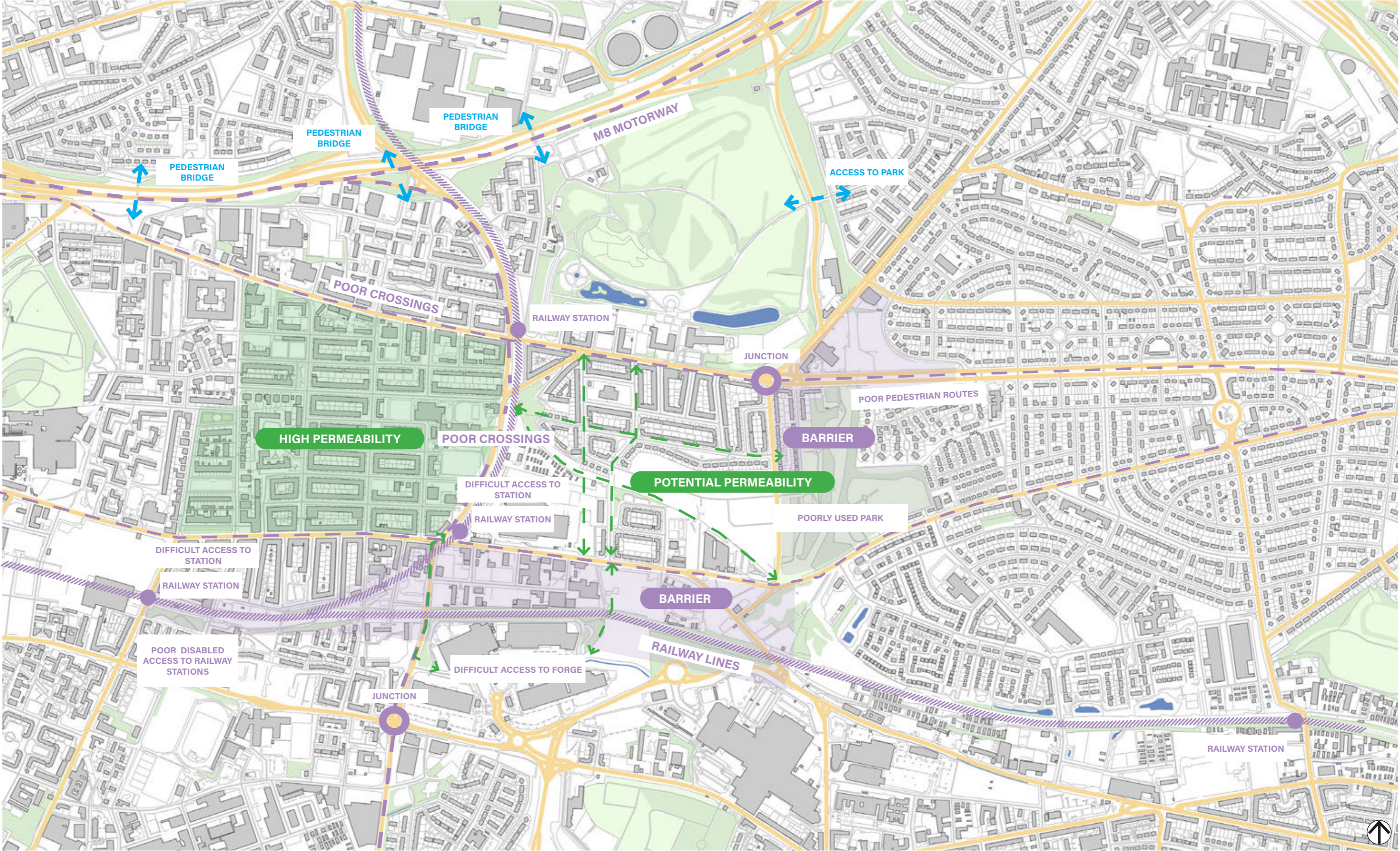
4.3 Haghill - Everyday Journeys



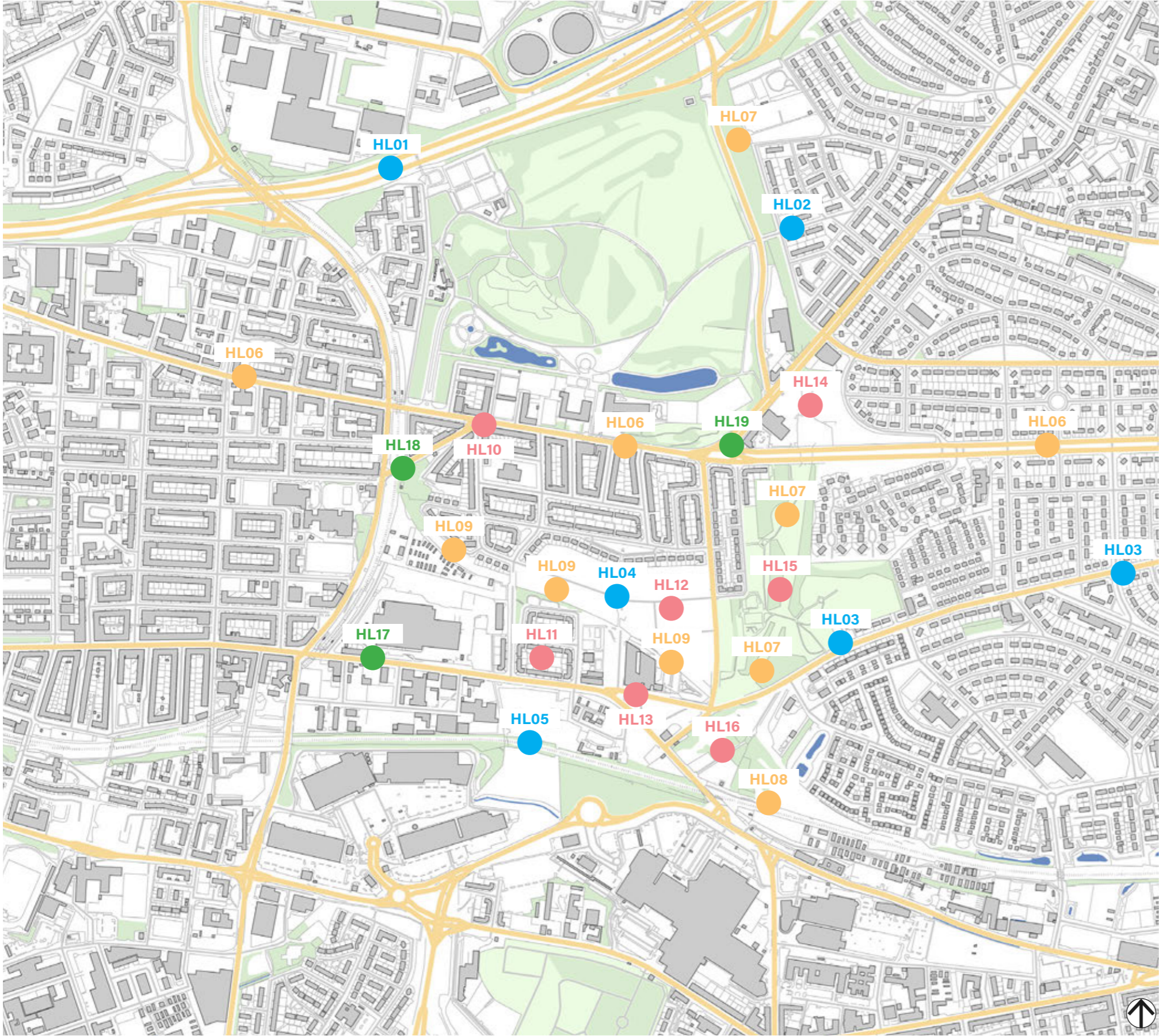
4.3 Haghill - Perception of Safety



4.3 Haghill - Permeability/Barriers



4.3 Haghill - Opportunities Map



PROPOSALS KEY:

- HL01** - Improvements to Pedestrian Motorway bridge and adjoining paths, especially to the North. Improved lighting.
- HL02** - Strengthen route from Riddrie to Alexandra Park.
- HL03** - Improvements to Carntyne Road to include active travel linking Haghill Cross / Duke Street to Carntyne Square and onto Cranhill Park. Includes 3 schools and has the potential to become a safe route for children.
- HL04** - Form pathway through proposed woodland HL12 from Haghill road to North Haghill
- HL05** - Form new route across railway from Haghill into Parkhead retail park.
- HL06** - Potential for major active travel route to the city centre. Improve crossings / increase central tree lined reservation by a lane either side to create linear park incorporating active travel route.
- HL07** - Active Travel Route from Alexandra Park to Parkhead forge through Hogarth Park.
- HL08** - Re-open Parkhead Railway Station and integrate into community. Create new mobility hub linked with proposed active travel route and bus routes running along Duke Street, Carntyne Road, Todd Street and Shettleston Road.
- HL09** - Active travel route connecting Haghill Cross to Alexandra Cross, and strengthening new Alexandra Cross.
- HL10** - Formation of new cross at junction of Cumbernauld Road and Alexandra Parade. Consider closing or partially closing Cumbernauld Road.
- HL11** - Support existing community garden proposals.
- HL12** - Support tree planting programme.
- HL13** - Remove traffic from short stretch of Carntyne Road in front of Kelvin College to allow the extension of College Campus / landscaping to the south and form new cross. Active Travel route on Carntyne Road can carry through.
- HL14** - High Carntyne Allotments: Consideration of resolving any ground issues and re establishing allotments.
- HL15** - Improvements to Hogarth Park, including improved paths, clear foliage, and improvements to activities / sculptures such as the Carntyne Pyramid
- HL16** - Form new park on raised plinth adjacent to Parkhead Railway Station and extend Hogarth Park. Improve existing route through this green space.
- HL17** - Strengthen Duke Street so its commercial area extends from Dennistoun into Haghill
- HL18** - Improve Crossing point and active travel route connecting Alexandra Cross with Dennistoun.
- HL19** - Junction of Edinburgh Road and Cumbernauld Road improved to include active travel

4.4 Riddrie

4.4.1 Context

Riddrie is very similar in character to Carntyne having a suburban feel. The difference is that Riddrie does have a Local Town Centre which is resilient however would benefit from support. The Town Centre is centred along what was the original Cumbernauld Road now renamed Smithycroft Road and incorporates a number of churches, a library and two schools including the Smithycroft Secondary School. Looming over and in very close proximity to the Local Town Centre is the massive Barlinnie Prison which acts as a large urban sinkhole. It is proposed that the prison will be relocated in the near future and will offer up a major redevelopment opportunity however in the meantime acts a barrier between Riddrie and Cranhill. To the North Riddrie is bounded by a 'bow' in the M8 which means that there is a large interplay with the Motorway and a number of bridges all of which are inhospitable. Riddrie is also dissected by the busy Cumbernauld Road which uses one of the bridges and runs down to meet Edinburgh Road at a very inhospitable junction. The area to the West of Cumbernauld Road is a pleasant residential area in close proximity to Alexandra and Duchray Parks. The area is well served by buses.



4.4 Riddrie

4.4.2 Commonplace Comments

Poor quality pedestrian environment – issues with pavement, surface, crossings, street lighting, drainage, signage	👤👤👤👤👤👤👤👤👤👤👤👤
2, 4, 9, 10, 11, 14, 17, 21, 22, 23, 24, 27, 29	
Car parking and increased vehicular speed, inadequate residential parking - proposed car free zone	👤👤👤👤👤👤👤👤👤
2, 8, 13, 14, 15, 16, 19, 20, 22, 25, 27	
Lack of maintenance – bins, recycle, litter, street cleaning, fly tipping, dog waste	👤👤👤👤👤👤👤
3, 7, 10, 11, 13, 18, 27, 29	
Lack of cycling lane and infrastructure	👤👤👤
2, 8, 9, 14	
Public transport performance – frequency, trips, fares	👤👤👤
10, 18, 26	
Lack of play areas and outdoor gym areas	👤👤👤
1, 13, 19	
Proposed footbridge to connect to the Blackhill area	👤
5	
Lack of trees	👤
6	
Poor wheelchair accessibility	👤
24	

👤 = Proportion of group comments per topic

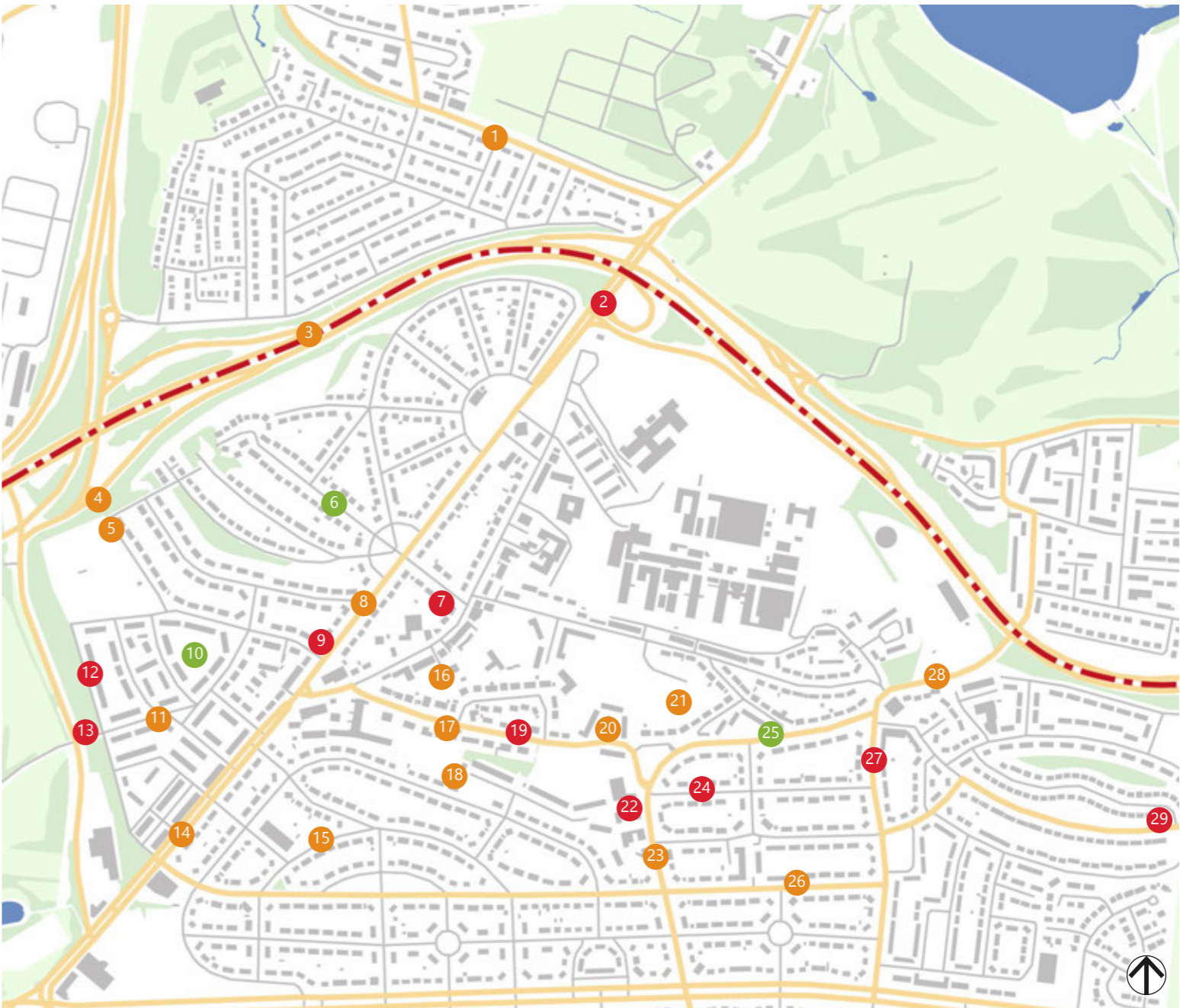
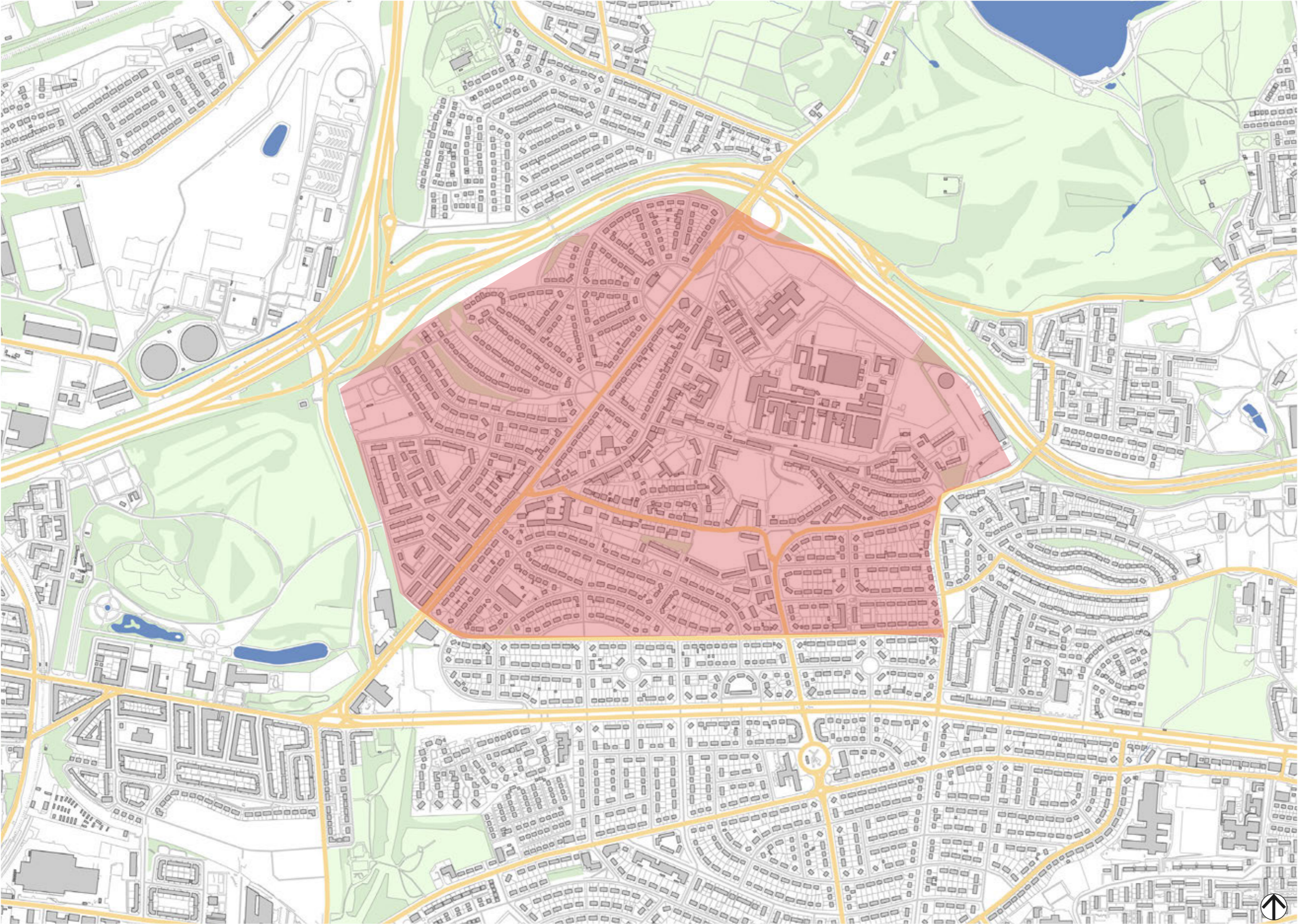


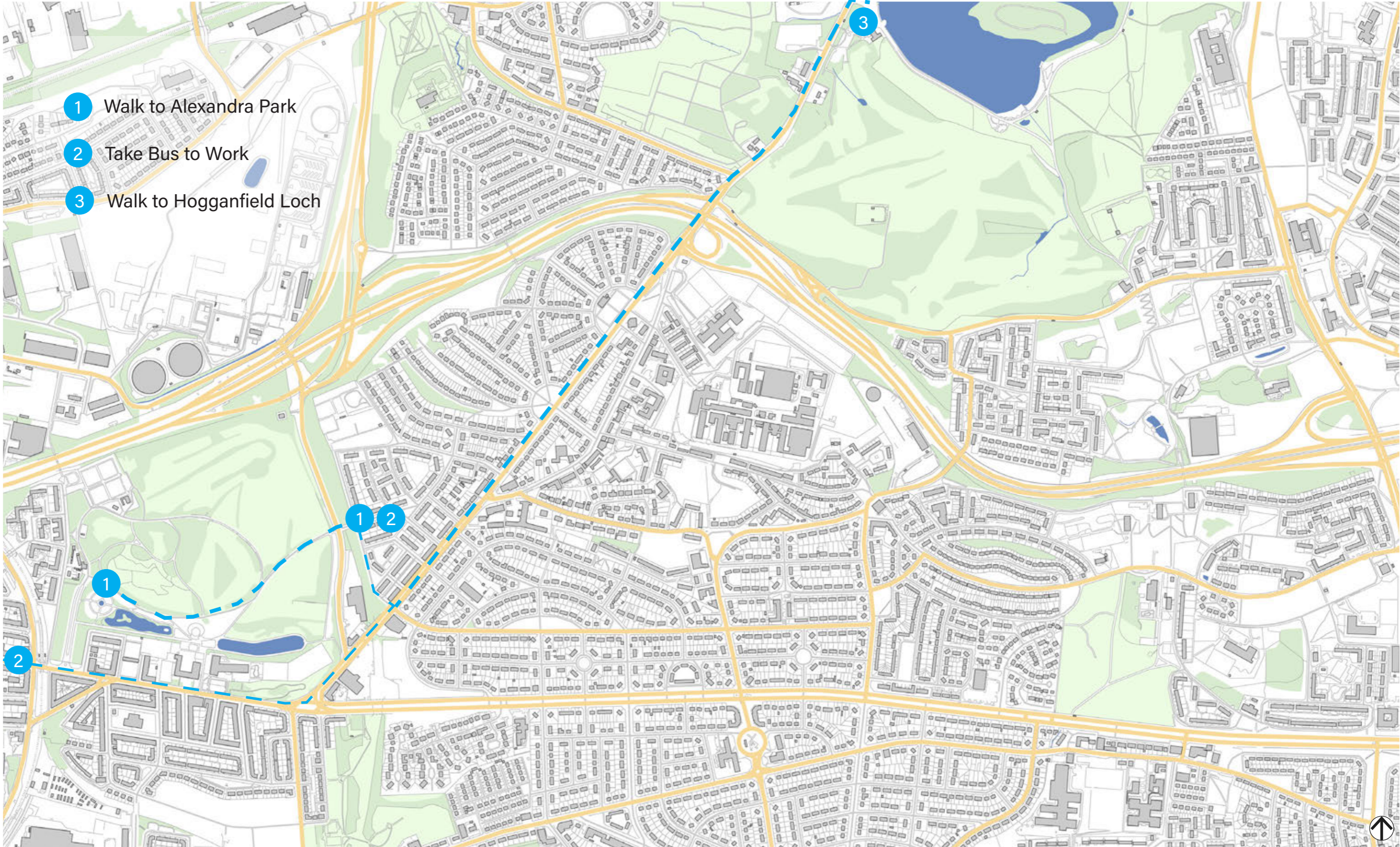
Figure 62. Commonplace Comments locations

4.4 Riddrie - Community Boundaries

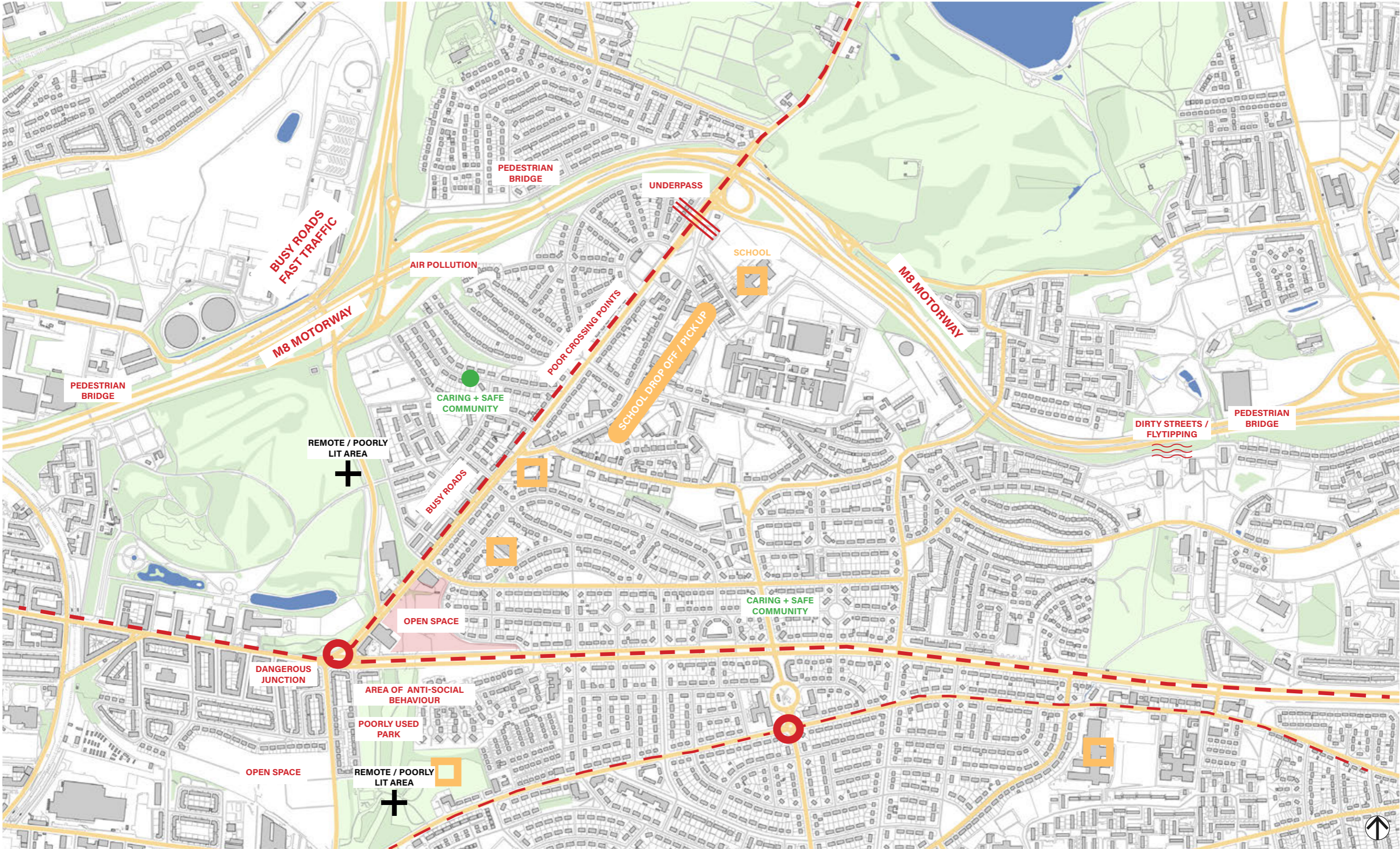


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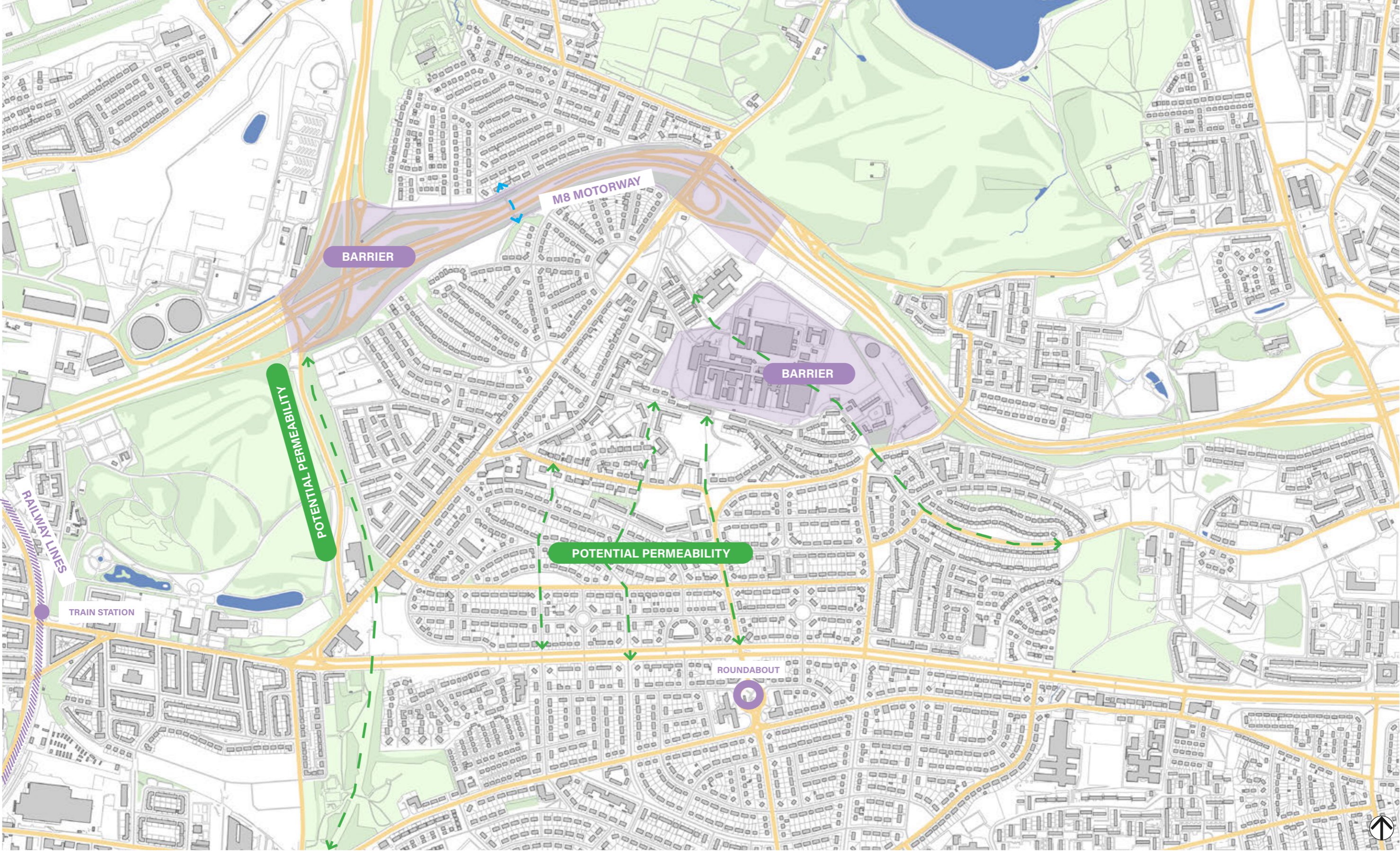
4.4 Riddrie - Everyday Journeys



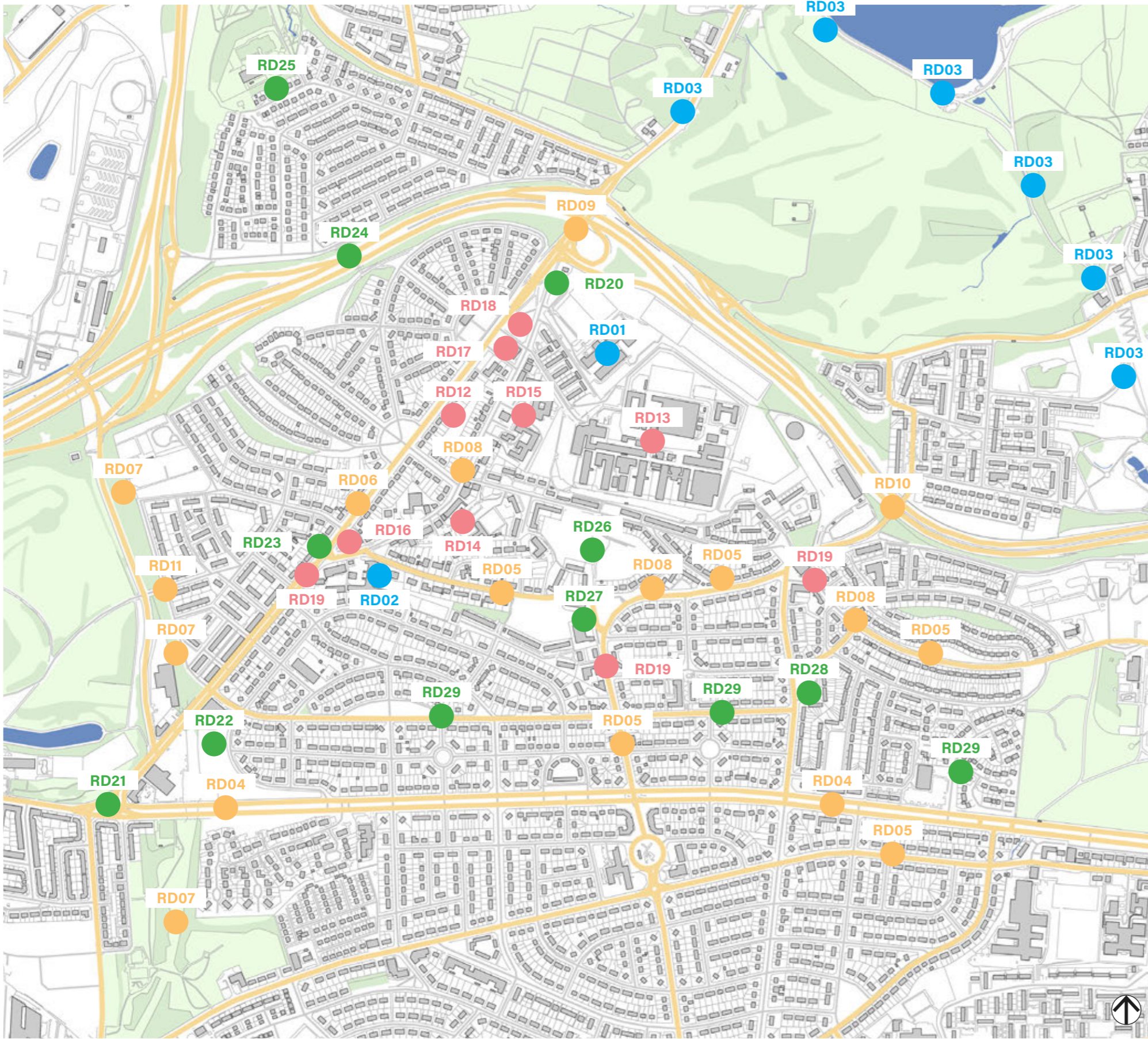
4.4 Riddrie - Perception of Safety



4.4 Riddrie - Permeability/Barriers



4.4 Riddrie - Opportunities Map



PROPOSALS KEY:

- RD01** - Consideration of how school children travel to Smithycroft School and how the area may be reconfigured to encourage active travel and reduce the extent of drop off / pick up by cars
- RD02** - Consideration of how school children travel to St Thomas School and how the area may be reconfigured to encourage active travel and reduce the extent of drop off / pick up by cars.
- RD03** - Create wildlife loop to Hogganfield Loch including new cycle route along Cumbernauld Road. To be linked to separate route from Cranhill Park through Croftcroign Road to form loop. Ensure pathway is lit and overlooked.
- RD04** - Potential for major active travel route to the city centre. Please refer to CN06.
- RD05** - Generate Active Travel links between Carntyne / Cranhill / Riddrie. Note that these are narrower streets.
- RD06** - Improve active travel along the length of Cumbernauld Road. Refer to City Network.
- RD07** - Form new active travel route along disused railway
- RD08** - Encourage active travel to Riddrie, create safe active travel route to Smithycroft school.
- RD09** - Form cycle lanes / pedestrian route across M8 from Cumbernauld Road
- RD10** - Form cycle lanes / pedestrian route across M8 from Cartcraig Road
- RD11** - Improve approach (across former railway bridge) to entrance into Alexandra Park off Provan Road / Gardie Road
- RD12** - Support a new Local Town Centre in Riddrie based around Smithycroft Road. Include opportunities for the introduction of commercial opportunities where possible together with improved Streetscape.
- RD13** - Ensure that the redevelopment of Barlinnie Prison is carried out in a permeable manner and includes mixed use. Recommendations that a new High Street is developed linked to Riddrie Local Town Centre and forms a link route through to Cranhill. The historic buildings should be retained and incorporate a prison museum.
- RD14** - Support the community in helping to develop / improve existing garden space.
- RD15** - Ensure Gap site is used to form start of new High Street to Barlinnie Prison redevelopment and incorporates landscaping / mixed use.
- RD16** - Form a new health and well being centre in St Enoch and Hogganfield Parish Church including expanded use of building by the local community. Potential pilot project to explore the integration of church and community facilities in the Neighbourhood. Existing project to support.
- RD17** - Explore opportunities for Community Centre. To include improvements to Library / use of redundant church / rethinking Parish Church.
- RD18** - Explore options to form new Civic Square, options include Smithycroft Road and landscaped area in from of Smithycroft Road.
- RD19** - Improvements to Shopping parades.
- RD20** - Re-landscape area in from of Smythcroft School / consider options to infill currently boarded up underpass or open up and improve lighting. Include cycle route through to school from West Riddrie / Blackhill
- RD21** - Improve and landscape junction to encourage active travel. Refer to HL19.
- RD22** - Re-introduce allotments
- RD23** - Improve and landscape junction to encourage active travel and form landscaped gateway into Riddrie Local Town Centre. City Network project.
- RD24** - Improve links across Motorway bridge between Riddrie and Blackhill
- RD25** - Consult with St Pauls over various projects including proposed active travel routes.
- RD26** - Create community garden and active travel route to future development at Barlinnie Prison.
- RD27** - New play area / landscaping
- RD28** - New play area / landscaping
- RD29** - Safer Streets

4.5 Carntyne


4.5.1 Context

Carntyne covers a large area and is a very different to Haghill and Dennistoun in that it is predominately suburban in character. There is no local town centre although there is a series of small shopping parades, of which the most significant is Carntyne Square. Carntyne Square also has a number of public buildings including the active Carntyne Parish Church and Hall and there is the opportunity to develop the area into a more significant centre. There are a number of important routes through Carntyne notably Carntyne Road from Haghill Cross, Carntynehall Road connecting Carntyne Railway Station to Edinburgh Road, Cardowan Road connecting Carntyne Railway Station with Cranhill, and Edinburgh Road which connects the area back to the City Centre. For the purposes of the study Edinburgh Road has been shown as the boundary however the area north of Edinburgh Road is known as High Carntyne. The area is well served by buses and has a dedicated railway station which is however located at the foot of a hill.



4.5 Carntyne


4.5.2 Commonplace Comments

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


3, 4, 5, 6, 7, 9, 18, 21, 22, 26

Car parking and increased vehicular speed, inadequate residential parking 

5, 6, 7, 9, 10, 13, 18, 21, 22

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

1, 8, 10, 13, 14, 15

Lack of play areas – proposed pocket parks 


13, 17, 19, 20, 24

Health and Wellbeing activities for residents – Proposed leisure centre and outdoor gym 

12, 13, 16, 17, 20

Lack of cycling lane and infrastructure 


9, 20, 22, 23

Underutilised open spaces, play areas, sites, buildings – Fastnet Street/Bellrock Crescent old school, Greenfield Park 

1, 19

Proposed community allotments 

1, 2

Poor Public transport performance – frequency, trips, fares, blocked bus lanes 

13

 = Proportion of group comments per topic

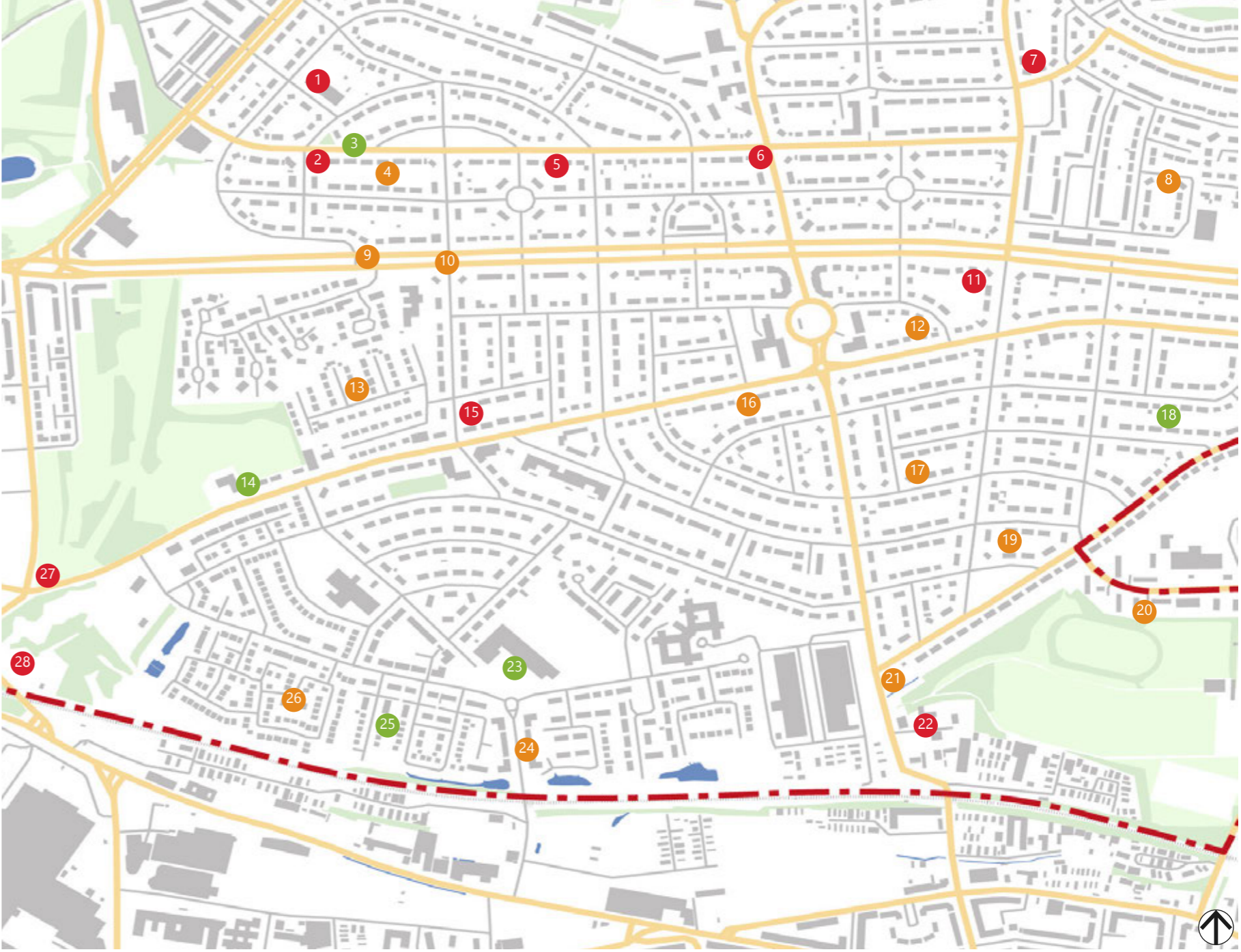
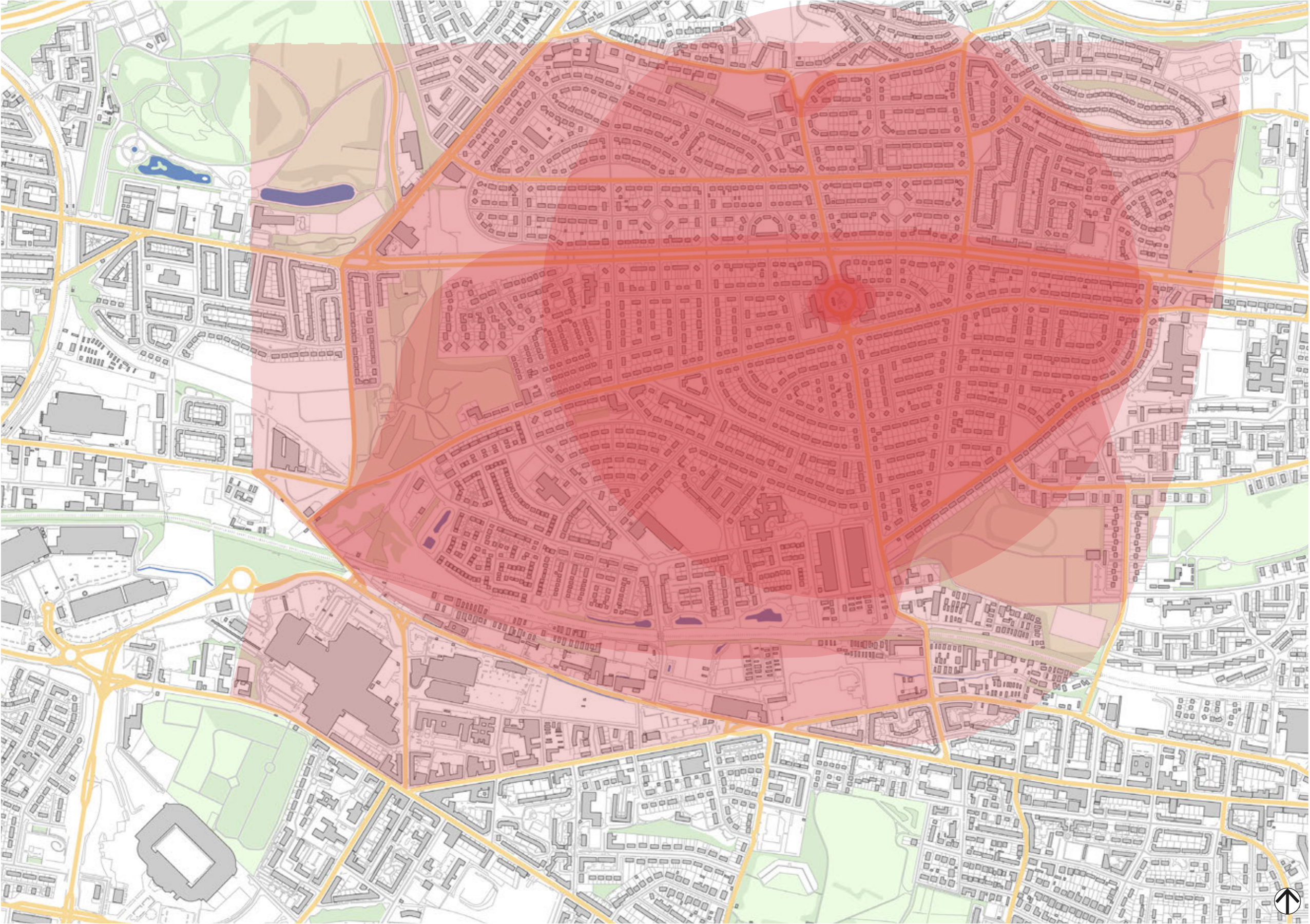


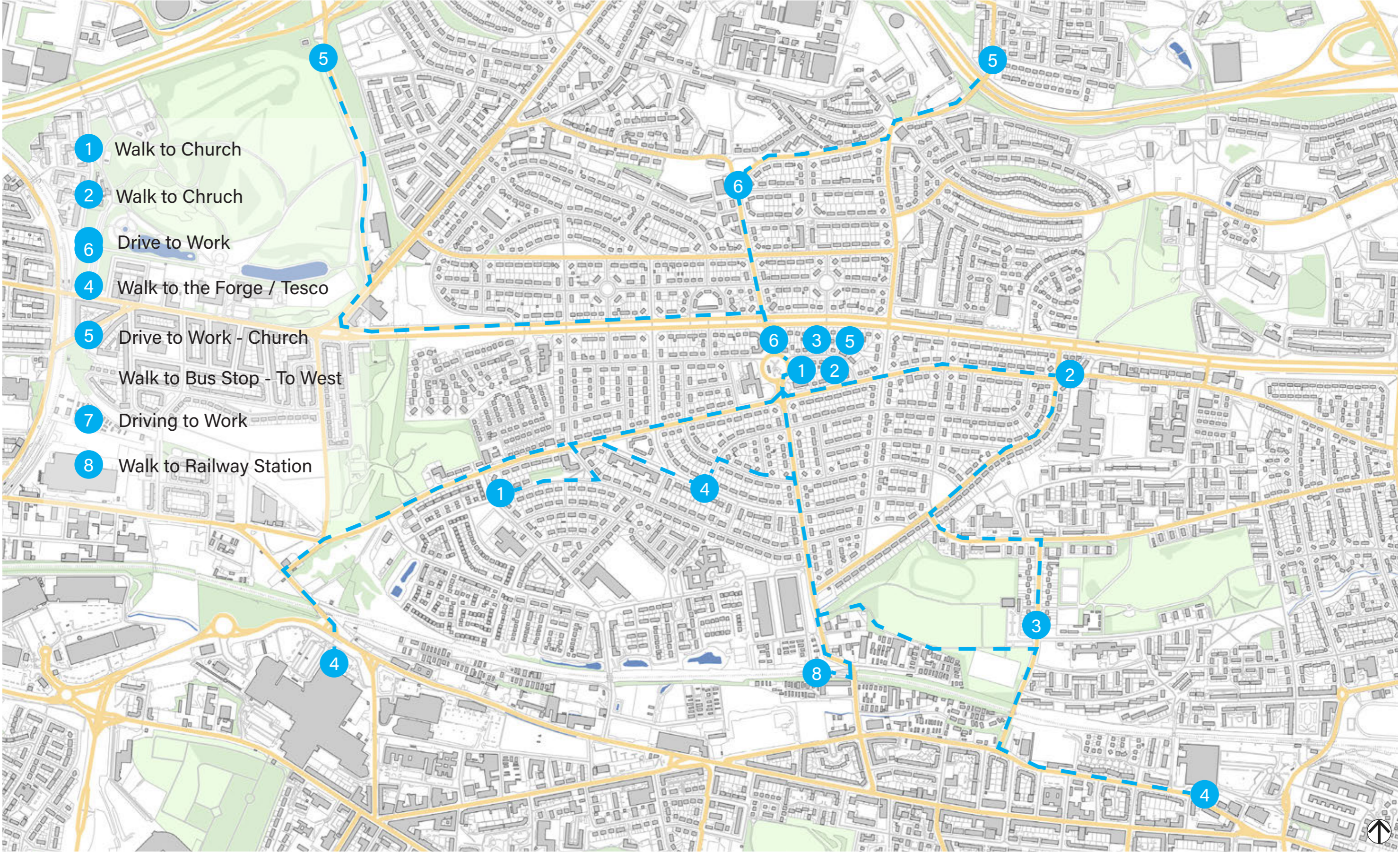
Figure 63. Commonplace Comments locations

4.5 Carntyne - Community Boundaries

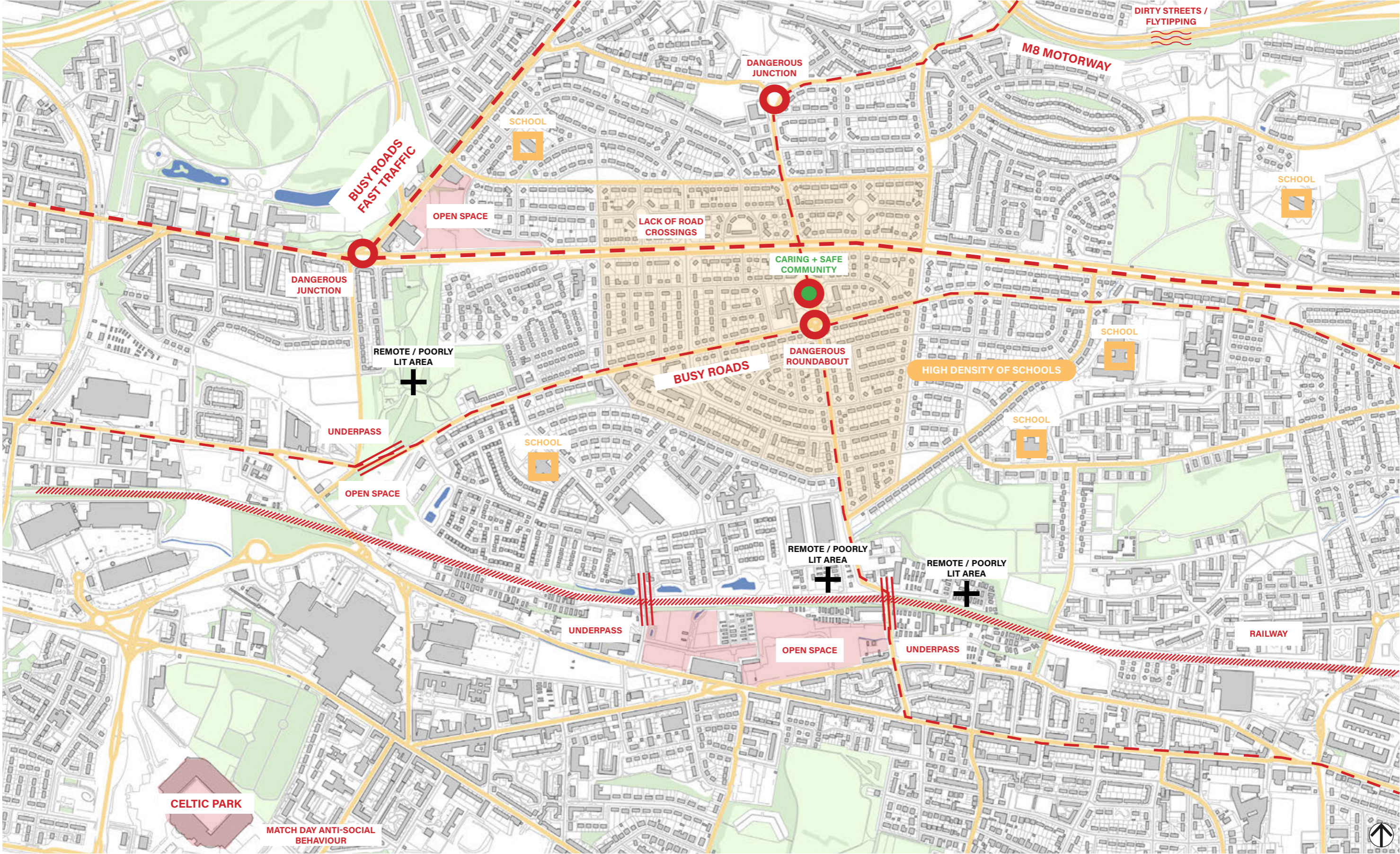


The boundaries shown are as drawn by the local community at consultation event, the darker areas show where there was agreement.

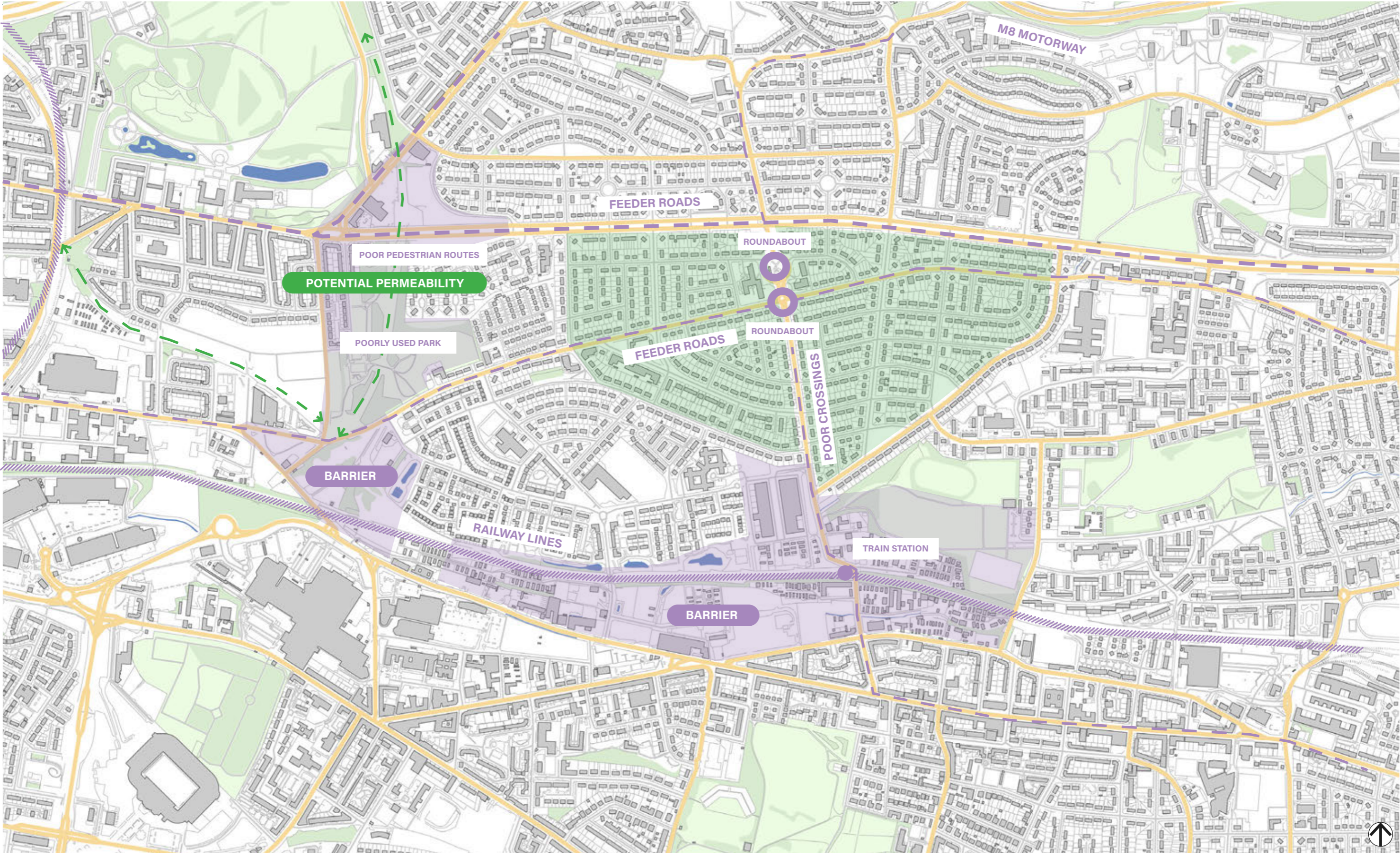
4.5 Carntyne - Everyday Journeys



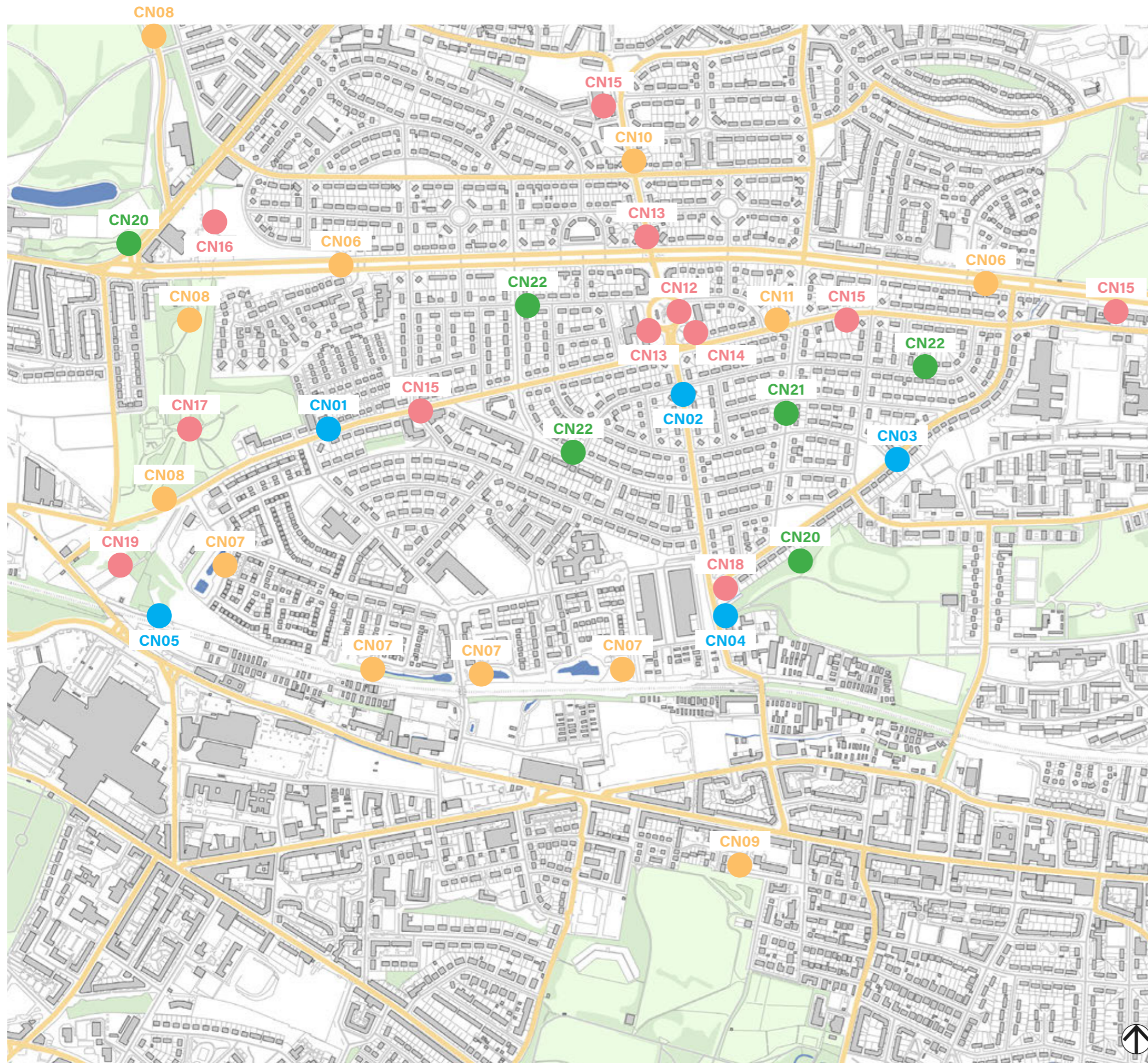
4.5 Carntyne - Perception of Safety



4.5 Carntyne - Permeability/Barriers



4.5 Carntyne - Opportunities Map



PROPOSALS KEY:

CN01 - Improvements to Carntyne Road to include active travel linking Haghill Cross / Duke Street to Carntyne Square and onto Cranhill Park. Includes 3 schools and has the potential to become a safe route for children.

CN02 - Route from Carntyne Square to Carntyne Railway Station. Difficult crossings at the roundabouts where Carntyne Road crosses over route.

CN03 - Important route linking Carntyne Railway Station to Cranhill and two schools.

CN04 - Improve access to important parks and how these could be linked. Gate and path into Greenfield Football Pitches from Caryntynehall Road very poor quality with an area cordoned off, should be corrected.

CN05 - Re open Parkhead Railway Station and integrate into community

CN06 - Potential for major active travel route to the city centre. Improve crossings / increase central tree lined reservation by a lane either side to create linear park / introduce rain gardens / junction tightening incorporating active travel route.

CN07 - Existing factored route with numerous bad links which could be improved including Rigby Street crossing / Link to Carntyne Railway Station / Link through Penicuk area to Haghill Cross.

CN08 - Active Travel Route from Alexandra Park to Parkhead forge through Hogarth Park.

CN09 - Active travel route connecting Carntyne through to Tollcross Park and Shettleston

CN10 - Form active travel route to Riddrie Local Town Centre along Cartcraig Rd

CN11 - Form active travel route from Carntyne Square to Cranhill Park

CN12 - Formation of new external landscaping in front of Carntyne Parish Church Hall by removing the two roundabouts to form one road. The new space can be used as a multi functional public space

CN13 - Re use of existing toilet block to form community cafe.

CN14 - Work with the community to help create the most effective use for the buildings around the square and ensure frontage.

CN15 - Create a kit of parts to be applied to the various shopping parades of which good examples exist in Carntyne / Riddrie / Cranhill as follows:

- Carntyne Road / Murrayfield St.
- Cranhill / Lightburn
- 806 Carntyne Road
- Gartcraig Road
- Bellrock Street / Ruchazie Road
- Carntyne Railway Station
- Inverses Street

CN16 - High Carntyne Allotments: Resolve any ground issues and re establishing allotments.

CN17 - Improvements to Hogarth Park, including improved paths, clear foliage, and improvements to activities / sculptures such as the Carntyne Pyramid

CN18 - Development of Private Land at corner of Caryntynehall Road / Cardowan Street to contribute non residential use / link with Park Entrance.

CN19 - Form new park on raised plinth and reinstate Parkhead Railway Station

CN20 - Track the line of the Light Burn / Camlachie Burn and determine any landscaping opportunities.

CN21 - Replace lost Street Trees and integrate rain gardens

CN22 - Safer Streets

4.6 Cranhill

4.6.1 Context

Cranhill is the most Easterly of all the communities within the study area and feels disconnected to the other areas and may have a greater synergy with Springboig. It does however have strong links to Riddrie along Bellrock Street and to Carntyne down Cardowan Street and includes a decent stretch of Edinburgh Road where there is a parade of shops, a school and a hospital. At the centre of Cranhill is Cranhill Park, two community centres (including the active Cranhill Development Trust), three high rise blocks and a small parade of shops. Around this area is a considerable amount of derelict open space however it is unclear if this land has significant issues such as contamination or drainage. There is a strong link across the M8 via the existing pedestrian bridge to Croftcroighn Park which allows active travel to Hogganfield Loch / Seven Lochs Park. The area is also habitat to a large population of water voles. The area is reasonably well served by buses however links to Carntyne and Shettleston Railway Station are quite long.



4.6 Cranhill

4.6.2 Commonplace Comments

Poor quality pedestrian environment – issues with pavement, surface, crossings, street lighting, drainage, signage	☺☺☺
2, 3, 9	
Lack of maintenance – bins, recycle, litter, pavement, fly tipping, dog waste	☺☺
9, 10	
Lack of play areas	☺☺
8, 11	
Underutilised open spaces, play areas, sites, buildings – Fastnet Street/Bellrock Crescent old school, Water Tower	☺☺
1, 5	
Cranhill Park proposed improvements	☺
8	
Poor Public transport performance – frequency, direct bus route to the city centre	☺
4	
Lack of cycling lane and infrastructure	☺
2	

☺ = Proportion of group comments per topic

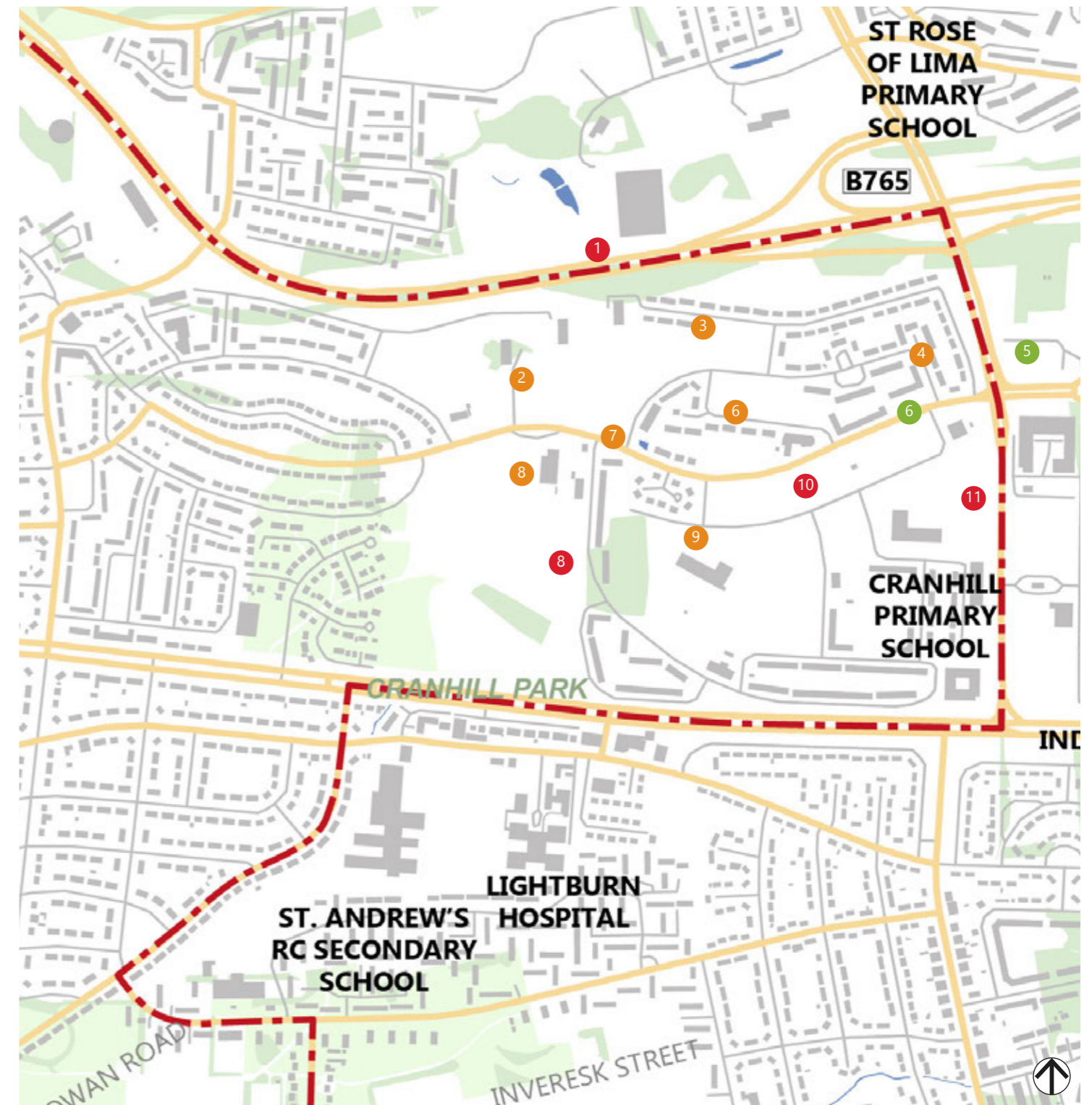
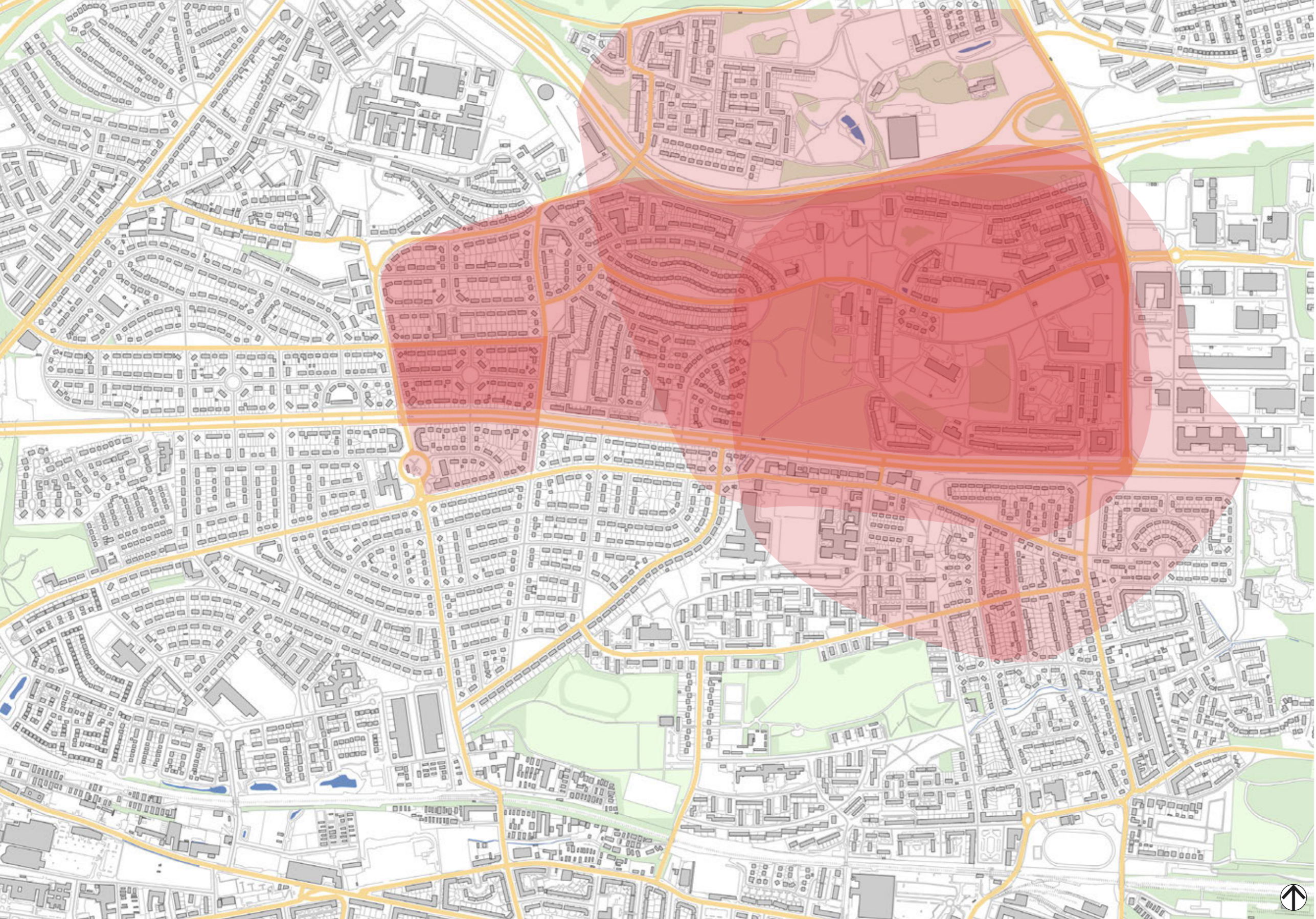


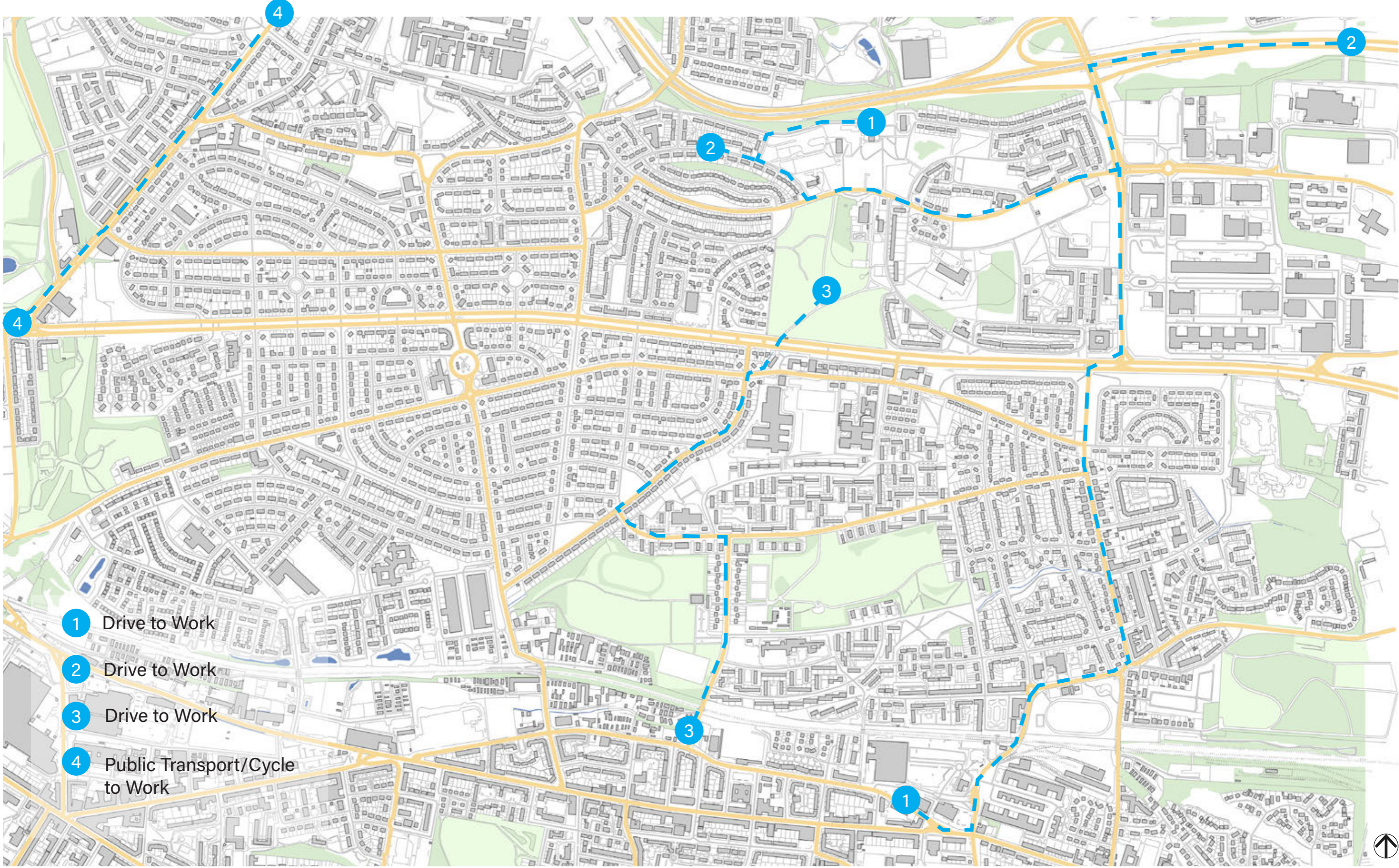
Figure 64. Commonplace Comments locations

4.6 Cranhill - Community Boundaries

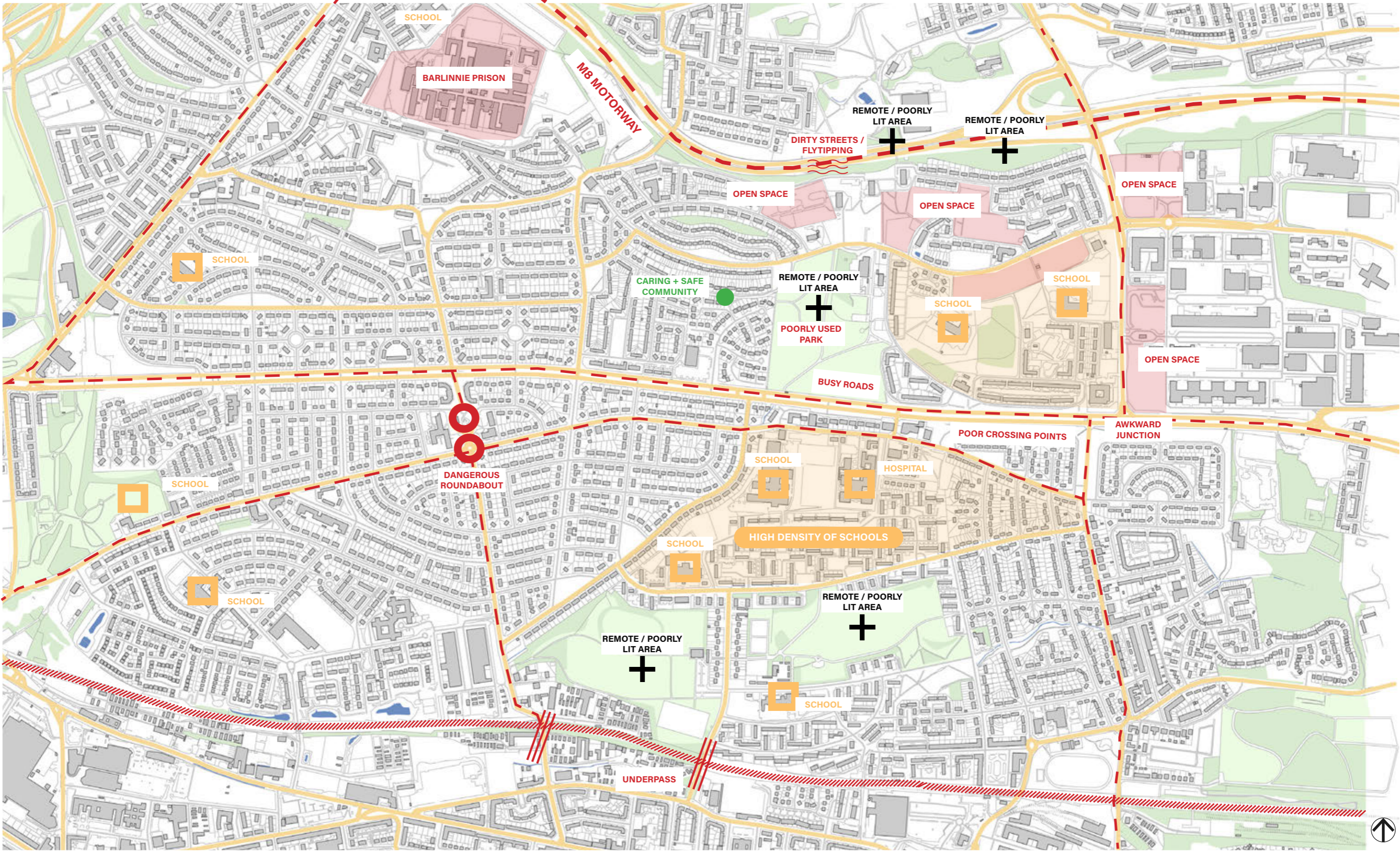


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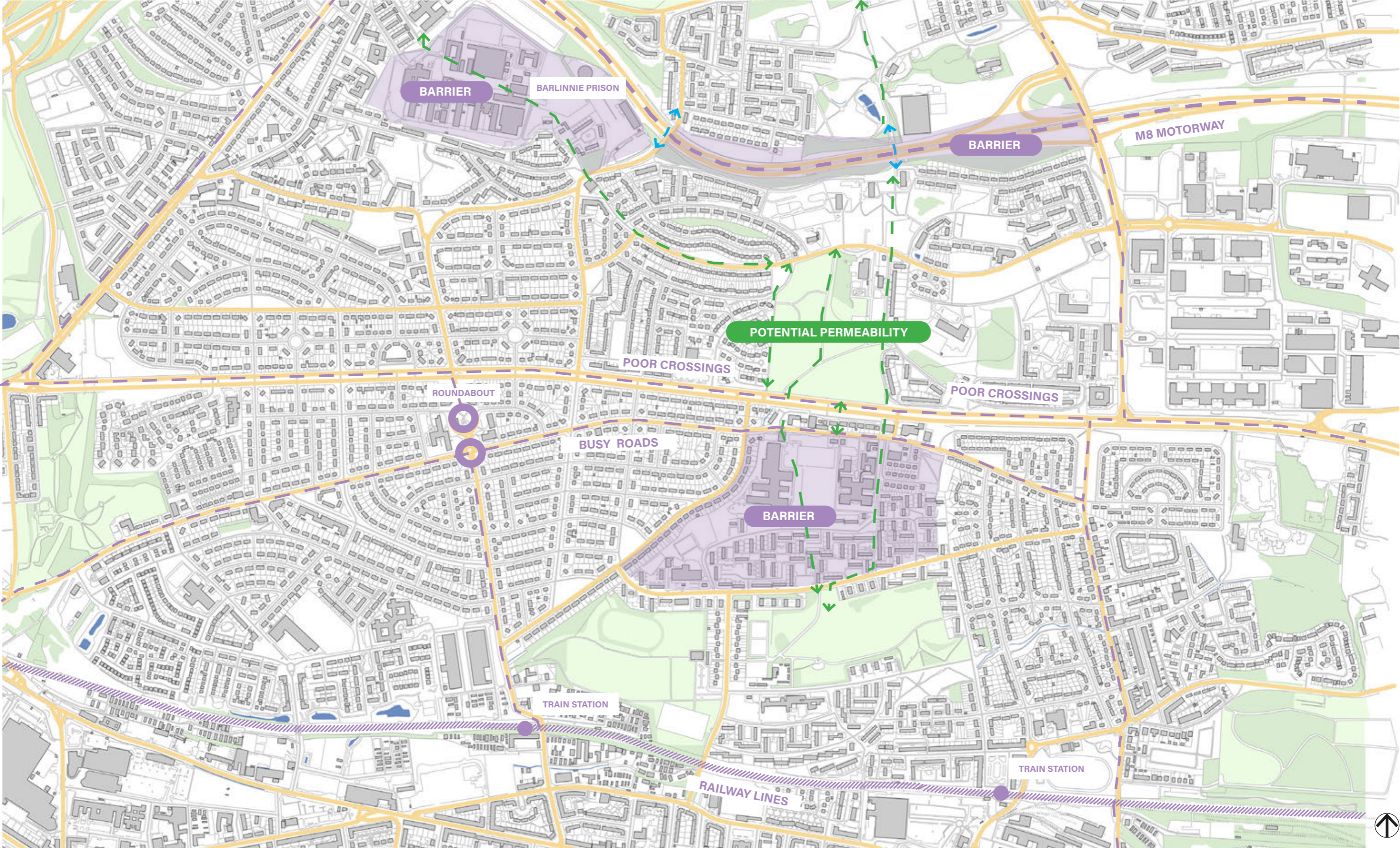
4.6 Cranhill - Everyday Journeys



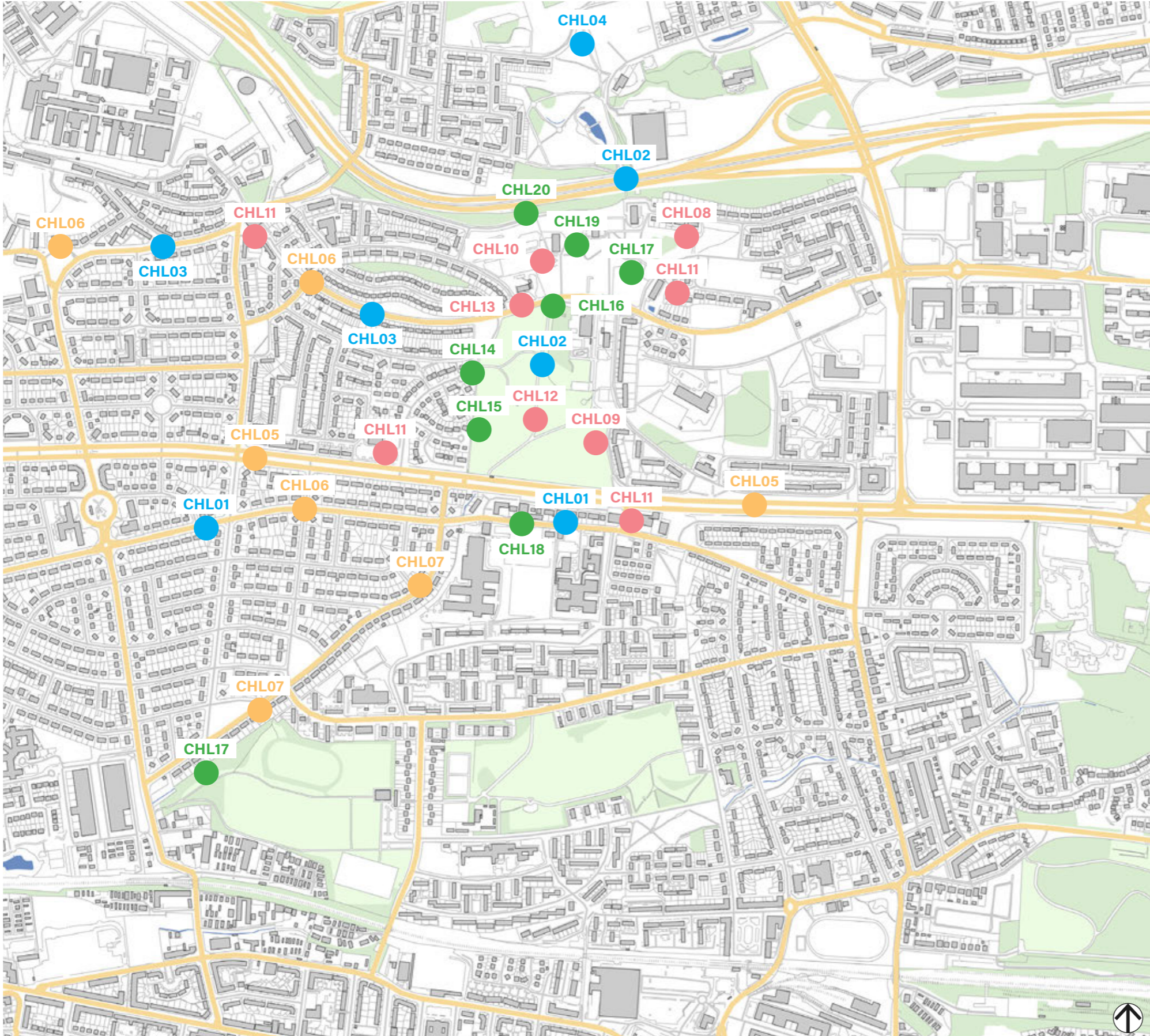
4.6 Cranhill - Perception of Safety



4.6 Cranhill - Permeability/Barriers



4.6 Cranhill - Opportunities Map



PROPOSALS KEY:

CHL01 - Improvements to Carntyne Road to include active travel linking Haghill Cross / Duke Street to Carntyne Square and onto Cranhill Park. Includes 3 schools and has the potential to become a safe route for children.

CHL02 - Artist / Security lighting running through Croftcroighn Park, across the motorway bridge, across the landscaping around the High Rise blocks and through Cranhill Park (and across Edinburgh Road to schools / shopping parade).

CHL03 - Encourage active travel to Riddrie, create safe active travel route to Smithycroft school.

CHL04 - Improve access to Hogganfield Loch including new cycle route from Cranhill Park through Croftcroighn Road to Seven Lochs Park. Ensure pathway is lit and overlooked.

CHL05 - Potential for major active travel route to the city centre. Improve crossings / increase central Please also refer to CN06, RD04, HI06, DN05.

CHL06 - Generate Active Travel links between Carntyne / Cranhill and Riddrie.

CHL07 - Active Travel Route from Carntyne Railway Station to Cranhill potential to be thought of as a Low Traffic Neighbourhood. Refer to CN03.

CHL08 - Exploration of extensive vacant and derelict land to the East and North East of Cranhill Park to include mixed-use development, especially encouraging the inclusion of shops / a supermarket. Refer to draft Inner East SDF.

CHL09 - Improvements to Cranhill Park (in sympathy with the Water Voles) to encourage more active use of the park.

CHL10 - Support the development of Cranhill Community Gardens and allotments.

CHL11 - Improvements to Shopping parades at:
 - Carntyne Road / Edinburgh Road
 - Sutherland Drive / Edinburgh Road
 - Bellrock Street / Ruchazie Road
 - Lamlash Crescent

CHL12 - Form new pump track / wheeling areas, provide location options and proposals.

CHL13 - Form new civic square adjacent to Cranhill Development Trust.

CHL14 - Remove railing and improve path

CHL15 - Remove railings from around Cranhill Park and improve access.

CHL16 - Form new platform crossing (not sleeping policeman) in quality materials to slow down traffic and create safe crossing.

CHL17 - Track the line of the Light Burn / Camlachie Burn and determine any landscaping opportunities. Refer to CN20.

CHL18 - Improve links from shopping parade at Carntyne Road through to Edinburgh Road.

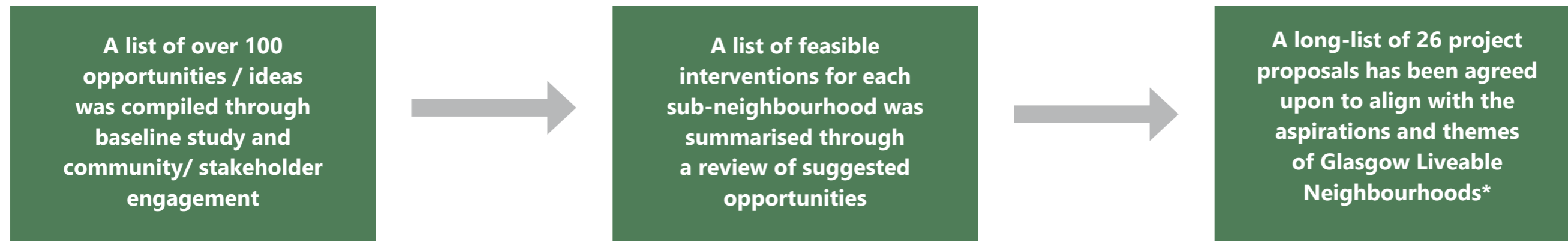
CHL19 - Re-landscape area around Cranhill High Rise including the consideration of the use of Fastnet Street and fly tipping issues.

CHL20 - Form acoustic 'living' wall along the edge of the M8 motorway.

4.7 Project Proposals

4.7.1 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.

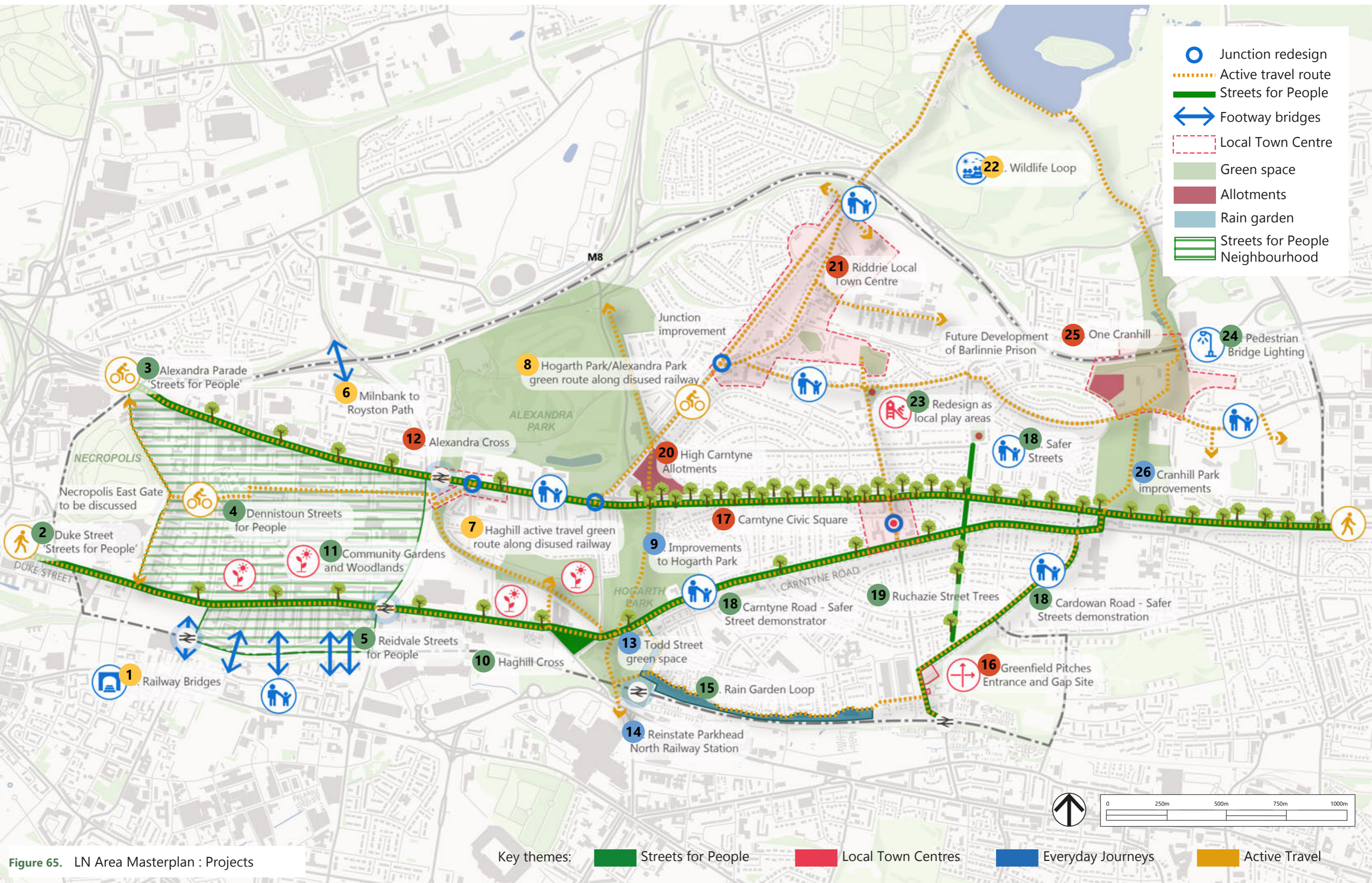


Figure 65. LN Area Masterplan : Projects

4.7 Project Proposals

4.7.3 LN Project list

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
1	Railway Bridges	<ul style="list-style-type: none"> • Various railway bridges across Edinburgh / Aidrie / Springburn Railway which are badly used and offer up major opportunities to link Dennistoun / Reidvale with Bellgrove and increase active Travel. • Whitevale Street Bridge: currently not used by vehicles however offers up strong link to Bellgrove and the Whitevale Baths development. • Bluevale Street Bridge: similar to Whitevale, one of which could be removed. • Bellfield Bridge: Pedestrian bridge with severe anti social behaviour which is not used. Route to St Mungo's Secondary School • Sword Street: Could be more used and better linked into Reidvale 	Active Travel	Everyday Journeys	No	Medium	Medium - Long Term
2	Duke Street 'Streets for People	Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators.	Streets for People	Active Travel, Everyday Journeys, Local Town Centre	Yes (City Network as part of ATS)	Medium	Medium Term
3	Alexandra Parade 'Streets for People'	Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators.	Streets for People	Active Travel, Everyday Journeys, Local Town Centre	Yes (City Network as part of ATS)	Medium	Medium Term

4.7 Project Proposals

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
4	Dennistoun Streets for People (includes Onslow Drive Active Travel Route)	<ul style="list-style-type: none"> • Create a low traffic neighbourhood across Dennistoun especially the relationship between Alexandra Parade and Duke Street. • Note that the recent work to Armadale Street can be improved on, the process needs to involve a detailed study with appropriate levels of consultation. Includes active travel route running East / West across Dennistoun running from the junction of Onslow Drive / Cumbernuld Road / Alexandra Park Street along Onslow Drive, incorporating links to schools / swimming pool and on to potential location of Eastern Gate to Necropolis. Noted this needs detailed discussion with the local community and alternative routes along Ark Lane / Firpark Street circumnavigating the Necropolis. 	Streets for People	Active Travel, Everyday Journeys,	Yes	Medium	Medium Term
5	Reidvale Streets for People	<ul style="list-style-type: none"> • Create a low traffic neighbourhood within Reidvale especially the relationship with Duke Street. • Access into Reidvale could be focused more on Reidvale Street / Sword Street and linked to active travel 	Streets for People	Active Travel, Everyday Journeys,	No	Medium	Medium Term
6	Milnbank to Royston Path	Reinstate pedestrian access route through motorway junction	Active Travel	Everyday Journeys	No	Low	Short Term
7	Haghill active travel green routes along disused railway line	Active Travel Route along disused railway between Haghill Cross and Alexandra Cross along Birkenshaw Street. In close proximity to large travelling community.	Active Travel	Everyday Journeys	No	Medium to High	Long Term
8	Parkhead Forge / Hogarth Park / Alexandra Park active travel route along disused railway line.	Active Travel Route along disused railway between Parkhead Forge through Hogarth Park, beneath Cumbernuld Road and along the edge of Alexandra Park. Follows the line of the now cancelled East End Regeneration Route Phase 3	Active Travel	Everyday Journeys	Yes	Medium to High	Medium to Long Term
9	Improvements to Hogarth Park	Improved paths, clear foliage, and improvements to activities / sculptures such as the Carntyne Pyramid	Everyday Journeys		No	Low	Short Term
10	Haghill Cross	Remove through traffic from Carntyne Road and create urban space linked to Kelvin College East End Campus, allow active travel to continue across space through to Carntyne Road.	Streets for People	Everyday Journeys, Local Town Centre	No	Medium	Medium Term

4.7 Project Proposals

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
11	Hagghil / Dennistoun Community Gardens and Woodlands	<ul style="list-style-type: none"> Support tree planting programme on vacant sites on Appin street, Penny Street and along disused railway line Improve play area and lighting and make the paths accessible. Support existing community garden proposals (Dreghorn Str. Block) Create Community Garden in front of Annfield Place Nursery 	Streets for People	Local Town Centre, Everyday Journeys	Yes	Low	Short Term
12	Alexandra Cross	<ul style="list-style-type: none"> Formation of new cross at junction of Cumbernauld Road and Alexanndra Parade. Consider closing or partially closing Cumbernauld Road. Consider relationship of Alexandra Parade with Haghill Primary. 	Local Town Centre	Everyday Journey, Streets for People	No	Medium	Medium Term
13	Todd Street Green Space Improvements (or extension of Hogarth Park)	Creation of new park linking Hogarth Park, Pennicuk SUDs, Raingarden Loop, active travel routes along disused railways. This can be a precursor or combined project of possible reinstatement of Parkhead Railway Station..	Everyday Journeys	Streets for People	No	High	Medium Term
14	Reinstating Parkhead Railway Station	<ul style="list-style-type: none"> Reopen Parkhead railway station and integrate into the community. Form new mobility hub bringing together major bus routes and future active travel routes. Form link to Parkhead Forge and Celtic Stadium. 	Everyday Journeys	Streets for People	Yes (part of the SDF)	Significant	Long Term
15	Raingarden Loop	<ul style="list-style-type: none"> Existing route with numerous bad links which could be improved including Rigby Street crossing / Link to Carntyne Railway Station / Link through Penicuik Drive to new SuDS pond at Penicuik Way. 	Streets for People	Active Travel	No	Medium	Short - Medium Term
16	Greenfield Pitches Entrance and Gap Site	<ul style="list-style-type: none"> Improve access to important parks and how these could be linked. Gate and path into Greenfield Football Pitches from Carntyne Hall Road very poor quality with an area cordoned off, should be corrected. Provide activities like outdoor gym and playground park. Development of privately owned Site at corner of Carntyne Hall Road / Cardowan Street to contribute non residential use / link with Park Entrance 	Local Town Centre		No	Low	Short Term

4.7 Project Proposals

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
17	Carntyne Civic Square	<ul style="list-style-type: none"> Formation of new external landscaping in front of Carntyne Parish Church Hall by removing the two roundabouts to form one road. The new space can be used as a market place. Form active travel route to Riddrie Local Town Centre along Carntyne Road Re use of existing toilet block to form community cafe. Work with the community to help create the most effective use for the buildings around the square and ensure frontage. 	Local Town Centre	Streets for People, Everyday Journeys, Active Travel	No	Significant	Short - Medium Term
18	Riddrie, Carntyne and Cranhill Safer Streets Scheme (routes to schools)	<p>Riddrie and Carntyne Safer Streets scheme with SuDS and continuous footways at side-street junctions. Specific focus on routes to schools on the following roads:</p> <ul style="list-style-type: none"> Cardowan Road - Create safer streets demonstration. Engage local residents to test low cost interventions or projects, aiming to create a pedestrian friendly street environment (St Timothy's / St Andrews) Carntyne Road - from Haghill Cross through to Edinburgh Road shopping parade at Cranhill Park. Includes 3 schools, Westmuir High / Hogarth Park / St Andrews Cranhill: Skerryvore / Bellrock Roads Lamlash Nursery School / Bellrock Routes to Smithcroft Secondary School and St Thomas and their relationship with drop off / pick up in Riddrie Town Centre 	Streets for People	Everyday Journeys	No	High	Short Term
19	Ruchazie Street Trees	Reinstatement of street trees and SuDS / raingardens	Streets for People		No	Low	Short Term
20	High Carntyne Allotments	Reintroduction of community growing in former allotment. Further investigation needed on reason for closing.	Local Town Centre		No	Medium	Short Term

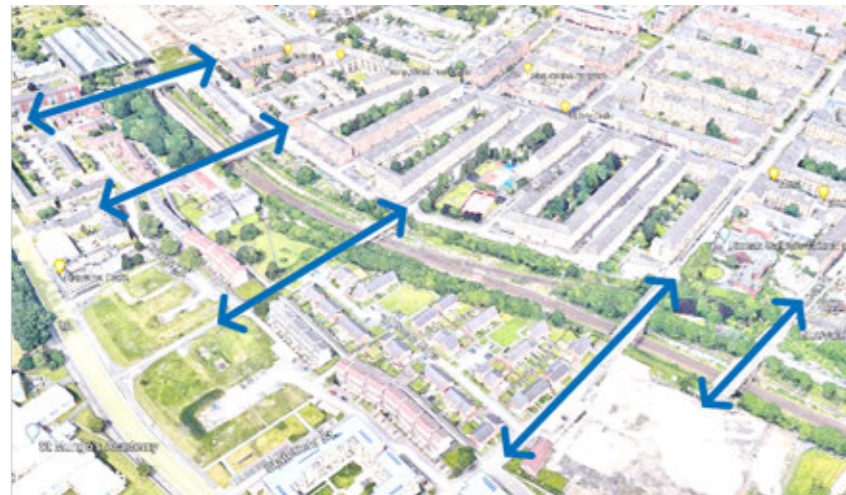
4.7 Project Proposals

	Project	Description	Main Themes	Supporting Themes	Live/Planned	Impact	Phasing
21	Riddrie Town Centre	<ul style="list-style-type: none"> Support a new Local Town Centre in Riddrie based around Smithycroft Road. Include opportunities for the introduction of commercial opportunities where possible together with improved Streetscape. Community Landscaping at Riddle Bowling Club Create new Civic multi functional space. Support St Enoch's Well / Church as a community centre however can not form part of project. Routes to Schools / School pick ups including underpass at Smithycroft Secondary School (refer to 18) 	Local Town Centre	Streets for People	No	Significant	Short - Medium Term
22	Wildlife Loop	<ul style="list-style-type: none"> Create wildlife loop to Hogganfield Loch including new cycle route along Cumbernauld Road. To be linked to separate route from Cranhill Park through Croftcroign Road to form loop. 	Active Travel		No	Low	Medium Term
23	Local play spaces / Community Gardens	Transforming existing green spaces as play areas at Gartcraig Road and Fidra Street: Riddrie Knowes / Gartcraig Road	Streets for People		No	Medium	Short Term
24	Lighting improvement over Motorway Bridge at Cranhill	Artist / Security lighting running through Croftcroign Park, across the motorway bridge, across the landscaping around the High Rise blocks and through Cranhill Park (and across Edinburgh Road to schools / shopping parade).	Streets for People	Local Town Centre, Everyday Journeys	No	Low	Short Term
25	One Cranhill	<ul style="list-style-type: none"> Create a multipurpose civic space adjacent to Cranhill Development Trust and linking to Cranhill Community Centre. Support the development of Cranhill community gardens and allotments. Form new platform Accessibility and crossings improvements in Cranhill to slow down traffic and create safe crossing. Re-landscape area around Cranhill High Rise. 	Local Town Centre	Everyday Journeys, Streets for People	Yes	Medium	Medium Term

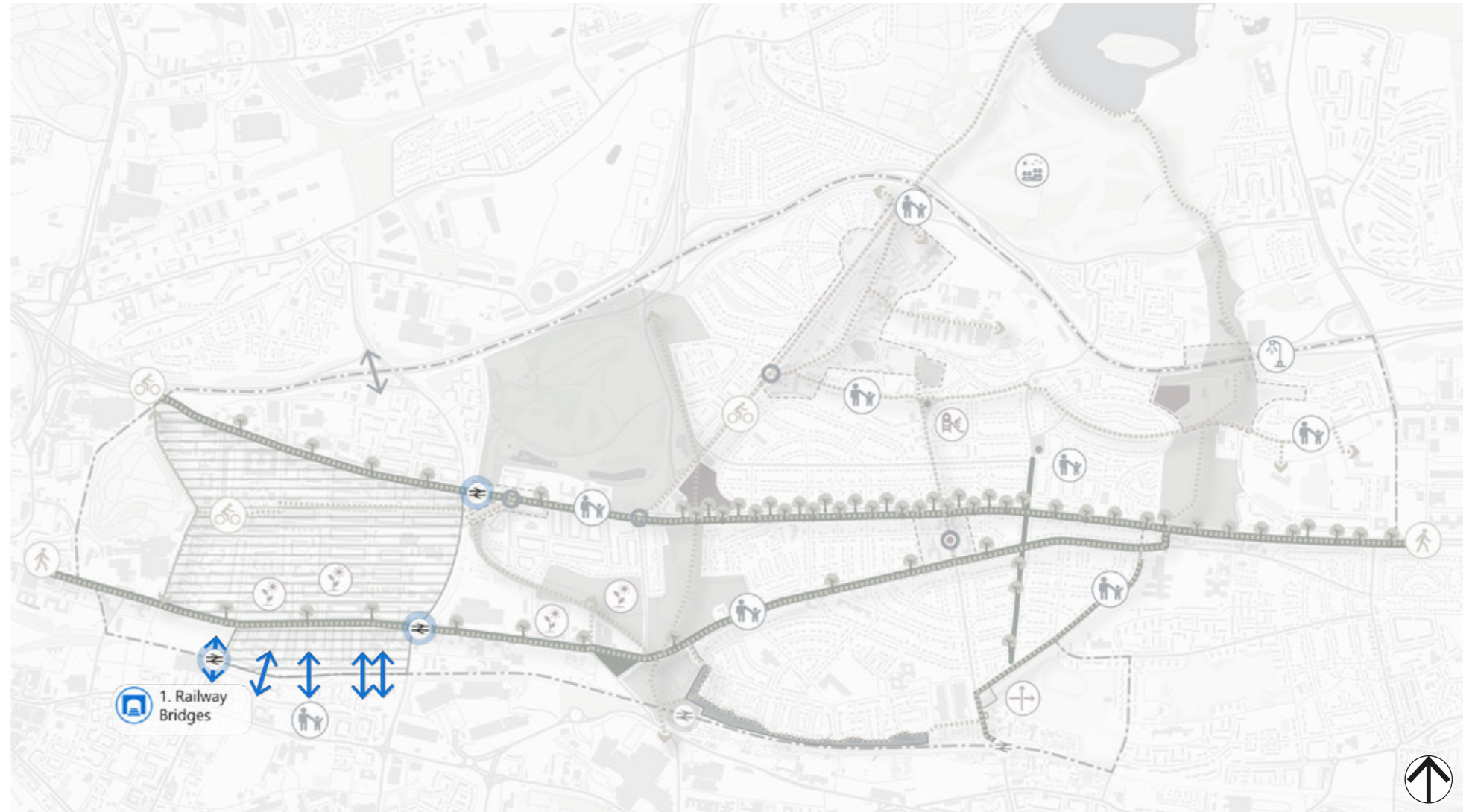
4.7 Project Proposals

1 Railway Bridges

- Various railway bridges across Edinburgh / Aidrie / Springburn Railway which are badly used and offer up major opportunities to link Dennistoun / Reidvale with Bellgrove and increase active Travel.
- Whitevale Street Bridge: currently not used by vehicles however offers up strong link to Bellgrove and the Whitevale Baths development.
- Bluevale Street Bridge: similar to Whitevale, one of which could be removed.
- Bellfield Bridge: Pedestrian bridge with severe anti social behaviour which is not used. Route to St Mungo's Secondary School
- Sword Street: Could be more used and better linked into Reidvale



Proposed Railway Connections



Existing pedestrian connection over railway near Bellgrove station

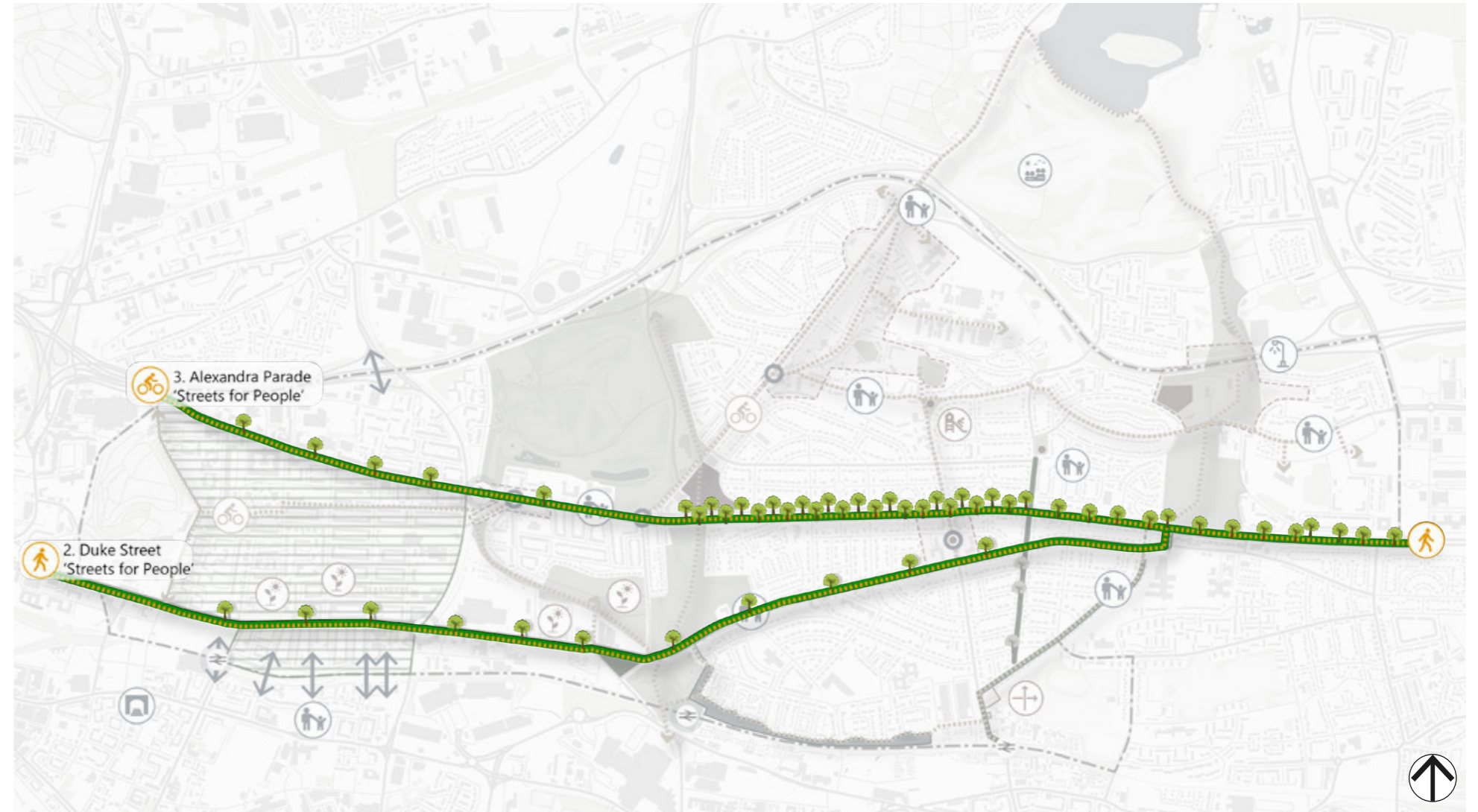
4.7 Project Proposals

2 Duke Street 'Streets for People'

- Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators.

3 Alexandra Parade 'Streets for People'

- Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators..



Traffic calming and street planting, Altrincham Town Centre



Pedestrianised street, Dundee

4.7 Project Proposals

4 Dennistoun Streets for People (includes Onslow Drive Active Travel Route)

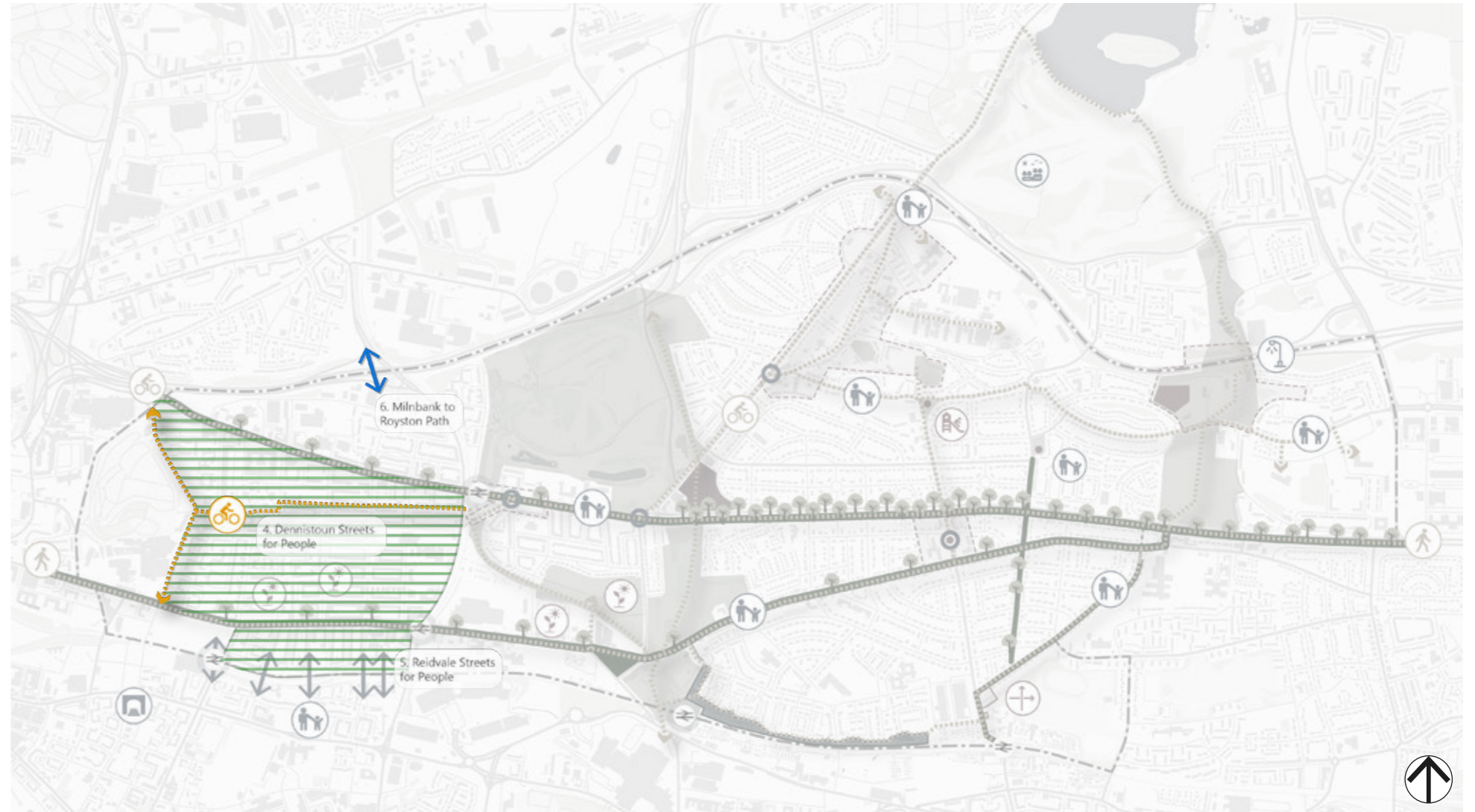
- Create a low traffic neighbourhood across Dennistoun especially the relationship between Alexandra Parade and Duke Street.
- Note that the recent work to Armadale Street can be improved on, the process needs to involve a detailed study with appropriate levels of consultation. Includes active travel route running East / West across Dennistoun running from the junction of Onslow Drive / Cumberdul Road / Alexandra Park Street along Onslow Drive, incorporating links to schools / swimming pool and on to potential location of Eastern Gate to Necropolis. Noted this needs detailed discussion with the local community and alternative routes along Ark Lane / Firpark Street circumnavigating the Necropolis.

5 Reidvale Streets for People

- Create a low traffic neighbourhood within Reidvale especially the relationship with Duke Street.
- Access into Reidvale could be focused more on Reidvale Street / Sword Street and linked to active travel

6 Milnbank to Royston Path

- Reinstate pedestrian access route through motorway junction



Low traffic Neighbourhood, Cotham, Bristol



Low Traffic Neighbourhoods, London

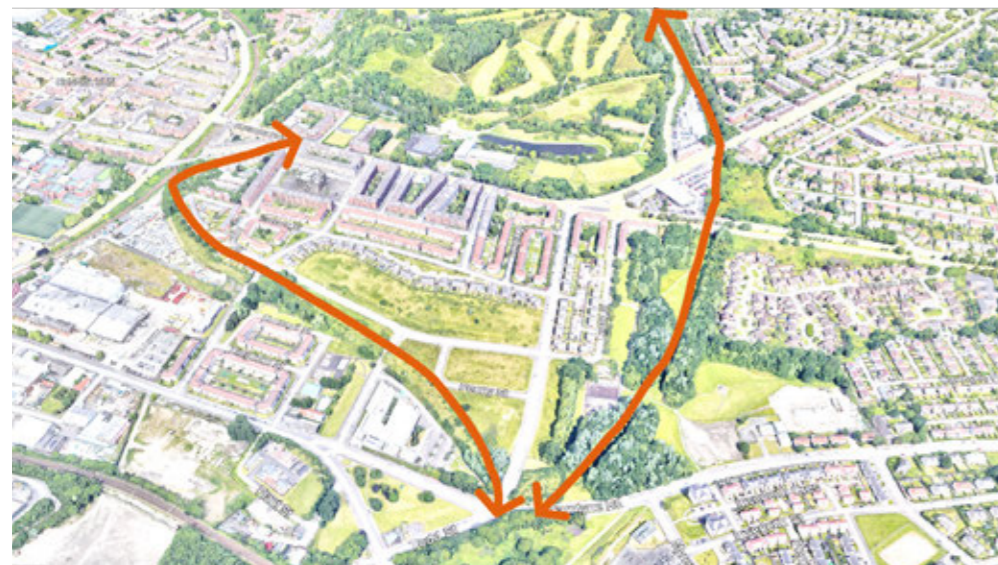
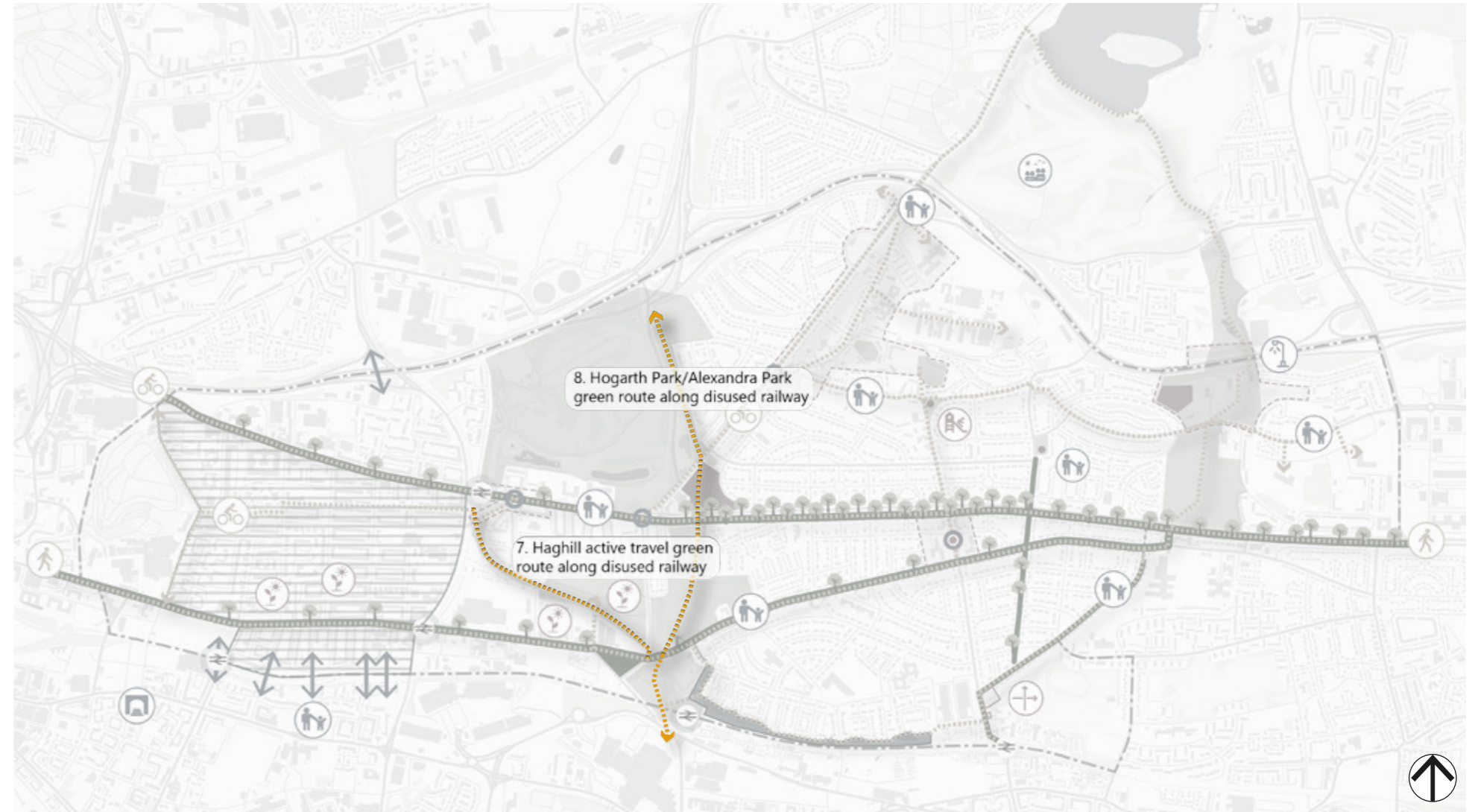
4.7 Project Proposals

7 Haghill active travel green routes along disused railway line

- Active Travel Route along disused railway between Haghill Cross and Alexandra Cross along Birkenshaw Street.

8 Parkhead Forge / Hogarth Park / Alexandra Park active travel route along disused railway line.

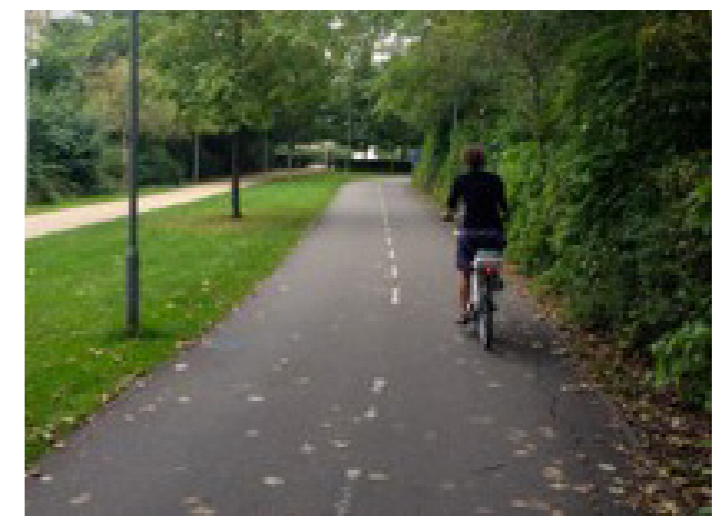
- Active Travel Route along disused railway between Parkhead Forge through Hogarth Park, beneath Cumbernauld Road and along the edge of Alexandra Park. Follows the line of the now cancelled East End Regeneration Route Phase 3



Proposed Active Travel routes, Haghill



Pedestrian and cycle crossings, Green path Copenhagen



Cycle way, Green path Copenhagen

4.7 Project Proposals

9 Improvements to Hogarth Park

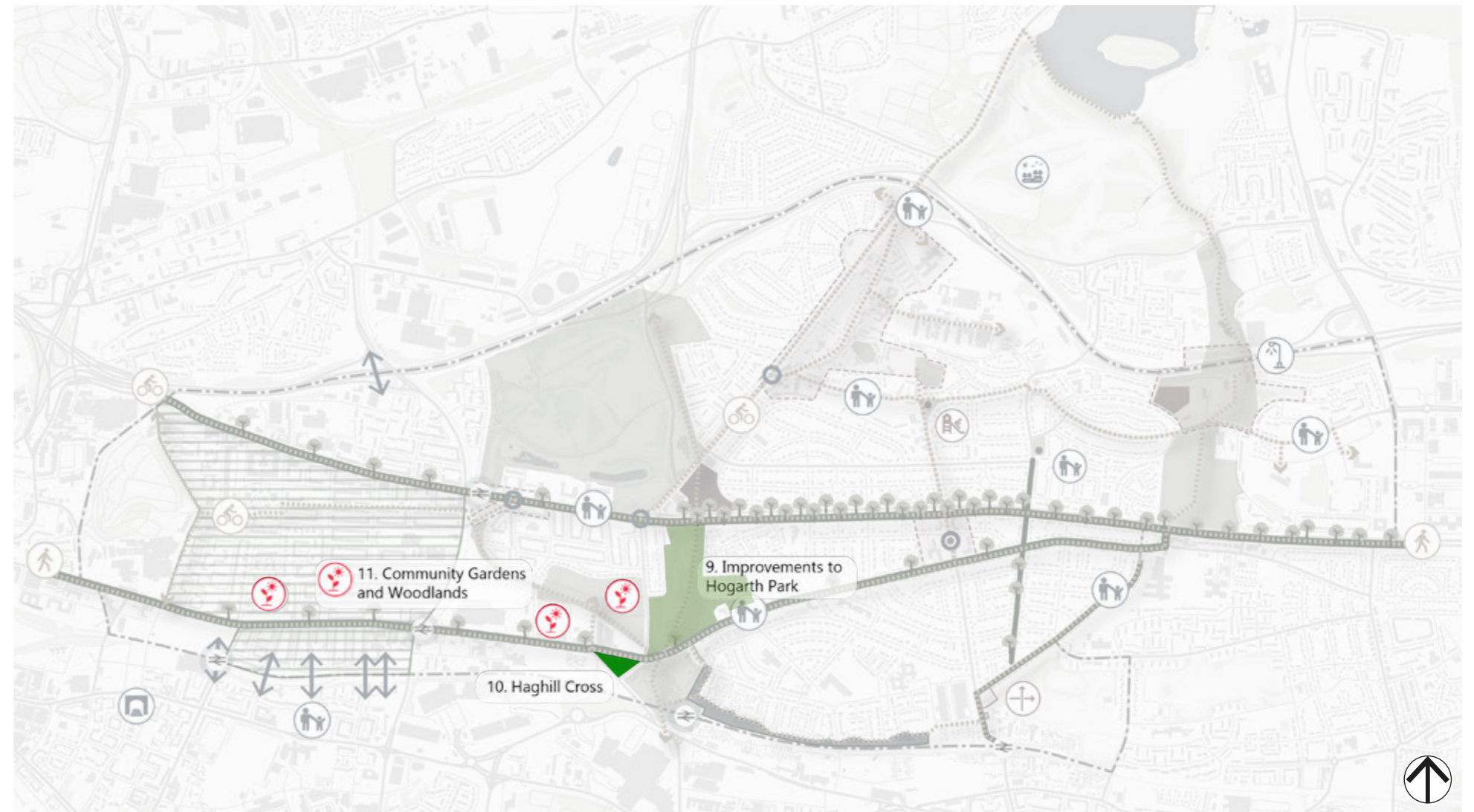
- Improved paths, clear foliage, and improvements to activities / sculptures such as the Carntyne Pyramid

10 Haghill Cross

- Remove through traffic from Carntyne Road and create urban space linked to Kelvin College East End Campus, allow active travel to continue across space through to Carntyne Road.

11 Haghil / Dennistoun Community Gardens and Woodlands

- Support tree planting programme on vacant sites on Appin street, Penny Street and along disused railway line
- Improve play area and lighting and make the paths accessible. Support existing community garden proposals (Dreghorn Str. Block)
- Create Community Garden in front of Annfield Place Nursery



Road closures to create public space, Dundee

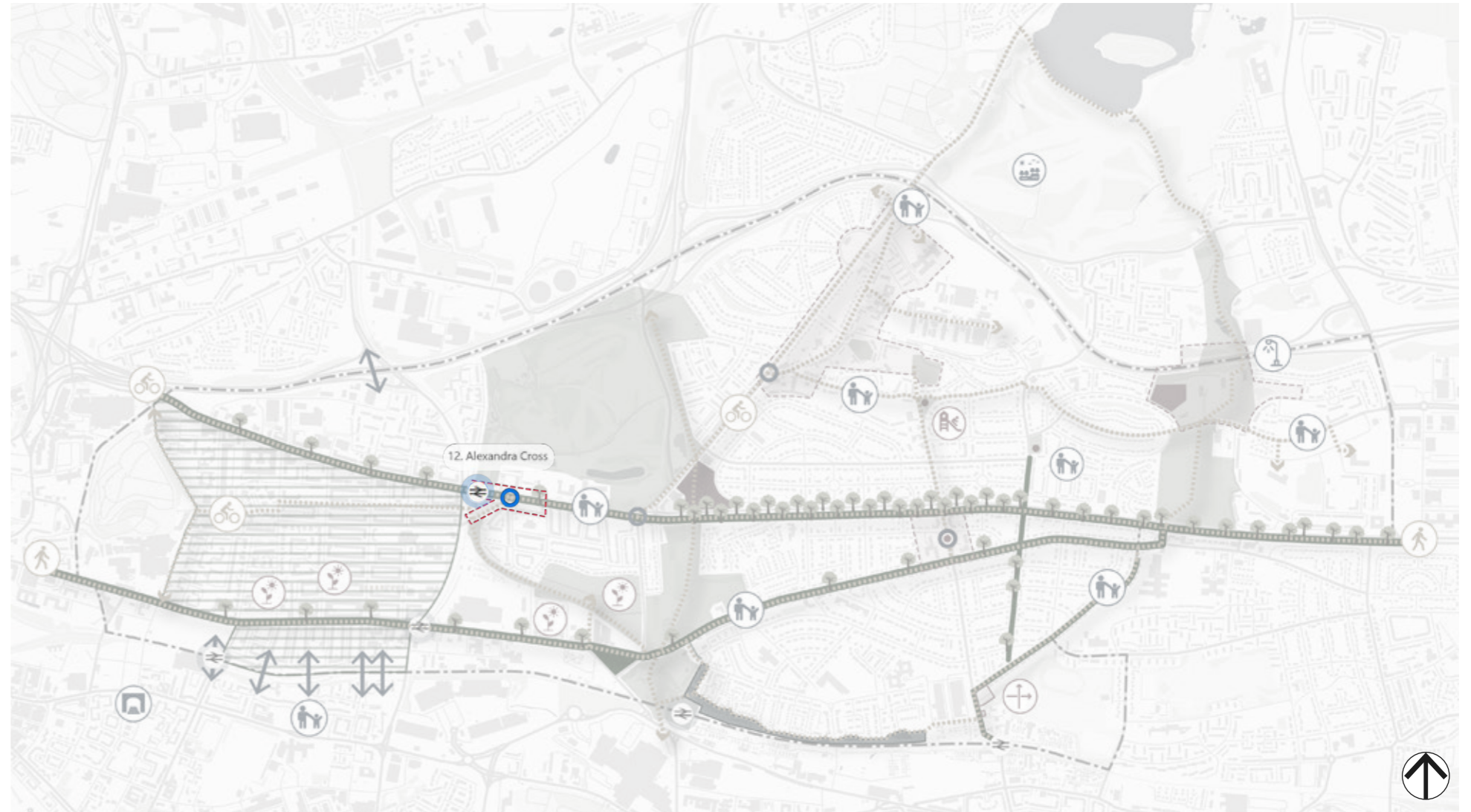


Natural play at Sponge Park, Manchester

4.7 Project Proposals

12 Alexandra Cross

- Formation of new cross at junction of Cumbernauld Road and Alexandra Parade.
- Consider closing or partially closing Cumbernauld Road at Alexandra Park Street.
- Consider relationship of Alexandra Parade with Haghill Primary.



Urban avenue, linear park and active travel, Stockholm



Pedestrian and cycle crossings, Green path Copenhagen

4.7 Project Proposals

13 Todd Street Green Space Improvements (or extension of Hogarth Park)

- Creation of new park linking Hogarth Park, Pennicuik SuDS, Raingarden Loop, active travel routes along disused railways. This can be a precursor or combined project of possible reinstatement of Parkhead Railway Station..

14 Reinstating Parkhead Railway Station

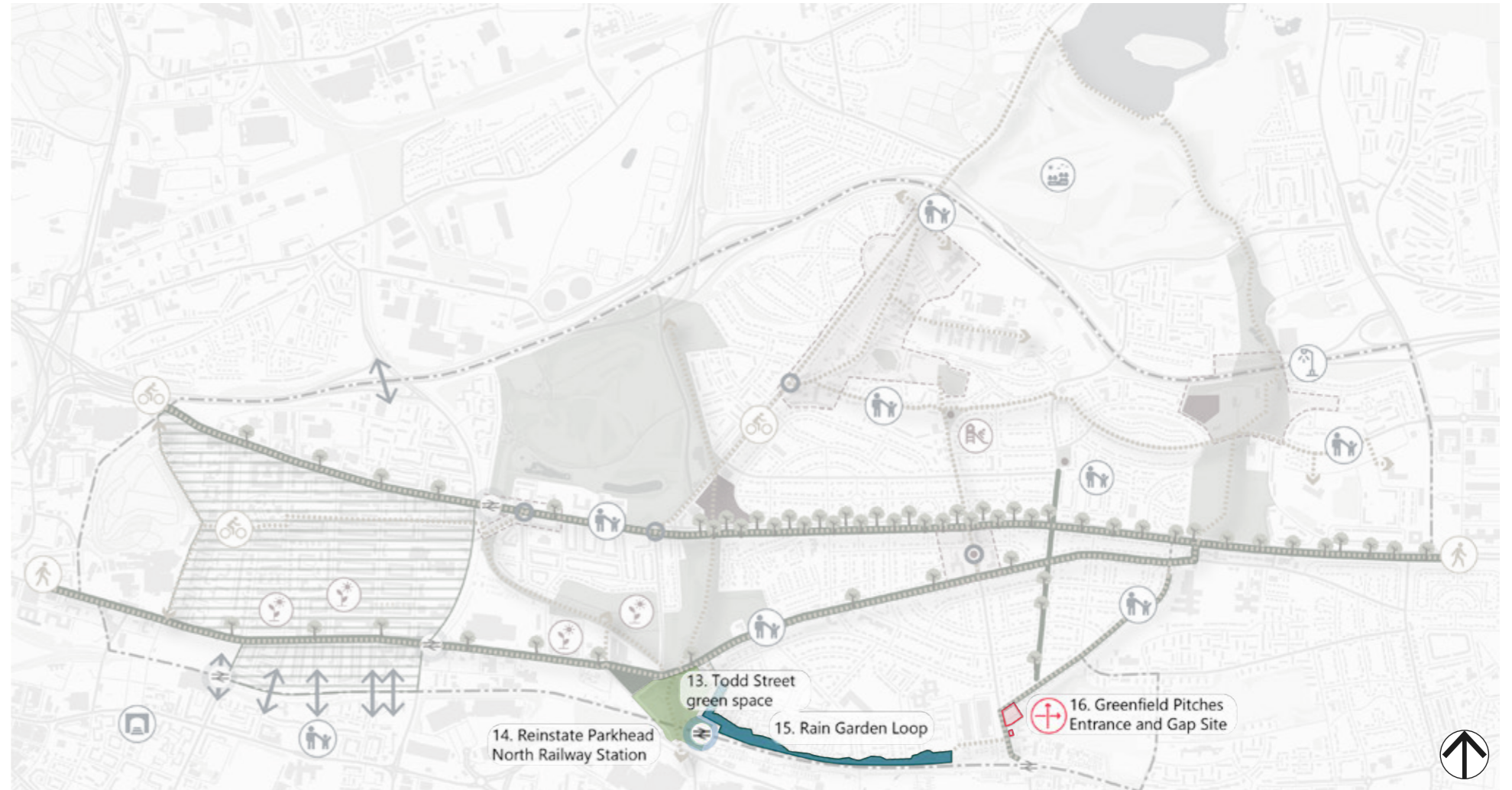
- Reopen Parkhead railway station and integrate into the community.
- Form new mobility hub bringing together major bus routes and future active travel routes. Form link to Parkhead Forge and Celtic Stadium.

15 Raingarden loop

- Existing route with numerous bad links which could be improved including Rigby Street crossing / Link to Carntyne Railway Station / Link through Penicuik Drive to new suds pond at Penicuik Way.

16 Greenfield Pitches Entrance and Gap Site

- Improve access to important parks and how these could be linked. Gate and path into Greenfield Football Pitches from Carntyne Hall Road very poor quality with an area cordoned off, should be corrected.
- Provide activities like outdoor gym and playground park.
- Development of privately owned Site at corner of Carntyne Hall Road / Cardowan Street to contribute non residential use / link with Park Entrance



Proposal for rain gardens on Penicuik Way

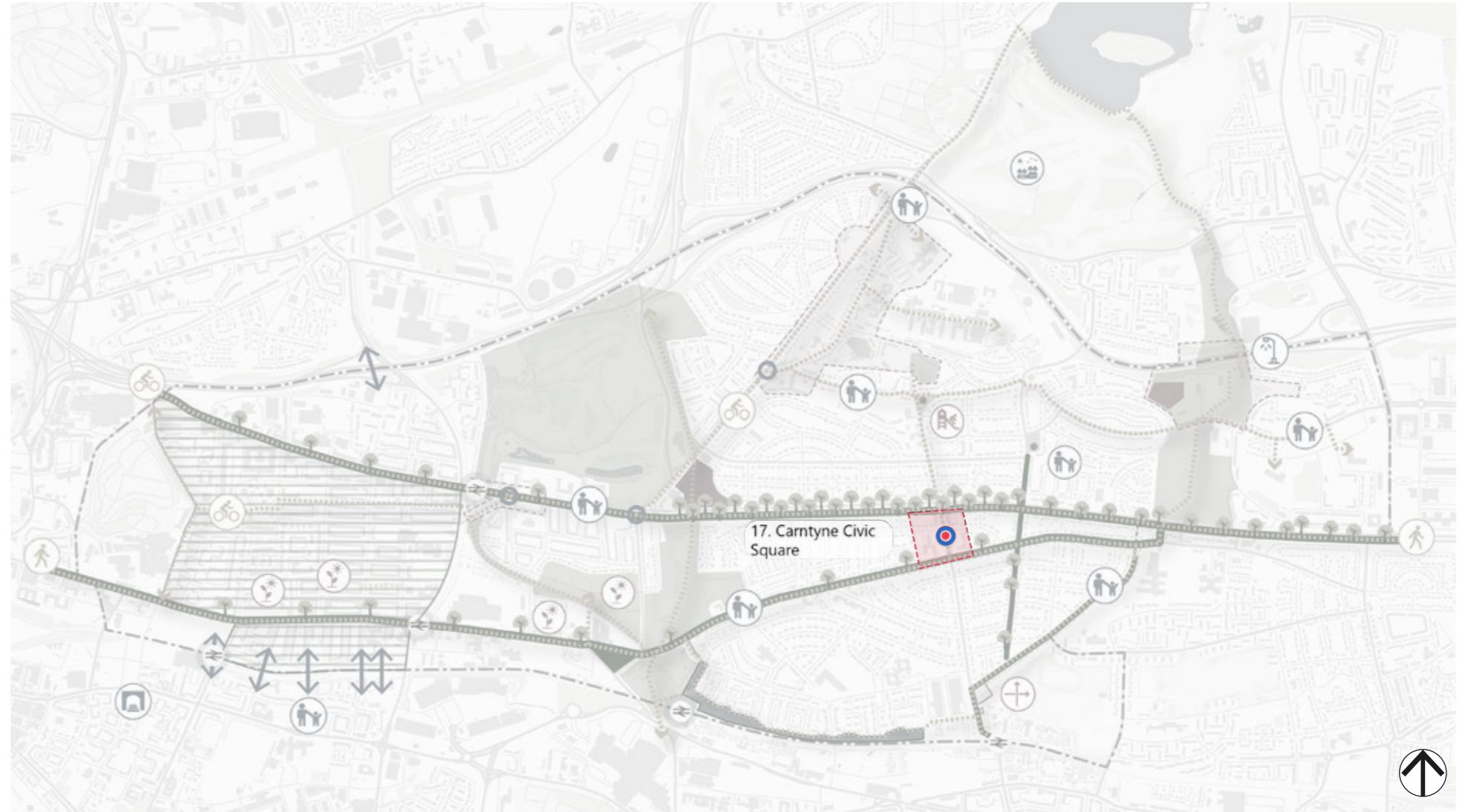


Former Parkhead Railway Station, 1963

4.7 Project Proposals

17 Carntyne Civic Square

- Formation of new external landscaping in front of Carntyne Parish Church Hall by removing the two roundabouts to form one road. The new space can be used as a market place.
- Form active travel route to Riddrie Local Town Centre along Carntyne Road
- Re use of existing toilet block to form community cafe.
- Work with the community to help create the most effective use for the buildings around the square and ensure frontage.



Flexible open space, Vinicombe Street



Multipurpose public space, Shawlands Square, Glasgow



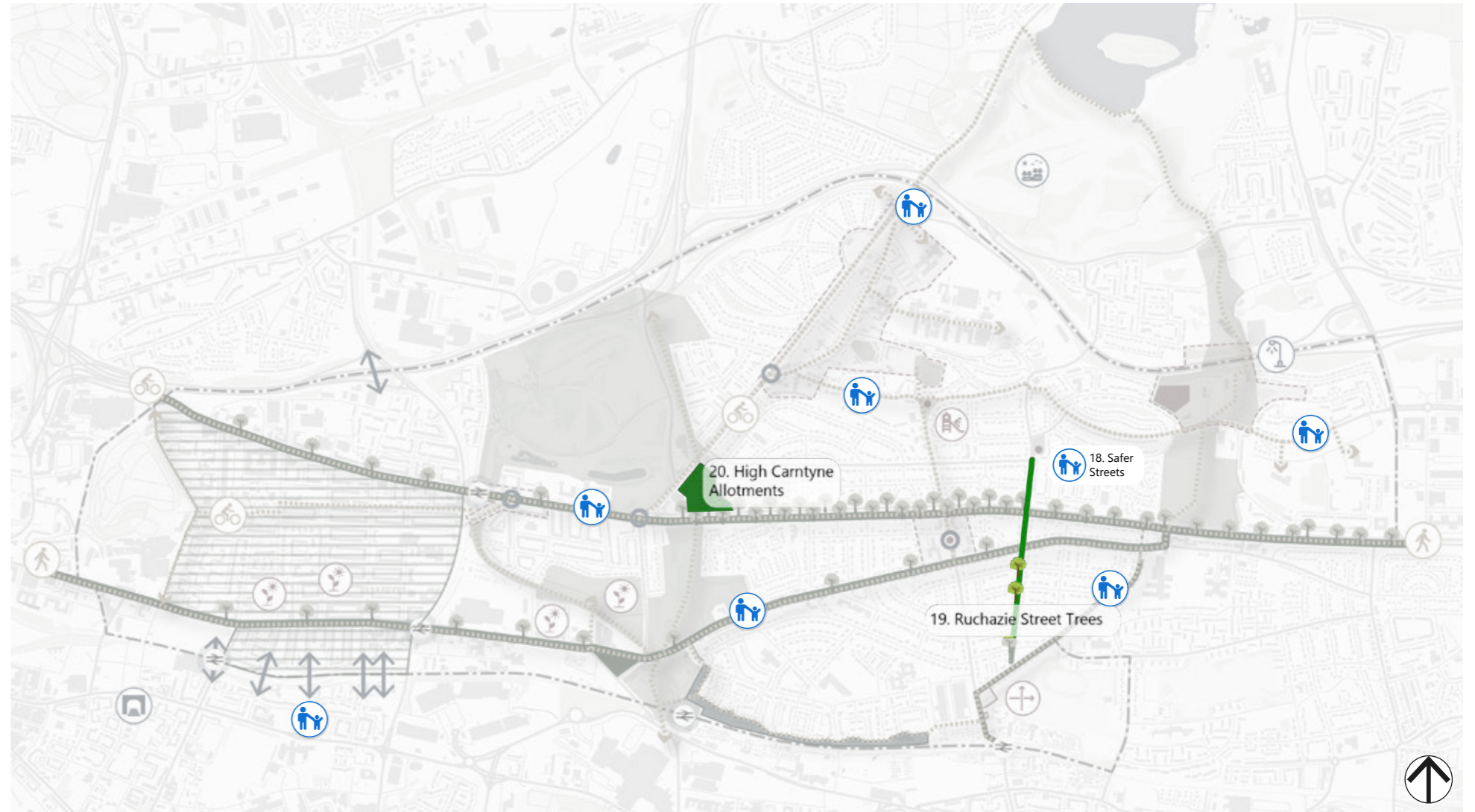
Public square with seating and planting, Shawlands Square, Glasgow

4.7 Project Proposals

18 Riddrie, Carntyne and Cranhill Safer Streets Scheme (routes to schools)

Riddrie and Carntyne Safer Streets scheme with SuDS and continuous footways at side-street junctions. Specific focus on routes to schools on the following roads:

- Cardowan Road - Create safer streets demonstration. Engage local residents to test low cost interventions or projects, aiming to create a pedestrian friendly street environment (St Timothys / St Andrews)
- Carntyne Road - from Haghill Cross through to Edinburgh Road shopping parade at Cranhill Park. Includes 3 schools, Westmuir High / Hogarth Park / St Andrews
- Cranhill: Skerryvore / Bellrock Roads Lamlash Nursery School / Bellrock
- Routes to Smithcroft Secondary School and St Thomas and their relationship with drop off / pick up in Riddrie Town Centre



19 Ruchazie Street Trees

- Reinstatement of street trees and SuDS / raingardens

20 High Carntyne Allotments

- Reintroduction of community growing in former allotment. Further investigation needed on reason for closing.



High Carntyne Allotments, Glasgow



SuDS interventions, Grangetown, Cardiff



Reclaimed streets for play, School Streets Hackney

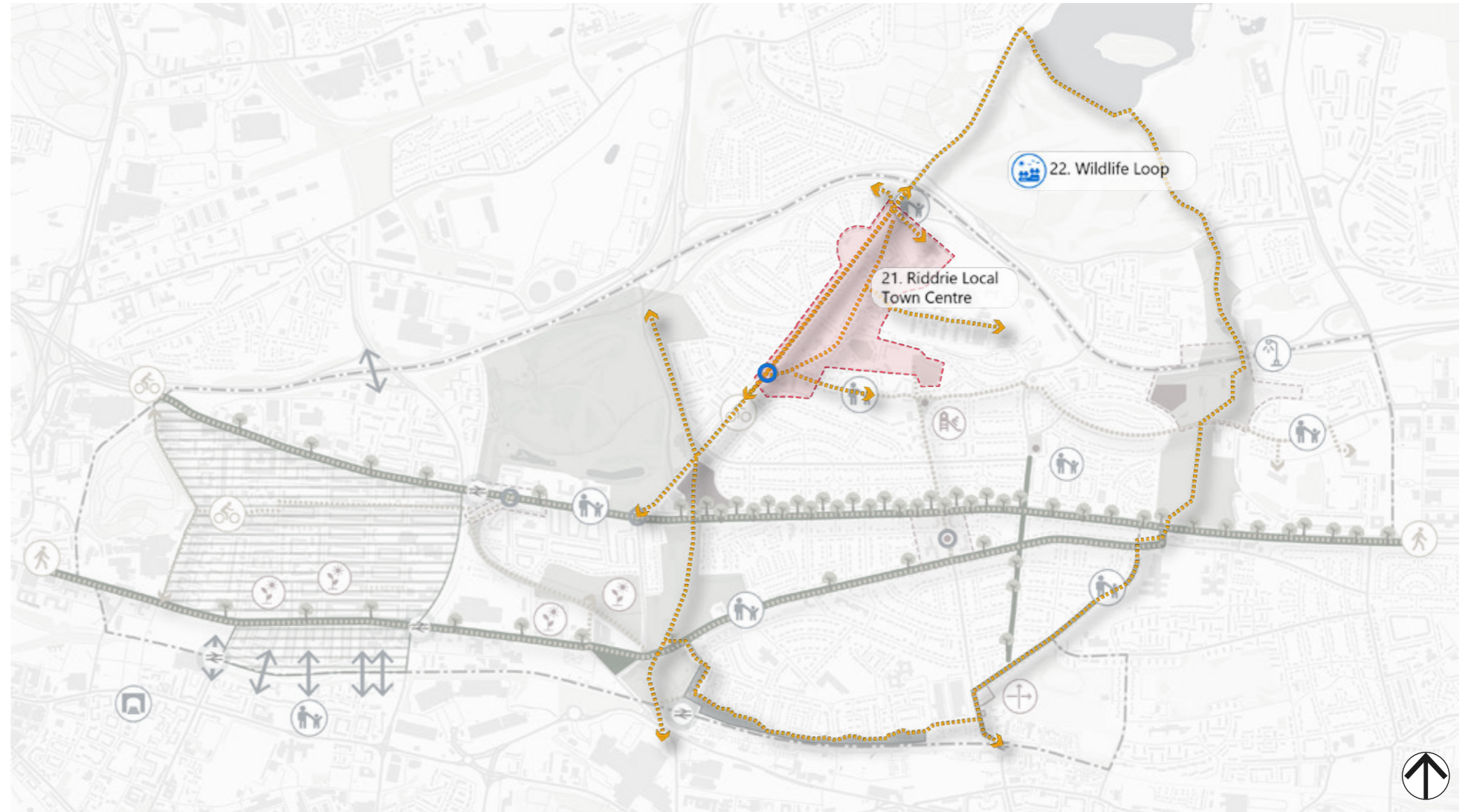
4.7 Project Proposals

21 Riddrie Town Centre

- Support a new Local Town Centre in Riddrie based around Smithycroft Road. Include opportunities for the introduction of commercial opportunities where possible together with improved Streetscape.
- Community Landscaping at Riddle Bowling Club
- Create new Civic multi functional space.
- Support St Enoch's Well / Church as a community centre however can not form part of project.
- Routes to Schools / School pick ups including underpass at Smithycroft Secondary School (refer to 18)

22 Wildlife Loop

- Create wildlife loop to Hogganfield Loch including new cycle route along Cumbernauld Road. To be linked to separate route from Cranhill Park through Croftcroign Road to form loop.



Street closure for Skirving Street Party, Shawlands



Wildlife parkland, Cuningarloop Glasgow



Improved streetscape, low traffic neighbourhood, Cotham, Bristol

4.7 Project Proposals

23 Local play spaces / Community Gardens

- Transforming existing green spaces as play areas at Gartcraig Road and Fidra Street: Riddrie Knowes / Gartcraig Road

24 Lighting improvement over Motorway Bridge at Cranhill

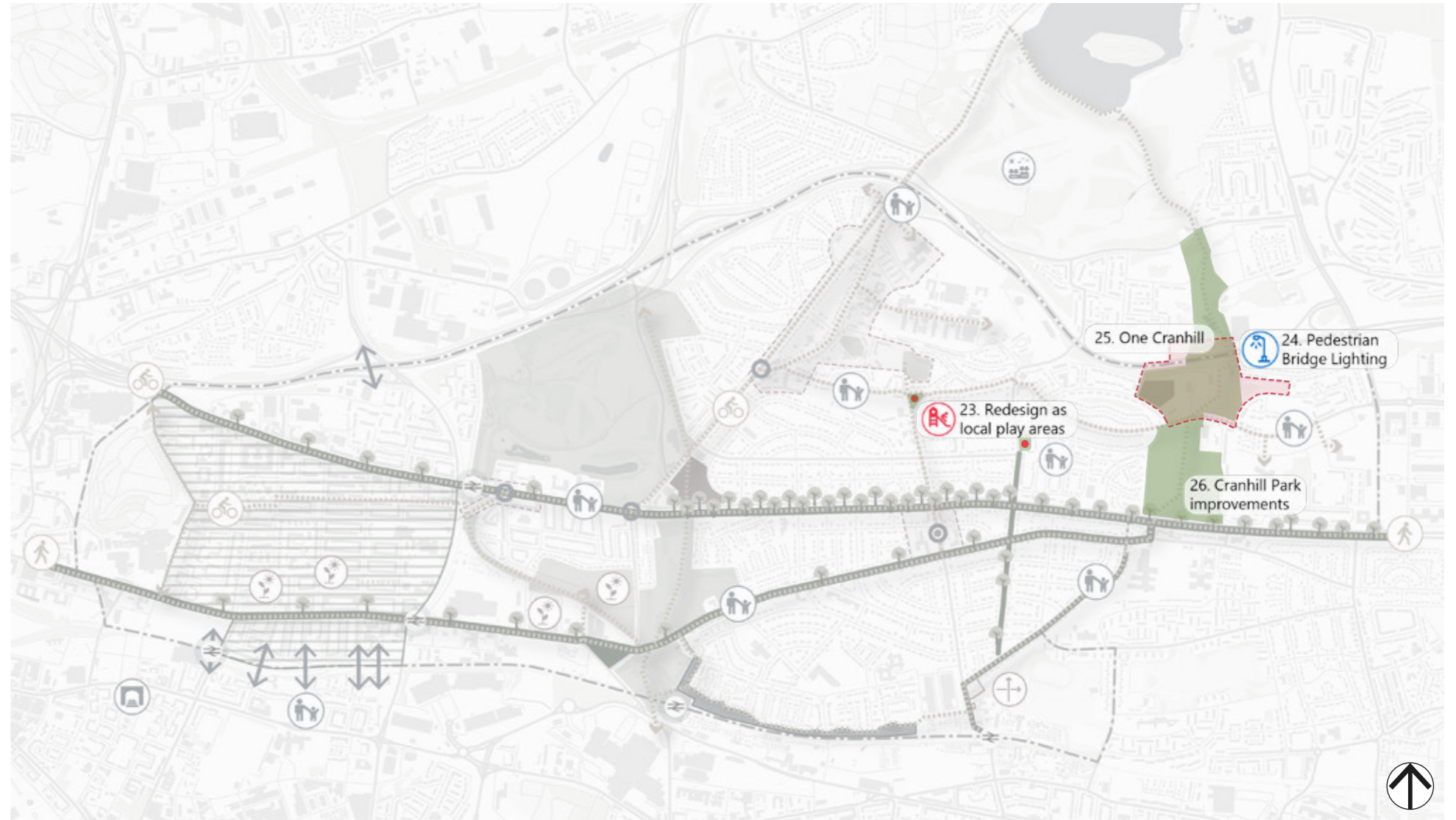
- Artist / Security lighting running through Croftcroign Park, across the motorway bridge, across the landscaping around the High Rise blocks and through Cranhill Park (and across Edinburgh Road to schools / shopping parade).

25 One Cranhill

- Create a multipurpose civic space adjacent to Cranhill Development Trust and linking to Cranhill Community Centre.
- Support the development of Cranhill community gardens and allotments.
- Form new platform Accessibility and crossings improvements in Cranhill to slow down traffic and create safe crossing.
- Re-landscape area around Cranhill High Rise

26 Cranhill Park Improvement

- Improvements to Cranhill Park (in consideration with the Water Voles) to encourage more active use of the park.
- Form new pump track / wheeling areas, provide location options and proposals.



Cranhill community gardens and allotments



Lit cycle and walkway, Lidzbark Warminski, Poland

05 CONCLUSION & NEXT STEPS

A green-tinted photograph of a park. In the foreground, there is a wooden fence with vertical posts. Behind the fence, there is a grassy area with several trees. The background shows more trees and a fence line. The overall scene is a lush, green park setting.

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 Dennistoun to Cranhill Liveable Neighbourhood Area.

STAGE 1

OCTOBER 2021 - MARCH 2022

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

STAGE 2

APRIL 2022 TO SEPTEMBER 2022

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

5.2 Long List of Projects

#	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
	Everyday Journeys							
9	Improvements to Hogarth Park	Improved paths, clear foliage, and improvements to activities / sculptures such as the Carntyne Pyramid	Everyday Journeys			Low	Short Term	Haghill
13	Todd Street Green Space Improvements (or extension of Hogarth Park)	Creation of new park linking Hogarth Park, Pennicuk SuDS, Raingarden Loop, active travel routes along disused railways. This can be a precursor or combined project of possible reinstatement of Parkhead Railway Station..	Everyday Journeys	Streets for People		High	Medium Term	Haghill/Carntyne
14	Reinstating Parkhead Railway Station	Reopen Parkhead railway station, form new mobility hub bringing together major bus routes and future active travel routes.	Everyday Journeys	Streets for People	Yes (part of the SDF)	Significant	Long Term	Haghill Carntyne
26	Cranhill Park Improvement	Improvements to Cranhill Park to encourage more active use of the park.	Everyday Journeys	Local Town Centre		Low	Short to Medium Term	Cranhill
	Active Travel							
1	Railway Stations Accessibility	Various railway bridges across Edinburgh / Aidrie / Springburn Railway which are badly used and offer up major opportunities to link Dennistoun / Reidvale with Bellgrove and increase active Travel.	Active Travel	Everyday Journeys	No	Medium	Medium - Long Term	Dennistoun
6	Milnbank to Royston Path	Reinstate pedestrian access route through motorway junction	Active Travel	Everyday Journeys	No	Low	Short Term	Dennistoun
7	Haghill active travel green routes along disused railway line	Active Travel Route along disused railway between Haghill Cross and Alexandra Cross along Birkenshaw Street. In close proximity to large travelling community.	Active Travel	Everyday Journeys	No	Medium to High	Long Term	Haghill

5.2 Long List of Projects

#	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
8	Parkhead Forge / Hogarth Park / Alexandra Park active travel route along disused railway line.	Active Travel Route along disused railway between Parkhead Forge through Hogarth Park, beneath Cumbernauld Road and along the edge of Alexandra Park. Follows the line of the now cancelled East End Regeneration Route Phase 3	Active Travel	Everyday Journeys		Medium to High	Medium to Long Term	Haghill/Riddrie
22	Wildlife Loop	Create wildlife loop to Hogganfield Loch including new cycle route along Cumbernauld Road. To be linked to separate route from Cranhill Park through Croftcroign Road to form loop.	Active Travel		No	Low	Medium Term	Riddrie
	Local Town Centres							
12	Alexandra Cross	Formation of new cross at junction of Cumbernauld Road and Alexanndra Parade.	Local Town Centre	Everyday Journey, Streets for People		Medium	Medium Term	Dennistoun
16	Greenfield Pitches Entrance and Gap Site	Improved access to important parks and how these could be linked.	Local Town Centre			Low	Short Term	Cranhill
17	Carntyne Civic Square	<ul style="list-style-type: none"> Formation of new external landscaping in front of Carntyne Parish Church Hall by removing the two roundabouts to form one road. Form active travel route to Riddrie Local Town Centre along Carntyne Road Re use of existing toilet block to form community cafe. 	Local Town Centre	Streets for People, Everyday Journeys, Active Travel		Significant	Short - Medium Term	Carntyne
20	High Carntyne Allotments	Reintroduction of community growing in former allotment. Further investigation needed on reason for closing.	Local Town Centre			Medium	Short Term	Carntyne/Riddrie

5.2 Long List of Projects

#	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
21	Riddrie Town Centre	Support a new Local Town Centre in Riddrie based around Smithycroft Road. Include opportunities for the introduction of commercial opportunities where possible together with improved Streetscape.	Local Town Centre	Streets for People		Significant	Short - Medium Term	Riddrie
25	One Cranhill	Exploration of extensive vacant and derelict land to the East and North East of Cranhill Park to multipurpose civic space, development of community gardens and allotments and re landscaping.	Local Town Centre	Everyday Journeys, Streets for People	Yes	Medium	Medium Term	Cranhill
	Streets for People							
2	Duke Street 'Streets for People'	Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators.	Streets for People	Active Travel, Everyday Journeys, Local Town Centre	Yes (City Network as part of ATS)	Medium	Medium Term	LN Area
3	Alexandra Parade 'Streets for People'	Active Travel route, redistribution of space and side junction improvements with green and Blue interventions such as Tree Planting, rain gardens and Parklet demonstrators.	Streets for People	Active Travel, Everyday Journeys, Local Town Centre	Yes (City Network as part of ATS)	Medium	Medium Term	LN Area
4	Dennistoun Streets for People (includes Onslow Drive Active Travel Route)	Create a low traffic neighbourhood across Dennistoun especially the relationship between Alexandra Parade and Duke Street.	Streets for People	Active Travel, Everyday Journeys,	Yes	Medium	Medium Term	Dennistoun
5	Reidvale Streets for People	<ul style="list-style-type: none"> Create a low traffic neighbourhood within Reidvale especially the relationship with Duke Street. Access into Reidvale could be focused more on Reidvale Street / Sword Street and linked to active travel 	Streets for People	Active Travel, Everyday Journeys,	No	Medium	Medium Term	Dennistoun

5.2 Long List of Projects

#	Item	Description	Main Themes	Other LN Themes	Live / Planned	Impact	Phasing	Neighbourhood
10	Haghill Cross	Remove through traffic from Carntyne Road and create urban space linked to Kelvin College East End Campus, allow active travel to continue across space through to Carntyne Road.	Streets for People	Everday Journeys, Local Town Centre		Medium	Medium	Haghill
11	Hagghil / Dennistoun Community Gardens and Woodlands	Tree planting, improved play area and lighting for accessible paths, community garden creation and support.	Streets for People	Local Town Centre, Everyday Journeys	Yes	Low	Short Term	Dennistoun
15	Raingarden Loop	Existing route with numerous bad links which could be improved including Rigby Street crossing / Link to Carntyne Railway Station / Link through Penicuik Drive to new suds pond at Penicuik Way.	Streets for People	Active Travel		Medium	Short - Medium Term	Carntyne
18	Riddrie, Carntyne and Cranhill Safer Streets Scheme (routes to schools)	Riddrie and Carntyne Safer Streets scheme with SuDS and continuous footways at side-street junctions.	Streets for People	Everyday Journeys		High	Short Term	Carntyne/Cranhill
19	Ruchazie Street Trees	Reinstatement of street trees and SuDs / raingardens	Streets for People			Low	Short Term	Carntyne
23	Local play spaces / Community Gardens	Transforming existing green spaces as play areas at Gartcraig Road and Fidra Street: Riddrie Knowes / Gartcraig Road	Streets for People		No	Medium	Short Term	Riddrie
24	Lighting improvement over Motorway Bridge at Cranhill	Artist / Security lighting running through Croftcroign Park, across the motorway bridge, across the landscaping around the High Rise blocks and through Cranhill Park (and across Edinburgh Road to schools / shopping parade).	Streets for People	Local Town Centre, Everyday Journeys		Low	Short Term	Cranhill

06 APPENDIX

ALEXANDRA PARADE

Appendix A - Stakeholder Engagement

1.5.2 Wider Stakeholder Engagement

The list of invited Stakeholder 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 Scotland 2045 - Fourth National Planning Framework

Legend

- Strategic maritime routes
- Strategic connection
- Blue economy

Liveable places

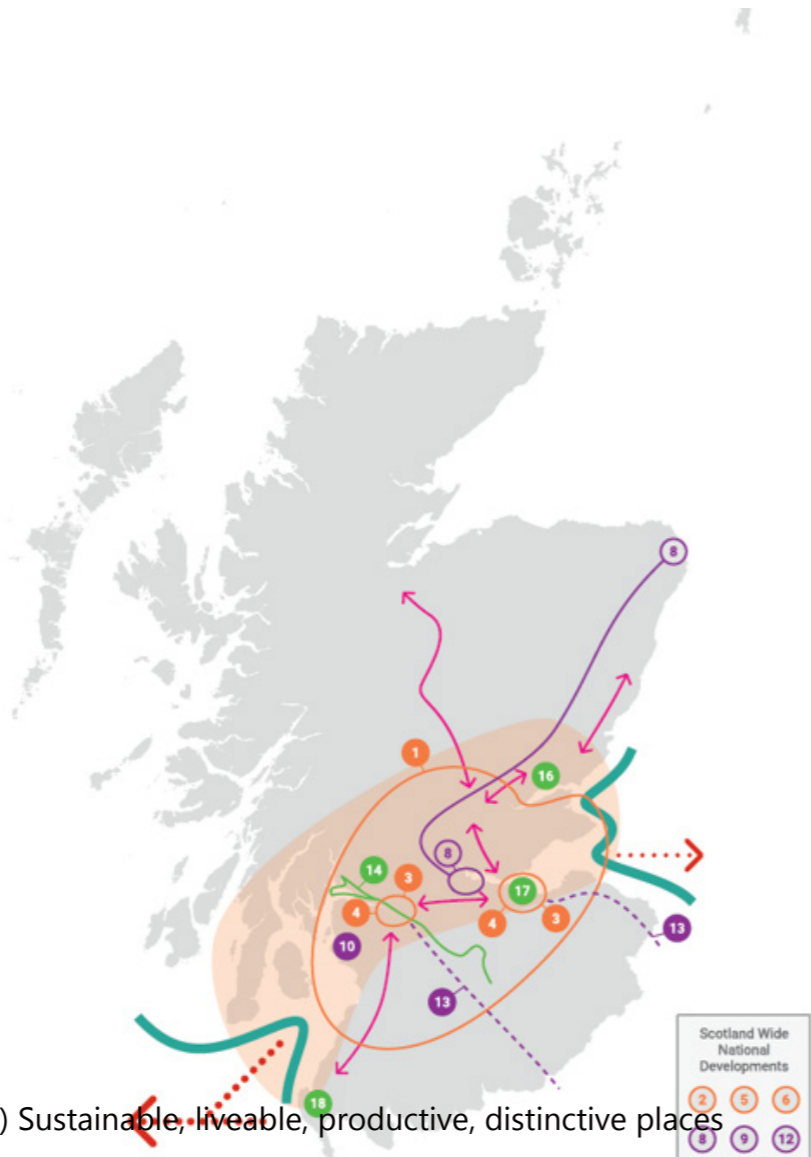
- Central Scotland Green Network
- National Walking, Cycling and Wheeling Network
- Urban Mass / Rapid Transit Networks Aberdeen, Edinburgh and Glasgow
- Urban Sustainable, Blue and Green Drainage Solutions Edinburgh and Glasgow
- Circular Economy Material Management Facilities
- Digital Fibre Network

Productive places

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

Distinctive places

- Clyde Mission
- Dundee Waterfront
- Edinburgh Waterfront
- 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

distinctive	safe & pleasant	easy to move around	welcoming	adaptable	resource efficient
Street design should respond to local context to deliver places that are distinctive	Streets should be designed to be safe and attractive places	Streets should be easy to move around for all users and connect well to existing movement networks	Street layout and detail should encourage positive interaction for all members of the community	Street networks should be designed to accommodate future adaptation	Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained
<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>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>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>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>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>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

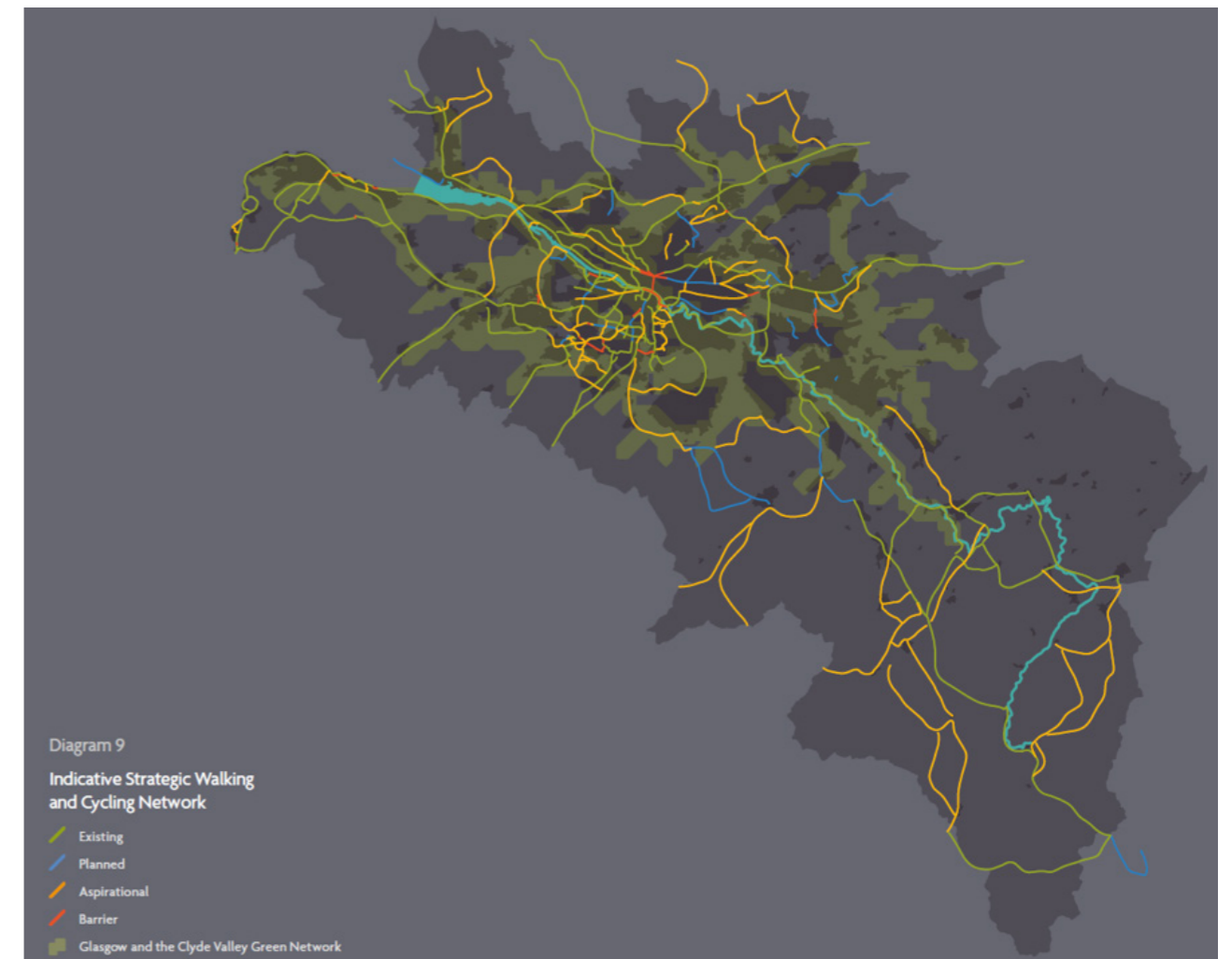
Designing Streets: Six Qualities of Successful Places - Key considerations for street design

2.2.1 Clydeplan- Strategic Development Plan



Green Network Strategic Delivery Areas

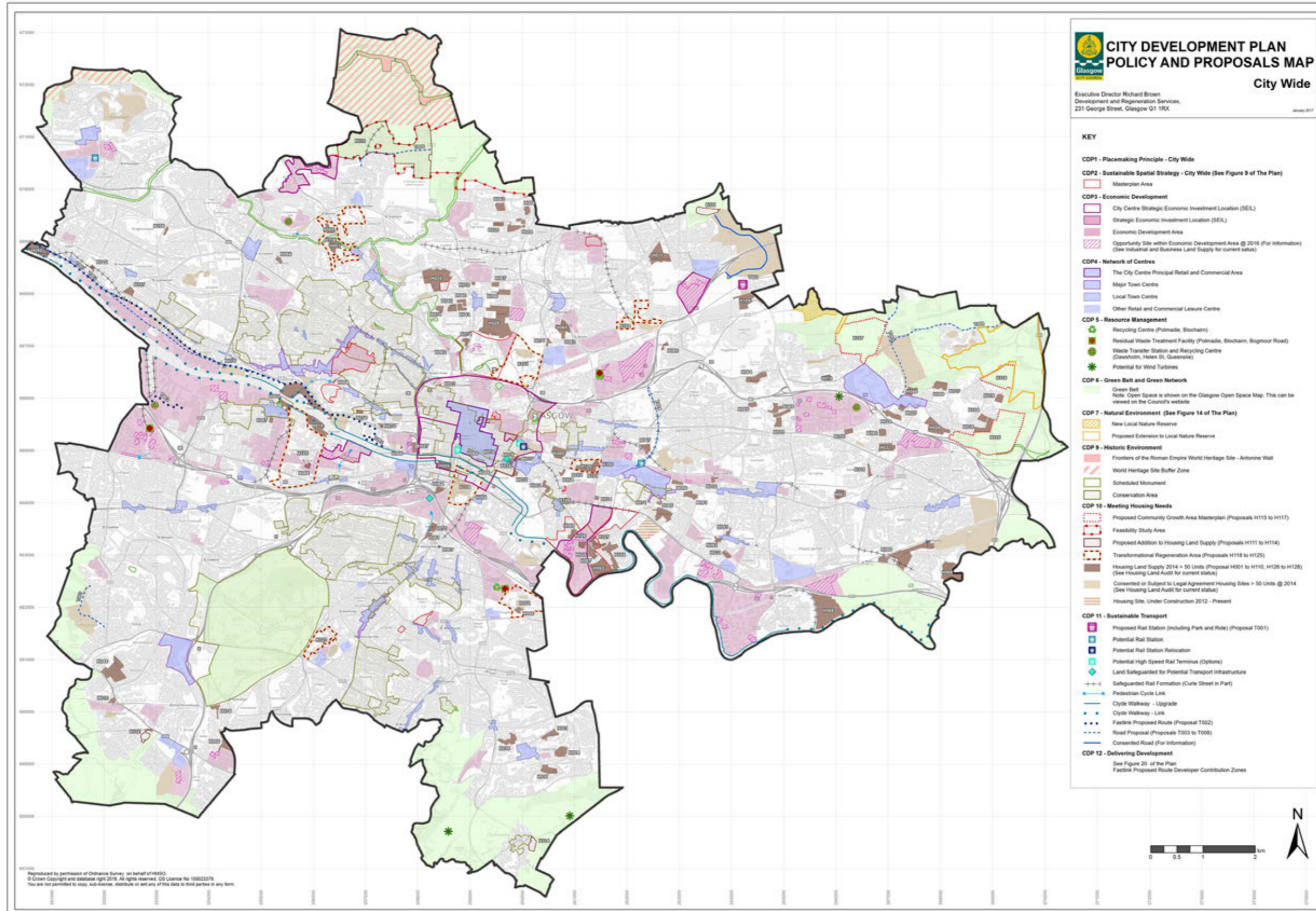
2.2.1 Clydeplan- Strategic Development Plan



Indicative Strategic Walking and Cycling Network

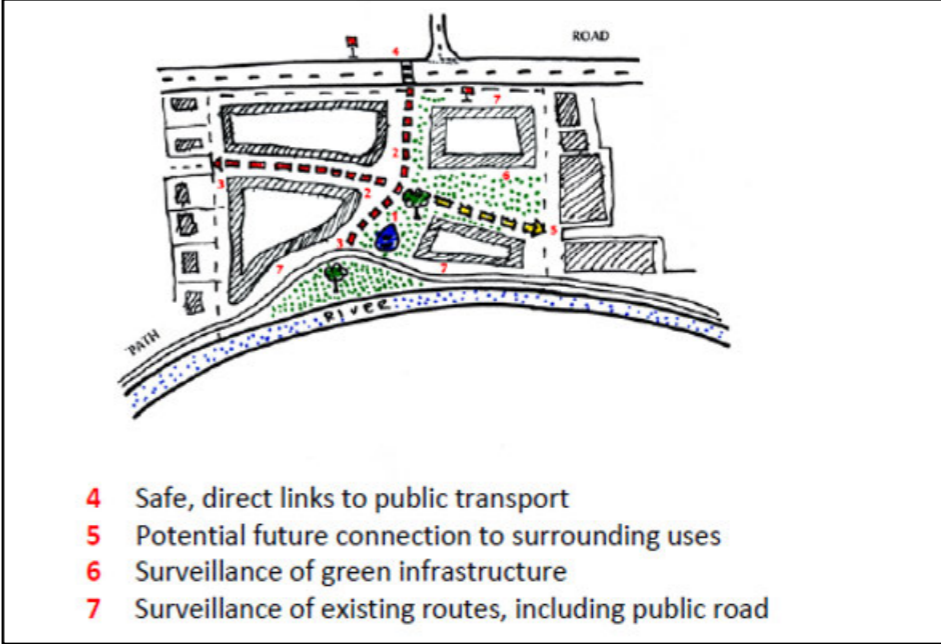
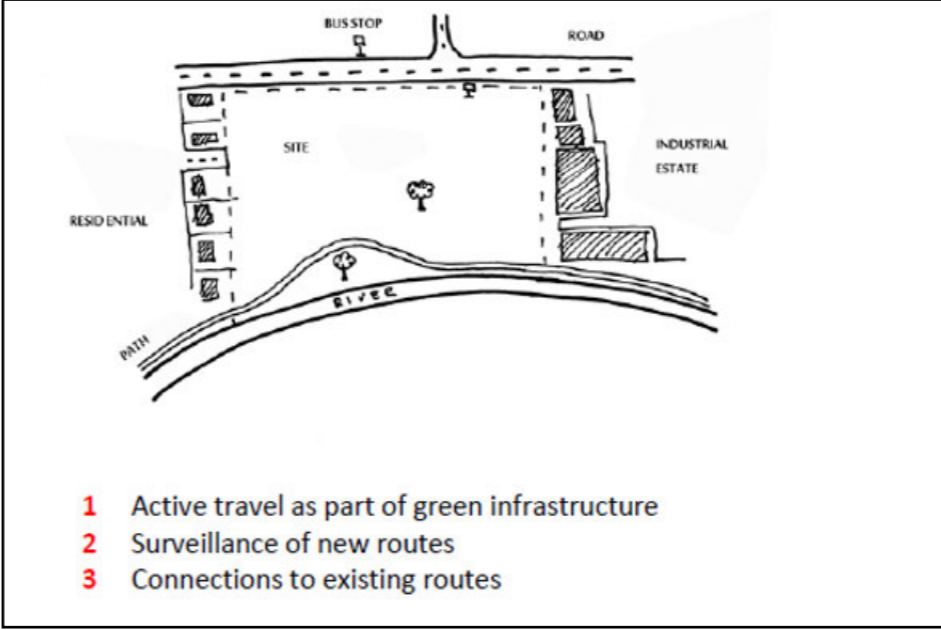
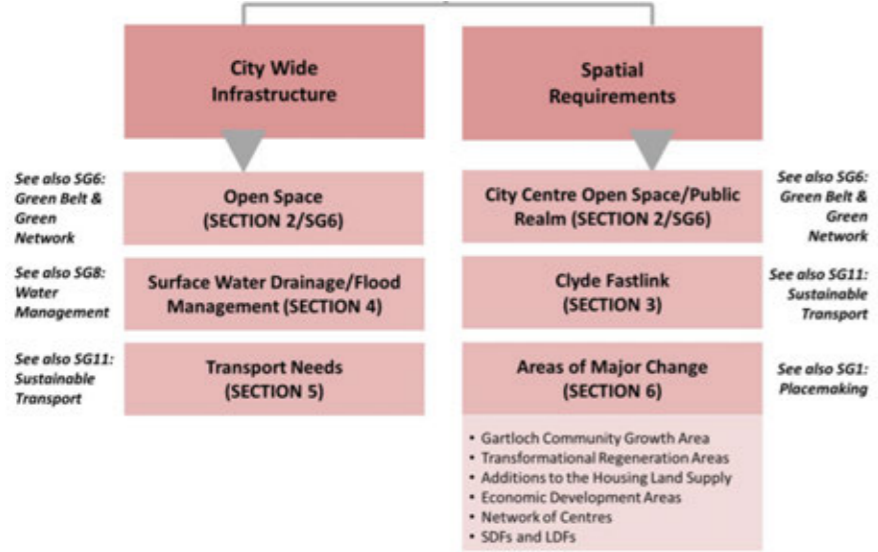
Appendix B - Policies

2.3.1 Glasgow City Development Plan (CDP)



Appendix B - Policies

2.3.1 Glasgow City Development Plan (CDP)



CPD11: Design Configurations for Walking and Cycling

CPD12: Developer Obligations

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