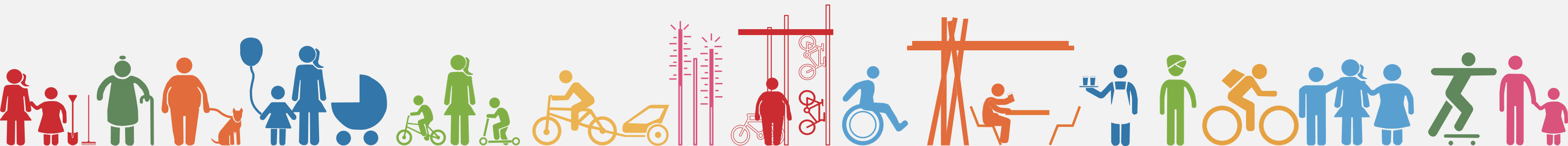
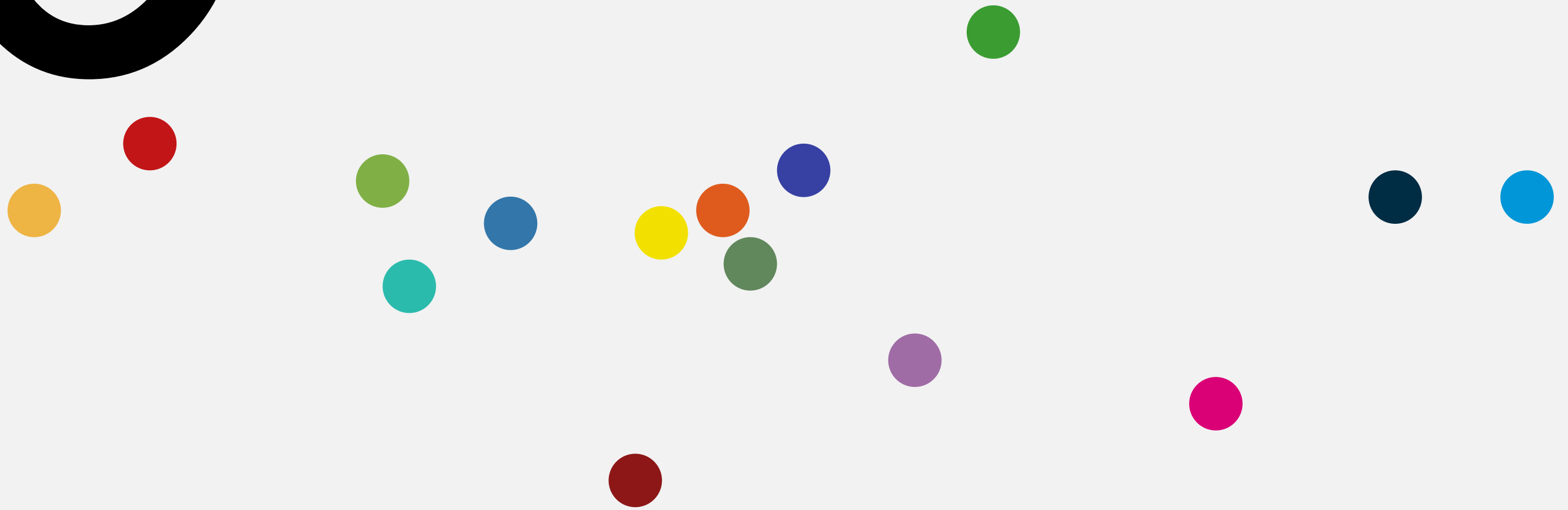


3

Liveable Neighbourhood Project Areas



The primary focus of the report is to identify a list of interventions within the focus areas that can be delivered around the key GCC principles of achieving carbon neutrality by 2030 and the health and wellbeing of its citizens. These have been informed by local knowledge and engagement within the neighbourhood areas.

Physical climatic interventions such as sustainable solutions to storm events, places for nature and biodiversity by greening streets with trees and planters, Electric Vehicle charging points will overlap with social solutions such as identifying places for pocket parks, parklets and general public realm improvements that will aim to create safe and accessible places for the community to move between without the reliance on cars for short journeys.

These are to be aligned with other GCC initiatives such as School Car Free Zones, the Active Travel Strategy, the Open Space Strategy, the City Development Plan and the Strategic Development Frameworks. These initiatives and policies are working together to allow citizens to live in neighbourhoods that are thriving places.

In line with the City Council's commitment to reduce car kilometres travelled by 30% by 2030, interventions will be designed to make active travel easier, safer and more attractive and contribute to the Council's target of zero serious injuries and fatalities on our roads by 2030. This will involve prioritising sustainable transport in line with Transport Scotland's transport hierarchy, making walking and cycling first choice, and reallocating space away from motor vehicles. That will in turn reduce the number of journeys made by private car, so improving access for essential vehicles such as emergency vehicles, buses, taxis and disabled drivers.

- Public realm improvements - dropped kerbs / raised tables at crossing points, smooth surfaces wheelers, contrast for visually impaired.
- Removing clutter and ensuring street furniture such as bins are not a barrier to movement
- Parklets - looking at opportunities in the streets to repurpose parking spaces into spaces for people and nature
- Identifying key connections and links between areas that could be enhanced allowing for easier movement, while supporting this with better signage and way finding
- Identifying places where art can be sited and working with local artists and the community to enhance the quality of a place
- Identifying places where modal filters have resulted in a space that has little purpose other than restricting vehicles, then working with communities to make best use of the space which could be by introducing planting, trees, street furniture and art
- Improving the street lighting to ensure people can safely move around 24/7 all year round
- Focussing interventions around schools and transport hubs
- Working with existing grassroots organisations and the voluntary sector to identify key projects and locations that may have already been considered and determine if a Liveable Neighbourhood project can assist the process.
- Working with existing local initiatives such as BIDS (Business Improvement Districts) to ensure joined up ideas
- Finding places where the public have access to accessible toilets.

This list of interventions will be taken forward into RIBA Stage 2 where these will be further refined. The aim of the next stage will be to create effective solutions that can be implemented across the Liveable Neighbourhood area.

By focussing on the smaller scale interventions, Glasgow City Council will work alongside communities to deliver the first phases of improvements in their streets. It is hoped that the early engagement and the 'supercharging' of the early projects will empower the communities and give them the confidence to realise further change and improvements across their area.

The map below illustrates the areas that have been identified from the preliminary engagement sessions as potential initial projects / focus areas.



REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
01	Skirving St	Design proposals for temporary measures at junction of Skirving Street and Deanston Drive	LTC EJ AT SFP	Yes	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
02	Langside Primary Streets for People	Opportunity to work with the school and local community to improve streets around school and neighbourhood to east of Shawlands LTC School Car Free Zone?	SFP EJ AT	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
03	Battle of Langside Monument / Roundabout	Opportunity to improve pedestrian access around this junction	EJ LTC AT SFP	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
04	Battlefield Rd	This project is a collaboration between Sustrans Street Design & GCC. It will deliver both active travel and place-making improvements as it extends the SCW through to Cathcart Rd	AT LTC EJ SFP	Yes	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
05	Animating Mount Florida (Cathcart Rd)	Proposal aims to help revive and support the local town centre along Cathcart Road. Linking the Letherby Triangle project to the south with Prospecthill Rd to the north. Proposed improvements to animate the street include greening of street, installation of parklets and opportunities for artwork.	LTC EJ AT SFP	Yes	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
06	Letherby Triangle and Mount Florida Primary	Proposals to improve the Letherby Triangle, surplus land located at the junction of Cathcart Road and Carmunnock Road beside Mount Florida Primary School. Following the receipt of funding from Sustrans, the council is now developing proposals with ERZ to form a new civic space suitable for public gatherings and events while encouraging greater pedestrian and cycle activity by closing one side of the junction to traffic.	SFP LTC EJ AT	Yes	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
07	Stanmore Rd Streets for People	Opportunity to work with the local community to improve streets and neighbourhood to east of Cathcart Rd / Mount Florida LTC Event management	SFP LTC EJ AT	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
08	Mount Florida Station Streets for People	Already a new TRO in place. Opportunity to work with the local community to improve streets and neighbourhood to west of Cathcart Rd / Mount Florida LTC	SFP LTC EJ AT	Yes	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
09	Battlefield Everyday Journeys Battlefield Primary and Sinclair Drive	Opportunity to work with the school and local community to improve streets around school and neighbourhood around Battlefield PS	EJ LTC AT SFP	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
10	Kings Park Primary Everyday Journeys	Opportunity to work with the school and local community to improve streets around school and neighbourhood School Car Free Zone?	EJ AT SFP	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
11	Toryglen Streets for People (St Brigids PS and Toryglen PS)	Toryglen LTN (St Brigids PS and Toryglen PS)	SFP EJ AT	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
12	Mount Florida BC / Hampden (south) Streets for People	Opportunity to work with the local community to improve streets in neighbourhood around bowling club	SFP EJ AT	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
13	Polmadie - Active Travel	Work with local stake holders to promote active travel to and from the South of Glasgow	AT EJ	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
14	Toryglen - Active Travel Routes to Rutherglen	Work with the local community to improve links to Rutherglen, promoting active travel	AT LTC EJ	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork
15	Battlefield East - Animating the White Cart Water	Work with the local community to improve the local streets and animate the North bank of the White Cart Water	SFP AT EJ	No	<ul style="list-style-type: none"> -Improved pedestrian/cycling connectivity -Modal filters -Ensuring accessibility for all -Improved pedestrian zones with safe crossing points -Traffic calming -Rationalisation of car parking -Activating unused space -Street greening -Wayfinding -Enhancement of existing green space -Linking to public transport -Improving play space -Seating -Lighting -Artwork

NEXT STEPS
PROJECT COMPARISON METHODOLOGY

To help to determine which projects will be developed further a coding methodology has been derived to understand the high level implications in each focus area. The following categories are used to help to analyse each of the proposals

Complexity

Understanding how achievable the proposed projects are.

Impact

Determining the effect on the LN area

Key thematics

Understanding which of the key LN thematics are affected.

Cost

A very basic understanding of what the cost could be

Timescale

Determining a very broad overview of the likely time scales.

The project pages will provide information on the background to the projects and make suggestions of outcomes and proposals following the initial engagement.

All projects will require further consultation and engagement leading to the development of outline proposals and ultimately statutory approvals.

Further definition around phasing, funding options and delivery strategy will also need to be developed further.

A summary of the project coding methodology is outlined below.

COMPLEXITY		IMPACT		KEY THEMATICS		COST		TIMESCALE	
● ○ ○ ○ ○	most straightforward projects to achieve	■ □ □ □ □	discrete project with potential cumulative impact	LTC	Local Town Centres	£	£0-£10k	Short Term	projects that can be immediately defined and progressed and delivered in 1 to 2 years
● ● ○ ○ ○	some complexity requiring minor traffic consultation, ownership issues	■ ■ □ □ □	new intervention that will have positive impact on immediate neighbourhood	EJ	Everyday Journeys	££	£10k-£100k		
● ● ● ○ ○	projects will require some construction, structural changes, traffic changes	■ ■ ■ □ □	new intervention that will have positive impact on wider neighbourhood and surrounding communities	AT	Active Travel	£££	£100k-£500k	Medium Term	projects with longer lead in time, linked to other developments, or require approvals from various parties
● ● ● ● ○	projects requiring significant construction changes	■ ■ ■ ■ □	larger project that will influence wider perceptions of the LN area	SFP	Streets for People	££££	£500k-£1m		
● ● ● ● ●	projects that will require extensive construction, disruption, utilities coordination, stakeholder negotiations	■ ■ ■ ■ ■	significant project with wider impacts			£££££	£1m+	Long Term	larger scale projects that are planned over a 5+ year

Please note - this format has been adapted from the Draft Glasgow Canal Area Partnership update (October 2021)

Located at the western edge of the South Liveable Neighbourhood area Skirling Street is a key street within the Shawlands community. The north of the street is occupied by several bars, cafés, and restaurants which have utilised the recently upgraded pavements by introducing some external seating areas. The street also has a strong retail presence which attracts a large footfall to the area. The varied nature of the active street frontage provides passive supervision both day and night.

At Deanston Drive, the character of the street changes. The cafés and retail frontage continue to an extent however the upgraded footpath was not continued. The route becomes difficult to negotiate due largely to uneven pavements and overgrown hedges. At the junction between Deanston Drive and Skirling Street there are an abundance of bollards, railings and further obstacles caused by fly tipping.

The street in one way and generally both sides are fully occupied by parked cars. There has been a recent intervention at the very north of the street with a parklet being placed within a car park space. This was achieved with Myshawlands Business Improvement District (BID) applying to the animating spaces programme.

Further relevant information:

MyShawlands Parklets

Animating Spaces

POLLOKSHAWS ROAD

KILMARNOCK ROAD

TANTALLON ROAD

Combination of bollards, railings, large planters, and bins cause obstructions for pedestrians

Parked cars dominate the street



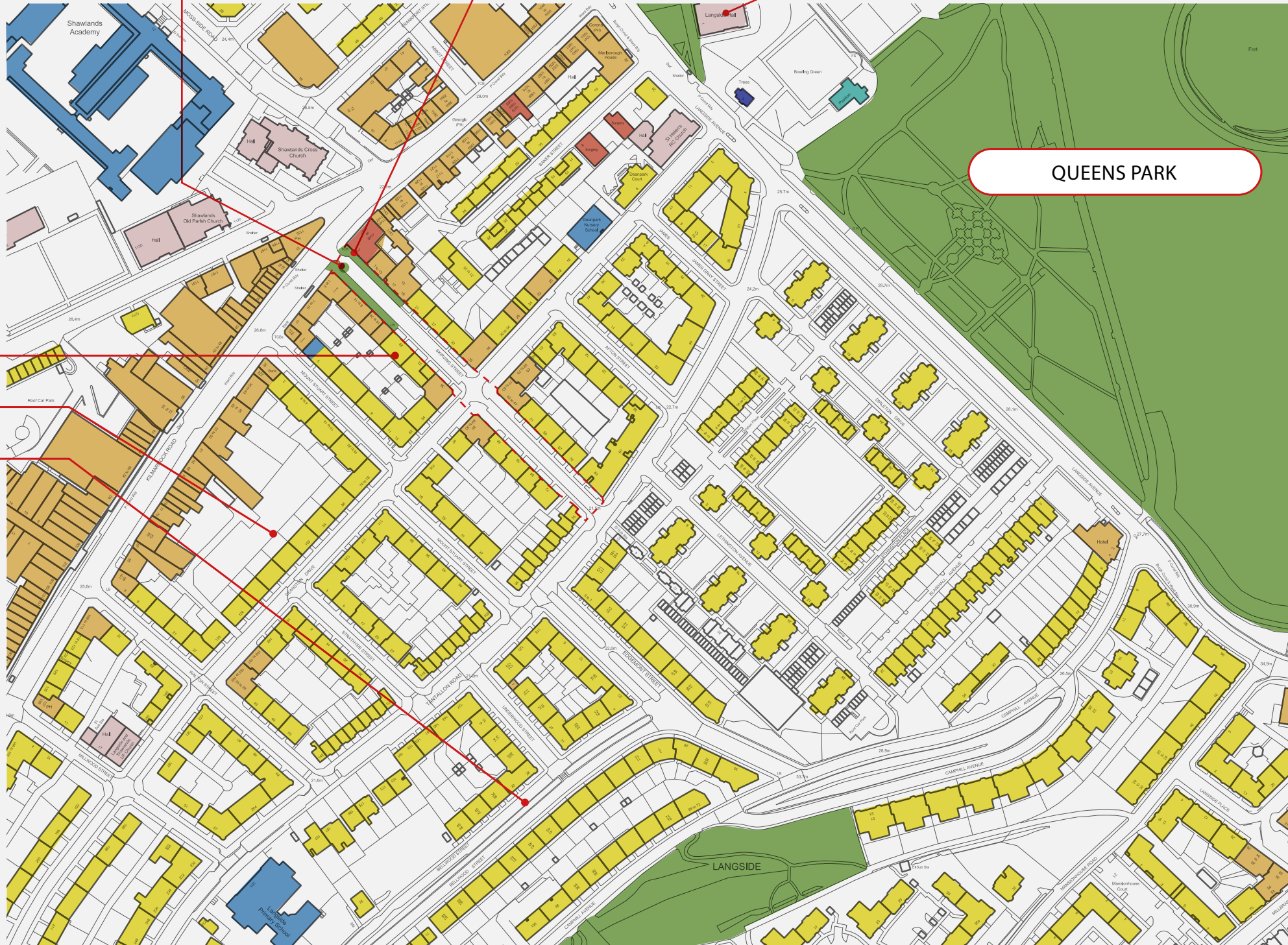
LAND USE AND BUILT FORM	
■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	

New parklet by New Practice for my shawlands Bid through the Animating Spaces Programme

Upgraded pavements with Caithness stone

LANGSIDE HALL

QUEENS PARK



SWOT ANALYSIS

S STRENGTHS

- Large pedestrian footfall from cafés, bars, restaurants and shops
- Active street frontage with high quality stone finish on pavements
- Introduction of planters at Pollokshaws area provides rest spots and increases the biodiversity of the area.
- A variety of business types means the area is populated day and night.
- Close proximity to Queens Park and Kilmarnock & Pollokshaws Road

W WEAKNESSES

- Can be very busy with traffic, especially during school drop off and pick up hours.
- Roads are in bad condition which make it very difficult to cycle down
- Cafés using the pavement for outdoor seating generating pinch points for pedestrian movement
- Street dominated by parked cars
- Barriers at the four corners at the junction between Deanston Drive and Skirving Street can be intimidating and restrict pedestrian movement
- Fly tipping prevalent in this area.

O OPPORTUNITIES

- Increase the number of pocket places at the corners of Deanston Drive and Skirving Street
- Create more pocket parks by removing car park spaces throughout
- Use filtered permeability to stop through traffic from Pollokshaws Road.
- Speeding reduction measures to make the area safer for children
- Generate more effective footways widths by the removal of clutter, this can be a positive opportunity to support local independent businesses.

T THREATS

- Stopping traffic could cause congestion issues in neighbouring streets, particularly next to schools.
- Removing car parking spaces could upset local residents who have no option but to park on the streets
- Stopping up the streets might effect the delivery arrangements for local businesses.
- Activity from Parklets may spill out onto the pavements making it more difficult for people in wheelchairs, people with prams and the elderly to get by.

POPULATION DENSITY

The area around Skirving Street (Shawlands) has the highest density population in within the area. As a result, car parking facilities and open space are in short supply, however the Local Town Centre is extremely vibrant.



Population per km2

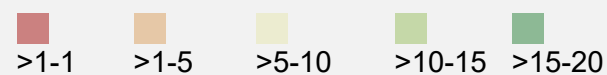


SIMD INDEX

Shawlands sits relatively high on the SIMD index. Its flanked by the extremely high SIMD ranked area around Mansionhouse Road and the slightly lower ranked North Shawlands.



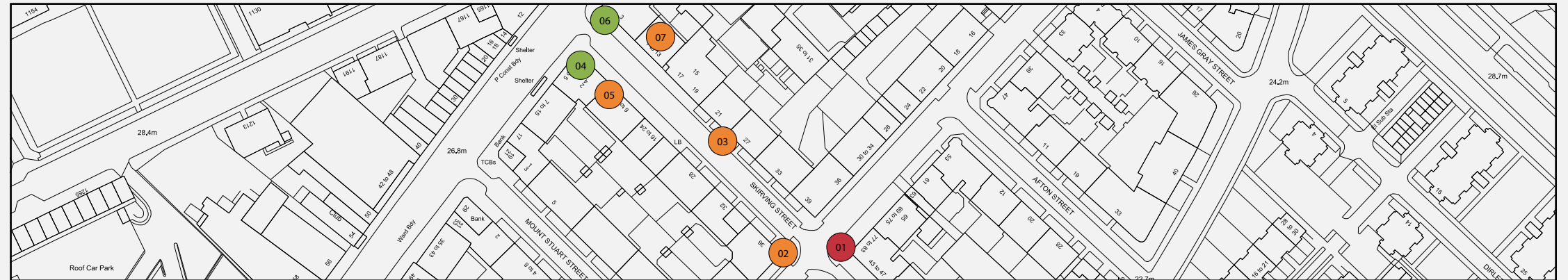
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TOPOGRAPHIC

The drawing below shows Skirving Street sitting within a relatively flat neighbourhood, a steep hill to the south beginning at Bellwood Street provides a backdrop.





COMMON PLACE COMMENTS

- 01** Issue: This is a fly tipping hot spot with all sorts of rubbish dumped against the railings. There is not a safe crossing at this point because of the railings, and cars often speed along here..
Intervention: Removal of the railings and introduction of more planters instead to stop people parking on this junction. This may discourage fly tipping too. This junction has wide pavements that could look great.
- 02** Issue: The other comments in this area are right: this street is always busy with traffic trying to avoid the main road.
Intervention: There should be a modal filter diagonally across this junction from north to south. In each direction vans and cars would have to turn the corner rather than go straight ahead at this street to skip the lights.
Additional Comments: The high number of road casualties at this junction over the last 20 years is evidence this street is a rat run (2 were kids).
- 03** Issue: The pavement is very narrow here, between cars parked on the pavement and overgrown hedges, it's impossible to pass anyone without walking on the road
Intervention: Pavements widened, or hedges trimmed back to enable walking on pavements. Perhaps parking on one side of the street only but at an angle would allow drivers to still have as much parking, while making the pavement more usable
- 04** Issue: The decades-long prioritisation of road traffic requirements over the needs of pedestrians and shoppers needs to change radically. Too many streets are being used as car parks, some long-term, with little or no enforcement of traffic regulations. When local residents, businesses and the council make a step forward, there is often another arm of the council pulling us backwards.
Intervention: Partial pedestrianisation of Skirving Street, from Kilmarnock Road to Spill the Beans/ Girasoli Barbers, to allow greater identification as a "cafe quarter" and destination area for shoppers. The return of traffic wardens to enforce regulations forbidding parking at junctions, on pavements and overstaying. The re-opening of Langside Halls to be expedited to provide meeting and event spaces for the community. The large bins on Skirving Street introduced last year for some residents (after lengthy efforts to make sure the pavements were improved) need to be removed, and each department of the council needs to be aware of what the overall plan for the area is.
Additional Comments: Shawlands has improved massively over the last decade, thanks to the hard work and dedication of many people who have given their time and energy to making a difference in the community. There are far fewer empty shop units in the area, the street landscape has improved, and there is a greater sense of optimism and community identity. The diversity of the area, as well as the varied and good-quality housing stock is a great asset, and more should be done to ensure the greed of landlords or the lack of communication between council departments doesn't affect this adversely.
- 05** Issue: High amount of traffic, one way lane which is used as a "short cut" to circumnavigate the traffic lights. For the amount of business located on this street there is no loading zones for business's so this creates stoppages on the road which leaves impatient drives honking horns creating unnecessary noise pollution.
Intervention: Since Skirving street has a number of cafes, coffee shops, bakeries and other independent businesses it would be great for this street to be pedestrianised with a loading bay coming in from kilmarnock road.
Additional Comments: I would like to see more green spaces and parklets like the one installed earlier this year. Also if the large public bins/skips could be removed.
- 06** Issue: The planters at the top of this street are a great addition, they make the area look more attractive whilst also providing better visibility at the junction for people crossing due to less parked cars.
Intervention: More of these planters throughout please
- 07** Issue: Too much traffic through Skirving Street.
Intervention: The parklets are a positive intervention, but this street could really benefit from being closed off to Kilmarnock Road with a small pedestrianised plaza installed (with benches, trees and space for outdoor hospitality), perhaps reaching as far as halfway down the street towards Deanston Drive. See success of Vinicombe Street in Hillhead for example.

All comments taking direct from:
langsidetotoryglen.in.commonplace.is



01 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
SKIRVING STREET
OPPORTUNITIES AND INTERVENTIONS

The community in Shawlands created a group called The Pocket Places team, the group has investigated the possibility of improving the junction between Deanston Drive and Skirving Street. With the support of Sustrans they produced a report titled Pocket Places Shawlands, which demonstrates the work carried out in the area between September and November 2019.

The report provides a site analysis, a demonstration of community engagement, 3 separate initial design proposals and final design after further engagement. The report was published on the 14th April 2021.

Partnership agreements with Glasgow City Council have meant the Pocket Places team at Sustrans Scotland have been unable to progress this project through to implementation. The design remains open for future funding proposals.

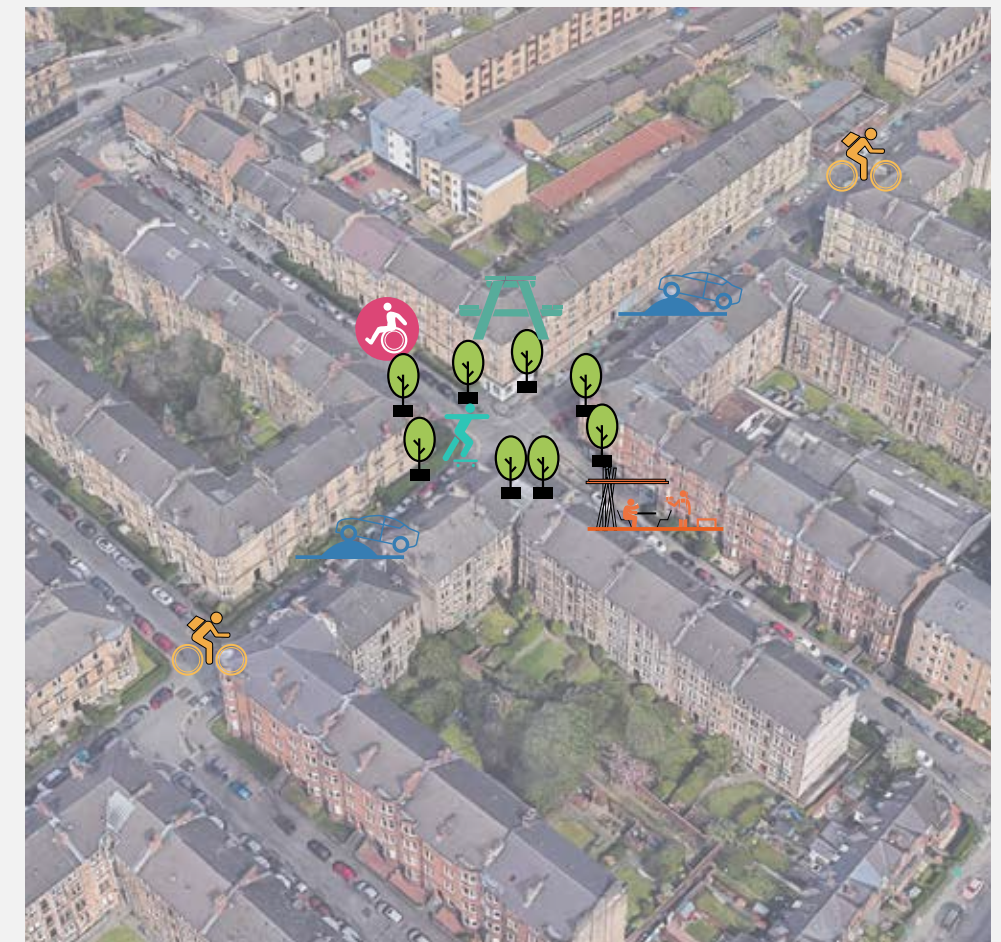
Relevant Stakeholders;

- My Shawlands BID
- GCC
- Sustrans - Sustrans Pocket Places programme
- The Shawlands and Strathbungo Community Council

1. Sustrans Design for corner between Skirving Street / Deanston Drive
2. Image of the public engagement 19th September 2019
3. Different options for thermoplastic paintings - Archaeology , Geometric patterns, and Architecture Themes.
4. Design Option 3 showing planters and mural art work
5. Design Option 2 - Focussing on managing traffic speed, encouraging more walking and cycling, changing the look and feel of the area, and Enhancing Street life.

COMPLEXITY	● ○ ○ ○ ○
IMPACT	■ ■ ■ □ □
KEY THEMATICS	LTC / SFP
COST	£
TIMESCALE	Short Term

- Improved Cycle Infrastructure
- Modal filter
- Accessibility for all
- Play spaces for all ages
- Way finding and signage
- Safe crossing points for pedestrians
- Rationalise car parking
- Activating unused space
- Street furniture and lighting
- Traffic Calming
- Street Planter
- Enhanced green spaces
- Linking to public transport
- Activating Public Realm



SWOT ANALYSIS

S STRENGTHS

The School is situated near a vibrant local high street and a number of Local Shopping Facilities

Within 5 mins walking distance of Queens Park

Within 2 mins walking distance to the City Network and specifically the major Bus corridor on Kilmarnock Road.

Hosts a diverse community where different ideas and solutions can be imagined and realised.

W WEAKNESSES

The local high street is the focal point of significant heavy traffic.

It is surrounded by high density housing with limited parking facilities resulting in densely parked cars in the surrounding streets.

There is no cycling infrastructure in the vicinity.

There is only one entrance to the school grounds

The pavements are small and cluttered whilst cars often breach kerb restrictions, reducing the effective width available for pedestrians

O OPPORTUNITIES

Create a new route to school by creating a new school entrance for pedestrians at Bellwood Street.

Modal filters at key streets to assist crossing cross while re imagining the environment that the public realm offers

Continue the parklet programme started at Skirving Street throughout the neighbourhood. Create more space for pedestrians and allow local business users the opportunity to 'gather'

Early engagement with community will mitigate perceived issues with gentrification etc

T THREATS

Potential for arguments from local residents regarding the removal of any parking spaces.

Stopping up traffic could move the problems elsewhere. It might convince people to use other means of transport.

POPULATION DENSITY

Shawlands has the highest density population within the South Liveable Neighbourhood. As a result car parking facilities and open space are in short supply, however the Local Town centre is extremely vibrant.



Population per km2

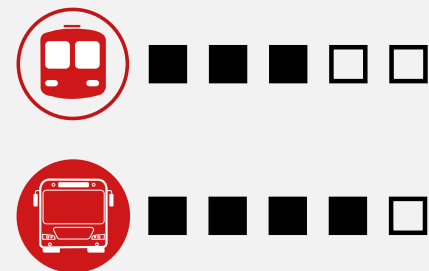
5k 4k 3k 2k 1k

PUBLIC TRANSPORT

Langside Primary is 200m walk from the bus corridor of Kilmarnock Road (3) (38) which takes people to the City Centre and onwards.

Pollokshaws West Railway Station is 500m away and has a high frequency level of trains taking people to Glasgow City Centre.

In general, the public transport facilities within the area are good with the bus routes ranking in the highest within the Liveable Neighbourhood area.



TOPOGRAPHIC STUDY

The drawing below shows Langside Primary sitting within a relatively flat neighbourhood, a steep hill to the south east at Bellwood Street provides a backdrop.





COMMON PLACE COMMENTS

- 01** Issue: Influence & Sense of Control, Traffic & Parking, Feeling Safe
 Intervention: I'd like Langside to be considered for car-free schools as it is always very congested in the mornings with cars parking, high levels of traffic along Tantallon Road. Car-free zone at school start and end times
- 02** Issue: Feeling Safe, Play & Recreation
 Intervention: The rumble strip and zebra crossing here are good. But a raised table, and fewer guard-rails, would be better
- 03** Issue: This is a cul de sac with lots of children living and playing here. Sometimes cars come up to turn and drive very fast without knowledge that there are children playing.
 Intervention: I'd like the street to have a 10-mile an hour limit and 'children playing' signs installed to alert drivers.
- 04** Issue: This is a valuable local woodland which remains relatively wild and I believe is a conservation area. We'd like to see it protected and maintained, so that its a safe and accessible place for everyone to enjoy. It is a beautiful spot but suffers from littering and dog waste, and the lane alongside it is poorly late and does not feel safe.
 Intervention: Work with the local community to help maintain and protect the woodland so it continues to be valued and used in this busy urban area. It is a haven for wildlife and old-growth trees but needs to have some improvements made such as dog-waste bins, lighting along the neighbouring lane, light-touch woodland maintenance to ensure the space continues to be healthy and allows natural growth and regeneration.
- 05** Issue: Cars travel at excessive speeds on Kilmarnock Road.
 Intervention: Enforcement of speed limit.
- 06** Issue: Large wheely bins were removed from streets a year or two ago and were replaced by a timed collection by NWH. Large bins are re-appearing on Kilmarnock Road. Shop waste is being dumped kerbside at all times of day.
 Intervention: GCC enforcement officers in action to keep businesses in order.
 Additional Comments: Get Myshawlands BID manager to take responsibility. They have placed some planters on the main road and do not maintain them. Check out the big daft weed-ridden 'bill and ben' flowerpot at the corner of Coustonholm Road!!! Myshawlands BID needs to tell businesses that they are doing the place down.
- 07** Issue: Street drains are blocked and have been for years.
 Intervention: Clean the drains. This has been reported umpteen times before. They are still blocked. The roads and pavements flood.
 Additional Comments: Unlike this survey, it ain't rocket science . . . GCC needs to get the basics right. What's the betting this is yet another survey, and nothing changes???
- 08** Issue: This whole stretch, from the Italian deli along to Kilmurray and Co, is a lovely example of a nice bit of street (this side of the road only). Attractive shops and pavements, cafes with outdoor seating don't interrupt walking routes and the pavement is wide and the seats are attractive
 Intervention: More of the same! Space dedicated to being used for local business and leisure, rather than speedy transit through by motor vehicle

All comments taking direct from:
langsidetotoryglenln.commonplace.is














02 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
LANGSIDE PRIMARY
OPPORTUNITIES & INTERVENTIONS

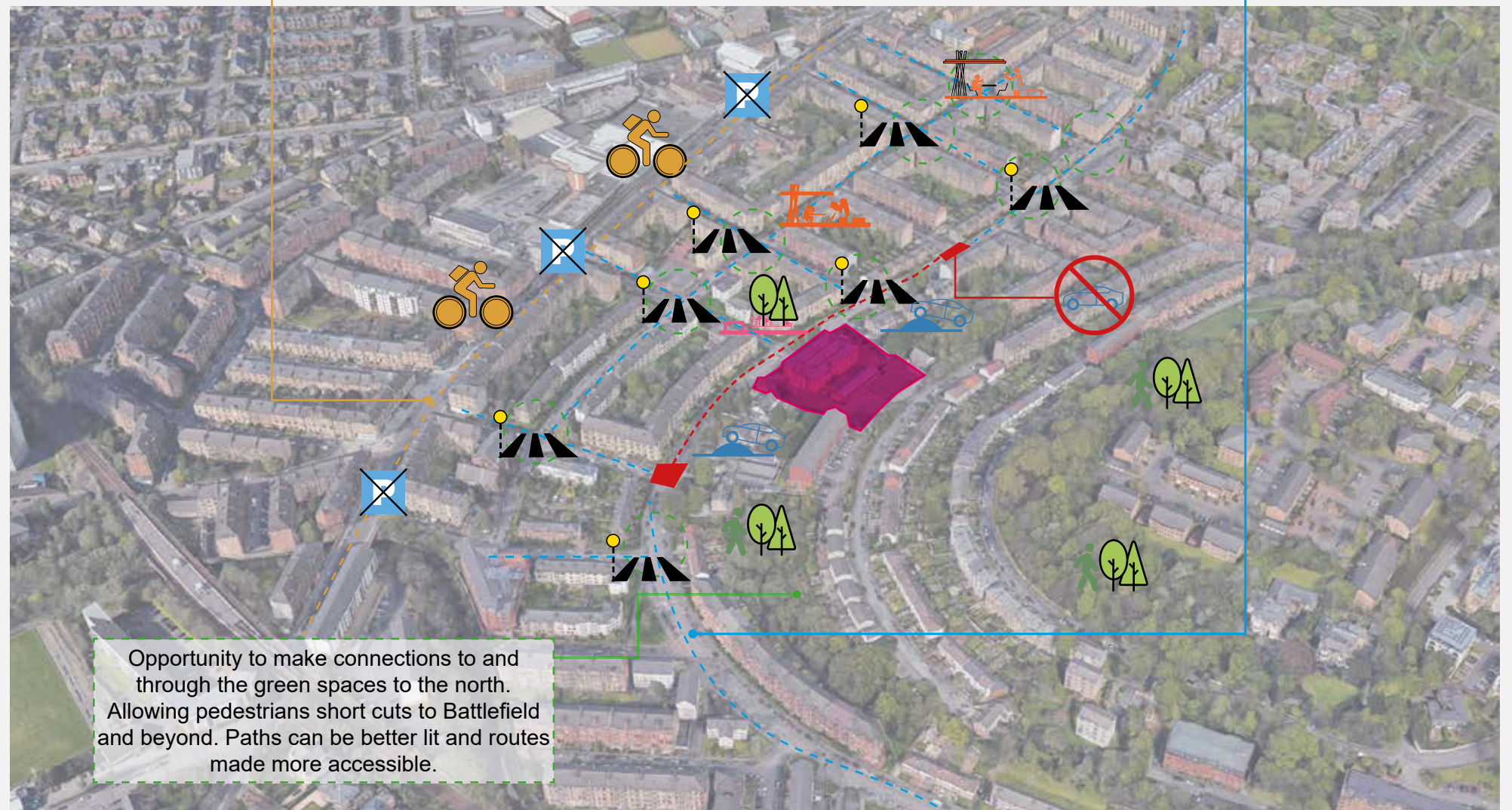
Upgrading the pavements around the school area and altering the priority at cross junctions can help to encourage pedestrian movement in the area. Using modal filters on Skirving Street and Holmbank Street can also reduce the amount traffic in the area.

Creating a School Car Free zone on Tantallon Road from Regwood Street, Walton Street and Milwood Street should act as the initial move from which further analysis could generated further interventions for example utilising modal filters in the future.

Edmond Street has some awkward junctions generated by its car centric design. Some further investigation in this area is required to achieve the goal of making the street a safer space for people, especially children.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming

- Provision for outdoor seating for the businesses on Deanston Drive
- Improved junction with level access for pedestrians. Junction radius changed to prioritise space for pedestrians space while reducing vehicle speed.
- Improve the cycle infrastructure on Kilmarnock Road. With safer cycling here and reduced traffic numbers in the surrounding streets will help to encourage children to cycle to school with their parents.
- A modal filter could be used to create more space for children in the area immediately outside the primary school. This could be done in stages after the initial introduction of a school car free zones
- Public realm improvements such as smooth surfaces for wheelers, contrasts for visually impaired., removal of clutter and ensuring street furniture such as bins, are not a barrier



Opportunity to make connections to and through the green spaces to the north. Allowing pedestrians short cuts to Battlefield and beyond. Paths can be better lit and routes made more accessible.

COMPLEXITY ● ● ● ● ○

IMPACT ■ ■ ■ ■ □

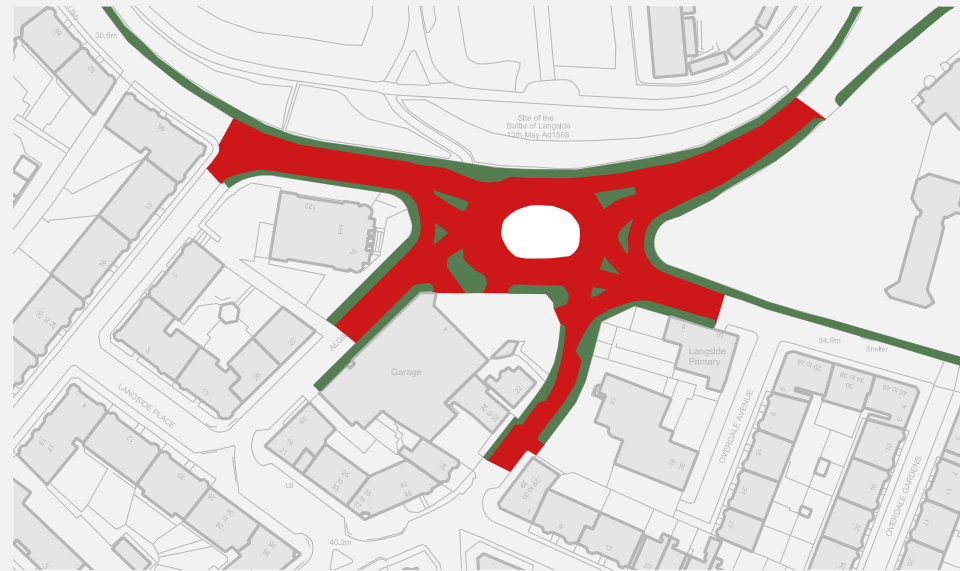
KEY THEMATICS SFP/ EJ / AT

COST ££££

TIMESCALE Medium Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
LANGSIDE ROUNDABOUT
BACKGROUND & CURRENT SITUATION

The Battlefield monument is situated in the centre of a busy roundabout and as such there is no easy access for the public. The roundabout is the focus of thirteen lanes of traffic from five separate routes. Langside Road, Battlefield Road, Millbrae Road, Algie Street, and Langside Avenue all meet at the top of this hill. Battlefield Road hosts a major local town centre, whilst Langside Place and Millbrae Road have smaller yet active local shopping facilities. There is active night time vibrancy generated by the Church on the Hill bar at Langside Avenue. Queens park is located to the north with entrances at Langside Avenue and Langside Road. Both entrances are curtailed by busy traffic. In the summer the park host evening events which increases the night time footfall. The former Victoria Hospital is currently being renovated into 413 flats, offices, retail and public realm works.

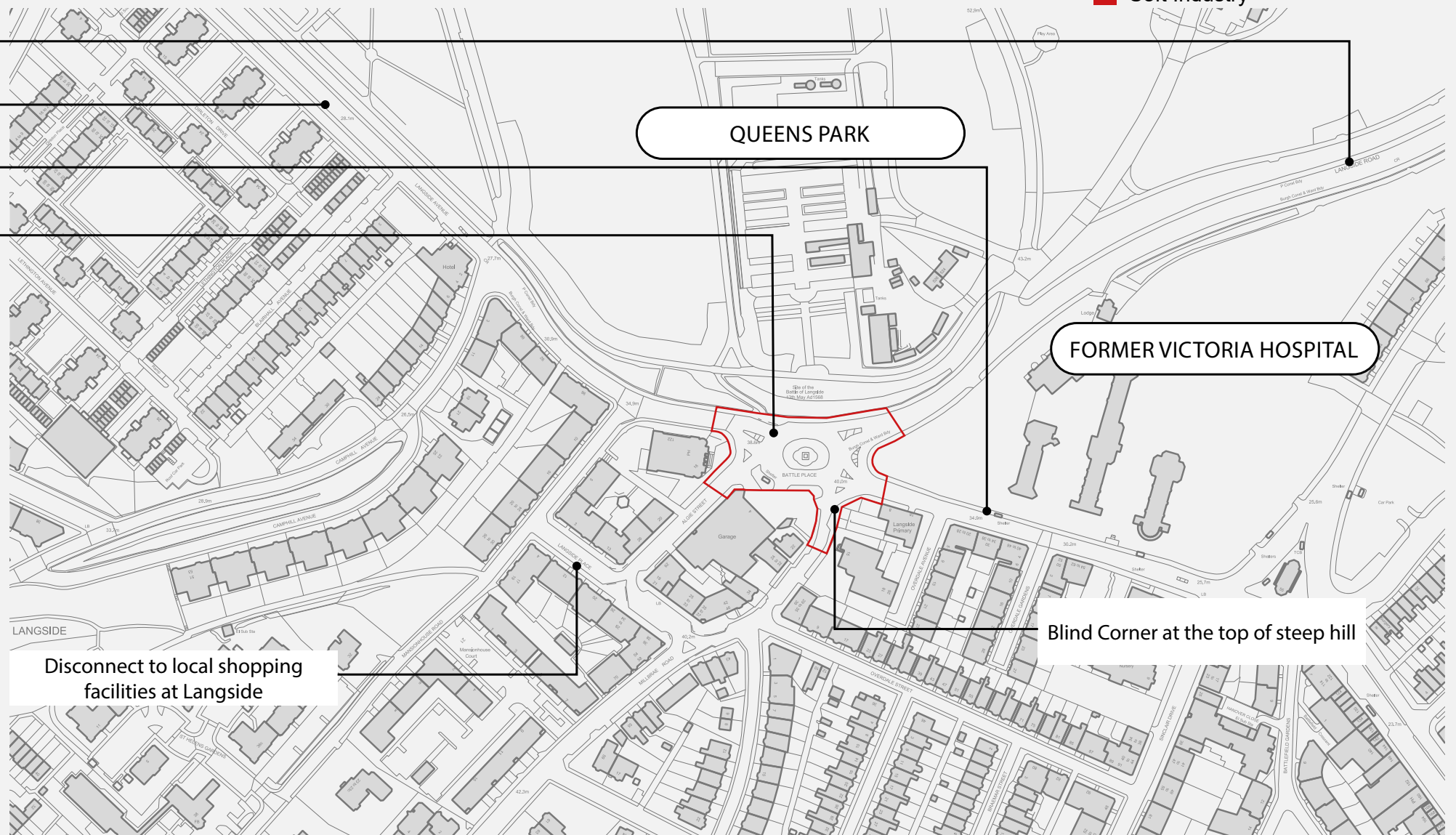
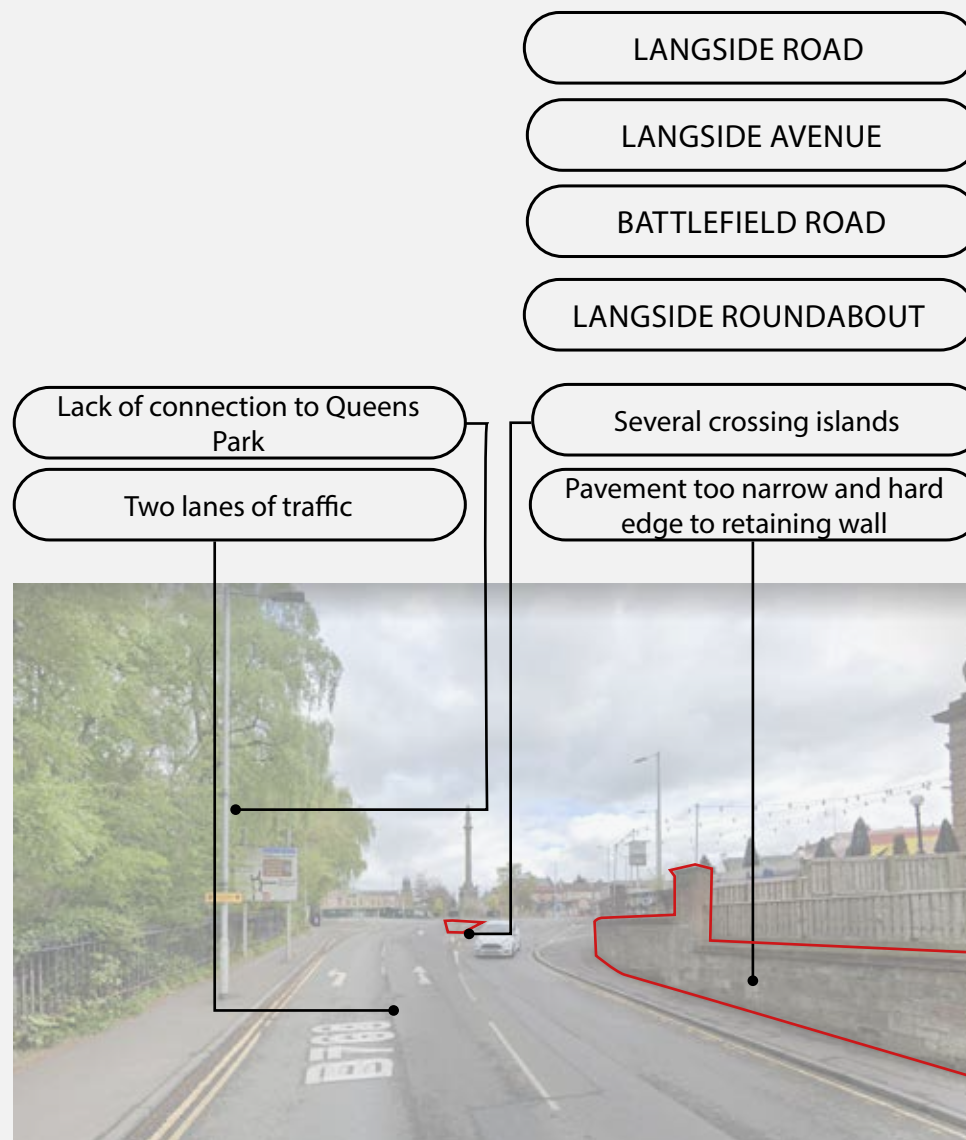


Street Layout
■ Pedestrian accessible
■ Space for Vehicles



Land Use and Built Form

- Residential
- Ground Floor Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Sports Facility
- Soft Industry



SWOT ANALYSIS

S STRENGTHS

19th century monument of great significance to Scotland's history

Close proximity to Queens Park

Connector between Langside & Battlefield

Site of two prominent Listed buildings including the modernists brick building on Millbrae Road by Sam Bunton (1937-39), and the Thomsonsque Langside Hill Church by Alexander Skirving (1894-6)

Number of shops and prominent bar generates passive public supervision day and night.

W WEAKNESSES

Large amount of fast moving traffic

Numerous islands for pedestrians to cross at all sections.

Currently an island within very busy traffic

Lack of dropped kerbs in certain positions make it difficult for wheelchair users to cross.

O OPPORTUNITIES

To create a space that focuses on pedestrians and reduces the amount of traffic

Create a square or plaza that compliments the monument and entrance to the park.

Create a better link between the civic space at Langside Place and Battlefield Road

Create a better connection to the new development at the former Victoria Infirmary (413 new flats as well as offices, retail and public realm works)

T THREATS

The removal of road space could move traffic to other locations.

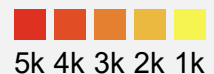
This area is currently used by buses for events at Hampden. Discussions would be needed with the events team within the Local Authority.

POPULATION DENSITY

Langside Roundabout is at the centre point between Langside and Battlefield and has a varied density. The area immediately surrounding is either commercial or light industry which generates a low density. The Battlefield and Langside communities use the area to walk to the park, both of these areas have a high density.



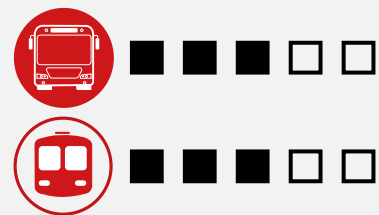
Population per km2



PUBLIC TRANSPORT

Langside Roundabout has access to the (34) bus which can take you to Govan or Castlemilk. To get to the city centre you would have to travel 300m to Battlefield Rest to get the (4)(5)(6) or 700m to Pollokshaws road (3)(38)(57) - Both of which offer high frequency services to the city centre and opportunities to travel to most parts of the city. It is approximately 700m away from the high frequency train services at Mount Florida Railway Station.

The benefits from people being able to walk around this area to and from the major bus and train routes will have to be balanced with the bus services going through the roundabout.



TOPOGRAPHIC

Langside roundabout sits at the top of a hill in the saddle between two drumlins.





COMMON PLACE COMMENTS

- 01** Issue: The pavement on the southside of Langside Avenue is extremely thin at this section. I honesty, it's very thin along the full length of this road. At this particular section, as a pedestrian it feels as though you're walking on the hard shoulder of a motorway, with cars speeding past as they go down the hill. The pavement can't be more than 1.5m wide, and definitely doesn't feel safe. I expect more vulnerable pedestrians / wheelers must feel even more intimidated when walking here.
 Intervention: Widen the pavement along Langside Avenue.
- 02** Issue: Too much traffic moving too fast
 Intervention: Fewer cars, redesign roundabout to make it safer to cross on foot. Additional Comments: The monument should be a feature of the public space instead of being a traffic island
- 03** Issue: This roundabout is a nightmare for people walking, wheeling and cycling. The islands are tiny, certainly not big enough for buggies, wheelchairs or bikes to wait safely. There are also too many cars for the crossings to be uncontrolled and vehicle speeds are very high.
 Intervention: Replace with a simplified signalised junction with controlled crossing points, reducing carriageway space and giving it to active travel users.
 Additional Comments: It may be difficult with the location of the monument but perhaps maintaining that would stop vehicles driving quickly through the junction.
- 04** Issue: Dangerous crossing point at all parts of this roundabout which is even more necessary to address with the increase in flats on millbrae
 Intervention: Zebra crossings at all roads onto the roundabout Additional Comments: Signage about the one system at algie street also needs to improve - lots of cyclists who don't realise this is one way
- 05** Issue: Langside Monument roundabout is treated by motorists as a place where pedestrians shouldn't be, pedestrians, people wheeling, and cyclists are not only very vulnerable but at constant risk from speeding and aggressive driving, particularly at the left turn into Millbrae Road.
 Intervention: A complete civilised redesign where pedestrians and cyclists are not people who get in the way of cars and vans, but an absolute priority.
- 06** Issue: The electricity substation is renowned for being very loud and noisy. This will be a problem for all of the new housing planned to be build across the road. Acoustic barriers could be put in place to prevent spillage of this noise into residential areas.
 Intervention: Acoustic shielding/ sound proofing of the substation. Additional Comments: Issue has been raised with Scottish power by members of public previously with nothing done about the issue. Many more houses are about to be build beside this and this will be problematic for the people living there too.
- 07** Issue: Active Travel
 Intervention: Moving Around
 Additional Comments: Provide cycle lane Langside Ave/Battlefield road






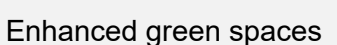








All comments taking direct from:
langsidetotoryglenln.commonplace.is



LIVEABLE NEIGHBOURHOODS PROJECT AREAS LANGSIDE ROUNDABOUT BACKGROUND & OPPORTUNITIES & INTERVENTIONS

As part of the Battlefield Street Design proposals (Streets for All), the engagement with the public suggested the majority of people wanted major changes to this area. The monument gateway proposal is still an outline idea that has to be further developed. It seeks to downgrade the roundabout to a simpler road junction, re-prioritising pedestrian movement in the redesign and keeping the crossings simple and safe.

The Battlefield Street Design project was set up by Sustrans Scotland, whose Street Design team set out to empower communities to re-imagine their streets and spaces. The goal is to make them feel safer and more attractive places to live, work and travel through. It is funded by the Scottish Government and works in partnership with local authorities and communities.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming

Blocking up traffic at Langside Place to create a better environment for pedestrians

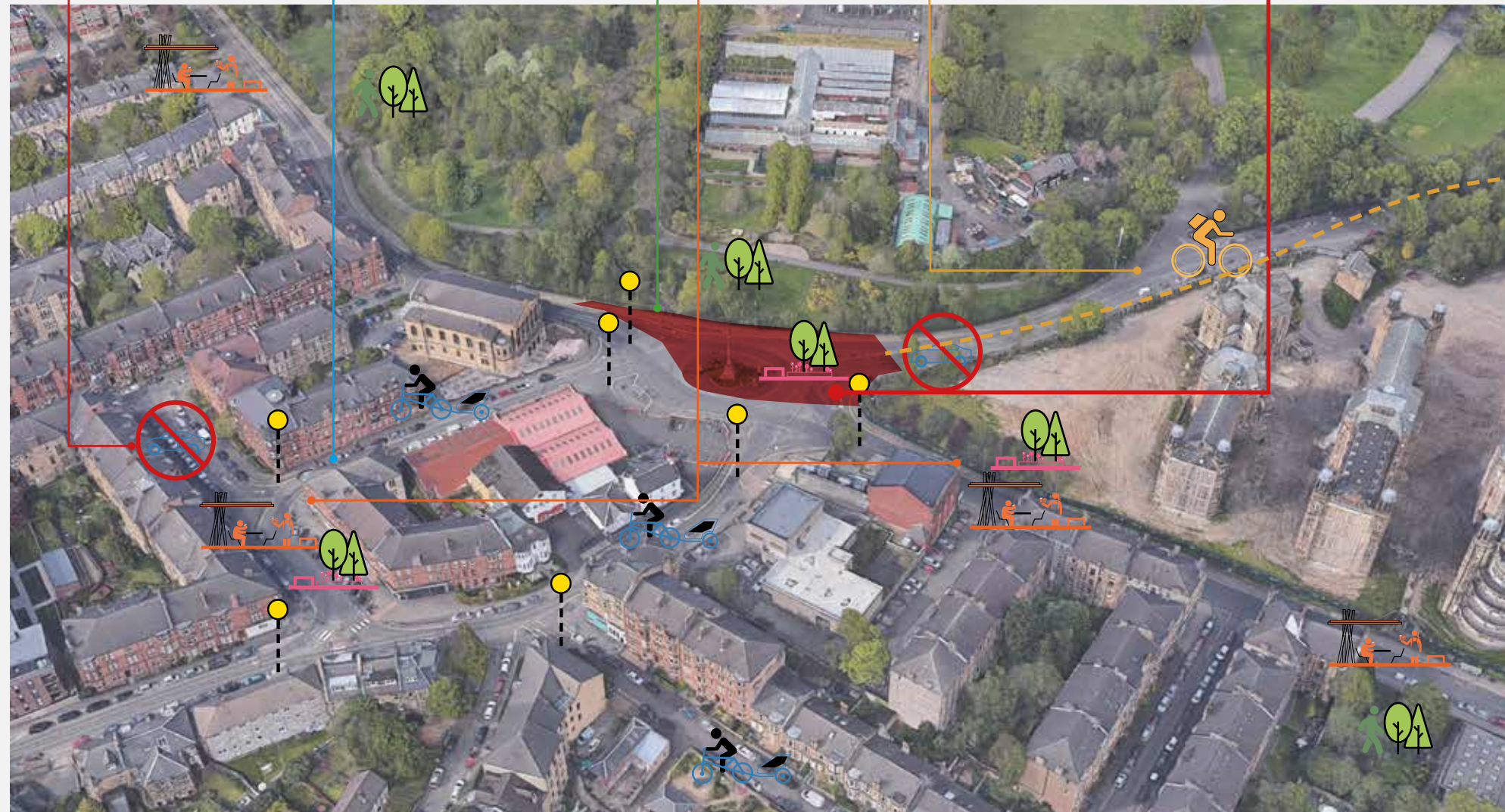
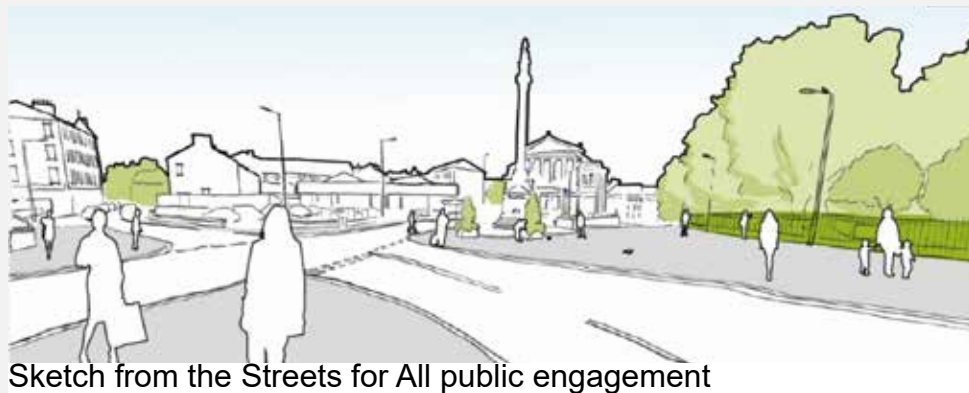
Extending the pavement of Langside Road at Queens park to create a new public space with the monument as its focus. Stopping traffic at Langside Road and removal of the roundabout

Create more space for the public to dwell and also make provisions for local business to spill onto the street at Langside and Battlefield Road

Improve the roads and pavements to make it easier for pedestrians to move around. Redirect the traffic and gain safer spaces for pedestrians and cyclists, particularly children going to Battlefield primary

Cycle infrastructure to connect to proposed Battlefield Road Cycle lane & existing South City Way

An end destination for the Local Town Centre at Battlefield Road



COMPLEXITY ● ● ● ● ●

IMPACT ■ ■ ■ ■ □

KEY THEMATICS EJ / LTC / SFP

COST £££££

TIMESCALE Medium Term

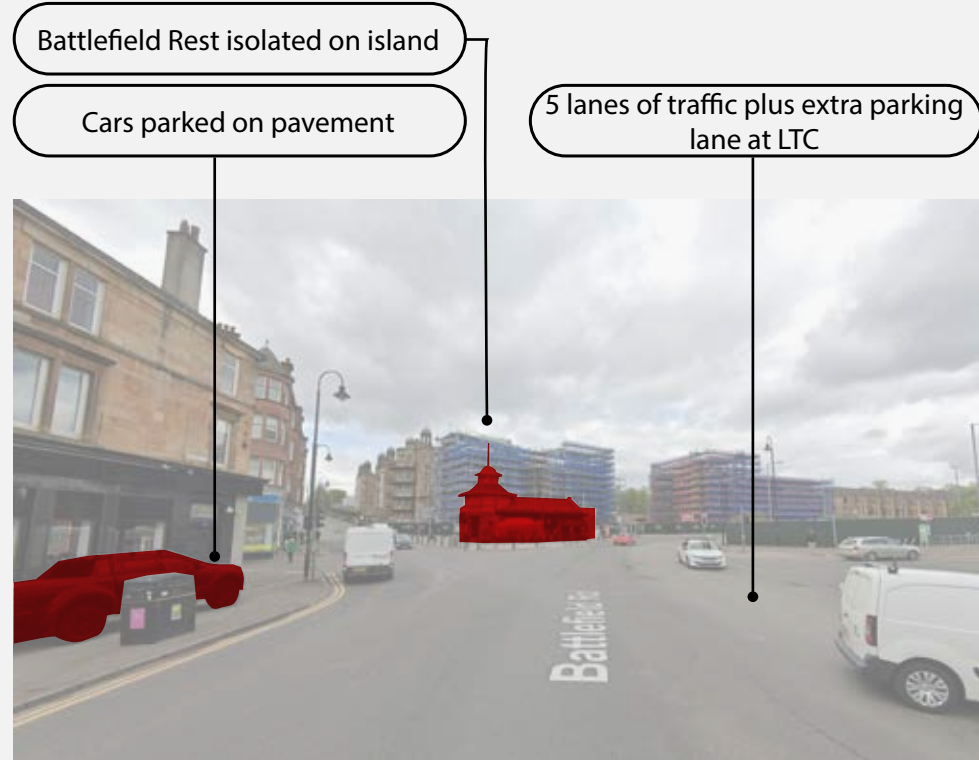
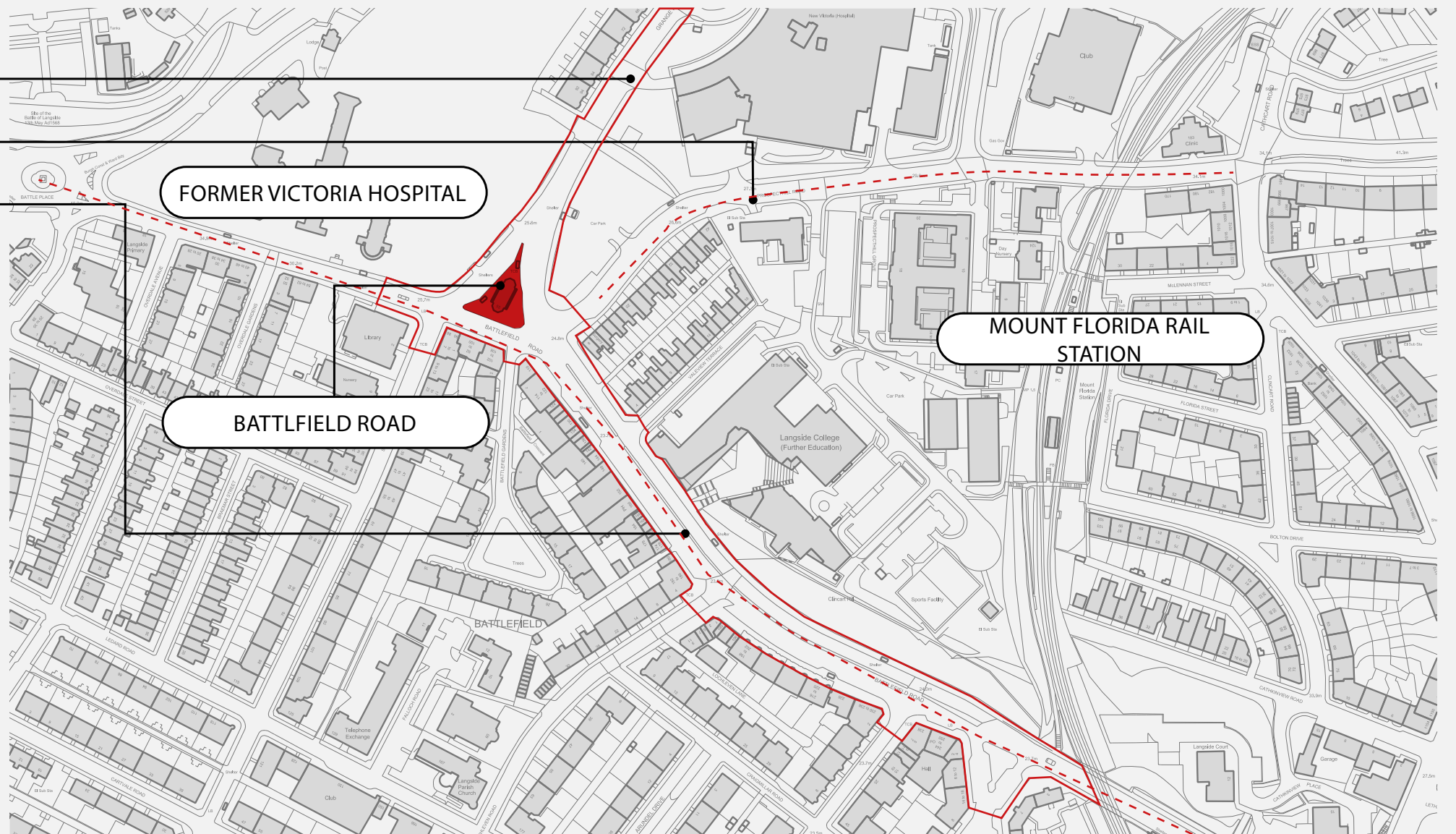
LIVEABLE NEIGHBOURHOODS PROJECT AREAS
BATTLEFIELD ROAD
BACKGROUND & CURRENT SITUATION

Battlefield Road links Mount Florida to Langside. This focus project looks at the area between Homlea Road and the island that hosts the Battlefield Rest Restaurant. The project then follows Grange Road around Queens Park to eventually join Victoria Road at Govanhill.

The area of Battlefield Road has an active Local Town Centre (LTC) with ground level commercial units dominating the south side and Langside College on the North it also has access to along Mount Florida Railway Station.

The west bound road has two lanes of traffic with an additional lane given over for car parking. The pavement widths are regularly reduced or compromised by bus stops.

The Battlefield Rest was formerly a tram station and newsagent, its current use is a restaurant. The years following the demise of the tram service have meant that, through subsequent road designs, the building has remained isolated on a traffic island. In order to get from the local town centre, pedestrians make two road crossings via the island. The piece of road extending from Grange Road to Battlefield Road / Sinclair Road is currently used by the No.4 bus service on both directions.



SWOT ANALYSIS

S STRENGTHS

- Active Street frontage to a Local Town Centre.
- Connection from Langside to Mount Florida.
- Has a large college campus with an active student presence.
- Connection to Queens Park
- Active street day and night due to the variety of business in the area.

W WEAKNESSES

- The active street frontage is on one side only
- Heavy traffic - used as a major through route west to east, East to west. 80% of car users don't stop in the area. Similarly 80% of users in the area have not driven.

O OPPORTUNITIES

- To create cycle infrastructure that can connect Mount Florida and Battlefield to the South Cycle Way
- Activate a local town centre with new public spaces.
- Reduce traffic in the area and increase opportunities to cycle or walk.

T THREATS

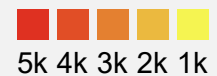
- Removal of spaces for cars can move the traffic to new locations.
- New cycle infrastructure could reduce the number of parking spaces for disabled users.
- Delivery for local business could be compromised.

POPULATION DENSITY

The proposal runs through the high density of Battlefield. The map doesn't reflect the former hospital, shown here in yellow. This site is currently being transformed into a residential development which will increase the population of the area.



Population per km2

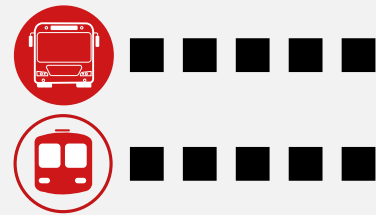


PUBLIC TRANSPORT

The project at Battlefield Road is located over a large area and therefore access to public transport is varied.

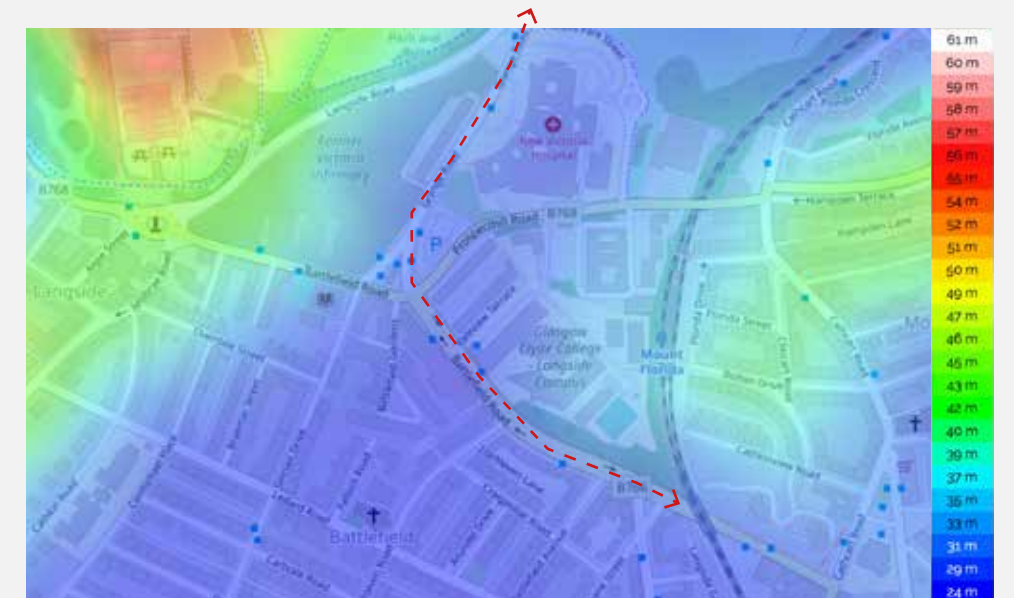
Most areas are very well catered for by bus services (4)(5)(6). The (34) service also runs through this area.

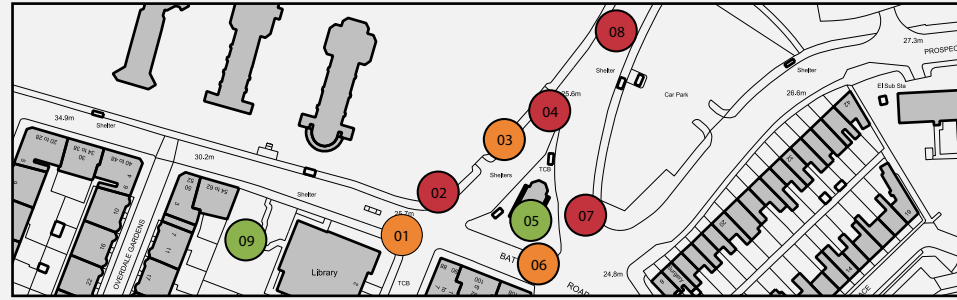
Most parts of the focus area are within 500m of the high frequency train services at Mount Florida Railway Station.



TOPOGRAPHIC

The topographic plan below shows the proposal follows the flat route of Battlefield road. This provides an opportunity for cyclist to avoid the large gradients at Queens Park.





COMMON PLACE COMMENTS

- 01** Issue: Difficult and dangerous for cycling from battlefield to Queens park and later Victoria Road
 Intervention: Cycle path from the Cart river to Queens Park with traffic lights on Sinclair Drive/Battlefield Road crossing
- 02** Issue: This junction is incredibly intimidating for cyclists attempting to cross from Sinclair Drive north towards Grange Rd (and vice versa). Traffic flows east-west along Battlefield Rd are very heavy, with vehicles turning unpredictably onto Sinclair Dr. Pedestrians also have to take an indirect route when crossing, moving either left to a slightly safer crossing point next to the library, or right to the next set of traffic lights. No direct, safe means of crossing.
 Intervention: Measures to reduce vehicle speeds, and reduce overall volume of car traffic. Safe (and convenient / direct) crossing method for cyclists and pedestrians at this point.
- 03** Issue: This road is no longer necessary. It is also a dangerous junction either end, particularly from Langside Library for drivers, cyclists and pedestrians.
 Intervention: Make it into a pedestrian only hub with natural spaces full of green areas and shrubbery, timber trails for kids and seating areas (made from natural resources) to enjoy some outdoor spaces, especially given the newbuild flats that space will no doubt be welcomed in place of the current danger zone
- 04** Issue: This orphan section connecting Grange Road to Sinclair Drive is redundant and badly maintained. Not safe for cyclists especially those heading south on Grange Road who have to make a right turn across large potholes ahead of fast-moving traffic.
 Intervention: Install a bus gate at both ends. No private vehicular access at either end. Maintain the road. Fix the potholes.
- 05** Issue: This area is notoriously difficult to navigate as a pedestrian and an eyesore compared to its desirable location to live.
 Intervention: A public space built behind the Battlefield rest and the extension of the South City Way along Grange and Battlefield Roads
- 06** Issue: The whole area/road layout around these junctions is a 100% car oriented mass of tarmac. There are no safe options for cyclists in particular travelling in really any direction.
 Intervention: Redesigned road layout with space/ safe routes and priority for active travel.
- 07** Issue: The pedestrian crossing is not long enough for such a large junction. I need to sprint to get across in one go. This junction is not made with pedestrians in mind despite the fact that this is a busy pedestrian crossing connecting several neighbourhoods.
 Intervention: Longer time for pedestrians to cross at traffic lights. Additional Comments: I would like to see this area being more pedestrian friendly
- 08** Intervention: Please implement full public realm plans recently developed by Sustrans for this area (extension of South City Way cycleway along Langside Rd, Grange Rd and Battlefield Rd. Currently very inhospitable route for cyclists. Junctions also quite unfriendly to pedestrians, with limited pavement space available to walk and extensive waits at crossing points.
- 09** Issue: Langside park - pleasant place. A great little spot to enjoy a coffee or read a book
 Intervention: none - just maintain the place. Additional Comments: Adding some positivity.
- 10** Issue: This street is cluttered with parked cars and generally unsightly. The road takes up a huge area relative to the pavements.
 Intervention: Remove parking, widen pavements, add street trees, make a street that is nice for people that you actually want to spend time on
- 11** Issue: Pavement here is far too narrow especially for the cafes/restaurants outdoor seating. Also, social distancing hard to achieve on this stretch.
 Intervention: Wider pavement, reduced parking

All comments taking direct from:
langsidetotoryglenln.commonplace.is



Glasgow City Council (GCC) and the Victoria Forum (A collection of 4 local community councils), alerted Sustrans to the need for public realm upgrades in the Battlefield area. Sustrans have since developed a concept design for the area based on their own extensive community engagement process as well as previous engagement held by GCC.

The design extends along Battlefield Road, from the Holmlea junction on the east and past the Battlefield rest onto Grange Road and Langside Road in the north west.

The key design elements include;

More public realm around the Battlefield Rest Junction, Battlefield Road and Mount Florida Corner

Improved accessible pavements and pavement widths along Battlefield Road and Langside Road

More crossing points across the project area

Uni-directional cycle lanes connecting the area to the South City Way

A simplified Battlefield Rest Junction.

Sustrans have recommend that GCC progress the design to the Developed Design stage while applying for funding through the Places for Everyone team to cover 100% of the design costs. Amongst a number of other suggestions, they strongly emphasise the need for further community engagement.

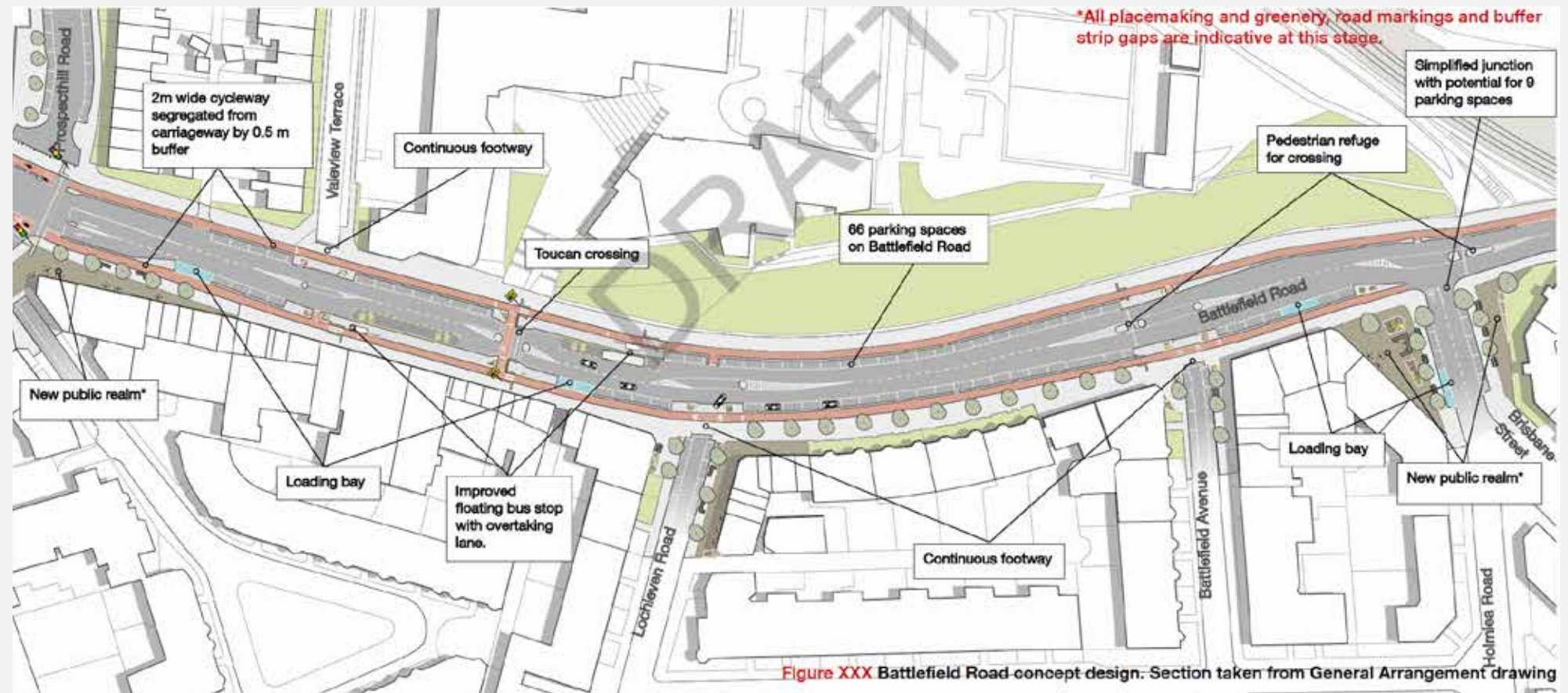


Figure XXX Battlefield Road concept design. Section taken from General Arrangement drawing

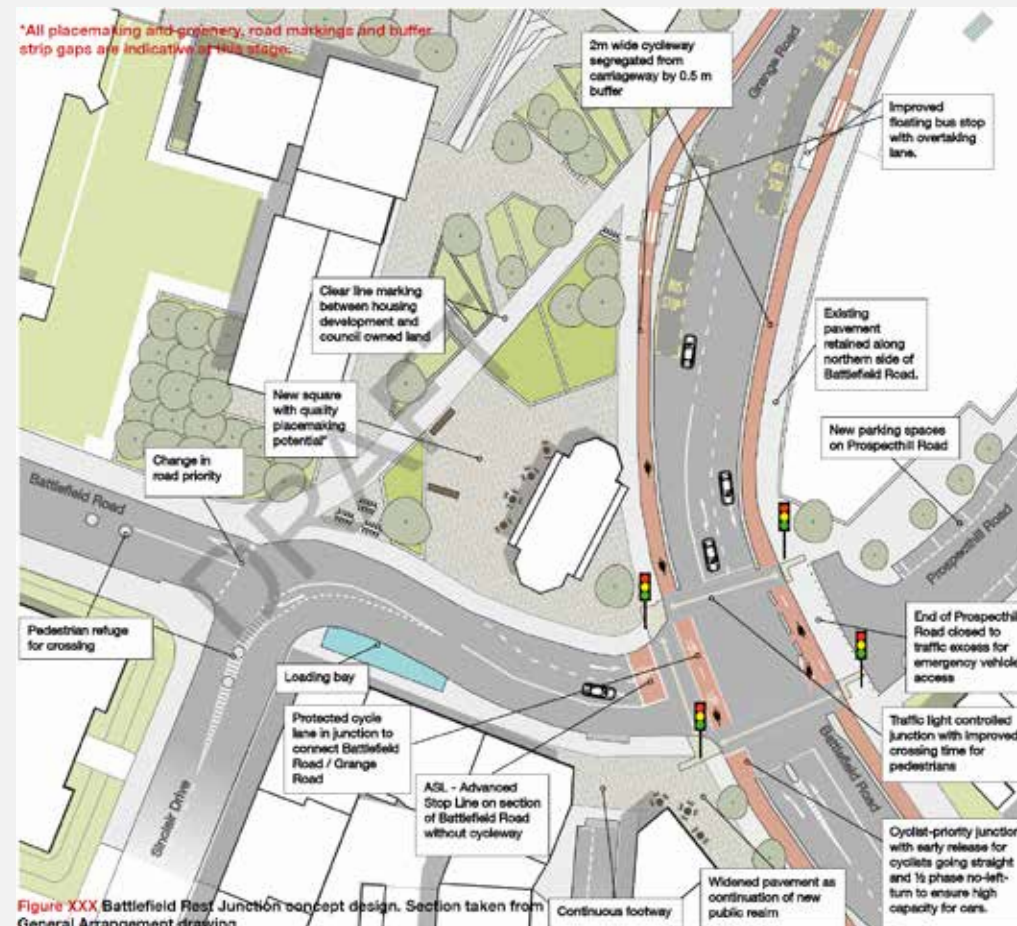


Figure XXX Battlefield Rest Junction concept design. Section taken from General Arrangement drawing

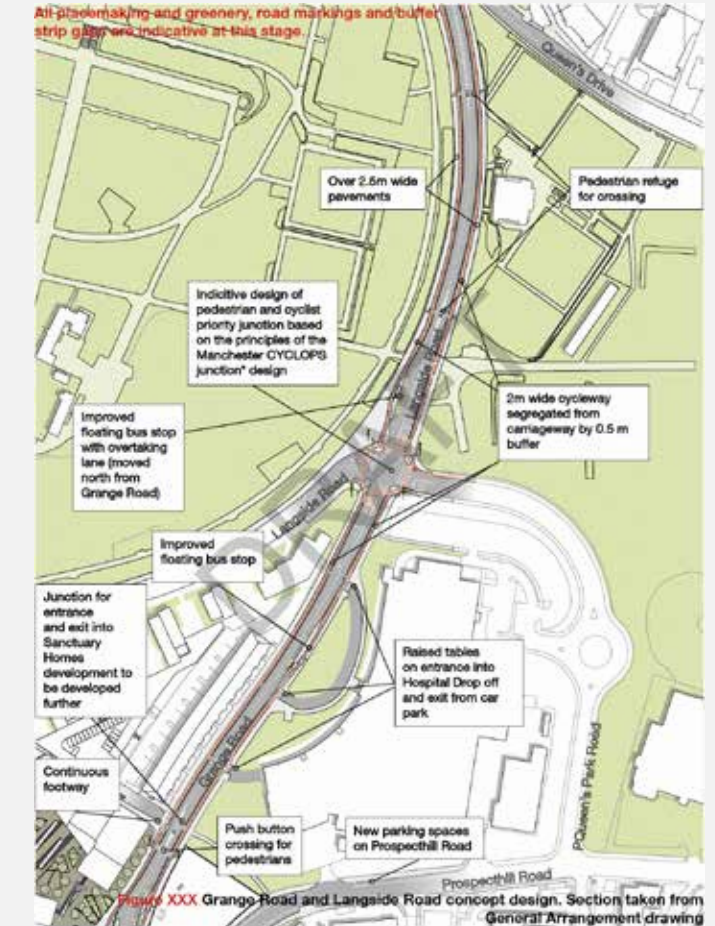


Figure XXX Grange Road and Langside Road concept design. Section taken from General Arrangement drawing

COMPLEXITY	● ● ● ● ●
IMPACT	■ ■ ■ ■ □
KEY THEMATICS	AT / EJ / SFP / LTC
COST	£££££
TIMESCALE	Long Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
ANIMATING MOUNT FLORIDA (CATHCART ROAD)
BACKGROUND & CURRENT SITUATION

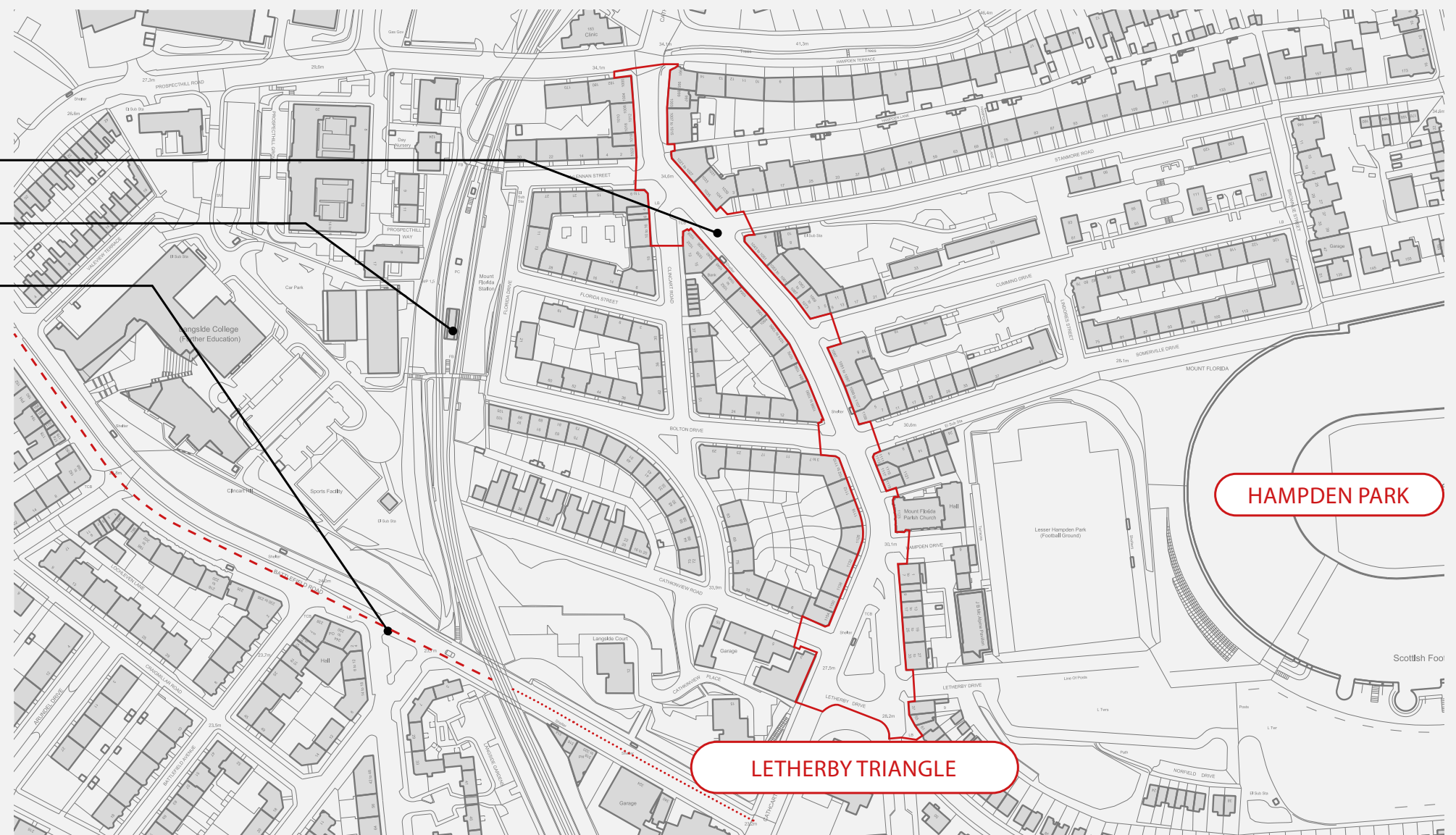
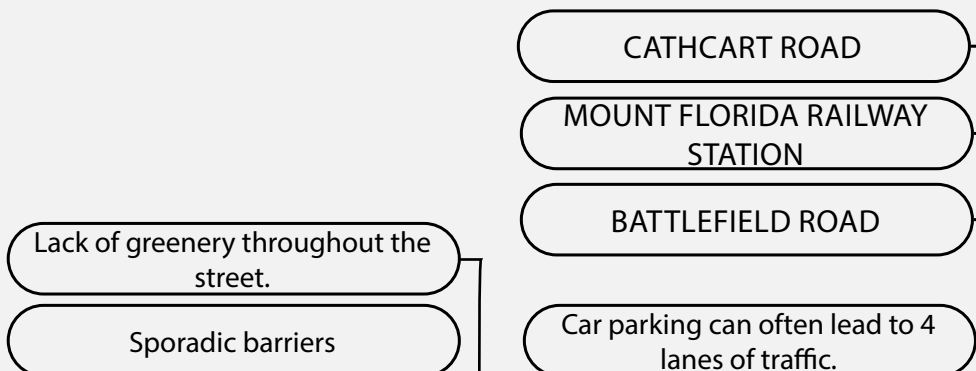
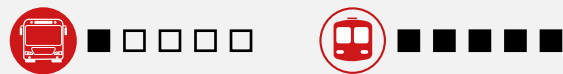
The Local Town Centre of Cathcart Road hosts a mixture of ground floor commercial outlets such as cafés, shops, restaurants and pharmacies. The area is made up of tenement flats with a mid to high population density. Parking facilities are limited and most residents use on street parking. Hampden Stadium lies in proximity to Somerville Drive and the north end of Carmunnock Road. The stadium can generate multiple road closures and exceptionally busy streets during major events.

The street is bookended by the Letherby Triangle in the South and Prospecthill Road in the North. Letherby Triangle is a gateway that leads people west to Battlefield and south to Cathcart. Prospecthill Road leads cars to Toryglen in the East while Cathcart Road continues to north to Crosshill.

The northern part of Cathcart Road is disconnected from bus services, however to the South, Battlefield Road is connected to the No 5 service to the city centre. The area is well connected to the high frequency service that the Mount Florida Railway Station provides.

LAND USE AND BUILT FORM

■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	



SWOT ANALYSIS

S STRENGTHS

Street has an active frontage and is part of a Local Town Centre - The economic backbone of Mount Florida.

A diverse community with a wide range of retail and cafe outlets.

High density of residents makes for a strong local community.

Close proximity to Mount Florida Railway Station.

W WEAKNESSES

High level of traffic.

High level of parked vehicles, interrupting views and negatively impacting pedestrian safety.

Wide roads with parked cars on either side makes the street feel detached and harder to cross.

No greenery along the street.

Lack of seating

Long curves on the road generates higher traffic speed which can lead to accidents.

O OPPORTUNITIES

The road is wide enough to incorporate parklets or other spaces for pedestrians to rest or play.

Opportunity to enhance the bio-diversity in the area with the introduction of greenery and vegetation.

Opportunity to make Mount Florida a destination during events at Hampden. Outdoor spaces could provide opportunities for people to arrive or stay in the area longer than the event.

Reducing the need for residents to use cars by feeling safer when walking and cycling.

T THREATS

Changing the traffic priority can issues elsewhere.

Local residents might complain about the removal of parking spaces.

Lack of maintenance pledges could leave parklets overgrown and dangerous.

Hampden hosts large football and music concerts sporadically throughout the year. There may need to be some coordination with events teams in order to ensure the design is capable of handling the volume of pedestrian traffic.

POPULATION DENSITY

The plan shows an average population of 3k per km2 with a higher density to the west towards Battlefield and lesser amount to the east at Kings Park. The road is used as a Local Town centre that serves a number of areas this generates a higher level of traffic than the density would suggest. This would increase further when events are held at Hampden



Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

The plan below shows that Mount Florida scores slightly lower on the SIMD index compared to the areas surrounding it. Income, Employment, and Health domains rank particularly low whereas the Education / Skills Domain ranks higher.

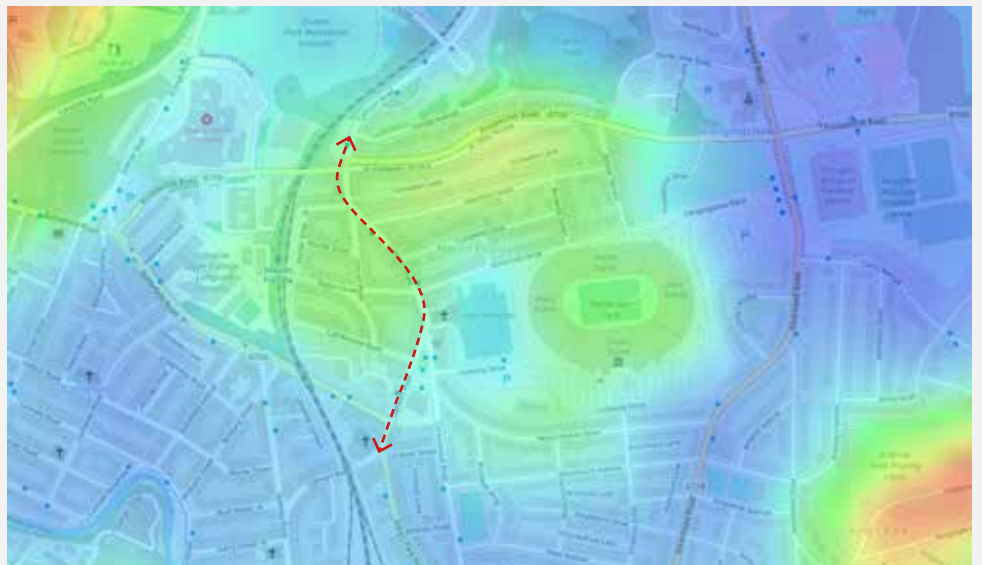


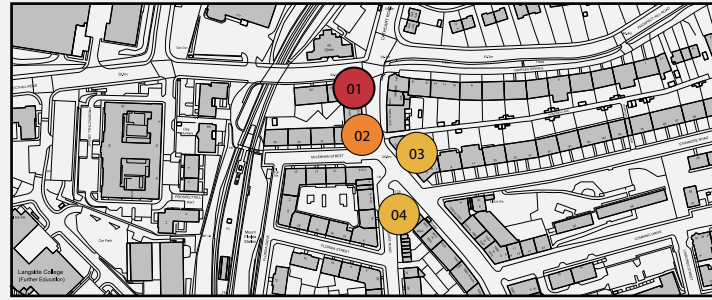
SIMD2020_Vigintile

>1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHIC

There is a steady incline along Cathcart when traveling North.





COMMON PLACE COMMENTS

- 01** Issue: There is no safe cycle route after Queens Park. The junctions at Battlefield (outside Battlefield Rest) and Mount Florida (outside Mount Florida Medical centre) are dangerous for cyclists. Is there a safer option for those who live in Mount Florida & Kings Park ? - There is no safe way to cycle from Queen’s Park to residential addresses in Mount Florida or kings park. The cycle paths all end before this.
 Intervention: An extension of the cycle network to go further south than Queen’s Park. Additional Comments: Victoria Road cycle path is great - it just needs to go further south!
- 02** Issue: Air quality can be very poor on Cathcart Road, especially near the junction with Prospecthill Road.
 Intervention: Efforts to reduce commuting by car. Enforcement of the no-idling bye law.
- 03** Issue: Football fans drink, pee and litter in Hampden Lane. Fly tippers from elsewhere dump in Hampden Lane
 Intervention: Put gates at both ends of the western section of Hampden Lane.
- 04** Issue: There used to be a cast iron drinking fountain at this corner. Bring it back! <https://www.glasgowhistory.com/a-sunday-visit-to-mount-florida.html>
 Intervention: Reconstruct the old drinking fountain, perhaps from Saracen Foundry. Additional Comments: If it is not possible to reconstruct the cast iron drinking fountain, install a new one but ideally antique style.
- 05** Issue: These lights are good, they give you time and change when you need them. Drivers are usually parked on the zig-zags though because of the nearby shops
 Intervention: Rather than rely on zig-zags (which get ignored), it would be good to create build-outs on either side of the crossing. There would be less distance to cross, it would be easier to see oncoming traffic while you wait, and there would be less law-breaking by design. Additional Comments: Another crossing like this would be useful further south, maybe on the bend where it’s hard to see traffic, opposite Hampden Dr.
- 06** Issue: So much parking on main road, not great for cyclists . Congestion on this road especially at crossing where medical centre is
 Intervention: Stop parking except loading on Cathcart road and add some cycling lanes if practical. Additional Comments: Great idea. Make cycling safer and easier. I would like to cycle more.
- 07** Issue: More variety or businesses would go a long way to attracting more visitors to this micro economy. There are too many businesses of the same type (hairdressers and barbers) and business premises not open to the public
 Intervention: Funding / investment to attract interesting and recreational businesses such as more cafes / bars etc which encourage more external visitors and dwell time on the high street. Additional Comments: A more bustling and busy high street is positive for lots of reasons - better local economy, sense of pride, community, safety and places to facilitate health and well-being
- 07** Issue: There is litter and dog poo all over the street and bins often over flow
 Intervention: More regular bin emptying, more fine and enforcement of fly tipping and dog fouling, regular litter pick

All comments taking direct from:
langsidetotoryglenln.commonplace.is



LIVEABLE NEIGHBOURHOODS PROJECT AREAS
ANIMATING MOUNT FLORIDA (CATHCART ROAD)
OPPORTUNITIES & INTERVENTIONS





The Animating Mount Florida project looks to make the area more accessible for pedestrians and cyclist while reducing the impact of traffic. The 400m long site runs from Letherby Triangle to the junction with Prospectihill Road.

The Letherby Triangle project itself is separate to this and is funded by Sustrans for the Mount Florida Community Council. This project looks to enhance the rest of the Cathcart Road Local Town Centre by introducing parklets, planters and strategically placing benches at cafes and active frontages.

Previously the interventions had been approved however Glasgow City Council requested the Mount Florida Community Council take liability for use of the parklets and as such the project is currently halted.

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Play spaces for all ages
-  Way finding and signage

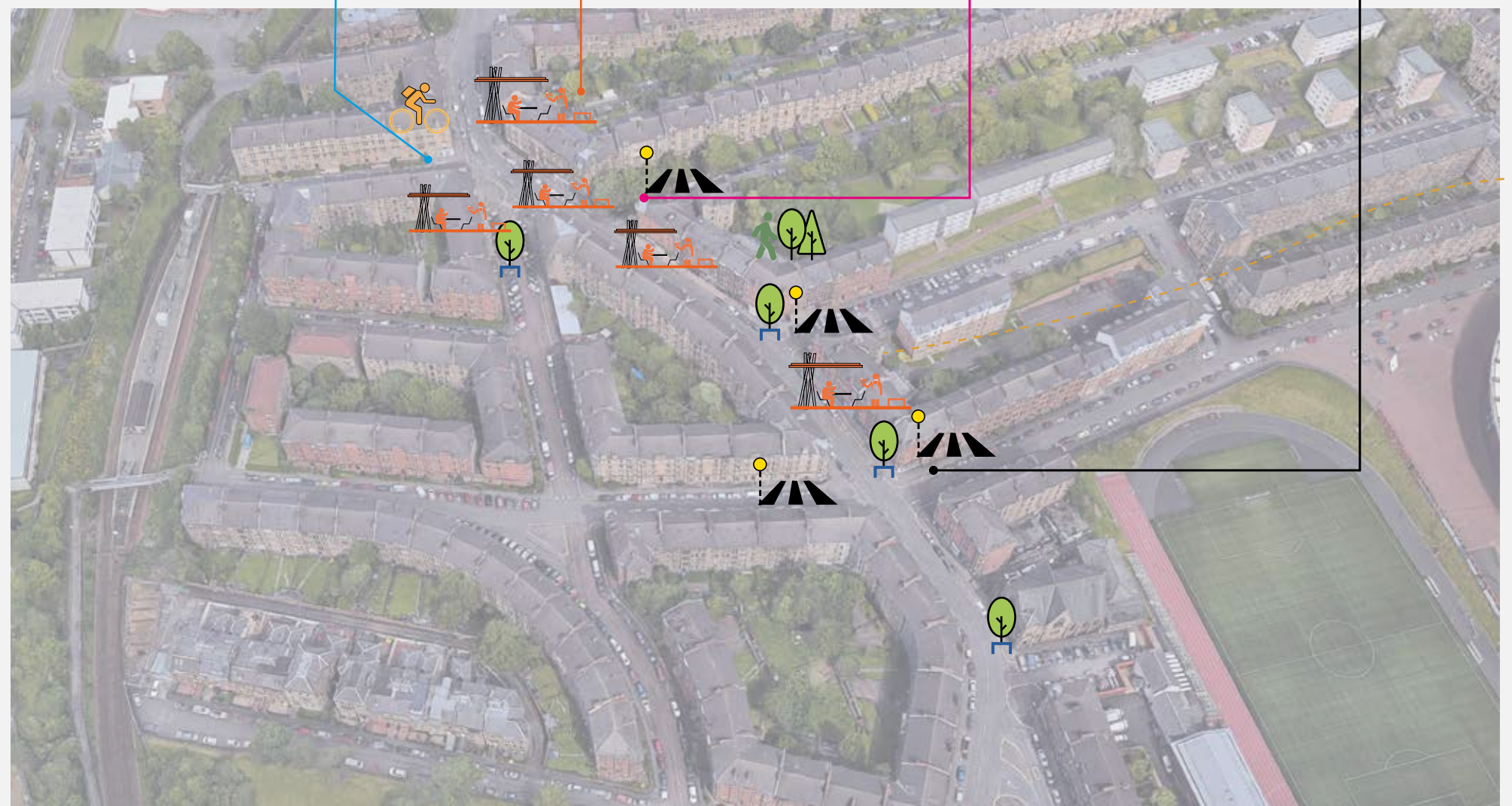
-  Safe crossing points for pedestrians
-  Rationalise car parking
-  Activating unused space
-  Street furniture and lighting
-  Traffic Calming

-  Street Planter
-  Enhanced green spaces
-  Linking to public transport
-  Activating Public Realm



Sketch from the streets for all public engagement

- Multi-purpose seating/planter combination, at the bike hire station, Londis, hairdresser, & Funk Whistle Eatery
- Parklet in front of hospitality cluster, including d'Italia Pizzeria, Hooked Fish & Chips, two hairdressers, The Good Choice Zero-waste shop
- Multi-purpose seating / planter combination, including for the two cafes, Luna Cafe and Cafe Salmagundi
- Continuing the street frontage for pedestrians by creating raised platforms at all crossing points on Cathcart Road



COMPLEXITY	● ● ○ ○ ○
IMPACT	■ ■ ■ □ □
KEY THEMATICS	LTC / SFP
COST	££
TIMESCALE	Short Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
LEATHERBY TRIANGLE (MOUNT FLORIDA PRIMARY)
BACKGROUND & CURRENT SITUATION

Letherby Triangle is a public space immediately North of Mount Florida Primary School and leads to the Local Town Centre of Cathcart Road. It is an island defined by Carmunnock Road, Letherby Drive and Cathcart Road.

In the north where Cathcart Road meets Carmunnock Road the area is defined by tenemental flats with commercial ground floors. To the south, Mount Florida Primary is separated from Letherby triangle by Letherby Drive.

To the west are several commercial outlets and a retaining wall leading to the high rise flats at Battlefield Court. Both Cathcart Road and Carmunnock Road are major routes for vehicles heading south to Castlemilk and beyond.

There is a bus stop serving the No 31 Bus on the west side of the triangle and a taxi rank to the east.

LAND USE AND BUILT FORM

■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	

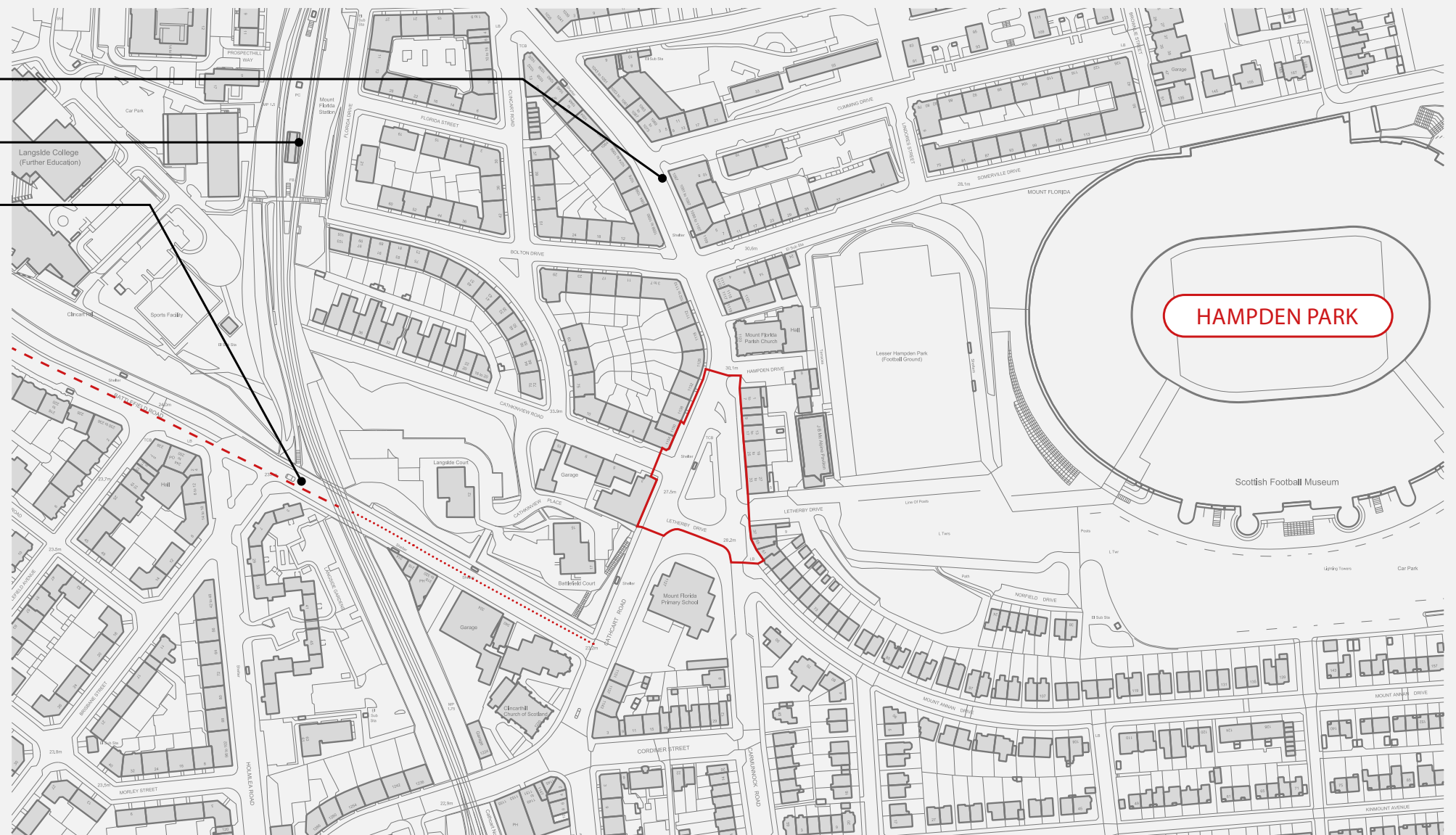


- CATHCART ROAD
- MOUNT FLORIDA RAILWAY STATION
- BATTLEFIELD ROAD

Despite recent changes, the triangle remains an island to vehicle traffic

Cars parked on slip road despite yellow lines

2 lanes of traffic, a lane of parked cars and bus stop separates street front from triangle



SWOT ANALYSIS

S STRENGTHS

Is located at the southern end of Cathcart Road and acts as a bookend to a major Local Town Centre

Connection point between Battlefield Road and Cathcart Road, both of which are Local Town Centres

Close proximity to Mount Florida Primary.

Close proximity to Hampden Stadium

Several mature trees on the island

W WEAKNESSES

An island between several busy roads.

Physically detached from both sides of Cathcart road by traffic.

Lots of parked vehicles in the surrounding area.

Despite a number of trees, there is a general lack of greenery in the area, with little biodiversity.

No seats in the square

No sheltered areas in the area

Entry to the Triangle is uneven and narrow, making it difficult for people with disabilities.

O OPPORTUNITIES

Create a hospitable space for the residents of Mount Florida

Increase biodiversity

Create a safer space for school pupils coming to and from the school gates.

Opportunity for play

More nature features Flowing water & Green spaces, along with benches could help improve the mental health of the population with a space to rest.

Slow down the speed of vehicles in the area encouraging people to walk and cycle

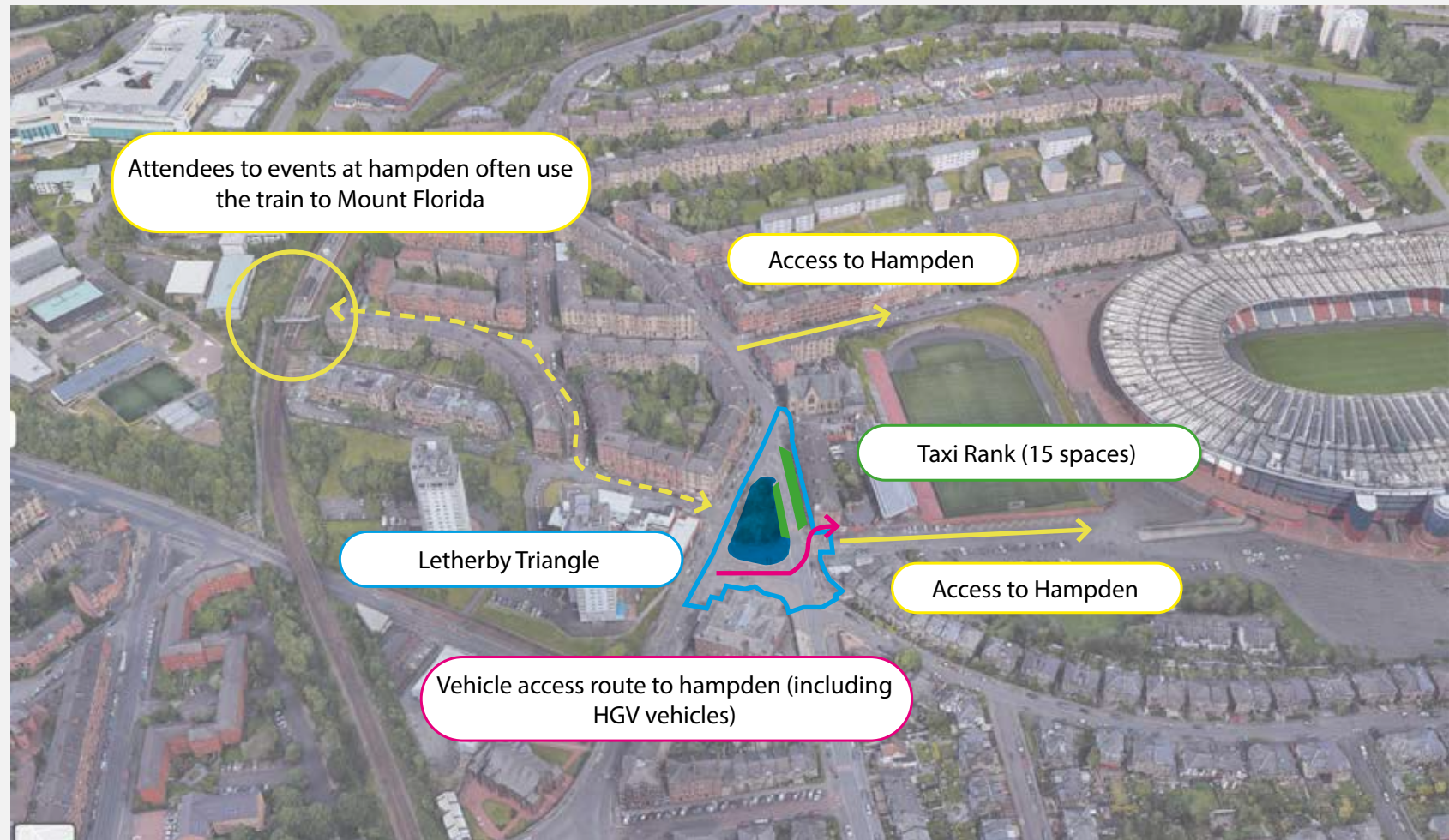
T THREATS

Close proximity to Hampden could make any changes difficult.

Removal of car park spaces could upset some local residents who struggle to find parking spaces

Agreements would have to met with the local authority on the maintenance of the area.

LEATHERBY TRIANGLE ANALYSIS



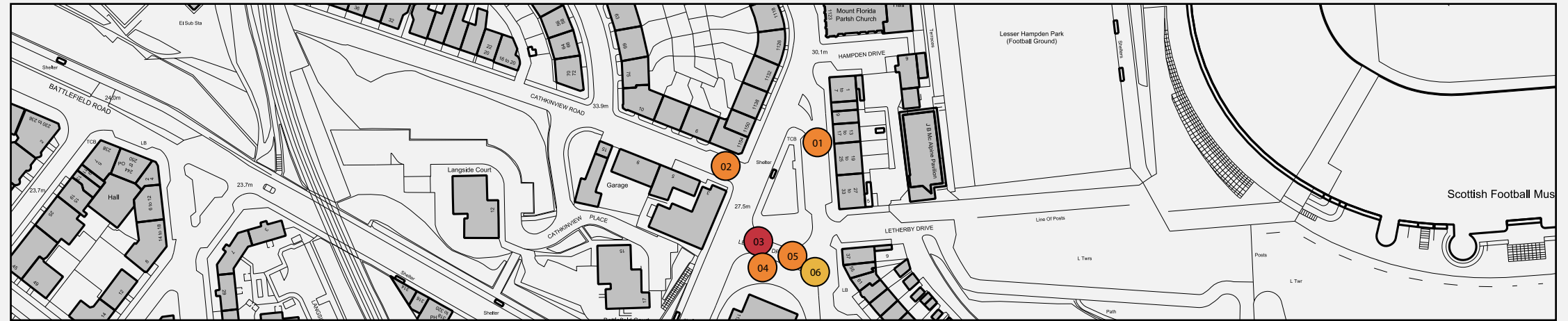
PUBLIC TRANSPORT ANALYSIS

Letherby Triangle is situated on Battlefield Road where the (5) and (34) bus run. The service is categorised as High Frequency the (5) bus takes you to the city centre from here.

Letherby Triangle is 300m from Mount Florida Railway Station and 580m for the accessible entrance. The station runs a high frequency service.

In general the public transport facilities are good. The train service runs frequently and is accessible from a number of locations. There is only one accessible entrance at the top end of Cathcart Road at Prospecthill Road.



**COMMON PLACE COMMENTS**

- 01** Issue: Health & Wellbeing, Work & Local Economy, Feeling Safe, Street & Places, Facilities & Amenities, Traffic & Parking, Moving Around
Intervention: The traffic speed at this supposed 20mph zone is too high. The speed bumps don't functionally slow traffic down and the cars tend to merge straight off Cathcart road at speed. Feels dangerous, particularly with the school nearby. Additional Comments: road closure, changes to the road to slow down the traffic
- 02** Issue: it is dangerous to cross Cathkinview Rd. There are children crossing here to go to school. There are cars parked poorly while visiting Tesco. There are cars entering Cathkinview Rd without due care to park or use it as a rat run. The whole area outside Tesco is too busy with cars behaving badly and there is a high risk to pedestrians.
Intervention: Close Cathkinview Rd or make it one way exit to Cathcart only or put a pedestrian crossing. Anything to make it safer. Additional Comments: Local residents are more important in a '20 minute neighbourhood' than people in cars parking as Tesco as they drive through the area.
- 03** Issue: Traffic and parking - People frequently park on this pavement. Driving into the pavement to park is obviously a danger to pedestrians, especially as this area is situated next to the school.
Intervention: Action taken to people parking on the pavement. Additional Comments: This is just one spot where this happens frequently. It would be great to reclaim the pavements for pedestrians.
- 04** Issue: There is a large pavement outside the school. Vehicles park on the pavement endangering the children.
Intervention: 'Natural bollards', i.e. trees/planters to prevent parking and absorb some carbon dioxide.
- 05** Issue: Letherby Triangle is one of the few green spaces in Mount Florida
Intervention: Letherby Triangle has been neglected for many years. The community council has ambitious plans to transform this space. Planning permission has been granted and 80% of funding has been secured. It would be great if this scheme could support this project.
- 06** Issue: Providing more Nextbike stations would provide locals with an alternative to using vehicles. The two Nextbike stations at Battlefield and Mount Florida are well used, however for this reason it is not always reliable for commuting as there are times when there are no bikes available. Providing another station at this location would provide more reliability and serve a large residential population.
Intervention: Nextbike docking station would be great if this scheme could support this project.

All comments taking direct from:
langsidetotoryglenln.commonplace.is



06 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
LEATHERBY TRIANGLE
OPPORTUNITIES & INTERVENTIONS

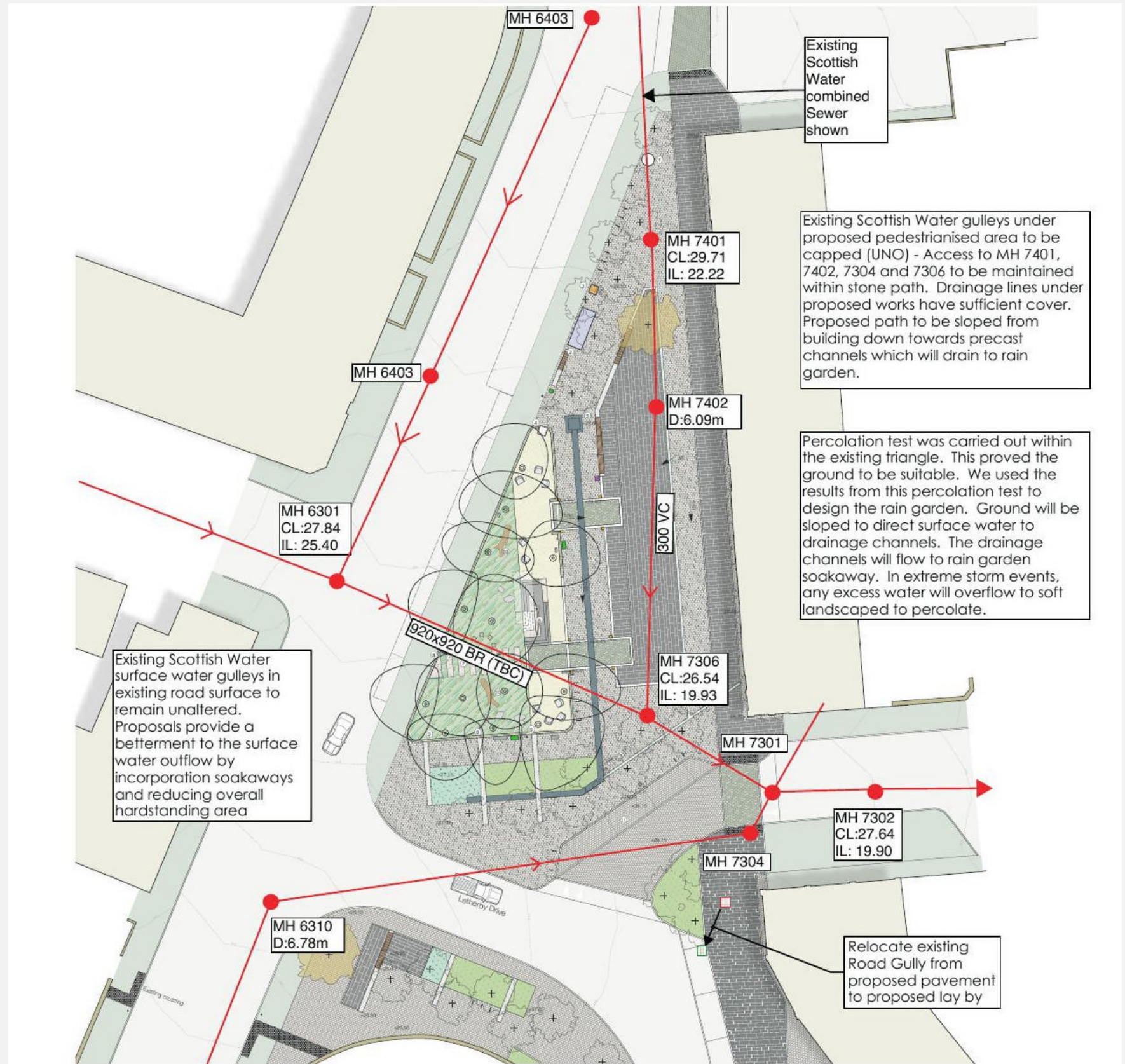
Through extensive public engagement, ongoing since 2014, the area has witnessed some transformations however a permanent solution is now required. The existing design looks to create a flexible civic space that connects the triangle with the shops close by while creating a space furnished with new and existing trees. A surface water management system has also been integrated. Overall the scheme will provide a safer route to the adjacent Mount Florida Primary, new greenery, improved pavements and a new raised seating feature offering opportunities to rest.

ERZ Architects have provided a comprehensive RIBA Stage 3 design for the Mount Florida Community Council. The design received planning permission on the 8th July 2021 and is currently waiting for funding to take the project further.



ERZ Proposed sketch as per planning Application.....

COMPLEXITY	● ● ● ● ●
IMPACT	■ ■ ■ ■ □
KEY THEMATICS	SFP / LTC / EJ
COST	£££££
TIMESCALE	Short Term



Drawing showing amendments to existing network.

ERZ Proposed Plan as per planning Application.....

LIVEABLE NEIGHBOURHOODS PROJECT AREAS STANMORE ROAD - STREETS FOR PEOPLE BACKGROUND & CURRENT SITUATION










Stanmore Road is located between Hampden Stadium and Prospecthill Road. It is predominantly residential, constituted largely of tenements. These are largely 3 stories, one floor less than the tenements in the surrounding area.

The area has been identified as a separate project as it has more specific requirements. In the project at Cathcart Road emphasis is placed on the Local Town Centre, however Stanmore Road has a greater emphasis on its residential nature, furthermore its proximity to Hampden Stadium creates its own problems.

The area is dominated with parked cars and has little green or open space. The road is also used as a rat run by those trying to avoid traffic and lights at Prospecthill Road.

As a result of most of the buildings in the area being tenements flats, many residents don't have a great deal of garden or outdoor space.

LAND USE AND BUILT FORM

 Residential	 Health / Social Care
 Ground Floor Commercial	 Cultural / Community
 Open Space / Amenity	 Education / School
 Vacant or Derelict Land	 Sports Facility
 Soft Industry	



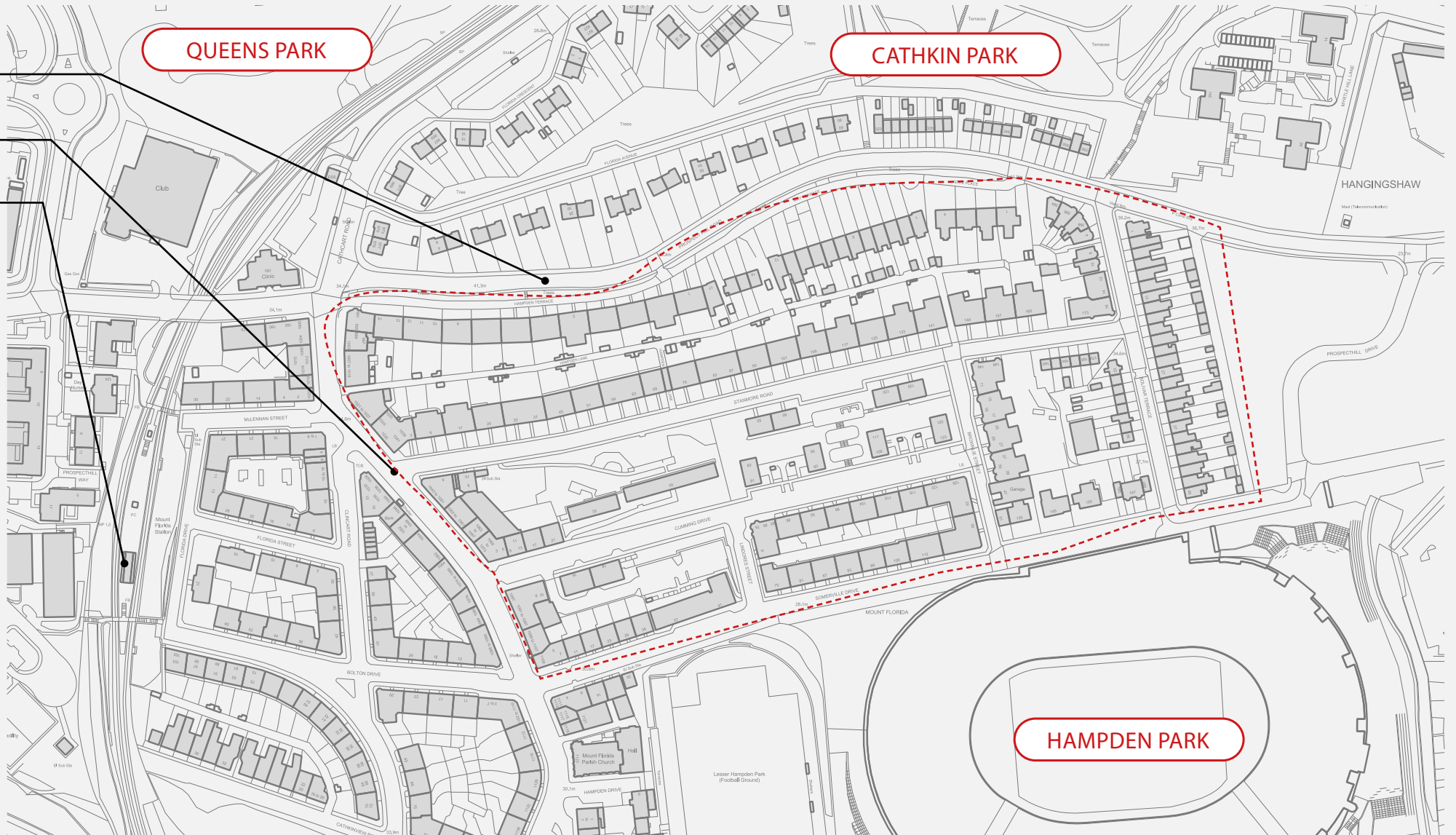
PROSPECTHILL ROAD

CATHCART ROAD

MOUNT FLORIDA STATION

Streets are dominated y parked cars. Streets are not one way so cars struggle to pass each other due to parked cars. Pavements are also not able to expand because of parked cars.

Existing green space is detached from street life due to park cars and barriers



SWOT ANALYSIS

S STRENGTHS

Within 5 min walking distance to Queens Park recreation grounds & Cathkin Park

Close proximity to lively local town centre of Cathcart.

Diverse housing type creating a mixed neighbourhood with an active community council.

W WEAKNESSES

Close proximity to Hampden can cause occasional problems

Continuous car parking throughout

Fast moving vehicles

Pavements and general public space in poor condition putting pedestrians at a disadvantage.

O OPPORTUNITIES

Reduce the traffic in the area making it more comfortable for pedestrians

Make it easier for pedestrians to access local facilities by active travel

T THREATS

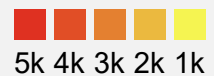
The removal of parking spaces could prove to be contentious with some residents. This could be further escalated by the proximity of Hampden Stadium.

POPULATION DENSITY

The plan shows an average population of 3k per km2. The population is representative of the building type, higher density in tenement flats and lower to the west with terrace and semi detached housing.

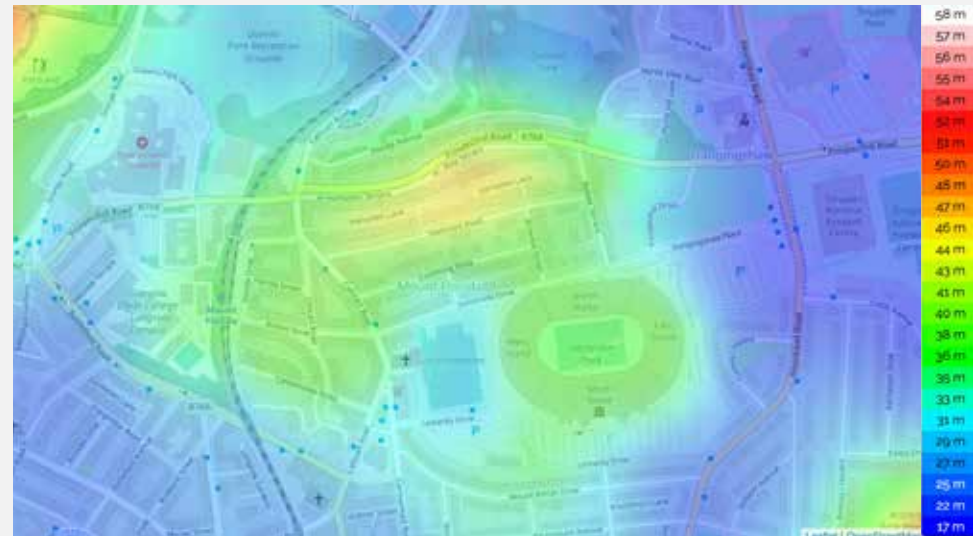


Population per km2



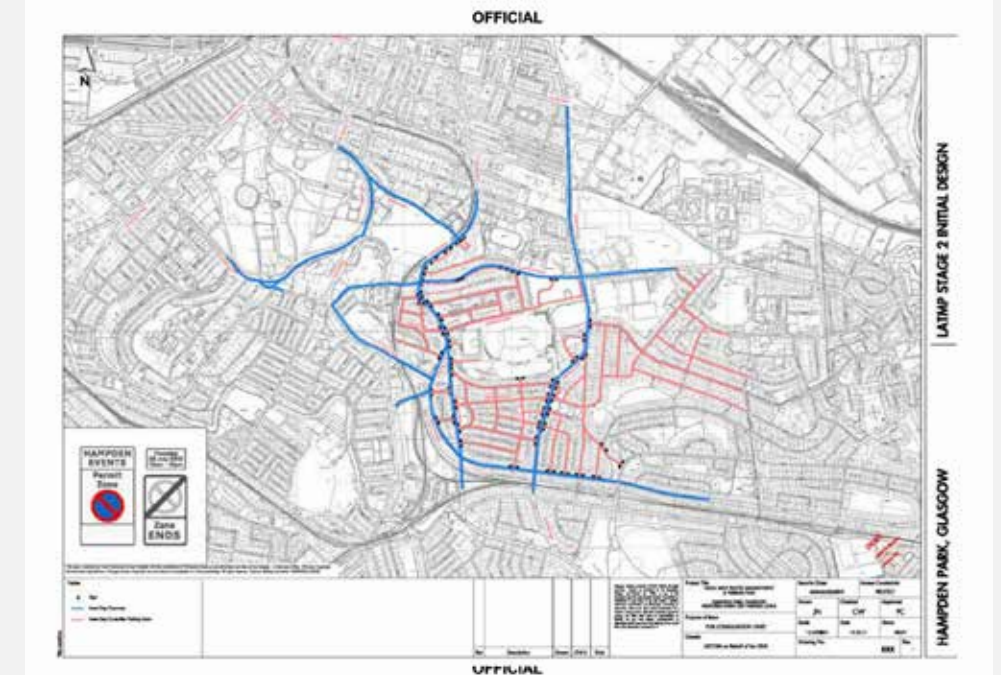
TOPOGRAPHY

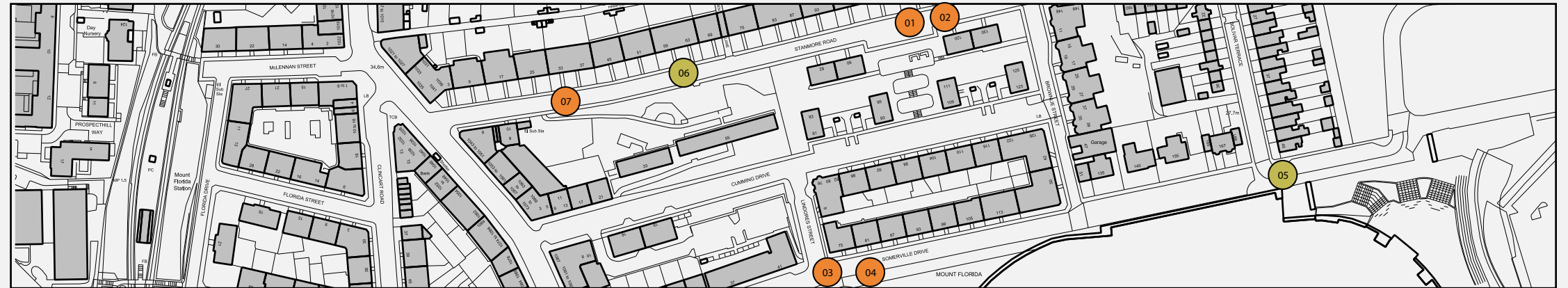
Stanmore Road is built on a steep hill. It is steepest in the areas between Prospectihill Road and Stanmore Road. The natural slopes in the area assisted the requirements of previous stadium designs, using the slopes as natural slopes for the stands. The severity of the slope means that cars often arrive at Prospectihill Road at a fast pace in order to make it up the hill.



EVENT PARKING

The map below shows the areas where parking is restricted during events at Hampden Stadium. The red lines represent areas where parking is restricted to resident permit holders and the blue lines represent clear paths for emergency vehicles during events from which there is no parking or loading.





COMMON PLACE COMMENTS

- 01** Issue: Streets & Places
 Intervention: Traffic on Stanmore Road. It is heavily used as a means of avoiding Prospecthill Road. Far too much traffic for a narrow road. Often near misses and ny car has been scratched and bumped multiple times. When coming from carhcart Road it is a blind road therefore you cannot see any traffic coming the other way u til it is too late. Cars having to reverse to let others pass. Additional Comments: Traffic calming measures or one way system
- 02** Issue: Play & Recreation, Feeling Safe, Moving Around, Streets & Places, Housing & Community, Traffic & Parking
 Intervention: This road is used as a ratrun to avoid traffic queuing at the Prospecthill junction. The street is far too narrow for this and often means cars have to reverse to a place where they acan pass one another. Additional Comments: I would like the road to be filtered, maybe near Brownlie Street to stop Stanmore Road, Cumming Drive and Somerville Drive being used as a ratrun to and from the motorway
- 03** Issue: Many vehicles speed down this road as it is flat and is straight so better visibility than others. However, it can make it very difficult to cross safely and this is a key route for school children, a driver might be unaware of them crossing between parked cars.
 Intervention: Filtered street, traffic calming. Additional Comments: This street would also benefit from placemaking as it provides a direct link to our national stadium - something we should be drawing visitors too and showing off
- 04** Issue: My father lives here and is in a wheel chair he has so much bother trying to find lowered kerbs. Too many cars parked on pavements and not enough disabled bays in and around kings park mount Florida Cathcart and Langside
 Intervention: More lowered kerbs, more disabled parking spaces
- 05** Issue: Somerville Drive Filter
 Intervention: There should be one like it on Stanmore Road. Additional Comments: Making Bolivar Terrace one-way northbound would reduce the threat of southbound traffic (which is hard to see from Somerville Dr) and would make the junction with Prospecthill Road easier for everyone.
- 06** Issue: Traffic & Parking
 Intervention: What ever is done, do not reduce the amount of parking spaces. Try to discourage people from other areas using the streets to park for the train station.
- 07** Issue: I think residents only parking restrictions and a one way grid system with painted parking bays, bike sheds, e-charging bays etc. on Stanmore Road, Cumming Drive and Somerville Drive and 10mph limits with traffic calming measures would vastly improve things and some loading bays for delivery trucks into tenements
 Intervention: Maybe diagonal parking bays down one side of street and other for cyclists or deliveries only, 10mph signs and speed bumps and enforcement of residents only or visitor passes and towing of cars that park on double yellow lines on junctions
 Additional Comments: Electric parking bays and enhanced ambient lighting would be great

All comments taking direct from:
langsidetotoryglen@n.comonplace.is

















07 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
STANMORE ROAD - STREETS FOR PEOPLE OPPORTUNITIES & INTERVENTIONS

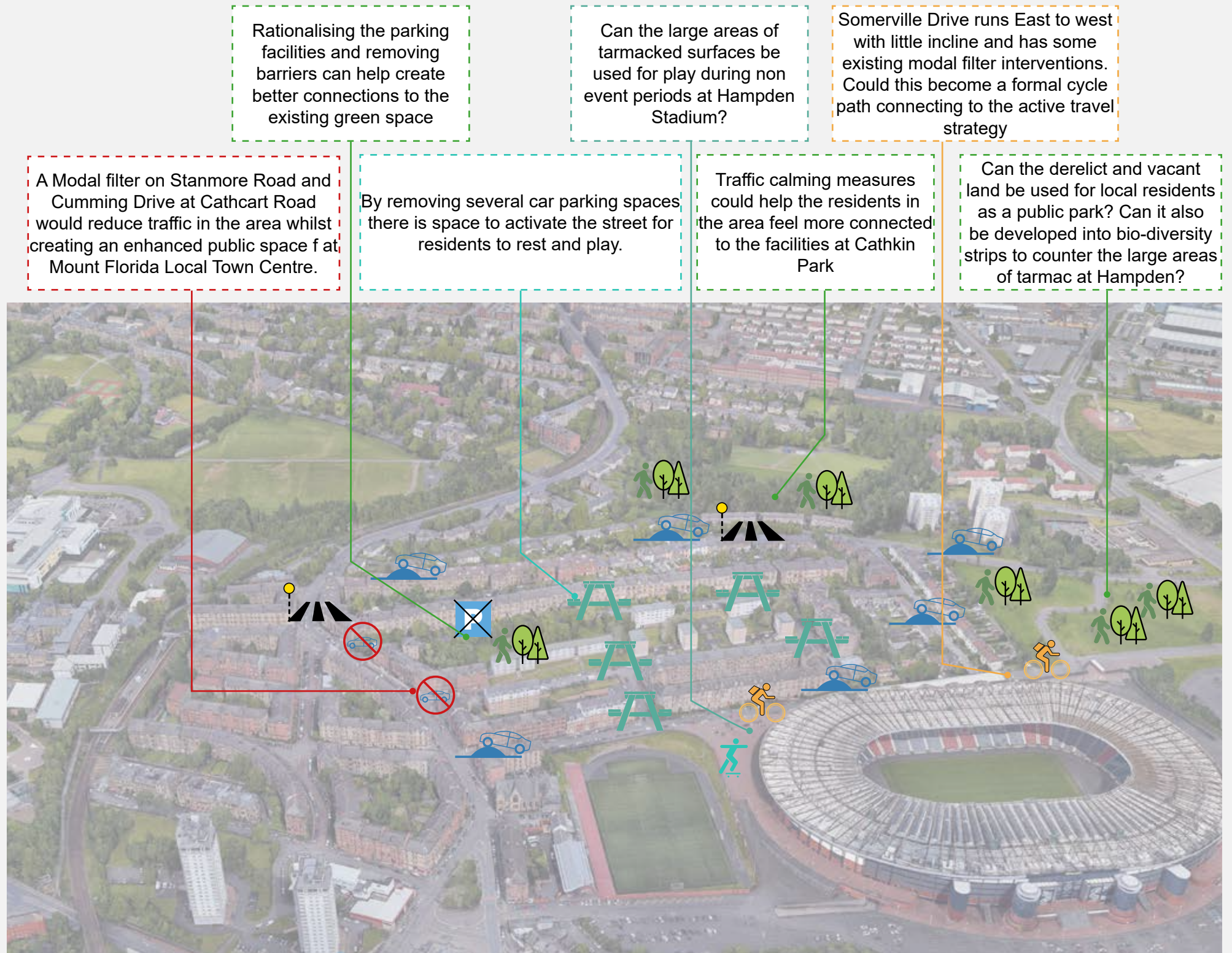
A Streets for People project within this area would reduce the amount of traffic on the streets and allow people to use their streets and spaces more comfortably. This could be supported with the addition of parklets, planters and benches bringing life back to the street life back.

Due to the proximity of Hampden Park, early engagement with the relevant events strategy team should be arranged. However the large spaces could also provide opportunities to prioritise better space for the public over vehicles.

The steep slopes in the area means its difficult to walk and cycle in certain areas. The proposals should prioritise low level flatter routes should be for pedestrians and cyclists.

There are several green spaces in the area including Cathkin Park, the open space between Stanmore Road and Cumming Drive and the vacant former housing site to the north of Hampden Stadium. These spaces could be enhanced for community use while reducing the the traffic around them masking them easier to access.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



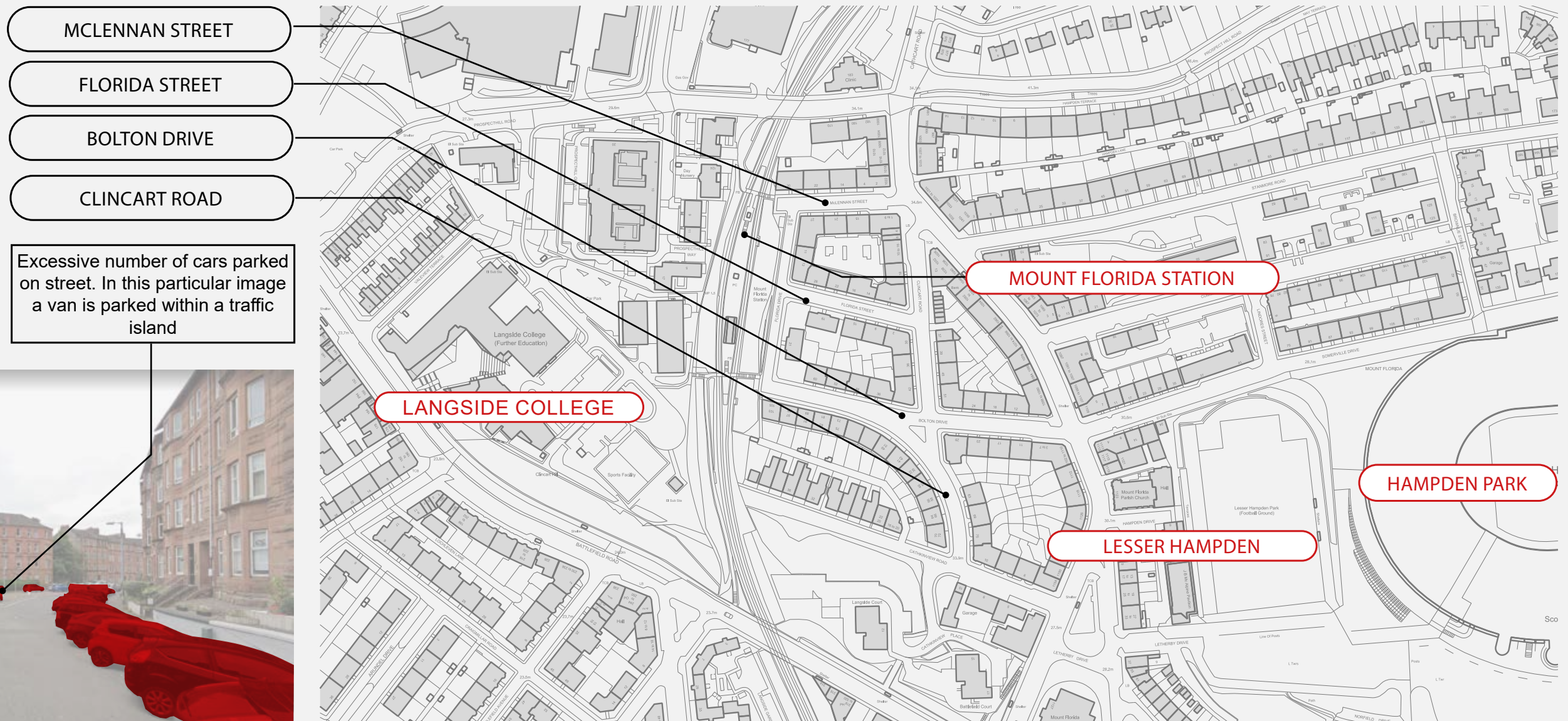
COMPLEXITY	● ● ○ ○ ○
IMPACT	■ ■ □ □ □
KEY THEMATICS	SFP / EJ
COST	££
TIMESCALE	Short Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
**MOUNT FLORIDA - STREETS FOR PEOPLE
 BACKGROUND & CURRENT SITUATION**

Tenement flats dominate the street scape around Mount Florida Railway Station. This high density population generates a lot of parked cars which take up much of the available space on the streets. Glasgow City Council's Traffic Operation & Road Safety team have produced plans that reclaim the triangle space on Bolton Drive and extend the one way system while increasing the 'No waiting Zones'. This focus area would look at taking these proposals and increasing the amount of interventions and add further value. Other concerns that have been voiced in this area are, a lack of green space within the streets, car parking - even on areas that have double yellow lines and a lack of connections to the railway station entrances at Bolton Drive and McLennan Street. There are also concerns that only one entrance to the station at Prospecthill Road is fully accessible. There is an open green space south of Cathkinview Road, however this is cut off from the street by parked cars and railings.

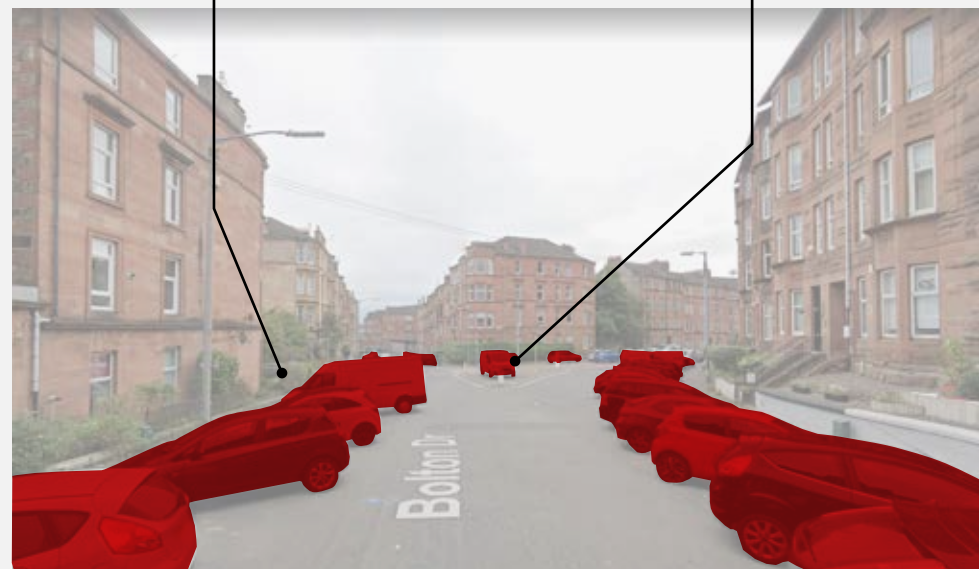
LAND USE AND BUILT FORM

■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	



Mostly Road with small pavement. No greenery within the area.

Excessive number of cars parked on street. In this particular image a van is parked within a traffic island



SWOT ANALYSIS

S STRENGTHS

Nice space at historical tenemental area.
 Close proximity to Cathcart Road Local Town Centre
 Close proximity to Mount Florida Railway Station

W WEAKNESSES

Many of the streets are steep gradients.
 Uneven pavements and often blocked drop kerbs make the streets challenging to navigate for people with disabilities.
 Large amount of parked cars
 Disabled access to Mount Florida Railway Station is very limited. Only the Prospectihill Rd entrance has a level entry system and this involves a lift.

O OPPORTUNITIES

Opportunity to make an attractive transport hub for Mount Florida
 The juxtaposition of the tenement grid and the curved railtrack creates a number of interesting triangle spaces. These could be transformed into spaces for people with benches, green spaces, more bins and cycle racks.
 Reduce the traffic flow in the area with modal filters.
 Create calm (Break-out) spaces from the busy Cathcart Road

T THREATS

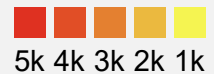
Removal of parking could upset local residents with cars.
 Possibility of having to consult with Network Rail and other stakeholders.

POPULATION DENSITY

The plan shows an average population of 3k per km2. The population is representative of the building type, higher density in tenement flats. A lack of parking facilities and the mid to high population density creates high number of cars parked on the streets.

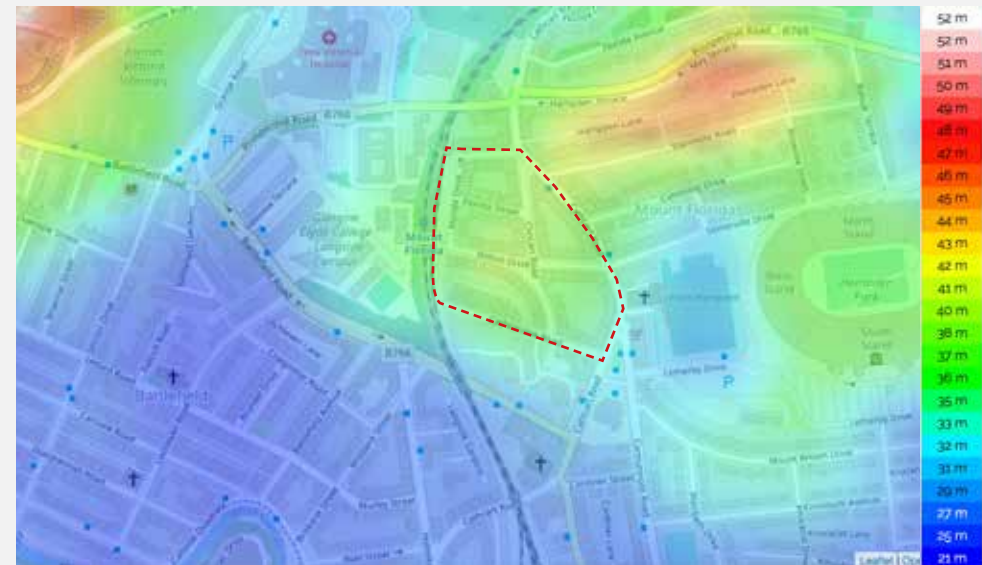


Population per km2



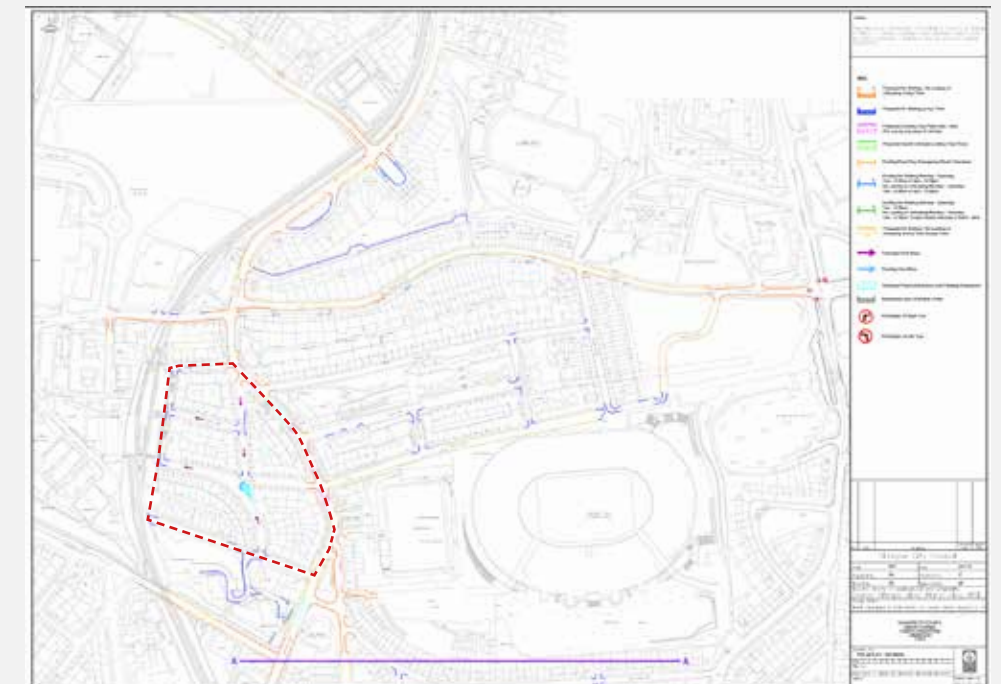
TOPOGRAPHY

The site is located on a slight slope that summits along Florida Drive and is at its lowest at Cathcart Road. There is also a slope from north to south that follows Cathcart Road. The grass verge south of Cathkinview slopes steeply south towards Battlefield.



TRAFFIC REGULATION ORDER

The map below shows Glasgow City Councils proposals to enforce an upgraded Traffic Regulation Order. It looks at creating east bound one way systems on Bolton Drive and Florida Street, and south bound one way street on Clincart Road. Several 'No waiting at any time' positions have been added to most street corners. Importantly the island between Bolton Drive and Clincart Road has been extend to give pedestrians more space and stop traffic from being able to travel at speed down Clincart Road.





COMMON PLACE COMMENTS

- 01 Issue: There is zero cycle parking provision at Mount Florida station.
Intervention: Add sheltered cycle parking in this pocket. his stretch is otherwise unused. There may even already be CCTV to help security of bike storage. Additional Comments: Bike wheeling ramps e.g. towards McLennan Street would allow one to cycle here also from east of MF station.
- 02 Issue: Wee space at Mount Florida Station entrance from McLennan St
Intervention: Convert this south-facing area currently used for parking into a green wee suntrap with seating and greenery
Additional Comments: See sketches here: <https://twitter.com/bumm0r/status/1448727608754118667>
- 03 Issue: The parking in the areas surrounding Mount Florida Train Station is horrific. No one takes any mind of double yellow lines, or corners. I personally have nearly had quite a number of car accidents due to not being able to see round corners. One way system signs were put in place in June, however these are still covered up which is useless - four months later. More needs to be done to improve the conditions in this area
Intervention: Permit only parking, preventing commuters from using streets
- 04 Issue: Bike lockers on the street
Intervention: We need lots of secure cycle storage at street level. If you store bikes in the tenement stairwell they get stolen. Additional Comments: Lots of secure cycle storage available on Bolton Drive and surrounding streets.
- 05 Issue: High levels of cycle theft. Difficult for people in flats to store bikes securely.
Intervention: Charge all car owners for using public space to store their cars. Free secure cycle storage.
- 06 Issue: There is a huge green space beyond the back of every tenement in this enclosed, divided quite randomly into lots by very old and dilapidated fencing. Previously this area was accessible via Clincart Road and was just where the bin men came in to collect the bins. Now it is a green, leafy space, and in recent years (particularly over Lockdown) residents have been out tidying up their tenement's respective plots (including a number of different households in mine). This is fab, but I think there is so much more potential here. How about A) getting rid of all the fences that divide the space into what appear to be quite arbitrary plots (some vast, some tiny, some tenements appear not to have one at all), B) turn it into a community garden such as can be found in neighbouring Battlefield and elsewhere, C) knock down the wall on Clincart Road and make this space available to the public. K, we'll need a gate for match days!
- 07 Issue: This wall would be great for a mural: <https://twitter.com/bumm0r/status/1447279209320230916>
Intervention: A mural. There was the old Mineral Depot there, perhaps this could be picked up as a motif

All comments taking direct from:
[langsidetotoryglenln.commonplace.is](https://www.commonplace.is)








IMAGES FROM THE ABOVE COMMENTS

In the proposals produced by Glasgow City Council there is a plan to regulate the traffic by introducing more one way systems for cars which would result in a reduction in the flow of traffic locally.





The Liveable Neighbourhood projects would look to enhance these proposals with additional contributions towards the new space that has been made available.

The aim would be to reduce parked cars and limit the number of cars that are able to use the space it would also aim to reduce the speeds of vehicles using the area.

Furthermore a study of the impact that the train station has on the area and how better connections could be made while attempting to create more usable public spaces.

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Play spaces for all ages
-  Way finding and signage

-  Safe crossing points for pedestrians
-  Rationalise car parking
-  Activating unused space
-  Street furniture and lighting
-  Traffic Calming

-  Street Planter
-  Enhanced green spaces
-  Linking to public transport
-  Activating Public Realm

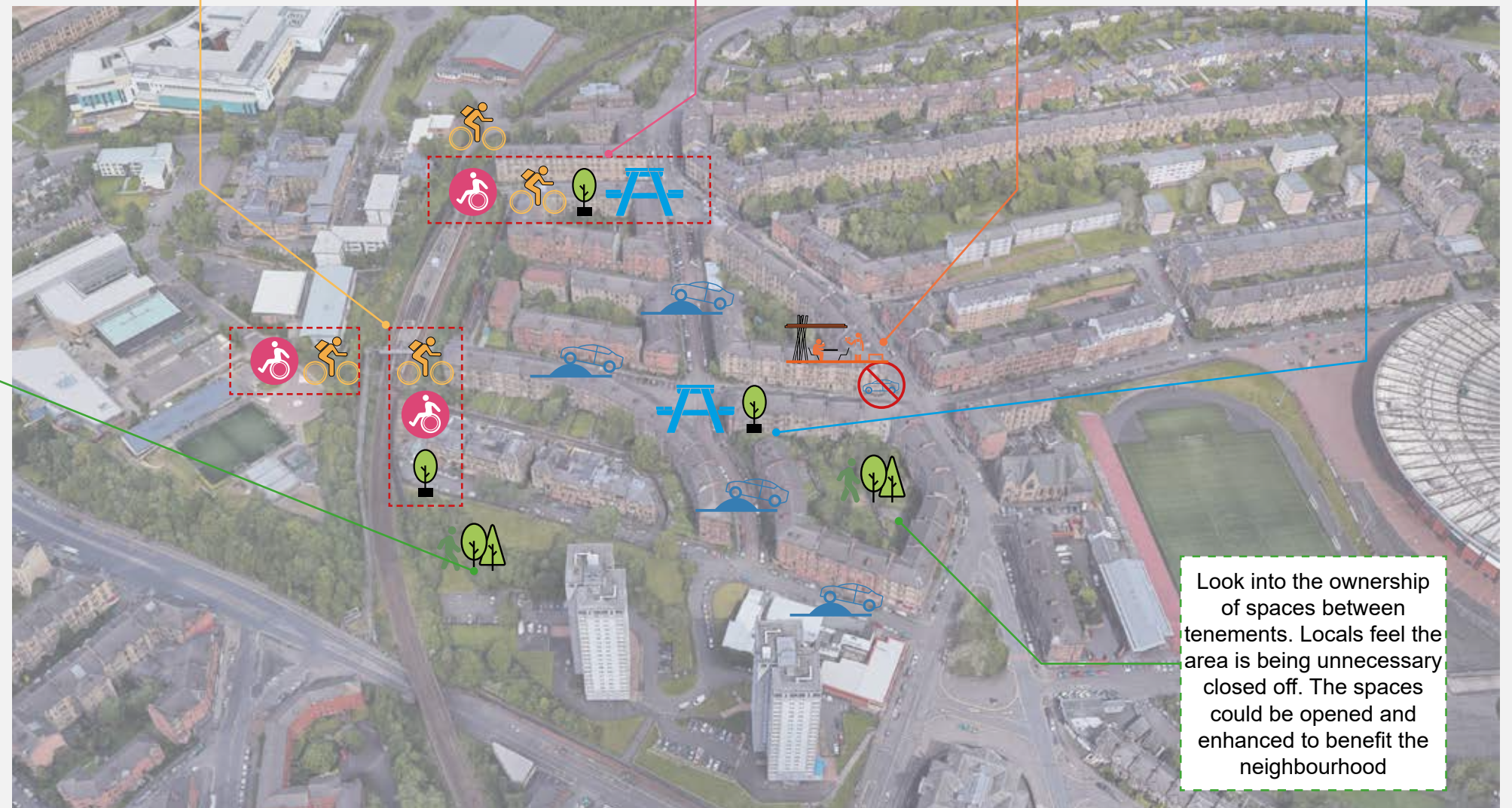
Enhance the green space south of Cathkinview Road. Remove car parking spaces and make better connections for the residents.

Ensure all entrances to Mount Florida station are accessible. Covered bike racks would also be a welcomed here.

The area outside Mount Florida Station at McLennan Street could be turned into a public space with the removal of parked cars. Its on the top of the slope, south facing and with the addition of some benches and planters could be a nice spot for residents and people arriving to the station

Modal filter where Bolton Drive meets Cathcart Road would reduce traffic in the area and create an opportunity to enhance the public realm within the Local Town Centre.

The proposals to pedestrianise the corner between Clincart Road and Bolton Drive could be enhanced with the addition of benches and planters



Look into the ownership of spaces between tenements. Locals feel the area is being unnecessarily closed off. The spaces could be opened and enhanced to benefit the neighbourhood

COMPLEXITY ● ● ○ ○ ○

IMPACT ■ ■ □ □ □

KEY THEMATICS SFP / EJ

COST £££

TIMESCALE Short Term

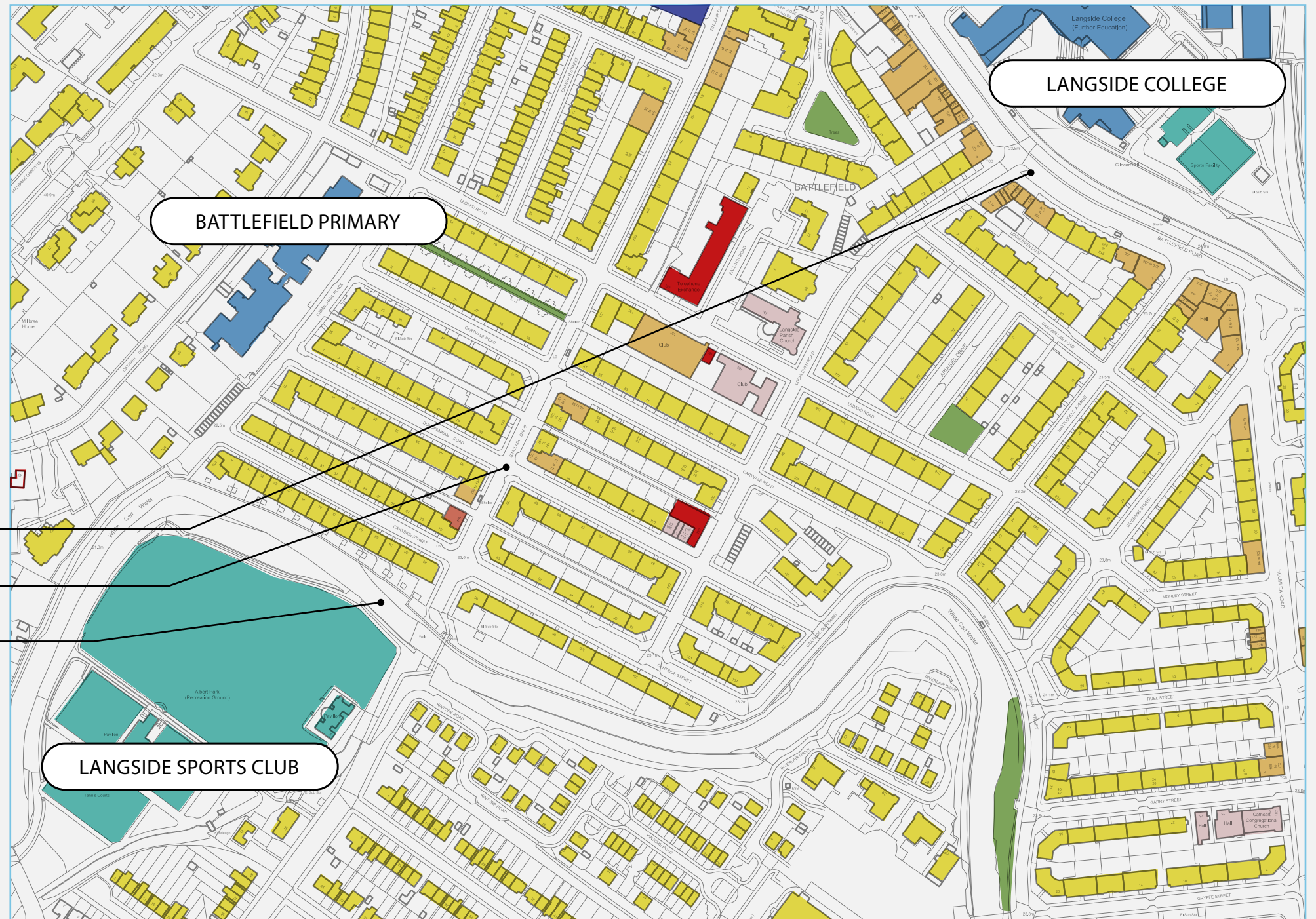
The Battlefield area is constituted predominantly of residential buildings with small scale commercial outlets along the main spine of Sinclair Drive. Sinclair Drive had previously hosted more space for commercial purposes on the ground floor, however in its recent history some of these outlets have been converted into flats.

Sinclair Drive has a major bus route running through it which can often cause issues as it is a tight road some parts of the bus route are not as well used as they once were.

At the end of the road is the White Cart Water. Close by is the site that was formerly used by Scottish Power. Parts of this site are currently under development to provide more residential properties.

Due to the high population density and a lack of parking facilities the streets are often over crowded with cars. Parking restrictions are ignored and on Spean street cars often park on the pavements ignoring the restrictions that are in place. Drivers also often park on dropped kerbs restricting people in wheelchairs ability to cross the road.

Cartvale Road, Dundrennan Roa and Cartside Street have recently been made into a School Car Free Zones which has been successful in reducing traffic in the morning and afternoon.



- BATTLEFIELD ROAD
- SINCLAIR DRIVE
- WHITE CART WATER

Bus Stops on either side of the road take up. Often buses cant pass each other causing congestion

Often the streets are not wide enough to accommodate the large bins and overgrown hedges, meaning pedestrians have to walk on the road



PUBLIC TRANSPORT FACILITIES

In general the public bus services are good. The (4) bus runs through the heart of Battlefield with additional (5)(6) services available at Battlefield Rest. Although the (4) service is Base frequency, the services increase at Battlefield Rest.

The area is 800m away from the high frequency service at Mount Florida Rail Station and 700 from the low frequency at Langside Railway Station. (Not Accessible)

LAND USE AND BUILT FORM

■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	

SWOT ANALYSIS

S STRENGTHS

Vibrant local community with locally lead initiatives such as the 'Our Lane Project'

Close proximity to Battlefield Primary.

Close proximity to Battlefield Road, Local Town Centre

Close proximity to the White Cart Water

High density with most streets consisting of tenement flats. The new housing developments at the former Victoria hospital of 400 flats will increase the population significantly.

W WEAKNESSES

Lots of traffic, particularly on Sinclair Road

Streets are filled with parked cars, often at corner junction and double yellow lines

Narrow pavements that are often uneven.

Pavements often narrowed by overgrown hedges, bins or traffic bollards

Cars often parked over dropped kerbs or certain situations where no drop kerb exists.

O OPPORTUNITIES

Events like the Window Wonderland can be enhanced by Streets for People Projects.

The school car free zones have proven to be a success. The natural continuation of this would be to enhance it into a Streets for People Project.

Make the streets more accessible for people with disabilities and the elderly

Encourage people to feel safer cycling so they can be comfortable enough to extend their journey onto the active travel network.

Create more green spaces in the area.

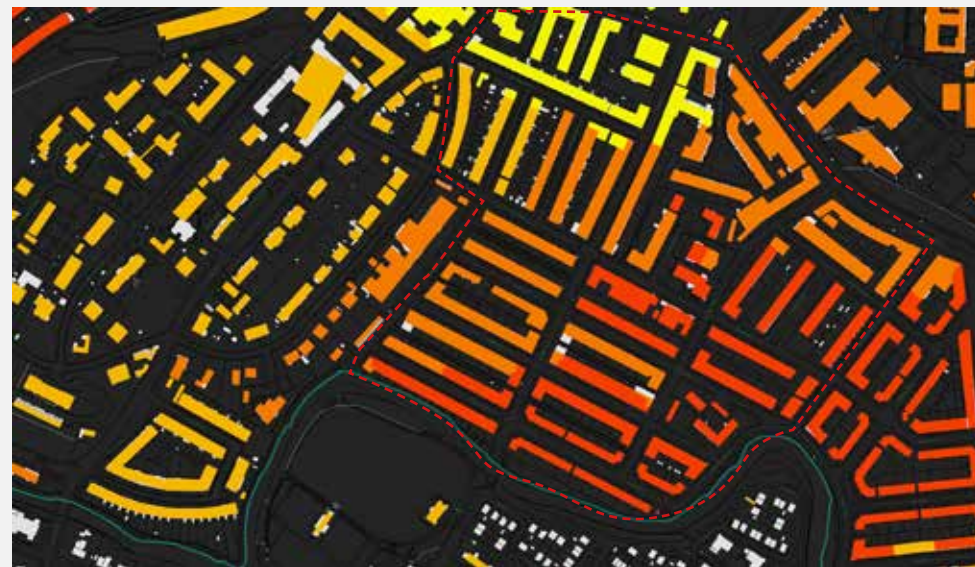
T THREATS

The area already has a considerable parking problem. The removal of spaces will cause more friction with some residents.

People could be forced to park cars into nearby neighbourhoods, moving the problem to somewhere else.

POPULATION DENSITY

This area, north of the White Cart Water has a very high density with no parking facilities. These areas are tenements and many often have gardens in poor conditions. There is also a lack of green space for these residents within the vicinity.



Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

The area generally scores high on the SIMD index, hosting a wide variation of private rent, social rent, and privately owned homes. The area has historically, and remains a popular area to live. As a result, very few opportunities present themselves in the form of spare land. This would result in interventions having to be on the Edwardian designed public spaces on the road, now dominated by cars.

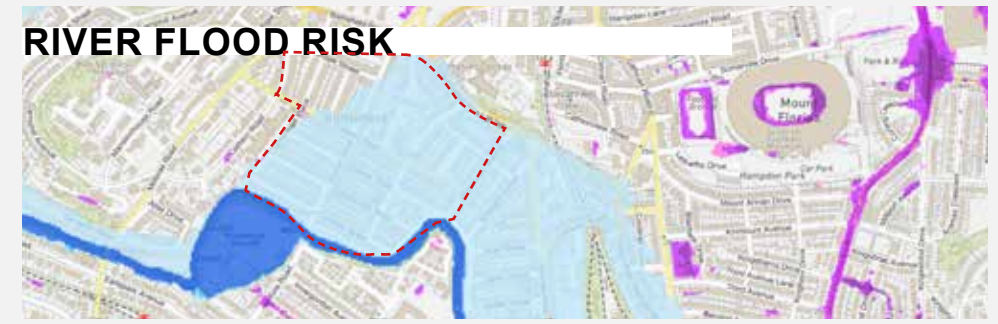
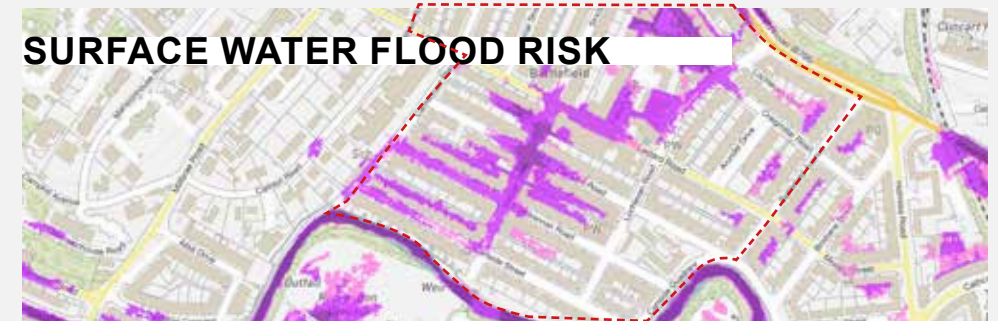


SIMD2020_Vigintile

>1-1 >1-5 >5-10 >10-15 >15-20

FLOOD RISK

The diagrams below show that there is a 0.1% risk of flooding from the White Cart Water, however the surface water risk is much higher. The large amount of hard surfaces in the area often leads to surface water flooding making it difficult for pedestrians to move around easily.



River flood risk - % likely flooding

10% 0.1%

Surface water flood risk - % likely flooding

0.5% 10%






COMMON PLACE COMMENTS

- 01** Issue: The car free zone outside the school is very welcome and has made a HUGE improvement to everyone's safety and wellbeing.
Intervention: I still feel as though the road on the stretch between Cartvale and Ledard could be permanently closed off to provide a permanent car free zone outside the school whilst still allowing access for cars / residents down neighbouring streets..
- 02** Issue: Entrance to walkway - The drop kerb which allows access to the shared footpath and cycleway is often blocked by parked cars.
Intervention: I would like this access point to be protected from parking by a build out if at all possible. Additional Comments: The same is true for the connection to the bridge at the south of Sinclair Dr.
- 03** Issue: While the use of public transport has many advantages, I have many needs which require my use of a private car. I feel there is a risk of too much 'green' demand upon transport, perhaps pushing the population towards public transport and bicycling. At the age of 79, I fear my days of cycling are past, nor am I able to walk too far. I need my car!
Intervention: Greater availability for residential parking in Battlefield, better policing of yellow-line areas and prevention of parking on pavements. Additional Comments: There is a distinct need to scour the banks of the River Cart to rid it of the poisonous Giant Hogweed which is allowed to run wild along the river. Which part of 'poisonous' don't the authorities understand?
- 04** Issue: Influence & Sense of Control, Streets & Places, Care & Maintenance, Identity & Belonging, Traffic & Parking, Public Transport, Feeling Safe
Intervention: If large heavy double decker buses are to drive down this route, then make the road suitable! - Structurally re-enforce the tenements, repair the damage the buses cause to the roads, widen streets, commit to less polluting buses.
- 05** Issue: The ban on parking around Hampden during major events simply displaces this to neighbourhoods outside the no parking zone. This makes an already woeful parking situation worse.
Intervention: Creation of more dedicated parking at the stadium. The space next Aikenhead Road should be used for this. Increased promotion of free buses from Central Station as an alternative. Provision of resident parking permits within the no parking zone and zero tolerance enforcement of this with fines/removal of vehicles without permission
- 06** Issue: Sinclair Drive does not work as a two way route as it leads to congestion at Ledard Road while the stretch up to Battlefield Rest is clear. This is made worse by double decker buses using this route. While there was more of an argument for buses going along Spean St and then Sinclair (or vice versa) when Scottish Power was a major employer there, this is no longer the case.
Intervention: Buses rediverted along Holmlea and Battlefield Road as with the number 6.
- 07** Issue: This is really bad junction with cars driving fast along Sinclair Drive and cars entering and exiting Ledard Road on both sides. There needs to be some sort of crossing here. There is a crossing patrol on the next junction down but the poor woman looks terrified standing out in the road as the cars are driving way too fast. Zebra crossings would be safer at both junctions.
Intervention: Zebra crossings and speed bumps on Sinclair Road (though not the sharp ones that damage your car as seen on Ledard Road)
- 08** Issue: Providing more Nextbike stations would provide locals with an alternative to using vehicles. The two Nextbike stations at Battlefield and Mount Florida are well used, however for this reason it is not always reliable for commuting as there are times when there are no bikes available. Providing another station at this location would provide more reliability and serve a large residential population.
Intervention: Additional Nextbike docking station
- 09** Issue: I've picked out this corner, but really it is a problem on every corner on the residential side streets across Battlefield. Cars are often parked selfishly (and illegally) on corners, blocking pedestrian crossing points, sometimes even on dropped kerbs or in large part parked on the pavement. This makes crossing streets very difficult and dangerous for pedestrians, with no sight-lines of oncoming traffic. For able-bodied pedestrians it's hazardous; for those with mobility issues or in wheelchairs it must prevent them even being able to get around the neighbourhood at all.
Intervention: Enforcement against parking on corners. Build out pavements further into the road at corners, so simply removing any road space for vehicles to be parked (at the same time shortening crossing distances for pedestrians at corners and providing clear, safe sight-lines of oncoming traffic). Additional Comments: The pavement parking ban needs to be implemented in the Southside as soon as it becomes law in Scotland, with regular enforcement particularly of parking on pavement corners.

All comments taking direct from:
[langsidetotoryglen.com/commonplace.is](https://www.langsidetotoryglen.com/commonplace.is)



Following the success of the School Car Free zones, The Battlefield Streets for People Project would look to make the reduction of the number of cars in the area permanent. Using Modal filters, traffic calming measures and safer crossing points while reducing the speed and quantity of vehicles within the area. The removal of parking spaces to activate the street with furniture, lighting and planting will enhance the area for pedestrians and provide opportunities for children to play. When removing car parking spaces its important that other transport opportunities are improved at the same time such as cycle infrastructure and public transport.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



COMPLEXITY ● ● ○ ○ ○

IMPACT ■ ■ ■ □ □

KEY THEMATICS EJ / LTC / AT / SFP

COST £££

TIMESCALE Short Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
KINGS PARK - STREETS FOR PEOPLE
BACKGROUND AND CURRENT SITUATION

Kings Park is largely constituted of detached housing, this creates a lower density and along with most properties having a drive way, the issue of cars parked on the street is less of a problem here than in other areas of the Southside. It rates high on the SIMD and is one of the more affluent areas in the Liveable Neighbourhood area.

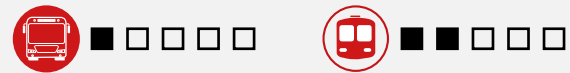
Despite this, most of the area is more than 800m and often more than 1200m from any local town centre.

There is a large park to the north with play facilities and paths for walking however there are a lack of benches and the lighting isn't sufficient to make the park safe in the evenings.

The main concern in this area is the speed of traffic in general and the volume of traffic during school pick-up and drop off. Many of the roads are wide and have large radius curves which encourages faster speeds. As a result many streets have traffic protection barriers making it difficult for pedestrians (particularly those on wheelchairs or with prams) to navigate the streets. Some traffic calming measures to address these issues would be beneficial to this area. For instance raised platforms at junctions would slow down vehicles whilst giving pedestrians priority.

LAND USE AND BUILT FORM

- Residential
- Ground Floor Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Soft Industry
- Health / Social Care
- Cultural / Community
- Education / School
- Sports Facility



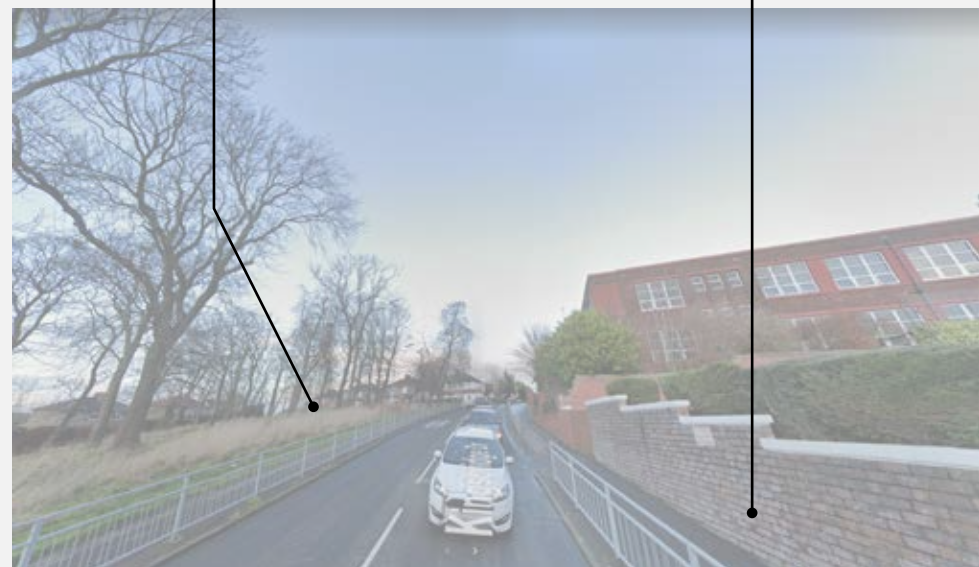
PUBLIC TRANSPORT FACILITIES

The project is less than 200m from Menock Road where the (75) bus travels to the City Centre and the (34) can take you to Govan or Castlemilk. Both are base frequency services.

The site is less than 200m from Kings Park Station which is not fully accessible.

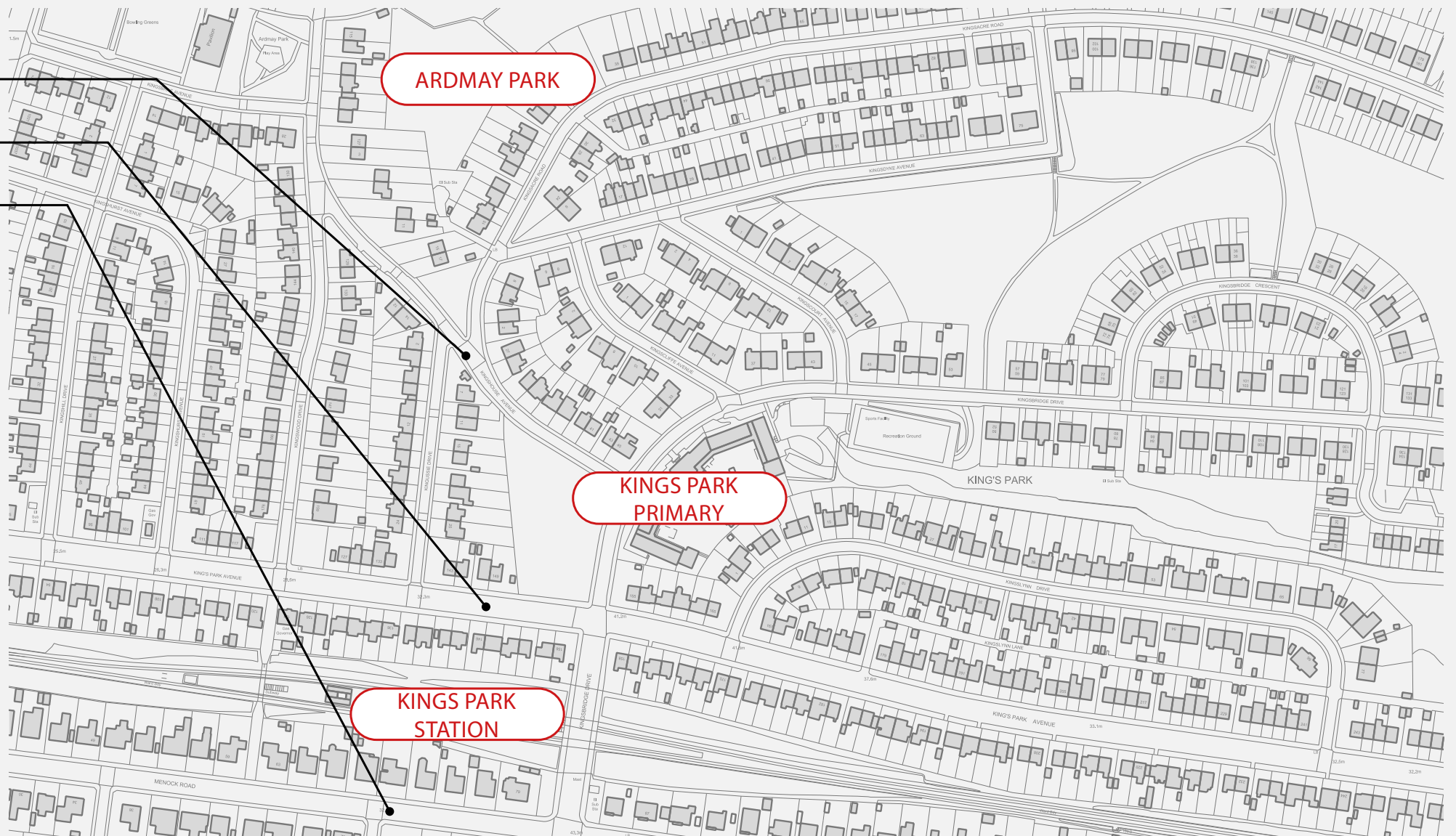
The services at Kings Park are not as often compared to Battlefield, Langside and Mount Florida.

Large green area disconnected to the school with the busy road



Large slope, Retaining wall on one side and railing on the other, with busy traffic make the environment uncomfortable for pedestrians

KINGSHOUSE AVENUE
 KINGSPARK AVENUE
 MENOCK ROAD



SWOT ANALYSIS

S STRENGTHS	W WEAKNESSES	O OPPORTUNITIES	T THREATS
<ul style="list-style-type: none"> Close proximity to Kings Park Primary. Lots of park land and green spaces Close proximity to Kings Park Railway Station 	<ul style="list-style-type: none"> Heavy traffic particularly in Kings Park Avenue. Several reports of traffic accidents on the main roads. No cycle infrastructure Lack of biodiversity within the park spaces Cars use this area as a rat run to avoid the traffic lights at the main road. Kings Park Railway Station is not accessible. The area can get used for parking during events at Hampden, 	<ul style="list-style-type: none"> Opportunity to make streets safer for the primary school children. Making a more permanent solution. Opportunity to utilise the green spaces around the school currently under utilised. Low maintenance biodiversity strips can be added throughout the site. To create quieter streets that link to the active travel network at Kings Park Avenue 	<ul style="list-style-type: none"> Reducing the traffic throughout the area, might lead to further congestion at Kings Park Avenue

POPULATION DENSITY

Kings Park has a low population density compared to other areas in the South. The low density, wide pavements and private driveways mean that cars parked on the street is not as much of an issue here.

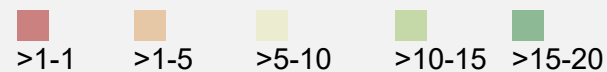


Population per km2



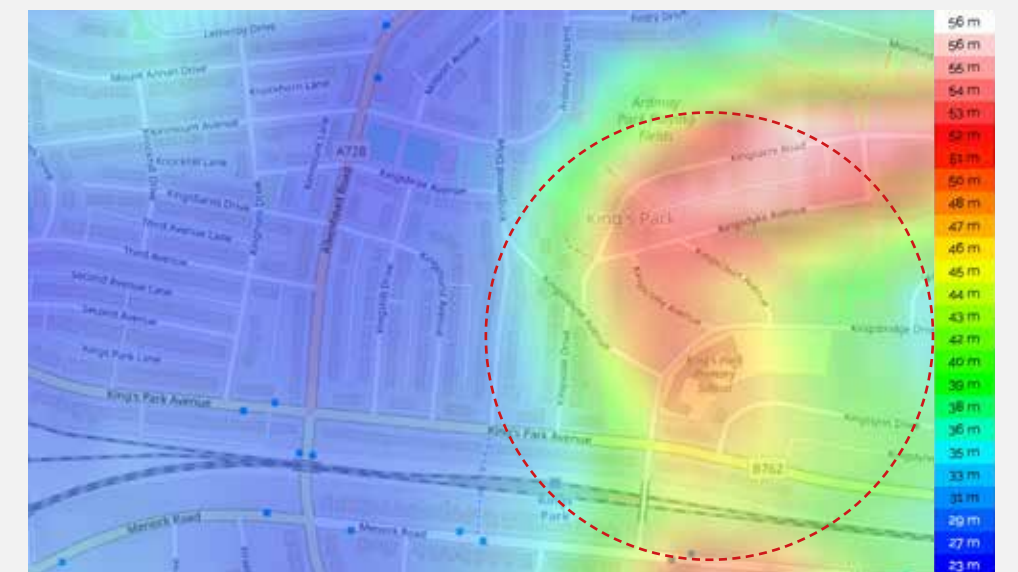
SIMD INDEX

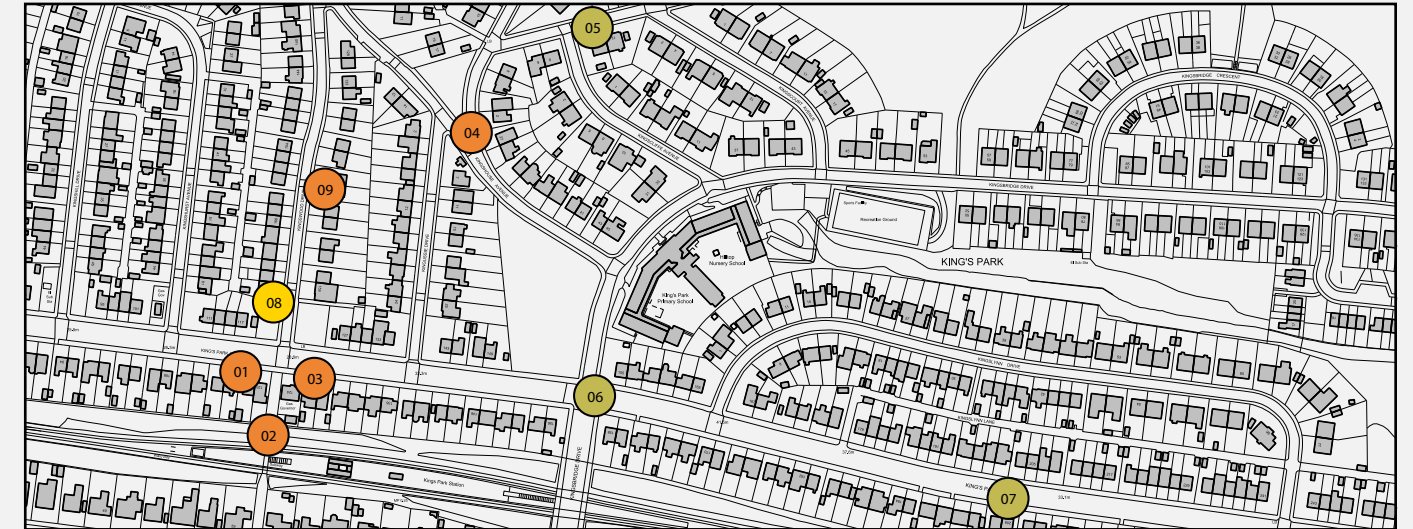
Kings Park ranks the highest in the SIMD index for areas within the South. Despite the higher levels of wealth and access to a driveway, most people in this area tend to take the train to work. (<https://scotland.datashine.org.uk/>). Much of the local complaints about traffic in the area are generated by people who don't live in the area and are using Kings Park as a route to and from the city centre from the south.



FLOOD RISK

Kings Park is located on a steep hill that peaks at Kingsacre Road. The steep hill can generate higher traffic speeds. This is of particular concern on Kingshouse Avenue outside Kings Park Primary.





COMMON PLACE COMMENTS

- 01** Issue: There are often vehicles parked by the drop kerb from the station, which makes it difficult to see to cross the road. I think a parallel crossing here would make it a lot safer for pedestrians and people on bikes
Intervention: Infrastructure - parallel crossing
- 02** Issue: There is often a vehicle blocking the blocked kerb and making it hard for cyclists and wheelchair users to access the lane past the station
Intervention: enforced parking restrictions. Additional Comments: Turning right into this lane from Menock road is dangerous at busy times as you have to wait in the middle of the road for a gap and drivers don't know there's a junction here for cyclists
- 03** Issue: The drop kerb is still too high here, it is not fully dropped to meet the road.
Intervention: I would prefer there to be buildouts on both sides of this tunnel to protect these access points from parking, and to have smoother drop kerbs. Additional Comments: There is a fair amount of street clutter where the station is here.
- 04** Issue: Along with point closures on Kingswood Drive and Kingshill / Kingshurst (another comment), a point closure (modal filter) on this short stretch of road is the minimum needed to protect this neighbourhood from drivers trying to avoid the lights.
Intervention: A point closure, like on Southwood Drive. Additional Comments: This is only one (the minimum) option. Preferably there could be two instead of this one (one on Kingsacre and one on Kingsbridge) which could be better as a way to protect kids going to school where the school street is, but this location is at least an option.
- 05** Issue: It's great to have green space, and I'm sure I saw on a map of the community council areas that some of the land here is designated as being available for allotments.
Intervention: If the allotments here could be fenced and reinstated it would give local people some valuable space to grow things locally, spend time in, and improve a sense of community.
Additional Comments: There is a long waiting list for allotments, some outdoor space could be very valuable especially if you live in a flat, and it would be good for the community by creating a passive presence in this very open space.
- 06** Issue: Kingspark Ave / Kingsbridge Drive junction is frequently the scene of traffic accidents. This is a dangerous junction due to its location on the brow of a hill, poor visibility, speeding cars and many pedestrians including school children crossing Kingspark Ave.
Intervention: Traffic control measures need to be added along the length of Kingspark Ave as well as a review of the safety at the main junctions. This is urgently needed due to the number of traffic accidents in the area.
- 07** Issue: This long straight stretch of Kings Park Ave means the speed of traffic is frequently well in excess of the speed limit.
Intervention: Permanent speed camera
- 08** Issue: Parking during Hampden Events is hazardous in neighbouring streets who are not part of the permit zoned area
Intervention: Extend the radius of the Hampden permit zone
- 09** Issue: Kingswood Drive is the main route to Hampden from the train station. This street has to cope with an exceptionally high volume of traffic. Cars/vans and lorries use this street to avoid the lights at both Aitkenhead road and Kingspark Avenue. The street can be very dangerous for young children going to and from school with the speed of vehicles travelling through. Although this street is a permit holders zone during matches and there is no visible deterrent to parking in the street.
Intervention: This street should be blocked to prevent the high volume of traffic speeding around it to avoid lights. This could be one way in certain directions across all the streets which allow access to Kp Ave or Aitkenhead Rd. This would act as a deterrent to use the street as a rat run.
- 09** Issue: Theos street has become a rat run with drivers going above the speed limit to avoid Kingspark Avenue's lights or the lights on Aitkenhead Rd. This street is also the main thoroughfare from Kingspark train station to Hampden Park.
Intervention: This street should have a dead end. It should either be stopped at Kp Ave or at Kingshouse Avenue.

All comments taken direct from:
langsidetotoryglenln.commonplace.is








10 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
KINGS PARK - STREETS FOR PEOPLE OPPORTUNITIES & INTERVENTIONS

Traffic calming measures would be beneficial in this area. Raised platforms at junctions will slow down vehicles and give priority to pedestrians.





Modal filters could stop the rat runs of Kingsbridge Drive and Kingshouse Avenue and the resultant space could provide an area outside the school for parents to wait for children.

The idea would be to ensure that only people living in the area would use the streets.

Some people have complained about the dullness of continuous tarmac, so planters could help to give the area a more natural feel whilst benches could be provided to allow people rest when walking to Local Town Centre.

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Play spaces for all ages
-  Way finding and signage

-  Safe crossing points for pedestrians
-  Rationalise car parking
-  Activating unused space
-  Street furniture and lighting
-  Traffic Calming

-  Street Planter
-  Enhanced green spaces
-  Linking to public transport
-  Activating Public Realm



COMPLEXITY ● ● ○ ○ ○

IMPACT ■ ■ ■ □ □

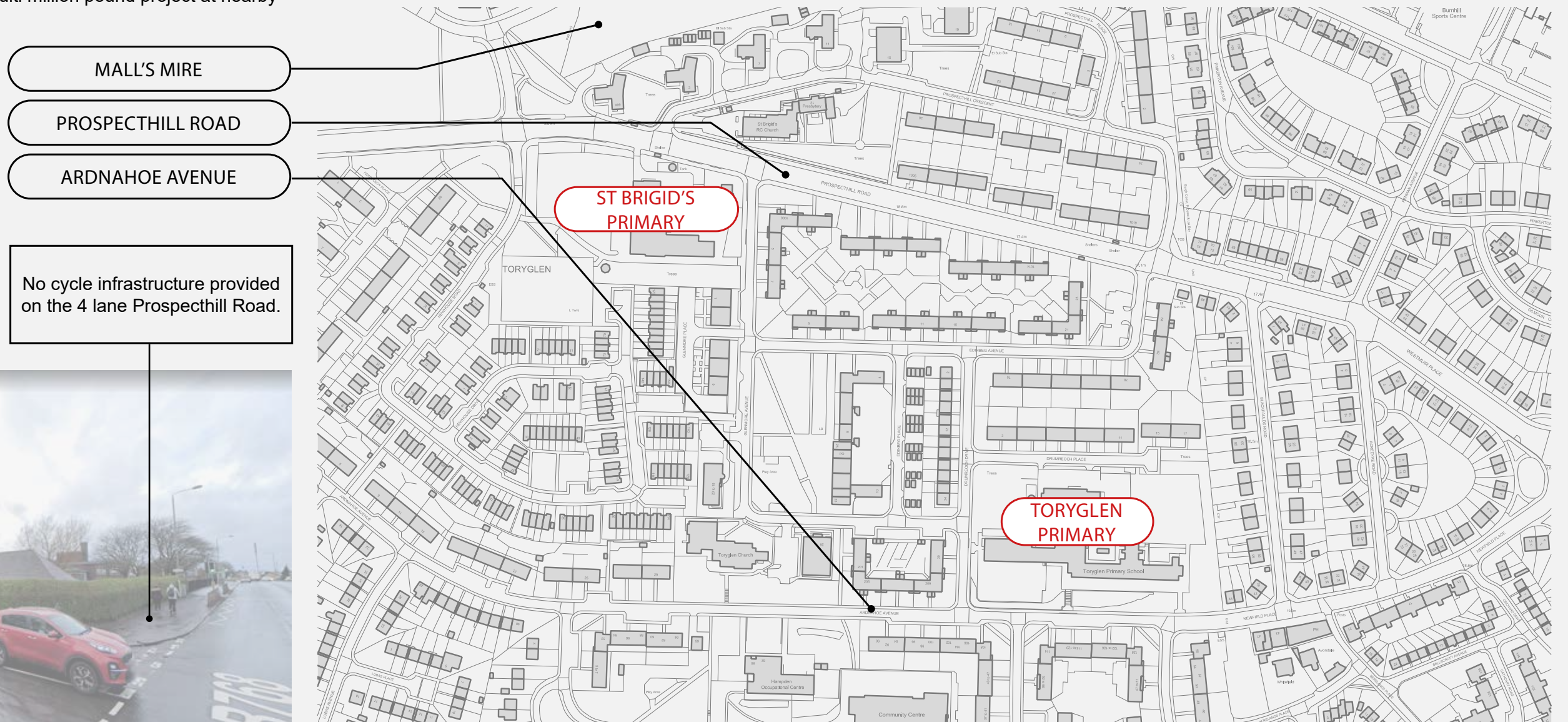
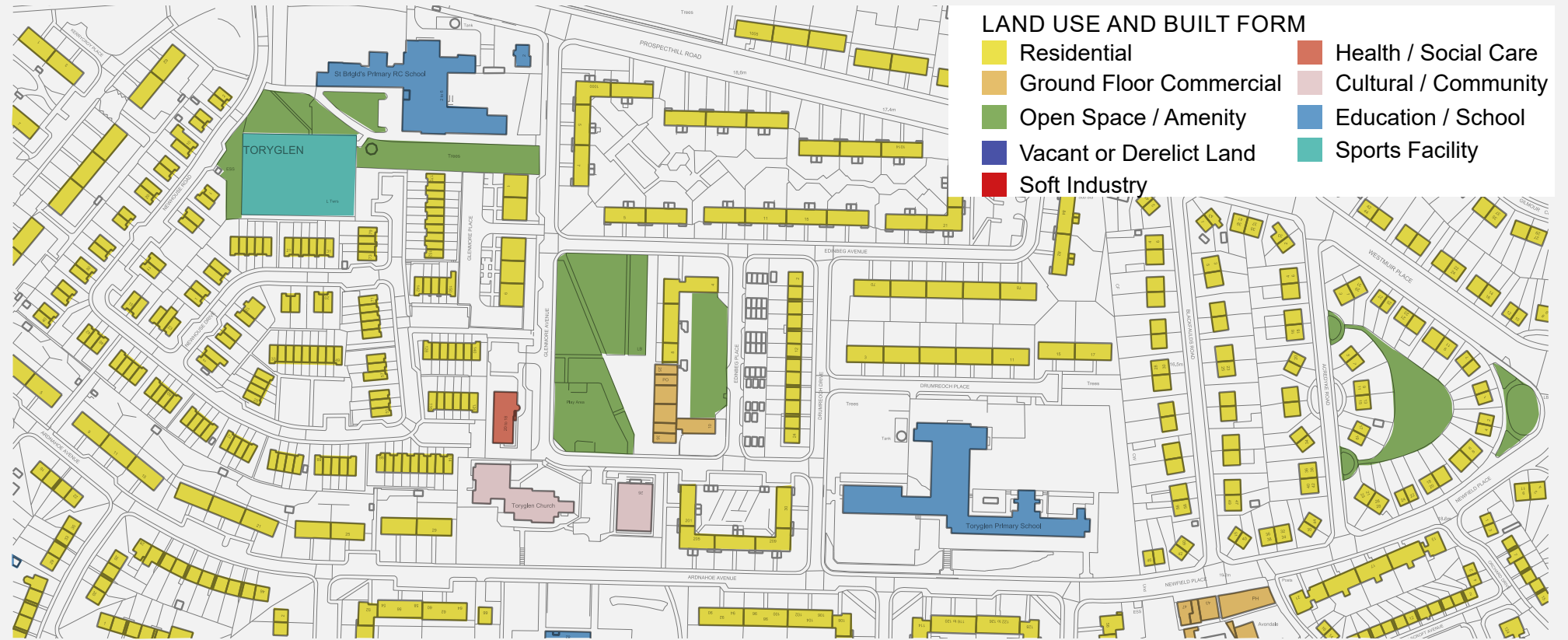
KEY THEMATICS EJ / SFP

COST £££

TIMESCALE Short Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS TORYGLEN - STREETS FOR PEOPLE BACKGROUND & CURRENT SITUATION

Toryglen sites to the east of the Liveable Neighbourhood area and is defined in part by the Glasgow City boundary. The SIMD2020 statistics show a difference between the north and south of the area, however the overall figures suggest the area rates amongst the lowest in the south side. The density is mixed and is determined by the mixture of building types ranging from semi detached housing to mid rise flats. The dense population doesn't represent an abundance of parked cars seen in other areas in the report, mainly due to the open layout of the area. There is a main block in Toryglen that is flanked by Prospecthill Road and Ardnahoe Avenue which hosts the main town square, Local shopping facilities, medical centre, churches and schools. There are no one way traffic systems in place however the traffic can be busy particularly during school pickup and drop off times. The main shopping facility is the Toryglen Asda however there is no cycle infrastructure to get people there. Prospecthill Road is a dual carriageway and has no active street front. There are also no bike rentals available in the area. Within the main square there are many barriers in the form of railings, not enough benches, few sheltered areas and a lack of trees and plants contributing to biodiversity. Locals also feel disconnected to the multi million pound project at nearby Malls Mire.



Built up traffic on Glenmore Avenue leading onto Prospecthill Road during school drop off

No cycle infrastructure provided on the 4 lane Prospecthill Road.



SWOT ANALYSIS

S STRENGTHS	W WEAKNESSES	O OPPORTUNITIES	T THREATS
<ul style="list-style-type: none"> Active Local community Two Primary Schools within close proximity Recently created new public square and park High ranking in the SIMD index for proximity to facilities. 	<ul style="list-style-type: none"> Lack of benches within the main public spaces Not enough areas of shelter within the public realm Not enough cycle infrastructure (Cycle lanes on Prospecthill Road & Sheltered secure bike racks) 	<ul style="list-style-type: none"> A Streets for People project that allows local residents to feel more comfortable cycling to and from the Active Travel Network at Aikenhead Road. Enhance connections to other parts of the South Side with active travel 	<ul style="list-style-type: none"> Isolating residents who are dependent on vehicles. Interventions would have to consider all users. Leisure commuters from other parts of Glasgow using Toryglen as a car park when visiting Malls Mire.

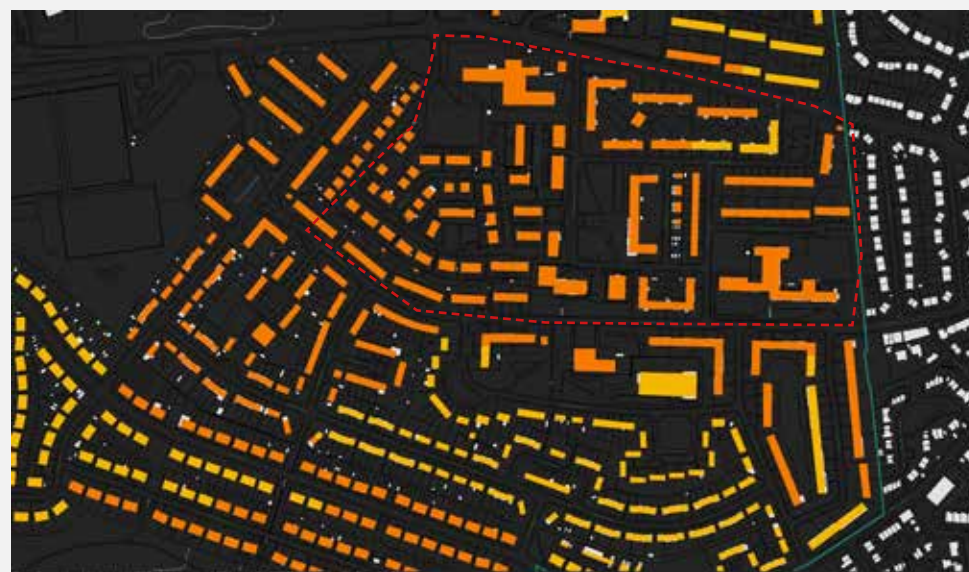


PUBLIC TRANSPORT FACILITIES

Toryglen has the worst public service provision in the entire Liveable Neighbourhood. It is over 300m from the low frequency (7) service to the city centre or Castlemilk. The (7A) is more than 500m away providing a similar service. The nearest railway station is Croftfoot, over 1200m away.

POPULATION DENSITY

Toryglen's density varies from north to south but is generally high. This is due to the mixture of building types in the area.



Population per km2
 5k 4k 3k 2k 1k

SIMD INDEX

Toryglen has the lowest rating in the SIMD report and ranks particularly low in income, employment health, housing and crime.



>1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHICAL

Toryglen is relatively flat meaning cycle infrastructure would work well in the area.

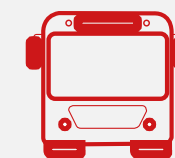
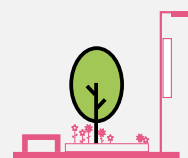




COMMON PLACE COMMENTS

- 01** Issue: Lack of Amenities
 Intervention: Opportunity to improve the provision of amenities for Toryglen - Masterplan to include active frontage on to the main road to create a local town centre for Toryglen. Currently it feels you have to walk for miles to get to a shop or a cafe.
- 02** Issue: Lack of Cycle Infrastructure
 Intervention: Cycle lane put in prospecthill rd /burnthill st both directions.
- 03** Issue: There are barriers across this path, which look like they would stop a mobility scooter.
 Intervention: Remove the barriers on both sides and add drop kerbs. Use a bollard.
 Additional Comments: This whole area has too many fences. It could be a nicer area to spend time in if it were opened up a bit. Make Glenmore Avenue a no-through road then there'll be less need for fences.
- 04** Issue: Providing more Nextbike stations would provide locals with an alternative to using vehicles. There is no nextbike station in this vicinity. Providing one here would enable people here to cycle to the shops and schools near Glenmore Avenue .
 Intervention: Additional Nextbike docking station
- 05** Issue: Parking restrictions for events at Hampden and the football pitches, more public transport options
 Intervention: Double yellow lines on prospect hill road
 Additional Information: More police presence to divert crowds of young people drinking in the streets
- 06** Issue: There is a lot of parking pressure here because there are a lot of people and not as much space on the road as other places. The pavements are also narrow and prone to being parked on because vans and cars sometimes come down here quickly..
 Intervention: Bus-stop build outs would mean there's somewhere to wait for the bus without meaning people trying to get past have to go in the road, and they would also protect the bus-stops from being parked on. If it's done well, it could also serve as a crossing for the footpath which runs from the Greeny to Ardmore Avenue to make it easier to cross this street (which is actually pretty busy for a residential road)
 Additional Information: Adding a car club bay somewhere here, or even part of the same improvements, might mean there's a convenient and realistic alternative to outright ownership which creates the parking pressure here.

All comments taking direct from:
langsidetotoryglenln.commonplace.is






11 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
**TORYGLEN - STREETS FOR PEOPLE
 OPPORTUNITIES & INTERVENTIONS**

The main focus within Toryglen is to reduce traffic within the area, particularly at the two schools, St Brigids and Toryglen Primary. An initial step would be to introduce a School Car Free Zone however much more could be added to this.

A Model Filter added to Edinbeg Avenue could reduce rat runs particularly during school drop off and pick up hours. Traffic calming measures along Prospectihill Road and the introduction of a cycle infrastructure would soften the edges of the road and make the main boulevard feel more comfortable for pedestrians.

Within the main area of Toryglen additional planters, trees, benches and play activities can be added and at the same time a appraisal of the existing barriers and street furniture could open the space up. Upgrades to the street lighting will make it safer to use the space in the evenings, particularly in the winter.

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Play spaces for all ages
-  Way finding and signage
-  Safe crossing points for pedestrians
-  Rationalise car parking
-  Activating unused space
-  Street furniture and lighting
-  Traffic Calming
-  Street Planter
-  Enhanced green spaces
-  Linking to public transport
-  Activating Public Realm

Prospectihill could have cycle lanes and the area would benefit from Public Bike hire stations. Links to the public transport should be improved.

Use of Model filter at Edinbeg Avenue. This reduces that amount of traffic in the neighbourhood between Prospectihill Road and Ardnahoe Avenue.

Removal of barriers at the main square at Glenmore Avenue to make the entire square more accessible. Addition of benches, cycle storage and planting will make the area more enjoyable and useful for residents

Reducing speed of traffic at Prospethill Road. A lot of residents use the Toryglen Asda and the road is full of fast moving traffic with no areas for respite.



COMPLEXITY ● ● ● ○ ○

IMPACT ■ ■ ■ ■ □

KEY THEMATICS SFP / LTC / EJ / AT

COST £££

TIMESCALE Short / Medium Term

LIVEABLE NEIGHBOURHOODS PROJECT AREAS
**HAMPDEN SOUTH - STREETS FOR PEOPLE
 BACKGROUND & CURRENT SITUATION**

Hampden South is the name given to the community between Kings Park and Mount Florida. It is made up mostly of terraced housing built in the early 20th century. As a result the density of population is lower than its neighbours at Battlefield and Mount Florida. There are few parks in the area although most dwellings have a private garden. There is a strong community within the area that recently demonstrated its desires by objecting to a housing development to be built on a former bowling club. The area has the highest rating on the SIMD within the South Liveable Neighbourhood and is currently a sought after place to live. Negative aspects of the area are the lack of green spaces, large treeless streets, fast moving traffic particularly on Carmunnock Road and busy traffic during events at Hampden stadium. The area is close to several local town centres and within 400m of several bus stops. Train stations are slightly further away but within 800m as are two primary schools.



LAND USE AND BUILT FORM

 Residential	 Ground Floor Commercial	 Health / Social Care	 Cultural / Community
 Open Space / Amenity	 Vacant or Derelict Land	 Education / School	 Sports Facility
 Soft Industry			

CATHCART ROAD

KINGS PARK ROAD

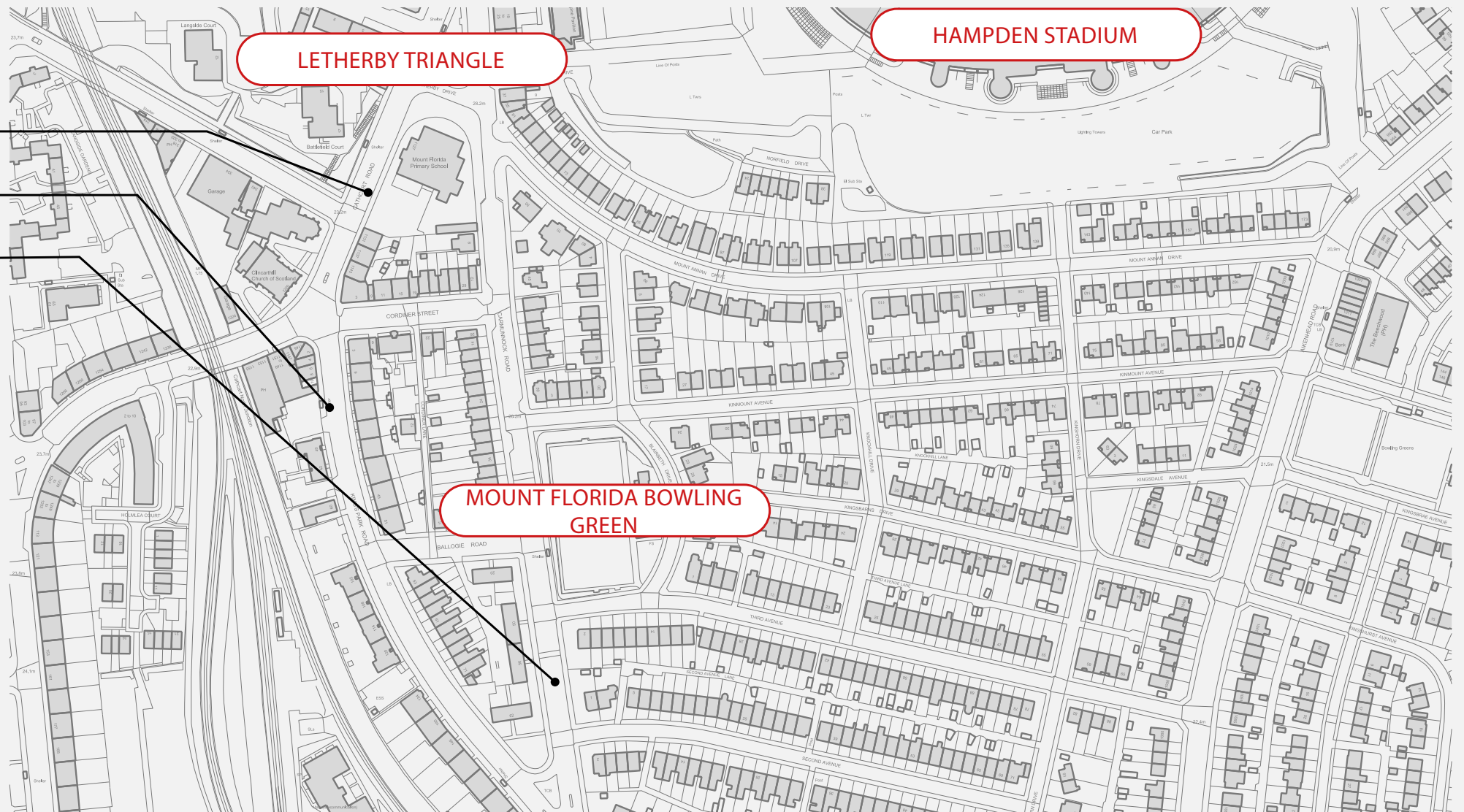
CARMUNNOCK ROAD

MOUNT FLORIDA BOWLING GREEN

Former bowling club is now the spot of community lead initiative to create a public green space

Wide lanes of Carmunnock Road

Typical Terrace housing in the area



SWOT ANALYSIS

S STRENGTHS

Active Local community

Local Community recently started a campaign to prevent the former bowling green into residential flats.

Close proximity to Mount Florida, Battlefield and Cathcart Local Town Centres

Roads widths are relatively wide

The population density is lower than the surrounding areas therefore fewer cars on the street

W WEAKNESSES

Carmunnock Road has very fast moving traffic

Most roads have a lack of trees or any greenery

There can be busy traffic caused by events at Hampden stadium

No Local Town Centre in the immediate area so passive supervision can be poor especially in the evening.

Roads are often used by commuters from areas further south.

Few parks in the immediate area.

O OPPORTUNITIES

Make the most of the lack of cars and wide roads by introducing green spaces and planters and the potential for parklets

The former bowling club could be a public green space.

Create safer spaces for cyclists to integrate with the major cycle infrastructure proposed by the Active Travel Strategy.

T THREATS

Crowds from events at Hampden can always generate issues. Negotiation with Events team should take place when considering any intervention.

Carmunnock Road can be very busy, removing the traffic could be an issue across user groups.

Changes to the road could effect major bus routes.

PUBLIC TRANSPORT FACILITIES

The (4) bus runs through the heart of Battlefield with additional (5)(6) services available at Battlefield Rest. Although the (4) service is Base frequency, the services increase at Battlefield Rest.

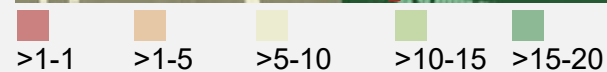
The area is 800m away from the high frequency service at Mount Florida Railway Station and 700 from the low frequency service at Langside Railway Station. Langside Railway Station is not fully accessible.



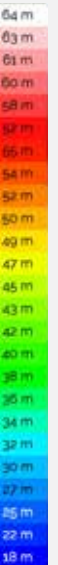
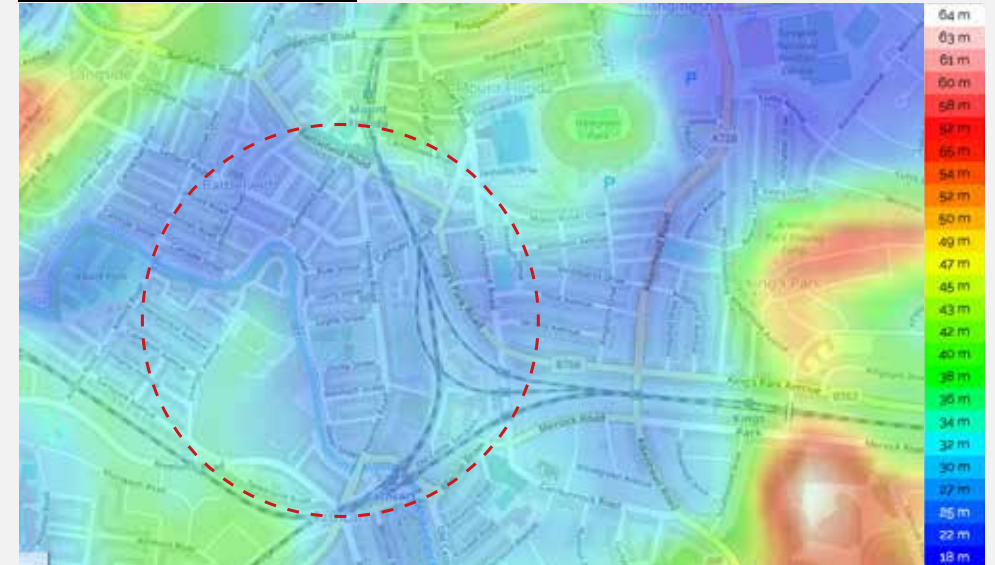
POPULATION PER KM2



SIMD2020 VIGINTILE



TOPOGRAPHIC STUDY





08 Image Linked to Comment



09 Image Linked to Comment



COMMON PLACE COMMENTS

- 01 03 Issue: this section of Carmunnock Road is supposed to have a 20 mph limit. Very few vehicles comply with this limit and the traffic calming is ineffective
 Intervention: Better traffic calming and the road completely closed off at the Leatherby Triangle
 Additional Comments: I know that one of the main arguments against my proposed interventions is that this section is a bus route. However, there are now very few services remaining which use this route (the 89/90 and the 31 night buses). These services are infrequent and rarely used from the stops on this section of Carmunnock Road. i do not see any reason why these services could not be re-routed to use King's Park Road instead.
- 02 Issue: This area lacks decent play park space. More community play areas would improve the area for the many young families and decrease reliance on car travel to reach play areas.
 Intervention: Improved play area for children
- 04 Issue: Carmunnock Road is broad but boring and unattractive and entirely devoted to 'free' car storage.. There are been flooding at the bottom of the slope after heavy rainfall.
 Intervention: Use some of the unused parking spaces to line the street with trees, perhaps also including natural drainage to reduce flood risk.
- 05 Issue: I was very disappointed when our food waste bin was removed from the tenement back court. I'd like to see more street food waste bins so residents don't have to walk so far to deposit food waste bags. Intervention: More street food waste bins, emptied regularly (and/or replace those removed from back courts). Encourage residents to use biodegradable bags with posters in closes.
- 07 Issue: Sadly Mount Florida Bowling Club is trying to sell their land to property developers. Their plans have been thwarted to date thanks to a community campaign to save this green space for the use of the community rather than housing.
 Intervention: I would like to see this space remain as a green space and it would be great if this scheme could support the community's efforts.
- 08 Issue: This corner is the natural counterpart of the Letherby Triangle further north, and should be transformed similarly See <https://twitter.com/bumm0r/status/1444005359950172177> for sketch and description
 Intervention: Transform this into green oasis, curb through-traffic see <https://twitter.com/bumm0r/status/1444005359950172177>
- 09 Issue: The area is plagued by west-east rat runs and urgently needs modal filters.
 Intervention: Modal filters based on a holistic approach. This could be a preferred solution: <https://twitter.com/bumm0r/status/1458749260745302019>
 Additional Comments: This could be a preferred solution to prevent rat runs and make this area of Mount Florida between Prospecthill Rd. in the North, Aikenhead Rd. in the East, King's Park Ave in the South and Kings Park Rd. & Cathcart Rd. in the West a Liveable Neighbourhood without thru traffic.
- 10 Issue: There is a massive traffic problem within Mount Florida. Most traffic coming through the area from east to west comes from Toryglen (Asda) and the M74. Repeated surveys conducted by local residents show this to be the the case.
 Intervention: I would like to see Mount Annan closed to through traffic. Preferably near the middle but wherever is deemed the safest place.
 Additional Comments: I could be selfish and only focus my own street but what we need is a comprehensive traffic management plan for the southside, including North and South Mount Florida. I think multiple roads need to be closed in the area to improve the lives of people who live in the area and reduce the volumes of traffic and speed of traffic in the area. The current speed bumps/ 20 mph speed limit see ineffective in doing either of these things. The Covid pandemic seems to have created more traffic/increased traffic speeds too.

All comments taking direct from:
[langsidetotoryglenln.commonplace.is](https://www.commonplace.is)



From our engagement with the public and discussions with local Councillors we understand this area has an active community with a will to engage with the Council in creating a Streets for People project.


Of major concern is the volume and speed of traffic on Carmunnock Road. Our proposal would be to stop any through traffic onto Carmunnock Road using Modal Filters. Traffic from out-with the area can utilise Kings Park Road and access for local drivers would still be available. This would allow space to be allocated to public uses.

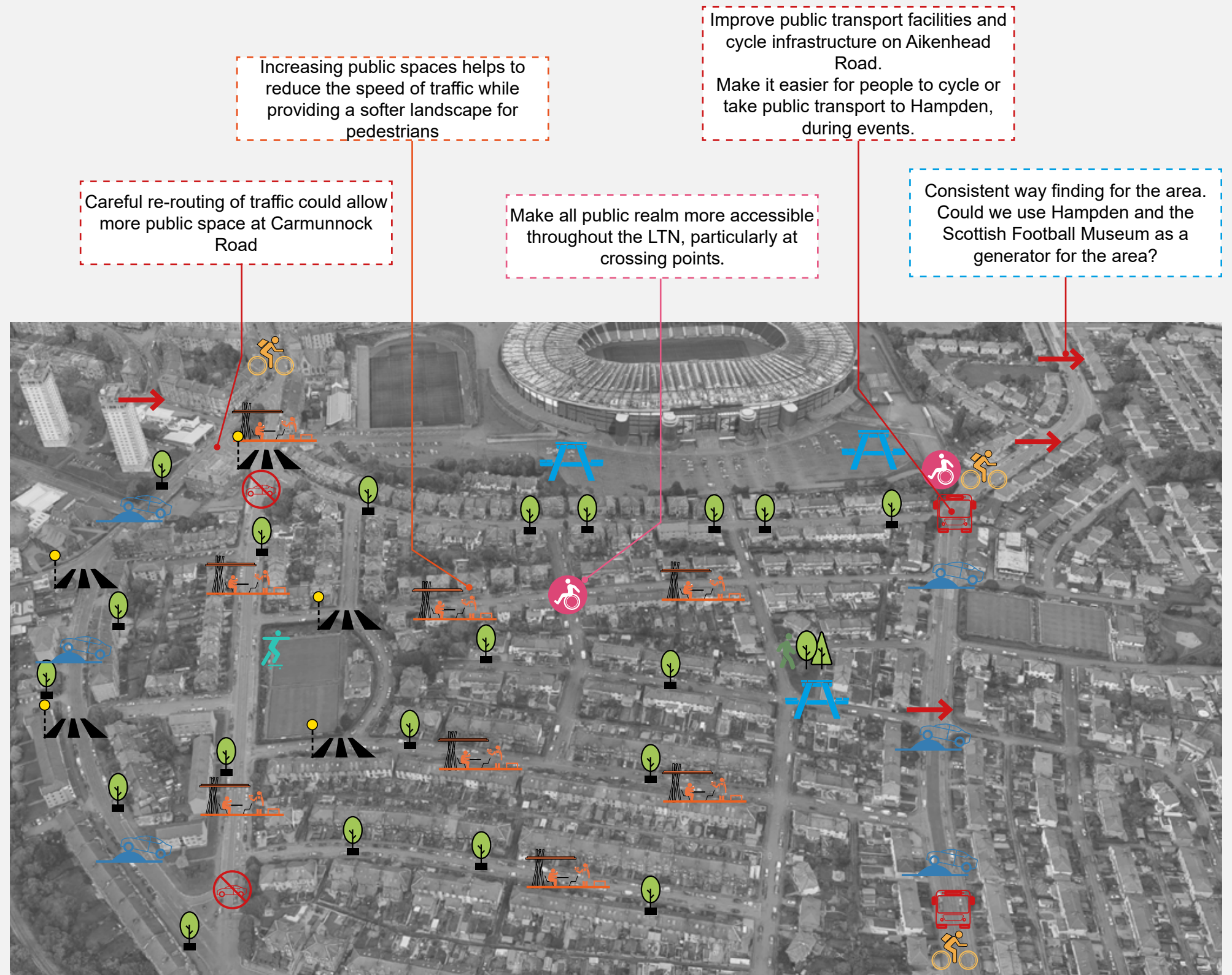
Further traffic calming measures could be introduced throughout the rest of the area for instance by narrowing roads and allow scope for additional public spaces.

The project could also look at reducing the speed of traffic on Kings Park Road and Aikenhead Road while at the same time creating better links to the active travel networks. In doing so, cycling will be an easier option as routes to Battlefield Road proposal and subsequent South City Way become easier to achieve. It is hoped this will go some way to reduce the number of cars in the area.

The project also looks at augmenting existing spaces with planting to help with biodiversity and soften the landscape.

Any proposal should look at the impact Hampden has on the area and if there are any opportunities to work with the SFA regarding the use of land surrounding the stadium.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



- COMPLEXITY** ● ● ● ● ○
- IMPACT** ■ ■ ■ ■ □
- KEY THEMATICS** SFP / EJ / AT
- COST** ££££
- TIMESCALE** Mid Term

Polmadie lies immediately south of the M74 motorway, north of Toryglen and east of Crosshill. The area is host to one of the city's major waste management centres and several industrial estates. Malls Mire Community Woodland acts as a buffer zone between the industrial area of Polmadie and the residential area of Toryglen. The largest secondary school in Scotland - Holyrood Secondary - is sited within the residential area of Crosshill in the west.

Due to the industrial nature of the area, the infrastructure is mainly configured for motor vehicles, with a new drive-in coffee outlet providing further emphasis on the car.

North of the M74 are more industrial buildings, however the nature of these are slowly changing with the introduction of Flip Out trampoline centre, CC Golf Simulator and the new music venue Junction 1. Further north lies Glasgow Green meaning Polmadie has the potential to host a pedestrian / cycle friendly link to Glasgow's east end via an increasingly changing and green environment.

LAND USE AND BUILT FORM

■ Residential	■ Health / Social Care
■ Ground Floor Commercial	■ Cultural / Community
■ Open Space / Amenity	■ Education / School
■ Vacant or Derelict Land	■ Sports Facility
■ Soft Industry	■ Major Industrial
□ Emergency Services	

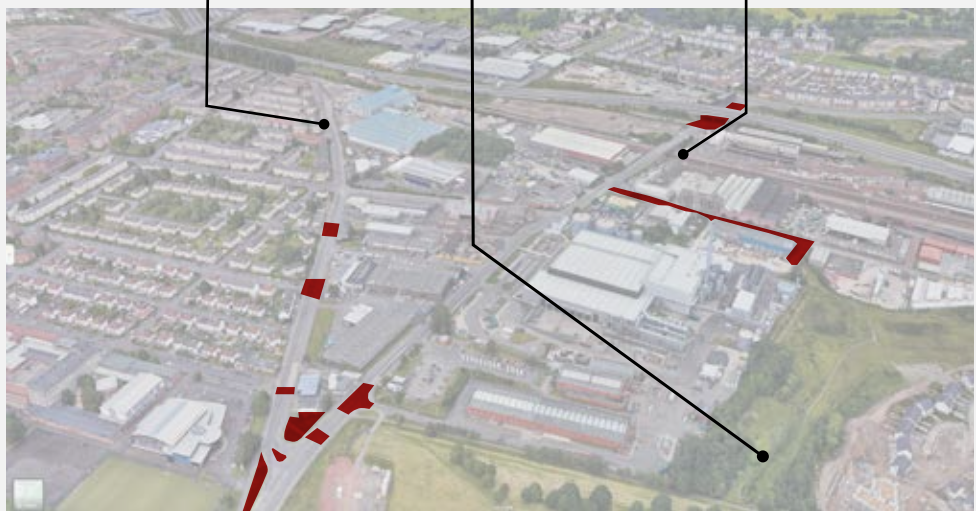


- GLASGOW RECYCLING AND RENEWABLE ENERGY CENTRE
- MALLS MIRE
- HOLYROOD SECONDARY

Malls Mire currently disconnected from the Polmadie area

Some existing cycle infrastructure on Aikenhead Road

Access to the North only available under the M74

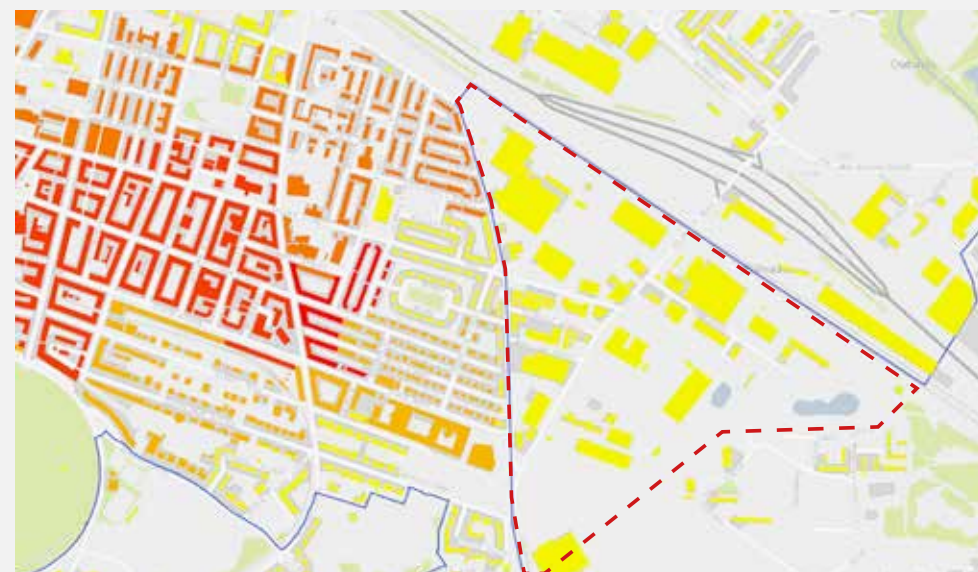


SWOT ANALYSIS

S STRENGTHS	W WEAKNESSES	O OPPORTUNITIES	T THREATS
<p>Close Proximity to Malls Mire Park</p> <p>Easy access to M74 for vehicles</p> <p>Main connection point between the south of the city and the east</p>	<p>The easy access for vehicles, and the industrial buildings, including the large waste management centre, means the area is used by fast moving vehicles, large HGV s, and bin lorries.</p> <p>The M74 acts as a barrier, reducing pedestrian and vehicle access north and south.</p> <p>Malls Mire isn't easily accessible from large parts of Polmadie</p>	<p>Create a major pedestrian and cycle link to the north and east of the city.</p> <p>Enhance the existing cycle infrastructure on Aikenhead Road.</p> <p>Create better links to Malls Mire Park</p> <p>Provide an environment for people to feel safe and utilise the unused spaces within the area</p> <p>Create more spaces for play, particularly around the school and the Malls Mire area.</p> <p>Utilising the unused space around the motorway</p>	<p>Some stakeholders currently enjoy the easy access to the motorway and the ability to drive fast within the area. Any change could be seen as controversial for some.</p> <p>Dialogue with the waste management system and the fire department would be required if streets were to be altered.</p>

POPULATION DENSITY

The residential population of Polmadie has a low population density due to its industrial use. The area is situated to the east of the highly populated area of Crosshill and the extremely highly populated area of Govanhill. Changes could allow pedestrians and cyclists from these areas to connect eastwards to Glasgow Green and southward to Toryglen and Kings Park via Polmadie.



5k 4k 3k 2k 1k

FLOOD RISK

The flood risk map shows that there are some areas that are threatened by surface water flood risk. Particularly along Aikenhead road where the active travel network extension is proposed, and the road between Malls Mire and Holyrood Secondary,



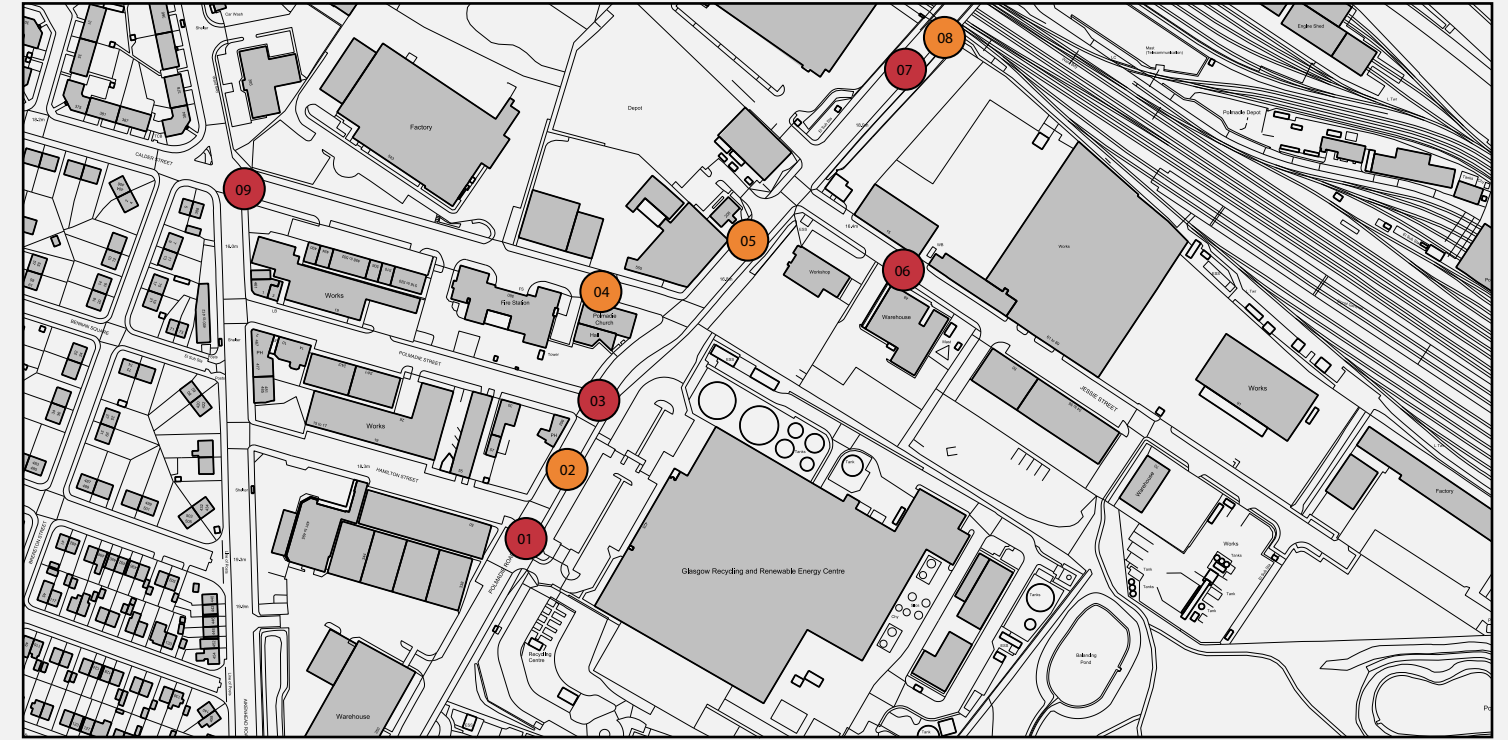
River flood risk - 10% 0.1% Surface water flood risk - 0.5% 10%

TOPOGRAPHICAL

The topographical study shows there is a slight decline towards the M74 motorway. This allows an easy route for cyclists heading north however infrastructure is required to improve cyclists safety.

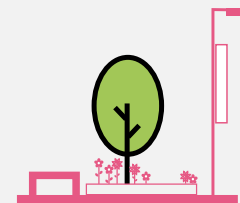


64 m 63 m 61 m 60 m 58 m 57 m 56 m 54 m 52 m 50 m 49 m 47 m 45 m 43 m 42 m 40 m 38 m 36 m 34 m 32 m 30 m 27 m 25 m 22 m 18 m

**COMMON PLACE COMMENTS**

- 01 Issue: Dropped kerbs and parking on pavement - This is part of a shared use path. Cars are constantly parked on the pavement and there are no dropped kerbs to cross Hamilton St
- 02 Issue: Light industrial workspaces in Polmadie
Intervention: Placemaking & economy - create more workspaces for self employed who need specialist space, artists, makers and small scale industry closer to where they live
Additional Comments: Create artist studios, small cooperative workspaces for light industry. I have to commute to Bridgeton to access industrial spaces, would prefer something nearby that I can walk to instead. Would be good to have smaller units at affordable prices/rents. Would be good to have units with different presence so area doesn't feel so barren at night and on weekends
- 03 Issue: No dropped kerb - Part of commute
Intervention: Both sides of Polmadie Street are missing dropped kerbs. This is part of a shared use path and difficult for a bike to bump up and down
- 04 Issue: Pedestrian crossing - Pedestrians and cyclists are left waiting a long time for a green man
- 05 Issue: Disappearing cycle lane - The cycle lane vanishes here
Intervention: Installation of proper cycle route
- 06 Issue: Jessie Street - Really bad roads and paths, especially if you are trying to join up to the shared use path going down towards the M74.
Intervention: Improve routes, tie in with new paths in Malls Mire
- 07 Issue: There is no active frontage here and the road has become a rat run to the M74 junction. There are a lot of derelict industrial buildings that should be converted into residential
Intervention: More of a place making approach so pedestrians can access the communities of Oatlands and Richmond Park without feeling unsafe. The area under the motorway needs improved lighting and to be less brutalist. A sense of easy movement between neighbourhoods.
- 08 Issue: The shared use path is often littered and covered with stones and grit from the road (slippy)
Intervention: Improved path cleaning
- 09 Issue: The painted cycle lane disappears as the road suddenly narrows. Traffic is fast moving and road surface is poor
Intervention: A segregated cycle lane the full length of Aitkenhead Road

All comments taking direct from:
[langsidetotoryglenln.com/commonplace.is](https://www.langsidetotoryglenln.com/commonplace.is)



13 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
**POLMADIE - STREETS FOR PEOPLE
 OPPORTUNITIES & INTERVENTIONS**

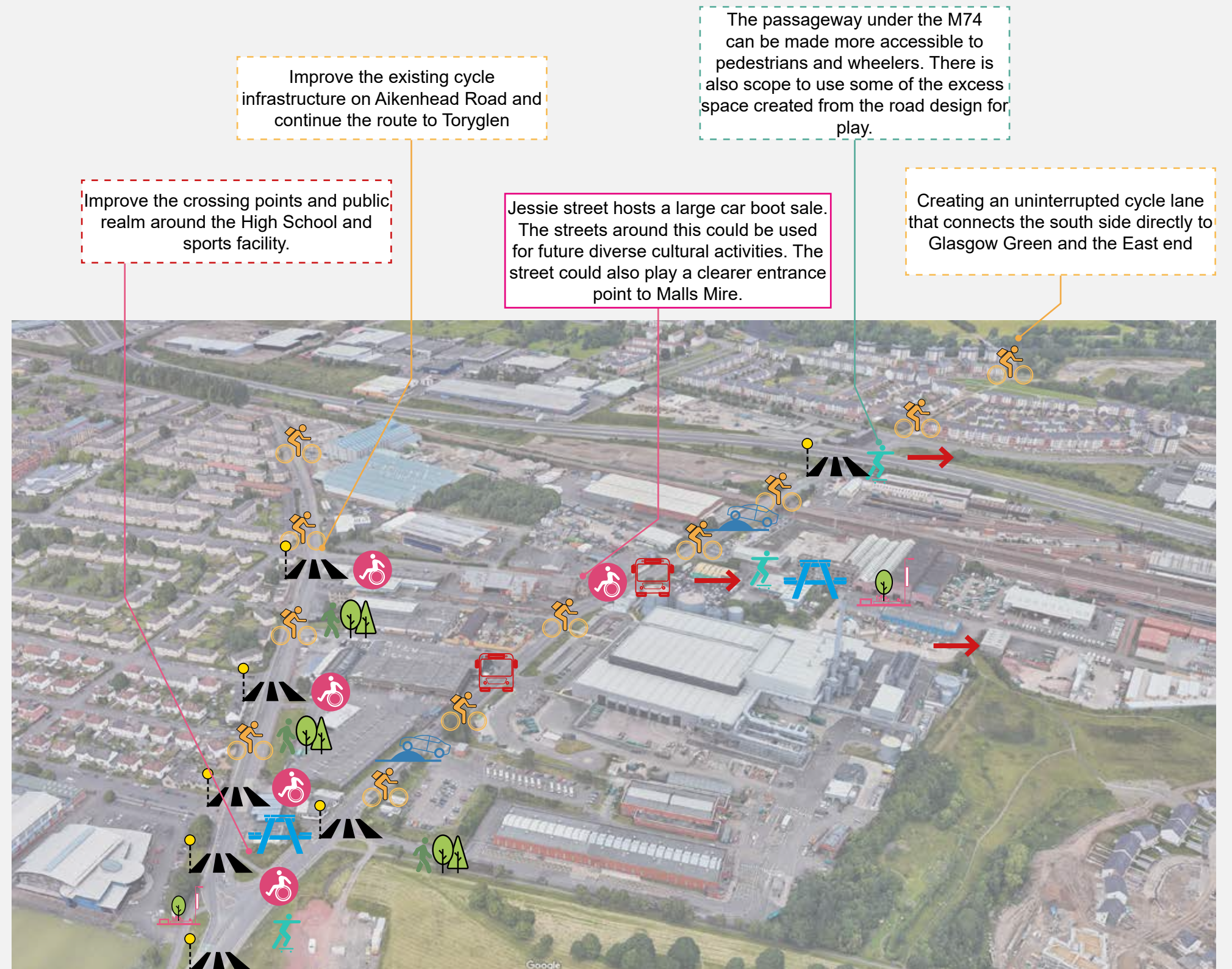
The area surrounding Polmadie is largely industrial with a focus on infrastructure that promotes the movement of vehicle traffic over others. The area could be improved, benefiting the movement of pedestrians and cyclists, an 'Active Travel' focused area which connects the south of the city to the east.

Although mostly industrial, there is still scope for change in the area. The link to Glasgow Green is short and straight, however the road's design makes it difficult and uncomfortable for pedestrians and cyclists to negotiate the route. A change in design and the better utilisation of space could allow for safe places for rest and play, particularly around the M74.

Malls Mire is located to the south of the site however it is not easily accessible from Polmadie. This green space could be promoted as a walk-able destination, with the surrounding streets being redesigned to allow for a more comfortable experience for pedestrians. This street also hosts a large indoor car boot sale which have the potential to benefit from more footfall.

There is also scope to improve the area that surrounds Holyrood Secondary School and the adjoining sports facility. This could have more space allocated for play and rest as well as a better connection made to Malls Mire. This could be achieved by reducing the volume and speed of the traffic in the area and utilising the extra space that this process generates. Safer crossing points are also required within the area.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



COMPLEXITY ● ● ● ● ○

IMPACT ■ ■ ■ ■ □

KEY THEMATICS AT / SFP / EJ

COST ££££

TIMESCALE Mid Term

Highlighted earlier in this report are public realm improvements in Toryglen (Project 11), the focus of which is the upgrading of social spaces and public realm between Kerrycroy Avenue, Acredyke Road, Prospecthill Road and Ardnahoe Avenue. However, this project differs, with its main emphasis being on active travel and connecting the residents of Toryglen to Rutherglen.

Rutherglen has a vibrant main street with a variety of commercial, cultural, health care and residential buildings. It is located within South Lanarkshire and it is not designated as a Local Town Centre although it should be considered as such as it is approximately 0.7 miles from Toryglen's central square.

The main routes to Rutherglen are via Prospecthill Road, Westmuir Place and Newfield Place. These routes require to cross Mill Street (A730). These streets are currently designed for cars with up to 4 lanes of vehicle traffic with large radius bends that generate higher speeds. Most of the streets host residential dwellings set back from the main road and have no active street frontage. There are occasions where there are some green spaces however these are often blocked with railings.

There is currently no cycle infrastructure in the area and there are no plans to include these streets within the active travel network.

LAND USE AND BUILT FORM

- Residential
- Ground Floor Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Soft Industry
- Emergency Services
- Health / Social Care
- Cultural / Community
- Education / School
- Sports Facility
- Major Industrial



- PROSPECTHILL ROAD
- BURNHILL STREET
- MILL STREET (A730)

RUTHERGLEN TOWN CENTRE

Large radius curves with road marking, emphasising the priority given to vehicles.

Some positive green spaces within the residential area

Large barriers by the road side isolate pedestrians.

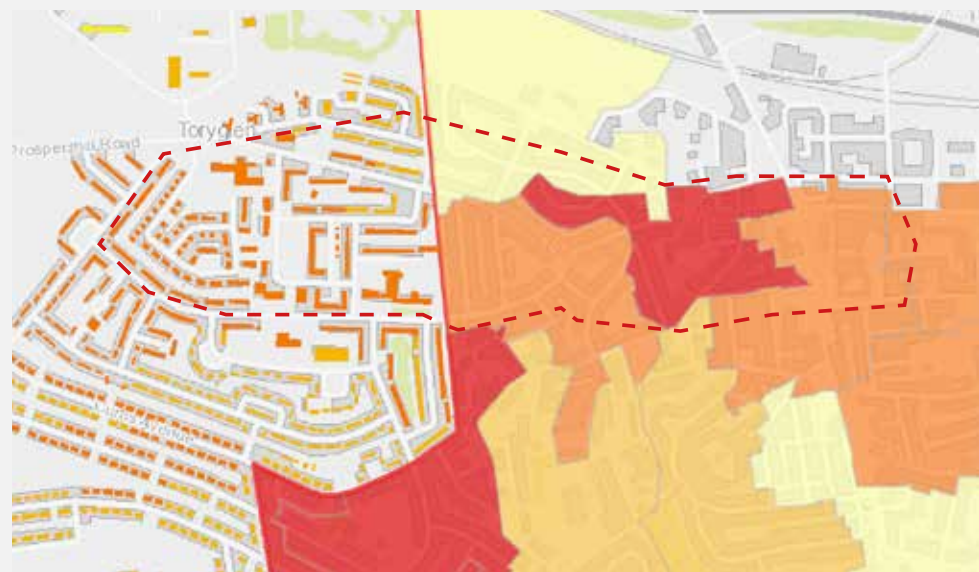


SWOT ANALYSIS

S STRENGTHS	W WEAKNESSES	O OPPORTUNITIES	T THREATS
<ul style="list-style-type: none"> Vibrant and diverse population. Close proximity to Rutherglen. Many open and green spaces. Close proximity to Malls Mire Diverse building types from commercial, residential, and industrial. 	<ul style="list-style-type: none"> Lots of space dedicated to traffic and not pedestrians. Fast travelling cars. No cycle infrastructure. Some vacant and derelict land. Potential for surface water flooding. 	<ul style="list-style-type: none"> Create safe and efficient connecting routes from Toryglen and Rutherglen for pedestrians. Provide cycle infrastructure that is connected to the proposed Active Travel network. Provide more space for pedestrians, with larger pavements and active streets Safer spaces for children to play. Improve the green spaces within the area. Enhanced, sheltered spaces for rest and play. 	<ul style="list-style-type: none"> Local people using roads for vehicles might not like the prioritising of pedestrians and cyclist. Two local authorities could have different priorities. Local commercial properties could be concerned with the changes to delivery routes.

POPULATION DENSITY

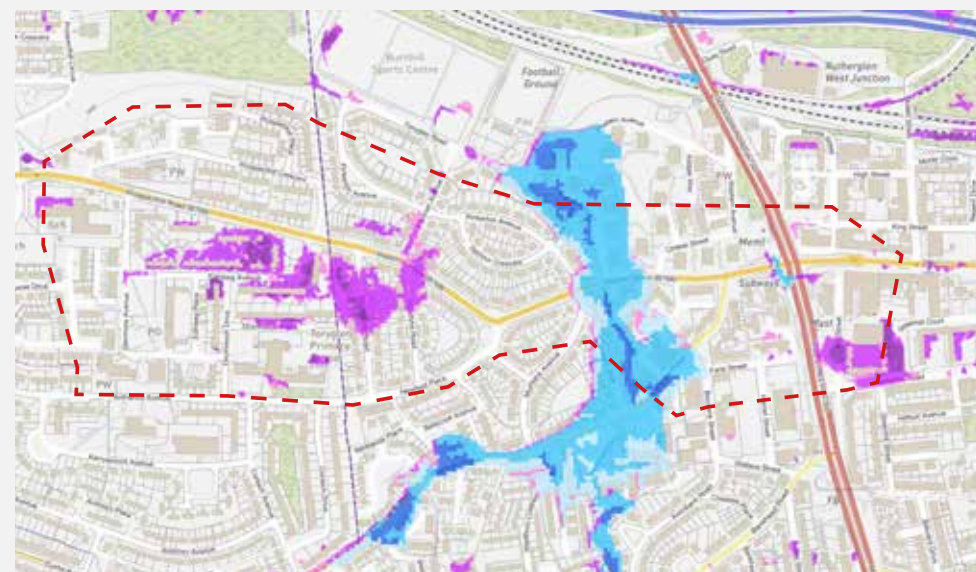
The diagram shows a continuous population density along the border of Toryglen and Rutherglen despite governance boundaries. A connection from Toryglen and Rutherglen seems like a legitimate ambition and that active travel routes from each area has the potential to be successful.



■ 5k ■ 4k ■ 3k ■ 2k ■ 1k GCC Population
■ 7-10k ■ 5-7k ■ 3-5k ■ 3-3.6k Poulation Rutherglen

FLOOD RISK

The flood risk map shows there is a threat of surface water flooding along Westmuir Place and a chance of river flood risk at Burnhill Street due to the Cityford Burn. Careful consideration will be needed when designing the pedestrian and cycle infrastructure although there could be an opportunity to enhance the green space and look at flood risk prevention through landscape design.



■ 10% ■ 0.1% River flood risk - % likely flooding
■ 0.5% ■ 10% Surface water flood risk - % likely flooding

TOPOGRAPHICAL

The map below shows the majority of areas running east and west are flat. This provides the opportunity to create cycle infrastructure and improved routes for pedestrians and wheelers. The topographical survey shows that there is less of an incline from Toryglen to Rutherglen than to the Asda supermarket at Toryglen and traveling south east to Mount Florida and Kings Park.

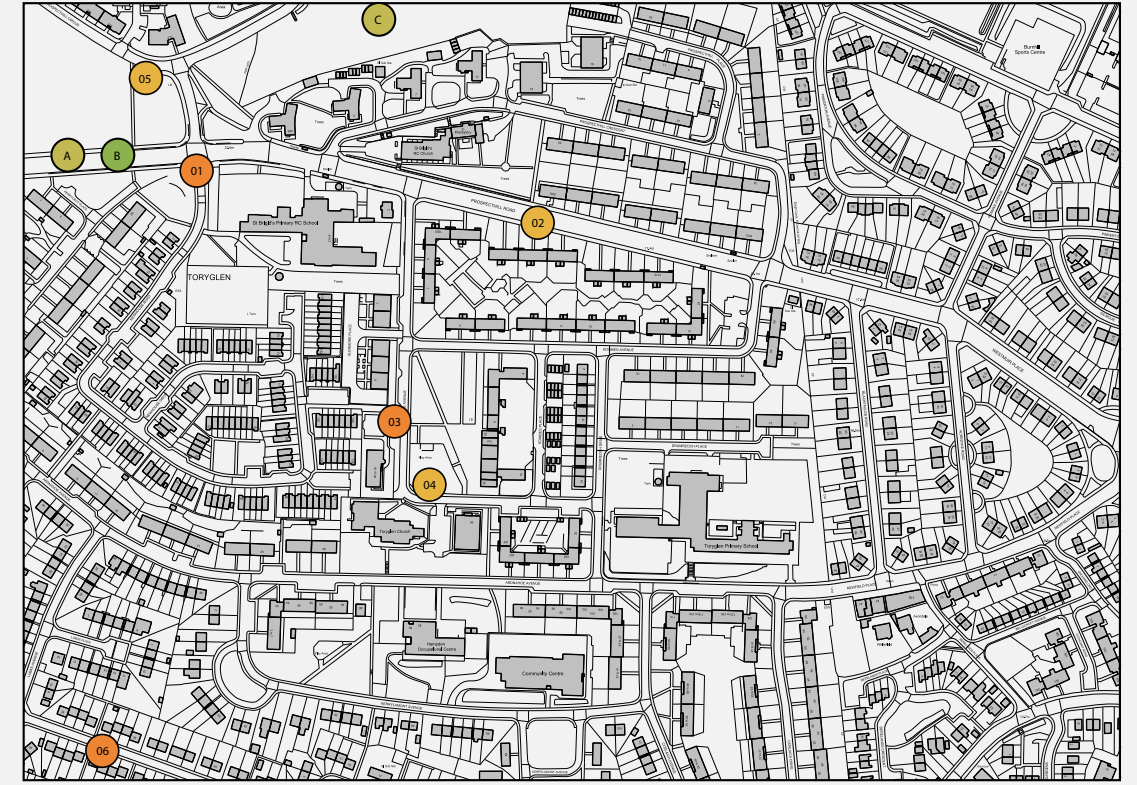




COMMON PLACE COMMENTS

All comments taking direct from:
langsidetotoryglenin.commonplace.is

- 01** Issue: Lack of Amenities
 Intervention: Opportunity to improve the provision of amenities for Toryglen - Masterplan to include active frontage on to the main road to create a local town centre for Toryglen. Currently it feels you have to walk for miles to get to a shop or a cafe.
- 02** Issue: Lack of Cycle Infrastructure
 Intervention: Cycle lane put in Prospecthill Rd / Burnthill st both directions.
- 03** Issue: There are barriers across this path, which look like they would stop a mobility scooter.
 Intervention: Remove the barriers on both sides and add drop kerbs. Use a bollard.
 Additional Comments: This whole area has too many fences. It could be a nicer area to spend time in if it were opened up a bit. Make Glenmore Avenue a no-through road then there'll be less need for fences.
- 04** Issue: Providing more Nextbike stations would provide locals with an alternative to using vehicles. There is no nextbike station in this vicinity. Providing one here would enable people here to cycle to the shops and schools near Glenmore Avenue .
 Intervention: Additional Nextbike docking station
- 05** Issue: Parking restrictions for events at Hampden and the football pitches, more public transport options
 Intervention: Double yellow lines on prospect hill road
 Additional Information: More police presence to divert crowds of young people drinking in the streets
- 06** Issue: There is a lot of parking pressure here because there are a lot of people and not as much space on the road as other places. The pavements are also narrow and prone to being parked on because vans and cars sometimes come down here quickly..
 Intervention: Bus-stop build outs would mean there's somewhere to wait for the bus without meaning people trying to get past have to go in the road, and they would also protect the bus-stops from being parked on. If it's done well, it could also serve as a crossing for the footpath which runs from the Greeny to Ardmory Avenue to make it easier to cross this street (which is actually pretty busy for a residential road)
 Additional Information: Adding a car club bay somewhere here, or even part of the same improvements, might mean there's a convenient and realistic alternative to outright ownership which creates the parking pressure here.



GLASGOW CITY NETWORK COMMONPLACE COMMENTS








All comments taking direct from:
glasgowcitynetwork.commonplace.is

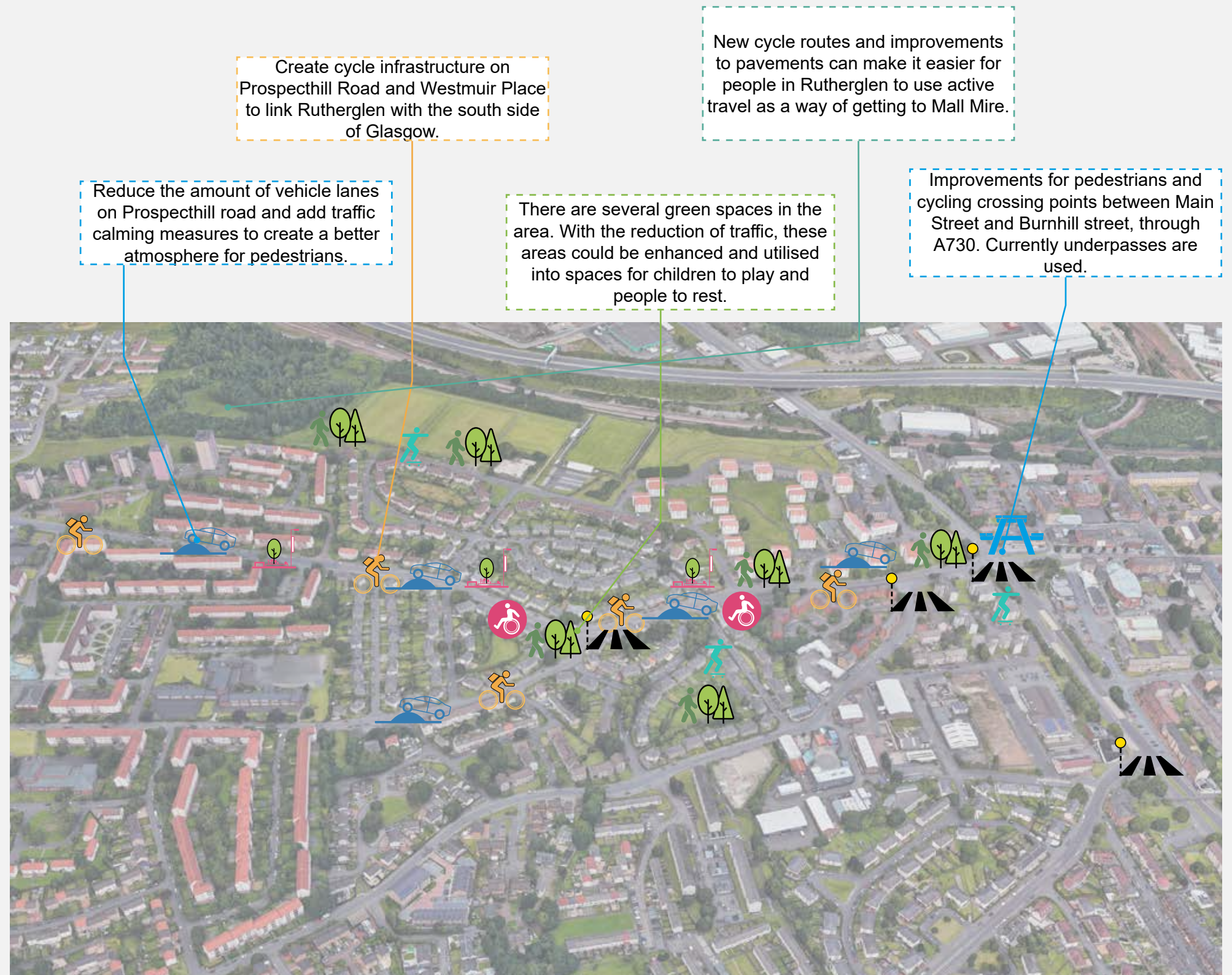
- A** Missing Route highlighted at B768
 Comment: The entire B768 route from Shawlands to Rutherglen needs to be included in the strategic network and provided with high quality cycling infrastructure. This is a huge omission.
- B** Missing Route highlighted Prospecthill Road (B768 via Toryglen to Rutherglen)
 Comment: I'm very concerned by the omission of Prospecthill Road (east of Hampden) from the proposed City Network. This road connects communities in Toryglen to high-amenity neighbourhoods and transport options to the west (Mount Florida, Shawlands, etc.) but it has not been included in the proposed network. It's currently a traffic sewer, with hardly any safe crossings. Feels like this area and its residents are being neglected in the planning of the network. If not included, it would remain highly isolated, with few safe cycle routes to the city centre and other neighbourhoods across the city.
- C** Missing Route at Malls Mire
 Comment: I think this could be an important east-west link from Rutherglen. The network should include a path here and connect it around Prospecthill Circus to the new path where it can join up with the junction at Aikenhead Road.

The main aim of this project is to form better connections for pedestrians and cyclists to and from Toryglen and Rutherglen. Currently the major routes have a focus on vehicular movement.

The focus would be on reducing the space allocated for cars while increasing the area allocated for pedestrians and wheelers. Proposals would also look at enhancing the existing green spaces and creating opportunities for people to stop, rest and play

The enhanced routes would promote active travel for the residents of Toryglen and Rutherglen while incorporating Malls Mire.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



COMPLEXITY ● ● ● ○ ○

IMPACT ■ ■ ■ ■ □

KEY THEMATICS AT / EJ / SFP

COST ££££

TIMESCALE Short Term

In Project 9 of this document there was an study of the west of Battlefield, from Carmichael Place to Lochleven Road west to east and Cartside Road through to Battlefield Road from south to north. This project looks at the area in and around the White Cart Water to the east of this.

Flood prevention walls have been constructed along the north bank of the river, and while essential, these detach pedestrians from the water. Any intervention would have to work to enhance this environment while maintaining the integrity of the defences.

As highlighted in Project 9, there is a major issue with parking, with many complaints being made about the number of cars parked on the pavement on Spean Street. This particular stretch of road is part of a cycle network and is a major route for pedestrians and wheelers.

Homlea Park sits between Spean Street and Homlea Road. At the west end of the park there are two bridges over the White Cart Water which took pedestrians and vehicles into the former Scottish Power site. The site is currently under development and changing its use from industrial to residential. The bridges are currently closed but will reopen when works are complete. West of this, at Sinclair Drive, is a pedestrian bridge and walkway on the river at Cartside Street. The lack of cars in this area make it popular with cyclists, dog walkers and runners.

The area is located between the Battlefield and Cathcart local town centres.

LAND USE AND BUILT FORM

- Residential
- Ground Floor Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Soft Industry
- Emergency Services
- Health / Social Care
- Cultural / Community
- Education / School
- Sports Facility
- Major Industrial



- WHITECART WATER
- HOMLEA PARK
- HOMLEA ROAD

Cars parked on the pavement at Spean Street

Parked cars make for an uncomfortable use of existing green space

No access to the north bank of the river due to flood prevention wall and railing.



SWOT ANALYSIS

S STRENGTHS

Densely populated area with plenty of passive supervision.

Close proximity to the White Cart Water.

Close proximity to Local Town Centres of Mount Florida and Battlefield as well as the local shopping facilities at Cathcart.

Some green open spaces and well used park at Homlea.

W WEAKNESSES

High density causes a large amount of parked cars on the street.

Area is prone to flooding, however the measures taken in the early 2010s have so far been successful in mitigating major damage.

Interaction with the river is low. The flood defence wall isolates pedestrians from the water on the north and the large industrial site blocks users on the south.

Several bridges are closed due to the construction at the former Scottish Power site.

O OPPORTUNITIES

Create the start of a blue network in the south site of the city.

Create better links between both banks of the river.

Enhance the current open spaces for play and rest.

Create safer streets for children in the area.

T THREATS

Removal of car park spaces could cause tension in the area.

Alterations need to consider their implications on the flood defence measures at the White Cart Water.

Discussions with traffic planners will be required, particularly if changes are made to major roads such as Homlea Road.

POPULATION DENSITY

The area has a mixture of mid to high level population density. The orange zone represents buildings with 4 levels of tenement flats built in 1904 whereas the orange area are 3 story dwellings built in the 1920s.

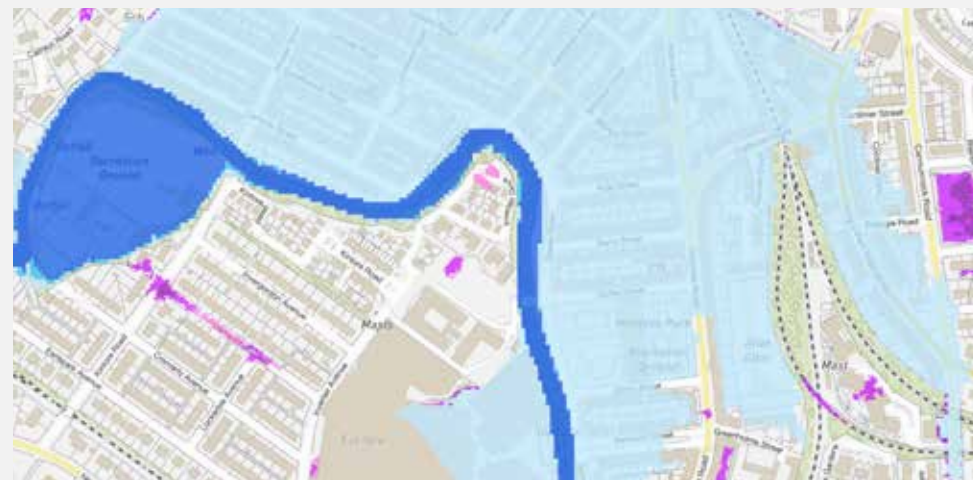
The SIMD index suggest a wide variety of demographics live in the area.



5k 4k 3k 2k 1k

FLOOD RISK

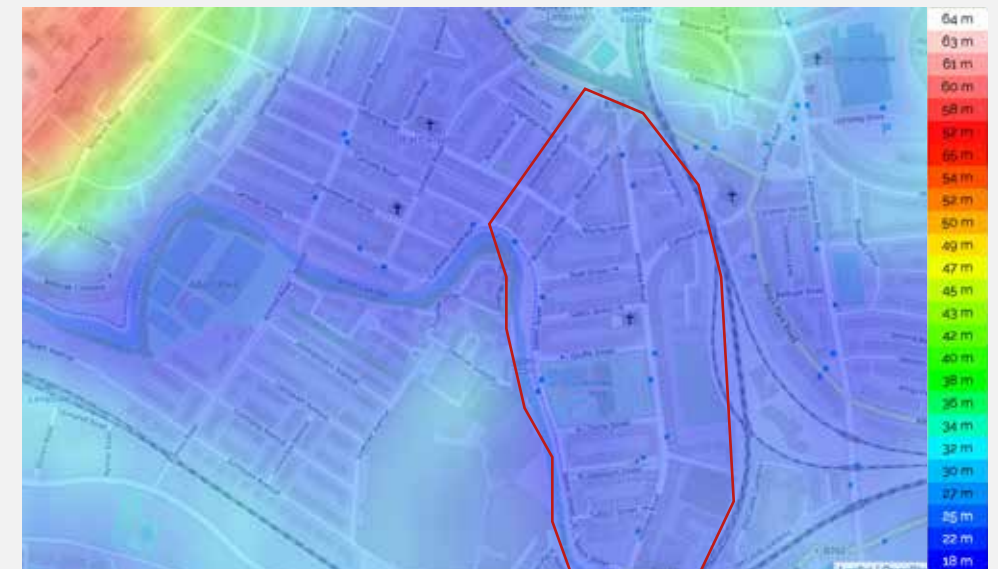
The area is subject to both surface and river water flood risk.



River flood risk - % likely flooding 10% 0.1%
Surface water flood risk - % likely flooding 0.5% 10%

TOPOGRAPHICAL

The topographical plan shows the area is low lying and flat. This is a concern for flood risk but for pedestrian and cycle use it is extremely user friendly. There is potential to create a new blue network bringing the local population closer to their local river.



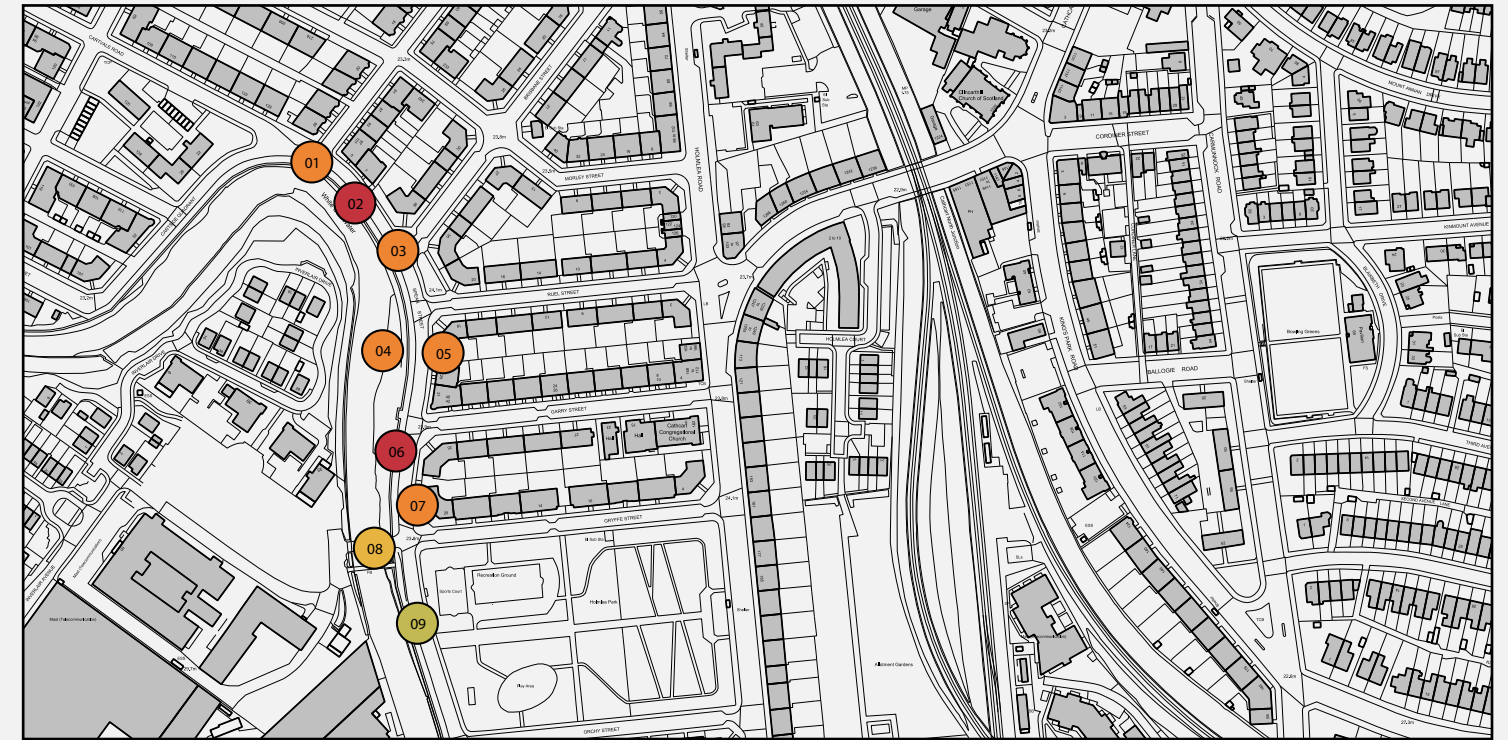


Images from:
<https://twitter.com/bumm0r/status/1444632249354309632>

COMMON PLACE COMMENTS

- 01** Issue: Spean Street
Intervention: I would like the junction with Lochleven and Ledard Road to have a north-south diagonal modal filter*, and then this location on Spean Street to be made into a bus gate. Together, these interventions will keep fast shortcut-taking through traffic to the main road.
- 02** Issue: Cars parking on pavement on Spean Street
Intervention: Something really needs to be done to stop cars parking on the pavement at Spean Street. The shared path is unusable for pedestrians and cyclists.
- 03** Issue: Cars parking illegally on the pavement. This path should be protected for pedestrians and cyclists. Also the riverbank has become overgrown with Giant Hogweed and this needs to be tackled as it is a public danger. My main issue is with the fact that there is a reliance on cars due in part to poor public transport and the lack of safe cycling routes.
Intervention: I would like to see illegal parking tackled, active travel encouraged and the Giant Hogweed tackled. Trying to get change through local councillors has proved ineffective.
- 04** Issue: Cars park fully on the pavement at Spean St causing pedestrians to walk in the road and wheelchairs have to backtrack to cross the road and pass.
Intervention: Some kind of physical barrier to stop cars parking e.g. bollards or trees. Parking wardens seem incapable of policing the parking along here
- 05** Issue: White Cart Water accessibility
Intervention: White Cart Water is an underused asset. Add stairs to allow people enjoy the river! Ideal placemaking opportunity here. <https://twitter.com/bumm0r/status/1444632249354309632> Add stairs that allow to relax, sit, bath in the sun (this is a beautiful west/south facing stretch).
- 06** Issue: Cars permanently parked on Spean Street shared walkway/cyclepath. Cars are parked every day at nearly all times on the Spean Street shared-use cycleway / footpath. This road is also a bus route, adding to the danger for pedestrians being forced onto the road. On several occasions I've seen vulnerable pedestrians (elderly people and parents with small children) forced onto the road, with traffic coming in both directions.
Intervention: Increased enforcement against pavement parking, cameras, monitoring of issue. Signage might be required indicating that this is a vital active travel route connecting different neighbourhoods. It already has double-yellow lines, so really I don't know that extra signage will be enough. Enforcement is necessary, and potentially additional segregation measures (wands, orcas, etc.).
- 07** Issue: Cars permanently parked on pavement meaning vulnerable pedestrians and cyclists need to move onto the street. Cars are frequently parked on the pavement blocking access for pedestrians. I have a relative who is disabled and whose only means of independent transport is via a mobility scooter or tricycle. This path is often blocked for them meaning they have to move out onto the road
Intervention: Enforce parking restrictions and / or put in place bollards to prevent cars parking here
- 08** Issue: White Cart Bridge at Holmlea Park - Bridge closed
Intervention: Open the bridge across the White Cart from Inverlair Avenue to Spean Street
- 09** Issue: Increasing bike use but few safe places to store. The area is all flats so only safe place is in your house
Intervention: Additional Bike storage containers

All comments taking direct from:
langsidetotoryglen.in.commonplace.is






15 LIVEABLE NEIGHBOURHOODS PROJECT AREAS
**ANIMATING THE WHITE CART WATER
 OPPORTUNITIES & INTERVENTIONS**

The White Cart Water flows through Battlefield and Cathcart, however its presence is rarely felt. The flood defence measures are necessary but it means there are large walls along the north bank of the river. There are however opportunities at several points to create clearer links to the river, allowing the residents to embrace the positive attributes of the blue network. At the north bank at Spean Street residents already climb the fence and access green space by the river. Simple designs can make this feature official and accessible to all.

On the South bank, designs solutions could activate the area around the former Scottish Power site, benefiting the new residents as well as creating a destination on the south side of the river.

The traffic along Spean Street can often be fast moving particularly adjacent to Homlea Park and the cycle route along the river's edge. Traffic calming measures can be introduced however their impact on bus routes must be considered. The popularity of the traffic free area at the Sinclair Bridge highlights the desire for more car free zones. A common complaint in this area is the illegally parked cars, measures should be taken to mitigate this problem.

-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Street Planter
-  Modal filter
-  Rationalise car parking
-  Enhanced green spaces
-  Accessibility for all
-  Activating unused space
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm
-  Way finding and signage
-  Traffic Calming



COMPLEXITY ● ● ○ ○ ○

IMPACT ■ ■ □ □ □

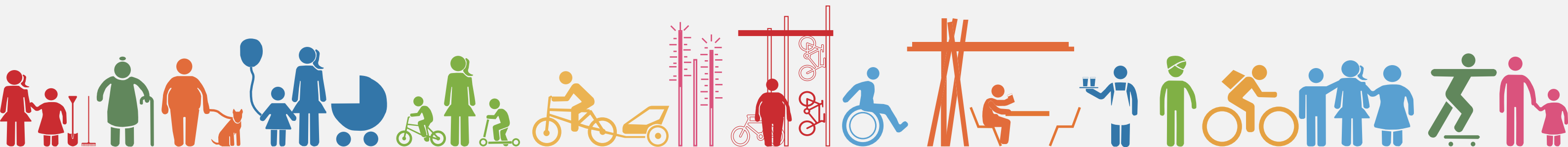
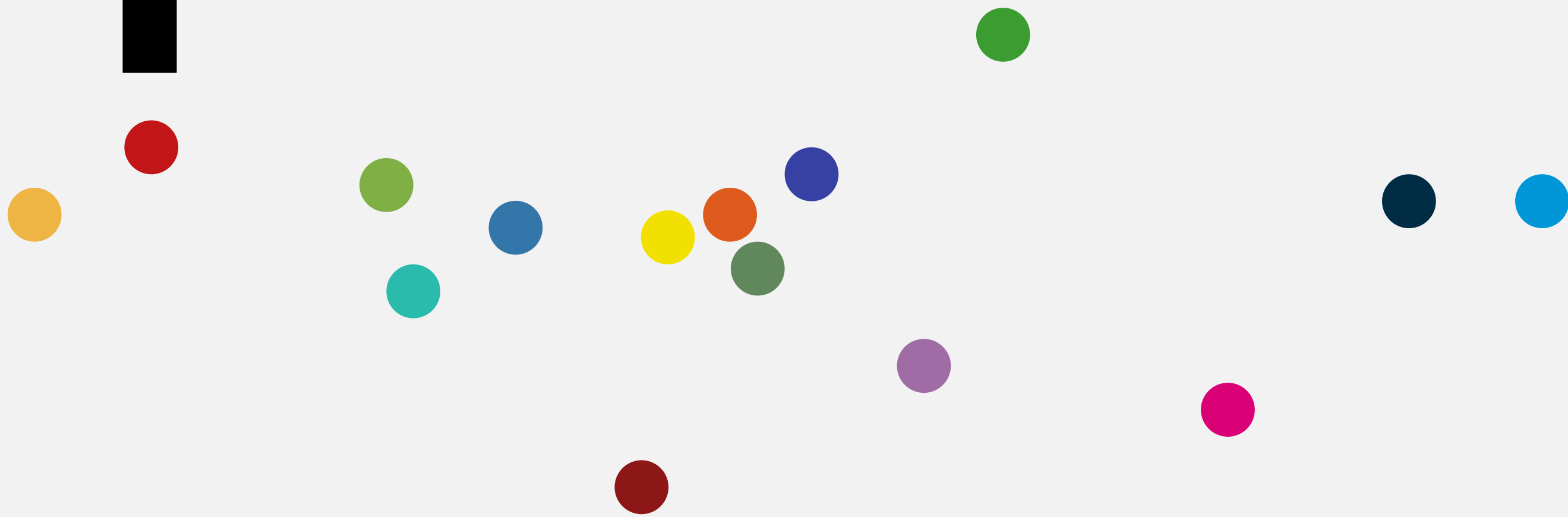
KEY THEMATICS SFP / EJ / AT

COST ££££

TIMESCALE Short Term

4

Next Steps



NEXT STEPS
PROJECT MATRIX

Proposal Name	Brief Description	Key Theme	Other LN themes	Live	Complexity	Impact	Cost	Timescale	
LOCAL TOWN CENTRES									
01	Skirving St	Design proposals for temporary measures at junction of Skirving Street and Deanston Drive	LTC	SFP	Yes	●○○○○	■ ■ □ □ □	£	Short
05	Animating Mount Florida (Cathcart Rd)	Revive and support local town centre along Cathcart Road linking Letherby Triangle project with Prospecthill Rd	LTC	SFP	Yes	●●○○○	■ ■ ■ □ □	£ £	Short
EVERYDAY JOURNEYS									
03	Battle of Langside Monument / Roundabout	Opportunity to improve pedestrian access around this junction	EJ	LTC / SFP	Yes	●●●●●	■ ■ ■ ■ □	£ £ £ £ £	Mid
09	Battlefield Streets for People Battlefield Primary and Sinclair Drive	Work with the school and local community to improve streets around school and neighbourhood around Battlefield PS	EJ	LTC / AT / SFP	No	●●●○○	■ ■ ■ □ □	£ £ £	Short
10	Kings Park Primary Streets for People	Work with the school and local community to improve streets around school and neighbourhood	EJ	SFP	No	●●○○○	■ ■ ■ □ □	£ £ £	Short
ACTIVE TRAVEL									
04	Battlefield Rd	Animating the junction on a major LTc on a major Active travel route	AT	LTC / EJ / SFP	Yes	●●●●●	■ ■ ■ ■ ■	£ £ £ £ £	Long
13	Polmadie - Streets for People	Work with local stake holders to promote active travel to and from the South of Glasgow	AT	SFP / EJ	No	●●●●○	■ ■ ■ ■ □	£ £ £ £	Mid
14	Toryglen - Activating routes to Rutherglen	Work with the local community to improve links to Rutherglen, promoting active travel	AT	SFP / EJ	No	●●●○○	■ ■ ■ ■ □	£ £ £ £	Short
STREETS FOR PEOPLE									
02	Langside Primary Streets For People	Work with school and local community to improve local streets and neighbourhood to east of Shawlands LTC	SFP	EJ / AT	No	●●●●○	■ ■ ■ ■ □	£ £ £ £	Mid
06	Letherby Triangle and Mount Florida Primary	ERZ proposal - New civic space suitable for public gatherings and events encouraging greater pedestrian and cycle activity	SFP	LTC / EJ	Yes	●●●●●	■ ■ ■ ■ □	£ £ £ £ £	Short
07	Stanmore Rd Streets for People	Work with the local community to improve streets and neighbourhood to east of Cathcart Rd / Mount Florida LTC	SFP	EJ	No	●●○○○	■ ■ □ □ □	£ £	Short
08	Mount Florida Station Streets for People	Work with the local community to improve streets and neighbourhood to west of Cathcart Rd / Mount Florida LTC	SFP	EJ	Yes	●●○○○	■ ■ □ □ □	£ £ £	Short
11	Toryglen Streets for People (St Brigids PS and Toryglen PS)	Work with the schools and local community to improve streets around schools and neighbourhood	SFP	LTC / EJ / AT	No	●●●○○	■ ■ ■ ■ □	£ £ £	Mid
12	Hampden (south) Streets for People	Work with the local community to improve streets in neighbourhood around bowling club	SFP	EJ / AT	No	●●●●○	■ ■ ■ ■ □	£ £ £ £	Mid
15	Battlefield East - Animating the White Cart Water	Work with the local community to improve the local streets and animate the North bank of the White Cart Water	SFP	AT / EJ	No	●●○○○	■ ■ □ □ □	£ £ £	Short

This section sets out the programme of next steps towards the conclusion of concept design for Langside to Toryglen Liveable Neighbourhoods.

STAGE 1

DECEMBER 2021 TO FEBRUARY 2022

Feasibility Report
DRAFT ISSUE

14 January
Feasibility Report
FINAL ISSUE

17 - 28 January
Elected member
and internal
stakeholder
briefings

1 February
Environment,
Sustainability and
Carbon Reduction
City Policy
Committee

STAGE 2

MARCH 2022 TO JUNE 2022

Neighbourhood
& stakeholder
consultations

Outline design
development
strategy

Initiate surveys

Define project
programme

Prioritise
Interventions and
options review

Outline
construction
strategy

Outline
sustainability
strategy

GCC service
liaison

Initial concept
design drawings

Risk register

Pre-app planning
dialogue

Define cost plan

Advise on funding
options

Issue stage 2
concept design
report

Present concept
design

