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movement

New Practice

Glasgow Liveable Neighbourhoods: Yoker to Whiteinch

RIBA Stage 1 Report
June 2023

Client: Glasgow City Council



Liveable Neighbourhoods Programme: Tranche 2 Lot 1i: Yoker to Whiteinch Liveable Neighbourhood					
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Executive Summary

This report forms part of Glasgow City Council's (GCC) Liveable Neighbourhoods programme, which blends concepts of local connectivity and services with those of placemaking and provision of high-quality streets and spaces. This Liveable Neighbourhood study area forms part of Tranche 2 of that programme and covers the areas of Yoker, Scotstoun, Whiteinch and Jordanhill. The purpose of this Stage 1 report is to study these neighbourhoods and outline the analysis of the Liveable Neighbourhood study area and its characteristics.

This Stage 1 report provides a background for funding bids and allows the Council to apply for relevant funding opportunities as they arise. It also provides a live list of projects that can be made available to third-party organisations to assist them in applying for funding opportunities that are either not available to the council or that are provided by the council itself (such as the Neighbourhood Infrastructure Improvement Fund).

The report's findings can also:

- Be utilised by local organisations such as housing associations, community groups and Trusts in developing partnerships on projects.
- Allow GCC's Planning and Development Management team to consider the findings of the Liveable Neighbourhoods report and the identified projects when assessing planning applications and potential developer contributions.
- Provide information to developers wishing to operate in the area.
- Support any local Place Plans and locality planning led by the community.

Study area appraisal

The Liveable Neighbourhood study area has been appraised based on site visits, desktop review of existing data and reports, and review of relevant socio-economic data. These findings were tested through extensive stakeholder and public engagement, resulting in the identification of issues and opportunities.

The Yoker to Whiteinch Liveable Neighbourhood Study Area is a mostly residential area at the western edge of the city and includes the docklands area at South Street. While the area has good road and rail connectivity to other areas of the city and beyond to West Dunbartonshire and Renfrewshire, this infrastructure creates barriers for pedestrian and cycle movement and makes routes feel less safe and appealing. Walking routes to key facilities including schools and shopping are made significantly longer and may not be accessible for all people. This is despite much of the area having low levels of car ownership, with people relying on walking, cycling and public transport for everyday journeys.

The local street environment is of varying quality. Many streets are dominated by moving and parked vehicles and have poor quality provision for pedestrians and cyclists, with narrow pavements, clutter, and a lack of safe crossings. Some parts of the study area have little public open space and most streets lack trees and planting.

The Yoker to Whiteinch area has significant potential for improvement through the Liveable Neighbourhoods programme, with potential projects identified that operate at a range of scales and costs and create a wide range of benefits.

Project identification

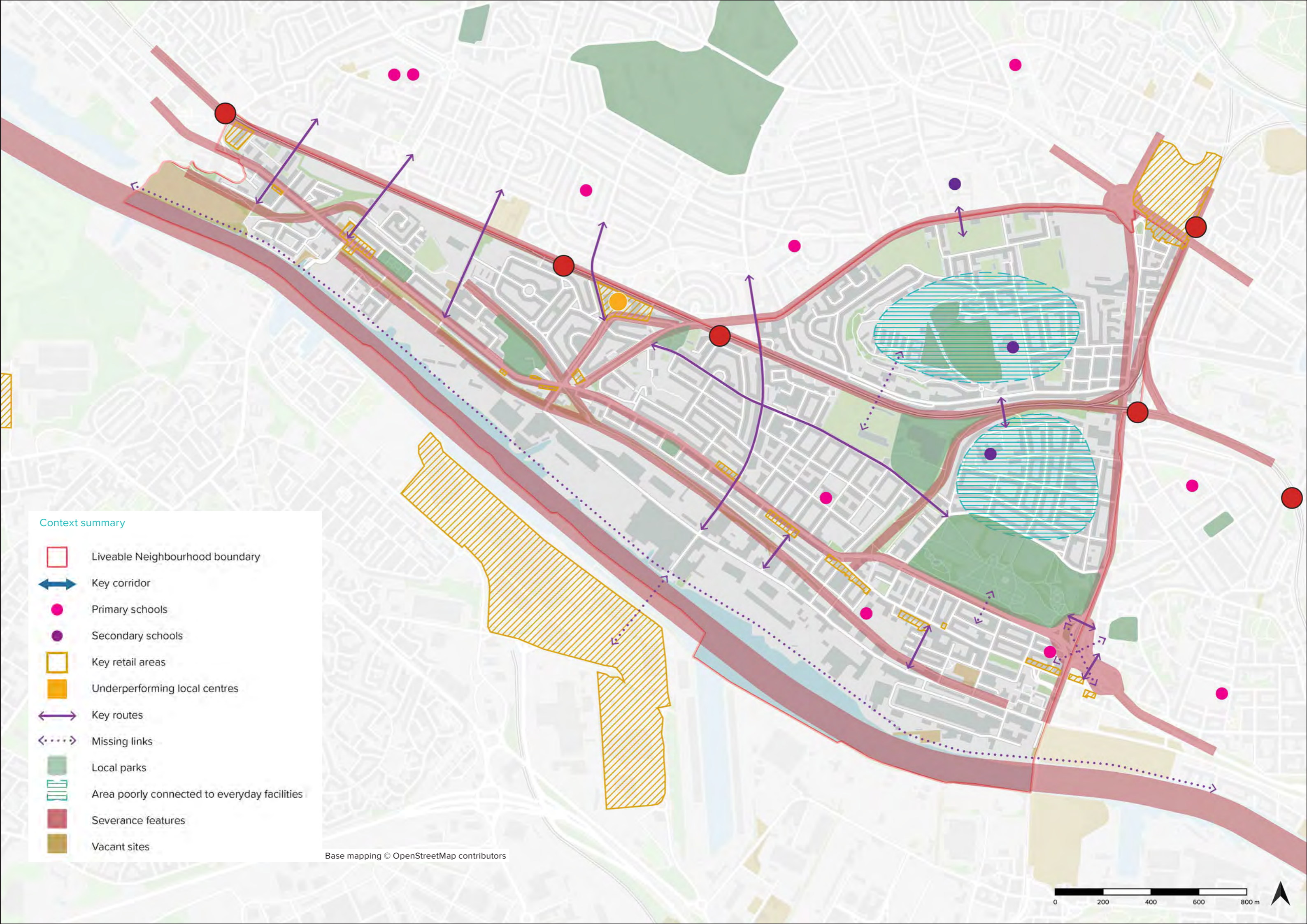
The combined analysis has generated an initial list of proposals for interventions within the study area, enhancing connectivity, accessibility and quality of street environments. This was reduced to a long-list of 29 'feasible project' proposals based on the principles outlined in the Liveable Neighbourhoods Toolkit.

The 'feasible list' projects were presented to local ward councillors and the GCC Spatial Planning team Strategic Development Framework teams for comments. The 'feasible list' proposals will be assessed against several criteria to arrive at a final short-list of 'priority projects' that will be further developed to concept design. The matrix for this assessment considers multitude of factors including environmental, social, and economic factors such as potential for carbon reduction, capacity for modal shift, opportunities for the local economy and deliverability of the projects and resources.













Next Steps

Following Stage 1, a short-list of 6 to 8 projects will be carried through to RIBA Stage 2 for concept design work. Public and stakeholder engagement events will be carried out to discuss key issues and opportunities at these sites and help to develop the designs.

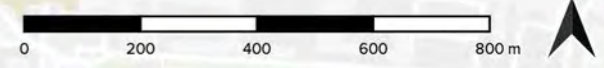
Subject to funding, Stage 2 projects will be progressed to technical design and construction.



Context summary

-  Liveable Neighbourhood boundary
-  Key corridor
-  Primary schools
-  Secondary schools
-  Key retail areas
-  Underperforming local centres
-  Key routes
-  Missing links
-  Local parks
-  Area poorly connected to everyday facilities
-  Severance features
-  Vacant sites

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1 Introduction

1 Introduction

1.1. Yoker to Whiteinch Liveable Neighbourhood

'Liveable Neighbourhoods' (LN) is Glasgow City Council's (GCC) approach to blending concepts of local connectivity and services with those of placemaking and provision of high-quality streets and spaces. In recent years, there has been an increased focus on neighbourhoods and local town centres, in part due to the renewed attention to the global climate crisis and the changing living and working patterns brought about by the COVID-19 pandemic. These challenges have highlighted the importance of local public space and the need to re-balance the use of streets within cities

The project vision is to create an inclusive network of accessible neighbourhoods designed for the benefit of all users with enhanced public space and integrated green infrastructure. Neighbourhoods should perform in such a way that maximises the social, economic, and environmental benefits of the area through interventions that improve localities and place, helping to reduce the city's dependency on cars by making walking, cycling and public transport first choice.

The programme was launched in Summer 2021 and aims to cover every area in Glasgow through a series of tranches. The Yoker to Whiteinch Liveable Neighbourhood forms part of Tranche 2 of the Liveable Neighbourhoods Programme. The area includes the Community Council areas of Yoker, Scotstoun, Whiteinch and Jordanhill in the west of Glasgow, forming part of the Victoria Park and Garscadden Scotstounhill political wards.

The purpose of this report is to study these neighbourhoods and outline the preliminary analysis of the area and its characteristics. The report looks to apply the principles established in the Liveable Neighbourhoods Toolkit and use these to identify interventions and projects that can be delivered within the study area. Both digital and physical engagement with the local communities have been undertaken and considered within the emerging proposals.

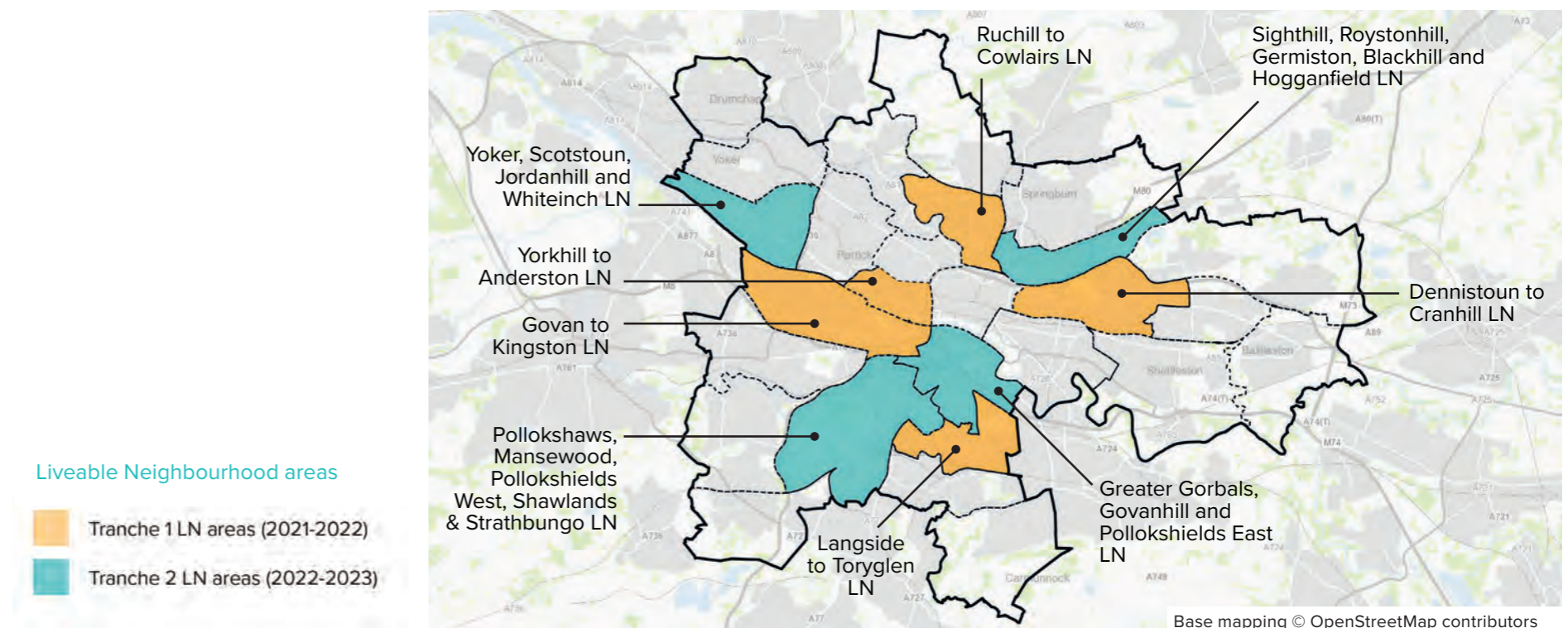
1.2. The Liveable Neighbourhoods Programme

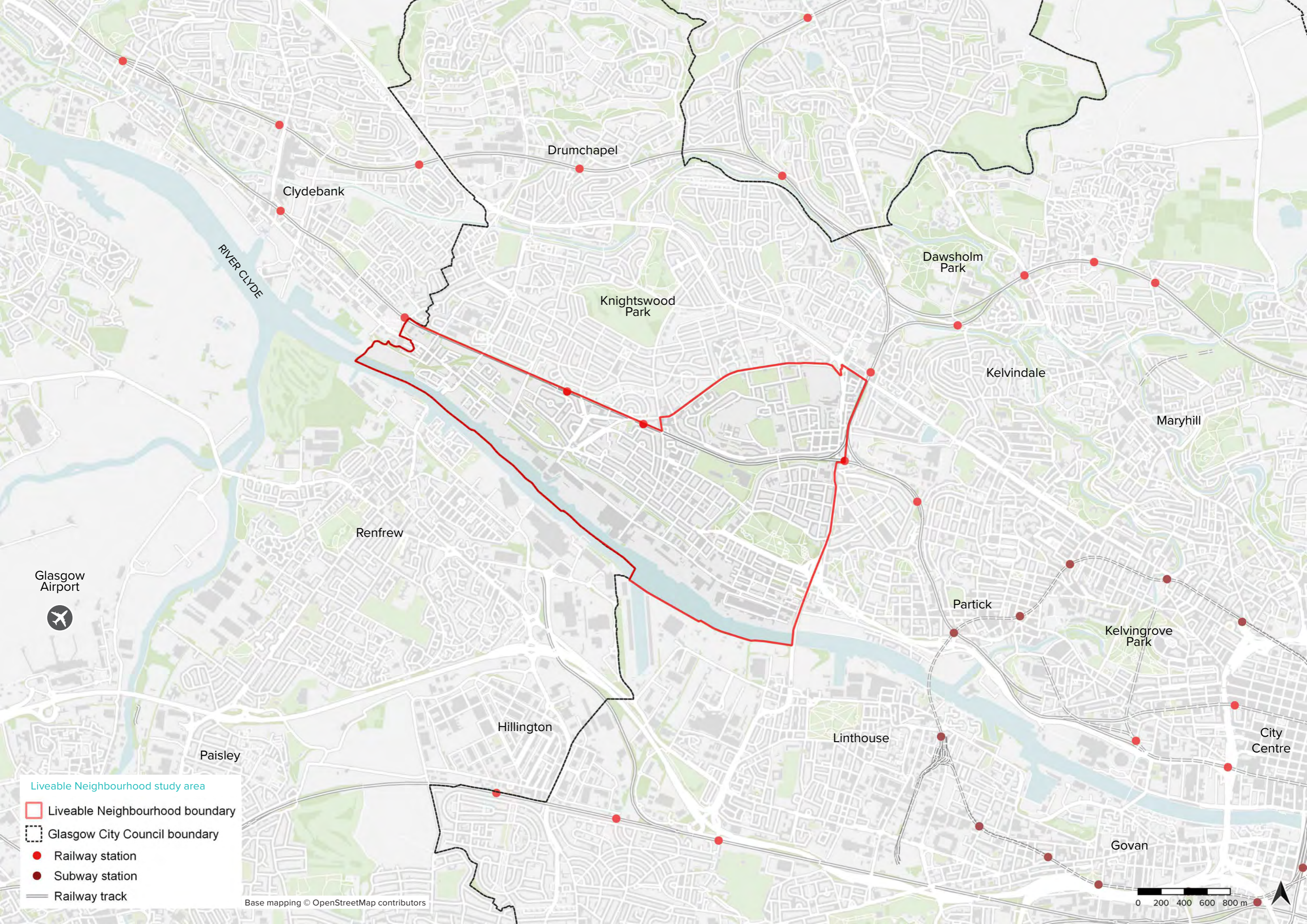
Glasgow City Council launched a Liveable Neighbourhoods Toolkit in 2021. The Toolkit outlines the vision and objectives for the Liveable Neighbourhoods programme and outlines the key considerations for development of proposals. It uses a community and place-based approach, seeking a balanced interventions in streetscape and the wider social and economic factors. The Toolkit introduces four key themes:

- **Local town centres:** Local centres enable communities to meet their everyday needs locally and bring vibrancy, activity and jobs. The Liveable Neighbourhoods approach supports local centres by making them easier to get to by walking and cycling, and more pleasant places to spend time outdoors
- **Everyday journeys:** Many short journeys currently made by car can happen on foot or by bike. The Liveable Neighbourhoods approach will focus on improving the quality and safety of short walking and cycling journeys.

- **Active travel:** Walking, cycling and moving around by your own power helps health and wellbeing and reduces carbon emissions. To help more people walk and cycle more, the Liveable Neighbourhoods approach will help people to choose walking and cycling with infrastructure, public transport integration and local delivery networks.
- **Streets for people:** Streets should be for people as well as vehicles, with space to meet and greet as well as drive and park. The Liveable Neighbourhoods approach achieves a better balance between vehicles and people by working with local communities, learning from best practice elsewhere, and sharing design guidance.

The Toolkit establishes themes, objectives, and priorities to aid with the implementation of this vision across the city and assists communities to identify areas for improvement within their neighbourhood.

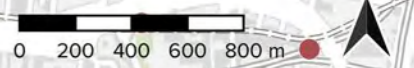




Liveable Neighbourhood study area

- Liveable Neighbourhood boundary
- Glasgow City Council boundary
- Railway station
- Subway station
- Railway track

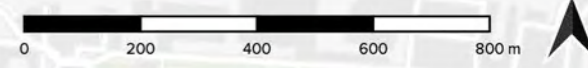
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Yoker to Whiteinch Liveable Neighbourhood

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1.3. Report structure

This report comprises the following sections:

- Section 1: Introduction
- Section 2: Planning and Strategic Context, providing an overview of the policies and strategies that will shape development at a national and local level.
- Section 3: Area Context, providing information about the area's history and character, alongside the area's key demographic characteristics.
- Section 4: Access to Local Services, identifying the area's key public facilities and their accessibility for the local population.
- Section 5: Transport and Movement, discussing connectivity and access, including major barriers to movement. It includes an analysis of the quality of streetscape along two local routes.
- Section 6: Parks and Green Space, identifying the provision of open space and leisure facilities within the area.
- Section 7: Stage 1 Engagement Outcomes, providing a summary of the engagement activities carried out to-date and responses from participants.
- Section 8: Analysis Summary, providing a summary of the area's strengths and weaknesses and the opportunities and threats to future change.
- Section 9: Strategic Vision and Objectives
- Section 10: Emerging Proposals, outlining the initial ideas for projects to be delivered as part of the Liveable Neighbourhoods programme.
- Section 11: Next Steps, outlining the activities to be carried out in Stage 2 of the Liveable Neighbourhoods Programme.

1.4. Methodology

Understanding the location and provision of local services and facilities that generate trips to/from them is key to understanding people's access to vital neighbourhood facilities, and the movement patterns generated as a result.

Key services and facilities includes local parks and green spaces; schools, nurseries and educational facilities; libraries and community centres; shops and grocery stores; postal services and public transport services. Many of these things would be expected to be found clustered together forming a town centre, local centre, or local retail area. Town centres would be expected to provide a greater number and broader range of services and facilities, in comparison to smaller, less provisioned local centres, and smaller still local retail areas, which may provide a limited and basic range of services.

All of these elements are widely recognised to form a key part of any neighbourhood, enabling people to access basic services and facilities within close proximity of their home, reducing the need to travel long distances (particularly by car) and enabling people to live healthy, fulfilling lives. The concept of 20 minute neighbourhoods or 15 minute cities builds on this basic principle of neighbourhood components and accessibility within a short distance- 15 minutes walk, or a 20 minute round-trip walk.

However, how long this travel time or travel distance to various services is not necessarily consistent for different service types. For example, you may expect to be able to buy a pint of milk within a 5 minute walk of your home, yet would accept a longer journey time to access a community centre or secondary school.

Barton et al's Shaping Neighbourhoods (2021) sets out some accessibility principles for various neighbourhood services and facilities. Analysis within this study has been based upon these in most instances. Crucially, analysis is based upon walking journey distances, as opposed to time. This helps to consider the wide range in walking or wheeling speeds of different people.

The table shows the walking distances, facilities and services assessed for that distance, and the indicative journey time for those walking at a slow (1 metre per second), medium (1.2 metres per second) and fast (1.4 metres per second) speed. The resultant analysis should be used as a guide only, as gradients and topography, time taken to cross busy streets etc. has not been factored in the analysis. However, the results provide a useful overview of the range of facilities and services within the study area, and the areas within and outside a reasonable walking distance from them, indicating accessibility, and helping to understand movement patterns and develop proposals for improvements.

Walking catchment and indicative journey time

Distance	Facility/service	Walk speed		
		Slow (1m/s)	Medium (1.2m/s)	Fast (1.4m/s)
200m	Bus stop	3 min 20 sec	2 min 47 sec	2 min 23 sec
400m	Play area Park Bus stop Local convenience store Local centre	6 min 40 sec	5 min 33 sec	4 min 46 sec
500m	Library Community centre Training centre Nursery Primary school	8 min 20 sec	6 min 57 sec	5 min 57 sec
600m	Pharmacy Post office	10 min	8 min 20 sec	7 min 9 sec
800m	Allotment Community garden Park Train station GP surgery Large supermarket Local centre	13 min 20 sec	11 min 7 sec	9 min 31 sec
1000m	Secondary school	16 min 40 sec	13 min 53 sec	11 min 54 sec



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2 Planning and Strategic Context

2 Planning and Strategic Context

2.1. National policy

National Planning Framework 4

The spatial strategy of the National Planning Framework (NPF 4) was adopted in February 2023 and focuses on planning and developing sustainable places. The vision for all parts of Scotland is to: lower emissions and better connect biodiversity, create liveable places where people can live better and healthier lives, create productive places where there is a more inclusive wellbeing economy, and form distinctive places where areas will use their existing assets.

The document stated six national developments to support the delivery of sustainable places. National Development 6 of the document in Urban Mass/Rapid Transit Networks in particular, will support the mass/rapid transit projects in Glasgow with aims to reduce transport emission at scale and private car use. Development of the Glasgow 'Metro', which is recommended in STPR2, will support placemaking and deliver improved transport equity across the most densely populated parts of Scotland, improving access to employment and supporting sustainable investment in the longer term. It can also function as part of a broader transport network that includes active travel and multi-modal hubs or transport interchange points.

The document also set out several policies in relation to liveable neighbourhoods as outlined below.

Policy 13: Sustainable Transport mentions that local development plans must consider more sustainable transport options. For example, considering the area's transport infrastructure capacity and carrying out transport assessments, whilst ensuring upgraded transport infrastructure is accessible to all ages and abilities. Policy 13 also highlights the aim to focus on sustainable travel options, with the overarching ambition to decarbonise the transport system in the long run and reduce the use of unsustainable modes of travel.

The document considered Local Living (Policy 15) with an intention to *"...encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options."*

The policy approach should be conducted in a way that accounts the local context, consider the varying settlement patterns and reflect the particular characteristics and challenges faced by each place. Therefore, communities and businesses will have an important role to play in informing this, helping to strengthen local living through their engagement with the planning system

Policy 14: Design, Quality and Place emphasises the importance places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.

Strategic Transport Projects Review 2 (2022)

The approved Strategic Transport Projects Review 2 (STPR 2), outlined in the December 2022 Technical Report, provides an overview of transport investment, mainly infrastructure and other behaviour change recommendations that are required to deliver Scotland's National Transport Strategy priorities and objectives of the Review

The objectives of STPR2 are consistent across Scottish Government policy and cover the following:

- Takes climate action
- Addressing inequalities & accessibility
- Improving health & wellbeing
- Supporting sustainable and inclusive economic growth
- Improving safety & resilience.

As part of STPR 2 objectives, enhancement in access to affordable public transport is included. This objective recommends the development of mass/rapid transit system where it can provide a transformational change in the service provision in Glasgow. Development of a Clyde Metro is highlighted under Recommendation 11 of the approved STPR2 in January 2023, noting that it addresses all five objectives. Through connecting Clyde Metro with existing public transport networks and active travel routes, this can improve local connectivity, encouraging a switch from private car use and create capacity for longer-distance rail connections. Recommendation 14 focuses on the potential for strategic bus priority measures within towns and cities where congestion is highest. These measures could be taken forward within local networks using the Bus Partnership Fund process or similar.

2.2. Local policy

Glasgow City Council City Development Plan (2017)

The City Development Plan (CDP) outlines the Council's priorities with a focus on economic growth and resilience for the city. The Plan integrates with the Glasgow Community Planning Partnership's Single Outcome Agreement 2013 as well as taking into consideration comments from local communities, organisation, and individuals during the consultation process.

Key strategic outcomes of the Plan include a vibrant place with a growing economy, a sustainable place to live and work, a connected place to move around in and a green place that is resilient and attractive. Some overarching policy within the CDP are relevant for Glasgow Liveable Neighbourhood Tranche 2 study areas. The policy includes CDP1: The Placemaking Principle, CDP3: Economic Development Area, CDP4: Network of Centres, CDP6: Green Belt and Green Network, CDP7: Natural Environment, CDP8: Water Environment, CDP10: Meeting Housing Needs, CDP11: Sustainable Transport, CDP12: Delivering Development.

CDP1 has an overarching goal to deliver new developments to achieve six qualities of place (distinctiveness, safety and pleasant, easy to move around, welcoming, adaptable, and resource efficient) defined in draft Scottish Planning Policy. As part of CDP1, SG1 provides guidance on a number of specific topics including noise management. The CDP designated noise management areas along Dumbarton Road within the Liveable Neighbourhood. This increases the opportunities to implement traffic calming measures along these major road network and improve the quality of life around it.

CDP3 aims to promote the creation of economic opportunity for all the City's residents and businesses and encourage sustained economic. The area along the River Clyde in Yoker is currently designated as economic development area. Meanwhile, economic development area is more prominent in the east and centre of Royston to Hogganfield study area. With CDP3, these areas have the potential to promote economic growth by supporting and improving the city's transport infrastructure and access to these areas.

CDP4 states the importance of network centres whereby a few local town centres are highlighted within the Liveable Neighbourhood. Local shopping facilities are also highlighted in both study areas. This policy aims to "ensure that all of Glasgow's residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services". This will be achieved by a combination of town centre revitalisation, transport connectivity, and placemaking.

CDP6 aims to ensure the development and enhancement of Glasgow's Green Network. This will be achieved by supporting development proposals that safeguard the green network and green belt. It will support the provision and retention of open spaces and green network in which some key assets are primarily identified within the Liveable Neighbourhood.

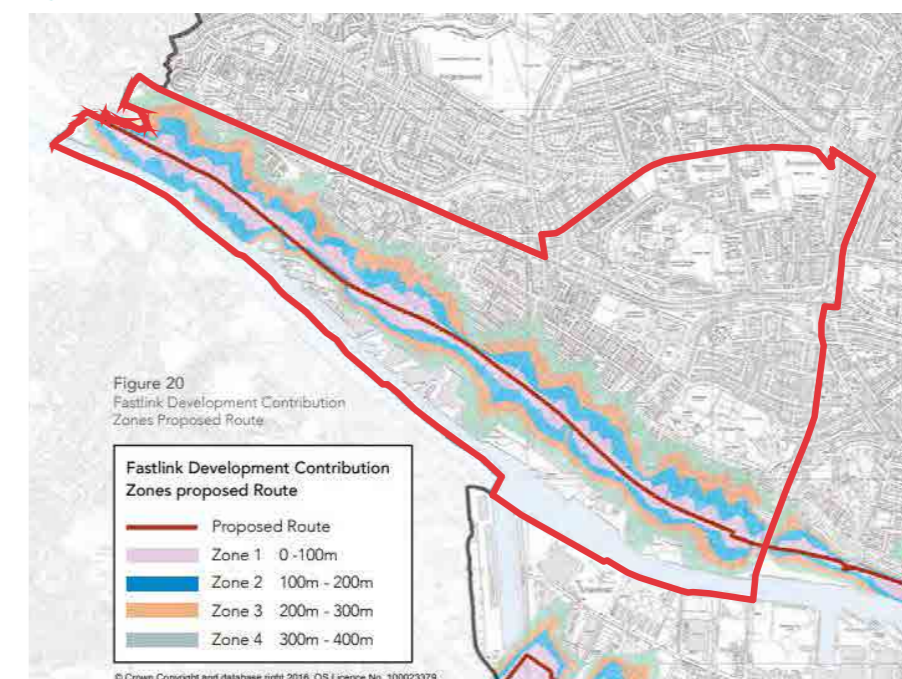
CDP7 aims to safeguard Glasgow's natural environments, including its ecosystems, which could also be enhanced through the new development. Within the neighbourhood area, some locations for Tree Preservation Orders can be identified. These areas should be considered are retained within future proposals.

CDP8 aims to support the development of integrated green infrastructure. The Liveable Neighbourhood has several green open spaces and the Greenway, which would be retained and enhanced as encouraged within this policy.

CDP11 aims to improve connectivity through public transport and optimise the sustainable use of transport infrastructure. Non-essential car journeys will be discouraged whilst active travel opportunities will be encouraged. Overall, pollution and other negative impacts of vehicular travel can be reduced. More specifically, the policy also states that the new road schemes will be required to deliver benefits for pedestrians and cyclists. Furthermore, major developments will be encouraged to be located near existing public transport and active travel routes. Additionally, developments will also be required to promote and facilitate walking and cycling.

Within CDP11, it is identified that new Fastlink route would be proposed across the east-west span of the Liveable Neighbourhood. This creates opportunity in area improvement/development around the proposed Fastlink station areas as shown in Figure 1.

Figure 1: Proposed Fastlink development



Source: Glasgow City Council City Development Plan (2017)

River Clyde Development Corridor Strategic Development Framework (2020)

The Strategic Development Framework (SDF) provides a structure for future development and regeneration of the River Clyde area. Relevant actions presented in the SDF include preparing a design guide for walking and cycling routes that address wider connectivity. This links with policy SG11 of the Sustainable Travel of the City Development Plan, stressing the need for Glasgow to be characterised by sustainable and active travel. The SDF suggests that opportunities to introduce additional river crossings for pedestrians and cyclists should be considered.

There are multiple key development sites in the Yoker area, as highlighted above, as well as a new bridge connection, highlighted by the blue arrow.

The Framework includes Fastlink, a high-quality, regional bus rapid transit (BRT), that is attractive and affordable bus system. The route focuses on running along the Clydeside via the International Financial

Services District, the SECC, Govan and the new Southern General Hospital and will make use of the city centre's main bus corridors to improve journey times as well as key interchanges at Central Station, Queen Street Station and Buchanan Bus Station. A section of Fastlink is proposed to run between Yoker and Whiteinch, with a parallel public transport corridor for buses running along Dumbarton Road / Victoria Park Drive South. These public transport improvements will link the local town centres of Yoker, Scotstoun and Whiteinch.

As shown in Figure 3 below, there are already existing off-road and segregated walking and cycling routes in the Yoker and Whiteinch study area. The Framework identifies several opportunities for improved connections with the river and the proposed new river crossing at Yoker. It identifies major developments at Yoker and Whiteinch that have potential to create a more permeable urban form.

Glasgow City Council Strategic Plan 2022-2027 (2022)

The Plan identifies four ‘Grand Challenges’ and sets out actions to undertake to progress their solutions. Specifically, grand challenge three seeks to fight the climate emergency and transition to a net-zero Glasgow. There are several actions that focus on delivering sustainable transport and travel such as targeting decarbonisation, new car parking solutions, delivering the City Centre Transport Plan, supporting delivery of the Clyde Metro project and several other smaller scale actions.

Figure 2: River Clyde emerging activities

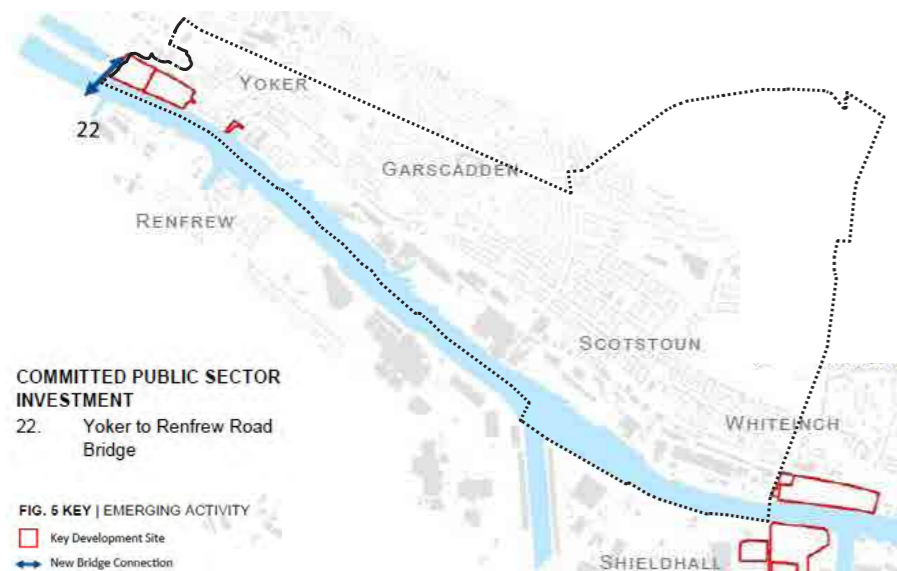
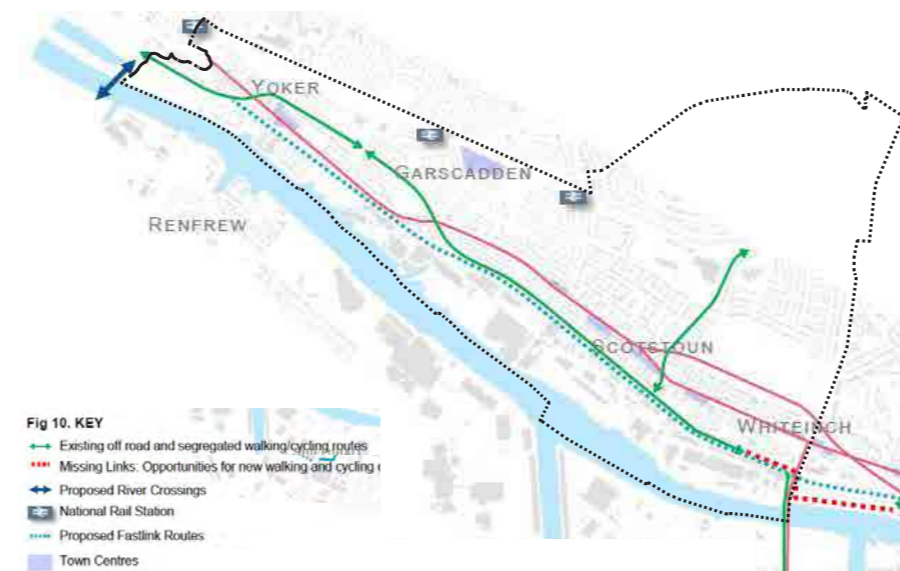


Figure 3: Existing and proposed walking and cycling routes



Glasgow Transport Strategy (2022)

The Glasgow Transport Strategy for the city of Glasgow published in 2022 aims to set a clear direction for transport policies, projects, and investment up to 2030. It is the overarching transport strategy for the city by Glasgow City Council.

The Strategy has a vision for “A sustainable transport system for people and for goods, which is affordable and inclusive, accessible and easy to use, clean and safe, integrated and reliable.”

Policy 1 highlights that Glasgow City Council is to deliver the concept of 20-minute neighbourhoods to provide liveable neighbourhoods. The main focus in these areas will be on sustainable travel, particularly walking, cycling and wheeling, which will be the priority mode for short journeys.

Policy 2 details the Council’s commitment to audit the provision of local services and facilities in Liveable Neighbourhoods. Policies 4 and 5 also support the need for flexible working to reduce short car journeys for employees.

Policy 4 outlines that the Council will work to maximise use of local community-based facilities across the City in local community hubs to make better use of existing facilities, increase footfall in local communities benefitting local businesses whilst also reducing the need to travel. This will also include exploration of flexible working locations locally for staff where appropriate.

Policy 5 states that to reduce the environmental impact of travel in Glasgow, organisations, employers, and service providers in the city should seek to increasingly provide an option to access work, services and facilities remotely where possible, where this is not detrimental to service provision or detrimental to staff or users. Organisations should also consider sustainable transport accessibility in their decision-making around the location of goods and services, and the Council will work to support this with access to accessibility information.

Active Travel Strategy 2022-2027 (2022)

The strategic vision for active travel in Glasgow will focus on making walking, wheeling and cycling the first and natural choice for everyday journeys for all to travel locally.

Part of the Strategy outlines the changes that were highlighted by people in the 2020 Public Conversation and how these will be incorporated into the proposed City Network. A few of these include; enabling direct and clear active travel journeys around Glasgow, eliminating traffic danger for cyclists and improving the ability of Glasgow’s road network.

GCC aims to collaborate with communities and neighbourhood groups to identify and create projects through the Liveable Neighbourhoods Plan. The areas of focus will seek to revamp neighbourhood streets to be people-friendly, pleasant and attractive, will promote road safety with a 20mph limit on most streets across Glasgow, provide an accessible environment through new design that minimises anti-social parking. There will be minimum standards of provision that will ensure safe and secure cycle parking across the city. Lastly, there will be a monitoring programme to measure delivery and understand changing behaviours.

The Strategy goes on to target three themes, Theme 1: Connectivity, people and place – rebalancing our streets and spaces, which considers necessary changes to the physical environment that will support more walking, wheeling and cycling. Theme 2: Unlocking Change – Enabling everyone to walk, wheel and cycle, which considers how to unlock new active travel journeys. Theme 3: Thinking differently – encouraging, motivating and sustaining change, which focusses on encouraging people to change behaviours in order to grow and sustain levels of active travel. There are several policies that seek to target the aims of each theme mentioned above.

As seen in Figure 4, the dotted lines on the network suggest routes that are more feasible for modal filter type intervention arather than protected cycle infrastructure.

Figure 4: Excerpt from Glasgow Active Travel Network



Feminist Planning and Urban Design (2022)

In October 2022, Glasgow City Council favoured a motion to adopt a feminist town planning approach within planning policy and the new City Development Plan, becoming the first city in the UK to do so.

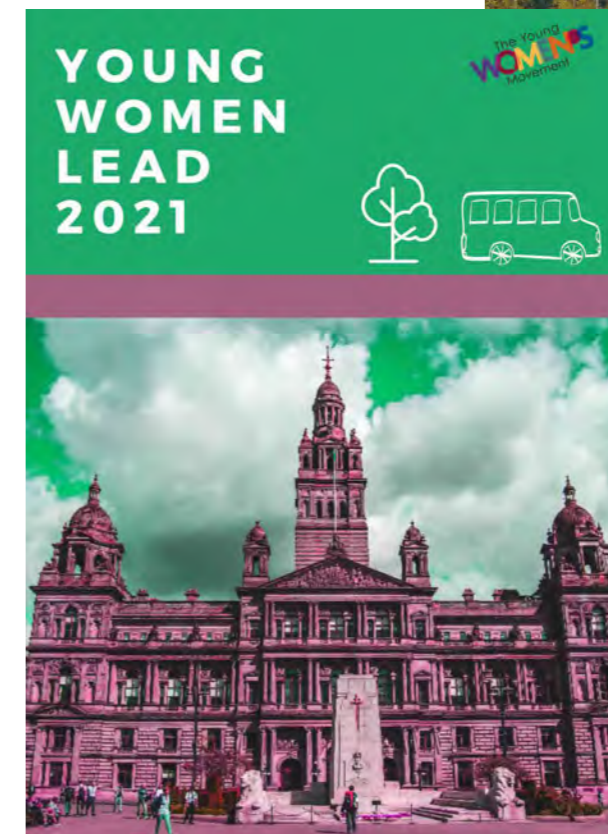
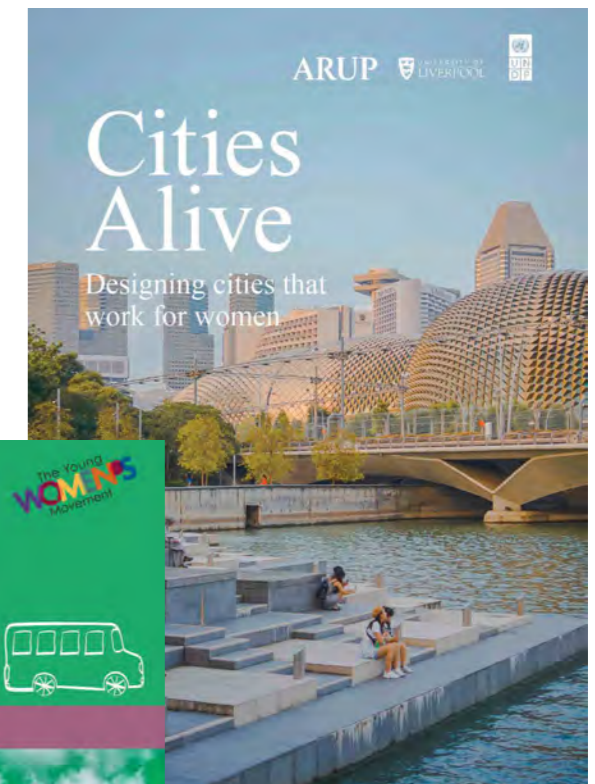
A report produced by a local Glaswegian organisation, Young Women Lead, in 2021 highlighted the lack of representation and consideration of the needs of women in urban design and service design, finding that of women and non-binary people living in Glasgow surveyed, 67% indicated that they often felt unsafe or uncomfortable on buses in Glasgow; and 70% felt unsafe when waiting for a bus. Furthermore, only 20% of respondents indicated that they felt safe when using their chosen local park.

The Cities Alive report (October 2022) sets out a strategy for improving the experience of women around the central themes of: safety and security, justice and equity, health and wellbeing and enrichment and fulfillment.

The report advocates for design public spaces through a safety lens to ensure women are not excluded from places due to perceived and actual personal security issues.

Recommendations include designing places around active mobility networks such as cycle routes, which can better support women's mobility and access to opportunities and facilities, as well as supporting women's health and wellbeing. Access to nature, parks and green spaces, and spaces for play, sport and exercise is also vital, however these need to be inclusive and accessible to all, considering women's safety and need for facilities such as public toilets.

Finally, ensuring that women are involved in shaping places and services at all levels of governance is key to creating places that meet the needs of everyone.



Local Living and 20 Minute Neighbourhoods Planning Guidance – Draft for Consultation (2023)

A Local Living Framework has been developed by the Scottish Government to support the application of NPF4 policy, considered the broad daily needs within communities. This framework intends to provide a consistent structure in considering key characteristics of local living and 20-minute neighbourhoods particularly for development planning, decision-making, and in design proposals.

This guidance sets out the benefits of local living and 20-minute neighbourhoods, the key considerations, and ways to support delivery.

The Local Living and 20-minute neighbourhood concepts aim to create places where people can meet the majority of their daily needs within a reasonable distance of their home, by walking, wheeling or cycling. The concepts include the following benefits:

- Climate and environment
- Health and wellbeing
- Local economy
- Quality of life

The Framework sets out 14 key themes, derived from Place Standard tool. These themes are grouped into five overarching categories which are: Movement, Space, Resources, Civic and Stewardship.

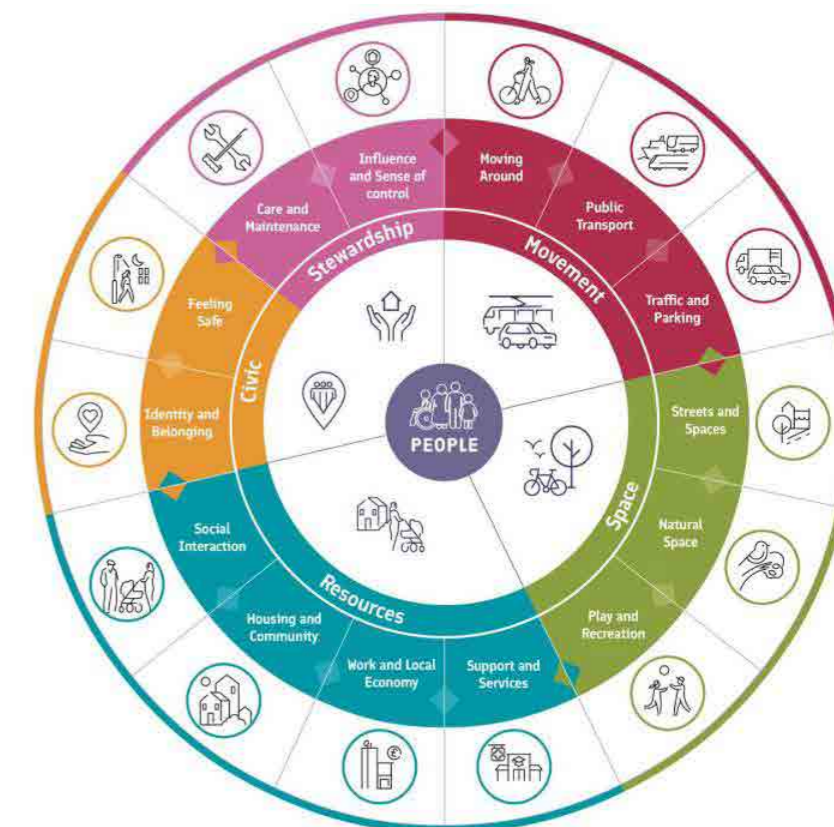
Delivering a structured approach to local living is needed to understand the full context, opportunities, and issues. This can be supported through the following steps:

- Understanding context – understanding the context of the place using quantitative and qualitative information
- Collaborate, plan, design – developing collaborative models of working to inform place-based planning and design processes
- Implement and review – aligning investment, developing delivery capacity, and embedding in ways of working

The document states that Local Living is a flexible concept and should be adapted to support the context, local needs, and aspirations of communities. Engaging directly with local communities to understand pressures and opportunities can help develop approaches that are appropriate and that help to maximise the benefits for local people and the environment.

Approaches suggested in this document are therefore beneficial as means to gather information to inform strategies, decisions and actions that can be useful in supporting healthy and resilient places.

Figure 5: Local Living Framework diagram



Source: Local Living and 20-minute Neighbourhood Planning Guidance (2023)

2.3. Proposed development and vacant sites

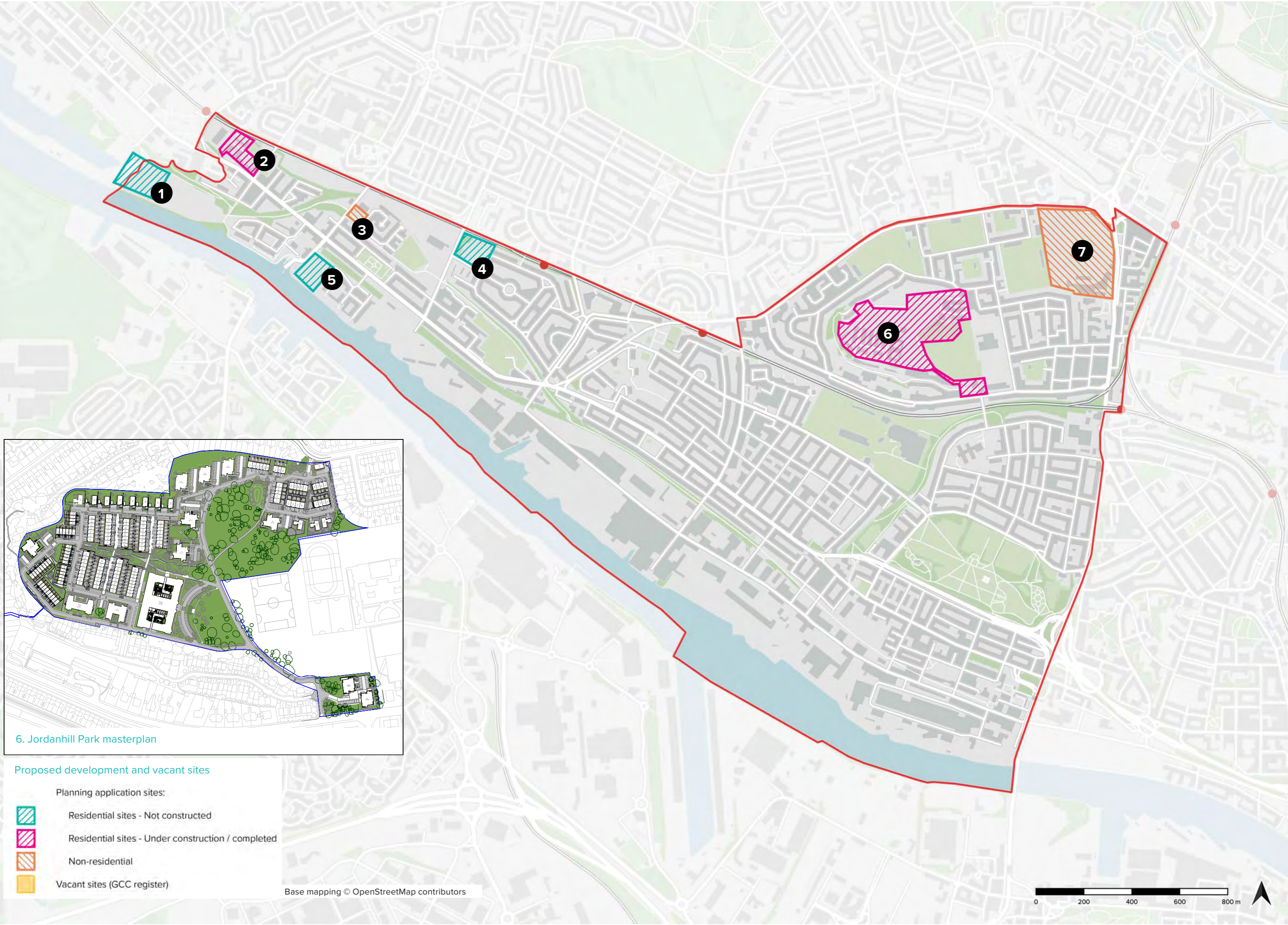
There are several recent planning applications that affect sites in the area, though the most significant of these are already under construction.

Vacant sites with planning permission remain at the former Yoker Primary School at Dyke Road and at Bulldale Street. Part of the major vacant site at Greenlaw Court in western Yoker has seen several planning applications but no decision or development.

There is a major vacant site immediately east of the Liveable Neighbourhood study area on South Street however there are no current planning permissions. There are further pockets of vacant or underused land in the area including at Summerfield Cottages, Dumbarton Road between Esk Street and Bulldale Street, and at Northinch Street.

Planning applications for significant development





Site No.	Location	Development type	Description	Planning reference	Date received	Status	Decision date
1	Site To The West Of Greenlaw Court	Residential	Erection of residential development, vehicle access, landscaping, riverside walkway and associated works: Modification of Planning Obligation relating to planning consent ref. 15/02921/DC.	20/00557/MPO	25 Feb 2020	Pending decision	N/A
2	Site Formerly Known As 19 Hawick Street Glasgow	Residential	Erection of flatted residential development (128 units), formation of access road, parking, landscaping and amenity space.	19/02899/FUL	23 Sep 2019	Decided: Grant subject to condition and S69. Under construction	12 Nov 2020
3	40 Kelso Street	Commercial	Erection of self storage units (Class 6) boundary fence, gates, landscaping and associated works.	23/00648/FUL	15 Mar 2023	Pending - Consideration	N/A
4	Site Formerly Known As Yoker Primary School	Residential	Erection of residential development (28 Units).	19/03531/FUL	21 Nov 2019	Decided: Grant subject to condition and S69	11 Mar 2021
5	Site Formerly Known As 36 Bulldale Street	Residential	Erection of residential development (in principle) to vacant site, includes access, car parking, landscaping and other associated works.	21/02535/PPP	06 Aug 2021	Decided - Grant Subject to Condition(s)	02 Dec 2022
6	Site Formerly Known As Jordanhill College	Residential	Erection of residential development and associated infrastructure including conversion of listed and non-listed buildings, formation of car parking and provision of landscaping.	22/00948/FUL	14 Apr 2022	Decided - Grant Subject to Condition(s) Under construction	01 Dec 2022
7	Glasgow High School 637 Crow Road	Sports	Erection of sports dome to form new tennis academy.	22/02326/FUL	08 Sep 2022	Pending - consideration	N/A



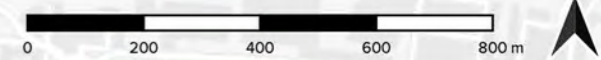
6. Jordanhill Park masterplan

Proposed development and vacant sites

Planning application sites:

-  Residential sites - Not constructed
-  Residential sites - Under construction / completed
-  Non-residential
-  Vacant sites (GCC register)

Base mapping © OpenStreetMap contributors



2.4. Existing community projects

Sustaining Choices: Whiteinch and Scotstoun Action Plan for Active Travel and Sustainable Transport

The Sustaining Choices project has developed an evidence base that demonstrates the changes that local people would like to see in their area regarding walking, wheeling, cycling, and public transport, based on engagement events carried out in 2022 by Glasgow Eco Trust. It identified a range of desired area-wide general improvements, such as improving bus services and creating a connected cycle network, alongside location-specific works. The report was launched at a Transport, Community and Climate event in March 2023 with presentations from a range of community-led groups and organisations working in the local area.

The report notes that funding has been identified to progress some actions within the plan, including feasibility studies for:

- Whiteinch active travel corridor: from South Street to Victoria Park via Scotstoun Street, Fore Street and Primrose Street, connecting into the Nature Walk.
- Thornwood roundabout improvements. Campaign led by the Love Thornwood community group with progress from Thornwood Community Council and the Victoria Prk Area Partnership.

Other projects identified and discussed locally include:

- Active travel corridor extension: from the Nature Walk to Jordanhill railway station.
- Dumbarton Road in Whiteinch: speed limit reduced to 20mph (from Thornwood roundabout to the Victoria Park Drive South roundabout).
- Victoria Park Drive South: speed reduction and improved park access and connections. Campaigns led by Victoria Park Community Trust and Give Back Our Park.

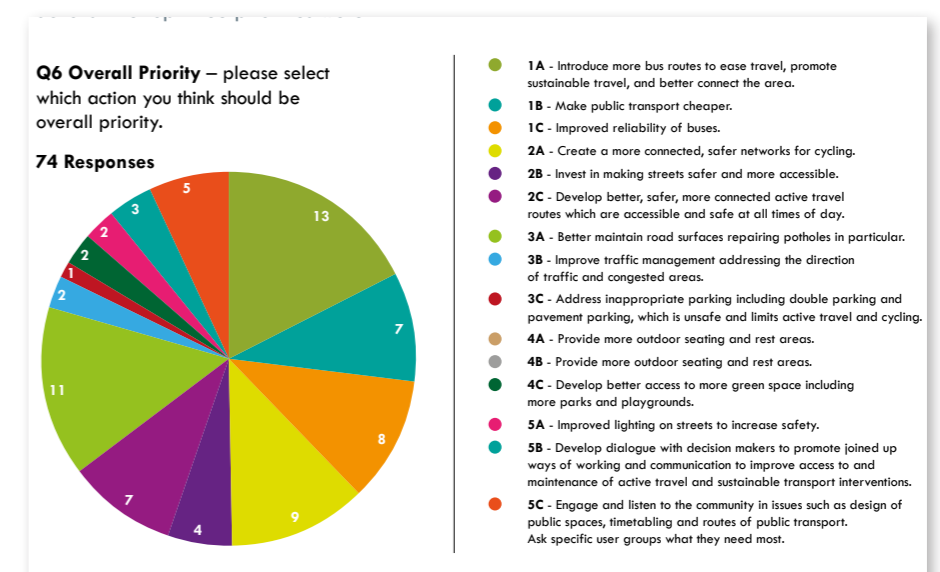
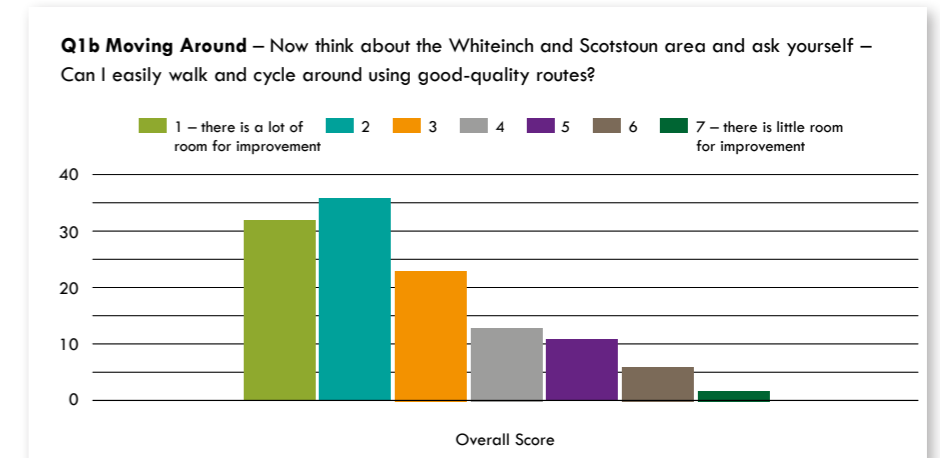
- Kingsway Court 'Zed' - improvements to Danes Drive, Kingsway and Anniesland Road, linking the Kingsway Court estate to Knightswood shopping centre.
- Broomhill to Victoria Park: Green corridor linking up park to Hyndland Station, led by Broomhill Community Council.
- Scotstoun Conservation Area: Neighbourhood filtered permeability.
- School Street zone for Clyde Campus.
- 'Reinstate the No. 4 Bus' Campaign, seeking to re-provide a service from Knightswood and Jordanhill to the Byres Road area, Glasgow University and Sauchiehall Street.
- Community Rail Partnership for the local area.

Other campaigns and proposals

A non-exhaustive list of other campaigns and proposals relevant to the Liveable Neighbourhood study area is identified below:

- Yoker Playing Fields: A formal application has been made to People Make Glasgow Communities for the Yoker Playing Fields to become a community-run facility.
- Danes Drive / Victoria Park Drive North / Westland Drive double roundabout: Various historic proposals have been put forward to address safety at this junction. It is understood that there is funding to signalise the junction.
- Whiteinch Burgh Hall: Local campaign to get the building back into use, for the community or housing.

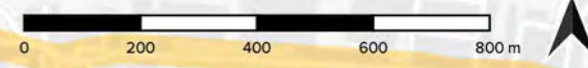
Example questions from the Sustaining Choices consultation



Community-led projects (non-exhaustive)

- Whiteinch active travel corridor
- Thornwood roundabout improvements.
- Dumbarton Road speed reductions
- Victoria Park Drive South: speed reduction and improved connectivity
- Kingsway Court 'Zed'
- Broomhill to Victoria Park green corridor
- Scotstoun Conservation Area
- School Street zone for Clyde Campus
- 'Reinstate the No. 4 Bus' campaign (approx.)
- Community Rail Partnership
- Yoker Playing Fields
- Danes Drive / Victoria Park Drive North / Westland Drive double roundabout
- Burgh Halls restorations
- Other proposed:
 - City Network
 - Glasgow Bus Partnership bus improvements
 - Upgrades to Clyde pedestrian / cycle tunnels
 - Sites with significant planning permission

Base mapping © OpenStreetMap contributors





3 Area Context

3 Area Context

3.1. Demographic profile

Demographic data from the 2011 Census and Scottish Index of Multiple Deprivation has been analysed to understand more about the Liveable Neighbourhood, the people who live there, and their typical activities.

Some demographic characteristics show no clear trends:

- Age - There are no clear patterns across the area other than higher than average numbers of older people (over 65) around the affluent Jordanhill and Anniesland, and the less affluent Scotstounhill.
- Sex - This varies across the area though there are pockets with smaller (particularly at Anniesland) and larger female populations (including the Spiershall Terrace and Garscadden areas).

There are some general trends that are reflected across the demographic data for the area. The area can be split into a series of sub-areas that have similar characteristics:

- Jordanhill, Scotstoun and Anniesland
- Scotstounhill & Kingsway, Dumbarton Road Corridor, and Whiteinch
- Yoker & Garscadden.

Note: Some data shown on the demographic maps may be misleading due to some areas having a small resident population. This includes the housing development site at Jordanhill Park, the docklands area, the area at Scotstoun Stadium, school sites, vacant sites, and areas of open space.

Jordanhill, Scotstoun and Anniesland

These areas are typically the most affluent in the Liveable Neighbourhood, with some high characteristics showing the area to be amongst the most affluent in the country. Some datasets show a stark divide either side of Queen Victoria Drive to Scotstounhill. This is shown by:

- Low levels of deprivation when accessed on a local and national scale.
- Lower crime rate
- Greater percentage of people employed in higher level jobs (managerial and professional roles).
- Lower levels of unemployment.
- Lower levels of disability and long-term health problems.

Scotstounhill & Kingsway, Dumbarton Road Corridor, and Whiteinch

These areas share similar characteristics of lower levels of affluence and levels of deprivation that are high on a national scale. This is shown by:

- High levels of multiple deprivation when accessed on a local and national scale.
- Higher crime rate
- Smaller percentage of people employed in higher level jobs (managerial and professional roles).
- Higher levels of unemployment.
- Higher levels of disability and long-term health problems.

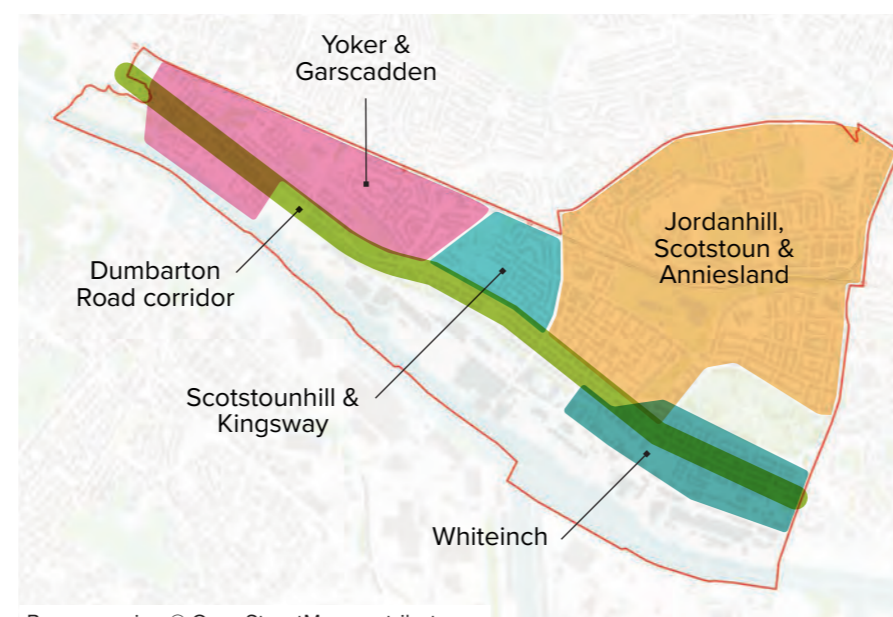
The areas of flats and tenements in Jordanhill/ Anniesland typically share characteristics with these areas.

Yoker & Garscadden

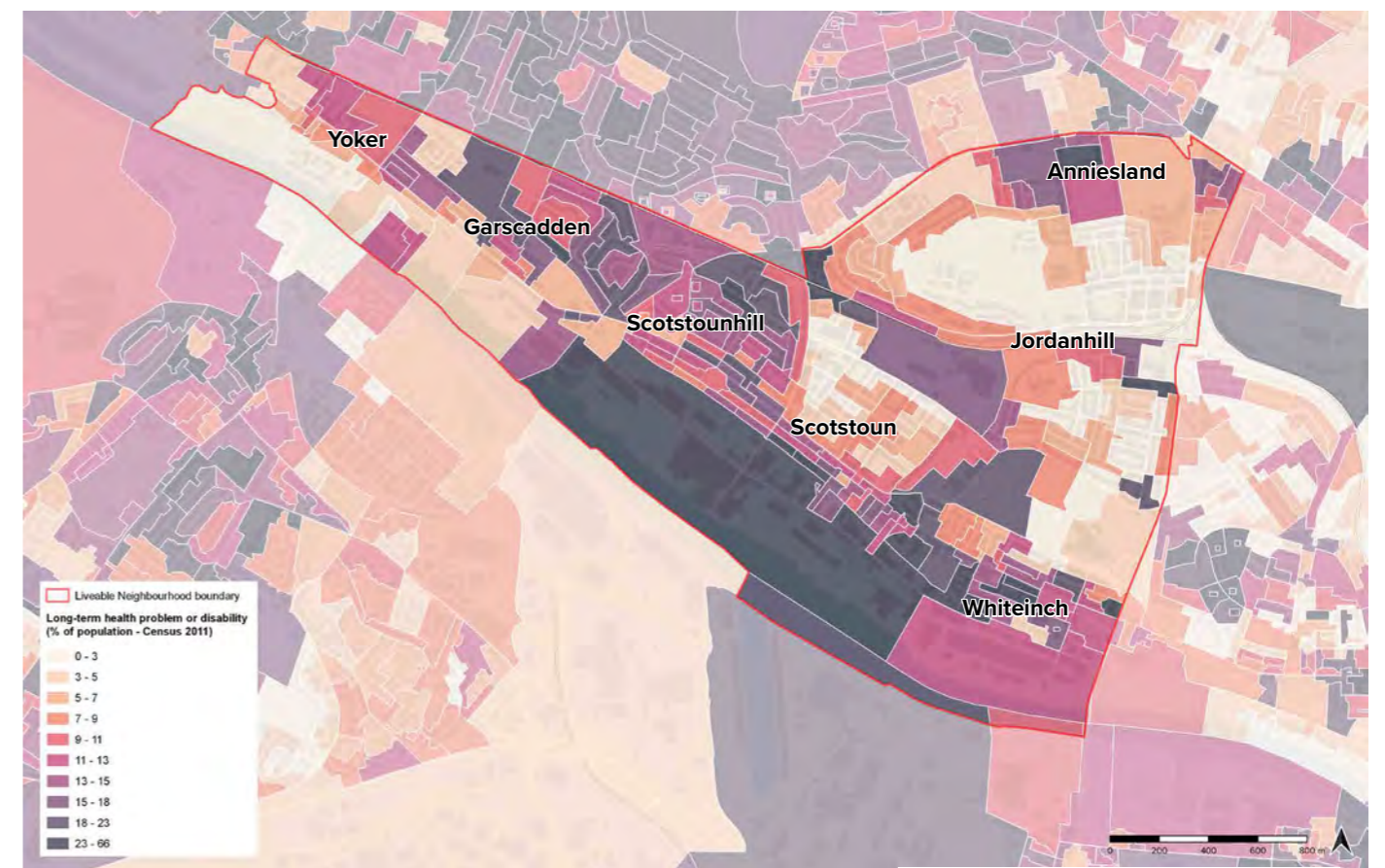
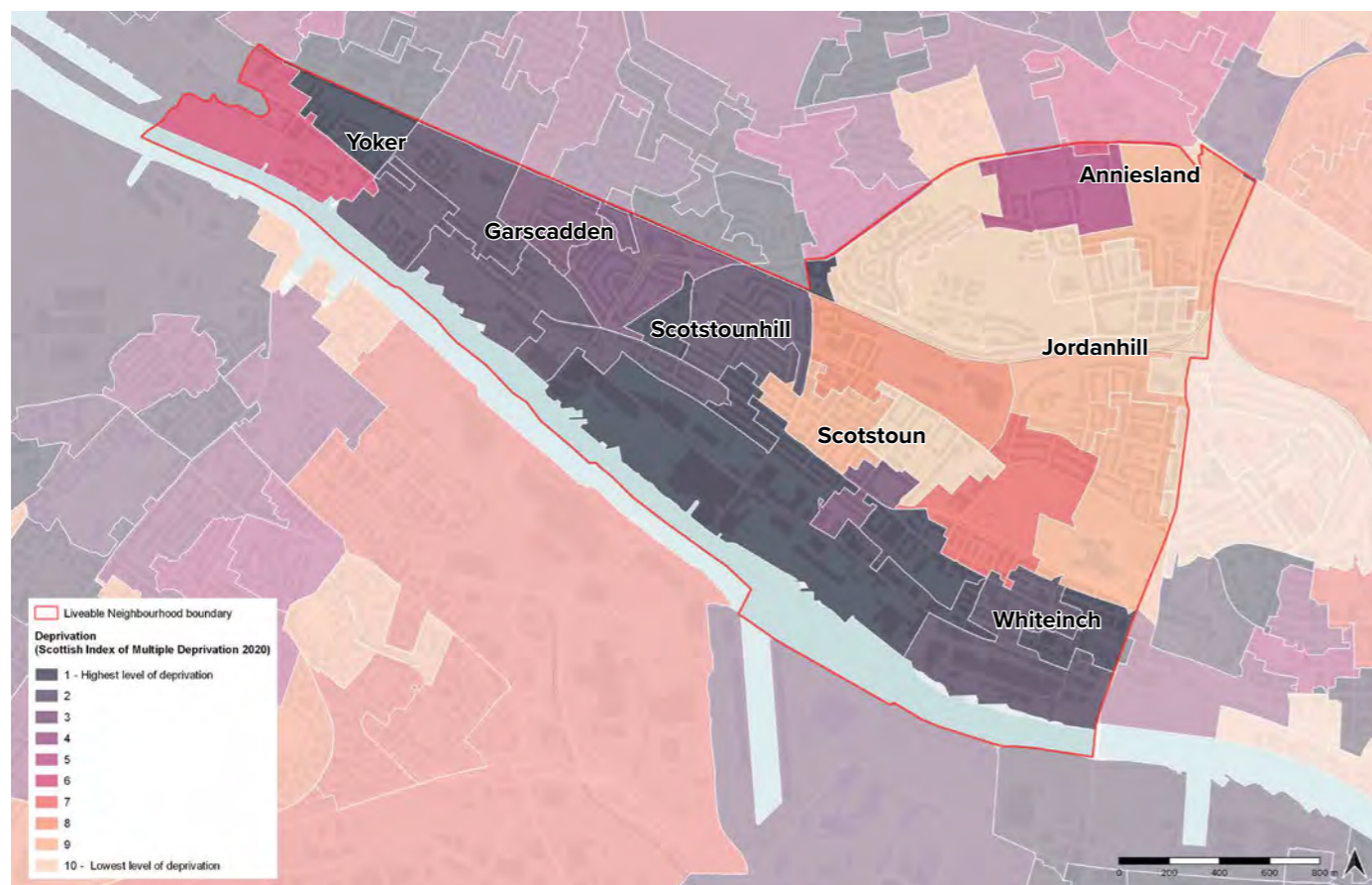
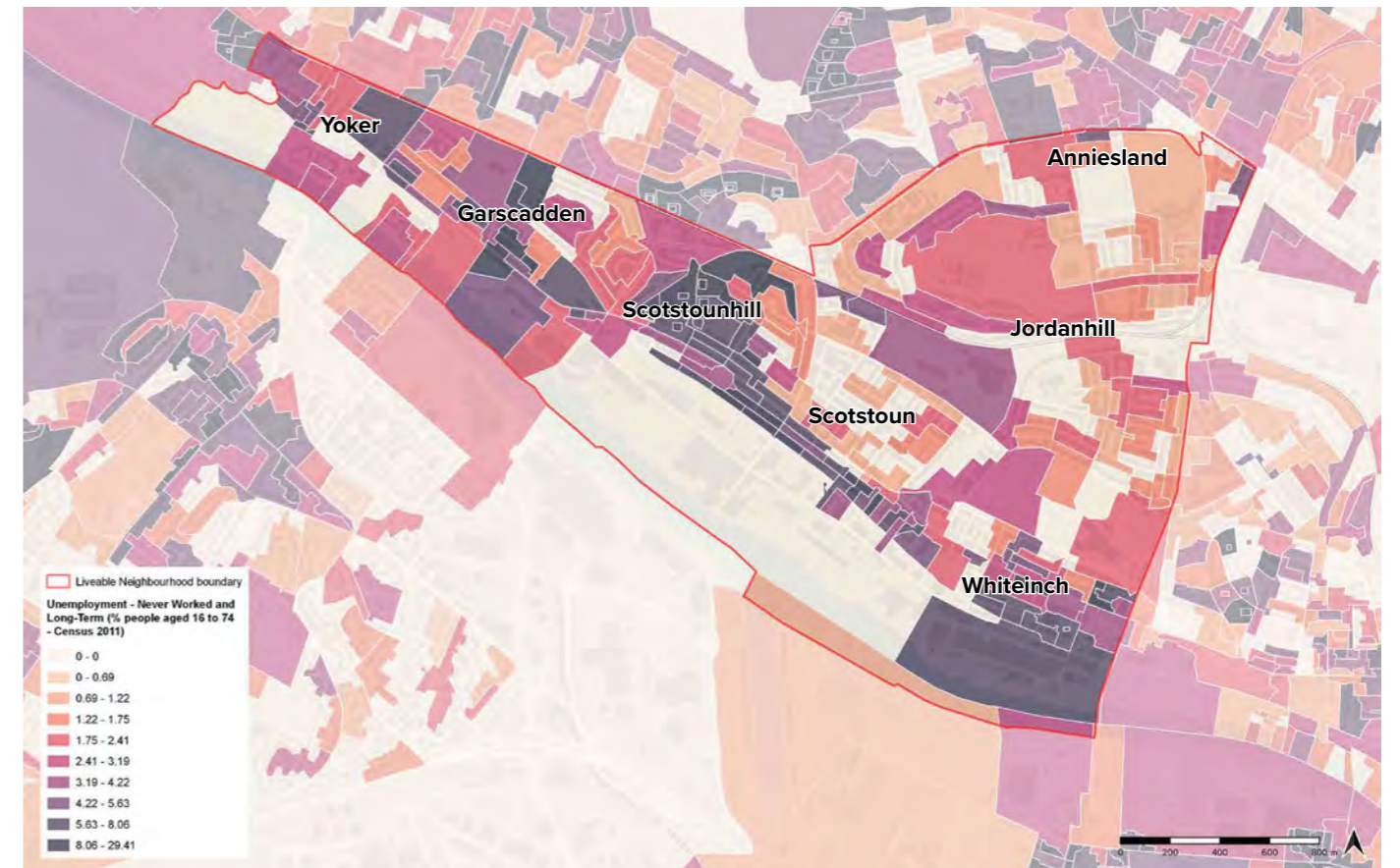
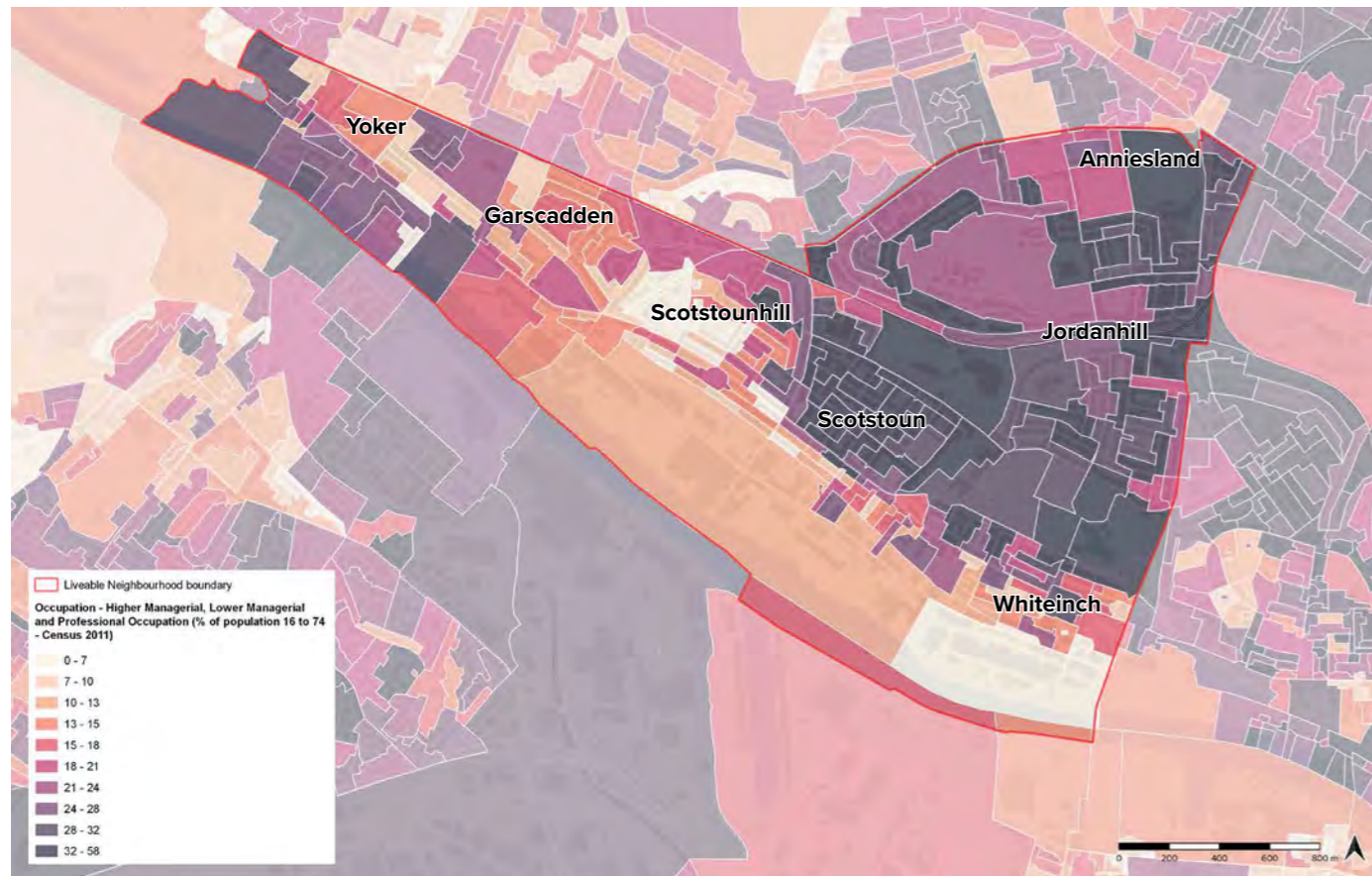
The Yoker and Garscadden areas are more varied:

- Yoker: Lower levels of affluence in the older areas of Yoker around Spiershall Terrace/ Spiershall Close. Higher affluence in the more recently developed areas, particularly in the Ellerslie Road and Bulldale Street neighbourhoods.
- Garscadden: Lower levels of affluence around Craggan Drive/ Lesmuir Drive, with demographic similarities to the Scotstounhill area.

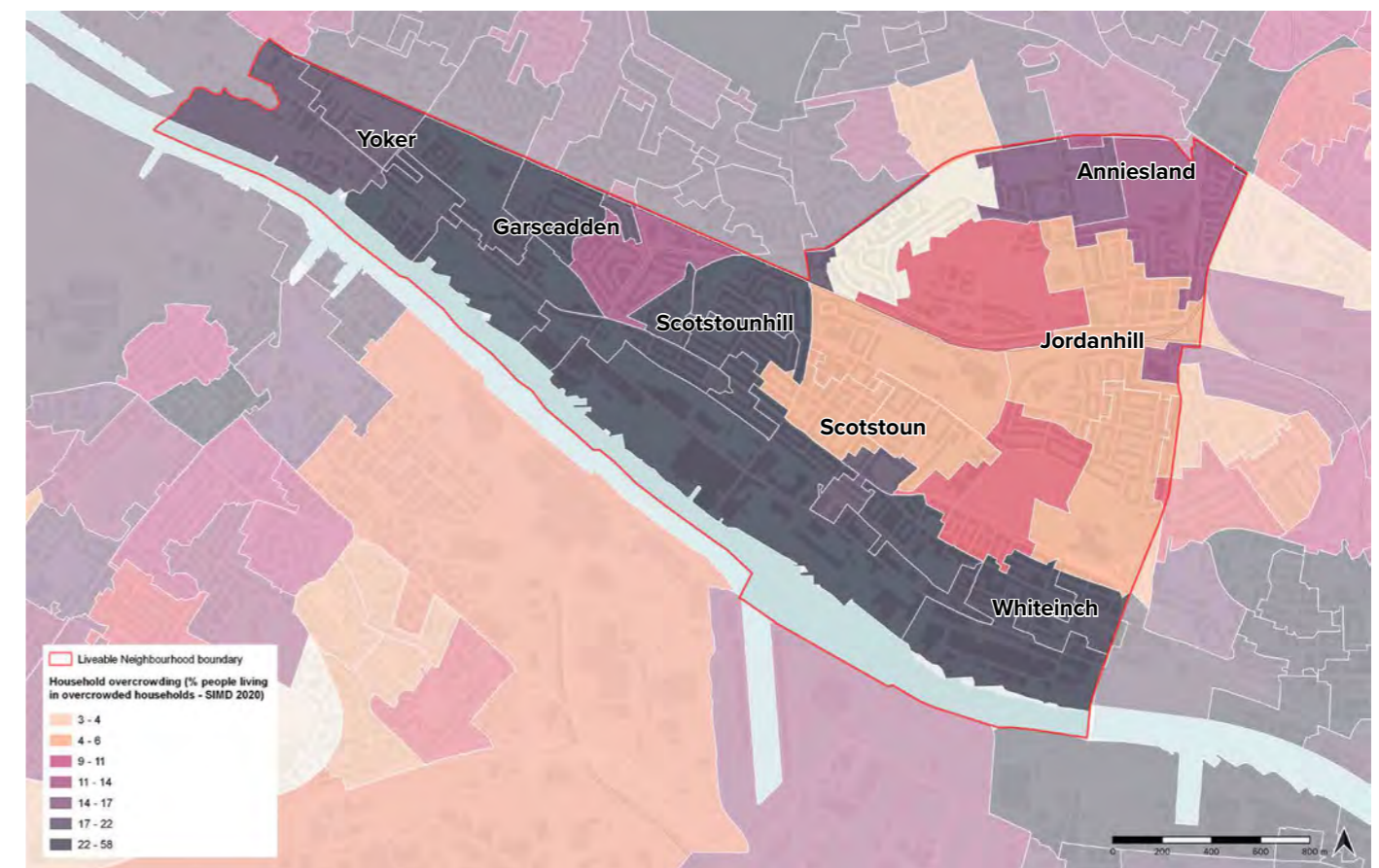
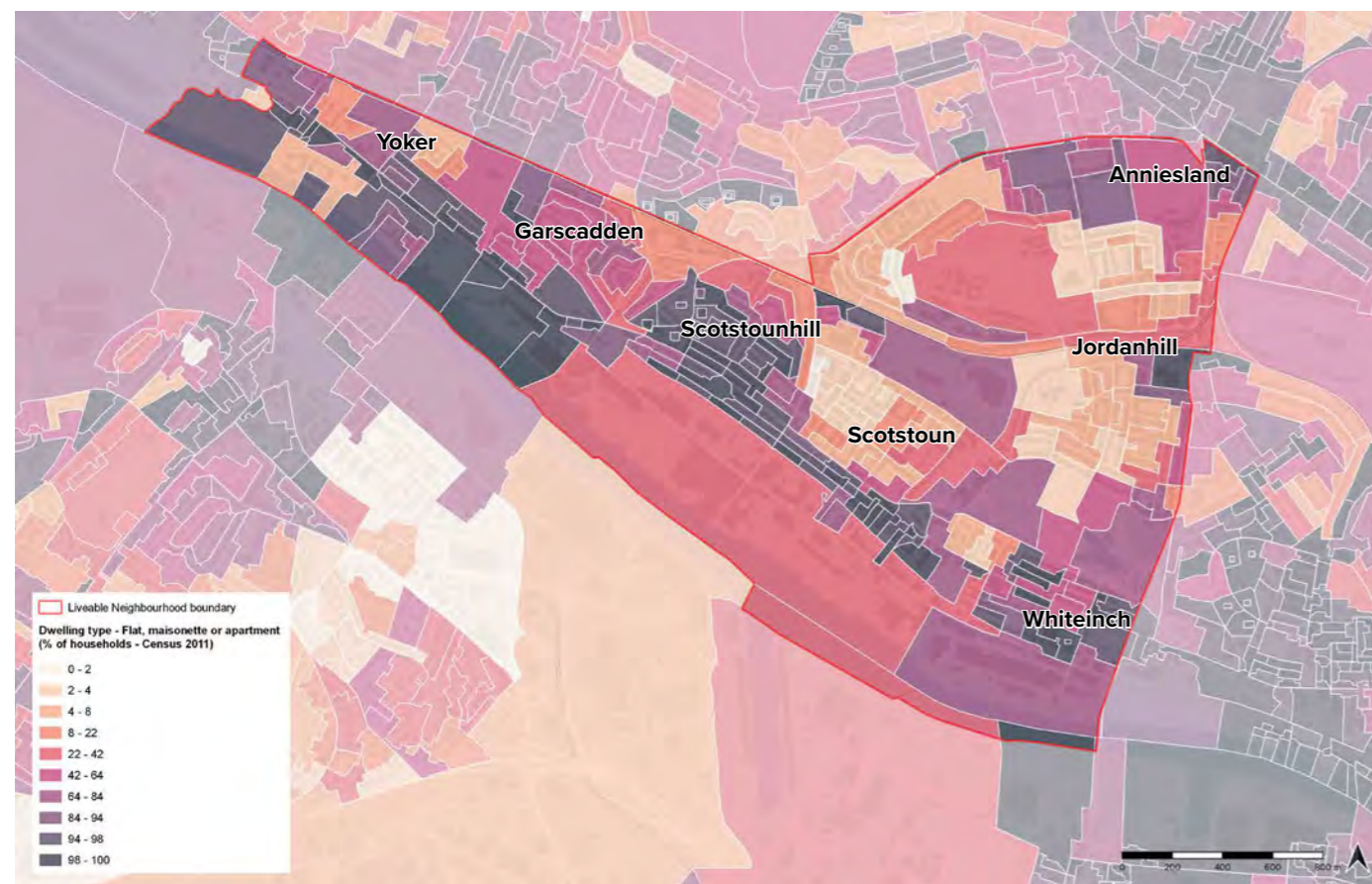
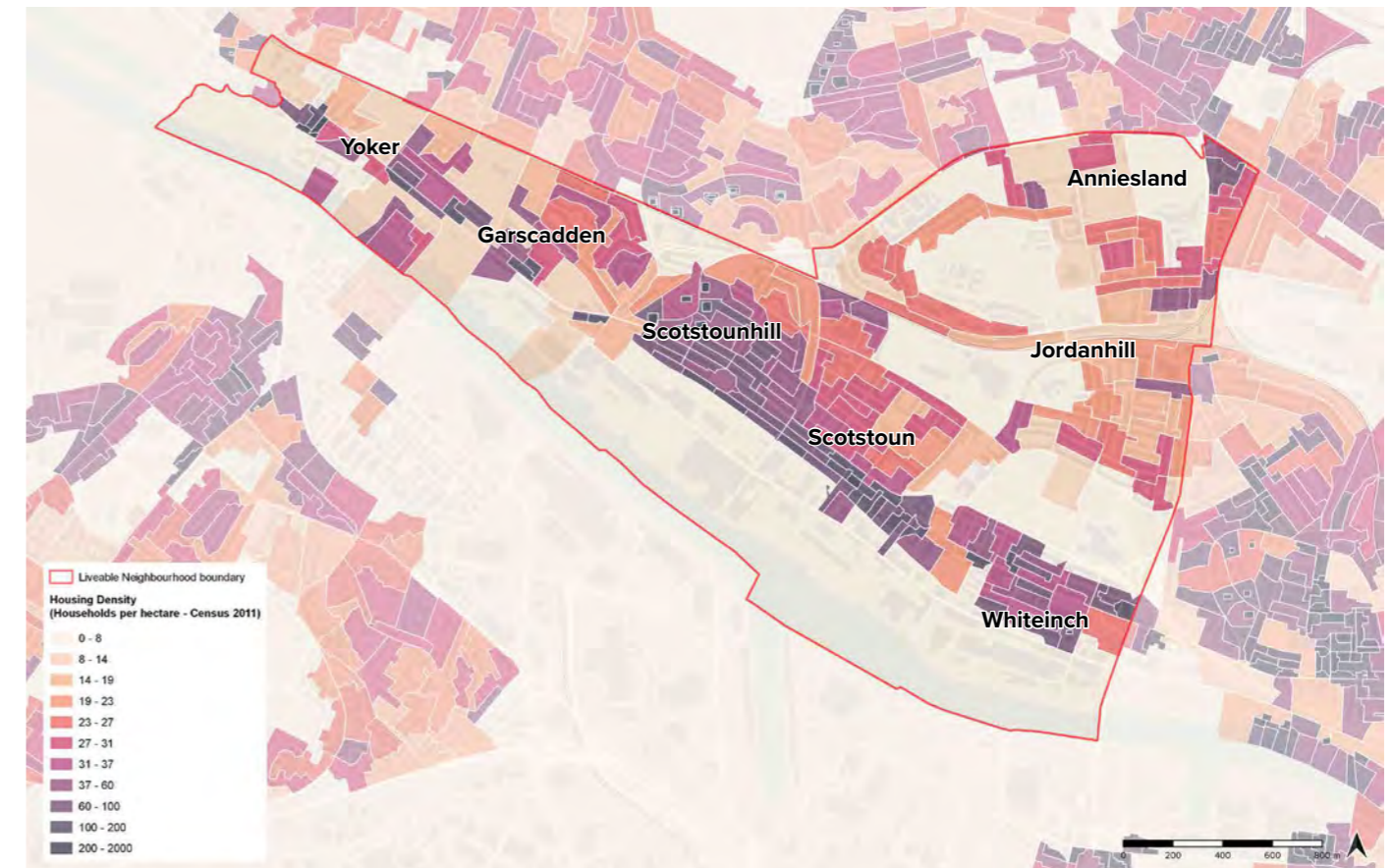
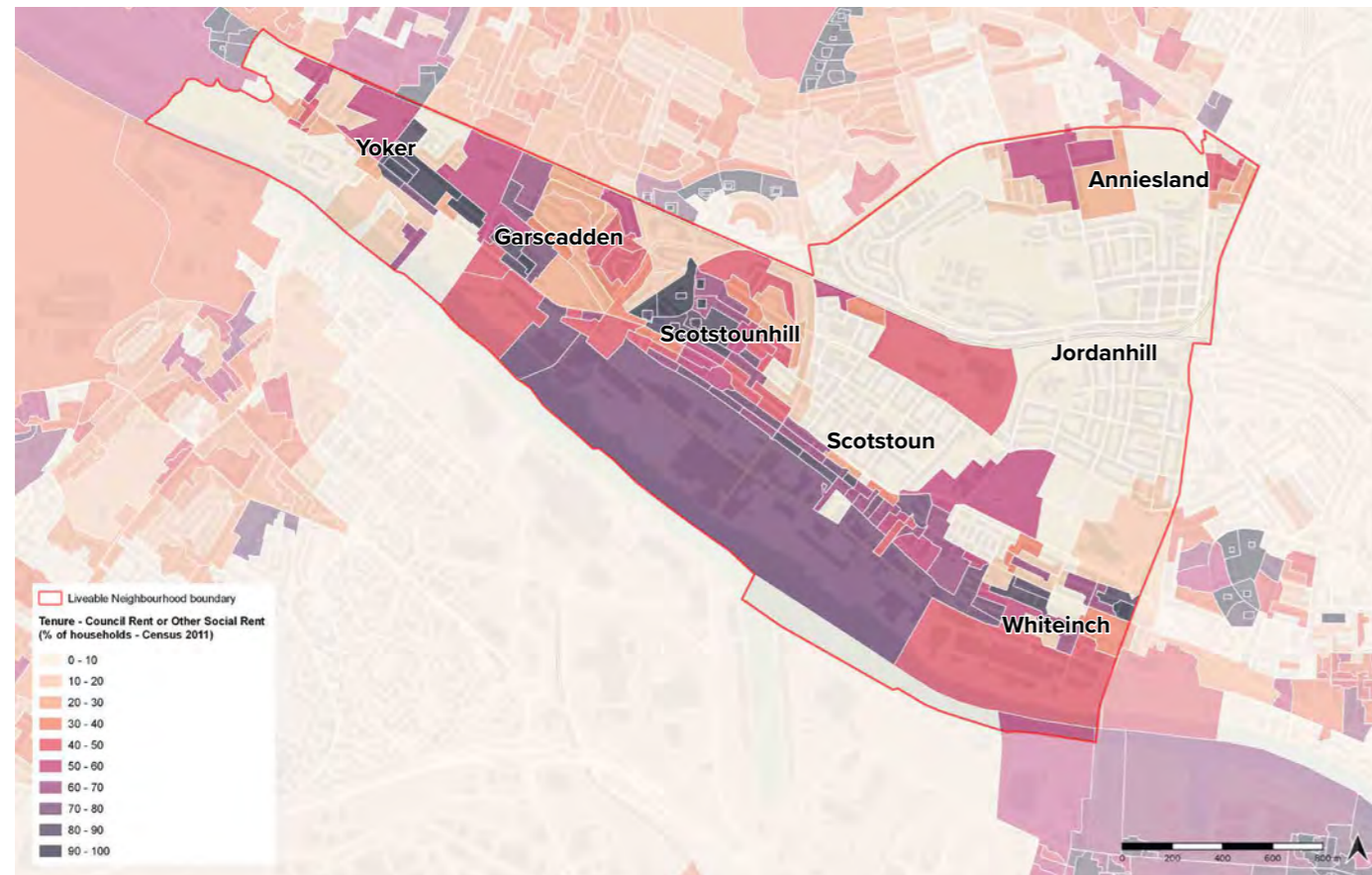
Demographic character areas



Population statistics



Living conditions



Living conditions

Jordanhill, Scotstoun and Anniesland

These areas mostly include older and larger single-family houses, with small pockets of flats and older tenements.

This is reflected by:

- Lower housing density
- Larger household size but lower level of household overcrowding
- Lower levels of Council and social rent
- Lower level of flats / apartments

Scotstounhill & Kingsway, Dumbarton Road Corridor, and Whiteinch

The Scotstounhill area has a mix of housing type with single-family houses and the Kingsway Court tower blocks. The corridor along and around Dumbarton Road is lined by higher-density tenements, with many having shop units on the ground floor. Whiteinch has a mix of flats, tenements, single-family houses and a tower block.

This is reflected by:

- Higher housing density
- Smaller household size but higher level of household overcrowding
- Higher levels of Council and social rent
- Higher level of flats / apartments

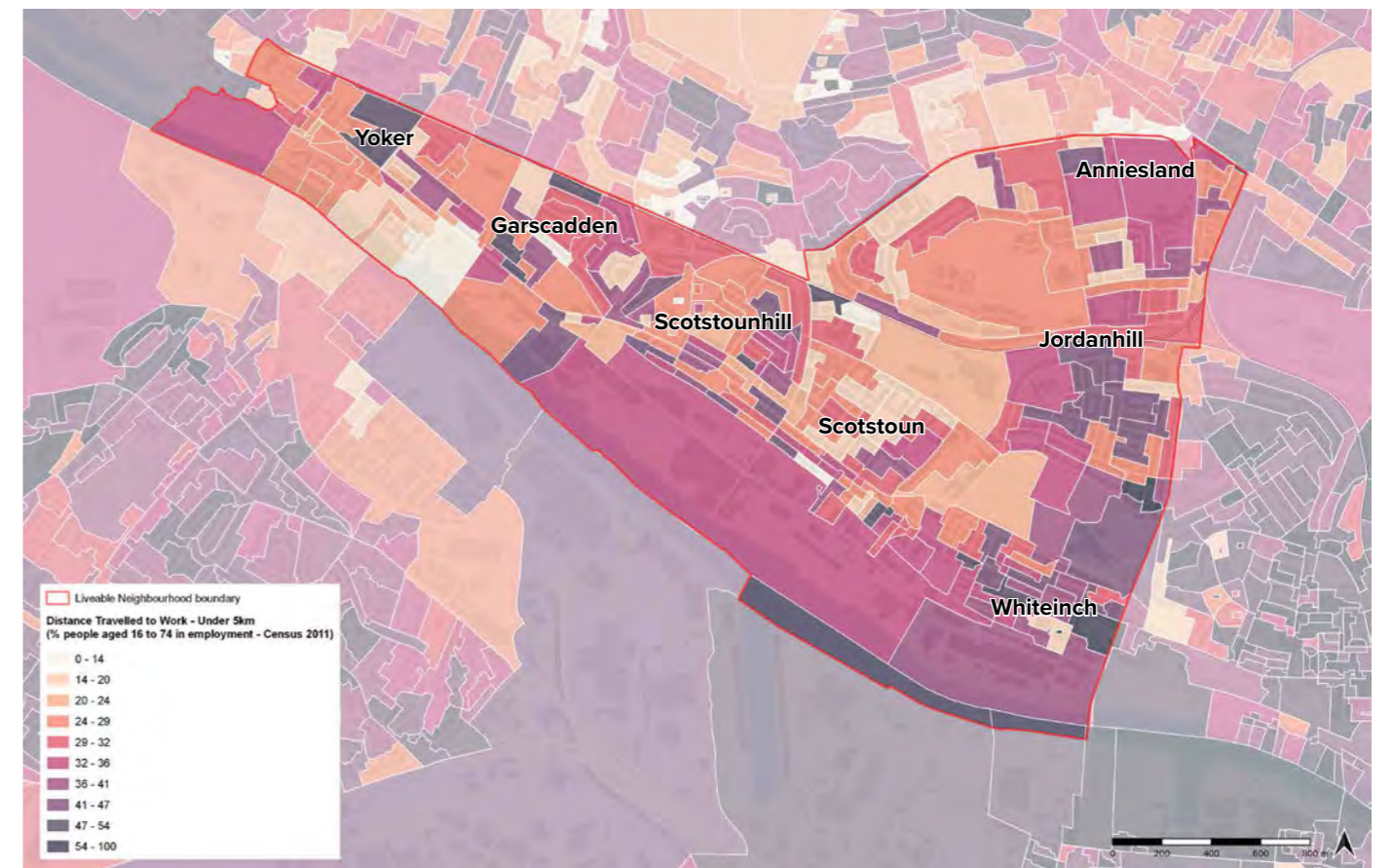
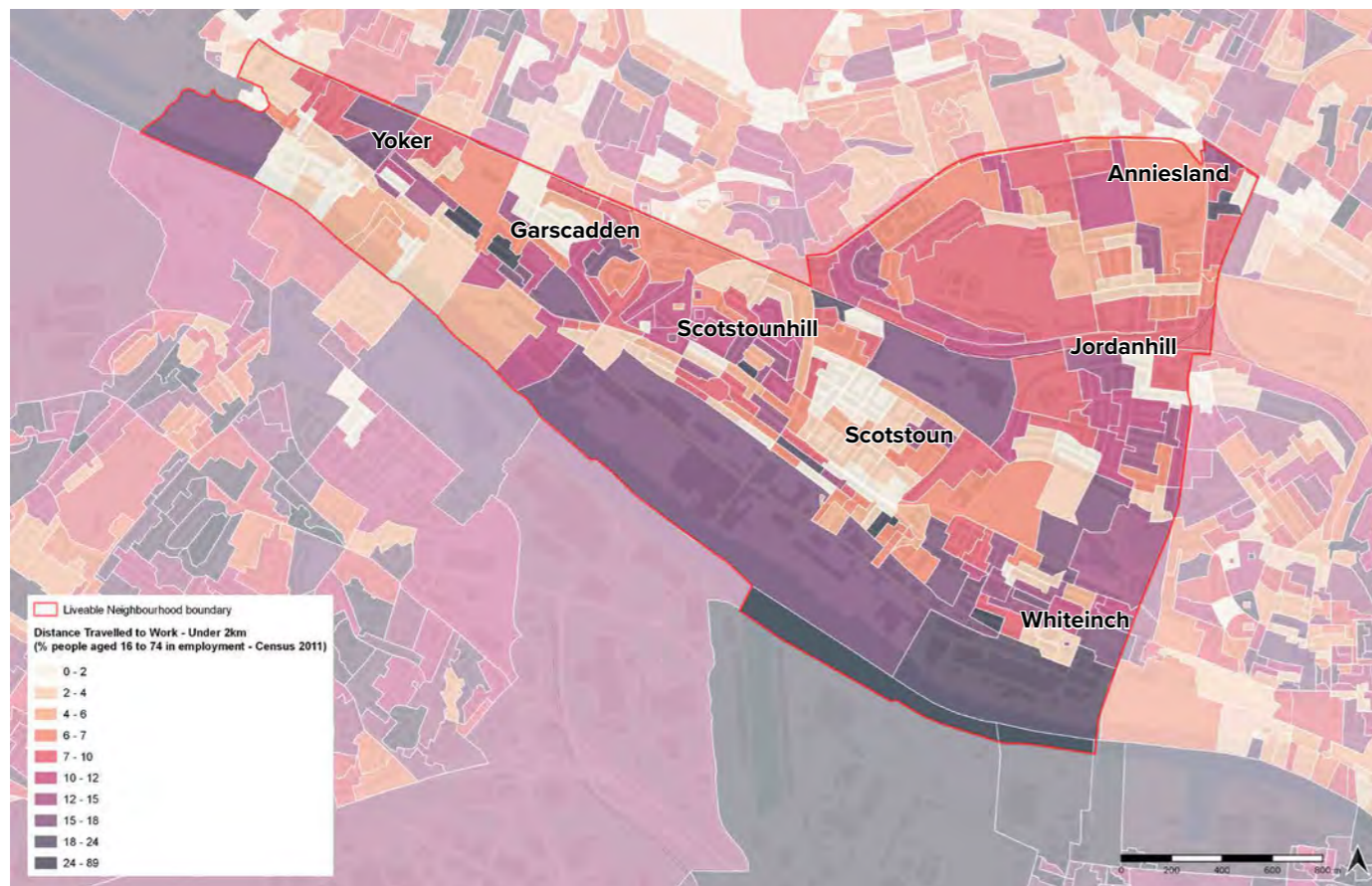
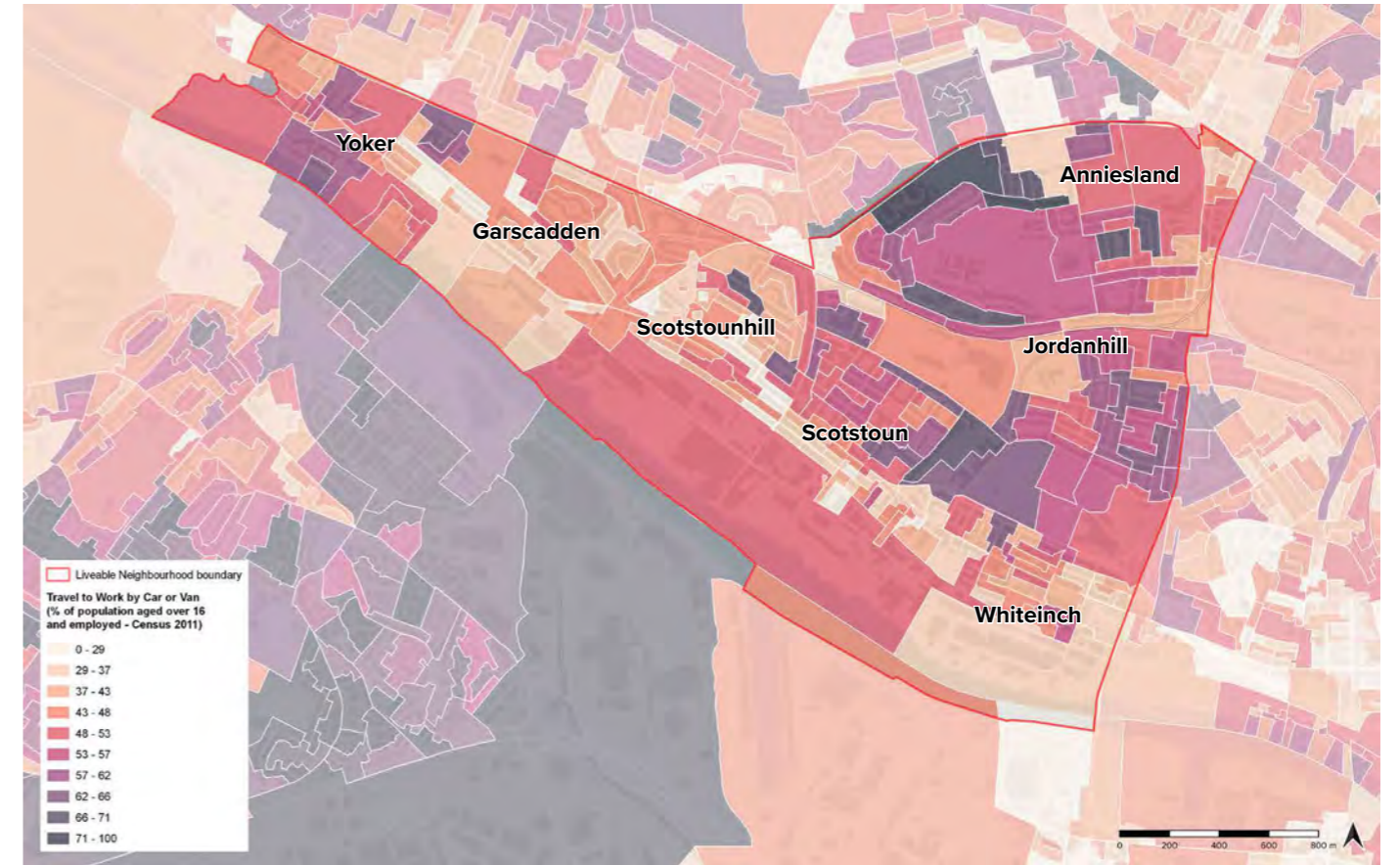
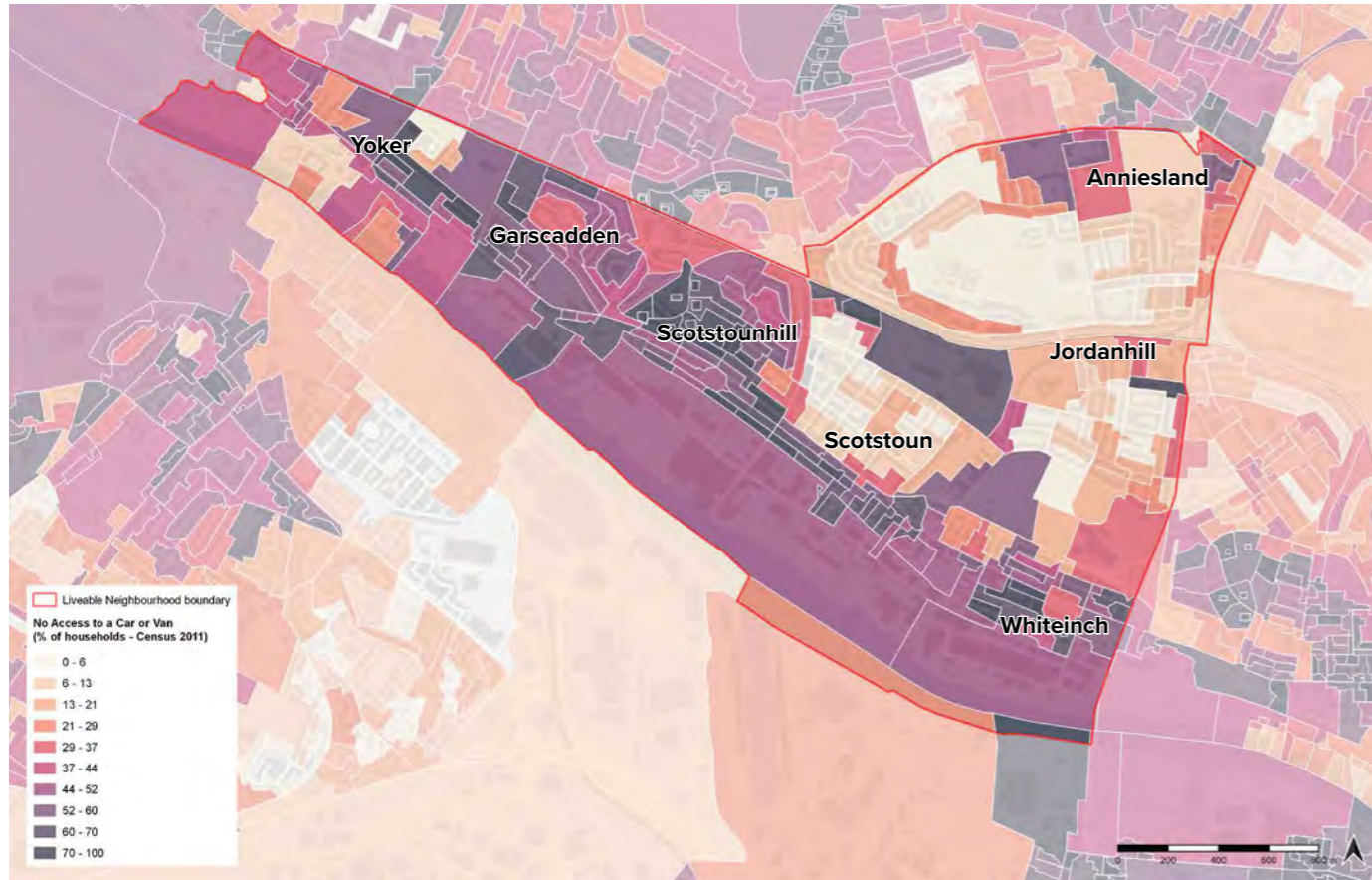
The areas of flats and tenements in Jordanhill/ Anniesland typically share characteristics with these areas.

Yoker & Garscadden

The Yoker and Garscadden areas are more varied:

- Yoker: The Spiershall Terrace/ Spiershall Close area has mainly tenements, while the more recently developed areas, particularly in the Ellerslie Road and Bulldale Street neighbourhoods, have a mix of newer flats and single-family houses. Tweedvale Avenue, Coldingham Avenue and Southinch Avenue have attractive early-20th-century terraced housing.
- Garscadden: The Craggan Drive/ Lesmuir Drive area has mainly single-family houses and small pockets of flats.

Travel Patterns



Travel trends

Jordanhill, Scotstoun and Anniesland

These areas are characterised by:

- Higher levels of car ownership
- Higher levels of travel to work by car

Yoker & Garscadden, Scotstounhill & Kingsway, Dumbarton Road Corridor, and Whiteinch

These areas are characterised by:

- Low levels of car ownership
- Lower levels of travel to work by car

The areas of flats and tenements in Jordanhill/ Anniesland typically share characteristics with these areas.

The newer developments at Yoker show a closer relationship to the Jordanhill areas.

Some demographic characteristics show no clear trends:

- Distance travelled to work - There is no clear pattern in distance travelled, though the data suggests that some areas of Scotstoun and southern Yoker travel further to work while the Jordanhill and Whiteinch areas show higher levels who travel less than 2km.

Commuting patterns

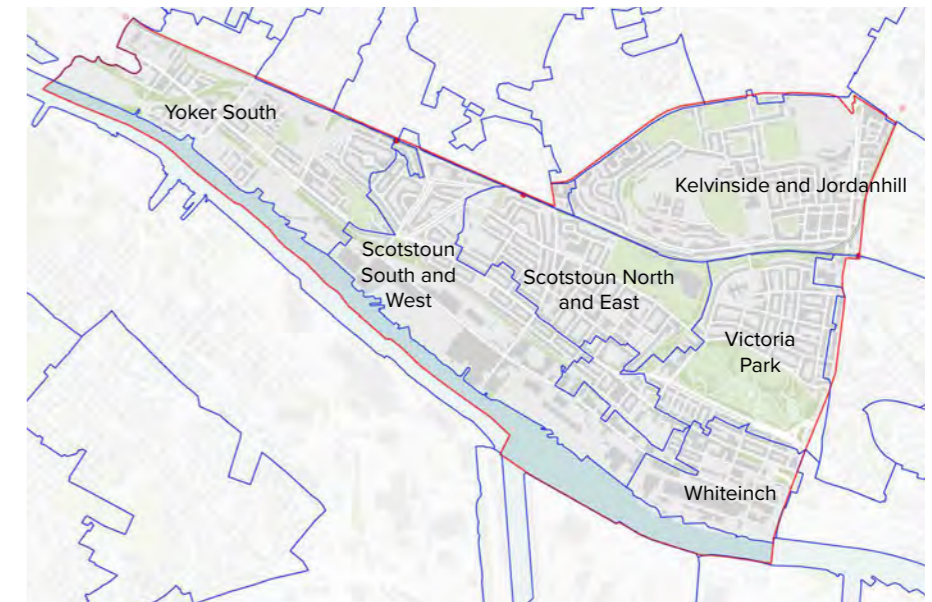
These diagrams from DataShine Scotland show commuting patterns from the neighbourhoods within the LN area. The data is based on Scotland's 2011 Census and presented by Intermediate Zone census boundaries.

Unsurprisingly, all areas show high levels of people commuting eastwards into Glasgow city centre, with particularly high numbers making this commute from Kelvingrove & Jordanhill and Yoker South. Other strong trends are seen towards Clydebank and the Kelvingrove & Jordanhill area.

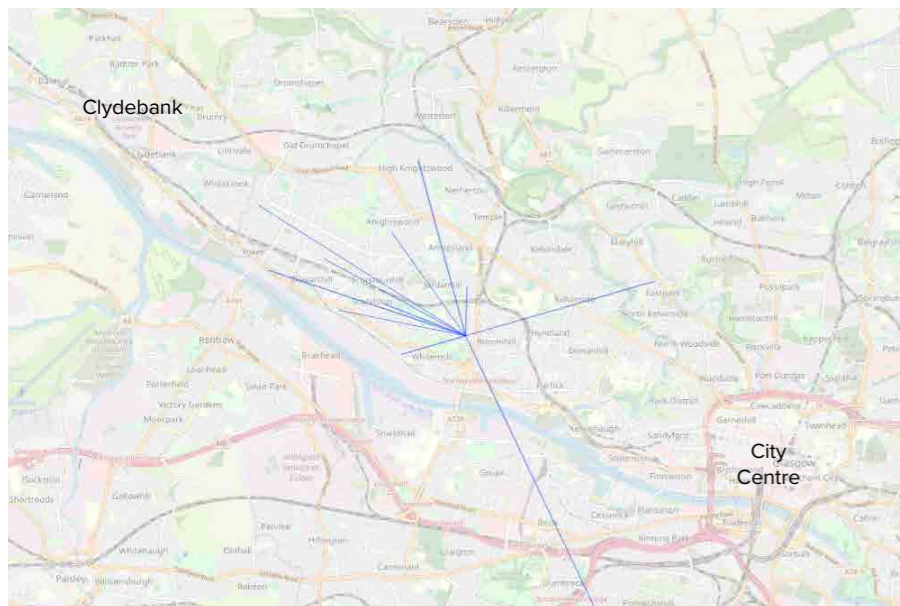
Travel by bus is particularly high for the western areas, while commuting by train or car is more popular in the Jordanhill area.

Most zones within the LN area have relatively low levels of inbound commuting, as demonstrated by the Victoria Park area. However Kelvingrove & Jordanhill, which includes Glasgow Clyde College and Gartnavel Hospital, and Scotstoun South and West, which includes most of the docklands industrial area, have considerably higher levels of inbound commuting. It is likely that the majority of inbound commuting to the Kelvingrove & Jordanhill is to destinations outside the LN area due to Jordanhill being a mostly residential area.

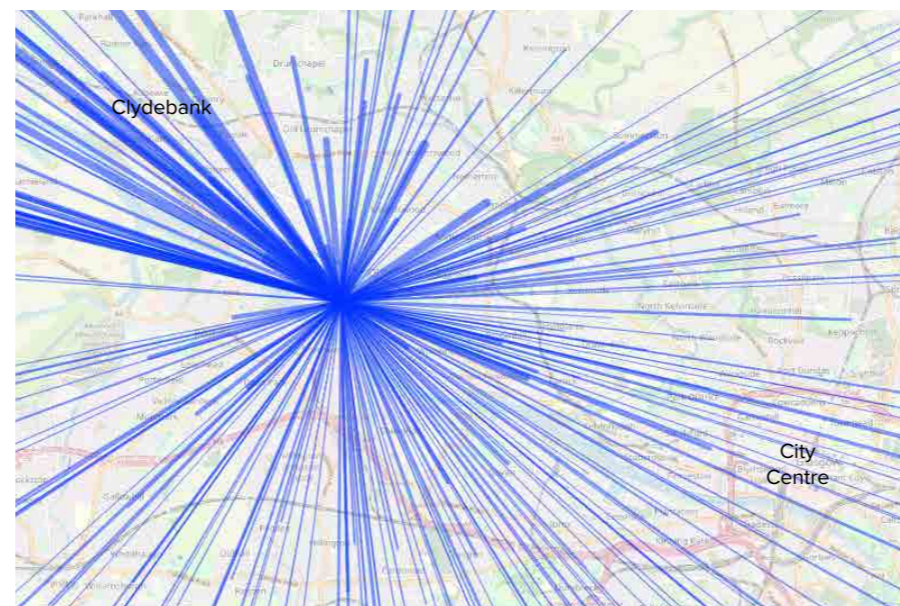
Census 'Intermediate Zones'



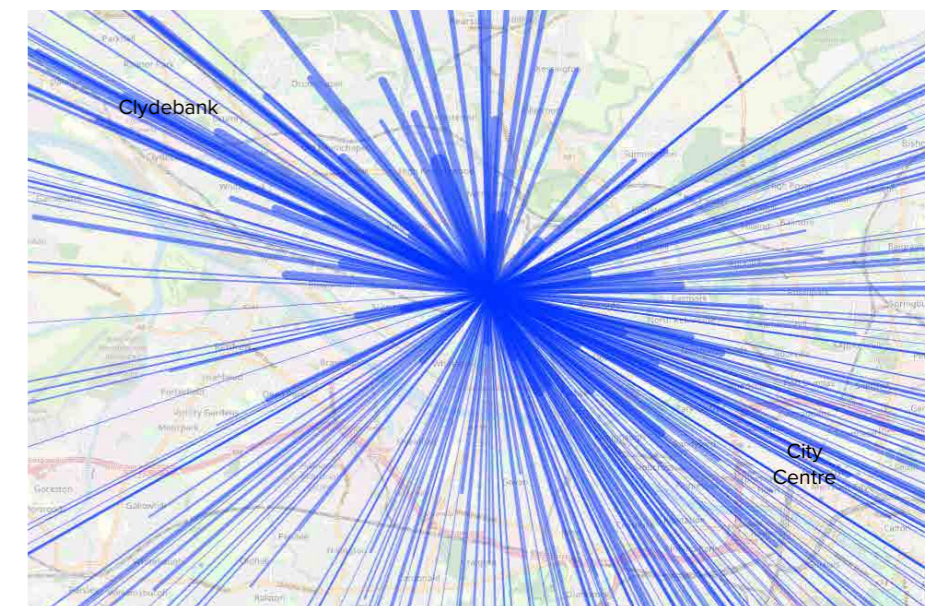
Victoria Park- inbound commuting



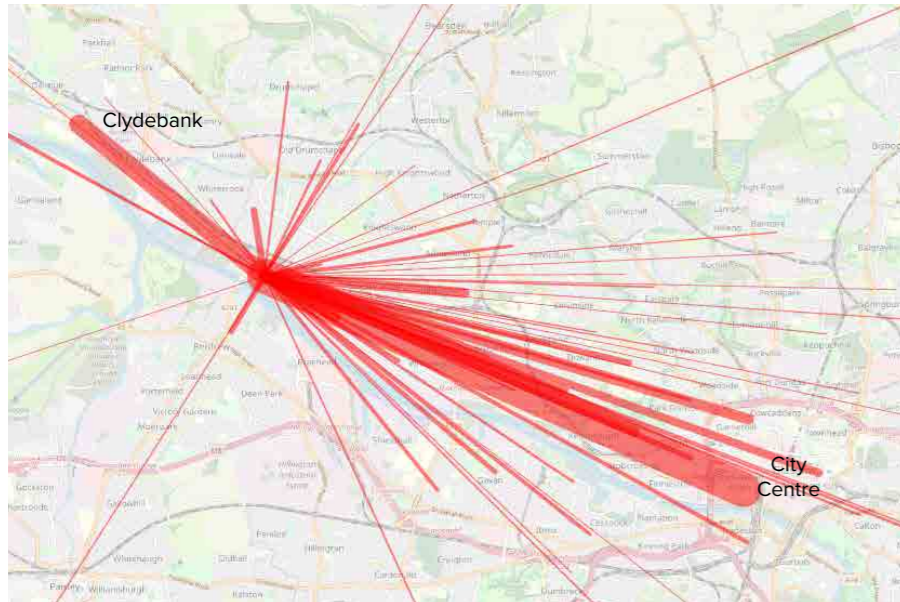
Scotstoun South and West - inbound commuting



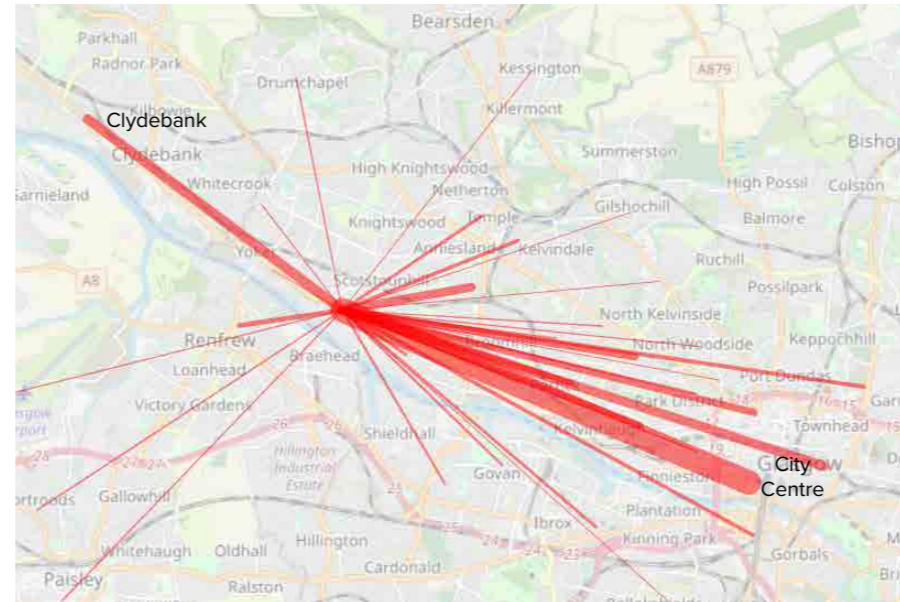
Kelvinside and Jordanhill - inbound commuting



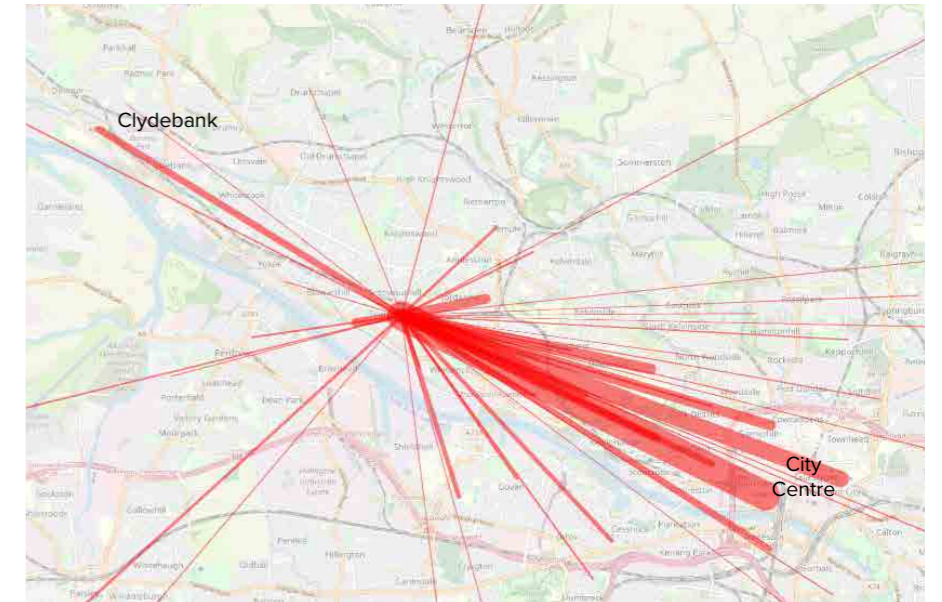
Yoker South - commuting out



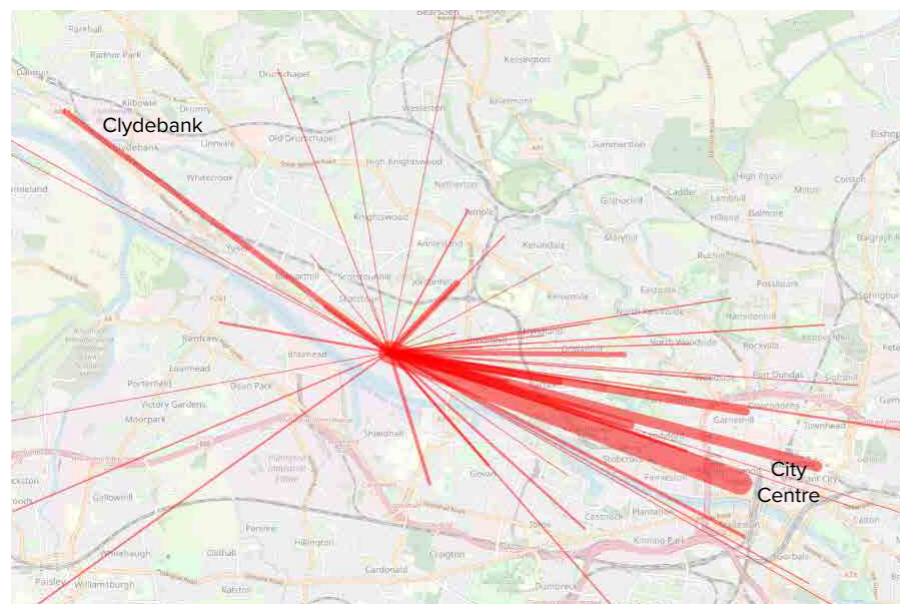
Scotstoun South and West - commuting out



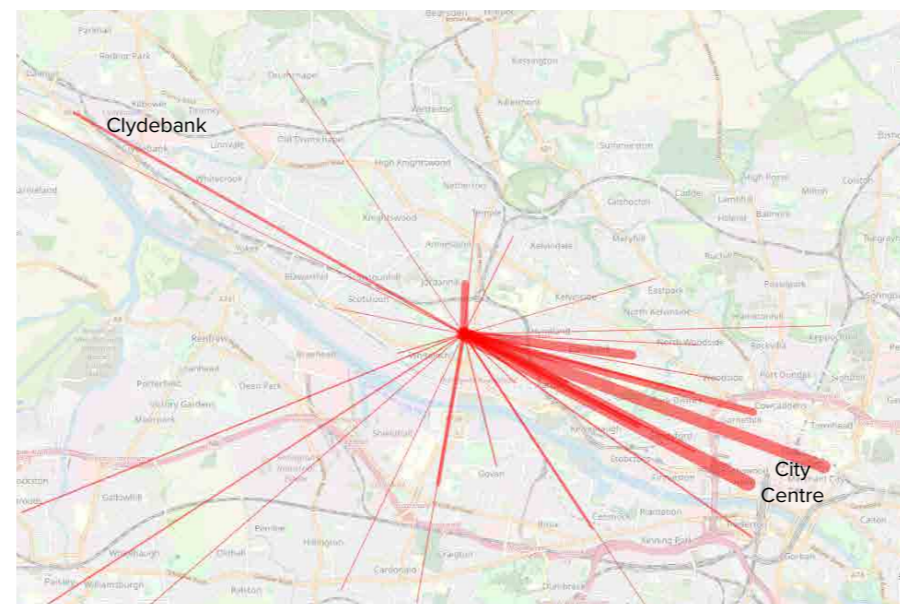
Scotstoun North and East - commuting out



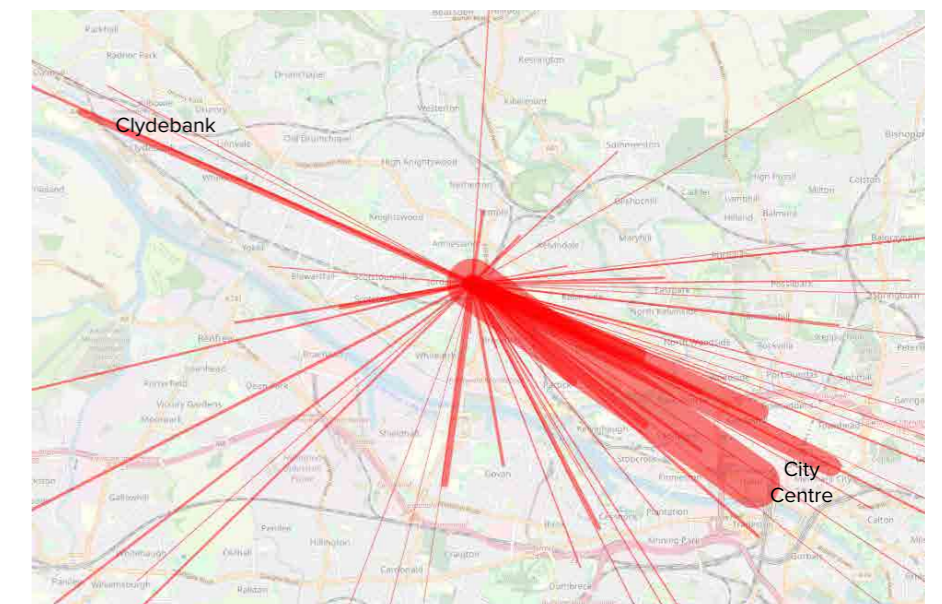
Whiteinch - commuting out



Victoria Park - commuting out



Kelvinside and Jordanhill - commuting out



3.2. Area history

The LN study area developed mostly in the late 19th Century and early-to-mid 20th Century. The majority of residential development started at the south-east in Whiteinch, expanding northwards to Anniesland and eastwards along Dumbarton Road to meet the existing settlement at Yoker. Tramways were developed along the key corridors of Dumbarton Road, Crow Road and Kingsway/ Anniesland Road.

Manufacturing has a significant historical timeline within the Yoker and Whiteinch area. By 1861, the westward expansion of the Clyde shipbuilding yards had reached Scotstoun with the opening of the Charles Connell and Company shipyard (1861) and the Yarrow Shipbuilders yard in 1906. This docklands expansion has led to the break-up of land within the area. Portions of land were sold-off for housing, to create Victoria Park, and for further industrial development along the river such as iron, engineering, and shipbuilding. Although ship building has declined, the former Yarrow's shipyard, now owned by BAE Systems is still now in operation. The Lanarkshire and Dumbartonshire Railway was constructed to the north of the docklands linking heavy industry to central Glasgow, with stations at Yoker, Scotstoun and Whiteinch. Similarly, the Whiteinch Railway was constructed to the west of Victoria Park. Since the lines' closure, the routes have been used as walking and cycling routes.

The Whiteinch area was originally developed to provide housing for those working along the Clyde. Victoria Park was opened to the north of Whiteinch in 1887, named for Queen Victoria's jubilee. The area between the park and Dumbarton Road consists of a grid-like estate of mainly terraced cottage style villas with distinctive English-styling in wide tree-lined streets and early example of the type of 'garden suburb' town planning developed by Ebenezer Howard. This area has largely remained as originally developed, while south of Dumbarton Road saw more significant change in the mid-20th century, with new flats and houses replacing industrial sites and older housing.

Through the neighbourhood, the corridor along Dumbarton Road is largely characterised by late 19th / early 20th century tenements adjoining the old shipyards to the south.

Before the 20th century, Jordanhill was a poor area, similar to its neighbouring area, Knightswood. At its centre, lay the Jordanhill College campus and its signature building, the Grade B listed David Stow building. The building of more affluent residences coincided with the westward expansion of Glasgow and the construction of a commuter railway. The area now largely consists of terraced housing dating from the early-20th century, with some semi-detached and large detached homes from that era, and more recent infill of apartments. The eastern Scotstoun area developed in a similar

fashion. The Laurel Park Gardens development includes detached homes around suburban-style cul-de-sacs. The college campus is currently under redevelopment to provide over 300 homes.

The Scotstounhill area developed in the early-to-mid 20th century with semi-detached housing and tenements along wide streets with private front gardens. Six high-rise tower blocks, known as the Kingsway flats, were constructed in the late 20th century, now reduced to four towers. A new housing complex of houses and apartments was built in 2016 by Glasgow Housing Association.

The Garscadden area was developed in the mid-20th century, consisting of semi-detached houses and short terraces with large front gardens, set around wide streets with areas of street planting. The street pattern broke away from the grid pattern used in much of the rest of the area, and features a less regular layout.

Yoker was once an area where motor vehicles and tramcars were manufactured. These areas have now become operation centre for the North Clyde Line, part of Glasgow suburban rail network. The Renfrew Ferry has linked Yoker with Renfrew since the 14th Century. This area is relatively mixed, with a pocket of early-20th century terraces on tree-lined streets, areas of tenements, a late 20th-century estate and some modern developments on the riverside.



Yoker and Garscadden



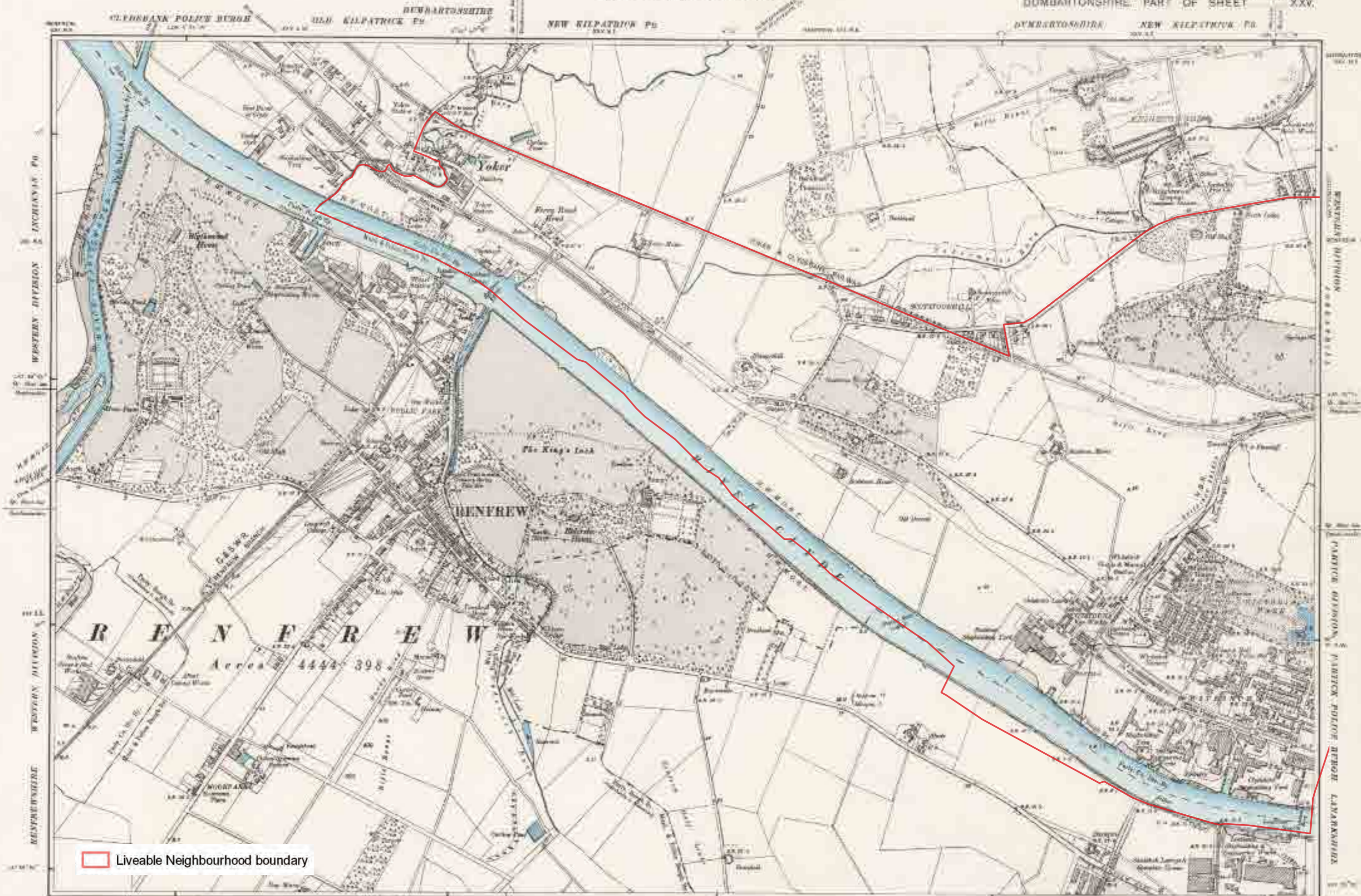
Scotstounhill and Scotstoun



Jordanhill



Whiteinch



Liveable Neighbourhood boundary

Scale: 1 inch = 1 mile
Scale: 1 centimetre = 100 metres

CHARACTERISTICS AND SYMBOLS

County Boundary
Parish Boundary
Municipal Boundary
Water
Railway
Road
Canal
River
Stream
Lake
Marsh
Wood
Park
Golf Course
Public Buildings
Government Buildings
Church
School
Workshop
Mill
Windmill
Toll
Lighthouse
Telegraph Station
Signal Station
Telegraph Office
Police Station
Post Office
Public House
Inn
Hotel
Cafe
Restaurant
Theatre
Cinema
Circus
Race Course
Stadium
Park
Golf Course
Public Buildings
Government Buildings
Church
School
Workshop
Mill
Windmill
Toll
Lighthouse
Telegraph Station
Signal Station
Telegraph Office
Police Station
Post Office
Public House
Inn
Hotel
Cafe
Restaurant
Theatre
Cinema
Circus
Race Course
Stadium

Scale 1:50,000



Photographed from the Plans and Published at the Ordnance Survey Office Southampton

N.B. The representation on this map of a small tract of land is not to be taken as an endorsement of any particular business or industry.

Historic map of Glasgow (1888-1913), ESRI World Imagery. Reproduced with the permission of the National Library of Scotland

Major junctions

At present, key junctions in the study area cause major severance especially for walking and cycling connectivity. This is largely due to the size of the junctions and the complicated networks of crossings, underpasses and footpaths.

Figures to the right show the transformation of these junctions over the period of time.

Clyde Tunnel junction

The opening of the Clyde Tunnel in 1963 included associated changes to the road network, including construction of the dual carriageways at Victoria Park Drive South and Balshagray Avenue and a major grade-separated junction with pedestrian underpasses. This required the demolition of existing development and caused significant severance at Whiteinch, disconnecting the area from Victoria Park and neighbouring Broomhill.

Anniesland Cross

Anniesland Cross began as a simple 4-arm crossroads but has become progressively more complex due to the extension of the Great Western Road, the construction of Bearsden Road, and the widening and realignment of Crow Road.

Dumbarton Road / Anniesland Road / Kingsway Road junction

Similarly, the junction on Dumbarton Road has become significantly more complicated since the construction of Kingsway.

Dumbarton Road / Victoria Park Drive South

The upgrade of Victoria Park Drive South and the re-routing of through-traffic onto this route required construction of a junction with Dumbarton Road.

Clyde Tunnel junction



Historic map of Glasgow (1888-1913), ESRI World Imagery. Reproduced with the permission of the National Library of Scotland

Anniesland Cross junction



Historic map of Glasgow (1888-1913), ESRI World Imagery. Reproduced with the permission of the National Library of Scotland

Dumbarton Road / Anniesland Road / Kingsway Road junction



Historic map of Glasgow (1888-1913), ESRI World Imagery. Reproduced with the permission of the National Library of Scotland

Dumbarton Road / Victoria Park Drive South



Historic map of Glasgow (1888-1913), ESRI World Imagery. Reproduced with the permission of the National Library of Scotland

3.3. Area character

Landmarks, nodes, vistas, severance

Many of the local landmarks and nodes are negative features that form part of the local road network, including the Clyde Tunnel and Anniesland Cross junctions. These roads, along with the railway line, form a major physical and psychological divide, cutting the neighbourhood off from surrounding areas and blocking access between Whiteinch and the nearby Victoria Park.

The tower blocks at Kingsway Court, Northland Drive and Northinch Street are prominent landmarks. The Anniesland Court tower sits very prominently at Anniesland Cross junction, visible along several long vistas.

There are few other prominent landmarks in the area, with a lack of tall church spires and other taller buildings or structures. The flat topography and relatively dense development limits views to many of the area's more positive architecture. The attractive David Stow building at Jordanhill Park provides a strong setting to the park and down towards Jordanhill School, another local landmark, however the building is relatively hidden from longer views.

There are several long vistas in the area, including along the many long straight road corridors. There are generally no landmarks to terminate these vistas, with views continuing towards the horizon or terminating at bends in the road. The old Lanarkshire and Dumbartonshire Railway bridge crossing Dumbarton Road (now used as part of NCN 7), and the railway bridges crossing Crow Road, provide landmarks along these long straight streets. The tenements along Dumbarton Road help to identify this road corridor.

The area's green spaces form local landmarks, particularly Victoria Park which occupies a prominent position alongside major roads.

Despite the Liveable Neighbourhood area having over 4km of riverfront, there are few locations where people can access the waterside, with only short waterfront paths at Yoker around the ferry.

Built form

The neighbourhood includes large continuous swathes of residential development. Yoker is more fragmented with a greater mix of non-residential developments and severance from the former railways.

Apart from areas of more challenging topography, much of the earlier-developed areas of the neighbourhood are laid out with a regular grid pattern of streets, meaning they are well-connected and highly walkable. Buildings face onto the street, either accessed directly from the pavement or with small front gardens. The Garscadden estate and later developments have seen a less regular street layout with greater use of cul-de-sacs and curving streets.

The area is typically defined by 2 storey houses and 3 to 4 storey tenements with taller blocks of 3 to 5 storeys along or close to Dumbarton Road. There are four remaining tower blocks at Kingsway Court, two at Northland Drive, and one at Whiteinch. Most houses are terraced or semi-detached, with very few detached homes apart from the modern infill developments in northern Jordanhill.

Topography

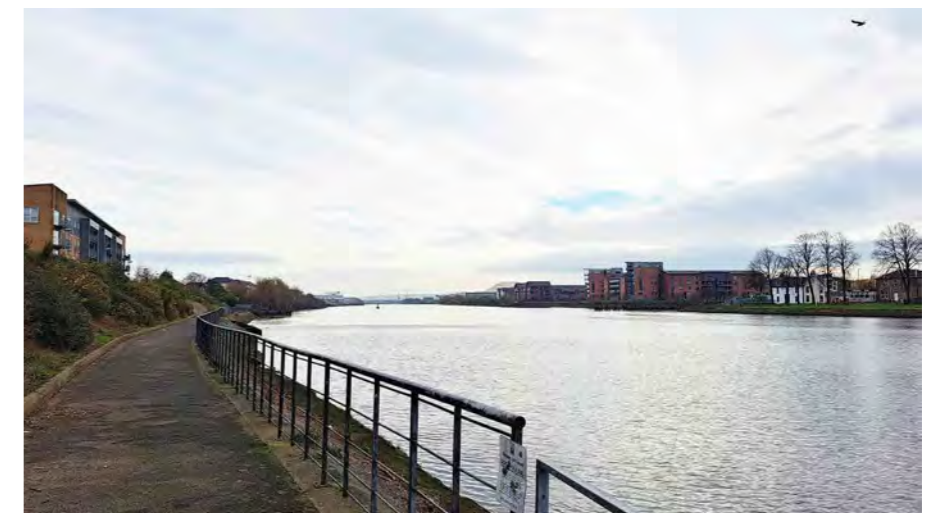
The area gently rises up from the banks of the River Clyde, with most of the area south of the railway line sitting at 0-10m above sea level. There are three natural high points with noticeable changes in level: at Scotstounhill, to the north of Victoria Park at Jordanhill, and north of the railway line at Jordanhill Park. There are some relatively steep streets in these areas which may pose a challenge to access. These high points provide views beyond the city to the surrounding countryside, including north-west to the Kilpatrick Hills.

The railway and larger boundary roads create artificial level changes with areas of cutting and embankment, including those used by NCN 7 along the former Lanarkshire and Dumbartonshire Railway line. Spiral Hill Flagpole forms a further small level change in the centre of the neighbourhood.

View south-east from Hallydown Drive across Scotstoun Stadium and Jordanhill.



Riverside walk at Yoker, looking across to Renfrew



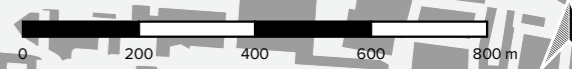
The Kingsway Court towers





Built form

Base mapping © OpenStreetMap contributors



Heritage

The area includes two conservation areas, located at Scotstoun and Victoria Park in western Whiteinch. The designations protect areas of distinctive housing stock.

Victoria Park is recorded on the Inventory of Gardens and Designed Landscapes. Of note, are the survival of the late 19th-century layout and the cast-iron gates. The Fossil Grove Site of Special Scientific Interest is of outstanding nature conservation interest.

There are a number of Listed Buildings in the area, mainly at Anniesland Cross, in Jordanhill and across Whiteinch. The terraced housing across Balshagray Avenue at Broomhill is listed, however the setting is negatively affected by major road infrastructure which severs its connection to Victoria Park.

Just to the north of the neighbourhood is Anniesland Court tower block, known to be the tallest listed building in Scotland. The David Stow building at Jordanhill Park has been retained and converted to residential apartments as part of the surrounding residential development.

Anniesland Court tower



Scotstoun conservation area



Whiteinch conservation area



Balshagray Avenue listed terraces

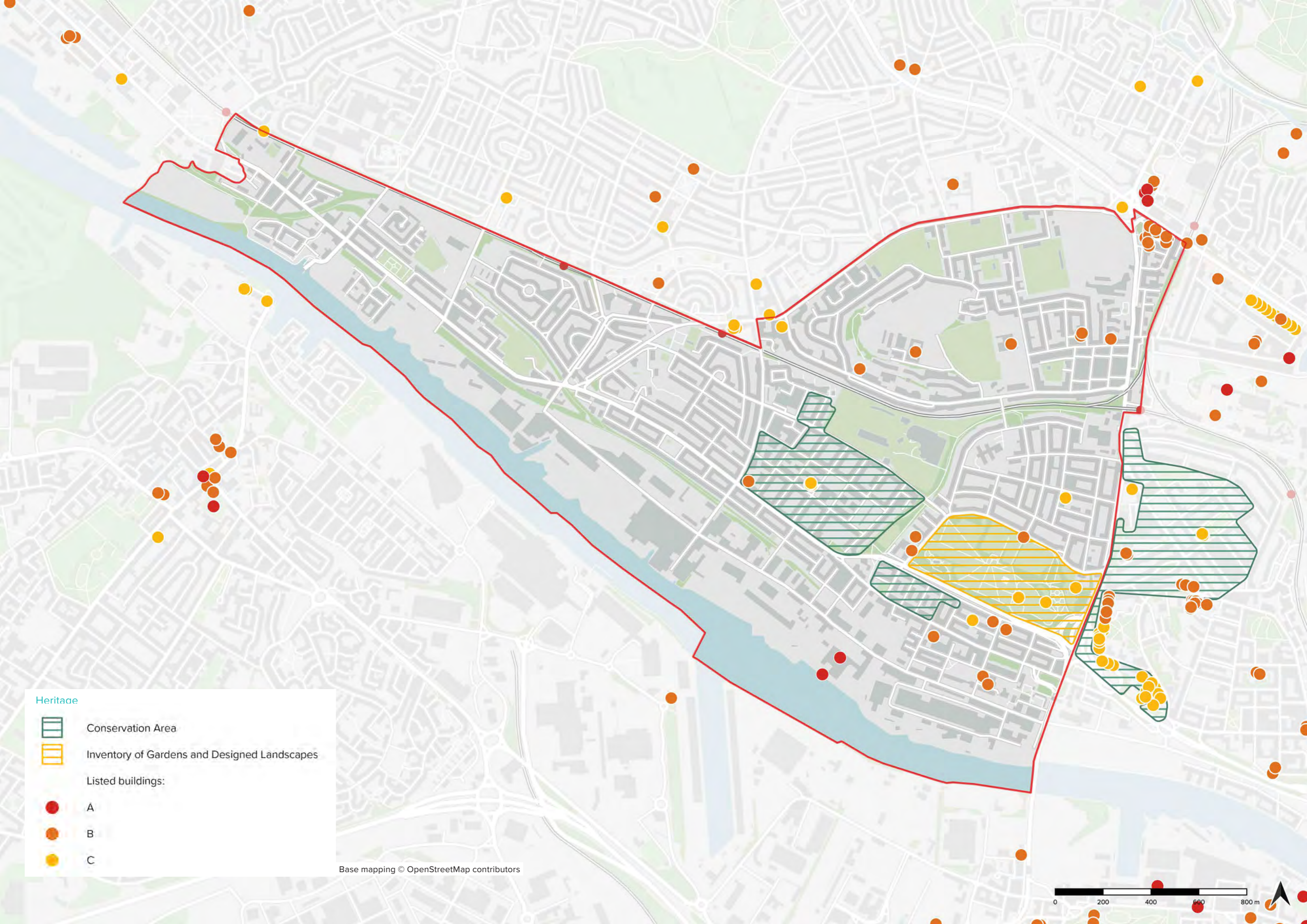


The David Stow building at Jordanhill Park




Entrance gates at Victoria Park








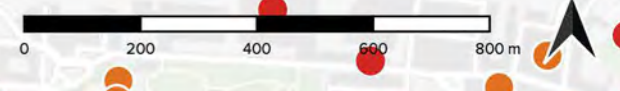
Heritage

-  Conservation Area
-  Inventory of Gardens and Designed Landscapes

Listed buildings:

-  A
-  B
-  C

Base mapping © OpenStreetMap contributors



3.4. Land use

Housing is the main land use in the Liveable Neighbourhood, with people living in most areas other than the Docklands. Much of the surrounding area is also residential, including the neighbourhoods of Thornwood, Broomhill, Anniesland, Knightswood and Clydebank.

The neighbourhood has a mix of housing types, typified by tenements along the Dumbarton Road corridor and main roads, tower blocks at Scotstounhill, older terraced housing at Scotstoun and Jordanhill, semi-detached housing at Garscadden, mixed housing at Whiteinch, and newer infill development at Yoker. A major housing development is under construction at Jordanhill Park, providing a range of higher-end houses and apartments on the former campus site.

Between the areas of housing is a range of supporting land uses including retail and public services, schools and open space. Employment uses are mainly found in the Docklands area, including the extensive BAE Systems site and a range of other industrial, light industrial and commercial uses.

Knightswood Centre local shopping

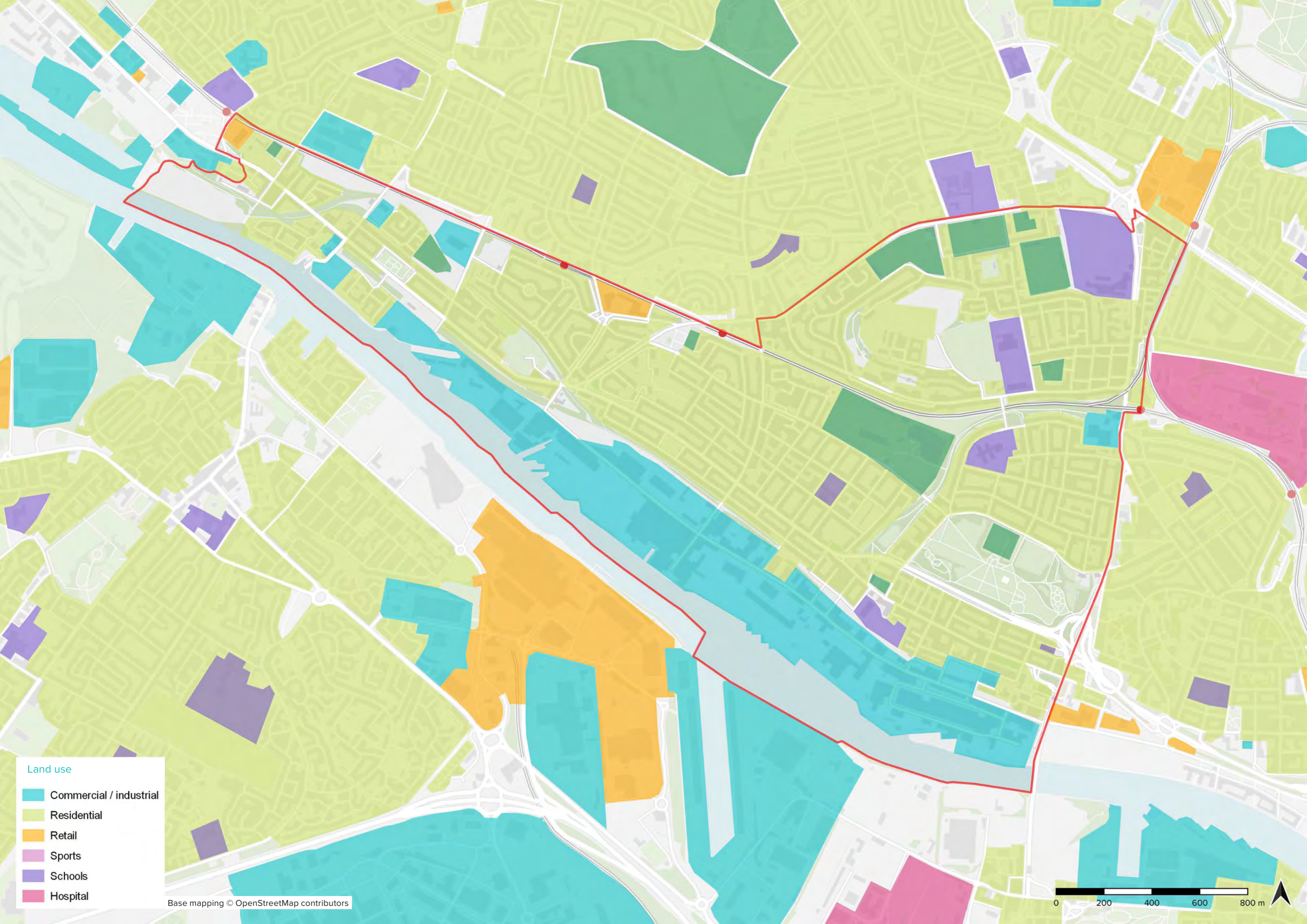


Retail uses on Dumbarton Road



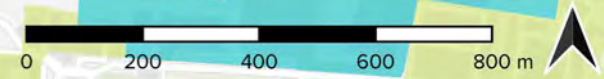
All Saints Episcopal Church





- Land use
- Commercial / industrial
 - Residential
 - Retail
 - Sports
 - Schools
 - Hospital

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3.5. Flood risk

Most of the neighbourhood is not identified as being at risk of river or coastal flooding, apart from the riverside and a small area around Yoker Station and Lidl. There are several areas identified as being at risk of surface water flooding, notably around Dumbarton Road, Crow Road and near Anniesland Cross.

Significant issues of ponding were observed across the area, including at junctions, crossing points, and on footpaths within Victoria Park. It is unclear whether this is due to a lack of sewer capacity or poor maintenance, however there are many areas of leaf litter and/or mud, particularly along kerb edges, with many fully blocked drains. These issues make routes more unpleasant, impassable, and more dangerous for pedestrians if they need to walk in the carriageway or if the ponded areas have frozen over. The improvement in drainage system to prevent flooding or ponding would support Glasgow's Feminist City motion in providing safer walking environment for all especially for women with children or stroller.

Ponding in Scotstoun



Frozen surface water ponding in Jordanhill





Flooding

River flooding:

- High likelihood
- Medium likelihood
- Low likelihood

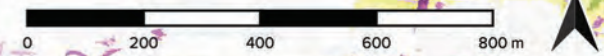
Surface Water flooding:

- High likelihood
- Medium likelihood
- Low likelihood

Coastal flooding:

- High likelihood
- Medium likelihood
- Low likelihood

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RIVER MEDICAL CENTRE

riverbank DENTAL

riverbank
riverbank
registering new patients telephone 0141 952 9502

4 Access to Local Services



4 Access to Local Services

4.1. Local Centres

Glasgow City Council has defined a Network of Local Centres as: Glasgow City Centre, Major Town Centres, Local Town Centres, Other Retail and Commercial Leisure Centres, and Local Shopping Facilities and Local Shops.

There are clusters of local centres within and around the western and southern parts of the area, including the Dumbarton Road corridor, Knightswood Shopping Centre, and a range of retail at Anniesland. The close proximity of the Knightswood Centre to railway stations also creates the possibility for a transit-oriented local centre.

However, there is a lack of local centres in north-eastern areas specifically within Jordanhill neighbourhood as seen from the catchment area. There is however a potential provision at the new Jordanhill masterplan. Although Jordanhill is close to Anniesland, the actual walking accessibility is limited by the complexity of the junction. This disconnects the local centres and residential/work communities within the area, and results in longer and more difficult journeys, that could encourage people to travel by car.

The relocation of Lidl further west at Yoker reduces the accessibility to grocery shopping from many residentials in the east. This is particularly due to severance from carriageway. In addition to this, low quality public realm around shopping areas and local centres reduces their attractiveness as a place to spend time, which discourage the sense of community in the area.

Despite there being many retail and business units alongside major roads (particularly Dumbarton Road), some areas have low levels of activity. There are many vacant units in the area, and many businesses appear to have irregular opening hours, meaning that many units are closed even during daylight hours. Further maintenance on the quality of services and products being offered should also be explored.

Nevertheless, City Development Plan Policy CDP 4 states that every new housing development should provide local centres within 800m of homes. Many consented residential schemes that will come forward in the area could provide potential new high quality and accessible local centres. The Council also recognises the main features of a healthy city is the proximity to services within a neighbourhood area, which could also be a significant benefit for women as stated in GCC Feminist City motion. This could create positive impacts in terms of physical and mental wellbeing.

Anniesland retail park

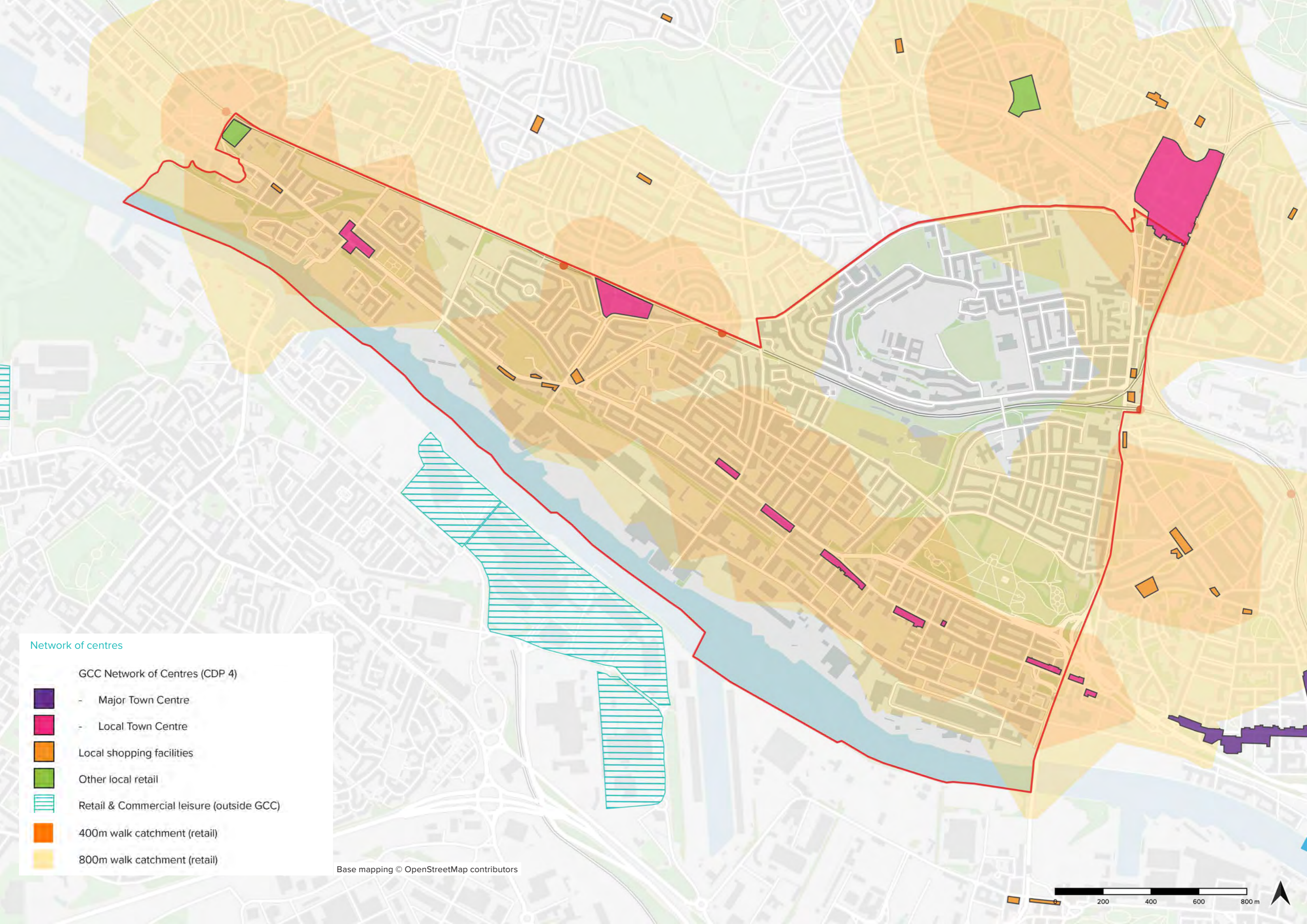


Local centre on Crow Road



Whiteinch local centre on Dumbarton Road

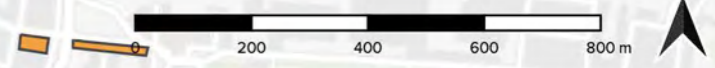


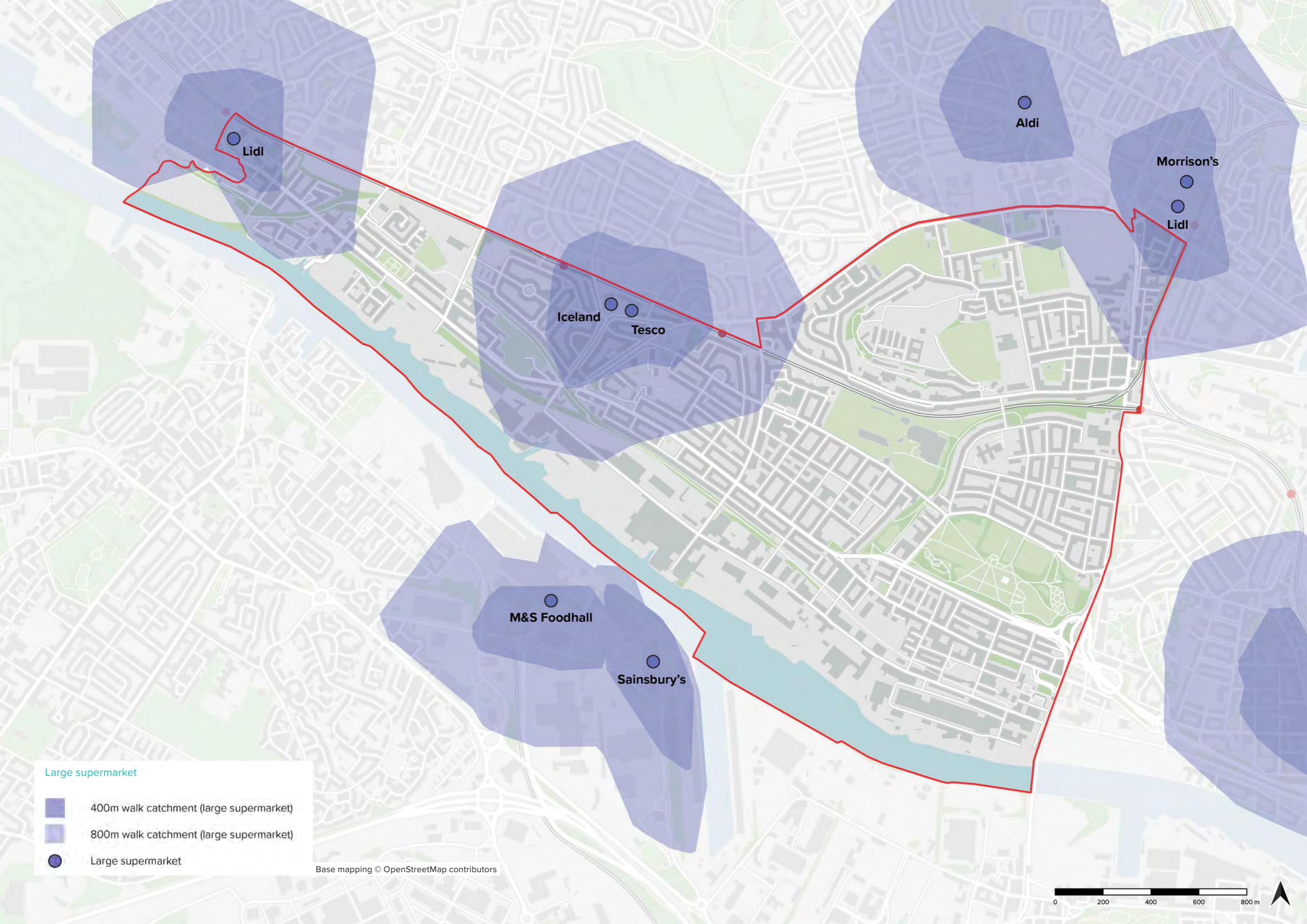


Network of centres

- GCC Network of Centres (CDP 4)
- Major Town Centre
- Local Town Centre
- Local shopping facilities
- Other local retail
- Retail & Commercial leisure (outside GCC)
- 400m walk catchment (retail)
- 800m walk catchment (retail)

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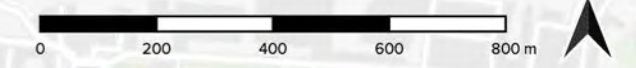


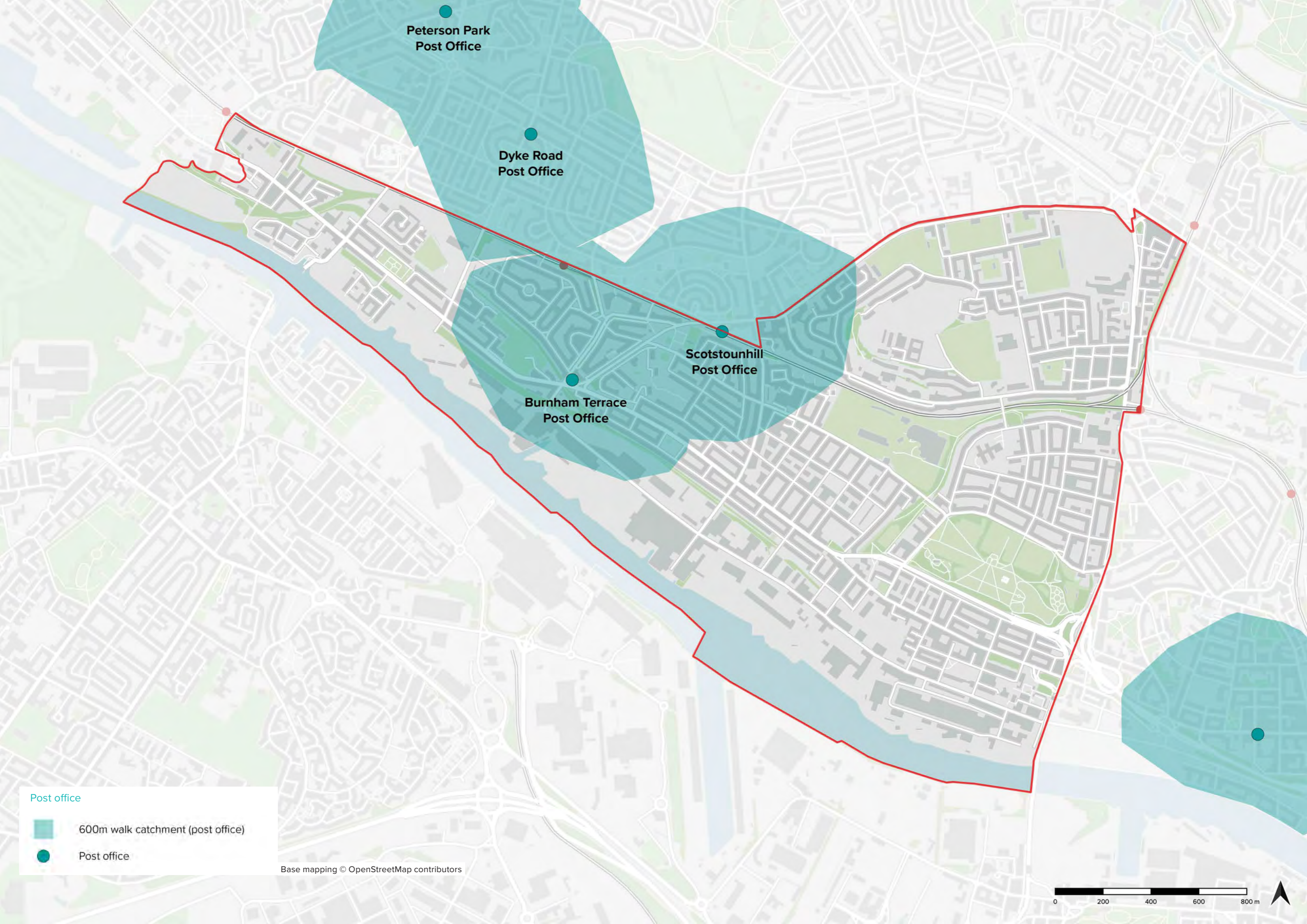


Large supermarket

- 400m walk catchment (large supermarket)
- 800m walk catchment (large supermarket)
- Large supermarket

Base mapping © OpenStreetMap contributors





Peterson Park
Post Office

Dyke Road
Post Office

Burnham Terrace
Post Office

Scotstounhill
Post Office

Post office

600m walk catchment (post office)

Post office

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0 200 400 600 800 m

4.2. Employment

There are currently multiple employment sites in or near to study area, especially the major Docklands area which includes many industrial, light industrial and commercial uses. There is additional employment at the local centres, which shows the area has the potential to increase in its economic and daytime activity. The area also has good public transport connections from the area to the city centre for other employment opportunities.

However, many employment and local centres (and residential areas) are relatively segregated with poor walking routes. There is no public access along the waterfront due to the industrial sites, limiting access to South Street. As a result, people may highly rely on private cars as their main mode of travel, which could exacerbate road congestion during peak hour on major roads.

With the recent confirmation of the UK frigate replacement programme (meaning that there is likely to be continued activity at BAE's site), there is a potential in giving strong incentive to invest in public realm and accessibility.

Furthermore, GCC's Strategic Plan has missions relating to employment, including growing the number of small and medium enterprises and microbusinesses alongside co-operative and social enterprises. This could benefit many businesses within the area.

Lastly, Glasgow's current City Development Plan defines several designated 'Economic Development Areas' within and surrounding the study area that could provide opportunities for growth and enhancement of employment opportunities. Additionally as encouraged within GCC Feminist City motion, public places that are better attuned to women's security and practical needs would open up access to better and more job opportunities for women.

Commercial development at South Street

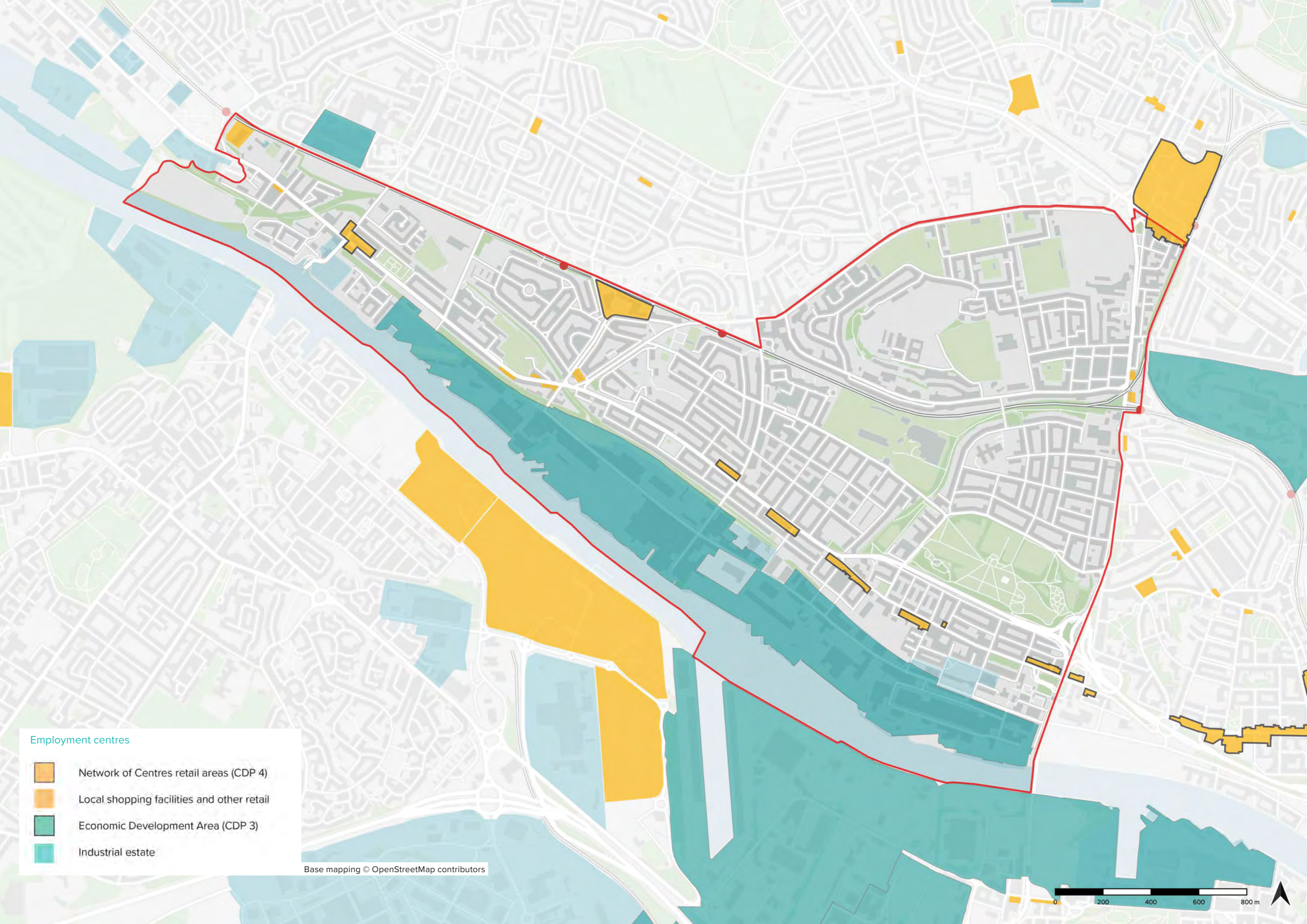


Self-storage units



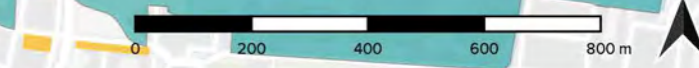
BAE Systems at South Street





- Employment centres
- Network of Centres retail areas (CDP 4)
 - Local shopping facilities and other retail
 - Economic Development Area (CDP 3)
 - Industrial estate

Base mapping © OpenStreetMap contributors



4.3. Healthcare

Provision of primary healthcare (General Practitioners practices) and pharmacies across the area is generally good and relatively evenly spread across the neighbourhood. However, there is a gap in GP and pharmacy service provision at Jordanhill. The nearest healthcare facilities (located to the north of Jordanhill) are less accessible due to lack in safe pedestrian routes. There should be a focus in either introducing healthcare facilities within Jordanhill area or access improvement from Jordanhill to the nearest healthcare facilities.

The area is in close proximity to hospitals, with Gartnavel Hospital lying 500m east of Crow Road, Queen Elizabeth University Hospital within 1km of Whiteinch, and Golden Jubilee National Hospital at Clydebank, less than 3km west of Yoker. The railway network limits access to Gartnavel Hospital, with few crossing points. Broomhill Community Council's "Broomhill Green Walkway" proposals could potentially improve resident's connectivity to Gartnavel Hospital. The River Clyde reduces access to Queen Elizabeth University Hospital to the southeast of the area, relying on the Clyde Tunnel.

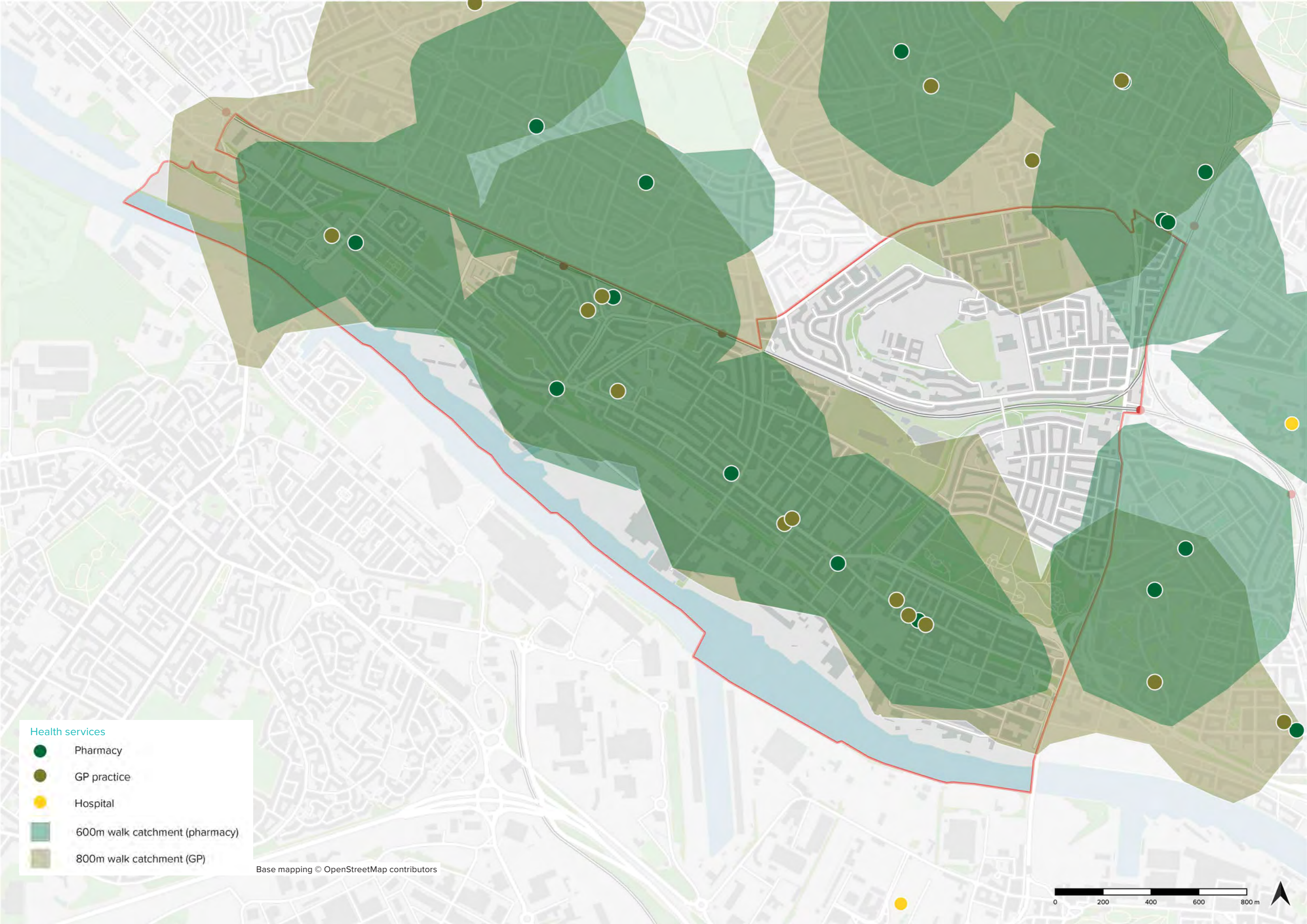
Furthermore, the new Clyde road bridge (due to completion by end of 2023) between Yoker and Renfrew will improve access to Queen Elizabeth University Hospital from the western end of the neighbourhood.

Glasgow West Medical Practice



Yoker Medical Centre

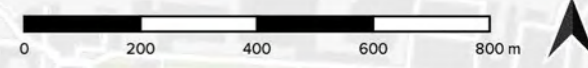




Health services

- Pharmacy
- GP practice
- Hospital
- 600m walk catchment (pharmacy)
- 800m walk catchment (GP)

Base mapping © OpenStreetMap contributors



4.4. Schools and nurseries

Primary and secondary schools

Homes at Whiteinch, Scotstounhill and Scotstoun lie close to their catchment non-denominational primary schools, meaning many pupils will be able to walk or cycle to school. Several of the area's catchment schools, including Scotstoun Primary School, benefit from School Streets, restricting traffic movements to improve safety at pick-up and drop-off times.

The catchment primary schools for Yoker and Garscadden lie to the north of the railway, with few bridge crossings and wide roads, meaning safety and journey times may be affected. The schools serving Jordanhill lie on the opposite side of major roads, with limited safe crossing opportunities. Fewer pupils living in these areas may be able to safely walk or cycle to school.

Most of the neighbourhood lies in the catchment of Knightswood Secondary School, north of Anniesland Road. The street has pedestrian crossings however it is a major road with few crossings, most of which appear to have insufficient capacity for the number of pupils crossing.

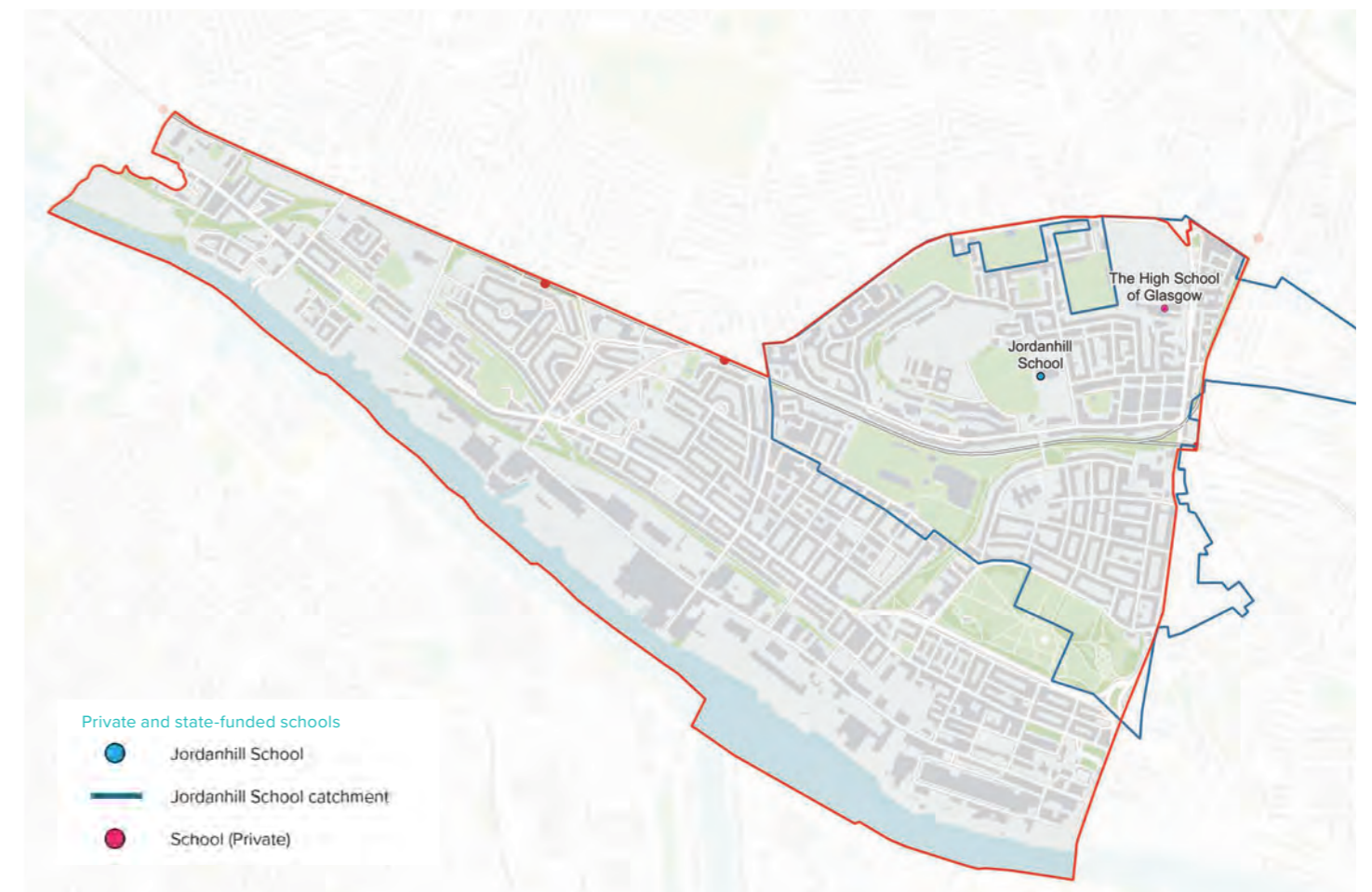
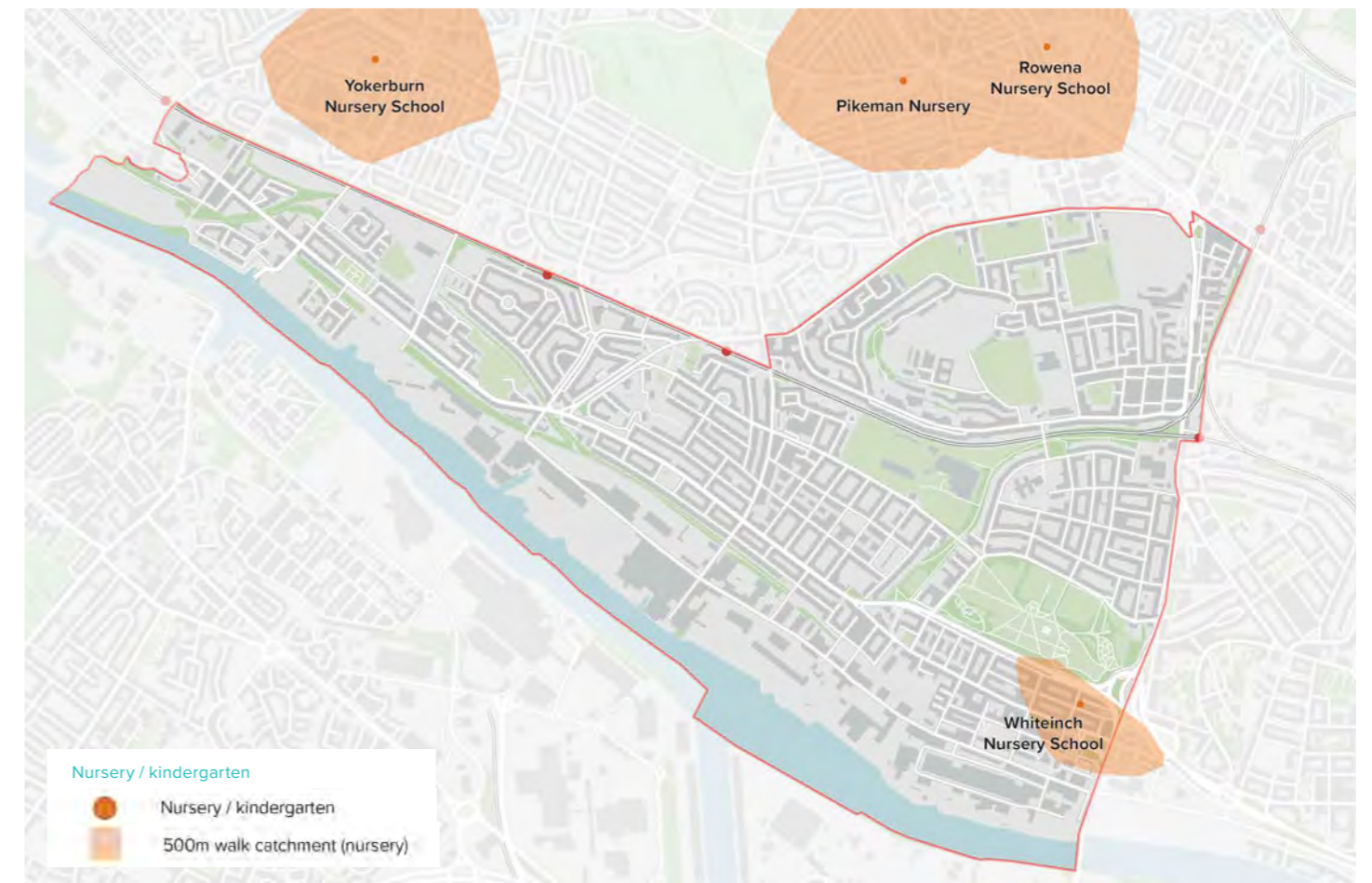
Access for those attending Catholic schools is similarly affected by severance, with many pupils living much further away from their catchment school and pupils travelling into the area from outside. This may increase reliance on public transport and travel by car.

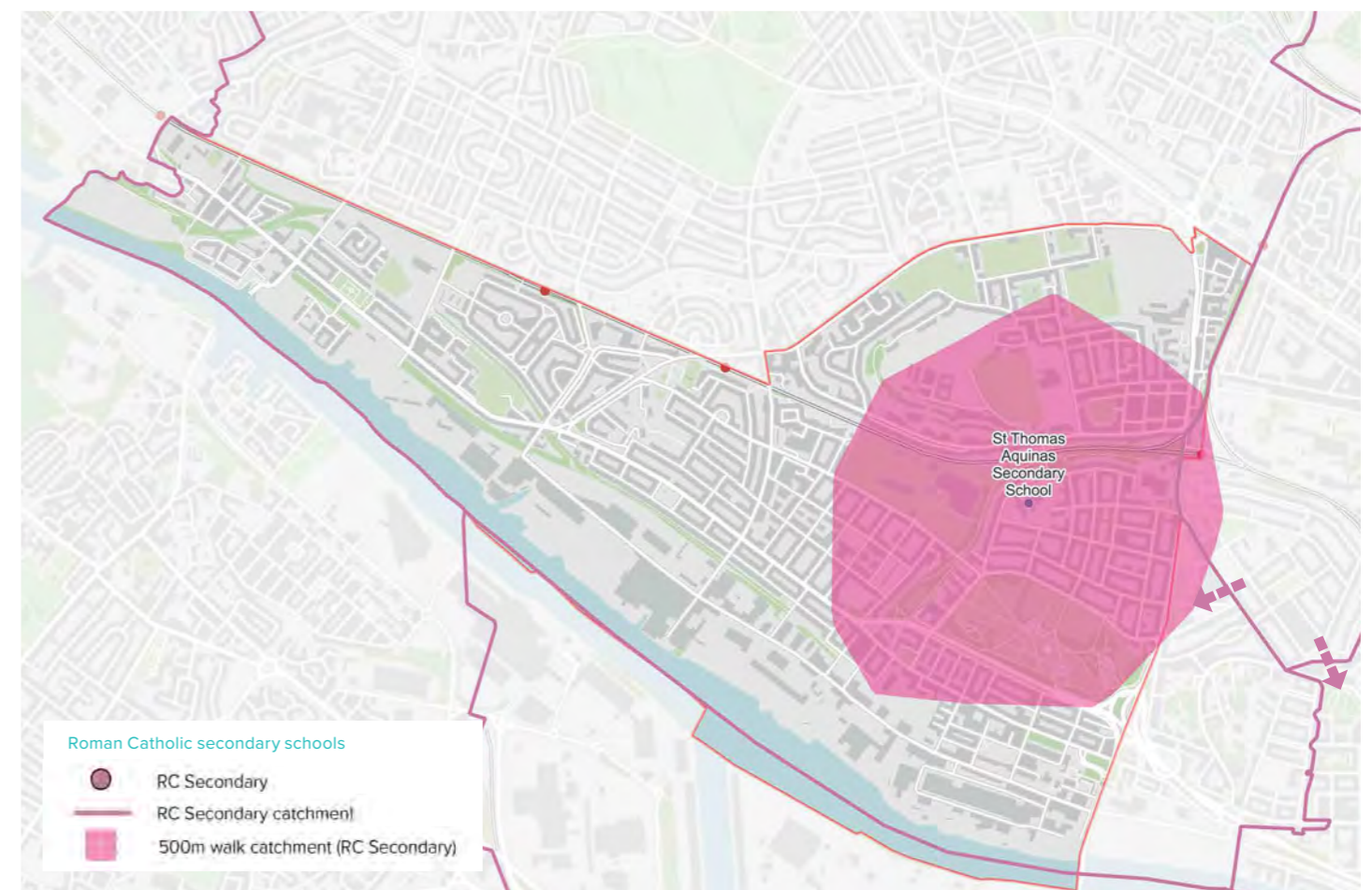
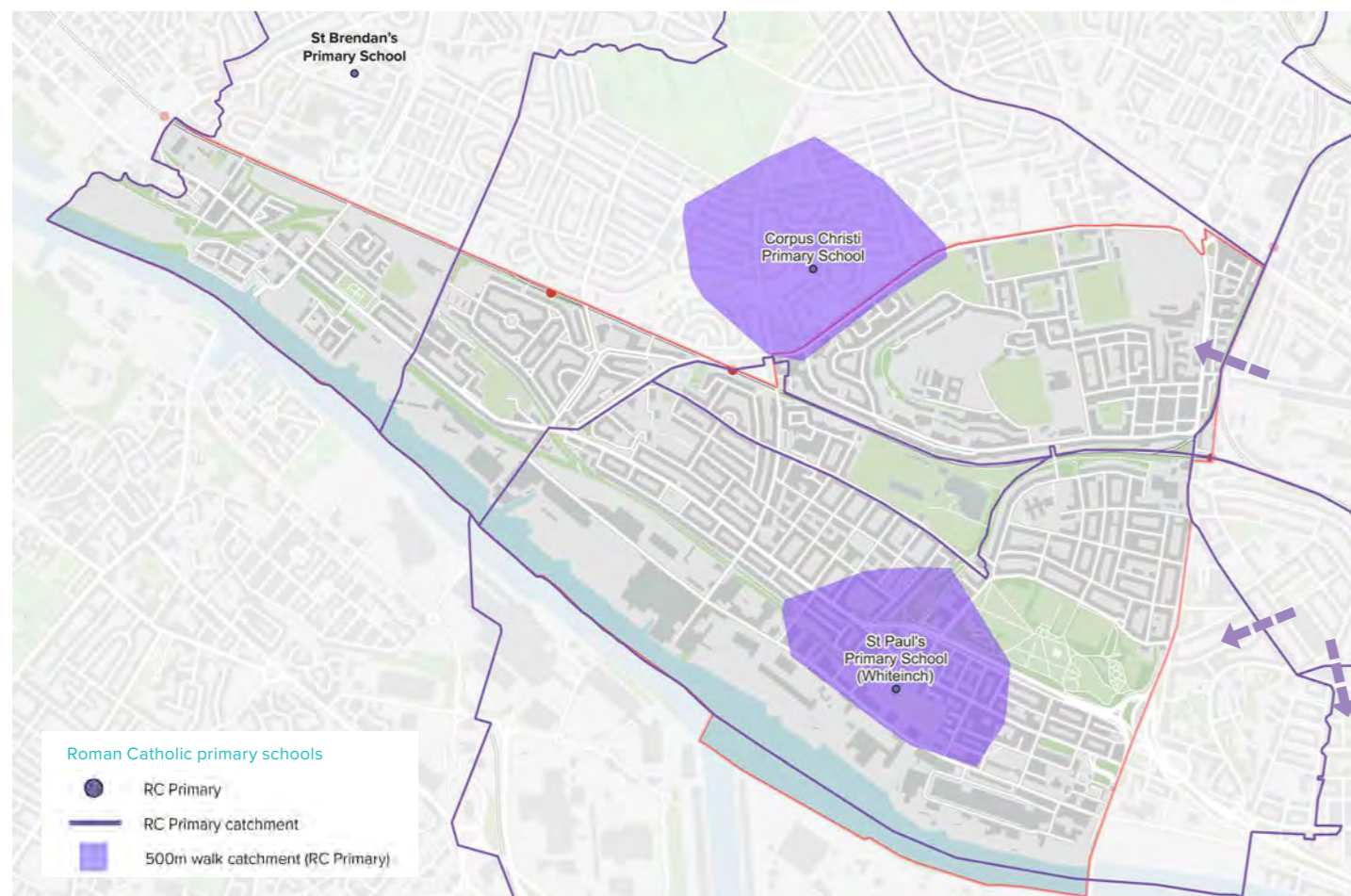
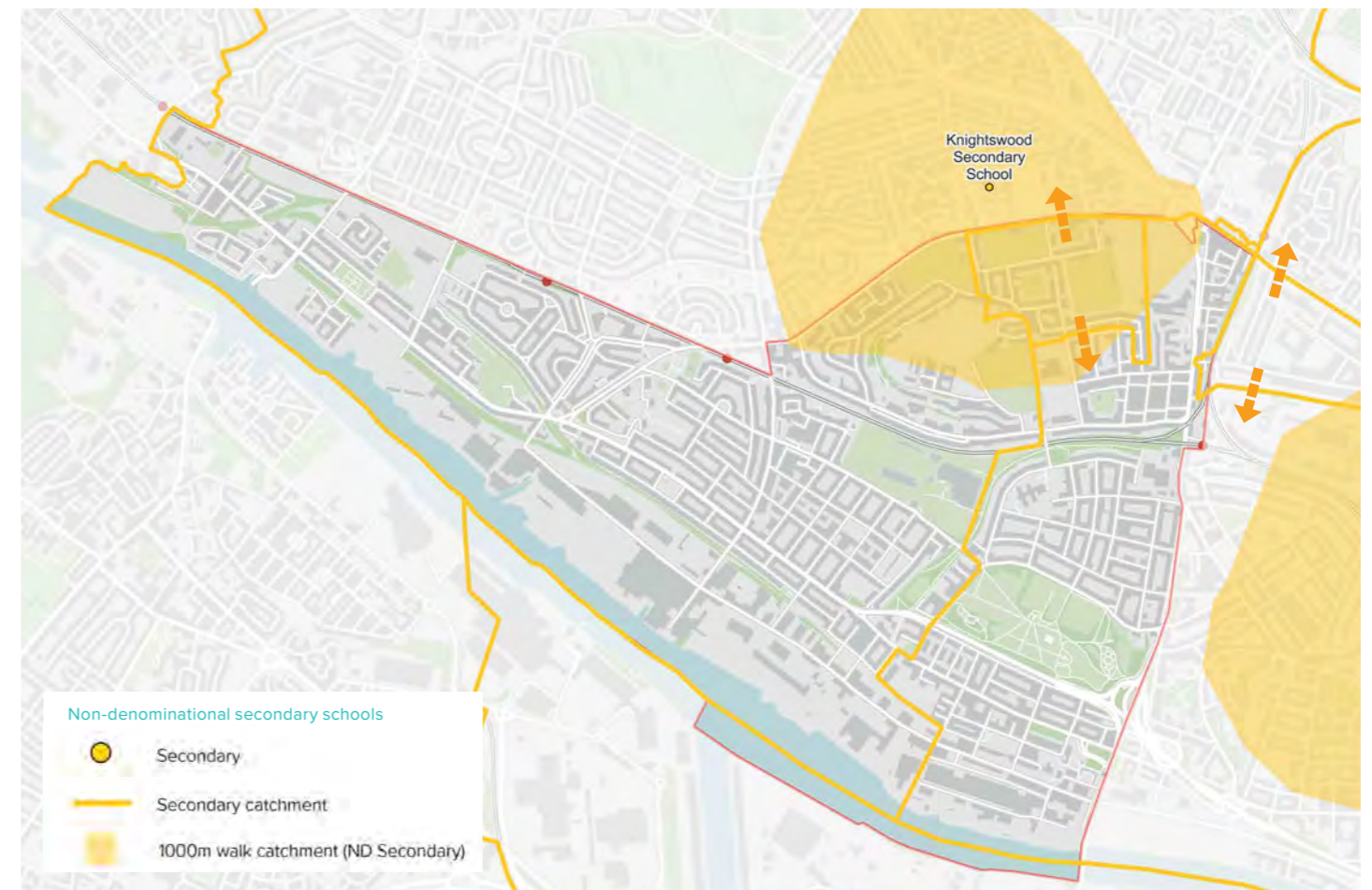
Nursery

There is also a lack of nursery sites in the area. This could create difficulties for working parents in the area to pick-up and drop-off infants during working hours.

Further education

Glasgow Clyde College lies close to Anniesland and provides a range of full-time, part-time and leisure courses. It lies on several bus routes but has limited safe walking and cycling access from this neighbourhood.





4.5. Lifelong learning

Generally, there is a good spread of community centres within the area, including Whiteinch Library to the south of Victoria Park. However, there is a lack of community centres in Jordanhill, and Anniesland library lies to the north of the busy Anniesland Cross junction. This could create a longer journey time and less safe route to reach the destination.

There is a need to provide better infrastructure such as safer pedestrian crossings as well as safe and continuous footway that could facilitate residents to access community centre and library within the area, especially in Jordanhill.

Anniesland Library

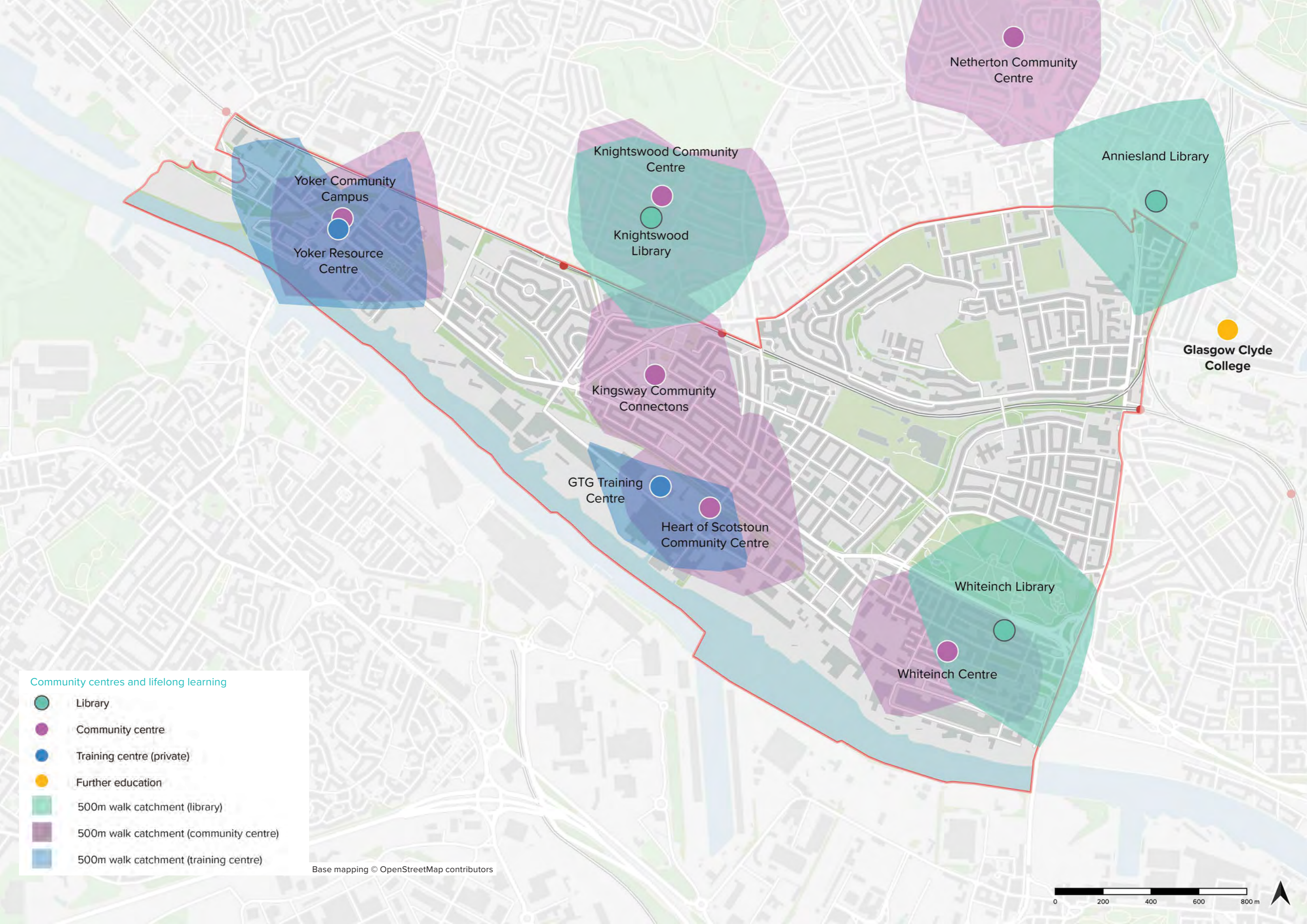


Yoker Community Campus



Heart of Scotstoun Community Centre





Yoker Community Campus
Yoker Resource Centre

Knightswood Community Centre
Knightswood Library

Netherton Community Centre

Anniesland Library

Glasgow Clyde College

Kingsway Community Connectons

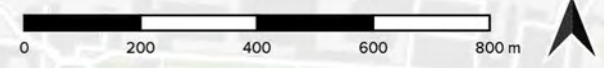
GTG Training Centre
Heart of Scotstoun Community Centre

Whiteinch Library

Whiteinch Centre

- Community centres and lifelong learning
- Library
 - Community centre
 - Training centre (private)
 - Further education
 - 500m walk catchment (library)
 - 500m walk catchment (community centre)
 - 500m walk catchment (training centre)

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5 Transport and Movement

5 Transport and Movement

5.1. Street network

The Liveable Neighbourhood area has large areas of near continuous residential development around well-connected streets. The development of the area has largely avoided use of cul-de-sac routes.

A814 (Victoria Park Drive South / Dumbarton Road)

This road runs east-west through the southern half of the area, connecting to the city centre and out through Clydebank to the A898. The road meets the A739 at the Clyde Tunnel junction, a major grade-separated interchange.

Within this area, the street is mostly a single lane carriageway with some single-lane dual carriageway sections. The Victoria Park Drive South section is a two-lane dual carriageway with a median. This section causes significant severance between Whiteinch and Victoria Park.

A739 (Crow Road / Balshagray Avenue)

The A739 runs north-south along the eastern boundary of the site, connecting between Anniesland Cross and the Clyde Tunnel with onward connectivity southwards to M8 Junction 25 and northwards to Bearsden. The Balshagray Avenue section is a wide two-lane dual carriageway with a median. Adjacent housing accessed via additional service roads.

The Crow Road section is a more urban-scaled two-lane dual carriageway much of which has no median. The road widens out to four lanes at the Anniesland Cross junction.

The street causes significant severance with few signalised crossing points. The southern section has no at-grade crossings and uses underpass routes.

Anniesland Road

Anniesland Road has two key sections: one running east-west from Anniesland Cross to Kingsway, and one running east past the Knightswood Centre before turning south-west to Dumbarton Road.

Anniesland Road meets Kingsway with a T-junction. The priority traffic route continuing along Kingsway though westbound traffic is routed along Anniesland Road.

The road is mostly a two-lane dual carriageway with a simple median, however the outer lanes are typically used for on-street parking. The westernmost section has parallel service roads providing access to adjacent housing. The street has few signalised crossings.

Kingsway

Kingsway runs between Dumbarton Road and Anniesland Road, with the streets forming a triangle. The junction with Dumbarton Road is left-turn only.

It historically carried a tram line but is now a wide two-lane dual carriageway with a simple median, though the outer lanes are typically used for parking. The road has parallel service roads providing access to adjacent housing. The street has no signalised crossings.

Hawick Street, Kelso Street, Dyke Road, Queen Victoria Drive

These streets run northwards from Dumbarton Road and cross the railway. These routes are important for access to local services, particularly primary schools. They differ in their width but are all single carriageway.

Kelso Street has narrow advisory cycle lanes either side but is affected by pavement parking. Dyke Road has a bi-directional segregated cycle lane along the eastern side.

Southbrae Drive

This street runs east-west from Crow Road to Anniesland Road. It is a single carriageway with advisory cycle lanes to each side, however these are mostly used for parking, with vehicles typically parking partly on the footway.

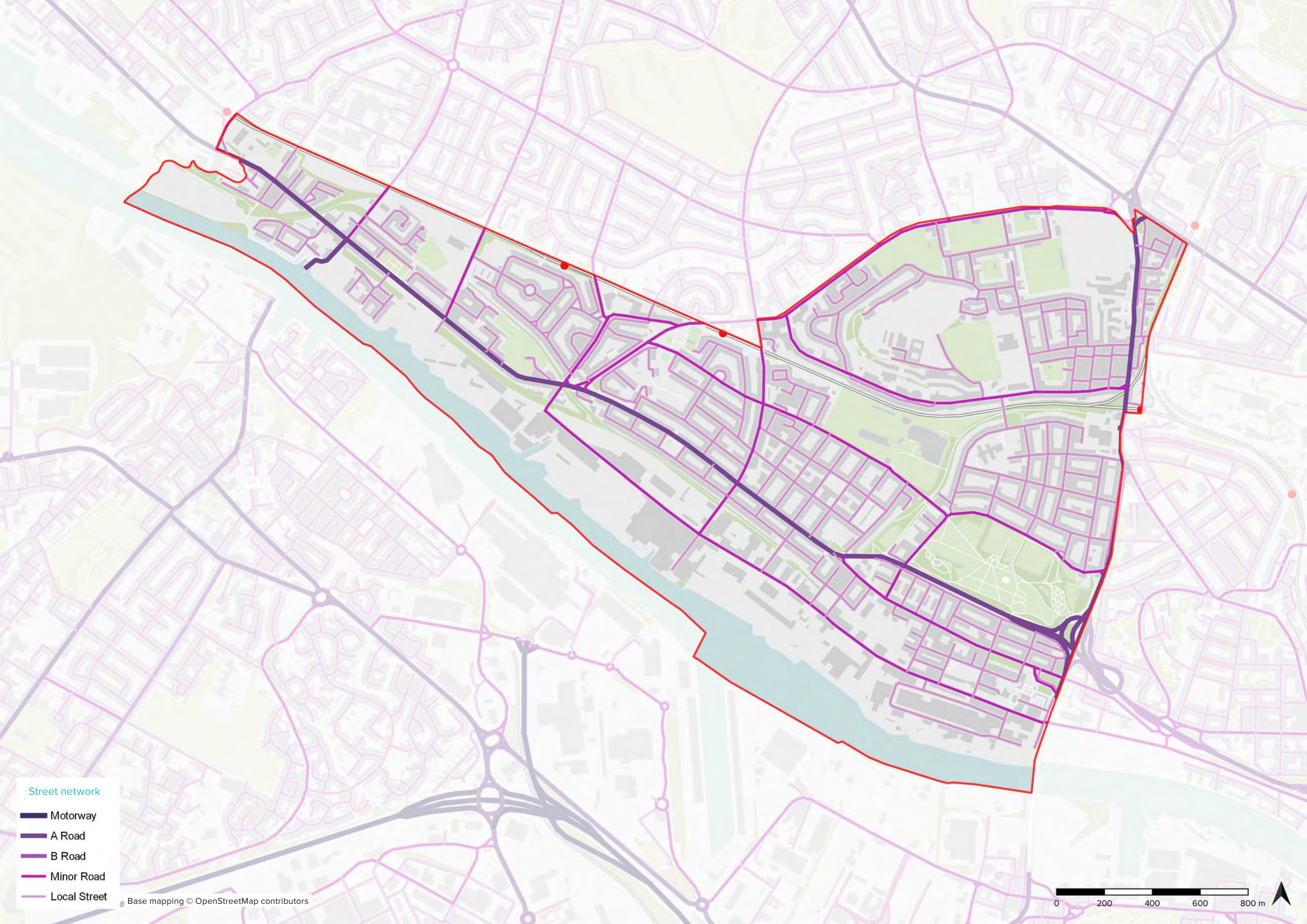
South Street

South Street is a wide road running through the docklands area, connecting to Dumbarton Road at the Scotstounhill end and continuing into Castlebank Street at the eastern end of the neighbourhood. It is a single carriageway street with wide lanes, the edges of which are used for on-street parking. There is a zebra crossing at BAE Systems through kerb build-outs have been added at the Balmoral Street junction to aid crossing.

Local streets

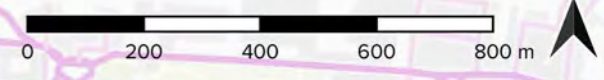
The network of connected streets may encourage vehicles to cut through residential areas, causing air and noise pollution and decreases safety and amenity for pedestrians, cyclists and local residents. Additionally, pavement parking reduces pedestrian accessibility and may make some routes unusable particularly for disabled people and those with children.

Car ownership levels vary across the neighbourhood, being low in Whiteinch, Yoker and Scotstounhill and high in the Scotstoun, Anniesland and Jordanhill areas. There is a latent 'pro-car' sentiment in the general UK population, potentially posing opposition to any plans to reduce road capacity or change network accessibility. Populations with low car ownership, as found in parts of the Liveable Neighbourhood area, may be particularly receptive to proposals to improve active travel (and public transport) connectivity, potentially at the expense of private vehicles.



- Street network
- Motorway
 - A Road
 - B Road
 - Minor Road
 - Local Street

Base mapping © OpenStreetMap contributors



5.2. Walking network

On-street routes

Within the eastern residential areas there is generally good walking (and potential cycle) connectivity due to the network of well-connected streets with few cul-de-sacs or isolated footpaths. Connectivity is less good around Jordanhill Park, where the topography is more challenging. Kingsway Court is reliant on off-street footpaths for through-access. Yoker has a more fragmented urban form, with severance from the former railway lines and a greater mix of non-residential uses that block access routes.

Most streets have pavements either side with full kerbs, however some of these are narrow and further restricted by the placement of signs, street furniture and guardrailing.

There is a general lack of crossings, and many junctions are designed in a way that prioritises vehicle traffic and makes it more difficult to cross, often lacking dropped kerbs and tactile paving.

Many streets in the Scotstoun and Jordanhill areas have rear alleyways, potentially providing additional pedestrian and cycle connectivity, but surface quality is poor and these routes are not overlooked by surrounding buildings.

Street maintenance is generally poor, with leaf litter, blocked drains and uneven surfaces affecting water flows resulting in ponding and impassable routes.

Many of the existing streets are wide enough to allow for improvements to walking and cycling with some streets appearing to have surplus capacity for the traffic flows observed. Street improvements are supported by missions in GCC's Strategic Policy, including "design streets that naturally reduce speeding".

The community proposals for the Broomhill Greenway (see Section 2.4 for further details) could improve routes to Gartnavel Hospital.

Off-street routes

The area has several key off-street walking routes that complement the street network.

The NCN 7 Greenway runs along the line of the former Lanarkshire and Dumbarton Railway and provides traffic-free access to the city centre and westwards into Clydebank. The Victoria Park Nature Walk runs along the line of the former Whiteinch Railway, connecting between Dumbarton Road at Scotstoun and Westland Drive in Jordanhill. These routes are important leisure routes but the limited connections to the surrounding street network, poor lighting, and relatively isolation of the routes means they may not be safe and attractive options for all journeys.

A footpath runs through woodland to the west of Jordanhill Park between Jordanhill Crescent and Southbrae Gardens. This route is isolated and has gradients that may be challenging for some people.

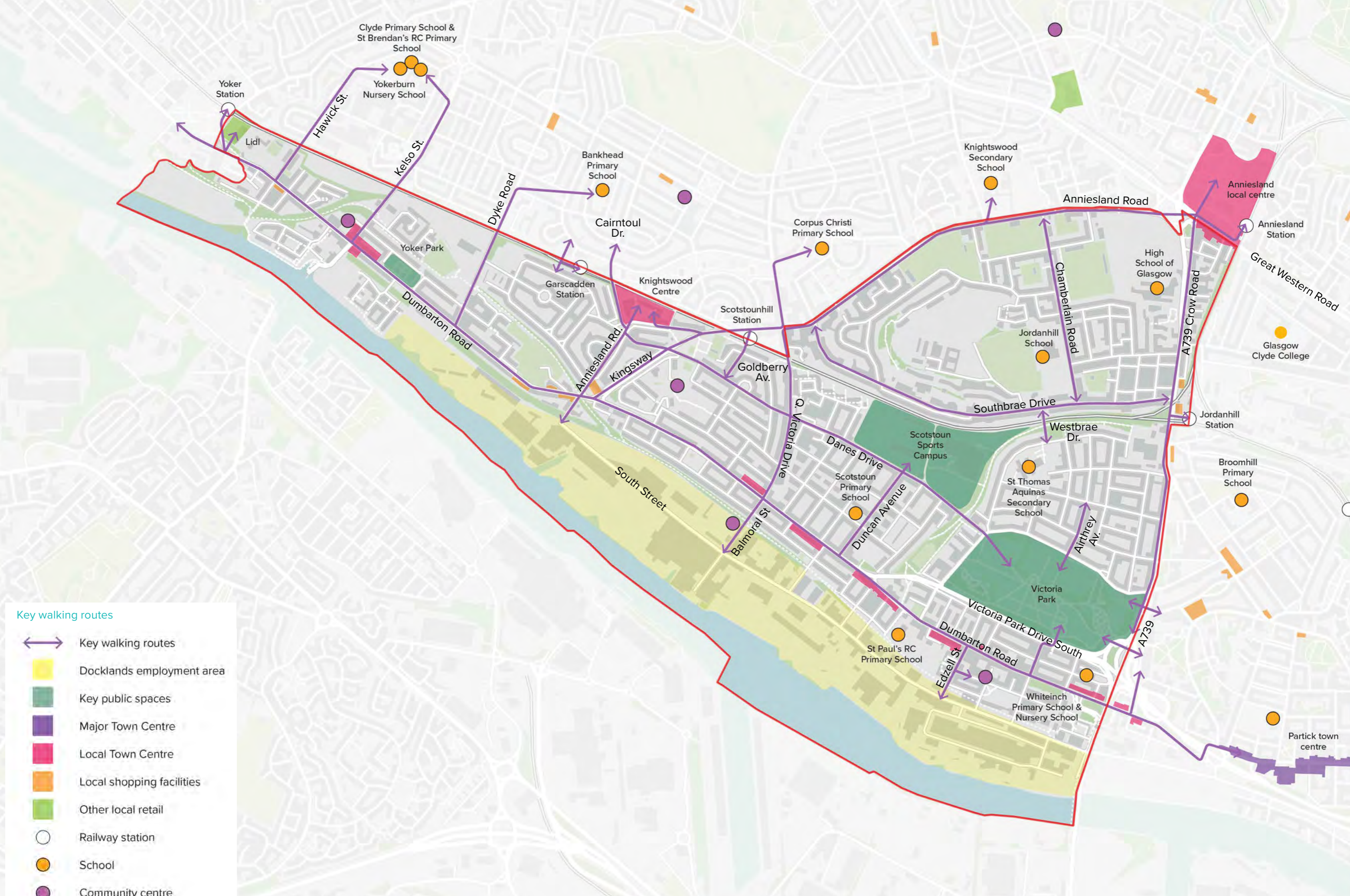
Several walking routes cross Victoria Park providing a connection between Scotstoun, Jordanhill, Whiteinch and Thornwood, though Victoria Park Drive South and A739 cause significant severance. These routes are open 24 hours but have little surveillance to make them feel safe during nighttime hours.

Crow Road



Victoria Park Nature Walk

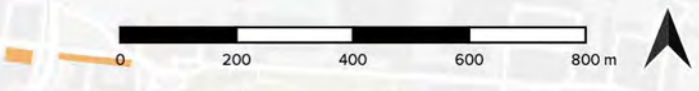




Key walking routes

-  Key walking routes
-  Docklands employment area
-  Key public spaces
-  Major Town Centre
-  Local Town Centre
-  Local shopping facilities
-  Other local retail
-  Railway station
-  School
-  Community centre

Base mapping © OpenStreetMap contributors



5.3. Severance

The area mostly has a pattern of well-connected streets forming an accessible road network. The development of the area has largely avoided use of cul-de-sac routes. While some junctions have been closed up, most remain open, meaning people driving have several route options for their journey, often able to cut through residential areas to avoid traffic on the major road corridors. This potentially causes disturbance to residents and limits pedestrian access.

While the road and rail networks provide the area with good regional connectivity, this infrastructure creates barriers to movement within the neighbourhood and to local destination. There are several infrastructure features that cause significant severance, physically and psychologically separating people from each other and from their destinations:

Major roads

Several major roads pass through or around the neighbourhood, notably the A814 (Victoria Park Drive South / Dumbarton Road) and A739 (Crow Road / Balshagray Avenue). Great Western Road skirts the northern edge of the site. These roads cause severance along their length but this issue is particularly notable at major junctions. There are few at-grade signalised crossing points and existing underpass routes are generally unsafe, unattractive and may not be fully accessible.

The Clyde Tunnel junction has very limited routes for pedestrians and relies on a combination of over-bridges and underpasses. Anniesland Cross junction is one of the busiest in Glasgow, resulting in significant negative impact on pedestrian journeys.

Many crossings are multi-stage and have long pedestrian wait times meaning that pedestrian and cycle journey times are longer than necessary. There is excessive use of guardrails blocking pedestrian routes and giving a false sense of safety for all users.

Other roads

Kingsway, Anniesland Road and Queen Victoria Drive are oversized for the level of traffic they typically carry. Several other streets have overly wide or lack suitable pedestrian crossings.

Railway lines

The railway lines have few road crossing routes. Where pedestrian bridges exist, these typically have poor accessibility with steps and steep slopes. There is particularly limited connectivity between Jordanhill and Scotstoun.

Disused railway line corridors

These corridors have been transformed into green active travel routes but there are few paths crossing and connecting into these routes and some have narrow pavements and issues with poor drainage and pavement parking. The docklands area feels disconnected from the rest of the neighbourhood despite the short distance from many homes, limiting opportunities for workers to access local facilities and provide trade for local businesses.

River Clyde

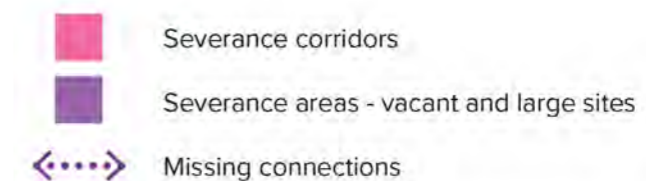
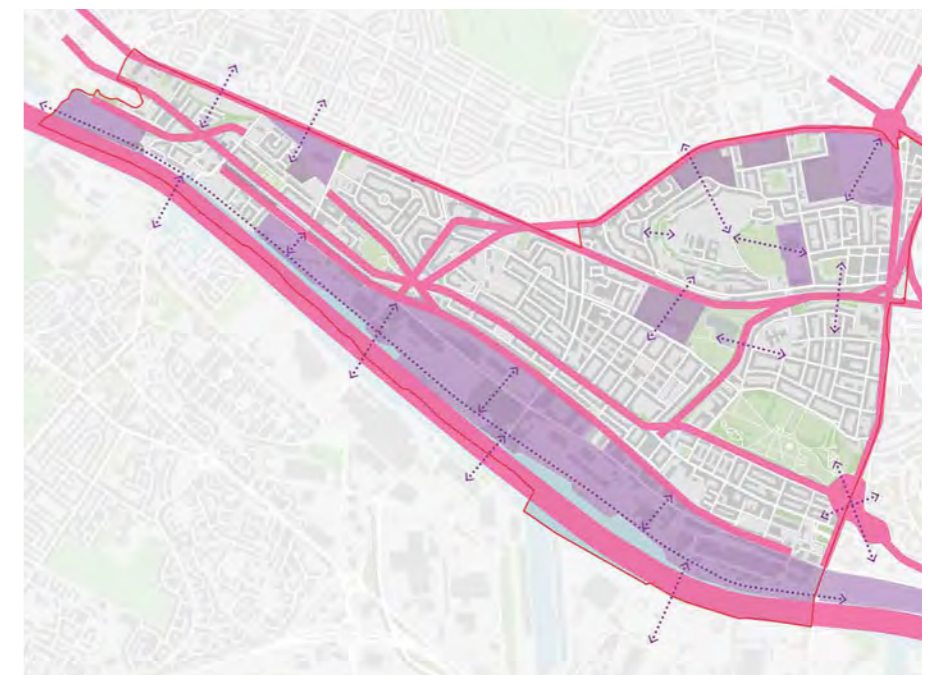
The river separates the neighbourhood from the communities and retail and employment opportunities to the south, including Braehead Shopping Centre and Glasgow Airport. There is limited pedestrian connectivity along the waterside. The Clyde Tunnel provides separate vehicle and pedestrian routes however this route feels unsafe in terms of personal safety due to lack of surveillance and accessibility, due to steep exit ramps that are poorly signposted. Improvement in safety and accessibility would be highly encouraged within GCC Feminist City motion. The Yoker to Renfrew ferry provides an additional pedestrian crossing at Yoker. The Yoker to Renfrew bridge, currently under construction, will significantly improve accessibility for all modes across the river at the western end.

Other routes







An informal footpath runs through woodland at Jordanhill connecting Southbrae Gardens to Jordanhill Crescent provides a significant short-cut. However, this route is poorly lit and inaccessible for many users. Several footpaths cross Victoria Park but are not overlooked by surrounding buildings and may be unsafe after daylight hours.

Connectivity from Whiteinch is particularly poor, constrained on three sides by the river, the Clyde Tunnel (and its major junction) and Victoria Park Drive South. The Whiteinch area feels very disconnected from Victoria Park despite the short distance. The Clyde Tunnel and junction has a large land-take, causing significant severance of land uses and urban form.

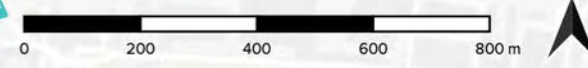
Severance features



Bridges, underpasses, crossings and junctions

-  On-street route (vehicle and pedestrian)
-  Pedestrian bridge
-  Pedestrian tunnel / subway
-  Signalised pedestrian crossing
-  Railway embankment / cutting
-  Disused railway embankment / cutting

Base mapping © OpenStreetMap contributors



Clyde Tunnel junction

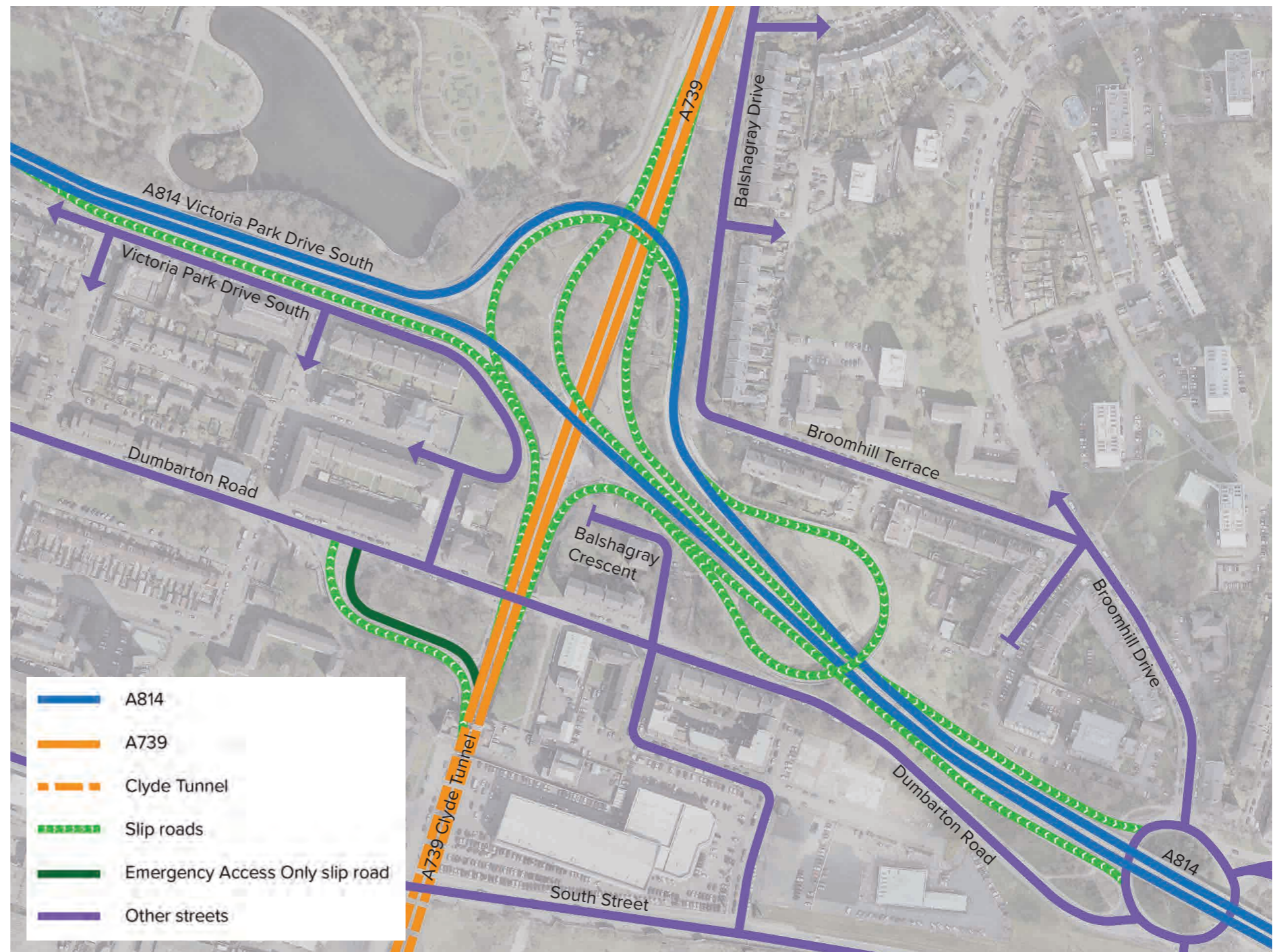
The junction at the northern entrance to the Clyde Tunnel is particularly complex and has a large footprint. Victoria Park Drive South becomes the A814 to Partick and meets the A739 Balshagray Avenue at series of grade-separated slip roads, with the road descending into the tunnel.

There is no at-grade pedestrian access at this junction. Pedestrians must use above- and below-grade routes, some of which have ramp gradients that may be challenging for some pedestrians. These routes are indirect and have short sightlines meaning they may feel unsafe to use.

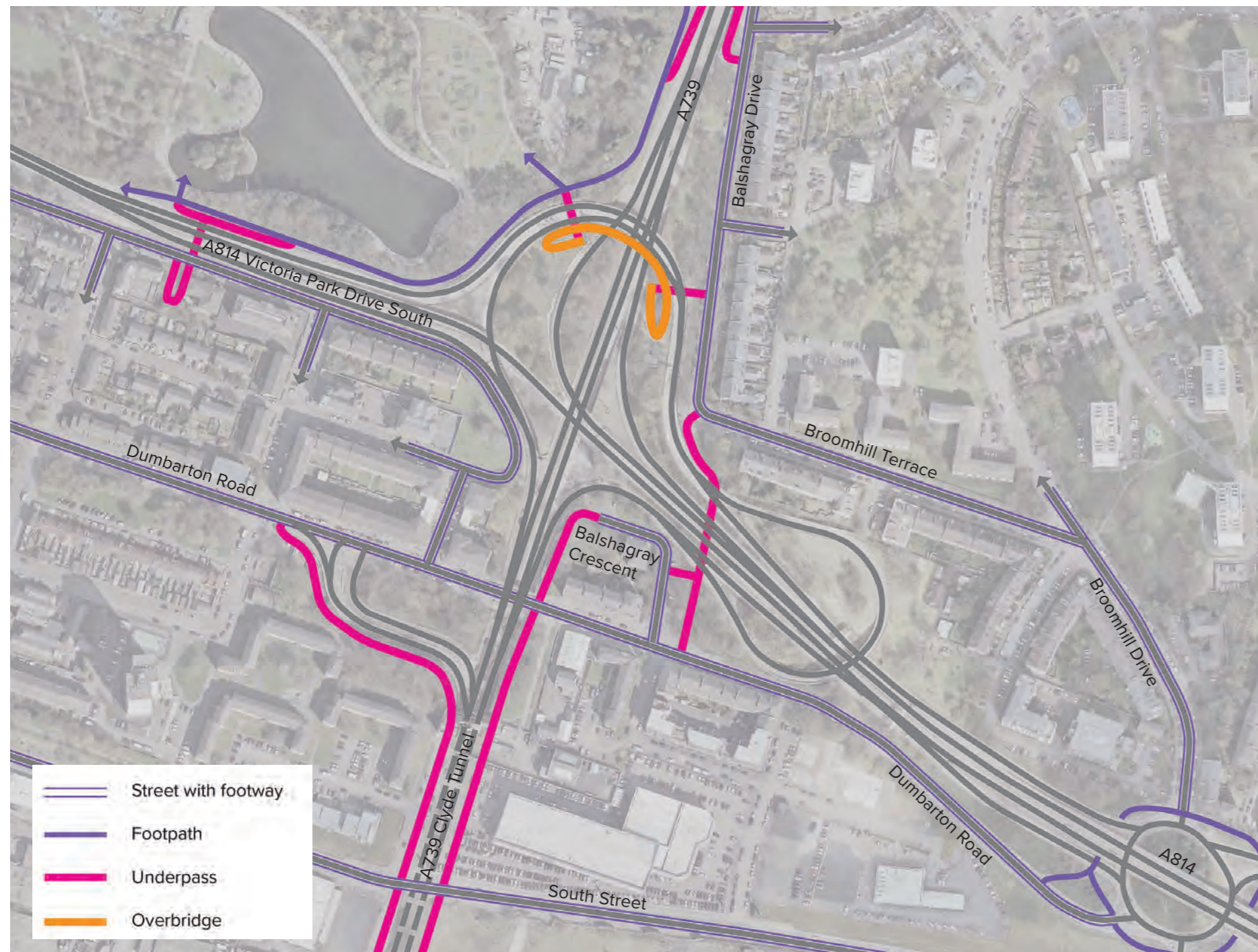
North-south access is via an underpass from Dumbarton Road to Broomhill Terrace. The southern side has step and ramp access, while the northern side only has a ramp.

The east-west route from Balshagray Drive to Victoria Park is a complicated path with two underpasses and an overbridge.

Road connections



Pedestrian connections



Aerial image © Google

Pedestrian routes

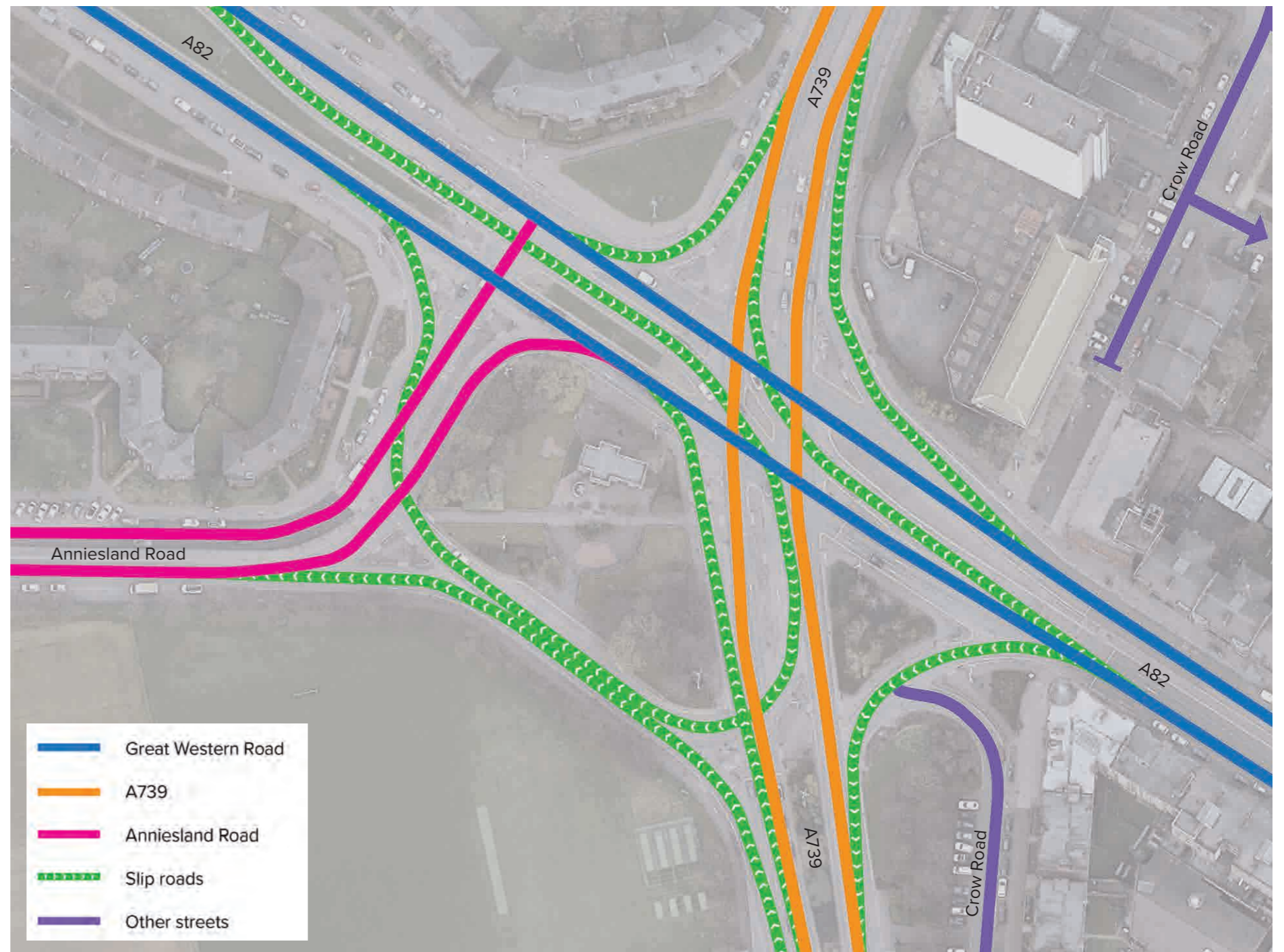


Anniesland Cross

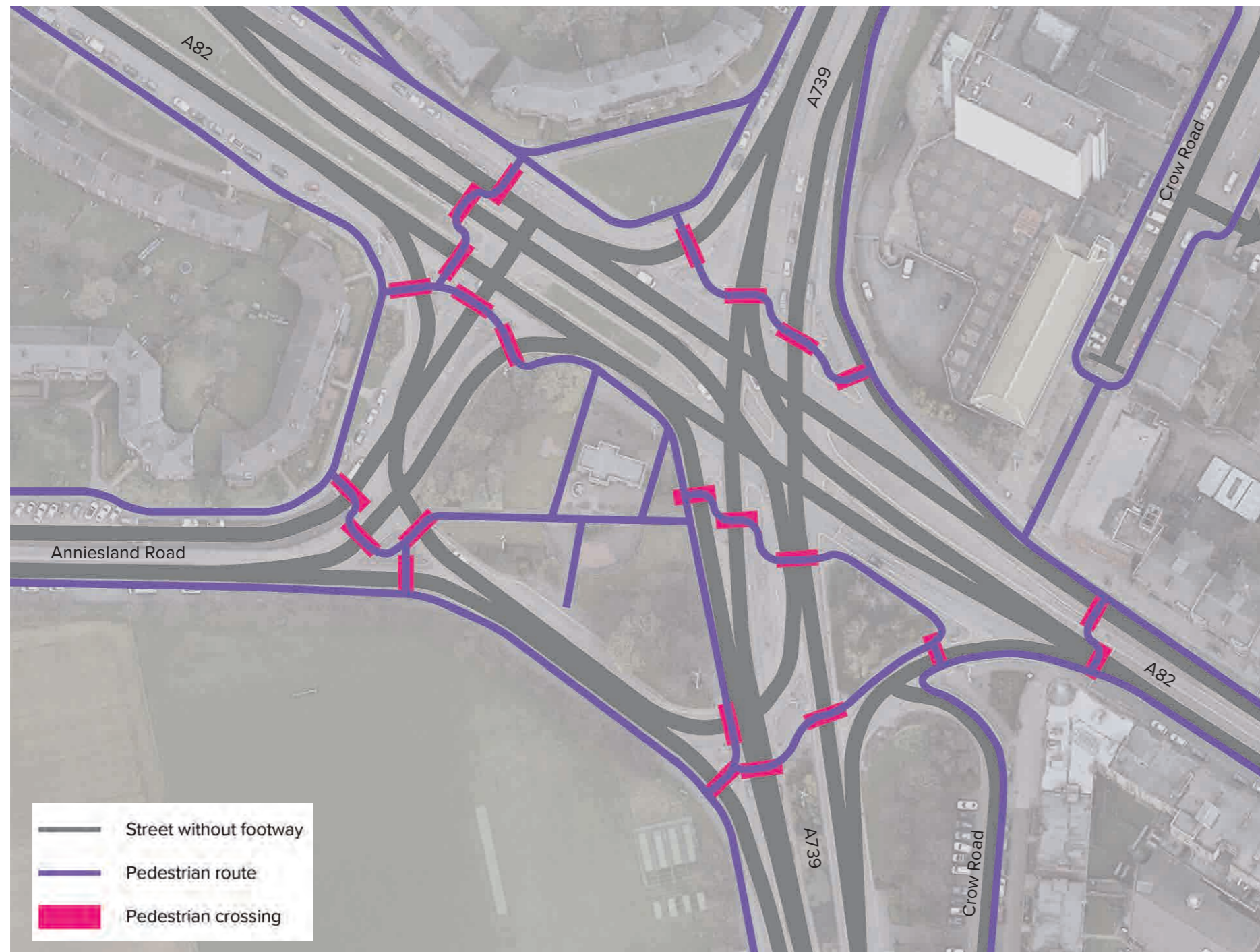
The junction at Anniesland Cross is one of the busiest in the Glasgow area, connecting Great Western Road with the A739 and Anniesland Road. The junction is a complicated intersection with multiple sliproads and a gyratory.

Pedestrian routes are greatly affected by severance, requiring many signalled stages to cross single arms of the junction.

Road connections



Pedestrian connections



Aerial image © Google

Pedestrian routes



5.4. Streetscape audit

The accessibility and quality of streets, paths and routes within the liveable neighbourhood area is a key consideration for this study. Poor accessibility in the design or condition of streets can discourage or prevent some people from walking or wheeling around the area, particularly those with disabilities; or can accumulate to create a generally poor walking environment for everyone. It is clear that the area suffers from a series of accessibility issues, some of which are shown here in the photographs.

To gain a deeper understanding of accessibility, a Street Accessibility Audit tool was developed and tested on a key route(s) in the study area. The purpose of the tool is to evaluate the existing pedestrian infrastructure and conditions where these impact accessibility. The findings from this can help to identify common issues and key areas or streets in need of improvements, and thus enable funding, maintenance and improvement schemes to be better targeted.

Methodology

This route(s) were assessed using the Route Accessibility Metrics (see Appendix A). The metrics comprises of different parameters of pedestrian infrastructure such as the quality of pavement, dropped kerbs, and crossing facilities. The metrics are based upon similar tools such as the Cycle Level of Service (CLOs) assessment, Healthy Streets Assessment and the more recent Active Travel England Route Assessment. All metrics will be scored using the Critical and RAG assessment typical of these assessment tools i.e. red will score a 0, amber will score a 1, and green will score a 2. Major failings will score a 'C' or 'critical fail'. If the parameter is not relevant for the route, it will be scored 'N/A'.

To conduct the pilot, an everyday route(s) has been selected in the study area. Where the character and infrastructure along the route differs, it has been divided into sections, and each section assessed separately. The results are provided on the opposite page.

This has been conducted on a pilot basis as a desktop study to test the methodology. Further assessments could be carried out on more streets and routes.

Typical issues found on local streets

Broken and uneven footway surface



Narrow crossing without tactile paving



Footway terminating at junction



Surface water ponding



Busy junction without crossing facilities



Excessively wide carriageway



Route A: Harefield Drive to Ormiston Avenue

Route A begins in the Scotstounhill residential area, running to Scotstoun Primary School. The route passes along the residential roads of Harefield Drive and Stronvar Drive and Birchfield Drive, crosses Queen Victoria Drive, and continues along Earlbank Avenue to Ormiston Avenue.

The footway surface is generally good quality with some minor defects possibly due to utilities maintenance. The footway width is considered appropriate for a low to medium pedestrian flow within residential area.

Although there is no footway obstructions along the route, there is a frequent footway car parking along the route. This is critically affecting the pedestrian comfort level as the footway width has been reduced. Occasionally, the footway parking is blocking the desired line crossings at junctions. This would affect the safety of pedestrian especially for users who heavily rely on drop kerbs.

The residential units along the route have created a friendly environment with decent natural surveillance on the street. However, occasional patches with no street lights were observed. This lack of lighting could encourage anti-social behaviour and street crime along the route. The mature trees along the routes were observed to have an effect on lighting levels along the routes. More frequent street lighting and tree maintenance is required.

There is no tactile paving or dropped kerbs present along the routes or at pedestrian crossings. This could create accessibility issues for users with mobility and visual disabilities and for parents with prams.

There are no formal crossing facilities (signalised / unsignalised crossing) at key junctions, which could affect the level of pedestrian safety especially children along the route.

Absence of shelters and seating along the route could also provide challenges especially for elderly and disabled users who require frequent resting points while walking.

Overall, this route already has some good pedestrian infrastructure. However, the crossing facilities (especially across Queen Victoria Drive with high traffic volumes) are quite poor and require the provision of a crossing with tactile paving and dropped kerbs. A controlled crossing may be required to support crossing at times of peak traffic.

Footway parking should also be managed properly possibly by providing dedicated bays and street design re-configuration in a way that parking would not take over the space provided for pedestrians along the route.

See Appendix A for further details of the audit scoring for Route A.

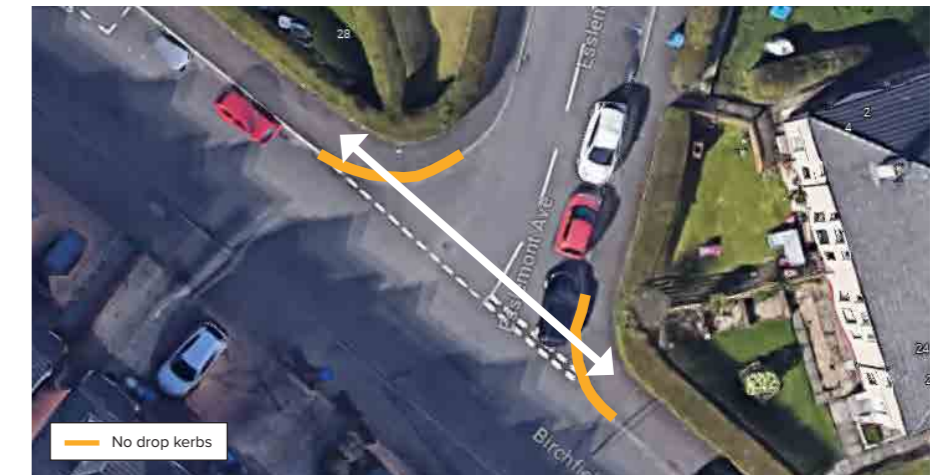
Streetscape audit scoring

Metric	Section 1	Section 2
Footway width (excluding furniture zone)	0	0
Footway surface condition	1	1
Footway obstructions (within usable footway width)	1	1
Footway parking	C	C
Lighting	1	1
Side road crossing conditions	Tactile paving	C
	Dropped kerbs/level crossings	C
	Vehicles obstructing crossing of junction	0
	Junction radius	0
Subway/bridge	NA	NA
Natural surveillance	1	1
Controlled / uncontrolled crossing points	Tactile paving	C
	Dropped kerbs / footway level crossing	C
	Crossing distance / stages	0
	Central refuge island	NA
	Appropriateness of crossing type for traffic level/speed	0
	Distance between/presence of crossing points	C
Interactions between people cycling and people walking	1	1
Seating/resting points	C	C
Places for shade and shelter	C	C

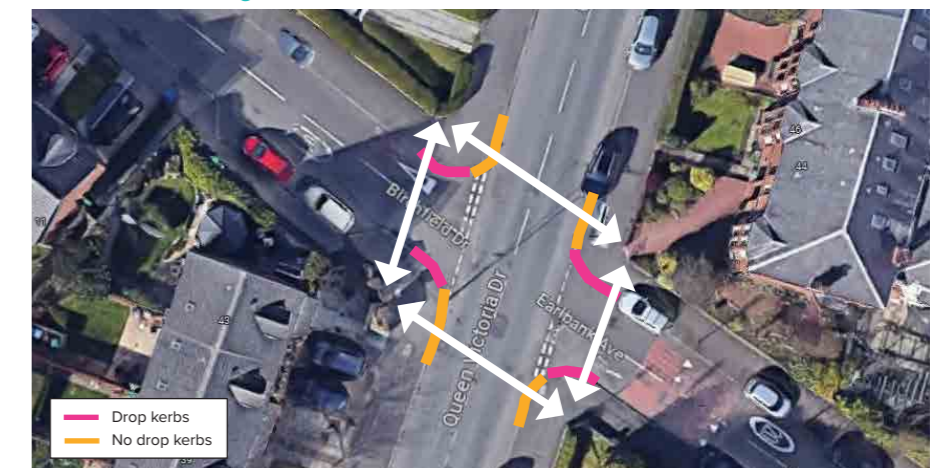


Aerial image © Google

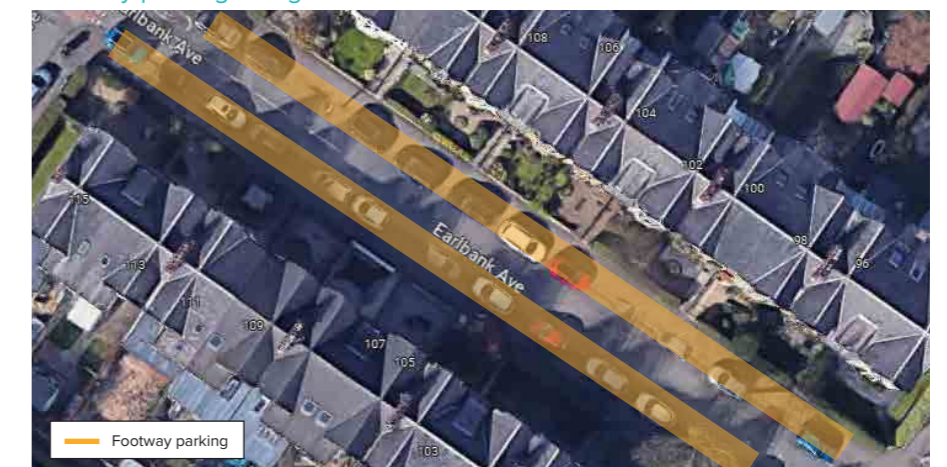
Parked vehicle blocked crossing desire line on Esslemont Ave



No formal crossing on Queen Victoria Dr



Footway parking along Earlbank Ave



Aerial image © Google

Route B: Whiteinch to Victoria Park

Route B runs from the Whiteinch residential area to Victoria Park. The route starts at Ferryden Court, turns onto Smith Street, crosses Dumbarton Road, continues up Glendore Street and turns onto the residential access street at Victoria Park Road South. It continues under the dual carriageway via the pedestrian subway and emerges in Victoria Park. The route mainly passes along residential streets with a mixture of retail, a nursery, and other community buildings such as library and a church. Although the route uses the residential access street at Victoria Park Drive South, the dual carriageway creates a busy and hostile environment.

The route has some minor defects particularly on Glendore Street where cracked surfaces and overgrown vegetation are quite visible. This affects the tidiness of the street and create challenges for users with mobility impairments and parents with prams. The improvement in footway surface condition could have a significant impact on accessibility due to the number of local destinations .

There are occasional footway obstructions from retail advertisement boards. Removing these boards or relocating them closer to the building line would improve pedestrian flows along the route.

Some streets have active frontage giving natural surveillance, however Smith Street lacks frontage. The underpass to Victoria Park lacks natural surveillance and forward sightlines, which could encourage anti-social or criminal activity.

The Victoria Park Drive South underpass has steps and ramps on the northern side but only ramps on the southern side. The ramps appear to be relatively steep and may not be accessible for all users. Installation of a at-grade crossing should be considered to improve pedestrian safety and accessibility.

There are some street lights along the route, but mostly on one side of the street only. Presence of some mature trees could lower the level of lighting to the other side of the street, which could encourage anti-social behaviour and street crime along the route. More frequent street lighting and tree maintenance is required, particularly in and around the underpass.

There is no tactile paving at junctions along the route. Some junctions have raised table crossings however there is still a small level difference, which could affect the accessibility of users with mobility disabilities.

There are no formal crossing facilities along the route. There is a signalised crossing on Dumbarton Road, however this over 40m from the desire line and requires pedestrians to deviate from the most direct route.

Absence in shelters and seating along the route could also provide challenges especially for elderly and disabled users who require frequent resting points while walking.

Overall, this route could be a significant connection for Whiteinch however there are several challenges to accessibility and personal safety. Pedestrian accessibility could be improved by footway maintenance, at-grade crossings at junctions and relocation of the signalised crossing on Dumbarton Road. The high risk of anti-social behaviour and criminal activity along the underpass can be improved by replacing it with an at-grade crossing, which then could improve accessibility between Whiteinch area and Victoria Park.

See Appendix A for further details of the audit scoring for Route B.

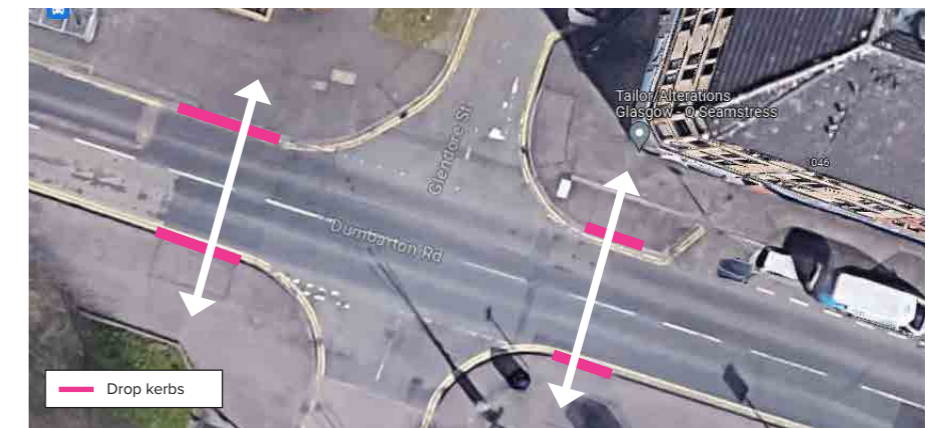
Streetscape audit scoring

Metric	Section 1	Section 2
Footway width (excluding furniture zone)	1	2
Footway surface condition	1	1
Footway obstructions (within usable footway width)	1	2
Footway parking	2	NA
Lighting	0	0
Side road crossing conditions	Tactile paving	C
	Dropped kerbs/level crossings	C
	Vehicles obstructing crossing of junction	2
	Junction radius	0
Subway/bridge	NA	1
Natural surveillance	1	C
Controlled / uncontrolled crossing points	Tactile paving	C
	Dropped kerbs / footway level crossing	0
	Crossing distance / stages	NA
	Central refuge island	NA
	Appropriateness of crossing type for traffic level/speed	0
Distance between/presence of crossing points	NA	NA
Interactions between people cycling and people walking	1	1
Seating/resting points	C	C
Places for shade and shelter	C	NA

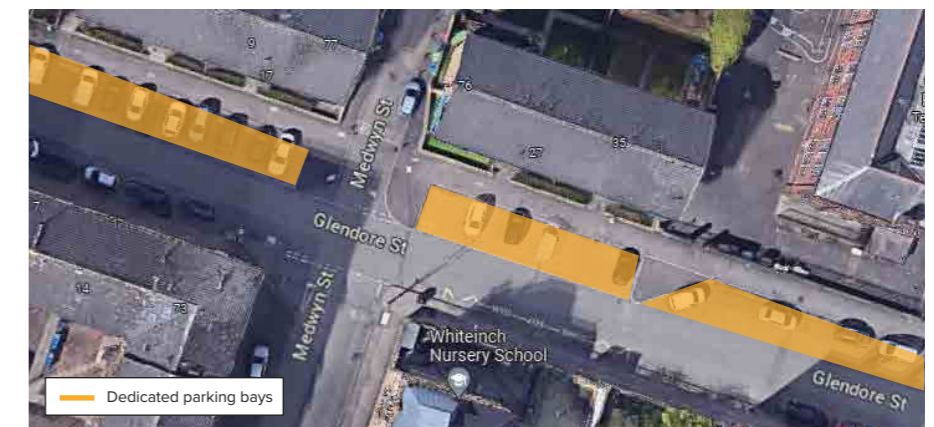


Aerial image © Google

No formal crossing across Dumbarton Rd



Dedicated parking bays on Glendore St



Subway entrance/exit between Whiteinch and Victoria Park



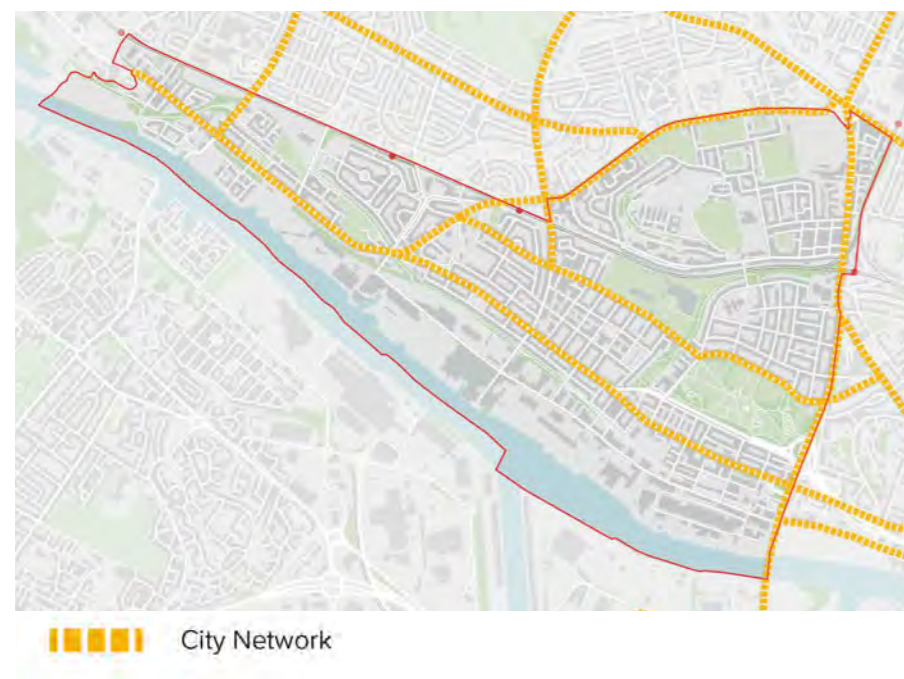
Aerial images © Google

5.5. Cycle network

The disused railway corridors provide traffic-free cycle routes, with Greenway NCN Route 7 connecting east-west through the neighbourhood and towards the city centre and Clydebank, and Jordanhill Nature Trail connecting Dumbarton Road to Jordanhill. However, there are few access points and these access routes may not be accessible for all users. There is also limited lighting and little activity overlooking these routes, meaning they can feel isolated and unsafe.

The local cycle network is not well developed or particularly dense. Several other cycle routes cross the site, mostly running northwards from Dumbarton Road across the railway to Alderman Road. The Dyke Road route is segregated from vehicle traffic by low 'Orca' bollards, while routes on Kelso Street and Southbrae Drive are unsegregated 'advisory' cycle routes where cyclists may encounter parked or moving vehicles. These routes do not offer sufficient sense of safety to cater for all potential cyclists.

Proposed Cycle Network



GCC is proposing to expand the city's cycle network and facilities as part of its Active Travel Strategy (2022-2031). This would improve the north-south cycle route connectivity within and outside the area. Cycle infrastructure improvements, including affordable cycle storage, are supported by missions in GCC's Strategic Policy. The southern spur of the dismantled railway could have potential to carry an additional active travel corridor linked into NCN7.

There is a lack of appropriate cycle storage in most of the area. Many homes will lack space for cycle parking either within the building or on the wider plot and there is little provision of on-street cycle stands. There are five cycle hangars in the neighbourhood providing secure cycle storage, most of which are fully subscribed.

There is also little cycle parking at local centres, with bikes often secured to signposts or guard railing. This lack of secure parking could further discourage cycling due to concerns about anti-social behaviour and theft.

The OVO bike hire network has hire stations in the Whiteinch area and at Anniesland Cross but no hire points further west.

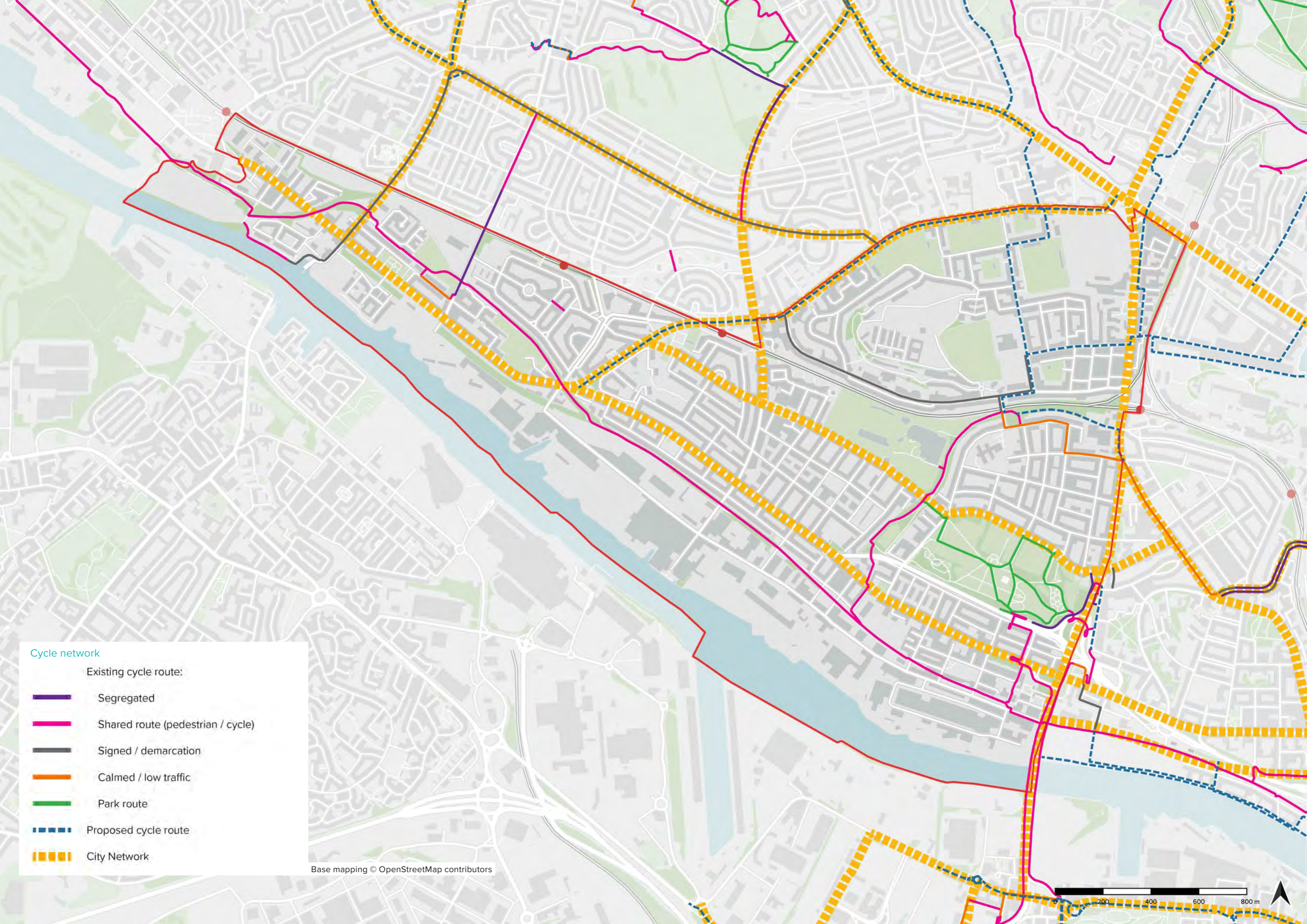
There is an opportunity to improve the cycle network particularly in conjunction with Glasgow's Active Travel network proposal as seen in the map to the left and previously mentioned in Section 2 of this report. With some links in the network being identified as more feasible to implement modal filtering instead of protected cycling infrastructure, this may create positive impacts in alleviating road congestion along Danes Drive and speeding vehicles along Victoria Park Drive North. More importantly, it could create a safer pedestrian environment along these links.

Dyke Road cycle lanes



Kelso Street cycle lane





Cycle network

Existing cycle route:

- Segregated
- Shared route (pedestrian / cycle)
- Signed / demarcation
- Calmed / low traffic
- Park route

Proposed cycle route

City Network

Base mapping © OpenStreetMap contributors



5.6. Rail network

The area benefits from several frequent and regular rail services on the Argyle and North Clyde railway lines with six train stations within and near the area's boundary. This includes Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, and Anniesland train stations. The train services provide connections eastwards via Partick and Glasgow Central and on to Cumbernauld, Larkhall and Motherwell, and westwards via Clydebank and Drumchapel.

The northern and western areas of the neighbourhood are particularly well served by rail, with stations located within a 10min walk. The Whiteinch and Victoria Park areas are more than 10min walk from a railway station, with considerable additional severance caused by the road network, meaning there could be poor patronage for rail services from these neighbourhoods.

Many stations are poorly signposted and relatively hidden behind surrounding housing with little surrounding activity, which could affect the attractiveness to potential passengers. A lack of step-free access at some stations could create difficulty for disabled access and those with children.

The stations lack interchange with other travel modes and most have no retail facilities or transit-orientated development to support rail patronage. The Knightswood Shopping Centre lies close to Garscadden and Scotstounhill stations, but wayfinding between these areas is poor.

Regarding accessibility, some stations are accessible for step-free platform access including Yoker Station and Jordanhill. However, the rest of the stations within the study area such as Garscadden station is not step-free. Two other stations, Scotstounhill and Anniesland are step-free only for one platform. Accessing the other platform would require longer access around the stations. Therefore these two stations do not have step-free access for interchange. This condition would highly affect users to travel by train especially those in wheelchair and other mobility impairments.

Proposals for a Clyde Metro have been included in STPR2 Phase 2 (approved in January 2023). This could further improve public access to the rest of the Glasgow city region.

Garscadden Station



Anniesland Station



Trains to:
Balloch and Helensburgh Central

8 trains
per hour (peak)

Yoker



8 trains
per hour (peak)

Garscadden



8 trains
per hour (peak)

Scotstounhill



Trains to:
Milngavie

16 trains
per hour (peak)

Trains to:
Glasgow
Queen St

Anniesland



8 trains
per hour (peak)

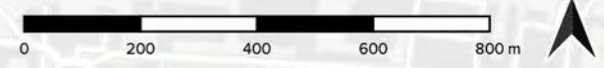
Jordanhill



Rail services

- Railway lines
- Railway stations
- 800m walk catchment (train stations)
- Step-free access station
- No step-free access station
- Step-free station (non step-free interchange)

Base mapping © OpenStreetMap contributors



Clyde Metro

Clyde Metro will offer an integrated public transport system for the City Region where bus rapid transit, tram, light rail and/or metro rail will complement the existing subway, bus and heavy rail networks offering effective alternatives to car. It will target at improving connectivity by focusing on:

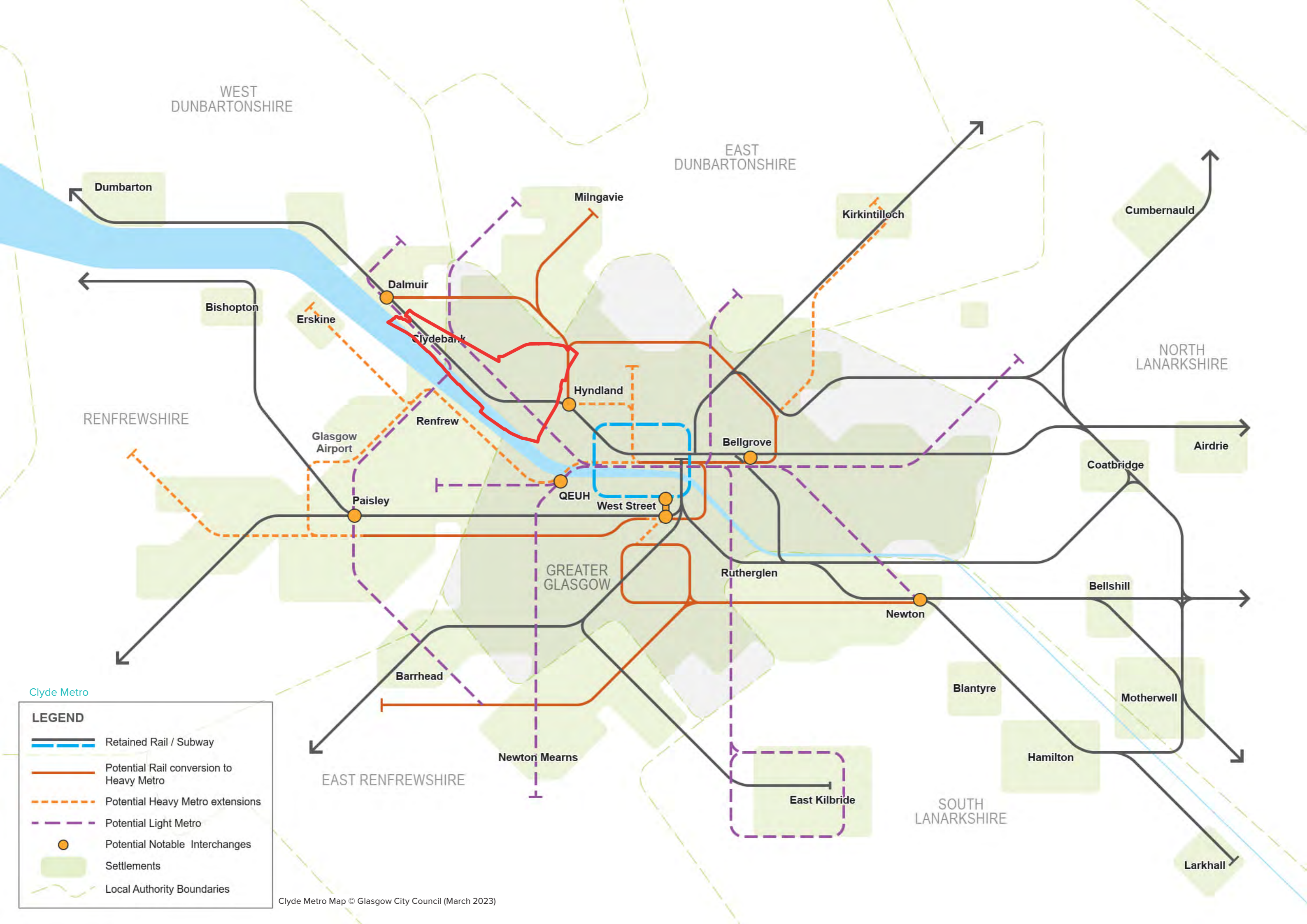
- Unserved and underserved areas with relatively poor connectivity;
- Improving access to key hubs such as the city centre, hospitals, major education facilities, key employment, centres, retail hubs, and major leisure/sports facilities; and
- Integrating with major transport hubs and creation of new interchange opportunities as well as active travel.

Through the delivery of Clyde Metro Programme, our vision is to capture the solutions of environmental, sustainable and economic benefits, greater social inclusion, health, and equality that could be integrated within the transport infrastructure programme.

Clyde Metro offers a step-change in transforming the life chances of communities stymied by the greatest inequality challenges caused by unaffordable, unreliable, and poorly connected local public transport.

It will improve connectivity whilst contributing to the City Region's ambitions to improve the health, wellbeing and affluence of its communities. It will deliver an inclusive, net zero and climate resilient economic growth by responding to the climate emergency implementation plan.

Clyde Metro will support the urgent need for housing by providing good quality connectivity which can unlock areas across the City Region for housing development. Moreover, it will support the creation of places where people can thrive, regardless of mobility or income through liveable neighbourhoods and an inclusive city centre. A people-led design approach that supports placemaking will be needed – incorporating consistently high-quality standards throughout.



WEST
DUNBARTONSHIRE

EAST
DUNBARTONSHIRE

NORTH
LANARKSHIRE

RENFREWSHIRE

GREATER
GLASGOW

SOUTH
LANARKSHIRE

EAST RENFREWSHIRE

Clyde Metro

LEGEND

-  Retained Rail / Subway
-  Retained Rail / Subway
-  Potential Rail conversion to Heavy Metro
-  Potential Heavy Metro extensions
-  Potential Light Metro
-  Potential Notable Interchanges
-  Settlements
-  Local Authority Boundaries

5.7. Bus network

There are several high-frequency bus routes operating in the area, with direct routes to the city centre and to the retail and employment sites at Anniesland, Partick and Clydebank. Dumbarton Road and Great Western Road at Anniesland are particularly well served.

The area generally has good access to bus services, with many residents living less than 5min walk from a bus service. Several high-frequency routes run along Dumbarton Road, Anniesland Road and Queen Victoria Drive. Passenger facilities vary – while some stops have shelters and seating, others have neither.

Public transport accessibility data suggests that areas around Dumbarton Road have a high level of accessibility, whereas areas close to Knightswood and Jordanhill Station have a lower level. Much of the Docklands and Scotstoun / Jordanhill areas have ‘below base’ levels of accessibility, which further correlate the level of reliance in private cars as the main mode of transport.


There is an opportunity to create a coordinated approach to sustainable travel through GCC's work in Transport Strategy alongside Strathclyde Partnership for Transport, the Glasgow City Region Bus Partnership and the Clyde Metro team.

The Yoker to Renfrew bridge, currently under construction, will improve public transport accessibility across the river at the western end.



Bus service frequency



Under 10 minutes

-  1, 1A, 1B, 1D, 1E - Balloch / Helensburgh / Mountblow - City Centre

10-15 minutes

-  2 - Faifley - Baillieston
-  3 - Drumchapel - Govan
-  6 - East Kilbride - Clydebank
-  6A - Drumchapel - City Centre
-  77 - Glasgow Airport - Buchanan Bus Station

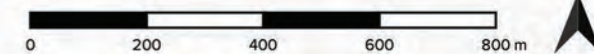
15-20 minutes

-  1C - Drumchapel - City Centre
-  4, 4A - Broomhill - Newton Mearns (4) / Eaglesham (4A)

Over 30 minutes

-  M4 - Anniesland - Partick
-  X4 - City Centre - Knightswood
-  M11 - Clydebank - Gartnavel Hospital
-  Other services

Base mapping © OpenStreetMap contributors rs



5.8. Vehicle network and parking

The existing road network makes the Liveable Neighbourhood area well-connected to the wider city, including the city centre, however the River Clyde separates the neighbourhood from the communities and retail and employment opportunities to the south. The area is crossed by several major roads that provide local and city-wide access, including A814 Dumbarton Road / Victoria Park Drive South, A739 Crow Road / Balshagray Avenue, and Anniesland Road / Kingsway. Great Western Road passes along the northern boundary.

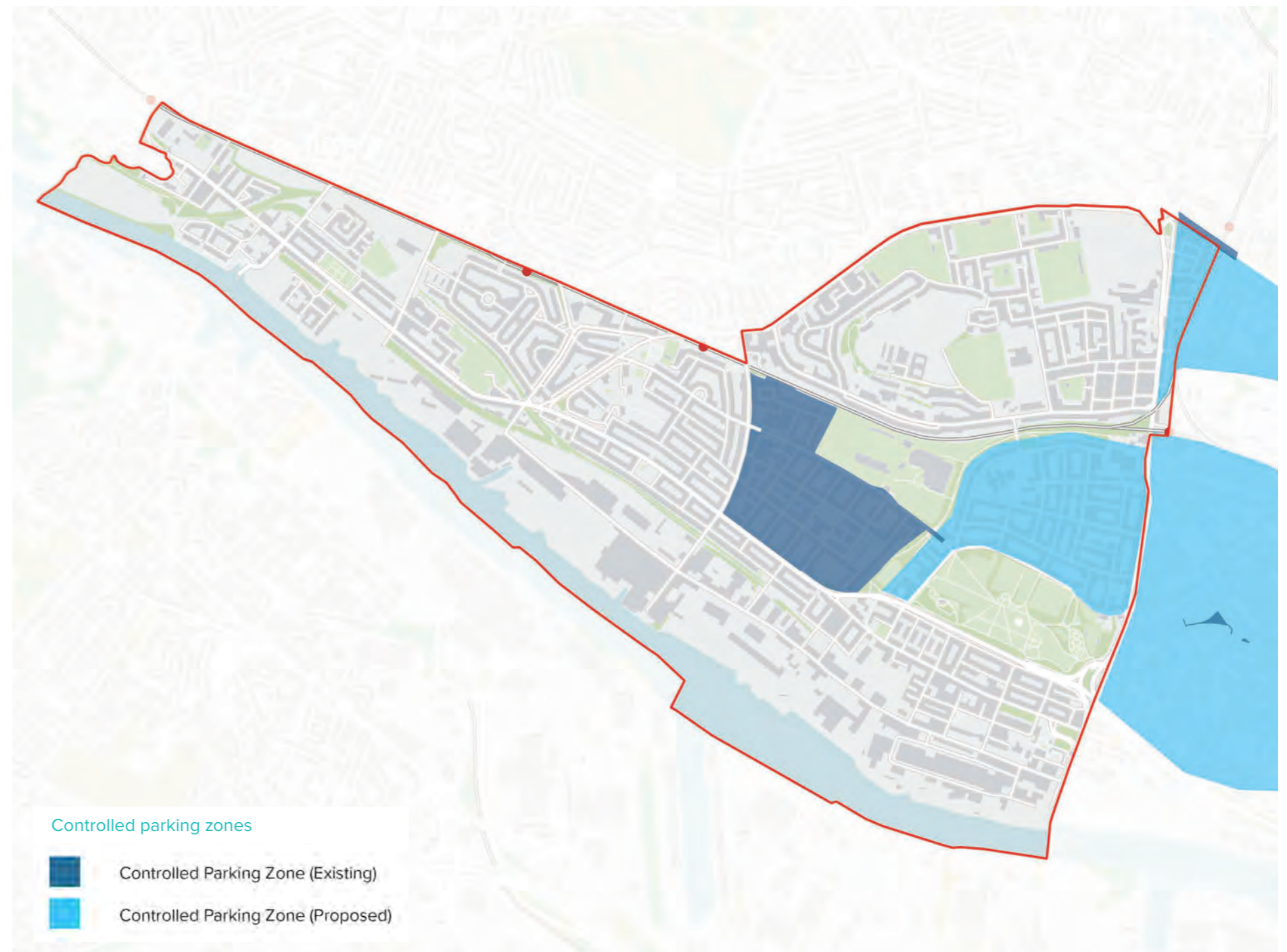
The eastern end benefits from the Clyde Tunnel which provides good road access to the major shopping centre at Braehead and to the M8 for regional travel and access to the airport. The major junctions at Anniesland Cross and Clyde Tunnel are amongst the busiest junctions in Glasgow.

The western end at Yoker is poorly connected across the river however the upcoming development of a Yoker to Renfrew road bridge will significantly improve accessibility.

While some junctions have been closed to vehicle traffic with modal filters, most remain open, meaning people driving have several route options for their journey, often able to cut through residential areas to avoid traffic on the major road corridors. This potentially causes disturbance to residents and limits pedestrian access.

The main form of parking in the area is on-street, parallel to the carriageway. There are few restrictions on parking and many streets have a wide carriageway, leading many residents to park their cars on the street. Some streets have dedicated parking bays, whilst in narrower streets many people choose to park on the pavement, which could cause an obstacle along the footpath, especially for disabled access.

There is an existing Controlled Parking Zone (CPZ) within the Scotstoun neighbourhood to control spectator car parking during an event day (rugby game). Due to the small area of the CPZ, spectator car parking is spilling over to the surrounding neighbourhoods, causing discomfort to the residents. There is a plan put forward by GCC to extent the catchment of the CPZ towards the east.



Footway parking

Verona Avenue, Scotstoun



Orleans Avenue, Jordanhill



Hawick Street, Yoker



Earlbank Avenue, Scotstoun



5.9. Personal safety

Creation of safe streets and spaces requires consideration of:

- Personal safety, meaning the risk of harm from others.
- Other crime, including theft and damage to property.

Assessments of safety look at both actual incident levels (from crime data) and perceived risk. Perceptions can deter people from visiting places and taking part in activities even if the actual level of risk is low.

Improvement in safety at public spaces is crucial within the Liveable Neighbourhood study area. A committee paper published in October 2022 on The Feminist City motion was approved by the council. The paper stated *"Council agrees that public places that are better attuned to women's security and practical needs [...]. It would present job opportunities, and enhance the autonomy of disabled women, women of colour, unpaid carers and lone parents."*

Council recognises the main features of a healthy city are aligned with gender equal cities including a safe public realm. Personal safety is not only beneficial for women, it is one of key considerations for creating a healthier, more liveable city for all, with positive impacts in terms of physical and mental wellbeing and air quality.

Council agrees that in order to create public spaces that are safe and inclusive for women, and accessible for all members of the community, it is fundamental that women are central to all aspects of planning, public realm design, policy development and budgets.

Street lighting

The map below shows the existing street lighting within the study area that are maintained by GCC.

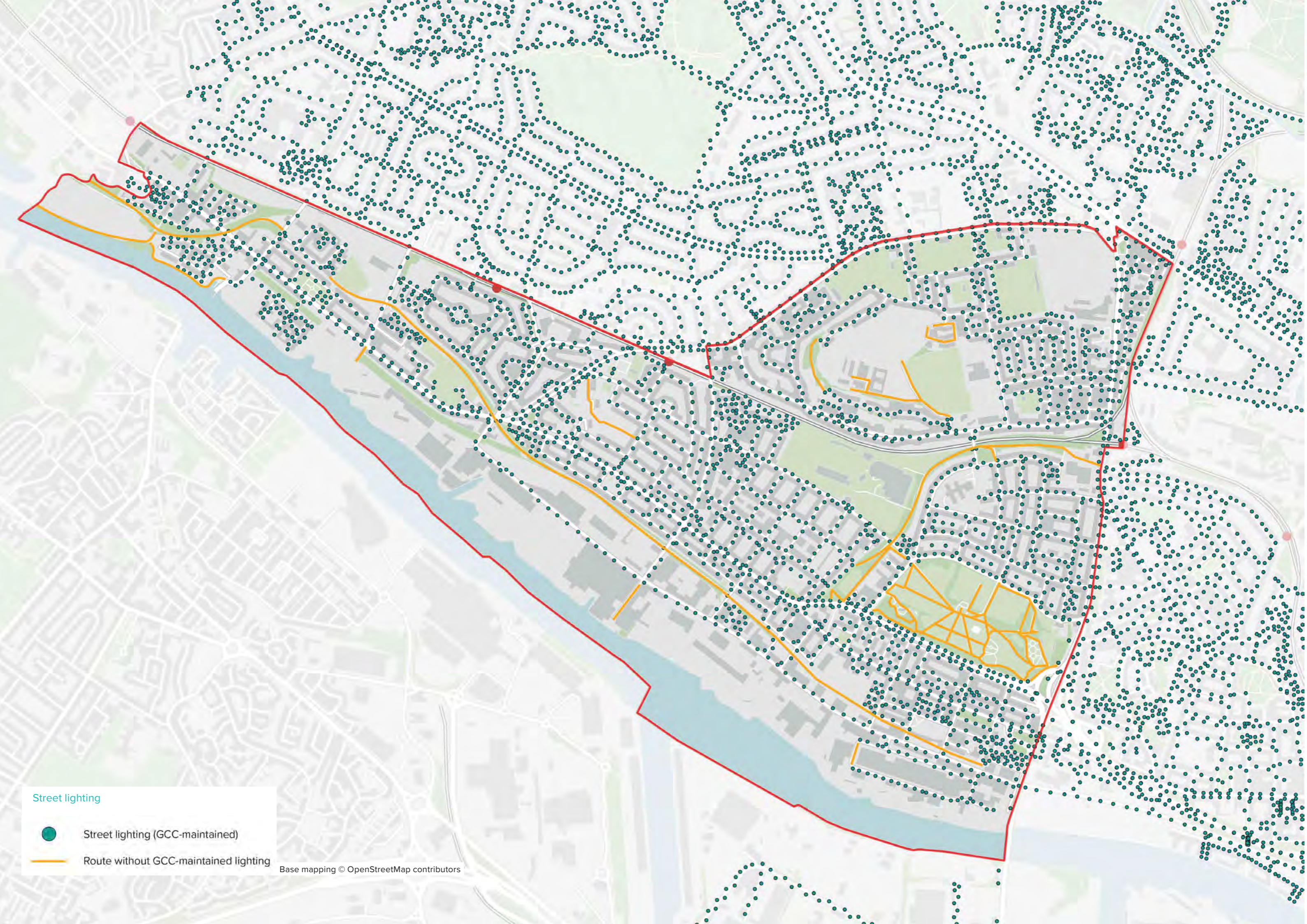
A correlation between the provision of street lighting and the level of crimes in an area can be seen in Jordanhill for instance. The centre of Jordanhill where the woodland path and park are located has very limited street lighting. Coupled with low natural surveillance and inactive building frontage in the area, this could encourage anti-social behaviour or criminal activity.

Crow Road



Danes Drive





Street lighting

- Street lighting (GCC-maintained)
- Route without GCC-maintained lighting

Base mapping © OpenStreetMap contributors

5.10. Road safety

Road safety, both actual incident levels and perceived risk, can have an influence on how people choose to move around their area.

As previously discussed the study area Dumbarton Road, Crow Road, and A739 are some motorways that cut through the study area. The size of these street network highly influenced the vehicle speed, which increases the risks of road users collision.

Road incident data between 2018-2020 were evaluated. The data comprises of three level of collision severity; fatal, serious, and slight. The collision type recorded includes various types of users such as walking, cycling, and driving.

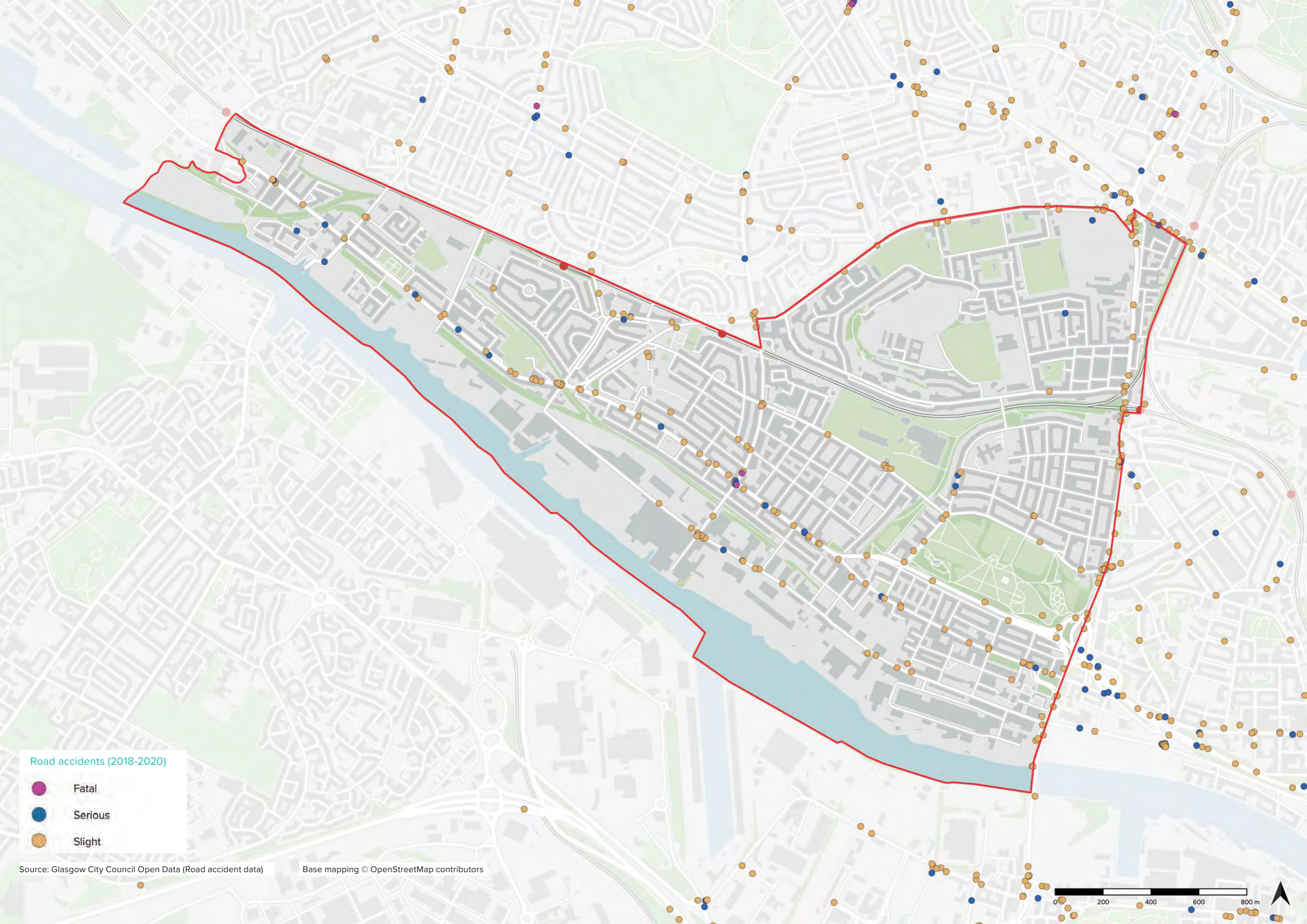
The data shows that many incidents took place along Dumbarton Road, Crow Road, and at key junctions such as Anniesland Cross junction and A739 junction. Although the level of most incidents took place are not severe, this data informed that there is a lack of safe pedestrian and cycling infrastructure along these key incident areas, coupled with large carriageway design that made the streets being dominated by cars.

A review of the pedestrian and cycling infrastructure as well as future street re-design of these key unsafe motorways and junctions should be explored.

Number of annual casualties

Year	Slight	Serious	Fatal	Total
2018	750	148	9	907
2019	94	23	1	118
2020	381	178	13	572

Source: Glasgow City Council Open Data (Road accident data)

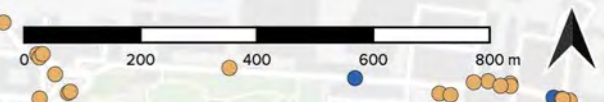


Road accidents (2018-2020)

- Fatal
- Serious
- Slight

Source: Glasgow City Council Open Data (Road accident data)

Base mapping © OpenStreetMap contributors





6 Parks and Green Spaces

6 Parks and Green Spaces

6.1. Key green spaces

Public open space

Victoria Park is a major asset for the area offering a range of leisure and sports activities and is nationally designated in the Inventory of Gardens and Designed Landscapes. The existing Fossil Grove Museum could be enhanced to attract visitors, learning from other precedents in the city.

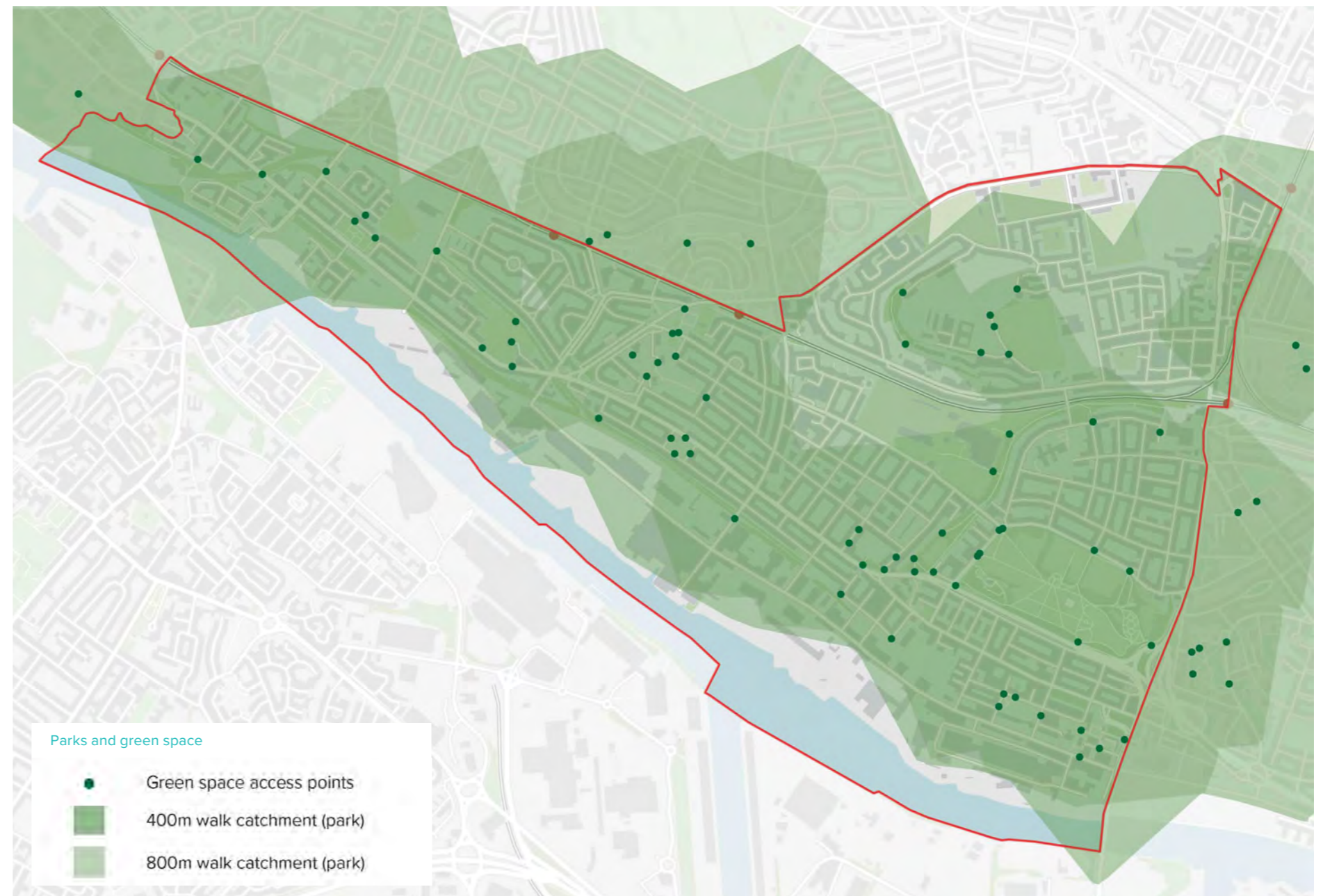
Availability of public green space varies in other areas, with two good size parks along Dumbarton Road including play space and sports courts. There is additional greenspace at Scotstounhill, Spiral Hill Flagpole, and within Jordanhill Park. The Jordanhill area includes large areas of open space though most of these are privately owned and managed for sports use and not accessible by the general public. Several local catchment schools have limited external and green space for sports and play, relying on other public facilities.

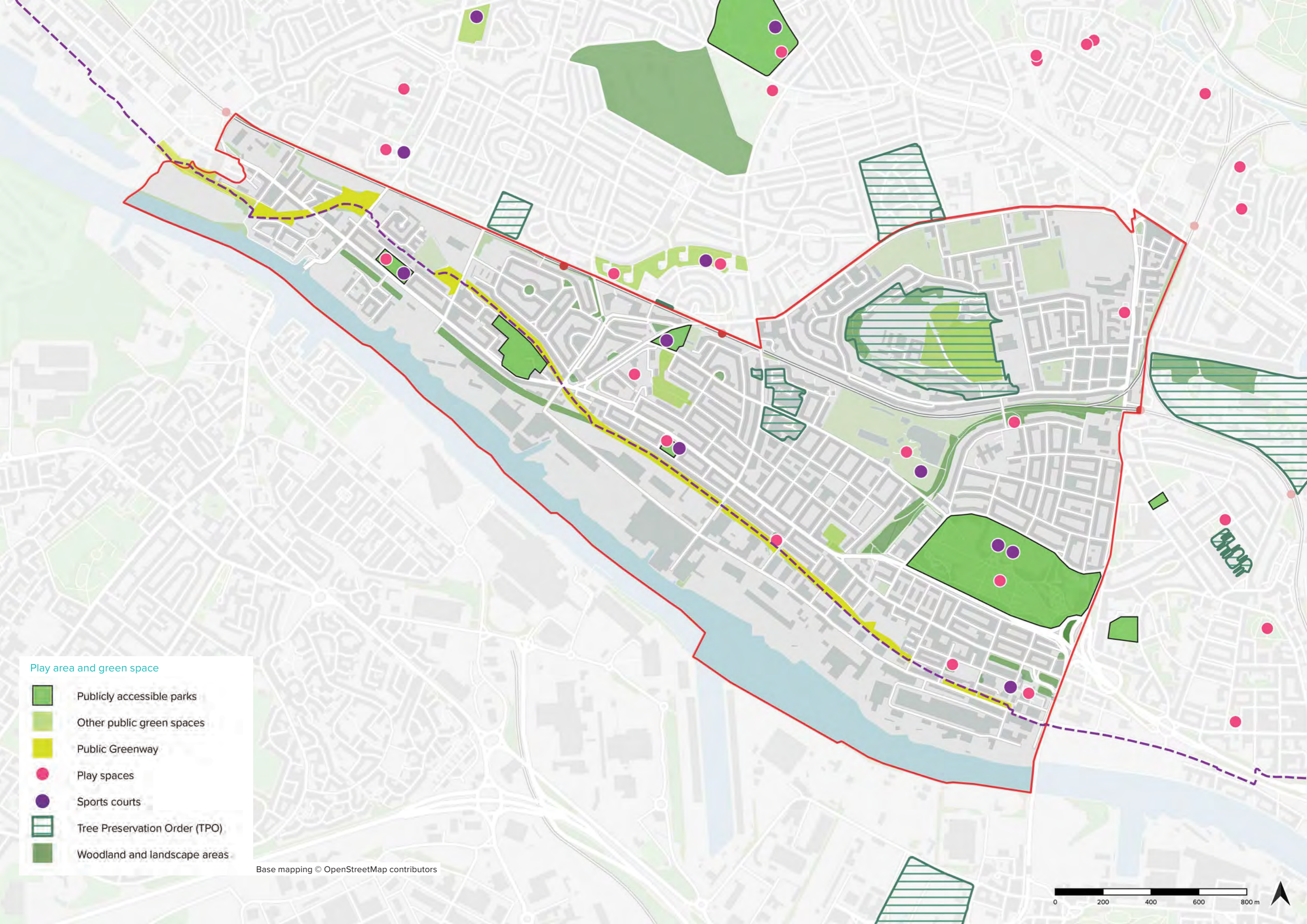
Poor maintenance was observed at some parks, including the small park in Whiteinch bounded by Curle Street, Jordan Street, and Northinch Street.

Local parks and playgrounds vary in quality and many lack natural surveillance and lighting. Many playgrounds and parks are fenced, increasing security but limiting access from surrounding areas and creating an less inviting environment.

Some park entrances have gates or barriers and lack fully inclusive access. In some places, fences have been damaged to allow pedestrian access.

The road network causes severance of routes to local green spaces, particularly Victoria Park which is bounded to the east and south by major roads, and to the north and west by roads carrying local and through-traffic. The park feels disconnected from surrounding residential areas. There is a need to implement changes in key routes, especially to Victoria Park, to be more pedestrian-friendly and ensure level of comfort and safety.

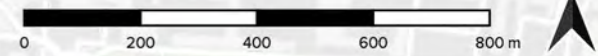




Play area and green space

-  Publicly accessible parks
-  Other public green spaces
-  Public Greenway
-  Play spaces
-  Sports courts
-  Tree Preservation Order (TPO)
-  Woodland and landscape areas

Base mapping © OpenStreetMap contributors



6.2. Play facilities

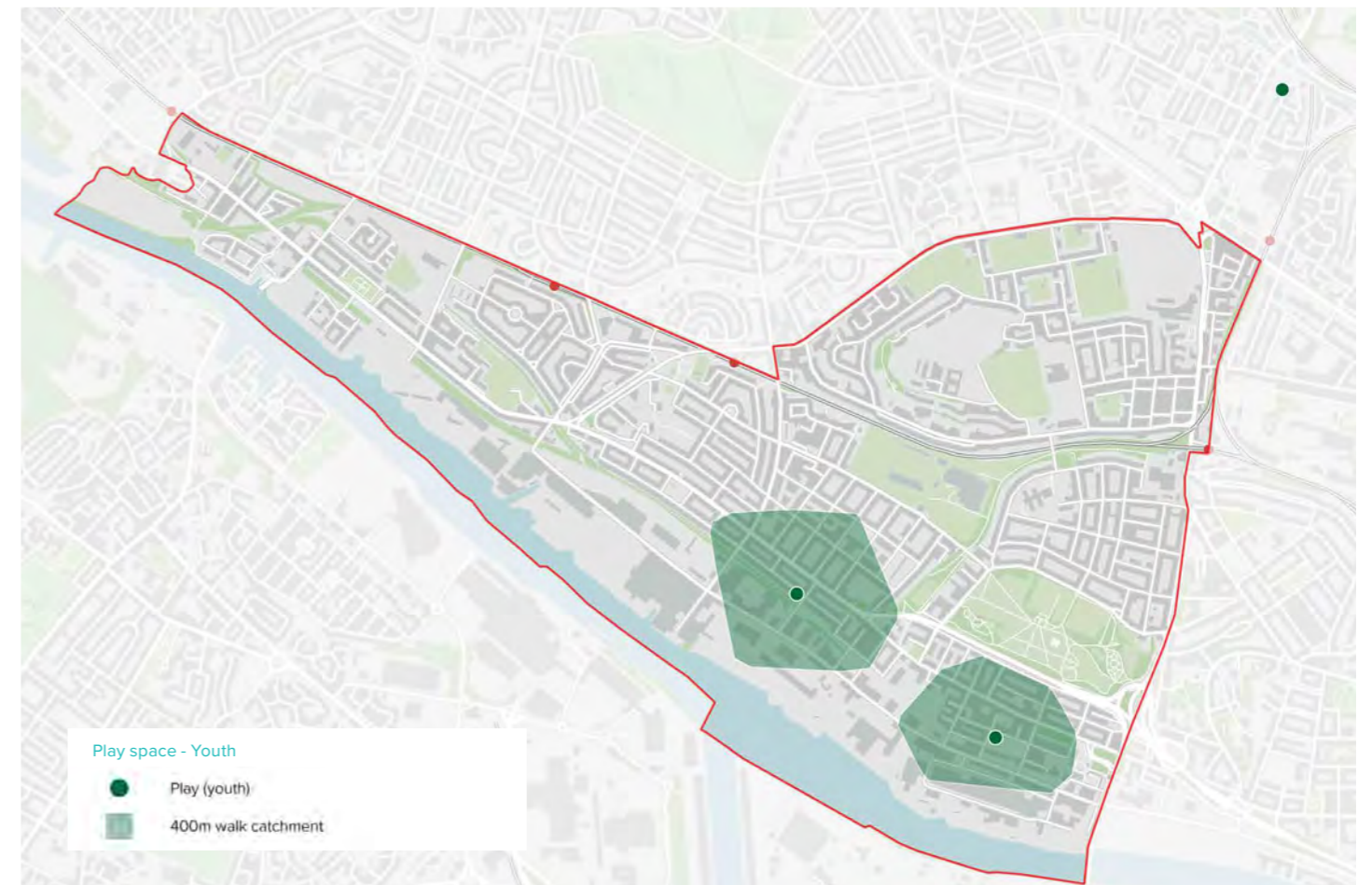
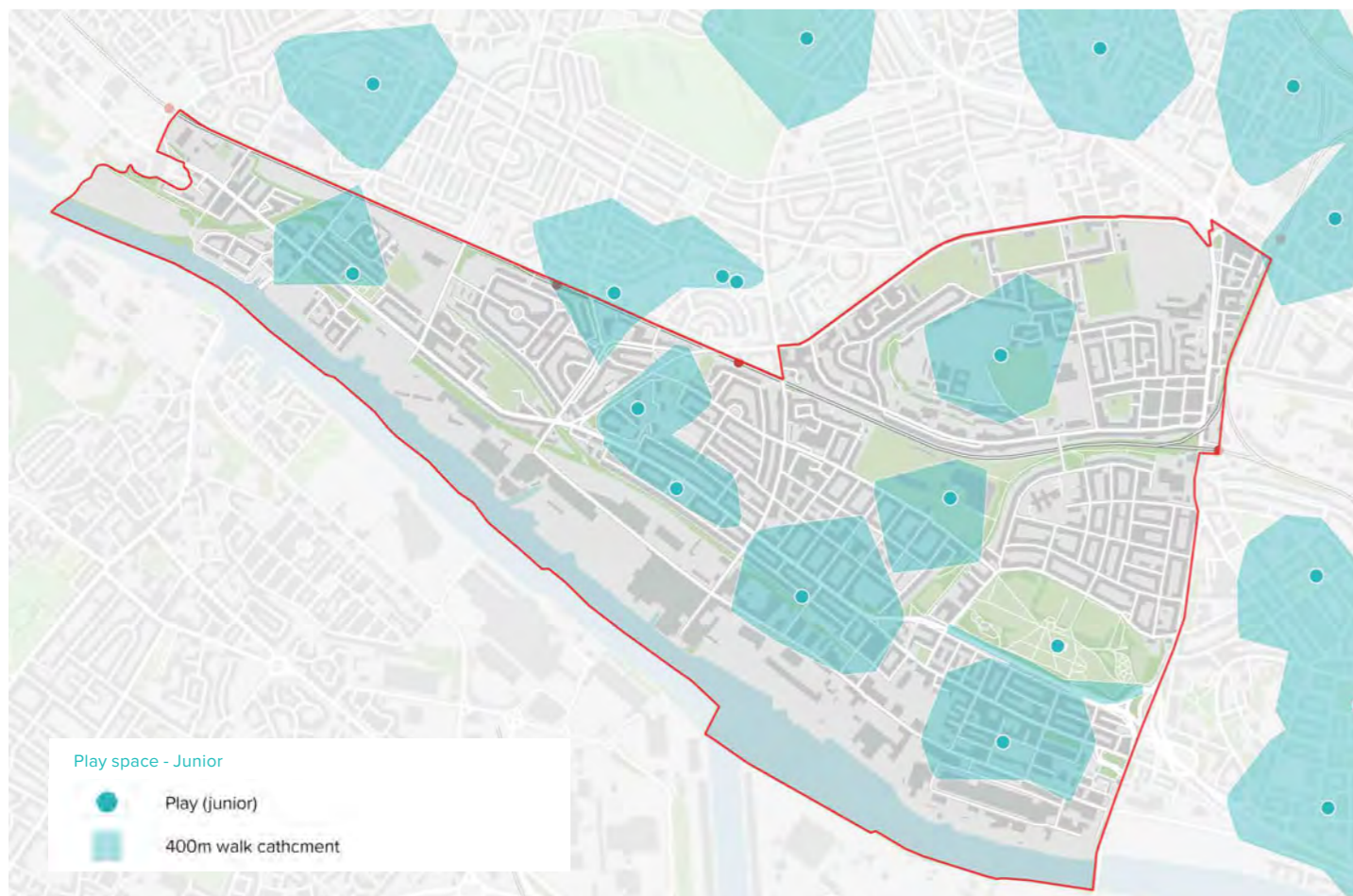
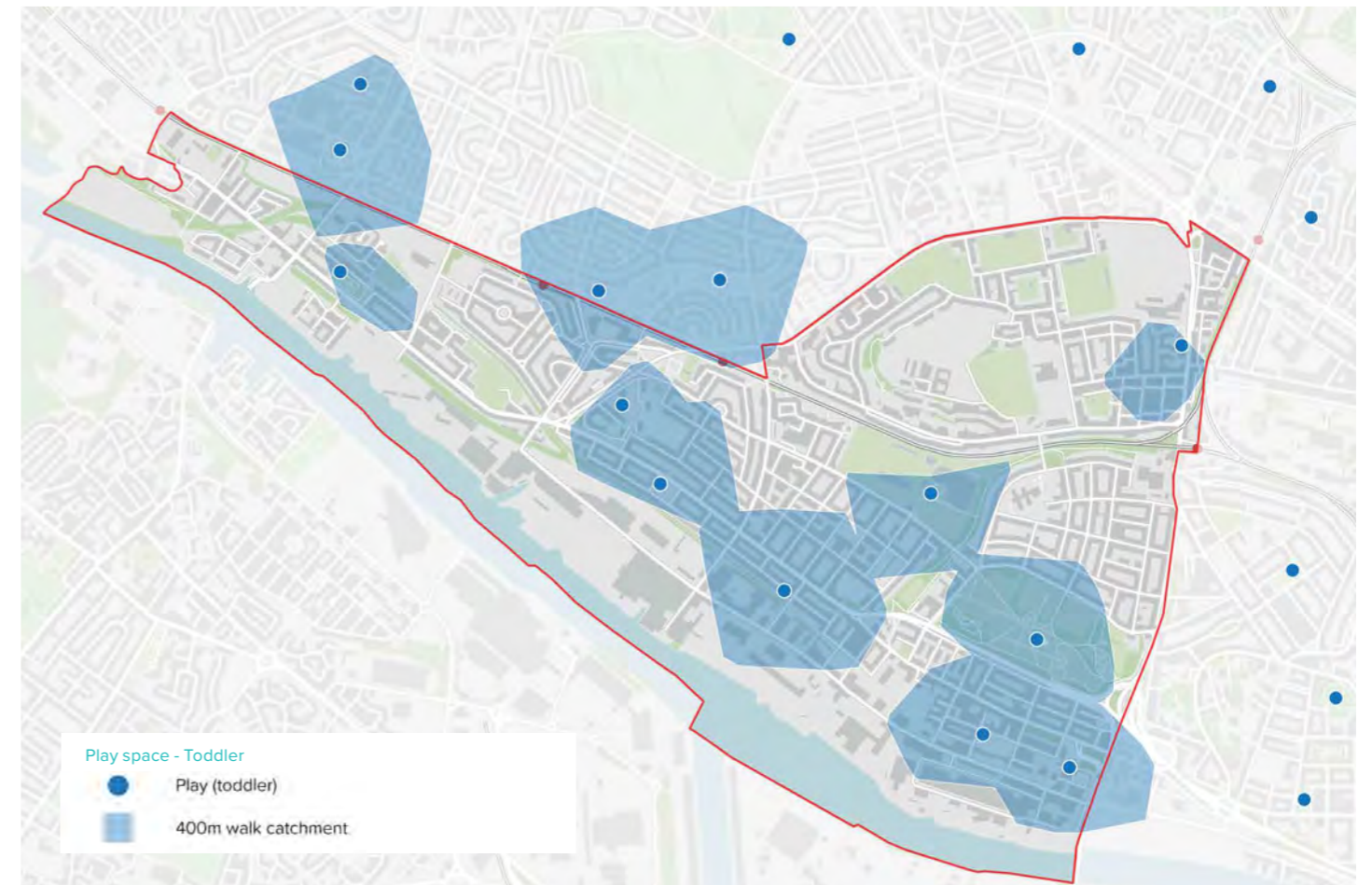
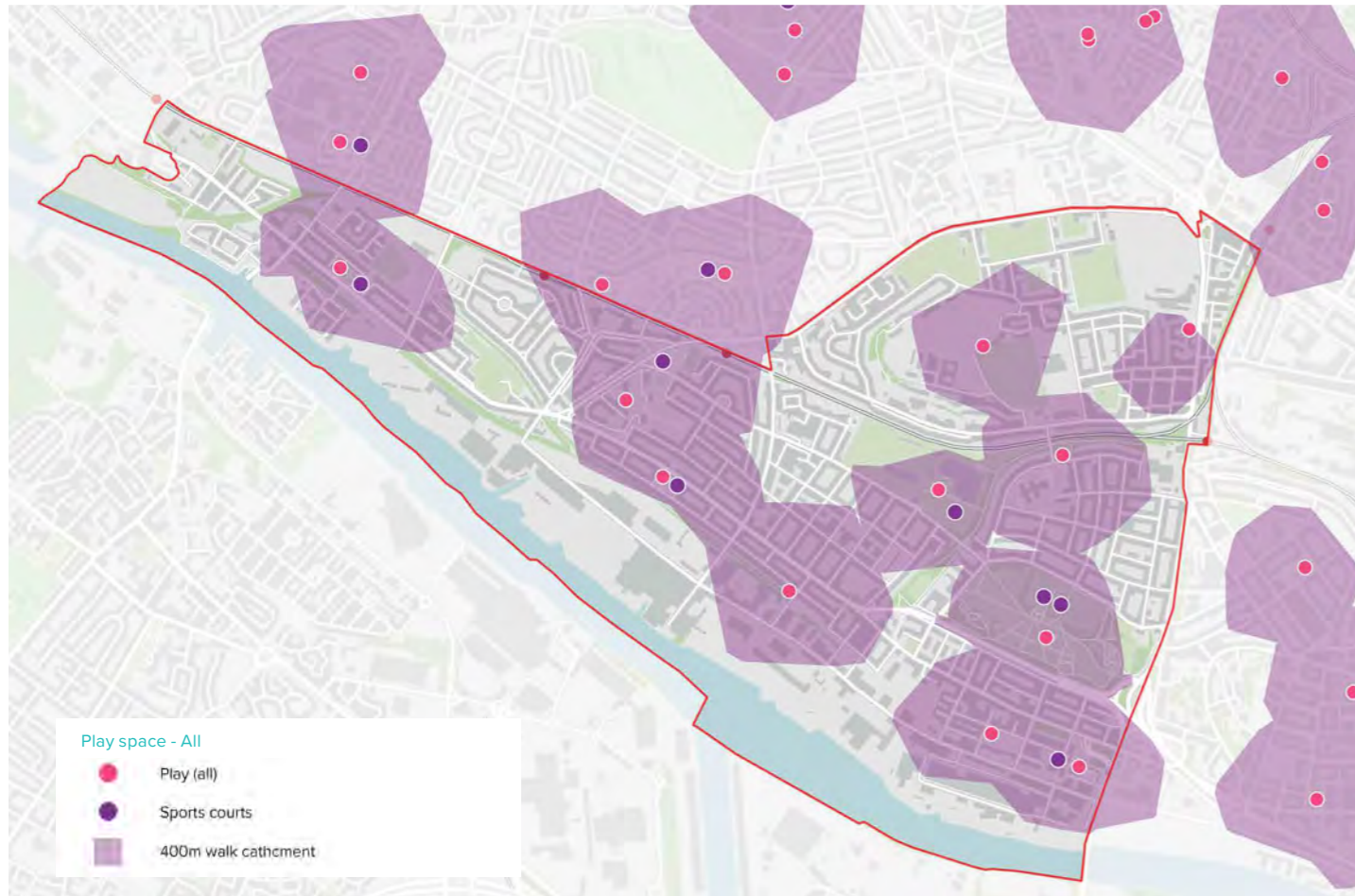
There is generally good distribution of play facilities in the eastern end of the neighbourhood but more sparse availability at Jordanhill, Yoker and Garscadden. Provision of toddler play facilities is strongest apart from at Jordanhill, with a similar spread of provision of junior play. Youth facilities are particularly limited with facilities at Whiteinch only.

Play area at Yoker



Play area at Jordanhill Park





6.3. Sports and leisure

There is good range of sports provision in the neighbourhood, including football and rugby pitches, athletics, tennis, and bowls though these are mostly private clubs and subject to access charges and restrictions. These are mostly clustered at Jordanhill and Scotstoun areas while Yoker, Whiteinch and Garscadden lack many formal facilities. Glasgow Club Scotstoun is run by Glasgow Life and provides a range of public sports facilities, including a gym, swimming pool, fitness classes and various pitches and courts.

Victoria Park provides informal leisure opportunities with extensive grassy areas, with formal basketball and tennis courts and bowling greens. Several local parks include basketball courts.

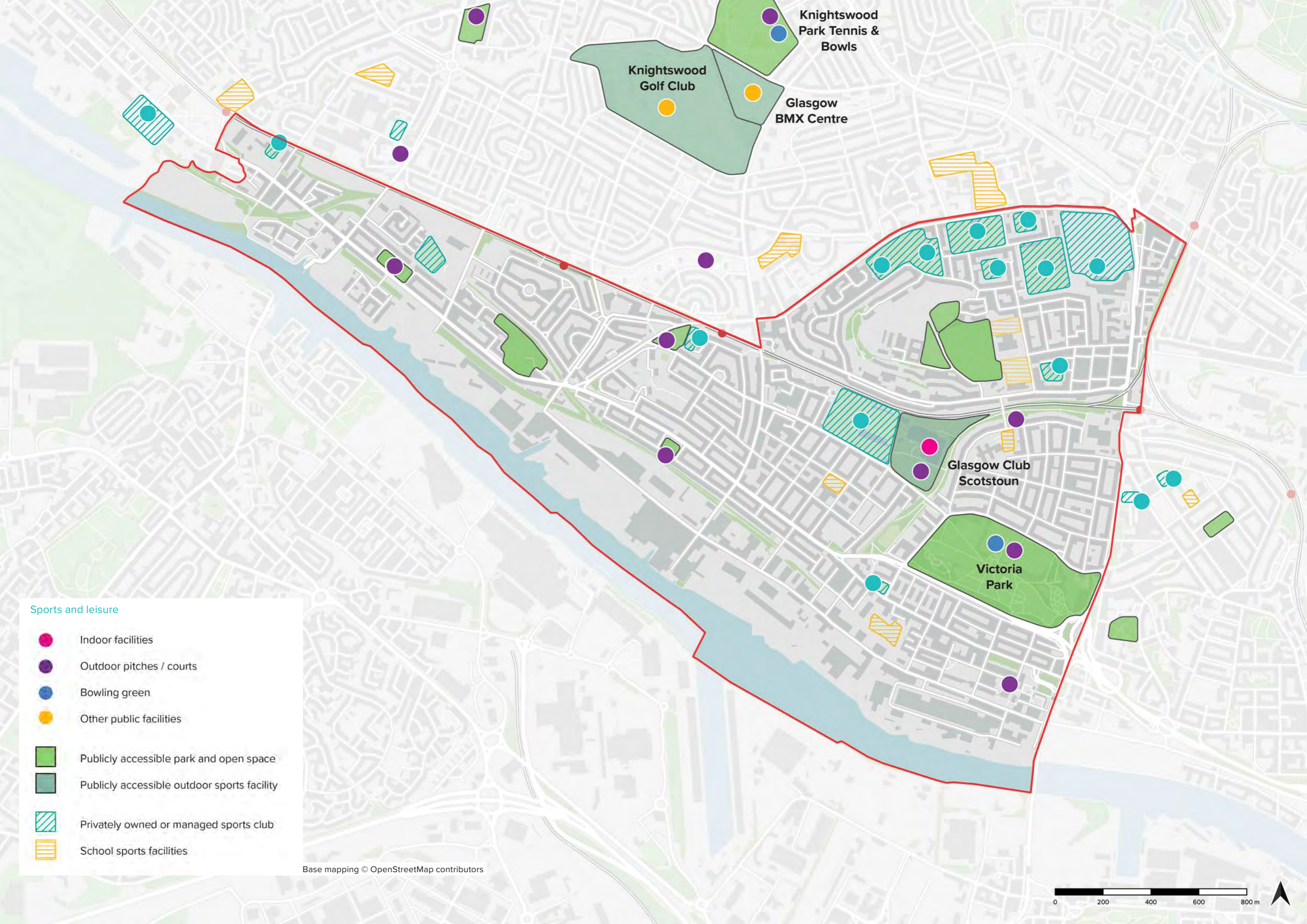
The presence of the Glasgow Warrior rugby team within the area could attract further development in sport facilities. However, further attention should be placed on the influx of crowds especially from sports events, which could create road congestion, parking problems and noise pollution for surrounding residents.

Private sports ground at Anniesland



Playing fields at Jordanhill Park





Knightswood
Park Tennis &
Bowls

Knightswood
Golf Club

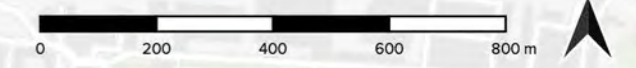
Glasgow
BMX Centre

Glasgow Club
Scotstoun

Victoria
Park

- Sports and leisure
- Indoor facilities
 - Outdoor pitches / courts
 - Bowling green
 - Other public facilities
 - Publicly accessible park and open space
 - Publicly accessible outdoor sports facility
 - Privately owned or managed sports club
 - School sports facilities

Base mapping © OpenStreetMap contributors



6.4. Other spaces

Glasgow's Climate Adaptation Plan aims to ensure the conservation and enhancement of parks. Glasgow's Friends of Parks Group could support local park and open spaces enhancement by engaging with local people to meet local demand.

Community gardens and allotments

The Victoria Park allotments near Scotstoun Stadium have 2.5 hectares of plots, with 0.5 hectares at Yoker allotments and a small area at Kingsway Court. There is a community garden at Yoker, located adjacent to NCN 7, and a small garden at the Heart of Scotstoun community centre. There is limited allotment space at the western end of the neighbourhood, however there is a vacant site along Dumbarton Road at Yoker that was historically used for allotments but is currently unused.

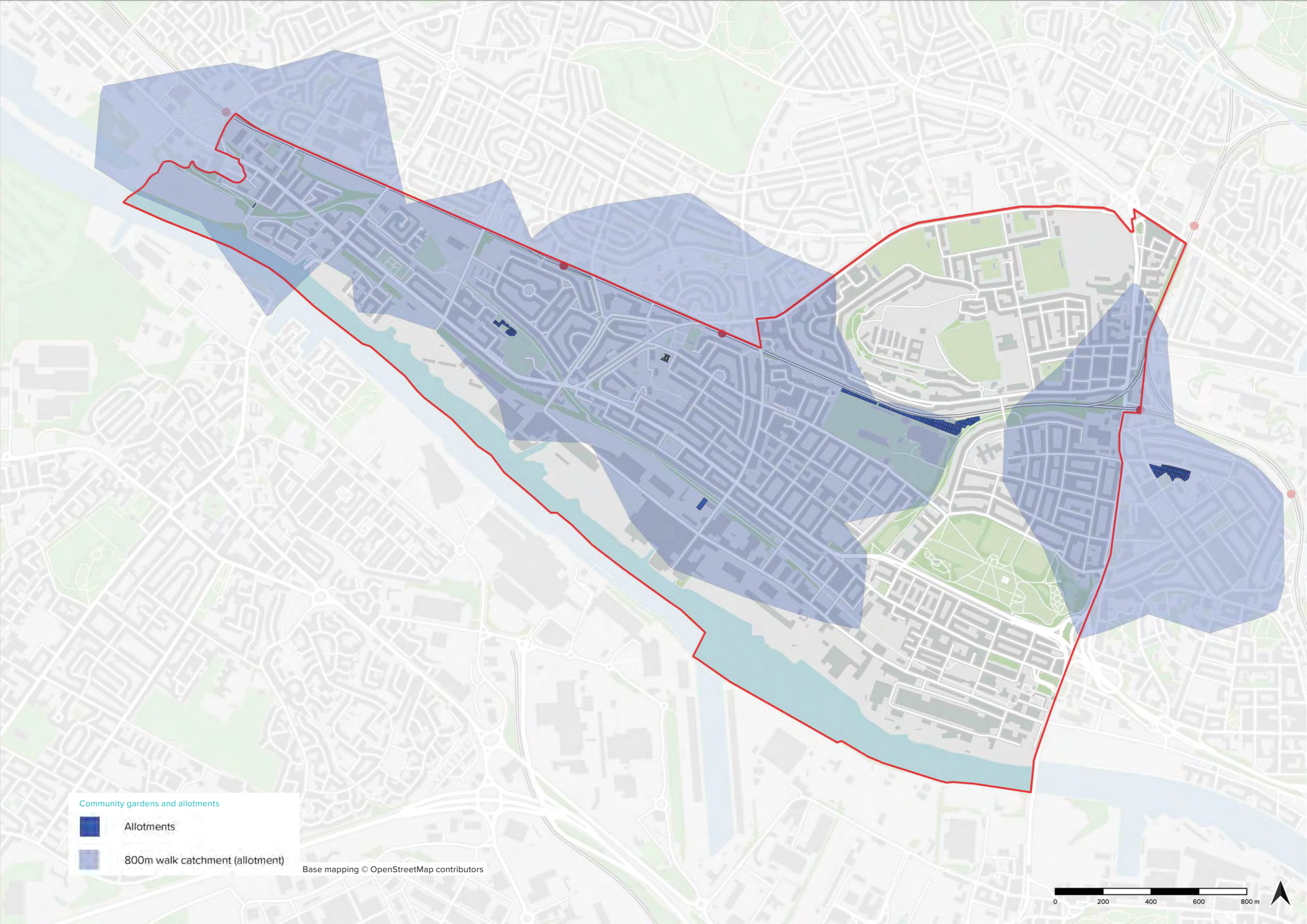
Local community groups in the area could be encouraged to manage spaces and to grow the level of togetherness in the area. There are further benefits in maintaining and improving the community gardens beyond the creation of a sense of community. Local produce for instance, could contribute to the circular economy programme initiated by Glasgow Chambers of Commerce and act as a supplier for local businesses.

Yoker community garden





Community garden at Heart of Scotstoun Centre

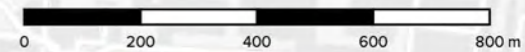




Community gardens and allotments

-  Allotments
-  800m walk catchment (allotment)

Base mapping © OpenStreetMap contributors



6.5. Street greenery

The streets and public spaces within the area generally lack green infrastructure features such as street trees, planted verges and shrub planting.

Some of the older streets of terraced housing in the Jordanhill, Whiteinch and Scotstoun areas have mature tree planting within the footway. These streets typically have front gardens with additional tree and shrub planting adding to the overall greening.

The Garscadden area includes several grassed street verges with tree planting, including the Craggan Drive roundabout. These areas provide welcome greening but could be planted to increase amenity and biodiversity and reduce maintenance requirements.

Other streets, particularly in Yoker and the newer areas of Whiteinch, lack planting, resulting in bland streetscapes, a lack of biodiversity and a lack of shade and shelter within streets. It also results in large expanses of hard surfaces that can contribute to urban heating. Several of the larger road corridors in the area lack planting, including Dumbarton Road, which has several local centres along its length.

Despite the lack of street greenery, there are many opportunities to retrofit streets with street trees, rain gardens, wildflower verges and pocket parks. Many residential streets have excess carriageway space not required for parking or vehicle movement, that could be repurposed to provide these features.

Planting at the junction of Kingsway and Anniesland Road



Street verges at Garscadden



Street trees in Jordanhill



Lack of street planting at Southbrae Drive



Lack of street planting at Yoker





Heart of Scotstoun Community Centre

7 Stage 1 Engagement Outcomes

7 Stage 1 Engagement Outcomes

7.1. Introduction

Stage 1 of the engagement programme for this Liveable neighbourhood comprised the following two phases of work:

Phase A - Sense Checking:

This involved meeting with initial key stakeholders, elected members and community councils, to sense check the findings from the Stage 0 work and help inform the future consultation process.

This began on 15th December 2022 and continued through to 19th March 2023.

Phase B - Insights:

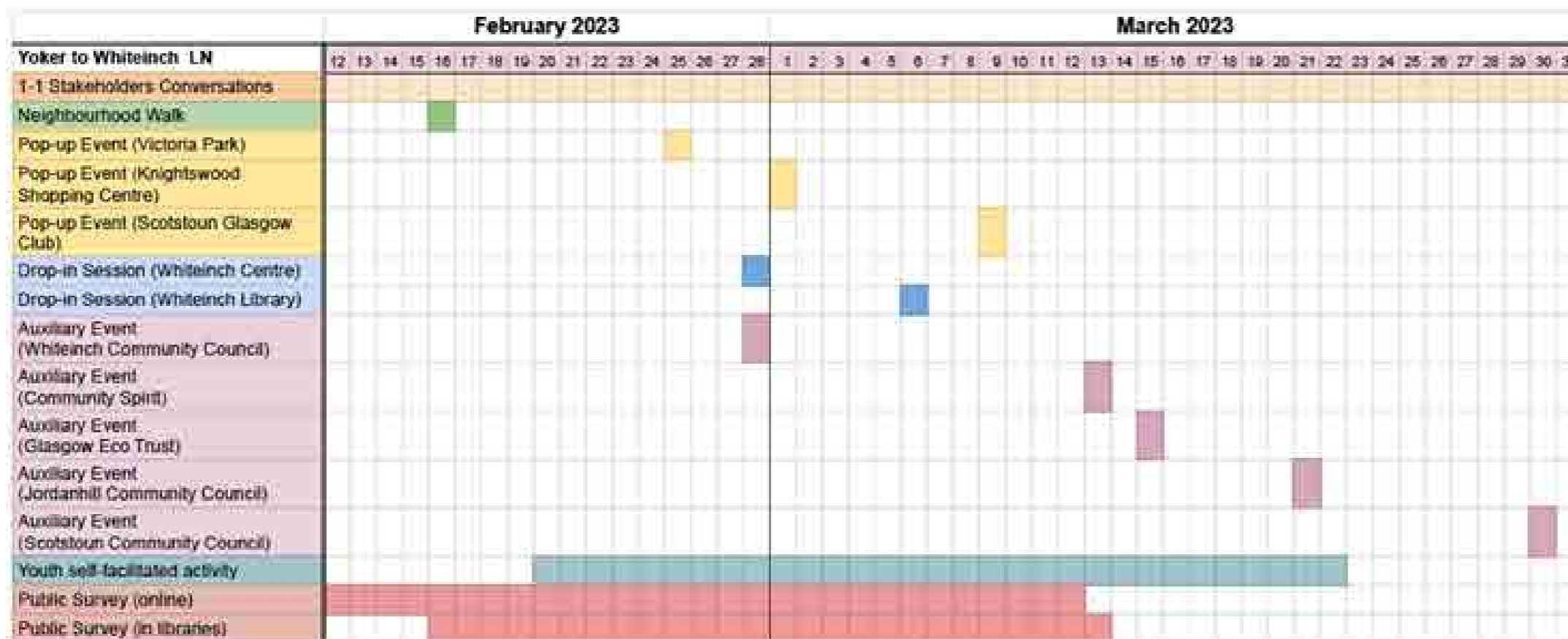
This encompassed public consultation to gather insights on the whole Liveable Neighbourhood and the different local areas within it. Engagement was, in essence, a conversation around the four themes established by the Liveable Neighbourhoods Toolkit:

- Local town centres
- Everyday journeys
- Active travel
- Streets for people

This phase comprised a number of in-person and digital activities, both with key groups and the general public. It began on 15th February and also continued until 19th March 2023.

Six different forms of engagements were used across the two phases. These are listed below and detailed on the facing page:

- Key stakeholder conversations
- Drop-in sessions
- Pop-up events
- Auxiliary events
- Online survey and mapping tool
- Self-facilitated youth activity



7.2. Engagement activities

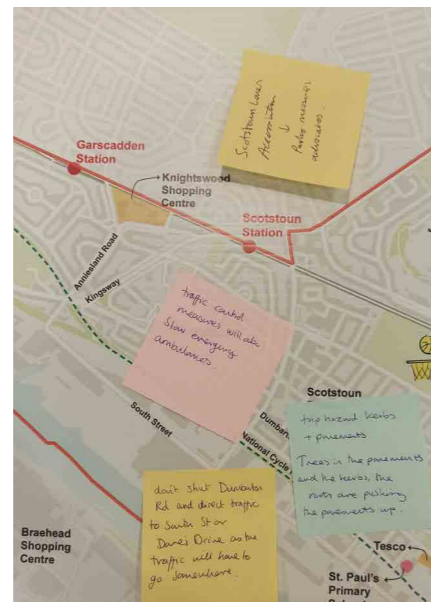
Key stakeholder conversations

Brief meetings were held with key stakeholders online or in person. The purpose was to 'sense-check' the design team's outcomes from site analysis and any initial proposed directions of the design team for each site. Additionally, these conversations helped us to find out what is going on in the area, and to discover how to best engage with the local community.

Drop-in sessions

Drop-in sessions consisted of New Practice facilitating consultation sessions in key indoor locations such as community centres, libraries, etc. These sessions were an opportunity for people who could not attend the pop-up and auxiliary events to meet us in person and to share their thoughts with us on the project.

As with the pop-up events, we asked questions in relation to usage, habits and perceptions, to help us to gain a foundational knowledge of the participants' relationships to the site. Due to the drop-in nature and casual context of these events, these conversations varied in depth and length from person to person.



Pop-up events

New Practice set up a display stand in busy public spaces where any passers-by could stop and talk to the facilitators, or take a promotional flyer if they did not wish to stop. It was an opportunity to maximise the number of participants, and a valuable exercise to ensure those who could not have their voice heard via local community activities could have their say. Participants were asked questions in relation to usage, habits and perceptions, to help us to gain a foundational knowledge of the participants' relationships to the site. Due to the drop-in nature and casual context of these events, these conversations varied in depth and length from person to person.

During the pop-up events, New Practice offered incentives to passers-by to increase the number of participants. For example, people were offered coffee vouchers during the pop-up events hosted in green spaces, coordinated in collaboration with the local coffee kiosks. In the urban spaces, people who engaged in conversation were offered the opportunity to win a voucher from the nearby local shops.

Auxiliary events

These events saw our team attend existing in-person meetings with a pre-agreed community group, where we joined an existing regular event to have focused conversations with targeted audiences. New Practice asked questions in relation to usage, habits and perceptions, to help gain a foundational knowledge of the participants' relationships to the site.

Engagement materials and tools were produced to allow participants to give insights on the project area. Conversations were recorded in writing by New Practice facilitators, or through post-it notes on a large A1 map.



7.3. Participation

The table alongside lists each of the specific events that formed part of the Stage 1 engagement programme, together with information about participation. The list covers the first four of the six activity types described above. The online survey and mapping tool and the self-facilitated youth activity each ran for two to three weeks.

In the case of the stakeholder interviews, participation was often just the single named person, but there were also some interviews that involved multiple people from the named organisation. The pop-up, drop-in and auxiliary events each had a varying numbers of participants. The total numbers of people engaged by the different activities was as follows:

- Key stakeholder interviewees: 10
- Drop-in session participants: 19
- Pop-up event participants**: 38
- Auxiliary event participants: 34
- Number of young person activity participants: 29 / 150
- Responses to Typeform Survey*: 165
- Surveys submitted on the ArcGIS Mapping Activity: 126

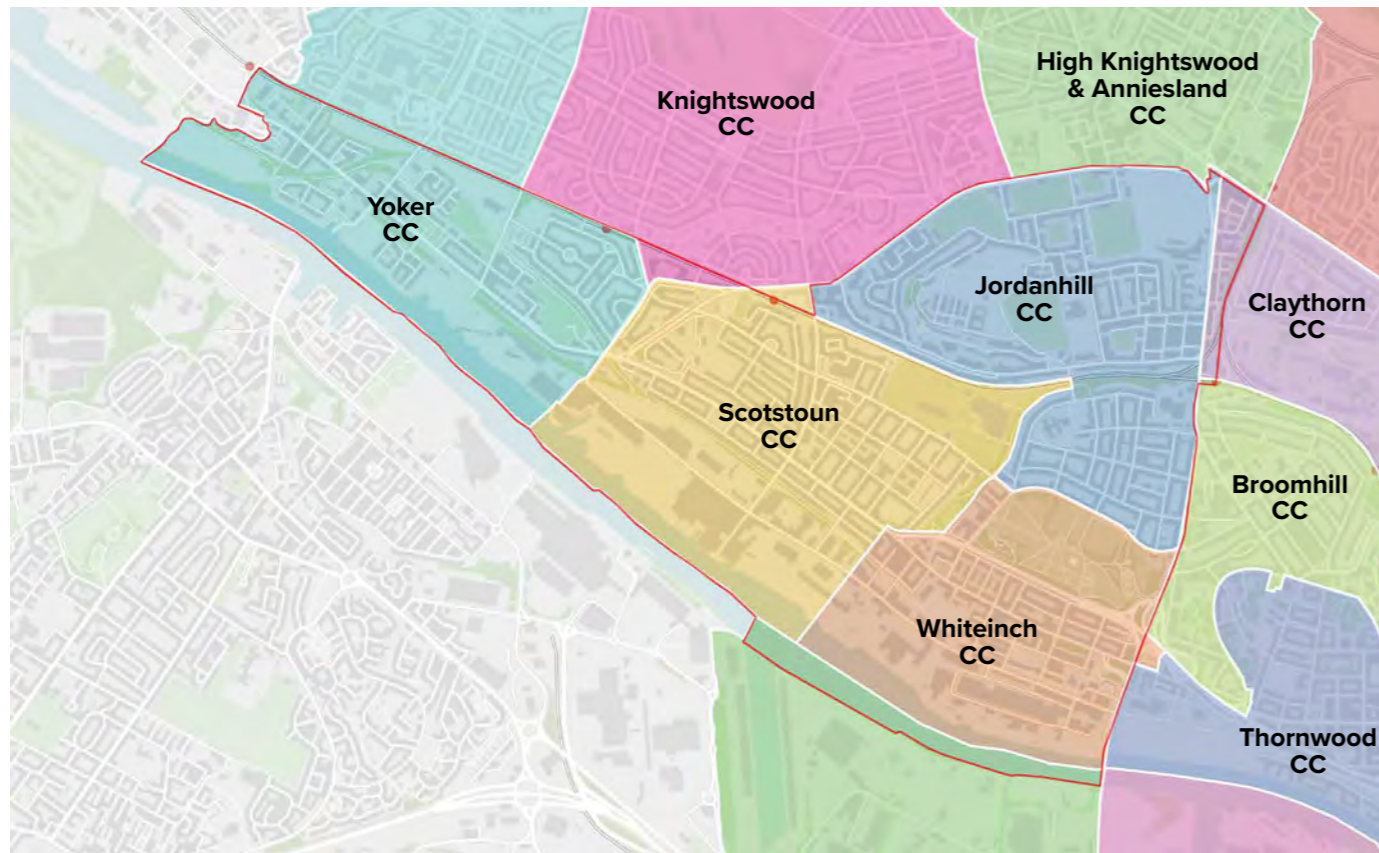
* This figure includes the responses given on paper versions of the survey. 18 responses were given via paper surveys at Whiteinch Library.

** This figure indicates only the number of in-depth conversations with members of the public; flyers were offered to general passers-by, along with brief summaries to the project if they desired.

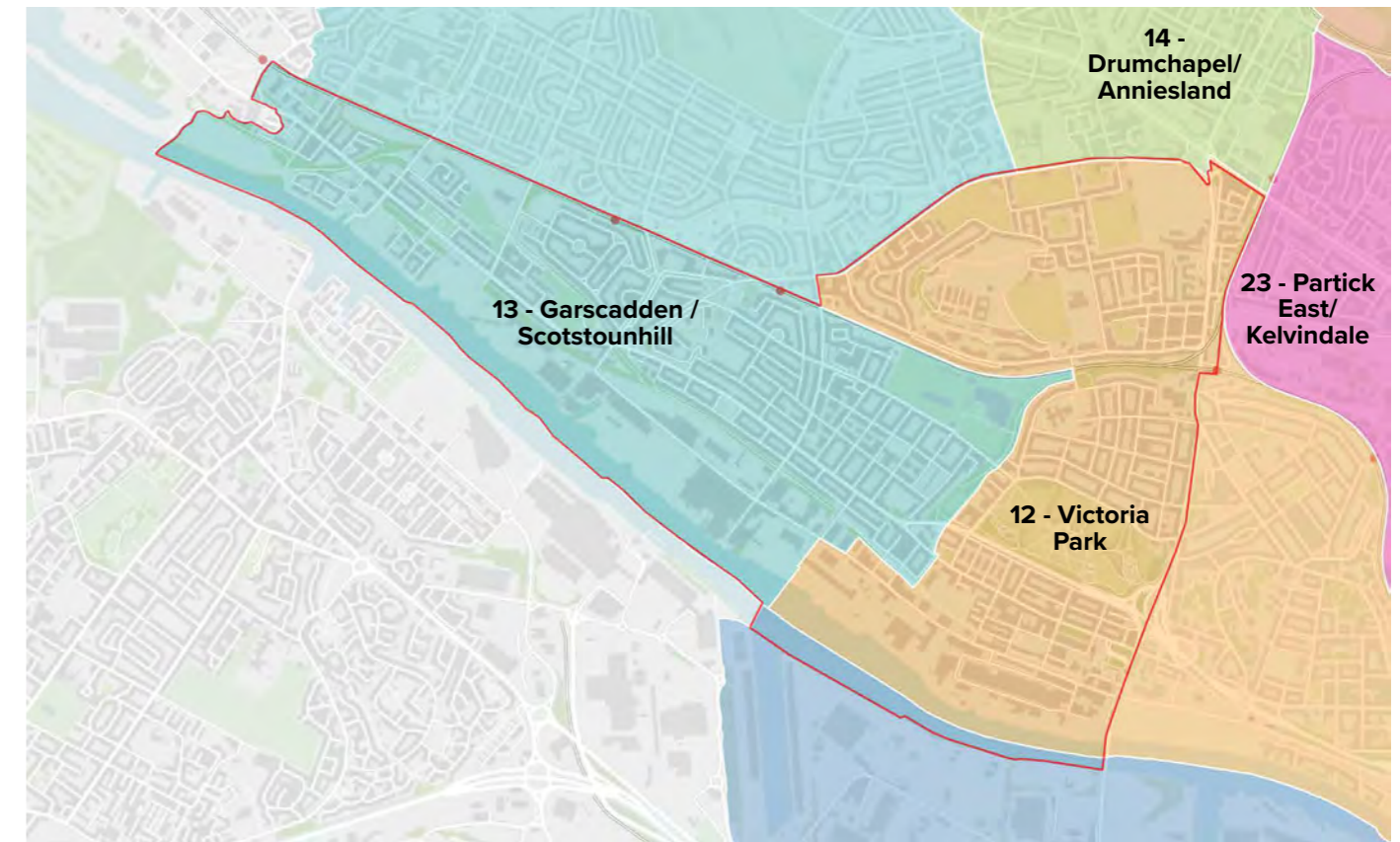
Stage 1 stakeholder engagement events

Type of Event	Participants	Date	Location	No. of Participants
Stakeholder interview	Glasgow Eco Trust	24 Jan 2023	Heart of Scotstoun and Walk-around LN area	1
Stakeholder interview	Paul Sweeney MSP	13 Feb 2023	New Practice office	1
Stakeholder interview	Cllr. Anne McTaggart	16 Mar 2023	Online	1
Stakeholder interview	Cllr. Lana Reid McConnell	14 Feb 2023	Online	1
Stakeholder interview	Carol Monaghan SNP MP (Glasgow North West)	30 Mar 2023	Many Studios	1
Stakeholder interview	Victoria Park Community Trust	16 Feb 2023	Online	3
Stakeholder interview	Cllr. Eunis Jassemi	20 Feb 2023	Online	1
Stakeholder interview	Whiteinch and Scotstoun Housing Association	21 Feb 2023	Online	2
Auxillary Event	Victoria Park Run	21 Jan 2023	Victoria Park	6
Auxillary Event	Neighbourhood walk	16 Feb 2023	Walk-around LN area	n/a
Auxillary Event	Community Spirit	11 Mar 2023	The Albion, Yoker	2
Auxillary Event	Glasgow Eco Trust	15 Mar 2023	Heart of Scotstoun Centre	15
Auxillary Event	Jordanhill Community Council	21 Mar 2023	Jordanhill School	10
Auxillary Event	Scotstoun Community Council	30 Mar 2023	Heart of Scotstoun Centre	6
Pop-up event	General public	25 Feb 2023	Victoria Park	19
Pop-up event	General public	1 Mar 2023	Knightswood Centre	3
Pop-up event	General public	9 Mar 2023	Glasgow Scotstoun Club	16
Drop-in session	General public - Whiteinch	28 Feb 2023	Whiteinch Centre	11
Drop-in session	General public	6 Mar 2023	Whiteinch Library	8

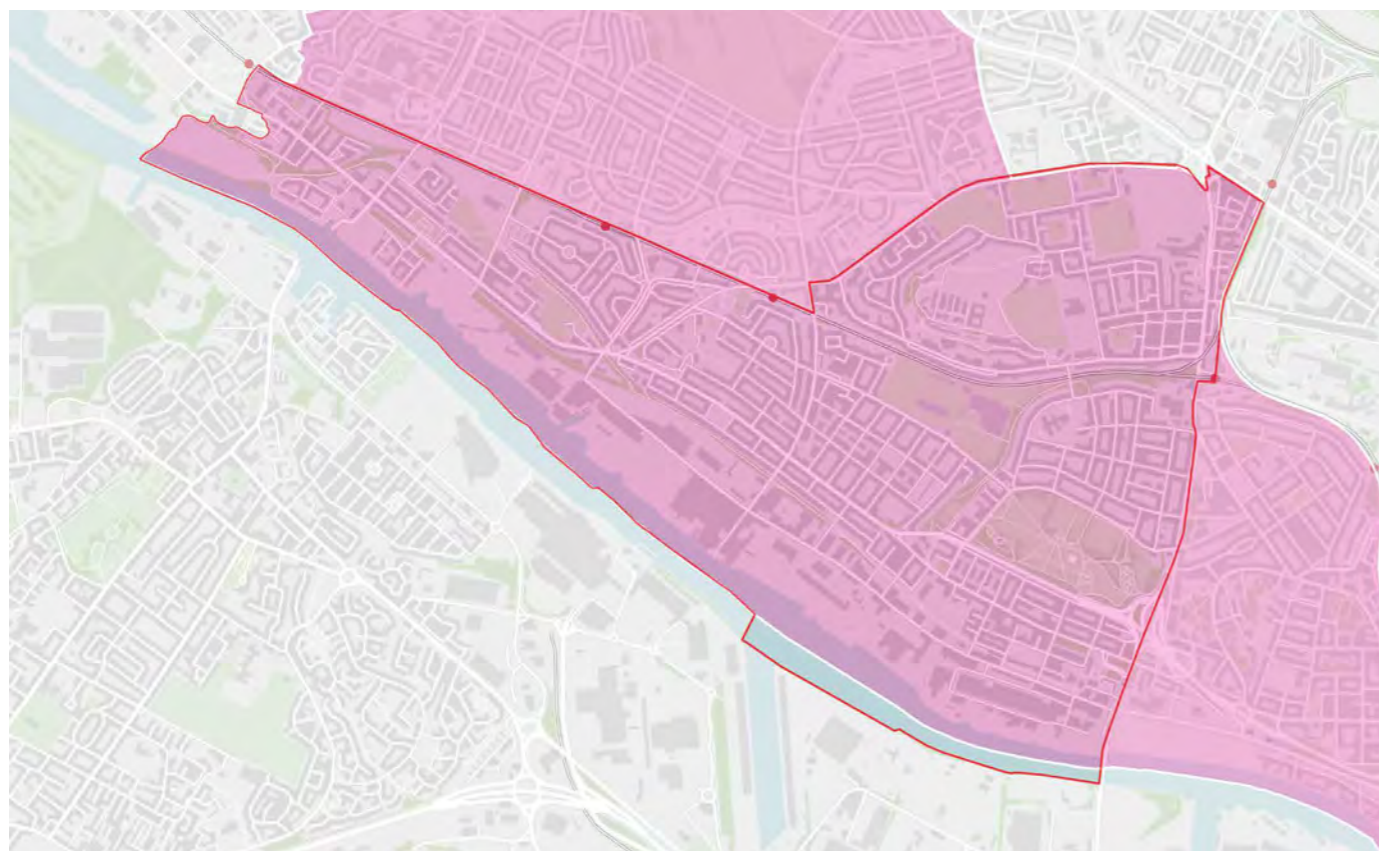
Community Council areas



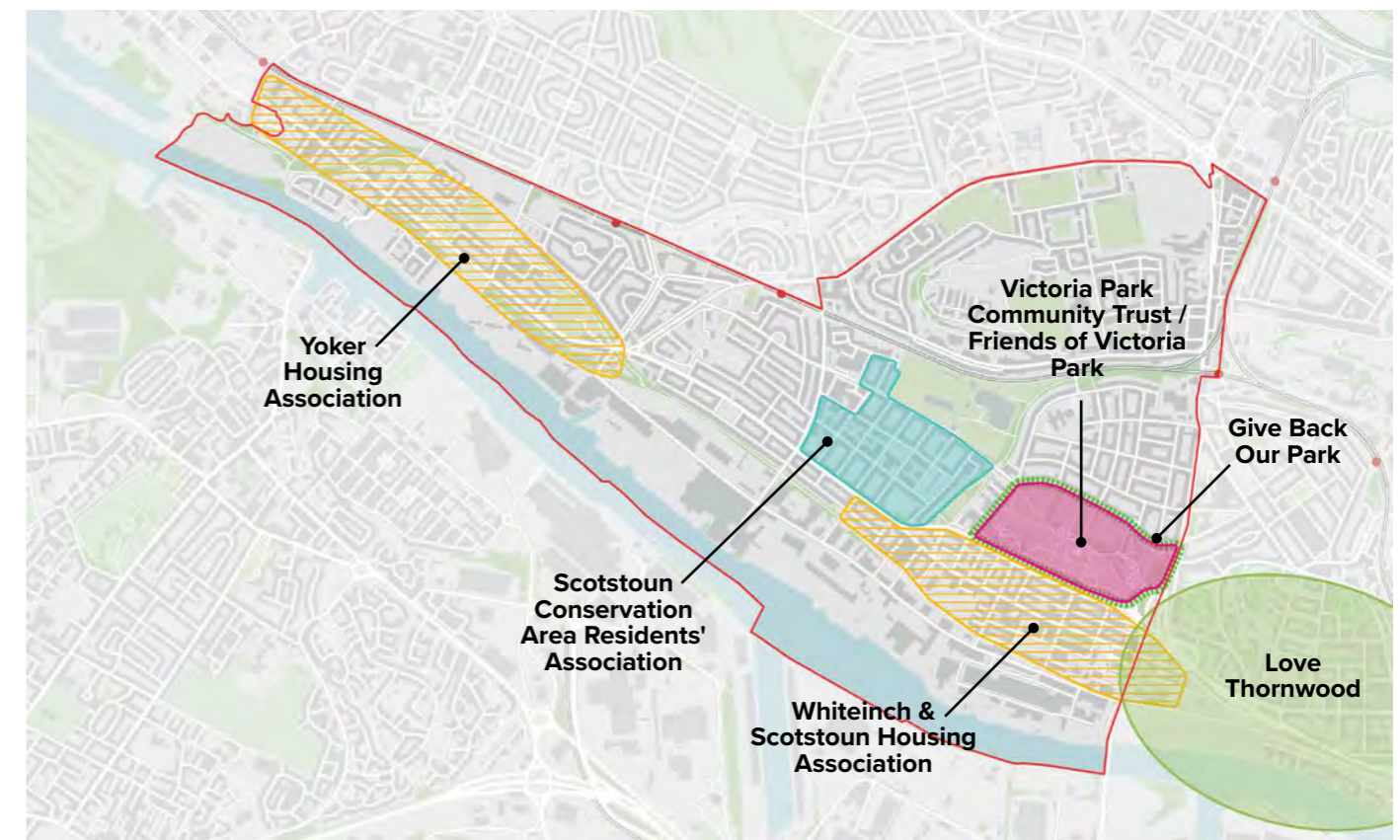
Wards / Area Partnerships



Glasgow Eco Trust area



Other local community organisations (approximate areas, non-exhaustive)



Online survey and mapping tool

A short online survey was launched, including location-specific questions relating to smaller neighbourhoods within the wider Liveable Neighbourhood area. The survey was available in paper form from local libraries.

Participants were also invited to complete the online mapping activity where they could 'plot' areas of concern, within the scope of the four outlined themes (Local Town Centre, Everyday Journey, Active Travel, Streets For People).

Youth self-facilitated activity

New Practice developed a small booklet that provided a series of fun activities for youth to both learn about the project and provide their own feedback to some of the themes. This was important to understand youth perspectives on the areas and their future use. Activities in the booklets encouraged youth participants to help us learn things such as what their everyday journey was, what in the urban 'tool box' could be used to make it better, or if they ever rode anywhere on their bike.

These booklets were printed and distributed by New Practice to local charities in the area. All schools and Parent Teacher Association (PTA) groups were also contacted for this purpose. These groups had approximately three weeks to distribute the booklets to their youth members, who then would either return them to the charity or group centre for collection by the New Practice team, or photograph and email answers to key questions directly.



7.4. Engagement findings: Area-level

This section summarises the findings of the overall Phase A-B engagement for the Yoker to Whiteinch Liveable Neighbourhood. This includes the most common comments from the in-person events, namely the key stakeholder conversations, pop-up events, drop-in sessions, and auxiliary events, together with key findings from the digital engagement and self-facilitated youth activity.

Local Town Centres

- Most people in the Yoker to Whiteinch LN do not think there is a local town centre in their neighbourhood with the exception of Anniesland, which is served by the shopping area at Anniesland Cross. As a result, most people travel outside their neighbourhood to meet their everyday needs, either by car or public transport.
- Most people from Scotstoun, Whiteinch and Jordanhill use Partick Shopping Centre as their local town centre. Most of the people either walk, wheel or cycle to this destination.
- There is a desire for the Burgh Halls to be stabilised to prevent further degradation, so that eventually the buildings can be converted into a community use space. Location and proximity to the park would be particularly complimentary, and would support the reconnection of Whiteinch to Victoria Park. (See Victoria Park Community Trust documents at 5.8 - Appendix 5.8).
- Connecting Jordanhill/Scotstoun with Broomhill via the strip of land currently vacant/neglected which would connect the Natural Trail to Crow Road could lead to significant improvements in terms of permeability and connectivity.

Everyday Journeys

- Access to public transport and/or review of public transport routes are a priority to ensure people can access their everyday needs.
- There are very few connections to the North/South (mostly focussing on arterial East-West connection to the city centre).
- Pedestrian crossings at key junctions are not conveniently positioned and often flooded, making it harder for people to access services by foot.
- Traffic calming measures on key roads such as Dumbarton Road and Victoria Park South Drive would facilitate people's everyday journeys and encourage people to walk.
- Most people in the Yoker to Whiteinch LN travel by walking or wheeling for the everyday journey within their area.
- When travelling outside the area, most people in Jordanhill and Anniesland use their car, van or motorcycle. As people living in the area noted, there is a lack of public transport linking directly these neighbourhood to key local town centre.

Active Travel

- The redesign/reconfiguration of the double roundabout at Danes Road and Victoria Park Drive North would bring key improvements to the area. The roundabout is daily used by kids going to school and lacks pedestrian crossings currently.
- The junction at Dumbarton Road and Victoria Park Drive South is difficult to cross, noisy and causes an abrupt end to the cycle path.
- Even though outwith the Yoker to Whiteinch LN boundary, many expressed safety concerns around the Thornwood roundabout (A739).
- South Street, where cyclists and pedestrians currently share a surface, needs a cycle lane that is completely segregated from vehicles and pedestrians.

- There is a desire for a pedestrian and cycle crossing point at Whiteinch Library / Burgh Halls into Victoria Park, which could be possible with a reduction in speed to 20/30mph on this road. (See Victoria Park Community Trust documents at 5.10 - Appendix 5.10).
- Poorly maintained foot surfaces and puddles/flooding are key issues people encounter when walking/wheeling in the area. The high level of traffic and the high vehicle speeds are also seen as a concern/barrier.
- Generally, most people do not cycle in the area, noting safety concerns and lack of appropriate storage facilities as some of the key barriers to cycling.

Streets for People

- Pavements in state of disrepair across the Yoker to Whiteinch LN are a key barrier to people walking/wheeling/cycling in the neighbourhood.
- Pavement parking is an issue around the area, especially north to Victoria Park during key events happening in the neighbourhood.
- Rat running in Scotstoun and Jordanhill is an issue.
- There are issues with litter and fly tipping, which could be solved with more bins at key locations.
- Throughout all areas, most people don't see their streets as green, attractive, safe, well lit, as catering for social and community, or catering for childrens' play.
- Overall, better lighting, less traffic, and the implementation of greenery such as pocket parks and children play areas would help show that streets are designed for people and not only cars.

7.5. Engagement findings: Neighbourhood-level

This section summarises key takeaways from both the digital survey responses and non-digital engagement.

Yoker engagement responses

19 out of 165 survey respondents selected that they live in, work in or visit Yoker. This section summarises key takeaways from both the digital survey responses and non-digital engagement

Local Town Centres

- Most popular mode used to access the centre is using a car, van, or motorcycle. Not many people walk and a low proportion of residents using bus
- Local town centre does not feel safe from crime, abuse and antisocial behaviour
- There are desires in more/better shops and services, better footways and paving, more/better places to meet people e.g. cafes
- None of the shops are accessible by wheelchair
- No public accessible toilets

Everyday Journeys

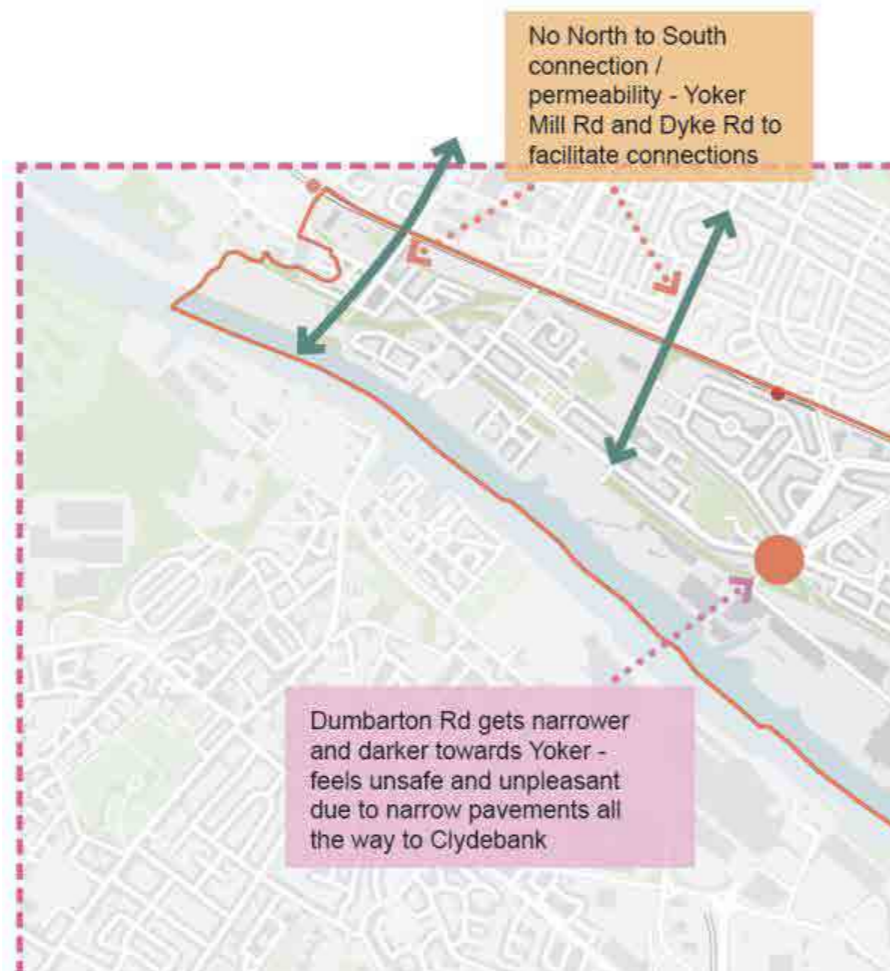
- Most people would travel by walking or wheeling for everyday journey within the study area. Almost half respondents travel by car, van or motorcycle
- For journeys outside the area, the most popular modes are travelling by bus, car, van or motorcycle. Lower proportion travel by train. There is however a desire to travel with a different mode of transport. Nevertheless the demand in travelling in bikes and buses are quite low possibly due to poor infrastructure affecting the service reliability and safety

Active Travel

- There is uneven or poorly maintained footway surfaces affecting active travel.
- Other reasons affecting the use of active travel include puddles and flooding as well as poor quality/lack of street lighting
- Most cyclists experienced problems with poor quality carriageway or cycle track surfaces. Other problems include air quality, indirect/disconnected cycle routes, lack of secure cycle parking, busy vehicle traffic, puddles, and flooding
- There are desires to improve footway surfaces, street drainage, and footway maintenance
- Hazardous walking down pavement with electric scooters and bikes using the same surface

Streets for People

- Streets are not appropriate for people walking and wheeling
- Great desire for traffic calming measures on Dumbarton Road - currently cars often speed down Dumbarton Road from Clydebank direction, jumping red lights regularly
- Desire for better lighting in high pedestrian areas and cycle lanes
- Existing streets condition does not allow or encourage children to play outdoors
- Lack of green streets and biodiversity
- Streets within the study area do not provide space to socialise



Aerial image © Google

"The environment around Yoker is not very attractive more cleaner area needed"

"The paths are awful, very uneven and full of holes the roads are full of potholes"

"Dumbarton road could potentially be regenerated"

Scotstoun engagement responses

58 out of 165 survey respondents selected that they live in, work in or visit Scotstoun.

Local Town Centres

- Run down local shops.
- Lack of local town centre. Most respondents consider Partick Town Centre as their local town centre. And said their local town centre is busy and well-used by local people.
- Most respondents access the town centre by walking or wheeling.
- There are desires in having better footways and paving, more trees, planting and greenery, more/better places to meet people e.g. cafes.

Everyday Journeys

- Most respondents travel by walking or wheeling for their everyday journeys. Lower proportion rely on car, van, or motorcycle. And less people rely on bike and bus.
- For journeys outside the area, most respondents travel by bus, car, van or motorcycle.
- Half of respondents are unwilling to switch their mode of transport due to safety, reliability of the service, and difficulty in changing habits.

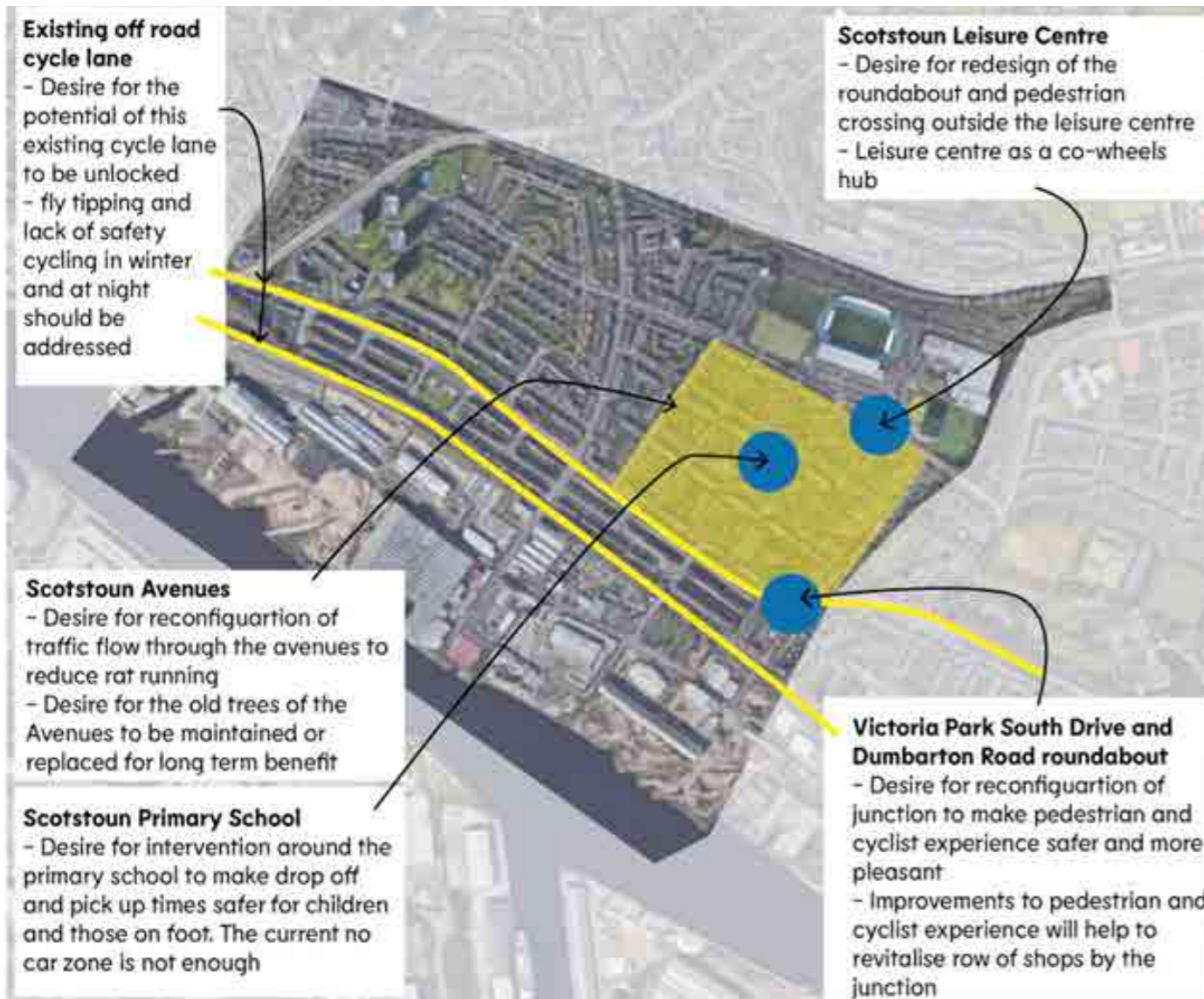
Active Travel

- There is uneven or poorly maintained footway surfaces, puddles and flooding, and busy traffic on roads.
- Improvement in pedestrian crossings and crossing signal time.
- Thornwood roundabout (A739) and Dumbarton road need re-designing to improve safety for pedestrian and cyclists.
- Most cyclists expressed lack of protected cycle routes and quality.

- Respondents who are unwilling to cycle were influenced by concerns in road safety, personal safety, and the needs to transport luggage/shopping etc. Some are also lacking in cycling experience / training.
- There are desires in better drainage to prevent flooding and puddles, better maintenance of footways, and less busier cars and vehicles on roads.
- Desire for cycle lanes that are continuous to useful places, and are segregated to vehicle traffic lanes.

Streets for People

- The roundabout and pedestrian crossing outside Scotstoun Leisure Centre is very dangerous - bad visibility and bad design - lots of near misses here.
- Large problem with rat running through the Avenues in Scotstoun between Danes Drive and Dumbarton Road - drivers avoiding lights on Dumbarton Road.
- Desire for no car zone near Scotstoun Primary school to be emphasised and improved.
- Trees in the Avenues are not well maintained and can obstruct visibility at junctions making them a hazard.
- Flooding across the area needs to be addressed.
- Existing streets condition does not allow or encourage children to play outdoors. Streets feel unsafe from traffic and vehicles.
- Desire for more planting in beds and/or road verges, spaces for children to play safely, less traffic on roads, creation of pocket parks and small green spaces, and more attractive surfaces and less asphalt.



Aerial image © Google



"Road safety biggest concern for people wanting to cycle"

"Pavement parking is an issue"

"Pavements are in poor condition"

"Would like to stop the cars racing around Scotstoun"

Whiteinch engagement responses

35 out of 165 survey respondents selected that they live in, work in or visit Whiteinch.

Local Town Centres

- Respondents feel there is a lack in local town centre and Jordanhill does not have one. Most respondents said their local town centre is Partick Town Centre.
- Most respondents said they usually walk or wheel to get to their local town centre. Low proportion of respondents use bus.
- There are desires in better footways and paving more trees, planting and greenery, and less cars and traffic

Everyday Journeys

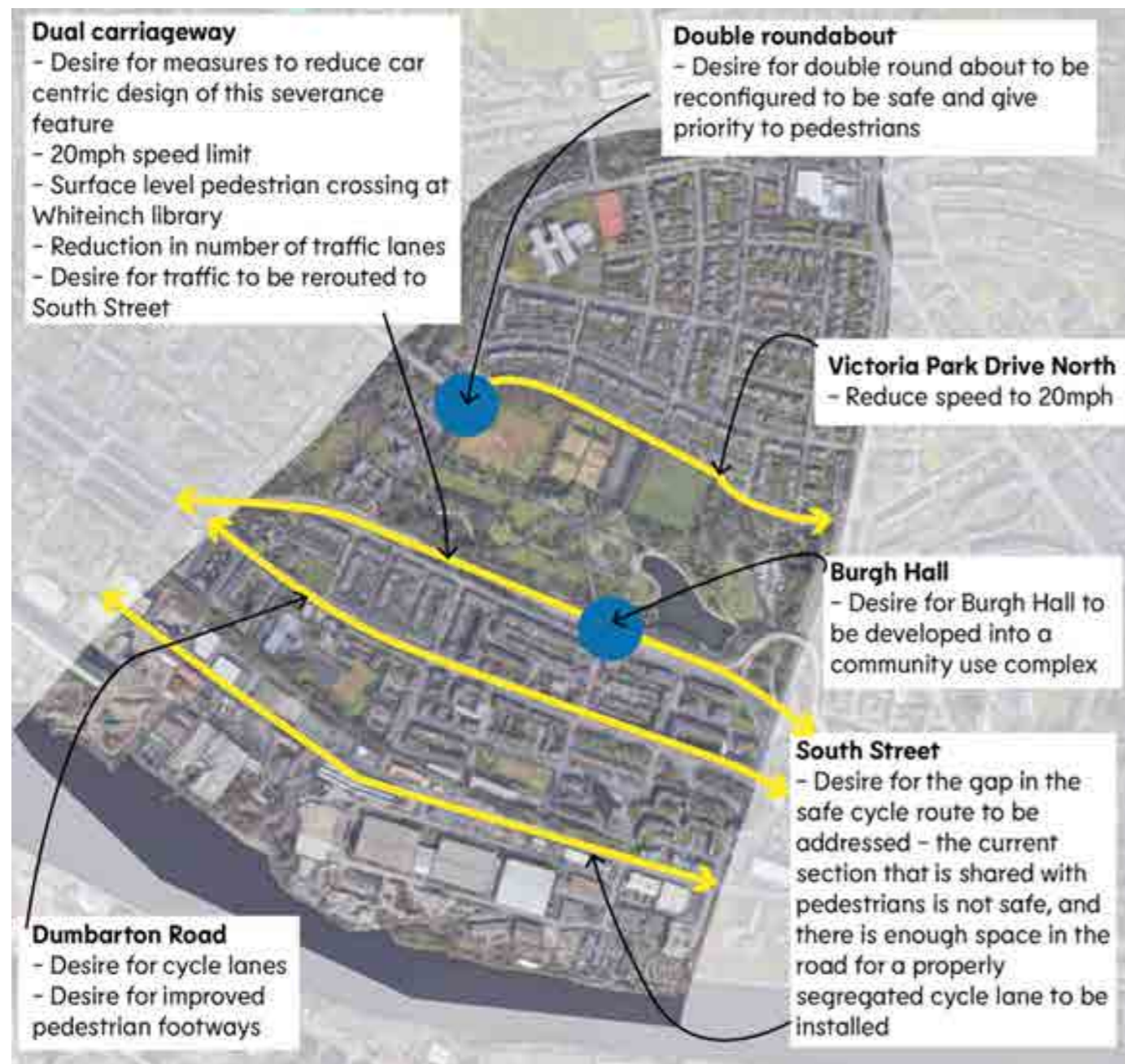
- Most respondents travel by walking or wheeling for their everyday journeys
- For journeys outside the area, most respondents travel by bus. Some travel by car, van or motorcycle, walking or wheeling
- There is a desire to travel by train, however, the safety, reliability and expense prevent them doing so

Active Travel

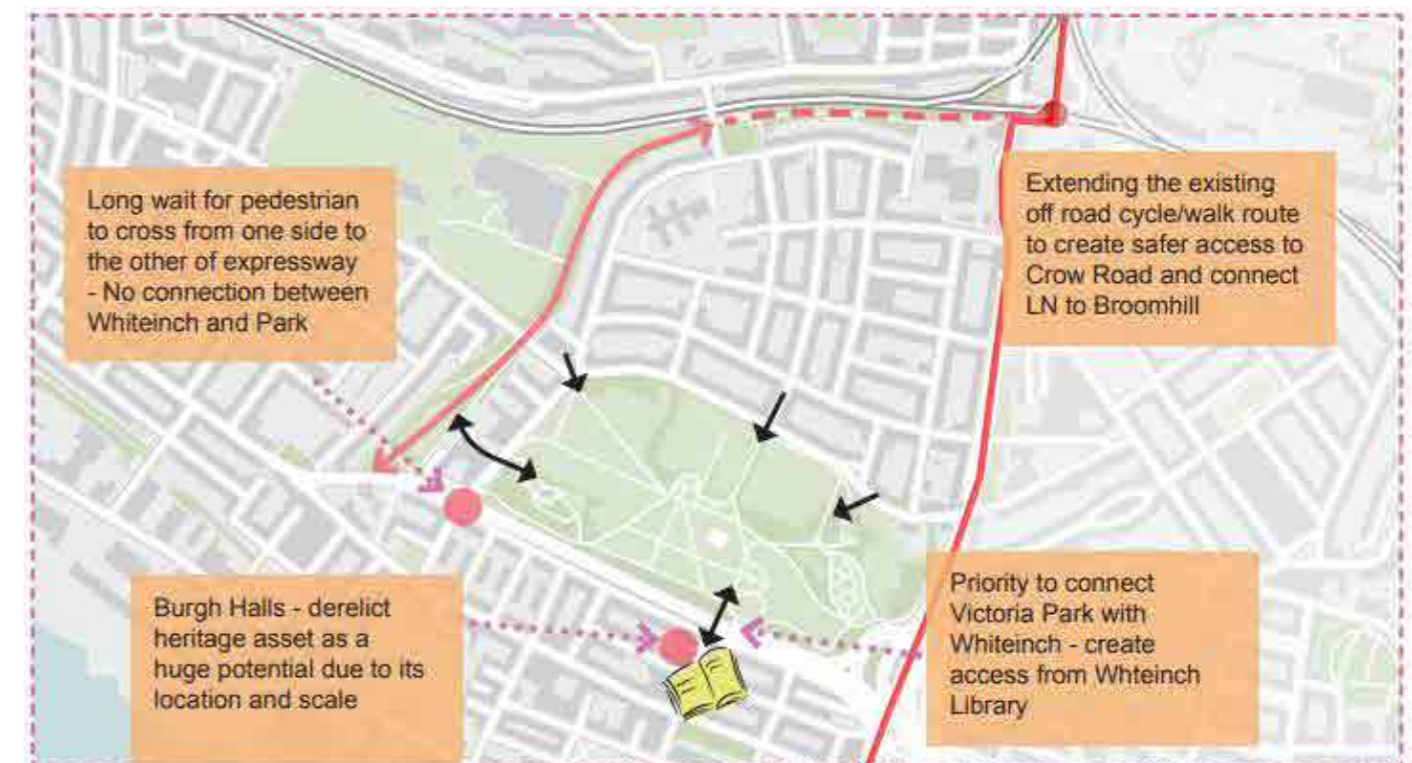
- Problems when walking around the area include high vehicle speeds, lack of/poor quality pedestrian crossings, and uneven or poorly maintained footway surfaces.
- Cyclists expressed concerns in poor quality carriageway or cycle track surface, high vehicle speeds and busy traffic
- There are desires in having less cars on roads, better footway surfaces, better drainage to prevent flooding and puddles, and better pedestrian crossings.
- Desire for better pedestrian crossing points at the junction of A739 and Victoria Park drive North and South

Streets for People

- Desire for the removal of the dual carriageway from the Park and for speed to be reduced to 20mph on the dual carriage way that cuts through the park
- Lack of greenery on streets and condition is quite poor for biodiversity
- People feel unsafe from traffic and vehicles
- Streets feel unpleasant and attractive as well as not encouraging children to play outdoors
- There are desires in providing more street trees, having less traffic on roads, creation of pocket parks and small green spaces, and more planting



Aerial image © Google



New Practice 2023

"There is no public transport on the north side of the park. This has embedded the use of cars"

"Accessing Victoria Park through the underpass feels unsafe"

"Environment along Dumbarton Rd is low quality - no greenery, no maintenance, etc.."

Jordanhill and Anniesland engagement responses

37 out of 165 survey respondents selected that they live in, work in or visit Jordanhill. 16 out of 165 survey respondents selected that they live in, work in or visit Anniesland.

Local Town Centres

- Respondents feel there is a lack in local town centre and Jordanhill does not have one. Most respondents said their local town centre is Partick Town Centre.
- Most respondents said they usually walk or wheel to get to their local town centre, with lower proportion using a car, van or motorcycle. Very low proportion use the bus.
- Partick Town Centre is busy and well-used by local people. It is useful and has good quality shops and services.
- There are desires in more trees, planting and greenery as well as less cars and traffic.

Everyday Journeys

- Most respondents travel by walking or wheeling for their everyday journeys. Lower proportion rely on car, van, or motorcycle. And less people rely on bike and bus.
- For journeys outside the area, most respondents travel by car, van or motorcycle. Some by train, and lower proportion of responded by bus, bike, wheeling and walking.

Active Travel

- Problems when walking around the area include puddles and flooding, high vehicle speeds, busy traffic, and uneven or poorly maintained footway surfaces.
- There are desires in having less traffic in the area, more street trees, more planting in beds and/or road verges, spaces for children to play safely.

Streets for People

- Vehicles speed on Southbrae Drive.
- Vehicles park on the pavement and in cycle lanes on Southbrae Drive.
- Flooding is particularly bad at the junction of Queen Victoria Drive and Anniesland Road which makes crossing the road as a pedestrian difficult.
- Desire for pedestrian and active travel prioritised junction at Jordanhill Train Station - currently too car centric as a junction.

"It is not possible to cycle from here (Jordanhill) to anywhere safely. Best to put the bike in the car and cycle somewhere like Aberfoyle on the old railway"

"Annie'sland is ruined by the extremely busy roads at intersection of great western road, Bearsden Road and Crow Road. Preventing me from using Annie'sland Cross Town Centre"

"Glasgow Warriors fans use much of Jordanhill as a car parking area on matchdays and a significant amount of antisocial pavement parking is evident."



Aerial image © Google



8 Analysis Summary

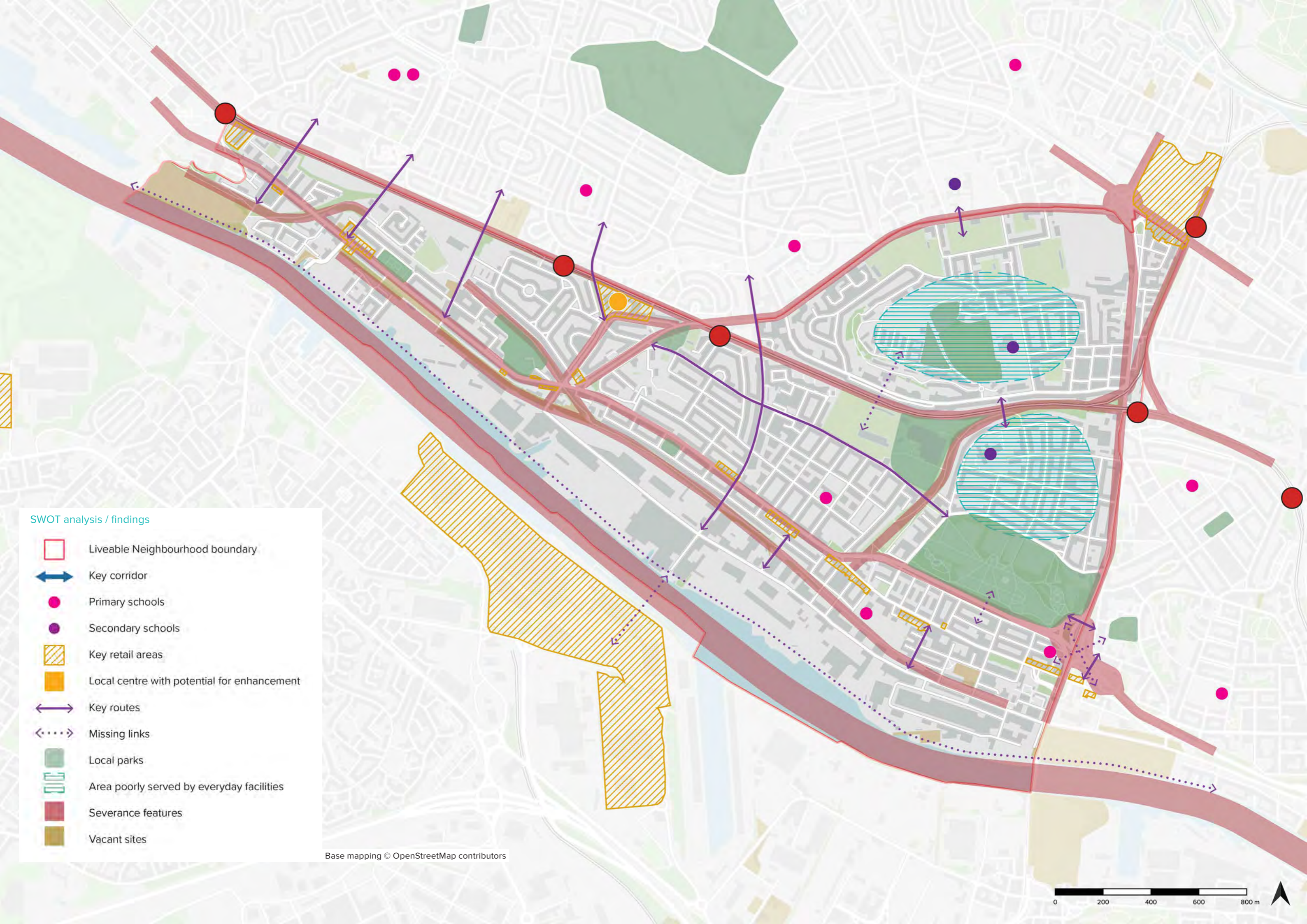
8 Analysis summary

8.1. SWOT analysis













A SWOT analysis is a summary of an area's current Strengths and Weaknesses, and the Opportunities and Threats to future change.

Our analysis and the key issues identified by the project team and stakeholders is summarised below.

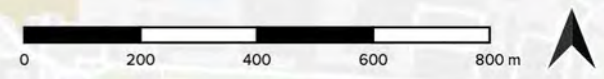
- **Severance:** There are major infrastructure features that block walking and cycling routes and make places feel disconnected. This includes major roads, railway lines, disused railways and the River Clyde. The Whiteinch area feels particularly isolated and is disconnected from Victoria Park, a short distance away. The Docklands employment area feels similarly disconnected.
- **Inclusivity and accessibility:** Some of the routes that connect across these severance features use bridges and tunnels that are unwelcoming and feel unsafe to use. Some of these routes are steep or have steps and are not accessible for all users. Many streets lack tactile paving and dropped kerbs.
- **Access to local services:** The area has a good spread of basic convenience retail but less well served by other retail types, with comparison shopping mostly located across road, rail and river barriers. Most of the local schools are beyond the Liveable Neighbourhood boundary, with access restricted by major roads and railway.
- **Drainage and maintenance:** Large areas of the Liveable Neighbourhood are affected by ponding of surface water, blocking walking routes. Some streets are in a poor state of repair and may result in slip, trip and fall incidents.
- **Unsafe routes and spaces:** Some routes rely on using footpaths that are poorly lit and lack natural surveillance. The streets within and to the Docklands area also lack active frontage making them feel less safe. While much of the area has good street frontage, areas at Scotstounhill and Whiteinch have more gaps.
- **Development sites:** There are a number of vacant sites in the area that could present opportunities for development, improving the appearance of the site and potentially bringing valuable homes, services, jobs or open space to the area.
- **Access to green space:** The area has a range of green space although a large amount is private or paid-access only. Victoria Park is disconnected from Whiteinch and the Broomhill area by major roads and other green spaces are fenced and feel inaccessible. There is generally a lack of planting within streets.



SWOT analysis / findings

-  Liveable Neighbourhood boundary
-  Key corridor
-  Primary schools
-  Secondary schools
-  Key retail areas
-  Local centre with potential for enhancement
-  Key routes
-  Missing links
-  Local parks
-  Area poorly served by everyday facilities
-  Severance features
-  Vacant sites

Base mapping © OpenStreetMap contributors





9 Strategic vision and objectives

9 Strategic vision and objectives

9.1 Objectives

Arising from the stakeholder engagement and from analysis of all background information and research, a draft list of objectives for the Yoker to Whiteinch Liveable Neighbourhood has been prepared. This is provided in the following column.

The right-hand column sets out the criteria previously established by GCC as a basis for comparative scoring of initial proposals for intervention. It is suggested that a discussion should be had concerning how these local objectives and generic criteria should be used, together, to determine which proposals are taken forward.

Objectives

- To create greener, more biodiverse and climate resilient local streets.
- To ensure streets and junctions feel and are safe from traffic for people walking, wheeling and cycling.
- To ensure streets and routes are accessible to all regardless of age or disability.
- To help make streets feel safer for all users, improving lighting and natural surveillance.
- To support the intensification of local retail areas through public realm, accessibility and placemaking interventions.
- To reduce walking and cycling journey times to key destinations through providing more direct routes.
- To bring play to people's doorsteps, enabling children to play out in their local streets.
- To ensure that everyone has access to usable, interesting and biodiverse parks and green spaces close to home.
- To ensure that everyone has access to useful, convenient and reliable and public transport services close to home.
- To bring together isolated neighbourhoods, improving connectivity and integration.
- To ensure people can easily access opportunities in the wider area, through improving connectivity and overcoming severance.
- To create safe, accessible and playful environments around schools that encourage walking, wheeling and cycling to school.
- To ensure that everyone who wants to cycle, is able to cycle, addressing the wide range of barriers people face.

Scoring Criteria

- Opportunity for carbon reduction/decarbonisation supports climate resilience.
- Strengthen the network of centres; inclusive growth / opportunity for local economy; enhances local amenities.
- Promotes hierarchy of transport.
- Connecting to City Network.
- Assisting in influencing modal change/traffic reduction.
- Improves neighbourhood permeability for/accessibility to active travel and public transport.
- Increased road safety/personal safety.
- Opportunities to access open space, enhance/protect environment and biodiversity.
- Opportunities to improve quality of place.
- Social equity.
- Opportunities for health and wellbeing.

Green streets



Street art



Accessible streets



Segregated cycling route

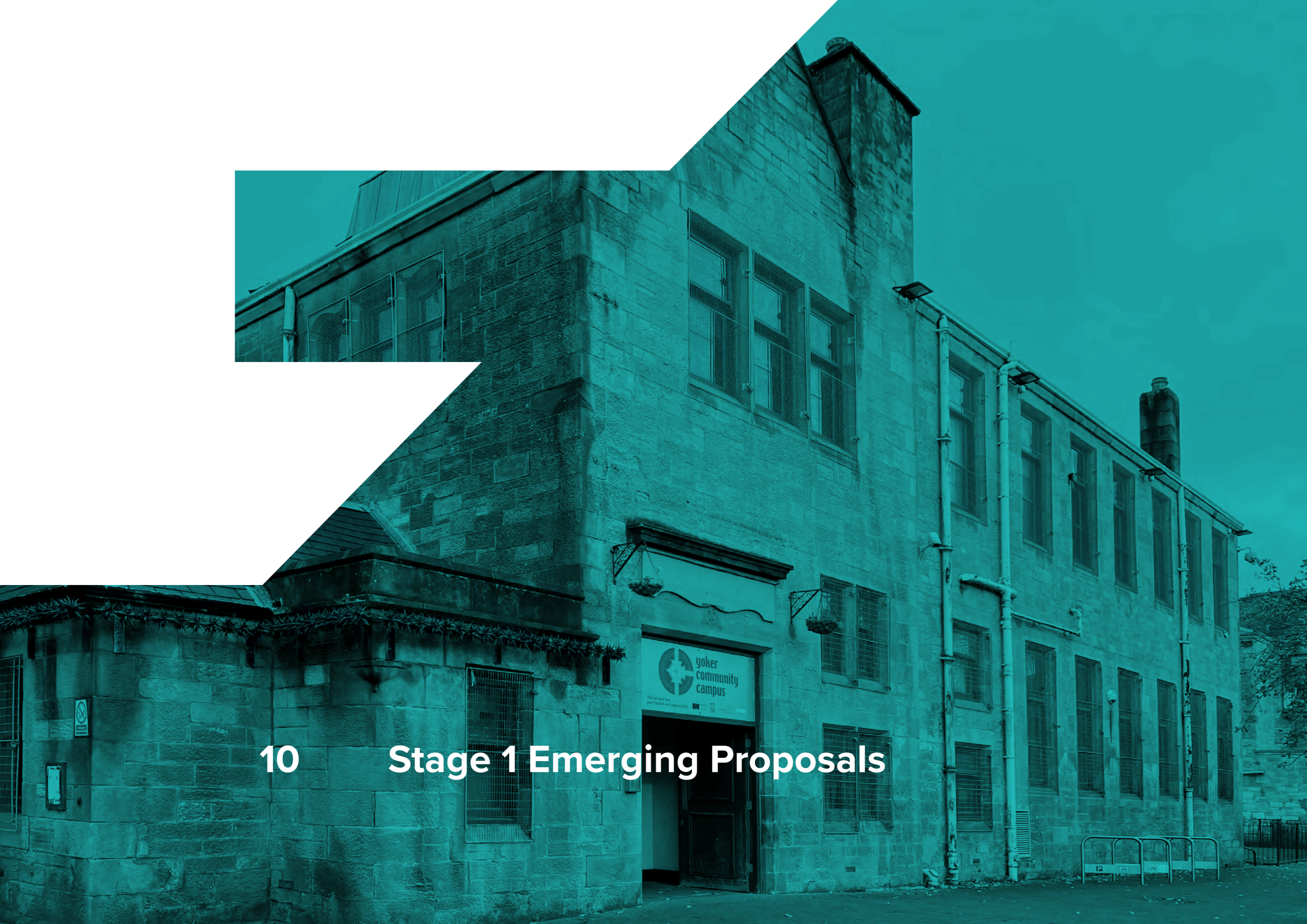


Public square



Safe crossings





10

Stage 1 Emerging Proposals

10 Stage 1 Emerging Proposals

10.1. Process for project identification

The diagram, right, displays the process for identifying the 'Feasible Projects' list. Through the project team's analysis and engagement exercises, a long-list of 'opportunities and ideas' was created, identifying potential project activities to address the area's issues.

This list was then narrowed down into a Feasible Projects list of 29 projects. Projects were sifted based on alignment with Liveable Neighbourhood themes, avoidance of duplication with existing GCC and third-party projects, initial questions of deliverability, and elimination of non-design options. Brief descriptions of the potential projects are provided in sections 10.3 and 10.4.

These 29 proposals will then be assessed against a scoring methodology to arrive at a final short-list, with the highest performing projects becoming the 'Priority Projects' list.

Not all final projects will initially be taken forward by GCC; the purpose for inclusion of these project proposals is to provide support to other organisations and social groups in applying for funding/grants that are not available to Local Authorities.

'Out-of-scope' Projects

Several 'out-of-scope' projects have been eliminated from this Liveable Neighbourhoods programme at this time but will be kept on record to be addressed at a later date.

Anniesland Cross junction

Potential major transformation of the existing junction to significantly improve pedestrian and cycle movements, particularly to and from the Anniesland local centre and retail park. This is a major junction on the city's highway network and will require extensive design and modelling work, beyond the scope of the Liveable Neighbourhoods project.

Clyde Tunnel junction

Potential complete redesign of the existing junction to simplify vehicle infrastructure, allowing for at-grade pedestrian and cycle movements, particularly to and from Victoria Park and between the Whiteinch and Thornwood communities. This is a major junction on the city's highway network and will require extensive design and modelling work, beyond the scope of the Liveable Neighbourhoods project.

Clyde Tunnel approach

Potential to deck across the tunnel approach and remove the existing exit sliproad to reconnect land and create a new public space and/or development plot. This project is linked to the design of the Clyde Tunnel junction and could be addressed at a later date when the junction is reviewed.

Knightswood Centre

Potential to enhance the Knightswood Centre by repurposing the car park to create a central public space. The site is in private ownership, limiting the scope of influence of the Liveable Neighbourhoods programme at this time.

A739 (Balshagray Avenue / Crow Road)

Potential transformation of the road corridor into a people-friendly street that reduces east-west severance between communities. This street will form part of the City Network and improvements could be delivered as part of this workstream.

Dumbarton Road

Potential transformation of the road corridor into a people-friendly street that reduces severance and improves the environment around the local centres. This street will form part of the City Network and is subject to proposals for improvements through the Bus Partnership; improvements could be delivered as part of these workstreams.

Anniesland Road (east) and Kingsway

Potential transformation of the road corridor into a people-friendly street that improves connectivity to Knightswood School and Knightswood Centre. These streets will form part of the City Network and improvements could be delivered as part of this workstream.

Clyde River Crossing

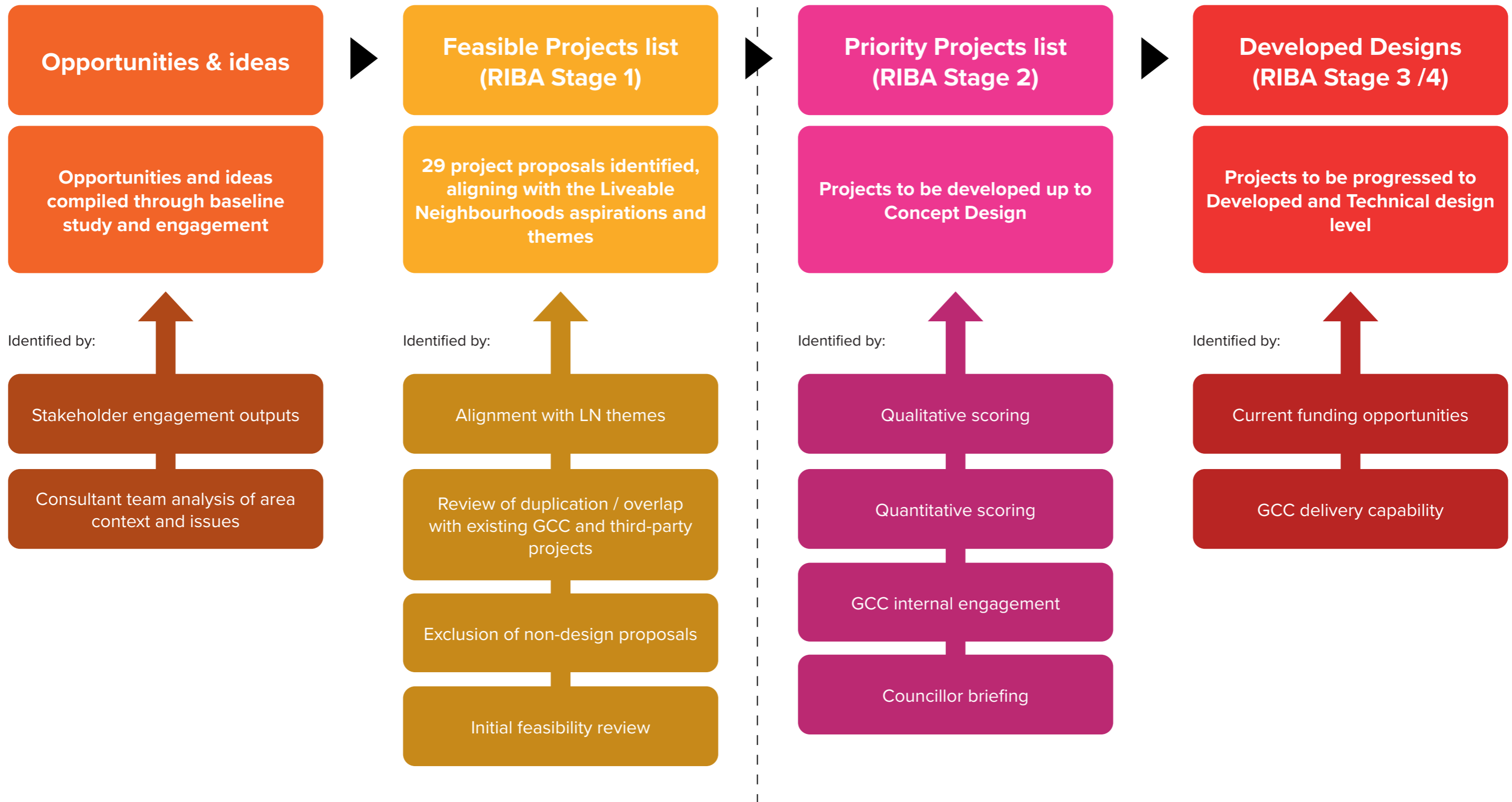
Potential new pedestrian and cycle bridge connecting towards Braehead Shopping Centre and Queen Elizabeth University Hospital. This is a major project requiring significant partnership working with Renfrewshire Council, landowners and third party stakeholders, and is out-of-scope of the Liveable Neighbourhoods programme.

Station enhancements

Potential improvements to accessibility and user experience at the area's stations, including provision of inclusive access to all platforms and track crossings. Station environments are in the control of ScotRail and are out-of-scope for the Liveable Neighbourhoods programme at this time.

Project evaluation and selection process

Current status



10.2. Strategy

The projects in the Feasible Projects list aim to address a broad spectrum of issues across the Liveable Neighbourhood study area. The proposals address the four Liveable Neighbourhoods themes, (Everyday journeys, Active travel, Streets for people and Local town centres) with the following key strategic improvements:

Improving connectivity of walking and cycling routes and public transport services around the Liveable Neighbourhood area.

Proposals that address connectivity and route continuity for active and public transport modes, particularly focusing on key routes to schools, retail, community facilities and parks.

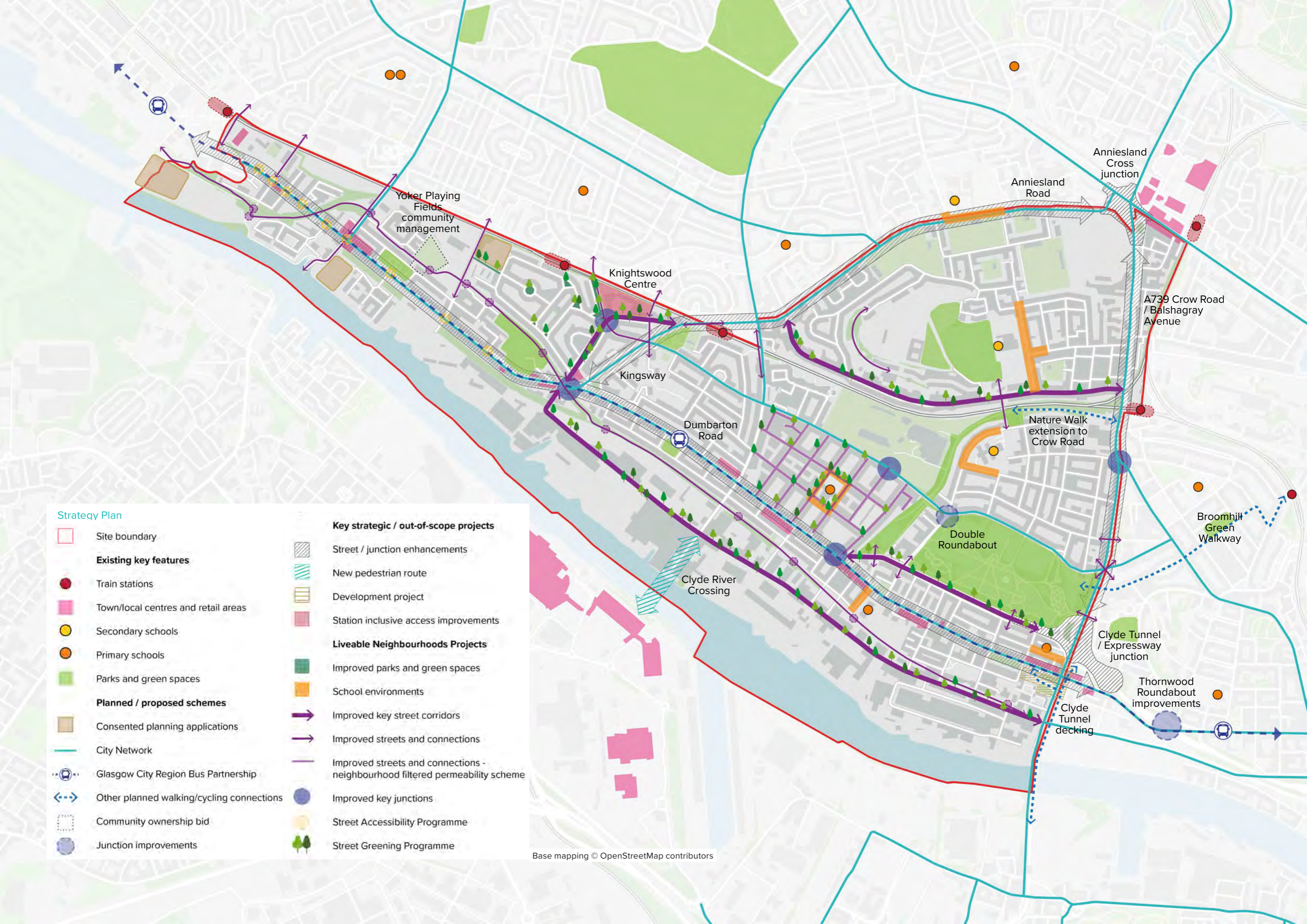
Improved accessibility of streets and paths, providing inclusive movement options around the neighbourhood.

Proposals that re-balance the needs of people walking and cycling with vehicle access and parking requirements, providing accessible and inclusive routes for all.

Improved street environment to encourage walking and cycling journeys and social activities.

Proposals that create streets that are safer, more inclusive and more inviting to spend time in, increasing tree, shrub and low-level planting within the street environment and sustainably managing of rainwater.





Strategy Plan

- Site boundary
- Existing key features**
- Train stations
- Town/local centres and retail areas
- Secondary schools
- Primary schools
- Parks and green spaces
- Planned / proposed schemes**
- Consented planning applications
- City Network
- ⋯ Glasgow City Region Bus Partnership
- ⋯ Other planned walking/cycling connections
- Community ownership bid
- Junction improvements

- Key strategic / out-of-scope projects**
- Street / junction enhancements
- New pedestrian route
- Development project
- Station inclusive access improvements
- Liveable Neighbourhoods Projects**
- Improved parks and green spaces
- School environments
- Improved key street corridors
- Improved streets and connections
- Improved streets and connections - neighbourhood filtered permeability scheme
- Improved key junctions
- Street Accessibility Programme
- 🌳 Street Greening Programme

Base mapping © OpenStreetMap contributors

10.3. Feasible Projects overview

The 29 projects in the Feasible Projects list sit within seven categories:

- **Key corridors:** Improving key road corridors to create safer and more comfortable walking, wheeling and cycling conditions,
- **Key junctions:** Improving existing junctions part of the wider vehicle movement network to better support active travel.
- **School environments:** Improving safety and amenity in school environments to encourage and enable children and parents to walk, scoot or cycle.
- **Improved streets and connections:** Improving existing poor quality streets and connections around the liveable neighbourhood on key walking, wheeling and cycling routes, including streets, bridges, underpasses and paths.
- **Improved parks and green spaces:** Enhancing the quality of existing green spaces to improve their amenity, useability and biodiversity value.
- **Street Accessibility Programme:** Address the various street accessibility issues that can discourage or prevent some people from using streets, or accumulate to create a poor pedestrian experience for everyone.
- **Street Greening Programme:** Addressing the lack of trees, planting and biodiversity in local streets.

List of feasible projects

KEY CORRIDORS

- 1 Anniesland Road (west)
- 2 Victoria Park Drive South
- 3 Southbrae Drive
- 4 South Street

KEY JUNCTIONS

- 5 Dumbarton Road / Anniesland Road / Burnham Road / Kingsway junction
- 6 A739 / Crow Road (south) junction
- 7 Scotstoun Leisure Centre entrance (Danes Drive)
- 8 Dumbarton Road / Victoria Park Drive South junction
- 9 Junction at Knightswood Centre (Anniesland Road / Pennan Place / Cairntoul Drive)

SCHOOL ENVIRONMENTS

- 10 Knightswood Secondary School
- 11 Jordanhill School
- 12 Scotstoun Primary School
- 13 Whiteinch Primary School
- 14 St Paul's RC Primary School
- 15 St Thomas Aquinas Secondary School

IMPROVED STREETS AND CONNECTIONS

- 16 Existing highway corridors across the railway
- 17 Victoria Park Drive South
- 18A Underpasses under A739 / Victoria Park Drive South
- 18B Underpasses under A739 / Victoria Park Drive South
- 19 A739 pedestrian crossing (at junction with Essex Drive / Victoria Park Gardens North)
- 20 A739 / Victoria Park Drive N / Victoria Park Gardens South junction
- 21 Woodland path between Southbrae Gardens and Jordanhill Crescent
- 22 Yoker Ferry Road
- 23 NCN 7 access points (existing and potential new)
- 24 Scotstoun neighbourhood
- 25 Walking route between Kingsway Court flats and Kirkton Avenue flats (via Kingsway / Anniesland Road / Crescent Road)

IMPROVED PARKS AND GREEN SPACES

- 26 Garscadden residential area

STREET ACCESSIBILITY PROGRAMME

- 27 Area-wide - potential for a pilot project focusing on one area

STREET GREENING PROGRAMME

- 28 Area-wide - potential for a pilot project focusing on one area

Key Corridors

Improving key road corridors to create safer and more comfortable walking, wheeling and cycling conditions, support the use of local bus services and provide public realm and street greening improvements to create more attractive, climate resilient streets that support public life and local businesses and services.

Identified projects include:

- Anniesland Road (west): Transformation of the road corridor into a people-friendly street that reduces severance between communities and connectivity to the Knightswood Centre.
- Victoria Park Drive South: Transformation of the road corridor into a people-friendly street that reduces severance between Whiteinch and Victoria Park.
- Southbrae Drive: Improvements to the street environment to reduce vehicle dominance and provide a high-quality cycle route connected into the City Network.
- South Street: Improvements to the street environment to reduce vehicle dominance and improve walking and cycling connectivity to key employment areas.

Existing: Victoria Park Drive South



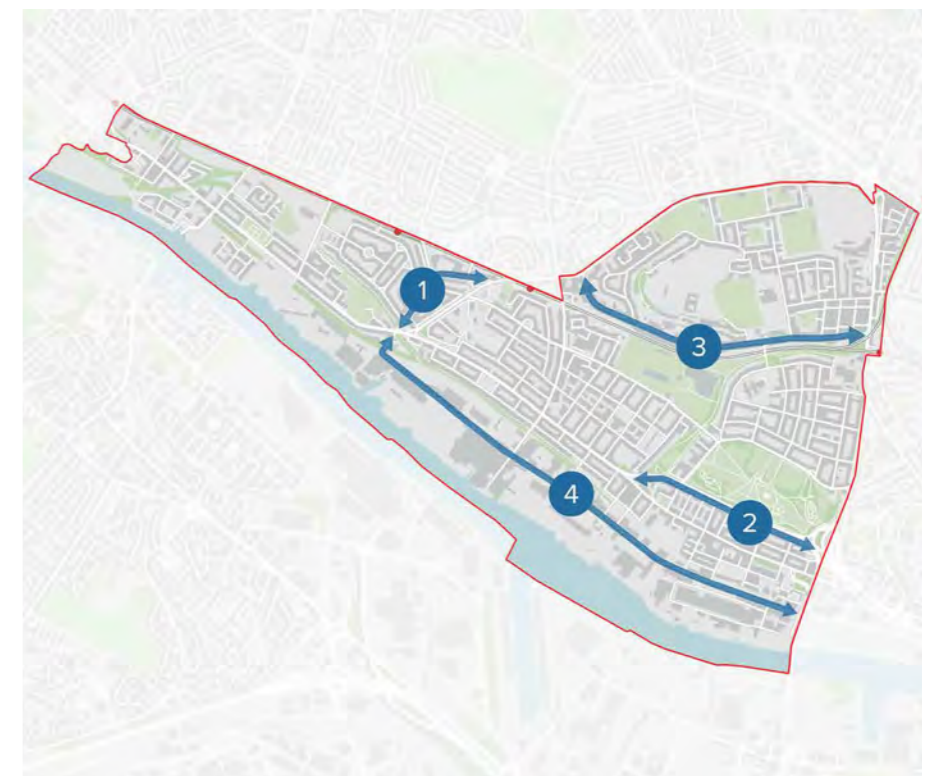
Existing: Anniesland Road, looking towards Dumbarton Road



Precedent: Dedicated cycle lane on Oxford Road, Manchester



Feasible Projects



Precedent: Tree planting buffer on Fabian Way, Swansea



Key Junctions

Improving existing junctions part of the wider vehicle movement network will better support walking, wheeling and cycling through improving road safety and addressing the balance and interaction between vehicles and people walking and cycling.

Improvements could include removing guardrailings and installing pedestrian crossings at existing roundabouts; introducing advanced cycle signals or providing segregated cycle infrastructure and signals; re-configuration of junction radius; shortening crossing distances; introducing additional crossing points where missing and addressing defects such as missing dropped kerbs and tactile paving.

Identified projects include:

- Dumbarton Road / Anniesland Road / Burnham Road / Kingsway junction: Redesign of the existing junction to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.
- A739 / Crow Road (south) junction: Improve pedestrian accessibility and safety through simplification of the junction and creation of single-stage crossings.
- Scotstoun Leisure Centre entrance (Danes Drive): Improve pedestrian accessibility and safety through installation of crossing points and control of parking.
- Dumbarton Road / Victoria Park Drive South junction: Redesign of the existing junction to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.
- Junction at Knightswood Centre (Anniesland Road / Pennan Place / Cairntoul Drive): Improve pedestrian accessibility and safety through installation of crossing points, highway narrowing, simplification of main and service road junctions.

Existing: Dumbarton Rd / Anniesland Rd / Burnham Rd / Kingsway junction



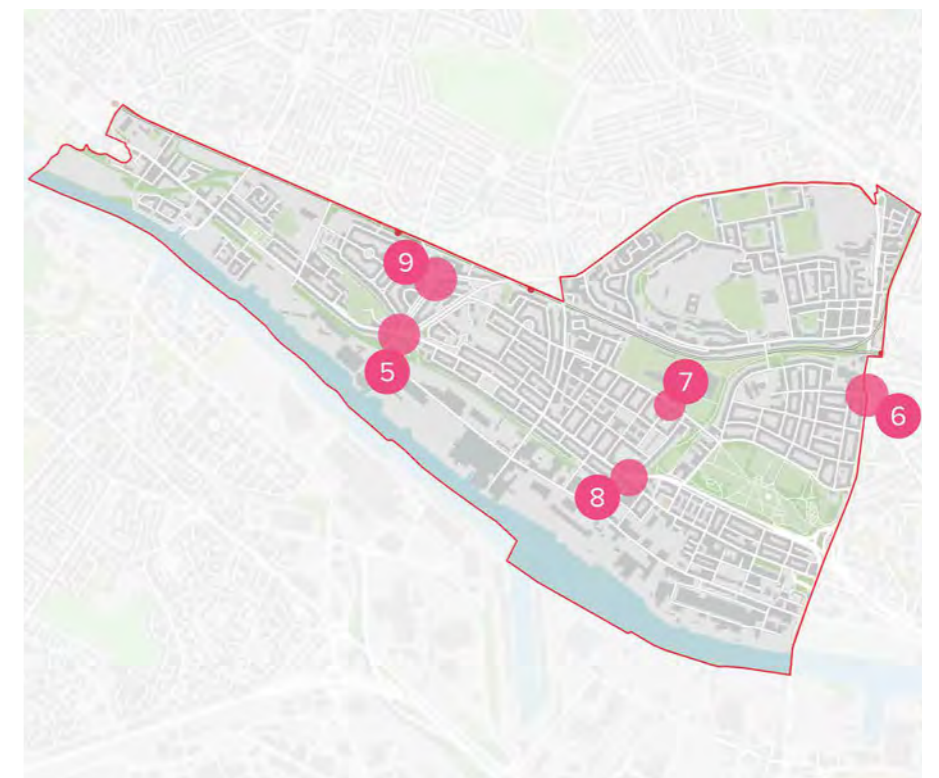
Existing: Dumbarton Road / Victoria Park Drive South roundabout



Precedent: Segregated cycle lanes at a junction in Stratford, London



Feasible Projects



Precedent: Safe cycle lanes and pedestrian crossing at a junction



School Environments

Improving school environments to encourage and enable children and parents to walk, scoot or cycle to school is a key priority for creating liveable neighbourhoods. These environments also present opportunities to create better public spaces for children, and support informal play and gathering.

The analysis highlighted some of the issues around local schools, particularly related to lack of pedestrian crossings around the school environment and traffic control. Although school zones exist at all primary schools within the study area, the main access roads have on-street parking as well as wide carriageways.

Identified projects include creating more space for people around school and improve walking and cycling safety and accessibility while slowing traffic and deterring through-traffic. Projects would balance amenity for local residents with safety and accessibility for those accessing the schools.

Locations are:

- Knightswood Secondary School: Specifically improving connectivity across Anniesland Road
- Jordanhill School
- St Paul's RC Primary School
- St Thomas Aquinas Secondary School
- Scotstoun Primary School
- Whiteinch Primary School

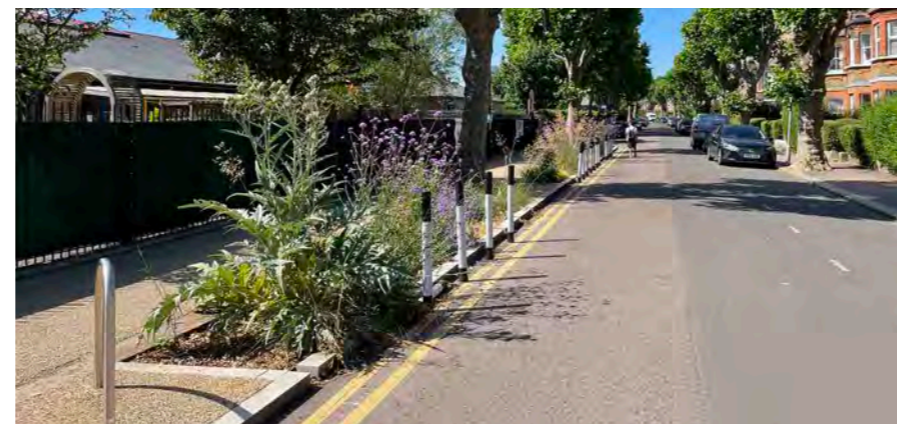
Existing: Jordanhill school environment



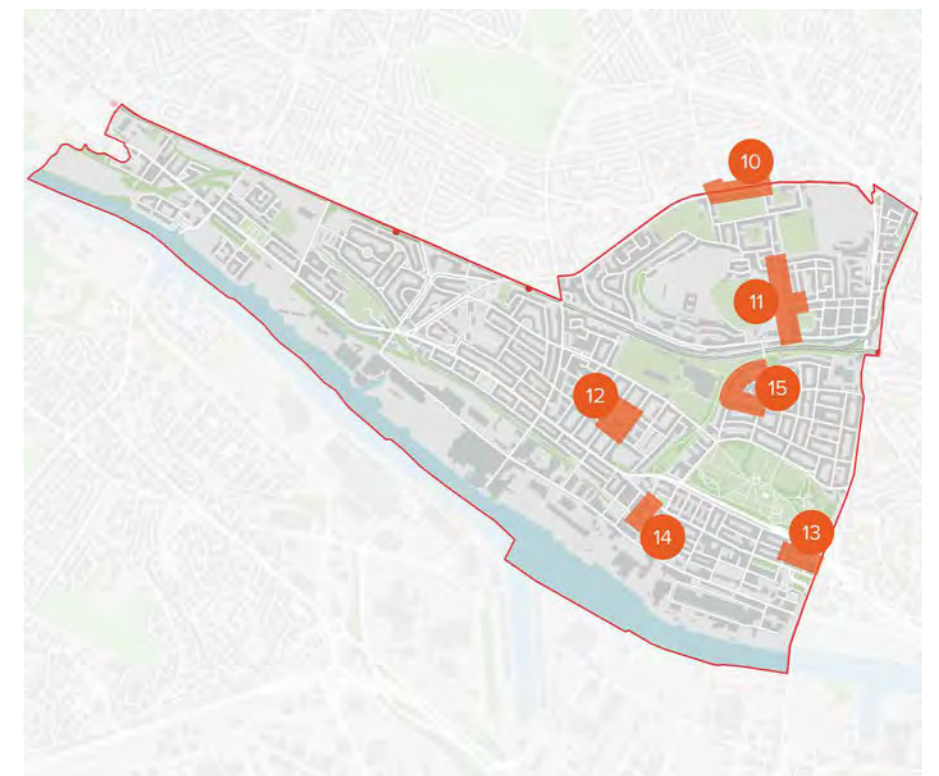
Existing: St. Paul's school environment



Precedent: School street improvement in Waltham Forest



Feasible Projects



Precedent: Temporary modal filter for school street in London



Improved Parks and Green Space

Enhancing the quality of existing green spaces to improve their amenity, useability and biodiversity value.

This includes reviewing the quality and value of existing green spaces and identifying opportunities to widen their benefits to residents and for the environment, with a focus on spaces that have a close relationship to the street environment. This can include opportunities to improve planting, drainage, seating and play facilities, aiming to make spaces attractive, safe and functional for all groups. Proposals consider opportunities to reduce ongoing maintenance requirements.

Identified project includes:

- Garscadden residential area: Transformation of existing highway verges into pocket parks, including varied planting and sustainable drainage features.

Existing: green verges in Garscadden



Existing: green space in Garscadden



Precedent: Residential green spaces in Grangetown, Cardiff



Feasible Projects



Precedent: Green space at a residential area in Manchester



Improved Streets and Connections

Improving existing poor quality streets and connections around the liveable neighbourhood on key walking, wheeling and cycling routes, including streets, bridges, underpasses and paths.

Many of these connections are compromised by severance features, and improving provision in these constrained areas will be key. Improvements will be made through addressing key local issues, existing poor conditions and design flaws, such as through:

- Improving footway and path surfacing;
- Widening footways and paths;
- Improving lighting;
- Improving signage and wayfinding;
- Introducing or improving road crossings;
- Introducing cycle infrastructure;
- Landscaping and streetscape improvements;
- Parking and kerbside management improvements.

Identified projects include:

- Existing highway corridors across the railway: Improvements to walking and cycling accessibility and personal safety at highway crossings of the railway, connecting communities and facilities, particularly improving routes to schools.
- Woodland path between Southbrae Gardens, Jordanhill Crescent and Hallydown Drive: Improvement to walking route to improve accessibility, connectivity and safety.
- Yoker Ferry Road: Improvements to Yoker Ferry Road to create a cycle route from Dumbarton Road to the Yoker Ferry, connected into the City Network.
- NCN 7 access points (existing and potential new): Improvements to access points, and potential creation of new accesses, to improve personal safety and accessibility onto and along the NCN route.

Existing: Southbrae Drive



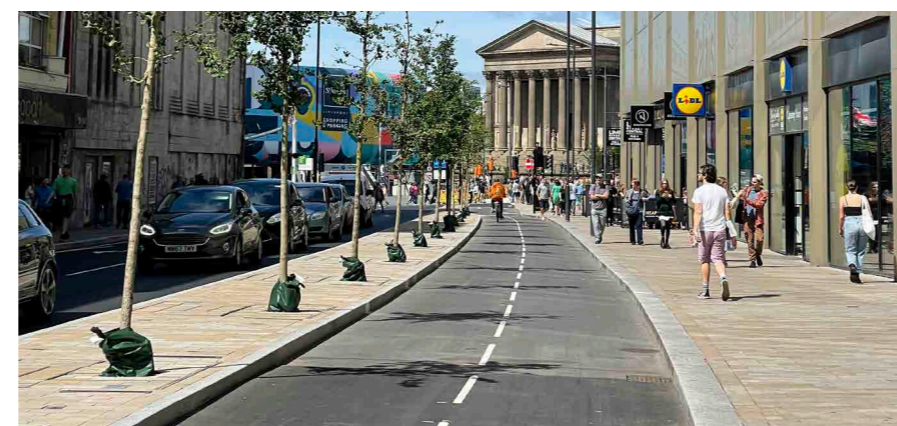
Existing: NCN 7 access via Dyke Road



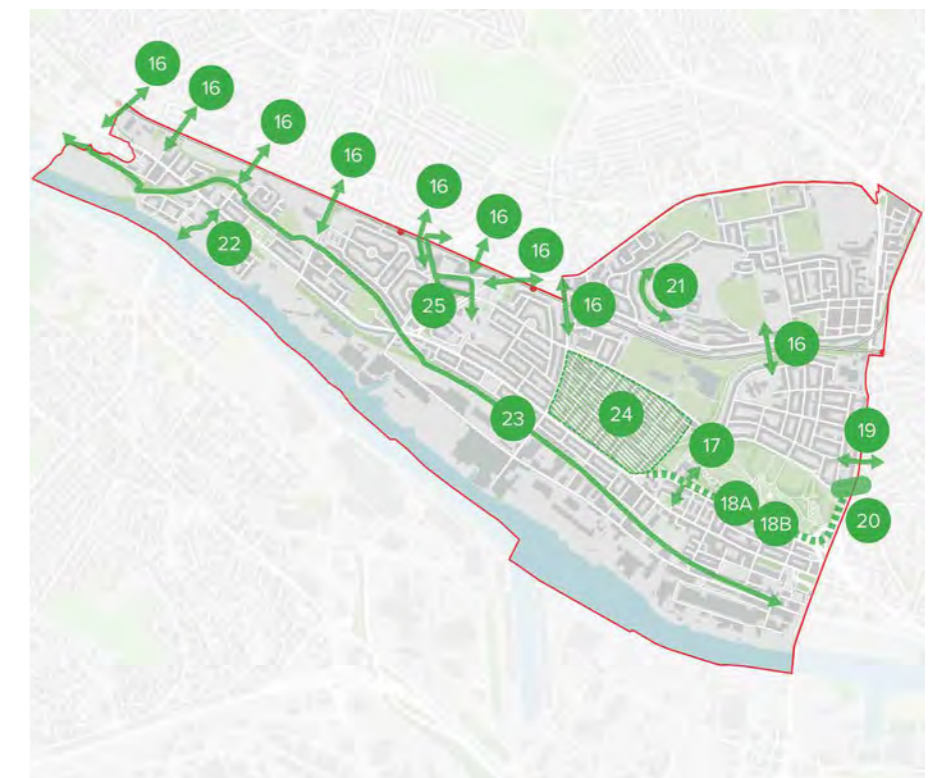
Precedent: wayfinding signage in Bristol



Precedent: Liverpool Lime Street cycle connectivity scheme



Feasible Projects



Precedent: modal filter in Waltham Forest, London

- Scotstoun neighbourhood: Roll-out of a 'filtered permeability' to address through-traffic in the Scotstoun 'Avenues' neighbourhood and create greater amenity for local residents.
- Walking route between Kingsway Court flats and Kirkton Avenue flats (via Kingsway / Anniesland Road / Crescent Road): Improvements to the walking route between the Kingsway Court and Kirkton Avenue tower blocks, including paths and crossing points.

Multiple options exist to improve connectivity across Victoria Park Drive South and A739. Some projects overlap with the potential Key Corridor project to address Victoria Park Drive South:

- Victoria Park Drive South: Light-touch interim measures to reduce pedestrian crossing signal wait times adjacent to the Westland Drive junction.
- Existing underpasses under A739 / Victoria Park Drive South:
 - *Option A*: Light-touch interim measures to improve the quality of environment in the existing underpasses, improving pedestrian safety, amenity and user experience.
 - *Option B*: Infill of existing underpasses and replacement with surface crossings to significantly improve walking and cycling connectivity.
- A739 pedestrian crossing (at junction with Essex Drive / Victoria Park Gardens North): Re-design of the existing pedestrian crossing to improve walking and cycling connectivity
- A739 / Victoria Park Drive North / Victoria Park Gardens South junction: Improvements to walking and cycling connectivity by installation of surface level pedestrian crossings on all junction arms aligned with desire lines.



Street Accessibility Programme

Address the various street accessibility issues that can discourage or prevent some people from using streets, or accumulate to create a poor pedestrian experience for everyone.

This could include the provision of tactile paving, dropped kerbs, continuous footways or raised table crossings, and tightening junction radii, creating a seamless walking experience for pedestrians and providing more inclusive access for all. There is an opportunity to provide related environmental enhancements, including planting, sustainable drainage features and pedestrian amenities such as seating.

Identified project:

- Area-wide programme of junction and street redesign to improve pedestrian safety, priority and accessibility. Programme to include development of standard typologies to be adapted and applied at each location. Potential for a pilot project focusing on one area.

Existing: flooding at Victoria Park Drive South crossing



Existing: footway condition at Victoria Park Garden South



Precedent: Continuous footway in Cardiff



Precedent: Continuous footway in Cardiff



Precedent: tactile paving at a pedestrian crossing in Cardiff



Precedent: Junction tightening in Cardiff



Street Greening Programme

Addressing the lack of trees, planting and biodiversity in local streets.

Repurposing excess carriageway space and transforming it into rain gardens, street tree planters, community planting beds and wildflower verges. It will help to improve the attractiveness of local streets, deter speeding and encouraging walking and cycling, and improving biodiversity and climate resilience.

Identified project:

- Area-wide programme of street greening through repurposing carriageway space to create rain gardens, avenues of trees and wildflower verges; helping to improve the street scene and support biodiversity. Potential for a pilot project focusing on one area.

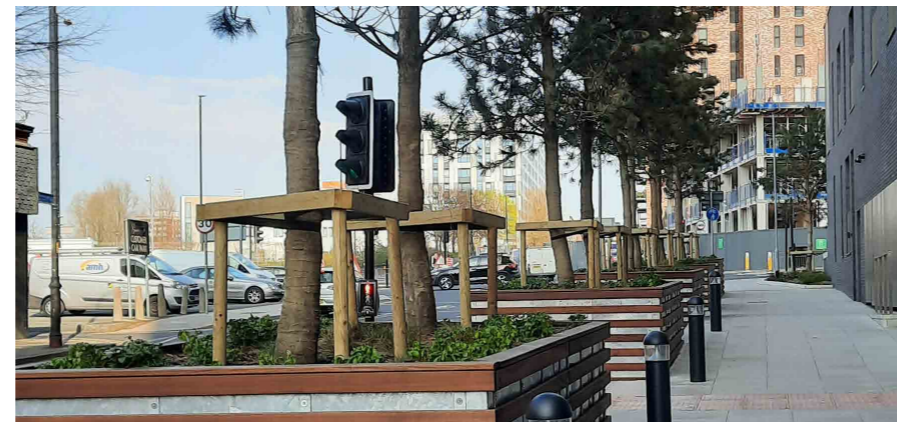
Existing: Dumbarton Road



Existing: South Street



Precedent: Tree planting in New Islington, Manchester



Precedent: Cherry trees



Precedent: Street planting in Sheffield



10.4. Feasible Projects Matrix

Feasible project matrix

No.	Location	Brief Description	Scale	Complexity	Impact	Cost	Timescale	Project overlap
KEY CORRIDORS								
1	Anniesland Road (west)	Transformation of the road corridor into a people-friendly street that reduces severance between communities and connectivity to the Knightswood Centre	●●●●○	●●●○○	●●●●○	£ £ £ £	Mid	-
2	Victoria Park Drive South	Transformation of the road corridor into a people-friendly street that reduces severance between Whiteinch and Victoria Park.	●●●●○	●●●●○	●●●●○	£ £ £ £	Mid	-
3	Southbrae Drive	Reduction in road/carrageway space, improvements to crossing points. Provision of a segregated cycle lane / path connected into the City Network.	●●●●○	●●●○○	●●●●○	£ £ £ £	Mid	-
4	South Street	Improvements to the street environment to reduce vehicle dominance and improve walking and cycling connectivity to key employment areas.	●●●○○	●●●○○	●●●○○	£ £ £	Mid	-
KEY JUNCTIONS								
5	Dumbarton Road / Anniesland Road / Burnham Road / Kingsway junction	Redesign of the existing junction to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.	●●●●○	●●●●○	●●●●○	£ £ £ £	Mid	Bus Partnership scheme, City Network
6	A739 / Crow Road (south) junction	Improve pedestrian accessibility and safety	●●●●○	●●●●○	●●●●○	£ £ £ £	Mid	City Network
7	Scotstoun Leisure Centre entrance (Danes Drive)	Improve pedestrian accessibility and safety	●●○○○	●●○○○	●●○○○	£ £	Short - mid	City Network
8	Dumbarton Road / Victoria Park Drive South junction	Redesign of the existing junction to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.	●●●●○	●●●●○	●●●●○	£ £ £ £	Mid	Bus Partnership scheme, City Network
9	Junction at Knightswood Centre (Anniesland Road / Pennan Place / Cairntoul Drive)	Improve pedestrian accessibility and safety	●●●○○	●●●○○	●●●○○	£ £ £	Mid	-
SCHOOL ENVIRONMENTS								
10	Knightswood Secondary School	Changes to the street environment to create more space for people around the school and improve walking and cycling safety and accessibility, specifically connectivity across Anniesland Road to Jordanhill.	●●○○○	●●●○○	●●●○○	£ £ £	Short - mid	City Network on Anniesland Road
11	Jordanhill School	Changes to the street environment on Chamberlain Road to create more space for people around the school and improve walking and cycling safety and accessibility while slowing traffic and deterring through-traffic.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	-
12	Scotstoun Primary School	Changes to the street environment on Norse Road, Ormiston Avenue, Earlbank Avenue and Duncan Avenue to create more space for people around the school and improve walking and cycling safety and accessibility.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	-
13	Whiteinch Primary School	Changes to the street environment on Medwyn Street, Glendore Street and Haylynn Street to create more space for people around the school and improve walking and cycling safety and accessibility.	●●○○○	●●●○○	●●●○○	£ £ £	Short - mid	-
14	St Paul's RC Primary School	Changes to the street environment on Primrose Street / Fore Street to create more space for people around the school and improve walking and cycling safety and accessibility, including measures to deter or limit the impact of through-traffic and residents parking.	●●○○○	●●●○○	●●●○○	£ £ £	Short - mid	-
15	St Thomas Aquinas Secondary School	Changes to the street environment on Westland Drive and Mitre Road to create more space for people around the school and improve walking and cycling safety and accessibility.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	-

Feasible project matrix

No.	Location	Brief Description	Scale	Complexity	Impact	Cost	Timescale	Project overlap
IMPROVED STREETS AND CONNECTIONS								
16	Existing road corridors across the railway	Improvements to walking and cycling accessibility and personal safety at road crossings of the railway, connecting communities and facilities, particularly improving routes to schools.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	City Network (in places)
17	Pedestrian crossing at Victoria Park Drive South / Westland Drive junction	Light-touch interim measures to reduce pedestrian crossing signal wait times.	●○○○○	●●○○○	●●○○○	£ £	Short	-
18A	Underpasses under A739 / Victoria Park Drive South	Light-touch interim measures to improve the quality of environment in the existing underpasses, improving pedestrian safety, amenity and user experience.	●○○○○	●●○○○	●●○○○	£ £	Short	City Network (in places)
18B	Underpasses under A739 / Victoria Park Drive South	Infill of existing underpasses and replacement with surface crossings to significantly improve walking and cycling connectivity.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	City Network (in places)
19	A739 pedestrian crossing (at junction with Essex Drive / Victoria Park Gardens North)	Re-design of the existing pedestrian crossing to improve walking and cycling connectivity	●○○○○	●●○○○	●●●○○	£ £	Short	City Network
20	A739 / Victoria Park Drive North / Victoria Park Gardens South junction	Improvements to walking and cycling connectivity by installation of surface level pedestrian crossings on all junction arms aligned with desire lines.	●●○○○	●●●○○	●●●○○	£ £ £	Short - mid	City Network
21	Woodland path between Southbrae Gardens, Jordanhill Crescent and Hallydown Drive	Improvement to walking route to improve accessibility, connectivity and safety.	●○○○○	●●○○○	●○○○○	£ £	Short	-
22	Yoker Ferry Road	Improvements to Yoker Ferry Road to create a cycle route from Dumbarton Road to the Yoker Ferry, connected into the City Network.	●○○○○	●●○○○	●○○○○	£ £	Short	-
23	NCN 7 access points (existing and potential new)	Improvements to access points, and potential creation of new accesses, to improve personal safety and accessibility onto and along the NCN route.	●○○○○	●●○○○	●●○○○	£ £	Short	-
24	Scotstoun neighbourhood	Roll-out of a 'filtered permeability' to address through-traffic in the Scotstoun 'Avenues' neighbourhood and create greater amenity for local residents.	●●●○○	●●○○○	●●●○○	£ £	Short - mid	-
25	Walking route between Kingsway Court flats and Kirkton Avenue flats (via Kingsway / Anniesland Road / Crescent Road)	Improvements to the walking route between the Kingsway Court and Kirkton Avenue tower blocks, including paths and crossing points.	●●○○○	●●○○○	●●○○○	£ £	Short - mid	City Network on Kingsway
IMPROVED PARKS AND GREEN SPACES								
26	Garscadden residential area	Transformation of existing street planting into pocket parks, including varied planting and sustainable drainage features.	●○○○○	●○○○○	●○○○○	£	Short	-
STREET ACCESSIBILITY PROGRAMME								
27	Area-wide - potential for a pilot project focusing on one area	Area-wide programme of junction and street redesign to improve pedestrian safety, priority and accessibility. Programme to include development of standard typologies to be adapted and applied at each location.	●●○○○	●●●○○	●●●○○	£ £ £ (per location)	Ongoing (potential fast start)	Location dependent
STREET GREENING PROGRAMME								
28	Area-wide - potential for a pilot project focusing on one area	Area-wide programme of street greening through repurposing carriageway space to create rain gardens, avenues of trees and wildflower verges; helping to improve the street scene and support biodiversity.	●●○○○	●●●○○	●●●○○	£ £ £ (per location)	Ongoing (potential fast start)	Location dependent



11 Next Steps

11 Next Steps

This report sets out a long-list of 29 proposals for the Yoker to Whiteinch study area as part of the wider Liveable Neighbourhoods programme.

These proposals will be further analysed to identify a short-list of projects for development, and will be revised using the key three steps recommended within the Local Living and 20-minute Neighbourhood Planning Guidance (2023):

- **Understanding context** - understanding the context of the place through the use of quantitative and qualitative information.
- **Collaborate, plan, design** - developing collaborative models of working to inform place-based planning and design processes.
- **Implement and review** - aligning investment, developing delivery capacity and supporting new ways of working.

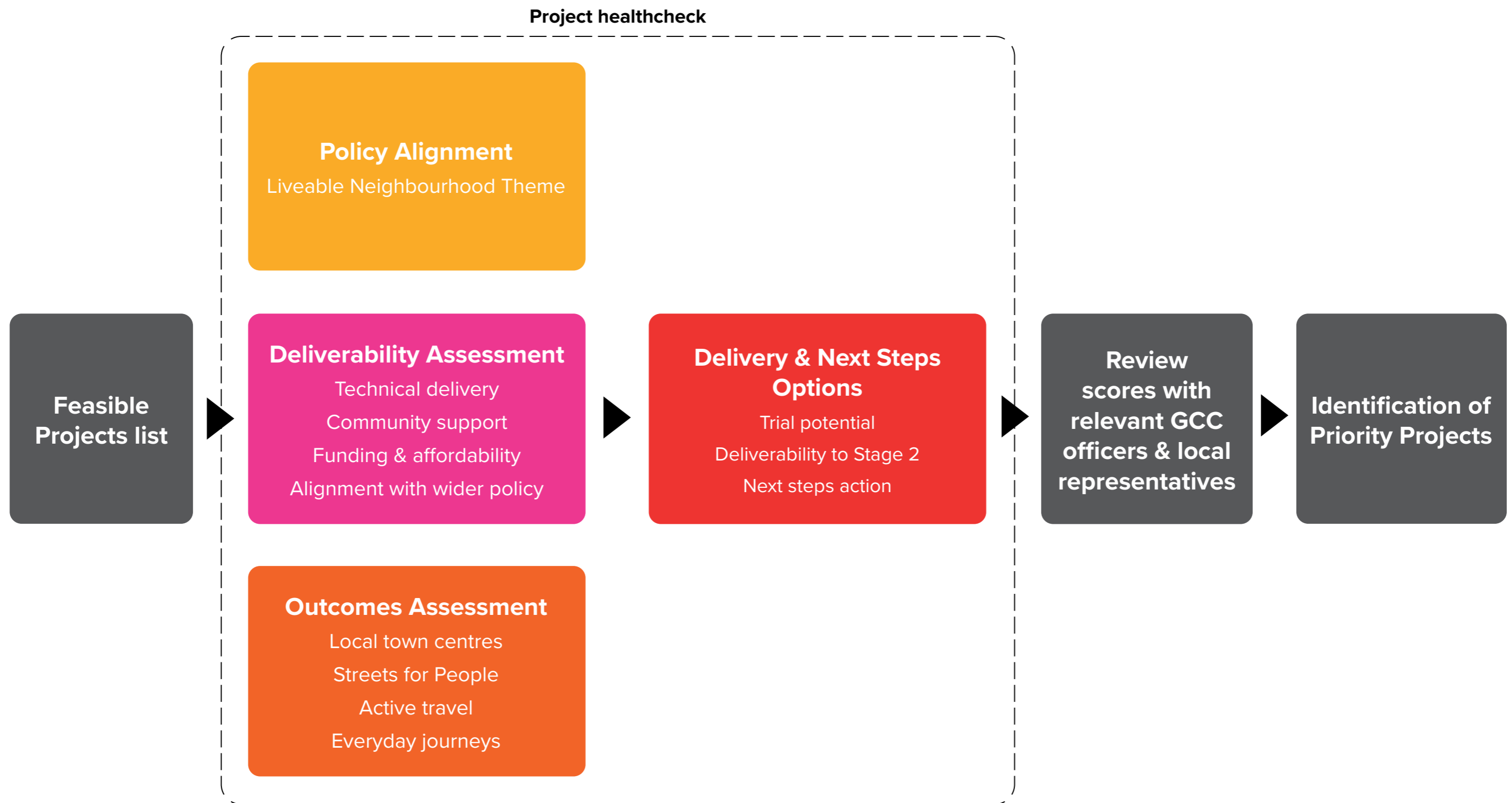
The short-list will be taken to the key stakeholders and the wider community for co-design and comment ahead of finalisation and inclusion in the Stage 2 Report.

Steps for a structured approach to local living



Source: Local Living and 20-minute Neighbourhood Planning Guidance (2023)

Project selection process - Next steps



Appendix A: Streetscape Audit Scoring Matrix

Route A: Harefield Drive to Ormiston Avenue

Route B: Whiteinch to Victoria Park

Metric	Critical - C	Red - 0	Amber - 1	Green - 2	Route A Score		Route B Score	
					Section 1	Section 2	Section 1	Section 2
Footway width (excluding furniture zone)	Less than 1.5m of clear footway width, or less than 2m of clear width in areas with high pedestrian flows. Shared use in high pedestrian flow area.	1.5 to 2m clear footway width, or 2-3m in areas with high pedestrian flows. Shared use footway in low pedestrian flow area.	2-3m clear footway width, or more than 3m in areas with high pedestrian flows.	3m or more of clear footway width.	0	0	1	2
Footway surface condition	Many major defects	Some major defects or many minor defects.	Some minor defects.	No defects.	1	1	1	1
Footway obstructions (within usable footway width)	Frequent footway obstructions.	Some footway obstructions.	Occasional footway obstructions.	No street clutter placed outside the furniture zone.	1	1	1	2
Footway parking	Frequent footway parking	Some footway parking obstructing the footway.	Occasional footway parking obstructing the footway.	No evidence of footway parking, except in the furniture zone.	C	C	2	NA
Lighting	No lighting present	Occasional patches of lighting.	Occasional patches of no lighting.	Full street lighting	1	1	0	0
Side road crossing conditions								
Tactile paving	No tactile paving present in some instances.	Tactile paving in a poor state of repair, or incorrect e.g. with significant gaps or misaligned.	Tactile paving present but poorly integrated (e.g. with excessive areas of paving, or colliding blister tails)	Tactile paving to standard and well integrated.	C	C	C	C
Dropped kerbs/level crossings	Kerb up-stand on one or both sides of the junction/crossing	Level crossing present but with slight up-stand, steep ramp or very narrow.	Level crossings present and flush, and in a good state of repair	Raised tables present, or continuous footway treatments applied.	C	C	C	NA
Vehicles obstructing crossing of junction	Vehicles often parked to obscure sight lines or block desire line crossing of junctions.	Vehicles sometimes parked to obscure sight lines or block desire line crossing of junctions.	Vehicles occasionally parked to obscure sight lines or block desire line crossing of junctions.	No evidence of parked vehicles obscuring sight lines or blocking desire line crossing of junctions.	0	0	2	NA
Junction radius	More than 6m radius.	Approx. 6m radius	1-5m radius	1m or less corner radius.	0	0	0	NA
Subway/bridge	Subway with ramped/stepped access and/or a bend/poor visibility along the route. Bridge with stepped access only.	Bridge with ramps steeper than 1 in 20 without resting points. Long subways with level access, or ramped access with good visibility and short distance.	Short subways present with level access. Bridges present with accessible ramped access (1 in 20 gradient).	No subways present. Bridges with negligible gradient.	NA	NA	NA	1
Natural surveillance	Low levels of pedestrians, no traffic and lack of any building frontage with windows, or outdoor activity.	Low levels of pedestrians, traffic present, lack of or infrequent building frontage with windows.	Some overlooking buildings or outdoor activity and good levels of pedestrians.	Overlooking buildings with a good relationship to the street or lots of outdoor activity present throughout the day, and a good level of pedestrians present.	1	1	1	C

Route A: Harefield Drive to Ormiston Avenue

Route B: Whiteinch to Victoria Park

Metric	Critical - C	Red - 0	Amber - 1	Green - 2	Route A Score		Route B Score	
					Section 1	Section 2	Section 1	Section 2
Controlled / uncontrolled crossing points								
Tactile paving	No tactile paving present in some instances.	Tactile paving in a poor state of repair, or incorrect e.g. with significant gaps or misaligned.	Tactile paving present but poorly integrated (e.g. with excessive areas of paving, or colliding blister tails)	Tactile paving to standard and well integrated.	C	C	C	C
Dropped kerbs/level crossings	Kerb up-stand on one or both sides of the junction/crossing	Level crossing present but with slight up-stand, steep ramp or very narrow.	Level crossings present and flush, and in a good state of repair	Raised tables present, or continuous footway treatments applied.	C	C	0	NA
Crossing distance/stages	More than 12m with no refuge island, or more than 2 stages.	6-12m without refuge island	6-12m with refuge island	6m or less	0	0	NA	NA
Central refuge island	No island present and crossing distance more than 12m.	Island is less than 2m in width; or is more than 2m, but high pedestrian flows mean it is likely to become congested at busy times (e.g. outside a school).	Island is 2-3m in width and likely to cope with pedestrian demand.	Island present more than 3m in width; or no island necessary as total crossing distance is 6m or less.	NA	N/A	NA	NA
Appropriateness of crossing type for traffic level/speed	On busy roads (>800vpd) there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signalised junctions there are arms with no green man for pedestrians.	On busy roads (>800vpd) there are uncontrolled crossings of two or more lanes with frequent gaps in traffic. On quieter roads, there is no crossing provision for pedestrians.	On busy roads (>800vpd) signalised crossings are provided for pedestrians. On quieter roads, level crossing points have been provided.	On busy roads (>800vpd) signalised crossings rest on green for pedestrians or have rapid response. On quieter roads, crossing points are zebra crossings or have implied priority for pedestrians.	0	0	0	NA
Distance between/presence of crossing points	On busy roads (>800vpd) formal crossings are more than 400m apart. On quieter roads (<800vpd) desire lines are blocked by parking and loading.	On busy roads (>800vpd) formal crossings are provided every 200-400m. On quieter roads (<800vpd) loading/parking is formalised with gaps for pedestrians to cross.	On busy roads (>800vpd) formal crossings are provided every 100-200m. On quieter roads (<800vpd) loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On busy roads (>800vpd) formal crossings are provided every 50-100m. On quieter roads (<800vpd) there are formal crossings or only one lane of traffic to cross.	C	C	NA	NA
Interactions between people cycling and people walking	Shared use footways in areas of high cycle density.	Pedestrians sharing space with cyclists formally or informally and high density of cyclists present.	Shared use footways in areas of low cycle density.	No interaction or well-managed interaction between people walking and cycling.	1	1	1	1
Seating/resting points	No seating/resting points.	There is more than 150m between resting points on at least one side of the road.	There is between 50m and 150m between resting points on at least one side of the street.	There is less than 50m between resting points on both sides of the road.	C	C	C	C
Places for shade and shelter	No shade or shelter.	There is more than 150m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is less than 50m between sheltered areas.	C	C	C	NA

Appendix B: Stage 1 Engagement Responses

Jordanhill and Anniesland engagement responses

Stakeholder views / issues raised	Our ideas / suggestions	Liveable Neighbourhood Theme
Busy road and lack of cycling surrounding Jordanhill neighbourhood	Provision of traffic calming measures Provision of dedicated cycling lanes	Active Travel
Jordanhill lacks a focus of community, outdoor space, cafés, shops etc	Provision of publicly accessible outdoor space such as pocket parks Provision of shops and cafés for the locals potentially at the proposed Jordanhill masterplan	Local Town Centre
Anniesland Road / Southbrae Drive junction is difficult to cross	Junction re-design Improved crossing facilities at junctions	Active Travel
Railway south of Jordanhill restricts North-South movement	Railway tracks as severance which limit the pedestrian movement (north-south) Potential provision in more pedestrian bridges and/or improve the walking and crossing facilities at the existing connection	Active Travel
Visitors tend to park their cars within residential areas then walk or cycle to town	Connectivity of the local stations to the main town centre should be improved especially for pedestrian. Public transport services to/from the area should be revised in terms of its frequency and catchment from other neighbourhoods (subject to bus operator)	Everyday Journey, Active Travel
Anniesland Road crossing is not conveniently positioned and often flooded	Improvement in pedestrian crossing facilities (drop kerbs, locations, signal time) Improvement in street drainage	Active Travel
Crow Road - inconvenient pedestrian crossing	Improvement in pedestrian crossing facilities (drop kerbs, locations, signal time)	Active Travel
Vehicle speed on Southbrae Drive	Introduction of vehicle speed calming measures such as speed limit, speed cameras, or street re-design to narrow the carriageway	Streets for People
Vehicle parking on pavement and in cycle lanes on Southbrae Drive	Introduction in parking control Street re-design to safeguard cycle lanes Provision of dedicated vehicle parking bays	Streets for People
Poor flooding at the junction of Queen Victoria Drive and Anniesland Road which makes crossing for pedestrians difficult	Improvement in street drainage	Active Travel
Desire for pedestrian and active travel prioritisation at junctions and at Jordanhill Train Station	Improvement in walking and cycling facilities	Active Travel
Significant flooding at Crow Road and Woodend Drive	Improvement in street drainage	Active Travel

Stakeholder views / issues raised	Our ideas / suggestions	Liveable Neighbourhood Theme
Muddy and flooding at pavement between bridges by Jordanhill Station	Improvement in street drainage	Active Travel
Uncontrolled parking on Saturday on the central reservation of Anniesland Road	Introduction of new Controlled Parking Zone	Streets for People
Anniesland Cross junction causes severance deterring people from accessing local facilities and creating an unappealing environment	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Streets for People
Anniesland Cross area feels run-down and neglected	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Streets for People
Traffic volumes especially during morning peak creates unsafe environment for children around school area (in Jordanhill and along Anniesland Road). Safe zone and green space for children are needed	Improved safety on school streets (pedestrianised area, pick up and drop off zone, play streets en route to schools)	Streets for People

Scotstoun engagement responses

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
Poor road design affecting shops by the Victoria Park Drive South and Dumbarton Road	Street re-design (narrowing carriageway, tree planting, improved walking facilities)	Streets for People
Car-centric design area	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing) Street re-design (narrowing carriageway, tree planting, improved walking facilities)	Streets for People
Playground improvement at Scotstoun Leisure Centre More playground in the western side of Scotstoun	Improvement in existing playground facilities (quality of playground and accessibility to the playground) Provision of new playground	Local Town Centre
Poor experience at Victoria Park Drive South and Dumbarton Road junction (2 button cross). A need to shortened pedestrian crossing waiting time along Dumbarton Road	Improvement in crossing facilities (signal time re-configuration) or narrowing carriageway size	Active Travel
Thornwood roundabout is dangerous for pedestrian and cyclists	Junction re-design, possible above ground crossing or decking opportunities	Active Travel
Existing double roundabout (at Danes Drive and Westland Drive) is dangerous for pedestrians and cyclists	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Active Travel
Desire for pedestrian crossing on Danes Road opposite Kingsway community Garden and Danes Drive Bowls Park	Provision of new crossing facility	Active Travel
Victoria Park Drive South and Dumbarton Road junction are dangerous for cyclists (due to the existing metal barriers)	Street re-design and street de-cluttering	Active Travel;
Desire of separate cycle lanes with traffic to useful places	Provision of dedicated / segregated cycle lanes. Routes prioritisation will be supported by GIS catchment analysis	Active Travel
Victoria Park Drive South and Dumbarton Road junction (lane reduction to one lane)	Potential street re-design (narrowing carriageway)	Streets for People
Unsafe pedestrian crossing and roundabout outside Scotstoun Leisure Centre (poor visibility and design)	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Active Travel
Rat running through avenues in Scotstoun (between Danes Drive and Dumbarton Road) need to improve pedestrian safety and school routes	Provision of traffic calming measures or modal filter (speed limit, reducing the size of carriageway, planters)	Streets for People
Tree maintenance at the Avenues for visibility	Improvement in tree planting	Streets for People
Flooding needs to be addressed	Improvement in street drainage	Active Travel
Desire for improved public transport in area generally	Access to public transport stations for pedestrians would be easily visible, legible, and permeable for surrounding residents. Station access should consider drop kerbs for wheelchair and disabled users	Everyday Journey

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
Kingsway Court - high level of car ownership, used for work and not leisure	This shows a high car dependent behaviour. Access to public transport should be improved to increase the share in public transport use	Everyday Journey
Desire for pedestrianise area in front of Scotstoun primary (e.g. coloured pavements)	Improvement will be part of GCC school street programme	Streets for People
BAE employees parking along Anniesland Road (near Dumbarton Road junction)	Provision of controlled parking (Traffic Regulation Order, narrowing carriageway, provision of dedicated vehicle bays)	Streets for People
Desirable route between Kingsway Court tower blocks and Kirkton Avenue tower blocks, passing through shopping centre is not easy to walk nor safe and/or accessible	To introduce appropriate walking and crossing facilities that are accessible for all pedestrian users through the severance (Kingsway, Anniesland, and the railway tracks)	Active Travel
Scotstoun section of Dumbarton Road needs improved pedestrian crossing, 20mph speed limit, wider pavements (especially near the bus stops), improved lighting, improved housing façades	<ul style="list-style-type: none"> Provision of vehicle speed limit Improvement in pedestrian footway width Improvement in street lighting Improvement in appearance of overlooking buildings on streets 	Active Travel
Nature walkway key route for kids connecting school to Tesco - not enough bin provision, leading to trash being thrown on the ground	Provision of more bins on street	Active Travel
Way-finding and signage in South St could lead to more usage	Provision of wayfinding signage to improve walking experience	Active Travel

Whiteinch engagement responses

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
Poor road design (dual carriageway and Dumbarton Road junction) negatively affecting the shopping parades	Potential street re-design (narrowing carriageway and provision in street furniture)	Streets for People, Local Town Centre
Poor safety and experience at Clyde tunnel	Provision of alternative route (possibly above ground crossing) Improvement in lighting and subway safety measures (controlled access hours)	Active Travel
Desire for above ground crossing point at Whiteinch Library from Whiteinch to Victoria Park	Provision of above ground crossing	Active Travel
Narrow and uneven pavement on Dumbarton Road	Improvement in footway surface	Active Travel
Pedestrian crossing signal time reconfiguration at west of Victoria Park	Signal time crossing reconfiguration	Active Travel
Desire for pedestrian crossing at southern edge of the nature trail	Provision of ground level crossing	Active Travel
Double roundabout redesign	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Active Travel
Desire for better pedestrian crossing at A739 and Victorian Park Drive North junction	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Active Travel
Intimidating underpass to access Victoria Park	Provision of better lighting	Active Travel
Desire for safer pedestrian crossing at the Essex Drive / Balshagray Avenue junction	Junction re-design (tightening carriageway, provision of dropped kerbs, tactile paving, signalised crossing)	Active Travel
Separation of cycle routes from vehicles and pedestrian on South Street	Provision of dedicated cycle lanes	Active Travel
Above ground cycle crossing instead of Clyde tunnel	Decking opportunities above the A739 junction	Active Travel
Crossing point above ground whiteinch to Victoria Park	Provision of ground level crossing	Active Travel
Desire for segregated cycle lane on Dumbarton Road	Provision of dedicated cycle lanes	Active Travel
Lack of direct bus services and poor pedestrian infrastructure	Provision of bus services required further discussion with bus operators Improvement in pedestrian facilities (crossing, footway surface quality, drop kerbs, tactile paving)	Active Travel
Poor service integration	Improvement in pedestrian accessibility between public transport stations. To ensure the routes are legible and direct. Provision of wayfinding signage	Everyday Journey, Active Travel

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
Desire for Burgh Hall to be developed into a community centre	The ownership could be problematic. We don't know if there will be demand and cost. Could be a massive expense in the project and the benefit is unclear	Local Town Centre
Desire for removal of dual carriageway that cuts through the park	Carriageway removal and traffic re-routing at A739 junction	Streets for People
Desire speed reduction to 20mph on the dual carriageway that cuts through the park	Provision of vehicle speed limit	Streets for People
Desire for dual carriageway from Dumbarton Road to be rerouted to South Street	It is logical to re-route the dual carriageway to South Street. This could calm traffic on eastern part of Dumbarton Road where most local retails and services are located. However, it could be challenged for most traffic to access the A739 junction via South Street	Streets for People
More planting around Victoria Park edges	Provision of tree planting	Local Town Centre
Desire to eliminate puddle at the entrance of nature trails at Danes Drive	Improvement in drainage	Streets for People
Desire for Controlled Parking Zone within Jordanhill. Can mirror Scotstoun parking management i.e. match day parking	Provision of Controlled Parking Zone	Streets for People
Desire for crossing on Dumbarton Road near the Victoria Park	Provision of ground level crossing	Active Travel
Reduction in servicing along the Dumbarton Road in the evenings	To introduce controlled servicing hours on Dumbarton Road and provision of dedicated loading bay areas	Streets for People
Creation of better link from Whiteinch to Broomhill	Improvement in pedestrian and cycling infrastructure	Active Travel
Lack of bike racks at the Victoria Park entrance	Provision of cycle parking	Active Travel
Poor access to Queen Elizabeth University Hospital is an issue	Major severance caused by A739 junction. Access to the hospital should be reviewed in conjunction with the junction re-design	Everyday Journey
Shops on the Dumbarton Road corridor serve both Whiteinch and Scotstoun	To ensure good pedestrian and cyclist accessibility from residential areas within Whiteinch and Scotstoun to access these facilities	Active Travel, Local Town Centre

Yoker engagement responses

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
Pedestrian surfaces in disrepair	Improvement in footway surface (flat and levelled)	Streets for People, Local Town Centre
Pavement parking affecting pedestrian and wheeling	Street re-design to narrow carriageway and provision of dedicated vehicle bay	Active Travel
Shared surface between electric scooter, cycling, and walking are considered unsafe	Provision of dedicated cycle lane	Active Travel
Traffic calming measures on Dumbarton road	Provision of traffic calming measures (proposed speed limit, narrowed carriageway, CCTV surveillance)	Active Travel
Desire crossing opposite Yoker Parish Church on Dumbarton road.	Provision of pedestrian crossing	Active Travel
Footway parking as an obstacle for pedestrian crossing	Street re-design (parking control, dedicated parking bays)	
Cars jump the lights	Narrowed carriageway and potentially police CCTV (subject to further discussion)	
Unsafe crossing at Dumbarton Road and Kelso Street.	Provision in controlled pedestrian crossings	Active Travel
Car parking on double yellow line. Affect pedestrian experience and traffic flow (congestion)	Will be addressed within street type programme. Allocation of appropriate street width to prevent vehicles to park on-street (not in dedicated bay)	Active Travel
Area is unpleasant and run down	The Liveable Neighbourhood strategy as a whole would incorporate measures in improving infrastructure quality as well as solutions to vacant lands in order to tie in the urban fabric more coherently	Active Travel
Desire for better lighting in high pedestrian areas and cycle lanes	Provision of continuous street lighting	Active Travel
Potholes next to bus stop filling with water and splashing passengers waiting at the stop	Improvement in footway surface	Active Travel
Area between Glasgow and West Dunbartonshire: Old fashioned and limited retail as well as social space	Provision of public open space/square	Active Travel
Shops are not accessible by wheelchair	To ensure the routes to and from the local shops are accessible by wheelchair users	Active Travel
No public accessible toilets	Provision of accessible toilets should be considered. However, this provision should be discussed further with GCC	Active Travel
Where the off road cycle path connects to the ferry, it is not safe for cyclists and needs a dedicated cycle lane	Provision of dedicated cycling lanes	Active Travel
Dumbarton Road gets narrower and darker towards Yoker - feels unsafe and unpleasant due to narrow pavements all the way to Clydebank	Improvement is street lighting Street re-design (narrowing carriageway)	Active Travel
Street litter/road cleanliness	To ensure provision of street bins	Streets for People

Views / issues raised	Ideas / suggestions	Liveable Neighbourhood Theme
The area is dirty, bins overflowing, cyclists using pavements, vacant shops	To ensure provision of street bins, dedicated cycling lanes, and	Active Travel, Local Town Centre
The running/cycle path is lacking in lighting after dark / early morning	Improvement in street lighting	Active Travel
HGV Traffic using small streets	To introduce traffic calming measures especially those across the residential zones	Streets for People
Desire for more community gardens / allotments	Provision of community gardens / allotments	Local Town Centre
Inaccessible and disintegrated key amenities (e.g. café, doctor, park, groceries etc.)	To propose appropriate crossing location and good quality pedestrian infrastructure especially to public transport to access clusters of amenities	Local Town Centre
Better access to train stations	To improve walking and cycling access to train stations	Everyday Journey, Active Travel
Disabled users would still rely on cars	To consider provision of disabled bays at key amenities and public transport station. And to ensure some streets are still accessible for private vehicles	Everyday Journey
Desire for more bike parking	Provision of publicly accessible cycle parking	Active Travel
Access to public transport is a priority for senior group	To ensure the provision of step-free access at all public transport stations	Everyday Journey, Active Travel
Make transition between neighbourhoods visible with better signage / wayfinding	To provide wayfinding strategy within the study area	Active Travel
Local shopping facilities are inadequate	To improve the public space within the local shopping facilities such as public square, appropriate parking facilities, access to PT, and walking/cycling infrastructure	Local Town Centre
Desire for levelled pavements and dropped kerbs	Provision of drop kerbs at junctions	Active Travel
People walk to small shops but would drive to big shops	Indicate poor walking infrastructure and required improvement such as widened pedestrian path, lighting facilities, crossing facilities, etc.	Active Travel, Local Town Centre
There is no infrastructure for e-cars	To consider provision of electric vehicle parking and charging bays	Everyday Journey
There is a divide between areas - children do not mix with each other	Reducing severance between neighbourhoods Improvement in walking and cycling facilities	Active Travel
Encouragement in cycling education and bike tour	Introducing cycle training/education at community centres	Active Travel
The parks are not autism or dementia friendly	To ensure facilities at the existing and new parks would be accessible for all users	Everyday Journey
Local areas have no identity	To improve appearance of local town centre, street character, and maximise the potential of historical buildings / public arts	Local Town Centre



urban
movement

New Practice

