MOTT MACDONALD

urban movement

New Practice

Glasgow Liveable Neighbourhoods: Royston to Hogganfield

RIBA Stage 1 Report
June 2023

Client: Glasgow City Council

Glasgow
CITY COUNCIL

Liveable Neighbourhoods Programme: Tranche 2 | Lot 1i: Royston to Hogganfield 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 Sighthill, Royston, Germiston, Provanmill and Blackhill, and Hogganfield. 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 Royston to Hogganfield Liveable Neighbourhood study area comprises of residential areas and industrial estates, as well as a large amount of vacant land awaiting development. The area experiences high levels of deprivation and lower car ownership levels than other parts of the city. The area is severed from it's immediate surroundings by major barriers including the M8 and M80 motorways and railway lines. Access to reliable and efficient public transport is poor and despite the presence of rail infrastructure, there is a lack of stations within the study area. These mobility issues are compounded by the lack of good quality and varied services and facilities in the area, and the lack of a designated local centre catering to local people. Improving access to local and surrounding facilities and services will provide significant benefits to the local community. This may be achieved through encouraging the enhancement and/or expansion of local facilities (e.g. parks, local retail), exploring opportunities for new, direct connections, and improving connections across severance features.

The area is structured by 2 key streets - Springburn Road and Royston Road. These act as key movement corridors, but can also create barriers between places, and provide poor provision for people walking, wheeling and cycling. The local street environment is generally poor, with often a vast amount of space for vehicles, and little space or provision for people, with a lack of greenery and little to encourage play or socialising. There is scope for much improvement of local streets and public realm, targeting themes of accessibility and greening.

The Royston to Hogganfield area has significant potential for improvement through the Liveable Neighbourhoods programme, however activity should be co-ordinated with other planned measures and strategies, such as the City Network and Sustainable Travel Corridor programmes; planning and development management, planning policy making, future transport network planning, and public transport service improvements.

Project identification

The combined analysis has generated and 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 21 feasible projects based upon 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.

1   Introduction

1   Introduction

1.1.   Royston to Hogganfield Liveable Neighbourhood

'Liveable Neighbourhoods' 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 the light of the global climate crisis and the recent COVID-19 pandemic, the significant impacts on neighbourhoods and local town centres 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 Royston to Hogganfield Liveable Neighbourhood forms part of Tranche 2 of the Liveable Neighbourhoods Programme. The area includes the areas of Sighthill, Royston, Germiston, Molendinar and Hogganfield in the east of the city.

The purpose of this report is to study these neighbourhoods and outline the preliminary analyisis 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.   Liveable Neighbourhood Toolkit

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

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

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.

These 4 themes will underpin the analysis, community engagement and proposals for the liveable neighbourhood.

1.3.   Report structure

The report comprised 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
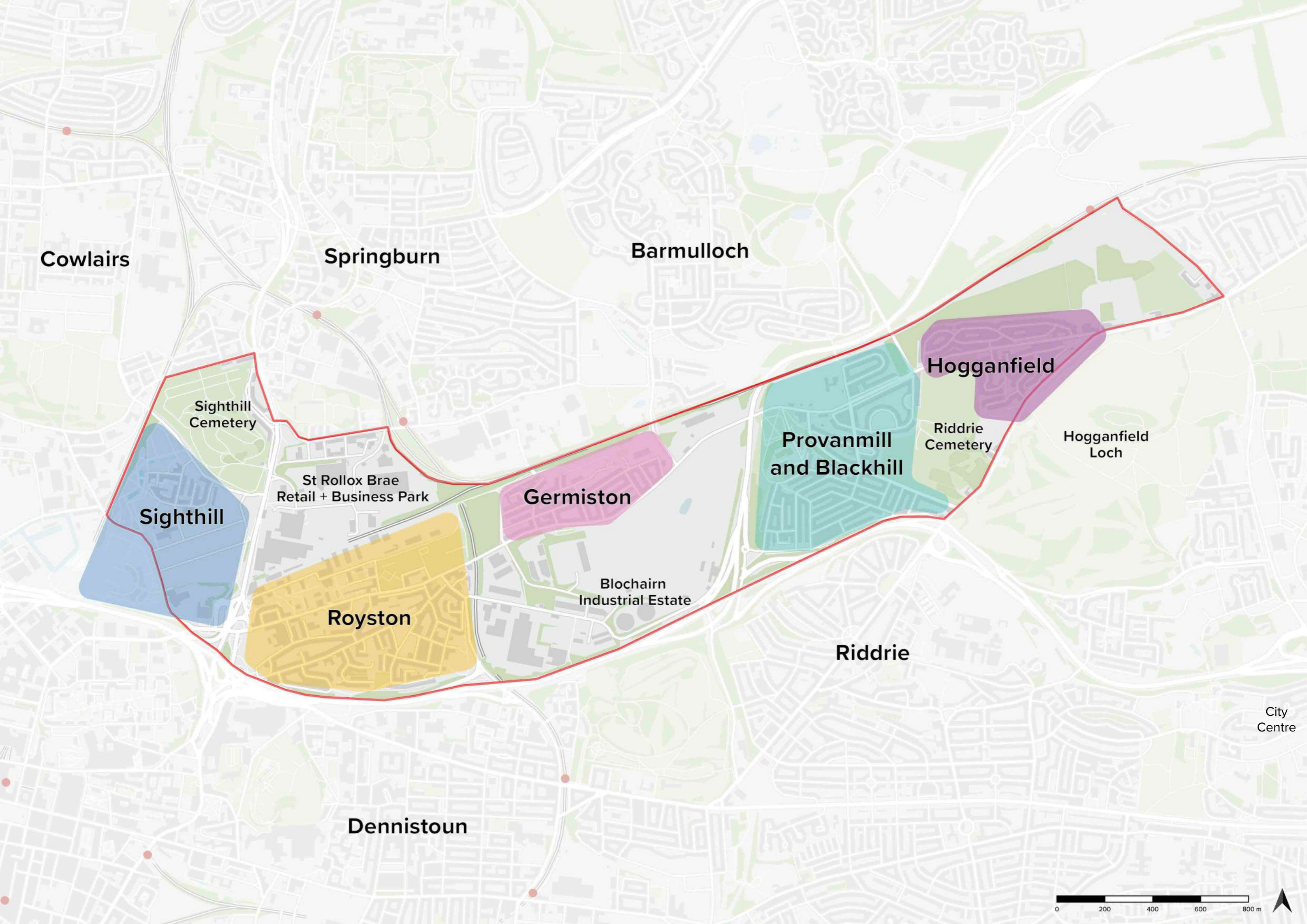
Cowlairs

Springburn

Barmulloch

Sighthill Cemetery

Hogganfield

Sighthill

St Rollox Brae Retail + Business Park

Riddrie Cemetery

Hogganfield Loch

Germiston

Provanmill and Blackhill

Royston

Blochairn Industrial Estate

Riddrie

Dennistoun

City Centre

0   200   400   600   800 m

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, of 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.

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

2 Planning and Strategic Context

2　Planning and Strategic Context

2.1.　National policy

National Planning Framework 4, 2023

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 supports the mass/rapid transit projects in Glasgow with aims to reduce transport emission at scale and private car use. The Strategic Transport Projects Review 2 (2022) builds on this to recommend improvements to Glasgow's transport network, supporting placemaking and delivering improved transport equity across the most densely populated parts of Scotland, improving access to employment and supporting sustainable investment in the longer term.

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.

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

A Local Living Framework has been developed by the Scottish Government to support the application of NPF4 policy, and the broad consideration of daily needs within communities. This framework intended to provide a consistent structure in considering key characteristics of local living and 20-minute neighbourhoods in development planning, decision-making, and in design proposals. This guidance sets out the benefits and 20-minute neighbourhoods, key considerations of local living and 20 minute neighbourhoods, and ways to support the delivery.

The Local Living Framework sets out 14 key themes, derived from Place Standard tool. These themes are grouped into 5 overarching categories which are; Movement, Space, Resources, Civic and Stewardship. These are key categories that should be considered for local living.

As local living is a place-based approached that requires full understanding of the context, opportunities, and issues in a place, delivering a structured approach to local living is needed and 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

Understand Context
Understanding the context of the place.

Repeat process for incremental change

Implement and review
aligning investment, developing delivery capacity & supporting new ways of working.

Collaborate, plan, design
collaborative models of working to inform place-based planning & design
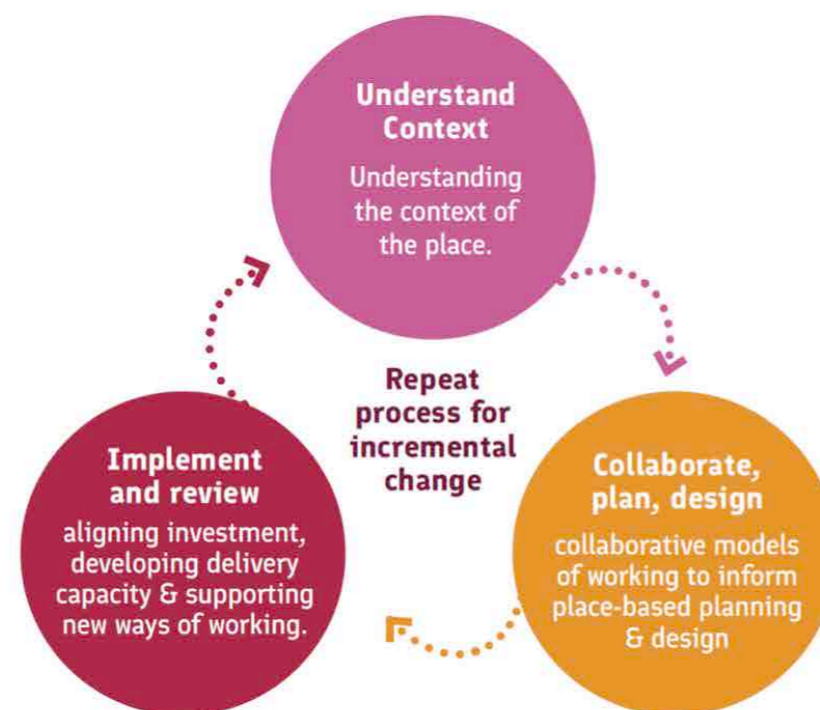
Strategic Transport Projects Review 2 (2022)

Strategic Transport Projects Review 2 (STPR2) 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. The objectives 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, it includes the enhancement in access to affordable public transport. This objective recommends a development of mass transit system where it can provide a transformational change in the service provision in Glasgow, Edinburgh & South East Scotland, and Aberdeen. The recommendation also on strategic routes and or corridors where bus and rail provide the most effective service.

The document also highlighted the proposed transformation of Glasgow's transport system, which would provide stronger connectivity in the Glasgow city region. Providing a mass transit system across the region would improve region-wide connectivity and encourage more use of sustainable travel options. This could include the development of a Clyde Metro system along with active travel and existing transport network improvements; to encourage lower car use, particularly for short trips and provide a reliable and convenient transport network for communiities.

2.2.   Local policy

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

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 the following vision *"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: 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: 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.

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.

Glasgow City Council City Development Plan 2

The City Development Plan 2 will replace the current City Development Plan (2017) and will form the Local Development Plan (LDP) for Glasgow. The Plan is currently in the very early stages of development.

As an LDP, the City Development Plan 2 should consider the ambitions and outcomes for an area, looking 20 years ahead, and provide a clear and compelling story about the future of the places within the LDP area. LDPs should provide a clear vision and Spatial Strategy reflected more in a collection of maps, site briefs and masterplans than in written text and policy. An 'infrastructure first' approach should be taken. This differs to previous planning policies, which may be less spatially focussed.

Innovative approaches to engagement, for example community-led design or the Place Standard Tool should be used to stimulate early engagement and inform the LDPs outcomes.

Clyde Metro

The Clyde Metro is Recommendation 11 of the STPR2 (Jan 2023). 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 a once in a generation Clyde Metro Programme, our vision is to capture the environmental, sustainable and economic benefits greater social inclusion, health and equality that a truly integrated transport infrastructure programme and solution can bring.

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. Clyde Metro 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.

North Glasgow (focus on Royston and Germiston)

The North Glasgow Strategic Development Framework sets out a vision for North Glasgow, focussing on creating a healthy, high quality and sustainable place in which to live in, work and visit. It includes a Spatial Design Strategy that lists a series of principles and an action plan.

The below figures outline the spatial issues and illustrate the target areas for improving active travel, public transport, improving the green network and also general improvements for connectivity.

Fig. 2.2— ISSUE 2: PUBLIC TRANSPORT
SG11 PUBLIC TRANSPORT ACCESSIBILITY MAP - EXTRACT SHOWING THE NORTH OF THE CITY
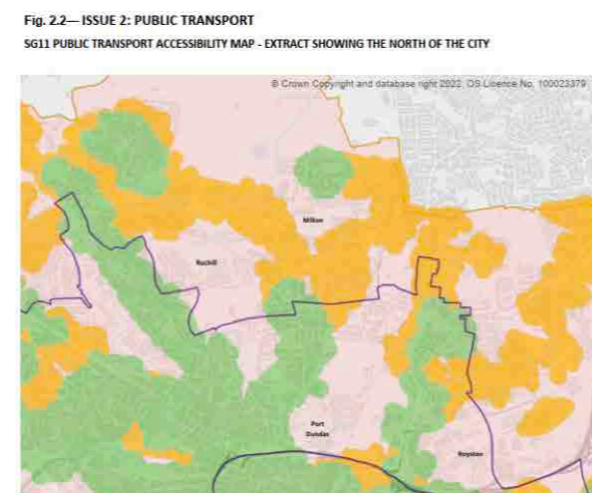
The figure highlights that Royston currently has below base public transport accessibility.

Several key projects and strategies are set out in the North Glasgow DRF relating to the liveable neighbourhood area. These include:

• Improved public transport connectivity;
• Introduction of a new connection between Royston and St Rollox (pedestrian bridge);
• Creation of new green corridors alongside the M8 and Viewpark Avenue;
• Protection and enhancement of Glenconner Park;

• Improved open space accessibility in Sighthill and Germiston;
• Active travel improvements on Springburn Road and Royston Road;
• Improvements to Royston to upgrade from a 'local retail area' to a local town centre';
• The Clyde Metro project, which will improve the public transport offer and accessibility by providing new routes and services.

These can help to provide a high level strategic overview of ambitions for the area at a city planning scale.

Fig. 4.d.4— GREEN NETWORK DIAGRAM
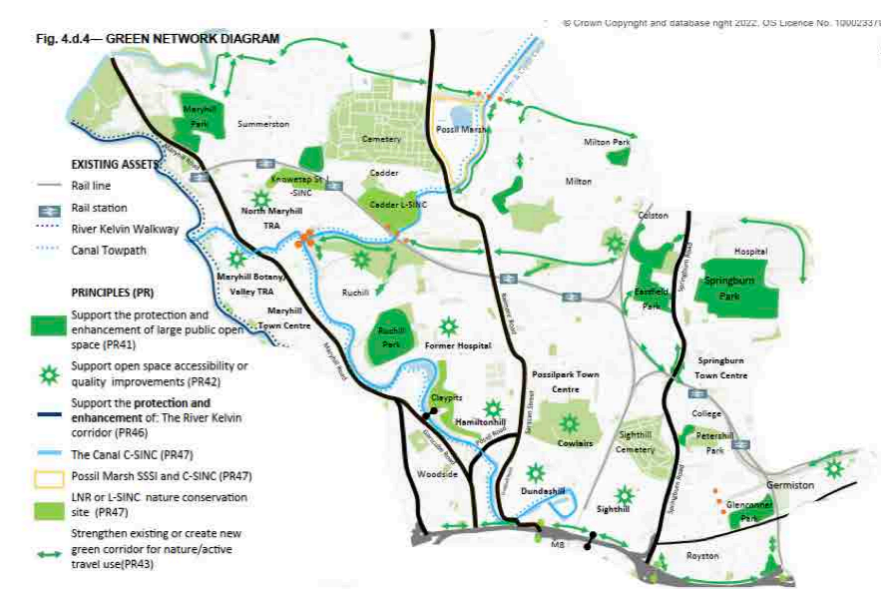
Active Travel Strategy 2022-2027 (2022)

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.

Feminist planning and urban design

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 fullfillment.

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.
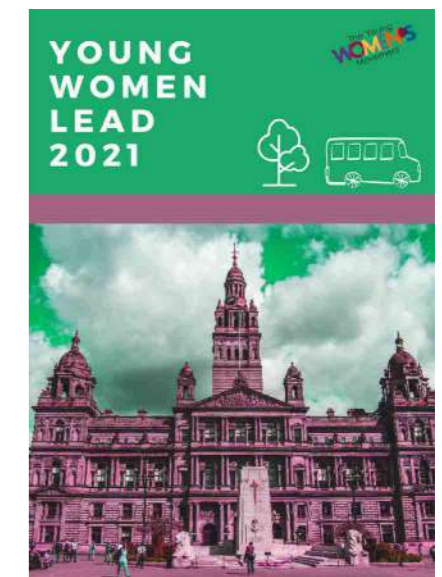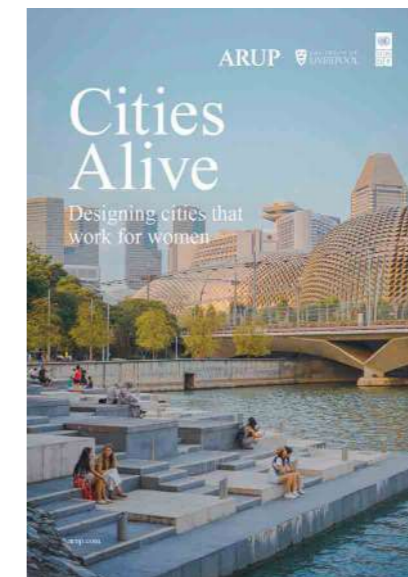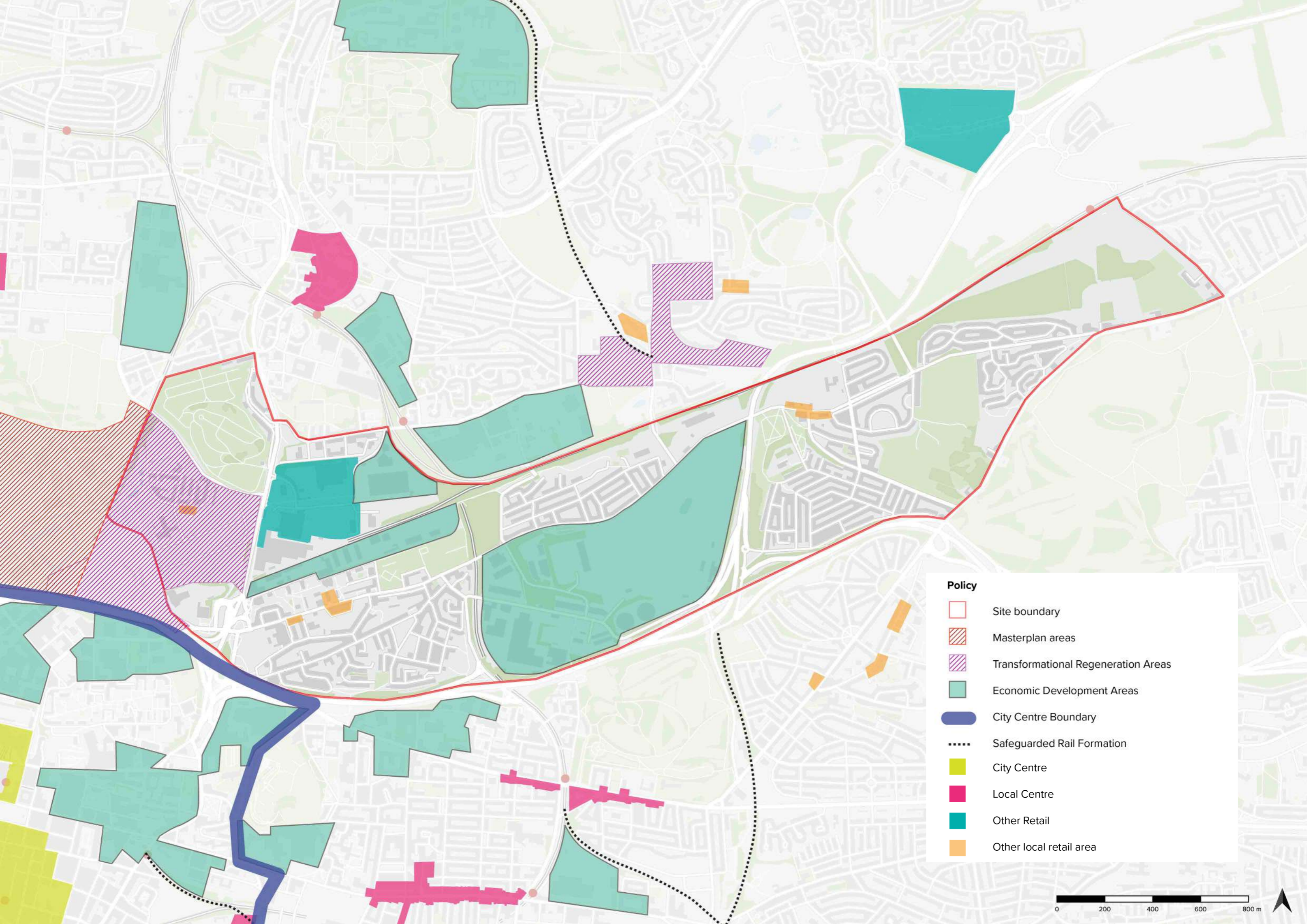
Policy

- ☐ Site boundary
- ▨ Masterplan areas
- ▨ Transformational Regeneration Areas
- ▨ Economic Development Areas
- ▬ City Centre Boundary
- ⋯ Safeguarded Rail Formation
- ▨ City Centre
- ▨ Local Centre
- ▨ Other Retail
- ▨ Other local retail area

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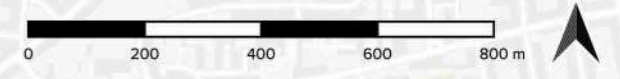
2.3.   Local development context

Key planning applications

Site No.	Development type	Planning reference	Status	Application received	Description
1	Residential	13/01625/DC	Under construction	05/07/2013	Sighthill TRA Masterplan including demolishing works, erection of residential development with associated local retail, multi-faith centre, hotel and student accommodation, a campus school with synthetic pitches, bridge over motorway, a new road bridge over railway line, infrastructure, site remediation and site preparation works (Environmental Impact Assessment) potentially contrary to DEV11 Greenspace development policy principle of Glasgow City Plan 2.
2	Residential	21/02141/FUL	Pending decision	24/07/2021	Erection of residential development (136 units), includes access, roads, car parking, landscaping, amenity space, SUDS drainage and associated works
3	Prison	19/03888/PPP	Granted	23/12/2019	Erection of prison (Class 8a) and associated works (Environmental Impact Assessment).
4	Residential	20/00532/FUL	Granted	28/02/2020	Erection of residential development (18 units), includes access, car parking, landscaping, SUDs basin and associated works
5	Commercial	21/01254/FUL	Granted	26/04/2021	Erection of first floor extension to public house and erection of 3 shop units (Class 1) to side.
6	Retail	22/00585/FUL	Granted	17/03/2022	Erection of six retail units and associated works
7	Residential	20/02556/MSC	Granted	23/10/2020	Erection of residential development, formation of access, suds infrastructure and associated landscaping: Approval of matters specified in conditions 01.a to 01.o of Planning Permission in Principle 19/00078/PPP for the erection of residential development (47 units)
8	Residential + nature conservation park	16/02723/DC	Granted	15/11/2016	Erection of residential development including formation of road junction and creation of nature conservation park:
9	Residential	10/01286/DC	Granted	27/05/2010	Residential development (up to 1600 houses) with associated vehicular access, roads and underpass, rail halt with park and ride, retail, healthcare and community facilities, hotel, primary school, indoor and outdoor sports facilities, attenuation features, open space and landscaping.
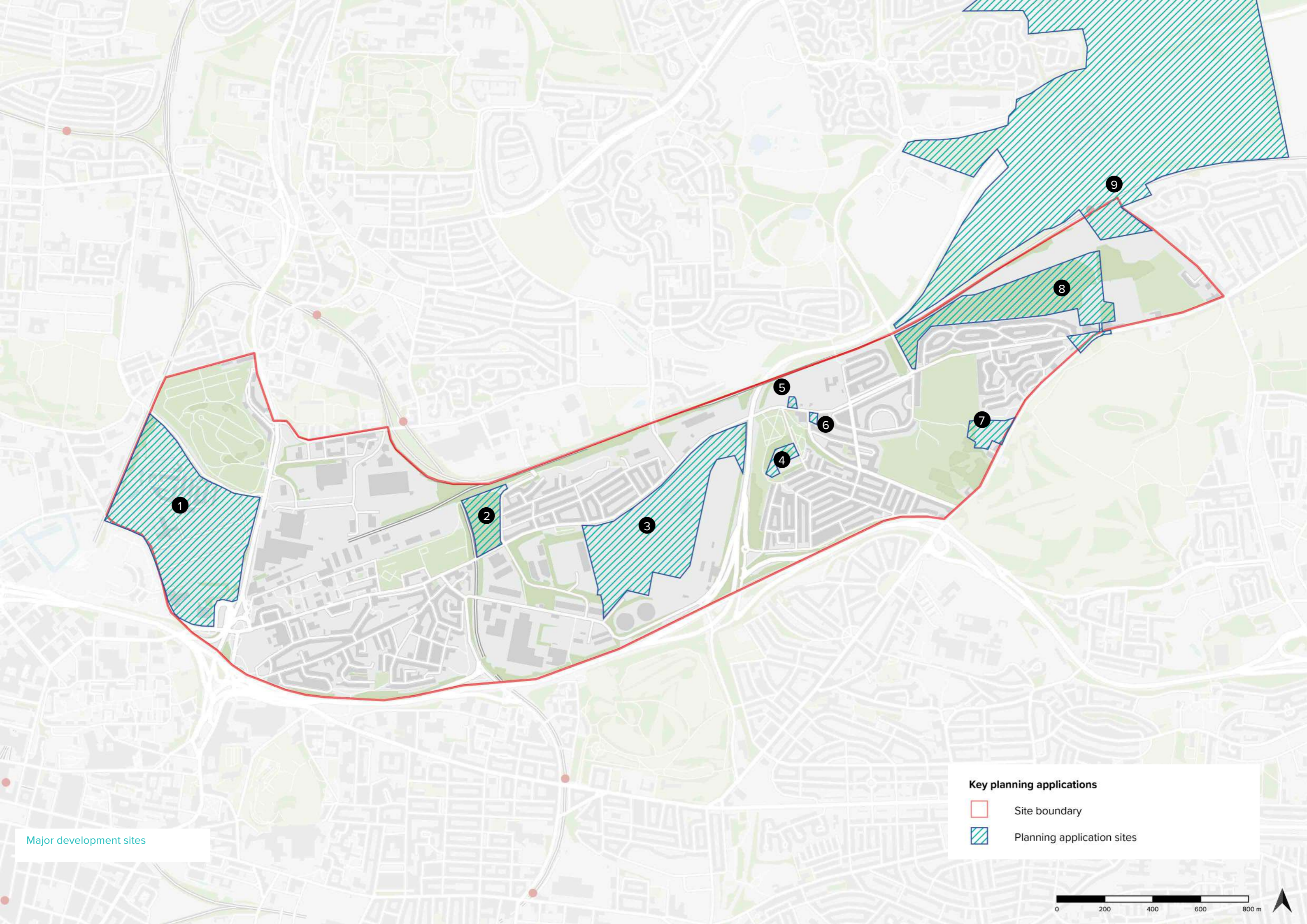
Major development sites

Key planning applications

Site boundary

Planning application sites
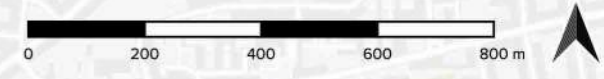
Vacant land and development opportunities

The study area suffers from large areas of unused space, which creates isolated 'islands' of residential development rather than connected and integrated urban communities. Unused grassed areas lack definition and function, and lead to lower overall density, limiting the provision of key services such as retail and public transport. Travel distances between destinations are also increased, discouraging people from walking in their local area.

Despite a lack of planning policy designation, several plots of land are subject to planning applications, mostly for residential development. These tend to fail to successfully integrate with surrounding residential areas and street networks or provide any discernible benefits for local communities such as enhanced services and new walking and cycling routes.

A key opportunity could include exploring how to make better use of these sites, tying in with the forthcoming Glasgow Local Plan and considering how they could contribute to creating Liveable Neighbourhoods that integrate with their surroundings and benefit local communities.

Land between Viewpark Avenue and Kintyre Street (Royston)

Vacant bowling green (Royston)
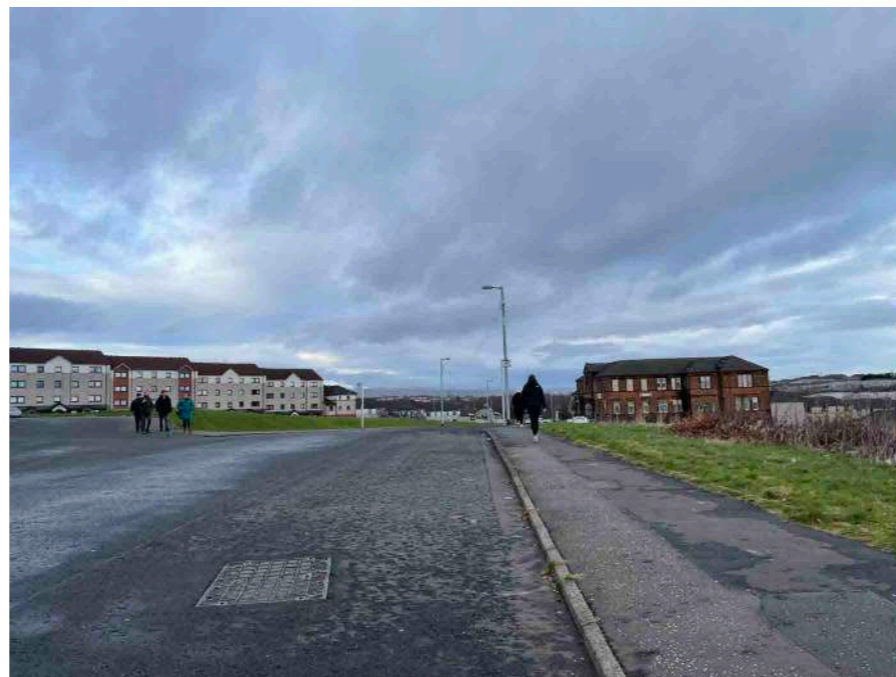
Land along Millburn Street (Royston)

Land west of Station Road (Hogganfield).

Vacant sites and buildings

☐ Site boundary

■ Vacant land

▨ Housing allocated sites

▨ Employment allocated sites

▨ Key vacant buildings

0   200   400   600   800 m

Existing/complementary projects

The following projects are currently live in the local area and provide opportunities to integrate, build-on or take consideration of ideas and proposals.

A803 Springburn Road Sustainable Travel Corridor

Improvements for sustainable travel, with a focus on bus services, along the A803 route corridor to create active travel links and a key 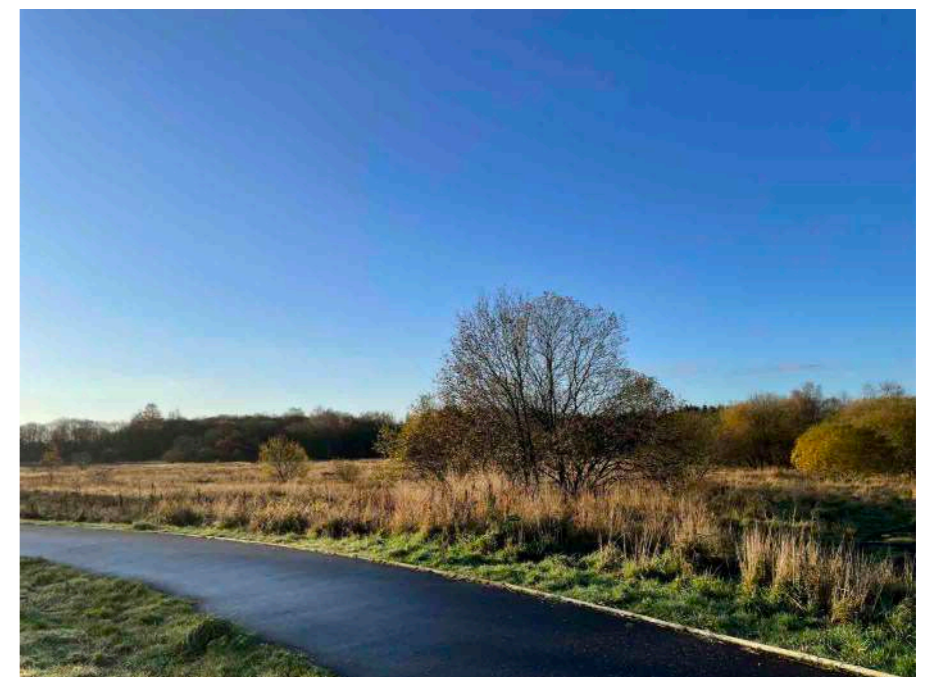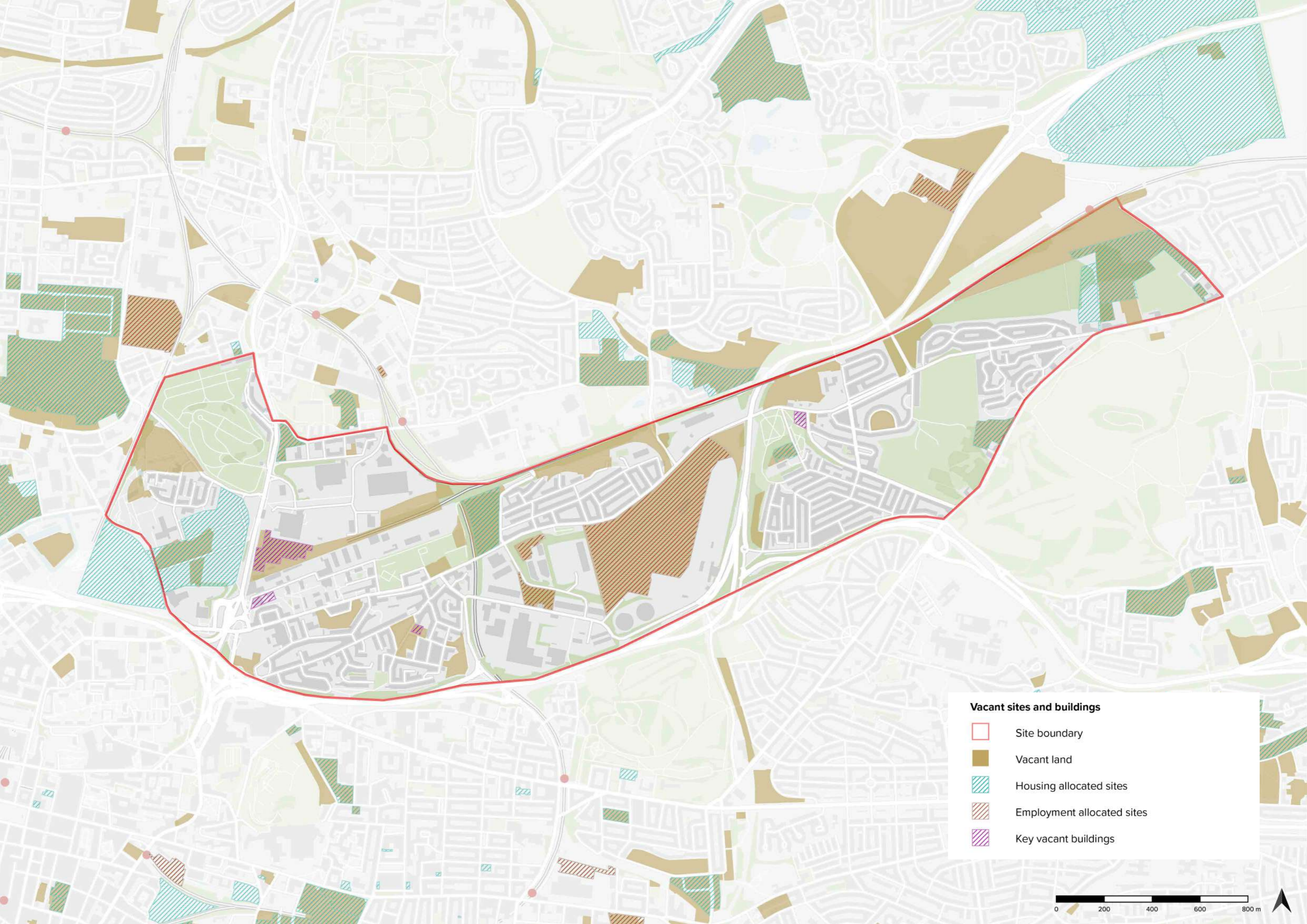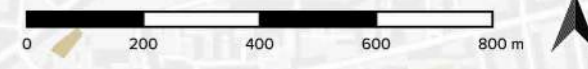bus route corridor between East Dunbartonshire and Glasgow City Centre, serving the north of Glasgow and a range of key retail, regeneration, health and education facilities. Specific focus will be given to:

- Improvements in journey time (including bus priority measures)
- Bus service reliability
- Quality of infrastructure
- Integration with active travel
- Accessibility
- Real-time information
- Demand management
- Supporting behaviour change and modal shift to public transport.

City Network

GCC is proposing to expand the city's cycle network and facilities as part of its Active Travel Strategy (2022-2031), creating the City Network for cycling. This network, along with the top and high priority cycle routes is shown on the following pages. Key routes for delivery in the liveable neighbourhood area are:

- Royston Road
- Viewpark Avenue/Alexandra Park Street
- Broomfield Road
- Robroyston Road
- Provanmill Road
- Langdale Street
- St Rollox Drive/Fountainwell Road

Flourishing Molendinar

The Flourishing Molendinar Project is a live project aimed at improving local streets and public spaces in Molendinar and encouraging local residents to walk and cycle more. Key projects include:

- Langdale Street modal filter and pocket park;
- Royston Road improvements including carriageway narrowing, cycle track introduction and trees and planting;
- Improvements to walking and cycle infrastructure (including segregated cycle tracks and new crossing points) at the Cumbernauld Road/Provanmill Road/M8 slip road junction;
- Improve side road junctions;
- Upgrade existing temporary/light segregated cycle tracks;
- Introduce planting and greenery within streets;
- Improve bus stops;
- Create pocket parks on unused verges.

Rosemount Development Trust and Royston Strategy Group

The Rosemount Development Trust have worked on several masterplanning, community engagement and public realm projects in the Royston area, producing the Royston Vision and Strategy (2015) which includes proposals and ideas regarding:

- Provanhill Street - development of site for residential, retail, community facility and public green space.
- Street improvements around St Roch's Primary School;
- Royston Square public realm improvements or redevelopment;
- Glenconner Park improvements
- Kyleforth redevelopment of 112-116 Royston Road (current local retail area)
- Improved connections across the M8 and through Junction 15;
- A new connection between Charles Street and St Rollox retail park.

Street Play Initiative

Glasgow City Council and Glasgow Life run the Street Play Initiative, which enables local communities to close residential streets to traffic temporarily, enabling children to play out in local streets and community events to take place.

Next Bike

Glasgow's Next Bike scheme offers docked bike share facilities in many areas of the city, though currently no infrastructure is present in the liveable neighbourhood area.
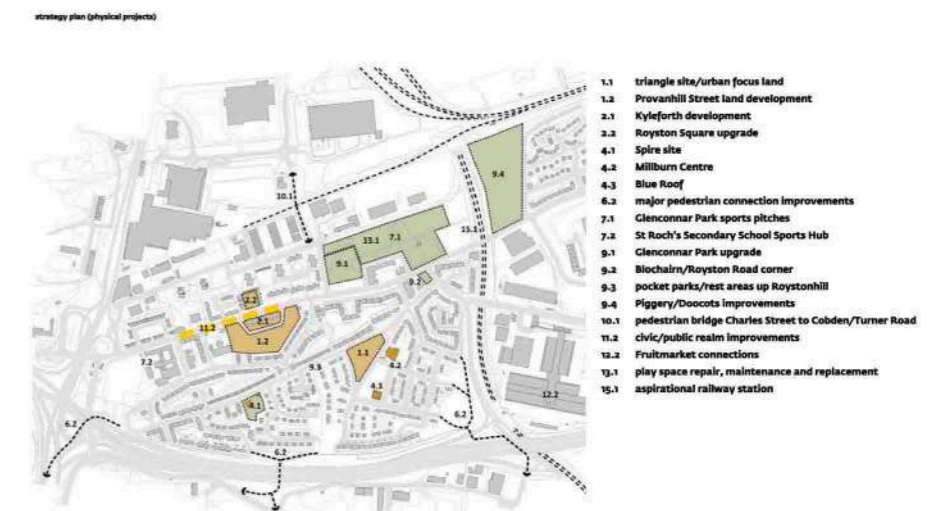
Extract from the Royston Vision and Strategy (2015), Royston Strategy Group/Rosemount Development Trust

3   Area Context

3   Area Context

3.1.   Demographic profiles

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

The data provided may be misleading in some cases due to large vacant sites (such as at Germiston). The Sighthill development post-dates the 2011 Census and is still under construction. As such, analysis of this area has been omitted.

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:

- Royston

- Germiston

- Molendinar and Blackhill

- Hogganfield

Population

Royston

Royston lies towards the west of the study area, and is characterised by:

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

Germiston

This area shares similar characteristics of lower levels of affluence and high 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.
- Lower 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.

Provanmill and Blackhill

Provanmill and Blackhill experience slight improvements in health and deprivation when compared with Royston, however significant pockets of these issues are still present.

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

Hogganfield

Hogganfield performs the best against these indicators, with:

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

Note: Some data shown on the demographic maps may be misleading due to some areas having a small resident population.

Deprivation (Scottish Index of Multiple Deprivation 2020)
- 1 - Highest level of deprivation
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 - Lowest level of deprivation

Liveable Neighbourhood boundary

Long-term health problem or disability (% of population - Census 2011)
- 0 - 3
- 3 - 5
- 5 - 7
- 7 - 9
- 9 - 11
- 11 - 13
- 13 - 15
- 15 - 18
- 18 - 23
- 23 - 66

Liveable Neighbourhood boundary

Unemployment - Never Worked and Long-Term (% people aged 16 to 74 - Census 2011)
- 0 - 0
- 0 - 0.69
- 0.69 - 1.22
- 1.22 - 1.75
- 1.75 - 2.41
- 2.41 - 3.19
- 3.19 - 4.22
- 4.22 - 5.63
- 5.63 - 8.06
- 8.06 - 29.41

Liveable Neighbourhood boundary

Occupation - Higher Managerial, Lower Managerial and Professional Occupation (% of population 16 to 74 - Census 2011)
- 0 - 7
- 7 - 10
- 10 - 13
- 13 - 15
- 15 - 18
- 18 - 21
- 21 - 24
- 24 - 28
- 28 - 32
- 32 - 58

Liveable Neighbourhood boundary

Living conditions

Royston

Royston lies towards the west of the study area, and is characterised by:

- High levels of socially rented property;
- Mix of larger and smaller sized households indicating both families and single people;
- High density of households;
- Higher levels of overcrowding.

Germiston

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

- Mid to high levels of socially rented property;
- Mix of larger and smaller sized households indicating both families and single people, with slightly higher levels of larger households than Royston;
- High density of households;
- Higher levels of overcrowding.

Provanmill and Blackhill

Provanmill and Blackhill experience slight improvements in health and deprivation when compared with Royston, however significant pockets of these issues are still present.
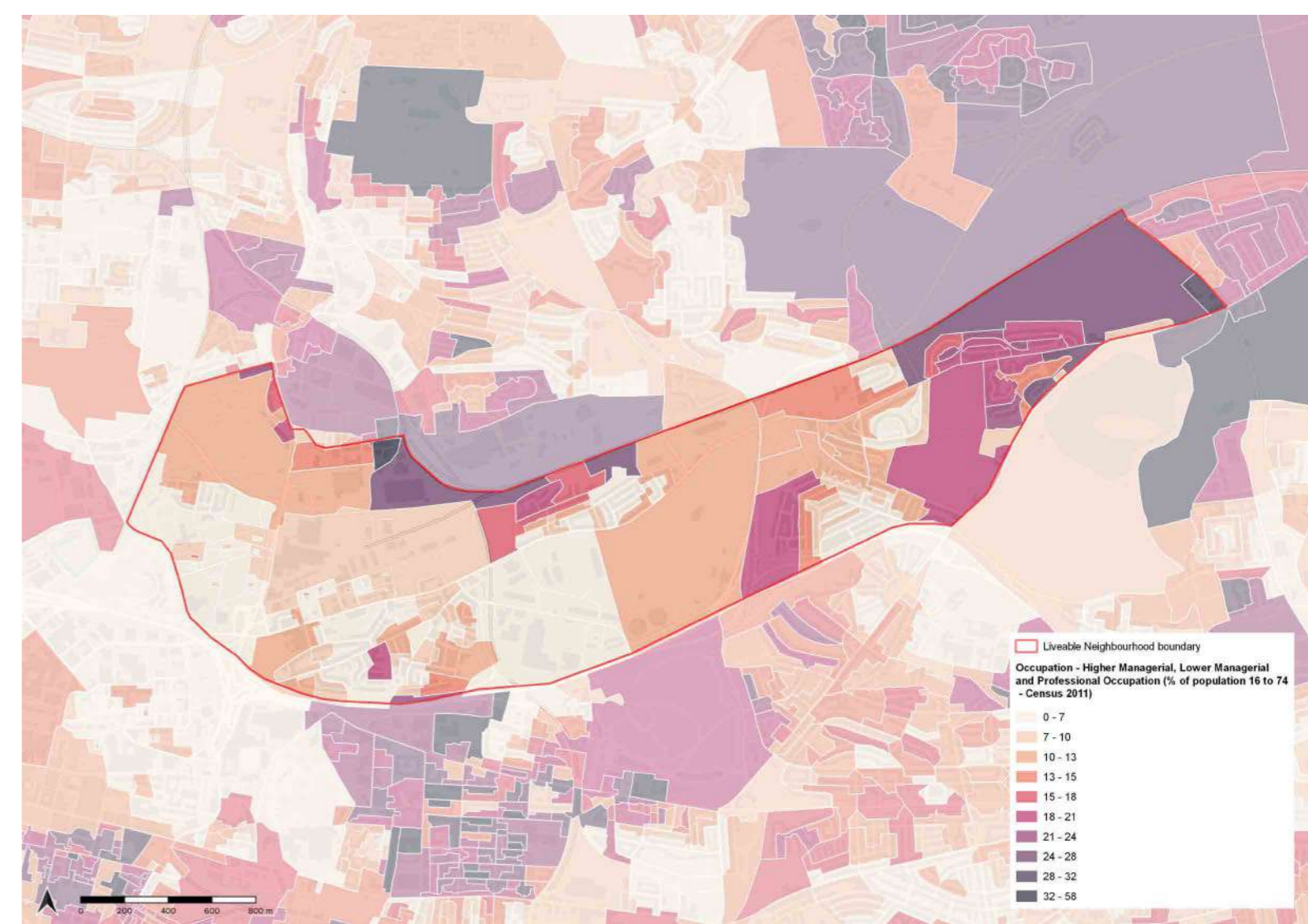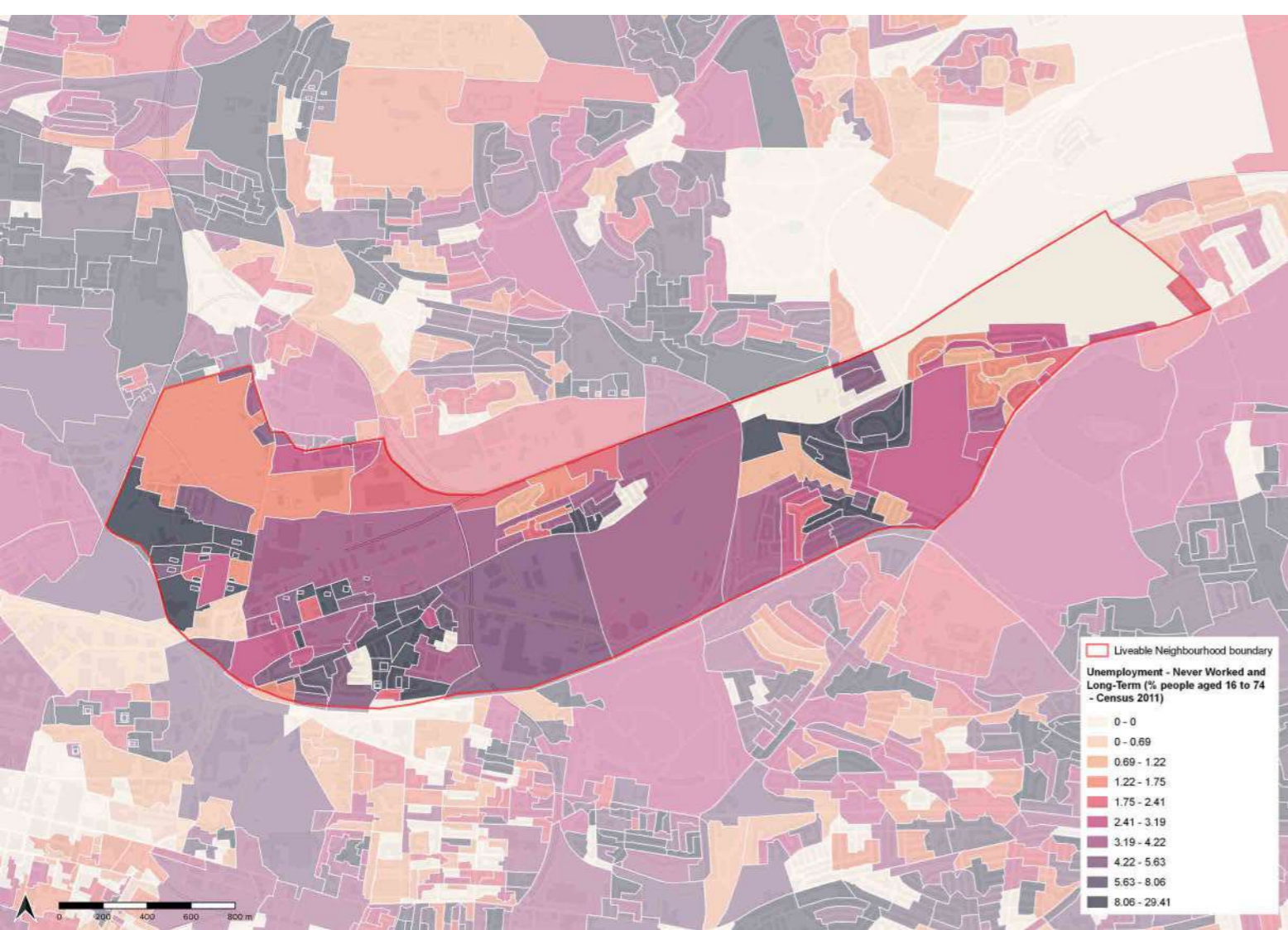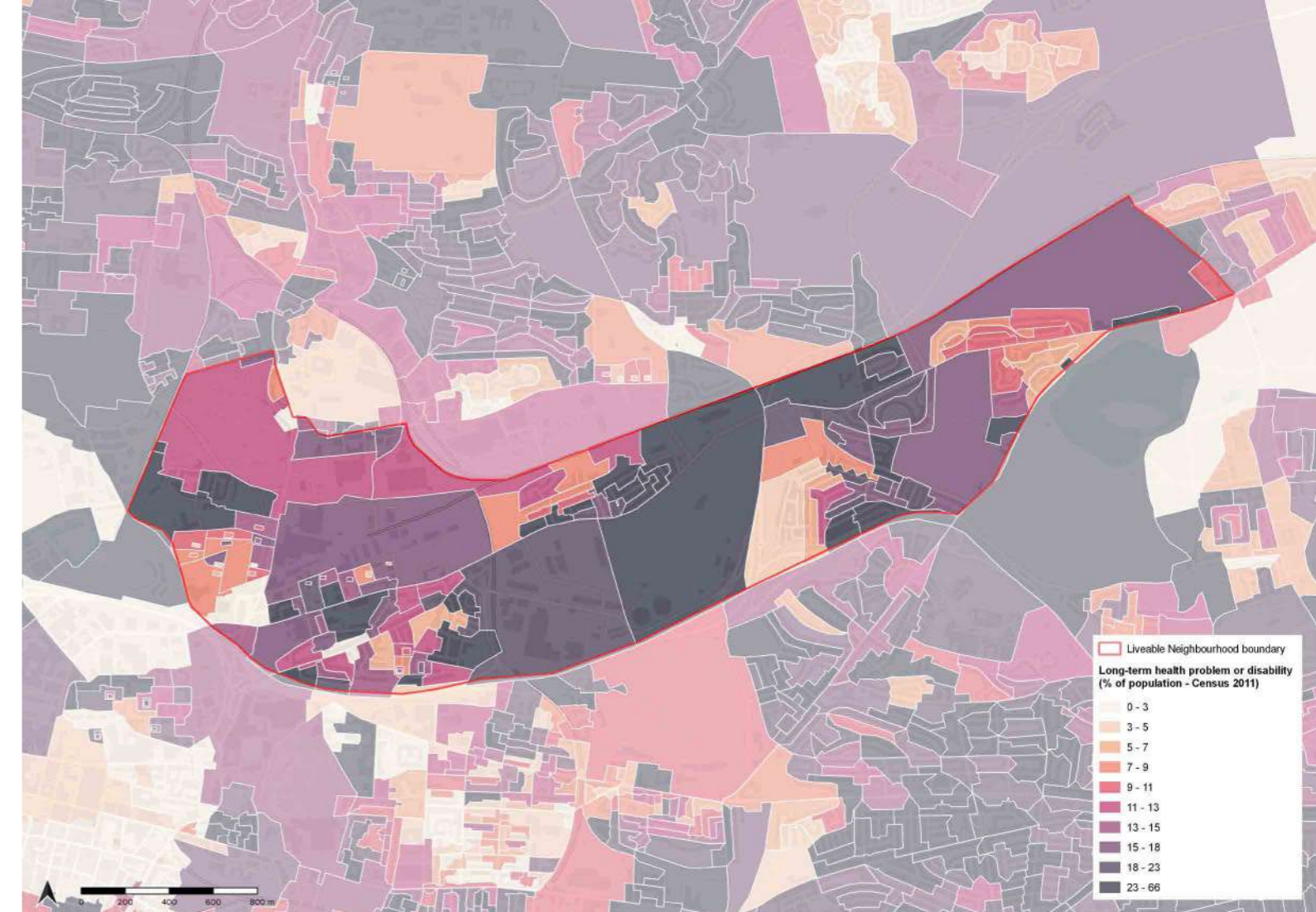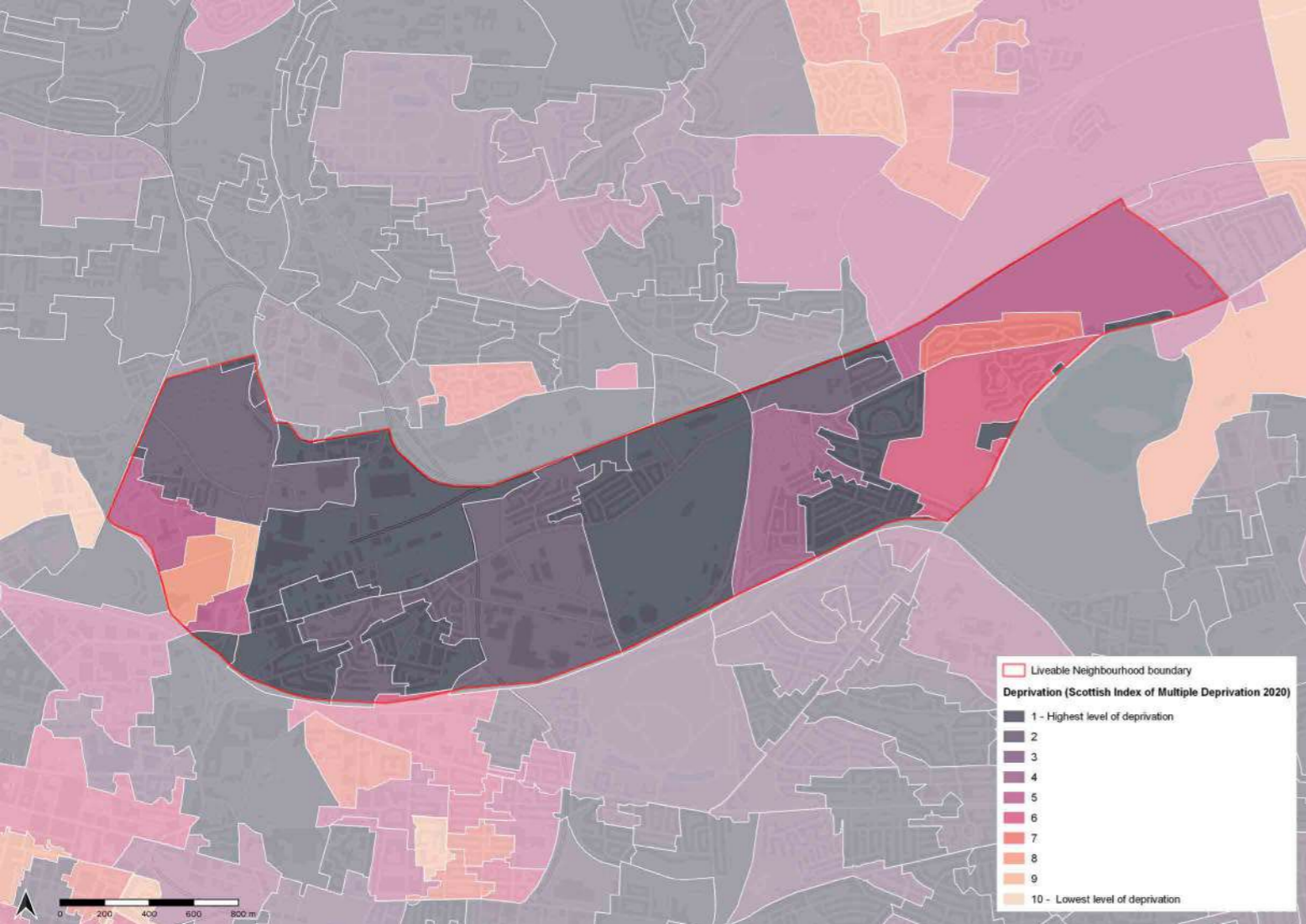
- Mid to high levels of socially rented property;
- Larger household sizes indicating a large presence of families in the area;
- Medium density of households;
- Higher levels of overcrowding.

Hogganfield

Hogganfield differs to the other areas:

- No socially rented property;
- Larger household sizes indicating a large presence of families in the area;
- Medium density of households;
- Medium levels of overcrowding.

Overall, the data indicates significant issues with housing and overcrowding in particular, with these issues worsening towards the west, and improving in Hogganfield. Densities tend to increase the further towards the city, however, access to shops and services may be impacted by lower densities in the east.

Tenure - Council Rent or Other Social Rent (% of households - Census 2011)

Liveable Neighbourhood boundary

- 0 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- 50 - 60
- 60 - 70
- 70 - 80
- 80 - 90
- 90 - 100

Household Size (Average people per household - Census 2011)

Liveable Neighbourhood boundary

- 1 - 1.6
- 1.6 - 1.7
- 1.7 - 1.9
- 1.9 - 2.1
- 2.1 - 2.2
- 2.2 - 2.3
- 2.3 - 2.4
- 2.4 - 2.6
- 2.6 - 2.8
- 2.8 - 4.4

Housing Density (Households per hectare - Census 2011)

Liveable Neighbourhood boundary

- 0 - 8
- 8 - 14
- 14 - 19
- 19 - 23
- 23 - 27
- 27 - 31
- 31 - 37
- 37 - 60
- 60 - 100
- 100 - 200
- 200 - 2000

Household overcrowding (% people living in overcrowded households - SIMD 2020)

Liveable Neighbourhood boundary

- 0 - 3
- 3 - 4
- 4 - 6
- 6 - 7
- 7 - 9
- 9 - 11
- 11 - 14
- 14 - 17
- 17 - 22
- 22 - 58

Travel behaviour

Royston

Royston lies towards the west of the study area, and is characterised by:

• Most households do not have access to a car or van;
• Very low levels of travelling to work by car;
• Many people travel short distances (under 2km) to work.

Germiston

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

• The area is split between low car ownership levels, and areas where most people do have access to a car or van;
• Mid-levels of travelling to work by car;
• High levels of short travel distances to work.

Provanmill and Blackhill

Provanmill and Blackhill experience slight improvements in health and deprivation when compared with Royston, however significant pockets of these issues are still present.

• Most households do not have access to a car or van;
• A mix of high, medium and low levels of travelling to work by car;
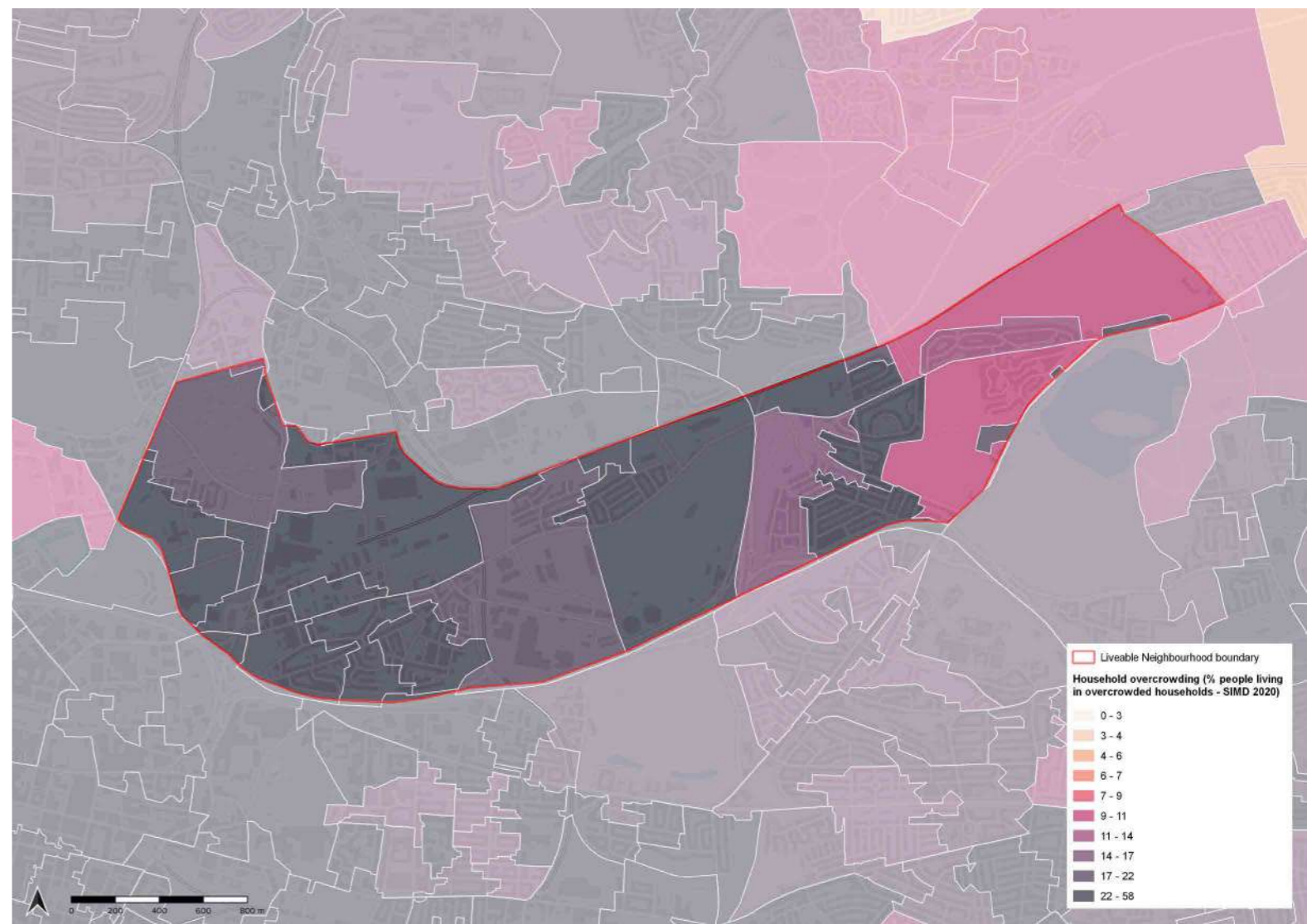• A nix of high, medium and low levels of short travel distances to work.

Hogganfield

Hogganfield differs to the other areas:

• The vast majority of households have access to a car or van;
• High levels of travelling to work by car;
• Generally longer traver distances to work.

Overall, the data indicates a changing pattern of transport between areas within the study area. Communities in Royston tend to have low access to private vehicles and as such are more reliant on public transport, walking and cycling. Residents in Hogganfield conversely are more car dependent. Germiston, Provanmill and Blackhill show a mixed picture, with pockets of alternative scenarios. This also indicates that public transport and walking and cycling routes could be more important for these communities.

The Clyde Metro scheme aims to improve access to public transport, particularly for communities with high levels of deprivation, and those underserved by existing public transport. This provides a key opportunity for improvements within the study area, over the longer term.

Liveable Neighbourhood boundary

No Access to a Car or Van
(% of households - Census 2011)
- 0 - 6
- 6 - 13
- 13 - 21
- 21 - 29
- 29 - 37
- 37 - 44
- 44 - 52
- 52 - 60
- 60 - 70
- 70 - 100

Liveable Neighbourhood boundary

Travel to Work by Car or Van
(% of population aged over 16
and employed - Census 2011)
- 0 - 29
- 29 - 37
- 37 - 43
- 43 - 48
- 48 - 53
- 53 - 57
- 57 - 62
- 62 - 66
- 66 - 71
- 71 - 100

Liveable Neighbourhood boundary

Distance Travelled to Work - Under 2km
(% people aged 16 to 74 in employment - Census 2011)
- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 7
- 7 - 10
- 10 - 12
- 12 - 15
- 15 - 18
- 18 - 24
- 24 - 89

Liveable Neighbourhood boundary

Distance Travelled to Work - Under 5km
(% people aged 16 to 74 in employment - Census 2011)
- 0 - 14
- 14 - 20
- 20 - 24
- 24 - 29
- 29 - 32
- 32 - 36
- 36 - 41
- 41 - 47
- 47 - 54
- 54 - 100

3.2. Area history

The Molendinar Burn runs through the area, and plays a key role in the origins of the city of Glasgow The burn is a tributary of the River Clyde, and the original settlement built on it - Mellingdenor - was the settlement from which Glasgow grew from. The orginal settlement name has close relations with the place name 'Molendinar' which we use today. Many parts of the burn are now culverted and tunnel under the city, however parts of the burn remain open and visible today, particularly in Riddrie Park, Molendinar.

A key development in Glasgow was the construction of the Monkland Canal, which opened in 1775, providing links with the Forth Canal and Clyde Canal. This canal opened up many opportunities for new industries. The Glasgow-Gamkirk railway line opened in 1831 and was one of the first railway lines to open in Scotland.

The inner area (Sighthill, Royston and Germiston) was characterised by a series of industries over the years. The Glasgow Malleable Iron Works was situated on the site of St Roch's Secondary School. The St Rollox Chemical Works, built on the north bank of the Monkland Canal, by the Tennant family in 1800, was the largest facility of its kind in Europe. The Caledonian pottery was another key industry name in the local area. Other industries included flax and cotton mills.

The area has undergone significant change over the years, following industrial decline and slum clearance programmes from 1933. Although much industrial heritage has been lost, remnants such as the two Provan Gas Works gasholders are still present, as are clues to the former canal (e.g. the retained canal bridge hidden within Junction 15).

The M8 motorway was built between 1968-75 and involved building over the Monkland Canal. The M80 motorway, or Stepps Bypass, opened in 1992, and involved the demoltion of the 1930s Blackhill Estate.

Two cemeteries are present in the area - Riddrie Cemetery in Molendinar and Sighthill Cemetery. Sighthill Cemetery, dating back to around 1840, was created on land part of Fountainwell Farm.

The area was formerly dominated by railway infrastructure and works, some of which is still present. Garngad Train Station existed until its closure in 1910, though the railway line is still active.

The area we know today as Royston was previously a much larger area known as Garngad. The name 'Garngad' is said to derive from the Gaelic word 'Garn' meaning rough ground; and the Gad Burn, which fed into the Molendinar Burn. The area today is known as Royston, and was rebranded in 1942 to change perceptions of the area following a period of 'slum' clearance which took place from 1933. Residents of Garngad were rehoused in nearby Blackhill.

The names 'St Roch' and 'St Rollox' have been associated with the area for over 500 years. St Roch from Montpelliier, France, was said to have cured many plague patients and, upon learning this, some towns chose to build churches in his name to help stave off the disease. The name 'St Rollox' evolved from 'St Roch's Loch' and is still present in the area today - such as St Rollox Brae and St Rollox retail and business park.

Germiston housing today was built in the 1930s, 60s and more recently. Forge Street, named after an old forge on Darnick Street, still runs through the neighbourhood today, however would have been lined with tenement housing when built in the 1860s. Germiston House was owned by the Dinwiddle Family however was demolished in 1913.

LON. 4°15'W   4°14'   4°13'   4°12'   LON. 4°11'W

BAR

O N Y

PARTICK DIVISION

POSSIL PARK

COLLEGE DIVISION

Saracen Foundry

Clydesdale Iron Works

Argyle Oil Mills & Chemical Works

Keppoch Iron Works

Possil Iron Works

Cowlairs Works (North British Railway)

SPRINGBURN

Atlas Works (Engineering)

Barony Poorhouse

SPRINGBURN PARK

Model Yacht Pond

Reservoirs

Balornock House

High Balornock

Robroyston Coal Pit

Westmuir

Little Drumbottie

Belmont

New Mossend

Flagstaff

HAMILTON HILL BRANCH

Rifle Range

Targets

Flagstaff

1000 Yards

Provanmill

Provanmill Distillery

Blackhill

Smithy Croft

MONKLAND CANAL

Locks

GLASGOW LINES

Blochairn Junction

Blackhill Cottage

Red House

HER MAJESTY'S PRISON (Barlinnie)

Bishop Loch

C I T Y

PORT DUNDAS

FORTH & CLYDE CANAL

St. Rollox Depot

St. Rollox Works

 St. Rollox Basin

Fever Hospital

Blochairn Works

Corporation Cleansing Department

GLASGOW, GARNKIRK & COATBRIDGE BRANCH

Germiston Junction

Gartloch Station

Golf Course

SIGHTHILL CEMETERY

Craighall Station (Goods & Mineral)

E.B.R. GLASGOW

Sighthill

Petershill

Trinity Church

LON. 4°15'W   COUNTY OF THE CITY OF GLASGOW   GLASGOW PARLY. BURGH   ST. ROLLOX DIVISION   ALEXANDRA PARK   4°12'   LON. 4°11'W

Surveyed in 1857. Revised in 1892-94.

CHARACTERISTICS AND SYMBOLS.

County Boundary	Antiquities, Site of
Parish Boundary	Arrow, showing direction of flow of water
Contours { Instrumental ——200——	Trigonometrical Station
Sketched ——225——	For other information see Characteristic Sheet.

Price 1s.

Scale—Six Inches to One Statute Mile or 88·8 Feet to One Inch

10 Chains
40 Perches
1000 Feet
1 Furlong
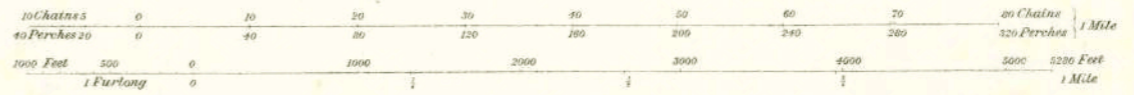
Heliozincographed from the Plans and Published at the Ordnance Survey Office, Southampton.

N.B.—The representation on this map of a Road, Track, or Footpath, is no evidence of the existence of a right of way.

The Altitudes are given in Feet above the assumed Mean Level of the Sea at Liverpool, which is 0·650 of a Foot below the general Mean Level of the Sea.

Altitudes indicated thus (+ B.M. 547) refer to Bench Marks on Buildings, Walls, &c., those marked thus (·) preceded or followed by the height, to surface levels.

SHEET VI.

N.W.	N.E.
S.W.	S.E.
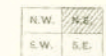
3.3. Area character

Landmarks, nodes, vistas, severance

The M8 Junction 15 forms a major node in the area, though is dominated by vehicles and is an unpleasant area for pedestrians and cyclists. The M8 forms a major physical and psychological divide and boundary to the southern edge of the liveable neighbourhood area. The M80 similarly cuts through north-south. Springburn Road also forms a key boundary and dividing feature in the area.

In terms of built form, the varied topography often amplifies the impact of landmarks. The Grade A listed Royston Spire is a preserved historic and highly visible feature amplified by its hilltop position in Royston. The five Charles Street tower blocks are of poor architectural merit, however are visible from afar due to their height and hilltop position in Royston.

The Grade B listed Provan Gas Holders are a distinctive and highly visible feature in the city, as well as the study area. Although views of these, particularly from streets within Germiston are impressive, their position within the area makes them largely inaccessible, only ever viewed from a distance.

The area is also characterised by a several large green spaces including Sighthill Cemetery to the west, Riddrie Cemetery further east and Hogganfield Loch, which sits outside, but adjacent to the eastern boundary of the area.

Built form

The area varies in built form between neighbourhoods. Sighthill is under development and includes a mix of 2 storey terraced houses and mid-rise apartments.

Royston includes a mix of 1 and 2 storey houses, and mid-rise mid-century tenemant flats. There are five 1960s tower blocks on Charles Street that are visible from many surrounding areas. The area contained several historic buildings of note, including the Grade A listed Royston Spire 1865-6, Royston Primary School and the former St Rollox Railway Works.

Germiston includes a mix of recent suburban style semi-detached two-storey houses with private driveways and sometimes garages. The older 1930s area of Germiston is made up of 3 storey tenement flats and 2 storey semi-detached maisonettes.

Molendinar largely consists of 2 storey semi-detached maisonettes. There is a lack of interesting built form features and architectural variety in the area.

Hogganfield was constructued more recently, and consists of bungalows and two-storey suburban style housing with private driveways. The area lacks any architectural variety or features of note.

Topography

Royston Road and Springburn Road run along natural valleys within the area, with areas such as Sighthill, Roystonhill and Blackhill, as their names suggest, rising in the landscape.

Topography in some areas is problematic, particularly on Roystonhill, which provides a key local route into the city centre, where topography is steep. The land behind Provanhill Street similarly rises steeply from Royston Road, posing a challenge for any development, and access routes. There are also key public spaces such as Royston Square (local retail area) where access from the street is via ramps and steps, presenting access challenges and deterring use and passing trade for businesses.

The Royston Spire (Royston)
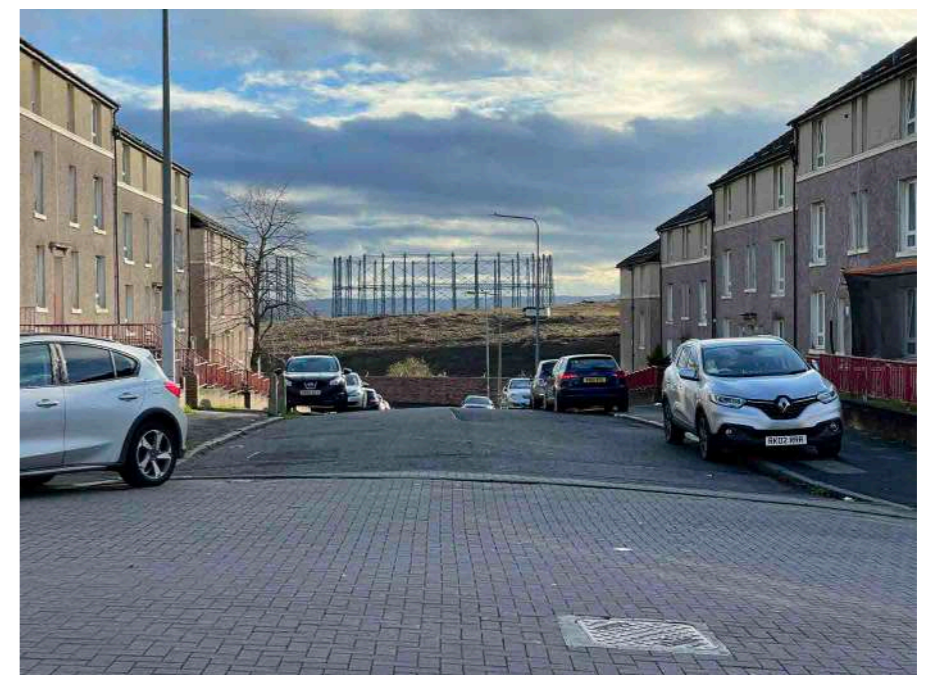
Provan Gas Works gasholders (from Germiston)
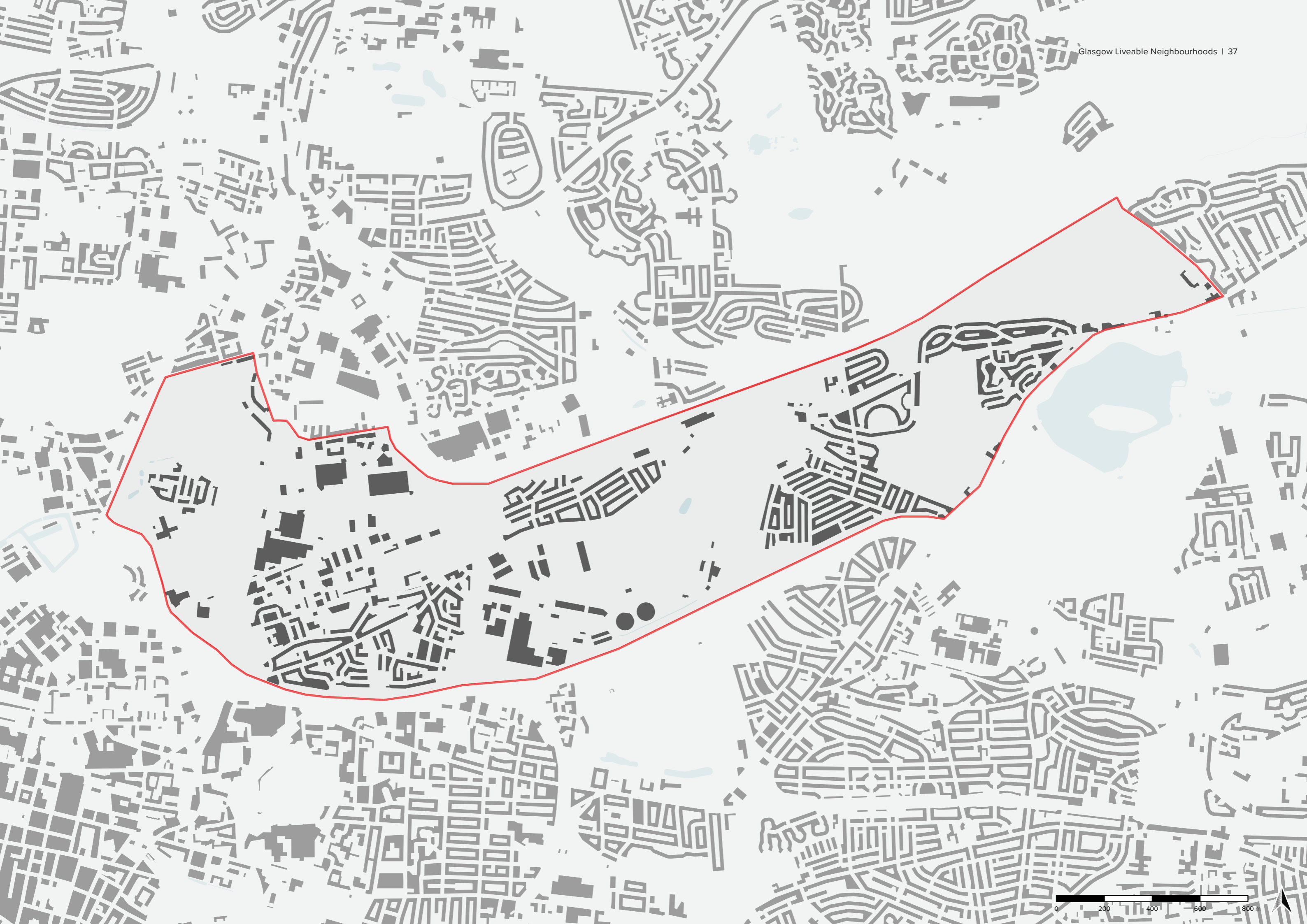
3.4.   Land uses

The area is mainly residential, with very distinct pockets of residential housing that create sub-neighbourhoods within the area. These include Sighthill, Royston, Germiston, Molendinar and Hogganfield.

There are also large industrial and commercial areas within and surrounding the liveable neighbourhood. These include Charles Street Industrial Estate, Blochairn Industrial Estate, Darnick Street industrial area and the Glasgow Mail Centre.

St Rollox retail park is a major retail use in the area, with several national and multi-national chains however other retail areas are much smaller and local in scale.

Several schools are also present in the area, including St Roch's Secondary School and 5 other primary schools.

Large areas of the study area are in the development process, such as the Sighthill TRA which is under construction, and the consented new prison development at Germiston, both of which occupy large areas of land.

Land use
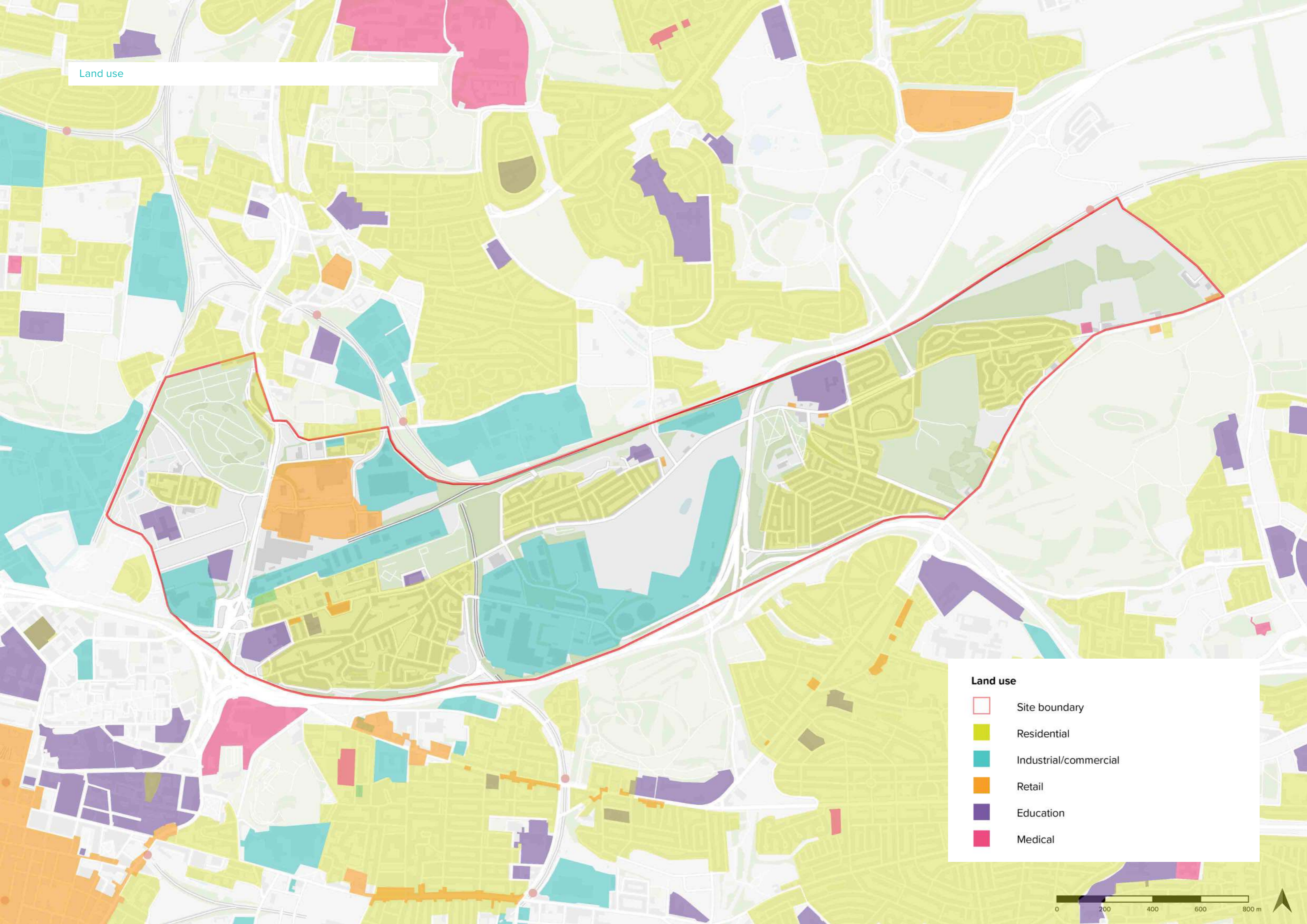
Land use

▭	Site boundary
■	Residential
■	Industrial/commercial
■	Retail
■	Education
■	Medical

0   200   400   600   800 m

3.5. Flood risk

The study area is not identified as being at risk of river or coastal flooding. The risk of surface water flooding with streets and public areas is also relatively low throughout the area.

There are however, several small, localised areas identified as being at risk of surface water flooding, notably at the western end of Royston Road, within the Royston neighbourhood. This includes the area outside St Roch's RC Primary School, and the local retail area.

There are also a number of residential streets where a high risk of surface water flooding has been identified. These include Royston Square and Kintyre Street in Royston; and Greenside Street in Molendinar. These streets could therefore be strong candidates for introducing sustainable drainage systems (SuDS) such as rain gardens, introducing street trees and converting hardstanding to landscaped space or permeable surfacing.
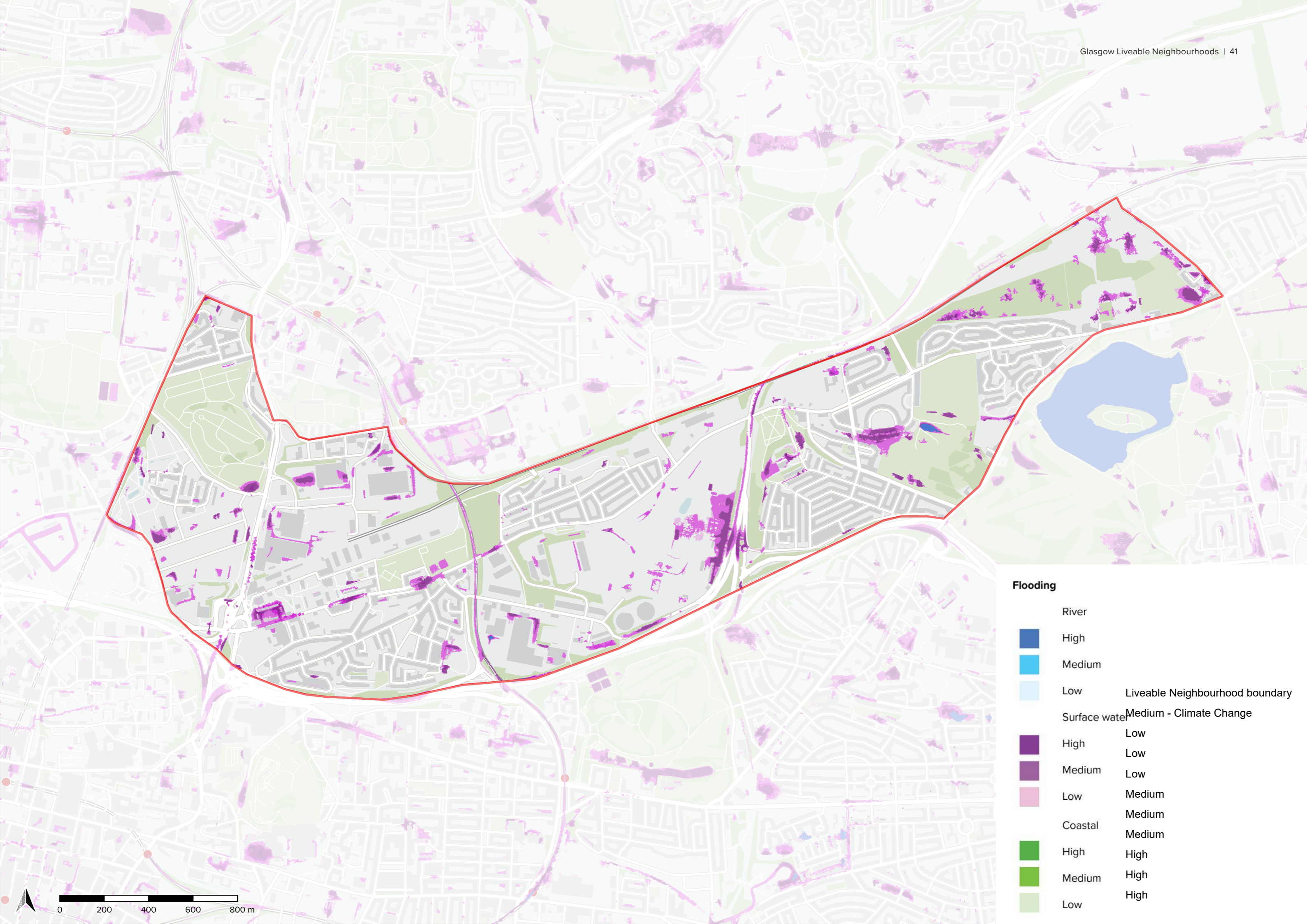
Anecdotally, severe ponding has also been reported at the Blind Tunnel and approaches on Darnick Street, hindering pedestrian access through this already constrained area.

Kintyre Street

Blind Tunnel at Darnick Street

Flooding

River

High

Medium

Low

Surface water

High

Medium

Low

Coastal

High

Medium

Low

Liveable Neighbourhood boundary

Medium - Climate Change

Low

Low

Low

Medium

Medium

Medium

High

High

High

0   200   400   600   800 m
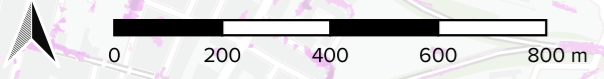
4   Access to local services

4   Access to Local Services

4.1.   Network of local centres

The following plans show the access to retail services. They include proximity to the Network of Local Centres identified in the City Development Plan (CDP), proximity to convenience retail and proximity to a post office.

There are no Major Town Centres or Local Town Centres in the study area, The nearest Local Town Centres are at Springburn and Alexandra Parade. The City Centre Principal Retail Centre is located within a reasonable proximity, particularly for residents in Sighthill and Royston, although this is not not for everyday convenience retail needs.

There are several retail parks within and outside the liveable neighbourhood, defined as 'other retail areas' within the CDP. St Rollox retail park sits between Sighthill and Royston, and provides access to a Costco, large Tesco and Lidl supermarkets. However, accessibility to this area is challenged by the former railway works site which creates an impermeable barrier between this area and Royston, increasing walking distances substantially. Considering the higher levels of deprivation, poor health and lack of access to a car/van of communities in this area, improving access to St Rollox and reducing travel distances would be of substantial benefit.

The CDP identifies several 'local retail areas' within and around the study area. These include the new retail at Sighthill; Royston Road and Royston Square retail in Royston; and Royston Road in Provanmill

These areas provide access to some limited local services and convenience retail, however not of the variety and amount found in local town centres such as Springburn.

The public realm around these area is also poor in quality. Royston Square lacks activity and interest to support it as a destination. Similarly Royston Road lacks seating, trees and cycle parking at retail areas to support its function.

Germiston and Hogganfield have the poorest access to retail. Germiston benefits from two small newsagents, however would benefit from better access to a wider variety of convenience retail and services. Hogganfield lacks any shops or services, reinforcing its car
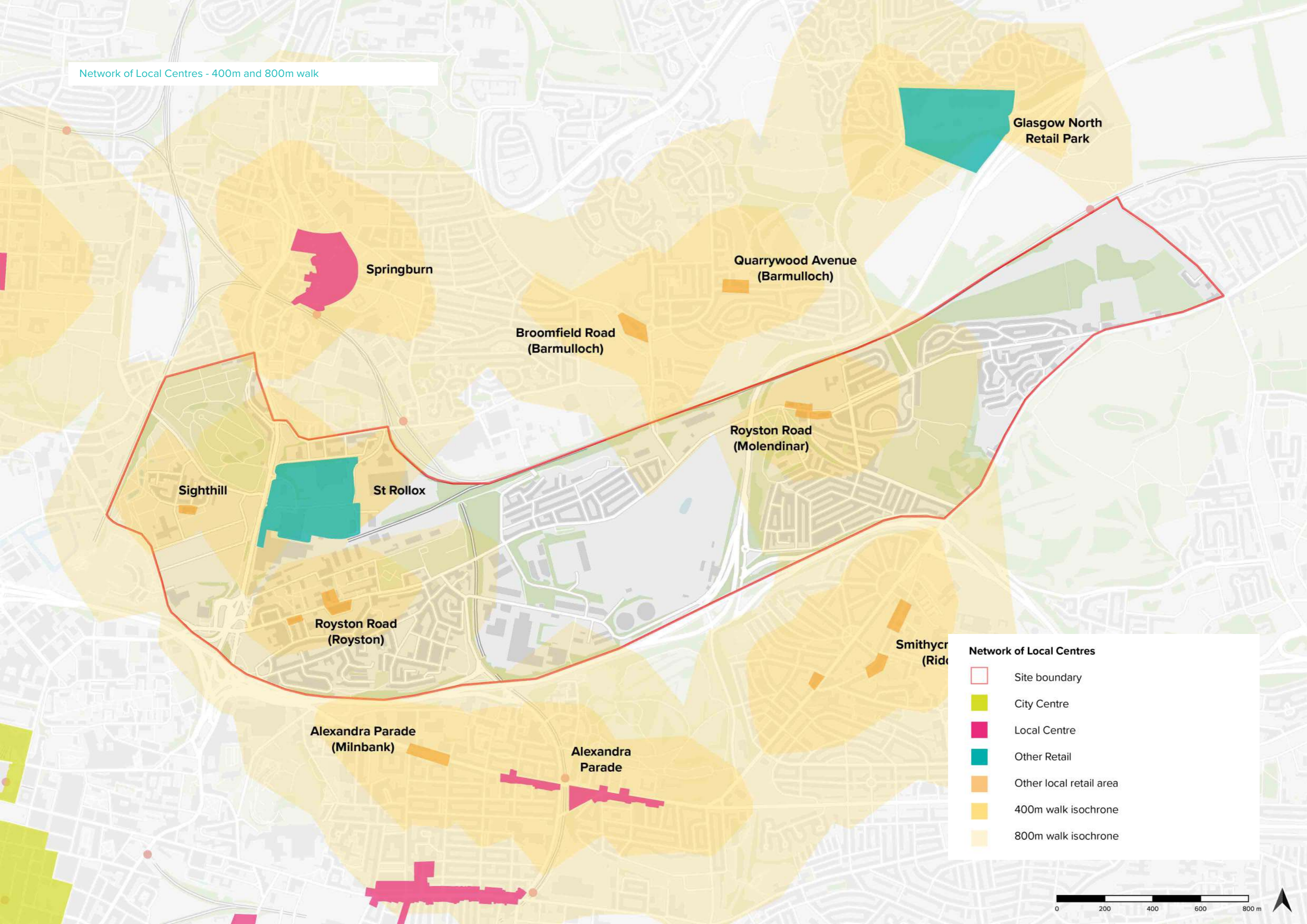
dependency and forcing people to travel further afield to access basic needs.

Royston Square local retail area (Royston)

Royston Road local retail area (Provanmill/Blackhill)

Network of Local Centres - 400m and 800m walk

Glasgow North Retail Park

Springburn

Quarrywood Avenue (Barmulloch)

Broomfield Road (Barmulloch)

Royston Road (Molendinar)

Sighthill

St Rollox

Royston Road (Royston)

Smithycr (Ride

Alexandra Parade (Milnbank)

Alexandra Parade

Network of Local Centres

☐	Site boundary
■	City Centre
■	Local Centre
■	Other Retail
■	Other local retail area
■	400m walk isochrone
■	800m walk isochrone

0   200   400   600   800 m

Major convenience retail - 400m and 800m walk

Local convenience retail - 300m walk

Asda

Spar

NISA
Local

Shopsmart

Esso

Malik's General
Store

One O One

Day Today
Express

Lifestyle
Express

KATS Convenience
Store

Costco
Lidl

Tesco

Forge Street
Newsagents

Spar

Iceland

Lidl
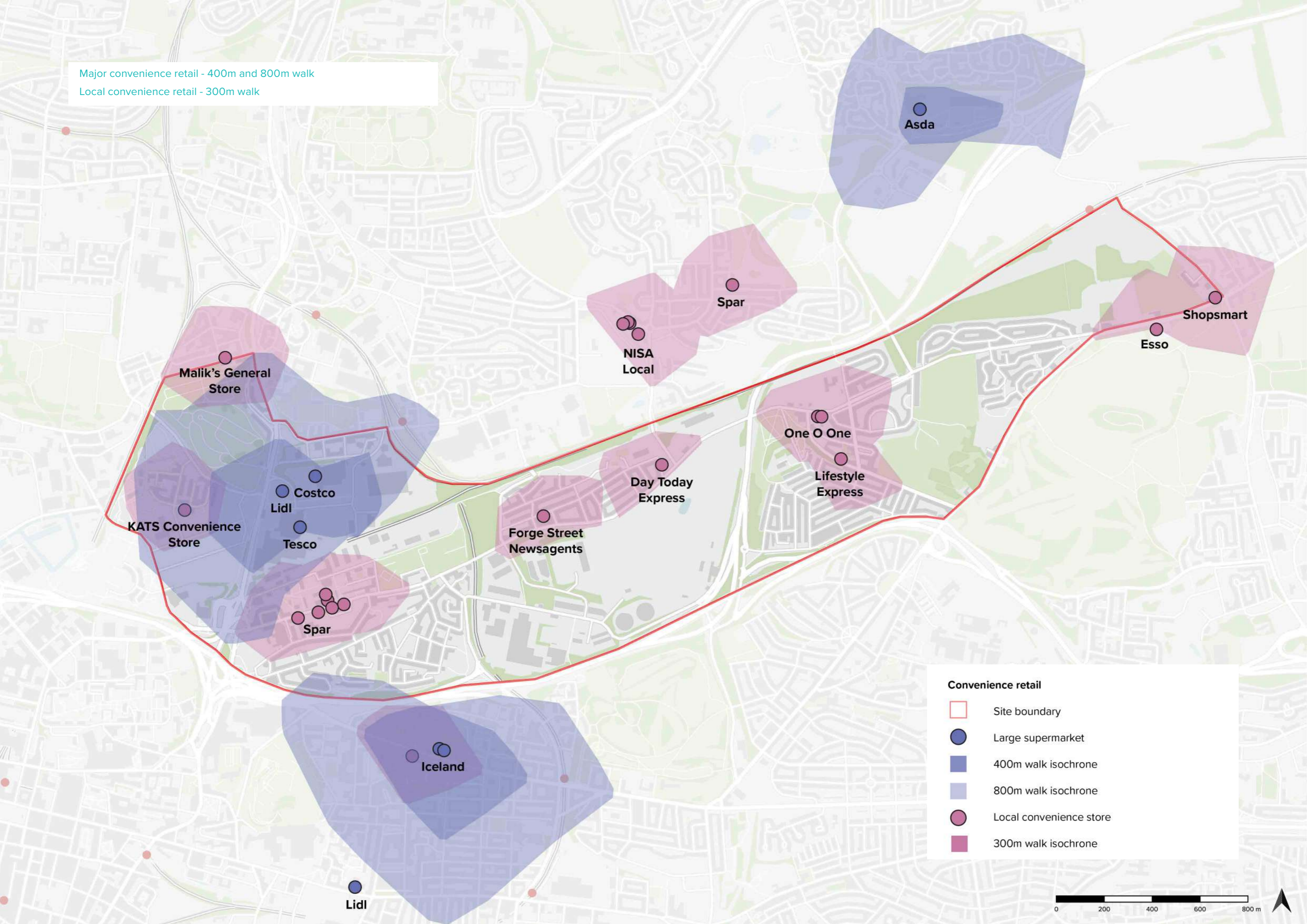
Convenience retail

- Site boundary
- Large supermarket
- 400m walk isochrone
- 800m walk isochrone
- Local convenience store
- 300m walk isochrone

0   200   400   600   800 m

Post Offices - 600m walk

Springburn Way
Post Office

Millerton
Post Office

Provanmill
Post Office

Royston
Post Office

Riddrie
Post Office

Craigpark
Post Office
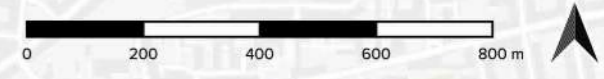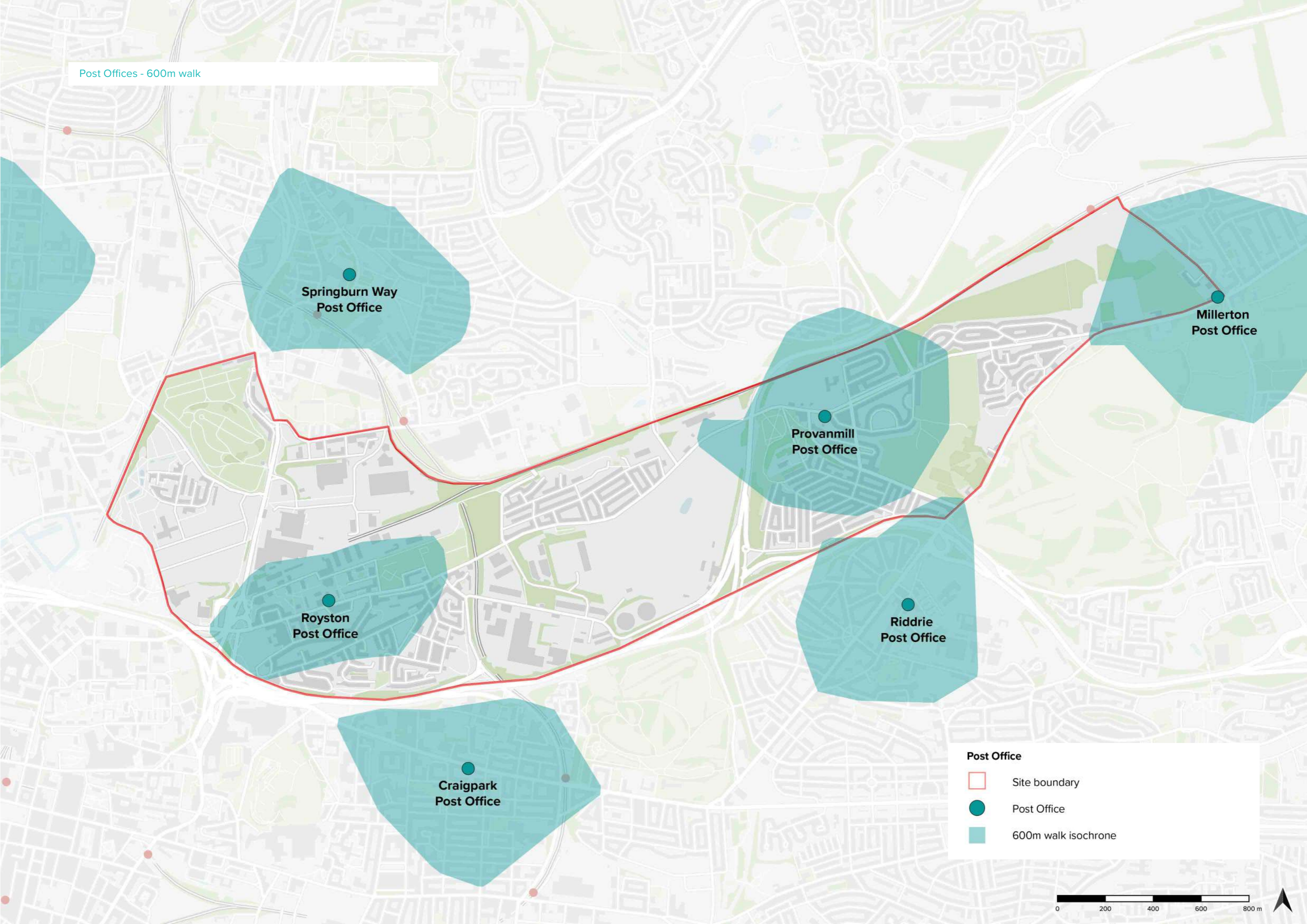
Post Office

Site boundary

Post Office

600m walk isochrone

0   200   400   600   800 m
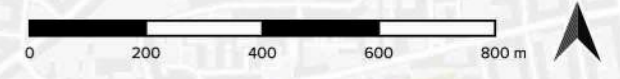
4.2. Employment

The plan shows the various employment areas and other land uses that help to provide opportunities for work for local people. 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.

The study area is within close proximity to Glasgow City Centre, and the large number of employment opportunities there. Access to the city centre is, however, hindered by the M8 and particularly Junction 15, which creates poor connectivity for walking and cycling. Public transport links and services into the city centre are also generally poor.

The area also contains several key Economic Development Areas (as defined in the City Development Plan) including the Blochairn Industrial Estate (which includes the site of the proposed prison development in Germiston); Charles Street industrial estate and St Rollox. There are also nearby industrial/commercial areas such as at Darnick Street and Cowlairs.

Education sites (i.e. schools and colleges) are also shown on the plan, highlighting the presence of employment opportunities in this sector throughout the liveable neighbourhood area. This includes Glasgow Kelvin College to the north, as well as various colleges and universities in the city centre.

Key employers in the surrounding area include St Rollox retail and business park (including the Glasgow Mail Centre, Tesco, Lidl and Costco), New Stobhill Hospital to the north, and Glasgow Royal Infirmary, immediately south of the M8 Junction 15. Nearby retail parks such as The Forge Centre and Glasgow Fort also provide a concentation of retail and service employment, however would require good public transport and cycle links to improve access.

Accessibility to local employment areas is often poor, due to either a lack of direct connections to employment areas (such as St Rollox), the poor quality pedestrian infrastructure of routes, lack of nearby public transport services, and/or personal safety and a lack of natural surveillance on streets and routes. Industrial areas in particular suffer from poor quality pedestrian and cycle infrastructure worsened by a high proportion of HGV and other traffic, and a lack of active frontage to streets and paths to improve personal safety.

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.

Employment
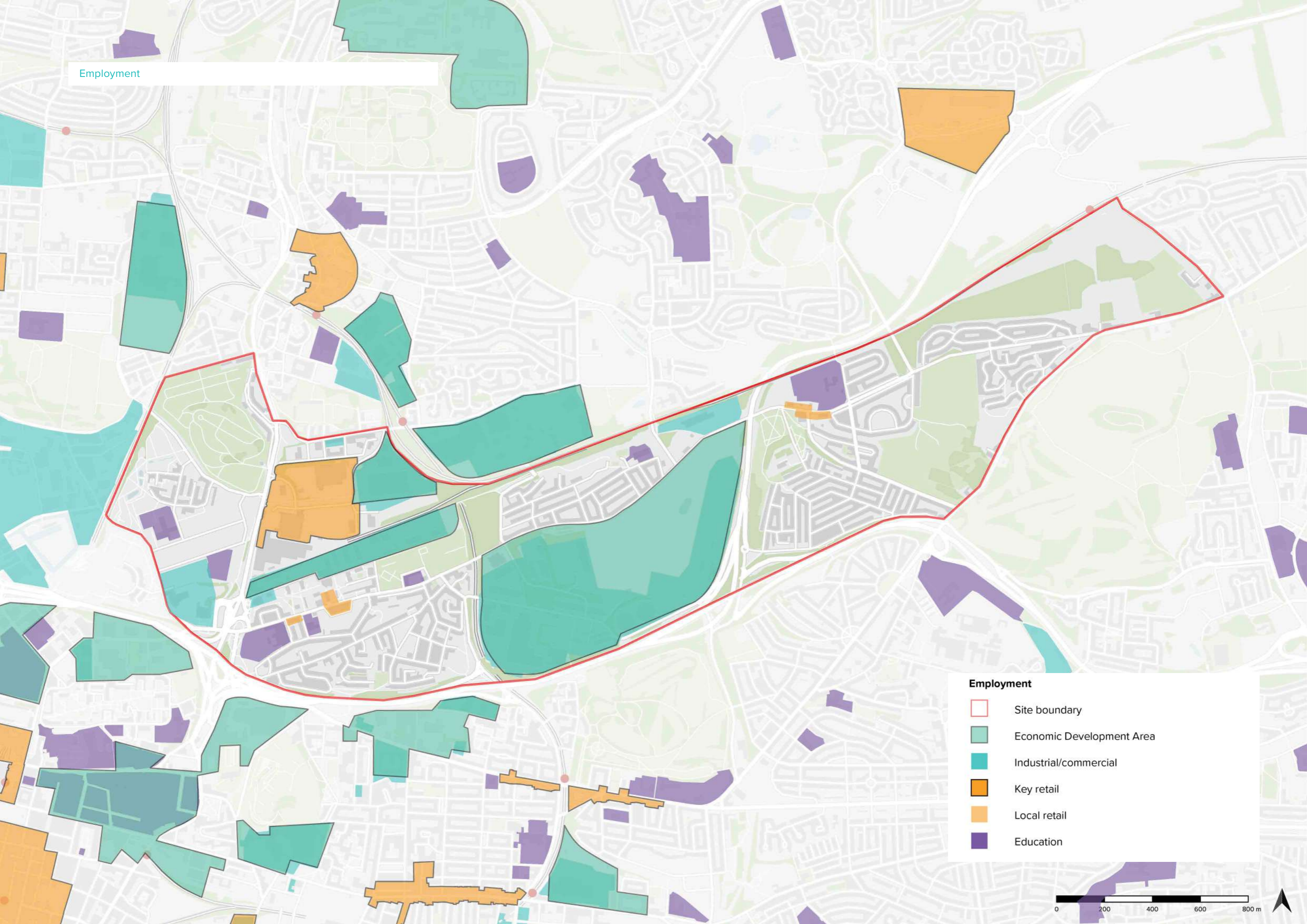
Employment

- ⬜ Site boundary
- 🟩 Economic Development Area
- 🟩 Industrial/commercial
- 🟧 Key retail
- 🟧 Local retail
- 🟪 Education

0   200   400   600   800 m
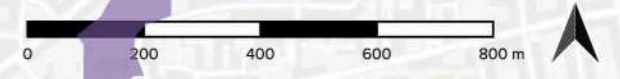
4.3. Healthcare

The plan shows the provision of GP and pharmacies across the study area and surroundings. Those areas within an 800m walk of a GP and a 600m walk of a pharmacy are also shown.

Germiston, Hogganfield the east end of Royston are the most poorly served by health facilities, having neither a GP surgery or pharmacy within a reasonable walking distance.

Provanmill/Blackhill, parts of Royston and Sighthill, and St Rollox are best served by health facilities, having access to both a pharmacy and a GP within a reasonable walking distance.

Improving both the provision of health services within the area and the walking, cycling and public transport routes to these services would greatly enhance access to healthcare for the local community.

The New Stobhill Hospital also lies to the north of the study area, and Glasgow Royal Infirmary to the south. Although these are not considered to provide everyday healthcare, access to hospitals is an important factor, especially for residents with long term illnesses or conditions. Access to Glasgow Royal Infirmary is poor, due to the severing effect of the M8 and Junction 15. New Stobhill Hospital is further to the north, however lacks frequent public transport services and good quality cycle connections.

GP (800m walk); and pharmacy (600m walk)

New Stobhill Hospital

Springburn Health Centre

Barony Medical Centre

Glenmill Medical Practice

Gilbertfield Medical Centre

Glasgow Royal Infirmary

Parade Group Practice

Meadowpark Surgery

Health

Site boundary

GP surgery

800m walk isochrone

Pharmacy

600m walk isochrone

Hospital

0   200   400   600   800 m

4.4. Schools and nurseries

Primary schools

St Roch's in Royston, St Stephen's in Sighthill and St Philomena's in Molendinar are the 3 denominational primary schools within the area. Royston Primary School in Royston and Barmulloch Primary School in Germiston provide non-denominational schools. Access to local primary schools within a 500m walk is poorest in Hogganfield and Blackhill, where people live within a 500m walk of neither a denominational or non-donominational school. Royston has the best access to primary schools.

The environment around primary schools in the area is often poor-with parents and children standing in the busy carriageway outside St Roch's Primary School for example.
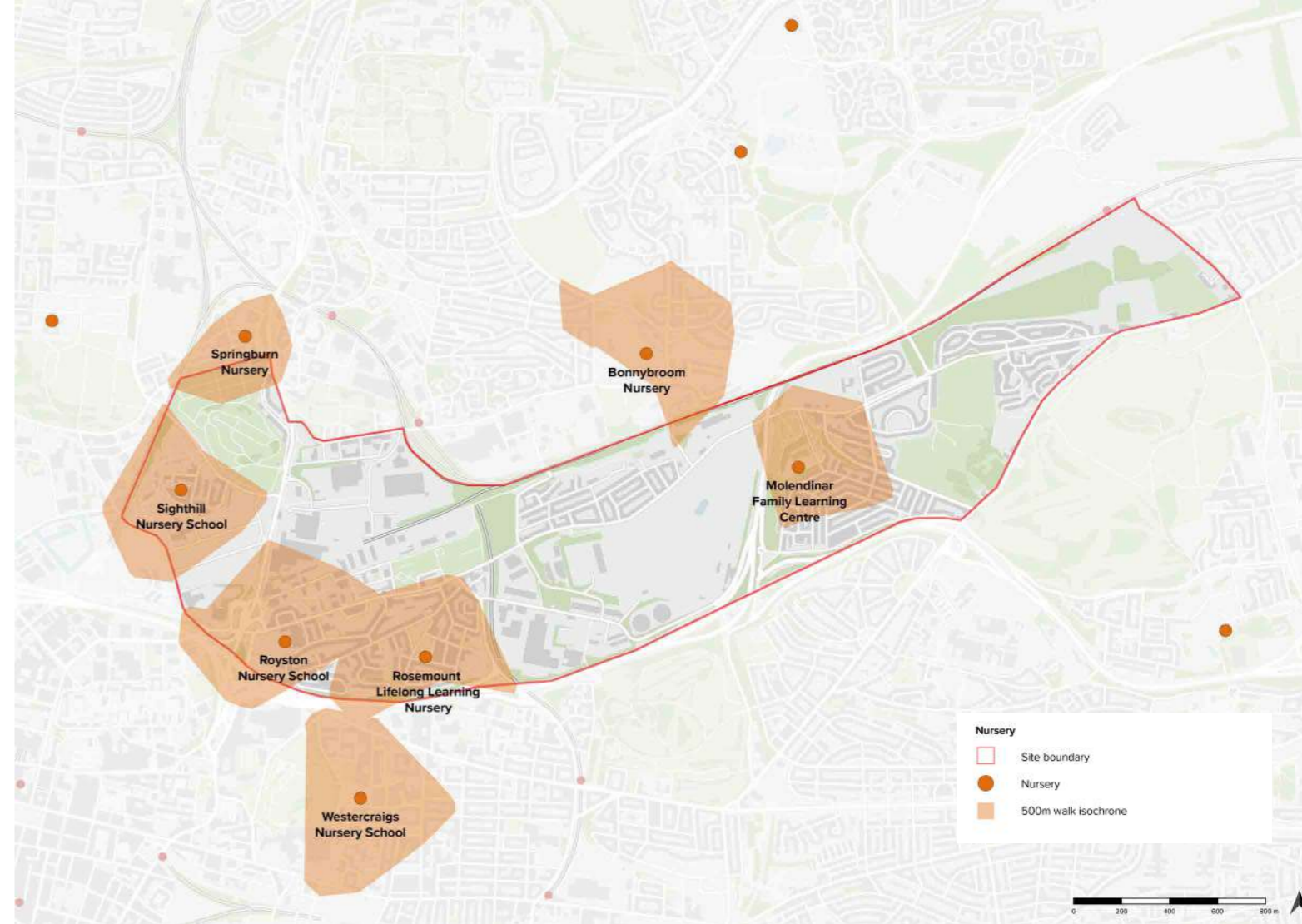
Secondary schools

For non-denominational schools, the area is within the catchment for Smithycroft Secondary School in Riddrie, or the Springburn Academy to the north in Springburn. Both of these are outside the study area and require pupils to cross major infrastructure such as the M8, railway lines and industrial areas. Only a small part of Provanmill/Blackhill lies within a 1000m walking catchment of a non-denominational secondary school.

For denominational schools, pupils must travel to either All Saints Secondary School in Barmulloch to the north, or St Roch's Secondary School in Royston. Germiston, Provanmill/Blackhill and Hogganfield all lie outside a 1000m walking catchment of either of these schools.

The environment around St Roch's Secondary School is poor, with narrow footways, a lack of crossing points and high volumes of school children using the footways.

Nurseries

There are 4 nurseries identified within the study area at Sighthill, Royston and Molendinar. Access to nurseries is best in these areas, however people living in Germiston and Hogganfield live more than a 500m walk from a nursery.

St Roch's Primary School on Royston Road (Royston).

Top-left panel (Primary school denominational):

St Martha's Primary School
St Catherine's Primary School
St Philomena's Primary School
St Stephen's Primary School
St Philomena's Primary School
St Roch's Primary School
St Roch's Primary School
St Mungo's Primary School
St Thomas' Primary School
St Denis' Primary School

Primary school (denominational)
- Site boundary
- Primary school (denominational)
- Catchment area boundary
- 500m walk isochrone
- Residential areas further than 500m from a primary school

Top-right panel (Secondary school denominational):

All Saints Secondary School
St Rochs Secondary School
All Saints Secondary School
St Roch's Secondary School

Secondary school (denominational)
- Site boundary
- Secondary school (denominational)
- Catchment area boundary
- 1000m walk isochrone
- Residential areas further than 1000m from a secondary school

Bottom-left panel (Primary school non-denominational):

Chirnsyde Primary School
Wallacewell Primary School
Elmvale Primary School
Balornock Primary School
Wallacewell Primary School
Barmulloch Primary School
Sunnyside Primary School
Elmvale Primary School
Barmulloch Primary School
Royston Primary School
Royston Primary School
Alexandra Parade Primary School
Haghill Primary School
Carntyne Primary School
Golfhill Primary School

Primary school (non-denominational)
- Site boundary
- Primary school (non-denominational)
- Catchment area boundary
- 500m walk isochrone
- Residential areas further than 500m from a primary school

Bottom-right panel (Secondary school non-denominational):

Springburn Academy
Springburn Academy
Smithycroft Secondary School or Springburn Academy
Smithycroft Secondary School
Smithycroft Secondary School
Hillhead High School
Whitehill Secondary School
Whitehill Secondary School

Secondary school (non-denominational)
- Site boundary
- Secondary school (non-denominational)
- Catchment area boundary
- 1000m walk isochrone
- Residential areas further than 1000m from a secondary school

4.5. Lifelong learning

Lifelong learning facilities include libraries, community centres and education or training centres where members of the community can access services to learn new skills and gain new knowledge, either for employment purposes or their own enjoyment.

These services tend to be concentrated in the Royston and Provanmill/Blackhill neighbourhoods, with Germiston and Hogganfield lacking access to nearby facilities and limiting opportunities for these communities.

Royston is best served for lifelong learning and community services, and benefits from the only library in the study area. Provanmill/Blackhill has relatively good access to community centres, however the Molendinar Community Centre is currently closed down.

Improving access routes to lifelong learning facilities and identifying opportunities to support, broaden the reach and introduce new lifelong learning services would be of benefit to many residents, particularly those in the most deprived parts of the liveable neighbourhood, and those lacking good access to existing services, such as residents in Germiston.
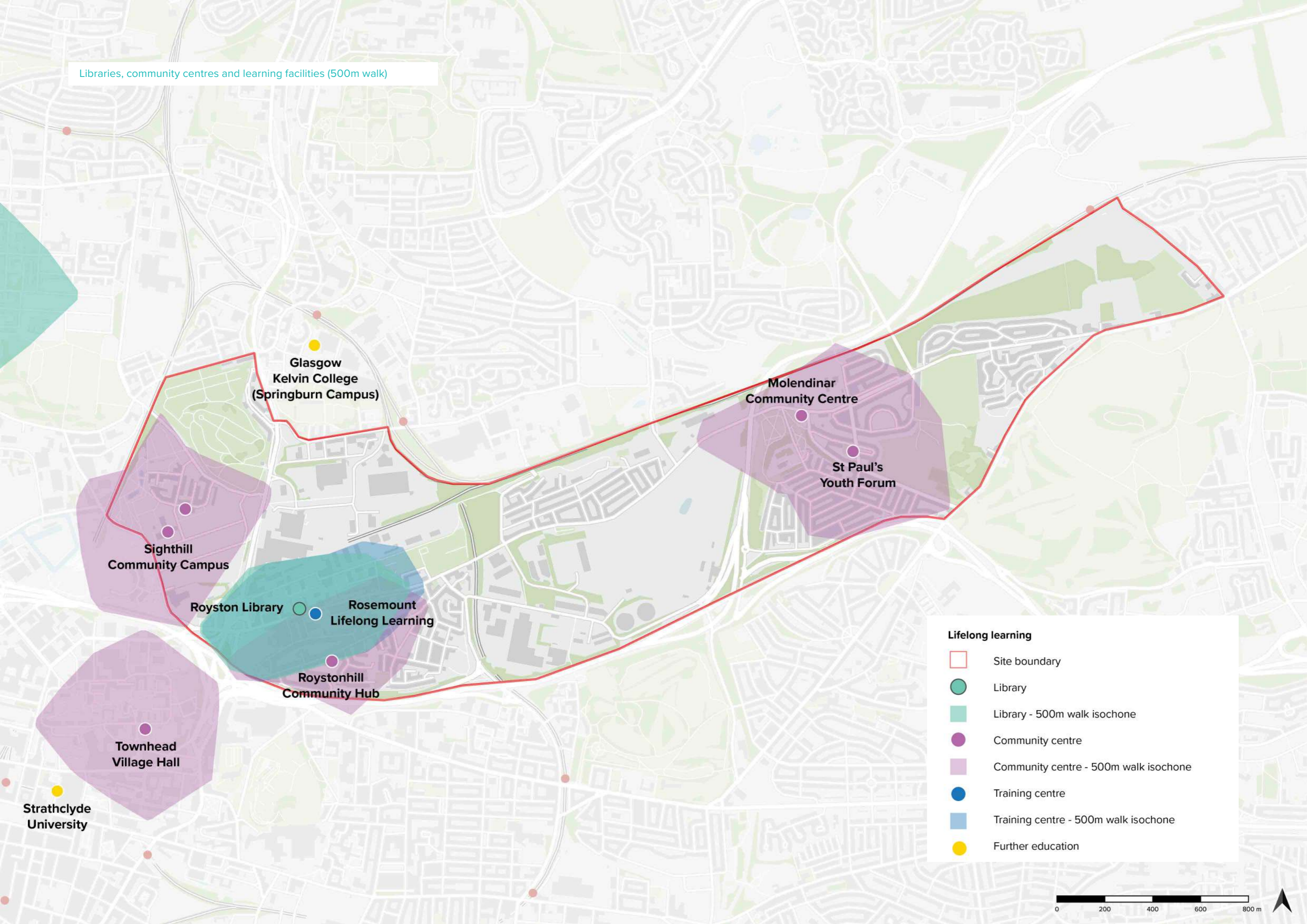

Rosemount Lifelong Learning Centre (Royston)

The Spire Centre/Royston Community Hall/Hub on the Hill (Royston)

Libraries, community centres and learning facilities (500m walk)

Glasgow
Kelvin College
(Springburn Campus)

Molendinar
Community Centre

St Paul's
Youth Forum

Sighthill
Community Campus

Royston Library

Rosemount
Lifelong Learning

Roystonhill
Community Hub

Townhead
Village Hall

Strathclyde
University

Lifelong learning

Site boundary

Library

Library - 500m walk isochone

Community centre

Community centre - 500m walk isochone

Training centre

Training centre - 500m walk isochone

Further education

0   200   400   600   800 m

5   Transport and movement

5   Transport and Movement

5.1.   Street network

The M8 and M80 motorways are dominating features of the area, however provide a regional movement function, with little local benefit. The M8 and M80 create significant severance between areas within and outside the liveable neighbourhood area.

At a local scale, the liveable neighbourhood area is structured around several key corridor streets.

A803 - Springburn Road

The A803 Springburn Road runs south-to-north between Royston/ Sighthill, St Rollox and Springburn. Springburn Road is a dual carriageway for much of its length within the city boundary, and the street serves a major vehicle and bus corridor linking Glasgow city centre, North Glasgow and Bishopbriggs in East Dunbartonshire. It lacks positive building frontage and is generally an uncomfortable environment to walk and cycle in. As a result, Springburn Road dual carriageway acts as a psychological and physical dividing feature that separates communities situated on either side of the street. The dual carriageway layout's prioritisation of south-to-north (arterial) vehicular movement demands has resulted in several North Glasgow neighbourhoods having relatively limited or poor east-west connections between them.

This street is designated as a Sustainable Travel Corridor, which will seek to improve the route as a key bus corridor, and improve walking and cycling conditions. Currently, Springburn Road experiences relatively high cycling demand, however this is via a shared use footway on the east side.

Royston Road

Royston Road forms the second key corridor through the area, running east-west through Hogganfield, Provanmill/Blackhill, Germiston and Royston. This street varies in character, layout and function throughout, with both Royston and Molendinar local retail areas set along it, as well as several industrial areas.

The street typically has 2 running lanes for vehicles, however these are wide in some areas, and additional lanes for parking also vary the

layout and geometry of the street in some places. Width is greatest in Provanmill, where the street expands to 4 running lanes, plus service roads on each side. The street is also expansive in Royston, where 2 oversized running lanes, and 2 parking lanes exist. In Germiston, Royston Road has been retrofitted with a new bi-directional lightly segregated cycle track, reducing the carriageway to 2 adequately sized running lanes.

In contrast to Springburn Road, Royston Road's layout, character and crossing provision means it is better integrated with the local neighbourhoods and residential areas along it, with areas sitting across the street, rather than being separated by it. Use of the street intensifies further west towards the city centre, with higher traffic levels and congestion, parking pressures, residential areas and primary and secondary schools set along the corridor. Further east in Hogganfield however, the street narrows, traffic levels and parking pressure decreases and activity along the street reduces.

Other key streets

Several locally strategic streets feed into Royston Road. Those connecting north include Robroyston Road, Broomfield Road and Darnick Street. To the south, Provanmill Road, Blochairn Road and Viewpark Avenue provide links to Dennistoun and Riddrie.

Cumbernauld Road runs along the site boundary to the east, providing connections for communities in Hogganfield and Provanmill/Blackhill. Pinkston Road and Fountainwell Road/St Rollox Drive provide links through Sighthill to the west.
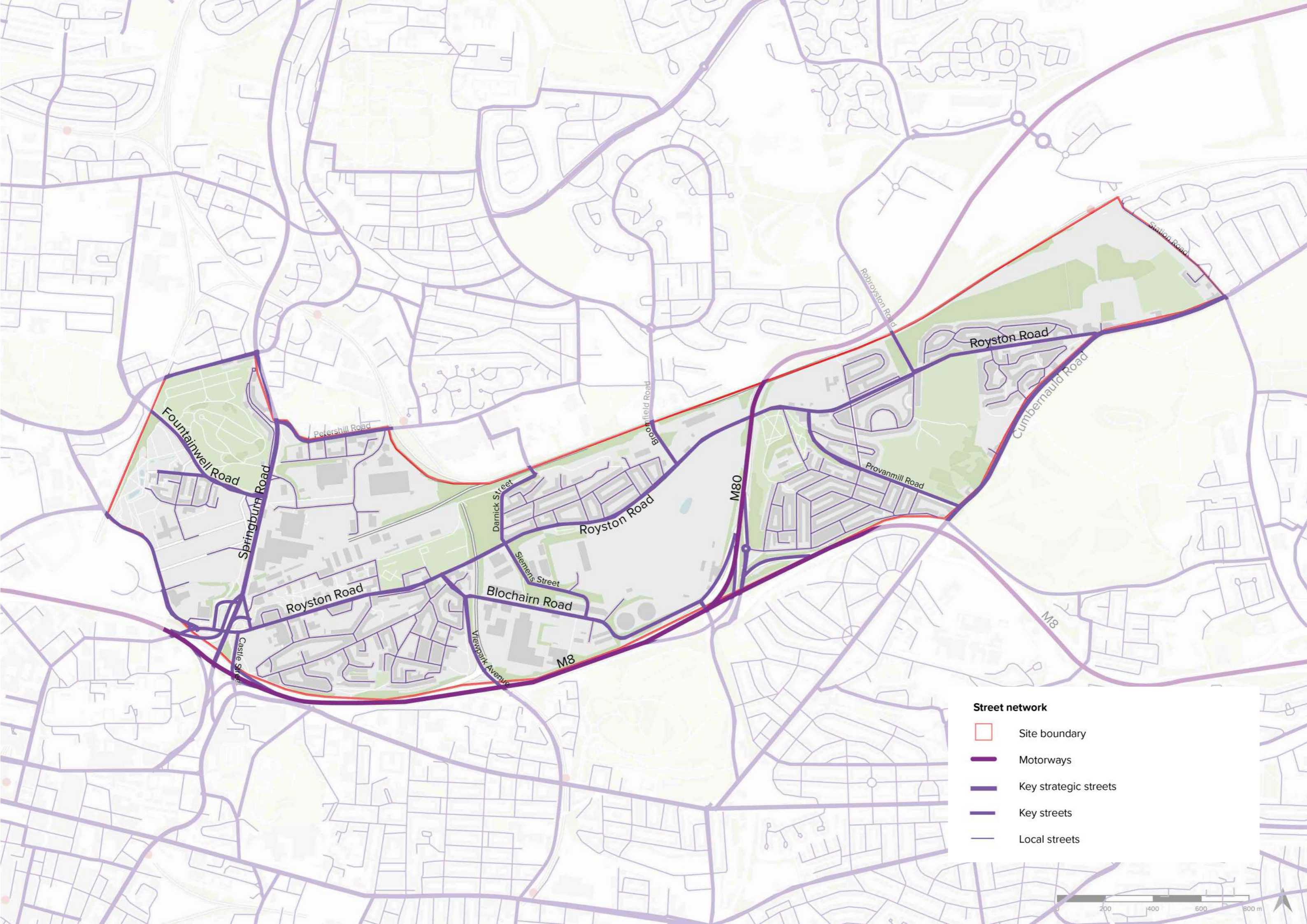
Local streets

Many of the residential areas are arranged along Royston Road, including Hogganfield, Provanmill/Blackhill, Germiston and Royston. Vehicle access to these neighbourhoods is often solely from Royston Road, resulting in a lack of through-routes for vehicle traffic and generally low traffic conditions. The Blackhill/Provanmill area provides an exception to this, with residential areas accessed from Provanmill Road, Royston Road, or both. This results in some through-routes such as Langdale Street.

Royston Road (Royston)

Springburn Road

Street network

- Site boundary
- Motorways
- Key strategic streets
- Key streets
- Local streets

Fountainwell Road
Springburn Road
Petershill Road
Darnick Street
Royston Road
Siemens Street
Royston Road
Blochairn Road
Viewpark Avenue
M8
M80
Broomfield Road
Provanmill Road
Royston Road
Cumbernauld Road
Robroyston Road
Station Road
Castle Street
M8

200   400   600   800 m

5.2. Walking

Key walking routes

The map shows the key walking routes that are available to people in the local area, in order to access key destinations within and outside of the study area. This includes schools, town and local centres, supermarkets, employment areas, colleges and public transport services.

Key streets such as Royston Road and Springburn Road are important walking routes, and lack alternatives. They are also key public transport corridors, and contain destinations such as local retail areas, giving them added functions beyond movement. Improvements to walking and cycling infrastructure, and public realm on these streets would provide wide ranging benefits to the local community, and those who travel through the area.

There are many other streets and routes that cross severance features that are vital to enabling access to key facilities. Access to the Springburn Academy and Smithycroft Secondary Schools for example rely on connections across the M8 and railway line. Improving these everyday routes and addressing key accessibility and personal safety issues could help encourage and enable pupils to walk to school.

The link to Alexandra Parade from Royston is also a key route, enabling people to access better bus and rail services in Dennistoun and the town centre and facilities in the area. The route parallel to Viewpark Avenue is particularly poor, relying on a series of isolated paths, underpasses and bridges.

The route through the M8 Junction 15 is also key to the local and wider area, enabling access to the city centre. Despite this, the conditions along this route are very poor, with isolated underpasses and a hostile, uncomfortable and confusing environment focussed on vehicles over people walking or cycling. Creating a more legible, direct and safer route through here would help improve access to the city centre for many people both within and outside the area.

Route parallel to Viewpark Avenue (Royston) - muddy tracks indicate desire lines.

Isolated route over the M8 from Blochairn Road leading to Alexandra Park and Parade.
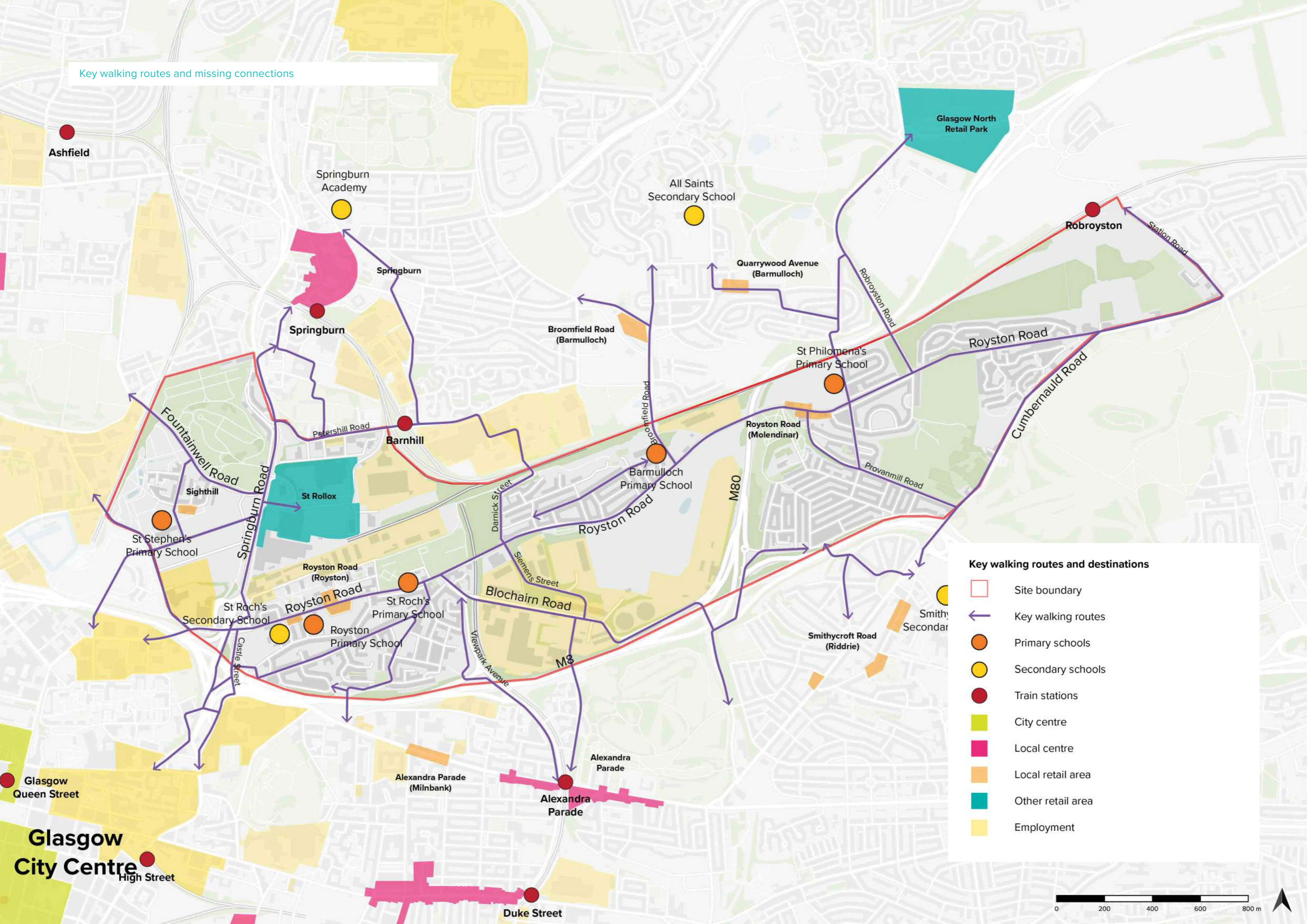

Station Road (Hogganfield) provides a link between Hogganfield and Robroyston Station.

Royston Road (Germiston) provides a bi-directional light segregated cycle track.

Key walking routes and missing connections

Ashfield

Springburn
Academy

Springburn

Springburn

All Saints
Secondary School

Glasgow North
Retail Park

Robroyston

Quarrywood Avenue
(Barmulloch)

Broomfield Road
(Barmulloch)

Station Road

Robroyston Road

Royston Road

Cumbernauld Road

St Philomena's
Primary School

Petershill Road

Barnhill

Sighthill

St Rollox

Royston Road
(Molendinar)

Broomfield Road

Darnick Street

Barmulloch
Primary School

M80

Provanmill Road

St Stephen's
Primary School

Royston Road
(Royston)

Royston Road

Royston Road

St Roch's
Secondary School

St Roch's
Primary School

Royston
Primary School

Siemens Street

Blochairn Road

Castle Street

Viewpark Avenue

M8

Smithycroft Road
(Riddrie)

Smithy
Secondary

Glasgow
Queen Street

Alexandra Parade
(Milnbank)

Alexandra
Parade

Alexandra
Parade

**Glasgow
City Centre**

High Street

Duke Street

Key walking routes and destinations

Site boundary

Key walking routes

Primary schools

Secondary schools

Train stations

City centre

Local centre

Local retail area

Other retail area

Employment

0   200   400   600   800 m

Personal security

The map shows the presence of street lighting within the study area, and highlights the streets where natural surveillance is particularly poor. Although generally streets in the area do not encourage people to spend time in them, reducing the presence of people; many streets within the area lack strong positive and active frontage, limiting their attractiveness as walking and cycling routes and their sense of safety by creating a sense of isolation and lonliness.

Whilst not pleasant for most people, this particularly discourages women and older people from using streets, especially when alone or after dusk, and can discourage parents from allowing children and youths to be out in streets. This is a key issue for the feminist city agenda, as barriers to mobility can limit access to facilities, services and opportunities.

This issue is particularly prevalent in the streets that connect between 'island' or separate neighbourhoods. Getting out of Germiston in any direction for example, would involve walking or cycling along isolated streets which lack activity and positive frontage. This is usually due to one or a combination of the following factors:

- The type of development along streets typically lacks a positive relationship with the street and fails to generate street activity throughout the day- such as industrial estates with windowless or set-back buildings;
- There simply are no buildings, with vacant undeveloped land posing a key issue for personal safety;
- Existing buildings are poorly layed out and turn their backs to the street, meaning back fences line the edges of streets rather than entrances and windows.

These issues are exasperated when pedestrian and cycle infrastructure does little to encourage people to walk and cycle in the local area, further reducing natural surveillance.

Lighting is also a key factor for personal safety. Although streets in the area are generally lit, some areas lack street lighting, such as Station Road, which leads to Robroyston Station.

There are also localised issues such as the Blind Tunnel at Darnick Street, where sightlines are poor; and the M8 pedestrian/cycle bridge from Blochairn Road to Sannox Gardens, and similarly the pedestrian route parallel to Viewpark Avenue. These routes involve people walking or cycling along paths away from buildings, before crossing a series of bridges and underpasses.

Whilst personal safety issues can be challenging to address, understanding where movement is hindered by these issues is important, as well as how the conditions could be improved. This includes improving lighting, considering vegetation and sightlines, and encouraging more walking and cycling. However development planning can also play an important role, creating new street frontage, new or alternative routes and encouraging and supporting the more active use of streets by communities and businesses.

Darnick Street (Germiston) lacks active or positive frontage.


Parts of Royston Road (shown here between Provanmill/Blackhill and Germiston) feels isolated in areas, despite being a key corridor and thoroughfare for all modes through the area.

The route parallel to Viewpark Avenue (Royston) is poorly lit, lacks active or positive frontage and has poor sightlines. The route is a combination of lonely paths, bridges and underpasses.
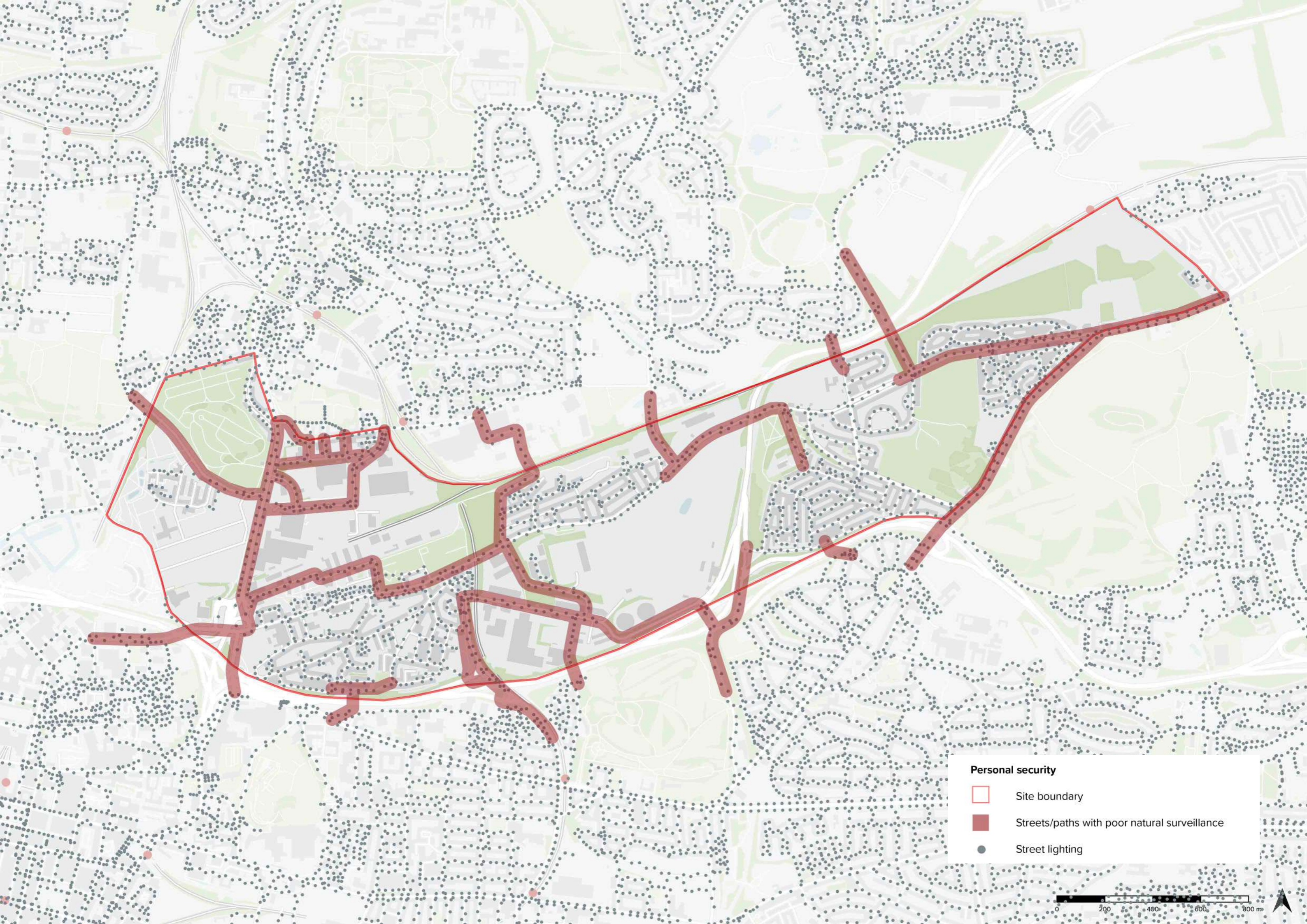
Personal security

▢ Site boundary

▬ Streets/paths with poor natural surveillance

● Street lighting

Street Accessibility 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 a developed set of Route Accessibility Metrics. 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 to test the methodology.

Lack of dropped kerbs at vehicle crossovers on Cumbernauld Road (Hogganfield)

Narrow footway on only one side of the street on Darnick Street (Germiston)

Poor quality surfaces, wide side road junction and large corner radii on Provanmill Road/ Langdale Street (Blackhill).

Lack of crossing facility at a roundabout on Royston Road (Hogganfield) and guardrailing blocks crossing on the desire line.

Street Accessibility Audit: pilot

The route selected begins at the Royston Road/Dunolly Street junction, and continues along Dunolly Street and Roystonhill, before passing through the M8 Junction 15 area, emerging at Parson Street. This route has been selected as it provides a key link between the liveable neighbourhood and city centre, and involves both street environments and a series of bridges, ramps and underpasses.
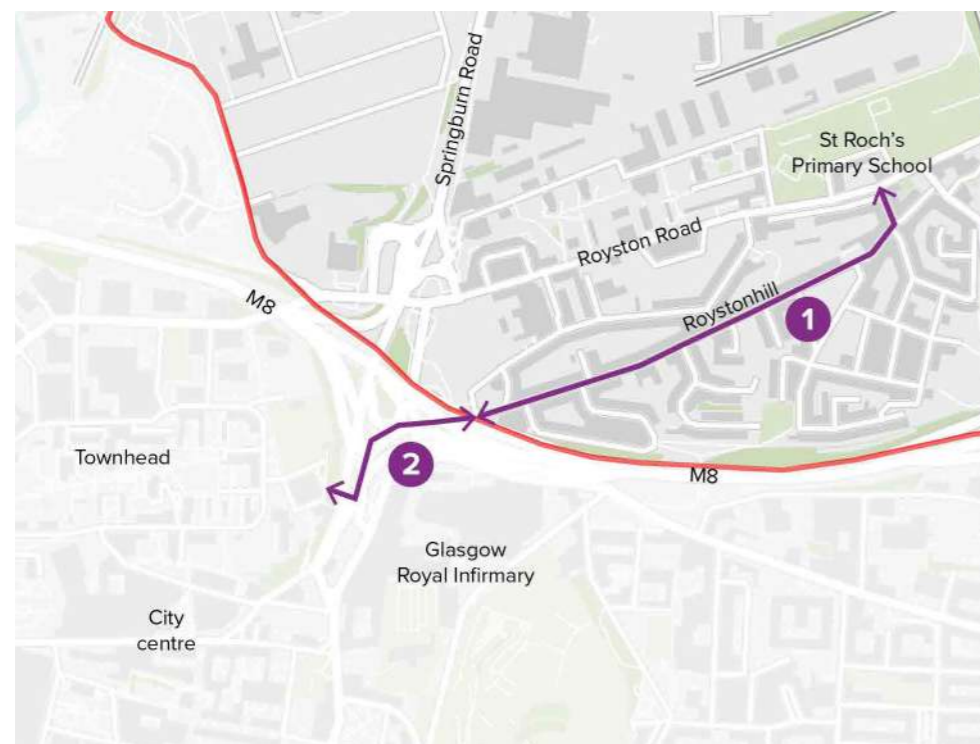
	Metric	Section 1	Section 2
	Footway width (excluding furniture zone)	C	1
	Footway surface condition	1	1
	Footway obstructions (within usuable footway width)	C	1
	Footway parking	C	NA
	Lighting	1	1
Side road crossing conditions	Tactile paving	C	C
	Dropped kerbs/flush surfaces	C	NA
	Vehicle obstructions	C	NA
	Junction radius	0	NA
	Subway/bridge	NA	C
	Natural surveillance	1	C
Controlled/uncontrolled crossing conditions	Tactile paving	C	NA
	Dropped kerb/flush surfaces	2	NA
	Crossing distance/stages	0	NA
	Central refuge island	NA	NA
	Appropriateness of crossing type for conditions	1	NA
	Distance between crossings	C	NA
	Interactions between people walking and cycling	2	1
	Seating/resting points	C	C
	Places for shade and shelter	C	1

5.3. Cycling

The existing cycle network currently lacks dedicated cycle infrastructure to ensure safety, comfort and attractivness; resulting in few people cycling around the area. However, the proposed City Network seeks to make significant improvements to identified corridors. The existing and planned cycle network are discussed in further detail below.

Existing cycle network

The existing cycle network is not well developed or particularly dense. Although segregated infrastructure has been delivered in the Sighthill area (St Rollox Drive/Fountainwell Road for example), other routes in the wider area lack good quality cycle infrastructure provision, and thus provide little encouragement for modal shift to cycling.

Royston Road is a key desire line for journeys into/out of the city centre and forms a key spine through the majority of the liveable neighbourhood area. A light sgregated bi-directional cycle track has been introduced on Royston Road between Provanmill Road and Siemens Street. Although this provides a degree of protection, on busy roads with high levels of traffic and HGVs, the environment can still be uncomfortable for many would-be cyclists. The provision also lacks adequate treatment at junctions, and lacks connectivity with other routes, stopping short of the city centre by some way.

Improvements, upgrades and and extension to this provision could help to get more people cycling, improving access to services in the wider area.

City Network

GCC is aiming to expand the city's cycle network and facilities as part of its Active Travel Strategy (2022-2031), creating the City Network for cycling. This network, along with the top and high priority cycle routes is shown on the following pages. Key routes for delivery in the liveable neighbourhood area are:

• Royston Road

• Viewpark Avenue/Alexandra Park Street
• Broomfield Road
• Robroyston Road
• Provanmill Road
• Langdale Street
• St Rollox Drive/Fountainwell Road

If delivered, these routes have the potential to significantly improve the safety, comfort and attractiveness of cycling, and encourage many more people to take up cycling both for utility and recreational trips.
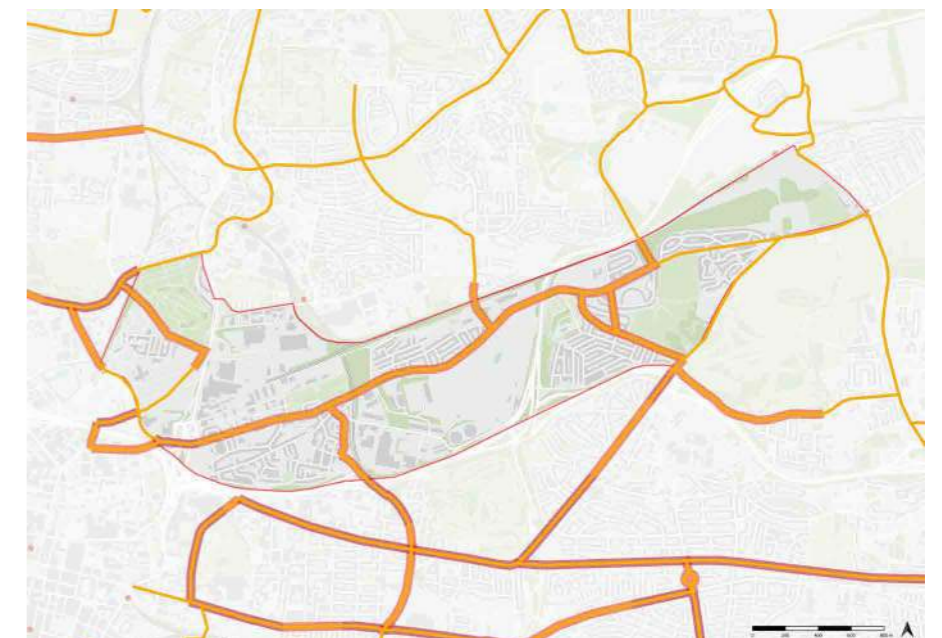
Complementary measures

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 at destinations. This lack of secure parking could further discourage cycling due to concerns about anti-social behaviour and theft.

Despite the area's close proximity to the city centre, and presence of cycle infrastructure, there are no OVO bike hire stations within the liveable neighbourhood area. The nearest bike hire stations are at Alexandra Parade (Dennistoun), Cumbernauld Road (Riddrie) and at Springburn local centre. Other neighbourhoods within Glasgow are much better served by a dense network of cycle hire stations.
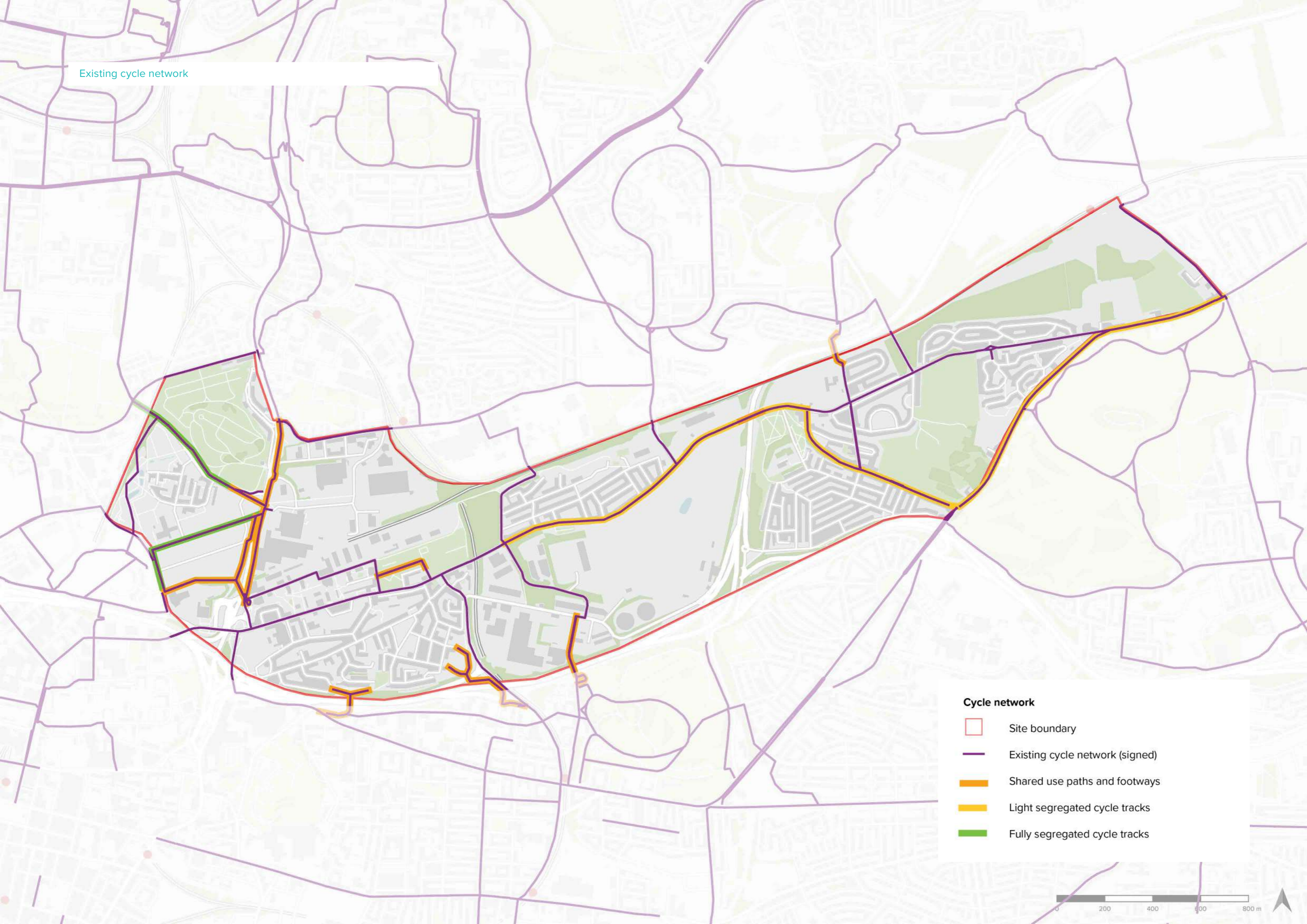

Royston Road (Molendinar)

Planned City Network

▢ Site boundary
— Planned City Network routes
— Top priority routes
— High priority routes

Proposed City Network, top and high priority routes.

Cycle network

Site boundary

Existing cycle network (signed)

Shared use paths and footways

Light segregated cycle tracks

Fully segregated cycle tracks

0   200   400   600   800 m

5.4. Severance

Key severance features

The study area is defined by several major pieces of infrastructure that form hard edges and severely limit connectivity with surrounding areas such as Riddrie and Barmulloch. The A803 and M8 junction is a key barrier between the study area and the city centre for public transport, walking and cycling. Major barriers such as the A803 (Springburn Road) and the M80 also limit connectivity between areas and neighbourhoods within the study area. Railway lines create strong divides along the western and northern boundary of the study area, as well as between Royston and Germiston.

Additionally, large areas of industrial land use, vacant development sites and large swathes of underused green spaces limit the permeability of the area and create a series of 'island' neighbourhoods separated from each other.

Severance has a major impact on the study area, increasing travel times for all modes, but particularly for those walking, cycling and/or using bus services. Large infrastructure creates hostile environments (such as road noise or lack of natural surveillance) and often provide poor connections to get across them. Severance also instils strong psychological divisions between neighbourhoods. Combined, these effects limit access to key services, facilities and opportunities for people, and create a greater need to travel by car.

Exploring with the local community how some of these severance features could be overcome, by improving existing connections or considering new ones, could provide significant benefits in terms of access to facilities and services in the wider area.
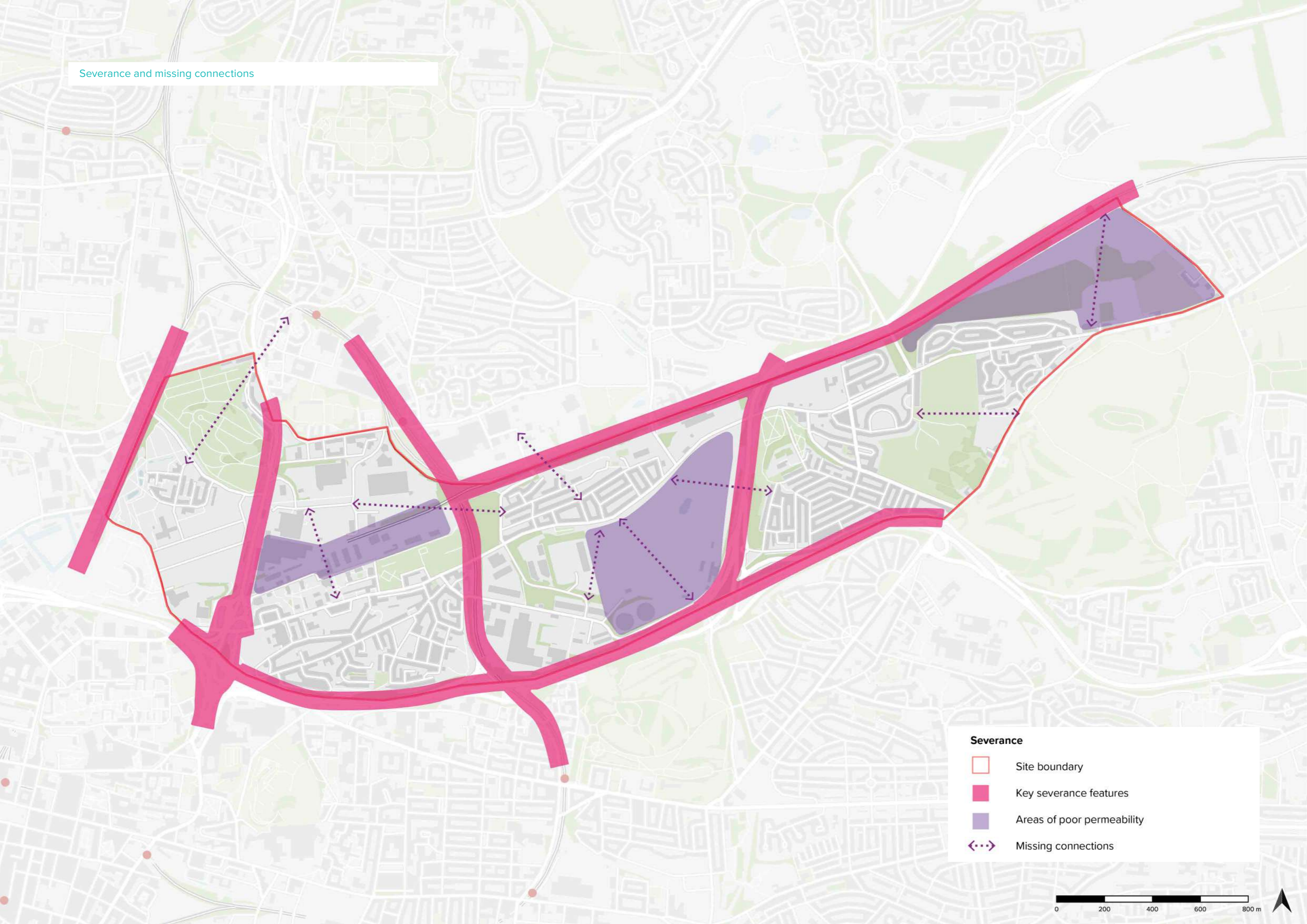

Junction 15 of the M8 motorway is a key severance feature, hindering access to the city centre.
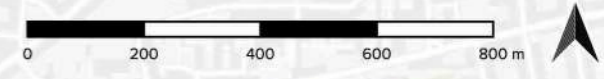

Springburn Road is a key strategic vehicle route, is uncomfortable for walking and cycling and lacks regular crossing points.

Severance

☐ Site boundary

▬ Key severance features

▨ Areas of poor permeability

‹···› Missing connections

Bridges, underpasses, crossings and junctions

The extent to which any of the features described above cause actual community severance is obvious, in some degree, dependent on the presence and quality of facilities by which the features might be crossed. This is particularly important in the case of walking and cycling, where the effects of severance may not be a matter just of inconvenience and increased journey times, but often also a matter of whether users consider the journey can be made at all.

The reasons why users may consider some crossing features to be inadequate or unacceptable are generally to do with considerations of road safety, personal security, physical inaccessibility (e.g. there may be no step-free route or ramps may be too steep or long), or excessive inconvenience. The inconvenience and road safety factors can be related, in that some people may be prompted to take inadvisable safety risks in order to take what they feel is more convenient route.

The variety of barrier crossing facilities, and of their quality, varies considerably across the study area. Some facilities are illustrated alongside, while the plan opposite shows all the routes that exist across the neighbourhood boundary, as well as the presence or absence of crossing facilities at junctions and along streets within the area.

Arising from site observations and from feedback obtained from public and stakeholder engagement, the focus in relation to severance will be on measures to address locations where the quality of crossings is inadequate. This focus will not just fall on obviously busy locations, where improvements may be considered most important. This is because the effect of severance is often to suppress activity that should be there (i.e. people avoid the location because the conditions are so poor, not because they don't want to be there.)

A good example of this is illustrated by the locally named 'Blind Tunnel', illustrated top right. This provides the most direct link across the railway between Germiston and the employment and residential areas immediately to the north. However, the hostility of the tunnel's environment diminishes its ability to be considered a useful link.

The Robroyston Road - Winifred Street bridge has potential for public realm improvements.

The 'blind tunnel' on Darnick Street is extremely constrained and uncomfortable to use.
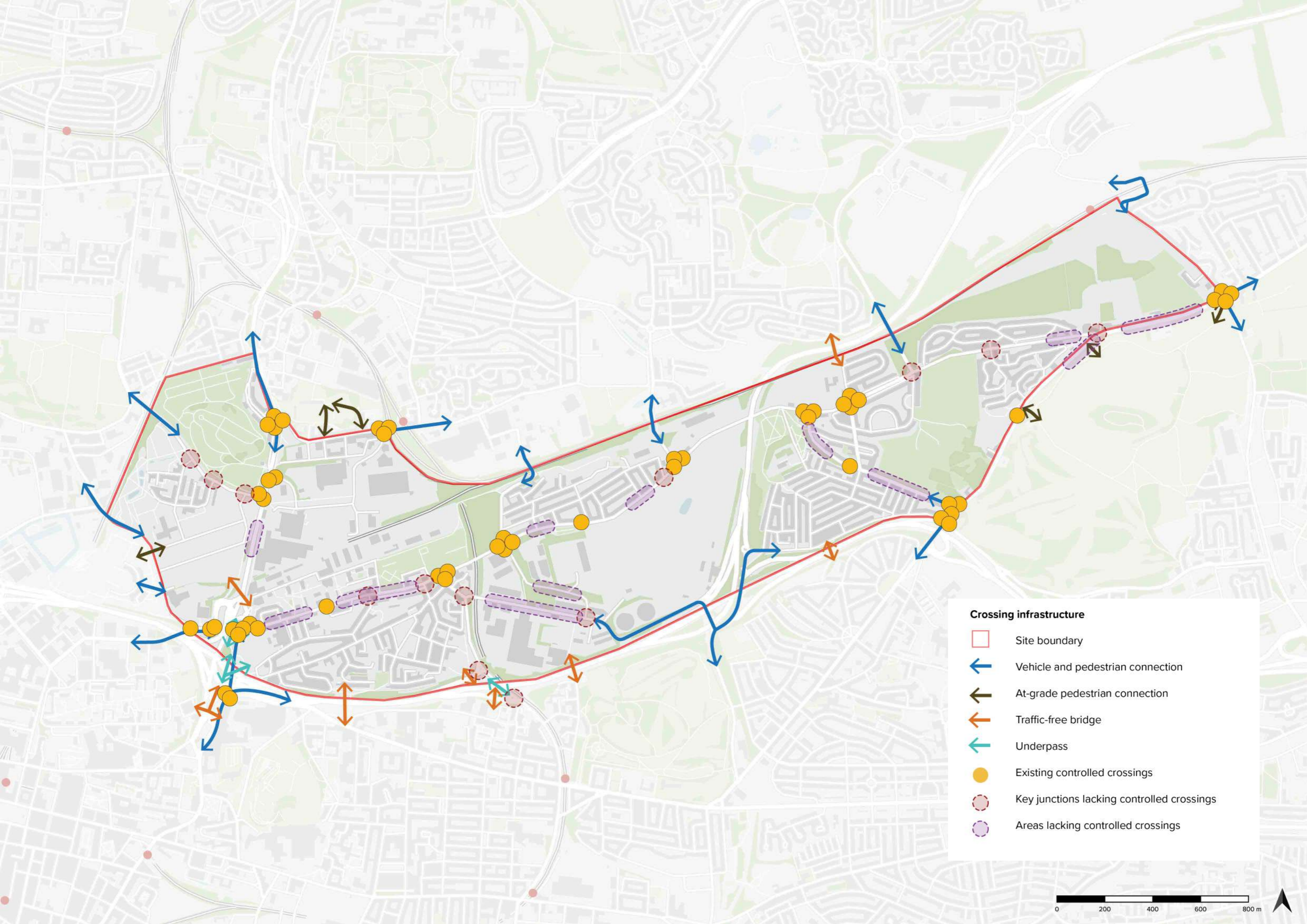

This roundabout on Royston Road (Hogganfield) lacks any pedestrian crossing provision, and prevents informal crossing on the desire line with guardrailing.
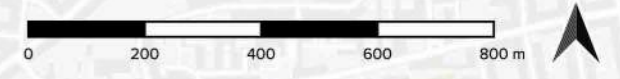

Lack of crossing points on Castle Street (Junction 15).

Crossing infrastructure

- ☐ Site boundary
- ← Vehicle and pedestrian connection
- ← At-grade pedestrian connection
- ← Traffic-free bridge
- ← Underpass
- ● Existing controlled crossings
- ⭕ Key junctions lacking controlled crossings
- ⬭ Areas lacking controlled crossings

0   200   400   600   800 m

M8 - Junction 15

Junction 15 lies at the intersection between the M8, A803 (Springburn Road), Castle Street and Royston Road. The junction has been identified as a major cause of severance for pedestrians and cyclists, not only for the liveable neighbourhood area, but at a city level. Numerous policy, strategy and research documents make reference to this effect, including the recent Townhead District Regeneration Framework (DRF) (December 2022).

The area is dominated by a winding network of motorway slip roads and major roads at multiple levels. Some of these sliproads are duplicated, providing vehicle access on/off the M8 from mutiple points of the local highway network and adding further complexity to the layout and creating a more uncomfortable pedestrian environment. Springburn Road's dual carriageway runs north-south through the junction, and lacks any pedestrian footways or cycle facilities. Castle Street also runs north-south and connects between Royston Road and the city centre. Although this forms an on-street connection, the pedestrian and cyclists environment and provision is very poor, with a lack of formal crossing points and 4 lanes carrying high volumes of traffic,

Getting through the area as a cyclist or pedestrian involves using a series of unwelcoming, noisy, illegible and poorly overlooked underpasses, bridges and paths which thread through the various pieces of slip road and major road infrastructure. Within this network are a series of spaces or voids, where underpasses open out. It is unclear what the intention behind this design feature was, however there is little scope for public life in these spaces.

A key issue is the legibility of the network, and the feeling of safety as people travel through the area. Although much more ambitious proposals could be considered to downgrade and re-design the entire highway network in this area, a series of smaller scale improvements to improve personal safety, road safety and legibility could have a significant impact on improving connectivity through the area, not only for communities in the immediate area, but the wider city.

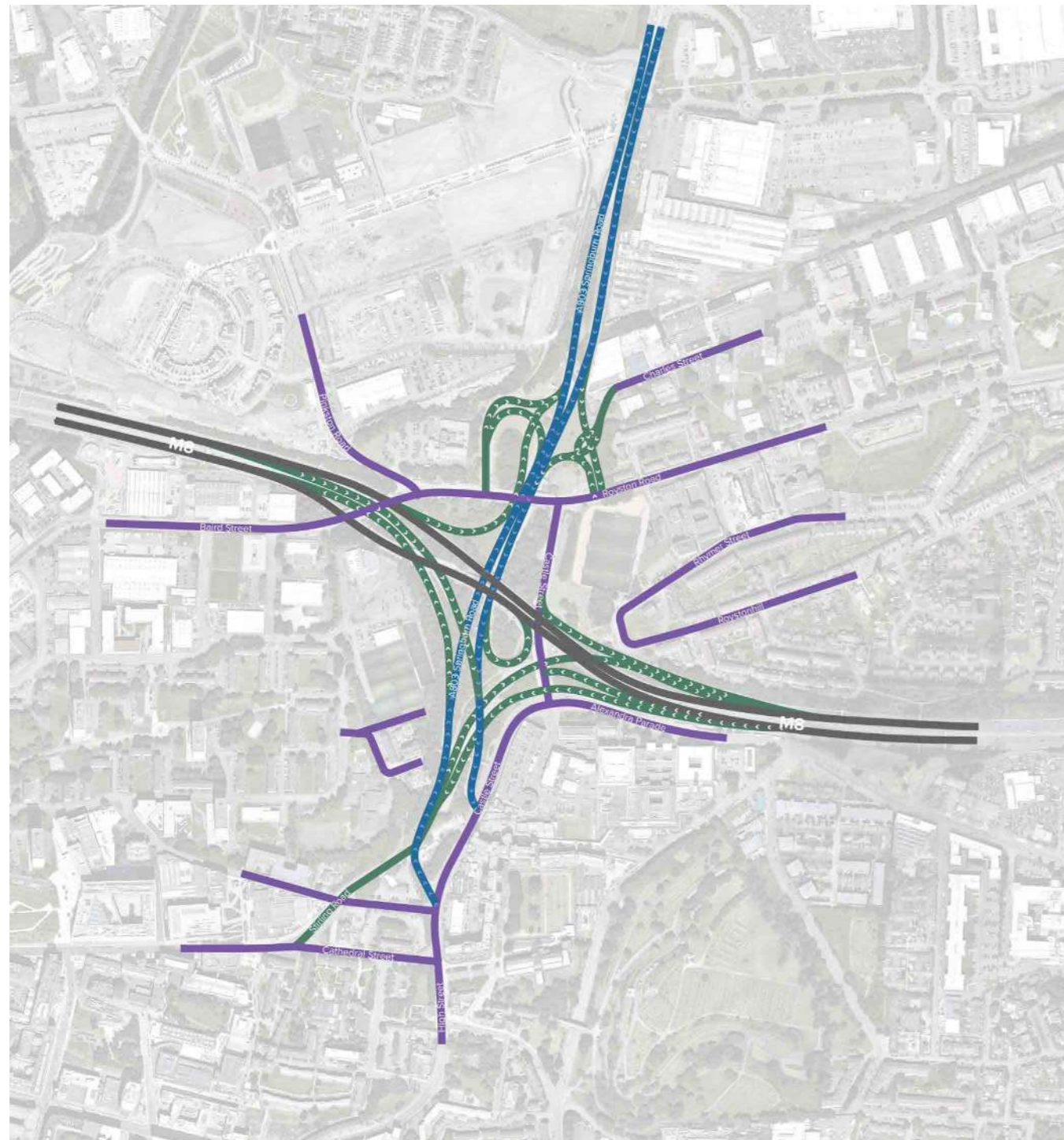Lack of crossing infrastructure and poor pedestrian and cycle environment on Castle Street.

Uninviting underpass with severe drainage issues preventing access.
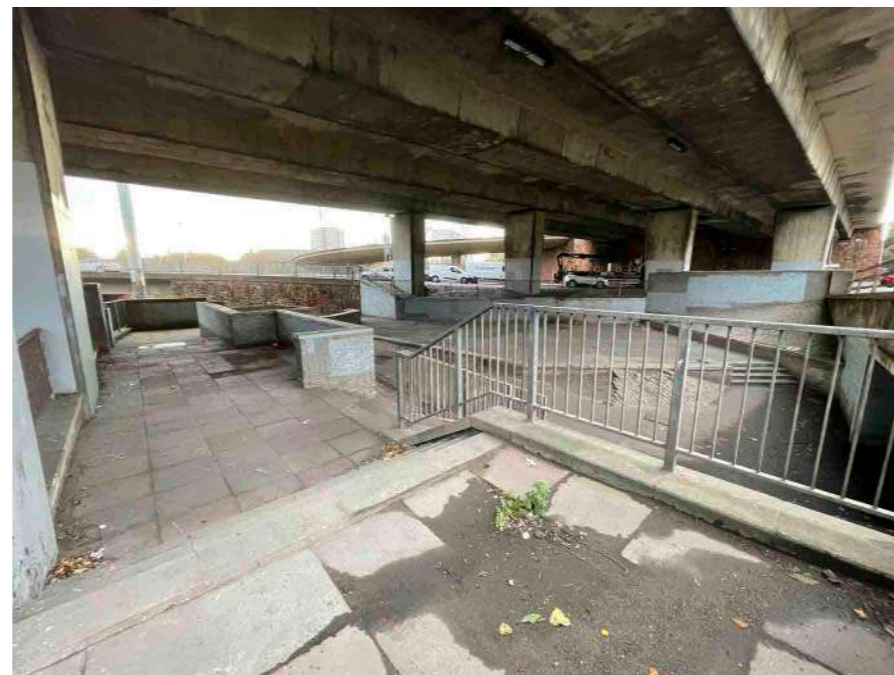
Spaces within the network of pedestrian and cycle routes.

Poor sightlines and confusing layout for people walking and cycling.

Vehicle network

- M8 motorway
- Springburn Road corridor
- Streets
- Slip roads
- Direction of travel

Walking/cycling network

- Road/street network
- Footways
- Paths
- Underpasses
- Bridges

5.5. Bus network

Royston Road provides the key bus corridor through the study area though has a low frequency of services. Other services pass more briefly through the study area h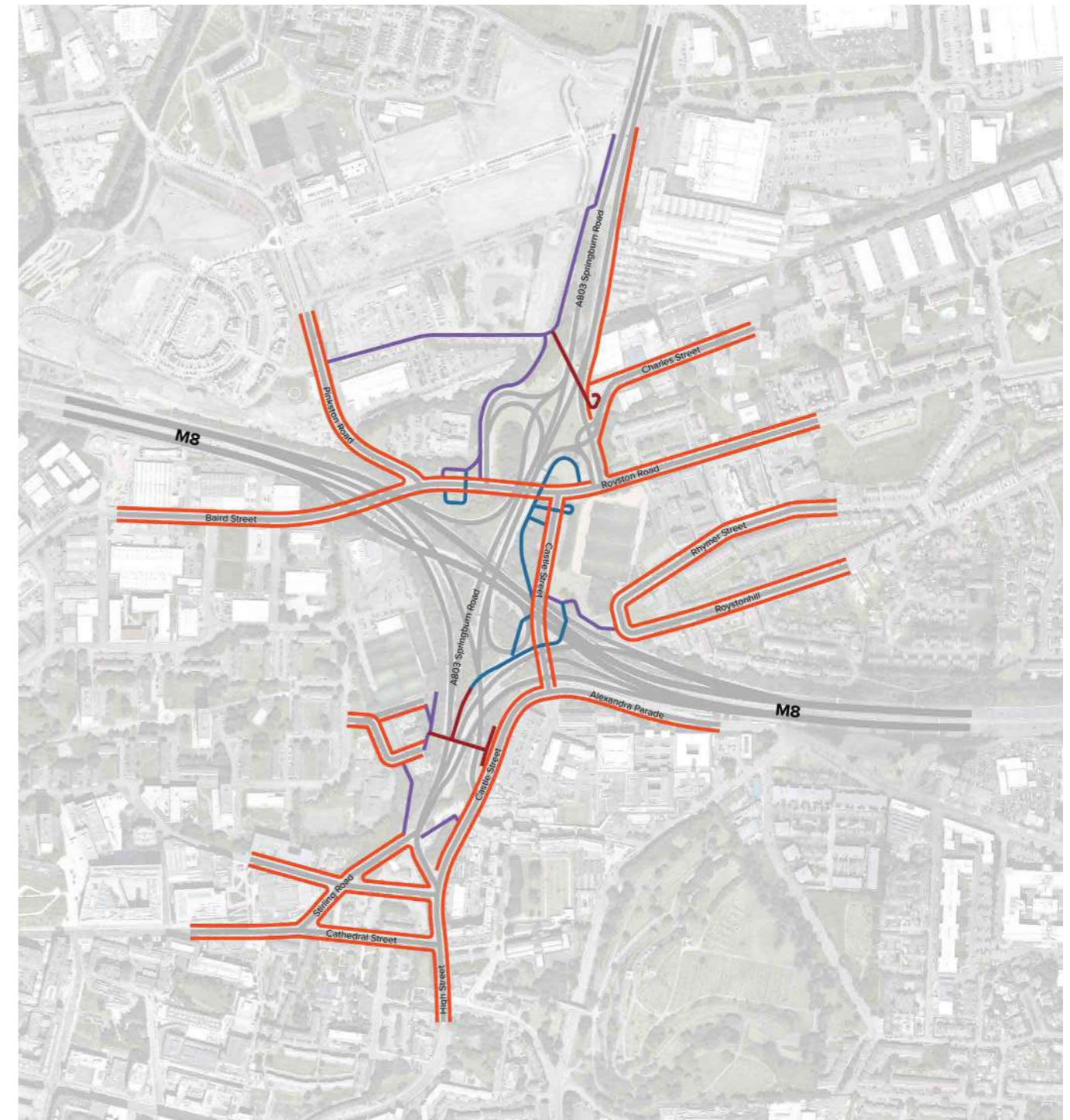eading north/south across Royston Road which may benefit some residents. The A803 Springburn Road is a key bus corridor for the city with 12 services provided, however these are unlikely to be of use to most people living within the study area and fail to provide links for local people to the only currently designated retail centre in the area – St Rollox Brae retail park.

An outline of the various bus services passing through the study area is set out below.

The 19 service operated by First provides 3 buses per hour on weekdays at peak and 2 per hour on weekends in each direction between Glasgow City Centre and Glasgow Fort Retail Park on the outskirts of the city. This serves communities along Royston Road.

The 38 and 38C services run along Cumbernauld Road and provides a service between Glasgow city centre and Cumbernauld to the east of the city, though there is little housing situated along this route within the study area.

The 8 service provides a north/south link on a half hourly basis in each direction throughout the week. This provides a service for the Molendinar and Blackhill areas within the study area and provides links between the Queen Elizabeth University Hospital in Govan and The Forge Shopping Centre and Retail Park in Parkhead. The 8a service supplements this providing an additional half hourly weekend service.

The 329 service provides links along Roystonhill and parts of Royston Road providing an hourly service throughout the week in each direction between Stobhill Hospital in Barmulloch and the city centre.

The CB4 service provides a circular route between the Sighthill area and Glasgow city centre. This service operates between 09:30 and 14:30 Monday to Friday with 2 buses per hour. The route is operated by the North Area Transport Association. The service currently terminates at Fountainwell Road on the edge of the Sighthill development. Further research is required to determine if future

changes are planned to this service as the development is built-out.

The A803 Springburn Road is a key north/south corridor for the north east of the city. 12 bus services operate on this street, however with little residential areas along this street and a lack of bus routes that serve both the A803 and Royston Road, these services are of little use to people living with the study area.
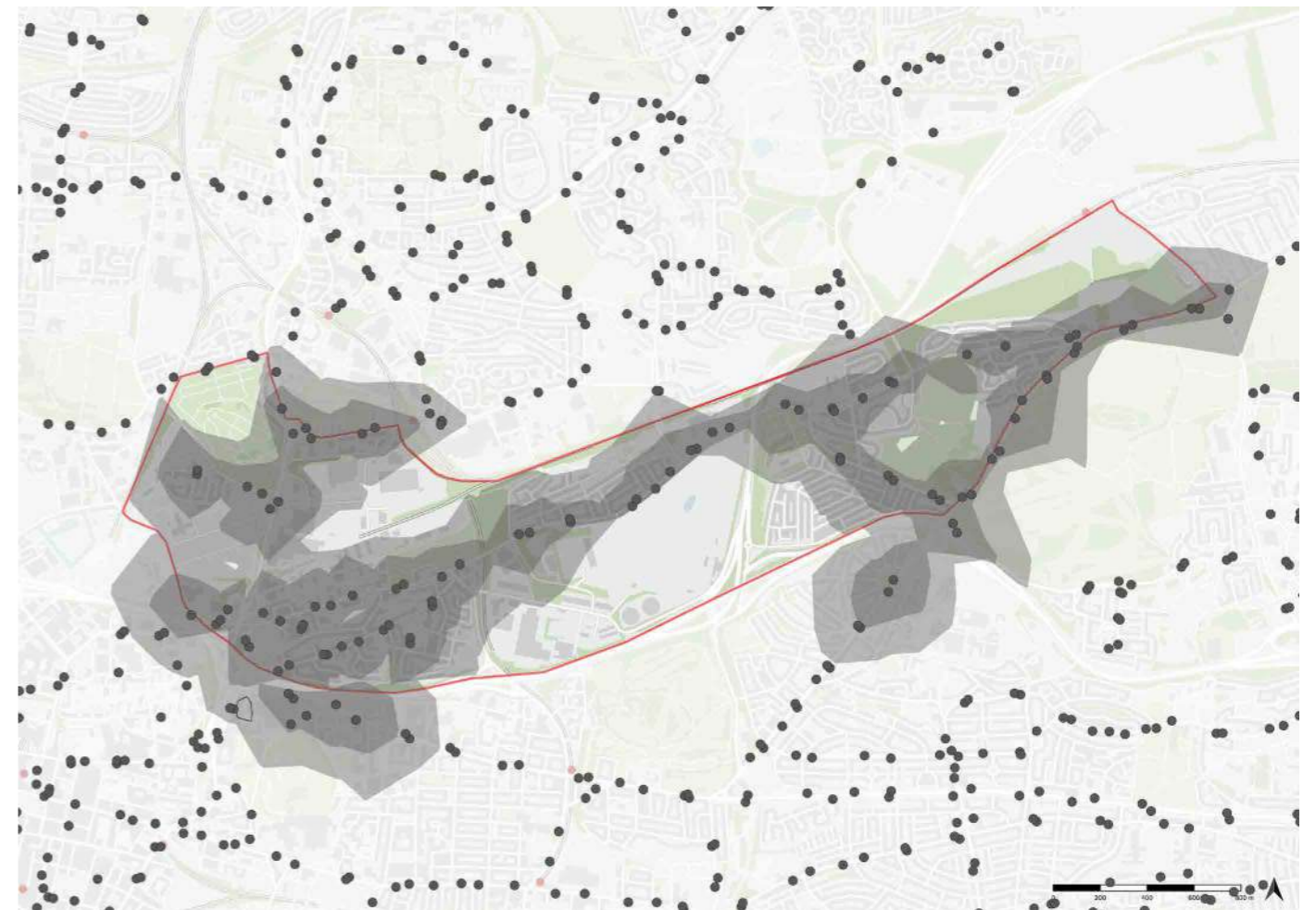
Existing bus network
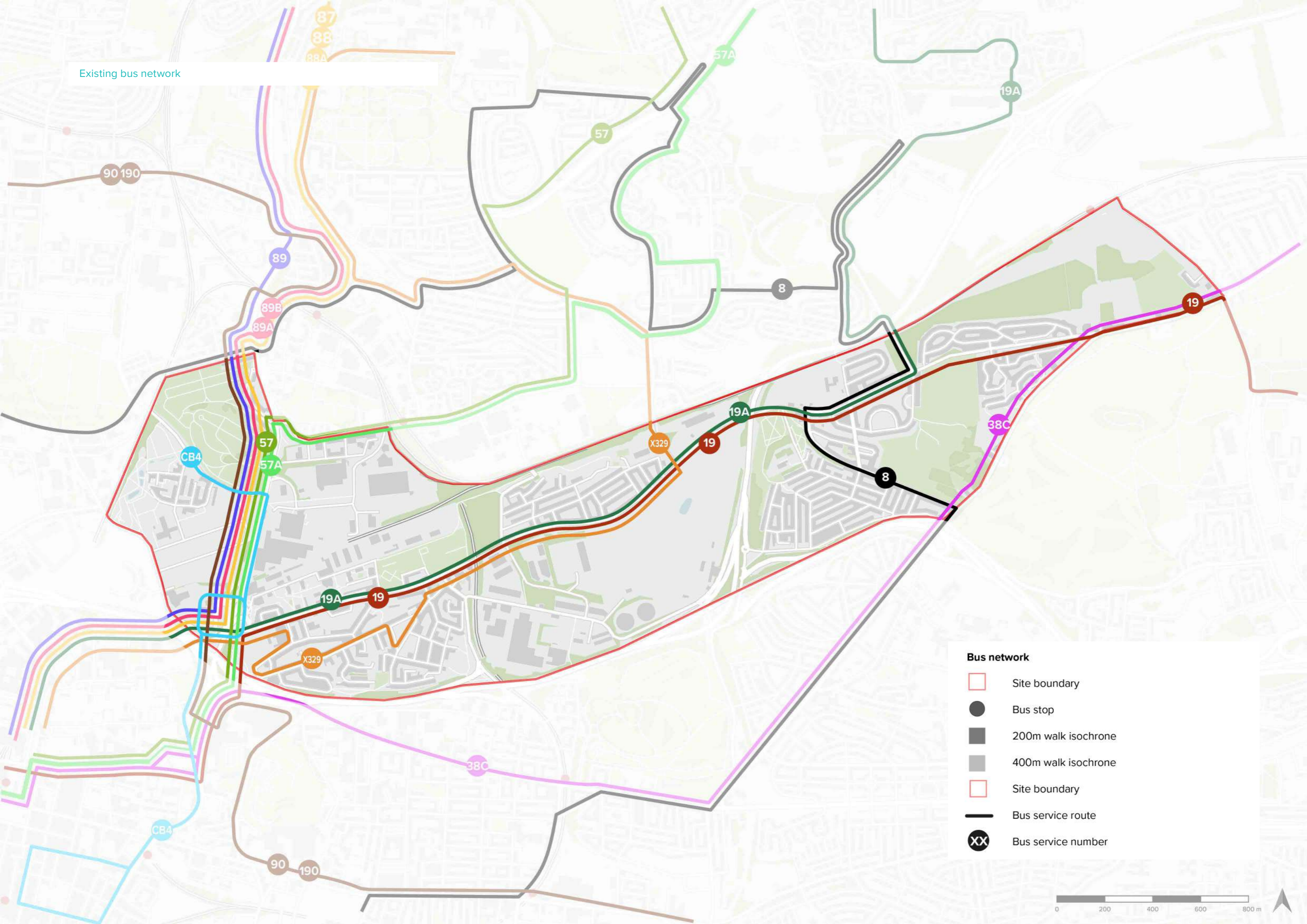
Bus network

▭	Site boundary
●	Bus stop
■	200m walk isochrone
■	400m walk isochrone
▭	Site boundary
—	Bus service route
XX	Bus service number

5.6. Rail network

Access to rail services in the liveable neighbourhood area is poor, with just one station located within the area at Robroyston, and poor links and proximity to rail stations in the surrounding area such as Barnhill, Springburn and Alexandra Parade. There are no Subway services in the area or surroundings.

Despite the lack of train stations and rail services accessible to people within the area, there is a significant amount of rail infrastructure which dissects neighbourhoods and creates severance.

A railway line runs along the western and northern edge of the study area and a second line runs through the Royston/Germiston area. A rail depot is also present within the area. This infrastructure forms strong boundaries around the study area and creates severance within the area, and with its surroundings.

Springburn Station and Barnhill Station are the closest stations to the study area however are unlikely to be used by local people due a lack of walking and cycling connections. The new Robroyston Station lies in the far north east corner however is likely to mainly serve those living or working in the new Robroyston development, or those using the Park and Ride facilities rather than residents of the study area.

The rail network map highlights the disparity in access to train stations within the study area compared to areas immediately surrounding it such as Dennistoun. The study area essentially suffers from the negative impacts of hosting railway infrastructure (such as severance) whilst not benefitting from the enhanced connectivity of these public transport services.

A key consideration is how to better connect communities with rail services in the local area, or else to place greater importance on improving bus service provision. The presence of rail infrastructure presents an opportunity to consider big moves, such as a new rail station, or to consider reducing travel distances and upgrading walking and cycling routes to existing stations.

The Clyde Metro and Regional Transport Strategy provide potential future public transport improvements that could supplement the existing rail network and improve access to public transport for communities within the study area.

Barnhill Station lacks step-free access.
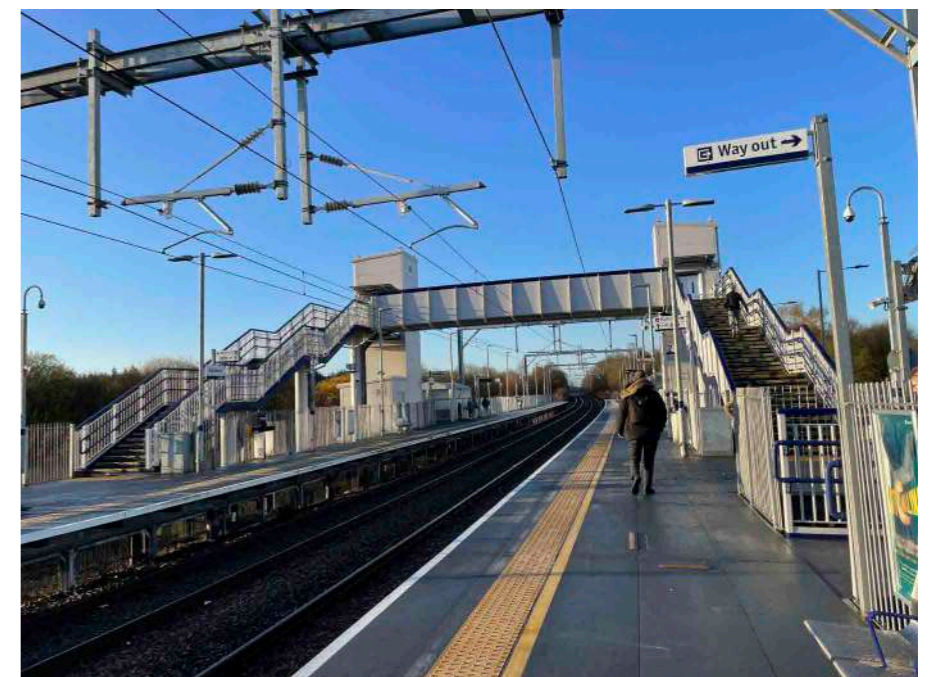
Robroyston Station was opened in 2019, and provides step-free access to the platform.
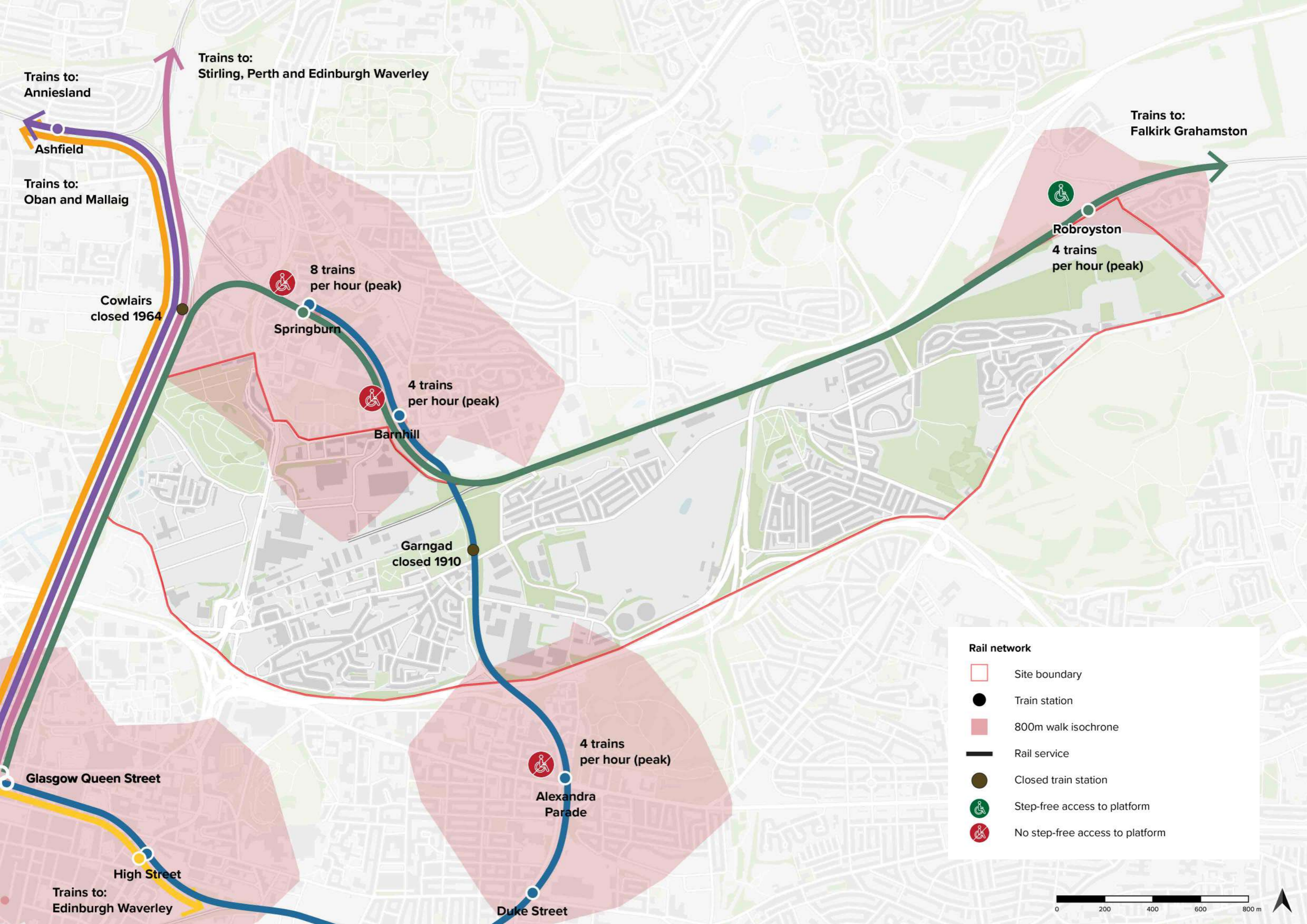
Trains to:
Anniesland

Trains to:
Stirling, Perth and Edinburgh Waverley

Trains to:
Oban and Mallaig

Trains to:
Falkirk Grahamston

Ashfield

Robroyston
4 trains
per hour (peak)

Cowlairs
closed 1964

8 trains
per hour (peak)

Springburn

4 trains
per hour (peak)

Barnhill

Garngad
closed 1910

4 trains
per hour (peak)

Glasgow Queen Street

Alexandra
Parade

Rail network

☐ Site boundary

● Train station

▮ 800m walk isochrone

▬ Rail service

● Closed train station

♿ Step-free access to platform

♿ No step-free access to platform

High Street

Trains to:
Edinburgh Waverley

Duke Street

0   200   400   600   800 m

5.7.   Road safety

The plan opposite shows the location of all recorded collisions in the area for the three most recent full years for which data is available: 2018, 2019 and 2020.

Two contextual factors are important to note. First, the third of the three years covered (2020) should be considered an outlier in terms of traffic-related issues, due to the effect of numerous 'lockdowns' associated with the COVID-19 pandemic. Secondly, the information provided refers to the number of collisions, not the number of personal injuries sustained in each. The classification of each collision is based on the most serious level of injury sustained by a single person, but more than one person may have been injured.

Furthermore, the data shown does not refer to the mode of travel of the person/people injured, and therefore it is not yet possible to identify any specific concerns relating to people walking or cycling.

With those caveats, and turning first to collisions in which someone was killed, there is one shown within the Liveable Neighbourhood area - at the junction of the A803 Springburn Road with Foutainwell Road - and two just outside (respectively on Keppochhill Road, Springburn and somewhere within the M8 Junction 15 complex).

Within the neighbourhood, the most obvious area of concern is at the junctions of the A803 with Fountainwell Road and St Rollox Brae, and the obvious suspicion that these may largely involve people on foot crossing Springburn Road to get to or from the St Rollox retail park needs to be fully explored through analysis of detailed collision data, when made available.

Also of concern, though perhaps to a lesser extent than on the A803, is the clustering of collisions (notably involving several injuries classified as serious) along the western section of Royston Road. This section runs through the local centre, roughly between Royston Primary School, to the west, and St Roch's Primary School, to the east. Again, it will be important to develop a detailed understanding of the nature of these collisions when details are available.

There are no other obvious areas of concern evident from the collision plot. There is, as might be expected, a relatively large number of collision sites along the M8, which forms the southern boundary of the neighbourhood, but it is unlikely that these can be addressed by measures that will come forward for the neighbourhood itself.

All collisions 2018-2020
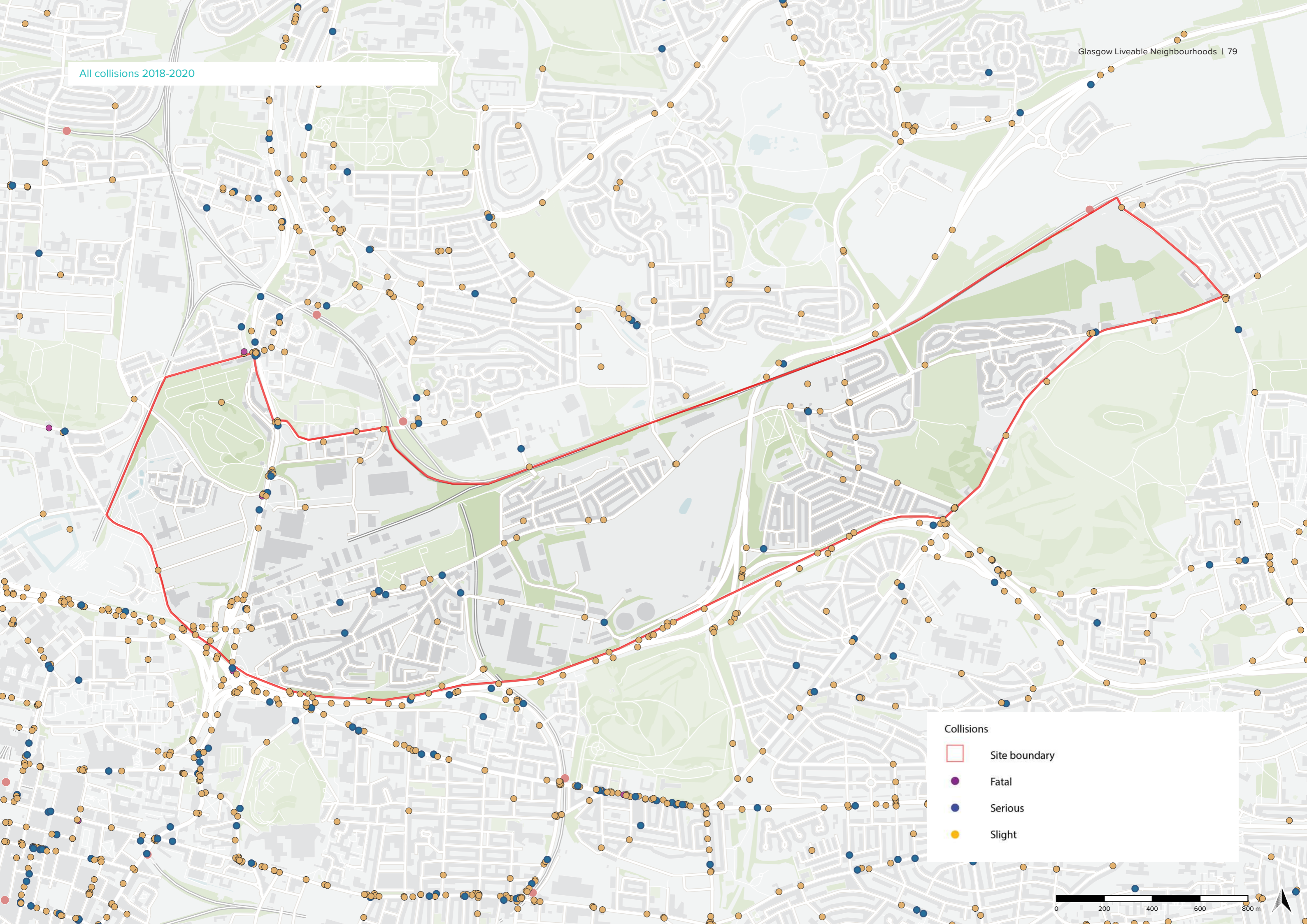
Collisions

☐ Site boundary

● Fatal

● Serious

● Slight

0   200   400   600   800 m
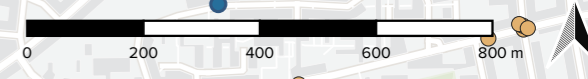
5.8.   Parking

There are currently no Controlled Parking Zones within the study area, other than along Castle Street.

The area has a mix of housing which tend to either provide private driveways, or else use the kerbside for resident parking. Residential streets within the liveable neighbourhood area have low levels of on-street parking, leaving much of the kerbside free at most times.

There are localised areas of parking pressure. This includes Charles Street, where both workers at the industial estate and residents in the tower blocks park vehicles both on-street and within private or housing association car parks. However, this appears to be over-subscribed with many instances of vehicles parking inappropriately, and a streetscene dominated by parked vehicles.

Royston Road, around BCA Glasgow and James McGrory Football Ground also exhibits examples of poor parking, with vehicles parking wholly on the footway, hindering pedestrian accessibility.

Despite the area generally having low levels of parking pressure, there are numerous occurances of inappropriate parking such as parking partially or wholly on the footway, or parking at junctions or where people wish to cross the street. This creates significant road safety issues in some instances, and reduces the area's accessibility, particularly to disabled people or those with pushchairs etc.

In many instances, there is sufficient space and availability to park appropriately without using the footway, however as footway parking is not illegal, and parking controls and enforcement are lacking, poor car parking habits appear to have become entrenched in parts of the area.

Part 6 of the Transport (Scotland) Act 2019 introduced the statutory framework for a national ban on pavement parking, double parking and parking at dropped kerbs to make it easier for local authorities to ensure our pavements and roads are safer and more accessible to all. However local authorities await secondary legislation and parking standards guidance that will underpin the enforcement of these parking prohibitions.
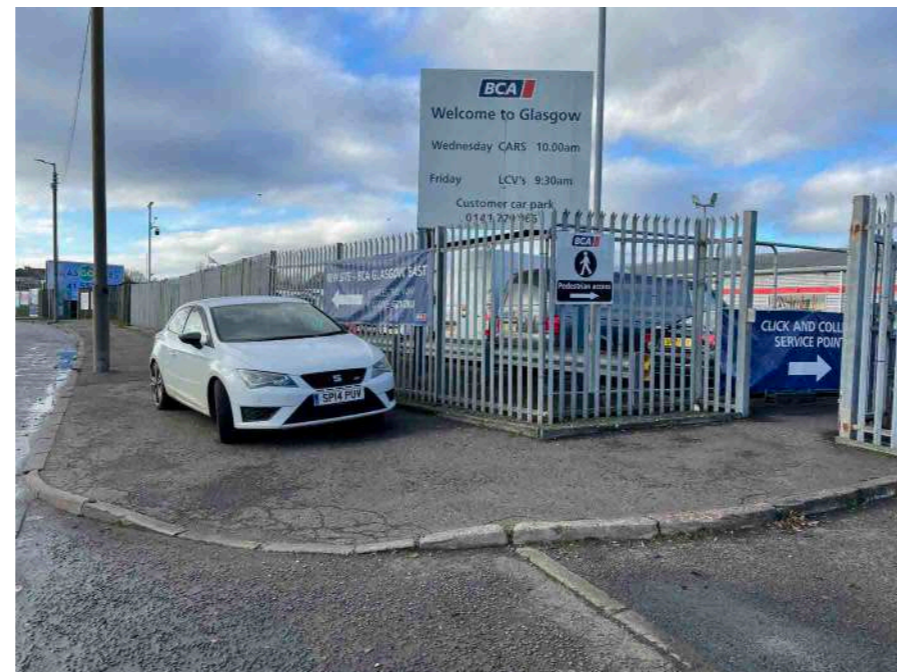
Footway parking on Royston Road (Germiston).
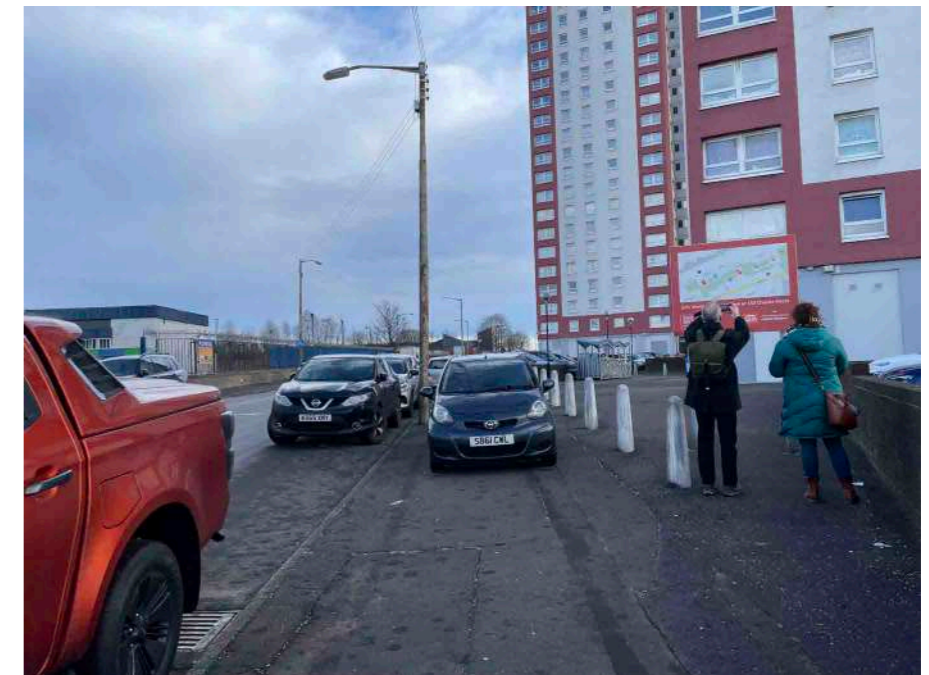
Footway parking and parking pressure on Charles Street (Royston).
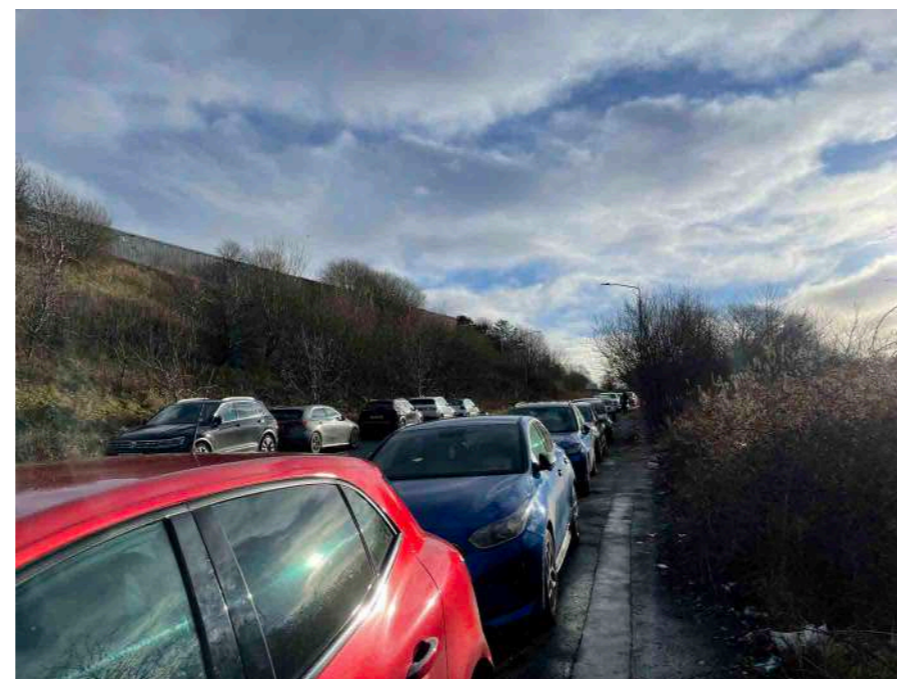
Footway parking on Siemens Street (Blochairn Industrial Estate)

Footway parking on Moodiesburn Street (Blackhill).

Planned cycle network - City Network

6   Parks and green spaces

6   Parks and Green Spaces

6.1.   Key green spaces

Parks

The study area contains four formal parks: Sighthill Park; Glenconner Park in Royston; Molendinar Park; and Riddrie Park in Molendinar.

Germiston has the poorest access to parks, with a lack of any formal green space within the neighbourhood, and the need therefore to walk along Royston Road to access formal parks.

The quality of public parks is a key issue, with many lacking varied and biodiverse planting, imaginative play opportunities, well-maintained sport and games areas and well-maintained paths and seating. Parks also often appear underused and lack natural surveillance; or positive or active building frontage. This has led to problems with vandalism in some instances.

There are also several large parks nearby including Hogganfield Loch, close to residents of Hogganfield; Alexandra Park to the south; and Petershill Park to the north. Access to these varies, with Alexandra Park severed from communities by the Blochairn Industrial Estate; M8 and the Springburn railway line. Hogganfield Loch has better access, although there are a lack of controlled and well-located crossing points of Cumbernauld Road.

Cemeteries

The study area contains Sighthill Cemetery, which lies north of the Sighthill neighbourhood; and Riddrie Cemetery which is situated between Provanmill/Blackhill and Hogganfield.

These are significant green infrastructure features and occupy a large part of the study area.

Whilst cemeteries have limited use as recreational green space, they do provide quieter spaces for walking and reflecting. They are also key historical features within the neighbourhoods. Access points for these are currently poor, with a lack of access from the east into from Riddrie Cemetery; and lack of access points along the southern boundary of Sighthill Cemetery for the Sighthill community to benefit from.

Community gardens / allotment

The study area contains one allotment site - Germiston Allotments - with a further 2 sites nearby, though largely severed from the area by highway and railway infrastructure. Access to allotments is therefore generally poor throughout the area, with the exception of Germiston.

There are 3 community gardens identified, including 2 in Royston - the Garden of Eden and Spire Gardens; and one in Blackhill/Provanmill at St Paul's Youth Forum. Access to community gardens is therefore best in Royston and Molendinar, however Germiston and Hogganfield are lacking in provision.
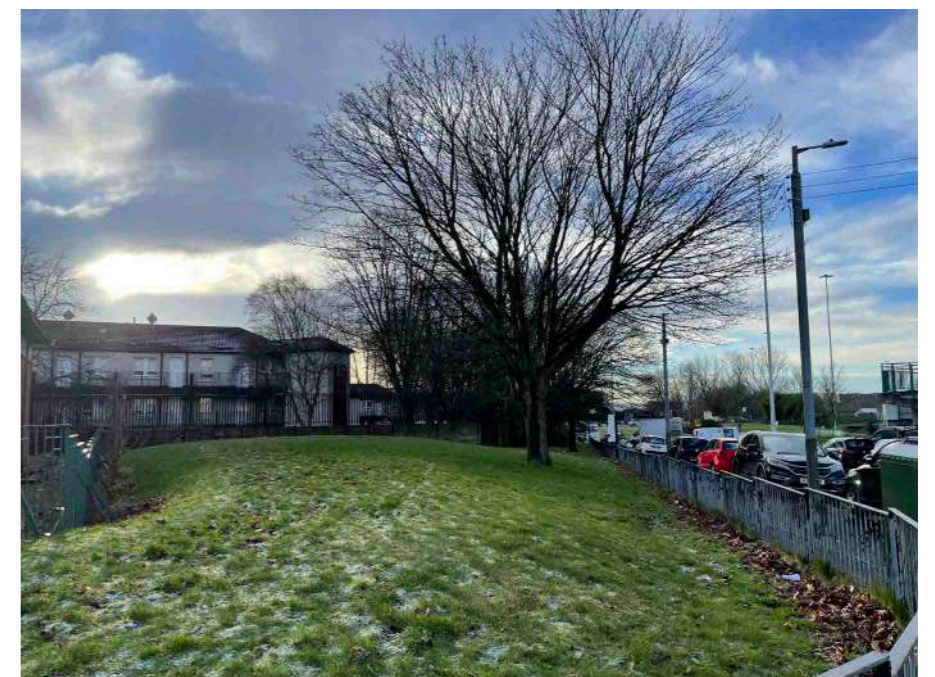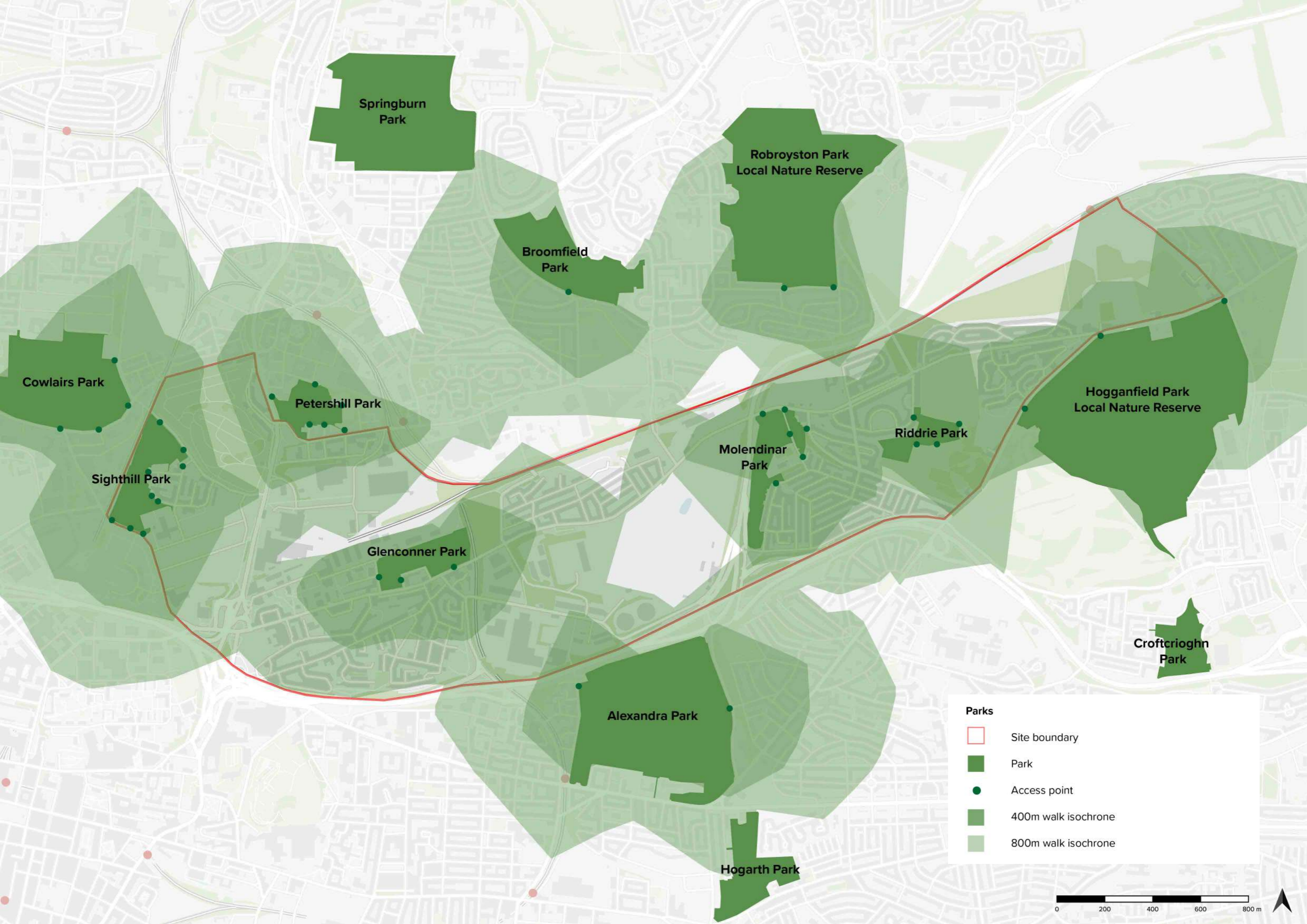
Springburn Park

Robroyston Park
Local Nature Reserve

Broomfield
Park

Cowlairs Park

Petershill Park

Hogganfield Park
Local Nature Reserve

Sighthill Park

Riddrie Park

Molendinar
Park

Glenconner Park

Croftcrioghn
Park

Alexandra Park

Hogarth Park

Parks

◻ Site boundary

◼ Park

● Access point

▨ 400m walk isochrone

▨ 800m walk isochrone

0   200   400   600   800 m
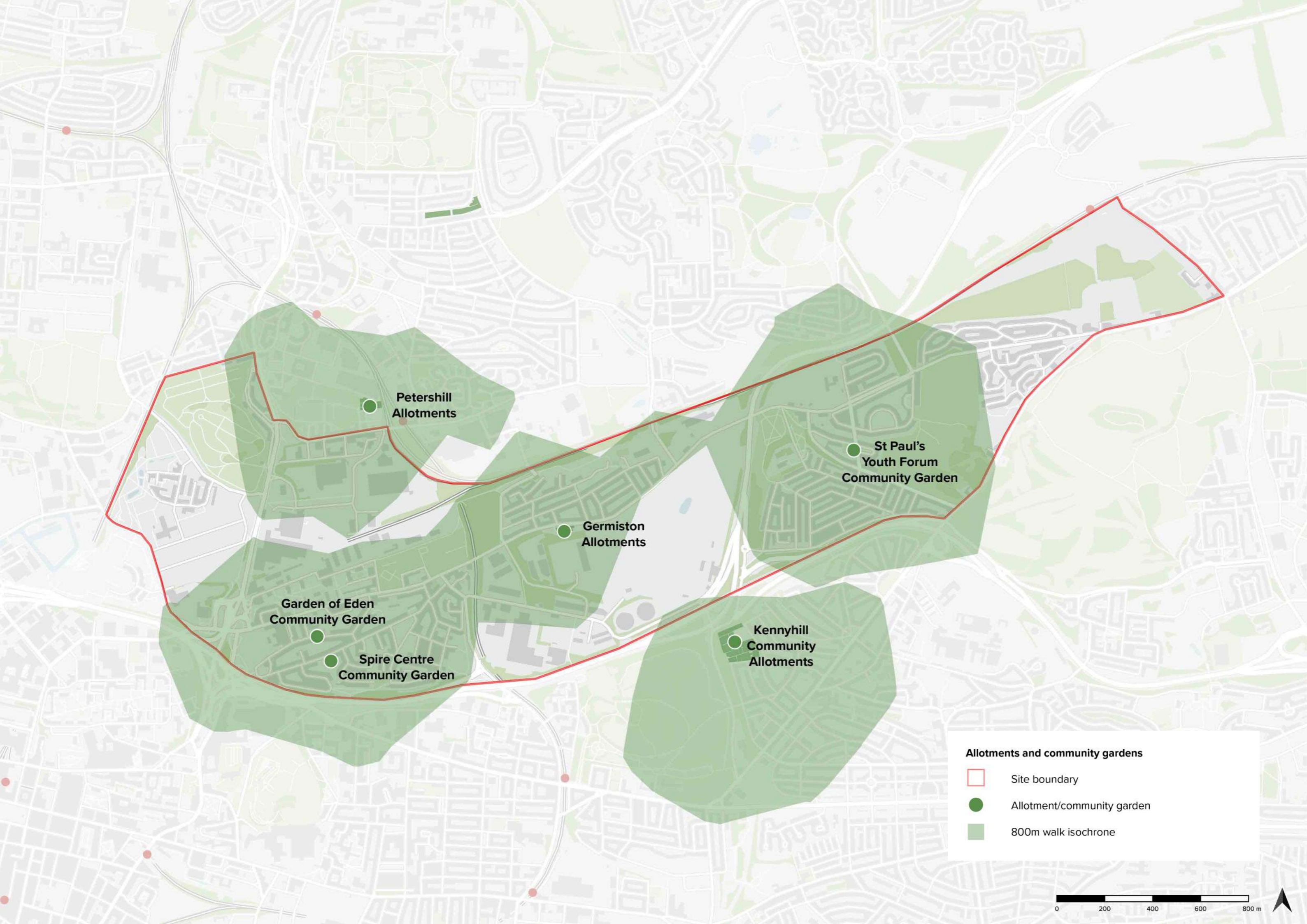
Petershill Allotments

St Paul's Youth Forum Community Garden

Germiston Allotments

Garden of Eden Community Garden

Spire Centre Community Garden

Kennyhill Community Allotments

Allotments and community gardens

Site boundary

Allotment/community garden

800m walk isochrone

0   200   400   600   800 m
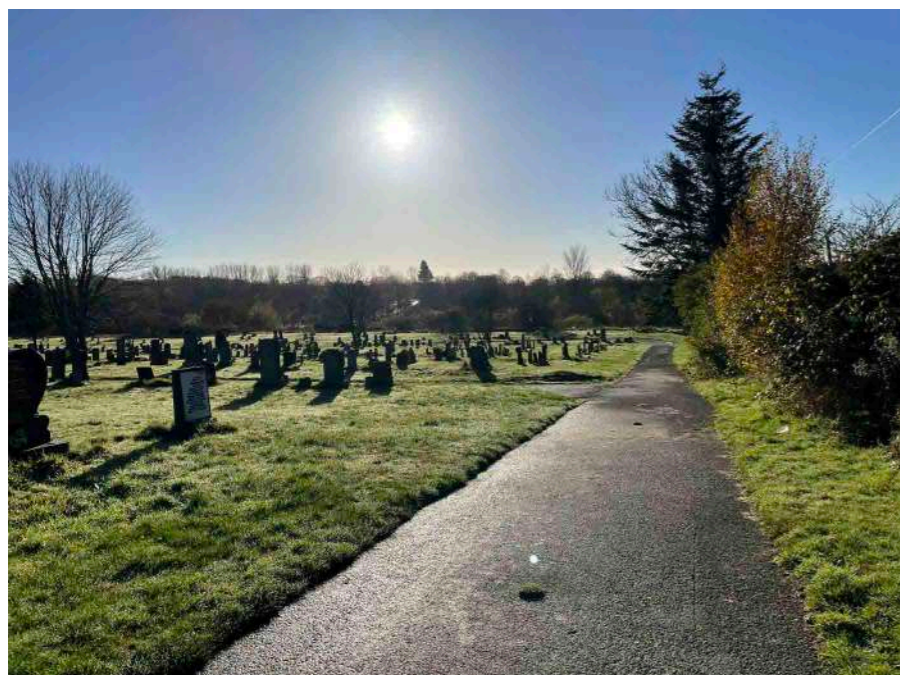
Riddrie Cemetery ((Provanmill/Blackhill)/Hogganfield)

Riddrie Park (Molendinar/Hogganfield)
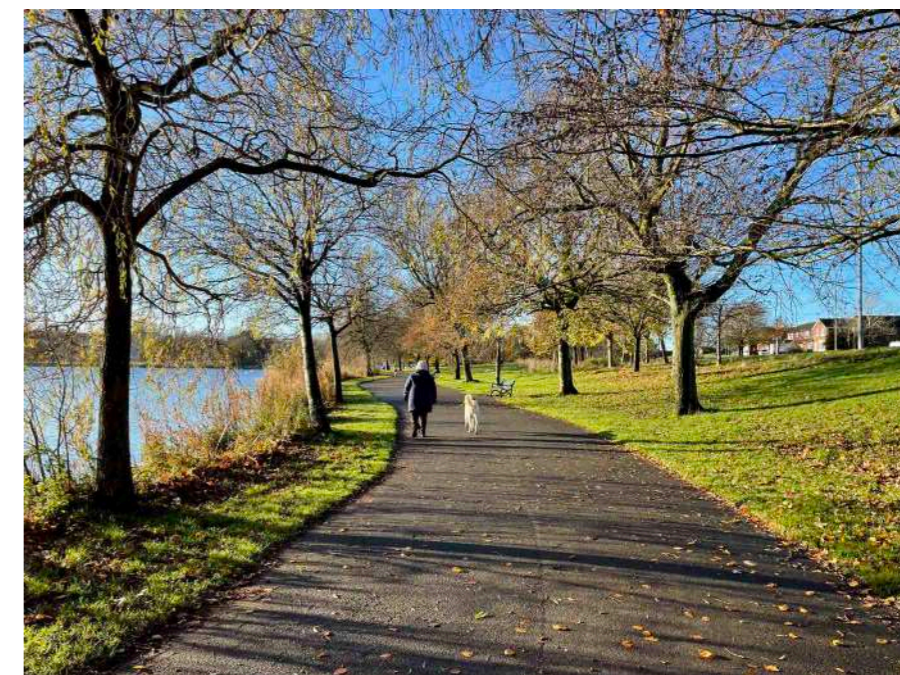
Hogganfield Park (Hogganfield)

Spire Centre community garden (Royston)

Glenconner Park (Royston)

Molendinar Park (Provanmill/Blackhill)

6.2. Play

The plans show the various play areas throughout the study area and surroundings, and a 400m walking catchment. Where possible, these are also classified according to the age-range of children they are designed for, based on the play equipment provided. This highlights the age range of children able to use them, from toddlers, juniors and youths.

Youth spaces are the least common throughout the area, with similar levels of toddler and junior play spaces present. In general, play spaces are present and distributed throughout the area, however there are notable areas lacking good access to play.

Play spaces are present in Sighthill, Royston, Germiston and Provanmill/Blackhill, however Hogganfield largely relies upon the play area at Hogganfield Loch, outside the study area and across the busy Cumbernauld Road.

Royston is well served by play areas to the north, with the Glenconner Park play area being particularly well-used by children at the end of the school day. There are also several play spaces situated in the green space around the Charles Street tower blocks. The southern area of Royston however suffers from a lack of play. Despite this, there is evidence of former play areas that have fallen into disrepair, such as the one shown here at Rosemount Street.

Germiston benefits from a single play space at Forge Place, located near to Barmulloch Primary School. Provanmill/Blackhill benefits from play space within Molendinar Park, however the southern part of the neighbourhood lacks facilities.

A common issue is the quality, vandalism and maintenance of play spaces. Many require either maintenance or replacement, and the quality and variety of play equipment could be broadened in many areas, creating a range of characterful and imaginative spaces throughout the neighbourhood.

There is a lack of play activity within streets, with all play areas being located within green spaces, which may feel isolated at times.
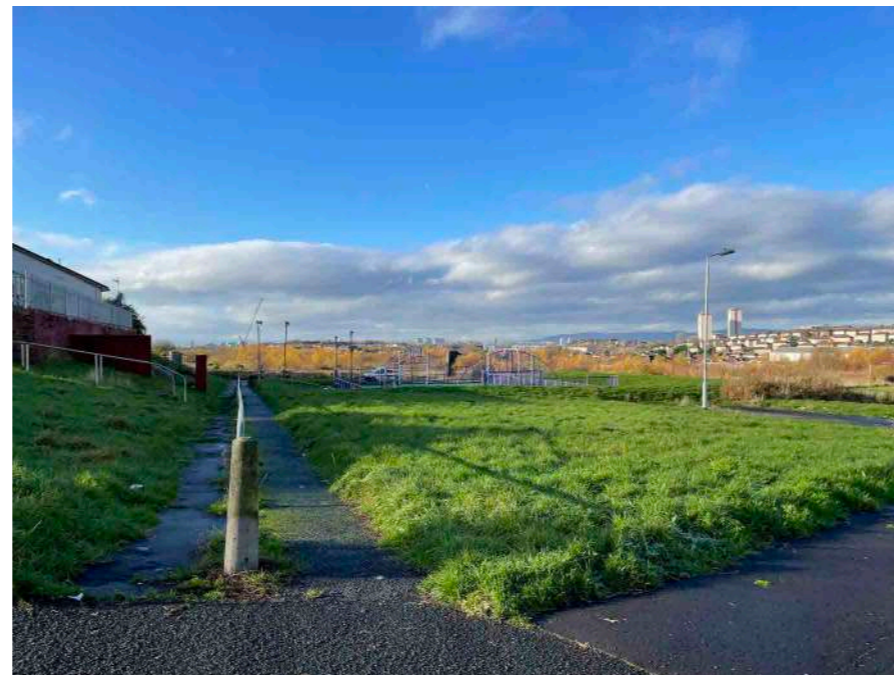
Forge Place play area (Germiston)

Molendinar Park skatepark ((Provanmill/Blackhill))

Rosemount Street disused/removed play area (Royston)

Play

- ☐ Site boundary
- ● All play areas
- ■ All play areas - 400m walk isochrone
- ● Youth play areas
- ■ Youth play areas - walk isochone
- ● Junior play areas
- ■ Junior play areas - 400m walk isochrone
- ● Toddler play areas
- ■ Toddler play areas - 400m walk isochone
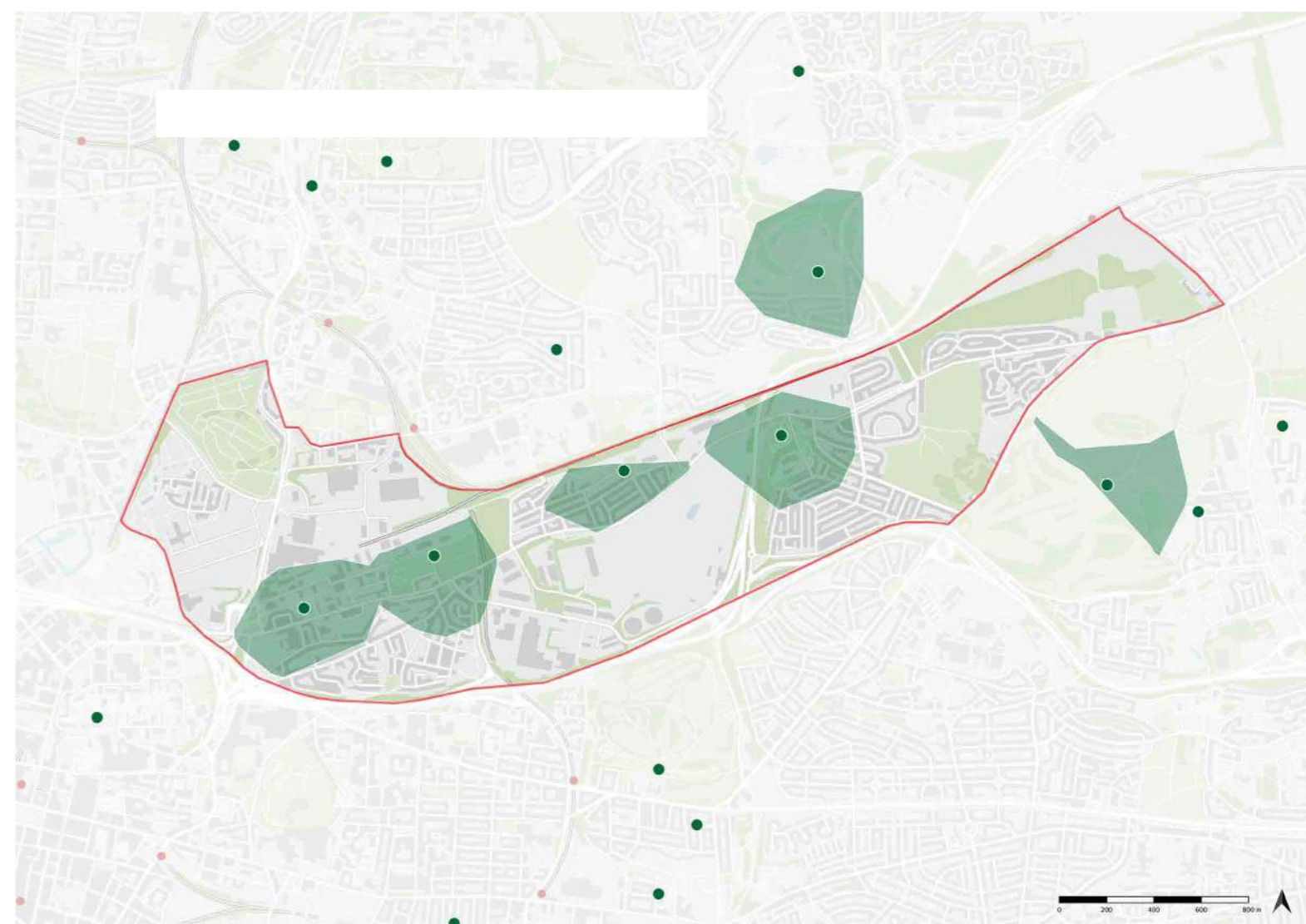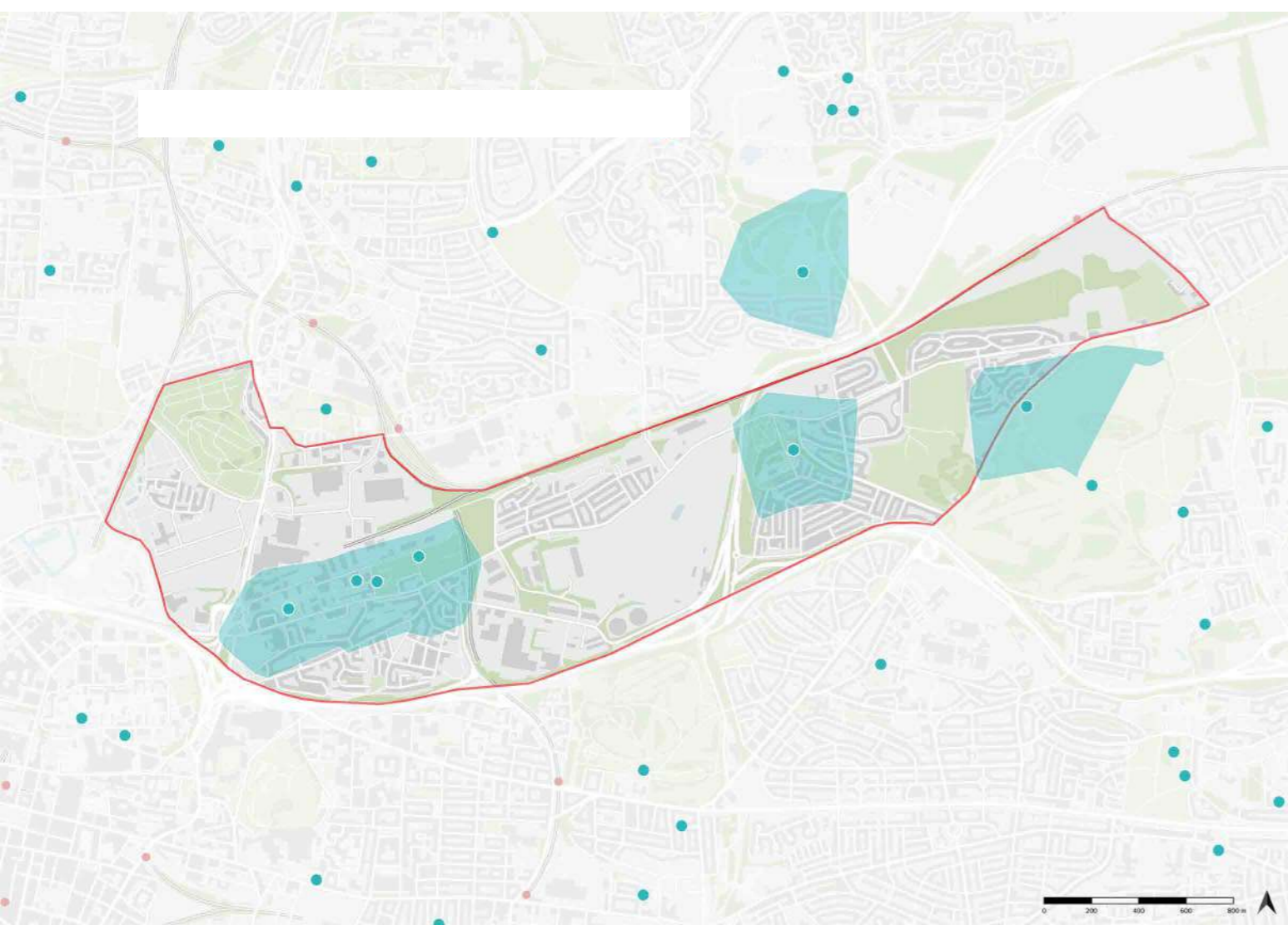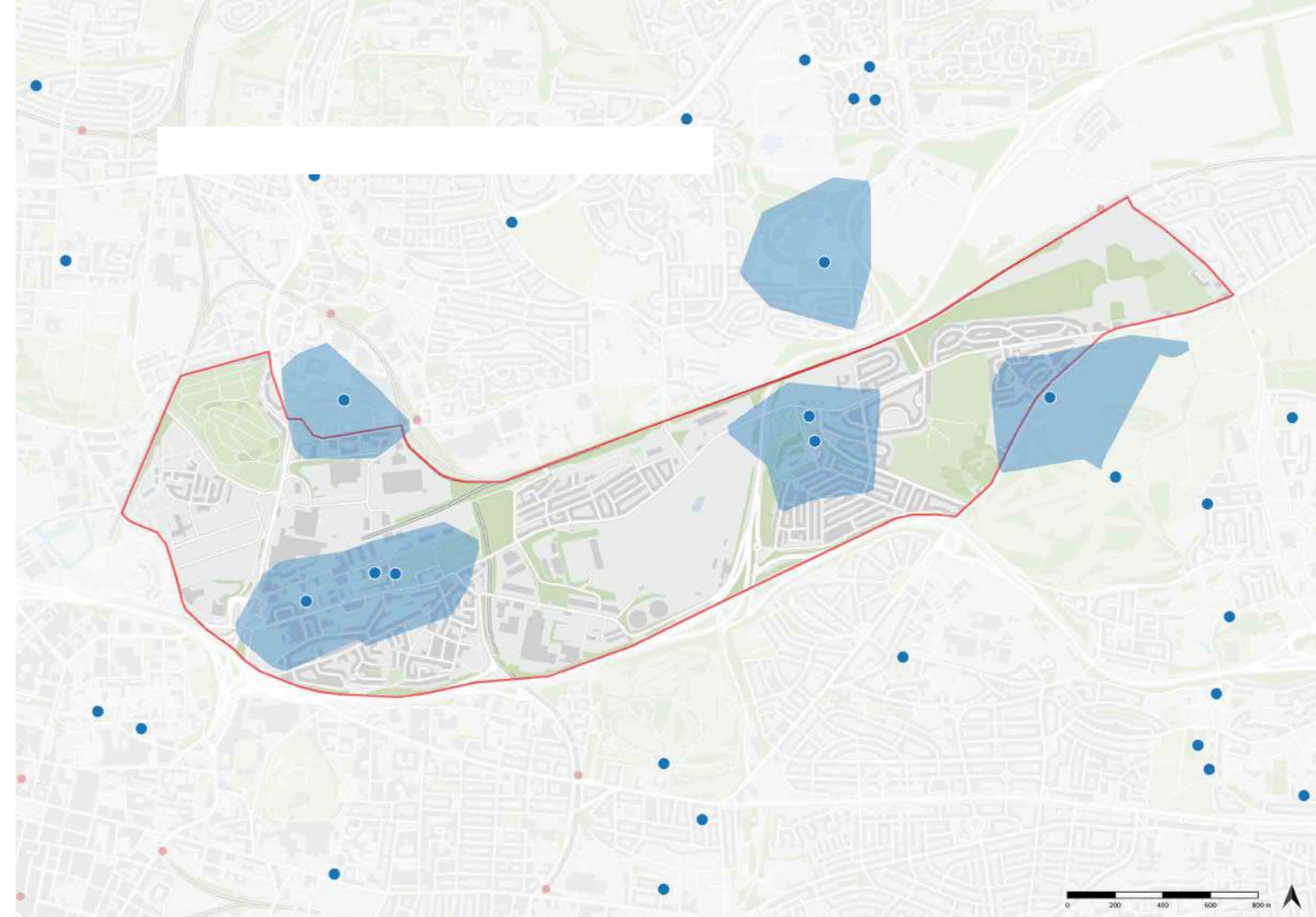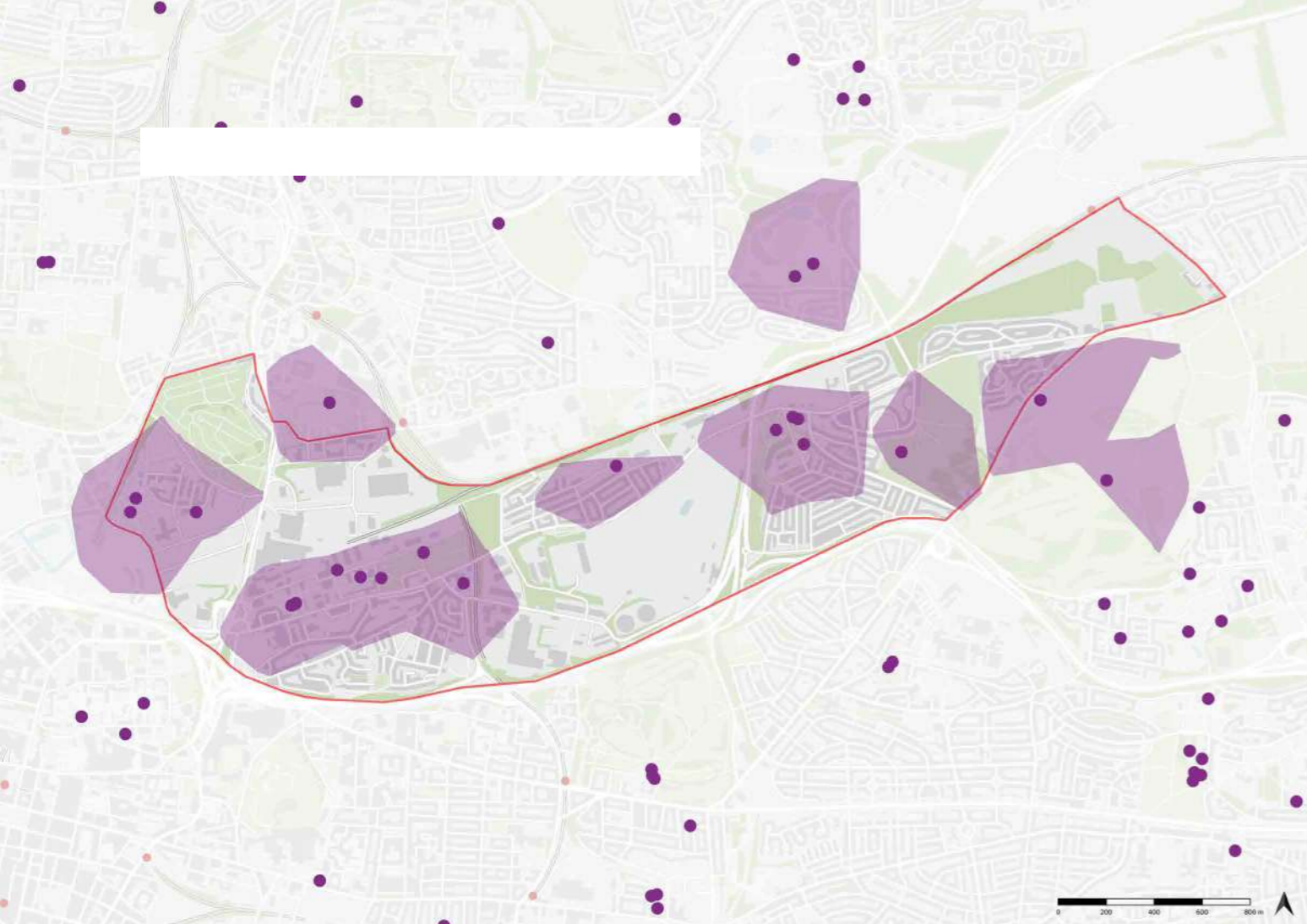
6.3.   Functional green spaces

The plan shows the key functional green spaces within and surrounding the study area. This includes:

- Parks;
- Cemeteries;
- Religious grounds;
- Sports pitches and fields;
- Bowling greens;
- Golf courses;
- Community gardens; and
- Allotments.

Germiston has the poorest range of functional green spaces. Hogganfield benefits from access to Hogganfield Park and Loch, as well as Riddrie Cemetery. Provanmill/Blackhill benefits from Riddrie Park and Cemetery and Molendinar Park. Royston has access to Glenconner Park as well as two community garden spaces.

The quality of these spaces however, is an important consideration. Many are in a poor state of repair, or lack imaginative, high quality design.

Molendinar Park (Provanmill/Blackhill)

Hogganfield Park
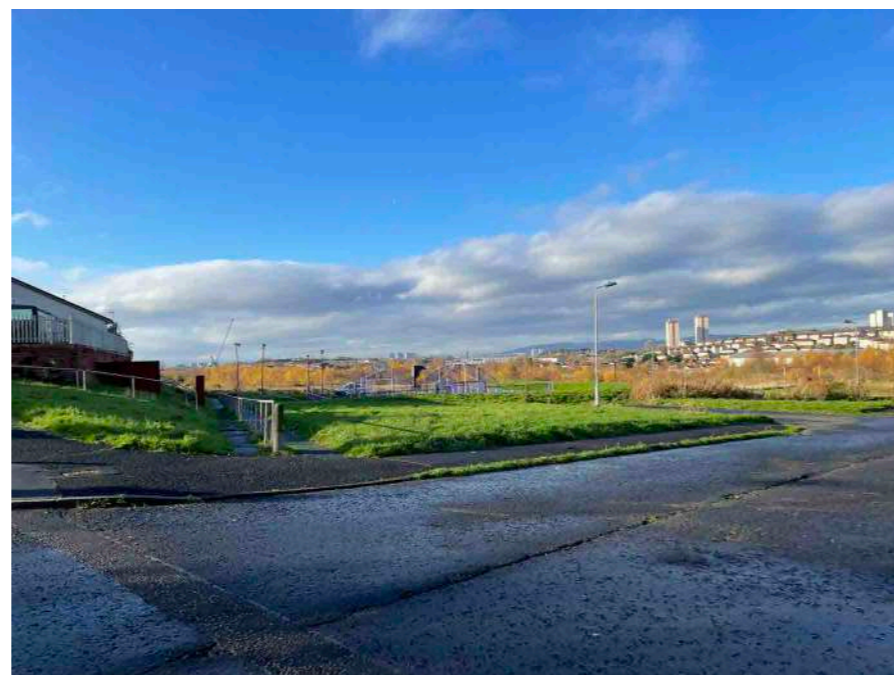
Forge Place (Germiston)
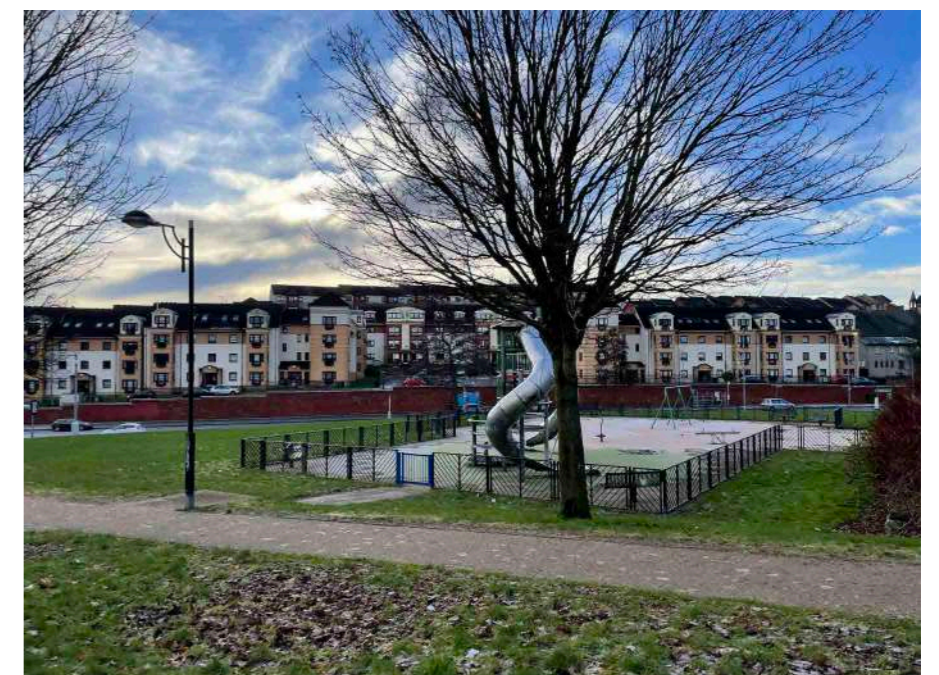
Glenconner Park play area (Royston)
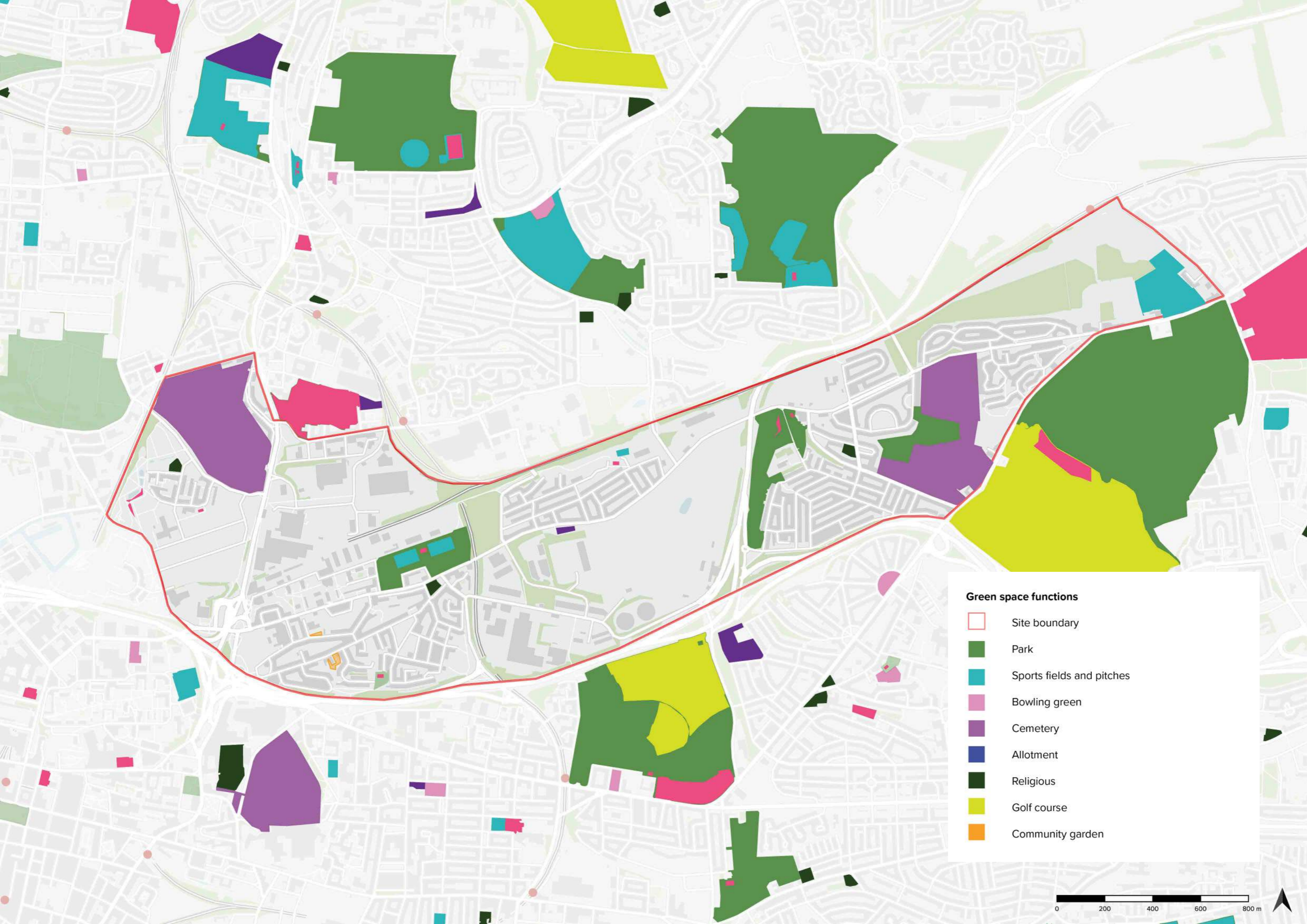
Green space functions

- ▭ Site boundary
- ■ Park
- ■ Sports fields and pitches
- ■ Bowling green
- ■ Cemetery
- ■ Allotment
- ■ Religious
- ■ Golf course
- ■ Community garden

0   200   400   600   800 m

6.4. Other spaces

The study area contains a wide range of other spaces that are often poorly defined or lacking in function. These include :

- Grassed verges
- Wooded verges
- Shared private gardens
- Estate green spaces
- Leftover spaces
- Unfenced vacant land/development sites

In many cases, these spaces could be better utilised to increase local biodiversity, provide new play spaces, alleviate surface water flooding and improve the streetscape and attractiveness of the local neighbourhood.

Junction 15 occupies a vast amount of land, and results in many leftover verge spaces.

The space west of Viewpark Avenue lacks purpose, and is identified as vacant land.

Green verge lacking biodiversity or interest along Royston Road (Hogganfield).

Green verge at the Maxwelton Road/Frankfield Street/Barrwood Street junction (Provanmill/ Blackhill).
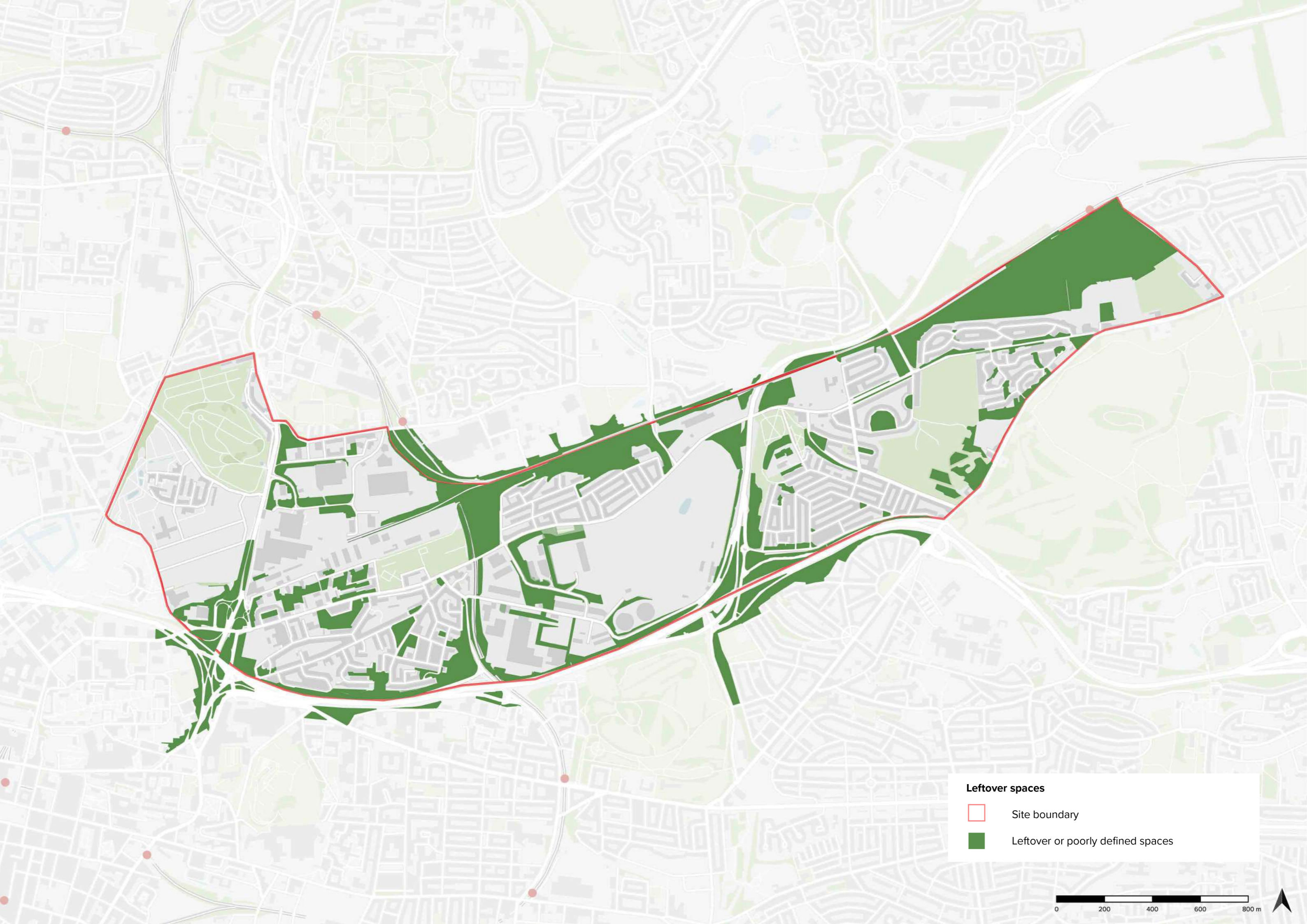
Leftover spaces

- Site boundary
- Leftover or poorly defined spaces

0   200   400   600   800 m
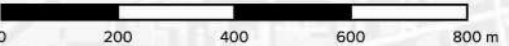
6.5. Street greenery

The streets and public spaces within the area generally lack green infrastructure features such as street trees, rain gardens, wildflower verges and pocket parks.

This results in bland streetscapes, a lack of biodiversity and a lack of shade and shelter within streets. It also results in large expanses of hardstanding - usually asphalt - which can contribute to urban heating.

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.

7   Stage 1 engagement outcomes

7 Stage 1 Engagement Outcomes

7.1. Engagement activities

Engagement programme

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

Royston to Hogganfield LN	February 2023																	March 2023																															
	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1-1 Stakeholders Conversations																																																
Neighbourhood Walk																																																
Pop-up Event (Hogganfield Park)																																																
Pop-up Event (St. Rollox Retail Park)																																																
Pop-up Event (Blochairn Car Boot Sale)																																																
Drop-in Session (Rosemount Lifelong Learning)																																																
Drop-in Session (Glasgow's No.1 Baby and Family Support Service)																									Cancelled																								
Auxiliary Event (Rosemount Lifelong Learning)																																																
Auxiliary Event (International Women's Day at Spireview Community Hub)																																																
Auxiliary Event (Rosemount Development Strategy Meeting)																																																
Youth self-facilitated activity																																																
Public Survey (online)																																																
Public Survey (in libraries)																																																

Key stakeholder conversations

Brief meetings 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

Pop-up events consisted of us having a stall / stand in a busy public space where any passerby could stop and talk to us, 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. 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. During the pop-up events, New Practice offered incentives to passers-by to increase the number of participants. For example, we offered coffee vouchers during the pop-up events hosted in green spaces, coordinated in collaboration with the local coffee kiosks. In the urban spaces, we offered the opportunity to win a voucher from the nearby local shops for people who engaged with us in conversations.

Auxillary 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. 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.We had engagement materials and tools with us 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.

Online survey and mapping tool

A quick online survey, which branched off to location specific questions for each neighbourhood within each of the larger sites. The survey was available in paper form from the local libraries. Participants were also invited to complete the online mapping activity where they could 'plot' areas of concern, within the scope of the 4 outlined themes (Local Town Centre, Everyday Journey, Active Travel, Streets For People).

Youth self-facilitated activity

New Practice developed a small booklet, which 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 our team, or photograph and email us answers to key questions directly.

7.2.   Particpation

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 singe named person, but there were also some interviews that involved two or three 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: 16

- Drop-in session participants: 11

- Pop-up event participants**: 42

- Auxiliary event participants: 34

- Responses to Typeform Survey*: 53

- Surveys submitted on the ArcGIS Mapping Activity: 56

- Number of young person activity participants: 9/150

* This figure includes the responses made online and four given on paper versions of the survey at Royston 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.

Type of Event	Date	Location	No. of Participants
Stakeholder Interview: Cllr. Allan Casey (Dennistoun)	19th January 2023	New Practice Office	1
Stakeholder Interview: Rosemount Development Trust	25th January 2023	Rosemount Trust Offices	2
Stakeholder Interview: Seven Lochs Wetland	26th January 2023	Hogganfield Park	1
Stakeholder Interview: Cllr. Audrey Dempsey (Springburn/Robroyston)	7th February 2023	Online	1
Stakeholder Interview: St. Paul's Youth Forum	9th February 2023	Online	2
Stakeholder Interview: Paul Sweeney MSP (Glasgow Region)	13th February 2023	New Practice Office	1
Stakeholder Interview: Spireview/Copperworks Housing Association	13th February 2023	Online	3
Neighbourhood Walk	20th February 2023	Walk-around LN	n/a
Stakeholder Interview: Bob Doris MSP (Maryhill & Springburn)	21st February 2023	Online	1
Stakeholder Interview: Rosemount Lifelong Learning	21st February 2023	Online	1
Stakeholder Interview: Wheatley Group Housing Association	21st February 2023	Online	2
Pop-up Event	26th February 2023	Hogganfield Park	19
Stakeholder Interview: HMP Barlinnie Governor	1st March 2023	Online	1
Pop-up Event	2nd March 2023	Tesco St Rollox	5
Pop-up Event	5th March 2023	Blochairn Car Boot Sale	8
Auxiliary Event	7th March 2023	Rosemount Lifelong Learning	10
Auxiliary Event	8th March 2023	International Women's Day Event, Royston Community Hub	21
Drop-in Event	10th March 2023	Rosemount Lifelong Learning	11
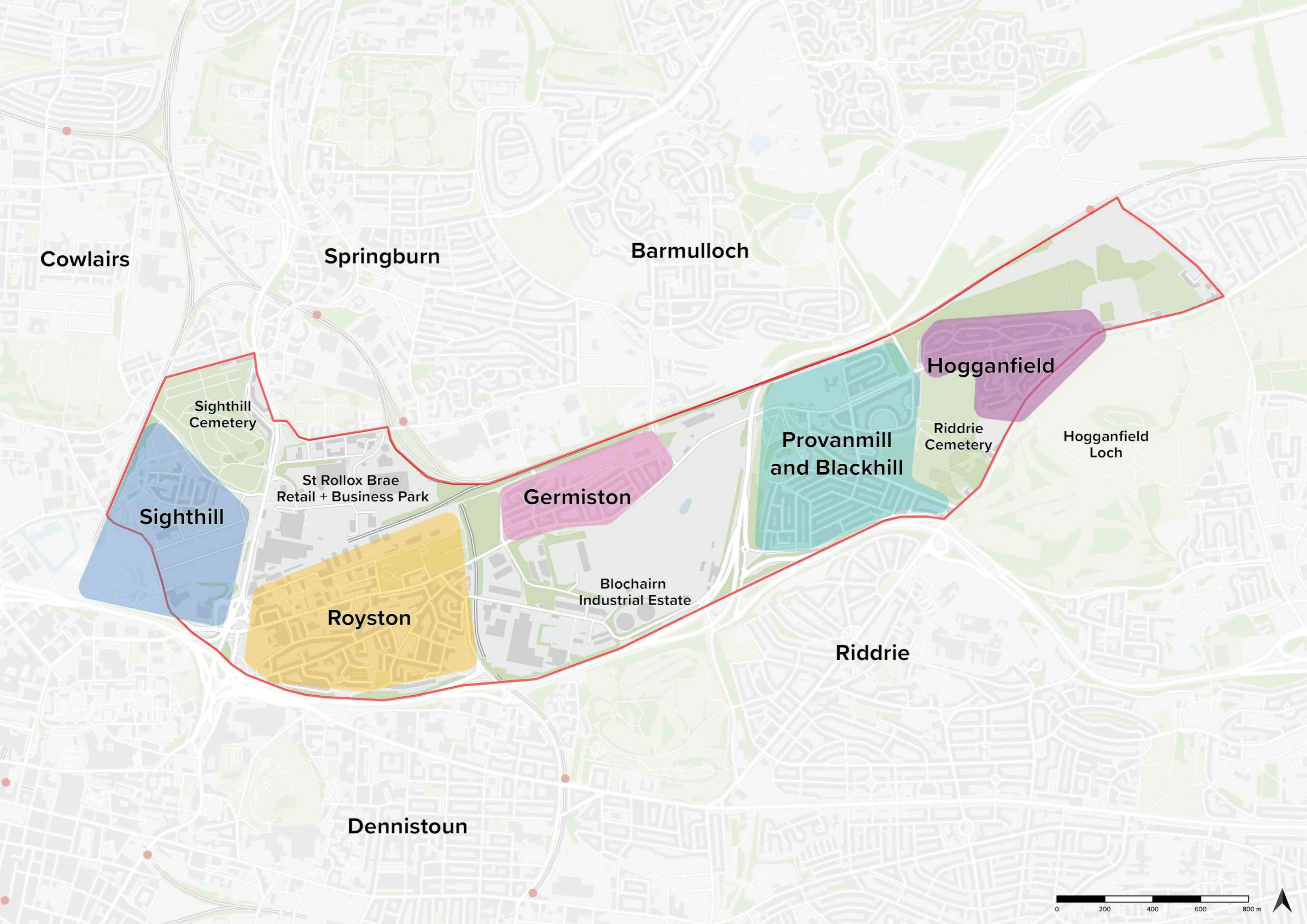
Cowlairs

Springburn

Barmulloch

Sighthill Cemetery

Hogganfield

Sighthill

St Rollox Brae
Retail + Business Park

Germiston

Provanmill
and Blackhill

Riddrie
Cemetery

Hogganfield
Loch

Royston

Blochairn
Industrial Estate

Riddrie

Dennistoun

0   200   400   600   800 m
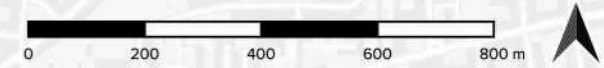
7.3.   Key findings

Area-wide

Below, a summary of the findings of the overall Phase A-B engagement for the Royston to Hogganfield LN. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- Sighthill feels isolated and without a town centre, usually travelling to the city centre or Springburn. People in Sighthill can feel separated from new developments in their area, and the new facilities it's providing. NB: the Sighthill TRA is currently under development, and measures to improve connectivity are planned, or in delivery.
- Blackhill and Hogganfield distinctly lack a town centre, with residents relying on car travel to the city centre or retail parks
- Germiston feels especially isolated and under-catered for with local services, or access to nearby services. Many travel to The Fort, The Forge or St. Rollox
- Royston is the area with a most distinct town centre or high street (Royston Road), however many still travel to St. Rollox, Springburn or afar
- A connection across the railway from Royston-Germiston to St. Rollox would significantly reduce travel time for pedestrians, and reduce the need to travel on arterial roads
- There is a general lack of services for the local community where people can meet up across the Royston to Hogganfield LN, especially for the youth
- Lack of accessible green spaces
- There are no outdoor facilities for youth
- Potential for Royston Road to be designated as a Local Town Centre inthe Strategic Development Framework.

Everyday Journeys

- Public transport along Royston Road is unreliable and infrequent, with very few connections to the North/South (mostly focussing on arterial East-West connection to the city centre)
- Sighthill has a distinct lack of public transport connections
- From Royston to Hogganfield, connectivity south across the M8 is too infrequent, with current crossing points poorly maintained, unsafe and poorly lit
- Most of people responding to the survey in Blackhill noted that they require travel to healthcare facilities as their 'everyday journey'
- Hogganfield has the most connectivity to greenspace as an 'everyday journey'
- Junction 15 was often mentioned as a key area for improvement as it is the main pedestrian route to the city centre. The junction is poorly lit and poorly maintained, it feels unsafe, unpleasant, and intimidating
- Connections with the wider area are very poor - improvements should focus on these;
- Train stations are inconvenient to access;
- Traffic on Royston Road is high, despite low levels of car ownership locally.

Active Travel

- Many people indicated less desire to cycle, even if the network was made safer and more interconnected
- Cycle lanes feel unused and unsafe throughout the areas, with a significant split over people wanting to use them but finding them unsafe, or drivers finding them unsafe due to poor maintenance and integration with the road network
- The majority of people in all areas felt that the condition and safety of pavements could be improved to help them wheel, walk or cycle more
- Flooding and parking in cycle lanes was particularly noted
- Active travel connectivity on and to Springburn Road, and across the M8, can be significantly improved
- People noted how the existing cycle infrastructure in the area

is not used, with cyclists using the pavements to move around. Cycling it's seen as inconvenient and unsafe due to the lack of maintenance, dangerous orcas, bad lane connectivity, buses and cars cutting over lanes. Some mentioned that cycle lanes need to be properly segregated from the road
- There is a fair amount of people walking kids to schools and elderly walking to their local shops, but cars parked on pavements are a barrier to walking/wheeling
- Dropped curbs are needed
- Some train station do not have lifts or ramps for mobility impaired users
- People with disabilities find it difficult to get around the area.

Streets for People

- Pavements generally feel too narrow on main roads, with traffic feeling too fast or too close to pedestrians, especially when considering use by children
- Noise pollution and air quality from the M8 and arterial roads is bad throughout all areas, though less so in Hogganfield
- 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
- Residents of all areas, with Hogganfield indicating the least, feel that small pocket parks, greening, community and social space, and a mixture of surfaces other than asphalt would improve their streets
- There's heavy traffic along Royston Road, despite low car ownership in Royston
- Streets lack planting and greens. Introduce more greenery, public seating and pedestrian crossings

Sighthill

Below, a summary of the findings of the overall Phase A-B engagement for the Sighthill area. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- A roller skating facility desired.
- Sighthill does not have a local centre
- NB: Sighthill is currently under development, and measures to increase the provision of local centre facilities and provide leisure and recreation facilities are planned or in the delivery phase.

Everyday Journeys

- Lack of direct walking routes.

Active Travel

- There is a lack of good public transport options;
- Improved footways and places to shelter from bad weather would help people walk, wheel or cycle more.

Streets for People

- Greener streets desired;
- Cleaner streets - more litter bins needed;
- Street art would be desireable;
- Streets are noisy;
- Streets feel polluted;
- Streets can feel isolated and lonely;
- Creating new pocket parks would improve local streets.

Royston

Below, a summary of the findings of the overall Phase A-B engagement for the Royston area. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- Some people felt that there is no local centre in Royston;
- Desire for dedicated dog park in the area
- Desire for cafes and restaurants in the area
- Desire for Glenconner Park to be improved - potential to be an asset
- Demand for activities for children and teenagers
- Desire for potential on disused abandoned land behind 112-146 Royston Road to be unlocked
- There is an abandoned area of land South of St Roch's Secondary School and North of 'The Maze', which used to have a swing park. There is a desire for this area to be 'activated'. Suggestions include, enhance wildlife and biodiversity, to make it an attractive place to visit, install an outdoor gym, install MUGA or similar
- Desire for the existing basketball court at most southern corner of Rosemount Street to be repaired and maintained;
- Royston could be designated as a local town centre in future planning policy;
- Glenconner Park has a lot of potential for improvement.
- Heavy traffic on Royston Road despite low car ownership.

Everyday Journeys

- Need for a connection to St Rollox retail park, over the existing railway tracks.

- Addressing 'the maze' i.e. Junction 15
- Desire for the old train station by Glenconner Park to be reopened;
- Personal safety is a key issue when choosing a mode of travel;
- There is a lack of good public transport services.
- Access yo Dennistoun is very poor - routes feel unsafe.

Active Travel

- Walking and cycling route to Dennistoun feel unsafe and are unpleasant to use - an improved active travel route would be beneficial;
- On-street cycle storage desired;
- Better cycle infrastructure (e.g. cycle tracks) desired;
- Next-bike docks desired on Royston Road;
- Springburn Road unpleasant for walking and cycling - improvements to active travel environment desired;
- Improvements to footway surfaces could help people walk, wheel and cycle more.

Streets for People

- Cleaner streets - more public bins;
- Streets don't feel safe from crime and anti-social behaviour. Improvements to personal safety e.g. James Nisbet Street/ Rosemount Street connection desired;
- Desire for safer footpaths with better lighting around Roystonhill
- Desire for a new active travel connection over the railway to connect Royston to the retail park (e.g. near the Charles Street flats). It is highlighted that the existing route is along Springburn Road which is a very hostile and scary environment, as well as indirect for many Royston residents.
- Streets don't feel pleasant and attractive;
- Streets don't encourage children to play outdoors;
- Streets don't feel green and good for nature;
- Better lighting and more play spaces would improve local streets.
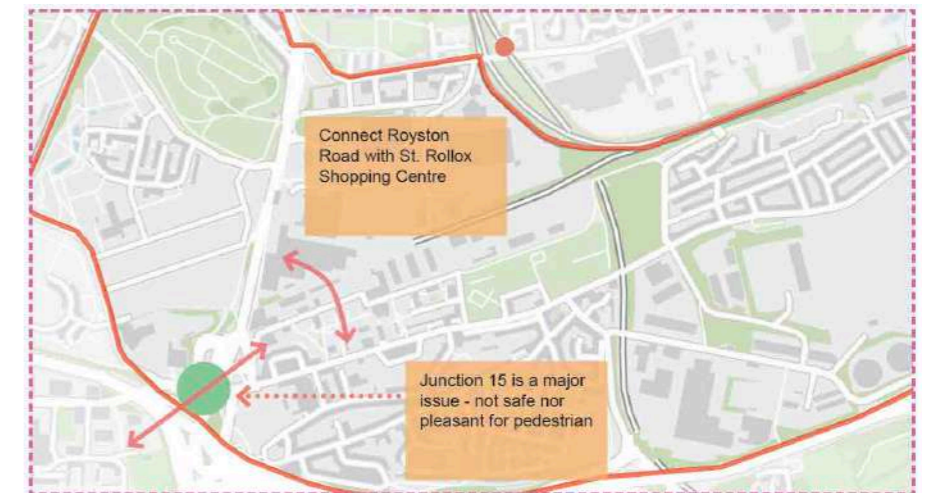
Germiston

Below, a summary of the findings of the overall Phase A-B engagement for the Germiston area. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- Most people think Germiston does not have a local centre;
- People travel to Robroyston or the Fort Retail Park for everyday needs;
- More cafes and places to meet in the local area are desired
- Lack of community centre or community spaces;
- Lack of local facilities and services such as shops, and places to meet people and socialise.

Everyday Journeys

- The 'blind tunnel' on Darnick Street is unpleasant to use, particularly at peak times. Severe flooding occurs here regularly.
- Bus servives are very poor - lack of reliable, frequent services (e.g. 19)
- Route between Blochairn Road to Alexandra Park via footbridge feels unsafe - improvements would be welcomed.

Active Travel

- Parked vehicles often block footways;
- The protected cycle path which leads from Hogganfield down Royston Road stops abruptly at the junction of Darnick Street - improvements to continue safe cycle provision desired.

- Poor cycle connections to St Rollox retail park via Springburn Road - improvements desired;
- Poor cycle connections to Dennistoun;
- Cycle lanes are under-used;
- There is a need for on-street cycle parking around here. The Royston Road/Darnick Street junction would be a good location.

Streets for People

- Desire for the footway linking Blochairn Road to Alexandra Park to be improved, particularly in relation to safety, and wayfinding;
- Most people thought that streets don't enable or encourage children to play outdoors;
- Most people thought the creation of new pocket parks and green spaces would improve the area.

Springburn Rd - Cycling is terrifying and inconvenient - have to come on/off lane, up/down stairs

Traffic is really bad and cars speed on Royston Rd

Springburn Rd - dangerously narrow pavements

Bad Flooding in the Blochairn area
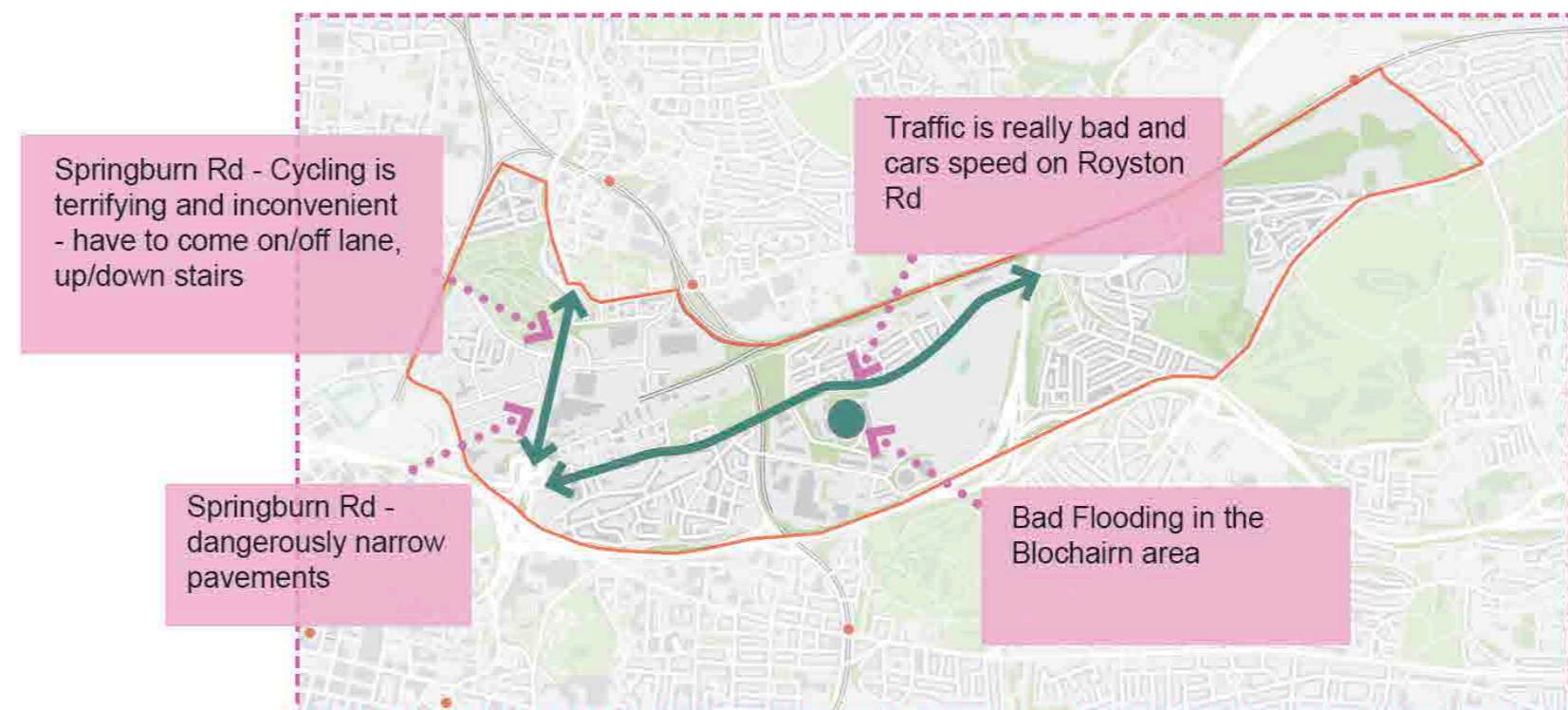
Provanmill/Blackhill

Below, a summary of the findings of the overall Phase A-B engagement for the Molendinar area. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- Most people think that Blackhill/Molendinar does not have a town centre;
- People travel into the city centre to access retail and services;
- Existing green spaces are wasted, filled with litter and flytipping - transform these spaces into places children can play.

Everyday Journeys

- Very poor bus services in the area - poor reliability and frequency. The 38C, 19 and 8 services could all be improved, including increasing frequencies, improving reliability and extending hours of operation.

Active Travel

- Personal safety is a key issue when walking around the area, including crime, abuse and anti-social behaviour;
- Puddles and flooding are a key issue;
- Poorly maintained footway surfaces are a key issue;
- Poor quality carriageway and cycle track surfaces are a key issue;
- Road safety concerns discourage some people from cycling;
- Improved drainage and footway surfaces would encourage people to take up active travel.

Streets for People

- The entrance and area around Hogganfield Loch becomes very car heavy at weekends, with many unnecessary short car journeys. The entrance should be welcoming, and taking public transport here should be encouraged and supported
- Motorway junction where Gartloch Road meets Cumbernauld Road is horrible for pedestrians to navigate and layout is confusing - suggestion to reconfigure road junction to be easier for cyclists. Suggestion to reduce some vehicle lanes to allow continuous cycle lanes down Cumbernauld road. This is right next to a school and a library so should be much less car centric
- Riddrie Park Cemetery is often not active travel friendly due to traffic within the cemetery not abiding to the 5mph speed limit. Same problem with the speed at which cars leave the cemetery;
- Streets don't enable children to play outdoors;
- Streets don't feel green or pleasant;
- Safer streets around schools and nurseries would improve the area;
- Spaces for children to play in streets would improve the area.

Hogganfield

Below, a summary of the findings of the overall Phase A-B engagement for the Hogganfield area. 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.

The findings are framed around the 4 liveable neighbourhoods themes.

Local Town Centres

- On Cumbernauld Road, there is an existing small office block (Genius Internet Security) that would be an ideal location for a small competitive supermarket. Space needs to be utilised by shops, eateries or newsagents
- There needs to be more things to do for all ages from children to adults.
- Restoration of peatland at Hogganfield has received funding.

Everyday Journeys

- Suggestion of a direct active travel route from the lane West of Millerston United Free Church through to Robroyston Station
- Very poor bus services, and poor links to neighbourhoods.
- Improvements to Station Road desired.
- A heritage/nature trail to Hogganfield Park could be created.

Active Travel

- A nextbike point at the entrance to Hogganfield Park would allow people to better make use of cycle lanes. Next nearest one is at Riddrie shops
- The existing cycle lanes are not properly segregated (orcas do not suffice) and are often damaged by cars; they also don't really lead anywhere and should certainly continue for the length of Cumbernauld Road towards Riddrie
- Desire for a totally separated cycle lane along Station Road - with the suggestion of utilising the strip of land that runs on the West of Station Road

Streets for People

- Problem of cars parking up on Cumbernauld Road pavements, blocking pedestrian footways
- Reduce curve radii of turns and connections on Cumbernauld Road, to reduce cars speeding
- Footways are too narrow and in poor condition;
- Continuous footways would be beneficial;
- Traffic calming measures on Station Road desired.

Riddrie Park Cemetery & Lochview Gardens feel unsafe - need better lighting

8   SWOT analysis

8   SWOT analysis

8.1.   SWOT

The following SWOT analysis provides conclusions based upon the baseline analysis and community engagement that has been undertaken.

Strengths

- Range of local play areas and facilities;
- Two 'local retail areas' present - one at Royston and one at Molendinar
- One 'other retail' area present at St Rollox, providing several large supermarkets;
- Royston Road provides a strong corridor route through Royston, Germiston, Provanmill/Blackhill and Hogganfield;
- Several large green spaces and parks including Sighthill and Riddrie Cemeteries, Glenconner Park, Molenindar Park and nearby Alexandra Park and Hogganfield Park;
- Several primary schools and nurseries are present and distrubuted throughout the area;
- Parts of the area are in close proximity to Glasgow city centre;
- The recently opened Robroyston Station has introduced the only train station in the area;
- Range of employment opportunities of varying types, including office/retail based in the city centre, health at Glasgow Royal Infirmary and New Stobhill Hospital, schools and colleges within and surrounding the area, retail parks at St Rollox and Glasgow North, and a range of industrial estates within and surrounding the area.

Weaknesses

- Poor access to secondary schools;
- The quality of some green spaces is poor, with a lack of planting diversity, interesting play features and things to do.
- Evidence of anti-social behaviour suggesting some spaces are being misused;
- Poor links with local rail network, and lack of stations in the study area;
- Poor bus services discourages use for those who have access to alternative modes, and limits access to services and opportunities for those who do not. Some people travel outside of the area

to Alexandra Parade to access better bus services. Service frequency and reliability are key issues, as well as a lack of routes to key destinations such as Robroyston Station;
- Lack of trees and street greenery, and general lack of biodiversity in parks, open spaces and streets;
- Limited services and retail in 'local retail areas' means these areas do not feel like neighbourhood centres and hubs of activity, and access to services requires travelling outside the area;
- Lack of direct walking and cycling routes, such as between Royston and St Rollox retail park. This decreases access to services and facilities and encourages car dependence;
- Poor acceesibility in local street environments, with recurring issues including a lack of dropped kerbs, wide carriageways and corner radii at junctions; lack of controlled crossing points and poor quality footway surfaces;
- Poor quality, diversity and condition of local play and sports areas;
- Existing public space at Royston Square is lacks activity and animation, and has a poor relationship with and access from Royston Road;
- Personal safety is a key issue, with many streets lacking natural surveillance and feeling isolated, discouraging people from walking, wheeling or cycling;
- Significant severance issues caused by the M8, M80, Springburn Road and various railway lines, as well as large impermeable areas and sites;
- Poor connections across severance features, such as the Blind Tunnel on Darnick Street, and the underpasses, ramps and bridges through Junction 15 of the M8.

Opportunities

- Local communities are keen to affect change in their area e.g. St Paul's Youth Forum and the Rosemount Development Trust;
- The now vacant St Rollox railway works present an opportunity to bring this local asset into public use, and create an at-grade connection between Royston and St Rollox retail park;
- Vacant land and development sites present key opportunities to create new direct links and improve access to services, and support the expansion of existing services and local retail areas.
- Excess carriageway space in local streets presents opportunities

for providing more street greenery, play and improved walking environments;
- Presence of existing railway line infrastructure presents an opportunity to link into the existing rail network, through creating new stations;
- Schemes includind the Springburn Road Sustainable Travel Corridor and City Network present opportunities for funding and street improvement for walking, wheeling and cycling;
- Improvements to Junction 15 could unlock significant amounts of land for future development;
- Potential for new connections to be created that improve directness and access to facilities and services.

Threats

- Financial pressure on parks and green spaces maintenance and improvement budgets;
- Financial pressure on street maintenance budgets;
- Declining population in Glasgow generally;
- Damage and anti-social behaviour around play and youth facilities disincentivise future improvement and creation of such spaces;
- Land ownership and lack of comprehensive masterplanning risks piecemeal development that fails to take advantage of opportunities to improve local services, green spaces and connections for existing communities.

SWOT
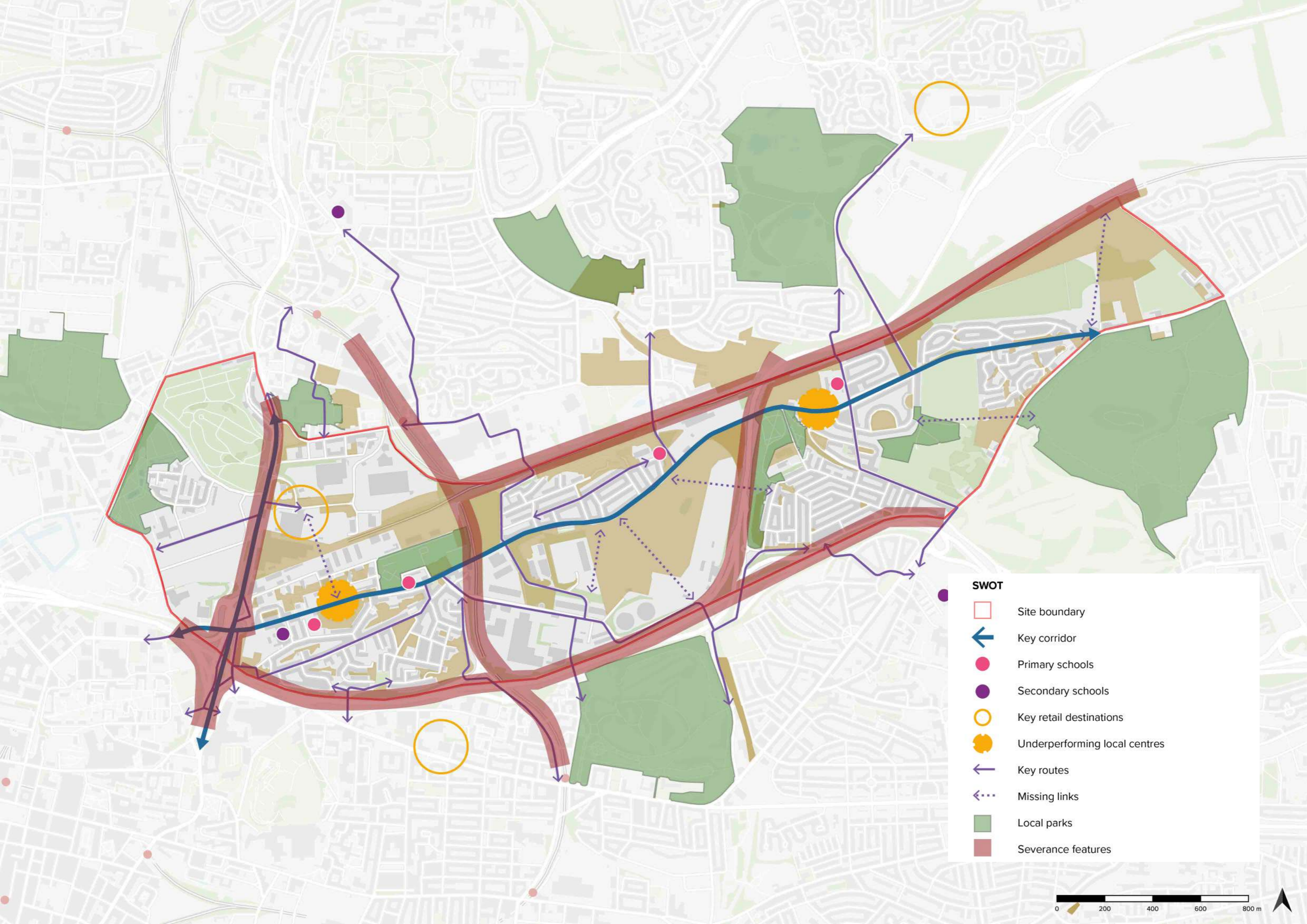
⬜ (red outline)	Site boundary
← (blue arrow)	Key corridor
● (pink)	Primary schools
● (purple)	Secondary schools
○ (orange outline)	Key retail destinations
● (orange)	Underperforming local centres
← (purple arrow)	Key routes
◁⋯ (dotted purple)	Missing links
▮ (green)	Local parks
▮ (brown/red)	Severance features

0   200   400   600   800 m
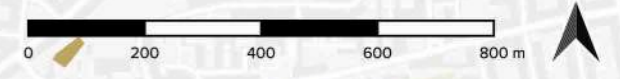
9 Objectives

9 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 Royston to Hogganfield Liveable neighbourhood has been prepared. This is provided in the following column.

The right-hand column sets out the criteria previous 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 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 features.

- 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

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 21 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 21 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.

New train stations

This proposal considers the opportunities and feasibility of introducing new fully accessible rail stations to areas currently poorly served by rail services. The study area suffers from the severance caused by existing rail infrastructure, however lacks good access to stations, with the nearest stations being far from neighbourhoods, or across severance features outside of the area.

This could include considering the sites of former stations such as Garngad, which would improve access to public transport for both Germiston and Royston communities, as well as supporting access to Blochairn Industrial Estate.

Providing access to rail services would drastically improve access to opportunities and sevices in a much wider area, particularly for communities such as Royston, where few people have access to a private vehicle.

Major Junction 15 re-design

Junction 15 of the M8 provides a key opportunity to affect substantial change of benefit to the whole city, as well as the local area, addressing severance and improving walking, wheeling and cycling links from the north and east into Glasgow city centre.

The existing junction is extremely complex for all users, and addressing inefficiencies in the traffic network, for example by removing duplicated M8 access slip roads; could help to create a simpler, more legible environment for all.

This scheme has the potential to unlock a vast amount of land on the periphery of the city centre for future development, making better use of space at a key node in the city.

Development sites

This category highlights the opportunities to develop or regenerate parts of the liveable neighbourhood where there is currently vacant land or underused buildings. Bringing sites together and creating mini-development briefs will help to guide any future development or planning policy formation, and ensure that the ideas set out through the Liveable Neighbourhoods Project can be realised in the future. Many of these sites comprise muliple pieces of land that would benefit from a comprehensive, integrated, rather than piecemeal approach, enabling new green spaces and connections to be realised and delivered.

Improved parks and green spaces

This proposal will make improvements to existing parks and green spaces, improving biodiversity, and creating more attractive, usable and imaginative local green spaces that encourage people to spend time in them, supporting connection with nature, social relationships and health and fitness.

Although access to local parks is good in some areas, the poor quality, condition, usability and attractivness of these green spaces is a key issue. Glenconner Park and Riddrie Park are both key opportunities where transformative improvements developed and delivered with local communities could be made.

Bus service improvements

Poor bus services was a key issue highlighted by the local community. Improving bus reliability is a vital first step to ensure a usable service is provided. Increasing bus frequencies would also create a more convenient service. Finally, exploring expansion of the bus network, serving new destinations such as Robroyston Station for example would help create a more comprehensive and useful network. These measures will help to improve accessibility to opportunities and services in the wider area for those who lack access to a private vehicle, and reduce car dependency and encourage modal shift for those who do use a private vehicle.

Project evaluation and selection process

Current status

Opportunities & ideas

Opportunities and ideas compiled through baseline study and engagement

Identified by:

Stakeholder engagement outputs

Consultant team analysis of area context and issues

Feasible Projects list (RIBA Stage 1)

29 project proposals identified, aligning with the Liveable Neighbourhoods aspirations and themes

Identified by:

Alignment with LN themes

Review of dup   ation / overlap with existing G(and third-party projects

Exclusion of non-design proposals

Initial feasibility review

Priority Projects list (RIBA Stage 2)

Projects to be developed up to Concept Design

Identified by:

Qualitative scoring

Quantitative scoring

GCC internal engagement

Councillor briefing

Developed Designs (RIBA Stage 3 /4)

Projects to be progressed to Developed and Technical design level

Identified by:

Current funding opportunities

GCC deliv   capability

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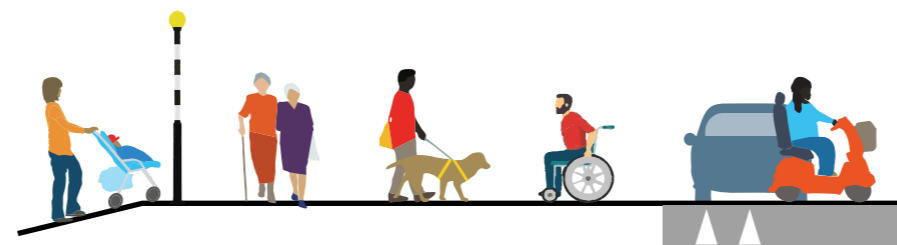
Improved street environment to encourage walking and cycling journeys and social activities.

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.

Ashfield

Springburn Academy

Glasgow North Retail Park

Robroyston/Millerston Community Growth Area

All Saints Secondary School

Robroyston

18

13

Springburn

Broomfield Road (Barmulloch)

Quarrywood Avenue (Barmulloch)

Barmulloch TRA

10

St Philomena's RC Primary School

5

17

Barnhill

14

Royston Road (Provanmill + Blackhill)

17

17

20

Flourishing Molendinar project area

Sighthill TRA

St Rollox Retail Park

4

Barmulloch Primary School

12

Sighthill

Darnick Street

21

11

St Stephen's Primary School

Glenconner Park

16

Prison development

19

19

Glenconner Park

9

1

St Roch's RC Primary School

3

Royston Road (Royston)

Smithycroft Secondary School

2

Royston Primary School

St Roch's RC Secondary School

6

Smithycroft Road (Riddrie)

8

15

7

Glasgow Queen Street

Alexandra Parade

High Street

Glasgow City Centre

Duke Street

Strategic plan

Site boundary

Existing key features

● Train stations

Town/local centres and retail areas

Retail parks

● Secondary schools

● Primary schools

Planned schemes

Consented planning applications

Planned new green spaces

City Network

Sustainable Travel Corridor

Other planned walking/cycling connections

Key development/improvement schemes

Key strategic/out-of-scope projects

Development/masterplanning sites

New train stations (area of search/feasibility study)

Improved green space projects

Feasible Liveable Neighbourhoods projects

Local centre placemaking

School environments

Improved streets and connections

New streets and connections

Street Accessibility Programme

Street Greening Programme

0   200   400   600   800 m

10.3. Feasible Projects overview

The 21 projects in the Feasible Projects list sit within seven categories:

- Local centre placemaking: Improving public spaces and accessibility to local centres;

- 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.

- New streets and connections: Creating new walking, wheeling and cycling links to improve permeability and connectivity between places, and enhance access to facilities and services;

- 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.

LOCAL CENTRE PLACEMAKING

1 Royston Square

SCHOOL ENVIRONMENTS

2 Royston Primary School

3 St Roch's RC Primary School

4 Barmulloch Primary School

5 St Philomena's RC Primary School

IMPROVED STREETS AND CONNECTIONS

6 M8 walking, wheeling and cycling connections

7 M8 bridge between Rosemount Street and Alexandra Parade

8 Cloverbank Street to Armadale Path

9 Maxwelton Road to Provan Road

10 Robroyston Road and existing bridge between Winifred Street and Robroyston Road

11 Forge Street

12 Coll Place/Forge Place

13 Station Road

14 Petershill Road

15 Blochairn Road/Siemens Street to Sannox Gardens

NEW STREETS AND CONNECTIONS

16 Darnick Street to Garnock Street link

17 Riddrie Cemetery (Greenside Street to Cumbernauld Road)

18 Robroyston Station to Mossbank Drive and Cumbernauld Road

19 Charles Street to St Rollox Retail + Business Park

20 Broomfield Road to Forge Street (Barmulloch Primary School link)

STREET ACCESSIBILITY AND STREET GREENING PROGRAMME

21 Germiston local street accessibility + greening

Sighthill
TRA

14

19

19

19

16

1

2

Royston
Primary School

6

7

3

St Roch's
Primary School

Royston

21

12 11

20

4

Barmulloch Primary School

8

15

9

Planned
prison development

St Philomena's RC
Primary School

10

5

Flourishing
Molendinar
project area

18

17

17

17

13

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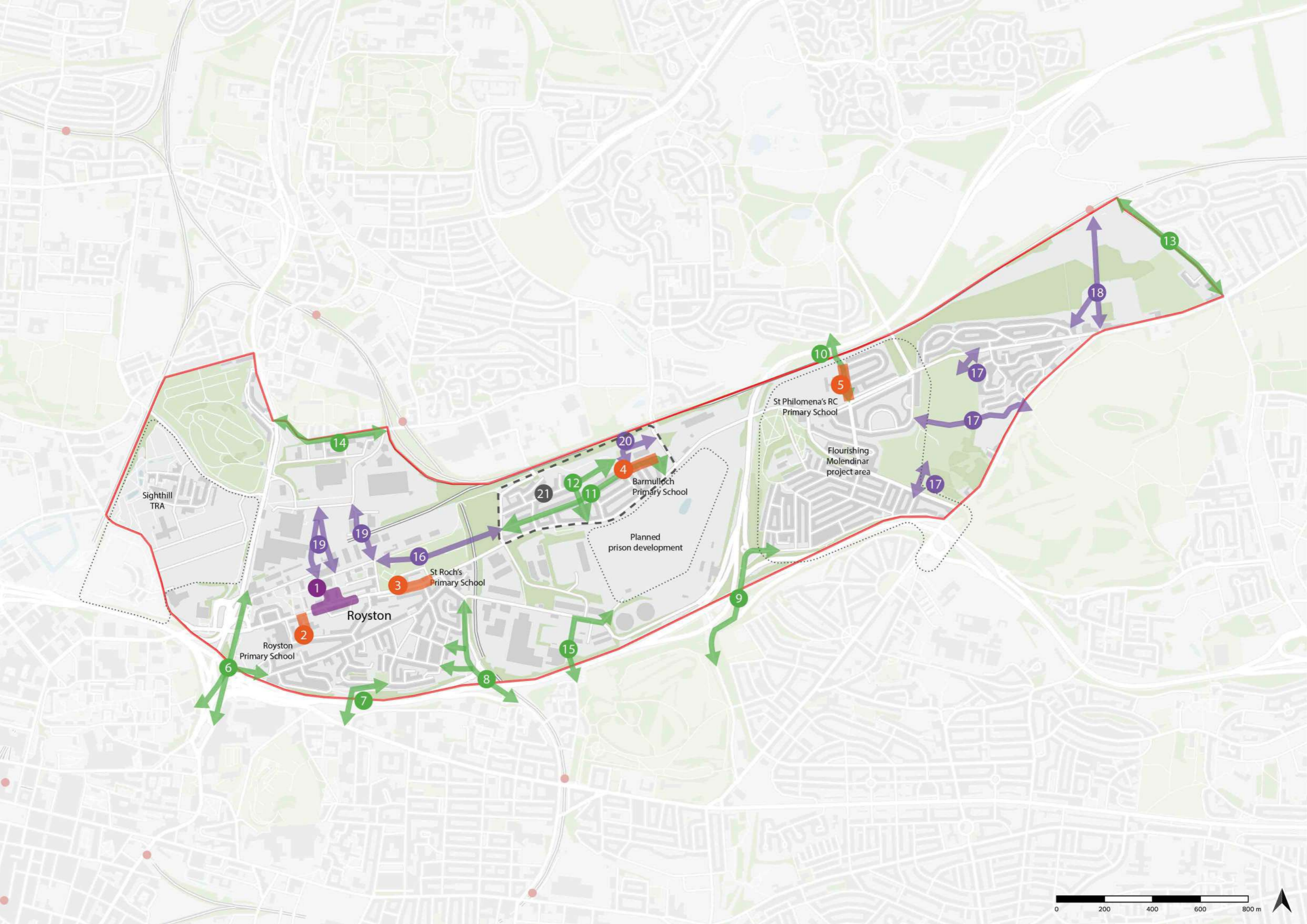
Royston Square local centre placemaking and accessibility improvements

Improving the accessibility and public space of Royston Square, enhancing the space as a destination, supporting businesses and helping to realise it's potential future upgrade to local centre status.

Proposals include:

• Addressing accessibility between street level (Royston Road) and the square above, overcoming topographical challenges through design solutions that integrate steps and ramped access, and create a better visual relationship between street and square.

• Improve the existing public square by creating opportunities for public life from seating, planting and lighting to public art.

• Consider how different groups could be encouraged to use the space, from small children, young people and older people.

• Support local businesses to make use of the space through business spill-out.

• Consider opportunities for programmed events such as markets or performances within the space.

View of Royston Square from Royston Road - existing

Royston Square - existing

Royston Square accessibility and public space improvements.
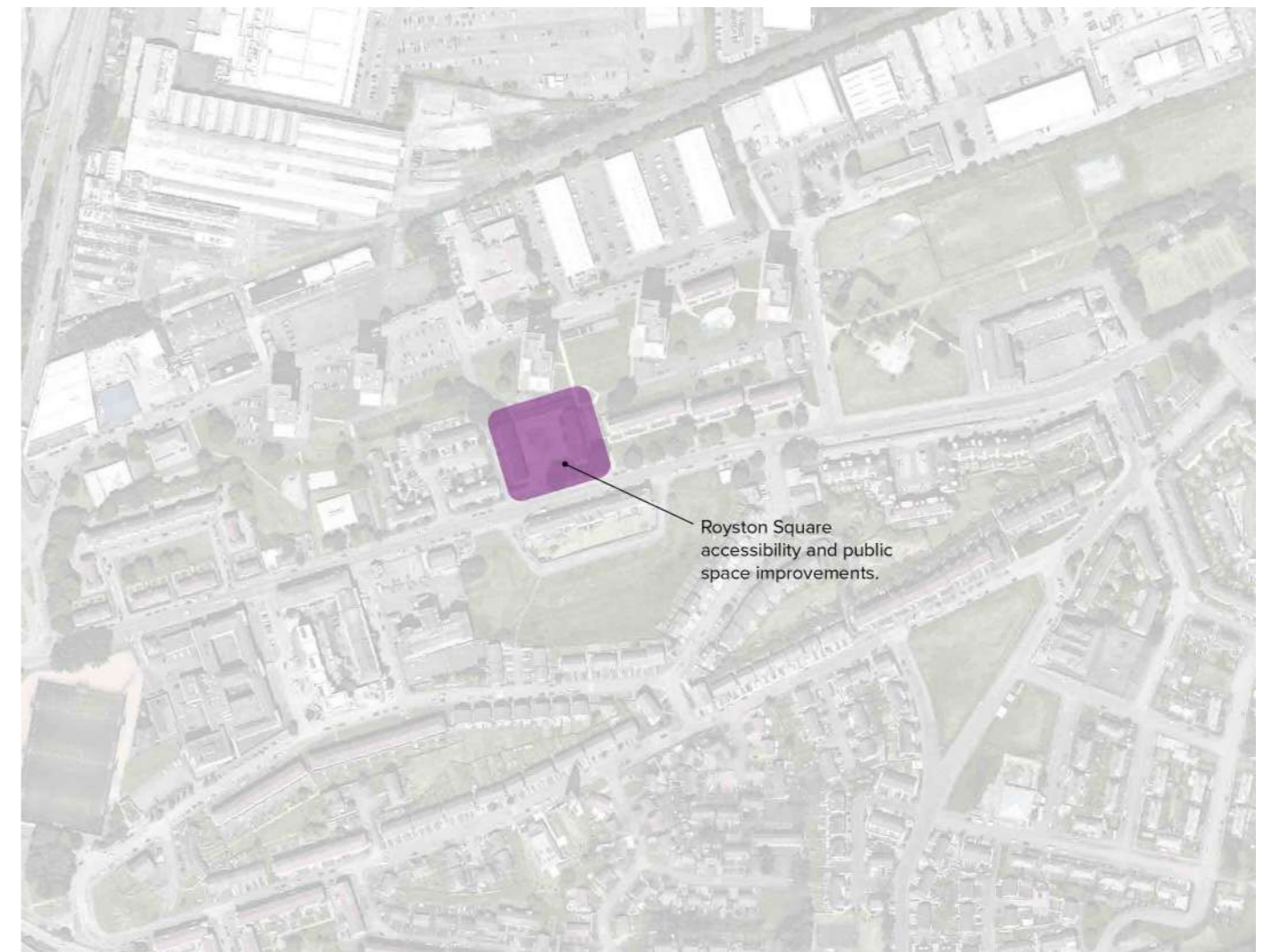
M8 Junction 15 improved and simplified walking and cycling connections

Improving the quality, legibility and directness of the currently complex network of walking and cycling routes through the Junction 15 area; focussing pedestrian and cycle movement on fewer, enhanced routes that better serve users.

Proposals include:

- Simplifying the existing network of walking and cycling routes through the area, removing duplicated routes and creating a more legible network.

- Creating a more direct walking and cycling route between Springburn Road and along Castle Street, with new/upgraded crossings where required.

- Improve the route between Roystonhill and the west side of Castle Street, closing the existing underpass, levelling the ground to reduce topographical barriers, providing a new path and introducing a formal crossing point of Castle Street.

- Exploring options for widening the existing pinch point of the shared use footway on Springburn Road.

Existing underpass/ramp from Roystonhill.

Royston Road

Castle Street - lack of crossing points and hostile environment

Poor legibility and unused space within Junction 15.

Explore possibilities for widening at existing pinch point of shared use footway.

Introduce new pedestrian and cycle crossing point.

Upgrade existing signalised pedestrian crossing to toucan or signalised parallel crossing.

Close existing routes and underpasses.

Introduce new pedestrian and cycle crossing point of Castle Street.

Introduce segregated cycle facilities between Springburn Road/Charles Street and Alexandra Parade (along Castle Street).

Close existing routes and underpasses.

Rosemount Street to Alexandra Parade including M8 walking and cycling bridge

Existing Victoria Park Drive South

Existing Anniesland Road (west)

Improving existing walking and cycling links between Royston and the city centre to better connect communities to opportunities and services.

Proposals include:

• Improving the existing bridge including resurfacing.

• Considering opportunities to improve the bridge ramp on the south side, improving accessibility.

• Improving the landing point at Rosemount Street, creating a more attractive and open entrance space to the bridge and considering public realm and greening improvements.

• Remove existing pallisade fencing and creation of a new surfaced path leading to St Joseph's View and St Joseph's Court.

New walking and cycling link to St Joseph's View and St Joseph's Court.

Improved walking and cycling route to bridge- potential public realm improvements.

Improvements to existing bridge surfacing, lighting and ramps.

Germiston street accessibility, street greening and new walking and cycling connections

Implementing a package of accessibility, greening and walking and cycling improvements to support local active travel, improve climate resilience, biodiversity and the attractiveness of streets and encourage playing out and socialising, focussing on Forge Street around Barmulloch Primary School.

Proposals include:

- New surfaced walking and cycling path between Broomfield Road and Forge Street, upgrading this desire line route from the existing unsurfaced track and improving access to Barmulloch Primary School for communities to the north.

- Street Greening Programme focussing on Forge Street and side road junctions along Royston Road, introducing street trees, rain gardens and SuDS, repurposing carriageway space.

- Street Accessibility Programme throughout the Germiston residential area, narrowing junctions, building out footways, introducing dropped kerbs, raised tables and tactile paving and reducing junction corner radii.

- Public realm and walking infrastructure improvements around Barmulloch Primary School to enhance the environment and encourage active travel to school, play and socialising.

- Improvements to Coll Place to enhance accessibility and tie in with local green space improvement plans.

- Provide better access to the planned walking and cycling route alongside the prison development.

Forge Street - existing

Desire line/track to the rear of Barmulloch Primary School

New surfaced walking and cycling link between Broomfield Road and Forge Street on existing desire line track.

Improved path connection tying in with improvements to green space.

Public realm and walking environment improvement around school.

Side road junction improvements and greening on Forge Street.

Side road junction improvements and greening on Royston Road.

Existing signalised pedestrian crossing.

Planned walking and cycling route alongside planned prison development.

Riddrie Park + Cemetery to Hogganfield Loch new walking and cycling connections

Enhance access to Riddrie Park and Cemetery for the Blackhill, Provanmill and Hogganfield community, by introducing new entrance points. Improve the permeability between communities and access to local green space such as Hogganfield Loch through creating a new route through Riddrie Park, Riddrie Cemetery and the Loch View green space, linking these spaces together.

Proposals include:

- Improving the entrance to Riddrie Park and Riddrie Cemetery from Greenside Street, introducing an improved gateway/boundary treatment, surfaced path, and signage. Explore opportunities for introducing more biodiverse and interesting planting, and informal play to Riddrie Park around the entrance. Currently the park lacks things to do, with no play or other interactive design features.

- Create a new link between Riddrie Cemetery and Loch View green space, providing links to Hogganfield Park. Remove existing fencing and introduce surfaced path.

- Explore opportunities to improve Loch View green space, introducing informal play and planting for example, and highlighting Molendinar Burn.

- Introduce a new access point to Riddrie Cemetery from Royston Road to the north east.

- Provide a surfaced path link between Riddrie Park and Riddrie Cemetery.

- Re-open the closed access point to Riddrie Cemetery from Provanmill Road.

Loch View green space - existing

Riddrie Park + Cemetery entrance - existing
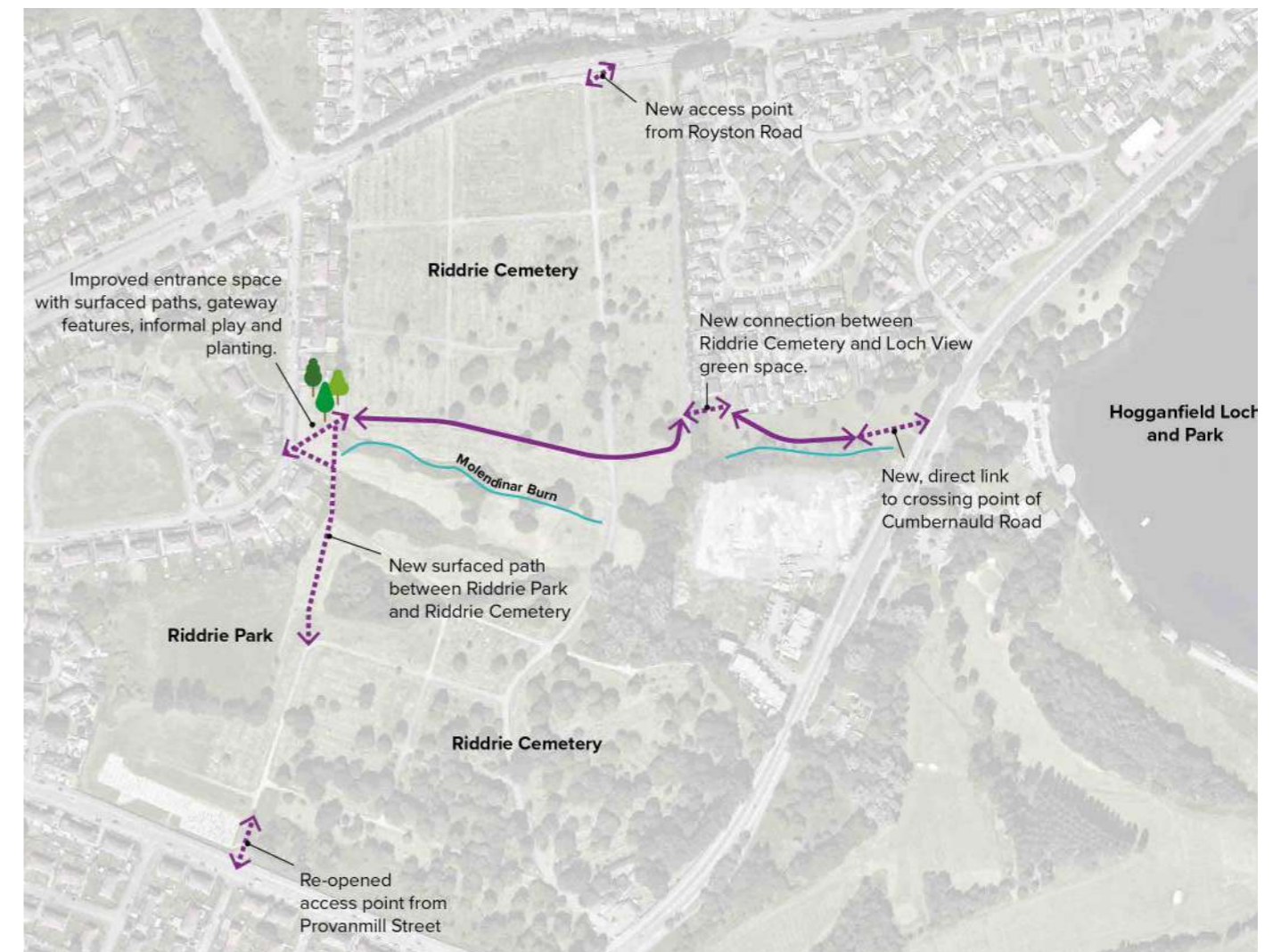
St Rollox - Royston new walking and cycling connection

Glasgow Council Depot

St Rollox Works - vacant

Overcome long-standing poor accessibility between the Royston community and St Rollox Retail Park, through exploring opportunities for new at-grade walking and cycling connections through the former railway works site. Improve access to fresh food and groceries and support healthy living for local people.

Proposals include:

- Identifying and exploring the potential locations for a new link between Charles Street and St Rollox Retail Park, considering the land ownership challenges, development potential and local aspirations.

- Identifying opportunities to shape any future development proposals of the Former St Rollox Railway Works to deliver the proposed link.

- Considering the character and form of the new route, and any opportunities for placemaking, public realm and accessibility improvements along the route.

- Exploring how the listed railway tracks within the Former St Rollox Railway Works site could be integrated and celebrated as part of proposals.

Explore options for at-grade walking and cycling connection between St Rollox Retail Park and Charles Street.

Tesco

Former St Rollox Railway Works and railway tracks (listed).

GCC Depot

Rosemount Business Park

Royston Square

Cloverbank Street to Armadale Path (Royston) improved walking connection

Improve the existing walking route between Royston and Alexandra Parade, addressing legibility, directness and accessibility to create a simplified route, improving access to the local centre, rail and bus services present to the south.

Identified projects include:

- Reducing level changes and improving the directness of the existing route by considering options for an at-grade route alongside Viewpark Avenue; or alternatively a raised facility, utilising the existing bridges and ramps.

- Considering the possibility of reopening the closed raised walway beneath the M8, potentially on a trial basis initially.

- Improve the quality of the route by maintaining/improving planting and vegetation, and considering opportunities for public art, lighting improvements and wayfinding information.

Route alongside Viewpark Avenue - existing

Desire line crossing of M8 sliproad - Viewpark Avenue - existing

Improved footpath surfacing and lighting.

Explore potential for at-grade provision, or improvements to existing bridge/ramp links.

Explore potential for at-grade provision, or improvements to existing bridge/ramp links.

Potential improvements to existing at-grade link, or reopening of closed off elevated walkway.

Improved footway link to Armadale Path, providing onward links to Alexandra Parade local centre and station.

Darnick Street to Garnock Street (via Glenconner Park) new walking and cycling connection

Creating a new walking and cycling link between Darnick Street and Glenconner Park, via the planned new housing development; helping to better integrate the Germiston and Royston communities, improve access to Glenconner Park and provide a new traffic-free walking and cycling route.

Proposals include:

- Introducing a new walking and cycling bridge crossing of the existing railway line.

- Integrating a walking and cycling route through the planned new residential development at Darnick Street.

- Improving the existing walking and cycling route through Glenconner Park.

- Identifying opportunities to enhance Glenconner Park, through planting, seating and lighting and informal play.

Railway line

Glenconner Park

New walking and cycling bridge across railway line.

Crossing facility

Improvements to existing walking and cycling path.

Link through planned new residential development.
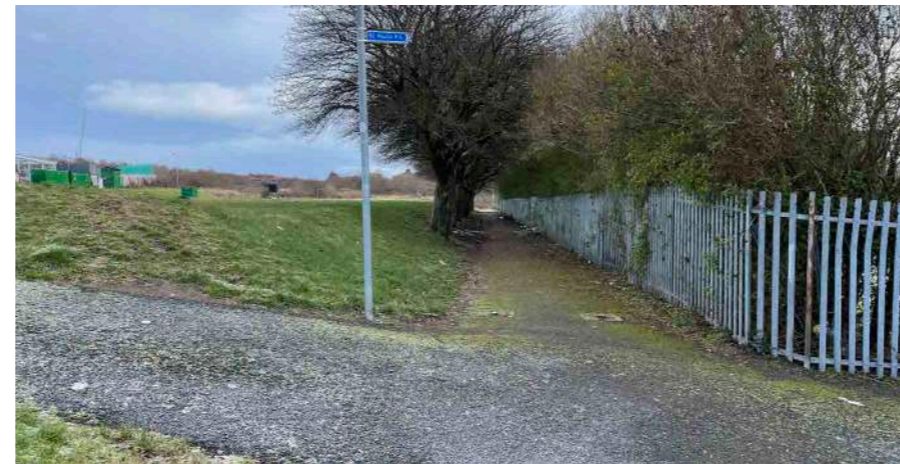
Maxwelton Road to Provan Road

Improving walking and cycling access between Blackhill and Provanmill and the Riddrie and Alexandra Park area, enabling communities to access wider opportunities in the surrounding area.

Identified projects include:

- Providing new, more generous walking and cycling facilities on the east side of the Junction 13 slip road. Existing facilities on the western side are severely restricted in width.

- Introducing new formal crossing points of the M8 slip roads to ensure the safety and continuity of the route.

- Enhancing the existing path links, and exploring the opportunity to introduce a new link to Eden Lane, reducing travel distances.

Junction 13 slip road

Junction 13 slip road

New crossing point.

New, direct path link.

Creation of new, wider shared use footway on east side of the street.

New crossing point.

Potential new link to Eden Lane.

Widened footway.
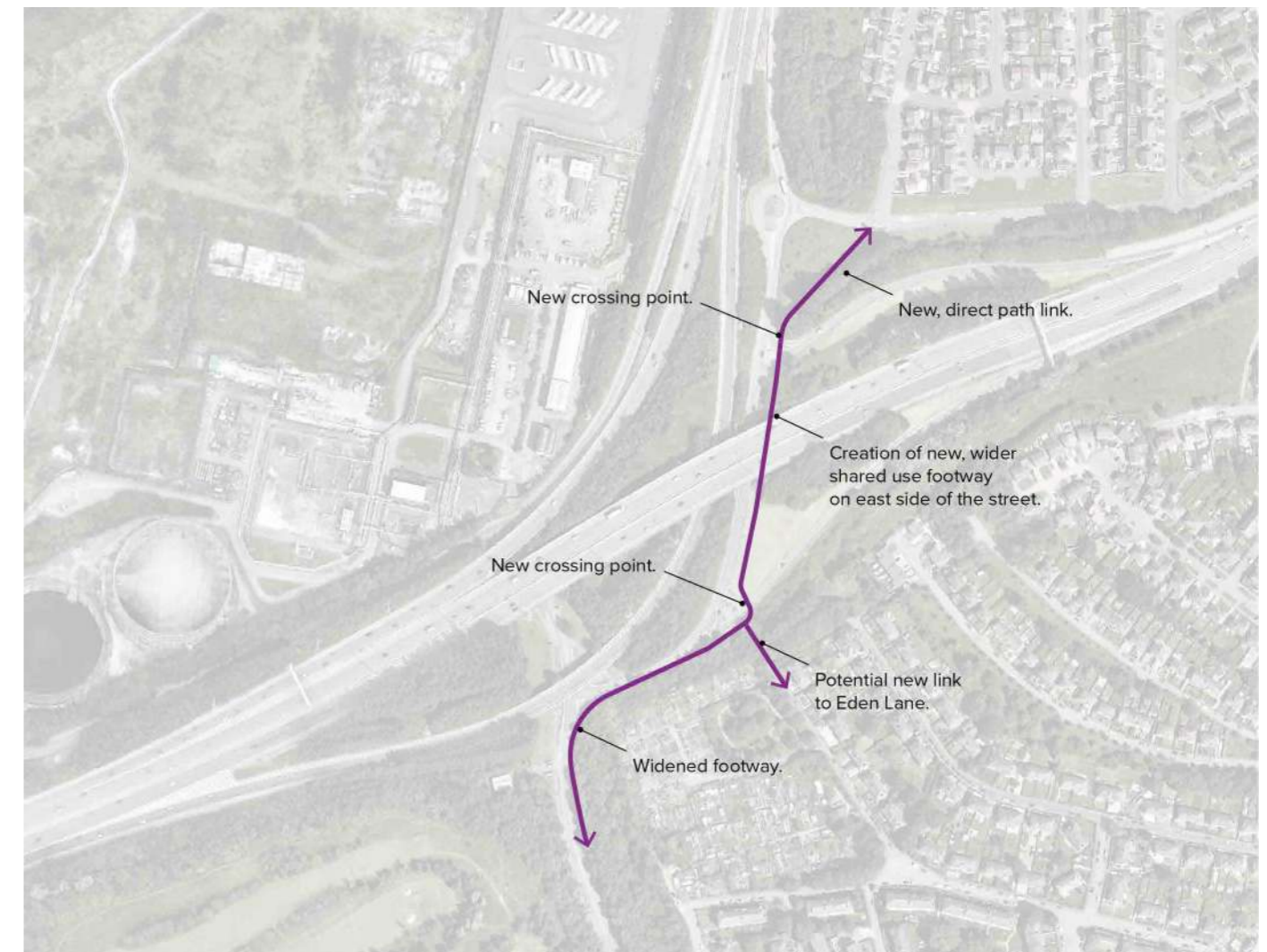
St Philomena's RC Primary School and Robrosyton Road, and Winifred Street bridge improvements

Improve the environment around St Philomena's RC Primary School, building on the work of the Flourishing Molendinar project to improve and encourage active travel to schools, create greener streets and improve links between communities north and south of the M80.

Proposals include:

- Introducing trees and planting within the street around St Philomena's RC Primary School.

- 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.

Robroyston Road

Existing bridge to Winifred

Public realm improvements to bridge and landing points.

Footway widening, carriageway narrowing, seating, street furniture and planting around school.

Robroyston Station to Mossbank Drive and Cumbernauld Road

Creation of a new walking and cycling link between Hogganfield and Robroyston Station across existing open space, and through planned development sites.

Proposals include:

- Integrate a new walking and cycling route with existing plans for residential development, and highlight how plans could be integrated with future development.

- Introduce a new surfaced walking and cycling path between Mossbank Drive and Cumbernauld Road and Robroyston Station.

Existing open space
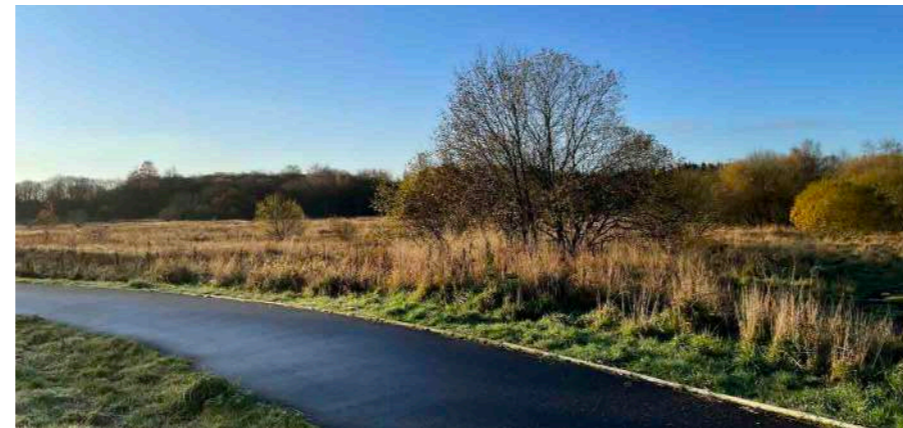
Royston Road/Cumbernauld Road junction

Planned nature reserve

New surfaced walking and cycling connection to Mossbank Drive.

New surfaced walking and cycling route between Cumbernauld Road and Robroyston Station.
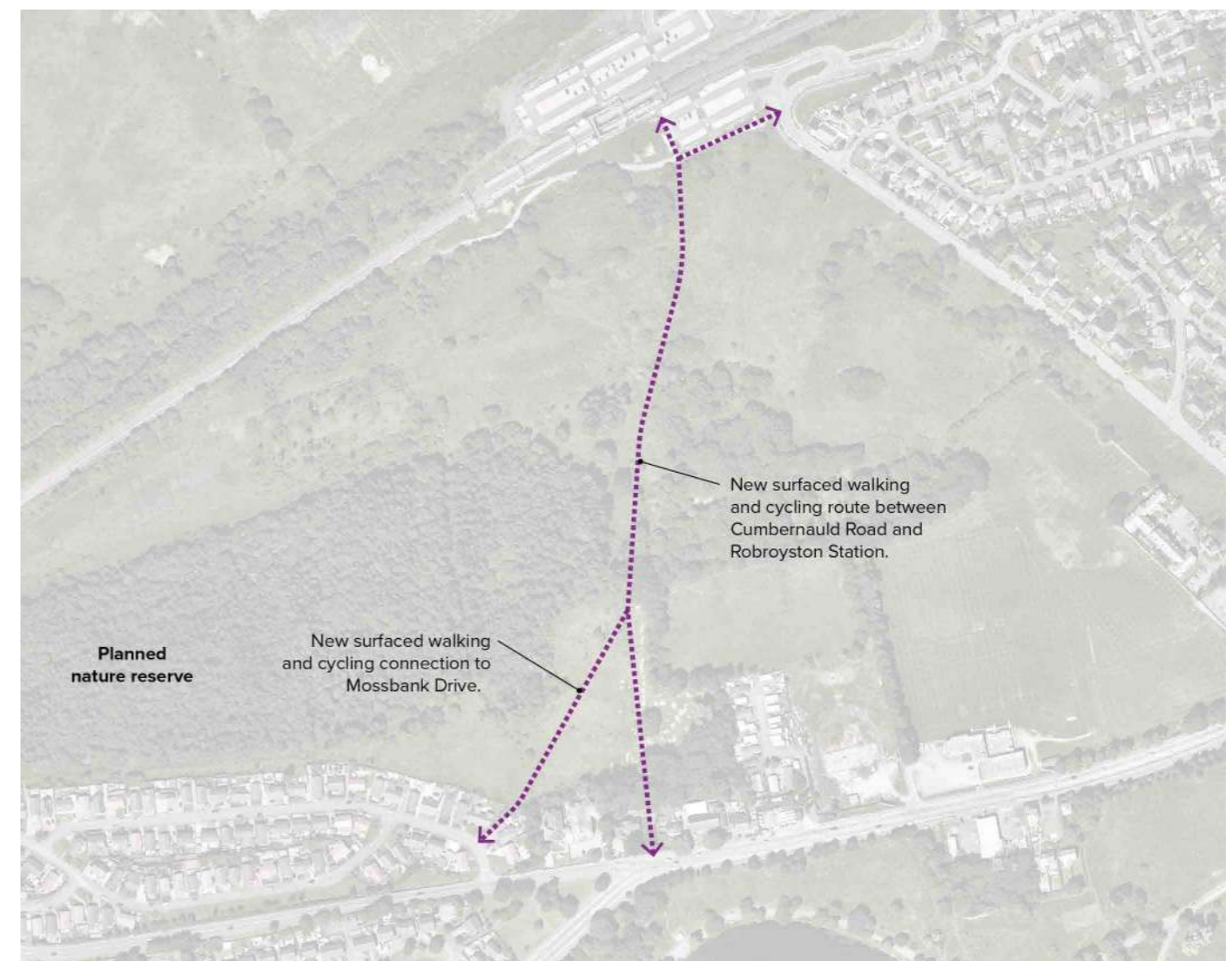
Blochairn Road and M8 bridge

Create a continuous walking and cycling route between Germiston and Alexandra Park and Dennistoun to better connect local communities with opportunities and services in the wider area and ancourage active travel.

Proposals include:

* Introduction of cycle facilities along Blochairn Road to connect between the planned walking and cycling route alongside the prison development, and the existing path and bridge over the M8.

* Introduction of a crossing point on Blochairn Road.

* Improvements to existing path and bridge over the M8 including surfacing, lighting and guardrail removal.

*

Existing path to the M8 bridge

Blochairn Road

Upgrade existing signalised pedestrian crossing to a signalised parallel or toucan crossing.

Planned walking and cycling route alongside planned prison development.

Junction improvements and cycle provision along part of Blochairn Road.

New formal crossing point.

improvements e.g. rfacing and removal of eccessary guardrailing.

Bridge/ramp improvements including lighting and surfacing.

No.	Location	Brief Description	Scale	Complexity	Impact	Cost	Timescale	Project overlap
LOCAL CENTRE PLACEMAKING								
1	Royston Square	Public realm, greening and pedestrian infrastructure improvements to the local high street environment.	●●●○○	●●●○○	●●●○○	£ £ £	Short - mid	-
SCHOOL ENVIRONMENTS								
2	Royston Primary School	Public realm and pedestrian infrastructure improvements around existing school entrances.	●●○○○	●●○○○	●●●○○	£ £	Short - mid	City Network on Anniesland Road
3	St Roch's RC Primary School	Public realm and pedestrian infrastructure improvements around existing school entrances.	●●●○○	●●●○○	●●●●○	£ £ £	Short - mid	-
4	Barmulloch Primary School	Public realm and pedestrian infrastructure improvements around existing school entrances.	●●○○○	●●○○○	●●●○○	£ £	Short - mid	-
5	St Philomena's RC Primary School	Public realm and pedestrian infrastructure improvements around existing school entrances.	●●○○○	●●○○○	●●●○○	£ £	Short - mid	-
IMPROVED STREETS AND CONNECTIONS								
6	M8 walking, wheeling and cycling connections	Improvements and simplifications to walking and cycling routes through the M8 junction area.	●●●●○	●●●●○	●●●●○	£ £ £	Short - mid	-
7	M8 bridge between Rosemount Street and Alexandra Parade	Improvements to existing bridge and ramps/access points including resurfacing and ramp realignment. Creation of a new link to St Joseph's View/St Jospeh's Court.	●●●○○	●●●●●	●●●○○	£ £ £	Short - mid	-
8	Cloverbank Street to Armadale Path	Improvements to pedestrian and cycle connection including path widening, lighting and surfacing improvements and improvements to existing underpass (and possible reopening of closed underpass).	●●●●○	●●●●○	●●●○○	£ £	Short - mid	
9	Maxwelton Road to Provan Road	Improvements to walking/cycling link through M80/M8/Provan Road junction. Possible creation of wider shared use footway on east side, and provision of crossings of M8 slip roads.	●●●●○	●●●●○	●●●○○	£ £ £	Short - mid	
10	Robroyston Road and existing bridge between Winifred Street and Robroyston Road	Improvements to walking/cycling link and public realm around St Philomena's RC Primary School, including bridge towards Winifred Street.	●●○○○	●●○○○	●●○○○	£ £	Short - mid	
11	Forge Street	treet accessibility and greening improvements including localised carriageway narrowing, tree planting, side road junction improvements, and formalisation of parking bays.	●●○○○	●●○○○	●●○○○	£ £	Short - mid	Various green space/ SuDS projects in Germiston
12	Coll Place/Forge Place	Improve existing walking link to better connect Coll Place and Forge Street, and encourage use of existing play facilities.	●●○○○	●●○○○	●●○○○	£ £	Short - mid	Various green space/ SuDS projects in Germiston
13	Station Road	Improved connection to Robroyston Station, including traffic calming, cycle provision and pedestrian infrastructure improvements.	●●●○○	●●●●○	●●●○○	£ £ £	Medium	
14	Petershill Road	Improved street environment to enhance the pedestrian infrastructure and support walking.	●●●○○	●●●●○	●●●○○	£ £ £	Medium	
15	Blochairn Road/Siemens Street to Sannox Gardens	Improved walking/cycling link between the proposed walking/cycling link alongside the Germiston Prison development and Sannox Gardens/Alexandra Park, via Blochairn Road and the existing walking/cycling path and bridge over the M8.	●●●○○	●●●○○	●●●○○	£ £	Medium	Planned prison development

No.	Location	Brief Description	Scale	Complexity	Impact	Cost	Timescale	Project overlap
NEW STREETS AND CONNECTIONS								
16	Darnick Street to Garnock Street link	Creation of a new walking and cycling link between Darnick Street (at Forge Street) and Garnock Street, creating a more continuous route along Forge Street and Charles Street to better connect the Germiston community with the wider walking and cycling network, and local facilities such as Glenconner Park. A new pedestrian and cycle bridge over the railway line would be required. This could be integrated with future development/masterplanning guidance/policy.	●●●●○	●●●●○	●●●●○	£ £ £ £	Medium	Existing planning application
17	Riddrie Cemetery (Greenside Street to Cumbernauld Road)	Introduce new links into and through Riddrie Park and Cemetery, including: a new access point to Riddrie Cemetery from the north east corner, off Royston Road; a new link from the south off Provanmill Road; and a new walking/cycling route through Riddrie Park, Riddrie Cemetery and the Lochview open space to connect between Hogganfield Park and Provanmill/Blackhill.	●●●●○	●●●●○	●●●●○	£ £ £	Medium	
18	Robroyston Station to Mossbank Drive and Cumbernauld Road	Creation of a new surfaced pedestrian and cycle link alongside the potential nature reserve and development to provide improved connections to Robroyston Station. This could be integrated with future development/masterplanning guidance/policy.	●●●●○	●●●●○	●●●●○	£ £ £	Medium	Existing planning application
19	Charles Street to St Rollox Retail + Business Park	Creation of new walking and cycling link through the GCC depot, across the St Rollox Railway Works site and through the Tesco car park to connect to St Rollox Retail and Business Park. An at-grade connection is considered preferable. This would improve access to convenience retail for the Royston community and provide the opportunity for public access to the St Rollox Railway Works, supporting redevelopment and reuse of this site. This could be integrated with future development/masterplanning guidance/policy.	●●●●○	●●●●○	●●●●○	£ £ £	Medium	Potential future planning application for St Rollox Railway Works
20	Broomfield Road to Forge Street (Barmulloch Primary School link)	Creation of a new walking and cycling route between Broomfield Road and Forge Street, around the rear of Barmulloch Primary School, to formalise and provide appropriate infrastructure for the route to the school from communities north of the railway line. The route is currently well-used though lacks a surfaced path.	●●●○○	●●●●○	●●●●○	£ £	Medium	Barmulloch TRA
STREET ACCESSIBILITY AND STREET GREENING PROGRAMME								
21	Germiston local street accessibility + greening	Implementation of the Street Accessibility and Street Greening Programme across the residential area of Germiston.	●●○○○	●○○○○	●●●○○	£ £	Short	Various green space/SuDS projects in Germiston

11   Next Steps

11   Next Steps

This report sets out a long-list of 21 proposals for the Royston to Hogganfield 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

Understand Context
Understanding the context of the place.

Repeat process for incremental change

Implement and review
aligning investment, developing delivery capacity & supporting new ways of working.

Collaborate, plan, design
collaborative models of working to inform place-based planning & design

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

Project selection process - Next steps

Project healthcheck

Feasible Projects list

Policy Alignment
Liveable Neighbourhood Theme

Deliverability Assessment
Technical delivery
Community support
Funding & affordability
Alignment with wider policy

Delivery & Next Steps Options
Trial potential
Deliverability to Stage 2
Next steps action

Outcomes Assessment
Local town centres
Streets for People
Active travel
Everyday journeys

Review scores with relevant GCC officers & local representatives

Identification of Priority Projects