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## 1.1 Liveable Neighbourhoods Background

The Liveable Neighbourhoods programme aims to re-think the way we live in Glasgow.

Through the Liveable Neighbourhood study, we aim to create a long list of potential projects that will help the local neighbourhoods of Pollokshields East, Govanhill and Greater Gorbals to become even better places to live, work and enjoy daily life.

This programme is based upon overarching Scottish Government policies around active and sustainable travel, climate adaptation, health and wellbeing, neighbourhood based filtered permeability and. As part of the programme we have undertaken thorough community and local stakeholder engagement under the programme's four key themes, described on this page. Some of the ideas for the local neighbourhoods generated through this engagement will be developed further to concept design stage, creating a library of projects that can be used to gain further funding. For further information on the Liveable Neighbourhoods programme visit the following website: <https://www.glasgow.gov.uk/liveableneighbourhoods>

Figure 1: Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme



### WHAT ARE LIVEABLE NEIGHBOURHOODS?

The climate emergency and changes to the way we work and travel have created a need to rebalance the places where we live and work to put more emphasis on the needs and aspirations of local communities. This includes:

- Healthy more resilient places that allow people, of all ages and abilities, to thrive in their local area.
- Accessible places where people can meet their daily needs and services in a sustainable manner.
- Better connected places helping to reduce the city's dependency on cars by making walking, cycling and public transport the first choice.





Figure 2: Table setting out the Liveable Neighbourhoods Plan Objectives included in the Business Case document

## 1.2 Liveable Neighbourhoods Thematic Objectives

In January 2022, the Council released a Strategic Business Case for Liveable Neighbourhoods containing 20 objectives tied to the four themes. These are the aims and objectives that the programme is working to deliver in the long term.

This stage of the process will identify the most important opportunities within each study area. These will be key to deciding which projects are prioritised, which will be further developed, and those which can be promoted for further internal or third-party funding opportunities.

For further information on the Liveable Neighbourhoods business case open the following document: <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=55782&p=0>

Liveable Neighbourhoods Thematic Objectives		
THEME	NO.	OBJECTIVE
Active Travel (AT)	LN1	Improvements in sustainable transport and encouraging modal shift
	LN2	Provide safe, accessible, and well-connected walking and cycling networks
	LN3	Raise awareness about the benefits of active travel
Streets for People (SP)	LN4	Re-allocating road space for people and active travel
	LN5	Improved placemaking and green infrastructure - Re-imagine Glasgow's streets as highly social spaces, which have a positive function for water management and biodiversity
	LN6	Improving safety, accessibility, and legibility
	LN7	Create inclusive streets prioritising the most vulnerable user
	LN8	Solutions for cleaner air and pleasant microclimate - Develop street designs that are responsive to Glasgow's conditions of climate and seasonal light
Everyday Journeys (EJ)	LN9	Reduced emissions in local areas and contributing to carbon neutrality; discourage private car use
	LN10	Enable healthy lifestyle choices for health and well-being - Improve health outcomes and well-being in Glasgow, by making active travel the first-choice mode for everyday journeys
	LN11	Promote independent travel choices for all ages, particularly children - Facilitate and promote independent travel choices for all age and abilities, particularly children
	LN12	Ensure easy access to local centres, schools, open and green spaces
	LN13	Enable multi-modal transport connections - Build a network of urban movement, where walking and cycling are integral parts of the multi-modal system
	LN14	Improve neighbourhood permeability for active travel and reduce road danger to make every street a good choice for walking and cycling







### 1.3 Project Location

The map below shows an extract all of Glasgow City Councils proposed Liveable Neighbourhood areas and the specific Liveable Neighbourhood area for this study outlined in red.

This study covers the Pollokshields East to Gorbals Liveable Neighbourhood area, which in turn is made up of three further sub-areas:

- Pollokshields East
- Govanhill
- Greater Gorbals

It should be noted that these areas have been selected to assist the continued roll-out of the Council's Liveable Neighbourhood programme. These areas are not considered self-contained local communities. Background study, community and stakeholder engagement and the development of proposals within these areas therefore take strong consideration of the needs of local communities beyond these boundaries and works being undertaken as part of the wider Liveable Neighbourhoods programme in other areas.

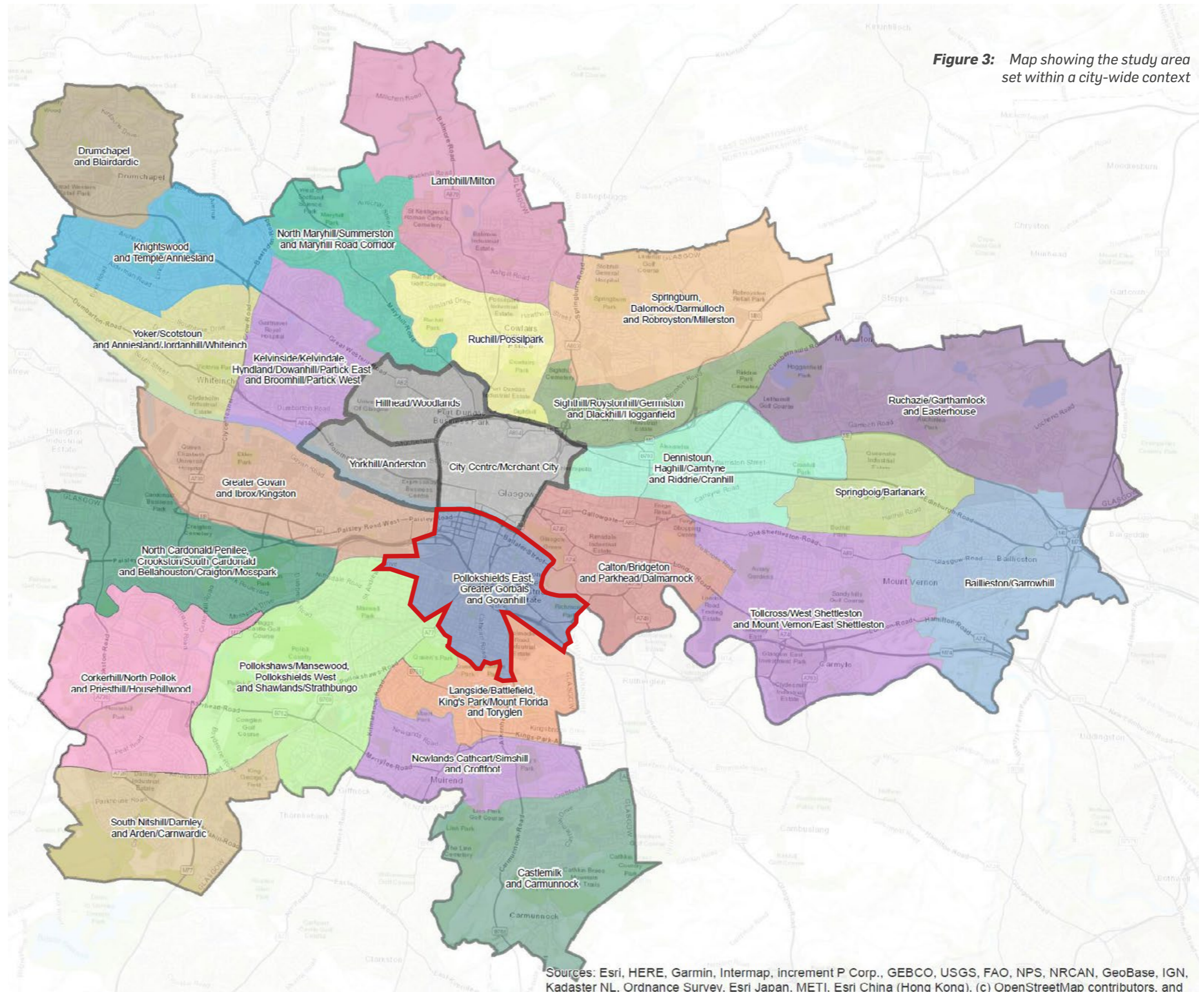


Figure 3: Map showing the study area set within a city-wide context

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and

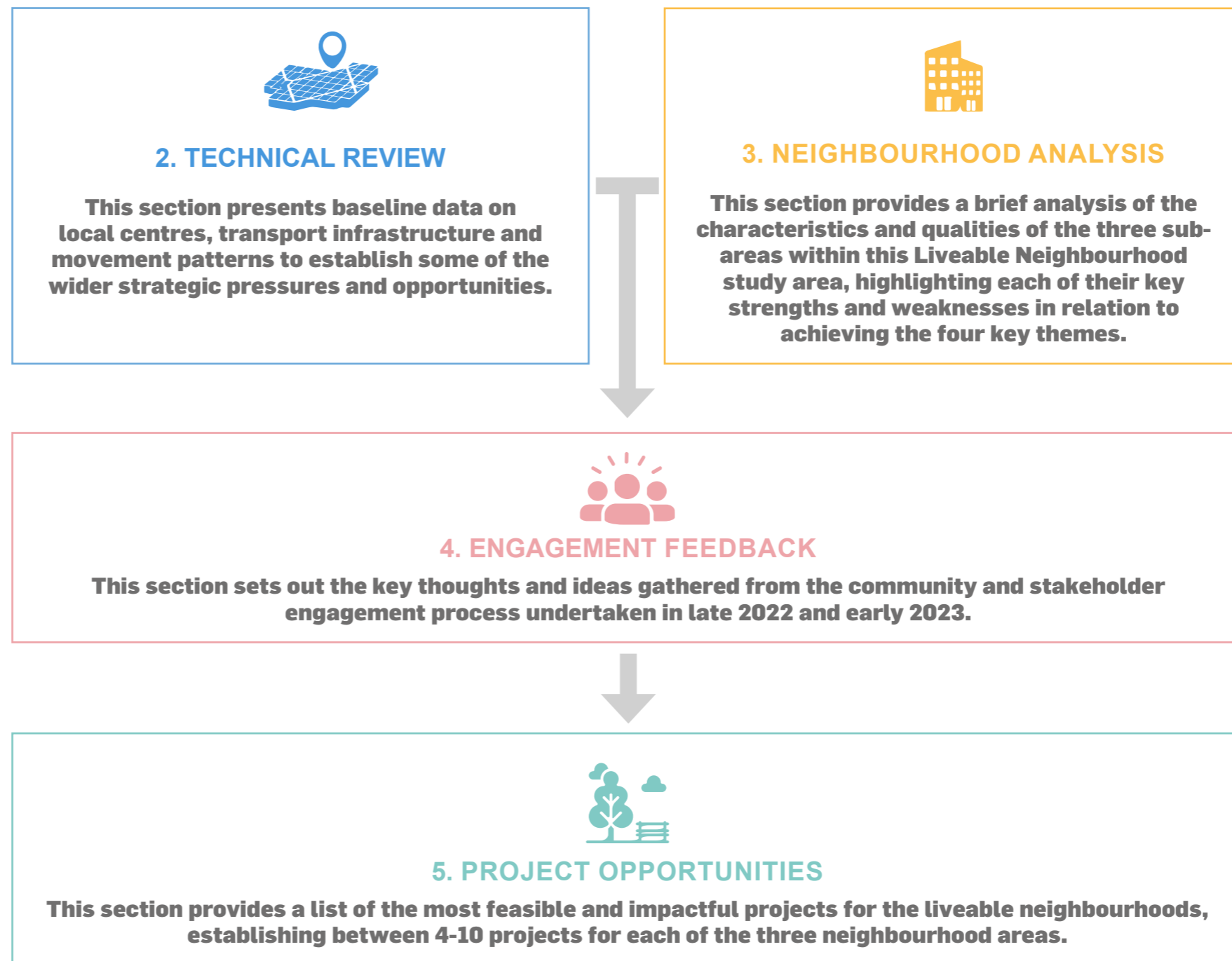


## 1.4 Document Structure

The document is structured to demonstrate a clear process of data gathering and review, design analysis, engagement and design thought.

The **Technical Review** and **Neighbourhood Analysis** sections set out an understanding of the wider pressures of the study area, through infrastructure and movement patterns and the opportunities presented by local facilities, assets and services to enhance the liveability of the neighbourhoods within it.

The **Engagement Feedback** and **Project Opportunities** sections set out a transparent process of how the ideas and feedback provided by local residents have informed the eventual project opportunities and preferred projects for each liveable neighbourhood.



**Figure 4:** Diagram showing structure of the document by briefly describing sections 2 - 5





## 1.5 Engagement Introduction

This section summarises the overarching engagement strategy, methods and activities undertaken during Stages 0-1.

### PURPOSE

Pollokshields East to Gorbals Liveable Neighbourhoods will take a collaborative approach to engagement, actively involving the public and key stakeholders at all stages to ensure their needs and aspirations are identified with the findings being used to inform the development of specific projects and Concept Designs.

The engagement process for the initial phase of Liveable Neighbourhoods has been divided into stages shown in the diagram to the right.

### ACTIVITIES

A range of in person and digital activities have been undertaken during Stages 0-1. These have been summarised below. The findings from each activity have been collated and are summarised in Chapter 4.

### Walkabouts

In person site walkovers with local stakeholders to build relationships and understand the neighbourhoods in situ. These took place between December 2022 and February 2023 in the following locations:

- Gorbals with New Gorbals Housing Association
- Pollokshields with representatives of Pollokshields Community Council and Pollokshields Trust.
- Govanhill with representatives of Govanhill Housing Association.

### Website

A dedicated website was launched on 31st January 2023 to act as the main communication



Figure 5: Diagram showing each stage of the engagement process



Figure 6: Info-graphics highlighting some of the key activities and response numbers during the engagement process



point for the Mansewood to Shawlands Liveable Neighbourhoods: <https://pollokshields-east-to-gorbals-ln-glasgowgis.hub.arcgis.com/>. Visitors to the website could find out more about Liveable Neighbourhoods, complete a survey, and stay up to date with latest news. The website will continue to remain live as the Liveable Neighbourhood develops.

**Survey**

A survey was made available for people to complete online, at libraries and events between 31st January and 28th February 2023. The survey enabled people to leave feedback on what they liked about their neighbourhood and how they would make this better through a series of questions. The Place Standard Tool themes were used to focus people’s feedback on different elements of place.

People could also complete an ‘about you’ section to provide demographic information.

**Online briefing**

An online briefing was held on 8th February 2023 with local councillors from Ward 5 (Govan), Ward 6 (Pollokshields) and Ward 8 (Southside Central) invited to attend.

This included a presentation from members of the delivery team on Glasgow’s Liveable Neighbourhoods programme, an introduction to the Pollokshields East to Gorbals Liveable Neighbourhood area and an overview of the engagement.

The session was recorded and shared with all respective Ward Councillors.

**Pop ups**

Pop up events took place across each neighbourhood to raise awareness of Liveable Neighbourhoods and collect feedback from people using the survey and large maps.

The format of each pop up was slightly different depending on whether this was taking place as part of an organised community activity or on the street. The following pop ups took place throughout February:

- Outside The Co-Op in Laurieston, Gorbals
- At the foot of Tradeston Bridge in Tradeston, Gorbals
- Outside Govanhill Newsroom / along Victoria Road
- Joined MILK Café’s ‘Conversation Friday’
- At Oatlands Community Hub in Gorbals
- On Albert Drive to speak to passers by in Pollokshields

**Drop-ins**

Figure 8: Programme website

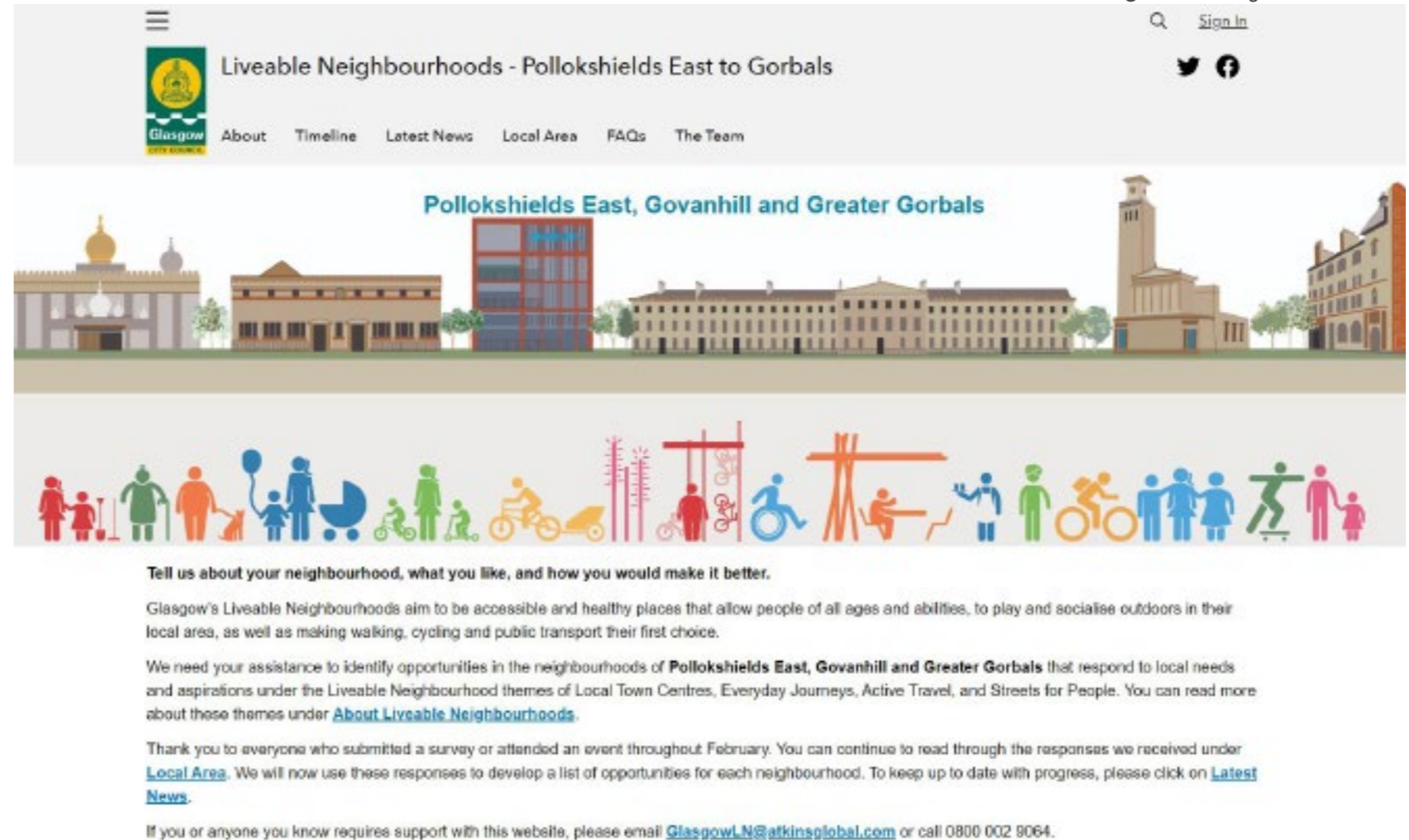


Figure 7: Community walkabouts







Figure 9: Collection of photos showing the range of pop-ups in three areas

Drop-in events took place across each neighbourhood to provide an opportunity for more in-depth conversations through two activities:

1. Define your neighbourhood: asked attendees to draw a boundary round their community, identify where they go, the route they take and the route they would like to take.
2. Identify opportunities in your neighbourhood: asked attendees to highlight local grassroot projects, important streets and spaces, and identify improvements.

The following drop-ins took place in February:

- Nan McKay Hall, Pollokshields, 4-7pm on 17th February 2023
- The Deep End, Govanhill Baths, 4-7pm on 23rd February 2023
- Gorbals Parish Church, 10-1pm on 20th February 2023

### Communications

To promote the engagement during Stage 1, several communication channels were utilised including:

- Notifications emailed to key stakeholders and local community groups identified through Stakeholder Mapping
- Social media posts through Glasgow City Council's channels and local groups
- Advert in Greater Govanhill Magazine
- Posters and leaflets delivered to community facilities and local members
- Radio shoutout on local Awaz FM









# TECHNICAL REVIEW

## 2.1 Town Centres








Glasgow City Council have adopted a City Development Plan with the ambition of enhancing a network of commercial Centres that provides access to daily needs to all residents in the city (SG4: Network of Centres).

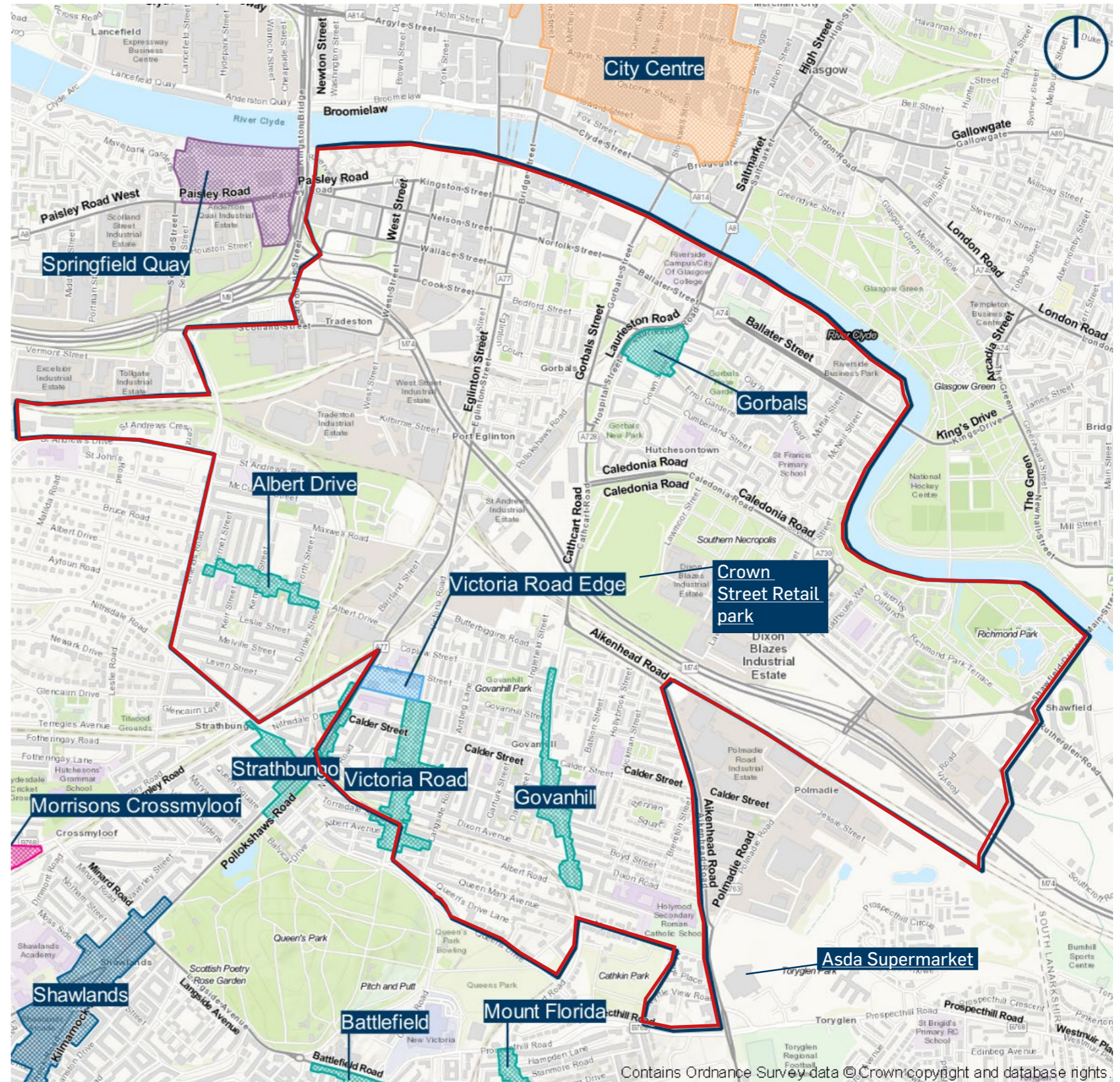
The main point of attraction will be the city centre/merchant city with a few major town centres out of the City, among others in Shawlands on the other side of the Pollokshields East to Gorbals Study area.

Within the study area there are four designated town centres where planning will allow a mix of uses and encourage commercial activity. These are Gorbals Town Centre, Albert Drive, Victoria Road and Govanhill (Cathcart Road). There are also several local shopping facilities. While Strathbungo is in the neighbouring study area this is also a key commercial destination for residents in Govanhill and Pollokshields East. It is evident that most of the activity happens south of the M74 where residents have a broad offering. Gorbals Town Centre is the only provision in Greater Gorbals and there are several locations within this neighbourhood (such as Tradeston and Oatlands/Richmond Park) where access to daily services and shops require long walks or reliance on cars.

Figure 10: Plan showing location of town and local centres in the area

### LEGEND

-  Pollokshields East to Gorbals Tranche Study Boundary
-  Major Town Centre
-  Local Town Centre
-  Principal Retail Area
-  Other Retail and Commercial / Leisure
-  Edge of Centre
-  Standalone Foodstores and Superstores



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# TECHNICAL REVIEW

## 2.2 Road Network

The M8, Scotland's busiest motorway, crosses the River Clyde via the Kingston Bridge connecting Glasgow City Centre to the north with both the M74 and M77 trunk roads to at Tradeston to the north-west of the study area. The M74 runs through the centre of the Liveable Neighbourhood and whilst it is mostly raised above ground level within this area, it does still present a significant severance to other journeys on the wider network and to active and sustainable travel.

Significantly, to the north-west of the Liveable Neighbourhood area and just beyond quite a number of strategic road network movements are undertaken within the local road network in Tradeston. There are off and on-slips to all three motorways and the Kingston Bridge in the area including major connections to the secondary A and B Road network. Drivers seeking to connect via the M8 (Kingston Bridge) and M74 motorways are required to come off the motorway, loop around local streets and then re-join again, putting significant volumes of traffic on these local streets. Historically, there had been plans to connect these strategic trunk roads and keep these movements off the local network. Major upgrades were made to the M74; however, some links locally known as the "bridges to nowhere" remained unconnected.

Further east at Polmadie, the M74 junction 1A connects to the local road network and there are significant volumes of traffic and onward journeys within this area.

The Liveable Neighbourhood is bound by the River Clyde to the north where there are five road bridges on the local road network, two of which are one-way and one of which is prioritised for buses and active travel.

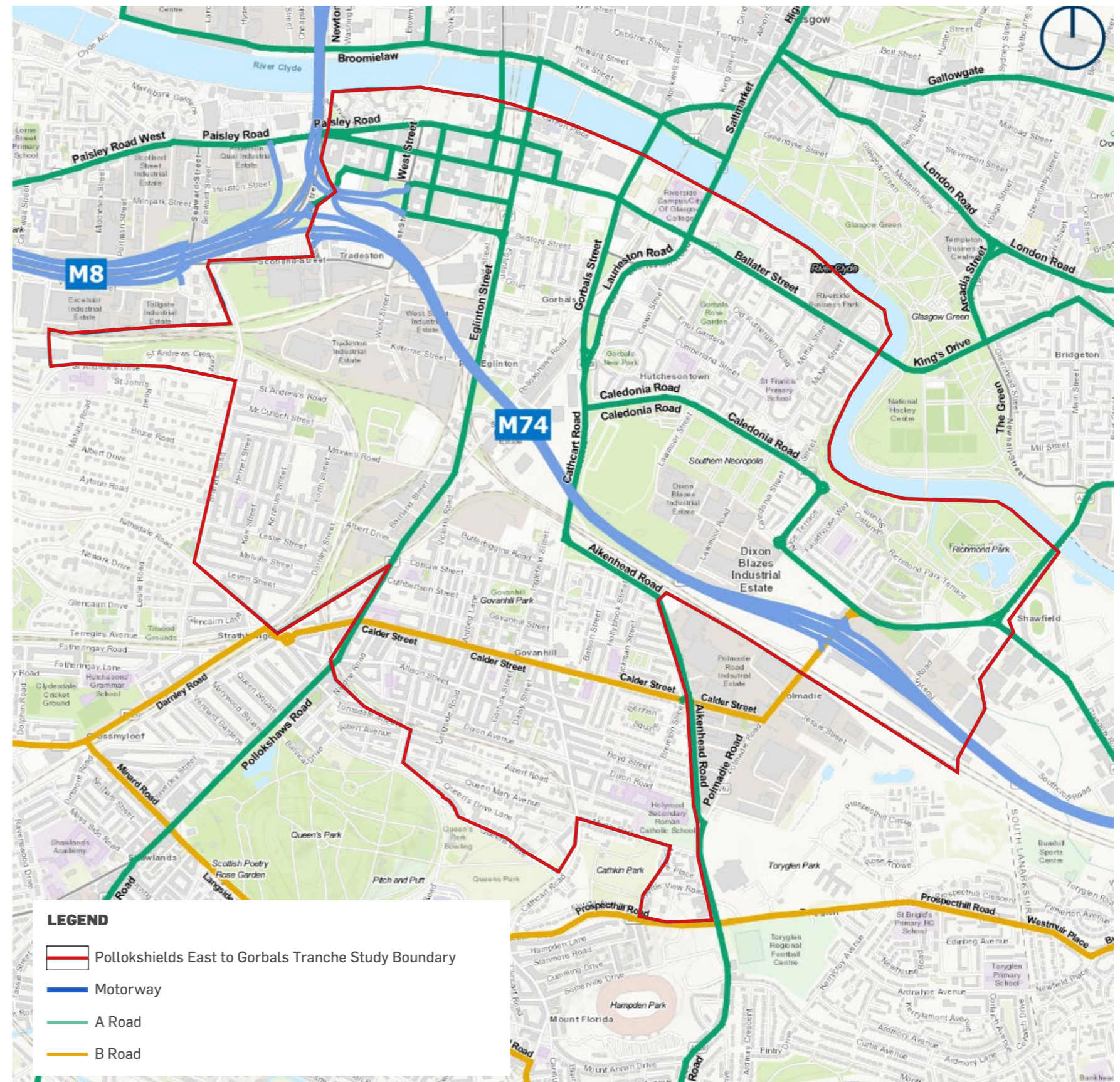
The A77, A728 and A730 provide the main north-south A Road connections through the area with the A74 and continued A730 providing key east-west connections.

The majority of the road network within Tradeston is subject to various one-way arrangements, as are key roads to the south in Govanhill of Calder Street and Alison Street.

The majority of the road network within this study area is made up of the local road network which connects off the more strategic network. It is typically on these roads where this project can potentially have a major impact.

Many of these core roads, particularly the motorways and significant multi-lane A and B Roads often present a significant barrier to active and sustainable travel and can sometimes contribute to significant severance for those modes.

Figure 11: Plan indicating key vehicular routes in the area





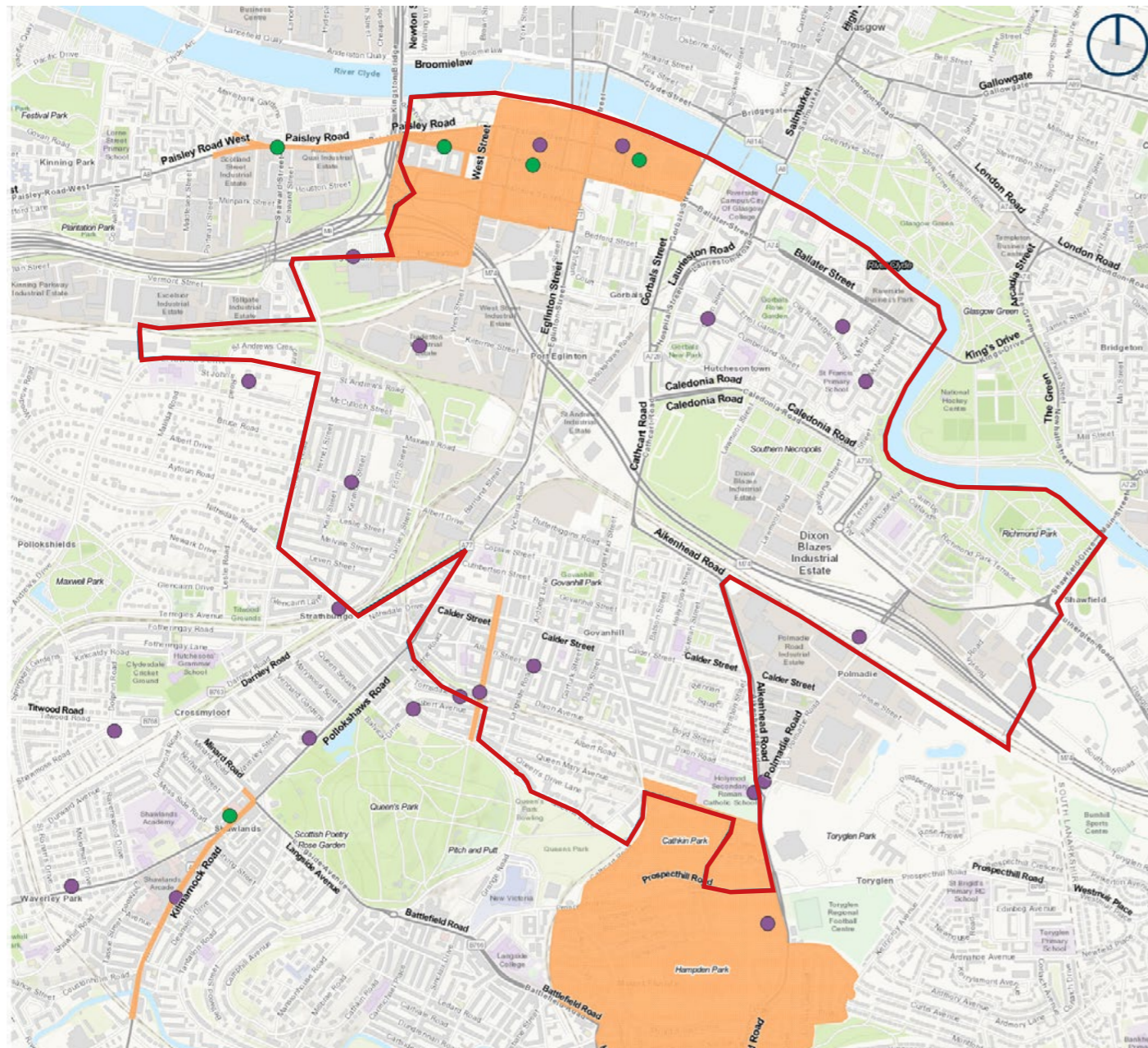
# TECHNICAL REVIEW

## 2.3 Parking And Taxi Ranks

Permit parking zones exist in four key areas within and adjacent to the Liveable Neighbourhood area: near the city centre, surrounding Hampden Park, Scotland's National football stadium and major event venue, and some of Victoria Rd and Pollokshaws Rd either side of Queens Park – both popular destinations for shops and hospitality venues.

There are several Electric Vehicle charging points within the Liveable Neighbourhood areas. Most of these are located near the city centre or Queens Park with the rest spread sparsely across the other neighbourhoods. Similarly, motorcycle bays are mostly located to the north of the area within Tradeston and the surrounding areas.

Figure 12: Plan mapping permit parking zones and taxi ranks



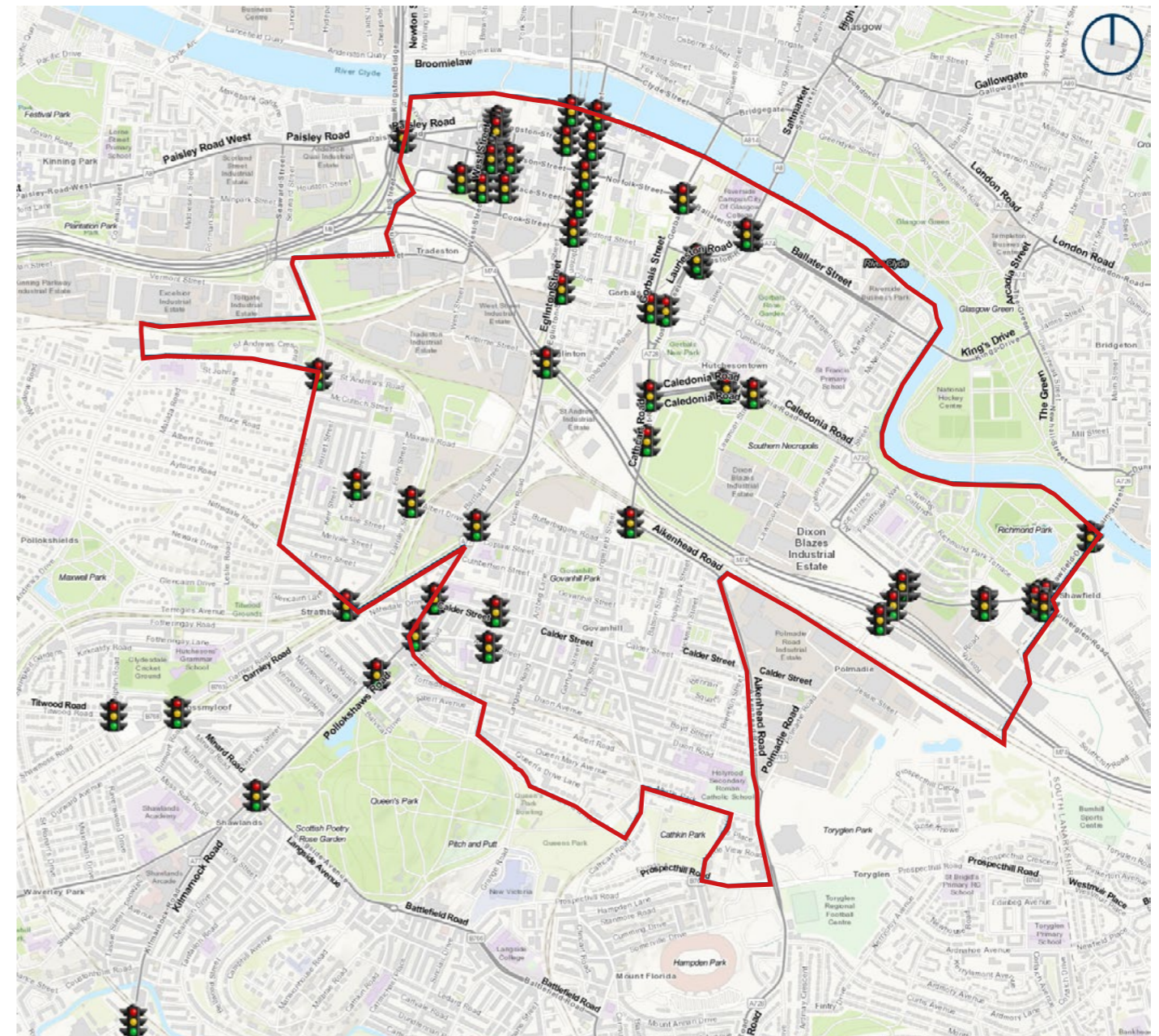
## 2.4 Traffic Signals

Signal controls are present at major road junctions. Traffic signals are concentrated much more densely in the areas of Tradeston and the Gorbals in the north of the Liveable Neighbourhood areas, which can experience significant volumes of both local and strategic traffic travelling to and from locations far beyond local destinations.

### LEGEND

- Pollokshields East to Gorbals Tranche Study Boundary
- Permit Parking Zones
- Motorcycle Parking Bays
- EV Charging Points
- Traffic Signals

Figure 13: Plan mapping location of traffic signalled junctions







## 2.5 Public Transport: Bus

There are numerous bus services that run through the Liveable Neighbourhood area several times an hour including a number of core bus corridors.

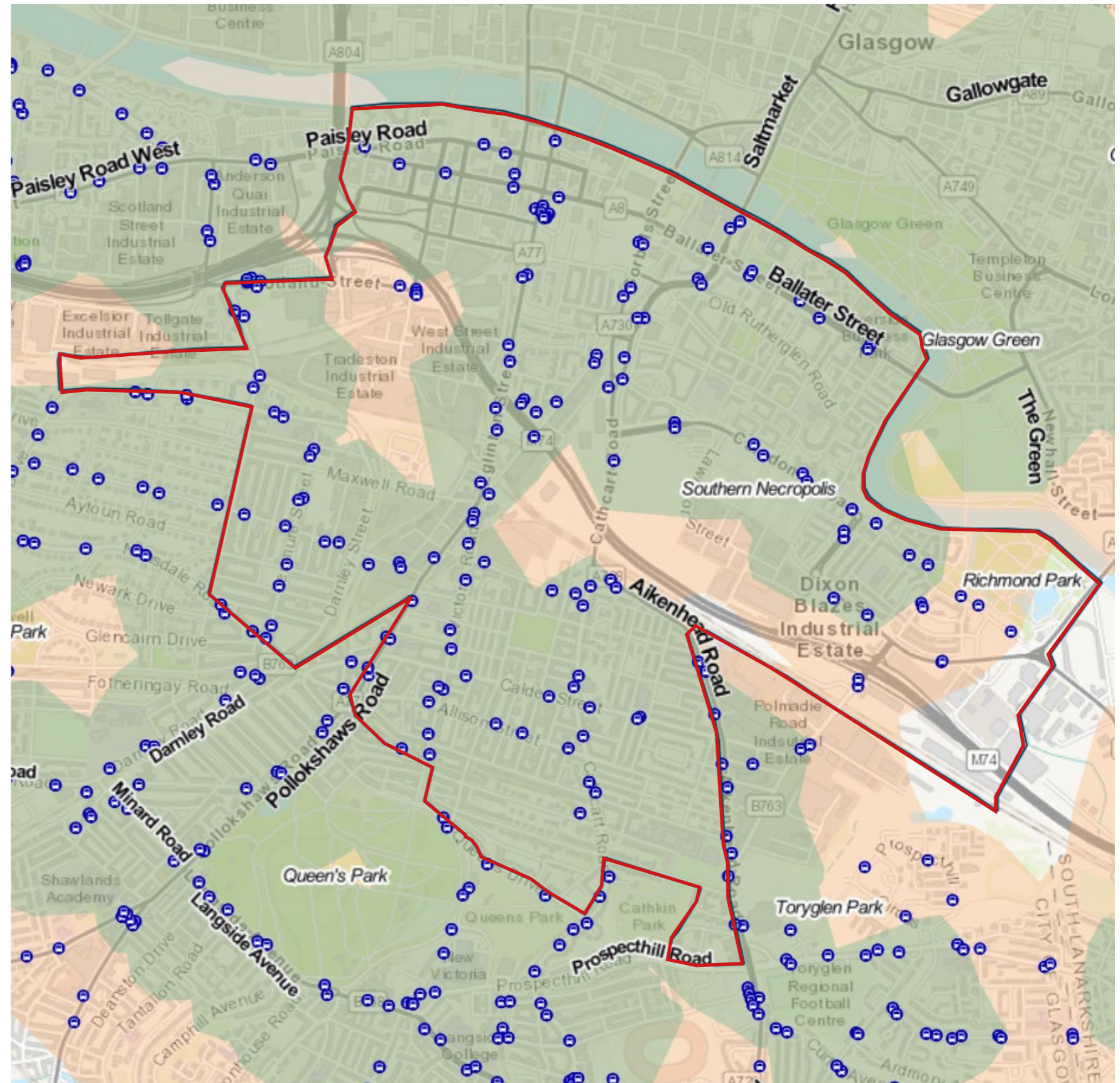
The map opposite shows those areas within the Liveable Neighbourhood that are within either a 5-minute or 10-minute walking distance of a bus stop. The map shows that the majority of the communities within this neighbourhood area are within a 5-minute distance of a bus stop. Some areas adjacent to the M74 and areas out by Richmond Park may have longer distances to get to bus services.

Many bus services use these key links such as Eglinton Street and Gorbals Street to provide connections to and from the city centre and beyond. There is a bus gate on Pollokshaws Road and bus priority alongside the South City Way linking Govanhill and the city centre.

Additionally, there are many half hourly and hourly services which pass through the Liveable Neighbourhood areas. Many of these core routes are operated by First Bus and can be found on their [website](#).

It should be noted; however, that **this map does not indicate the frequency or perceived quality of these services or accessibility to bus stops themselves which will be explored further in the community engagement sections.**

Figure 14: Plan mapping 5 and 10 minute walking catchment from bus service



### LEGEND

- Pollokshields East to Gorbals Tranche Study Boundary
- 5 minute walk
- 10 minute walk





# TECHNICAL REVIEW

## 2.6 Public Transport: Rail

Whilst there are several rail lines leading or running through the Liveable Neighbourhood area, there are only stations within this area on one line which includes Pollokshields East, Queens Park and Crosshill which terminate at Glasgow Central Station to the north.

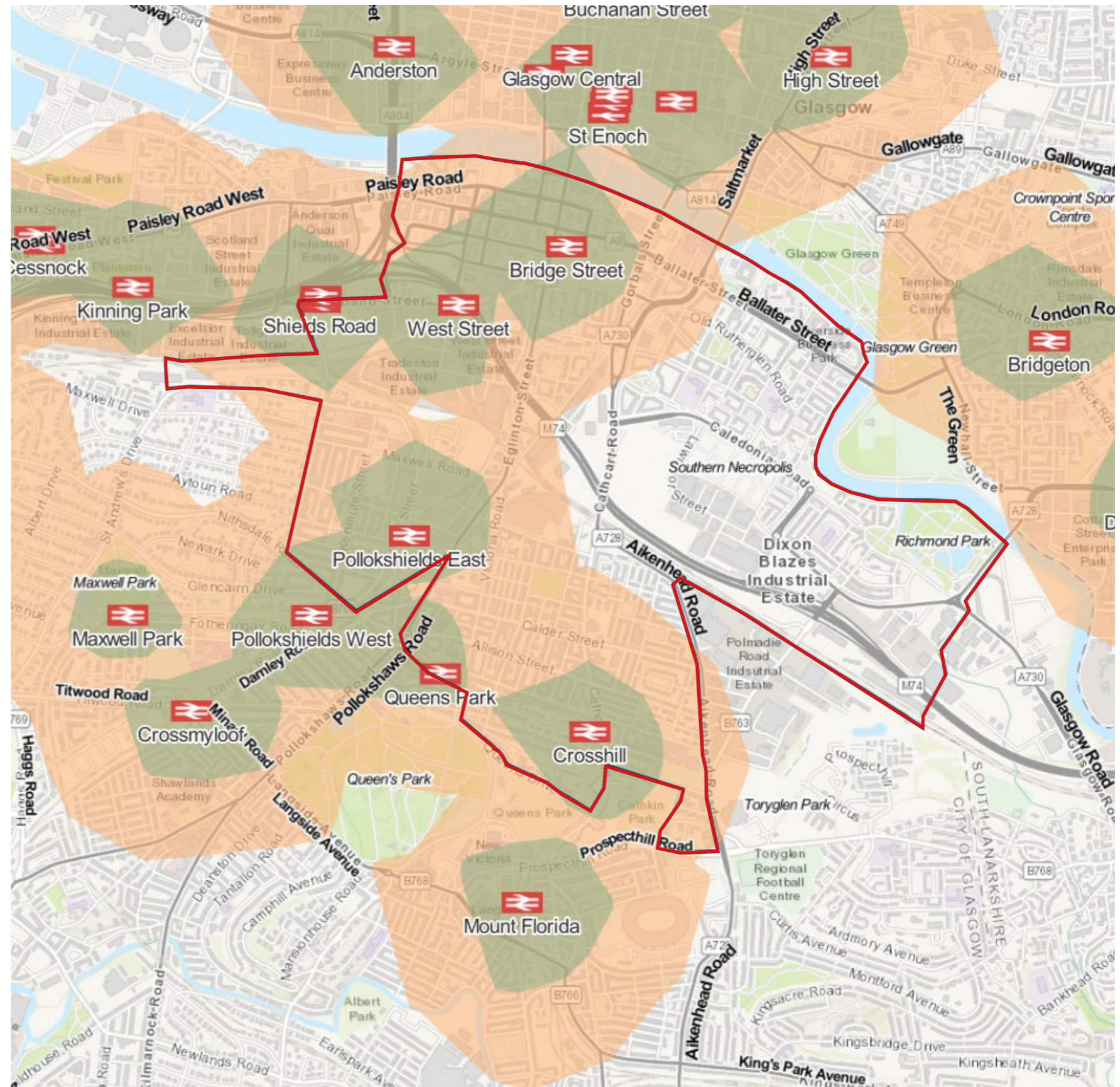
Northbound from the Liveable Neighbourhood area and across the River Clyde, all local train services terminate at Glasgow Central Station, meaning that passengers have to change trains to continue onward journeys. Wider journeys through Glasgow Central Station are relatively accessible; however, for journeys on the northern network, passengers generally have to leave Glasgow Central Station and transfer to Glasgow Queen Street Station. There is a free short bus service between the two stations; however, this remains a significant obstacle to wider integrated travel in the City and beyond.

Additionally, the Glasgow Subway runs through the area, with stations at Bridge Street, West Street and Shields Road within, or adjoining the area. These provide transport links to the city centre, the west end of Glasgow and west along the southern bank of the River Clyde towards Ibrox and Govan. Shields Road Park and Ride is also located to the north-west of the study area, attracting many weekday vehicle journeys. Whilst this provides an alternative to driving into the city centre, it is likely to attract many additional journeys through the Liveable Neighbourhood area and vehicles on the local road network.

The majority of the communities living within this Liveable Neighbourhood area live within a 10-minute walk of a rail or subway station; however, communities to the east including Greater Gorbals, Hutchesontown, and Richmond Park are generally well beyond a 10-minute walk and generally have to rely on other modes of travel.

As was true of bus journeys, this map does not show the specific accessibility of stations and routes to and from the stations themselves. Some of the stations within this area do not have full access for those with limited mobility needs and are therefore not accessible for all those within the local communities.

Figure 15: Plan mapping 5 minute walking catchment from railway stations



### LEGEND

- Pollokshields East to Gorbals Tranche Study Boundary
- 5 minute walk
- 10 minute walk





## 2.7 Cycling

A dedicated cycle network covers a large portion of the Liveable Neighbourhood areas. The coverage is best to the north which significantly includes:

- **The South City Way** – Mostly fully segregated uni-directional cycle tracks on both sides of the road between Queens Park and the City at the River Clyde. Works are still ongoing on this route around Laurieston, and the Council continue to work on this north of the River to provide full penetration into the city centre
- **The South-West City Way** – Fully segregated bi-directional cycle track north of Shields Road and soft (or light) segregated along St. Andrews Drive two-way segregated cycle track between the River Clyde in the north and Pollok Country Park in the south.
- **National Cycle Network Route Number 7** – This skirts the north-western boundary of the study area following a shared use path link between the M77 and Pollokshields West. The route ultimately links to the wider National Cycle Network linking between Inverness in the north and Sunderland via Carlisle to the south.
- **The South Bank Cycleway** – runs along the south of the River Clyde linking between West Street and the Tradeston Bridge (informally known as the Squiggly Bridge) along the south of the River Clyde to the westernmost extent of the study area. Unfortunately, key sections of this route around Adelphi Street have suffered from riverbank erosion.

Nextbike is a public bike share scheme started in April 2014 and now offers over 500 bikes at 67 locations across the city. In recent years, this has been continually expanded and now include e-bike hire at selection stations. These stations were originally located within the city centre and have expanded over recent years to include a large amount of the surrounding areas include a large part of the Liveable Neighbourhood area.

The new stations contribute towards an overall target set by Glasgow City Council of 1000 bikes at 100 stations in the city, with the scheme now an integral part of Glasgow's effort to promote more sustainable forms of transport.

### LEGEND







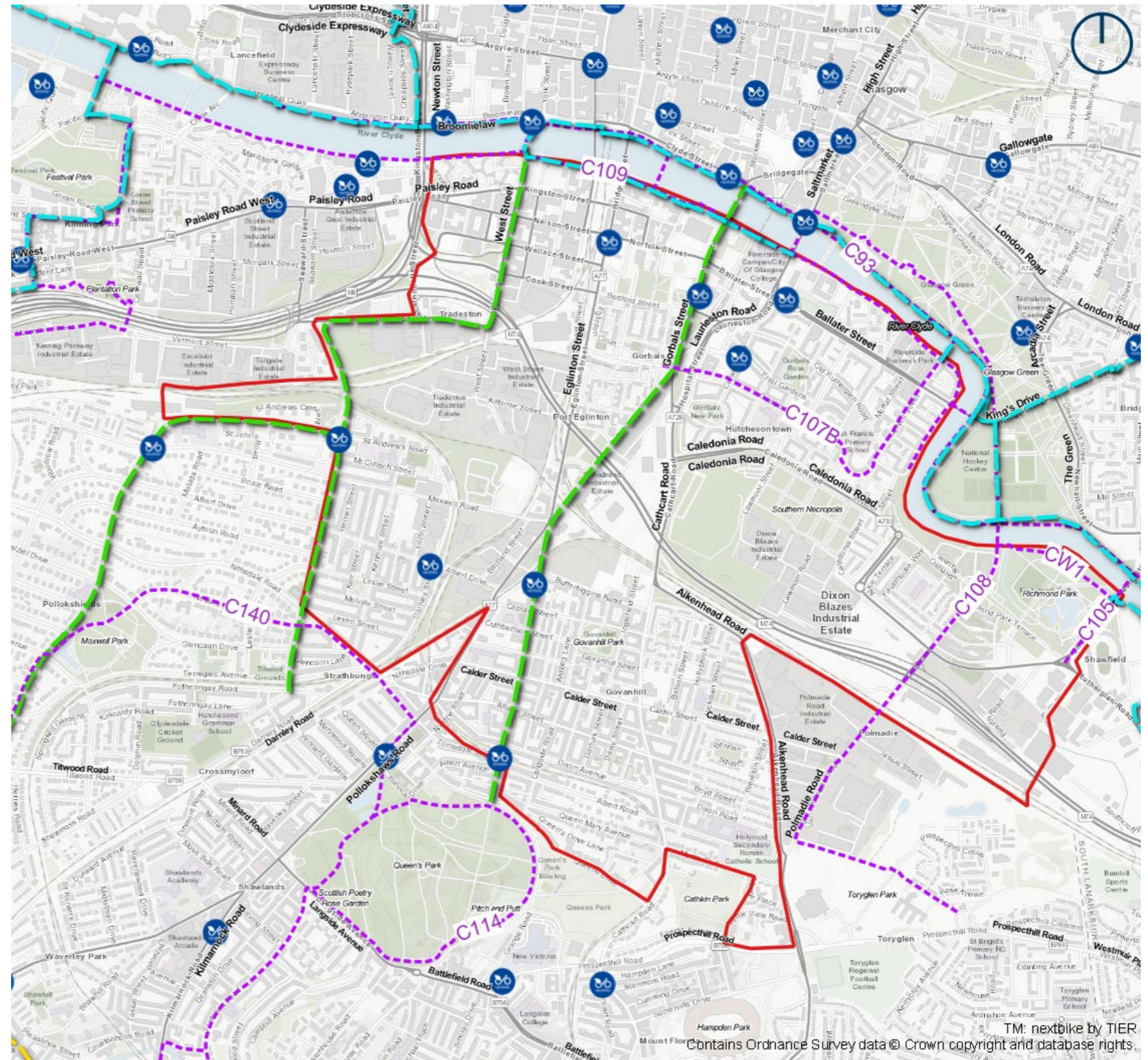
-  Pollokshields East to Gorbals Tranche Study Boundary
-  Core Paths
-  National Cycle Network
-  Proposed Cycle Network
-  Nextbike Stations
-  South and South West City Way

Figure 16: Plan mapping existing and proposed active travel routes



TM: nextbike by TIER  
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## 2.8 Daily Commute

The following information summarises an analysis of the travel characteristics (based on 2011 Scottish Census data) for the Intermediate Zones which lie within each Tranche (north and south). Data has been collected from the DataShine Scotland Commute website as well as the Scottish Census website to establish the commuter destinations and modal proportions as reported at the last census.

The DataShine Commute website presents the origin-destination by mode for the people-trips to and from a given intermediate zone (IZ). There are 1,279 IZs covering the whole of Scotland. For the purposes of this analysis, the data for the following IZs has been interrogated (as set out in the map below).

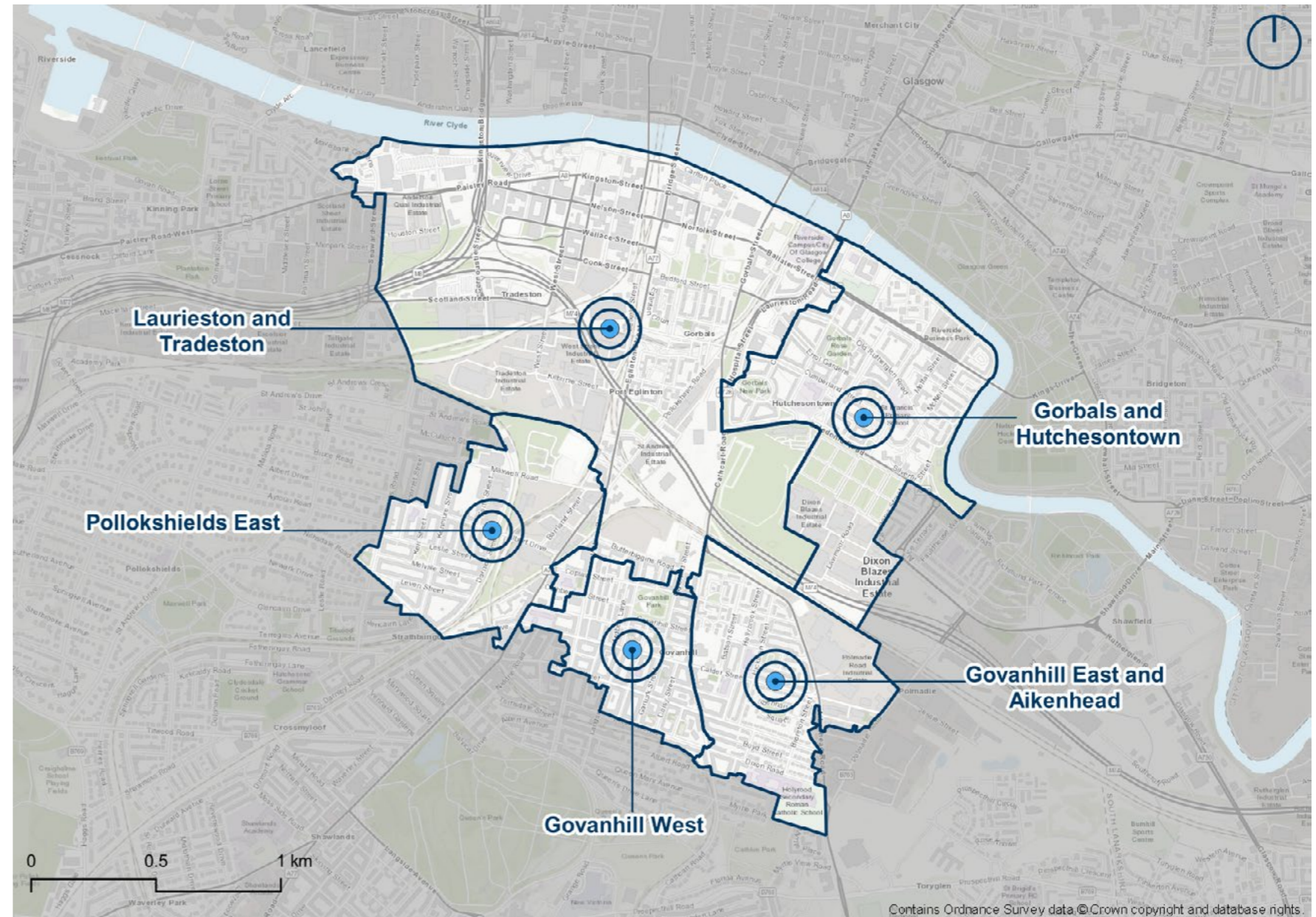
The DataShine analysis indicates the typical origins and destinations for people commuting to or from the Tranche Area for work or study. The most popular commuter destination for those living within the Tranche Area was Glasgow City Centre, with a total of around 4,000 people (41.5%) commuting to Glasgow in 2011.

Commuting between destinations within the Tranche Area was also highly popular, with a total of 1,739 trips to and from destinations within the boundary. Trips to the Tranche Area were predominantly from within it or from the IZs immediately to the south of the boundary.

For Pollokshields East/West & Govanhill we see a similar trend. The majority of movements involve those commuting from the area to work with this predominantly being to the city centre. Significant numbers of people also commute to the northwest and northeast of the city. The movements between these neighbourhoods and places further south are mostly people coming to work in the LN.

As we can see by the proximity of many areas, there are a huge number of these trips over relatively short distances and therefore provides a great opportunity for the promotion of walking, wheeling and cycling. Liveable Neighbourhoods should therefore be aiming to provide coherent, safe, easy routes to local bus stops and stations to encourage sustainable modes and discourage private car use.

Figure 17: Plan showing the 2011 Scottish Census Intermediate Zones in the study area





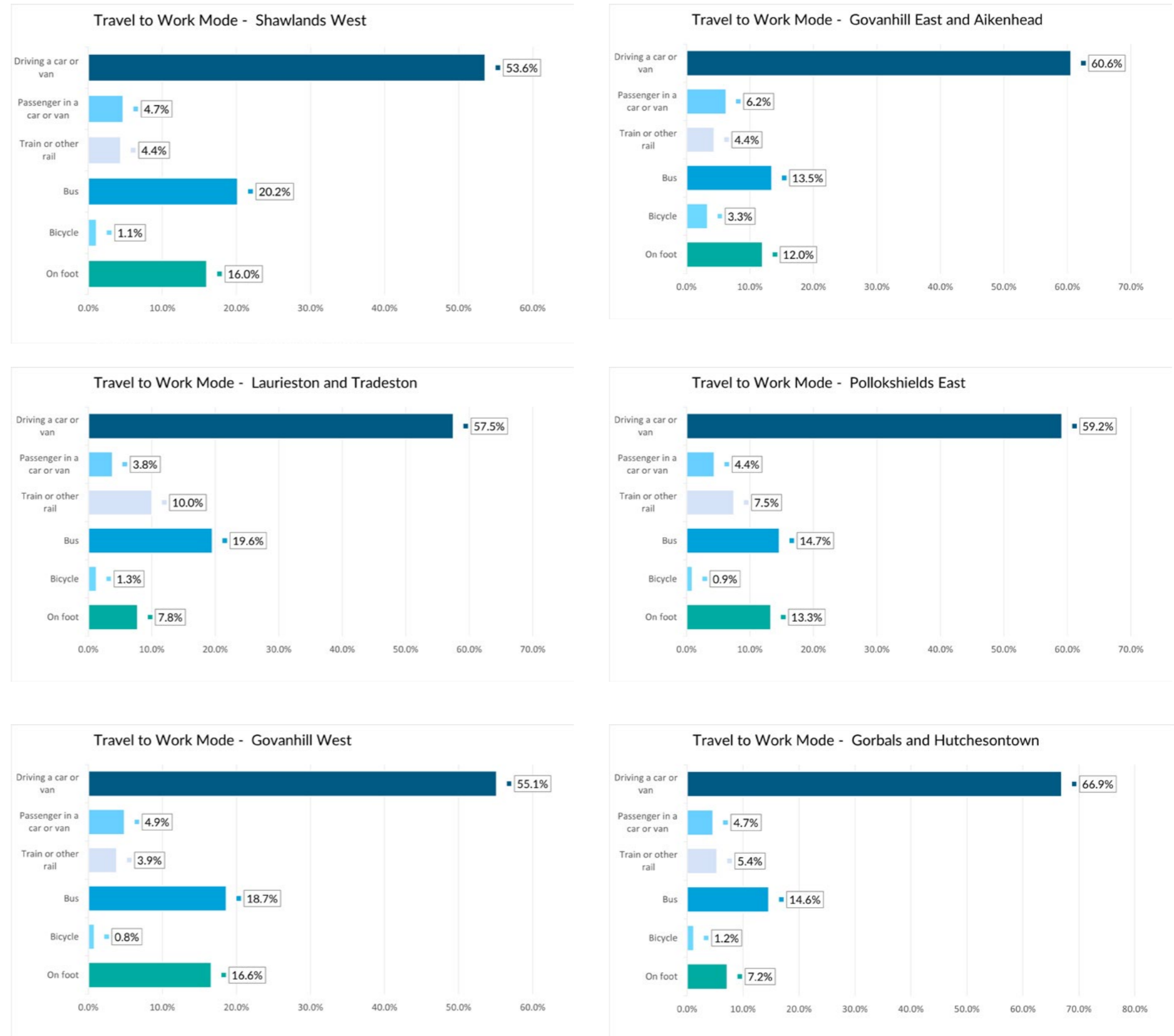
## 2.9 Mode Share

The modes of transport that people typically use when travelling from within the Tranche Area<sup>1</sup> for work has been interrogated from available Scottish Census data for each Intermediary Zone (IZ) making up the above analysis.

As demonstrated by the charts for each IZ, private car travel makes up the vast majority of the existing (2011) trips, with most of these being single-occupancy journeys. Within the IZs making up the LN, the proportion of car driver journeys ranges from 53.6% (Shawlands West) to 66.9% (Gorbals and Hutchesontown).

This evidenced frequency of high car use and evidence of a great number of shorter trips from the previous page demonstrates a great opportunity for the promotion of walking, wheeling and cycling in the area.

Figure 18: Modal share charts



<sup>1</sup> This refers to Mansewood to Shawlands Liveable Neighbourhood and Pollokshields East to Gorbals Liveable Neighbourhood







Figure 19: Sustrans' Hands Up survey results from 2020/2021

## 2.10 School Travel Data

Sustrans carries out 'hands-up surveys' with schools to get a snapshot of how pupils travel to school. The schools that participated in the surveys within the study area are as follows, with the results of the 2020 surveys (or 2021 surveys if available).

Annette Street Primary School in Govanhill and Pollokshields Primary School in Pollokshields East have high levels of walking to school. In these instances where we see higher proportions of active travel, the design team should investigate what are the key factors and if any of these could be replicated across the wider area.

Hutcheson's Grammar School in Pollokshields West has the highest number of pupils who are driven to school, potentially reflecting the wider geographic spread of pupils. Nevertheless, these schools and the local areas could be targeted for improvement.

Further engagement with schools, pupils, parents and carers was undertaken as part of this study and will continue to be undertaken in the subsequent stages of development.

SCHOOL TRAVEL DATA								
SCHOOL NAME	WALK	CYCLE	SCOOTER / SKATE	PARK AND STRIDE	DRIVEN	BUS	TAXI	OTHER/ NO DATA
Annette Street Primary School	97%							3%
Blackfriars Primary School	52%	4%	6%	10%	24%		2%	2%
Glendale Primary School	60%	3%		3%	32%			2%
Holy Cross Primary School	67%			10%	23%			
Pollokshields Primary School	91%				7%			2%
Shawlands Primary School	64%	4%	2%	9%	20%			1%
St Albert's Primary School	27%				46%			27%
St Conval's Primary School	45%			10%	36%	5%		5%
St Francis' Primary School	63%	8%	4%		22%	1%		2%







Figure 20: Propensity to walk and cycle plan

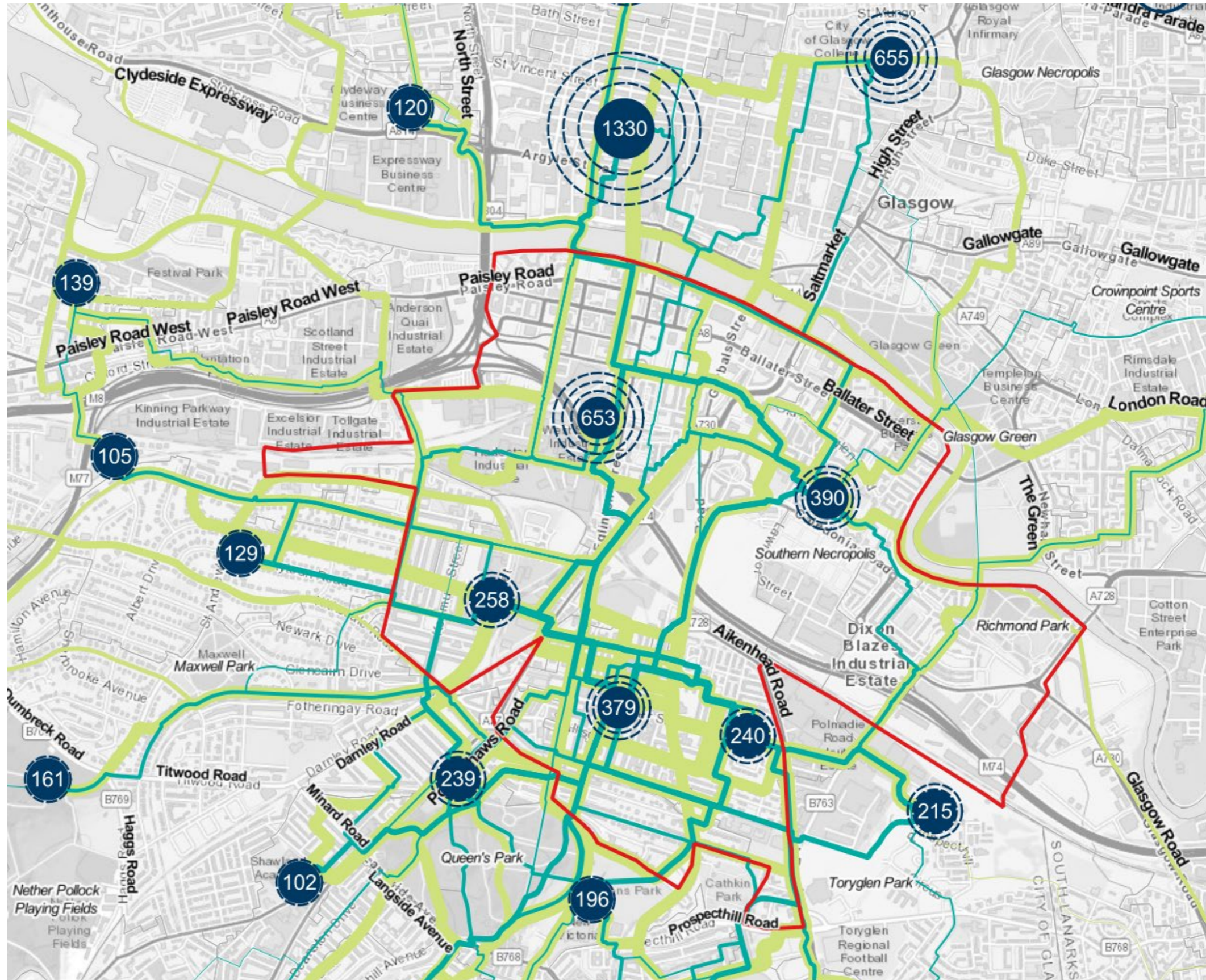
## 2.11 Propensity To Walk And Cycle

The DataShine outputs discussed earlier in this report have been combined with an Open Route Service tool to plot the most probable routes for walking and cycling between the Intermediary Zone (IZ) centroids to create a propensity to walk and cycle map. The propensity that a given journey will be undertaken by walking or cycling is indicated by the thickness of the route alignment. A thicker line represents a higher likelihood that a journey between IZs will be active and is based on the length of the recommended route. The IZ nodes show the combined number of trips that are generated by or attracted to each area.

The analysis effectively illustrates the high potential for active journeys, both within and out with the Liveable Neighbourhood boundary, particularly in the eastern, suburban portion of the area.

It is noted that the propensity map does not consider the existing infrastructure, road speed or traffic volume, rather it is an outline network plan of the existing recommended routes between each zone.

This analysis is useful in showing the roads, streets and paths that are most likely to accommodate active commuter journeys currently. It also shows potential routes within the Liveable Neighbourhood areas for new walking, wheeling and cycling proposals helping investment be targeted for best use.



### LEGEND

- Pollokshields East to Gorbals Tranche Study Boundary
- Centroid of Commuter Origin / Destinations (the numerical values reflecting the combined number of commuter trips originating from or arriving at a given IZ)
- Propensity to Walk (strength determined by line thickness)
- Propensity to Cycle (strength determined by line thickness)





# TECHNICAL REVIEW

## 2.12 Flood Risk

The extracts above show information from SEPA online flood mapping. The extracts on the right shows the risk of both river and coastal flooding and the right image that of surface water flooding.

Large areas along the south bank of the River Clyde are at risk of river flooding and some areas to the west are at risk of coastal flooding. There is a weir to the south of Glasgow Green which regulates water flow and tides further upstream. Those areas around Richmond Park to the east are shown at highest risk.

There are several areas at risk of surface water flooding as there have historically been a number of streams feeding into the River Clyde and the Blind Burn which runs under Govanhill and Gorbals may be of interest as a piece in a potential green/blue corridor connecting Queen's Park and Govanhill Park (and may be part of an ecosystem following all the way through to Southern Necropolis, Hutchesontown to the Clyde. Another hotspot is in Laurieston where it is close to the newly established linear park.

Figure 21: Plan showing river and coastal flooding (source: SEPA Flood Map)

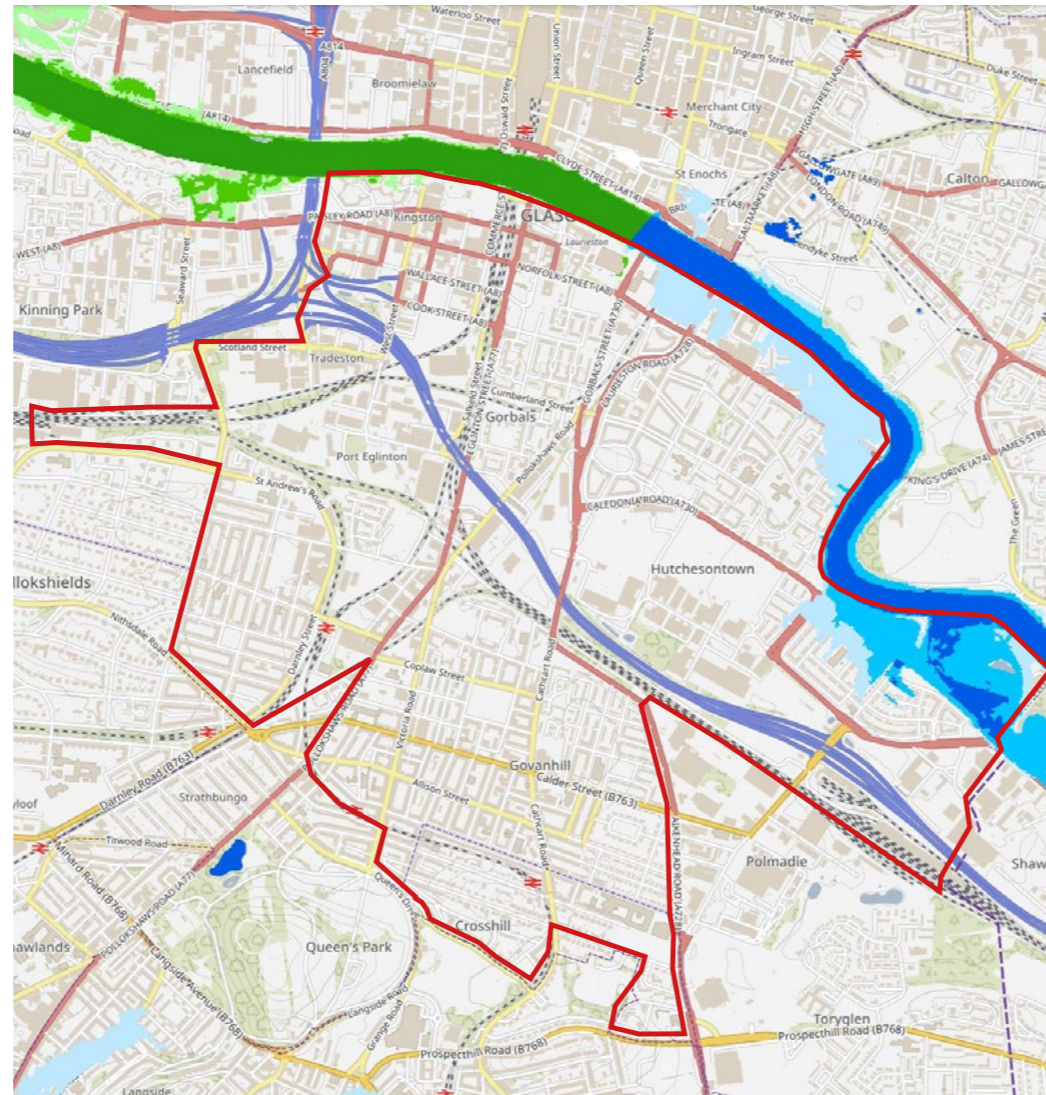
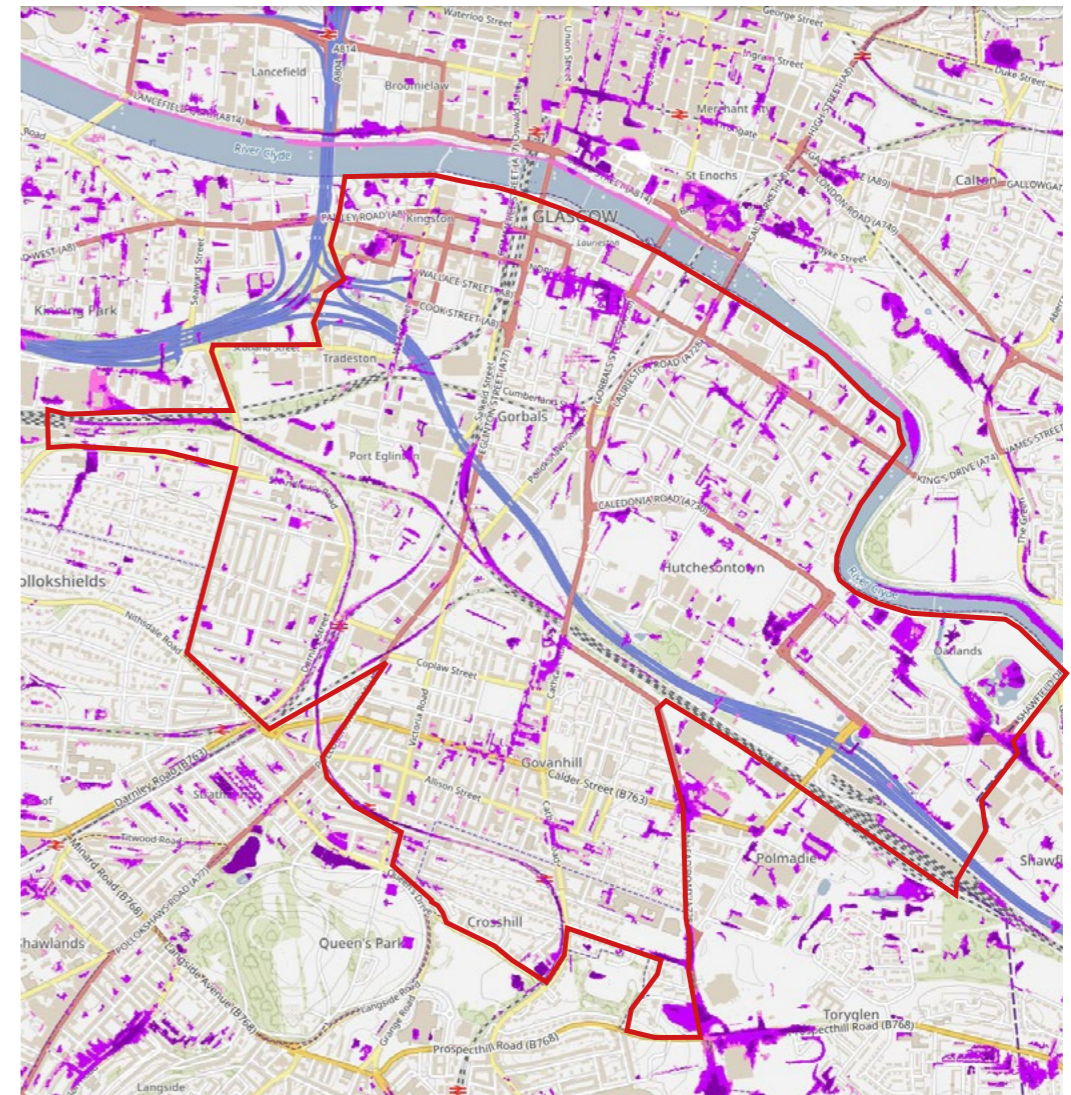







Figure 22: Plan showing surface water (source: SEPA Flood Map)



### LEGEND

-  Pollokshields East to Gorbals Tranche Study Boundary
-  High Likelihood  
(area at risk of river flooding in a 1-in-10-year event)
-  Medium Likelihood  
(area at risk of river flooding in a 1-in-200-year event)
-  Low Likelihood  
(area at risk of river flooding in a 1-in-1,000-year event)
-  High Likelihood  
(area at risk of surface water flooding in a 1-in-10-year event)

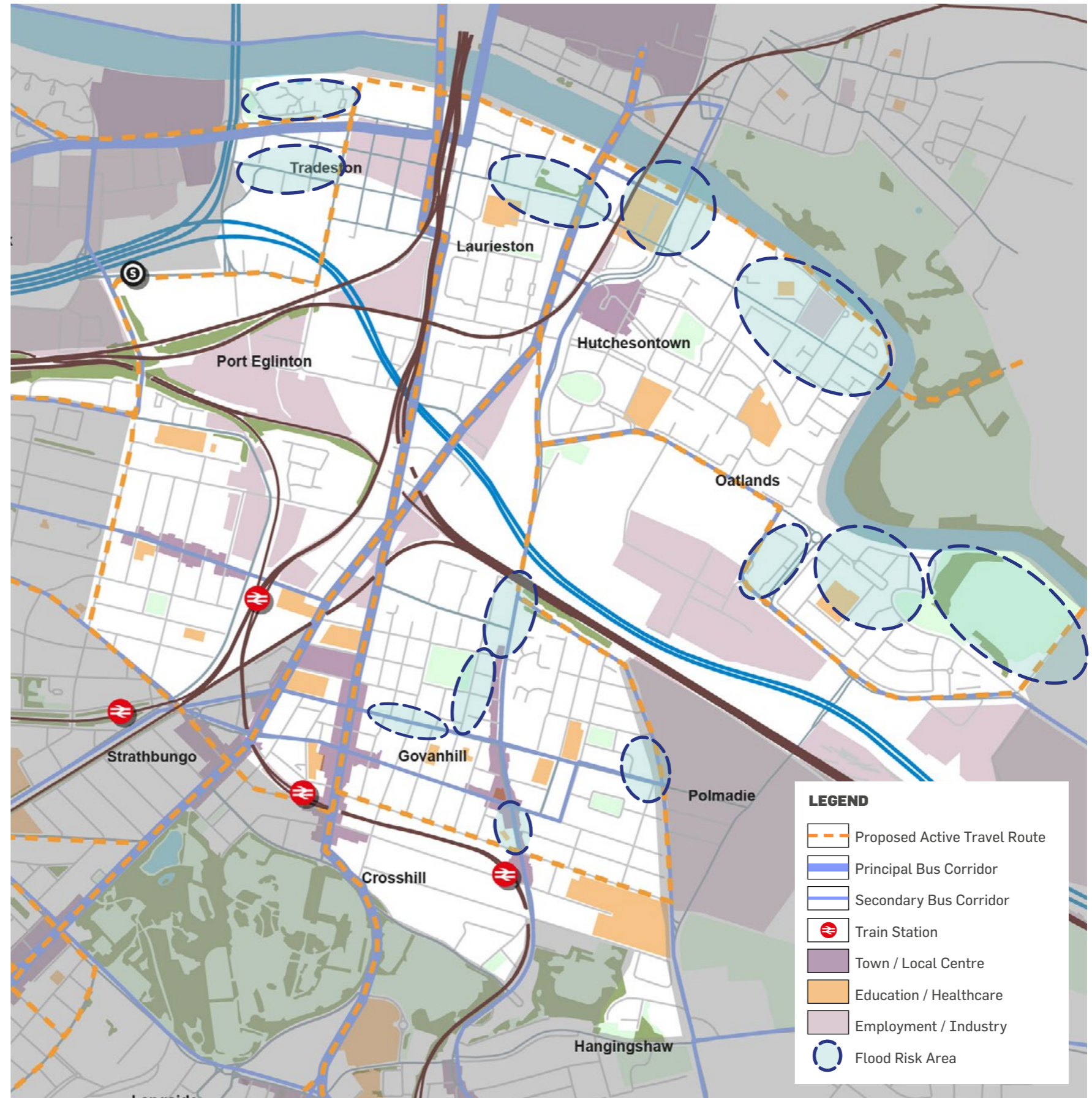




## 2.13 Strategic Summary Key Issues

- Thriving town centre areas locally, Victoria Road, Govanhill, Albert Drive and the Gorbals. Much of this area has the city centre on their doorstep just across the River Clyde and are therefore well connected to local services and amenities.
- The area is dissected by the M74 motorway which links to the M77 and M8 at Kingston Bridge to the north and east. Several key traffic routes run through the area with major traffic junctions presenting potential severance to active and sustainable journeys.
- Large areas of Tradeston and Greater Gorbals experience significant strategic traffic movements including journeys between the M8 and M74 motorways on the local road network.
- Much of Tradeston and the south of the River Clyde by the city centre is covered by a controlled parking zone, as is the southern end of Victoria Road by Queen Park. The area borders the controlled parking zone for the National Football Stadium at Hampden.
- The majority of the area with the exception of area of Richmond Park and the industrial areas around Kilbirnie Street are well served by bus stops and live within a 5-minute walk of a bus stop.
- The western and southern sections of this area are generally quite well served by access to rail or subway stations and live within a 5 or 10-minute walk; however, large parts of Greater Gorbals, Hutchesontown and Richmond Park can be further than a 10 minute walk.
- Good north-south cycle links from the area to the city centre in the South City Way, the South-West City Way, National Cycle Network route 1 and the South Bank Cycleway.
- Cycle hire stations are available throughout the Liveable Neighbourhood area, particularly in the north, but are currently absent further south-east.
- Commuter data shows a strong frequency of trips to and from the city centre, and many within the study area. Data shows that there are both a large proportion of shorter journeys and a large proportion of journeys undertaken by car, demonstrating a great potential opportunity to promote more active and sustainable travel.
- Large range of travel modes to school shown within the area including 97% of pupils at Annette Street Primary School saying they walked to school, and only 4% of those at Hutcheson's Grammar School.
- Significant areas of potential surface water, river and coastal flood risk within the Liveable Neighbourhoods area, significantly including areas around Adelphi Street and Richmond Park, and areas of Tradeston.

Figure 23: Summary plan mapping key active travel and public transport routes and key destinations.







# POLLOKSHIELDS EAST

## 3.1 Neighbourhood Profile

Pollokshields East is a neighbourhood with a population of 8,206<sup>1</sup> of which 2,707 are children and young people aged between 0-24 years. The neighbourhood sits within Ward 6 (Pollokshields). 32% of the population are children, which is much higher than the Glasgow average, while only 8% of the population are aged 65 years or older. A high proportion of the population (53%) is from a minority ethnic background. A lower-than-average proportion of the population is limited by a disability.

Today the area is served by Pollokshields East train station, Maxwell Square, The Bowling Green, and businesses along Albert Drive. Pollokshields Community Council is currently active and work alongside other organisation such as Pollokshields Development Trust to drive local improvements in the area.

**Ward:** Pollokshields East sits within Ward 6 (Pollokshields)

**Community Council:** Pollokshields Community Council

**Educational Institutions:** Glendale Primary School, Saint Albert's Primary School, Bunsgoil Ghaidhlig Ghleann Dail, Nithsdale House Nursery, Pollokshields Early Years Centre

**Healthcare Provision:** Pollokshields Medical Centre, Pollokshields Health Centre

**Community Assets:** Nan McKay Community Hall, Pollokshields Community Centre, Pollokshields Library, Tramway, Bowling Green

**Community Events:** Architecture and Innovation in East Pollokshields, Pollokshields community clean-up, Ready Steady Grow (June); Launch of Pollokshields Heritage Website (March)

**SIMD Area:** between 10-80% least deprived

**Live Projects (April 2023):**

- Albert Drive, Pollokshields
- St Andrews Drive residential
- Maxwell Road derelict land
- Nithsdale Railway bridge
- Extension to Glasgow Gurdwara Guru Granth Sahib

### LEGEND





-  School
-  Medical Centre / Hospital
-  Community Centre / Library
-  Live Projects

Figure 24: Plan showing location of schools, healthcare facilities and key community assets



1 Census data from 2011





# POLLOKSHIELDS EAST

## 3.2 Urban Form and Land Use

Pollokshields was originally constructed during Victorian times where the area was split into two distinct styles to the west and east. The east side is formed of three-storey high tenements, arranged in a tight, grid system.

This structure is severed in the eastern half of the area by railway lines, which has led to land being used for more industrial purposes. Recently a number of this industrial land and buildings have either been replaced or re-purposed. The railway lines also form a physical barrier to Pollokshaws Road with only two roads providing east-west connection, Albert Drive and Maxwell Road.

Traditional tenement blocks



Mixed-tenure housing development



Industrial remnants



New residential development in gap site



Post-war residential tower blocks



Figure 25: Aerial plan identifying some land uses in the area and some of the key urban form



### LEGEND

- Residential
- Education Facility
- Retail
- Commercial
- Industrial
- Brownfield
- Construction
- Religious
- Cemetery

Map data ©2023 Google





# POLLOKSHIELDS EAST



## 3.3 Heritage

### EAST POLLOKSHIELDS CONSERVATION AREA

Laid out in a traditional grid-iron pattern, Pollokshields East was originally developed by Sir John Maxwell and was constructed between 1855-1910. It retains its original structure of flatted tenements and has a clear hierarchy of spaces with boundary roads, main thoroughfares, and a square near its centre (Maxwell Square). The area contains the oldest allotment site in Glasgow, New Victoria Gardens, which has been in use since 1887.

The conservation appraisal highlights the long views gained by the clear structure and the contrasts between the dense urban streets and the long views of nature as being very valuable. For instance, those views from Albert Drive to the tree filled hills of Pollokshields west and Kenmure Street, to the hills in the distance north of the city centre.

Albert Drive is the main street tying together Pollokshields east. The street has been traffic calmed with roundabouts, a central median, and other measures to slow traffic, but the features are worn, and the character of the street is somewhat run down. The central median could also potentially assist some people in crossing the road by creating a buffer. The scale of street and buildings is very pleasant though, and there is a distinct village feel to the area with clear hierarchy, footways wide enough for shops to spill out onto and a pleasant variation of experiencing when moving along the street.

Figure 26: Aerial plan showing conservation areas in the area and key landmark buildings



Map data ©2023 Google

#### LEGEND

— East Pollokshields Conservation Area



Image: Wikimedia Commons

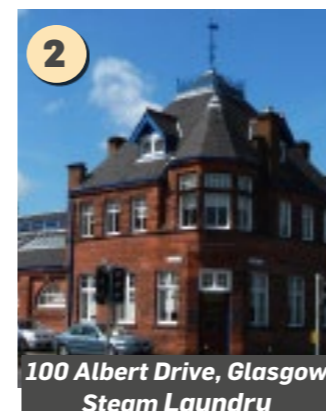


Image: Pollokshields Heritage



Image: Pollokshields Heritage



Image: www.worldgurudwaras.com

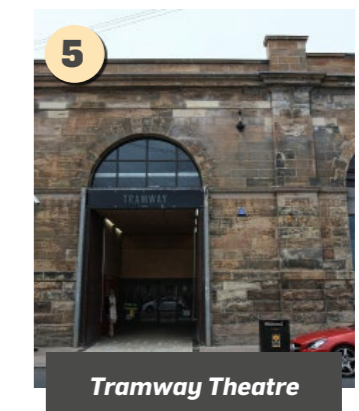


Image: Colourful Heritage



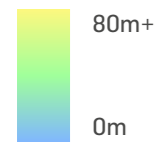


# POLLOKSHIELDS EAST

## 3.4 Landscape and Landform

Pollokshields East is relatively less dense and greener than neighbouring Govanhill - with access to the small neighbourhood park of Maxwell Square play park. There are also a number of small play areas in residential areas off St Andrews Drive and Maxwell Road and small pockets of green space with seating along Nithsdale Road and St Andrews Road. There are a number of community green assets including the established new Victoria Garden allotments, Tramway Hidden Gardens, the bowling green, and East Pollokshields Quad. The area is also served by ready steady grow Pollokshields, which provides seasonal seed exchanges and community get-togethers to encourage gardening. The town centre of Albert Drive is primarily grey in character with few street trees or planters.

### ELEVATION PROFILE



### LEGEND

- Park / Pocket Park
- Play Area

Figure 28: Elevation Profile-North

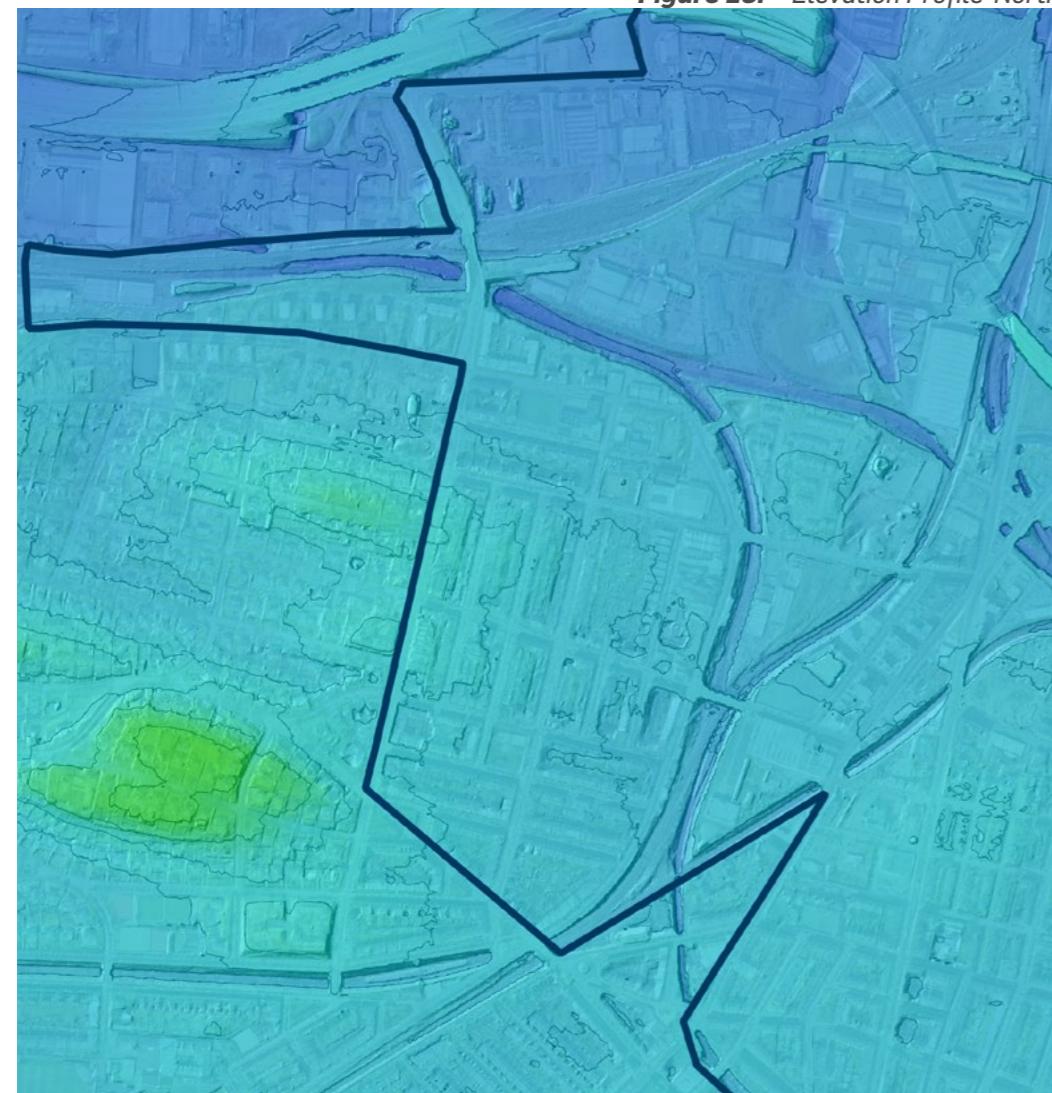
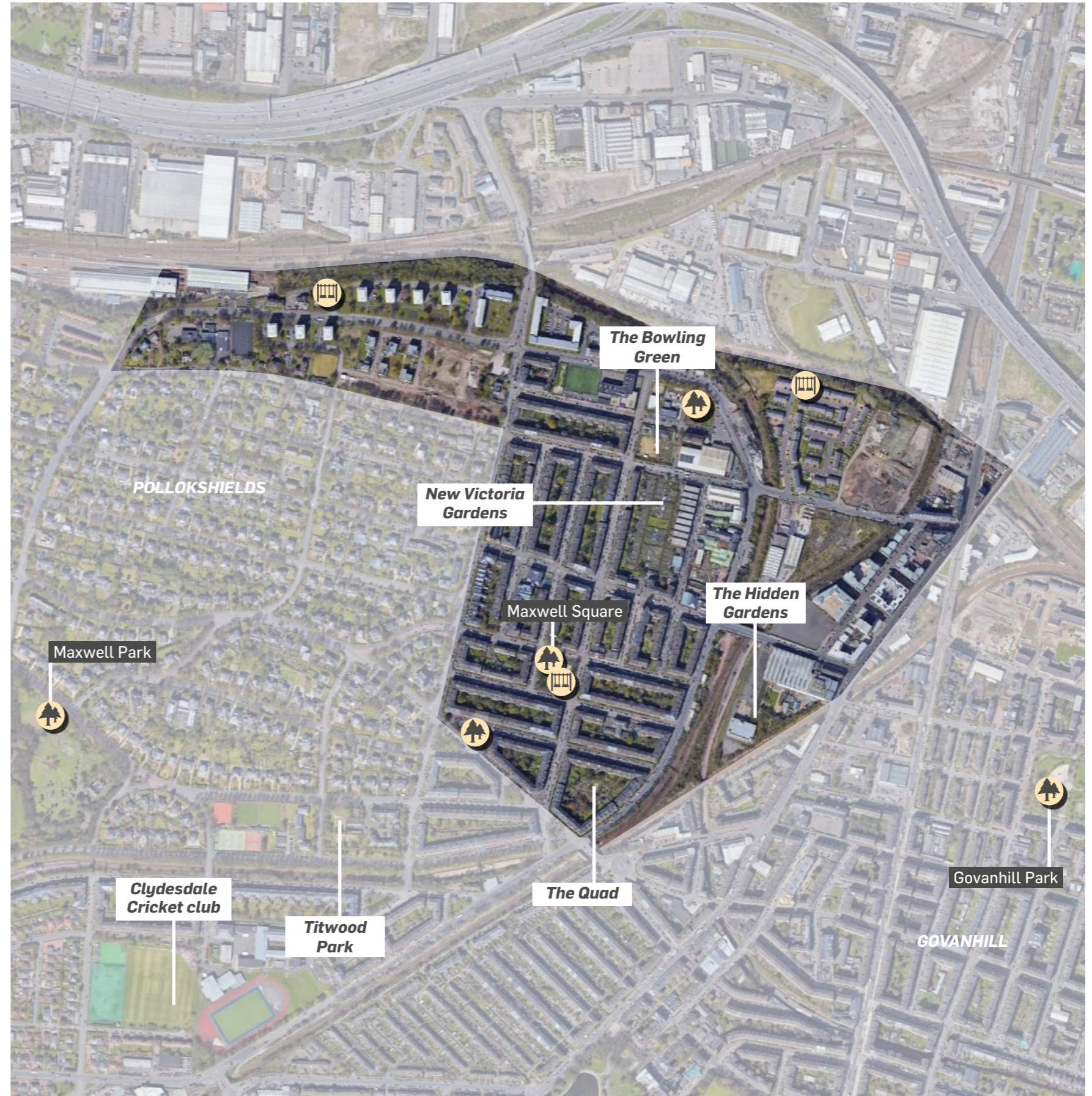


Figure 27: Aerial plan identifying key open spaces in the area



Map data ©2023 Google





# POLLOKSHIELDS EAST

## 3.5 Analysis Summary

### KEY STRENGTHS / OPPORTUNITIES

- Albert Drive is a thriving local town centre
- There is a 'village-feel' throughout the area.
- Well served with liveable neighbourhood functions (school, park, library, church, mosque, shops, etc.)
- Local amenities like Community Parish Church run regular events.
- Key cultural and religious destinations of Tramway Theatre and Guru Granth Sahib Sikh Sabha Mosque at the east end of Albert Drive.
- Clear urban form and defined neighbourhood boundary.
- Diverse community with many different offerings.
- Historical urban allotment.
- Well defined local urban landscape character.
- Majority of area defined by perimeter blocks that define a clear and connected footpath network, with many having wide footways.
- Generally good accessibility to public transport options.
- South-West City Way connects safely to city centre.
- Corner build-outs and traffic calming have already been delivered on Albert Drive.
- Nithsdale Road has historical modal filters that may serve as inspiration
- Diverse neighbourhoods and cultural communities.

### KEY WEAKNESSES / CONSTRAINTS

- Railway lines act as a physical barrier for movement between Pollokshields and key areas and routes to the north and east.
- Fragmented land use and built form along and around north eastern railway lines.
- Housing to the north-west of the area more physically remote and detached from key services and facilities.
- Park and ride makes area an attractive place to drive to for people from outside the area.
- Inappropriate vehicle speeds and behaviours reported in and around Albert Drive area.
- Complicated Traffic Management arrangements in the Albert Drive area.
- Active travel and community severance created by rail lines and motorway networks
- Poor accessibility in traffic dominated sections of this area.
- Poor/discontinuous active travel routes in the area.
- Limited signage and wayfinding, particularly around small paths, and connections.
- No contraflow cycling provided on one-way streets.
- Limited secure cycle storage around areas.
- Lack of controlled parking in the areas.
- Many streets are excessively wide, with broad junctions creating poor accessibility and encouraging inappropriate parking.
- Long straight streets with no vehicle deflection can encourage greater vehicle speeds on local roads.
- Narrow constrained roads with parking often experience footway and junction parking.

Figure 29: Albert Drive Local Centre



Figure 30: Maxwell Square



Figure 31: Hidden Garden at the Tramway Theatre



Source: <https://www.geograph.org.uk/photo/2627173>







## 3.6 Neighbourhood Profile

Govanhill is a neighbourhood with a population of 14,412<sup>1</sup> of which 4,428 are children and young people aged between 0-24 years. The neighbourhood sits within Ward 8 (Southside Central). The area has a high proportion of overcrowded households and a low proportion of households with one or more cars compared with the Glasgow average. Approximately a third of the population of Govanhill are from an ethnic minority (33%), a considerably larger proportion than the Glasgow average.

Govanhill was previously known as 'Fireworks Village' (or Govan Colliery Houses), a village built for the workers of Govan Colliery.

Today, the area is served by Crosshill and Queens Park train stations, Govanhill Park, Polmadie Fire Station and a Police Station on Aikenhead Road. Govanhill Housing Association, Govanhill Community Development Trust and Govanhill community associations provide local support. Greater Govanhill run the Community Newsroom on Bowman Street.

<sup>1</sup> Census data from 2011

**Ward:** Govanhill sit within Ward 8 (Southside Central)

**Community Council:** Crosshill and Govanhill Community Council

**Educational Institutions:** Govanhill Nursery School, Annette Street Primary School, Cuthbertson Primary School

**Healthcare Provision:** Govanhill Health Centre, Sandyford Govanhill, Dr G Y Smith and partners

**Community Assets:** Govanhill Park, Govanhill Library, Govanhill Baths, Govanhill Neighbourhood Centre, Govanhill Community Support Centre

**Community Events:** Govanhill International Festival and Carnival (August) and G42 Pop Up Market (June)

**SIMD Area:** Govanhill West [between 10-30% least deprived] Projects in Planning/Construction; Govanhill East and Aikenhead [between 10-30% least deprived]

### Live Projects (April 2023)

- South Annandale St new build
- Niddrie Street - Energy efficient retrofit, Southside Housing Association
- Govanhill Baths

### LEGEND

- School
- Medical Centre / Hospital
- Community Centre / Library
- Live Projects

Figure 32: Plan showing location of schools, healthcare facilities and key community assets







## 3.7 Urban Form and Land Use

Govanhill is primarily a well-preserved traditional Victorian area of tenement buildings that have been densely arranged in a series of residential perimeter blocks. New developments at the northern end of Govanhill has partly continued this tight dense form with flatted development mixed with terraced and semi detached properties.

This tight tenement form differs to the greener and more open character to the southern end of the area, adjacent to Queens Park where larger town houses and detached properties are located.

The main north-south roads of Pollokshaws Road, Cathcart Road and Victoria Road are lined by a variety of shops, offices, and workshops, while the east-west Calder Street is lined by a number of key community uses. Victoria Road recently became a cycle and bus priority street with protected cycle tracks on both sides of the street and several modal filters blocking motor vehicle access to and from the side streets.

Towards the western edge of the area, between Pollokshaws Road and Victoria Road there are a number of large historic public buildings and a number of modern “box” stores with large parking areas surrounding them.

Further north-east lies Govanhill Park which is surrounded by newer tenements built on the model of the Victorian tenement improvements.

### LEGEND

- Residential
- Education Facility
- Retail
- Commercial
- Industrial
- Brownfield
- Construction
- Religious
- Cemetery

Boxes (schools and commerce)



Traditional tenement blocks



New mixed tenure housing development

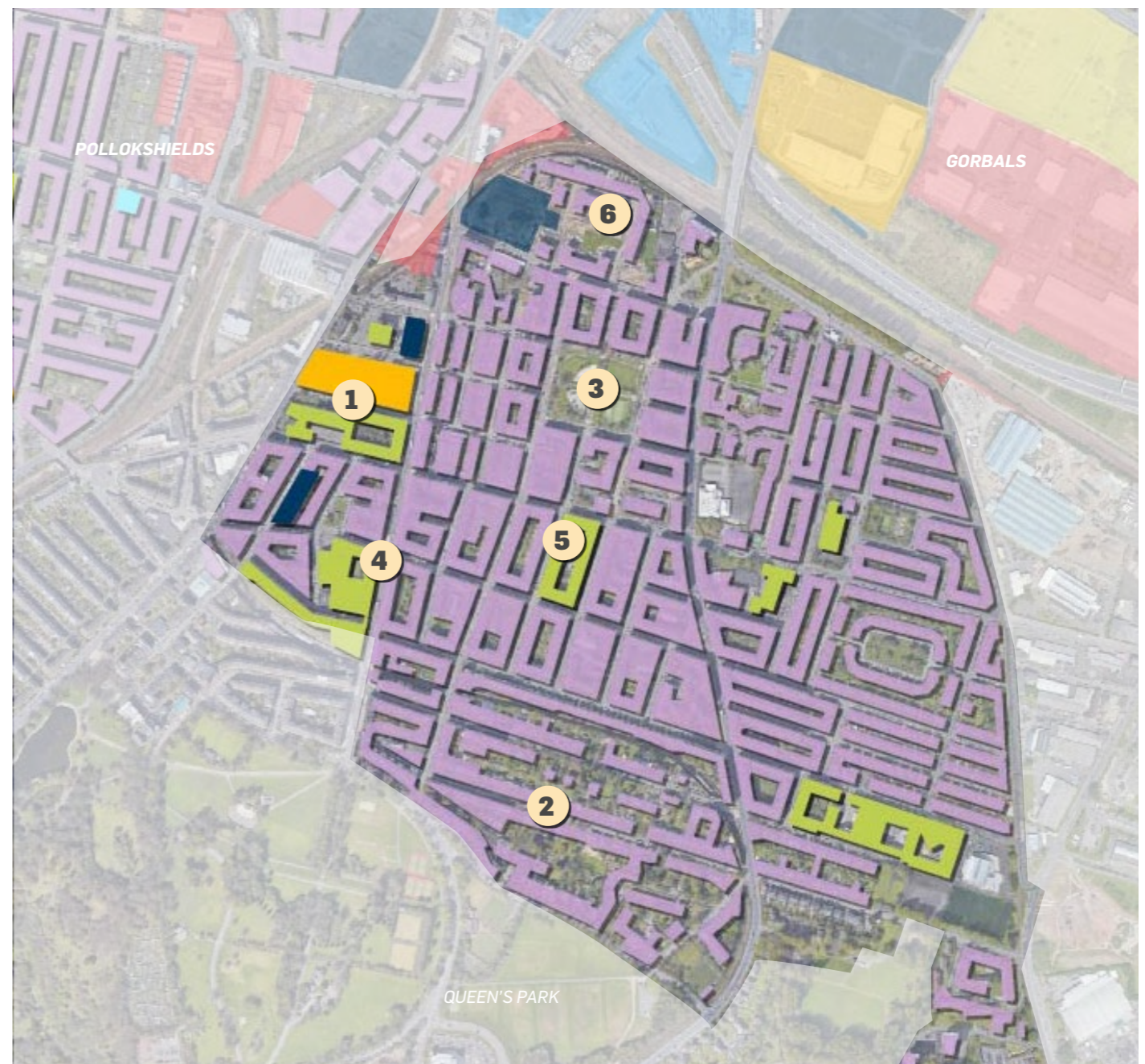


Detached housing

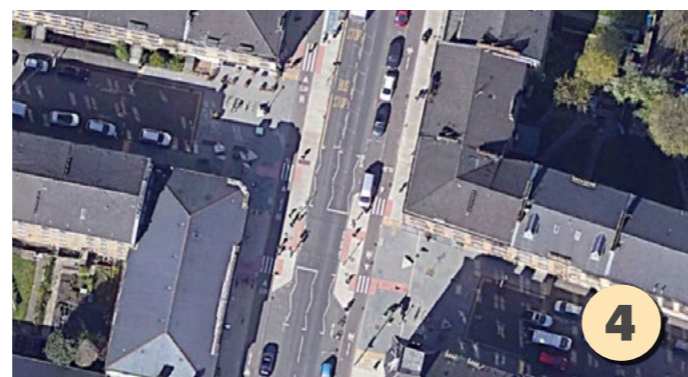


Figure 33: Aerial plan identifying some land uses in the area and some of the key urban form

Govanhill Urban park



South City Way Segregated active travel route







## 3.8 Heritage

### CROSSHILL CONSERVATION AREA

Crosshill Conservation Area was built up after the opening of Queen's Park in 1856 and initially catered to well-off Glasgow residents who preferred life in the suburbs. The area remains attractive and is a combination of town houses, detached villas, semi-detached properties and tenement flats of high quality with a lot of detailing. Several streets are tree lined adding a green and pleasant character to the public realm. A notable characteristic of the area are the private lanes between buildings, these are often poorly maintained however hold a lot of potential.

Figure 34: Aerial plan showing conservation areas in the area and key landmark buildings



Map data ©2023 Google

#### LEGEND

 Crosshill Conservarion Area



**Langside Synagogue**

Image: Wikimedia Commons



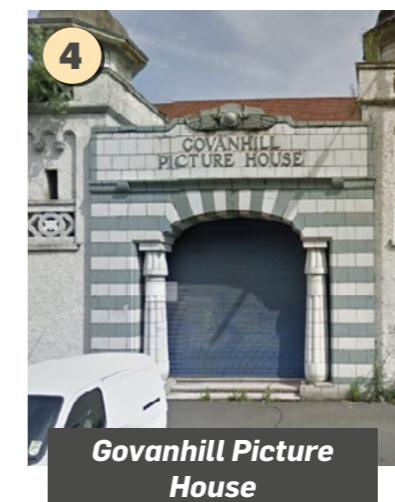
**Govanhill Parish Church**

Image: Wikimedia Commons



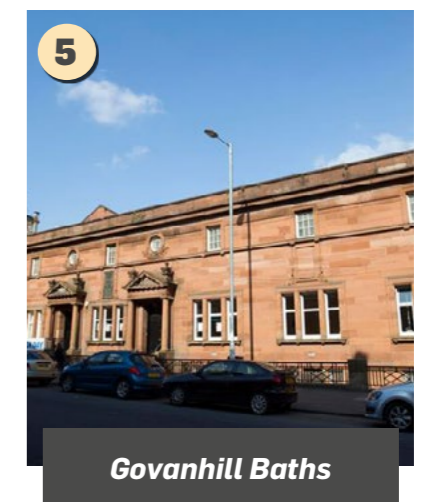
**Queens Park Gate**

Image: Wikimedia Commons



**Govanhill Picture House**

Image: Glasgow Live



**Govanhill Baths**

Image: Wikimedia Commons

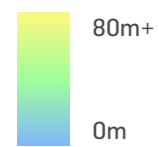




## 3.9 Landscape and Landform

The area of Govanhill is characterised by dense tenemental townscapes, with limited street trees, open space, and greenery as a whole. There are a number of community based growing and garden educational schemes within the area, including South Seeds urban croft located in Queens Park, Alison street community garden and the Community Remembrance Garden off Coplaw Street. The neighbourhood is well equipped with parks such as Govanhill Park to the north and easy access to Queens Park in the south, the latter offering extensive recreation, play and sporting facilities. There are a number of areas where open space could be better utilised and maintained or even created through a better arrangement of parking provision, particularly along Calder Street.

### ELEVATION PROFILE



### LEGEND

- Park
- Play Area

Figure 36: Elevation Profile- North

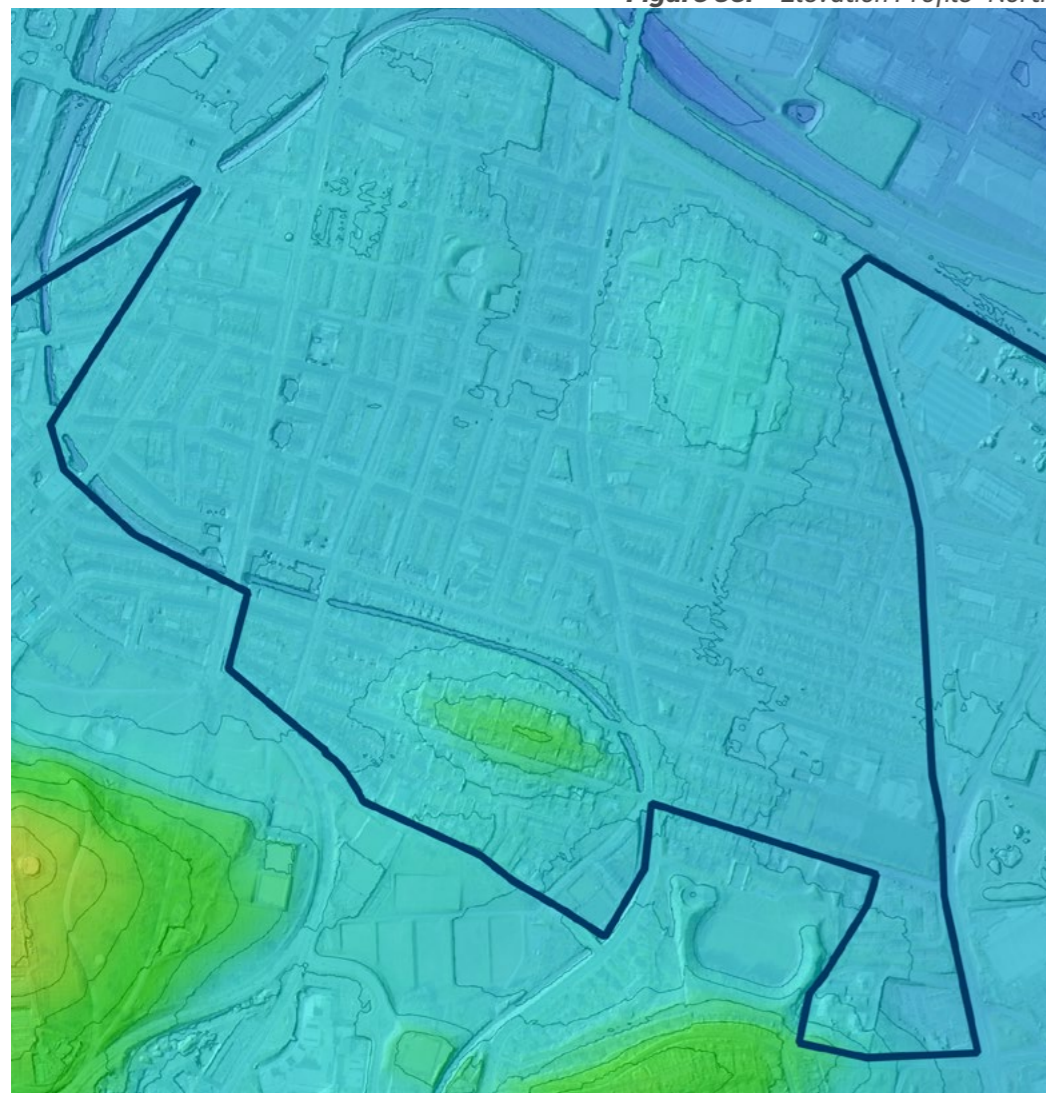


Figure 35: Aerial plan identifying key open spaces in the area



Map data ©2023 Google







## 3.10 Analysis Summary

### STRENGTHS / OPPORTUNITIES

- There are a number of good quality parks in the area including Govanhill and Queens Park.
- Number of mixed-use streets in the area providing local town centre functions.
- Dense residential area's arranged in a permeable grid structure.
- Attractive arrangement of tree lined streets adjacent to Queens Park.
- Range of community assets located centrally along / just off Calder Street.
- Diverse cultural and ethnic community adding to the range of local businesses.
- Some traffic management schemes have made driving short trips less practical, including one-way streets and several modal filters on Victoria Rd and surrounding area.
- South City Way provides an active travel link to the city centre and Queens Park / Shawlands.
- Quiet routes on side streets are acceptable.
- Several streets have historical traffic calming infrastructure.
- Corner build-outs exist already in the streets nearest Queens Park.
- Generally good accessibility to public transport options, with Queens Park Station and north-south and east-west bus routes.

### WEAKNESSES / CONSTRAINTS

- Local service levels do not reflect the number of residents.
- Maintenance highlighted as an issue.
- Green space per resident is low and there are a few pockets of green open space under-utilised or poorly maintained.
- Motorist behaviour can often make footpaths less accessible, such as parking on corners.
- There are limited safe east-west active travel links and generally poor/discontinuous active travel routes in area.
- Streets are often dominated by illegally parked cars, demonstrating a lack of enforcement.
- Historical Traffic Management and speed reduction measures are often worn down and poorly maintained
- Complicated Traffic Management arrangements in this area.
- There is a lack of safe crossing points along major roads.
- Limited signage and wayfinding, particularly around small paths, and connections.
- One of the most densely populated areas of Glasgow with significant flats of multiple occupation. Causing particular challenges for maintenance and adequate service provision
- Very wide streets and junctions creating poor accessibility, poor crossings, and inappropriate parking issues

Figure 37: Govanhill Library along Calder Street



Figure 38: Victoria Road Active Travel Link



Source: <https://www.greatergovanhill.com/latest/the-south-city-way-a-slice-of-copenhagen-in-govanhill>

Figure 39: Allison Street Community Garden



Source: <http://southseeds.org/allison-street-community-garden/>







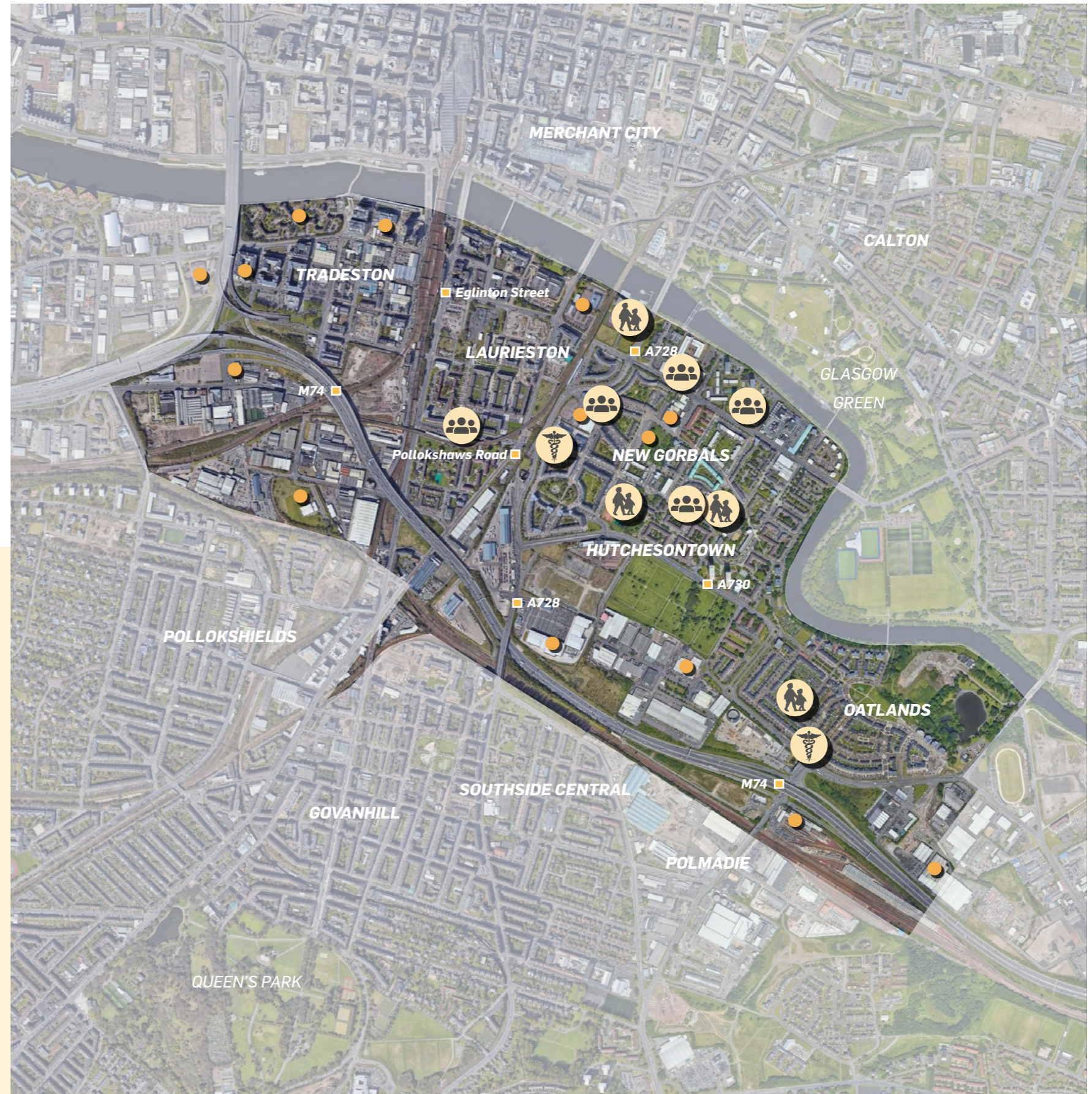
Figure 40: Greater Gorbals aerial area Plan

## 3.11 Neighbourhood Profile

Greater Gorbals is a neighbourhood in the south of Glasgow with a population of 8,530<sup>1</sup> of which 2,522 are children and young people aged between 0-24 years. The area has high levels of income deprivation and employment deprivation compared with the Glasgow average.

Greater Gorbals was once known as 'Bridgend' due to its proximity to a bridge over the River Clyde. Significant regeneration has taken place since the late 1980s, when both the Crown Street Regeneration Project and New Gorbals Housing Association were established.

Today, Greater Gorbals, including the adjoining localities of Tradeston, Laurieston, Kingston and Hutchesontown, is served by Bridge Street underground station, the River Clyde, Richmond Park, Gorbals Rose Garden and New Park, the O2 Academy and Glasgow College. Hutchesontown Community Council, Oatlands Community Council, Kinning Park Community Council are all active while Laurieston Community Council is inactive. The Gorbals Regeneration Group leads on the development of the Gorbals Thriving Places and New Gorbals Housing Association are involved with the ongoing Transformational Regeneration Area work.



**Ward:** Ward 5 (Govan) and 8 (Southside Central)

**Community Council:**

Hutchesontown Community Council; Oatlands Community Council; Laurieston Community Council [Inactive]; Kinning Park Community Council [Inactive]

**Educational Institutions:**

Blackfriars Primary School; St Francis Primary School; Adelphi Nursery; City of Glasgow College - Riverside Campus

**Community Assets/Events:**

Gorbals Library, Larkfield Neighbourhood Centre, St Francis Community Centre (Gorbals), Oatlands Community Hub, Crossroads Youth & Community Association, The Barn Youth & Community Centre, The Big Gorbals Fair (June)

**SIMD Area:** Gorbals and Hutchesontown [between 10-60% least deprived]; Laurieston and Tradeston [between 10-70% least deprived]

**Live Projects**

- The Gorbals Thriving Places
- South Central Road Networks, Tradeston / Laurieston
- Laurieston TRA
- Portland Street Avenues Project

**LEGEND**

- School
- Medical Centre / Hospital
- Community Centre / Library
- Live Projects

1 Census data from 2011





# GREATER GORBALS

## 3.12 Urban Form and Land Use

The area is not represented by a single large neighbourhood and it can be difficult to define where each of the smaller neighbourhoods start and end as they are very disparate and continually being redeveloped.

One key element that defines Greater Gorbals is the infrastructure slicing through the area, creating a severance between neighbourhoods and in some cases to the River Clyde. Several railway lines, two motorways and very busy A-roads offer strategic connections between places outside of the Gorbals. The immediate structures and spaces that this infrastructure created (such as the Victorian railway archways) are largely under-utilised.

The impact of this infrastructure over the years has been to encourage/justify a form of land use development in the area that includes industrial units, big box retail, post-war modernist blocks and slab and new-build flats. There are pockets of urban form that retain a highly permeable grid structure some of which are recent developments in the area, including in Laurieston and around Barclays.

Major motorway infrastructure



'Big box' industrial land use



Industrial blocks



Modern housing blocks



Figure 41: Aerial plan identifying some land uses and some of the key urban form



**LEGEND**

- Residential
- Education Facility
- Retail
- Commercial
- Industrial
- Brownfield
- Construction
- Religious
- Cemetery

Mixed-tenure modern housing development



1960's housing blocks and slabs



Map data ©2023 Google





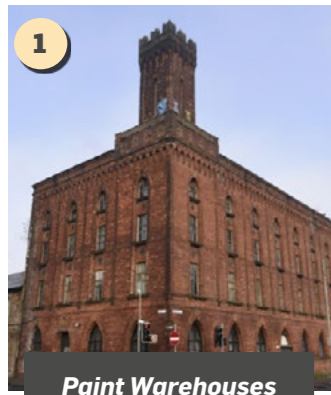
# GREATER GORBALS

New Gorbals is centrally located in the area and has a relatively coherent urban form with a clear street structure of large grids dominated by late 20th century modern and post-modern housing blocks. It has the area's only designated local centre, where there are a mix of shops and community services. To the north of Ballater Road are a number of public buildings, a refinery, and a typical post-war modernist estate development.

Further east where the Clyde dips south are a number of residential mid-late 20th century tenement buildings as well as two high rise blocks which (reportedly due for demolition in local press articles) have been approved for demolition. To the far east in Oatlands lies Richmond Park and a large residential development of mixed tenure housing. Crown Street Retail Park forms a key retail provision for this area due to limited local services.

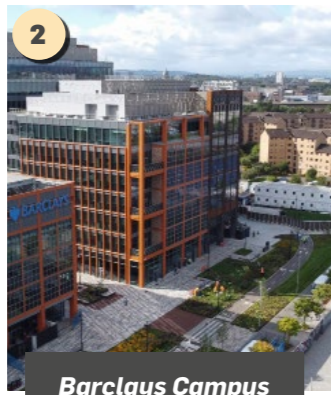
There are a number of listed buildings and historic structures in the area that appear either neglected or heavily under-utilised, including Caledonia Road Church, Cumberland Street Railway Station and the before mentioned railway arches.

Figure 42: Aerial plan showing key landmark buildings



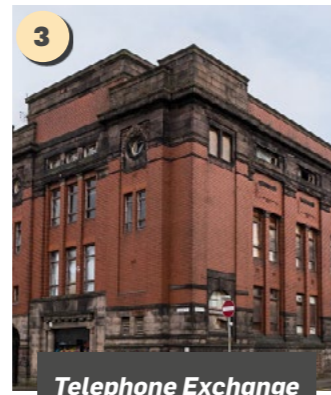
Paint Warehouses

Image: British Listed Buildings



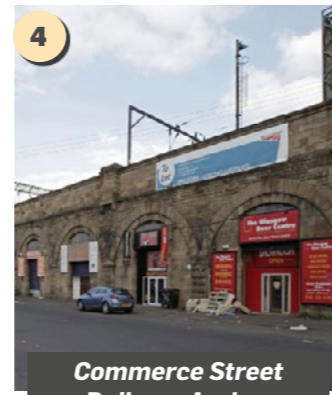
Barclays Campus

Image: Glasgow Live



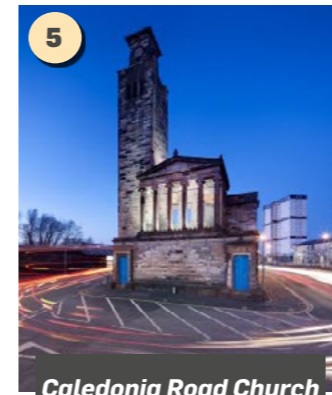
Telephone Exchange

Image: Glasgow Live



Commerce Street Railway Arches

Image: Google Street View



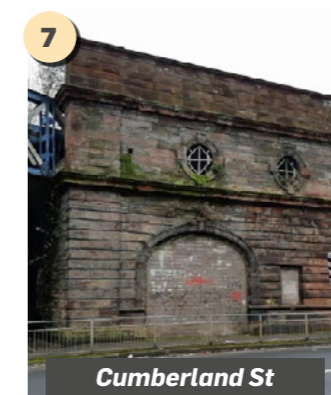
Caledonia Road Church

Image: Doors Open Day



New Gorbals

Image: www.thetimes.co.uk



Cumberland St Railway Station

Image: Re Glasgow



Gorbals Cemetery Gatehouse

Image: Lost Glasgow





# GREATER GORBALS

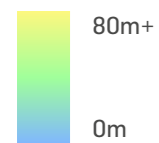
## 3.13 Landscape and Landform

Tradeston and Laurieston suffer from a lack of accessible green space and any green corridor networks. Through the Laurieston Transformational Regeneration Area a linear park is being developed but currently the area is predominantly grey space.

Hutchesontown and New Gorbals have seen extensive residential redevelopment and currently have many well-maintained private gardens and shared courtyards available to residents. There are two green spaces in this area with Gorbals New Park and Rose Garden. For new housing at the eastern end of the area in Oatlands Richmond Park offers a high-quality open space. All these residential areas also have a certain level of access to the River Clyde and Glasgow Green, the latter via several footbridges.

The large open green space offered by the southern necropolis is currently severed from residential areas by the A730, it offers an opportunity to be better used as a place for residential enjoyment, and planting schemes which greater benefit biodiversity.

### ELEVATION PROFILE



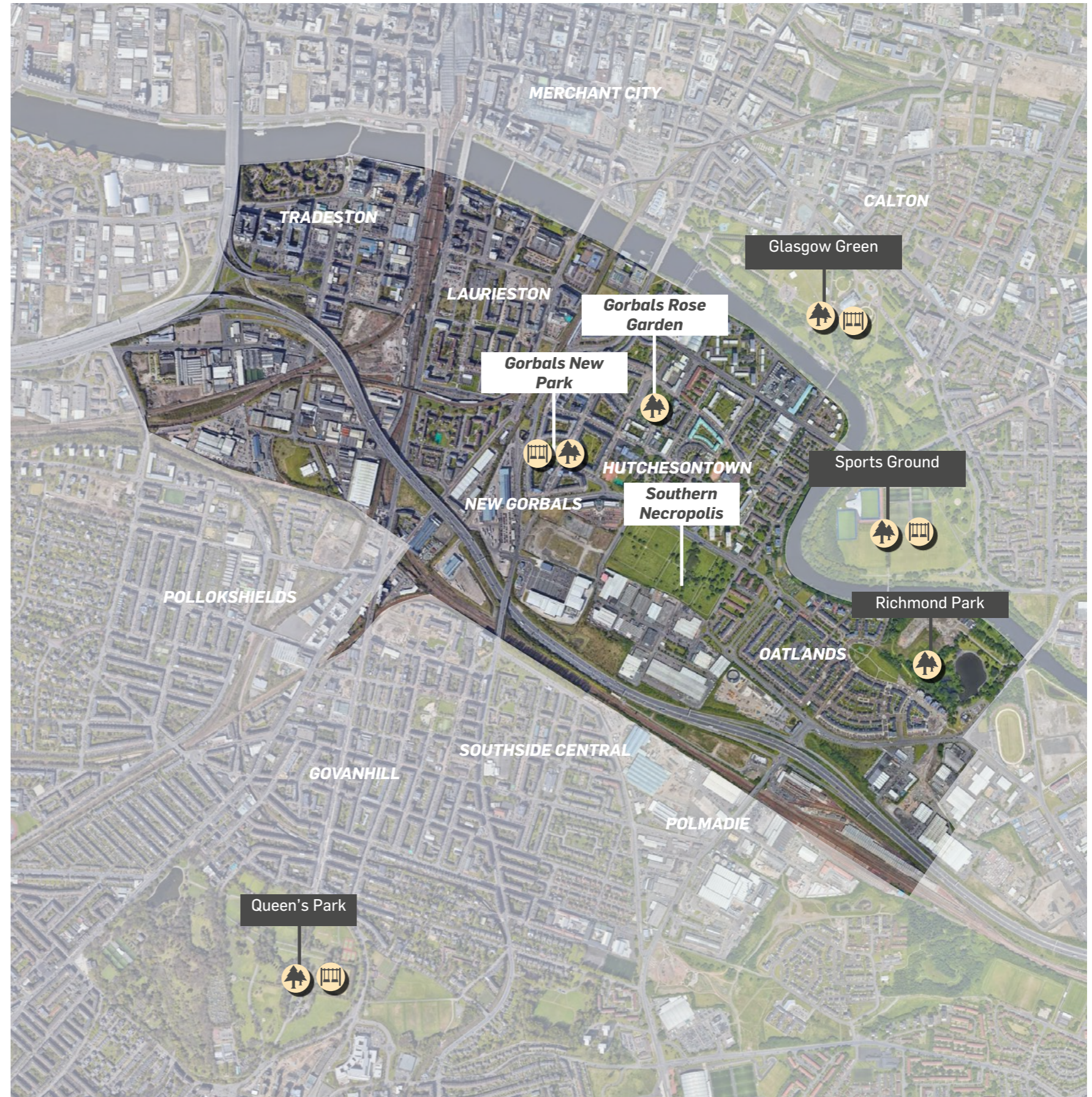
### LEGEND

- Park
- Play Area

Figure 44: Elevation profile - North



Figure 43: Aerial plan identifying key open spaces in the area



Map data ©2023 Google







## 3.14 Analysis Summary

### STRENGTHS / OPPORTUNITIES

- Close proximity and accessibility to the River Clyde and across to the city centre
- There is only Richmond Park, area generally lacks usable public green spaces with peripheral access to Glasgow Green.
- Generally good accessibility to public transport options in area and around central corridors.
- Diverse neighbourhoods and cultural communities
- Mixed density neighbourhoods within area allow vibrancy and interesting opportunities.
- Opportunity to reduce on-street parking in some areas through parking restrictions.
- Work being undertaken as part of the Transformational Regeneration Areas (TRAs), including major Laurieston Redevelopment.
- New Barclays Redevelopment, bringing investment, regeneration, active travel, and high-quality public realm improvements.
- Range of historic landmarks across area including, historic railway arches.
- Continued work on the South City Way and South-West City Way
- Vibrant Gorbals town centre featuring most day-to-day services

### WEAKNESSES / CONSTRAINTS

- Large infrastructure in area forms an internal physical severance between residential areas and to the River Clyde.
- M74 and railway lines create a hard southern boundary with only a limited number of A roads providing a link.
- Victorian railway arches are largely under-used.
- Known issues with non-residential parking in certain areas.
- Limited town centre / shopping outside of New Gorbals local centre.
- Complicated Traffic Management arrangements in this area.
- Strategic trunk road network feed vehicle movements onto local road network.
- Poor accessibility / crossing opportunities along main A roads in the area.
- Poor/discontinuous active travel routes in area, particularly for travelling east-west (including along the river's south bank).
- Riverside land ownership, lack of continuous active travel routes along the riverside and structural / subsidence issues along riverside.
- Eglinton Street Verge/Boundary.
- Southern Necropolis is detached from surrounding residential areas by busy roads.
- Large scale industrial / single use development disrupts areas permeability / accessibility.

**Figure 45:** New residential development in Laurieston



Source: <https://urbanunionltd.co.uk/sell-out-for-phase-3-launch-at-laurieston-living-glasgow/>

**Figure 46:** Blocked up railway arches



**Figure 47:** South bank walkway



Source: <https://www.geograph.org.uk/photo/6220431>









# WIDER AREA

## 4.1 Survey Summary

Responses to the survey on Pollokshields East to Gorbals Liveable Neighbourhoods are summarised over the following pages. This page sets out key demographic information and travel behaviour of the respondents while the subsequent page sets out a identifies the project themes most important to respondents and how their general feeling towards places within their neighbourhood.

### RESPONDENTS SPOTLIGHTS



80% live in the area



40% are between 25-39 years old

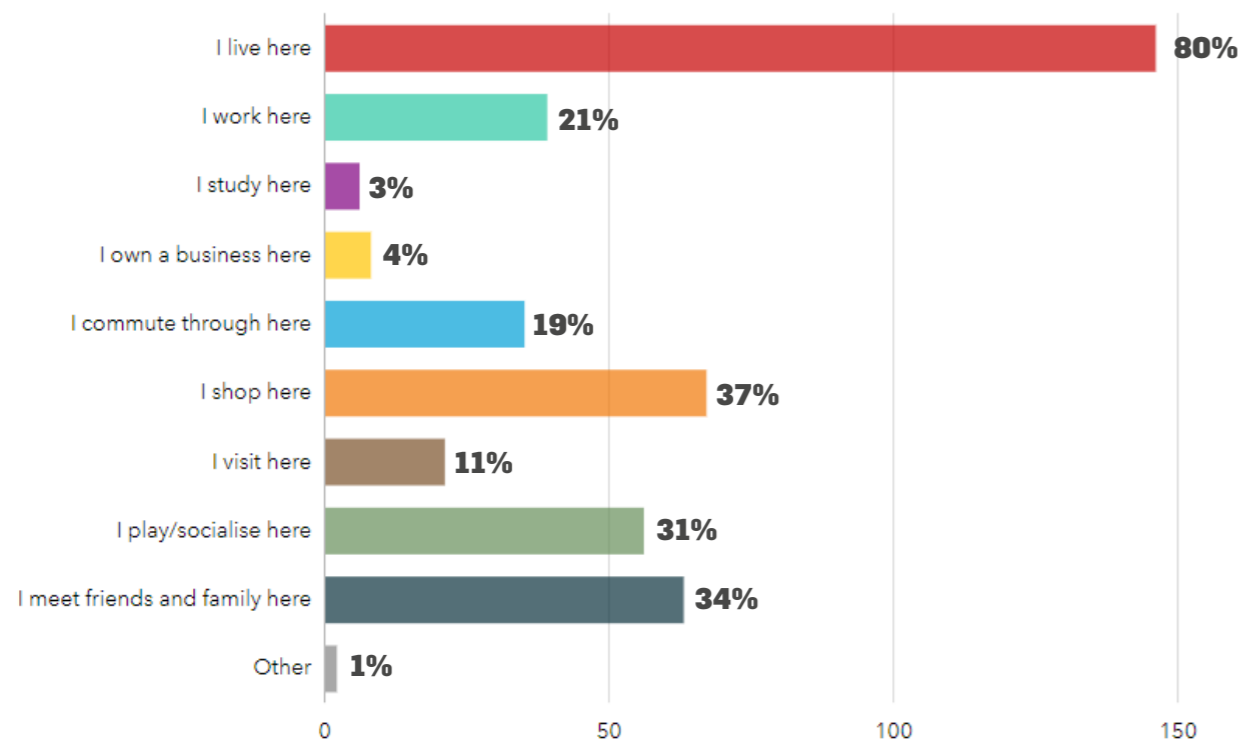


79% normally walk around/to the area

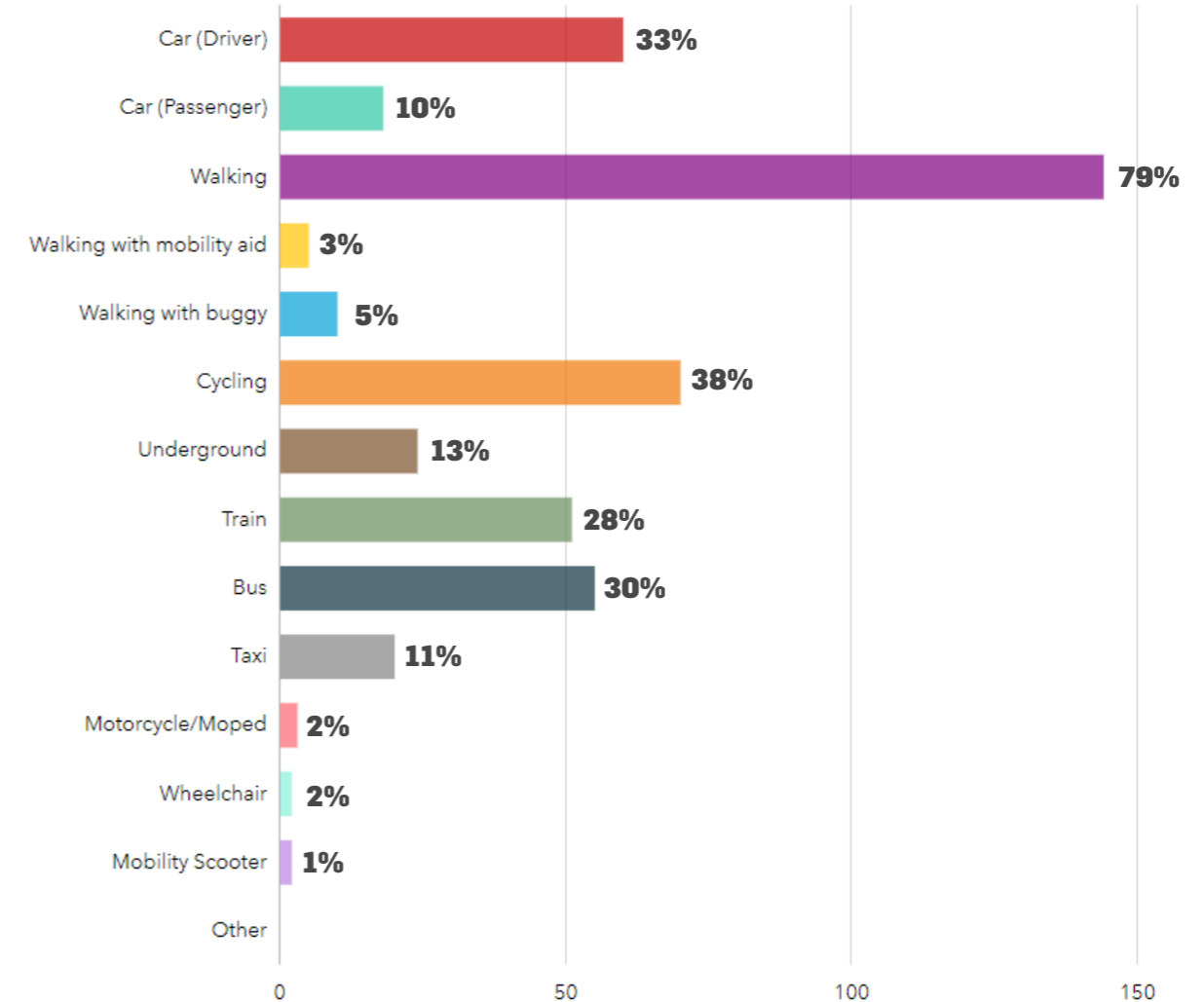


37% identify as female

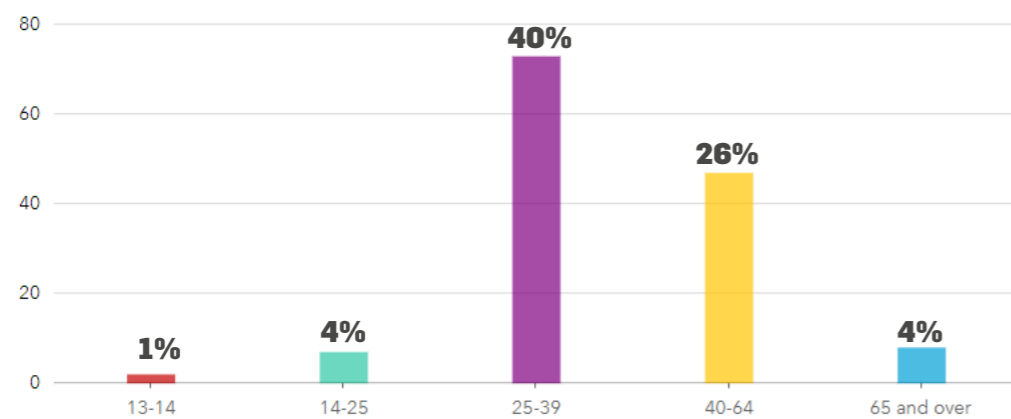
### What is your connection to the area?



### How do you normally travel around/to this area?



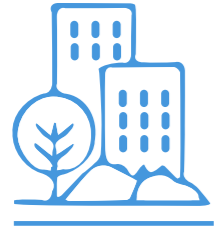
### What age group do you belong to?



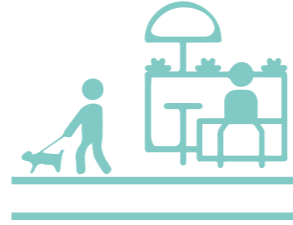




## SURVEY SPOTLIGHTS



69% commented on 'streets and spaces'



74% said the theme of 'Streets for People' is important to them

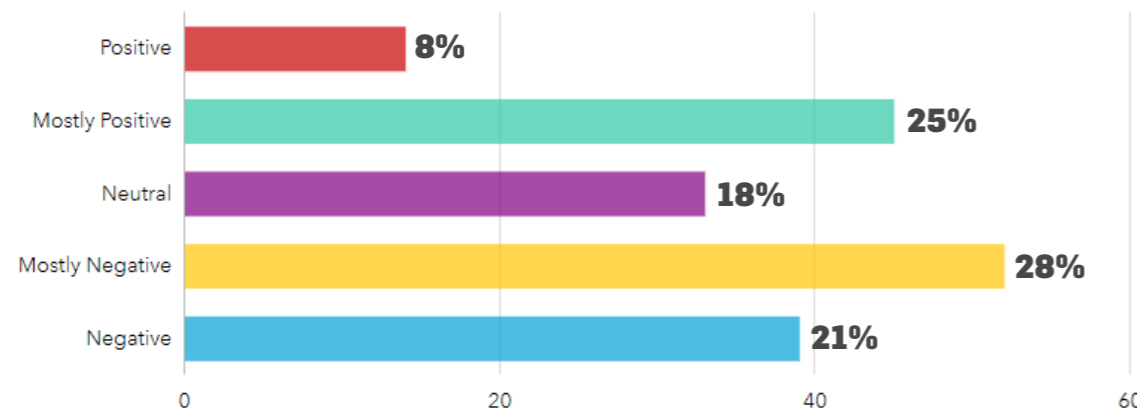


49% said they felt 'negative' or 'mostly negative' about their place

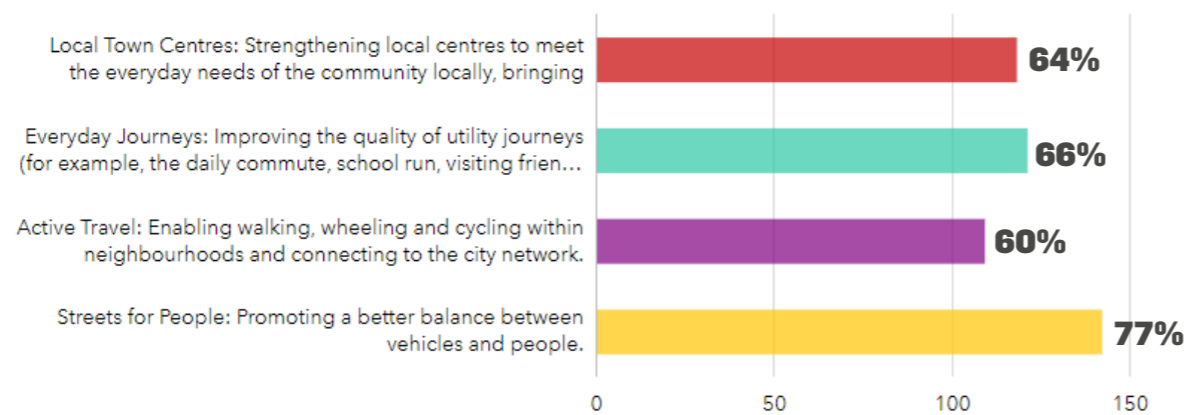


47% said this was because it's an 'unpleasant environment'

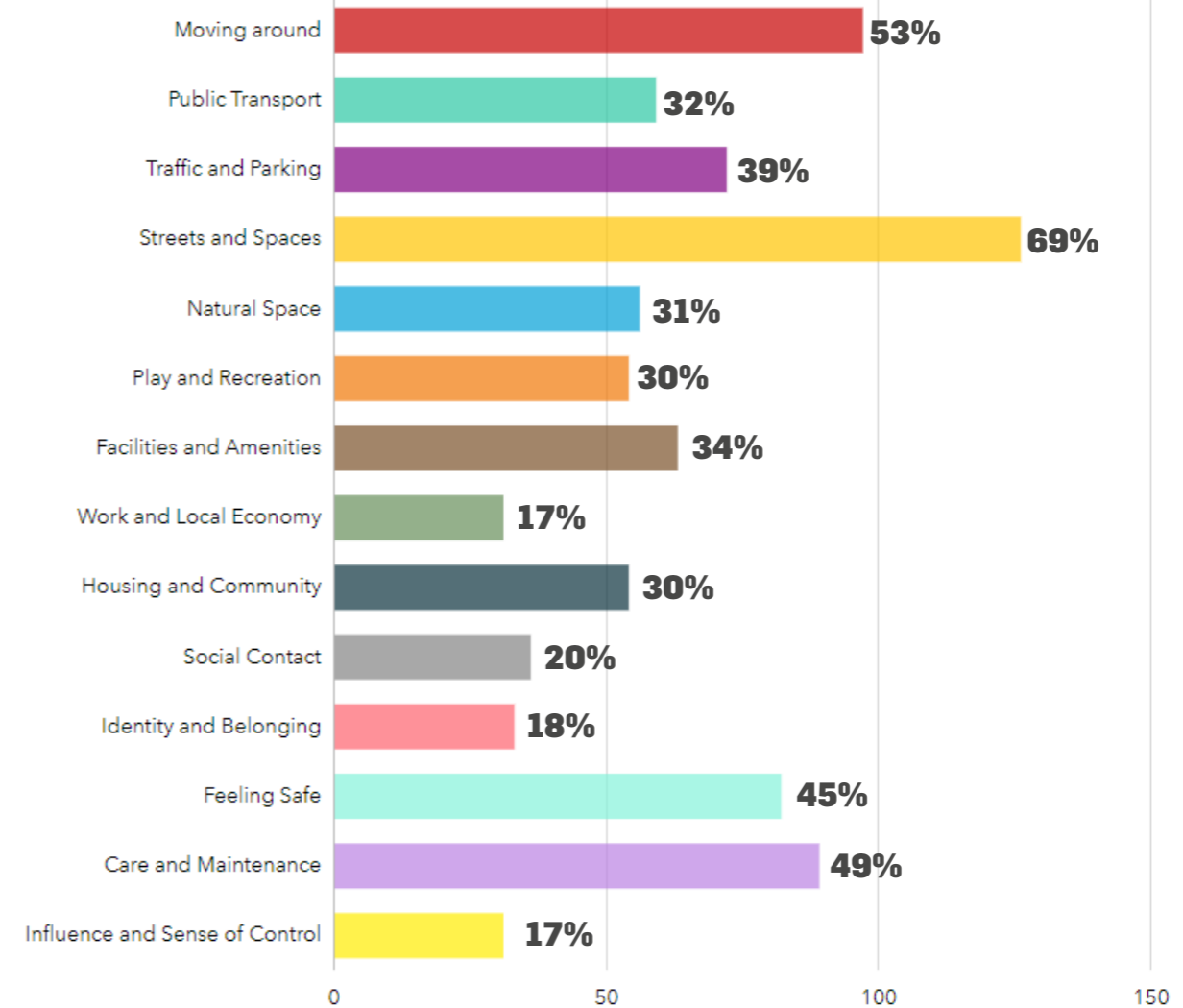
### How do you feel about this place?



### Which of the following themes are important to you?



### What element of place does your comment relate to?



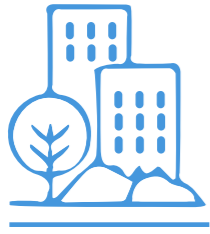






# POLLOKSHIELDS EAST

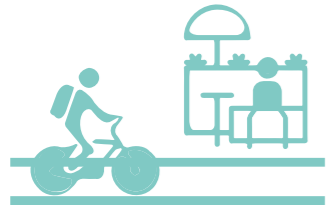
## 4.2 Survey Spotlights



78% commented on 'streets and spaces'



47% said they felt 'negative' or 'mostly negative' about their place



80% said the themes of 'Everyday Journeys' and 'Streets for People' are important to them



49% said this was because it's an 'unpleasant environment'

"Love its vibrancy and all the people who make it a fab community. Be nice if it felt a bit more cared for."

"Pavement maintenance, refuse clearance, enforcement of parking and traffic restrictions"

"A lot of double parking and cars parked right over the corners and junctions - impossible for pedestrians to cross without ending up in the road."

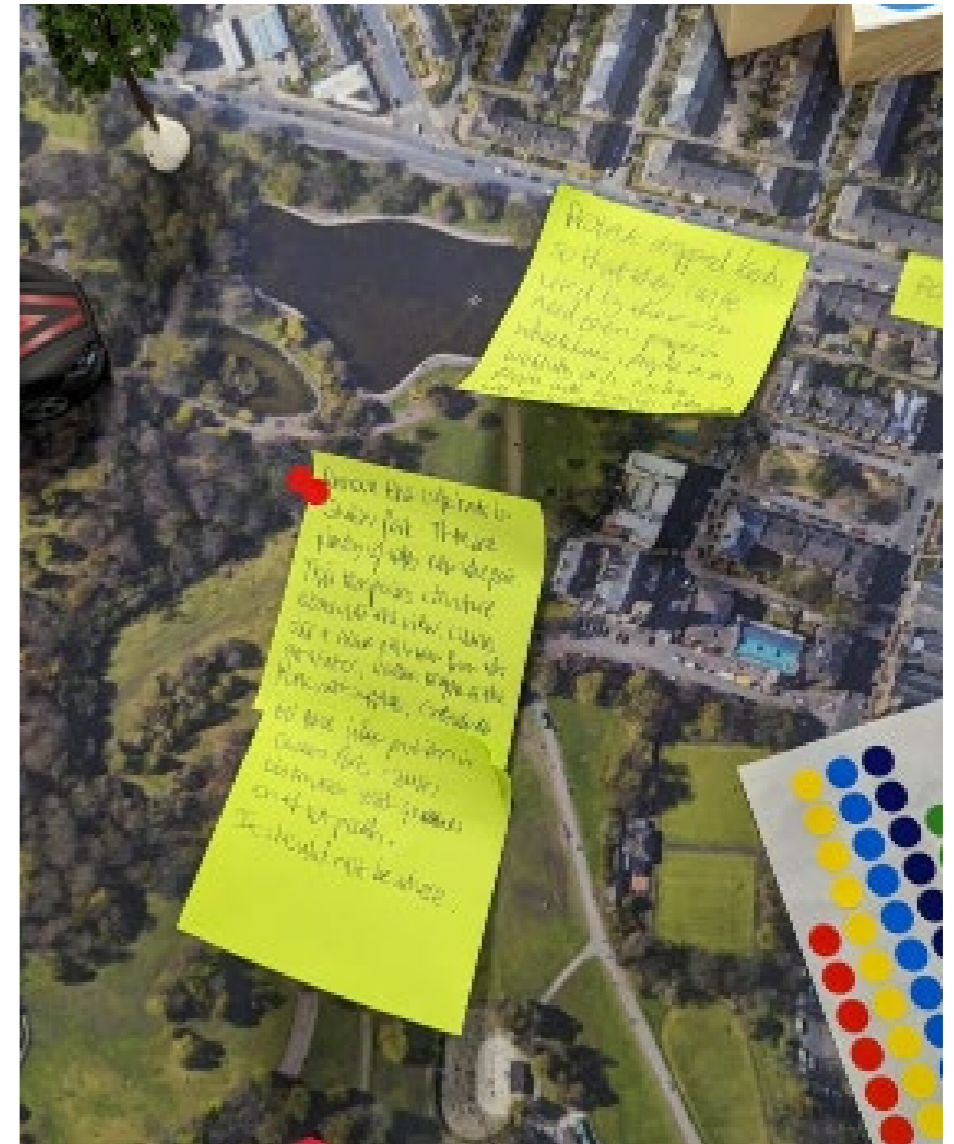
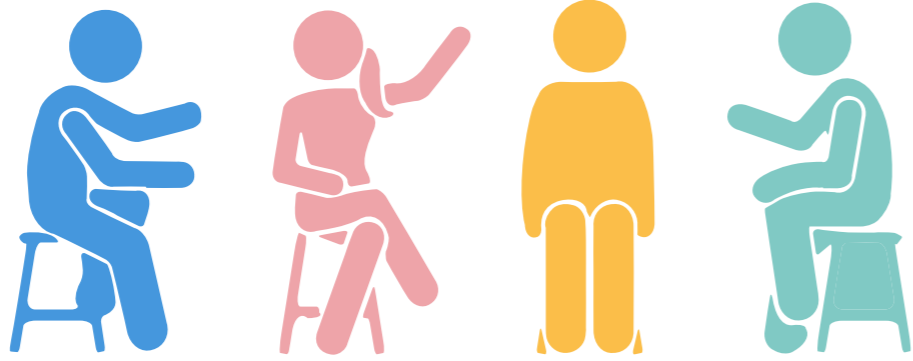


Figure 50: Workshop event comment



Figure 51: Workshop event map





# POLLOKSHIELDS EAST

## 4.3 Site Specific Ideas







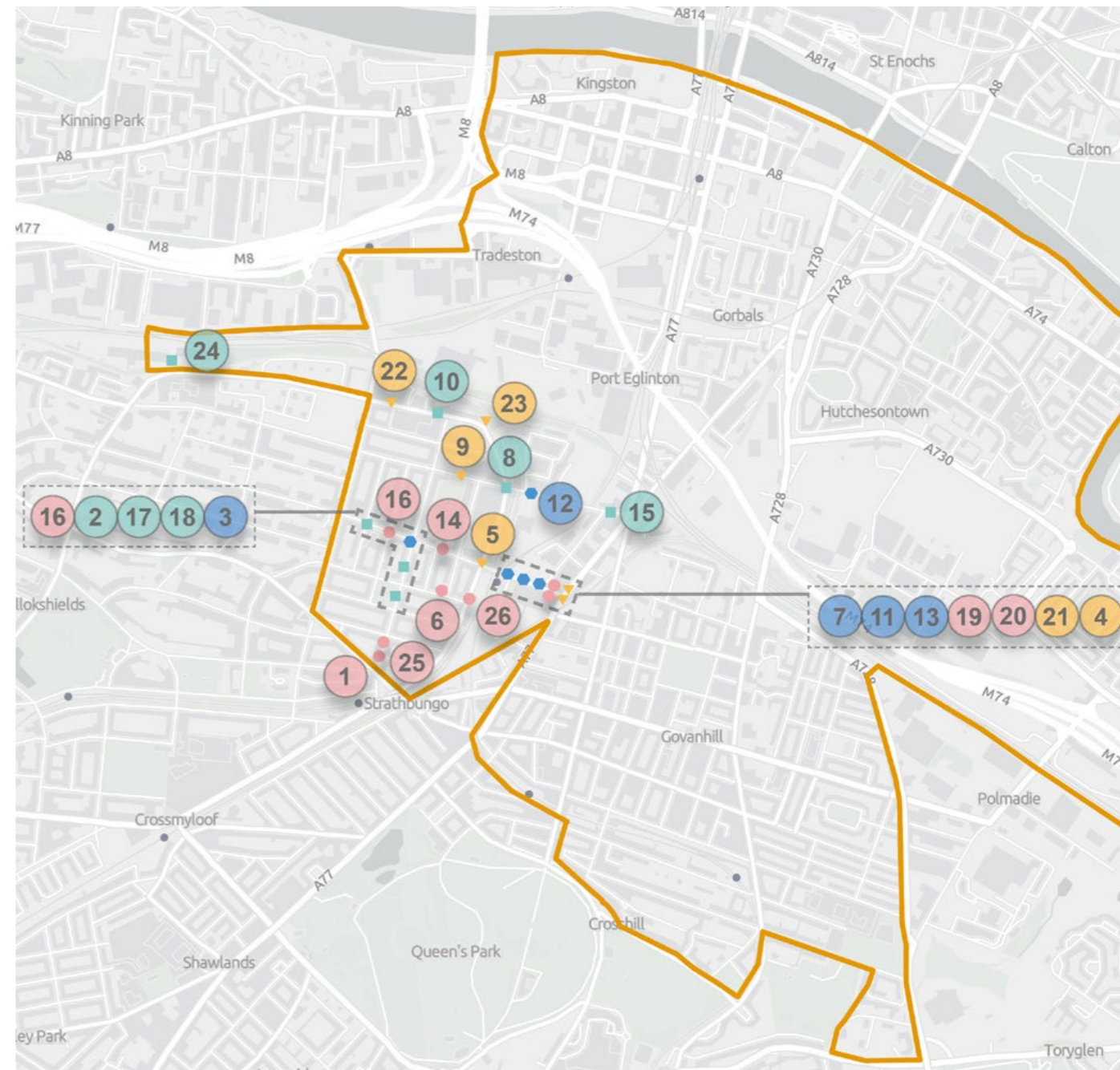
1. Parking strategy to address range of parking demands adjacent to Nithsdale Road, particularly along Kenmure and Leven Street.
2. Upgrade to Maxwell Square with improvements to surfacing, play equipment, green space areas and seating. 
3. Improve Albert Drive to address issues around drainage, parking, active travel provision, traffic speed and safety, particularly for women walking at night. Suggested introduction of modal filters, parklets, seating and protected bike lanes.
4. Improve pedestrian priority at traffic light junction between Albert Drive and Pollokshaws Road, looking at measures to calm traffic and increase space for pedestrians and cyclists.
5. Improve traffic light junction between Albert Drive and Darnley Street, looking at measures to provide more space for pedestrians and a protected cycle lane (such as the one at Allison St and Victoria Road).
6. Enhance green space on corner of Leslie and Forth Street to create a better spot to rest and socialise.
7. Ensure buildings around Albert Cross are restored where possible and that gap sites have buildings of equal architectural merit to their surroundings.
8. Improve Maxwell Road and Forth Street junction considering existing HGV movements, parking and safe movement of pedestrians.
9. Introduce a protected cycle lane along Maxwell Road, connecting the South West and South City Ways.
10. Enhance safe crossing points next to Glendale Primary School along St Andrews Road.
11. Need for an inclusive community hub in the Albert Drive area for youths and teens, adults, elderly.
12. Provide a greater mix and use of commercial units off Albert Drive.
13. Expand the programme of events at the Tramways venue, ensuring it can become 'an important hub for entertainment, arts, culture and the night-time economy in the South Side'.
14. Ensure double parking along Albert Drive is enforced. 
15. Review public transport provision in area which has recently lost two bus services (59 and 89/90).
16. Back courts - bins create lack of green space.
17. Access to green space - more and improved links.
18. Close off Kenmure St at St Andrew's Drive (aka improve current temporary intervention).
19. Provide informal seating opportunities on Albert Drive. 
20. Parklets on Kenmure Street. 
21. Parklet/seating at Tramway. 
22. Utilise the Gap site next to Tramway.
23. Barrland Street Streetscape opportunities, parking management and active travel permeability.
24. Cycle track on St Andrews Rd.
25. Accessibility from the South City Way west connecting to Maxwell Road.
26. Safe crossing locations across St. Andrews Drive.
27. Opportunity to highlight cultural history/ landmark to commemorate event and facilitate annual on-street gatherings along Kenmure St.
28. Introduce community planters and green space, particularly around stopped off sections of Darnley Street and pocket parks along Leslie Street. 

Figure 52: Map showing the location of the site specific ideas for Pollokshield East



**LEGEND (LN THEMES)**

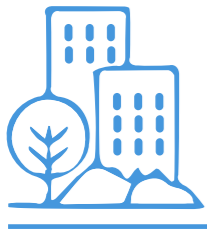
-  Everyday Journeys
-  Streets for People
-  Active Travel
-  Local Town Centres
-  Quick Win



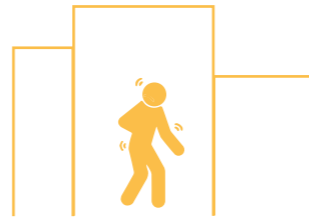




## 4.4 Survey Highlights



70% commented on 'streets and spaces'



51% said this was because it's an 'unpleasant environment'



55% said they felt 'negative' or 'mostly negative' about their place



84% said the theme of 'Streets for People' are important to them

"Pavements are difficult as a wheelchair user - uneven and broken often precarious - parked cars at dropped kerbs - forces one onto the road"

"Traffic is insane, record number of accidents here. No trees, greenery or natural spots in this area. The flytipping has overwhelmed the lanes, residents at wits end."

"The residents try so hard to create a community spirit but the area needs more help with cleansing and creating a safe community"

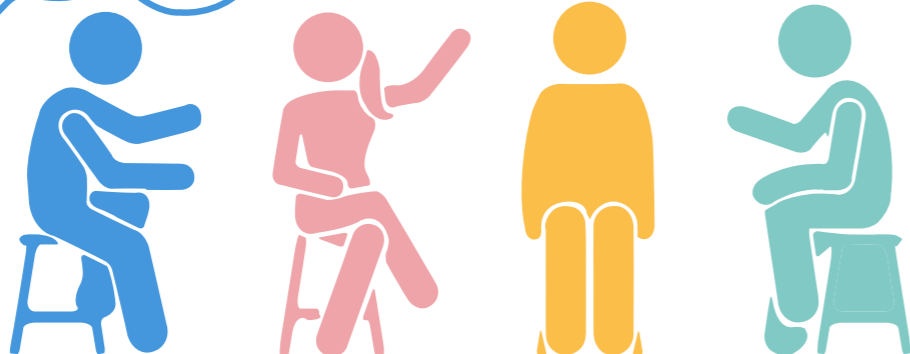


Figure 53: Milk cafe pop up Govanhill



Figure 54: Pop up event drawing maps



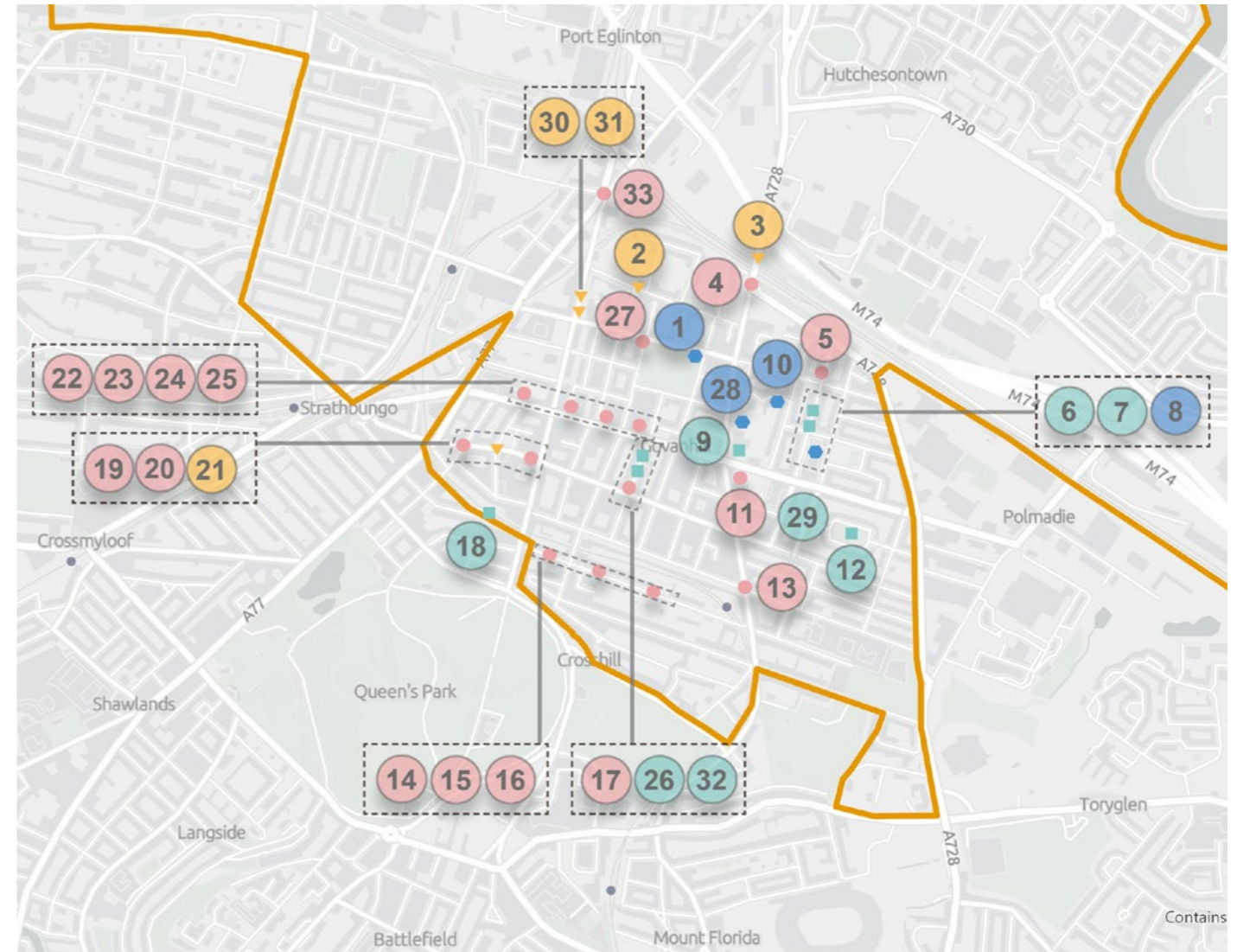




## 4.5 Site Specific Ideas

1. More bins and lighting situated within and around Govanhill Park.
2. Traffic calming along Butterbiggins Road.
3. Create attractive gateway green space at Cathcart Road / A728 junction, considering biodiversity.
4. Re-design square adjacent to Cathcart / Butterbiggins Road junction to better meet local needs and generate more activity in the space.
5. Improve streets in north east Govanhill to provide narrower carriageways, junction build-outs, more street trees and tidied up boundary treatments.
6. Introduce a play street along Hollybrook Street next to Hollybrook Academy.
7. Upgrade Riccarton Street park with new planting, a clean up and replaced signage.
8. Explore opportunities to redevelop corner of Cathcart Road and Calder Street on land immediately south of The Gym Group.
9. Introduce pedestrian link from the western end of Govanhill Street along the northern edge of The Gym Group's car park onto Cathcart Road.
10. Explore development opportunities for a site off Calder Street at the back of the Govanhill Cinema.
11. Enhance green space in the centre of Bennan Square, possibly wildflowers, low level planting and water feature.
12. Improve pedestrian and cyclist priority at Cathcart / Dixon Road junction.
13. De-clutter footpaths along Albert Road by locating large on-street bins down Agnew Lane.
14. Introduce traffic calming measures along Albert Road to address traffic speeds.
15. Enhance streetscene along southern edge of Albert Road (between Langside Road and Victoria Road) with street trees and/or raised beds/seats.
16. Consider filtered permeability area defined by Cathcart Road, Dixon Avenue, Victoria Road and Calder Street to address speed of traffic cutting through area.
17. Upgrade bus stops in the area looking at introducing LED displays and ensuring all stops have itinerary/schedules.
18. Make Queens Park Station fully accessible with either lifts or a ramp (like at Mount Florida and Muirend).
19. Introduce cycle racks, seating and planting at south western corner of Allison Street and Niddrie Road.
20. Measures to address speeding and parking along Victoria Road, including installing speed cameras to deter speeding, especially at night and double yellow lines to stop parking that restricts access/movement on cycle lane.
21. Provide contra-flow cycle provision along Allison Street to deter westbound cyclists using the footpaths.
22. Improve area around Craigie and Calder Street junction with traffic calming measures, safe crossing points and new

Figure 55: Map showing the location of the site specific ideas for Govanhill



### LEGEND (LN THEMES)

- Everyday Journeys
- Streets for People
- Active Travel
- Local Town Centres
- Quick Win







street trees and areas of greenery.

23. Consult private owner of Kingarth Lane about getting it gated at each end to deter flytipping and vehicles using it as a cut-through.

24. Improve street lighting along Calder Street, fixing the lights at the zebra crossing near junction with Annette Street.

25. Introduce a new central green space on the corner of Calder Street and South Annandale Street with new seating and planting, consolidating/rationalising the parking for the adjacent health centre.

26. Upgrade traffic calming around entrance to Annette Street Primary School, potentially adding recognisable features, such as pencil bollards, etc.

27. Govanhill - Review drainage issues around street corners and raised tables (Govanhill Park). Could potentially be more about ongoing maintenance.

28. Locate a new pocket park within Gym Group parking area or near it to provide seating area / meeting point.

29. Cathcart Road Calder Street junction, opportunity for significant tightening of junction and streetscaping. Potential gateways for Calder Road and local neighbourhoods.

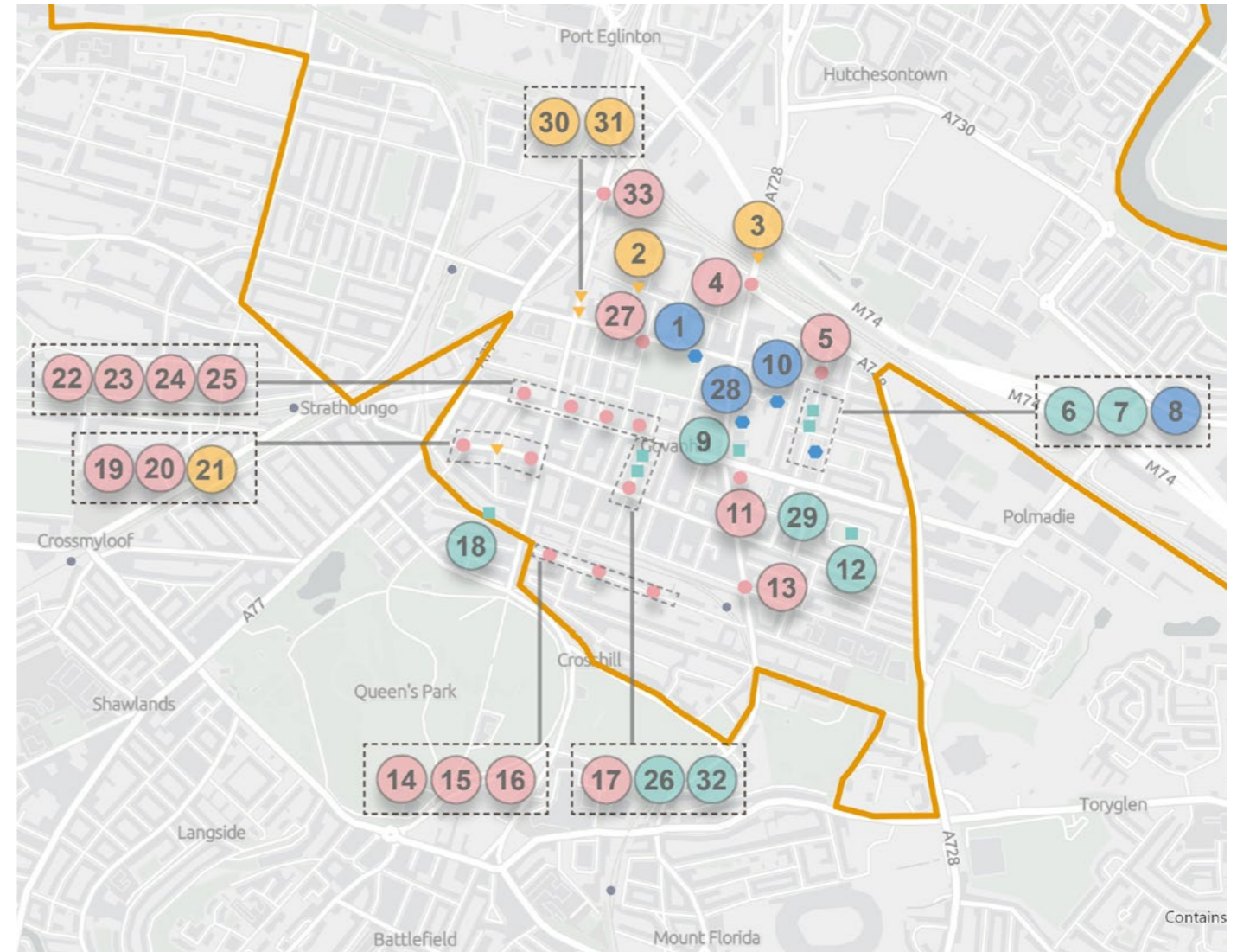
30. Contra-flow cycling on Calder Road

31. Contra-flow cycling on Allison Street

32. Potential school street along Annette Street.

33. Enforce no parking on Double Yellows at South end of Victoria Rd. Especially where there's a gap to let cycles pass through

**Figure 56:** Map showing the location of the site specific ideas for Govanhill



**LEGEND (LN THEMES)**

- Everyday Journeys
- Streets for People
- Active Travel
- Local Town Centres
- Quick Win



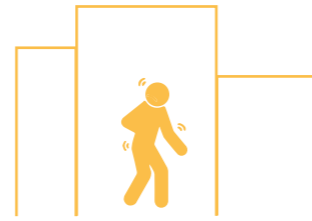


# GREATER GORBALS

## 4.6 Survey Highlights



59% commented on 'moving around' and 'streets and spaces'



41% said this was because it's an 'unpleasant environment'



48% said they felt 'negative' or 'mostly negative' about their place



72% said the theme of 'Everyday Journeys' are important to them

"Gorbals is a great place to live"

"Better public transport links. Run more frequent and reliable bus service. Normalise cycling in and around the centre. Encourage local business to set up in Oatlands as there are no amenities."

"There aren't many places to gather, limited green spaces, limited facilities for children/families, I'd like to cycle but although some bike storage has been introduced it's limited and not that secure looking, living in a flat comes with low storage options for outdoor equipment and in order to have a bike and trailer for children there would need to be storage somewhere."

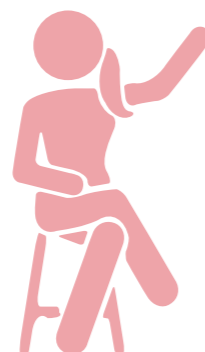


Figure 57: Govanhill Workshop



Figure 58: Govanhill Workshop Map.







## 4.7 Site Specific Ideas




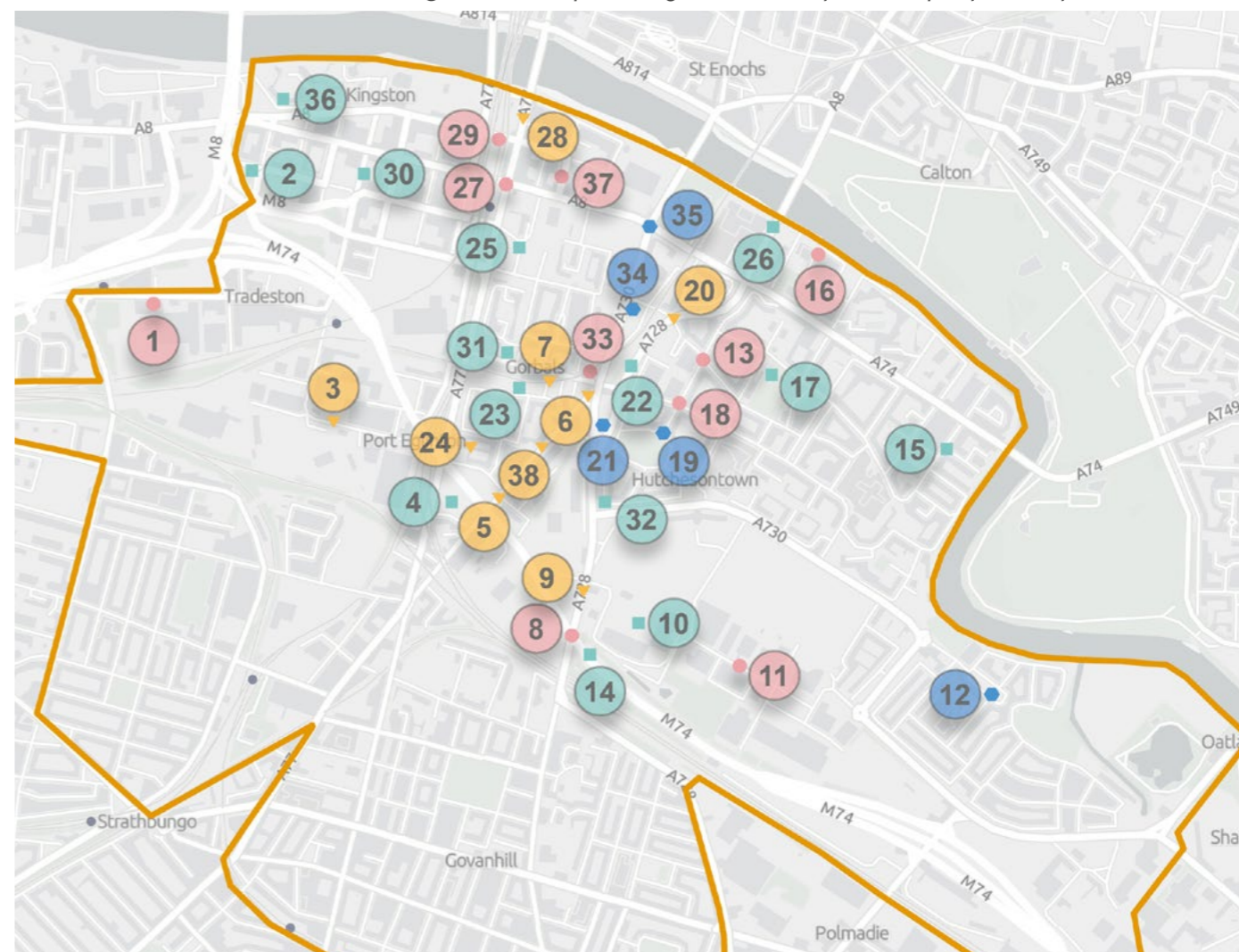





1. Improve safety around Shields Road Subway Station.
2. Utilise areas of green space in the area around Wallace Street to create local pocket parks and gardens for people to site, socialise and play.
3. Introduce a segregated cycle lane along Kilbirnie Street to form a safe and direct connector between South and South West City Way.
4. Provide a new skate park on land situated on the corner of the A77 and Turriff Street (see Livingston Skate Park).
5. Improve a section of the South City Way at the junction into St Andrews Industrial Estate off Pollokshaws Road, addressing issues around flooding.
6. Improve the design of side street junctions along the Pollokshaws Road section of the South City Way, clearly indicating to drivers the priority that should be given to cyclists.
7. Reinststate the Strathbungo rail link and build a new Gorbals Railway Station to serve both Gorbals and as a low carbon freight hub by bringing in long distance freight by rail
8. Raise barriers along Cathcart Road as it passes over the motorway to make it feel safer. 
9. Improve pedestrian and cyclist provision along section of Cathcart Road, north of the M74 bridge with segregated cycle lane and wider footpaths.
10. Improve pedestrian and cyclist provision along section of Cathcart Road, north of the M74 bridge with segregated cycle lane and wider footpaths.
11. Improve street lighting along Lawmoor Street through the Dixon Blazes Industrial Estate to create a safe pedestrian link between Crown Street Retail Park and Oatlands housing area.
12. Encourage local business to move into the empty unit at Oatland Square.
13. Fix the speed bumps in the inner gorbals near the Coop, they are damaging cars.
14. Improve frequency and reliability of bus service through Oatland area, delays impacted by cars queuing to get onto motorway. Provide a bus service between Shawlands and the Oatlands area.
15. Re-open section pf path along the River Clyde, near the end of McNeil Gardens. 
16. Improve south bank path along Adelphi Street providing new lighting, space for cyclists and pedestrians, parking arrangement, seating and planting.
17. Review bus routes to provide more of a local service to housing around Gorbals Rose Garden.
18. Improve Crown Street area to address commuters using area for parking, flooding of pavements and damaged street lighting. 
19. Provide more indoor community spaces around Crown Street area.
20. Provide a new segregated cycle lane to south city way from Crown Street area.
21. Sensitively restore Caledonia Road Church.
22. Downgrade Laurieston Road, narrowing it to provide more space for pedestrians and cyclists.

Figure 59: Map showing the location of the site specific ideas for Greater Gorbals



### LEGEND (LN THEMES)

-  Everyday Journeys
-  Streets for People
-  Active Travel
-  Local Town Centres
-  Quick Win



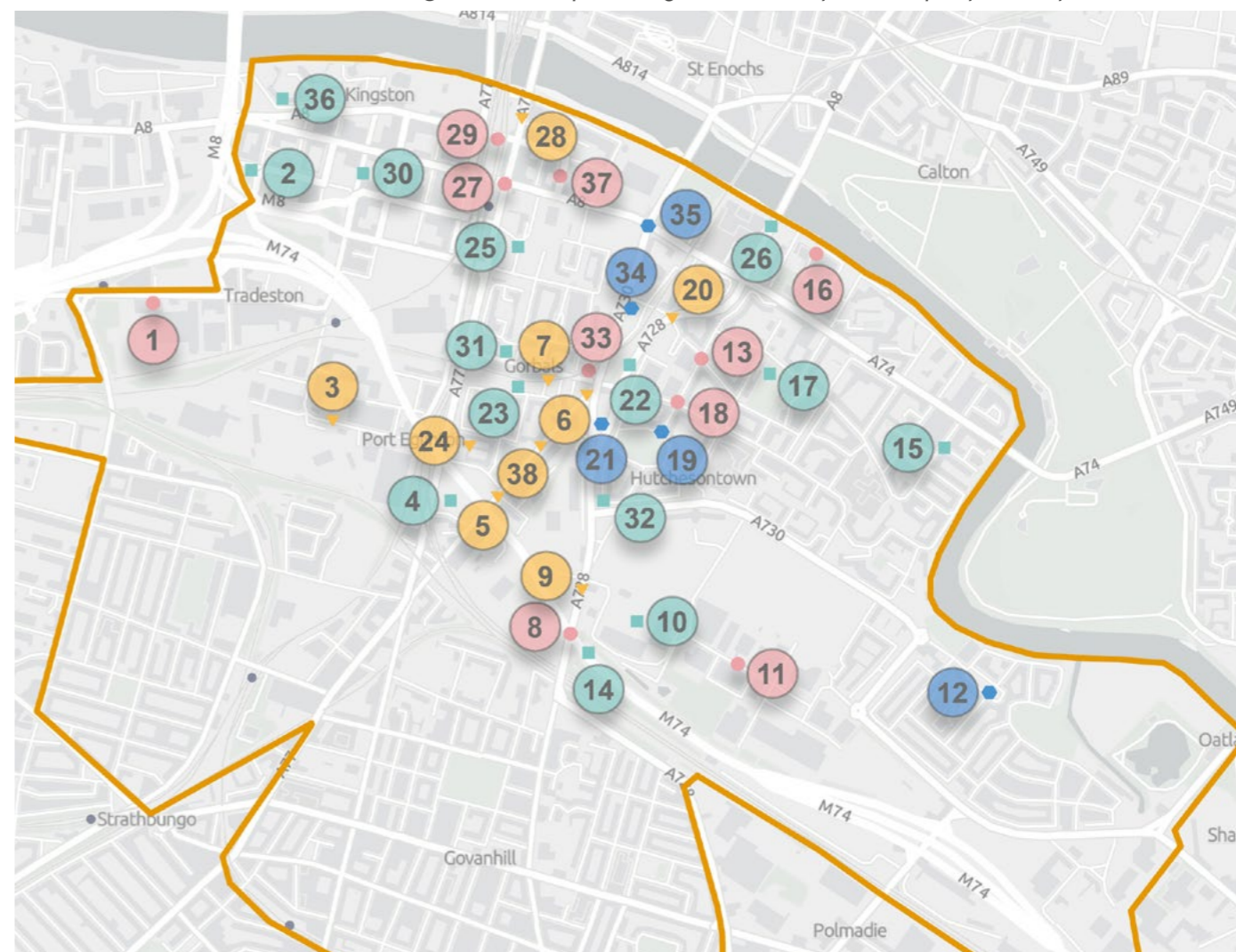


# GREATER GORBALS



23. Enhance use-ability of green spaces situated between Pollokshaws Road and the A77 (just to the south of the railway line), providing more opportunities to sit, socialise and play.
24. Provide bike storage for flats wedged between Pollokshaws Road, the A77 and the railway line. Q
25. Upgrade Coburg Street to the south of the subway station providing blue-green infrastructure, traffic calming and more space for pedestrians and cyclists.
26. Improve integration of public transport choices in the area, including underground, overground and bus service.
27. Downgrade Bridge Street / Eglinton Road, narrowing it to provide more space for pedestrians and cyclists, giving a clear sense of arrival into a local centre designed around people. This would also help encourage the renovation of historic buildings and development of gap sites to address what is currently a one sided high street.
28. Introduce a segregated cycle lane from Central Station along the A77.
29. Introduce new SuDs along Oxford Street under the railway line to address the build up of water on the southern lane.
30. Produce a residential masterplan for the Tradeston Industrial Estate to take advantage of its great location.
31. Introduce new crossing point at the southern end of Abbotsford Place, following natural desire line and integrating traffic calming measures along Cumberland Street.
32. Introduce more permeability at the southern end of Crown Street development, removing wall to offer opportunities for foot/cycle links to surrounding foot and road network. Q
33. Create 'gateway' entrance to Laurieston residencies with new public realm feature at junction between Cumberland Street and A730
34. Develop Cleland Lane/Street arches green space as amenity or public realm area with flexible events space, as placemaking opportunity (further integration with citizens theatre).
35. Acknowledge history of Gorbals Cross with new landmark / public art feature.
36. Repair walls along Windmillcroft Quay at Tradeston. Q
37. Traffic flow plan/network revision around Oxford Street, Portland Street, Coburg Street and Norfolk Street and improved access to parking at Glasgow Sheriff Courts
38. Improve low level of passive surveillance along South City Way, just north of M74 flyover to enhance pedestrian and cycle comfort.

**Figure 60:** Map showing the location of the site specific ideas for Greater Gorbals



## LEGEND (LN THEMES)

- EJ Everyday Journeys
- SP Streets for People
- AT Active Travel
- LTC Local Town Centres
- Q Quick Win













# PROJECT OPPORTUNITIES

## 5.2 Strategic Masterplan











The Strategic Masterplan spatially maps out the 25 project opportunities, broadly illustrating how they relate to each other, the type of projects they are and the different focuses for improvement across the Liveable Neighbourhoods area.

### LEGEND

#### Project Type

- Junction/Node
- Route
- Area
- Link / Access

#### Improvement Focus

-  Active Travel
-  Greening/SuDs
-  Gateway / Public Art
-  Accessibility/Safety
-  New Connection
-  Parking Management
-  Traffic Calming / Management
-  Play Street / Area
-  School Street / Safe Routes to School
-  Public Realm / Pocket Park

#### LN Themes

- **EJ** Everyday Journeys
- **SP** Streets for People
- **AT** Active Travel
- **LTC** Local Town Centres
- Showcase Project**



**Figure 61:** Strategic Masterplan for the Pollokshields East to Gorbals Liveable Neighbourhoods





# PROJECT OPPORTUNITIES



## 5.3 Project Opportunities Table

### IMPACT

Medium = xx objectives

High = xx objectives

Significant = xx objectives

### PHASING

Quick wins = 0 - 6 months

Short-term = 6 - 24 months

Medium-term = 2 - 5 years

Long-term = 5 -10 years

### LIVEABLE NEIGHBOURHOOD THEMES

- Everyday Journeys
- Streets for People
- Active Travel
- Local Town Centres

**Project Opportunities Table**

	<b>PROJECT NAME</b>	<b>OPPORTUNITY DESCRIPTION</b> (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	<b>TYPE OF PROJECT</b>	<b>KEY THEMATIC</b>	<b>SUPPORTING THEMATIC</b>	<b>PHASING</b>	<b>POTENTIAL FOR 'QUICK WIN'</b>
<b>1</b>	Riverside Walk Improvements - Adelphi Street	Improve south bank path along Adelphi Street providing new lighting, space for cyclists and pedestrians, parking re-arrangement, seating and planting.	Route			Medium-Term	No
<b>2</b>	South City Way Improvements	Improve issues around flooding and safety at side street junctions along this section of the South City Way. Flooding issues appear to occur at the junction into St Andrews Industrial Estate while side streets need to be re-designed to provide a clearer priority give way to cyclists.	Route			Medium-Term	No
<b>3</b>	Safe and Direct Links to Retail Park	Improve the safety, directness and comfort of foot and cycle links to Crown Street Retail Park, including: - access onto Lawmoor Street. - safer routes along Lawmoor Street to Oatlands housing area. - new cycle and pedestrian provision along Cathcart Road and - at junction with retail park. - Removal of wall along perimeter of Crown Street Housing Estate to allow for direct foot/cycle access onto A730.	Link / Access & Route			Long-Term	Yes - lighting and wall removal
<b>4</b>	Crown Street Parking and Traffic Calming	Improve current parking and traffic calming measures in Crown Street housing area, addressing issues around commuter parking and speed bumps.	Area			Short-Term	Yes - Restrict to resident parking
<b>5</b>	Destination Laurieston	Create a new civic space to form a focus between Crown Street housing estate and new housing in Laurieston. Opportunity to provide a new link between Crown Street and the South City Way and a new area of public realm adjacent to the Citizen Theatre, re-animating the historic railway vaults.	Junction / Node & Link/ Access			Medium-Term	Yes - public art / Mural feature
<b>6</b>	Gorbals Cross Remembered	Introduce a piece of public art or new streetscape improvements to mark the location of the historic Gorbals Cross.	Junction / Node			Short-Term	Yes - Interpretative signage???





# PROJECT OPPORTUNITIES



**Project Opportunities Table**

	<b>PROJECT NAME</b>	<b>OPPORTUNITY DESCRIPTION</b> (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	<b>TYPE OF PROJECT</b>	<b>KEY THEMATIC</b>	<b>SUPPORTING THEMATIC</b>	<b>PHASING</b>	<b>POTENTIAL FOR 'QUICK WIN'</b>
7	Bridge Street Pedestrian and Cycle Improvements	Reallocation of carriageway space along Bridge Street for pedestrians and cyclists. Improvements to the southern half of the street would seek to enhance the streetscape, introducing more greenery, seating and pedestrian space and address surface water at the junction with Oxford Street. The north half of the street would provide a new segregated cycle connections, eventually forming a link to Central Station.	Route	LTC	SP	Long-Term	No
8	Safe and Direct Links to Bridge St Subway	Upgrade a number of links to the Subway entrance with the potential to provide blue-green infrastructure, traffic calming and more space for pedestrians and cyclists, including Coburg Street to the south of the subway station. Explore opportunities to consolidate parking and provide more inviting and overlooked access points into the station.	Link / Access	EJ	SP	Medium-Term	No
9	Devon Street Urban Park	Provide a new skate park on land situated on the corner of the A77 and Devon Street, around the Port Eglinton Viaduct. Creating a new hub for skateboarding, BMX and free-running. Currently being promoted and engaged on separately. See Livingston Skate Park.	Area	SP	EJ	Medium-Term	No
10	East-West Community Corridor	Providing an enhanced east-west active travel corridor to connect a series of community assets, including library, medical centre, primary school and high school with Victoria Road, Pollokshaws Road and Cathcart Road. Responding to opportunities for the creation of spaces to rest, socialise and play along the route.	Route	AT	EJ	Medium-Term	Yes - lighting improvement at crossing point near medical centre
11	Northern Green Gateway	Enhancing the two spaces either side of Cathcart Road to create a more welcoming entry into Govanhill. Upgrading the space on the corner of Butterbiggins Road to create a safe, useable and attractive pocket park and improving the wedge of green space on the corner of Aikenhead Road as an area for biodiversity. In both cases exploring opportunities to improve the adjacent junctions.	Junction / Node	SP	EJ	Medium-Term	Yes - review planting regime
12	Kingarth Lane Gate	Introduce a private gate on entry to Kingarth Lane to deter flytipping.	Route	SP	LTC	Quick Win	Yes - introduce gate
13	Annette Primary School Street Enhancements	Improve the space around the school entry along Annette Street potentially with new and improved build-outs adjacent to the school entrances with colourful recognisable features for children, such as coloured railings, playful signage, pencil bollards and surface colouring on upgraded build-outs.	Route	EJ	SP	Short-Term	Yes - coloured railings, playful signage, pencil bollards, etc.
14	Albert Road Streetscape Enhancements	Creating a more comfortable and attractive town centre environment at the western end of Albert Road with street trees and combined planters with seating along the street and at the modal filter space.	Route	SP	EJ	Medium-Term	Yes - planter / seating along footpath





# PROJECT OPPORTUNITIES



**Project Opportunities Table**

	<b>PROJECT NAME</b>	<b>OPPORTUNITY DESCRIPTION</b> (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	<b>TYPE OF PROJECT</b>	<b>KEY THEMATIC</b>	<b>SUPPORTING THEMATIC</b>	<b>PHASING</b>	<b>POTENTIAL FOR 'QUICK WIN'</b>
<b>15</b>	Reconnecting Govanhill Street	Reconnect Govanhill Street with a new active travel link along the northern edge of The Gym Group's car park, creating a new route for people living in North East Govanhill to gain access onto Cathcart Road.	Link / Access			Medium-Term	No
<b>16</b>	Butterbiggins Green Street	Reallocate space from carriageway for pedestrians and cyclists, introducing safe and convenient crossings and creating a green street with street trees and planters.	Route			Long-Term	No
<b>17</b>	Allison St / Niddrie Road Cultural Resting Spot	Introduce placemaking measures (such as seating, planters, etc) and look at providing continuous footways at the junction of Allison Street and Niddrie Road.	Junction / Node			Medium-Term	Yes - provide seating, planters (potentially replacing bollards)
<b>18</b>	Enhanced Riccarton Street Park	Upgrade Riccarton Street park with new planting, looking at redesigning surrounding streets and junctions to create streets that allow safer entry to the park and integrate SuDs provision, alleviating surface water flooding along Aikenhead Road.	Area			Medium-Term	Yes - review planting regime
<b>19</b>	Albert Drive Eastern Approach	Create a more welcoming approach / arrival to Albert Drive and Pollokshaws Road from the Railway Station, addressing junctions with Darnley Street and Pollokshaws Road and introducing placemaking interventions adjacent to the station entrance and Tramways Space.	Route			Medium-Term	Yes - arrange street planters with Hidden Garden
<b>20</b>	Albert Drive (West) Enhancements	Improve Albert Drive to address issues around drainage, parking, active travel provision, traffic speed and safety, particularly for women walking at night. Consider a range of measures to create a more welcoming town centre environment to move through and visit, including modal filters, parklets, seating and protected bike lanes.	Route			Medium-Term	Yes - potentially informed by work being undertaken by Collective Architecture
<b>21</b>	Improvements to Maxwell Square Park and surrounding streets	Improve Maxwell Square Park, including to surfacing, play equipment, green space areas and seating. Review parking strategy on surrounding streets to address range of parking issues adjacent to Nithsdale Road, particularly along Kenmure and Leven Street. Seek opportunities to improve accessibility, comfort and interest, considering parklets and public art to commemorate the collective actions of the local community halting the deportation of a local man.	Area			Short-Term	Yes - improved road-markings, enforcement and trial parklets
<b>22</b>	Maxwell Drive / Forth Street Junction Improvement	Improve accessibility around the Maxwell Drive / Forth Street junction, re-design junction and immediate surrounds to minimise safety issues between pedestrian and cyclist movement and HGV vehicles and parking behaviour.	Route			Long-Term	No
<b>23</b>	Kenmure Play Street	Improve current temporary closure at north end of Kenmure Street by turning the northern section of the street into a Play Street, introducing informal natural play equipment, seating, planting and natural traffic management (ie. boulders, etc.)	Route			Medium-Term	Yes - address issues around refuge









# APPENDIX A: SCOTTISH INDEX OF MULTIPLE DEPRIVATION (SIMD)

The maps below show the change in SIMD level from 2012 to 2022. The most deprived areas are shown in red while the least deprived areas are in blue.

The current decile levels for relevant data zones are as follows:

- Carnwadric East [between 20-50% least deprived]
- Newlands [between 10-80% least deprived]
- Pollokshaws [between 10-80% least deprived]
- Strathbungo [between 70-80% least deprived]
- Maxwell Park [between 70-80% least deprived]
- Pollokshields West [between 60-80% least deprived]

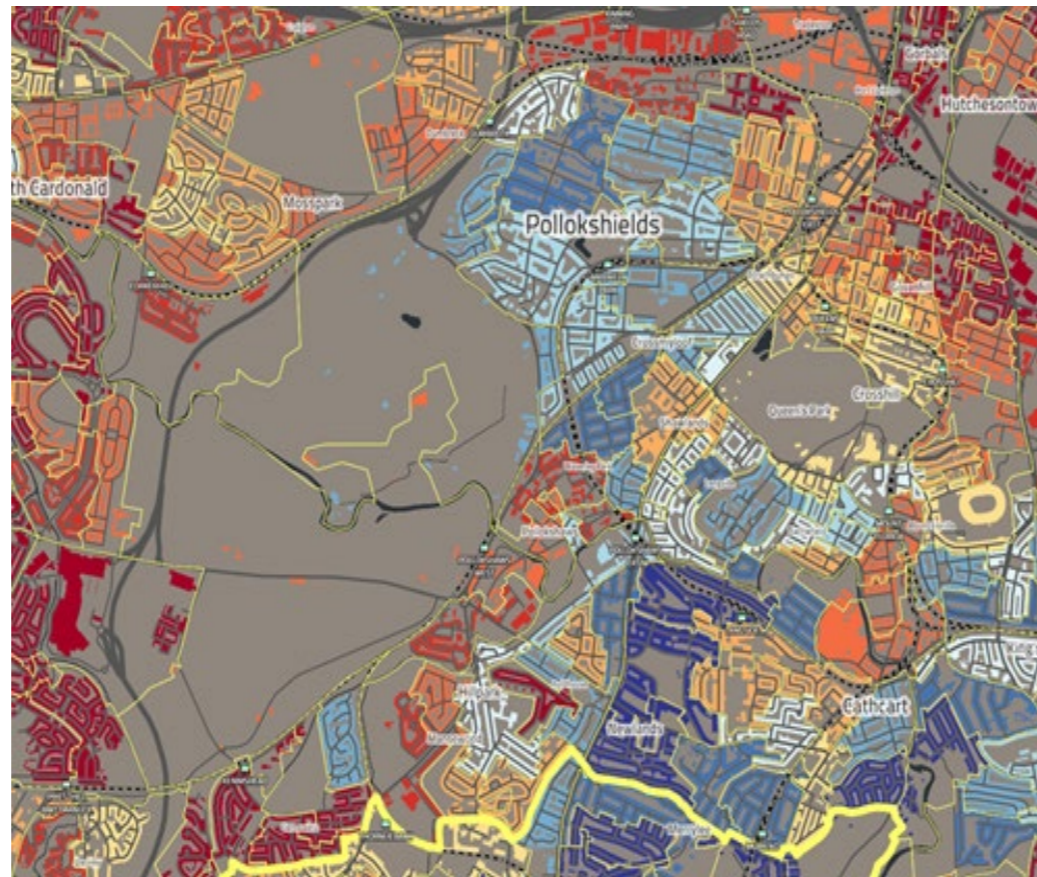


Figure 62: SIMD 2012

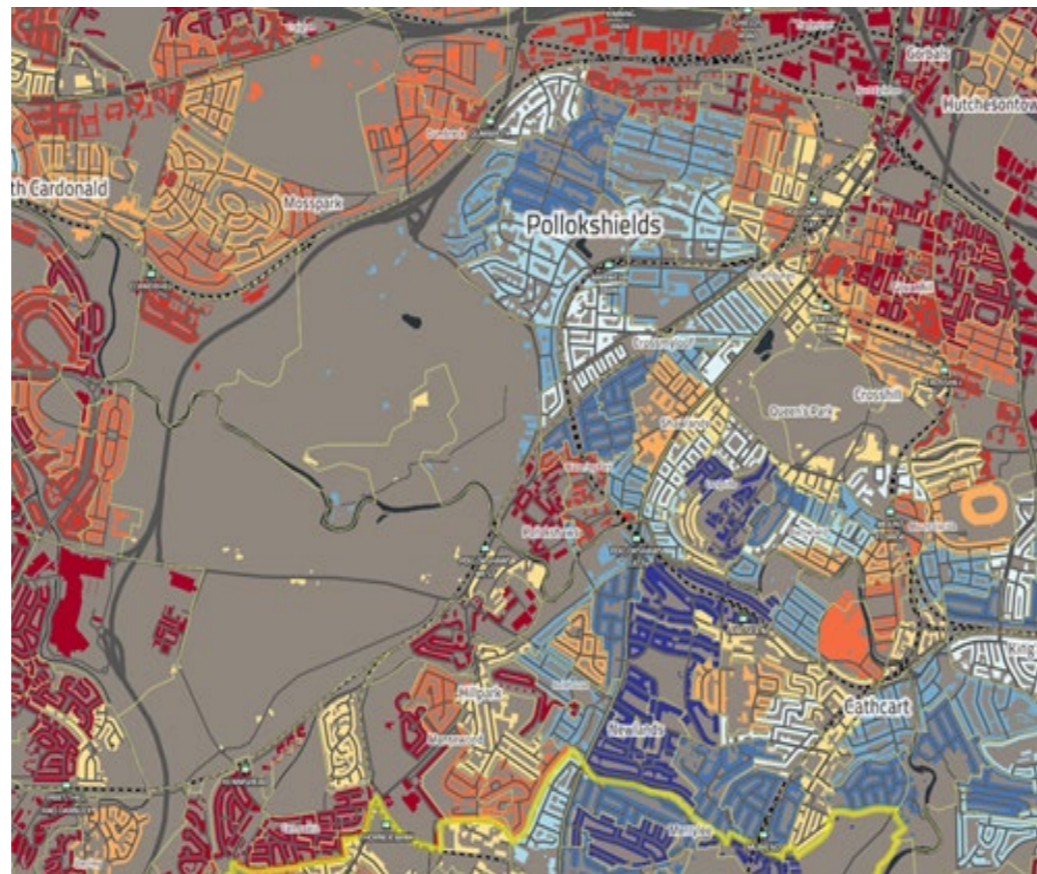


Figure 63: SIMD 2016

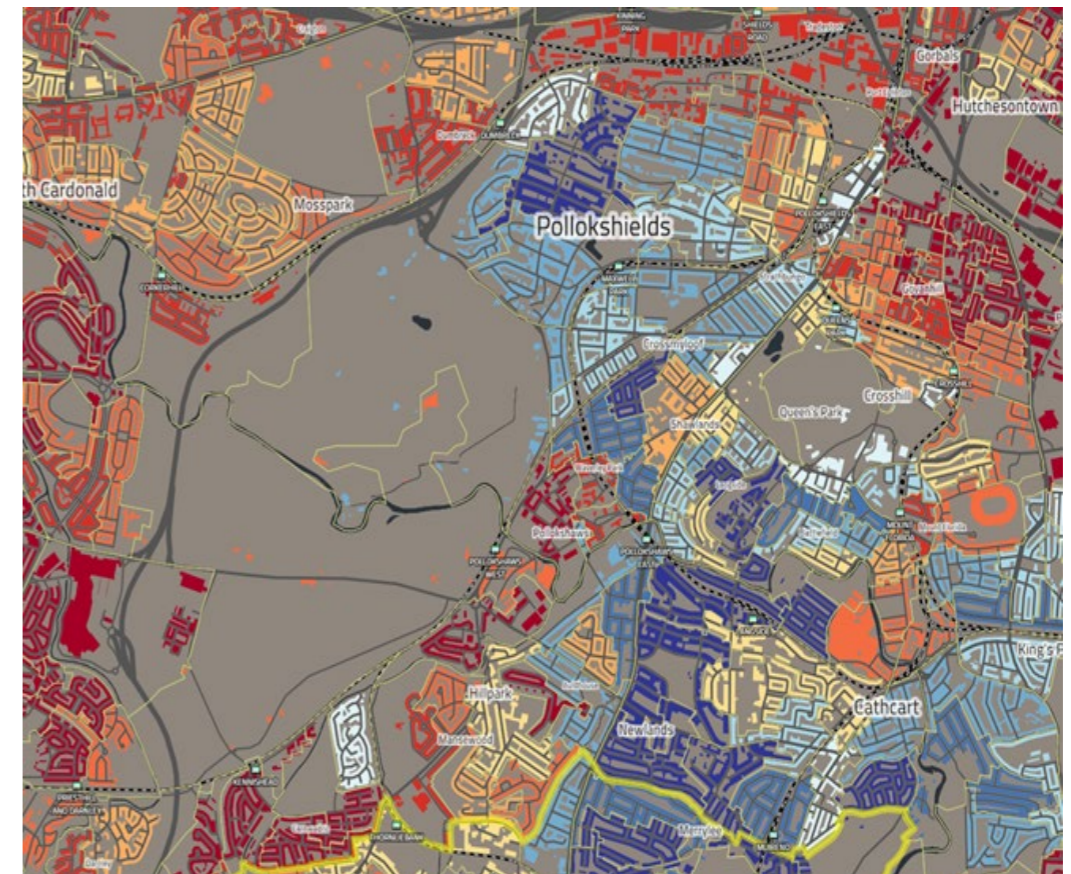


Figure 64: SIMD 2020



## **APPENDIX B: ADDITIONAL DAILY COMMUTE DATA**



# APPENDIX C: HISTORIC CONTEXT

## Greater Gorbals

The 'Lands of Gorbals' which were originally owned by the Elphinstone family, were acquired in 1607 by Glasgow Town Council, the Trades House and Hutchesons hospital and further subdivided in 1790. The present day Victoria Stockwell bridge which connects the Gorbals to the north side of the Clyde was built in 1854, at the same point where a bridge structure has always been located, rebuilt throughout the centuries.

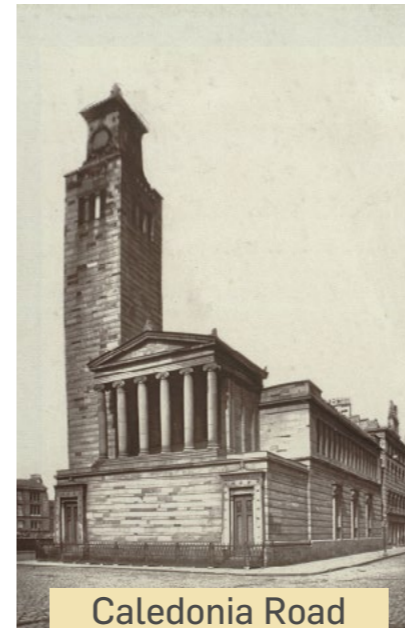
The Gorbals has a long history of redevelopments. Tenement housing had been built cheaply in the 1840s, and conditions for the 40,000 people living in them by the 1940s were poor enough to warrant a complete demolition and full masterplan redesign of the area in 1960. Much of the site of the original settlement at Bridgend, Gorbals, is now occupied by the Glasgow Central Mosque and Islamic Centre, which was developed on four acres of cleared land on the eastern side of Gorbals Street, near the river.

Caledonia Road Church, was designed by Alexander Thomson's and his first church in the city, built in 1857. The church was flanked either side by tenements as part of a new development beside Southside railway terminus. These were demolished in the early 1970's, leaving the ruin standing in perfect isolation.

In 1990, architects CZWG won the competition for the replanning of the Gorbals area. They proposed a postmodern project of low-rise urban blocks and private communal gardens. A clause in the contract of all private investors in the Gorbals stipulated that they must spend one per cent of their total building budget on art.

## Background

Figure 65: Historic Images of Gorbals



Caledonia Road Church



The Gorbals Vampire



Hutcheson's Town Library



Glasgow Necropolis



Gorbals Regeneration



## Tradeston

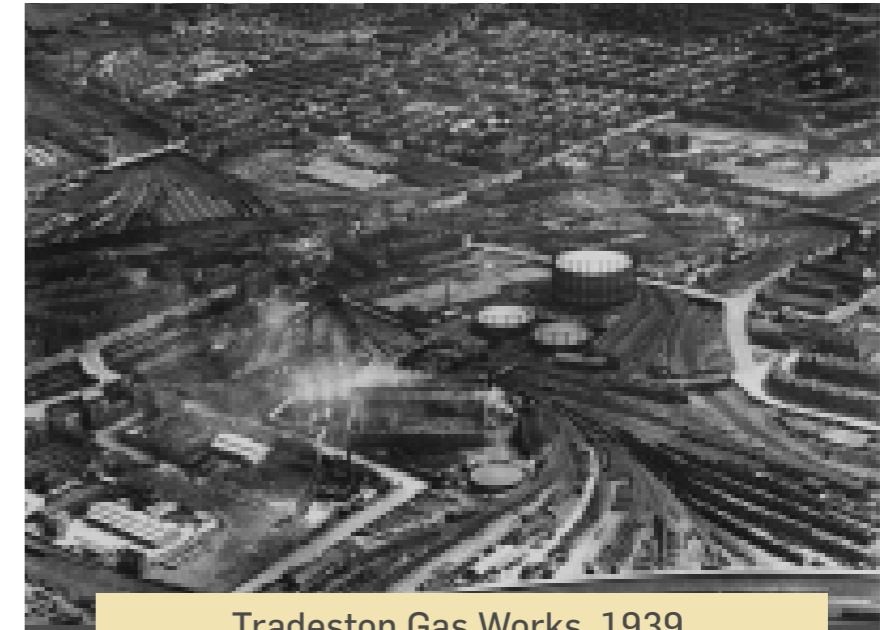
The 'Lands of Gorbals' which were originally owned by the Elphinstone family, were acquired in 1607 by Glasgow Town Council, the Trades House and Hutchesons hospital and further subdivided in 1790. The present day Victoria Stockwell bridge which connects the Gorbals to the north side of the Clyde was built in 1854, at the same point where a bridge structure has always been located, rebuilt throughout the centuries.

## Tradeston

**Figure 66:** Historic Images of Tradeston



Tradeston Dock



Tradeston Gas Works, 1939



Centre Street Primary



Riverside view to Co-op Laurieston



# Govanhill

The area of Govanhill first appeared on a map in 1822, the area was originally a rural village and its namesake deriving from a the prominent hill; Govan Hill, now no longer prominent. The area housed a colliery from the early 18th century onwards, which later become the industrial enterprise of Dixon's colliery. The cottages that housed the workers were colloquially known as 'fireworks village'.

Demand for coal during the industrial revolution led to business expansion and need for further housing. The new Dixon Iron Works became known as the 'Dixon blazes' because of the blaze produced at the furnaces which illuminated the night sky for miles around.

By 1861 the area of Fireworks village had expanded and was known as Govanhill colliery houses. Once the population became large enough to qualify for government support and gained the status of an independent police burgh in 1877, it was renamed as Govanhill.

The ironworks were founded by William Dixon (1788-1859), the son of the owner of the Little Govan Colliery. William extended his father's collieries in Govanhill but also, in 1839, founded an ironworks with five blast furnaces. The furnaces lit up the night sky on the south side of the River Clyde, and earned the ironworks the nickname "Dixon's Blazes".

Dixon's Blazes was acquired by Colvilles and Glasgow's last working blast furnace was in operation there until closure in 1958. In 1983 Yaqub and Taj Ali's company, A A Brothers, opened the Castle Cash and Carry Warehouse on the site.

## Govanhill

Figure 67: Historic Images of Govanhill



Dixon Blazes



Queens Park Golf



Queens Park



Govan Hill Origin



Govanhill Bandstand



## Pollokshields East

Pollokshields was one of the first garden suburbs in the UK, created from the mid-19th century onwards on land owned by the Stirling Maxwell family of Pollok house. The family had associations with the area since 1270. By 1880 the population of East Pollokshields was large enough to justify independent burgh status.

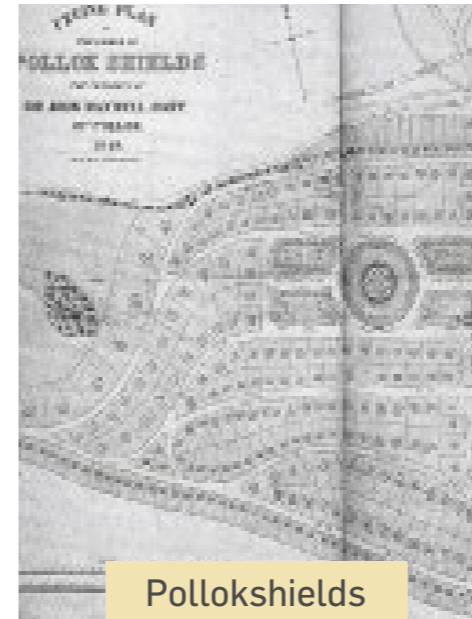
The area was developed over the period 1855-1910, in a grid iron street pattern with a north-south orientation - with wide roads and pavements. East Pollokshields was an affluent area of tenement flats, limited by feu contract to three storeys in height rather than the four storeys more usual in Scottish cities. The neighbourhood contains one of the oldest allotment sites in Glasgow - New Victoria Gardens, which was established in 1871.

As well as tenements, the area contains facilities which had generally not been permitted in West Pollokshields - shops, churches and schools. The suburb is still visible in its original layout and architectural character and since the 1970s there have been no major new developments within the conservation area. In present day, the area is one of Scotland's most multi-cultural neighbourhoods and home to a diverse population. It is a densely populated tenemental area, with a vibrant community.

The adjacent region of Eglinton Toll which fringes the boundary of East Pollokshields is a post-industrial area with vacant and occupied sites. The presence of the motorway bridge running through this creates severance, with associated empty space and poor public realm – reducing the connection to the city centre.

## Pollokshields East

Figure 68: Historic Images of Pollokshields East



Pollokshields Masterplan



Tramway 'Museum of Transport - Moved to Kelvinhall



Horse-Drawn Trams Coplawhill



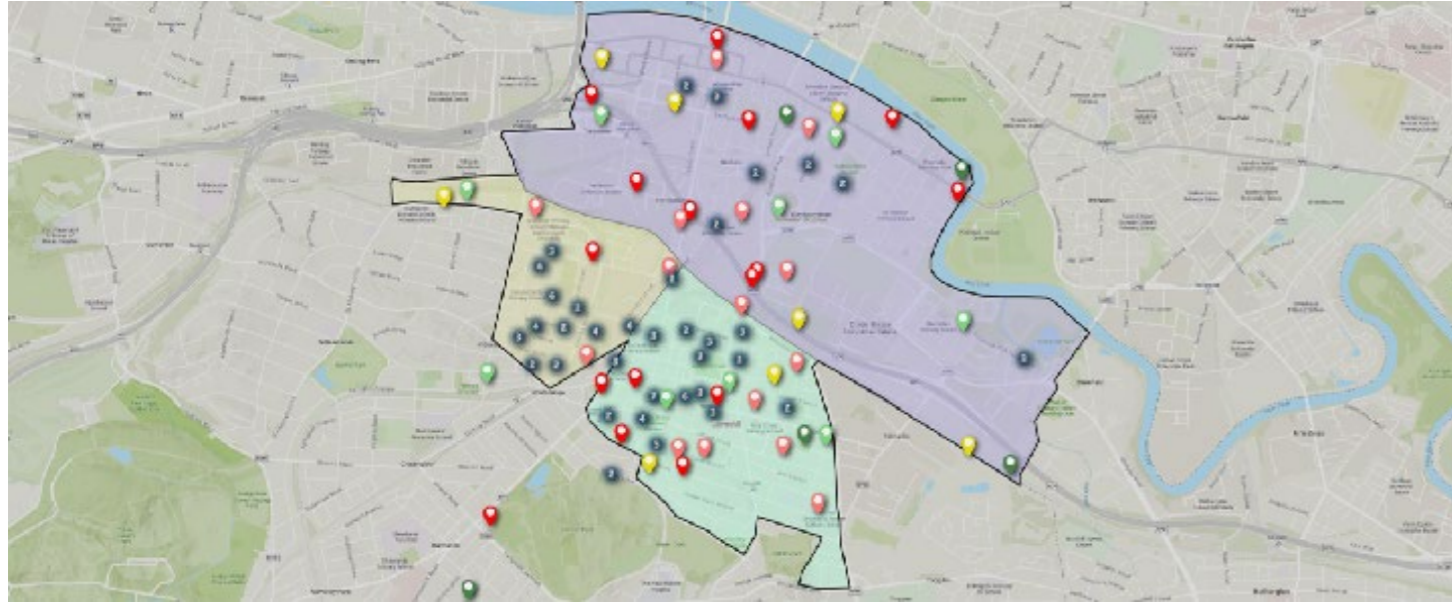
Trams on Albert Drive



# APPENDIX D: FULL SURVEY RESULTS

## D1: Contributions

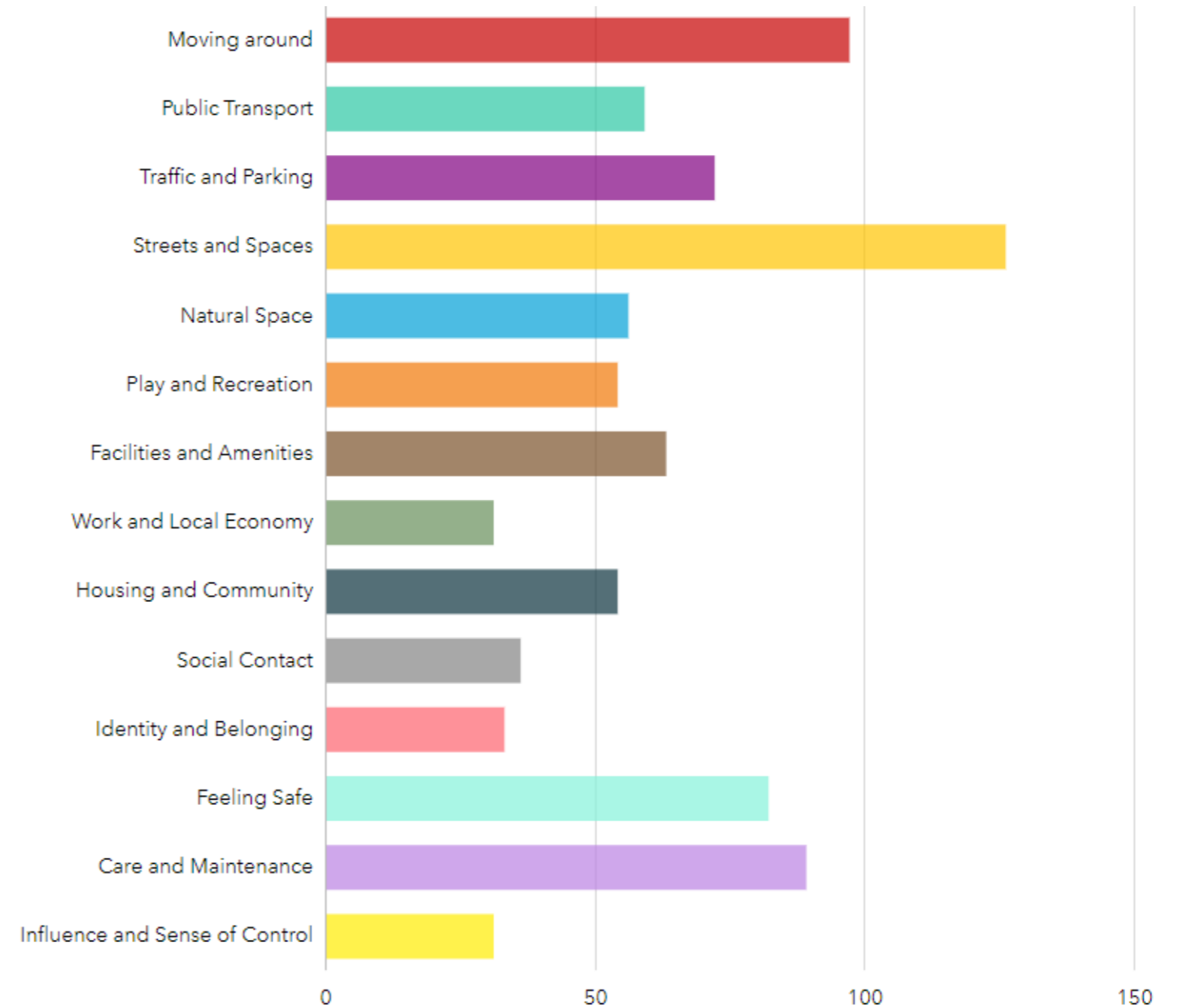
### Q1. Where are you commenting on?



### Q2. What is this place?



### Q3: What element of place does your comment relate to?









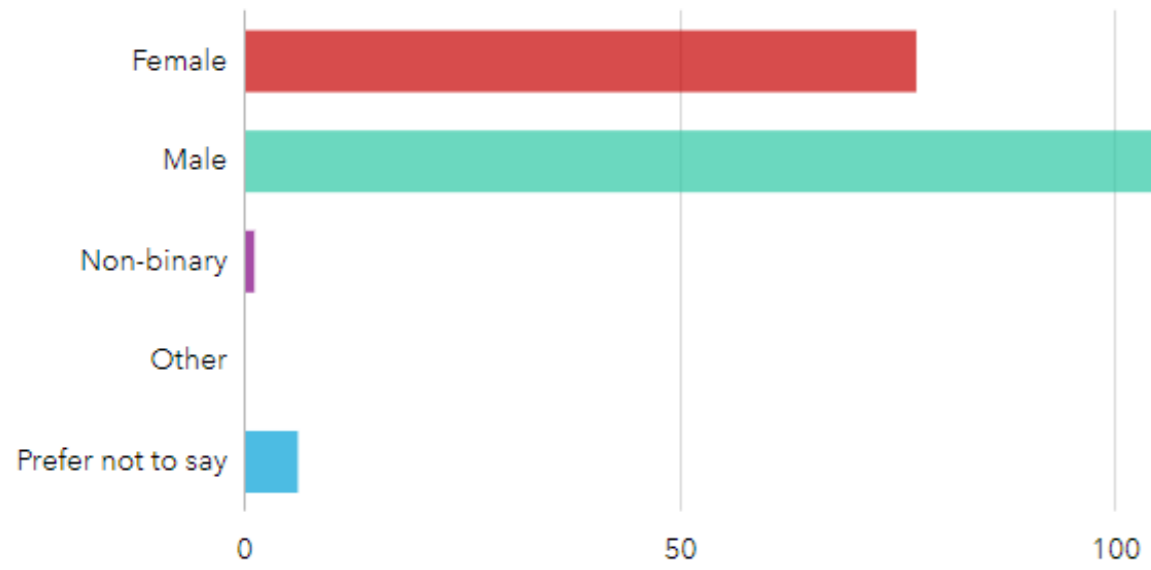




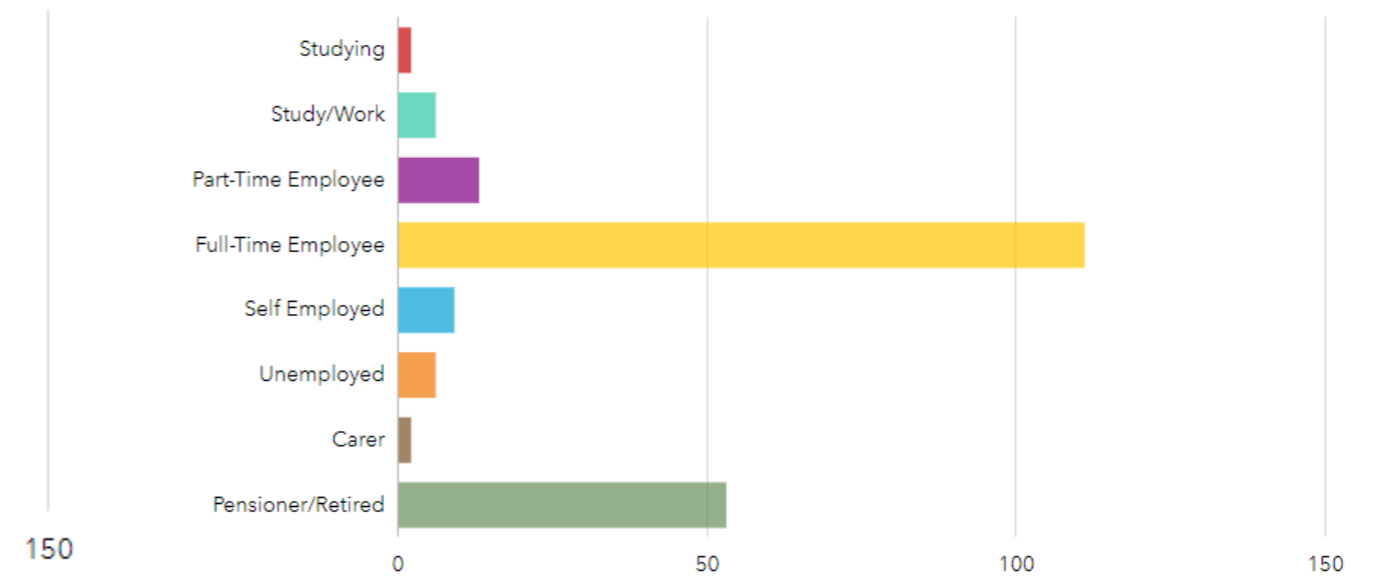




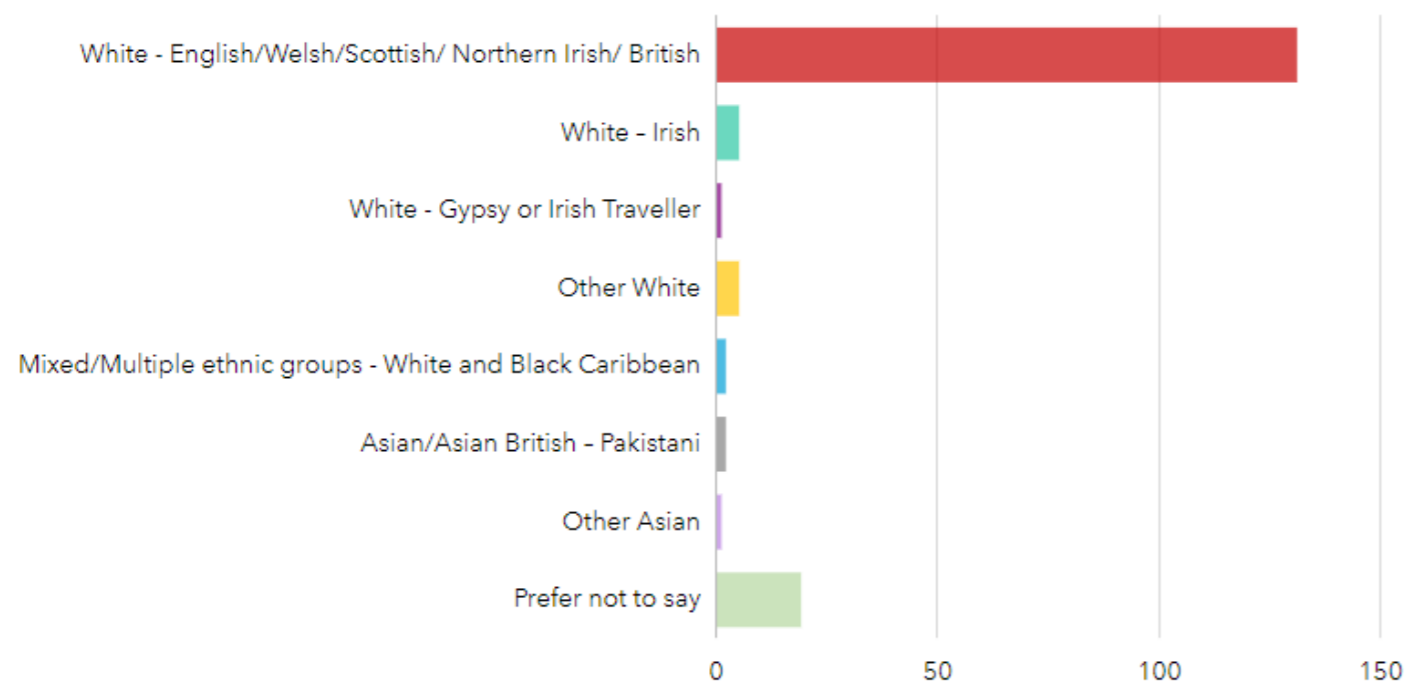
### Q5. What best describes your gender?



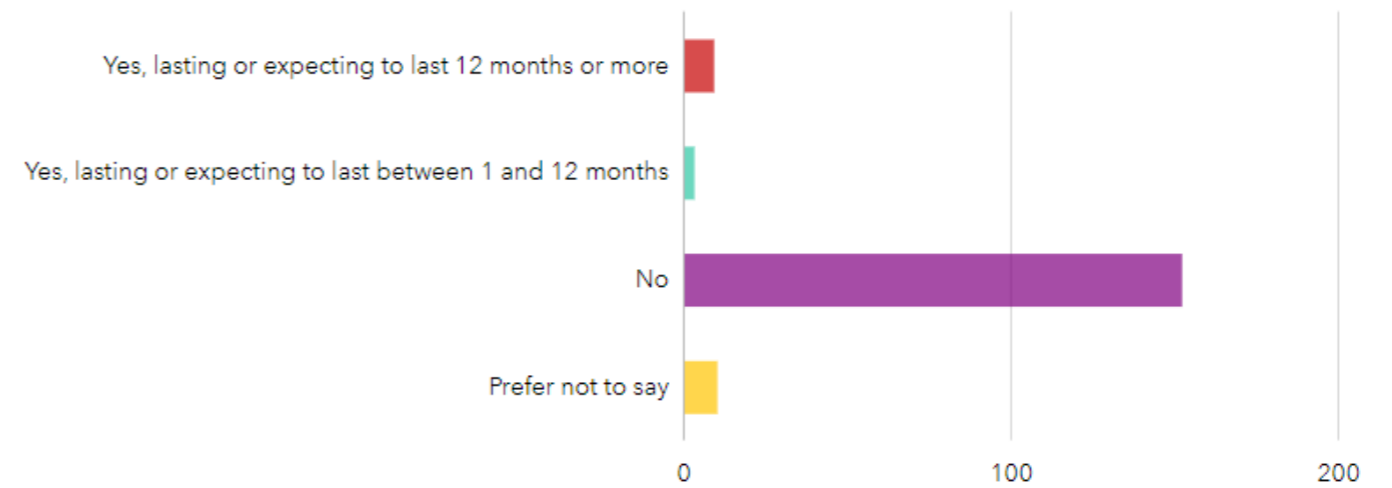
### Q6. What is your employment status?



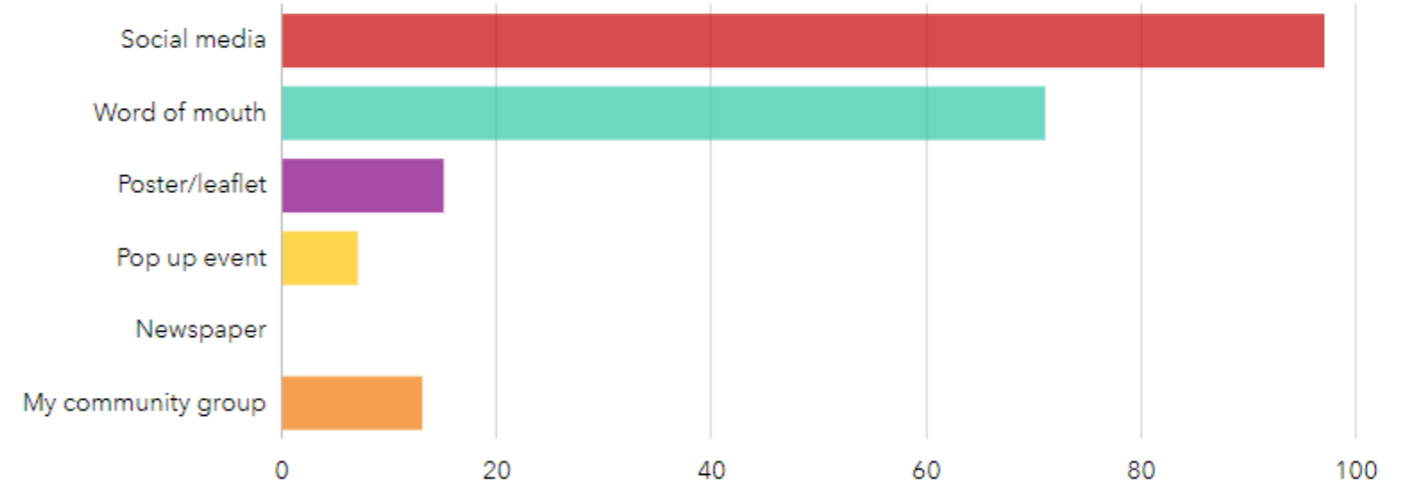
### Q7. What is your ethnicity?



### Q8. Do you have any condition that impacts your ability to move around?



### Q9. How did you hear about this?





# APPENDIX E: KIT OF PARTS

## Local Town centres



### **Attractive Public Spaces**

A high quality public realm is key to creating liveable and lively town centres. Interventions that improve the quality of public squares, parks and shopping streets are a key part of the kit of parts and Placemaking is at the heart of our project.



### **Places to meet and gather**

There are many things that attract people to local town centres, high on that list is the ability to meet - and be amongst - other people. Even small changes to streets and spaces can make them more sociable and people-friendly place. For example, informal seating or undesignated open spaces will allow people to gather and use the central squares as a meeting spot.



### **Cultural markers/local heritage**

There are certain buildings that carry the history and identity of a neighbourhood. These cultural venues, Landmark buildings and even parks can bring pride to a neighbourhood and are locations that people from the wider area would tend to know about and visit for special occasions. One intervention that can remind people of the heritage and values that are present in their neighbourhood is wayfinding, which can help direct people's attention to key local landmarks and places.



### **Diversity of businesses/Active Frontages**

One of the things that set a neighbourhood town centre apart from an out-of-town retail park is the diversity of shops and businesses that you can find locally. Interventions that support a variety small and independent businesses can not only create varied and active streets but also ensure money is spent and circulated locally.



### **Accessibility**

As many people as possible should have access to the neighbourhood town centre. Short-term parking in local centres should focus on making neighbourhoods inclusive for everyone and be prioritised for those who are unable to gain access via more sustainable means, such as individuals with mobility needs. In addition the creation of safe and central places for people to park their bicycles can better utilise space in the town centre (5-10 bikes can fit into one car parking space) and create a more attractive destination for people.



### **Pocket parks**

Our Liveable Neighbourhood areas include busy, urban destinations like Victoria Road, Albert Drive and Shawlands Cross and many people come for the cafes, niche shops and cultural offerings. Small greenspaces can be a great supplement to the larger parks, offering meeting places as well as opportunities to integrate sustainable forms of drainage and enhance an area's biodiversity.



## Active Travel



### Protected Cycle Lanes

Protected cycle lanes are a fundamental component of a strong active travel network. These provide primary routes between key destinations in an area, offering a safe, direct and comfortable journey for those travelling on two wheels. The ambition is that the principal movement corridors between Glasgow's local town centres and the City Centre offer a coherent network of wide segregated paths for cycling.



### Continuous Footways

Continuous footways are pedestrian priority crossings at minor junctions, designed to communicate to drivers they are entering a pedestrian space and need to slow down turning into/out of side streets. These help redress the balance in our streets, prioritising the movement of people over vehicles. A good continuous footway will include clear road-markings, signage and a distinct ramp for cars moving from the street into a side street, making it clear that they do not have priority and are guests on what is pedestrian space.



### Cycle Optimised Protected junctions

As part of a strong active travel network there will be need to introduce changes to existing traffic signals so that people on bikes can move through junctions safely. The so-called Cyclops junction (Cycle Optimised Protected junctions) is one model of creating a safe, designated phase for all road users, while still ensuring that the flow of traffic continues at the optimal capacity.



### Parallel Crossings

In many instances it is important to communicate the distinction between space for pedestrians and cyclists, particularly within areas that people gather, such as crossing points. Improvements and additions to pedestrian crossings (both signal-controlled crossings and zebra crossings) that have a designated space for people cycling can be vital to minimise the risk of conflict between people walking, wheeling and cycling.



### Sustainable Transport Integration

Buses will continue to play a vital part in Glasgow's transition to sustainable mobility. Improvements to the bus network can easily go hand in hand with improvements to streets for people walking and cycling. For instance improvements to bus stops (with new bus shelters and digital real-time signage) can be easily integrated into a new segregated cycle lane project, achieving enhanced levels of comfort and safety for all modes of sustainable transport.



### Bus Gates

In the situation where streets can no longer effectively accommodate all modes of transport there is a modal hierarchy set out by the Scottish Government. This states that sustainable modes of transport, such as walking, cycling and taking the bus are to be prioritised over the private car. One way of deploying this hierarchy is in the use of bus gates, which limits vehicular access to buses along a particular street.



## Everyday Journeys



### School Streets

Air pollution has recently emerged as a major public health issue, particular around schools where streets are often overrun by parents doing the morning drop-off. These streets can often become hectic spaces leading to parking on pavements, junctions or in the middle of the street blocking traffic. School streets are a way of introducing a timed closure to an area around the entrance / along a street outside of a school. This can create a safe and welcoming arrival and departure space for children, parents and teachers, encouraging children and parents to choose more active ways of getting to school.



### 20 MPH Zones

If your street is a place people regularly use to access their home, school, local shops or places of employment then there is no reason vehicles should be travelling through the area at high speeds. Creating 20mph zones are a quick and easy way of encouraging drivers to slow down, pay attention and treat the street as a place for people, not just cars.



### Modal Filters

Modal filters are used to block motor vehicles from cutting through neighbourhoods, ensuring residents can safely take everyday journeys to school, local centres and places of work. They are strategically deployed to ensure that through-traffic remains on an area's main strategic road network rather than finding 'short-cuts'. These filters continue to allow access to people walking, wheeling and cycling and when combined with upgrades to the public realm can help create new meeting places and pocket parks.



### Active Frontages

The best way to create a safe, and attractive street is to ensure that there are plenty of opportunities for people to either overlook or gain direct access onto the street from surrounding buildings. This creates a level of activity that allows 'passive surveillance' to operate along that street. This can be strengthened if there are a variety of buildings attracting different people at different times of the day.



### Safe Cycle Parking

To encourage more people to choose cycling for their daily trips it is important that there are safe places to store bikes - at people's homes, places of work, schools and local shops/ recreation. Cycle hangars and formal cycle storage can be attractive for longer term storage, but it is important to provide convenient parking options that allow people to pop to the shops without having to worry about booking, keys, insurance, etc.



### Traffic Calming

Our "kit-of-parts" also include a host of measures to slow down traffic through the re-design of streets. This could involve narrowing the street or introducing speed bumps, raised crossing, pedestrian refuge islands, give-way filters and other traffic infrastructure. Traffic calming can also be achieved by changing the look and the feel of the street through planting and material use. This can communicate to motorists that the street is a people-friendly space and that they should be slow guests passing through it.



## Streets for People



### Parklets

A quick and simple way of reclaiming road space for people is changing one single parking space into a small parklet or space for a street tree. These interventions can be trialled through temporary parklets (such as those done through Park(ing) Day) to explore what best to use the space for and draw attention to the impact re-purposing a single parking space can have on the feel and function of a street.



### SuDs / Green & Blue Infrastructure

Flooding has emerged as a major local and national issue over the last couple of years, converting the impermeable surfacing (such as tarmac) along streets to permeable green surfacing is one way water can be sustainably drained and filtered. The introduction of naturalised swales or more decorative rain gardens can improve the look and feel of streets, enhance their biodiversity, as well as relieve pressure from the sewer system and avoid flooding during heavy bouts of rains.



### Junction Build-outs

There are many examples of over-sized junctions within the Liveable Neighbourhoods area. Places where space has simply been given over to cars for no obvious reason and where there is potential to use it much more efficiently. The introduction of street trees, wider footways, improved crossings, rain gardens and even - in several situations - the rationalisation of parking can make these spaces more attractive to be in and safer to move through.



### Re-configuring Parking

It is clear that many people depend on a car for their daily life and that there is a need for well-located parking spaces that are integrated into the wider street setting. A clear and coherent strategy for parking needs to be prepared for each neighbourhood. This would help ensure there are the appropriate number of spaces in the right locations, allowing a fairer allocation of space for other uses, such as cycle parking, street greening, informal seating, etc.



### (Informal) Seating and Play Opportunities

There are many playful ways of adding value to local streets. Certain street furniture/features can provide a dual function within the streetscene, for instance what can be for elderly people an informal stool to rest on can be a playful balancing post for children on their trip home from school. Creating spaces where people choose to linger for a short while will slow the pace of the street and impact on how vehicles travel through the space too.



### Wider Footways



















Even though the number of vehicles travelling through quiet residential streets is usually low the majority of space within a street is still given over to cars. To redress this balance and create more space for people there will be opportunities to widen footways across the neighbourhoods. There may also be opportunities to de-clutter streets by removing unnecessary signage and street paraphernalia. These interventions will not only make walking more comfortable and attractive but also encourage slower vehicle speeds by restricting the space devoted to cars.








# APPENDIX F: WIDER AREA - NON-SITE SPECIFIC IDEAS





The following lists the non-site specific improvements respondents to the survey wanted to see in their area. Many of these may be delivered under multiple services and external agencies and are unlikely to be progressed as part of the Liveable Neighbourhoods programme. They have been included here to raise awareness of local issues.

*Area Focus -  
PE = Pollokshields East,  
GV = Govanhill,  
GG = Pollokshields West*

NON- SITE SPECIFIC IDEAS		
DESCRIPTION OF MEASURE	AREA FOCUS	THEME FOCUS
Provide a wayfinding strategy for the area.	All	
Wider Cycle Hangar Roll-out	All	
Continued roll-out of nextbike hire and locations	All	
Street Play Days	All	
Pop-up Parklets and Street Trees - Car Parking	All	
Pop-up junction improvements	All	
Community pop-up parklets and planters	All	
Stalled spaces and opening of vacant land	All	
Incorporating SuDS into parking retrofitting	All	
Parking Enforcement, potential bollards at problem junctions	All	
Street art	All	
More electric vehicle charge points, potentially from lampposts (More information: <a href="https://ubitricity.com/en/charging-solutions/ac-lamppost/">https://ubitricity.com/en/charging-solutions/ac-lamppost/</a> ).	All	
More public space made available for socialising / congregating	SS	
Restore pavements and introduce more dropped kerbs	SS	
Lighting and Toilets in green spaces.	All	
Discourage pavement parking, particularly across street corners and pedestrian crossings.	All	
Lanes Funding	All	
Raise awareness of impact of flytipping and leaving food remains on streets in the area, via flyering.	PE	
Introduce resident-permit parking in the area, limited to one space per household (unless residents have mobility issues).	GV	

NON- SITE SPECIFIC IDEAS		
DESCRIPTION OF MEASURE	AREA FOCUS	THEME FOCUS
Provide parklets across the area to replace parking spaces and introduce greenery within the streetscene.	GV	
Greater enforcement of flytipping and littering in the area.	GV	
Establish a education programme with local schools around the topic of flytipping and littering.	GV	
Parking review of area to assess impact of illegal parking, particularly on crossing points, zig zags, around schools and on junctions, looking at activity across different times of day, including when local Mosque is in session and ways enforcement can be more effective / more of a deterrent.	GV	
Area needs a local community arts centre to act as focal space for the variety of local projects and activities that take place, utilised to store equipment, etc.	GV	
Establish neighbourhood groups to bring people of all nationalities together within the community.	GV	
Gorbals Thriving Places Murals	GG	
New Gorbals Boundary Treatment	GG	
Five-ways junction vacant land utilisation.	GG	

## LEGEND (LN THEMES)

-  Everyday Journeys
-  Streets for People
-  Active Travel
-  Local Town Centres





**ATKINS**  
Member of the SNC-Lavalin Group

