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1. INTRODUCTION

A liveable neighbourhood is an area where you can fulfil most of your daily needs within your local community and where you are able to travel to unique local community and cultural destinations and services in a safe, convenient, and sustainable way. This report summarises work undertaken on Stages 0: Strategic Definition and Stage 1: Preparation and Brief for Mansewood to Shawlands Liveable Neighbourhoods.





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 assist the local neighbourhoods of Mansewood/Pollokshaws, Pollokshields West and Shawlands/Strathbungo 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](#).

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
Local Town Centres (LTC)	LN15	Strengthen the existing town centres as attractive destinations and develop connections between Glasgow's network of centres
	LN16	Enhance town centres as attractive destinations and develop connections between Glasgow's network of centres
	LN17	Community food growing opportunities providing access to fresh and nutritious food - Support the Glasgow Food Plan by enhancing access for food to all, including by cycle delivery networks
	LN18	Increase local employment opportunities, also with links to circular economy - Support local well-being economies, also with links to circular economy
	LN19	Adequate access to quality local healthcare support and facilities
	LN20	Encourage local stewardship and management - Work with communities and stakeholders to promote opportunities for local stewardship and management



1.3 Project Location

Figure 3 shows an extract of Glasgow City Council's proposed Liveable Neighbourhoods areas and the specific Liveable Neighbourhood area for this study is outlined in red. This area represents one of several areas that are being progressed as part of the second tranche of Liveable Neighbourhoods.

This study covers the Mansewood to Shawlands Liveable Neighbourhood, which in turn is up of three further sub-areas:

- Mansewood and Pollokshaws
- Shawlands and Strathbungo
- Pollokshields West

It should be noted that these areas have been selected to assist the continued roll-out of Glasgow City Council's Liveable Neighbourhood programme. These areas are not considered self-contained local communities. Background study, community and stakeholder engagement, 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 Liveable Neighbourhoods programme in these areas.

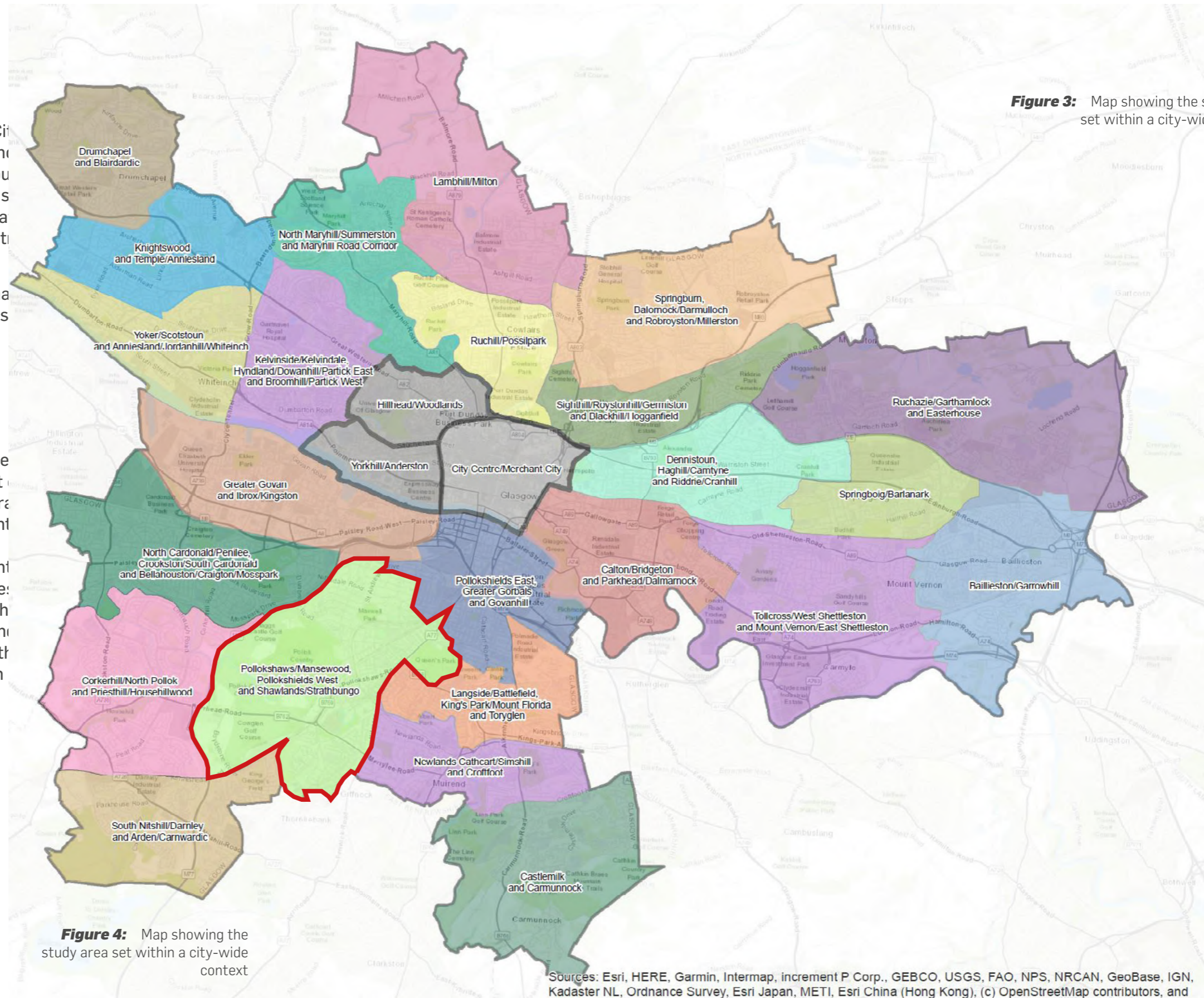


Figure 3: Map showing the study area set within a city-wide context

Figure 4: 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.

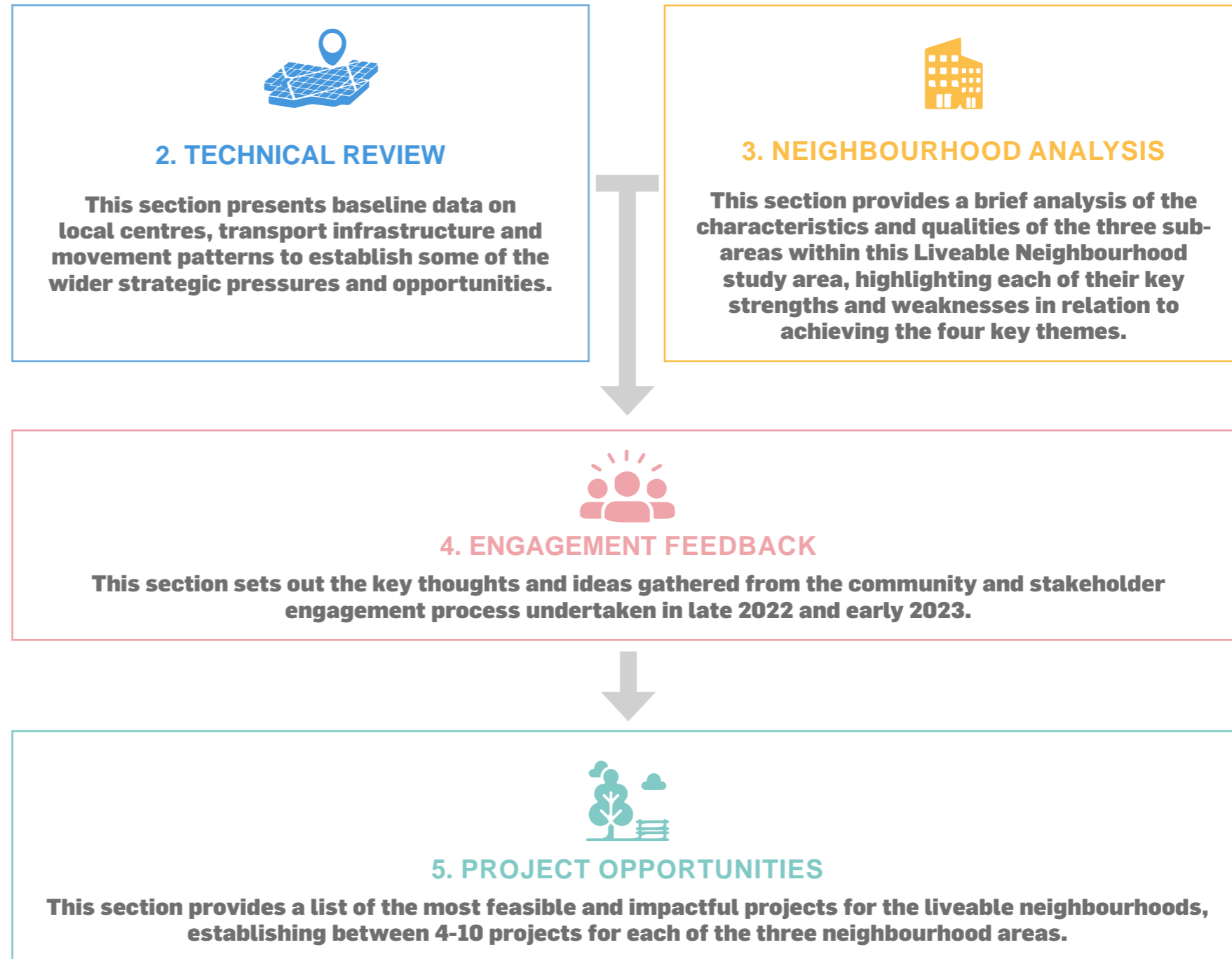


Figure 5: Diagram showing structure of the document by briefly describing sections 2 - 5



1.5 Engagement Introduction

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

PURPOSE

Mansewood to Shawlands Liveable Neighbourhoods involves a collaborative approach to engagement, actively involving the public and key stakeholders at all stages. This approach will ensure local needs and aspirations are identified at each stage to inform the development of specific project opportunities.

The engagement process for Mansewood to Shawlands Liveable Neighbourhoods has been divided into stages shown in the diagram to the right.

ACTIVITIES

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

Survey

A survey was made available for people to complete online, at libraries and events between 31st January and 28th February. 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 quality.

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

Figure 6: Diagram showing each stage of the engagement process

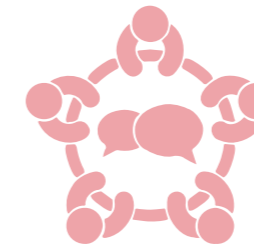


Figure 7: Info-graphics highlighting some of the key activities and response numbers during the engagement process



5

Pop ups



4

Drop-ins



3561

Online visitors



221

Survey Responses



3

Walkabouts





Walkabouts

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

- Pollokshields with representatives of Pollokshields Community Council and Pollokshields Trust.
- Shawlands and Strathbungo with representatives of Shawlands and Strathbungo Community Council and Strathbungo Society.
- Mansewood and Hillpark with representatives from Mansewood and Hillpark Community Council.

Website

A dedicated website was launched on 31st January 2023 to act as the main communication point for Mansewood to Shawlands Liveable Neighbourhoods: <https://mansewood-to-shawlands-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.

Online briefing

An online briefing was held on 9th February 2023 with local councillors from Ward 2 (Newlands and Auldhouse) and Ward 6 (Pollokshields) invited to attend.

This included a presentation from members of the delivery team on Glasgow's Liveable Neighbourhoods programme, an introduction to the Mansewood to Shawlands Liveable Neighbourhood area and an overview of the engagement.

The session was recorded and shared with all Ward Councillors for further information and feedback.

Pop ups

Pop up events took place across each of the local 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 2023:

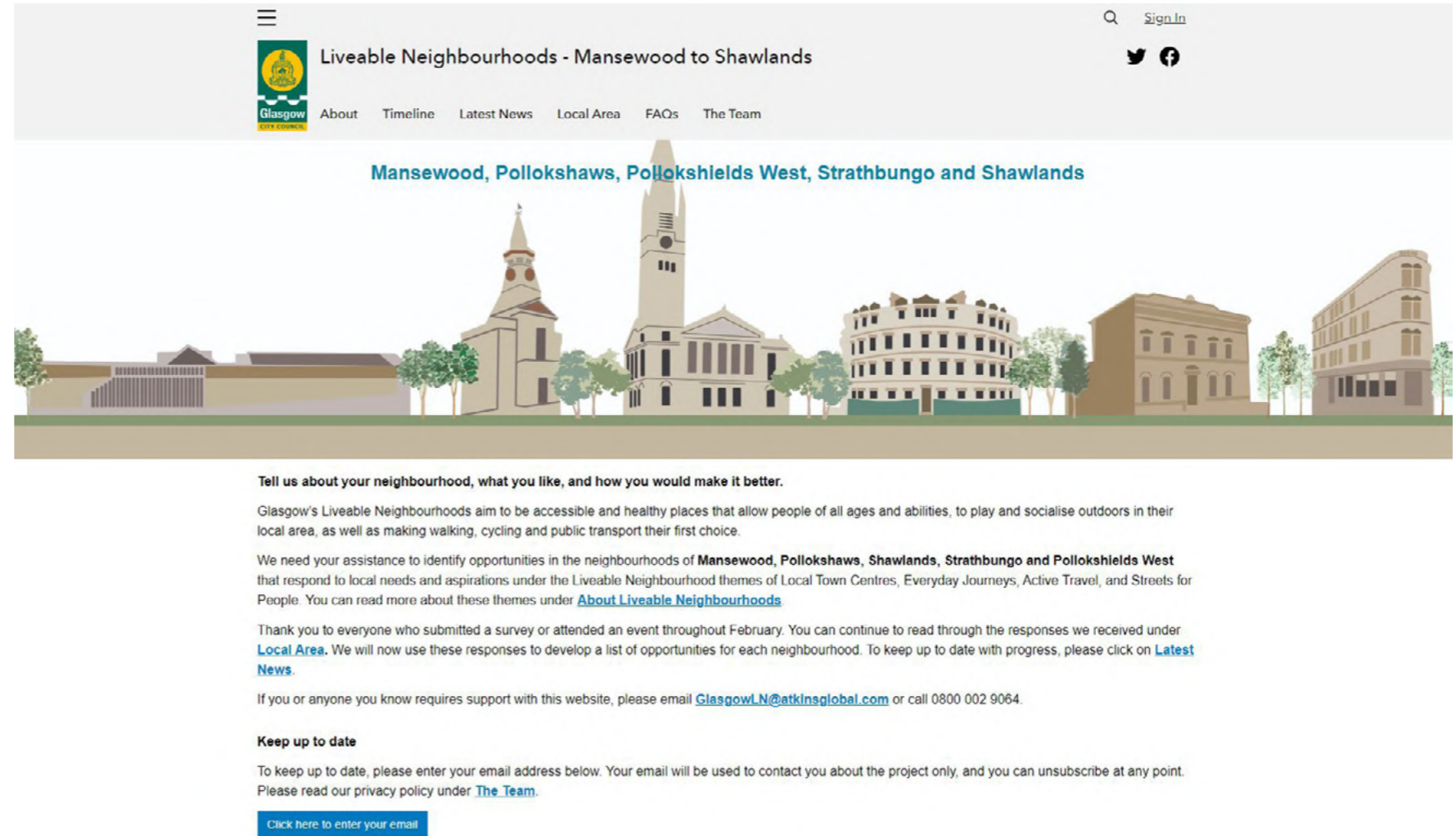


Figure 9: Programme website



Figure 8: Community walkabouts





- Joined Glasgow Life for a Health Walk around Pollokshaws and Pollok Park
- Outside Tinto Primary School in Mansewood and Hillpark to speak to the school community
- Joined Shawlands Bike Bus for a bike ride to school between Strahungo and Shawlands
- Outside ArtSpace G41 in Shawlands Arcade to speak to passers by in Shawlands
- On Albert Drive to speak to passers by in Pollokshields

Drop-ins

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 routes they take and the routes 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 2023:

- Pollokshaws Community Hub and Garden, 4-7pm on 16th February 2023
- Nan McKay Hall, Pollokshields, 4-7pm on 17th February 2023
- Mansewood Community Centre, 10-1pm on 22nd February 2023
- Shawlands United Reformed Church, 4-7pm on 23rd February 2023

Communications

To promote the engagement during Stage 1, several key 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
- Posters and leaflets delivered to community facilities and local members

In addition, an email address and freephone number were available for people to speak directly to the project team.

Figure 10: Collection of photos showing the range of pop-up and drop in events held across the three areas



TECHNICAL REVIEW

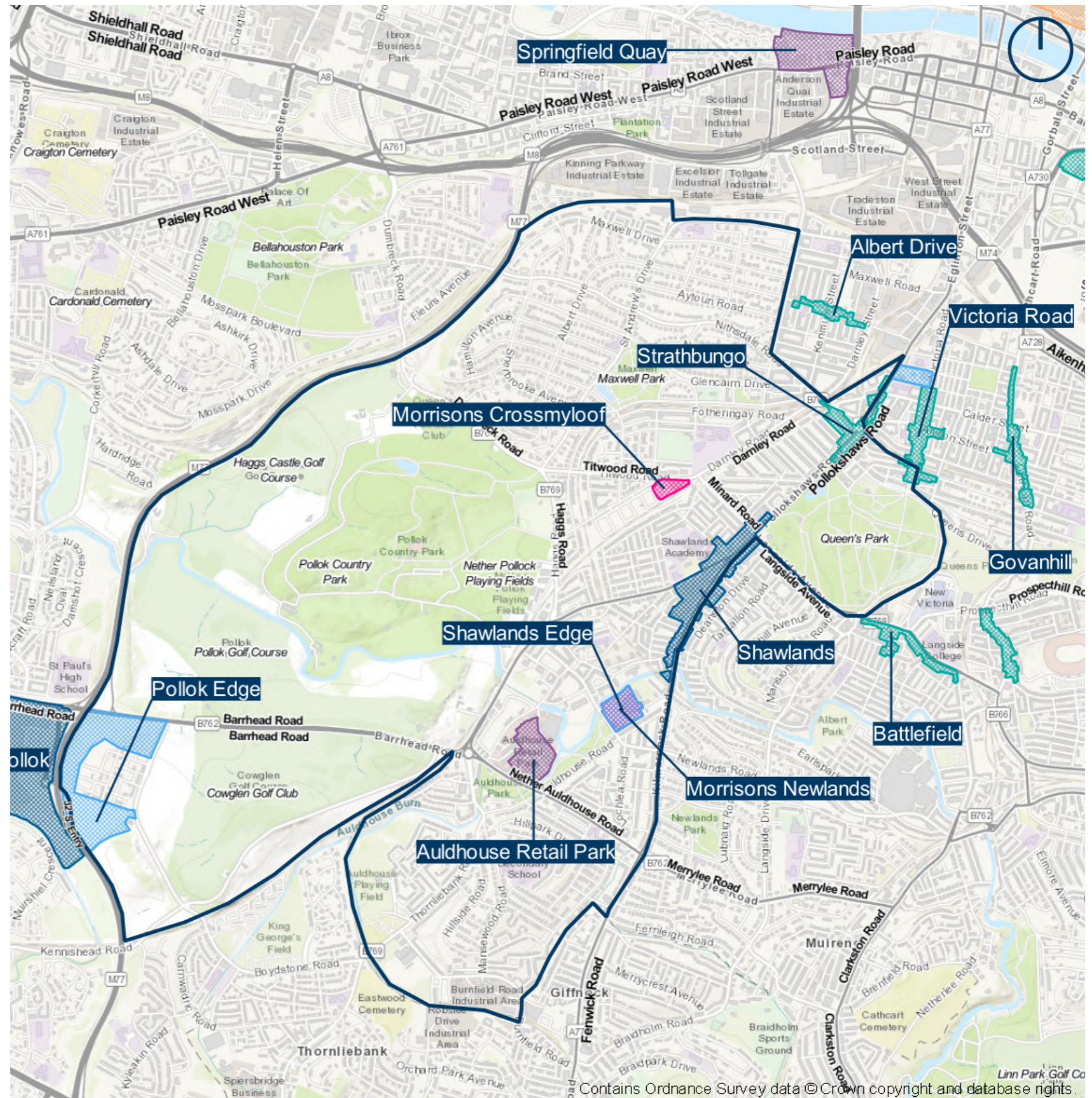
2.1 Town Centres

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, including Shawlands which lies at the heart of this study area. While many town centre functions, and local shopping facilities are located in dense, mixed-use neighbourhoods, the most significant traditional urban town centre in this study area is Shawlands.

There are local shopping facilities in large, singular “box stores” surrounded by car parks creating an unattractive environment for people trying to access by foot or bike. Large parts of Pollokshields West and Mansewood / Hillpark have long distances to shops and services and many residents and visitors currently rely on cars to fulfil their daily needs.

Figure 11: Plan showing the location of designated town and local centres designated within the City Development Plan within the study area.



TECHNICAL REVIEW

2.2 Road Network

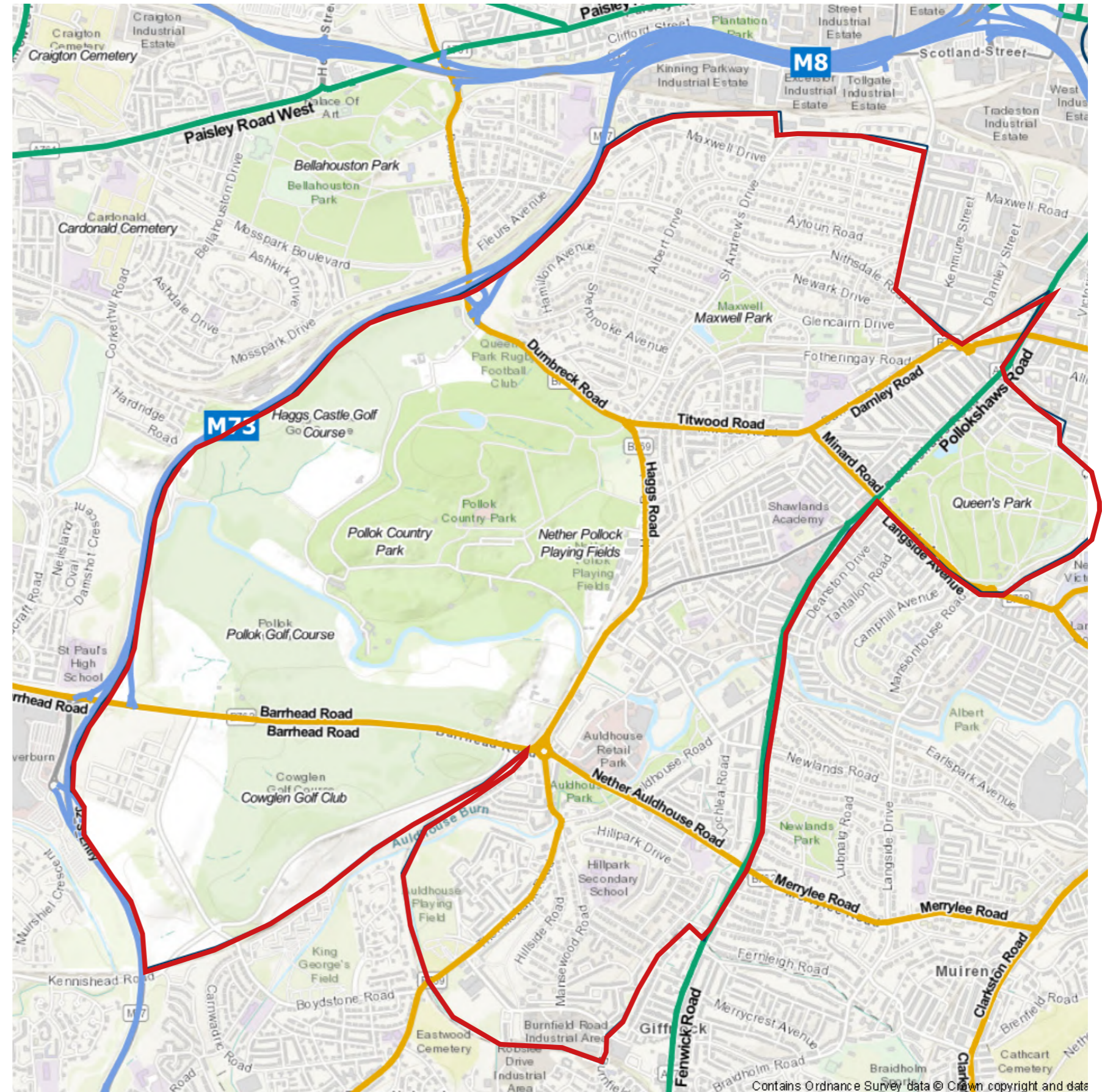
The study area is bound by the M77 Strategic Trunk Road to the west and just south of the M77 and M8; Scotland's busiest motorway. The M8 crosses the River Clyde via the Kingston Bridge connecting Glasgow City Centre to the north with both the M74 and M77 trunk roads to at Tradeston to the north of the study area. The M77 runs along the western edge of the study area and alongside Pollock Country Park and Haggs Castle Golf Club with significant access into the study area from M77 Junctions 1 and 2.

One continuous core A Road runs north-south through the eastern side of the study area: the A77 (Pollokshaws Road/Kilmarnock Road). There are a number of key B Roads including Dumbreck Road, Haggs Road, Titwood Road, Darnley Road, Barrhead Road, Nether Auldhouse Road, Pollokshaws Road and Thornliebank Road which provide significant capacity for motor traffic, public transport and active travel in the study area.

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 programme can potentially have a major impact.

Many of these core roads, particularly the motorway 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 12: Plan indicating the key road network within the study area



- LEGEND**
- Mansewood to Shawlands Tranche Study Boundary
 - Motorway
 - A Road
 - B Road



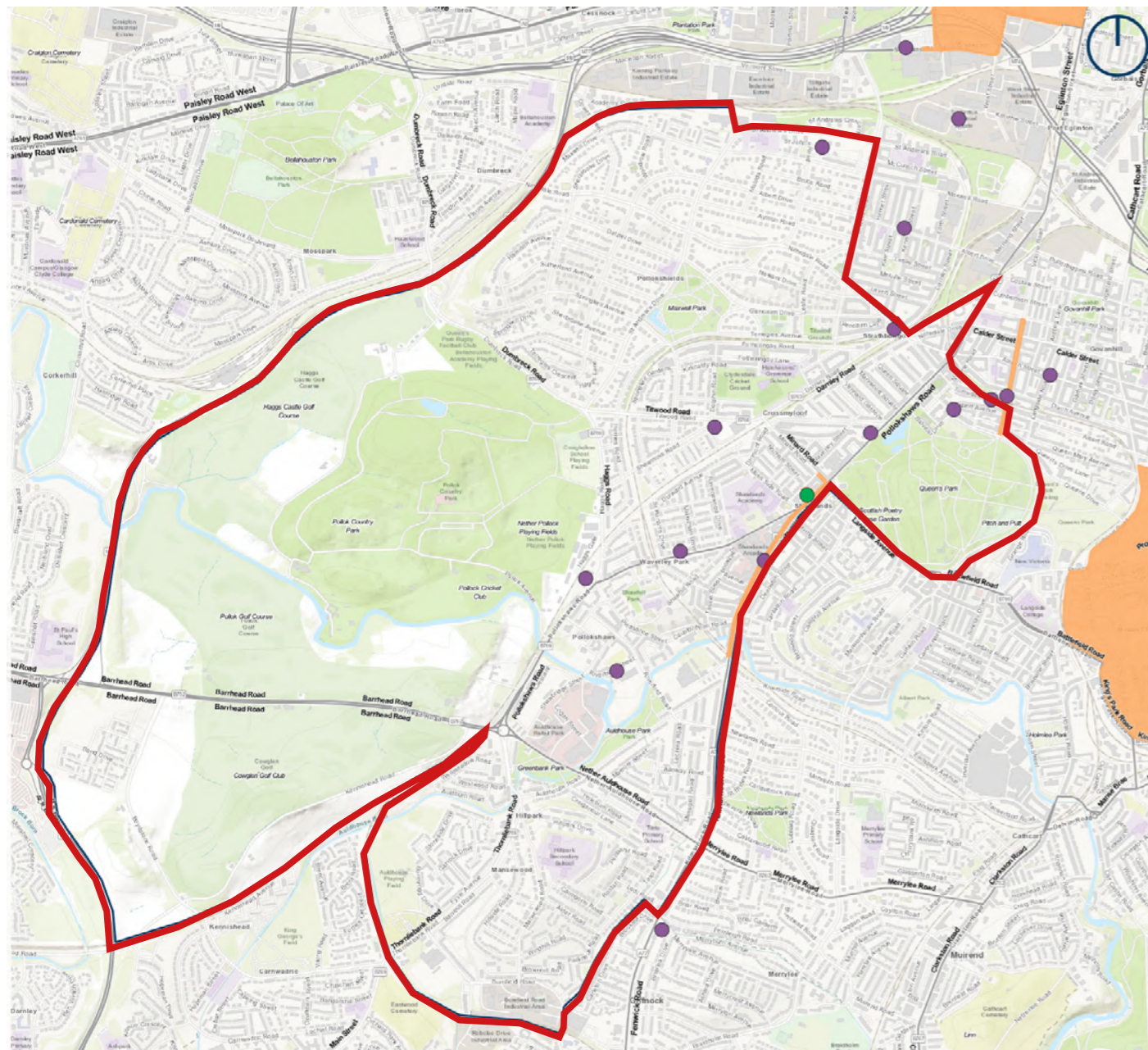
TECHNICAL REVIEW

2.3 Parking, Taxis and Electric Vehicle Charging

Permit parking zones only exist in two areas within this study area: along Victoria Road north of Queens Park and along the A77 Kilmarnock Road at Shawlands Town Centre. Beyond this study area there are two larger permit parking zones: one for the area just south of the River Clyde and another around the National Football Stadium at Hampden Park. There are a number of designated taxi ranks located around the study area, particularly around the Queens Park and Shawlands areas

There are several electric vehicle charging points both within and around 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 parking bays are located mostly near the city centre with one beside Queens Park.

Figure 13: Plan mapping permit parking zones and taxi ranks



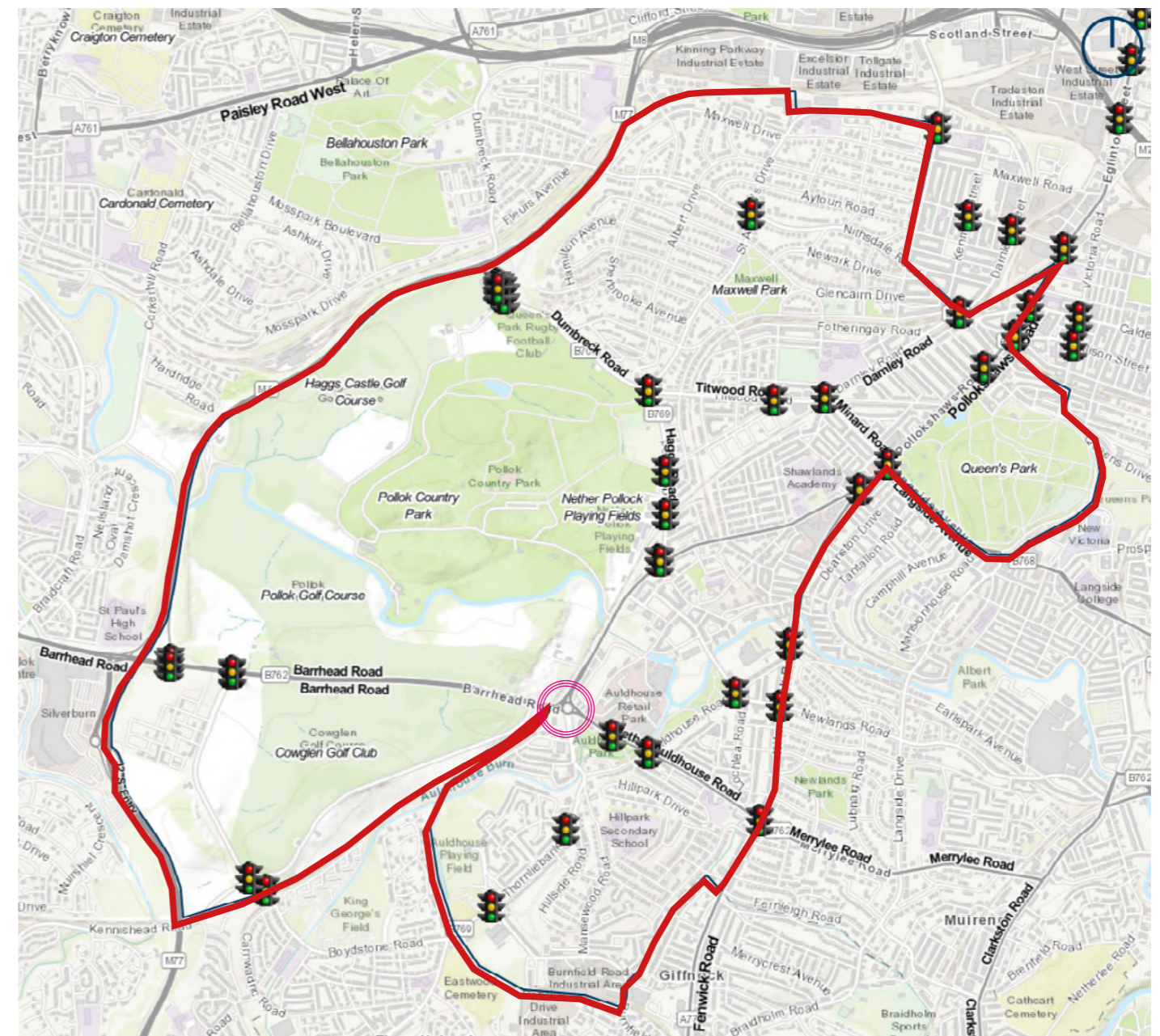
2.4 Traffic Signals

Traffic signal controls are present at major junctions and crossing locations throughout the project area and particularly on some of the more strategic roads around Pollok Country Park and Golf Courses. Tollhouse Roundabout where a number of these busier roads meet is the most significant junction within the study area which is not under signal control.

LEGEND

- Mansewood to Shawlands Tranche Study Boundary
- Permit Parking Zones
- Motorcycle Parking Bays
- EV Charging Points
- Traffic Signals
- Tollhouse Roundabout

Figure 14: Plan mapping location of traffic signalled junctions



TECHNICAL REVIEW

2.5 Public Transport: Bus

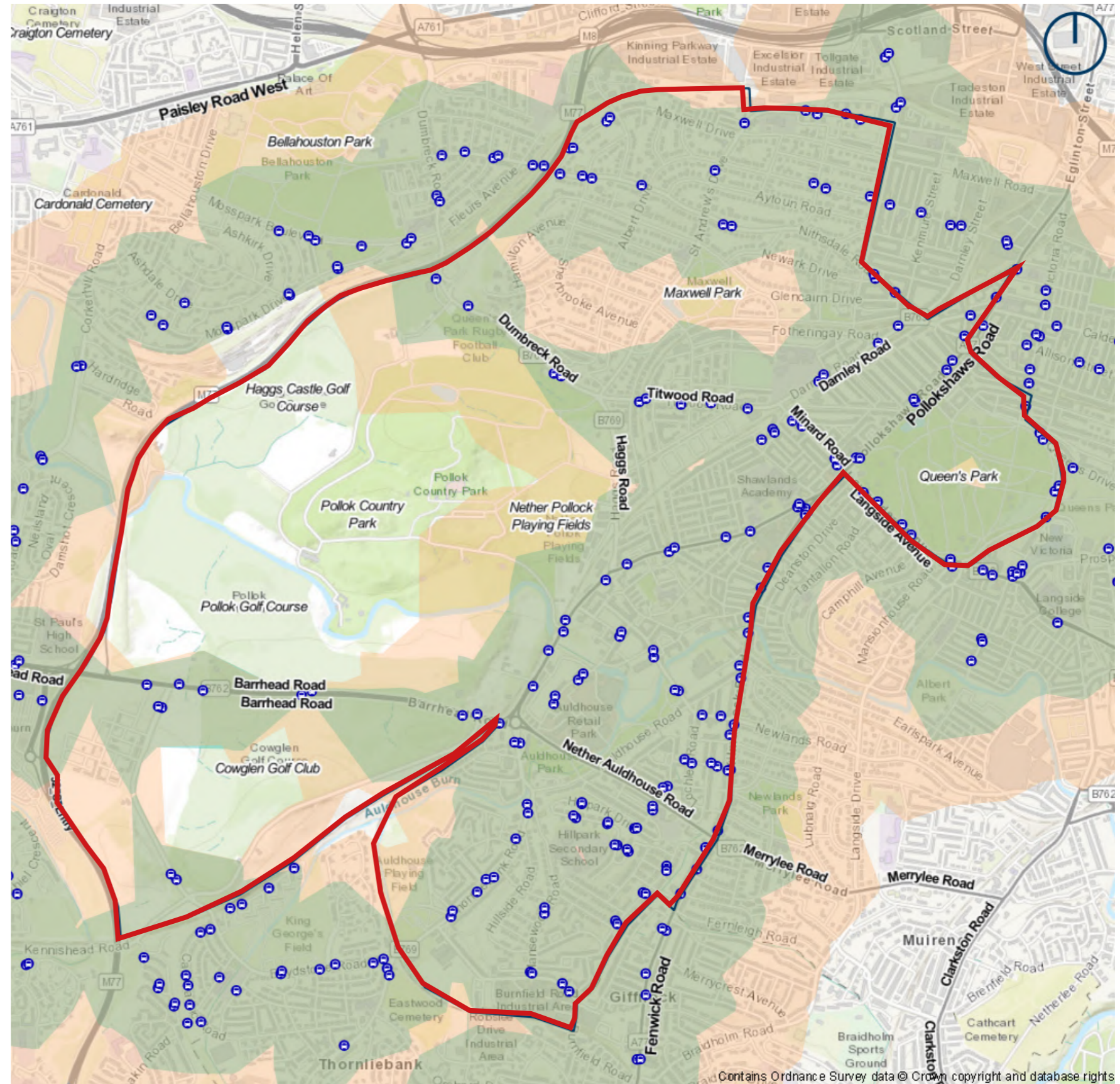
There are numerous bus services that run through the Liveable Neighbourhood area several times an hour including a number of core bus corridors.

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 larger areas within Pollokshields West around Maxwell Park and areas within Pollok Country Park and the local golf courses were also either 10-minutes or further from a bus stop.





The 6 and the 4/4a services link areas such as Shawlands, Pollokshaws and Govanhill to the city centre and the West End. The 3 and 34 services provide connections from the centre of the Liveable Neighbourhood areas to Silverburn Shopping Centre, while the 38/38A service goes to the Glasgow Fort Shopping 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: https://www.firstbus.co.uk/sites/default/files/public/maps/WebMap_Glasgow_Network_Map_2.pdf.

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 15: Plan mapping 5 and 10 minute walking catchment from bus services



LEGEND

-  Mansewood to Shawlands Tranche Study Boundary
-  5 minute walk
-  10 minute walk
-  Bus stop



TECHNICAL REVIEW

2.6 Public Transport: Rail

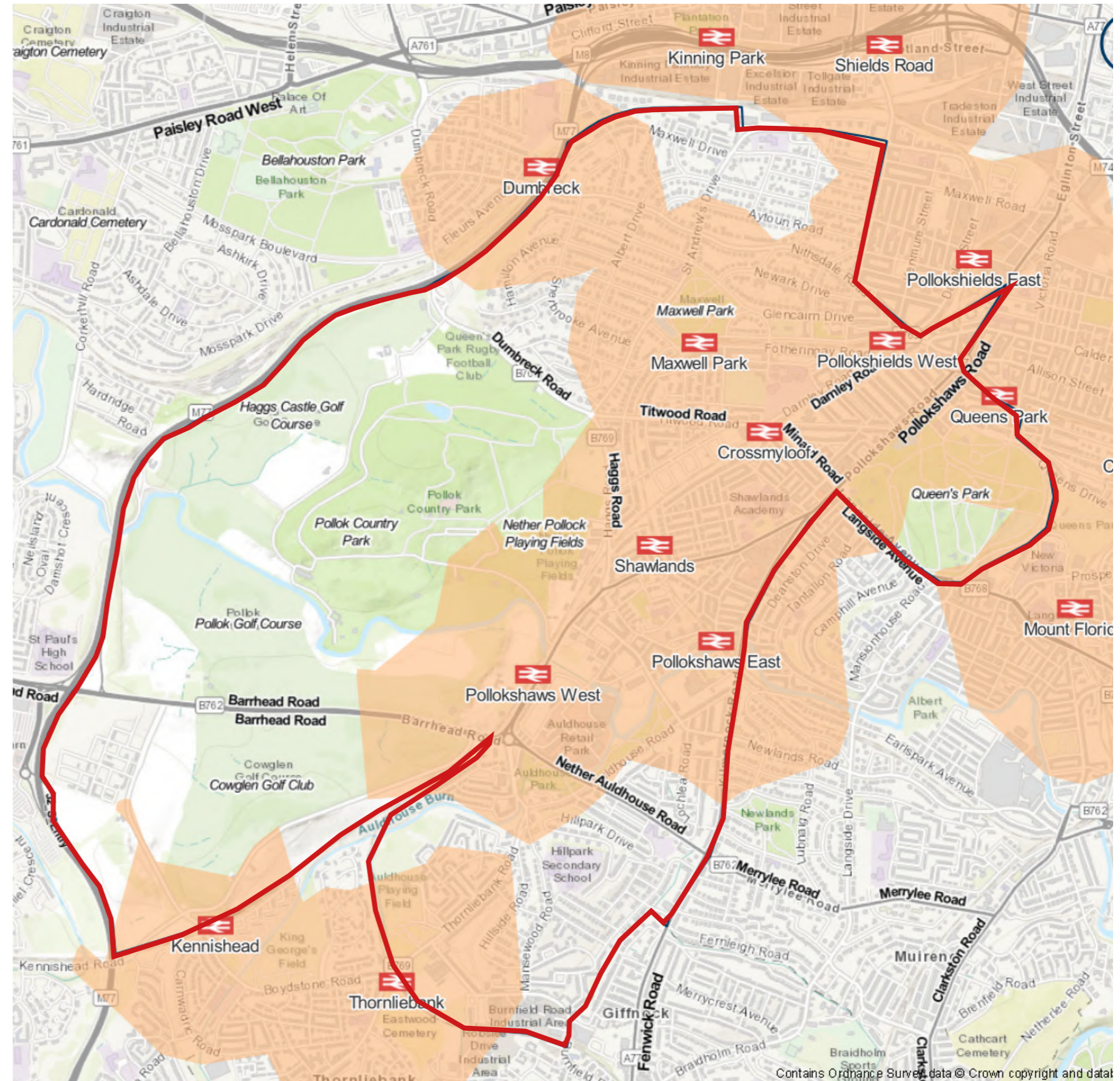
The Liveable Neighbourhood areas are served by several railway stations, and a number of separate rail lines which cross each other within the study area, providing routes to Glasgow Central Station, southwest, south and south-east. Journey times to and from the city centre are relatively short. The trip from the city centre to the furthest station in the Liveable Neighbourhood area Kennishead takes roughly 12 minutes on the train into to the city centre.

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.

The majority of the communities living within this Liveable Neighbourhood area live within a 5 minute walk of a rail station, with the exception of large areas of Pollok Park, some far northern and far southern areas Pollokshields and areas to the east of Mansewood and Hillpark. Cowglen to the far south-west of the study area and across the M77 from Silverburn also suffers significantly from accessibility to local rail links.

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

Figure 16: Plan mapping 5 minute walking catchment from railway stations



LEGEND
— Mansewood to Shawlands Tranche Study Boundary
5 minute walk

Contains Ordnance Survey data © Crown copyright and data



TECHNICAL REVIEW

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.

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 selected 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 includes a large part of the Liveable Neighbourhood area.

The new cycle hire stations contribute towards an overall target set by Glasgow City Council of 1,000 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. In the south-west of the Liveable Neighbourhood areas, the areas of Mansewood and Eastwood as well as the areas in around Pollok Country Park experience lower accessibility to the scheme, as the bike hire stations lie within a 15-minute or above walking distance. The Council has plans to roll out a city-wide network of cycle routes called the City Network. Some of these proposed routes are shown on the right.

LEGEND







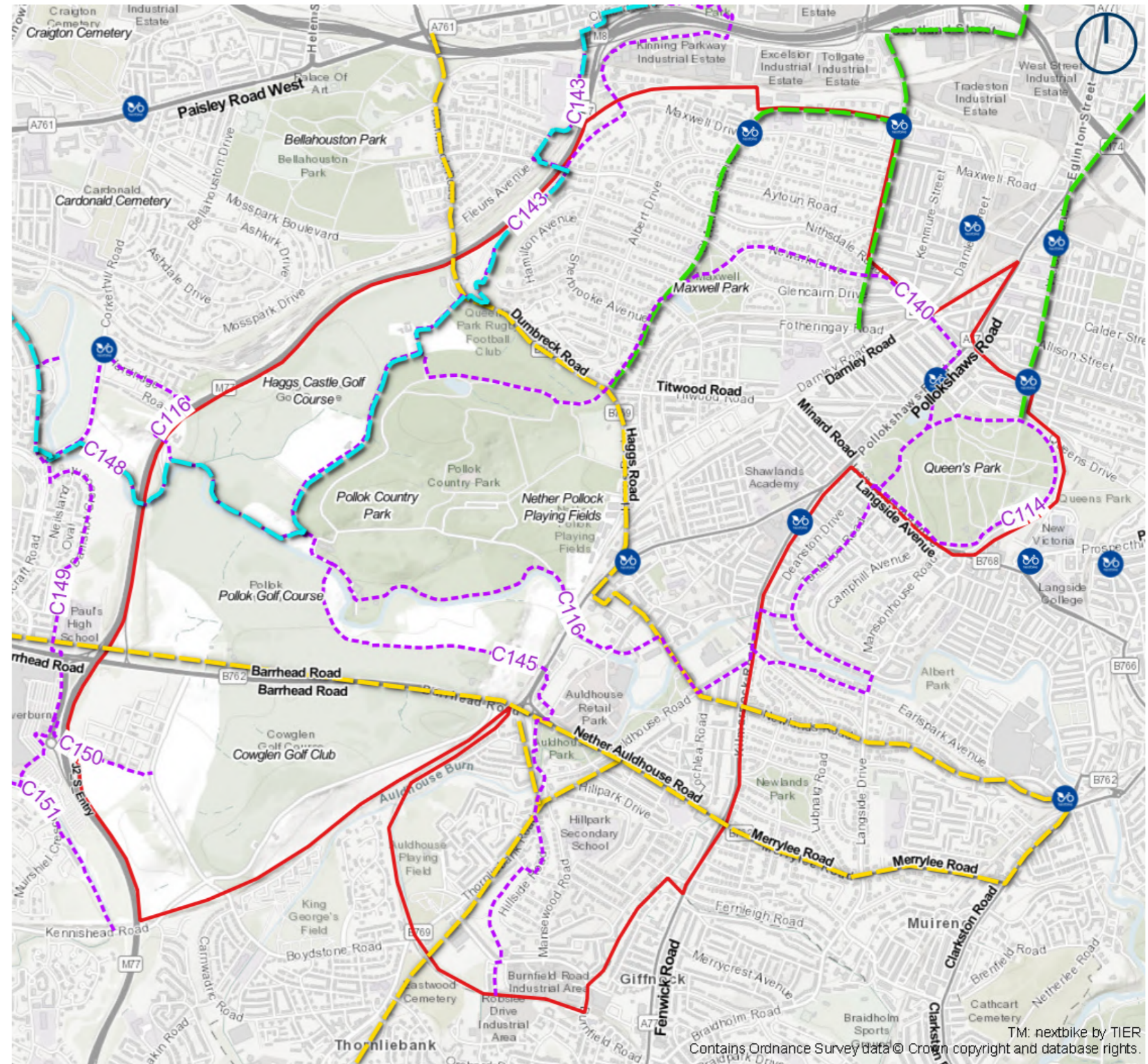
-  Mansewood to Shawlands Tranche Study Boundary
-  Core Paths
-  National Cycle Network
-  Existing City Way
-  Proposed Cycle Network
-  Nextbike Stations (TM: nextbike by TIER)

Figure 17: Plan mapping existing and proposed active travel routes and bike hire stations



TM: nextbike by TIER
Contains Ordnance Survey data © Crown copyright and database rights.



2.8 Daily Commute

The following information summarises an analysis of the travel characteristics (based on 2011 Scottish Census data) for the Intermediate Zones (IZ) that lie within this Liveable Neighbourhood area. 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 in the 2011 Census.

The DataShine Commute website presents the origin-destination by mode for the people-trips to and from a given 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 on the right).

The DataShine analysis indicates the typical origins and destinations for people commuting to or from the 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 area was also highly popular, with a total of 1,739 trips to and from destinations within the boundary. Trips to the area were predominantly from within it or from the IZs immediately to the south of the boundary.

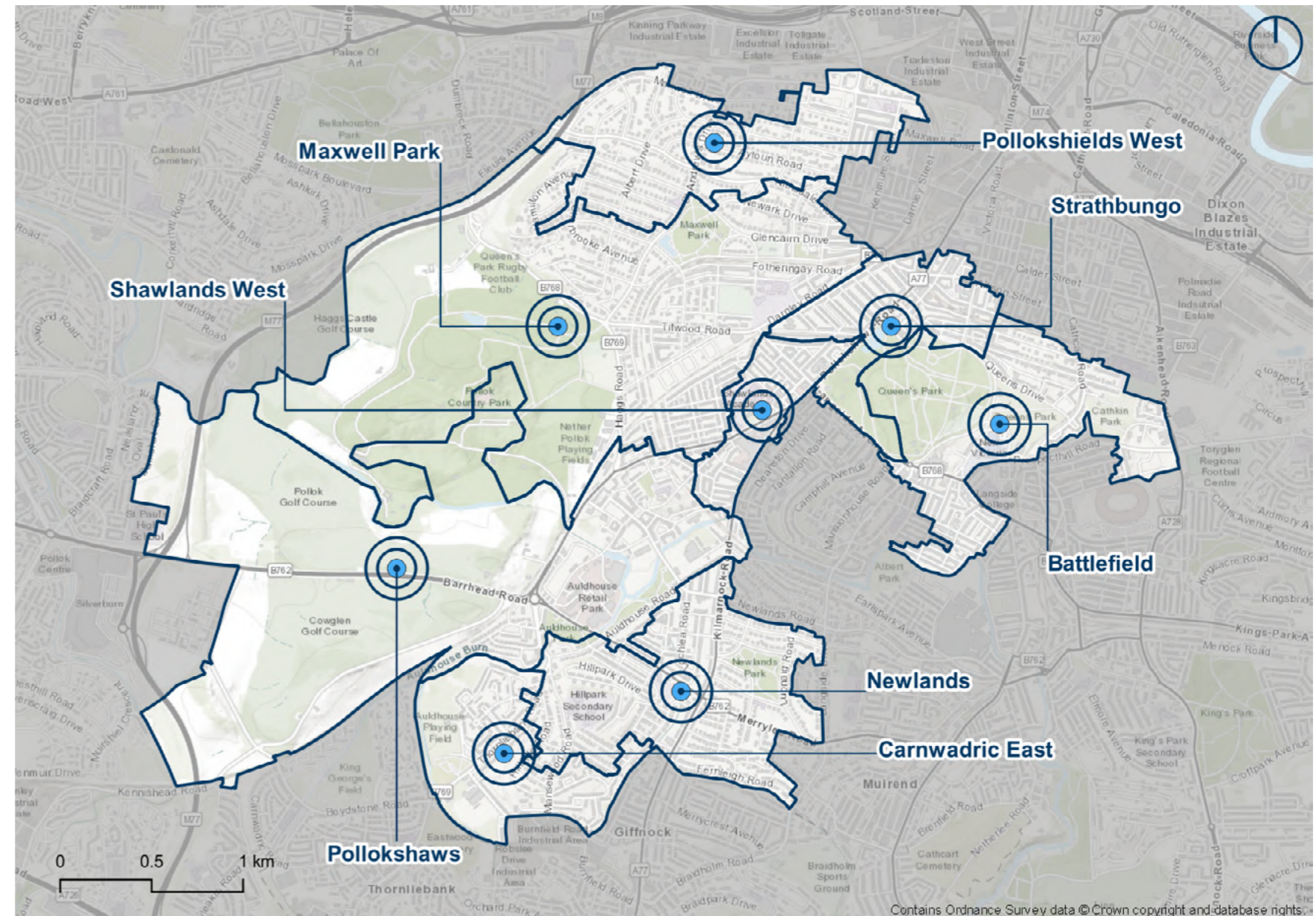
Very few people are commuting to work in Newlands, with those that do coming from rural areas south of the city. The city centre is again the most common destination for those travelling from Newlands to work.

Pollokshaws sees a higher volume of people commuting from other areas to work. These are typically from residents of southern suburbs. Once again, the city centre is the typical destination for local residents to commute.

Shawlands sees people commuting from other areas to work, typically from southern suburbs. The majority of commuting out of the area is again to the city centre.

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 18: Plan showing the 2011 Scottish Census Intermediate Zones that cover the study area





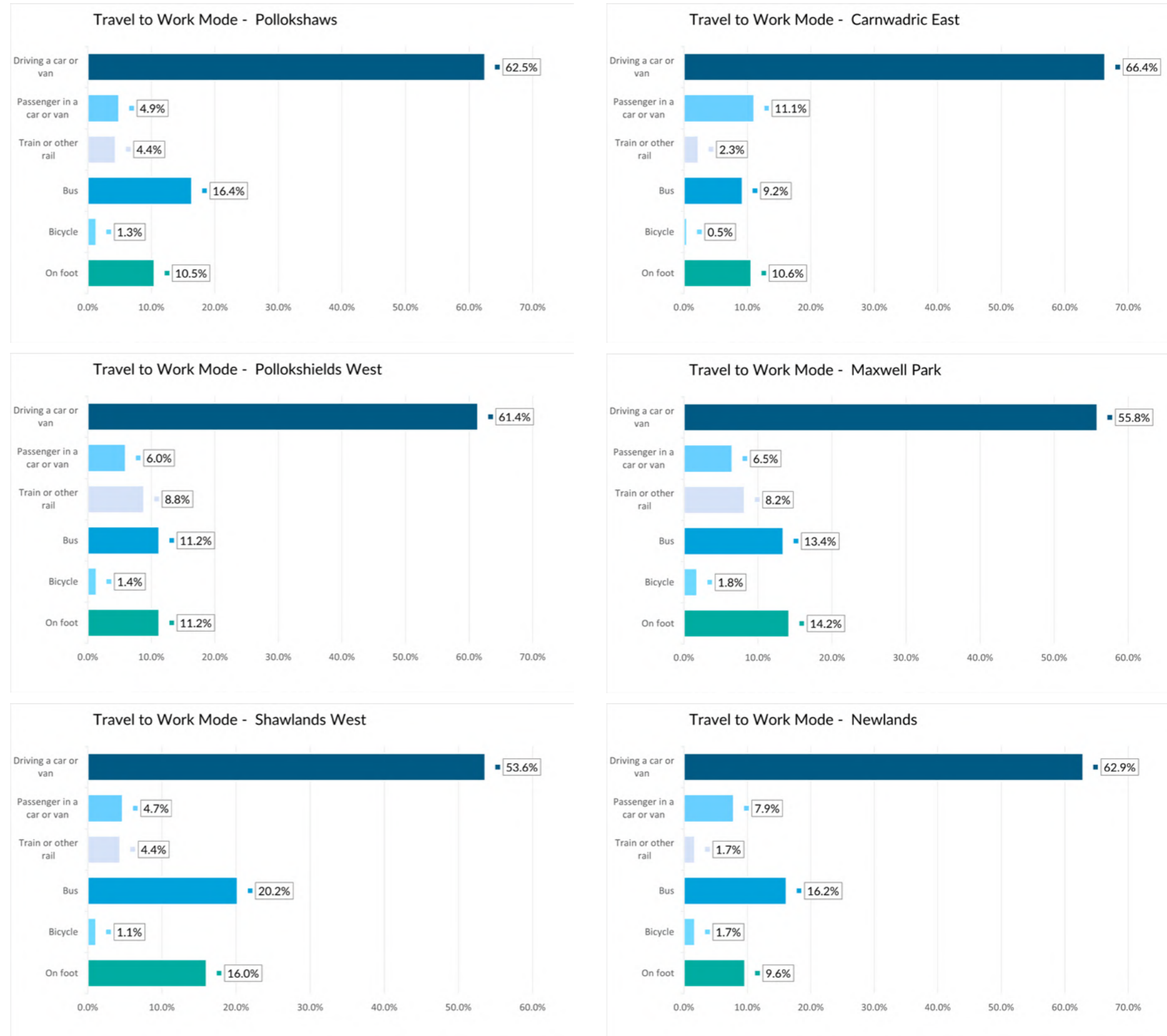
2.9 Mode Share

The modes of transport that people typically use when travelling from within the Tranche Area¹ 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 liveable neighbourhood, the proportion of car driver journeys ranges from 47.9% (Strathbungo) to 66.4% (Carnwadric East).

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 19: Modal share charts



¹ Mansewood to Shawlands Liveable Neighbourhood and Pollokshields East to Gorbals Liveable Neighbourhood





Figure 20: 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 walking, wheeling and cycling, the design team will 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 as areas where improvements could be made and with a great potential for change.

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%





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

-  Mansewood to Shawlands 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)

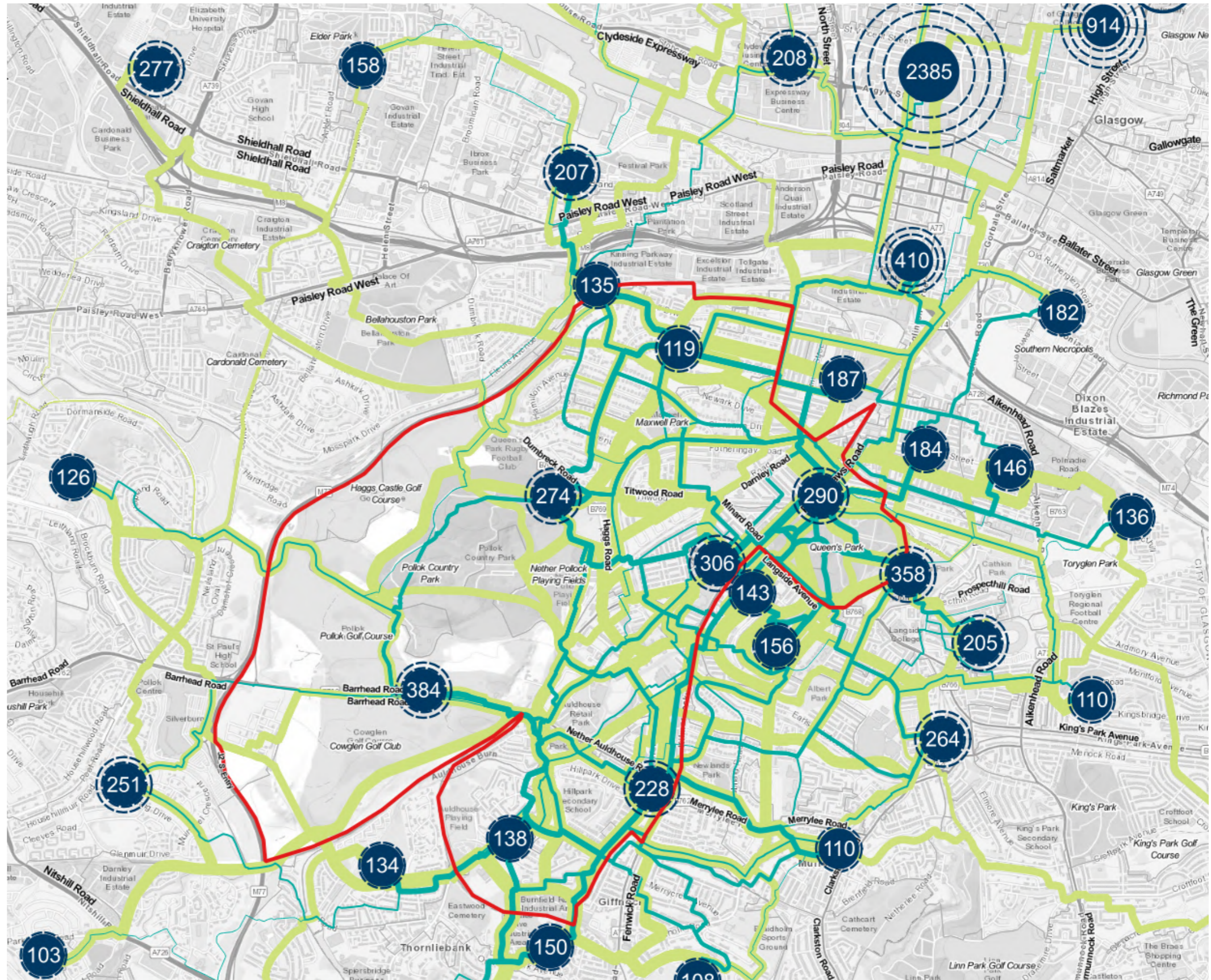


Figure 21: Propensity to walk and cycle plan



TECHNICAL REVIEW

2.12 Flood Risk

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

Large areas around the White Cart and Auldhouse Burn are at risk of river flooding, particularly around Pollok Country Park and around Pollokshaws, where Auldhouse Burn feeds into the White Cart.

There are several areas at risk of surface water flooding, many of which flow into the White Cart River. Large areas of Crossmyloof, southern Pollokshields, Strathbungo and Pollokshaws are at risk of surface water flooding, as are key rail corridors within the study area. Significantly, there are key areas at risk of flooding around all major parks and greenspaces within the area including, Pollok Country Park, Queens Park, and Maxwell Park. More locally, there are known localised flooding issues within the area around certain junctions.

LEGEND






-  Mansewood to Shawlands 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)

Figure 22: Plan showing river flood risk in the area (source: SEPA Flood Map)

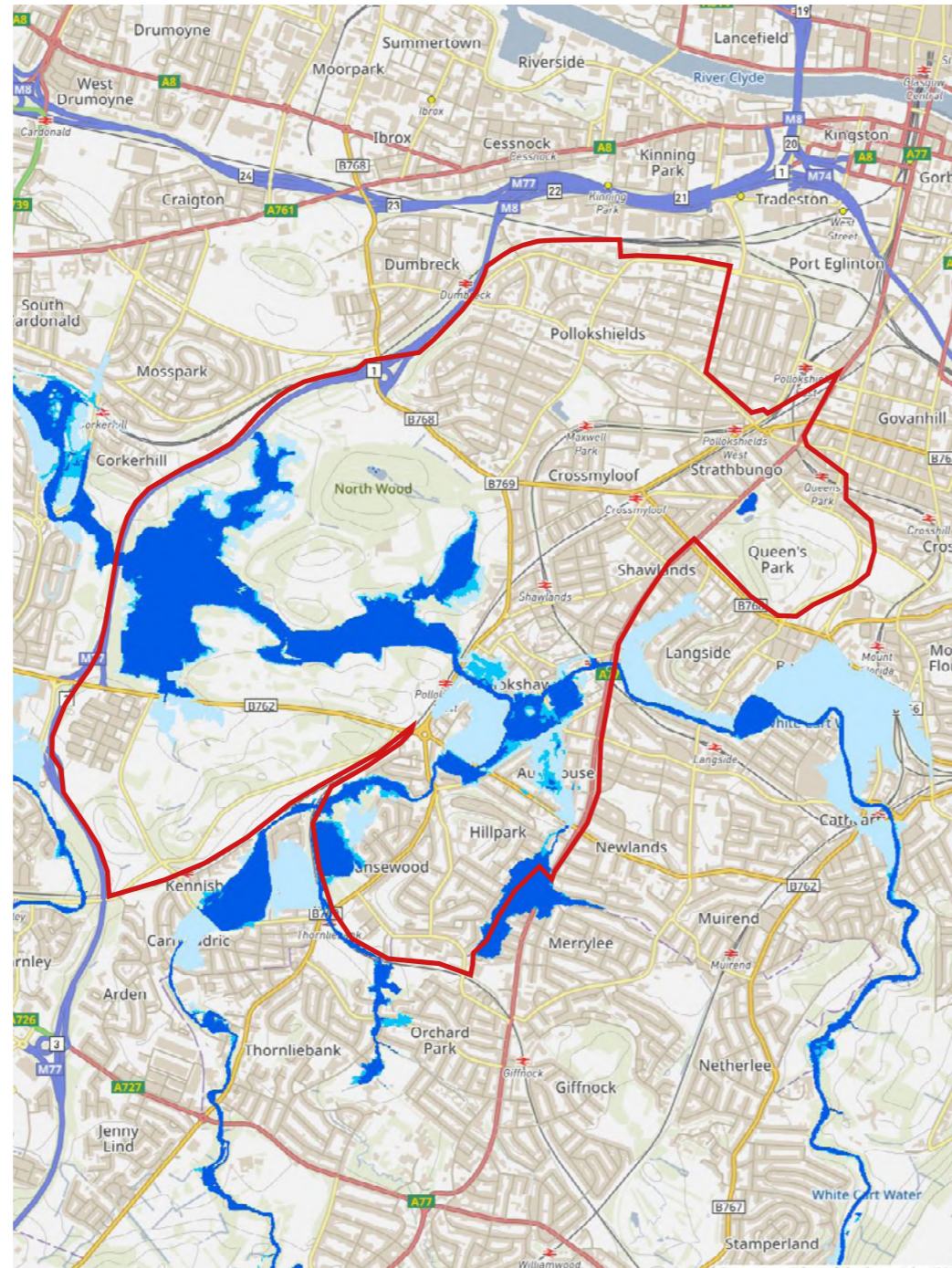
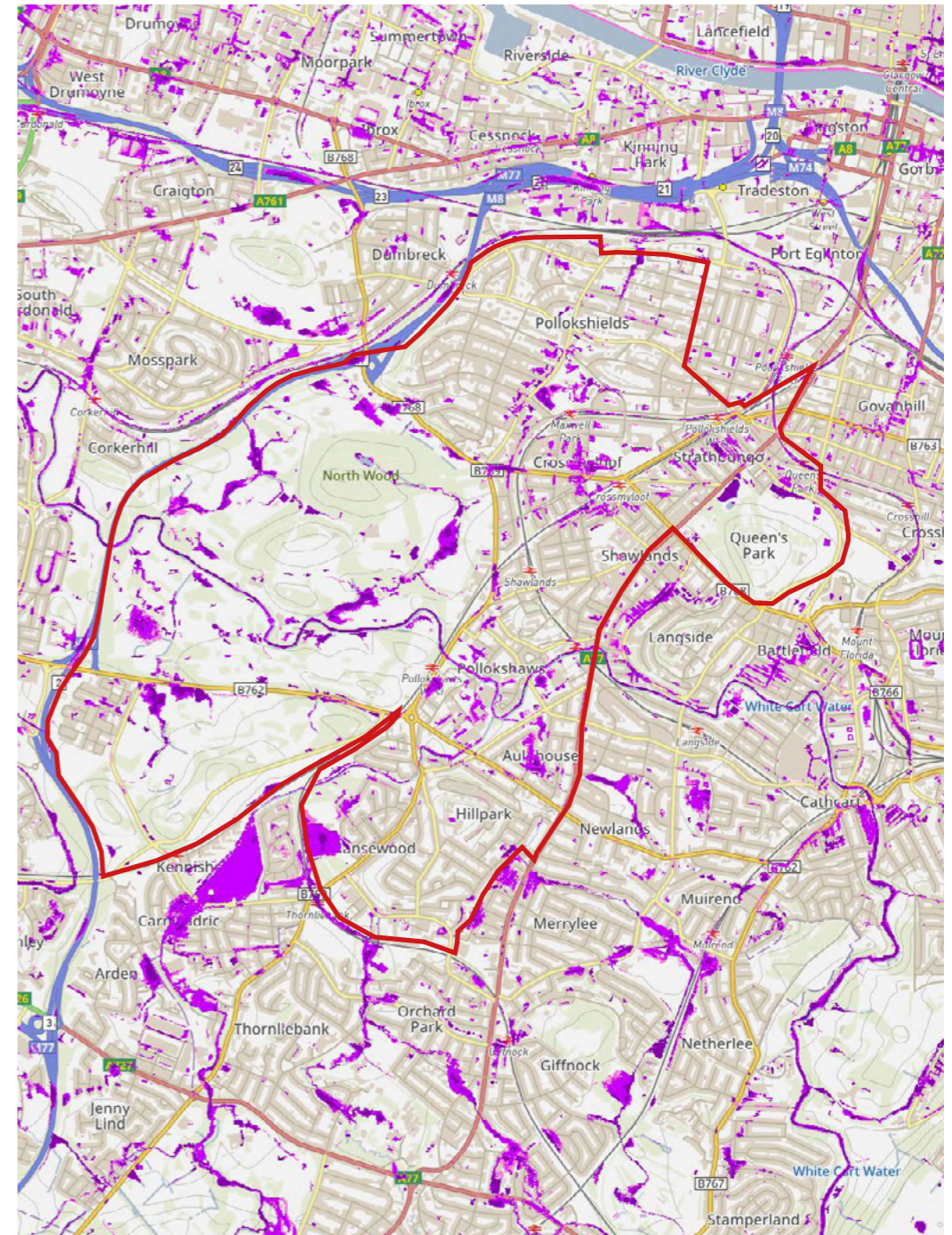


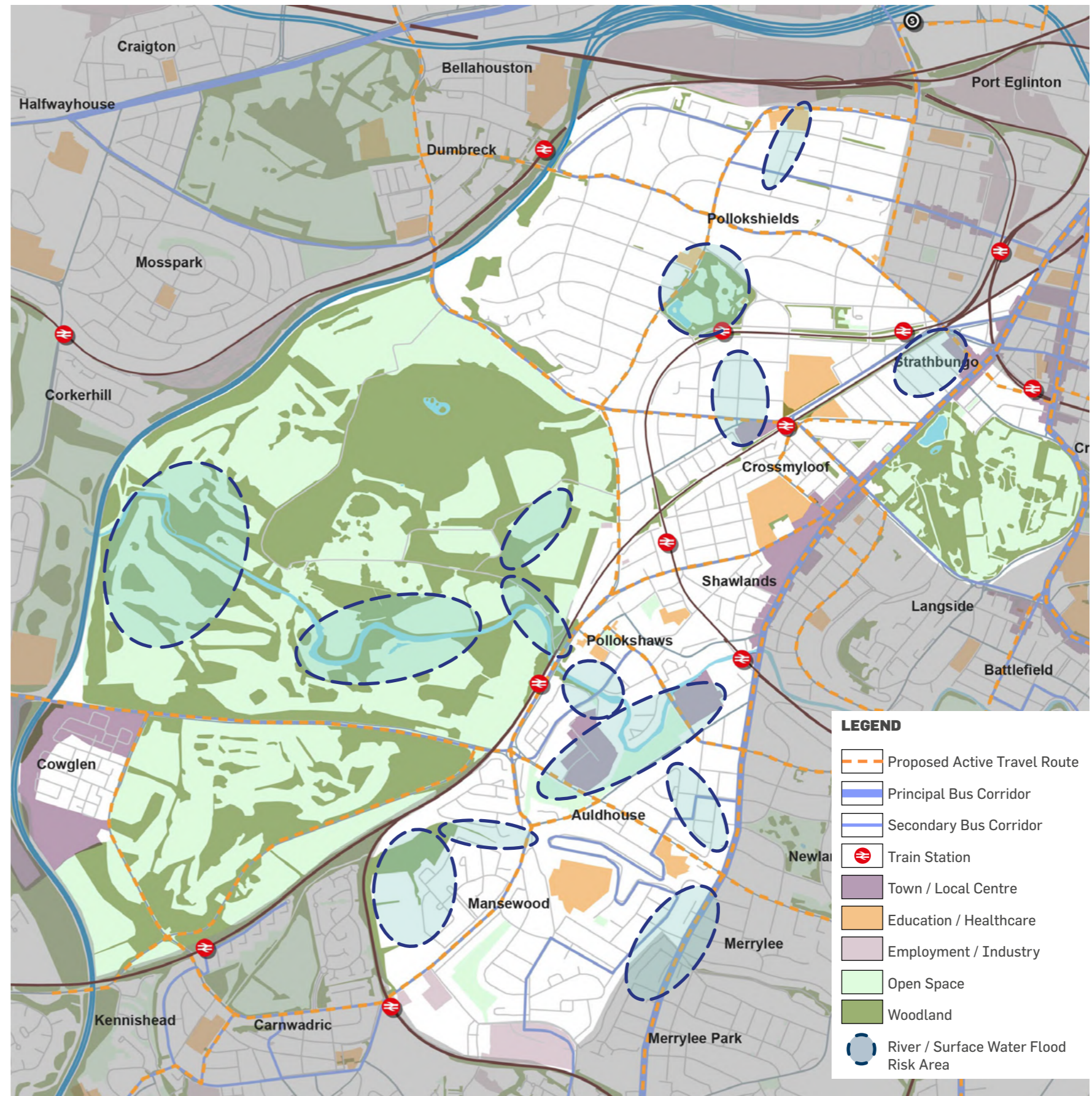
Figure 23: Plan showing surface water flood risk in the area (source: SEPA Flood Map)



2.13 Strategic Summary Key Issues

- Strong town centre areas locally, significantly including Shawlands, Strathbungo, Victoria Road and Govanhill.
- Liveable Neighbourhood area bound by strategic trunk road network to west and north with major junctions to the M77 on the west. Several key traffic routes run through the area, providing good access by car but introducing major traffic junctions and roundabouts with potential severance to active and sustainable journeys.
- Two controlled parking zones directly within area include Kilmarnock Road at Shawlands and Victoria Road.
- Electric Vehicle Charging Stations available within the study area but largely absent from Pollokshields, Mansewood, Hillpark and the areas around Pollok Country Park.
- Generally good coverage of bus stops within the area, with a majority of residents having access to bus stops within a 5-minute walk of their homes.
- Generally good coverage of train stations within the area, with a majority of residents having access to train stations within a 10-minute walk of their homes with the exception of north Pollokshields, south Pollokshields, Cowglen, Hillpark and areas around Pollok Country Park.
- 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.
- Cycle hire stations are available in the north and west of the Liveable Neighbourhood area, but are currently absent elsewhere.
- 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 64% of pupils at Shawlands Primary School saying they walked to school, and only 4% of those at Hutcheson's Grammar School.
- Significant areas of potential surface water and river flood risk within the Liveable Neighbourhoods area, with much of the river flooding focused around the White Cart River and Auldhouse Burn, and pockets of surface water flooding in Pollokshields, Shawlands and Strathbungo.

Figure 24: Summary plan mapping key active travel and public transport routes and key destinations in the Study Area



SHAWLANDS AND STRATHBUNGO



3.1 Neighbourhood Profile

Shawlands and Strathbungo is a neighbourhood with a population of 8,531, of which 1,844 are children and young people aged between 0-24 years. The neighbourhood sits within Ward 6 (Pollokshields). The proportion of people from an ethnic minority (15%,) is above the Glasgow average. Levels of deprivation and child poverty are lower than the Glasgow average.

Strathbungo was originally a crofters and miners' village in the early 18th Century before developing into a residential suburb. Today, the area is served by Queens Park, Pollokshields West and Crossmyloof train stations, shops, cafés, bars, and restaurants along the A77.

Shawlands was largely an industrial area before rapidly developing into a residential suburb during the city's extension into the southside. Today, the area is served by Pollokshields West and Crossmyloof train stations, shops, Shawlands Arcade, bars, and restaurants along the A77 and Pollok Country Park. The area, known as the 'Heart of the Southside' was recently voted the 'coolest' city neighbourhoods in the world by Time Out.

Figure 25: Aerial plan identifying some of the key community, educational and healthcare provisions



Ward: Shawlands and Strathbungo sit within Ward 2 (Newlands / Auldburn)

Community Council: Shawlands and Strathbungo Community Council

Educational Institutions: Shawlands Academy, Shawlands Primary School, Hutchesons' Grammar School, (Cuthbertson PS, Landside Primary School and St Conval's RC PS and Hutchesons' Grammar Junior School just outside the neighbourhood)

Healthcare Provision: Waverley Park Medical Practice, Grantley Medical Practice and Queens Park Medical Practice

Community Assets / Events: The Glad Foundation, The Deep End Govanhill Baths Community Trust, Shawlands Church, Bungo in the Back Lanes, Queens Park Farmers Market

SIMD Area: Carnwadric East [between 20-50% least deprived], Newlands [between 10-80% least deprived], Pollokshaws [between 10-80% least deprived]

Live Projects*

- Residential development on site of Shawlands Arcade
- Flats at Pollokshields West station (Arnold Clark site)
- Glasgow City Council are selling former Crossmyloof Nursing Home on Titwood road
- Strathbungo Footbridge raised for electrification of line
- Nithsdale Road bridge refurbishment
- Nithsdale Drive housing development
- Pollokshaws Road/Nithsdale Drive housing development

Other: My Shawlands Business Improvement District (BID) supports the economic development of Shawlands.

LEGEND

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

* Key projects currently submitted for planning or in construction stage as of April 2023



SHAWLANDS AND STRATHBUNGO



3.2 Urban Form and Land Use

The Shawlands/Strathbungo area is a mixed-use neighbourhood with shops, cafes, cultural venues, workplaces as well as high residential density. The centre of Shawlands provides the only town centre in the study area, forming a key destination for neighbourhoods across the Southside.

The surrounding residential areas are a mix of tenements, large detached villas and terraced properties much of which is set out in a strong, permeable network of perimeter block. This permeability provides multiple links between residential areas and the town centre, with only the footprints of the Arcade along Kilmarnock Road and High School along Moss side Street disrupting the area's permeable urban form.

A distinct characteristic of the area are the back lanes within Strathbungo Conservation Area, adding an additional layer of permeability as well as offering access to the back gardens of properties in the area.

Shawlands Town Centre Tenements



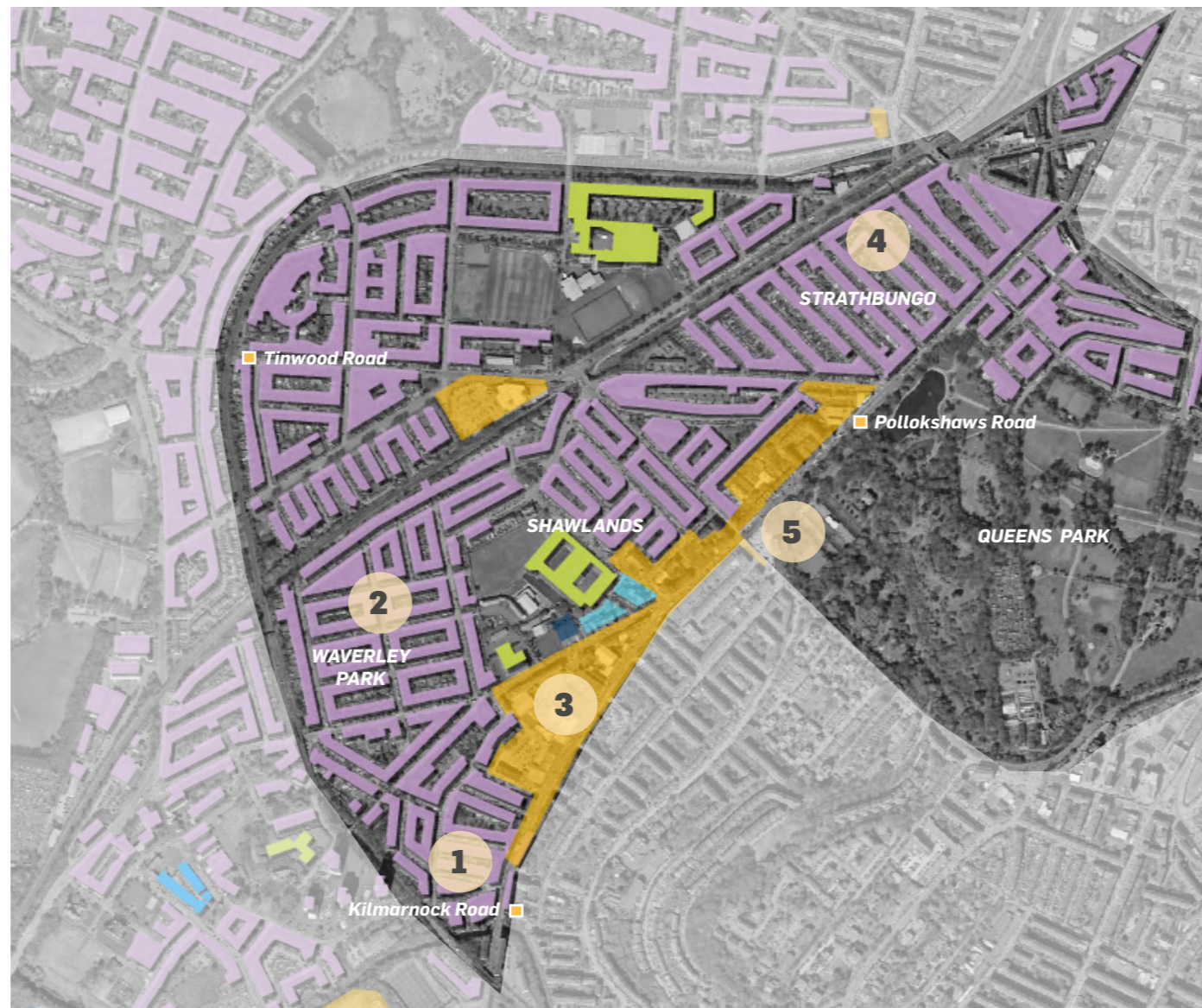
Shawlands Detached Villas



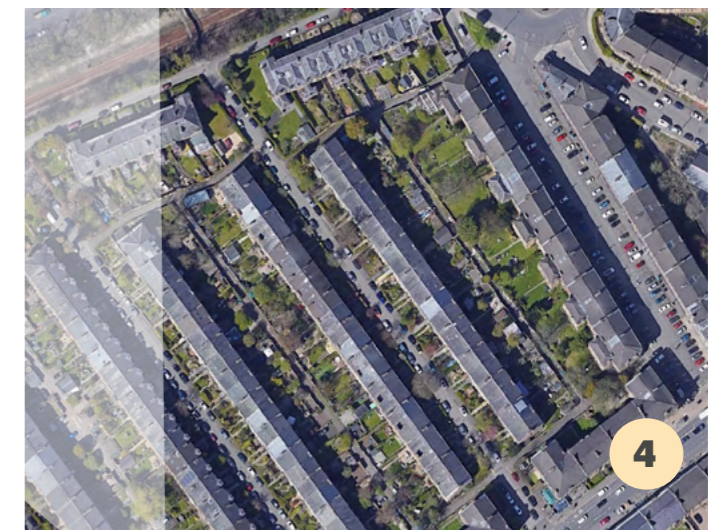
Shawlands 1960's Arcade



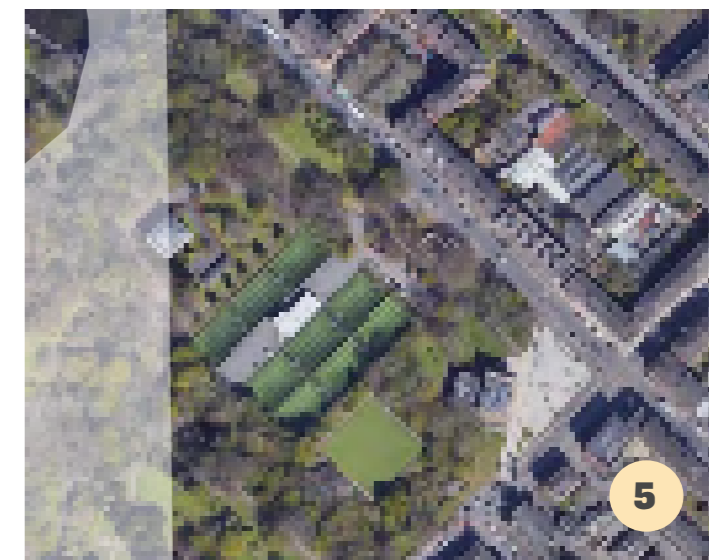
Figure 26: Aerial plan identifying some land uses in the area and some of the key urban form



Strathbungo Conservation Area



Langside Hall and Queens Park



LEGEND

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



SHAWLANDS AND STRATHBUNGO



3.3 Heritage

SHAWLANDS CROSS CONSERVATION AREA

Shawlands Cross Conservation Area is the most recent area to have been given conservation area status in Glasgow, occurring in 2013. The study area for the appraisal includes Waverley Park, however only the central corridor along Kilmarnock Road is part of the formal conservation area. The key features are the historical street pattern that has stayed in place since around 1910's and the high quality of the architecture around Shawlands Cross.

The streetscape is also notable in that the conservation area status added to the support for an upgrade of the public realm so that the main street and several small public spaces along Kilmarnock Road have been upgraded to high quality paving materials that reflect and supports the heritage quality of the built environment. Under key challenges the use and activity of shops has been highlighted, saying that the continuing occupancy and activity of shops is essential to the character of the area but that shop fronts, signs and adverts risk detracting from the character if they do not stay within the boundaries of the historical shop fronts.

STRATHBUNGO CONSERVATION AREA

Strathbungo Conservation Area was designated on 1973 through the work of The Strathbungo Society, who are a group of local residents working to conserve the local built environment and who also support projects and ideas to develop the area. The dominant features are the residences of traditional row houses called "squares" (Regent Square, Queen Square and Marywood Square) and the slightly taller tenements on Nithsdale Rd/St are part of the conservation area boundary.

The formal street pattern and consistency of buildings is a notable feature that should be retained. The quality and upkeep of public realm and the private back lanes is highlighted as a challenge, as is the impact of shop signs and frontages that do not respect the heritage values of the area.

Figure 27: Aerial plan showing conservation areas in the area and key landmark buildings



LEGEND

- Shawland Cross conservation area
- Strathbungo Conservation Area



Image: Wikimedia Commons



Image: Glasgow Live



Image: Wikimedia Commons



Image: scottishcinemas.co.uk



Image: caingram.info

Map data ©2023 Google



SHAWLANDS AND STRATHBUNGO



3.4 Landscape and Landform

The majority of the area is within walking distance of Queens Park, offering a range of recreational and play opportunities as well as semi-natural and formal areas of woodland. There are a number of entry points into the park from Pollokshaws Road and Langside Road. There is limited publicly accessible open space other than Queens Park within the neighbourhood area, however large areas of parkland are situated in adjoining areas including Maxwell Park to the north and Pollok Park to the west. In terms of proximity these represent the most local open spaces for residential areas in the western and northern parts of the neighbourhood area.

The majority of Shawlands and Strathbungo is relatively flat with land rising within Queens Park and in the south western, Waverley Park area of Shawlands. The White Cart Water flows east west, cutting across the southern point of the area while man-made land form, resulting from railway lines cutting through the area introduce localised variation in elevation.

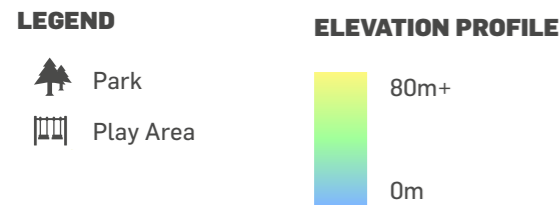


Figure 29: Plan showing topography of area



Figure 28: Aerial plan identifying key open spaces in the area



SHAWLANDS AND STRATHBUNGO

3.5 Analysis Summary

KEY STRENGTHS & OPPORTUNITIES

- The A77 Kilmarnock Road is the main high street and focal point for the wider area.
- Attractive public realm around Langside Hall, at the edge of Queens Park.
- Frequent bus services into city centre.
- There are two rail stations in this area with good links to the city centre.
- High density residential with mix of tenements and houses with little off-street parking.
- Covered by two Conservation Areas, testament to the strong townscape character in the area.
- Number of key historic landmark buildings clustered around the Pollokshaws/ Kilmarnock Road junction.
- On-street parking in high demand throughout entire area.
- Large, multi-functional area of green space within walking distance.
- Some residential streets are very narrow, resulting in inappropriate footway parking and obstruction of crossings and dropped kerbs.
- Opportunities for wider roll out of cycle hangars which have been very successful in this area.
- Need to consider the need for on street Electric Vehicle charging points.
- Opportunities for active travel connectivity to main network for buses and cycling.
- Potential for community mobility hubs that have more shared car clubs and micro-mobility options to connect to main network for public transport.
- Distinctive back lanes in some of the residential areas have become a focus for community events.

KEY WEAKNESSES & THREATS

- On-street parking in high demand throughout entire area.
- Some residential streets are very narrow, resulting in inappropriate footway parking and obstruction of crossings and dropped kerbs.
- Lack of local and accessible play areas.
- Limited pockets of green space across the area.
- Railway stations are not very accessible.
- Series of railway lines cut through area or provide a physical barrier internally and to surrounding neighbourhoods, including links to Pollok Park.
- Housing within the north western part of the area is separated from some of the surrounding amenities, such as Queens Park by the railway line, with currently two principal crossing points.
- Pollokshaws Road and Kilmarnock Road are two key strategic routes cutting through the heart of the area, separating the community from Queen's Park.
- Schools sit adjacent to the busy thoroughfare of Pollokshaws Road.
- Private vehicle traffic uses multiple residential routes to access the strategic road network.



Figure 30: 'Bungo in the Back Lanes', community event

Source: The Strathbungo Society



Figure 31: Queens Park

Source: Facebook



Figure 32: Pollokshaws and Kilmarnock Road junction

Source: Yahoo Finance



MANSEWOOD AND POLLOKSHAWS

3.6 Neighbourhood Profile

Mansewood and Pollokshaws is a neighbourhood with a population of 11,371 of which 2,919 are children and young people aged between 0-24 years.

The area has a high proportion of people from an ethnic minority, above the Glasgow average. The proportion of people living within 500m of vacant or derelict land is also high compared to the Glasgow average.

Mansewood and Hillpark was originally a religious site belonging to Eastwood Parish Church before being developed into a residential area in the late 19th Century. Today, the area is served by Thornliebank train station, a Royal Mail depot (covering postcodes G43-46), shops and a car dealership along Burnfield Road, and Morrisons on Fenwick Road.

Pollokshaws was originally a village dedicated to weaving in the 17th Century before being designated a Comprehensive Development Area which included building several residential tower blocks. Most of these were demolished during the Shawbridge Corridor regeneration between 2008-2016. Today, the area is served by Pollokshaws West train station, Pollok Country Park, Pollok Football Club, and supermarkets. Pollokshaws has been designated as a Transformational Regeneration Area (TRA).

Ward: Mansewood, Pollokshaws, Shawlands and Strathbungo sit within Ward 2 (Newlands / Auldburn)

Community Council: Mansewood and Hillpark Community Council, Pollokshaws and Eastwood Community Council [Inactive] and Newlands and Auldhuse Community Council

Educational Institutions: Hillpark High School, Tinto Primary School, St Convals Primary School

Healthcare Provision: Pollokshaws Medical Centre, Merryvale Medical Centre

Community Assets/Events: Pollokshaws Library, Pollokshaws Community Hub, Burgh Hall, Mansewood Community Centre, Hillpark Bowling & Tennis Club, Mansewood Allotments

SIMD Area: Carnwadic East [between 20-50% least deprived]; Newlands [between 10-80% least deprived], and; Pollokshaws [between 10-80% least deprived]

Live Projects*

- Pollokshaws Transformational Regeneration Area (TRA)
- Connecting Pollokshaws
- Shawbridge Arcades
- Rostan Road Housing
- Pollok Country Park Stables and Sawmill funded through LUF

LEGEND

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

* Key projects currently submitted for planning or in construction stage as of April 2023

Figure 33: Aerial plan identifying some of the key community, educational and healthcare provisions



Map data ©2023 Google



MANSEWOOD AND POLLOKSHAWS

3.7 Urban Form and Land Use

The Mansewood area is formed by a series of leafy residential neighbourhoods, unlike the denser and tighter urban form demonstrated to the north in areas like Shawlands and Govanhill. Mansewood has a more suburban street arrangement, with occasional cul-de-sacs and low rise terraced, semi and detached properties.

Pollokshaws comprises a mix of large scale industrial and retail units with housing either high-rise flatted development or mid-rise apartments, townhouses and terraces built as part of one of the largest regeneration projects in Glasgow's Southside, the Pollokshaws Transformational Regeneration Area.

There are local shopping facilities in large, singular "box stores" surrounded by car parks and primarily accessed via private vehicles. Large parts of Mansewood / Hillpark are a long distance from a local centre or large scale retail offer and many residents therefore rely on cars to fulfil their daily needs.

LEGEND

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

New Housing in Pollokshaws



Row of flats in Mansewood



Pollok Country Park

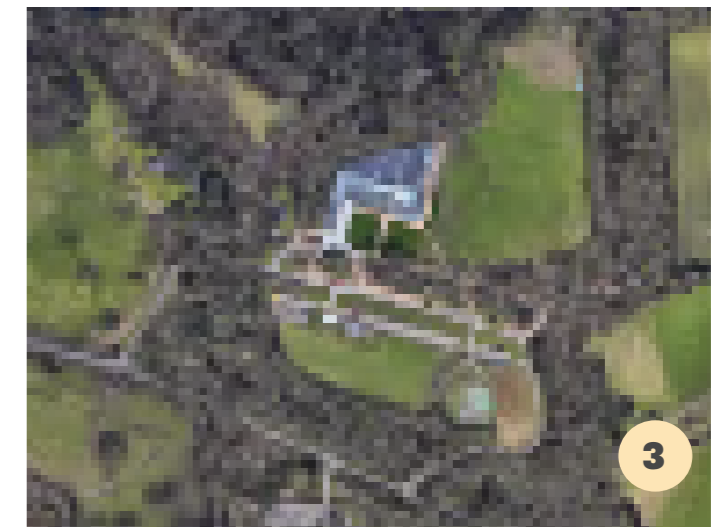


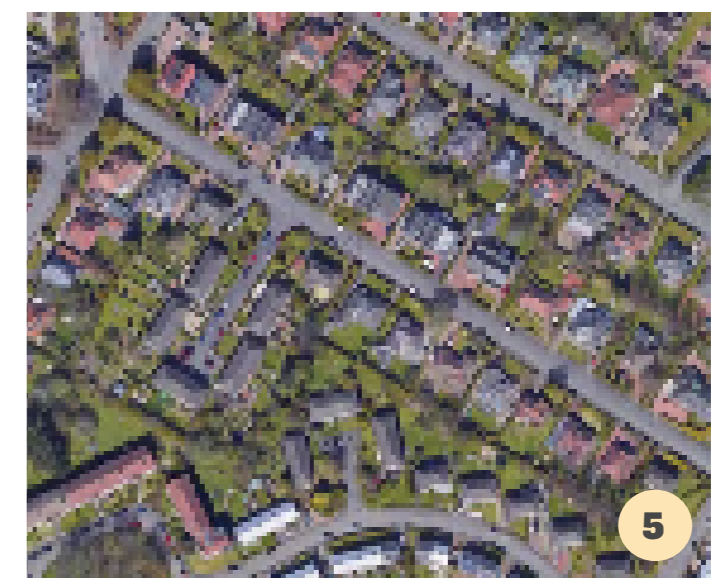
Figure 34: Aerial plan identifying some land uses in the area and some of the key urban form



Tower block council housing in Pollokshaws



Detached Family Homes in Mansewood / HillPark



Map data ©2023 Google



MANSEWOOD AND POLLOKSHAWS



3.8 Heritage

POLLOK PARK CONSERVATION AREA

Pollok Park Conservation Area consists of the historical estate of Pollok House and is now owned by Glasgow City Council. Its history goes back to the 16th century when the Maxwell family consolidated several lands into one estate. Apart from the historical listed buildings, the park-scape has a designation due to its unique history, being a “palimpsest [...] of interventions” made by the family in response to historical circumstances.

Especially, Sir John Stirling Maxwell is noted for having opened the grounds to the surrounding population for their health and wellbeing and so providing both a golf course, cricket pitch, tennis court and athletic grounds while it was still a private property and other functions include allotments, bowling green and woodlands. It is a specifically designed landscape with planned views to key buildings and facilities within the site and with designated routes to travel through it. It also has a hard boundary and clear gateways which creates a pleasant experience inside but also means it is divided from the surrounding neighbourhoods.

Figure 35: Aerial plan showing conservation areas in the area and key landmark buildings

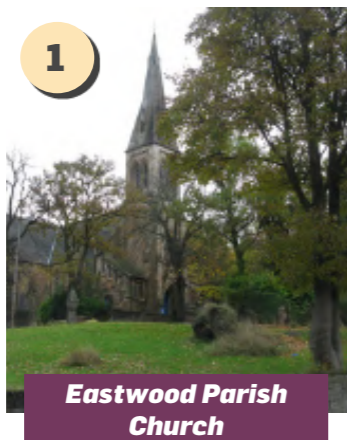


Image: Wikimedia Commons

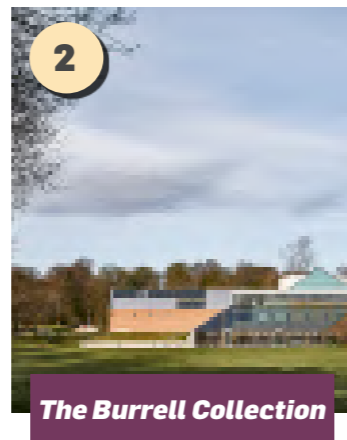


Image: archdaily.com



Image: Visit Scotland



Image: Wikimedia Commons



Image: glasgowtimes.co.uk

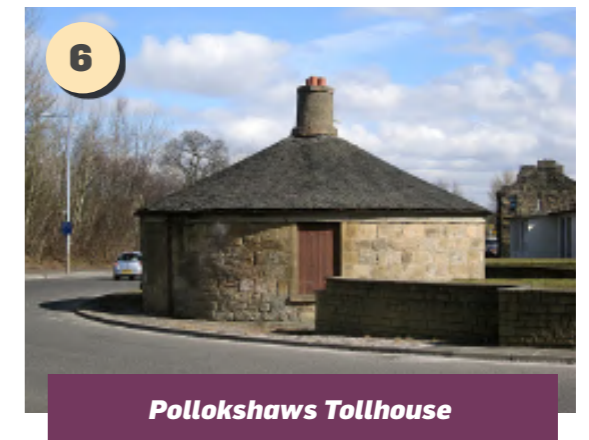


Image: Richard Webb

LEGEND

Pollok Park Conservation Area



MANSEWOOD AND POLLOKSHAWS



3.9 Landscape and Landform

The Mansewood and Pollokshaws area sits adjacent to a major green space for the whole of the southside of Glasgow, Pollok Park. This country park is Glasgow's largest park offering a substantial undulating area of semi-natural parkland that includes woodland, grazing land, allotments, sports pitches and golf courses. White Cart Water feeds down from the Park heading through Pollokshaws and continuing eastwards to Langside. The Auldhouse Burn links from the Water and heads south west along the northern edge of Mansewood. This network of water courses across the area offer a series of walking, wheeling and cycling routes and both natural and formal open spaces, including Auldhouse Par, Greenbank Park and Newlandsfield Park. The other main park in the area is Mansewood High Park, which sits centrally in Mansewood.

Mansewood and Hillpark sit upon land that rises up to approximately 60 metres above ordnance datum with Hillpark High School on the crest of the hill. The land gently sloping east, south and west from here with a more severe drop in levels to the north. Pollokshaws is largely flat aside from a local rise in landform at its northern end adjacent to the railway line, crowned by a local primary school and church.

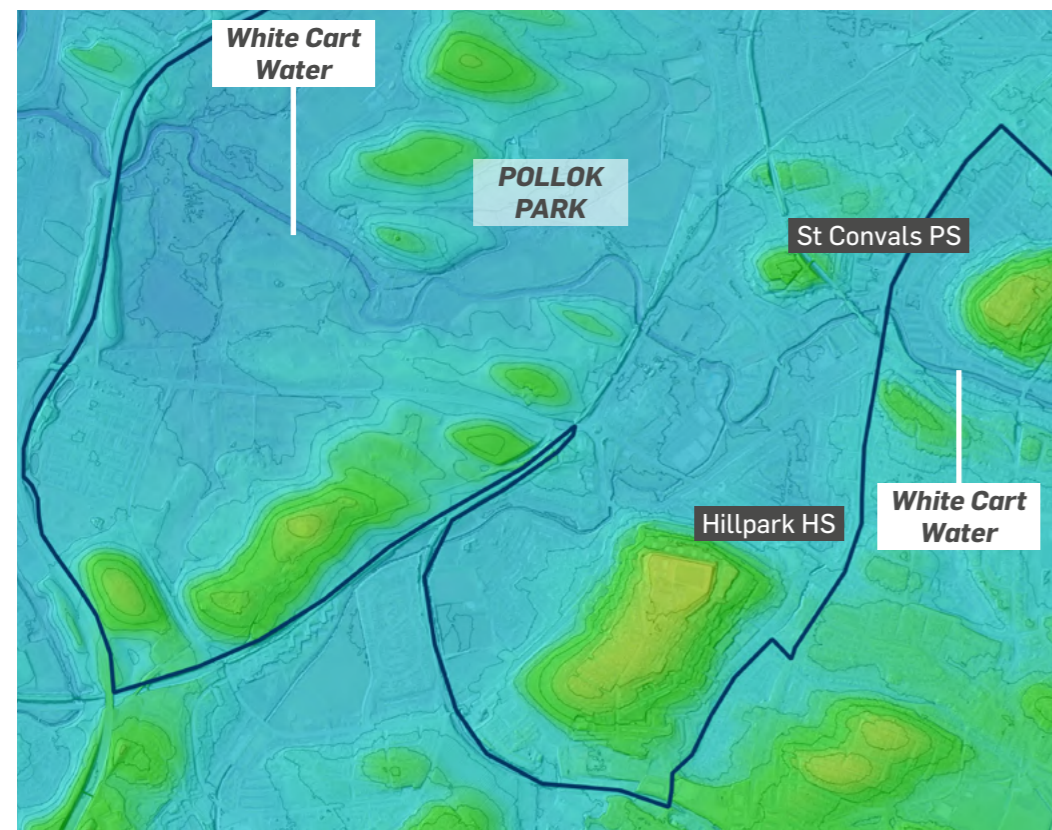
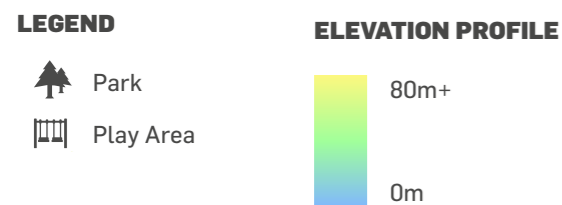
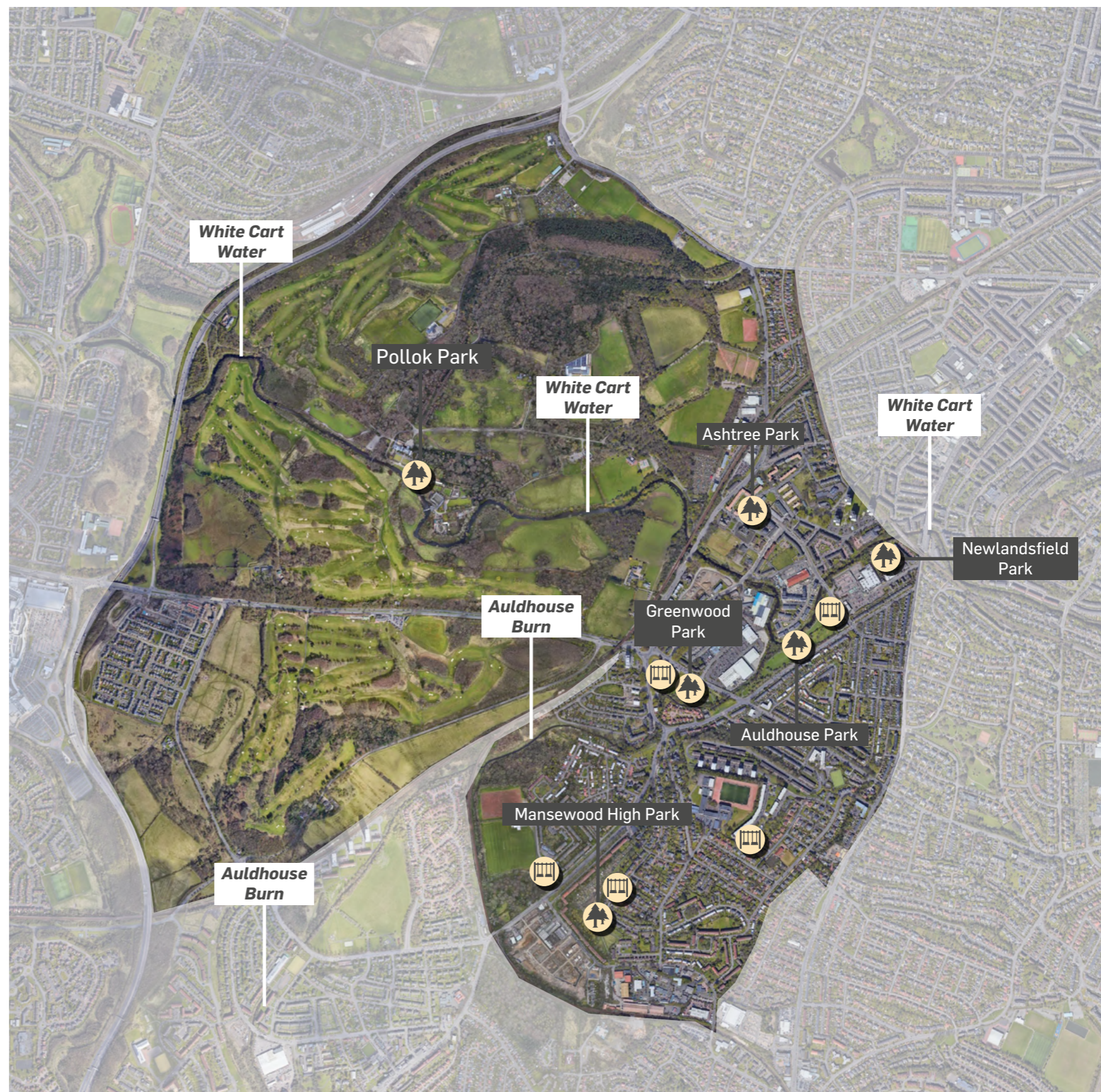


Figure 36: Aerial plan identifying key open spaces in the area



MANSEWOOD AND POLLOKSHAWS

3.10 Analysis Summary

KEY STRENGTHS / OPPORTUNITIES

- Pollock Country Park is a large open space and major visitor attraction within this area, bringing a significant number of trips to the area.
- Significant bus movements pass through Pollokshaws Road, which has a dedicated bus lane.
- A hilly, suburban neighbourhood, with some high-rise flats, but mainly offering quieter and less dense residential areas.
- Silverburn out of town shopping centre is located to the west, with a bus route that connects to it from the neighbourhood.
- Kennishead Rail Station has short journey times to the city centre.
- There are signposted walking and cycling routes to Pollok Country Park.
- The area offers good access to a network of green spaces strung together by the area's watercourses.
- There are a number of historically significant buildings in and around Pollokshaws.
- Schools centrally located within the residential areas of Mansewood and Hillpark.

KEY WEAKNESSES / THREATS

- This sub-area is located furthest from city centre than others within the Liveable Neighbourhood area.
- Area has a lower density with more suburban style housing, potentially making uptake of active travel more challenging.
- The area's urban form lacks some of the permeability offered by area's that have a grid-type layout, such as Govanhill and

- Pollokshields East. Some of the single use developments in and around Pollokshaws further impacts the areas permeability.
- The area lacks any coherent mixed-use centre/high street, instead local services are offered by large retail parks with large car parks.
- Facilities and services are generally less easily walkable than other neighbourhoods closer to city centre.
- Comparatively high numbers of children driven to school than those neighbourhoods closer to city centre.
- There are a number of wide busy strategic roads leading into Glasgow that form barriers to comfortable east-west movement in the area.
- There is a clear arrangement of strategic routes through this area, defining/severing residential areas. Pollokshaws Road is one of these routes, acting as a barrier between Pollokshaws and Pollok Park.
- Lack of continuous foot and cycle network that link the watercourses and major green spaces in the area.
- One of the key historical buildings in the area, the Tollhouse is situated in the centre of a hostile roundabout.
- Mansewood and Hillpark sit on the GCC border with East Renfrewshire Council, resulting in the perception that it is a bit 'forgotten about'.
- Hillpark sits centrally within the area however due to its elevated setting accessibility to surrounding areas is hindered by stairs, etc.

Figure 37: Pollok Country Park



Source: Wikimedia Commons

Figure 38: Old Tollhouse in Pollokshaws



Source: Flickr

Figure 39: Tinto Primary School in Hillpark



Source: Anderson, Bell + Christie



POLLOKSHIELDS WEST



3.11 Neighbourhood Profile

Pollokshields West is a neighbourhood with a population of 7,187 of which 1,903 are children and young people aged between 0-24 years. The neighbourhood sits within Ward 6 (Pollokshields). There are higher proportions of children and older people in the population than the Glasgow average. The proportion of people from an ethnic minority (37%) is above the Glasgow average.

Pollokshields was originally constructed during Victorian times where the area was split into two distinct styles to the west and east. The west side consists of large houses with gardens and tree-lined streets. Today, the area is served by Maxwell Park and Pollokshields West train stations, Maxwell Park, and Clydesdale Sports Club. Pollokshields Community Council is currently active and work alongside other organisation such as Pollokshields Development Trust to drive local improvements to the area.

Figure 40: Aerial plan identifying some of the key community, educational and healthcare provisions



Ward: Ward 6 (Pollokshields)

Community Council: Pollokshields Community Council

Educational Institutions: St Albert's Primary School, Bellahouston Academy and Hutcheson Grammar School (both just outside neighbourhood area)

Healthcare Provision: Pollokshields Medical Centre

Community Assets / Events: Nan McKay Community Hall, Pollokshields Library (just outside neighbourhood area)

SIMD Area: Maxwell Park [between 70-80% least deprived], Pollokshields West [between 60-80% least deprived]

Live Projects*

- Nithsdale Road Bridge
- Pavilion in Maxwell Park
- Maxwell Avenue housing development

LEGEND

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

* Key projects currently submitted for planning or in construction stage as of April 2023



POLLOKSHIELDS WEST

3.12 Urban Form and Land Use

The Pollokshields West area is a residential area primarily consisting of large villas set across a permeable gridded street structure. This uniform urban form and permeable structure does not articulate a clear hierarchy of streets or spaces in the area, with many streets characterised by being wide and tree-lined.

At the edges of this urban form, adjacent to the railways to the north more mixed and fragmented forms of development have taken place with post-war housing blocks and late 20th Century semi-detached housing developments. While a number of infill housing developments have introduced a higher density form of development to the blocks of villa properties, such as terraced housing.

Infill Terraced Housing



Detached Villas



Post-war housing blocks

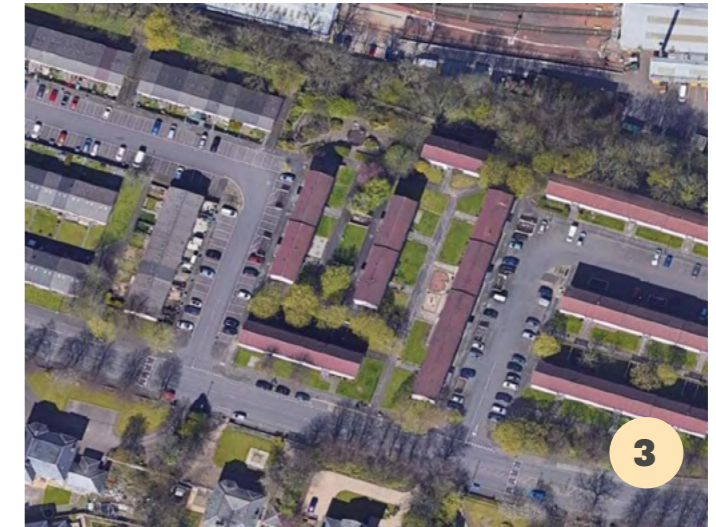


Figure 41: Aerial plan showing conservation areas in the area and key landmark buildings

LEGEND

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



POLLOKSHIELDS WEST

3.13 Heritage

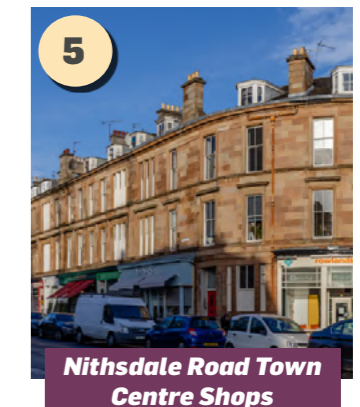
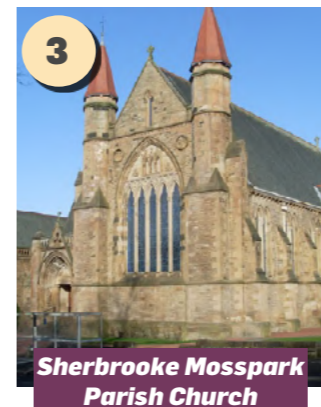
POLLOKSHIELDS WEST CONSERVATION AREA

West Pollokshields Conservation Area was designated in 1973 based on the high quality of the built environment and the consistency of the townscape. There are 92 listed buildings within the conservation area, five of which are listed as having national importance.

The street pattern of wide, leafy avenues with mostly sandstone houses laid out in a green and hilly area is described as the key feature. The buildings are mostly 2-story villas built as single-family residences though some are subdivided.

The conservation area appraisal highlights the layout of streets and possible road closures, the location of street inventory (such as recycling and street furniture) and maintenance as challenges to retain the character of the area.

Figure 42: Aerial plan showing conservation areas in the area and key landmark buildings



LEGEND

— West Pollokshields conservation area




POLLOKSHIELDS WEST

3.14 Landscape & Landform

The key green space within Pollokshields West is Maxwell Park, offering a play area, meandering paths, areas of grassland informal recreation divided by belts of woodland and a wetland/pond area. There are a number of entry points from residential streets fronting directly onto the park. A linear green space runs along the western edge of the area, between housing and the M77 incorporating National Cycle Network Route 7. The southern edge of Pollokshields West is bound by Pollok Park.

There are several hills across Pollokshields West, these form an undulating landform across the area with a central shallow wide valley that includes Maxwell Park.

LEGEND

-  Park
-  Play Area

ELEVATION PROFILE

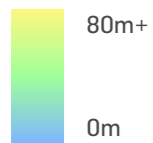


Figure 44: -Elevation profile

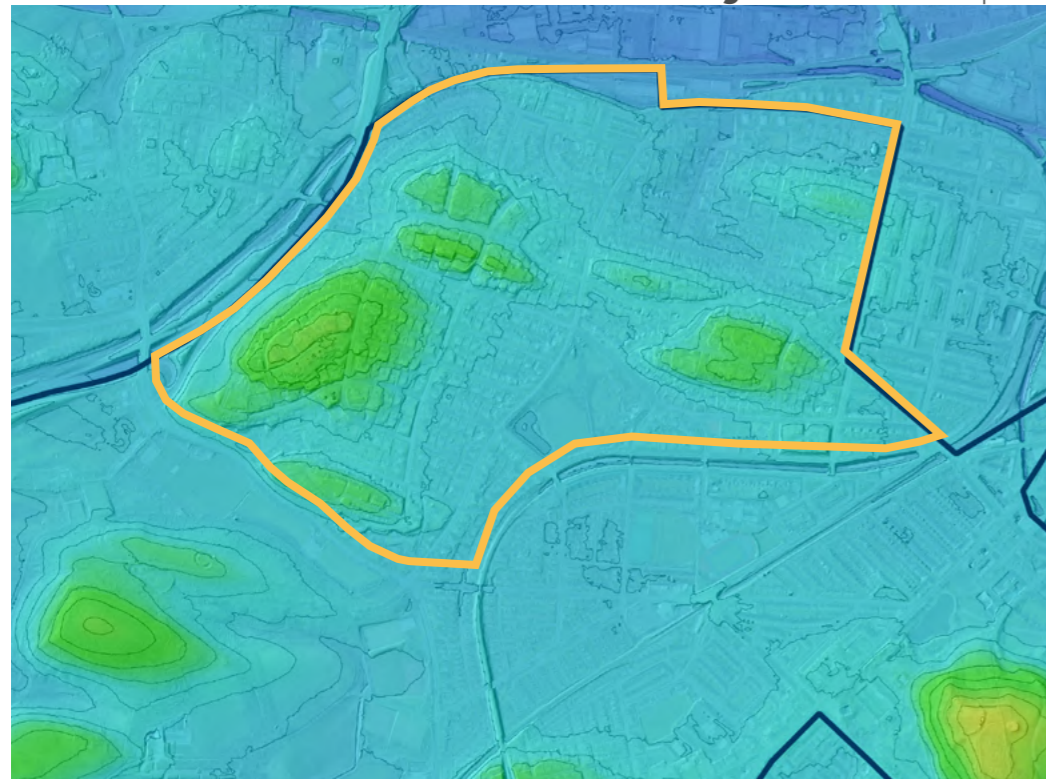


Figure 43: Aerial plan identifying key open spaces in the area



POLLOKSHIELDS WEST

3.15 Analysis Summary

KEY STRENGTHS / OPPORTUNITIES

- Much of the area is very green, with Maxwell Park at the centre and tree-lined streets and properties throughout.
- Large plots, low density residential, many with lots of off-street parking.
- On street parking is not generally in high demand throughout this area.
- National Cycle Network Route 7 runs along the western edge of the neighbourhood through a linear woodland corridor screening homes from the adjacent M77.
- The neighbourhood is connected to the city centre via trains stopping at Pollokshields West, Maxwell Park and Dumbreck Stations.
- The majority of the area has historic, wide streets providing opportunities for street greening and walking, wheeling and cycling provision.
- Roads appear relatively pleasant to walk and cycle along with planted front gardens providing a soft edge to the streetscene.
- The South-West City Way has been extended in recent years with a soft-segregated two-way cycle track running the entire length of St. Andrews Drive, through the heart of the area and linking Maxwell Park with Pollok Country Park.
- There are several foot links across the railway line towards Shawlands.
- Albert Drive in Pollokshields East is the main high street and a key community focal point for the area, it turns into a residential street as it enters Pollokshields West.

KEY WEAKNESSES / CONSTRAINTS

- Bus services are limited, mainly serving the east of the neighbourhood.
- Data shows high numbers of children are driven to school within this area.
- Railway line and Dumbreck Road provide a largely impermeable edge to the southern boundary of the neighbourhood, the majority of links are either inaccessible to certain groups or present an indirect connection.
- The M77 represents a barrier between the neighbourhood and Bellahouston/ Bellahouston Academy to the west, with Nithsdale Road Bridge (currently a live project) the principal link.
- There are limited community facilities within the area, with the majority of facilities within neighbouring areas, along Albert Drive and in Bellahouston.
- Lack of cross-area cycling facilities into Crossmyloof/ Shawlands.

Figure 45: Maxwell Park



Source: www.caingram.info

Figure 46: Maxwell Park Station



Source: Flickr

Figure 47: St Andrews Drive / South West City Way



Source: James Stafford on Twitter



WIDER AREA

4.1 Survey Summary

Responses to the survey on Mansewood to Shawlands Liveable Neighbourhoods are summarised over the following pages. This page sets out key demographic information and travel behaviour of respondents while the subsequent page identifies the themes most important to respondents and their general feelings towards places within their neighbourhood.

SURVEY SPOTLIGHTS



78% live in the area



36% are between 40-64 years old

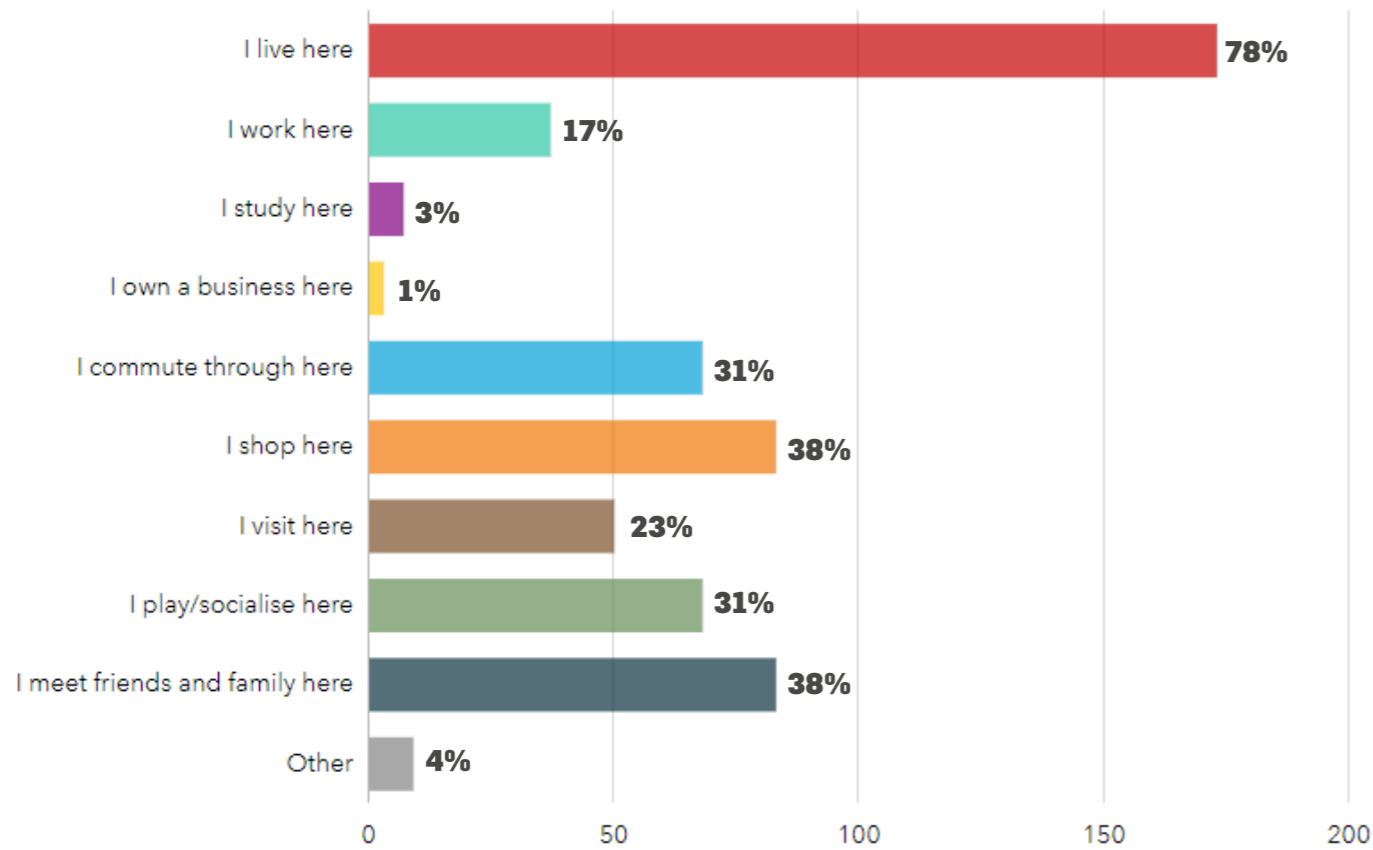


81% normally walk around/to the area

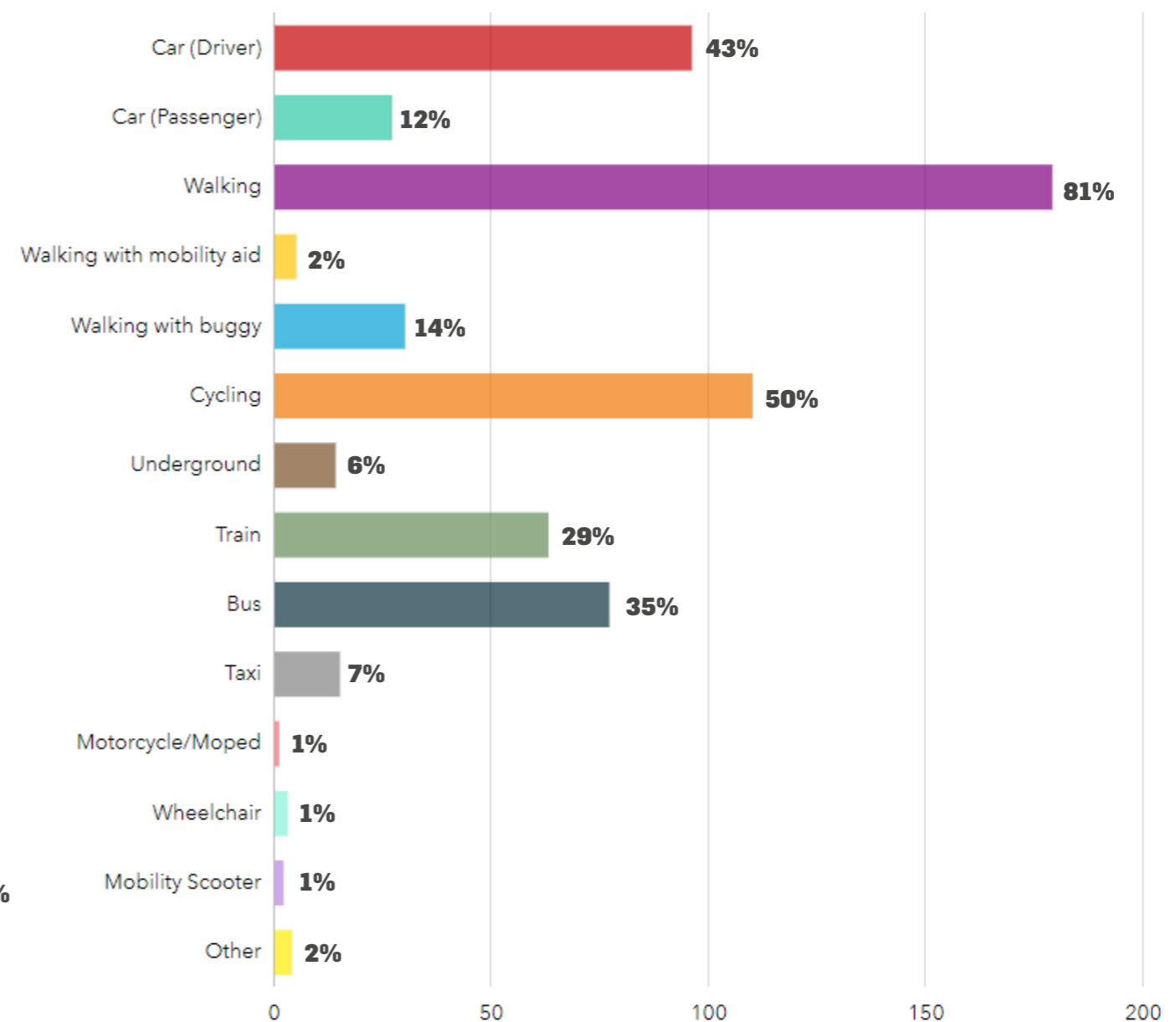


48% identify as male

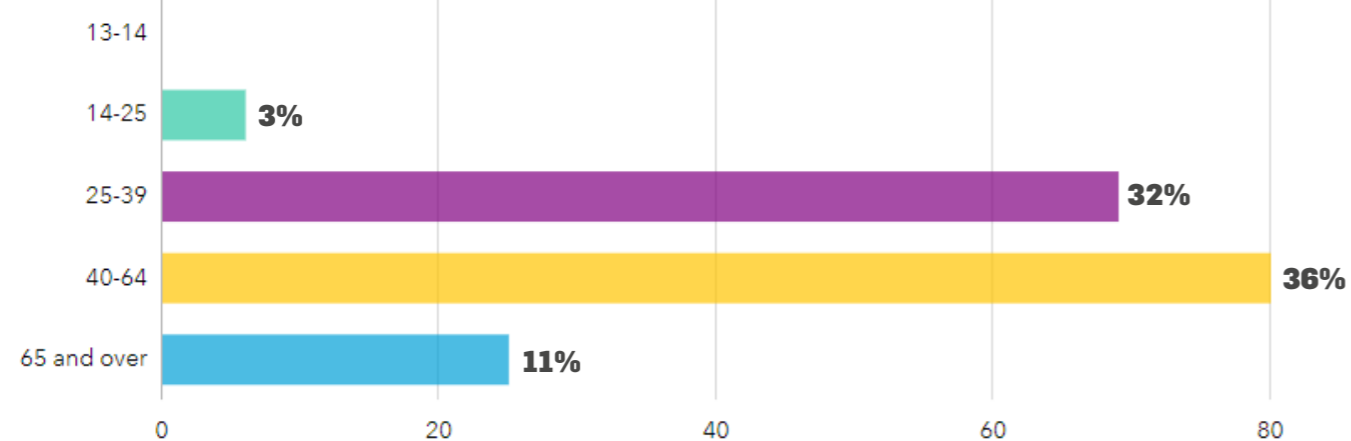
What is your connection to the area?



How do you normally travel around/to this area?

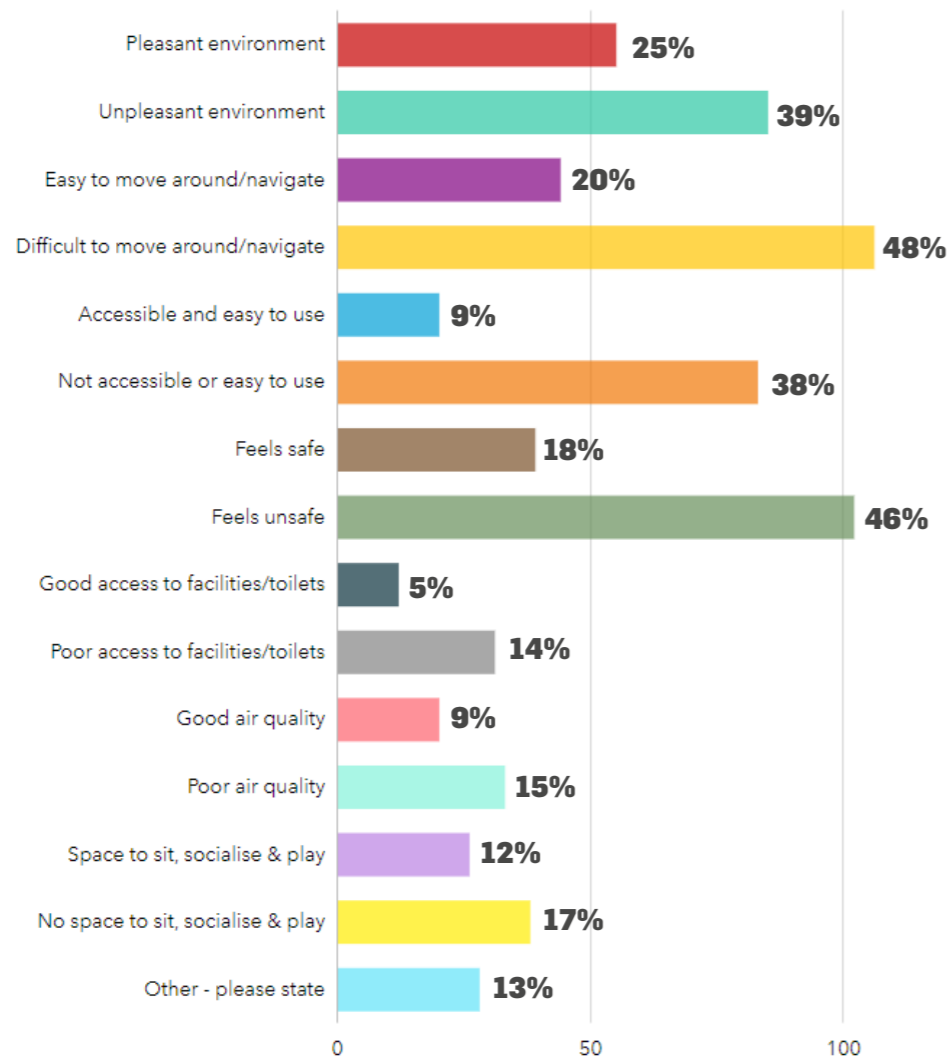


What age group do you belong to?

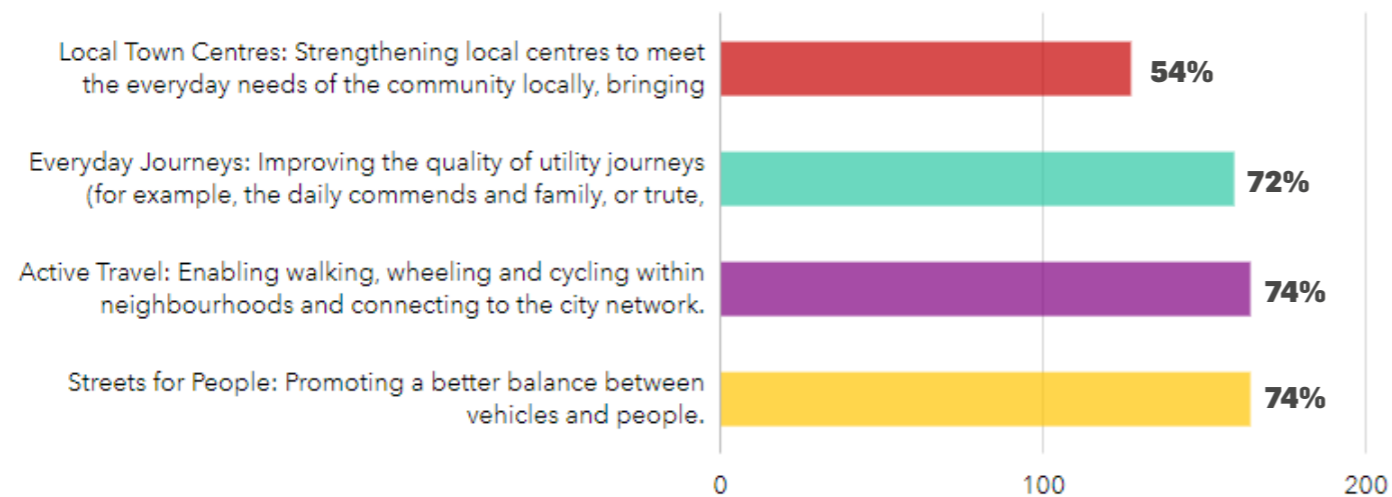




Why do you feel this way?



Which of the following themes are important to you?



SURVEY SPOTLIGHTS



69% commented on 'moving around'



60% said they felt 'negative' or 'mostly negative' about their place

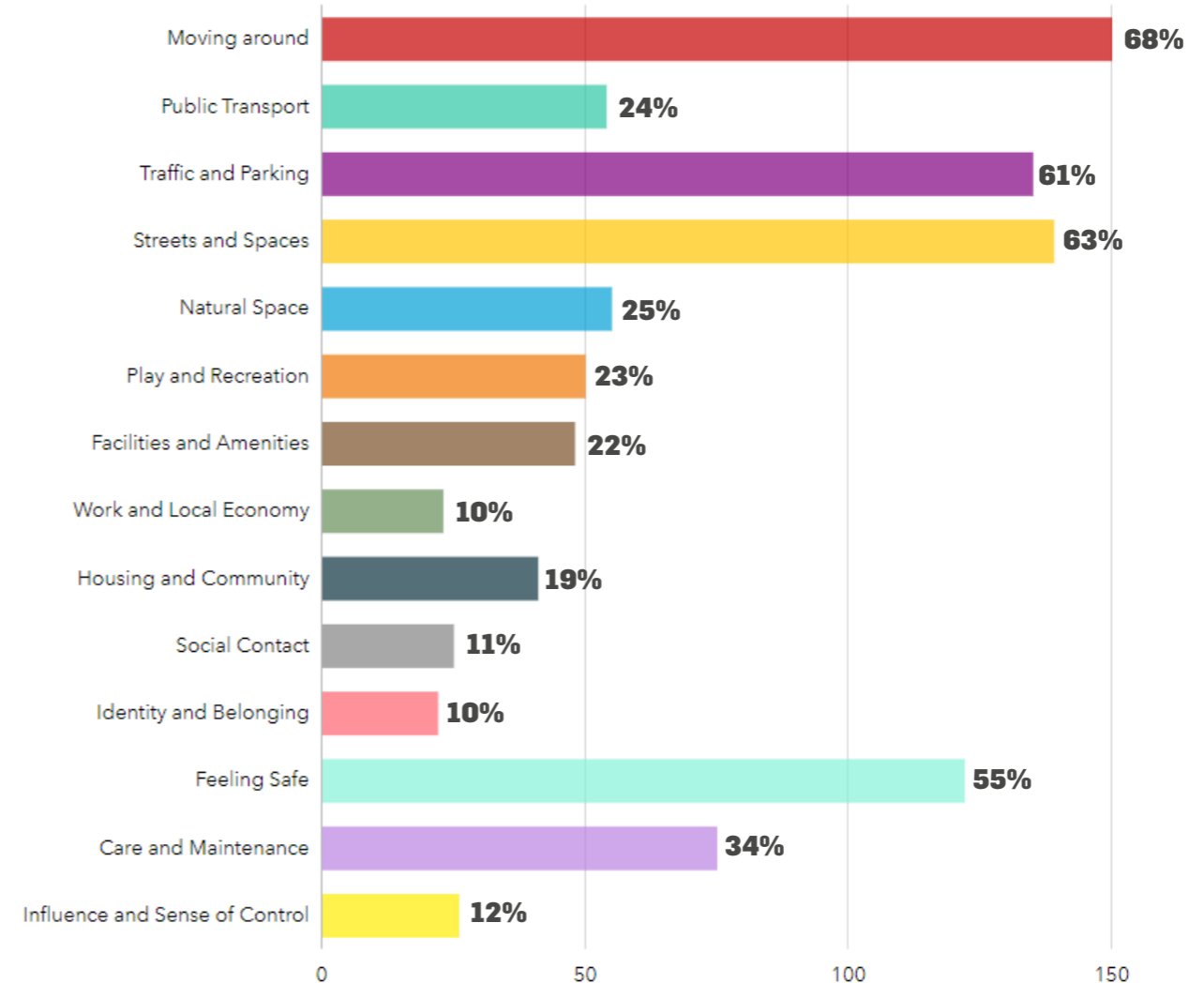


78% said the themes of 'Everyday Journeys' and 'Active Travel' are important to them



49% said this was because it 'feels unsafe' and is 'difficult to move around / navigate'

What element of place does your comment relate to?



WIDER AREA

4.1 Collating & Reviewing Comments

Comments from across the three sub-areas of the Mansewood to Shawlands Liveable Neighbourhoods were collated from:

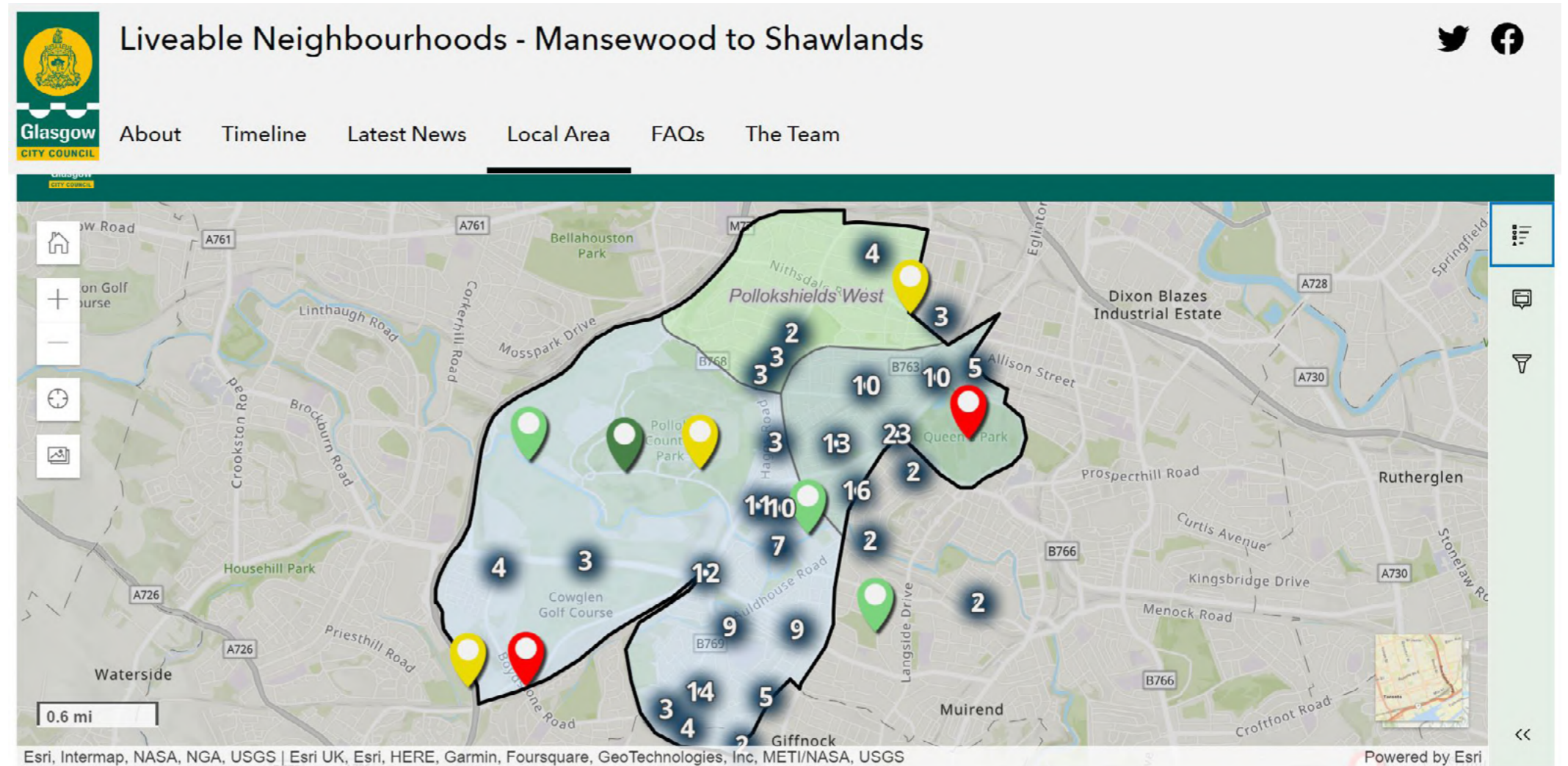
- surveys, accessed via a website and in key locations across each area
- in-person engagement events, including drop-in and pop-up events in the community
- key stakeholder discussions

A compilation and review of these comments was undertaken to filter out some of the undeliverable/ generic / emotive feedback by reviewing it within a spatial and policy context (such as the four key project themes) to ensure the key issues/opportunities being raised could be set out as site-specific ideas. The comments collated formed the basis for the site-specific ideas set out over the following pages for each of the sub-areas.

Figure 48: Post-it notes added to a large floor map at the Shawlands Drop-in event



Figure 49: Interactive map on the website where visitors could drop a pin and fill in a survey about their local area



SHAWLANDS AND STRATHBUNGO



4.2 Survey Spotlights



68% commented on 'streets and spaces'



56% said they felt 'negative' or 'mostly negative' about their place



80% said the theme of 'Street for People' is important to them.



49% said this was because it 'feels unsafe' and is 'difficult to move around / navigate'

"I love the neighbourhood but I wish it was cleaner"

"Area suffers terribly from inconsiderate parking, littering. It is subject to regular and large amounts of household flytipping."

"I have lived in many areas of Glasgow and Shawlands is the best. It has so much more potential too. I think making the green spaces more safe and accessible with lights and toilets would be huge. Also, fixing roads and pavements in the area would increase ease of walking and cycling in the area."

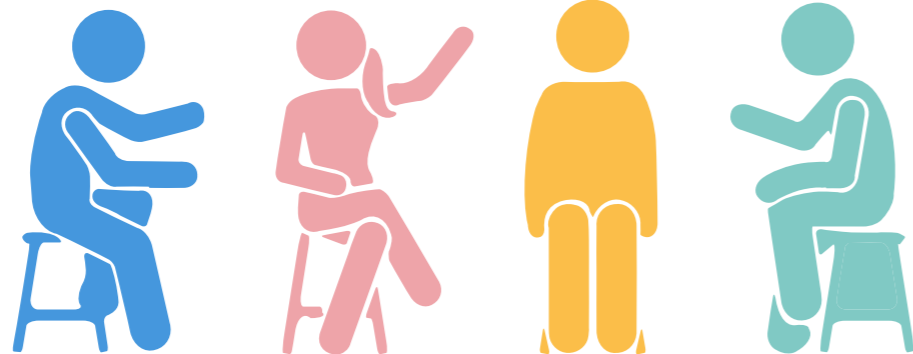


Figure 50: - Drop in event for Shawlands entrance

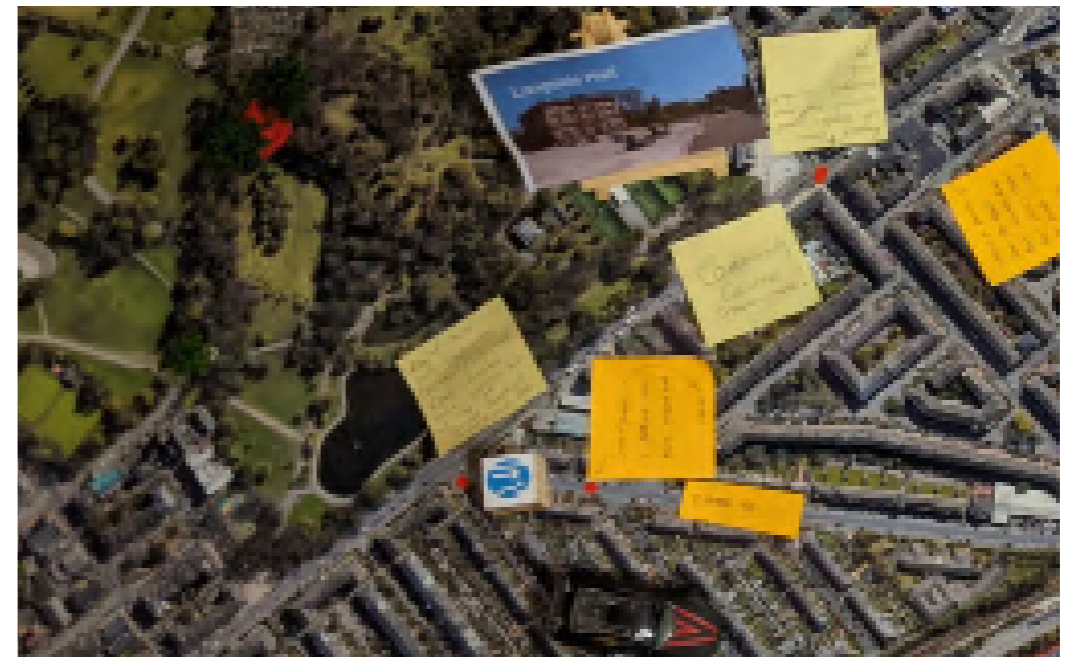
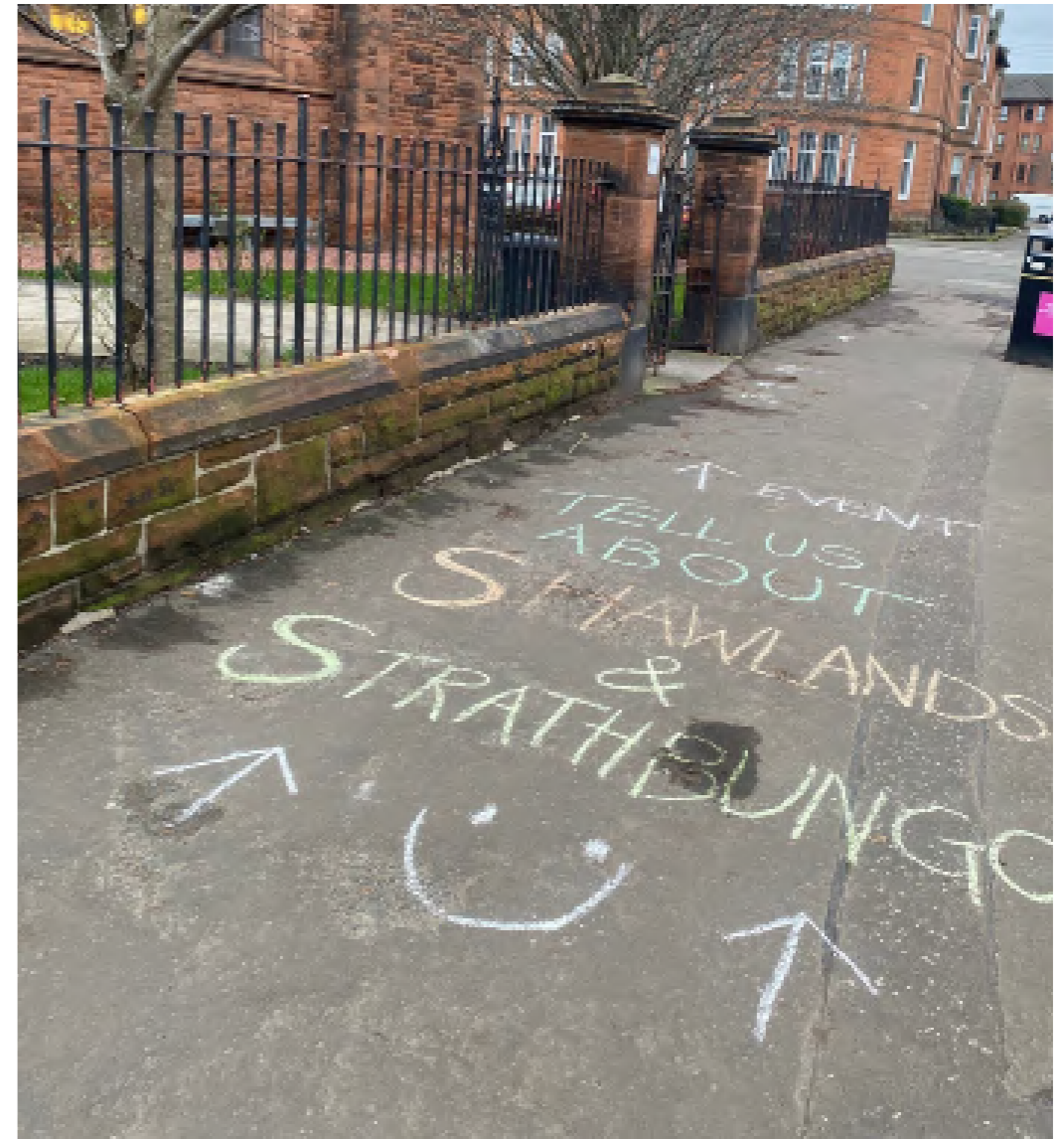


Figure 51: -Shawlands workshop close up



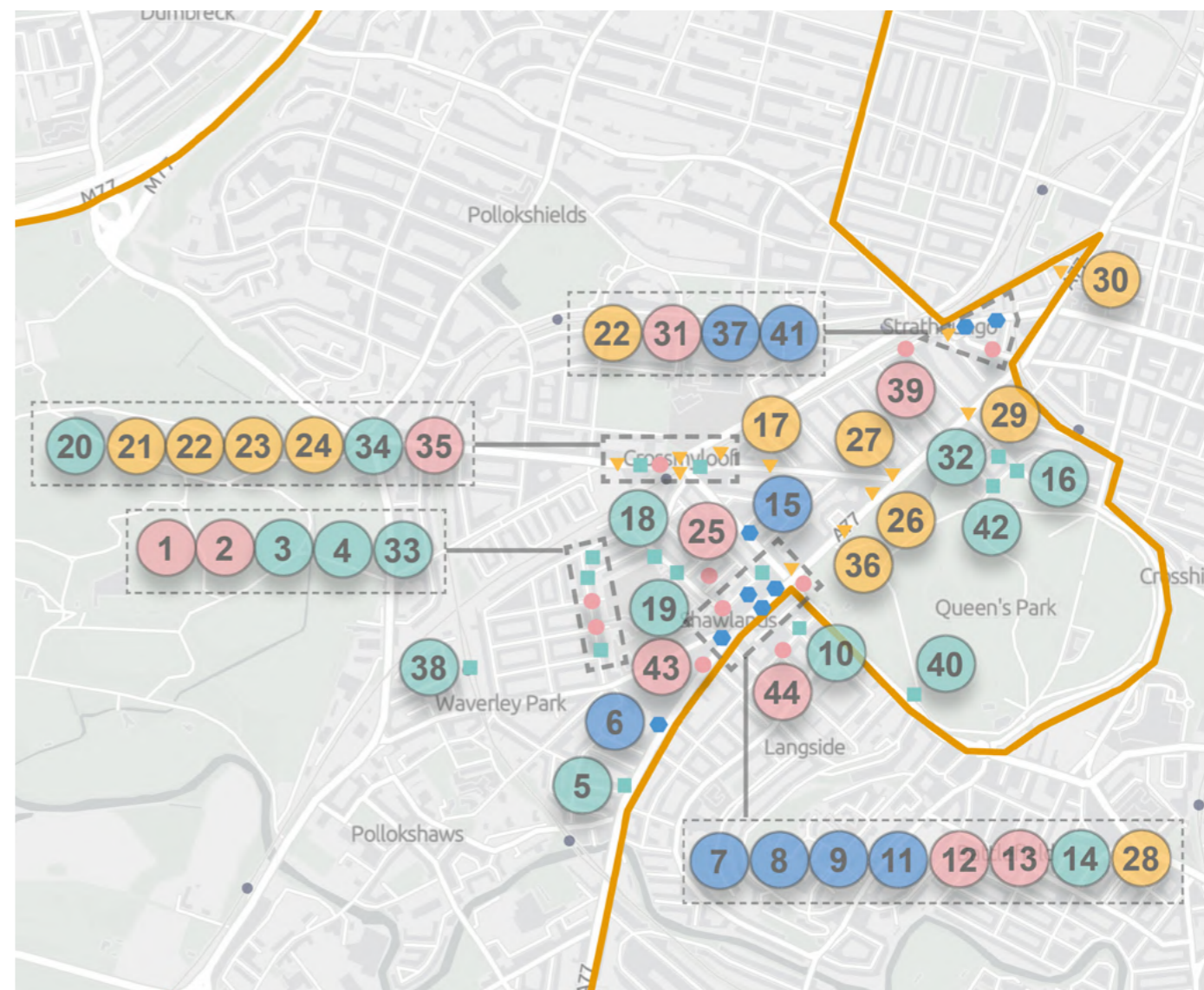
SHAWLANDS AND STRATHBUNGO



4.3 Site Specific Ideas

1. East end of Peveril Avenue in Waverley Park location for public electric charging points.
2. Traffic calming measures along Ravenswood Drive.
3. School Street along Ravenswood Drive.
4. **Modal filter** measures along Durward Avenue and Dinmont Road.
5. Improve pedestrian priority at the junctions of Coustonholm Road, Grantley road and Kilmarnock Road.
6. Improvement to refuse provisions along Kilmarnock Road, more regular collections and better sited bins, separate dog waste bins mounted on lampposts and remove large wheeled bins.
7. Improve pedestrian crossing across Pollokshaws Road and Moss-side Road, between the Granary and Linen 1906.
8. Pedestrianise Abbot Street.
9. Improve parking arrangement and cycling infrastructure along Pollokshaws Road between junction with Kilmarnock Road and Langside Avenue/Minard Road.
10. Improve pedestrian priority at side street junction of Baker Street off Langside Avenue.
11. Improve junction of Pollokshaws Road with Minard Road/Langside Avenue, accommodating better cycling provision and reviewing lighting sequence.
12. Improve sustainable urban drainage on Crossmyloof Square, in front of Langside Hall.
13. Introduce traffic calming, widened footpaths and improved parking arrangements/enforcement along Frankfort Street/Minard Road.
14. Improve pedestrian priority at junction of Frankfort Street and Minard Road.
15. Additional bins along Minard Road.
16. Upgrade and maintain play parks in area.
17. Narrow Titwood Road and introduce traffic calming measures, dedicated crossing points and cycle infrastructure.
18. Improve green space at northern end of Moss Side Road to create a local useable amenity space, with potential for any enhancements to introduce traffic control measures for the area. Remove fencing around park.
19. Introduce school street outside Shawlands Academy.
20. Improve pedestrian priority at junctions of Dinmont Road and Titwood Road onto Minard Road, sharpening turning radii.
21. Redesign junction of Titwood Road and Darnley Road to increase safety and priority of pedestrian crossing, reducing traffic speeds and incorporating cycling infrastructure.
22. Improve cycle infrastructure on bridges that link to areas west of Shawlands and Strathbungo.
23. Re-arrange allocation of road space along Titwood Road outside Morrisons Supermarket, address lack of cycle provision and narrow footpaths by removing left filter lane.
24. Look at retaining land when a derelict care home is redeveloped off Moray Place for an walking, wheeling and cycling path creating a link to Titwood Road and Crossmyloof Station

Figure 52: Map showing the location of the site specific ideas for Shawlands and Strathbungo



LEGEND (LN THEMES)

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

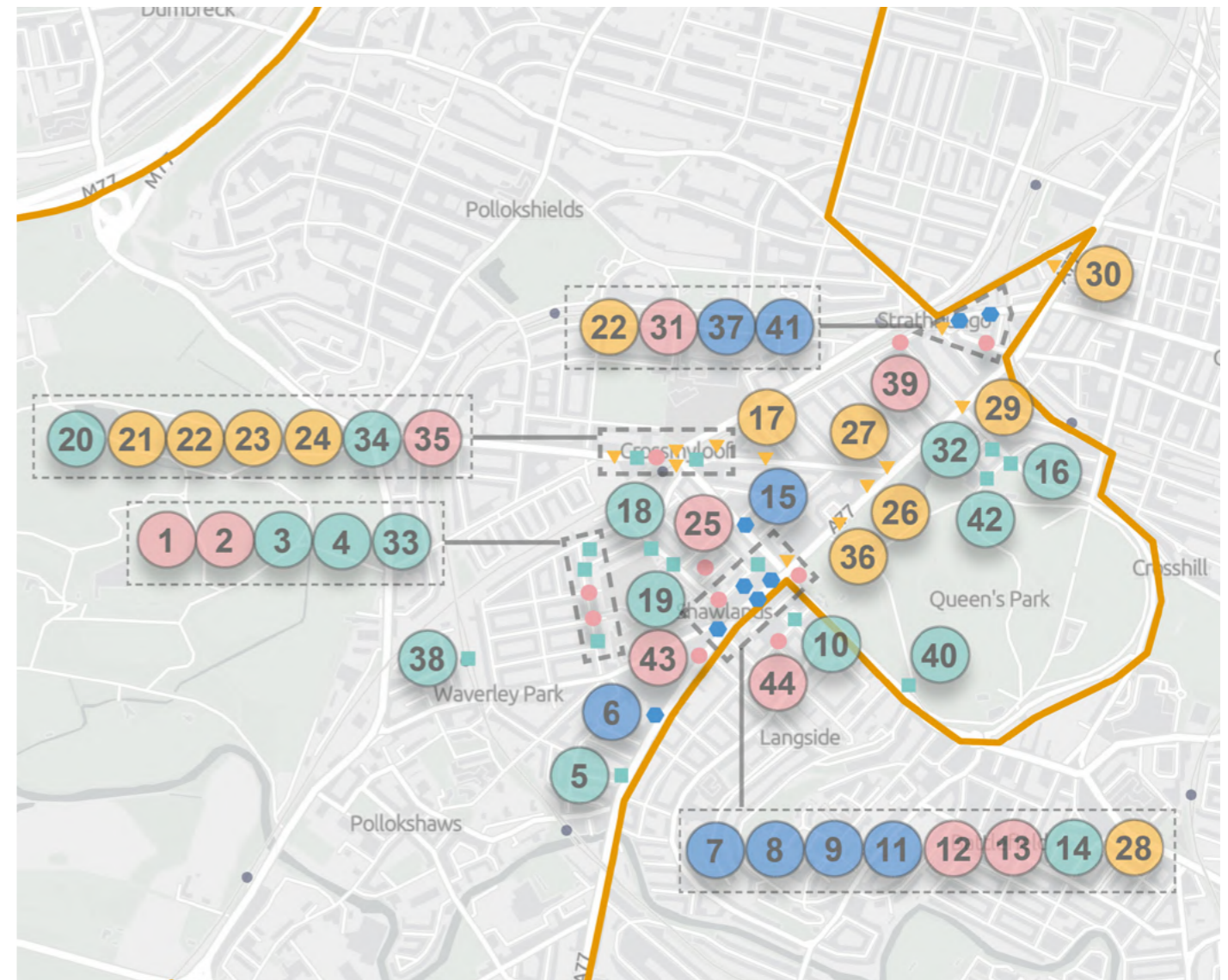


SHAWLANDS AND STRATHBUNGO



25. Enforce restrictions on pavement parking.
26. Narrow radii of entry and exit points into BP garage, providing pedestrian priority across these points.
27. Improve pedestrian priority at junction of Titwood Road and Pollokshaws Road, addressing any issues around proximity of junction into Vennard Gardens.
28. Speed up time it takes for traffic lights take to turn green at pedestrian crossings along Pollokshaws Road.
29. Improve cross junction at Pollokshaws Road, Queen Square and Balvicar Street to address dangerous parking and lack of cycle provision.
30. Additional pedestrian crossing along Pollokshaws Road, north of Nithsdale Drive to help reduce traffic speeds on this stretch of the road.
31. Re-arrange parking along Nithsdale Road to provide more greenery and dedicated space for pedestrians and cyclists.
32. Upgrade play park in Queens Park to make it safer and more inclusive (inc. equipment for children with physical disabilities).
33. Create a Dinmont Road and Durward Road loop through the introduction of modal filters to reduce rat run through Waverley Park housing area.
34. Improve crossing facilities across Titwood Road by station access and Morrisons.
35. Better lighting on path to south of Hutchieson Grammar and the Cricket Club off Titwood Road
36. Improve links into Queens Park from along Pollokshaws Road with safer and clearer onward connection to the South City Way
37. Rationalise scale of Nithsdale Roundabout to create a more attractive gateway into Strathbungo in keeping with the local heritage.
38. Improve user experience and make Shawlands Station a more pleasant place.
39. Control access to Moray Place to reduce rat-running.
40. Widen pavements along Langside Avenue and introduce more safe crossing points for improved access to Queens park.
41. Introduce more greenery and planting along Nithsdale Street, possibly creating a pocket park on the southern corner of its junction with Pollokshaws Road.
42. Enhance the accessibility of paths through Queens Park with green-blue infrastructure to address their flooding during rainfall and new lighting to increase their safety at night.
43. Review parking provision and regulations on streets around newly proposed flatted developments off Pollokshaws Road and Kilmarnock Road.
44. Restrict current cut through possible along Deanston and Skirving Street to avoid Shawlands Cross and Pollokshaws/ Kilmarnock Road junctions, providing resident access only.

Figure 53: Map showing the location of the site specific ideas for Shawlands and Strathbungo



LEGEND (LN THEMES)

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



MANSEWOOD AND POLLOKSHAWS



4.4 Survey Spotlights



69% commented on 'moving around'



60% said they felt 'negative' or 'mostly negative' about their place



78% said the themes of 'Everyday Journeys' and 'Active Travel' are important to them



49% said this was because it 'feels unsafe' and is 'difficult to move around / navigate'

"Pollokshaws is a great neighbourhood with wonderful people"

"Create a gap in the barrier opposite the Mansewood High Park exit/ entrance to Bemersyde Road so that pedestrians cyclists can access the road/opposite pavement."

"We have just recently moved here and do like where we live, but it's obvious that the Mansewood area has not been a priority for some time and it's being used a "commute from" area instead of a neighbourhood or community."

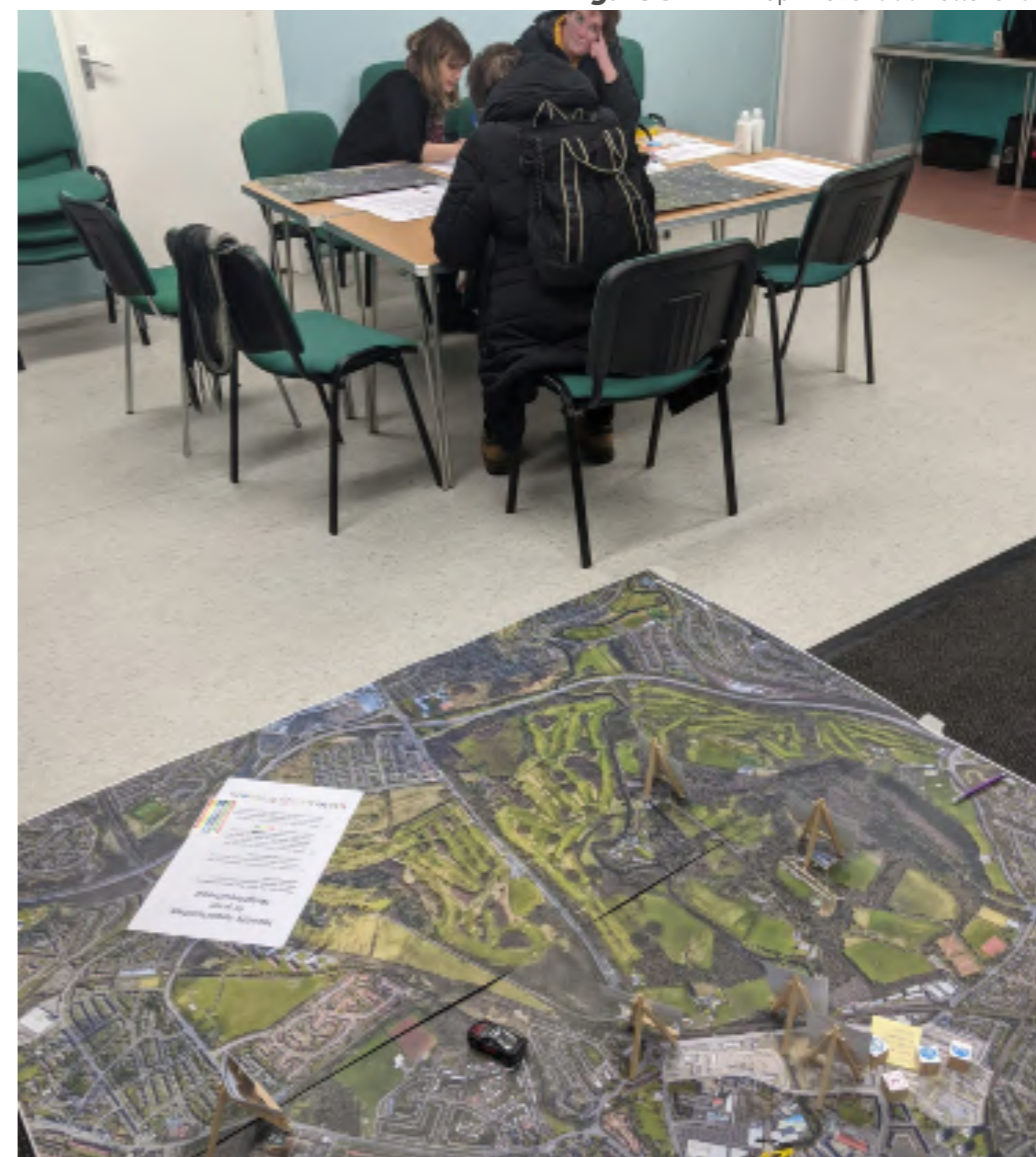
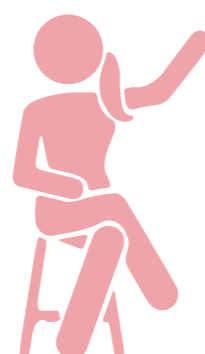


Figure 54: -Drop in event at Pollokshaws



Figure 55: - Mansewoods workshop comments



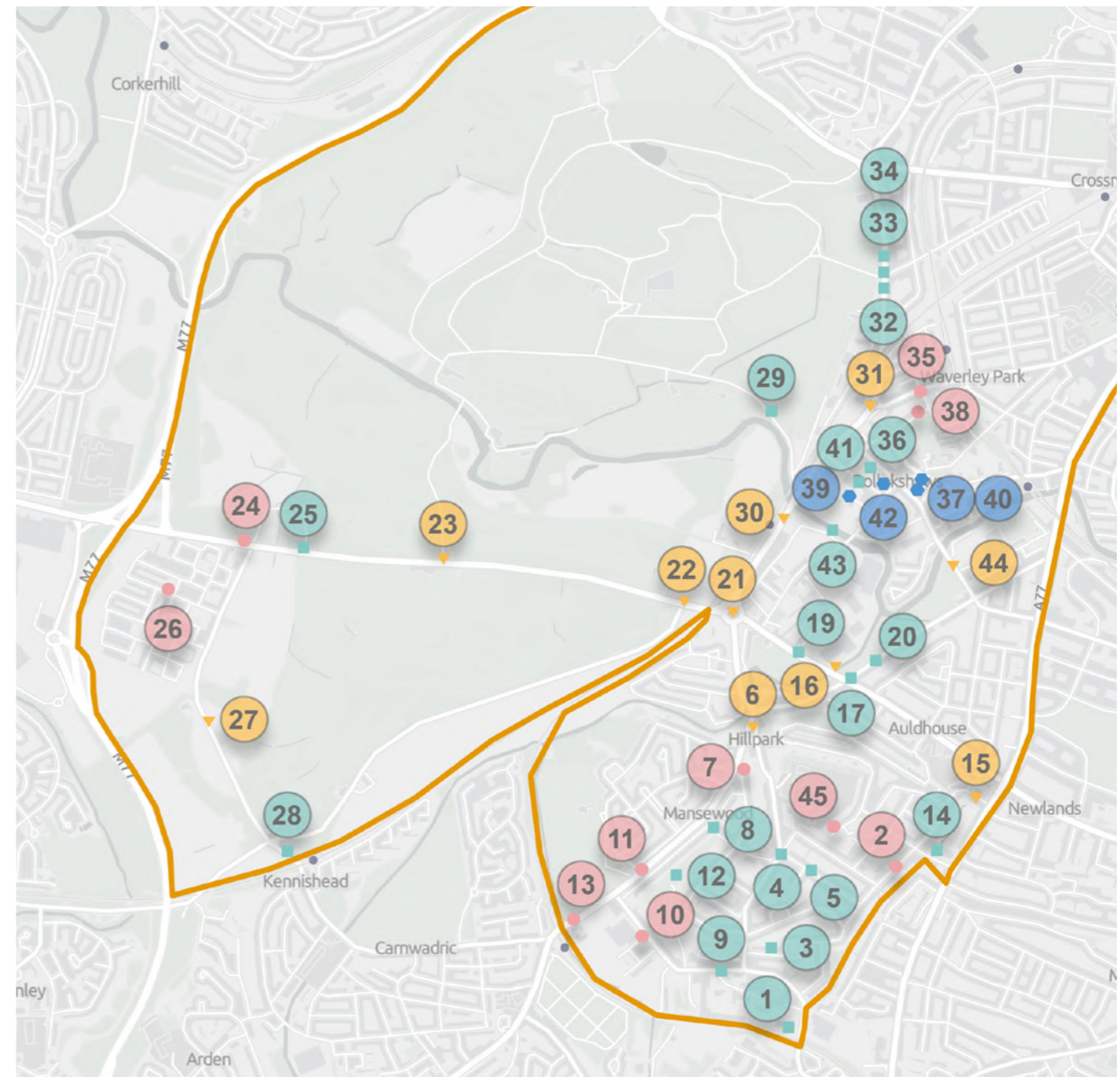
MANSEWOOD AND POLLOKSHAWS



4.5 Site Specific Ideas

1. Introduce 20 mph speed limit and series of zebra crossings along Burnfield Road to allow people to safely cross as footpath is not continuous along both sides of the road.
2. Traffic calming measures along Tinto Road to address its current use as a 'rat run'.
3. More play parks in the area to address lack of facilities for young children, such as in green space along Brownhill Road and at junction of Nethercairn / Burnfield Road.
4. Improve pedestrian priority at junction of Mansewood Road with Nevis and Alder Roads, potential to establish clearer gateway into School Zone along Mansewood Road.
5. Introduce neighbourhood-wide filtered permeability¹ in Mansewood area to address volume of through-traffic ('rat-runs') along Mansewood Road and Tinto Road.
6. Improve pedestrian priority at junction between Thornliebank and Mansewood Road. Explore introduction of a one-way system along Mansewood Road with access to northbound traffic.
7. Provide more footpath space outside nursery (Smiley Stars) along Hillside Road.
8. Create a gap in the barrier opposite the Mansewood High Park exit/entrance to Bemersyde Road so that pedestrians and cyclists can access this core path from the road / opposite pavement.
9. Improve footpath provision (inc. re-surfacing and potential widening), introduce a safe crossing point, calm traffic and address illegal parking along Burnfield Road across from entrance into Mansewood High Park.
10. Introduce parking restrictions along western edge of Burnfield Road, adjacent to new Bellway Homes development to address illegal pavement parking, particularly around junctions.
11. Introduce green-blue infrastructure along Thornliebank Road, to address surface water between the Burnfield Road and Bemersyde Avenue junctions.
12. Upgrade playground and seating provision in Mansewood High Park.
13. Address flytipping in woodland adjacent to Thornliebank Station Bridge.
14. Close Ledi Road bridge to traffic to restrict its current use as a 'rat run', enhancing neighbouring streets as safe routes to Tinto Primary School and local nursery.
15. Introduce improved cycle infrastructure along Kilmarnock Road, address existing line-marking for cyclists which places them directly in the "car-door" zone.
16. Introduce improved cycle infrastructure along Nether Auldhouse and Higgs Road, with the former providing safer access to the Auldhouse retail park for cyclists and forming a key link between Pollokshaws and Newlands.
17. Better connect existing paths in Auldhouse Park, provide a safe and convenient link across Nether Auldhouse Road and upgrade existing play park with new equipment and MUGA.
18. Improve the junction of Cogan Road onto Nether Auldhouse Road to facility safer and inclusive pedestrian and cycle movement along Nether Auldhouse Road and access into the neighbouring retail park.
19. Introduce traffic calming measures to address high speeding traffic along Auldhouse Road.
20. Redesign of Toll House roundabout and reduction in carriageways on approach roundabout to force drivers to go at safe speeds. Create protected space to cycle and have signalled crossings on all arms of the junction for pedestrians.
21. Introduce new safe crossing point along Barrhead Road between Toll House roundabout and where the footpath ends along the northern edge of the road (approximately 300 metres).
22. Re-instate public access to Pollok Park via the Northwood public path (a public right of way), it is currently blocked by a locked private gate.
23. Improved bus services to Shawlands from Cowglen Estate.

Figure 56: Map showing the location of the site specific ideas for Mansewood and Pollokshaws



LEGEND (LN THEMES)

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

¹ 'Neighbourhood-wide Filtered permeability' are groups of residential streets, bordered by main or 'distributor' roads (the places where buses, lorries and non-local traffic should be), where "through" motor vehicle traffic is discouraged or removed.



MANSEWOOD AND POLLOKSHAWS








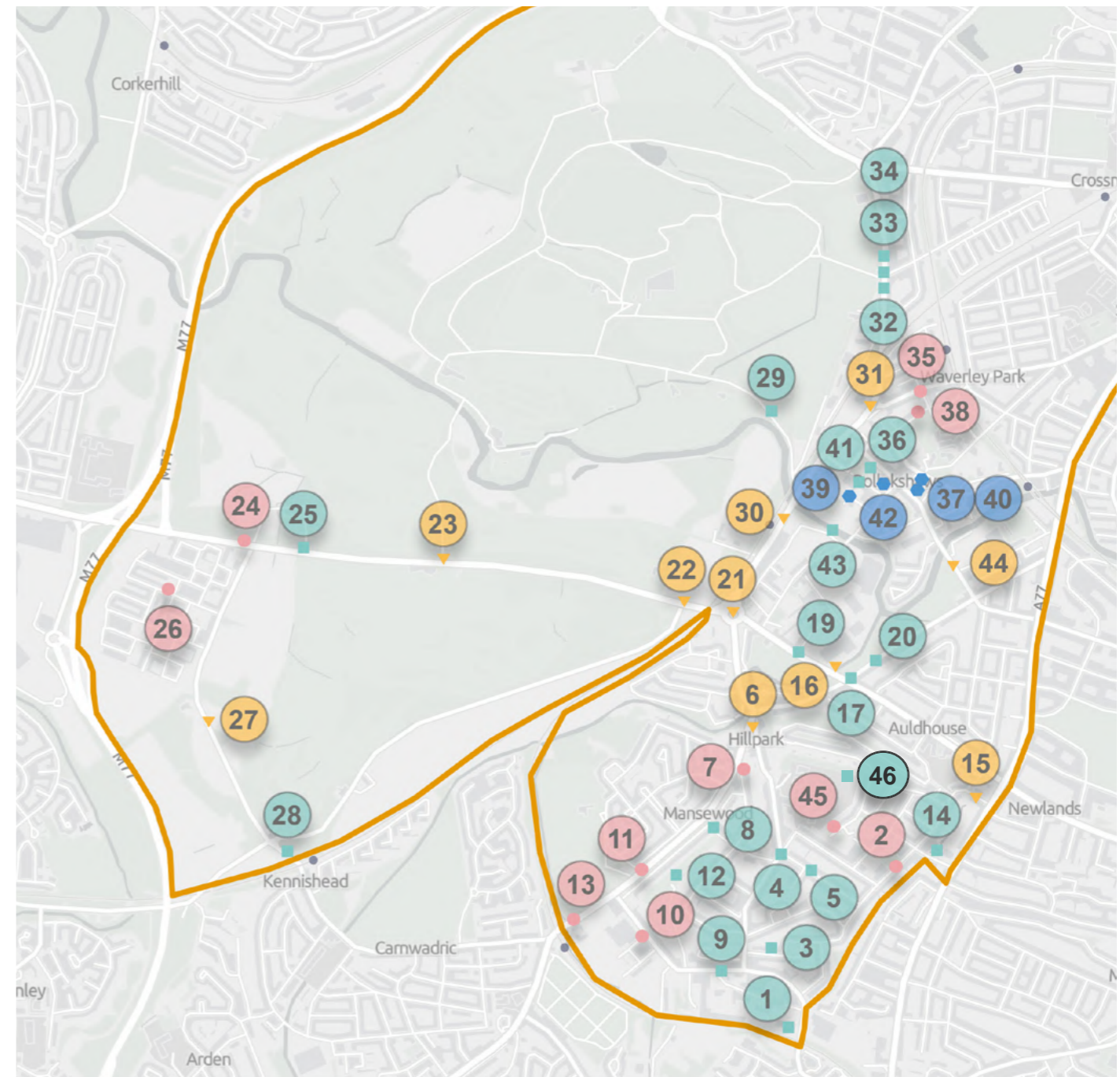
24. Reduce Barrhead Road down to one lane each way and introduce more space for pedestrians and cyclists.
25. Introduce new safe crossing point along Barrhead Road adjacent to the Cowglen Housing Estate.
26. Introduce traffic calming measures in the Cowglen housing estate, including 10/20mph speed limit and double yellow lines on the approach to junctions and give way/stop signs. 
27. Review 30mph speed limit signage along Boydstone Road and relocate, where necessary to ensure signage is clearly visible to drivers. 
28. Redesign section of Boydstone Road as it passes under the railway line to provide a safer link to Kennishead railway station, addressing narrow footpath, speed of traffic and flooding issues.
29. Improve accessibility of and connectivity between green spaces in area, using wayfinding to highlight route that broadly follows Pollokshaws playing fields, Burgh Hall, Ashtree Park, Well Green/Rossendale Rd, Parkhill Rd/Prospect Rd, past Shawhill Rd/Birness Dr flats, Coustonholm Rd then access to White Cart Water (behind Job Centre/back of Pleasance Way), Auldhouse Park, Greenbank Park and around Pollokshaws Toll via Shawholm Cres back to Pollok Park. 
30. Improve provision for pedestrian and cyclist movement along Pollokshaws Road as it passes along the eastern edge of Pollok Park, providing protected cycle paths and better located and wider pedestrian crossing points.
31. Improve design of junction at Pollokshaws and Hags Road to provide new pedestrian-cyclist crossing points and safe and coherent cycle infrastructure.
32. Reallocate space for pedestrians and cyclists to improve safety and comfort of crossing point along Hags Road as it passes under railbridge.
33. Introduce a new crossing point at Hags Road and Herries Road junction to improve pedestrian link from Shawlands Station to Pollok Park. 
34. Reallocate space for pedestrians and cyclists to improve safety and comfort of crossing points at Hags Road and Shawmoss Road junction.
35. Remove / re-design green spaces at entry to Mannering Court as these spaces are rarely maintained. 
36. Provide improved play areas and a garden for people to sit in within the Pollokshaws area, preferable together to encourage intergenerational interaction.
37. More local and independent businesses on the proposed new plaza at the Clock Tower in Pollokshaws.
38. Introduce traffic calming measures along Rossendale Road / Well Green / Greenview Street and provide better provision for pedestrians and cyclists, including a safer crossing provision at Well Green and Ashtree Road junction. 
39. Preserve Sir John Maxwell School, potential to create a community hub.
40. The John McLean Monument should not be moved.
41. Improve Christian Street for cyclists and pedestrians, providing a safer junction crossing at Pollokshaws Road, addressing differences in surface levels between Christian Street and Pollokshaws Road and introducing new road markings.
42. Re-arrange internal library space to divide the different activities, creating dedicated quiet spaces.
43. Complete remedial works around the riverbank at Shawholm Crescent.
44. Improve pedestrian and cycling provision along Riverford Road, providing new safe and accessible pedestrian crossings and extending painted cycle lanes with a longer term aim of introducing segregated cycle lanes.
45. Address flooding in play park off Hillpark Drive
46. Improve routes to Tinto Primary and Hill Park schools with artworks/murals and opportunities to sit, enhancing routes that involve steps, particularly from the Hillpark Housing Courts. 

Figure 57: Map showing the location of the site specific ideas for Mansewood and Pollokshaws



LEGEND (LN THEMES)






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





Figure 58: Pollokshield Data Collection

4.6 Survey Spotlights



80% commented on 'streets and spaces'



45% said they felt 'positive' or 'mostly positive' about their place



80% said the themes of 'Active Travel' and 'Streets for People' are important to them



35% said this was because it's a 'pleasant environment'

"This area sometimes feels like a racetrack with young men driving big cars too fast down the avenues and round the Terregles loop."

"Improve road condition, improve pavement conditions, improve street lighting - all over both areas."

"Change traffic priorities around the triangle- maybe stop up Kildrostan Street? And use street scape to dramatically slow traffic on Nithsdale between Florist and Chemist."



Figure 59: Pollokshields Map

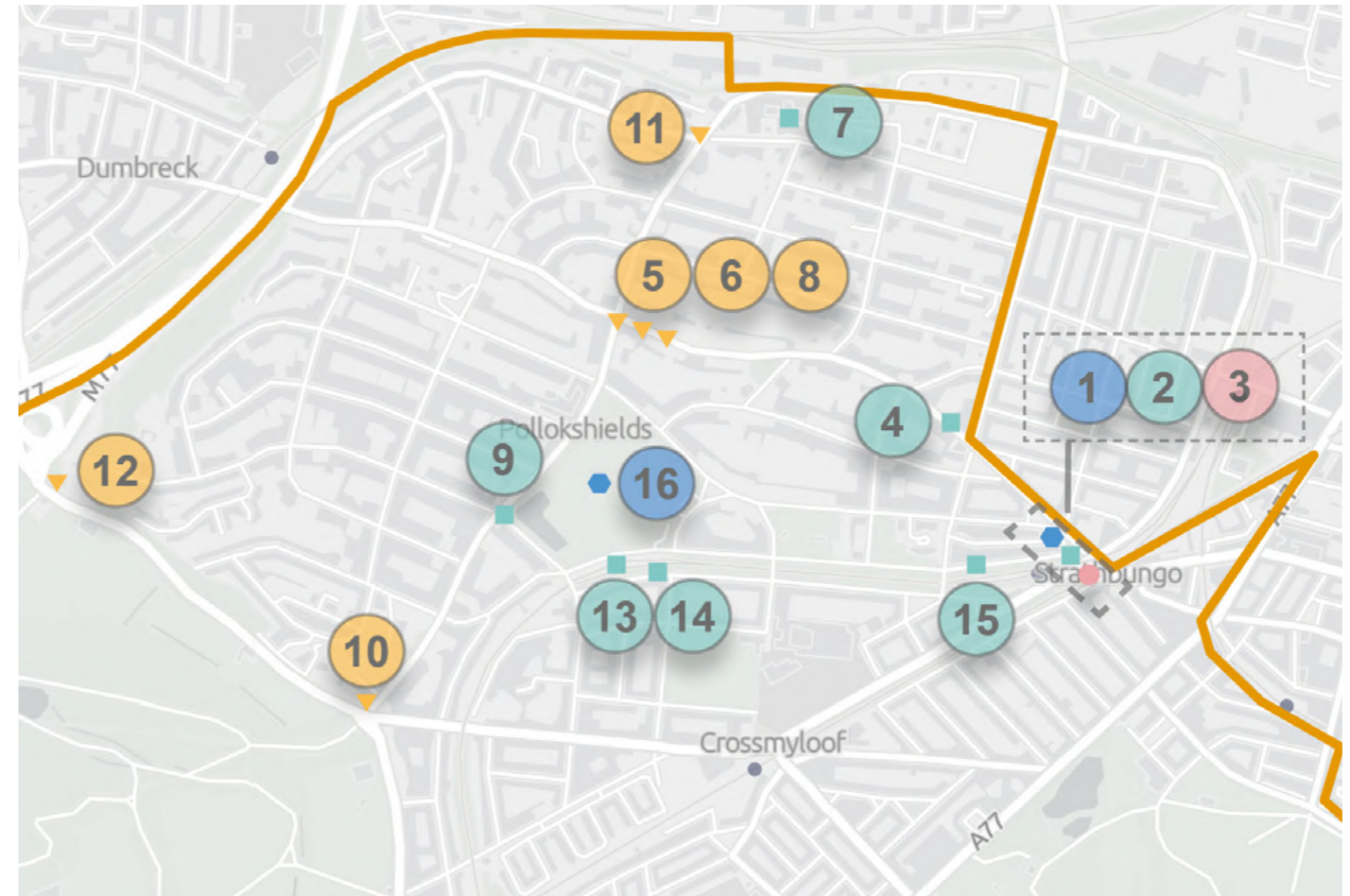




4.7 Site Specific Ideas

1. Reconfigure road layout around Kildrostan Triangle to slow traffic, introduce [SuDs](#) provision and increase safe opportunities to cross Nithsdale Road, potentially through narrowing carriageways, widened footpaths, signage and sectioning carriageway for pedestrianisation (refer to Letherby Triangle proposals in Mount Florida).
2. Improve priority for pedestrians' crossing 4 way junction (5 including Glencairn Drive) along Nithsdale Road at northern point of Kildrostan Triangle, addressing any drainage and accessibility issues (ie. Dropped kerbs).
3. Review need for barriers around Kildrostan Triangle - particularly at Darnley Road / Kildrostan junction.
4. Review street lighting along Nithsdale Road.
5. Complete cycle route put in on St Andrews Drive / Nithsdale Road
6. Maintain and, where appropriate, upgrade linemarkings and signage for cycle infrastructure in the area.
7. Address parking around St Albert's Primary School.
8. Adjust cycle lane along St Andrews Drive to ensure the right of way for pedestrians and cyclists is made clearer, particularly for cyclists across side streets and pedestrians across the cycle lane at bus stops.
9. Introduce dropped kerbs on corners of Springkell Avenue and St Andrews Drive junction.
10. Review space allocated for pedestrians / cyclists seeking to cross 5-way junction of Hags/Dumbreck/Titwood/St Andrews/ Pollok Park, particularly on crossing islands.
11. St Andrew's Drive/Maxwell Drive junction - new junction layout not fully accessible and poor signal timings
12. Access to Pollok Park across Dumbeg Road not up to National Cycle Network standard.
13. Bridge to train station lacks dropped kerbs, access.
14. Tidy up and improve accessibility.
15. Improve accessibility of station.
16. Review lighting in Maxwell Park.

Figure 60: Map showing the location of the site specific ideas for Pollokshields West



LEGEND (LN THEMES)

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





5.1 Project Opportunities Process

The following briefly sets out the key steps taken in establishing the 25 Project Opportunities for the Mansewood to Shawlands Liveable Neighbourhoods area. Not all these opportunities will initially be taken forward by GCC; the purpose for inclusion of these project opportunities is to provide support to other organisations and social groups in applying for funding/grants that are not available to Local Authorities.



Hundreds of comments were collated from local stakeholders during the engagement process for the Mansewood to Shawland Liveable Neighbourhoods.

A compilation and review of comments was undertaken by going through completed surveys and notes taken from engagement events and stakeholder discussions to ensure that the key issues/opportunities being raised could be set out as site-specific ideas for each of the sub-areas.

The site specific ideas were then mapped out to better establish where they sat in relation to both each other and key local projects and aspirations. Design team workshops then identified project opportunities that, in many case were formed by the grouping together of site specific ideas. This ensured project opportunities could address a number of local and stakeholder issues.

CRITERIA FOR SELECTION

- Survey comments, submitted either via the project website or in paper form at key locations across each area
- Post-it notes and discussions at in-person engagement events, including drop-in and pop-up events in the community
- Key stakeholder discussions, including site walkovers

CRITERIA FOR SELECTION

- Was aligned to one or more of the four key project themes
- Made reference to a specific location (key non-site specific ideas / improvements are listed in the appendix)
- Avoided duplication
- Indicate potential for delivery

CRITERIA FOR SELECTION

- Grouping of project proposals of similar type or context
- Feedback from GCC Officers and Councillors
- Can be utilised for funding bids to progress
- Can be delivered by GCC in partnership with other organisations
- Can be delivered by an other organisation (Housing Association / Developer, Social organisation / community group)



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

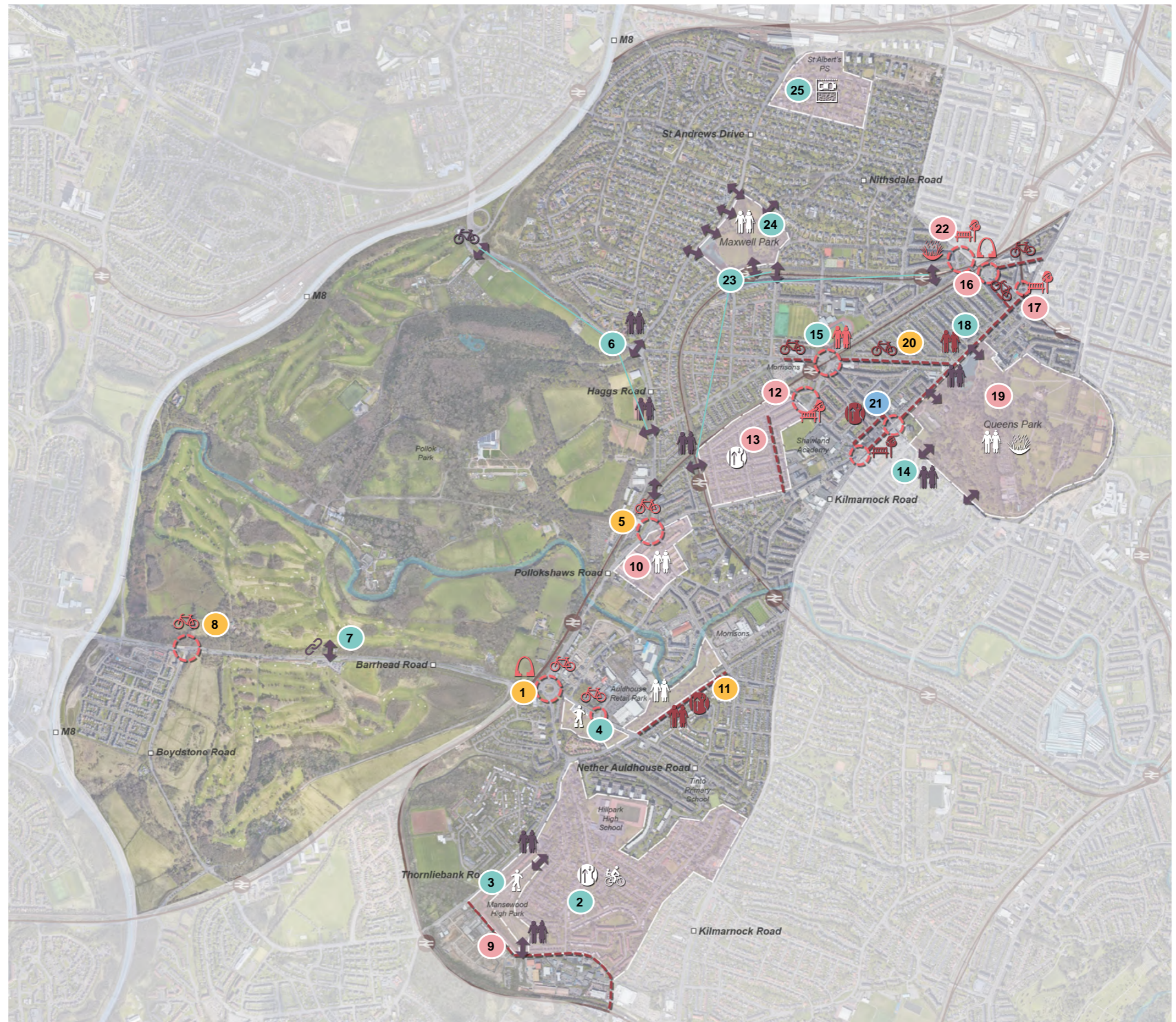


Figure 61: Strategic Masterplan for the Mansewood to Shawlands Liveable Neighbourhoods



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 OPPORTUNITY TABLE

PROJECT NO. & NAME	OPPORTUNITY DESCRIPTION (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	KEY THEMATIC	SUPPORTING THEMATIC	PROJECT TYPE	PHASING*	POTENTIAL FOR 'QUICK WIN'	POTENTIAL DELIVERY PARTNER(S) / FUNDING
1	Toll House Roundabout Improvements Redesign of Toll House roundabout to create a safer environment for pedestrians and cyclists around and on approach to roundabout as well as better celebrate the historical asset set in the centre of the roundabout.			Junction / Node	Medium-Term	No	Sustrans, Cycling Walking Safer Streets (CWSS), City Deal
2	Mansewood and Hillpark Filtered Permeability Exploring options around filtered permeability in the Mansewood and Hillpark area to address the volume of through-traffic cutting north-south along Mansewood Road and Tinto Road. Enhancing safer routes to Tinto Primary School and Hillpark Secondary School and seeking opportunities to alleviate surface water flooding and informal space for seating and play.			Area	Medium-Term	Yes - Trial measures	Sustrans, CWSS, Green Infrastructure Fund
3	Mansewood High Park Improvements Provide safer and more welcoming entry points into Mansewood High Park, including addressing parking and introducing crossing points along Burnfield Road. Upgrade play park and seating within the park.			Area	Short-Term	Yes - improve play equipment and seating	Green Infrastructure Fund
4	Nether Auldhouse Road Improvements Improve the Nether Auldhouse Road and Cogan Road junction to better facilitate safe cycle movements and to provide narrower pedestrian crossing points. Introduce a more direct and attractive link between Auldhouse and Greenbank Parks at the eastern end of the Road.			Junction / Node & Link / Access	Medium-Term	No	Sustrans, CWSS
5	Enhance Haggs Road / Pollokshaws Road Junction Re-design junction at Pollokshaws and Haggs Road to provide new pedestrian-cyclist crossing points and safe and coherent cycle infrastructure.WWW			Junction / Node	Medium-Term	No	Sustrans, CWSS



PROJECT OPPORTUNITIES



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 OPPORTUNITY TABLE

PROJECT NO. & NAME	OPPORTUNITY DESCRIPTION <small>(including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)</small>	KEY THEMATIC	SUPPORTING THEMATIC	PROJECT TYPE	PHASING*	POTENTIAL FOR 'QUICK WIN'	POTENTIAL DELIVERY PARTNER(S) / FUNDING	
6	Improved Northern Links into Pollok Park	Introduce pedestrian and cyclist improvements at existing crossing points along Haggs Road / Dumbreck Road, particularly addressing the National Cycle Network Route 7 connection into Pollok Park. Identifying any additional crossing points required and improving the pedestrian experience of walking along this perimeter route, particularly under the railbridge at the southern end of Haggs Road.			Link / Access	Medium-Term	No	Sustrans, CWSS, Transport Scotland
7	Re-instate Access into Pollok Park	Re-instate public access to Pollok Park via the Northwood public path (a public right of way), it is currently blocked by a locked private gate. This would provide a convenient link for residents of the Cowgate housing area.			Link / Access	Quick Win	Yes	FPCF
8	Barrhead/ Boydstone Road Junction Improvements	Introduce a pedestrian and cyclist priority junction where Boydstone Road joins Barrhead Road, reallocating road space to reduce crossing widths and provide clear speed limit signage to safely facilitate cycle movements and pedestrian crossings and reduce traffic speeds on approach.			Junction / Node	Long-Term	No	Sustrans, CWSS, City Deal, Transport Scotland
9	Parking and Flooding Improvement Works	Provide measures to ensure parking restrictions are better followed/enforced along Burnfield Road and introduce blue-green infrastructure to address the surface water in the area.			Route	Medium-Term	Yes - parking restrictions	Sustrans, Green Infrastructure Fund
10	Safer Streets in Pollokshaws	Introduce traffic calming measures along Rossendale Road, Well Green, Christian Street, Ashtree Road and Greenview Street, providing safer and more comfortable streets for walking and cycling along, including safer crossing provision along Rossendale Road and Well Green.			Area	Short-Term	No	Sustrans, CWSS, Wheatley Group
11	Auldhouse Road Traffic Calming	Reallocate road space to accommodate a new walking, wheeling and cycling route along Auldhouse Road, combining this with traffic calming measures to address traffic speeds and improved crossings / entry into Auldhouse Park.			Route	Medium-Term	No	Sustrans, CWSS



PROJECT OPPORTUNITIES







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 OPPORTUNITY TABLE

PROJECT NO. & NAME	OPPORTUNITY DESCRIPTION (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	KEY THEMATIC	SUPPORTING THEMATIC	PROJECT TYPE	PHASING*	POTENTIAL FOR 'QUICK WIN'	POTENTIAL DELIVERY PARTNER(S) / FUNDING
12	Improved Moss-side Street Green Space Improve green space at northern end of Moss Side Road to create a local useable amenity space, removing fencing around park. Potential for any enhancements to introduce traffic control measures for the area. This could involve modal filter measures along Durward Avenue and Dinmont Road to reduce rat run through Waverley Park housing area. Possibly creating a Dinmont Road and Durward Road loop.			Junction / Node	Medium-Term	Yes - Trial modal filter measures	Sustrans, Green Infrastructure Fund
13	Ravenswood Drive Traffic Calming Introduce horizontal traffic calming measures along Ravenswood Drive to address traffic speeds on this straight stretch of road. Opportunity to enhance school entry point.			Route	Medium-Term	No	Sustrans, CWSS
14	Improved Western Access to Queens Park Widen pavements and provide safer crossing points along Langside Avenue at key entry points into Queens Park.			Link / Access	Medium-Term	No	Sustrans, CWSS
15	Enhanced Shawlands Bridge Approach and Gateway Creating a safer and more welcoming entry to Crossmyloof Station and gateway to the Shawlands area from the west. Addressing speed of traffic and provision of safe pedestrian and cycle links, particularly looking at the reallocation of carriageway space outside Morrisons for safer walking, wheeling and cycling.			Junction / Node	Medium-Term	Yes - new lighting	Sustrans, CWSS, Scotrail
16	Enhancing Strathbungo Bridge Gateway for Walking, wheeling and cycling Creating a distinct and welcoming gateway to Strathbungo area from the west that forms a safe and direct walking, wheeling and cycling link onto Pollokshaws Road via either Nithsdale Road or Drive.			Junction / Node & Route	Medium-Term	No	Sustrans, CWSS
17	Nithsdale Street Pocket Park Enhance an existing wedge of hard landscaping on the corner of Nithsdale Street and Pollokshaws Road with improved surface treatment, new planters and potentially a gateway mural on the gable-end of the adjacent building.			Junction / Node	Short-Term	Yes - tidy-up, mural and seating/ planters	Sustrans



PROJECT OPPORTUNITIES



IMPACT

Medium = xx objectives

High = xx objectives

Significant = xx objectives

PHASING

Quick wins = 0 - 6 months

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LIVEABLE NEIGHBOURHOOD THEMES

Everyday Journeys

Streets for People

Active Travel

Local Town Centres

PROJECT OPPORTUNITY TABLE

PROJECT NO. & NAME	OPPORTUNITY DESCRIPTION (including the description of some indicative measures to address issues identified, further analysis and optioneering would be required)	KEY THEMATIC	SUPPORTING THEMATIC	PROJECT TYPE	PHASING*	POTENTIAL FOR 'QUICK WIN'	POTENTIAL DELIVERY PARTNER(S) / FUNDING
18	Pollokshaws Road Pedestrian Priority Corridor Introduce a series of measures to facilitate safer, more direct and comfortable pedestrian movement along Pollokshaws Road, including redesigning side street entry points, introducing improved crossing points, de-cluttering footpaths and, where possible providing wider footpaths.			Route	Long-Term	Yes - de-cluttering	Sustrans, CWSS
19	Queens Park Improvements Introduce new green-blue infrastructure to address surface water gathering on paths through the park, review lighting to enhance safety and upgrade the park's play area. Queens park is one of 3 trial parks that are part of the park lighting program. newer updated information in the ELN committee of the 26/04 - please see GCC Committee calender to access paper.			Area	Long-Term	Yes - lighting and new play equipment	Sustrans, CWSS, Green Infrastructure Fund
20	Titwood Road Walking, wheeling and cycling Route Reallocate road space along Titwood Road to help address traffic speeds and introduce new cycle infrastructure.			Route	Long-Term	No	Sustrans, CWSS
21	Improving the Heart of Shawland Improve parking arrangement, cycling infrastructure and traffic management at the heart of Shawlands to better prioritise the movement of pedestrians and cyclists and to reduce the impact of vehicular traffic on local residents.			Junction / Node & Route	Medium-Term	No	Sustrans, CWSS, National Lottery Grant for Heritage
22	Kildrostan Triangle Streetscape Improvements Reconfigure road layout around Kildrostan Triangle to slow traffic, introduce SuDs provision and increase safe opportunities to cross Nithsdale Road, potentially through narrowing carriageways, widened footpaths, signage and sectioning carriageway for pedestrianisation (refer to Letherby Triangle proposals in Mount Florida).			Junction / Node	Medium-Term	Yes - trial section of road closure	Sustrans, CWSS, Green Infrastructure Fund



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]

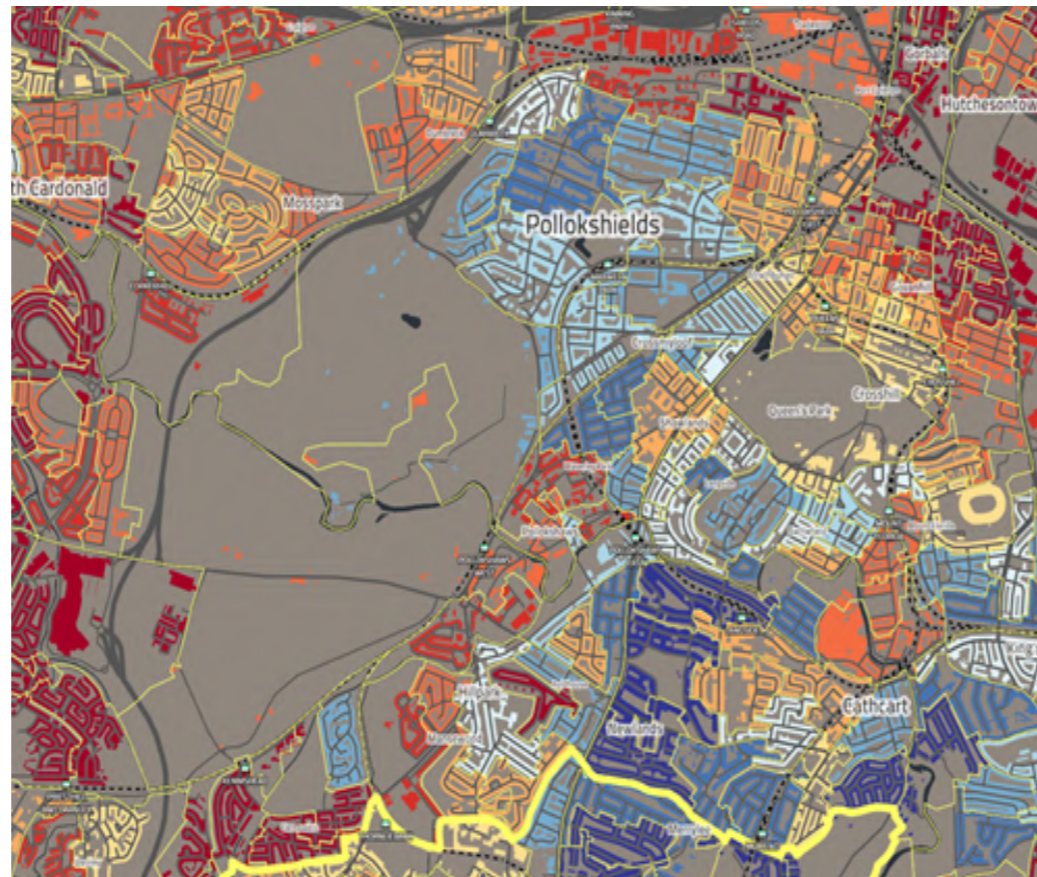


Figure 62: SIMD 2012

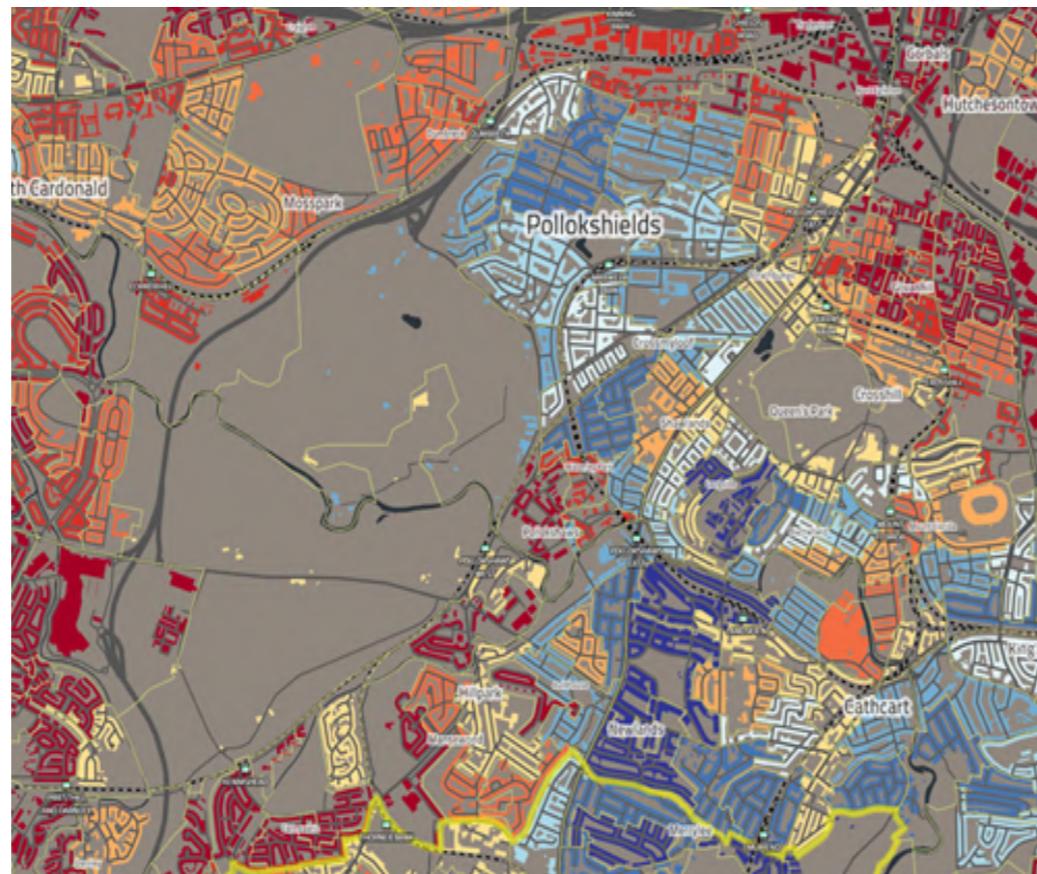


Figure 63: SIMD 2016

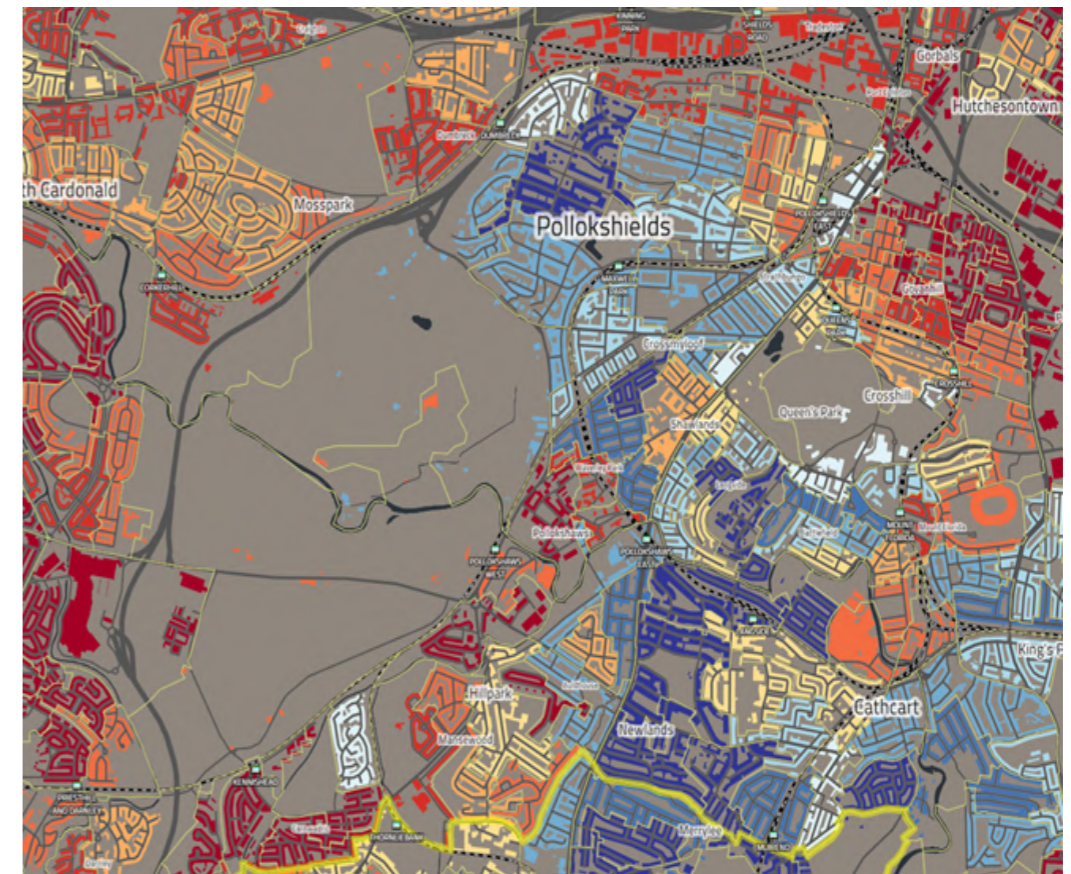


Figure 64: SIMD 2020

APPENDIX B: ADDITIONAL DAILY COMMUTE DATA

APPENDIX C: HISTORIC CONTEXT

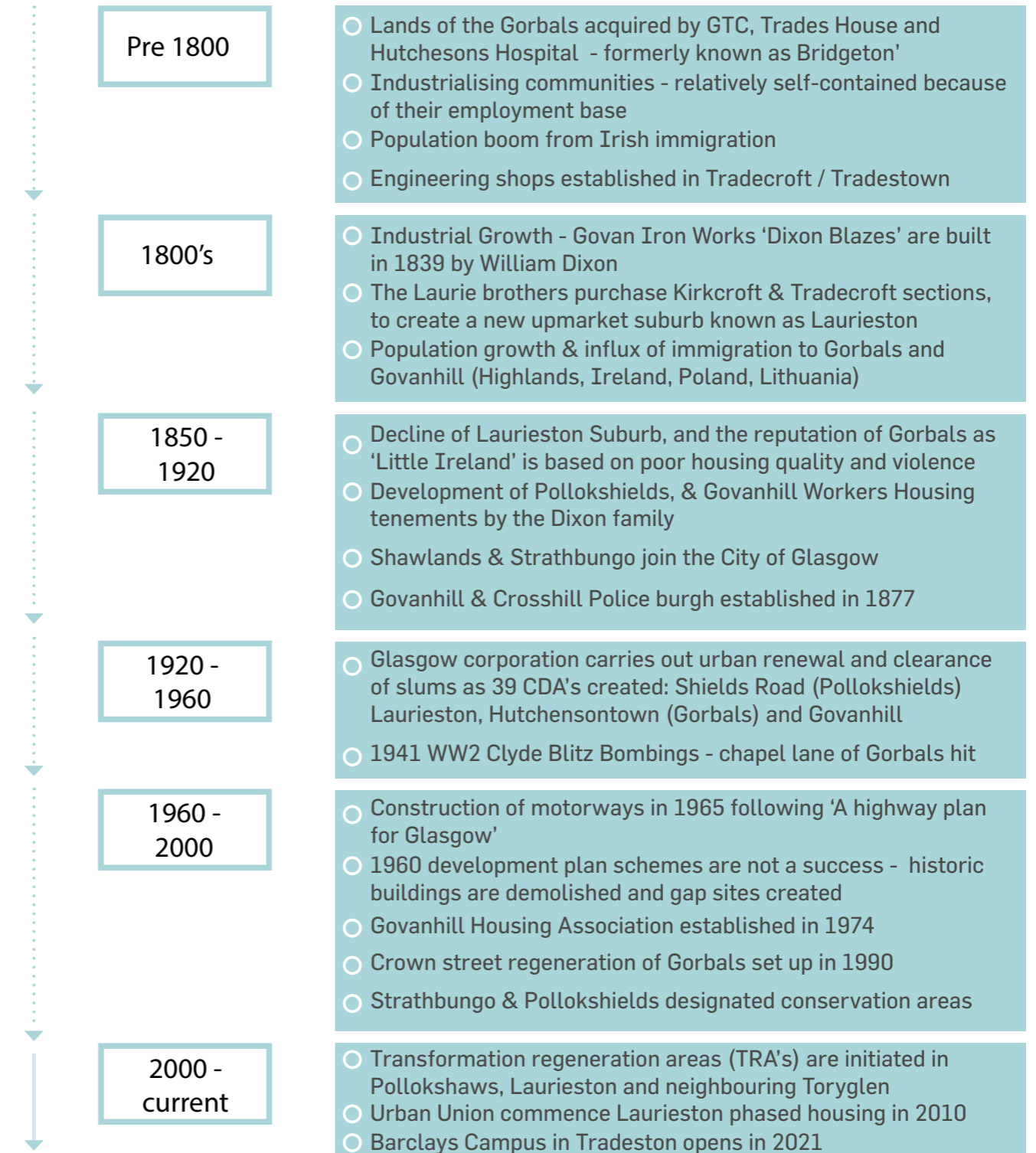
South Glasgow

Glasgow's South Side includes a large sprawling area, south of the River Clyde. The neighbourhood regions included in this report include Pollokshields West, Strathbungo, Shawlands, Pollokshaws and Mansewood.

Most of these southern neighbourhoods still retain much of their original Edwardian and Victorian architecture and character. The southern areas of Pollokshields, Strathbungo and Shawlands town centre are classified as conservation areas to safeguard the historic streetscape and urban fabric which play a key role in their place quality, vibrancy, and attractiveness as areas to live, shop and work.

Overview

Timeline



Pollokshields West

Pollokshields West

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 population was large enough by 1876 to justify independent burgh status and the area as it is today, was completed by 1910.

The area was developed as a first-class residential district comprised of large villas, with strict planning controls over the position, quality, and the use of buildings. Villa development began in 1851 and spread southwards from the Paisley canal. The eclectic range of building styles was intended to display the individuality of property owners – many were designed by esteemed architects of the time such as Alexander Greek Thomson.

The area was linked even more strongly with the rest of the city when the Cathcart Railway opened in 1894. By the 1900s Pollokshields was identified as one of Glasgow's most attractive and affluent neighbourhoods and in 1973, it was given conservation area status.



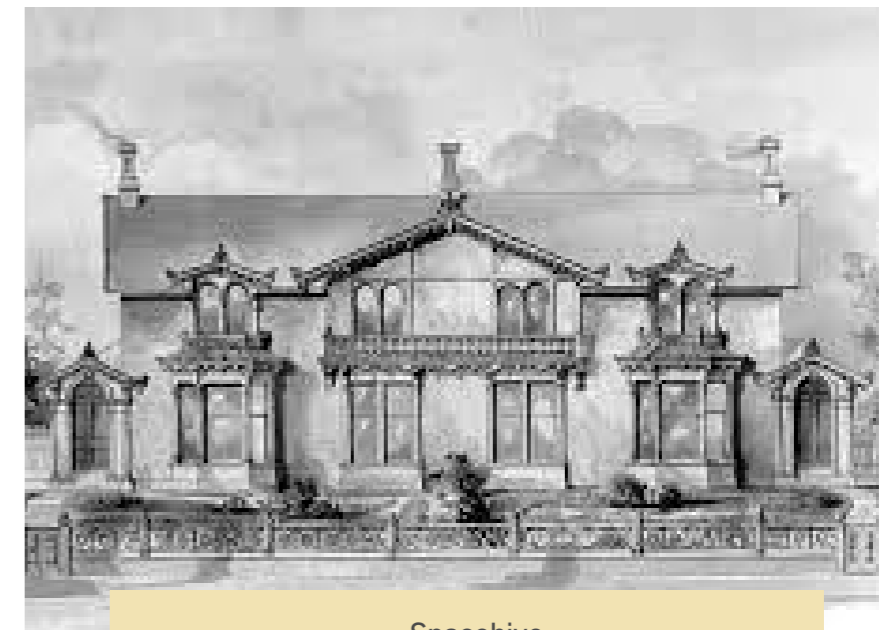
Pollokshields west UF Church



The Glasgow Story



The Glasgow Story



Spacehive

Strathbungo

Strathbungo was originally a crofting and miners village in the early 18th century before developing into a residential suburb. Strathbungo had multiple identities in the early 1800's, being known as Marchtown, Strathmungo or Strathbungo.

In the mid-19th century a plot of land south west of the village was sold by the Stirling-Maxwells to developers – to later be built into the current suburb of Strathbungo. This new neighbourhood was comprised of Victorian sandstone terraces - the first of these was designed by Glasgow's famous architect, Alexander "Greek" Thomson.

In time the development was absorbed into the Victorian expansion of neighbouring Govanhill and Crosshill, and in 1971 the Strathbungo Society was born. This society was created to protect and regenerate what had become an unwanted slum of bedsits and cheap boarding houses. Strathbungo became one of Scotland's earliest Conservation Areas in 1973.

Strathbungo



The Glasgow Story



Historic Environment Scotland



The Glasgow Story



Spacehive

Shawlands

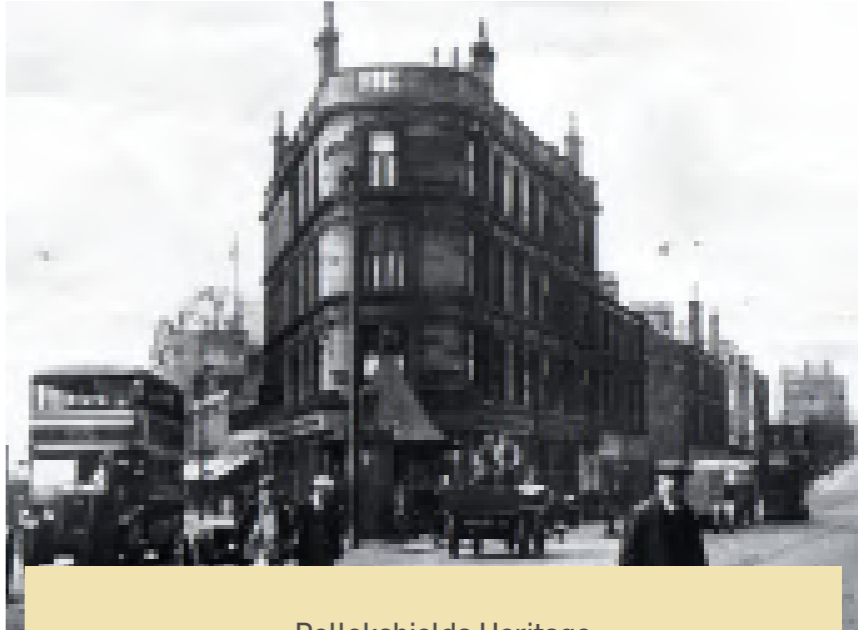
Shawlands

The district of Shawlands and the village of Crossmyloof, developed rapidly in the 19th century, changing from an industrial area into a residential suburb during the city extension into the southside, and with the introduction of the Cathcart Circle and trams, improving commuter links to the city centre. Shawlands developed as a vital commercial town centre for the south side of Glasgow.

Today, the area is served by Pollokshields West and Crossmyloof train stations, shops, bars, and restaurants along the A77 and Pollok Country Park. Shawlands is a vibrant urban neighbourhood focused around a town centre that functions as a key retail and commercial destination for the area. A Town Centre Action Plan was approved in 2010 to protect and enhance the role of Shawlands Town Centre as the commercial heart of the area. The area was awarded conservation status shortly after, recognising the quality and heritage value of the built environment in this area.



Pollokshields Heritage



Pollokshields Heritage



Pollokshields Heritage



Pollokshields Heritage

Pollokshaws

Pollokshaws

Pollokshaws first appeared on historical maps from 1747. The area was a thriving community of businesses, cottages and tenements with a local economy dedicated to weaving in the 17th century. The urban fabric of the town originally followed a linear pattern along Shawbridge Street, interspersed by shop fronts, the St Mary Immaculate church, and the Round Toll.

Pollokshaws became a Burgh in 1812 and remained as such until 1912 when the area merged into the City of Glasgow. With the advent of the post-war housing crisis, much of the original urban fabric was demolished in 1957 with Pollokshaws designated as a Comprehensive Development Area. This saw much of the study area redeveloped into high-rise housing, and two large factories erected on either side of the banks of the White Cart Water.

The Shawbridge Estate as it was then called was built in the 1960s comprising a mixture of nine multistorey blocks, low-rise tenements, deck-access flats and the Shawbridge shopping arcade. Work to transform the area began in 2005 and in 2008 the first multi-storey block was demolished. The final high-rise block on Shawbridge Street was demolished in 2016. The area's name was changed to Pollokshaws in conjunction with regeneration plans - in order to reduce the stigma associated with the area.

Several key historical buildings still remain, such as Pollokshaws Burgh Halls, the Stag Inn and Pollokshaws Parish Church. Pollokshaws has been designated as a Transformational Regeneration Area (TRA) - shawbridge arcade is scheduled for demolition as part of this regeneration.



Canmore



Pollokshaws high rise flats



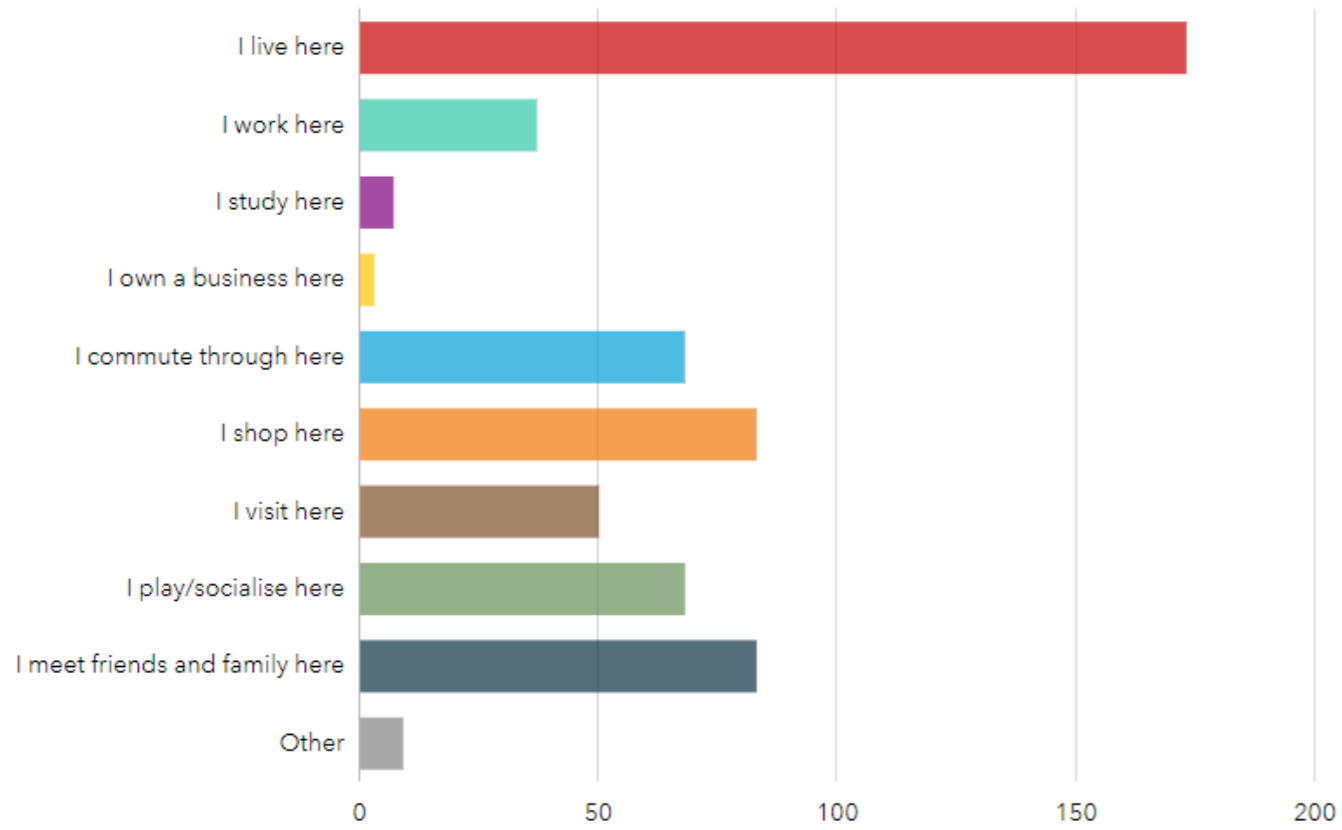
National Library Of Scotland



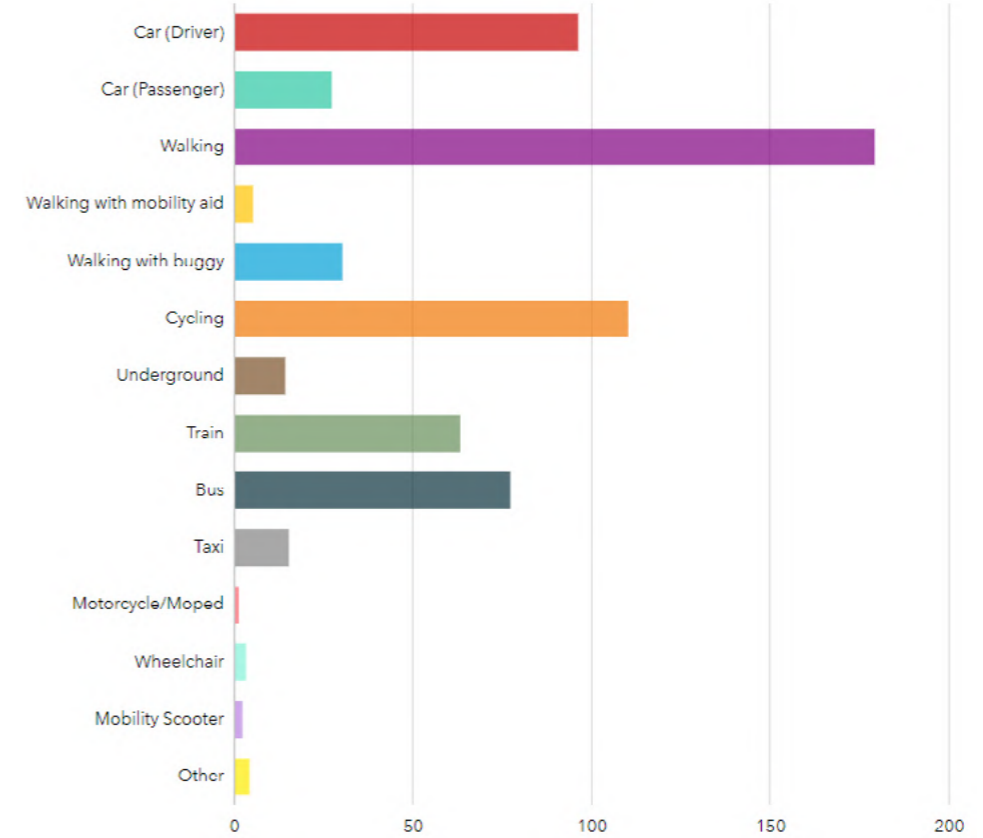
The Glasgow Story

D2: Respondents

Q1. What is your connection to the area?



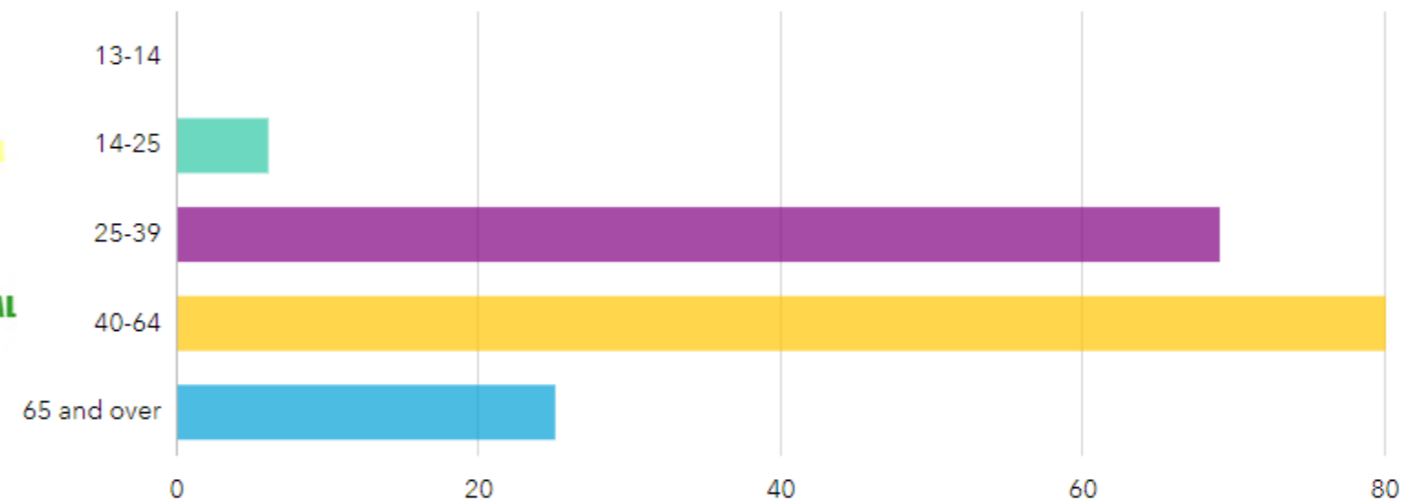
Q2. How do you normally travel around/to this area?



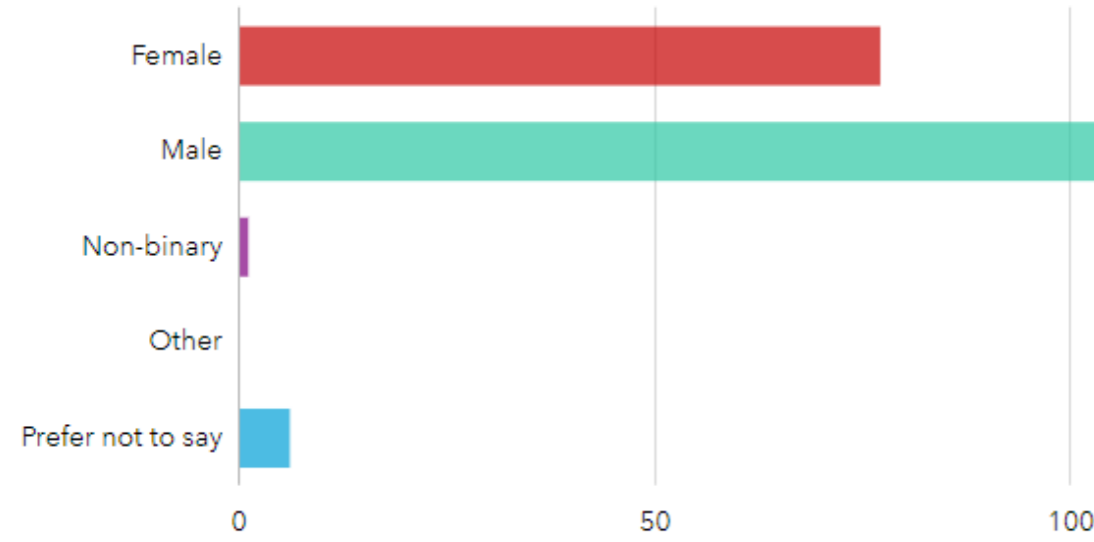
Q3. What is your postcode?



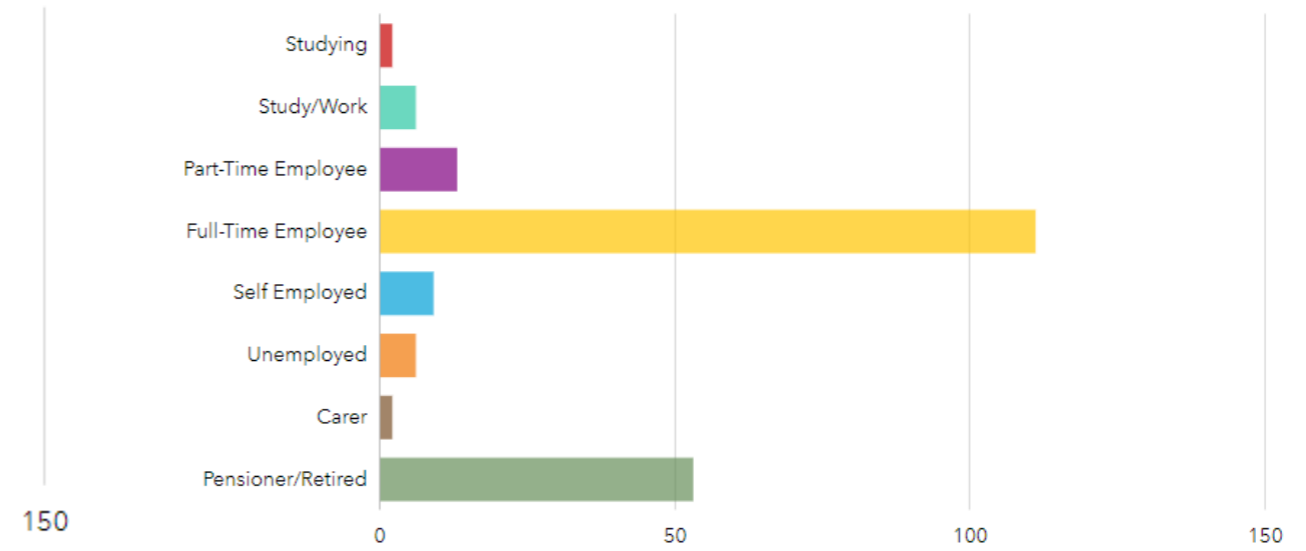
Q4. What age group do you belong to?



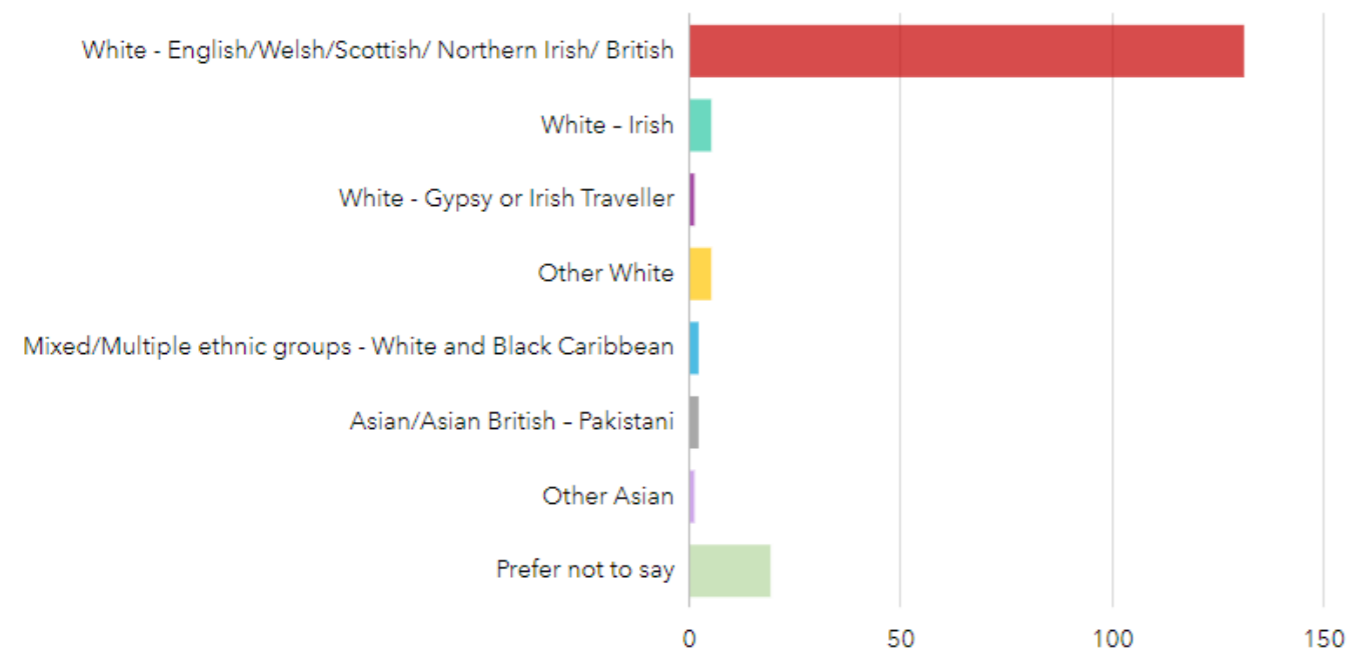
Q5. What best describes your gender?



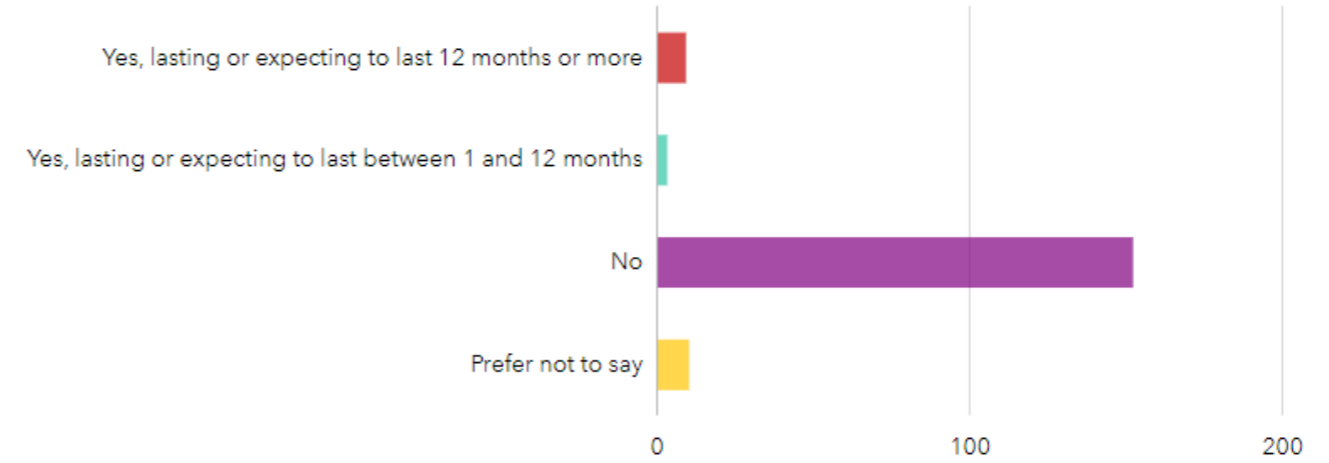
Q6. What is your employment status?



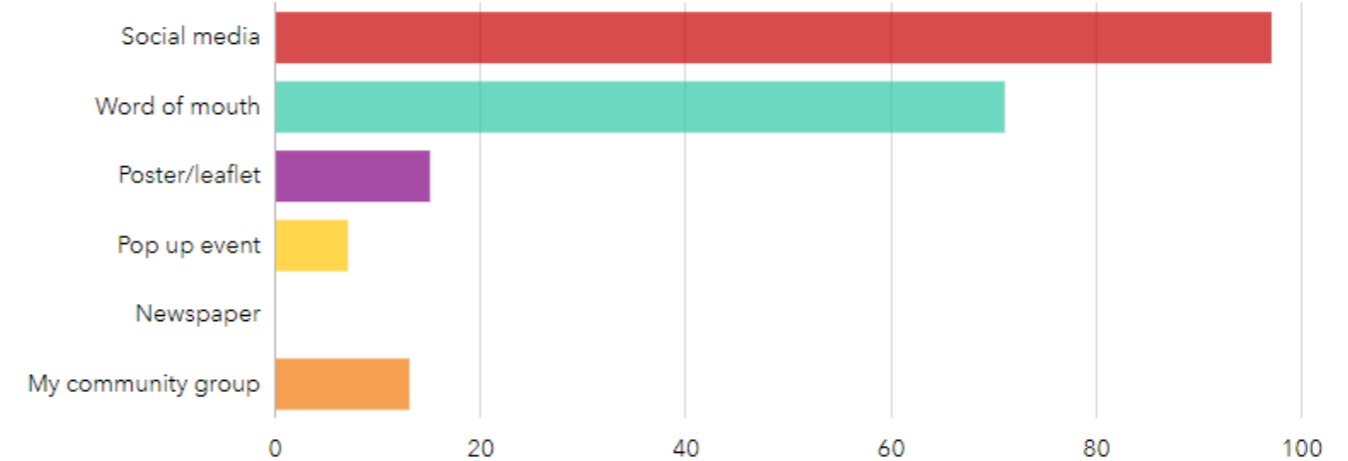
Q7. What is your ethnicity?



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



Q9. How did you hear about this?



APPENDIX D: 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 zebras) 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 E: WIDER AREA - NON-SITE SPECIFIC IDEAS





Area Focus - SS = Shawlands & Strathbungo, MP = Mansewood & Pollokshaws, PW = Pollokshields West

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.

NON-SITE SPECIFIC IDEAS		
DESCRIPTION OF MEASURE	AREA FOCUS	THEME FOCUS
Provide a wayfinding strategy for the area.	All	SP
Wider Cycle Hangar Roll-out	All	AT
Continued roll-out of nextbike hire and locations	All	AT
Street Play Days	All	SP
Pop-up Parklets and Street Trees - Car Parking	All	LTC
Pop-up junction improvements	All	EJ
Community pop-up parklets and planters	All	SP
Stalled spaces and opening of vacant land	All	SP
Incorporating SuDS into parking retrofitting	All	SP

NON-SITE SPECIFIC IDEAS		
DESCRIPTION OF MEASURE	AREA FOCUS	THEME FOCUS
Parking Enforcement, potential bollards at problem junctions	All	SP
Street art	All	SP
More electric vehicle charge points, potentially from lampposts (More information: https://ubitricity.com/en/charging-solutions/ac-lamppost/).	All	AT
More public space made available for socialising / congregating	SS	SP
Restore pavements and introduce more dropped kerbs	SS	EJ
Lighting and Toilets in green spaces.	All	SP

LEGEND (LN THEMES)

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



ATKINS
Member of the SNC-Lavalin Group

