

Pollok LDF

Background Research

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Historical context

The area that is now Greater Pollok was home to a chemical works and two hospitals, as well as a small mining village at Nitshill.






In its modern form it was first developed as a 'garden suburb' in the 1930s. This started out on land that was formerly part of the Pollok Estate as low density high quality housing in what is now known as 'Old Pollok' to the north of Barrhead Road. It was seen as an ideal location for this type of housing estate due to the number of water courses running through the area and how removed it was from the industrial heart of Glasgow.

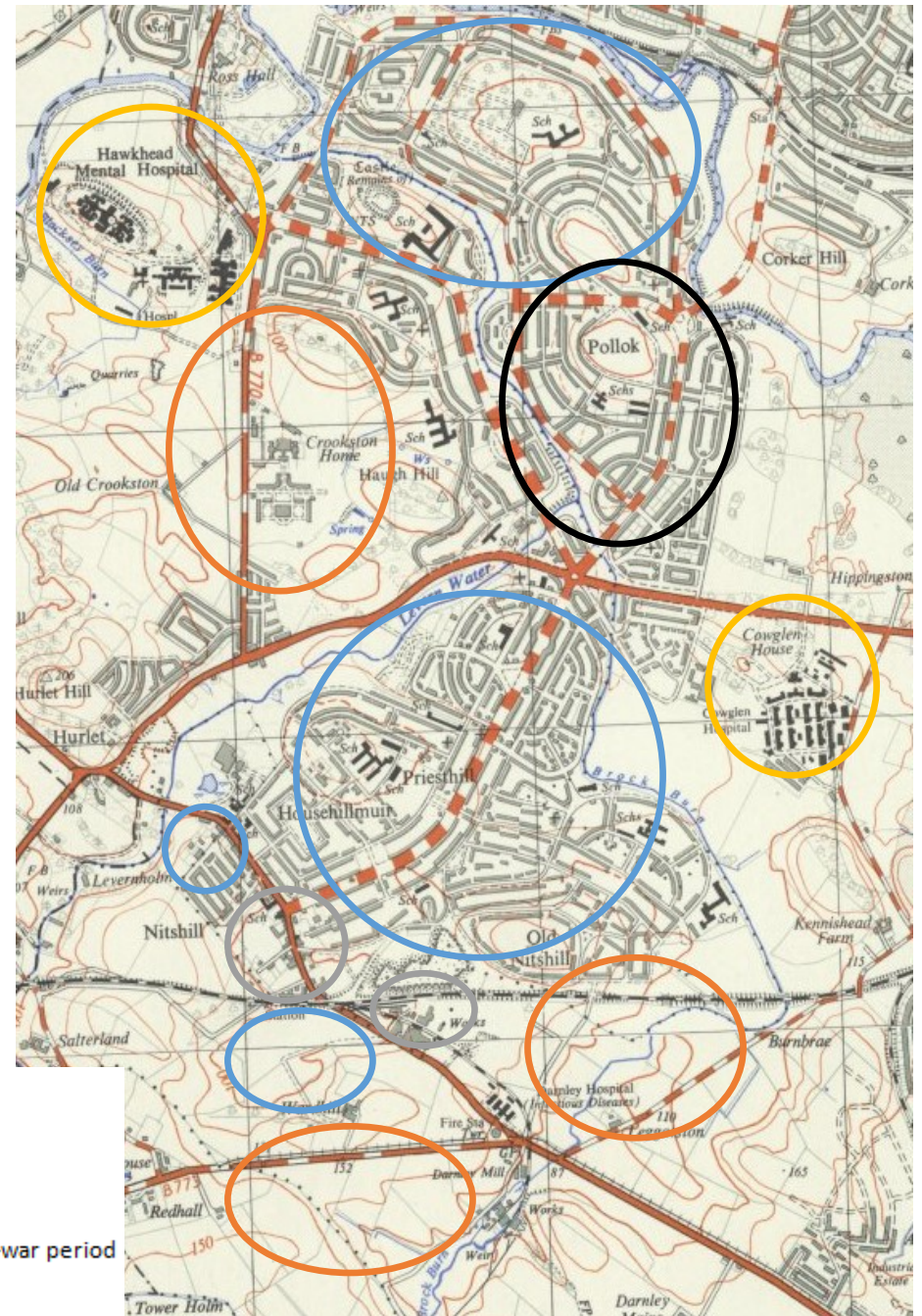
This was followed after the second world war by high density lower quality tenement style flats that were built in large numbers to the north of the area and in Priesthill, Nitshill and Househillwood.

In the 1970s Darnley was developed as a high density neighbourhood made up of large brutalist 'zig zag' style blocks that was initially planned as a self sustaining separate estate.

Employment within the area has always been limited though was boosted by the opening of an office of the NS&I at Cowglen in the 1960s. Residents have generally commuted into other parts of the city or neighbouring Renfrewshire for work.

The area initially had very little retail and amenity space until the construction of the Pollok Shopping Centre in the 1970s. This proved to be an acute problem within the area with little choice and poor variety for residents resulting in a 'food drought'.

-  Hospital sites
-  Industrial sites
-  Old Pollok 1930s
-  Development post-war period
-  Later development



Source: Nation Library of Scotland

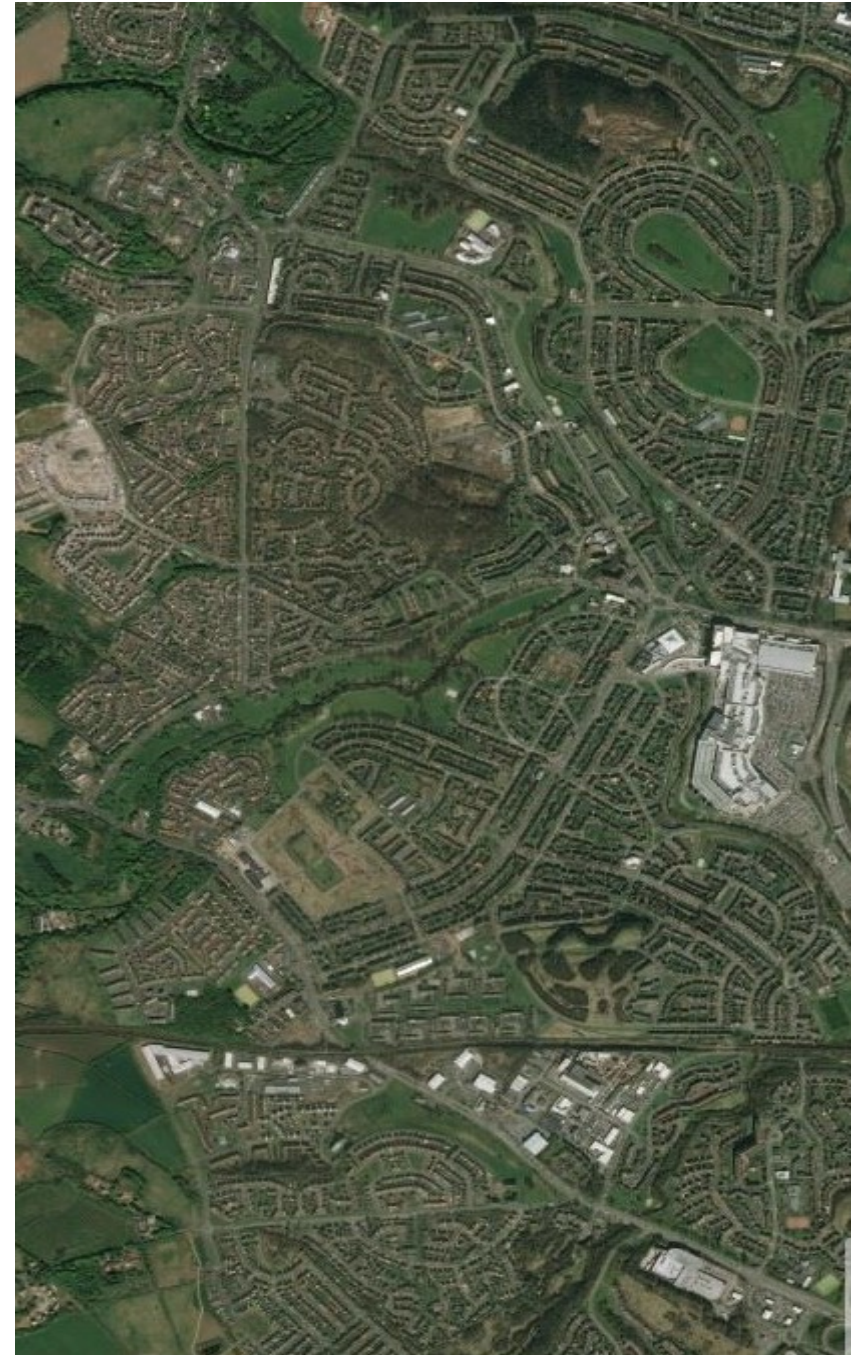
Greater Pollok Today

In recent years the area has undergone significant changes. Much of the older housing stock has been replaced by low density housing and the overall population density of the area is significantly lower.

A combination of public and private sector led housing development has been responsible for much of the change in the area, especially in Crookston, Darnley and South Nitshill. This had led to an influx of new residents to the area and some neighbourhoods becoming more affluent, while others have not significantly changed.

The construction of the M77 to the east of the area has been the main catalyst for much of the development and most of the new housing within the area is of typical suburban style. The 'car orientated' design of much of the Greater Pollok has led to many residents still struggling to access services and local amenity despite the presence of several large supermarkets and the public realm located centrally within the area.

The opening of Silverburn on the site of old Pollok shopping centre has brought jobs and new amenity to the area and has put Greater Pollok on the map as a key retail destination.



Source: Nation Library of Scotland

Methodology

The Greater Pollok Local Development Framework will provide supplementary guidance for Greater Pollok, identified in the City Development Plan as a priority area in accordance with policy CDP 2 Sustainable Spatial Strategy which shall deliver the Place making Principle Policy CDP 1.

This preliminary research will utilise a character assessment and a scoping report to gain an insight into what the key issues are within the area and will provide evidence to support this. This will be followed by a detailed SWOT analysis based on the research carried out and highlight 5 key points that should be addressed within the LDF.

The scoping report identifies key issues affecting the area and presents a conceptual approach designed to cover a large area beyond neighbourhood level which responds to the context and particular issues affecting the area. This provides a basis for the production of the LDF to consider resources and actions to progress implementation of the strategy; identify how strategy impacts will be measured and may also set out broad design parameters.

The Greater Pollok LDF will set out spatial guidance for future development of the area that will place emphasis on its unique location within the city and the key opportunities to find nature based solutions to the issues that are identified. It will recognise that the health and well being of residents in the area can be greatly affected by the environment in which they live and that any recommendations made will reflect this.

Methodology - Character Assessment

This study has examined 'Greater Pollok's constituent neighbourhoods to establish a better picture of the community and its key elements. The study endeavours to draw on the physical, social and geographical layout of the area people already identify with, rather than determining the boundaries by policies local people perhaps may not associate themselves with.

After considering each neighbourhood individually the Study will then examine how they work together as a whole. This will entail looking at how these areas connect together and identifying common issues and themes that arise throughout. This process will avoid a 'one size fits all' solution and help deliver a clear path forward for Greater Pollok that helps tackle key issues in a coordinated way.

The Oxford Character Assessment Toolkit is a useful approach to assessing Greater Pollok as it provides flexibility as well as detail. The toolkit's detail helps provide strong picture of neighbourhood characteristics and built morphology, however it also helps describe the 'feel' of the area.

The Toolkit is useful in tying together how the spaces, buildings, views, lighting, noises and smells combine with one another to create an overall impression of each building, street and neighbourhood. This then allows stakeholders to consider what the area does well and those aspects where there is room for improvement.

Finally, the study will reference the City Development Plan which sets out 4 strategic outcomes, namely:

A Vibrant Place

A Thriving Sustainable Place

A Connected Place

A Green Place

The reflections and conclusions of this Study will then help shape how exactly these ambitions for Greater Pollok can be delivered.

Key policy documents

Document	Author	Summary
Glasgow City Development Plan (2017)	GCC	<p>Sets out the Council’s land use strategy and provides basis for assessing planning applications.</p> <p>Four strategic outcomes:</p> <ul style="list-style-type: none"> -A vibrant place with a growing economy -A thriving and sustainable place to live and work -A connected place to move around and do business in -A green place
Open Space Strategy (2020)	GCC	<p>This is a corporate strategy that will align the work of various council services to deliver a variety of benefits for people and nature in Glasgow in line with the strategy's three outcomes - enhancing:</p> <ul style="list-style-type: none"> • the City's Liveability, increasing its attractiveness as a place in which to live, work, move around, study and invest; • the Health and Wellbeing of the City's human population and of its flora and fauna; and • the long term Resilience of the City in relation to issues such as climate change.
Clydeplan (2017)	Glasgow and Clyde valley Strategic Development Planning Authority	<p>Made up of eight local authorities in the West of Scotland. The principal role of Clydeplan is to prepare and maintain an up to date Strategic Development Plan (SDP) for the Glasgow city region. This process involves engagement through joint working and consultation with a number of key stakeholder organisations and the wider community.</p>
Scottish Planning Policy (2014)	Scottish Government	<p>Policy statement on how nationally important land use planning matters should be addressed across the country.</p>
National Planning Framework 3 (2014)	Scottish Government	<p>The third National Planning Framework, setting out a long-term vision for development and investment across Scotland over the next 20 to 30 years.</p>

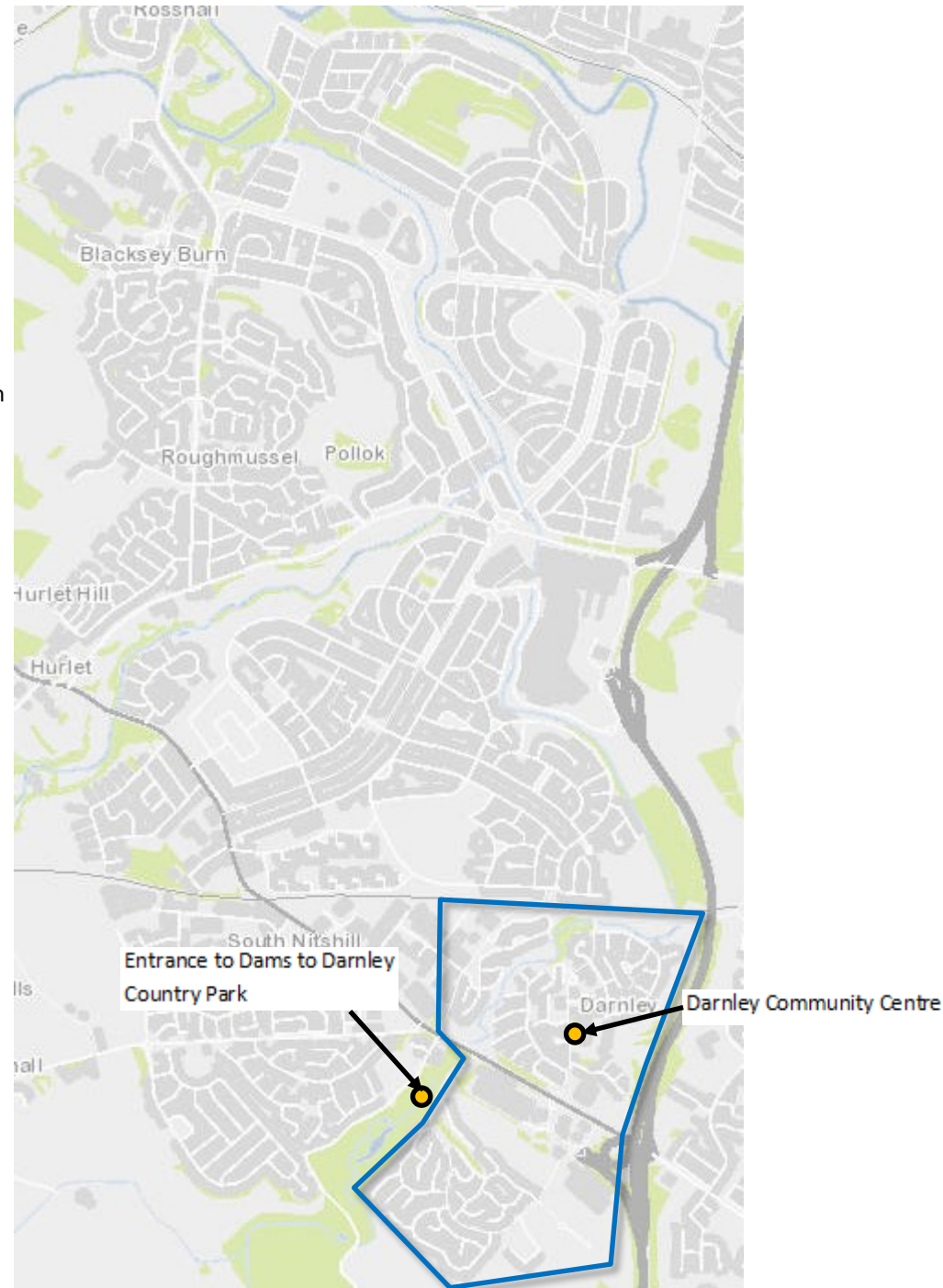
Character Assessment

Darnley

The area was developed in 1968 as a high density council housing estate with a mixture of low and mid rise blocks. Most of the original blocks have now been removed and replaced with a mixture of private and social housing, consisting of typical suburban houses.

Dams to Darnley Country park is adjacent to the area and is a large nature reserve that is run jointly between Glasgow and East Renfrewshire councils.

Darnley has a community centre that is home to various community groups and hosts a wide variety of activities.



Darnley - A Vibrant Place

Gateway to area



Nitshill Road

This junction acts as a key gateway through the area from Paisley, connections to the M77, city centre and Ayrshire, the communities of East Renfrewshire and East Kilbride. Poorly signed and uncoordinated parades of fast food outlets and convenience retail outlets adjoin the corridor alongside a small retail park with Lidl and the an anchor Sainsbury's and associated facilities at Darnley Mains. In central Nitshill a large overgrown development site, littering and densely parked cars dominate the townscape. The breadth of the corridor, lack of crossing points, greening and notes which provide identity and character underline the car centric and poor pedestrian experience- How can this corridor be improved?

Lack of active frontage



Glen Moriston Street

Key buildings such as the community centre and church face away from the main road and often present a more functional side of the building to the street. This type of design favours security and privacy over active frontage and leads to a fragmented urban form. The is type of design also leads to small parcels of land being left empty with no clear purpose other than creating a 'buffer' between the building and the main road. Future approaches to this type of development in the area could put more of an emphasis on accessibility and maximising land use.

Inconsistent design and materials



Glen Moriston Street

The white render on these houses is already looking in a poor state despite these being relatively new homes. Every housing estate in the area looks different, so there is a lack of uniformity that gives a miss matched impression of the area. This highlights the importance of material quality and sustainability. Future design should pay particular attention to the environmental context and that a 'one size fits all' approach is not sustainable in the long term.

Darnley - A Thriving Sustainable Place

Local employment opportunities



Kennishead Road

This business park provides employment opportunities within the area and is adjacent to Priesthill & Darnley station. It consists a significant cluster of car related activities as well as small light manufacturing and storage uses. – Could the role of the park be diversified to provide further employment opportunities, perhaps small work spaces or shared storage for local self-employed? Could further class 4 activities be promoted on the park or co-work space for those in the area who may work for themselves? Could the character of park be enhanced via gateway improvements.

Fly tipping/littering



Kennishead Road

This fantastic green space is marred by a serious fly tipping problem that seems to be recurring. This is very close to a residential area and not far from a children's play park. Local residents organise regular clean-ups but some kind of long term solution to the problem would be preferred. Improving the pedestrian experience on Kennishead Road and encouraging greater biodiversity are approaches that could have the biggest impact in the long term in making the space more sustainable in the long term.

Pedestrian experience



Glen Moriston Street

This style of crossing is representative of the whole area. There is a poor pedestrian experience throughout the neighbourhood and this is made worse by the car dominated design of crossing points and buildings. The crossing designs are overly complex and confusing, can traffic calming be introduced and designs rationalised?

Darnley - A Connected Place

Walking and cycling paths



Kennishead Road

This path under the railway provides a key connection between Darnley and Priesthill enabling residents to walk and cycle to Silverburn, however for an important movement corridor it does not appear safe due to the large billboard, undergrowth and lack of lighting. Enhancements to important connecting points such as this site via better lighting and gateway measures would be an important measure in integrating the neighbourhoods of Greater Pollok more effectively.

Rail link



Priesthill & Darnley station

This station provides a key transport link between Glasgow city centre and Kilmarnock and is within walking distance of Darnley and Priesthill. How can the station be better connected to the area around it, for example can the adjacent pedestrian bridge over the railway be improved? Can cycle storage be introduced?

Major road link



Nitshill Road

The area is well connected to the M77 motorway by a dual carriageway running through the area. This allows fast and reliable travel to the city centre, Ayrshire and the wider conurbation. However the dominance of the corridor creates an unattractive barrier for non-car users. How do you mitigate this? Could the crossings be improved and could traffic be calmed? How bad is air and noise pollution for local residents and how can the effects of this be mitigated?

Darnley - A Green Place

Natural water feature



Glenmoriston Street

The Brock Burn provides a natural water feature that flows through the communities of Darnley and Priesthill before meeting the Levern water. Wildlife is abundant and the smell of trees creates a peaceful atmosphere alongside a road which is traffic dominated. This creates a clear boundary for the north of the area and provides a sustainable drainage system. How can the potential of this and smaller areas be enhanced? What measures can be adopted to discourage fly-tipping which undermines the quality and cleanliness?

Underused green space



Glenmoriston Street

On this example of local greenspace, it is noted the space is underused and attracts littering and fly tipping. Little play appears to take place on the site and this is common to many similar spaces throughout Greater Pollok.

Unique green features



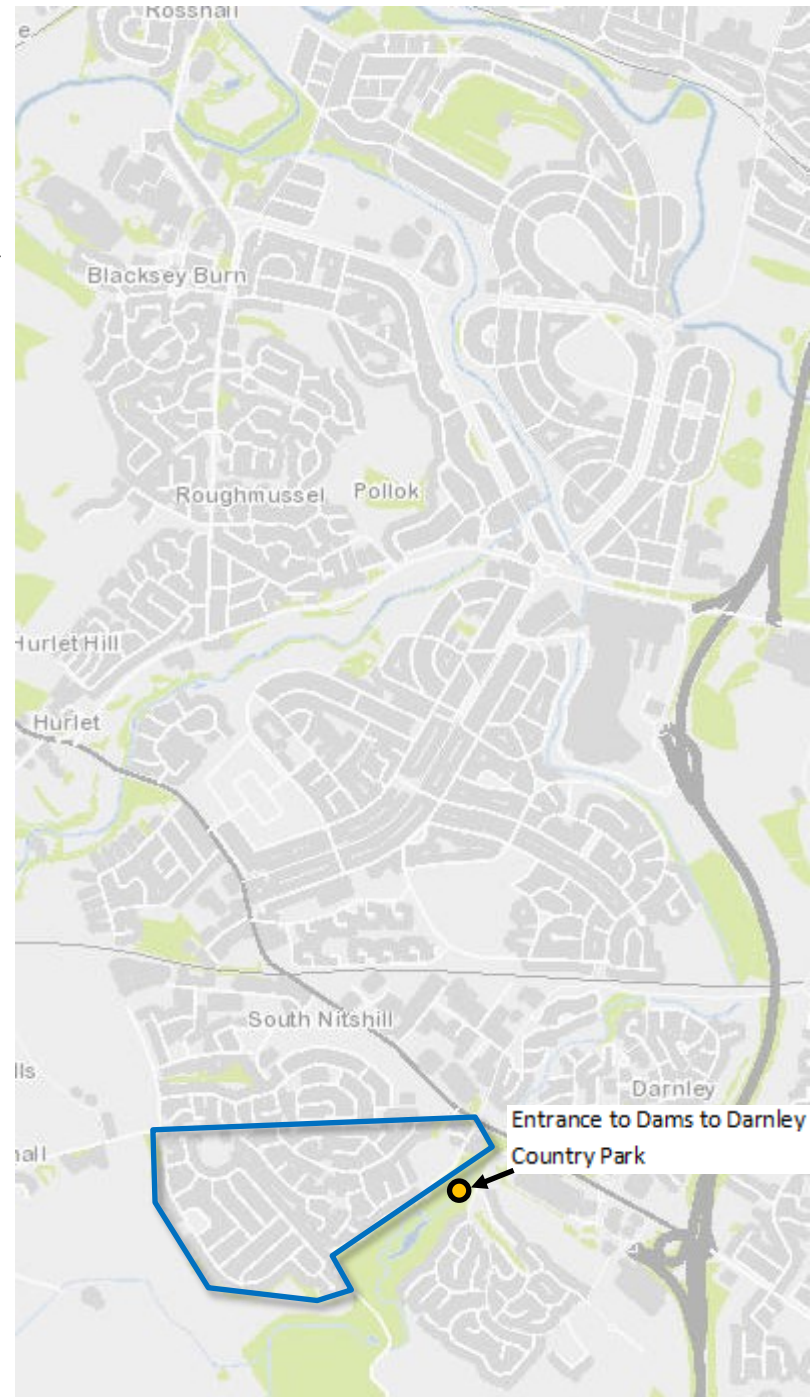
Nitshill Road

This tree at the entrance to Darnley from Nitshill Road provides a significant point of interest at this gateway. This example of Arucaria Araucana (Monkey Puzzle) is out of character from other tree species within Greater Pollok. This illustrates the value of selecting interesting and unusual species to add interest and character to gateways and green spaces

Parkhouse

This area was developed in the 1980s as a low density suburb. Much of the housing stock dates from this era, though there has been an increased amount of development in the last decade.

Dams to Darnley Country park is adjacent to the area and is a large nature reserve that is run jointly between Glasgow and East Renfrewshire councils.



Parkhouse - A Vibrant Place

Gateway to area



Parkhouse Road

This is a significant traffic corridor with limited crossing points for pedestrians. Parkhouse Road acts as a border between Parkhouse and South Nitshill and also the main traffic thoroughfare from Nitshill Road. How could this be improved for pedestrians and cyclists? What can be done at the primary entrance junctions? Is there scope for a gateway feature to create a sense of place identity and signification when entering each neighbourhood? There is an abundance of green space adjoining the road, its specific role and purpose is not clear, it lacks biodiversity and maintenance responsibility for some pockets is unclear.

Improved design



Millview Place

This recent development uses an attractive brick rather than render finish. It throughout the area that where this is the chosen material, it is evident this generally weathers better and contributes towards a greater sense of quality, character and place identity. In taking Greater Pollok forward planning policy should seek to pursue high quality design and a materials pallet ages well over time. How can we encourage volume builders to pursue further quality and design innovation?

Parkhouse - A Thriving Sustainable Place

Vacant building



Corselet Road

This former farm steading and more recently (now vacant) restaurant acts a poor gateway at the junction of Corselet and Nitshill Road and the Dams to Darnley Country Park. The adjacent amenity space represents the only publically accessible space within easy walking distance of many residents. How can this important historic building be brought back into use? Should alternative uses be considered? Could the building be used in relation to Dams to Darnley and complement its role as an emerging tourist attraction?

Vacant land



Corselet Road

This is one of the few pieces of vacant land in the area and is located next to the entrance to the Country Park. Planning permission has been granted for a residential development on this site. Will pressure mount on local green field sites for development as less brownfield sites appear on the market?

Parkhouse - A Connected Place

Key pathways



Bruntsfield Avenue

Bruntsfield Avenue demonstrates a high quality network of well-lit paths and that connect the adjacent streets to the Country Park. This successfully compliments the overall car orientated street design by providing adequate pedestrian connectivity. How well used are these paths? What is their potential for active travel- walking and cycling?

Pedestrian access



Parkhouse Road

This image illustrates one of the few crossing points on Parkhouse Road. It's lowered kerb and barrier fence does little to actually slow traffic on a busy route. The emphasis is on protecting pedestrians. How can this be improved? Is there scope for traffic lights or calming? A lower speed limit? Removal of the fencing to improve appearance? Should we examine more fully where the traffic originates from and examine measures to mitigate traffic generation at source?

Parkhouse - A Green Place

Integrated green space



Corselet Road

This gateway to Dams to Darnley Country Park is reasonably well connected to the Parkhouse community local area. A high quality public realm project was completed some years ago to enhance the gateway and to highlight its important role as a leisure and active recreation destination for the immediate and wider community. How well used is this park? How can connectivity with the surrounding community be enhanced? How can the country park be further enhanced? Is there scope for better cycling infrastructure? Do local people see this as a key local amenity?

Joined up approach



Dams to Darnley Country Park

Dams to Darnley Country Park is an excellent example of two local authorities working together to create a high quality green space that can be easily accessed by both the Glasgow and East Renfrewshire community. In a peripheral area such as Greater Pollok this is an excellent approach to take forward biodiverse green spaces adjacent to the city and neighbouring authorities. In Greater Pollok are there further opportunities to take forward similar spaces for example around Cowglen and Pollok Park and between Crookston, Hawkhead and Ralston in Renfrewshire?

Well designed space



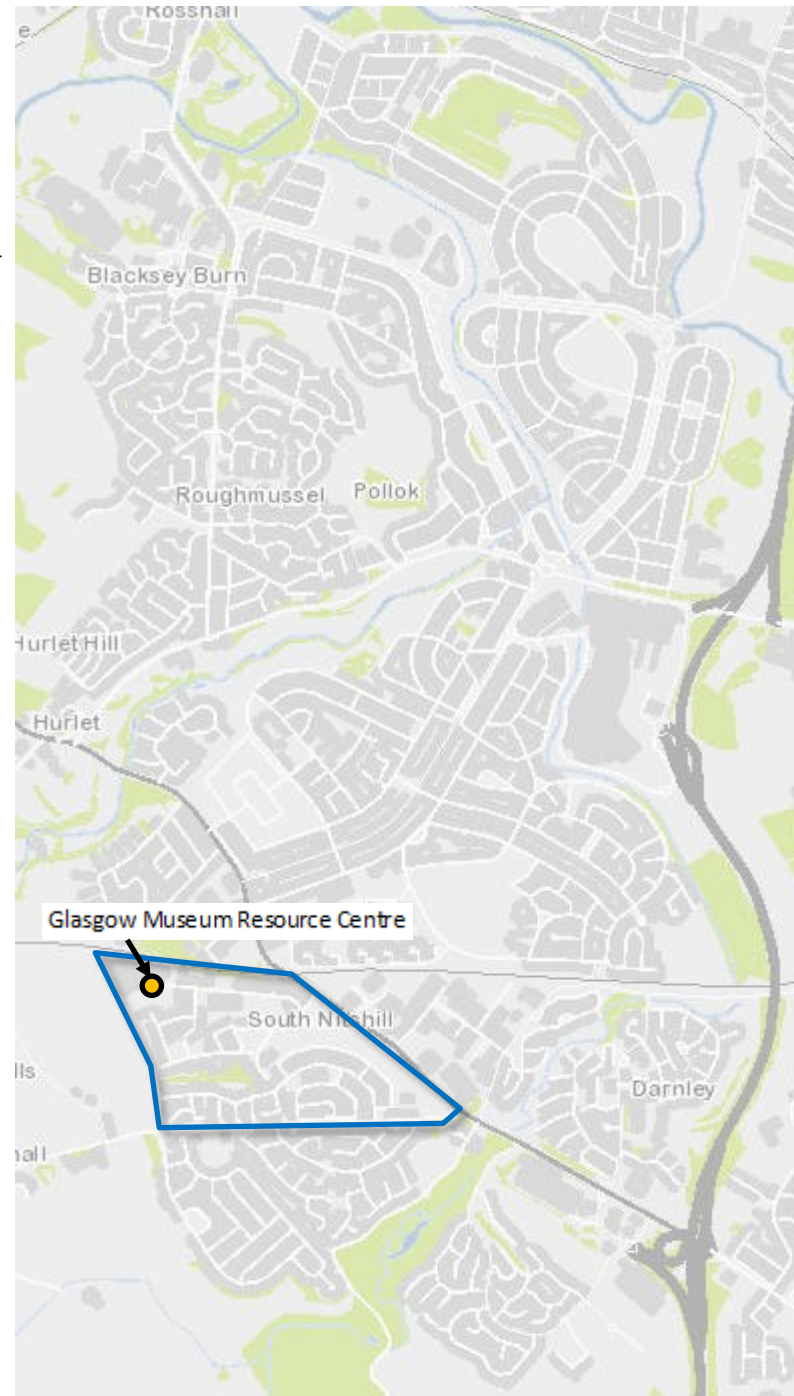
Bruntsfield Avenue

This, illustrated, path with trees, grass and foliage on either side of Bruntsfield Avenue is a good example of a well- designed green space. It succeeds in giving the feeling of being very open and bright yet also feels safe and intimate when in use. It also is overgrown and creates a rural ambiance. This combination of openness and enclosure is difficult to achieve successfully, but when done well it creates an excellent, highly useable space. How can this be developed on other paths and green spaces? Who maintains this? Is it well used by locals and what do they think?

South Nitshill

This area was originally developed on the late 1950s with high density council housing. This has been largely replaced in the 21st century by private low density suburban housing, although a some original housing stock remains and has been refurbished.

The Glasgow Museum Resource Centre is located within the area and this is a key visitor attraction within Grater Pollok.



South Nitshill - A Vibrant Place

Poor pedestrian environment



Nitshill Road

Nitshill Road is the key east west thorough-fair through the area linking Paisley to the M77 and also East Renfrewshire, it narrows through the centre of Nitshill but otherwise has been set out as a dual carriageway. The width of the corridor acts as a significant barrier between residential communities and retail within the area and also local employment at Kennishead Road and access to Nitshill Station. Crossing points are limited and the footway appears cluttered and not pedestrian friendly. Traffic barriers have been used extensively to mitigate pedestrian risk. Traffic movement is often in excess of 30mph, generating both danger, pollution and noise. While some trees have been introduced the assessment is these are insufficient to reduce the impact. No calming measures or cameras are in evidence. How can this be improved for pedestrians? Can traffic be slowed? Can a safe crossing be installed? Can more trees be planted? Is there scope for cycling infrastructure?

Unpleasant/badly utilised space



Nitshill Road

This rail tunnel adjacent to central Nitshill, creates a significant narrowing of Nitshill Road. As a result there is a poor, menacing environment for pedestrians, cyclists and vehicle drivers alike. Only one side is illuminated and a constant stream of water running down the walls creates a bad smell and puddles underfoot. How can this pinch point in connectivity be addressed? Could the pavement be removed from one side and doubled in width at the other? Can a crossing be introduced at either side of the tunnel? Is there scope for an artwork to be introduced? How fundamental is the dampness- could this create a risk of closure in future? Who are the key stakeholder? It is noted there is an entrance to a smaller dis-used tunnel to the north which leads into the back of the (name) industrial estate, can this be returned to use?

Underused space



Parkhouse Road

This stretch of road that acts as a barrier between two different neighbourhoods (define which if you can) at the inside left of the route a cycle lane has been delineated. Both neighbourhoods have adequate off road parking within the layout. How could this be further enhanced? Is there scope for tree planting, or other greening initiatives? How can cycling opportunities be further enhanced?

South Nitshill - A Thriving Sustainable Place

Employment opportunities



Woodhead Road

South Nitshill Industrial Estate is a key local asset and has the potential to provide further employment and workspace opportunities for Greater Pollok. The ambience however is one of rundown and underuse. How can the attractiveness of the park be enhanced to support new business investment? What are the opportunities and barriers for this are in securing local jobs?

Visitor attraction



Glasgow Museums Resource Centre

This is a major tourism attraction to the area for visitors and researchers from throughout Glasgow and Scotland. It is located within the South Nitshill industrial estate and is approximately 200m from Nitshill Station. Can the key gateways - road and footway leading to this be improved? Can signage on Nitshill Road be upgraded? Is there scope for connecting cycle routes to the wider area and neighbouring local authorities?

Unnecessary fencing



Parkhouse Road

The use of pedestrian barriers along Parkhouse Road severs the area and makes it difficult for pedestrians to cross. A balance therefore needs to be considered between pedestrian safety and connectivity and traffic flow. This is representative of a wider issue across Greater Pollok, where traffic is given priority over community liveability. This has the added impact of undermining the amenity of the area and also the health and sustainability of the area by discouraging walking and cycling. Can more crossings be installed? Can the space be better used for greening or cycle infrastructure?

South Nitshill - A Connected Place

Key pathways



Nitshill Road

This staircase leads down a hill from the new residential area of South Nitshill to Nitshill Road. The path is poorly maintained and due to its slope and condition has poor accessibility for disabled users and prams. At the bottom is a dropped kerb with a damaged fence across it. This is the only pedestrian route without a sizeable detour. What can be done to improve this? Can further connections and paths be developed? Can other pedestrian connections nearby be improved as viable alternatives?

Rail connection



Woodhead Road

This path leads underneath the railway and round to the station. It provides an acceptable connection between the GMRC and the city centre. It is lit and covered by CCTV, however the high fences on either side do not create an attractive, safe environment. Is there scope for an entrance to the station to be introduced at the south side of the railway? Can this path be improved in any way? How well used is it?

Cycle infrastructure



Glasgow Museum Resource Centre

These cycle racks are a positive step forward in encouraging people to cycle and adopt a more sustainable form of commuting. There is however a significant under-provision of cycle racks within Greater Pollok except for Silverburn and this along with traffic volume and sense of safety may be a barrier for people wishing to cycle. These racks at the GMRC unfortunately seem to be underused. How can we change this?

South Nitshill - A Green Place

Empty open space



Whitehaugh Road and Nitshill Road

This large hill formation forms a natural barrier between the main residential area of South Nitshill and Nitshill Road. It is a significant area of grass (Of what size???) with few trees or landscape and poorly maintained paths at either edge. The lack of paths across this it means that residents are discouraged from active travel options and have to drive where they own a car. How can this be improved? Can more paths be built to give better access for residents? Can better use be made of the grassed areas? Trees and other nature based solutions on significant green spaces as this is a common feature of Greater Pollok. There is a significant quantity of open green space, but it has little use, it is invariably empty and often creates a territorial barrier.

Sustainable drainage



Whitacres Road

This driveway illustrates appropriate practice in terms of sustainable urban drainage, hard non-porous surfaces should be avoided where possible. Water drains more slowly into the drainage system reducing the potential for flooding. Can this, swales and SUDS be retrofitted around specific areas prone to flooding to prevent future issues with water runoff? What are the barriers to achieving this? Can similar measures be introduced in relation to paths?

Private communal green space



Whithope Road

This well-maintained back court is a good example of where more could be done to encourage urban greenery. Housing associations for example could be at the forefront of potential urban greening initiatives. Spaces like this one could accommodate trees and further nature based biodiversity initiatives with minimal disruption. This would be an affordable way of making the space more attractive and potentially improving the biodiversity of the area as a whole. What are the barriers to this? What funding could be available for projects like this? Is there a desire from local residents for this type of change?

Nitshill

Originally a mining village, council housing started being built on a small scale in the area before the second world war and on a much larger scale and to a higher density in the 1950s. Today the area still has much of the original social housing, though in recent decades it has been steadily replaced with more modern houses, with a mix of private and housing association ownership.



Nitshill - A Vibrant Place

Good design



Glenlora Drive

This recently developed social housing is a great example of good quality and attractive design. Integrated green space is located along the footway and traffic calming has helped ensure pedestrians are given clear priority within the development. How can this successful design model and standard be replicated in new developments throughout the area?

Poor gateway to area



Nitshill Road/Peat Road

This junction of is a key gateway within the area. Cars have a clear priority and the combination of fencing, heavy traffic and lack of greenery provides a first impression of general neglect. The adjacent derelict sites on Nitshill Road add to this impression, providing no clear landmark or unique character for the area. How can this be improved? Can traffic be slowed down and lessened? Could the visual impact of fencing and a 'security led design' be reduced- what is necessary? Could greenery or nature based solutions be introduced to improve this? How do cyclists use this space?

Vacant/derelict land



Nitshill Road

This vacant land next to the Nitshill shopping centre and adjacent to St Bernard's Primary School is an eyesore and clearly a target for fly tipping. It is a key site on the main road through the area and adjacent to an important junction. What if any plans are there for this? What are the key demands and needs for facilities in the area, can facilities be relocated to the town centre ?

Nitshill - A Thriving Sustainable Place

Underused space and shops



Nitshill Road

This shopping precinct functions as an anchor for the Nitshill town centre for the area however is now mostly vacant and the square in front has little footfall, feels neglected and has lacked investment. The retail park to the east of the site and Silverburn both draw customers away and the volume of traffic on Nitshill Road make the space noisy and feel unpleasant. Both the shops and the space are privately owned by Strathcarron Properties and there is currently a planning application pending to turn the square into a car park. What further measures can be introduced to enhance the centre?

Reference: 19/02814/FUL

Lack of character



Nitshill Road

This parade of food and drink outlets on Nitshill Road provide a degree of convenience services but do not offer a sense of place or character. The parking outside has significant barriers between spaces and the footway and it is not clear how customers are safely able to visit safely. Is there scope to enhance the shop fronts and customer connectivity to make them more attractive?

Good mix of housing types and tenures



Cleeves Road

These sheltered homes and the tower block in the distance are two examples of the varied housing typology to be found in Greater Pollok area. The wide variety of different housing types and tenures available allows for an extremely mixed and diverse population of all ages and household makeups. This enables residents to have a degree of housing choice at various life stages. How can this be continued and improved upon? What is the current that is not being met and what is likely to be required in future?

Nitshill - A Connected Place

Railway station



Nitshill railway station

This station is ideally located between two mainly residential areas and very close to the GMRC. It has a half hourly service to Glasgow Central that takes roughly 15 minutes and the southern link continues to Kilmarnock. The station is accessed from the north side via a fairly steep ramp and the south platform can only be reached by a bridge over the railway. Is there scope for a second entrance to the station from the south side? Some land in the industrial estate to the south is owned by GCC, could this provide an opportunity for a park and ride facility? Can bicycle storage be introduced at the station? What requires to be done to meet DDA compliance?

Key pathways



Dove Street/Nitshill Road

The illustrated piece of land provides an important pathway between the train station and the GMRC, as well as between the north and south parts of Nitshill. A residential development is presently under construction which will retain access through it, albeit via a new residential street. What impact will this development have on the site, pedestrian flows and a catalyst for further renewal at this location? How should we address sites like this in future to maximise impact?

Reference: 16/02237/DC

Accessible urban design



Seamill Street

This raised table on Seamill Street is a useful example of a traffic calming and crossing measure which allows safe passage of pedestrians particularly those with mobility issues and prams. To prevent speeding and ensure streets are safer for crossing and play we should consider extending such measures more widely in Greater Pollok.

Nitshill - A Green Place

Adjacent countryside



Pinmore Street

The area is situated at the south western edge of the city and is immediately adjacent to the green belt. This is a significant natural asset and access to the countryside has been proven to have a positive impact on health and wellbeing. How we ensure this proximity can be embraced by local people, how can they access the countryside more effectively? Can anything be done to improve accessibility or use of green belt land?

Private communal green space



Pinmore street

This green space between two residential blocks is a good example of a private communal space. While it does provide some greenery in the context of the hard edge of flats, it lacks quality and biodiversity. What can therefore be done to improve spaces like this? Can more trees be planted? Could a new use or purpose be considered? How can nature based solutions be applied to such sites?

Natural green corridors



Levern Water

The Levern Water which passes through the area is an attractive natural feature and green corridor. The corridor supports a wide variety of plants, species and wildlife and promotes greater health and wellbeing of Nitshill residents who live along its length. What can be done to protect and enhance green corridors like this? What can be done to promote greater biodiversity? Can anything be done to make it more accessible?

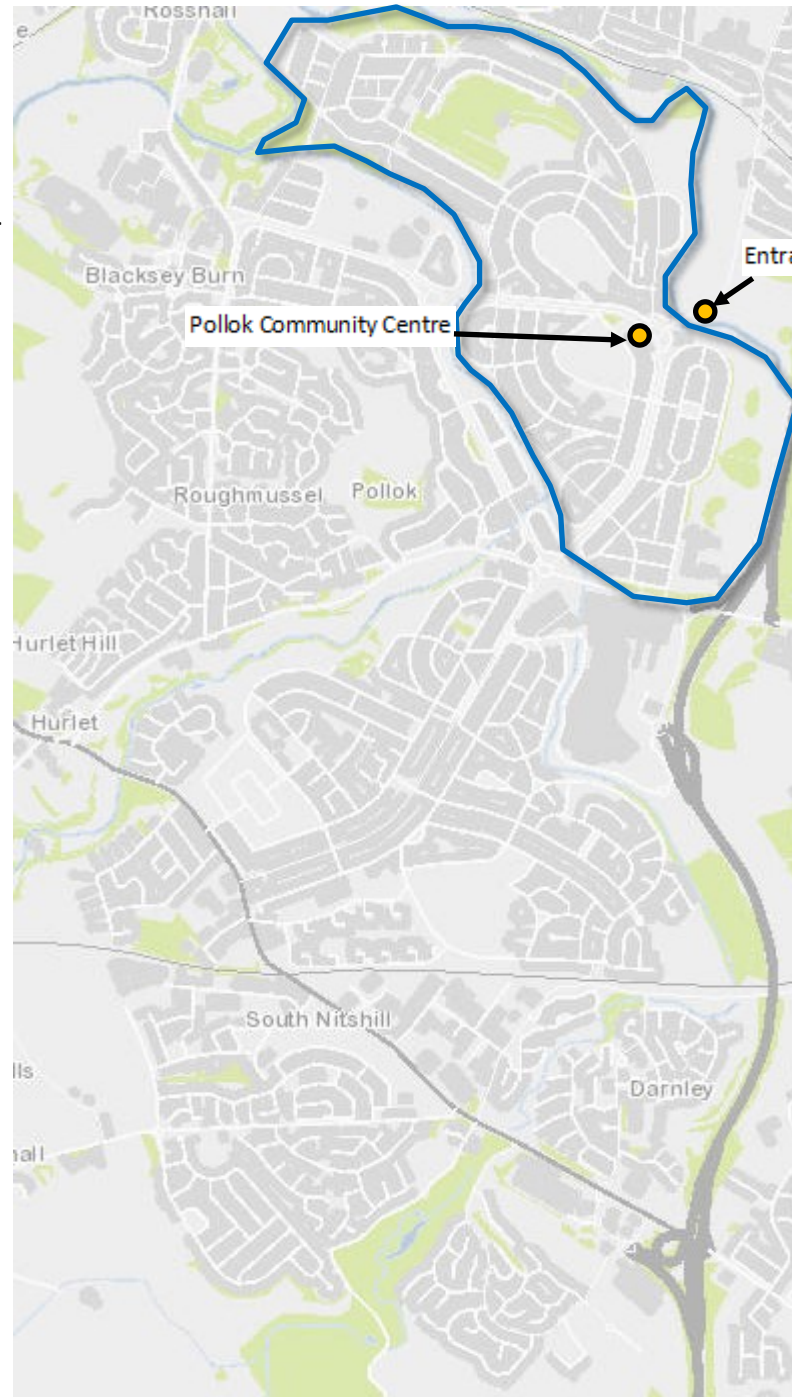
Old Pollok

This area was developed as one of the first peripheral housing schemes by Glasgow Corporation in the 1930s. Originally seen as a garden suburb, housing was built to a low density, high quality standard with incorporated green space. Post WW2 this changed for political and economic reasons and high density tenemental style flats were built en masse in the area .

In recent decades much of the post war housing stock has been replaced, however the original core of 1930s housing is essentially unchanged.

Pollok Country Park is just to the east of the area and the western entrance to the park is accessible to cyclists and pedestrians, via a path along the White Cart.

Pollok Community Centre is located within the area and is used for a wide variety of activities by different groups.



Old Pollok - A Vibrant Place

Vacant land



Damshot Crescent

This vacant land is conveniently located for Silverburn and central Pollok and benefits from the amenity of the White Cart and an outlook across the river towards Pollok Country Park. Currently a development of social rented housing with integrated green space is proposed. Will local people be able to access the river?

Reference: 19/03420/FUL

Cluttered urban environment



Linthaugh Road

This crossing with integrated traffic calming is very common in Old Pollok, with several similar crossings on Linthaugh Road. The fencing is unattractive and adds to the street clutter. What can be done to improve this? Can the fencing be removed and other calming measures be considered? How can the routes be improved for cycling? Is there an opportunity to enhance the green spaces along the route by nature based solutions or reintroducing the tree avenues throughout the area?

Poor gateway to area



Braidcraft Road

This junction at the 'Silverburn' roundabout acts as the gateway to the area for cars, buses and pedestrians entering and exiting the centre. The layout however is crowded, making it awkward for pedestrians and unsafe for cyclists. Although there is some greenery on the roundabout and around its edges, this appears to be insufficient. What can be done to improve this? Can the pedestrian and cycle access to the area be improved? Can a more distinctive gateway be created?

Old Pollok - A Thriving Sustainable Place

Underused space



Lyoncross Road

This space adjacent to the Lyoncross Road lacks functionality and has become a target for fly tipping. How can its role be improved for example by greening and the introduction of benches to make it more attractive and useable?

Unnecessary road infrastructure



Braidcraft Road

This section of Braidcraft Road is not a heavily used route other than at peak hours. While it does have a significant green verge, it appears that earlier landscape, including a tree avenue may have been removed. The footway arrangement appears to be confusing and dangerous. Could the road be narrowed and measures introduced to prioritise pedestrians? Can more greenery and nature based enhancements be considered to improve such corridors such as reinstating tree avenues?

Good mix of housing types and tenures



Linthaugh Road

The illustrated two story flatted blocks are a useful example of the 'historical housing typology' erected since the 1950's. Following refurbishment they continue to provide a valuable contribution to meeting local housing need. The variety of housing types and now tenures available support a diverse population and demographic. This diverse offer means that people can be accommodated at different life stages, thus supporting a 'whole life community'. How can this be further improved for example in providing accommodation for the very elderly, downsizers and young single person households typically attracted to a community which is less suburban and more vibrant?

Old Pollok - A Connected Place

Railway station



Mosspark railway station

This station along with nearby Corkerhill Station provides a half hourly service into Glasgow Central and Paisley Canal Street in a journey time of approximately 13 minutes to the City Centre. The station is accessible from the north of the area via a pedestrian bridge over the White Cart and a bridge over the railway. Unfortunately there is no significant parking or cycle provision. Can anything be done to make the station more accessible? Linthaugh Road adjacent to the rail bridge is already used informally as a park and ride. Should the strategy consider more formal and significant provision to improve connectivity, address climate change and reduce unnecessary vehicular traffic? Could cycling be developed as a more attractive local travel option to the station?

Cycle infrastructure



Pollok Country Park

This western entrance to Pollok Country Park is the only route into the park from Pollok. It provides a direct link for cyclists via the Park into the city centre and is a key amenity green space for local residents. Connectivity however is poor so what can be done to improve access, health and leisure opportunities within the park for Pollok residents?

Lack of safe and usable crossing



Braidcraft Road

This crossing is fairly representative of many throughout Greater Pollok. There is an initial desire line, later formalised with a dropped kerb and small gap in the central reservation for pedestrians to cross a busy road. The gaps are often muddy and overgrown and are inappropriate for any user who cannot cross quickly, is in a wheelchair or pushing a pram. What can be done to improve these crossing points? Can traffic be slowed? Can wider, better maintained gaps be introduced?

Old Pollok - A Green Place

Extensive green network



Lochar Park

Lochar Park at the northern edge of Old Pollok is one of many large and small spaces that contribute to the extensive green network in the area. Lochar Park is multi-functional while others may be smaller and located in a more awkward position, such as alongside one of the key road corridors. What can be done to better connect the green spaces in the area to support greater biodiversity and wildlife to flourish? Can some spaces be improved and better utilised? Can more trees be planted? What do local people see as the most important elements that make up the green network?

Natural water courses



White Cart

The White Cart is the main water course running through the area running from the hills in South Lanarkshire to the Clyde at Renfrew. This makes up a key part of the green network in the area. It mostly follows its natural course with a few sections that have been eroded by development. How can this be protected? Can anything be done to improve and enhance the water courses in the area? How do local people use river spaces?

Underutilised green spaces

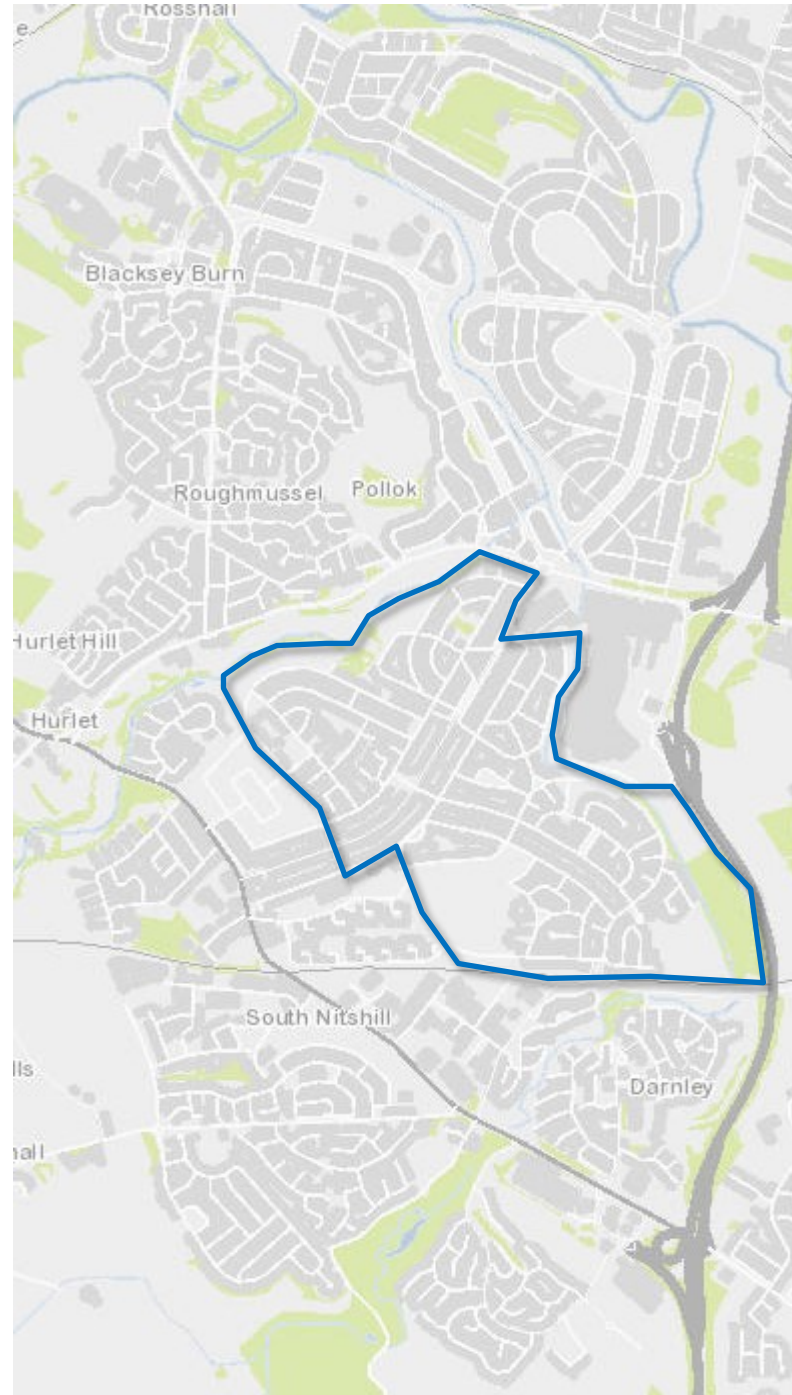


Linthaugh Road

Throughout Old Pollok there are many central reservation spaces where the only green feature is street lighting and grass. This appears to be a missed opportunity for SUDS, to develop gateways, avenues and improve the biodiversity of the area. Is there scope for large scale tree planting and naturalisation in spaces like this? In parallel, given the width of the roads set out in the 1950's is there an opportunity to improve local parking arrangements and to introduce better cycle infrastructure?

Priesthill/Househillwood

The first housing was built here in the 1930s in the form of cottage style flats followed by tenement style housing and more low density houses from the 1950s onwards. Today the housing in the area is still predominantly socially owned with some private housing in the south of Priesthill.



Priesthill/Househillwood - A Vibrant Place

Noise pollution



Brock Road

The north and eastern part of the area are affected by significant noise generated by traffic around Silverburn shopping centre and M77. This is created in particular, heavy goods vehicles and equipment associated with the centres operation. There was also considerable construction activity at the time of the survey, albeit this was temporary. What can be done to lessen the impact of this on local residents? Is consistent throughout the day? Could tree planting assist ?

Vacant land



Glentyan Drive/Overtown Avenue

This large centrally located site leaves a substantial gap in the fabric of the area. There are currently no active planning applications for this site and ownership is not listed on the Scottish Land Register.

Car centric design



Priesthill Road

Many of the newer developments in the area have a degree of car dominance and this ties in with the parking guidance provided within the LDP. Should the Council potentially reconsider this in future to promote a higher degree of active travel? This image illustrates the degree to which cars can dominate gardens and public spaces This contributes towards lower biodiversity. What can be done to mitigate this? How can people be encouraged to keep their gardens?

Priesthill/Househillwood - A Thriving Sustainable Place

Fly tipping/littering



Brock Road

This littering alongside a key pathway is a major issue in the area. The neighbourhood has a good network of paths that connect to Silverburn and provide a key connection for local people, however they also attract littering and fly tipping due to their perceived enclosure. This is unsightly and unhygienic. It also creates a poor impression and undermines the perceptions of quality and positive change the new build homes in the area were intended to provide. What can be done to combat this? Can more bins be provided alongside community led initiatives, including community reparation projects?

Inconsistent street furniture



Peat Road

This pavement and fencing is an example of the inconsistent the urban environment along Peat Road. This is exemplified by multiple surfaces, variably condition and the excessive use of barriers for pedestrians rather than calming of cars. The gap illustrated is of a former bus stop which has been neglected. The pavement is poorly maintained and lacks enclosure. What can be done to improve this?

Underused space



Priesthill Avenue

This amenity space surrounded by homes on Priesthill Avenue has the potential to be a more attractive and useable space. Such areas are likely to be in the ownership of the Council or the relevant local housing association. How can we move forward in Greater Pollok with projects to enhance such spaces and to develop nature based solutions?

Priesthill/Househillwood - A Connected Place

Cycle infrastructure



Cowglen Road

This significant route way runs along the eastern edge of the area provides a key pedestrian and cycle connection between Arden, Darnley, Priesthill and Silverburn. When it arrives at Silverburn however there is no convenient crossing point or gateway marker for the shopping centre. What can be done to improve this? Should walking and cycling to and from Silverburn from the south and west be given more of a priority?

Lack of safe accessible crossing points



Peat Road

Peat Road is a major route through the area, linking Nitshill via Priesthill to Pollok Roundabout, Old Pollok and Silverburn. Crossing points are however limited and their designs are complex with 2 part crossings with a fenced in central pedestrian 'island'. This creates a very traffic dominated environment which is unpleasant for residents, and dangerous for pedestrians. How can this be improved? Can traffic be calmed to make it a more pleasant and safer housing environment.?

Interconnecting pathways



Plenshin Court

This path presents an interesting example of vehicular and pedestrian segregation as part of a gateway feature. While its perimeter walls may be overly dominant and allow much leeway for groups or individuals who may be approaching one another it is effective in ensuring pedestrian and cycle safety. This approach appears to allow pedestrians to easily move around the area far more quickly and efficiently, particularly when walking to Silverburn. Can this segregated approach be considered for other locations within new development?

Priesthill/Househillwood - A Green Place

Opportunity for further greening



Peat Road

Green corridors such as this central reservation on Peat Road appear to have a very neglected feel throughout Greater Pollok. There is an inconsistency in how they are used, with some having street lights, some trees, some fences and others just grass. This creates a local route system that is very car orientated and are unpleasant to walk along. Could nature based solutions be used to enhance and redefine this? It appears that avenues were previously in place but this approach stopped – was this the case and if so why? Perhaps we should revisit the original ambition for Pollok.

Renewable energy generation



Peat Road

These solar panels on the roof of a church are a good example of the potential opportunity for solar power generation in the area. Already some new social housing and some public buildings have installed these and they make a positive impact on the environment without taking away from the aesthetics of the building. Could this be replicated throughout Greater Pollok? Could other ideas of locally sustainable power generation be examined such as micro-hydro within the Cart or ground source heating schemes for safe and affordable energy?

CDP 5?

High quality green space



Househill Park

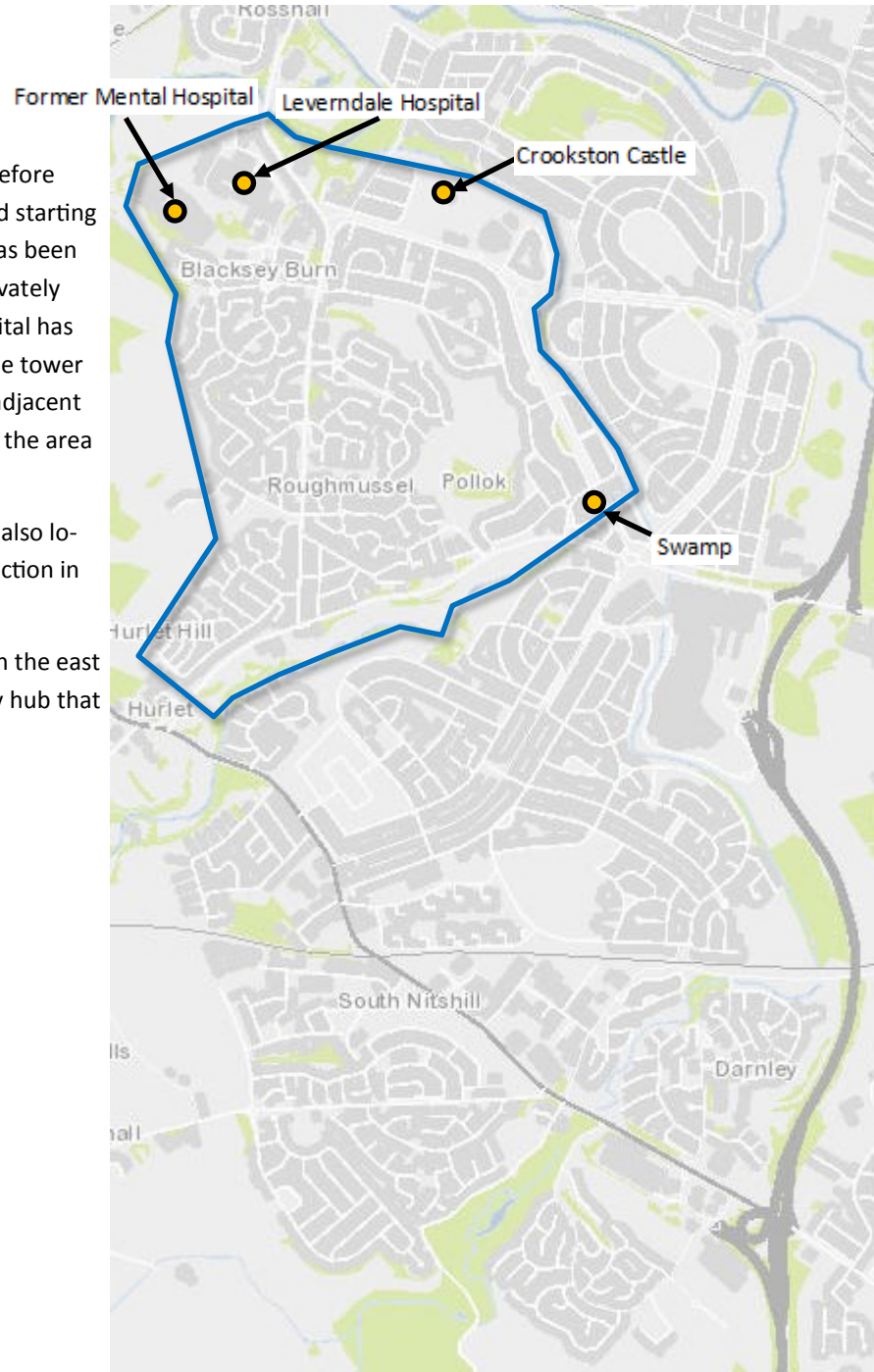
Househill Park runs along the north western edge of the area is a high quality green space that provides a cycling connection from Nitshill Road almost all the way to Silverburn. A burn runs parallel to the route and this provides an attractive environment with a wide variety of trees and plants. How do local people use this space? Can anything be done to further enhance its biodiversity? Can its connectivity be further enhanced with links to the wider green network ?

Crookston

This area originally housed a mental hospital, before housing was developed on the surrounding land starting in the 1960s. Most of the housing in the area has been built since the 1990s and is overwhelmingly privately owned suburban housing. The old mental hospital has been preserved and turned into housing and the tower is still a well known local landmark. Today the adjacent Leverndale hospital is an important NHS hub in the area and a key local employer.

The ruins of the medieval Crookston Castle are also located within the area and are a key visitor attraction in the Greater Pollok area.

‘Swamp’ creative media centre is also located in the east of the area and this is a well used community hub that is used by a wide variety of local groups.



Crookston - A Vibrant Place

Buildings back onto the road



Leverndale Road

This image presents a good initial insight into the layout of the new Leverndale community. Developed within the extensive grounds of the Leverndale Hospital it has a mixture of styles mainly from volume builders. While there has been some attempt to replicate the gothic architecture of the listed hospital, overall it lacks distinctive place quality. The main spine route provides a framework for a series of cul de sacs. Although this supports a family friendly environment, it is very much an inward looking layout dominated by the need for car use rather than active travel. What can be done in future to ensure new neighbourhoods like this have a more distinctive character, a higher quality and greater emphasis on active travel?

Urban sprawl



Raeswood Road

This road represents the very edge of Glasgow and signifies the beginning of the green belt. As housing expands into the green belt it moves further away from public transport links and encourages over reliance on cars. Aside from the impact of this on climate change, it means a the homes do not cater for a considerable demographic e.g.; elderly, young people, those without a car. What can be done to encourage developers to build on brownfield sites in the area or repurpose underused greenspaces? If greenbelt was enhanced for leisure uses then should we consider losing or repurposing underused green spaces that are well located, for amenities, active travel and public transport?

Poor quality materials



Raeswood Road

This house is representative of many recently built in the area, which have used materials that do not weather well and have already started to age quite badly. This issue appears to be inconsistent even within specific streets, with some housing built from better quality materials and some from worse, adjacent to each other. What can be done to ensure higher quality materials are used? What can be done to encourage consistency with the use of materials? In renewing Greater Pollok there seems little point in replacing poor quality local authority homes with private and social rented homes that deteriorate so quickly.

Crookston - A Thriving Sustainable Place

Use of art in place making



Brockburn Road

This sculpture is a good example of the use of public art in enhancing the quality and distinctiveness of places. Could further public art be introduced to Greater Pollok to help make it more interesting and distinctive for visitors and feel more attractive to residents. Currently there are a wide variety of spaces in Greater Pollok that feel empty and uninteresting. Could this present an opportunity for public art within the area. What are the barriers to this? Is there already a group of local artists who could be engaged in such a project? If so how could this be funded? Can more be done on the surrounding green space to support orientation and the setting?

Visitor attraction



Crookston Castle

This ruined medieval castle is unique to the area within Glasgow and is located in an open green space alongside the Lovern Water. It has a long and colourful history that includes ties to Mary Queen of Scots and is owned by Historic Environment Scotland. Along with the GMRC and Pollok Park it has the potential to act as a draw visitors to the area and to capitalise on its connectivity to the M77 and linked journeys from Silverburn. Can more be done on the surrounding green space to support orientation and the setting?

Lack of active frontage



Crookston Road

This LIDL supermarket on Crookston Road, is typical of the medium scale convenience retail offer within the area, prioritising vehicular based travel over active travel and pedestrian connectivity. How can the design of such units in future provide a distinctive place character and encourage more foot-based or cycle journeys? Could unnecessary barriers be introduced, more footways and further crossing points on Crookston Road?

Crookston - A Connected Place

Long distance cycle paths



White Cart Way

This cycle path runs along the White Cart between Paisley and Glasgow and is used by people for leisure purposes and for commuting. These types of paths can attract cyclists of all types and abilities and are most useful when they tie into a local cycle network so as many people as possible can safely access them and are aware of their existence. What can be done to improve connectivity into paths like this? How well used is path and how can its use be improved further?

Integrated cycle infrastructure



Leverndale Road

This cycle path painted onto a double width pavement in a recently completed residential neighbourhood is a good example of how cycle infrastructure can be integrated into a development. The car orientated layout of developments of this type, internal vehicle speed and number of roundabouts, can lead to a perception of it being unsafe for cyclists. Dedicated cycle infrastructure can help mitigate this. Is there a way of better connecting cycle infrastructure in the area together? Could this be combined with other interventions such as lowering speed limits?

Housing backs onto the main road



Crookston Road

Crookston Road is the main route through the area from the Hurlet and Silverburn to Cardonald, Ralston, Hillington, Braehead and Renfrew. It is also an important public transport link and connection point to the Rosshall Hospital and Crookston Station. The layout of the adjoining street pattern means that very little housing actually faces onto this main road with most facing away towards newly created development. This may be due to the volume of traffic on Crookston Road, noise and amenity issues. There is also a lack of an integrated footpath network that connect the travel corridor into the housing areas. This makes accessing public transport on Crookston Road convoluted and unpleasant, with large detours for short distances. What can be done to improve connectivity in the area and encourage active travel? Can more be done with the green spaces along this road?

Crookston - A Green Place

Tree planting



Raeswood Road

These newly planted trees along the edge of recent development are a good example of greenery being integrated within a new residential area. Many recent developments have begun to raise the game in terms of landscape and nature based solutions. How can we encourage them to go further and to retrofit biodiverse spaces throughout the community?

Integrated SUDS



Raeswood Road

This pond within the new Crookston neighbourhood illustrates a quality and imaginative approach toward Integrated Green Infrastructure and the introduction of a sustainable urban drainage network within a development. It creates an attractive and useable green space that encourages biodiversity in otherwise built up areas.

Underused green space



Brockburn Road

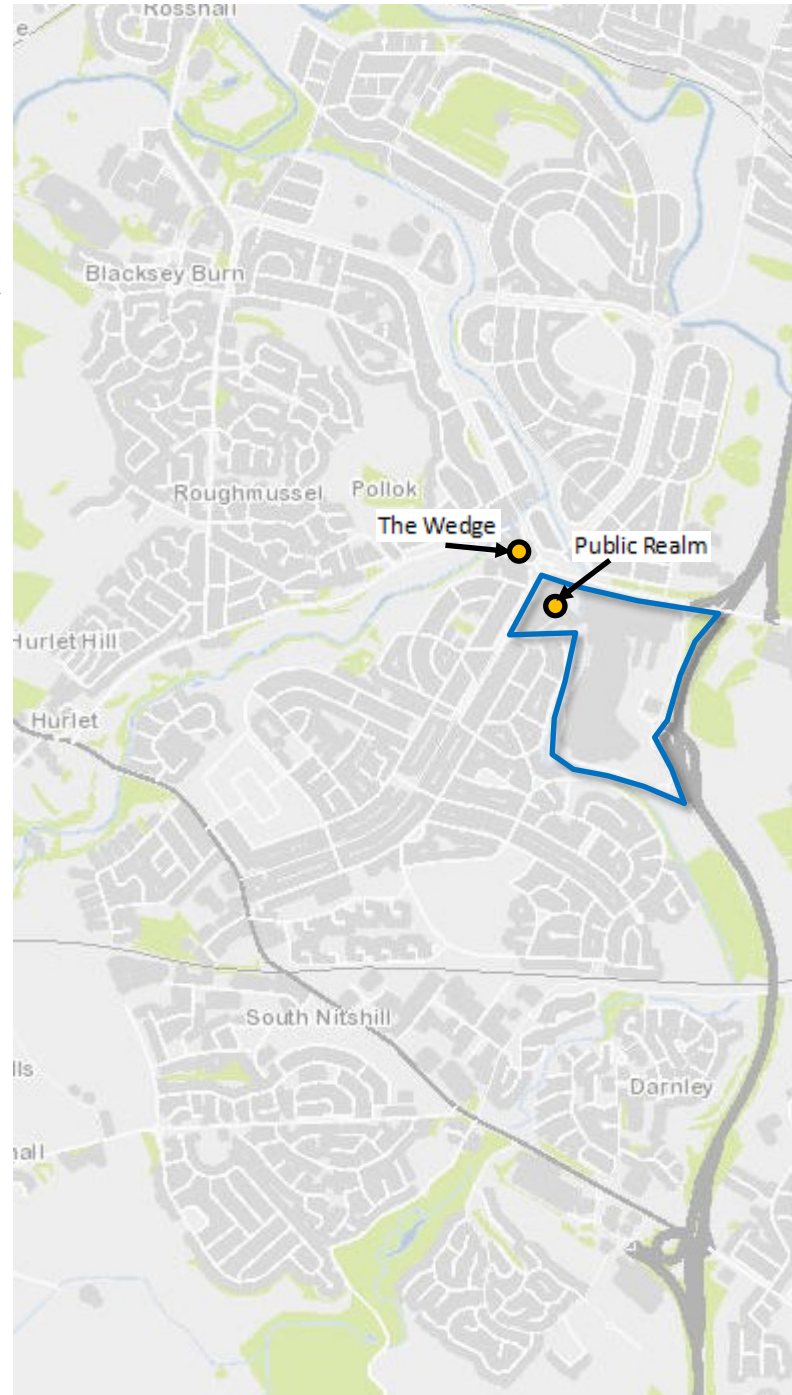
This grass alongside the Levern Water is well used by local people in an informal way. Spaces like this are common throughout Greater Pollok, where there is an attractive natural feature and people clearly want to utilise it, however the adjacent land lacks formal infrastructure, such as a path or benches. What are the barriers to creating more usable spaces in locations like this? What would local people like to see more of?

Silverburn

Silverburn opened in 2007 on the site of the former 1970s Pollok Centre. Today it functions as the town centre for the whole of Greater Pollok. It includes a large supermarket, a food court and a wide variety of other retailers.

Adjacent to the shopping centre is the Pollok Public Realm which includes a leisure centre/gym, a medical centre, a library, a cafe and a small museum.

Across the roundabout from Silverburn is 'The Wedge' a publicly owned building that includes a medical centre, a credit union and meeting rooms that can be booked by community groups and businesses. It has a landscaped roof that allows for sustainable drainage, which is unique to the area.



Silverburn - A Vibrant Place

Entrance to public realm



Peat Road

This entrance provides an attractive gateway into the western side of the centre and Pollok Civic Realm. However it is marred somewhat by illegal parking and poor pedestrian connectivity. The majority of visitors to the centre arrive from the eastern car park side with the effect the western side feels almost like a back door for the local community, with bin storage and the associated littering. How can this entrance be enhanced further to underline its role as a centre for the Greater Pollok community first and wider catchment, second. Can stricter parking enforcement be introduced? Is there scope to declutter this edge of the centre possibly in conjunction traffic calming and works to Pollok Roundabout to create more inviting entryway into the building?

Pedestrian access



Silverburn

This tree lined avenue acts as the main pedestrian route into Silverburn from the north. It is attractive and brings much needed green space to an area which is vehicle dominated and lacking in landscape. However access to this path is poor as there is no crossing point at the end towards the natural desire line, with pedestrians having to walk a few minutes to a crossing point or trying to cross the busy, dangerous dual carriageway at considerable risk. Can there be stricter parking enforcement? Is there scope for a new crossing? Can traffic be slowed on Cowglen/Barrhead Road?

Gateways to area



Barrhead Road and Cowglen Road

This junction acts as a gateway to Silverburn, the wider Greater Pollok area and the M77. While the junction works relatively well functionally, conveying high volumes of traffic both on and off the M77, it creates an environment that is difficult for pedestrians and cyclists to navigate around safely. While there is a reasonable amount of landscape along the edge of the motorway and around the junction, there is room for further nature based solutions and urban greening both in terms of breaking down the visual massing of the route and also in helping to mitigate the noise and pollution impacts. What can be done to develop a greater sense of character and place identity? How can the pedestrian and cyclist experience be improved in an environment so specifically designed for cars? How can the centre progress in the longer term to become less car oriented, building on public transport options from its greater Southside core catchment? How can the green and natural features be improved and is there scope for further features to be introduced?

Silverburn - A Thriving Sustainable Place

Well used public amenity



Pollok Public Realm

This community museum is part of community oriented Pollok Public Realm which includes a leisure centre/gym, a library, health centre and bus station. This is an important local asset that is well used by the local community as well as those from Greater Pollok and elsewhere. It complements the commercial focus of the Silverburn mall and underlines its role as a Tier 2 town centre at the heart of a significant walk in catchment as well as its more strategic role as a commercial centre for a catchment of approximately 200,000 South city residents as well as North Ayrshire and an alternative offer to Braehead in Renfrewshire. What barriers are there for people accessing and using the services provided within Greater Pollok? Under the Scottish Government, City Council town centres policy what scope is there for clustering further complementary public services within the town centre? Currently most visitors arrive by car but how can other modes be developed? How can we further develop the relation between the relationship between the centre owners Hammerson and public sector service providers to continue to develop and diversify the role of the centre for the immediate community

Employment opportunities and private amenity



Silverburn

The Silverburn Centre incorporates a series of footfall destinations and anchors – Tesco Extra convenience food destination, a food court and restaurants (Class 3) cluster, fashion and jewellery and the core anchors of M&S, Debenhams and Cinema Leisure complex. This functions well as the core town centre for the Greater Pollok area and provides a high level of amenity and employment opportunities for local residents. What is its core catchment, what footfall data and other data do Hammerson have on local impacts? How do local customers and employees get there? Are there any barriers for local people shopping and working here? Is there scope to further diversify the centre to perhaps include Class 2 office, cultural and active leisure activities?

Sharing the success



Silverburn

Silverburn shopping centre is highly successful and attracts visitors from throughout the West of Scotland, South Glasgow and Ayrshire. The close proximity of Silverburn to Greater Pollok is a considerable asset and it provides convenient employment opportunities, are there any poor links and connections that require to be addressed however? The area as a whole should examine the success and opportunities of Silverburn and consider how it can become even stronger as a catalyst for regeneration for example generating linked visits to GMRC, Pollok Country Park and Crookston Castle. Examining opportunities for local people to benefit from Silverburn's success could greatly assist the economic future of the area. How can this success be capitalised on?

Silverburn - A Connected Place

Bus station



Silverburn

This bus station adjacent to the shopping centre acts as a key transport hub for local residents, providing links throughout the Southside area along with links to the city centre. Bus is the primary form of travel for many people who live in SIMD areas, thus it is an important design consideration that this was integrated with the centre. How can this be further expanded? What are the key connections that are missing and how can these be expanded?

Connection to south/west



Muirsheil Crescent to Cowglen Road

This crossing is a key pathway between Priesthill and Silverburn and follows a bridge over the (Name?) burn and into the car park. It has recently been ungraded so the crossing into the centre is safer for pedestrians and slows down traffic. The path is well lit and fairly open with good visibility from the homes of Priesthill. The path also connects into existing green pathway network leading south to Darnley. How can this network and its use be further developed?

Connection to east



New Pollok Avenue

This crossing forms part of the pedestrian/cycling route from Cowglen into Silverburn. Crossing involves negotiating a busy section of duelled carriageway where cars have key priority and progress at some speed onto the adjacent roundabout. Even at quiet times of the day it is difficult to get across safely and this acts as a significant barrier for those pedestrians seeking to use this route. How can this route be improved for both pedestrians and cyclists to encourage active travel from Cowglen into Silverburn?

Connection to north



Barrhead Road

This crossing point at the northern edge of Silverburn provides the only route to Old Pollok, Corkehill and Pollok Park to the north. The crossing is not well positioned relative to the pathways leading into the shopping centre and many pedestrians, including pupils from St Paul's High School choose to cross the dual carriageway informally at considerable risk. The poor amenity of this section of the corridor is compounded by underused green space and fencing to the north of Barrhead Road that attracts littering as well as the noise and pollution generated by the traffic. How can this connection improved? Can traffic be calmed and higher quality crossings be introduced? Assuming no action is proposed, can more be made of the green space and the fencing be removed on the north side of Barrhead Road?

Silverburn - A Green Place

Underused space



Cowglen Road

This patch of green space along the Brock Burn at the edge of Silverburn is a key part of the pre-existing green infrastructure of the area. This is in stark contrast to the primary car park which appears to have relatively limited mature landscape coverage. The setting of the burn has the potential to be a very attractive usable green space. Are there any plans for this? Could the addition of further green features and benches further unlock its potential. What can be done to encourage greater biodiversity and wildlife variety?

Cycle infrastructure



Silverburn

The shopping centre and public realm have a significant provision of cycle storage which appears underused. Cycling connections to the centre however are good from the south where pre-existing paths can be used to cycle mainly off road. The busy roads to the north and west of the centre however act as barriers and make cycling both awkward and potentially unsafe. How can this be improved? Could we potentially work with Hammerson to develop cycle better connectivity for staff and core catchment customers of the centre.

Green gateways



Silverburn

Like this one, key pedestrian entrances to Silverburn a degree of greenery incorporated. This makes the paths feel more attractive, inviting and support greater biodiversity within the area. The assessment suggests however there is further room to improve greenery and biodiversity around the centre. A more detailed examination could help determine what, where and who could deliver such enhancements.

Scoping Report

SIMD - Outline

Greater Pollok contains a significant proportion of Glasgow population that live in areas of high multiple deprivation with many areas in the 20% most deprived date zones in Scotland. Health is generally worse in these areas than both the national average and the average for Glasgow.

None of the areas within Greater Pollok are in the top ten most deprived in Scotland in 2020, though in 2016 this included Crookston South.

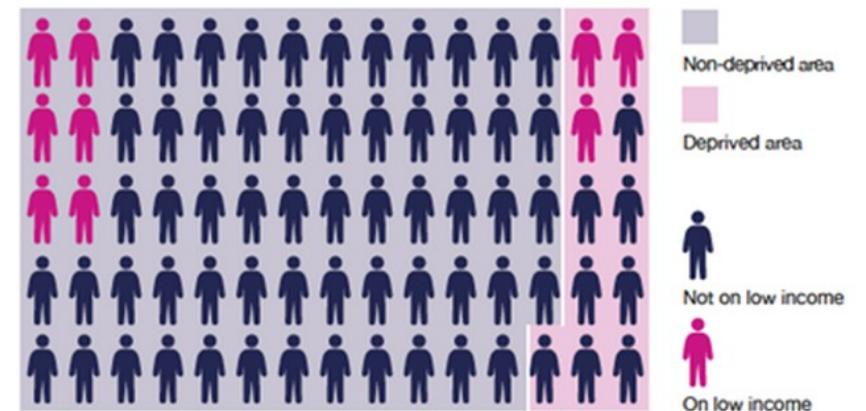
The following pages show the methodology of the SIMD and a spatial representation of the SIMD data within the Greater Pollok subject area.

Key findings in SIMD 2020

SIMD identifies deprived areas - not people.

The box below shows why.

SIMD identifies deprived areas - not people.
The box below shows why.



↓
Not all people experiencing deprivation live in deprived areas. About two out of three people on low income do not live in deprived areas.

↓
Not everyone in a deprived area is experiencing deprivation. About one in three people living in a deprived area are on low income.

In this example, 'deprived area' means among the 15% most deprived areas in Scotland. We are using people on low income to represent people who are facing multiple deprivation.

SIMD - Wider Context

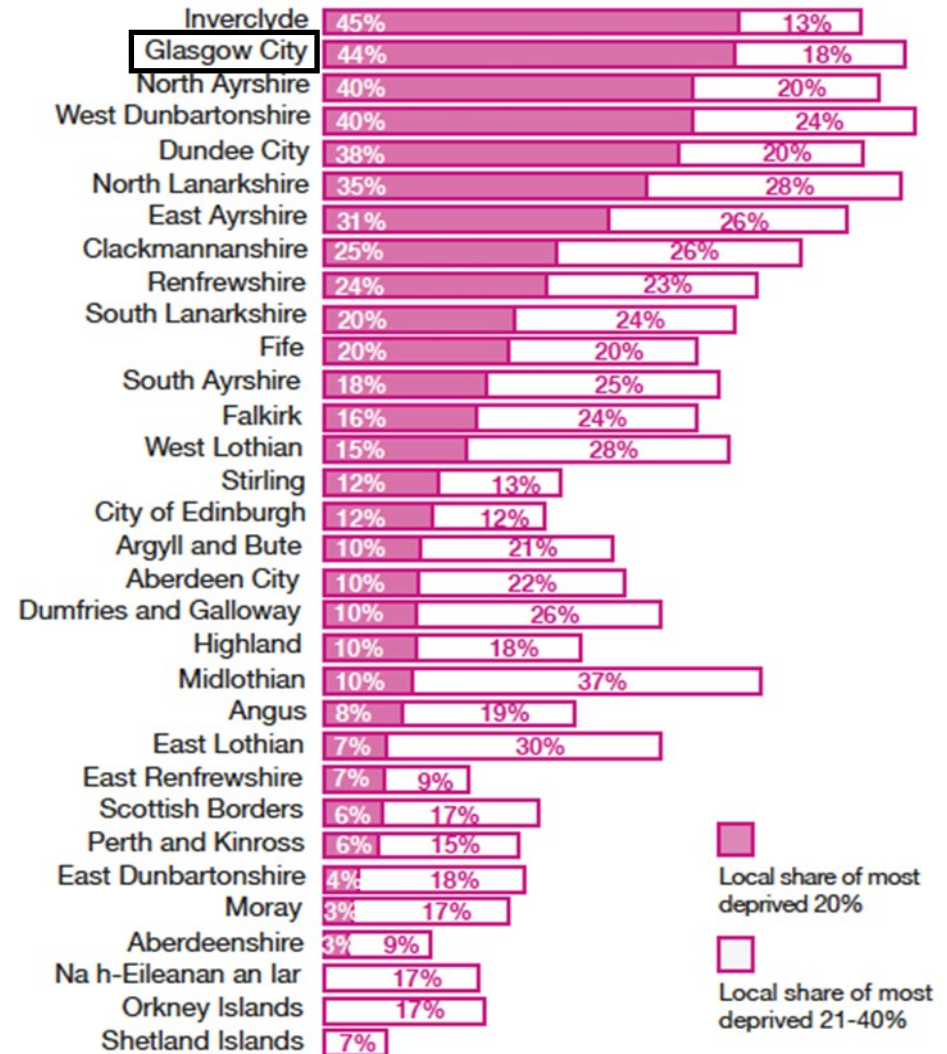
People who live in the most deprived areas are most likely to experience conditions which limit their opportunities in life.

However, people who live in less deprived areas may also experience disadvantage.

What is local share?

The charts on the right show the proportion of data zones in each area which are among the most deprived. This local share is calculated by dividing the number of deprived data zones in the area by all data zones in this area. We use local shares to compare areas.

For example, the local share of the 40% most deprived data zones in Moray is the number of data zones in Moray that are among the 40% most deprived in Scotland (25 data zones) divided by the number of all data zones in Moray (126). This results in a local share of 20%.

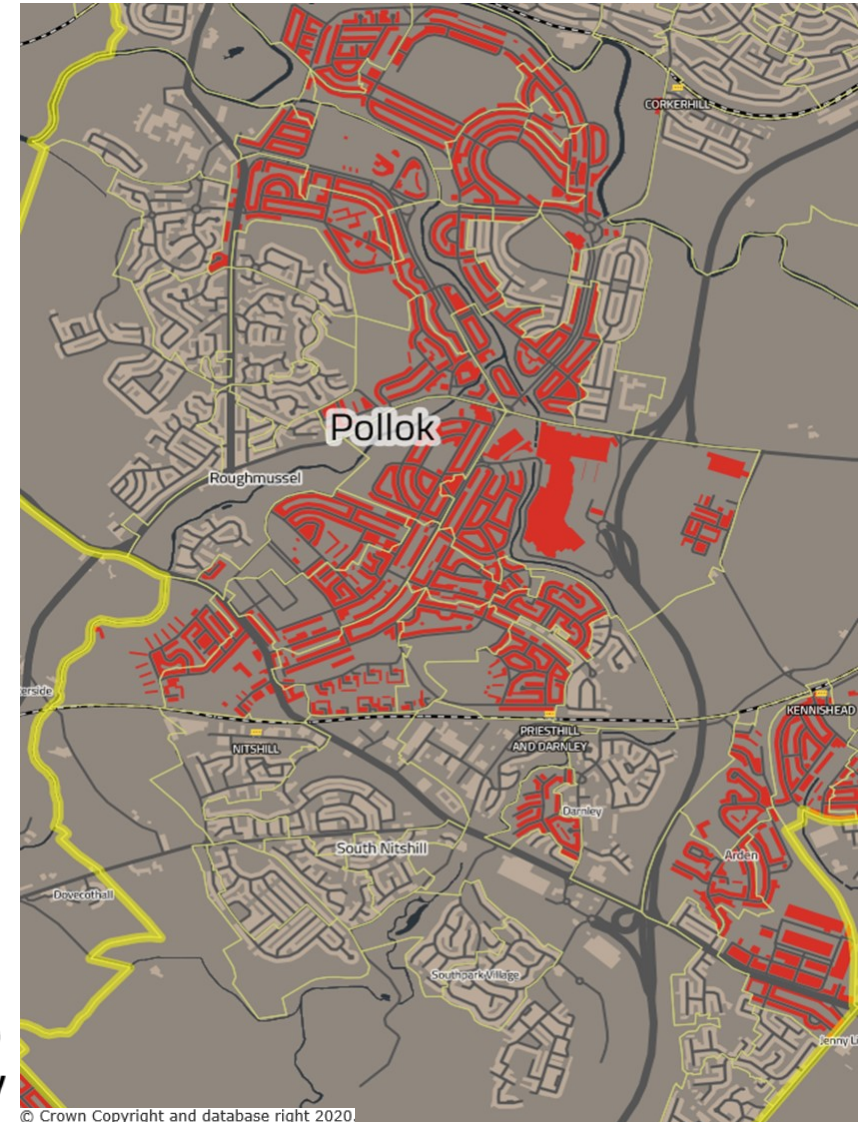


SIMD - Key Findings

This percentile includes more than half of the geographical area and population of Greater Pollok. Most of 'Old Pollok' and part of Darnley are covered, however the lower density and more recently re-developed areas of Crookston, and South Nitshill are not.

This shows that there is a significant difference in deprivation between adjacent estates as and even streets within the area, which reflects the broad demographic range of people who live here.

The area has a wide variety of housing tenures and types that have been developed over several decades, by both the public and private sector. Private sector led development in recent years has led to some parts of Greater Pollok becoming significantly less deprived and others unchanged.



**20% most deprived, SIMD 2020
within Greater Pollok boundary**

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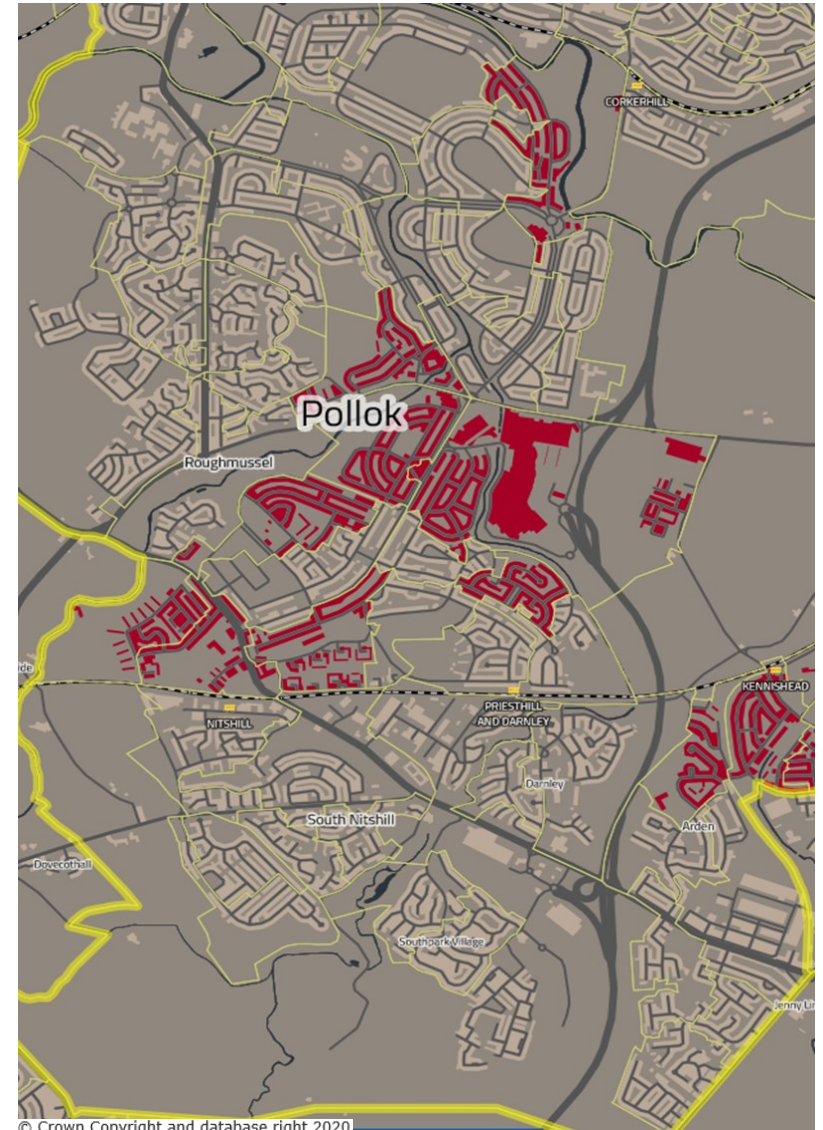
SIMD - Key Findings

This percentile includes many of the streets immediately around Silverburn, Nitshill and the very north of the area. These have historically been the most deprived parts of Greater Pollok and have not seen significant improvement compared to previous findings.

Priesthill and Househillwood have on average an older population than the rest of the area and Glasgow as whole and this has led to increased levels of deprivation as many residents live in aging housing stock, have a fixed income and are in comparatively poor health.

Nitshill and Linthaugh Road are made up in the most part of tenement style that are mainly socially rented. These areas suffer from poor accessibility to shops and other basic amenity and lack quality public transport connections.

5% most deprived, SIMD 2020 within Greater Pollok boundary

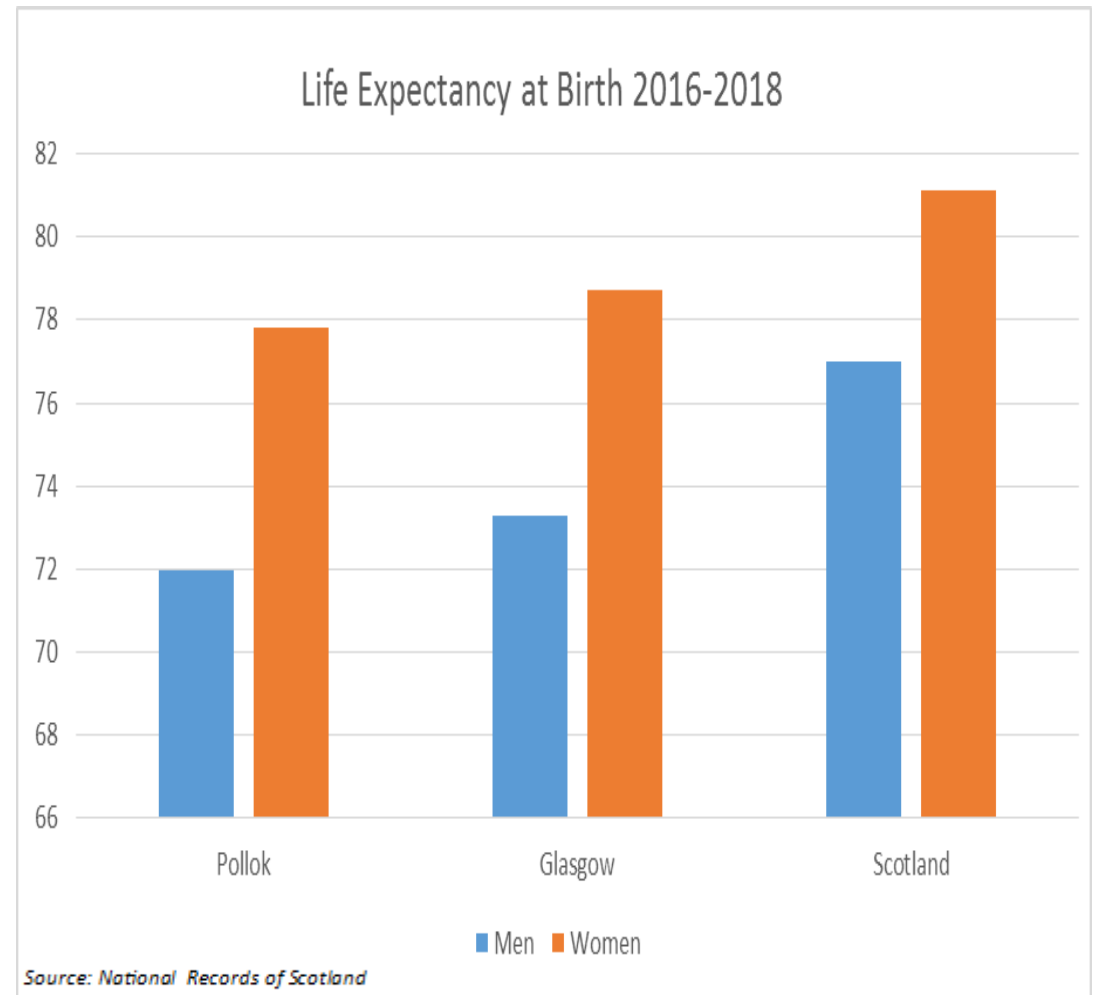


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Health indicators

This graph shows that the life expectancy in the area slightly lower than Glasgow as a whole and considerably lower than the overall figure for Scotland. This accurately demonstrates the level of health inequality within Glasgow and Scotland overall, which is caused by a number of factors.

The specific causes of lower life expectancy within Greater Pollok are likely to be similar to those of other areas of Glasgow which include high levels of obesity, smoking and alcohol related diseases. As well as this, the location of peripheral housing estates in Glasgow has been proven in the past to exacerbate these problems due to isolation and a lack of access to quality food shops and local healthcare facilities.



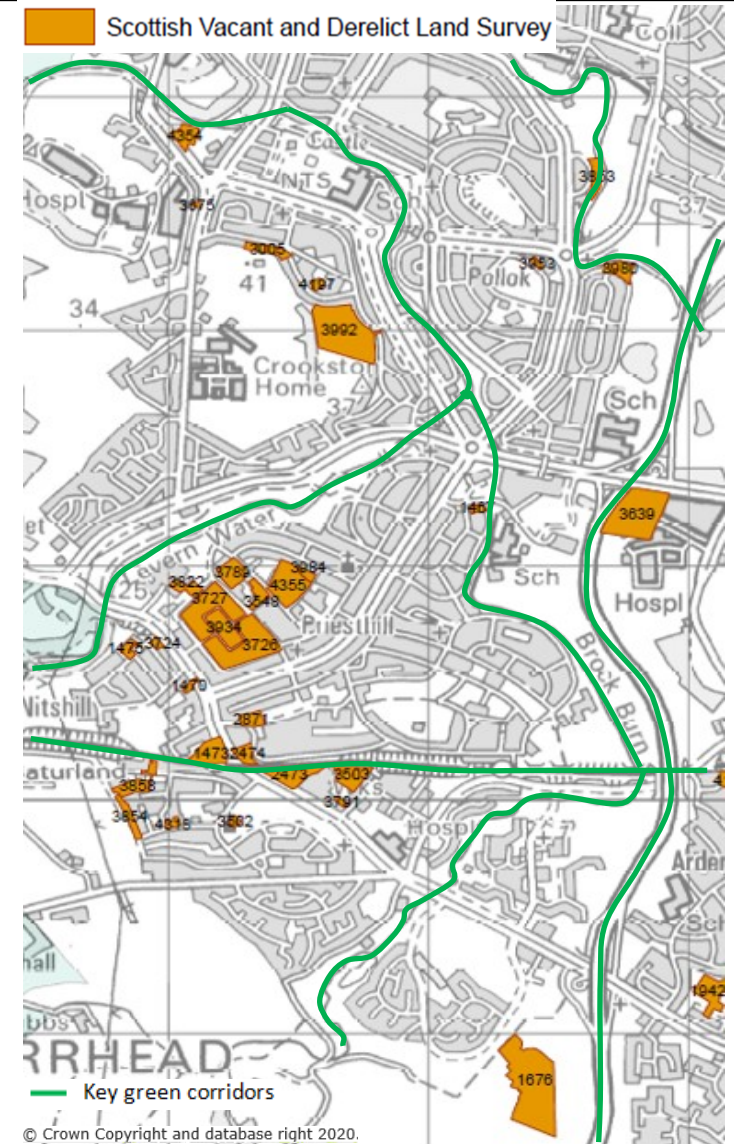
Vacant and Derelict Land

The amount of vacant and derelict land within Greater Pollok has fallen in recent years as the area has become more attractive to private developers. Housing associations have also been a key driver in development within the area with some of the older social housing stock being replaced, especially in Nitshill.

Most of the larger vacant sites within Greater Pollok were former public buildings such as schools and are situated in the core of the neighbourhoods and create key opportunities for further residential development. These sites are often still publicly owned so development is more straight forward to a certain extent.

Several parcels of vacant land are within industrial estates in the area and these present an opportunity for businesses to move to the area or for a further mix of uses within the estate itself. A potential issue is that these sites may have problems with contamination from previous industrial uses and require some work before being available to develop.

Some of the vacant land in the area could be used to enhance the green network and mitigate flooding risk across Greater Pollok and this is especially true of sites adjacent to the water courses and green spaces. This is also the case of sites next to the M77 and the railways running through the area, as these are key green corridors and could potentially increase the biodiversity of the area.



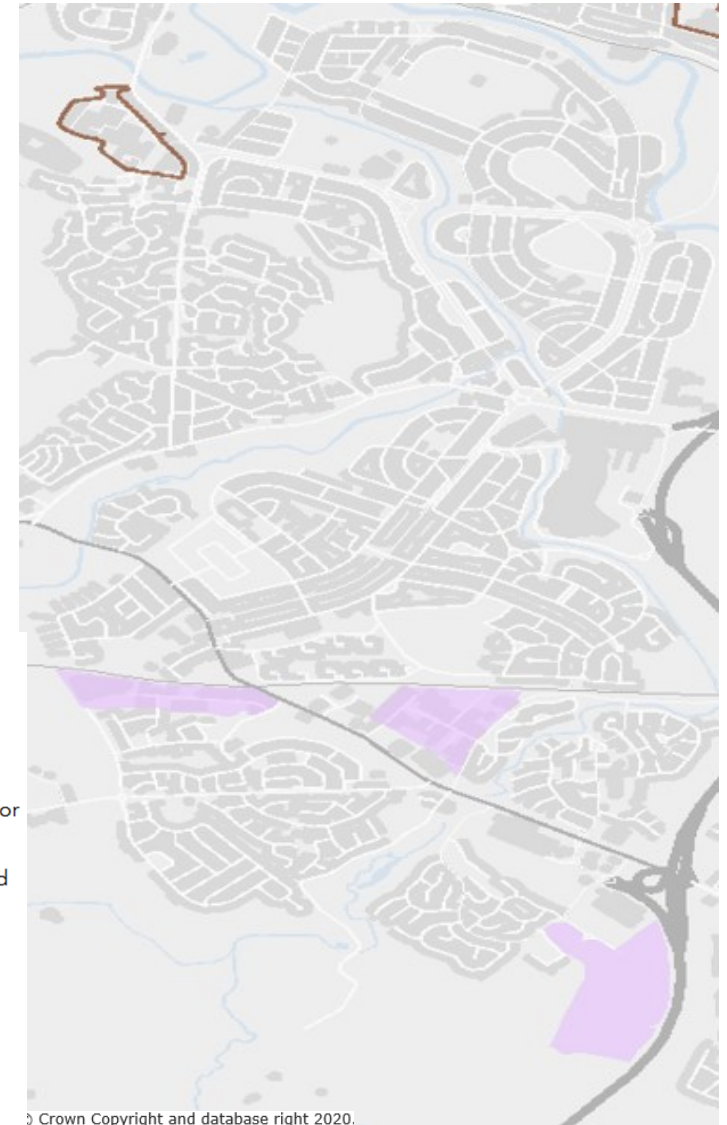
Economic Development Areas

Greater Pollok has three economic development areas, that currently have a variety of uses.

South Nitshill Industrial Estate is home to the Glasgow Museum Resource Centre and a mix of other businesses. It is well connected by road and rail to the rest of the city, but has several empty units and vacant pieces of land that give it a neglected appearance. Building on the draw of the GMRC and its proximity to transport links and new housing developments it is a real opportunity for the area to attract jobs and investment to Greater Pollok. A threat to this industrial estate is the ownership of the land, which is a mixture of public sector and private companies who have been there for some time resulting in stagnation of development.

Darnley Industrial Estate is more prosperous with a number of successful businesses that bring jobs to the area. It is also well connected to the rest of the city by road and rail and is well maintained. Competition with industrial estates in other parts of Glasgow and neighbouring local authorities are a risk to its future and continued investment will be required to make it attractive to businesses.

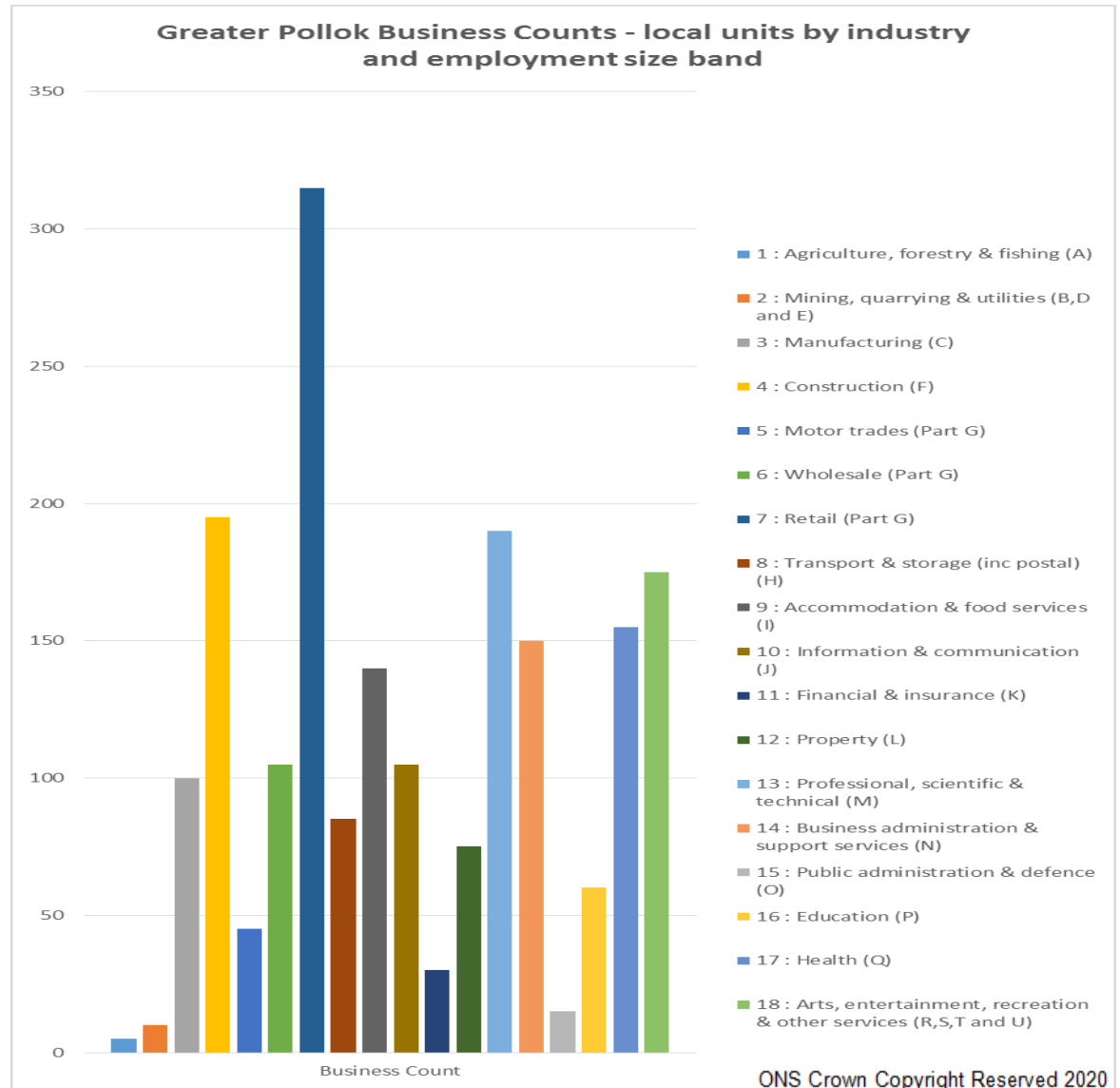
Darnley Mains is currently undergoing major development and makes up a significant number of all the new homes being built in Greater Pollok. It has the advantage of being close to a junction of the M77 and adjacent to a retail park that provides local amenity. However it is unclear how sustainable developments like this area in the long term as it is far away from any public transport links and its car orientated design makes potential traffic issues highly likely. It is also poorly connected into the residential area to the west and is closely bordered by the M77 to the east making pollution another potential issue.



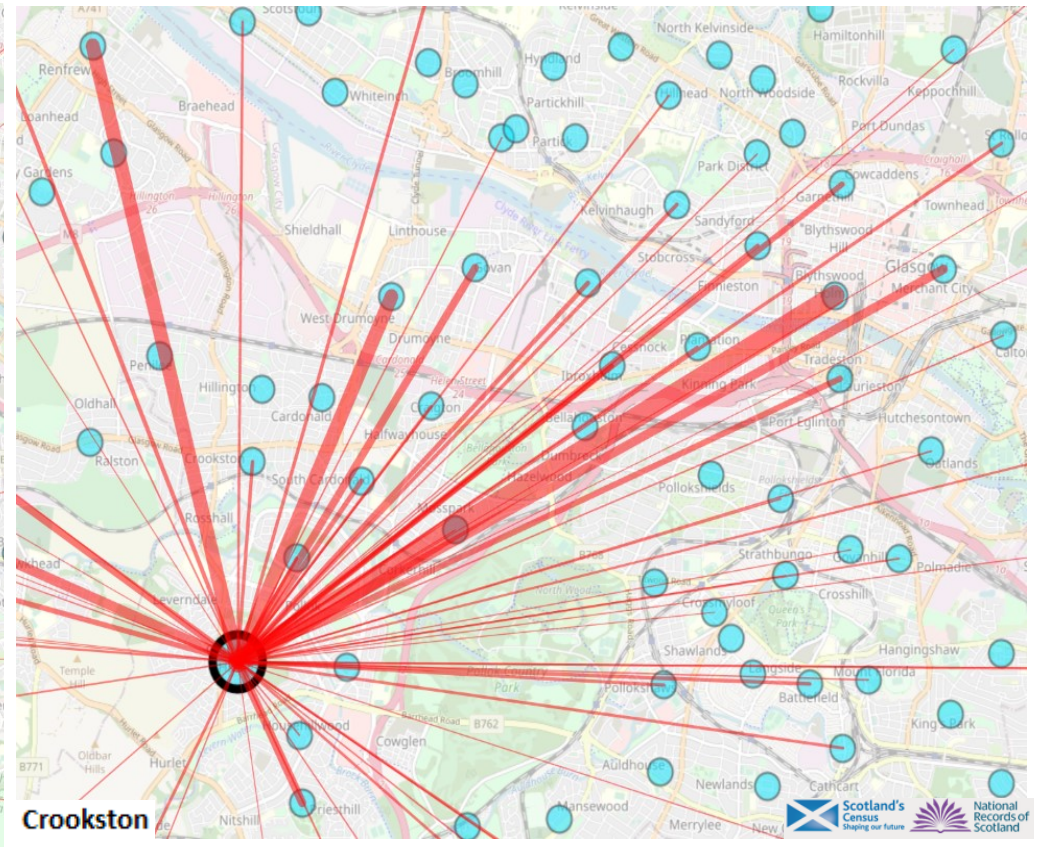
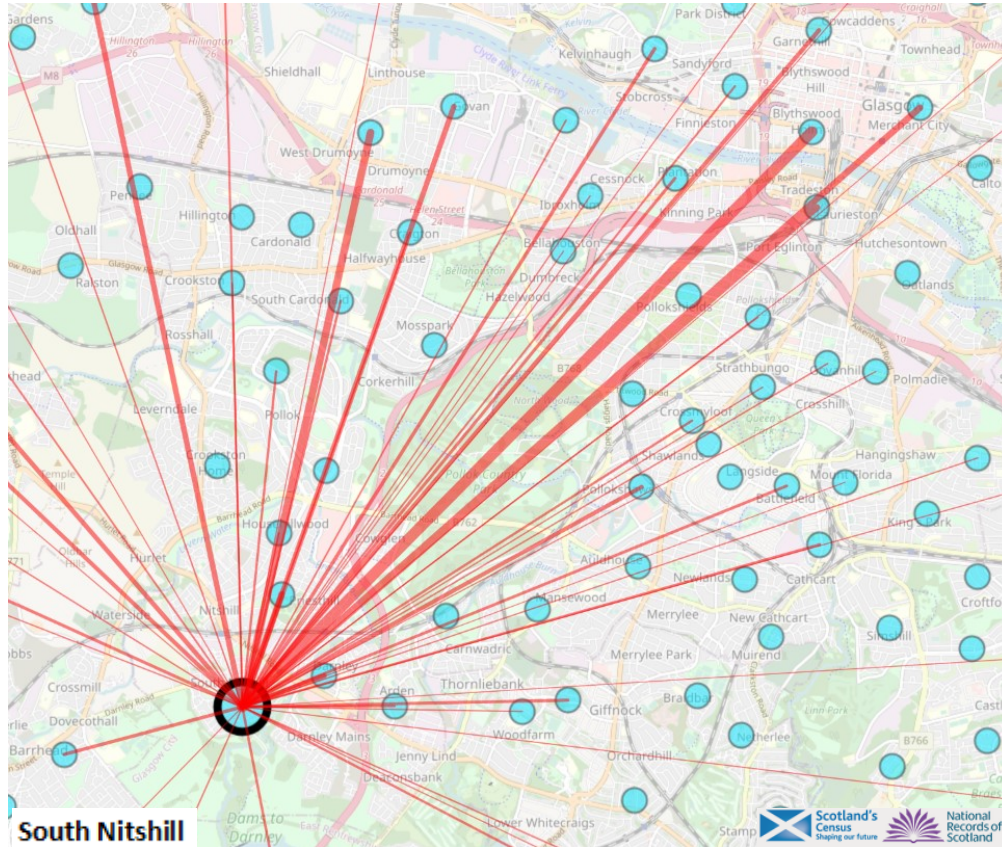
Business types

This graph shows the number of businesses in the area by industry. It shows that by far the most common business type is retail followed by construction and professional , scientific & technical.

The high number of retail businesses in the area reflects the importance of Silverburn as an important employer within Greater Pollok. The high number of construction businesses implies that the area has a large amount of self employed tradespeople who live locally.

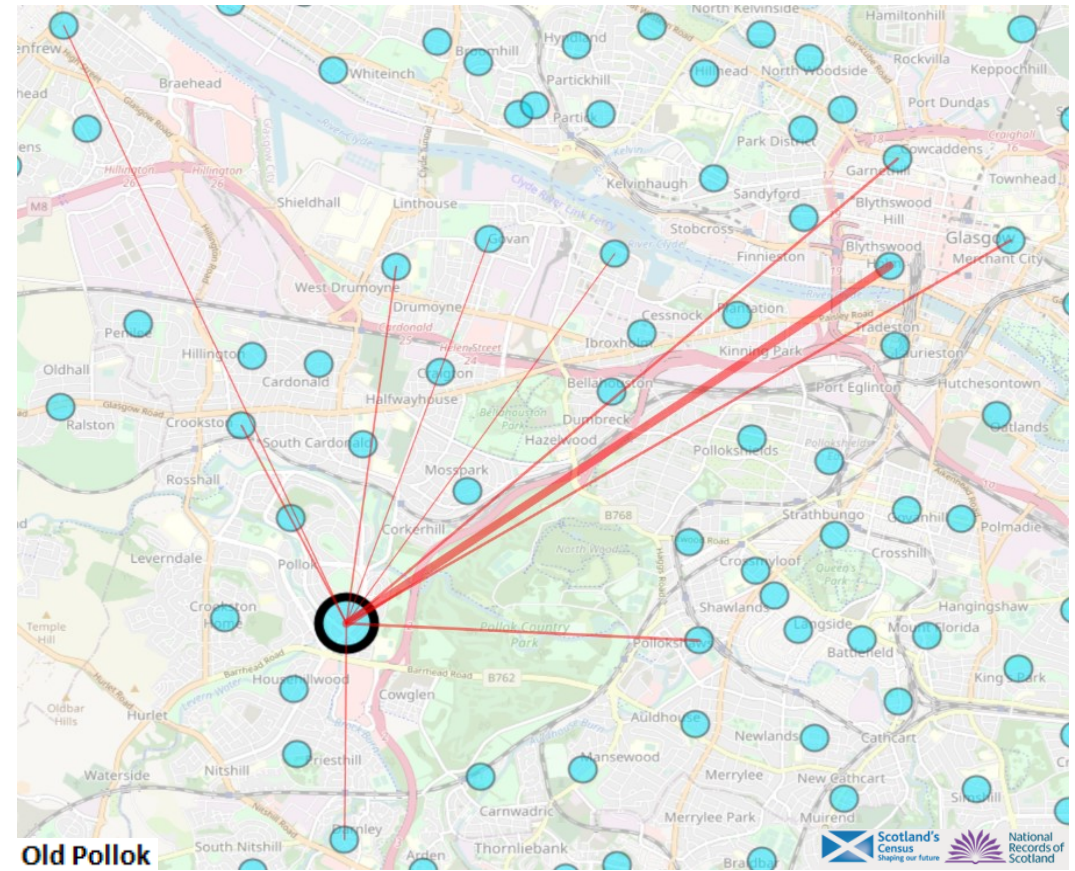
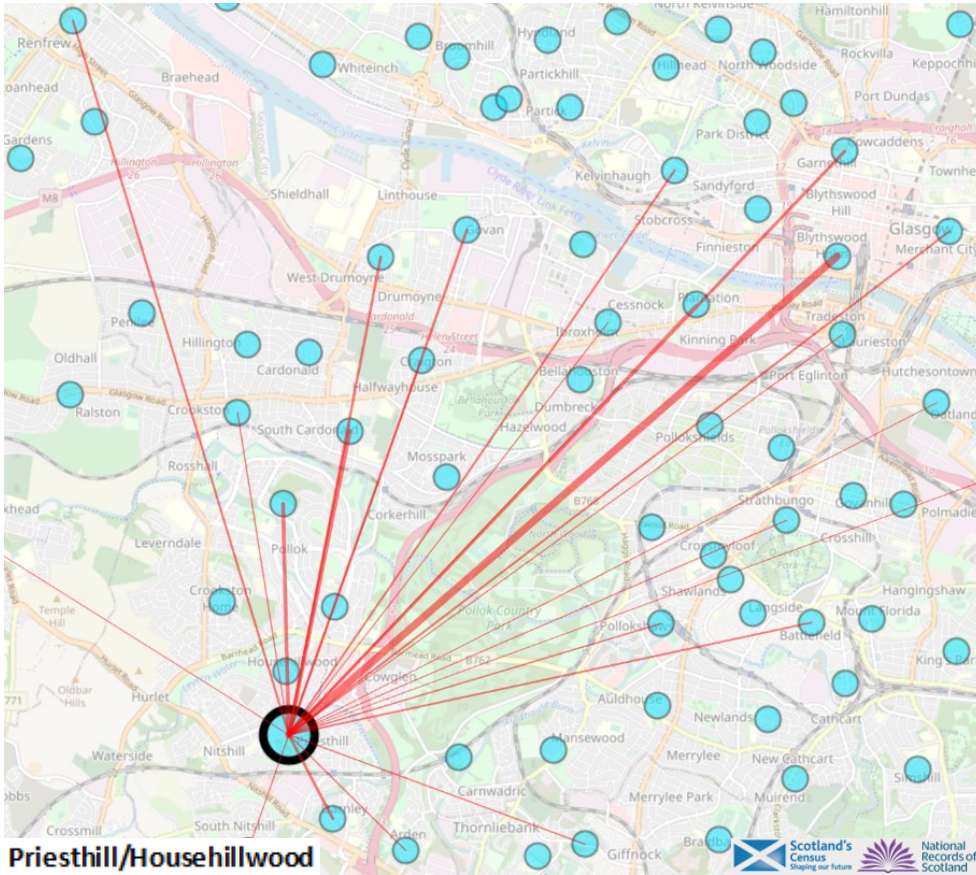


Commuting Patterns - Car



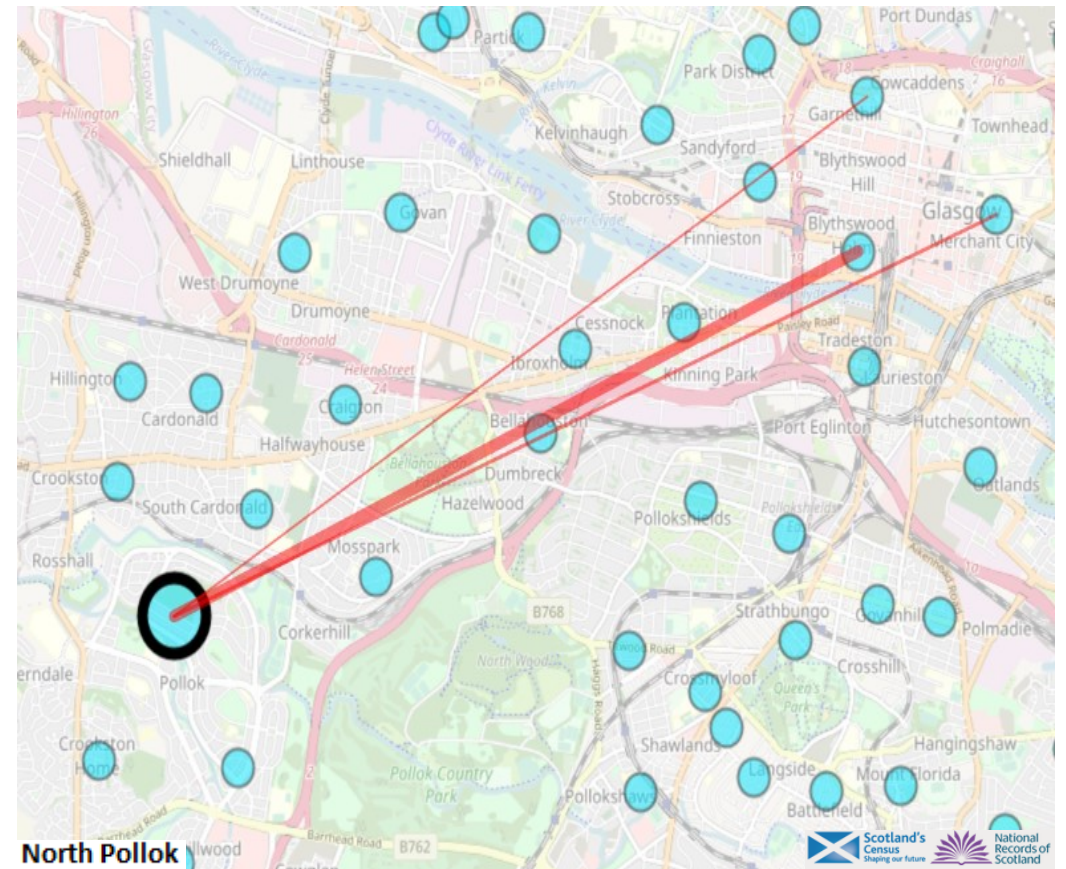
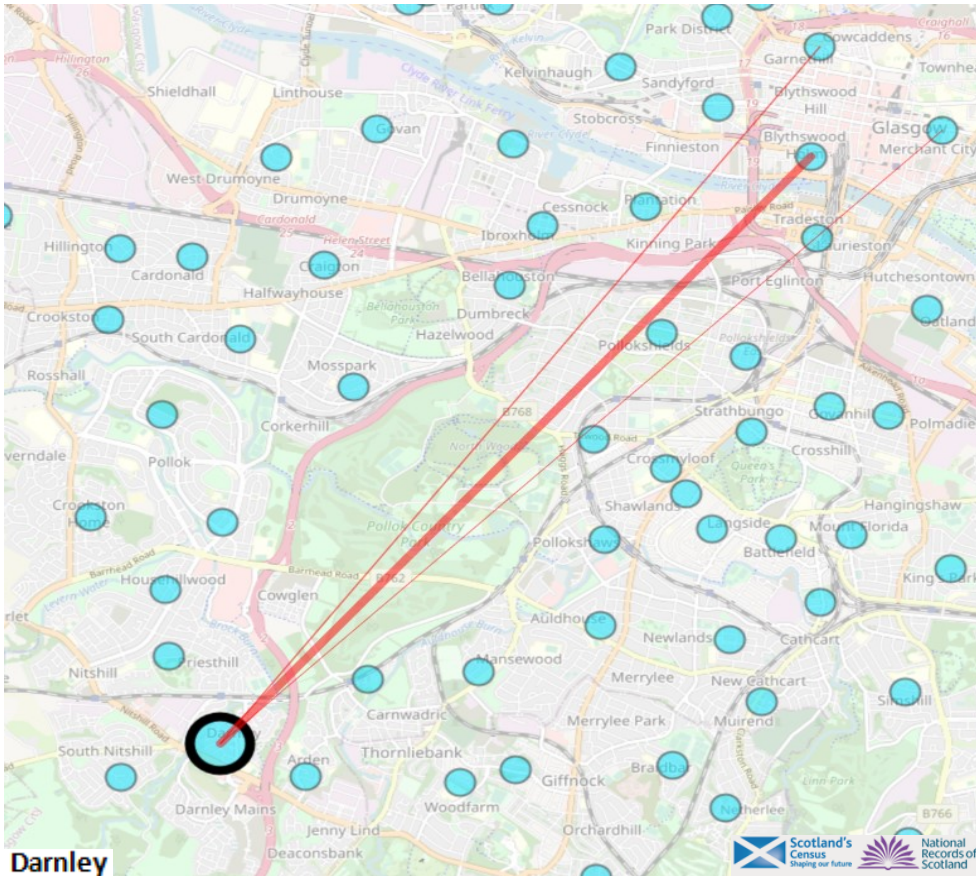
Currently the largest number of car journeys made from Greater Pollok for work are into the city centre. This shows that any residents still favour the car even in light of traffic and potential parking issues in the city centre. Renfrewshire is also a common destination for residents travelling to work and this could be exacerbated by the fact that public transport connections from the area towards Paisley are currently quite poor. People from the area commute to destinations all over the city and this shows the wide variety of jobs and incomes of local residents and also the importance of good vehicular connectivity to local people.

Commuting Patterns - Bus



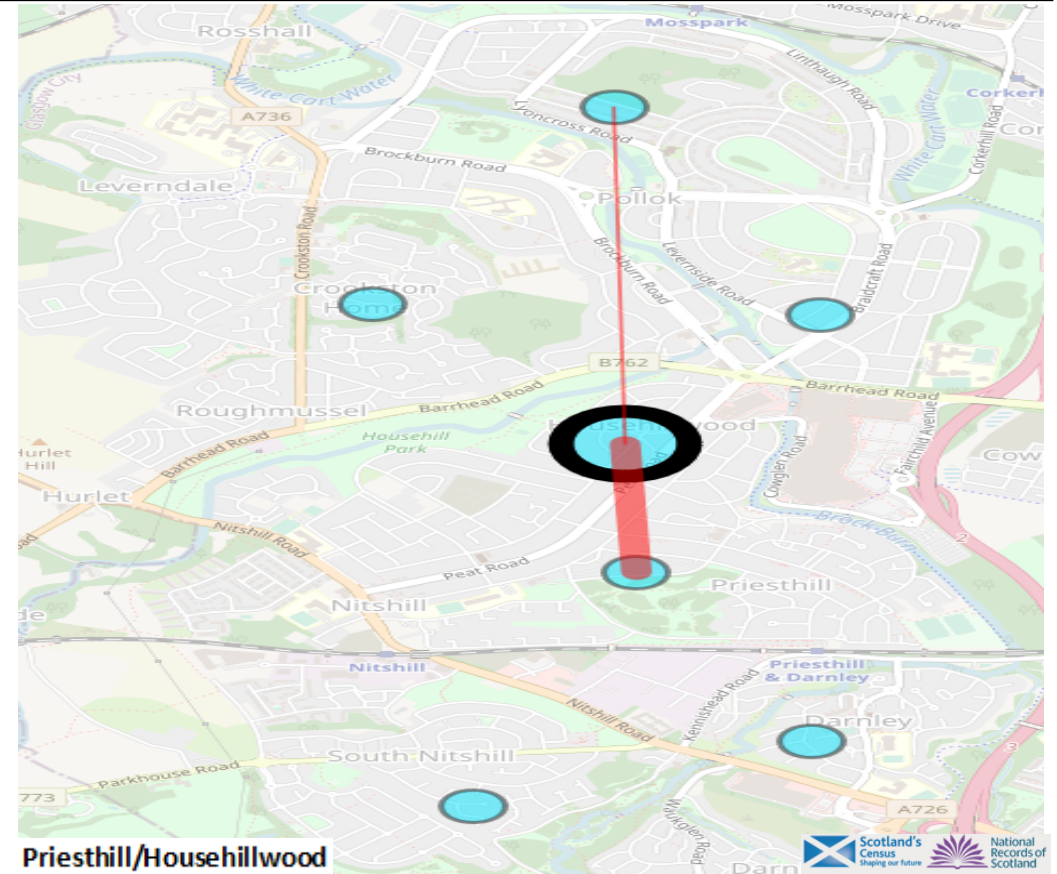
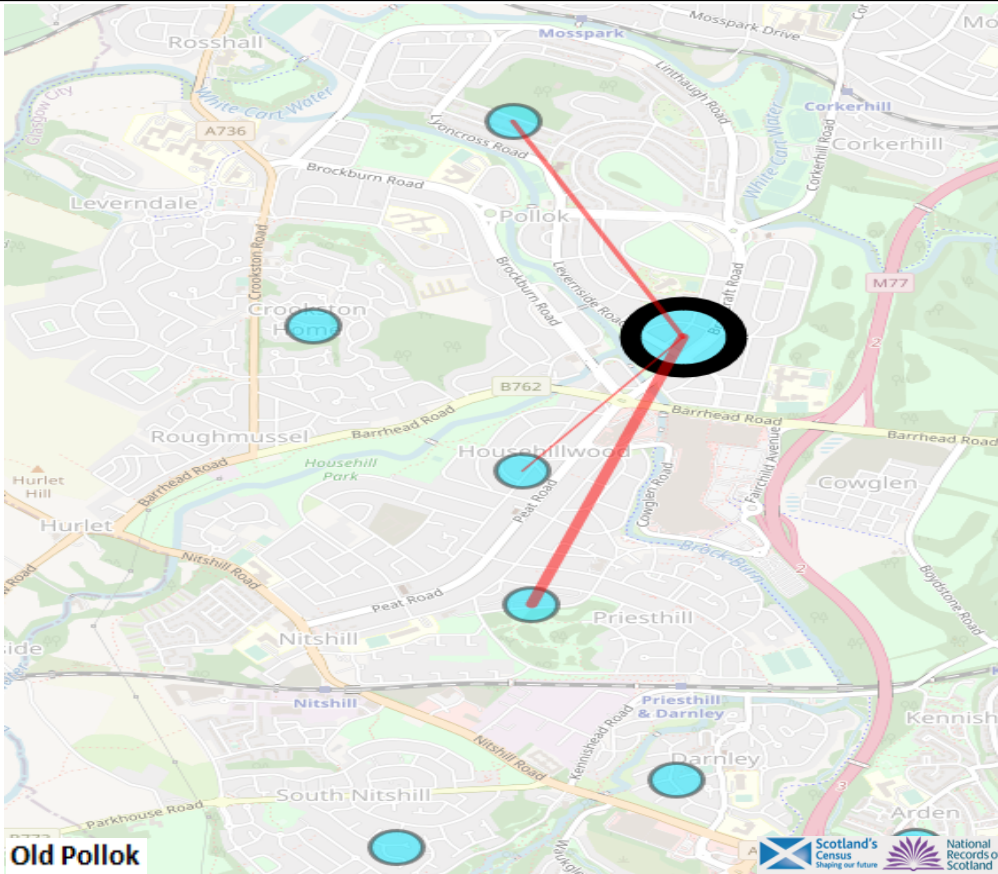
Commuting to work by bus from Greater Pollok is mostly into the city centre, though not as popular as by car from other areas. This may be because of the time that buses take to get into Glasgow city centre, especially during rush hour and the frequency of services. Much of the bus travel in the area is done locally by older residents and is not shown in commuting data.

Commuting Patterns - Train



Train travel to work from Greater Pollok is almost exclusively into the city centre as both railway lines through the area go into Glasgow central. The neighbourhoods with the highest amount of residents commuting by train are Darnley and North Pollok which are both the nearest to train stations. Potential barriers to people from other parts of Greater Pollok travelling by train is accessibility of the stations, reliability of services and the costs involved.

Commuting Patterns - Walking



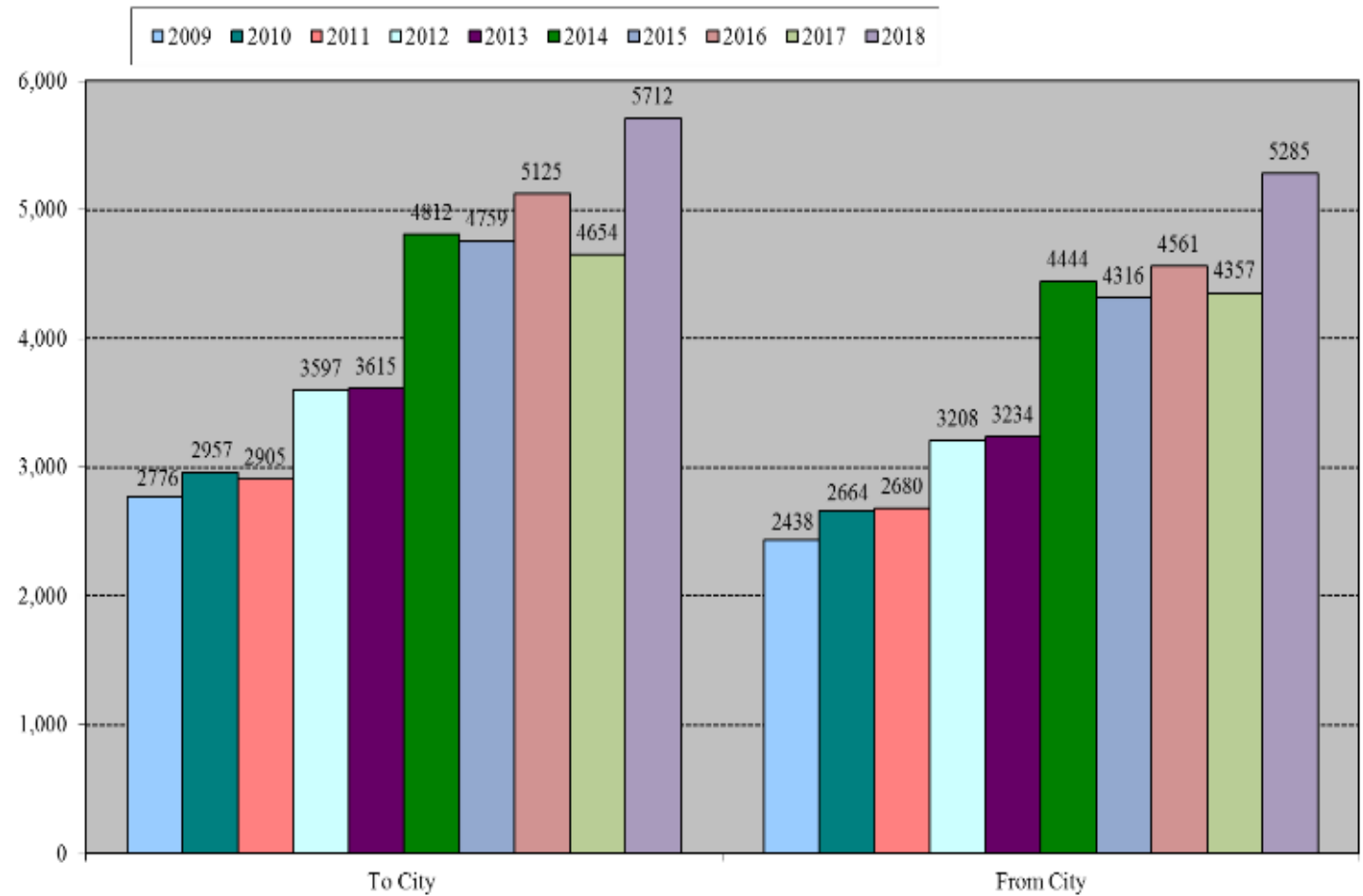
The number of people commuting to work on foot is highest in the neighbourhoods in the centre of the area, nearest to Silverburn, which is the largest employer in the area. Potential barriers to walking in the area include an often poor pedestrian experience, a lack of crossing points over busy roads and the distances involved. The spread out nature of Greater Pollok and the lack of high quality local employment mean that many residents travel out with the area for work, so walking is not always a viable option. Data from Understanding Glasgow shows that here is a general trend across the city and wider Scotland over the last decade of increasing numbers of people walking to work, and this should be noted when looking at this data, as it was collected as part of the 2011 census.

Commuting Patterns - Cycling

There is very little local data on cycling patterns, however this graph shows that there is a clear increase in the number of people cycling into the city centre of Glasgow. This is a part of a wider trend across the Scotland and it is likely that Greater Pollok has seen a substantial increase in the number of people commuting to work by bike over the last decade. Across Glasgow there is also a clear growth in the demand for cycling infrastructure, especially improved safety measures for cyclists and this should be reflected in this report.

Glasgow cycle counts from cordon sites around the city, 2009-2018

Source: Land & Environmental Services, Glasgow City Council



Network of Centres

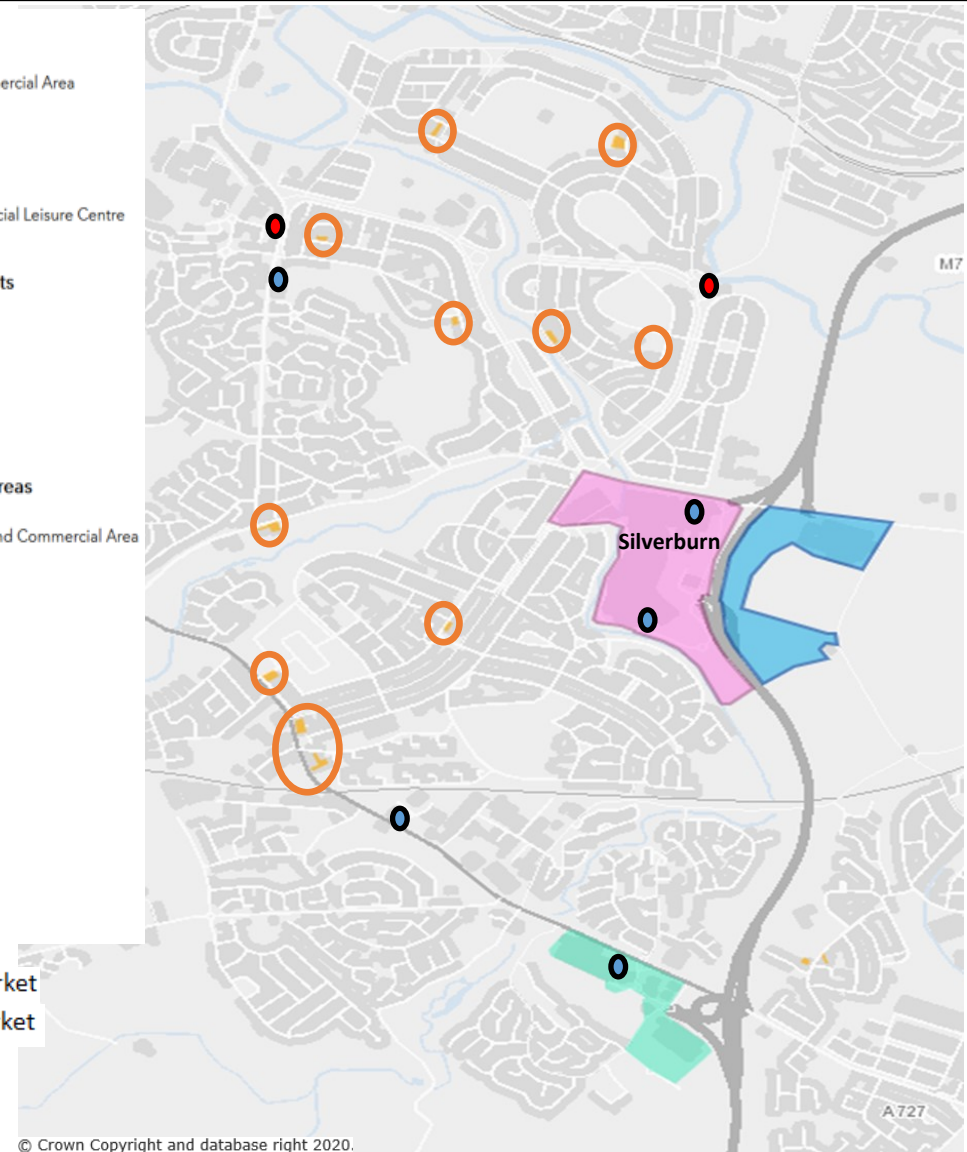
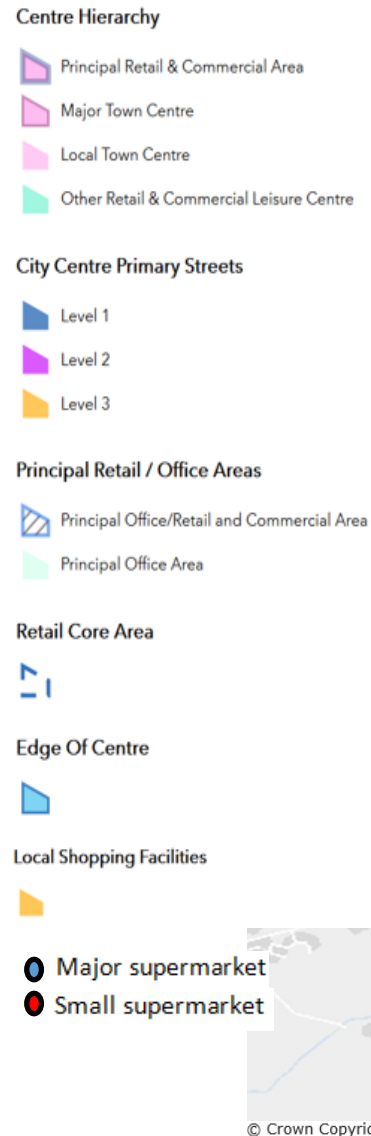
Access to quality amenity has been a key issue in Greater Pollok since it was developed. Many of the local shops in the area were built by the council to address this and to provide key amenity in some of the most deprived parts of the city. The area has a number of small rows of shops of varying types and quality, however in recent years many have fallen vacant due to a changing economic climate and the opening of Silverburn.

Access to a major supermarket for households that do not have a car is a problem in the area and a lack of choice and availability of high quality food has led to deepening inequality. This varies widely between different neighbourhoods within the area, with the residents immediately around Silverburn having the best access and residents in the north and south west having the worst.

Outside of Silverburn, Nitshill is the only other viable town centre with a variety of shops, an open space and a reasonably nearby supermarket. However this Nitshill Road creates a barrier through the middle of this and the current streetscape is fragmented and difficult to navigate.

The recent development of a supermarket and other retail in the south of the area at Darnley Mains has created better options for this living nearby but is still difficult to reach on foot and does not integrated well into the surrounding area. Easy vehicular access has been prioritised over place making and this has created a retail park surrounded by residential areas, that have little access.

A key issue in Greater Pollok is priority being given to non local users of amenity in the area over the needs of local residents. This can clearly be seen in recent commercial developments that effectively shut out local people.



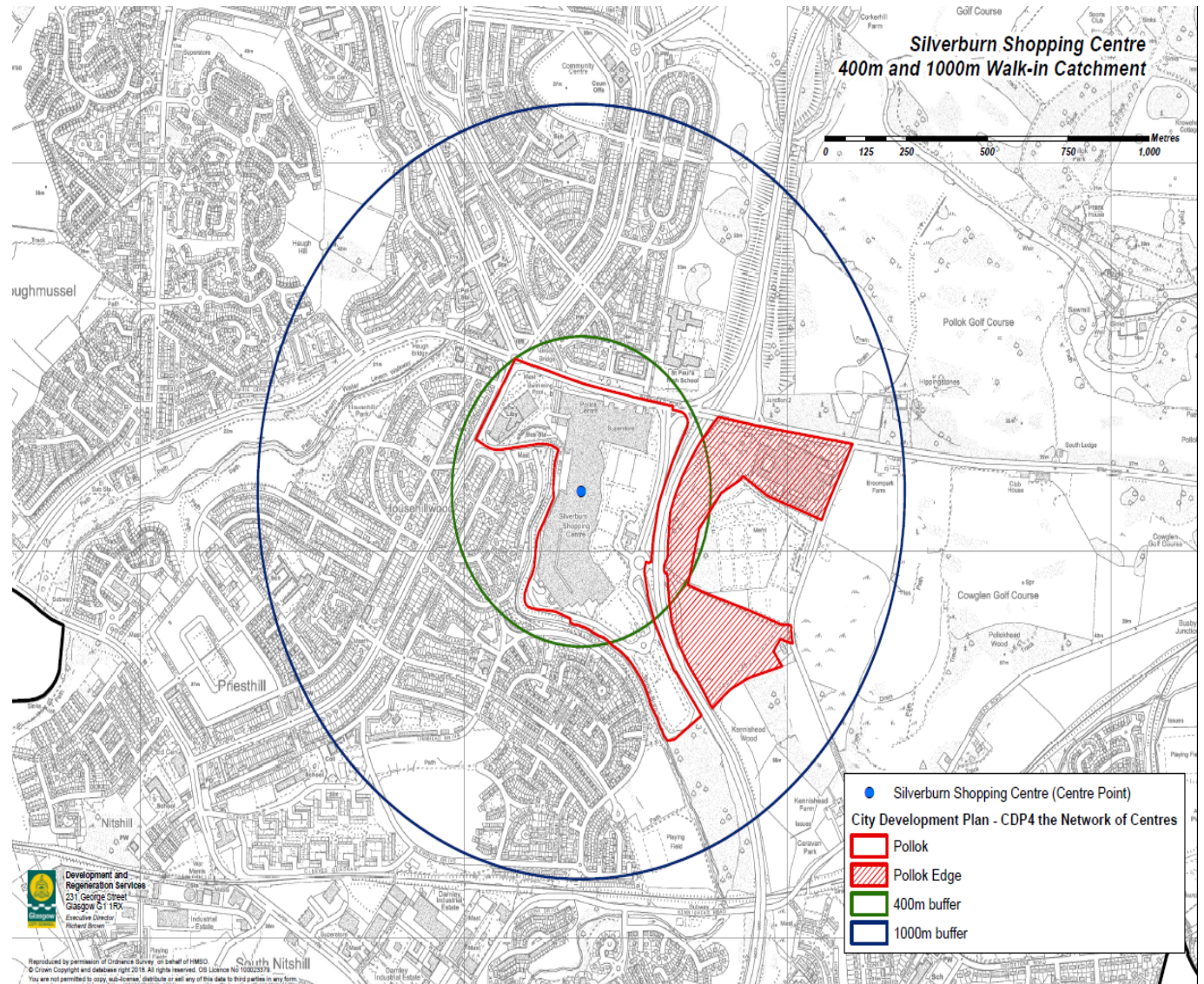
Network of Centres - Silverburn

Silverburn is the by far the most important town centre within the Greater Pollok area and includes a large shopping centre, a supermarket and public amenity including a library, a gym and a medical centre. It is designed primarily to be a driving destination and this is reflected in the surrounding access roads, which favour movement of traffic over pedestrians and cyclists.

A sizeable portion of Greater Pollok surrounding Silverburn is within 1 kilometre of the centre and is therefore walkable for many people. A major barrier to this is that access for local residents is often awkward and difficult due to the level of traffic on the main arterial routes surrounding the centre. This creates an unpleasant pedestrian environment that local residents may perceive to be dangerous and unsafe for children and results in a move away from walking.

The recent development at Cowglen has a pedestrian route connecting it directly into Silverburn, however this requires crossing a busy road with no controlled crossing point. This shows that there continues to be a clear priority given to cars over pedestrians around the centre.

For those living further away, bus travel or cycling would be a more realistic option. Due to the traffic on the roads and a lack of cycling infrastructure many people would be reluctant to cycle and the cost of buses, even for a short journey is prohibitively expensive for some.



Urban form - Historic

The original core of Greater Pollok was designed around main arterial roads that had smaller residential streets feeding into them. This was designed in the 1930s to support predicted mass private car ownership and the layout and width of the main roads strongly supports the efficient movement of motorised vehicles over other means of transportation.

This made the area a difficult place to navigate for those on foot or using public transport and led to some communities being isolated from others. The width and layout of the main roads made them difficult to cross safely and created a physical and often symbolic barrier between neighbourhoods.

The water courses that pass through Greater Pollok create a less hard urban form than other parts of Glasgow and the curving streets present throughout much of the area are a result of this. The original residential streets within the area often start at a main road lead away and curve back to the same main road, creating a legible, though unusual street pattern. The early decision to develop around the natural features in the area rather than over them led to the creation of a unique urban form that better complemented the environment around it.

Despite this, the preservation of the natural environment within the area did further exacerbate the problem of community isolation. The major water courses and some of the large green spaces in the area created a fragmented urban form and a lack of bridges and paths made travel between some neighbourhoods awkward and time consuming.

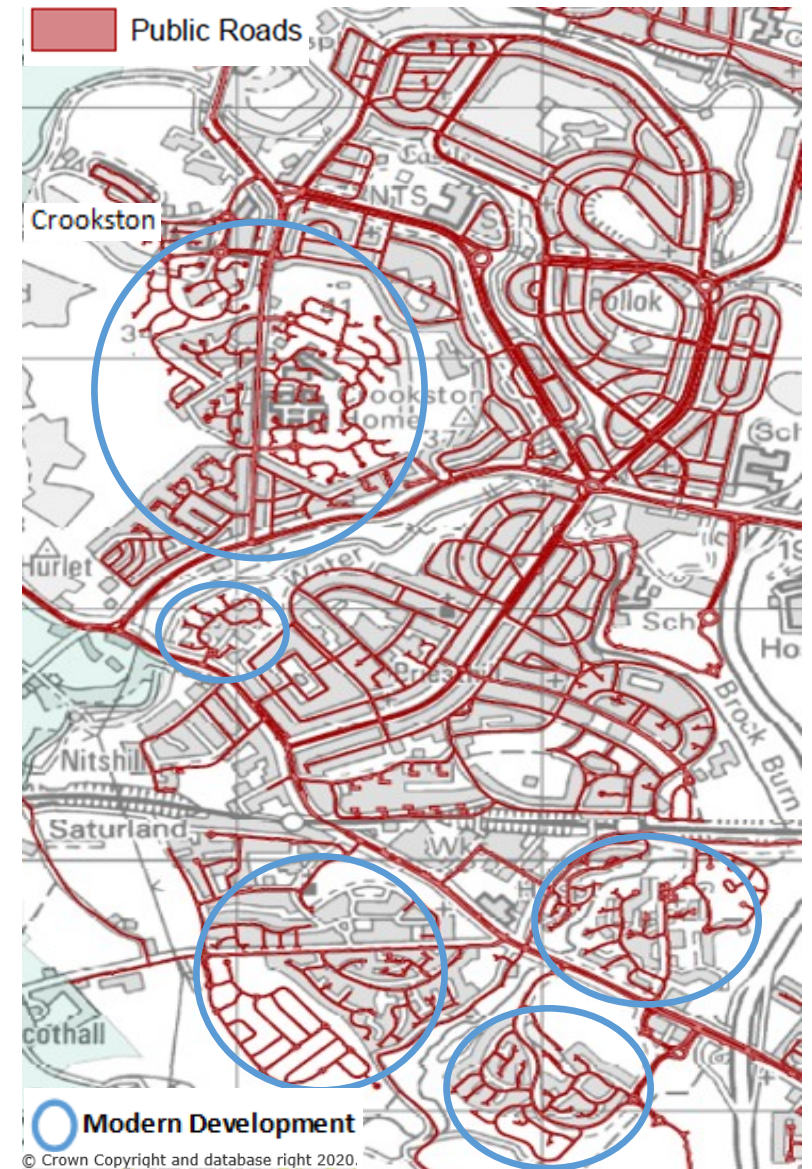


Urban Form - Today

Today the original urban form of the core area is broadly the same, although with more crossing points and lowered Kerbs to facilitate pedestrian movement. As well as this there are speed mitigation measures on some of the main roads, especially in the north of the area, to slow down traffic. The population density of the area has also changed dramatically with many former flatted developments removed and replaced with lower density housing. This has led to the area having a wider mix of types of housing, creating a more fragmented urban form that can change from one street to the next.

Modern development in the area is mostly of typical suburban low density housing which has led to a more fragmented urban form. Much of the recent developments have been built in the form of cul-de-sacs that spread away from main arterial routes and are increasingly disconnected from local amenity. Pedestrian routes have been built into some of the modern developments in the form of interconnecting paths, however local connectivity between these developments is often actively discouraged by their design and the distance to public transport makes driving the only practical option for many residents.

On the next page is an example of how development has progressed in Crookston in recent decades. This example has been used as it clearly shows the steady 'sprawl' of streets moving away from the main road through the neighbourhood.



Urban Form - Crookston

Recent development in Crookston in the west of Greater Pollok is a good example of the fragmented urban form seen in much of the area. This neighbourhood has a single main arterial route running through the centre that has the only bus route and two supermarkets. The residential streets leading off of the main road are mainly cul-de-sacs that have grown steadily further away as new developments emerge. To the west and east of the area the streets have no short connection to the main road and a significant 'detour' is needed to reach the nearest amenity. This can have a detrimental affect on the area for a wide variety of reasons.

The main road through the area becomes increasingly congested with local traffic, especially at major junctions leading to longer journey times. To mitigate this further car-orientated infrastructure is introduced to improve flow of traffic, for example the roundabouts in the north west of the area. This makes walking and cycling even more unattractive than it already was and potentially leads to more traffic.

The low density make up of the area and the car orientated design makes local amenity and public transport connections less sustainable in the long term. Developments that specifically attract households with multiple cars risk losing key local services that may become severely underused.

The urban design in the area will reflect this, already on Crookston Road the housing faces away from the street into cul-de-sacs and the supermarkets are designed primarily for vehicular access. This creates an unpleasant and obstructive pedestrian experience and will discourage people from walking. The most recent developments in Crookston continue the pattern of car orientated, insulated urban design and this is a difficult cycle to break.



Public Transport - Bus routes

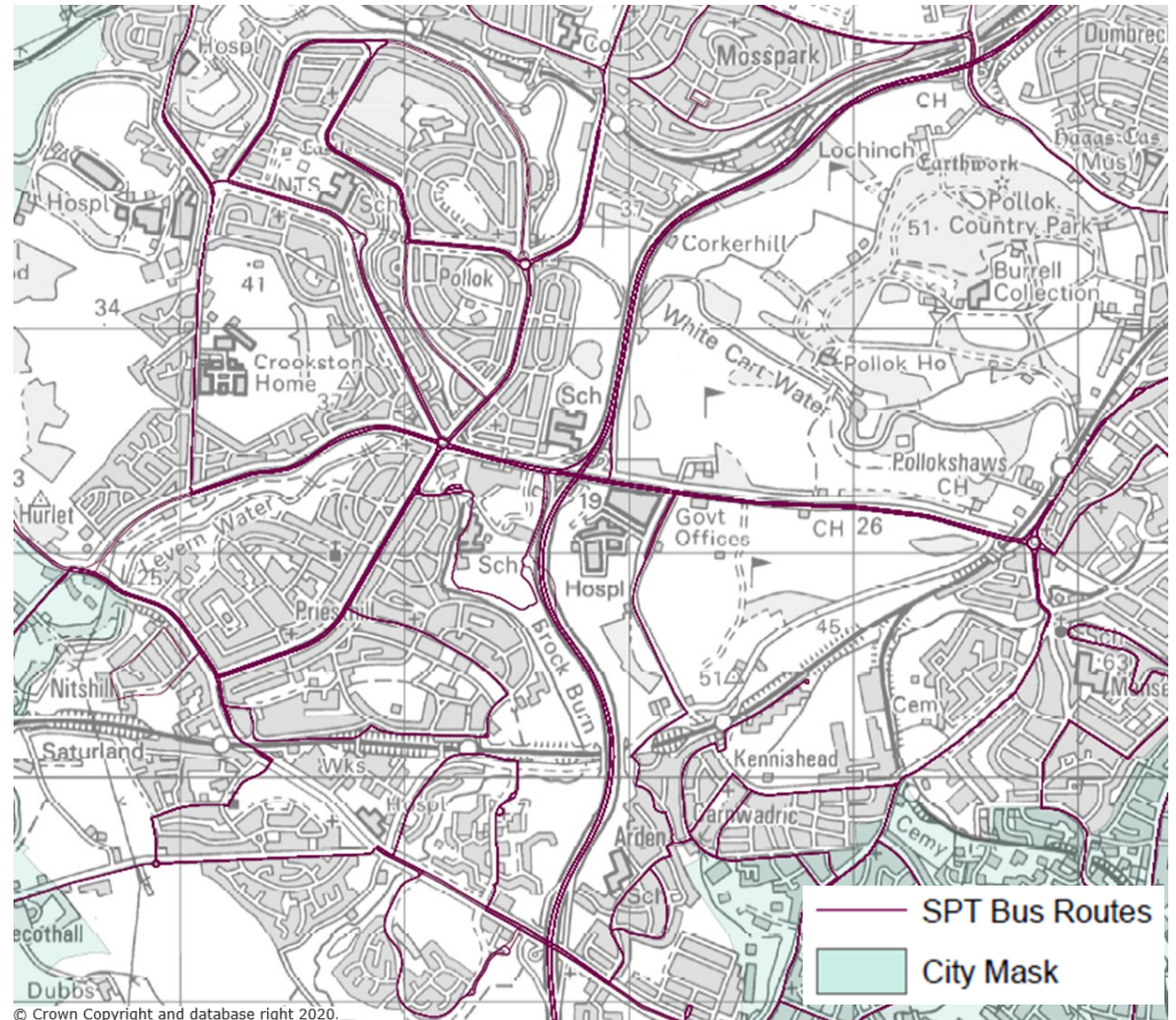
The most commonly used form of public transport in Greater Pollok are buses and these are concentrated along the main arterial routes through the area, with some smaller bus companies running local buses in the north.

Recent developments in Nitshill, Parkhouse, Crookston and Darnley have moved steadily further away from these main bus routes and overall accessibility is poorer in these areas.

Silverburn is the main hub of all buses that travel through Greater Pollok and has its own bus station that serves the shopping centre and the public realm.

Bus travel time to the city centre can vary widely between routes and can take between thirty minutes and hour. This has led to a fall in ridership as people move towards private vehicle ownership and in the long run threatens the sustainability of regular bus services throughout the area.


The cost of bus travel is also high in the area due to the number of different bus companies operating. It is often faster to transfer between buses to get to a destination more efficiently, however this means paying two separate fares.



Public Transport - Accessibility

There are two train stations roughly in the centre of Greater Pollok at Nitshill and Darnley/Priesthill and one to the north at Mosspark. These provide a fast and regular service to Glasgow Central that takes approximately 15-20 minutes. The trains services also link Greater Pollok to Kilmarnock and Paisley. Accessibility to the stations is a serious issue with no disabled access to any of the stations. There is also a lack of cycle storage and security features around the stations that makes them less attractive to potential users.

Accessibility to public transport is a key issue within Greater Pollok with much of the area having poor connections. There are several reasons for this; urban sprawl has caused new housing development to move away from former transport hubs on main roads. Also the fragmented urban form of much of the area and prevalence of busy roads means that many people find it difficult to actually reach public transport despite relatively short distances involved.

 **Train station**

Public Transport Accessibility - High

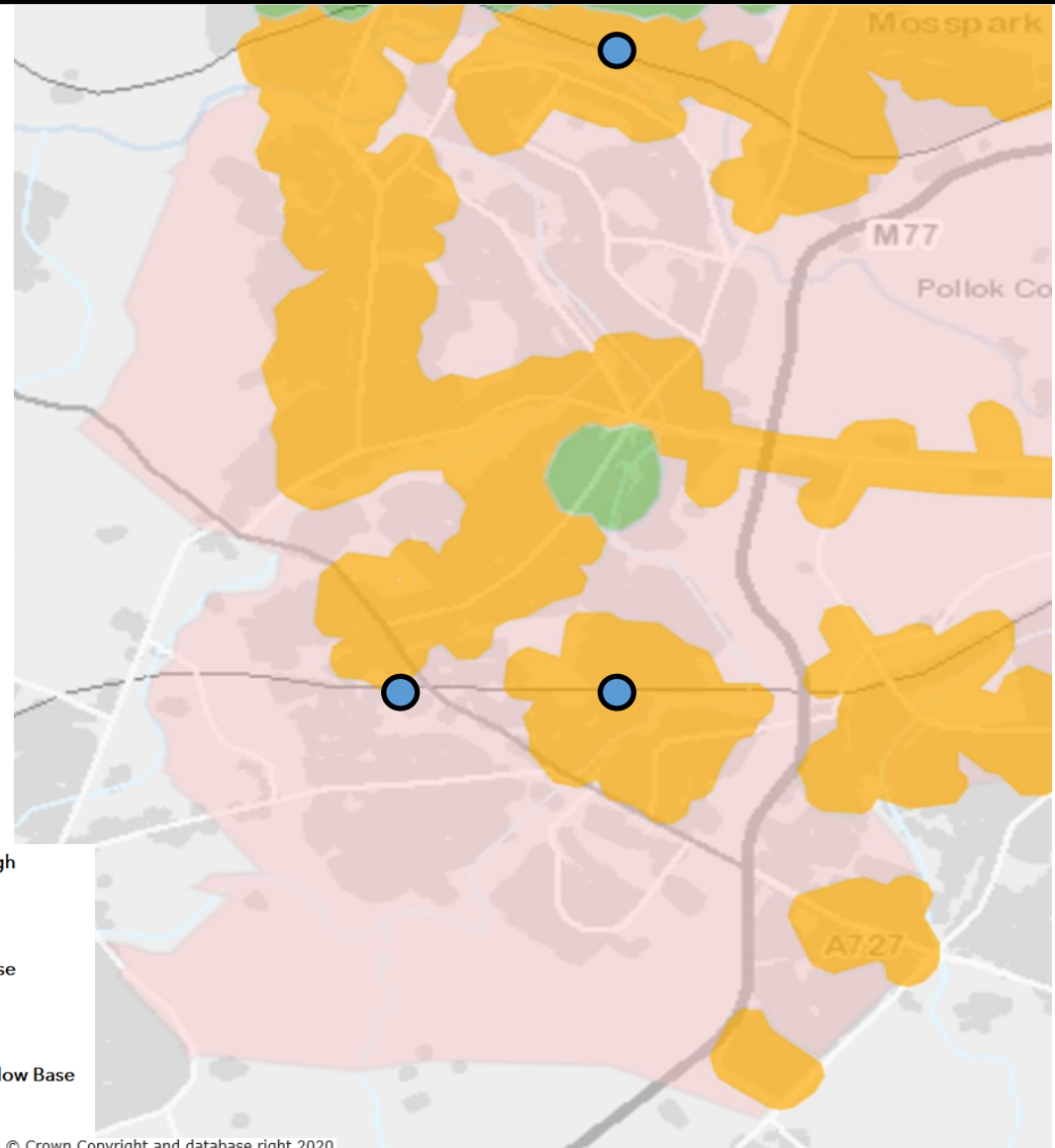
 High

Public Transport Accessibility - Base

 Base

Public Transport Accessibility - Below Base

 Below Base



Cycle Infrastructure

Greater Pollok has a fairly well developed network of off road cycle routes, mainly along the edge of the M77 and through established parks. The route along the eastern edge of the area provides a key north-south link between Darnley and Silverburn, but is fragmented by main roads and is not integrated into other routes.

The main east-west route through the area is through Househill Park, however this does not connect into Silverburn at its eastern edge or into Nitshill at its western edge. Cyclists have to navigate across busy dual carriageways at either end of the path and there a clear priority given for motorists .

Pollok Park to the east of the area and Dams to Darnley to the south are both popular destinations for cyclists but do have a legible cycling route between them. Barrhead Road and Nitshill Road are clear barriers to cyclists attempting to cross the area and recent suburban developments within Greater Pollok are creating increased amounts of traffic, further dissuading potential cyclists. On road cycling in the area is perceived as being unsafe due to the speed of traffic, width of roads and a lack of cycling infrastructure at key junctions.

There are relatively few cycle stands in the area outside of Silverburn and the GMRC and the train stations have none at all.

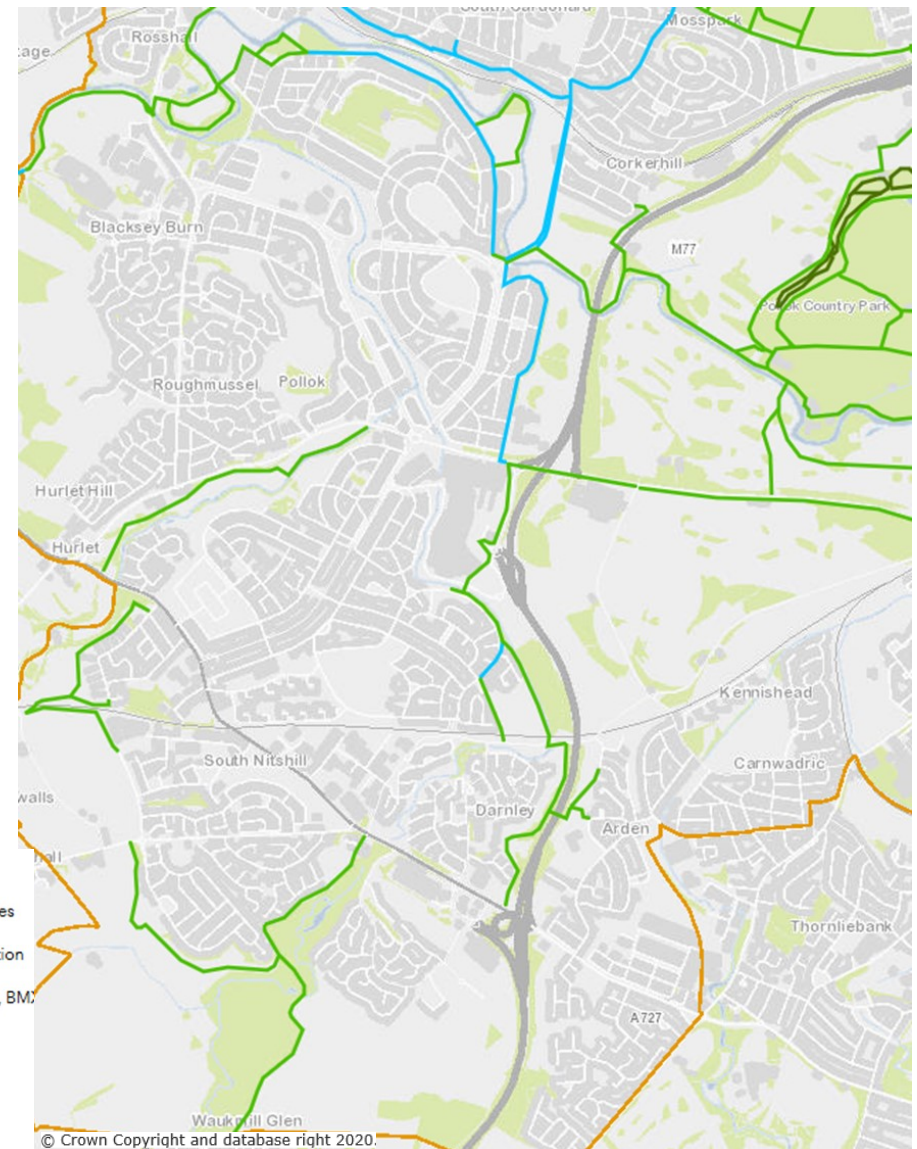
The imminent opening of a NextBike station in Pollok Park could pave the way for a future expansion into Greater Pollok and this is something that could be hugely beneficial as a sustainable, cheap and healthy transport option. This is especially important in a low density suburban area like Greater Pollok as walking is not always a realistic option.

Cycle Routes

- Type 1 and City Way - Traffic free (includes segregated and shared surfaces)
- Type 2 - May encounter traffic (demarcation and traffic calmed)
- Leisure - Leisure facilities including MTB, BMX and track ovals

Glasgow

- City Boundary



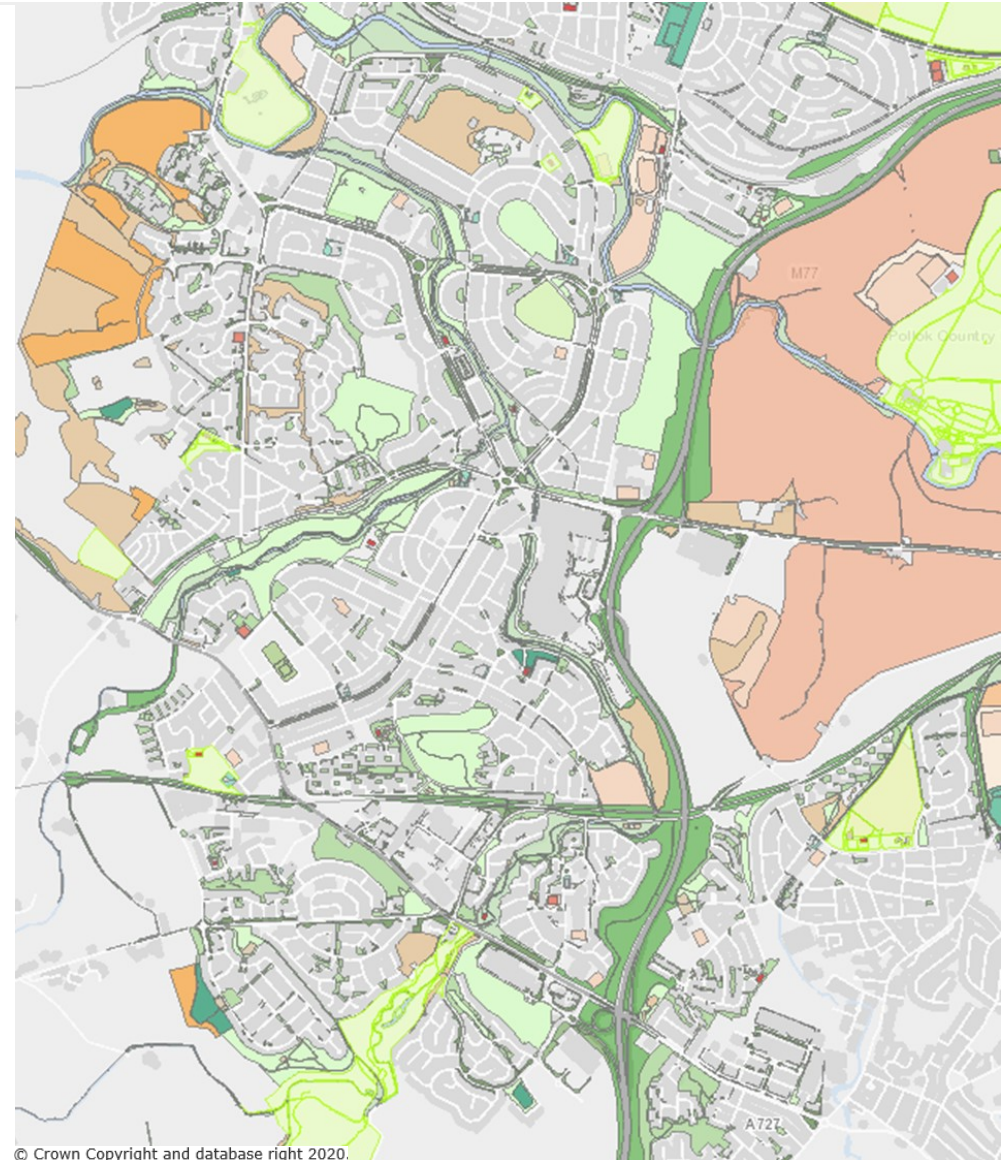
Open Space Network

Greater Pollok has a large amount of open space that is spread out over much of the area. This is generally made up of natural water courses, railways, the M77 and large open green spaces such as parks, sports pitches and some vacant land.

This map shows the different types of open space within the area and gives a good impression of how they do not entirely connect together. The green space in the area is often fragmented and potentially beneficial green corridors are not complete, with main roads and housing creating gaps.

Open Space PAN65

- Public Park and Garden
 - 6.1 Public Park and Garden
- Communal Garden
 - 6.24 Communal Garden
- Amenity Greenspace
 - 6.3 Amenity Greenspace
 - 6.31 Amenity Greenspace - Housing
 - 6.32 Amenity Greenspace - Business
 - 6.33 Amenity Greenspace - Transport
- Playspace For Children & Teenagers
 - 6.4 Playspace For Children And Teenagers
- Sports Areas
 - 6.5 Sports Areas
 - 6.51 Sports Areas - Playing Field
 - 6.52 Sports Areas - Golf Course
 - 6.53 Sports Areas - Tennis Court
 - 6.54 Sports Areas - Bowling Green
 - 6.55 Sports Areas - Other
 - 6.56 Sports Areas - Kickabout / Multi Games Court
- Green Corridor
 - 6.61 Green Corridor - Green Access Route
 - 6.62 Green Corridor - Riparian Route
- Natural / Semi Natural Greenspace
 - 6.71 Natural / Semi Natural Greenspace - Woodland
 - 6.72 Natural / Semi Natural Greenspace - Open Semi-Natural
 - 6.73 Natural / Semi Natural Greenspace - Open Water
- Other Functional Greenspace
 - 6.81 Allotment
 - 6.82 Churchyard
 - 6.83 Cemetery
 - 6.84 Other Functional Greenspace - Other
 - 6.85 Community Garden
- Civic Space
 - 6.9 Civic Space



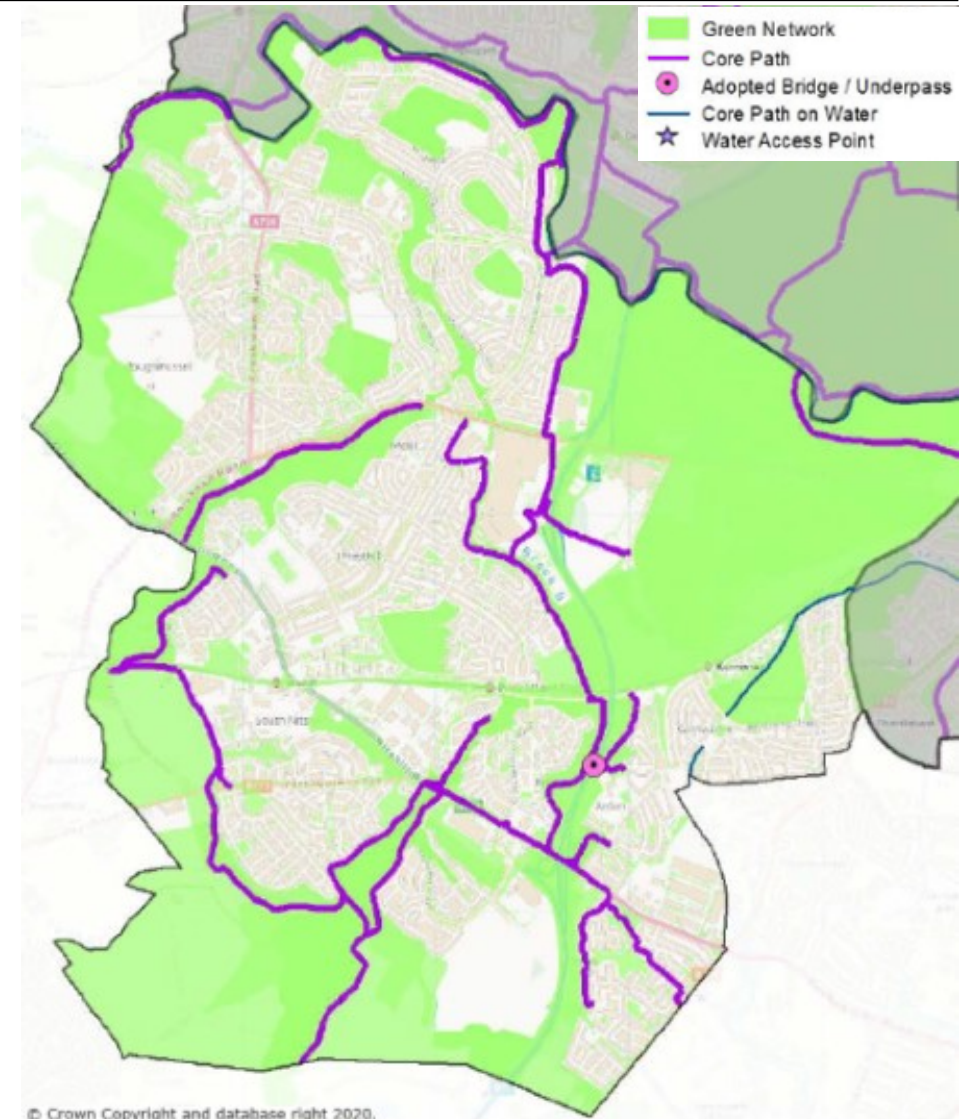
Green Network and Core Paths

This map shows the entire green network in Greater Pollok along with the core paths through the area. The periphery of the area is made up of large amounts of green space due to its location on the edge of the city, this makes up a large amount of the green belt land in the south of Glasgow.

The existing path network in the area is extensive, though lacks connection between Pollok and Darnley Country Parks. The main east-west path through Househill Park does not connect into other paths at either end and the main north-south path involves walking through Silverburn's car park so they are not complete routes.

The barriers to 'completing' the core paths are the main arterial roads through the area which are difficult to cross and navigate for those on foot or cycling. A lack of convenient crossing points and heavy traffic exacerbates this problem.

Safety is another key issue on many of the core paths through the area, as some are out of view of housing and roads. Anti social behaviour is a problem within the area and some key paths are covered in litter and broken glass.

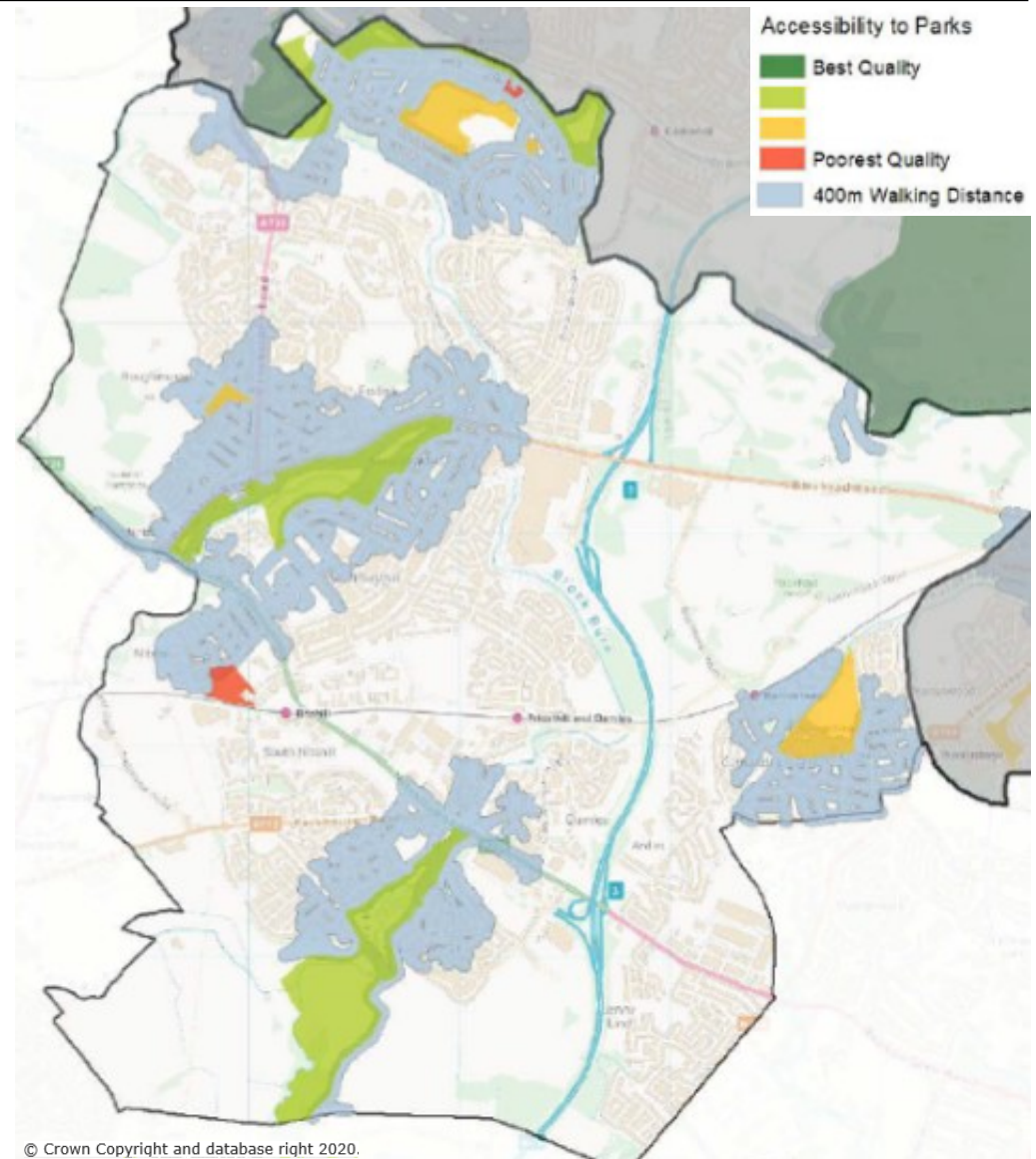


Access to Potentially Multifunctional Open Space > 0.3 Ha continued

This map shows the accessibility of public parks and gardens within a 400 metre walking distance and the quality of those spaces.

From this map it is clear that there are large gaps in convenient pedestrian accessibility to public parks within Greater Pollok.

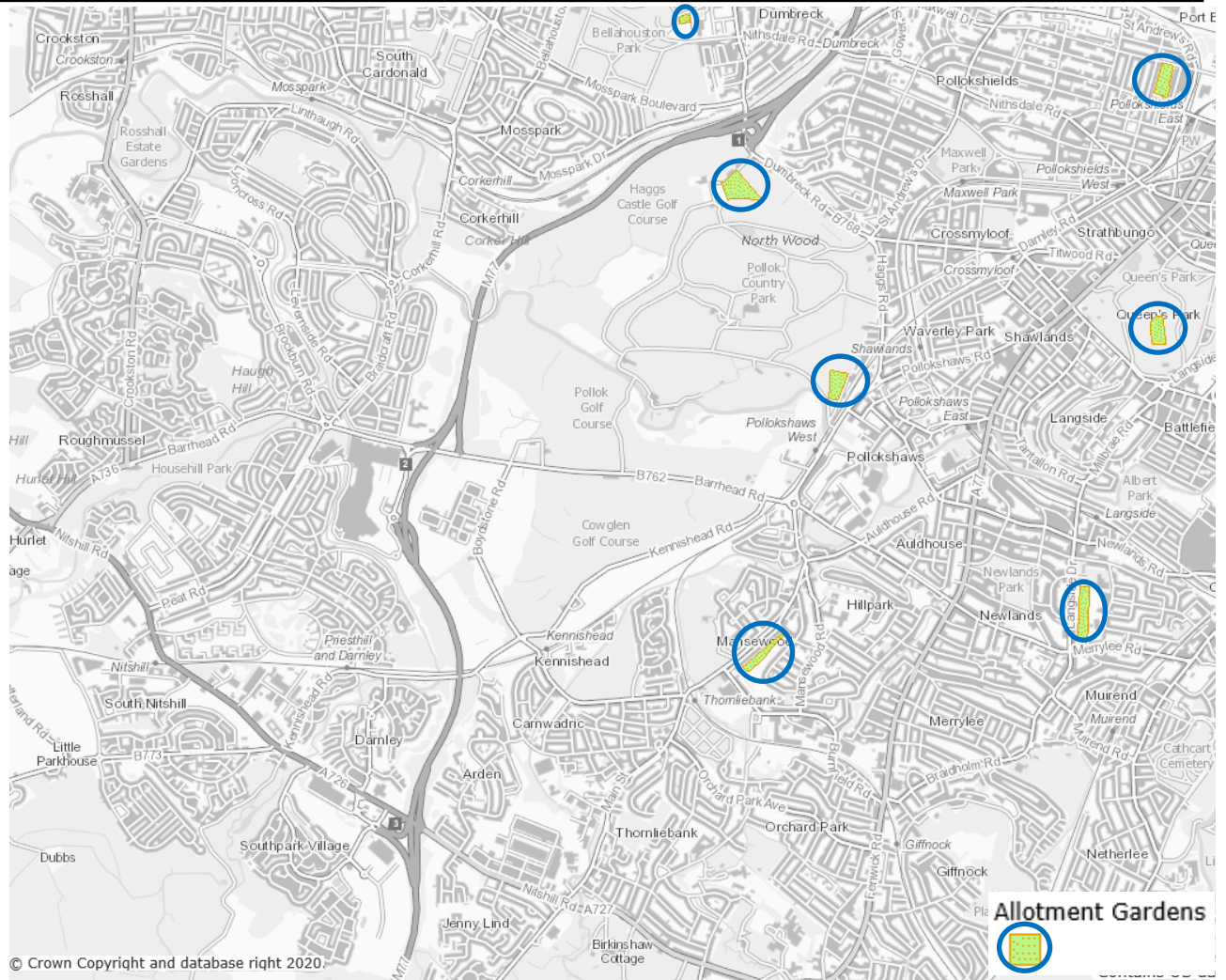
This data was prepared a number of years ago and work is currently being undertaken to update and quality assess potential and existing community spaces with a 400m walking distance, ensuring that they meet a high standard across a number of factors. The information will be available in the forthcoming Open Space Delivery Mapping Tool.



Growing Spaces

There are currently no allotments within the Greater Pollok area and the map on the right shows where the closest are located.











Consultation carried out by Glasgow City Council has shown a clear demand for growing spaces within Greater Pollok in line with the wider trend across Glasgow and Scotland as a whole. The main barrier to people getting involved was identified as a lack of local growing spaces and the

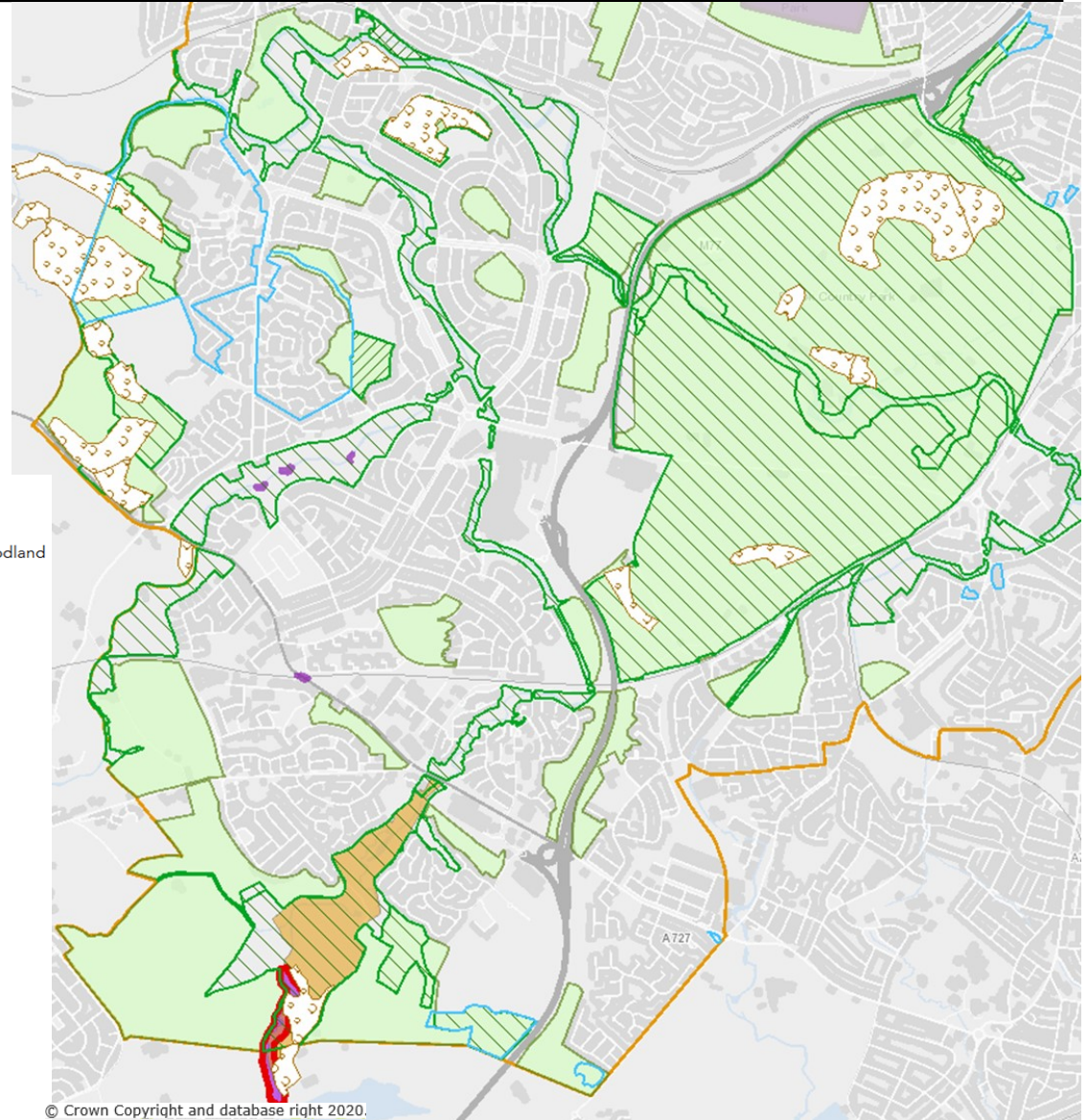


Conservation and Biodiversity

This map shows the natural features within Greater Pollok that have conservation status. These make up a significant amount of the green network in the area, especially when compared to other parts of Glasgow, making this as key local issue.

Future development within the area will take this into account going forward and make sure that a sustainable and responsible approach is used. Any new uses of open spaces will also have to be carefully thought out and conserving these environmental features will be put at the heart of any proposals.

- Tree Preservation Orders

- Ancient, Long-Established or Semi-Natural Woodland

- Sites of Importance for Nature Conservation
 - City-wide SINC

 - Local SINC

- Site of Special Scientific Interest

- Local Nature Reserve

- Site of Special Landscape Importance

- SG7 Geodiversity Sites
 - SG7 Geodiversity Sites

 - Local Geodiversity Site

- City Boundary
City Boundary




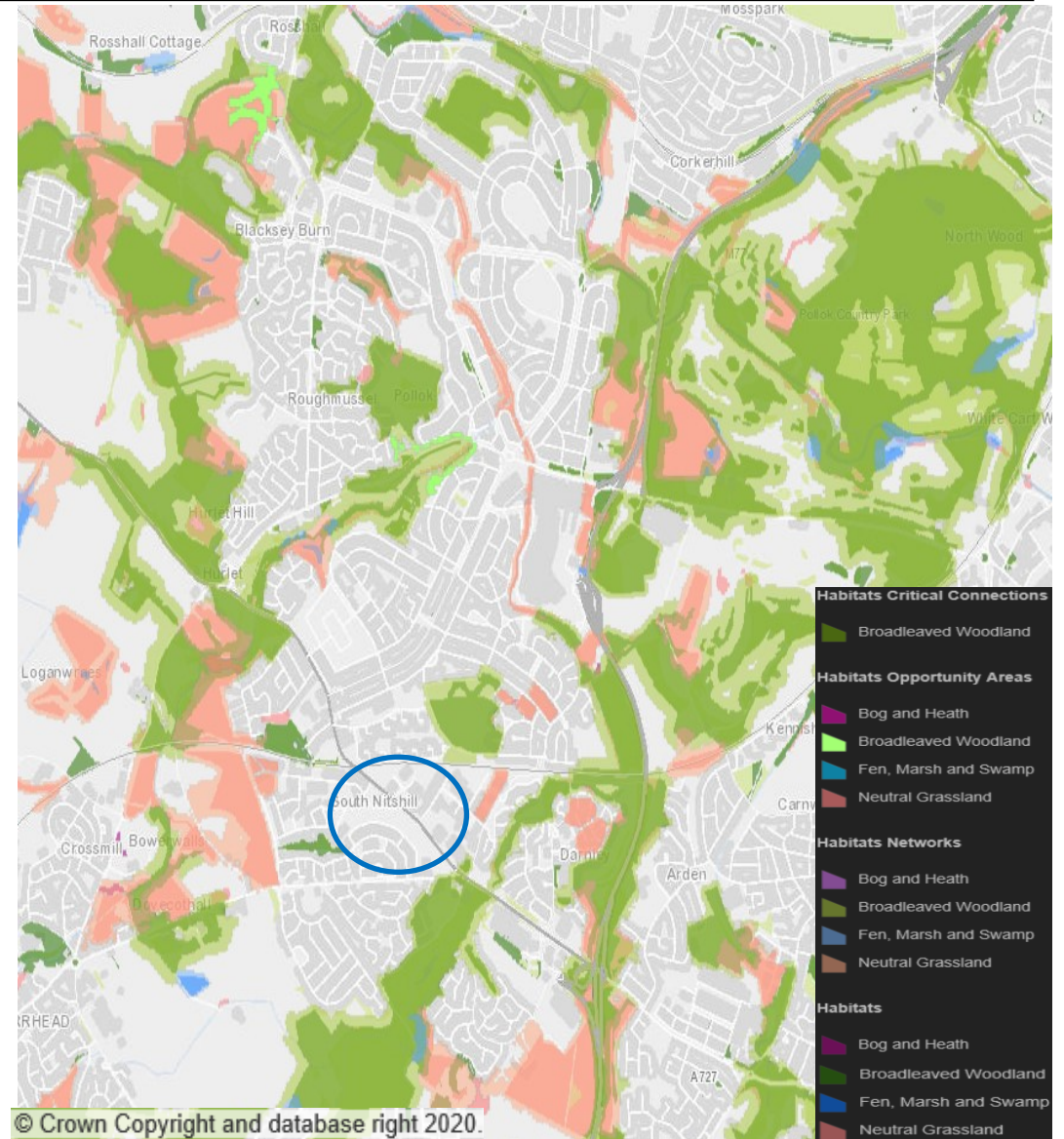
Habitat Networks

This map shows the network of habitats in the Greater Pollok area. The habitat networks in the area are well developed with parks, water courses and road and rail infrastructure making up much of the network.

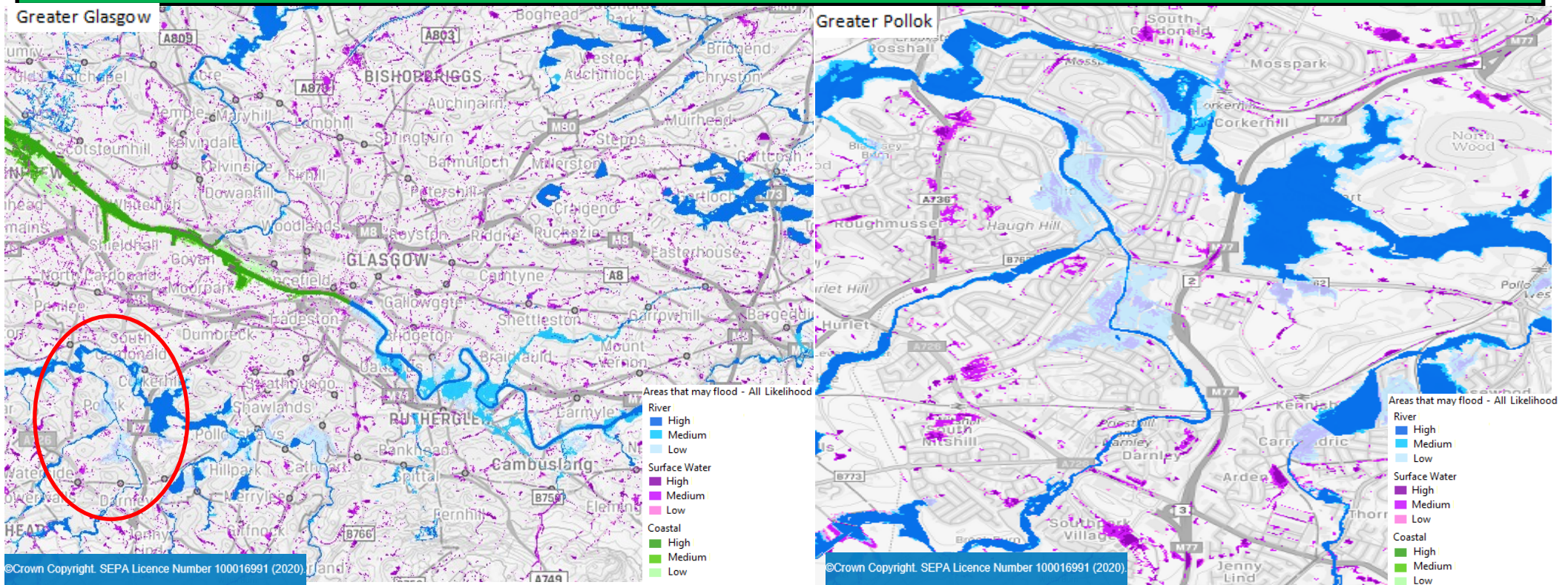
However there are clear gaps in the habitat networks that threaten the future sustainability of species in the area. These are mostly created by the wide arterial roads that pass through the area that lack incorporated green space.

These barriers also provide a clear opportunity for the future expansion of habitat networks through the large amount of open space already existing in the area, especially along the main arterial routes. Greater Pollok's unique location and layout mean that there are various prospective sites for the development of habitat networks within the area.

The circle on the map indicates one of these key areas of opportunity along Nitshill Road in South Nitshill. This corridor has the potential for interventions that would increase biodiversity and the habitat network in the area. This could include rethinking the pre-existing green spaces along this route and making better use of spaces along Nitshill Road itself, for example verges and the central reservation. This has the potential of creating an east-west habitat network through the area, with the additional benefit of mitigating the effects of air pollution along a busy road.



Flooding Risk



The map on the left shows the flooding risk across Greater Glasgow and the circle shows the location of Greater Pollok. The map on the right shows Greater Pollok and the local flooding risk within the area. This map shows the flooding risk in Greater Pollok, due to its location with several burns and rivers flowing through it, flooding is a particular risk in the area. Water management is a key issue along the White Cart with several points being at high risk of flooding, particularly around Pollok Country Park. From these maps it can be seen that the South West of Glasgow is at a higher risk of flooding than other parts of the city. Glasgow City Council is currently working to develop Surface Water Management Plans across the City, with work already having been completed on the White Cart Water over the past decade, including the construction of new culvert and dams, as well as the development of wetlands in key areas along the banks of the river. This project was carried out by Glasgow and neighbouring local authorities in partnership with SEPA and the Scottish Government.

Finding nature based solutions for water management issues in the area presents a clear opportunity to deal with this risk in an environmentally conscious way, while also encouraging the growth of habitat networks, increased biodiversity and creating a more attractive Greater Pollok.

Strengths

- An extensive green network that includes a number of natural features and provides off road pedestrian and cycle paths across the area. This also includes two large country parks accessible from the area.
- A wide variety of housing types and tenures, meaning that there is a large mix of people from all kinds of socio-economic backgrounds living within Greater Pollok. This also means that people have the option of staying in the area throughout all stages of their lives.
- Attractions in the Greater Pollok, including Silverburn and the GMRC are big draws for people to come to the area who historically wouldn't have
- Road infrastructure in the area is highly developed with two junctions on the M77 and duelled arterial routes
- Three train stations in the area that provide a fast connection into the city centre
- Extensive bus travel network including to the city centre, unfortunately somewhat limited by lack of east west connectivity
- Convenient for amenities and employment opportunities within wider South Glasgow catchment and those within neighbouring authorities including Renfrewshire, East Renfrewshire and Ayrshire
- Active community groups

Weaknesses

- Traffic in the area is serious issue by both volume and speed. Air and noise pollution, especially near the M77
- Car centric urban design
- Lack of cycling infrastructure
- Poor pedestrian experience on many of the main roads, especially crossings, lowered Kerbs and raised tables
- Poor quality and consistency of materials in many new developments
- Lack of accessible amenity for many residents, including parks and supermarkets.
- Fly tipping is a common sight throughout the area
- Bus connectivity to the city centre and the rest of Glasgow is slow and often fragmented
- Train stations lack good connectivity into areas immediately adjacent to them
- GMRC is awkward to get to from public transport
- Many underused spaces, often small green spaces or by the side of main roads
- Lack of local employment opportunities outside of Silverburn
- Cluttered urban environment with unnecessary bollards and fencing
- Unnecessary road infrastructure, some duelled pieces of road have no clear arterial purpose
- Urban sprawl, successive housing developments move further away from the main roads, creating 'car only' neighbourhoods.
- Lack of local character and identity at town centres in the area
- Fragmented core paths
- Reputation and perception of anti-social behaviour

Opportunities

- Build on the success of Silverburn to attract more visitors to GMRC, Crookston Castle and parks
- Build on existing green network to create safe, connected and legible cycling and walking routes through the area.
- There are various locations for further greening within the area, especially tree planting. The re use of underused open spaces has the potential to open up far more open green space for public use.
- Use development management process to ensure that sustainable green space is built into new large developments.
- Industrial estates could be key economic drivers going forward, creating jobs and attracting investment to the area
- Connectivity to train stations can be improved making them key transport hubs to and from high quality city centre jobs.
- Wide roads in the area have potential to accommodate cycling infrastructure
- Community groups working with the council and local partners to have their say on what they'd like to see happen in the area.
- Resources from Connecting Nature team in terms of research and innovation to find Nature Based Solutions.
- Increased biodiversity and habitat networks
- The growth of the NextBike system into Greater Pollok
- Vacant and derelict land
- Help address inequality by promoting more local jobs, co-work and flexible home working opportunities, developing and repurposing physical spaces and working with DRS Economic Development and Jobs Business Glasgow to deliver targeted initiatives within the LDF area.
- Build on the unique character and identity of the area? Should we for example seek a higher design standard for new development?

Threats

- Congestion is a big issue in Greater Pollok with more developments being built along the edge of the area and developments in neighbouring local authorities mean that traffic is going to increase substantially
- Pollution is going to become an increasingly big issue as the number of cars increases
- Loss of green space to development is already happening and as Greater Pollok expands outwards at Crookston and Darnley Mains
- With the continuation of changing shopping patterns, increased migration online and the recent administration threat to INTU, a leading UK provider of commercial shopping centres, how do we continue to ensure the sustainable long term success of Silverburn as the core of Greater Pollok alongside an appropriate balance of local shops in each neighbourhood?
- Long term sustainability of bus services in the area are unpredictable as the number of passengers falls year on year and fares and traffic increases.
- Flooding from the White Cart is increasingly likely as the climate becomes less predictable.
- Global financial crash as a result of Covid-19
- Lack of funding for projects from the council and outside agencies

Greater Pollok Recommendations

- **Pedestrian experience**

- Slow traffic and mitigate the effects of air and noise pollution, especially along the main arterial routes

- Improve crossings in the area, introduce more lowered kerbs and raised tables, Braidcraft Road in particular

- Remove unnecessary street furniture, namely fences, there is a clear lack of consistency in how these are used in the area

- Improve the 'off road' path network in the area, make people feel safer by mitigating the effects of fly tipping and anti-social behaviour

- **Green network**

- Better connect different green spaces in the area to promote habitat expansion and greater biodiversity. Connecting Pollok Country Park and Dams to Darnley Country Park would be a key part of this

- Introduce greening along the main roads through the area, for example on central reservations and verges on Nitshill Road, Brockburn Road, Peat Road and Braidcraft Road.

- Improve access to high quality useable green space in the area, this is particularly relevant for Nitshill where there a lack off accessible green space. This would include identifying spaces that are currently underused or can be used for multiple purposes.

- Use the development management process to create high quality green spaces within new developments, new developments on the edge of Crookston are a good example of this.

- **Urban design**

- Use development management process to ensure a consistency in design and materials across new developments in the area, the quality of materials between similar developments can vary wildly, for example between Parkhouse and Crookston.

- Put pedestrians and cyclists first in the approach to urban design. For example new housing at Darnley Mains is difficult to access for non car users and involves crossing a small retail park. Also the new development on the edge of Crookston has seen the introduction of several roundabouts and wide roads that make active travel awkward and time consuming.

- Better use of space would benefit the area to a large extent, the layout of some streets, for example in Darnley, means that key community buildings face away from the main road and create small unusable spaces that have no clear purpose.

Recommendations continued

- **Town centres**

-Create a 'sense of place' in town centres within the area, for example at Nitshill there is a clear opportunity to create a central hub for the area that could be a unique and interesting place to visit.

-Encouraging a wider variety of businesses to move to the town centres in the area would make them more sustainable and give people more of a reason to stop there. This is particularly true of town centres within Greater Pollok as competition from Silverburn means

-Improved accessibility for cyclists, for example with bike stands and lowered kerbs. Silverburn has a large number of bike stands, however accessibility for cyclists from the surrounding road network is poor.

-Promote the industrial estates within the area as a viable option for different types of business to move to. South Nitshill Industrial estate in particular could benefit from an influx of new tenants, with the GMRC providing a cultural pull to the area.

-Building on the success of Silverburn to promote other attractions in the area such as the country parks, Crookston Castle and the Glasgow Museums Resource Centre. This is a big opportunity for these attractions, as Silverburn draws people from all over the south west of Scotland and beyond.

- **Sustainable transport**

-Better connectivity to the train stations in the area, including improved access for elderly and disabled people and cycle storage. Safety is also key, Priesthill & Darnley station in particular could be improved to make it more appealing for users

-Improve cycling infrastructure by building on existing paths, especially around Silverburn. Creating a complete east-west cycling route through the area should be a priority and would encourage cycling to and from Nitshill.

-Promote the expansion of the NextBike scheme to Greater Pollok, there is already a planned NextBike station at the Burrell Collection in Pollok Country Park.

-Mitigate the effects of car centric design in the area, potentially narrow or slow traffic on dual carriageways in the area that do not see high levels of traffic

-Improve bus travel in the area if possible, currently there are multiple bus companies operating in the area with different pricing systems and uncoordinated time tables, this is particularly the case in the north of the area which has no direct connection to the city centre without changing buses and paying a second fare.