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## LIST OF ABBREVIATIONS USED IN THIS DOCUMENT -

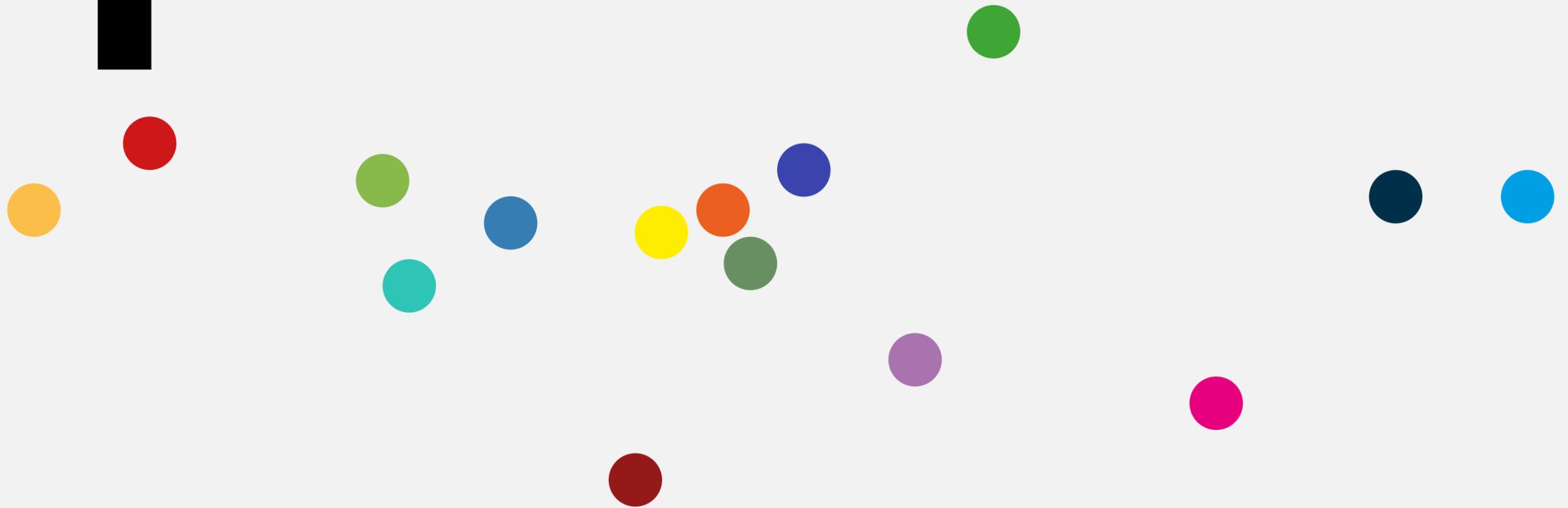
GCC	Glasgow City Council
LN	Liveable Neighbourhoods
LTC	Local Town Centre
EJ	Everyday Journey
AT	Active Travel
SFP	Streets For people
LTN	Low Traffic Neighbourhood
PPP	Planning Permission in Principle
LSF	Local Shopping Facility
BID	Business Improvement District
SIMD	Scottish Index of Multiple Deprivation



**LANGSIDE**  
**MOUNT FLORIDA**  
**BATTLEFIELD**  
**KINGS PARK**  
**TORYGLEN**

# 1

# Introduction



## INTRODUCTION LIVEABLE NEIGHBOURHOODS BACKGROUND

This report assumes the reader has a basic knowledge of Glasgow's [Liveable Neighbourhoods Toolkit](#).

This Toolkit has been produced at an incredibly exciting moment for Glasgow and Scotland. The level of ambition in relation to active travel, localism and climate action has radically increased in the last few years.

At the same time, there has been a rapid acceleration of innovation and implementation of new approaches to improve the quality of life in urban areas, which prioritise people moving on foot, by bicycle and public transport.

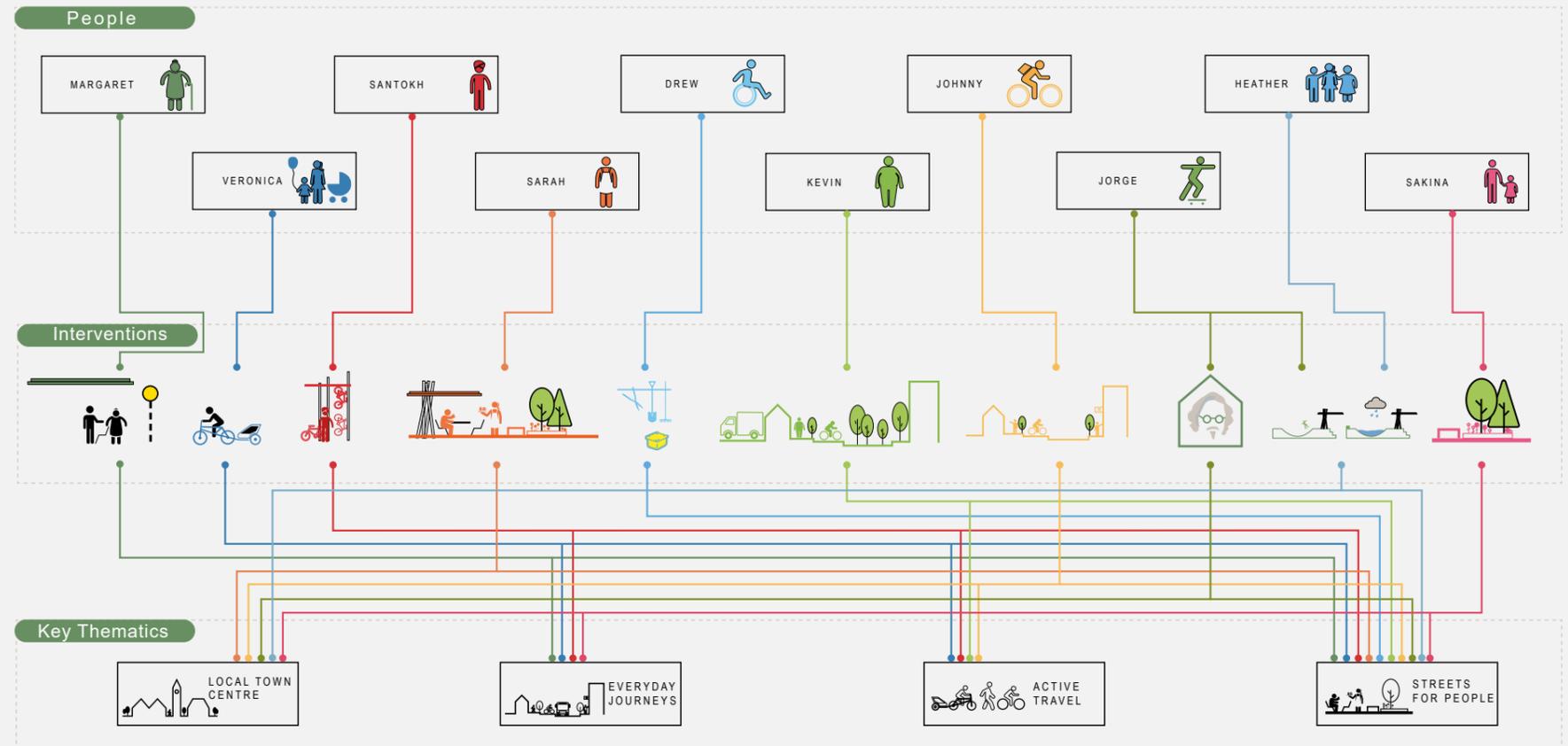
The Scottish Government and Glasgow City Council have announced a climate emergency. The Scottish Government has committed to a carbon neutral Scotland by 2045, and Glasgow City Council has committed to a carbon neutral Glasgow by 2030. To help deliver that, the Scottish Government has committed to reduce car kilometres travelled nationally by 20% by 2030. Glasgow City Council has committed to reduce car vehicle kilometres travelled by 30% by 2030.

Delivering these commitments will require deep transformations in our lifestyles, our economy - including how we move around, and the design of our streets and public spaces.

The Liveable Neighbourhoods programme, together with the City Network for active travel and other elements of Glasgow Transport Strategy, show how our streets and spaces will be transformed over the next few years. Transforming our streets will be a direct, tangible contribution to the climate emergency that will be visible to every citizen and support them to reduce their carbon emissions.

As well as enabling everyone to contribute to tackling the climate emergency, the Liveable Neighbourhoods programme will tackle poverty and inequalities, enhance the city's economy and make our city safer and more welcoming - objectives which were given immense support by thousands of citizens in response to the [Public Conversation on the future of transport in the city](#) in 2020.

The proposals in this document show how Liveable Neighbourhoods will be developed in Ruchill, Hamiltonhill, Possilpark, Port Dundas and Cowlands. They employ the latest approaches and design techniques, based on evidence and data on what works elsewhere in the UK. The proposals also reflect national policy including [National Planning Framework 4](#) and the 20 Minute Neighbourhood concept for local living, and the [Scottish Government's Place Principle](#).



This Toolkit is intended to inspire action and act as a guide for implementation by the wider community. The aim is to create streets and public spaces which are accessible to everyone irrespective of age, ability or culture, and which support local economies. It is also an expression of Glasgow City Council's intention to work collaboratively with communities to transform our city's streets into attractive environments which are no longer dominated by traffic - but where people feel safe and welcome, where active travel is encouraged as the first choice, with enhanced public space and green infrastructure. In other words, more 'liveable'.

The Liveable Neighbourhoods Plan is aligned with other Glasgow City Council initiatives, strategies and policies, such as School Car Free Zones; The Active Travel Strategy; The Open Space Strategy; The City Development Plan and the Strategic Development Frameworks. These are all working together to build new neighbourhoods that will allow citizens to live and working in thriving, sustainable places.

The four key thematics of a 'Liveable Neighbourhood' are as follows -

### Local Town Centres

Ensuring the local economy is protected and revitalised in line with the placemaking objectives within the City Development Plan.

### Everyday Journeys

Focusing on improving the quality of journeys undertaken as part of everyday life, for instance the daily commute; the 'school run' or the daily shop.

### Active Travel

Ensuring support for active travel within neighbourhoods and connecting them to the citywide strategy while promoting new 'mobility hubs'.

### Streets for People

Establishing the concept of low traffic neighbourhoods and filtered permeability by reducing through routes and 'rat runs'. This aims to reduce vehicles movements and re-assigns the space for community uses such as seating, play and nature.

More information can be found by following the link below.

Glasgow's Liveable Neighbourhoods



INTRODUCTION  
**DE- CARBONIZATION GOALS - LOCAL TO INTERNATIONAL**



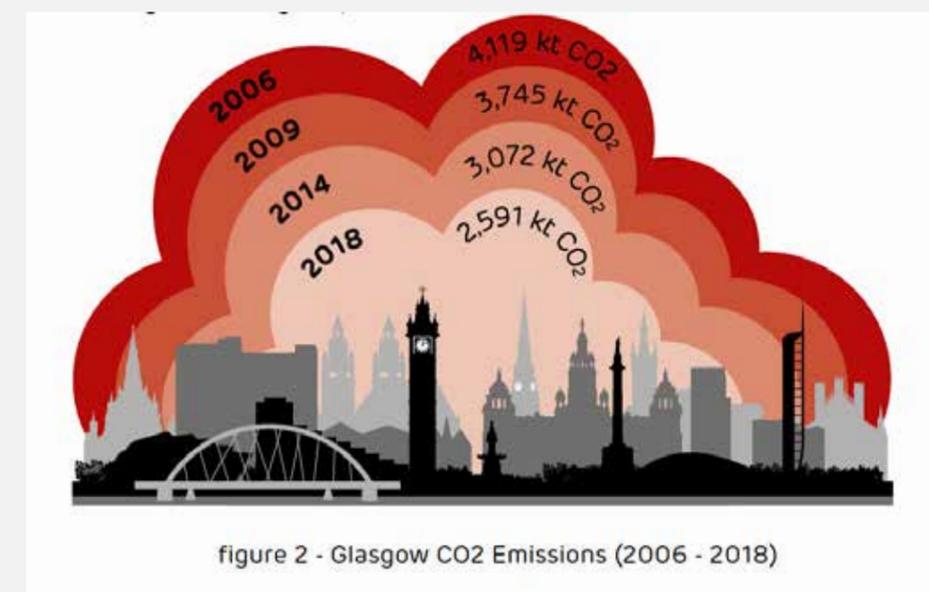
The Liveable Neighbourhood project sits as a component in the city's plan to improve the quality of life for the citizens of Glasgow.

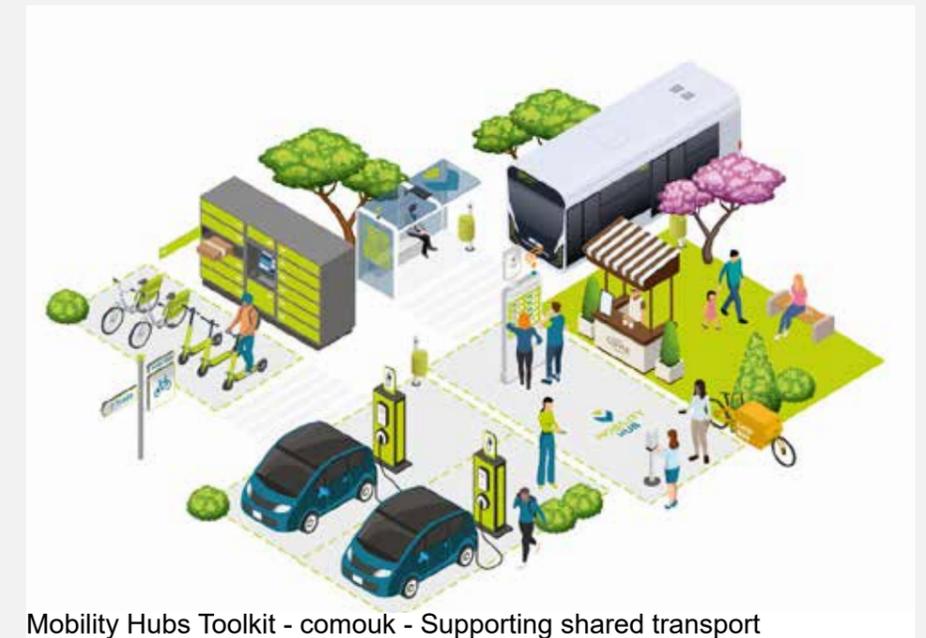
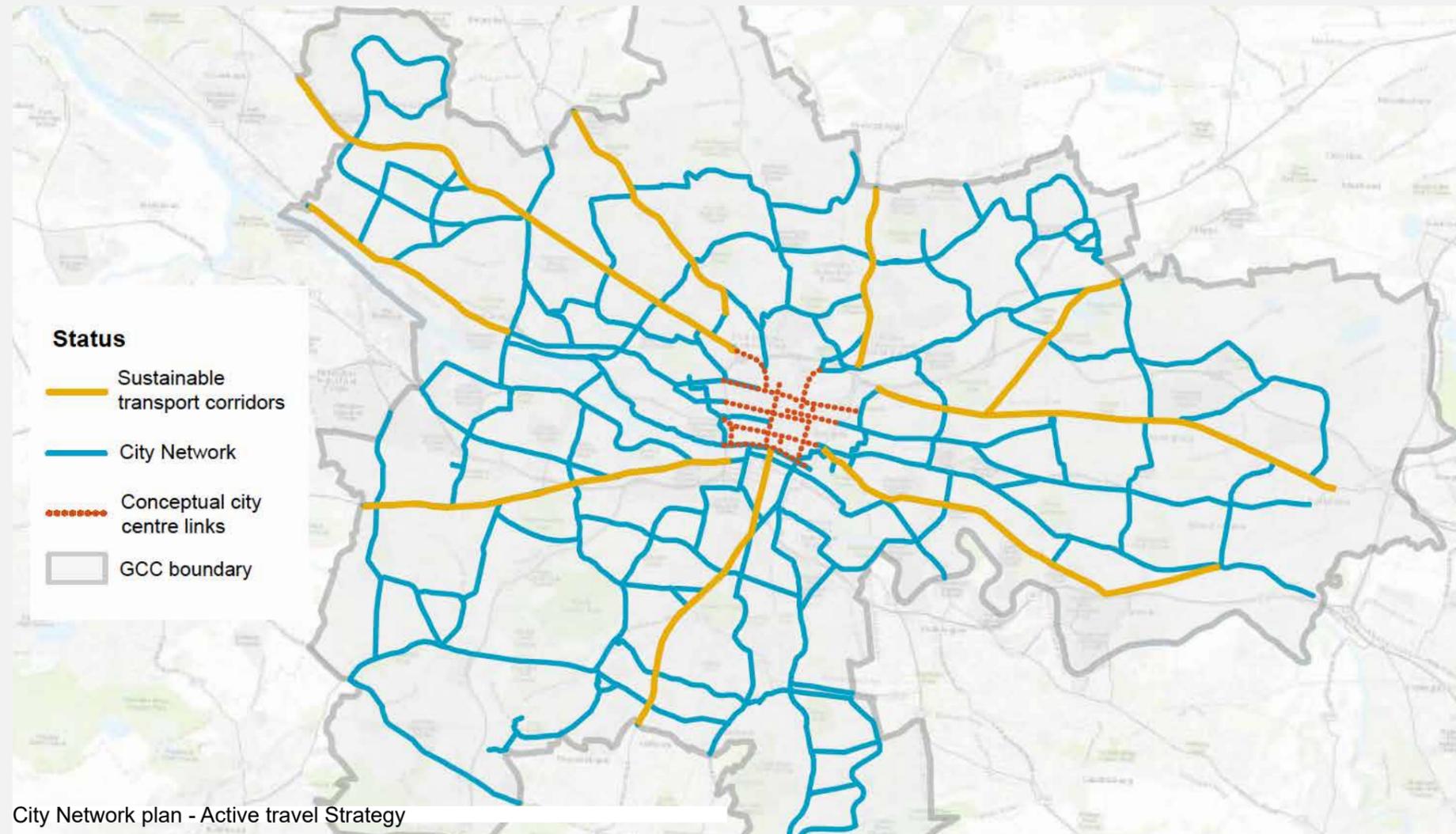
In May 2019, with an acknowledgment of its role to play in addressing the global emergency, Glasgow City Council produced a report with 61 recommendations, with a target for the city to achieve carbon neutrality by 2030. The report presents the city's ambitions of reducing carbon emissions, increase resilience to existing risks and climate change already agreed, reverse biodiversity decline, enable safer calmer streets, cleaner air, warmer homes, reduced flood risk and healthier neighbourhoods.

The Liveable Neighbourhood project sits as a component in the city's plan to improve the quality of life for the citizens of Glasgow.

These goals have been further justified by the publication of The Scottish Government's – 'De-carbonising the Scottish Transport Sector' published September 2021. The report emphasises the need for behavioural change in order to reach the commitment to reduce car kilometres by 20% by 2030. As such the Scottish government is implementing these policies which is backed up with heavy investment pledges to transport infrastructure. The Liveable Neighbourhoods project will look at how these policies will manifest at local level by looking at the implications of having less cars on our streets and the how the local community will benefit from space gained by their absence.

Both the Scottish Government and the Glasgow City Council have an understanding of the wider goals at international level and use the UN Sustainable Development Goals to illustrate the breadth of work they are undertaking. The Liveable Neighbourhood Projects will also align with these goals with the understanding that micro changes can lead to macro goals being achieved.





To address the ongoing Climate Crisis our International, National and Local Governments focus is changing. More attention is being given to carbon reduction with ambition goals being set to be achieved within the next decade. Part of the realisation of this is our understanding that the way in which we travel in and around our cities and neighbourhoods must change. Car reduction in our cities will not only help to achieve these goals but it will also improve our physical environment as well as the safety and health of our residents.

Active Travel Strategy

Glasgow City Council has unveiled its Active Travel Strategy which highlights the infrastructure required to make it easier and safer for people to travel actively throughout the city. As part of the strategy a city network has been suggested which takes the existing cycle infrastructure and looks to integrate and connect it to a city wide network. The aim is to have every school in the city within 400m of the network and every home within 800m. This will allow all Glaswegians the opportunity to cycle to any part of the city within 30 mins.

With this in mind, Liveable Neighbourhoods has to look at ways to integrate with the city network and make the most of the opportunities that arise from our streets having a reduced number of cars and vehicles.

Mobility Hubs

The city will also look to improve the public transport facilities. Mobility Hubs will be created throughout the city. These will provide a space where people can choose from a selection of active and public transport options. Hire bikes, e-bikes, public transport and community cars will be made available in these areas which will also be designed to improve the surrounding civic space.

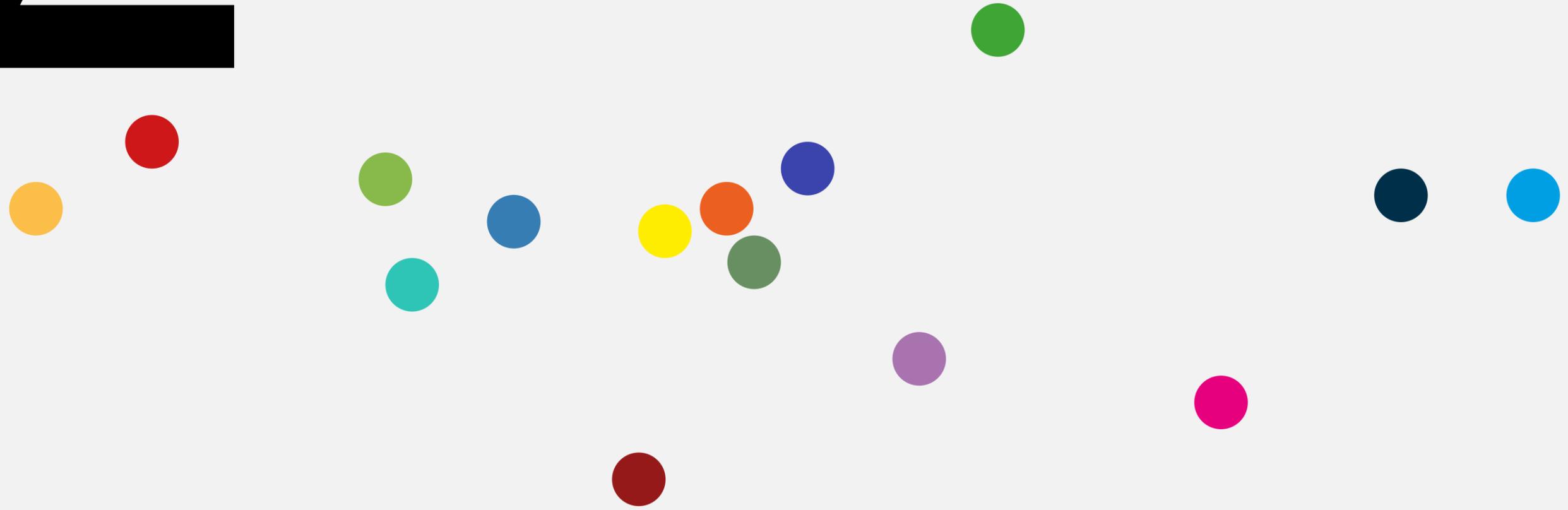
Mobility Hubs are to be built both on a city scale and at a neighbourhood scale. The basic idea of a mobility hub is described by comouk - supporting shared transport as -

*'highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and where relevant enhanced community facilities. The redesign and reallocation of space from the private car, is intended to enhance the experience of travellers as well as benefiting local residents and businesses.'*

**LANGSIDE**  
**MOUNT FLORIDA**  
**BATTLEFIELD**  
**KINGS PARK**  
**TORYGLEN**

# 2

## Liveable Neighbourhood Area





The Liveable Neighbourhood area stretches from Langside in the west to Toryglen in the east. The defined neighbourhoods are loosely defined by ward boundaries but not exclusively. The area covers 423 hectares in the south side of Glasgow and has a population of approximately \*28,000 people. The neighbourhoods of Langside, Battlefield, King's Park, Mount Florida Polmadie and Toryglen are adjacent to each other but also part of the wider network of neighbourhoods in the south of the city. The study area focuses on these neighbourhoods but also 'blurs' the boundaries to ensure areas and ideas aren't split by an arbitrary line. Key features in and around the area include the national football stadium at Hampden, Queens Park and the thriving local town centres (LTC's) of Shawlands, Battlefield and Mount Florida.

### LANGSIDE

Langside is built up of mainly tenements with a dense population, and large mansion buildings of historic importance, with a lower density. It has excellent outdoor facilities with its close proximity to Queens Park and the square at Langside Halls. The majority of the area is within 400m of a prominent Local Town Centre. Langside Avenue featured heavily on the spaces for people online focus group as an unsafe area with small pavements and fast cars. Most of Langside is also between 800 - 1200m away from a railway station.

### BATTLEFIELD

Battlefield has a high density population and consist of mostly tenement flats. It has excellent connections to local shopping facilities, public transport and outdoor local facilities. A main concern is the high level of vehicle traffic and the number of cars parked on the street. Often pavements are too narrow for wheelers and pedestrians and buses sometimes struggle to pass along Sinclair Drive. Battlefield Road and the Langside monument were highlighted as particularly problematic in the spaces for people survey.

### MOUNT FLORIDA

Mount Florida has similar characteristics to both Battlefield and Kings Park. It has a high density population on the west with mostly tenements and high rise flats and mid range density in the east with detached and semi detached housing. The area is well connected to LTC's, public transport facilities and external public spaces, however like Battlefield, traffic and parking is a significant concern. Mount Florida is also the home to Hampden Park which hosts large events. This benefits the local economy but has an obvious effects on transport connectivity during events.

### KINGS PARK

Kings Park is located on the east side of the LN area and consists of mainly semi and detached housing with gardens and driveways. The density reflects this and as such the street parking problem isn't as big as in other parts of the area. Two railway stations run parallel with Kings Park Avenue, Kings Park stations and Croftfoot stations providing the majority of residents access within 800m. Aikenhead Road has several bus stops but residents on the east side of the area might struggle to reach public transport. Kings Park has a poor connection to the network of centres and secondary schools.

### TORYGLEN

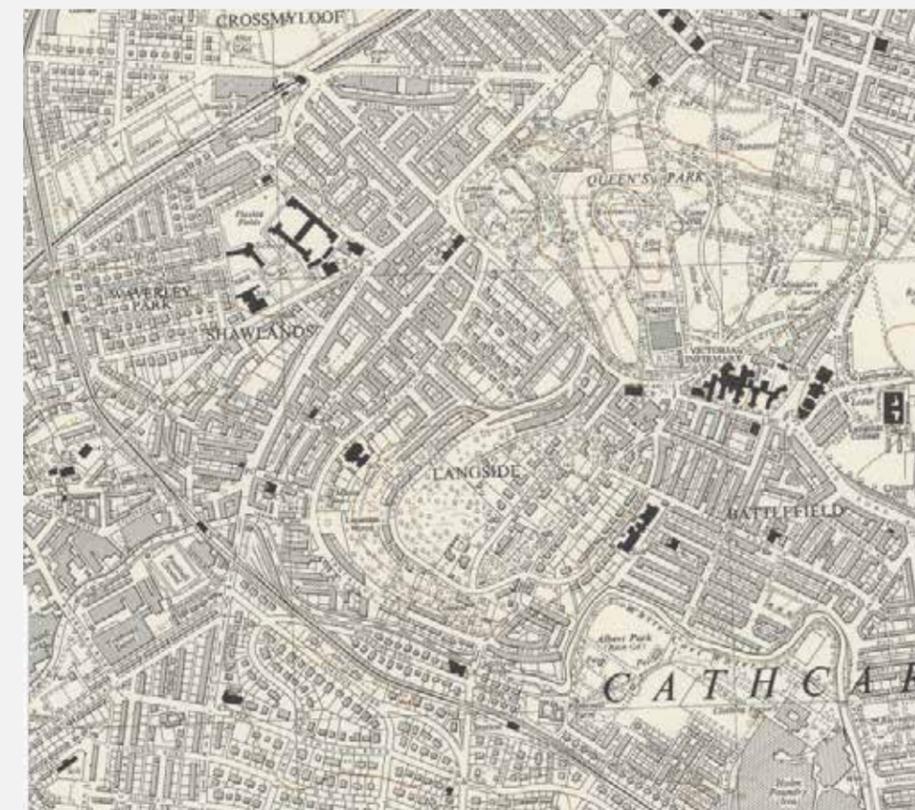
Toryglen has a mid to high density population and consists of a strong working class community. Its joined to the north by several large industrial sites at Polmadie. The housing type is made up of low-rise flats, terraced housing, high-rise flats, semi detached housing, and mini-multi's. The Malls Mire is a new large outdoor park which acts as a green buffer to the M74 motorway.

Toryglen has poor connections to public transport, with most locations being more than 800m away from any train stations and a substantial walk is required for the majority of the community to get to the main bus route at Aikenhead Road. There are also no local town centres within 1200m and connections to the nearest ones are poor relying on motor vehicles.

### POLMADIE

Polmadie is mostly an industrial area which includes the GRREC (Glasgow Recycling & Renewable Energy Centre). The Malls Mire is a new park which also acts as a green corridor linking to Toryglen. Several of the retail services in the area are reliant on vehicle access and as such there is low pedestrian movement. Polmadie Road is a major connection point to the M74 motorway.

LANGSIDE  
MOUNT FLORIDA  
BATTLEFIELD  
KINGS PARK  
TORYGLEN



**LANGSIDE & SHAWLANDS**

In 1568 the area was the site of the Battle of Langside, the last battle fought by the forces of Mary, Queen of Scots, prior to her exile and death in England.

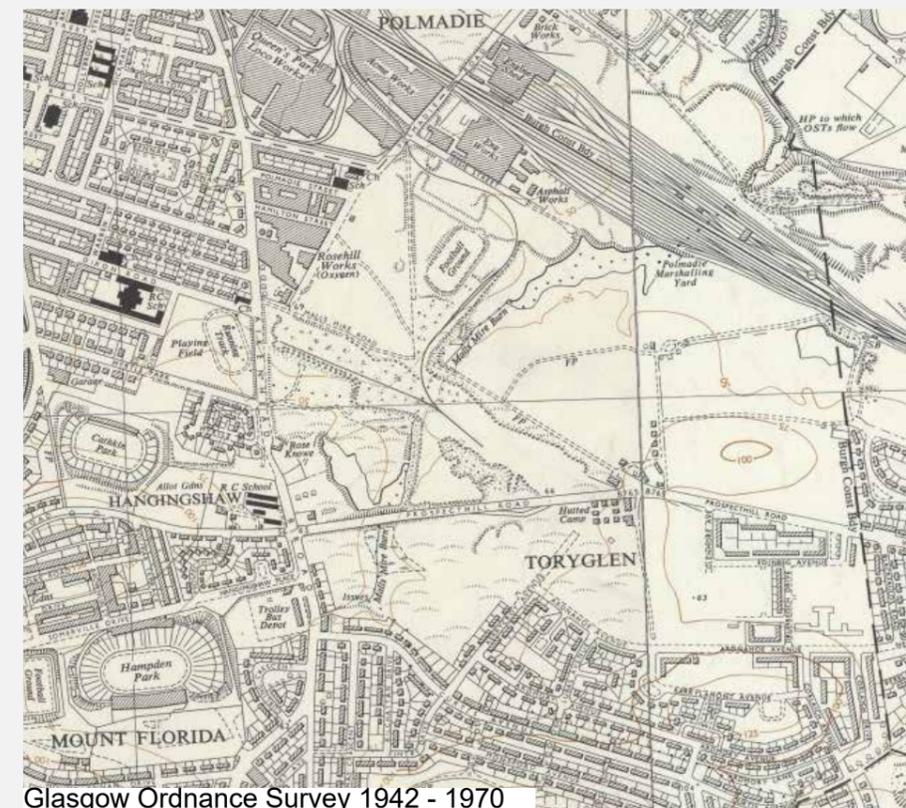
The original village of Langside was based around what is now Algie Street, named after Glasgow merchant Matthew Algie, near the Battlefield Monument. There were two mills nearby on the White Cart, a meal mill and a paper mill which dated back to the 17th century. In the early 19th century most of the inhabitants of the village were weavers although they also cultivated fruits and flowers. The area South of the village, on what is now Mansionhouse Road, was a popular location for villas in the mid 19th century and included houses designed by Alexander "Greek" Thomson and Rawcliffe, a villa which was built in Scottish Baronial style. The area to the west of the village at this time consisted of the Camphill Estate and Langside Estate during which time a number of the roads in the area such as Tantallon Road and Camphill Avenue were laid out. The Camphill Estate was bought by the Glasgow Corporation in 1893 and now forms the basis of Queen's Park.

In the late 19th century as Glasgow expanded South during the rapid growth of the industrialisation in the city the area was built up with tenements, the area became part of the City of Glasgow in 1891 with the last of the original weaver's cottages being demolished in 1905. The area was served by trams from 1901 with the terminus being at the Victoria Infirmary in what is now the Battlefield Rest. The Langside Library opened in 1915 and was the last library in Glasgow to be built from funds from Andrew Carnegie

The district of Shawlands and the village of Crossmyloof, which included the junction of Pollokshaws Road and Langside Avenue, developed rapidly during the 19th Century. Over time, the number of inhabitants in this largely artisanal and industrial area had nearly doubled due to the formation of significant local businesses, such as the Camphill Bakery, which opened in 1847. Following their rapid development the villages of Shawlands (1819) and Cathcart (1912), which included the Crossmyloof parts of today's Shawlands Cross Conservation Area, were absorbed into Glasgow during the city's southward extension. With the prospering of Glasgow as the second city of the British Empire, the transport links by train through the Cathcart Circle and the introduction of the tram network to the outer settlements improved drastically, leading to a further suburban development of the Shawlands area. As a consequence, Shawlands developed into an immensely vital commercial town centre for the South Side of Glasgow.



Glasgow Ordnance Survey 1897



Glasgow Ordnance Survey 1942 - 1970

### TORYGLEN

The name 'Torryglen' first appeared on maps in the late 18th century and was a small farmhouse in the north of the present day territory. The area is broadly defined as between the major railway lines to the north, Curtis Avenue to the south and Aikenhead Road to the west. The eastern boundary where Glasgow meets South Lanarkshire (the Rutherglen neighbourhoods of Burnhill and Newfield) is difficult to observe from ground level as it involves houses backing onto one another right up to the border in most places. However, as this is a major administrative divide it is clearly marked on maps, with the street names also changing, e.g. Newfield Place becomes Ardnahoe Avenue.

Toryglen is residential in character, built mainly south of Prospecthill Road between 1947 and 1962 by the Scottish Special Housing Association on land which was previously a farm and a golf course. As well as tenements, the area contains some of the city's early experiments in multi-storey housing, built around 1955 at Prospecthill Crescent.

In the northern portion of the district, Prospecthill Circus was a colourful collection of two 23-storey tower blocks, a 20-storey slab block and numerous deck access maisonettes (all since demolished) constructed by the city authorities between 1963 and 1968.

A derelict multi-storey block awaiting demolition in Prospecthill Circus was used in 2006 by SONY to create an advertisement for their BRAVIA range of televisions. The commercial involved the blasting of paint onto disused buildings. The main tower block in the advert was demolished in a controlled explosion on 21 January 2007; the remaining two towers survived for almost a decade before being demolished in stages during late 2016.

'The Circus' underwent comprehensive redevelopment by the Glasgow Housing Association (GHA) in the early 21st century, culminating in a major development by Cruden Homes, with construction taking place between around 2015 and 2018, leaving the area virtually unrecognisable from the way it looked a few years prior.

The 851 tenement flats and 232 tower block apartments in the south of the district (managed by Thistle Housing Association) were refurbished in the 2010s.

The Malls Mire burn, which has been almost entirely culverted, runs north-west under Hampden Park, the Football Centre and the supermarket, to the west of the Prospecthill Circus area under the railway line and motorway, joins the West/Cityford Burn from Rutherglen which becomes the Polmadie Burn (also known as Jenny's Burn) – once heavily polluted by waste from White's Chemicals at nearby Shawfield – and flows into the River Clyde at Richmond Park. While it was visible above ground, the Malls Mire formed part of the boundary between the counties of Renfrewshire and Lanarkshire.

The burn gives its name to an adjacent area of ground between Toryglen and Burnhill (meeting football pitches including the home ground of Rutherglen Glencairn F.C.), which lay overgrown for some years but was cleaned and landscaped in the early 21st century to be maintained as a 'community woodland', and was granted Local nature reserve status in 2015.



Glasgow Ordnance Survey 1897

**MOUNT FLORIDA & KINGS PARK**

The Glasgow district of Mount Florida originated on the “Lands of Mount Floridon”, which were described in detail when offered for sale at auction on 21 September 1814. The notice in the city’s Herald newspaper described the estate as consisting of upwards of 15 acres (6.1 ha), with a mansion house containing 2 dwellings and gardens well stocked with fruit trees.

Contemporary maps from the 1850s show the old house renamed as “Mount Florida, (Ruin)”. It was entered from Prospecthill Road and consisted of two semi-detached dwellings and surrounding gardens. Much of the present suburb is situated in the area to the south of the old house. This ground was part of the “Lands of Clincart”, which were put up for sale by auction on 28 June 1836. A farmhouse and 95 acres (38 ha) of land were offered for potential residential development. The area was incorporated into the city officially in 1891.

King’s Park is a residential area first developed for housing around 1930 a short time after the territory, historically within the civil parish of Cathcart in Renfrewshire, was brought into the city of Glasgow, and retains much of the same appearance in the 21st century.

The district was named after the medium-sized park of the same name (68 acres in size) which lies within its boundaries and is also spotted with further green areas rather than entirely built upon. A scrapbook at the Mitchell Library entitled Old Glasgow Street Songs etc and dated to 1850 contains the song: The Dairy Maids Of Hundred-Acre Hill; this hill can be found as a green space in modern-day King’s Park, located at Kingsacre Road offering views towards the tower blocks and tenements of Castlemilk from its south-facing slope. There is another green space on the north-facing side of the same incline at Ardmay Crescent which overlooks Scotland’s national football stadium Hampden Park, the Toryglen district and the wider Glasgow urban area.

The “King’s Park” after which the area is named features the landmark Aikenhead House, nowadays converted to private apartments. Designed by the architect David Hamilton it was built in 1806 for the West Indies merchant and prominent Glasgow Tory politician, John Gordon The estate, featuring a walled flower garden, stone sundial and centuries-old trees came into the ownership of the MacTaggart & Mickel housebuilders at the time of the district’s construction as a residential suburb, and was donated by them for use as a public park in 1930.

LIVEABLE NEIGHBOURHOOD AREA  
HISTORICAL CONTEXT



Glasgow Ordnance Survey 1942 - 1970

## LIVEABLE NEIGHBOURHOOD AREA PLANNING CONTEXT

The Liveable Neighbourhood area of study lies within the Glasgow City Boundary and as such is governed by 'The Place Making Principal' (CDP1) and the 'Sustainable Spatial Strategy' (CDP2).

The area of study incorporates both the NHS Surplus Victoria Infirmary and Mansionhouse Road Masterplans, in the north east it incorporates the North Toryglen Transformational Regeneration Area (TRA) (Ref H122).

Much of Pollokshaws Rd and Kilmarnock Road in the west is identified under SG4: Network of Centres, as a Major Town Centre. The south side of Battlefield road running from Battle Place to its junction with Holmlea Road is defined as a Local Town Centre, this designation extends partly southward along Homlea Road and well as extending southward along Sinclair Drive for part of its length. From its junction with Prospecthill Road extending southward to its junction with Carmunnock Road, Cathcart Road also has the designation of a Local Town Centre. The Asda Supermarket at Toryglen is also categorised under SG4 as a Standalone Foodstore and Superstore.

Within the area there is only one site listed as Housing Land Supply, This is H098 Prospecthill, Toryglen TRA PH2 which is listed as having the capacity for 60 Units.

There are two areas designated under SG3 Economic Development as Areas with Potential for Managed Change, these are Polmadie (32.86 Ha) and New Victoria Hospital (3.37 Ha). There are no sites designated as Industrial and Business Land Supply.

The Liveable Neighbourhood South Area has several Conservation areas as defined by SG9 : Historic Environment. The Conservation area of Millbrae (Area Code 21) is fully encapsulated while the Conservation Areas of Shawlands Cross (Area Code 11) and Newlands (Area Code 18) extend into the area. It is worth noting that the conservation areas of Crosshill (Area code 08) and Strathbungo (Area Code 04) lie immediately to the north.

The majority of the area is registered by Historic Environment Scotland as Battlefield Inventory (Ref BTL35). As you would expect for an area of the city such as this there is a reasonable number of listed buildings across the site. These are largely focused on fine examples of Tenemental or Terraced Housing however there are some exception which are mostly civic in nature, these are mostly category B and C listings with some category A listings.

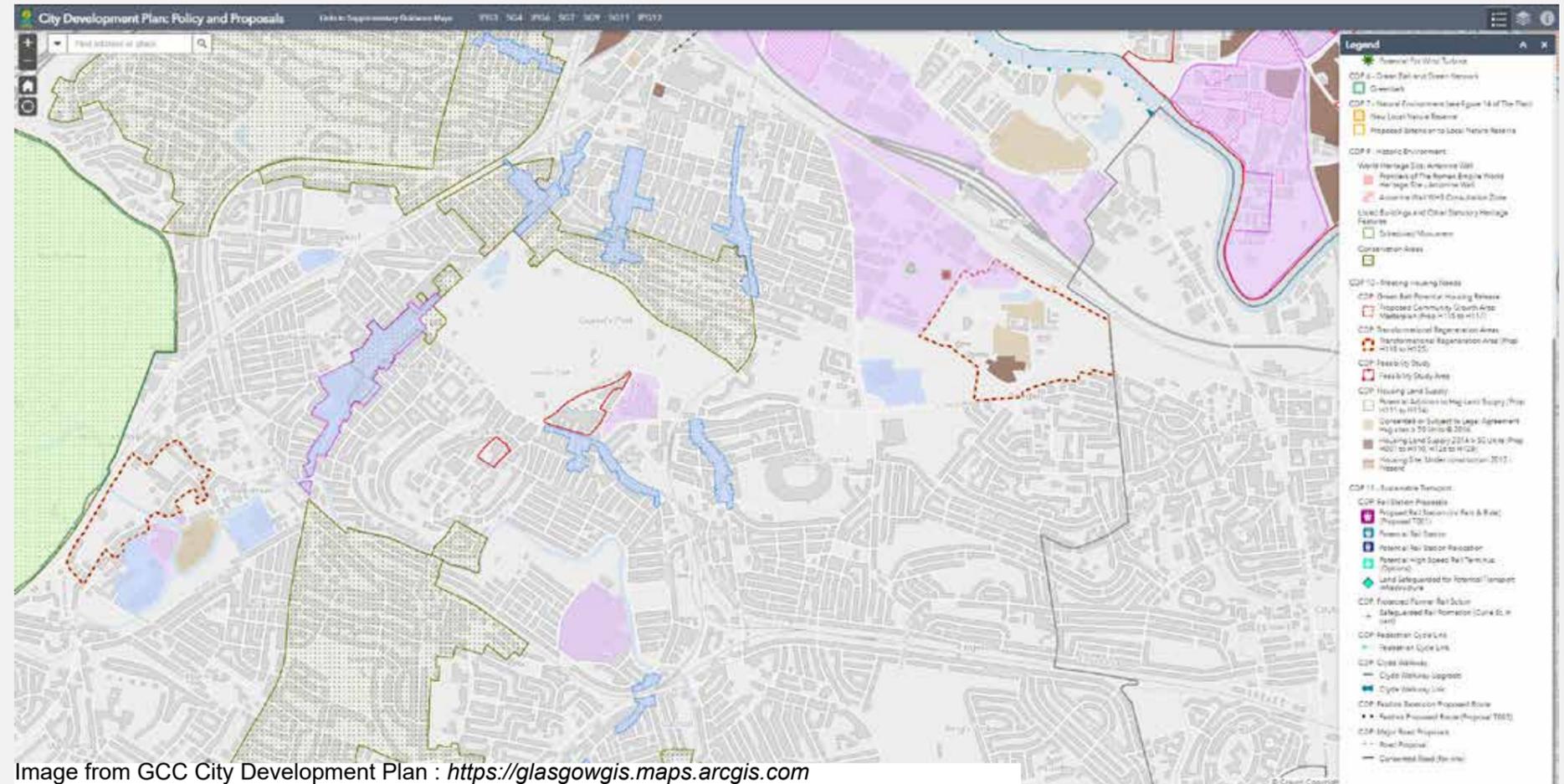
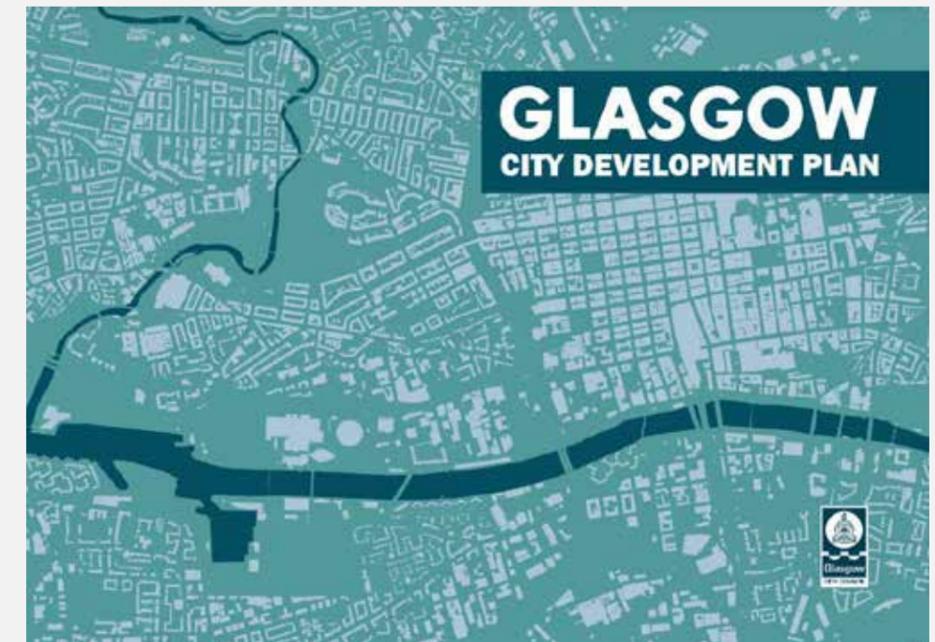


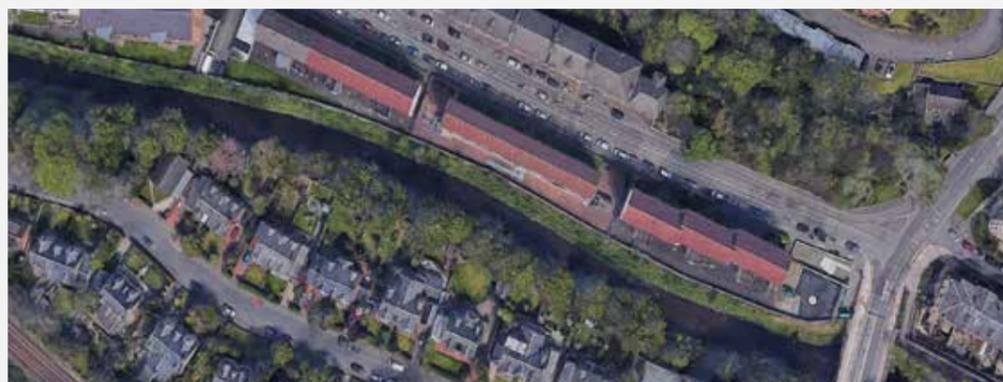
Image from GCC City Development Plan : <https://glasgowgis.maps.arcgis.com>



LIVEABLE NEIGHBOURHOOD AREA  
**AREA ANALYSIS**

**IMAGERY**

Adjacent is a collection of Google Earth imagery selected to showcase some of the typical conditions and key features of the LN area



## LIVEABLE NEIGHBOURHOOD AREA PLANNING CONTEXT

The Liveable Neighbourhood area of study has Green Corridors as defined in IPG6 : Green Belt and Green Network of the City Development Plan, to the north and south. These are formed in the south by the White Cart Water which has a Category C designation and the curtilages and embankments of the Cathcart Circle Train line (Category T designation). In the North the Green Corridor is defined by the curtilages and embankments of the Glasgow to Newton Mainline (Category T designation).

White Cart Water and its curtilages are designated as a City-wide Site Important for Nature Conservation (SINC) Ref CSINC045. Langside Wood is designated as Ancient, Long-Established or Semi-Natural Woodland (Ref ALSW021) as well as being designated as Local SINC (Ref LSINC027). An Area of Queen's Park also carries a Local SINC designation (Ref LSINC039), In the east Malls Mire is designated as the same (Ref LSINC031), Malls Mire is also assigned as a Local Nature Reserve (Ref LNR011)

Queens Park is designated as a Site of Special Landscape Importance (SSLI) (Ref SSLI181) as well as being classified as 6.1 Public Park and Gardens under PAN65 Classification (Ref PG117). There are seven further sites that have a SSLI designation. These are the Malls Mire/ Prospect Hill (Ref SSLI164); Toryglen Park (Ref SSLI163); Aitkenhead Road (Ref SSLI167); Battlefield Road/ Langside College (Ref SSLI016); Kingsacre Road (Ref SSLI161); Ardmay Park (Ref SSLI162) and Langside Wood / Camphill Avenue (Ref SSLI017).

There are multiple areas listed as Public Park and Gardens under PAN65 these are Queens Park (Ref PG117); Queens Park Recreation Ground (Ref PG118); Cathkin Park (Ref PG030); Toryglen Park (Ref PG142); Kerrylamont Avenue (Ref PG080); Ardmay Park (Ref PG002); Kingswood Drive (Ref PG090); Kingsacre Road (Ref PG084); Kingsbridge Drive (Ref PG085); Holmlea Park (Ref PG073) and Kingslea Gardens (Ref PG086);

There is a scattering of the various classifications of Amenity Greenspace across the area of study with a notable lack of these classifications within the traditional tenemental street scape.

There also a notable lack of areas designated as 6.4 : Playspace for Children and Teenagers within the area. Queens Park provides two playspaces for the area (Ref PS240 and PS261). There are a further two playspaces in the area Queens park Recreation Ground (Ref PS293 and Holmlea Park (Ref PS311)

The area of Mount Florida has only two designated areas of playspace, Kingswood Drive (Ref PS322) and Kingsbridge Drive (Ref PS055). Tory Glen has a further three playspaces, Prospecthill Circus (Ref PS078); Glenmore Avenue (Ref PS068) and Kerrylamont Avenue (Ref PS321).

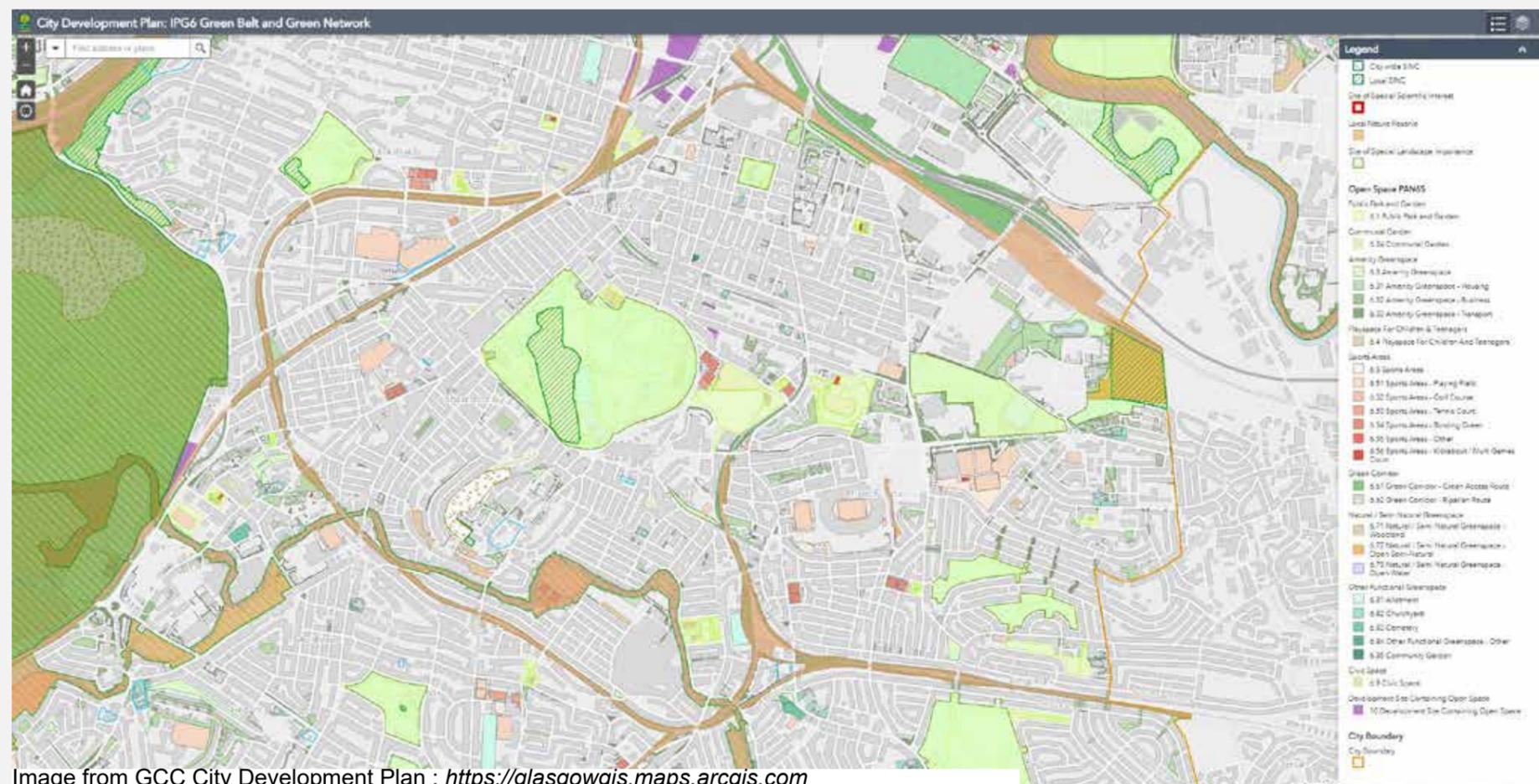


Image from GCC City Development Plan : <https://glasgowgis.maps.arcgis.com>

There are multiple areas classified as Sports Areas under the PAN65 classification. These are as follows, Queens Park Bowling and Tennis Club (Ref SATC040; SABG025; SABG074; SABG075); Queens Park Lawn Bowls and Tennis Pavillion (Ref SABG114; SABG116); Queens Park Community Tennis Club (Ref SATC038; SATC039); Queens Park Bowling Green (Ref SABG117); Goals Five a Side Football Pitches (Ref SAPF235; SAPF234); Mount Florida Bowling Club (Ref SABG084; SABG085); Kingswood Bowling Club (Ref SABG072; SABG073); Queens Park Football Club (Ref SAPF265); Hamden Park (Ref SAPF264) and the Toryglen Regional Football Centre (Ref SAPF350; SAPF351; SAPF352). There are further sports pitches associated with St Brigid's RC Primary (Ref SAPF096); Kings Park Primary School (Ref SAPF091); Glasgow Clyde College – Langside Campus (Ref SAPF085). It is worth noting that Queens Park also accommodates Cricket and Basketball facilities.

The remaining sports facilities for the area are provided in the form of Multi Use Game Areas (MUGA) these are in Cathkin Park (Ref MU075) and Holmlea Park (Ref MU094; MU095)

Under the PAN65 Classification there are several other areas mentioned as Other Functional Greenspace, these are predominantly the various small Church Yards as well as the Allotments at Holmlea Gardens (Ref ALLT012) and Queens Park (Ref ALLT025)

**IMAGERY**

Adjacent is a collection of imagery selected to showcase some of the open spaces and public parks of the LN South area.



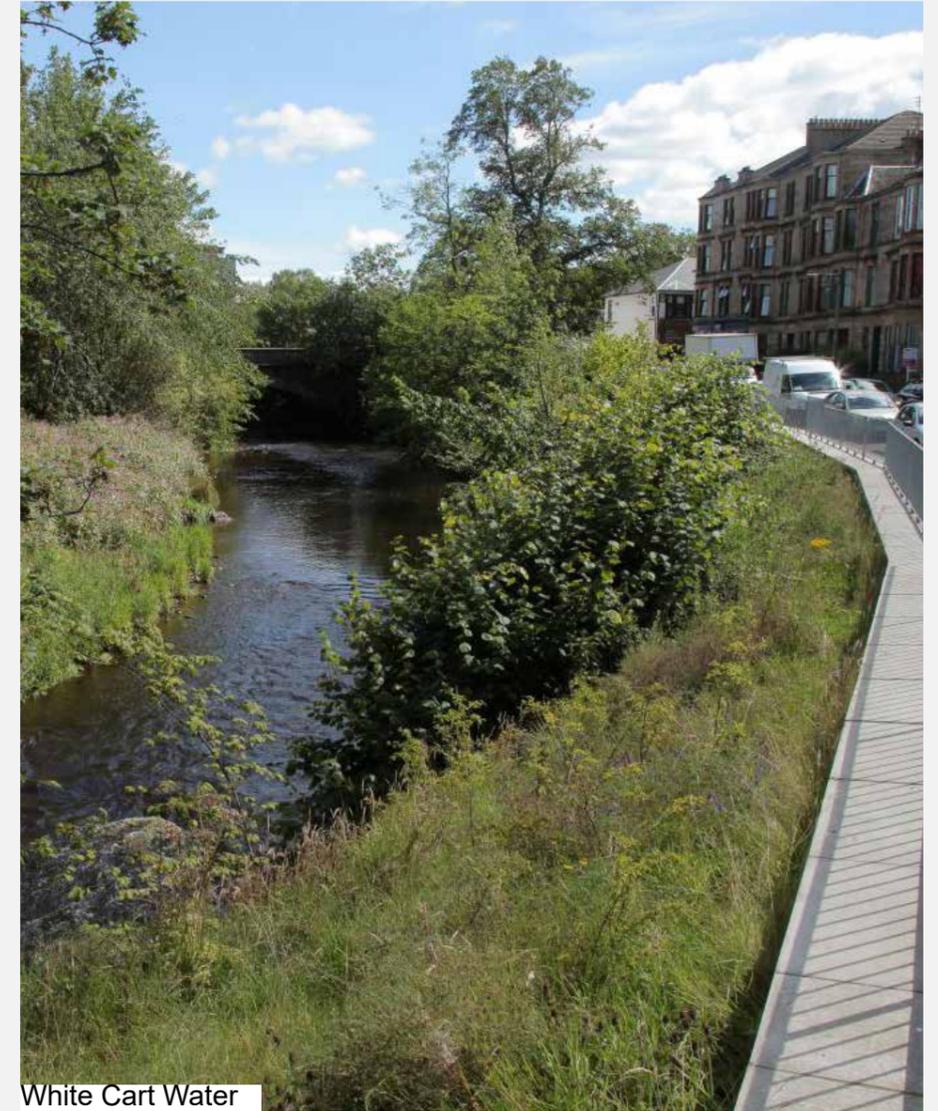
Cathkin Park



Langside Halls



Queens Park Recreational



White Cart Water



Queens Park



Malls Mire



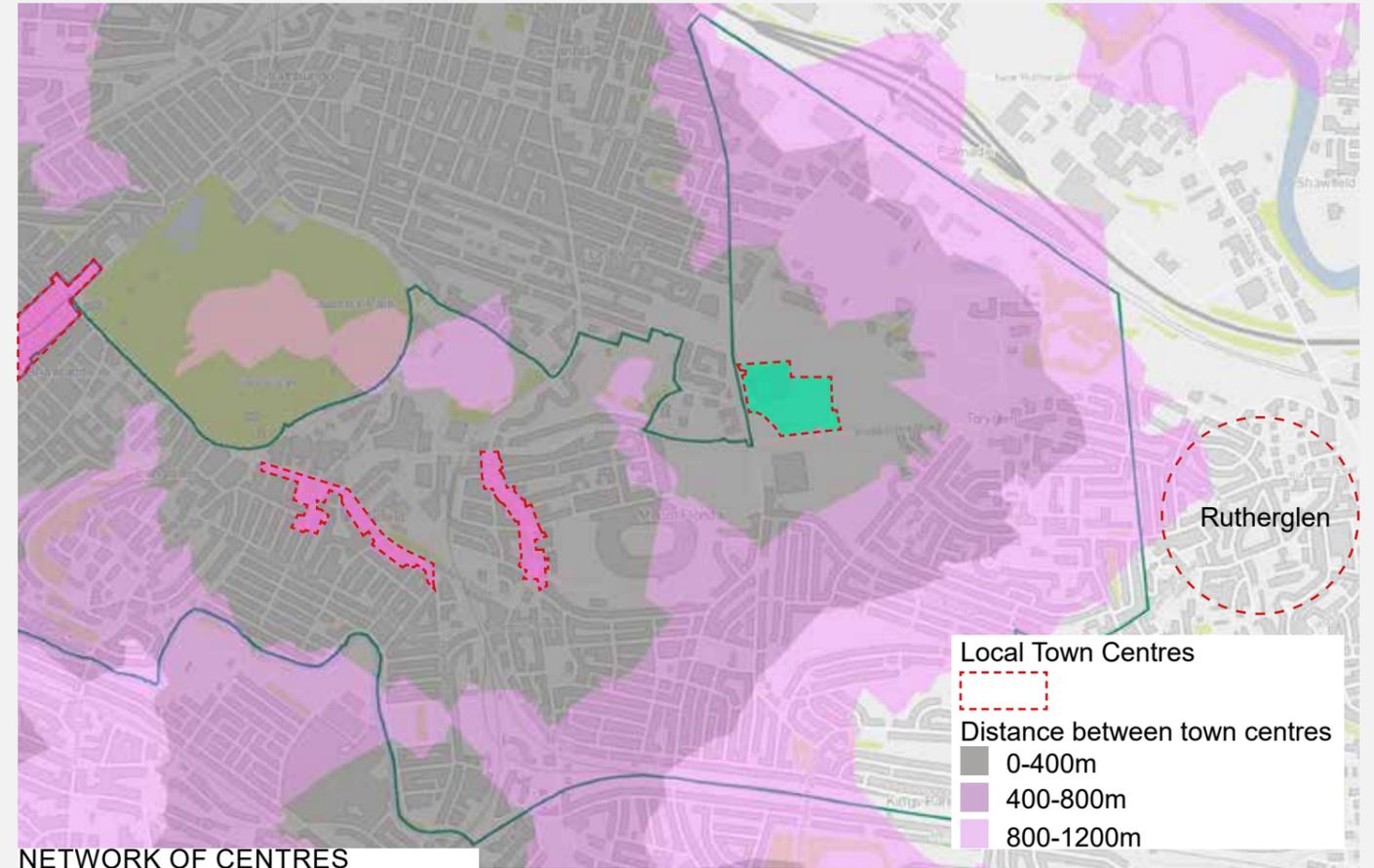
Ardmay Park



Homlea Park



Topography



NETWORK OF CENTRES

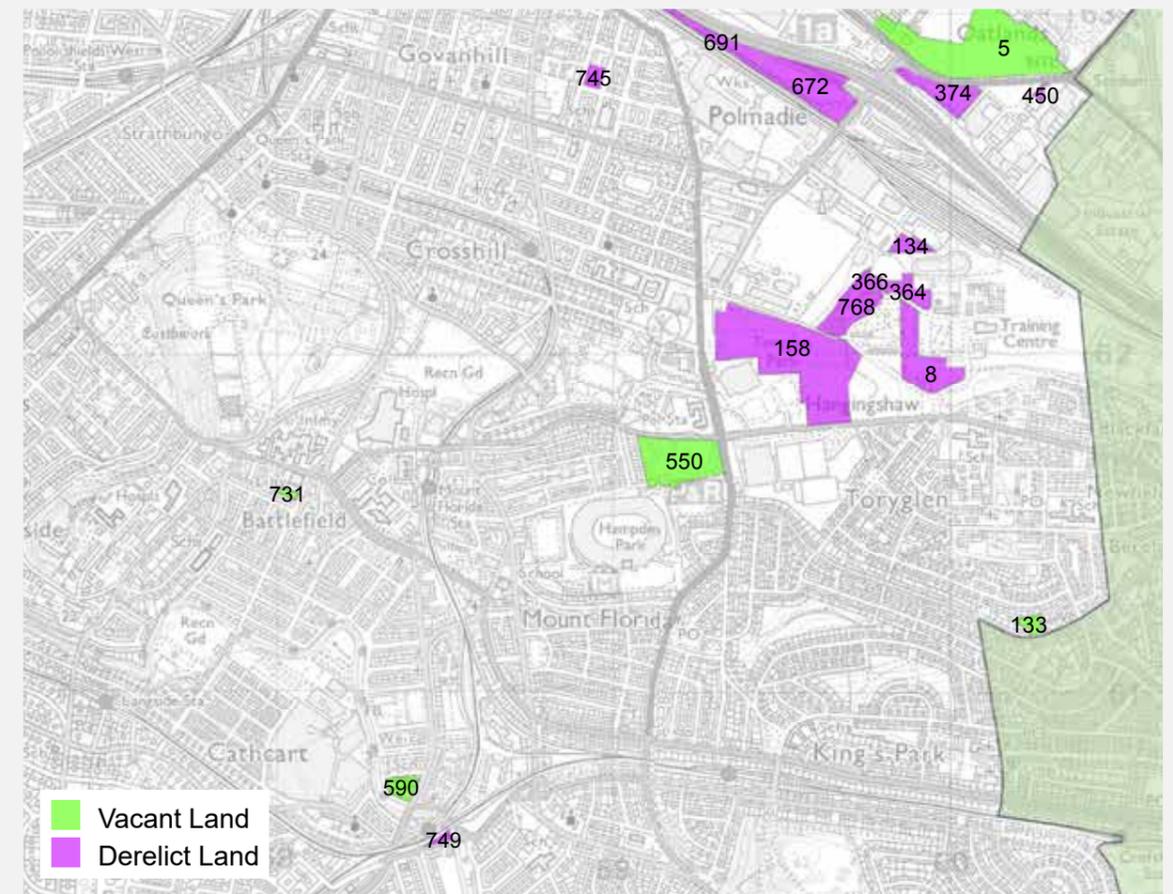
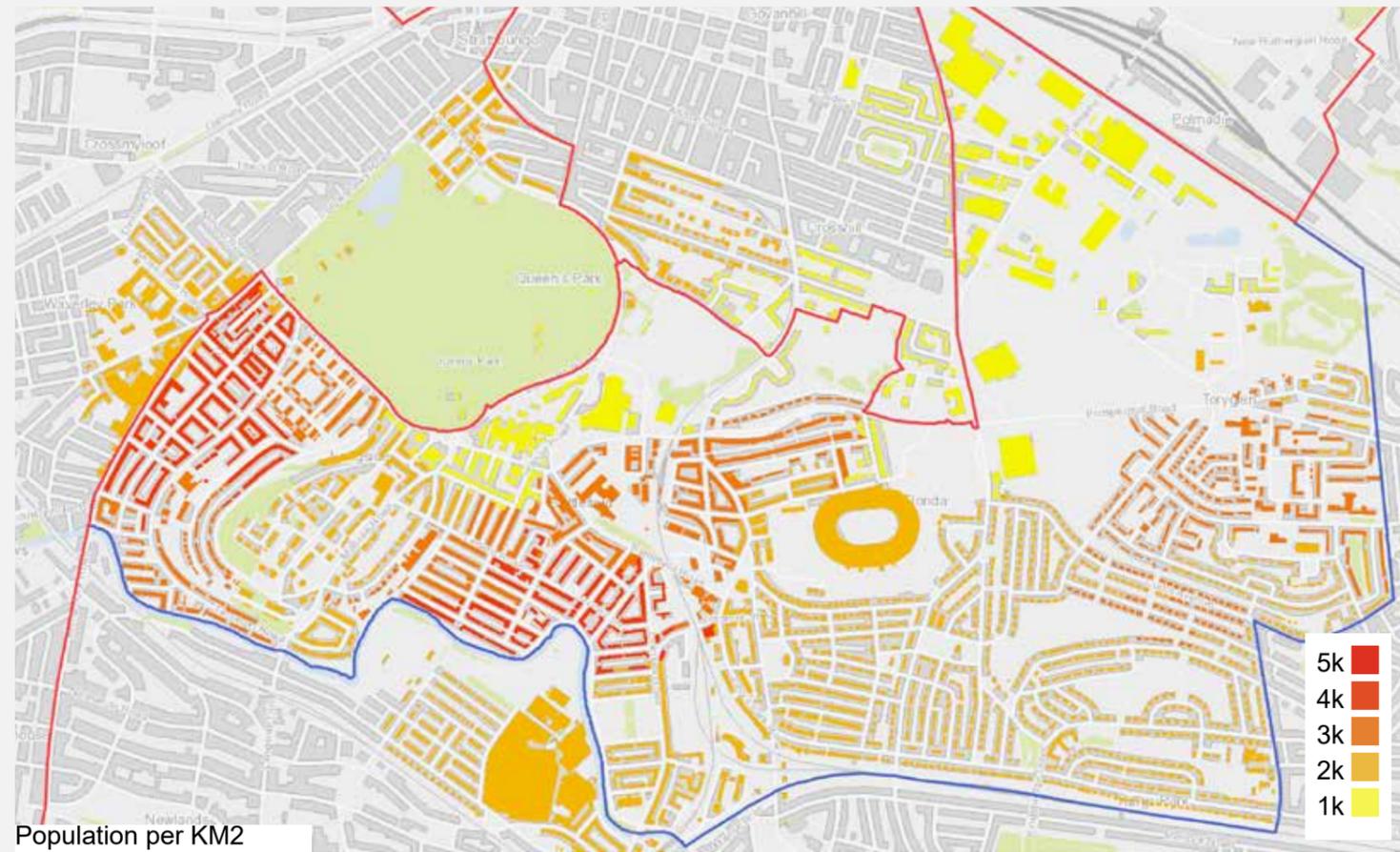
**TOPOGRAPHY**

The above topographic heat map of the Liveable Neighbourhoods south area shows that many of the focus areas are situated in flatter areas. Elevations in height are usually associated with open space, specifically parks and higher value housing. The parks have a variety of options to traverse the gradients which adds to the character of the open space. Queens park offers views across the whole of the city from the top.

The Network of Centres (CDP4) diagram illustrates a successful neighbourhood within the high density areas. The diagram also shows the importance Queens Park plays in linking the neighbourhoods with surrounded areas in the South.

Kings Park has a poor connection to any local town centres. The area could be considered a suburb and therefore the requirements and ambitions of its residents might be different. The feedback from this area on the 'Spaces for People' survey was not substantial so further consultation is required.

Toryglen has poor connections to and from local town centres but has a larger urban density. This area could benefit from Liveable Neighbourhoods and engagement around the key thematic with the local community is required. It should be noted that Toryglen is Geographically close to Rutherglen Town centre. This centre is outwith the boundary of the city of Glasgow however it does provide some essential amenity within close proximity to the area of study.



### BUILT FORM

The plan above demonstrates a diverse area with a high population density within Shawlands, Langside, Battlefield and Mount Florida. It shows a lower density at Kings Park and an even lower density at Toryglen. The density reflects the building types in each area, with mostly tenement flats in the west with semi & detached housing in the east. Toryglen represents a socially diverse area with a mixture of mostly industrial buildings and medium density housing.

Vacant land is defined as previously-developed land, without physical constraint, which the planning authority has indicated is currently available for redevelopment.

Derelict sites are those on previously-developed land, which have a physical constraint caused by previous use, which hampers redevelopment or naturalisation.

The plan opposite shows the vacant and derelict land within the South Liveable Neighbourhood. The overall impression is that vacant and derelict land is not a major issue in this area compared to other parts of the city.

There are 3 relatively small sites that are vacant which are spread out throughout the entire site in no particular pattern and one large. The large site to the north of Hampden Stadium (550) is currently owned and maintained by Glasgow City Council as part of the General Environmental Budget. It is 3.03 hectares and has been vacant since 1995.

Site 133 has been vacant since the 1980s and is located across the local shopping facility at Curtis Avenue. It is currently owned and maintained by Glasgow City Council and could potentially be utilised within the Liveable Neighbourhoods.

Site 731 has been vacant since 2013 however the land has a private owner making any intervention difficult.

Site 590 is shown as vacant however this has now been converted into residential flats.

The cluster of derelict land in the Polmadie area has now been developed into the Malls Mire local nature reserve.



The documents outlined on these pages are the current strategies, development frameworks and community planning partnerships that are relevant to the area of study.

These documents outline strategies and visions for community benefits and participation within the planning process and showcase projects that have already been delivered in the focus areas.

Toryglen was recommended to become a Thriving Neighbourhood before the name changed to Thriving Places, however was ultimately left out from the selection.

Out of the five areas, the main focus is on Toryglen with one community project in Mount Florida. Facilitating more community frameworks in these Liveable Neighbourhood areas should be explored.

Clydeplan Strategic Development Plan  
Prepared by Glasgow and the Clyde Valley Strategic Development Planning Authority  
July 2017

The Glasgow and the Clyde Valley Green Network (GCVGN) is a network of urban green spaces incorporating green, blue and grey space which facilitates the movement of people and species connecting them to the wider environment.

16 Strategic Delivery Areas have been identified where the opportunity exists to address matters relevant to the four GCVGN priorities:

- Health issues particularly associated with low activity levels;
- Climate change adaptation measures, particularly for flooding;
- Poor access to greenspace; and,
- Habitat creation.

The opportunities for delivery are associated with land uses which could deliver greater societal and wildlife benefits. These are:

- New build development of scale;
- Vacant and derelict land; and,
- Underperforming greenspace.

The Spatial Development Strategy recognises the significant potential that Community Growth Areas in particular can make to the overall delivery of the city region's Green Network.

Toryglen is identified as an area for Green Network priority under the themes of Access and Climate Change.



South Central Local Development Framework  
Prepared by Glasgow City Council  
June 2020

This document provides an overview of the outcomes of the Place Standard online survey that was rolled out by Glasgow City Council in June 2020 across nine neighbourhoods of South Central Glasgow.

The survey, structured along the format of Scottish Government's Place Standard Tool, collected people's perceptions and comments about their neighbourhoods across 14 key place-based themes.

The input generated from this exercise will inform the development of the area's Local Development Framework. The South Central LDF is an element of SG2: Sustainable Spatial Strategy, and forms part of the supplementary guidance for the City Development Plan.

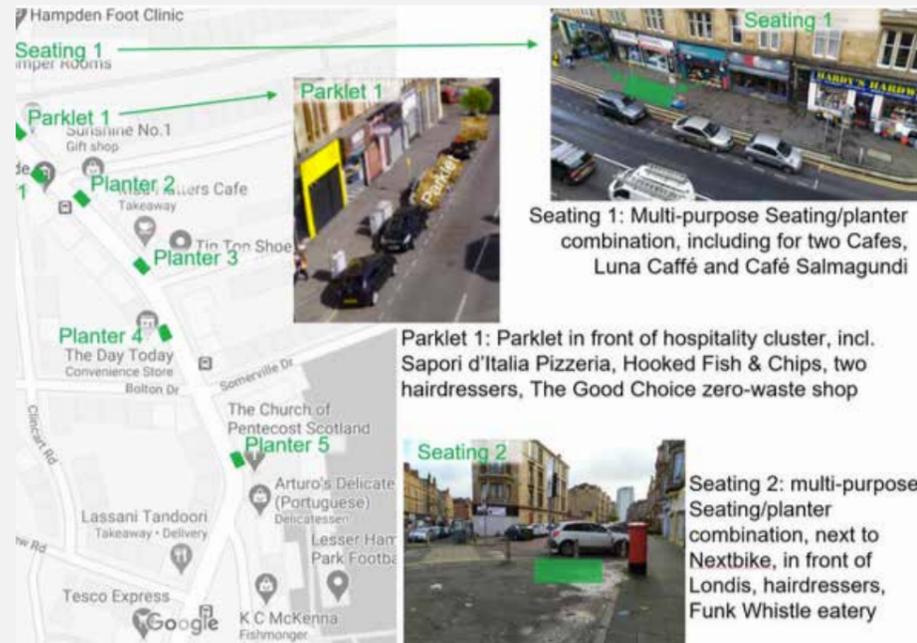
Toryglen:

What is good?

- Able to walk to Asda
- Mall's Mire is an underutilised asset
- Toryglen Community Centre
- Urban Roots
- New housing development
- Toryglen Regional Football Centre

What is bad?

- Poor connectivity to thriving southside areas such as Mount Florida
- Speeding vehicles in residential area where children play e.g. Prospecthill Circus



Animating Mount Florida  
November 2018

The “Animating Mount Florida” proposal aims to help revive and support the Town Centre and Cathcart Road, the emphasis is on the north of the Town Centre to complement the (future) Letherby Triangle project in the south, the document looks to improve the connections and to animate the space and proposal seeks to implement the following measures:

- Installation of several medium-size, high-quality planters with greenery/small street trees along Cathcart Road on both sides
- Installation of a parklet and two smaller seating areas around the corner of Clincart Road/McLennan Street/Cathcart Road.
- Bollard artwork around the Nextbike pavement “peninsula”, Clincart Road and McLennan Street

These measures are suitable to

- Improve look & feel along the stretch
- Improve social cohesion by opportunities for socialising
- Support elderly and ailing citizens
- Support gastronomy and businesses by providing shared outdoor seating spaces
- Combat motor traffic pollution
- Improve permeability and crossing of Cathcart Road
- Reduce motor traffic impact on quality of life

Malls Mire  
Urban Roots, Clyde Gateway  
2009 -2021

Malls Mire is an area of mixed woodland and wetland habitat situated between Toryglen and Rutherglen. People from the surrounding communities have been working with local environmental organisation Urban Roots to manage the woodland since 2009, improving its value for wildlife and working on the paths so that more people can get in and enjoy it.

Urban Roots

Urban Roots is a community led environmental charity working across the Southside of Glasgow, empowering local people to make choices and lifestyle changes that are beneficial for them, their communities and the environment.

Urban Roots have transformed numerous derelict or unused green spaces into thriving, blossoming community gardens where herbs and vegetables, fruit and flowers can be grown. This makes areas look more attractive, helps to create well used, safe social places and brings people together.

Malls Mire woods has been changed from a neglected site for fly-tipping, into a thriving community run Local Nature Reserve, with an exciting program of conservation work, therapeutic activities and outdoor adventure play for children.

Urban Explorers after school clubs and Into the Woods holiday programs run in community gardens and woodlands across the Southside, using the outdoor setting to support children to play and learn outside.

The Great Grub program has grown to involve six week cookery courses, community meals, drop in weekly cookery clubs and provision for REHIS qualifications.

Clyde Gateway

The long term planning and community involvement undertaken by Urban Roots has allowed the creation of a £3.3m development of open green space to include parkland, play areas, wetland, and woodlands.

The transfer of ownership of derelict land to Clyde Gateway enabled the development of detailed plans with the local community and Urban Roots resulting in significant funds being secured from Sustrans and NatureScot.

Construction work commenced in November 2020 to transform 16 hectares of vacant and derelict land at Toryglen into a woodland retreat which will be a haven for activities, learning and wellbeing.

The park area will boast an outdoor gym, two play areas, open recreational space and a bike pump track. The wetland area, which lies in the centre of the development, will feature a 3 metre wide lit path to greatly improve the quality and usability of the path network for cyclists and walkers. The nature reserve area, set within the Malls Mire woods will include an art trail and spaces for outdoor events, learning and performances.

LIVEABLE NEIGHBOURHOOD AREA  
**EXISTING PUBLIC SPACE - PARKS**



- Proposed City Network
- Existing Public Park
- Local Town Centre
- White Cart River
- Private Space for Public Use

**Queens Park**

Day - Queens Park is an active park that links Govanhill in the north, Mount Florida to the east, Strathbungo in the west and Battlefield to the south. The boundaries are mostly filled with active street fronts from which people spill into the park.

Night - In the evenings the actual park is mostly not used except as a through route on the recreational grounds which is lit unlike the rest of the park. Routes that are used during the day are mostly rejected by pedestrians fearing safety in the evenings due to a lack of light.

Occasionally in the summer there are evening events at the Queens Park Arena. People tend to arrive here from the Victoria Road entrance however due to the presence of other people and the additional lighting at the arena, people feel safer to enter at unlit areas.

**Homlea Park**

Day - Homlea Park is a local community park in the heart of Cathcart. It is joined to the Whitecart River to the west however it loses its direct connectivity because of the vehicle traffic of Spean Street. The remaining three sides are occupied 1920s tenement flats on the quiet residential streets Orchy Street and Gryffe Street. The park is popular with children who utilise the playpark and sports facilities.

The Park also has benches and green space for people to rest and has through routes connecting people to and from Homlea Road to the Whitecart River.

Night - The park is partly lit and has a high level of passive supervision due to the adjacent flats, particularly those with balcony's. The park can be used by pedestrians as a through route although the ability to continue playing in the park at night is limited.

**Langside Halls**

Day - Langside Halls host a new public space at the cross junction between Langside Road and Pollokshaws Road. The surrounding streets have an active street front and the piazza is situated in the heart of a substantial Local Town centre.

The square hosts markets, dance events, and is a spot for civic gathering and works as an intermediate zone between park and active street.

There are plenty of benches and picnic tables allowing spaces for people to stop, sit and rest. It also diagonal crossing which allows people to cut through the square diagonally north.

The space also has several skate-able surfaces and is occasionally used by skaters.

Night - The square is well lit with featured fittings and plenty of benches. The Local Town Centre has many bars and a large night club creating passive supervision both day and night.

LIVEABLE NEIGHBOURHOOD AREA  
**EXISTING PUBLIC SPACE - PARKS**

**White Cart Water**

Day - The White Cart Water is mostly connected to the North bank due to the large industrial site to the south. New residential blocks have been developed and further work will commence changing the nature of the area. As yet it is not known how this will affect the connections to the River.

There is currently no official resting spots along the river with many people climbing the fence and sitting on the bank. The recent addition of the Flood prevention wall creates a disconnection to the river.

Spean Street is a moderately busy road with the pavement on the river side designated as a share with care.

Night - The street is well lit but there are no provisions to make either bank of the river a destination to stay.

In the evening cars park on the share and care pavement on Spean Street making it difficult for people to pass and impossible for those on wheelchairs or those with prams.



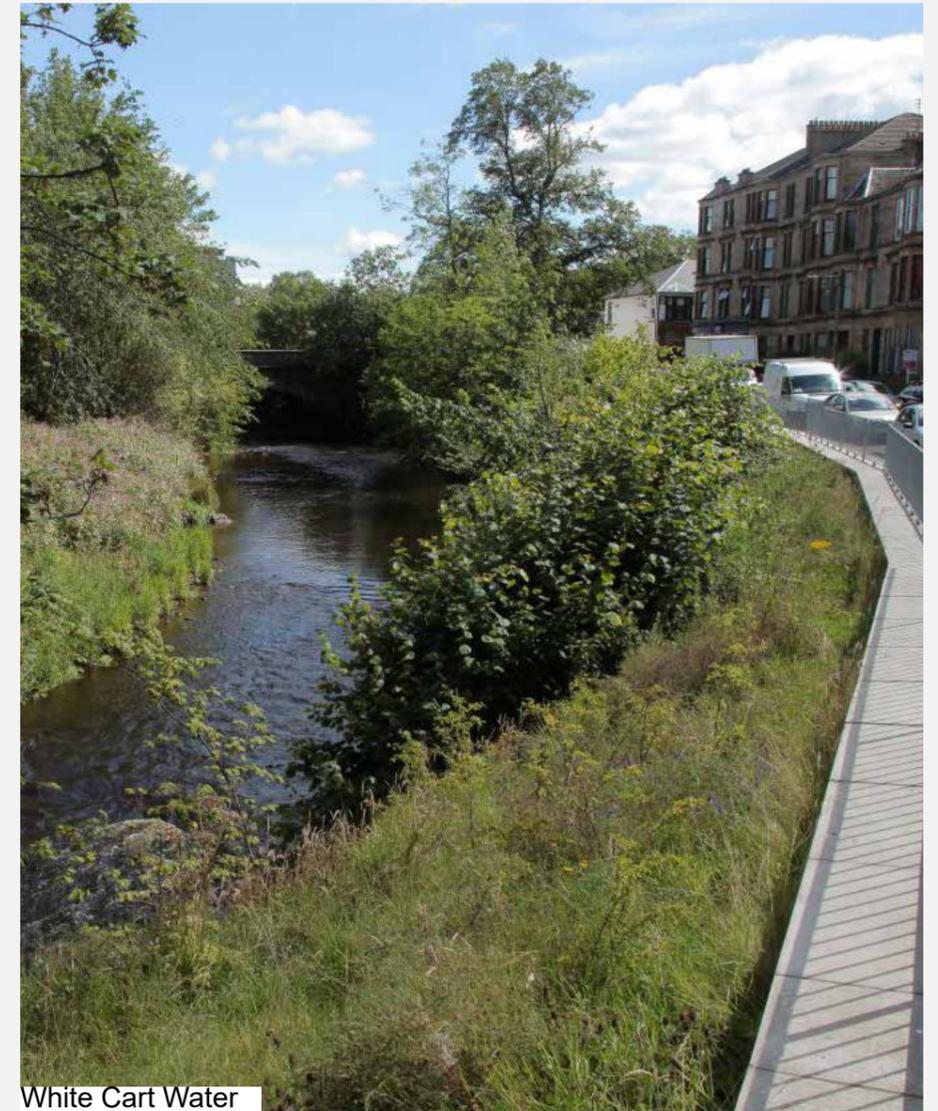
Cathkin Park



Langside Halls



Queens Park Recreational



White Cart Water

**Malls Mire**

Day / Night Analysis not available at time of writing

**Cathkin Park**

Day - Cathkin Park is a former football ground that has been left to overgrow into a public park. The areas around the pitch are now covered with large trees and the walkway to the terrace has a similar feel to that of walking through a small forest. Due to the nature of its history, there are plenty of places to sit and watch the activity of the 'pitch'.

The park isn't greatly maintained and there is often litter and broken glass in the terrace.

Night - The Park is not lit at the terrace end and the trees make for an uncomfortable environment. The area around the park is residential with most dwelling turning their back on the park, therefore passive supervision is minimal.



Queens Park

**Ardmay Park**

Day - Ardmay Park is a public facility in the residential area of Kings Park. There is a play park and open green spaces with several trees. There are some benches but this is minimum and as a result people are not encouraged to stop and rest / play.

Night - There is a lit path through the park however the surrounding area is residential and the back of the house face the back creating poor passive supervision.



Malls Mire



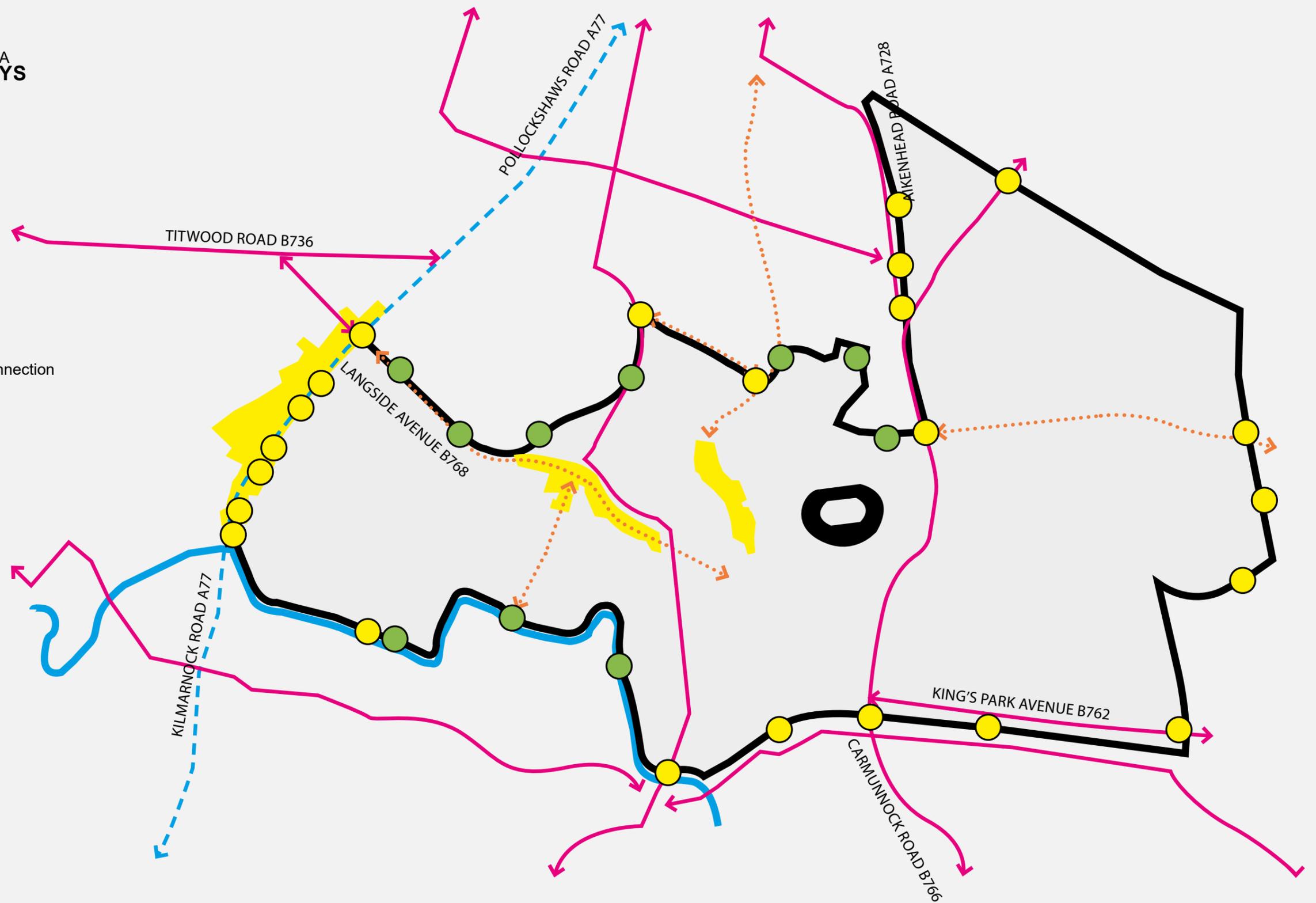
Ardmay Park



Homlea Park

LIVEABLE NEIGHBOURHOOD AREA  
**CONNECTIONS & GATEWAYS**

-  Proposed City Network
-  Busy Traffic Streets
-  Bus Corridor
-  Vehicle and Pedestrian Connection
-  Pedestrian Only
-  Local Town Centre
-  White Cart River



The map on this page shows the main gateways to the site for pedestrians and vehicles. Overall it shows that most connections and gateways into the site are for the benefit of vehicles.

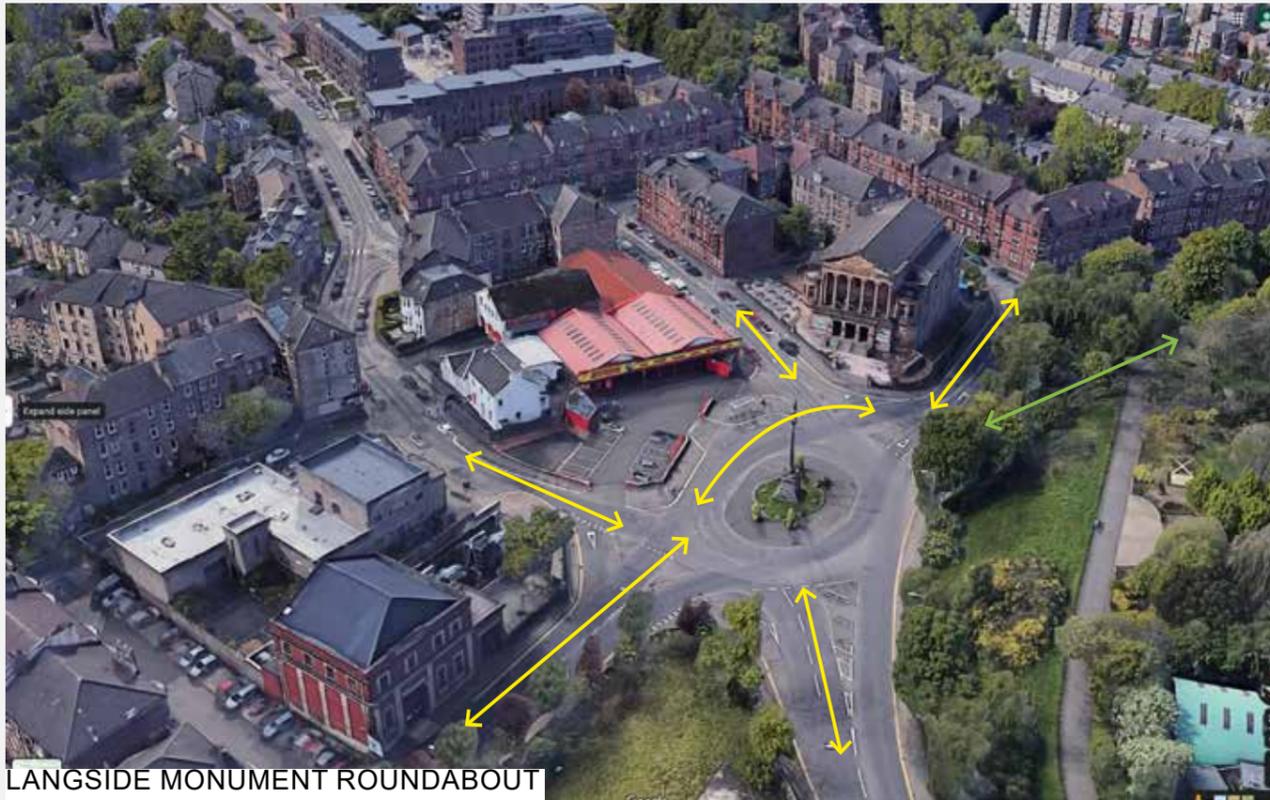
The images to the right highlight some of the key gateways.

The Langside monument is a major entry point to both Battlefield and Langside. It also has a lot of through traffic. This is an area that has been highlighted as a poor zone for pedestrians.

The pedestrian bridge at Battlefield provides a car free entry point.

The junction at Langside halls is a busy junction with vehicles however the area at Langside halls give pedestrians more space to negotiate a journey. The junctions east, along Pollokshaws Road show a high number of vehicle gateways.

Aikenhead Road at Toryglen is a major entry point for vehicles and pedestrians. It prioritises cars and can isolate pedestrians within Toryglen from the rest of the South side.



LANGSIDE MONUMENT ROUNDABOUT



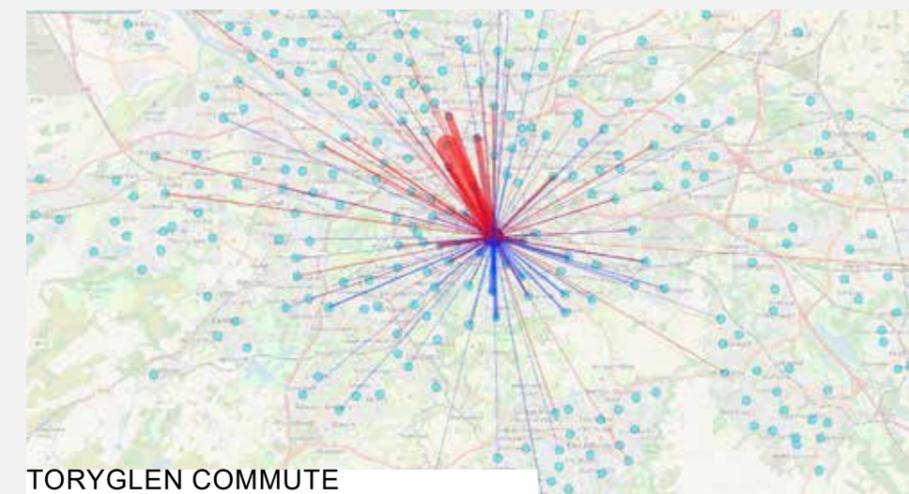
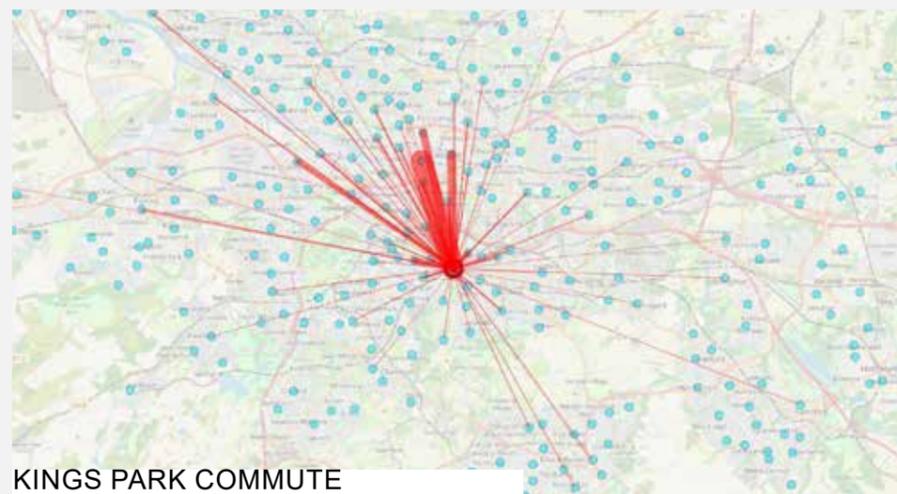
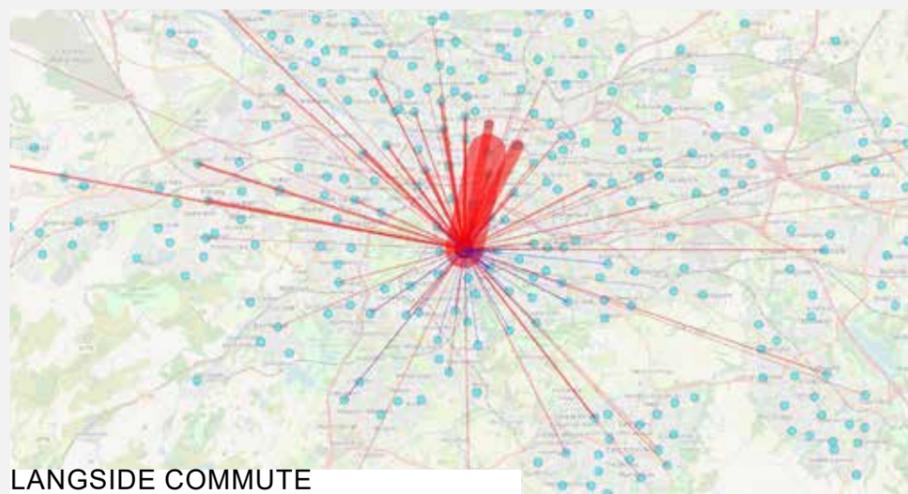
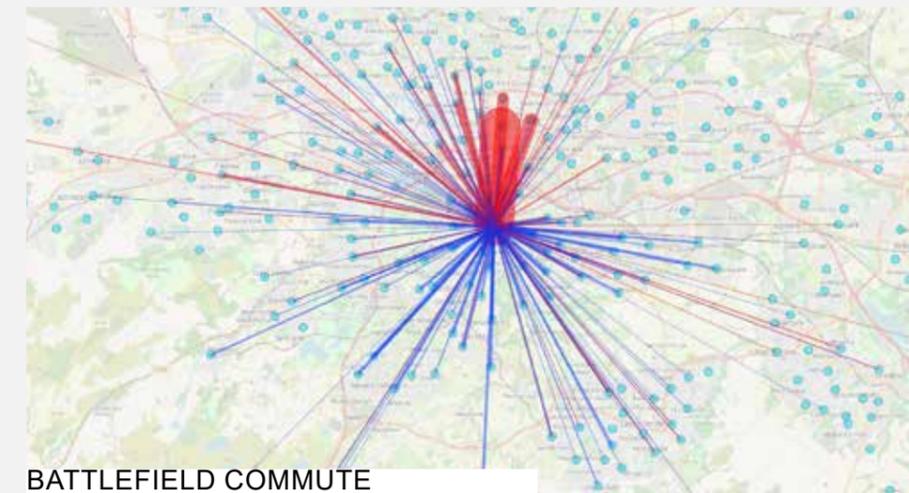
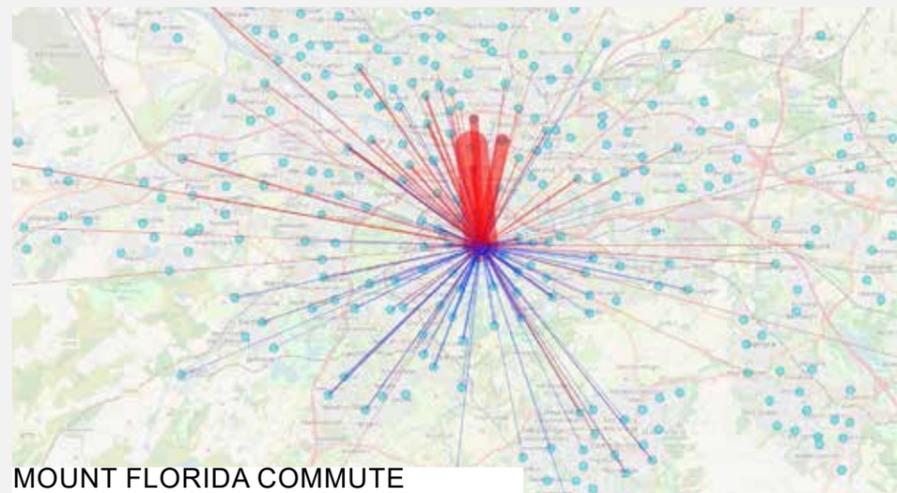
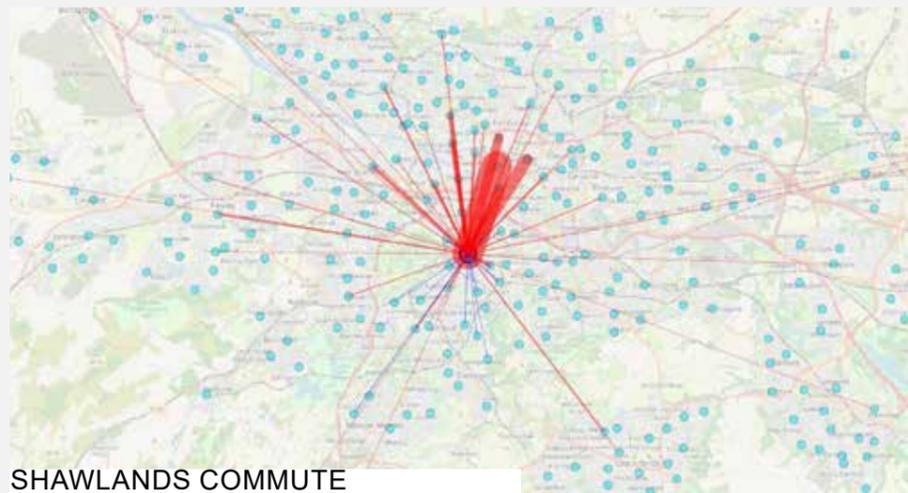
WHITE-CARTWATER@BATTLEFIELD



JUNCTION AT LANGSIDE HALLS



AIKENHEAD ROAD JUNCTION @ HAMPDEN



■ Leaving to work  
■ Arriving to work

The diagrams on this page from DataShine Scotland look at the movement to and from the neighbourhoods within the LN area. It can be seen from all of these that the majority of people leaving the areas for work are commuting to Glasgow city centre. Shawlands, Kings Park and Langside register a majority of commutes leaving the area. Mount Florida, Battlefield and Toryglen while still registering a majority of people commuting to Glasgow city centre also register people commuting to these areas for work.

The map on the page opposite demonstrates a substantial number of bus stops around the central part of the area, particularly in Battlefield and Mount Florida. It shows a large proportion of these areas are within 400m of a railway station.

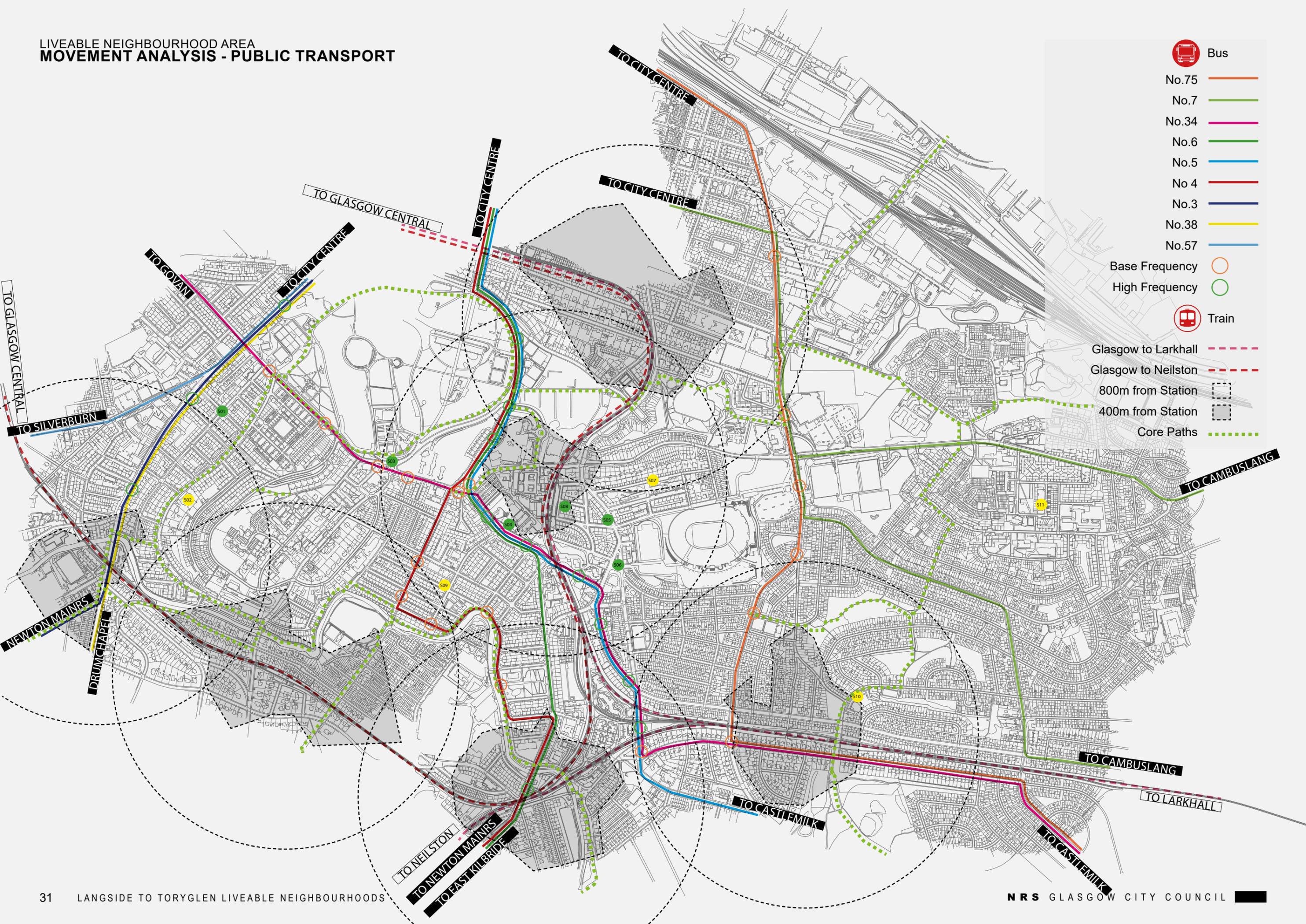
The main concerns are the highly dense areas of Langside & Shawlands, which have a large section with over 800m to a railway station and no bus stops nearby. This will only encourage car ownership.

The other area worth highlighting is Toryglen where a serious lack of bus stops and train stations is evident.

The maps on the right hand side demonstrate that most people commute from the Southside to the city centre which emphasises the need for an increased city network and bus routes. The diagram also identifies a large proportion of people coming from further south to work in Battlefield. With major bus routes focused around a city centre destination this could cause a problem with people moving from one local town centre to another.

The map opposite attempts to capture the major public transport routes and service across the LN Area. It also illustrates the core path network which is quite fragmented. This is not unusual in a city the size of Glasgow however it does highlight where improvements and connections could be made.

LIVEABLE NEIGHBOURHOOD AREA  
**MOVEMENT ANALYSIS - PUBLIC TRANSPORT**



- No.75 —
- No.7 —
- No.34 —
- No.6 —
- No.5 —
- No.4 —
- No.3 —
- No.38 —
- No.57 —

- Base Frequency ○
- High Frequency ○



- Glasgow to Larkhall - - -
- Glasgow to Neilston - - -
- 800m from Station
- 400m from Station
- Core Paths - · - · -

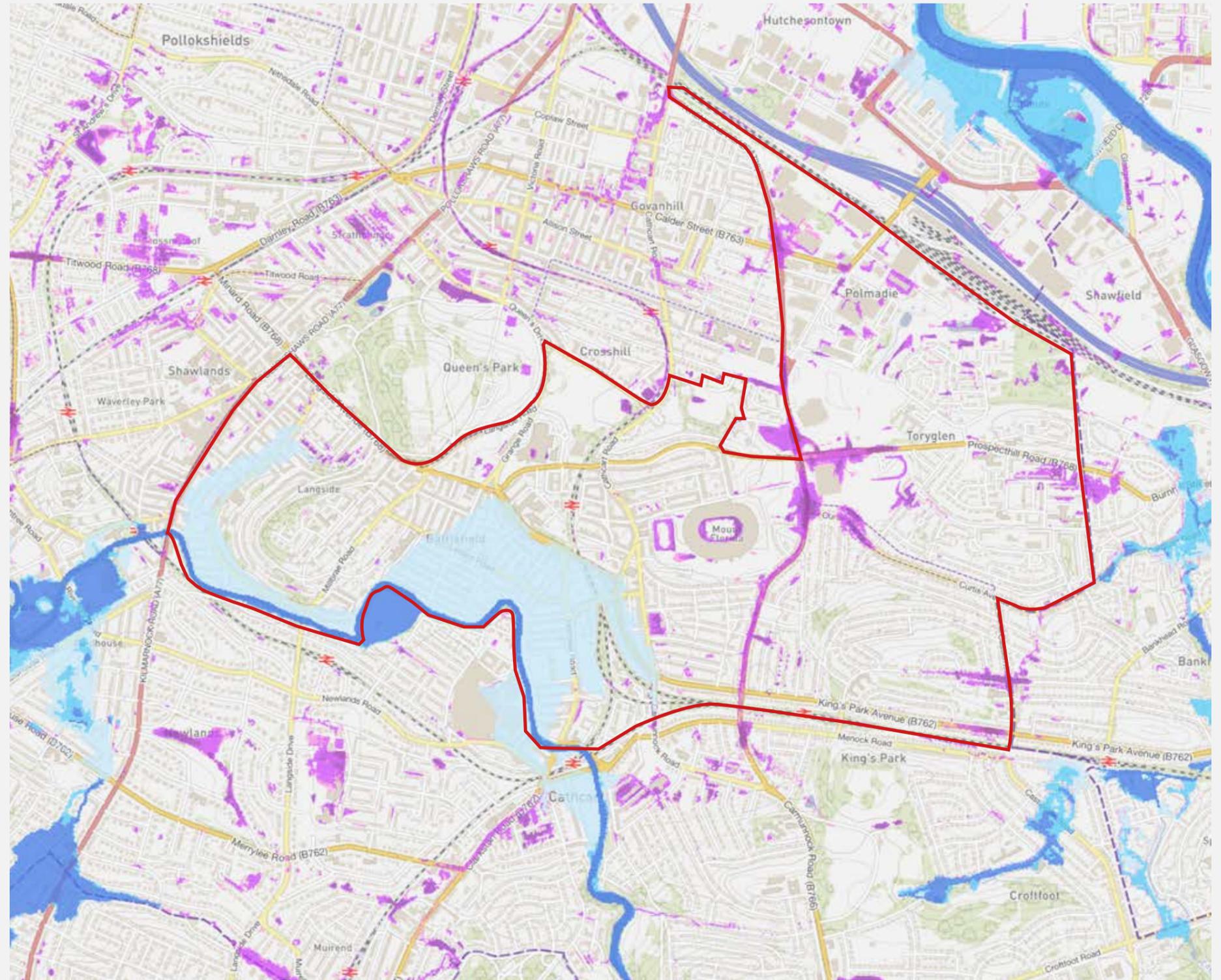
## LIVEABLE NEIGHBOURHOOD AREA FLOOD RISK

The diagram on the right, from the Scottish Environmental Protection Agency (SEPA), shows the flood risk for the area. It illustrates the River flood risk as well as the surface water flood risk.

Through most of Battlefield there is 0.1% chance of river flooding each year, this also extends into Langside alongside the White Cart Water. However the flood risk from the river extends out along the extents of Tantallon Road.

Surface water flood risk is greatest at the junction between Aikenhead Road and Prospecthill Road this risk extends along Aikenhead Road.

There are local surface water issues in most of the areas, however there is a greater concentration of these within Polmadie and north Toryglen. Fluvial flood events have the potential to be devastating to local communities over wide areas whereas pluvial events could affect a few streets over the area but has a greater impact on accessibility and public transport.



SCOTTISHEPA.MAPS.ARCGIS.COM/APPS



Toryglen SuDS Pond

In the Liveable Neighbourhood area there has been two flood mitigation projects delivered through The Metropolitan Glasgow Strategic Drainage Partnership:

The White Cart Flooding Project was delivered in three phases

Phase one provided three upper catchment, on-line, flood storage reservoirs at Blackhouse (Earn Water), Kirkland Bridge (White Cart Water) and Kittoch Bridge (Kittoch Water), and urban flood defences along sections of the White Cart Water and Auldhouse Burn river corridors in the south of the city.

Phase two has involved construction of flood defences (low walls and embankments) along sections of the White Cart Water and Auldhouse Burn.

The third phase involved the construction of nine sections of flood defences - a combination of flood defence walls and embankments which provide direct flood defence along sections of both the White Cart Water and Auldhouse Burn.

Overall, the project reduces risk to approximately 1,850 properties / businesses and roads in the south of Glasgow.

#### Toryglen Regional SuDS Pond

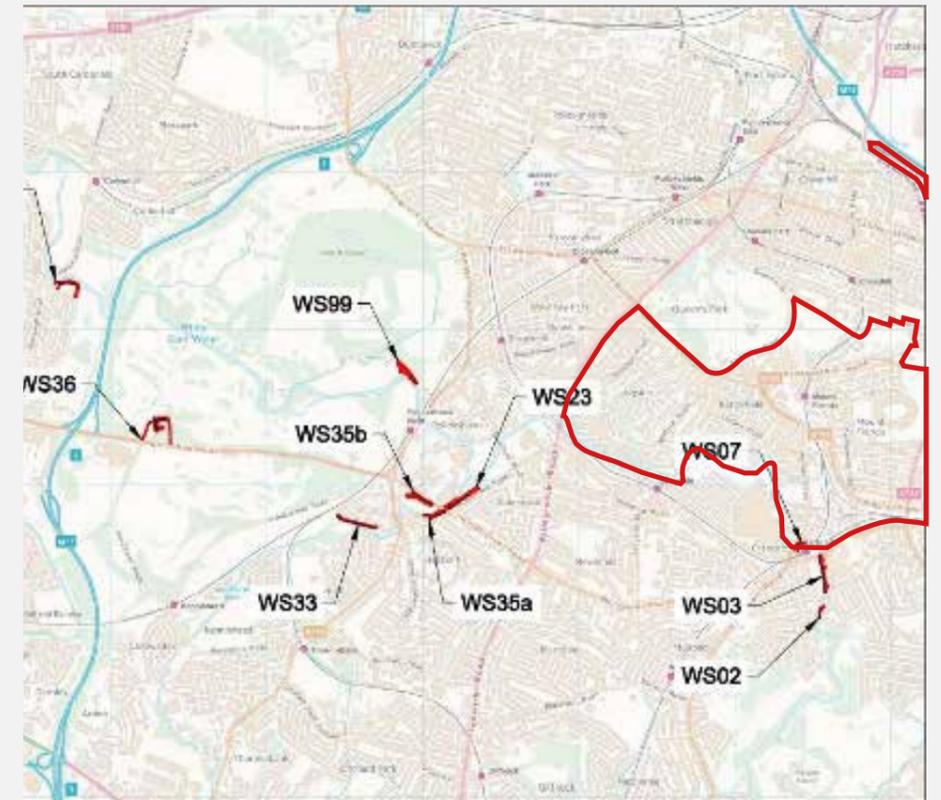
A regional SuDS pond designed to receive flows from the Toryglen area - including the National Indoor Football area and local redevelopment - to attenuation surface water flow into the Mallsire Burn.

#### Adjacent schemes

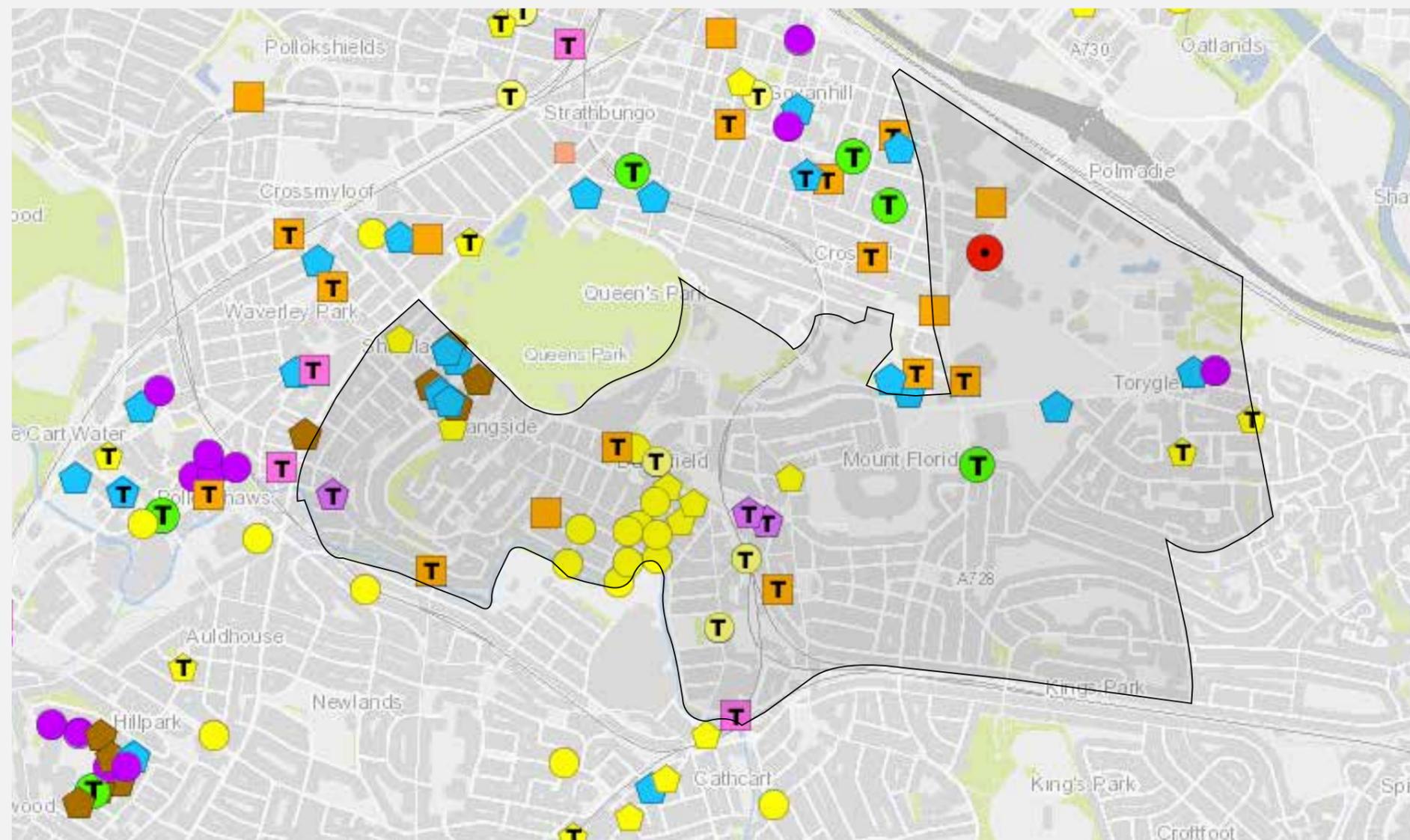
Although just outwith the Liveable Neighbourhoods area, retrofit swales and a new SuDS basin have been formed at the north end of Kings Park to manage surface water runoff from the park and reduce flood risk for communities downstream.



White Cart Water



White Cart Water - Phase 3



Focus on the environment and climate change has increased over the recent years. At the same time communities require increasing access to services and facilities to help drive incremental change.

Recycling and upcycling allow neighbourhoods to reduce their carbon footprint in that a reduction in landfill or incinerated waste reduces off-gassing and emissions.

Access to a variety of recycling stations and facilities becomes more crucial in terms of communities feeling like they can help make a difference. On top of regular waste collection services (including recycling pickup) proximity to larger and more specific recycling points are key.

The diagram on the right shows an abundance of local recycling options within Battlefield and north Langside, less options are available around

Mount Florida. Toryglen has a few options whereas King's Park has almost nothing.

There is an area depot on the edge of the Liveable Neighbourhood at Polmadie, however that relies on private vehicle ownership for access and is not really a substitute for local and neighbourhood options.

Providing access to recycling options for different social demographics is important to facilitating change and helping the environment.

## LIVEABLE NEIGHBOURHOOD AREA SIMD CONTEXT

The diagram opposite illustrates the project area as represented on the Scottish Index of Multiple Deprivation (SIMD).

The SIMD assesses individual areas by the following categories: Income, Employment, Health, Education / Skills, Housing, Geographic Access, and Crime.

### Shawlands East

The majority of the SIMD areas that define Shawlands East rank in the 70% - 80% least deprived areas of Scotland with the area nearby Shawlands Cross ranking in the 50% Least deprived. This ranking is general across most deciles except Crime with the area ranking 30% - 50% of the most deprived and Housing with all areas ranking in the 10% most deprived.

### Langside

The majority of the SIMD areas that define Langside rank in the 90% - 100% least deprived areas of Scotland, however there are areas in the south of the zone that rank in the 50% Least deprived. Income, Employment, Health, Education, Skills and Training across the area vary from the 70%- 100% least deprived however ranking of the Housing is within 30% - 50% of the most deprived.

### Merrylee and Milbrae

This area ranks as one of the 100% least deprived areas in Scotland with the majority of rankings being in the 90% least deprived category. The area however has the national average of a 50% ranking for Geographic Access to Facilities.

### Battlefield

The majority of the SIMD areas that define Langside rank in the 70% - 90% least deprived areas of Scotland, however there are areas in the south of the zone that rank in the 50% most deprived. In these areas the Income, Employment and Health Rankings vary between the 40% and 50% most deprived. Over all Battlefield has a low ranking in housing with the rankings varying between the 10% - 40% most deprived. This ranking is also reflected in the crime decile which has similar scoring.

### Mount Florida

The SIMD areas that define Mount Florida vary from the most deprived 20% to the least deprived 70% areas in Scotland. All areas have a low housing ranking of the 10% - 20% most deprived and a high ranking in terms of Geographic access to Facilities which is 100% least deprived for all areas. The area to the east of Mount Florida Railway Station ranks as the most deprived for the areas with the majority of rankings being the 20% most deprived.

### Govanhill East and Aitkenhead

This area ranks in the 10% most deprived areas of Scotland. All deciles register in the 10% - 20% most deprived with the only exception being Geographic Access to Facilities which registers at 90% least deprived.



### Cathcart

Most of the SIMD areas that define Cathcart rank in the 30% - 40% most deprived areas of Scotland, however there are areas in the east of the zone that rank in the 80% least deprived. The Housing rating for all areas is low with it registering for the most part in the 10% most deprived. Ratings for Income, Employment, Health, Education and Crime are within the 30% - 40% most deprived.

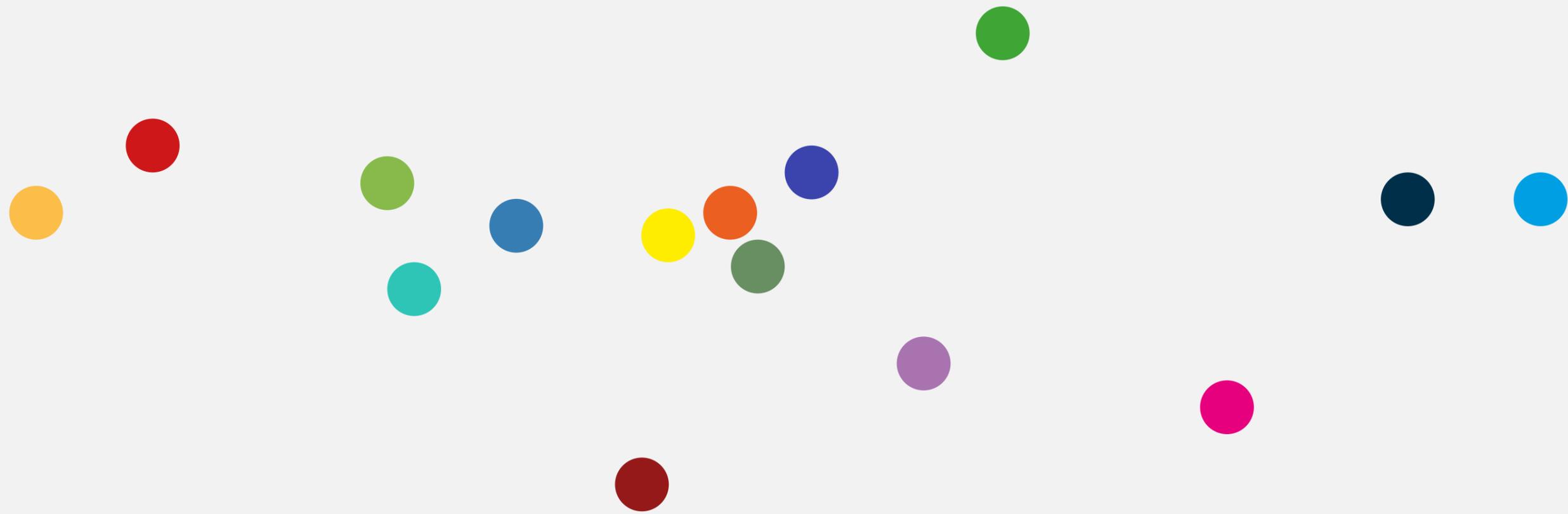
### Toryglen and Oatlands

Most of the SIMD areas that define Toryglen and Oatland rank in the 10% - 30% most deprived areas of Scotland. In the north of the area all deciles register in the 10% - 20% most deprived with the only exception being Geographic Access to Facilities which varies from 50% - 70% least deprived. To the south the ranking generally for most deciles are within the 20% - 30% most deprived, however Geographic Access to Facilities ranks within the 80%- 100% least deprived and much of the area has a 50% - 60% least deprived rating in terms of crime.

### Kingspark North

The SIMD areas that define Kingspark North vary between in the 50% - 90% least deprived areas of Scotland. With the weighting of the least deprived areas being to the south west of the area. In the north and east of the area most deciles register in the 40% - 50% with Housing and Education being above average in places. Geographic Access to Facilities remains high at 90% least deprived.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Three well established Local Town Centres and a number of Local Shopping Facilities.</p> <p>Mixed densities allow vibrancy and interesting opportunities</p> <p>Variety of incomes provide a wide scale of provisions within the communities</p> <p>Close proximity to good quality parks, particularly at Battlefield, Langside and Mount Florida.</p> <p>Close proximity to the White Cart River</p> <p>Close proximity to public transport services, particularly in the west.</p>	<p>Traffic heavy connections between LTC's and LSF's</p> <p>Low level of cycle infrastructure</p> <p>No public toilets within the vicinity</p> <p>Poor physical connection to the White Cart River due to flood defences</p> <p>Dominance of motor vehicles on streets due to high density and car ownership.</p> <p>Well known issues with car parking.</p> <p>High speed vehicles on certain main roads.</p> <p>Busy traffic concentrated around schools</p>	<p>Active community groups have already progressed projects</p> <p>Potential to create pedestrian and cycle dominate links between LTC's and LSF's.</p> <p>Diverse cultural communities promoting positive change</p> <p>Rebalancing of space currently allocated to vehicles for improved pedestrian experience</p> <p>Integration of LN interventions to create a neighbourhood network into the City network</p>	<p>Altering traffic arrangements may move the problem elsewhere.</p> <p>Reduction in vehicle space will require behavioural change</p> <p>Funding uncertainties</p>



STRATEGY

GCC have collaborated with local arts organisation WAVEparticle to provide engagement within the communities and stakeholders in the two LN areas in both the north and south of the city. Due to the size of the LN project areas the project team have worked hard to capture thoughts and comments from as wider community as possible and also worked to capture and analyse previous engagement. The follow methods of engagement have been used -

- Identifying Previous Engagement
- On- Street Engagement
- PeKu Online Event
- Digital Engagement (Commonplace)

The strategy utilised a recognised engagement tool of 'Connecting Cultural Connectors' by identifying a series of key individuals across both LN areas to work together and identify interventions with an open agenda but linked to the key LN themes. By bringing these individual as together we will build resilience in the localities and encouraging dialogue will create connections across communities to share experiences and ideas ensuring the LN vision is delivered across the city.

Building on the stories already used in the LN toolkit, the individuals will become conduits into the community to help with issues such as helping with behavioural change and identifying 'place' issues. By drawing on peoples imagination we will get a real understanding of the needs of the local neighbourhoods. By embodying local knowledge we can identify specific proposals from real people.

These methods initially commenced in September 2021 and will be used to capture the thoughts of the local people and stakeholders.

The project team saw huge potential in engagement across both LN areas to try and cross-pollinate and gather stories that will allow ideas to be nurtured across the city. By engaging the communities in the north and the south with each other we aim to incubate relationships that can continue through the future phases and broaden horizons of people that might feel isolated in their own community.

The project team recognises that not all people have access to digital engagement and also struggle to engage physically due to personal barriers and certain disabilities. We have already reached out to Glasgow Disability Alliance who were able to join the on-line Peku event but also understand there is more engagement needed. As the projects progress the team will reach out to further groups and individuals to obtain a better understanding of what is needed in the neighbourhoods.

september weekend			mid-term (GCC schools closed)		
<b>WEEK 1</b> w/c 13 Sept	<b>WEEK 2</b> w/c 20 Sept	<b>WEEK 3</b> w/c 27 Sept	<b>WEEK 4</b> w/c 4 Oct	<b>WEEK 5</b> w/c 11 Oct	<b>WEEK 6</b> w/c 18 Oct
Identify and contact 'Cultural Connectors' giving 2 weeks notice for events  Prepare 'Contact Map' to include key stakeholders and community individuals	Prep for 'engagement events'  Stakeholder liaison 1 (must include voluntary sector - GDA etc)	Engagement Events (north and south)  on ground presence • Pe-Ku • Ideas exchange • Interviews	Local School workshops  Stakeholder liaison 2	vernacular map development  Information analysis	Final information gathering and formatting  Stage 1 Presentation / sign off

digital engagement live - common place      common place outputs review and analysis      final formatting





# LIVEABLE NEIGHBOURHOOD AREA COMMUNITY ENGAGEMENT

## DIGITAL ENGAGEMENT

In parallel to the physical engagement the project team have worked with the commonplace tool for digital engagement allowing individuals across the neighbourhoods to input comments and provide feedback.

Analysis of digital engagement has been reviewed in relation to the specific focus areas and the findings are discussed in the following chapter. In addition, any previous relevant engagement has also been highlighted in the project focus areas.

Commonplace is being used as the preferred digital engagement platform for each area within the first tranche. The platform allows people to comment and propose interventions in their area based on the themes of: Local Town Centres, Everyday Journeys, Active Travel and Streets for People. The Commonplace platform also provides information and links about the project as well as an opportunity to give more detailed feedback utilising the Place Standard tool.

The information gathered on the digital platform is being reviewed by the project team and formulated into a library of local projects to be developed that can be presented for funding bids to take the identified interventions to implementation. The platform has also been used to update people with news items such as upcoming engagement events as well as displaying web links to the LN Storymap and Toolkit.

The tool poses questions that were designed to encourage people to provide comments around the key LN themes as well as utilise the Place Standard methodology for comments around key questions informed by physical elements of a place and the social factors that define it.

This format will allow future engagement conversations to evolve utilising the more recognised Place Standard toolkit as the selected focus areas are defined.

Users were also encouraged to respond to their place by visiting the place standard website. We received 18 reviews from the LN south area and only a single review from the LN north area. The Commonplace websites will remain live for continued engagement being continually monitored and analysed as the projects progress through the next stages.

The format for the questions asked is as follows -

What are you commenting on?

Why is this place of interest to you?

How do you feel about this place?



Which of the following Liveable Neighbourhood themes concern you?

Local Town Centres   Everyday Journeys   Active Travel

Streets for People

What would you like to comment on?

Facilities & Amenities   Identity & Belonging   Traffic & Parking

Care & Maintenance   Work & Local Economy   Natural Space

Play & Recreation   Feeling Safe   Influence & Sense of Control

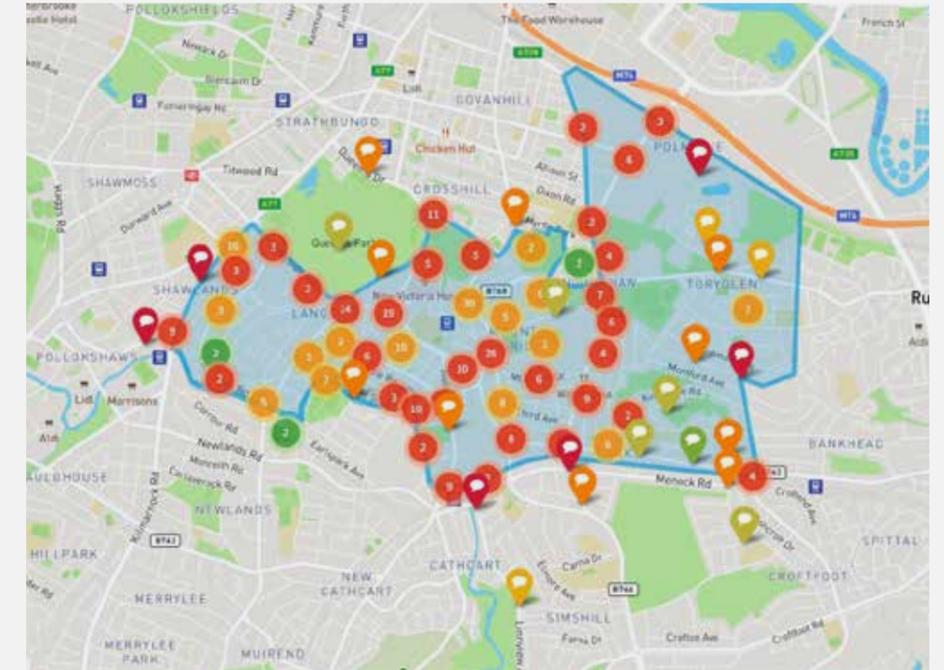
Moving Around   Housing & Community   Public Transport

Health & Wellbeing   Social Contact   Streets & Places

Please provide details

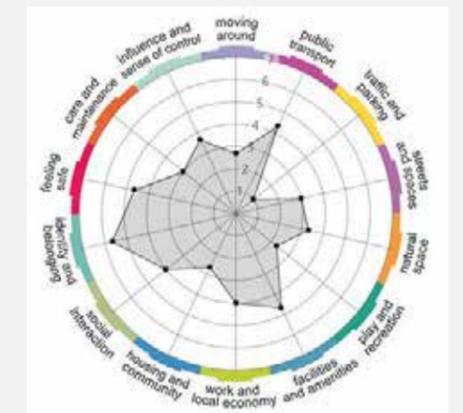
What type of intervention would you like to see?

Is there anything else you would like to add?

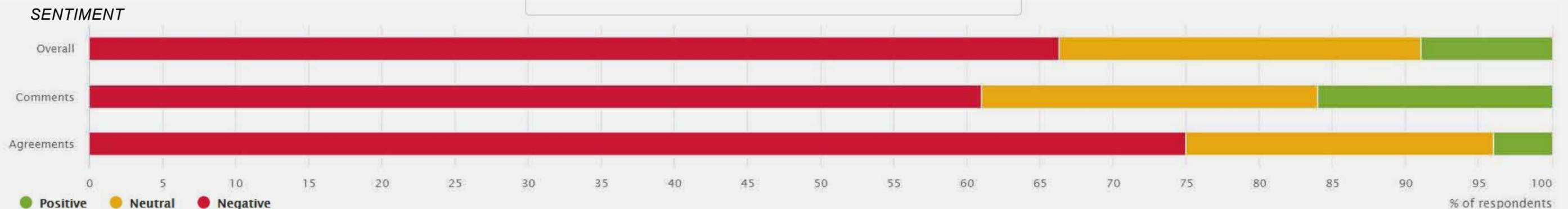


EXTRACT OF NORTH AREA MAP FROM COMMONPLACE

At the time of writing there have been just under 1000 visitors to the website. The map above illustrates the locations of the comments, relating to the location where the respondent has dropped a location pin to highlight their comment.



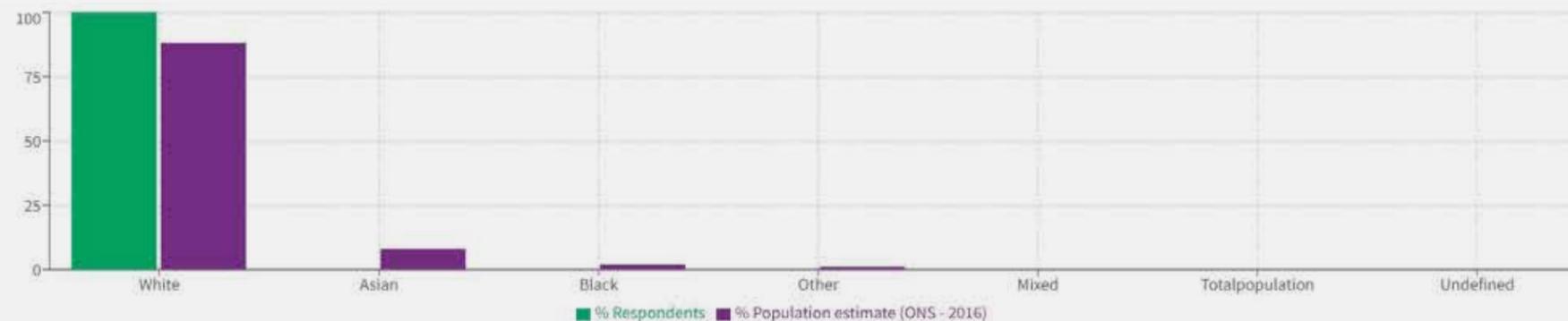
The graph below illustrates the overall sentiments recorded by the responders and its clear there is a high proportion of negativity.



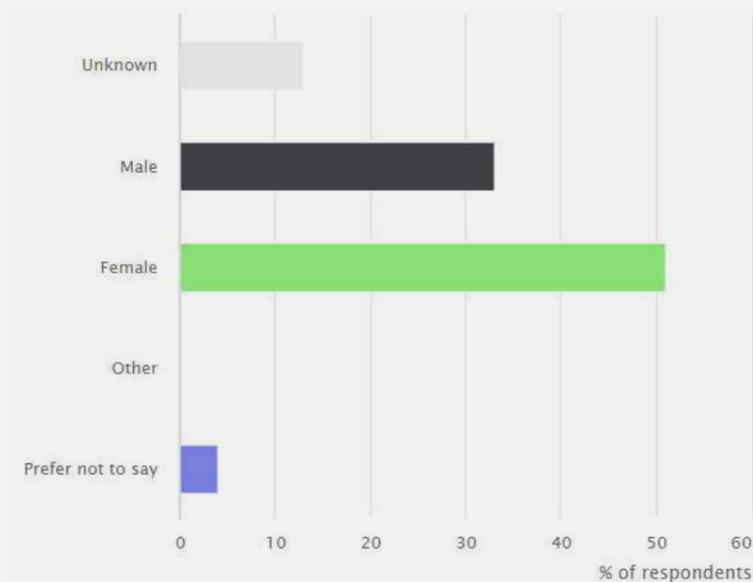
**DIGITAL ENGAGEMENT (cont)**

In addition to the project specific questions, responders also provided information about their demographics.

**ETHNICITY**

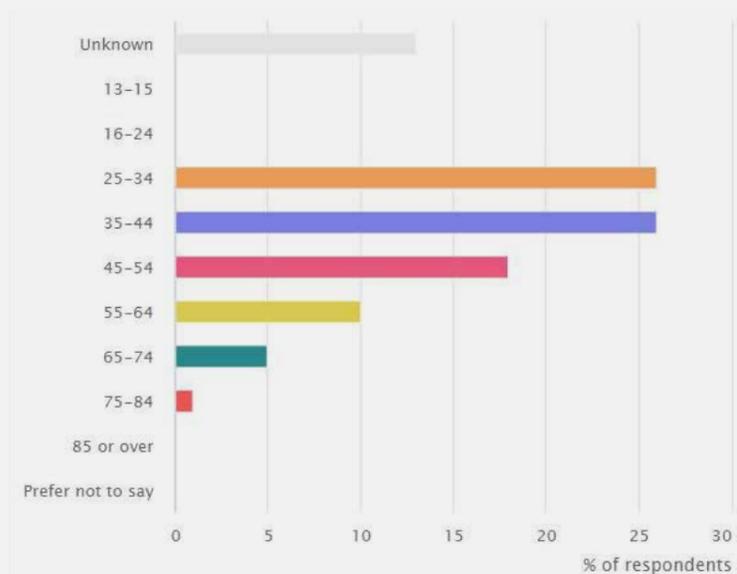


**What is your gender?**



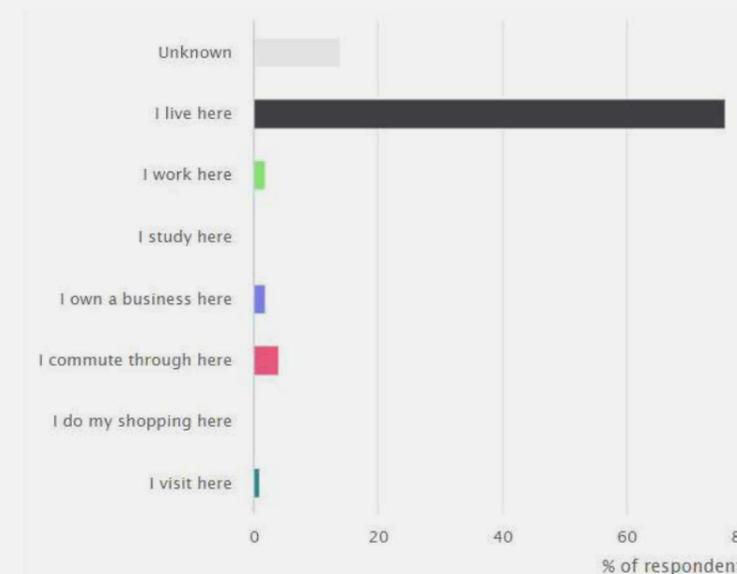
46% of respondents identify as female with 21% of responses from males. 5% of the response either identified as other or preferred not to say. The remainder did not provide a response.

**What is your age group?**



23% of the respondents are within the 25 to 34 age group, 18% were between 35 and 44 and 10% aged 55 to 64. There were no responses from anyone under the age of 15 and only 3% of the 16 to 24 age group provided input.

**What is your connection to the area?**



Information provided within the digital engagement demonstrates a large proportion of people that provided a response are living within the area (59%).

**1922**

Visitors



An individual person who visited a Commonplace website. If a person used multiple devices, they may be counted as several visitors.

**224**

Respondents



A person who contributed to a Commonplace website by either adding a comment or an agreement.

**374**

Comments



A comment is a contribution that someone made to express their opinion.

**1572**

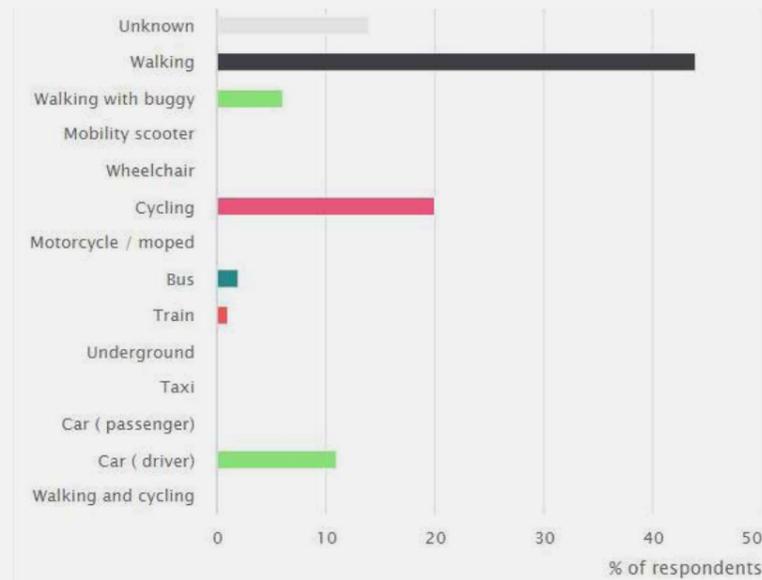
Agreements



An agreement is a one click interaction to agree with an existing comment.

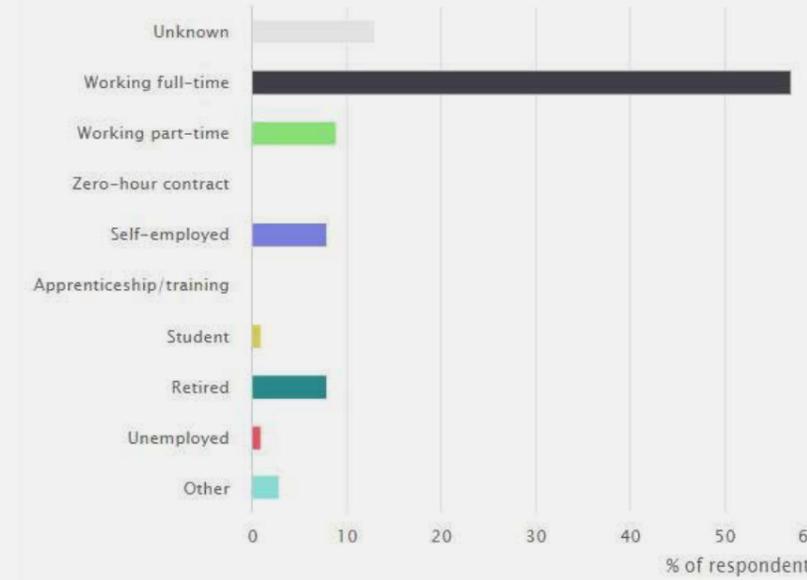
The graphs to the right illustrates the sentiment as a percentage of total responses.

How do you normally travel around the area?



The graph illustrates that a high percentage of the respondents walk around their neighbourhood (38%) and 15% travel by car. It's not surprising that only 8% of people cycle as the infrastructure is poor. However only 3% of the responders use the bus, the same amount that also use a mobility scooter.

What is your employment status?

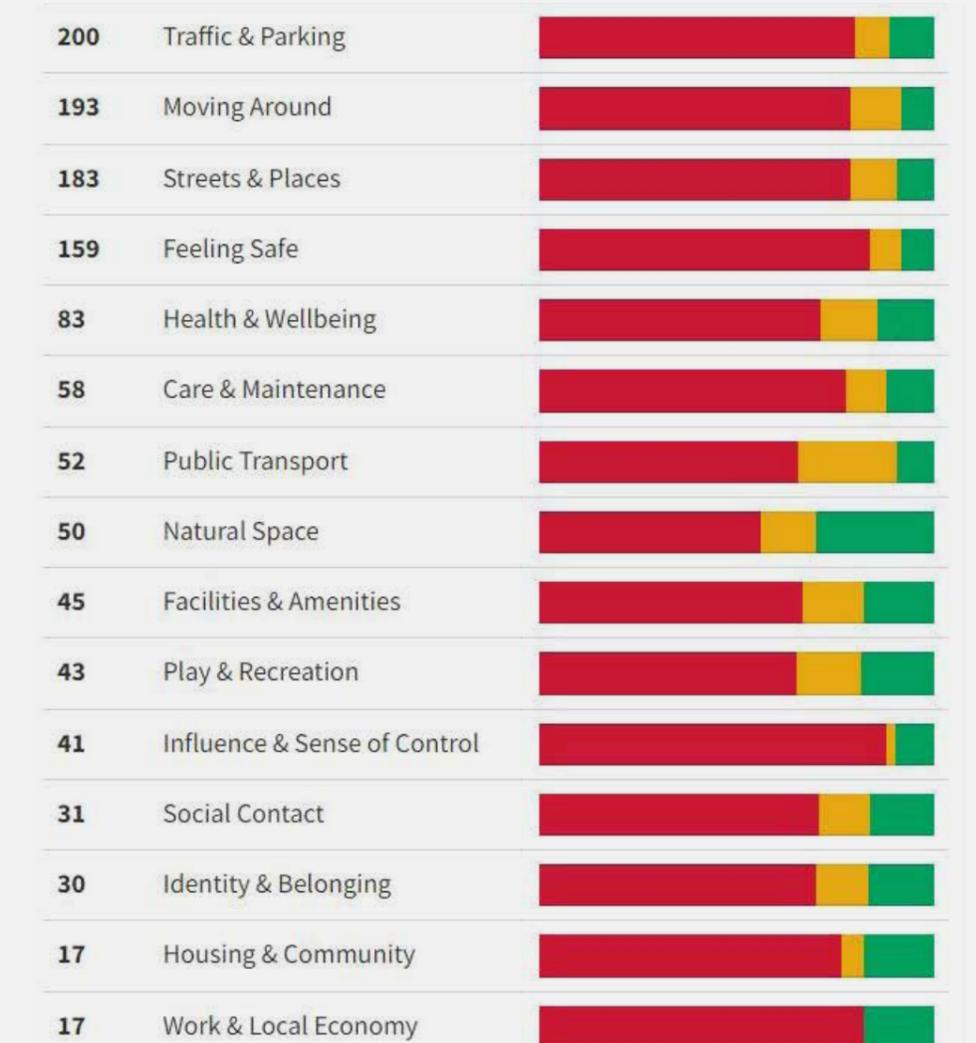


In total 51% of the respondents are either self-employed or in full-time employment. 5% are working in part time employment and 10% are retired.

Which of the following LN themes concern you?



What would you like to comment on?



TIMELINE	EVENT
SEPTEMBER	<b>06</b> Meeting with My Shawlands
	<b>08</b> Meeting with MoFloCoCo
	<b>22</b> Meeting with St Theras Parent Council, Head Teacher to discuss LN and Safe Routes to School
	<b>30</b> Commonplace Digital Engagement Platform launched for both LN areas
OCTOBER	<b>08</b> On-the-street engagement LN North Areas - Possilpark Town Centre (Saracen Street) and Westercommon (Courtyard Pantry) LN South Areas - Battlefield (Sinclair Drive) and Toryglen (Glenmore Avenue)
	<b>09</b> On-the-street engagement LN South Areas - Langside Halls public square and Mount Florida (Bolton Drive / Clincart Rd) LN North Areas - Ruchill Community Centre, Bilsland Drive and Possilpark (Bardowie Street Playground)
	<b>14</b> PeKu On-line engagement event
	<b>22</b> Drop in Event Possilpark , Bardowie Hall and Young Peoples Futures at Back Garden Hawthor Housing Coop
	<b>26</b> Drop in Event Langside Library
	<b>27</b> Drop in Event Toryglen Community Base
	<b>28</b> Drop in Event Possilpark Parish Church, Saracen St



### Continuing Engagement

The engagement time line which commenced in September 2021 is illustrated here.

The engagement to date has highlighted concerns around the key themes and the local neighbourhoods. It has also informed the focus areas defined in the following chapter where potential interventions to mitigate some of the issues begin to be discussed.

More detail around the digital engagement comments and reflection on some of the on-the-street engagement is discussed further and suggested interventions are proposed.



