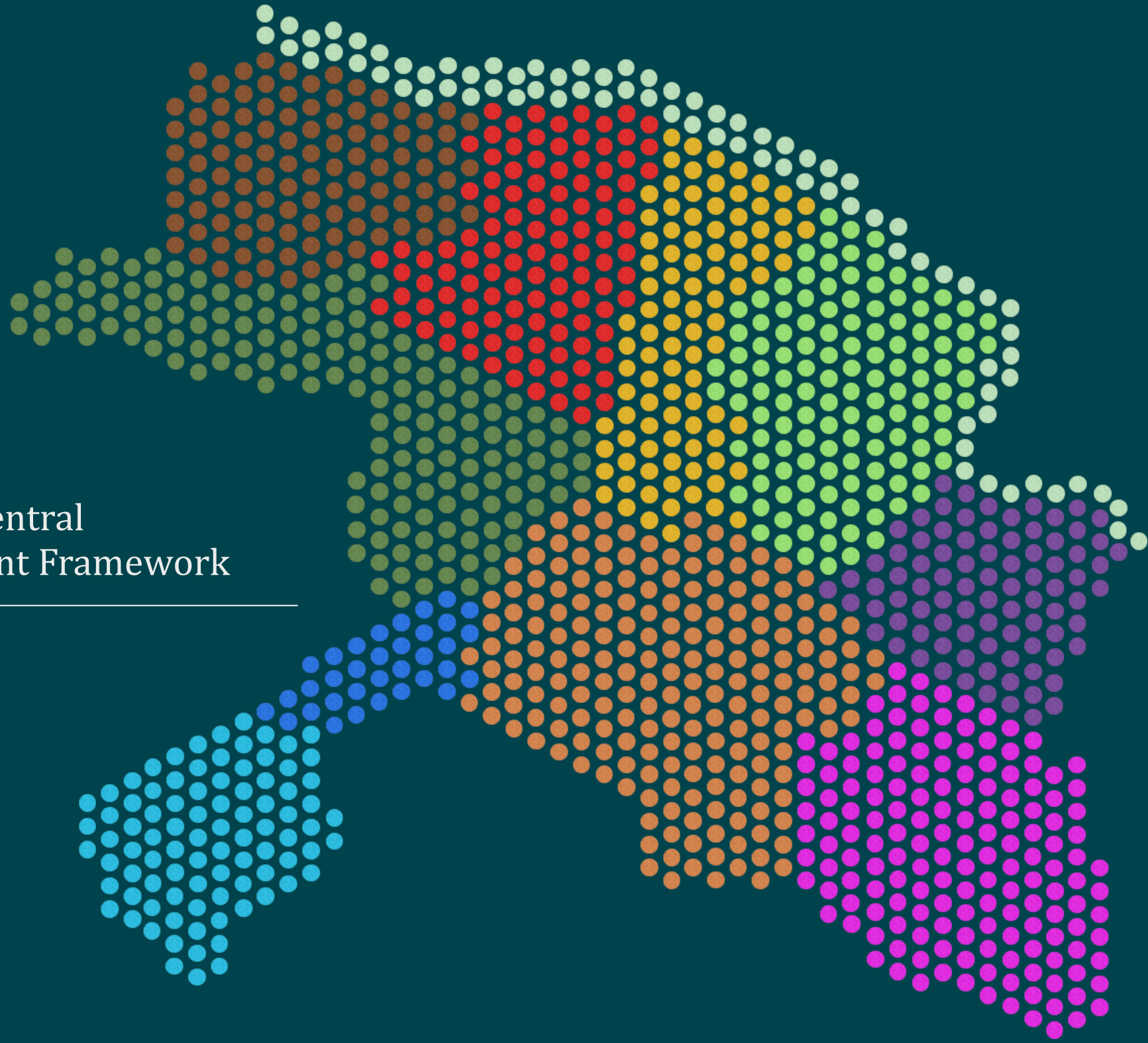




Glasgow South Central Local Development Framework

September 2023



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EXECUTIVE SUMMARY

Glasgow's City Development Plan (CDP) sets the ambition, under its Spatial Strategy, for the creation of supplementary spatial guidance for specific areas of the city which are recognised to face important challenges or offer significant opportunities for regeneration. In line with this ambition, it identifies three areas of the city for the preparation of **Local Development Frameworks (LDFs)**. They include South Central Glasgow, Drumchapel, and Pollok. This document presents the local development framework for South-Central Glasgow.

South-Central Glasgow comprises of a series of diverse neighbourhoods, many of which have undergone significant transformation under various regeneration schemes. Neighbourhoods such as Kinning Park, Tradeston and Laurieston, who were once the hub of the city's thriving industrial economy, had their fabric completely altered by the construction of the motorways in the 1970s or creation of the City Development Areas. The social and physical impacts of these efforts have left a lasting imprint on these areas in the form of high deprivation and a declining, car-oriented urban form. Recent regeneration efforts such as the 'Transformation Regeneration Areas (TRAs)' and investment through other avenues, are bringing some much-needed renewal to some of these areas.

Other south-central neighbourhoods such as Govanhill and Pollokshields East have fared better, having been able to safeguard their historic fabric, town centres and community structures. Yet, these areas also face challenges with regards to growing populations, unemployment, declining built-forms and increasing congestion.

Against the growing threats of a changing climate and Glasgow's commitment to sustainability and green growth, these inner city neighbourhoods offer prime opportunity for development that

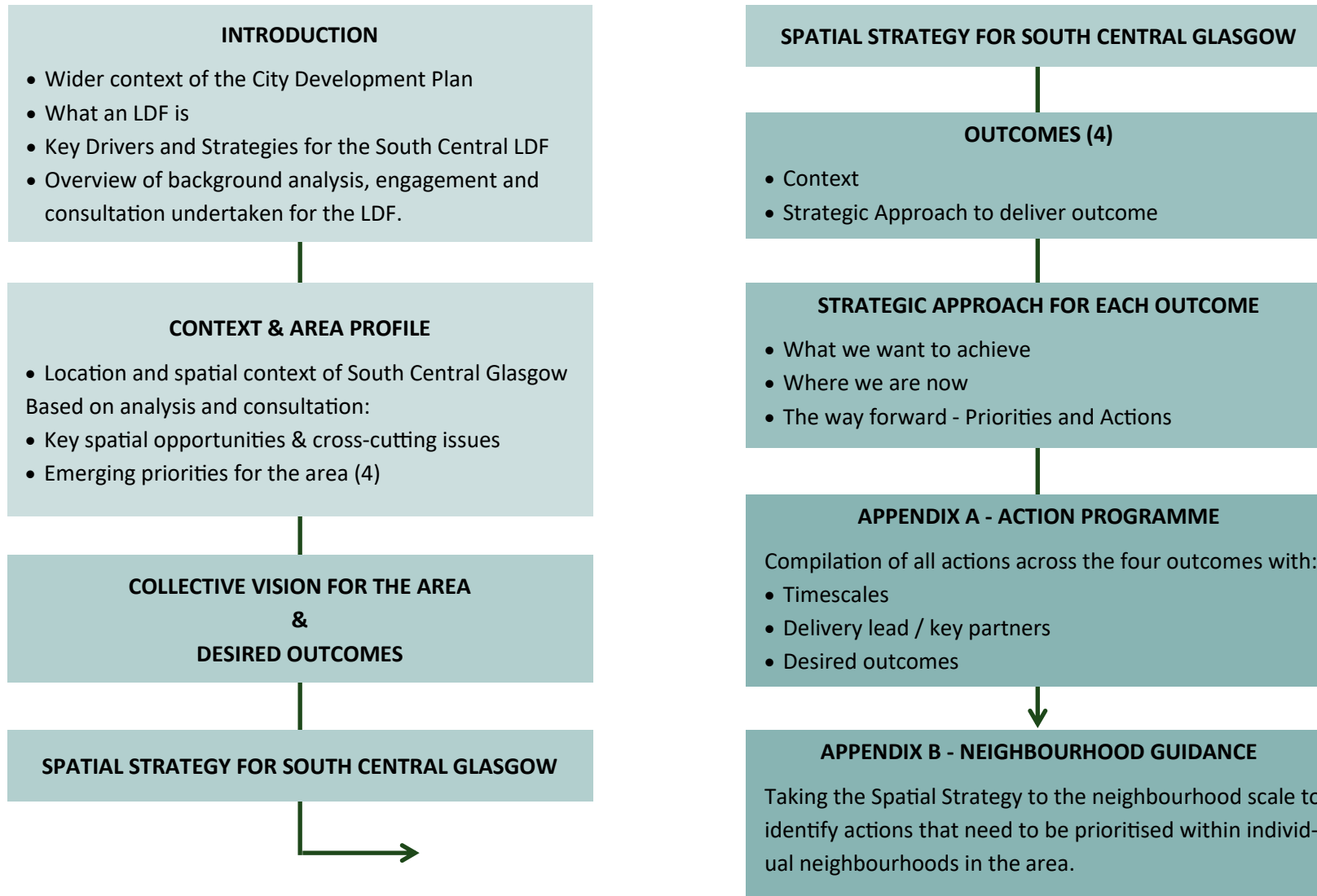
showcases the features and benefits of well-designed, inclusive, accessible, sustainable, resilient and liveable neighbourhoods, with vibrant local economies. The Local Development Framework offers a roadmap, informed by the specific needs of individual neighbourhoods, and the district as a whole, to achieve those goals, bridging what gaps there may be, through strategic, collaborative working.

A series of consultations with local communities and stakeholders have shaped the **vision, priorities and spatial strategy for the area under the LDF**. The spatial strategy is also shaped by the four place themes of the City Development Plan - **Thriving; Liveable; Connected; and Green and Resilient**. Further, the LDF aligns with the **National Planning Framework 4 (NPF4)**, the national spatial strategy for Scotland, following its recent adoption in February 2023.

In October 2022, Glasgow City Council passed a resolution to adopt a **feminist town planning approach** within planning policy and the new City Development Plan. To reflect this emerging priority, and in advance of the new City Development Plan, the LDF aims to inform and guide gender mainstreaming in planning for the South Central Glasgow through key priorities and actions embedded within the spatial strategy .

Finally, to deliver the collective vision for South-Central Glasgow, the LDF proposes a number of strategic interventions under the four place themes - **Thriving; Liveable; Connected; and Green and Resilient**. The LDF is accompanied by an action programme for future studies, strategies, masterplans and projects to take forward the transformation of the South-Central district.

DOCUMENT STRUCTURE



STRATEGY BLUEPRINT

| | | | | |
|-------------------|---|--|---|---|
| PRIORITIES | <p>The local economy: Unlock investment and development opportunities, raise profile of local town centres to attract new, diverse businesses, and promote local enterprise and support skill-building.</p> | <p>Liveability and place quality: Improve provision of and equitable access to services, amenities, activities and green spaces, upholding Scotland’s 20 -minute neighbourhood principle. Repair urban fabric through ‘place nourishment’</p> | <p>Connectivity & accessibility: Improve accessibility to key amenities, jobs and services, through safe and pleasant walking and cycling routes and public transport. Reduce impact of vehicular traffic.</p> | <p>Climate consciousness and resilience: Build resilience to climate impacts within the built environment and local communities and promote low carbon, sustainable development.</p> |
| VISION | <p>By 2050 South Central Glasgow will be a resilient, inclusive and vibrant area to live, work, play and do business in. It will be recognised as an urban district comprising of well-connected and walkable 20-minute neighbourhoods that reduce inequalities, promote better health and wellbeing, and are served by a series of distinct and thriving local town centres. Low-carbon and nature-based solutions will promote development that is sustainable and climate resilient, and the area’s historic character will be protected and enhanced. Better outreach and engagement will ensure an inclusive, community-led design that represents local needs.</p> | | | |
| OUTCOMES | <p>A thriving and vibrant South-Central A diverse and thriving local economy supporting enterprise and inclusion brings employment and prosperity to the communities in the area.</p> | <p>A sustainable and liveable South-Central South-Central Glasgow is a sustainable, sought-after place to live, work and play, with accessible, inclusive, efficient and attractive 20-minute neighbourhoods.</p> | <p>A connected South-Central A network of safe, attractive and accessible active travel routes connect people and places, and the impact of vehicular traffic will be minimised.</p> | <p>A green and resilient South-Central An integrated network of blue-green spaces and a low-carbon, efficient built environment promote sustainability, resilience, health and well-being.</p> |
| STRATEGY | <ul style="list-style-type: none"> • Invest in Town Centres and support local enterprise • Unlock development potential and promote local economy | <ul style="list-style-type: none"> • Improve density and diversity • Ensure sustainable access to amenities and services • Enhance place quality and design • Encourage community focus | <ul style="list-style-type: none"> • Connect places • Expand the active travel network • Promote low traffic neighbourhoods | <ul style="list-style-type: none"> • Deliver low carbon growth • Promote climate adaptation and resilience • Deliver a high quality blue-green network, biodiversity |
| DELIVERY | ACTION PROGRAMME | | | |
| | NEIGHBOURHOOD PLACEMAKING GUIDANCE | | | |

1

INTRODUCTION

INTRODUCTION | Glasgow City Development Plan

Glasgow's City Development Plan (CDP), adopted in March 2017, sets a 10 year planning framework for the City for the future use of land and infrastructure. The CDP is underpinned by two overarching policies - **CDP1, The Placemaking Principle**, which seeks to create and maintain a high quality, healthy place, and to develop a compact city form that supports sustainable development, and **CDP2, The Sustainable Spatial Strategy**, which calls for creation of supplementary spatial guidance for priority areas in the form of Strategic Development Frameworks (SDF) and Local Development Frameworks (LDF) with a strong emphasis on placemaking, health and wellbeing, and sustainability.

SDFs and LDFs have been identified for different parts of the city through a process of examining local areas and identifying what opportunities and challenges exist and where there would be most benefit from a co-ordinated intervention.

In line with that, a number of **Local Development Frameworks** are proposed across the City to deliver planning change at a local level where it is recognised that an additional layer of planning intervention is required. It is recognised that while these areas do not face the same scale of challenge or degree of change as those areas identified as strategic priorities in the Plan (SDFs), these areas still face important challenges and also offer significant opportunities to justify more detailed consideration and action focused intervention to be delivered through the proposed Local Development Frameworks.

South Central Glasgow is one of the three areas identified in the city for the preparation of a Local Development Framework (others are Greater Pollok and Drumchapel).

Figure 1: The structure and content of the Development Plan, with Sustainable Spatial Strategy as one of the two overarching policies

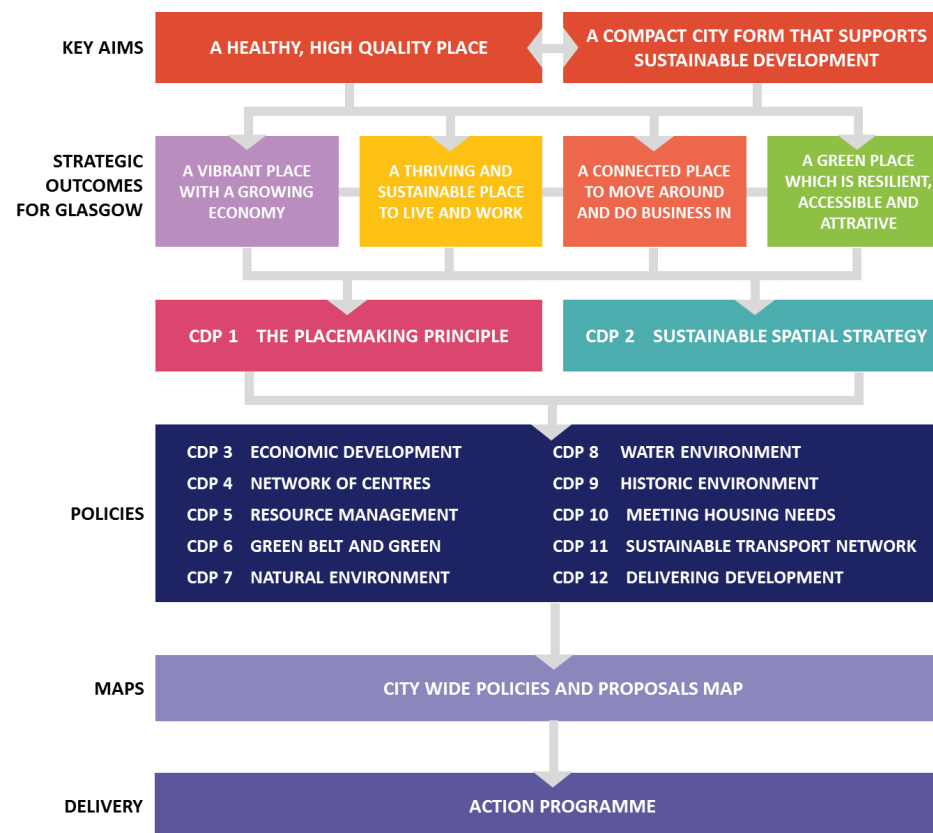
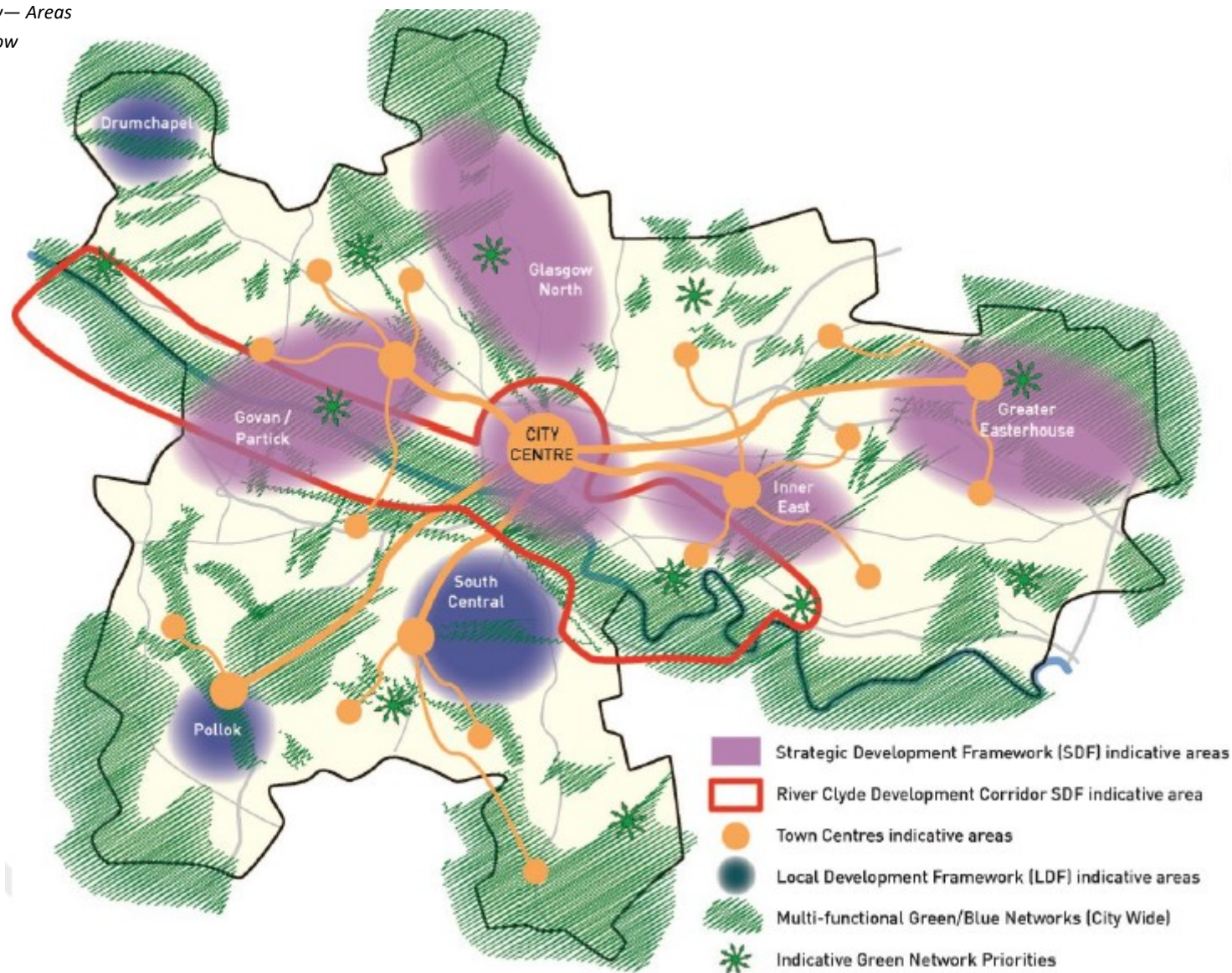


Figure 2: Sustainable Spatial Strategy— Areas identified for SDFs and LDFs in Glasgow



What is a Local Development Framework

A Local Development Framework (LDF) provides a structure for the future development and regeneration of an identified part of the city. It acts as an overarching framework identifying key priorities, design principles, connections and strategic relationships. It can support more detailed planning work on specific sites and projects within the overall plan.

The LDFs are positioned at a scale that allows regeneration to be area-specific and responsive to local issues and opportunities, while delivering the spatial outcomes and policies of the City Development Plan and other topic-based Supplementary Guidance.

Overarching principles applicable to the Local Development Frameworks, as prescribed by the CDP are:

- To provide an overview of the social, spatial and economic geography of the area as a whole and to develop an understanding of the distinct character areas within the study.
- To develop an overall vision for the area so that current and future planning and regeneration activity contributes to the development of a cohesive whole.
- To develop a framework for the City district which provides a strong context for making funding bids for regeneration and directing development activity.
- To develop a framework that improves the connections between neighbourhoods and address the real and perceived barriers to accessibility that exist.
- To create an overall framework within which individual planning

applications can be assessed, providing more detailed spatial policy informed by local circumstance where necessary.

- To provide basis for partnership working with relevant agencies, groups and the public. In this regard the concept of planning as primarily a social / democratic activity would be important.

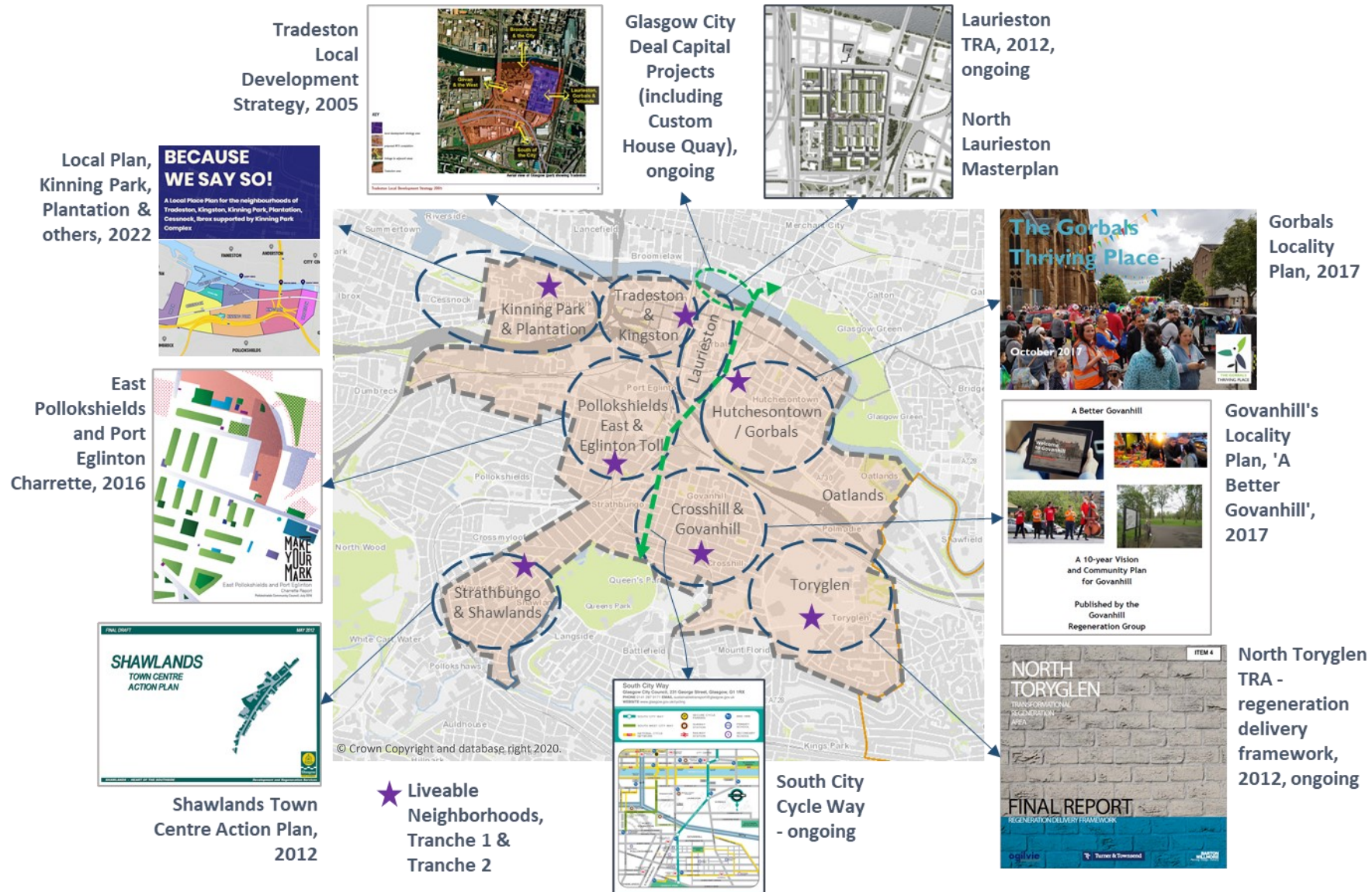
INTRODUCTION | Key Drivers, Policies and Strategies

In addition to the City Development Plan, there several other plans, strategies and proposals at the national, city and local scale that guide and inform and influence the physical and other aspects of development in South Central Glasgow.

A few examples are listed below. This list is not exhaustive but provides an overview of the vast range of policies and interventions developing or already in place and shaping development in the area.



INTRODUCTION | Key Drivers, Policies and Strategies



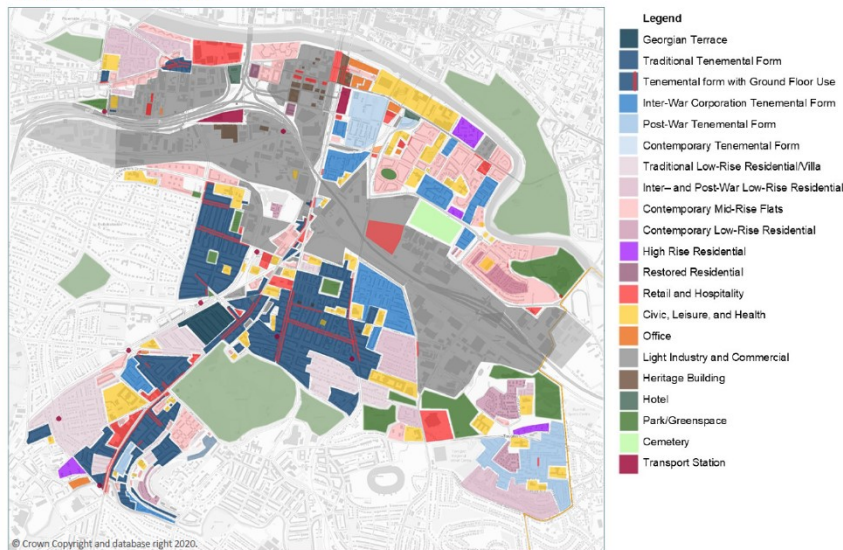
BACKGROUND ANALYSIS

In preparation for the development of the South Central LDF, a rigorous assessment of existing conditions was conducted by staff. This included understanding the historical evolution of the area and key milestones and challenges in its development; creating a profile of the area in terms of demographics, housing, deprivation, transport and accessibility and distribution of facilities and services; analysing the land use and urban forms, and finally summarising the key issues and opportunities emerging from this body of work. The document titled ‘*South Central Local Development Framework: Summary - Background & Main Issues*’ provides a detailed account of the same.

Figure 3: A snippet from the Background and Main Issues Report

CHARACTER AND LAND USE

Figure 7: Key character and land use areas



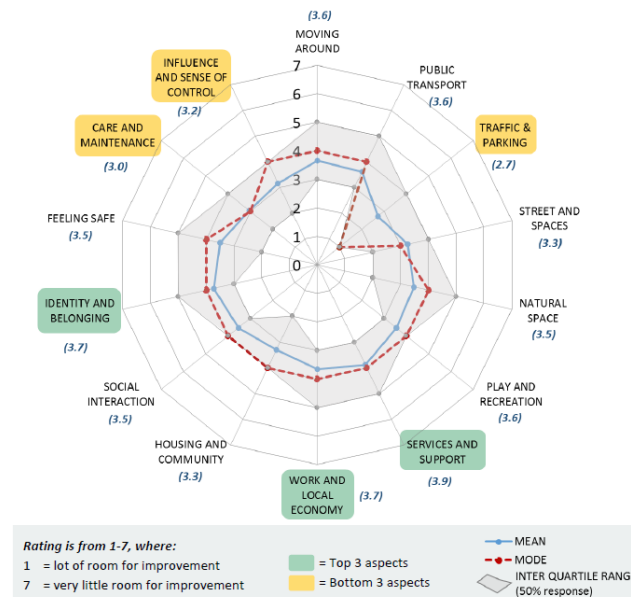
Background & Main Issues | South Central Local Development Framework

ENGAGEMENT & CONSULTATION

> **Place Standard Survey:** For the creation of the Local Development Framework, input was sought from the local community—people who live in South-Central Glasgow or visit for work, education or any other purposes. In the first instance this was through an online Place Standard Survey, rolled out in June 2020, where feedback was sought across fourteen place-related topics (Figure 4). The survey received a wide response, and it helped outline what was working well in the area, and where additional support and interventions were needed. Further information on the survey and outcomes is available in the document titled ‘*South Central LDF - Place Standard Survey Outcome*’.

Figure 4: A snippet from the report on the outcome of the Place Standard Survey for South-Central Glasgow

PLACE STANDARD RESULTS: South Central Area Overall



INTRODUCTION | Background Analysis, Engagement and Consultation

> **Scenario Workshops with Architecture and Design Scotland:** Glasgow City Council have worked in partnership with Architecture & Design Scotland (A&DS) for the development of the Local Development Framework for South-Central Glasgow. The project is one of the four pilot projects selected by A&DS across Scotland as part of their 'Place Planning for Decarbonisation' programme.

Through this partnership, a series of scenario planning workshops were organised by Architecture & Design Scotland in November 2020 and February 2021. Professional and community stakeholders relevant to South-Central Glasgow were invited to input into and help shape the planning strategy for the area. The workshops were designed to build on the feedback from the Place Standard Survey. Three scenarios were tested during the workshops, relating to:

1. Impact of a changing climate on urban areas and associated threats.
2. Promotion of the 20-minute neighbourhoods concept.
3. Continuing impacts of transport infrastructure and vacant and derelict land in the area.

Scenario 1:
Climate
Emergency



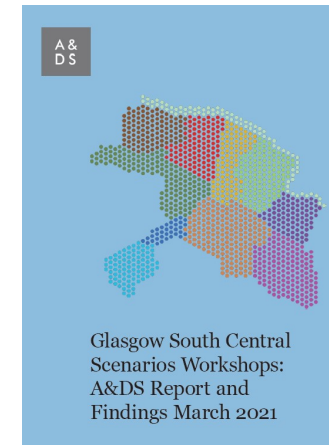
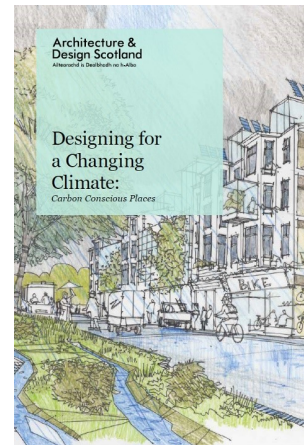
Scenario 2:
20-Minute
Neighbourhood



Scenario 3:
M74 and City Wide
Impacts



A detailed description of the scenarios and outcomes of the workshops are available in the document titled, 'Glasgow South Central Scenarios Workshops: A&DS Report and Findings'.



> **Public Consultation on first draft of Local Development Framework:** In August 2022, Glasgow City Council published a consultation on the draft Local Development Framework for South Central Glasgow. This sought feedback from residents, community groups and stakeholders, other interested parties and the wider public on the content of the proposed spatial strategy. The consultation ran for 10 weeks, from mid-August to end of October 2022, and received 133 responses, amounting to approximately 1,500 individual comments. A final draft of the LDF was prepared taking into account the views and comments gathered through this public consultation. This final draft was further presented to the GCC Economy, Housing, Transport and Regeneration City Policy Committee and City Administration Committee, as well as to the Scottish Government for final comments and approvals before being adopted as supplementary guidance to the City Development Plan in September 2023.

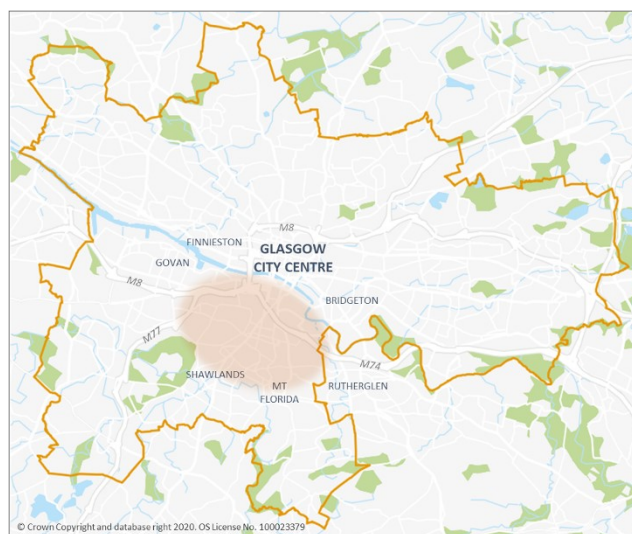
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CONTEXT AND AREA PROFILE

INTRODUCTION | Location and Spatial Context

South-Central Glasgow comprises a number of neighbourhoods located on the periphery of the City Centre, starting from River Clyde and extending south. These neighbourhoods are diverse, they face challenges, both physical and social, but they also represent, in part, successful, vibrant, and desired urban areas which contribute positively to urban life in the City.

Figure 5: Indicative area for the South Central Local Development Framework



For the purpose of the Local Development Framework, we will focus on the following roughly defined neighbourhoods in the area (Figure 5 and 6) - Plantation, Kinning Park, Kingston, Tradeston, Laurieston, Gorbals, Hutchesontown, Oatlands, Toryglen, Govanhill, Crosshill, Pollokshields East, Eglinton Toll, Strathbungo and Shawlands.

These South-Central neighbourhoods have distinct history of urbanisation through the period of industrialisation and urban renewal efforts in the post-industrial period. For the neighbourhoods in the north such as

Tradeston and Laurieston, the construction of the motorways in the 1970s, along with other socio-economic changes, completely altered what were once thriving industrial and dense residential hubs at the edge of the River Clyde. Current challenges in the area include deprivation (pockets of high deprivation in Gorbals, Govanhill and Toryglen), blight from vacant and derelict buildings and stalled sites, lack of usable open space and amenities, a general deteriorating townscape and a predilection towards car-oriented development. Recent regeneration efforts are bringing a much-needed focus back to these areas. The neighbourhoods in the south, such as Govanhill and Pollokshields, have fared better in retaining their historical urban settings, but face other challenges, such as an ageing housing stock, overcrowding, and congestion. The threat of a changing climate adds another layer of challenges to the area.

Against these challenges, the neighbourhoods continue to work hard towards becoming desirable places for people to live, work, play, and create. Today, some are further along in this journey than others, Shawlands was recently named as one of the best area's to live in Scotland. But the resilience, resolve and commitment of those involved in the regeneration processes remains one of the key strengths of this area.

The COVID-19 pandemic significantly altered the way people live and work, and brought a renewed focus on living local, and on neighbourhoods as the building blocks for sustainable cities. Several neighbourhoods in South-Central Glasgow already encompass many of the qualities and inherent structures of liveable neighbourhoods. The Local Development Framework will explore how these can be further fostered to support the district in becoming more sustaining, inclusive, liveable, vibrant and resilient, in response to the existing and emerging challenges, and evolving needs.

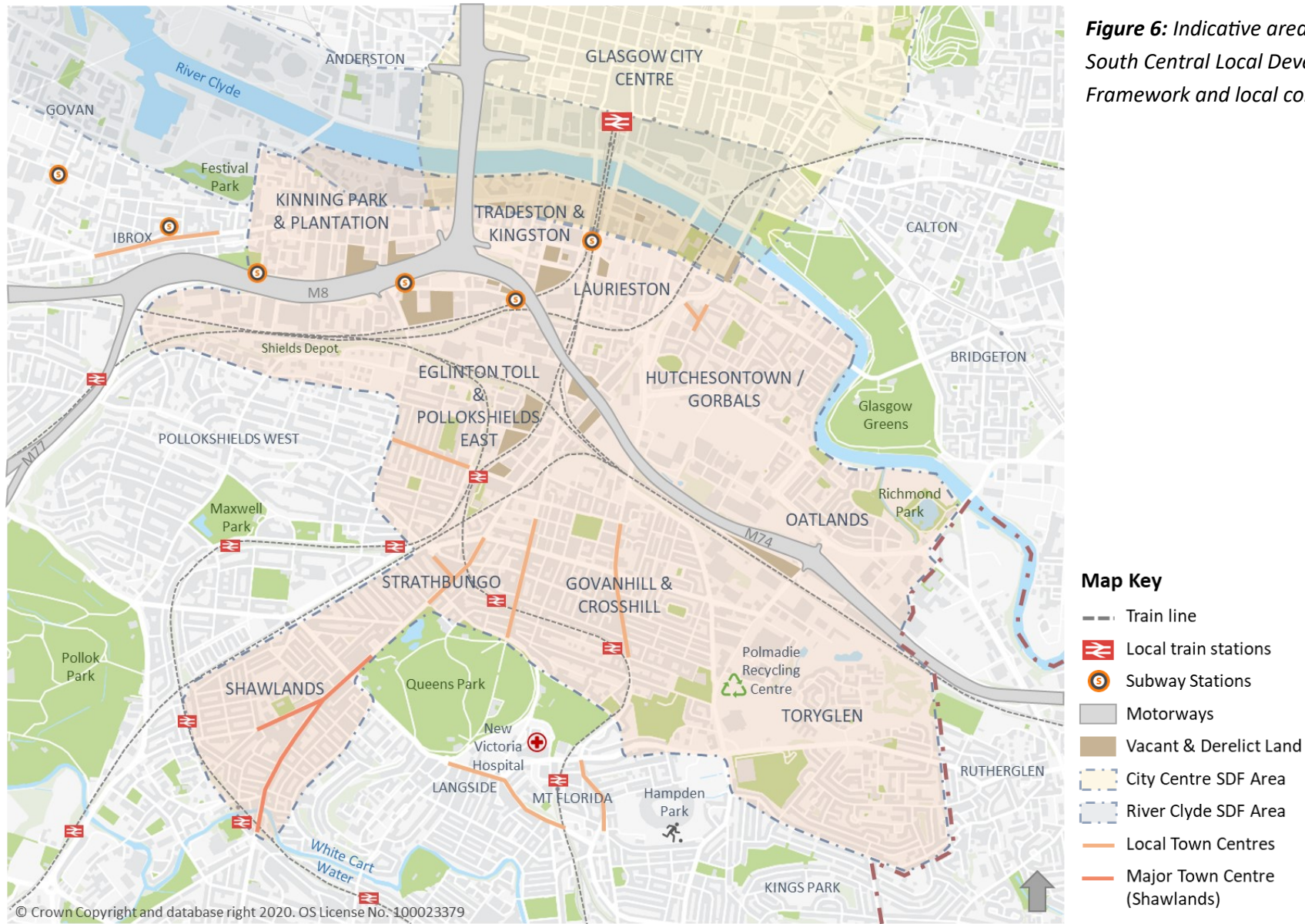


Figure 6: Indicative area for the South Central Local Development Framework and local context

OPPORTUNITIES

Our assessment and feedback from the community and key stakeholders has revealed that there are significant opportunities to direct investment and guide the strategic development of the South Central Urban District. These include:

- **LOCAL TOWN CENTRES** - The many town centres in the area not only serve the local populations but also present opportunities to support local entrepreneurship, business development, community engagement and cultural/community activities.
- **REGENERATION EFFORTS** - Ongoing regeneration efforts such as the TRAs in Laurieston and Toryglen, City Deal investment and new developments such as those in Tradeston present opportunity for the improvement of the area and incentivise future investment
- **HISTORIC BUILT ENVIRONMENT** - There is an opportunity to safeguard and build on the historical buildings and traditional neighbourhood setting that add to the vibrancy and attractiveness of the area.
- **CULTURAL AND CREATIVE CAPITAL** - There is an opportunity for enhanced cultural and arts activities, owing to the presence of diverse populations, a growing creative sector and clustering of activities. These can increase vibrancy and interest in local areas and encourage further investment. Strong and established community networks in the area also add to this opportunity.
- **PROXIMITY TO CITY CENTRE** - Proximity and connectivity to the City Centre via high frequency public transport systems provides easy access to jobs, amenities, and services, and makes the area lucrative. Recent efforts to improve cross-neighbourhood connectivity via active travel



Figure 7: Map highlighting key strengths and opportunities in the area. For more detail, refer to the Background & Main Issues Summary Report

modes—cycling and walking, enhance this opportunity and add to the sustainability and resilience of development.

- **VACANT & DERELICT LAND / BUILDINGS** - The embedded development potential in the series of vacant or underused sites and buildings in the area presents the opportunity to repair the urban fabric, bridge gaps, add density, and support further economic development in the area, while also offering opportunities for greening and enhancing biodiversity.

CROSS-CUTTING ISSUES

Despite improvement efforts, a number of complex issues continue to affect the South-Central district, limiting its ability to deliver the balanced, inclusive and sustainable development and the urban living experience expected from an inner city district.

The issues highlight the need for a coordinated, strategic approach at the district level to help the area overcome the barriers to becoming a truly liveable, vibrant and inclusive area, building on existing strengths and available opportunities.

Cross cutting issues that have emerged from our assessment and feedback from the community and key stakeholders include:

- **A CHANGING CLIMATE** - The impacts of climate change, in particular increased flood risk, surface water management and rising temperatures present a challenge to local communities. Co-benefits of adaptation and mitigation measures can offer new opportunities.
- **SEVERANCE AND DISCONNECTION** - Severance caused by regional transport networks—motorways & rail lines passing through the area remains a key issue. In addition, high incidence of vacant and derelict sites and buildings resulting from deindustrialisation and presence of large format single use industrial or office estates in the area creates barriers to safe and desirable walking and cycling connections between neighbourhoods and to amenities and services.
- **VEHICLE DOMINANCE** - A key issue in the area is the impact of heavy through traffic, commuter traffic, and car dominance on the residential amenity and safety/comfort of pedestrians, cyclists and wheelchair users. Quality of public realm in the area is also adversely affected by the dominance of cars and parking overspill on pavements.

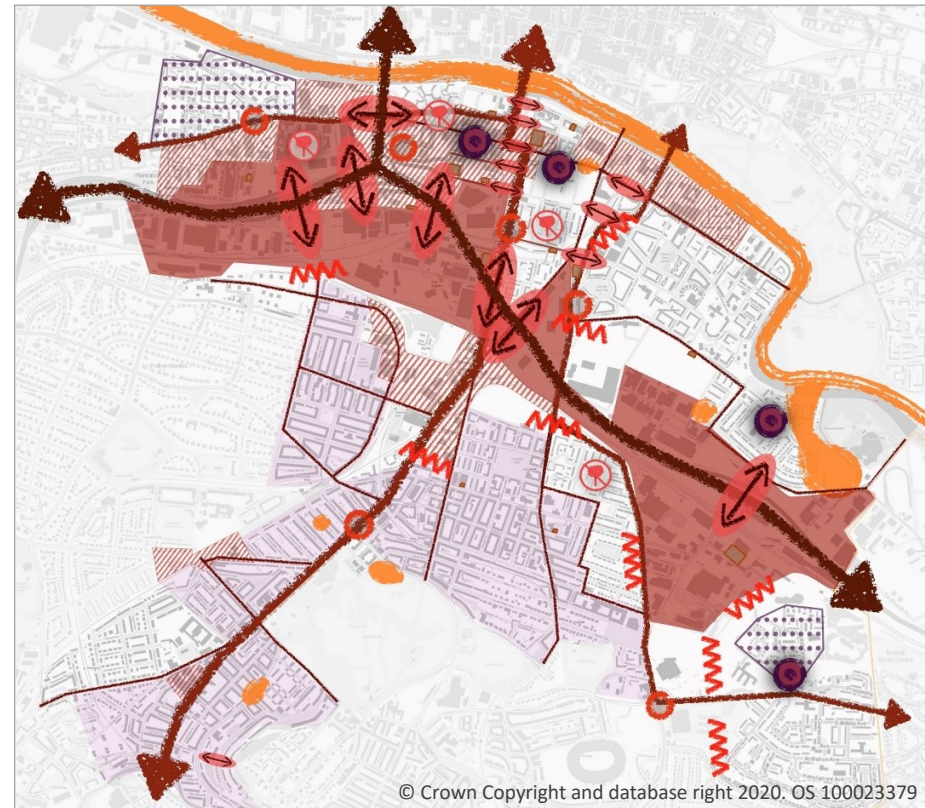


Figure 8: Map highlighting key weaknesses and threats in the area. For more detail, refer to the Background & Main Issues Summary Report

- **DECLINING BUILT ENVIRONMENT** - Declining quality and energy efficiency of the built environment due to poor design, age and lack of maintenance affects the area's sustainability, resilience and liveability.
- **POOR ACCESS TO AMENITIES & SERVICES** - Lack of accessible facilities, services and green spaces affect parts of the district. Other issues include lack of diversity in housing provision in terms of type, size and affordability.

CONTEXT & AREA PROFILE | Priorities

The South-Central Local Development Framework aims to bring together the shared goals and objectives for the regeneration of the South-Central district of Glasgow and establish a strategic blueprint for a thriving and resilient future, founded securely on the area's core strengths and opportunities. While change is slow and incremental, with

Priority 1 - The Local Economy: Unlock investment and development opportunities on vacant sites and buildings to boost local economy. Raise profile of local high streets/ town centres to attract new businesses, and encourage new investment, local enterprise and start-ups. Promote diversity in services and support mix of uses to improve viability of centres. Support training and skill-building opportunities; and capitalise on proximity to the City Centre.

Priority 2 - Liveability and Place quality: Improve provision of and equitable access to services, amenities, activities, and green spaces, upholding Scotland's 20-minute neighbourhood principle. Address the issue of severance and disconnect between neighbourhoods; repair the urban fabric, and promote development and activation of stalled/underused spaces. Enhance the built form and place quality through 'place nourishment' or investment in the improvement of high streets and local centres, enhancement of public realm, and protection and improvement of the built heritage and historic fabric.

a strategic framework one can be assured that all the pieces are contributing to the larger goal of a sustainable and liveable district.

The following overarching priorities for the area have been identified through the consultation process and will guide the next phase of transformational regeneration of the South-Central district.

Priority 3 - Connectivity & Accessibility: Improve accessibility to key amenities, jobs and services within the district and outside, through connected, safe and pleasant walking and cycling routes or efficient public transport systems. Address issues of severance caused by regional transport infrastructure and vacant and derelict land. Discourage car travel and high volumes of traffic in/through the area, promote low-traffic neighbourhoods and prioritise active travel and use of public transport in space allocation.

Priority 4 - Climate consciousness and Resilience: Build resilience to climate impacts within the built environment and local communities and promote low carbon, sustainable development, in line with Glasgow's commitment to net zero carbon emissions by 2030. Enhance provision of and access to quality green spaces; safeguard and enhance biodiversity; reduce reliance on motorised modes of transport; improve energy efficiency of the historic and new built form, promote circularity in our built environment; and deliver nature-based solutions to address climate impacts such as local flooding and urban heat islands.

3

VISION AND OUTCOMES

Our Shared Vision: *By 2050 South-Central Glasgow will be a resilient, inclusive and vibrant area to live, work, play, and do business in. It will be recognised as an urban district comprising of well-connected and walkable 20-minute neighbourhoods that reduce inequalities, promote better health and wellbeing, and are served by a series of distinct and thriving local town centres. Low-carbon and nature-based solutions will deliver development that is sustainable and climate resilient, and the area’s historic character will be protected and enhanced. Better outreach and engagement will ensure an inclusive, community-led design that represents local needs.*

Desired Outcomes for South Central Glasgow

(In line with the above shared vision and the four strategic outcomes of the City Development Plan)

| | | | |
|--|---|---|---|
| <p>A THRIVING & VIBRANT SOUTH-CENTRAL</p> <p><i>South Central Glasgow will have a diverse and thriving local economy centred around its high streets, town centres, and diversifying industrial zones, that supports its population, attracts people and investment to the area, and promotes greener, fairer and more inclusive economic growth.</i></p> | <p>A SUSTAINABLE & LIVABLE SOUTH-CENTRAL</p> <p><i>Following the principles of the 20-minute neighbourhoods, South Central Glasgow will be a sustainable, liveable and equitable place, prioritising accessibility, social resilience, inclusivity, and aesthetically appealing, environmentally sound, and climate conscious placemaking.</i></p> | <p>A CONNECTED SOUTH-CENTRAL</p> <p><i>South Central Glasgow will be a connected place, connecting communities and places across the district and beyond through sustainable, integrated, equitable and active modes of travel. It will be easier, faster, safer and more pleasant for people to walk, cycle or use public modes of transport for travel throughout the area and beyond.</i></p> | <p>A GREEN & RESILIENT SOUTH-CENTRAL</p> <p><i>South Central Glasgow will be a resilient and green place, offering a high quality environment and network of green-blue spaces, a reducing carbon footprint and climate resilience among development and communities. Local biodiversity will be protected and enhanced.</i></p> |
|--|---|---|---|

4

SPATIAL STRATEGY



SPATIAL DESIGN APPROACH | Our Approach

A strategic approach has been developed to guide the delivery of the vision and the four objectives for South-Central Glasgow

Desired Outcomes:

| | | | |
|---|---|--|--|
| <p>A Thriving and Vibrant South-Central</p> <p>South Central Glasgow will have a diverse and thriving local economy centred around its high streets, town centres, and diversifying industrial zones, that supports its population, attracts people and investment to the area, and promotes greener, fairer and more inclusive economic growth.</p> | <p>A Sustainable and Liveable South-Central</p> <p>Following the principles of the 20-minute neighbourhoods, South Central Glasgow will be a sustainable, liveable and equitable place, prioritising accessibility, social resilience, inclusivity, and aesthetically appealing, environmentally sound, and climate conscious placemaking.</p> | <p>A Connected South-Central</p> <p>South Central Glasgow will be a connected place, connecting communities and places across the district and beyond through sustainable, integrated, equitable and active modes of travel. It will be easier, faster, safer and more pleasant for people to walk, cycle or use public modes of transport for travel throughout the area and beyond.</p> | <p>A Green and Resilient South-Central</p> <p>South Central Glasgow will be a resilient and green place, offering a high quality environment and network of green-blue spaces, a reducing carbon footprint and climate resilience among development and communities. Local biodiversity will be protected and enhanced.</p> |
|---|---|--|--|

Our Spatial Strategy to deliver the Vision and above Outcomes:

| | | | |
|--|---|---|--|
| <p>To deliver the above outcome, the LDF will focus on:</p> <ul style="list-style-type: none"> • Investing in Town Centres & supporting local enterprise • Unlocking development potential & promoting local economy | <p>To deliver the above outcome, the LDF will focus on:</p> <ul style="list-style-type: none"> • Improving density & diversity • Ensuring sustainable access to amenities & services • Enhancing place quality & design • Encouraging community focus | <p>To deliver the above outcome, the LDF will focus on:</p> <ul style="list-style-type: none"> • Connecting places • Expanding the active travel network • Promoting low traffic neighbourhoods | <p>To deliver the above outcome, the LDF will focus on:</p> <ul style="list-style-type: none"> • Delivering low carbon growth • Promoting climate adaptation and resilience • Delivering a high quality blue-green network, enhancing biodiversity |
|--|---|---|--|

4.a

A THRIVING & VIBRANT SOUTH-CENTRAL

Desired Outcome: South Central Glasgow will have a diverse and thriving local economy centred around its high streets, town centres, and diversifying industrial zones, that supports its population, attracts people and investment to the area, and promotes greener, fairer and more inclusive economic growth.



A THRIVING & VIBRANT SOUTH-CENTRAL

CONTEXT

The South Central district has an established history as an economic powerhouse, being the hub of industry and enterprise since the early 1800s till the decline of industry in the mid twentieth century. The loss of employment and businesses and the subsequent urban renewal efforts that carved out or cleared up existing neighbourhoods dealt a substantial blow to what was, until then, a thriving area of the city.

Parts of the district are even today characterised by pockets of high unemployment and deprivation, particularly those along the River, although recent regeneration efforts such as the various TRAs (Transformational Regeneration Areas) and reinvestment in the area is helping bring people and activity back into these neighbourhoods.

Much of the repair and re-building can be anchored to or built upon the unique strengths and opportunities the district continues to offer for economic development. The area's proximity to the City Centre, its wide range of historic (and more recently developed) town centres, opportunity for renewal and reimagination of its historic industrial hubs, and its diverse and culturally rich population present the perfect setting for an economic renaissance.

A series of programmes such as the Laurieston and Toryglen TRAs, City Deal investment, investment in active travel and investment in local town centres, are helping bring more people and businesses to the area. However, some gaps still remain. Some of the issues raised by the community with regards to the local economy includes lack of diversity and quality in employment opportunities, lack of opportunities for training, skill development or enhancement, and lack of support for start-

ups in the form of affordable and flexible spaces. A focused local strategy and continued efforts are needed to realise the potential of the area.

STRATEGIC APPROACH

The local development framework looks to forward the vision for the South-Central district as a vibrant place with a growing economy. Under this vision, the desired outcome is that South Central Glasgow will have a diverse and thriving local economy centred around its high streets, town centres, and diversifying industrial zones, that supports its population, attracts people and investment to the area, and promotes greener, fairer and more inclusive economic growth.

The following sections outline the strategic approach to achieving these outcomes, which includes:

- Investing in Town Centres and supporting local enterprise
- Unlocking development potential and promoting local economy

WHAT WE WANT TO ACHIEVE

The impacts of the COVID pandemic and threat of climate change have once again put the spotlight on 'local'. Within this context, town centres are rightly being seen as crucial elements of our economic recovery and resilient future. Located in the heart of our communities, town centres play a vital role in the economic, social and environmental well-being of our society. From providing access to services, to bringing employment and investment to local areas, they perform a range of essential functions. The Glasgow and Clyde Valley Strategic Development Plan, for example, recognises the city's network of centres as the focus for economic activity, social and community life. Yet, town centres today face a multitude of challenges, including a declining retail function, rising vacancies and deteriorating place quality, among others.

South-Central Glasgow benefits from access to a number of historic town centres. In this section we look at how we can re-imagine our town centres and support their regeneration to ensure that they can adapt and become more vibrant, healthier, creative, enterprising, accessible and resilient places for our communities to live, learn, work, enjoy and visit.

WHERE WE ARE NOW

South-Central Glasgow benefits from access to 6 town centres. The largest town centre here is Shawlands, classified in the City Development Plan as a 'major' town centre. In terms of number of units, Shawlands is the second largest major town centre in Glasgow. There are 5 further 'local' town centres in the area - along Albert Drive in Pollokshields, Pollokshaws Road in Strathbungo, Victoria Road and Cathcart

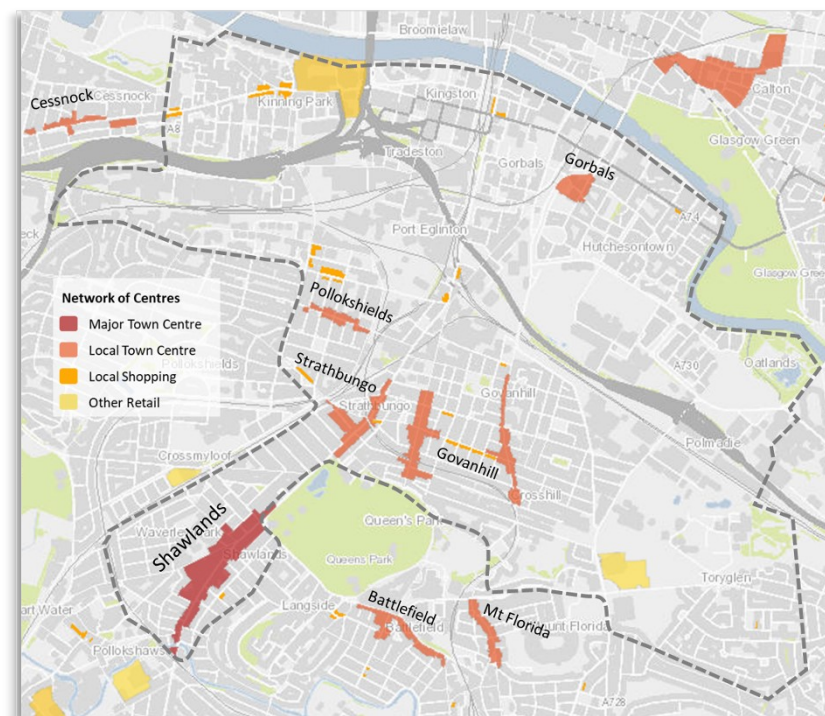


Figure 9: Town centres in and around the South Central District

Road in Govanhill and Crown Street in the Gorbals. Aside from these six hubs, there are three other local town centres located in the periphery - on Paisley Road West in Cessnock, and two others in Mount Florida and Battlefield in the South.

These historical town centres are a key asset for the area, but their potential is currently undermined due to lack of diversity of uses, high vacancy and poor public realm. In some centres however, the lockdowns and home working have promoted an increase in activity, as people are

spending more time locally and depending more on local areas for daily needs than ever before. The period of the pandemic and homeworking has seen several new enterprises and local businesses open in local centres such as Strathbungo and Victoria Road. We need to capitalise on this renewed interest and ensure our town centres are able to benefit from it and are able to embark on a sustainable recovery.

THE WAY FORWARD

The City Development Plan supports Scottish Government's '**Town Centres First**' principle where town centres are the preferred location, not just for retail uses, but for a range of uses including cultural and community facilities, leisure, entertainment, recreation, as well as homes and businesses. The CDP seeks to protect and revitalise all Town Centres within the Network through key guiding principles such as:

- Maintaining an appropriate balance between retail and other uses
- Promoting local distinctiveness and quality of the physical environment
- Encouraging enterprise and accommodating new local businesses

The high population density, rich diversity of the local community and renewed focus on local provides the right opportunity to support the revitalisation of the town centres of Glasgow's Southside. Scotland's Towns Partnership's Town Centre Toolkit provides a useful template based on other successful areas to guide the design and planning of town centres to be attractive, accessible and active. **Key areas of focus include:**

Arts & Culture— Glasgow's Southside benefits from an active community and a rich, growing creative sector which we view as an opportunity to build on. Arts and cultural activities have multiple benefits—they help

people develop skills, grow the local economy, create jobs, serve as local attractions and activate spaces. Their promotion also improves an area's wider appeal and is beneficial to the wider economic, physical and social regeneration goals. In recent times, local projects in the area such as the artist-in-residence programme, art trails and pocket places, as well as events such as Southside Fringe and Govanhill International Festival, have demonstrated how beneficial these can be to the vitality and viability of local town centres and surrounding areas. **Key priorities in this regard would therefore include:**

- Further development and promotion of creative sector, culture, heritage and the arts, building on local strengths and local offer.
- Enabling development of, or strengthening connections to, creative hubs (such as the Govanhill Baths, Kinning Park Complex or Tramway), artist studios, theatres, cinemas (Shawlands was home to several cinemas until the mid 20th Century), local events and similar pursuits.
- Building a local brand based on local identities that will enhance the uniqueness and attractiveness of offer in our local town centres and help create a thriving 'destination' economy for the city.

Enterprise & business — As the most central and accessible places within the neighbourhoods, our historic town centres are the most strategic locations for development of the local economy and enabling circularity. The decline in big retail should be looked at as an opportunity for town centres to encourage local enterprise. **Key priorities here include:**

- Encouraging development of complementary uses such as business incubators and affordable co-working spaces, especially in vacant and underutilised units to promote local enterprise, skill development and job creation, and boost the local economy.

- Better defining the boundaries of local town centres in South-Central Glasgow - to recognise clusters, allow for directed efforts towards enhancement, and discourage competing activities in the peripheral areas that divert customers (other shopping/ retail parks).

Streets & Spaces — The prosperity and vitality of our town centres is facilitated in part by the physical environment. A deteriorating built environment, vacant shopfronts and poor public realm detracts from the value that these town centres have to offer. **To make the town centres active, attractive and accessible, we need:**

- Programmes to activate vacant spaces, gaps sites and empty shops through community-led temporary uses or complementary long-term uses, including, where appropriate, community facilities, offices or housing to diversify the use of the centres.
- Programmes to enhance the physical environment through shopfront improvements, local branding, and celebration of local heritage.
- Public realm improvements that make access to town centres cleaner, greener and inclusive, and prioritising open space allocation for quality walking, wheeling and cycling connections as well as for community gatherings around festivals, events, outdoor markets, etc. (such as Langside Square) over tarmac for vehicular traffic.

Town Centre living — Scotland's Towns Partnership, in their recent town centre action programme review, and the emerging National Planning Framework (NPF4), both reiterate the call for promoting residential development in town centres. **Key priorities here include:**

- Adding diversity of uses, and housing in particular, to the mix within town centres to make a positive contribution to their viability and

vitality, and longevity of activity, especially in areas with a high incidence of vacancy.

- Introducing affordable housing within centres to improve accessibility to services and promote inclusive, climate conscious growth.

Action(s)

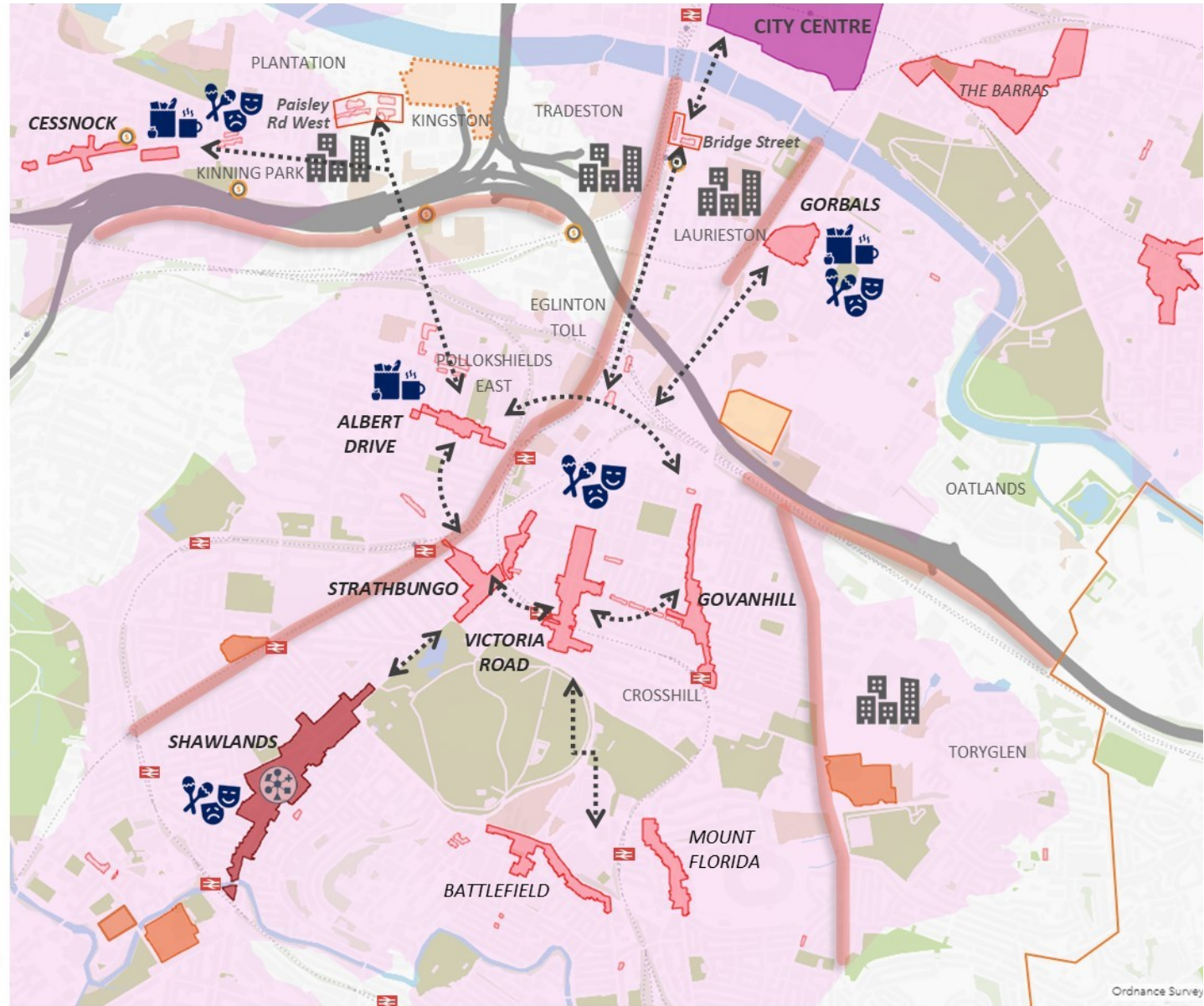
- 1.1.1 Produce a baseline report for local town centres in the area to develop a thorough understanding of key issues and assets and present an in-depth evidence base upon which to move forward.
- 1.1.2 Develop Town Centre Action Plans for the local town centres in the area, where needed, focusing on local strengths and assets, to improve the sustainability, attractiveness, suitability, and economic vitality of these centres.
- 1.1.3 Support diversification of local town centres to adapt to changing needs of the community and improve their economic resilience. Promote local creative sector, culture, heritage and the arts.
- 1.1.4 Introduce a programme to support improvement and activation of vacant spaces, gaps sites and empty shops in town centres through community-led temporary or complementary long-term uses.
- 1.1.5 Encourage and support local businesses in the respective town centres to engage and organise for the collective improvement and prosperity of the area and enable circularity in the local economy.
- 1.1.6 Continue to build on the success of the Shawlands Town Centre Action Plan and promote the improvement and diversification of the major town centre

A THRIVING & VIBRANT SOUTH-CENTRAL | Invest in Town Centres - Map

- City Centre
(Primary Retail and Office Area)
- Major Town Centre
- Local Town Centre
- Local Shopping Parade
- Standalone Food store
- Retail Park
- Area within 800m of Centre -
improve public realm, enhance
walking/wheeling access
- Vacant or Derelict Land
(Potential Development Site)
- Perceived barriers between
centres and neighbourhoods

Proposed Interventions

- Local Town Centre - *Develop
Town Centre strategy*
- Local Shopping Parade—
improve place, profile, access
- Explore reconfiguration/
reimagination of retail/Leisure
centre
- Strengthen links and
partnership working within
and across centres
- Diversify Town Centres
- S
C
R Introduce More Social Uses
(Shops, Cafes, Restaurants)
- A
R
T Support growing clusters of
community art and culture
- R
E
P Re-populate neighbourhoods to
support and improve viability
of local centres



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Figure 10: Illustration of the desired density, vibrancy, accessibility and place quality of local town centres.

WHAT WE WANT TO ACHIEVE

The decline of Glasgow's industry as well as the subsequent regeneration efforts targeted towards urban renewal and development of transportation infrastructure have significantly altered the urban form of several South-Central neighbourhoods, particularly those in the north—Kinning Park, Kingston and Tradeston, Eglinton Toll, Laurieston and the Gorbals. The changes and subsequent slowing down of development activity has meant that these areas of the city are left with legacy vacant and derelict sites or under-utilised industrial and business land. Much of this is concentrated along the two motorways that create a north-south divide between the South-Central neighbourhoods. The presence of these vacant or underdeveloped sites takes away from the vitality, accessibility and perceived safety of these neighbourhoods. A strategic approach is therefore needed to recognise the opportunity these sites present for development that is in sync with the needs of the area and wider city. Development that raises the area's profile, brings people and jobs to the area and adds to its vitality. There is a need to re-imagine the area and build on the opportunity available here to fulfil the demand for employment and revenue generating uses that also bring activity.

WHERE WE ARE NOW

The Glasgow and Clyde Valley Strategic Development Plan's shared spatial vision and strategy for the SDP area calls for the renewal of the urban fabric and excluded communities through the recycling of brownfield land. Significant housing regeneration efforts via the Transformational Regeneration Areas (TRAs) are already bringing high

quality affordable housing to several sites in Laurieston and Toryglen. Yet large sections of the district around the motorways, from Kinning Park in the west to Toryglen in the east, continue to be characterised by vacant sites or large format, auto-oriented industrial and business uses, many of which are underutilised and suffer from long-term vacancies. The City Development Plan designates these areas as Economic Development Areas (EDAs), targeted for employment generation and business development activities. However, there is a recognition that while these areas serve an important employment function, there is scope for further change, especially given the long-term vacancies in some of them. The Scotland Street/ Milnpark Street Economic Development Areas in Kinning Park is one such area that is already transforming into an entertainment hub for niche indoor activities like soft play, trampoline parks, etc. which lend themselves well to that built form. These businesses are bringing employment and footfall to the otherwise derelict industrial district. EDAs such as these (Kilbirnie Street in Eglinton Toll is another) with long term vacancies have therefore been identified by the CDP for managed change aimed towards accommodating alternative creative employment generating uses.

THE WAY FORWARD

Scotland's emerging National Planning Framework (NPF 4) lays emphasis on the country's COVID-19 recovery pathways and the need to focus efforts on supporting good, green jobs, businesses and industries for the future, to enable investment that supports a just transition to a net zero, nature positive economy and boosts the overall health and wellbeing of our communities and environment.

Against this backdrop of post-industrial regeneration drive, commitments towards climate mitigation and adaptation goals, and the need for green and sustainable jobs, the setting of the South Central district offers tremendous opportunity. Brownfield sites and underused business spaces in the area are surrounded by relatively populated areas and benefit from an established network of roads and access to infrastructure.

Key priorities for development going forward would therefore include:

- Support for enterprises related to a green economy, with due consideration given to how they relate to and contribute to the surrounding residential amenity and sensitive uses.
- Consideration of any negative impacts on traffic or air quality, with measures to minimise and mitigate the same.
- Ensuring any emerging employment hubs in these areas are embedded within the neighbourhoods and not seen as edges or barriers between neighbourhoods.
- Ensuring employment hubs are accessible as part of the 20-minute neighbourhoods setting, in terms of access to jobs or other supporting uses.
- Demonstration by proposals on how they promote permeability and safe and pleasant access to surrounding neighbourhoods, and how they contribute to existing or developing active travel routes or green-blue networks.
- Ensuring development along key corridors is street - oriented, and where possible, promotes a higher density and mix of uses, with active street level frontage and uses to support access and vibrancy in the areas.

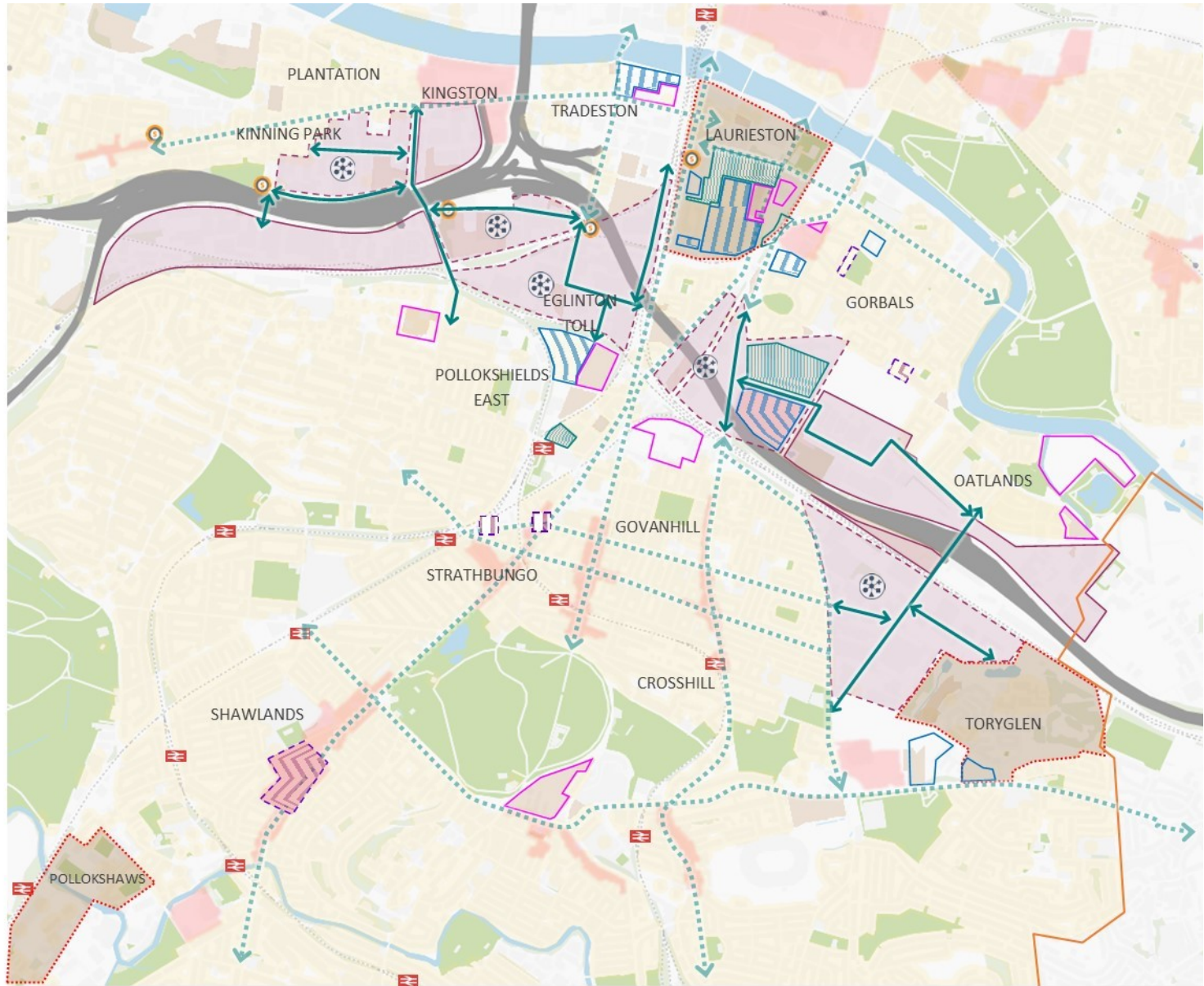
Successful regeneration initiatives in post-industrial cities across Scotland and the wider developed world have demonstrated that re-imagining, collaborative working, strategic marketing, and supporting incremental improvements can help maximise the potential of such areas.

Action(s)

- 1.2.1 Produce a baseline report for the designated Economic Development Areas in the district to develop a thorough understanding of key issues, assets, and development opportunities, and present an in-depth evidence base upon which to move forward.
- 1.2.2 Encourage the preparation of EDA improvement plans driven by local demand, and led by local stakeholders
- 1.2.3 Support re-designation and further diversification of certain EDAs to uses that are complementary to surrounding areas and town centres.
- 1.2.4 Complete assessment of Vacant or Underused land in the district and foster development in appropriate locations aligned with the 20-minute neighbourhood principles of density, diversity, sufficiency and accessibility.

A THRIVING & VIBRANT SOUTH-CENTRAL | Unlock Potential - Map

- Town Centre / Standalone Food store / Retail & Leisure Park
 - Residential Area
 - Vacant or Derelict Land (Potential Development Site)
 - Transformation Regeneration Area (TRA)
- Development Pipeline**
- Recently Completed
 - Under Construction
 - Permission Granted
 - Awaiting Permission
 - Anticipated Future Development Site
- Proposed Interventions**
- Manage Change of Economic Development Area
 - Protect Economic Development Area designation
 - Diversify Economic Development Area (EDA)
 - Key pedestrian routes: priority public realm improvements
 - Key routes through EDA to maintain permeability and connectivity



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4.b

A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL

Desired Outcome: Following the principles of the 20-minute neighbourhoods, South Central Glasgow will be a sustainable, liveable and equitable place, prioritising accessibility, social resilience, inclusivity, and aesthetically appealing, environmentally sound, and climate conscious placemaking.



CONTEXT

The worsening climate outlook and the Covid-19 pandemic has brought a renewed focus on neighbourhoods as the building blocks of our communities. As cities and regions plan for a climate conscious post-pandemic recovery, we are seeing a greater emphasis on sustainable living. Within this context, the idea of the 20-minute neighbourhood has captured the imagination of planners and policy makers alike. The idea envisions the neighbourhood where the majority of the daily needs of the community are met within a reasonable walking, wheeling or cycling distance. The concept encapsulates the ideas of connected, complete neighbourhoods with sustainable, convenient and equitable access to quality living and supporting services. The concept relates to many of the place-based elements in the Place Standard Tool and has been adopted in Scotland's spatial planning policy, the National Planning Framework, NPF4, as a key strategy under 'Liveable Places' to improve local living and promote better, healthier lives.

In October 2022, Glasgow City Council passed a motion to adopt a feminist town planning approach within planning policy. As part of the motion, there was recognition that the main features of a healthy city are aligned with gender equal cities including walkability, proximity to services, mixed-use environments, a safe public realm and open greenspaces. It was acknowledged that these factors aren't only important for women, but are key considerations for creating a healthier, more liveable city for all, with positive impacts in terms of physical and mental wellbeing and air quality. The principles align with the 20-minute neighbourhood concept and together they offer a useful lens for assessing and promoting sustainable, healthy, liveable places.

South-Central Glasgow embodies many of the aspects of 20-minute neighbourhoods including accommodation of high population densities and diverse communities, relatively good access to facilities and services in the local town centres, access to parks and recreational spaces and availability of public transport options, among others. Yet, there are also areas within the district where there are significant gaps in provision. The process of deindustrialisation and the subsequent demolitions and re-building efforts have unravelled the traditional fabric of many neighbourhoods and left a fragmented pattern in terms of land use, population density and quality of the built environment.

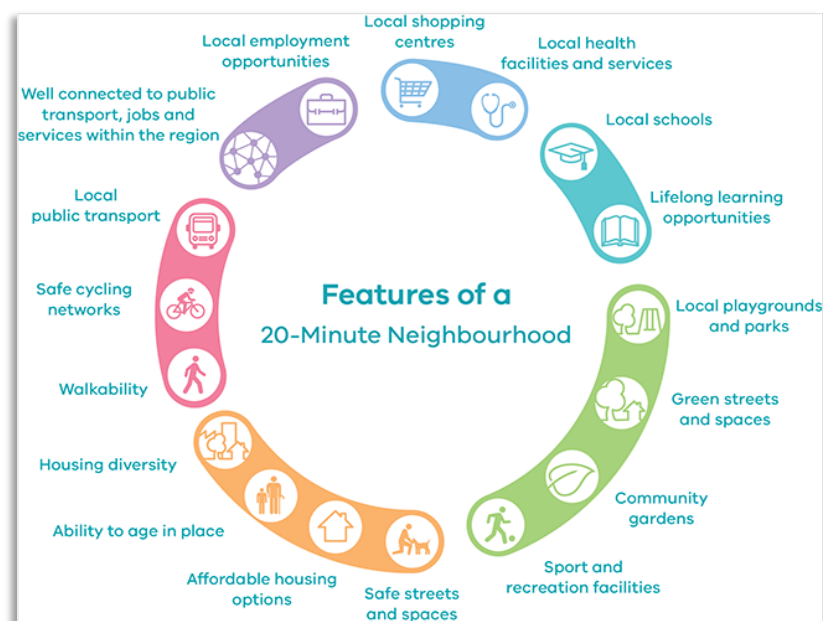


Figure 11: Diagram, taken from Plan Melbourne, summarising components of a 20 minute neighbourhood.

The Place Standard Survey showed that several neighbourhoods in the area including Tradeston and Toryglen lack access to services, and amenities such as green spaces and recreational areas. Vast expanses of underused spaces and regional transport infrastructure cause severance between neighbouring areas in the district, hindering safe access and sharing of resources by either communities. In such areas considerable work is needed to enhance the fundamentals of the 20-minute neighbourhoods and improve accessibility across all population needs.

In planning for the area's future, the LDF aims to provide the guidance needed for furthering the principles of the 20-minute neighbourhood and gender mainstreaming. This includes developing a better understanding of interests and everyday life experiences across genders to inform actions, bridging gaps and overcoming barriers that prevent the area's positive attributes in contributing to its development, and building upon and enhancing the area's many strengths.

STRATEGIC APPROACH

Following the principles of the 20-minute neighbourhoods, the local development framework looks to promote the South-Central district as a sustainable, liveable, and equitable place, that prioritises accessibility, social resilience, and inclusivity, along with aesthetically appealing, environmentally sound, and climate conscious placemaking.

The sections that follow outline the strategic approach to achieving these outcomes, which includes promoting:

- Density and diversity
- Sustainable access to amenities and services
- Place quality and design, and
- Community focus

WHAT WE WANT TO ACHIEVE

We want the South Central District to have the right balance of density and diversity of both the population and housing provision to enable viability of services and ensure overall sustainability and equity in access.

Density and diversity are key elements of an inclusive, equitable 20-minute neighbourhood. A higher housing and population density reduces sprawl over environmentally sensitive areas. It also makes provision of a greater diversity of facilities and services more economically viable by virtue of a larger customer base. A higher concentration and diversity of services in turn improves the self-sufficiency of an area and reduces demand for travel over longer distances by car. It also promotes walkability. Research shows that residents of compact, mixed-use neighbourhoods are three times more likely to walk than those living in sprawling car-oriented neighbourhoods.

Diversity in housing refers to the range of housing available in an area by typologies (multi-storey flats, tenements, terraced, semi-detached, detached, cottages, etc.), size (including number of bedrooms), and affordability (price range, rent). Diversity of housing choice is key for inclusivity within neighbourhoods across incomes, age groups, abilities and other defining characteristics of our populations.

WHERE WE ARE NOW

Overall South Central Glasgow has a high population and housing density, however this varies considerably across individual neighbourhoods. Much of the higher density is concentrated among the more established

neighbourhoods such as Pollokshields East, Govanhill and Strathbungo, comprising mostly of historic tenement style housing. Neighbourhoods such as Toryglen in the South-East, Plantation and Kinning Park in the West and Gorbals and Oatlands in the north and east have relatively lower housing densities with a mix of single and multi-family housing.

There are also areas in transition, those currently undergoing housing regeneration and development, such as parts of Toryglen, Laurieston, Tradeston and the Eglinton Toll area. And areas and sites that remain undeveloped or underutilised, such as in Tradeston or Eglinton Toll area.

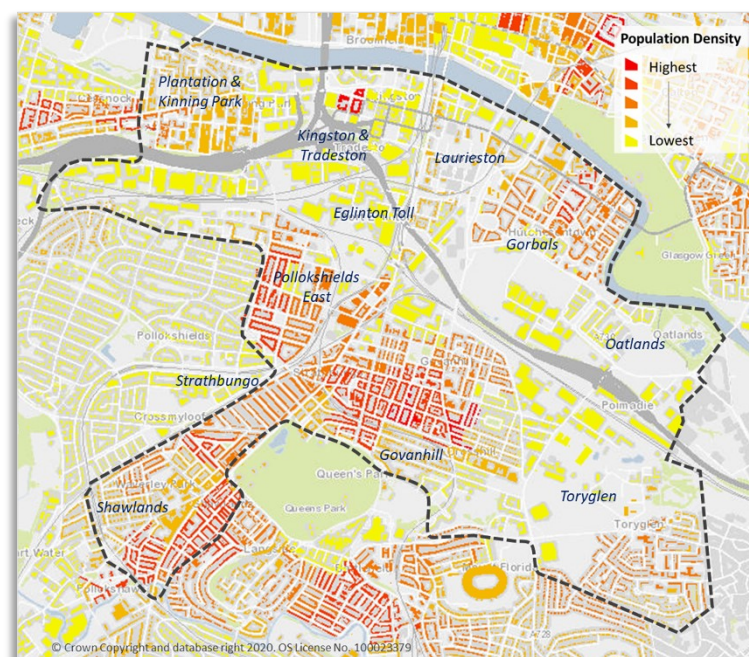


Figure 12: Estimated housing density across different areas of the district (2018 data)

A similar pattern of differences across neighbourhoods can be seen with regards to housing affordability, with the more established areas such as Pollokshields East and Strathbungo lacking in that respect.

The differences at the neighbourhood level with regards to density and diversity of housing result in disparities in access to services and facilities. While the area benefits from the presence of multiple historic and emerging local town centres, the quality of service provision in the centres varies. Areas with high density such as Pollokshields East or Govanhill have better performing centres with greater access to facilities. But these neighbourhoods lack in housing diversity - housing options for young and growing families, accessible housing options for our ageing population, etc. On the other hand, areas with better diversity in housing choice, such as Toryglen, lack in easy access to services and centres. Then there are areas such as Tradeston that lack in both density and diversity of housing and are poorly served as well.

THE WAY FORWARD

To deliver our vision of sustainability and ensure we are working towards equitable 20-minute neighbourhoods, there is a need to both balance provision of housing within neighbourhoods, and improve connections between neighbourhoods to promote sharing of resources and reduce spatial inequalities. **Key priorities in this regard would therefore include:**

- On the housing front, the need to understand where the gaps are with regards to housing diversity (across size, type, and affordability) and what opportunities there are to rebalance housing provision.
- Planning for residential development in any part of the district should

take into account both the aspects of density and diversity to ensure we can maximise the benefits of the liveable 20-minute neighbourhood across all segments of the community.

- Proposals for housing should be encouraged in areas with low population density to improve sustainability and viability of services.
- Proposals should be evaluated on how they contribute to the density and housing choice in the area (across size, type, and affordability).
- They should also be evaluated on their contribution to the residential amenity, how they meet sustainability parameters, whether they promote access to the local services and amenities through high quality links, and how they contribute to enhancing the blue-green network of multipurpose open spaces in the area.

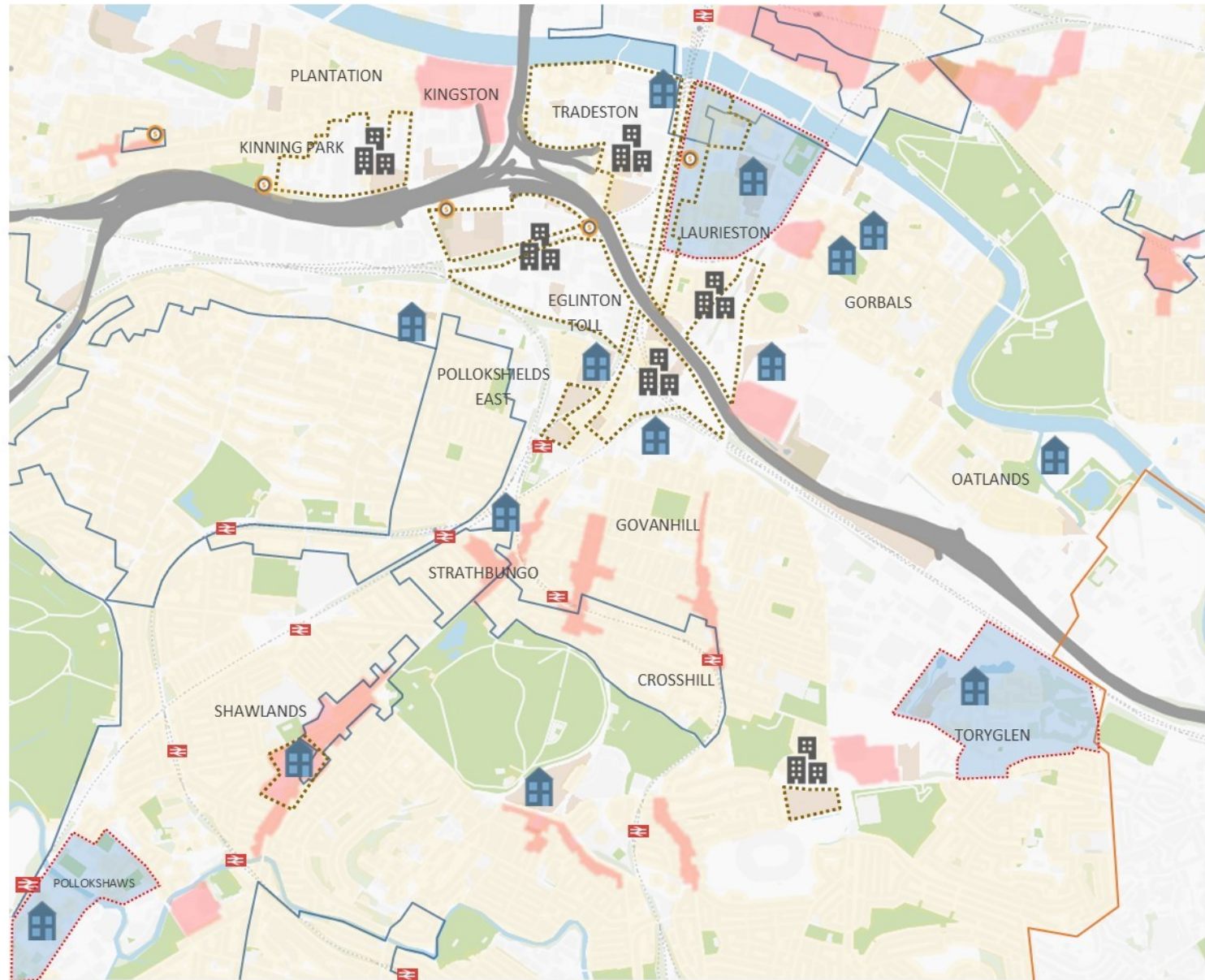
While the South Central district has the bones of the desirable, liveable and inclusive 20-minute neighbourhoods, a coherent strategy is needed to ensure that the area can capitalise on these inherent advantages.

Action(s)

- 2.1.1 Support the Council's Local Housing Strategy in improving housing provision and reducing deficit. Support a further housing needs and demand assessment for South-Central Glasgow with a view to understanding gaps in terms of supply and housing choice (across size, type, and affordability), to inform the development community, and guide development to appropriate locations.
- 2.1.2 Support the delivery of the City Centre Living Strategy for the relevant areas of Tradeston and Laurieston. The strategy aims to establish a residential population of 40,000 in City Centre by 2035.

A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL | Density and diversity - Map

- Town Centre / Standalone Foodstore / Retail & Leisure Park
 - Residential Area
 - Conservation Area
 - Transformation Regeneration Area (TRA)
 - Anticipated residential increase
- Proposed Interventions**
- Encourage Development/ Remediation of Vacant or Derelict Land
 - Areas with opportunity for densification, urban repair and greater height and scale



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WHAT WE WANT TO ACHIEVE

In line with the principles of sustainable 20-minute neighbourhoods, we want communities in South Central District to have easy access to affordable and quality amenities and services.

Sustainable access to daily needs and services is a key tenet of the 20-minute neighbourhood idea. This includes the day-to-day needs of all sections of the community including people with protected characteristics, in poverty or more socially excluded groups. This will include, amongst others, children, young people, the elderly, women, disabled people as well as their families and carers. Services can include, at the very least, **daily shopping needs**—the grocer, the milkman, the corner shop; **health and social care needs**—the dentist, GP, pharmacy and others; **childcare and education facilities**—the nursery, the primary school, the secondary school; **opportunities for recreation and relaxation**—open spaces, parks, playgrounds, outdoor sports facilities, community hubs and others; **options for working** such as flexible working spaces, diversity in local jobs, **access to sustainable modes of transport** - public transport and safe, high quality walking, wheeling and cycling networks; affordable and accessible **housing options, digital infrastructure**, and **other services** such as recycling collection points, barbers, tailors, banks and cafes.

Ensuring the availability and accessibility to these services within a 10-minute walking/wheeling distance delivers on the vision of a compact, complete 20-minute neighbourhood.

WHERE WE ARE NOW

Within South Central Glasgow, the more successful local centres such as Shawlands and Victoria Road do help realise this vision to a large extent. However due to poor quality of access, the benefit of these centres is limited to the closest residential hubs and does not extend to other parts of the district, despite the proximity. In other parts of the district, local centres are languishing with vacant shops, closing business and general decline in the overall built environment, making these areas not desirable or sufficient for the needs of the local community. Then there are other areas such as Tradeston, that don't have quality walking access to any centres at all.

In addition to centres, areas also lack in other needs - accessible nurseries and primary schools, play spaces for children, green areas for recreation and relaxation, community hubs for social engagement and so on.

Further, in this age of remote working and globalisation of businesses and services, access to high quality digital infrastructure has become key to attracting and sustaining businesses and residents.

Thus, despite the presence of a broad framework, much work is still needed to deliver on the idea of accessible, complete, 20-minute neighbourhoods in this district.

THE WAY FORWARD

To achieve a truly sustainable urban form, the principles of the 20-minute neighbourhoods need to be applied to not just new development but to retrofits as well. In districts such as South Central Glasgow, much of the

delivery of this idea will be achieved by retrofitting the existing landscape in an incremental manner.

Key priorities in this regard include:




- Recognising local town centres in the area as the ideal locations for services and facilities, in line with Scottish Government's Town Centre First principle.
- Ensuring local town centres receive the support they need to attract and sustain the facilities and services desired by the local populations.
- For dense areas, promoting flexibility in design and a mixed-uses approach to support co-location of services.
- In line with NPF4, pursuing an 'Infrastructure First' policy, which puts infrastructure considerations at the heart of placemaking. Development proposals should seek to bridge gaps in infrastructure, whether that is affordable housing, active travel connections, communications, energy supply/generation, health and social care services, education (including early years), green and blue infrastructure, spaces for play and recreation, or any other critical commercial or civic services.
- Consideration of gender perspectives in the provision of facilities and services. What the needs of different groups are, and how those can best be accommodated. This may include how various spaces cater to the needs of different population segments (e.g. within parks—playgrounds for girl sports, rest spaces for elderly, public toilets, etc.).
- Requiring development proposals to be shaped by the input of local people, including those with protected characteristics, and take into consideration the gaps in provision.

- That development proposals look at improving links to existing services in the area.
- Directing investment towards refurbishing existing buildings embedded within neighbourhoods for amenities such as affordable housing, cultural or community hubs, flexible workspaces, etc.

Action(s)

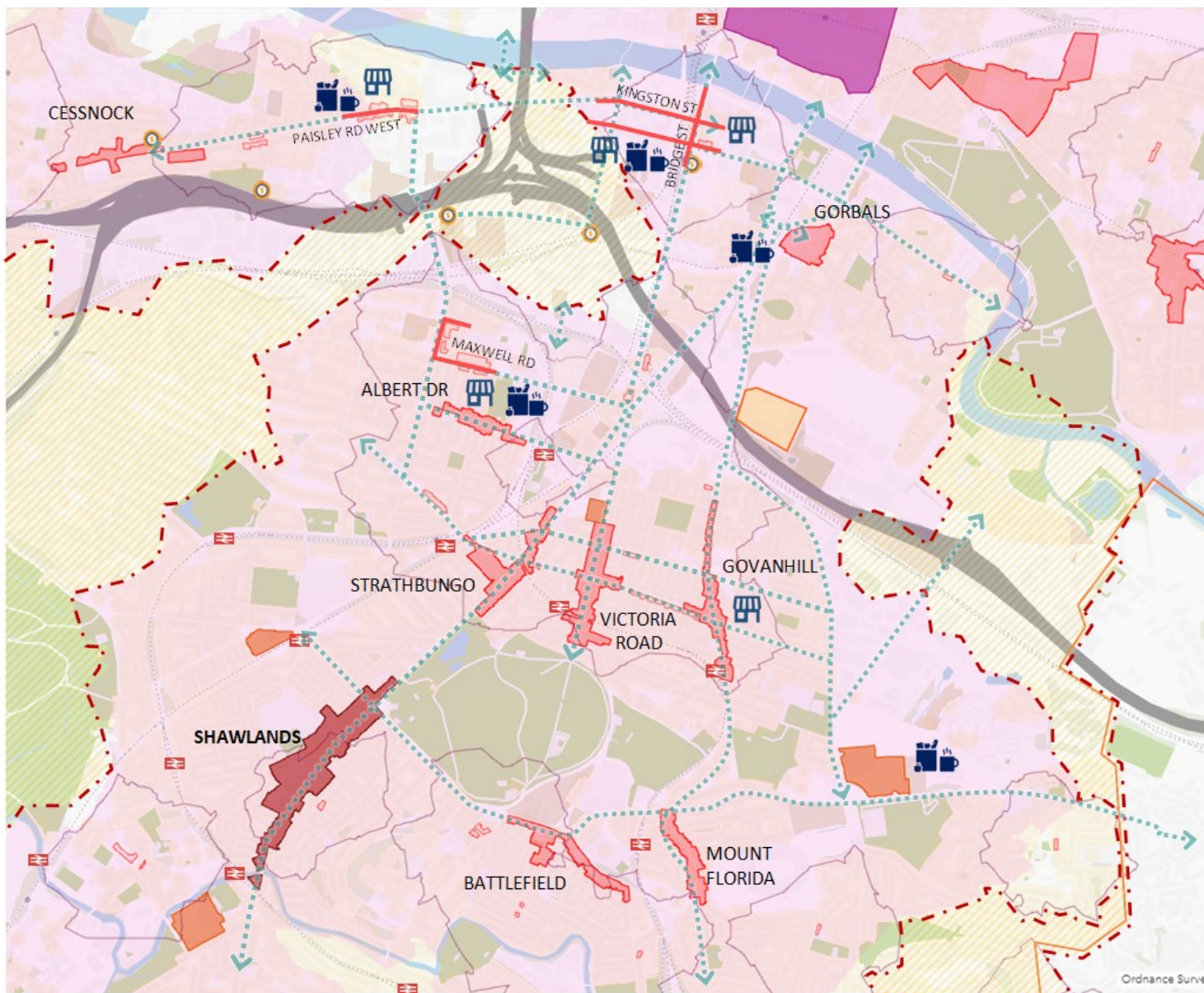
- 2.2.1 Support the Scottish Government's Town Centre First principle to support local centres in the district. Identify opportunities for provision of services within existing spaces, buildings, or open spaces in the area.
- 2.2.2 Build on the current assessment in the LDF of gaps in services and amenities at the neighbourhood scale, within the framework of the 20-minute neighbourhood, to inform and advise new development in the area, in line with the 'Infrastructure First' policy. Emphasis needed to bridge service gaps in Tradeston and Laurieston areas.
- 2.2.3 Support the development and delivery of Glasgow's Play Sufficiency Assessment and Open Space Strategy, in partnership with Glasgow Life and Sportscotland.
- 2.2.4 Support the delivery of the 'Digital Glasgow Strategy' policy to increase digital infrastructure access for residents and businesses. Also support a council-wide 'dig smart' policy to leverage the opportunity to install open access ducting during all development projects and extend coverage.

A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL | Sustainable access to amenities & services (Shopping) - Map

-  City Centre (Primary Retail and Office Area)
-  Major Town Centre
-  Local Town Centre
-  Local Shopping Parade
-  Standalone Food store
-  Retail Park
-  Residential Area
-  Area within 800m of Centre
-  Area within 400m of Local Shopping Parade
-  Area with deficient walking access to local retail or groceries (further than 800m from centre and 400m from local shopping parade)

Proposed Interventions

-  Enhance local 'high streets' for everyday shops and services
-  Add / Improve local retail and grocery offering
-  Introduce more social uses (Shops, Cafes, Restaurants)
-  Key pedestrian routes: priority public realm improvements



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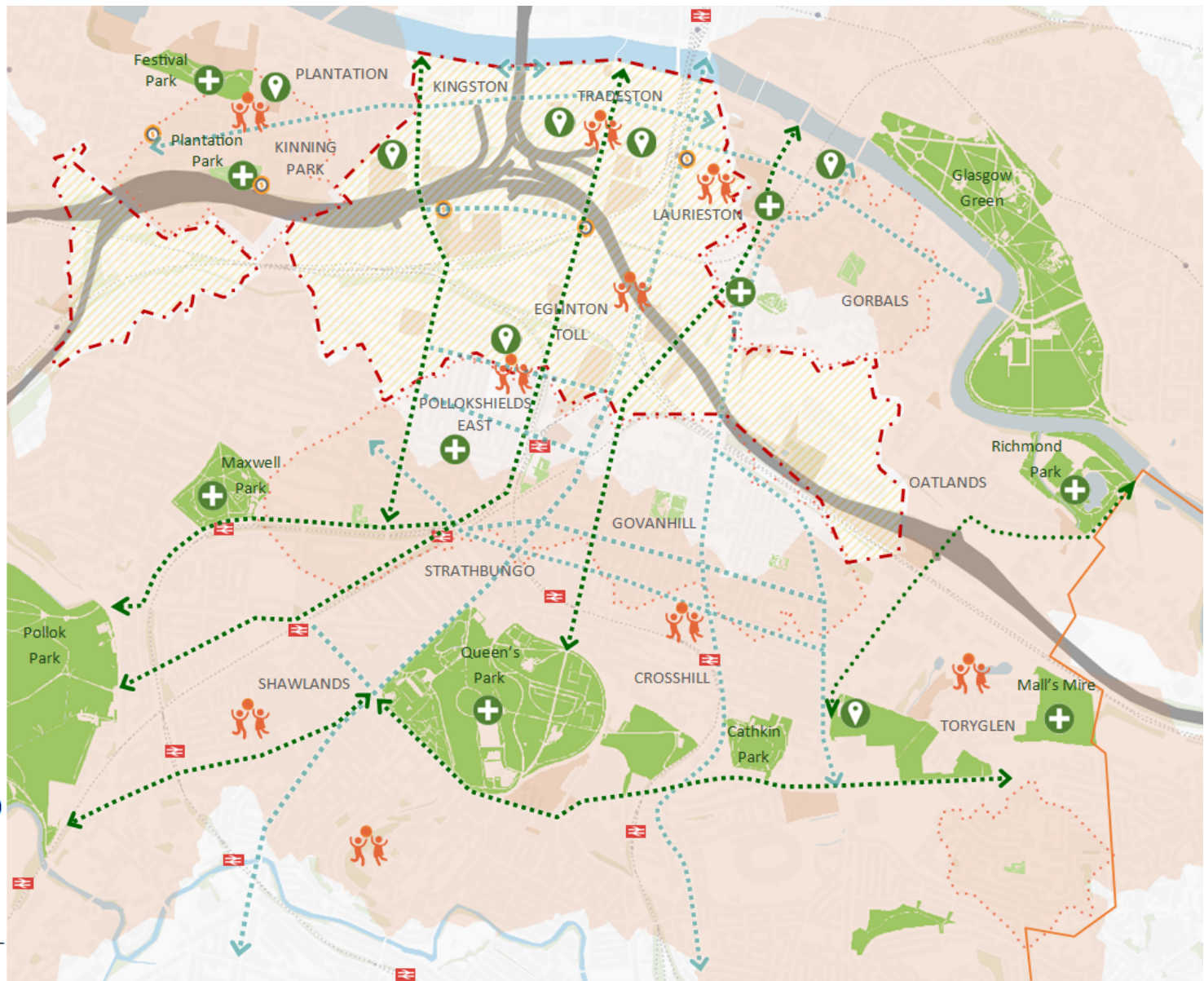
A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL | Sustainable access to amenities & services (Open Spaces) - Map

- Large Public Park (>20,000sqm)
- Area within 800m of Large Public Park/Garden
- Small Public Park (<20,000sqm)
- Area within 400m of Small Park
- Area with deficient walking access to public park/garden (further than 800m from large public park and further than 400m from small public park)
- VDL: Key opportunity site

Proposed Interventions

- + Introduce New Open Space (indicative)
- + Improve Existing Open Space
- + Introduce/improve play spaces - indicative locations highlighting need in area
- Support delivery of an improved and continuous River Park, Greenway
- Opportunity for new or enhanced green network connection (Indicative routes)
- Key pedestrian routes: priority public realm improvements

Also refer to map for green-blue network on pg. 70 under a 'Green & Resilient South-Central'



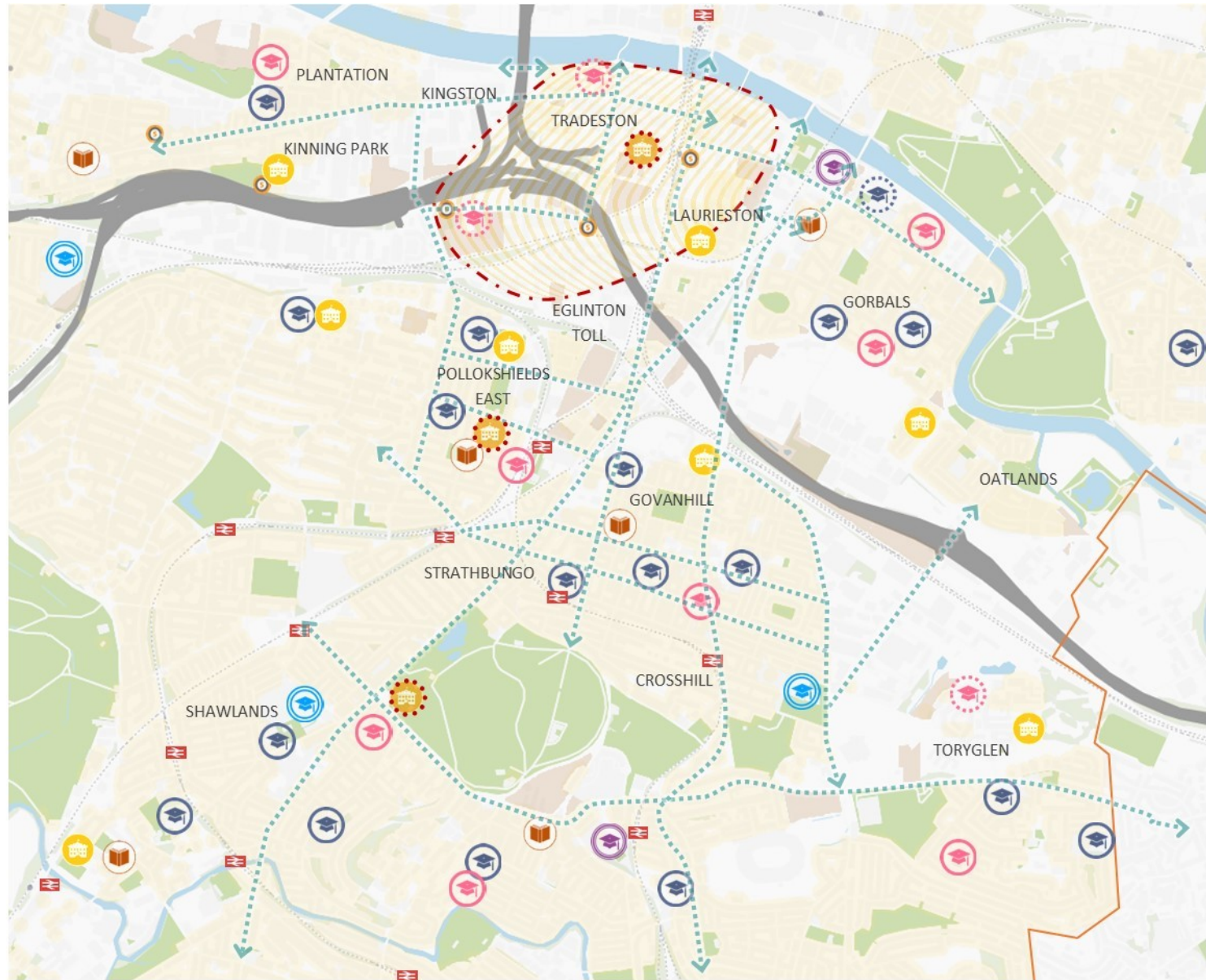
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A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL | Sustainable access to amenities & services (Community) - Map

-  Residential Area
-  Library
-  Select Community Hubs
-  Existing Council Nursery
-  Existing Primary School
-  Existing Secondary School
-  Existing Further Education
-  Area with deficient walking access to a Primary School
-  VDL: Key opportunity site

Proposed Interventions

-  New Nursery (indicative location)
-  New Primary School (indicative location)
-  New multi-purpose Community Hub (indicative location)
-  Key pedestrian routes: priority public realm improvements



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WHAT WE WANT TO ACHIEVE

We want South Central district to support a well-designed and quality built environment that improves liveability and sustainability of the area.

The quality of urban realm is a key factor influencing walkability at the neighbourhood scale, which is a key tenet of the 20-minute neighbourhood. The quality of urban form at the block level is shown to affect the extent to which a built environment supports pedestrian activity. People centric and human scale design offers the comfort and sense of safety necessary to support walking within and around neighbourhoods across ages and abilities. Important design parameters in this regard include quality and interest of the built environment, width, connectivity and condition of walkways, traffic calming measures, street lighting, and general level of activity and oversight of routes.

Aside from supporting walkability, the quality and design of the public realm also plays a role in enhancing the health and well-being of the local community. Quality public spaces encourage people, especially women and elderly, to step out and engage with others and their surroundings. These interactions are extremely vital for supporting social cohesion, liveability, safety, as well as community participation and identity. Quality urban design is also key from an economic development perspective. It adds to the character and attractiveness of a place and can play a significant role in attracting people and businesses to the area.

WHERE WE ARE NOW

Despite the disruption cause by the deindustrialisation and past urban renewal initiatives, imprints of the rich cultural and built heritage remain

in parts of the South Central district. The grid street pattern, historic tenemental housing and iconic institutional buildings give the area a distinct richness of character. Neighbourhoods such as Pollokshields East, Strathbungo, Shawlands and Govanhill, retain much of this historic form with some areas protected via a Conservation Area designation. The relevant Conservation Area appraisals identify key opportunities for preservation and enhancement in these areas. The neighbourhoods to the north as well as Toryglen on the east underwent multiple iterations of regeneration since the post war era and have little remaining of their heritage save a few iconic buildings. The resulting built forms have given these inner city neighbourhoods a car-based suburban feel. In addition, presence of vast stretches of underutilised, vacant or derelict land and overhead regional transport infrastructure continues to detract from the area's strengths and causes severance among neighbourhoods. It also undermines the sense of safety which is critical for connections between neighbourhoods. Recent regeneration projects have made a directed effort towards rebuilding and reconnecting the fabric of these neighbourhoods and improving the built environment. Yet much work is still needed to ensure a place quality that can support healthy living, equity and sustainable accessibility.

THE WAY FORWARD

To deliver on the vision of a thriving, inclusive and sustainable South Central district along the principles of an equitable 20-minute neighbourhood, there is a need to adopt a whole place approach in the design and development of the area. The Placemaking Principle of the City Development Plan sets a holistic framework and guidance to inform

regeneration and promote creation of successful and sustainable places; places that are distinctive, safe, pleasant, easy to move around, welcoming, adaptable and resource efficient. The National Planning Framework (NPF4) also identifies six similar qualities of successful places that should be incorporated into design of development - designed for lifelong health and well-being, safe and pleasant, well connected and easy to move around, distinctive, sustainable, and adaptable.

In line with these principles, development in South Central district should aim to enhance the character and quality of the built environment and contribute to the delivery of compact, accessible and safe 20-minute neighbourhoods. **In this regard, some priorities would be:**

- Improvement of the public realm and promotion of street level activity with a mix of uses along travel corridors, particularly those that connect housing to facilities and services.
- Re-densification of areas and promotion of a walkable scale in the built environment, moving away from a form that favours sprawl and car dependence. Particular focus is needed for redevelopment of vacant, derelict or underused sites in the area that cause severance.
- Introduction of design-led traffic calming measures to reduce conflicts with vehicular traffic and prioritise and support a safe walking, wheeling and cycling environment for all groups.
- Safeguarding the local heritage through better education and enforcement of Conservation Area rules.
- Promotion of a scale and style of development that safeguards and enriches the existing historical townscape (including non-designated areas) and ties any isolated historic buildings back into the area's

urban fabric. Also promotion of intelligent and innovative re-use of vacant historic buildings in the area to serve the local and wider community, and bridge any gaps in service provision.

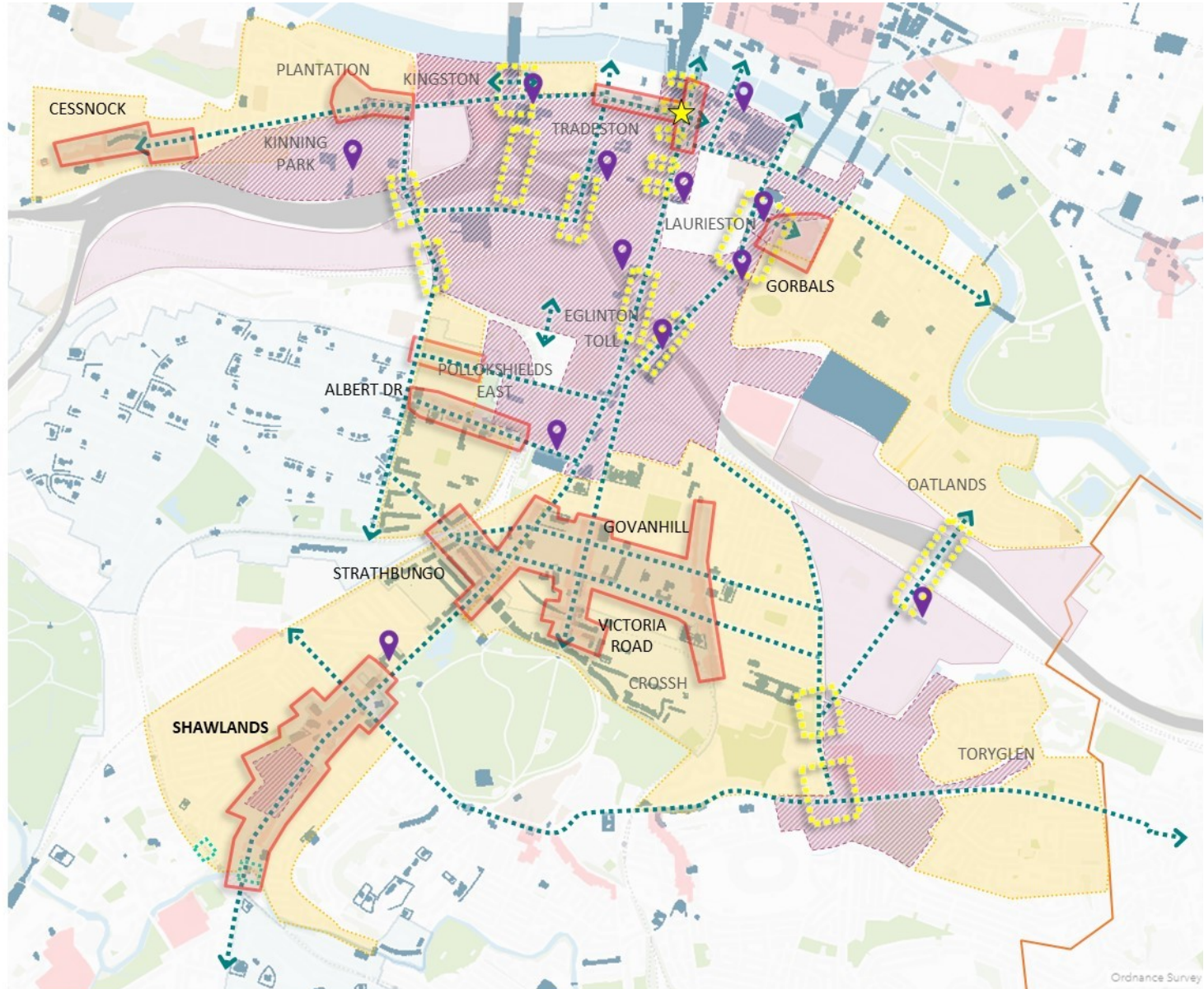
- Development of wide-ranging design interventions to mitigate the impact of the motorway and other regional infrastructure on the quality of place and safety and accessibility of neighbourhoods.
- Exploration of options and testing of development ideas through low-cost meanwhile uses to gauge suitability of interventions and bring some activity, interest and engagement in overlooked areas.

Action(s)

- 2.3.1 Safeguard the historic value and walkability of the built environment with appropriate scale and design of new development. Improve setting of heritage assets through public realm interventions. Update appraisals of Conservation Areas in the district.
- 2.3.2 Support the development and delivery of the emerging River Design Guidance (River SDF) and View Management Plan (City Centre SDF)
- 2.3.3 Consider gender perspectives in the design of spaces such as parks, playgrounds and the public realm. What the needs of different groups are (in terms of use, safety, accessibility, etc.) and how those can best accommodated in design.
- 2.3.4 Progress a masterplanning approach to development in Tradeston, Kingston, North Laurieston, and other areas as appropriate, to support ongoing regeneration efforts and enable coordinated development and delivery of neighbourhood infrastructure.

A SUSTAINABLE & LIVEABLE SOUTH-CENTRAL | Place quality and design - Map

- Centre
 - Listed Building, Structure, Landscape
 - Conservation Area
- Proposed Interventions**
- Town Centre/ hub public realm improvement
 - Established area requiring place nourishment, safe-guarding of the historic built environment, where relevant
 - Area with significant placemaking/ urban restructuring opportunity— increased density and enhancement of the built environment. Need for masterplanning in Kingston, Tradeston & North Laurieston
 - Scope for EDA Improvement Plan
 - Improve setting of heritage assets
 - Key pedestrian routes: priority public realm improvements
 - Underpass/ key connection public realm improvement
 - City Deal proposed underpass lighting project (3)



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Figure 13: Illustration of desired place quality in connections and open spaces, promoting accessibility, greening, and vibrancy in the built environment

WHAT WE WANT TO ACHIEVE

We want communities in South Central District to feel informed and empowered to engage with the planning process and be a key partner in the sustainable regeneration of the area. This is key to ensure that the transition to net zero is fair and inclusive.

Community partnerships are key to successful place planning and are at the heart of the collaborative planning efforts as part of Scottish Government's Place Principle. Community engagement and stewardship is likewise key to the development and delivery of 20-minute neighbourhoods. The specific needs of individual communities are best known to the people that are a part of it. Many of the elements that make a successful 20-minute neighbourhood, such as key community services, are often delivered by local organisations. Community groups are instrumental to building the social capital that enhances local strength and resilience, and provides multiple long term benefits. In this context, the role of planning is to provide a framework as well as a platform for this collaboration and to facilitate the formulation and delivery of these ideas.

WHERE WE ARE NOW

Many neighbourhoods in South Central Glasgow already benefit from strong community networks and competent grassroots and community organisations that lead on and deliver many successful programmes in the area. Community organisations such as the Pollokshields Trust, Strathbungo Society, Kinning Park Complex, Community Councils and others, work with local communities towards improvement, engagement,

advocacy and enhancement of social capital in the area. Specialist organisations such as Govanhill Baths, South Seeds, or Urban Roots work locally around specific themes such as community arts, sustainability, employability, etc. Community business organisations such as Shawlands BID are working towards the recovery, improvement and promotion of the local town centres in the area.

Despite these multi-faceted organisations making invaluable contributions to community health, well-being, development and overall improvement of the area, gaps remain with regards to community engagement and participation. A majority of respondents on the Place Standard Survey said they did not feel listened to or involved in the decisions that affect them. In particular, communities living within areas such as Tradeston, Kingston, Laurieston, Oatlands and some others remain underrepresented in planning works and decisions. The lack or absence of representation could be due to the current phase of transition and regeneration in these areas where the local community itself is not well defined or established. Even so, the lack of community partnerships in these areas is detrimental to both the current well-being as well as future planning and development in these areas.

THE WAY FORWARD

To promote community engagement in the local regeneration process, efforts are needed to support the local community's involvement and enhance its capacity for the same. **Key priorities would therefore include:**

- Collaborative working with the respective neighbourhood representatives to improve communication channels and relationships with key partners.
- Exploration of opportunities via funding programmes to promote community led development in the area, an example of this being the Stalled Spaces programme. Similar programmes or initiatives can help bring interested residents together to work towards a common goal of improvement of the local area. It also has the long term benefits of creating local linkages and building capacity.
- Efforts to improve coordination across different community groups active in the district to allow for sharing of information and resources. A common platform for the same could be beneficial to avoid duplication of efforts and re-invention of the wheel.
- Support for creation of business organisations within the local town centres in the area to coordinate improvement of the areas and improve economic viability of the centres, as is evident from the successful experience of the Shawlands Town Centre BID.
- Encouraging greater participation from local communities in the decision-making and delivery processes, especially women, children, youth, elderly, disabled and people from ethnic minorities and others

with protected characteristics to better accommodate their diverse needs for an inclusive built environment.

Action(s)

- 2.4.1 Explore the appetite for and creation of a cross neighbourhood group or platform comprising of representatives of local groups and organisations to share resources and information and better coordinate efforts across the district.
- 2.4.2 Work collaboratively with local groups and organisations embedded in the area and support their efforts in the design and delivery of placemaking initiatives in-line with the overall objectives of the LDF.
- 2.4.3 Promote gender mainstreaming by ensuring greater visibility and representation of women in planning and decision making processes around local development and regeneration.

4.C

A CONNECTED SOUTH-CENTRAL

Desired Outcome: South-Central Glasgow will be a connected place, connecting communities and places across the district and beyond through sustainable, integrated and active modes of travel. It will be easier, faster, safer and more pleasant for people to walk, cycle or use public modes of transport for travel throughout the area and beyond.



CONTEXT

Good connectivity is crucial for the social advancement and economic competitiveness of a region. Despite the popularity and progress of virtual or e-services, reliable and affordable physical access to jobs, commerce, education facilities and other basic services remains fundamental to the well-being and prosperity of our communities and plays a key role in promoting inclusivity and reducing inequalities.

In the current context of a changing climate and associated threats, we see a greater emphasis on sustainability and resilience of the transportation sector which is one of the key emitters of greenhouse gases and also among the most vulnerable to disruptions from extreme events. For example, Glasgow's Transport Strategy has set an ambitious target of reducing vehicle kilometres travelled in Glasgow by 30 percent by 2030. The challenge here is making the strategic shift to low carbon systems while safeguarding the value and resilience of the transportation system itself. A popular policy framework in this context is the avoid-shift-improve approach. Here 'avoid' refers to reducing the demand for travel through integrated land use planning. 'Shift' refers to modal shift from high carbon modes such as private vehicles to more environmental friendly modes such as public transport and active travel. And 'improve' refers to the improvement of energy efficiency of vehicles and transport systems overall, such as introduction of green or hybrid vehicles.

In line with this approach, we see a greater emphasis on promotion and accommodation for active travel and public transport in our cities as well as a shift towards more green technology such as electric vehicles. We also see the emergence of ideas such as 20-minute neighbourhoods that

take a whole place approach to sustainable transport, considering the influence of land use planning and place design on travel demand and supply. Co-benefits of such approaches include better health and well being of local communities through improved air quality and improved liveability.

As an inner city district, South Central Glasgow benefits from being embedded within an established city and regional scale transportation system. The district has access to two regional motorways, the regional train network, the city subway system as well as the local bus network. However, these connections bring challenges to the area as well. Access to the motorways means heavy, fast moving traffic flows through the adjoining neighbourhoods, and access to trains and local subway has meant heavy commuter parking in and around the local stations.

Access to public transport systems also varies across individual neighbourhoods. Train connectivity, for example, is concentrated mainly along the north-south route to and from the City Centre. Some areas in the district remain deprived of such high frequency, high capacity and high speed systems as the trains and subway. Overall public transport connectivity to other parts of the city aside from the City Centre is also limited. Further, some areas suffer from poor walking/cycling connections to local train or bus stations and or the stations themselves have poor accessibility, especially for those with special needs. Due to these reasons, despite its inner city location, many areas of the district feel isolated, and continue to rely on cars.

In terms of active modes of travel—walking, wheeling or cycling, some efforts have been made towards the development and improvement of

A CONNECTED SOUTH-CENTRAL

active travel systems—2 cycle routes have been developed (one is nearing completion) to provide north-south connectivity to the City Centre, but much more is needed to connect the local neighbourhoods and promote active travel in the area. Lack of proper enabling infrastructure, heavy vehicular traffic, and severance caused by regional infrastructure and derelict spaces are the key constraints that undermine the potential that the area's traditional neighbourhood setting and land use patterns offer for low carbon and active travel modes.

STRATEGIC APPROACH

The local development framework envisions the South-Central district as a connected place, connecting communities and places across the district and beyond through sustainable, integrated, equitable and active modes of travel. It will be easier, faster, safer and more pleasant for people to walk, cycle or use public modes of transport for travel throughout the area and beyond.

The following sections outline the strategic approach to achieving these outcomes, which includes:

- Improvement of connections within and beyond the district
- Prioritisation and promotion of active travel and active travel networks
- Design and development of low traffic neighbourhoods

WHAT WE WANT TO ACHIEVE

To deliver 20-minute neighbourhoods and gender mainstreaming in the South Central District, good connectivity is key, both within and across neighbourhoods. Good connectivity to amenities and services has social, environmental and economic benefits. Local connectivity is also considered a key factor in determining a business's 'trade area' (geographic area that represents about 75 percent of its customers). Good connectivity of town centres is thus beneficial not only for the well-being of local communities, but also for the economic viability of businesses and amenities. Areas with better links with communities are considered more lucrative for business location. Better connectivity also allows for sharing of resources and opportunities, promotes engagement, reduces instances of deprivation and supports diversity within the district as a whole.

Geographical features such as rivers, regional transport infrastructure such as motorways or train lines, derelict, unsafe areas, or unsuitable infrastructure (especially for the elderly or disabled) can often become barriers to connectivity. Despite geographical proximity, these barriers can act as edges, affecting accessibility and reducing the service or trade areas of local amenities. Consideration is therefore needed in the planning and design of access points to ensure comfortable, safe and desirable connectivity is supported across these features.

WHERE WE ARE NOW

Connectivity across neighbourhoods remains a key challenge for the South Central District. The two motorways, railway lines, sub-arterial vehicle-

oriented roads and dispersion of derelict, underused spaces serve as significant barriers, hindering access to neighbouring jobs, services and amenities, despite the geographical proximity. There is also a lack of public transport connectivity to areas other than the City Centre (particularly east-west links), undermining access outside of commuting. This is why, despite the presence of several town centres in the area, there are sections of the district, such as Tradeston and Toryglen, where residents continue to feel cut off from local services.

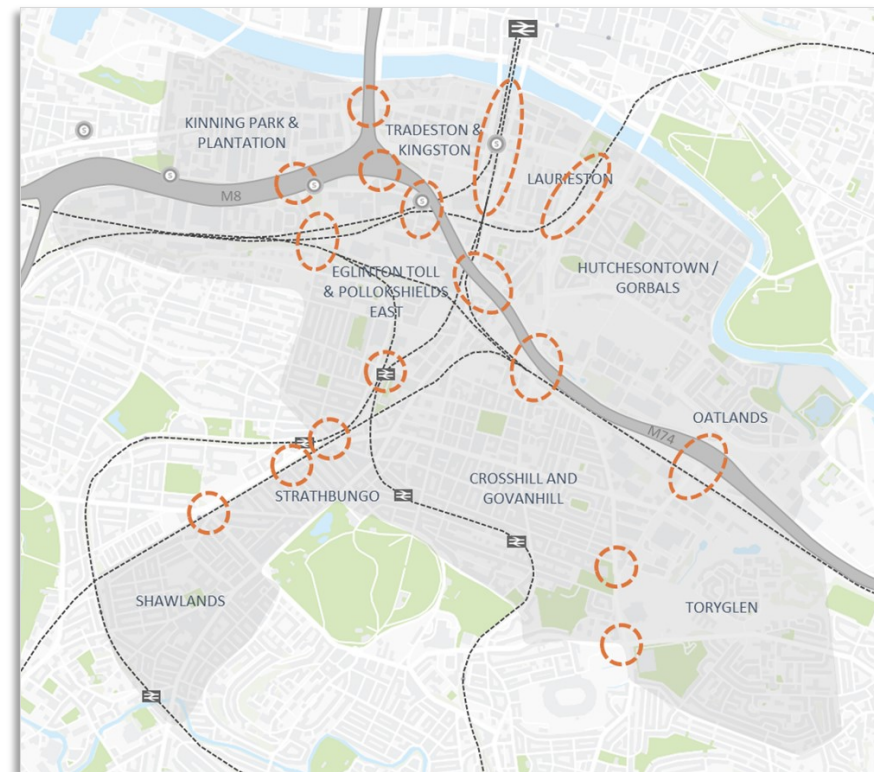


Figure 14: Areas of key connections / barriers between the neighbourhoods in the South-Central district, owing to regional transport infrastructure

During the pandemic, local centres in some areas of the district such as Strathbungo and Govanhill saw a boost in business, with more people working from home and looking to spend locally. This has highlighted the potential in these areas to cater to the needs of the population, given the right demand. As people move to a new normal of hybrid working, we need to ensure that our centres remain viable. Better connectivity is needed so people from within the district and around can access and benefit from these services and keep the momentum going and growing.

THE WAY FORWARD

Supplementary guidance in the City Development Plan for sustainable travel sets out policies to improve connectivity and facilitate active travel within all areas of the city. In addition, the Glasgow's Active Travel Strategy (2022-2031) and the Liveable Neighbourhoods Programme lay down the framework to promote and prioritise active travel and advance sustainable transportation in the city. The Liveable Neighbourhoods Programme, in particular, is part of Glasgow's response to the 20-minute neighbourhood concept, and seeks to reduce car use and support more sustainable travel at a local level through engagement with communities. This means creating more opportunities for people to access services and amenities within a short walk, wheel, cycle or public transport journey from their home.

To realise the benefits of a well connected district, efforts are needed to replace and repair the connections between neighbourhoods. **Key priorities in this regard are:**

- Better integration of neighbourhoods and activities in the area and

beyond, and overcoming any barriers through sensitive and inclusive pedestrian oriented design. This includes ground floor activation along routes to promote transparency, safety and interest.

- Reinstatement of the grid and incorporation of permeability in new development that facilitates access across to surrounding areas. Inclusion of quality design elements including lighting to ensure these connections are safe, accessible and desirable at all times of the day.
- Enhancement of connections to surrounding parks and open spaces, schools, activity hubs, town centres, active travel networks and public transport hubs, with an emphasis on improving the travel experience under railway or motorway bridges.
- Enhancement of public transport services to the area with regards to quality, accessibility, affordability, coverage, and frequency.

Action(s)

- 3.1.1 Support public realm improvements to overcome physical or perceptual barriers to neighbourhoods across city infrastructure such as the motorways and rail lines.
- 3.1.2 Support initiatives to improve accessibility to and of public transport stations (bus, metro, train) across the area.
- 3.1.3 Explore viability of direct public transport connections and services to areas other than the City Centre (better east-west connections).
- 3.1.4 Support the emerging proposals for Clyde Metro, esp. with regards to enhancing South-Central connections to the wider Glasgow City Region.

A CONNECTED SOUTH-CENTRAL | Connecting places - Map

Key Trip Generators

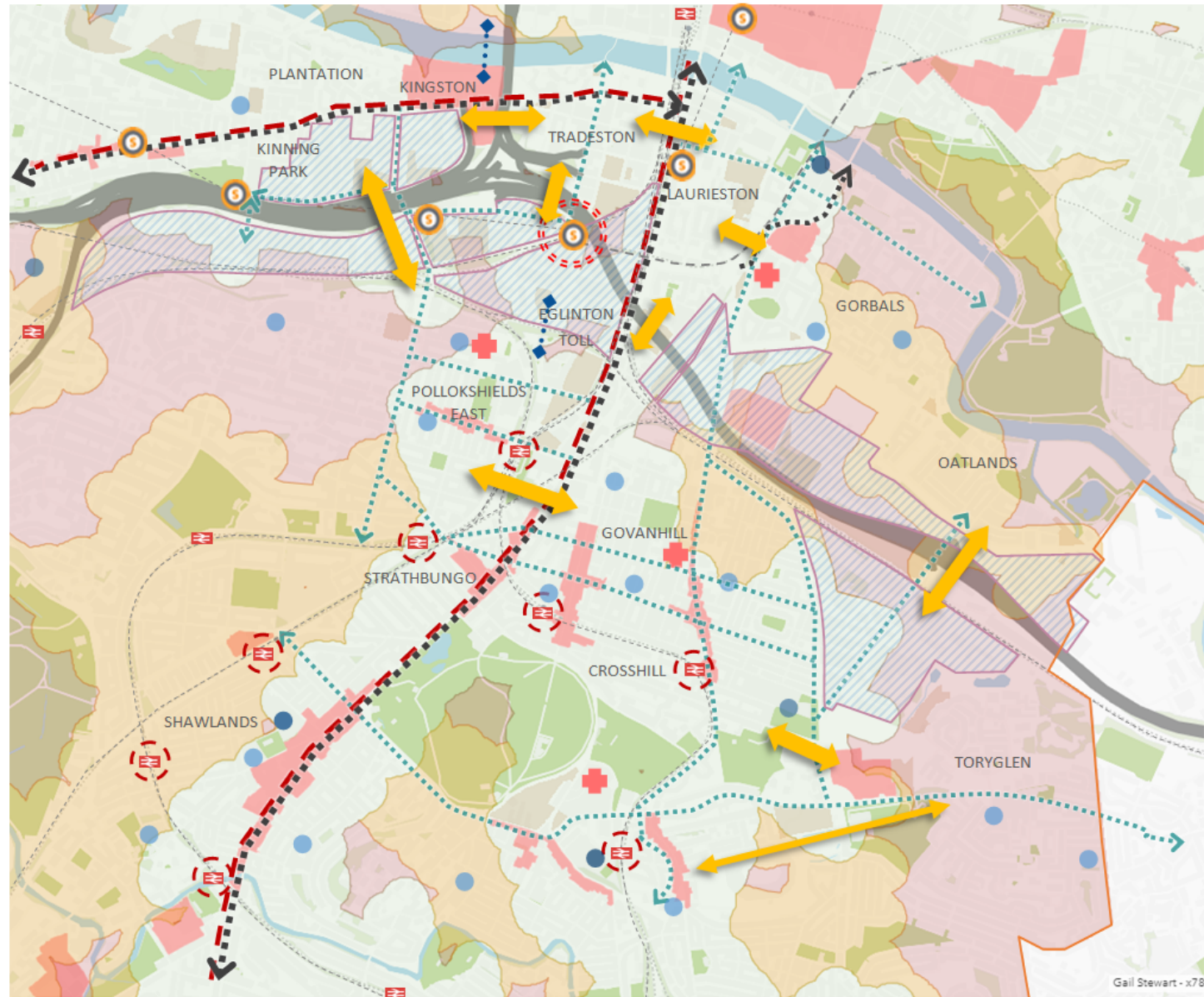
- Town Centres
- Residential Area
- EDA (promote permeability)
- Primary School
- Secondary School
- Higher Education
- Hospital/ Health Centre

Public Transport Connections

- Rail lines
- Subway Line
- Major Bus Route
- High Public Transport Accessibility
- Base Public Transport Accessibility
- Below base Public Transport Accessibility

Proposed Interventions

- Improve and strengthen north-south & east-west links between neighbourhoods
- Key pedestrian routes: priority public realm improvements
- Potential Bus Priority Route Enhancement
- Improve rail station accessibility and approach
- Potential new pedestrian connection (indicative location)
- Potential Transit Interchange (Indicative Location)



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WHAT WE WANT TO ACHIEVE

The focus of the 20-minute neighbourhood idea, and the current climate challenge, is sustainable travel. At the neighborhood scale, this includes walking, wheeling and cycling. There is an addendum to the 20-minute neighbourhood idea, which is the 30-minute city. At this scale, public transport options are also taken into consideration, such that key city-level services and amenities are accessible within a 30-minute journey by public transport from any part of the city. Ultimately the objective is to ensure that all travel demand can be met via sustainable and green modes of travel.

At the neighbourhood scale, the aspiration is that majority of immediate or daily needs are met within a 20-minute there and back trip, preferably by walking or wheeling, but could include cycling as well. To satisfy this aspiration two conditions need to be met, the availability and quality of such services in the area and the availability and quality of the connection between peoples homes and these services. Aside from physical proximity, the quality of walking and cycling infrastructure as well as quality of the built environment plays a key role in enabling or discouraging use of these modes.

WHERE WE ARE NOW

Barring some areas, all neighbourhoods in South Central Glasgow benefit from being within walking and cycling distances of the many local town centres that are present within and around the district. We also have good proximity to public transport hubs (train stations, high frequency bus stops or subway) and public amenities such as schools, libraries, parks

and other community hubs. The key challenge however is the quality of access to these amenities. Heavy automobile traffic, parking overspill on pavements, lack of pedestrian crossings, lacking of cycling lanes and an overall inferior physical environment are the key factors for the disconnect between neighbourhoods, the key barriers cited for the lack of use of active modes, and the reason why cars continue to be the preferred mode of transport for many groups in the area.

In terms of available infrastructure, there are currently 2 dedicated cycle routes, the South West City Way and the South City Way (still under construction) that provide connectivity to the City Centre from the south and west of the district. Recent public realm improvements in Shawlands Town Centre and Victoria Road local town centre have improved the capacity and infrastructure for pedestrian movement in these areas. Aside from these however, much of the remaining built form in the district remains dominated by cars. Roughly 45 percent of households in the district (excluding visitors) own one or more cars. Congestion from parking is a growing issue, especially in dense neighbourhoods such as Pollokshields East, Strathbungo and Govanhill, places that were not designed for that level of car ownership.

Continued growth of traffic in the area, in a business as usual scenario, is no longer sustainable. Promotion of active travel is therefore not just an aspiration but also a necessity, from the perspectives of sustainability, prosperity and liveability of the area. It is also in line with the ambitious target set by Glasgow's Transport Strategy of reducing vehicle kilometres travelled in Glasgow by 30 percent by 2030.

THE WAY FORWARD

To reduce the dependence on cars and realise the aims of a 20-minute well-connected and low carbon district, efforts should be made to rebuild, reconnect, and repair the connections between neighbourhoods and activities in the area and augment and improve the capacity and quality of infrastructure for active travel along these links.

This is also in line with Scotland's Town Centres First principle which focuses on continuing investment and enhancement of town centres to enable them to support their local areas. Improving the active travel network improves the accessibility and viability of the local economy.

Supplementary guidance in the City Development Plan for sustainable travel sets out a number of policies to improve connectivity and facilitate active travel within all areas of the city. And Glasgow's Active Travel Strategy (2022-2031) and the Liveable Neighbourhoods Programme lay down the framework to promote and prioritise active travel at the city and neighbourhood scale.

Key priorities in this regard will be:

- Implementation of traffic calming measures in the district to improve safety and comfort for users of active travel modes.
- Prioritisation of road space for active travel network over motorised forms of travel, including secure bike parking, etc. Support the work of the emerging Streetspace Allocation Framework for Glasgow.
- Expansion of the active travel network and overall connectivity, building on existing links to further reduce reliance on cars.
- Prioritisation of development or improvement of active travel links to key destinations in the district such as local centres, schools, key

community services and amenities, and public transport hubs.

- Improvement of active travel networks, experience and inclusivity through design interventions such as improved infrastructure quality, accessibility, proper lighting, greening, flood management, promotion of ground level activity and oversight along travel corridors. An accessibility audit could be conducted to support this.
- To promote sustainable accessibility, proposals should demonstrate how links to active travel networks and public transport systems would be enhanced.
- Proposals should give due consideration to inclusion of supporting infrastructure such as adequate and secure bike parking, permeability of development and enhancement of the public realm.

Action(s)

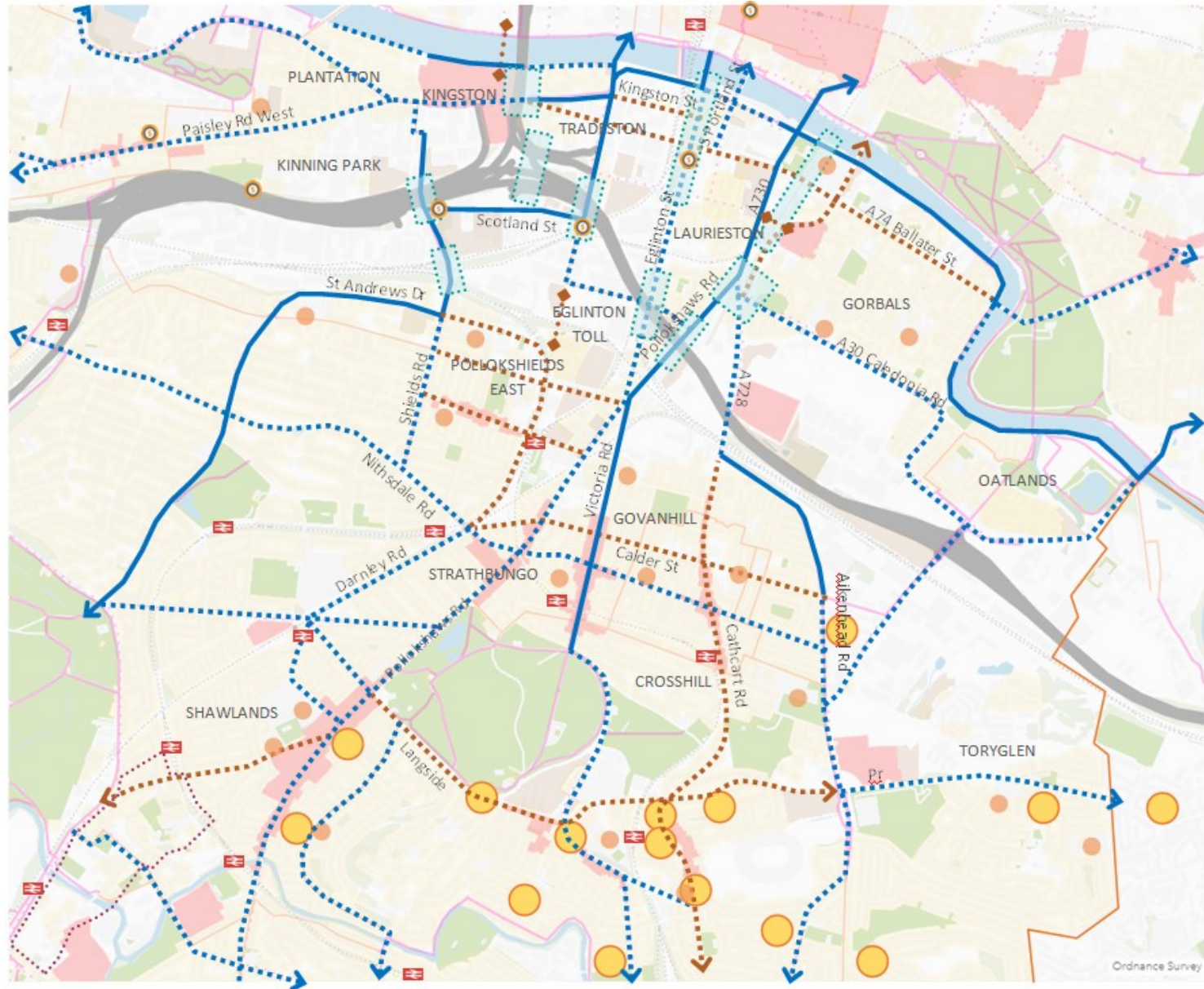
- 3.2.1 Support the delivery of public realm projects to improve pedestrian and cycling experience across key corridors in the area, as identified in the framework, bringing the City Centre Avenues programme to the South-Central District.
- 3.2.2 Support installation of enabling infrastructure such as secure cycle parking around within new and existing development.
- 3.2.3 Support the development and delivery of the Liveable Neighbourhoods Programme and Active Travel strategy to enhance the active travel network in the area.
- 3.2.4 Work with local partners to promote walking and cycling through training, route-planning guides and route improvements.

A CONNECTED SOUTH-CENTRAL | Active travel network - Map

- Centre
- VDL: Key opportunity site
- Residential Area
- Schools—Primary, Secondary
- Motorway
- Existing Segregated on-street Cycle Routes
- Existing Segregated Cycle Routes in parks, etc.
- Existing On-Road Cycle Route

Proposed Interventions

- Proposed City Cycle Infrastructure (Glasgow City Network Delivery Plan 2023)
- Indicative links to augment active travel network: Opportunities for new cycle links and public realm improvements
- Potential new pedestrian connection/bridge
- Improve connections across motorway/rail line
- Connecting Pollokshaws Project (Ongoing)
- Liveable Neighbourhoods Langside to Toryglen Key Projects



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WHAT WE WANT TO ACHIEVE

The COVID19 pandemic altered how we travel, but in a positive way. With restrictions on movement and social distancing norms, most places saw an increase in the number of people who are choosing to walk or cycle for transport. In Scotland itself, there was a 47 percent increase in people cycling in 2020/2021 as compared with the years before. Given the environmental and health and well being benefits to active travel, it is important that we work towards adapting our cities and neighbourhoods to sustain this interest and momentum, and ensure more people feel safe and encouraged to walk and cycle.

The concept of the 'low traffic neighbourhoods' is one such solution devised to adapt neighbourhoods to active travel by reducing the conflicts pedestrians and cyclists face from vehicular traffic at this scale. The scheme uses low-cost street design and street furniture elements such as bollards and planters to prevent through traffic within the neighbourhood, while local vehicles continue to have access. The reduction of through traffic offers multiple benefits. There is a reduction in the noise and air pollution in the area, it opens up space for the local community, and it makes it safer and easier for residents to use the streets for walking, cycling. Some of the reclaimed spaces can also be used for further public realm improvements, for natural spaces (trees, parklets), for children's play or for socialising, bringing the traditional neighbourhood feel back to the area.

Low traffic neighbourhoods have been successfully delivered in many parts of London, in several Dutch cities including Amsterdam, in Barcelona as 'Superblocks' and even in Glasgow many neighbourhoods

have been remodelled to Low Traffic Neighbourhoods over the years such as in Woodlands, Govan, and Hyndland. The experience in all these cities shows that the scheme does work in meeting the said objectives and is extremely popular. Many cities around the world started with first experimenting with the idea on a temporary basis, creating community events such as 'reclaim your streets'. In Glasgow, a similar initiative called 'Street Play' was launched in 2014 by Glasgow City Council and Glasgow Life, and is now an annual event. The initiative allows communities to close local residential streets free-of-charge on certain days so children can play safely outside, close to their homes. Similarly, a 'Spaces for People' scheme was launched in Glasgow during the pandemic to create additional safe and socially distanced spaces for people to walk and cycle in the city. This testing of the idea allows for demonstration of clear benefits of the adaptation and allay any concerns, and helps generate support for the scheme.

WHERE WE ARE NOW

The presence of motorways and A-roads bypassing the South Central district means that there is fast-moving regional traffic moving across the area. The Place Standard Survey has also shown that heavy through traffic and parking overspill are key concerns of residents across all neighbourhoods in the area. The existing traditional grid street pattern in many of the local neighbourhoods encourages through traffic to weave through inner neighbourhoods, resulting in reduced perceived and real safety for walking and cycling, and poor environmental quality from the resulting noise and air pollution. Heavy traffic also disconnects parts of the

A CONNECTED SOUTH-CENTRAL | Low traffic neighbourhoods

neighbourhoods from each other and reduces the open space available for the local community to socialise and for children to play safely.

THE WAY FORWARD

Given our current context of a growing climate crises, the support and momentum for walking and cycling during the pandemic and the existing issues with regards to traffic in the area, low traffic neighbourhoods offer the optimal, tested, low-cost, and flexible solution that ticks many boxes. Dense traditional neighbourhoods like Govanhill, Pollokshields East, Strathbungo and Shawlands need urgent traffic calming measures within the neighbourhoods and are readily suitable candidates for this scheme.

To develop this scheme, a further in-depth assessment will be needed across selected neighbourhoods in the area to see where these measures may be best suited and generate the most benefits. Temporary pilot schemes can be developed to test out the model as well.

This is in line with the sustainable transport policy of the City Development Plan, Glasgow’s Active Travel Strategy (2022-2031), as well as the Liveable Neighbourhoods Programme that promotes and prioritises active travel at the neighbourhood scale.

Action(s)

- 3.3.1 Support an assessment of traffic patterns and neighbourhood morphologies to determine how low traffic neighbourhood interventions can be developed.
- 3.3.2 Strategically pilot interventions to inform how low traffic neighbourhoods deliver desired outcomes and benefits within priority areas of the district.
- 3.3.3 Support the development and delivery of the Glasgow Transport Strategy, Liveable Neighbourhoods Programme and Active Travel strategy to support sustainable transport in the area.

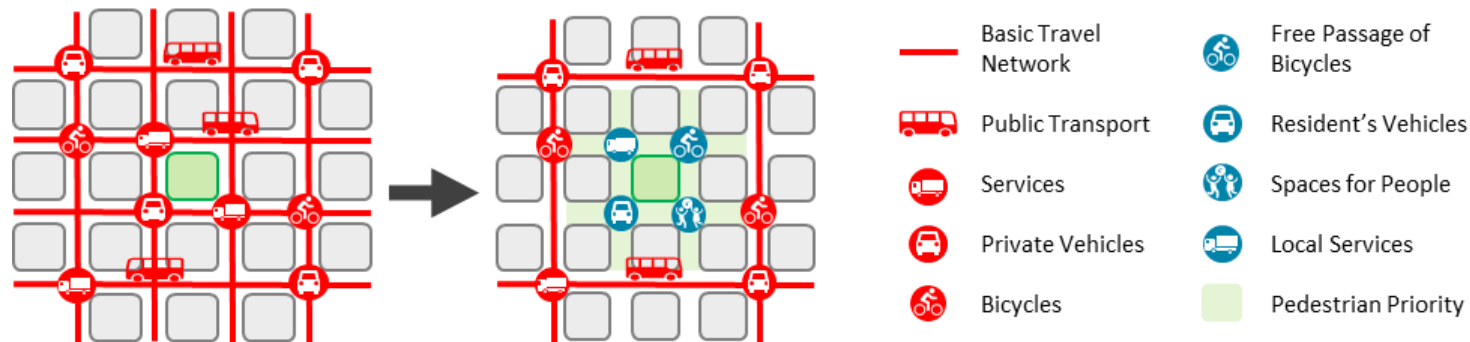
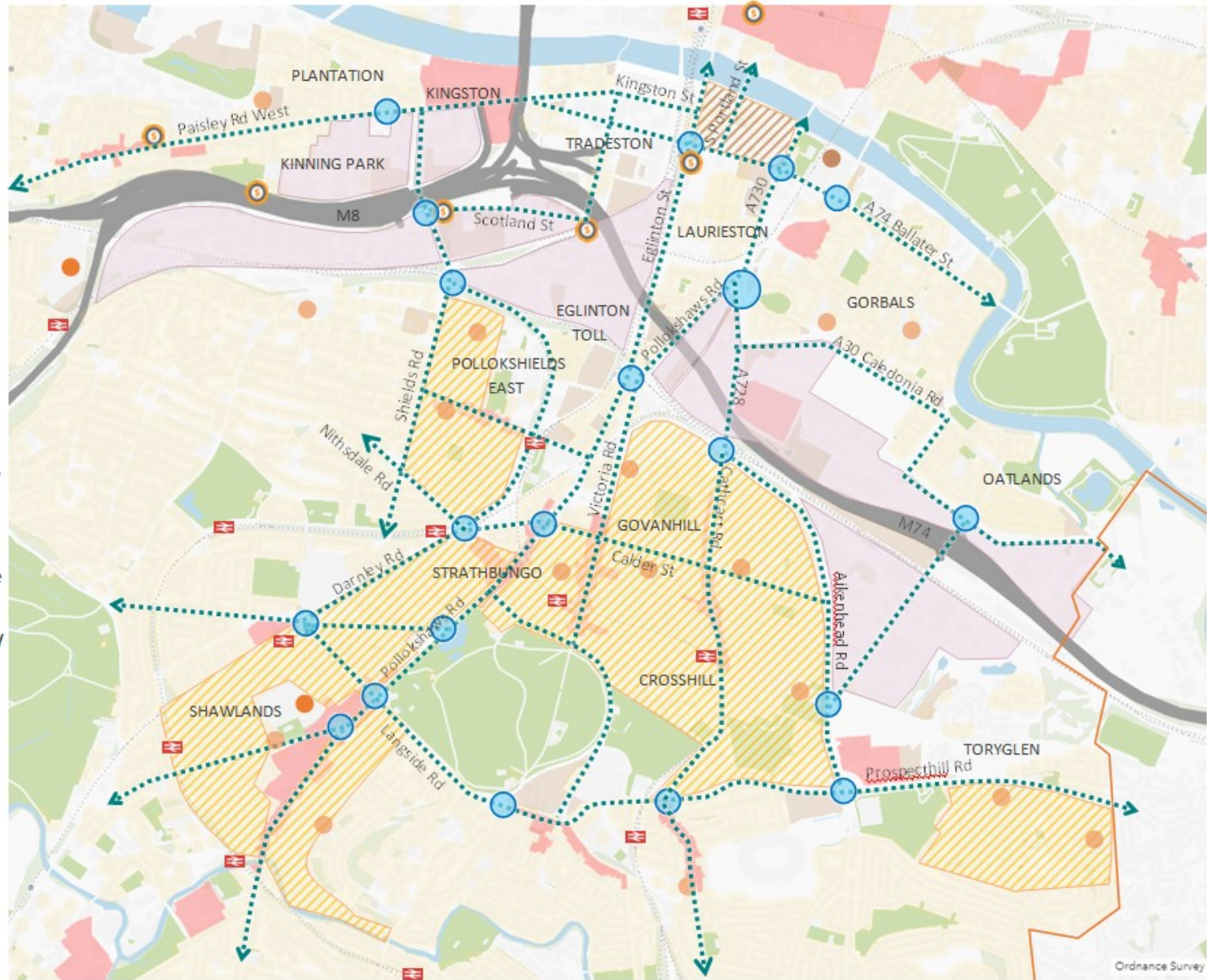


Figure 15: Illustration of the transformation to low traffic neighbourhoods

A CONNECTED SOUTH-CENTRAL | Low traffic neighbourhoods (Indicative) - Map

- Centre
 - Residential Area
 - EDA
 - Primary School
 - Secondary School
 - Higher Education
- Proposed Interventions**
- Designated 'people friendly streets' - City Centre Transport Plan
 - Potential residential areas that can be candidates for Low Traffic Neighbourhoods, where through traffic is discouraged and there is greater, safer and more pleasant space on the residential streets for people and active travel modes
 - Major routes which currently form the 'main' or 'distributor' roads to carry the heavy motor traffic
 - Key Gateway/Junction in need of traffic calming and public realm improvements to improve access for active travel modes



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Figure 16: Illustration of what a low traffic neighbourhood may look like, promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes.

4.d

A GREEN & RESILIENT SOUTH-CENTRAL

Desired Outcome: South-Central Glasgow will be a resilient and green place, offering a high quality environment and network of green-blue spaces, a reducing carbon footprint and climate resilience among development and communities. Local biodiversity will be protected and enhanced.



A GREEN & RESILIENT SOUTH-CENTRAL

CONTEXT

By influencing how people use spaces to meet their day-to-day needs, land use and infrastructure planning decisions influence how carbon intensive our cities are in the long-term. Without proper oversight, planning decisions can create expensive carbon lock-ins for the future, setting the city on a high carbon pathway for development.

In May 2019, Glasgow City Council, in recognition of the current state of the environment and the need for accelerated action, declared a climate and ecological emergency and set an ambitious target of reaching net zero carbon emissions by 2030. Net zero refers to achieving a balance between carbon emissions and removals from the atmosphere. To meet this target a carbon conscious approach is essential in city planning.

Equally important within this context of climate emergency is the acknowledgement of the threat posed by a changing climate on our cities, and the recognition of the impact it is already having. Here again, planning strategies and decisions can influence an area's exposure to risk, and vulnerability for failure in the face of extreme events. The Climate Change (Scotland) Act 2009 calls for an 'Ecosystem Approach' to adaptation that is local, collaborative and integrated in planning processes.

While the themes of mitigation, adaptation and resilience building run throughout the local development framework, in this section, we highlight the key strategies that are needed to meet these objectives.

The industrial and regeneration legacy of the South Central district has resulted in many grey and underused brownfield spaces in what was historically a vibrant and compact district. Promotion of cars and

increasing speed of travel have influenced the local regeneration and redevelopment initiatives in the past. Several areas in the district have retained this legacy and continue to remain dominated by vehicular traffic. The area's green network and biodiversity has also been under pressure from development through direct or cumulative impacts (such as disturbance or habitat loss) that undermine its ability to deliver ecosystem services.

From a climate perspective there is significant scope for transformation in the area but we need to ensure that all future development is climate appropriate and contributes to the larger sustainability and quality of life goals. We need measures to further reduce our carbon footprint, manage flooding threats and safeguard and promote natural spaces, and local biodiversity and ecosystems.

STRATEGIC APPROACH

The local development framework envisions the South-Central district as a resilient and green place, offering a high quality built environment and network of green-blue spaces, a reducing carbon footprint and climate resilience among development and communities.

The following sections outline the strategic approach to achieving these outcomes, which includes:

- Delivering low carbon growth
- Promoting climate adaptation and resilience, and
- Delivering a high quality blue-green network, enhancing biodiversity and ecosystem services

WHAT WE WANT TO ACHIEVE

We want to ensure that development in South Central Glasgow is carbon conscious and responsible in reducing its contribution to global warming.

Our built environment has a key role in both direct and indirect carbon emissions. Direct emissions include the embodied carbon of building materials and construction processes, as well as emissions from building operations. Indirect emissions are emissions generated or influenced by the morphology of development, such as where we live (urban sprawl, loss of natural systems, etc.), how we live (land use, high carbon lifestyles), how we travel (emissions from the transportation sector), etc. In urban settings such as the South Central District, the key greenhouse gas emitters are buildings, industries and motorised transport systems.

The built environment we have today will last us for many more years to come, much beyond 2030. The opportunity for decarbonisation is therefore limited to incremental regeneration and enhancement efforts. There is therefore a significant responsibility to ensure that all future development works are in line with our ambitious net zero targets.

WHERE WE ARE NOW

South Central Glasgow has a mix of built forms thanks to multiple renewal campaigns over the years. Neighbourhoods such as Govanhill, Strathbungo and Pollokshields East have retained much of their historic form and buildings, while others such as Toryglen or Laurieston, have seen a series of regeneration efforts, with some still ongoing.

Historic buildings benefit from quality design and use of quality local

building materials, having lasted 100 years or more. However, the energy efficiency of these buildings is relatively poor, resulting in high energy consumption and costs. Efforts are currently being made to retrofit some of this housing stock to higher efficiency standards. With the newer building stock, issues remain with regards to construction quality, durability and energy efficiency. Recent regeneration efforts have seen demolition of tower blocks which were built less than forty years ago.

From a land use standpoint, historic compact mixed use neighbourhoods are more efficient in their use of energy and in limiting demand for car travel. Post war neighbourhoods, with lower densities and more segregated land uses tend to promote car-travel. Retrofitting neighbourhoods to low-carbon standards and promoting sustainability will need to be a key priority for the area. Much work is needed to ensure we can capitalise on any opportunities for decarbonisation while also promoting a healthy, liveable environment.

On the energy front, Glasgow is in the process of developing its Local Heat and Energy Efficiency Strategy (LHEES) in accordance with the Heat Networks (Scotland) Act. This strategy will provide a long-term plan for how the city can improve energy efficiency of its buildings and how it can decarbonise heating to reduce the environmental impact of our built environment. A key outcome of this process will be the analysis of energy requirements by location to identify where heat networks present a potential decarbonisation option. The strategy also includes a city-wide review to identify zones that may be particularly suitable for the construction and operation of heat networks. In order to ensure that these networks contribute toward a net reduction in carbon emissions, it is intended they will utilise available low carbon heating sources.

THE WAY FORWARD

What would low carbon growth for our built environment look like? Low carbon growth is about responsible resource management, starting with reducing the demand for energy, enhancing energy efficiency and finally shifting the remaining energy needs to renewable sources. Our current energy consumption levels are not sustainable and assuming that renewables can simply replace carbon heavy energy sources and continue to sustain our growing energy needs is unrealistic.

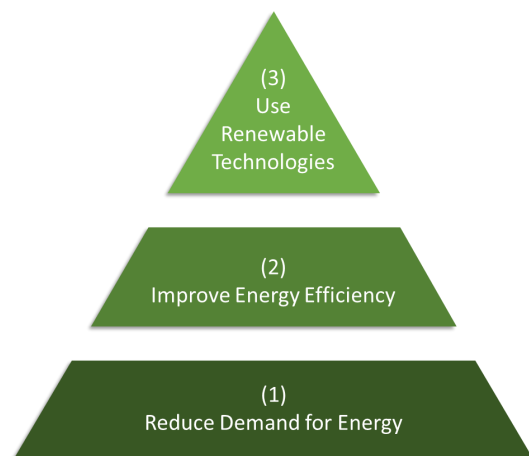


Figure 17: The energy hierarchy for progress towards sustainability

- Within land use planning, application of efficient urban models such as the 20-minute neighbourhood, promoting density, diversity and mix of uses, and enhancing the public realm, are actions that will help reduce the demand for long distance motorised travel, and help prioritise accessibility via low carbon or zero carbon travel modes.
- In the transport sector, sustainability can be enhanced through reducing single car trips, improving access to public transport, use of

energy efficient technology in vehicles and use of renewable energy.

- In the construction sector, a low carbon pathway should include energy efficient designs, installation of low carbon and energy efficient systems, use of sustainable and lasting building materials, and recycling and reuse of materials (and buildings), following Circular Economy Principles such as those adopted by [London](#).
- At the building scale, a low carbon pathway should include rationalising space and energy usage, minimising wastage. And use of low carbon / renewable energy sources through local heat networks to fulfil any remaining energy needs, installation of enabling infrastructure such as electric charging points, etc.

Action(s)

- 4.1.1 Promote education and awareness of green building practices and building use. Support training programmes, local apprenticeships, skill development and employment generation in this sector.
- 4.1.2 Promote interventions to deliver 20-minute neighborhoods.
- 4.1.3 Encourage Circular Economy principles through refurbishment and re-use of existing buildings. Support local groups in converting or altering buildings to achieve a sustainable re-use.
- 4.1.4 Support development of energy efficient or renewable energy infrastructure. Support efforts to improve energy efficiency of existing and historic building stock through retrofits and upgrades.
- 4.1.5 Support the work of Glasgow's Local Heat and Energy Efficiency Strategy (LHEES) in South Central Glasgow.

WHAT WE WANT TO ACHIEVE

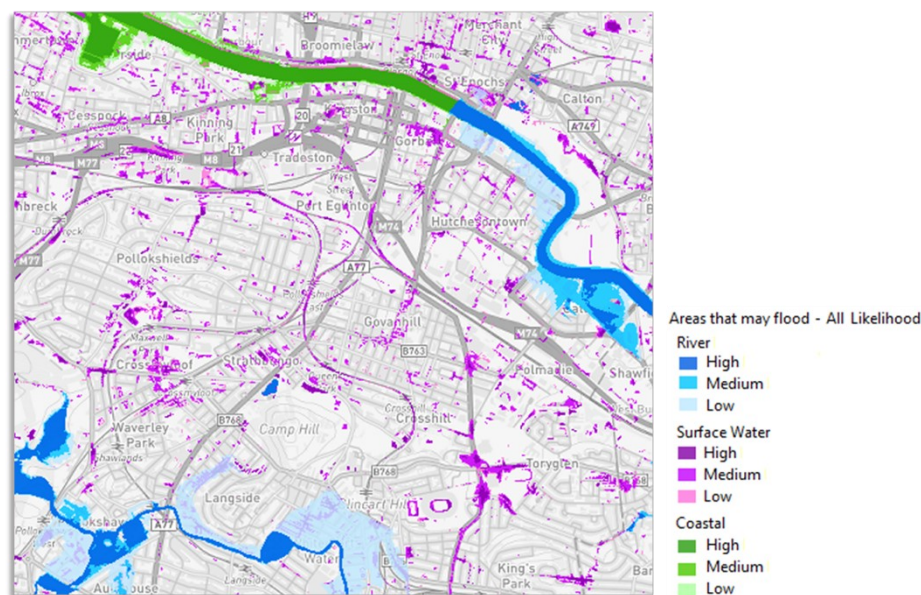
We want to ensure that communities within South-Central Glasgow are safeguarded from the impacts of a changing climate, are resilient in the face of extreme events and well placed to adapt to these impacts.

Climate adaptation is how our built environment adjusts to safeguard from the impacts of climate change. This is a complex task due to the uncertainty around the nature and intensity of climate impacts. In the absence of complete information, what is key is the resilience of our built environment and our communities. The Intergovernmental Panel on Climate Change (IPCC) defines resilience as the “ability of a system to anticipate, absorb, accommodate or recover from the effects of a potentially hazardous event in a timely and efficient manner”. The development of this capacity is essential for the long term well being of our communities.

WHERE WE ARE NOW

In Scotland, the key climate-related threat is flooding, both from sea-level rise as well as from extreme precipitation events. In some areas, growing urban heat islands may appear as a significant threat as well. Within South-Central Glasgow, the neighbourhoods in the north have medium to low vulnerability to river/coastal flooding as they abut River Clyde. Localised flooding from heavy rainfall and resulting interruptions are common across most neighbourhoods in the district and have been flagged as a key issue by residents in the Place Standard Survey. Further, the ageing infrastructure, especially in the more established areas adds to the vulnerability of the area.

Against the outlook of external threats, any economic or social deprivation within communities further undermines resilience and exacerbates the risks associated with these threats. Some of the communities in the area fall within the 5-10 percentile of the most deprived communities across Scotland and are particularly vulnerable. Among other measures, the presence of social networks adds to resilience as communities are able to support each other, as demonstrated during the Covid19 pandemic. While some of the more established communities in the area have strong networks and social capital, areas under recent regeneration works are relatively new and lack those systems. Efforts to enhance the area’s resilience must therefore be prioritised to improve the outlook for local communities.



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Figure 18: SEPA Flood Hazard and Flood Risk Information

THE WAY FORWARD

South Central Glasgow is bound by River Clyde and its tributaries such as the White Cart. While they represent a significant challenge in terms of climate change, they also provide opportunities for adaptation, to create nature-based solutions that improve places for people and nature, whilst helping build climate resilience.

The City Development Plan provides guidance on minimising flood risk through the planning process (CDP 8 Water Environment). In addition, at the regional level we have the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP), a collaborative partnership between public bodies involved in managing surface water, water quality, flood risk, investment planning and economic development, in line with the Scottish Government's Policy Framework for Surface Water Management and Blue-Green Infrastructure. The updated Tidal River Clyde Flood Model, prepared by GCC in collaboration with SEPA also informs capacity and suitability for development along the River Corridor.

To support these and other efforts at the city and regional scale, we must ensure that adequate steps are taken at the district level to enhance resilience. **Key priorities in this regard would be:**

- Support for community engagement and stewardship to tackle local issues and enhance development of social capital and resilience.
- Ensuring all new development does flood risk assessment and alleviation. A similar process can be undertaken for any changes to existing development as well.
- Support for development of a network of multifunctional blue-green integrated infrastructure such as pocket parks, water channels and

rain gardens in public areas that can alleviate flooding in extreme events and reduce pressure on the sewage system, while providing a desirable environment and promoting biodiversity. This has been elaborated in the next section.

- Prioritisation of temporary greening of vacant and stalled sites and spaces, especially within the more developed areas.
- Enhancement of greening and street trees across the district, especially along key travel corridors to promote a better quality environment for pedestrians and reduce the potential for urban heat island effect at the peak of summer.

Action(s)

- 4.2.1 Promote community lead and engagement in the design and delivery of key initiatives part of the local development framework and other area plans. Ensure engagement is inclusive.
- 4.2.2 Support area based Stalled Spaces schemes to promote community-led improvement of stalled or underused open spaces in the district. Support delivery of temporary green interventions on larger sites in the area. Align with action 2.3.3.
- 4.2.3 Advocate for the incorporation of greening and nature-based solutions in road and other infrastructure projects to promote biodiversity and mitigate local flooding. Support the work of MGSDP and other organisations to promote resilience and adaptation to flooding at the regional scale.
- 4.2.4 Support local food growing initiatives and delivery of the Council's Food Growing Strategy in the area.

WHAT WE WANT TO ACHIEVE

Urban areas are embedded within natural systems comprising both ecological and hydrological networks. The recognition, protection and enhancement of these networks is crucial for combating climate change, building resilience, and promoting a healthy and liveable environment. Blue-green infrastructure and nature-based solutions are a range of urban practices that look to rehabilitate these natural systems to complement engineering solutions, help deliver ecosystem services and promote sustainability. They may include creation of green spaces, sustainable urban drainage systems, urban trees, and green roofs/ walls, among others.

Blue-green networks can be multifunctional and can offer a range of co-benefits to local areas, especially areas that are densely built up. Appropriately designed green spaces sequester carbon from the environment, improve air quality, reduce local heat effects and protect and promote biodiversity, while also offering residents valuable outdoor opportunities for rest and recreation in a healthy and clean environment. Children especially benefit from spending time in quality outdoor green spaces. Green spaces designed with natural flood mitigation measures further help alleviate the impacts of local flooding and reduce the burden on the sewer system. A network of blue-green spaces can also help deliver the 20-minute neighbourhoods principle—providing accessible green and recreation spaces within neighbourhoods as well as along key walking/cycling connections to other areas and services.

WHERE WE ARE NOW

The South Central district benefits from proximity to several parks and green spaces, ranging in both size and quality. There are however still gaps in provision with regards to usable green spaces and overall greenery/ biodiversity. A key gap in the area is the absence of a green space network along the area's largest open space, the River Clyde. The adjoining neighbourhoods of Laurieston, Tradeston, Kingston and Kinning park suffer from lack of quality green spaces, despite hosting high populations. The streets in these areas are car-oriented and lack in greenery. Areas near traffic corridors, particularly around the motorways, suffer from air, noise and light pollution. The few green spaces that do exist, such as the Plantation Park, offer poor amenity and need enhancements. The overall perception of these areas is an abundance of grey and dearth of greenery.

Neighbourhoods further south of the motorway are better served, though only marginally. High density areas such as Pollokshields East, Strathbungo and Govanhill have very little in terms of accessible green spaces. Queens park is the largest and most popular green space in the area. Yet access to the park from neighbourhoods within the 10-minute walking distance is disrupted due to heavy traffic and poor pedestrian environment. Additionally, there is also a lack of an integrated network of blue-green spaces to connect the various neighbourhoods and amenities in the area.

Against the backdrop of a changing climate and continuing threat of disruption from increased flooding in many areas of the district, it is critical we recognise these gaps and identify opportunities for improving and expanding the network of multi-functional blue-green spaces in the area, to enhance the overall health and well-being of the local communities.

THE WAY FORWARD

At the regional scale, the ambitious Glasgow and Clyde Valley green network programme, and at the city scale, the City Development Plan and the Open Space Strategy set the vision for a network of high quality, well connected and multifunctional greenspaces throughout the city and wider region (green belt). The CDP supplementary guidance IP6 Green Belt and Green Network set out guidance on how to protect, enhance and extend the open space network. Spatial supplementary guidance in the form of the River and the City Centre Strategic Development Frameworks also set the guidance and provisions for an integrated blue-green network along the Clyde Riverfront.

The South Central Local Development Framework seeks to set the blueprint for the area to allow incremental enhancement and development of the desired network through early consideration in all development proposals and projects. **Key priorities in this regard will be:**

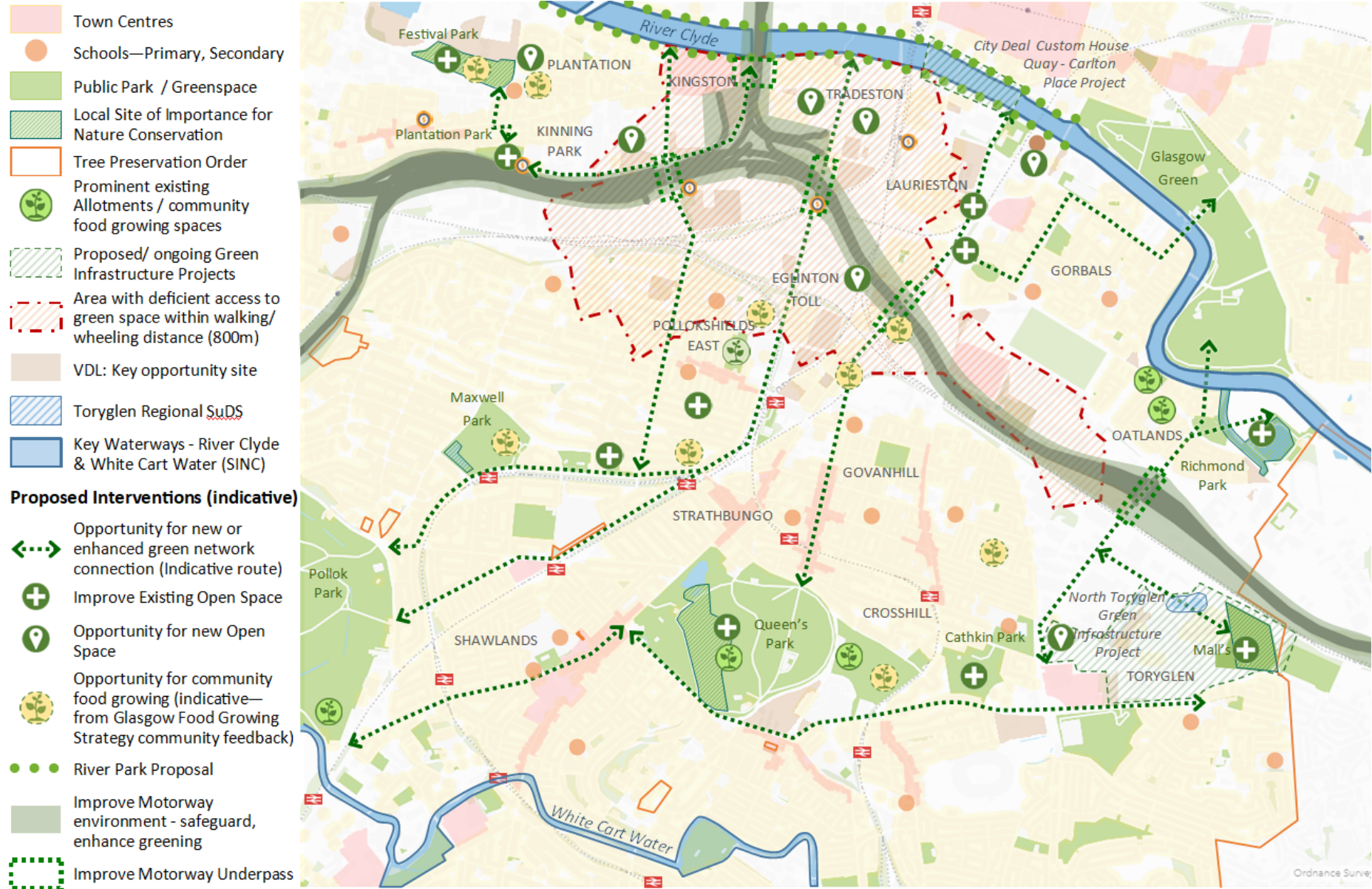
- Identification of opportunities to enhance and expand provision of multifunctional green spaces within neighbourhoods and contribute to the network of connected green spaces. Opportunities could be within existing or new developments, stalled spaces or along travel corridors in the community, and could be permanent or temporary.
- Incorporation of natural drainage and flood retention capacities in local green spaces through innovative design and best practices.
- Promotion and safeguarding of local biodiversity and creation of healthier, more cohesive ecosystems in all interventions.
- Reconnecting, restoring and enhancing green network features that have been lost or degraded e.g. along the motorways.

- Introduction of blue-green infrastructure along all major corridors in the area and as part of any public realm improvements.
- Identification of opportunities for new, improved or more accessible outdoor formal or informal play for children across all ages and abilities, taking into account likely future needs of the community.
- Identification and support for opportunities for temporary greening or natural play spaces on vacant or underused sites.
- Development of programmes for education and awareness among local schools and communities, and engaging them in the design and development process as well as in the stewardship of projects.
- Ensuring spaces are designed to be accessible, attractive, safe and welcoming, across all hours and seasons.

Action(s)

- 4.3.1 Support the work of the Open Space Strategy and other initiatives in preparation of a blueprint for a blue-green network for the South-Central District, identifying areas for development or enhancement of green spaces in line with the ecological, hydrological, connectivity and community priorities. This plan or blueprint should work in conjunction with other plans such as those for active travel.
- 4.3.2 Support the delivery of an integrated blue-green network along the Clyde Riverfront, the 'River Park'.
- 4.3.3 Support the City Deal led Carlton Place Project which aims at consolidating and realigning the quay wall embankment, introducing a flood risk strategy for the area, and providing a high quality open space through landscaping, improved access and lighting design.

A GREEN & RESILIENT SOUTH-CENTRAL | High quality blue-green network - Map



5

MOVING FORWARD

IMPLEMENTATION, COLLABORATION AND ALIGNMENT

This Local Development Framework sets out the overarching vision and key outcomes for South-Central Glasgow's continued regeneration and transformation.

The successful delivery of this community-led vision will depend upon strong multi-sectoral collaboration; between Government, the City Council, key agencies, investors, developers, business, institutions, and local communities. Partnership working will seek to address the issues in South-Central Glasgow, take full advantage of emerging opportunities and unlock creative approaches to development delivery.

This LDF seeks to articulate the long term place ambitions for the neighbourhoods that comprise the South-Central District around which the policies, plans, projects and budgets of City Council Services and partner organisations can be aligned to ensure joined-up successful placemaking.

Integration and coordination of a range of activities, mechanisms and approaches will be required to progress the vision, particularly in relation to:

- The design and delivery of strategic and multi-functional infrastructure, such as the public transport enhancements, public realm improvements, delivery of Avenue-style interventions to key corridors in the area, creation of a green/blue infrastructure network, and mitigation of climate risks, building of resilience to impacts.
- Development management—through the policies and guidance contained in NPF4, the CDP, associated Supplementary Guidance and

the area-specific guidance for the South-Central District set out in this LDF.

- A number of further studies to inform the design and delivery of development and infrastructure.

This LDF also seeks adoption and participation from local communities. Local residents, workers and visitors will influence, shape and drive the development of the South-Central District, improving the everyday experience of their neighbourhoods.

INCREMENTAL HOLISTIC TRANSFORMATION

The South-Central District is already on journey of incremental transformation. However, to effectively respond to the climate emergency and address the area's future resilience the regenerative activity must accelerate and expand to ensure more comprehensive, integrated and holistic change that will be sustainable in the long term.

ACTION PROGRAMME

The Action Programme (Appendix A) sets out the key actions, lead partners and timeframe required to progress towards the vision and deliver the outcomes. It is an iterative document and will be updated as new actions and partners are identified.



APPENDIX A: ACTION PROGRAMME

ACTION PROGRAMME | General

The Action Programme summarises the actions that have been identified to drive and deliver the vision and outcomes as described in the South-Central LDF. For each of these actions, the action programme also specifies:

- An indicative timescale and phasing for delivery
- An indicative list of lead delivery partners
- Intended outcomes of the proposed actions

The Action Programme is intended to help align the delivery of the LDF with the City Development Plan, to lever the best possible outcome for the South-Central district, and to coordinate development proposals and future investment.

The Action Programme will be reviewed on a regular basis to ensure it remains relevant and up-to-date. It is an iterative document and will be updated as new actions and partners are identified. It will be reported on annually through the Council Committee process.

| | Action | Timescale | | | Lead/Partners | Outcome |
|----------------|--|-----------|---------|---------|------------------------|---|
| | | To 2025 | To 2030 | Ongoing | | |
| General | | | | | | |
| 1 | Promote a collaborative approach and encourage creation of a multi-sectoral strategic partnership involving local groups and relevant organisations to direct, drive and deliver the ambitions of the South-Central Local Development Framework. | | | | GCC and local partners | A multi-sectoral governance structure that enables the delivery of the vision and key proposals of the South-Central LDF through joined-up partnership working. |
| 2 | Adopt a coherent and considered process to identify external funding opportunities and areas where this grant funding could be focused. | | | | GCC and local partners | Maximising the range of benefits available across social, economic, and environmental objectives. |
| 3 | Support the alignment of strategies, plans, policies, and projects affecting the South-Central district from a placemaking perspective. | | | | GCC and partners | A strategic, integrated and coordinated approach that enhances placemaking in the area. |

ACTION PROGRAMME | A Thriving and Vibrant South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|--|-----------|---------|---------|---|--|
| | | To 2025 | To 2030 | Ongoing | | |
| (1) | A VIBRANT PLACE WITH A GROWING ECONOMY | | | | | |
| 1.1 | Promoting investment in Town Centres and supporting new businesses, start-ups | | | | | |
| 1.1.1 | Produce a baseline report for local town centres in the area to develop a thorough understanding of key issues and assets and present an in-depth evidence base upon which to move forward. | | | | GCC and partners – community groups, local businesses | Established priorities for Town Centre Action Plans and setting of benchmarks to measure project impacts against. |
| 1.1.2 | Develop Town Centre Action Plans for the local town centres in the area, where needed, focusing on local strengths and assets, to improve the sustainability, attractiveness, suitability, and the economic vitality of these centres. | | | | GCC and partners – community groups, local businesses | A blueprint for the enhancement of town centres, to make them more vibrant, prosperous, and attractive, and enable them to better support the areas as the hubs of the 20-minute neighbourhood. |
| 1.1.3 | Support diversification of local town centres to adapt to changing needs of the community and improve their economic resilience. Promote local creative sector, culture, heritage and the arts. | | | | GCC | Better occupancy and vibrancy in town centres, better service to local communities and improved resilience. |
| 1.1.4 | Introduce a programme to support improvement and activation of vacant spaces, gaps sites and empty shops in the town centres through community-led temporary uses or complementary long-term uses. | | | | GCC and partners – community groups, local businesses | Improvement of the built environment, community engagement, better utilisation of spaces, support for testing business ideas, vibrancy. |
| 1.1.5 | Encourage and support local businesses in the respective town centres to engage and organise for the collective improvement and prosperity of the area and enable circularity in the local economy. | | | | Local businesses with support from GCC | Coordinated action towards enhancement of the town centre including applying for funding, delivery of events, public realm improvements – to build more vibrant, sustainable and prosperous centres. |
| 1.1.6 | Continue to build on the success of the Shawlands Town Centre Action Plan and promote the improvement and diversification of the major town centre | | | | Shawlands BID, GCC | Maintaining and improving the successful trajectory of growth for Shawlands |

ACTION PROGRAMME | A Thriving and Vibrant South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|---|-----------|---------|---------|---|--|
| | | To 2025 | To 2030 | Ongoing | | |
| 1.2 | Unlocking the area's development potential | | | | | |
| 1.2.1 | Produce a baseline report for the designated Economic Development Areas in the district to develop a thorough understanding of key issues, assets, and development opportunities, and present an in-depth evidence base upon which to move forward. | | | | GCC and partners – community groups, local businesses | Established priorities for EDAs and setting of benchmarks to measure improvements against. |
| 1.2.2 | Encourage the preparation of EDA improvement plans driven by local demand, and led by local stakeholders | | | | GCC and partners – community groups, local businesses | Industry and business growth in a series of interconnected EDAs with better connectivity and environment for workers and residents. |
| 1.2.3 | Advocate for re-designation and further diversification of certain EDAs to uses that are complimentary to surrounding areas and town centres. | | | | GCC | Area EDAs reflect local needs and demands, and support an inclusive and diverse economy. |
| 1.2.4 | Complete an assessment of Vacant or Underused land in the district and foster development in appropriate locations aligned with the 20-minute neighbourhood principles of density, diversity, sufficiency and accessibility. | | | | GCC, partners | New development is better aligned to the needs of the area in terms of housing and other uses, promoting inclusivity and self-sufficiency. |

ACTION PROGRAMME | A Sustainable and Liveable South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|--|-----------|---------|---------|---|---|
| | | To 2025 | To 2030 | Ongoing | | |
| (2) | A THRIVING AND SUSTAINABLE PLACE TO LIVE AND WORK | | | | | |
| 2.1 | Density and diversity | | | | | |
| 2.1.1 | Support the Council's Local Housing Strategy in improving housing provision and reducing deficit. Support a further housing needs and demand assessment for South-Central Glasgow with a view to understanding gaps in terms of supply and housing choice (across size, type, and affordability), to inform the development community, and guide development to appropriate locations. | | | | GCC, local housing associations, other development partners | Housing proposals respond to the gap in provision and diversity in the area, providing affordable options to people with varying needs. |
| 2.1.2 | Support the delivery of the City Centre Living Strategy 2035 for the relevant areas of Tradeston and Laurieston. The strategy aims to establish a city centre population of 40,000 by 2035. | | | | GCC | A number of action plans to guide investment towards improving liveability. |
| 2.2 | Sustainable access to amenities and services | | | | | |
| 2.2.1 | Support the Scottish Government's Town Centre First principle to support local centres in the district. Identify opportunities for provision of services within existing spaces, buildings, or open spaces in the area. | | | | GCC, community and development partners, local businesses | Better occupancy and vibrancy in Town Centres, better service to local communities and improved resilience. |
| 2.2.2 | Build on current assessment in the LDF of gaps in services and amenities at the neighbourhood scale, within the framework of the 20-minute neighbourhood, to inform new development in the area, in line with the 'Infrastructure First' policy. Emphasis needed to bridge service gaps in Tradeston and Laurieston areas. | | | | GCC, community partners, development partners, local businesses | Delivery of functional, desirable, sustainable, and equitable 20-minute neighbourhoods in the South-Central District. |
| 2.2.3 | Support the development and delivery of Glasgow's Play Sufficiency Assessment and Open Space Strategy. | | | | GCC, partners, Sportscotland | Better opportunities for play, recreation and sport. |
| 2.2.4 | Support the delivery of the 'Digital Glasgow Strategy' to increase digital infrastructure access for residents and businesses. Support 'dig smart' policy to leverage opportunity to install open access ducting during development projects and extend coverage. | | | | GCC, development partners | Streamline delivery of better connectivity and communications infrastructure to support local community. |

ACTION PROGRAMME | A Sustainable and Liveable South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|---|-----------|---------|---------|--|---|
| | | To 2025 | To 2030 | Ongoing | | |
| 2.3 | Place quality and design | | | | | |
| 2.3.1 | Safeguard the historic value and walkability of the built environment with appropriate scale and design of incoming development. Improve the setting of key heritage assets in the area through public realm interventions. Update appraisals of relevant Conservation Areas. | | | | GCC, development partners, HES, GCHT and relevant groups | A high-quality built environment that celebrates the area's history and promotes accessibility and active travel. |
| 2.3.2 | Support the development and delivery of the emerging River Design Guidance (River SDF) and View Management Plan (City Centre SDF). | | | | GCC | High design quality of development promoted as a key component of the placemaking ambition. |
| 2.3.3 | Consider gender perspectives in the design of spaces such as parks, playgrounds and the public realm. | | | | GCC and partners | Good design for women is good design for everybody. |
| 2.3.4 | Progress a masterplanning approach to development in Tradeston, Kingston, North Laurieston, and other areas as appropriate, to support ongoing regeneration efforts and enable coordinated development and delivery of neighbourhood infrastructure. | | | | GCC and partners | A collaborative approach to coordinate the design and delivery of development and neighbourhood infrastructure. |
| 2.4 | Community focus | | | | | |
| 2.4.1 | Explore the appetite for and creation of a cross neighbourhood group or platform comprising of representatives of local groups/organisations to share resources and information and better coordinate efforts across the district. | | | | GCC and community partners | Improved community engagement, capacity, governance, and resource utilisation. |
| 2.4.2 | Work collaboratively with local groups and organisations embedded in the areas and support their efforts in the design and delivery of placemaking initiatives in-line with the overall objectives of the LDF. | | | | GCC and community partners | Capacity building. Local communities are empowered to co-produce and deliver projects affecting all aspects of the South-Central district as a place. |
| 2.4.3 | Promote gender mainstreaming by ensuring greater visibility and representation of women in planning and decision making processes around local development and regeneration. | | | | GCC and partners | Spaces and forums are inclusive and serve needs of all population groups. |

ACTION PROGRAMME | A Connected South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|--|-----------|---------|---------|---|--|
| | | To 2025 | To 2030 | Ongoing | | |
| (3) | A CONNECTED PLACE TO MOVE AROUND AND DO BUSINESS IN | | | | | |
| 3.1 | Improvement of connections within and beyond the district | | | | | |
| 3.1.1 | Support public realm improvements to overcome physical or perceptual barriers to neighbourhoods across city infrastructure such as the motorways and rail lines. | | | | GCC, Network Rail, Transport Scotland, and other partners | Improved inter-neighbourhood connectivity, esp. via active travel modes, enabling sharing of services and amenities and promoting the 20-minute neighbourhood. |
| 3.1.2 | Support initiatives to improve accessibility to and of public transport stations (bus, metro, train) across the area. | | | | GCC, SPT, Network Rail, and other partners | Better accessibility to and of public transport across all population groups and needs, reduced dependence on cars for long distance travel and reduced car miles travelled. |
| 3.1.3 | Explore the viability of direct public transport connections and services to areas other than the City Centre (better east-west connections). | | | | GCC, First Bus, SPT, and other partners | Better direct connectivity, and reduced travel time to activities and amenities in areas outside of the City Centre. |
| 3.1.4 | Support the emerging proposals for Clyde Metro, esp. with regards to enhancing South-Central connections to the wider Glasgow City Region | | | | GCC, SPT and other partners | Enhanced connectivity to the wider Glasgow City Region via high-speed public transport |

ACTION PROGRAMME | A Connected South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|---|-----------|---------|---------|---|--|
| | | To 2025 | To 2030 | Ongoing | | |
| 3.2 | Prioritisation and promotion of active travel and active travel network | | | | | |
| 3.2.1 | Support the delivery of public realm projects to improve pedestrian and cycling experience across key corridors as identified in the framework, bringing the City Centre Avenues programme to the South-Central District. | | | | GCC, Sustrans, Transport Scotland, and other partners | Enhanced safety, quality, and continuity of infrastructure for walking, wheeling, and cycling, thus promoting use of these modes among local communities. |
| 3.2.2 | Support installation of enabling infrastructure such as secure cycle parking within new and existing development. | | | | GCC, Sustrans, development partners | Allow more people take up cycling as a mode of travel, easing its use. |
| 3.2.3 | Support the development and delivery of the Liveable Neighbourhoods Plan and Active Travel strategy to enhance the active travel network in the area. | | | | GCC, Sustrans, and other partners | Improvement of key problem areas, as identified through consultation, for promoting active travel in the district. |
| 3.2.4 | Work with local partners to launch drive to promote walking and cycling in the area through training, route-planning guides or route improvement. | | | | GCC and local partners | Better public information and knowledge, to simplify, improve, and popularise adoption of active travel modes. |
| 3.3 | Design and development of low traffic neighbourhoods | | | | | |
| 3.3.1 | Support an assessment of traffic patterns and neighbourhood morphologies to determine how low traffic neighbourhood interventions can be developed. | | | | GCC | Development of a robust evidence base for creation of low traffic neighbourhoods in select neighbourhoods in the district. |
| 3.3.2 | Strategically pilot interventions to inform how low traffic neighbourhoods deliver desired outcomes and benefits within priority areas of the district. | | | | GCC | Demonstration of the wide-ranging community benefits of low traffic neighbourhoods and allaying of any concerns residents may have regarding the proposal. |
| 3.3.3 | Support the development and delivery of the Glasgow Transport Strategy, Liveable Neighbourhoods Programme and Active Travel strategy to support sustainable transport in the area (Align with 3.2.3). | | | | GCC, Sustrans, and other partners | Mitigation of impacts of heavy through traffic in residential areas and promotion of a healthy, community-centred environment |

ACTION PROGRAMME | A Green and Resilient South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|--|-----------|---------|---------|--|--|
| | | To 2025 | To 2030 | Ongoing | | |
| (4) | A GREEN PLACE WHICH IS RESILIENT, ACCESSIBLE, AND ATTRACTIVE | | | | | |
| 4.1 | Low carbon growth | | | | | |
| 4.1.1 | Promote education and awareness of green building practices and building use. Support training programmes, local apprenticeships, skill development and employment generation in this sector. | | | | GCC, UKGBC Scotland, A&DS and other partners | Improved awareness, expertise, and adoption of energy efficiency measures in the built environment. |
| 4.1.2 | Promote interventions that support the delivery of the 20-minute neighbourhood. | | | | GCC and partners | Reduction in car miles travelled with reduced travel demand, improved accessibility, and promotion of active travel. |
| 4.1.3 | Support Circular Economy principles for re-use of existing buildings through refurbishment. Support local groups who express interest in converting or altering buildings to achieve a sustainable re-use. | | | | GCC, GCHT, HES and partners | Better utilisation of existing assets and resources embedded within built-up areas, avoid carbon footprint of new development. |
| 4.1.4 | Support development of energy efficient or renewable energy infrastructure. Support efforts to improve energy efficiency of existing and historic building stock through retrofits and upgrades. | | | | GCC, Housing Associations, Local Energy Scotland, GCHT, and partners | Reduced energy demand and reduced reliance on energy supply from carbon-intensive sources. |
| 4.1.5 | Support the work of Glasgow's Local Heat and Energy Efficiency Strategy (LHEES) in South Central Glasgow. | | | | GCC, Glasgow Recycling & Renewable Energy Centre, local partners | Improve energy efficiency of buildings and decarbonise our energy supply. |

ACTION PROGRAMME | A Green and Resilient South-Central

| | Action | Timescale | | | Lead/Partners | Outcome |
|------------|--|-----------|---------|---------|---|---|
| | | To 2025 | To 2030 | Ongoing | | |
| 4.2 | Climate adaptation and resilience | | | | | |
| 4.2.1 | Promote community lead and engagement in the design and delivery of key initiatives part of the LDF and other area plans. Ensure engagement is inclusive. | | | | GCC and local partners | Empowered, informed, and engaged communities that are more resilient to climate-related shocks. |
| 4.2.2 | Support Stalled Spaces schemes to promote community-led improvement of stalled or underused open spaces in the district. Support delivery of temporary green interventions on larger sites in the area. | | | | GCC, Green Action Trust, and partners – local organisations | Promotion of local greening, enhancement of biodiversity, flood mitigation, local food growing, space for communities. |
| 4.2.3 | Advocate for the incorporation of greening and nature-based solutions in road and other infrastructure projects to promote biodiversity and mitigate local flooding. Support the work of MGDSP and other organisations to promote resilience and adaptation to flooding at the regional scale. | | | | GCC, CSGN, Nature Scot, SEPA, and other partners | Alleviation of risk of flooding and interruption of local networks in extreme precipitation events, while also improving local environment. |
| 4.2.4 | Support local food growing initiatives and delivery of the Council’s Food Growing Strategy in the area. | | | | GCC and local organisations | Health and well-being benefits to local communities. |
| 4.3 | A high-quality blue-green network | | | | | |
| 4.3.1 | Support the work of the Open Space Strategy and other initiatives in preparation of a blueprint for a blue –green network for the South-Central District, identifying areas for development or enhancement of green spaces in line with the ecological, hydrological, connectivity and community priorities. | | | | GCC, GCV Green Network, Nature Scot, CSGN, Green Action Trust, and other partners | An enhanced, balanced, and sustainable built environment that facilitates healthy living and well-being of the community and its ecosystem. |
| 4.3.2 | Support the delivery of an integrated blue-green network along the Clyde Riverfront, the ‘River Park’. | | | | GCC City Deal and partners | Delivery of an improved city-wide amenity open space. |
| 4.3.3 | Support the City Deal led Carlton Place Project which aims at consolidating and realigning the quay wall embankment, introducing a flood risk strategy for the area, and providing a high quality open space. | | | | GCC City Deal and partners | Creating a river-fronting amenity space that benefits the growing communities of Laurieston and Tradeston. |



APPENDIX B: NEIGHBOURHOOD GUIDANCE

Input and analysis at the neighbourhood scale has helped define the vision, priorities, and desired outcomes for the South-Central District. In this section, we take the vision to the neighbourhood scale to identify what actions need prioritised within individual neighbourhoods to achieve these outcomes. The neighbourhood guidance recognises the current conditions, issues and opportunities specific to individual areas within the LDF, and identifies strategic priorities for their development, in line with the overall vision and spatial strategy of fostering vibrancy, accessibility, inclusivity, sustainability, liveability, and prosperity in the district.

The priorities for each area have been classified under the four desired outcomes of the LDF - Thriving & Vibrant (1), Liveable & Sustainable (2), Connected (3) and Green & Resilient (4).

The areas within the scope of this LDF are at varying places in their evolution towards the desired vision and outcomes. The priorities, in terms of spatial strategies, thus vary accordingly. Broadly, three different stages can be observed within the area, as below.

- 1) **Emerging neighbourhoods** - These are areas characterised by poor place quality and an abundance of infill opportunities. Here, significant investment and redevelopment is needed or is already underway, and priorities include reconfiguring, reinventing and reconnecting, attracting development, adding density and amenities. Includes areas like Tradeston, Eglinton Toll, Laurieston and North Toryglen.
- 2) **Improving neighbourhoods** - These are neighbourhoods that are fairly established with limited development opportunities but still in need of significant interventions, repair, retrofitting and reactivating due to deficient place quality and liveability. Includes areas like Kinning Park, Strathbungo and Shawlands.
- 3) **Established neighbourhoods** - These are established areas with a generally good place quality, but need 'place nourishment' and enhancement to improve liveability and meet the objectives. Includes areas like Pollokshields East, Crosshill & Govanhill, Gorbals, South Toryglen and Govanhill.



NEIGHBOURHOOD GUIDANCE | Kinning Park & Plantation

CONTEXT AND KEY ISSUES

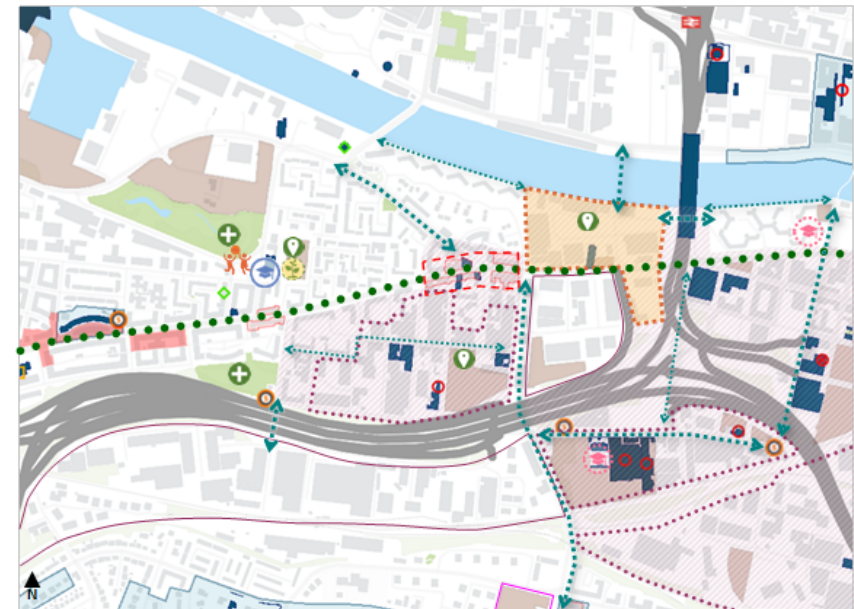
The construction of the motorways in the 1970s along with socio-economic changes completely altered what was a thriving industrial and dense residential hub in the city. Today, some of the key issues affecting the neighbourhoods of Kinning Park and Plantation relate to blight from vacant and derelict sites and buildings, lack of usable open space, lack of accessible amenities, poor townscape quality, severance from surrounding areas, impacts of the motorway on the residential amenity and existing and future flood risk, among others. There is a predilection towards low density and car-oriented development that seems ill-suited to a location in the core of the city, and adjacent to the City Centre.

The area offers potential for regeneration and economic development to attract both people and jobs to the area. Paisley Road West, running through the heart of the community remains an important gateway with a strong townscape quality. The area around Milnpark Street in the south has been identified by the City Development Plan as an Economic Development Area with potential for managed change, given the long-term vacancies in the area and more recent emergence as a recreation hub.

STRATEGIC PRIORITIES

Thriving & Vibrant

- Incentivise and realise the development of vacant land and properties in the area for appropriate housing, businesses, and creative workspaces. Encourage medium density in new housing proposals to promote activity and viability of local shops and services. High density development with active ground level uses should be promoted along Paisley West corridor.
- Support the transition of Scotland Street/Milnpark EDA to a mixed-use area including light industry, local business start-ups, flexible offices/workshops,



or leisure, culture, and art uses. Encourage well-designed, medium density residential developments with mixed income housing and ground floor commercial units where appropriate.

- Discourage proposals for large, car-oriented, low-rise, box-type single-use buildings that would negatively impact the area.
- Prioritise enhancement of the historic high street along Paisley Road West and Kinning Park Cross to improve the area's identity, public realm, and attractiveness as a centre for the community and hub for local businesses.

Liveable & Sustainable

- New developments should look at addressing gaps in community services and infrastructure using the lens of the 20-minute neighbourhood, particularly in relation to nurseries, primary schools, grocery stores, GPs, etc.
- Prioritise placemaking efforts that improve the overall public realm of the area and setting of historic buildings, making it more walkable, safe and attractive.
- Promote collaborative working, and support the work of local organisations such as the Kinning Park Complex in improvement efforts and delivery of the Local Place Plan for the area.

Connected

- Reconnect and reinforce connections to the City Centre and surrounding neighbourhoods, such as Pollokshields in the South. Emphasis needed for developing and enhancing active travel connections such that are safe and desirable, especially across M8.

- Support public access of the River Clyde south bank pedestrian path and green space, improve visibility and connectivity to the amenity.
- Development proposals should include sustainable transport plans to support connectivity by active travel modes or public transport and reduce dependency on cars in the area.
- Improve visibility, accessibility, and safety of public transport hubs, especially the Kinning Park subway station.
- Reduce traffic dominance and prioritise use of active travel and public transport. Transform Paisley Road West and Paisley Road into an active travel corridor, accommodating priority bus lanes, segregated cycle lanes, street greening, enhanced pedestrian footways, and rationalised on-street parking. Review city-wide transport planning to reduce traffic and road infrastructure impacts of the motorways.

Green & Resilient

- Break down the grey and expand the network of quality green spaces. Improve amenity, accessibility, safety, and biodiversity of existing green spaces like Plantation Park. Incidental or underused open spaces in developments and road verges should be enhanced for biodiversity and amenity gains and for flood mitigation measures through new and retrofit blue-green interventions like rain gardens.
- Support meanwhile uses for underused open spaces. Development proposals should prioritise creating sizable, publicly accessible green spaces, including children's play space, to address the deficit.
- Mitigate the impact of the motorway on the surrounding areas through green walls and buffers.

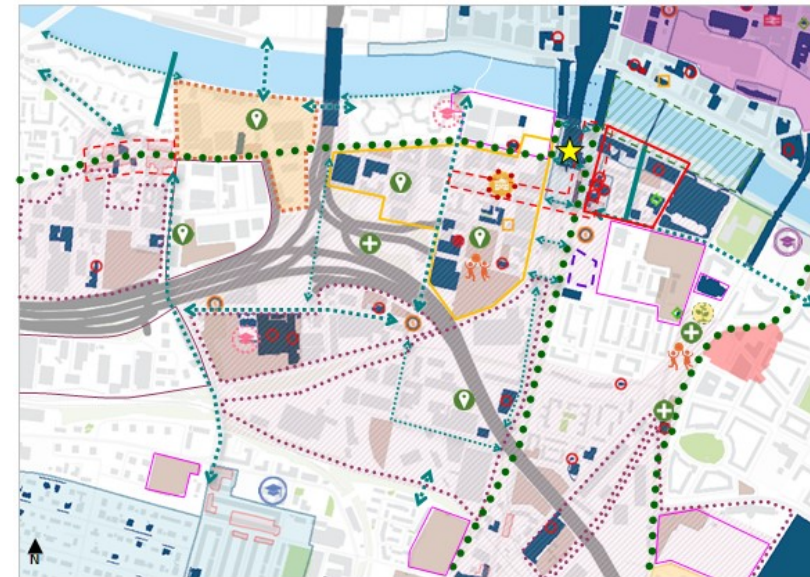
CONTEXT AND KEY ISSUES

Decline of industry, development of the motorway, and subsequent regeneration initiatives, have drastically altered the essence of an area that was once a hub of trade, housing, and activity. Today, a complex web of motorway connections and city railway network surround Tradeston and disconnect it from its bordering neighbourhoods and amenities. Heavy vehicular through traffic dominates the area, and a surplus of vacant or underused spaces and buildings, lack of amenities and general deteriorating townscape makes it an unappealing neighbour to the City Centre, despite its Riverfront location. Much work is needed to repair, restore, and reinvent the area to fulfil its immense potential as a thriving, attractive, accessible, and affordable inner-city neighbourhood. A legacy grid structure, key historic buildings, a developing ethnic quarter, and significant development potential in the area are some key positives that could be built upon. The large-scale mixed-use development at Buchanan Wharf, with offices, residences and recreational uses can serve as a catalyst to stimulate further regeneration in the area. A masterplan would be timely to capitalise on this opportunity and set the blueprint to influence and guide future development.

STRATEGIC PRIORTIES

Thriving & Vibrant

- Encourage uptake of vacant units and sites in the EDAs along Houston Street and Scotland Street. Promote local enterprise, green businesses and start-ups to build and diversify the local economy, generate jobs and bring activity to the area. Promote permeability of the areas through better, safer routes for walking and cycling.
- Stimulate small scale economic regeneration by allowing alternative pop-up activity and meanwhile uses edging vacant and derelict sites, bringing



CONTEXT

- Public Park
- VDL opportunity site
- Listed Building
- Conservation Area
- Building at Risk
- At risk alert
- Saved building
- Demolished building
- Primary School
- Secondary School
- Further education
- City Centre
- Town Centre
- Local Shopping Parade
- Other Retail/Leisure
- Development - In Progress
- Development - Future Potential
- Key Route - Committed public realm Improvement
- City Deal Custom House Quay - Carlton Place Project
- City Deal proposed underpass lighting project (3)

STRATEGIC PRIORTIES

- EDA - Manage Change
- EDA - Protect Designation
- Invest in Town Centres
- Invest in Emerging Hubs
- Reconfigure/Re-imagine retail/leisure hub
- Support medium density mix-use
- Significant Placemaking required
- North Laurieston Masterplanning opportunity
- Key Route - Avenue Style Improvement
- Key Connection needing improvement
- Improve existing Green Space
- Opportunity for new Green Space
- Opportunity for community food growing
- Opportunity for new nursery
- Opportunity for play space
- Opportunity for multi-purpose community hub

vibrancy and hindering degenerative uses.

- Build on the benefits of new investment in the area, the Barclays development, to further regeneration of the remaining blocks.
- Promote refurbishment and adaptive re-use of vacant historic buildings for housing, offices or supporting amenities.
- Explore opportunities to re-imagine and re-configure areas like Springfield Quay for higher densities, walkability and mix of uses better suited to their inner city location.
- Support mixed-use development along major corridors, with active ground floor frontages, and prioritise uses that support local needs.
- Support and raise the profile of the emerging ethnic quarter along Bridge Street and Kingston Street through better branding, marketing and promotion, and improvements to the public realm and built form.

Liveable & Sustainable

- Progress a masterplanning approach to enable quality, coordinated development per the principles of the 20-minute neighbourhood and delivery of key infrastructure such as nurseries, primary schools, convenience shops, restaurants & cafes, community hubs, and open spaces, to build the area's profile as an attractive and sustainable inner-city neighbourhood.
- Incentivise medium density housing to increase the area's resident population and promote viability of local shops and services.
- New development should contribute to the improvement of townscape quality and accessibility. Recent public realm improvements along the Riverfront should be carried further south to stitch the townscape and improve quality of the built environment.

Connected

- Reconnect and reinforce links to the City Centre as well as the surrounding neighbourhoods. Emphasis should be on developing and enhancing prominent, safe, and desirable active travel connections. Special emphasis needed for improving existing connections under motorway/rail bridges – including Kingston Bridge (West to Kingston, Kinning Park), Kingston Street, Nelson Street, Wallace Street and Cook Street (East to Laurieston, Gorbals), and Salkeld Street, West Street, Carnoustie Street and Soho Lane (South to Eglinton Toll, Pollokshields).
- Improve access to public transport services - buses, train, and subway. Improve pedestrian and cycling links to Bridge Street, West Street and Shields Road subway stations as well as Glasgow Central.
- Introduce traffic calming measures in the area, reconfigure the public realm to prioritise active travel modes and public transport, and reduce dominance of motorway through traffic.

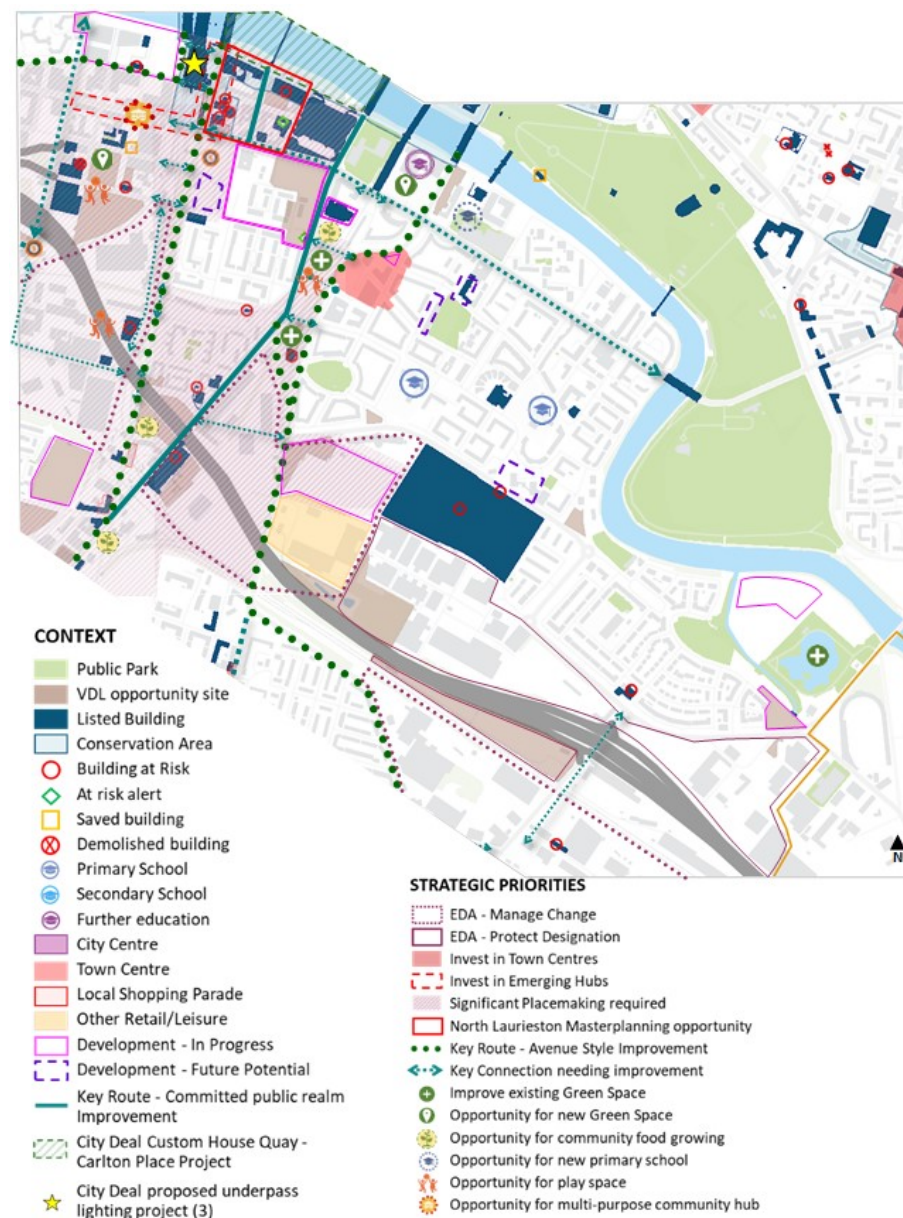
Green & Resilient

- Break down the grey and support creation of a network of usable green spaces and open space amenities in an area severely lacking in this regard, to support its residential and working population.
- Development should prioritise inclusion of sizable publicly accessible green spaces and play areas, to address the deficit in the area.
- Support temporary/long term use of underused open spaces, including rooftops. Promote greening of streets and spaces to improve local environment, support biodiversity and offer flood mitigation.
- Mitigate impact of the motorway through green walls and buffers to reduce noise and improve visual amenity and air quality.

CONTEXT AND KEY ISSUES

Laurieston, Gorbals and Oatlands are primarily residential areas with a few hubs of institutional or commercial uses. The neighbourhoods have been the focus of many regeneration efforts and have high deprivation, with some pockets falling under the 10% most deprived areas in Scotland. Laurieston and Gorbals were the pilots of the failed Comprehensive Development Areas identified by Glasgow in the 1950s for slum clearance and rebuilding. In Gorbals, the subsequent Crown Street regeneration project, introduced in the 1990s, helped reinstate the traditional neighbourhood setting. In Laurieston too, similar regeneration efforts are ongoing as part of the Transformational Regeneration Area (TRA). The early phases of this residential-led development have been award-winning. A partnership led Thriving Places programme in the area helps address inequalities and promote community empowerment. Oatlands on the east is also the subject of an award-winning regeneration scheme, one of the UK's largest for a single community, completed recently, in 2018.

While the recent and ongoing development is bringing much improvement to these neighbourhoods, further work is needed to ensure local populations are well served by a liveable and healthy environment. Priority needs to be given to better provision and better access to key amenities lacking in the area such as nurseries, primary schools, parks and open spaces, or daily needs, and addressing the existing and future flood risk. Proximity to the City Centre is a key strength of the area, with excellent walking and bus connectivity. The South City Way bike route will further enhance north-south connectivity, once complete. But overhead railway lines on the east and west and the motorway in the south creates severance across neighbourhoods. And despite recent efforts, the area continues to project a car-oriented feel.



STRATEGIC PRIORITIES

Thriving & Vibrant

- Support ongoing regeneration via TRA and other initiatives; and unlock development potential of vacant sites and buildings, transforming the area with diverse businesses and housing, bridging gaps in services and amenities, and bringing activity and vibrancy at street level to enhance the pedestrian experience.
- Target underused or vacant spaces in the area, such as the railway arches, to provide small scale, affordable and flexible office spaces to support local entrepreneurship, community initiatives and skill building opportunities. Spaces should also be prioritised for shops, restaurants, and other amenities otherwise lacking in the area.
- Support improvement of Crown Street local town centre.

Liveable & Sustainable

- Identify and address gaps in community infrastructure using the lens of the 20-minute neighbourhood. Key amenities include nurseries and primary schools, especially in Laurieston, daily needs shopping, community centres, neighbourhood services such as GPs, dentists, etc.
- Enhance the quality of the built environment – improve public realm, connections, to promote and support the 20-minute neighbourhood.
- Support the work of local grassroots organisations, promote networking and collaborative working.

Connected

- Reconnect and reinforce active travel links in the area. Restitch walking

and cycling routes to key amenities (such as Crown Street local town centre, Ballater Street local shopping and Bridge Street subway station) by working with existing assets, new connections and softening barriers. Routes should be prominent, accessible, safe, and desirable.

- Improve connections to surrounding areas - in the west to Tradeston under the railway bridges and North-South to Pollokshields, Govanhill, Toryglen, and further south, across the M74. Development along these corridors should promote street level activity and vibrancy.
- Introduce traffic calming measures along key corridors in the area, giving priority to public transport, active travel modes and local access to amenities, and reducing dominance of automobile through traffic in the area. Inner residential areas should be prioritised for people via low traffic neighbourhoods.
- Improve access to public transport and East-West connectivity through direct bus routes and re-activation of abandoned train links.

Green & Resilient

- Prioritise development of publicly accessible parks, open spaces, and children’s play areas in all new developments to address the deficit.
- Support greening of underused open spaces in the area (e.g. area in front of Cleland Lane) for meanwhile or long-term community uses such as food growing or natural play. Promote greening of streets and surrounding spaces to improve the local environment, support biodiversity and offer flood mitigation through rainwater management.
- Build a network of usable green spaces and open space amenities that connects to Glasgow Greens (north) and Queens Park (south).
- Mitigate impact of the motorway through green walls and buffers.

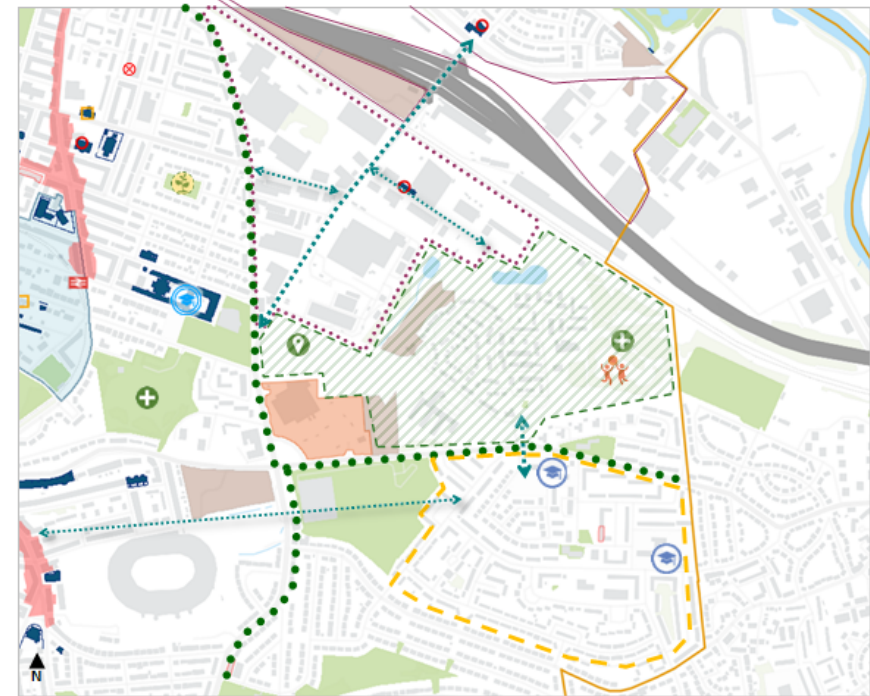
CONTEXT AND KEY ISSUES

First developed as a housing estate as early as the 1960s, and more recently the focus of a housing-led regeneration (the Transformational Regeneration Area programme in partnership with Glasgow Housing Association), Toryglen is an area that has struggled with high deprivation, poor accessibility, and an inferior built environment peppered with vast areas of vacant, derelict land. The primarily residential neighbourhood has an out-of-town, suburban feel, with majority low density, single family housing, and an urban form dominated by automobiles. Prospecthill Road, that bisects the area into two (physically and in essence) – north and south Toryglen, is a busy corridor with heavy traffic and poor pedestrian accessibility and public realm. Poor access to public transport, poor connectivity to neighbouring areas, especially neighbouring town centres and amenities, and poor provision of services and amenities to serve the needs of the local residents are some of the key issues affecting the local residents.

STRATEGIC PRIORTIES

Thriving & Vibrant

- Support the delivery of the TRA and subsequent efforts towards redevelopment of the brownfield sites in the area.
- Promote a greater mix of uses and enterprises to occupy vacant buildings and sites in Polmadie EDA, including local businesses, offices, arts, and entertainment uses. Improve connectivity to EDA from residential areas in Toryglen.



CONTEXT

- Public Park
- VDL opportunity site
- Listed Building
- Conservation Area
- Building at Risk
- At risk alert
- Saved building
- Demolished building
- Primary School
- Secondary School
- Town Centre
- Other Retail/Leisure
- Green Infrastructure Project

STRATEGIC PRIORTIES

- EDA - Manage Change
- EDA - Protect Designation
- Invest in Town Centres
- Introduce Low Traffic Neighborhood (indicative)
- Key Route - Avenue Style Improvement
- Key Connection needing improvement
- Improve existing Green Space
- Opportunity for new Green Space
- Opportunity for community food growing
- Opportunity for play space

Liveable & Sustainable

- Promote further medium density residential development on vacant sites to increase area's resident population and promote activity, vibrancy and viability of more shops and services
- Identify and address gaps in community services and infrastructure using the lens of the 20-minute neighbourhood. Key amenities include nurseries and primary schools, daily needs shopping, community hubs, neighbourhood services such as GPs, dentists, etc.
- Enhance the quality of the built environment – improve public realm, connections in particular, to promote and support the 20-minute neighbourhood.
- Support the work of local grassroots organisations, promote networking and collaborative working.

Connected

- Support local initiatives such as those led by Clyde Gateway and Urban Roots (North Toryglen green space & active travel design project) or Glasgow City Council's Liveable Neighbourhoods Programme to develop and deliver an active travel strategy for the area.
- Reconnect and reinforce active travel links between North and South Toryglen and to surrounding neighbourhoods, with emphasis on enhancing connections to key amenities and destinations such as the ASDA superstore, neighbouring town centres (Cathcart Road, Battlefield and Mount Florida), local train stations (Crosshill, Kings Park and Croftfoot), green spaces, and community hubs.
- Introduce traffic calming measures along key corridors such as

Prospecthill Road, giving priority to public transport and active travel modes, and reducing dominance of automobile through traffic in the area. Some key intersections, highlighted on the map (such as the ASDA intersection), need urgent structural improvements to improve the walking and cycling environment, making travel by these modes safer and more convenient.

- Prioritise safety and social use of local residential streets - promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes. Inner residential areas and streets should be prioritised for people via low traffic neighbourhoods.
- Improve access to public transport and east-west connectivity through direct and frequent bus services and better connectivity to nearby train stations – Crosshill, Kings Park and Croftfoot.

Green & Resilient

- Support the delivery of the North Toryglen green space & active travel design project. This project covers Toryglen Park, Wetland Corridors, SuDS ponds, and Malls Mire Community Woodland/Local Nature Reserve. The project supports outdoor learning and natural play, sustainable drainage, an enhanced and improved nature reserve, and active travel connections through the area.
- Support the work of MGDSP to support the introduction of new and retrofit blue-green interventions to deliver water resilient places and promote redevelopment and regeneration of the local area.
- Support community-led efforts to introduce greening and growing projects on underused open spaces in the area.
- Nature-based solutions must be integral to all planning projects.

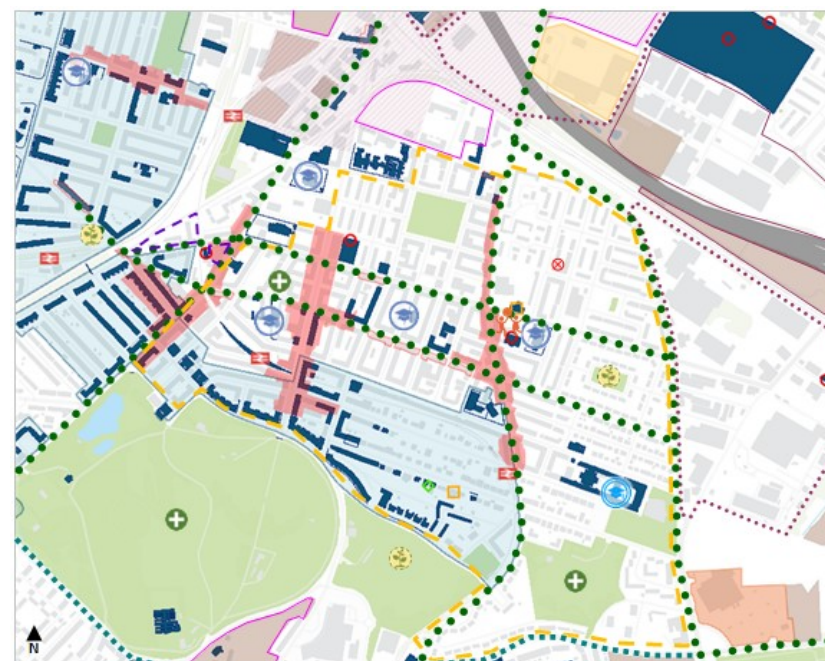
CONTEXT AND KEY ISSUES

Govanhill is a traditional Glasgow tenemental neighbourhood, one of the few to survive post-war demolition and regeneration. The area has a high population density and is also one of the most culturally diverse neighbourhoods in Scotland. Govanhill is well connected to the City Centre by public transport and has good access to local amenities, including two thriving local town centres (Victoria Road and Cathcart Road), a city park (Queen’s Park) and other community facilities such as schools, churches, and community centres. It has a thriving creative arts community and a vibrant voluntary sector working in areas of cultural integration, environmental improvement, and other aspects of community development. But the area faces significant challenges as well. A declining historical housing stock, overcrowding, areas of high deprivation, community tensions, poor public realm, lack of community greenspace, existing flood risk, heavy traffic, and fears around gentrification are some of the key issues affecting the area today.

STRATEGIC PRIORTIES

Thriving & Vibrant

- Prepare a Town Centre Action Plan for Victoria Road and Cathcart Road local town centres to influence and guide their development.
- Define town centre boundaries to focus efforts towards their promotion and regeneration, with an emphasis on Use Classes 1, 2 and 3 to serve and support the surrounding communities.
- Address the issue of vacancies in the town centres by promoting affordable flexible/meanwhile uses, giving opportunity to local entrepreneurs to test business ideas, inviting pop-up shops, offering co-working spaces, or offering spaces for community arts and engagement activities, in an effort to diversify and promote the local economy and bring footfall and vibrancy to the area.



| CONTEXT | STRATEGIC PRIORTIES |
|--------------------------------|---|
| Public Park | EDA - Manage Change |
| VDL opportunity site | EDA - Protect Designation |
| Listed Building | Significant Placemaking required |
| Conservation Area | Invest in Town Centres |
| Building at Risk | Introduce Low Traffic Neighborhood (indicative) |
| At risk alert | Key Route - Avenue Style Improvement |
| Saved building | Key Connection needing improvement |
| Demolished building | Improve existing Green Space |
| Primary School | Opportunity for community food growing |
| Secondary School | Opportunity for play space |
| Town Centre | |
| Other Retail/Leisure | |
| Development - In Progress | |
| Development - Future Potential | |

- Support collaborative working between local businesses and creation of business associations for the improvement and promotion of the area.
- Improve access to, and support diversification of Polmadie EDA, allowing a mix of uses that also serve the local community and bring diverse training and employment opportunities to the area. Improve the built environment of the area and promote street-oriented development along major routes to improve pedestrian connectivity and experience to and through the area.

Liveable & Sustainable

- Identify and address gaps in community services and infrastructure using the lens of the 20-minute neighbourhood. Key amenities include nurseries, recreation facilities for all ages, neighbourhood services such as GPs, dentists, etc.
- Enhance the quality of the historic built environment and neighbourhood fabric – support the ongoing refurbishment of the tenement blocks and support improvements to the public realm that make the area more community-oriented rather than traffic oriented.
- Improve inclusivity and sense of belonging in spaces and improve legibility of the areas for the local communities.
- Support the work of local grassroots organisations working in the area, promote networking and collaborative working.

Connected

- Enhance connectivity to neighbourhoods around Govanhill including Toryglen, Langside and Gorbals through an active, vibrant, and

improved public realm and safer walking and cycling connections.

- Prioritise public transport and active travel modes through traffic calming, safer crossings, and public realm improvements across all major corridors in the area. North-South - A728 Aikenhead Road, Cathcart Road, Victoria Road and A77 Pollokshaws Road; East-West - Calder Street and Allison Street. Medium density, street-oriented development should be promoted along these corridors, where possible, to further improve and enliven the walking and cycling environment.
- Prioritise safety and social use of local residential streets - promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes. Inner residential areas and streets should be prioritised for people via low traffic neighbourhoods.

Green & Resilient

- Bring greening into the community - identify opportunities to increase multifunctional green spaces in the area, through public realm improvements such as street greening and creation of rain gardens and biodiversity corridors, meanwhile uses of any stalled or underused open spaces in the area, improvement of communal back courts and incorporation of publicly accessible green spaces in new developments.
- Promote and support initiatives for local food growing in the community.
- Support work of local organisations such as South Seeds and others in areas of energy efficiency, and climate resilience.

NEIGHBOURHOOD GUIDANCE | Pollokshields East & Eglinton Toll

CONTEXT AND KEY ISSUES

Pollokshields East is a dense, vibrant, multicultural neighbourhood set within a historic tenemental-style built environment, similar to Govanhill, but with more generous proportions. Albert Drive, the local town centre lies at the core of the neighbourhood along with Maxwell Square, the largest of the area's limited public multifunctional green spaces. The neighbourhood benefits from a range of community facilities and is relatively well connected to the City Centre by public transport (bus, train, and subway). Pollokshields East has an active local community and voluntary sector working in areas such as community integration, local environmental improvement, and advocacy, among others.

The key issues facing Pollokshields East include lack of usable green spaces, existing and future flood risk, lack of indoor/outdoor recreation opportunities for people across age groups, lack of diversity in housing provision, declining quality of the built environment in the local town centre, dominance of traffic and parking in the area, and lack of east-west connectivity via public transport.

Eglinton Toll, located to the north and east of Pollokshields East, serves as a key gateway into the neighbourhoods south of the motorway M74. The area is characterised by automobile-oriented large format retail and office use, an abundance of vacant or underused spaces and poor public realm, like many other post-industrial sites in the city. The derelict conditions and lack of legibility and permeability in the area leads causes a severance between the neighbourhoods lying on either end as well to the City Centre for areas in the South. Given the high rates of vacancy, the City Development Plan has classified the area as an EDA (Economic Development Area) with potential for managed change.



CONTEXT

- Public Park
- VDL opportunity site
- Listed Building
- Conservation Area
- Building at Risk
- At risk alert
- Saved building
- X Demolished building
- S Primary School
- Town Centre
- Local Shopping Parade
- Development - In Progress
- Development - Future Potential

STRATEGIC PRIORITIES

- EDA - Manage Change
- Significant Placemaking required
- Invest in Town Centres
- Invest in Emerging Hubs
- Introduce Low Traffic Neighborhood (indicative)
- Key Route - Avenue Style Improvement
- Key Connection needing improvement
- + Improve existing Green Space
- P Opportunity for new Green Space
- G Opportunity for community food growing
- P Opportunity for play space
- H Opportunity for multi-purpose community hub

STRATEGIC PRIORITIES

Thriving & Vibrant

- Support the re-imagination of Albert Drive through a Town Centre Action Plan to influence and guide its development. Support creation of a business association to improve and promote the area.
- Address town centre vacancies through flexible/ meanwhile uses to test demand and suitability, promote local enterprise and activate spaces. Support greater diversity of offer in the town centre.
- Support redevelopment of gap sites at Albert Cross and reinstatement of ground floor retail/commercial use to support local communities.
- Improve access to, and support diversification of Kilbirnie Street EDA, with a mix of uses focused on serving and generating employment for the surrounding communities. This may include incubator spaces for local business start-ups, social enterprises, flexible office spaces, etc.

Liveable & Sustainable

- Identify and address gaps in community infrastructure using the lens of the 20-minute neighbourhood. Key amenities include green spaces, recreation facilities for all ages, nurseries, grocery stores and other neighbourhood services such as banks, dentists, etc.
- Safeguard quality of the historic built environment. New development should mirror existing scales and pedestrian-oriented massing to promote street activity and safe walking and cycling environment.
- Support the collaborative work of local grassroots organisations working in the area. Promote initiatives such as the 'Bowling Greens' and 'Pollokshields Quad', aimed at improving underused spaces for engagement, events, food growing, natural play spaces, etc.

Connected

- Improve the safety and quality of walking/cycling connections north via Shields Road and Eglinton Street, breaking down the barriers created across large industrial sites and city infrastructure through active uses, better lighting and better placemaking.
- Prioritise public transport and active travel modes through traffic calming, safer crossings, and public realm improvements across all major routes in the area (map). Promote street-oriented development along these corridors to enliven the walking and cycling environment.
- Prioritise safety and social use of residential streets, promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes. Inner residential streets should be prioritised for people via low traffic neighbourhoods. Explore pedestrianisation of Kildrostan St.
- Improve accessibility to and via public transport - introduce east-west bus routes and improve access to nearby train and subway stations.
- Require permeability in new developments to enhance connectivity.

Green & Resilient

- Enhance the existing open space assets in the area including Maxwell Square. Improve connections to nearby Maxwell Park and Queen's Park.
- Identify opportunities to increase multifunctional green spaces - green streets, meanwhile uses of any stalled/underused spaces (e.g. at Nithsdale Rd and Kildrostan St), back courts, and publicly accessible green spaces in new developments. Given the gap, open space requirements should not be waived for new development in the area.
- To address climate impacts, prioritise nature-based solutions that generate co-benefits e.g. health & wellbeing, air quality and biodiversity.

NEIGHBOURHOOD GUIDANCE | Strathbungo & Shawlands

CONTEXT AND KEY ISSUES

Strathbungo and Shawlands are vibrant historic urban neighbourhoods centred around thriving town centres. Both neighbourhoods benefit from quality traditional housing including tenemental stock. The areas have good access to public transport and good civic and leisure facilities. Both also have active local communities and groups working towards the promotion and improvement of the areas. Shawlands Town Centre functions as a key retail and commercial destination for the area with a vibrant night-time economy as well. Both Strathbungo and Shawlands town centres have experienced a greater interest and growth over the pandemic with many local residents working from home and spending locally.

Some of the key issues affecting the area include increasing vehicular traffic and parking pressures on neighbourhood streets. Both have a significant impact on accessibility for people choosing to walk, wheel or cycle in the area, as well as on the overall quality of the built environment. Other issues relate to the viability of the town centres, empty shop fronts and dated built forms. The 1960s Shawlands Arcade for example, is dated, does not fit into the fabric of the area, suffers from high vacancy, and severs connections between Pollokshaws Road and Kilmarnock Road.

STRATEGIC PRIORTIES

Thriving & Vibrant

- Support the improvement of Strathbungo town centre, and preparation of a Town Centre Action Plan, if needed, to influence and guide its development. Support collaborative working between local businesses and creation of a business association to improve and promote the area.



CONTEXT

- Public Park
- VDL opportunity site
- Listed Building
- Conservation Area
- Building at Risk
- At risk alert
- Saved building
- Demolished building
- Primary School
- Secondary School
- Further education
- Town Centre
- Other Retail/Leisure
- Development - In Progress
- Development - Future Potential

STRATEGIC PRIORTIES

- Invest in Town Centres
- Introduce Low Traffic Neighborhood (indicative)
- Key Route - Avenue Style Improvement
- Improve existing Green Space
- Opportunity for play space
- Opportunity for multi-purpose community hub

- Build on the 2010 Shawlands Town Centre Action Plan to continue the successful partnership working and regeneration of the area.
- Address issue of vacancies in the town centres through flexible, or meanwhile uses to test demand and suitability, promote local enterprise and activate spaces.
- Support greater diversity of offer in the town centres. This includes services that support local populations and encouragement of local enterprises and start-ups through affordable and flexible office spaces, workshops, business incubators and training facilities.
- Support the regeneration of Shawlands's Arcade and promote development that enhances the quality and viability of the town centre offer and delivery of the 20-minute neighbourhood.

Liveable & Sustainable

- Safeguard the quality of the historic built environment to support the 20-minute neighbourhood. New development should mirror the area's scale and pedestrian-oriented massing and promote street level activity to ensure a vibrant and safe walking environment.
- Support the work of local grassroots organisations working in the area, promote networking and collaborative working.

Connected

- Improve the quality and safety of connections to Laurieston in the north and Pollokshields in the west.
- Prioritise public transport and active travel modes through traffic calming, safer crossings, and public realm improvements across all major routes passing through the area (map). Street-oriented

development with active ground floor uses should be promoted along these corridors to further improve and enliven the walking and cycling environment.

- Prioritise safety and social use of local residential streets, promoting streets as living spaces, and relegating heavy vehicular traffic to peripheral routes. Inner residential streets should be prioritised for people via low traffic neighbourhoods.
- Improve accessibility to public transport - support introduction of east-west bus routes through the area and enhance accessibility to and of nearby train stations.
- Require new developments to be permeable to enhance connectivity.
- Car parking requirements could be waived or reduced for development in well-served areas with access to high frequency public transport, partnered with efforts to support modal shift.

Green & Resilient

- Enhance accessibility and quality of open space assets in and around the area such as Maxwell Park and Queen's Park.
- Bring greening into the community - identify opportunities to increase multifunctional green spaces in the area – green streets, meanwhile uses of stalled or underused open spaces (such as Niddrie Square, Queens Drive or Springhill Gardens, Pollokshaws Road), communal back courts, and incorporation of public accessible green spaces in new developments. Support initiatives for local food growing.
- Mitigate local flood risk in the area, especially areas adjacent to White Cart Water, through incorporation of nature-based solutions for surface water management such as rain gardens along travel corridors.



South Central Local Development Framework