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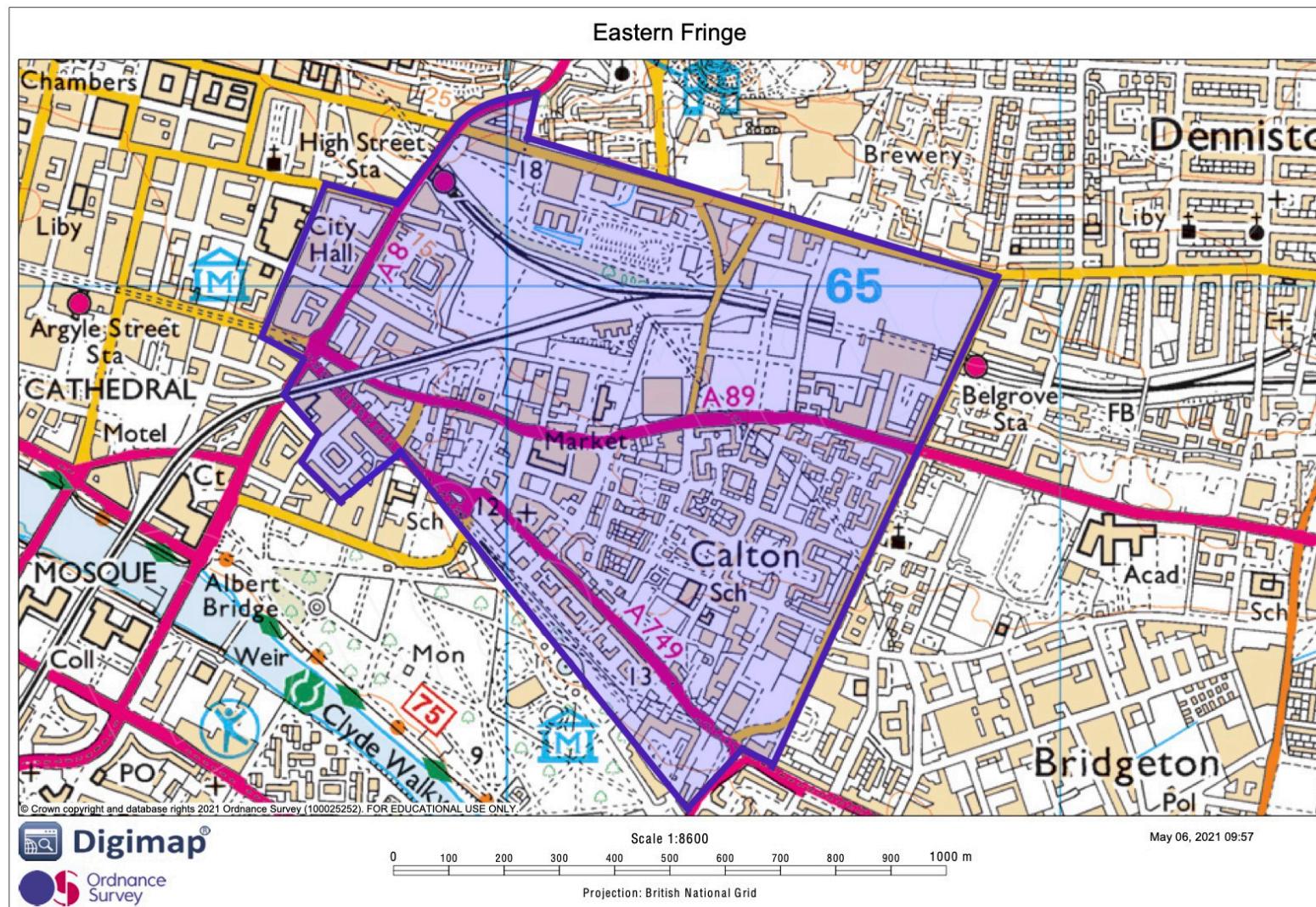
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The 2040 Spatial Planning Strategy for Eastern Fringe, Glasgow City Region



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1 THE ROLE OF SPATIAL PLANNING

Ways in which Spatial Planning seeks to shape cities

Since the late 20th century, western countries have been conducting spatial planning strategies on different administrative scales (Albrechts, 2004). Strategic spatial planning was the mainstream approach within European metropolis and regional city planning (Healy, 1997; Faludi, 2004; Healey, 2007) when the ESDP was released (European Commission, 1999).

Today, the development of spatial planning has shaped a new discourse compared to the traditional land-use planning of the world. Unlike traditional land use zoning, spatial planning strategies focus on the planning of functional spaces that are more conducive to understanding its internal economic connections, environmental systems, the temporal and spatial patterns of daily life (Wong, 2002). The four essential attributes of spatial planning are: vision, integration, inclusiveness, and being action-orientated (Adams and Tiesdell, 2013, p.117-121). Spatial planning can reflect and be influenced by the contemporary political situation, for example, Howard (1898) came up with the peaceful garden city vision in response to the Municipalism in politics and economy.

Vision meaning spatial planning strategies should be profound so they can deal with dynamic changes more flexibly. Jacob (1961) suggested the city should be viewed as a 'living organism' with its own complicated rules, and spatial planning could be the 'social life science' tool to deal with issues of shaping cities. Thus, spatial planning aims to create more meaningful structures, making connection of city land-use, and tackling the inequality in society which include discrimination on race, gender, disabilities, etc (Shaw et al., 1995).

ODPM (2004) implied that territorial cohesion and policy coordination are core ideas for spatial planning. In other words, spatial planning not only integrates geographical scales and physical land-use, but also co-ordinates government with all planning agencies, stakeholders, which can be a political process (Healy, 1997; Friedmann, 2004). In this case, spatial planning plays a role of coordinator and provides an efficient platform for each organisation.

At present, with the ever increasing challenges all countries are tackling with such as aging population, ecological and environment changes etc. Spatial planning will need to involve more people from different backgrounds; including politicians, sociologists, skilled experts, local community representatives and stakeholders (Healey, 2010, p.10) to make inclusive planning strategies and collaborative decisions. Spatial planning is an over traditional physical land-use plan and integrates policies and physical city planning such as health, heritages, transport & regeneration, and thinks critically about cities as the fundamental across different geographical location (RTPI, 2003).

The core idea of spatial planning can be reflected from earlier strategic planning approaches (Wong et al., 2008). In the 1960s, strategic spatial planning approach was mainstream in the UK. Unlike the traditional planning methods, the strategic spatial planning approach is action-oriented, with broad participation from stakeholders, analysis of the status quo, and emphasises the approach for dynamic development situations. Thus, it is more flexible to envision strategies for future development (Bryson and Einsweiler, 1988).

2 MULTI-SCALAR PLANNING

2.1 Eastern Fringe and the wider Glasgow city-region

The Eastern Fringe connects with Merchant city, east of Glasgow city centre, contains around 2/3 of the Calton area and encompasses Bridgeton, Dennistoun and Glasgow Green in the wider Glasgow city-region (figure 1).

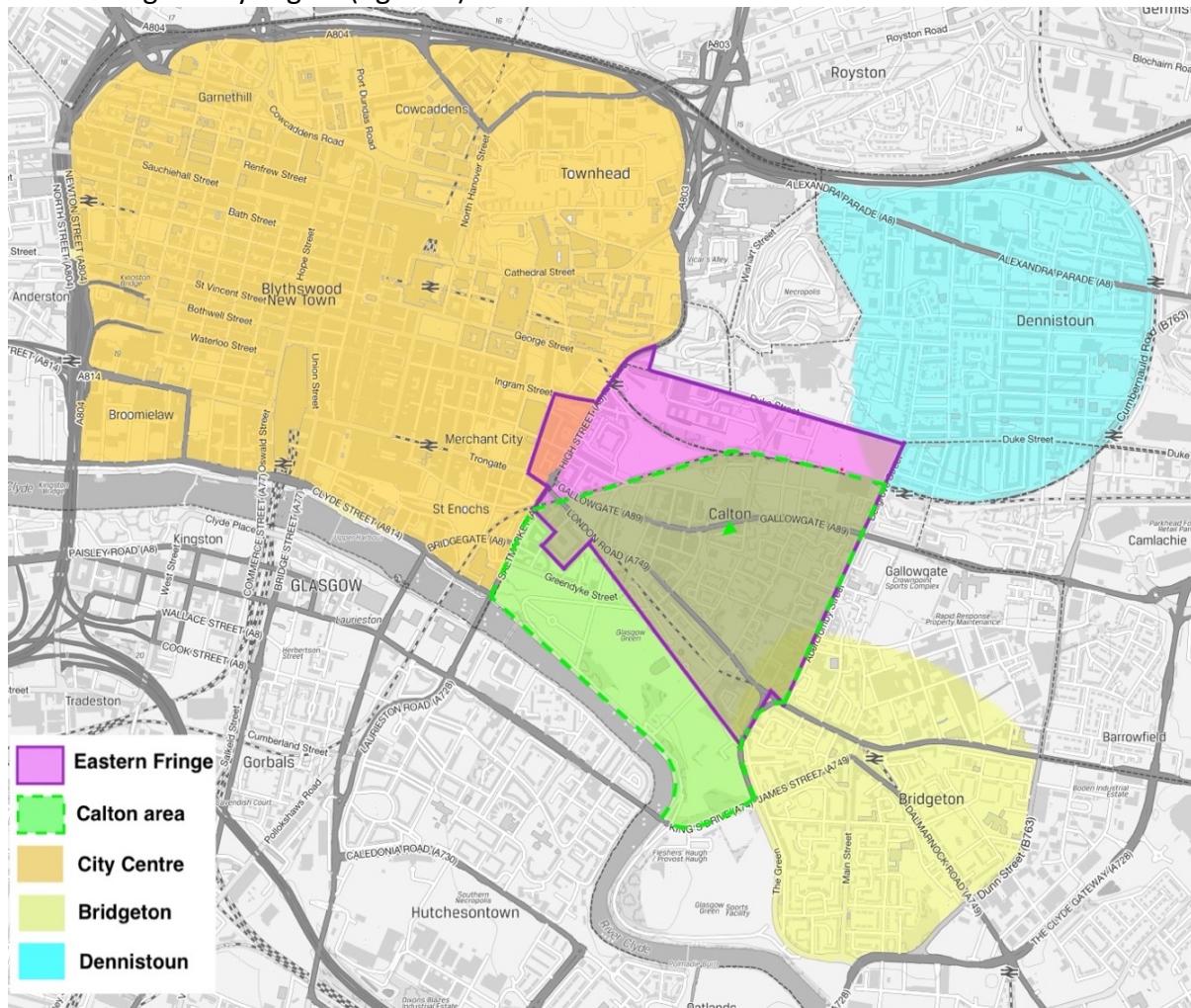


Figure 1 The Eastern Fringe location ichnography in Glasgow city region. Source: CDP, 2019.

The west border of Eastern Fringe is overlapped with Merchant city, a residential and central business district in Glasgow city centre and crossed by high street (A8), where people can access the city centre from Argyle train/subway station. Furthermore, University of Strathclyde is north of Merchant city, students can access school from Andrew Ure Hall or Unitestudent within 5 mins walk, there are also grocery stores and supermarkets along the A8.

On the east side, Dennistoun is traditionally a working-class tenement district, but is starting to gentrify. Residents can access the city centre by train from High street station. Particularly, Glasgow Necropolis and Glasgow Cathedral which lies between the city centre and Dennistoun across by Duke Street that connects with Eastern Fringe (figure 2), both are popular and important tourist attractions in Glasgow city region.

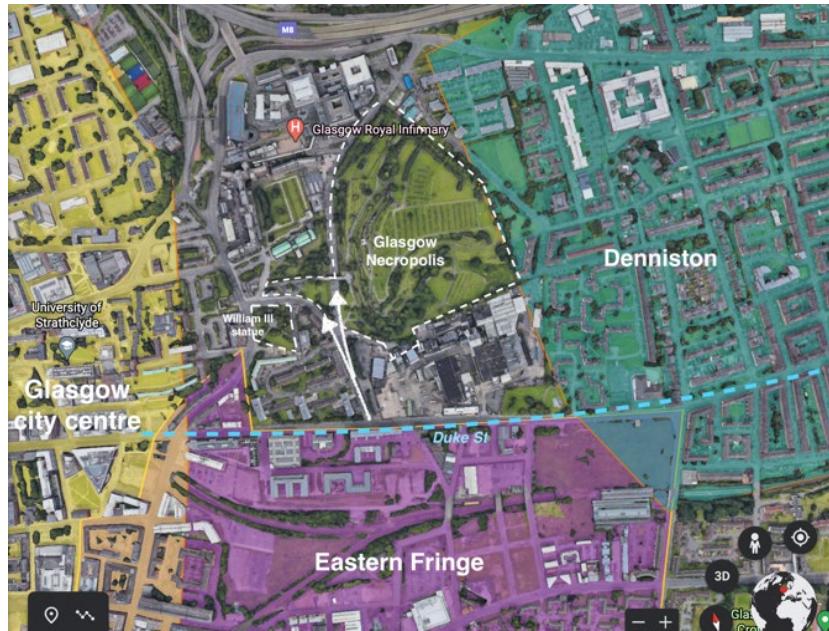


Figure 2 Left: Glasgow Necropolis geographical location. Source: Google Earth.

Bridgeton is another residential adjacent area, situated in the southeast of Eastern Fringe, denser than Dennistoun and closer to Calton. Clyde Gateway, the venue where the 2014 Commonwealth Games was held, contains around 10,000 new housing (John, 2021) is an iconic feature in the east end of Eastern Fringe and in front of the Bridgeton station. People can pace along the London road from Clyde Gateway to the city centre. In addition, Glasgow green is adjacent to Bridgeton and Clyde river, thus residents nearby can visit the Barras market or Barrowland Ballroom in the Calton area in about 11-13 mins walk for shopping and gigs (figure4)



Figure 3 Left: Bridgeton residential area view. Source: Google map; **Right:** Left: Clyde Gateway Business park. Source: <http://www.clydegateway.com/>

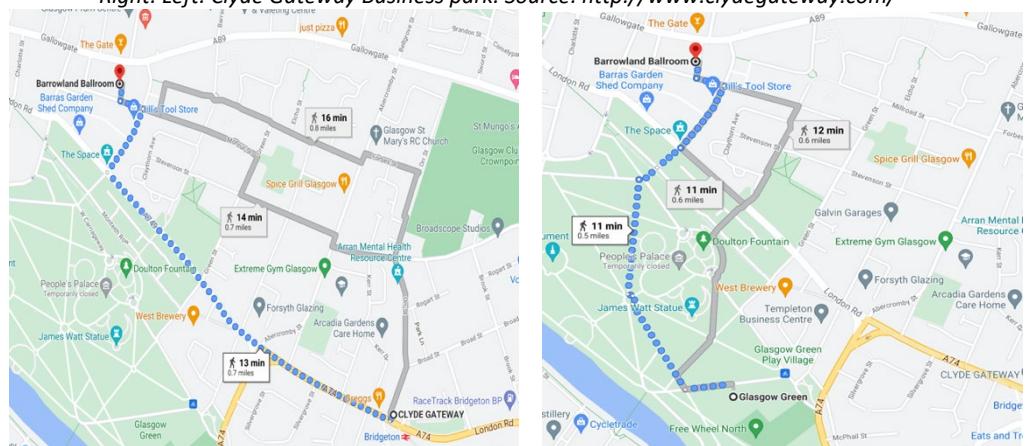


Figure 4 Walking time to Barrowland Ballroom and The Barras Market from Glasgow Green and Clyde Gateway. Source: Google maps.

2.2 Local, regional, and national planning policies

At the local context, the Calton Barras Action Plan (CBAP) is a 10-year programme on Calton & Barras area for urban regeneration on the local level. Calton is a key area in southeast of Eastern Fringe, situated east of Glasgow Cross, west of Gallowgate (Glasgow City Council, 2012). The land and route action of CBAP emphasises the improvement of routes and building space in the Barras & Calton areas, with intention of developing the vacant areas nearby as well as collaborating with significant local community owners such as the Barras Trust (Glasgow City Council, 2012, p.8). Therefore, local activities and football can return to this area, and the main roads in Calton area can link to Commonwealth Game gateway and Glasgow Green etc. Figure 6 implies 6 headings of CBAP.

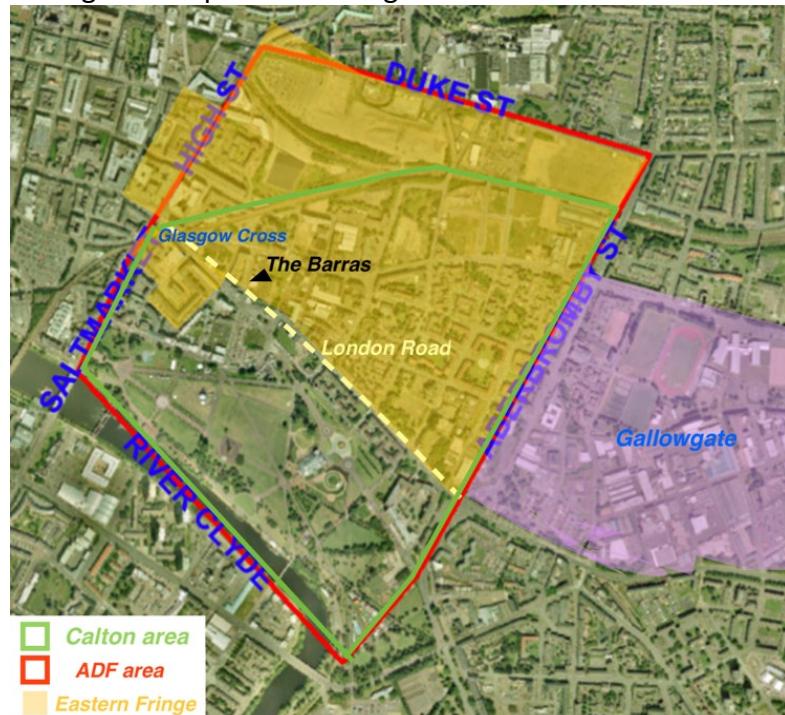


Figure 5 CBAP action area and the geographical connection between Calton area and study site. Source: Calton Barras Action Plan.

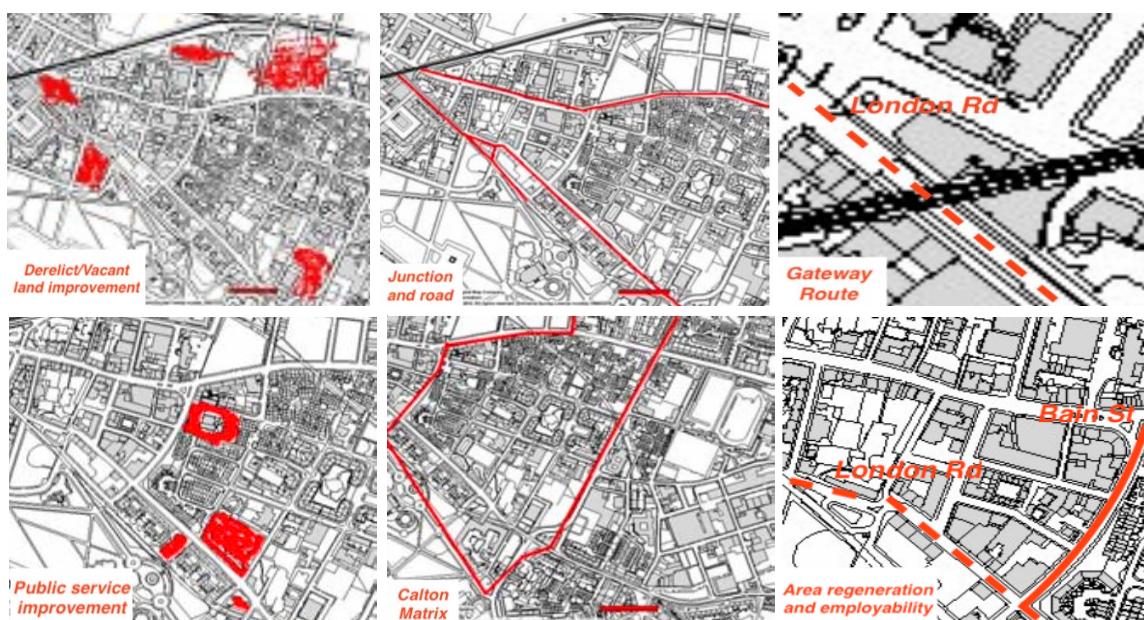


Figure 6 CBAP actions overview. Source: Calton Barras Action Plan, 2017.

Scottish Planning Policy (SPP, Scottish Government, 2020) highlights the national importance of land use for shaping Scotland, it helps the National Planning Framework (NPF, Scottish Government, 2014), providing a 20-to-30-year statutory planning framework along with Government planning priorities to achieve planning aims. SPP and NPF are integrated to create national strategic urban planning approaches in Scotland, they share one planning system and aim to shape Scotland as a: 1) sustainable; 2) low carbon emission; 3) resilient; and 4) strong linked place.

Glasgow and Clyde Valley Strategic Development Plan (SDP, 2012) and Glasgow City Development Plan (CPD, Glasgow City Council, 2012) contains local and regional policies for Glasgow City Region. The CPD outcomes divide Glasgow into four categories where Eastern Fringe is categorised as a connected, thriving network, vibrant and boom economy neighbourhood (figure 7, left). Particularly, CDP 1 and CDP 2 are comprehensive policies that relates with all 12 supplementary guidance, that provides statutory status, which is consistent with SDP and SPP (figure 7, right).

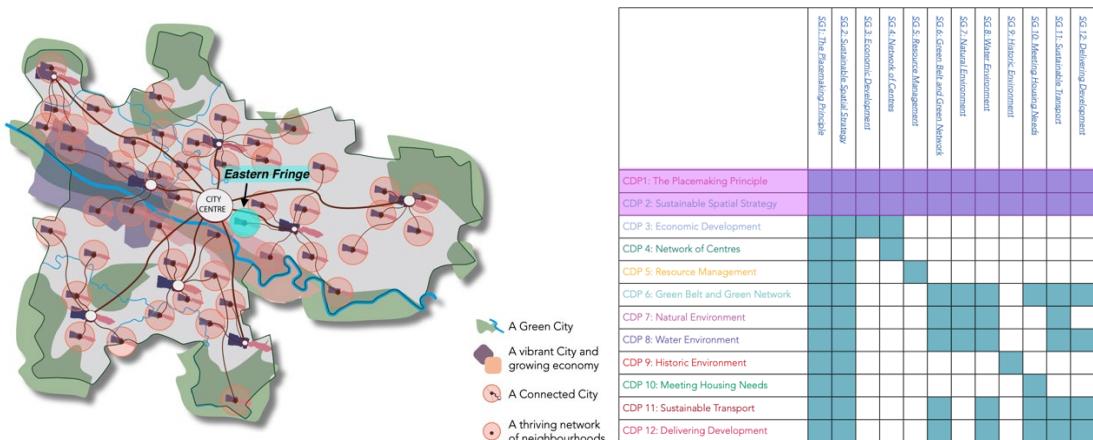


Figure 7 Left: A City-wide scale of four strategic outcomes. Right: CDP policies and associated Supplementary Guidance;
Source: Glasgow City Development Plan, 2017.

3 SITE ANALYSIS

3.1 Socio-economic condition

Population

Overall, the population of Eastern Fringe in 2019 was 9,418 (Scottish Government Statistics, 2020), accounting for about 3% of total population in Glasgow, which is more than twice as much as Bridgeton (4,147), but lower than most regions in Glasgow, such as Dennistoun (21,713), City Centre (20,107) etc. Figure 8 indicates the population structure in three age groups: Children, Working age, and Pensionable age from 2010 to 2019 in Eastern Fringe. In the 10 years, working age group remained as majority of the population, the children group was slightly higher than pensionable group until 2017, but still with subtle difference starting from 2018.

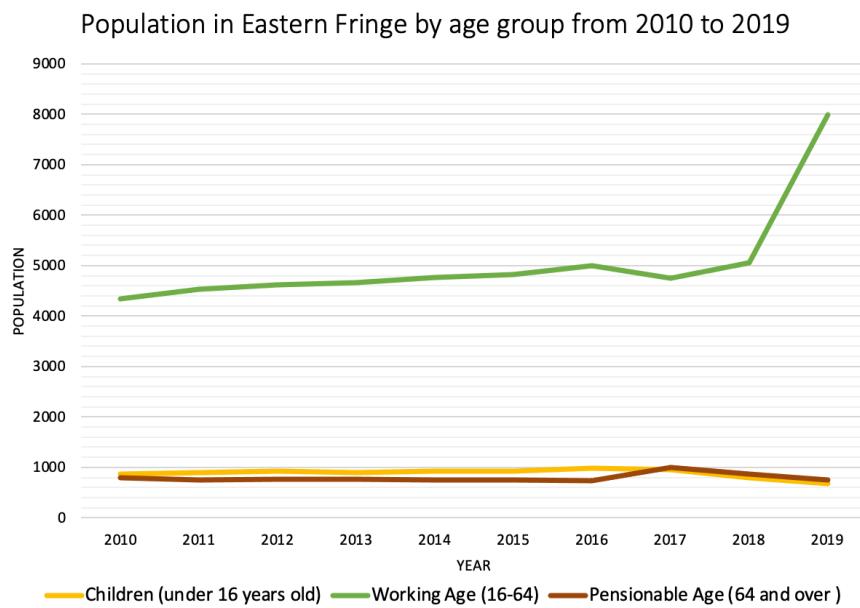


Figure 8 Population in Eastern Fringe in recent 10 years. Source: Scottish Government statistics, 2020.

Income and employment

Table 1 illustrates the income and employment deprivation in 2016 and 2020 in different regions of Eastern Fringe and Scotland. In the regional and national scale, overall, the number of people of income and employment deprivation in Eastern Fringe was lower than Glasgow City but higher than Scotland in the two years, and employment deprivation showed 2% decrease trend in each region whereas the deprivation percentage of population for income in Glasgow city and Eastern Fringe increased by 1% from 2016 to 2020. With respect to income, around 16% and 20% of people suffered from income deprivation in Eastern Fringe and Glasgow city in both years respectively, which was around 3%-6% higher than the Scotland average. Similar trend showed in employment deprivation, particularly, the number of people deprived of employment in the Eastern Fringe was nearly twice as much as that in Scotland. At a local level, region S01010037, S01010038, and S01010054 dominated the Eastern Fringe, there were both over 19% - 32% deprivation population of income and employment in both year, which may explain why the average deprived population of Eastern Fringe was much higher than the Scotland. Figure 9 illustrates the eight data-zone location in Eastern Fringe out of 746 data zones in Glasgow City.

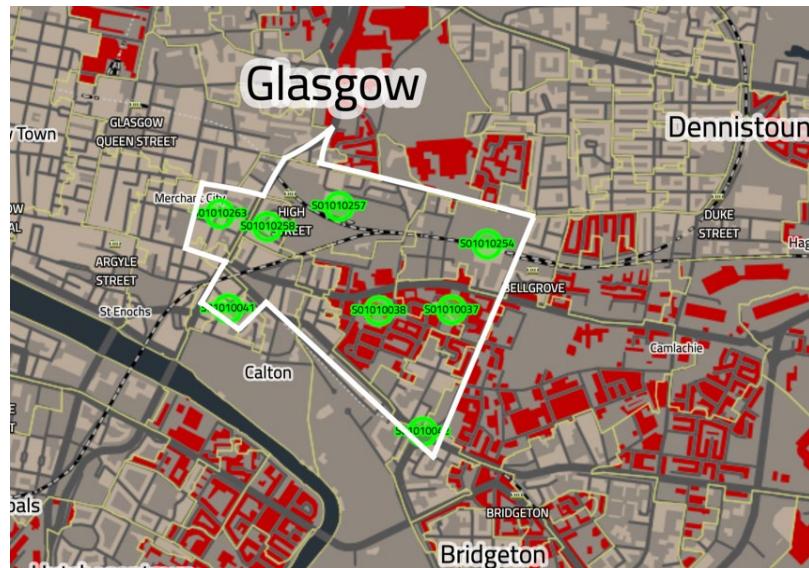


Figure 9 Eastern Fringe data zone. Source: SIMD 2020.

Table 1

Deprivation percentage population and population count of income and employment in different regions (SIMD, 2020)

Region	Income deprivation		Employment deprivation	
	2016	2020	2016	2020
Eastern Fringe	16% (149)	16% (162)	13% (89)	11% (85)
S01010037	32% (210)	36% (239)	26% (105)	24% (99)
S01010038	25% (250)	28% (267)	19% (140)	20% (132)
S01010041	19% (145)	16% (128)	17% (105)	13% (90)
S01010042	12% (155)	17% (241)	11% (110)	10% (119)
S01010254	29% (310)	21% (226)	18% (130)	13% (94)
S01010257	8% (80)	9% (161)	7% (70)	8% (123)
S01010258	1% (15)	0% (7)	1% (15)	0% (5)
S01010263	4% (30)	4% (29)	4% (25)	3% (19)
Glasgow City	19% (155)	20% (161)	16% (88)	14% (78)
Scotland	13% (99)	12% (94)	12% (56)	10% (47)

Housing

In general, the housing density of Eastern Fringe (61.44 dwellings/ha) is higher than Glasgow City (18.14 dwellings/ha) and Scotland (0.34 dwellings/ha), the average housing price (£136,911) is much lower than Glasgow City (£160,427) and Scotland (£181,457) (table 2).

Table 2

The dwellings number and average house price in different regions (SIMD, 2020)

Region	Total number of Dwellings	Dwellings per hectare	Mean average house price
Eastern Fringe	5296	61.44	£136,911.38
Glasgow City	316785	18.14	£160,427.00
Scotland	2645950	0.34	£181,457.00

However, take a glance at the average house price of each site in Eastern Fringe (figure 10), the S0100258, which is bisected by high street and next to the east city centre (figure 11, right), implied the highest average house price (£193,261) among all other regions including Glasgow city and Scotland, and the price difference was between around £30,000-£90,000.

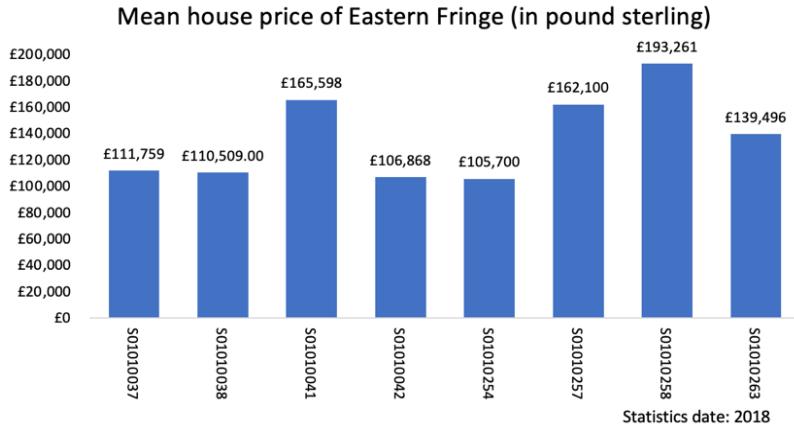


Figure 10 Mean house price of different district in Eastern Fringe. Source: Scottish Government Statistics, 2020.

The house price indicates that the socio-economic condition in Eastern Fringe is not equal, for example, S01010238, S01010042, and S01010254 contain some derelict/vacant areas (figure 11, left), but area S01010258 has robust transport and amenities (i.e., pharmacy, Aldi). Thus, the development of those brownlands are necessary and helpful to balance the socio-economic condition.

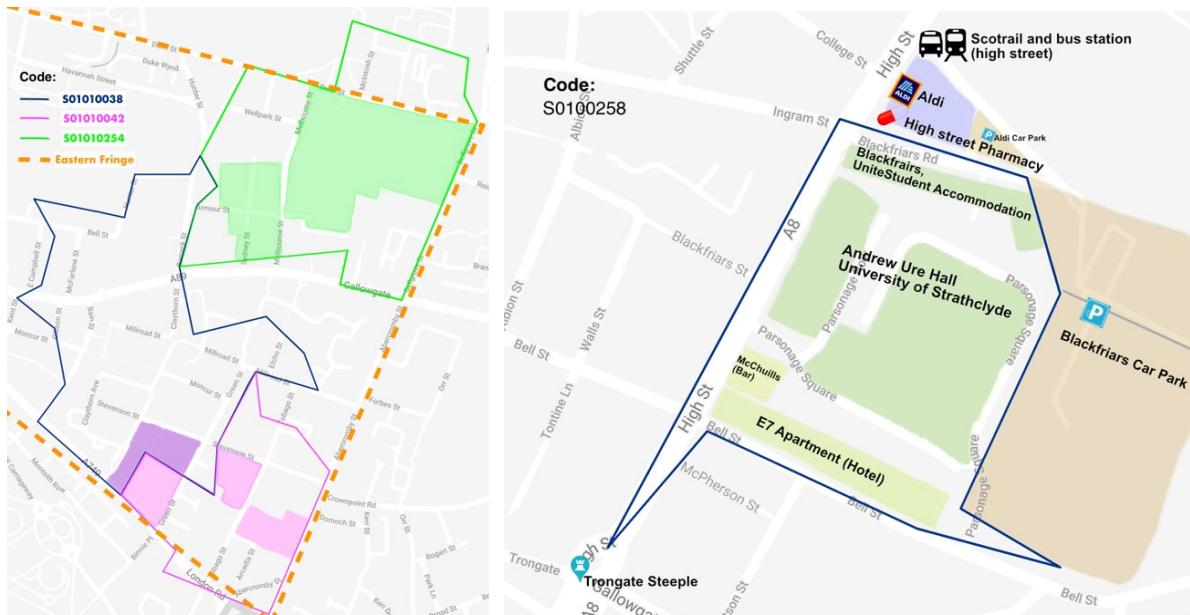


Figure 11 Left: The vacant areas in S01010238, S01010042, and S01010254 of Eastern Fringe (Shadow areas: Vacant land); Right: The S01010258 area buildings. Base map source: Scottish Government Statistics, 2020.

Health

The health condition in Eastern Fringe still needs to be improved. The overall health risk (alcohol, drug, and depression) has gradually increased from 2016 to 2020, which means that more and more people are facing physical or mental health problems. For example, the standardised ratio (SR) of alcoholics and drug users increased by 4 and 3 respectively, and there were 16% of people suffering from depression, anxiety, and psychosis in both years (figure 12).

Health condition in Eastern Fringe from 2016 to 2020

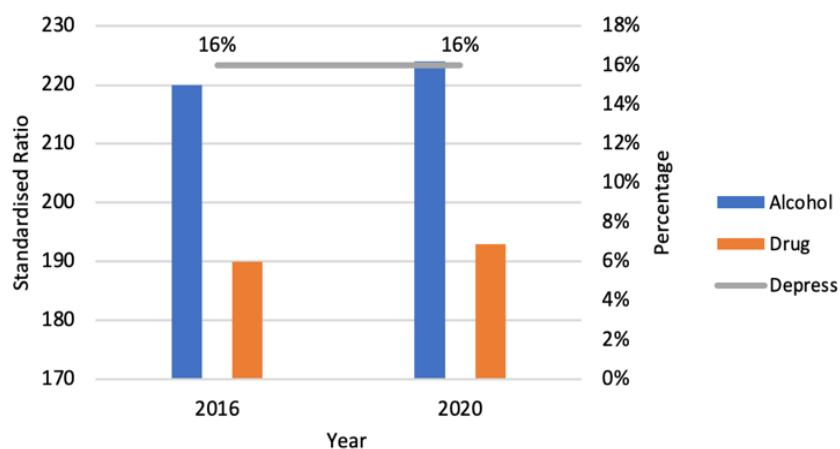


Figure 12 Main health issues standardised ratio^{*1} in Eastern Fringe. Source: SIMD, 2020.

Compared to Glasgow city and Scotland, Eastern Fringe does not present a better picture of health. The number of patients in Eastern Fringe were significantly higher than other regions (i.e., the SR of alcoholics and drug users were about 50-100 higher than Glasgow and Scotland). In addition, the SMR of Eastern Fringe are higher than 100 which indicates that there are excess deaths among the population (figure 13).

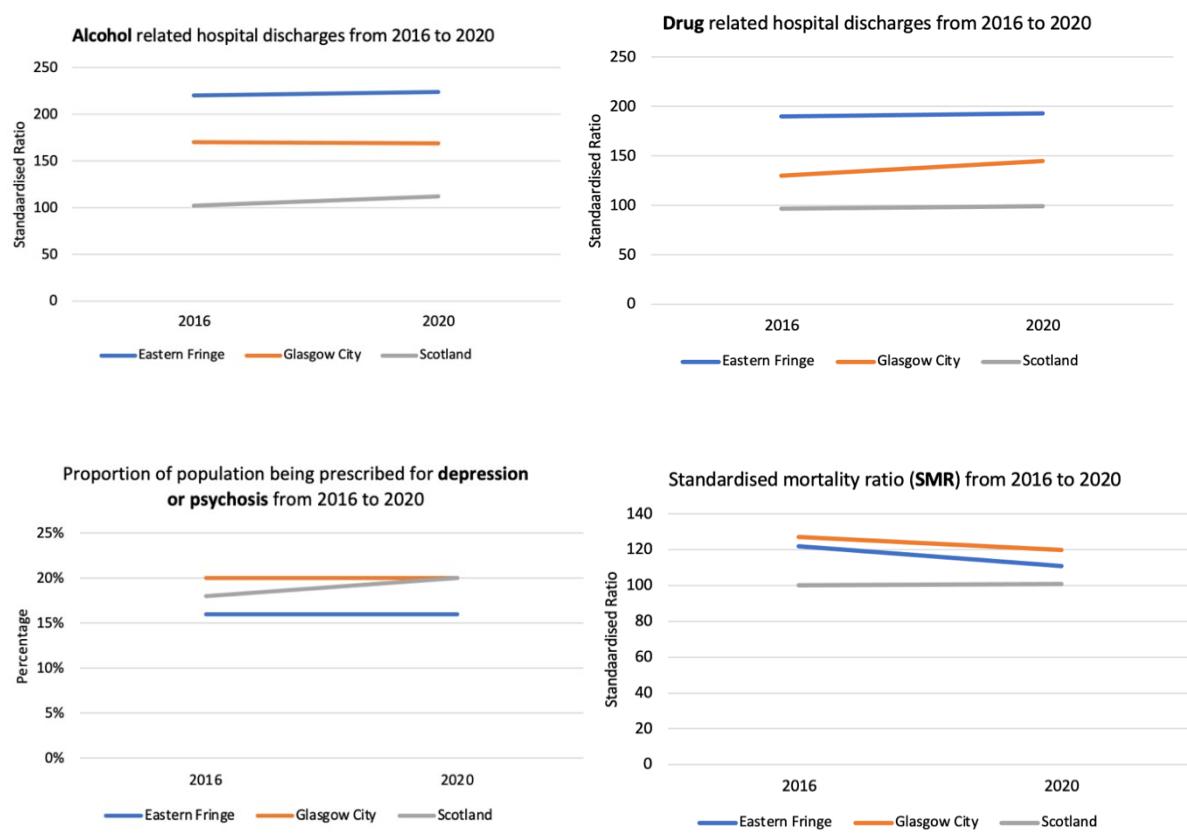


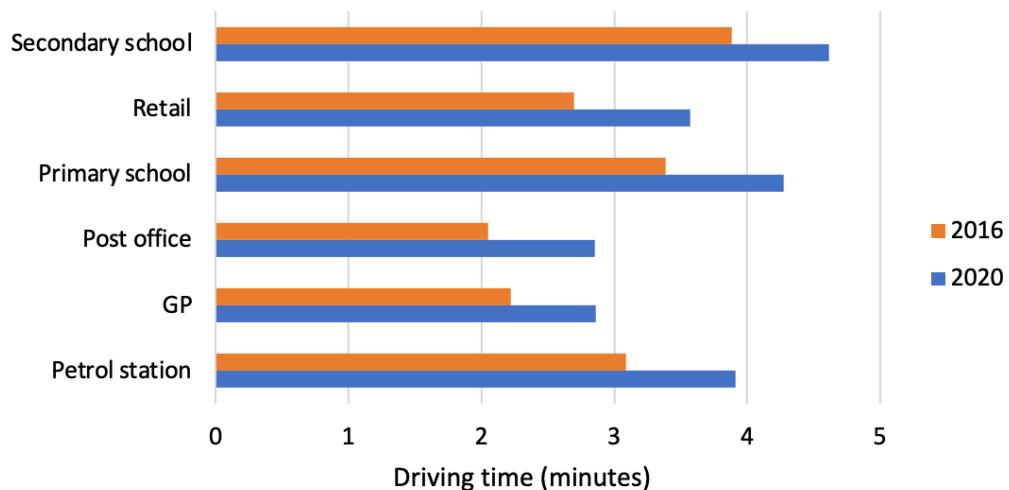
Figure 13 Health indicators comparison. Source: SIMD, 2020.

¹ Standardised Ratio: SR reflects the times of each indicator by using Scotland = 100 as a baseline (i.e., the SR of Alcohol misuse was 220 in 2016 can be interpreted as the number of people suffered from alcohol health issue at hospital in Eastern Fringe was around as 2.2 times as that in Scotland)

Geographic Access to Services

Generally, Eastern Fringe locals only need to spend around 2-10 mins to access different public service. The travel time difference between driving and public transport is only around 3-5 minutes. In other words, the transport link of Eastern Fringe is strong and well-combined.

Average drive time to different public service in Eastern Fringe



Public transport travel time to different public service in Eastern Fringe

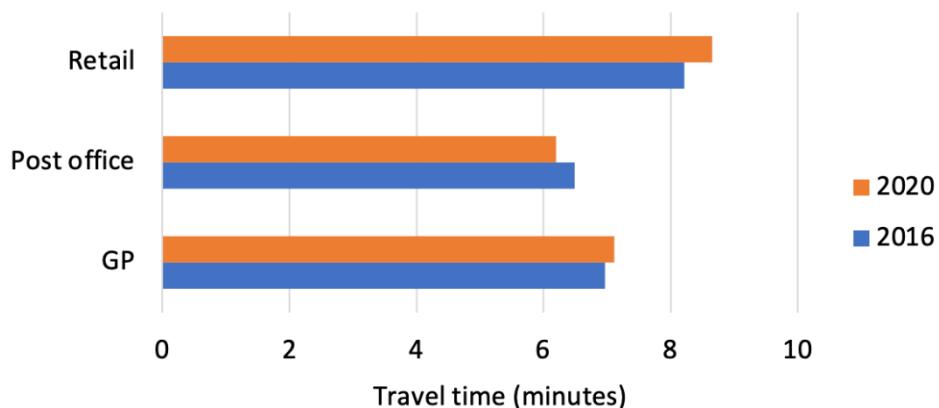


Figure 14 Average travel time in private car (above) and public transport (bottom) to difference public service.

Source: SIMD, 2020

In relation to car ownership, the overall car ownership is mostly around 0-1 car. Over half of Eastern Fringe residents do not own a private car (figure 15, upper left), which is around 90% Eastern Fringe households. Conversely, the number of households owning 2 or more cars only accounts for around 20% (figure 15, bottom).

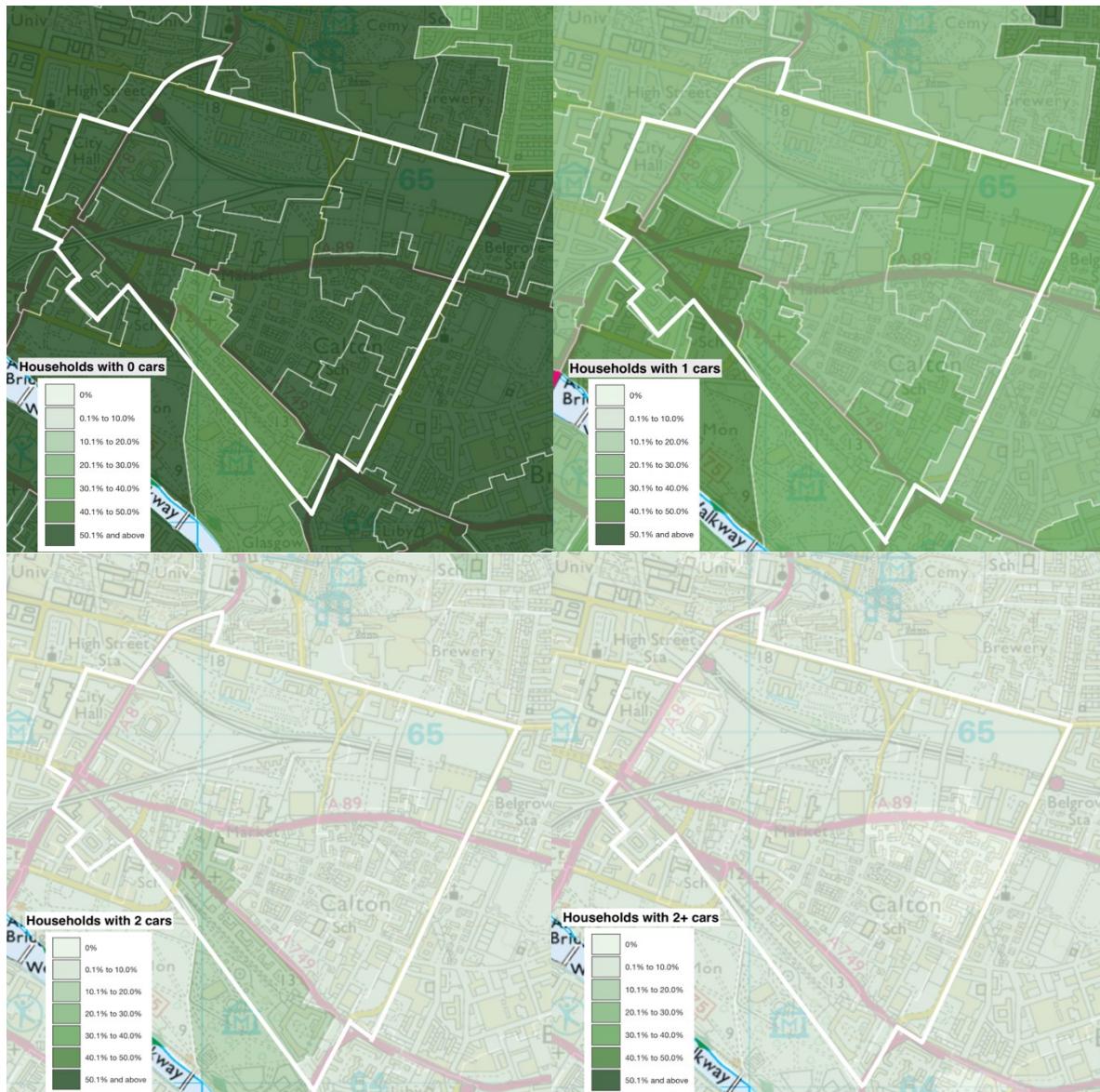


Figure 15 Number of private car ownership in Eastern Fringe. Source: Digimap

3.2 Socio-economic process

1760-1830: Radical War

High unemployment, food prices and an unresponsive government caused a week of strikes and unrest in Scotland, which resulted in many executions. The Calton Burial Ground on the southeast of Abercromby Street buried those martyrs in the Radical War (figure 18). The cause of electoral reform has begun, Glasgow was eventually granted representation in parliament in 1832.



Figure 16 The Eastern Fringe and Calton layout (middle) in 1792 Plan of Glasgow. Source: National Library of Scotland.

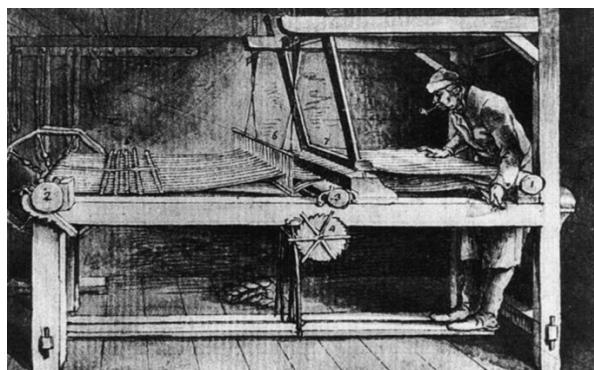


Figure 17 Highly skilled and educated section of the working class in Calton area, 1820. Source: Hulton Archive.



Figure 18 Monument to the Calton Weavers. Source: Google map.

1830-1914: Overcrowding and population change

In 19th century, Glasgow was the largest city in Scotland with around 310,000 people. However, in 1830, around 3,000 people died from cholera (Stana, 2014), the average age of death was 42 and 45 for men and women respectively from 1820-1830. Besides, the slum clearance was not matched with new house building (figure 20) due to the overcrowding population.



Figure 19 City of Glasgow and suburbs, 1830. Source: National library of Scotland.

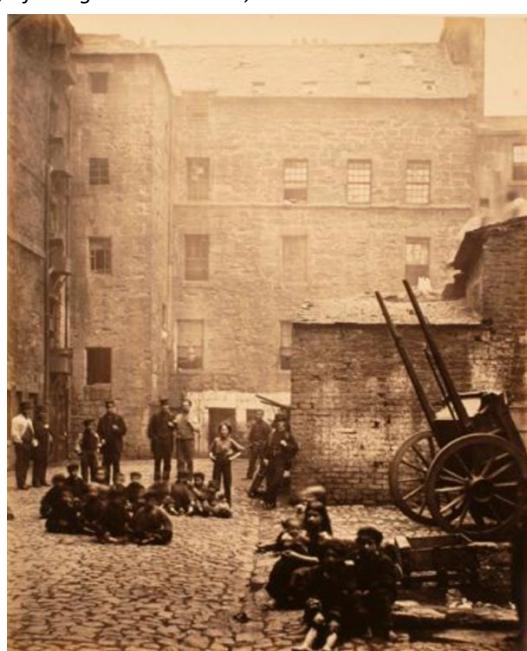


Figure 20 "Old Closes and Streets of Glasgow", Street Kids, 1850. Source: <https://www.ourfamilypast.com/article/topic/9000/calton-glasgow-1850>

1914-1945: WW1 and WW2

The Barras market (1921) and Barrowland Ballroom (1930) were founded by Margret McIver (figure 21) after the wars (figure 22). She noticed that the war increased the crowd flow and planned to build a permanent market in Calton area (Eastwalk ww1, 2013).



Figure 21 The Barras Market gate, 1930 (left);The Barrowland Ballroom, 1930 (right). Eastwalk ww1, 2013.

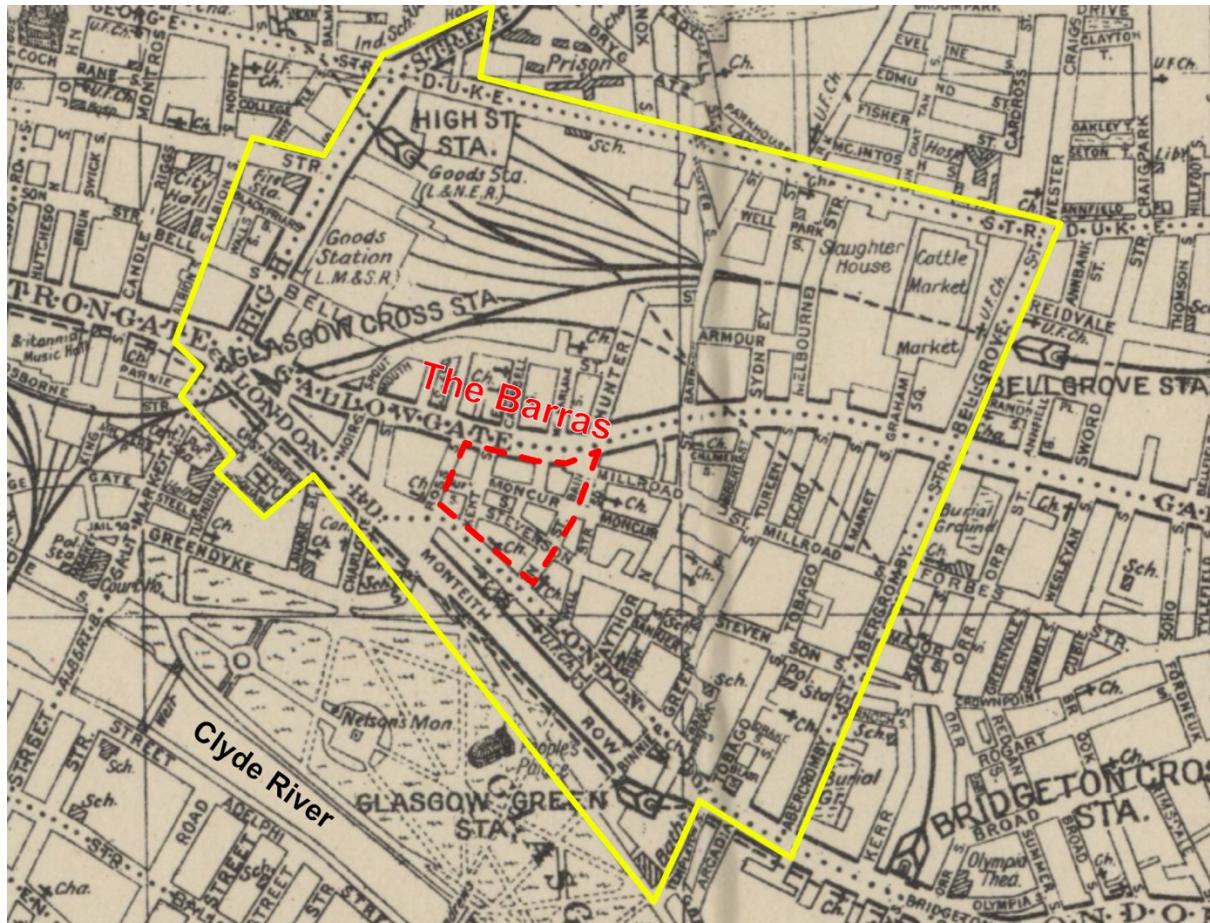


Figure 22 Eastern Fringe map in 1945. Source: National Library of Scotland

1930-1950-till now

After 1930s, many of old Calton buildings were demolished before WW2. There were around 1,300 houses swept away and replaced with new tenements providing just around 300 home units (National Library of Scotland, 2018).

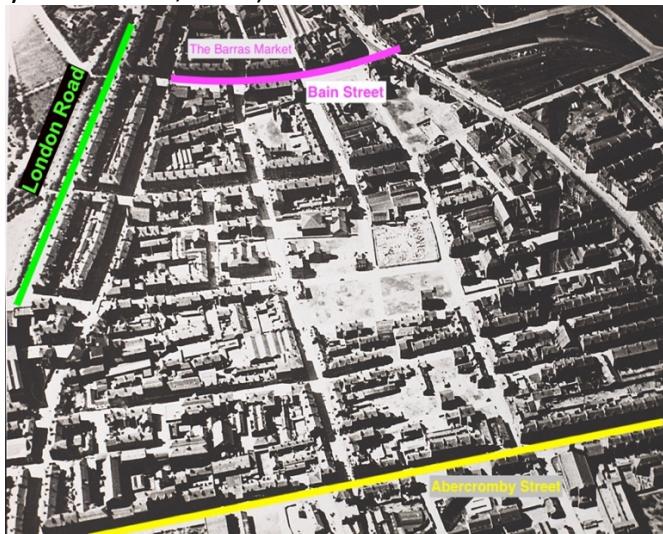


Figure 23 An aerial view of the west of Eastern Fringe, 1950. Source: *The Glasgow Story: Calton*.

On the north side of Eastern Fringe, Duke Street Prison (figure 24) was closed by 1955 due to some political activist's protests for Scottish independence, such as Wendy Wood, and now has been rebuilt as public property, such as gallery, education centre, hobby shop etc (figure 25).

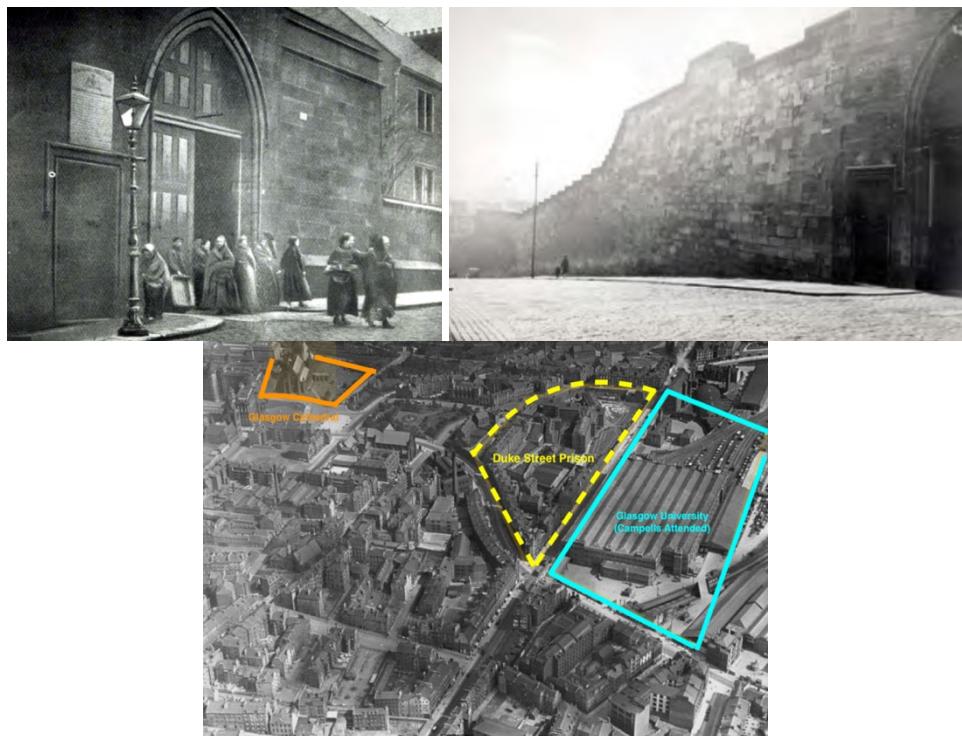


Figure 24 Above: Duke Street Prison walls, 19th (left) and 20th (right). Source: Heatherbank Museum of Social Work; WW1 East Walk, 2018. Bottom: Location of Prison in 1847. Source: Harp, 2012.



Figure 25 The replacement buildings at Duke street at present, October 2020. Source: Google Street Map.

3.3 Physical condition

3.3.1 Topography

Overall, the longitude of Eastern Fringe is around 37ft to 90 ft, which is much lower than the Glasgow city regions (456ft on average). The topology map (figure 29) also indicates that the longitude of southeast, the east part of Calton, is lower than the north of Eastern Fringe.



Figure 26 Topographic map of Eastern Fringe. Source: <https://en-gb.topographic-map.com/>.

3.3.2 Architecture

The architectures in Eastern Fringe are mostly French style and Victorian tenement (figure 30). Those buildings are normally 3-6 storey and attic tenements with curved corner bay (figure 31), located in the corner of some junctions in Eastern Fringe.



Figure 27 French style tenement building on Gallowgate. Source: WW1 Calton Heritage Trail, 2018.



Figure 28 Left: Chrystal Bell & Co Building; Middle: J & G Melior Building. Source: Google Street View.
Right: 'The Drovers' Public House. Source: Calton Heritage Trail.

3.3.3 Heritage

There are 27 listed heritages from 17th century to earlier 20th century in Eastern Fringe.

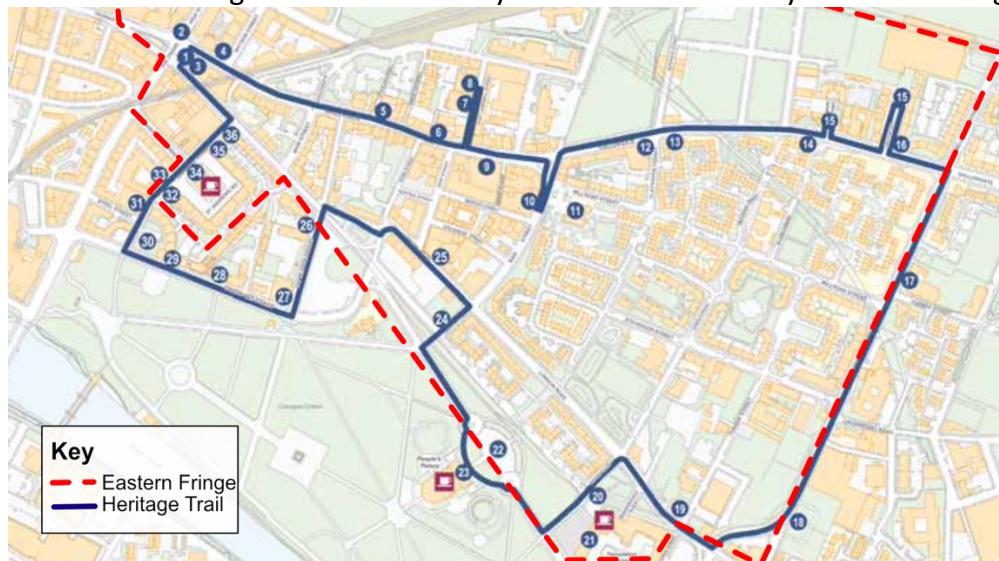


Figure 29 Calton area Heritage trail, 2020. Source: Calton Heritage Trail, 2020

The Templeton's Carpet Factory (figure 18), an A-listed heritage, was founded in 1857, expanded in 1920 to 1930 and added the southern range facing Glasgow Green.



Figure 30 Templeton's Carpet Factory, 2017. Source: Wikipedia.

The Pipe Factory is a Category B heritage, which is situated in the west of Bain street, about 2 mins walk to Barras Market.



Figure 31 William White and Sons Clay Pipe Factory. Source: Google Street Map.

The Barras market and the Barrowland Ballroom, one of Glasgow's principal musical venues, are the most famous landmarks in Calton area after WW1 (figure 32). The Barras Shell (figure 33) in market centre indicated the development of technology and industrialisation of Eastern Fringe.



Figure 32 The Barras Market and Barrowland Ballroom. Source: Google street view



Figure 33 The Barras Shell, 2014. Source: <https://www.geograph.org.uk/photo/3814146>

3.4 SWOT analysis

3.4.1 Strengths

- Strong local retailers and residential community
- Transport links
- Adjacent to the city centre
- Integrated use on neighbourhoods
- The Barras Market and the Barrowland music venue

3.4.2 Weaknesses

- Environment inequalities
- Uneven socio-economic condition
- Dislocation from city centre and north neighbourhoods
- Lack of public community facilities and amenities (i.e. library, social centre etc)

3.4.3 Opportunities

- Job creation and employability
- Vacant fields for housing and green park
- Enhance health and well-being
- Private sector investment chance

3.4.4 Threats

- Climate change
- Interlinked socioeconomic and environment issues
- Lack of development in vacant/derelict land

4 ENVISIONING AND MEASURING CHANGE

4.1 The 2040 vision of Eastern Fringe

In 2040, Eastern Fringe will focus on land use balance, flexible transport, and green space expansion, by using and improving existing stock of (vacant) lands, to create a resilient place.

4.2 2040 Vision objectives

- ① Build local/public community for socialising and employment creation
- ② Improve the environment in high street
- ③ Reduce the pollution from emission of harmful gases
- ④ Expand the Green Space area
- ⑤ Balance the housing distribution
- ⑥ Increase the number of people using active travel

4.3 Measures and benchmarks

- 30% increment on local job salary and 20% increase on job opportunities respectively every 3 years by 2040
- 20% number of local community refurbishment and spare more space for pedestrian in high street area of Calton by 2040
- 20% decrease in private car using in crowded area, such as garden, the Barras market etc by 2040
- Demolish some abandoned and derelict areas aside Green Street and Blackfriars Street etc, and use 2/3 of the vacant land of Eastern Fringe for building leisure communities and gardens
- Use the rest of 1/3 of the vacant land of Eastern Fringe for housing and public community/social infrastructure
- 50% increase for bike or other active travel in inactive areas by 2040

4.4 Map of 2040 vision Planning Strategy

Other information:

▲ New Shared Bike stations spots (the left side of G1 area, clockwise):

- The Bell Street spot
- The 76 Melbourne Street & Wellpark Street conjunction spot
- 88 Green Street south spot
- Bain street conjunction spot

● New bus stop on London road

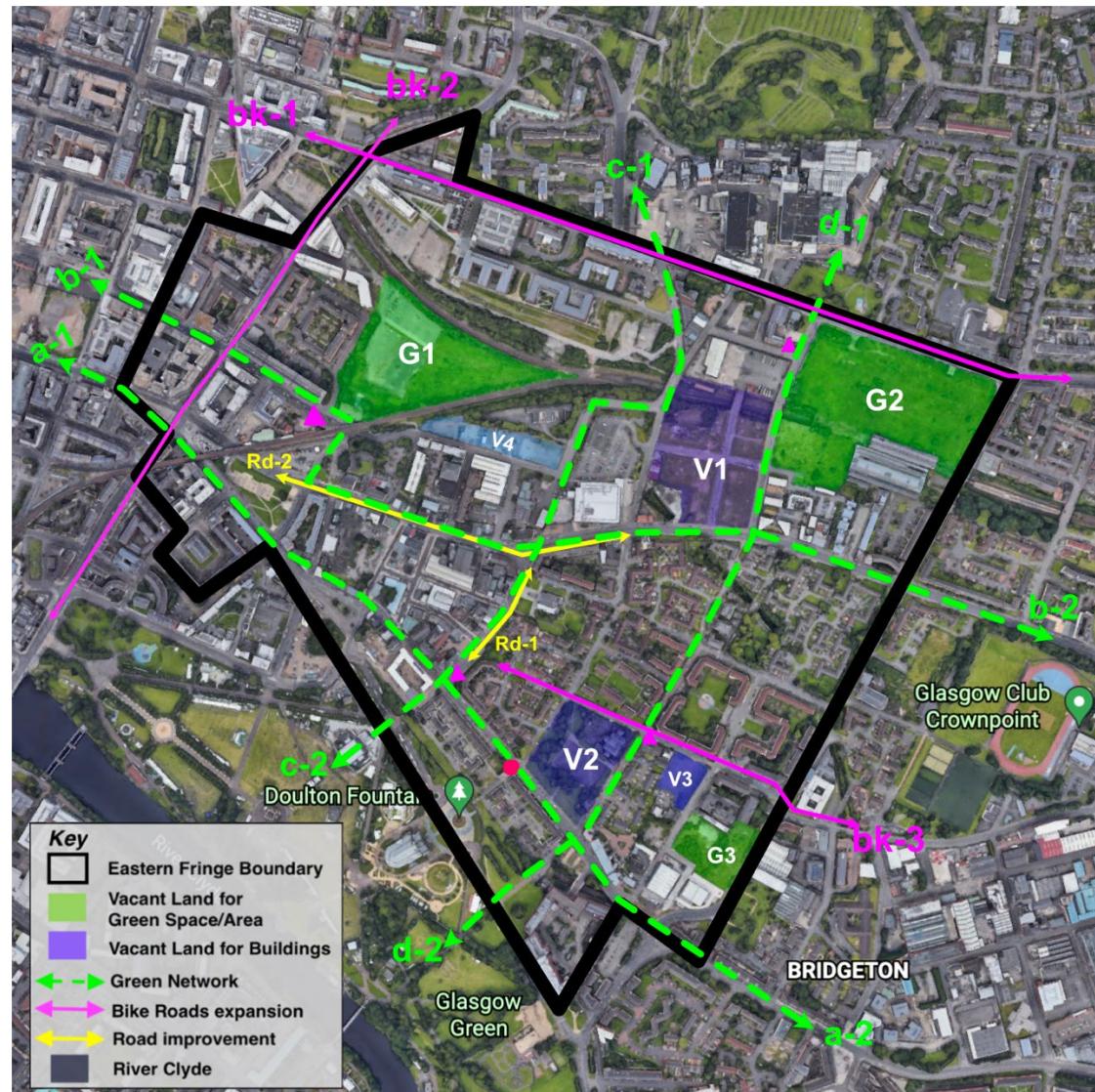


Figure 34 2040 vision planning of Eastern Fringe. Base map source: Google Earth

Table 3

Annotation of Map of 2040 vision Planning Strategy (figure 34)

Legend	Location	Land type		Green space	Social/Public Infrastructure	Heritage/Arts and Gallery	Residential Housing area	Green Network	Road improvement	Objective(s)
		Used land	Vacant/Derelict land							
G1	4 Blackfriars Rd (east end)	✓	✓	✓						③ ④ ⑥
G2	Melbourne St (east)		✓	✓						③ ④
G3	90 Tobago St (east)		✓	✓						② ③ ④
V1	Melbourne St (west)		✓		✓					① ③
V2	79-88 Green St (west)		✓			✓				① ②
V3	58-100 Tobago St (west)		✓		✓					①
V4	Bell St (north)		✓				✓			① ⑤
a-1↔a-2	London Rd							✓		
b-1↔b-2	Gallowgate St							✓		
c-1↔c-2	Green St							✓		② ③ ⑥
d-1↔d-2	Stevenson Rd							✓		
Rd-1 ↔	Bain St								✓	
Rd-2 ↔	267-289 Gallowgate & A89								✓	②

*The different background colours meaning:  Planning objects are lands/areas;  Planning objects are roads.

4.5 Plan Gantt Chart

Timeline of each plan theme of Eastern Fringe 2040

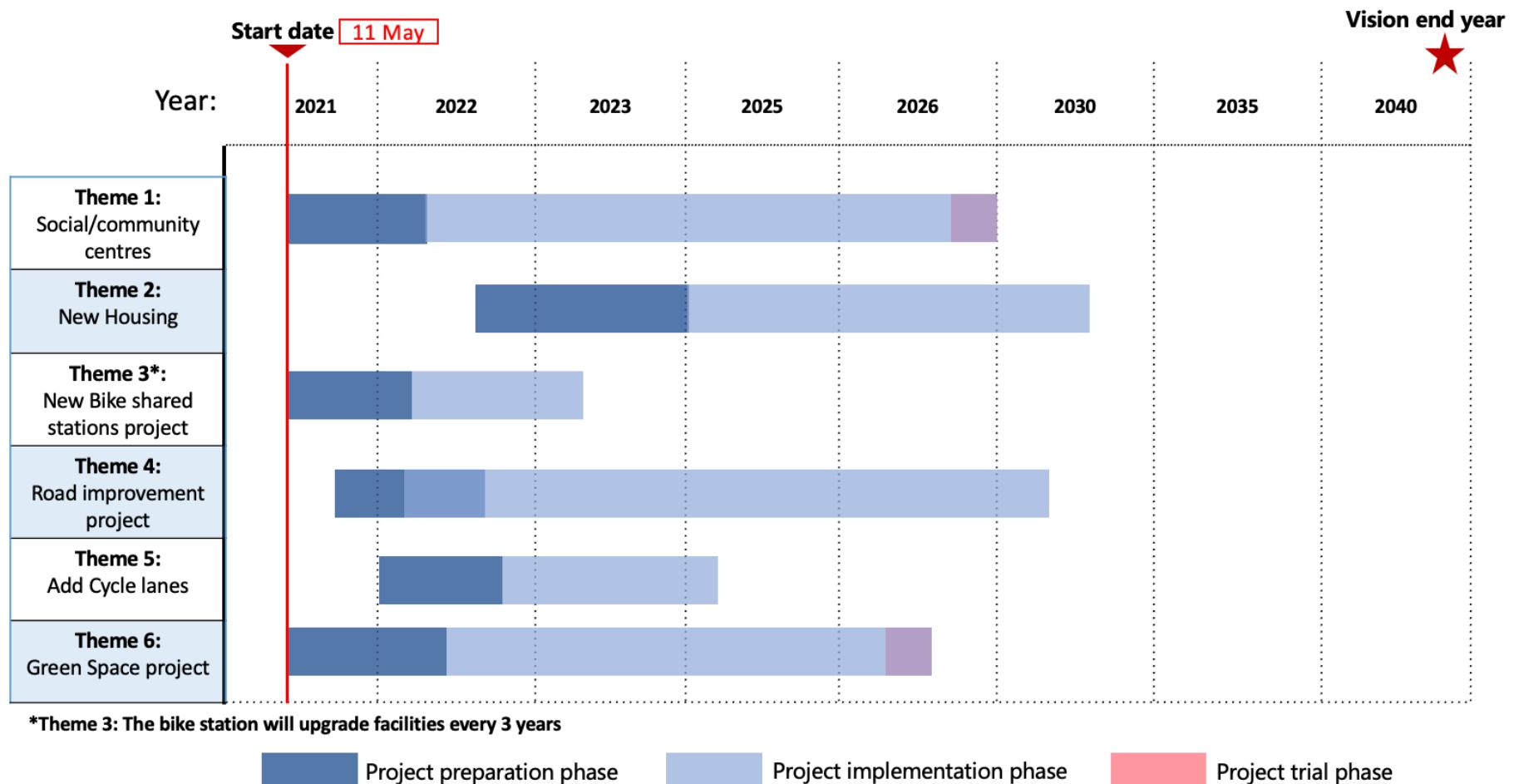


Figure 35 Gantt Chart of 2040 Eastern Fringe Themes

5 MAKING AN IMPACT

5.1 Social Activity & Public Community Centre Plan

Project aim

The land use in Eastern Fringe is not even, many of the vacant lands are in poor condition (CBAP, 2012, pp.15). Thus, the project aims to rebuild and use the existing or abandoned assets to improve the condition, to strengthen the community structure, and to build a place where people can do face-to-face social networking and activities with a choice of areas. The public community does not limit as the traditional administrative centre, it can be library, sports centre, study area, restaurant, or even an open-air area (Christensen et al., 2018). These kinds of communities can link people together and collect the and voice/comments from locals directly, in addition, the social and community centre can strengthen the community link, enhance the civic identity of the young and reduce the anti-social behaviour, which is an important reference for urban planning and future development (Deuchar, 2010).

Project participants

Glasgow City Council
Glasgow Chamber of Commerce
Local universities and colleges
Community civil representatives (Calton area and Gallowgate area)
Stakeholders and investors
Landowners
Sociologists
Architects

Project sites

The projects will be launched at Melbourne Street and Tobago Street. Generally, both lands used for social community centre are vacant/derelict lands. The immediate surroundings are mostly residential housing, where people can walk to the social centre directly.

a. Gallowgate North and Bellgrove east: Melbourne St

The Melbourne street is in Gallowgate North and Bellgrove area, containing 1,078 citizens and 584 dwellings (the third rank) of Eastern Fringe (Scottish Government Statistics, 2020). The street links to the north of Calton residential area in around 3 mins walk where Calton residents can access to the social community immediately as well.

b. Calton and Gallowgate east: 58-100 Tobago St

Similarly, in terms of the west side of 58-100 Tobago street, lies between some well-combined housing areas in Calton that contains around 1300 dwellings and ranks second in Eastern Fringe (Scottish Government Statistics, 2020), a public social community centre intervention can help gather the residents and reduce the anti-social behaviour, and it can be an interest point for the residents nearby.

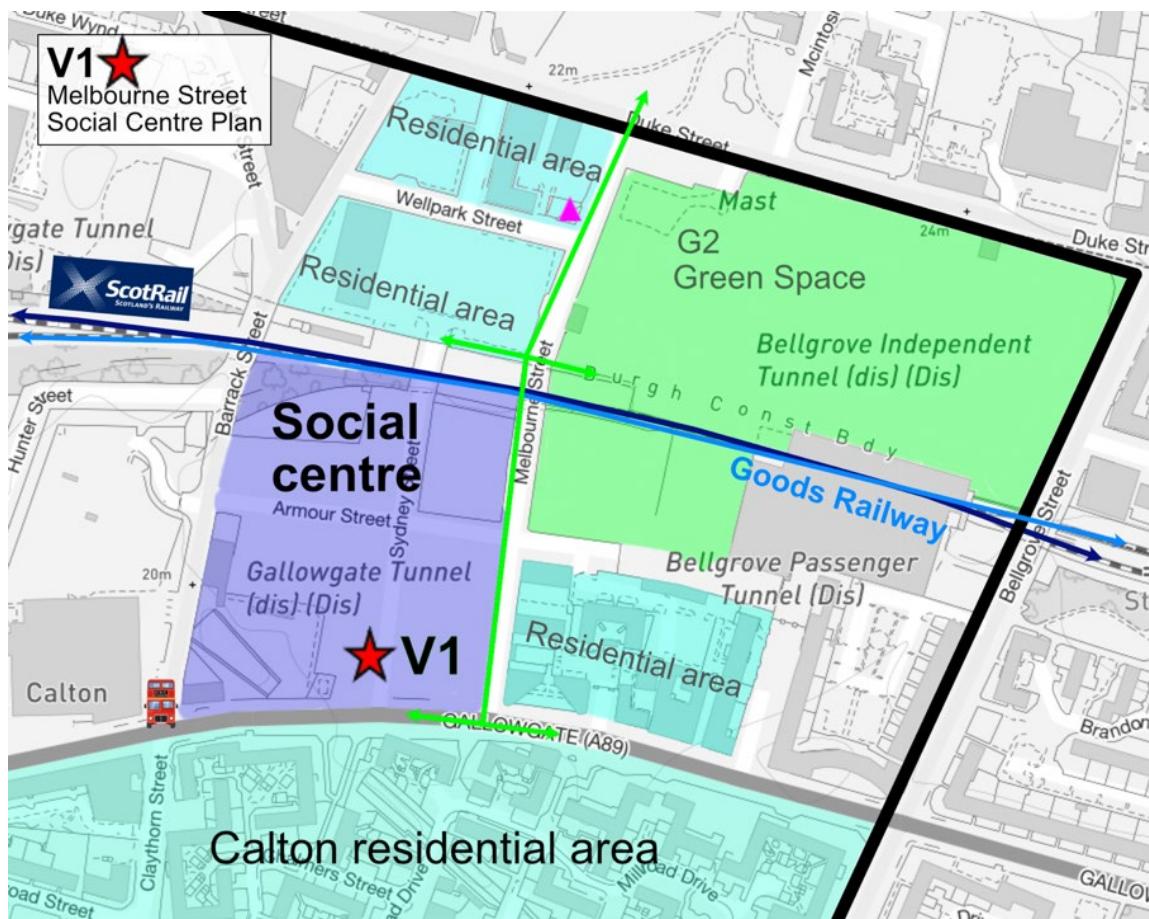


Figure 36 Melbourne Street Social centre Plan. Base map source: CDP, 2019

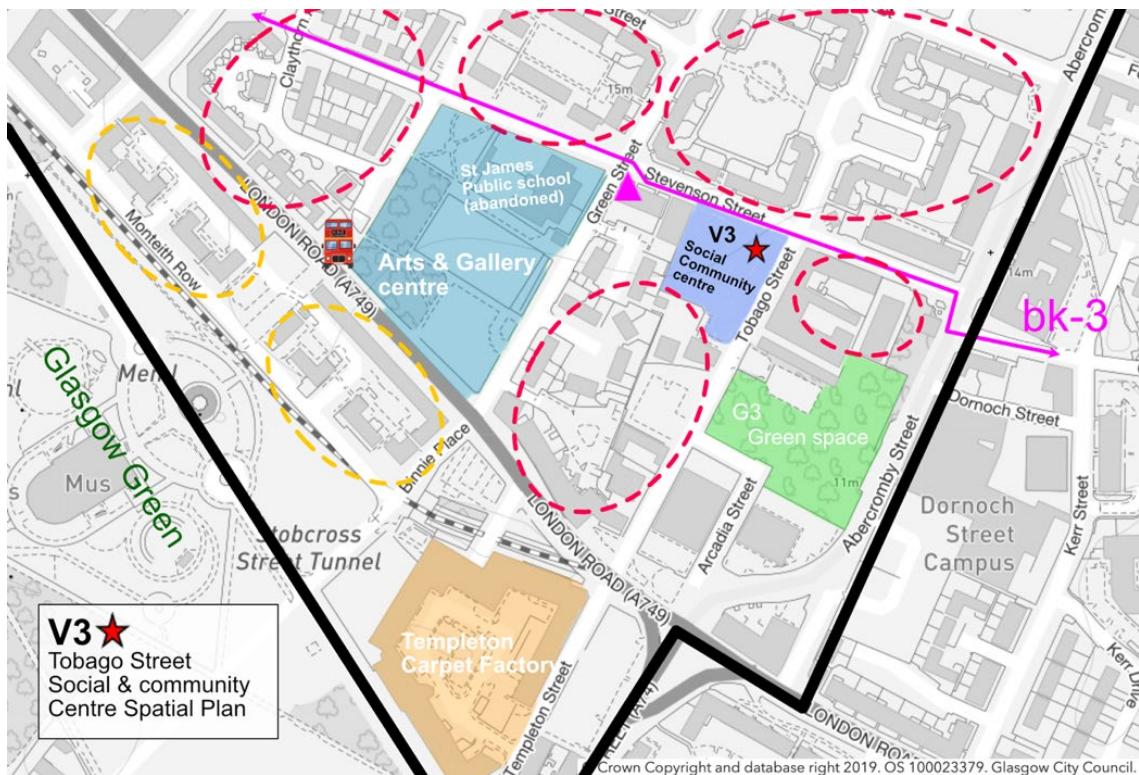


Figure 37 Tobago Street Social centre Plan². Base map source: CDP, 2019

² For figure 37, the dashed circle lines mean that the area is residential area. The orange circle means the Barras residents, the red circle means residents are from Calton area.

Timeline estimated: January 2022 – November 2026

a. Intention collection: Jan 2022 – February 2022

The Glasgow city council and the Glasgow Chamber of Commerce will be the initiators of the social centre building project, they will collect the intention and advice from Calton and Gallowgate residents. The information will be used for the project proposal.

b. Project proposal created: March 2022 – Mid-April 2022

The experts from architecture and spatial planning will come up with the social centre project plan according to information collected from residents.

c. Project negotiation: Mid-April 2022 – July 2022

The proposal will be used for negotiating with other stakeholders. At the same time, the social centre project group members will seek chance for potential investment.

d. Project launch and finish: Mid-July 2022 – August 2027

The project will be finished by August in 2027, and it will be used for trial for 3 months. The social centre will continue collecting advice and attitude on the operation from people, for the future promotion of the amenities. Figure 38 implies the final possible social centre general view.



Figure 38 Possible social centre views in Eastern Fringe.

Above: (left) Macduff community sport centre; (right) Harbury community library, Warwickshire.

Bottom: Hatfield outdoor tennis court

5.2 Green Eastern Fringe plan

Project aim

The Green Space project aims to rebuild the existing redundant assets to build green space where reduce the harmful gas in city/residential areas in Eastern Fringe, and set new shared bike stations as well as expand the bike lanes to encourage people use more active travel in Eastern Fringe, whilst people can have a venue to do some outdoor activities such as football, picnic etc. The Green Space plays a strategic role for urban planning, and provides a green setting for the city area, it not only brings people well-being (Anguluri and Narayanan, 2017), but helps with climate adaption and mitigation, and strengthens the ecosystem services (Govindarajulu, 2014).

Project participants

Glasgow City Council (including Road Department)

Glasgow Chamber of Commerce

Student representative from University of Strathclyde

Community representatives (Calton area, High street, and Gallowgate area)

Stakeholders and investors (e.g., Nextbike, Mobike)

Landowners

Sociologists

Architects

Project sites

The green space and gardens will be built in Blackfriars car park, Melbourne Street, and Tobago Street respectively.

a. Gallowgate North and Bellgrove west: 4 Blackfriars Rd east end (figure 39)

The Blackfriars car park lies adjacent to the UniteStudent accommodation, between the ScotRail and Goods Railway where forms a triangle shape land (figure 38, G1). There is only about 1-5 min walk from high street and City centre. However, there has been 3 car parks (car park 1, 2, 3, figure 38) around it, particularly, car park 1 situated next to the high street which can be an alternative of Blackfriars car park.

The bike lane expansion (bk-2) will be conducted in high street, and new bike station is situated at the south gate of G1 space, next to the Bell St (b-2), where the road improvement of new active travel will be included.

b. Gallowgate North and Bellgrove east: Melbourne St east (figure 40)

Unlike Blackfriars St, Melbourne Street situated among residential area, and will have road improvement for active travel. The green space (G2) will be designed at the vacant that above the ScotRail, the new bike station will be set at the southeast point of the Wellpark Street resident area. In the north of the G2, the new bike lane (bk-2) will be added on the Duke street.

c. Calton and Gallowgate southeast: 90 Tobago St east (figure 41)

The Melbourne Street (d-1) road improvement will expand to the Green Street (d-2), and converges to London Road, another road improvement route. Similarly, the green space will be built in the city residential area next to the Tobago Street, with a new bike lane at the Stevenson Street where contains a new bike station at the Green Street conjunction.

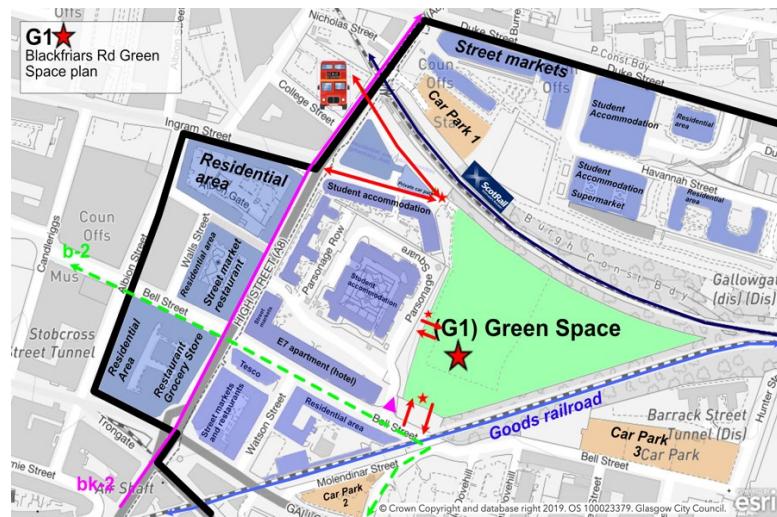


Figure 39 4 Blackfriars Street Green Space Plan. Base map source: CDP, 2019

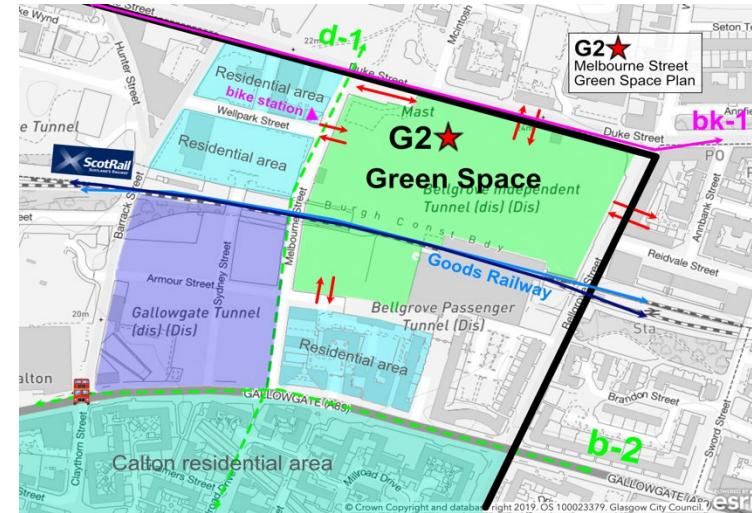


Figure 40 Melbourne Street Green Space Plan. Base map source: CDP, 2019

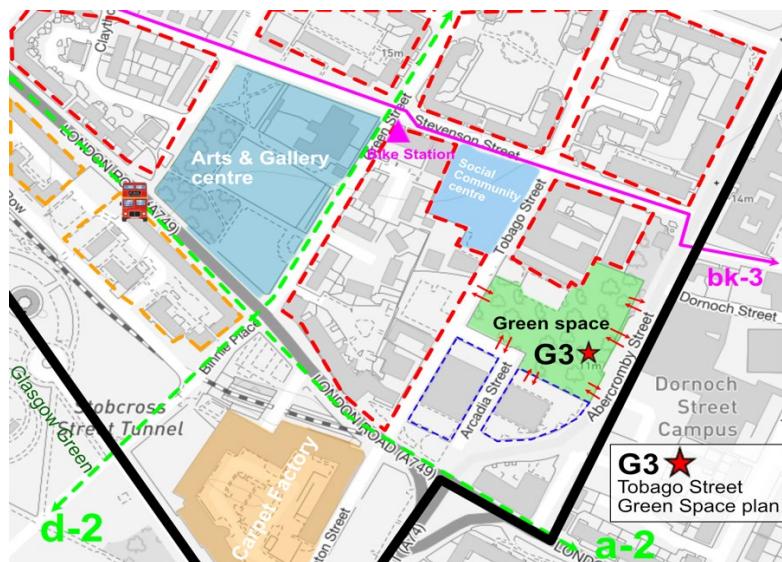


Figure 41 59 Tobago St Green Space Plan³. Base map source: CDP, 2019

³ For figure 41, the dashed line circle means the same as figure 37. In addition, the blue dashed lines mean FOURPLY and FORSTHY GLAZING factory.

Timeline estimated: May 2021 – December 2025

a. Project proposal created: 11 May 2021 – Mid-July 2021

The Glasgow city council and the Glasgow Chamber of Commerce will be the initiators of the garden project, the architects and spatial planner will come up with a prototype of the green space, new bike station, and road improvement project plans.

c. Project negotiation: Mid-July 2021 – Mid-September 2021

The green space project group will negotiate with Nextbike, Mobike for bike station, and other stakeholders for road improvement & green space as well as confirm the details. However, the new bike station project will be confirmed earlier than other projects. At the same time, the group members will seek potential investment chance from some investors or public.

d. Project launch and finish: Mid-September 2021 – June 2026

i. The new shared bike station will be finished and put into public by the end of September 2021.

ii. The green space and road improvement projects will be finished by June in 2026, and it will be used for trial for 2 months to make sure that facilities in the garden are safe and appropriate.

Sample bike station, bike lane, and road improvement outcome can be seen in figure 42-44



Figure 42 London Community bikes station, 2012. Source: Dreamstime



Figure 43 City Cycle lanes. Source: Cycling UK



Figure 44 Dundee Baxter Park and Pavilont, 2021. Source: Dundee City Council

6 PLANNING THEMES

6.1 Vision demonstrates a good practice

The 2040 vision of Eastern Fringe launches several plans such as expanding the green space, the bike lanes, redesigning the used lands and improving the road situation to make a real change for shaping a green, flexible transport, balanced land use region. There are other exemplary practices in other cities or countries on inequality and green space which can be envisioning for the Eastern Fringe 2040 vision.

Inequality

Bristol city council aims to shape a sustainable city and reduce the health & wealth inequality. The delivery plan objectives will build mixed community facilities, green infrastructure, sustainable constructions to perfect the environmental facilities for providing healthier environment to reduce the number of people suffering from health issues and eliminate health inequality in each region of Bristol (Bristol City Council, 2011).

The 20:20 plan – Bristol's Sustainable City Strategy

Aims

- 1. Reduce Health & Wealth Inequality**
- 2. Raising the aspiration and achievement of our children, young people and families**
- 3. Making our Prosperity Sustainable**
- 4. A city of Strong and Safe Communities**

Issue	Spatial Vision	Objectives	Delivery Strategy Policy
Providing the environment for healthier living and addressing social and health inequalities in South Bristol, Inner City/East and the Northern Arc.	A transformed South Bristol Regeneration in North and Inner East Bristol Sustainable communities and high quality urban design	2. Mixed, balanced and sustainable communities 5. Better health and wellbeing	BCS1 South Bristol BCS3 Northern Arc and Inner East Bristol – Regeneration Areas BCS9 Green Infrastructure BCS10 Transport and Access Improvements BCS12 Community Facilities BCS15 Sustainable Design and Construction BCS21 Quality Urban Design BCS23 Pollution

Figure 45 The Bristol 2026 vision. Source: Bristol Development Framework, 2015

Plymouth 2034 city development plan will launch several programmes for the communities and local people to improve their skills, gain knowledge and confidence to make decisions that do good to their physical, mental, and psychological health. Similarly, Newcastle City Council announces to reduce the journey times for the transport inequality, build equitable number of public social services and facilities to help reduce the health inequality provide healthy life choice for citizens in 2030. In other words, the 2030 vision provides high quality of life for citizens and enhance the wellbeing of people to reduce the inequalities.

Vision 2030

By 2030 Gateshead and Newcastle will be prosperous and sustainable cities that are unique and distinctive places - where people choose to live, work and visit because everyone can realise their full potential and enjoy a high quality lifestyle.

Figure 46 Newcastle City Development Plan 2030 vision. Source: Newcastle City Council, 2015

Green Space

One of the successful examples of green garden city can be found in Singapore. Since 1960, the Public Works Department set a park and trees department and announced to make a 'Luxuriant Green City' (O'Dempsey, 2014, p.45). The government incorporated tree-planting campaign in 1963, and the number of newly grown trees increased by 2228 from 440 in 1962 (Barnard and Heng, 2014), and over 55,000 new trees in late 1970. The tree-planting project was a great success at that time. Since then, the concept of 'Garden City' was introduced by the Prime Minister of Singapore in 1967 (Han, 2017).



Figure 47 PARKROYAL on Pickering, Singapore.

Source: Green city trips: <https://greencitytrips.com/parkroyal-on-pickering-singapore-greencitytrips-com-25/>

Adelaide is the first achieved Carbon Neutral city in the world (Adelaide City Council, 2018). The idea of Carbon Neutral is to offset the carbon emission made in the city through green infrastructure in the city as well. Adelaide City Council launched Greener Streets in CBD area to install green walls, shrubs, trees etc to help reduce the temperature of city for alleviating the global warming (Li et al., 2017).



“The City of Adelaide today joins a group of over 150 leading organisations in Australia who are carbon neutral – including Telstra, NAB, and Cities of Melbourne, Sydney and Brisbane”

Figure 48 The Carbon Neutral situation in Australia. Source: Smart Cities World, 2021

In the UK, Bristol includes green infrastructure (GI) in the 2026 city development policy that indicates that green infrastructure can provide flood storage capacity, and some GI can absorb the carbon dioxide for reducing the ‘urban heat islands’ effect (Susca and Pomponi, 2020). Reducing transport related carbon emission, Newcastle government offers more sustainable transport options, such as subway, to attract commuters using public transport and transit in a low emission mode and aim to chive net-zero in the city by 2030.

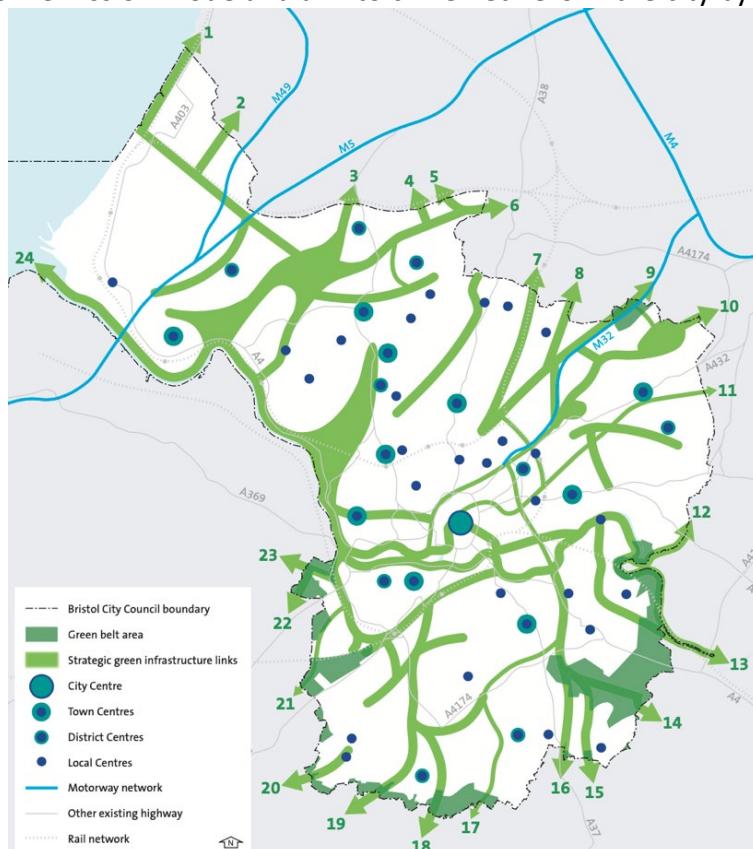


Figure 49 Bristol Strategic Green Infrastructure Network, 2026. Source: Bristol Development Framework, 2015



Figure 50 Newcastle city subway. Source: Google map

6.2 Integration of the vision

Social Activity & Public Community Centre: Inequality

Inequality is a common issue when shaping a city.

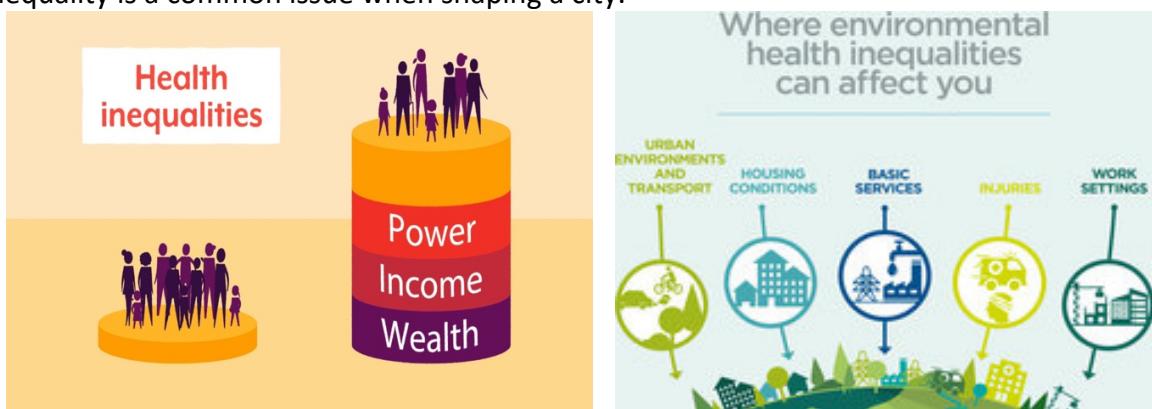


Figure 51 Health & environmental inequality. Source: NHS Scotland & WHO

Firstly, the low sociodemographic position residents indicate environmental inequality might happen between different component of neighbourhood (Flacke et al., 2016). Secondly, health inequalities are mostly determined to the extent of the resources where individuals can attain. Thus, an interactive public social place can help alleviate the inequality, where people can access resources that shape their life trajectory in health and social life. Giddens' structuration theory (1984) conveys a recursive relation between structure and agency, social structures release constraints and shape people's behaviour. In other words, a safe, accessible, and walkable social centre has positive influence for people to participate social activities. It can consolidate the connections between people from different neighbourhoods as well as impress the civic identity of local people whereas the anti-social phenomenon can be eliminated gradually (Barnett et al., 2017; Deuchar, 2010).

Green Eastern Fringe Plan: Transport/Health and Wellbeing

The Green Eastern Fringe Plan is well-combined with Transport and Health & Wellbeing, that consist with the 26th United Nations Climate Change Conference (COP 26) idea ‘People make Glasgow Greener’ (Figure 52).



Welcome to People Make Glasgow Greener

From 1–12 November 2021, Glasgow will host the 26th United Nations Climate Change Conference (COP26).

As the eyes of the world are on us, we have a unique opportunity to make real progress towards our ambition of becoming one of the most sustainable cities in Europe. We all have a part to play. We can enjoy safer streets, cleaner air and warmer homes if we all act now. Together, we can help to make Glasgow a greener city and build better lives and a better future for everyone.

People Make Glasgow. And People Make Glasgow Greener.

Figure 52 People make Glasgow Greener. Source: peoplemakeglasgowgreener.com, 2021.

Traffic congestion and Urban Heat Island (UHI) issue can be happened in city region due to the urbanisation after earlier century (Susca and Pomponi, 2020; Qiang and Xiaojie, 2017). The new cycle lane and bike stations of Green Eastern Fringe plan encourage people use active travel that helps alleviate the traffic congestion in city region and reduce the harmful gas from car emission, which is consist with Scottish Government’s target in 2023: phasing out petrol and diesel vehicles in Scotland by 2032 (Scottish Government, 2020).

The health condition in urban area can be worse than others, where Green space provides citizen a place and chance to feel nature and enjoy the fresh air, that improve the quality of environment and people’s life at same time in several ways (Littke, 2015). One effective outcome is decreasing the city temperature. The high temperature can be a risky health issue in large city region, it might increase the risk of heat-related diseases, such as plague, HPS (Beechanm, 2012). The Green space can effectively reduce the risk of diseases as every 10% increase area of green space can reduce 4 °C (Lehmann, 2012). In addition, the physical improvements and health of people can promote the psychological health and well-being under the Green Space life. This indicates that the UGI (urban green infrastructure) can not only improve the value of the surrounding lands, environment quality, but people’s well-being (Bell et al., 2007).

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ORIGINALITY REPORT



PRIMARY SOURCES

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2	portal.newcastle.gov.uk Internet Source	<1%
3	Hamideh Nouri, Sattar Chavoshi Borujeni, Arjen Y. Hoekstra. "The blue water footprint of urban green spaces: An example for Adelaide, Australia", <i>Landscape and Urban Planning</i> , 2019 Publication	<1%
4	www.research.manchester.ac.uk Internet Source	<1%
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GRADEMARK REPORT

FINAL GRADE

GENERAL COMMENTS

18 /22

Instructor

The Role Of Spatial Planning

This is an excellent overview and demonstrates appropriate use of literature (academic and grey).

Multi-Scalar Planning

You contextualise the eastern fringe within Glasgow, but not in Scotland/ UK. Linking the site to other adjacent areas and initiatives is helpful. Your overview of the planning issues recognises the different plans which are relevant.

Site Analysis

Your overview of structural and quantitative/ qualitative indicators is well done, especially figures 11 and 12 which show you are attempting to analyse related issues. You have very thorough illustrations (all appropriately cited).

Envisioning And Measuring Change

The vision and benchmarks link together, although I am not sure how you would achieve the salary increase. You propose measurable initiatives. I like that you have considered the development, implementation and possible pilot aspects of your changes, the Gantt chart is really helpful here (and you illustrate your proposals well in 4.4).

Making An Impact

Including the project participants demonstrates your appreciation of the different actors in the development and spatial planning process. Your proposals are very detailed, mapped, and relate to your vision (although not all aspects would link to your "high income employment" related, so I think this should have been more of a focus given your aims? The examples are useful to show what your developments may look like (be careful to cite all of

your images if they are not yours), and improve environmental and social aspects of the area.

Planning Themes

Your international and national examples are well chosen and well illustrated to show how your ideas could be in line with best practice. The policies are explained, and tour discussion has excellent references to show how you view these aspects correlating and interacting. Concluding with the COP discussion is also clever as this brings it right up to date with current priorities and political initiatives.

General Comments

Overall, this is an excellent assignment, well presented throughout.

Grade A5/18

Marked by Alison McCandlish

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