

Calton: Unlocking the potential

A report of a Community Street Audit
for Glasgow City Council



Living Streets is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk.



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Living Streets

Living Streets is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk.

We have been the national voice for pedestrians throughout our 80 year history. In the early years, our campaigning led to the introduction of the driving test, pedestrian crossings and 30mph speed limits. Since then our ambition has grown. Today we influence decision makers nationally and locally, run successful projects to encourage people to walk, and provide specialist consultancy services to help reduce congestion and carbon emissions, improve public health, and make sure every community can enjoy vibrant streets and public spaces.

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Introduction

Living Streets was commissioned by Glasgow City Council to undertake a Community Street Audit with local people to inform the preparation of a Local Development Framework for the Calton area.

Community Street Audits are a way to evaluate the quality of streets and spaces from the viewpoint of the people who use them, rather than those who manage them. This involves small groups of local residents and businesses assessing a route on foot, following which a report is produced with the audit findings and recommendations for improvements.

The Calton Community Street Audit provides an opportunity for local people to identify the priorities and issues for particular streets and spaces, whilst also acting as a tool for building partnerships and as a means of moving the Local Development Framework forward.

The Community Street audit aims:

- To enhance opportunities for walking in and around the Calton area by identifying key routes to local centres, undertaking an assessment of their connectivity, attractiveness, legibility and state of maintenance and identifying improvement measures;
- To identify measures that would assist in creating a distinct identity for Calton (e.g. through signposting, arts projects, heritage routes etc) making it a 'destination' on route to the Games;
- To engage local people in the development of a spatial strategy for Calton through an initial focus on streets, spaces and their connectivity and on local identity;
- To initiate a move towards a more strategic approach to the priorities and issues identified, based on healthy urban planning principles; and
- To assist in developing partnership working with key stakeholders.

The main Community Street Audit has focused primarily on getting around Calton, which for the purposes of this project included the area bounded by Gallowgate to the north, Abercromby Street to the east, London Road to the south and Bain Street to the west. However the Audit also considered access to neighbouring destinations such as The Barras and the proposed supermarket on Gallowgate, Abercromby Street Shops and Health Centre and Glasgow Green. Issues relating to access to the city centre were also included as part of an introductory Community Street Audit training session.

Thank you to all the local residents and business people who contributed their time to share their views, which form the basis of this report. In particular it is important to thank members of Calton Area Association, Glasgow City Council and Thene Housing Association for their support in hosting the audit.

National Context

The Calton Community Street Audit is consistent with national strategic objectives and policies relating to health, planning and transport. For example this project is a direct response to Equally Well¹ (2008), the report of the Ministerial Task Force on Health Inequalities, especially the Greener Scotland: Physical Environments And Transport Theme.

*“ * Physical environments have an impact on people's mental and physical health and wellbeing.*

** Play and recreation areas for children and young people should have high priority.*

** Transport and planning policies should include actions to improve health inequalities.”*

It provides an opportunity to act on many of the Equally Well recommendations especially:

“27. Government action on the physical environment should include: evidence-based environmental improvements to promote healthy weight, and improving the quality of local neighbourhoods through providing more environmental "goods" to foster better physical and mental health, improve community cohesion and prevent risks to community safety.

28. The Government and local agencies and partnerships should apply the "precautionary principle" across policy development affecting green space in environment, education and health. It should increase the priority given to the creation, retention and promotion of high quality green spaces as essential for health improvement, especially in communities at risk of poor health.

29. The Government, NHS Boards and other public sector organisations should take specific steps to encourage the use and enjoyment of green space by all, with a view to improving health. Public sector organisations should provide materials, resources and training and evaluation of specific initiatives e.g. the prescription of "green space use" by GPs and clinical practitioners.

30. Local authorities and others should foster greater public responsibility for maintaining local environments.

31. Children's play areas and recreation areas for young people generally should have high priority in both planning and subsequent maintenance by the responsible authorities.

32. The National Transport Strategy delivery plan, currently being worked up by the Government, should include specific actions likely to improve health and reduce health inequalities. For example, rolling out effective local projects that improve active travel and increase walking and cycling by deprived communities.

34. The Government should take forward action targeting children from disadvantaged areas who are at greater risk of injury in road accidents and to encourage local authorities to follow existing good practice in this area.”

¹ Equally Well: Report of the Ministerial Task Force on Health Inequalities, The Scottish Government, 2008. www.scotland.gov.uk

This project is also consistent with planning policy as explained in the National Planning Framework for Scotland 2² (2009)

“Good governance, community empowerment, education and local initiatives are essential elements of successful place-making. A distinctive identity, building on local traditions and developing local speciality products can help to strengthen the sense of pride and community which creates safe, healthy and sustainable places for living and working.

Tackling derelict land, improving physical infrastructure and upgrading environmental quality can help to promote environmental justice and provide employment opportunities for those less equipped to participate in the knowledge economy.”

Local Context

Smarter Choices, Smarter Places

Calton lies within the area covered by the Council’s “East End on the Move” project, one of seven Smarter Choices Smarter Places projects funded by the Scottish Government.

“East End on the Move” aims:

“to encourage residents and visitors in Glasgow’s East End to foster healthier lifestyles by adopting sustainable and active modes of travel.”

As background it is useful to consider the findings of the Baseline Monitoring and Evaluation of the Smarter Choices Smarter Places Programme³ (2009), which identified strengths

“It has a high level of walking. People see the good community spirit as an asset. It is a relatively cheap place to stay near to Glasgow City centre.”

but also weaknesses:

“There are major safety concerns, particularly when walking and using buses and these are the dominant modes. There is a poor built environment and people have a poor image of quality of the neighbourhood.”

The baseline study identifies promising opportunities to

“Support the further development of walking which already accounts for a large proportion of travel.

To address safety concerns in the area, providing physical and information improvements”

The survey also identifies differences between the East End of Glasgow and the other project areas Barrhead, Dumfries, Dundee, Kirkintilloch/Lenzie, Kirkwall and Larbert/Stenhousemuir.

“Respondents have the lowest levels of exercise of the SCSP target areas.

People have the lowest level of compulsion to become more active.”

² National Planning Framework for Scotland 2, The Scottish Government, 2009. www.scotland.gov.uk

³ Baseline Monitoring and Evaluation of the Smarter Choices Smarter Places Programme, Baseline Report, Annex I – Glasgow East End Findings, The Scottish Government, 2009.

Equally Well

The Calton Community Street Audit and subsequent report are being funded as part of the Equally Well Glasgow City Test Site, which is focusing on current planning projects that have the potential to integrate health and wellbeing into planning practices.

The Glasgow City Test Site is developing a Healthy Sustainable Neighbourhood (HSN) Model, which promotes an integrated approach to placemaking, with people being at the centre of the process. The model is about including local people as equal partners, giving them access to a range of consultation tools and building their confidence to be part of the decisions being made about key changes in their neighbourhood.

In order to fully integrate meaningful community consultation into the development of a Calton Area Development Framework (ADF) document, a range of consultation methods should be made available to professionals, community and third sector partners alike.

The Calton Area Association have a range of community experts who have already produced their 'Making the Next Move' document and now along with the findings in this report, should provide a good starting point for the Area Development Framework which will be undertaken by Glasgow City Council.

The HSN Model (which incorporates Health Impact Assessment principles) will be used to test that the ADF incorporates health and wellbeing as a key aspect.

East End Local Development Strategy

This project follows earlier community engagement work to inform the East End Local Development Strategy⁴ (2008), which provides a spatial framework to support the council's aims for the inner East End, including Calton. The vision underpinning this document is:

“to create a vibrant, modern city district, through a regeneration process based on reinvention and reconnection. Existing and new communities will benefit from a new approach to living in cities as regeneration in the East End will be a model of sustainable development, addressing issues of population health, environmental quality and meeting people's needs.”

Calton is categorised as within a 'Repair and Reconnection Zone', where

“managed intervention will help over time to recover aspects of all the area's identity and character to once again enable it to thrive as an integral and successful part of the city.”

“elements of distinct character and quality..should be retained for example, the existing street pattern or historic buildings, and these may require a degree of repair.”

The Local Development Strategy makes specific recommendations for sites in other parts of the East End, such as nearby Bridgeton Cross, but it does highlight the need for a South Calton Renewal Area Action Plan to improve the south east corner of Calton bounded by Green Street, Stevenson Street, Abercromby Street and London Road, where *“areas of derelict land...blight the area”* and *“undermine the cohesion of urban form between Bridgeton and the city centre”*.

⁴ East End Local Development Strategy, Changing Places: Changing Lives, Glasgow City Council, 2008.

Making the Next Move - Calton Area Action Plan

The Calton Area Action Plan⁵ (2009) “Making the Next Move” was developed by the Calton Area Association and signals an increased capacity for partnership working in the local community. The document expresses the community’s aspirations for change and sets out the priorities and key issues identified during a series of consultation events in 2009. A number of priorities refer to the maintenance and safety of streets and spaces, together with the need to create a positive identity for the area.

The Calton Area Action Plan recognised that the surrounding area is part of regeneration initiatives such as Clyde Gateway and other initiatives associated with the 2014 Commonwealth Games. These have attracted significant investment and the Action Plan expresses concern that Calton could be overlooked in this process.

Calton Area Local Development Framework (In Progress)

Glasgow City Council recognises the importance of engaging with local people to develop a sense of ownership when developing the spatial strategy for an area. In this context the community street audit aims to identify local priorities and issues for particular streets and spaces to assist the development of a Local Development Framework. The Audit is also intended to act as a tool for building partnerships and moving the framework forward.

⁵ Calton Area Action Plan: Making the next move, Calton Area Association, 2009.

Community Street Audit Findings

The findings of the Community Street Audit have been grouped under the headings of identity, connectivity, legibility, safety and liveability. This is based on observations from site visits and notes from auditors; quotes from audit participants and discussions with local people. Comprehensive notes have been collated in Appendix 1 with suggested short and longer term actions. Key areas for consideration in the local development framework are then identified with additional quotes relating to suggested actions for further consideration.

Identity

Calton is a well known area, with famous neighbours in the Barras and Glasgow Green. Local history is now celebrated in a Calton Heritage Trail⁶ leaflet produced by the Council and local people recall more positive times in the past.

"used to be a lovely area"

"used to have everything you wanted on Gallowgate."

"used be vibrant place up to 1970's. Tenements removed instead of refurbishing"

Despite this Calton continues to be known for its negative associations based on recent media reports highlighting poor health and high crime and the loss of services.

"feels like we are forgotten"

"young people very passionate about the area, want to better the community, want (Calton) to get a positive name"

As an example the closure of St James' Primary School has been seen as a loss of a community focal point and part of the identity, but there is a desire to develop new community facilities in its place. This desire for reuse of the building may be linked to concern that the school building will become dilapidated and vandalised as has happened at the former Tureen Street School.

"now it has closed there is no focal point for the community"

Similarly the more recent loss of St Luke's and St Andrew's church is seen as another example of how the community is losing its identity. This is particularly important as it the hall also houses community events and PEEK have their base there too. There is scope to harness this interest in developing the local development framework.



St Mary's, Abercromby Street



Former St James' Primary School
Green Street



Former Tureen Street School,
Millroad Drive



St Luke's and St Andrew's Church
Bain Street

⁶ Calton Heritage Trail, Glasgow City Council, www.glasgow.gov.uk

"another bit of community taken away"

Although the Barras shares these issues it seems to have a more positive identity linked to the history of the market and the Barrowlands and this strong identity is evident in the archways and street name plates.

"Barras signage looks good"

Connectivity

To Local Services

On paper Calton appears to have strength in its location close to Glasgow City Centre and the facilities it offers, but in reality local people appear to place more emphasis on the immediate neighbourhood.

"because it is next to Town Centre people think it has access to things there"

"got to be in Calton, community don't want to go past Gallowgate, London Road"

This view needs to be considered in terms of what makes a walkable neighbourhood. The compact size of the residential core of Calton should make it easily walkable as it measures about 500m across from east to west and north to south. In theory Calton would be expected to meet the criteria for a walkable neighbourhood, as defined in 'Designing Streets'⁷ produced by The Scottish Government.

"Walkable neighbourhoods are characterised by having a range of facilities within 5 minutes (up to about 400m) walking distance of residential areas which residents may access comfortably on foot. Where amenities cannot be provided within this area, good public transport links to relevant facilities should be accessible."



Barras gateway



Newsagents, Tobago Street



Abercromby Street shops



⁷ Designing Streets, The Scottish Government, 2010 www.scotland.gov.uk

From a central point in Calton (Green Street/Moncur Street) there are small local shops and bus stops within 400 metres walk as shown on Plan 1. The proposed supermarket should also be within this walking catchment area, assuming the pedestrian entrance is directly off Gallowgate.

Destination	Walking Distance
Play park	50m
Newsagents	200m
Abercromby Street Shops and Health Centre	300m
Gallowgate Bus Stops	300m
Bain Street and Barras Market	325m
London Road Bus Stop	350m
<i>Proposed Supermarket on Gallowgate</i>	<i>400m</i>

However it is reasonable to assume that some residents will be prepared to walk further to access more services. If the catchment area is extended to 1km then two local railway stations are within reach as well as leisure and employment opportunities and the edge of the city centre.

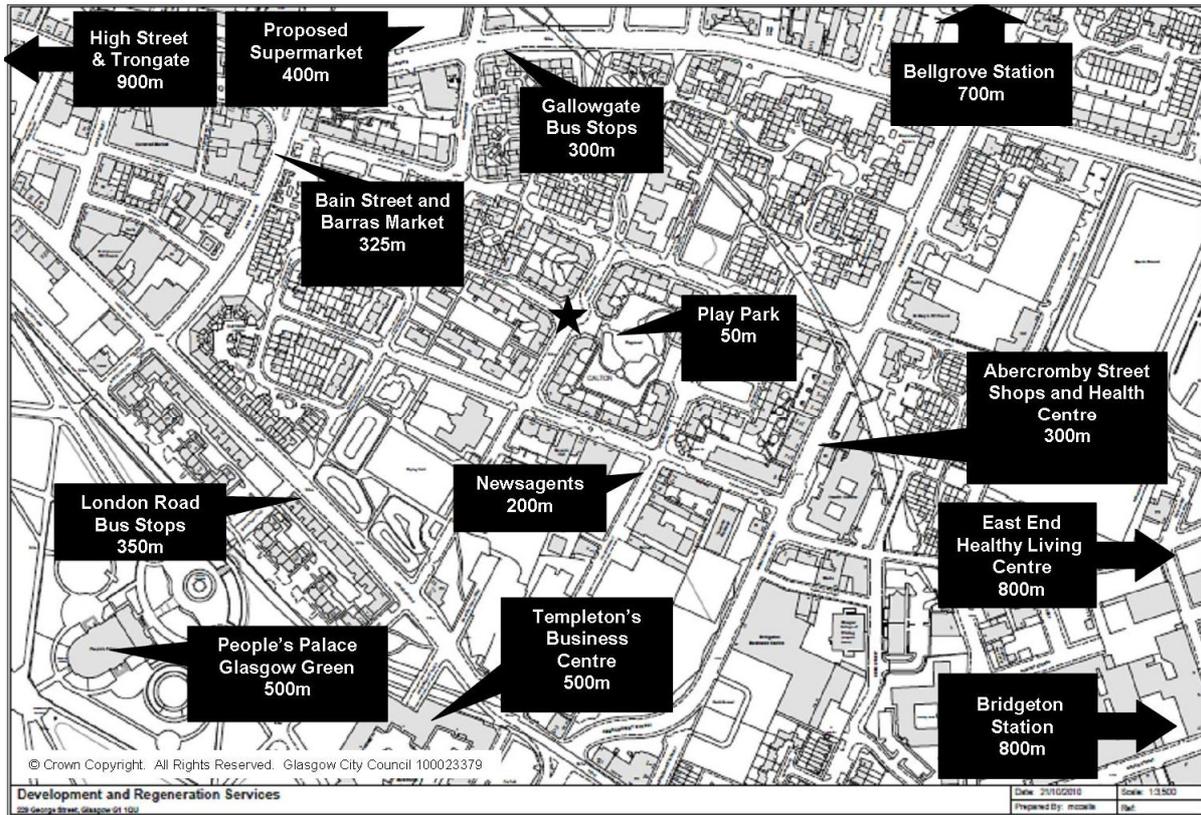
Destination	Walking Distance
People's Palace, Glasgow Green	500m
Templeton's Business Centre	500m
Bellgrove Station	700m
East End Healthy Living Centre	800m
St Mungo's Academy	800m
Bridgeton Station	800m
High Street (Trongate)	900m

Journey to School

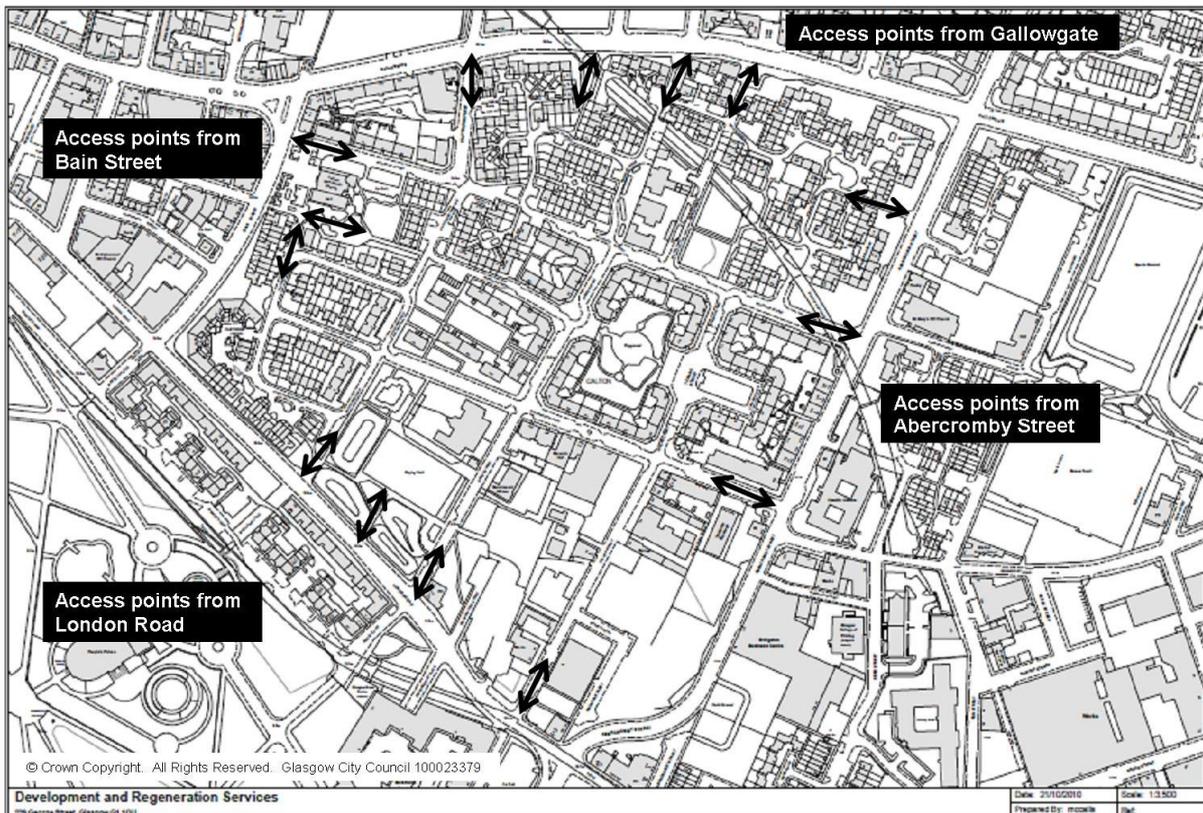
It is important to note an obvious exception to this rule, namely the lack of a primary school in Calton, which has increased journey distances significantly. Since the closure of St James' Primary School on Green Street children have to travel to Alexandra Parade, which is 2.2 km away, unless they attend St Anne's RC Primary 1.1km away. This means that children are eligible for free school transport and may not therefore take as much exercise or have the freedom to travel unaccompanied to a school within their community. The secondary schools are more convenient, with St Mungo's Academy 800m away and the non-denominational Whitehill Secondary School 1.7km away.

As most of the facilities are now located outwith Calton it is necessary to consider how well connected the residential area is with them. The lack of facilities within Calton itself may make it less attractive as an area for families to live.

Plan 1 - Destinations within 1 kilometre's walk of the centre of Calton



Plan 2 - Pedestrian access points into Calton



Permeability

Motor vehicle access has been limited to only one entry point from Gallowgate which then leads to a cul-de-sac and two from London Road and Abercromby Street to the east as Plan 2 shows. This layout leads to extended trip distances for motor vehicles, and means that traffic is concentrated onto the few access roads that are open. In contrast pedestrian permeability has been largely retained when internal roads were stopped up as part of traffic management measures and pedestrian only routes have been incorporated into more recent housing developments. However the actual number of pedestrian routes that local people are willing to use is reduced by concerns about personal safety and the poor quality of certain streets and green spaces on these routes. In addition some through routes have been severed by development such as on Claythorn Avenue, which means a detour from Stevenson Street to reach Bain Street beyond and makes walking a less attractive option.

To the Barras and City Centre (West)

To the west there is a choice of two main arterial routes from Calton to Glasgow Cross on the eastern edge of the city centre; Gallowgate which runs along the north side and London Road to the south. Gallowgate appears to be the more popular of the two routes for people walking from Calton. This is understandable as the route via Gallowgate is shorter and connects with the main residential area on the north side of Calton. In contrast there are fewer residential properties in the southern part of Calton off London Road and the route is less direct. Both London Road and Gallowgate suffer from the poor environmental quality negative impacts of traffic, such as severance, which means crossing can be difficult as well the impacts of noise and air pollution. Gallowgate does have the advantage of more street level activity due to the businesses along it, but this varies depending on the time of day.

For the purposes of comparison a weekday pedestrian count was undertaken at Glasgow Cross in the morning peak hour and at lunchtime on 10 November 2010.

The results of the pedestrian count shown in figure 1 suggest that the predominant pedestrian flow is into the city centre in the morning peak as would be expected for commuting trips. It appears that London Road is the busier than Gallowgate in the morning peak, but this may be due to trips generated by the large concentration of new flats to the south east of the Cross, or to commuter parking in and around the Barras, rather than originating from Calton itself.



Pedestrian access to Bain Square



Walking to Calton along Gallowgate

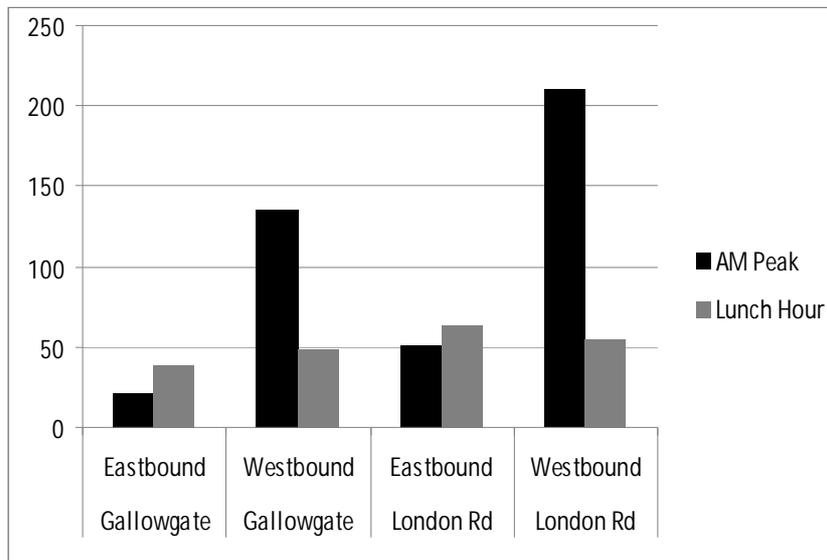


Walking to Calton along London Road



Walking along Gallowgate to The Barras

Figure 1 - Pedestrian flows at Glasgow Cross



Observations of crossing movements suggest that the Glasgow Cross junction could benefit from improvements for pedestrians to cater for those wanting to cross from the south side of Gallowgate to Trongate, where currently there is no official crossing provided. This junction also warrants pedestrian improvements as it is the gateway to the East End for Commonwealth Games visitors and to maximise the potential of Glasgow Green and the Barras. Currently it serves as boundary between the high quality regeneration in the Merchant City to the west and the less developed area beyond to the east.

Three pedestrian routes lead to Bain Street via Bain Square and onwards to the Barras via Moncur Street and the city centre via Gallowgate. Bain Street is therefore an important access point to focus on when considering the needs of pedestrians.

The current layout of Bain Street does not facilitate pedestrian movement. For example there is no crossing point on the desire line at the end of Millroad Street towards Gallowgate or from the south side of St Luke's and St Andrew's Church across to Moncur Street and the Barras. The junction with Gallowgate is also problematic as there is only a refuge to cross Bain Street and no facility to cross to the other side of Gallowgate, where the supermarket is proposed. This development could contribute to junction improvements, but it also offers the potential to reopen a north south pedestrian route from Bain Street to Hunter Street and development areas beyond to the north



From London Road to Trongate



Desire line from Trongate to Gallowgate



Desire line from Bain Square to Moncur Street



Bain Street junction with Gallowgate

"definitely need more crossings on Bain Street and across Gallowgate"

"no pedestrian crossing biggest bug bear"

"island not sufficient, crossing needed"

"zebra, pelican crossing with lights"

This lack of pedestrian priority continues along Gallowgate towards Glasgow Cross in terms of the amount of street clutter and vehicular priority at most junctions. Even where pedestrian priority has been provided, such as the raised entry to Charlotte Street, this is of little benefit as there is no pedestrian crossing facility at the wide junction with Moir Street or other side streets. The Moir Street junction is particularly difficult to cross due to the speed of traffic which is related to the one way arrangement. Greater pedestrian priority is required at junctions along Gallowgate.

London Road fares slightly better as its junction with Moir Street is signalised, but there is a lack of continuity in the route at the junction with Ross Street by the Barras, where pedestrians are diverted off the desire line to cross a side street. This experience is made more difficult by vehicles parking on the footway. There are also issues with connectivity between Monteith Row and the junction of London Road and Greendykes Street due to the lack of a crossing and use as a shortcut by motor vehicles. This is due to be remedied as part of the new cycle route as part of the Smarter Choices, Smarter Places project.

To Glasgow Green (South)

London Road severs access to Glasgow Green, Monteith Row and Templeton Business Centre from the Barras and Calton to the north. There are four access points onto London Road, two for pedestrians and two shared with motor vehicles. However there are no crossings, on the 500m section between the signalised junctions at Bain Street and Abercromby Street. Moreover both of these crossings are in a poor condition and require maintenance.

The need for improved connections has been recognised and a new crossing is due to be installed at Morris Place to link Glasgow Green to Claythorn Park as part of the Smarter Choices, Smarter Places cycle route. Consideration should also be given to the maintenance of the gap site adjacent to Morris Place as this could deter users of the new route.

"direct access to People's Palace looks neglected"



Wide junction of Moir Street with Gallowgate



Cluttered junction of London Road and Ross Street



Overgrown crossing at junction of Monteith Place and London Road



Overgrown gap site by Morris Place

However, this new crossing will not improve connectivity for the south east corner between Green Street and Binnie Place for the Green or from Tobago Street to Templeton Street. The opening of the M74 is expected to significantly reduce traffic flows on London Road. This provides an opportunity to improve pedestrian access across it and the quality of life for those living along it, such as the Theneu Housing Association development by Tobago Street. Consideration should be given to a redesign of London Road as part of future developments and to meet the aspirations of the East End Local Development Strategy which states that the Council will consider bringing forward an Action Plan for London Road (2.6.2).



Walking east along London Road

“downgrade it” (London Road)

In the short term there is scope to develop wayfinding to promote the existing heritage trail, and offer alternative routes through Calton to places of interest, but also scope to develop a more direct link to encourage visitors to walk between Glasgow Green, the People’s Palace and the Barras. There is enthusiasm from Barras businesses to also join up with the Collegelands development to promote the new multi-storey car park for visitors to the Barras and also the Green.



People’s Palace & Glasgow Green

“(visitors) can do Barras and Glasgow Green...develop heritage walkway to link up the Green with the Barras (Theneu site on London Road opposite St Alphonsus) so if visiting the Green you can park at College lands multi-storey and walk through to the Green, also include the Necropolis and Cathedral”

To Gallowgate (North)

Gallowgate is accessible by three pedestrian only routes, versus one shared with motor vehicles at the signalised junction with Claythorn Street. However crossing Gallowgate is difficult due to the width of the road and the lack of controlled crossings except at Abercromby Street and Claythorn Street.



Potential pedestrian link from Monteith Row to London Road

“just can't get across to the bus stop for love nor money, taking life in hands”

“no crossing so take chances”

“would like traffic light”

Currently there are few facilities on the north side of Gallowgate except for bars and small shops by the recent housing development. However the bus stops are important for accessing services further afield. Pedestrian flows across Gallowgate are likely to increase with the planned supermarket and future developments and these need to include improved crossing facilities.



Trying to cross Gallowgate by the Former Meat Market

To Abercromby Street (East)

Abercromby Street shops and bus stops are accessible from the centre of Calton via Millroad Street and Stevenson Street and an additional path from Millroad Drive.

"shops are quite handy, open till 10.30 for a pint or loaf"

However the wide carriageway's only crossing points are by the health centre and at the junction with Gallowgate to the north and London Road to the south.

The pelican crossing by Bridgeton Health Centre is off the desire line for those heading from Stevenson Street to Crownpoint Road, such as to the East End Healthy Living Centre; businesses at Mile End; Bridgeton Cross and St Mungo's Academy.

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"Traffic comes from all directions"

"Takes ages to cross"

There is scope over the medium term to improve the street layout to improve access for people on foot whilst allowing parking.

The alternative route to the East End Healthy Living Centre via the gate at the junction of Forbes Street and Orr Street is closed to prevent vehicle access. This means an extended walk via the narrow path from Orr Street to the Gallowgate entrance in the north or along Crownpoint Road to the southern entrance. Alternative access control measures would allow access to be reopened.

"have to go the long way round, reopen the gate"

The following response from the Healthy Living Centre to these issues indicates that that the installation of bollards may be a solution:

"we trialed the opening of these gates last year we had a number of drivers entering the pathways and pitches...we would really like to open the gates again. Demountable bollards would be the preference."



Millroad Drive pedestrian access from Abercromby Street



Abercromby Street pelican crossing



Junction of Abercromby Street and Crownpoint Road



Direct route to Healthy Living Centre via Forbes Street

Legibility

As well as considering connectivity it is necessary to think about how easy it is to find your way to and through Calton. For visitors to the area Glasgow Cross is a key gateway, but it is not immediately obvious which route to take to Calton. Large road signs on the approaches to the Cross point along Gallowgate to Parkhead and Bridgeton, but there is no mention of Calton. However Calton: Barras Market and Barrowlands are highlighted as destinations on the pedestrian wayfinding display. The map extends just beyond the 5 minute walk radius to Barrowland Ballroom and Barras Market, but for those visiting the residential part of Calton it could be misleading as the place name Calton is located on Glasgow Green.

Another issue relates to the visual barrier created by the railway viaduct which cuts across the sightlines along both Gallowgate and London Road. It also seems to mark the border between the quality public realm of the city centre and the lower quality streetscene beyond.

“Trongate is where it all stops”

If visitors follow the map and head along the south side of Gallowgate they may be discouraged from continuing by the number of closed shops which suggests that there is nothing to visit further on. The situation improves beyond Moir Street, but there is a significant issue with the amount of weekend only businesses, particularly within the Barras.

On a positive note, the Barras Market does have its own maps, such as at the junction of Kent Street and Gallowgate, but they could benefit with updating with an up to date directory of businesses that are operating and their opening times.

On arrival at Bain Street there is another pedestrian wayfinding display, but this is less useful than the one at The Cross as it refers to “Finding your way around Glasgow City Centre”, and only extends very slightly into the residential area of Calton at Claythorn Street. As the map is on the west side of the display it would seem more logical to have a map showing destinations to the east, or at least the 5 minute walking catchment. This would be an appropriate location for a display including the route of the Calton Heritage Trail to accompany the leaflet. This would also be useful for highlighting walking routes through the Calton, as the heritage trail only goes around the perimeter. The current display needs to be moved to improve visibility at the Bain St junction.

Routes through Calton are less obvious now that the traditional grid street network has been changed by newer housing developments.

“The way it was designed is a closed-in box”



Calton signposted from The Cross



Map of The Barras Market



City centre map on Gallowgate

For example, if you are walking from Barrack Street to Millroad Street the obvious route is via Claythorn Street, but some local people choose the more interesting route past Chalmers Gate and Chalmers Street. This could provide an alternative route of the heritage trail via Millroad Drive through to the new developments at the former Meat Market.

Navigating around Millroad Drive can be a challenge as the exit routes for pedestrians are not always clear.

"like a maze, people don't know where traffic goes"

Similarly from the junction of Bain Street and Gallowgate, the only obvious pedestrian access into Calton is along Millroad Street. The parallel path by St Luke's and St Andrew's Church is not obvious as a route through to Moncur Street and Tobago Place via the play park.

"would be nice to have gateway feature similar to Barras gateways"

In addition the alternative route through to Stevenson Street via Claythorn Avenue is not immediately apparent.

If the on-street mapping is extended it could also include fingerposts to local destinations at key locations, such as to Glasgow Green, People's Palace and Templeton's, Bridgeton Health Centre/Abercromby Shops and East End Healthy Living Centre, with signs back to The Barras and Glasgow Cross. The number and location of signs required should take into account the role of key landmarks as aids to wayfinding and where these are visible from. The Calton Heritage Trail leaflet identifies many buildings of interest but some are more identifiable than others such as The People's Palace, Templeton's and Glasgow Cross for example.

There is also scope to enhance the gateways into Calton from Abercromby Street via Millroad Street and Stevenson Street.

"could it be landscaped more?" "fence off behind shop"

"want to update mural"

"get rid of rails would make it easier to cut grass"

"would like bulbs"



Chalmers Gate access to Chalmers Street



Pedestrian route from Bain Street to Moncur Street



Finger posts to City Centre and Glasgow Cross on Gallowgate



Mural on Abercromby Street by junction with Millroad Street

Safety

The audit highlighted a number of safety issues, primarily around road safety, but also concerns about personal safety, anti-social behaviour, drugs and prostitution.

In terms of road safety, there are concerns about crossing provision as has already been highlighted, but there are additional issues. For example around the junction of Bain Street and Gallowgate there are reports of vehicles driving on the footway to take a shortcut from Millroad Street to Bain Street and across the build out by Gallowgate. Vehicles parking by the junction and the illuminated map/advert display is also restricting visibility for pedestrians. This could be addressed by enforcement but additional physical measures could be required. If Bain Street is redesigned in future it may be possible to restrict vehicle access with alternatives to the numerous bollards of mixed design. Inconsiderate parking at junctions is limiting visibility for pedestrians crossing on Millroad Street at the junction with Abercromby Street also.

The absence of dropped kerbs, such as across side roads on London Road also creates problems for those using wheelchairs and mobility scooters.

"definitely need dropped kerbs for buggies and wheelchairs"

Traffic speed is an issue for local residents within Calton and there was support for the planned introduction of a 20mph limit.

"Would like 20mph zone"

There was also suggestion of a need to deter vehicles, especially lorries from taking a shortcut from London Road through Calton to avoid the Abercromby Street traffic lights. This could be addressed by a loading restriction, but it would need to allow for access to the businesses on Tobago Street.

"Dangerous for pedestrians, 20 mph signs needed"

"could you block off Stevenson Street to stop lorries bypassing the lights?"

Residents are also concerned about the layout of Millroad Drive. This appears to have been inspired by the Home Zone concept, where design speeds are low and pedestrians have priority. However in reality this feels more like a country lane where drivers appear to have priority and pedestrians are forced onto the narrow or non-existent verge. The situation is further complicated by the amount of parked cars.

"nowhere to walk, really bad"

"can't let granddaughter out"

"nearly broke ankle on kerbs"

"terrible at night, cars and vans difficult to get round"



Millroad Street junction with Bain Street



Bain Street build out by Gallowgate



Traffic on Green Street



Millroad Drive

There is potential to improve the situation for pedestrians by considering gateway treatments and changing surfaces. To be effective the design needs to involve the residents. There are similar issues with the road layout at Chalmers Court.

"could take away rails and make paths"

"surface with different colours or textures to give drivers cues that pedestrians have priority"

Personal safety is a matter of continuing concern and this relates to the physical environment as well as actual crime and anti-social behaviour. There was a general desire for improved lighting, CCTV and more police.

"want more white light"

"more police on streets"

"Gang fights with big knives"

In some cases the requested solution is simply to better maintain existing vegetation, such as the overgrown bushes by crossing at the junction of Monteith Place and London Road or on the path from Abercromby Street to Millroad Drive.

"Needs more lighting and trees cut back"

On a positive note there were reports of reductions in anti-social behaviour following the redesign of Bain Square.

"much better since levelled"

"we feel safer"

"absolutely better, parents and staff safer"

However there remain issues in the vicinity, including the green space behind St Luke's and St Andrew's, which is on a key pedestrian route to Moncur Street.

"Prostitutes, alcoholics and druggies at night"

"usually a man parked on bench with a bottle on the ledge"

"benches waste of space"

"lighting not connected"

"play park needs to be safe, refurbished"

Improvements to this area need to be considered in terms of the future use of the church buildings in discussion with the church, PEEK, CAA and surrounding businesses and residents. It is possible that planning contributions may be available from the proposed supermarket development to support this.



Warning sign for Millroad Drive



CCTV at junction of Claythorn Park and Stevenson Street



Grassed area at Bain Square



Green space behind St Luke's and St Andrew's Church

Another area of concern is the play park, which is an important pedestrian route from Green Street to Tobago Street.

"park a disgrace" "play equipment not safe" "orange lights make me feel unsafe"

"wanted humps removed cos people with drugs hiding behind"

There is scope to improve play equipment and develop opportunities for natural play by landscaping. Young people from PEEK and Calton Area Association could be involved in this and it is possible that planning contributions may be available.

Similar anti-social behaviour issues exist in the green space off Claythorn Park behind St James School, which is poorly lit and screened by trees and mounds, which attracts prostitutes.

"Drinking den, not overlooked"

"Raised walls, what's that all about, pointless"

"keep it open"

"cut back"

There are opportunities to improve the situation in the short term by improving lighting and cutting back vegetation. A longer term solution could involve landscaping or development. Plans for this area should also consider the former St James' Primary School football pitch, which is now in a state of disrepair. The lack of lighting acts as a deterrent to legitimate use.

"feels unsafe"

"lots of young people don't go...too dark"

"can't walk round at night"

There appears to be demand to retain this facility within Calton.

"costs £20/hr for lights via school"

"Do something for the kids"

"not annoying anybody there"

Derelict and vacant sites around Tobago Street and Barrack Street attract prostitution.

"side streets terrible prostitution"

"residents phone the police"

"man walked across and prostitute followed them in"



Tobago Street Play Park



Access to green space from Claythorn Park



Football Pitch at St James' Primary School



Derelict Land between Tobago Street and Abercromby Street

Derelict buildings also present a hazard to the safety of people walking by.

"Nearly killed by bricks falling off" (Tureen Street School)

"Gable wall bulging" (derelict building opposite 231 Stevenson St)

There is also support for the re-use of derelict buildings. In the meantime there appears to be a need to check on the condition of some buildings and consider planning enforcement if necessary.

"promote derelict building for sale"

"improve lighting in front of derelict buildings"

The condition of many of the buildings in The Barras detracts from those that are well maintained and in operation. The area also suffers from the lack of natural surveillance, due to many businesses only operating at weekends. This in turn acts as a deterrent to people walking through the area, particularly at night.

"intimidating at night"

"dead facades are intimidating"

"more cameras for weekends"

"desolate in the week"

"wouldn't stay in area after concert"

"need to draw people through and into the area"

The preparation of the Local Development Framework consultation provides an opportunity to consider opportunities to improve the safety of streets in and around the Barras by increasing footfall and supporting local businesses.

"looking for it to be a 7 day a week shopping place, want it to be more vibrant"

"integrate more housing".



Derelict building on Stevenson Street



Derelict buildings on London Road



Dead frontages on Gallowgate



Derelict shops on Moncur Street

Liveability

For the purposes of this report liveability is taken to refer to the things that affect the quality of life including issues concerned with maintenance and management of streets and public spaces, as well as community facilities and housing.

Litter was highlighted as a general concern, which contributes to a feeling of neglect.

"Covered in dog mess" (Elcho Gardens)

"need litter bins and for dog fouling"

"general clean up of streets around Barras, more bins"

"Tidy the area up to encourage businesses"

"No bins with ashtrays on the top"

"Place needs to be cleaned and bins emptied"

"stop fly tipping"

"If anything falls out of the bin they won't lift it"

Specific locations were again highlighted as in need of special attention, including the green space behind the St Luke's and St Andrew's Church on Bain Square.

"magnet for dumping"

Gap sites such as those on Tobago Street were also seen to be in need of attention in the short term as well as consideration for their future use. For example temporary community uses of land such as allotment projects was suggested, although it had not proven successful previously.

"eyesore"

"need barrier to prevent fly tipping at junction"

"derelict buildings, enforce regulations"

The poor condition of street furniture was also noted, which contributes to a sense of neglect, such as on Millroad Street and Tobago Street.

"Empty tree cages look ridiculous"

"Lorry crashed into it 5 years ago"

"remove railings on nibs"



Overflowing bin at Claythorn Park



Overflowing bin on London Road



Litter by gap site off Abercromby St



Damaged street furniture on Tobago Street

Similarly examples of poor footway and carriageway surfaces give the sense that this area is not a priority, such as uneven tactile paving at Claythorn Street signals and a damaged grate by Chalmers Gate. Could this be down to a lack of reporting?

"take level of neglect for granted"

"slabs not great, tarmac better"

"puddles under arches, ice in winter" (Moncur Street)

"in winter it's a sheet of ice"

"Put in a grit bin so we can clear it ourselves" (Bain Square)

"pavements terrible, broke mobility scooter wheel in hole by the shop" (Stevenson Street)

The proposed cycle route along Stevenson Street may address some of the surfacing issues, but the local preference was for the cycle route to go on the carriageway rather than share the footway.

Targeted decluttering and street maintenance action could make a positive impact on the visual appearance of the area including the Barras and within Calton, but this needs to extend beyond the area of the council's control such as the sub-station on Tobago Street.

"trying to get them (electricity board) to weed it or take it away"

Parking is a matter of concern despite low car ownership. In part this relates to the impact of overspill parking from the city centre, particularly around the Barras.

"glorified parking space, would hope for Barras to be pedestrianised, in favour of short term parking meters"

"don't want a car park, would just get more commuters parking. Need controlled parking zone"

However there are also issues with event parking for Glasgow Green and Celtic Park, which could be mitigated through travel plans or parking control.

"cars everywhere around the streets, wouldn't be tolerated in other parts of Glasgow" "Police action plan on parking enforcement"

"could area east of Morrisons be another car park?"

Lack of parking was raised as an issue for residents of Claythorn Court, Claythorn Circus and Millroad Drive. Parking control may address this also, but some physical redesign may be required in future. Residential travel plans should not be discounted as an option as parking demand may exceed supply.

"not enough parking for residents"

"could space be used for residents' parking?"



Poor surfacing on Green Street by junction with Stevenson Street



Ponding on Gallowgate



Redundant school sign on Green St



Parking on Moncur Street

Unlocking the potential

Summary of Key Issues

This report has highlighted significant issues of concern to local people. However it has also pointed to the potential that exists in Calton: in the place and with the people. This table presents the key strengths, weaknesses and suggests opportunities to be explored and challenges faced, which formed the basis of a follow up workshop with residents.

Strengths	Weaknesses
<p>Connectivity: Walking distance to city centre and Glasgow Green Employment and leisure sites on periphery Regular bus services on three sides</p> <p>Identity: Local People Local history Historic buildings Heritage Trail</p> <p>Liveability: Proximity to Barras Market Access to green space</p> <p>Partnership: Calton Area Association Barras Enterprise Trust Friends of Glasgow Green Glasgow City Council Thenew</p>	<p>Connectivity: Surrounding roads act as a barrier to pedestrians Buses don't serve core of the area</p> <p>Identity: Negative image as high crime, poor health Mix of housing styles Derelict buildings</p> <p>Safety: Traffic on main roads and residential streets Personal safety Prostitution Drug Use Anti social behaviour</p> <p>Legibility: Confusing road layout Lack of signing</p> <p>Well being: Poor health Limited play facilities</p> <p>Liveability: Loss of community facilities Poor quality maintenance of streets and street furniture Parking Litter</p>

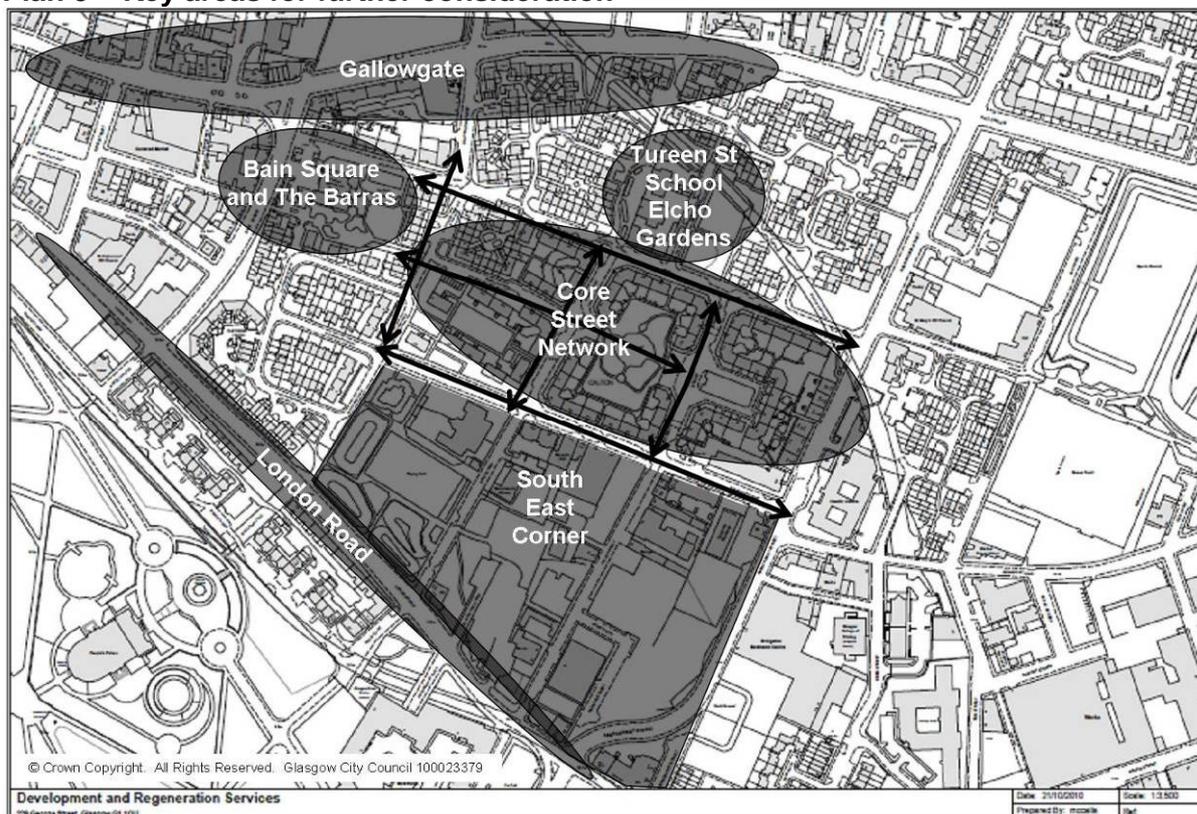
Opportunities	Challenges
<p>Quick wins: Maintenance and Enforcement Wayfinding</p> <p>Key areas: Bain Square and The Barras Gallowgate London Road South East Corner Tureen Street School and Elcho Gardens Core Street Network</p> <p>Funding: Planned supermarket development 20mph zone implementation Smarter Choices, Smarter Places</p>	<p>Funding: Scale of investment required Cuts in council and agency budgets Decline in house building and commercial development Competition from regeneration areas Changing established street layouts Pace of change Community Capacity Long term social issues Deterioration of buildings</p>

It is important at this point to focus on the future. There are clearly a number of quick wins, relating to maintenance and wayfinding, which could be actioned in the short term. If visible changes are made it will show residents that they are being listened to and could make it easier to move the conversation towards the medium and long term.

Key Areas

To assist the Local Development Framework preparation a number of key areas have been identified on Plan 3 for further consideration with comments made by audit participants about their future use.

Plan 3 – Key areas for further consideration



Bain Square and The Barras

The report has also demonstrated the importance of the Barras as a gateway to Calton, so it is beneficial that the Local Development Framework will cover both areas. The Barras appears to have great potential to become more than just a weekend destination. Proposals to improve the Barras could have positive spin offs for residents in terms of employment, access and safety, whilst offering the opportunity to mitigate the impact of traffic. The future use of St Luke's and St Andrew's Church and the design of the green space behind and Bain Street in front could play an important role in reconnecting Calton and the Barras.

Local people and groups were keen to see the church building reused either by the church or as a community centre.

"potential to be a community church: cafe, space for bands to rehearse, needs large investment...absolute tragedy if just sold off and left to rot, should be community centre for local people regardless of cost"

"consider alternative uses for church building and redesign of Bain Square, landscape and pedestrianise. Street artists, café like Covent Garden."

"could be café outside church"

"needs to be residential amenity in combination with space around it"

There were also views on potential uses of the green space behind

"landscape improvements"

"need a bit of buzz about" (animation)

"not for more flats, don't think we need, nice to have a bit of green"

"maybe an outdoor performance space linked up with the church?"



Bain Street junction with Moncur St



Bain Street shops



Bain Street junction with Gallowgate



Bain Square and St Luke's and St Andrew's Church

Gallowgate

Future development along Gallowgate has the potential to change its function from being a link into and out of the city centre to become more of a place. To be successful as a place it will be necessary to look at ways to reconnect the two sides to enable local people to cross it easily, but also provide greater pedestrian priority along it. The proposed supermarket development provides an opportunity to begin this process at the western end of Gallowgate around the junction with Bain Street and past the shops towards Glasgow Cross, although it is considered that providing an active frontage to Gallowgate would further enhance the pedestrian experience.

Local people have differing views about developments they would local like to see on the gap sites on Gallowgate

"more social housing" "need to face towards the road, people don't come out this way"

"Nobody wants to live on the main road" "stop building houses" "Think there's enough flats"

There is also a desire for greater coherence in the style of buildings.

"new buildings not working with one another, all look different"

"would like shops"

"flats should have new commercial units underneath to make the place vibrant, not having these things creates anti-social behaviour"

London Road

Similarly the planned opening of the M74 this year and expected reductions in traffic levels provides an opportunity to reconsider the function of the section through Calton to the west of Abercromby Street. As with Gallowgate the initial area that could be prioritised is the shopping area from Bain Street westwards. This could combine with the proposals to improve pedestrian access between The Barras and Glasgow Green. To illustrate what can be achieved on a radial route it is interesting to look at another London Road on the edge of Southampton city centre. Here the council decided to rebalance a 450metre section of shopping street to give a greater sense of place by widening the footways, improving crossing points across and along the road and providing improved seating and bus stops. The scheme has increased footfall, reduced traffic speeds and collisions, whilst retaining vehicle access and parking. Further information on this scheme is available in "Manual for Streets 2"⁸ produced by CIHT.

⁸ Manual for Streets 2, The Chartered Institution of Highways and Transportation, 2010

www.ciht.org.uk



Walking towards The Cross along Gallowgate



London Road Shops



London Road Southampton before



London Road, Southampton after

South East Corner

The availability of land for future development of the south east corner of Calton between Stevenson Street and London Road offers the potential to create a more walkable community, which overcomes the barrier of London Road. This could benefit existing Calton residents in terms of improving access to employment and leisure through access to Templeton's and Glasgow Green beyond, as well as new opportunities that could be created within the south east corner. The local development framework needs to consider community aspirations for the St James' Primary School site on Green Street and to the west as well as the derelict sites off Tobago Street to the east.

Local people had a range of views on uses for the school building.

"flats would be good"

"Could a community health improvement project use it?"

"Leisure, learning well being or elderly. Jobs" (future use)

And the adjacent football pitch

"new one definitely needed"

"fix pitch at side of school, it's a great facility for young people"

"potential for income generation (for community centre), lots of young lads play in football teams at Healthy Living Centre or Glasgow Green"

"could be part of community centre" (Green Street Proposal)

And the green space behind

"natural space where people can sit and gather"

"could be a skate park"

Suggestions were also made about for use of vacant plots or re-use of old buildings.

"need jobs and businesses"

"if not housing would council develop or private developer?"

General comments could also be useful in considering the south east corner.

"need more social housing"

"better community facilities for young and old"

"community centre"

"want leisure centre not a community centre"

There is also scope to enhance Abercromby Street shops as a local hub by improving the quality of the street design and crossing opportunities to access facilities, such as the Healthy Living Centre to the east.



St James' Primary School



Green Street Access to football pitch



Gap site off Abercromby Street



Abercromby Street

Tureen Street School and Elcho Gardens

The former Tureen Street school and adjacent Elcho Gardens are important sites in the northern part of Calton at their key location on the east - west route along Millroad Street. The dilapidated school buildings are highly visible to local people on the route to and from Millroad Drive and are one of the few older buildings in this part of Calton among the newer housing stock. The Local Development Framework needs to consider how to encourage the re-use of these buildings.



Former Tureen Street School

Core Street Network

The Local Development Framework needs to also consider opportunities to encourage people to walk across the area. This could include a focus on improving the network of older streets in the residential core of Calton. In the first instance Millroad Street could be targeted for streetscene improvements to improve the quality of the walking environment on this key east – west link between Bain Street and Abercromby Street. There are similar streets that could also benefit, such as Moncur Street and Stevenson Street. North – south links from Gallowgate to London Road could also be enhanced by improving Green Street, Tobago Street, which both appear in need of attention. There may be scope to improve parts of these streets in connection with future development, but there is a need to make improvements in the interim nevertheless. Claythorn Park and Terrace also forms a north – south link which will become more important as a link to development sites to the north in future.



Millroad Street looking west



Millroad Street looking east



Moncur Street looking east

Towards Better Streets in Calton

Although local people would like to see as many changes happen as quickly as possible, there is recognition that funding is limited. It is therefore appropriate to consider a possible hierarchy of interventions and how this might be applied in Calton. Recent CIHT guidance in “Manual for Streets 2” includes “Better Streets”⁹ an approach developed for councils in London which provides a range of 5 levels of interventions of increasing complexity and cost which can be applied to a street subject to need and funding.

1 Tidy up

The least costly option is also one of the most relevant in terms of quick wins as there are many opportunities to tidy up the appearance of the streets and green spaces in Calton and The Barras. This relates to removing litter and overgrown vegetation, but also renewing road markings, footway and carriageway surfaces and maintaining buildings.

2 Declutter

There are quick wins in terms of relocating or removing redundant poles and signs, but also opportunities to consider removing some guardrails on build outs and rationalising bollards.

3 Relocate/merge functions

“Make the remaining street features and equipment work together”

This could include the careful use of street furniture to restrict vehicle access, such as cycle racks or benches instead of bollards.

4 Re-think traffic management options

“Consider how pedestrians, cars and cyclists use the area and rebalance priorities”

This approach is relevant to Gallowgate in connection with the proposed supermarket development, but could also be applied to London Road post M74 opening for example, but also to streets within Calton, such as the Core Street Network and Millroad Drive as well as The Barras streets. This could include wider footways.

5 Recreate the street

“Totally remodel the space creating a very different place.”

This approach is the most expensive so it is probably most likely to happen first where it can support economic regeneration, such as on Bain Street or London Road by the Barras. This approach could also be justified on future residential street developments.



Montieth Row



Gallowgate Junction with Bain Street



Gallowgate shops



London Road junction with Bain Street

⁹ Better Streets, Mayor of London, 2009

www.london.gov.uk/greatoutdoors/docs/better-streets.pdf

A Vision of Calton 2016-20

It can be difficult to focus on plans for the future when there are so many issues affecting the present day. Nevertheless residents were able to point to the changes they would like to see by completing a postcard from the 5 to 10 years in the future. The results show that there is a desire for change and some optimism.

"I only have to walk 5 minutes (less than) and I can access a good amount of shopping (cheaply) and I can walk through the area safely as the derelict spaces have been turned into new housing, one of the areas has now been developed into a multipurpose community centre which is being well used by all age groups. The barras market has a new look whilst maintaining its historical character"

"we have our community centre, we have lights, streets are clean, bins are emptied"

*"1. Leisure centre Tobago Street
2. Two supermarkets Morrisons' and Tesco Express opposite each other across Calton
3. Fly tipping ceased
4. Community Centre up and running successfully"*

"greener, cleaner, safer, happier, prosperous"

"white lighting, community facilities i.e. shops, retail, better pavements and roads, land cleaned up, development spaces cleaned up"

"Spectrum is held responsible for all the buildings it has just left to rot!"

"short term aims have been achieved: white lighting, better roads and facility for older kids.

medium term: developers have been held to account and are now cleaning up their small pieces of land and building houses and providing jobs by way of light factories etc, better shops"

"local facilities for all the community, clean streets, empty bins, dog fouling, job opportunities, developers coming into Calton."

"I've lived in the Calton and have been on the Committee. It was good when your committee came. Some of the work has started, but I think they have started the wrong bits, but I hope and pray the rest of the things will get done. Try and get Thenew to help."

"I have lived in the Calton for 65 years. Please help the people by bringing in better housing, safe community and most of all better places to live in. Please do it soon as I would like to see it happen"

"We have a vibrant wee corner. When is rest getting done? Honest I am an optimist"

Conclusion

This report has been prepared with the assistance of local people who have kindly shared their views about Calton as it is now and how it could be in the future.

The findings have shown that Calton has the potential to be a highly walkable neighbourhood if the quality of the walking experience can be improved within Calton and across roads to surrounding destinations, such as the Healthy Living Centre. The city centre is within walking distance and therefore an asset, but for local people the focus appears to be more on Calton and the immediate surroundings. However the Audit has also pointed to the benefits of improving the Barras and connections to Glasgow Cross.

The Audit has identified many maintenance issues which could be addressed in the short term subject to funding being available. There is also scope to extend the city centre wayfinding system beyond the Barras to benefit Calton. This could also enhance connections between Calton and Glasgow Green and Glasgow Cross.

Key routes and sites have been identified for consideration that will be addressed through the Local Development Framework for Calton and the Barras and a path towards developing better streets in Calton has been suggested.

It is clear that Calton already has a distinct identity and that local people wish to overcome negative perceptions and develop pride in their community. A community facility is seen to be an important part of this, but there are different views about what this should consist of and where this should be located. There is also a need to consider the extent of territorial issues which may mean that adjacent facilities are not favoured as they are seen as outside of the neighbourhood. This may also be connected with ongoing crime and anti-social behaviour issues. Derelict sites and buildings are also ongoing issues which deserve further attention in Calton. The audit has indicated that local people are interested in this and have ideas for alternative uses. In the case of St Luke's and St Andrew's church this is an important site which the community would like to be able to use in future.

The Audit has brought together local people via the Calton Area Association, Barras Enterprise Trust, The New Housing Association, Strathclyde Police, Strathclyde University, NHS Glasgow and Glasgow City Council. Promotion of the Audit to local stakeholders has brought spin off benefits, such as the Healthy Living Centre offering to reopen their gate in response to residents' requests during the Audit. It has also fostered closer working relationships between the Council and the community and across Council departments.

This report offers a range of suggestions which can be discussed more widely through the preparation of the Local Development Framework. This could be done through a focus on particular areas or themes with residents, as well as engaging with under represented groups such as young people as well as landowners.

Appendix 1 – Detailed Notes and Recommendations

Identity			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Calton	Negative image and sense of decline	<i>"used to be a lovely area" "used be vibrant place up to 1970's. Tenements removed instead of refurbishing" "feels like we are forgotten" "young people very passionate about the area, want to better the community, want (Calton) to get a positive name"</i>	Involve young people in local development framework, such as via PEEK with Calton Area Association.	Promote positive developments in Calton and to external media
St James' Primary School, Green Street	School closed, now 3/4 mile to Dennistoun. Listed building	<i>"now it has closed there is no focal point for the community" "could be turned into flats" "flats would be good" "Could a community health improvement project use it?" "Leisure, learning well being or elderly. Jobs" (future use)</i>		Actively consider future uses. Approach Glasgow Buildings Preservation trust for feasibility study.
The Barras	The Barras has a clear identity such as bespoke street name plates and gateways.	<i>"Barras signage looks good"</i>		

Connectivity			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Bain Street	Bain Street difficult to cross on desire line from Millroad Street to Gallowgate and Bain Square to Moncur Street, only a refuge at Gallowgate and Traffic Signals at London Road	<i>"definitely need more crossings on Bain Street and across Gallowgate" "no pedestrian crossing biggest bug bear" "island not sufficient, crossing needed" "have to run to cross the road at weekend" "cars often double parked so pedestrians not visible"</i>		Consider new crossing between Bain Square and Moncur St and potential 20mph limit as part of mitigation of increased traffic flow to proposed supermarket. Consider parking restrictions.
Binnie Place		<i>"Right of way blocked by fence"</i>	Review status	
Calton	Clear boundaries restrict willingness to access facilities outside	<i>"because it is next to Town Centre people think it has access to things there" "territorial issues, some children will not come down to Bain Square, scared to walk down, poor lighting "got to be in Calton, community don't want to go past Gallowgate, London Road"</i>		Improve provision of facilities within the Calton, but also encourage engagement with nearby facilities and communities.
Charlotte Street/ London Road	Important gateway to the Barras and Glasgow Green but feels like a traffic island			Consider opportunities to improve the public realm through development framework and redesign of the road space
Forbes Street	The direct route to the Healthy Living Centre has been closed	<i>"have to go the long way round, should reopen the gate" "we trialled the opening of these gates last year we had a number of drivers entering the pathways and pitches.. we would really like to open the gates again. Demountable bollards would be the preference."</i>	Install demountable bollard to allow gate to Healthy Living Centre to be re-opened. (GERA manage EEHLC)	

Connectivity (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Gallowgate	Lack of pedestrian priority at junctions from Glasgow Cross/Trongate to Bain Street		Resurface carriageway at Spoutmouth/ Gallowgate junction	Improve pedestrian priority at junctions e.g. new crossing to Trongate and consider raised tables on side roads to Bain Street (and further east)
Gallowgate/ Hunter Street	The north south connection across Gallowgate from Bain Street is difficult. The traffic island is only for the Fire Station lights. New pedestrian crossing needed for new supermarket. The route north along Hunter Street has been severed by the Fire Station.	<i>"zebra, pelican crossing with lights"</i>		Proposed supermarket could improve the crossing and potentially open up a new north south pedestrian link.
Gallowgate/ Moir Street	No pedestrian crossing on wide junction			Redesign junction to create improved crossing facility
Glasgow Green	Visitors are not encouraged to visit Barras on way to or from Glasgow Green	<i>"(visitors) can do Barras and Glasgow Green if designated walk develop heritage walkway to link up the Green with the Barras (The new site on London Road opposite St Alphonsus) so if visiting the Green you can park at College lands multi-storey and walk through to the Green, also include Necropolis and Cathedral"</i>	Discuss proposal with Barras Trust	Consider funding as part of planned developments

Connectivity (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Green Street Swing park	Connects Tobago Street to Barras via Moncur Street	<i>"everybody uses it to walk through"</i>		
London Road	Seen as barrier between Calton and Glasgow Green. Fast traffic, not many crossing points.	<i>"downgrade it"</i>	Enforce speed limit.	M74 should reduce traffic flows. Improve crossings.
London Road	Morris Place entrance to People's Palace not well marked, no dropped kerbs, poor lighting and no crossing	<i>"direct access to People's Palace looks neglected"</i>	New crossing planned.	
Moncur Street	Well used path by church, but maintenance issues caused by uneven surface.	<i>"puddles under arches, ice in winter"</i>	Repair footway	
Montieth Row	The removal of bollards from the end of Montieth Row by the junction with Greendykes Street has created a rat run from West Brewery and Celtic Park.		New bollards and crossing of Greendykes Street is planned as part of cycle route.	

Connectivity (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
St Luke's and St Andrew's Church and Hall	St Luke's and St Andrew's Church closing so PEEK and future community use of building is uncertain.	<i>"another bit of community taken away" "good community site/venue" "meeting place for pensioners and other groups" "want it to be reused for the community" "would like to see church redeveloped in future" "could be café outside church" "needs to be residential amenity in combination with space around it" "not for more flats, don't think we need, nice to have a bit of green" "maybe an outdoor performance space linked up with the church?" "shame it's a bit of grass with nothing on it" "used for community fun days" "buy St Luke's, develop for community use" "consider alternative uses for church building and redesign of Bain Square, landscape and pedestrianise. Street artists, café like Covent Garden. "potential to be a community church: cafe, space for bands to rehearse, needs large investment" "ideal world church should become community centre for the Calton. Absolute tragedy if just sold off and left to rot, should be community centre for local people regardless of cost"</i>	Discuss future options jointly with Church, PEEK, CAA, Barras Trust	Consider funding opportunities including from supermarket development. Include as key site in regeneration plans for Barras and the Calton

Connectivity (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Stevenson Street	The direct route from Calton to the Barras via Stevenson Street has been severed by private gardens on Claythorn Avenue	<i>"could re-open" (access onto Bain Street)</i>		Buildings make re-opening for vehicle traffic unlikely. Consider permeability of future street networks.
Stevenson Street/Abercromby Street	The direct pedestrian route to Crownpoint Road is not catered for by the location of the current crossing	<i>"traffic comes from all directions" "Takes ages to cross"</i>		Consider new crossing/revised road layout
Legibility			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Abercromby Street/ Millroad Street	Mural in need of repainting.	<i>"want to update mural" "get rid of rails would make it easier to cut grass" "would like bulbs"</i>	Update mural	Consider gateway feature
Abercromby Street/ Stevenson Street	Corner plot with blue rails	<i>"could it be landscaped more?" "fence off behind shop"</i>		Consider gateway feature
Bain Square	Pedestrian routes are not obvious	<i>"would be nice to have gateway feature similar to Barras gateways"</i>	Wayfinding	Consider gateways as part of redesign
Calton	Housing and street layout looks inwards	<i>"The way it was designed is a closed in box"</i>		Consider permeability as part of new developments
Chalmers Court	No Ball Games. Lack of Legibility		Sign route of heritage trail	
Chalmers Gate	Chalmers Court historic tenement is not well signed, but is on heritage trail		Sign route of heritage trail	

Legibility (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Gallowgate	New map is on back of advertising panels so easy to miss and is creased. Obstructs visibility		Relocate map display sign. Provide Trail Leaflets in local shops or consider wall mounting.	
Glasgow Cross	Route to the Calton not clear from the Cross except on new map.	<i>"Trongate is where it all stops" "Railway forms a barrier on the edge of the city centre"</i>		
Glasgow Green	Lack of signs to Templeton's and		Sign route of heritage trail	
Healthy Living Centre	Lack of signs to Healthy Living Centre	<i>"Needs better publicity and access"</i>	Improve signage to Healthy Living Centre	
Millroad Drive	Confusing road layout	<i>"like a maze, people don't know where traffic goes"</i>		
Safety			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
General	Poor lighting	<i>"want more white light"</i>		Prioritise Calton for lighting renewal
General		<i>"more police on streets"</i>	Target locations identified	
General	Speeding traffic.		20mph due to become speed limit	
Abercromby Street - Millroad Drive Path		<i>"Needs more lighting and trees cut back"</i>	Maintain trees	Consider new lighting
Abercromby Street Shops	Narrow path outside chemists where people congregate	<i>"could they (Methadone users) go somewhere else?"</i>	Discuss with Health Centre	Consider widening footway as part of road redesign
Bain Square	ASB reduced	<i>"much better since levelled" "we feel safer" "absolutely better, parents and staff safer" "usually a man sparked on bench with a bottle on the ledge"</i>		Consider measures to reduce ASB in future uses of Bain Square.

Safety (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Bain Square Green Space behind church	ASB. Play equipment burnt. Mounds invite prostitution. Poor lighting.	<i>"Prostitutes, alcoholics and druggies at night"</i> <i>"benches waste of space"</i> <i>"lighting not connected"</i>	Check lighting,	Develop green space improvements or alternative uses with residents, PEEK and CAA.
Bain Street	Bain Street, cars and delivery vehicles park and drive on footway build out by Gallowgate, damaging paving.	<i>"We didn't have these ongoing issues with original pavement on Bain Street. The Road was safer to cross and pavement safer to walk on."</i>	Repair damaged footways. Police enforcement.	As part of supermarket planning review build out and consider traffic lights at junction and pedestrian crossings on Bain Street and Gallowgate.
Bain Street/ Gallowgate junction	Gallowgate junction with Bain Street difficult for pedestrians to navigate. Visibility for pedestrians limited by traffic signs and parked cars.	<i>"can't see what's coming round"</i> <i>"awkward crossing"</i>	Relocate illuminated map sign.	Potential to revise junction layout as part of supermarket development. Consider traffic calming on Bain Street.
Barrack Street	Kerb crawling at night and speeding cars in daytime	<i>"side streets terrible prostitution"</i>	Targeted police enforcement	
Barras	Most businesses only operate at weekends.	<i>"intimidating at night"</i> <i>"dead facades are intimidating"</i> <i>"more cameras for weekends"</i> <i>"desolate in the week"</i> <i>"wouldn't stay in area after concert"</i> <i>"need to draw people through and into the area"</i> <i>"looking for it to be a 7 day a week shopping place, want it to be more vibrant"</i> <i>"integrate more housing"</i> .		Develop strategy to encourage weekday uses and increase footfall.
Chalmers Court	Shared surface			Review design and consider gateway treatments and surface changes

Safety (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Claythorn Park Green Space	Lack of lighting. Mounds and trees obstruct sightlines. Trees used by prostitutes	<i>"Drinking den not overlooked."</i>	Thin bushes and trees	Improve lighting and prepare plans for improved landscaping or development,
Claythorn Terrace	Speed an issue		20mph due to become speed limit	
Gallowgate/Moor Street	Difficult to cross Gallowgate to bus stop by Meat Market. Heritage trail leaflet says "carefully make your way across Gallowgate"	<i>"just can't get across to the bus stop for love nor money, taking life in hands" "no crossing so take chances" "would like traffic light"</i>		Consider crossing provision on Gallowgate.
Green Street play park	ASB including fire setting. Poor lighting. Grass mounds create security issues	<i>"park a disgrace" "play equipment not safe" "orange lights make me feel unsafe" "kids not safe" "wanted humps removed cos people with drugs hiding behind"</i>	Replace orange lights.	Improve play equipment and opportunities for natural play by landscaping. Involve PEEK and CAA in discussions, planning contributions available.
Green Street/Tobago Street	Prostitution has reduced, but still an issue, particularly on derelict land	<i>"residents phone the police" "man walked across (derelict site) and prostitute followed them in"</i>	Targeted police enforcement	
London Road side roads	Lack of dropped kerbs at side roads	<i>"dropped kerbs on main road but not across side roads"</i>	Provide dropped kerbs at side roads along London Rd	
Millroad Drive	Pedestrians and cars share space. Need a bit to walk on	<i>"nowhere to walk, really bad" "can't let granddaughter out" "nearly broke ankle on kerbs" "could take away rails and make paths" "terrible at night, cars and vans difficult to get round" "surface with different colours or textures to give drivers cues that pedestrians have priority"</i>		Review design and consider gateway treatments and surface changes

Safety (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Millroad Drive (Tureen Street School)	Derelict old school building. Poor lighting.	<i>"Nearly killed by bricks falling off" "safety of buildings" "promote derelict building for sale" "improve lighting in front of derelict buildings" "how to encourage re-use?"</i>	Planning enforcement. Inspect safety of buildings following fire.	Improve lighting. Consider future uses.
Millroad St/Green St	Gang fights (big knives)		Police enforcement	Introduce CCTV.
Millroad Street/ Abercromby Street	Wide junction, visibility obstructed by parked cars by junction. Faded Markings Shortcut from London Rd	<i>"can't see cars coming...park on corner" "ignore 20mph"</i>	Renew road markings.	Consider parking restrictions. Consider narrowing junction.
Millroad Street/Bain Street	Millroad Street 5a/5b- Cars cutting across pavement at road end by phone box to reach Bain Street and Gallowgate, despite 6 types of bollards.	<i>"cars go over footway and grass including council cleansing vehicles and police"</i>	Install bollards (which don't provide seating opportunities)	
Monteith Place/ London Road	Overgrown bushes by crossing		Cut back vegetation	
Stevenson Street	Traffic calming works well CCTV welcomed Shared pedestrian cycle route proposed, on-road cycle route preferred	<i>"Would like 20mph zone" "we need more CCTV"</i>	Provide cycle route on road.	Consider increased CCTV provision.
Stevenson Street	Gable wall of derelict building opposite 231 appears to be bulging		<i>Check safety of derelict building.</i>	Planning enforcement

Safety (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Tobago Street/London Road	No crossing on desire line from Tobago Street to Templeton Street. Road markings faded.	<i>"Most dangerous part, 3 or 4 minutes wait"</i>	Renew road markings	Consider new crossing provision.
Tobago Street/Stevenson Street	Used as shortcut to avoid London Road/Abercromby Street traffic lights.	<i>"Dangerous for pedestrians, 20 mph signs needed" "could you block off Stevenson Street to stop lorries bypassing the lights?"</i>	Renew road markings.	20mph being introduced across area. Consider traffic restrictions for large vehicles.
Liveability			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
General	Litter and general level of maintenance: Lack of bins and bins set on fire or overflowing.	<i>"take level of neglect for granted" "Tidy the area up to encourage businesses" "No bins with ashtrays on the top" "Place needs to be cleaned and bins emptied" "need litter bins and for dog fouling" "stop fly tipping" "If anything falls out of the bin they won't lift it"</i>	Provide more bins, clean up.	
General	Dropped kerbs needed.	<i>"definitely need dropped kerns for buggies and wheelchairs"</i>	Provide dropped kerbs	
General	Lack of community facilities	<i>"need more social housing" "better community facilities for young and old" "community centre" "want leisure centre not a community centre"</i>		Consider reuse of existing buildings including listed ones.
General	Loss of local shops	<i>"have to go out of Calton for everything" "need more diversity, fish, fruit, hardware etc on Gallowgate."</i>		Consider shopping offer as part of Local Development Framework

Liveability (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
General	Overspill parking from city centre and events	<i>"cars everywhere around the streets, wouldn't be tolerated in other parts of Glasgow" "Police action plan on parking enforcement" "could area east of Morrison's be another car park"</i>		Consider travel plan for Glasgow Green Events and Celtic. Consider parking control.
Abercromby Street Shops	Path quite narrow. Trade bin on path by cafe and congealed fat on pavement.	<i>"shops are quite handy, open till 10.30 for a pint or loaf"</i>	Street cleansing and enforcement.	
Bain Square Green Space behind St Luke's and St Andrew's Church	Badly designed and poorly lit. Swing arches need repainting. Dog fouling and fly tipping in fenced area. Bollards look unfinished.	<i>"magnet for dumping" "play park needs to be safe, refurbished" "landscape improvements" "need a bit of buzz about" (animation)</i>	Improve lighting, cleansing and enforcement. Benches. Tidy up play frames	Consider redesign. Consider as part of future use of Church and Hall
Bain Square pedestrian access from Claythorn Avenue	Trees are very pleasant. Blocked drains create puddles. Dog dirt	<i>"in winter it's a sheet of ice" "Put in a grit bin so we can clear it ourselves"</i>	Clear gully and provide grit bin. Provide dog bins.	
Bain Street	Lack of seating and bins and only one set of public toilets.	<i>"not good for growing population of elderly people"</i>		Improve space around toilets and improve seating provision
Barras	Commuter parking and cleanliness issues.	<i>"glorified parking space, would hope for Barras to be pedestrianised, in favour of short term parking meters" "don't want a car park, would just get more commuters parking. Need controlled parking zone" "general clean up of streets around Barras, more bins"</i>	Clean up streets around Barras	Review parking control
Claythorn Avenue	Pavement uneven and weeds need clearing		Repair footways and clear weeds	

Liveability (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Claythorn Circus	Parking issues as demand exceeds supply			Consider residential travel plans for future developments
Claythorn Court	Lack of parking.	<i>"not enough parking for residents" "could space be used for residents parking"</i>		Review parking, consider parking control
Claythorn Park/ Claythorn Ave	Frost damaged footways		Resurface footway	
Claythorn Street by Chalmers Gate	Lack of dropped kerbs & broken grate Free parking	<i>"not accessible on one side, no dropped kerbs"</i>	Provide dropped kerbs and replace drain cover.	Consider parking control.
Elcho Gardens		<i>"covered in dog mess"</i>	Clean up, provide dog bins.	
Gallowgate	Gap sites by Meat Market development,	<i>"Used to have everything you wanted on Gallowgate." "want more social housing" "would like shops" "new buildings not working with one another, all look different" "need to face towards the road, people don't come out this way" "Nobody wants to live on the main road" "stop building houses" "Think there's enough flats" "flats should have new commercial units underneath to make the place vibrant, not having these things creates anti-social behaviour"</i>	Involve residents in development planning	

Liveability (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Gallowgate/ Claythorn Street Pedestrian Crossing	Wide crossing. Tactile paving slabs loose, stop lines faded, large amount of guardrail		Repair tactile paving, repaint lines	Consider decluttering and redesigning if junction improved as part of supermarket development.
Green Street, Stevenson Street	Guardrail outside school and warning signs and road markings still displayed		Consider removal guardrail and school warning signs and road markings	
Green space behind St James' School	Vegetation overgrown	<i>"Raised walls, what's that all about, pointless" "keep it open" "cut back" (prostitutes using trees) "natural space where people can sit and gather" "could be a skate park"</i>	Prune vegetation.	Consider future uses.
Green Street /Stevenson Street	Dropped kerbs need improving Poor road surface and ponding		Repair road surface and improve dropped kerbs.	
Green Street Football Pitch	Derelict football pitch, rusting railings and overgrown bushes	<i>"feels unsafe" "costs £20/hr for lights via school" "lots of young people don't go...too dark" "new one definitely needed" "Do something for the kids" "can't walk round at night" "not annoying anybody there" "fix pitch at side of school, it's a great facility for young people" "potential for income generation (for community centre), lots of young lads play in football teams at Healthy Living Centre or Glasgow Green" "could be part of community centre" (Green Street Proposal)</i>	Renovate football pitch and thin vegetation	<i>Develop plan for future use in connection with community centre proposal and local development framework</i>

Liveability (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
Green Street Swing park	Bulk uplift on Green Street at park.	<i>"rubbish gathers on Thursday/Wednesday"</i>	Publicise bulk waste collection arrangements	
Green Street/Lond on Road	Trade bins on footway due to construction works. Messy and littered pavement		Clean footway outside shops	
Millroad Drive	Green space fenced off	<i>"not allowed to play in it"</i>		Improve Elcho Gardens
Millroad Drive	Raised flowerbeds not popular	<i>"could be used for parking"</i>		Review street layout if Tureen Street School site improved
Millroad Street	Lack of dropped kerbs, poor lighting. Litter in green area.		Provide dropped kerbs	
Millroad Street	Street clutter	<i>"Empty tree cages look ridiculous"</i>	Plant trees or remove tree cages	
Moncur Street	Garages knocked down by joyrider. Site used for weekend parking		Level and tidy up.	Consider future development potential.
Moncur Street in the Barras	Uneven, patchy footway		Resurface footway	
Moncur St path to Bain Square	Roots coming through the tarmac		Resurface footway	
Moncur Street/ Claythorn Terrace	Paving slabs uneven and broken, raised manholes. Kerbstones loose on corner	<i>"slabs not great, tarmac better"</i>	Repair footway	
Morris Place	Gap site by London Road is unkempt and not maintained		Request tidy up	Planning enforcement. Consider potential future development.

Liveability (continued)			Actions to be considered	
Location	Issue	Quote	Quick Win	Short to Medium Term
South East Corner	Derelict buildings and gap sites	<i>"derelict buildings, enforce regulations" "need jobs and businesses" "if not housing would council develop or private developer?"</i>		Develop options for consultation through the Local Development Framework
Stevenson Street	Satellite dishes an eyesore	<i>"Could have communal satellite dish"</i>	Check if dishes are consistent with planning guidance.	Consider communal satellite systems
Tobago Street	Historic buildings and gap sites in poor state of repair	<i>"people who own them (buildings) need to do something about it"</i>		Planning enforcement. Consider future uses.
Tobago Street by substation	Guardrail on build out damaged	<i>"Lorry crashed into it 5 years ago" "remove railings on nibs"</i>	Consider removing guardrail from build outs.	
Tobago Street opposite newsagents	Furniture dumped on vacant land. Fires. Dog waste. Poor footway surfaces	<i>"eyesore" "need barrier to prevent fly tipping at junction"</i>	Clear up litter. Consider fencing. Provide dog waste bins. Resurface footways.	Investigate temporary community uses of land e.g. allotment project raised beds.
Tobago St Sub Station	Vegetation overgrown	<i>"trying to get them (electricity board) to weed it or take it away"</i>	Maintain vegetation	Provide tubs or paving as alternative.
Tobago St/ Stevenson Street	Poor pavement surface.	<i>"pavements terrible broke mobility scooter wheel in hole by the shop"</i>	Repair footway	