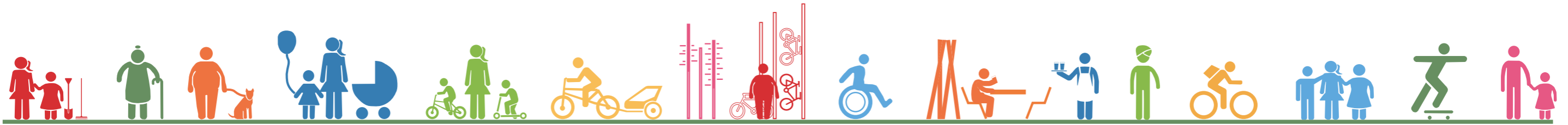


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GLASGOWS LIVEABLE NEIGHBOURHOODS



POLLOKSHIELDS EAST TO GORBALS

LIVEABLE

NEIGHBOURHOODS

Stage 2 Report

RE-IMAGINING ALBERT DRIVE STREETScape

December 2023

Document History

DOCUMENT HISTORY

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	First draft issue to client	BF	DJ	UF	UF	07.12.2023

Client Signoff

CLIENT SIGNOFF

Client	Glasgow City Council
Project	Pollokshields East to Gorbals Liveable Neighbourhoods
Job Number	5218303
Client Signature & Date	

1. INTRODUCTION



Figure 3: Map showing the study area set within a city-wide context

1.2 Project Location

The site comprises the western extent of Albert Drive, covering a local centre in Pollokshields that incorporates a stretch of commercial and community activities and uses (see **figure 3**). It extends from Darnley Street to the east and Shields Road to the west with the street intersecting with the residential streets of Herriet, Keir, Kenmure, Glenapp and Forth Street.

Key buildings along the street include Pollokshields Primary School, Pollokshields CoS Church and former St Albert's Catholic Church. There are a number of existing projects being progressed separately along the street, including at St Albert's Catholic Church building and tenements buildings fronting onto The Cross.



1. INTRODUCTION

1.3 Engagement

This section summarises the overarching engagement, methods and activities undertaken during Stage 2. It details the engagement undertaken on the three projects that emerged from the Pollokshields to Greater Gorbals Liveable Neighbourhood, including:

- Re-Imagining Albert Drive Streetscape
- Destination Laurieston
- Crown Street Retail Park Link

1.3.1 PURPOSE

Through a collaborative approach to engagement, involving the public and key stakeholders we have undertaken further community engagement within the Pollokshields East to Gorbals Liveable Neighbourhood helping these areas to become even better places to live, work and enjoy daily life.

Engagement undertaken during Stage 2 aimed to inform residents and stakeholders of the three projects being taken forward into concept design. To seek feedback from stakeholders in each of the project areas on the developing designs, opportunities, and constraints, informing the development of the designs.

Engagement undertaken during Stages 0-1 aimed to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

1.3.2 ACTIVITIES

A range of in person and digital activities have been undertaken during Stage 2. These have been summarised over the following pages for all three areas. Project specific findings are summarized within each project section

Website

During stages 0-1 a dedicated website was launched on 31st January 2023 to act as the main communication point for Pollokshields East to Gorbals - <https://pollokshields-east-to-gorbals-ln-glasgowgis.hub.arcgis.com/pages/latest-news>

Visitors to the website could find out more about Liveable Neighbourhoods, and the 'Latest News' section was updated to promote all stage 2 events and hosted the survey.

In Person Members Briefings

Follow up briefings from stage 0-1 were held at Glasgow City Chambers on 19th May 2023 for Pollokshields East to Gorbals, with 6 in attendance representing the following Wards: Ward 8 (Southside Central), Ward 6 (Pollokshields) and Ward 5 (Govan).

Meeting purpose:

- To present the ideas and opportunities emerging from Stages 0-1.
- To give Elected Members the opportunity to validate / challenge the key messages coming from communities and to add to these as part of the prioritisation process.

Internal Glasgow City Council Drop-In event

A drop-in session was held on the 14th September for Officers within Glasgow City Council, ranging from Planning and Heritage, Parking, Flooding and Drainage departments. The purpose was to provide an opportunity to raise awareness of the projects at stage 2 design and to seek feedback on designs including opportunities and constraints from an internal perspective. A total of 18 Officers attended.

Survey

A survey was made available for people to complete online, at libraries and drop-in events between 19th September and 6th of October asking for feedback on initial designs, seeking feedback on the opportunities and constraints

of the designs. After the designs were further developed a second survey was open from 16th November – 30th November enabling people to leave further feedback on the concept designs.

A full summary of all the feedback for Albert Drive is provided in **Appendix B**

Drop-ins

A series of Drop-in, 'Meet the Designer' and public showcase events took place in both September and November 2023. The events took place in each respective neighbourhood area, updating and informing residents and stakeholders of the three projects being progressed to concept design. The first stage (stage2a) informed stakeholders of the six projects and the emerging ideas for the designs. The follow up stage (stage2b) showcased the concept designs, presenting a series of graphic-rich plans and visualisations.

The purpose of both stages was to seek feedback from stakeholders in each of the three project areas on the developing designs and ideas, giving those in attendance or viewing online the opportunity to highlight anything we may have missed. Feedback has informed the refinement of each concept design (see **section 3** for more details) and was useful to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

Stage 2a: Drop-In Events

The following drop-ins took place in September 2023:

- Re-imagining Albert Drive, Pollokshields Library, 4-7pm on 19th September.
- Destination Laurieston and Crown Street Retail Park, Gorbals Library, 4-7pm on 21st September.

Figure 4: Website providing a digital presence for the project during stage 2

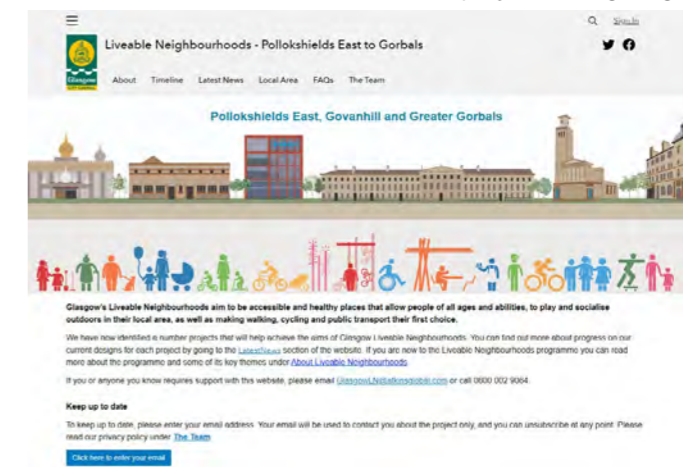


Figure 5: Online surveys ran during both stages of consultation

Liveable Neighbourhood Stage 2 Feedback Form Follow-up

1. Which of the projects would you like to comment on?

Transforming Kildrostan Triangle

Creating Safer Routes: Mansewood & Hillpark

Improving Connections: Shawlands and Strathbungo

Destination Laurieston

Re-imagining Albert Drive Streetscape

Crown Street Retail Park Links

2. Do you think our concept design captures all the site's/area's opportunities and constraints?

Yes

No

3. If not, let us know what we've missed?

Enter your answer

4. Do you have any other comments/feedback?

Enter your answer

[+ Add new](#)



1. INTRODUCTION



Stage 2b: Meet the Design Team Drop-In Events

The following drop-ins took place in November 2023:

- Destination Laurieston and Crown Street Retail Park Link: New Gorbals Housing Association, 3:30 -5pm, on 16th November
- Re-imagining Albert Drive, Pollokshields Library, 5:00-6:30pm, on 23rd November

Public Showcase

In addition to the dedicated 'Meet the Design Team' sessions, a public showcase of the designs were displayed in the following locations from November 16th – November 30th for members of the public to view in their own time. Flyers were available at all the venues with information of the drop in sessions as well as links to the online survey.

- Pollokshields Library
- New Gorbals Housing Association

1.3.3 COMMUNICATIONS

To promote the engagement during Stage 2, several communication channels were utilised including:

- Notifications emailed to key stakeholders and local community groups identified through Stakeholder Mapping
- Promotion of the Story Map websites to all stakeholders
- Social media posts through Glasgow City Council's channels and local groups
- Leaflets and surveys left at drop-in venues to promote completion of the surveys

In addition, an email address and freephone number were available for people to speak directly to the project team.

A full list of all stakeholders is listed in **Appendix A.**

Figure 8: Photos from the stage 2 consultation drop-in events and showcase exhibitions in September and November 2023



Figure 9: Leaflets circulated before each of the drop in sessions and exhibitions in September and November 2023

LIVEABLE NEIGHBOURHOODS
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETSCAPE

JOIN US IN SEPTEMBER

- Re-imagining Albert Drive Streetscape
Tuesday 19 September: 4pm - 7pm
Pollokshields Library
- Destination Laurieston & Crown Street Retail Park Link
Thursday 21 September: 4pm - 7pm
Gorbals Library

COMPLETE A SURVEY

Available online (scan the QR code or use the link to our website below) and paper copies available at your local library.

The survey will be open until Saturday 30th September

CONTACT US

Tel: 0800 002 9064
Email: GlasgowLN@atkinsglobal.com
Web: pollokshields-east-to-gorbals-in-glasgow.org.uk

LIVEABLE NEIGHBOURHOODS
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETSCAPE

TAKE A LOOK AT THE PROPOSALS

Exhibition boards will be displayed until Thursday 30th November at the following locations:

- Re-imagining Albert Drive Streetscape
Pollokshields Library
- Destination Laurieston
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link
New Gorbals Housing Association, 200 Crown Street

COMPLETE A SURVEY

Available online (please scan the QR code or use the link to our website below).

The survey will be open until Thursday 30th November

JOIN US FOR OUR MEET THE DESIGNER EVENTS

- Re-imagining Albert Drive Streetscape
Thursday 23rd November: 5:00pm - 6:30pm
Pollokshields Library
- Destination Laurieston
Thursday 16th November: 3:30pm - 5:00pm
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link
Thursday 16th November: 3:30pm - 5:00pm
New Gorbals Housing Association, 200 Crown Street

CONTACT US

Tel: 0800 002 9064
Email: GlasgowLN@atkinsglobal.com
Web: pollokshields-east-to-gorbals-in-glasgow.org.uk

1. INTRODUCTION



1.4 Document Structure

This report is structured to help provide a clear and concise breakdown of the assessment, analysis and design thought that has led to the emergence of a concept design for the site (set out in section 4).

Figure 10 sets out the key sections in the document and a summary of their purpose and scope.

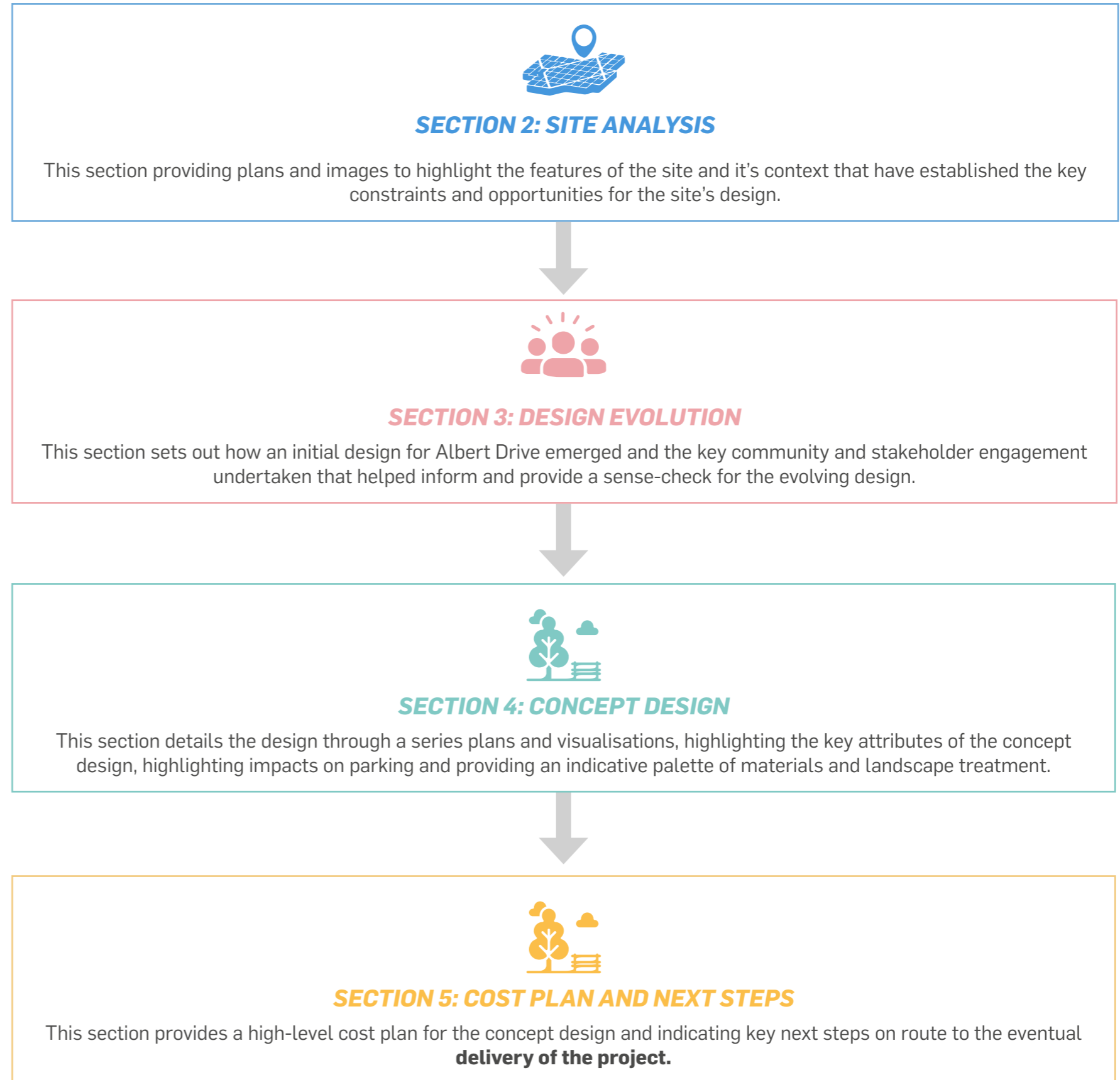


Figure 10: Diagram showing structure of the document by briefly describing sections 2 - 5

2. SITE ANALYSIS



Figure 11: Plan showing site within wider context

2.1 Overview

This section sets out a brief review of the key attributes and current condition of the site and its context. Setting out some of the key opportunities and constraints that will guide an emerging design for the site.

2.2 Site Context Plan

Albert Drive is situated at the centre of a grid-patterned area of dense tenemental streets, providing an immediate contrast to the greener and more spacious area of detached housing located to the west, in Pollokshields West and the mix of major infrastructure, industry, new build and cultural buildings situated to the east (see **figure 11**).



Word cloud for Albert Drive



Pollokshields Church of Scotland



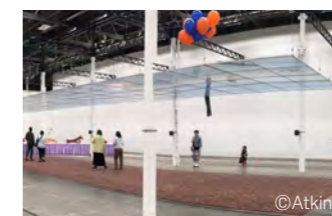
New Victoria Garden Allotments



Masjid Noor future visualisation



Gurdwara Guru Granth Sahib



Tramway art installation



The Hidden Gardens

2. SITE ANALYSIS



2.3 Photographic Study

The area offers a range of key local services for Pollokshields and, although offering wide footpaths is under considerable pressure from parking and loading demands and the general dominance of motor vehicles (see **figure 12**).

Looking East along Albert Drive's linear vista



Mini-roundabouts at crossroad junctions



Frontages at the Cross



Existing road, parking, pavement arrangement



Figure 13: Aerial plan identifying site photo locations and orientations.



Signalised crossing point



2. SITE ANALYSIS



2.4 Site Assessment














The majority of Albert Drive is comprised of active retail frontages, however there are also some ground floor residential frontages on the western end (see **figure 14**). There are a number of religious buildings both on Albert Drive and it's adjoining side streets - representative of the diverse population. Pollokshields Primary School sits between Herriet Street and Keir Street and there is a large industrial area to the north east and an extensive allotment area nearby.

The Street has a slightly steeper drop in gradient along its western end (from Shields Road and Kenmure Street), dropping approximately 7 metres over a 200 metre distance then along its eastern end (from Kenmure Street to Darnley Street), dropping approximately a metre over a 200 metre distance.

Figure 14: Plan mapping key features of site



Key

	Indicative Site Boundary		Signalised Pedestrian Crossings		Railway Station		School Grounds
	Existing Footpaths		Active Retail Frontages		Green Spaces		School Entrances
	Informal Pedestrian Crossings		Bus Stops		Industrial Areas		Existing Bin Stores
							General Direction and Gradient of Slope

2. SITE ANALYSIS



2.5 Constraints and Opportunities Plan

Figure 15 illustrates some of the key constraints and opportunities for Albert Drive based on an understanding of the existing condition of the street.

In summary the principle key issue that presents both constraints and opportunities for the Street's re-design is the impact caused by motor vehicles, relating to both inconsiderate parking and speed of passing vehicles.

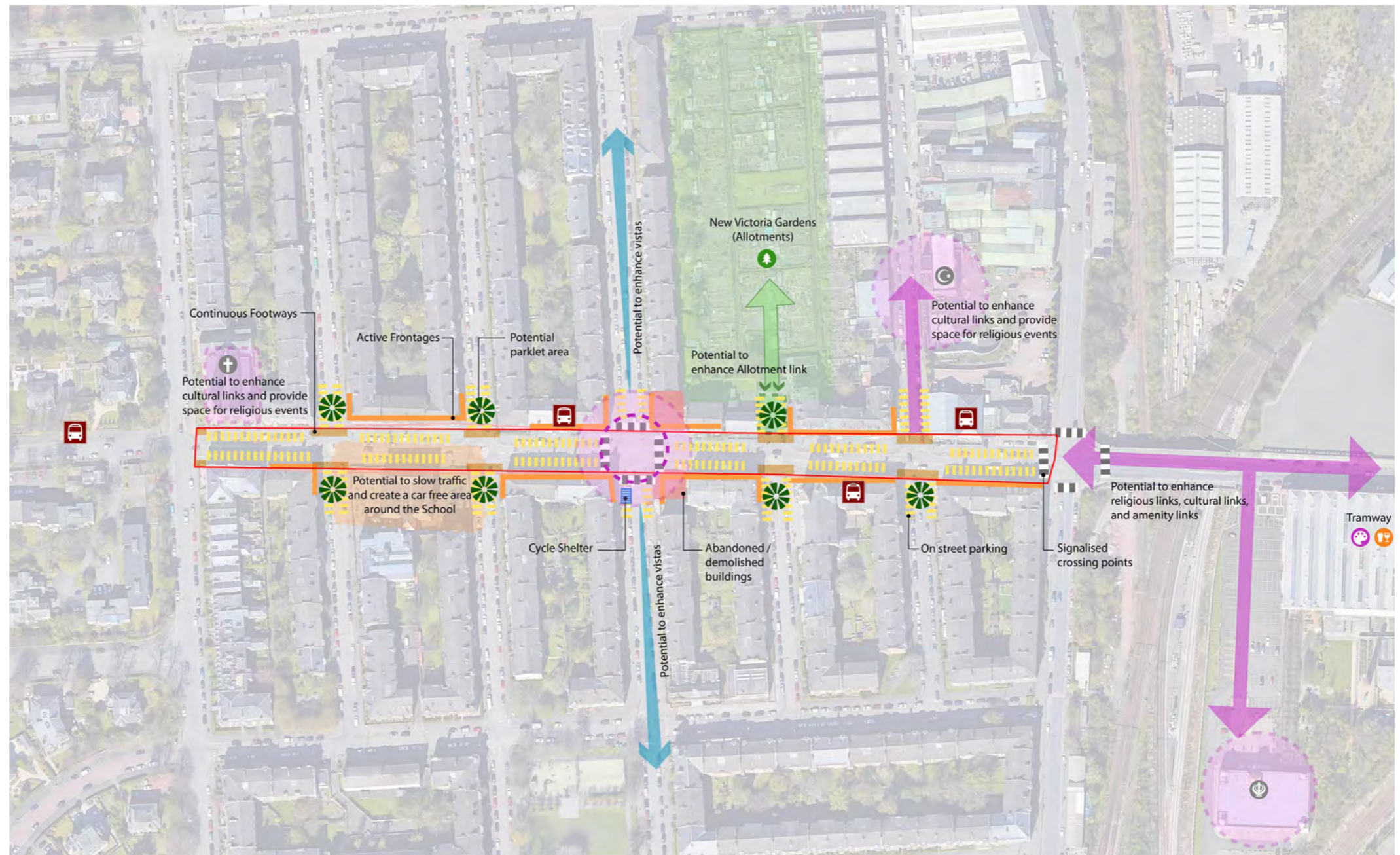
Existing parking restrictions are often ignored and local people continue to park on footpaths, within bus stops, school zones and double yellow lined areas. This is due in part to lack of enforcement, but also due to a lack of protective measures that could be designed to prevent vehicles from dominating these areas.

Speeding cars are reported as a problem by local people and the design of the street does little to deter this behaviour. Albert Drive is a long, straight street with wide junction mouths and nothing much in the way to suggest a preference for pedestrian priority.

Sections 3 and 4 consider the opportunities to address these, and make the street more inviting for people to walk and linger, through the introduction of measures such as tightening up junction mouths, creating continuous footways on side streets, visually narrowing the carriageway, introducing street trees, pedestrian centric infrastructure and integrated areas of parking.

In addition there are opportunities to draw on the multi-cultural character of the local area to improve how the street looks and feels, introducing materials and features which give Albert Drive a distinct identity as a destination.

Figure 15: Diagram of connections, opportunities and constraints



Key

 Site boundary	 Active retail frontages	 Potential to enhance allotment links
 Continuous footway links	 Abandoned / demolished buildings	 Potential to enhance cultural links
 Car parking (existing including illegal)	 New Victoria Gardens	 Potential parklet area
 Signalised crossings for pedestrians	 Vistas	
 Bus stops	 Local cultural areas	

3. DESIGN EVOLUTION



3.1 Overview

This section sets out the emergence of a zonal design plan for the site, informed by previous engagement from 2021 and inspiration from other best practice high street/mixed-use streets from across the UK. It concludes with a summary of how these initial ideas were engaged on and the continued sense-checking that took place to ensure the final concept design was robust and deliverable.

3.2 Engagement and Design Work from 2021

In establishing a design for the site the results of engagement undertaken in 2021 by Collective Architecture were key. This previous work, undertaken by Collective Architecture in 2021, included engagement with the community of East Pollokshields, setting out some high-level approaches to the street.

In their report '(Re)Imagining Albert Drive', published in March 2023, they summarised the key issues for Albert Drive as being community, parking, road use, public realm and outdoor spaces and greening. Following review of the document and discussions with Collective Architecture the initial design was able to respond to many of these issues.

The following is an extract of the key issues from the report that are relevant to the scope of this design study:

3.2.1 COMMUNITY

An emphasis was placed on the social nature of Albert Drive and the importance of understanding the patterns of people and when they come to Albert Drive. Celebrating the vibrant community and diverse history of the area by celebrating cultural events. Making Albert Drive a destination with the ability to hang flags, lighting as a statement.

3.2.2 PARKING

Parking was an important topic of discussion and the dangerous results of this, specifically how cars parking on pavements may prove to be dangerous due to the historical pavement lights in front of shops which would not be able to structurally hold the weight of a vehicle. The Gurdwara was presented as an opportunity for extra parking provision when it is not being used.

3.2.3 ROAD USE

The car culture of Albert Drive was raised as a major concern by all attendees and how this is creating an unsafe environment for pedestrians and cyclists. Speeding, crossing, illegal parking, 20mph limit ignored. Discussions were held on what could be done to alleviate this problem such as beating the myths around car clubs by introducing training sessions, allowing for more than one and making it easily accessible. Beat the streets initiative was proposed to reduce the number of cars by allowing people who ditch their cars access to an e bike, car club or cargo bike

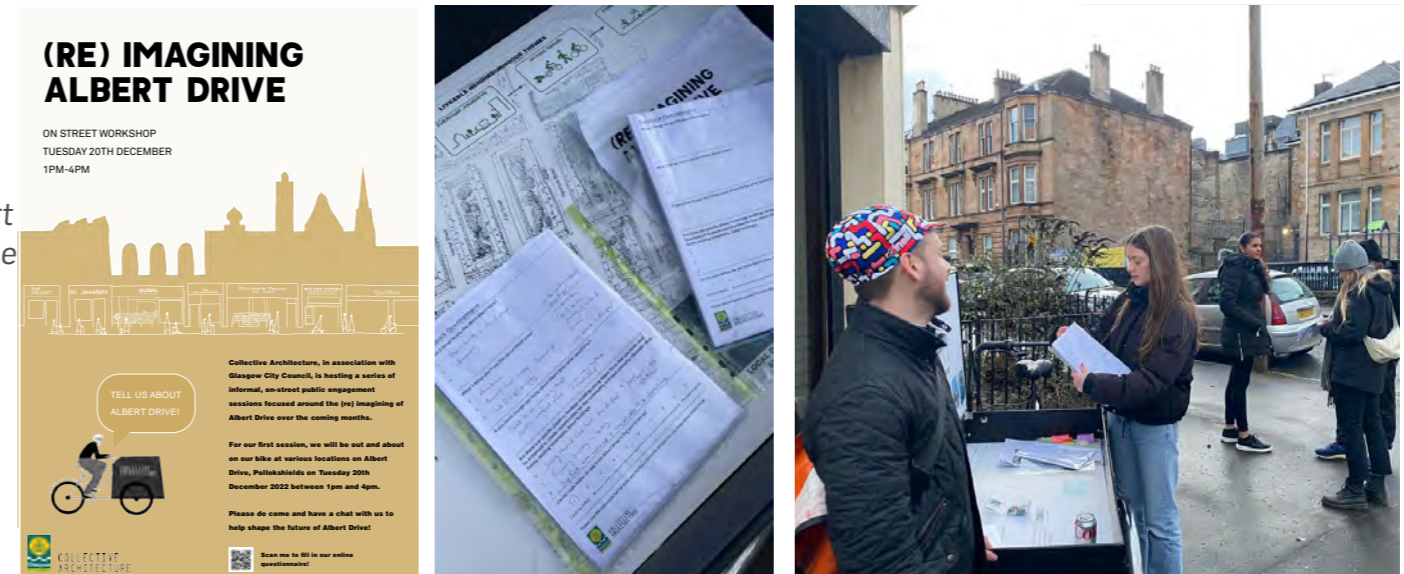
3.2.4 PUBLIC REALM

The issue of seating and places to dwell was brought up as this may be having an impact on the amount of litter in the area as litter thrown out of cars is seen as being a major culprit. By prioritising and safeguarding spaces and places for pedestrians this will make it safer for cyclists also.

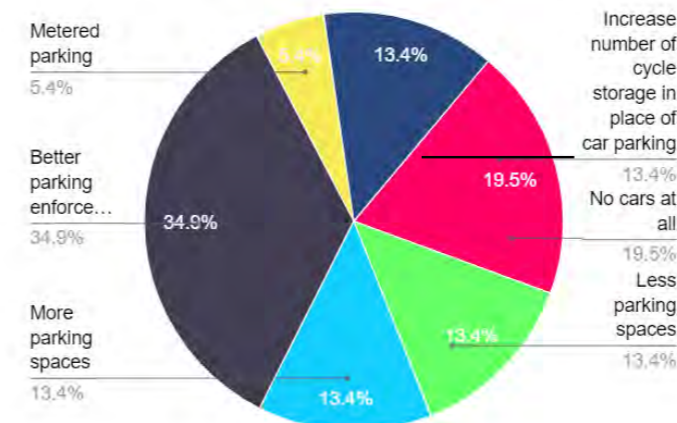
3.2.5 OUTDOOR SPACES AND GREENING

Lack of trees on Albert Drive was noted and the opportunity to regenerate the Leslie street greenspaces by introducing raised beds for the school etc. The Southside Tree Trial by South Seeds was mentioned as a potential project to allow for more greening.

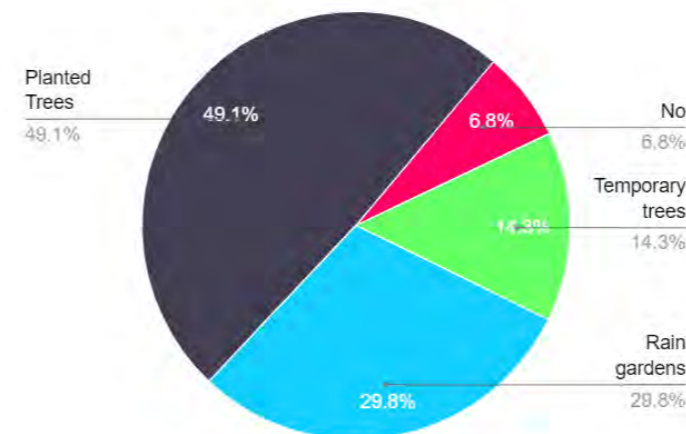
Figure 16: Extracts from (RE)Imagining Albert Drive by Collective Architecture



01 How would you like to see parking managed on Albert Drive?



05 Would you support the greening of Albert Drive with the following?



3. DESIGN EVOLUTION



3.3 Palette of Inspiration

The following shows a palette of inspiration for the emergence of a design for the site, including a number of best practice streets across the UK, see a selection in **figure 17**.

Figure 17: Palette of inspiration for the design approach



Street trees and seating, colour and high quality materials (Cockermouth, UK)



Visually narrowed carriageway



Seating clusters



Street parklets



Pinch points and defensive street furniture (Cockermouth, UK)



Gateway features inspired by the local area (Poynton, UK)



Enhanced and informal pedestrian crossings



Signature lighting columns and perceptual narrowing of the carriageway through a central median(Poynton, UK)

3. DESIGN EVOLUTION



3.4 Zonal Plan

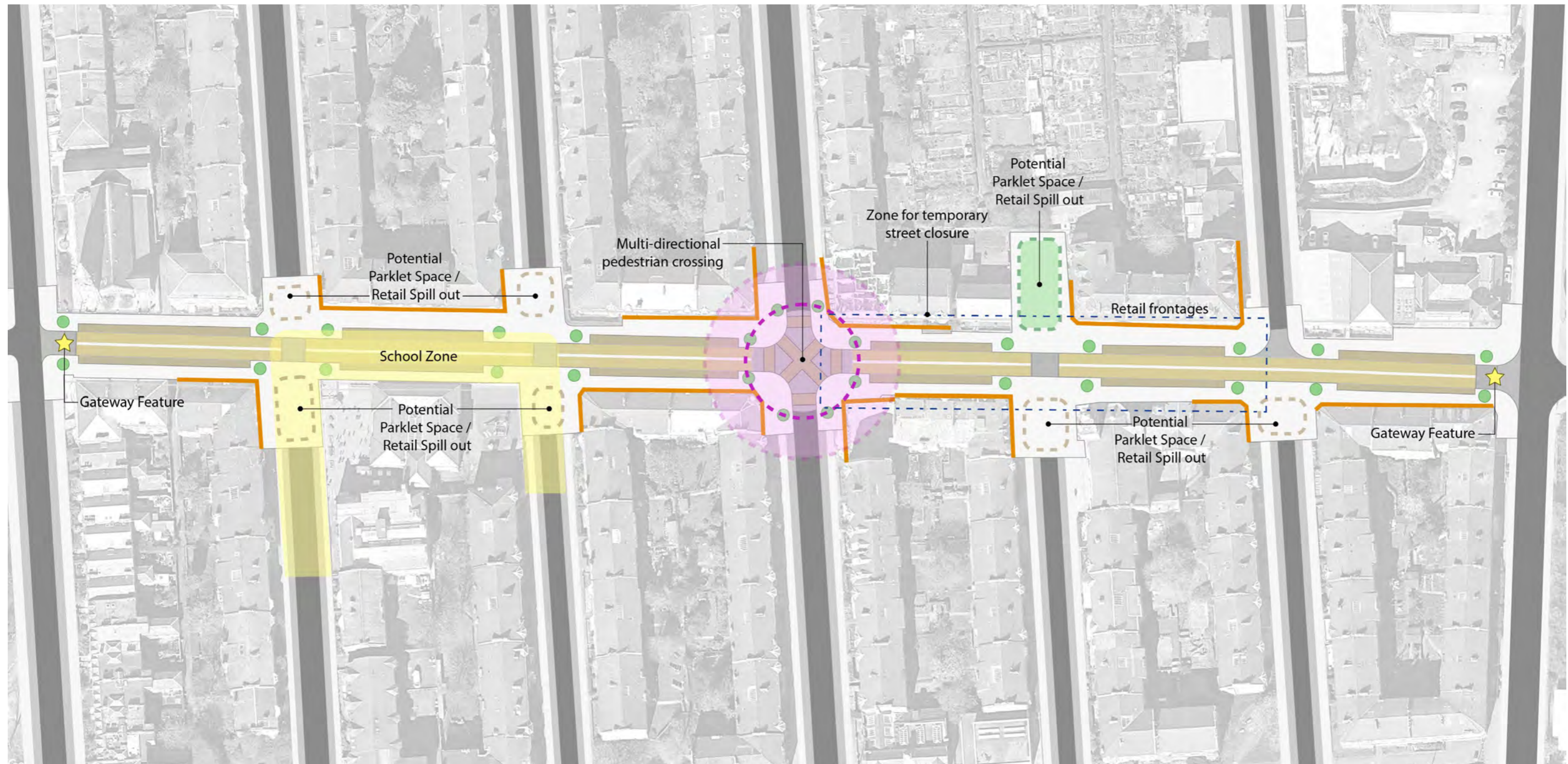
An initial zonal plan diagram set out the key potential design features for a future Albert Drive (see **figure 18**), many of which were informed by the key topics set out in the Collective Architecture work and the palette of inspiration. These included:

- narrowing of carriageway along Albert drive, with the inclusion of a central median
- continuous footways at side street junctions.
- a new focal point at 'The Cross', with feature streetscaping.
- new tree planting along the street
- gateway features
- integrated parking
- school zone traffic calming measures
- potential parklet
- potential parklet / retail spill out
- 'The Cross' enhancement
- street trees

Figure 18: Early stage Zonal Diagram for Albert Drive

Key:

- ★ Gateway features
- School zone traffic calming measures
- 'The Cross' enhancement
- Potential parklet
- Potential parklet / retail spill out
- Street trees



3. DESIGN EVOLUTION



3.5 Engagement Stages

As set out in the introduction a range of engagement has been undertaken as part of stage 2. This has helped inform and, most importantly, sense-check the design as it has evolved over the last 3 months. The following sets out the key stages of the engagement, concluding with a selection of some feedback received.

3.5.1 STAGE 2A: EMERGING DESIGNS AND IDEAS

A Drop-In event and online design workbook was made available in September, giving the community an early opportunity to view and comment on the initial zonal plan diagram for Albert Drive and a series of early sketches (see **figures 19 and 20**).

There were 48 responses to an online and paper survey that was made available for a month in September/October, while 28 people attended the drop in.



Figure 19: Early sketch visuals for Albert Drive



Figure 20: Exhibition material displayed as part of emerging designs and ideas in September



3. DESIGN EVOLUTION



3.5.3 STAGE 2B: DEVELOPED CONCEPT DESIGN

In November a public showcase exhibition and a 'Meet the Designer' session was held and an updated online design workbook was made available (see **figures 21 and 22**). It displayed a developed concept design and visualisations for Albert Drive.

There were 24 responses to an online and paper survey that was made available for two weeks in November, while 12 people attended the drop in.

3.5.4 GCC WORKSHOPS/MEETINGS

In addition to community engagement there were a series of vital workshops and meetings held with departments within Glasgow City Council. These helped refine the design to ensure it aligned with internal guidance and existing projects in the area.

The design has principally changed through discussions with the Roads Department, with adjustments made to the traffic calming measures proposed for the main carriageways along Albert Drive.

Figure 21: Exhibition material displayed as part of public showcase of concept design for Albert Drive in November

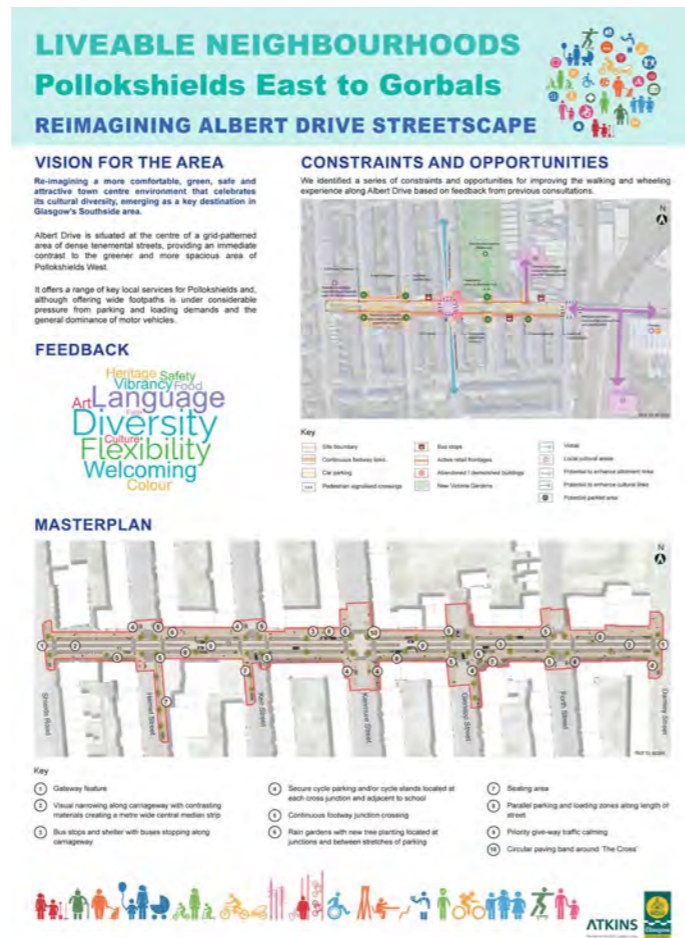
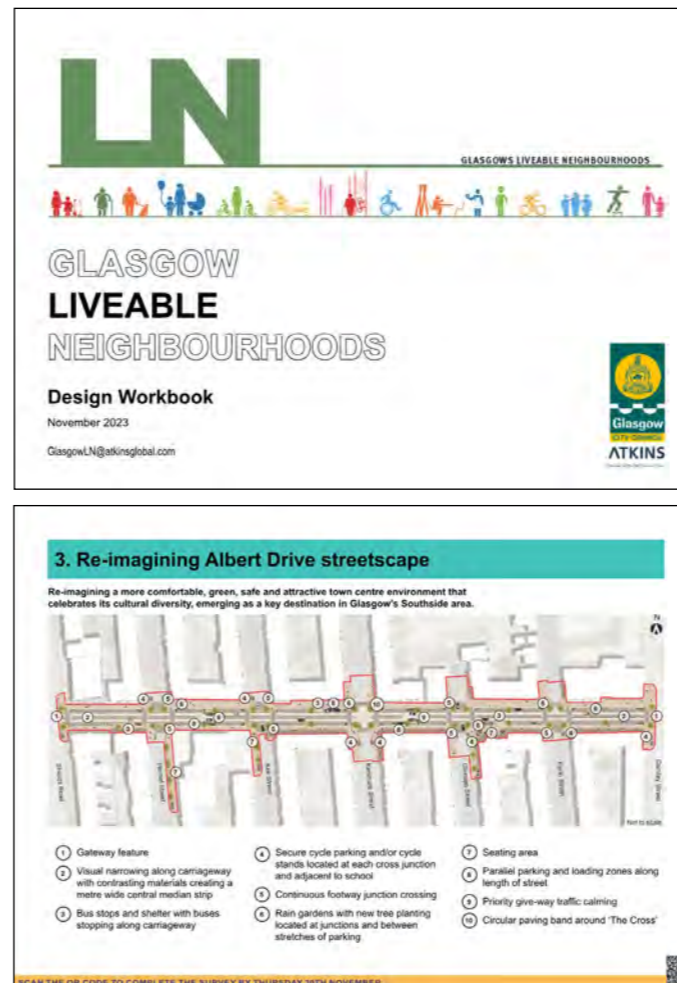


Figure 22: Selected pages from the design workbook accessible on the project website



3.5.2 KEY FEEDBACK THEMES

Some of the key themes that emerged from feedback during engagement stages 2A and 2B related to Cultural Identity, parking and footways and accessibility. Below are a selection of comments that reflect these themes, for the full list of feedback refer to appendix B.

"Ability to add lighting / banners to lamp posts to celebrate cultural events throughout the year along the street"

"a way to incorporate the mosque in re-imagining the streets spaces. Having a community hub and new well-designed mosque could activate the streets and encourage footfall and socialisation from nearby streets"

"There needs to be more emphasis on high quality material use and sustainable areas with rain gardens and nice street lighting"

"Cars parking on footways which reduces the effective width of the footway"

"Parking measures to reduce illegal parking at school"

"On-street parking should be largely removed other than disabled spaces"

"Widen footways in front of Pollokshields School and outside entrance to Victoria Allotments"

"Reduce the carriageway width and increase footway widths"

"Measures should be put in place to stop traffic mounting the kerb and parking in the footway/park."

4. CONCEPT DESIGN



4.1 Overview

This section illustrates a concept design for the site with both a general arrangement plan and series of images and visualisations helping to communicate the design's key attributes. The section also demonstrates the design's ability to respond to issues around parking and lighting and sets out a palette of materials and landscape treatments.

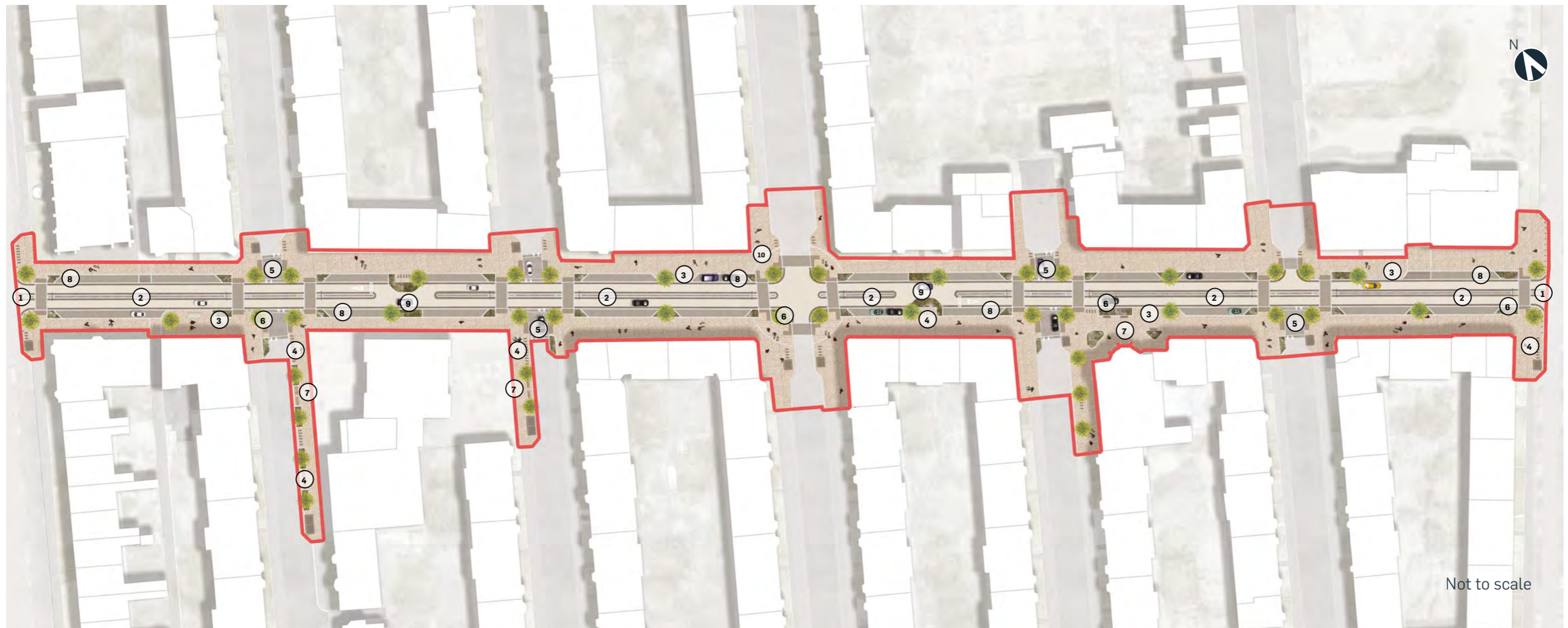
4.2 Rendered Masterplan

The proposed design establishes a distinctive, inclusive, green, safe and coherent environment that gives greater priority to pedestrian movement (see **figure 24**). This is achieved through the calming of traffic speeds and designing out of illegal parking behaviour along Albert Drive through the location of new landscape, integrated parking provision, the visual narrowing of the carriageway, including a central median strip, priority give ways and frequent informal crossing points.

Safety, inclusivity and comfort is also enhanced with the redesign of side street junctions to include new tree planting, seating, cycle provision, rain gardens and continuous footways.

- ① Gateway feature
- ② Visual narrowing along carriageway with contrasting materials creating a metre wide central median strip
- ③ Bus stops and shelter with buses stopping along carriageway
- ④ Secure cycle parking and/or cycle stands located at each cross junction and adjacent to school
- ⑤ Continuous footway junction crossing
- ⑥ Rain gardens with new tree planting located at junctions and between stretches of parking
- ⑦ Seating area
- ⑧ Parallel parking and loading zones along length of street
- ⑨ Priority give-way traffic calming
- ⑩ Circular paving band around 'The Cross'

Figure 24: Plan showing general arrangement drawing



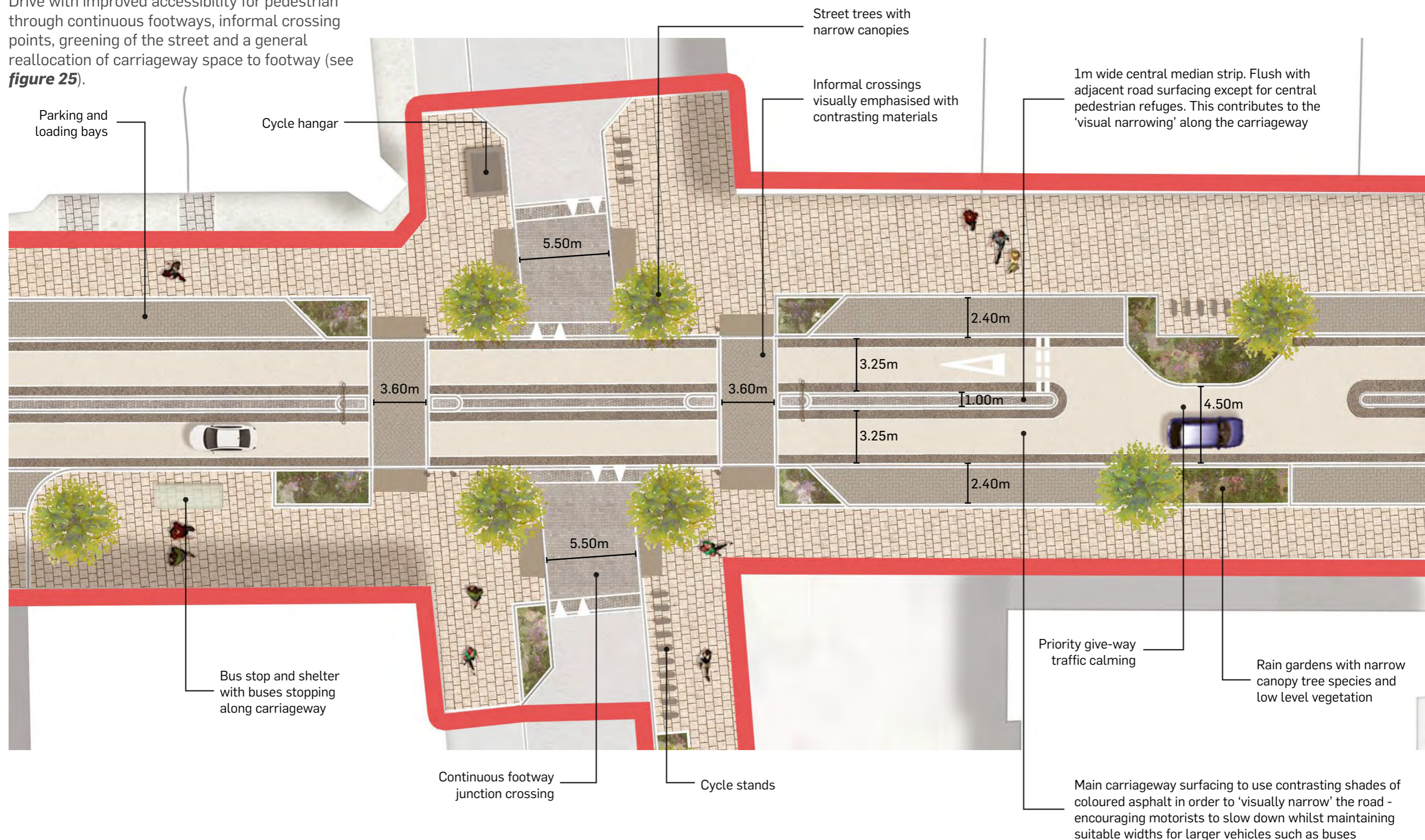
4. CONCEPT DESIGN



4.3 Detailed Plan 1

The below zoomed in section of the concept design illustrates a typical stretch of Albert Drive with improved accessibility for pedestrian through continuous footways, informal crossing points, greening of the street and a general reallocation of carriageway space to footway (see **figure 25**).

Figure 25: Close up detail of rendered plan



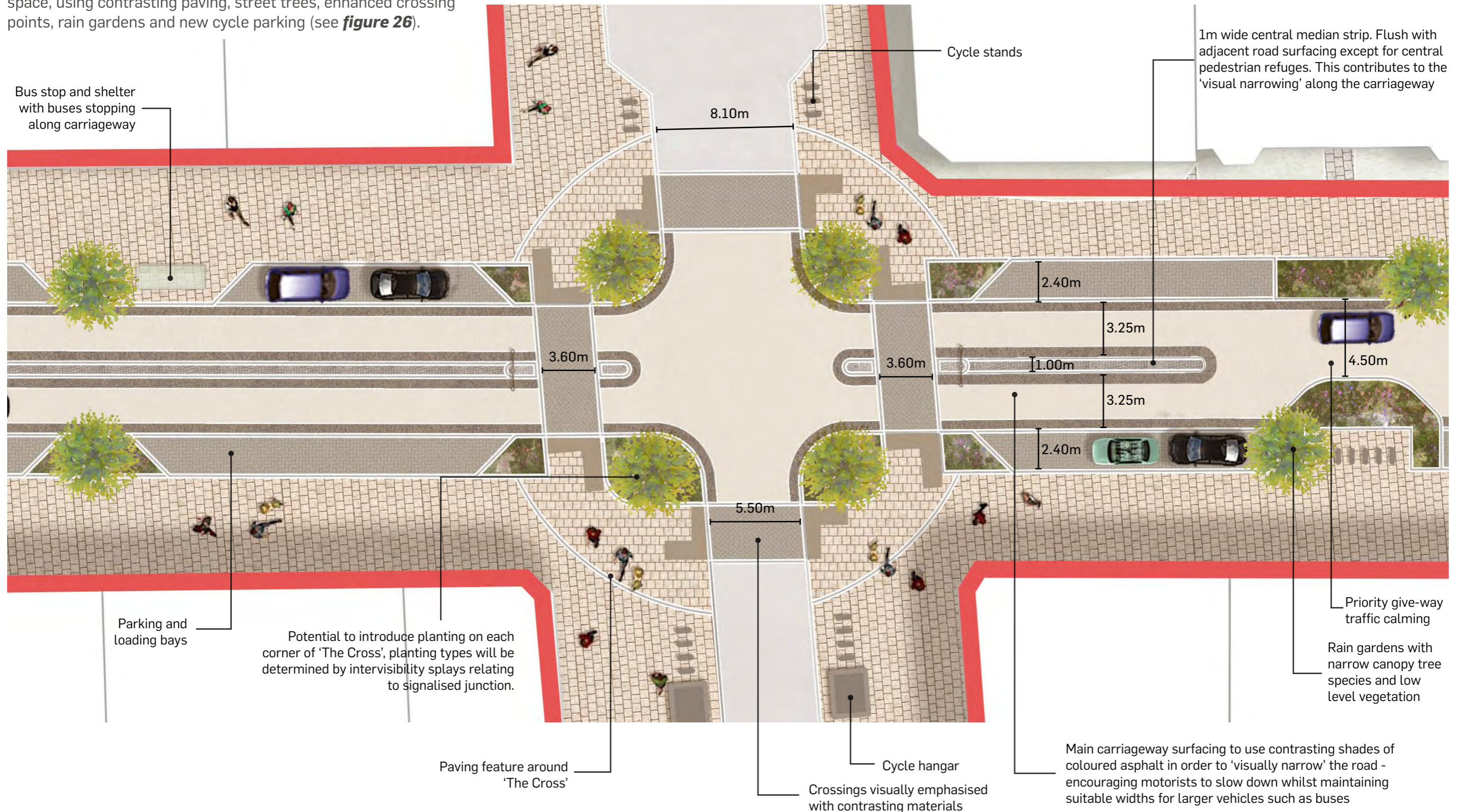
4. CONCEPT DESIGN



4.4 Detailed Plan 2

The below zoomed in section of the concept design illustrates the central cross junction space at Kenmure Street - known as 'The Cross'. The design proposes to re-establish 'The Cross' as a focal point for the area through the creation of a distinctive and green space, using contrasting paving, street trees, enhanced crossing points, rain gardens and new cycle parking (see **figure 26**).

Figure 26: Close up detail of rendered plan



4. CONCEPT DESIGN



4.5 3D Visualisation 1

Figure 27: 3D Visualisation looking towards Pollokshields Primary School and showing informal crossing points, continuous footways and central median along Albert Drive to create a perceptual narrowing of the carriageway



4. CONCEPT DESIGN



4.6 3D Visualisation 2

Figure 28: 3D Visualisation showing proposed rain garde, street tree planting, priority giveway traffic calming measure and integrated parking



4. CONCEPT DESIGN



4.7 Parking Strategy

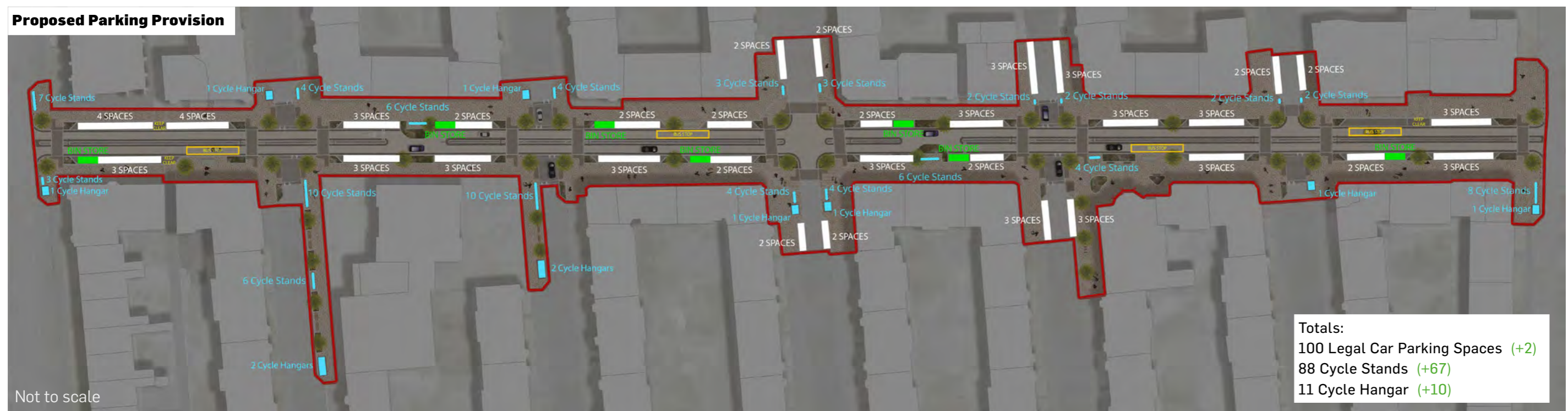
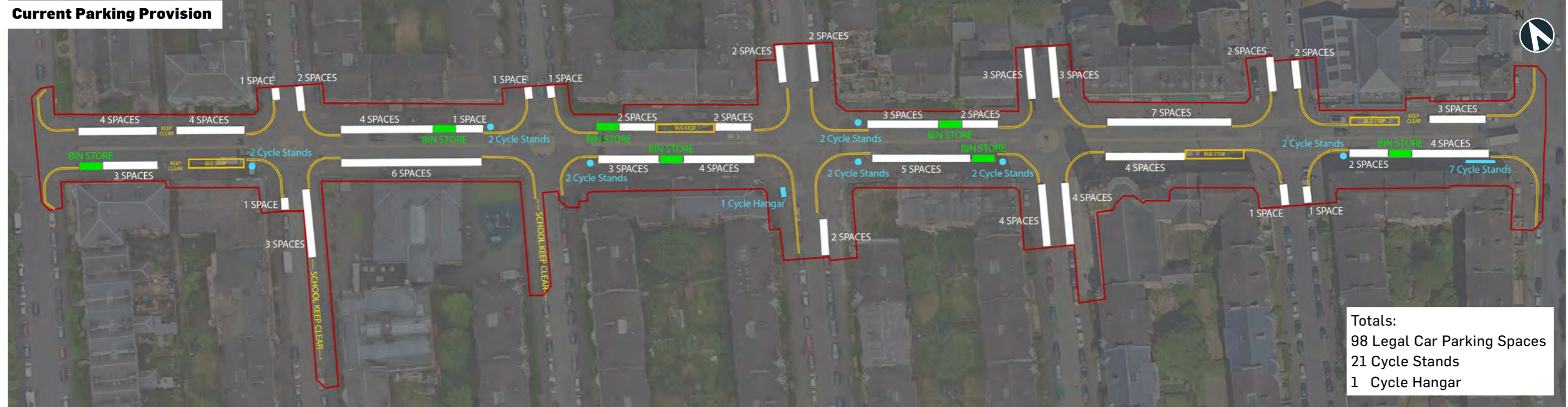
The current parking provision has only included legal car parking spaces (see **figure 29**). It has accounted for existing bin stores, bus stops, double yellow lines, keep clear areas and school zones. Therefore the number of noted legal car

parking spaces is unlikely to reflect the current reality of parking on Albert Drive - as parking restrictions are often ignored.

The concept design results in a slight increase in legal car parking spaces in part due to the

re-designed side street junctions and a more integrated approach to parking along the street. This indicates the potential efficiency of a more pedestrian-centric street design that also provides a new cycle parking and secure storage hangars.

Figure 29: Plan mapping current and proposed parking provision



4. CONCEPT DESIGN



4.8 Lighting Strategy

The lighting strategy for Albert Drive proposes the introduction of a series of feature street light columns along a central median (see **figure 30**). These lights could form key sculptural features that in some way help celebrate the multi-cultural character of the street (see **figure 29**). They would also have the capacity to display banners in response to events/celebrations throughout the year. Low-level lighting would be used to give a greater comfort and sense of safety around areas of seating along the street and allow street trees to become a more prominent visual feature through uplighting. It should be noted that the exact location of lighting will be established at detailed design stage.

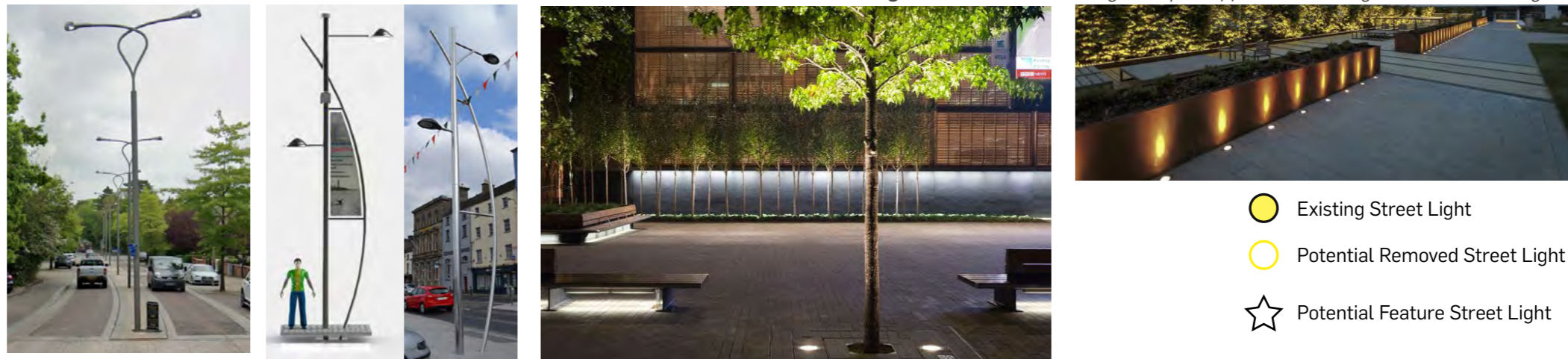


Figure 31: Photos showing examples of feature street lights and low-level lighting

- Existing Street Light
- Potential Removed Street Light
- ☆ Potential Feature Street Light

Figure 30: Plan showing existing and proposed street and feature lighting along Albert Drive



4. CONCEPT DESIGN



4.9 Signalling Strategy

The proposals incorporate the existing signalised crossing points at 'The Cross'. The concept design largely intends retaining the current siting of the traffic lights (see **figure 33**). Detailed design relating to planting types for the corners of 'The Cross' will have to take consnignance of the intervisibility splays for the lights, as illustrated in **figure 32**.

Figure 32: Plan showing intervisibility splays at 'The Cross'

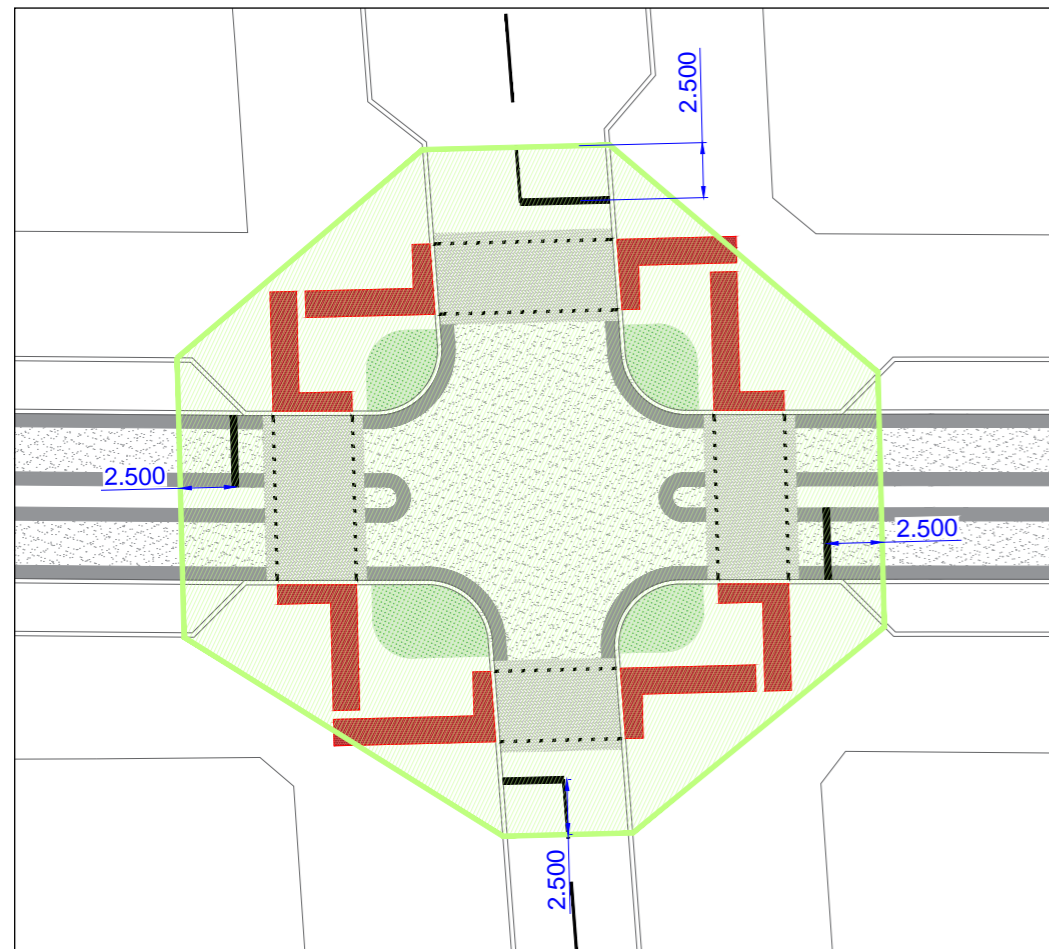
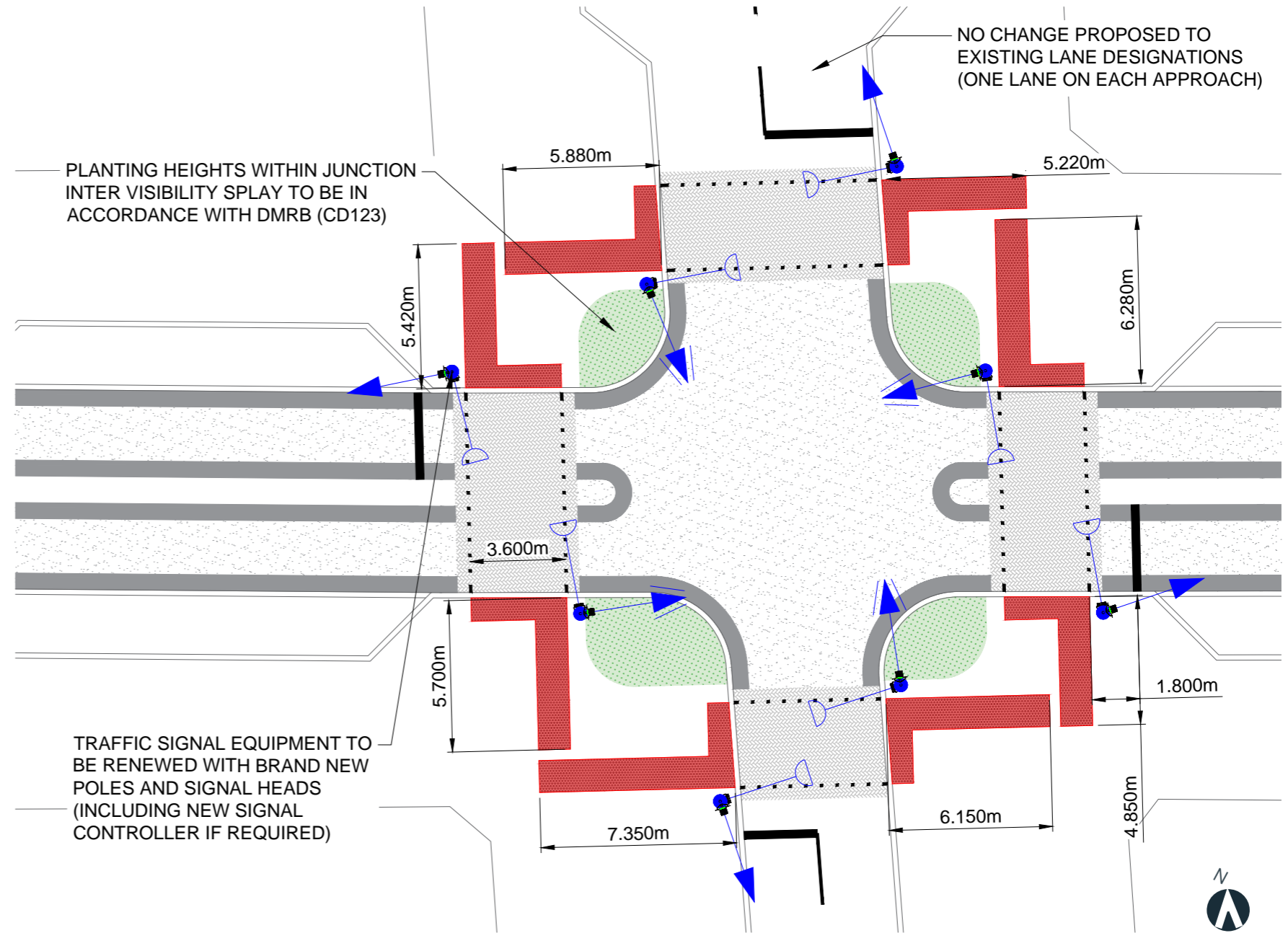











Figure 33: Photos showing proposed siting of signals at 'The Cross'



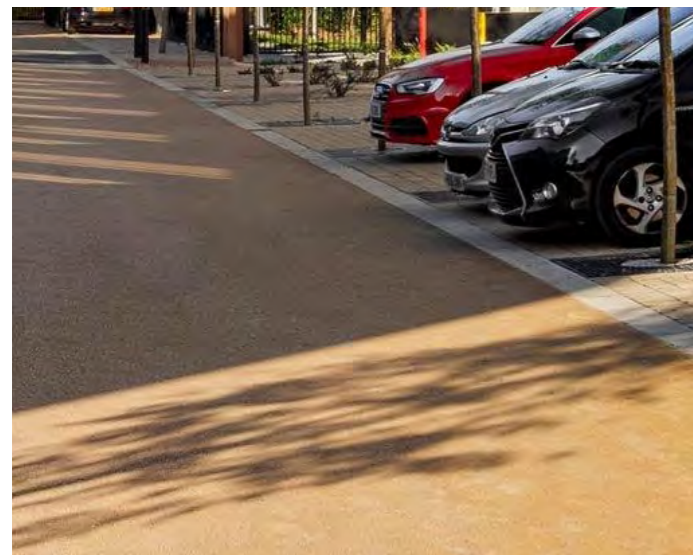
KEY

-  PEDESTRIAN CROSSING
-  ROAD CARRIAGEWAY SURFACE
-  CONTRASTING CARRIAGEWAY ASPHA FOR VISUAL NARROWING
-  RAINGARDEN / GREEN LANDSCAPING (NO SUBSTANTIAL FIXED OBSTRUCTIC
-  JUNCTION INTERVISIBILITY SPLAY
-  PROPOSED TACTILES
-  PRIMARY SIGNAL HEAD
-  SECONDARY SIGNAL HEAD
-  PEDESTRIAN SIGNAL HEAD INCLUDING PEDESTRIAN PUSH BUTTON

4. CONCEPT DESIGN



4.10 Palette of Materials and Street Furniture



4.10.1 COLOURED ASPHALT

Coloured asphalt uses colour matched aggregates for a longer lasting finish that resists surface wear and keeps its appearance for longer - particularly when compared to resin bonded aggregate, which can often lose its aggregate finish and results in a patchy appearance. Contrasting colours could be used to provide visual narrowing along Albert Drive - encouraging motorists to slow down whilst retaining access for large vehicles.



4.10.5 GATEWAY FEATURES

Gateway features could be implemented at the eastern and western ends of Albert Drive to enhance the character of the area. Their designs should be unique to the local area and could be designed in collaboration with local artists - via the Tramway art gallery.



4.10.2 SETT PAVING

Sett paving is proposed in order to enhance pedestrian crossing points and continuous footways. This will help to visually emphasise their importance and to encourage motorists to travel more slowly. Colours should be chosen to compliment the historic sandstone buildings.



4.10.4 SIGNATURE LIGHTING COLUMNS

Signature lighting columns could be used in the central refuge areas along Albert Drive to enhance the character of the area. They could also be adorned with decorations, banners or flags during cultural holidays to reflect the multi-cultural identity of the local population.



4.10.3 FLAG PAVING

The current footway surfaces are standard black asphalt, however we feel that it would be better if the surfacing was upgraded to flag paving. Like with the sett paving, colours should be chosen to compliment the historic sandstone buildings.



4.10.6 TIMBER TOPPED BENCHES

Timber is an ideal choice for seating as it is not as cold to the touch as metal or concrete - which makes it more inclusive, particularly for older people. It is also proven that if there are more, welcoming places for people to linger within a shopping area then they are more likely to spend more money in local

4. CONCEPT DESIGN



4.11 Landscape Treatment

4.10.7 RAIN GARDENS

Rain gardens intercept rainfall that would otherwise go directly into the combined sewer network. This means that during heavy rainstorms, the combined network is not as overwhelmed - reducing risk of localised flooding. It also reduces surface water pollution, improves air quality and provides nectar sources for pollinating insects.



4.10.8 STREET TREES

Increasing tree canopy cover in urban areas helps to reduce local temperatures during hot weather and improves air quality. It also provides welcoming spaces for people to dwell and walk through. Species with a more narrow canopy structure (<3 metres) should be considered for Albert Drive as to not inhibit movements of large vehicles, such as buses.



4. CONCEPT DESIGN



4.12 Sustainability

4.12.1 POLICY CONTEXT

Scotland Climate Change Plan 2018-2032: Securing a green recovery on a path to net zero

The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045, with an initial commitment to reduce emissions by 75% by 2030 (compared with 1990). The Climate Change Plan focuses on the requirements of seven key sectors to meet this target: electricity, industry, buildings, transport, agriculture, waste, and land use, land use change and forestry (LULUCF). An update to the Plan was published in 2020, through a strategic environmental assessment it "boosted" existing and/or identifies new policies and proposals in the plan, including adding an eighth sector of Negative Emissions Technologies.

Glasgow Climate Emergency Implementation Plan

Glasgow City Council (GCC) declared a climate and ecological emergency in May 2019. This has set Glasgow a target to become a carbon neutral city by 2030 following a decision of the GCC City Administration Committee. In the Climate Plan one of the five key themes relates to the creation of a well connected and thriving city. This themes sets out the aim of supporting 'decarbonisation of transport systems by helping to improve infrastructure for walking, cycling, wheeling and reducing the need to travel'.

4.12.2 CONSTRUCTION INDUSTRY STANDARDS

The construction industry has emerging guidance on responding to the climate emergency through organisations such as the RIBA, London Energy Transformation Initiative (LETI), and the UK Green Building Council. An excellent way to ensure compliance with best practice standards throughout design and construction is to adopt one of the industry-recognised rating systems such as BREEAM. For this Liveable Neighbourhood project the design will be assessed during the next design stage through external procurement.

4.12.3 CIRCULAR ECONOMY

Our design methodology and approach will incorporate the circular economy principles: to eliminate waste and pollution; to keep products and materials in use and to regenerate natural systems.

'We aim to make our local economy restorative by intention and regenerative by design.'

Glasgow's Climate Plan

An assessment of the existing public realm will be conducted to consider the ability to retain, reuse, recycle or be responsible with the existing materials.

Retain - surface treatment, trees, greening and other features already successful in contributing to a functional, sustainable and pleasant public realm.

Re-use - existing slabs and paving (particularly where they may have heritage value), as well as identifying opportunities to embed waste materials from building redevelopment from nearby sites.

Recycle - existing slabs, paving and waste materials from building redevelopment from nearby sites as aggregates within new materials where possible.

Responsible procurement of materials, products, and components, sourced locally as a default, which eliminate waste and support reuse and end of life recovery.

4.12.4 SUSTAINABILITY COMMITMENTS

Circular Economy

- During construction the development must aspire to maximise the opportunity to achieve 0% to landfill and all waste is either reused, recycled or recovered (excluding hazardous waste). During operation the development must achieve at least 50% recycling and composting rates with an aspiration of 60%.
- Systems will support efficient waste management and the capacity to recycle and also benefit the user experience through considering impacts such as waste collection vehicles and visual amenity.

Manage water and flood risk

- Implement sustainable drainage systems, such as bioswales, raingardens, bioretention areas, permeable surfaces, where possible to mitigate surface water flooding.
- Implement rainwater harvesting solutions in the public realm.
- Use reclaimed / recycled water for maintenance of green areas.
- Minimise water consumption through use of drought resistant planting in summer months.

Improve access to nature and enrich biodiversity

- Protect and enhance biodiversity and habitat protection.
- Increased tree planting and urban greening to attract wildlife.
- Incorporate nature based solutions where possible, such as raingardens, bioswales, pocket parks, parklets and green walls.
- Increased use of native planting and species resilient to changing natural conditions, such as drought, flood, heat, frost and pest.

'...improving public transport and active travel networks and reducing the number of private vehicles on the road, enabling those vehicles which are on the road to transition to cleaner fuel alternatives.'

Glasgow's Climate Plan

Enable sustainable transport

- Enable a multi modal transport approach through creating synergies with wider infrastructure.
- Enable active travel and encourage micro mobility.
- Promote use of cleaner vehicles (cars, operational fleet for construction and future maintenance), car share clubs and increased implementation of EV charging points.
- Design the public realm to improve efficiency of travel and freight/logistics operations.

5. PRELIMINARY COST PLAN



5.1 Narrative:

All specification assumed as stated with corresponding allowances:

The information consists of concept design plan that does not fully detail the anticipated works. The estimate will be optimistic in its nature as the engineering and road safety aspects have not been incorporated into the design, as well the material specificity. Risk has been incorporated in the estimate at 15%, which is considered low at this stage of the design development. Optimism bias, a public sector method of calculating risk, at this stage would be between 30 and 45%. We have not incorporated an allowance for inflation. An allowance has been included for STATs diversions, which are likely to be required but at the time of this estimate are unknown and unquantified. Anticipated professional fees have also been incorporated into this estimate on a percentage basis.

The estimate has been based on a mix of open market rates and projects in the public sector, within the central belt of Scotland. Therefore, the costs are subject to change in procurement route and the development of a specification and further design generally. External factors may also impact the current day costs. The main assumptions and exclusions are detailed in the Cost Plan. As the design develops the cost estimate will evolve along with the assumptions that have been made.

5.1.1 INCLUDED

- Prelims at 20%
- OHP at 5%
- Risk at 10%

5.1.2 EXCLUDED

- Inflation (priced at Dec 2023)
- Design Team Fees
- VAT
- Fees/Costs associated with Statutory Approvals, Surveys etc.
- Disposal of Hazardous Materials
- Additional Mains Power supply/capacity

5.1.3 ASSUMPTIONS

- All disposals to be offsite
- All topsoil to be imported
- All street lighting to be retained
- Existing mains power is adequate
- New Kerbing throughout
- High level allowance for drainage works

Glasgow City Council Albert Drive Stage 2 Cost Plan



Dec-23

Works Cost Estimate

Element	£
Site Preparatory Works	£ 187,421
Hard Landscaping	£ 1,001,598
Soft Landscaping	£ 305,261
External Fixtures	£ 146,400
Services, Lighting & Drainage	£ 138,017
PRIME COST ESTIMATE	£ 1,778,698

OH&P, Contingency & Traffic Management

Element	%age	£
Main Contractors Preliminaries	20.00%	£ 355,740
Main Contractors OH&P	5.00%	£ 106,722
Design Development Contingency	10.0%	£ 224,116
Temporary Works; traffic management	1 sum	£ 15,000
		£ 2,480,275

Inflation Estimate

Element

Design Inflation - Allowance for design maturation

Excl.

ESTIMATED COST LIMIT INCL INFLATION

£ 2,480,275



APPENDICES

Appendix A: Stakeholder Contacted
Appendix B: Stage 2 Feedback

Pollokshields East to Gorbals Liveable Neighbourhoods

Stakeholders Contacted

Category	Stakeholder
Accessibility	<p>Arthritis Care</p> <p>Euan's Guide</p> <p>Centre for Sensory Impaired People</p> <p>Glasgow Access Panel</p> <p>Glasgow Disability Alliance</p> <p>Guide Dogs Scotland</p> <p>RNIB</p> <p>Scottish Disability Equality Forum</p>
Active Travel	<p>Bike for Good South Hub</p> <p>Soul Riders</p> <p>Women on Wheels</p> <p>Get Glasgow Moving</p> <p>Sustrans Scotland</p> <p>Living Streets Scotland</p> <p>Paths for All</p>
Community Council	<p>Crosshill & Govanhill Community Council</p> <p>Hutchesontown Community Council</p> <p>Oatlands Community Council</p> <p>Pollokshields Community Council</p>
Community Group	<p>Crossroads Youth and Community Association</p> <p>Govanhill Community Development Trust</p> <p>Friends of Queens Park</p> <p>Pollokshields Trust</p> <p>Community Renewal Trust (Govanhill)</p> <p>Oatlands Development Trust</p> <p>Big Noise Govanhill</p> <p>Glasgow SE Foodbank</p> <p>Greater Govanhill</p> <p>Pollokshields Heritage Group</p> <p>The Dixon Community</p> <p>The Well Multi-Cultural Resource Centre</p>

Pollokshields Area Network
Pollokshields Mutual Aid and Community Food Point
The Bowling Green
Nan McKay Community Hall
MILK
Oatlands Community Hub
Pollokshields Development Agency
East Pollokshields Quad
New Victoria Gardens
Ready Steady Grow
South Seeds
The Hidden Gardens
Govanhill Thriving Places
Govanhill Baths
Youth Community Support Agency
Givin it Laldie
Bridging The Gap
The Deep End
Pollokshields Burgh Hall

Education

Annette St Primary
Blackfriars Primary
Bunsgoil Ghaidhlig Ghleann Dail
Cuthbertson Primary
Glendale Primary
Govanhill Nursery
Holy Cross Primary
Holybrook Academy
Holyrood Secondary
Hutchesons Grammar
Pollokshields Primary
St Alberts Primary
St Francis Primary

Glasgow City Council

Community Council Officers
Neighbourhood Liaison Officers
Housing Officers

	<p>Economic & Planning Officers</p> <p>Spatial Strategies Officers</p> <p>Roads Officers</p> <p>Govan Area Partnership</p> <p>Southside Central Area Partnership</p> <p>Pollokshields Area Partnership Officer</p>
Housing Associations	<p>Govanhill Housing Association</p> <p>Loretto Housing Association</p> <p>Urban Union (Laurieston Living)</p> <p>Southside Housing Association</p>
Place of Worship	<p>Blessed John Duns Scotus</p> <p>Glasgow Central Mosque</p> <p>Glasgow Elim Pentecostal Church</p> <p>Glasgow Gurdwara Guru Granth Sahib</p> <p>Gorbals Parish Church</p> <p>Govanhill Free Church</p> <p>Govanhill Trinity</p> <p>Langside Synagogue</p> <p>Madrassa Taleem ul Islam</p> <p>Madrassa-Tul-Madinah (Dawat-E-Islami)</p> <p>Masjid Noor</p> <p>Masjid-E-Khazra</p> <p>Pollokshields Church of Scotland</p> <p>St Albert's Catholic Church</p> <p>St Francis RC Church</p> <p>St Margaret's Polmadie Church</p> <p>St Ninian's Scottish Episcopal Church</p> <p>Victoria Evangelical Church</p>
Political	<p>Ward 5 (Govan)</p> <p>Ward 6 (Pollokshields)</p> <p>Ward 8 (Southside Central)</p>
Other	<p>Gorbals Library</p> <p>Govanhill Library</p> <p>Pollokshields Library</p> <p>Collective Architecture</p>

Mike Hyatt Landscape Architects

Tramway

Glasgow Centre for Population Health

Glasgow Chamber of Commerce

Glasgow Third Sector Forum

Glasgow Council for Voluntary Sector

Glasgow Bus Partnership

NHS Greater Glasgow and Clyde

Community Activist Panel

Glasgow's Schools Young People's Forum

One Parent Families Scotland

Simon Scotland

Re-imagining Albert Drive Streetscape

Stage 2a Feedback (September-October 2023)

Do you think we have a good understanding of this site's /area's opportunities and constraints?	If no, let us know why?	Do you have any other comments/feedback?
Yes		I feel the continuous footways along Albert Drive (except the throughfare at Kenmure Street) are excellent ideas as these openings onto the main road are a significant danger to pedestrians as cars turn in at speed. This is made worse by chronic illegal parking on pavements and across crossings. As such, any closure of these areas needs to come with measures to stop traffic mounting the kerb and parking in the footway/park. Closing these entrances and including parks will massively improve the local environment.
Yes		priority needs to be reduction of unsafe/illegal parking and car use especially around school. Trees etc a good idea if pavements stay accessible (blind partner) - tactile additions would be good.
Yes		More green space, decent lighting, recycling bins for glass
No	Continuous footpaths and closing road is bad idea causing congestion and increasing hazards in other roads. This will not stop illegal parking but cause difficulties getting out of those streets.	

No	<p>Overall yes, but understates pavement and kerb issues. Cars and lorries have destroyed these, making it v hard and uncomfortable to get around on a wheelchair, even where they're not parked over kerbs or on pavement. Also current (limited) cycle markings are incredibly dangerous presenting risk of car dooring.</p>	<p>Would love to see cars reduced as much as possible, even removed or removed at certain times. Love the suggestion to block off Keir and Herriet wparklets, which'd make them easier to traverse and safer as well as wildly more pleasant. Wish it were possible to sit on street with greenery rather than feeling like a main road. On-street parking should be largely removed other than disabled spaces.</p>
No	<p>Pretty basic diagram with cursory feel and content, it could have been assembled looking at Google Streetmaps; nothing in it about how/ when people move / linger and use the street, no insight re: particulars of the area - environmentally , culturally, and economically... and nothing about future trajectory. Note to Glasgow: Atkins' traffic engineering bias needs to be complemented by landscape architect/ designer with some urban design knowledge and an outfit with some awareness of S. Asian culture, or all that is going to happen here is we get a cookie cutter approach parachuted in that is only window dressing. I just moving into Kenmure Street but speaking from 25yrs experience as landscape architect working in central London, local buy in is required if the thing is going to be design / supported/used well; this means more than having some 'public workshops' attended by a self selecting demographic - the hard / productive graft is talking directly/openly with people on the street and in shops, to understand local social, economic rhythms, across different ages and cultures/ communities.</p>	<p>Only thing of interest on diagram is expanding pavements in front of Pollokshields School and outside entrance to Victoria Allotments (which is rarely if ever open btw). Rest is window dressing to crossings that will not change bad driving /parking behaviour nor improve experience for walking along this street which can be pretty stark. amount of trees shown could be doubled. more can be made of central median or alternatively narrowing lanes and widening pavements. where are actual closures to side street junction closures that would provide space for people/planting, and loading areas to reduce double parking. parking management and enforcement needed to provide/maintain short term only catering to retailers. Timing of traffic lights in this area is atrocious if you are walking - wait times of four minutes not unusual and pedestrians should have higher priority?! If vehicle numbers and speed reduced, should be no need for dedicated cycle lane. What is entry feature - this is so 1990's and why needed if character/ treatment of street changes anyway. I could go on - despite occasional glimpses of interesting precedents, the scheme in current form is not at all visionary as it could be given this is last investment the area is going to see in thirty years - during which life manners will change dramatically. I am not pitching for work - have retired - but will say again the Council would do well to</p>

		rethink the team as current approach is so lacklustre. I can be reached on [Blank] if you feel more discussion from an experienced / well informed landscape architect might be of some use.
No	Parking major issue plus street rubbish	
Yes		Parking and litter are the main issue, as well as the lack of trees. Also to be considered: large lorries are regularly using Albert Drive, now that the bottom of Kenmure st is closed. And would it be possible to do like Govan and apply for grants to redesign shop fronts?
Yes	<p>good understanding yes, and the ideas are supported.</p> <p>However your report fails to value the identity, roots of, current impact or potential of The Hidden Gardens. It is not recognised as a community asset (that it is). It is described as "Tramways Hidden Garden" in your report, or "Hidden Garden at Tramway" and it is neither. The Hidden Gardens is an independent charity operating on a shoestring annual turnaround of £200,000 that it raises itself, it employs local people too. It is situated next door to Tramway, but is independent of Tramway (like for example St Ninians Church is independent of Tramway). It exists following 18 months of community consultation, and continues to serve the communities of Pollokshields East and Govanhill today, as it has for the last 20 years. It is the peoples back garden for local residents, and acts as the village green or common green for community events. This year alone it has engaged over 2000 people and 20 partner organisations (community groups) in collaborative and very diverse community events across the year (and</p>	

	<p>counting). A diversity of people in the broadest sense come here of all ages to learn about nature, it is a community resource and an important education centre for wildlife and wellbeing. ALL the primary shools from BOTH communities benefit from its outdoor learning opportunities and, year round, the lcoal poeple that volunteer in the gardens nurture the space, relationships with each other, nature, wildlife and gather and distribute seeds for wildflowers etc. It should be much more prominent in your report, if the report is to be representative of the communitie's assets within it. Further, in your ananluyis summary it must be included as a strength and oppportunity. It is bespoke and its multi-award-winning design is bespoke to this location. the diversity of the community and the former uses of the land are both reflected in the planting and design choices made in its creation and it is recognised in Scotland as Scotland's first sanctuary gardens dedicated to peace..</p>	
<p>No</p>	<p>Because the work book is just about a few minor titivations. It does nothing to address the real issues - a forgotten community. It needs people from the council and from parking services and police to spend significant time here to see the real issues we face. Not just about planting a few trees. Have you actually seen the state of Albert Drive? Would you like to live like this? No. I thought not.</p>	<p>Completely let down and disappointed by this. The usual tick box, going through the motions Council exercise.</p>

Yes		<p>Whilst the shops are used by the local community, who could walk here, they don't walk - they drive. Making more car parking spaces by letting cars park horizontally would reduce traffic issues and prevent double parking and increase draw for the local shops - which do pull from as far away as Edinburgh. The empty spaces at Albert Cross would be ideal for a covered market space/farmers market. Rubbish is a major problem which makes the streets unwalkable for many - please unlock the green bin hubs! Cyclists going faster than walking pace should be fined if they are on the pavement.</p>
Yes		<p>I would make Albert drive one way with Maxwell Drive being the other one way. it's important to have car parking availability though for shops so would introduce angled parking along one side. Still think there would be room for separate cycle lane and have wide enough pavements. Biggest problem is the variance in pavement surface at moment and the untidiness. Please tell dentist to cut their hedge.</p>
No		
No	Unrealistic.	<p>There's no law reinforcement. I love where the school zone is, and people still zoom up and down during the restricted times. There's rubbish everywhere, people from outside of the area will buy food from takeaways, eat it in their car, open the door, toss rubbish out and drive off when there's bins right there. The bike sheds and bin hubs are taking up even more parking space resulting in illegal parking, double parking which causes congestion, especially when Albert drive has a bus route. It would be nice to have it looking more like a neighbourhood with greenery and plants. Especially down the middle of the street, that would look nice and inviting. I understand people have businesses to run and living to make, but the rubbish they make</p>

		is unbearable. I hate walking through area, dodging takeaway boxes, and other heaps of litter. It needs to be accessible as well, too many dead ends in this place.
Yes		
No	Do not know what your understanding is	Yes - live on Albert drive- received no information at all on your plans
No	I don't think the plans are radical enough to deal with Albert Drive (and by association East Pollokshields current challenges. The area is sliding into dereliction and these plans are too superficial/ if it was between progressing with these plans and doing nothing- I would of course progress with these - but there are fundamental issues to be addressed - the poor commercial choice, the closed shops, the litter and fly tipping and of course Albert Cross iitself - the vision isn't strong enough to mitigate the desperation of the area	Let's discuss if this is a first stage stimulus or a weak attempt at one off moderate improvement- wllil the impetus be maintained? After 12 years is this another dead end - so we have a clear enough analysis of the need to level up east and west Pollokshields- what's getting in the road ? I'd we can't transform east Pollokshields does it simply reinforce the social inequalities between the two areas?
Yes		I'm generally positive about these proposals, but a "gateway feature" at either end of this stretch of Albert Drive would be patronising and silly. The one at the east end would exacerbate a problem with the plan, which is that it doesn't do enough to extend east across Darnley St to integrate Pollokshields East station, the gurdwara, and Tramway/Hidden Gardens - and Pollokshaws Rd beyond them.

Yes		<p>I support the greening of Albert Drive and the extended pavements/pedestrian priority generally. It would be interesting to consider a one way entry/exit to side streets off Albert Drive (Keir Street, Herriet Street etc). It would be good if the proposals could, in some way, be reflected to the area immediately in front of Tramway. It would also be good to consider how the shop fronts and the street market qualities of Albert Drive could be enhanced through this process- even as a future phase. It would also be good to get a sense of the quality of materials that are being proposed in the next stages of consultation.</p>
No	<p>Main issue is lack of diversity in shops and food outlets most of low quality, this is not addressed in the proposals</p>	<p>Landscaping and planters will have little impact , the derelict houses require rebuilding as a priority</p>
No	<p>What is being done about the amount of drugs in this area? Gangs of youths wandering around openly smoking their drugs</p>	<p>The area is going rapidly downhill</p>
Yes		<p>Adding green space is a great start but think focusing on enforcing conservation rules to shops that are ignoring them and added painted parking spaces would help alot</p>
Yes		<p>Would love to see the pavement redone, to the same standard as the lovely shawlands pavements which look so fab. Trees as well. An incentive to attract new businesses would be amazing. Some regular policing of the infamous double parking would be great. Please, please if something could be done about the littering and takeaways who are abusing the street with light pollution, commercial waste in bins or on the streets and general bad attitude towards residents. The burned down buildings at the cross are so awful, I know they would be hard to replace but could be made into green spaces</p>

No	The area needs significant investment to reduce traffic and support a diverse range of businesses, not just take aways. The area has a significant rubbish problem which the high amount of take aways do not help. The area is always busy with cars and it's not pleasant to walk with children because of the traffic and double parking making it unsafe.	
No	The crossing at the junction of Albert Drive and Kenmure street is regularly flooded (next to the cycle shelter). Some planting/drainage would be really beneficial here.	Kenmure street is used as a cycle to school route both on road and pavement. The section of the road north of the junction could really benefit from a segregated cycle lanes or a widened pavement to accommodate a shared cycle/pedestrian route.
Yes		Please consider the inclusion of cycle lanes as there is ample room in this wide streetscape to do so. This should be a default across a city with such suitable wide streets and would contribute to road safety, keeping pavements safe for children and delivery cyclists/other cyclists off pavements and in their own segregated lane, kept safe from speeding boy racers.
Yes		Great proposals. Investigate why heavy goods vehicles including large articulated lorries are using Albert Cross to leave Pollokshields after loading/unloading at wholesale on Maxwell Road/Forth Street. Would love to see a parklet at demolished site on south part of Albert Cross.
No	I dont think you are committed to long term change. It just seems to be tinkering at the edges. Also the community consulatation is never properly delivered. We seems to find out things at the last minute	

Yes		<p>Air quality is a major issue. We have a high volume of heavy goods traffic. Navigating the streets feels unsafe for small children. We also lack street furniture/resting spaces that would encourage pedestrians and shoppers. There are many empty commercial premises and two completely burnt out buildings. I think your proposal does an excellent job of addressing traffic issues and introducing a more hospitable environment for pedestrians. I positively welcome more active transport opportunities in the area too.</p>
No	<p>I think you need to spend some time yourselves in the area. Watch the school drop offs and pick ups. Watch how Albert Drive is used at various times of the day. So much gets missed in these consultations and to get an accurate sense of the reality you who are designing the solutions must see for yourselves the issues in context.</p>	<p>I love the trees but would like to see more use of lamp posts, downpipes and road signs as being things that plants can either grow up or at the base of. Don't underestimate the requirement for maintenance, nor the total shittiness of people and their ability to destroy nice things either through antisocial behaviour, littering etc. Can we stop planters being used as bins? Can we stop bins being set on fire with fireworks? Can we stop the cars double parking? All of those are probably a no, depressingly.</p>
Yes		<p>There are so many constraints and opportunities to Albert Drive - and that is what makes it an amazing street with so much potential. The dominance of cars - and poor behaviours around that - is the key challenge along with poor quality public realm and a decline in the fabric of the architecture and shop fronts. What makes it great is the vista, the liveliness and its dynamic residents.</p>

Yes		<p>I think that the cul de sac entrance to the allotments could be improved. The stairway urgently needs to be made disabled accessible. Could a way be found to improve what is potentially quite an attractive corner? Maybe designated parking at the back entrance of the allotments so that plot-holders who have transport can easily unload/load compost etc. I really like the parklets idea. I live on Herriet Street and loved the quiet when Albert Drive was car-free and blocked off during recent road repairs. I guess some work would have to be done to address where youngsters in speeding cars would go instead, preferably somewhere on foot or bike! I'd also like to see a separate bike lane on Albert Drive right down to Pollokshaws Road.</p>
Yes		<p>Great to see pedestrians prioritised. Please ensure that the measures proposed to prevent illegal parking (street trees) are properly bollarded off, to prevent damage to trees. Review all designs to ensure that our pavements are secure from illegal parking, as this is common in the area.</p>

Stage 2b Feedback (November 2023)

Do you think our concept design captures all the site's /area's opportunities and constraints?	If not, let us know what we've missed?	Do you have any other comments/feedback?
Yes		I think this is absolutely genius and overdue as the area has decayed beyond recognition attracting low quality businesses who don't care about the local area. By executing this regeneration it will eventually pull in investment from all sorts of respectable businesses which will make Albert Drive once again a centrepiece of the South Side. Well done and fingers crossed you get the budget to pull this off!
No	Narrowing side roads at intersections, reducing radii and providing level pedestrian crossings good but overall materiality very poor - high contrast, gaudy colours not needed and detract from beauty of the areas architecture. Light toned materials will look tired and dirty v quickly - asphalt looks fine, easy to repair. Not sure about planting-zero maintenance available and this too will look ragged in a couple years.	Re vehicles: street hump transitions at intersections need to be steep like current ones in order to be effective. Low, thick bollards will protect corners better and complement architecture better than pencil thin ones shown. There used to be contrasting centre strip along street - it looked terrible and had zero effect on speed reduction; a raised median is required in order to narrow lane width. There is very effective / sympathetic treatment on McCollough St - two blocks away from Albert Drive- that you need to go look at / emulate because the treatment there fits the architecture; people say the Atkins scheme "looks like California". They also are saying scheme is intended to push current traders out - GCC needs to have conversation w local people!
No	Major issues with flytipping and disposal of household waste. Ongoing problems with vermin throughout area who could nest in rain gardens, further work required to eradicate vermin around the area.	No
Yes		Looks much better.
No	If pavement parking continues to be allowed by the council, all the pedestrian-friendly infrastructure in the world won't help, because people with massive cars will still park all over it.	

No	Is it within your remit to consider the future of the burned-out blocks?	Any thoughts on how to improve the quality of retail units?
No	Car parking is too limited in this vision, there needs to be more not less. Bin hubs not included - perhaps a reason for the bins to be relegated to the back courts again (please). Not sure why we need rain showers, please put in place public drinking fountains, underground recycling units, cafe sitting areas, fewer HGV routes, introduce traffic calming to stop huge artic lorry in residential areas.	Address the fire damaged building and engage their owners to utilise this space or understand it's requirements. Introduction of parking permits to ensure only residents and business owners have access to parking in residential areas. Ensure the residential streets do not end up suffering for the lack of parking on Albert drive. Encourage post office, banks and cafés, bars, lifestyle and creative business into the area. Address empty units and engage owners for plans to improve their shop fronts. Be mindful of year long roadworks at Shields rd for traffic planning when carrying out works.
No	We need MORE parking (not less!) to support the local shops. Could we have horizontal parking on Albert drive and Kenmure St? Possibly introducing residents parking would encourage less commuter parking and for people to get rid of their cars if they don't need them. Also all along this area we have bin hubs every few houses, the visibility for cars/parking is already bad, this would be impossible to see what is coming and is a dangerous arrangement	Trees close to old properties is a bad idea - we don't look after the existing trees in Pollokshields or clean up the leaves. No more trees!
No	Parking is essential to the shops on Albert drive - without parking we don't have shops. Can we make the derelict spaces into extra car parking?	The trees aren't great use of space - unless we can have extra parking in them like in front of Glendale School?
No	It brushes straight over parking	I think it is a bad idea as I live in the affected area. I personally think it should be cancelled completely.
No	Some concepts seem confusing - bike lanes are shown, but do not appear to be planned? There were plans for potential parklets blocking off rat runs up the residential streets - were these scrapped? Is there any possibility to manage the parking situation on these streets, where at any given time 3 cars/vans per street are long-term double-parked?	I appreciate the mock-ups. If the paving shown is retained, my wheelchair-using partner finds this much more accessible than the current easily-broken, bone-shaking, badly-kerbed tarmac. I think on-street parking should be restricted to access and disability only. I really hope the high-greenery vision is maintained with people being able to sit outside protected from car fumes, but with space sufficient for wheeled pedestrians to pass.

<p>No</p>	<p>I think there's a lot to be said about congestion and public realm on the adjacent streets. There has to be widening of streetscape to ensure efficient traffic flow. The parking situation needs offer improvements in provision nearby, perhaps a local car park to encourage more footfall than traffic. There's a lot of quick traffic from people who come to pollokshields to collect supplies of halal food or shopping from outside of shields - therefore traffic needs to be prioritised here to quickly get people in and out. Encouraging the use of car parks nearby could address people quickly stopping or having to fit through narrow streets.</p>	<p>The public realm in all adjacent streets needs to be severely upgraded with greener and high quality streetscapes, well lit areas and upgraded store fronts. Currently it feels like a run down town and not a unique place that celebrates diversity. It needs to look a high quality public realm in all streets and upgrading and activating the store fronts to look more appealing</p>
<p>No</p>	<p>Further work needs done to incorporate the adjacent streets like kenmure, forth and maxwell road. These areas severely need to be cleaned up with nice street areas using high quality materials. The store frontages need to be restored and upgraded to make it look appealing and encourage new business like cafes to invest here. There's potential to make it like a small finneston or Byre's road like culture, but one that capitalises on high quality and sustainable public realm and celebrating the cultural diversity of the area. Hence the adjacent streets needs to incorporated to make a seamless impression of walking through a vibrant civic centre.</p>	<p>Forth street has a mosque that needs dire investment. Mosques are supposed to be beautiful and lift the area. Perhaps supporting them with redeveloping their assets and creating a brand new civic space for a community hub and mosque that incorporates sustainable designs like Cambridge Eco mosque. This could really activate the streets and encourage developments nearby. This would celebrate the diversity of the area and make not seem congested and seamless integrate with reimagine the streetscapes.</p>
<p>No</p>	<p>There needs to be a way to incorporate the mosque in reimaging the streets scapes. Having a community hub and new well designed mosque could activate the streets and encourage footfall and socialisation from nearby streets. The provision for vehicles needs to be thought of too. Most people come and go hence a dedicated parking centre could alleviate some parking concerns for those that aren't local. The adjacent streets needs to ensure efficient traffic flow too and have their streets redeveloped to look much nicer and not neglected.</p>	<p>The current state of Albert drive and adjacent streets is awful. The faces of shops make it look rundown and don't engage people to walk around or socialise in these spaces. A new mosque and civic heart space could reactivate the streets, whilst new public realm in ALL streets can create nice spaces to move through and appealing people to visit local businesses with nice looking storefronts.</p>

<p>Yes</p>	<p>There needs to be more emphasis on high quality material use and sustainable areas with rain gardens and nice street lighting. It should be resilient and adaptable to the locals but the vast numbers of people who come here to shop and socialise.</p>	<p>look to institutions and business to support upgrading their shops and reactivate frontages so that they seamlessly integrate with redeveloping the streetscapes. The shops look derelict - perhaps look to create a new design aesthetic for shop fronts that they can all follow. I think redeveloping vacant and bad looking land nearby in forth street could really encourage people to move in and out. The mosque doesn't look like a mosque. It's bundled with a mess of old buildings that need to be untangled. It could be worthwhile to untangle these areas and create civic spaces similar to plazas or small open retail areas. The buildings and streetscapes need to incorporate high quality materials. I think some retrofitting along Albert drive or telling investors to redevelop some pieces of land so that they're state of the art and redesign their surroundings would create unique places</p>
<p>No</p>	<p>Needs to be an extension of designs to other adjacent streets. Not good enough to focus on centre but also make a smooth transition of streetscapes that encapsulates the wider area and upgrades as a whole.</p>	<p>Shopfronts needs to be looked at to go hand in hand with upgrading the streets. If the street looks nice but the businesses don't, it create a bad impression and disconnect. The local businesses deserve extensive retrofits to celebrate the many that are here. We need to also encourage footfall here and there's too many vehicles that are big that create congestion. You need ample support for those that come and go to park their cars somewhere and use these new spaces to stay longer.</p>
<p>No</p>	<p>Defiantly more green spaces and raingardens. Why is there no attractive options for some cool lighting here - light or public art, inspired by community or students. Having creative lighting features throughout creates more appealing spaces to visit and use, stimulating the local businesses. Use of sustainable wood benches, rain gardens and trees can make it really nice to walk through.</p>	<p>Work with local shops and schools to reintegrate them into urban fabric. Open up spaces in nearby sites like forth street and maxwell road. There's a lacking of a heart or upgraded clusters surrounding, that a new streetscape alone can't fix. You need to engage with all stakeholders and community members that holistically regenerates pollokshields to be a thriving places to live and do activities</p>
<p>No</p>	<p>Needs to incorporate maxwell road as there's shops here too. Infact all streets surrounding Albert drive need be upgraded similar to avenues project in city centre. Itd be really nice to see some street art or lighting features to accompany some socialising spaces (not just benches). The shop fronts would look awkward against the redeveloped landscape so would need to upgrade their designs like was proposed under hielanmans umbrella.</p>	<p>There's opportunities to create a really dense but open spots in the area. Use some investment power to redevelop vacant land or reuse existing buildings alongside streetscapes to really regenerate the area</p>

Yes		Maybe more creative and ambitious designs. Speak with creatives in the area or members of community. There's a mosque nearby and schools that could come up with some interesting ways of tidying up the streets and even reintegrate themselves into town core.
No	The fronts to the shops needs to reinvigorated with new designs accompanied by outdoor seating and small civic spaces along the road. Make it a place to gather and happily move along. Encouraging lighting features or street art or statues.	Vacant land in surrounding areas. Could be used as public car spaces or new retail hubs for cafes, shops and restaurants. Need to redensify and tidy up the streets and turn them into small plazas or social spaces. Slew of logistics type buildings near forth st that seem out of place. High quality Streetscapes need to be supported by nice looking buildings and areas - retrofit?
Yes		Mosque links need to improved aswell the mosque site itself. The shops along this route look tired and dull.- needs to be livened up with greenery and rain gardens. Make sure lighting and materials used are high quality and purposeful
Yes		I can see there will be issues with people parking at fast food places but I love it!
Yes		An excellent idea which could make a great improvement on what is a very messy and quite depressing street
No	Facades of buildings and shops needs improved and retrofitted or something.	Other streets are missed out and adjacent buildings to those streets. Mosque and local market are in congested area - move them and build them in appropriate spaces. Better land usage to compliment new streetscapes is equally important



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GLASGOWS LIVEABLE NEIGHBOURHOODS

