

# CESSNOCK / IBROX VILLAGE STRIP

PROJECT 3

04

# 4.1 Site Context

Paisley Road West is a key route in Ibrox / Cessnock neighbourhood connecting the city centre to Paisley. This section of the road is located at the eastern end of the Govan Greater Govan to Kingston Liveable Neighbourhoods area, and comprises various amenities. These include a strong parade of shops, Ibrox Library, Ibrahim Masjid, Bellahouston Business Centre, Cessnock subway stop, bars and restaurants together with number of significant listed buildings including Glasgow's smallest conservation area, Walmer Crescent Conservation Area. Ibrox Stadium is located in close proximity to the west on Edmiston Drive and contributes to the frequent heavy traffic and footfall in the area. There is a general issue of bus, car and cyclist congestion, speeding, low quality public realm and lack of trees and usable green space along this strip. In addition, there are also neglected areas and derelict sites that are perceived as unsafe such as Elizabeth Street Gardens and Clifford Lane alleyway.



Figure 46. Historical map 1860 - 1900



Figure 47. Historical map 1900 - 1940



Figure 48. Site photos



# 4.2 Analysis

## Context plan

- Residential
- Mixed use
- Retail
- Civic
- Commercial/Employment
- Derelict
- Public open space
- Semi private green space
- Existing trees
- Local Roads
- Residential Roads
- Alleyways
- Crossings
- National Cycle Route
- Existing local cycle route
- Cycle parking
- Underground station
- Electric charging point
- Bus stop
- Key frontage
- Key buildings
- Conservation area
- Listed building



Figure 49. Cessnock / Ibrox Village Strip Analysis Plan

# 4.2 Analysis

## Opportunities and constraints

-  Green space
-  Existing trees
-  Proposed green connections
-  Crossings
-  National Cycle Route
-  Proposed cycle connections
-  Proposed pedestrian connections
-  Key frontage
-  Key buildings
-  Nodes

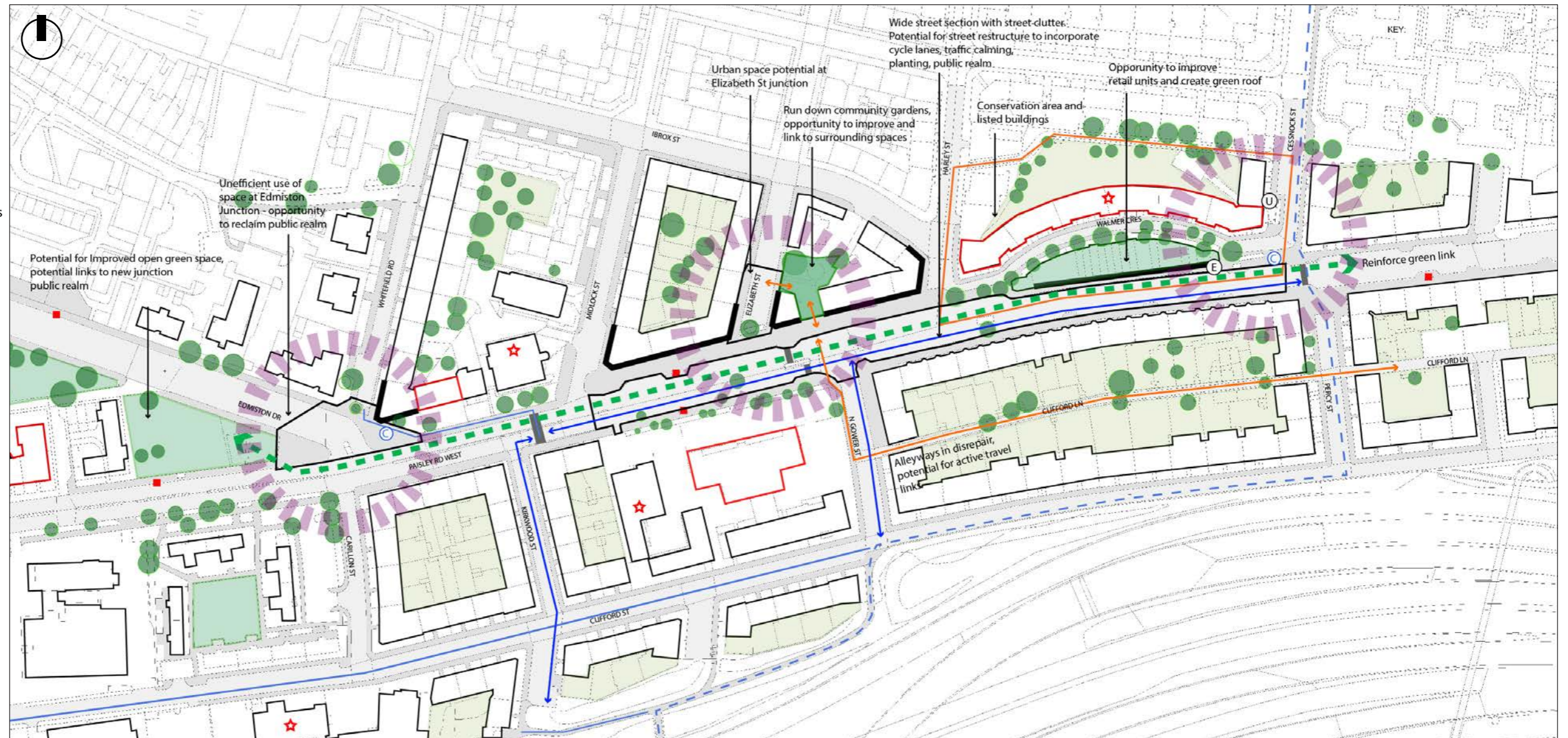


Figure 50. Cessnock / Ibrox Village Strip Analysis Plan

## 4.3 Concept Development and Options Review

The high street and civic amenities section of Paisley Road West is designed to have a more balanced and improved public realm in terms of reallocation of streetscape for high quality accessible footpaths for increased pedestrian footfall, segregated bi-directional cycle lane, bus lanes and two lane bi-directional carriageway. Three nodes were identified along the stretch: 1. Edmiston Drive junction and green space; 2. Elizabeth Street Gardens as a flexible civic space; and 3. Walmer Crescent Conservation Area high street

Two primary options with multiple variations were considered for this scheme and are as follows:

### Option 1:

Two 1.5m wide segregated unidirectional cycle lanes on either side of the road, resurfacing footpaths with high quality paving in Walmer Crescent Conservation Area and no improvement to the standalone high street block, and a minimal option for Edmiston Drive junction designed around the existing carriageway and green space and included resurfacing improvements.

### Option 2:

3m wide segregated bi-directional cycle lane on the northern flank of Paisley Road West, public realm improvements on Paisley Road West, Clifford Lane greening, and realignment of Edmiston Drive junction to reduce carriageway space, ensure pedestrian and cycle priority and create a usable green space and improved public realm. Walmer Crescent is to be improved to highlight the Conservation Area through high quality natural stone paving, as well as proposals for a roof garden over the existing parade of shops and high street facades upgrade.

### Option 3:

An alternative to option 2 was also considered where the bi-directional cycle lane was proposed along the southern flank of the road.

All options considered reduction of road speed to 20mph, reduced 6.5m wide two lane carriageway with 3.25m wide bus lanes and tree planting with rain gardens on Paisley Road West. Elizabeth Street open space is proposed as a flexible community space that encompass a series of temporary urbanism measures and extends into the vacant and derelict space improved as community gardens and

flexible play space behind Park Bar in all options. New and improved zebra / parallel crossings are proposed along the high street stretch to ensure pedestrian and cycle priority.

Option 2 with the above proposals was then developed as the preferred option.

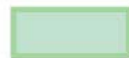
















### Design Principles

- Introduction of 3m wide segregated bidirectional cycle lane to create a safe and accessible as part of the city active travel network to enable modal shift
- Reduction of road speed to 20mph and reallocation of carriageway space to reduce four lane carriageway as 6.5m wide two lane carriageway and 3.25m wide bus lanes where possible; a bus priority signal is also proposed as the road narrows further east.
- Improved place making and attracting higher pedestrian footfall through high quality public realm improvements, such as introduction of natural stone paving varieties to highlight key civic nodes, Walmer Crescent Conservation Area and high street footpaths, and introduction of rain gardens, wildflower planting, low shrubs

and tree planting within the streetscape for SuDS and biodiversity

- Reconfiguration / Realignment of carriageway to create new public space at Edmiston Junction to create 6.5m wide carriageway with parallel crossing for pedestrians and cyclists, and improve adjacent green space through footways, wildflower planting and natural (informal) play for biodiversity
- Creation of Elizabeth Street Garden civic space, with tactical urbanism measures, such as painted surfaces, planters with trees, coloured and natural play blocks and seating (moveable street furniture) and wall murals, for flexible use and as a temporary event space for the community
- Highlighting the Conservation Area at Walmer Crescent through use of high quality natural stone paving, improving the shopping parade façade, introduction of roof garden public space, cycle parking and potential mobility hub in proximity to Cessnock subway stop.
- Community-led greening of Clifford Lane through tactical urbanism measures to encourage safe and welcoming pedestrian and cyclist movement

# 4.3 Concept Development and Options Review

-  Public open space
-  Semi private green space
-  Existing trees
-  Proposed green connections
-  Crossings
-  National Cycle Route
-  Existing local cycle route
-  Proposed cycle connections
-  Proposed pedestrian connections
-  Cycle parking
-  Underground station
-  Electric charging point
-  Bus stop
-  Key frontage
-  Key buildings
-  Nodes
-  Conservation area

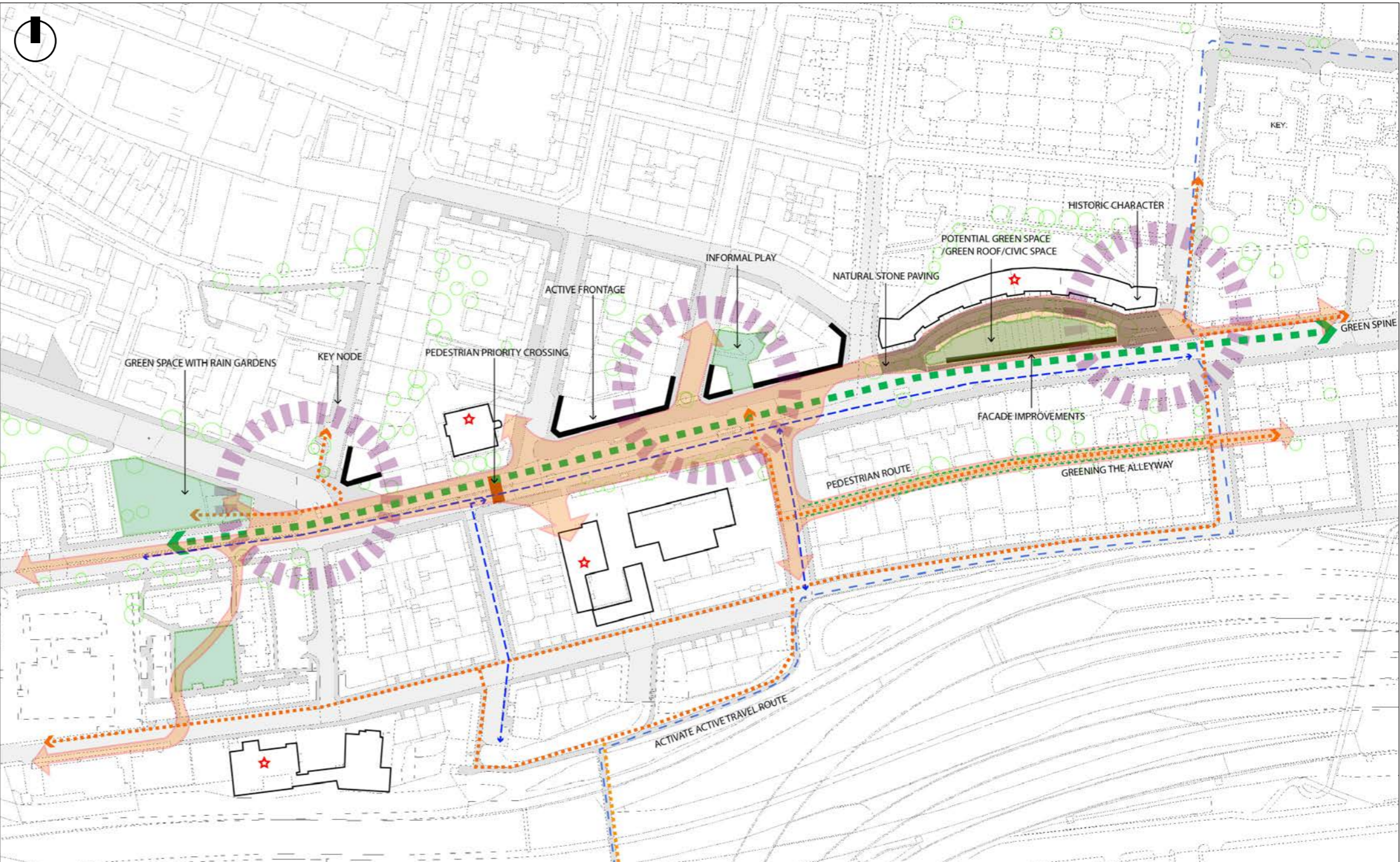
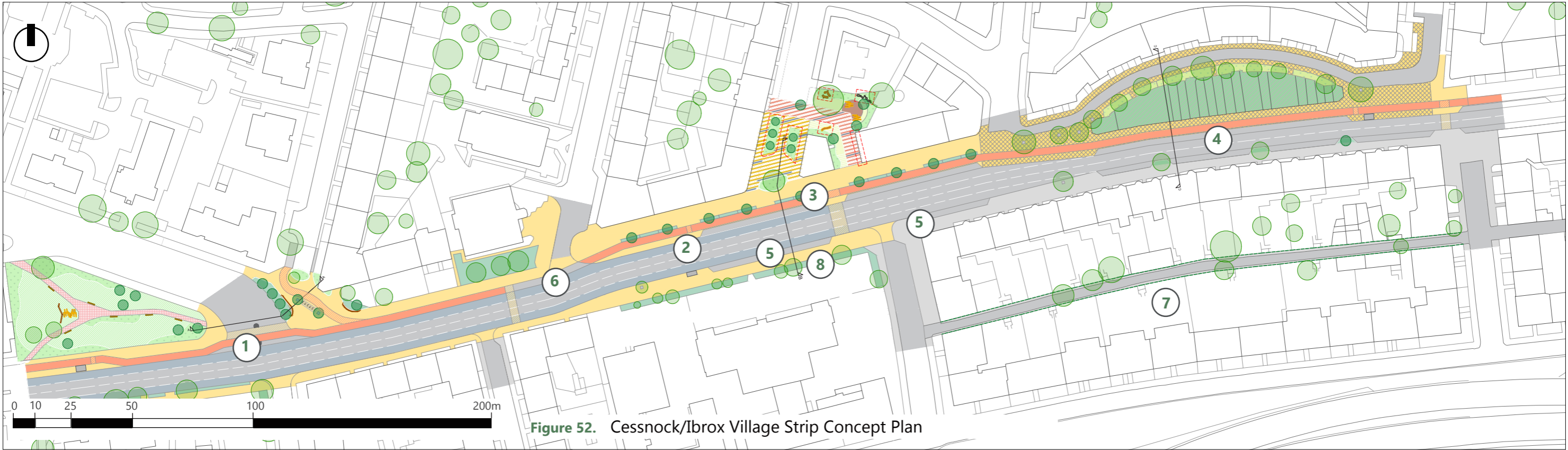


Figure 51. Cessnock / Ibrox Village Concept Plan

# 4.4 Concept Plan



- ① Green space and public realm improvement at Edmiston Junction
- ② Cessnock high street public realm improvement, including caithness paved footways, resin bound bidirectional cycle lane, rain gardens and tree planting, parking, bus lanes and existing carriageway
- ③ Elizabeth street open space, including painted surfaces, play space, natural play elements and temporary urbanism interventions (outlined in red)

- ④ Walmer Street - high quality paving (e.g. granite and whinstone), roof garden open space and redistribution of street space including footway, bidirectional cycle lane and proposed trees
- ⑤ Potential sites for parklets
- ⑥ Extra consideration needed for continuous footways
- ⑦ Greening of Clifford Lane
- ⑧ Proposed zebra crossing; signalised controlled crossing for bus priority

**Key**

Existing trees - retained	Improved surface footways	Project boundary
Proposed trees	Proposed cycle way	Proposed temporary urbanism
Proposed wildflower planting	Shared Surface/Painted Surface	Proposed alleyway greening
Proposed amenity grass	Existing carriageway to be surfaced	
Existing amenity grass	Proposed bus lane	
Proposed rain garden/ SuDS planting	Proposed pedestrian crossings	
Proposed shrub planting	Proposed painted surface	
Proposed rooftop garden	Proposed play equipment and elements	
Proposed high spec natural stone paving - conservation area	Proposed bark mulch play surface	
Proposed natural stone paving	Proposed tree grille	
Proposed resin bound gravel footpaths	Proposed Bollards	
	Bus Shelter	
	Proposed Seating	

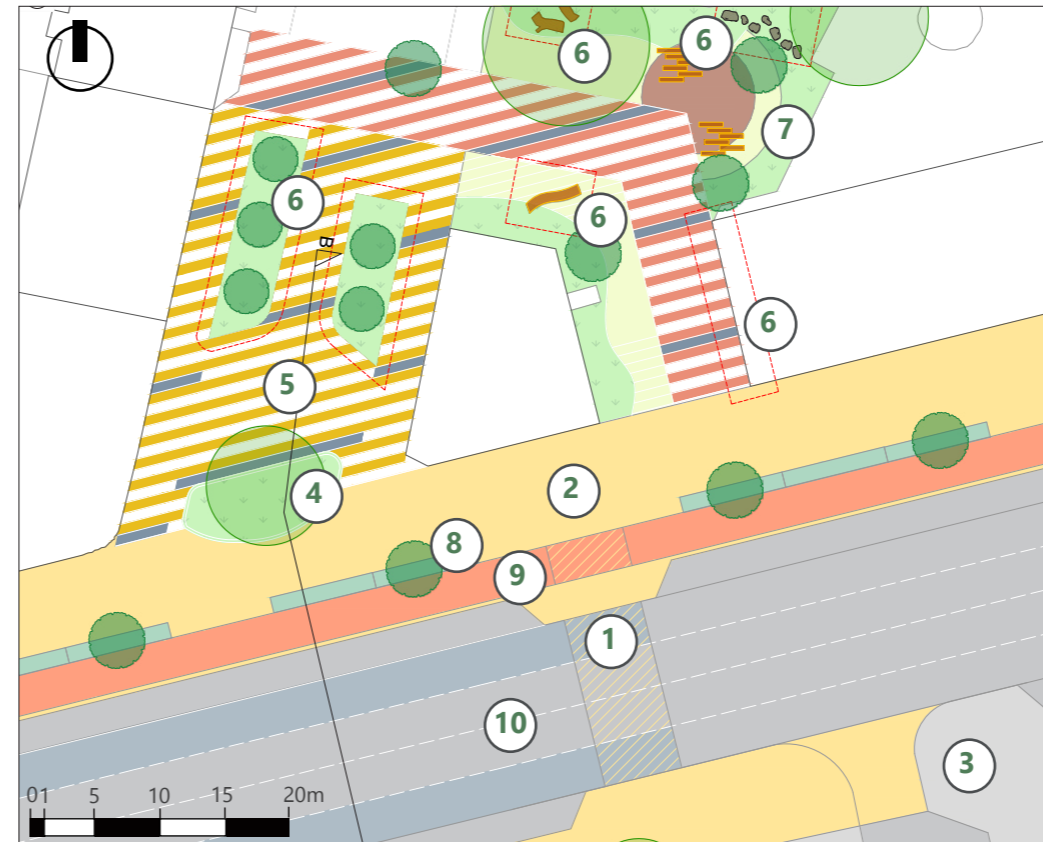
# 4.5 Zoom-in plans

## Edmiston Drive junction



- ① Proposed zebra crossing
- ② Caithness paving
- ③ Concrete planter with wildflower and retained tree
- ④ Wildflower planting bounded by min 30mm upstand whinstone kerb
- ⑤ Rain gardens bounded by min 30mm upstand whinstone kerb
- ⑥ Timber and steel seating
- ⑦ Galvanised steel bike racks
- ⑧ Tree planting in hard surface with tree grille (Silver Birch or Ginkgo Biloba)
- ⑨ Shared surface for cycle access, indicated by painted surface
- ⑩ 3m wide bidirectional cycleway - coloured resin bound surface
- ⑪ Existing carriageway to be resurfaced
- ⑫ Improved surfacing footway

## Elizabeth Street Gardens

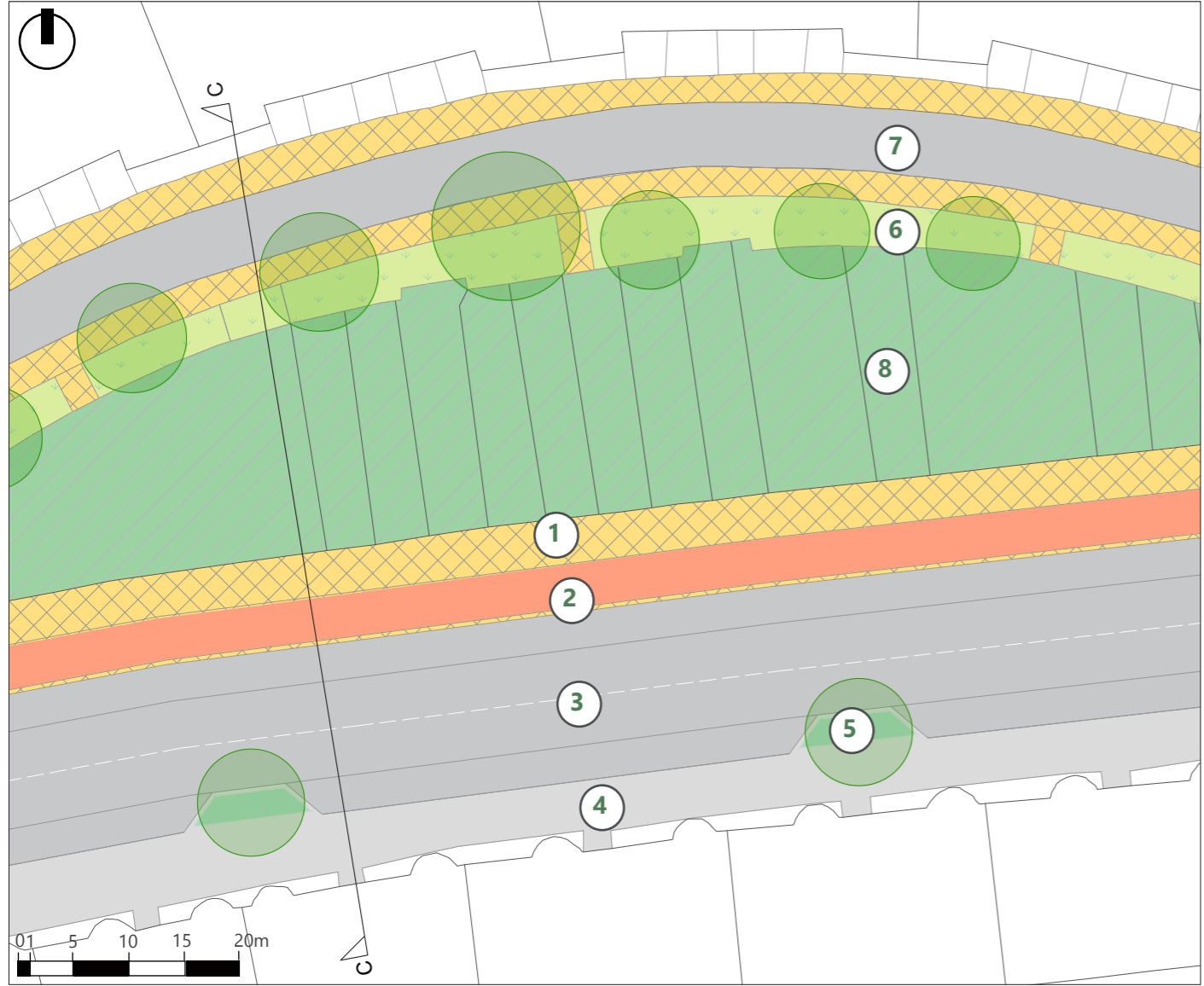


- ① Pedestrian crossing
- ② Caithness paving
- ③ Improved surfacing
- ④ Concrete planter with wildflower and retained tree
- ⑤ Painted surface to indicate a flexible open space which connects to adjacent existing community gardens
- ⑥ Temporary planters, natural play for community mural; all as temporary urbanism interventions
- ⑦ Community garden replanted with amenity grassland, wildflower areas, trees and play area
- ⑧ Rain gardens bounded by min 30mm upstand whinstone kerb; Silver Birch or Ginkgo Biloba tree planting
- ⑨ 3m wide bidirectional cycleway - coloured, resin bound surface
- ⑩ Street cross section comprising 2.5m wide parking areas, 3.25m wide bus lane on either side

Figure 53. Zoom-in Plans for Edmiston Drive and Elizabeth Street Gardens



# Walmer Crescent



- ① High quality paving (similar to granite/whinstone) to highlight the historic character of Walmer Crescent
- ② 3m wide bidirectional cycleway - coloured, resin bound surface
- ③ Street cross section comprising 2.5m wide parking areas
- ④ Improved surfacing
- ⑤ Existing trees in proposed beds of wildflower planting
- ⑥ Low growing, shade loving shrub planting
- ⑦ Existing carriageway
- ⑧ Green space on roof, final design tbc. Comprising a series of gravel footpaths, wildflower and shrubs planting and timber seating. Proposed steps x3 to access the roof on north side

Figure 54. Walmer Crescent Zoom-in Plan

# 4.6 Schematic Sections

Section AA  
Scale 1:250



Figure 55. Edmiston Drive Junction Section

Section BB  
Scale 1:200



Figure 56. Elizabeth Street Gardens Space Section

Section CC  
Scale 1:200



Figure 57. Paisley Road West By Walmer Crescent Section

## 4.7 Precedents



Pracinha Oscar Freire, Sao Paulo



Wanas Konst Sculpture Park, Sweden



Stobswell public space, Dundee - UK



Flanders Way, London - UK



Taranto, Italy



Palermo, Sicily



Chicago, US



Lockerbie High Street, UK



Boxpark, London - UK



Union Street, Dundee - UK



**Figure 58.** View of Tactical Urbanism Interventions - Elizabeth Street and Community Gardens



**Figure 59.** Semi-aerial view of Paisley Road West and Walmer Crescent Conservation Area public realm improvements, including high quality paving, segregated bi-directional cycleway, street furniture, potential mobility hub and green roof



**Figure 60.** View of Paisley Road West and Elizabeth Street public realm improvements, including high quality paving, segregated bi-directional cycleway, tree planting and rain gardens, street furniture, street art and retained car parking

## 4.10 CEEQUAL

### Pre-Assessment Summary

CEEQUAL (Civil Engineering Environmental Qualification) is a sustainability assessment for civil engineering, infrastructure, landscaping and public realm works. It provides a framework to help realise sustainable practice across the design, strategy implementation and management of a project. CEEQUAL helps drive sustainability, certifying a project's performance against an internationally recognised benchmark.

For all projects, the following key measures are needed to achieve the potential scores:

#### Evidence

It is paramount that meeting minutes / records of conversations / communication with stakeholders/ everything else is recorded, saved and named appropriately. Any actions or decisions which may influence the design/procurement/construction are particularly important.

#### Programme

Outline programme needs to be reviewed re: design, procurement, reporting etc. so that CEEQUAL reminders/ updates / reviews can happen at appropriate times to mitigate retrospective work. Before detailed design begins, the design team (and client) should consider what evidence is required to meet the CEEQUAL assessment, for example value engineering logs, BoQs, drawings, carbon, material consumption.

#### Objectives/targets

Targets / objectives / KPIs should be considered and outlined sooner rather than later against the CEEQUAL assessment. All targets (e.g. environmental, social) need to be considered at either a programme or scheme level (or both) so that they can be appropriately monitored throughout the life of the projects. All targets/objectives/KPIs should be specific and measurable.

#### Procurement

The content of procurement documents should be influenced at an early stage, making it mandatory for the Principal Contractor to record information required for CEEQUAL assessments.

Section Number	Section Title	Max Score	Max Score after scoping	Initial Assessment Score	Section %	Potential Score Still To Come	Section %	Potential Final Score	Section %
1	Project Strategy	0	0	0		0		0	
2	Project Management	545	545	280	51.38%	157	28.81%	437	80.18%
3	People and Communities	530	530	126	23.77%	210	39.62%	336	63.40%
4	Land Use and Landscape	1004	882	391	44.33%	195	22.11%	586	66.44%
5	The Historic Environment	230	138	29	21.01%	67	48.55%	96	69.57%
6	Ecology and Biodiversity	299	293	16	5.46%	143	48.81%	159	54.27%
7	The Water Environment	283	202	48	23.76%	116	57.43%	164	81.19%
8	Physical Resources - Use and Management	1217	1084	6	0.55%	744	68.63%	750	69.19%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3934</b>	<b>1034</b>	<b>26.28%</b>	<b>1696</b>	<b>43.11%</b>	<b>2730</b>	<b>69.40%</b>

**Table 7.** CEEQUAL Pre-assessment Summary



## 4.11 Cost Summary

A Budget Estimate has been undertaken on the Concept Design drawing provided, which is made up of 3 sections identified above. 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.

Risk and contingency has been incorporated in the estimate at 20%. We have also incorporated an allowance for inflation of 11.5%. 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 as 10% of the cost of the works as requested by GCC.

The estimate has been based on open market rates and discussions with GCC. Therefore the costs are subject to change in procurement route. External factors may also impact the current day costs.

The main assumptions and exclusions are detailed in Section 5.

As the design develops the cost estimate will evolve along with the assumptions that have been made.

	Edmiston Dr to Midlock St	Elizabeth St Garden - Midlock St to Harley St	Walmer Crescent	Clifford Lane	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£2,726,766	£2,325,094	£2,062,182	£425,060	£7,539,102
SUB - TOTAL STATS	£250,000	£60,000	£40,000	£0	£350,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£307,677	£267,509	£241,218	£77,506	£893,910
GRAND TOTAL (Excluding risk)	£3,284,443	£2,652,603	£2,343,401	£502,566	£8,783,013
RISK/CONTINGENCY	£656,889	£530,521	£468,680	£100,513	£1,756,603
GRAND TOTAL (Including risk)	£3,941,331	£3,183,124	£2,812,081	£603,080	£10,539,615
ALLOWANCE FOR INFLATION					
ALLOWANCE +11.5%	£453,253	£366,059	£323,389	£69,354	£1,212,056
GRAND TOTAL (including risk & inflation)	£4,394,584	£3,549,183	£3,135,470	£672,434	£11,751,671

**Table 8.** Cost Plan Summary

## 4.12 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1	Elizabeth Street and Community Garden	Movable planters with seating, painted cross walks and surfaces, movable natural play furniture, mural / wall art	Quick Win	Sustrans Places for Everyone Fund, Sustrans Pocket Places Grant	Glasgow City Council with Community Groups and local artists	Temporary road closures, Road Safety Audit, ETRO/ TTRO after 6-12 months, Planning (if decided long-term) + RCC Approvals
2	Paisley Road West Public Realm Improvements	Footpath resurfacing, bi-directional cycleway, tree planting with rain gardens, wildflower planting, street furniture, zebra crossing or signalised junction, bus lanes	Short Term	Sustrans Places for Everyone Fund	Glasgow City Council with Sustrans	Engagement with statutory undertakers including utilities companies, Road Safety Audit, Planning + RCC Approvals
3A	Redesign of Edmiston Drive Junction	Junction realignment, footpath extension and resurfacing, bi-directional cycleway, tree planting with rain gardens, retained cycle parking, zebra crossing	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council	Engagement with statutory undertakers including utilities companies, Road Safety Audit, Planning + RCC Approvals
3B	Green Space improvements at Edmiston Drive Junction	Wildflower planting at edges with rain gardens, new footpaths, tree planting, seating and natural play features	Medium Term	Sustrans Places for Everyone Fund, Sustrans Pocket Places Grant	Glasgow City Council with landowner	Planning + RCC Approvals, Coordination with landowners (land outside of Council ownership),
4	Walmer Crescent Conservation Area	Footpath resurfacing, bi-directional cycleway, tree planting, street furniture, zebra crossing	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council with Historic Environment Scotland and Sustrans	Engagement with statutory undertakers including utilities companies, Engagement with Historic Environment Scotland, Planning + RCC Approvals
5	Walmer Crescent Retail Frontage Improvements	Building façade improvements; potential for green roof or accessible public open space above the building	Medium Term	Townscape Heritage Initiative (TBC), Place Fund, Paths for All Community Path	Glasgow City Council and landowners	Planning and Building Control approvals required including public health checks; coordination with landowners (land outside of council ownership)
6	Clifford Lane Greening	Alleyway resurfacing, hanging baskets and movable planters	Quick Win	Place Fund	Glasgow City Council with landowners and residents	Temporary road closures, Coordination with landowners (land outside of Council ownership), Long term stewardship and maintenance arrangements to be agreed

**Table 9.** Action Plan Summary

Quick win = 12 months, Short Term = 1-2 yrs, Medium Term = 2-5 yrs, Long Term = 5+ yrs

# LORNE STREET / FESTIVAL PARK

PROJECT 4

05

# 5.1 Site Context

Festival Park has been formed on part of the site of the Garden Festival held in 1988. The Garden Festival site is the location of the former Prince's Dock which in it's heyday had over 3km of Quay frontage, they were closed in the 1970s and partially filled in. Festival Park has never thrived being located away from residential development and over the years has become overgrown and neglected. The South East corner of the park in particular has become overgrown and has become the location of some extreme anti-social behaviour. Adjacent to the South East corner of Festival Park on the opposite side of Govan Road sits Lorne Street Gardens, a fenced in triangle of poorly used landscaping which boasts some handsome mature trees. Bounding Lorne Street Gardens on the other side of Lorne Street is a formidable Victorian Primary School and an Orange Lodge. The area is also subject to an excessive number of Roads and the intersection of some important cycle routes.

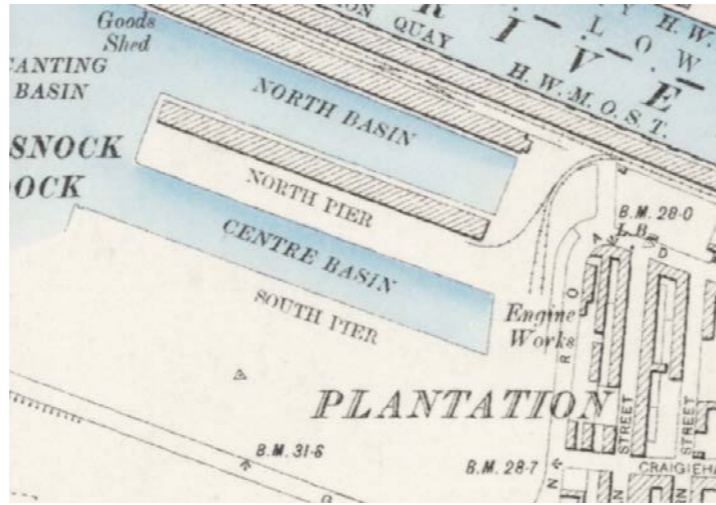


Figure 61. Historical map 1888 - 1913

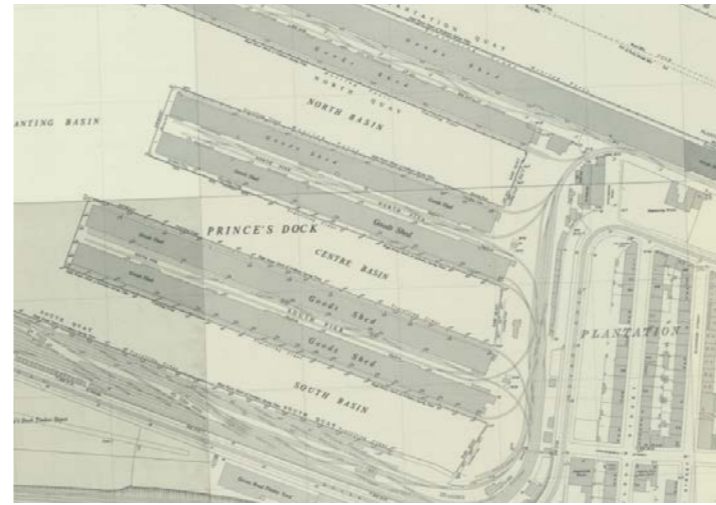


Figure 62. Historical map 1944 - 1971



Figure 63. Site Photos



## 5.2 Analysis

The South East corner of Festival park has a park entrance however is badly located. The relationship with Lorne Street Gardens is poor and there are safety concerns with how the adjacent primary school entrance is located hard against the Street. There is the potential to resolve all the issues with this urban composition and at the same time create a special and highly active urban node. Lorne Street gardens could be opened up to community use, Lorne Street could be partially closed to allow the Primary School to open out onto the gardens. The entrance to the park could be relocated to face the gardens and traffic calmed between the gardens and the park. To properly locate the Park Entrance would require the overgrown area to be cleared and paths relocated helping to at least alleviate if not remove any anti-social behaviour by encouraging natural surveillance.

- Key buildings & points of interest
- ⊙ Nodes
- Green Spaces
- Primary Connections
- - - Cycle Routes
- ⊙ Planned Future Projects
- ⋯ Historical Significance
- Industrial Area
- U Train Station
- Water



Figure 64. Lorne Street / Festival Park Analysis Plan

## 5.3 Concept Development and Options Review

Redevelopment of Park: South West corner of Park cleared of all overgrown planting to allow natural surveillance. New pathways opening up East West travel through the park and integrating the new park entrance to the North.

New Park Entrance: New entrance facing towards and linking with Lorne Street Gardens.

Road Pattern Redesign: Lorne Street has been closed in front of the Primary School, vehicular access to all properties is still possible. Road surfaces are adapted to give greater priority to the pedestrian and cyclists.

Lorne Street Gardens: The gardens are currently used as a dog walking area, the proposal is to open the Gardens up for use by all the community and extended by incorporating part of Lorne Street and the redundant cul de sac to the South.

### Options:

Various options were considered for the reconfiguration of Govan Road / Lorne Street and Brand Street. This included keeping Lorne Street open to traffic and also completely blocking the street off and adding the additional space to the entrance of Lorne Street Primary School and Lorne Street Gardens.

We also considered different configurations of Festival Park and different locations for the new entrance. The option finally chosen was the one which integrated the most with Lorne Street Gardens and opened the park to natural surveillance and hence reducing anti-social behaviour.

Different road and pavement surfaces were considered to best integrate the existing cycle lane into the landscaping and give a greater priority to pedestrians moving between Festival Park and Lorne Street Gardens.

### Design Principles:

- New park entrance at the south west corner including resurfacing with caithness and whinstone paving, and tree planting
- Introduction of new pathways through park connecting south west entrance to north entrance
- Closure of Lorne Street and resurfaced with whinstone paving to emphasise pedestrian and cyclist priority
- Lorne Street Civic Space to be developed as an open space with hard and soft landscaping. This includes a series of seating areas, wild flower planting, rain gardens and tree planting to create a social space for community and adjacent school

# 5.3 Concept Development and Options Review





















- Key**
-  Existing trees - retained
  -  Proposed trees
  -  Wildflower planting
  -  Amenity grass
  -  Rain garden/ SuDS planting
  -  Caithness natural stone
  -  Black top whinstone paving
  -  Cycle way
  -  Shared Surface
  -  Whinstone Paving
  -  Compacted Gravel
  -  Pedestrian crossings
  -  Bollards
  -  Seating
  -  Picnic bench with table
  -  Existing Trees-Removed
  -  Lighting columns
  -  Lighting bollard
  -  Site Boundary
  -  Active Travel Route (Not part of proposal)



Figure 65. Concept Plan

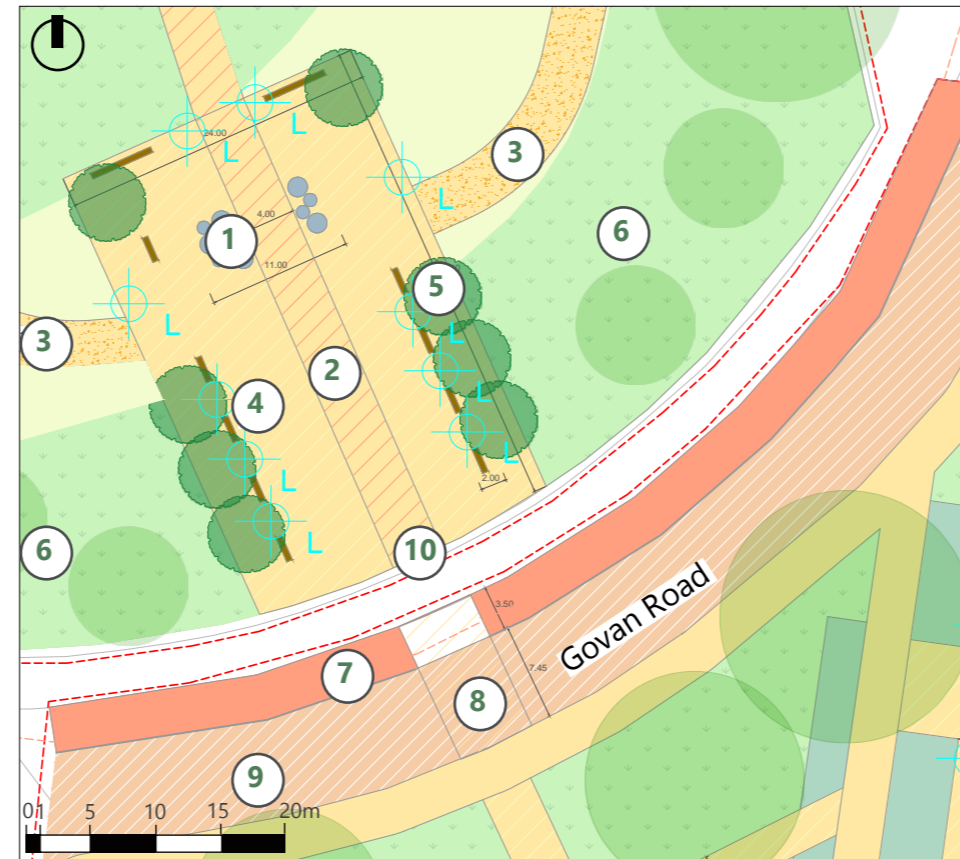
## 5.4 Zoom-in Plans

### Lorne Street and Festival Park



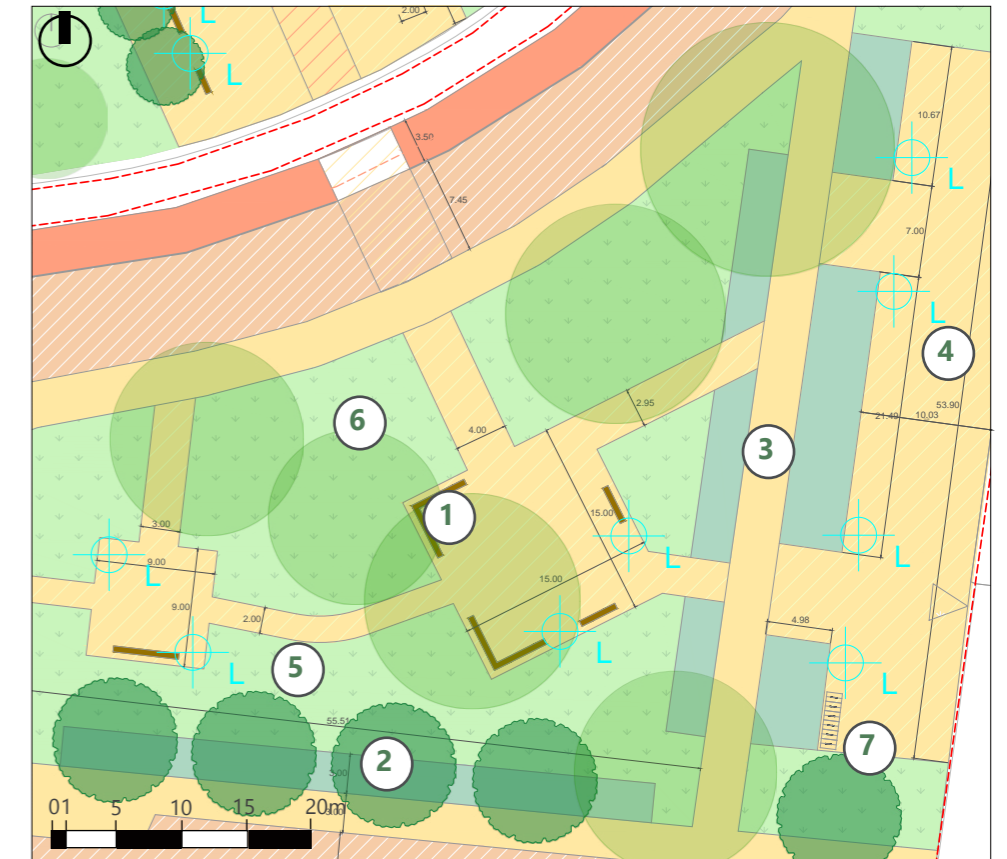
- ① New civic space and new primary entrance to park
- ② Some existing trees to be cut down for visibility and natural surveillance
- ③ Road to be narrowed and segregated bidirectional cycle way to be reconstructed in red resin bound aggregate with 300mm drop kerb as part of NCN
- ④ Pedestrian priority area, paving to be applied to street as traffic calming measure with new zebra crossing
- ⑤ Existing park to be extended and paving to be applied where indicated
- ⑥ Pavement to be extended with rain gardens to form new entrance space for Lorne St Primary School
- ⑦ Semi mature Ginkgo trees planted to create formal pedestrian priority street, including school drop off

### Festival Park entrance



- ① Water jets
- ② Shared surface cycle route. Material to be non slip
- ③ New footpaths from civic space to park
- ④ Benches 2m long
- ⑤ Semi mature Ginkgo trees
- ⑥ Trees to be removed and wildflower meadow to be planted
- ⑦ Bidirectional cycleway to be removed and reconstructed to extend into street
- ⑧ New raised zebra crossing
- ⑨ Paving to be applied to narrowed street as traffic calming measure. Road level to be flush with carriageway
- ⑩ New gate to be constructed

### Lorne Street civic space



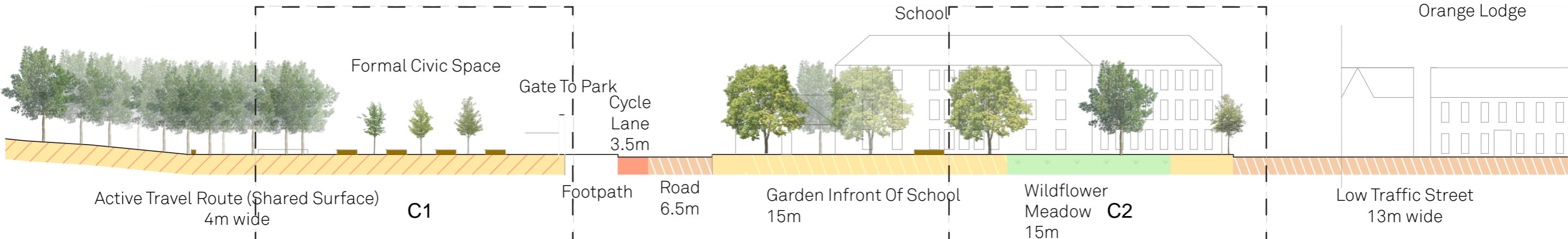
- ① Park benches of varying lengths
- ② Planting of rain gardens and semi mature Ginkgo trees
- ③ Existing path to be extended and repaved
- ④ Existing pavement to be extended and repaved
- ⑤ Existing road to be removed and wildflower meadow to be planted
- ⑥ General upgrading of wildflower meadow in existing landscape
- ⑦ Bike racks

Figure 66. Lorne Street and Festival Park Zoom-in Plans



# 5.5 Schematic Sections

Section C  
Scale 1:500



Section C1  
Scale 1:100

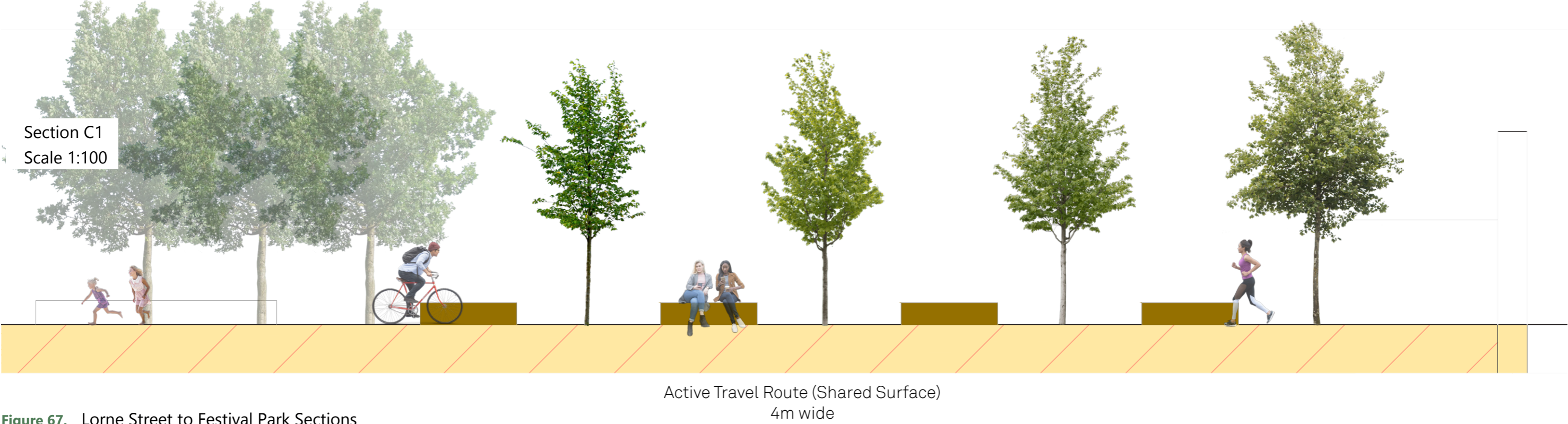


Figure 67. Lorne Street to Festival Park Sections

# 5.6 Schematic Sections



Figure 68. Lorne Street to Festival Park Sections (2)

# 5.7 Precedents



Milan, Italy



Barcelona, Spain



The Circles, Nanjing - China



California, USA



Indiana, USA

## 5.8 Visualisation

### Govan Road and Festival Park Entrance



**Figure 69.** Artist Impression of Govan Road and Festival Park Entrance

## 5.8 Visualisation

### Lorne Street Civic Space



Figure 70. Artist Impression of Lorne Street Civic Space

# 5.9 CEEQUAL

## Pre-Assessment Summary

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Outline programme needs to be reviewed re: design, procurement, reporting etc. so that CEEQUAL reminders/ updates / reviews can happen at appropriate times to mitigate retrospective work. Before detailed design begins, the design team (and client) should consider what evidence is required to meet the CEEQUAL assessment, for example value engineering logs, BoQs, drawings, carbon, material consumption.

### Objectives/targets

Targets / objectives / KPIs should be considered and outlined sooner rather than later against the CEEQUAL assessment. All targets (e.g. environmental, social) need to be considered at either a programme or scheme level (or both) so that they can be appropriately monitored throughout the life of the projects. All targets/objectives/KPIs should be specific and measurable.

### Procurement

The content of procurement documents should be influenced at an early stage, making it mandatory for the Principal Contractor to record information required for CEEQUAL assessments.

Section Number	Section Title	Max Score	Max Score after scoping	Initial Assessment Score	Section %	Potential Score Still To Come	Section %	Potential Final Score	Section %
1	Project Strategy	0	0	0		0		0	
2	Project Management	545	545	242	44.40%	128	23.49%	370	67.89%
3	People and Communities	530	530	114	21.51%	222	41.89%	336	63.40%
4	Land Use and Landscape	1004	882	417	47.28%	195	22.11%	612	69.39%
5	The Historic Environment	230	138	29	21.01%	81	58.70%	110	79.71%
6	Ecology and Biodiversity	299	293	16	5.46%	160	54.61%	176	60.07%
7	The Water Environment	283	202	55	27.23%	129	63.86%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	6	0.55%	764	70.48%	770	71.03%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3934</b>	<b>1017</b>	<b>25.85%</b>	<b>1743</b>	<b>44.31%</b>	<b>2760</b>	<b>70.16%</b>

**Table 10.** CEEQUAL Pre-assessment Summary

## 5.11 Action Plan

No.	Proposal / Intervention	Description	Phasing	Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1	Clear away landscaping / trees in Festival Park.	Open up the area of Festival Park immediately adjacent to proposed new entrance.	Quick Win	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets	Consult with Parks Dept. / Local Community / Councillors / Lorne Street Primary School / Orange Lodge	Planning Application
2	Form New Entrance and Landscaping / paths to Festival Park.	Re landscape Festival Park to create new entrance facing Lorne Street Gardens To include youth network and open 'plaza space at entrance.	Medium Term	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets, Sustrans Art Roots Fund	as above	Planning Application and RCC Required
3	Close off Lorne Street in front of Primary School	Close off Lorne Street running in front of the Primary School to the Orange Lodge to vehicles.	Quick Win	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets	as above	Planning Application, Prohibition of Driving, Stopping Up Order (To be checked)
4	Close off Brand Street Cul de Sac	Close off Cul de Sac / parking area along Brand Street adjacent to Lorne Street Gardens.	Quick Win	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets	as above	Planning Application, RCC Approval, Stopping Up Order (To be checked)
5	Lorne Street Landscaping	Form new Landscaping along Lorne Street in front of Priary School integrated with adjacent Lorne Street Gardens. Remodel existing Lorne Street Gardens	Medium Term	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets, Cycling Scotland Cycle Friendly Grant	as above	Planning Application and RCC Required
6	Brand Street Landscaping	Re Landscape 'cul de sac' and Brand Street and integrate with item 5.	Medium Term	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets	as above	Planning Application and RCC Required
7	Govan Road Landscaping	Reconfiguration of Govan Road to incorporate existing bike lanes etc but also create link between Festival Park and Lorne Street Gardens,	Medium Term	Sustrans Places for Everyone Fund, Cycling Walking Safer Streets	as above	Planning Application and RCC Required

Table 11. Action Plan Summary

Quick win = 12 months, Short Term = 1-2 yrs, Medium Term = 2-5 yrs, Long Term = 5+ yrs

## 5.10 Cost Summary

A Budget Estimate has been undertaken on the Concept Design drawing provided, which is made up of 2 sections identified above. 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.

Risk and contingency has been incorporated in the estimate at 20%. We have also incorporated an allowance for inflation of 11.5%.

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 as 10% of the cost of the works as requested by GCC. The estimate has been based on open market rates and discussions with GCC. Therefore the costs are subject to change in procurement route. External factors may also impact the current day costs.

The main assumptions and exclusions are detailed in Section 5.

As the design develops the cost estimate will evolve along with the assumptions that have been made.

	Festival Park	Lorne Street	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£919,885	£2,550,273	£3,470,158
SUB - TOTAL STATS	£25,000	£150,000	£175,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£141,989	£280,027	£422,016
GRAND TOTAL (Excluding risk)	£1,086,874	£2,980,300	£4,067,174
RISK/CONTINGENCY	£217,375	£596,060	£813,435
GRAND TOTAL (Including risk)	£1,304,249	£3,576,360	£4,880,609
ALLOWANCE FOR INFLATION			
ALLOWANCE +11.5%	£149,989	£411,281	£561,270
GRAND TOTAL (including risk & inflation)	£1,454,237	£3,987,641	£5,441,879

**Table 12.** Cost Plan Summary



# OUTLINE SPECIFICATION

06

## 6.1 Materials and finishes



**Proposed Paving:** Caithness natural stone paving. Suitable for streetscape and civic spaces



**Proposed Footpaths:** Neutral coloured resin bound gravel. Suitable for footpaths in green spaces and informal pathways



**Proposed Kerbs** Silver grey granite kerbs and edges. Suitable for streetscape and civic spaces



**Proposed cycleways:** Red coloured resin bound gravel. Alternatively red asphalt. Suitable for streetscape



**Proposed High Quality Paving:** Black granite or porphyry setts as high quality natural stone option in conservation areas



**Proposed Painted surfaces for cross walks or public space:** Painting over existing surfaces or introduction of smooth ground concrete flag paving with natural stone aggregate where appropriate. Suitable for flexible open spaces and general streetscape

## 6.2 Street furniture



**Proposed Seating:** Timber and powder coated steel benches; varying design options. Suitable for streetscape, green spaces, and civic spaces



**Proposed Planters:** Free standing concrete planters with optional incorporated seating. Suitable for civic spaces and streetscape



**Proposed Bins:** Stainless steel, and timber bin options. Suitable for all areas



**Proposed Temporary Street Furniture:** Temporary/movable, multi use street furniture to offer seating, play and/or public art for flexible open spaces.



**Proposed Cycle parking:** Silver galvanised steel clip cycle racks. Suitable for all areas.



**Proposed Bollards:** Timber with optional galvanised steel additions; and lockable options. Suitable for civic spaces and streetscape

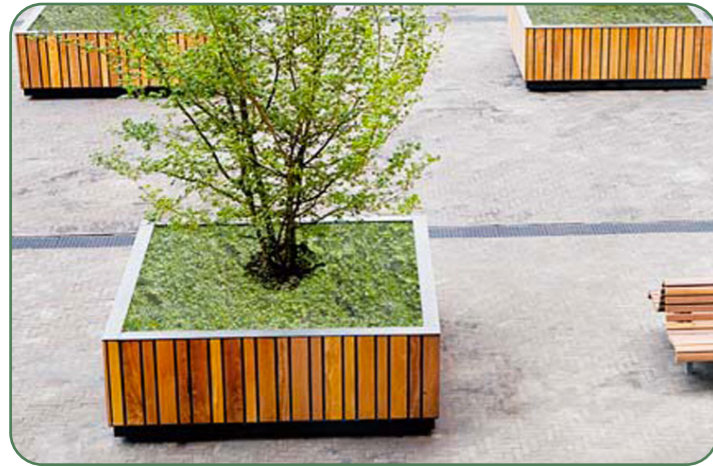
## 6.3 Play



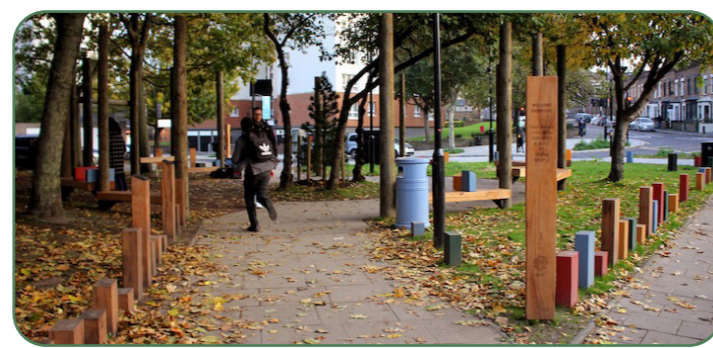
**Proposed Roof Garden Space:** Public space comprising planting, pathways and seating.



**Proposed Natural Play:** Series of natural material play equipment pieces on bark mulch/resin surface. Suitable for green spaces and civic spaces



**Proposed Temporary Urbanism interventions:** including parklets, moveable planters, play. Suitable for streetscape and flexible open spaces



**Proposed Incidental Play:** Series of informal play solutions in open spaces. Suitable for green spaces and civic spaces

## 6.4 Public Art



**Proposed Public Art:** Opportunity for street artists and community groups to create murals on key facades



**Proposed Public Art:** Opportunity for public art to highlight specific areas or routes; i.e. sculpture at gateways or entrances in timber, corten steel or brick

## 6.5 Lighting



**Proposed Street lighting:** Black-painted galvanised steel curved lighting columns. Suitable for streetscape



**Proposed bollard lighting:** Opportunities for lighting options in open spaces or along routes in the form of powder coated steel bollard lighting or similar.

For **Wayfinding and Signage**, refer to the Public Realm and Maintenance Guide

## 6.6 Planting



**Proposed Trees:** Hardy species including flowering and fruit trees. Consideration should be given to drought resistant species also. Preferably *Betula pendula*, *Quercus palustris*, *Ginkgo biloba* or similar with 2-2.5m clear stem



**Proposed Wildflower Planting:** Wildflower species including *Viola riviniana*, *Anthriscus sylvestris*, *Rosa canina* and others, including species rich mixes that promote biodiversity



**Proposed Shrubs:** Shade loving low lying shrubs such as *Viburnum davidii*, *Hydrangea paniculata* Great Star and *Hedera helix*.

## 6.7 SuDS and Water Management



**Proposed Rain gardens:** Grasses and low lying shrubs such as *Leucanthemum vulgare*, *Deschampsia cespitosa* and *Filipendula ulmaria* bounded by whinstone/granite kerbs, with planting 25mm below edge of hardstanding



**Proposed Filter drains:** Provide water storage within civic spaces



**Proposed Pervious Paving:** Suitable for all public spaces



**Proposed Rills:** Rills within hardscape provide opportunities for water management within civic spaces or streetscape

## 6.8 Sustainability Criteria

### Embodied Carbon

- All opportunities to use timber and sequester carbon are to be taken. Only A rated (BRE Green Guide to Specification) materials to be used.
- Design out embodied and operational emissions as far as practicably possible.
- Provide a public realm that enables low emission behaviours.
- Innovate to demonstrate best practice, low carbon construction.
- Maximise opportunities for carbon sequestration / offsetting.
- Maximise opportunities for the use of renewable energy.

### Materials and Construction

- All developments must employ recycled materials where possible. Materials should be sourced sustainably where possible, from manufacturers committed to minimising environmental impact and low maintenance. Local manufacturers should be used where possible.
- Only low toxic materials to be used.

### Circular Economy

- Ensure appropriate reuse of existing materials and products to maximise circular economy

- opportunities and minimise landfill / waste.
- All materials must be re used from other sites or should contain minimum 50% recycled content. They will be constructed in a manner which allows for future deconstruction and reuse.
- Minimise the environmental impact of materials through consideration given to Whole Life Cycle of the products, via CEEQUAL assessment and monitoring.

### 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.
- Connect to existing valuable network of parks and open spaces.
- 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.

### 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.

### Improve the health and wellbeing of local communities

- Implement local, regional and city wide active travel network to support 20 minute neighbourhoods and enable sustainable mobility.
- Child friendly, safe and accessible play introduced within streetscape, civic spaces and pocket green spaces.
- Connect to existing valuable network of parks and open spaces.
- Create streets that are safe, well lit and accessible to all.

- Improve air quality and reduce noise pollution.
- Design for shade and shelter from heat, and consider providing drinking water.

### Waste Management

- 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.

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# APPENDIX

OPTIONS REVIEW

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# 1. Govan Road Improvements



Figure 71. Govan Road - Alternative Option





Figure 72. Elder Park Corner - Alternative Options

## 2. Drumoyne Streets for People

### Key

- Modal filter - Planters
- Timed Road Closure
- ↑ One way street
- ↶ Left turn only

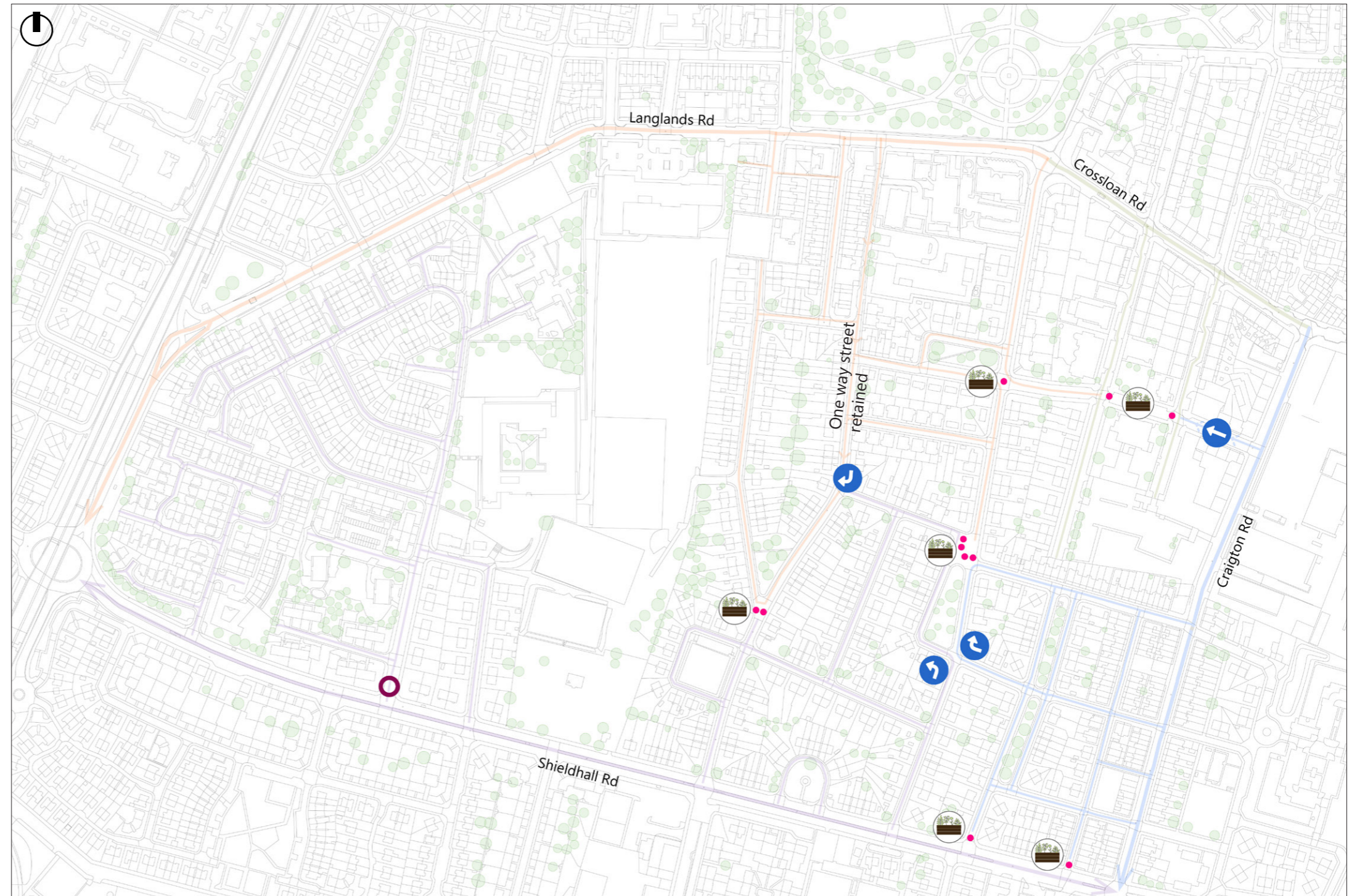


Figure 73. Drumoyne Streets for People - Do-minimum Option

# 3. Cessnock / Ibrox Village Strip

- Key**
- Existing trees - retained
  - Proposed trees
  - Proposed wildflower planting
  - Proposed amenity grass
  - Existing amenity grass
  - Proposed rain garden/ SuDS planting
  - Proposed shrub planting
  - Proposed rooftop garden
  - Proposed high spec natural stone paving - conservation area
  - Proposed natural stone paving
  - Proposed resin bound gravel footpaths
  - Improved surface footways
  - Proposed cycle way
  - Shared Surface/ Painted Surface
  - Existing carriageway to be surfaced
  - Proposed bus lane
  - Proposed pedestrian crossings
  - Proposed painted surface
  - Proposed play equipment and elements
  - Proposed bark mulch play surface
  - Proposed tree grille
  - Proposed Bollards
  - Bus Shelter
  - Proposed Seating
  - Project boundary
  - Proposed temporary urbanism
  - Proposed alleyway greening



Figure 74. Cessnock/Ibrox Village Strip - Option 1



Figure 75. Edmiston Junction Option 2 alternative



**Figure 76.** Semi-aerial view of Paisley Road West and Walmer Crescent Conservation Area public realm improvements, including high quality paving, segregated bi-directional cycleway, street furniture, potential mobility hub - Alternative Option

# 4. Lorne Street / Festival Park



Figure 77. Lorne Street/Festival Park - Alternative Option



Figure 78. Festival Park - Alternative Options

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