CONNECTING COMMUNITIES PROGRAMME

LIVEABLE NEIGHBOURHOODS PLAN - TRANCHE 1

Greater Govan, Ibrox and Kingston

RIBA STAGE 2 CONCEPT DESIGN REPORT

October 2022

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COLLECTIVEARCHITECTURE

CONTENTS

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INTRODUCTION 01

1.1 Liveable Neighbourhoods Approach

1.1.1 Project Scope

What are Liveable Neighbourhoods?

The climate emergency, and changes to the way we work and travel, have created a need to rebalance the places where we live and work to put more emphasis on the needs and aspirations of residents.

- **Healthy more resilient places** that allow people, of all ages and abilities, to thrive in their local area.
- **Accessible places** where people can meet their daily needs and services in a sustainable manner.
- **Better connected places** helping to reduce the city's dependency on cars by making walking, cycling and public transport first choice

The Liveable Neighbourhoods Toolkit

The toolkit establishes the themes, objectives and priorities to aid with the implementation of this vision across the city and assists communities to identify areas for improvement within their neighbourhood, mapping out a pathway which will allow Glasgow to implement best practice across the city.

Using the toolkit (design approach)

- Using local knowledge
- Understanding my neighbourhood
- Using place tools
- Using current initiatives

The Key themes of the Glasgow LN

- **Local Town Centres**

Local centres enable communities to meet their everyday needs locally and bring vibrancy, activity and jobs. The Liveable Neighbourhoods approach supports local centres by making them easier to get to by walking and cycling, and more pleasant places to spend time outdoors.

- **Everyday Journeys**

Many short journeys currently made by car can happen on foot or by bike. The Liveable Neighbourhoods approach will focus on improving the quality and safety of short walking and cycling journeys.

- **Active Travel**

Walking, cycling and moving around on your own helps health, wellbeing and carbon emissions. To help more people walk and cycle more, the Liveable Neighbourhoods approach will help people to choose walking and cycling with safe infrastructure and public transport integration.

- **Streets for People**

Streets should be for people, enabling vaulable spaces for residents and visitors to meet, greet and play. The Liveable Neighbourhoods approach achieves a better balance between vehicles and people by working with local communities, learning from best practice elsewhere, and sharing design guidance.

(Refer to: https://www.glasgow.gov.uk/CHttpHandler.ashx?id=53409&p=0 or GCC website link: https://www.glasgow.gov.uk/liveableneighbourhoods)

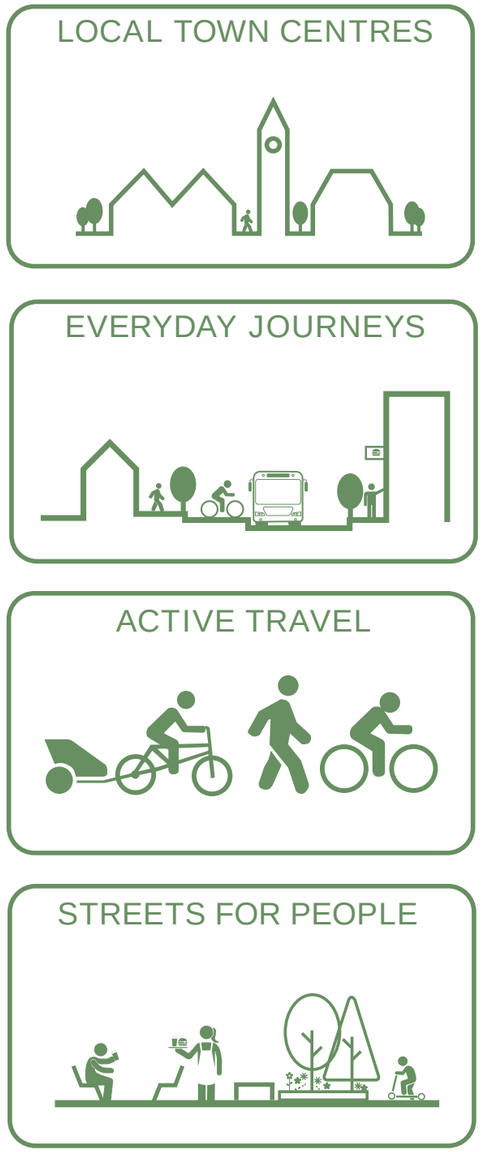


Figure 1. GLN Key Themes

1.1 Liveable Neighbourhoods Approach

1.1.2 Concepts

The Place Standard Tool is proposed as the method to allow communities to assess the quality of their neighbourhood and define the common issues that be targeted by proposals and interventions. This will be used as a framework to structure conversations about place, and will be used as a basis to pin point assets of a place as well as opportunities where a place could be improved.

20-Minute Neighbourhood Concept

The 20-Minute Neighbourhood concept is an ideal complement to the Liveable Cities Approach. The 20 Minute Neighbourhood is an approach of achieving connected and compact neighbourhoods designed in such a way that all people can meet the majority of their daily needs within a reasonable walk, wheel or cycle (within approx. 800m) of their home. This means that shops for everyday essentials, health and community facilities, education, parks and playgrounds and ideally employment should all be locally accessible to everyone without the need of a car. It suggests moving away from planning approaches that focus on managing land use proposals to be more vision-led and placing greater emphasis on building liveable communities at the neighbourhood scale (Mackness et al., 2021).

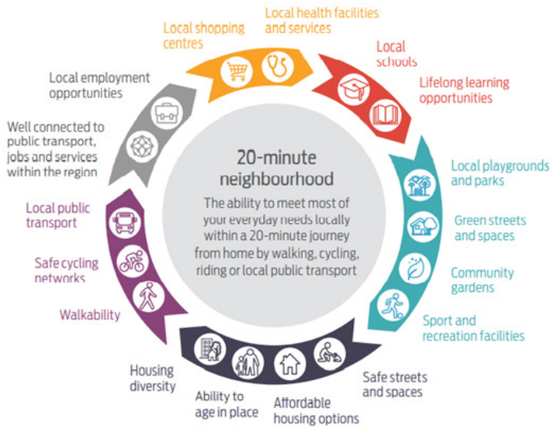


Figure 2. 20-Minute Neighbourhood model; source: State of Victoria Department of Environment, Land, Water and Planning, Melbourne.

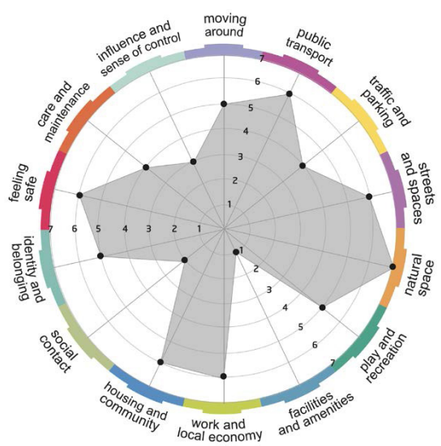


Figure 3. Place Standard Tool

1.1.3 Background

The climate crisis and the COVID-19 pandemic has had significant impact on local neighbourhoods and town centres, highlighting the importance of local public space within our city and the need to re-prioritise the balance of our streets. Following the Scottish Government's commitments to deliver a net zero society, and the emphasis of the '20 minute neighbourhood' within the National Planning Framework 4; Glasgow City Council has established the Connecting Communities Programme to deliver liveable neighbourhoods.

Greater Govan, Ibrox and Kingston have been selected as one of five liveable neighbourhood areas to be improved as part of Glasgow's Connecting Communities Programme Tranche 1. Arcadis with Collective Architecture have been appointed by Glasgow City Council to produce a Liveable Neighbourhood (LN) plan for these Southwest neighbourhoods.

The Council have an ambitious vision for the LN area "to create neighbourhoods that maximise the social, economic and environmental benefits through interventions that improve localities and place, and help to reduce the city's dependency on cars by making walking, cycling and public transport first choice".

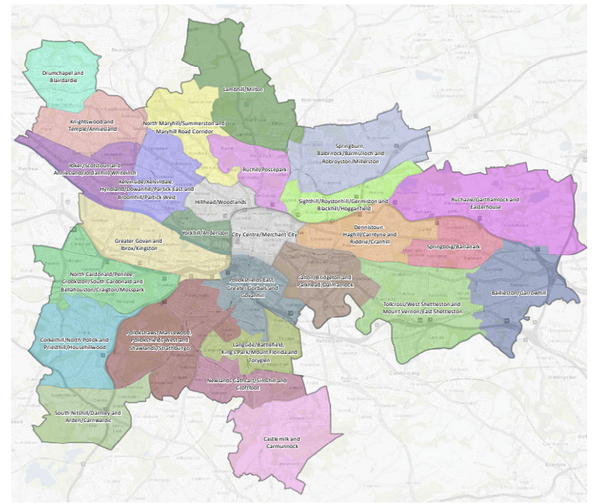


Figure 4. Map of Proposed Liveable Neighbourhood Areas

Figure 5. Greater Govan to Kingston location map

1.2 Area Overview

- The area can be subdivided into five mixed use 20-minute neighbourhoods with local town centres, high streets and/or retail parks. There is a presence of amenities and facilities, such as GP surgeries, pharmacies, schools, cycle hubs, offices and workshops, and other visitor attractions such as Govan Old Parish Church with Govan Stones.
- A former ship-building hub, in the past two decades, the area has been challenged with increased deprivation and crime.
- The area is also home to the Ibrox Stadium, home to Rangers Football Club.
- The area is accessible by Glasgow's subway system and buses or the M8 motorway, which cuts through most of its neighbourhoods.
- A ferry service and vehicular / active travel bridges across the River Clyde connect the neighbourhoods to Glasgow West End and the city centre.
- Elder Park is one of the most prominent open spaces in the area. The area's largest park, Bellahouston, is cut off from the rest of Ibrox by the motorway.
- The Linthouse area is home to the new Queen Elizabeth Hospital.
- Surface water flooding issues and areas at risk from coastal flooding along the river are noted, highlighting the importance of embedding climate resilience into design solutions.

For further information, please refer to Greater Govan to Kingston RIBA Stage 1 Report: https://www.glasgow.gov.uk/CHttpHandler.ashx?id=57816&p=0

Figure 6. Greater Govan to Kingston site photos

1.3 List of Opportunities

Project selection process

The diagram on the right displays how the process for deciding on the final long list of project proposals.

The initial list of 100 opportunities were selected for each LN area based on input from community consultation.

In discussion with the client, council officers, councillors and internal stakeholders, they were then narrowed down into a smaller number due to project duplications, or grouping projects together; and also, feasibility and cost implications were taken into consideration to fine tune a final list of 20 project proposals for Greater Govan to Kingston LN area.

During the RIBA Stage 1 process, a phased approach to deliver project proposals and its design interventions was established. The delivery mechanisms, partners and processes were agreed through discussion with key stakeholders. The impact of each project was assessed as low, medium, high or significant. The feasibility, potential funding and construction risks for each was assessed to establish the viability of the interventions and their respective project timescales.

A list of over 100 opportunities / ideas was compiled through baseline study and community/ stakeholder engagement

Criteria for Selection

- Inputs from community consultation workshops and Commonplace feedback
- Inputs from stakeholder engagement
- Site Appraisal findings
- Existing policies, guidance and strategic framework

A list of feasible interventions for each sub-neighbourhood was summarised through a review of suggested opportunities

Criteria for Selection

- Must satisfy one or more of the four LN themes.
- Included as a sub project within a wider project
- Duplication with another project (could be within another community area) was avoided
- Excluded non-design proposals, such as street maintenance, waste management and recorded it as a separate action.

A long-list of 26 project proposals has been agreed upon to align with the aspirations and themes of Glasgow Liveable Neighbourhoods*

Criteria for Selection

- Grouping of project proposals of similar type or context
- Feedback from GCC Officers and Councillors
- Feasibility and deliverability of projects, including cost implications
- Can be utilised for funding bids to progress
- Can be delivered by GCC in partnership with other organisations
- Can be delivered by an other organisation (Housing Association / Developer, Social organisation / community group)

* Some of the project proposals that have been identified will not be delivered directly by GCC. The purpose of inclusion of those project proposals is to provide support to other organisations and social groups in applying for funding/grants that are not available to Local Authorities.

1.4 Strategic Masterplan

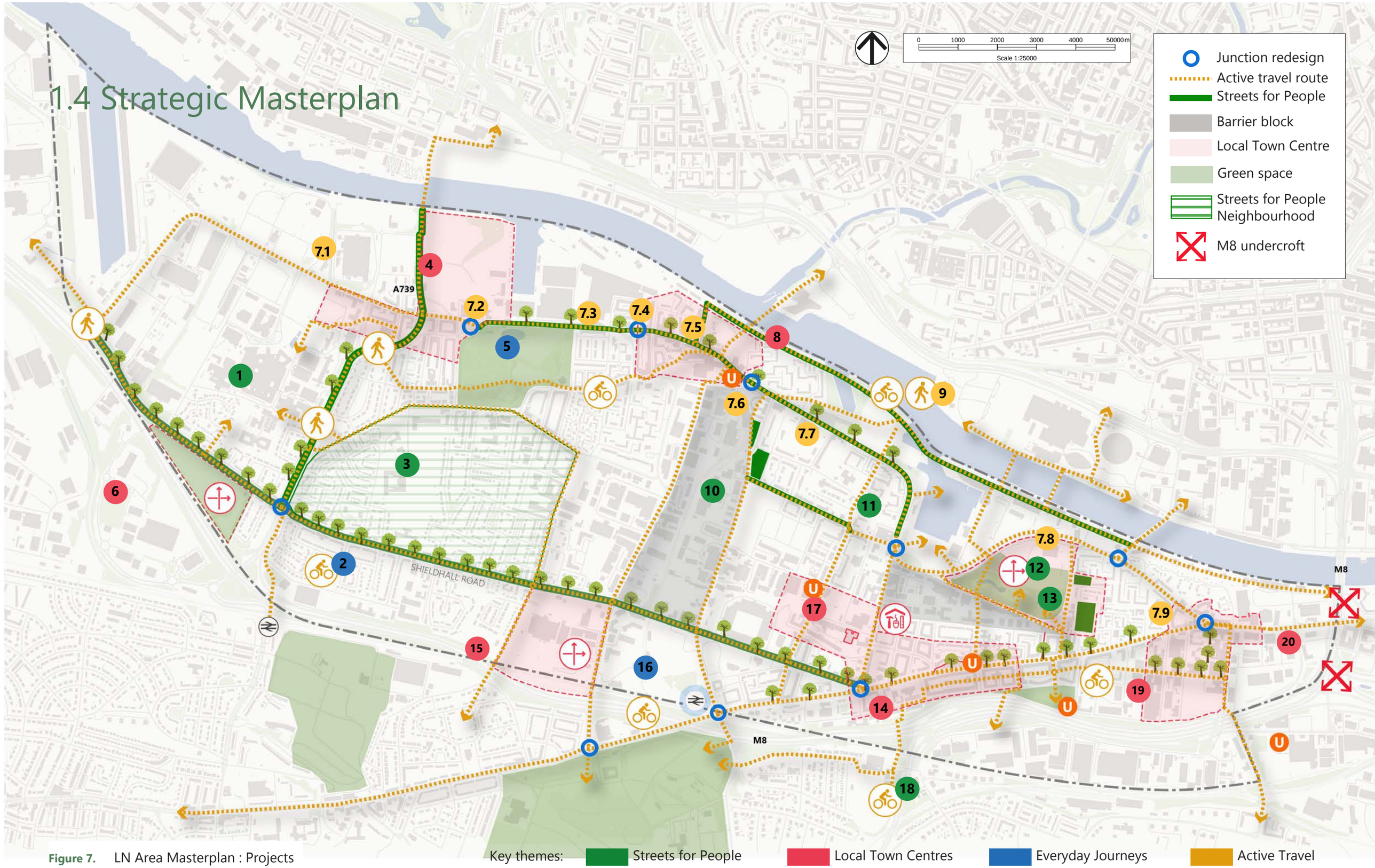


Figure 7. LN Area Masterplan : Projects

Key themes: Streets for People | Local Town Centres | Everyday Journeys | Active Travel

1.5 Final project selection

The long-list of the 20 proposals was subsequently assessed using the following benefits criteria which the project team shaped with the Council:

- Opportunity for Carbon Reduction / Decarbonisation supports climate resilience (weighting 15%)
- Strengthen the network of centres, inclusive growth, opportunity for local economy to enhance local amenities, (weighting 8.5%)
- Promotes hierarchy of transport (weighting 8.5%)
- Connecting to City Network (weighting 8.5%)
- Assisting in influencing modal change / traffic reduction. (weighting 8.5%)
- Improves neighbourhood permeability for / accessibility to active travel and public transport. (weighting 8.5%)
- Increased road safety / personnel safety. (weighting 8.5%)
- Opportunities to improve quality of place. (weighting 8.5%)
- Opportunities to access open space, enhance project environment and biodiversity. (weighting 8.5%)
- Social equity. (weighting 8.5%)
- Opportunities for Health and Well Being (weighting 8.5%)

This qualitative assessment of the proposed interventions provided a clear and transparent methodology to all stakeholders and the community. Simultaneously, these proposals informed the Strategic Business Case for Liveable Neighbourhoods and presented a robust economic case for regeneration through demonstrating a positive benefit to cost ratio. The proposals were presented to the Councillors and the final projects were developed with their input. This can be found in the Committee Report: https://www.glasgow.gov.uk/councillorsandcommittees/submissiondocuments.asp?submissionid=105345

This collaborative process thus supported the financial case for the multi-million pound investment required over the next decade to deliver public realm, green infrastructure, sustainable transport measures and supporting community grassroot projects for improved social outcomes, health, well-being and aid local regeneration. Remaining proposals will form a portfolio which can be revisited for development when more resources become available.

Figure 8. Glasgow Liveable Neighbourhoods graphic

1.6 Consultation and Engagement

Digital Engagement

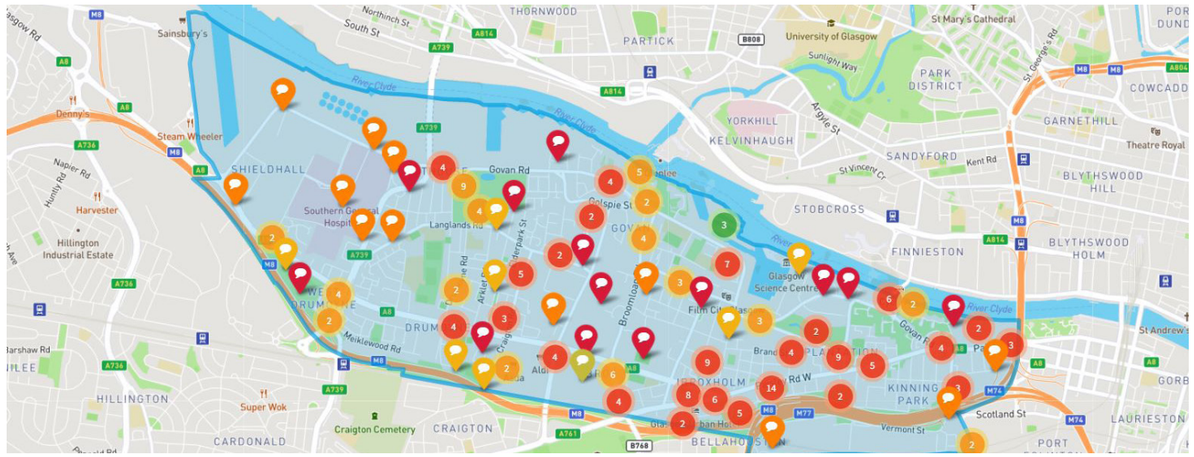
In parallel to the in person engagement the project team have worked with the Commonplace tool for digital engagement allowing individuals across the neighbourhoods to input comments and provide feedback.

Analysis of digital engagement has been reviewed in relation to the five Liveable Neighbourhood areas (see Figure 10) and the findings are discussed in Section 4. In addition, any previous relevant engagement has also been highlighted.

Commonplace is being used as the preferred digital engagement platform for each area within the first tranche. The platform allows people to comment and propose interventions in their area based on the themes of: Local Town Centres, Everyday Journeys, Active Travel and Streets for People. The Commonplace platform also provides information and links about the project as well as an opportunity to give more detailed feedback utilising the Place Standard tool.

The information gathered on the digital platform has been being reviewed by the project team and formulated into a library of identified opportunities that can be developed and will be presented to Glasgow City Council for further discussion. The platform has also been used to update people with news items such as upcoming engagement events as well as displaying web links to the LN Storymap and Toolkit.

The tool poses questions that were designed to encourage people to provide comments around the key LN themes as well as utilise the Place Standard methodology for comments around key questions informed by physical elements of a place and the social factors that define it.



#	What would you like to comment on?	Sentiment
93	Streets & Places	
90	Moving Around	
88	Feeling Safe	
68	Traffic & Parking	

Govan to Kingston LN overview

This Commonplace launched on 17/11/2021.

Need help to find your way around?

868	795	124	84
Visitors	Contributions	Respondents	News subscribers
View visitors	View contributions	View respondents	View communications
An individual person who visited a Commonplace website. If a person used multiple devices, they may be counted as several visitors.	The total number of comments and agreements by respondents to express their opinion.	A person who contributed to a Commonplace website by either adding a comment or an agreement.	People who subscribed to project updates and will receive an email notification every time news are published.

Figure 9. CommonPlace Overview

1.6 Consultation and Engagement

Govan High School and Pop-up Workshops Community Engagement

Govan High School Workshop

An afternoon workshop curated by Collective Architecture and Glasgow City Council with 14 pupils from second, third and fourth year at Govan High School. The event was arranged with a focus on the relationship of Govan High School with its surrounding area especially in the context of the impact of the A739 and how pupils get to and from school. Following an introduction about what are Liveable Neighbourhoods and their relevance both internationally and specific to Glasgow, we carried out a brief questionnaire exploring how the school children travelled to school and what they liked / disliked about their journey. A detailed report on these findings is available. Following the questionnaire, we worked with three large floor maps as follows:

- Map 1: the wider Govan area.
- Map 2: the immediate area around Govan High School including the proposed Low Traffic Neighbourhood
- Map 3: a focused look at the area immediately around Govan High School

Map 1 was generally used for reference to help the workshop locate our ideas in a wider context.
Map 2 was used as a starting point where pupils were invited to identify areas, barriers, or issues they liked or disliked using red / yellow / green building blocks utilising a traffic light system.
Map 3 allowed the school children to explore ideas immediately around the school.

Pop-up Community Workshops

During early Summer 2022 we undertook a second series of workshops focused around the Drumoyne and Linthouse communities. Three pop up workshops were held on 04.06.2022, in locations which would allow the local community the opportunity to both reflect and comment on the impact of the A739. The locations were as follows:

- Location 1: Northern underpass under the A739 adjacent to Lidl supermarket, a busy destination both for the local community and others out with the neighbourhood. Includes access to the Clyde Pedestrian Tunnel.
- Location 2: Southern underpass under the A739 linking Langlands Road / Elder Park through to the Queen Elizabeth University Hospital campus. A particularly busy spot where the underpass is underused and there is evidence (formal signage) that the community are crossing the A739 over ground which is a serious health and safety issue.
- Location 3: In Elder Park immediately adjacent to the North Western Entrance at the Govan Road / Skipness Drive Roundabout. An area dominated by traffic however with huge potential as a linking node between Govan Road, Linthouse Town Centre, access to the Clyde Tunnel, future Clydeside development and a neglected are of Elder Park.

Each 'Pop Up' event would last between 1 to 2 hours when local issues where discussed. A report providing greater detail is available.

Figure 10. Community Engagement images

1.6 Consultation and Engagement

Public Exhibition

An all-day drop in event was conducted on 14th October 2022 at Kinning Park Complex to discuss the ideas which have been developed following the community workshops held last winter. The community workshops were held in Linthouse, Govan, Ibrox, Kinning Park and Elder Park together with a focused workshop held at Govan High School in early summer 2022.

The event provided an opportunity for the various communities to view the projects which are being developed from RIBA Stage 1 to RIBA Stage 2 to a more detailed stage and comment. Consultation boards for each project taken forward to RIBA Stage 2 were displayed. Additional consultation boards provided an overview of the Liveable Neighbourhoods Programme, snapshot of the LN area, community consultation feedback, strategic masterplanning process and a long list of projects from RIBA Stage 1.

Further information is provided in the Liveable Neighbourhoods Programme – RIBA Stage 2 Community Engagement Report.

Figure 11. Govan LN area Public Exhibition photos

GOVAN ROAD IMPROVEMENTS

PROJECT 1

02

2.1 Site Context

Govan Road runs from Paisley Road Toll to the Queen Elizabeth University Hospital (QEUH). Its route is set roughly an urban block back from the River Clyde which was previously located riverside buildings and docks. Where the Road appears substantially back from the Clyde in particular behind Pacific Quay, this is because the docks were extensive (Princes Docks). The part of Govan Road which this study is focused is from the Linthouse Roundabout in the West where Govan Road meets Drive Road, along the edge of Elder Park, through Central Govan to where the new bridge across the Clyde will be built at Water Row. This stretch incorporates a section of the controversial 'Fastlink' express bus corridor which leads to QEUH, together with a partial active travel route which needs improvement.

Figure 12. Historical map 1892 - 1905

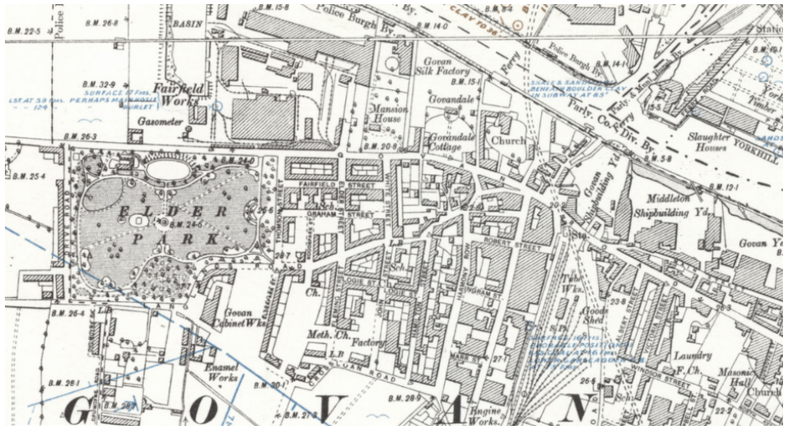


Figure 13. Historical map 1900 - 1940

Figure 14. Site photos

2.2 Analysis

There are three key urban nodes along the area of study which could be improved. These are the Linthouse Roundabout, the Junction with Golspie Street and Central Govan. Between these the active travel route can be improved. The Linthouse Roundabout is very large probably as a result of Fastlink with a green space at the centre, parallel roads to the North and the East, is in close proximity to and marks the start of the Linthouse Town Centre and while about a third of the roundabout bounds Elder Park there is a very poor relationship each turning its back on each other. There are a lot of potential activities and areas of historical interest in Elder Park at this location however they are in poor condition and include Fairfield Farm, the Portico to the former Fairfield House, a Boating Pond and an indistinguishable park entrance. The Golspie Street Junction is similarly over worked however not to the same extent as the Linthouse Roundabout. There is no cycle lane through Central Govan which will be important once the new bridge at Water Row is constructed.

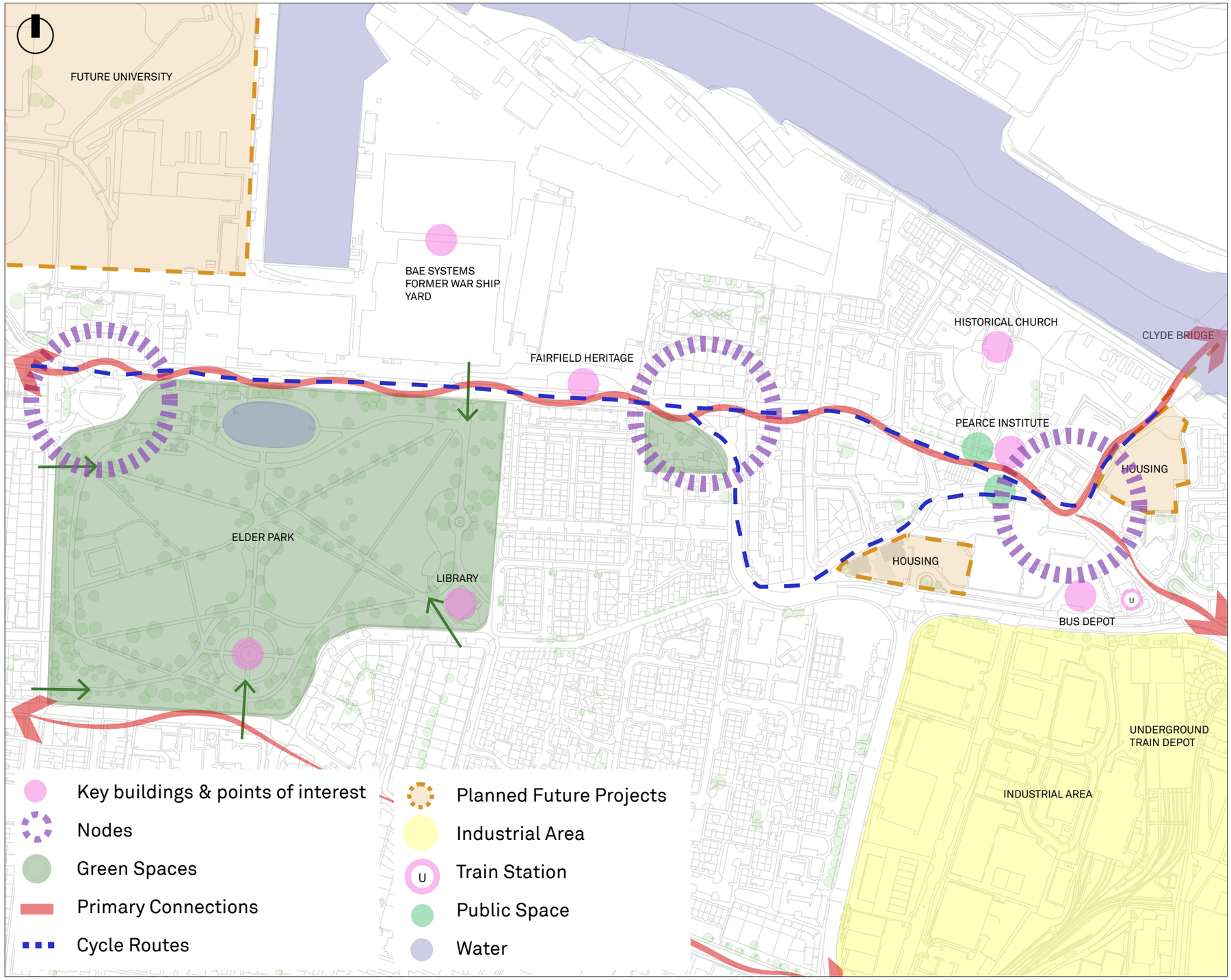


Figure 15. Govan Road Improvements Analysis Plan

2.3 Concept Development and Options Review

Three options have been considered for the proposal of a segregated cycleway on Govan Road.

Option 1: 1.5m segregated uni-directional cycleways on either side of Govan Road.

Option 2: 3m segregated bi-directional cycleway on the northern flank of Govan Road.

Option 3: 3m segregated bi-directional cycleway on the southern flank of Govan Road.

Option 2 is the preferred option.

The preferred option for the active travel route (3m wide segregated cycleway) on Govan Road is along the northern flank of the road up to Golspie Street East junction which then switches to the southern flank of the road at the signalised junction continuing eastwards for the remaining stretch of Govan Road. This is due to allocated car parking and high-quality public realm around Pearce Institute on the northern flank of Govan Road and to provide direct connections to the Govan Cross Shopping Centre, existing cycle way on Langlands Road, which is also part of the proposed Active Travel City Network, and Govan subway and bus stations which are on the southern flank of the road. At the under-construction Govan Row development, the cycle lane crosses over to connect to the proposed active travel River Bridge connecting Govan to the Riverside Museum and Glasgow West End.

Govan Road Design Principles:

- New/improved bidirectional active travel routes on Govan Road as part of the Active Travel City Network with connections to the A739
- Improved traffic capacity on Govan Road through redirection of vehicular traffic flows to the QEUH from the A739
- New signalised junctions on Govan Road to provide primary access to CWIC Campus
- Optimising carriageway space through of removal dead / unused concrete islands
- Potential tree planting on Govan Road
- Removal of Drive Road roundabout for the creation of new pedestrian friendly entrance to Elder Park from the north that will celebrate the rich heritage of the place.

For Elder Park Corner, three design options have been considered for the new civic space and entrance to Elder Park.

Option 1: Reclaiming the junction at Elder Park Corner as high quality public space, with rain gardens, wildflowers, raised planters, seating, a relocated bus stop and new gateway into the park. Pedestrian links across Govan Road to the north and Drive Road have been introduced, as well as shared cycle way and footway leading into Elder Park.

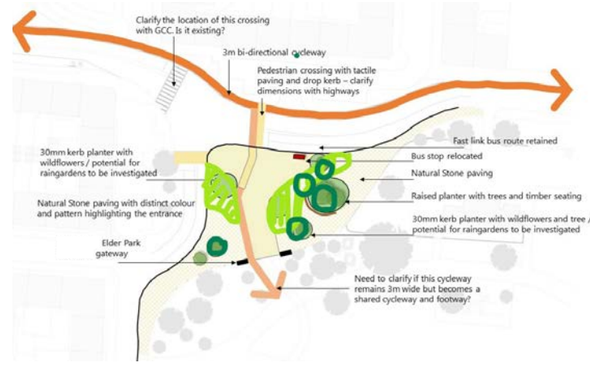
Option 2: Similar to option 1 but with more greening, with large swathes of planting and trees introduced into the public space

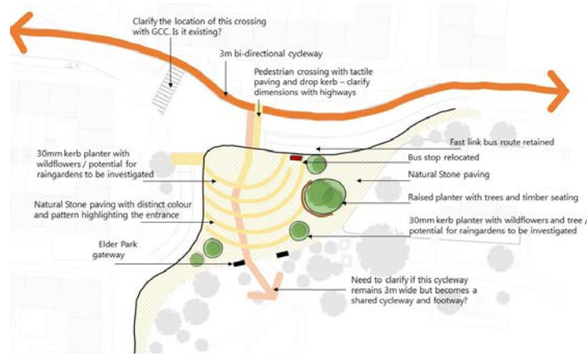
Option 3: Similar to option 1 but paving design introduced with distinct colour and pattern highlighting entrance

The preferred option is a combination of 1 and 2.

Elder Park Design Principles:

- New grand entrance gateway
- No vertical obstructive features within the view framing gateway from the junction
- Natural stone paving for the civic space including footpath around the entrance area to reflect the historical importance of the place and highlight the conservation area
- Natural stone paving with distinct pattern / colour to highlight and guide the pedestrians to the gateway
- Entrance to function as a flexible civic space with intermittently placed planters (potentially with rain gardens) and trees
- Transition of cycleway from a 3m wide segregated bi-directional cycleway to a shared footway and cycleway into the park.





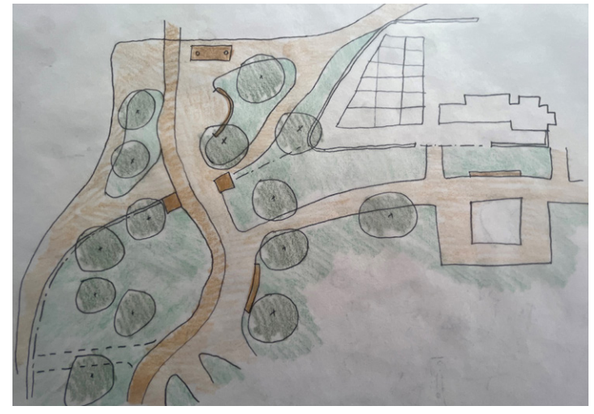


Figure 16. Govan Road Improvements Concept Sketches

2.4 Concept Plan

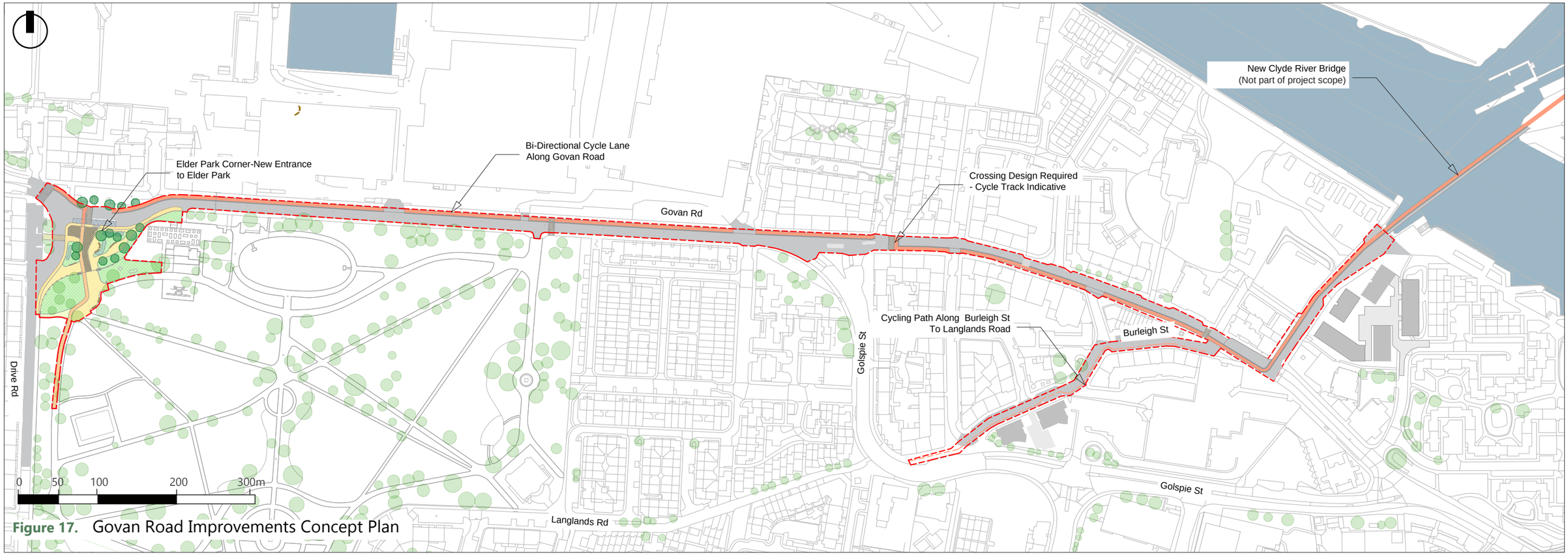


Figure 17. Govan Road Improvements Concept Plan

Area 1 – Elder Park Corner: Reconfigure the Linthouse Roundabout to create a new Entrance into Elder Park.

Area 2 – Junction with Golspie Street: Minimum opportunities to improve over scaled and complex intersection.

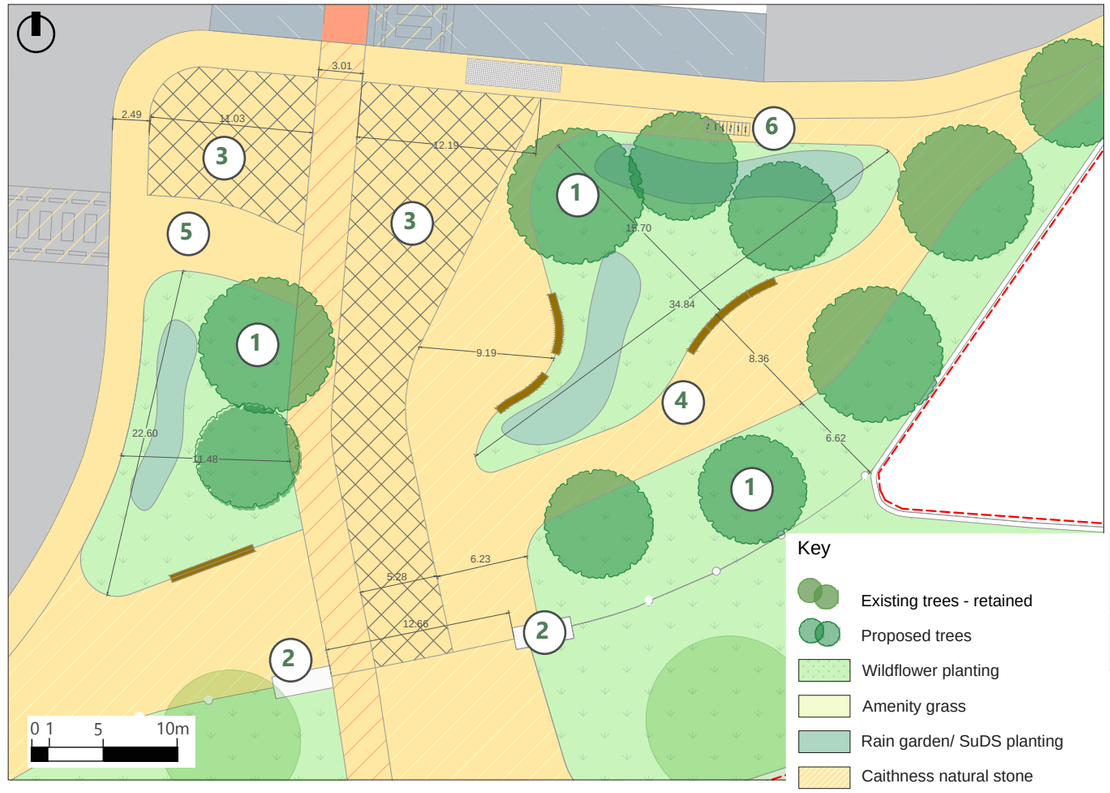
Area 3 – Central Govan: Create active travel link with the new bridge at Water Row which joins Partick and Govan physically together.

2.5 Zoom-in Plan

Elder Park and Govan Rd - Skipness Drive junction

1. New bi-directional cycle way along Govan Road with 300mm drop kerb
2. New signal controlled crossing for pedestrian and cyclists
3. Existing bus stop to be relocated closer to park entrance and fast link bus route retained
4. Planted soft verge with wildflower and low growing shrubs (potential rain gardens) bounded by minimum 30mm high whinstone upstand kerbs and timber seating in parts
5. 3m wide bi-directional cycle lane (shared surface)
6. Existing structures to be relocated or removed where possible
7. Future development: allotments
8. Historical ruins
9. New civic space at entrance to park
10. Existing entrance to park to be closed and pathway planted

Elder Park entrance

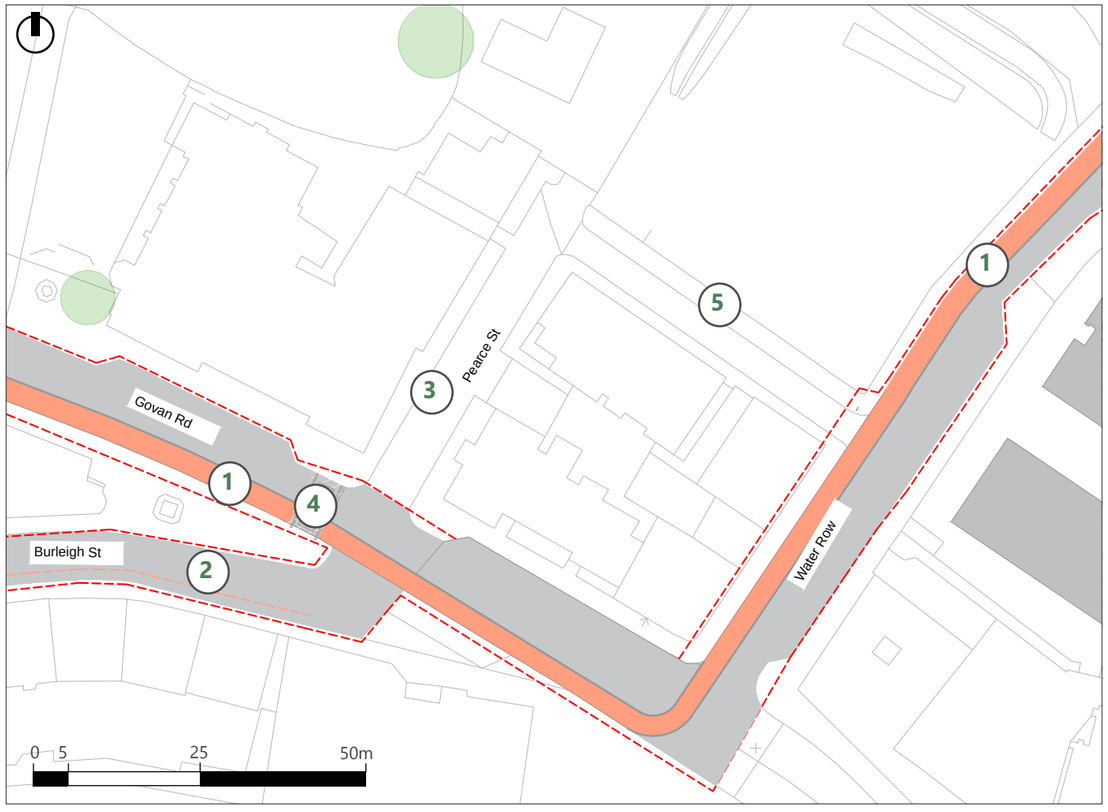


1. Ginkgo biloba and potential for native fruit trees
2. New Elder Park contemporary gateway structure- recommended materials: timber/brick with stone cladding
3. Coloured granite sett paving
4. Caithness natural stone paving
5. Black top whinstone paving for footpath and whinstone kerbs
6. Bike racks

Figure 18. Zoom-in Plans for Elder Park Corner

2.5 Zoom-in Plan

Govan Rd and Burleigh St



1. New bi-directional cycle way along Govan Road with 300mm drop kerb - red resin bound aggregate
2. Existing cycle route down Burleigh St to Langlands Road-road to be resurfaced
3. Cycle lane becomes shared surface along Pearce St.
4. New signal controlled pedestrian crossing.
5. Existing cycle track.

Govan Rd

Figure 19. Zoom-in Plans

1. New bi-directional cycle way along Govan Road with 300mm drop kerb - red resin bound aggregate.
2. Existing entrance to park
3. New signal controlled pedestrian crossing

Figure 20. Zoom-in Plans for Govan Road ad Burleigh street

2.6 Schematic Sections

Section AA

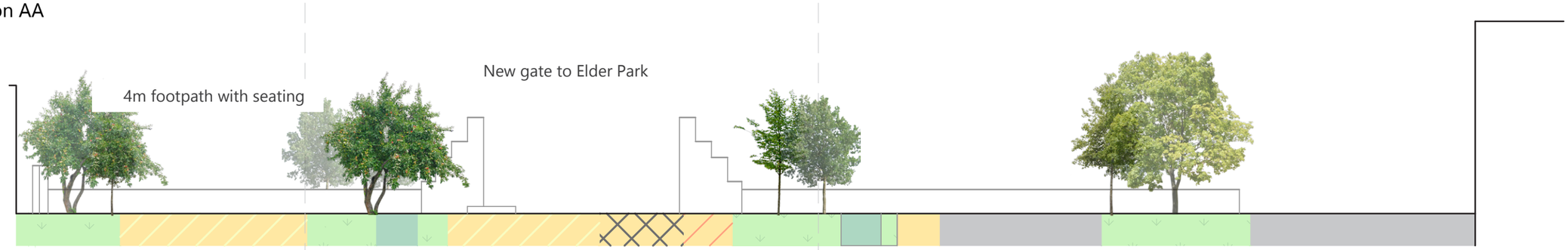


Figure 21. Elder Park Corner Section

Section A1

Figure 22. Elder Park Corner Section Zoom-in

Section BB

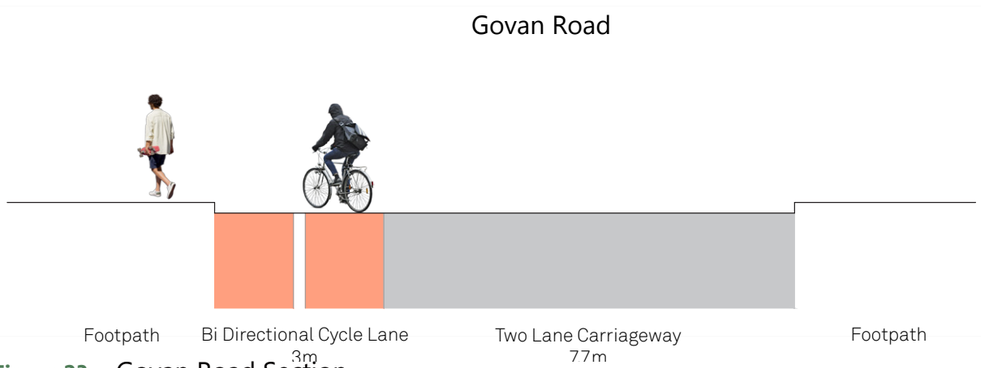


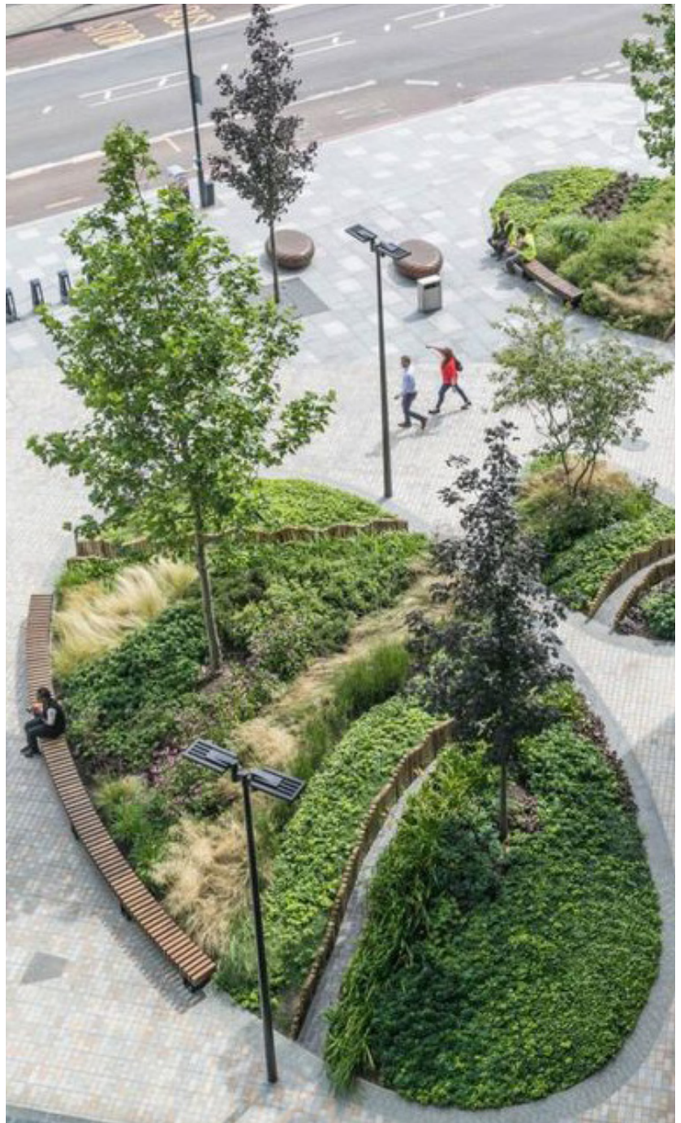
Figure 23. Govan Road Section

2.7 Precedents

Cider Ridge Farm, Connecticut - US

Chemin des Carrieres, France

Domaine National de Chamborg, France



Nine Elms, London - UK

South Way City, Glasgow

Nine Elms, London - UK

Figure 25. Elder Park Corner - Removal of Drive Road roundabout to create a new civic space with tree planting and rain gardens and primary entrance gateway to Elder Park from the north

2.8 Visualisation

Figure 26. Artist Impression of Govan Road Segregated Bi-directional Cycle Lane

2.9 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
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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	248	45.50%	177	32.48%	425	77.98%
3	People and Communities	530	530	114	21.51%	236	44.53%	350	66.04%
4	Land Use and Landscape	1004	882	341	38.66%	149	16.89%	490	55.56%
5	The Historic Environment	230	138	29	21.01%	63	45.65%	92	66.67%
6	Ecology and Biodiversity	299	293	16	5.46%	122	41.64%	138	47.10%
7	The Water Environment	283	202	48	23.76%	116	57.43%	164	81.19%
8	Physical Resources - Use and Management	1217	1084	16	1.48%	814	75.09%	830	76.57%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
Total		**4375**	**3934**	**950**	**24.15%**	**1741**	**44.26%**	**2691**	**68.40%**

Table 1. CEEQUAL Pre-assessment Summary

2.10 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.

	Elder Park	Govan Road - Skipness Dr Junction	Govan Road	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£1,718,15	£843,536	£2,436,014	£4,997,707
SUB - TOTAL STATS	£250,000	£50,000	£50,000	£350,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£221,816	£134,354	£293,601	£649,771
GRAND TOTAL (Excluding risk)	£2,189,97	£1,027,88	£2,779,615	£5,997,478
RISK/CONTINGENCY	£437,995	£205,578	£555,92	£1,199,496
GRAND TOTAL (Including risk)	£2,627,96	£1,233,46	£3,335,538	£7,196,973
ALLOWANCE FOR INFLATION				
ALLOWANCE +11.5%	£302,216	£141,849	£383,587	£827,652
GRAND TOTAL (including risk & inflation)	£2,930,18	£1,375,31	£3,719,125	£8,024,625

Table 2. Cost Plan Summary

2.11 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
	Improvements to Govan Road between East Govan and Linthouse				Local Communities, Local Councillors, Bus Companies, Public Utilities	Planning + RCC Approvals.
1	Elder Park Corner					
1A	Reconfiguration of Drive Road Roundabout	Reconfigure roundabout into a 'T' junction and 'add' the additional civic space generated to Elder Park in the form of soft / hard landscaping to create a strong park entrance / corner.	Medium Term	Sustrans Places for Everyone Fund, Place fund	as above + Parks Dept	Planning + RCC Approvals.
1B	Elder Park Gates	Re position park entrance and adapt path network including new artist gates.	Medium Term	Place Fund, The National Lottery Heritage Fund	as above + Parks Dept	Planning
1C	Community Allotments / Fairfield Farm (outside of project scope)	Re development of Fairfield Farm	Short Term	NA	as above + Parks Dept	Planning
2	Active Travel					
2A	Bi directional cycle way	Install new bi directional cycleway along Northern side of Govan Road	Medium term	Sustrans Places for Everyone Fund	as above	
FUTURE WORKS / FURTHER INVESTIGATION REQUIRED						
3	Golspie Street Gateway East					
3A	Improve Junction	Improve junction of Golspie Street and Govan Road East. Minimal work due to the need to keep fast link principles in place.	Medium Term	TBC	as above	Planning + RCC Approvals.
4	Central Govan					
4A	Improve crossing of Govan Road at Water Row Development	Improve pedestrian crossing in central Govan especially to the future bridge.	Medium Term	Sustrans Places for Everyone Fund	as above	Planning + RCC Approvals.
4B	Integrate New Civic Space	Integrate broader proposals for new civic space capable of accommodating the Govan market.	Medium term	Sustrans Places for Everyone Fund	as above	Planning
5	Golspie Street Gateway West			Sustrans Places for Everyone Fund		
5A	Improve Junction	Improve junction of Golspie Street and Govan Road West. Reduce hard landscaping and increase green space.	Medium Term	Sustrans Places for Everyone Fund	as above	Planning + RCC Approvals.

Table 3. Action Plan Summary

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

DRUMOYNE STREETS FOR PEOPLE

PROJECT 2

03

3.1 Site Context

Drumoyne is situated in the western part of Greater Govan to Kingston Liveable Neighbourhood area. Shieldhall Road and the A739 are key routes that are located in its south and west, and Langlands Road and Craighton Road are located to the north and east, creating a considerable car dominated traffic network around the residential neighbourhood. Drumoyne is located in proximity to the Queen Elizabeth University Hospital, Elder Park and the Govan industrial area. There are four schools located within Drumoyne neighbourhood and around those, the residential character is prominent with some existing public rights of way. For the purpose of the Streets for People project, the red boundary is identified along the existing bus route, enclosing secondary and tertiary residential streets within the study area.

Drumoyne can be divided into eight different character areas. Figure 30. highlights the different character in terms of building typology, density and land use. These areas provide a mix of urban and built form within the neighbourhood.

Historically, the area around Drumoyne was an important town and in the 16th century extensive coal mine workings were developed in the area. Historical maps of the area show significant development during the second half of 20th century, where a major part of the residential district has been built.

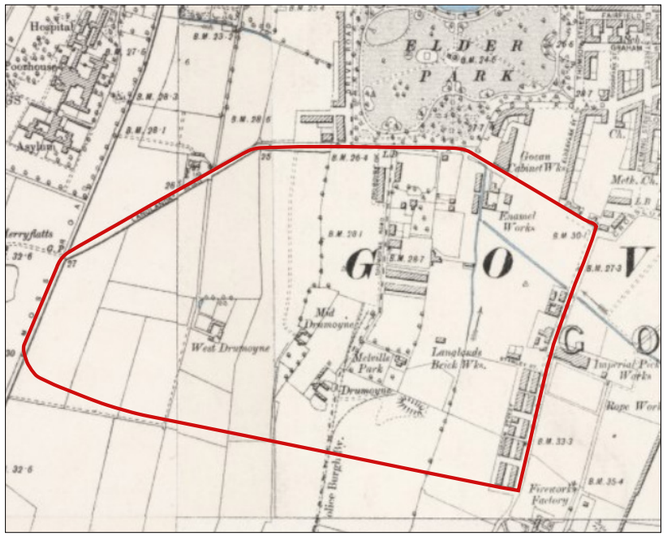


Figure 27. 1881 - 1913 Historical Map

Figure 28. 1949 - 1971 Historical Map

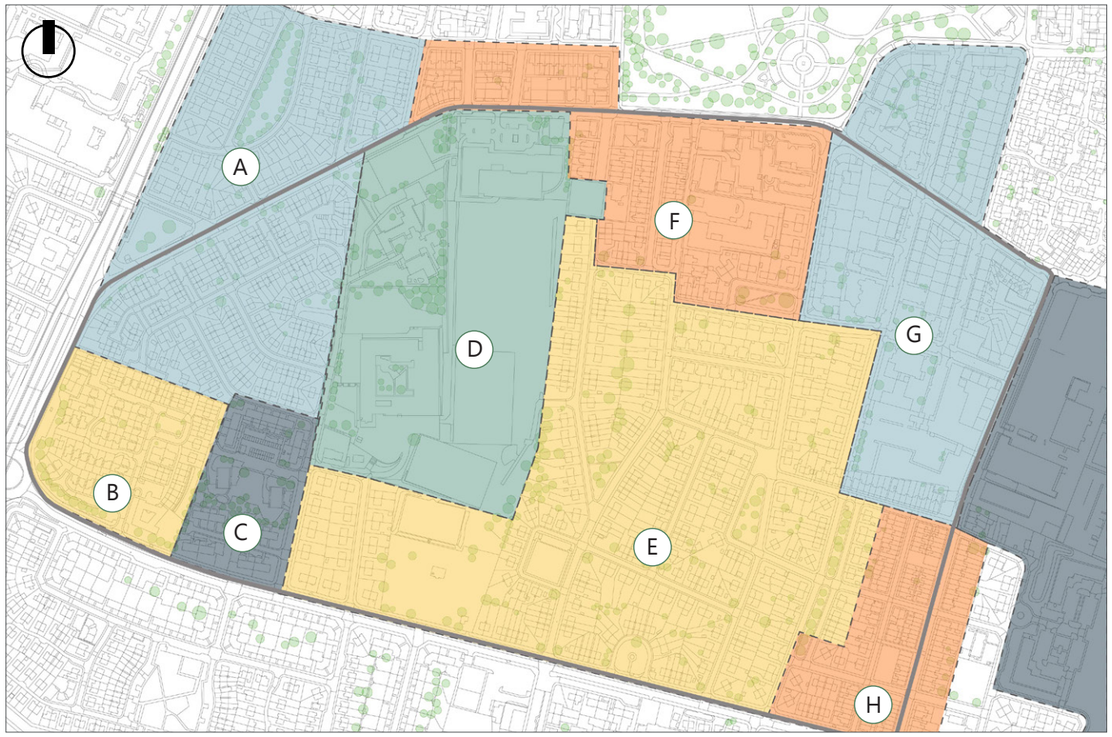


Figure 29. Existing character Areas Map

3.2 Analysis

Key

- Bus route
- School route
- Proposed segregated cycle route 2030
- Green space network
- Local Street
- A Road
- Primary Road
- Green space
- Potential regeneration site
- School
- Shieldhall Road Scheme
- Lack of East-West accessibility
- Difficult junction

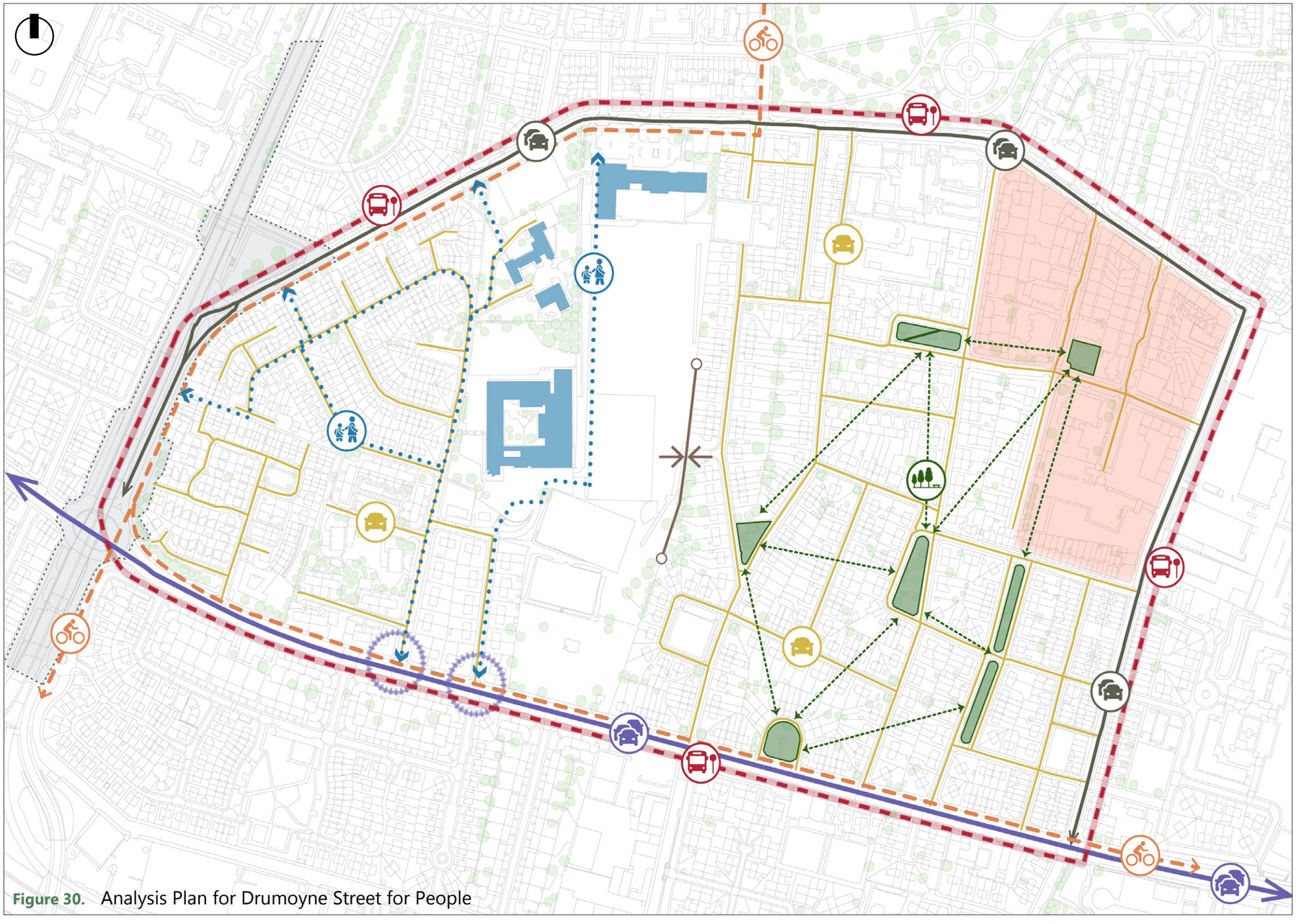


Figure 30. Analysis Plan for Drumoyne Street for People

3.3 Streets for People Approach

Aim

The aim to achieve a better balance between people and vehicles on the streets sits at the top of the Liveable Neighbourhoods agenda. Our goal for Drumoyne Streets for People neighbourhood is to create a neighbourhood with reduced vehicle accessibility dominance and to rebalance the street space, by providing more opportunities for active travel, social interaction and play for the residents. The wider benefits for implementing a series of traffic calming measures are multiple: reducing private car-usage and carbon emissions, minimising air and noise pollution, increasing the health and wellbeing of the residents, improving access to local amenities by modes of active travel, and providing opportunities for play and to socialise.

The implementation of a Streets for People Neighbourhood can be achieved by using a combination sympathetic traffic calming measures such as of modal filters and restrictions for vehicular users, whilst ensuring , however, that all residents will be still able to access their properties, potentially through a different route. The filters can be temporary or permanent depending on the aim of the project. Temporary traffic calming measures are recommended if a so that a trial-and-error approach is to be adopted in some cases.

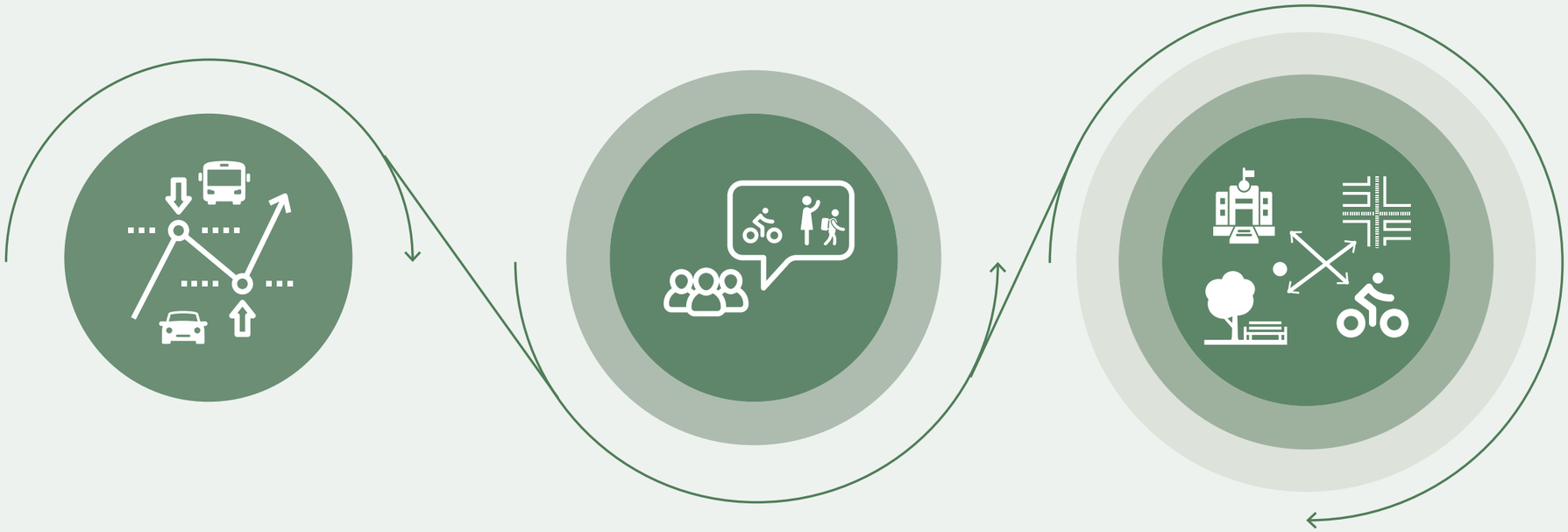
Neighbourhood Selection Approach

In order to identify the most appropriate neighbourhood for implementing these measures, various characteristics has been taken into consideration. Based on our background research, there are two main aspects have been set for selection / identification of neighbourhoods in Glasgow. These are: 1) Community and Stakeholder Engagement – the residents' input drive the creation of the Streets for People schemes and 2) Urban Form – The suitability of a neighbourhood is based on Urban analysis, Land Use and Transport. There is also a third aspect that can be taken into consideration during the selection process: 3) High deprivation score indicated through demographic and environmental data analysis – in this case the Streets for People schemes will have the greatest impact on the local community.

Drumoyne Streets for People

For Drumoyne Streets for People, all these criteria have played a role in the selection of the neighbourhood and in the identification of the neighbourhood boundary. More specifically, the Drumoyne area sits in one of the highest deciles for deprivation in Scotland. As a result of the community consultation workshops, Drumoyne has been identified as a neighbourhood of significant importance for the local community, including four schools (primary and secondary), various community buildings and a number of everyday journeys of the local residents in and around the area. In terms of urban character, Drumoyne is a residential neighbourhood surrounded by primary streets and bus routes, where quiet streets are easier to be implemented within the neighbourhood. Moreover, its proximity to Elder Park, provides the opportunity for creating and extending active travel routes. Additionally, Drumoyne area represents the highest deprivation score in Scotland and the creation of pedestrian friendly (walkable and cyclable) streets which would bring socio-economic benefits in terms of health, well-being, access to local facilities through sustainable modes of travel and decrease household income spend.

3.3 Streets for People Approach



1. TRAFFIC ANALYSIS

Existing vehicular traffic flow analysis of the neighbourhood. A thorough methodology presented by Sustrans (for the detailed methodology see Appendix B), suggests the identification and avoidance of direct the North-South and East-West routes, corner cutting manoeuvres / routes (rat runs) to bypass signalised junctions and assessment of peak vehicular flow per hour on the streets and through the neighbourhood.

2. COMMUNITY CONSULTATION

Community workshops to ensure a place-based approach to design. The community consultation input is crucial for the determination of the exact location of filters and best type of measures along the routes identified in the previous step. Additionally, through community consultation new filter location can emerge based on the community's everyday journeys, safety and perception of travel, and aspirations for use of local streets in the neighbourhood.

3. URBAN ANALYSIS

Urban Analysis to study the land use, built form, character areas and movement / street hierarchy. The urban analysis influences the location and the type of the proposed measures, aiming to maximise the positive impact on the neighbourhood. The emphasis here is given to the location of schools, local amenities and community spaces and to green spaces, and access to active travel network and public transport networking. The proposed measures, where possible, should consider opportunities for greening, tree planting and Sustainable Drainage Systems.

Figure 31. Streets for People Approach diagram

3.4 Streets for People Measures

FILTERS

MODAL FILTERS

Bollard

Planter

Gate

One-way street

Parklet

Pocket park

Diagonal filter

Bus gate

School Street Zone

Banned-turn

Width restrictions

NEIGHBOURHOOD EDGES TREATMENT

Continuous footway

Parallel crossing

COMPLEMENTARY MEASURES

Cycle parking

Dropped kerb

Wayfinding

SuDS

Green Space

Figure 32. Streets for People Measures

3.5 Vehicular Access and Circulation Plan

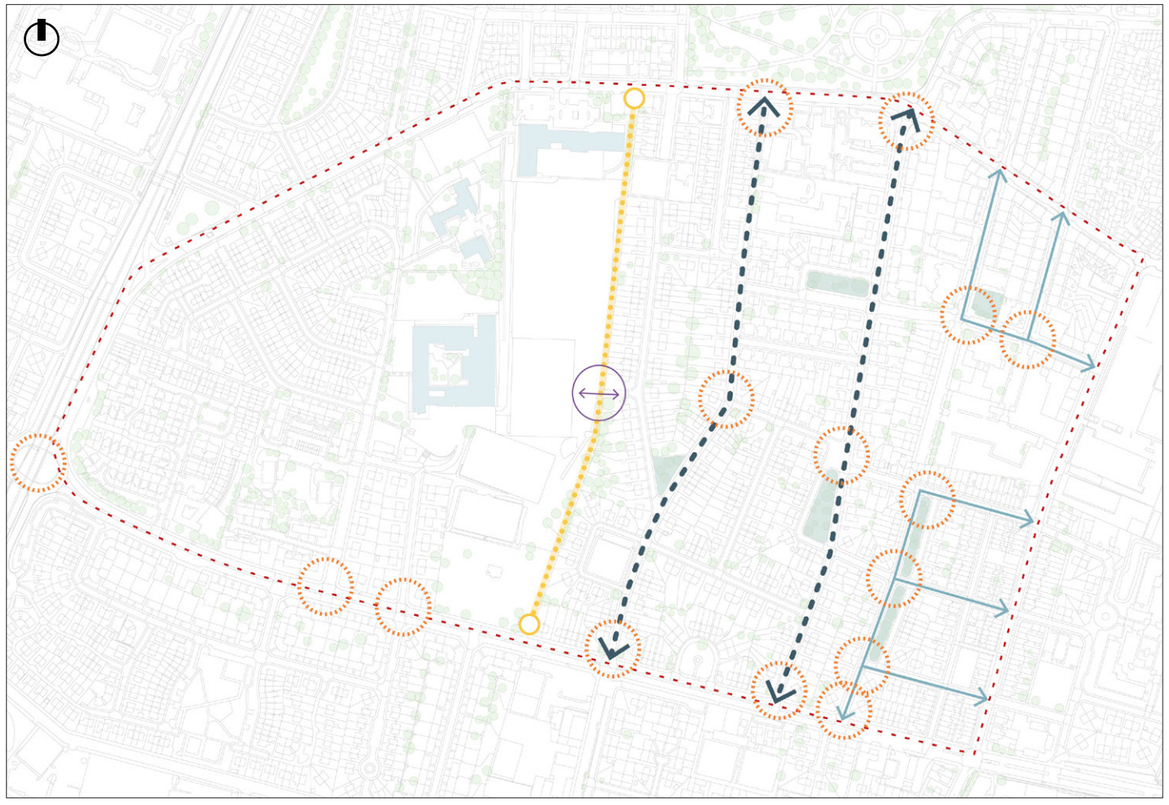


Figure 33. Issues identified as per existing vehicular travel pattern

Key

- Drumoyne SfP boundary
- School route
- Proposed segregated cycle route 2030
- Green space network
- Local Street

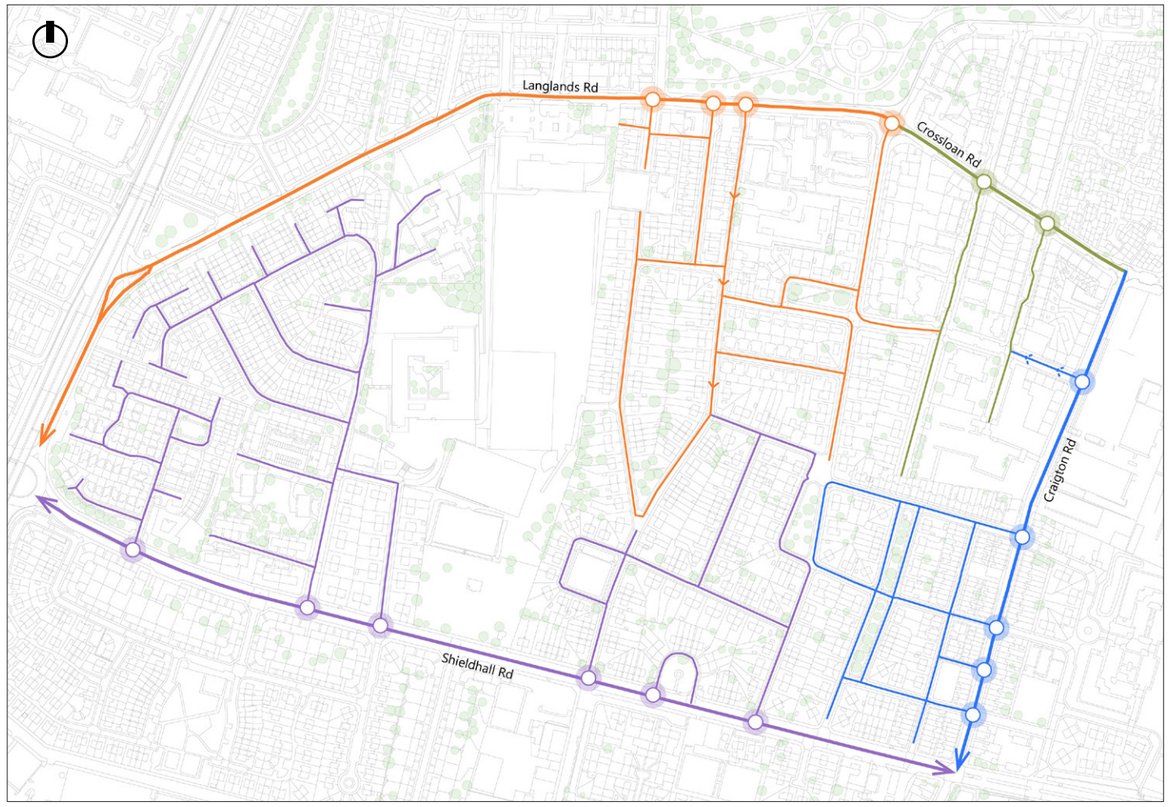


Figure 34. Proposed vehicular access and circulation plan

Key

- Access from Langlands Road
- Access from Crossloan
- Access from Craigton Road
- Access from Shieldhall Road
- Existing one way traffic flow
- Proposed one way traffic flow

3.6 Concept Development and Options Review

Drumoyne Streets for People project is focused on reducing the vehicle dominance on the streets, making them pedestrian and cycle friendly, safe and accessible for all ages, and creating opportunities for residents to use underutilised green spaces as accessible and biodiverse open spaces around the neighbourhood. This is rooted in the evidence based design methodology that has been described under Analysis. While primary streets and bus routes run along the boundary of the area, its inner part is proposed to be reimagined as a network of quiet streets and attractive open spaces with natural play and improved planting, which enables active travel, enhances biodiversity, perception of safety and fosters social interaction on local streets. Alongside restricting vehicular thoroughfare through the neighbourhood and redirecting the traffic flows, the network of green spaces and the creation of safe routes to school has played an important role in the identification of the location, where the introduction of modal filters would be the most beneficial.

Option 1:

The design intention for this area is to introduce a series of modal filters and safe active travel routes to the schools, including connections to the green spaces that are nestled in the heart of the neighbourhood. Lunan Place and Largo Place and Ardshiel Road – Drumoyne Road junction have been identified as key locations for traffic calming measures using modal filter such as planters that, contribute to the residential character repelling the cutting-through and restricts the through traffic from Shieldhall Road to Langlands Road. The green spaces on these streets have also been proposed to be improved for natural play, access and planting with reclamation of carriageway space, where possible to foster social cohesion.

Similarly, Nimmo Place has been identified as an optimal location for modal filters to eliminate rat runs through pedestrianisation of a section of the street with bollards at either end, planting and cycle parking with high quality paving adjacent to Moogety Community Garden.

In order to promote safe active travel routes to schools, timed closures with lockable bollards have been proposed on Cromdale Street, shared active travel route on Mallaig Road and reinstating the existing gate on Ardshiel Road provides a key east west active travel connection for the residential communities through Elder Park Recreation Ground to Govan High School. All other key walking and cycling routes to schools will be controlled through modal filters and resurfaced as necessary to ensure safety and accessibility. Painted cross walks are to be introduced as tactical urbanism measures at key locations in proximity to open spaces and road diversions / closures to highlight pedestrian priority and bring vibrancy to the streets. Finally, on Shieldhall Road and Langlands Road, continuous footways and street junction closures (Shieldhall Road only) are proposed on side-street junctions, to ensure safe and accessible footpaths that denote pedestrian priority and traffic calming. A parallel crossing is proposed on Shieldhall Road close to Cromdale Street junction.

Option 2:

The alternative option includes the do minimum interventions that will focus on restricting vehicular thoroughfare and eliminating rat runs through the introduction of modal filters such as planters and lockable bollards at the above identified locations, and junction closures on Shieldhall Road. Safe cycle routes to school will be achieved through resurfacing existing residential streets and footpaths, new east west connection through Elder Park Recreation Ground and integrated cycle lane on Mallaig Road.

While the preferred option, Option 1 recommends comprehensive place making on streets encompassing public realm improvements, modal filters and traffic calming measures, in order to transform residential streets as places for people to connect, meet, greet and play. Option 2 focuses on accelerating restricted vehicular access using signage and planters for reducing through traffic. The latter can be implemented to trial road closures and diversions as temporary measures with the community. Further to this, implementation of permanent measures recommended in Option 1 in a phased manner can be considered.

Design Principles

Creating streets as places for people to connect, meet, play and travel sustainably

- Ensure pedestrian priority through enabling a better balance between cars and people on the streets
- Enable safe, accessible and well connected active travel network for school journeys and around the neighbourhood, thus contributing to modal shift
- Introduce quiet streets, which give the opportunity for play and social interaction for the residents
- Contribute to decarbonisation through minimising the negative effects of car usage, including air and noise pollution-provide better quality civic space, especially around green spaces and local amenities to create an attractive environment
- Incorporate a placemaking-led approach to traffic calming
- Contribute to biodiversity enhancements and SuDS

3.7 Conceptual Strategy

1. Surface improvements to existing PRoW
2. Proposed shared and cycle footpaths
3. Primary walking and cycling routes to school - only footpaths and surface improvements required
4. 3 Lockable bollards for timed closures of the streets for motor vehicles between Mon-Fri 08:30 to 09:30 and 15:00 to 16:00
5. Surrounding active travel routes
6. Modal filters points - planters and build-outs
7. Painted cross walks at junctions as speed restraint measures
8. Pocket parks
9. Parallel crossing for pedestrians and cyclists
10. Continuous footways

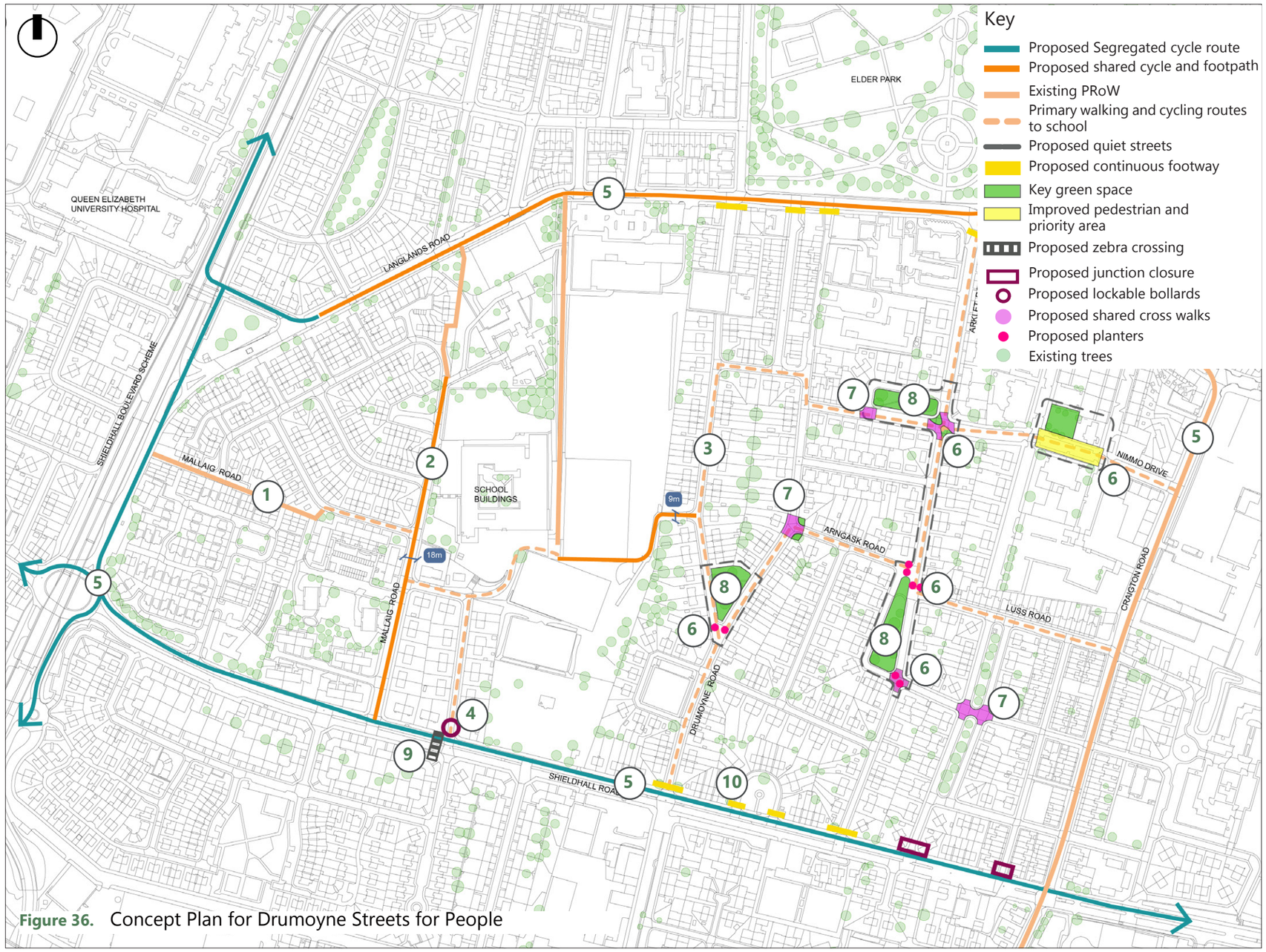


Figure 36. Concept Plan for Drumoyne Streets for People

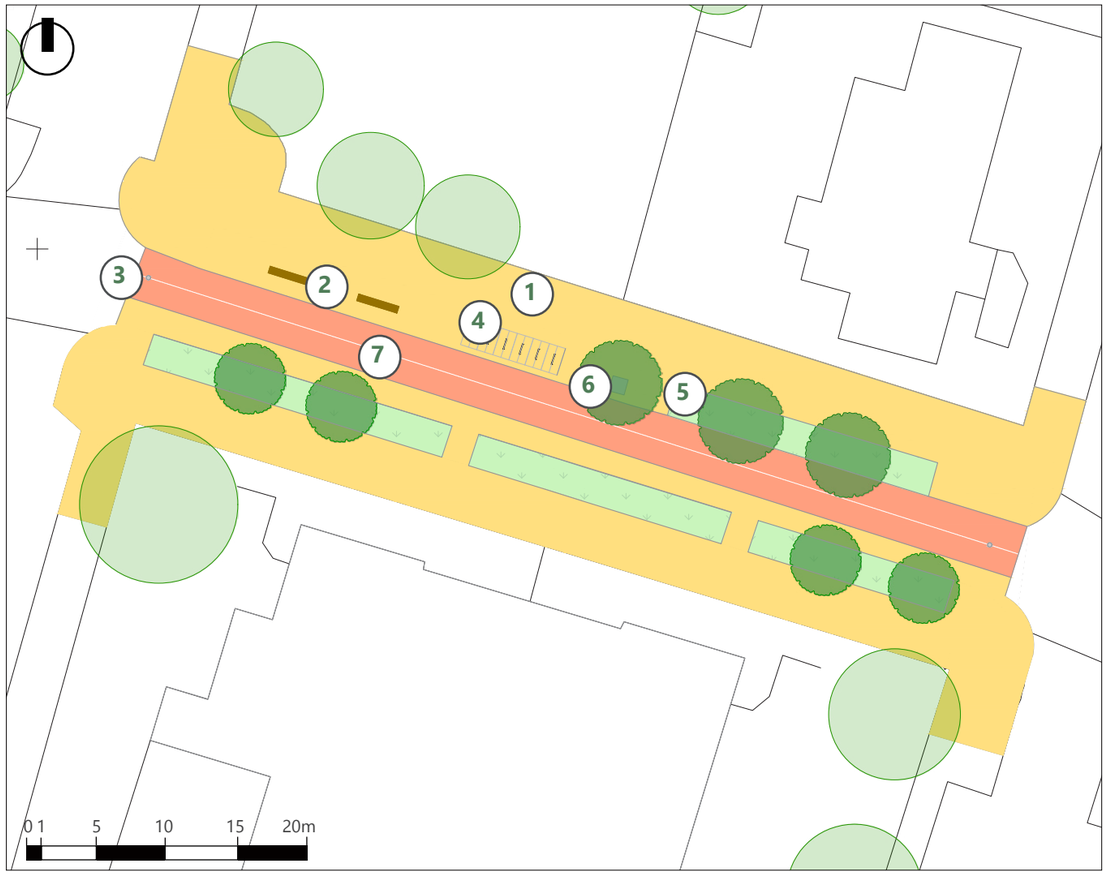
3.8 Concept Plan

Typical Interventions

Figure 37. Indicative Concept Plan and Section Lines

3.9 Zoom-in Plan

Nimmo Drive



1. Caithness paving
2. Timber and steel seating
3. Timber bollards for street closure
4. Galvanised steel bike racks x6
5. Strips of wildflower planting in ground, evenly spaced tree planting, preferably Silver Birch or Ginkgo Biloba
6. Tree (species as above) in hard surface, with steel grille
7. 3.5m wide bidirectional cycle way - coloured, resin bound surface

Lunan Place

1. Caithness paving with granite kerbs
2. Timber and steel seating
3. Play space - allocated area for play equipment e.g. table tennis (no material change)
4. Amenity grassland
5. Swathes of wildflower planting
6. Natural play sporadically located throughout green space
7. Retaining existing trees
8. Resin bound gravel footpath
9. Proposed trees (Silver Birch or Ginkgo Biloba) in hard surface, with steel tree grille
10. Timber planters with wildflower planting
11. Improved surfacing treatment
12. Existing carriageway
13. Removed fence

Figure 38. Zoom-in plans for - Nimmo Place and Lunan Green Space Flexible Park

3.9 Zoom-in plan

Shieldhall Rd

1. Continuous footway with tactile paving and coloured asphalt. Raised table on either side of the footway. Reconstruction of footway kerbs to create 2m turning radii for vehicles
2. Street closure - extension of footpath and installation of temporary planters

Figure 39. Zoom-in Plan for Shieldhall Road Street Closure and Continuous Footway

3.10 Schematic Sections

Section AA
Scale 1:200

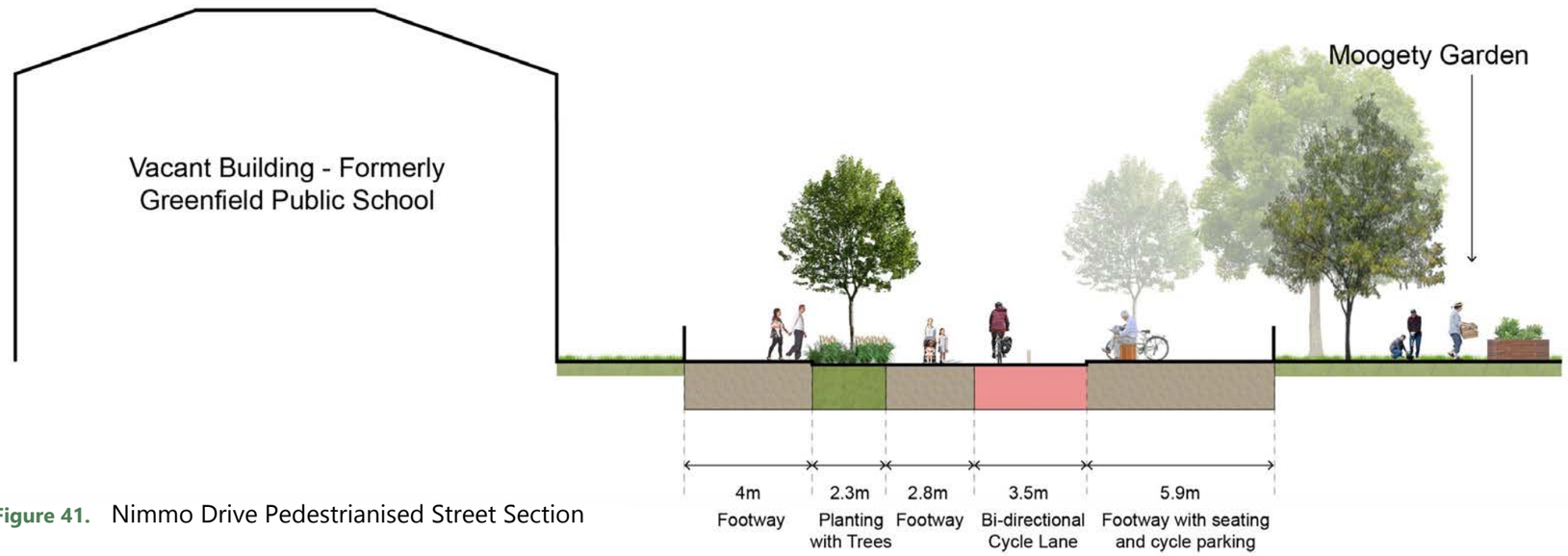


Figure 41. Nimmo Drive Pedestrianised Street Section

Elevation BB
Scale 1:400

Figure 40. Shieldhall Road Junction Closure and Continuous Footway Elevation

3.10 Schematic Sections

Section CC
Scale 1:400

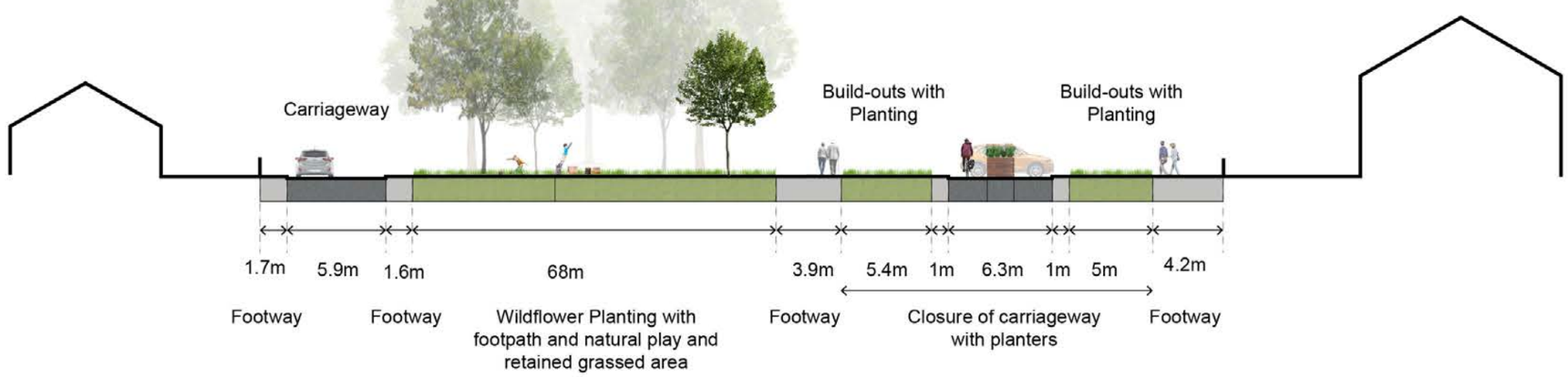


Figure 42. Largo Place Green Space and Street Diverter Section

Section DD
Scale 1:400

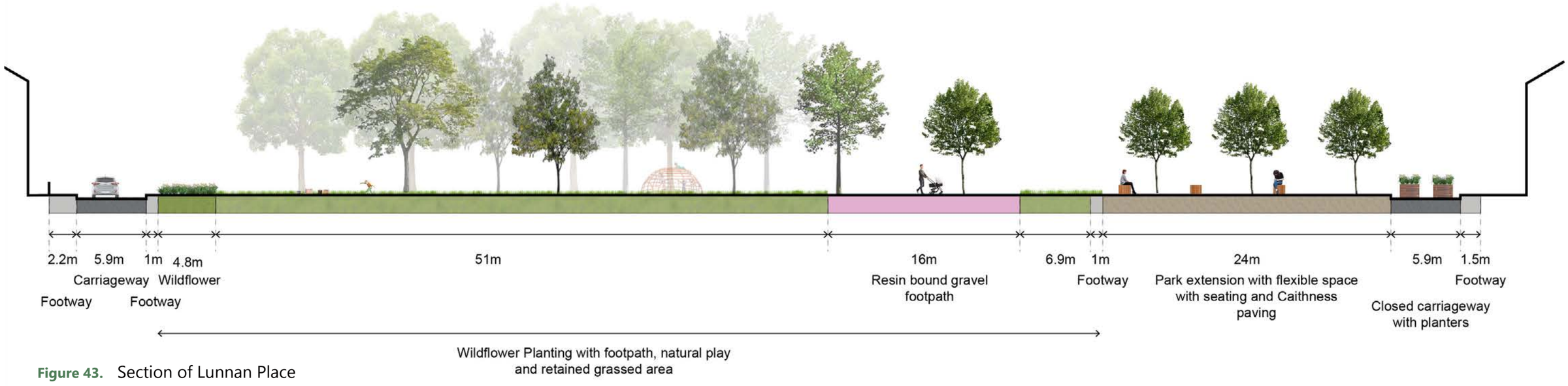


Figure 43. Section of Lunnan Place

3.11 Visualisation

Lunan Place

Figure 44. Artist Impression of Lunan Place Flexible Space

3.11 Visualisation

New active travel route to Govan High School from Ardshiel Road

Figure 45. Artist Impression of Active Travel Access to Elder Park Recreation Ground and Govan High School from Ardshiel Road

3.12 CEEQUAL

Pre-Assessment Summary

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5	The Historic Environment	230	138	29	21.01%	51	36.96%	80	57.97%
6	Ecology and Biodiversity	299	293	16	5.46%	149	50.85%	165	56.31%
7	The Water Environment	283	202	49	24.26%	135	66.83%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	6	0.55%	755	69.65%	761	70.20%
9	Transport	267	260	127	48.85%	64	24.62%	191	73.46%
Total		**4375**	**3934**	**930**	**23.64%**	**1708**	**43.42%**	**2638**	**67.06%**

Table 4. CEEQUAL Pre-assessment Summary

3.13 Cost Summary

(Part A)

A Budget Estimate has been undertaken on the Concept Design drawing provided, which is made up of 11 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.

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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.

	Largo Place Park- Modal Filters	Nimmo Drive Public Realm	Lunan Place Park - Modal Filters	Junction Closures (2)	Continuous Footways (8)	Active Travel Improvements
SUB - TOTAL DIRECT WORKS	£476,198	£828,921	£605,358	£210,330	£336,142	£368,058
SUB - TOTAL STATS	£50,000	£250,000	£50,000	£0	£0	£25,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£57,620	£92,892	£85,536	£25,033	£62,577	£41,806
GRAND TOTAL (Excluding risk)	£583,818	£1,171,813	£740,894	£235,363	£398,718	£434,864
RISK/CONTINGENCY	£116,764	£234,363	£148,179	£47,072	£79,7444	£86,973
GRAND TOTAL (Including risk)	£700,582	£1,406,175	£889,073	£282,435	£478,462	£521,837
ALLOWANCE FOR INFLATION						
ALLOWANCE +11.5%	£80,567	£161,710	£102,243	£32,480	£55,024	£60,011
GRAND TOTAL (including risk & inflation)	£781,149	£1,567,885	£991,316	£314,915	£533,486	£581,848
Rate/m2				£811	£375	

3.13 Cost Summary

(Part B)

	Green Space Drumoyne Road - Modal Filters	Painted Crossing - McGregor St & Drumoyne/ Argansk Junction	Cromdale St - Modal Filter Points	TOTAL
SUB - TOTAL DIRECT WORKS	£192,020	£19,045	£73,464	£3,109,536
SUB - TOTAL STATS	£50,000	£0	£5,000	£430,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£44,202	£1,905	£9,846	£421,416
GRAND TOTAL (Excluding risk)	£286,222	£20,950	£88,310	£3,960,952
RISK/CONTINGENCY	£57,244	£4,190	£17,662	£792,190
GRAND TOTAL (Including risk)	£343,467	£25,139	£105,972	£4,753,142
ALLOWANCE FOR INFLATION				
ALLOWANCE +11.5%	£39,499	£2,891	£12,187	£546,611
GRAND TOTAL (including risk & inflation)	£382,966	£28,030	£118,159	£5,299,753
Rate/m2				

Table 5. Cost Plan Summary

3.12 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1	Maintaining existing active travel routes to schools	Resurfacing existing PRoW as shared cycleway and footway connections	Quick Win	Glasgow City Council Asset Management Fund, Cycling Scotland Cycle-friendly grant, Sustrans cycle/scooter parking grant	Glasgow City Council Asset Management Team	NA
2	Proposed active travel routes	Shared footpath and cycleway reconstruction on Mallaig Road and through Govan High School / Elder Park Recreation Ground campus	Short Term	Sustrans Places for Everyone, Cycling Scotland Cycle-friendly grant, Sustrans cycle/scooter parking grant	Glasgow City Council with Govan High School and Sustrans	Engagement with statutory undertakers including utilities companies, Road Safety Audit (and potentially TRO)
3	Timed closures on Cromdale Street	"3 lockable bollards for timed closures of the streets for motor vehicles between Mon-Fri 08:30 to 09:30 and 15:00 to 16:00"	Quick Win	Sustrans Places for Everyone Fund	Glasgow City Council with Govan High School and Sustrans	Temporary road closures, Prohibition of Driving
4	Parallel Crossing on Shieldhall Road	Parallel crossing on Shieldhall Road - Cromdale Street junction for pedestrians and cyclists	Short Term	Sustrans Places for Everyone Fund	Glasgow City Council and Sustrans	Planning permission required, Road Safety Audit
5	Improving existing green spaces as pocket parks	Removal of fences, wildflower planting along the edges, maintenance of grassed area, potential natural play furniture, resurfacing surrounding footpath; extension of pavement to create an informal play space on Lunan Place - Arklet Road	Short Term	Place Fund, Sustrans Pocket Places Fund	Glasgow City Council with residents	Planning permission required
6A	Modal filters and speed restraint measures	Movable planters, painted cross walks, build outs as planted verges, bollards	Short Term	Sustrans Places for Everyone Fund, Sustrans Pocket Places Fund	Glasgow City Council with residents	Temporary road closures, Road Safety Audit, TRO after 6-12 months
6B	Modal filter - partial pedestrianisation of Nimmo Drive	Extension of footpaths and repaving with natural stone, segregated cycleway, cycle parking, planting with trees and potential rain gardens, seating and lighting	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council with residents	Planning permission required + RCC approvals
7	Continuous footways	Continuous footways on side-street junctions on Shieldhall Road and Langlands Road	Short Term	Sustrans Places for Everyone Fund	Glasgow City Council	Engagement with statutory undertakers including utilities companies, Road Safety Audit
8	Junction closures	Junction closures on Shieldhall Road - Ardneil Road and Shieldhall Road - Kilmaurs Street	Short Term	Sustrans Places for Everyone Fund	Glasgow City Council	Engagement with statutory undertakers including utilities companies, Road Safety Audit

Table 6. Action Plan Summary

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