

# CONNECTING COMMUNITIES PROGRAMME

## LIVEABLE NEIGHBOURHOODS PLAN - TRANCHE 1

Dennistoun, Haghill, Riddrie, Carntyne and Cranhill

### RIBA STAGE 2 CONCEPT DESIGN REPORT

October 2022



**Author:** Project Team  
**Checker:** Catriona Benton and Chris Stewart  
**Reviewer:** Shruthi Guruswamy  
**Approver:** John Ramsay

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COLLECTIVEARCHITECTURE

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# INTRODUCTION

01

# 1.1 Liveable Neighbourhoods Approach

## 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 be 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 and local delivery networks.

### Streets for People

Streets should be for people, enabling valuable 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>)

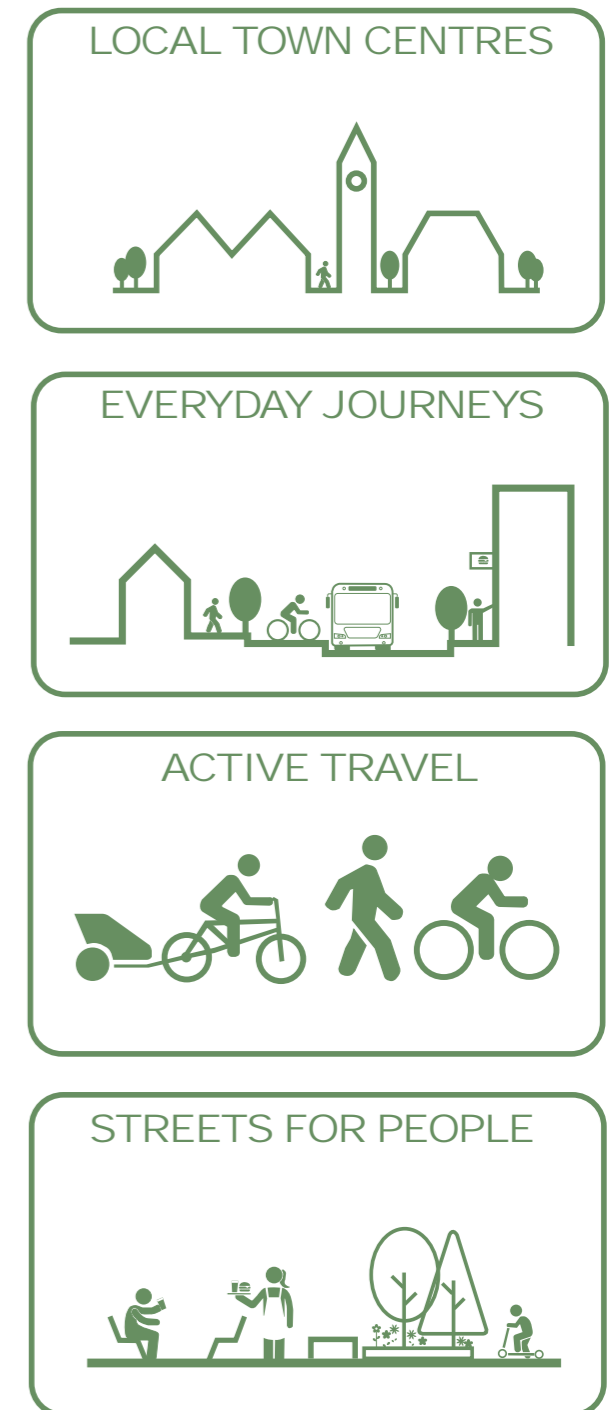


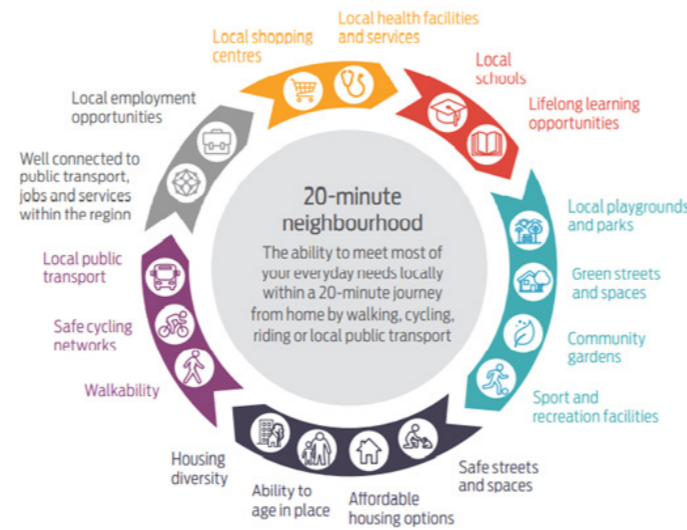
Figure 1. GLN Key Themes

# 1.1 Liveable Neighbourhoods Approach

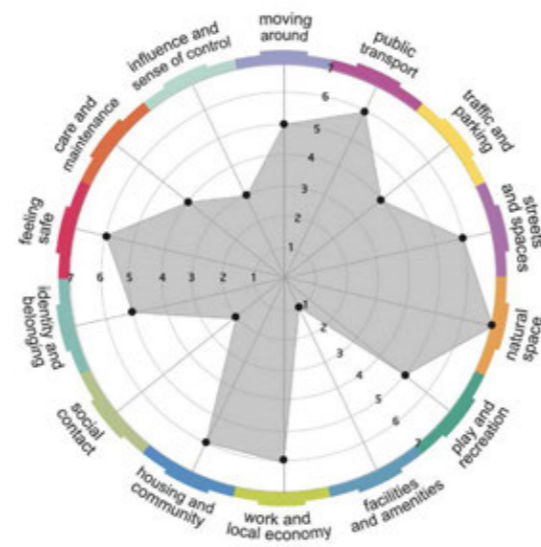
The **Place Standard Tool** is proposed as the method to allow communities to assess the quality of their neighbourhood and define the common issues that be targeted by proposals and interventions. This will be used as a framework to structure conversations about place, and will be used as a basis to 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 Neighbourhoods 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.

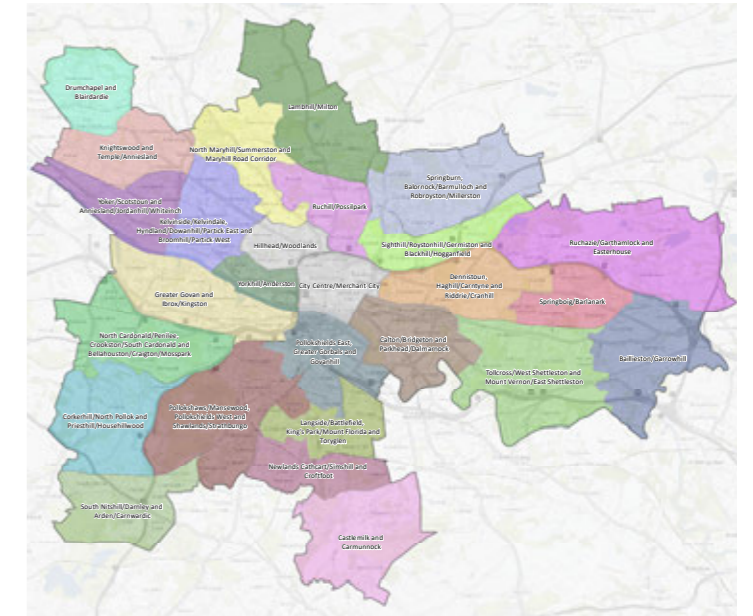


**Figure 3.** Place Standard Tool

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.

Dennistoun, Haghill, Riddrie, Carntyne and Cranhill 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 Inner East neighbourhoods.

The Inner East LN area is located relatively close to Glasgow city centre. The mid point of the LN area is approximately 3.5km east of the city centre. The M8 borders the study area along its northern boundary, and the North Clyde Railway Line.



**Figure 4.** Map of Proposed Liveable Neighbourhood Areas



**Figure 5.** Location Map

## 1.2 Area Overview

- Some areas in the inner east are noted as being in the most deprived 10% of the Scottish Multiple Index of Deprivation.
- The area can be divided into five 20-minute residential neighbourhoods interspersed with local shops, GP surgeries, pharmacies, schools, limited cycle hubs, churches, offices and workshops. The area lacks local town centres, except Duke Street and Forge shopping centre to the south. Post offices are limited in presence.
- Dennistoun, however, has seen much improvement in the past decade, with new commerce and a renovations of existing housing stock.
- The neighbourhoods are serviced by the commuter railway line and buses.
- The area has a few green spaces, the largest of which is the sprawling Victorian gardens of Alexandra Park.
- Its largest shopping centre is the Forge, which is surrounded by derelict land and industrial sites.
- Flood risk is limited, however surface water flooding issues are noted in some low lying areas.

For further information, please refer to Dennistoun to Cranhill RIBA Stage 1 Report: <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=57815&p=0>



Figure 6. LN Site Photos



# 1.3 List of Opportunities

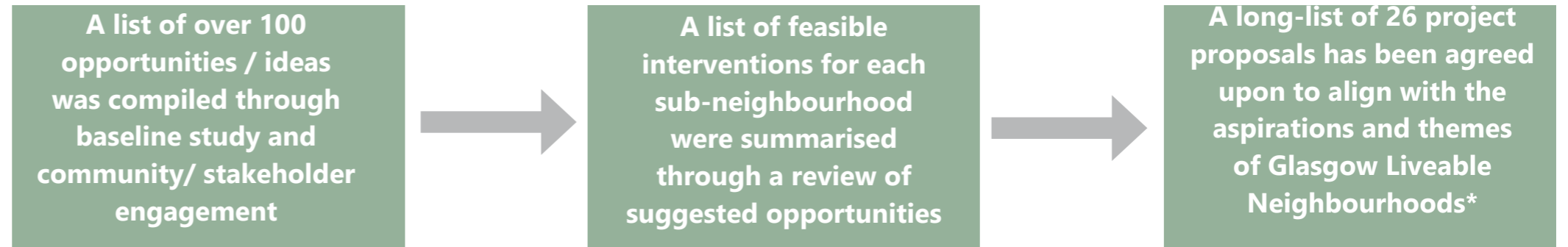
## Project Selection Process

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 Dennistoun to Cranhill 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.



### Criteria for Selection

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

### 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.

### 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
- To be utilised for funding bids when opportunities arise
- Can be delivered by GCC in partnership with other organisations
- Can be delivered by other organisations (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

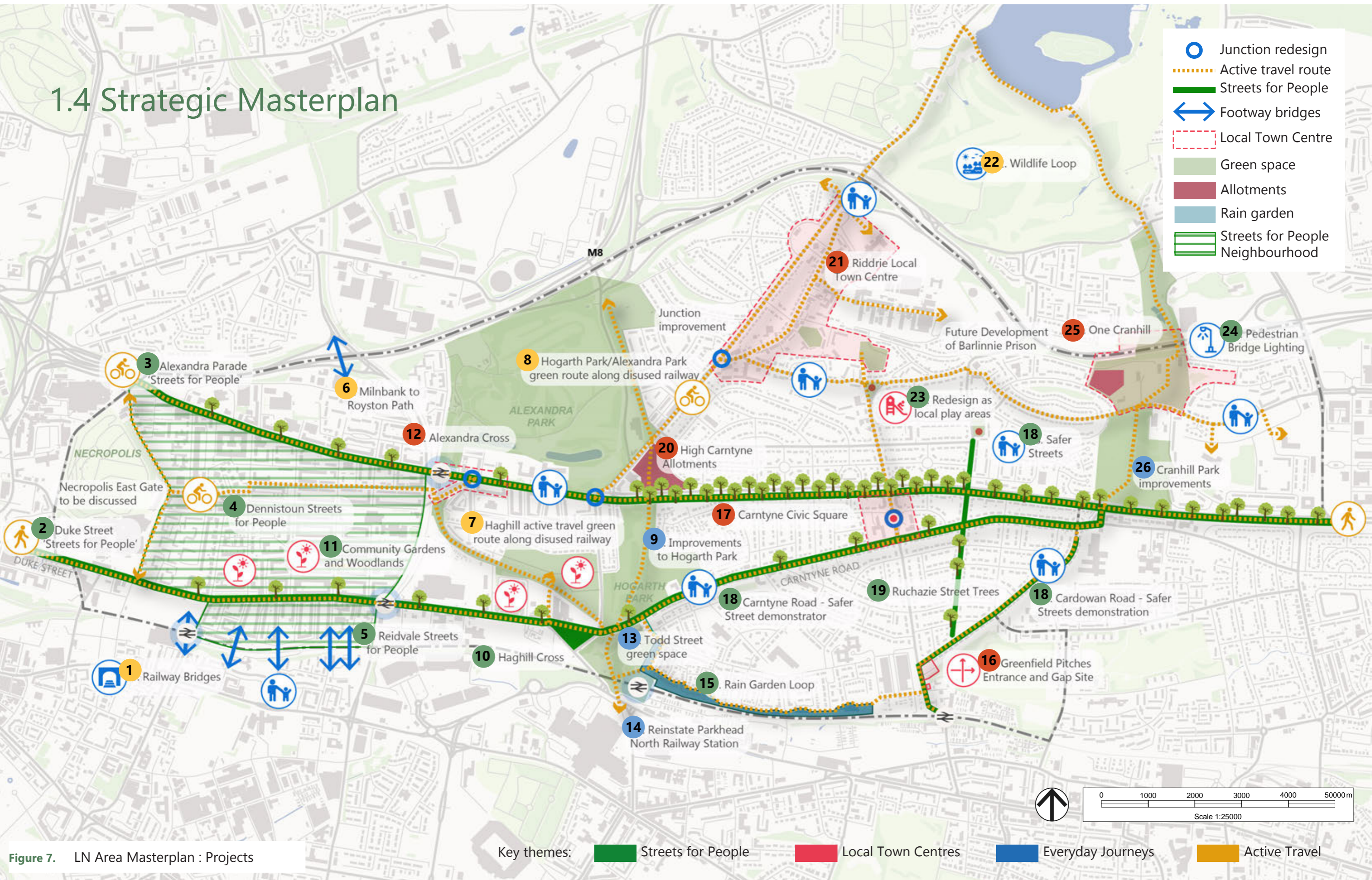


Figure 7. LN Area Masterplan : Projects



# 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.

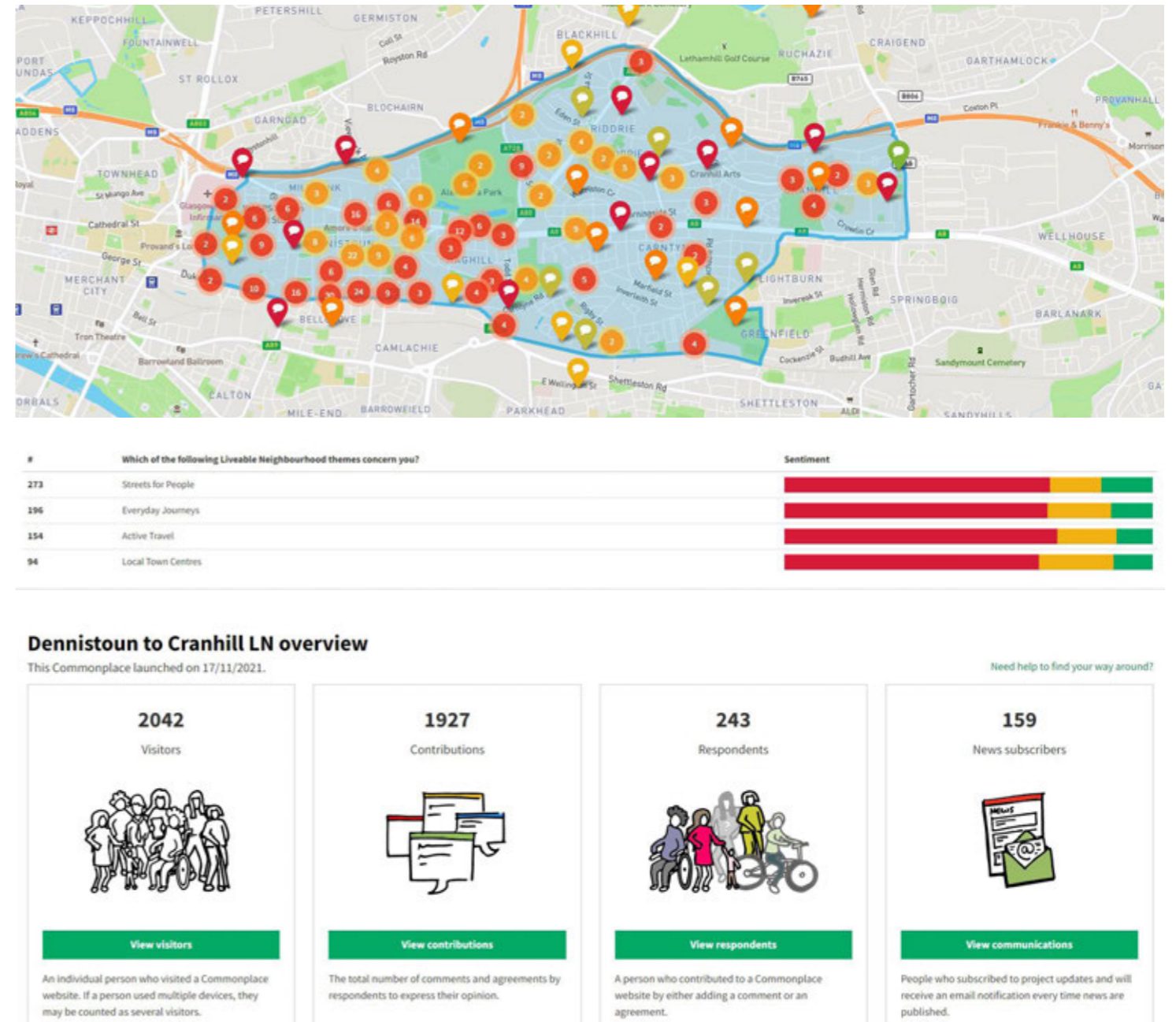


Figure 9. CommonPlace Overview

# 1.6 Consultation and Engagement

## Smithycroft School Community Workshop

The public consultation event held at St Enoch's Hogganfield Parish Church in Riddrie on the 24th February 2022 explored a number of opportunities which included the consideration of 'left over' portions of the old Cumbernauld Road blocked by the M8, the blocked off underpass and poor pedestrian access across the M8 at Cumbernauld Road in front of Smithycroft Secondary School. This included consideration of how pupils travelled to school, how pupils interact with the local town centre and how the underused open space in front of the school and adjacent to the public library can be better utilised to enhance the local town centre. It is essential to work with Smithycroft Secondary School in how this space is redesigned and a workshop was set up with school children to consider the opportunities.

The event took place on the 08th June 2022 in attendance where 12 pupils, 1 teacher, the Active Travel Officer from Glasgow City Council, Representative of St Paul's Youth Forum and the Project Architect from Collective Architecture. The workshop took the format of a general discussion of Liveable Neighbourhoods followed by interactive design of the space using two floor maps. The following proposals were recorded:

- The existing roads / drop of areas need to be reconsidered.
- The active travel route running across the M8 at Cumbernauld Road needs upgraded and integrated with the path network running through the landscaped area.
- The relationship with the school and the landscaped area needs integrated.
- There is minimal amenity for the pupils during lunchtime / start and finish of school. They require places to eat lunch and meet. This should include a covered area and charging points for phones / computers.
- The school children would like areas to grow / garden.
- There is insufficient bike storage / encouragement of bike use.
- The area is badly lit.
- There is a need for a civic space to help establish the Local Town Centre adjacent to the Public Library which could be shared with the school.
- The catchment area for Smithycroft Secondary School is very wide including North of the M8, the crossing point over Cumbernauld Road into the landscaped area needs to be improved.



Figure 10. Workshop Photos

# 1.6 Consultation and Engagement

## Public Exhibition

An all-day drop in event was conducted on 13th October 2022 at Reidvale Centre to discuss the ideas which have been developed following the community workshops held last winter. The community workshops were held in Carntyne, Haghill, Riddrie, Cranhill, and Dennistoun together with a focused workshop held at Smythcroft Secondary 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. Dennistoun LN area Public Exhibition photos

# RAILWAY BRIDGES 02

PROJECT 1

# 2.1 Site Context

The busy railway line from Queen Street Station Low Level in Central Glasgow to the East Central Belt and North to Springburn and Cumbernauld forms a barrier between the communities of Dennistoun and Reidvale to the North and Bellgrove to the South. The railway line is crossed by a series of bridges running from Bellgrove Road to Millerston Street. The six bridges form the link between these communities which join many important amenities which include schools, shopping areas, train stations, recreation opportunities together with a number of opportunities for social interactions. Some of the Bridges are a focus of serious anti-social behaviour, while one has been closed to vehicular traffic and one has been completely closed off due to structural stability. Rather than being a source of difficulty the Bridges offer the opportunity to form important active travel links to allow resources to be shared and create an integrated community.



Figure 12. Historical map 1843 - 1882

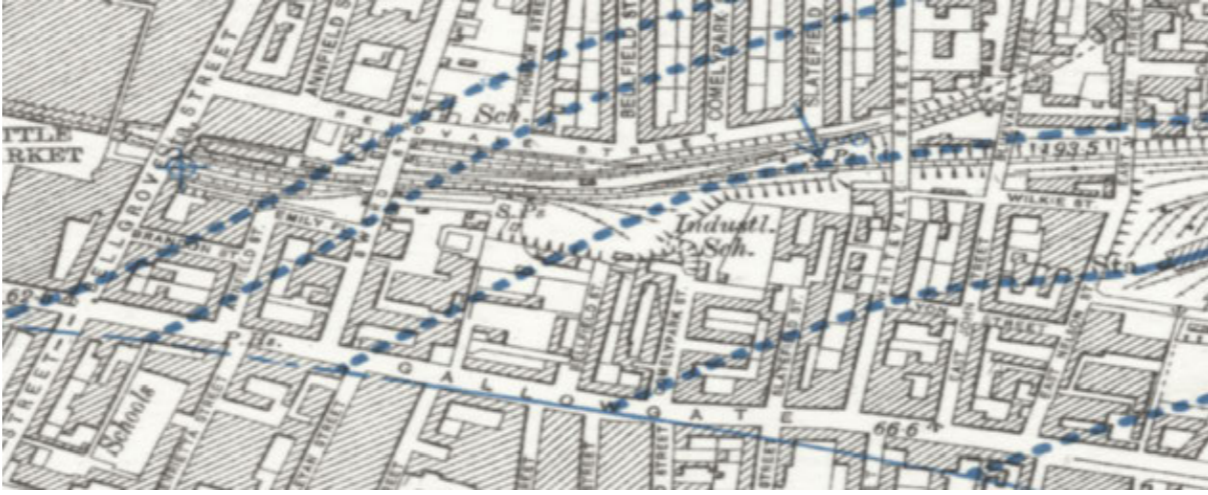


Figure 13. Historical map 1900 - 1940



Figure 14. Site Photos





## 2.2 Analysis

The six bridges are each very differently in character and use. The first two (Bellgrove Road / Sword Street) are in proximity to Bellgrove Railway Station and can help in resolving the lack of disabled access. Bellfield Street Bridge is a pedestrian bridge with serious anti-social issues, has stepped access from Reidvale and is part of an important active travel route to St Mungo's Academy. The Whitevale Road and Bluevale Road bridges have both been blocked off to some degree and there are serious structural questions over their use for vehicles. The Whitevale Bridge is still open to active travel while the Bluevale bridge is completely blocked off awaiting the development of the site to the south by the Wheatly Group. Millerston Street is a very busy road and has not formed part of these proposals. The study has focused in on the Bellfield and Whitevale Bridges.

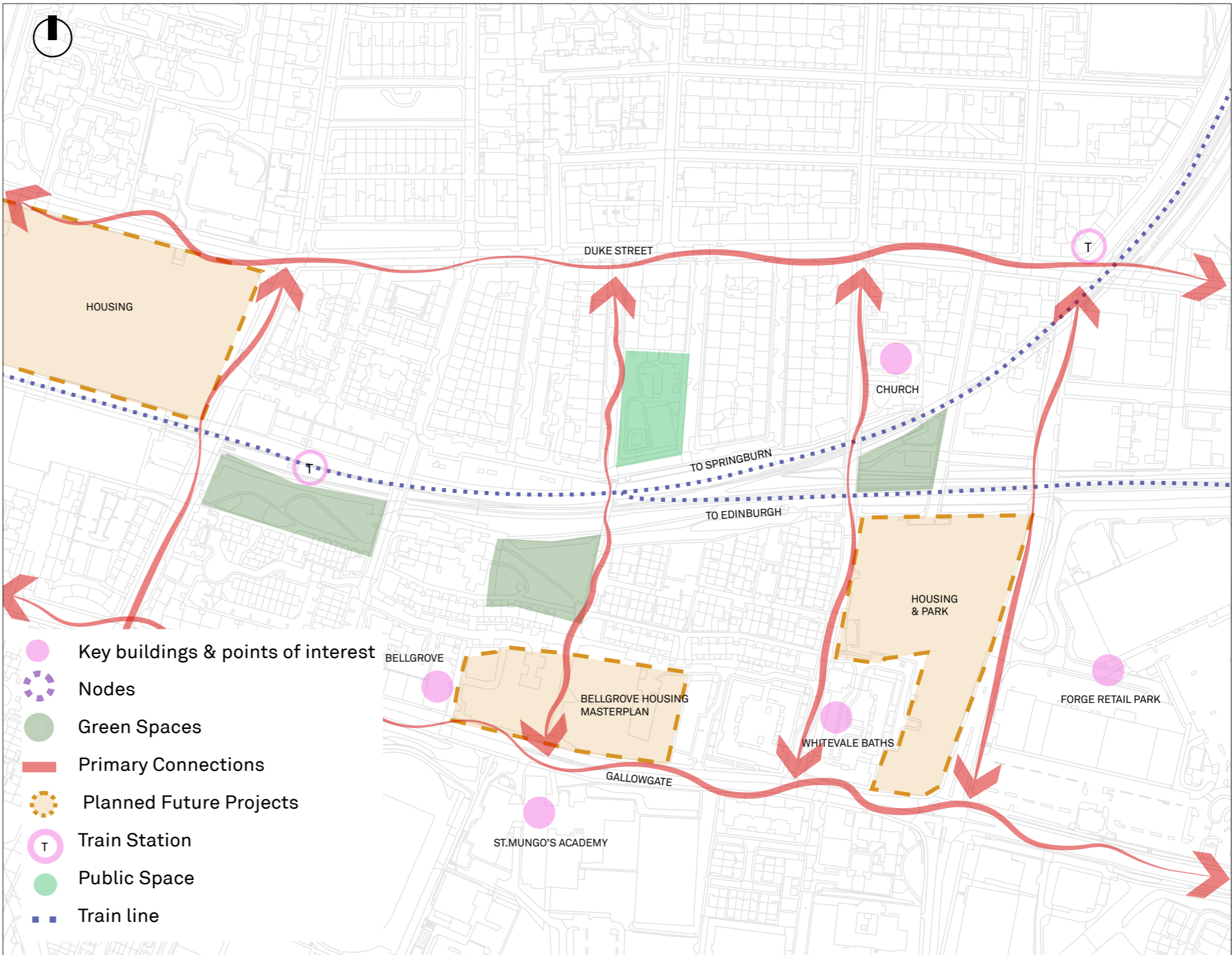


Figure 15. Railway Bridges Analysis Map

## 2.3 Concept Development and Options Review

The study focused on the Bellfield and Whitevale Bridge as the two most likely to progress. The Bluevale Bridge will rely on the development of the Bellgrove Masterplan by the Wheatley Group while the Sword Street and Bellgrove access to the railway station relies on the cooperation of Network Rail.

The main thrust of the Bellfield Bridge project was to develop natural surveillance of the area by constructing a new urban block / housing which directly overlooks the bridge and the southern approach. A new ramp will be formed at the Northern approach to Bellfield Bridge. The ramp will allow easier access to the bridge while the natural surveillance from the housing will help reduce the anti-social behaviour.

Whitevale Street forms an important historic route between Duke Street and Gallowgate. It includes churches, community halls, small parks and the former Whitevale Baths which are being developed into a community facility. The intention is to develop the existing bridge into an active travel focus including the redevelopment of the adjacent park. Important East / West and North / South active travel routes would converge at this point. Encouraging active travel along these routes will help integrate the various communities.

There is also support for accessibility improvements needed to Belgrove Station whether from Sword Street/Belgrove St.

### Options:

**Bellfield Bridge** – Different arrangements of buildings to the west of the bridge were explored to maximise natural surveillance.

**Whitevale Bridge** – Different locations for the turning head (north and south of the bridge) were explored in relation to the entrance to the adjacent park. Different types of landscaping on the bridge were also explored.

### Design Principles:

- New Urban block to develop natural surveillance around Bellfield Bridge and help reduce antisocial behaviour
- A new ramp on northern approach to Bellfield Bridge to allow improved accessibility
- Opportunity to improve green space and biodiversity adjacent to Bellfield Bridge through introduction of play areas, proposed trees, wildflower areas, rain gardens and amenity space; potential site for affordable housing
- Introducing active travel in the form of a shared cycle and footpath to the bridge at Whitevale Street, connecting surrounding active travel routes
- Opportunity to improve green space and biodiversity adjacent to Whitevale Street through introduction of play areas, proposed trees, wildflower, rain gardens and amenity space
- Introducing a shared cycle and footpath through improved green space adjacent to Whitevale Street

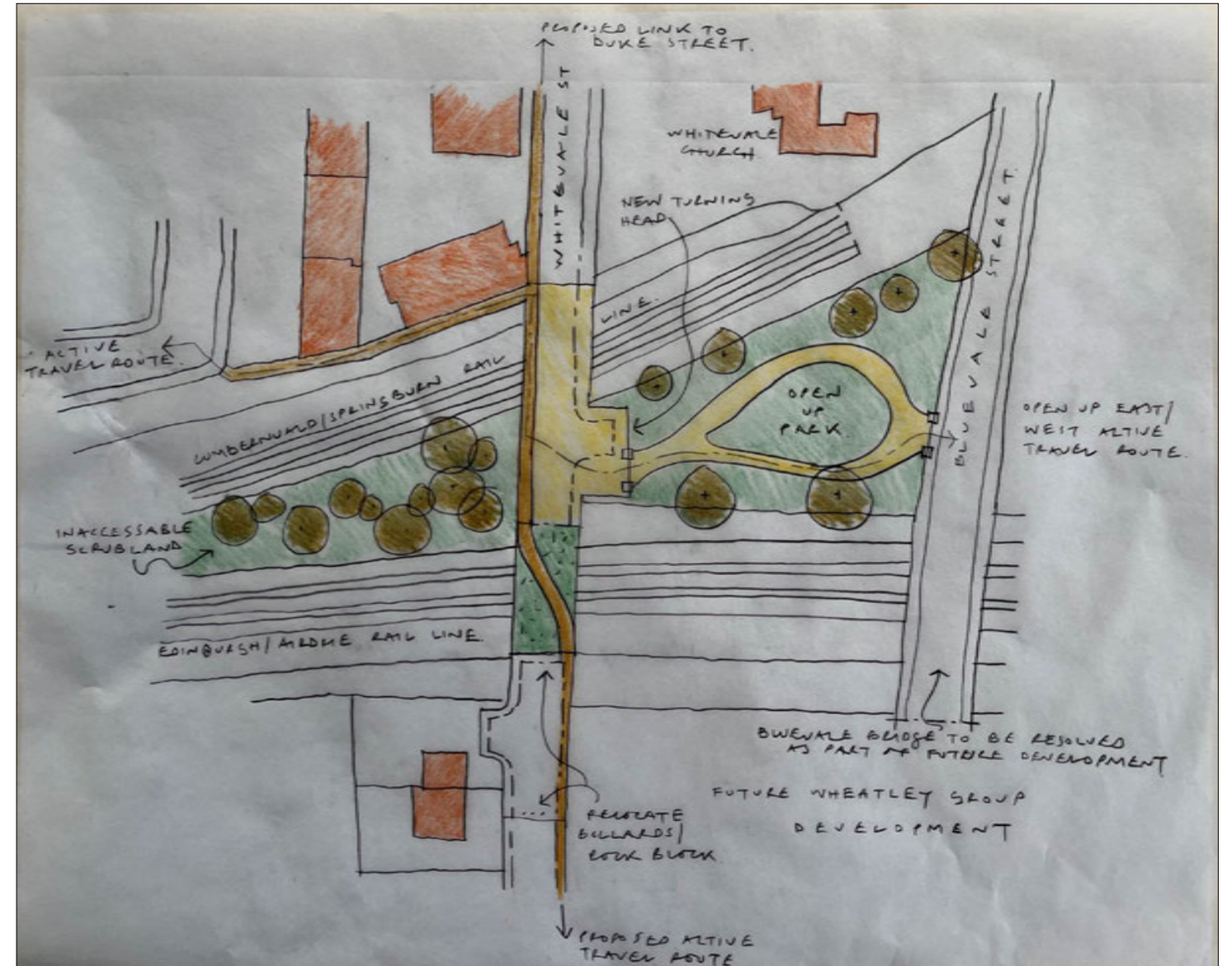


Figure 16. Railway Bridges Concept Sketch

# 2.3 Concept Development and Options Review

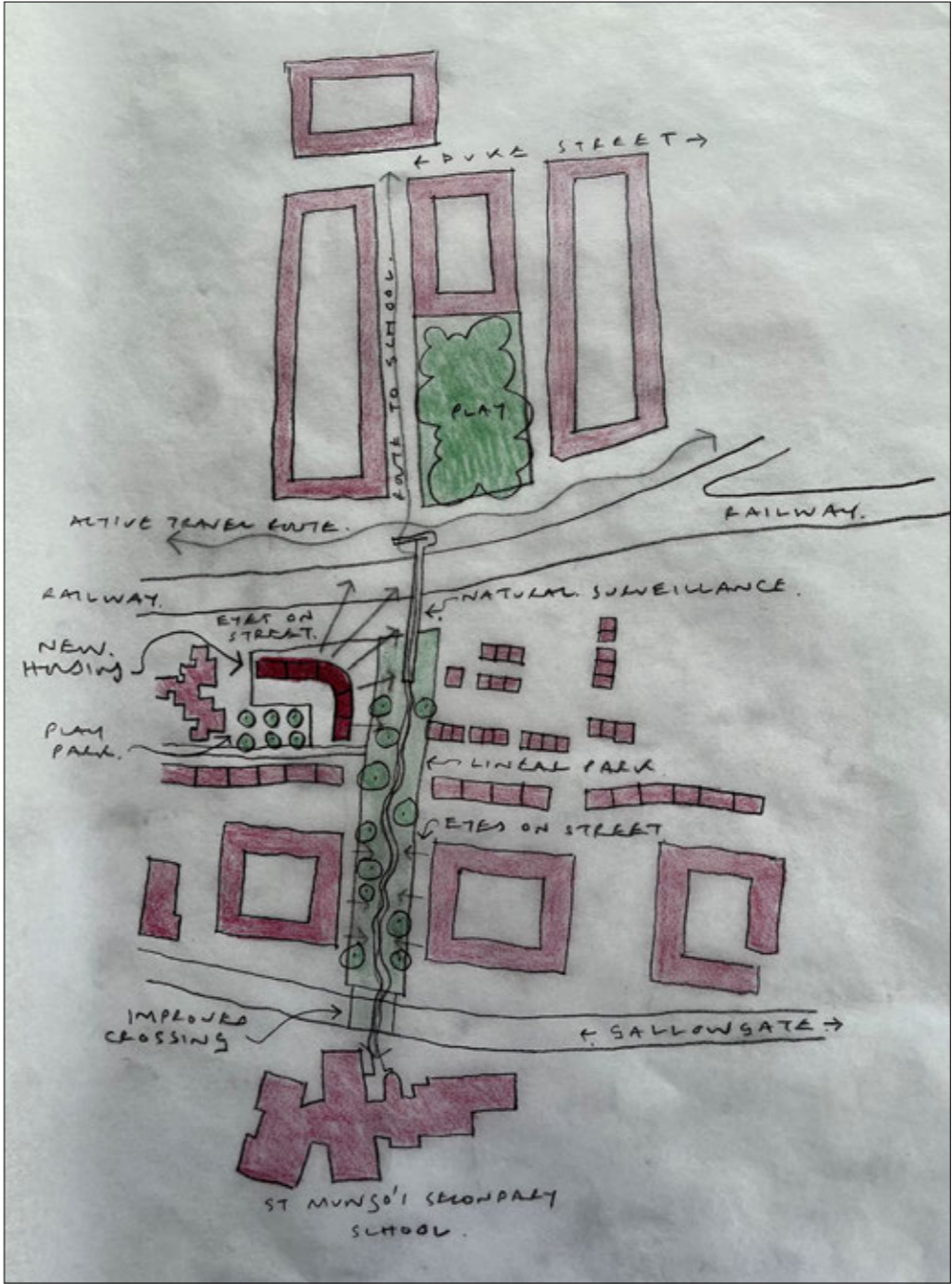
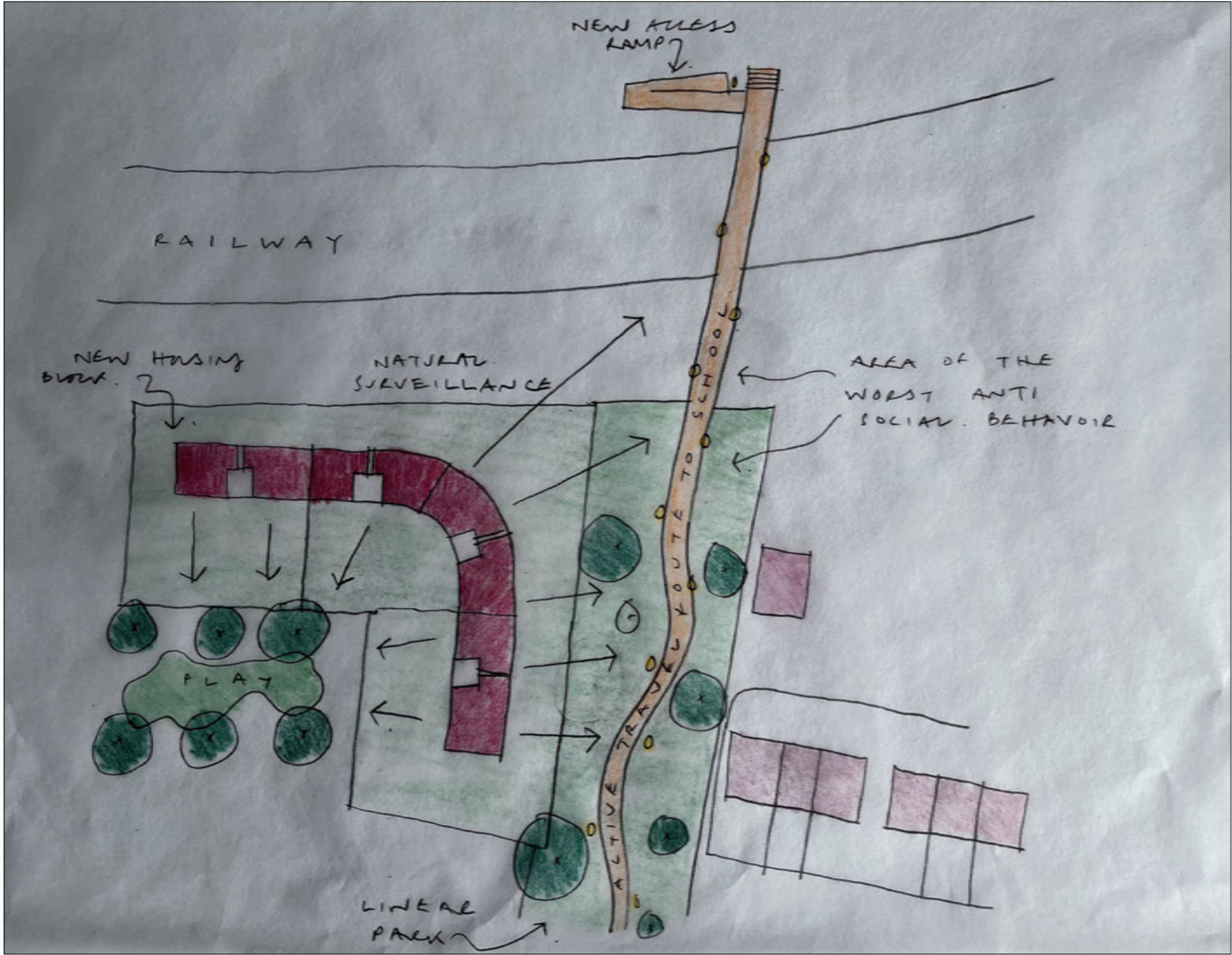


Figure 17. Railway Bridges Concept Sketches

# 2.4 Concept Plan

## Key






















-  Existing trees - retained
-  Proposed trees
-  Wildflower planting
-  Rain garden/ SuDS planting
-  Caithness Natural Stone
-  Black top whinstone paving
-  Cycle way
-  Shared Cycleway and footpath
-  Whinstone Paving
-  Compacted Gravel
-  Carriageway
-  Bus lane
-  Pedestrian crossings
-  Play area
-  Bollards
-  Seating
-  Picnic Bench with Table
-  Existing Trees - Removed
-  Lighting columns
-  Lighting bollard
-  Site Boundary



Figure 18. Railway Bridges Concept Plan - Preferred Option

# 2.5 Zoom-in Plan

## Whitevale Street bridge

- ① Existing park to be opened and some trees to be cut down for natural surveillance. New path to be constructed with existing paths to be filled - existing gate repainted and set back
- ② Playground with play equipment - existing playgrounds to be removed.
- ③ Existing bollards to be removed and new ones installed 1.5m apart
- ④ Resurfacing of street
- ⑤ Pedestrian priority
- ⑥ Construction of turning head circle
- ⑦ Wildflower meadow planting
- ⑧ New paving for shared surface/active travel route
- ⑨ New lighting columns to be installed in park and street - allow for 10no.



Figure 19. Whitevale Street Bridge Zoom-in Plan

# 2.5 Zoom-in Plan

## Bellfield Street bridge

- ① New 1:20 ramp (approx 30m) to be constructed for increased accessibility
- ② Existing canopy to be removed and bridge to be repaved. Bridge to be shared surface/ active travel route. Material: Painted asphalt
- ③ Housing development with maximum area overlooking bridge. (Not directly part of scope) - Further analysis for accessibility to be undertaken
- ④ Park with natural play, footpaths and picnic benches
- ⑤ Existing path to be extended and resurfaced
- ⑥ Road to be extended for accessibility to new housing and provision of parking

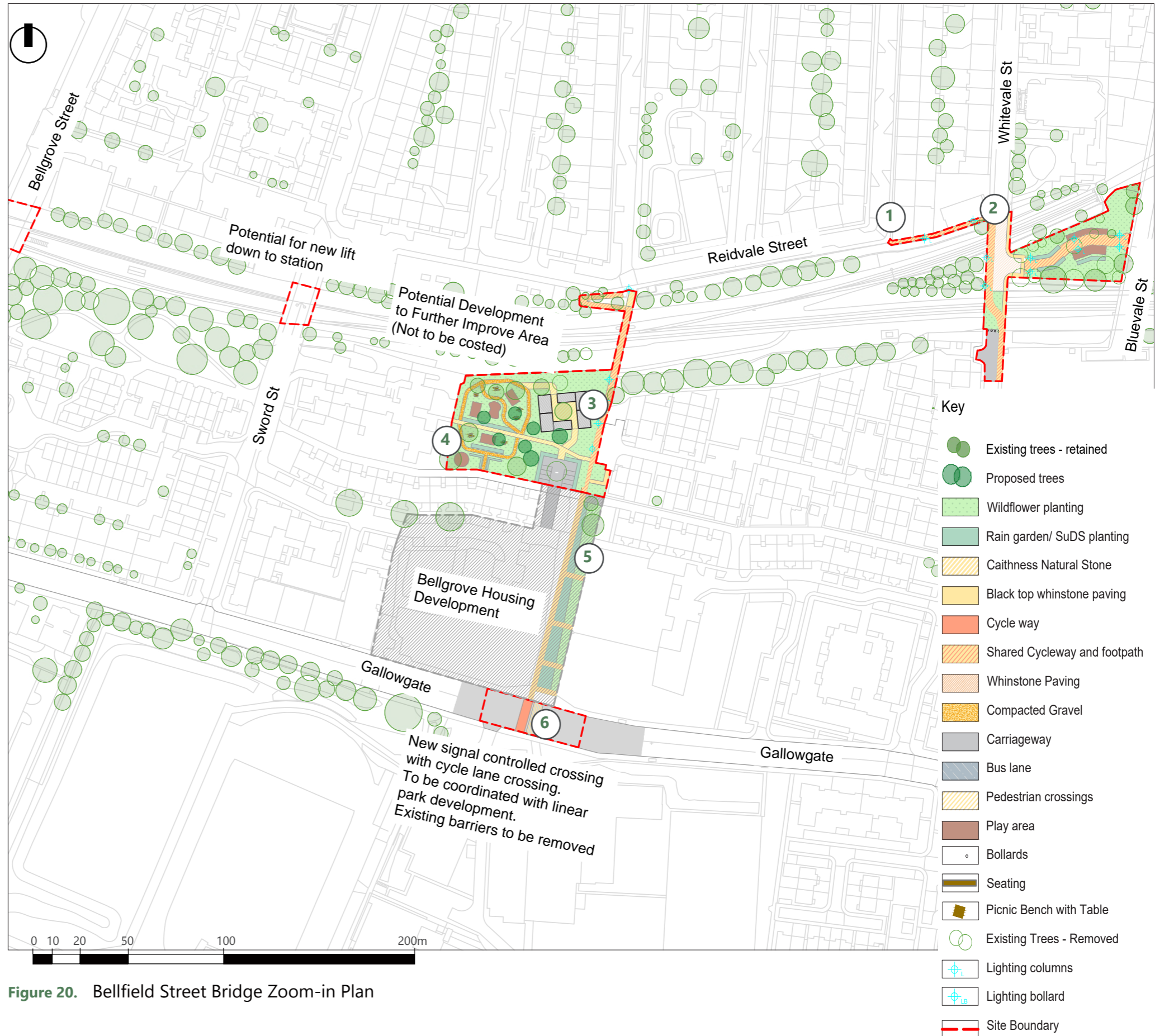


Figure 20. Bellfield Street Bridge Zoom-in Plan

# 2.6 Schematic Section

## Whitevale Street bridge

Section AA  
Scale 1:250

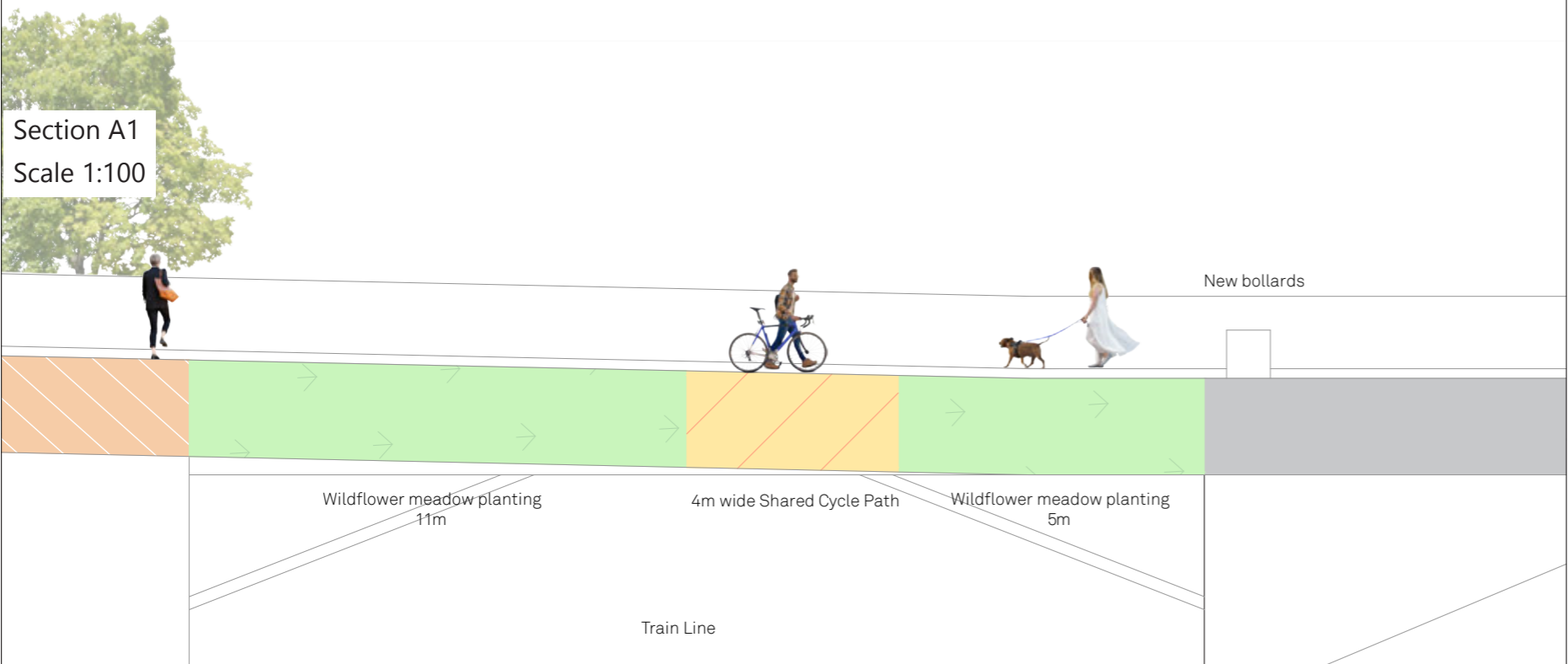
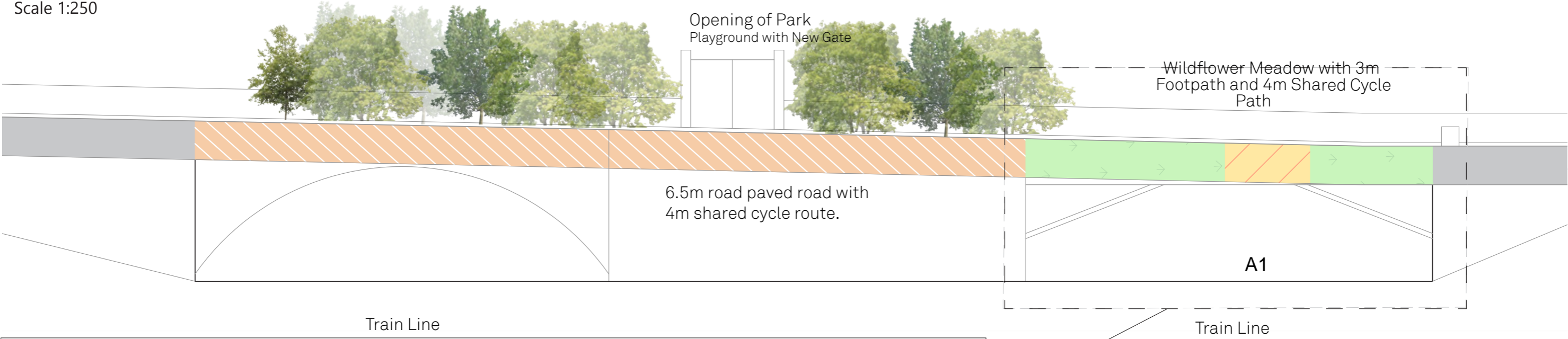


Figure 21. Bellfield Street Bridge Section

# 2.6 Schematic Section

## Bellfield Street bridge

Section BB  
Scale 1:1000

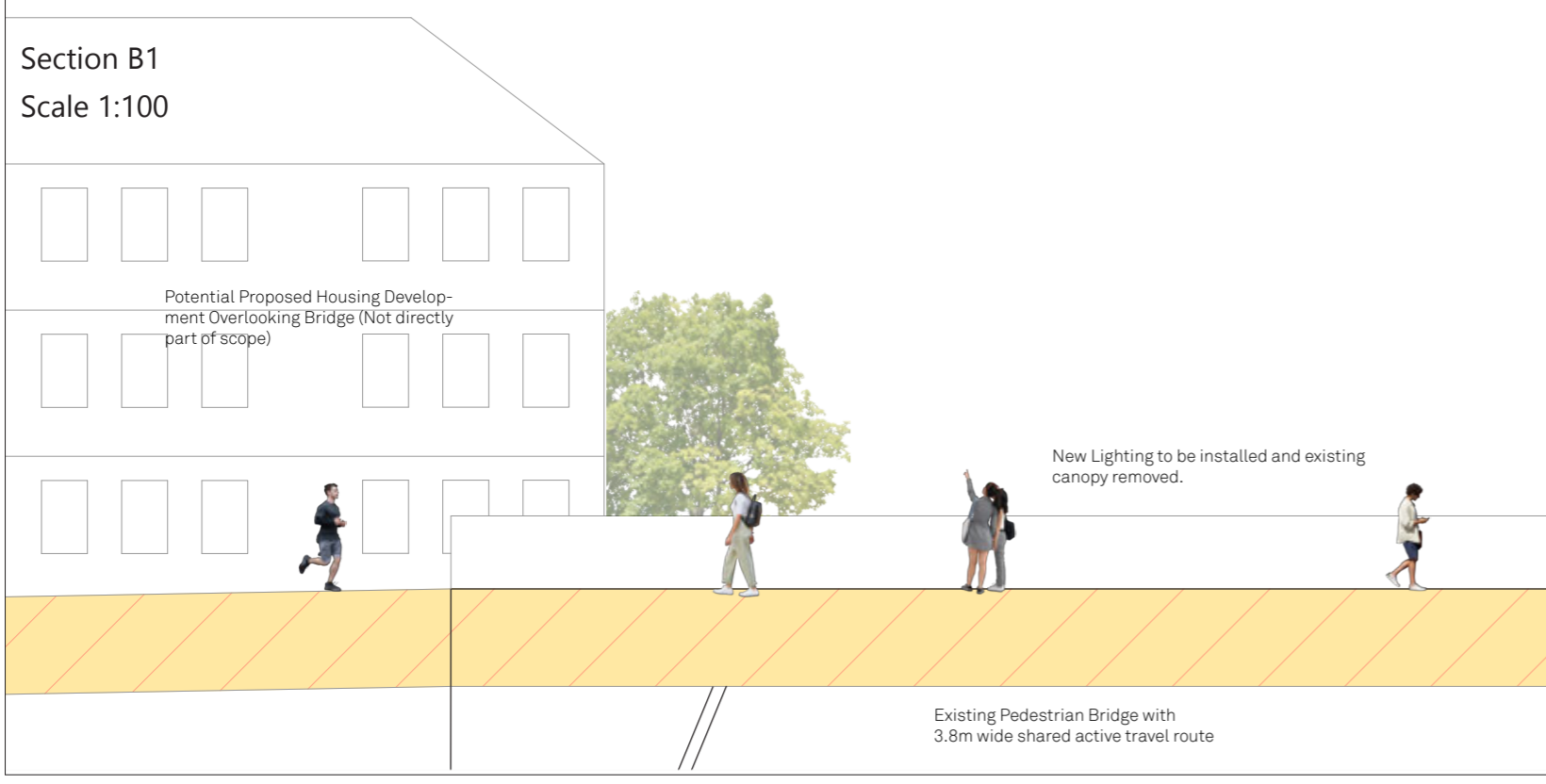
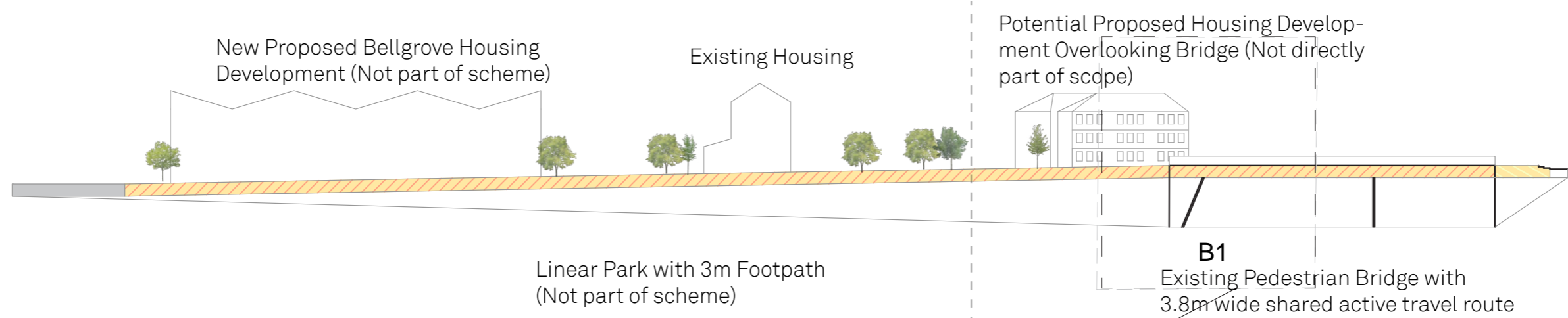


Figure 22. Bellfield Street Bridge Section (2)



## 2.7 Visualisation

### Whitevale Street bridge



**Figure 23.** Artist Illustration of Whitevale Street Bridge active travel route

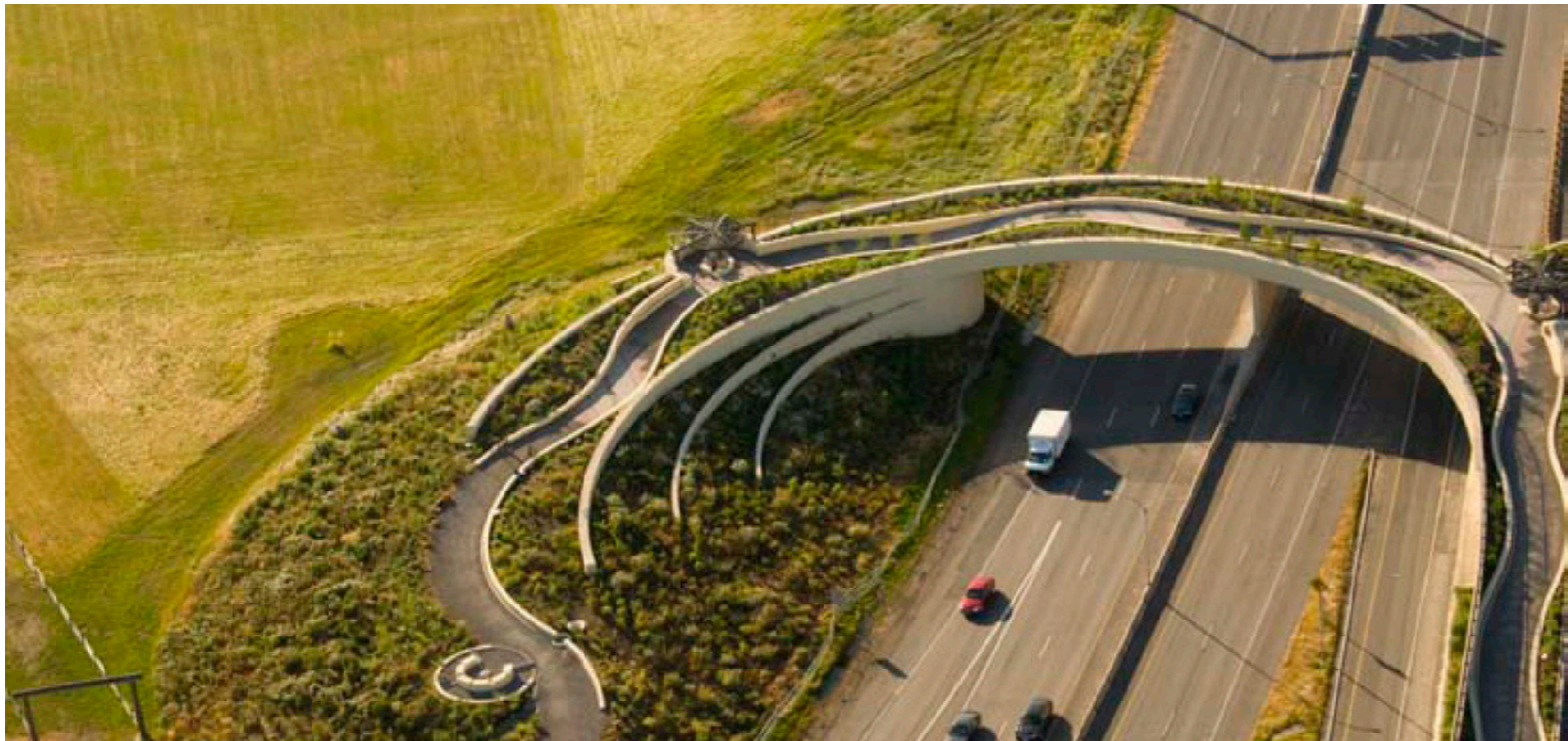
## 2.7 Visualisation

### Bellfield Street bridge



**Figure 24.** Map of Proposed Liveable Neighbourhood Areas for Study

# 3.7 Precedents



The Vancouver Land Bridge, Vancouver - Canada



Sighthill, Glasgow - UK



The Paleisbrug, Hertogenbosch - Netherlands

## 2.8 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	525	204	38.86%	197	37.52%	401	76.38%
3	People and Communities	530	489	79	16.16%	339	69.33%	418	85.48%
4	Land Use and Landscape	1004	882	405	45.92%	227	25.74%	632	71.66%
5	The Historic Environment	230	138	43	31.16%	63	45.65%	106	76.81%
6	Ecology and Biodiversity	299	293	47	16.04%	149	50.85%	196	66.89%
7	The Water Environment	283	202	55	27.23%	129	63.86%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	11	1.01%	739	68.17%	750	69.19%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3873</b>	<b>982</b>	<b>25.36%</b>	<b>1907</b>	<b>49.24%</b>	<b>2889</b>	<b>74.59%</b>

**Table 1.** CEEQUAL Pre-assessment Summary

## 2.9 Cost Summary

A Budget Estimate has been undertaken on the Concept Design drawing provided, which is made up of 3 sections identified on the adjacent table. 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 has been incorporated in the estimate at 20%, which is considered low at this stage of the design development. Optimism bias, a public sector method of calculating risk, at this stage would be between 30 and 45%. We have also incorporated an allowance for inflation of 10%.

An allowance has been included for STATs diversions, which are likely to be required but at the time of this estimate are unknown and unquantified.

Anticipated professional fees have also been incorporated into this estimate on a percentage basis.

The estimate has been based on a mix of open market rates. 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 the Cost Plan.

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

	Reidvale St Bridge	Whitevale St Bridge & Park	Gallowgate	Development Site	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£368,193	£823,285	£139,053	£658,895	£1,989,426
SUB - TOTAL STATS	£50,000	£100,000	£0	£0	£150,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£222,962	£290,581	£13,905	£65,889	£593,338
GRAND TOTAL (Excluding risk)	£641,154	£1,213,867	£152,958	£724,784	£2,732,764
RISK/CONTINGENCY	£128,231	£242,773	£30,592	£144,957	£546,553
GRAND TOTAL (Including risk)	£769,385	£1,456,640	£183,550	£869,741	£3,279,316
ALLOWANCE FOR INFLATION					
ALLOWANCE +11.5%	£88,479	£167,514	£21,108	£100,020	£377,121
GRAND TOTAL (including risk & inflation)	£857,865	£1,624,154	£204,658	£969,762	£3,656,438

**Table 2.** Cost Plan Summary

## 2.10 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1	Bellgrove Railway Bridges	Improvements and interventions to the various railway bridges linking the communities of Dennistoun, Reidvale and Bellgrove. This will encourage active travel, and integrate the communities to help establish a liveable neighbourhood.			Network Rail, Glasgow City Council, Local Communities, Local Councillors, Local Housing Associations, TRA Steering Group, PEAK / Wheatley Group.	Ownership issues with bridges and adjacent ground. Network Rail Consents. Planning (per bridge) and RCC Approvals.
1A	Whitevale Street Bridge	Re landscaping of existing bridge currently unsuitable for vehicular traffic but open to active travel. To form new focal point bringing several active travel routes together.	Short Term	Place Fund, Cycling Walking Safer Streets Fund	as above	as above
1B	Whitevale Gardens	Re landscaping and opening up of existing gardens including new park entrance. To include removal of existing park infrastructure and opening up visually the park to improved natural surveillance. Reform East / West route through park.	Short Term	Place Fund, Cycling Walking Safer Streets Fund	as above	as above
1C	Active Travel Route along Whitevale Street	Form active travel route along Whitevale Street linking Duke Street to Gallowgate.	Medium Term	Place Fund, Cycling Walking Safer Streets Fund	as above	as above
1D	East West Active Travel route along Reidvale Street and Inglis Street.	Improve Active Travel route running East / West as part of original East Glasgow masterplan.	Medium Term	Place Fund, Cycling Walking Safer Streets Fund	as above	as above
2A	Bellfield Bridge landscaping	Open up the landscaping around Bellfield Bridge to encourage better natural surveillance. Especially to the south.	Quick Win	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
2B	Bellfield Bridge accessibility	Resolve the stepped access to the North.	Medium Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
2C	Bellfield Active Travel Route	Create active travel route to the south integrating with new proposed linear park to St Mungo's Academy.	Medium Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
2D	Bellfield New Build	Form new affordable housing adjacent to bridge with the purpose of providing natural surveillance.	Long Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
3	Bluevale Street Bridge	Create new active travel route as part of Bellgrove Masterplan	Long Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
FUTURE COMPLIANCE ACCESS REQUIRED TO BELLGROVE RAILWAY STATION:						
4	Bluevale Street Bridge	Resolve accessibility issues to Bellgrove railway station.	Medium Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above
5	Sword Street Bridge	Improve the junction of Sword Street and Reidvale Street	Short Term	Place Fund, Cycling Walking Safer Streets Fund	as above + St Mungo's Academy	as above

Table 3. Action Plan Summary

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

# RIDDRIE TOWN CENTRE

03

PROJECT 2

# 3.1 Site Context

Riddrie Local Town Centre is focused along the former Cumbernauld Road now renamed Smithycroft Road. The new Cumbernauld Road forms an important route across the adjacent M8 motorway and down to Edinburgh Road. There are a number of public buildings notably three churches and a public library together with two schools (Smithycroft Secondary School and St Thomas Primary School), two bowling clubs and a significant number of local shops and public houses. The area is not recognised as a Local Town Centre in the Local Plan however with some support the area could be developed into a significant centre. The centre is surrounded by large areas of housing which would benefit from a Local Town Centre in proximity and immediately adjacent to the area is Barlinnie Prison (Scotland largest prison) which is to be relocated providing development opportunities.



Figure 26. Historical map 1843 - 1882



Figure 27. Historical map 1900 - 1940

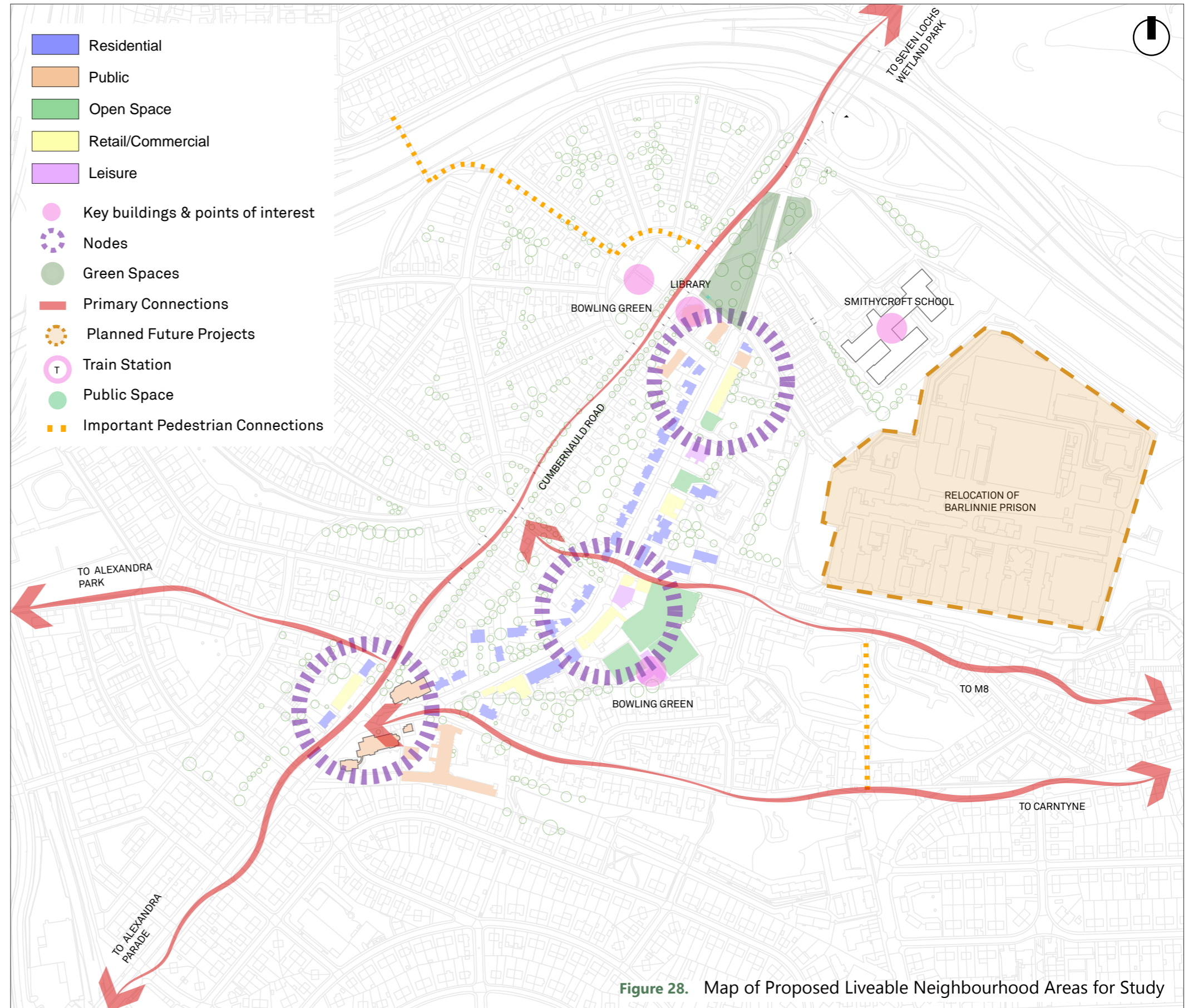


Figure 25. Site Photos



## 3.2 Analysis

Smithycroft Road has a varying character with an important node at each end. To the South at the Junction with Cumbernauld Road there are two churches, a small parade of shops and Saint Thomas' Primary School. To the North is Smithycroft Secondary School which is a large school serving a large area of housing both sides of the M8 motorway. To the east Smithycroft School faces a redundant section of road, landscaping and a blocked up underpass. This area could be integrated into the school for use by the school children together with a drop off area and multi-use public space. In between these two nodes lies a variety of residential areas and shopping parades. Three areas within Smithycroft Road have been identified which can be further enhanced to boost the Local Town Centre.



## 3.3 Concept Development and Options Review

An initial community consultation was held in St Enoch's Hogganfield Parish Church set out a series of interventions based on grass root developments and various issues affecting the community such as drop off zones for pupils attending the local schools. These were set out on a large floor map and formed the basis for developing ideas. The main area of focus following the initial consultation was the landscaped area in front of Smithycroft Secondary School.

As this area was so integral to the school a design workshop was arranged with the pupils from Smithycroft Secondary in conjunction with St Paul's Youth Forum. The pupils design focused on creating spaces that could be used by the school children especially during lunch and subsequently by the local community during weekends and holiday periods. The other interventions along Smithycroft Road were developed in a more conventional manner with the aim to bring together various activities and initiatives with a series of improvements to the 'High Street'.

### Options Review

Various options were explored in a separate workshop with Smithycroft Secondary School. Two detailed options were explored the main

difference being the configuration of cycle routes and the treatment of the disused underpass. The two options were to use the disused underpass as either an amphitheatre space for the school or as a pump track for cyclists. The options also experimented with different locations for the civic space and covered pupil zone.

### Design Principles

- Public realm improvement at Cumbernauld Rd/Smithycroft Road Junction, in the form of reclaiming carriageway as pedestrian space, repaving with high quality materials and planting of trees
- Widening pavements to integrate parking along parade and introduction of crossings to ease pedestrian movement
- Narrowing of roads on Smithycroft Road, and improving public realm through introduction of tree planting, seating, resurfacing and reclaiming derelict space
- Creation of new civic space at Smithycroft School: hard and soft recreational space for children and community. Areas include growing spaces, social spaces and areas for play. Active travel along Cumbernauld Road to be incorporated as part of the city network



Figure 29. Concept Sketches - Option 1

# 3.4 Concept Plan

Area 1 Urban Node - Cumbernauld Road / Smithycroft Road Junction: Improvements to create a sense of space and encourage use of shops, churches, and community space.

Area 2 Parade - Smithycroft Road South Riddrie Town Centre: Widening pavement to integrate parking, landscaping between two new crossing points and strengthen connection to public gardens.

Area 3 - Integration - Smithycroft Road South Riddrie Town Centre: Integrating redundant space into the high street frontage. This includes changes to the orientation of garden space, unsightly car parks, wide shopping parade and the development of garden space for Riddrievale House Respite.

Area 4 - Smithycroft School Civic Space: Rethinking of the redundant roads and blocked of underpass to the front of Smithycroft School to create recreation are for the school children during weekdays and for the community during weekends. The active travel route at Cumbernauld road will be delivered by the City Network.

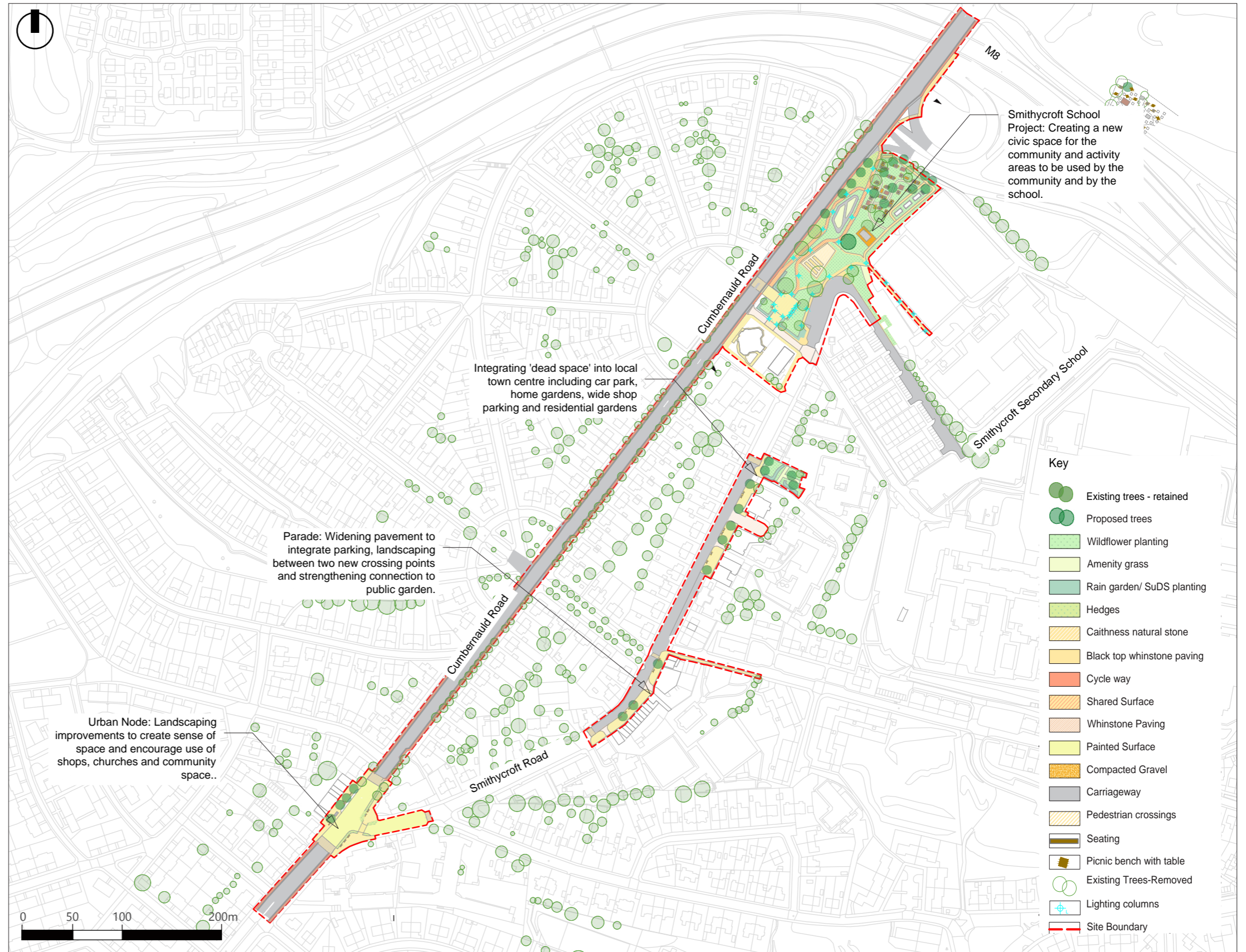


Figure 30. Concept Plan - Option 1

# 3.5 Zoom-in Plan

## Cumbernauld Road - Smithycroft Road junction

- ① Coloured asphalt to denote a place and pause point
- ② Existing signal control crossing to be improved
- ③ New signal controlled crossing
- ④ Caithness natural stone paving
- ⑤ New Ginkgo biloba trees
- ⑥ Zebra crossing to replace existing crossing
- ⑦ Existing cycle stands to be retained
- ⑧ New benches. Length 2m
- ⑨ Hedge/shrubs max 0.5m height

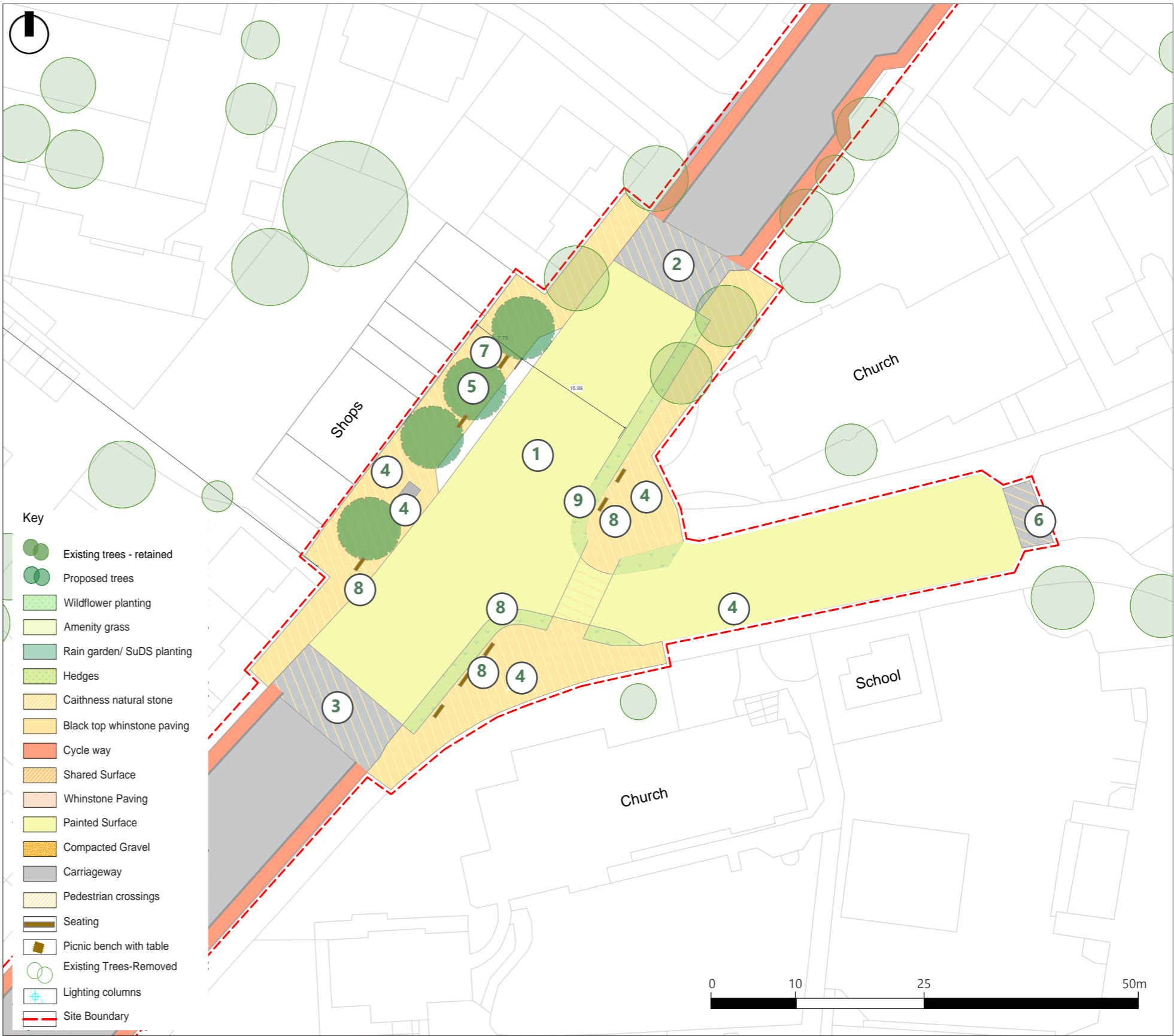


Figure 31. Zoom-in Plan Cumbernauld Road - Smithycroft Road junction

# 3.5 Zoom-in Plans

## A: Smithycroft Road South Riddrie Town Centre

- ① New zebra crossing
- ② Road to be narrowed to 9m. Parking on the East side to be shifted to allow pavement extension. (Parking on West to remain as existing)
- ③ Road to be resurfaced
- ④ New Ginkgo biloba trees
- ⑤ New benches (length 2m)

## B: Smithycroft Road North Riddrie Town Centre

- ① New zebra crossing
- ② Road to be narrowed to 8.5m (to take up existing parking) and pavement extended using Caithness natural stone paving
- ③ Road to be resurfaced
- ④ New Ginkgo biloba trees
- ⑤ Parking area to be resurfaced
- ⑥ Ownership to be checked - Riddrievale Respite Home Garden. Existing road to be replaced with wildflower planting and a maintained grass foot path. Existing wildflower meadow to be upgraded and new trees planted
- ⑦ New benches (length 2m)



Figure 32. Zoom-in Plans

Key			
	Existing trees - retained		Whinstone Paving
	Proposed trees		Painted Surface
	Wildflower planting		Compacted Gravel
	Amenity grass		Carriageway
	Rain garden/ SuDS planting		Pedestrian crossings
	Hedges		Seating
	Caithness natural stone		Picnic bench with table
	Black top whinstone paving		Existing Trees-Removed
	Cycle way		Lighting columns
	Shared Surface		Site Boundary

# 3.5 Zoom-in Plan

## Smithycroft School civic space

- ① New uni-directional cycle way along Cumbernauld with 300mm drop kerb - red resin bound aggregate
- ② Paving applied as traffic calming measure
- ③ Green area paved to form civic space for community
- ④ School drop off
- ⑤ Existing road to be removed and a wildflower meadow to be planted
- ⑥ Existing car park of school to be extended
- ⑦ Sheltered pavilion with power
- ⑧ Bike storage unit
- ⑨ Existing overpass filled and replaced with pump track
- ⑩ Growing spaces and picnic area with natural play areas and bike racks
- ⑪ New access for school car park



Figure 33. Zoom-in Plan Smithycroft School civic space

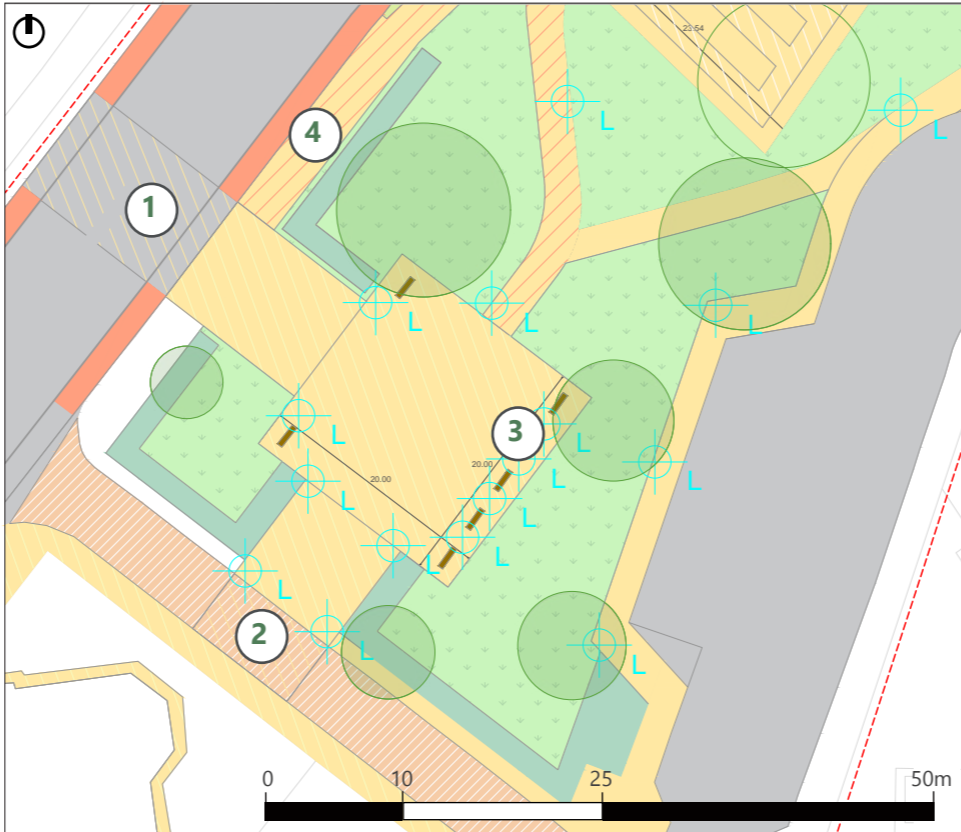
# 3.5 Zoom-in Plans

## Growing Space



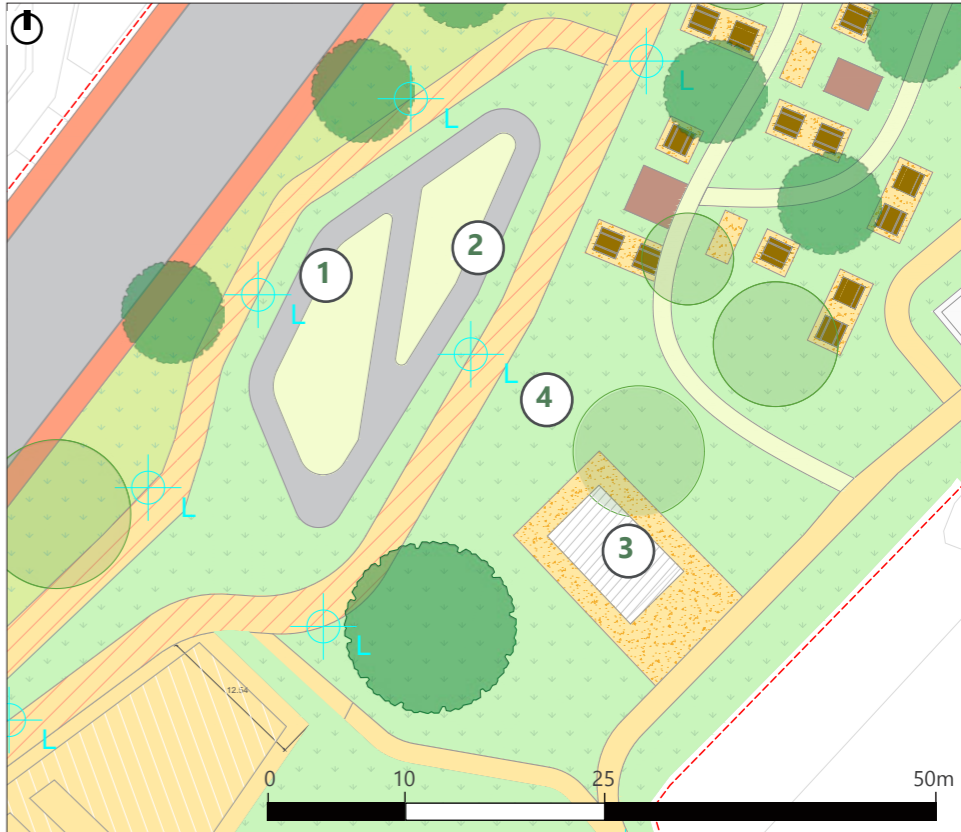
- ① Storage boxes containing equipment for growing spaces
- ② Picnic benches on a compacted gravel surface
- ③ Timber raised grow beds
- ④ Natural play areas
- ⑤ Semi mature fruit trees
- ⑥ Bike racks

## Civic Space



- ① Existing signal controlled crossing to be widened
- ② New zebra crossing
- ③ Benches 2m long
- ④ Existing path to be repaved and extended, forming active travel route (shared surface).

## Pump Track



- ① Existing underpass filled and level raised by 2m
- ② Asphalt pump track with maintained grass where indicated
- ③ Bike storage box (provided by third party source, TBC), Compacted gravel surface to be laid
- ④ Existing redundant road to be removed and replaced with wildflower planting

Figure 34. Zoom-in Plans for Smithycroft School Civic Space

# 3.6 Schematic Sections

Section CC  
Scale 1:1000

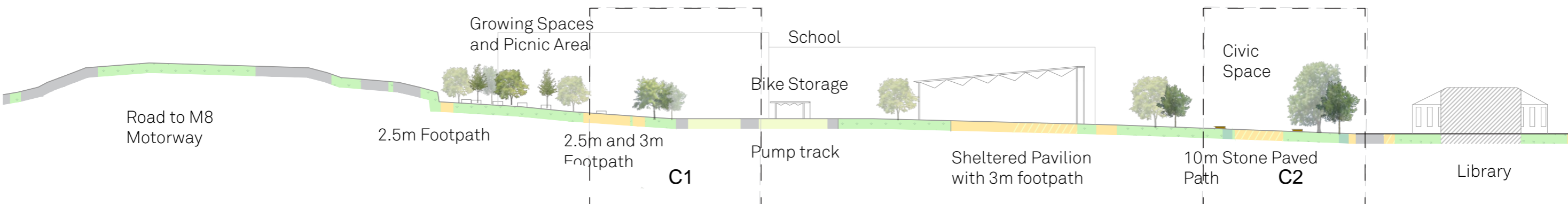


Figure 35. Section through Smithycroft School Civic Space

Section C1  
Scale 1:100



Section C2  
Scale 1:100

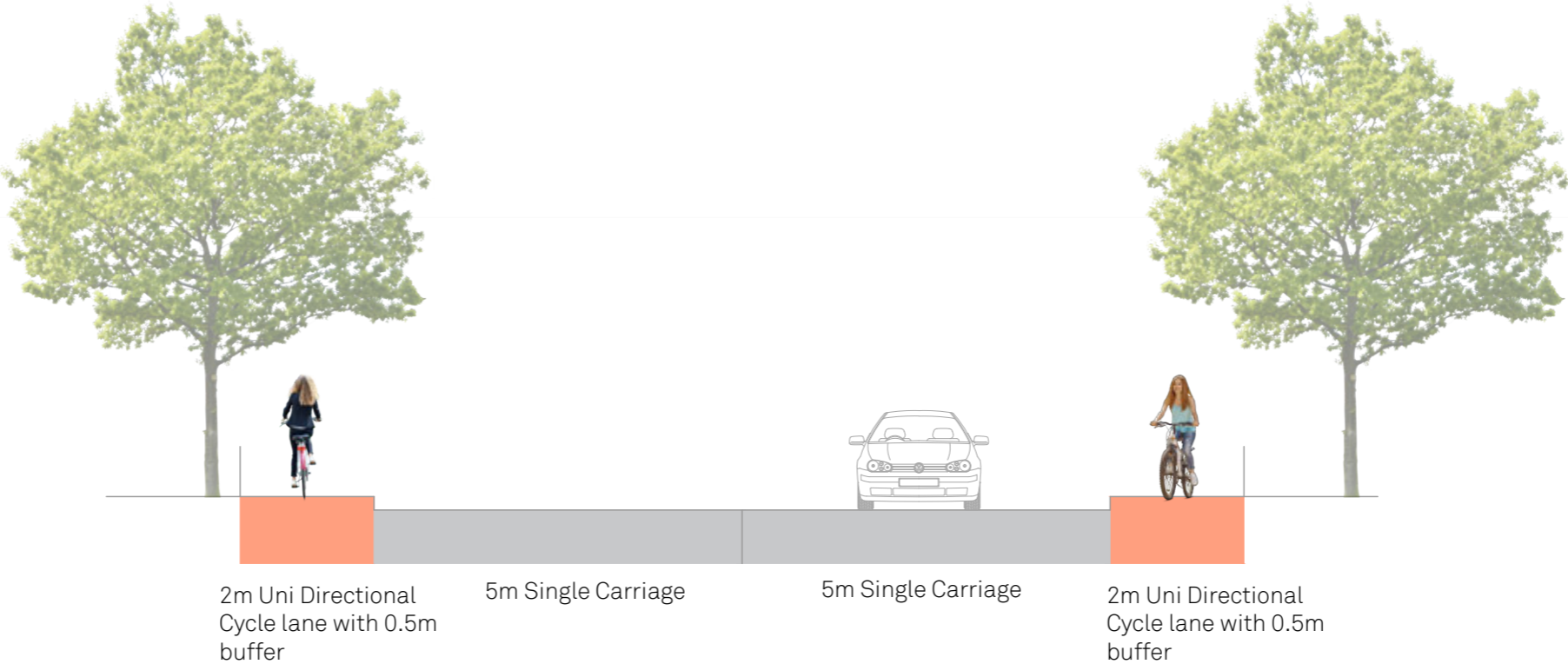


Figure 36. Zoom-in Sections Smithycroft School Civic Space



# 3.6 Schematic Sections

Section DD  
Scale 1:100



Section EE  
Scale 1:100

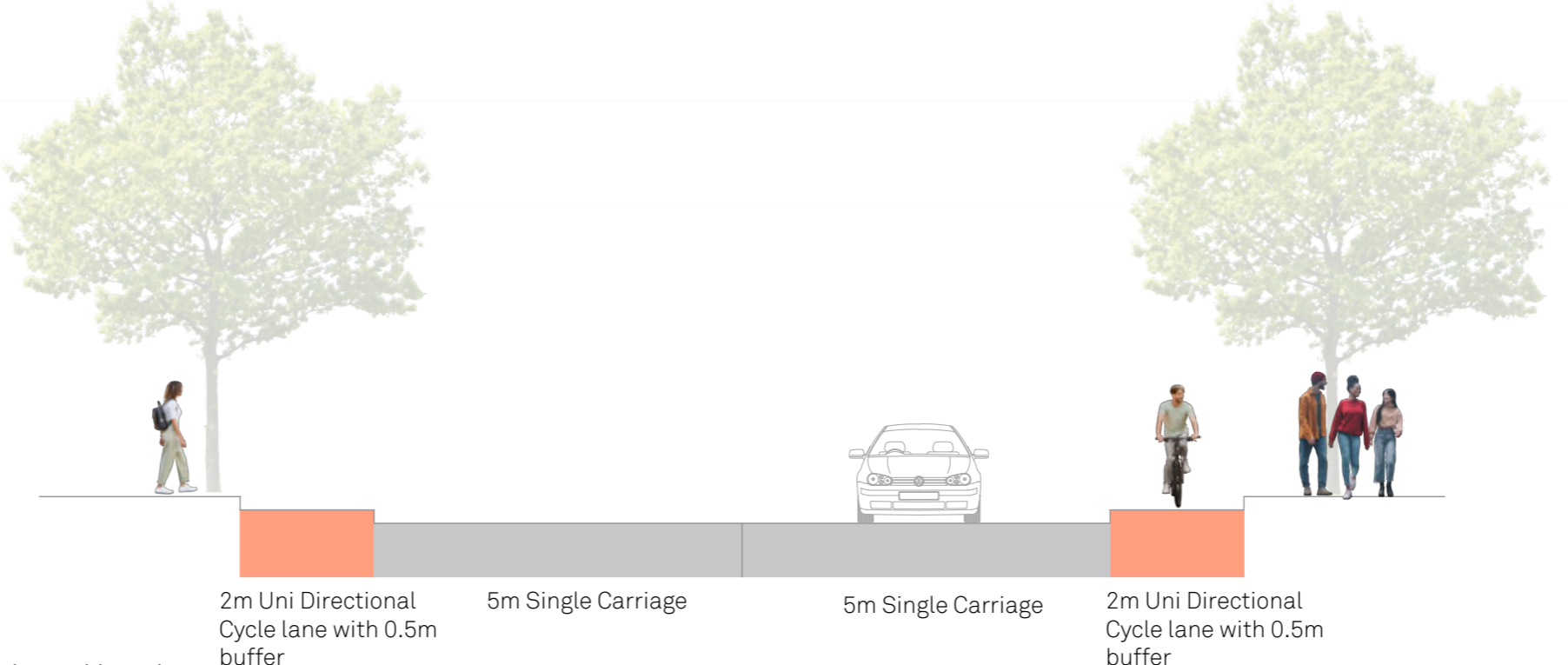


Figure 37. Sections through Cumbernauld Road

# 3.7 Precedents



Covington Farmers Market, Virginia - US



Drapers Field, London - UK



Stobswell public space, Dundee



College Park, Dallas - US



Pheonix Flowers, Glasgow - UK



Union Street, Dundee - UK

# 3.7 Visualisation

## Smithycroft School Civic Space



Figure 38. Artist Impression of Smithycroft School Civic Space

## 3.7 Visualisation

### Riddrie Town Centre Streetscape Improvements



**Figure 39.** Artist Impression of Riddrie Town Centre Streetscape Improvements

# 3.8 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	525	254	48.38%	180	34.29%	434	82.67%
3	People and Communities	530	489	126	25.77%	224	45.81%	350	71.57%
4	Land Use and Landscape	1004	882	417	47.28%	113	12.81%	530	60.09%
5	The Historic Environment	230	138	29	21.01%	51	36.96%	80	57.97%
6	Ecology and Biodiversity	299	293	16	5.46%	115	39.25%	131	44.71%
7	The Water Environment	283	202	49	24.26%	135	66.83%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	16	1.48%	727	67.07%	743	68.54%
9	Transport	267	260	146	56.15%	64	24.62%	210	80.77%
<b>Total</b>		<b>4375</b>	<b>3873</b>	<b>1053</b>	<b>27.19%</b>	<b>1609</b>	<b>41.54%</b>	<b>2662</b>	<b>68.73%</b>

**Table 4.** CEEQUAL Pre-assessment Summary

## 3.9 Cost Summary

A Budget Estimate has been undertaken on the Concept Design drawing provided, which is made up of 4 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.

	Cumbernauld Road	Smithycroft School Civic Space	Smithycroft Road	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£2,263,974	£2,328,786	£2,235,507	£6,828,267
SUB - TOTAL STATS	£250,000	£75,000	£250,000	£575,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£301,397	£307,879	£298,551	£907,827
GRAND TOTAL (Excluding risk)	£2,815,371	£2,711,665	£2,784,058	£8,311,093
RISK/CONTINGENCY	£563,074	£542,333	£556,812	£1,662,219
GRAND TOTAL (Including risk)	£3,378,445	£3,253,997	£3,340,869	£9,973,312
ALLOWANCE FOR INFLATION				
ALLOWANCE +11.5%	£388,521	£374,210	£384,200	£1,146,931
GRAND TOTAL (including risk & inflation)	£3,766,966	£3,628,207	£3,725,069	£11,120,243

**Table 5.** Cost Plan Summary

## 3.10 Action Plan (part A)

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1	Smithycroft Open Space Development					
1A	Landscaping of Area in front of Smithycroft School	Reuse of existing roads / infilling underpass and redirecting existing active travel route combined with the introduction of gathering areas, picnic areas, growing areas for schoolchildren to create a landscaped area.	Medium Term	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	Smithycroft Secondary, Roads Dept, Planning Dept, St Paul's Forum, Library, Barlinnie Prison.	Planning + RCC Approvals
1B	Community Public Realm	Create multi functional civic space adjacent to Library to also act as a drop off area for schoolchildren	Medium Term		as above	
1C	School Pavilion	Construct covered area for schoolchildren to use as gathering area / school lunches.	Medium Term		as above	
1D	Cumbernauld Cycle Path / Crossing	Integrate complimentary cycling lanes to Cumbernauld Road and improved crossing point.	Medium Term	Cycle lanes on Cumbernauld road to be implemented as part of the city network		
2	Urban Node: Junction of Cumbernauld Road / Smithycroft Road					
2A	Improvements to Junction / Landscaping	Landscaping improvements to junction at Cumbernauld Road and Smithycroft Road adjacent to St Enoch's Hogganfield Parish Church, St Thomas's Church and St Thomas's Primary School.	Medium Term	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	Shopkeepers, St Thomas School, Churches	Planning + RCC Approvals
2B	Drop off zone at St Thomas Primary School	Improved Drop off zone adjacent to St Thomas's Primary School.	Medium Term		as above	
2C	Improvements to Landscaping at shopping Parade	Improved landscaping at shopping parade	Medium Term		as above	
2D	Improve existing crossing points / add new crossing point to Cumbernauld Road	Upgrade / Improve crossing point across Smithycroft Road between school and Church. Introduce new crossing point south of intersection on Cumbernauld Road.	Medium Term		as above	

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

## 3.10 Action Plan (part B)

No.	Proposal / Intervention	Description	Phasing	Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
3	Parade: Improvements to Smithycroft Street Shopping Parade				Shopkeepers, Bowling Club, Parks Dept	
3A	Improvements to landscaping / narrow road / integrate active travel	Improvements to shopping parade running between Smithycroft Court to Lethamhill Road.	Medium Term	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	as above	Planning + RCC Approvals
3B	New Crossing Point	Form new crossing point just North of the intersection between	Medium Term		as above	
3C	Form Link to Existing Community Gardens	Form stronger link between 'high street' and existing community gardens in Lethamhill Road	Medium Term		as above	
Note that many of the above proposals could be merged in particular we would highlight that a single (phased) planning application or masterplan should be considered.						

**Table 6.** Action Plan Summary

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



# CARNTYNE SQUARE

04

PROJECT 3

# 4.1 Site Context

The site is an existing roundabout on Carntynehall Road, nestled within a residential area, located to the south of Edinburgh Road. Local amenities within the area include a small selection of local shops which includes a pharmacy, post office, butchers and local stores. There is also a GP surgery on Edinburgh Road which has a dangerous junction at the north of Carntyne Square. Within the Square area the Carntyne Church of Scotland is a listed building and focal point in the area. There is a vacant Church Hall building adjacent to the Church. With a green central island, the site area comprises wide carriageways which dominate the public space and allows for speeding vehicles, making this an unsafe area for pedestrian and cyclist movement and use. The opportunities are there to create a focal point for a local public space to create a sense of community, and to improve the public realm to achieve safe and accessible pedestrian space whilst enhancing connectivity through this space with the introduction of active travel routes which will connect to the proposed Glasgow City Cycle Network on Edinburgh Road.

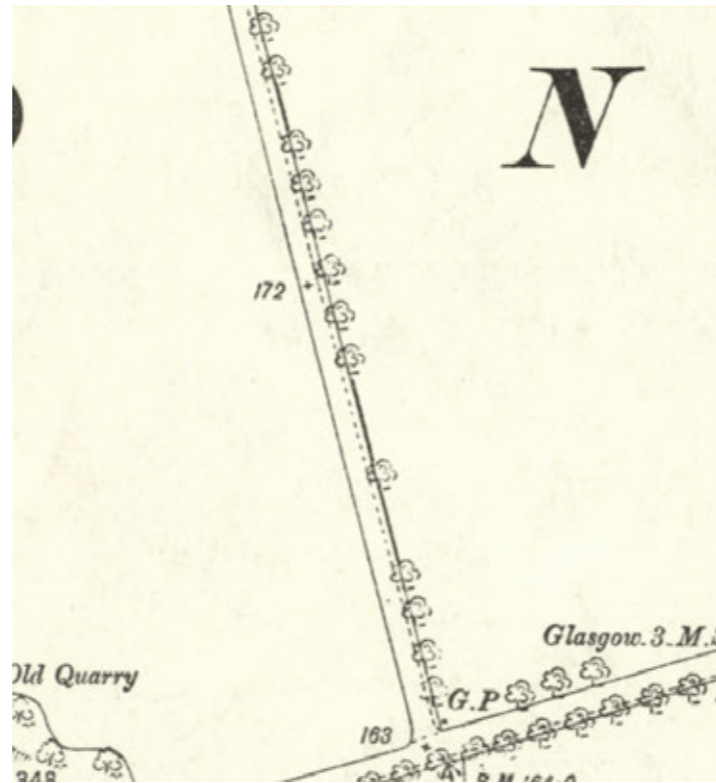


Figure 40. Historical map 1892 - 1905

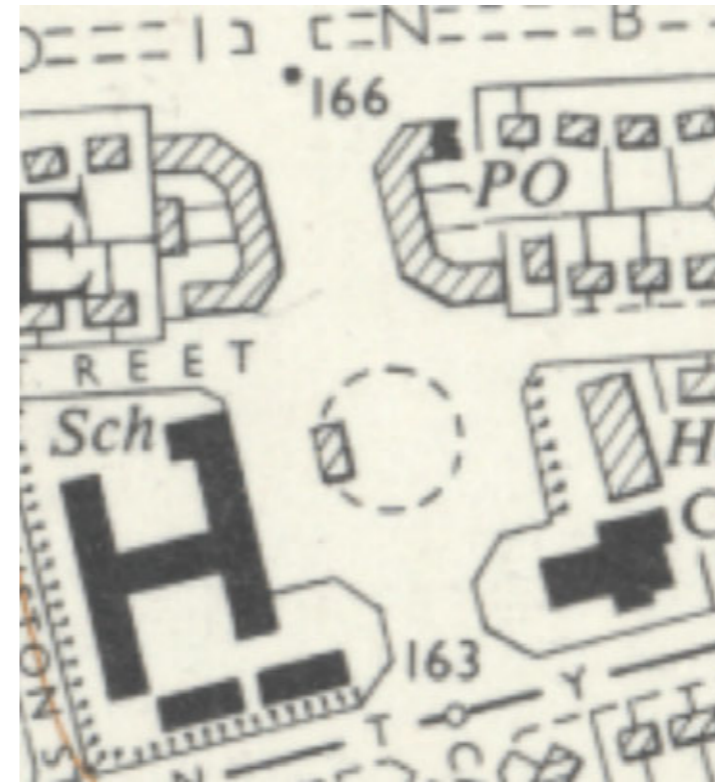


Figure 41. Historical map 1949 - 1971



Figure 42. Site Photos

# 4.2 Analysis

- Key**
- Residential
  - Mixed use
  - Retail
  - Civic
  - Commercial/Employment
  - Derelict
  - Public open space
  - Semi private green space
  - Private green space
  - Existing trees
  - Proposed green connections
  - Crossings
  - National Cycle Route
  - Existing local cycle route
  - Proposed cycle connections
  - Proposed pedestrian connections
  - Bus stop
  - Key frontage
  - Key buildings
  - Listed building
  - Nodes

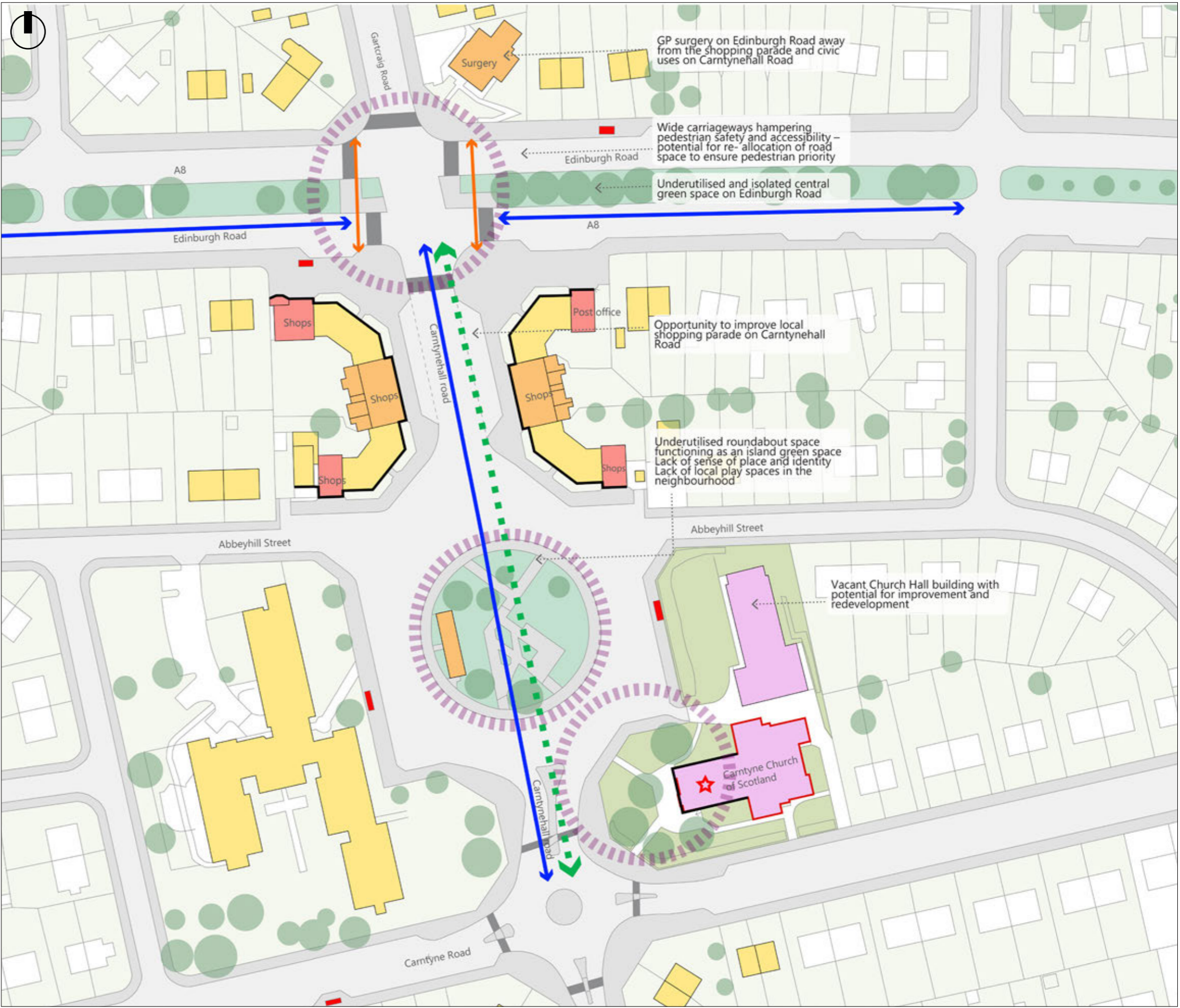


Figure 43. Analysis Plan

## 4.3 Concept Development and Options Review

The driving design intention for the space is to reclaim a large proportion of the roundabout and surrounding carriageway as usable public space with increased greening and tree planting. This would include opportunities for community events and flexible public space; and include a bidirectional cycle route through the area to link Edinburgh Road to Carntyne Road. The signalised junction at Edinburgh Road is to be reconfigured in line with a rebalanced streetscape along Edinburgh Road; to transform the isolated central green space as a usable linear park.

### Carntyne Square:

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

#### Option 1:

Widening the original roundabout layout, the central island is to be increased in area and improved as a high quality civic space, for pedestrians. Public space to include converted toilet block as café/retail space, seating, retained trees and pockets of planting and wide pedestrian crossings connecting key desire lines. The eastern extents of the carriageway on the roundabout to be reclaimed as a bus and taxi access only; differentiated by a change in paving. The western section of

carriageway to be retained with 2 lanes to allow traffic flow through the space. A bidirectional cycle lane to be introduced from north to south, with an option to be located along western carriageway alignment or eastern footway space behind the existing bus stop. The parade of shops to the north have increased high quality public realm space with trees, rain gardens and planting, retaining on-street parking on both sides of the road.

#### Option 2:

Creating a large central multifunctional civic space, with planting, seating, lighting and natural play. Different paving materials and planting highlight the radial design of the space. The existing toilet block is to be converted into a café/retail space, with a spill out area comprising of seating around existing mature trees. The road is downgraded to a two lane carriageway (6.5m) retaining its original alignment and bus stop on the western side of the civic space, with a 4m segregated bidirectional cycle lane following the same alignment, framed by trees, rain gardens and wildflower planting. The parade of shops to the north have increased high quality public realm space with trees, rain gardens and planting, and the relocation of the eastern bus stop close to the Church, with an opportunity for public art at the entrance to the new square. To allow the relocation of the bus stop, removal of on-street parking on the eastern flank is recommended

whilst retaining on the western flank. A section of Abbeyhill Road passing through the new civic square is proposed to be closed for through vehicles from Carntynehall Road travelling east, with emergency access only. A local play space is also created to the north of the Church. A New turning head is created within the Church grounds with access and egress from Carntyne Road.

This option also includes the potential refurbishment and redevelopment of the Church Hall building as a three storey block for residential use and potential relocation of GP surgery from Edinburgh Road to ground floor space with a coffee shop, thus creating an active frontage along the eastern edge of the square.

#### Option 3:

Similar to Option 2, this option retains through access on Abbeyhill Road and no public art close to the shopping parade. Option 2 with the above proposals was then developed as the preferred option.

### Edinburgh Road:

The junction on Edinburgh Road to be reconfigured in alignment with new street layout to include green space, footways, bidirectional cycle lane and

allocated bus lanes. 3 Options have been considered for Edinburgh Road: Option 1 includes a central green reserve with footpath and cycleway, with 3m carriageway, then 3.5m bus corridor on either side. Option 2 is also framed by 4m wide carriageway to the north and south, with a single central wider bus corridor 6.5m wide. This has meant that the green reserve with footpaths and 4m wide bidirectional cycleway is shifted northwards. Option 3 has been considered the preferred option, where the road is framed by 3m wide carriageway and then a 3.5m wide bus corridor on either side of a central green corridor that contains a 4m bidirectional cycleway and 3m footpaths adjacent to the bus corridors.

Edinburgh Road is a concept only and that the infrastructure would be delivered through the City Network as part of the Active Travel Strategy.

## Design Principles

Creating a civic heart

- Improved pedestrian priority and fostering social cohesion through reclaiming roundabout and carriageway as civic space to allow for flexible space temporary markets and community events.
- Creating distinct public realm environment with radial patterns that reflect the circular geometry of the roundabout through variation

## 4.3 Concept Development and Options Review

in natural stone paving and highlighting access to the Church

- Greening of public space to include wildflower meadow and rain garden areas, for improved biodiversity and SuDS
- New active travel route connecting Edinburgh Road to Carntyne Road; via a 4m segregated bidirectional cycle lane retracing the alignment of the historical tram line
- Reuse of derelict toilet block as a potential space for café, with spill out area
- Create new active frontages around the square, including potential relocation of GP surgery and community centre to the east.
- Improve public realm around northern parade of shops by rebalancing streetscape
- Creating a safe and accessible civic space with zebra crossings at appropriate locations, adequate lighting, and cycle parking with a potential for a mobility hub
- Reallocation of streetscape along Edinburgh Road, to transform the central green space as a usable linear park with retained trees, SuDS, footways, segregated cycleways, allocated bus lanes / line rail corridors and single lane carriageways with on-street parking on either side of the road. Edinburgh Road is part of the City network and this is a concept of what Edinburgh Rd could be. It is envisaged that the projects could be phased to merge.

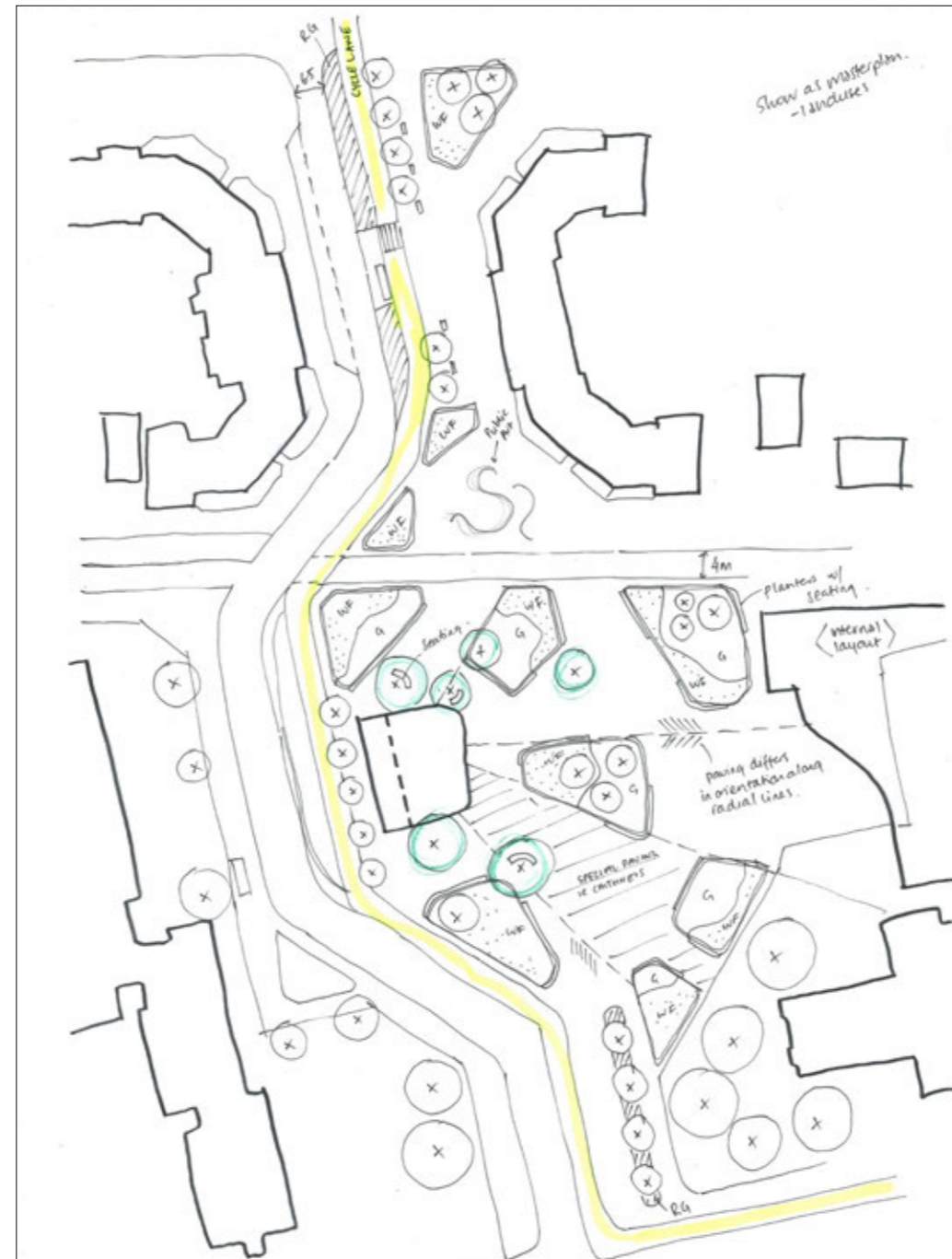
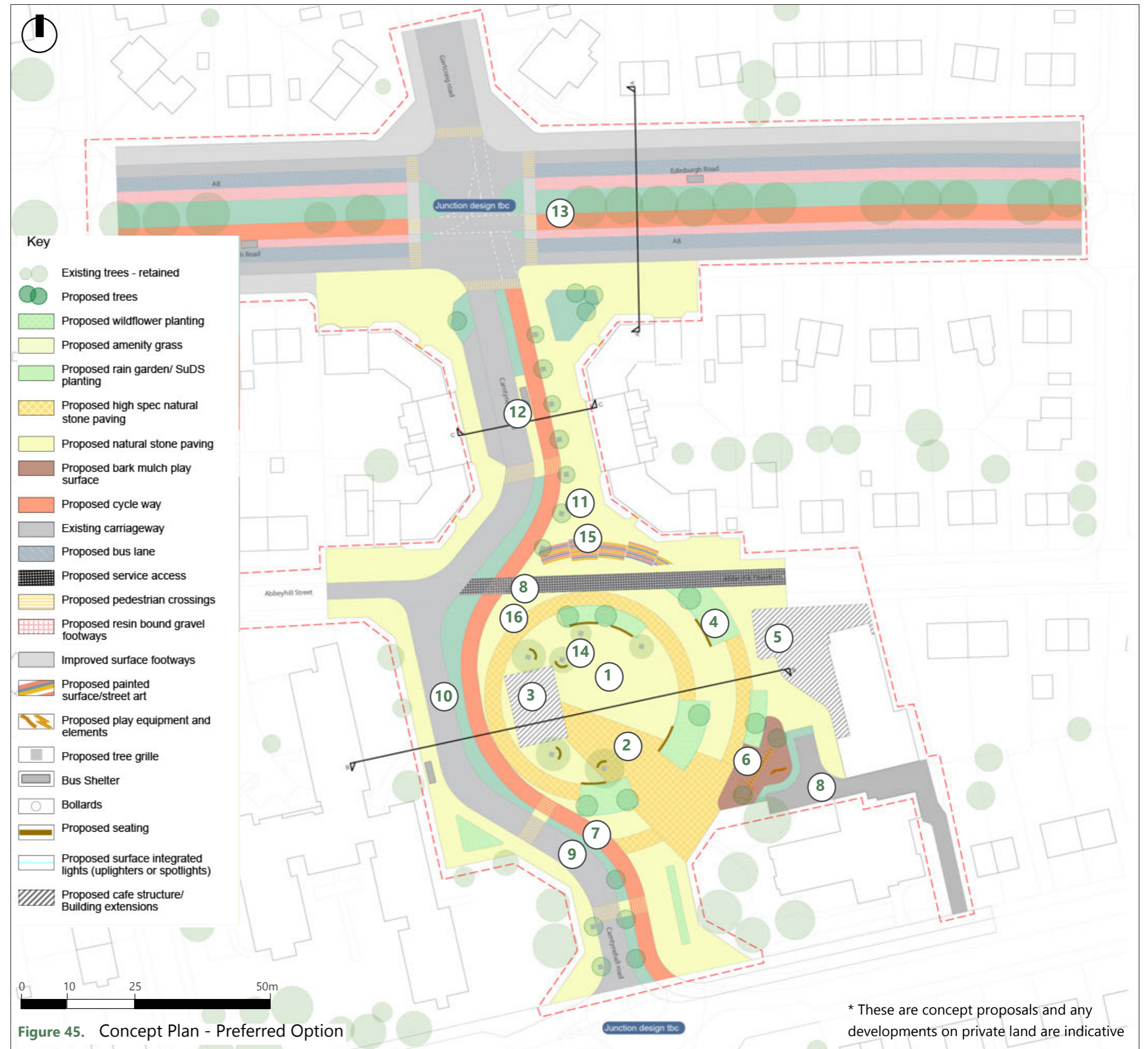


Figure 44. Concept Sketches - Options

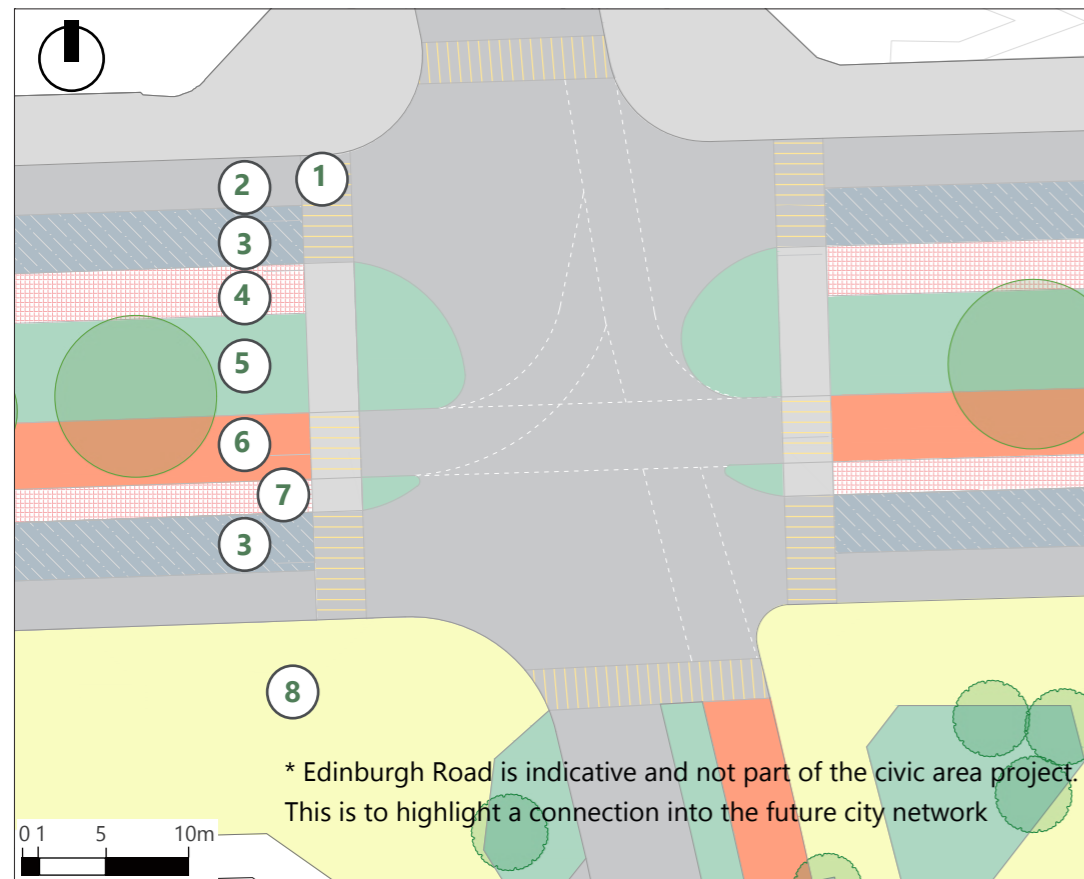
## 4.4 Concept Plan

- 1 Caithness paving
- 2 Granite paving with whinstone edges/kerbs as higher quality paving option
- 3 Potential cafe/retail opportunity
- 4 Strips of wildflower planting bounded by min 30mm whinstone kerb, with timber seating and uplighting along edges - species preferably Silver birch or Ginkgo biloba
- 5 Extension of existing building and potential proposed GP surgery
- 6 Play area - bark mulch surfacing and natural play equipment
- 7 4m wide bidirectional cycleway - concrete pavers
- 8 Abbeyhill closed to vehicles with lockable bollards, emergency access only
- 9 Existing carriageway with new alignment for 2 way traffic
- 10 Proposed zebra crossing
- 11 Trees in hard surface (species as mentioned above), with steel tree grille
- 12 Proposed bus stop
- 13 Edinburgh Road including allocated bus lanes, footways, bidirectional cycle way and central green space.
- 14 Existing trees with timber curved seating
- 15 Space for Public art
- 16 Potential area for cycle parking or mobility hub



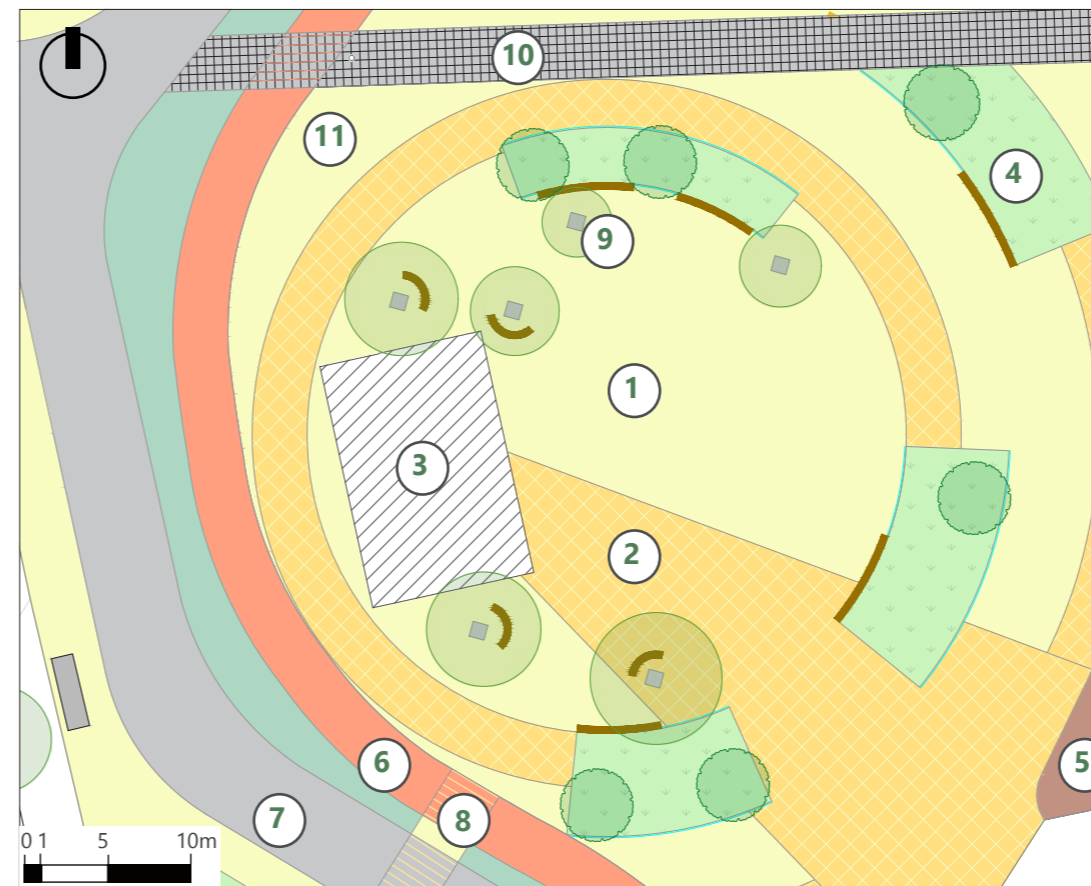
# 4.5 Zoom-in Plans

## Edinburgh Rd junction



- ① Proposed zebra crossing
- ② 3m wide existing carriageway
- ③ 3.5m wide proposed bus lane
- ④ 3m wide footpath - resin bound surface
- ⑤ 6m wide green space with existing planting and trees
- ⑥ 4m Wide bidirectional cycleway - coloured resin bound surface
- ⑦ 2m wide footpath - resin bound surface
- ⑧ Parallel crossing

## Carntyne Square



- ① Caithness paving
- ② Granite paving with whinstone edges/kerbs as higher quality paving option
- ③ Potential cafe/retail opportunity
- ④ Strips of wildflower planting bounded by min 30mm whinstone kerb, with timber seating and uplighting along edges. Some with proposed trees planted - species preferably Silver birch or Ginkgo biloba.
- ⑤ Play area - bark mulch surfacing and natural play equipment
- ⑥ 4m Wide bidirectional cycleway - coloured, resin bound surface
- ⑦ Existing carriageway
- ⑧ Parallel crossing
- ⑨ Trees in hard surface (species as mentioned above), with tree grille; Some with curved timber and steel seating.
- ⑩ Abbeyhill closed to vehicles with lockable bollards, emergency access only
- ⑪ Potential location of cycle racks/mobility hub

Figure 46. Zoom-in Plans of Carntyne Square

# 4.6 Precedents



Alfred Place, London - UK



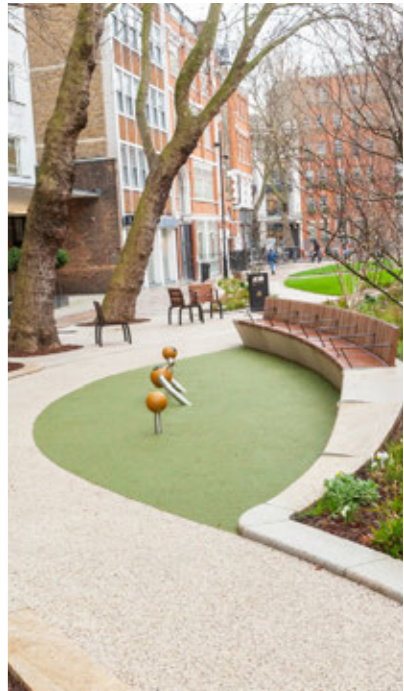
Teikyo Heisei University Nakano Campus, Tokyo - Japan



Shawlands, Glasgow - UK



Avenue Du Musee, Montreal - Canada



Alfred Place, London - UK



Morelondon South Bank, London - UK



Temple Way, Bristol - UK



Aldgate Square, London - UK



Vinicombe Street, Glasgow - UK



Merchant Sq, London - UK



Barcelona, Spain



Section AA  
Scale 1:200

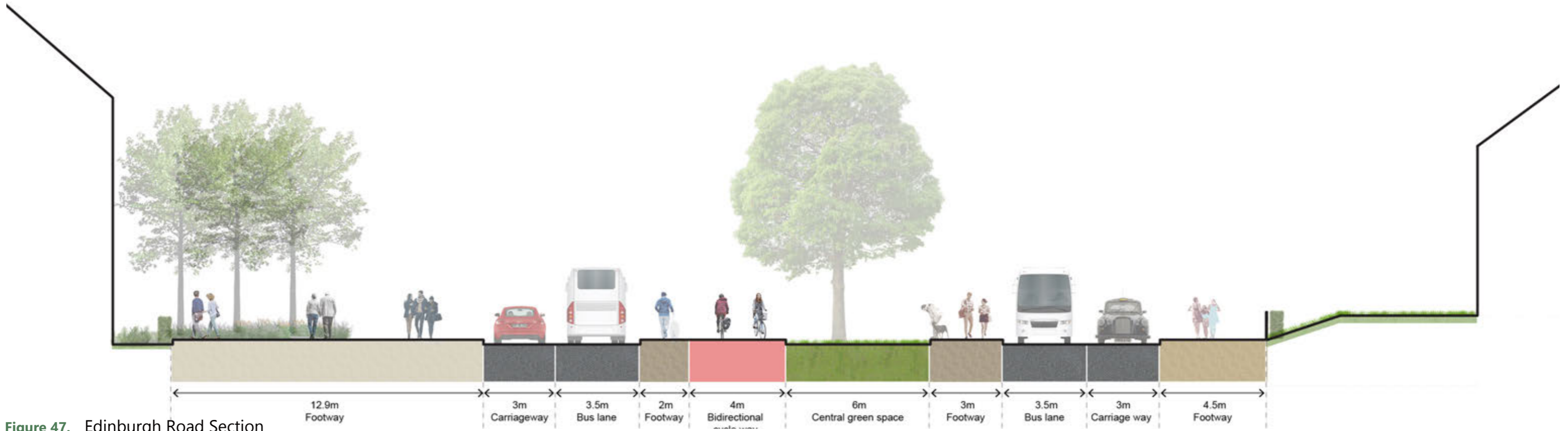


Figure 47. Edinburgh Road Section

Section CC  
Scale 1:200

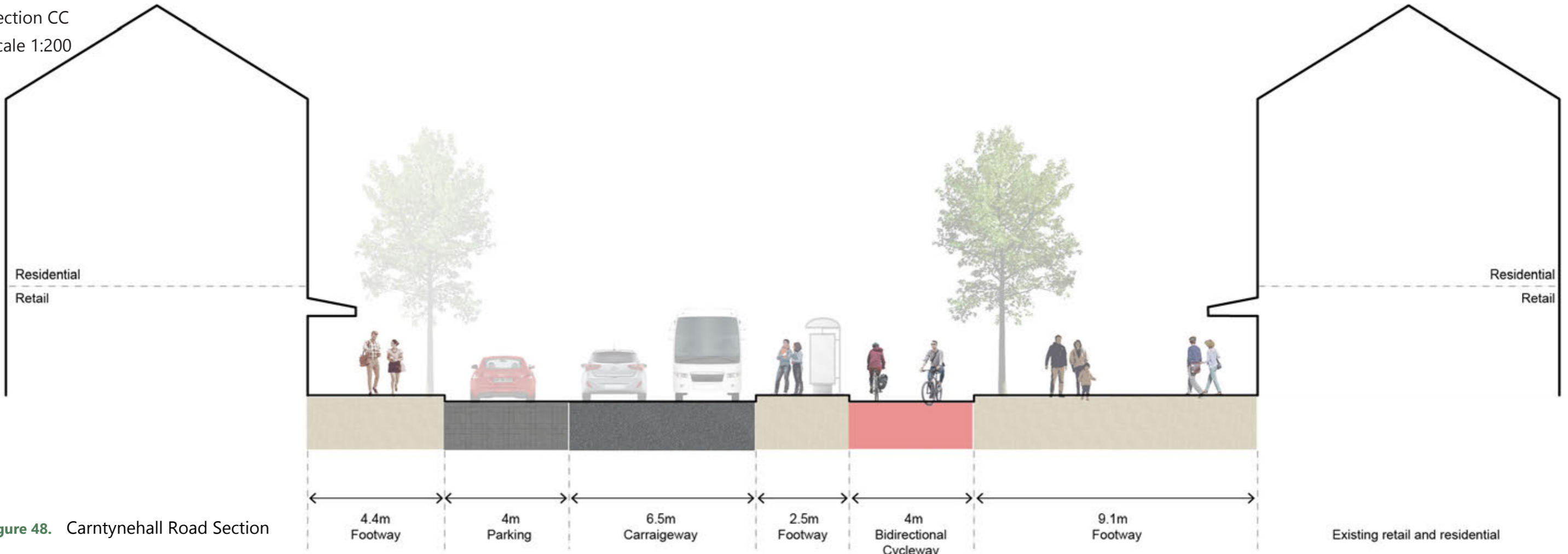


Figure 48. Carntynehall Road Section

# 4.7 Schematic Section

## Carntyne Square

Section BB  
Scale 1:200

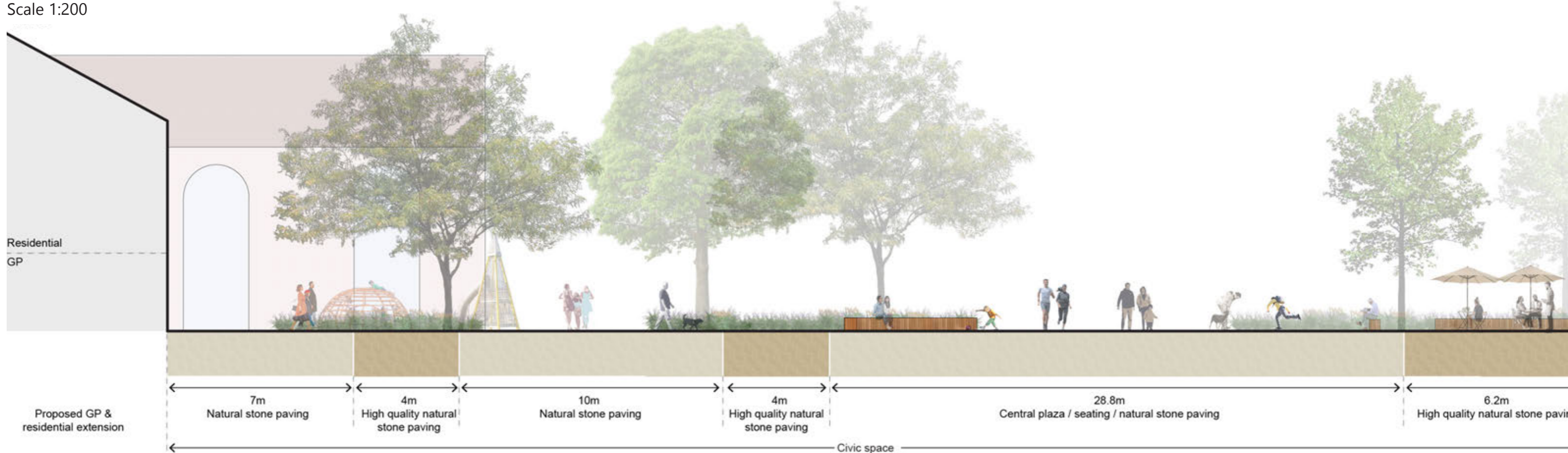
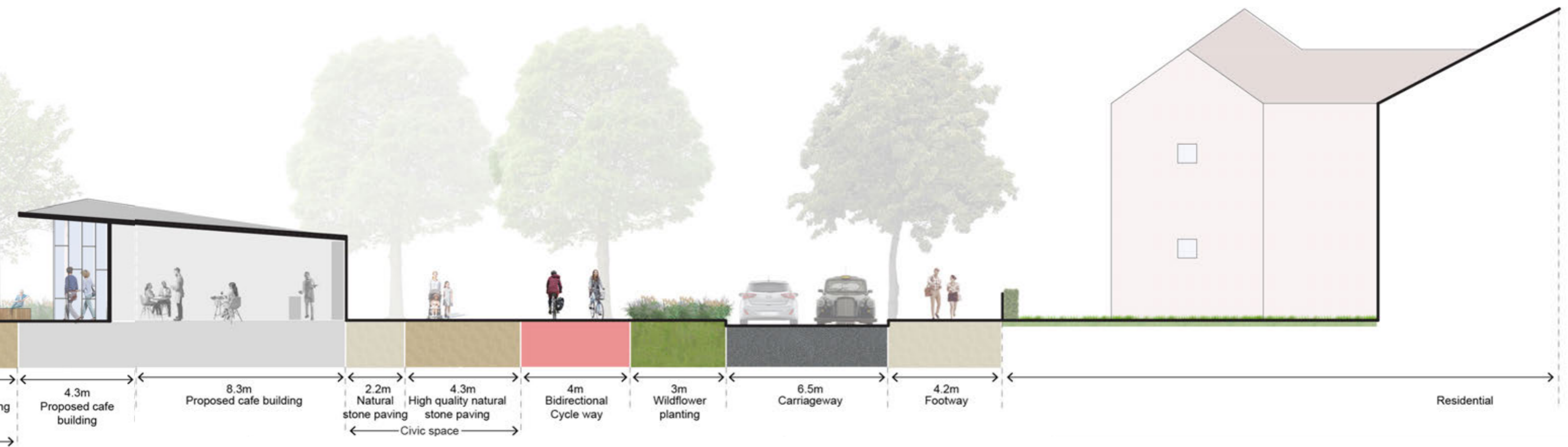


Figure 49. Carntyne Square Section





**Figure 51.** View of proposed Carntyne Square to create a new civic heart complementing existing shopping parade, including multi-functional public space, tree planting and rain gardens, natural play space, potential cafe, segregated bi-directional cycleway, mobility hub and amenity lighting



Figure 52. View of Carntyne Square Civic Space



Figure 53. View of Carntynehall Road Shopping Parade and Carntyne Square

## 4.9 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

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	525	254	48.38%	139	26.48%	393	74.86%
3	People and Communities	530	489	67	13.70%	262	53.58%	329	67.28%
4	Land Use and Landscape	1004	882	417	47.28%	164	18.59%	581	65.87%
5	The Historic Environment	230	138	23	16.67%	15	10.87%	38	27.54%
6	Ecology and Biodiversity	299	293	16	5.46%	170	58.02%	186	63.48%
7	The Water Environment	283	202	55	27.23%	129	63.86%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	11	1.01%	718	66.24%	729	67.25%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3873</b>	<b>981</b>	<b>25.33%</b>	<b>1661</b>	<b>42.89%</b>	<b>2642</b>	<b>68.22%</b>

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

## 4.10 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.

(This excludes Edinburgh Road)

	Carntyne Square	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£5,674,801	£5,674,801
SUB - TOTAL STATS	£250,000	£250,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£642,480	£642,480
GRAND TOTAL (Excluding risk)	£6,567,281	£6,567,281
RISK/CONTINGENCY	£1,313,456	£1,313,456
GRAND TOTAL (Including risk)	£7,880,737	£7,880,737
ALLOWANCE FOR INFLATION		
ALLOWANCE +11.5%	£906,285	£906,285
GRAND TOTAL (including risk & inflation)	£8,787,022	£8,787,022

**Table 8.** Cost Plan Summary



## 4.11 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
1A	Demolition of Carntynehall Road roundabout		Short Term	Sustrans Places for Everyone Fund	Glasgow City Council Asset Management Team	Planning & Building Control approval required; Engagement with statutory undertakers including utilities companies, Road Safety Audit, TRO for road closure
1B	Civic space on Carntynehall Road	Natural stone paving, planting with trees, rain gardens, seating with led lighting, cycle parking and public art	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council with businesses	
1C	Partial closure of Abbeyhill Road	Partial closure of Abbeyhill Rd for through vehicular traffic, resurfacing with concrete pavers and installation of lockable bollards on either end of the civic space; emergency and service access only	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council	
1D	Turning head in the Church yard	Partial redesign of the Church yard to incorporate a turning head; vehicular access and egress from Carntyne Rd only	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council with Sustrans	
1E	Flexible play space	Natural play space with coloured surfaces and mounds adjacent to Carntyne Church of Scotland and the new GP surgery	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council	
1F	Turning head in the Church yard	Partial redesign of the Church yard to incorporate a turning head; vehicular access and egress from Carntyne Road only	Medium Term	TBC	Carntyne Church of Scotland	
2A	Redesign of Carntynehall Road (between Edinburgh Road and Carntyne Road)	6.5m two lane bi-directional carriageway, resurfacing of the footpaths with natural stone paving, tree lined avenue, wildflower planting with rain gardens, removal of parking on the eastern flank of the high street, zebra crossings	Medium Term	Sustrans Places for Everyone Fund/Place Fund	Glasgow City Council with businesses	Planning and RCC Approvals, Engagement with statutory undertakers including utilities companies, Road Safety Audit
2B	Relocation of the bus stop	Relocation of the bus stop on the eastern flank of the roundabout to the high street	Medium Term	Sustrans Places for Everyone Fund	Glasgow City Council	
Note that many of the above proposals (1-2) could be merged in particular we would highlight that a single (phased) planning application or masterplan should be considered.						
Outside of project scope						

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
3A	Refurbishment and extension of the Church Hall building	Prospective retention of the Church Hall, refurbishment as residential, extension to the Church Hall to accommodate community and residential uses; pedestrian entrance from the new civic space and vehicular access for Abbeyhill Road	Long Term	Potentially funded by Housing Association / Social Organisation	Housing Association with Carntyne Church of Scotland	Planning permission and Building Control approval required, Engagement with landowners (land outside of Council ownership)
3B	Potential Relocation of the GP surgery	Prospective relocation of the GP surgery from Edinburgh Road to the Church Hall building extension	Long Term	Housing Association/ GP/NRS Funds	Housing Association, GP surgery with Glasgow City Council	
Designed as part of the Active Travel City Network						

**Table 9.** Action Plan Summary

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

# TODD STREET / HOGARTH PARK IMPROVEMENTS

05

PROJECT 4

# 5.1 Site Context

The disused railway line runs through Hogarth Park and creates a connection north through a tunnel under Edinburgh Road, and south, continuing past Todd Street and Carntyne Road Junction. Hogarth Park and Todd Street green space are both neglected areas which comprise neglected play areas, steep topography, and large areas of mature vegetation. Hogarth Park in particular experiences antisocial behaviour, and both are perceived to be unsafe especially in and around the connecting tunnels. The triangular wedge opposite Kelvin College is an underutilised green space with sloping land form and mature trees, bordered by busy and congested Carntyne Road and Duke Street. Carntyne Road, Todd Street and Duke Street are considered dangerous for pedestrians, with insufficient accessible pedestrian space and crossings. There is vacant and derelict land bordering the railway line to the south, which contributes to the lack of identity in the area, providing an opportunity to create accessible public spaces. The disused Parkhead Railway Station to the south also forms a part of the site with a substation to adjacent to it.



Figure 54. Historical map 1890 - 1940



Figure 55. Historical map 1949 - 1971



Figure 56. Site Photos



## 5.2 Analysis

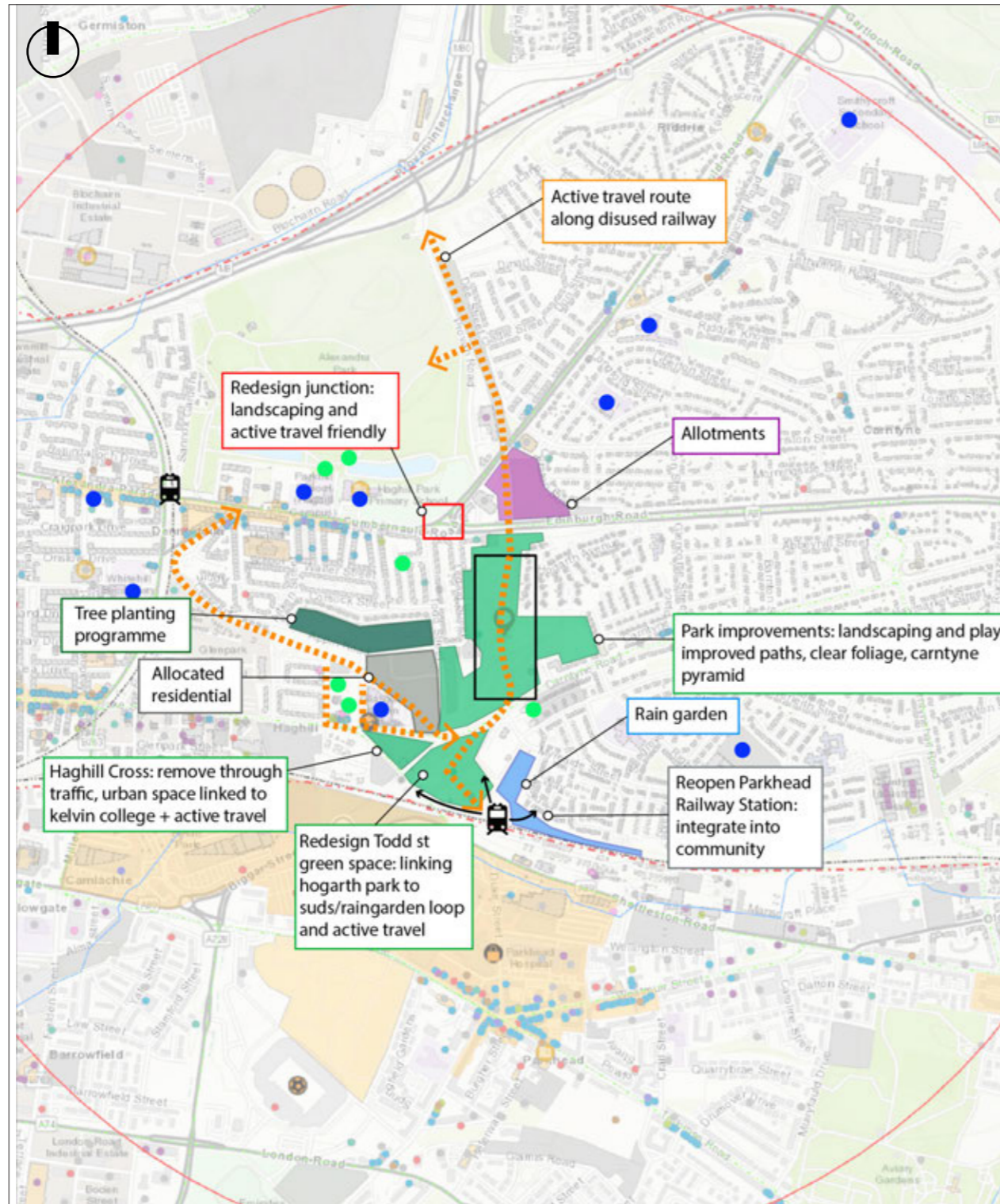


Figure 57. Opportunities plan

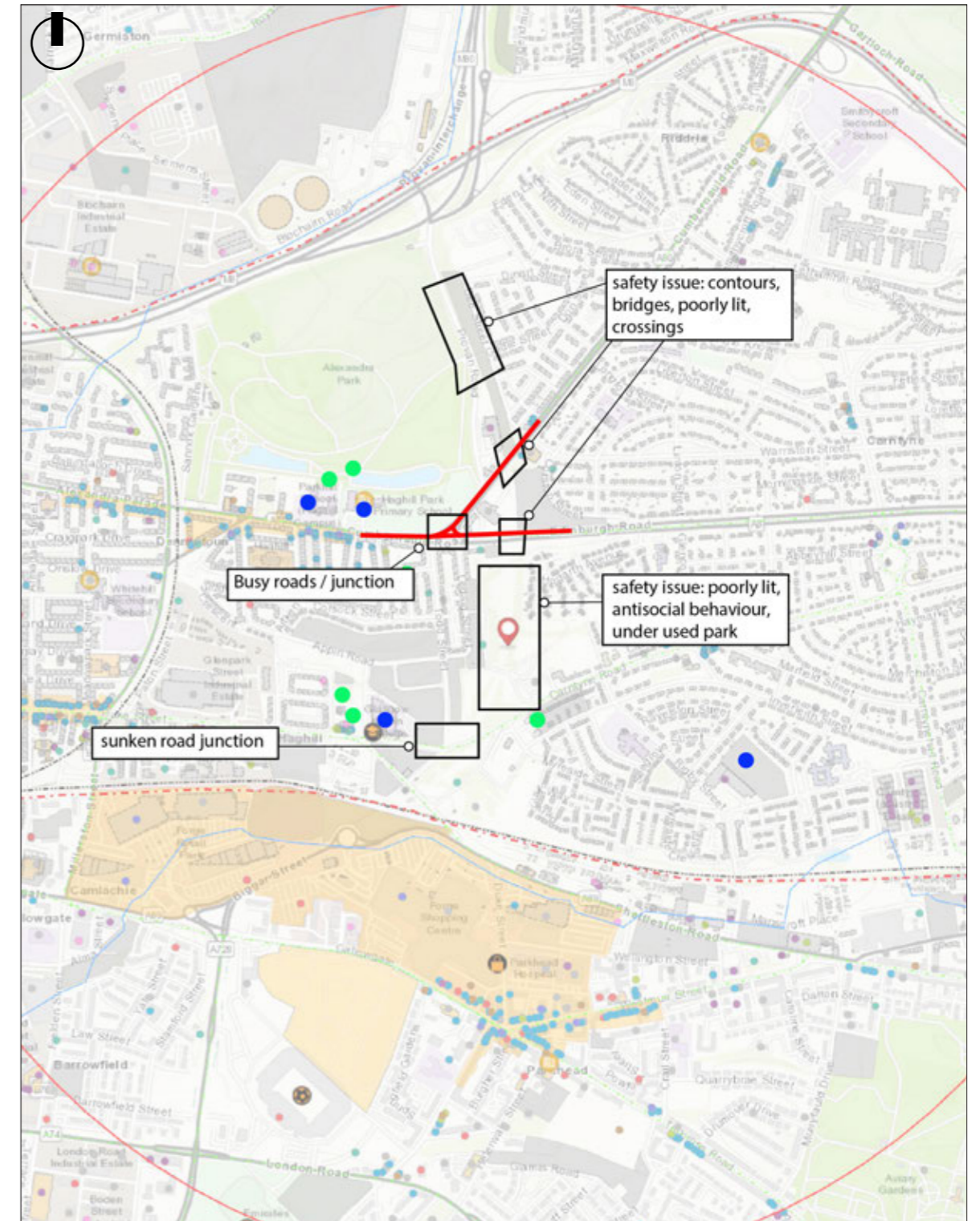


Figure 58. Constraints plan

## 5.3 Concept Development and Options Review

The design intention for this area is to improve Hogarth and Todd Street green spaces; to introduce a multifunctional civic space by Kelvin College; introduce traffic restrictions on Carntyne Road in front of the College and to further investigate into potentially reinstating / relocating Parkhead station to contribute to modal shift. ; and to integrate a new active travel route in the form of a bidirectional cycle way from Alexandra Park to the north, to the south towards the potential new railway station.

The following options were considered for this scheme:

### Hogarth Park / Todd Street Park

#### Option 1:

- Following the route of the disused railway line through Hogarth Park where possible, the Park and Todd Street are to be improved to include a sinuous 3m wide segregated bidirectional active travel route designed along the existing topography and utilising existing routes, resurfaced and well-lit pathways, and large swathes of wildflower meadow planting to create a biodiverse habitat.
- Minimal clearance of trees to make room for the cycle lane and new tree planting to the east
- Improving the derelict play area as a natural play space with appropriate lighting and potential bouldering and climbing activities for children
- Segregated cycle lane to pass through Todd Street and Carntyne Road junction and continue westwards through Carntyne Road

#### Option 2:

Similar to Option 1, a segregated bidirectional cycle lane aligned to the path of the disused railway line and connecting westwards through another disused railway line behind Kelvin College. This option is not feasible due to topographical constraints

#### Option 3:

Same as Option 1 with additional connections to the proposed Nursery, reduced tree planting to the east and incorporation of sport pitch on the adjacent vacant land on Carntyne Road to the south. A combination of Options 1 and 3 was chosen as the preferred option.

### Haghill Cross and Carntyne Road

#### Option 1:

Complete closure of Carntyne Road for vehicular traffic, active route only and creating a public square on the underutilised green space in front of Kelvin College

#### Option 2:

Creation of bus gate (6.5m carriageway) on the stretch of Carntyne Road in front of Kelvin College with active travel route, widening of footpaths, and creating a combination of hard landscaped civic space and terraced planting with rain gardens, seating and retained trees, and shared cycleway and footpaths

#### Option 3:

A do minimum option with timed closures of the road for traffic and maintenance of green space for civic use.

Option 2 was chosen as the preferred option.

### Parkhead Railway Station and Duke Street

#### Option 1:

Reopening the closed Parkhead Railway Station through improving existing platforms to accessible standards. Creation of a multi-level station entrance with an active travel ramp to the railway station at Todd Street Park

#### Option 2:

Relocating Parkhead Railway Station to the west, opposite proposed Haghill Cross. Utilising vacant and derelict land on Duke Street to create a Station Square providing an extended civic space with access to the relocated and elevated railway station through an active travel ramp. The vehicular access is also proposed to the north of the station via Duke Street with drop off services for cars and taxis in the Station Square

#### Option 3:

Relocating Parkhead Railway Station to the west, opposite proposed Haghill Cross. Utilising vacant and derelict land on Duke Street to create a Station Square providing an extended natural civic space with wildflower planting, trees and rain

gardens and a station entrance with access to the relocated and elevated railway station through an active travel ramp. The vehicular access is proposed to the south of the station via A89 roundabout with drop off services for cars and taxis. A footbridge is also proposed across the railway line connecting both platforms.

Zebra crossings on Duke Street are proposed in options 2 and 3. Safe and accessible connections for active travel users between the green spaces and to adjacent proposed civic spaces have been ensured through improved pedestrian footpaths, crossings at signalised junctions and segregated cycle lanes. Option 3 was chosen as the preferred option for effective use of space, creating effective connections, and for maximum potential to create a modal shift with a multi modal transport hub connecting railway station to bus stops and active travel network.

Further discussions and feasibility study with key stakeholders needed.

### Design principles

- Creating safe and accessible open spaces and potential modal shift for the Haghill and Parkhead communities
- Active travel route connecting Alexandra Park in Dennistoun, and Riddrie communities, to Haghill and towards potential Parkhead Railway Station
- Upgrading Hogarth Park and Todd Street Parks as safe and accessible open spaces with appropriately lit pathways and segregated bi-

## 5.3 Concept Development and Options Review

- directional cycle lanes
- Minimising cut and fill through working with the topography, minimal clearance of trees to improve natural surveillance, large swathes of wildflower planting, maintenance of amenity grassland and tree planting where possible for enhanced biodiversity and creating an attractive open space
- Creation of natural play spaces with activities for local community
- Bus gates on Carntyne Road to allow access only for buses and bicycles for improved pedestrian priority and connectivity outside Kelvin College.
- Creating high quality public realm natural stone paving for civic spaces, with pedestrian routes through amenity green space, wildflower planting and rain gardens to provide a sense of identity, SuDS and enhanced biodiversity.
- Improved and proposed pedestrian and cycle crossings between parks and open spaces for safe and accessible connections, thus reducing car dominance. Inclusion of cycle parking and hubs close to parks and at civic spaces.
- Creating a modal shift for Haghill and Parkhead communities through bringing back a railway station at Parkhead that has potential to serve as a multi modal transport hub connecting railway station to bus stops and active travel network.
- Parks as safe and accessible open spaces with appropriately lit pathways and segregated bi-directional cycle lanes
- Minimising cut and fill through working with the topography, minimal clearance of trees to improve natural surveillance, large swathes of wildflower planting, maintenance of amenity grassland and tree planting where possible for enhanced biodiversity and creating an attractive open space



Figure 59. Concept Sketch

## 5.4 Concept Plan

- ① Potential connection between Alexandra Park to the north and beyond, and the potential Parkhead Railway Station to the south
- ② Ramp proposed into Hogarth Park - 1:20
- ③ Parklands - wildflower planting throughout 2m wide resin bound footways, 1m informal mown pathways, 3m wide bidirectional cycle way and existing pathways. LED lighting along cycleway
- ④ Retained vegetation cleared in areas to create pathways and more visibility
- ⑤ Play area - bark mulch surfacing and natural play equipment, including bouldering and rock climbing. Lighting in the form of lampposts
- ⑥ Proposed tree planting - native species such as Oak, Scots pine, Silver birch
- ⑦ Civic space - including a series of 3.5m wide resin bound footpaths, 5m wide shared cycle and pedestrian path, wildflower areas bounded by 30mm whinstone kerbs, amenity grassland and caithness hard surfacing. Galvanised steel bike racks and timber seating also included in design
- ⑧ 6.5m shared surface for cyclists and buses, with caithness stone pedestrian areas to the North and South. Bus Gates at either end of road. Street lighting along route
- ⑨ Existing carriageway
- ⑩ Station civic spaces to be paved with caithness, with strips of wildflower planting and proposed trees. Seating and cycle parking is also included, as well as retaining walls and ramps up to the potential station platform. Car parking is included in proposals to the South  
\* Further discussions and feasibility study with key stakeholders needed
- ⑪ Informal kick about area.

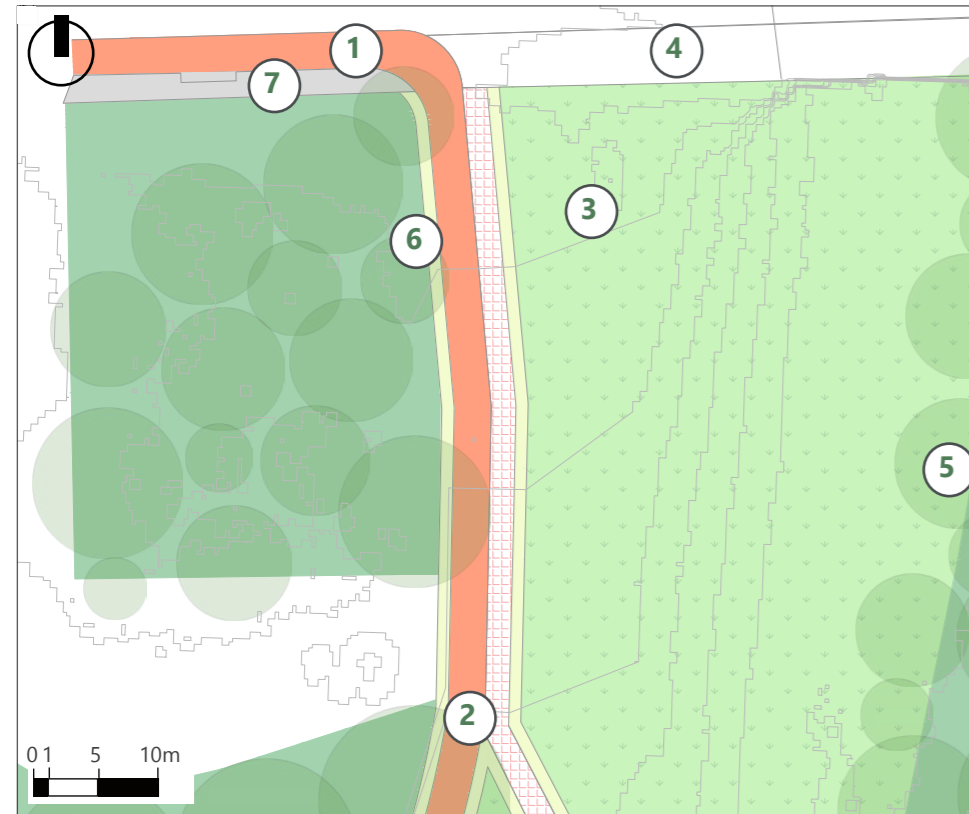


Figure 60. Concept Plan - Preferred Option

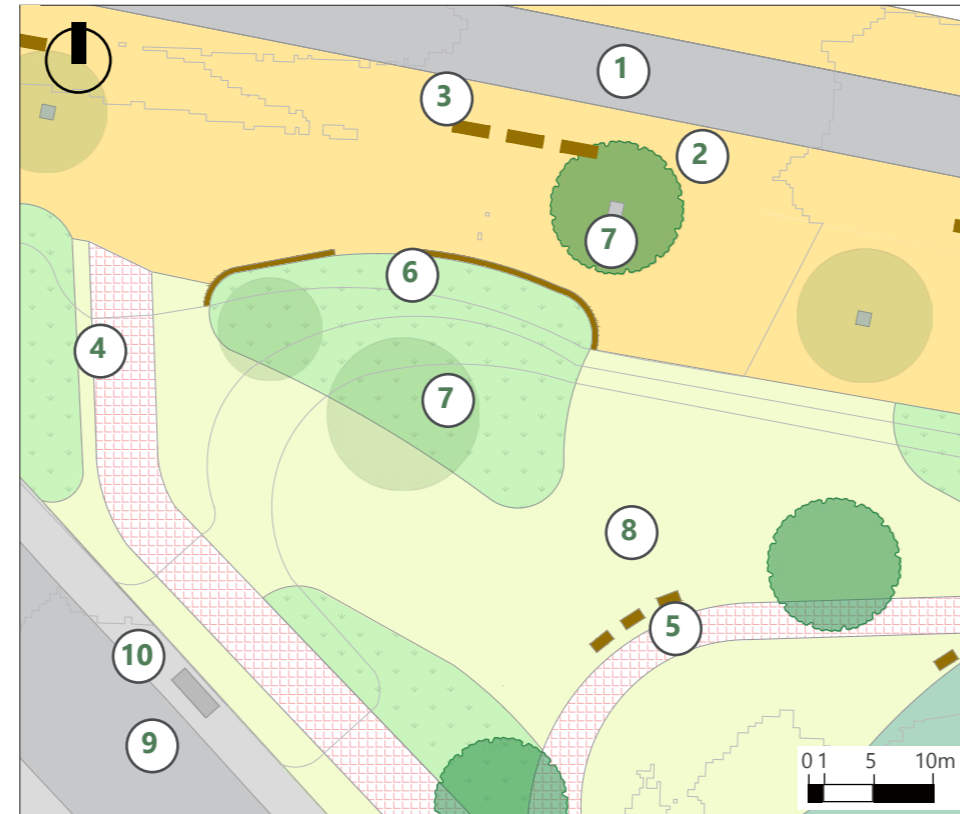


# 5.5 Zoom-in Plans

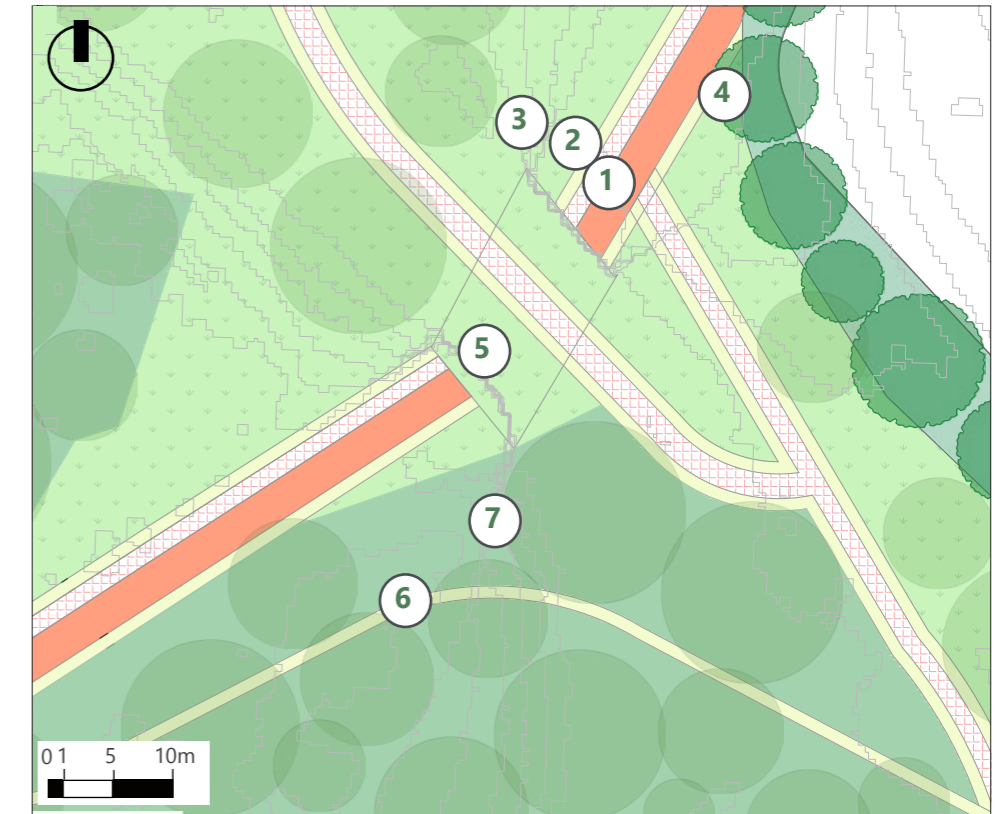
## Hogarth Park North



## Haghill Cross



## Todd Street Open Space



- ① 3m Bidirectional cycle way into Hogarth Park via proposed ramp - coloured, resin bound surface. Potential connections north via Edinburgh Road, Cumbernauld Road and Provan Road.
- ② Resin bound foot path network, neutral colour
- ③ Wildflower planting throughout scheme for biodiversity and habitat creation
- ④ Edinburgh Road with existing tunnel underneath entering Hogarth park
- ⑤ Existing trees and retained areas of planting
- ⑥ Proposed change in topography to create cycle ramp into park at 1:20 gradient
- ⑦ Improved surfacing

- ① 6.5m shared surface for bicycles and buses - existing carriageway. Bus gates proposed at either end of road.
- ② Caithness paving
- ③ Timber seating
- ④ 5m wide resin bound gravel surface path, shared for bicycles and pedestrians; 1:20 ramp
- ⑤ 3.5m wide Resin bound gravel footpaths, neutral colour
- ⑥ Wildflower planting bounded by min 30mm upstand whinstone kerb, and long timber seating framing the edges
- ⑦ Tree planting in hard surface with steel tree grille; species preferably Silver Birch or Ginkgo Biloba
- ⑧ Amenity grassland
- ⑨ Existing carriageway
- ⑩ Improved surface

- ① 3m wide bidirectional cycle way. Resin bound gravel surface
- ② 2m wide resin bound gravel footpaths
- ③ Wildflower planting throughout scheme for biodiversity and habitat creation
- ④ Proposed tree buffer - preferred species including Oak, Silver birch, Scots pine
- ⑤ Tunnel - fitted with lighting within to allow for visibility and safety
- ⑥ 1m wide informal pathways, mown grass
- ⑦ Existing trees and retained areas of planting

Figure 61. Schemes Zoom-in Plans

# 5.6 Schematic Section

Section AA  
Scale 1:750

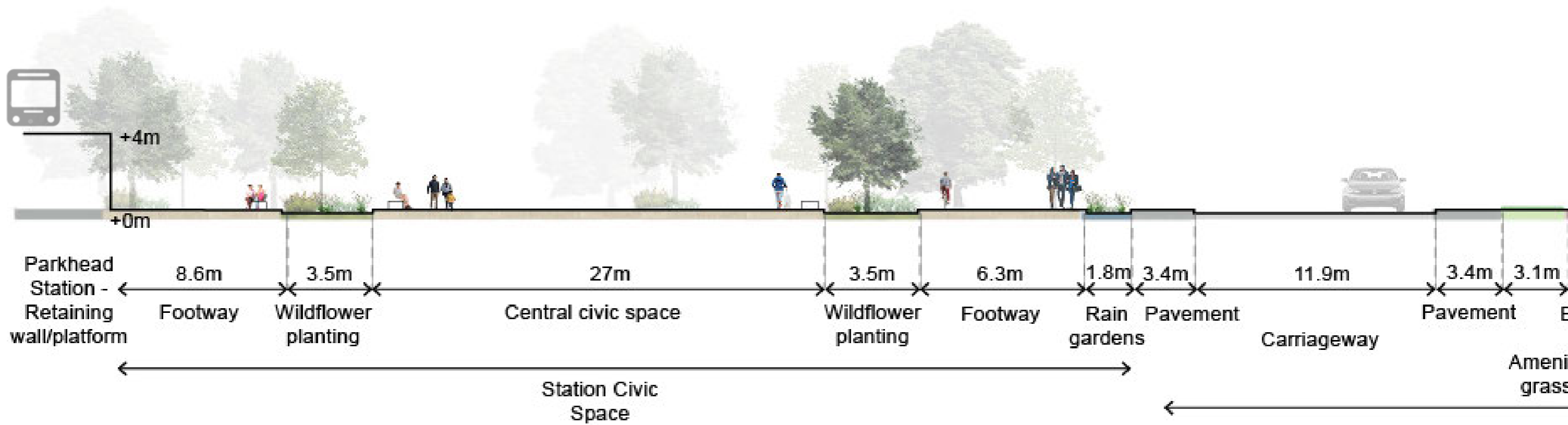
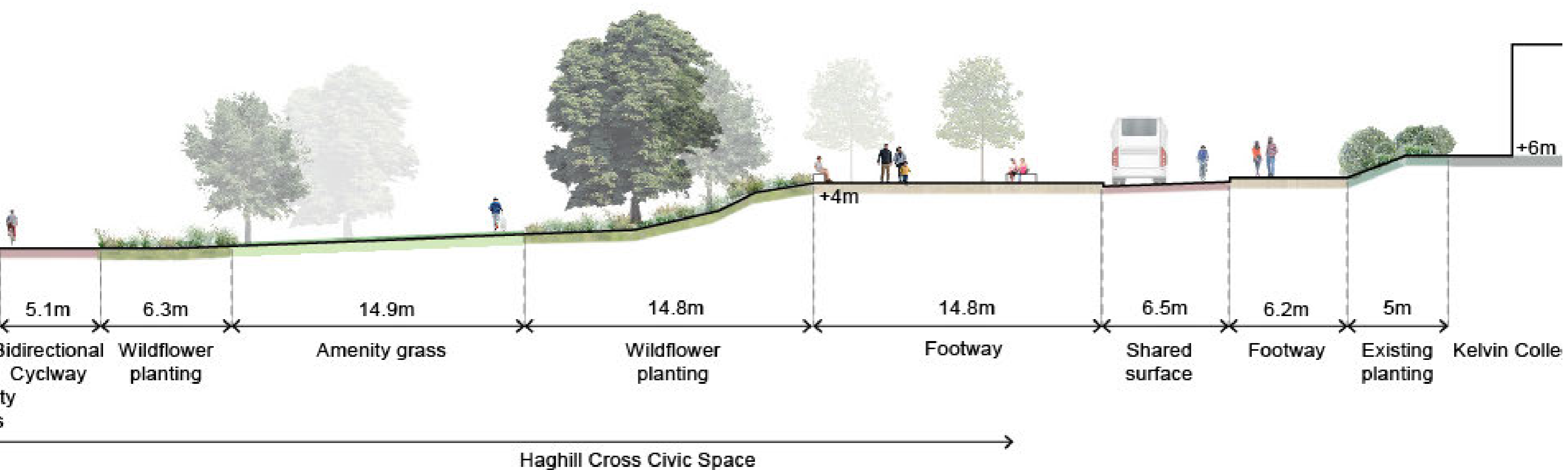


Figure 62. Section through Station Square and Haghill Cross



# 5.6 Schematic Section

Section BB  
Scale 1:500

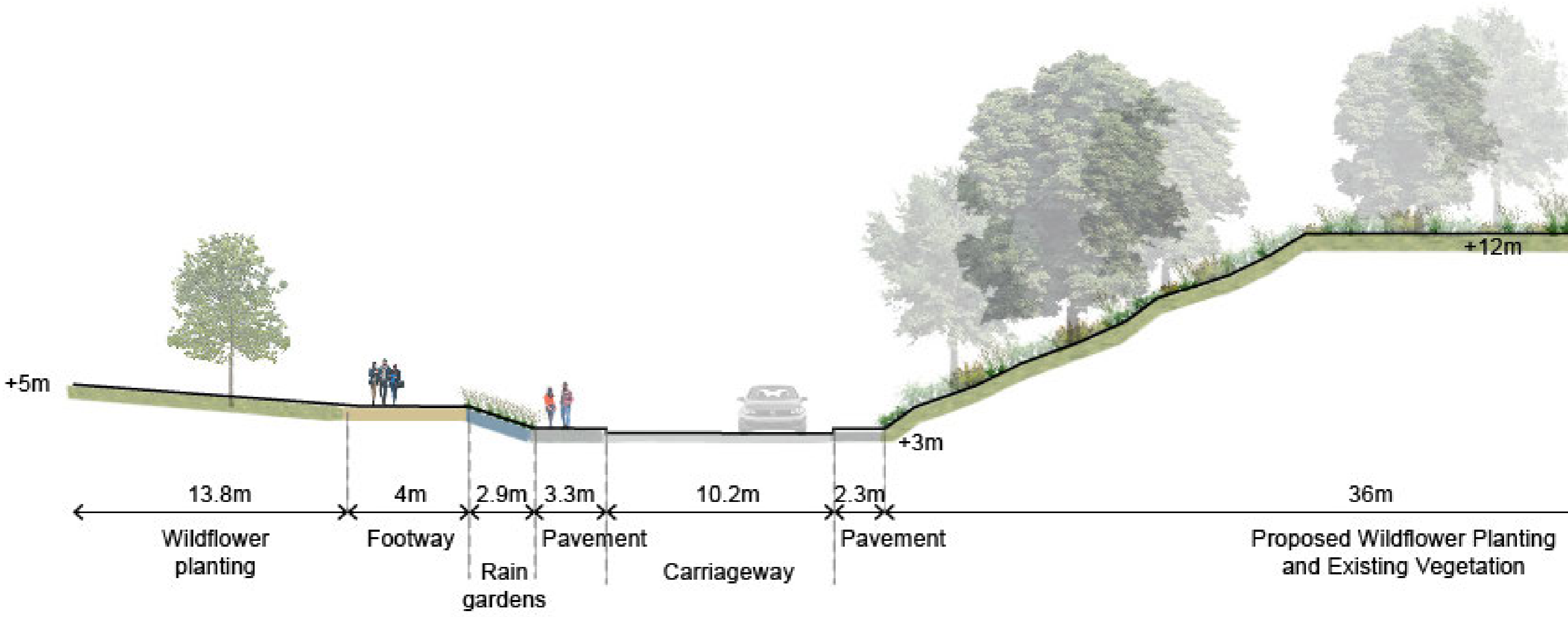
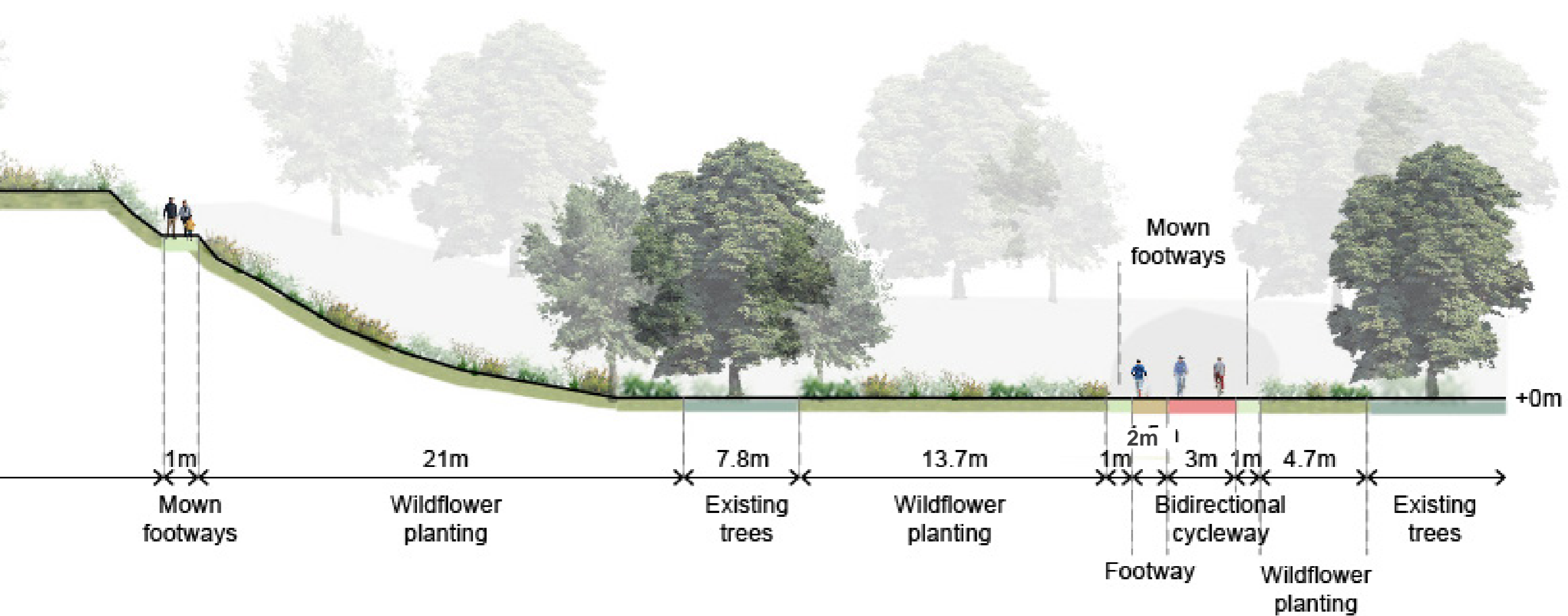


Figure 63. Section through Haghill Cross Civic Space and Todd Street Open Space



# 5.6 Schematic Section

Section DD  
Scale 1:500

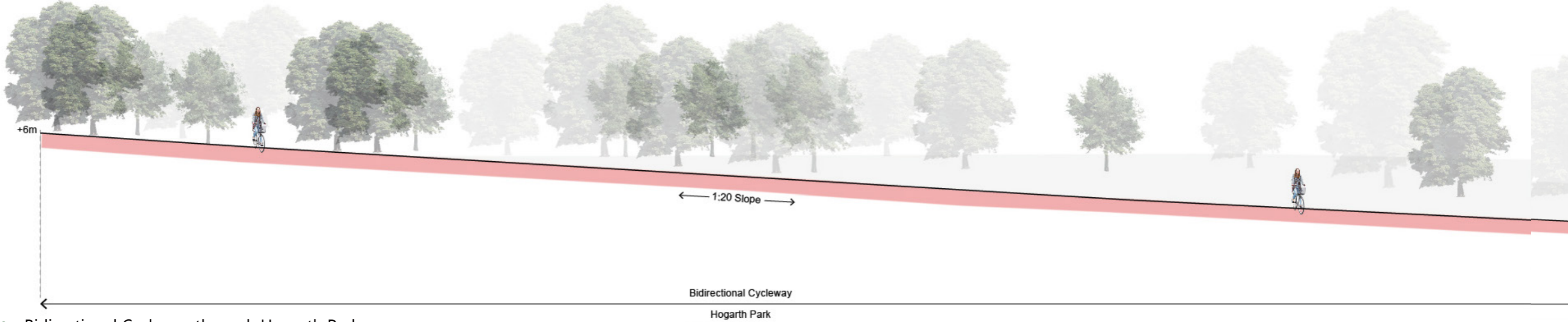


Figure 64. Bidirectional Cycleway through Hogarth Park

Section CC  
Scale 1:250

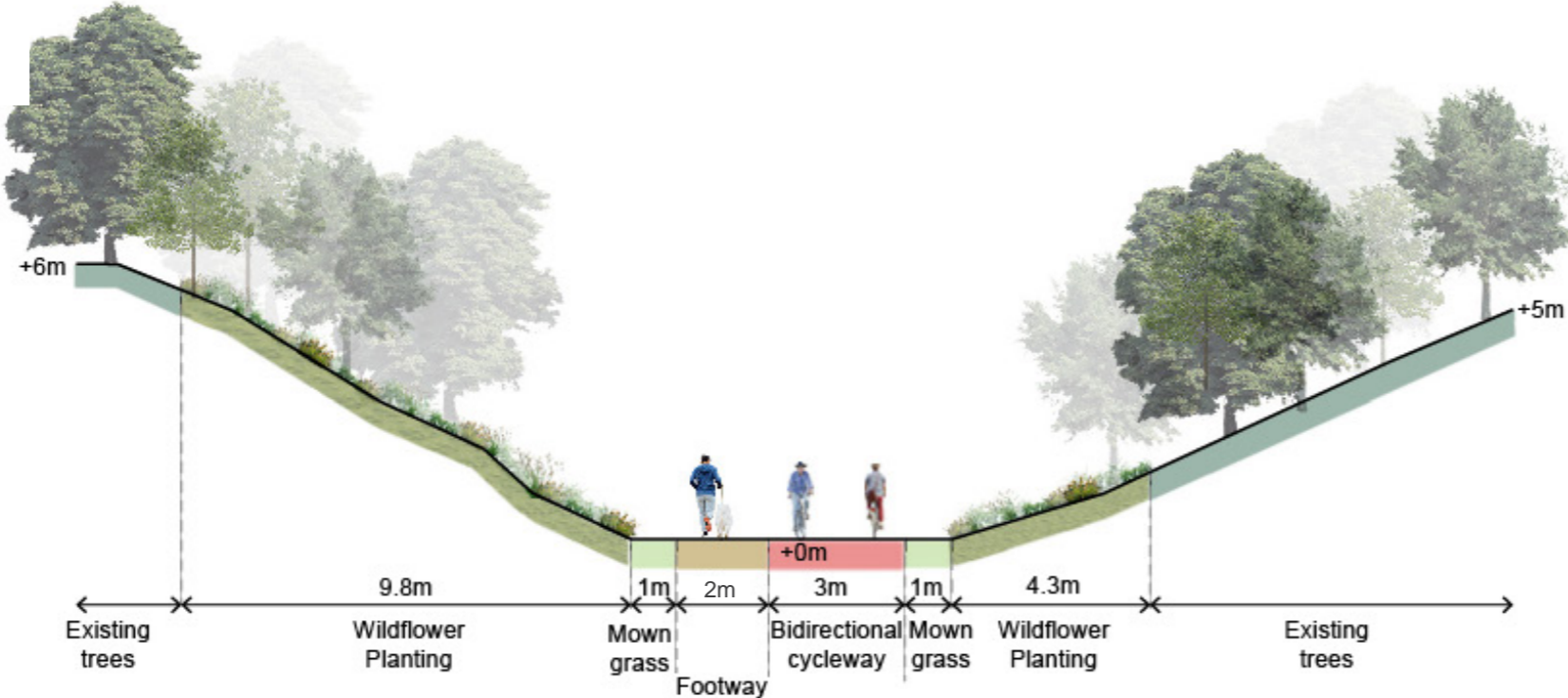
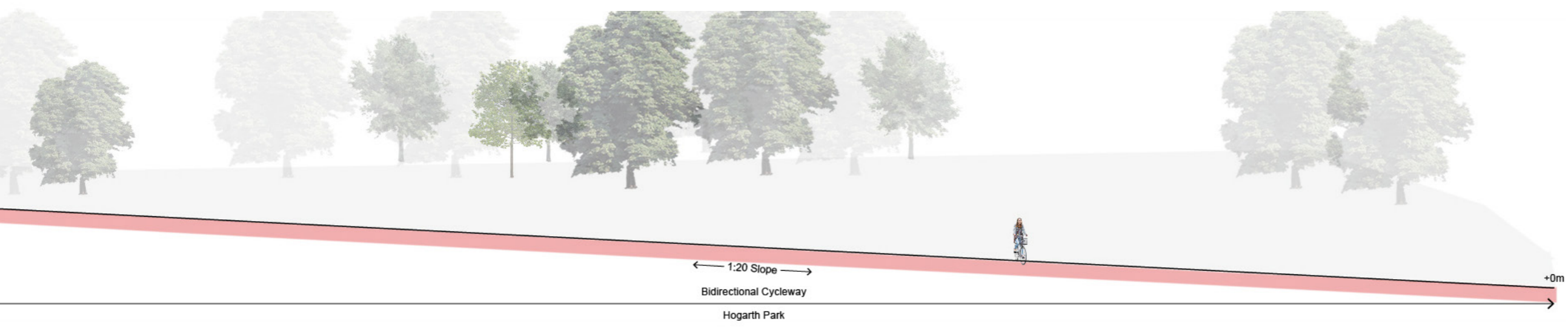


Figure 65. Station Civic Space to Kelvin College



## 5.7 Precedents





## 5.8 Visualisation

### Carntyne Road and Haghill Cross



**Figure 66.** Artist Impression of proposed bus gate and active travel route on Carntyne Road and Haghill Cross

## 5.8 Visualisation

### Hogarth Park



Figure 67. Artist Impression of Hogarth Park

# 5.8 Visualisation

## Hogarth Park



Figure 68. Hogarth Park Amenity 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	525	254	48.38%	155	29.52%	409	77.90%
3	People and Communities	530	489	90	18.40%	281	57.46%	371	75.87%
4	Land Use and Landscape	1004	882	398	45.12%	199	22.56%	597	67.69%
5	The Historic Environment	230	138	23	16.67%	15	10.87%	38	27.54%
6	Ecology and Biodiversity	299	293	16	5.46%	149	50.85%	165	56.31%
7	The Water Environment	283	202	55	27.23%	129	63.86%	184	91.09%
8	Physical Resources - Use and Management	1217	1084	22	2.03%	748	69.00%	770	71.03%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3873</b>	<b>996</b>	<b>25.72%</b>	<b>1740</b>	<b>44.93%</b>	<b>2736</b>	<b>70.64%</b>

Table 10. CEEQUAL Pre-assessment Summary

## 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.

	Haghill Cross, Duke St, Todd St & Carntyne Rd	Todd St Park	Hogarth Park	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£4,013,860	£1,936,230	£3,272,847	£9,222,937
SUB - TOTAL STATS	£150,000	£25,000	£25,000	£200,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£476,386	£193,623	£427,285	£1,097,294
GRAND TOTAL (Excluding risk)	£4,640,246	£2,154,853	£3,725,131	£10,520,230
RISK/CONTINGENCY	£928,049	£430,971	£745,026	£2,104,046
GRAND TOTAL (Including risk)	£5,568,296	£2,585,823	£4,470,158	£12,624,276
ALLOWANCE FOR INFLATION				
ALLOWANCE +11.5%	£640,354	£297,370	£514,068	£1,451,792
GRAND TOTAL (including risk & inflation)	£6,208,650	£2,883,193	£4,984,226	£14,076,068

**Table 11.** Cost Plan Summary

## 5.11 Action Plan (part A)

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
	Hogarath Park / Haghill Cross Open Space Re-development	Reworking of the Open spaces running between Edinburgh Road to Duke Street / Parkhead Forge to incorporate active travel, a new railway station and improvement parkland.			Local Communities, Local Councillors, Parks Dept	Planning and RCC
1	Hogarath Park North					
1A	Landscaping and Path Network improvements	Clear away excessive landscaping to open up paths and natural surveillance. New wildflower planting and tree planting. Includes new path networks and the improvement of landmarks such as the Pyramid.	Short Term	Sustrans Places for Everyone Fund	Glasgow City Council Parks Department, Sustrans and Nursery	Planning + RCC Approvals
1B	Segregated Active Travel Route	3-4m wide bi-directional cycleway connecting Edinburgh Road to Todd Street Park	Short Term	Sustrans Places for Everyone Fund		
1C	Rework Access from Edinburgh Road to Hogarath Park	Form improved link up to Edinburgh Road to allow continuous active travel route from Cumbernauld Road.	Short - Medium Term	Sustrans Places for Everyone Fund		
1D	Improve crossings over Carntyne Road	Form Improved crossings over Carntyne Road linking the two parkland areas.	Short - Medium Term	Sustrans Places for Everyone Fund		
1E	Sport Pitch	New Sport Pitch adjacent to the proposed Nursery and future access to the Nursery	Medium Term	GCC Parks and Open Space Funding		
2	Hogarath Park South					
2A	Open Up Landscaping	Clear away excessive landscaping to open up paths and natural surveillance.	Quick Win	Sustrans Places for Everyone Fund	Glasgow City Council Parks Department and Sustrans	Planning + RCC Approvals
2B	Reform levels	Reform the levels to allow access up onto raised park area especially new link to Haghill Cross.	Medium Term	Sustrans Places for Everyone Fund		
2C	Re landscape Park and Path Network	New wildflower planting and tree planting. Includes new path networks and resurface existing path networks	Medium Term	Sustrans Places for Everyone Fund		
2D	Form Rain gardens	Create new rain gardens and link to path network to Carntyne Railway Station	Medium Term	Sustrans Places for Everyone Fund		

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

## 5.11 Action Plan (part B)

No.	Proposal / Intervention	Description	Phasing	Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
3	Haghill Cross					
3A	Bus Gate and Cycle access on Carntyne Road in front of Kelvin College	Bus Gate with cycle access only to allow the closure of Carntyne Road in front of Kelvin College to connect College Campus with Open Space. Widening of footpaths	Quick Win	Sustrans Places for Everyone Fund	Glasgow City Council with Kelvin College and SPT	Planning + RCC Approvals
3B	Re landscape Haghill Cross North	Form new landscaped civic space with a terraced parkland comprising wildflower planting, footpaths, shared cycleway and footpath, rain gardens and grassed areas	Medium Term	Sustrans Places for Everyone Fund		
3C	Signalised Junction	Carntyne Road junction to be improved	Medium Term	Sustrans Places for Everyone Fund		
3D	Pedestrian crossings	New parallel crossing on Duke Street to connect to Haghill Cross to Station Square	Medium Term	Sustrans Places for Everyone Fund		
Outside of project scope						
4	Parkhead Railway Station	Further discussions and feasibility study with key stakeholders needed				Network Rail and Scotrail approvals, Planning and Building Control Approval, RCC Approvals
4A	Feasibility Study to create new Railway Station	Commission design team to carry out detailed feasibility study to create a new railway station.	Quick Win	TBC	Network Rail	
4B	Form new Railway Station	Implement new railway station including pedestrian bridge over railway	Long Term	TBC	Network Rail	
4C	Station Square	Create New Landscaped Area including new Railway Station access and active travel ramp from the north	Long Term	TBC	Network Rail with Glasgow City Council	
4D	Create new pedestrian access from existing roundabout south	Form new access from existing large roundabout to the SE of the proposed site. To include vehicular access (no vehicular access from the North).	Long Term	TBC	Network Rail	
4E	Create new vehicular and pedestrian access from existing roundabout south	Pedestrian and cycling access to railway station integrated with active travel routes.	Long Term	TBC	Network Rail	

Table 12. Action Plan Summary

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

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# PEDESTRIAN BRIDGE LIGHTING - CRANHILL

PROJECT 5

06

# 6.1 Site Context

Important but underused pedestrian / cycling link across the M8 motorway joining Cranhill to Barlanark and onto Hogganfield Loch. There is no lighting to the bridge and the approaches to the bridge with the result that the community do not use the bridge. It is part of an important active travel route which would link important green spaces which offer up important recreational use for the community. This includes Cranhill Park, Croftcroighn Park and the 5 Lochs Park (which includes Hogganfield Loch). Cranhill has a history of association with Lighting projects which include the local street names named after famous Scottish Lighthouses together with the Water Tower Lighting project carried out as part of Glasgow City of Architecture 1999.

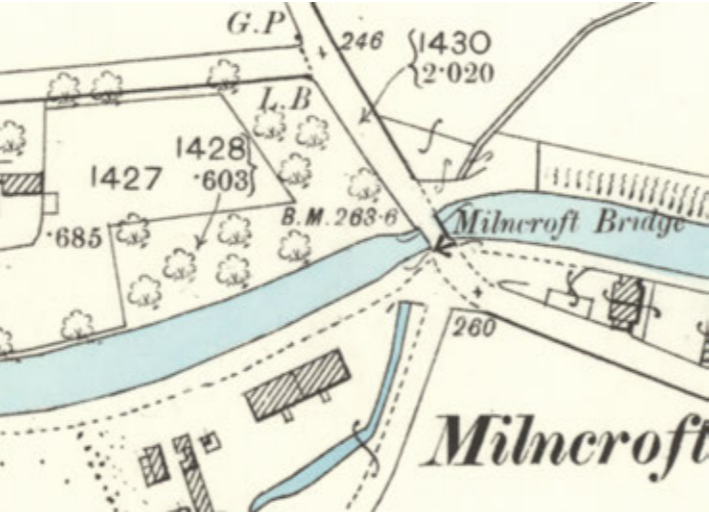


Figure 69. Historical map 1890 - 1940

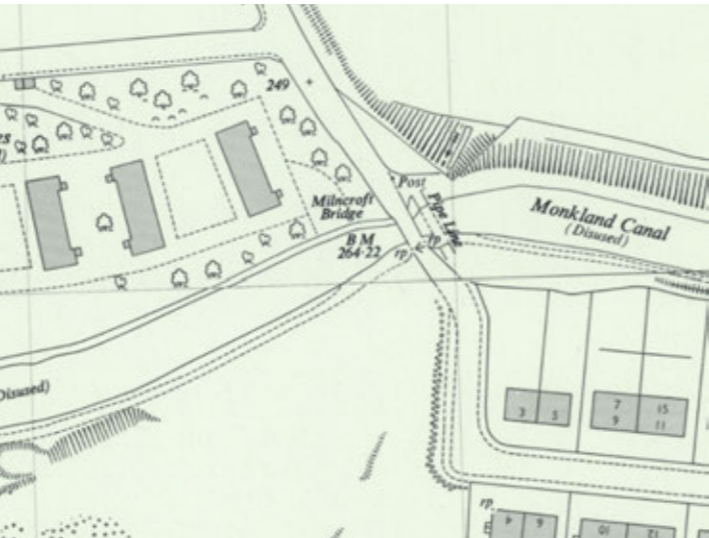


Figure 70. Historical map 1949 - 1971



Figure 71. Site Photos



## 6.2 Concept Development and Options Review

The lighting of the pedestrian bridge brings immediate impact simply through improved use of an active travel route. It also has the potential to form a wider loop through the 5 Lochs Park linking Riddrie and Cranhill to form a significant wildlife trail. There is also a potential future phase to redirect the path through the High-Rise blocks further integrating the underused open space between these and Cranhill Park. The lights themselves will be designed in conjunction with the local community with the intention to include artist input.

### Options

Two main lighting options were considered, high level artist lighting either suspended in a daisy chain fashion or as a series of lanterns as opposed to lighting laid into the ground. It was agreed that the ground let lighting solution was preferred as it was more robust and less likely to cause disturbance to drivers on the M8.

### Design principles

The Lighting is considered as simple bolt on structure which will require investigation by a structural engineer and discussed with the relevant authorities. This will include some simple service tracks which can be laid on top of the existing structure.

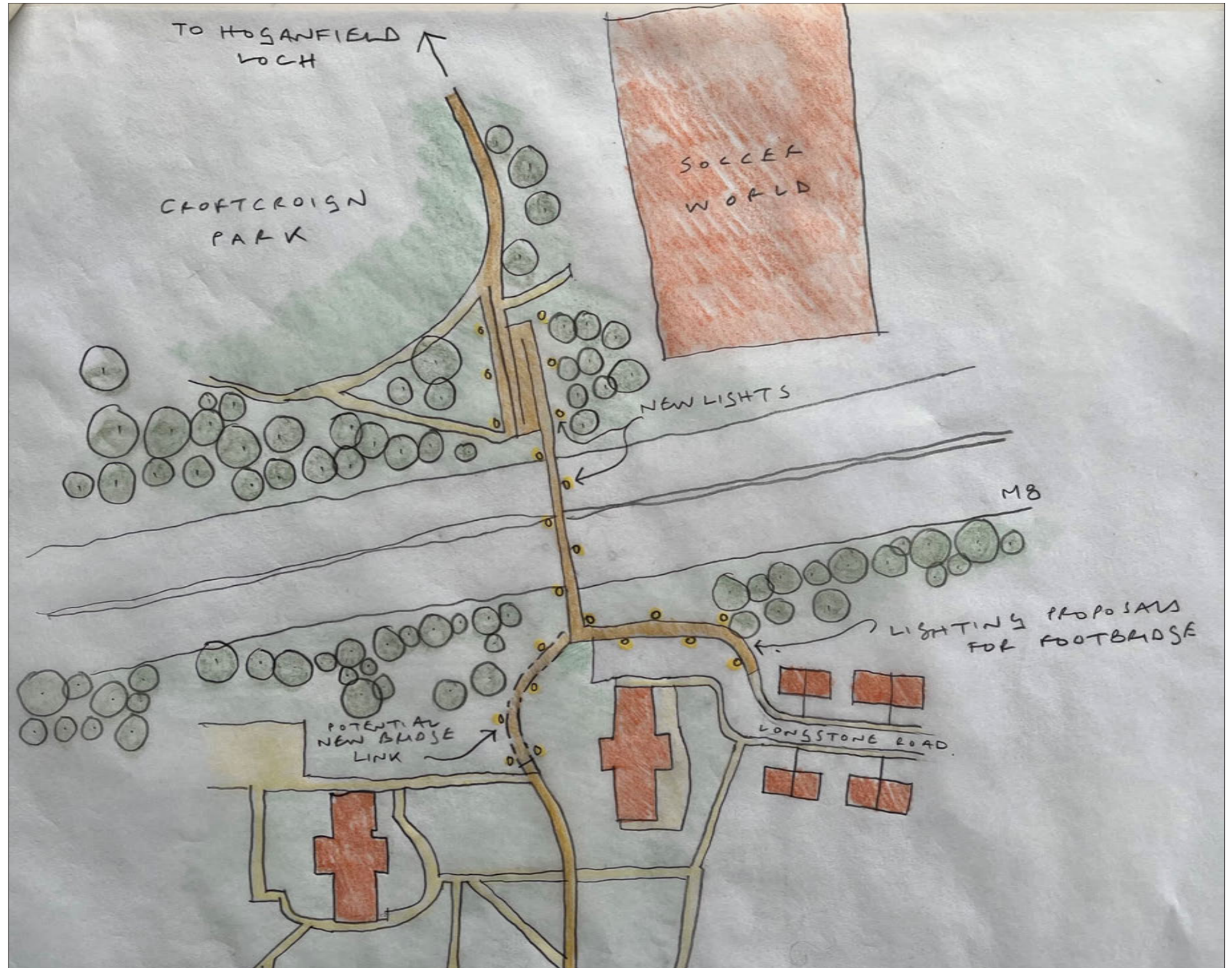


Figure 72. Concept Sketch

# 6.3 Concept Plan

Concept Ideas: These build on the initial public consultation held at the Cranhill Development Trust.

Design Principles: The Lighting is considered as simple bolt on structure which will require investigation by a structural engineer and discussed with the relevant authorities. This will include some simple service tracks which can be laid on top of the existing structure.

Proposed Scheme: The scheme takes the form of 'ground let' lighting however the final proposal will be designed by the local community.

References to Drawings: Please refer to the plans and sections which show the scope of the proposal which includes the ramped / landscaped areas both to the North and South of the bridge.

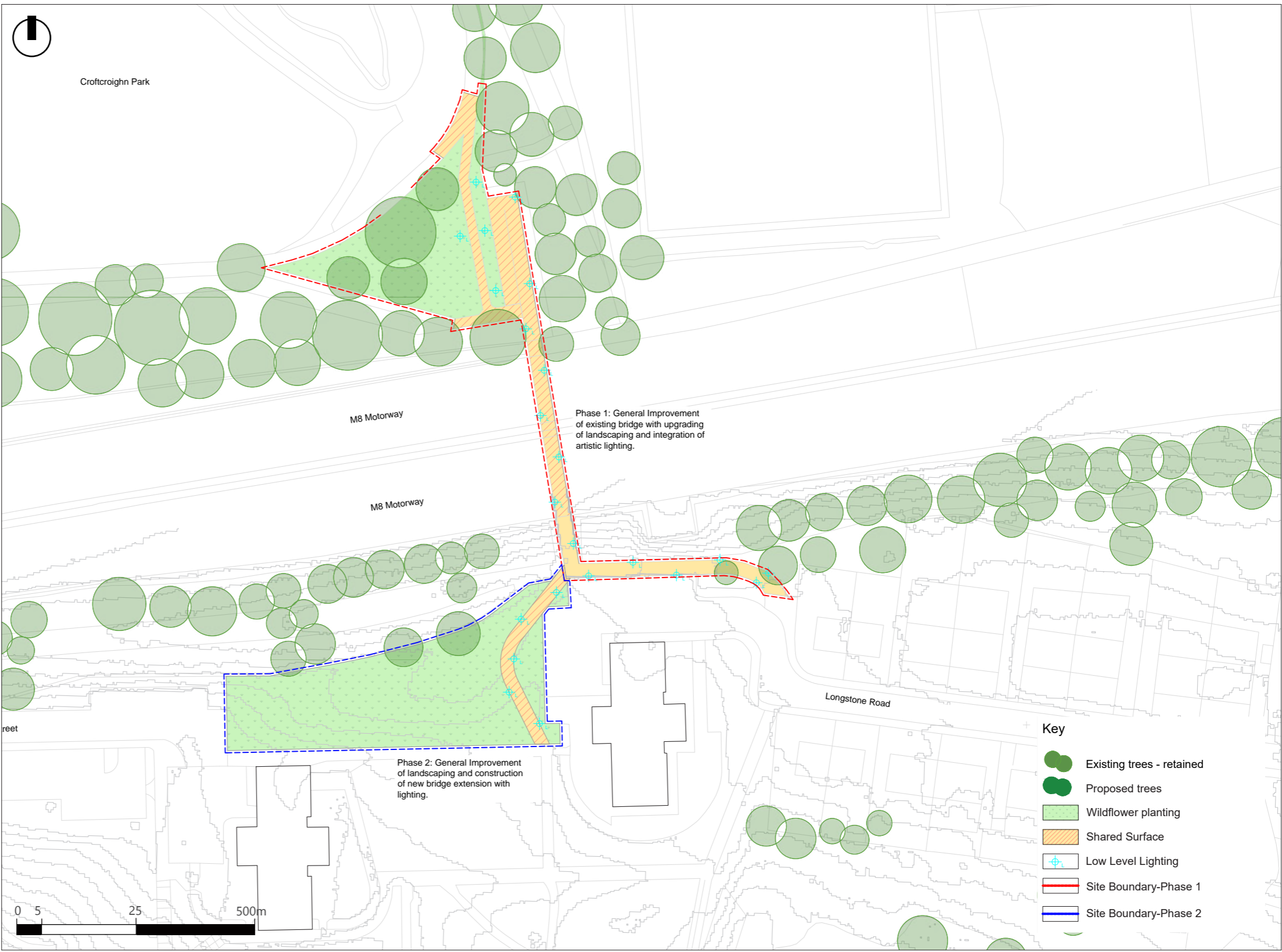


Figure 73. Concept Plan - Preferred Option

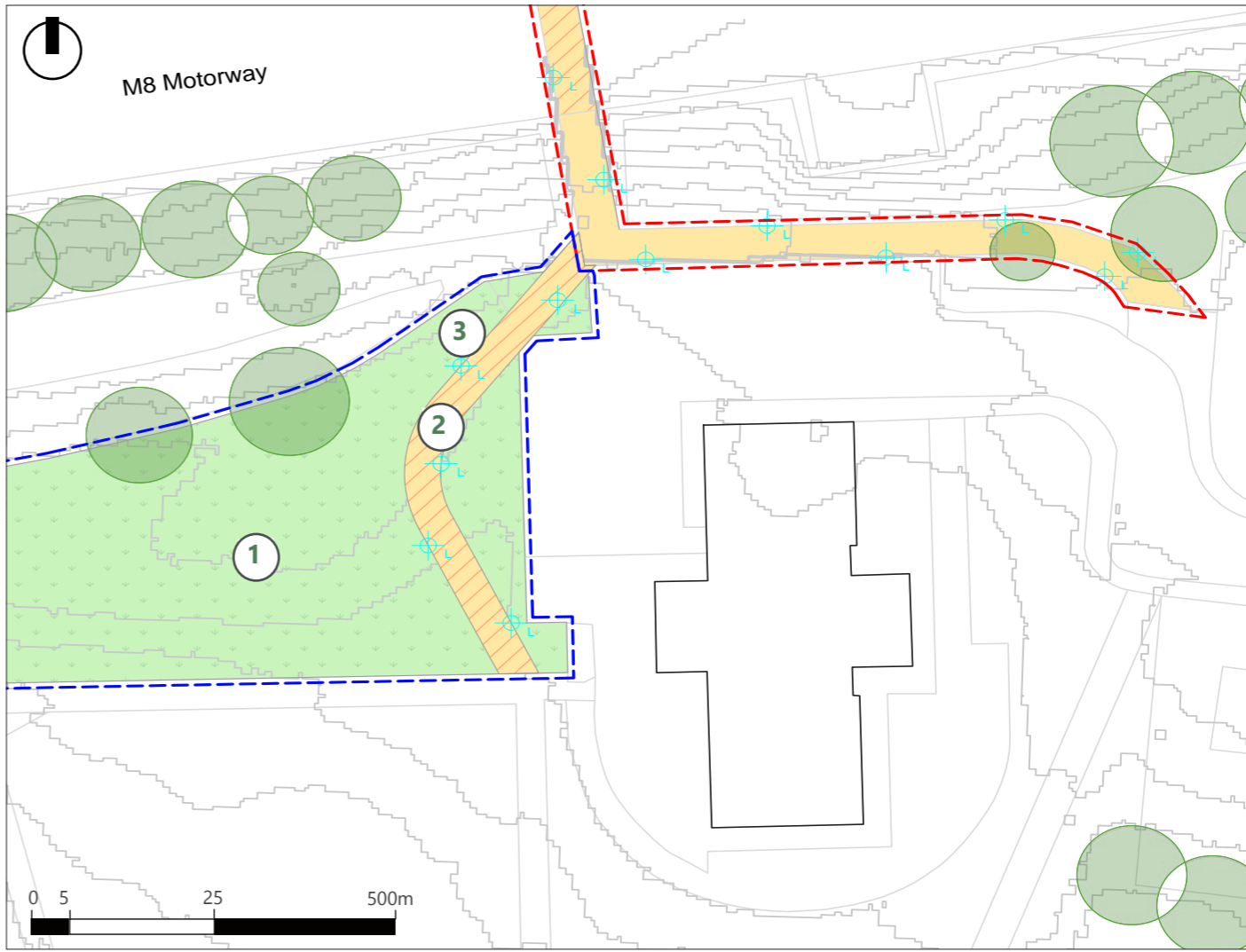
# 6.4 Zoom-in Plan

## Pedestrian Bridge over M8



- ① General landscaping improvements
- ② Improvement of path surface to bridge and adjacent paths including ductwork for lighting
- ③ 18no. low level lighting

## Proposed Ramp Access from the Bridge



- ① General landscaping improvements
- ② New steel frame civic bridge at 1:20 slope connected to existing bridge
- ③ 5no. new low level lighting

Figure 74. Pedestrian Bridge and Ramp Access Zoom-in Plans

# 6.5 Schematic Sections

Section AA  
Scale 1:100

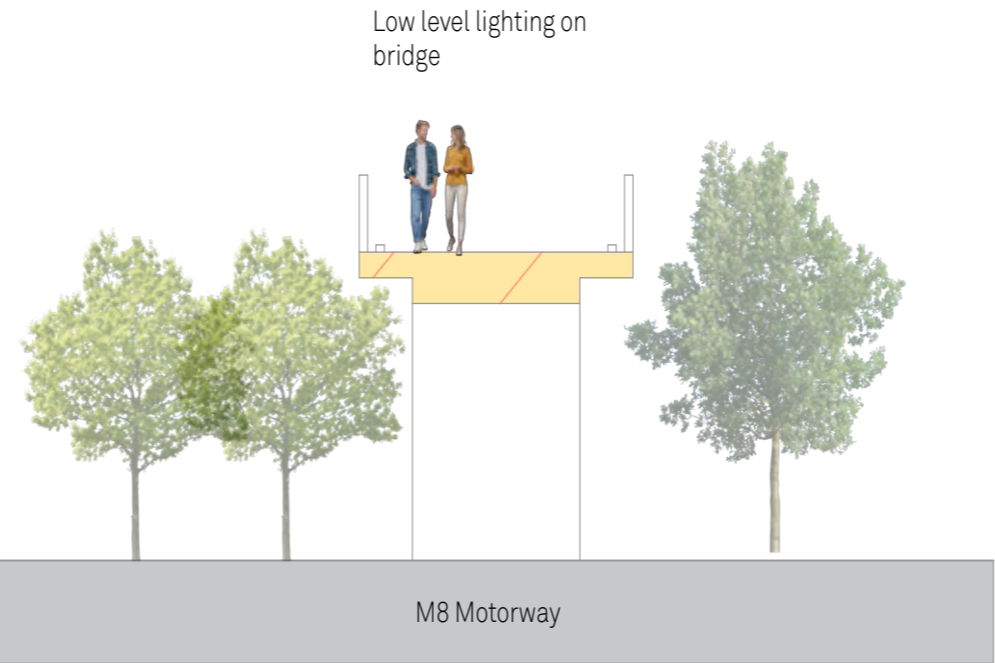


Figure 75. Bridge Over Motorway Section

Section BB  
Scale 1:250

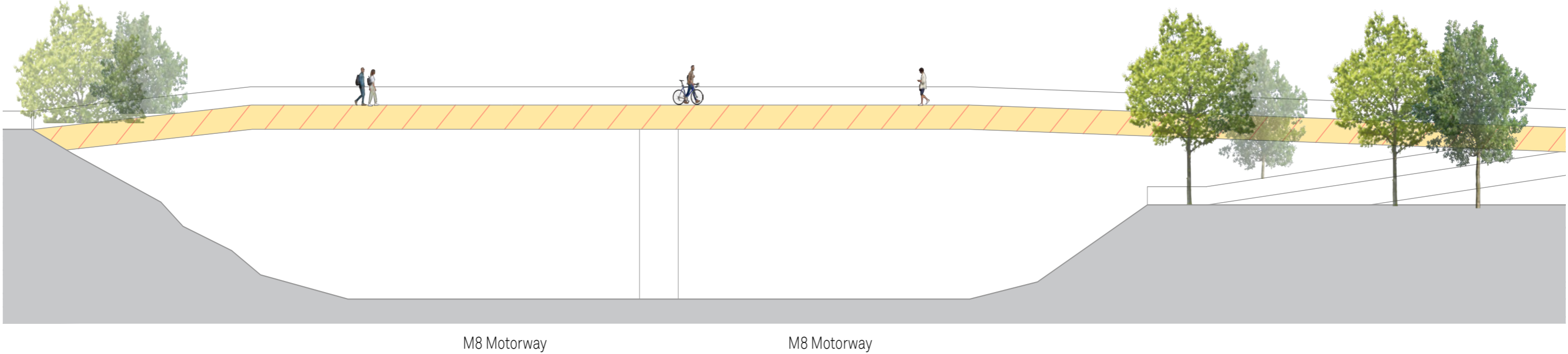
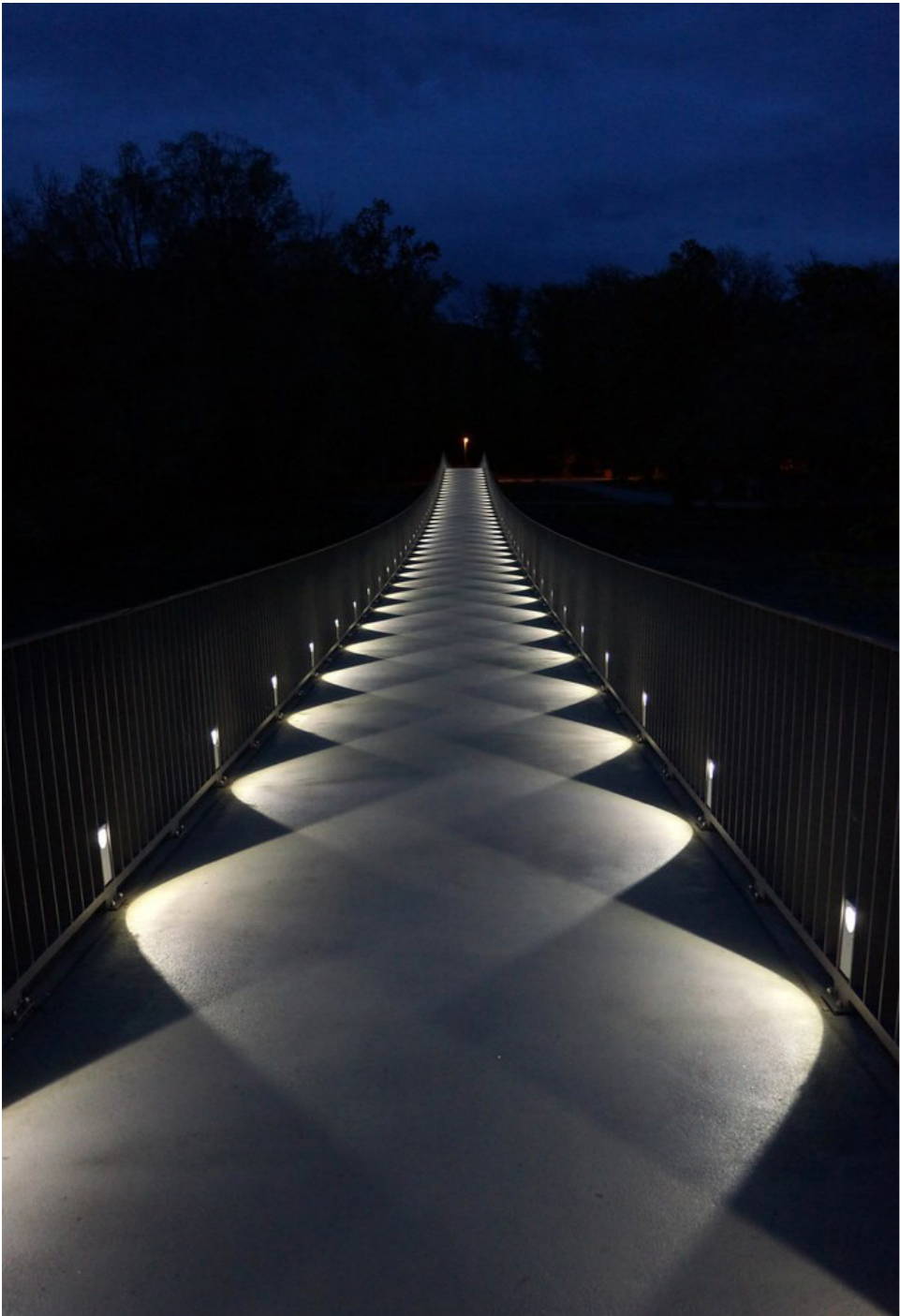


Figure 76. Bridge Over Motorway Elevation

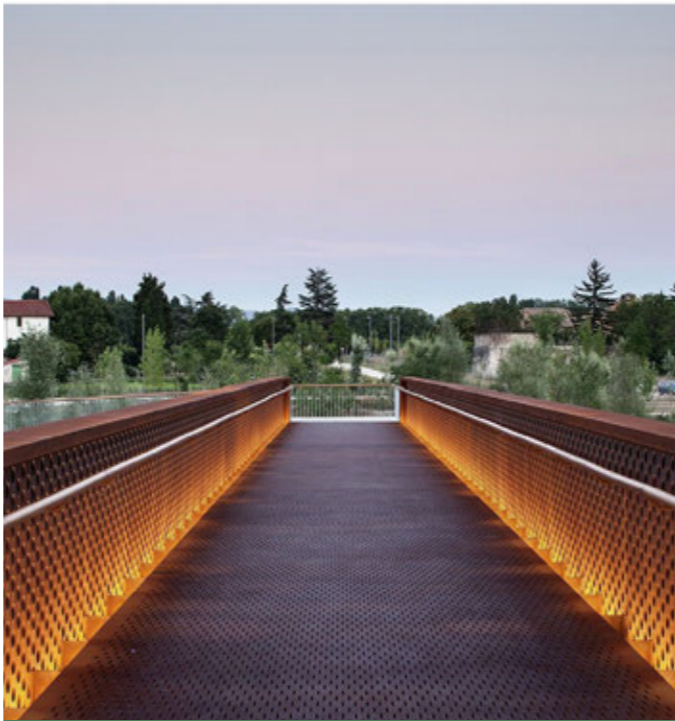
# 6.6 Precedents



Windisch - Switzerland



Roosegaarde Cycle Path, Eindhoven, Netherlands



Aranzadi Park, Pamplona - Spain



Bagers bro, Malmo - Sweden



Windisch - Switzerland

# 6.7 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	525	254	48.38%	139	26.48%	393	74.86%
3	People and Communities	530	489	79	16.16%	315	64.42%	394	80.57%
4	Land Use and Landscape	1004	882	293	33.22%	92	10.43%	385	43.65%
5	The Historic Environment	230	138	23	16.67%	15	10.87%	38	27.54%
6	Ecology and Biodiversity	299	293	16	5.46%	121	41.30%	137	46.76%
7	The Water Environment	283	202	34	16.83%	94	46.53%	128	63.37%
8	Physical Resources - Use and Management	1217	1084	21	1.94%	668	61.62%	689	63.56%
9	Transport	267	260	138	53.08%	64	24.62%	202	77.69%
<b>Total</b>		<b>4375</b>	<b>3873</b>	<b>858</b>	<b>22.15%</b>	<b>1508</b>	<b>38.94%</b>	<b>2366</b>	<b>61.09%</b>

**Table 13.** CEEQUAL Pre-assessment Summary



## 6.8 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.

	Existing Bridge Improvements - Phase 1	New Ramp - Phase 2	TOTAL (£)
SUB - TOTAL DIRECT WORKS	£476,700	£1,100,848	£1,577,548
SUB - TOTAL STATS	£25,000	£25,000	£50,000
SUB - TOTAL STRATEGIC PLANNING	£0	£0	£0
SUB - TOTAL DIRECT PROFESSIONAL / LOCAL AUTHORITIES FEES	£122,670	£185,085	£307,755
GRAND TOTAL (Excluding risk)	£624,370	£1,310,933	£1,935,303
RISK/CONTINGENCY	£124,874	£262,187	£387,061
GRAND TOTAL (Including risk)	£749,244	£1,573,119	£2,322,363
ALLOWANCE FOR INFLATION			
ALLOWANCE +11.5%	£86,163	£180,909	£267,072
GRAND TOTAL (including risk & inflation)	£835,407	£1,754,028	£2,589,435

**Table 14.** Cost Plan Summary

## 6.9 Action Plan

No.	Proposal / Intervention	Description	Phasing	Potential Funding Streams (public)	Delivery Partners and Processes	Legal and Planning Implications
	Artist Lighting			Separate GCC fund		Ownership of Bridge / adjacent paths. Adoption of Lighting
A	Feasibility Study exploring technical Issues	Detailed study including services engineer to install lighting to pedestrian bridge and adjacent landscaping	Quick win	LUCI Fund/Place Fund	Local communities, councillors, local schools, Cranhill Development Trust, Transport Scotland	
B	Community Consultation	As part of item A, carry out community consultation including input from Artist	Short term	LUCI Fund/Place Fund	as above	
C	Installation of Lighting / Landscaping Improvements	Design Tender and Installation of Lighting	Medium Term	LUCI Fund/Place Fund	as above	Planning, Engagement with Transport Scotland

**Table 15.** Action Plan Summary

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

# OUTLINE SPECIFICATION

07

## 7.1 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:** High quality natural stone paving such as silvery grey granite or whinstone

## 7.2 Street furniture



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



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



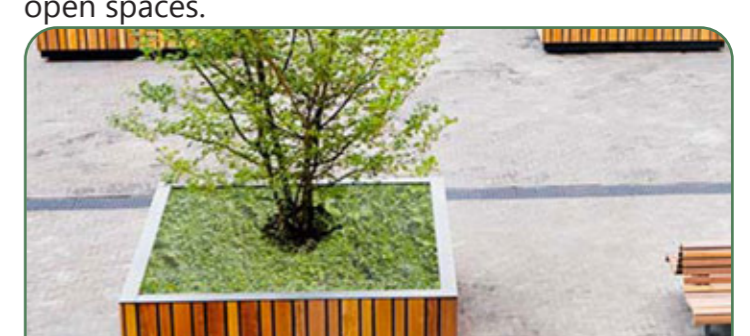
**Proposed Bins:** Stainless steel, and timber bin options. Suitable for all areas



**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 planters:** Timber, moveable planters. Suitable as a temporary urbanism or traffic calming measure, in multi use open spaces and streetscape

## 7.3 Play



**Proposed Play:** Rockclimbing and bouldering equipment in play spaces



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



**Proposed Public Art and Play:** Opportunities for a variety of options and materials to be used. Suitable for civic spaces

## 7.4 Lighting



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



**Proposed LED lighting:** Along cycle routes in green spaces or spaces not within the 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.



**Proposed Strip lighting:** As an addition to seating, suitable for civic spaces



**Proposed tunnel lighting:** Urban light displays for safety, where active travel routes enter tunnels

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

## 7.5 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*.

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



**Proposed Interactive SuDS:** Interactive SuDS can create incidental play, within civic spaces, green spaces or streetscape



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



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

## 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

A

# 1. Railway Bridges

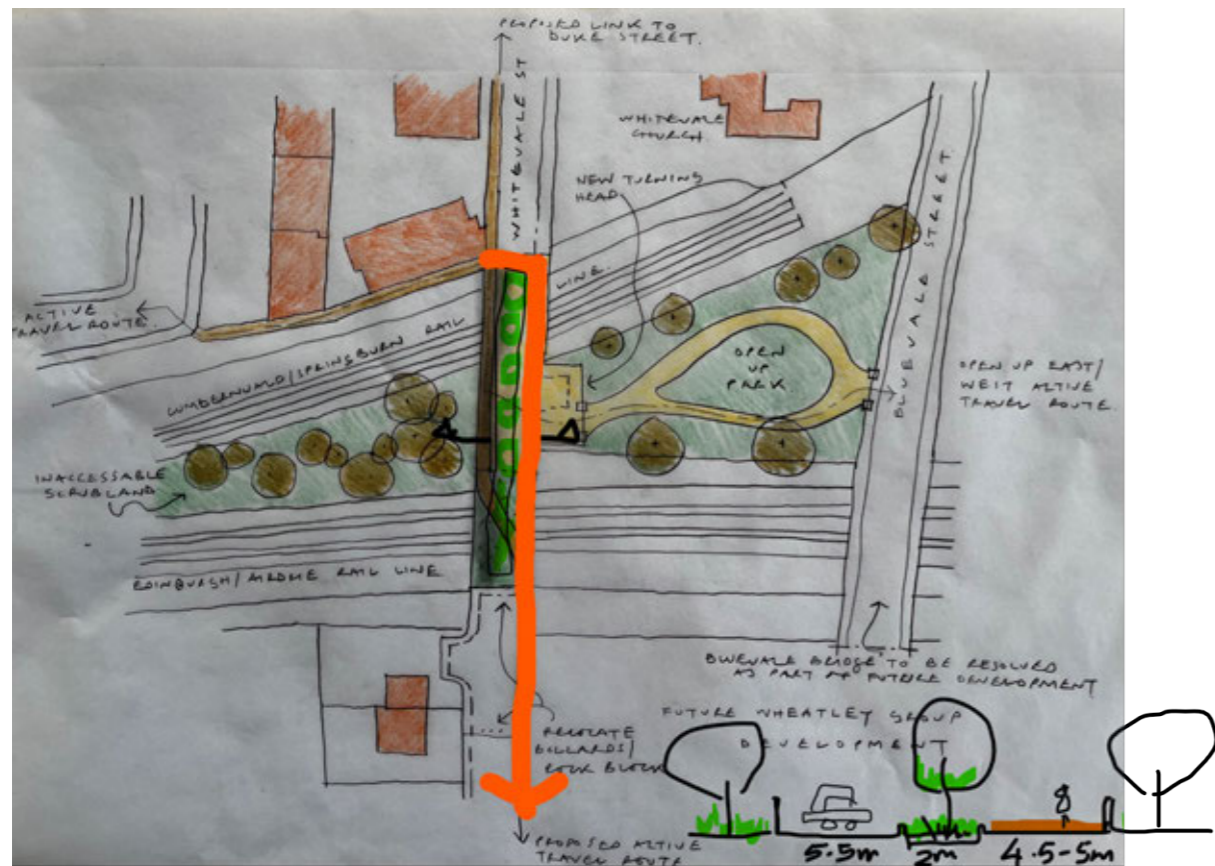


Figure 77. Alternative Option - Concept Sketch



Figure 78. Alternative Option - Concept Plan

## 2. Riddrie Town Centre

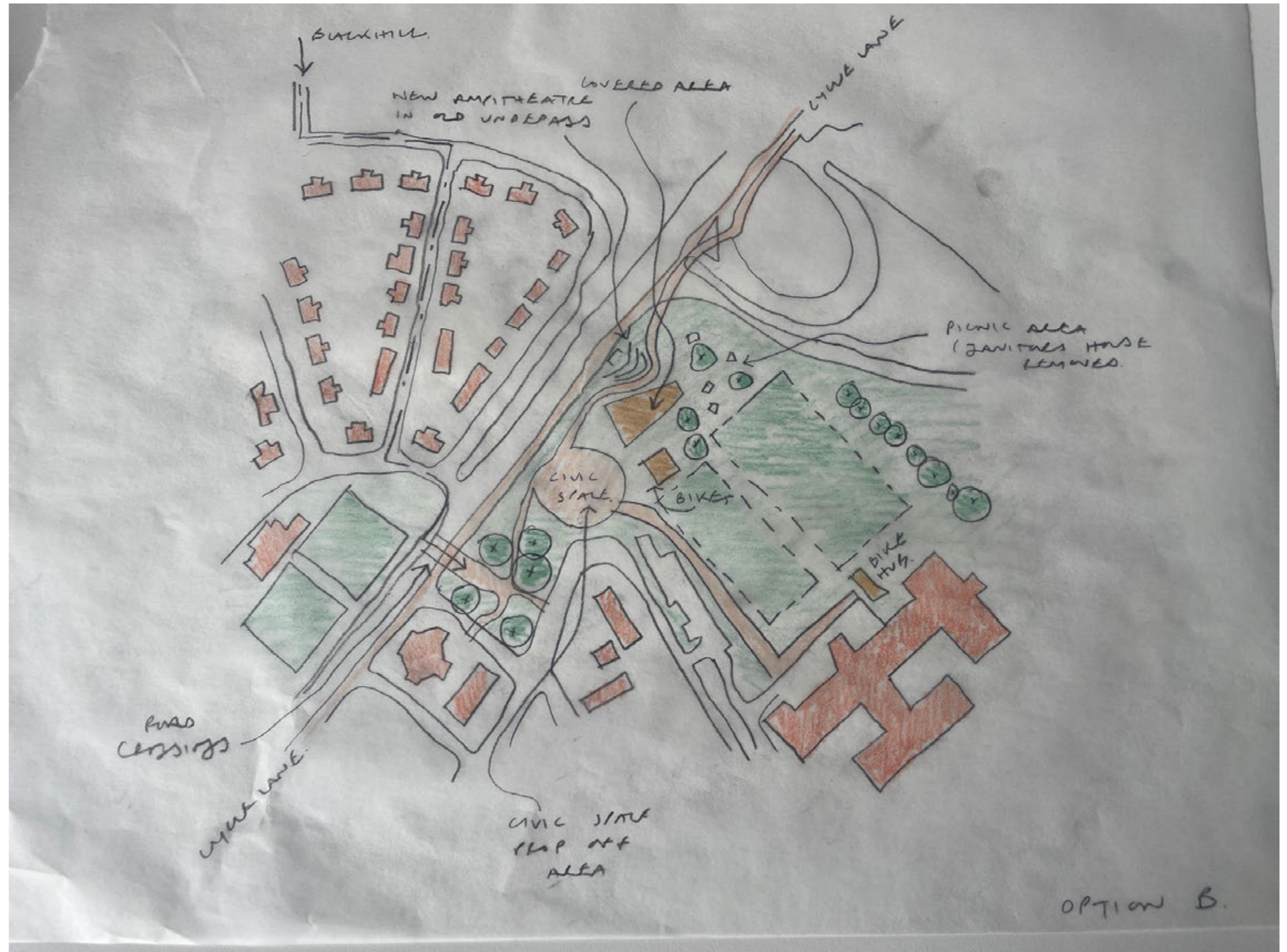


Figure 79. Alternative Option - Concept Sketch

# 2. Riddrie Town Centre

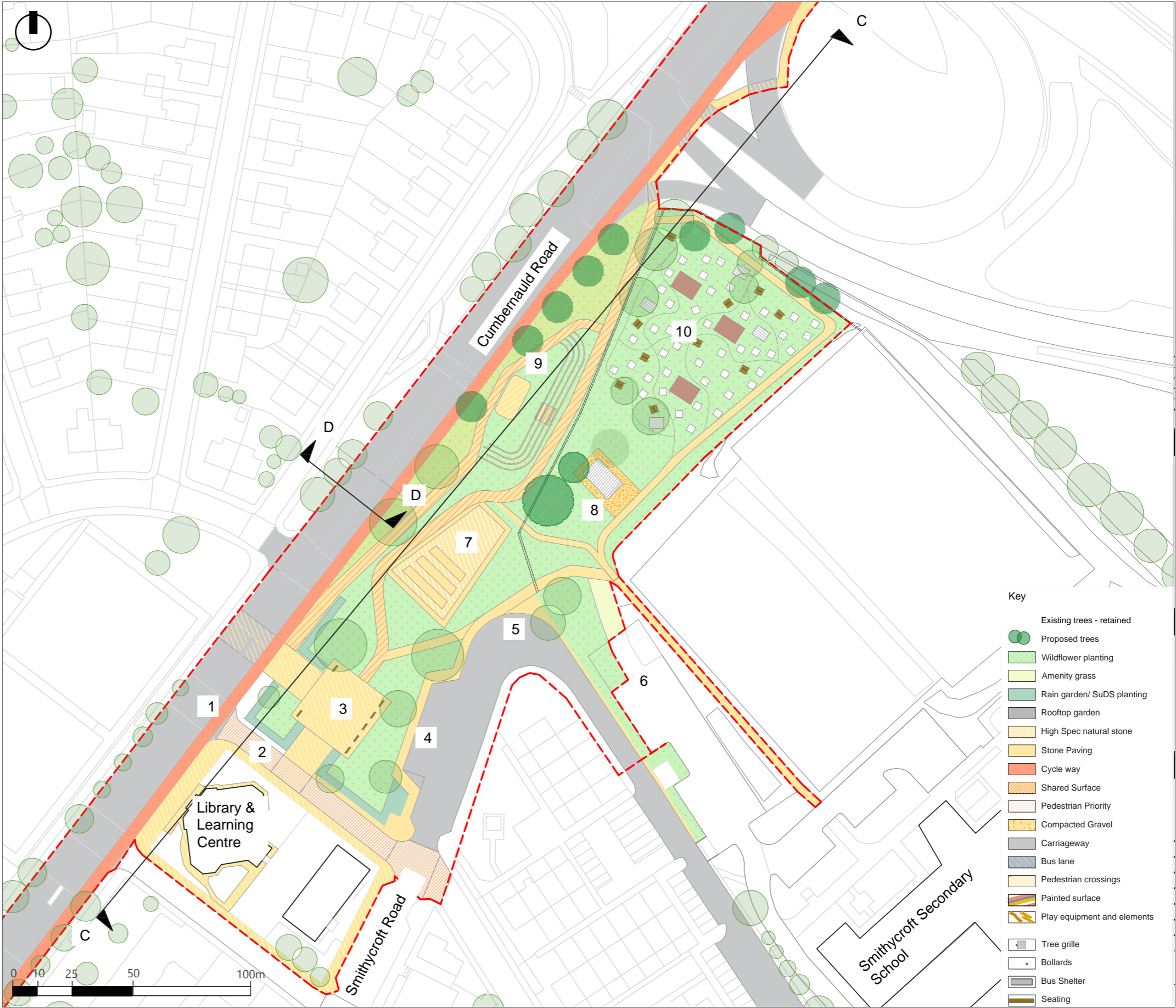


Figure 80. Alternative Option - Concept Plan

## 2. Riddrie Town Centre

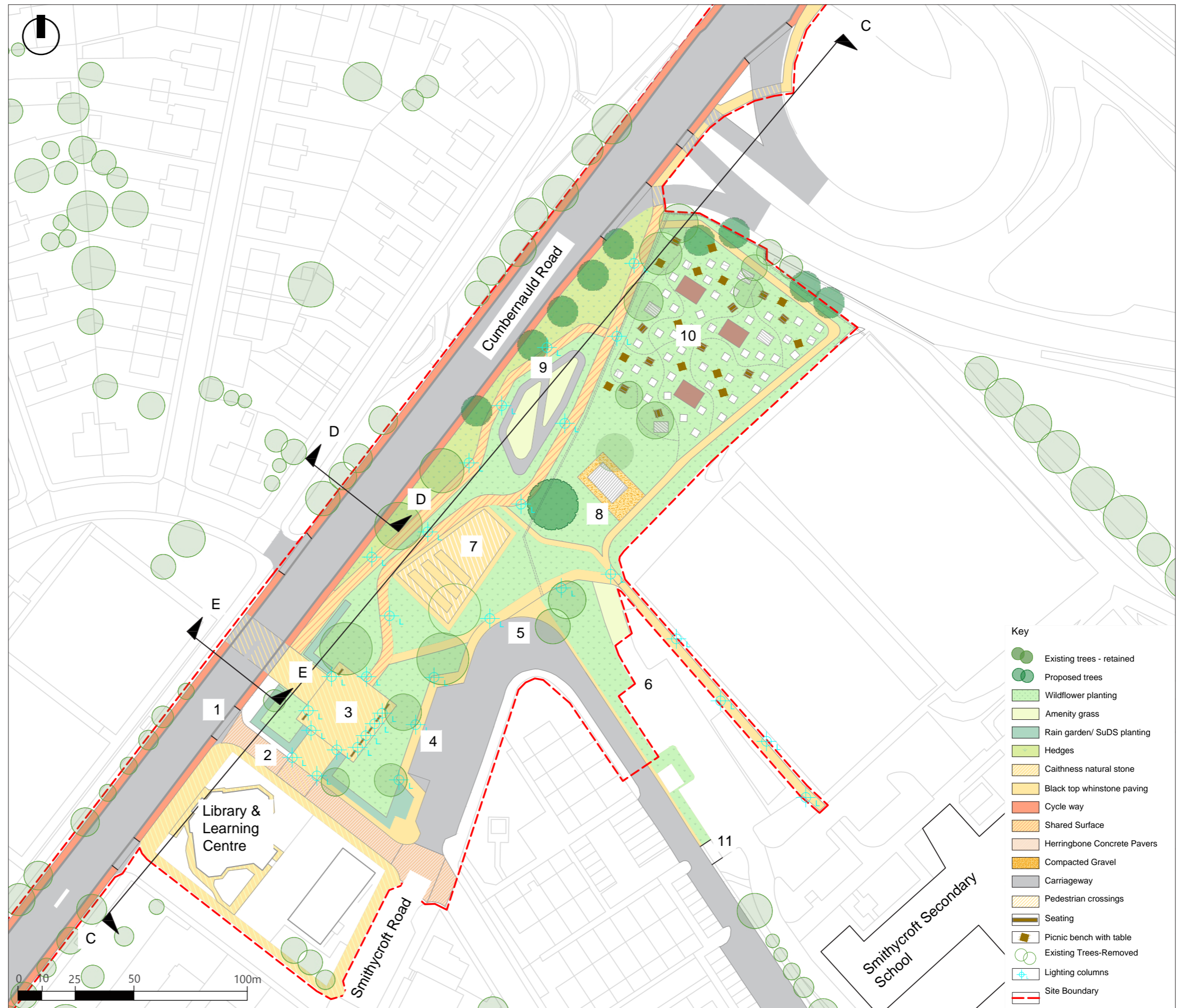


Figure 81. Alternative Option - Concept Plan

# 3. Carntyne Square

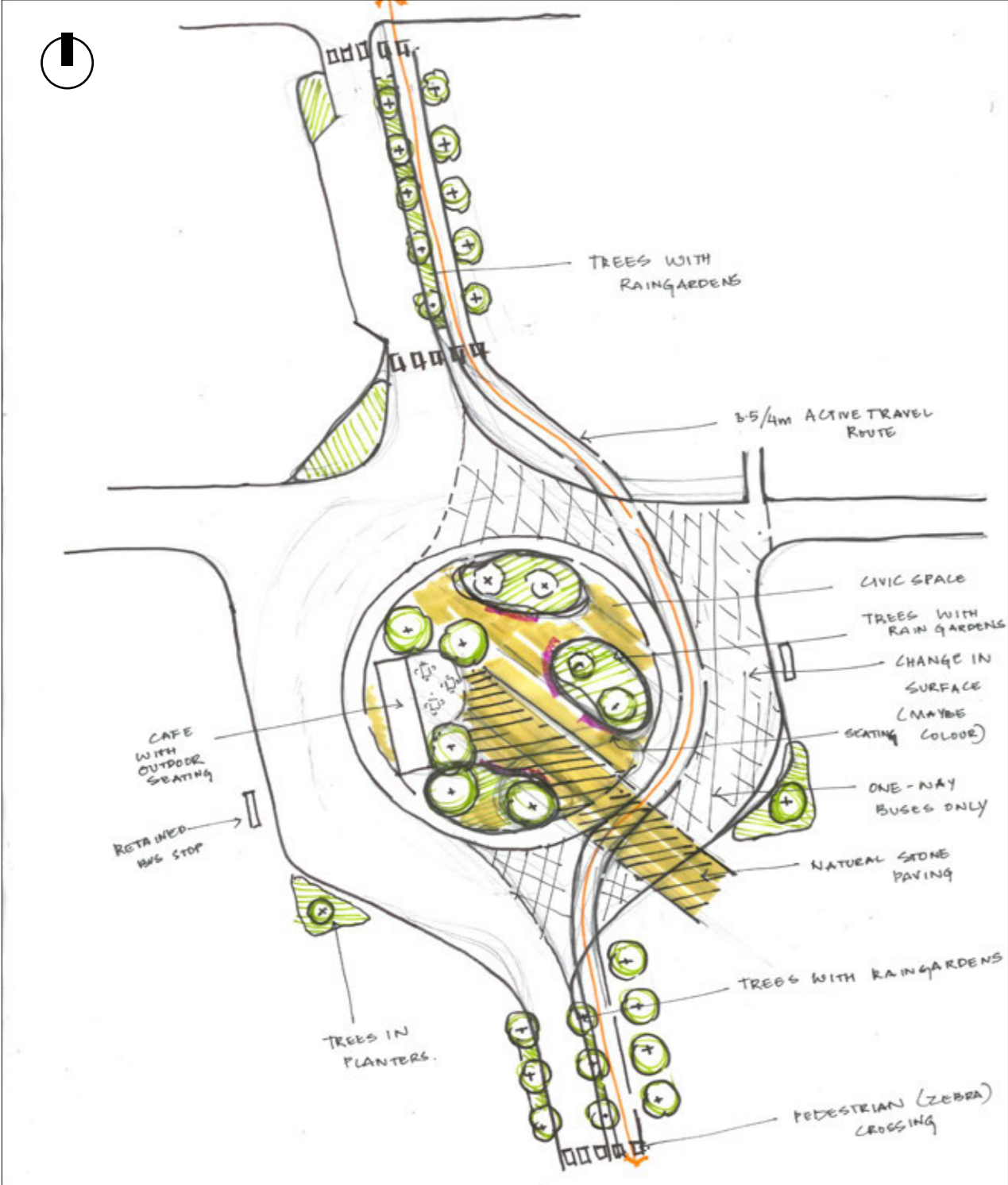


Figure 82. Option 1- Carntyne Square



Figure 83. Option 3- Carntyne Square

# 3. Carntyne Square

## Edinburgh Road Options

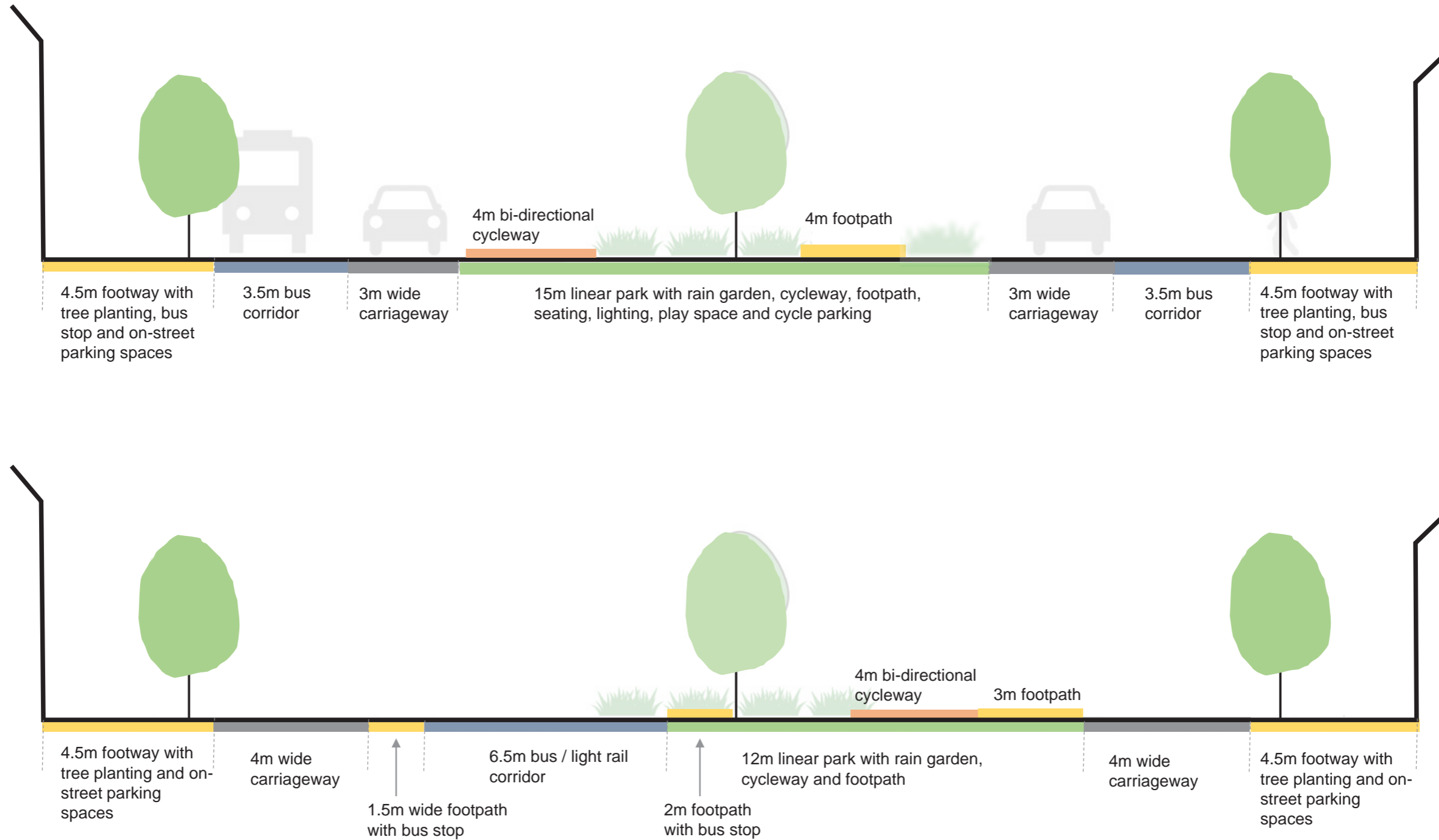


Figure 84. Options 1 and 2 - Edinburgh Road



Figure 85. Carntyne Square Civic Space variation with additional green space



# 4. Hogarth Park Improvements



Figure 86. Alternative Options - Hogarth Park, Todd Street Park, Haghill Cross and Parkhead Railway Station

## 4 Parkhead Station



**Figure 87.** Artist Impression of Potential Station Square and Parkhead Station

# 5. Pedestrian Bridge Lighting - Cranhill

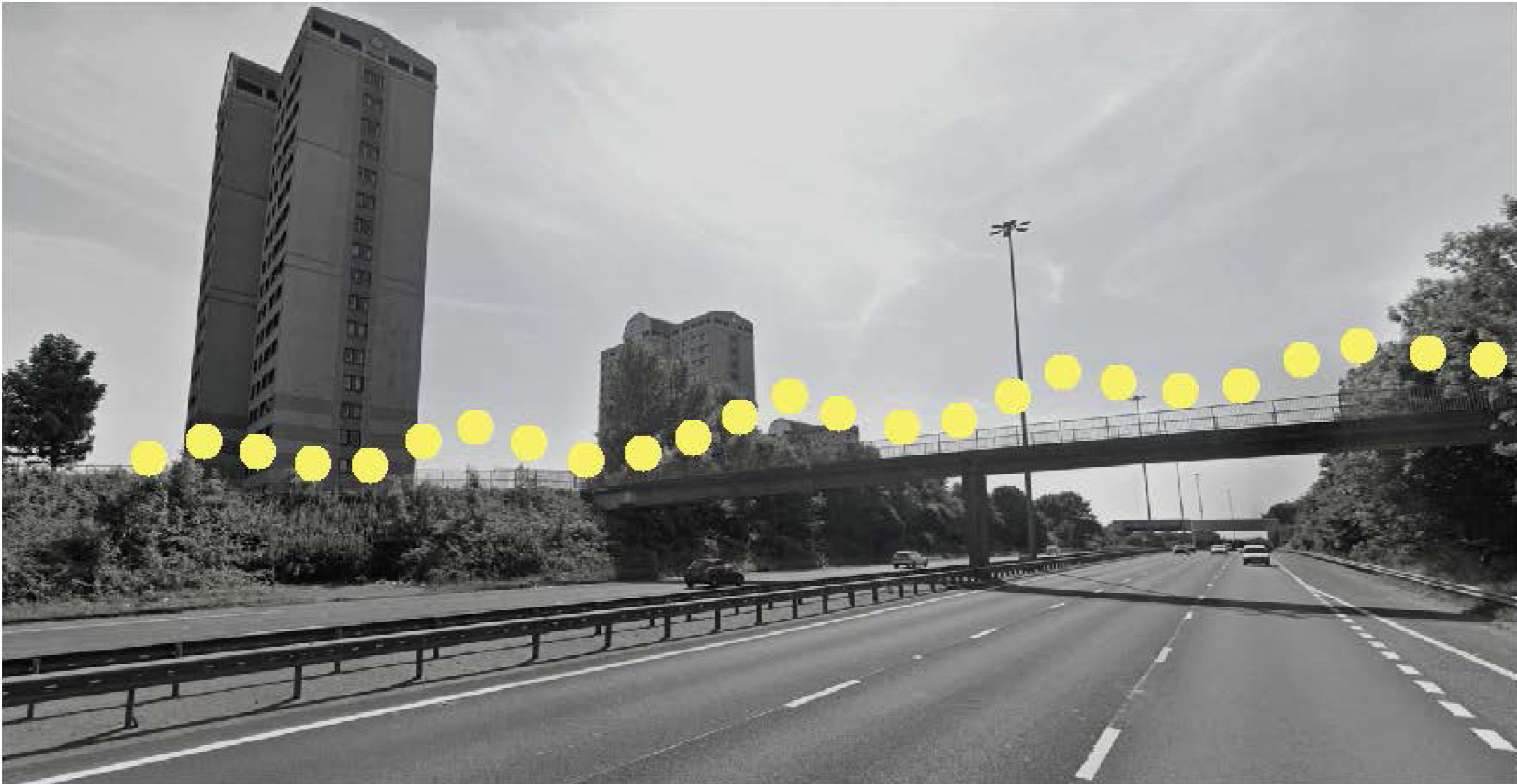


Figure 88. Alternative Option - Concept Illustration



**Main Office**

80 Fenchurch Street,  
EC3M 4BY  
London  
United Kingdom

**Local Office**

180 West George Street,  
G2 2NR  
Glasgow  
United Kingdom

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