

CONTENTS

3 Introduction

Area Overview

5 Site Analysis

Site Context

Opportunities & Constraints

Spatial Analysis - pedestrians & vehicles

Spatial Analysis - Bilsland drive, mayfield street & Ruchill Street

Spatial Analysis - Bilsland Drive & Shannon Street

Spatial Analysis - Ruchill Street east

Spatial Analysis - Ruchill Street & Ruchill place

Spatial Analysis - Ruchill Street & Shuna Street

Spatial Analysis - Ruchill Street & Canal Bridge

Spatial Analysis - Maryhill Road, Ruchill Street & Shakespeare Street

Spatial Analysis - Access to Canal

Site Topography

Public Utilities

Public Utilities - Scottish gas

Public Utilities - Scottish power

Private Driveways / Access - space for pedestrians

Building Heights

23 Consultation & Stakeholder Engagement

Consultation Strategy

Storymap / Questionnaire

26 Concept Development

Design Concept

Options Analysis 1

Options Analysis 2

Options Analysis 3

Traffic calming option

Cycleway option

Public Realm / interventions look and feel

34 Key Interventions

Location / key

Forth & Clyde Canal

Ruchill Street / Shuna Street Public Realm

Ruchill street Private Driveways

Mayfield Street, Bilsland Drive & Ruchill Street

Connection to Ruchill Golf Course

41 Outline Specification

Materials Plan

Materials & finishes palette

Materials palette

street furniture

Street greening and soft landscaping

Ecology

EQIA

Sustainability

Glasgow Climate Emergency Implementation Plan

Construction Industry Standards

Circular Economy

47 Traffic Plan

Parking, Public Transport & Active Travel network

49 Cost Plan

Cost plan - traffic calming option

List of abbreviations used in this document -

GCC	Glasgow City Council
LN	Liveable Neighbourhoods
LTC	Local Town Centre
EJ	Everyday Journey
AT	Active Travel
SFP	Streets For people
LTN	Low Traffic Neighbourhood
PPP	Planning Permission in Principle
LSF	Local Shopping Facility
BID	Business Improvement District
SIMD	Scottish Index of Multiple Deprivation
RIBA	Royal Institute of British Architects

INTRODUCTION

AREA OVERVIEW

Glasgow City Council are proposing to create a safer, more attractive and more enjoyable public realm along Ruchill Street.

The focus of the project is to create a safer place for the local people that improves access for pedestrians, wheelers and cyclists to move through this busy neighbourhood.

Currently, there is a large amount of road space given to vehicle movement and on street parking that can be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.

This project looks at the reconfiguration of Shannon Street and Mayfield Street to improve cycle and pedestrian connections to Ruchill Park, which sits to the south of the project area.

To the north of the project area is the former Ruchill Golf Course which is anticipated to become an open amenity space for community use.

It is essential that any improvements to the public realm needs to balance the needs of local residents and local businesses.

PURPOSE OF THIS DOCUMENT

This document presents the RIBA Stage 2 Concept Design proposals for this LN area. For background reference please refer to the LN RIBA Stage 1 report which details important context information as well as the list of other projects considered.

The RIBA Stage 1 report can be found at the following -

<https://www.glasgow.gov.uk/LiveableNeighbourhoods>



SITE ANALYSIS

SITE CONTEXT

The site area highlighted in yellow on the map below illustrates the focus of the LN project activity in this area. The project area covers circa 26.515sm of road space and public realm in a mixed neighbourhood in the north of Glasgow.



LN Project Area
Approx 26,515 sm

SITE ANALYSIS

OPPORTUNITIES & CONSTRAINTS

1. Review existing road layout and safe crossings for pedestrians.
2. Review active travel routes onto canal network along with wayfinding elements.
3. Review existing bridge priority and space for pedestrians.
4. Shuna St / Shuna Place industrial park
5. Existing business
6. Private driveways
7. Enhance public realm along Ruchill Street by reprovioning of road space to improve safety and enhance connectivity for

- existing residents and everyday journeys
8. Improve public realm with play elements
9. Review and reconsider traffic junction at Shuna Street / Ruchill Street to improve pedestrian safety in neighbourhood
10. Review and reconsider traffic junction at Tamshill Street / Ruchill Street to improve pedestrian safety in neighbourhood
11. Review and reconsider traffic junction at Hugo Street / Ruchill Street to improve pedestrian safety in neighbourhood
12. Review and reconsider traffic junction at Shannon Street /

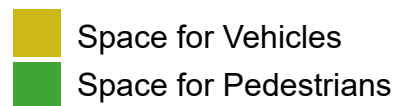
- Ruchill Street to improve pedestrian safety in neighbourhood
13. Review and reconsider traffic junction at Mayfield Street / Ruchill Street to improve pedestrian safety in neighbourhood
14. Review and reconsider allocation of road space along Mayfield Street and cycle / pedestrian connection to Ruchill Golf Course
15. Review and reconsider allocation of road space along Bilstrand Drive and connections into Shannon Street and Mayfield Street.
16. Ruchill Park
17. Ruchill Golf Course



SITE ANALYSIS

SPATIAL ANALYSIS - PEDESTRIANS & VEHICLES

This diagram visually illustrates the relationship of space for vehicles over the space for pedestrians. It clearly demonstrates that there is a significant imbalance with more physical space allocated to motor vehicles.



SITE ANALYSIS

SPATIAL ANALYSIS - BILSLAND DRIVE, MAYFIELD STREET & RUCHILL STREET



JUNCTION OF BILSLAND DRIVE & MAYFIELD STREET
(GOOGLE)



JUNCTION OF MAYFIELD STREET & RUCHILL STREET
(GOOGLE)

1. Narrow footway cluttered with equipment and bollards
2. Excessive road width / space for motor vehicles
3. Excessive footway underutilised
4. Poor quality public realm
5. Lack of passive supervision
6. Blank bland gable - opportunity to activate
7. Bilsland Drive Spaces for People cycleway
8. Ruchill Park
9. Vacant empty site
10. Localised flooding
11. No obvious crossing points for pedestrians at key locations

SITE ANALYSIS

SPATIAL ANALYSIS - BILSLAND DRIVE & SHANNON STREET



JUNCTION OF BILSLAND DRIVE & SHANNON STREET
(GOOGLE)



SHANNON STREET
(GOOGLE)

1. Narrow footway
2. Excessive road width / space for motor vehicles
3. Poor quality public realm
4. Lack of passive supervision
5. Blank bland gable - opportunity to activate
6. Bilsland Drive Spaces for People cycleway
7. Ruchill Park
8. No obvious crossing points for pedestrians at key locations

SITE ANALYSIS

SPATIAL ANALYSIS - RUCHILL STREET EAST



RUCHILL STREET LOOKING EAST
(GOOGLE)

1. Narrow footway
2. Excessive road width / space for motor vehicles
3. Lack of clarity over car parking allocation
4. Incurtilage parking / driveways across footway
5. Poor quality public realm
6. Low scale buildings not helping with street scale
7. No obvious crossing points for pedestrians
8. High volume of on-street parking



RUCHILL STREET LOOKING EAST
(GOOGLE)

SITE ANALYSIS

SPATIAL ANALYSIS - RUCHILL STREET & RUCHILL PLACE



RUCHILL STREET LOOKING WEST
(GOOGLE)



RUCHILL STREET & RUCHILL PLACE LOOKING WEST
(GOOGLE)

1. Narrow footway
2. Excessive road width / space for motor vehicles
3. Lack of clarity over car parking allocation
4. In-curtilage parking / driveways across footway
5. Poor quality public realm
6. No obvious crossing points for pedestrians
7. Existing landscaping / street greening

SITE ANALYSIS

SPATIAL ANALYSIS - RUCHILL STREET & SHUNA STREET



RUCHILL STREET LOOKING WEST TOWARDS CANAL BRIDGE
(GOOGLE)



RUCHILL STREET / SHUNA STREET JUNCTION LOOKING WEST
(GOOGLE)

1. Extended footway to reduce motor vehicle space
2. Lack of clarity over car parking allocation
3. Poor quality public realm
4. No obvious crossing points for pedestrians
5. Existing landscaping / street greening underutilised

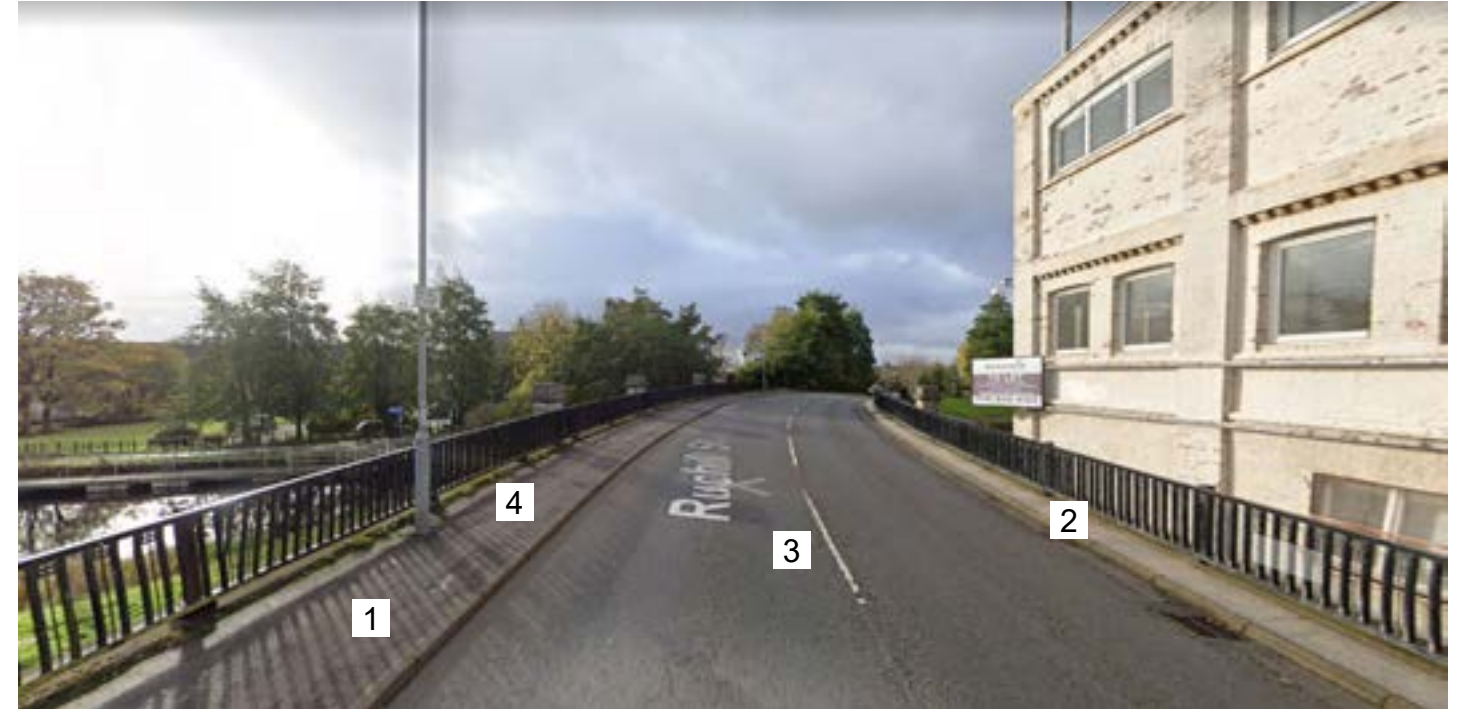
SITE ANALYSIS

SPATIAL ANALYSIS - RUCHILL STREET & CANAL BRIDGE

- 1. Narrow footway
- 2. No footway
- 3. Space prioritised for motor vehicles
- 4. Poor quality public realm
- 5. No passive supervision from buildings
- 6. No obvious crossing points for pedestrians
- 7. Pedestrian access to canal tow path



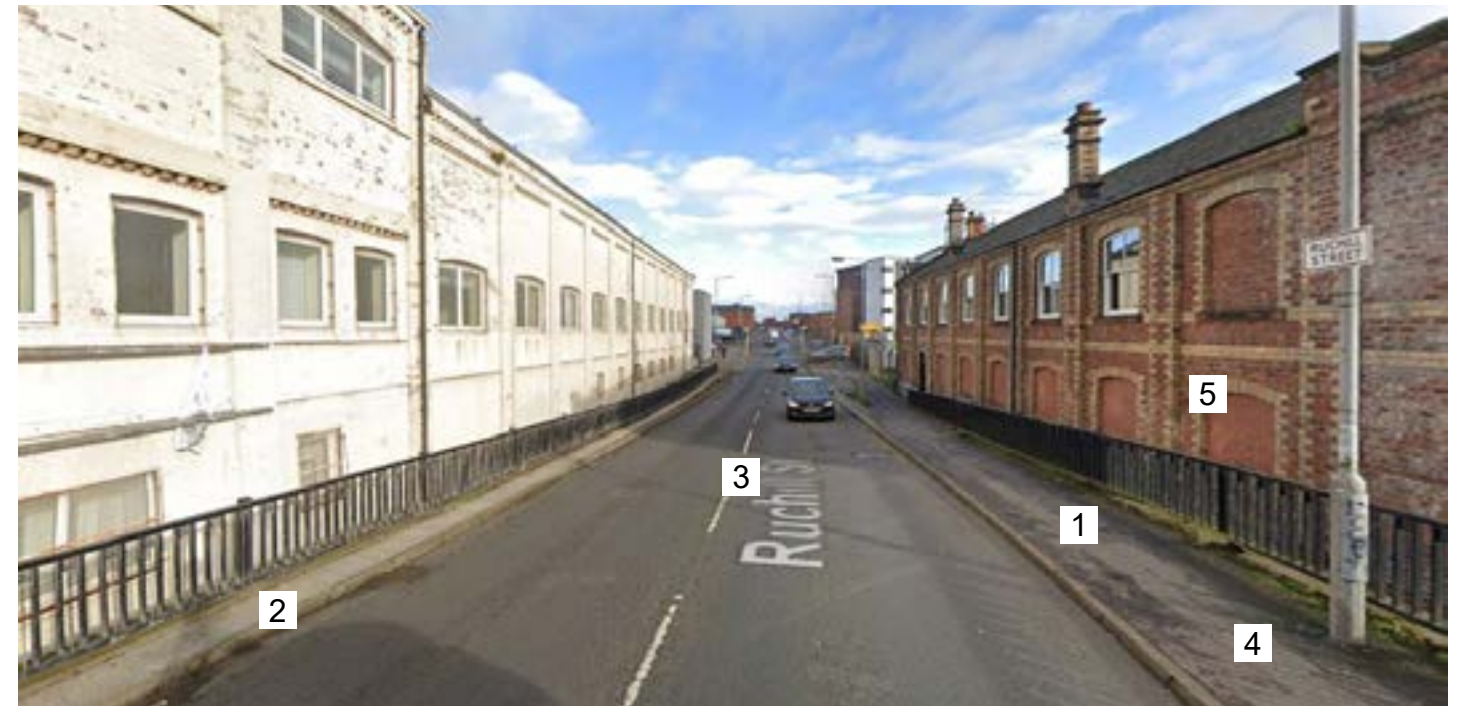
RUCHILL STREET CANAL BRIDGE
(GOOGLE)



RUCHILL STREET BRIDGE APPROACH LOOKING WEST
(GOOGLE)



RUCHILL STREET BRIDGE APPROACH LOOKING EAST
(GOOGLE)



RUCHILL STREET BRIDGE APPROACH LOOKING EAST
(GOOGLE)

SITE ANALYSIS

SPATIAL ANALYSIS - MARYHILL ROAD, RUCHILL STREET & SHAKESPEARE STREET



MARYHILL ROAD & RUCHILL STREET JUNCTION
(GOOGLE)



SHAKESPEARE STREET JUNCTION LOOKING WEST
(GOOGLE)

1. Narrow footway
2. Excessive railings appear as physical barrier
3. Space prioritised for motor vehicles
4. Lack of clarity over car parking allocation
5. Poor quality public realm
6. No crossing points for pedestrians
7. Pedestrian access to canal tow path

SITE ANALYSIS

SPATIAL ANALYSIS - ACCESS TO CANAL



FORTH & CLYDE CANAL TOW PATH NORTH OF RUCHILL STREET
(GOOGLE)



FORTH & CLYDE CANAL TOW PATH NORTH OF RUCHILL STREET
(GOOGLE)

1. Canal tow path
2. Pedestrian connection to Ruchill Street
3. Pedestrian connection to Shakespeare Street
4. Road bridge over canal
5. Poor quality public realm

SITE ANALYSIS

SITE TOPOGRAPHY

The diagram below illustrates the site topography in the LN project area.

The diagram overlays LiDAR data onto the existing OS map to illustrate the site contours for a preliminary observation of the site levels.

The diagram illustrates the gradient increase from Maryhill Road over the Forth & Clyde Canal, and then the gradual incline along Ruchill Street from the west to the east.

To the north of the project area the ground rises steeply up to Ruchill Golf Course. Ruchill Park sits to the south of the project area.

A further detailed topographical survey and ground penetrating radar (GPR) will be required in RIBA Stage 3 as the designs are developed and prepared for tender.



SITE ANALYSIS

PUBLIC UTILITIES

The maps below illustrate the preliminary searches for public utility assets in and around the project focus areas.

The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA Stage 3 as the designs are developed and prepared for tender.



SCOTTISH WATER - DRAINAGE



SCOTTISH WATER - SUPPLY



BRITISH TELECOM



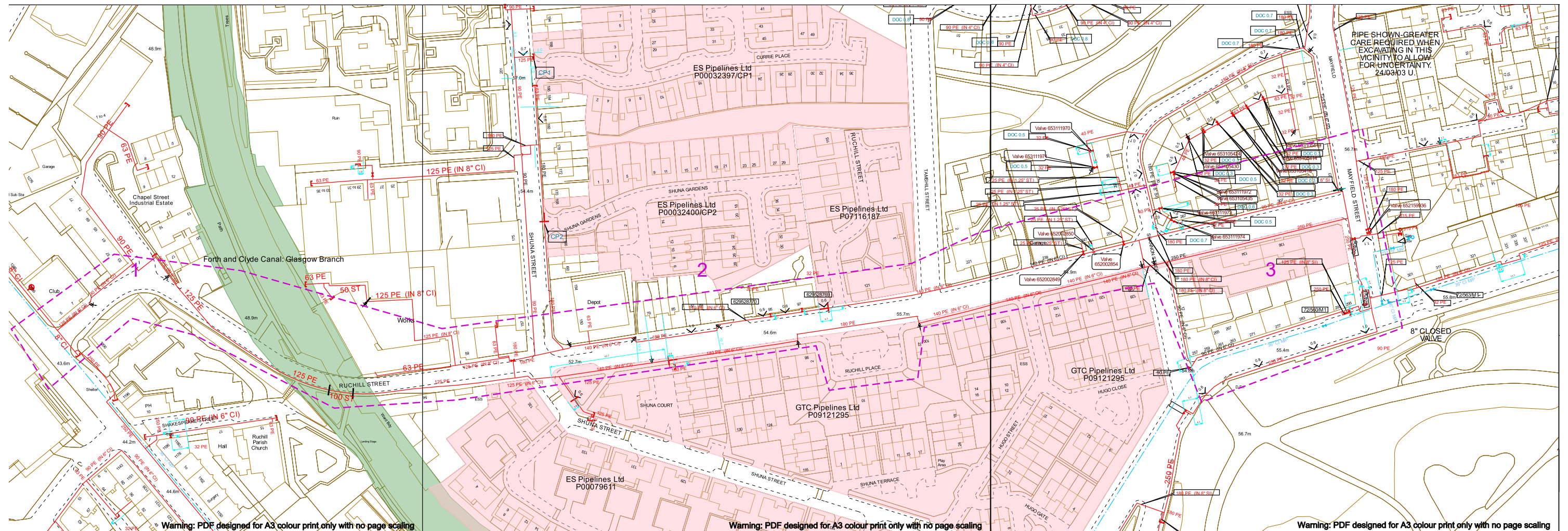
VIRGIN MEDIA

SITE ANALYSIS

PUBLIC UTILITIES - SCOTTISH GAS

As is typical of an urban setting, the gas services are predominantly situated below ground within the footway zone. Of note is the gas supply that crosses the road bridge over the Forth & Clyde Canal.

The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA Stage 3 as the designs are developed and prepared for tender.

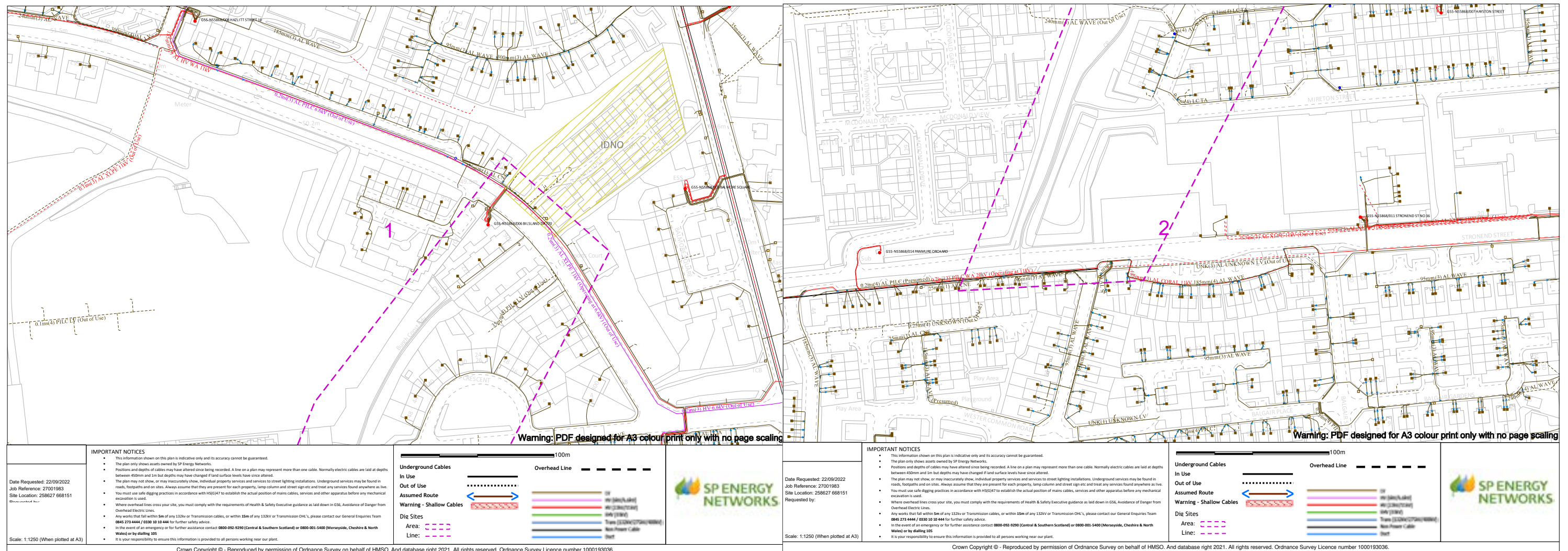


SITE ANALYSIS

PUBLIC UTILITIES - SCOTTISH POWER

As is typical of an urban setting, the electrical services are predominantly situated below ground within the footway zone. Services to the east of the canal are fed from the Shannon St sub-station.

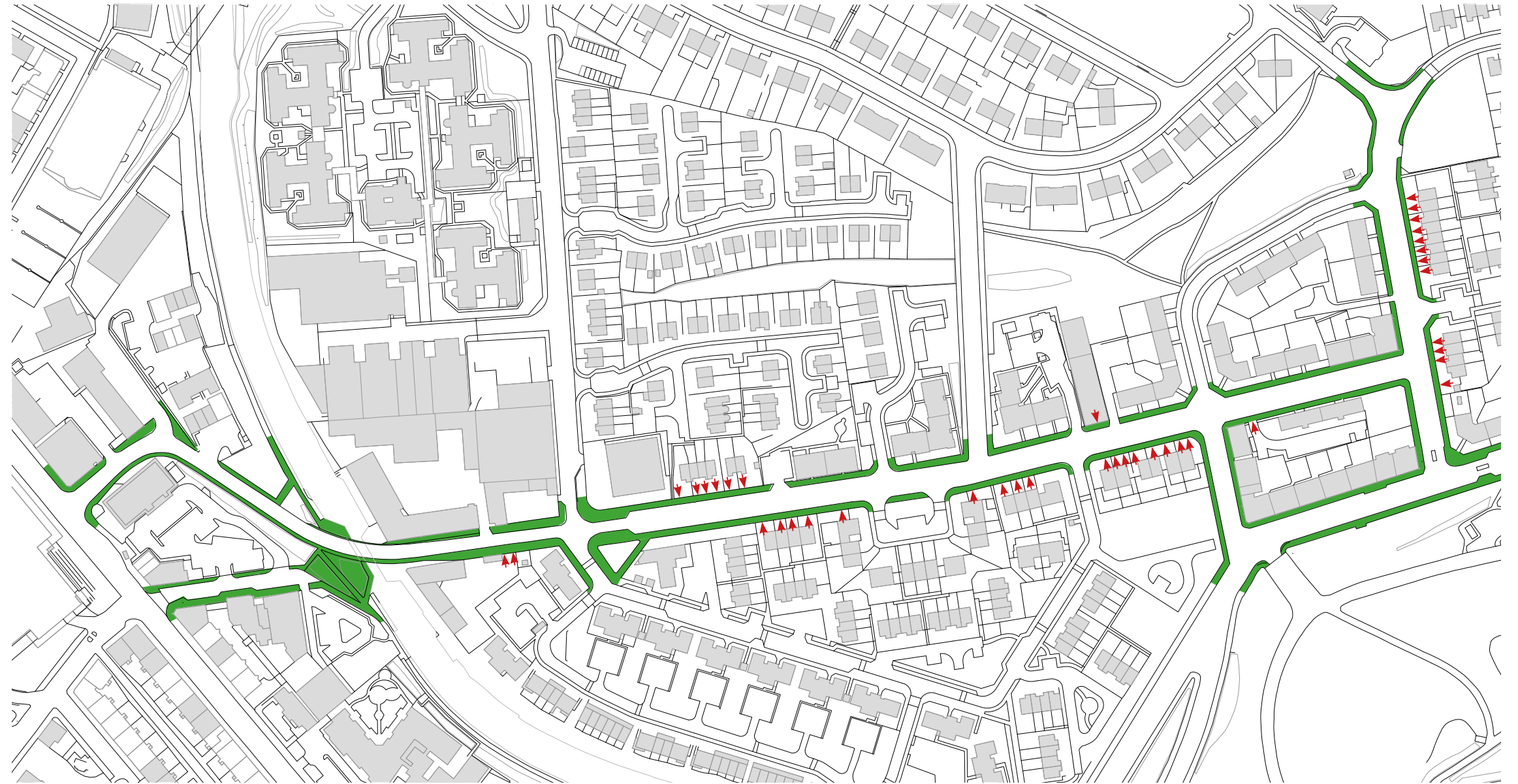
The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA Stage 3 as the designs are developed and prepared for tender.



SITE ANALYSIS

PRIVATE DRIVEWAYS / ACCESS - SPACE FOR PEDESTRIANS

The purpose of this diagram is to demonstrate the relationship of private driveways and entrances which have existing access on to the street. Along Ruchill Street and Mayfield Street there are many private driveways and vehicle entrances. Considering these relationships is key to enhancing the public realm for the community here.



- Private driveway / access
- Space for Pedestrians

SITE ANALYSIS

BUILDING HEIGHTS

The building types in this neighbourhood are quite varied with tenement housing either 3 or 4 storey, 2 or 3 storey semi detached houses and to the west of the project area industrial buildings of 1, 2 or 3 storey. There is a church in the south west corner of the project area.



- 4 storey
- 3 storey
- 2 storey
- 1 storey

CONSULTATION & STAKEHOLDER ENGAGEMENT

CONSULTATION STRATEGY

The project team have analysed the comments provided from the previous round of engagement during RIBA Stage 1, from the public drop-in sessions undertaken and the digital engagement which used Commonplace as a tool for people to engage with. This informed the basis of the concept design ideas and allowed the consultation strategy to evolve.

The strategy to gain further knowledge and ideas for how the proposed projects evolved was agreed and involved the following methods of consultation;

- the public were encouraged to complete an online survey or write to GCC Liveable Neighbourhoods with any comments or further ideas for interventions they would like to see in the neighbourhood, based on the key thematic of Liveable Neighbourhoods.
- For each LN area, public drop-in sessions took place.

The six week period for receiving comments and feedback was aligned with the project delivery programme and concluded on the 14th October 2022.

LOCAL NOTICES

Triangular lamppost signs, nicknamed 'toblerones' were provided across the LN area to provide a local visual indication of where the project activity is intended. The signs had a brief description of the project as well as the contact details for digital engagement by accessing the QR code displayed or the location where A5 postcards could be obtained for reference and further contact details. A3 posters were handed out by officers during the installation of the toberone's and also displayed in Possilpark Public Library. A5 postcards were also handed out on the street and left in the library.

The posters and postcards have also been available in the GCC entrance lobby at 231 George Street.

IN PERSON DROP IN SESSIONS

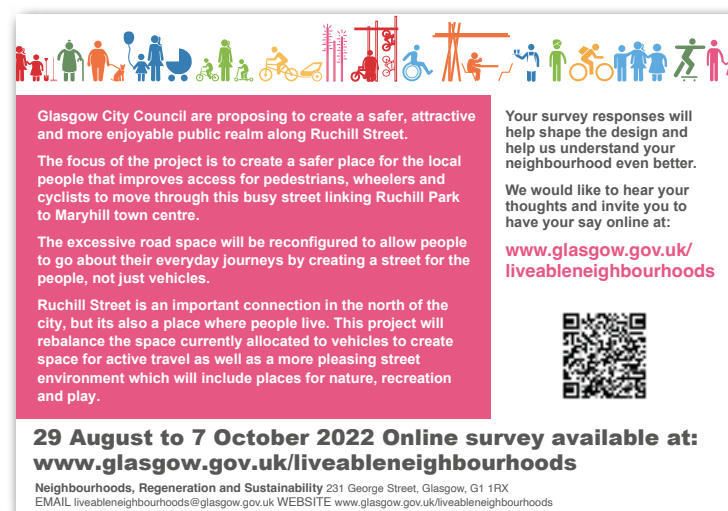
There was a local drop-in session in each LN area where local people and stakeholders were invited and those that attended shared their thoughts and ideas. These sessions took place in the w/c 10 October 2022.

OUTCOMES & ANALYSIS

Analysis of the survey responses has been undertaken, with a report created to highlight the findings which has been presented alongside this RIBA Stage 2 report and will be utilised in developing the project moving forward.



TRIANGULAR LAMPOST SIGNS



A5 POSTCARDS



LN STORYMAP

Overview of Projects

Glasgow City Council are carrying out various consultations and are seeking your views

Liveable Neighbourhoods (LN) is Glasgow's approach to implementing both the 20-minute neighbourhood concept and place principle.

Glasgow City Council are engaging with communities to improve their areas through the formation of Liveable Neighbourhood Plans. Through six tranches, this approach will cover every area of Glasgow, this phase of the process applies to the Ruchill-Cowlands LN and Langside-Toryglen LN areas.

As part of RIBA Stage 2, we are seeking your views on a number of proposed projects, these are:

- Improve the appearance and safety of the Dummy Railway footpath.
- Create a safer, attractive and more enjoyable walking routes by revitalising the open spaces within Toryglen Streets.
- Create a safer, attractive and more enjoyable public realm along Ruchill Street.
- Proposing to create a safer, attractive and more enjoyable public realm around the Langside Monument and along Battlefield Road.

To take part in the surveys please click on the individual tabs at the top and select the link under "Survey".

CONSULTATION & STAKEHOLDER ENGAGEMENT

STORYMAP / QUESTIONNAIRE

The LN Storymap provides information for all the LN projects in Langside and Canal wards so the public can see an overview of the project activity across the city. It also provides key links to the background work that has been undertaken to get the projects to this stage.

All visitors to the storymap are encouraged to take the short survey which asks specific questions around the key thematic of a Liveable Neighbourhood, but most importantly asks participants to provide further ideas, comments or thoughts about what interventions they would like to see included in the projects.

Ruchill Street Placemaking

Glasgow City Council are proposing to create a safer, attractive and more enjoyable public realm along Ruchill Street.

The focus of the project is to create a safer place for the local people that improves access for pedestrians, wheelers and cyclists to move through this busy street linking Ruchill Park to Maryhill Town Centre.

The excessive road space will be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.



Image of Ruchill area
Click on image to view larger size

Ruchill Street is an important connection in the north of the city, but it's also a place where people live. This project will rebalance the space currently allocated to vehicles to create space for active travel as well as a more pleasing environment which will include places for nature, recreation and play.

Consultation

We would like to hear your thoughts and invite you to have your say.



Sketch of Ruchill Street
Click on image to view sketch in larger size

The consultation period will start from Monday, 29 August 2022 and close at 5 pm on Friday, 7 October 2022.

Survey

Your survey responses will help shape the design and help us understand your neighbourhood even better.

If you wish to take part in our Ruchill Street Placemaking Consultation, please complete our [Survey](#).

Following construction, we would also like to understand whether your thoughts on your area have changed.

There will be further consultation once the project has been progressed.

Disclaimer

Glasgow City Council is now required to process personal information in line with the General Data Protection Regulation (GDPR). For more information about this please visit our [website](#).

LN STORYMAP

Ruchill Street Placemaking

Glasgow City Council is conducting a survey to allow people to provide feedback on the proposed public realm improvements at Ruchill Street. This project is in line with Scottish Government and Glasgow City Council objectives to encourage walking, wheeling, cycling and use of sustainable transport.

The focus of the project is to create a safer place for the local people that improves access for pedestrians, wheelers and cyclists to move through this busy street linking Ruchill Park to Maryhill town centre.

The excessive road space will be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.

Ruchill Street is an important connection in the north of the city, but it's also a place where people live. This project will rebalance the space currently allocated to vehicles to create space for active travel as well as a more pleasing street environment which will include places for nature, recreation and play.

Your survey responses will help shape the design and help us understand your neighbourhood even better. There will be further consultation once the project has been progressed. Following construction, we would also like to understand whether your thoughts on your area have changed.

More detail can be found online at Glasgow's [Liveable Neighbourhoods website](#).

The deadline for completing this survey is 7th October

This survey will take approximately 10 minutes to complete.

Glasgow City Council is now required to process personal information in line with the General Data Protection Regulation (GDPR). For more information about this please visit [here](#).

1. Why is this place of interest to you? (Tick all that apply)

- I live here
- I live near here
- I work here
- I own a business here
- I own a business near here
- I do my shopping here
- I study here
- I'm just visiting
- I do the school run here
- I commute through the area
- Other (please specify):

EXTRACT FROM SURVEY

2. How do you currently feel about this place?

- Positive
- Somewhat positive
- Neutral
- Somewhat negative
- Negative

3. Which of the following Liveable Neighbourhood themes concern you? (Please tick all that apply)

- Local Town Centres
- Everyday Journeys
- Active Travel
- Streets for People

4. What aspects would you like to comment on? (Please tick all that apply)

- Influence & Sense of Control
- Facilities & Amenities
- Work & Local Economy
- Care & Maintenance
- Streets & Places
- Identity & Belonging
- Health & Wellbeing
- Public Transport
- Moving Around
- Traffic & Parking
- Play & Recreation
- Social Contact
- Natural Space
- Housing & Community
- Feeling Safe
- Other, please provide details using the space below:

Are there any more ideas you would like to add?

CONCEPT DEVELOPMENT

DESIGN CONCEPT

The key focus of the project is to create a better quality place for the local community that reduces vehicle speeds of through traffic and ensures this key route for public transport connectivity is maintained and enhanced where possible.

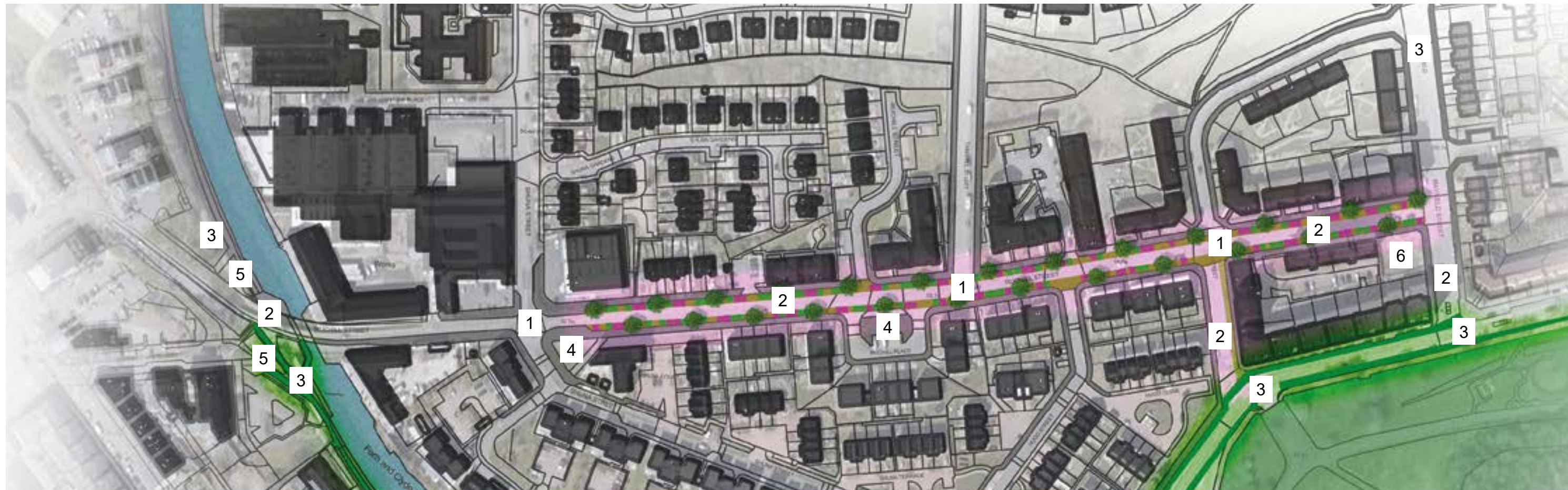
The key route for public transport is the route that links Maryhill town centre with Bilsland Drive. Services for the 90 and 190 buses pass through the residential community to the north of Ruchill Street. Access to local buses is essential to local children who rely on this mode to travel to the high schools outwith the Canal ward.

The concept design reviews the key routes for all travel modes and reprioritises as aligned with the Glasgow Transport Strategy. The key moves explored through the design are to reduce the unnecessary road space where excessive; to declutter the existing footways and to improve access between the local neighbourhood to the local town centre, shopping facilities and Ruchill Park.

Access to good quality green space is also a priority and the introduction of street trees and planting will enhance biodiversity and contribute to surface water management in the local neighbourhood. Activation of underutilised spaces should also be explored.



1. Interventions to reduce speed of through traffic
2. Improve the public realm to create better quality space for pedestrians
3. Enhance connections to local amenity space
4. Improve green infrastructure where possible
5. Improve pedestrian and cyclist connections to Forth & Clyde canal
6. Opportunity for meanwhile use intervention



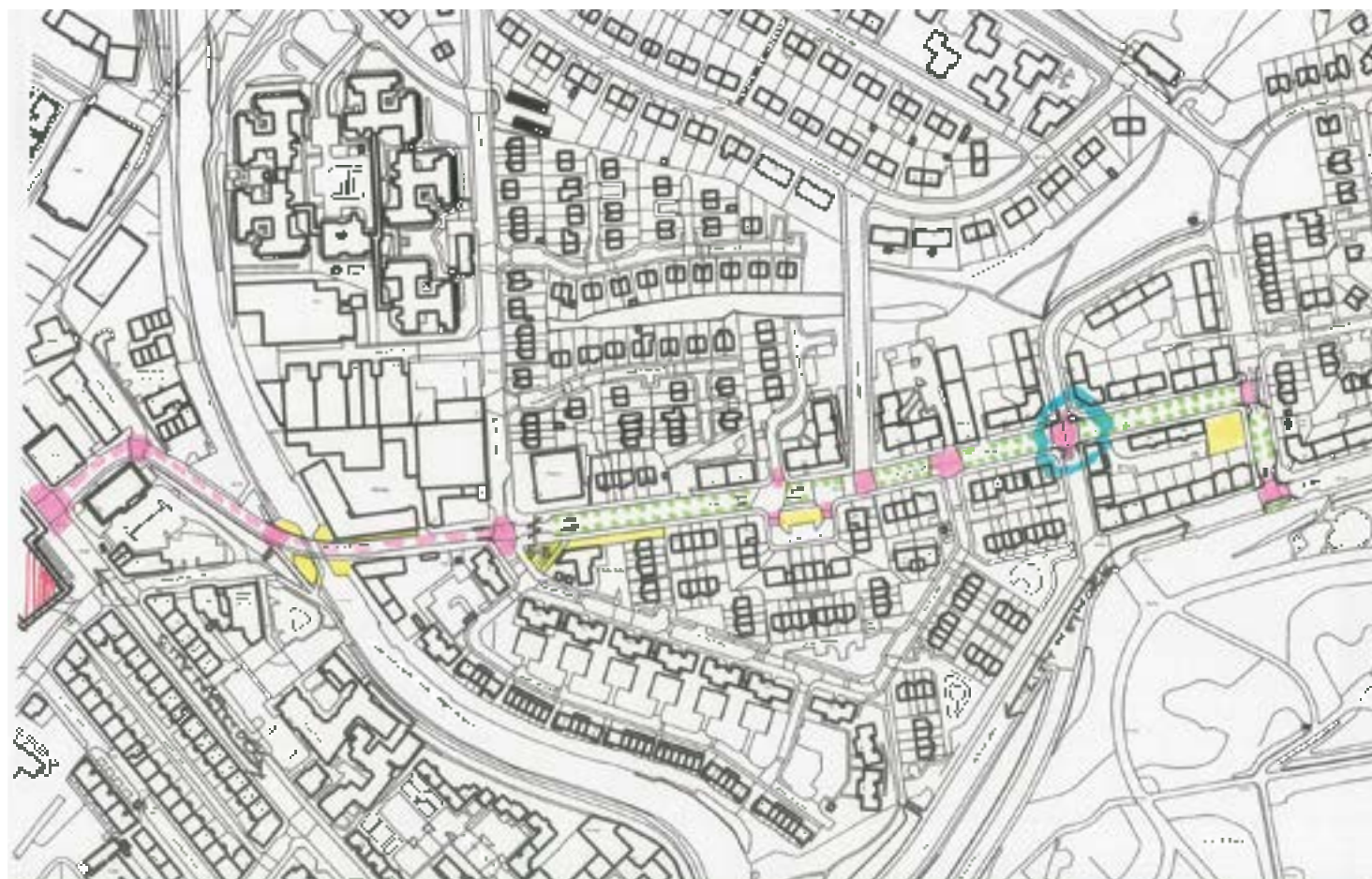
CONCEPT DEVELOPMENT

OPTIONS ANALYSIS 1

The diagrams on the following pages illustrate the options and placemaking strategies that will inform the concept design approach.

These preliminary sketch options are used to visualise the needs of the neighbourhood and balance with the operational objectives of the city ensuring the concept design achieves the best possible outcomes for the local community.

Balancing the access needs of local people with the visitors to the neighbourhood is key. An equilibrium will be sought that allows this neighbourhood to thrive.



PRELIMINARY SKETCH PLAN FOR DISCUSSION
APRIL 2022

- Street narrowing with realigned kerbs.
 - Street greening (trees and SUDS).
 - Raised tables at junctions.
 - Designated residents parking.
 - Activating adjacent green spaces.
 - Highlighting differing approach to west stretch of street to connect over canal bridge to Maryhill Road.
 - Mayfield St connection to Bilsland Drive.
- NO CYCLE INFRASTRUCTURE

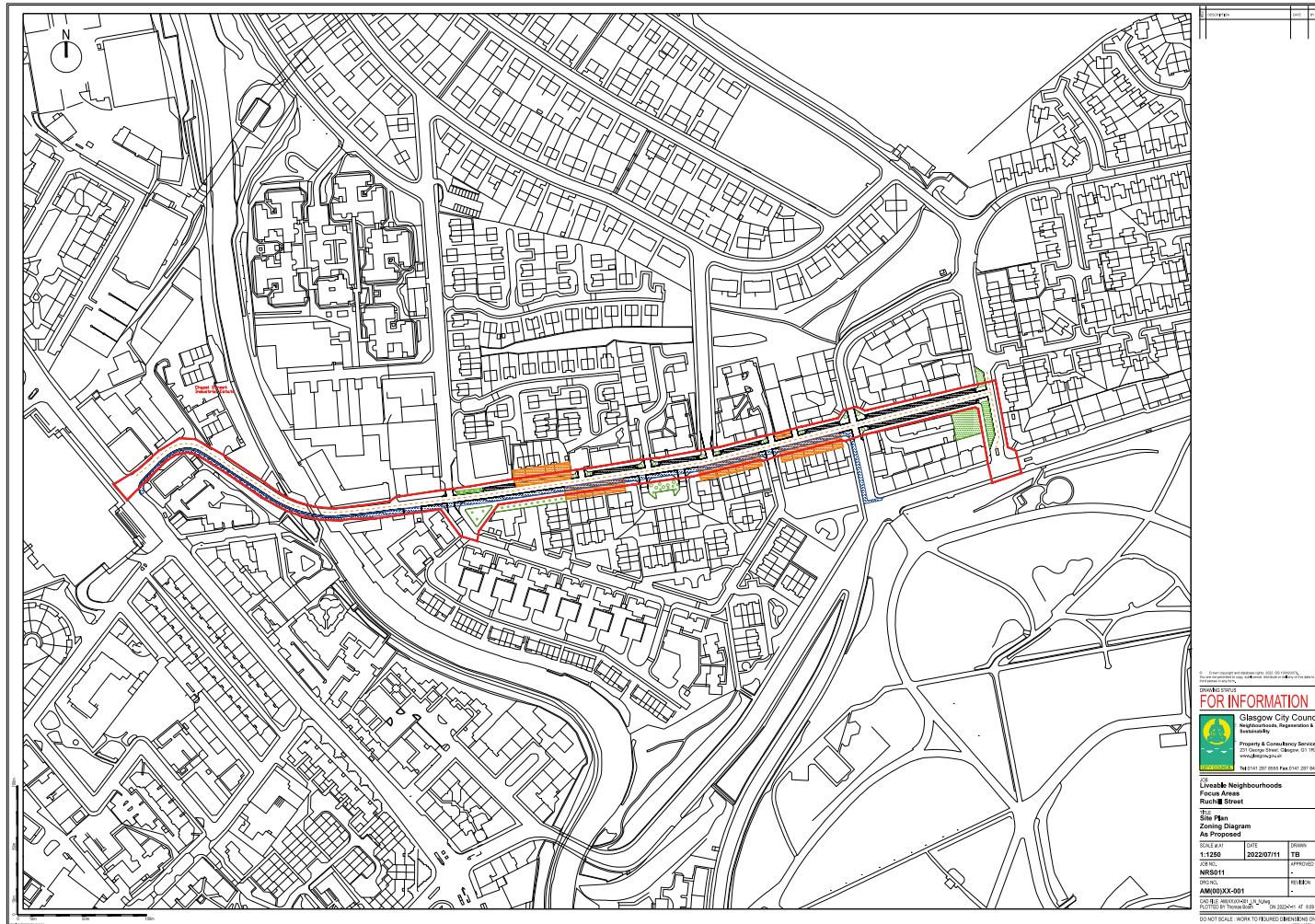


PRELIMINARY DESIGN CONCEPT (NO CYCLE INFRASTRUCTURE)
29 APRIL 2022

- Street narrowing with realigned kerbs.
 - Street greening (trees and SUDS)
 - Raised tables at junctions.
 - Designated residents parking.
 - Activating adjacent green spaces.
 - Concept to connect west stretch of street to be developed as space restricted.
 - Consider connection to Bilsland Drive at Shannon St as well as Mayfield St.
- NO CYCLE INFRASTRUCTURE.

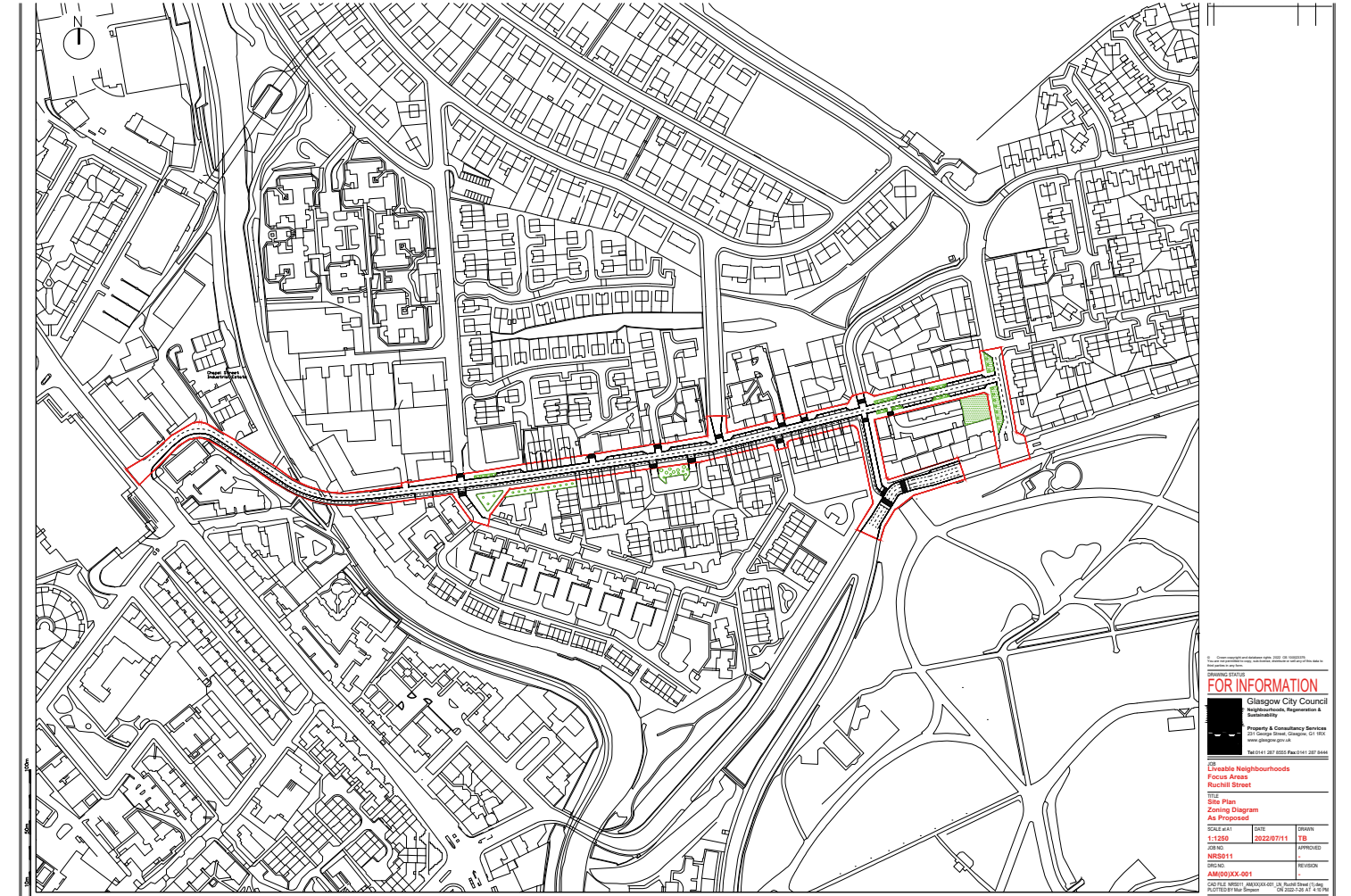
CONCEPT DEVELOPMENT

OPTIONS ANALYSIS 2



PRELIMINARY CAD CONCEPT SKETCH PLAN INTRODUCING BI-DIRECTIONAL CYCLEWAY
11 JULY 2022

Introduction of bi-directional cycleway connecting Maryhill Rd / Canal to Bilsland Drive following Shannon Street.
 Consultation with client's active travel officer..
 Street narrowing with realigned kerbs.
 Street greening zones added (trees and SUDS).
 Junction design developed.
 Designated residents parking zones identified.
 Private driveway zones on street highlighted - solution required.
 Activating adjacent green spaces identified.
 Concept to connect west stretch of street to be developed as space restricted.

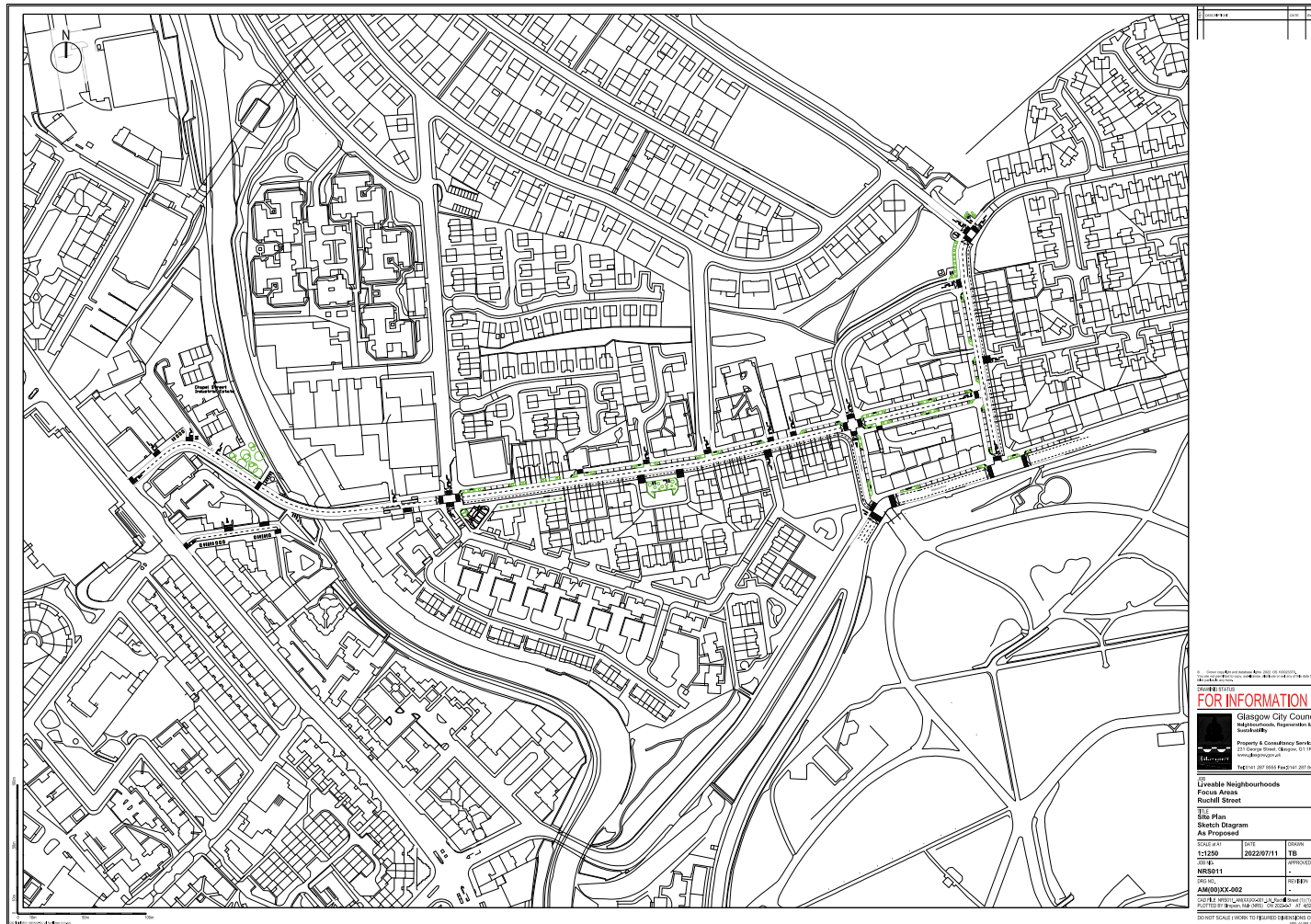


CAD DEVELOPMENT CONCEPT SKETCH PLAN
27 JULY 2022

Bi-directional cycleway developed.
 Connection to Bilsland Drive at Shannon St developed
 Street greening (trees and SUDS) rationalised.
 Junction design developed.
 Designated residents parking rationalised.
 Private driveway zones on street rationalised.
 Concept to connect west stretch of street to be developed as space restricted.

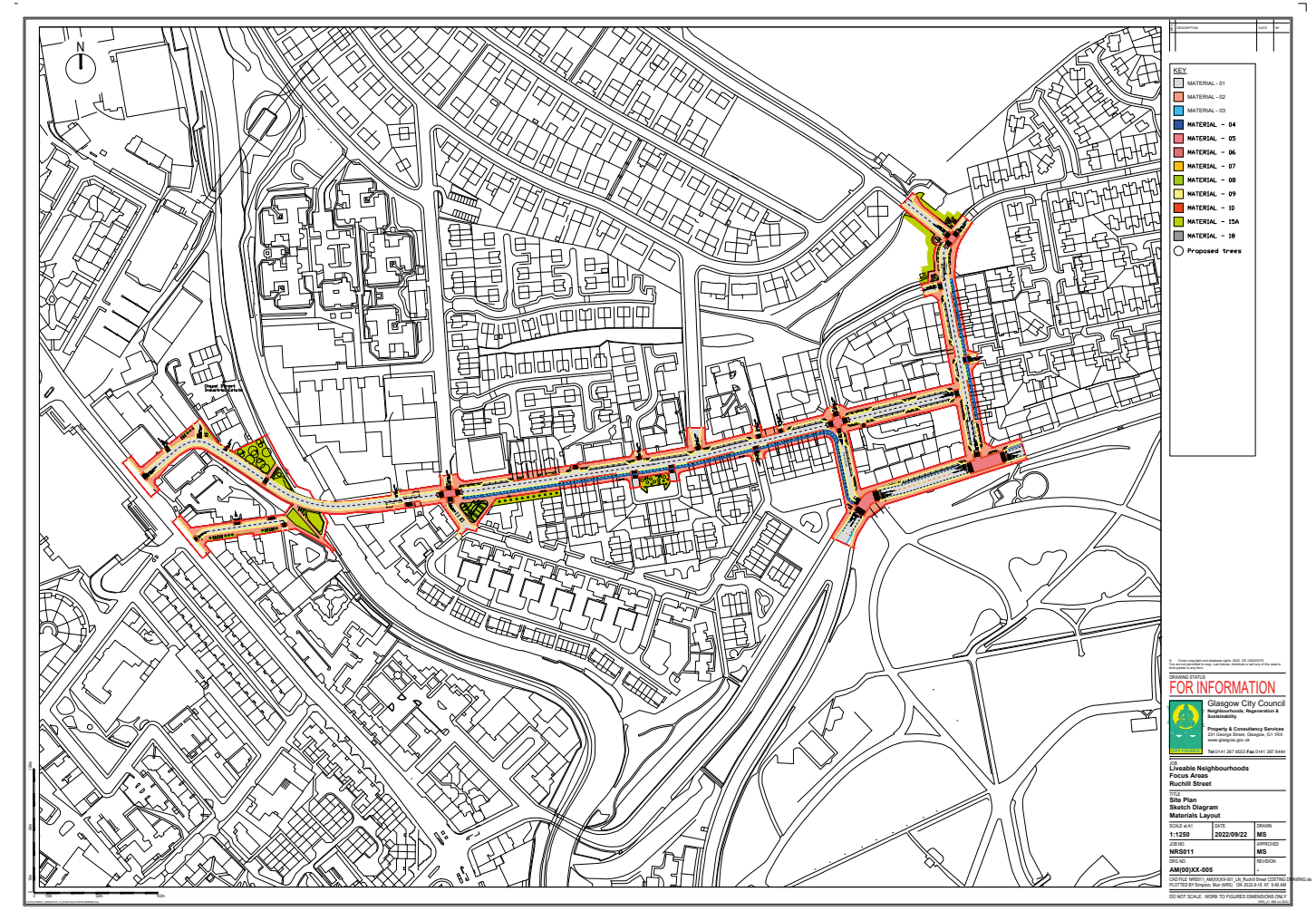
CONCEPT DEVELOPMENT

OPTIONS ANALYSIS 3



CAD DEVELOPMENT CONCEPT SKETCH PLAN INTRODUCING CONNECTION TO RUCHILL GOLF COURSE AND INCORPORATION OF SHAKESPEARE STREET
7 SEPTEMBER 2022

- Carriageway widths increased to 6.5m on Ruchill Street and Mayfield Street to allow for Bus movements.
- Geometry of west stretch of street further refined.
- Pedestrian and cycle connections to Canal developed further with proposal to include works at Shakespeare St.
- Works extended to incorporate Bilsland Drive between Mayfield Street and Shannon Street.
- Bi-directional cycleway developed on Ruchill Street and Mayfield Street.
- Connection / extension to connect former Ruchill Golf Course to Bilsland Drive via Mayfield St.
- Design developed for green space at junction of Ruchill Street and Shuna Street.
- Street greening (trees and swales).
- Raised tables at junctions to create level pedestrian crossings.
- Designated residents parking developed.
- Private driveway zones on street developed.



CAD DEVELOPMENT CONCEPT SKETCH PLAN FOR COST ANALYSIS
16 SEPTEMBER 2022

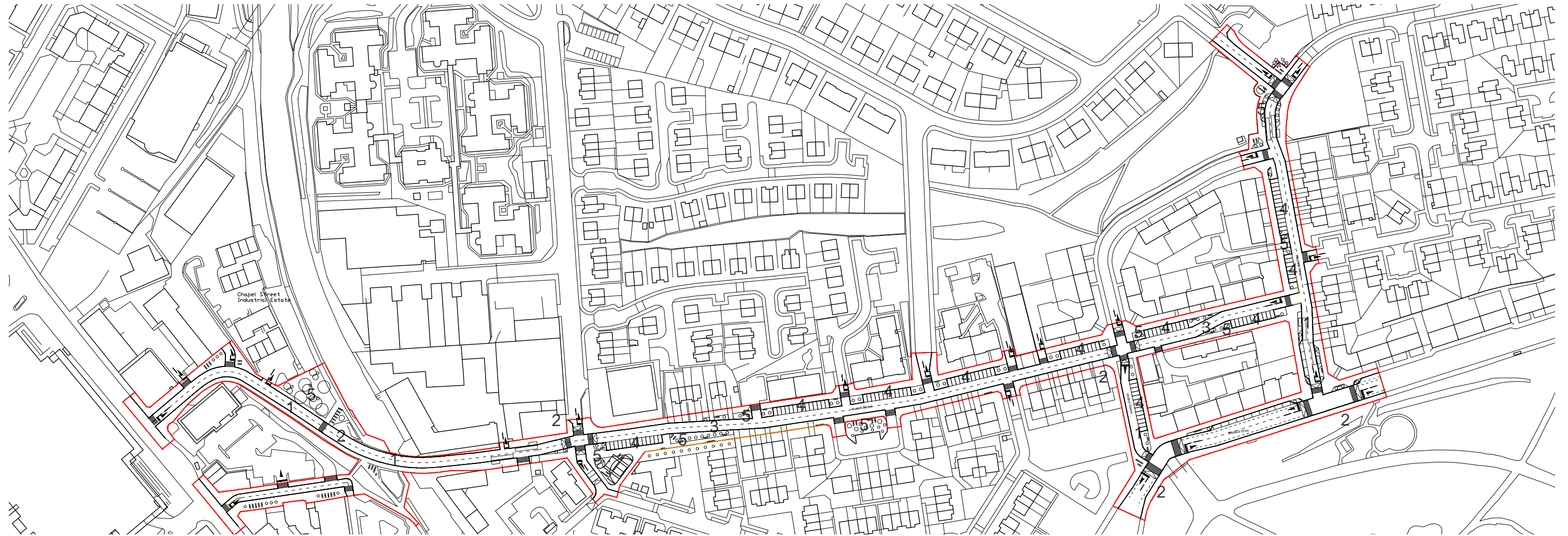
Drawing produced for costing exercise.
Materials strategy developed.

CONCEPT DEVELOPMENT

TRAFFIC CALMING OPTION

This option looks to balance the streetscape to provide some traffic calming yet ensuring vehicle parking for local residents is provided for. The reduction in road width allows for zones of perpendicular parking to be identified. Encouraging reverse parking will allow the street to have a more residential feel ensuring vehicles aren't reversing into traffic and cyclists moving along the street.

Places for trees and swales will ensure nature helps contribute to the environment by enhancing biodiversity and providing localised water treatment by way of a sustainable urban drainage system (SUDS).



1. Road narrowing to increase footway width
2. Realigned junction with raised table for level pedestrian crossing
3. Realigned road to slow traffic
4. Perpendicular parking bays
5. Street trees / planting

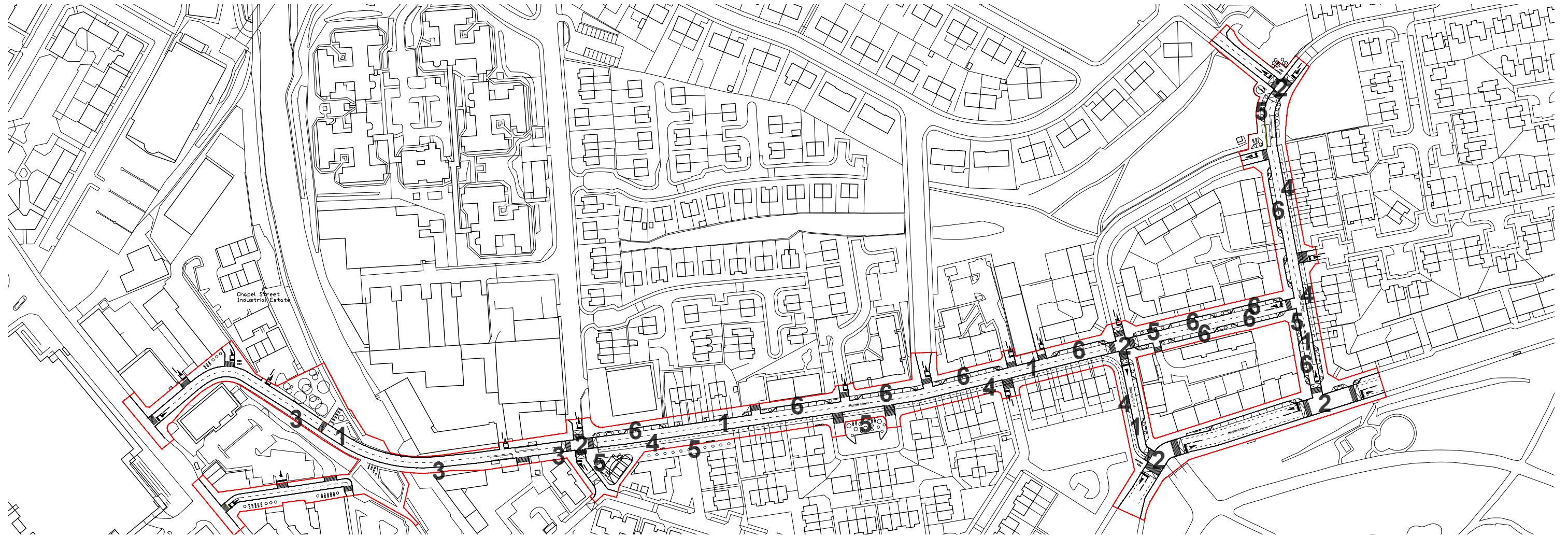
CONCEPT DEVELOPMENT

CYCLEWAY OPTION

This option looks to balance the streetscape by reducing the existing road width to incorporate clearly defined space for pedestrians and cyclists. Parallel parking bays will be clearly defined zones on the north side of the street between the existing road junctions. Large proportions of the south side of the street feature drive ways and so a segregated cycleway is proposed with

clear delineation to ensure there is a safe zone for cyclists to move through the neighbourhood. Realigned junctions with raised tables will provide level crossing points for pedestrians as well as natural speed reduction for vehicles.

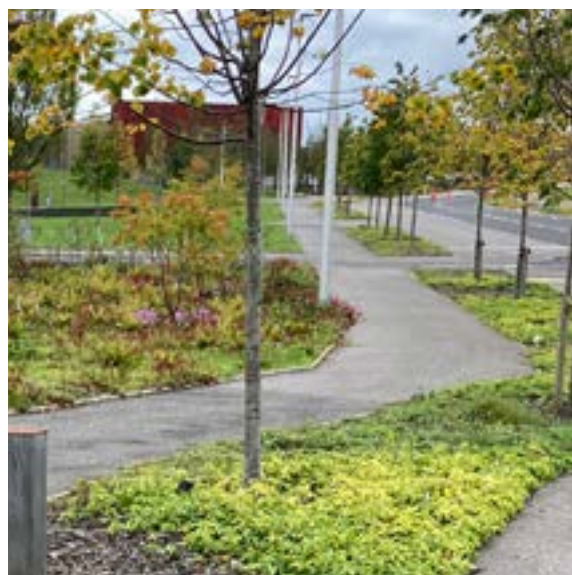
Places for trees and swales will ensure nature helps contribute to the environment by enhancing biodiversity and providing localised water treatment by way of a sustainable urban drainage system (SUDS).



1. Road narrowing to increase footway width
2. Realigned junction with raised table for level pedestrian/cycle crossing
3. Shared cycle & pedestrian zone
4. Segregated cycleway
5. Street trees / planting
6. Parking bays (parallel)

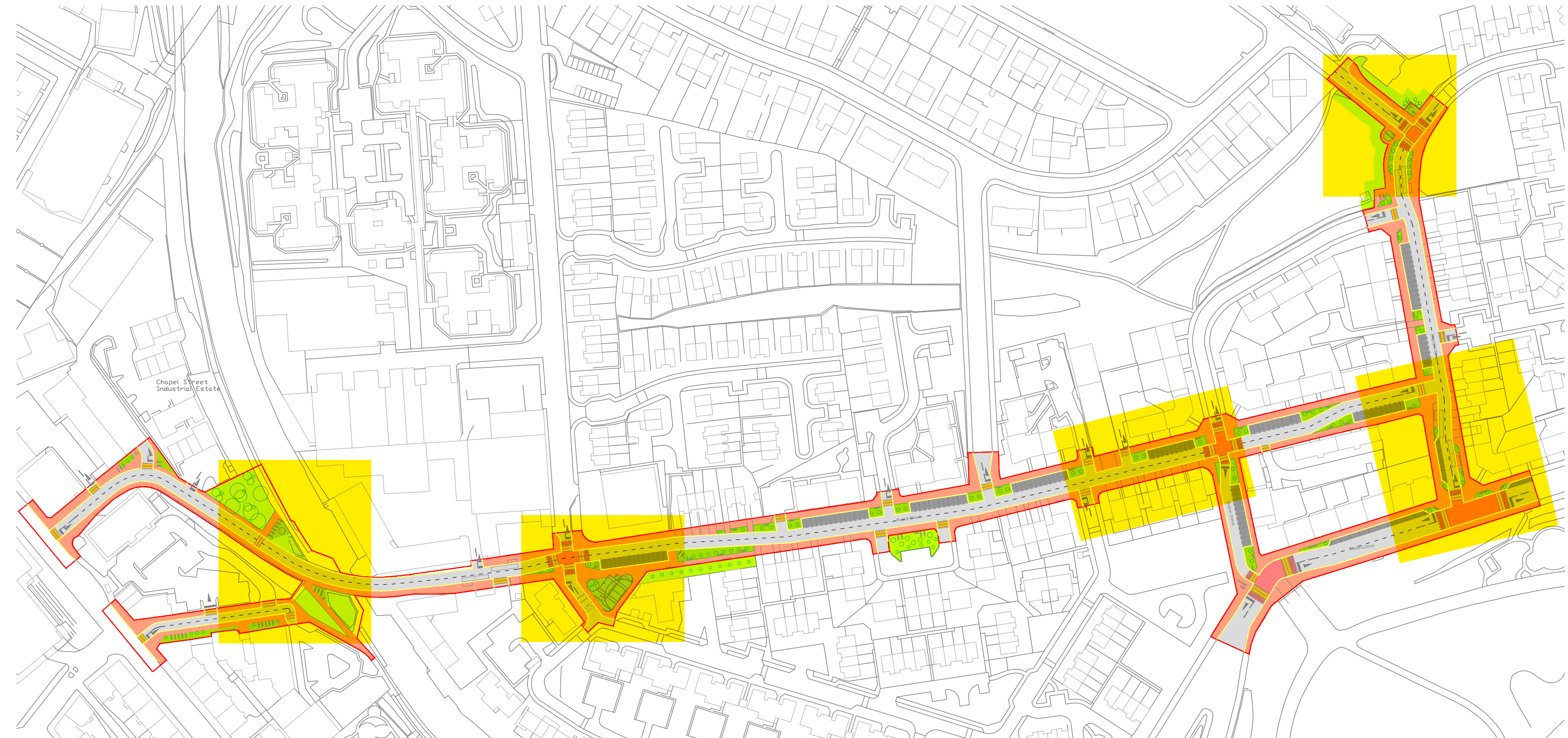
CONCEPT DEVELOPMENT

PUBLIC REALM / INTERVENTIONS LOOK AND FEEL



KEY INTERVENTIONS

LOCATION / KEY



KEY INTERVENTIONS

FORTH & CLYDE CANAL

The realignment of the road space over the canal bridge will create better pedestrian and active travel connections onto the canal network and along Ruchill Street.

Rationalisation of the roads and junctions will result in signalised crossings to control traffic and create safe crossing points for pedestrians.

Either side of the improved access onto the canal there is to be improved public realm with planting and seating. Trees will play a key biodiversity role but also establish scale, character and shade. All footway widths have been increased by realigning kerbs to allow vehicles and pedestrians to have clearly defined space.

Ruchill Street is a key bus route and the ease of movement for public transport is also a priority.



Urban Copse
Sighthill, Glasgow



Pedestrian Crossing
Glasgow



Superillas, Barcelona



Wayfinding Graphics
Bowline, Bowling



- 1. Urban copse
- 2. Kerb realignments to increase footway width (2.5m) and reduce road width to 6.5m (minimum)
- 3. Level pedestrian crossing
- 4. New public realm with street greening (planters / swales)

- 5. Private / commercial vehicle access
- 6. Raised planter / seating
- 7. Incidental play activity
- 8. Cycle storage

KEY INTERVENTIONS

RUCHILL STREET / SHUNA STREET PUBLIC REALM

At the junction of Ruchill Street and Shuna Street it is proposed that the road and junction here will be rationalised with the creation of a new level crossing for pedestrians and active travel.

The existing green space here will be reconfigured into a new civic space with marking for games or incidental play, street greening, trees and furniture. It is hoped that through improvements to the public realm, spaces will be created for local people to meet and gather and encourage less motor vehicle use.

All footway widths have been increased by realigning kerbs with the introduction of street greening to allow vehicles and pedestrians to have clearly defined space.

Within this proposal on street parking has been clearly defined by reverse parking bays which sit perpendicular to the road and will provide parking for local residents. It is possible that this will be further controlled by parking permits for residents.



Sighthill, Glasgow



Level Crossing
Sighthill, Glasgow



Pewsham Planter by Langley



Hypecourt Basketball
Vanderlinden



- 1. Level pedestrian crossing
- 2. New public realm with street greening (planters / swales)
- 3. Private / commercial vehicle access
- 4. New street trees
- 5. Kerb realignments to increase footway width and reduce road width
- 6. Raised planter / seating
- 7. New civic play space with marking for games or incidental play, street trees and street furniture
- 8. Car parking bay
- 9. Possible introduction of restricted parking for residents
- 10. Cycle storage

KEY INTERVENTIONS

RUCHILL STREET PRIVATE DRIVEWAYS

Along the length of Ruchill Street there are many private driveways. At this section of road, and diagonally opposite Hugo Street there is a small motor garage which has its main access onto Ruchill Street. The priority of this project is to create a better public realm for the community whilst ensuring that the day to day journeys of local people and local businesses are not detrimentally affected.

Along the length of Ruchill Street the road is to be rebalanced with safe, level crossing points for pedestrians and, where vehicles need to cross pavements the installation of dropped kerbs and a change of material will signify this to those travelling by foot. Street greening, street furniture and trees have been added to aid with drainage and improve the street aesthetic.

On street parking provision has been retained through reverse bays to ensure that residents and businesses have the space they need whilst not compromising the public realm improvements.



Street greening, London



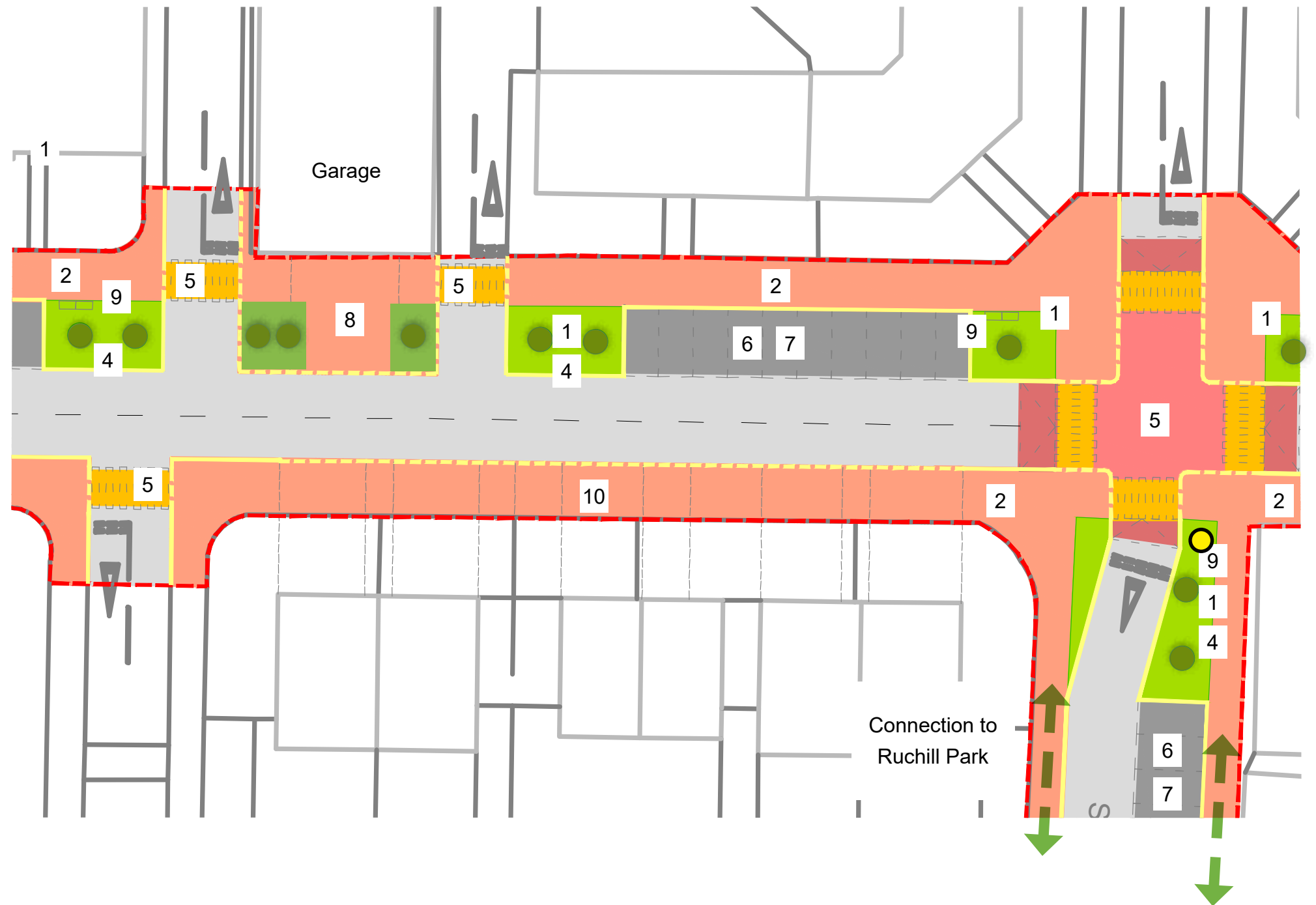
Carlsberg District, Copenhagen



Orford Road, Walthamstow
what if Architects



Vinnecombe Street, Glasgow



- 1. Surface planting / greening with swales where appropriate
- 2. Kerb realignments to increase footway width and reduce road width
- 3. New public realm with street greening (planters / swales)
- 4. New street trees
- 5. Level pedestrian crossing

- 6. Car parking bay
- 7. Possible introduction of restricted parking for residents
- 8. Commercial vehicle access for business
- 9. Raised planter / seating
- 10. Private driveways

KEY INTERVENTIONS

MAYFIELD STREET, BILSLAND DRIVE & RUCHILL STREET

Mayfield Street sits to the east of the project area and connects Ruchill Park in the south to Ruchill Golf Course in the north. Ruchill Street runs perpendicular to this street. As on Ruchill Street, this is a mainly residential street with a mixed typology of flatted tenements and modern terraced houses with private driveways.

The realignment of the road space along these routes with street greening will establish safer routes and connection between the two green spaces.

At the junction of Ruchill Street and Mayfield Street the corner plot here is unoccupied and it is possible that this will be developed in the future. In the meanwhile it will be left as a space for plants and

insects to inhabit. The introduction of incidental play equipment will activate the space and add visual interest. There is an existing desire line that diagonally crosses this site and this would be included as an unmaintained route.

Mayfield Street is a bus route and the ease of movement for public transport is also a priority.

Car parking is a local concern and the pavement realignment provides more parking for local people in designated areas without compromising the civic realm; establishing a clear pedestrian zone against the buildings with a wide civic zone adjacent to the road which accommodates greening and spaces.



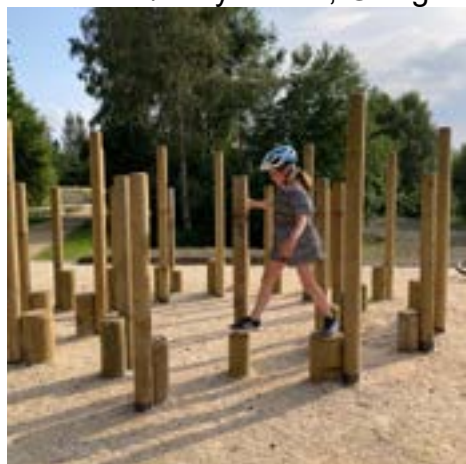
Dalston Eastern Curve Garden, London



Vacant Site Ruchill St / Mayfield St, Glasgow



Pewsham Planter by Langley



Incidental Play Claypits, Glasgow

1. Kerb realignments to increase footway width and reduce road width
2. New public realm with street greening (planters / swales/ trees)
3. Level pedestrian crossing
4. Car parking bay
5. Possible introduction of restricted parking for residents
6. Private driveways
7. Meanwhile space with planting to improve biodiversity and plant / insect species
8. Desire line footpath (unmaintained)
9. Raised planter / seating
10. New bus stop in existing location
11. Cycle storage
12. Incidental play activity



KEY INTERVENTIONS

CONNECTION TO RUCHILL GOLF COURSE

By modifying the existing road junction the connection to the former Ruchill Golf Course will ensure a safer route for pedestrians and cyclists through this location. The junction is also a route for public transport and the public realm improvements will ensure all transport modes have a cohesive street design approach.

The future use of the golf course is undetermined but it is hoped it will be an active amenity for the local community so access should be enhanced for all.



Footway Greening
Sighthill, Glasgow














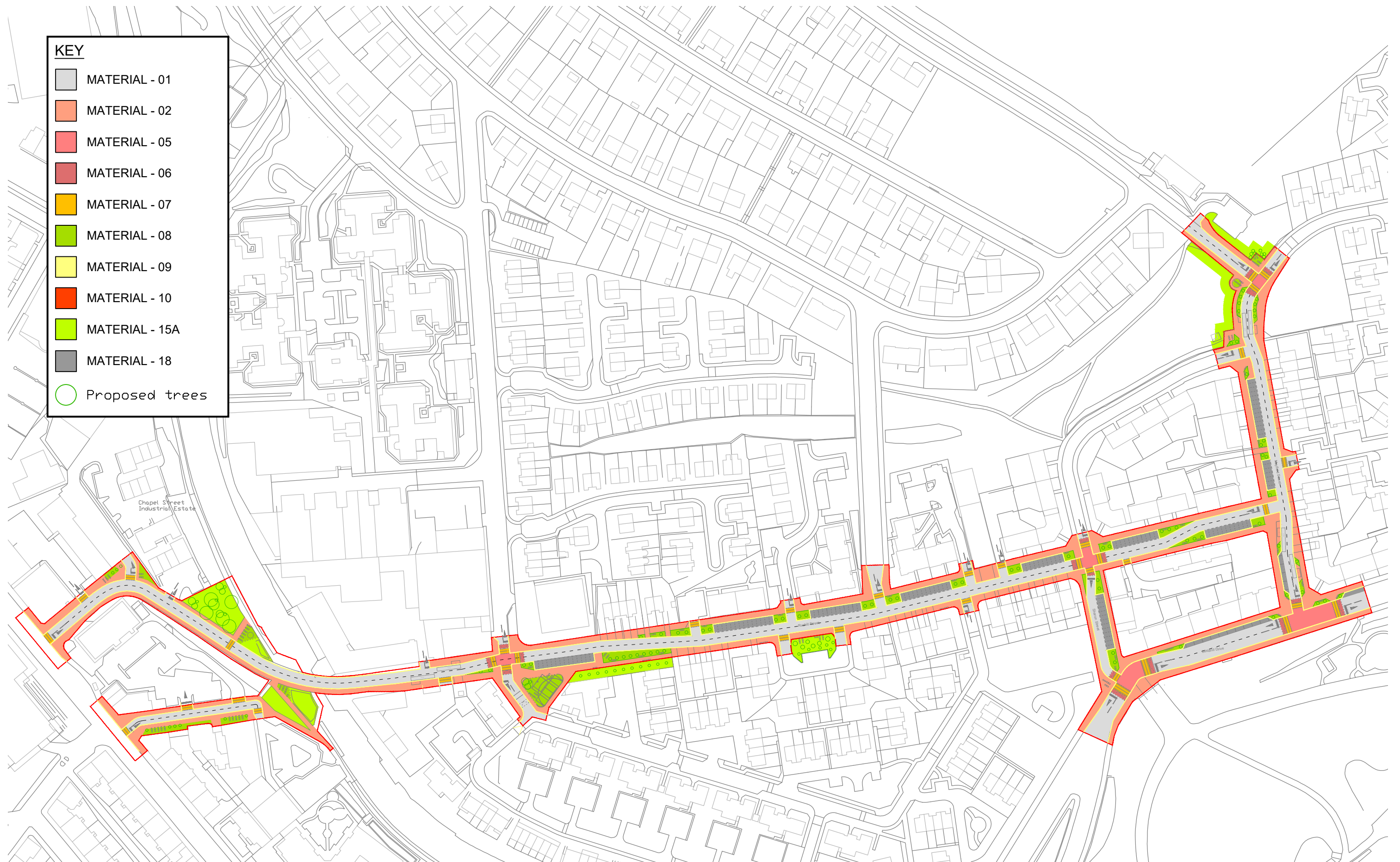
Traffic Calming
Sighthill, Glasgow



Pewsham Planter by Langley

1. New civic zone with seating and planting
2. New public realm with street greening (planters / swales)
3. New bus stop in existing location
4. Raised planter / seating
5. Cycle storage
6. Incidental play activity
7. Kerb realignments to increase footway width and reduce road width
8. Level pedestrian crossing
9. Street trees

KEY	
	MATERIAL - 01
	MATERIAL - 02
	MATERIAL - 05
	MATERIAL - 06
	MATERIAL - 07
	MATERIAL - 08
	MATERIAL - 09
	MATERIAL - 10
	MATERIAL - 15A
	MATERIAL - 18
	Proposed trees



OUTLINE SPECIFICATION

MATERIALS PALETTE

This palette illustrates the materials used are familiar to Glasgow City Council and are used in other areas of the city. This is to ensure there is a uniformity across the projects when it comes to surfaces and finishes to minimise the burden on maintenance issues and ensure there should be no undue concerns over installation. The use of local natural stone helps establish the civic character of the

city across the neighbourhoods with a simple palette that is durable and performs well over the life cycle of the products. Typically, Caithness stone is preferred in various sizes but alternative solutions such as stone topped concrete (MTL-08 ALT) which has recently been successfully installed on projects in Glasgow.



MTL-01
Asphalt with black chips
Roads



MTL-02
Beige asphalt
Cycleways



MTL-03
Asphalt with black chips
Footways



MTL-04
Marshall's segregation kerb
Between cycleway and footway



MTL-05
Asphalt with red chips
Roads - raised tables



MTL-06
Asphalt with red chips
Roads - raised tables



MTL-07
Natural Stone / Caithness
Pedestrian crossings



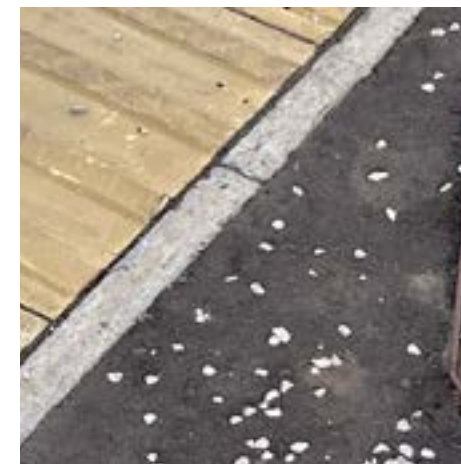
MTL-08
Natural Stone / Caithness
Civic zones



MTL-08 (ALT)
Natural Stone Alternative
Stone topped Concrete
Civic zones



MTL-09
Concrete conservation kerb
Roads / footway delineation



MTL-10
Concrete pin kerb
Raised table edging

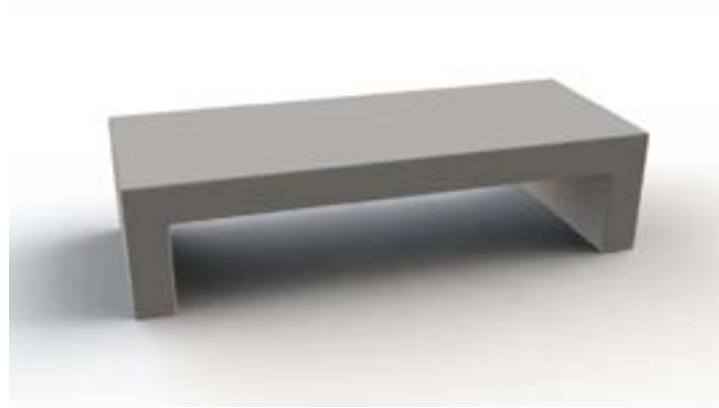


MTL-18
Block paving
Parking bays

OUTLINE SPECIFICATION

STREET FURNITURE

The street furniture illustrated is indicative of desired style and materials. Final selection and specification with approved suppliers will be refined during RIBA Stage 3.



MARSHALLS ESCOFET
LONGO BENCH



PEWSHAM CONCRETE
BENCH BY LANGLEY



MARSHALLS ESCOFET
DAE SEATING



INCIDENTAL PLAY OBJECTS



INCIDENTAL PLAY OBJECTS



PEWSHAM PLANTER BY
LANGLEY



NEW STREET LIGHTING COLUMNS WITH
BANNERS MOUNTED



OUTLINE SPECIFICATION

STREET GREENING AND SOFT LANDSCAPING



Urban copse at Sighthill, Glasgow



Street trees



Trees at Sighthill, Glasgow



Ground cover street planting

OUTLINE SPECIFICATION

ECOLOGY

Due to the proximity of Ruchill Park and the Forth & Clyde Canal an ecology assessment will be required to minimise the impact on any habitats that maybe affected by the proposed public realm works. This should be factored in to the RIBA Stage 3 developed design project programme accordingly.

EQIA

Consultation with the Glasgow Disability Alliance took place during the early stages of the LN toolkit development and subsequently their input at the LN 'Peku' all day event was invaluable to the development of the project.

An initial overarching screening has been undertaken by the LN client team. A further review of the original screening will be undertaken at the commencement of RIBA Stage 3. Engagement with the Inclusive Design Forum will also be included and programmed accordingly.

SUSTAINABILITY

*“Glaswegians are proud of their city. Make them proud that we are standing up as a leader in tackling climate change action. Make it a central plank of every initiative and action. Demonstrate the work that can flow from these actions and the benefits it will bring. Make our children see this form of action as a right.”**

*The report and recommendations of Glasgow City Council's climate emergency working group

According to the UKGBC the built environment contributes around 40% of the UK's total carbon footprint; and embodied carbon of the materials, accounting for approximately 30%.

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

The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045. They have committed to reduce emissions by 75% by 2030 (compared with 1990) and to net zero by 2045. As Scotland emerges from COVID-19, they have identified the opportunity to rebuild the economy in a way that delivers a greener, fairer, and more equal society.

GLASGOW CLIMATE EMERGENCY IMPLEMENTATION PLAN

Glasgow City Council (GCC) has subsequently declared a climate and ecological emergency at its meeting of 16 May 2019. Glasgow has been set a target of becoming a carbon neutral city by 2030 following a decision of the GCC City Administration Committee. It follows the Council's declaration of a climate emergency in May this year and means that a previous target of net zero carbon emissions has been brought forward by seven years.

CONSTRUCTION INDUSTRY STANDARDS

The construction industry has emerging guidance on responding to the climate emergency through organisations such as the RIBA, London Energy Transformation Initiative (LETI), and the UK Green Building Council. We believe that an excellent way to ensure compliance with best practice standards throughout design and construction is to adopt one of the industry-recognised rating systems such as CEEQUAL. For the Liveable Neighbourhoods projects, we propose to assess design solutions during the next stages through external procurement.

CIRCULAR ECONOMY

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

An assessment of the existing public realm will be conducted considering the following in order of priority): -

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

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

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

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

TRAFFIC PLAN

PARKING, PUBLIC TRANSPORT & ACTIVE TRAVEL NETWORK

The neighbourhood does not currently have a restricted parking zone (RPZ) for residents. As such there is a high demand for free parking spaces for local residents, businesses and local facilities. In addition there are a high number of homes along the length of Ruchill Street and Mayfield Street that have in curtilage parking and as such driveways accessed directly onto the streets.

CURRENT PARKING LOCATIONS (130 spaces)

This count is an interpretation based on the space available between no parking zones, junctions and access points based on the typical standard size parking bay (5m x 2.5m). There is currently one designated disabled parking bay in the project area. There are currently no designated loading areas within the project area.

PROPOSED PARKING LOCATIONS (144 spaces including disabled)

The adjacent diagram illustrates that by narrowing the street to introduce perpendicular parking bays there could be a slight increase in parking allocation as well as an improved and safer public realm for pedestrians.

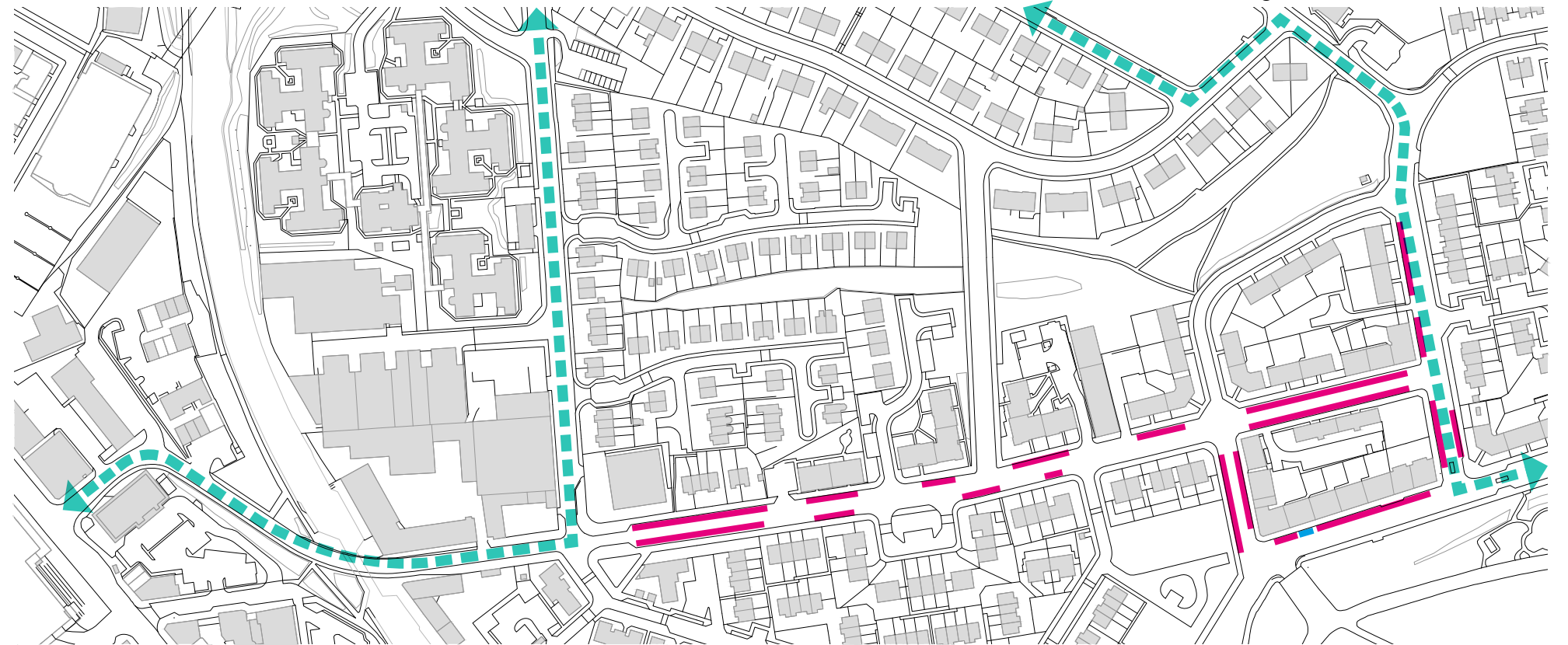
PUBLIC TRANSPORT

The existing bus services for the 90 and 190 that passes through the residential community to the north of Ruchill Street will be retained ensuring bus shelters and bus stops will be integrated into the new public realm.

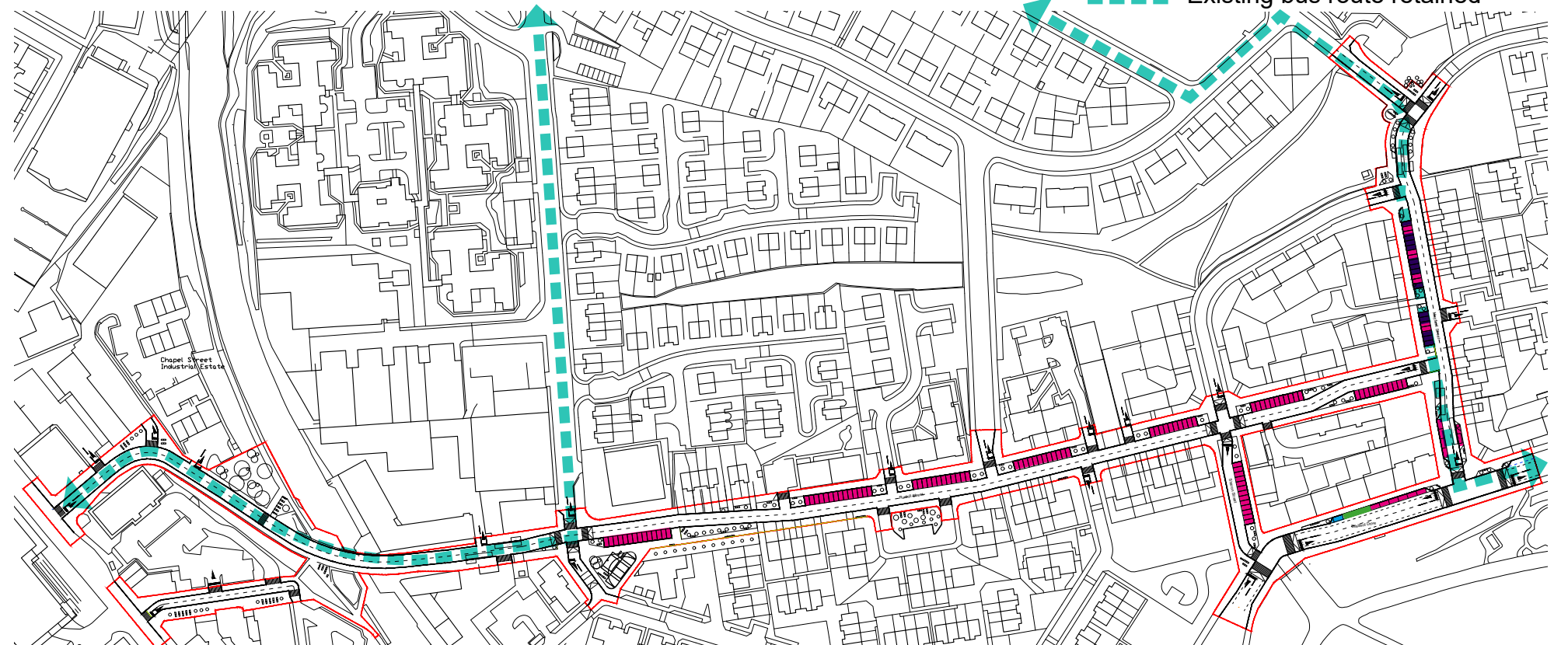
ACTIVE TRAVEL NETWORK

The new public realm will establish a 'cycle friendly street' by reducing traffic speeds and safer space for pedestrians. Connections to the segregated cycleway along Bilsland Drive and improved access to the Forth & Clyde Canal tow path will be developed in the detailed design stage.

CURRENT PARKING LOCATIONS



PROPOSED PARKING LOCATIONS



COST PLAN

COST PLAN - TRAFFIC CALMING OPTION

Allowance for Contingency/Optimism Bias	20%	1,289,801
TOTAL CONSTRUCTION COST		7,738,808
Allowance for Fees on above	12%	928,657
		8,667,465
Ancillaries, surveys, etc	Sum	75,000
		8,742,465
Inflation (Assume Construction Mid Point 4Q2024)	11.2%	979,347
TOTAL PROJECT COST		£9,721,812

The estimate excludes:

VAT

Statutory Fees

Finance and legal charges

Site acquisition costs

Works associated with mine workings and the like

CPO costs

Any cut and fill exercise

Removal of any non inert material from site

Any utilities diversions within site

Migration costs and any remedial works required as a result of migration

Any works to any buried tanks/services on site

Work in association with overhead cables

Works in connection with invasive species

Fees for Stage 0, 1 and 2 which have been done on a time charge as noted within the activity schedule

