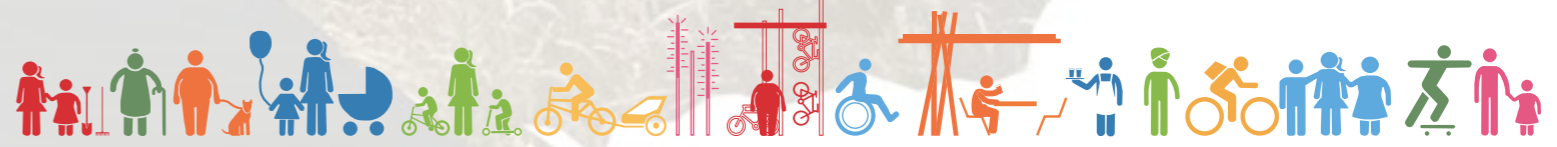




# THE DUMMY RAILWAY

## LIVEABLE NEIGHBOURHOODS

Concept Design Report RIBA Stage 2  
October 2022



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## 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 accessible route along the Dummy Railway. The project seeks to increase the use of the existing core connection along the Dummy Railway, which sits between Panmure Street and Bilsland Drive and the pedestrian connection between Bilsland Drive and Balmore Road.

Improvements along this route will increase the connectivity from these communities to Possilpark & Parkhouse train station, and to local bus stops. New connections will be made that allow safer links through the existing communities by establishing routes that run east to west to connect the community through the proposal area to Ruchill Park and the education campus which includes St. Cuthbert's and High Park schools.

The proposal seeks to improve access by upgrading the footpaths and landscaping, increase play provision and encourage walking, wheeling and cycling. The new landscape within the Dummy Railway will feel like a small linear park with places for recreation and exercise. Nature is important and the soft landscape areas will be allowed to grow wild to encourage biodiversity as well as featuring nature trails and nature-based play areas.

The existing footpath between Bilsland Drive and Balmore Road will be widened, and the existing underutilised recreation space and multi-use games area will be integrated into the design with increased provision of seating and planting.

## 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 reports which detail 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>



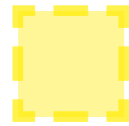


# SITE ANALYSIS

## SITE CONTEXT

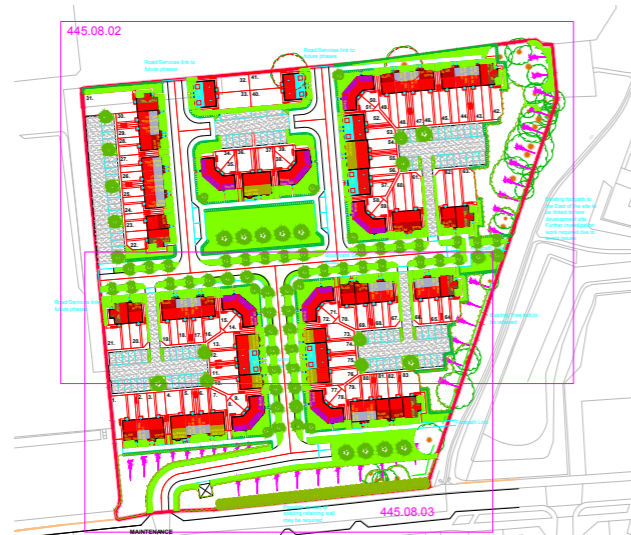
The site area highlighted in yellow on the map below illustrates the focus of the LN project activity in this area. The project area covers circa 14,900sm of road space and public realm in a largely residential community in the north of Glasgow.

There are two large residential projects to the west on the site of the former Ruchill Hospital, adjacent to this LN project -



### LN Project Area

Approx 14,900 sm



### Keepmoat development

The south eastern corner of the former Ruchill Hospital site was redeveloped in 2016 into approx. 83 new homes. The typology here is detached, semi-detached and terraced houses. It is anticipated that the Bellway homes development will integrate into this existing development to ensure permeability and access from Panmure Street. The planning conditions state that a new pedestrian access is required onto the Dummy Railway. This has not yet been provided.

### Bellway Homes (George Buchanan architects)

The former Ruchill Hospital site is currently in the construction phase of being redeveloped to accommodate 403 homes, with amenity space as per ENV2 guidelines. It will be a mixture of detached, semi-detached, terraced houses and flats. This will create a significant quantity of new homes within the community, and improve east-west routes to the schools and Ruchill park.



# SITE ANALYSIS

## OPPORTUNITIES & CONSTRAINTS



1. Improve road crossing point to provide safe access and connection between communities and onto the Dummy Railway. Review and consider options to make route onto Dummy Railway more accessible
2. Propose new interventions to open up access through boundary to new housing development so as to improve east-west permeability within the area, and increase passive surveillance
3. New housing development by Keepmoat at former hospital site
4. New housing development by Bellway Homes at former hospital site
5. Enhance public realm at existing hard court and in general along the Dummy Railway to create a more enjoyable experience for local people
6. Propose new interventions to open up access at this location through to new housing development and improve east-west permeability within the area
7. Maintain and remove existing vegetation to improve safety and increase potential passive surveillance from housing
8. Propose new interventions to open up this access point onto the Dummy Railway to improve pedestrian safety
9. Review and reconsider crossing point to improve pedestrian safety in neighbourhood
10. Review and reconsider existing recreation space and games court so as to be a more used community amenity - consideration of proximity and boundary with Bilsland Drive and boundary treatments here
11. Existing footway is very narrow, and restricted by fencing. Review allocation of space to increase width for pedestrian safety
12. Propose new interventions to open up this access point to connect housing to pedestrian route
13. Review and reconsider crossing point to improve pedestrian safety in neighbourhood and access to transport points (Possilpark & Parkhouse station, and bus stops)

# SITE ANALYSIS

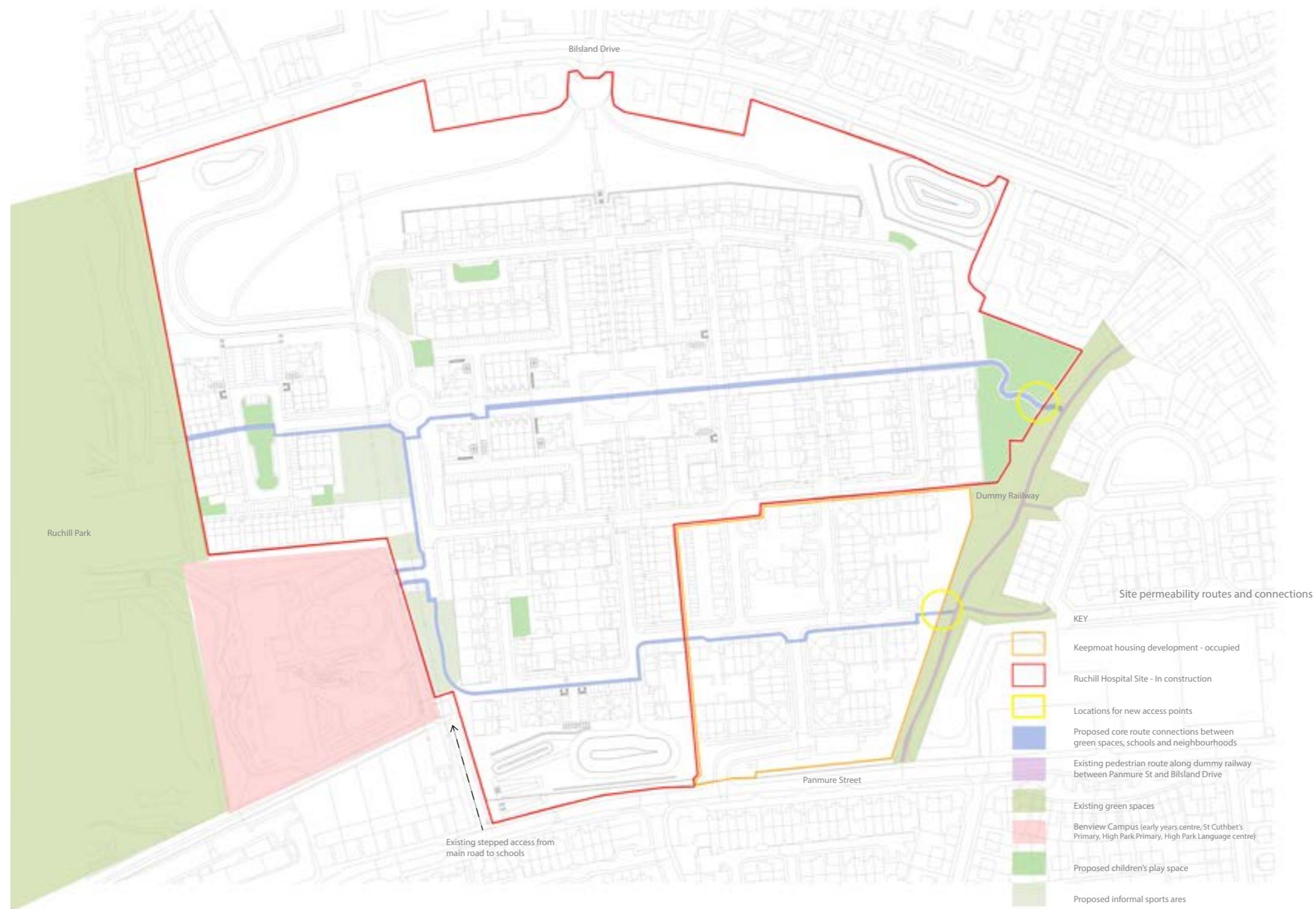
## SPATIAL ANALYSIS - PERMEABILITY THROUGH SITE

The purpose of this diagram is to detail the proposed permeability routes which are required as part of the planning conditions for the two housing development sites; Keepmoat and Bellway which lie to the west of the site.

This diagram also shows the proposed play and amenity spaces within the new development.

This diagram underlines the importance of these new connections into the Dummy Railway from the western boundary, and will be imperative to the development of the proposed design.

It is key to the connectivity of the local community and wider city in general that permeability through this site is improved to enhance the ability for people of all ages to move safely around their neighbourhood.





# SITE ANALYSIS

## SPATIAL ANALYSIS - EXISTING SITE PHOTOS

1. Poor quality public realm and lack of space for pedestrians
2. Shrubbery overgrown and lacks diversity
3. Stepped approach limits accessibility for wheelers
4. Lack of way finding / place identity
5. High boundary condition can feel hostile
6. Lack of passive surveillance
7. New developments should have new access points into Dummy Railway
8. Lack of physical connection to existing play space
9. Challenging topography for access and surveillance
10. Existing area designated for play uninspiring



LOOKING NORTH TO WATER TOWER AND NEW HOUSING TO WEST



LOOKING NORTH TO WATER TOWER AND NEW HOUSING TO WEST



LOOKING WEST TO WATER TOWER AND NEW HOUSING TO WEST



HARD COURT WITHIN DUMMY RAILWAY + RUCHILL WATER TOWER



VIEW ALONG DUMMY RAILWAY TO BILSLAND DRIVE



ACCESS TO DUMMY RAILWAY FROM BILSLAND DRIVE



PEDESTRIAN ACCESS BETWEEN BILSLAND DRIVE & BALMORE RD

# SITE ANALYSIS

## SPATIAL ANALYSIS - EXISTING SITE PHOTOS

The views here show key access and crossing points onto the Dummy Railway and along the pedestrian route. Each point is an almost entirely unique condition. (All images have been taken from Google maps)

1. Poor quality public realm and lack of space for pedestrians
2. Shrubby overgrown and lacks diversity
3. Stepped access allows limited accessibility for wheelers
4. Lack of way finding / place identity
5. High boundary condition feels hostile
6. Lack of passive surveillance
7. New developments should have new access points into Dummy Railway
8. Lack of physical connection to existing play space
9. Challenging topography for access and surveillance
10. Existing area designated for play uninspiring
11. Crossing points for pedestrians need to be safer and clearer
12. Vehicle access into commercial facility



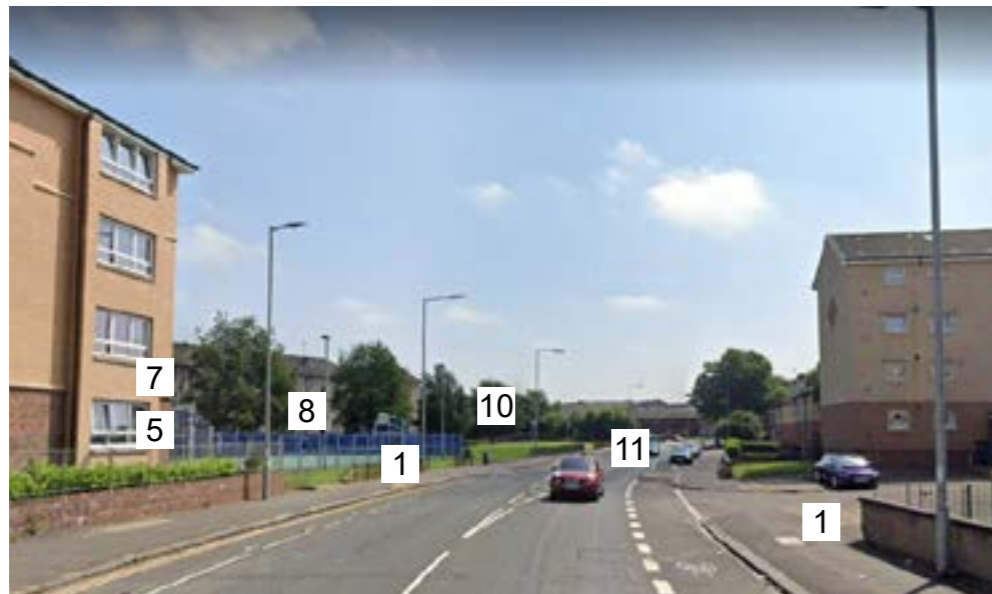
ACCESS TO DUMMY RAILWAY  
PANMURE STREET



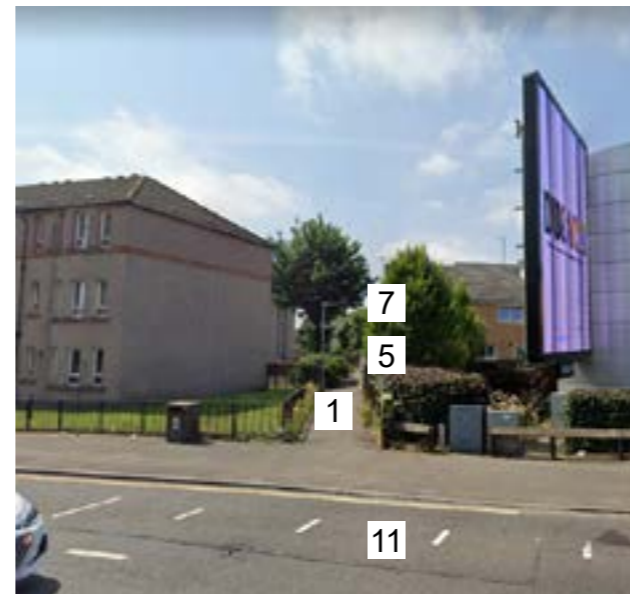
ACCESS TO DUMMY RAILWAY  
MIRETON STREET



ACCESS TO DUMMY RAILWAY  
BILSLAND DRIVE



BILSLAND DRIVE EXISTING  
CROSSING POINT



ACCESS TO PEDESTRIAN CUT  
THROUGH FROM BALMORE ROAD



BALMORE ROAD EXISTING  
CROSSING POINT

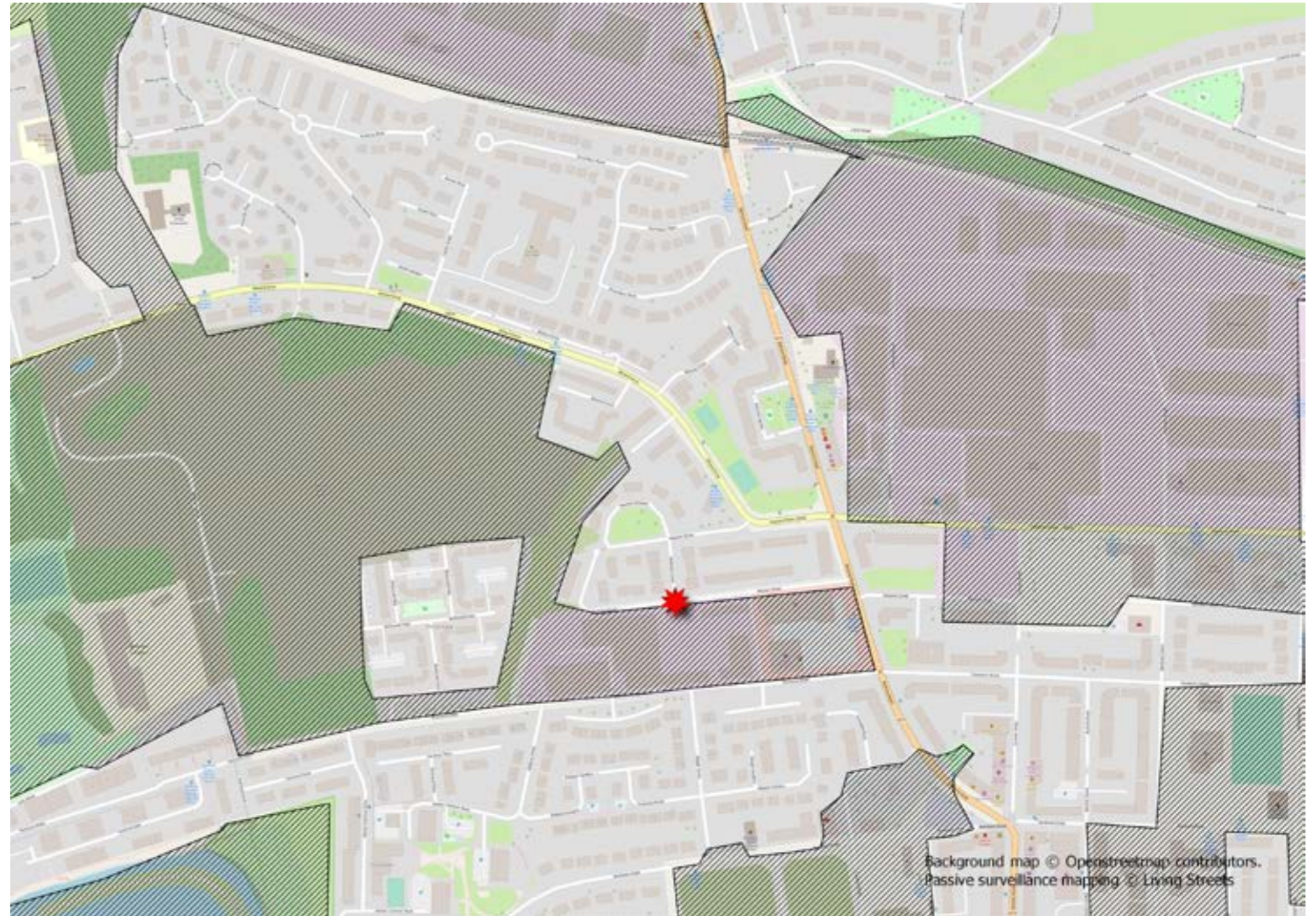
# SITE ANALYSIS

## LIVING STREETS ANALYSIS

Living Streets Scotland have carried out analysis of neighbourhoods to demonstrate where passive surveillance does not exist. They have provided this map to illustrate the existing passive surveillance in this neighbourhood.

The shaded area shows where passive surveillance is completely lacking. As indicated on the map, there is currently no passive surveillance within the Dummy Railway project area.

It should be noted that this is was conducted as a high level remote assessment, and further on site investigation will be needed to clarify the detail.



# SITE ANALYSIS

## PASSIVE SURVEILLANCE ANALYSIS

The Dummy Railway is a broadly unmaintained green corridor with limited passive surveillance. The photos here show the existing challenging conditions along the route and limitations to passive surveillance as it currently exists.

Whilst there are windows which look out onto the path, it is a quiet residential area, with many of the windows overlooking being bedrooms and bathrooms.



VIEW ACROSS DUMMY RAILWAY  
EAST TO HOUSING



VIEW FROM DUMMY RAILWAY WEST TO  
BELLWAY + KEEPMOAT HOMES

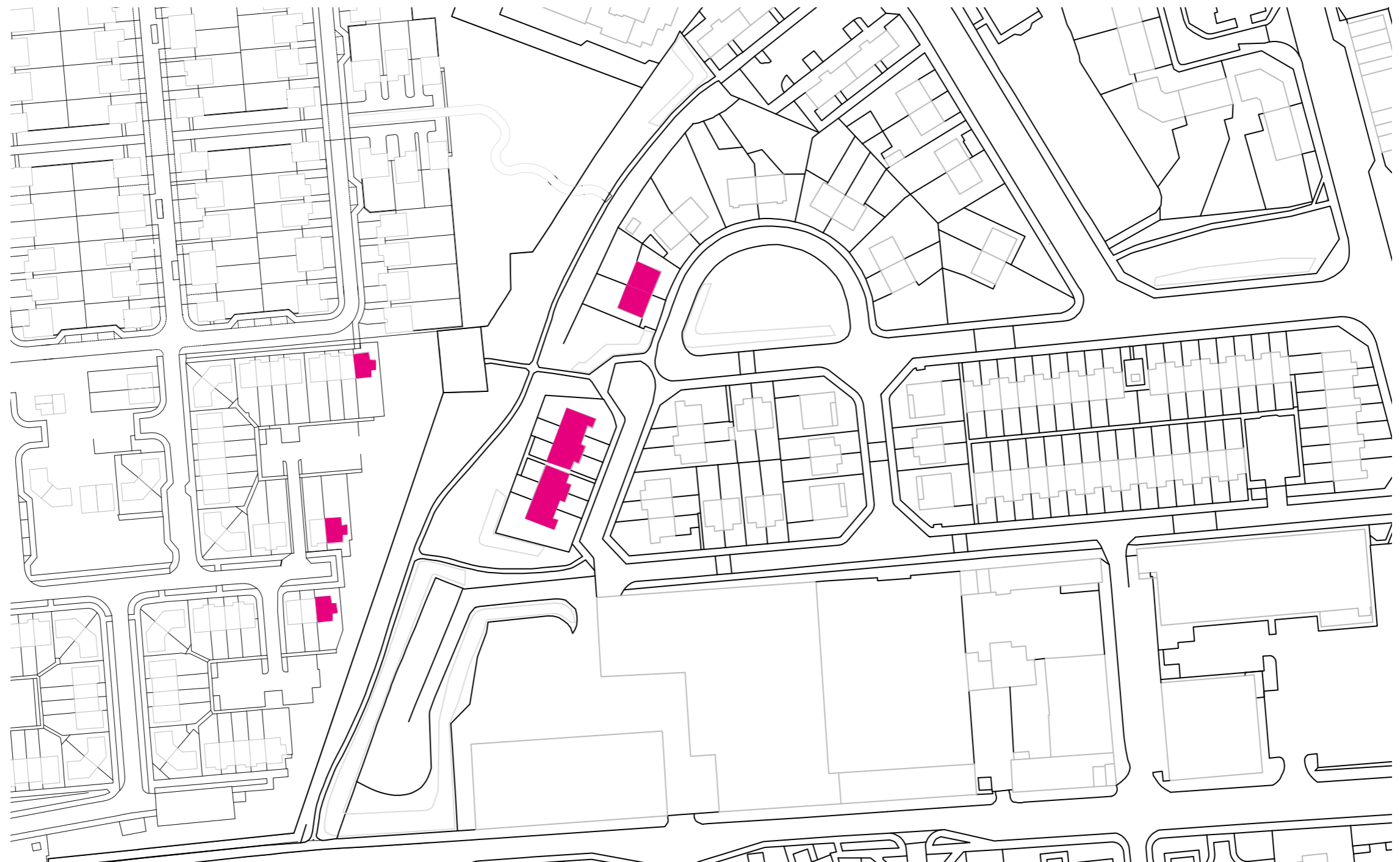
# SITE ANALYSIS

## PASSIVE SURVEILLANCE ANALYSIS

Further to the living streets analysis, the purpose of this diagram is to indicate properties (in pink) which have windows that face onto or overlook the Dummy Railway and which could be perceived as having some passive surveillance. This diagram was undertaken after a site visit to assess the existing site conditions.

It is crucial to note that given the site topography, and existing boundary conditions, the majority of these windows with sight lines on to the Dummy Railway are at first floor level and so are likely to be bedrooms or ancillary rooms, so passive surveillance will not be as consistent as if these were living spaces.

The distance of the buildings from the boundary and core path should be considered when defining elements of passive surveillance within the site.



# SITE ANALYSIS

## SITE TOPOGRAPHY

The map diagram illustrates the site topography in the LN project area by overlaying LiDAR data onto the existing OS map to illustrate the site contours for a preliminary observation of the site levels.

The diagram illustrates the steep slope at the southern access point to the Dummy Railway and gradual slope down to Bilisland Drive. Along the western boundary, the site topography illustrates the history of the site as a former railway siding (and eponym of it's colloquial name : 'the dummy railway')

The north eastern section of the project area details more gradual undulations in the ground level.

The residential close to the east of the Dummy Railway sits at a lower level with a gradual slope up to the greenspace.

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.

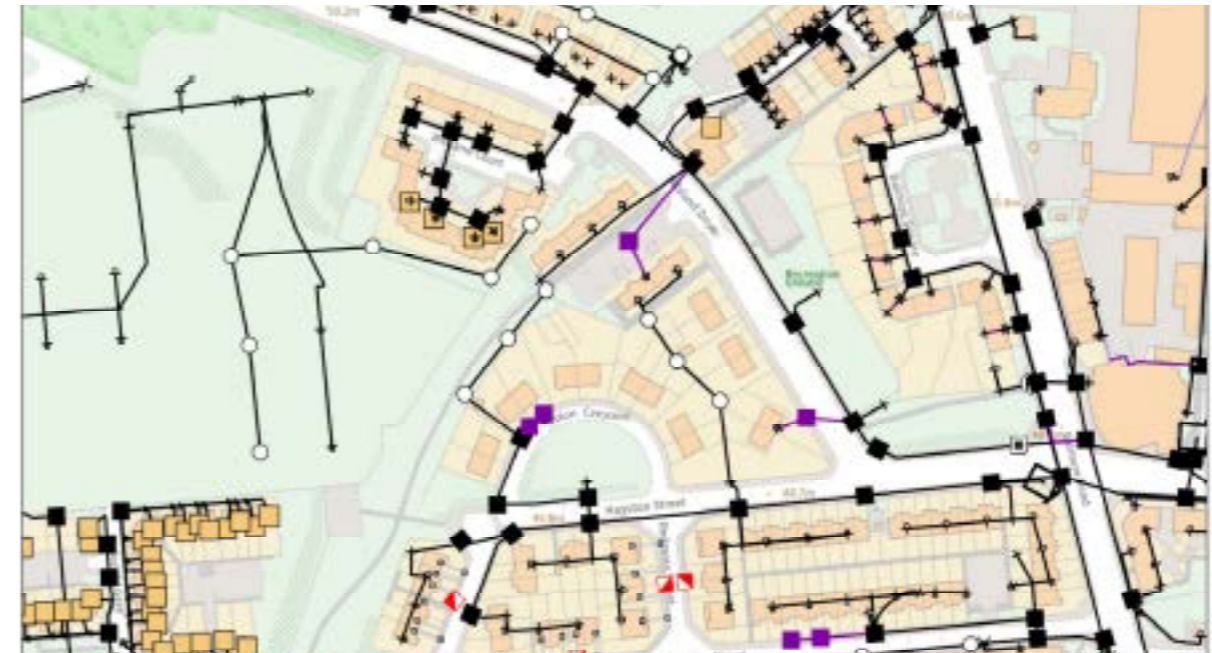
The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA Stage 3 as the designs are developed and prepared for tender.



SCOTTISH WATER - DRAINAGE



SCOTTISH WATER - SUPPLY



BRITISH TELECOM



NEOS NETWORKS TELECOMMUNICATION



VIRGIN MEDIA

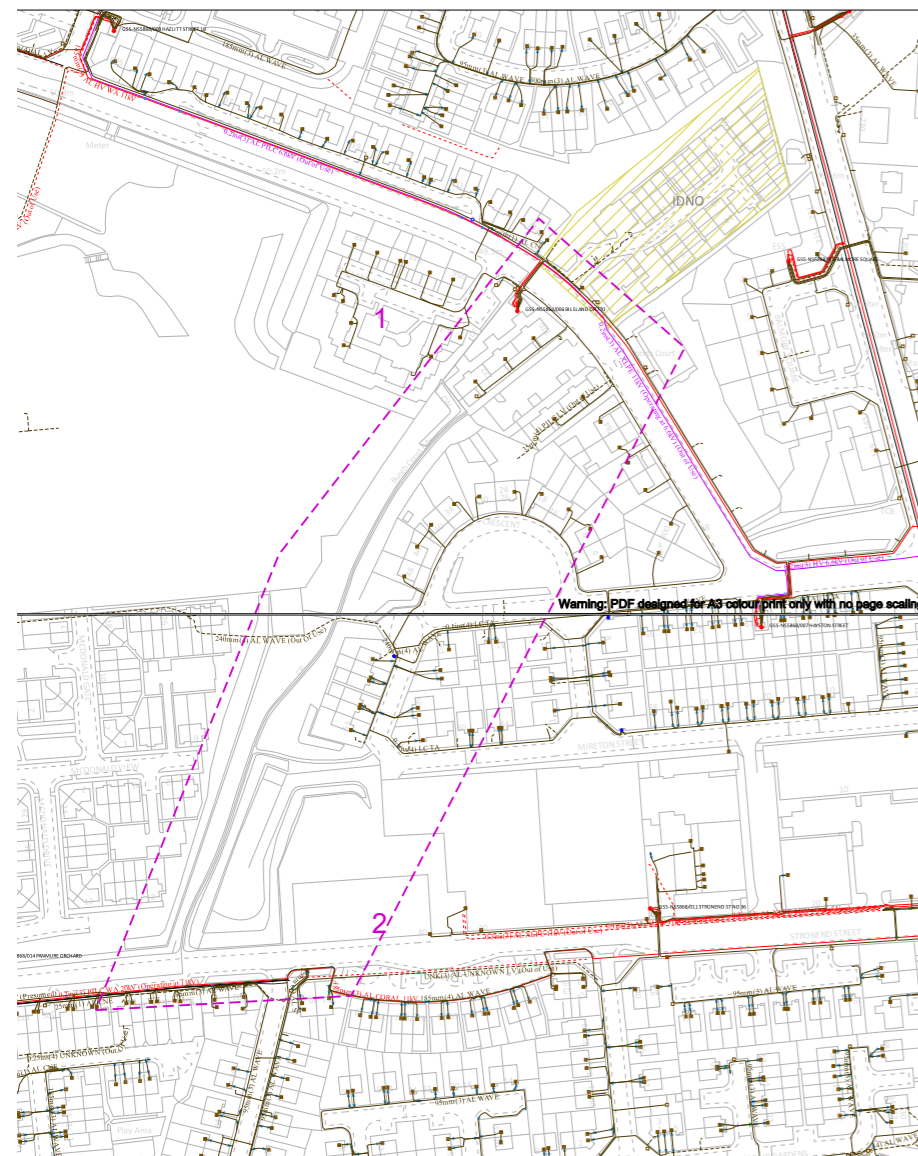
# SITE ANALYSIS

## PUBLIC UTILITIES

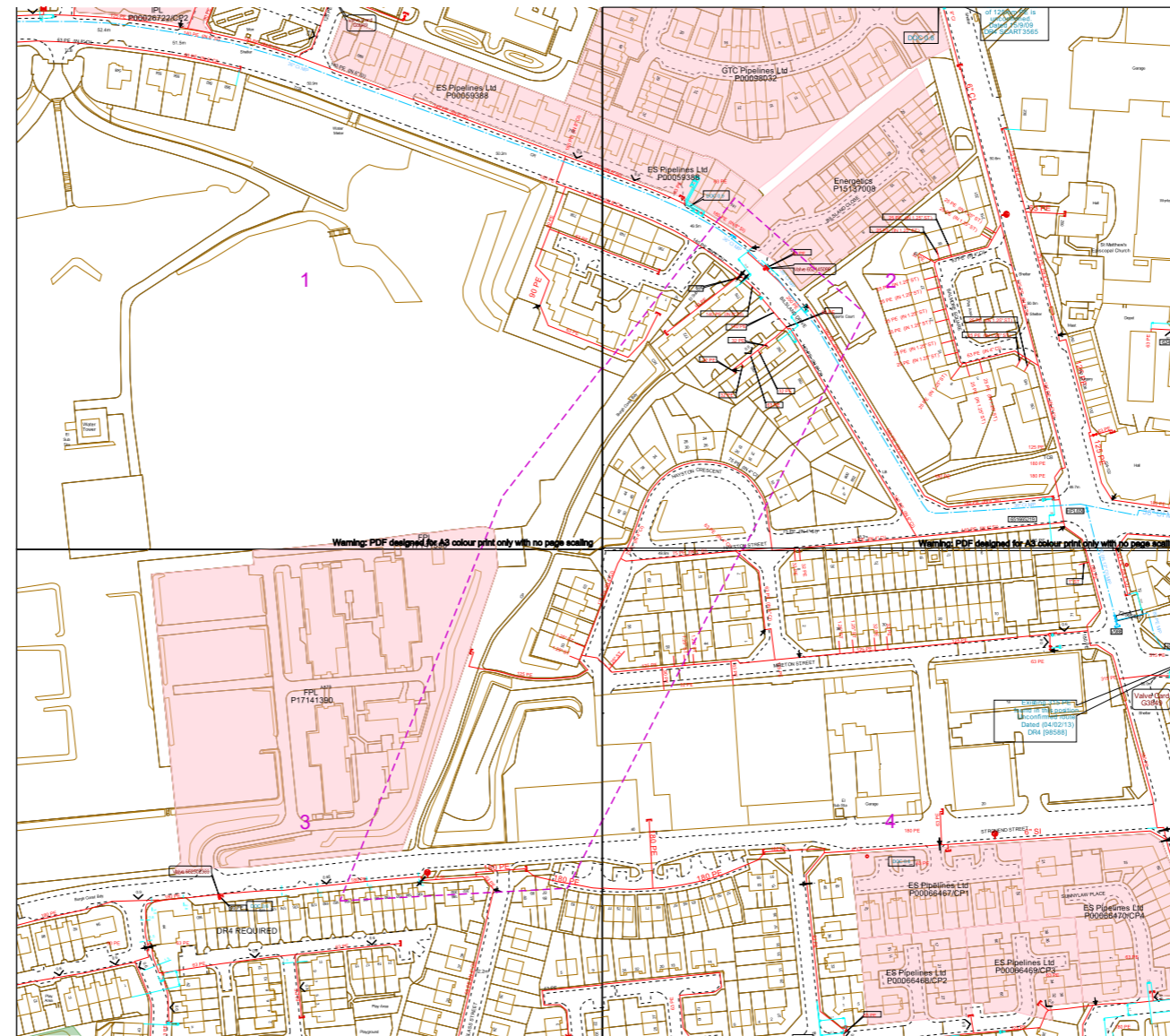
The maps below illustrate the preliminary searches for public utility assets in and around the project focus areas.

The project area is serviced by more than one utility provider, with the majority of the area under the remit of Scottish Gas and Scottish Power and the new housing development of Bilsland Close to the north west of the project area serviced by Last Mile Gas + Electric

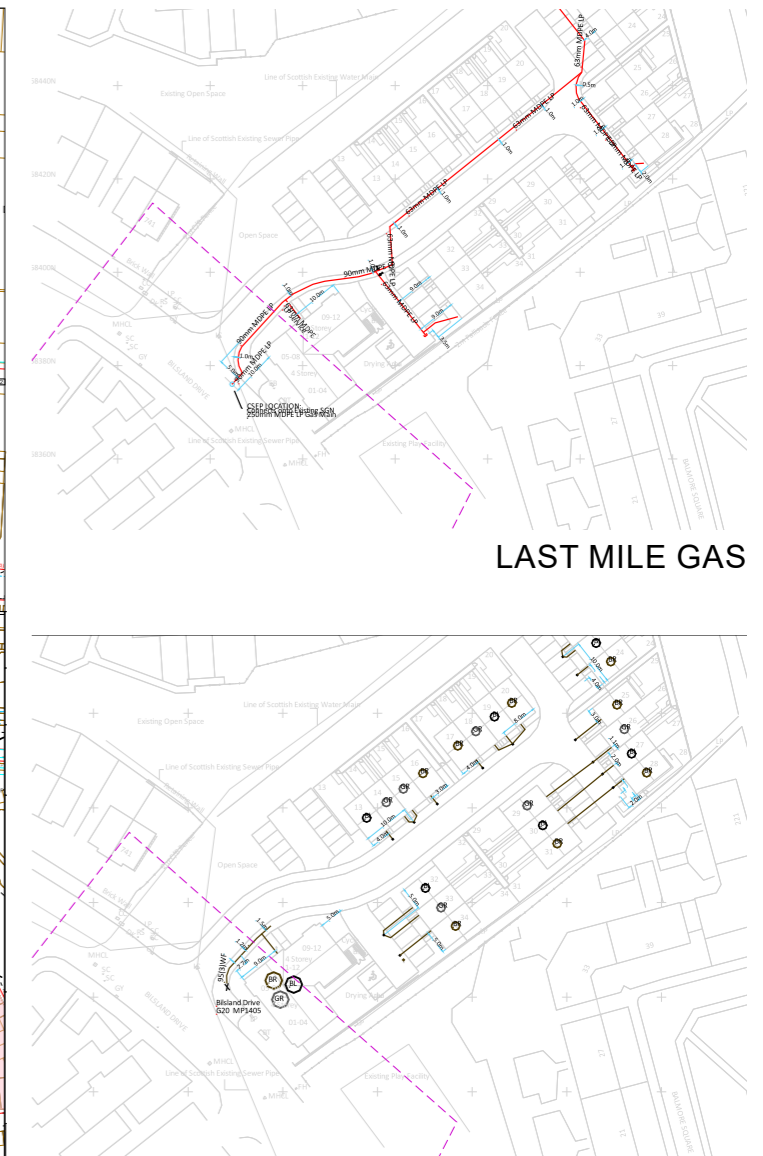
The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA stage 3 as the designs are developed and prepared for tender.



SCOTTISH POWER



SCOTTISH GAS



LAST MILE GAS  
LAST MILE ELECTRIC



# SITE ANALYSIS

## BUILDING HEIGHTS

The building types within this neighbourhood and along this linear route are quite varied, with predominantly two storey detached and terraced housing to the south of the neighbourhood, and modern 3 or 4 storey tenement blocks and flats to the north of the neighbourhood. There are also bungalows and four in a block cottage style homes along the route.

The redevelopment of the Ruchill Hospital site will feature a variety of building typologies, though along the shared boundary with the site these are predominantly 2 storey homes, however these are significantly elevated due to the existing topography.

The majority of the buildings here are red brick with the exception of those to the north of the analysed area which are rendered.

To the southeast corner of the Dummy Railway and accessed via Panmure Road / Stronend Road there is an small industrial area made up of a series of one storey brick buildings with pitched factory style roofs.



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

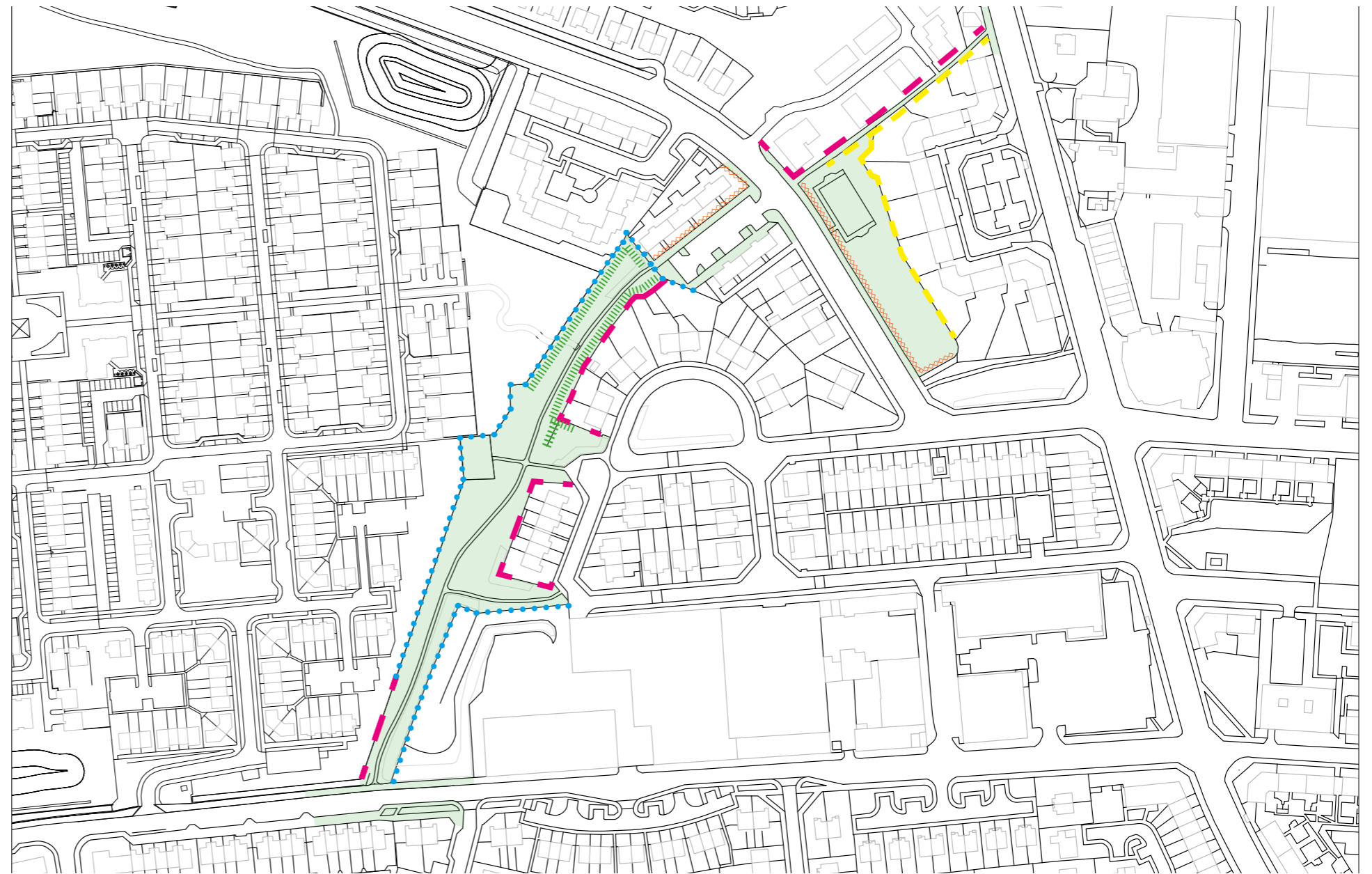
# SITE ANALYSIS

## BOUNDARY CONDITIONS ALONG THE ROUTE

The purpose of this diagram is to explore the existing boundary conditions found along the route. The two key areas along this linear route are the green space of the Dummy Railway, and the continued route across Bilsland Drive through to Balmore Road (A879).

Given the predominantly residential nature of the route, many of the wooden fences appear to be in private ownership. The metal fences and brick walls found along the route tend to be in a state of disrepair and it is reasonable to state that the hedgerows are well matured, dense and overgrown.

It is key that improvement of the boundary condition along this route is required to enhance the public realm and accessibility.



- Wooden fences (6ft)
- Brick wall (6ft +)
- ||||| Established hedgerow
- ◇◇◇◇◇ Low level fencing (>3ft)
- Metal fencing (6ft)

# SITE ANALYSIS

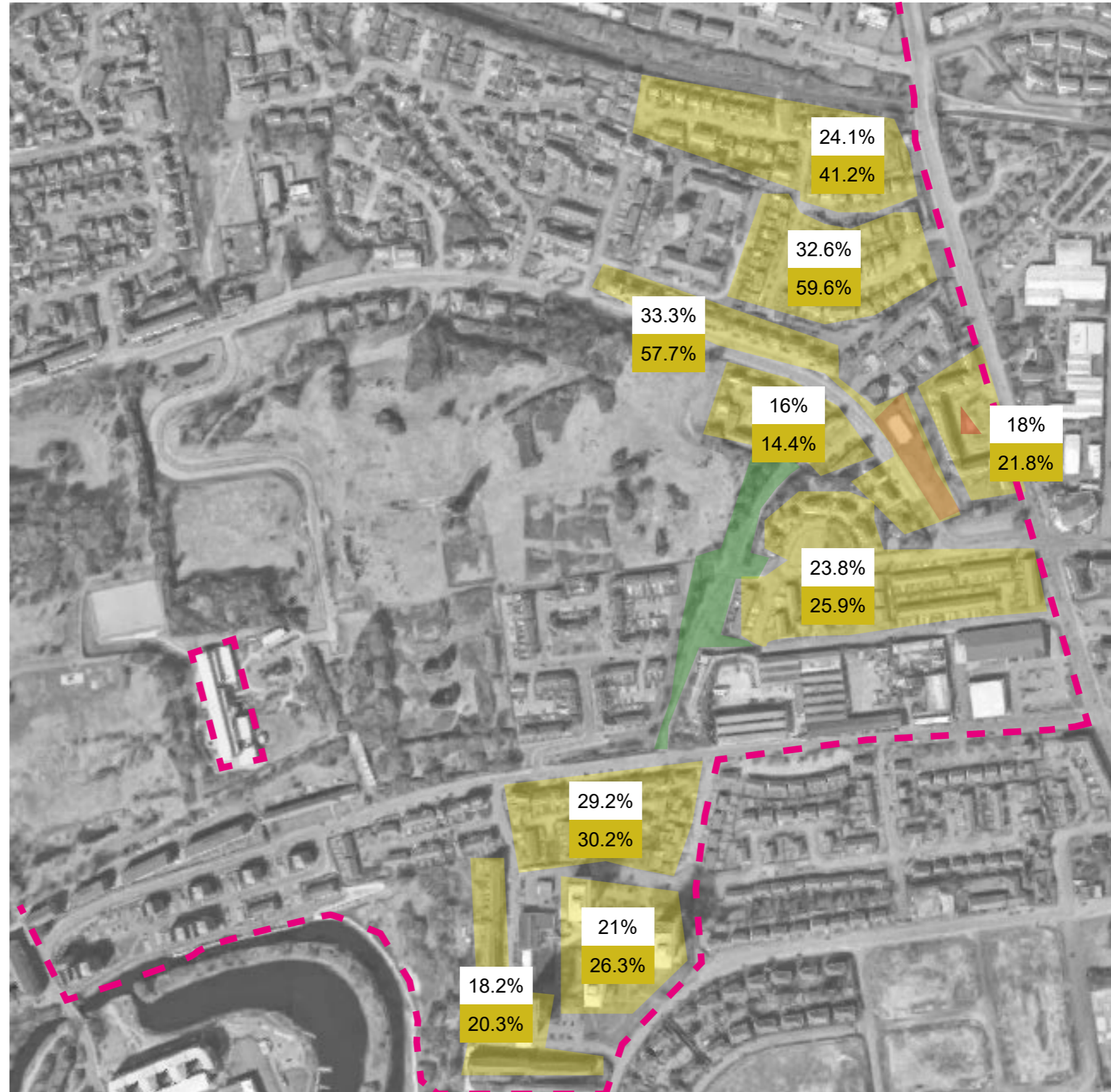
## CENSUS DATA ALONG THE ROUTE AND SURROUNDING AREA

The purpose of this diagram is to explore information found within the 2011 census (<https://www.scotlandscensus.gov.uk/search-the-census#/>) regarding the age profile of residents, specifically young people within the project area and surrounds.

The percentages on the diagram in white concern those under 16 during the census. The percentages on the diagram in yellow concern the households with dependent children. It should be noted that this data is from a census that is now 10 years old so the information will have changed somewhat, and it is anticipated that this diagram will be updated with the revised 2022 data when it becomes available.

This diagram is important to understand the local community and demonstrate that there is a need within the local area for a greater quantity of outside play and amenity space in the vicinity of family homes.

- - - School catchment area / primary school
- Existing play / recreation amenity
- Analysed area
- % 2011 census data : under 16 year old
- % 2011 census data : households with dependent children





# 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 thematics 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 installed 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 toblerone'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-Cowlairs 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 the Canal and Langside 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.



LN STORYMAP

### The Dummy Railway

Glasgow City Council is conducting a survey to allow people to provide feedback on the proposed footpath and green space improvements to the Dummy Railway. This project is in line with Scottish Government and Glasgow City Council objectives to encourage walking, wheeling, cycling and use of sustainable transport.

The project will improve access by upgrading the footpaths and landscaping in the area to provide a more pleasing environment for local people to use.

As well as improving the route between Panmure St, Bilsland Drive and Balmore Road, new connections will be made that allow safer links through the existing communities by establishing routes that run east to west to connect the community to Ruchill Park and the school campus including St. Cuthbert's and High Park.

The new landscape will feel like a small linear park with places for recreation and exercise. Nature is important and the soft landscape areas will be allowed to grow wild to encourage biodiversity as well as featuring nature trails and nature-based play areas.

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](#).

Next Page

### 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

At the heart of the project is the renewed linear route of the Dummy Railway. Through increasing the width of the path and groundwork to improve the accessibility into, as well as within the park it is hoped that this will become a more frequented route and improve safety for local people generally. Along the route there will be new innovative play & fitness elements, as well as more formal civic areas for people to rest and sit within, allowing the linear park to become a key community asset.

Upgrading the crossing points across the three roads within the project area is also an important element to this project, improving general accessibility and connecting residential areas to key transport links, and safer routes to schools and recreation areas. The route will generally be upgraded to provide better quality materials including improved lighting, street greening and new street furniture.



< ARTISTS SKETCH OF RENEWED PUBLIC SPACE ALONG THE DUMMY RAILWAY

v CONCEPT SKETCH PLAN

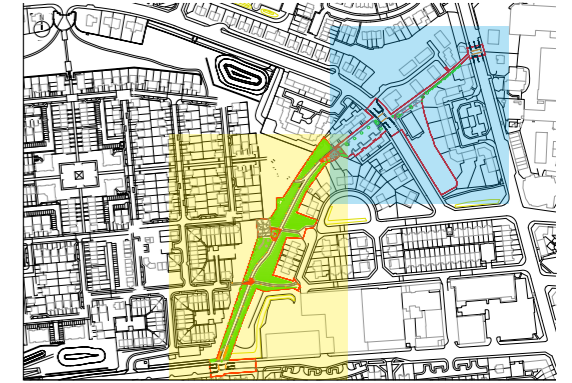
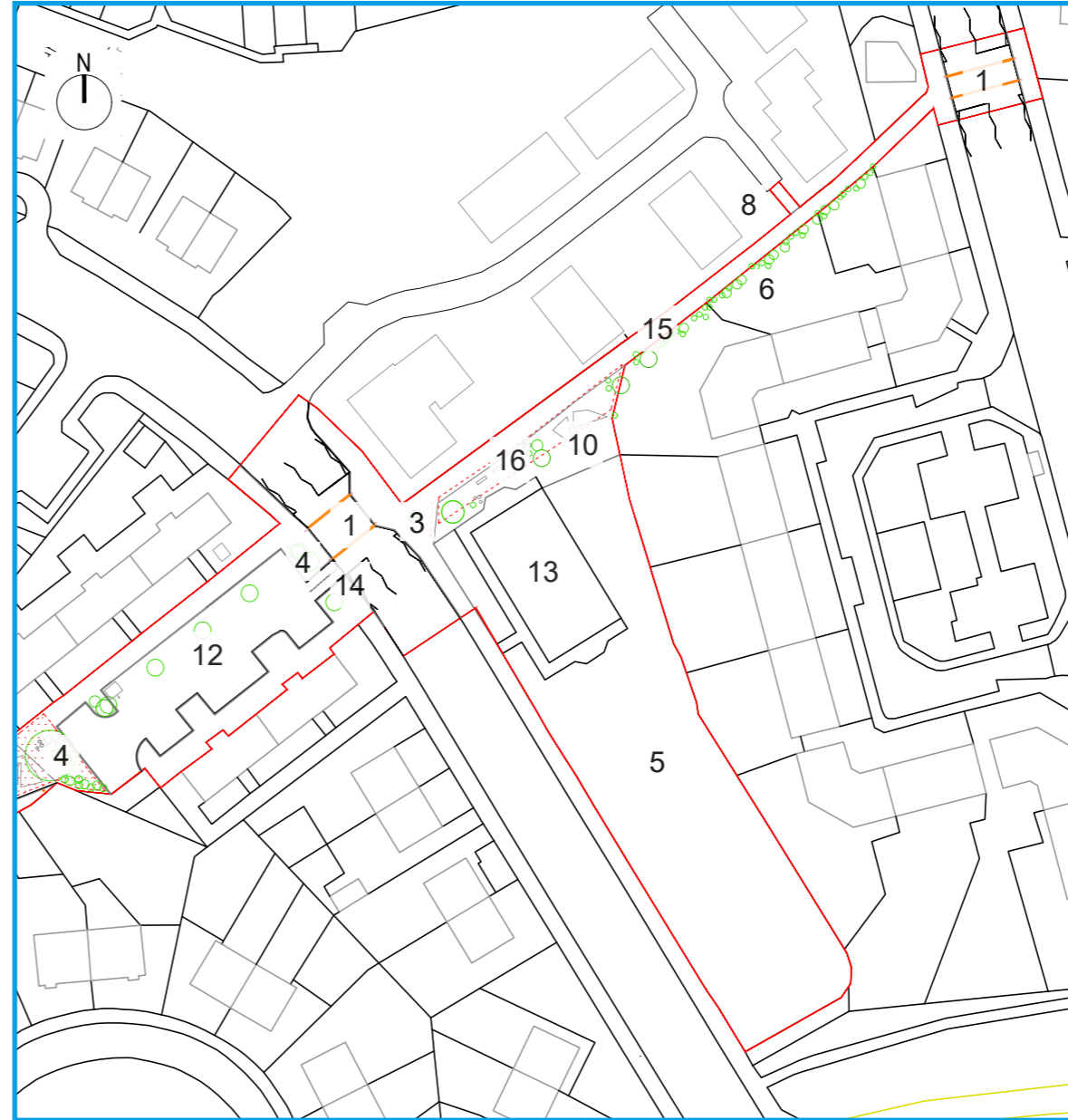
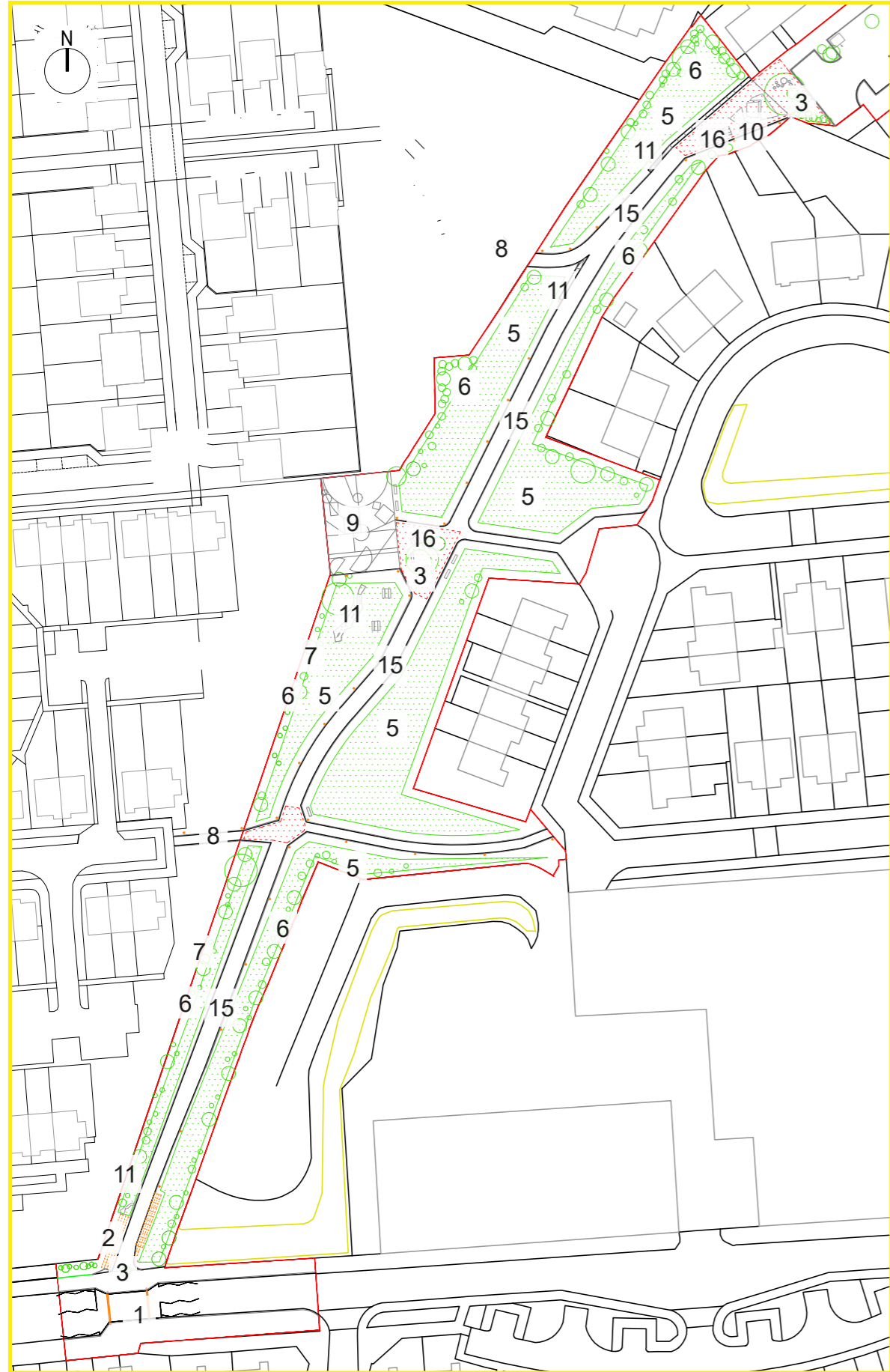
1. Improved and widened access to Dummy Railway
2. Improved public realm along Dummy Railway with increased path widths and play / fitness interventions
3. Improved accessibility and permeability through new access
4. Improved public realm at disused recreation area
5. Improved public realm along footpath with increased path widths
6. Possilpark & Parkhouse train station 100m ^





# CONCEPT DEVELOPMENT

## DESIGN CONCEPT / SPATIAL PLAN



- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. New realigned road junction with signalised crossings for pedestrians</li> <li>2. Gabion baskets to provide slope retention filled with natural stone to deal with challenging terrain and improve accessibility to Dummy Railway</li> <li>3. Soft landscaping / planters</li> <li>4. Street trees with cells</li> <li>5. Reseeded grass and wild flower seeding</li> <li>6. Hedgerows maintained / additional planting as required</li> <li>7. Existing poor quality wall removed</li> <li>8. New footpath connection into residential area</li> <li>9. Painted hard court floor and wall</li> </ol> | <ol style="list-style-type: none"> <li>10. Play area with seating and equipment</li> <li>11. Incidental play element</li> <li>12. Existing car parking (unchanged)</li> <li>13. Existing games court (unchanged)</li> <li>14. Reconfigured junction to create more space for pedestrians</li> <li>15. Footway widening (minimum 2.5m)</li> <li>16. Public space with street furniture</li> </ol> |
|---|--|

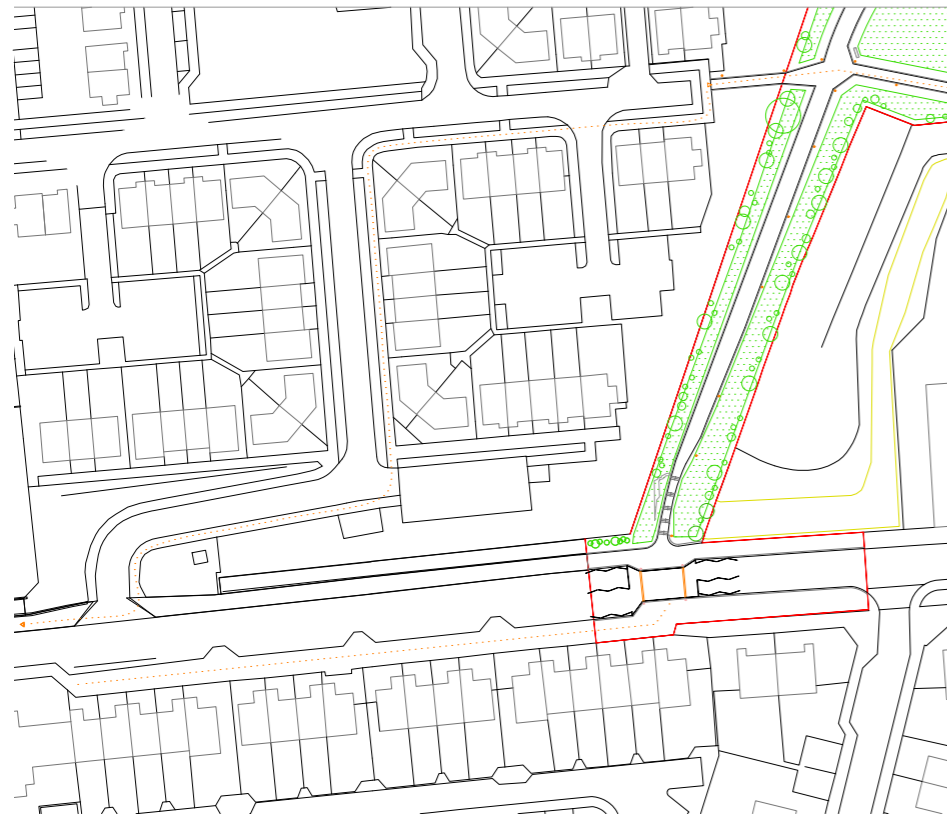
# CONCEPT DEVELOPMENT

## OPTIONS ANALYSIS

### SOUTHERN ACCESS ONTO DUMMY RAILWAY

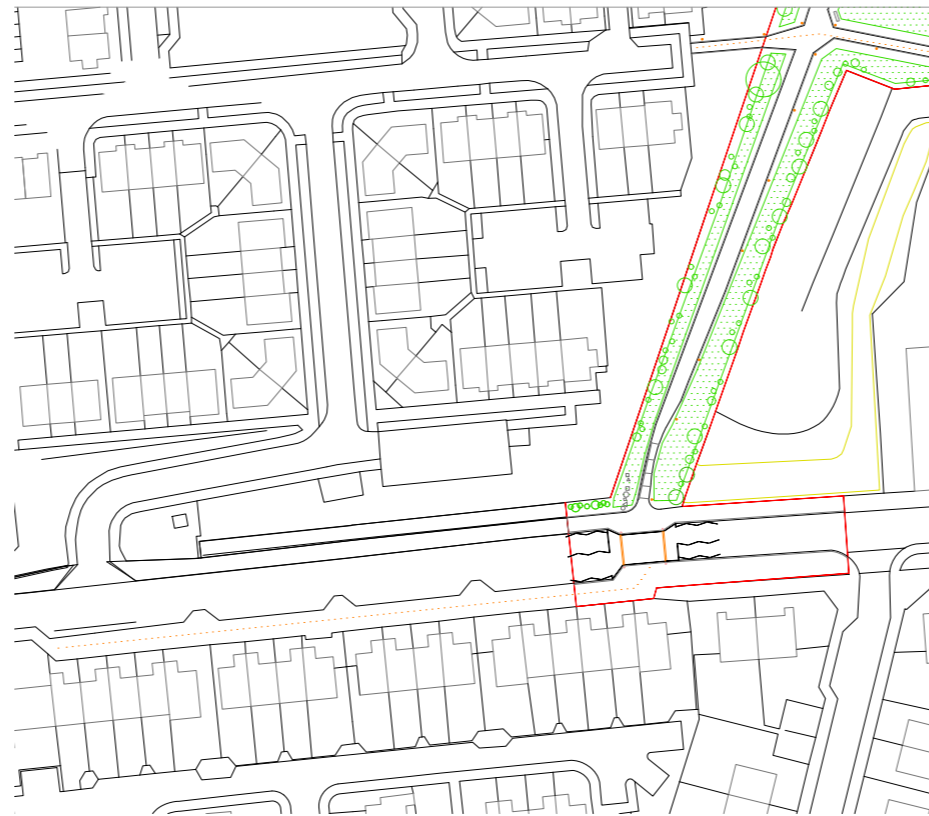
#### Option one

The option here shows the existing stepped access widened, with clearer place identifiers and suggests that given the challenging topography, the stepped access remains, but there is new accessible wayfinding through McDonald Drive and the new access point onto the Dummy Railway at McDonald View. There are incidental play elements running up the slope as an alternative method of accessing the project area.



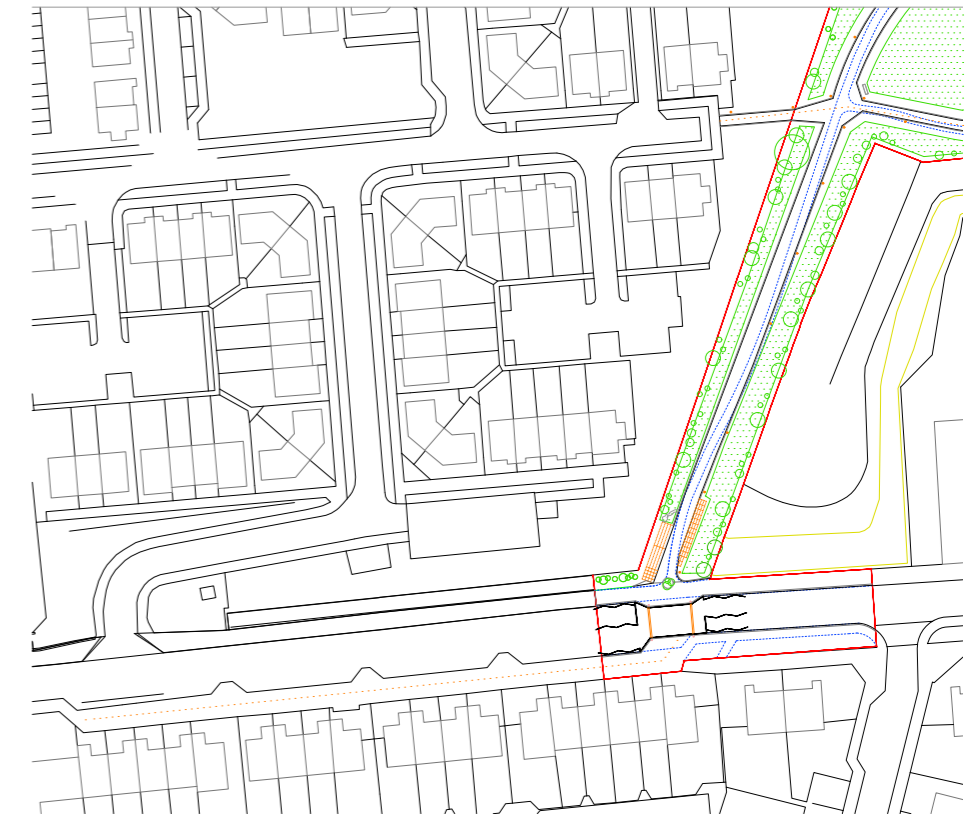
#### Option two

The option here shows the existing path widened, and the ground graded to allow for a more gradual slope to access the site. In this option it is proposed that there is a level track for cycles and shallow deep steps to accommodate the level change. There are clearer place identifiers and incidental play elements running up the slope as an alternative method of accessing the project area.



#### Option Three

The option here shows the use of stepped gabions to deal with the challenging topography and widen the path so it is accessible for all users. Through this proposal, this entrance also becomes a social meeting place, encouraging use of the linear park. There are clearer place identifiers and incidental play elements running up the slope as an alternative method of accessing the project area.



# CONCEPT DEVELOPMENT

## OPTIONS ANALYSIS

### CAR PARKING VS PUBLIC REALM PROVISION ON BILSLAND DRIVE

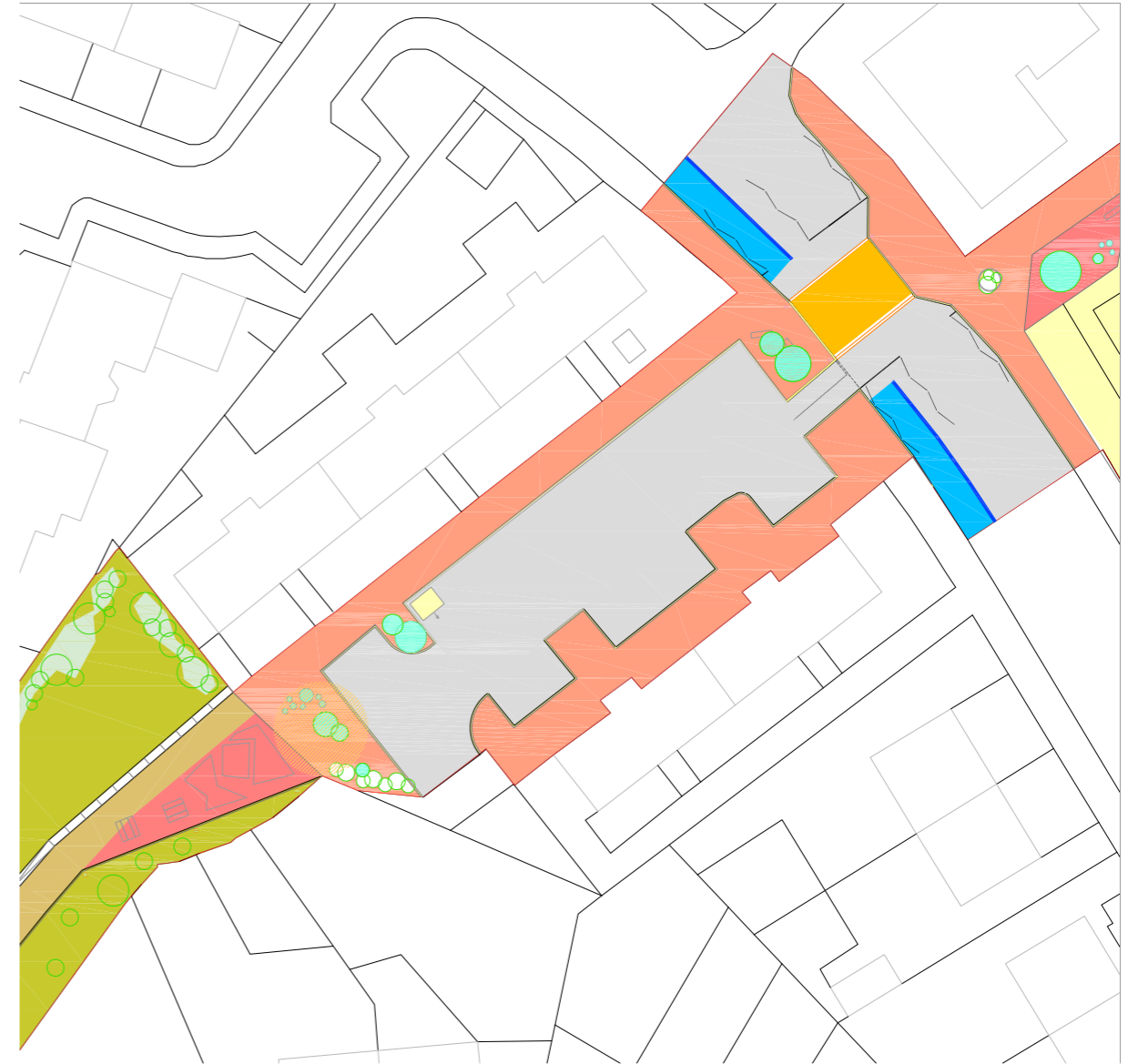
#### Option A

The option here shows the exploration of increasing the public realm provision by changing the existing car parking provision into space for people outside the existing flatted blocks on Bilsland Drive. The option here allows for community space to play, grow and interact with one another, and proposed new trees to be planted along the route allowing a continuation of the linear greenspace of the Dummy Railway.



#### Option B

The option here leaves the existing car park provision outside the flatted blocks on Bilsland Drive as it currently exists, choosing to focus the project and interventions to the existing recreation spaces to the north and south. The consultation identified that parking provision is a real concern for local people so the scheme has been adjusted to take this into consideration.

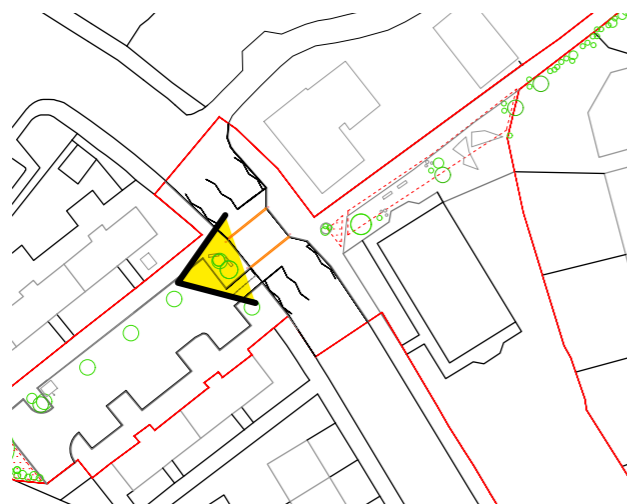


# CONCEPT DEVELOPMENT

## 3D VISUALISATION



BILSLAND DRIVE LOOKING TOWARDS PEDESTRIAN CONNECTION & PLAY SPACE

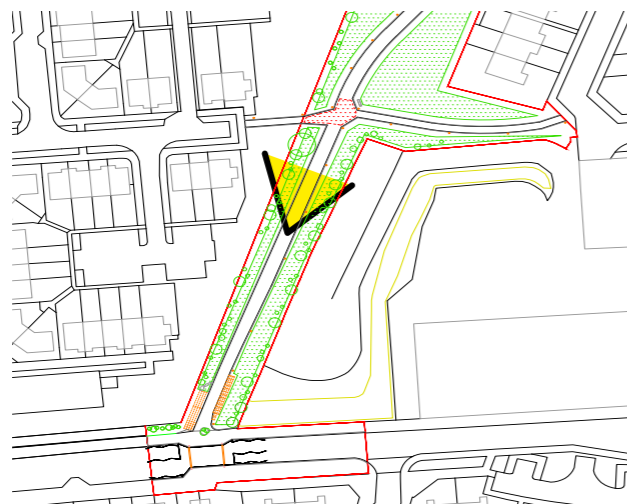


# CONCEPT DEVELOPMENT

## 3D VISUALISATION



DUMMY RAILWAY IMPROVED FOOTPATH AND PUBLIC REALM





# KEY INTERVENTIONS

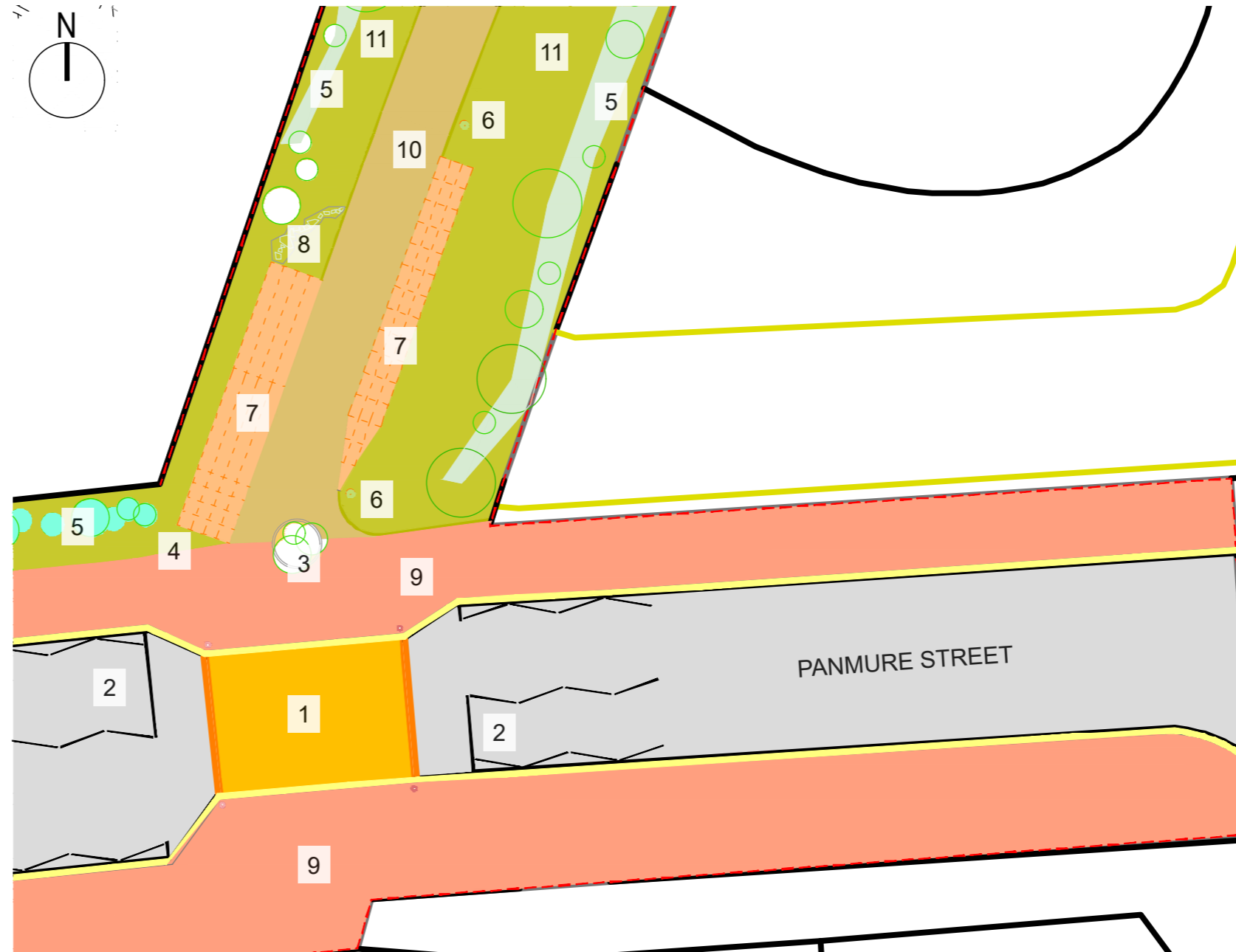
## FOCUS AREAS - WIDER CONTEXT



# KEY INTERVENTIONS

## ACCESS TO DUMMY RAILWAY FROM PANMURE STREET

1. Signalised pedestrian / active travel crossing with road narrowing to increase pavement space and calm traffic
2. New road marking to controlled junction
3. Large planter for positioned for safety
4. New Dummy Railway identity / way finding
5. Existing shrubbery cleared as necessary with additional planting as required
6. Street lighting upgraded
7. Stepped gabions (max. 190mm/380mm risers) filled with natural stone to deal with challenging terrain and allow for path widening
8. Incidental play element here to encourage play on gabions and connecting back to path
9. HRA surface to pavement
10. Resin bound gravel path
11. Existing green space retained, reseeded where necessary with grasses and wild flower to enhance biodiversity



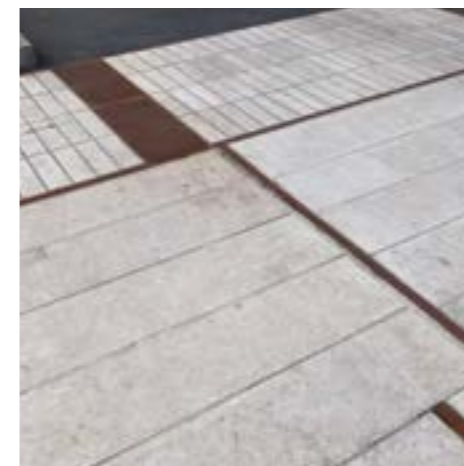
Gabion landscaping  
Sighthill, Glasgow



Wayfinding / identity  
Walthamstow wetlands



Pewsham Planter by Langley



Landscape elements  
Bowline, Bowling, Inverclyde



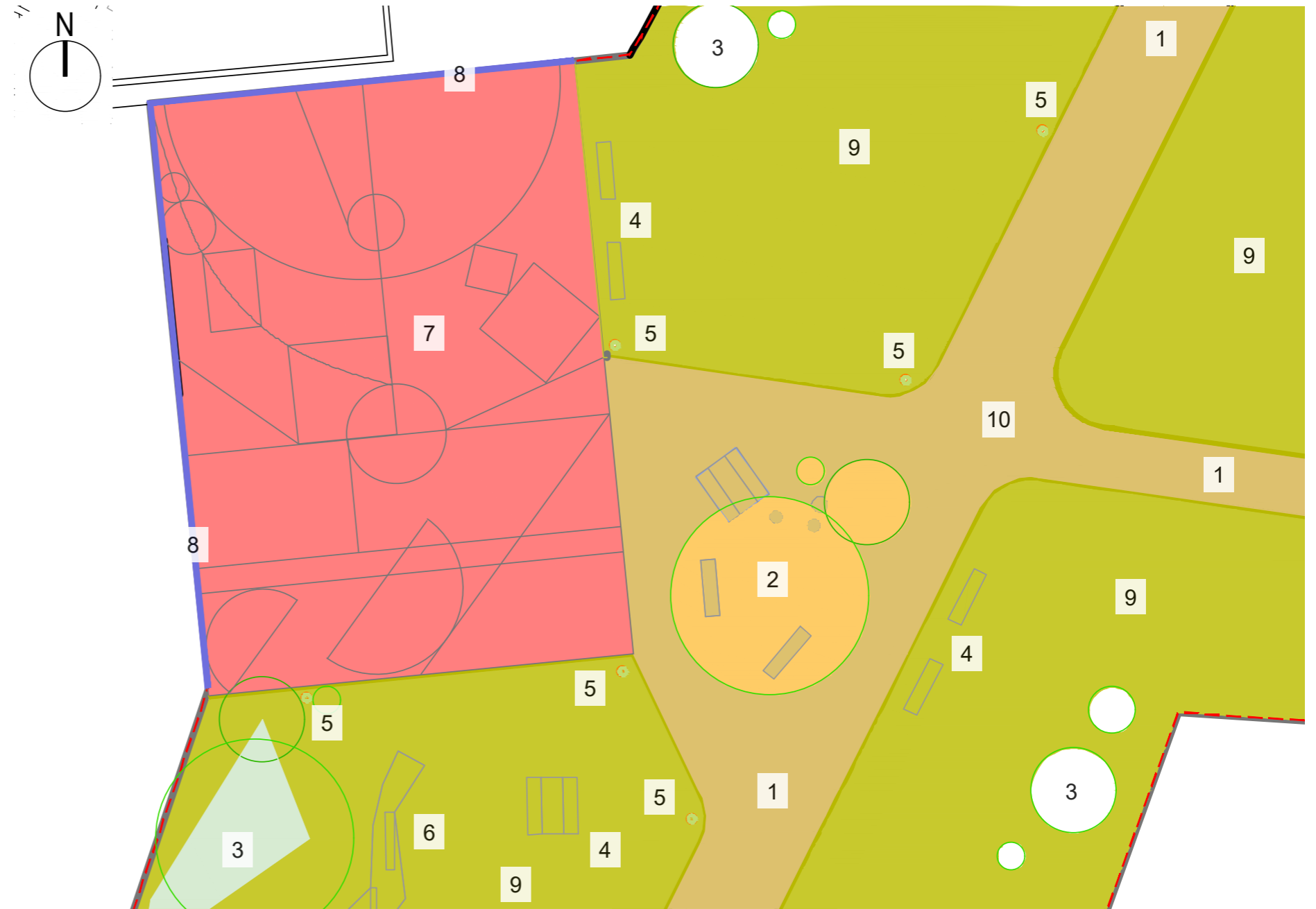
Incidental play  
Bowline, Bowling, Inverclyde



# KEY INTERVENTIONS

## THE DUMMY RAILWAY PUBLIC REALM

1. Resin bound gravel path
2. Social / meeting place with planting and street furniture
3. Existing shrubbery rationalised as necessary with additional planting as required
4. New seating
5. Street lighting upgraded
6. Incidental play element here to encourage play on gabions and connecting back to path
7. Painted hard standing - lines and shapes to delineate the multiple uses and games able to be played or inspire creative play
8. Existing brick wall to be repaired as necessary and prepared to be used as street art painting wall or similar
9. Existing green space retained, reseeded where necessary with grasses and wild flower to enhance biodiversity
10. New Dummy Railway identity / way finding



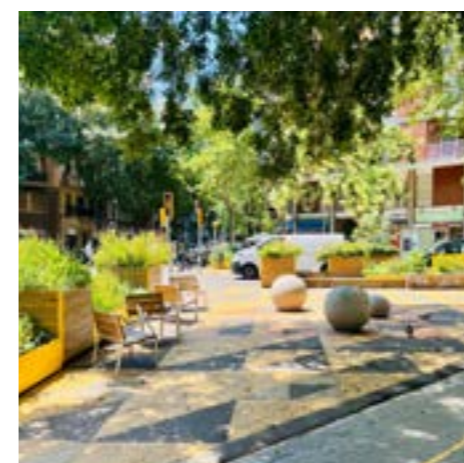
Interpretive play elements  
Claypits, Glasgow



Playcourt / katrien Vanderlinden  
Aalst, Belgium



Boulevard planter by Iota



Barcelona Superblock  
Barcelona, Spain

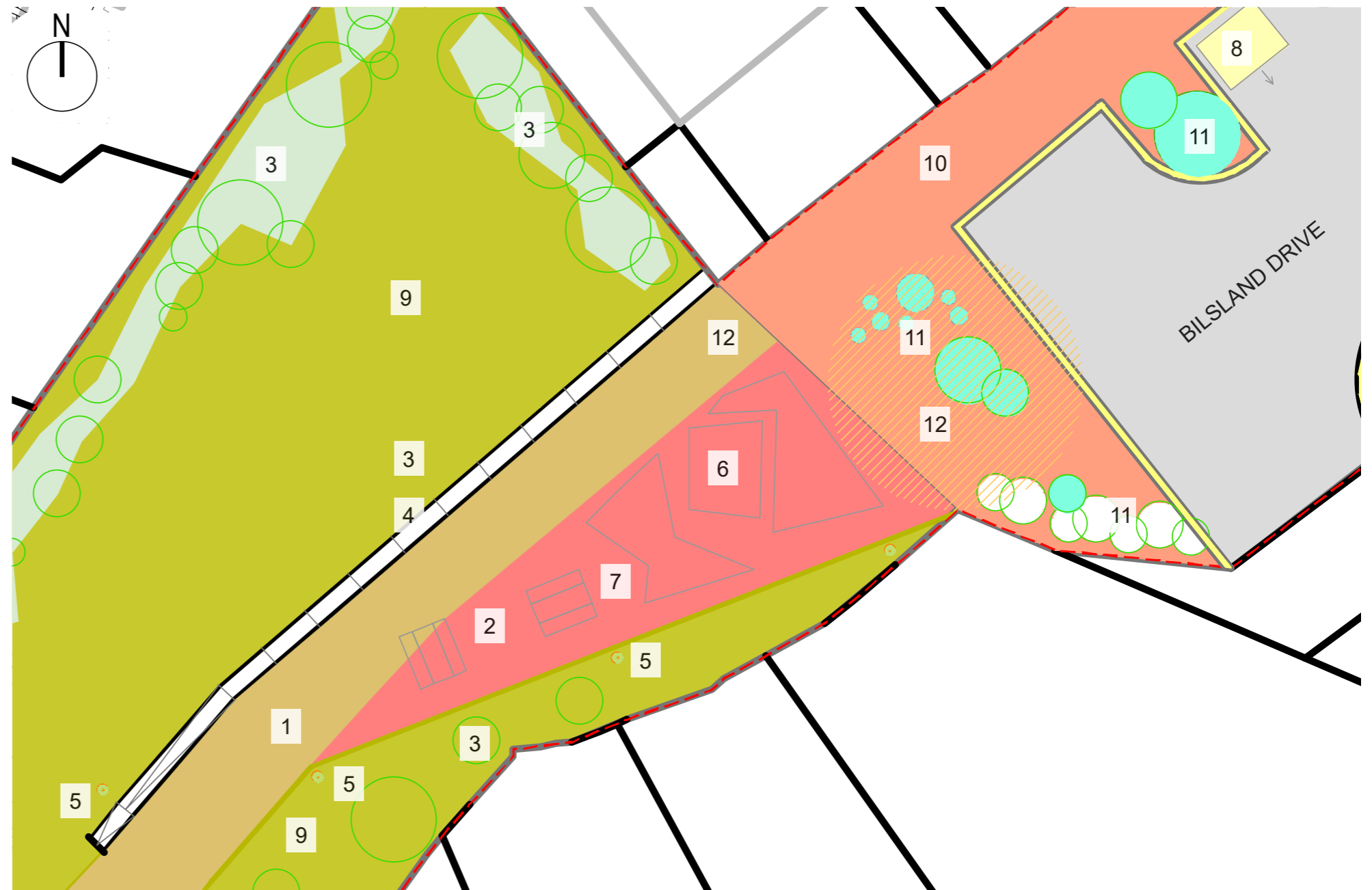


Wayfinding / identity  
Walthamstow wetlands

# KEY INTERVENTIONS

## ACCESS TO BILSLAND DRIVE FROM DUMMY RAILWAY

1. Resin bound gravel path
2. Social / meeting place with planting and street furniture
3. Existing shrubbery rationalised as necessary with additional planting as required
4. New seating - linear natural stone with tapered end to ground
5. Street lighting upgraded
6. Play equipment
7. Painted hard standing to inspire creative play
8. Cyclehoop lockable bike storage for residents
9. Existing green space retained, reseeded where necessary with grasses and wild flower to enhance biodiversity
10. HRA surface to pavement
11. New planting
12. Existing mature tree retained
13. New Dummy Railway identity / way finding



Crossmyloof Square  
Shawlands, Glasgow



Incidental seating  
Sighthill, Glasgow



Florence Blanchard Bounce!  
Sheffield, UK



Wayfinding / identity  
Walthamstow wetlands

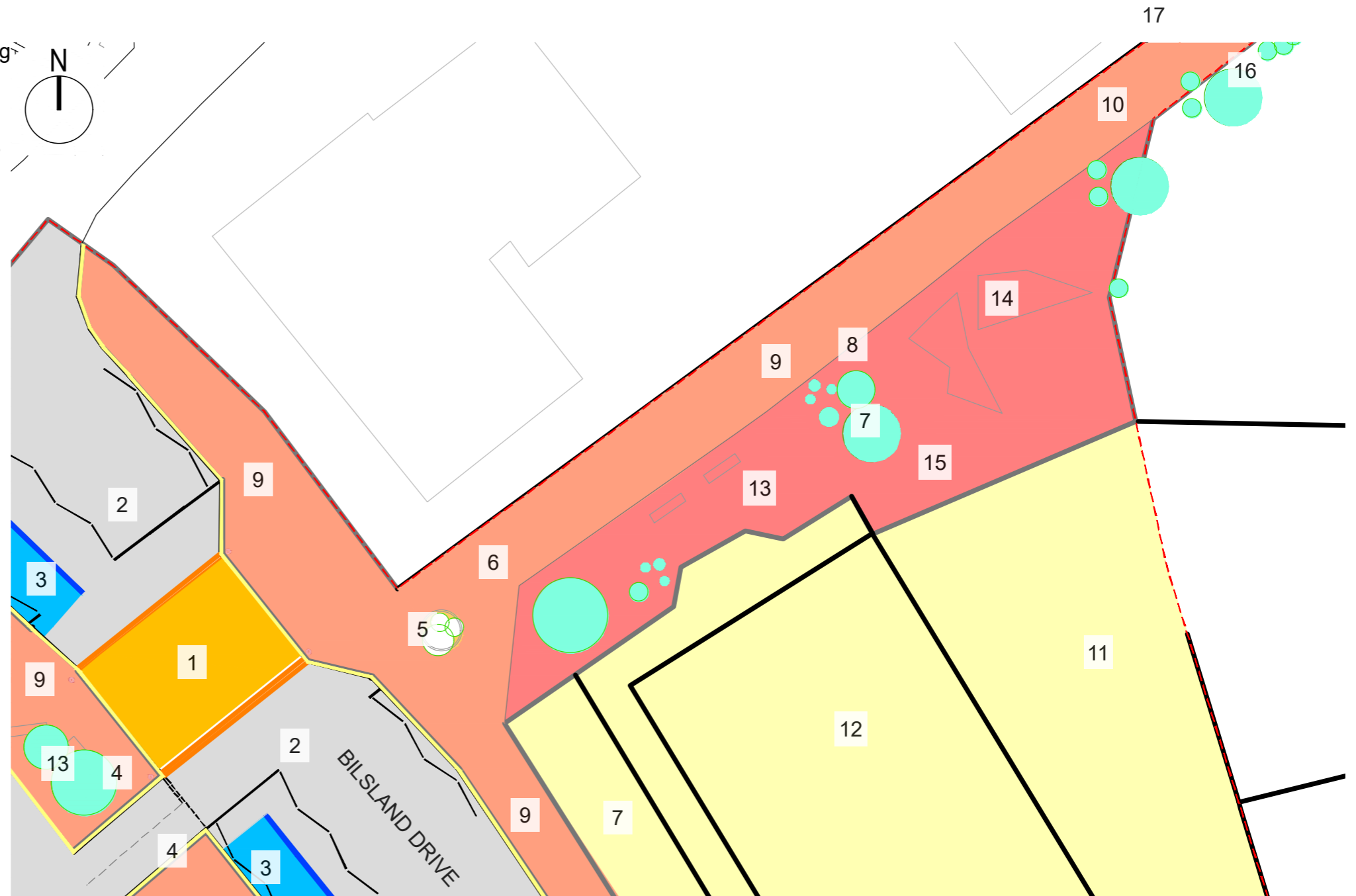


Play equipment  
Sighthill, Glasgow

# KEY INTERVENTIONS

## BILSLAND DRIVE PUBLIC REALM & CROSSING

1. Signalised pedestrian / active travel crossing with road narrowing to increase pavement space and calm traffic
2. New road marking to controlled junction
3. New cycle path with raised kerb to segregate active travel users from motorised vehicles
4. Junction realigned to increase space for pedestrians
5. Large safety planter
6. New identity / way finding
7. New planting
8. Street lighting upgraded
9. HRA pavement
10. Widened footpath
11. Existing green space retained, reseeded where necessary
12. Existing games court retained
13. Social / meeting place with planting and street furniture
14. Play equipment
15. Painted hard standing to inspire creative play
16. Fence removed with new planting at boundary
17. New access to existing housing



Urban Coppice  
Sighthill, Glasgow



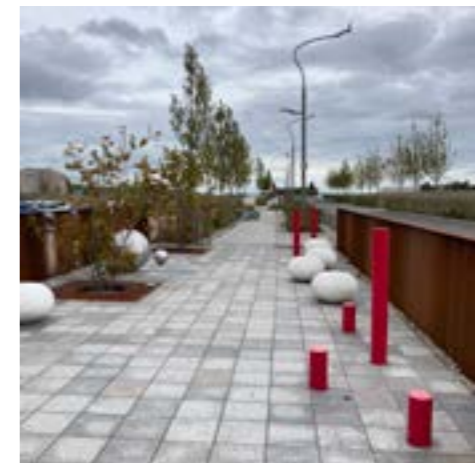
Cycle lane / pedestrian crossing  
Sighthill, Glasgow



Bespoke play equipment  
Alexandra Road, London



Van Gogh Walk  
Lambeth, London

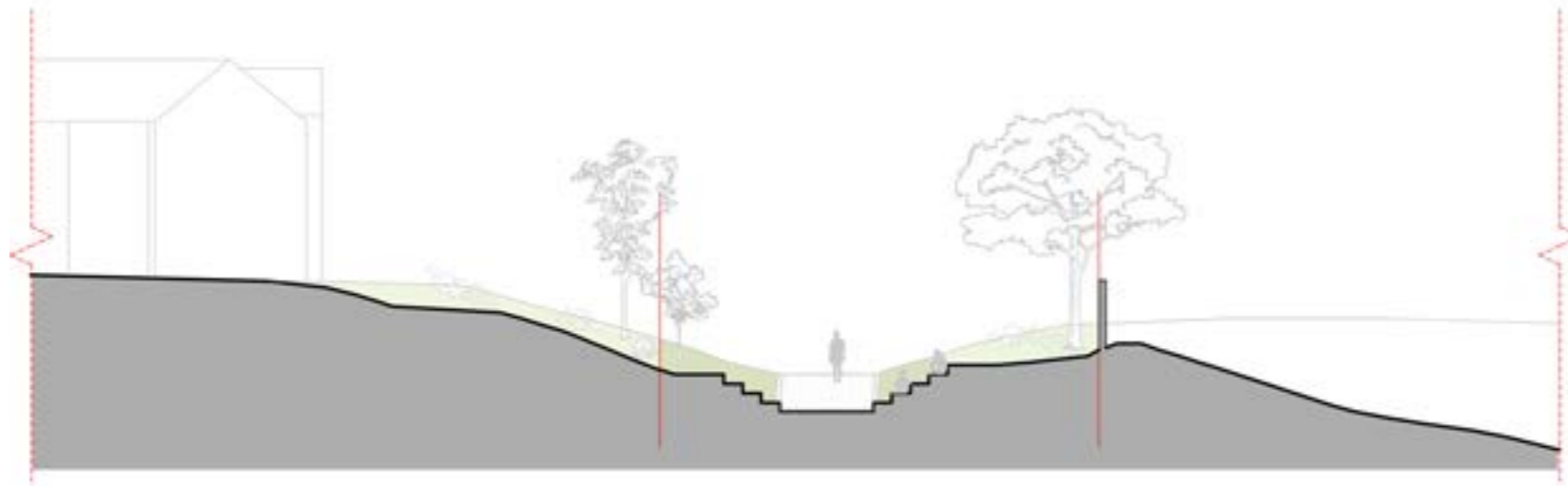


Innovative play elements  
Sighthill, Glasgow

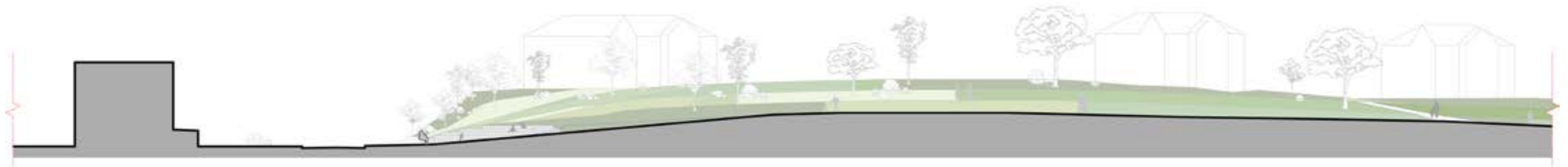
# KEY INTERVENTIONS

## STREET SECTIONS

The two sections A & B shown here explore the proposal at the southern access onto the Dummy Railway to widen the path through the use of new gabion structures. It is proposed that these gabions will support the existing terrain and be filled with natural stone. It is also hoped that they will provide new social space for local people to use.



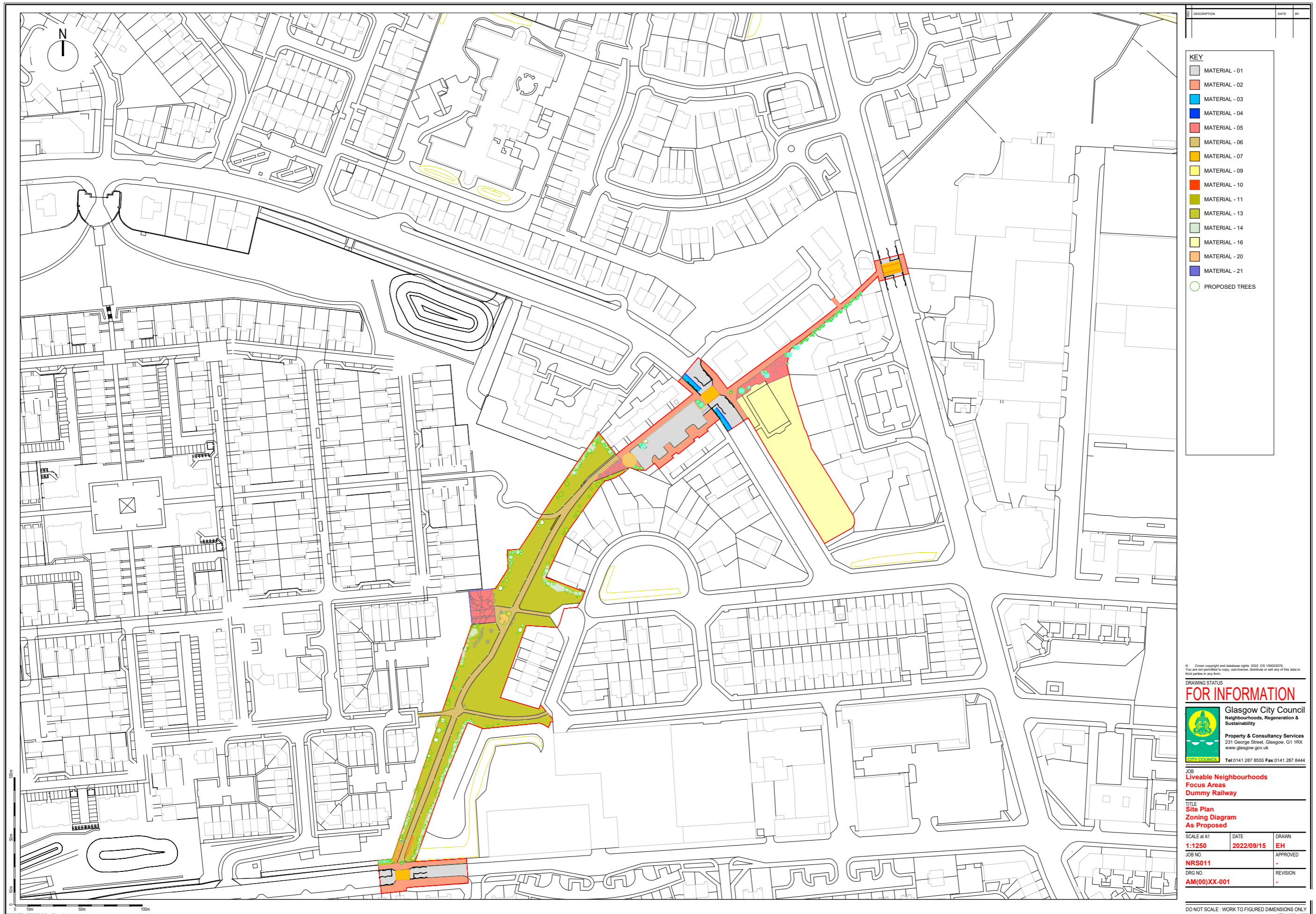
Section A-A  
cut through gabions east - west



Section B-B  
cut through Panmure street and along path new  
footpath access to housing scheme to west



# OUTLINE SPECIFICATION



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**FOR INFORMATION**

**Glasgow City Council**  
Neighbourhoods, Regeneration & Sustainability

Property & Consultancy Services  
231 George Street, Glasgow, G1 1RX  
www.glasgow.gov.uk

Tel: 0141 287 8555 Fax: 0141 287 8444

**JOB**  
Liveable Neighbourhoods  
Focus Areas  
Dummy Railway

**TITLE**  
Site Plan  
Zoning Diagram  
As Proposed

SCALE at A1	DATE	DRAWN
1:1250	2022/09/15	EH
JOB NO.	APPROVED	
NRS011	-	
DRG NO.	REVISION	
AM(00)XX-001	-	

DO NOT SCALE - WORK TO FIGURED DIMENSIONS ONLY

# 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



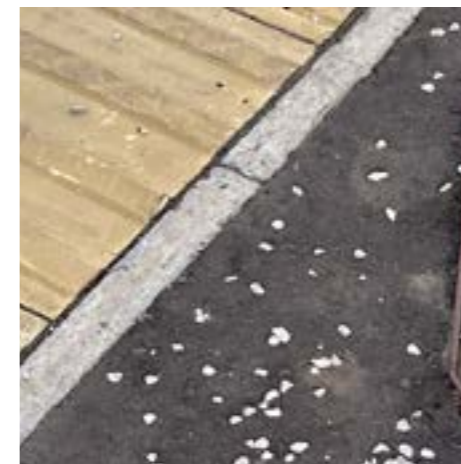
MTL-08  
Natural Stone / Caithness  
Civic zones



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

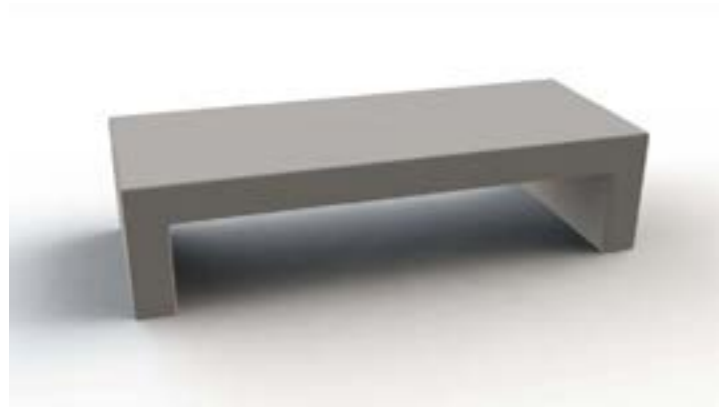


MTL-18  
Block paving  
Parking bays

# 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 BAN-  
NERS MOUNTED





# OUTLINE SPECIFICATION

## STREET GREENING AND SOFT LANDSCAPING



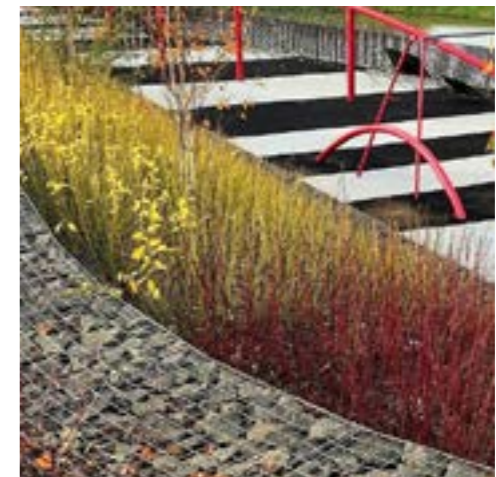
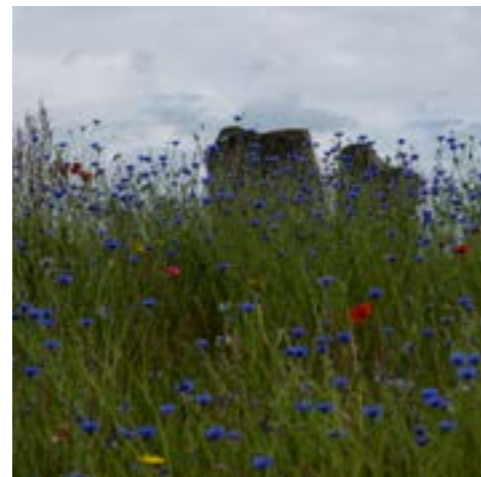
EXISTING SITE TREES



PROPOSED TREES



PROPOSED TREES



GROUND COVER PLANTING

# OUTLINE SPECIFICATION

## ECOLOGY

Due to the existing naturalised environment around the project area an ecology assessment will be required to minimise 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

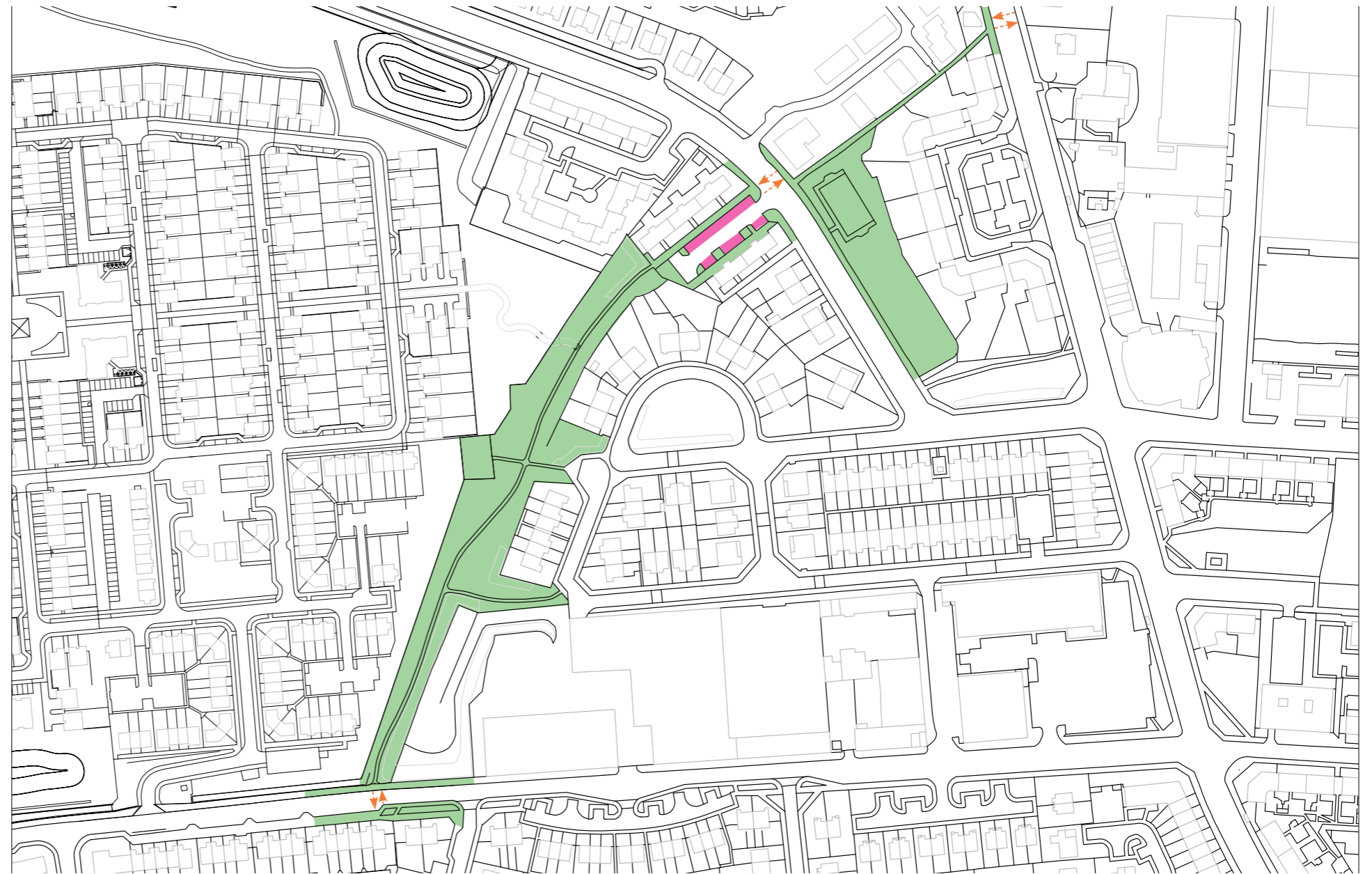
## VEHICLE ACCESS & CIRCULATION




The majority of this project area is pedestrian and active travel routes only. The project seeks to add new crossing points across the three roads; Panmure St, Bilisland Drive, Balmore Road; which are included in the project area. There are no proposed changes to the vehicle access or circulation at any point along the route

## PARKING, PUBLIC TRANSPORT & ACTIVE TRAVEL NETWORK

The proposal does not include any changes to any bus routes or to existing bus stops or locations.

The project seeks to improve the existing core path and upgrade this provision to provide a better active travel network, and the budget includes the provision of a Cyclehoop lockable secure bike hanger on Bilisland Drive for the residents to utilise. There are no proposed changes to the existing parking provision within the project area.



-  Proposed new crossing point
-  Space for Pedestrians
-  Existing unchanged parking provision



# COST PLAN

Allowance for Contingency/Optimism Bias	20%	688,352
<b>TOTAL CONSTRUCTION COST</b>		<b>4,130,111</b>
Allowance for Fees on above	12%	495,613
		4,625,724
Ancillaries, surveys, etc	Sum	50,000
		4,675,724
Inflation (Assume Construction Mid Point 4Q2024)	11.2%	523,783
<b>TOTAL PROJECT COST</b>		<b>£5,199,508</b>

The estimated costs are based on the following:

Indicative site plan

Costs assume procurement is by competitive tendering

All quants are approximate

Design and costs compiled without the benefit of a detailed site investigation and as such are budget only

Costs compiled without the benefit of detailed drawings/specification and as such are budget only

Costs include inflation based on construction mid point 4Q2024. Inflation rates are based on current forecasts and consequently, costs are subject to change

These costs do not include any allowance to cover the current fluctuating prices and issues with the supply of materials.

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



# APPENDIX 1

## 3D VISUALISATIONS

