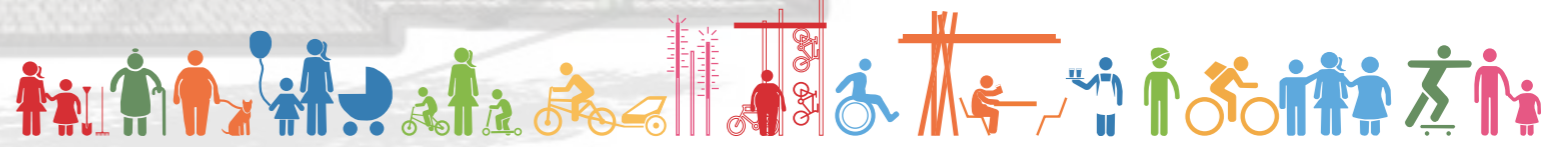




# TORYGLEN / STREETS FOR PEOPLE

**LIVEABLE  
NEIGHBOURHOODS**  
Concept Design Report RIBA Stage 2  
October 2022



# CONTENTS

## 3 INTRODUCTION

AREA OVERVIEW  
PURPOSE OF THIS DOCUMENT

## 5 SITE ANALYSIS

SITE CONTEXT  
OPPORTUNITIES & CONSTRAINTS  
SPATIAL ANALYSIS - PEDESTRIANS & VEHICLES  
SPATIAL ANALYSIS - GREEN NETWORK  
SPATIAL ANALYSIS - CROSSINGS  
SPATIAL ANALYSIS - STREETS  
SPATIAL ANALYSIS - GREEN SPACES  
SITE TOPOGRAPHY  
SITE SECTIONS  
PUBLIC UTILITIES - WATER, DRAINAGE, TELECOM & DATA  
BUILDING TYPE  
GREEN NETWORK & PUBLIC FACILITIES  
OWNERSHIP  
ROAD HIERARCHY AND BUS ROUTES  
SCHOOL CATCHMENT & REPORTED ROAD ACCIDENTS

## 22 CONSULTATION & STAKEHOLDER ENGAGEMENT

CONSULTATION STRATEGY  
STORYMAP / QUESTIONNAIRE

## 25 CONCEPT DEVELOPMENT

DESIGN CONCEPT  
OPTIONS ANALYSIS & PLACEMAKING STRATEGY  
3D DESIGN STUDIES  
PROPOSED CONCEPT DESIGN  
DESIGN CONCEPT / SPATIAL PLAN  
DESIGN CONCEPT / COLOURED PLAN  
3D VISUALISATION LOOKING SOUTH  
3D VISUALISATION LOOKING NORTH

## 34 KEY INTERVENTIONS

URBAN WOODLAND - PLAN  
URBAN WOODLAND - DESIGN  
CIVIC CORRIDOR - PLAN  
CIVIC CORRIDOR - DESIGN  
PLAY CORRIDOR - PLAN  
PLAY CORRIDOR - DESIGN  
TRANQUIL CORRIDOR - PLAN  
TRANQUIL CORRIDOR - DESIGN

## 43 OUTLINE SPECIFICATION

MATERIALS PLAN  
MATERIALS PALETTE  
STREET FURNITURE  
INCIDENTAL & FORMAL PLAY SPACE & EQUIPMENT  
SOFT LANDSCAPE  
ECOLOGY  
EQIA  
SUSTAINABILITY  
GLASGOW CLIMATE EMERGENCY IMPLEMENTATION PLAN  
CONSTRUCTION INDUSTRY STANDARDS  
CIRCULAR ECONOMY

## 50 TRAFFIC PLAN

CAR PARKING ANALYSIS  
VEHICLE MOVEMENT V SPACE FOR PEDESTRIANS

## 53 COST PLAN

PRELIMINARY COST PLAN

## 55 APPENDIX

LOOKING SOUTH FROM LUBAS AVENUE  
LOOKING NORTH FROM GREEN NETWORK AT MONTFORD STREET

### 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

# 1

# Introduction



# INTRODUCTION

## AREA OVERVIEW

### Toryglen Streets for People

Glasgow City Council are proposing to create a safer, attractive and more enjoyable walking routes by revitalising the open spaces.

The project will revitalise under utilised public space creating a series of playful green links that permeate through the neighbourhood.

The 'green fingers' will establish a network of natural play spaces forming routes that link Ardmay Park to the centre of Toryglen to include Toryglen Primary and St Brigid's. The green network will continue north to Malls Mire in order to create safer and more enjoyable links for the local community.

These 'fingers' will permeate the neighbourhood and better connect the community to the schools and local facilities.

Clear crossing points will establish safer more attractive routes and reprioritising the road space for pedestrians in these locations.

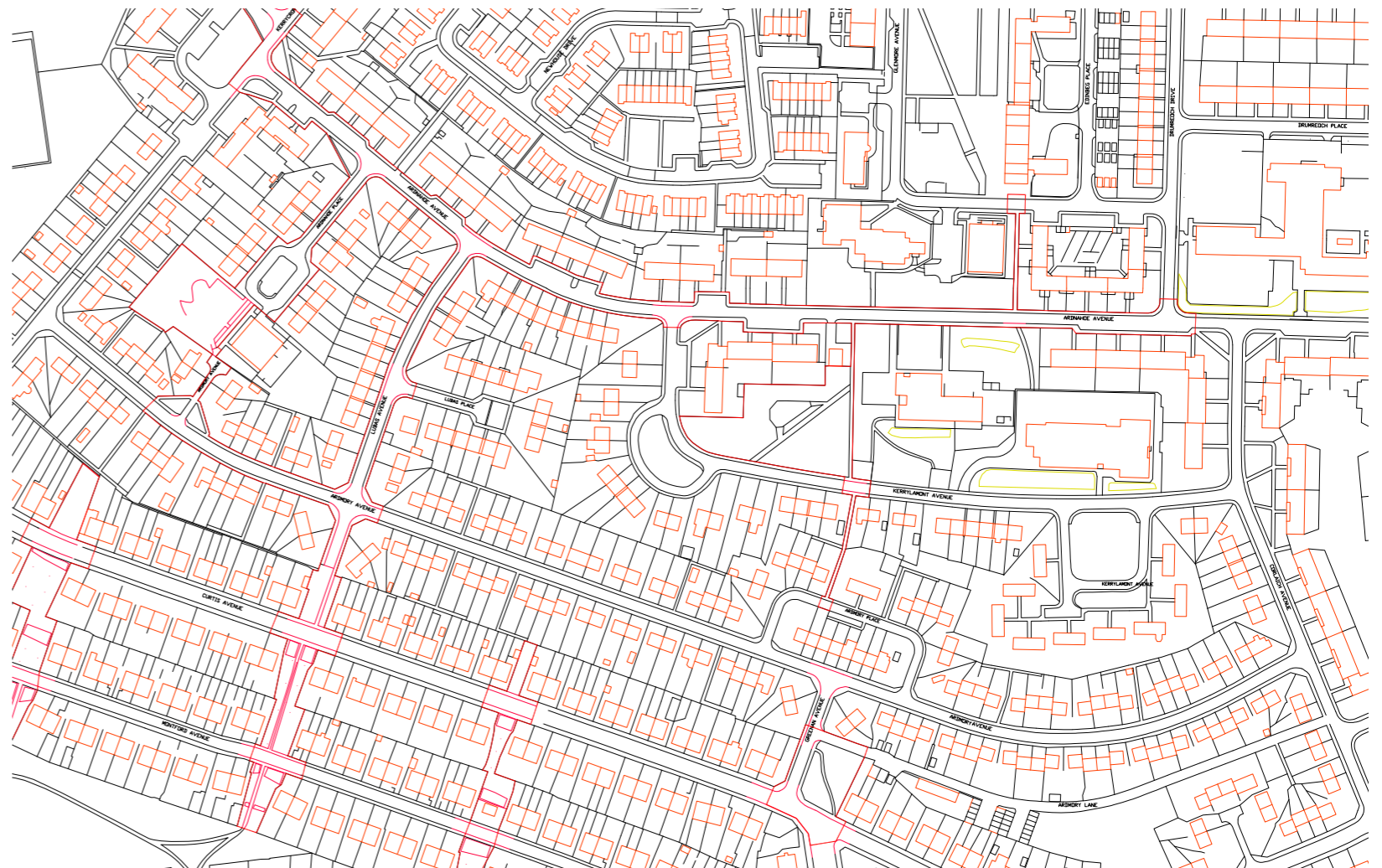


## PURPOSE OF THIS DOCUMENT

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

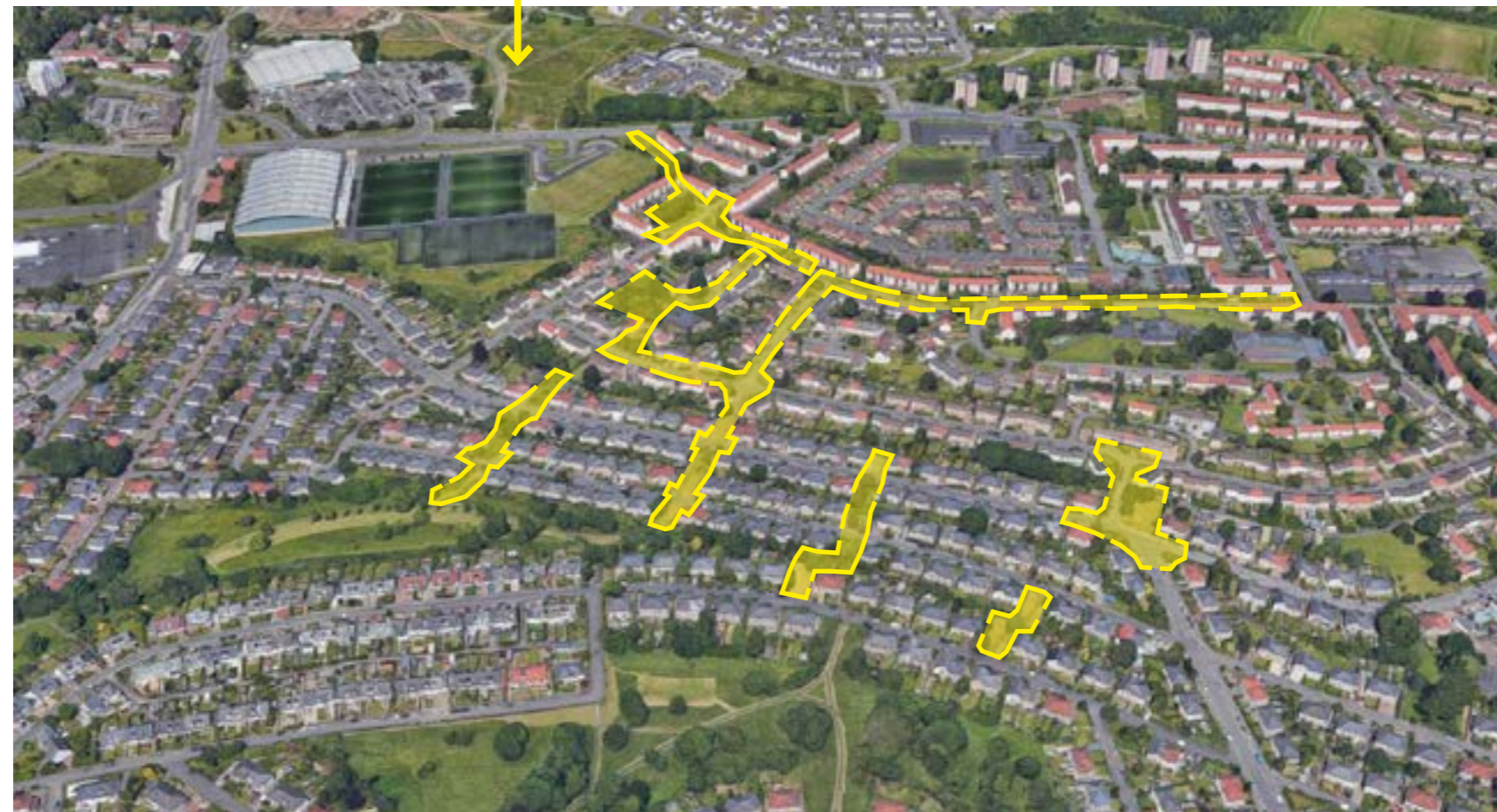
The site area highlighted in yellow on the map below illustrates the focus of the LN project activity in this area. The project area covers circa 29,700 sqm of public realm and small sections of road. The area mostly comprises of four-in-a-block cottage style flats along with semi and detached housing on steep slopes.

The site area links Malls Mire to the south with Ardmay Park to the north and includes the local facilities in the centre of the Toryglen neighbourhood. The residential community has a central public park as well as local shops and businesses, offices for the local housing association, two primary schools, places for worship and the community centre.



### Malls Mire

Malls Mire is a local nature reserve with mixed woodland and wetland. It has been recently upgraded to include parks, cycle tracks and accessible routes through the area.



**LN Project Area**

Approx 29,700 sm

# SITE ANALYSIS

## OPPORTUNITIES & CONSTRAINTS

1. At the peak of the hill between Toryglen and Kings Park there is a park with scenic views north. There is scope to create better links from Toryglen to here.
2. There is scope to improve links from the Toryglen neighbourhood to Ardmay Park
3. There are several established green biodiversity networks but are not very accessible for pedestrians. Opportunities to establish arteries through and around Toryglen. At this particular section the through route cannot be made however these spaces could instead become destinations for recreation.
4. The main artery from north to south can be utilised as a 'green route' with play and recreational spaces. Towards the south of

this route there is scope to create an open space which reflects both the park to the north and the urban environment to its south.

5. The green space adjacent to Ardnahoe Nursery can be used as a potential community garden and act as a safe route to the surrounding areas.
6. There is scope to make the neighbourhood centre more accessible for active travel.
7. An emphasis should be made to make the routes to school safe and fun for children. The town centre hosts two primary schools from which a large amount of traffic is created in the morning and early afternoons. The high volume of traffic can make the

routes feel unsafe for children walking or cycling to school.

8. The Toryglen football centre is an excellent facility for the city however it feels disconnected to the local community and can attract high volumes of traffic. There is an opportunity to open up the pedestrian route between Prospecthill Rd and Kerrycroy Avenue into the grounds of the football complex.
9. Many residents use the large Asda supermarket as a local shopping facility. There is scope to make the route more appealing for pedestrians and wheelers.
10. Improve the pedestrian links to Malls Mire for the local Toryglen community.

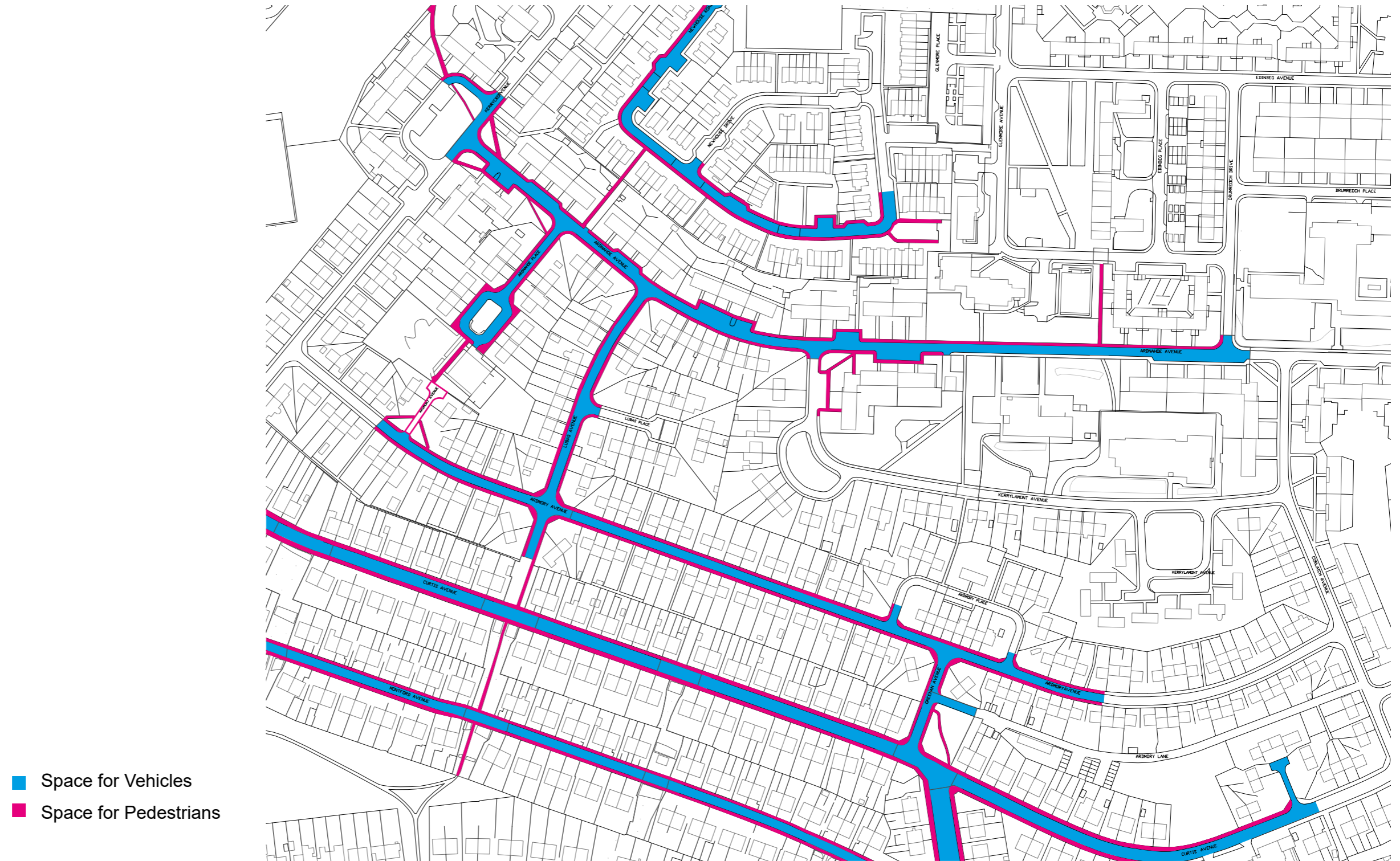


# SITE ANALYSIS

## SPATIAL ANALYSIS - PEDESTRIANS & VEHICLES

The diagram below shows the spaces allocated for cars in comparison to spaces allocated for pedestrians and wheelers. As you would expect for a residential area, a high percentage of the neighbourhood is designated for vehicles.

The aim of the project is to increase and enhance pedestrian place while still allowing local residents vehicle access and ensure bus routes are prioritised.





# SITE ANALYSIS

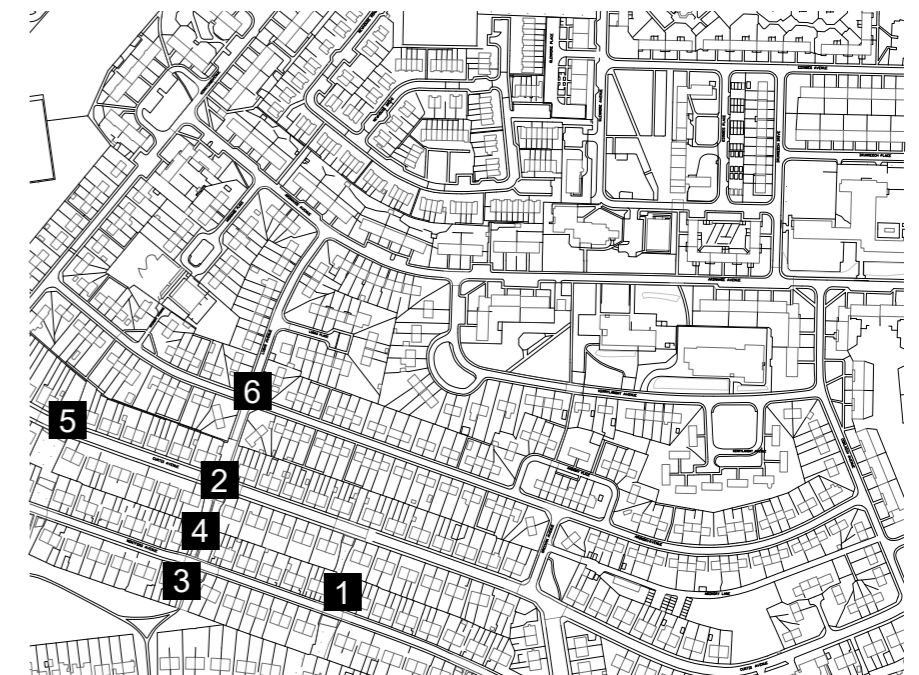
## SPATIAL ANALYSIS - GREEN NETWORK

The original housing development design included a green network which created connections in and around Toryglen through landscape design. Through neglect and a change in the way we use vehicles, many of these connections are no longer a desirable route or rest place.

The images below show some of the existing issues the design should consider from overgrown landscapes, dangerous paths and vehicles parked on clear footways. The design should look at both hard and soft landscaping and should prioritise the space for children.



1. Cars parking on pavement and open space used for fly tipping
2. Areas within existing green space overgrown and no clear pathway
3. Existing green space under utilised
4. Existing facilities often not maintained and in poor condition
5. Staircases overgrown and uneven. Barriers disconnecting green space with street.
6. Green route stopped at road with no connection.



# SITE ANALYSIS

## SPATIAL ANALYSIS - CROSSINGS

Montford Avenue and Curtis Avenue run east to west, perpendicular to the sloped landscaped (green fingers). The roads are classified as local access for the residential neighbourhood. The green spaces run north to south and cross these roads at several points.

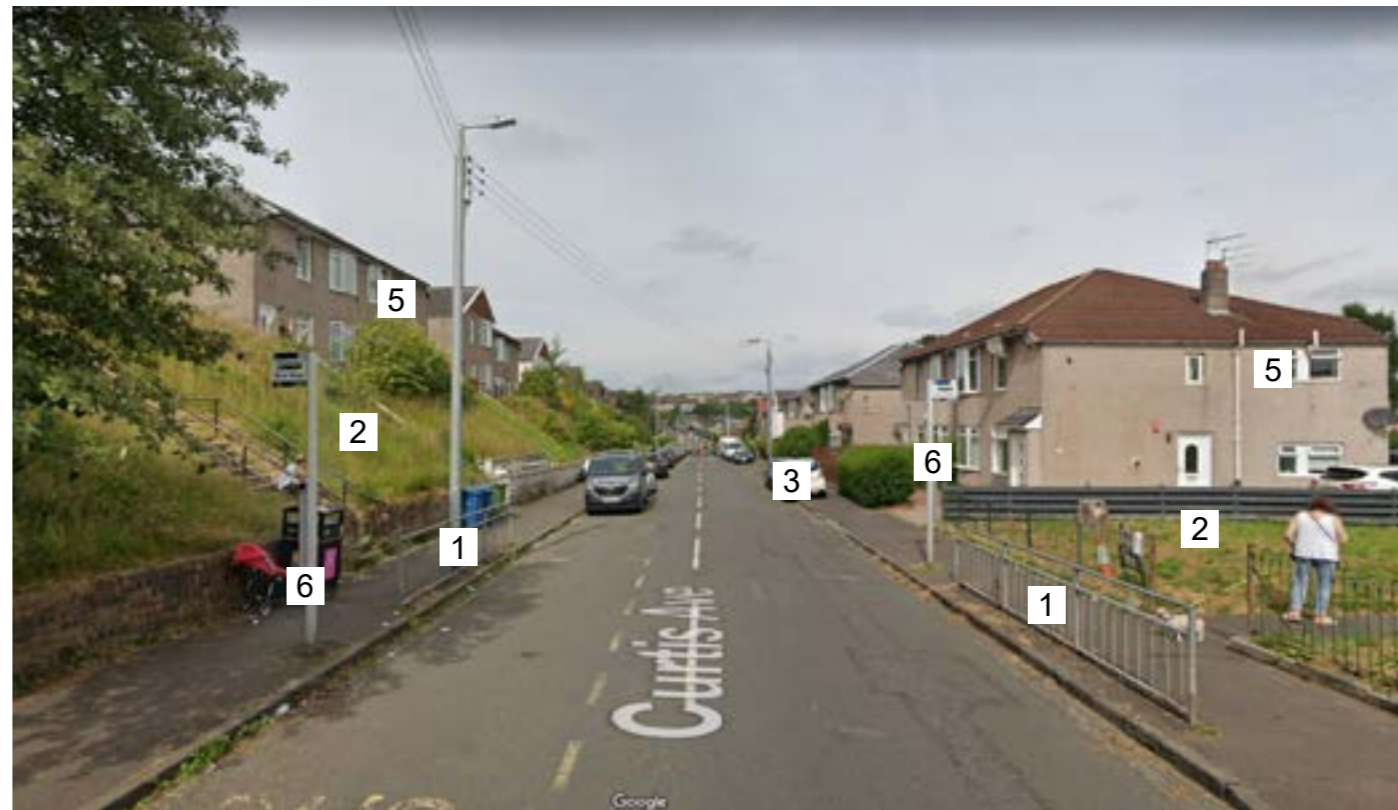
The junctions between the green spaces and the streets are often distinguished with barriers and retaining walls causing barriers for pedestrians. Currently the traffic route takes priority with pedestrians calculating routes between parked cars and moving vehicles.

The road width doesn't allow for cars to park on either side whilst allowing two way traffic to flow. As a result, cars often park on the pavement blocking clear routes for pedestrians.

There is an active bus route along Curtis Avenue with a stop located adjacent to the green space. Any new proposals should consider how to integrate the bus stop.



MONTFORD AVENUE LOOKING WEST  
(GOOGLE)



CURTIS AVENUE LOOKING EAST  
(GOOGLE)

1. Pedestrian Barrier
2. Poor quality public realm
3. Access to housing
4. Inaccessible foot way
5. Passive supervision from housing
6. Bus stop

# SITE ANALYSIS

## SPATIAL ANALYSIS - STREETS

The streets around Toryglen vary in width and use. To the south end of the project area the streets are exclusively residential local access such as Montford Street. Towards the north the streets begin to take on a more civic use with the introduction of other local facilities and as such experience a higher volume of traffic.

Any proposals will need to understand the need for on-street parking in this location and be sensitive to the needs of the local community.

The streets are all captured within the schools catchment area where children should be able to safely walk to and from school. The pavements in these areas are often occupied by parked cars and can interrupt the movement for pedestrians.

Previous consultation has highlighted concerns about the number and speed of vehicles in the local area, particularly at the school during drop off and pick up hours.



MONTFORD AVENUE (EAST)  
LOOKING WEST (GOOGLE)



GLENMORE AVENUE LOOKING NORTH  
(GOOGLE)

1. Pedestrian Barrier
2. Poor quality public realm
3. Access to premises
4. Inaccessible footway
5. Passive supervision from housing

# SITE ANALYSIS

## SPATIAL ANALYSIS - GREEN SPACES

In addition to the 'green fingers' there are several planned green spaces throughout the residential and local town centre of Toryglen.

These established open spaces are widely underutilised and often don't encourage play or rest and are disconnected from nearby facilities due to the poor footpath network. The adjacent roads prioritise vehicles and can make the areas surrounding these spaces feel unsafe.

The proposed designs should look to enhance these existing green spaces with play equipment, places for rest, enhance the biodiversity and aim to reduce vehicle speeds on the surrounding streets.



ARDMAY LANE  
(GOOGLE)



ARDNAHOE AVENUE  
(GOOGLE)

1. Pedestrian Barrier
2. Poor quality public realm
3. Access to premises
4. Inaccessible foot way
5. passive supervision
6. bus stop

# 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 steep slopes incorporating the green network passing through Montford Avenue, Curtis Avenue, and Ardmore Avenue. The slopes level out at street level and are mostly occupied by road space.

The green spaces between provide an opportunities to utilise slopes and be creative in designing play spaces within a unique

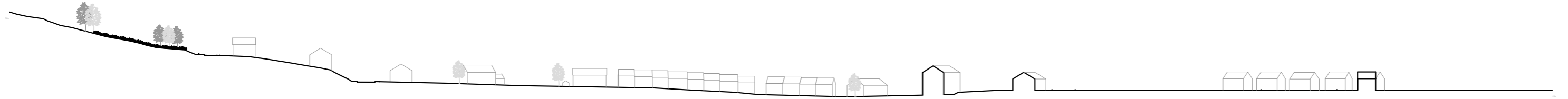
topography.

The area to the north has less of a sloped terrain and provides the opportunity to encourage active travel within the school area and local town centre.

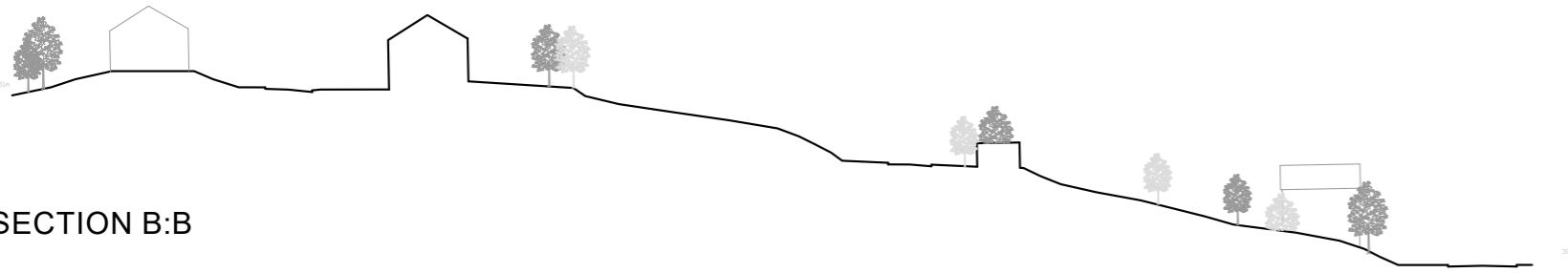


# SITE ANALYSIS

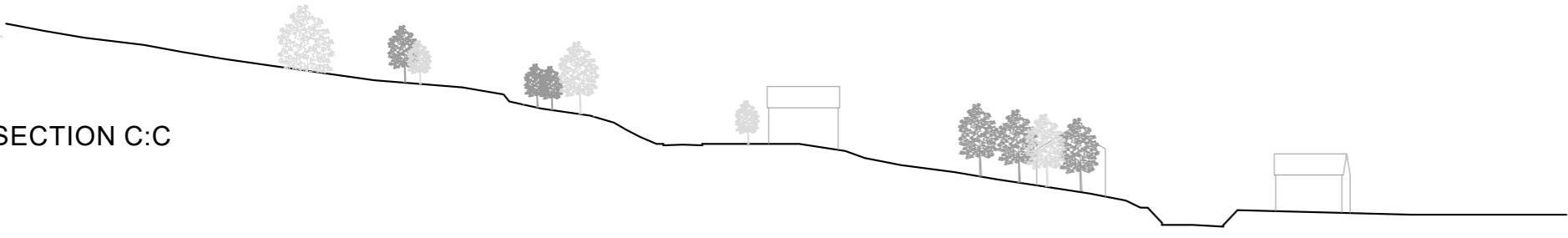
## SITE SECTIONS



SECTION A:A



SECTION B:B



SECTION C:C



# SITE ANALYSIS

## PUBLIC UTILITIES - WATER, DRAINAGE, TELECOM & DATA

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

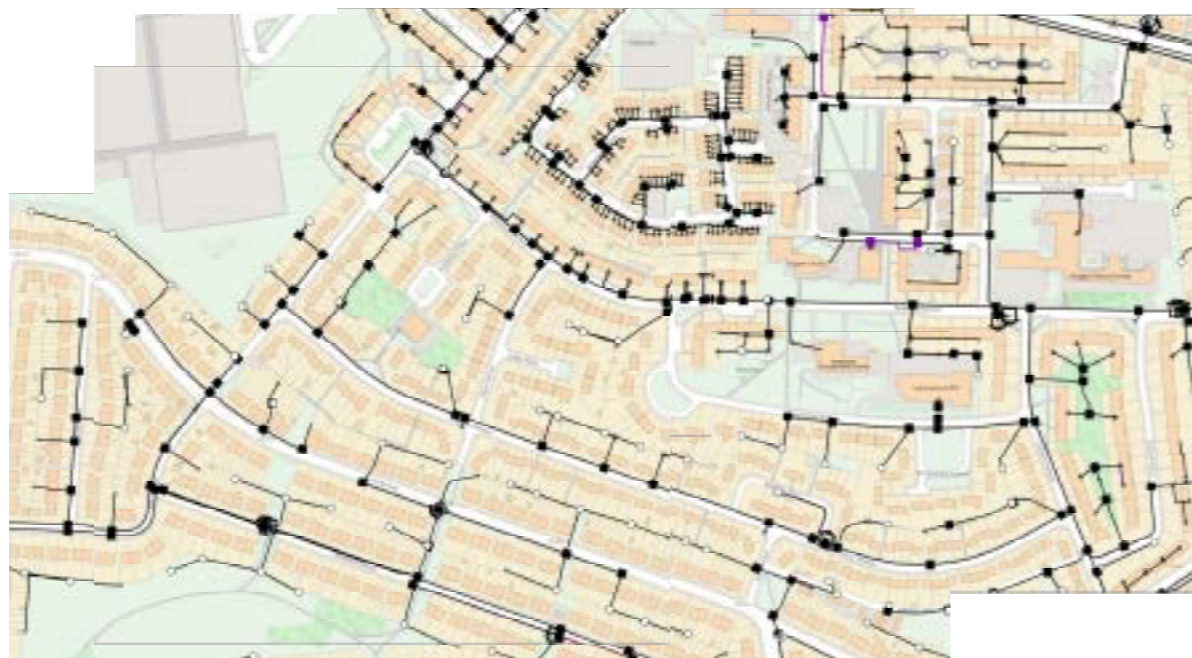
The proposed works will take cognisance of all existing service locations and seek to minimise any disruption to local utility services. Further analysis will be carried out in RIBA Stage 3 as the designs are developed and prepared for tender.



SCOTTISH WATER - DRAINAGE



SCOTTISH WATER - SUPPLY



BRITISH TELECOM



VIRGIN MEDIA

# SITE ANALYSIS

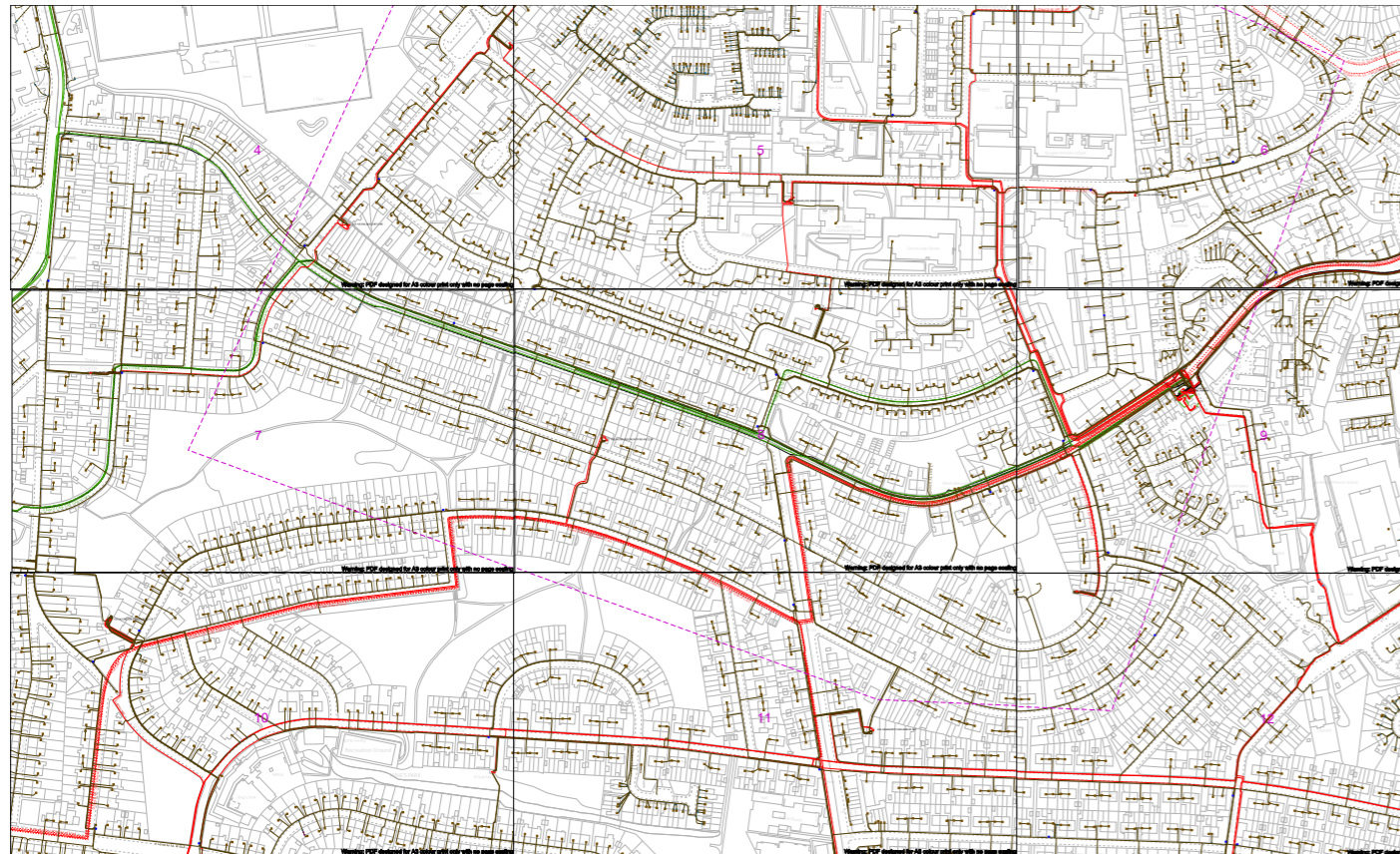
## PUBLIC UTILITIES - ELECTRICITY & GAS

An initial investigation shows that most of the utilities, with the exception of British Telecom, do not use the landscaped green network. This will aid the design team in the detailed design and construction phase.

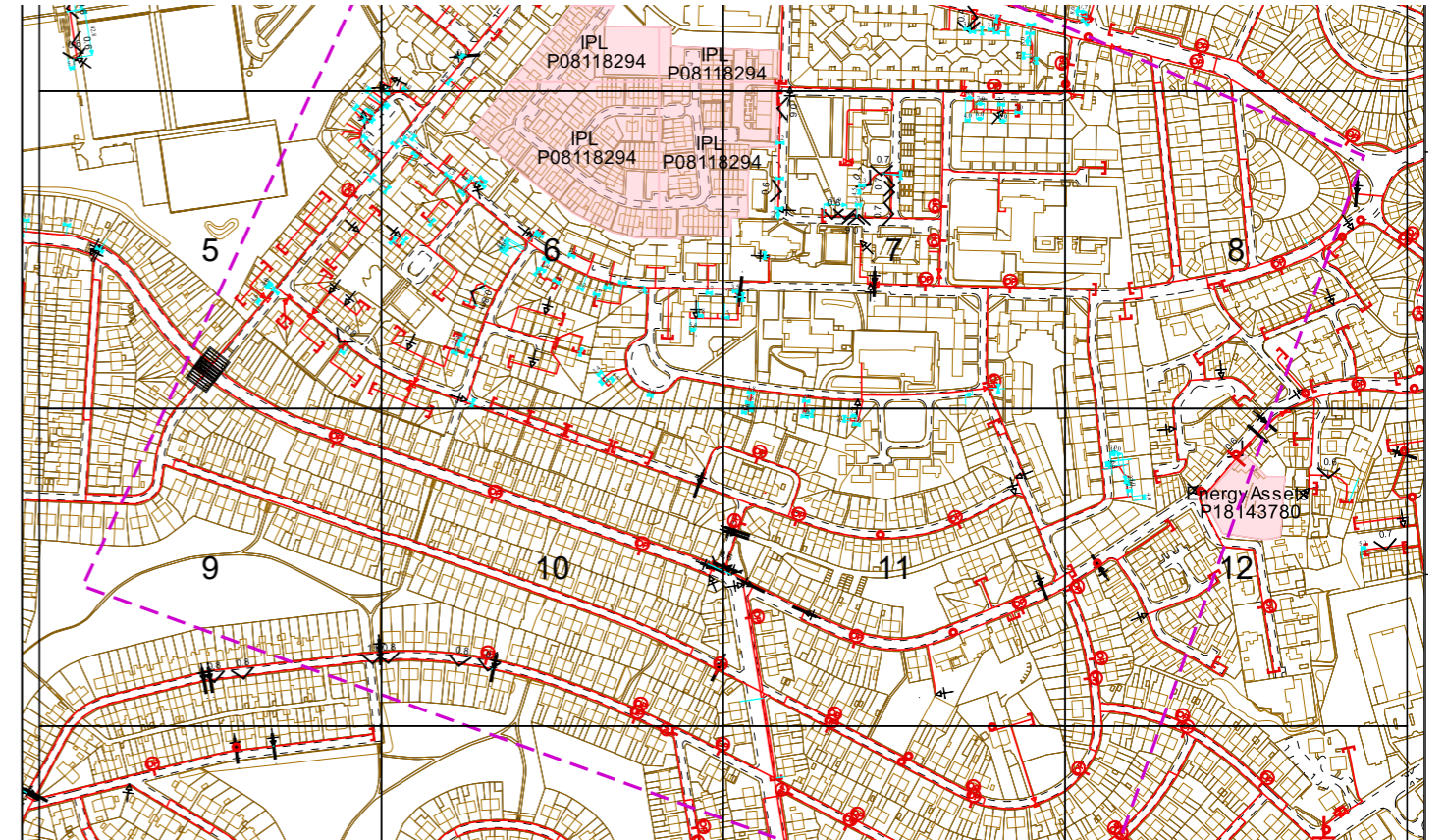
The utilities in almost all circumstances run along the east to west streets of Montford Avenue and Curtis Avenue.

Proposed design works will require further investigations, in particular at the green network / road junction.

Towards the neighbourhood centre the utilities follow most of the roads so careful attention will be required when amending the kerb line at corners and existing green public spaces.



SCOTTISH POWER



SCOTTISH GAS



# SITE ANALYSIS

## BUILDING TYPE

The diagram demonstrates the building use within the site boundary at Toryglen. It shows that housing is prominent throughout the area with some alternative building types within the local town centre.

The diagram shows that in the south of the site, the housing type is mainly terrace, semi detached and four in a block cottage style homes. This building type around the green network doesn't rise to more than two storeys and with a slightly higher population density to that in neighbouring Kings Park, provides more passive supervision.

Heading towards Prospecthill Road and the local neighbourhood centre, the building height increases to four storey mid rise flats and ten storey high rise flats.

The close knit nature of mid rise design provides good passive supervision however the high rises to the north of Prospecthill Road are more isolated and can often create poorly supervised spaces.

There is a mixture of building uses in the neighbourhood centre creating day and evening activity.



### Residential

- High Rise Flats
- Mid Rise Flats
- Terrace / Semi Detached / Cottage style 2 storey

- Worship
- Commercial
- Education
- Community

# SITE ANALYSIS

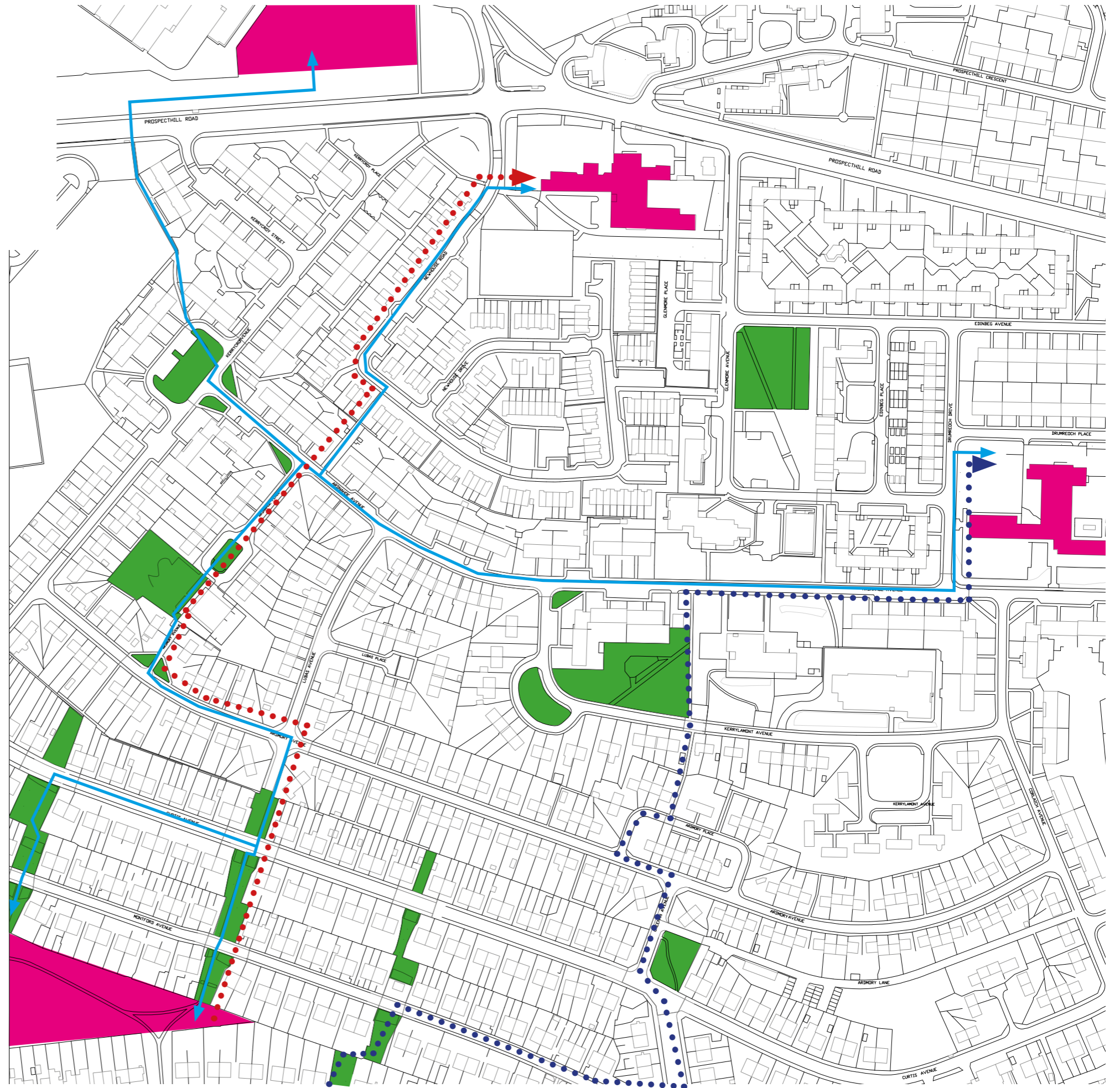
## GREEN NETWORK & PUBLIC FACILITIES

The diagram illustrates the existing green network in relation to the local facilities including schools, Malls Mire and Ardmay Park.

It demonstrates that an existing network is available and the aim of the proposal is to enhance these spaces rather than create new ones.

A general principal for all LN projects is to ensure that essential facilities are within a 800m walking distance. The plan show shows that the green network can help enhance routes to school within this distance.

- 800m
- 640m
- Existing pedestrian routes
- Desired destinations (Parks and Schools)
- Existing Green infrastructure



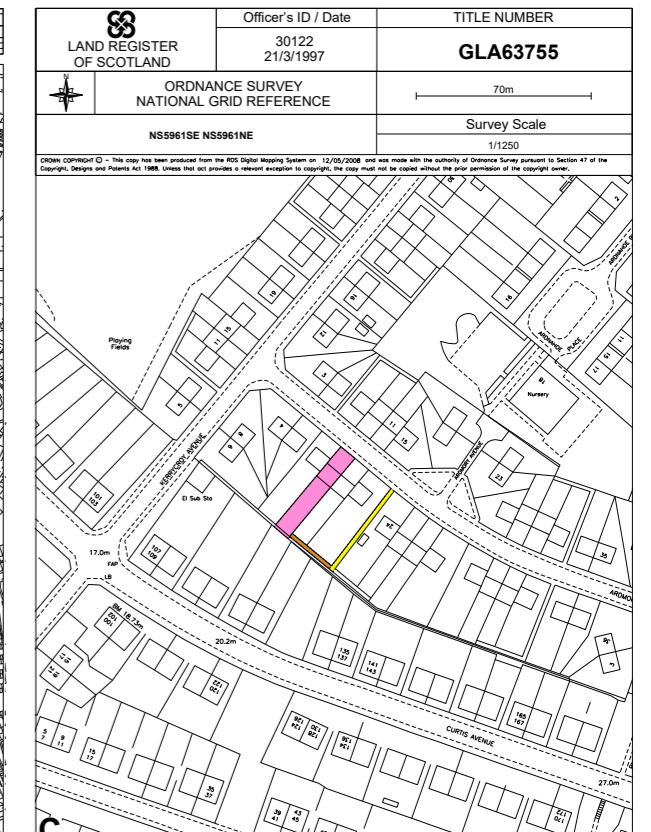
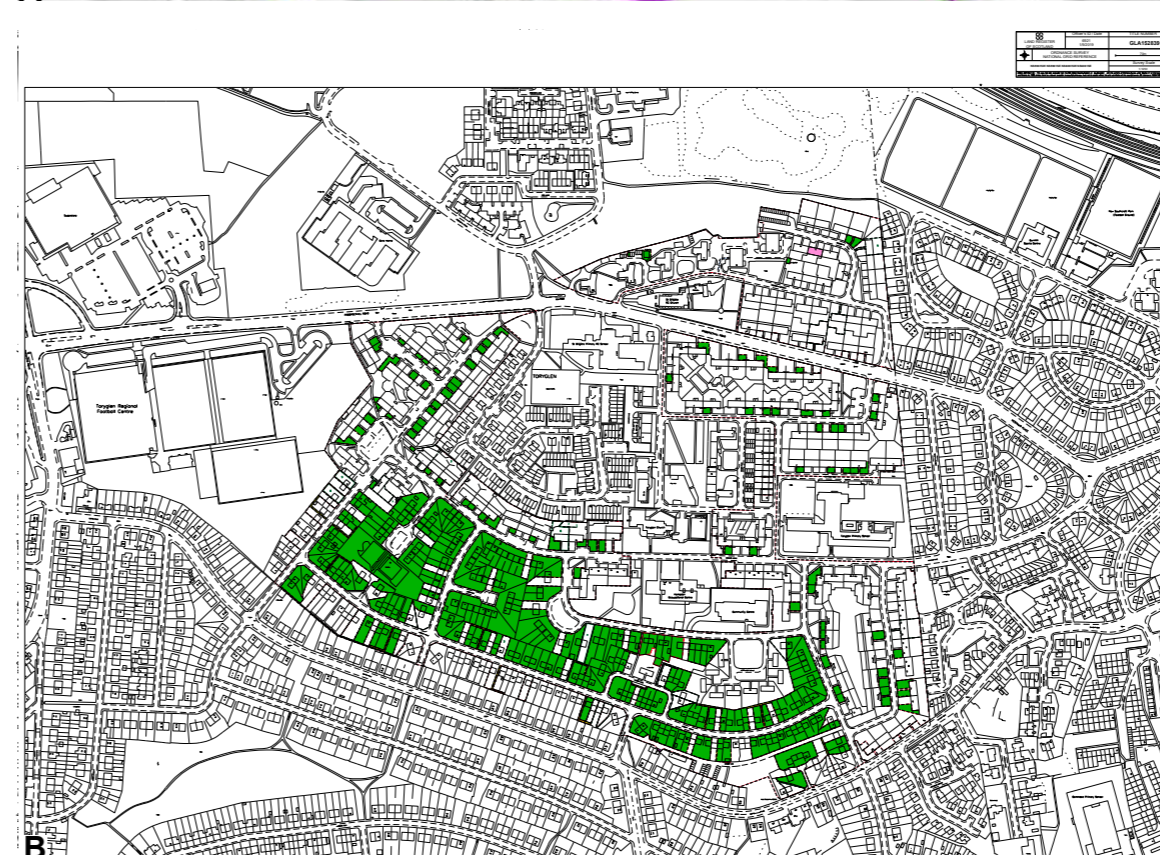
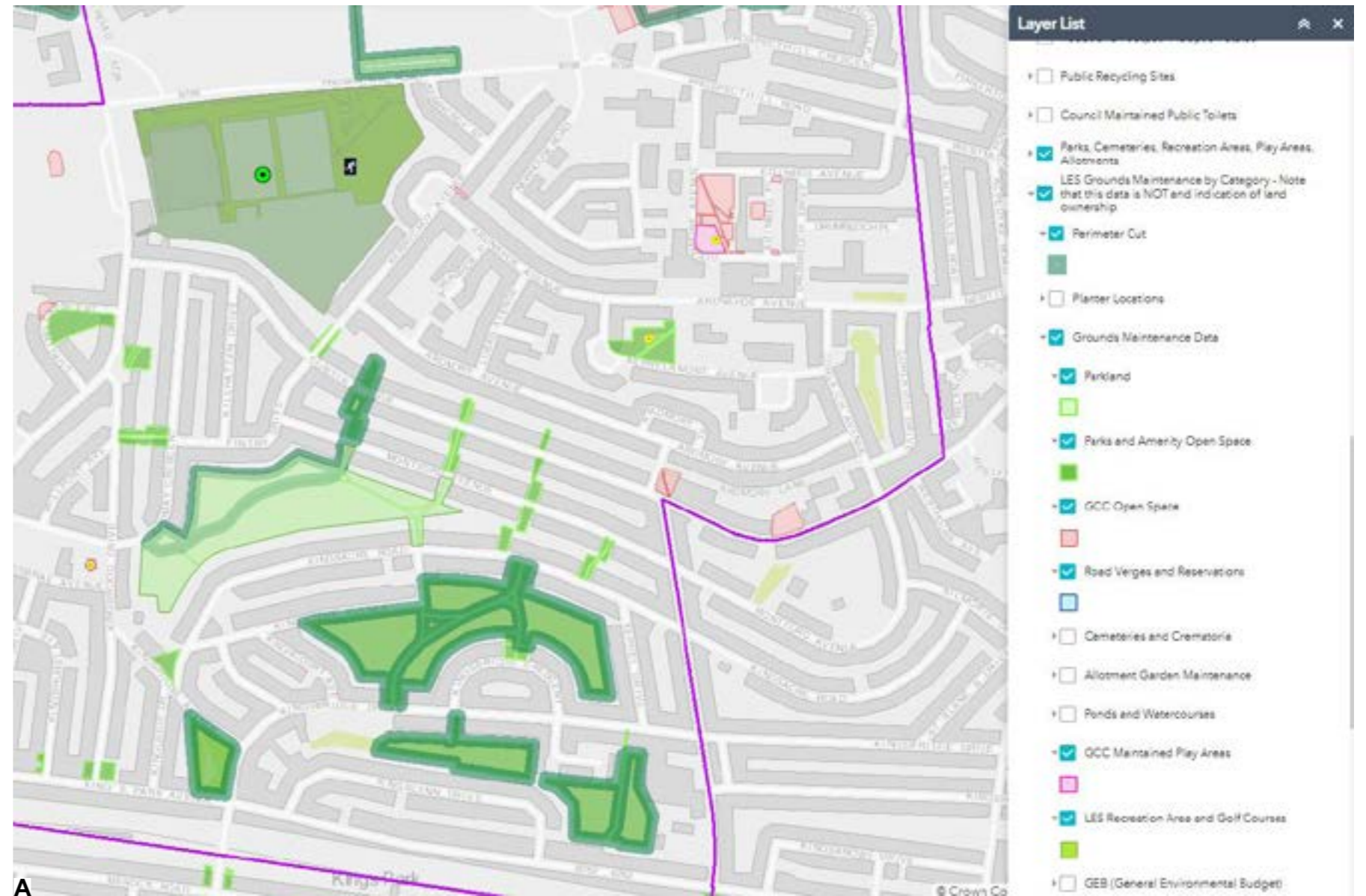
# SITE ANALYSIS

## OWNERSHIP

An ownership analysis of the land within the project area has been carried out. The main roads are adopted and the green network are owned and maintained by Glasgow City Council.

Initial design ideas have explored opening all the lanes and paths within the area to increase permeability, however as demonstrated in diagrams B & C some of these lanes are under private ownership. A large portion of the neighbourhood homes are owned and managed by the local housing association, Thistle Housing Association.

- A - Glasgow City Council - Access to Online Mapping (AtOM) Showing GCC parkland, amenity open space and GCC maintained land.
- B - Registers of Scotland - ScotLIS showing property owned by Thistle Housing Association
- C - Registers of Scotland - ScotLIS showing private ownership of typical lane in area.



# SITE ANALYSIS

## ROAD HIERARCHY AND BUS ROUTES

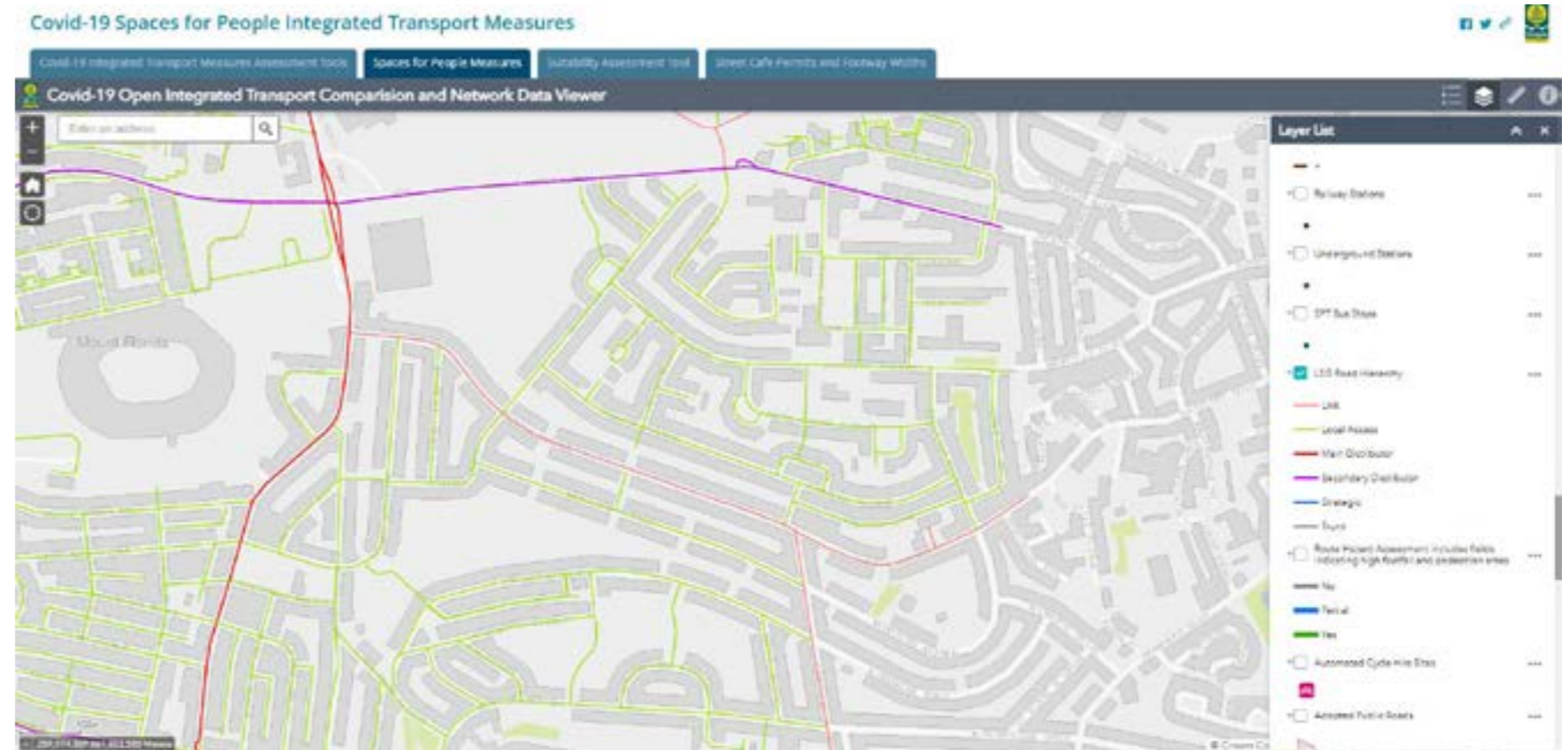
The diagrams opposite show the road hierarchy and bus routes within the red line boundary of the Toryglen project area.

The data shows that most of the roads within the area are classified as local access roads with the exception of Curtis Avenue which is categorised as a link road. Curtis Avenue also form part of the bus routes for buses 7A and M2.

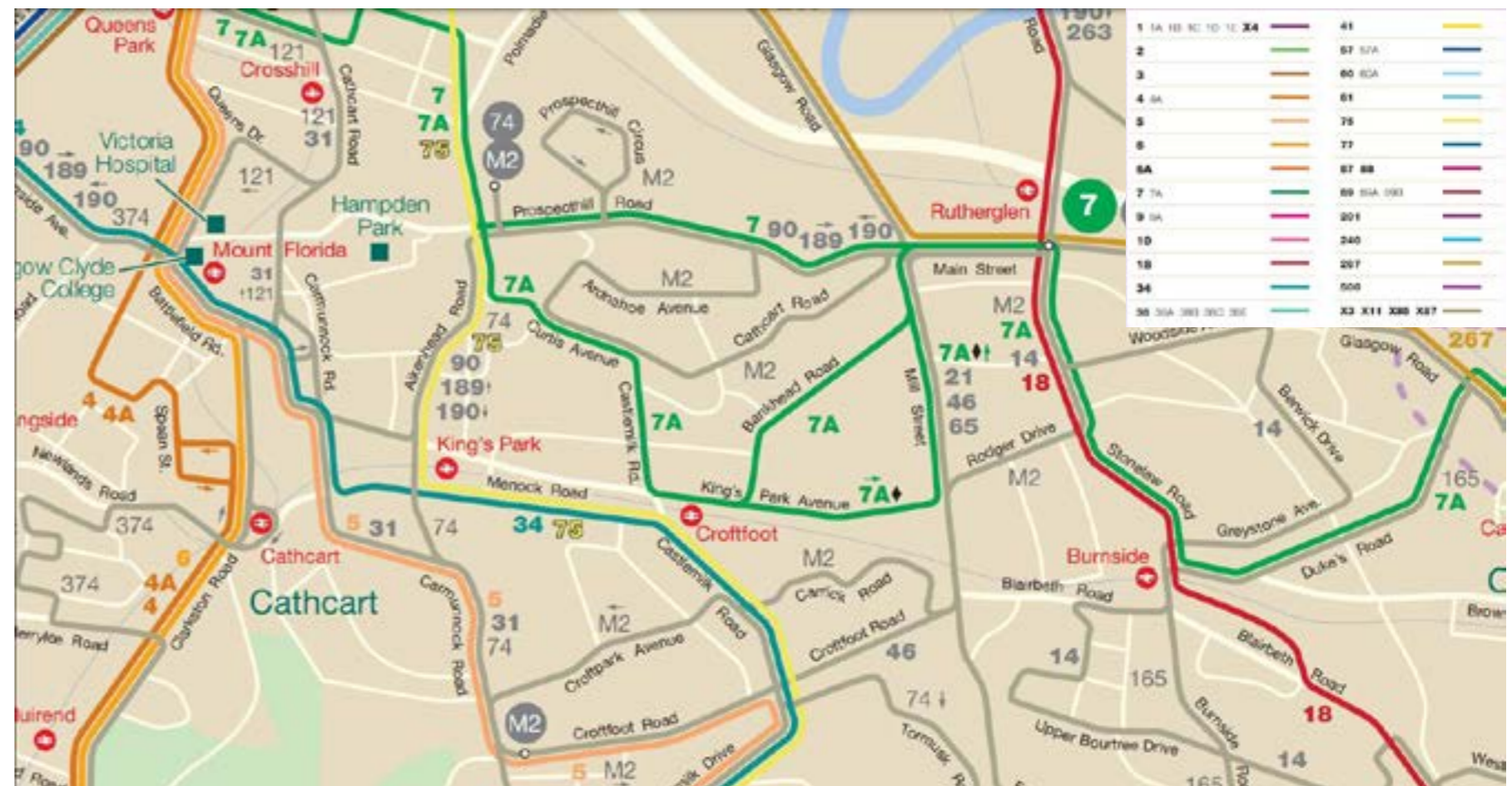
When taking the project to the next design stage, consideration must be given to the position of bus stops and potential road use and consultation with the relevant stakeholders continues.

**A** - Covid-19 Spaces for People Integrated Transport Measures

**B** - First Bus Glasgow City Network Map



**A**



**B**

# SITE ANALYSIS

## SCHOOL CATCHMENT & REPORTED ROAD ACCIDENTS

The diagrams show the catchment areas of the local schools within the Toryglen project area as well as the Road Safety Accident data.

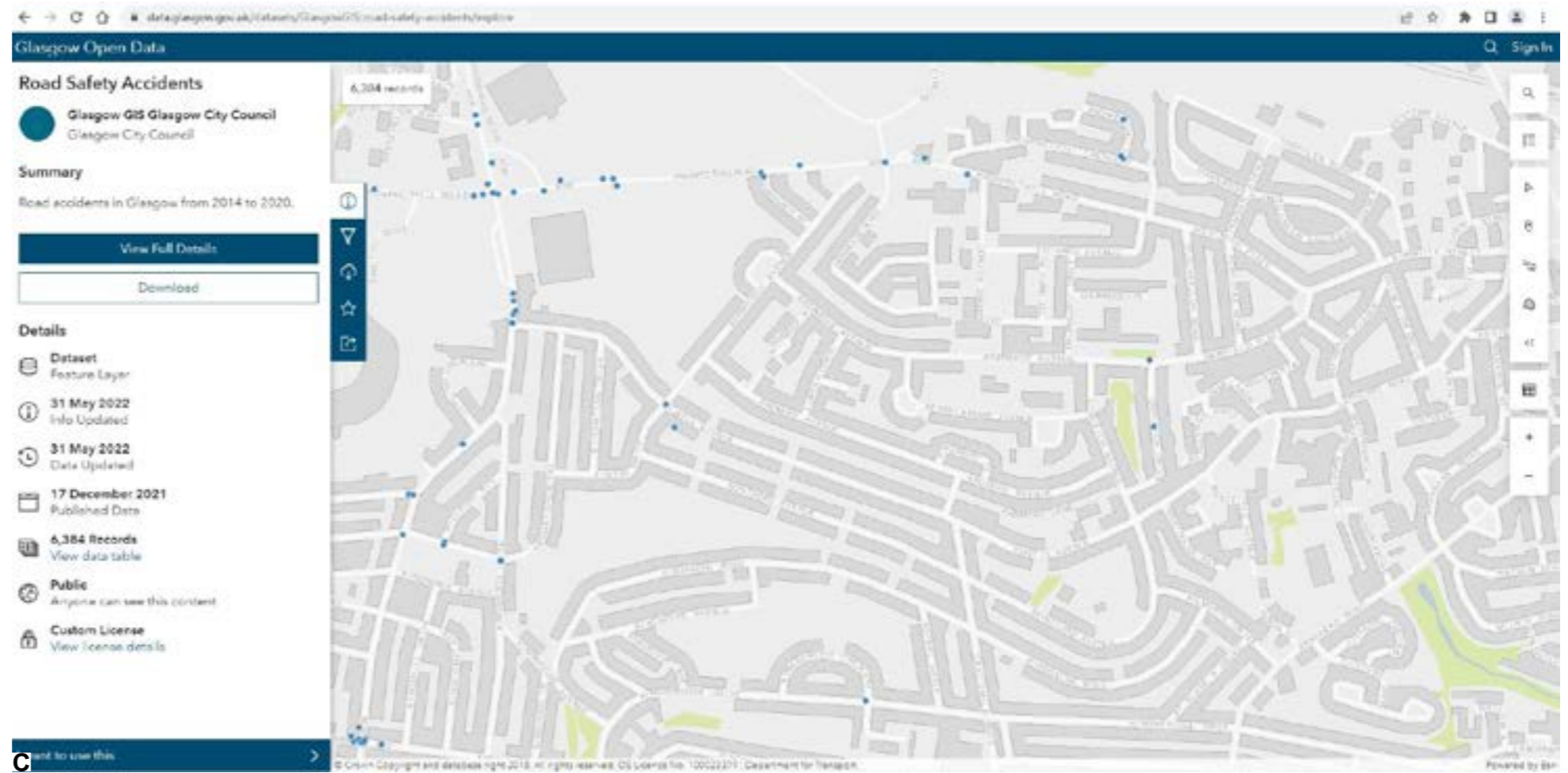
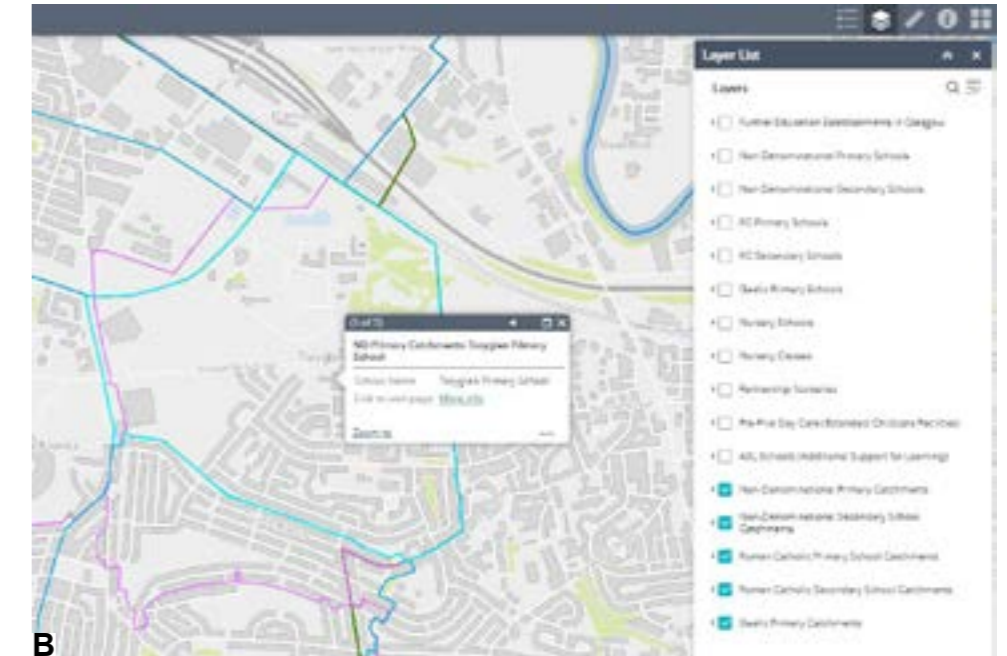
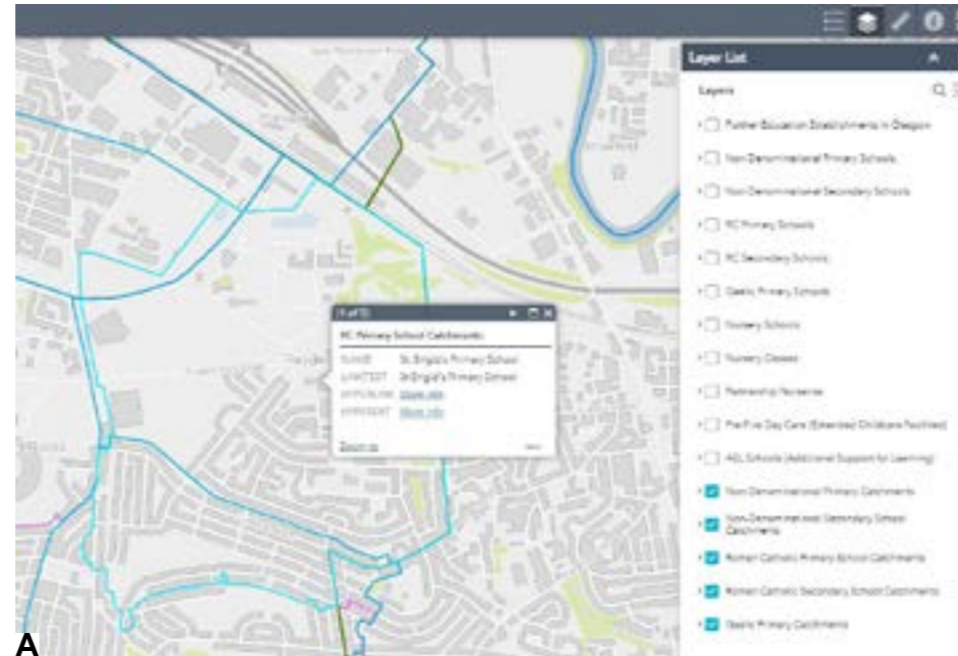
From the diagrams we can detect that the green network will run through the catchment areas and provide children the opportunity to walk safely to school.

The road accident data shows that few accidents have happened within the project area but there are high cases on Prospecthill Road and Aikenhead Road. Further traffic analysis and modelling will be required in the next design stage.

**A** - St Brigid's Primary Catchment Area

**B** - Toryglen Primary Catchment Area

**C** - Road Safety Accident Data





# 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 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 LAMPPOST SIGNS



The project will revitalise under-utilised public space creating a series of playful green links that permeate through the neighbourhood.

The 'green fingers' will establish a network of natural play spaces forming routes that link Ardmay Park to the south with Malls Mire in the north of Toryglen. These 'fingers' will permeate the neighbourhood and better connect the community to the schools and local facilities.

Clear crossing points will establish safer and more attractive routes for pedestrians, reprioritising the road space for pedestrians in these locations.

Innovative nature based play solutions will be introduced to the green spaces preserving the established natural environment. The routes through the green spaces will take advantage of the steep topography and add a playful experience that will help define the character of the project.

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

We would like to hear your thoughts and invite you to have your say online at:

[www.glasgow.gov.uk/liveableneighbourhoods](http://www.glasgow.gov.uk/liveableneighbourhoods)

**29 August to 7 October 2022 Online survey available at:**  
[www.glasgow.gov.uk/liveableneighbourhoods](http://www.glasgow.gov.uk/liveableneighbourhoods)  
 Neighbourhoods, Regeneration and Sustainability 231 George Street, Glasgow, G1 1FX  
 EMAIL: [liveableneighbourhoods@glasgow.gov.uk](mailto:liveableneighbourhoods@glasgow.gov.uk) WEBSITE: [www.glasgow.gov.uk/liveableneighbourhoods](http://www.glasgow.gov.uk/liveableneighbourhoods)

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 Rochill 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.



## LN STORYMAP

**Toryglen**  
Streets for People

Glasgow City Council is conducting a survey to allow people to provide feedback on proposed public realm, footpath and green space improvements. 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 revitalise under-utilised public space creating a series of playful green links that permeate through the neighbourhood.

The 'green fingers' will establish a network of natural play spaces forming routes that link Aramay Park to the south with Malls Mire in the north of Toryglen. These 'fingers' will permeate the neighbourhood and better connect the community to the schools and local facilities.

Clear crossing points will establish safer and more attractive routes for pedestrians, reprioritising the road space for pedestrians in these locations.

Innovative nature-based play solutions will be introduced to the green spaces preserving the established natural environment. The routes through the green spaces will take advantage of the steep topography and add a playful experience that will help define the character of the project.

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.

**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?**



# 4

# Concept Development



# CONCEPT DEVELOPMENT

## DESIGN CONCEPT

The design concept looks to increase and enhance the existing green networks within Toryglen. The existing green spaces are often overgrown and under maintained, creating spaces that don't feel safe or welcoming.

With the introduction of numerous play spaces, street furniture, improved pathways and increased footway width, the green network can provide an exciting new public open space.

One of the key objectives of the LN projects is to rebalance the hierarchy of transport to ensure pedestrians, cyclists and public transport have priority over motor vehicles.

The concept design will also emphasise the importance of nature and enhance the biodiversity of the area. This will be achieved with the introduction of strategically placed wild planting and new trees.

Trees planted at street crossing points will enhance the biodiversity but also provide shade for pedestrians, help with below ground drainage and act as a way of visually prioritising the green network over the roads.

The design concept will not be proposing a dedicated cycle infrastructure, more promoting the streets as cycle friendly streets by encouraging people to cycle by creating a safer environment. Ultimately linking up the neighbourhood to the wider city active travel strategy being proposed on the City Network at Prospecthill Road.

The focus of all design proposals will be for the benefit of the local community, especially school children. The introduction of play spaces, including equipment that looks to utilise the steep topography of the area, will be fundamental. The spaces around both schools is therefore important and should also be considered.

1. Enhance the existing green network
2. Extend the green network with a central civic route and take measures to reduce traffic quantity & Speed
3. Enhance the walking facilities from the local community to the primary schools
4. Improve the connections for the local community to Malls Mire



3D CONCEPT SKETCH DEMONSTRATING THE LOOK AND FEEL



CONCEPT SKETCH PLAN

# CONCEPT DEVELOPMENT

## OPTIONS ANALYSIS & PLACEMAKING STRATEGY



### Initial Concept

The initial design looked at the spaces between the 'green fingers'. The design looked at rationalising the car parking spaces, reducing the road width and introducing trees on large section of Montford Avenue and Curtis Avenue.

After receiving feedback from other Liveable Neighbourhood project, and a greater level of site analysis, it was understood that many people within the neighbourhood rely on street parking. It was agreed that within residential areas, the focus should be on the green fingers by creating an improved design character with a stepped landscape.



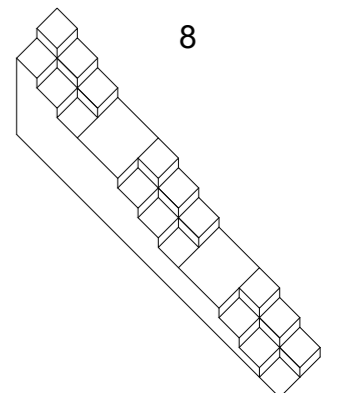
### Concept Design Development

As the concept design evolved, more focus was put into the existing green network with minimal disruption to existing roads, except at the link / crossing points that connect the green fingers.

The city grid was used as an underlying concept and overlaid onto the green network to help inform a framework for linking the spaces and a providing a backdrop where interventions could be added. It created the opportunity for flattened landscapes in certain locations and allow other section to remain as sloped lawns.

Through a simple grid, a visual connection can be made from a landscape led pattern to a more hard landscape pattern within the civic zone.

1. Creation of stepped terrace within landscape
2. Introduction of play equipment within topography
3. Reduce road width and rationalise parking
4. Raised platform at crossing points
5. Green network connection to existing road space
6. Introduction of grid within green network
7. Soft & hard landscape connected through grid
8. Axonometric diagram demonstrating basic implementation of grid

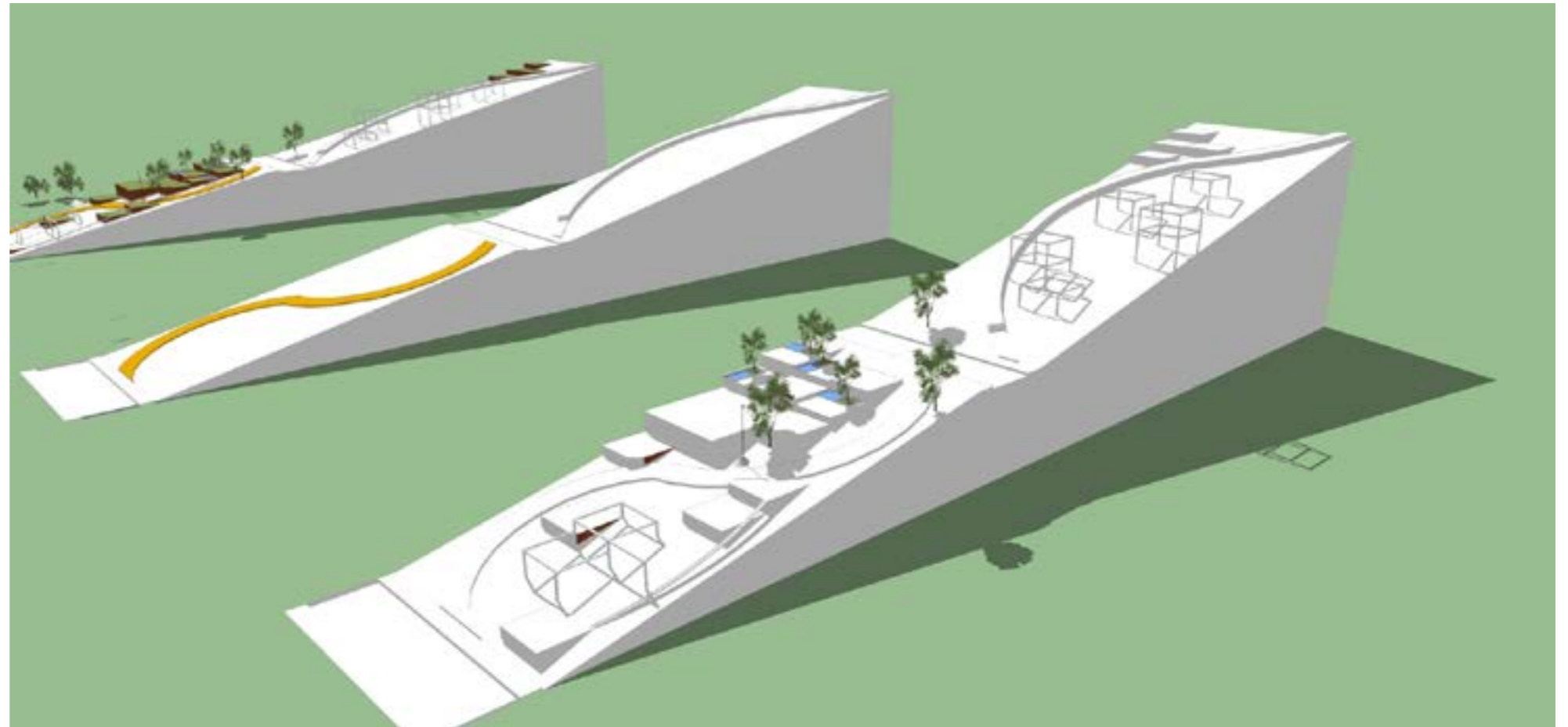
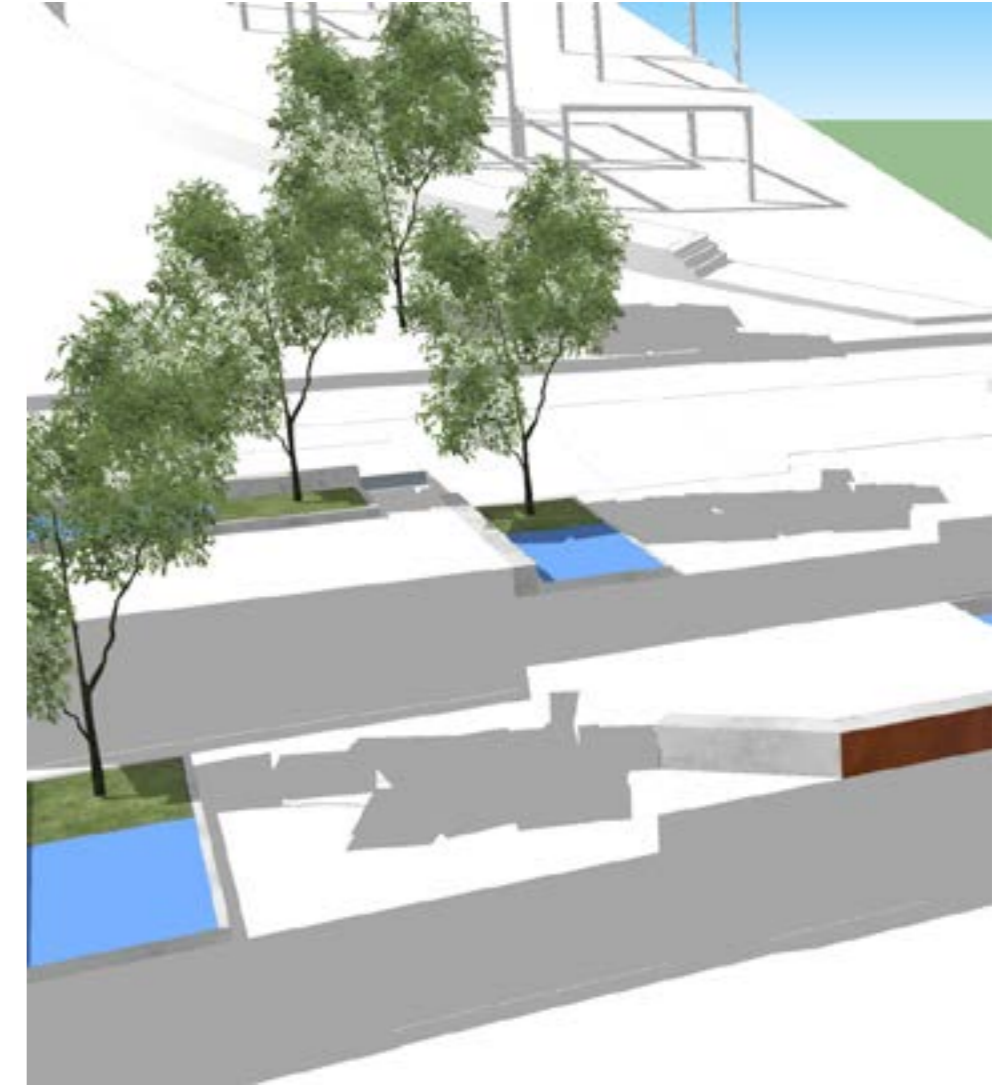


# CONCEPT DEVELOPMENT

## 3D DESIGN STUDIES

Due to the sloping topography it's essential to understand the 3D nature of the site.

These 3D sketch diagrams are exploring the landscape design in relation to the natural sloped topography to test scale, analyse design and develop the concept ideas for the various interventions.



# CONCEPT DEVELOPMENT


## PROPOSED CONCEPT DESIGN

The concept design rationalises and incorporates the design ideas from the initial concept thoughts.


The central finger incorporates the design grid as the dominant through connection that fully links the park to the centre of the neighbourhood as a continuous route.


The other linear green spaces will take on their own unique character to give each area its own identity for ease of way finding and differentiating between the fingers.


The only alterations to roads will be at the crossing points between the fingers and at key junctions illustrated.

 Enhanced Soft Landscape with emphasis on trees and planting. Increased number of trees and introduction of wild planting strips.

Opportunities for rest and play throughout with places for viewpoints across the city

 Enhanced Civic space. Area to remain a green corridor but the addition of some civic furniture and hard landscaping to bleed into the main road network to the north

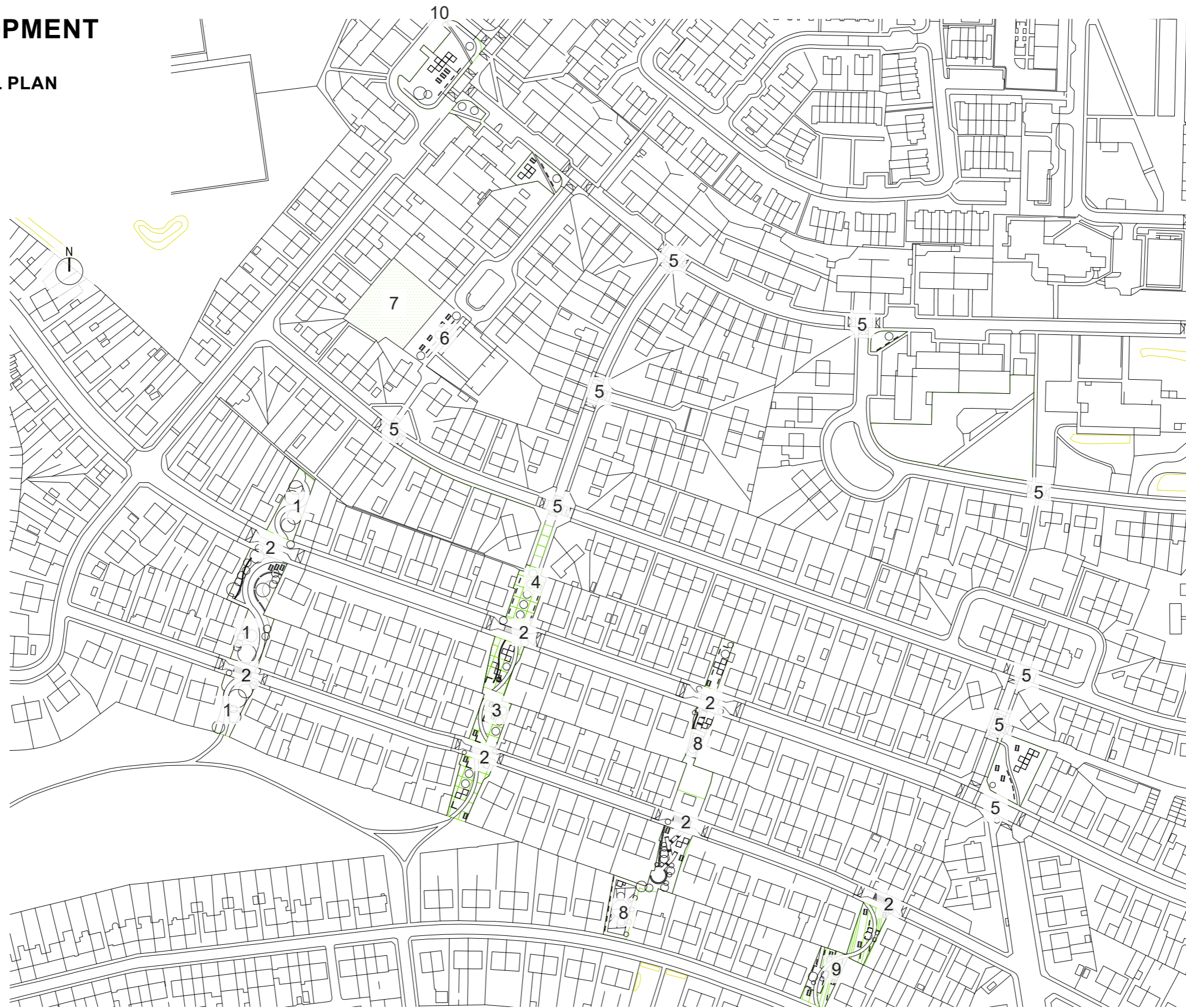
 Play space. This area will remain mostly soft landscaping but an emphasis will be made on play. The introduction of innovative play with some more sport based activities plus a more fun colour palette will create an exciting place for people of all ages.

 A more tranquil space with an emphasis on mindfulness. Community gardens, trees, walled gardens create a peaceful space designed who want a more tranquil experience.



# CONCEPT DEVELOPMENT

## DESIGN CONCEPT / SPATIAL PLAN



- 1. Enhanced green finger with emphasis on biodiversity
- 2. Raised table for traffic calming with zebra crossing
- 3. Enhanced green civic zone with space for play
- 4. Civic connector to green finger
- 5. Reconfigured junction to create more space for pedestrians
- 6. Improving the existing green spaces to incorporate rest and play
- 7. Proposed community garden. (Close proximity to nursery)
- 8. New multi use play space
- 9. Tranquil garden space
- 10. Enhance link through football centre to Malls Mire

# CONCEPT DEVELOPMENT

## DESIGN CONCEPT / COLOURED PLAN



# CONCEPT DEVELOPMENT

## 3D VISUALISATION LOOKING SOUTH



LOOKING SOUTH FROM LUBAS AVENUE



# CONCEPT DEVELOPMENT

## 3D VISUALISATION LOOKING NORTH



LOOKING NORTH FROM GREEN NETWORK AT MONTFORD STREET



# CONCEPT DEVELOPMENT

## URBAN WOODLAND - PLAN

1. Kerb realignments to increase footway width (2.5m) and reduce road width to 3.5m (minimum)
2. 2.0m Resin bound gravel path
3. New public realm greening (planting)
4. New street trees
5. New trees
6. Level pedestrian crossing
7. Viewing Platform
8. Concrete Bench
9. Picnic bench
10. Chute



# CONCEPT DEVELOPMENT

## URBAN WOODLAND - DESIGN

The west green corridor is aimed at being a semi urban woodland, where paths will connect the local community from Curtis Avenue and Montford Avenue through an environment of existing and newly planted trees. The natural slope of the corridor will provide opportunities for viewing platforms to form moments of rest.

The crossing point at the roads between the corridor will have some light planting to provide a visual connection. The road width will be reduced to 4.8m and a crossing point will be added on a raised table.



1. Qinhuangdao, China - Turenscape Architects
2. Landgangen - Esbjerg, Denmark - Cobe Architects
3. Kennesaw State Uni Amphitheatre - J & A Engineering
4. Hammersmith ivy - London, UK - Fieldwork Facility

# CONCEPT DEVELOPMENT

## CIVIC CORRIDOR - PLAN

1. Kerb realignments to increase footway width (2.5m) and reduce road width to 3.5m (minimum)
2. 2.0m resin bound gravel path
3. New public realm greening (planting & Seeding)
4. New street trees
5. New wild Tree
6. Level pedestrian crossing
7. New bus stop position
8. Chute
9. Interpretive play equipment
10. Concrete bench
11. Picnic bench



# CONCEPT DEVELOPMENT

## CIVIC CORRIDOR - DESIGN

The civic corridor will create a space that incorporates play but also looks to be the main transitional artery as a more formal civic zone.

The area will maintain a green feel and aesthetic with formal space for planting and trees but also allow for hard standings and an improved path network.

The civic corridor is the main route for pedestrians but it will also incorporate incidental play as well as chutes that integrate with the natural topography.



1



2



3



4



5

1. Sighthill Glasgow - LDA
2. Claypits Glasgow - LUC
3. Carlsberg District Copenhagen - Schønherr
4. Bowline, Bowling - Rankin Fraser
5. Claypits Glasgow - LUC

# CONCEPT DEVELOPMENT

## PLAY CORRIDOR - PLAN

1. Kerb realignments to increase footway width (2.5m) and reduce road width to 3.5m (Painted)
2. 2.0m resin bound gravel path
3. New public realm with street greening (planting and seeding)
4. New street trees
5. New trees
6. Level pedestrian crossing
7. Interpretive play equipment
8. Chute
9. Interpretive sports painted surface
10. Concrete bench
11. Picnic bench



# CONCEPT DEVELOPMENT

## PLAY CORRIDOR- DESIGN

Unfortunately there is no through connection to physically link these spaces so the concept establishes a series of play spaces that can be 'found' when exploring the neighbourhood.

Here the emphasis will be on play, with innovative play solutions provided at the flat sections of the north and south of the site. Using the topography, several child friendly interventions can be included such as climbing frames and trampolines.

The sloped topography also provides the opportunity for a number of 'look-outs' or viewing platforms.



1



2

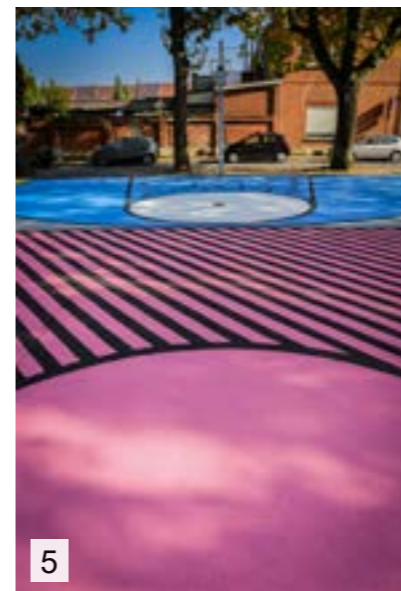


3

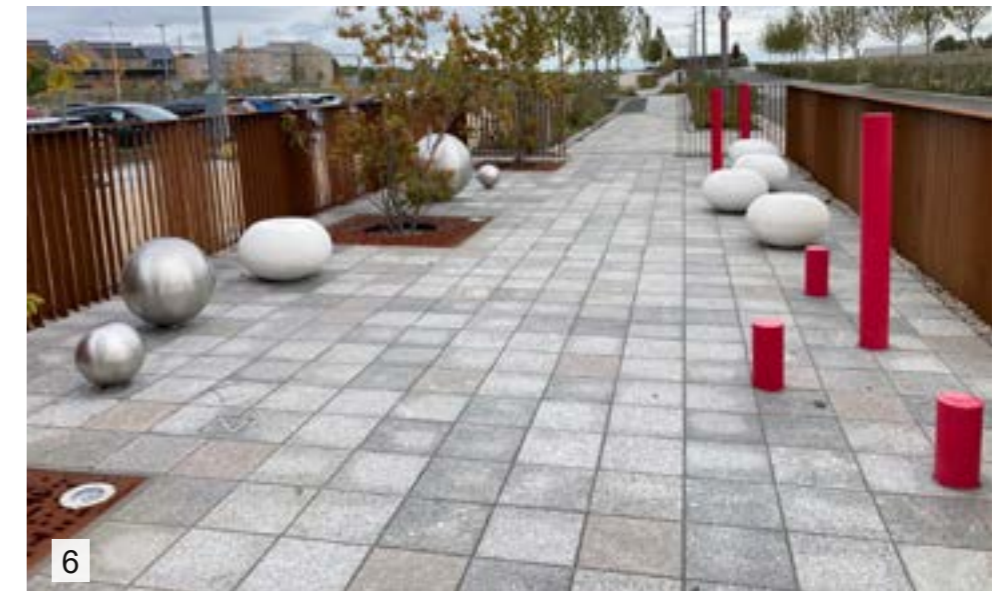


4

1. Common Ground St Petersburg (Cecilia Lueza)
2. Sighthill Glasgow
3. Kearsney Abbey (Duncan & Grove)
4. Carlsberg District Copenhagen (Nord Architectx)
5. Hypecourt Aalst, Belgium (Katrien Vanderlinden)
6. Sighthill Glasgow



5



6



# CONCEPT DEVELOPMENT

## TRANQUIL CORRIDOR - PLAN

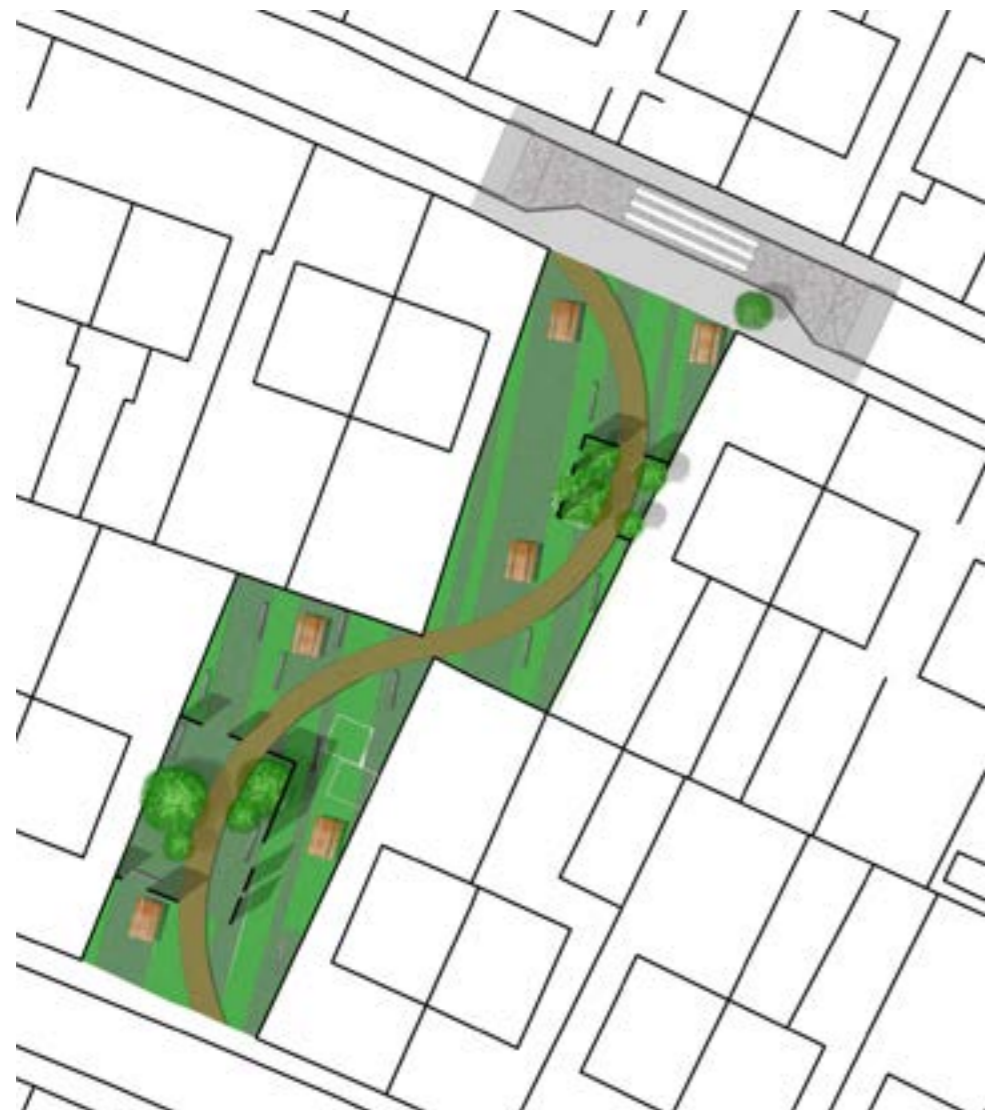
1. Kerb realignments to increase footway width (2.5m) and reduce road width to 3.5m (minimum)
2. 2.0m resin bound gravel path
3. New public realm with street greening (planting & Seeding)
4. New street trees
5. New trees
6. Level pedestrian crossing
7. Garden sculpture
8. Walled Garden
9. Concrete bench
10. Picnic bench



# CONCEPT DEVELOPMENT

## TRANQUIL CORRIDOR - DESIGN

The tranquil corridor will provide garden spaces for local residents to rest. This corridor will not include formal play items and cannot be used as a transitional space. Instead a series of 'naturalised' quiet spaces will be introduced as a location for people discover and relax.



- 1. Pollok Country Park, Glasgow
- 2. Maggie's Gartnavel, Glasgow (OMA)
- 3. Bench in Kelvingrove Park, Glasgow





NO	DESCRIPTION	DATE	BY

**KEY**

- MTL-01
- MTL - 02
- MTL - 03
- MTL - 04
- MTL - 05
- MTL - 06
- MTL - 07
- MTL - 08
- MTL - 09

© Crown copyright and database rights 2022 OS 100023378. You are not permitted to copy, sub-publish, distribute or sell any of this data to third parties in any form.

**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**  
**Toryglen**

TITLE  
**Site Plan**  
**Materials Layout**  
**As Proposed**

SCALE at A1	DATE	DRAWN
1:1250	2022/09/27	KM
JOB NO.		APPROVED
NR5012		-
DRG NO.		REVISION
AM(00)XX-003		-

CAD FILE NR5012\_AM(00)XX-003\_LN\_Coatings.dwg  
PLOTTED BY McLaughlin, Kevin (NR5012) 2022-9-27 AT 5:05 PM

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  
Asphalt with black chips  
Footways



MTL-03  
Asphalt with red chips  
Roads - raised tables



MTL-04  
Asphalt with red chips  
Roads - raised tables



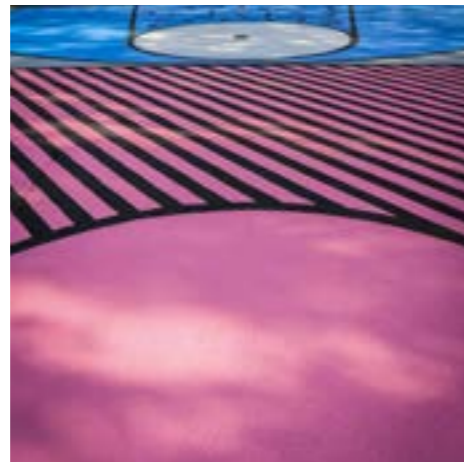
MTL-05  
Asphalt with Cold Plastic Road  
Marking paint Crossing point on  
raised table



MTL-06  
Seeded lawn



MTL-07  
Wild seeding - Shrubs and  
plants



MTL-08  
Cold Plastic painted HRA



MTL-09  
New Path through green space  
– Allow for Resin bound gravel /  
porous surface



Incidental Play Equipment  
Example of informal play  
equipment.  
Climbing Frame - Sightill Park



Play Equipment  
Example of formal play  
equipment.  
Climbing Frame - Sightill Park

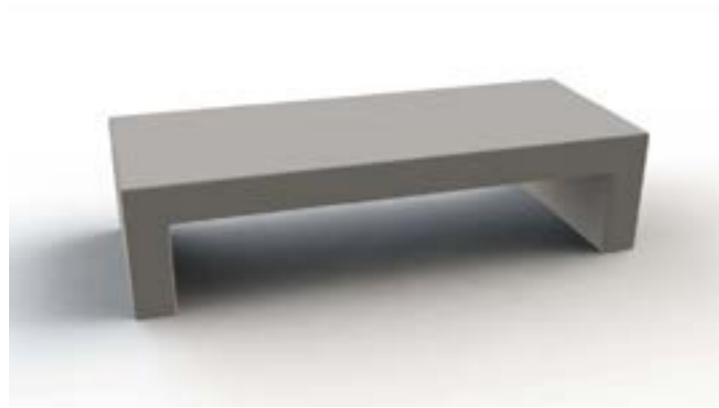


Play Equipment  
Example of soft formal play  
equipment.  
Timber run - Sightill Park

# 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



PICNIC BENCHES



MARSHALS ESCOFET FLOR



PEWSHAM PLANTER BY  
LANGLEY



NEW STREET LIGHTING COLUMNS WITH  
BANNERS MOUNTED



# OUTLINE SPECIFICATION

## INCIDENTAL & FORMAL PLAY SPACE & EQUIPMENT

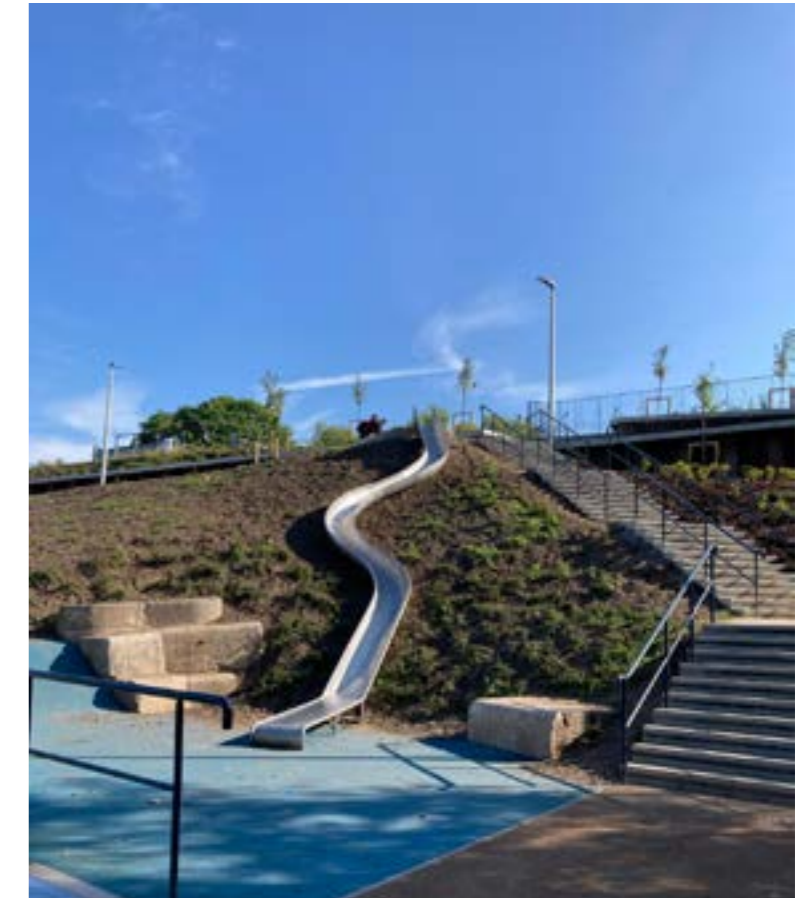
One of the primary aspiration of the project is to provide an environment that is appealing to children. An important design feature to achieve this will be the inclusion of play spaces. Incidental play spaces and equipment will be sporadically located throughout the green network. The images below provide good examples of the spaces we want to achieve in Toryglen.



HYPECOURT AALST, BELGIUM



INCEDENTAL PLAY, CLAYPITS



SITE INTEGRATED CHUTE, CLAYPITS



PLAY WITHN EVERYDAY JOURNEYS -  
DERRY, NORTHERN IRELAND



INCIDENTAL PLAY ,  
SIGHTHILL



TIMBER PLAY, SIGHTHILL



CLIMBING FRAME, SIGHTHILL

# OUTLINE SPECIFICATION

## SOFT LANDSCAPE

The project will look to enhance the existing green spaces with the planting of new trees, planted shrubs and wild flower planting. The following images indicate aspirational soft landscape solutions.



WILD TREE PLANTING, SIGHTHILL



URBAN COPSE AT TRANQUIL GREEN NETWORK



STREET TREES AT GREEN NETWORK CROSSING POINT



# OUTLINE SPECIFICATION

## ECOLOGY

Due to the extensive existing green infrastructure, 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.

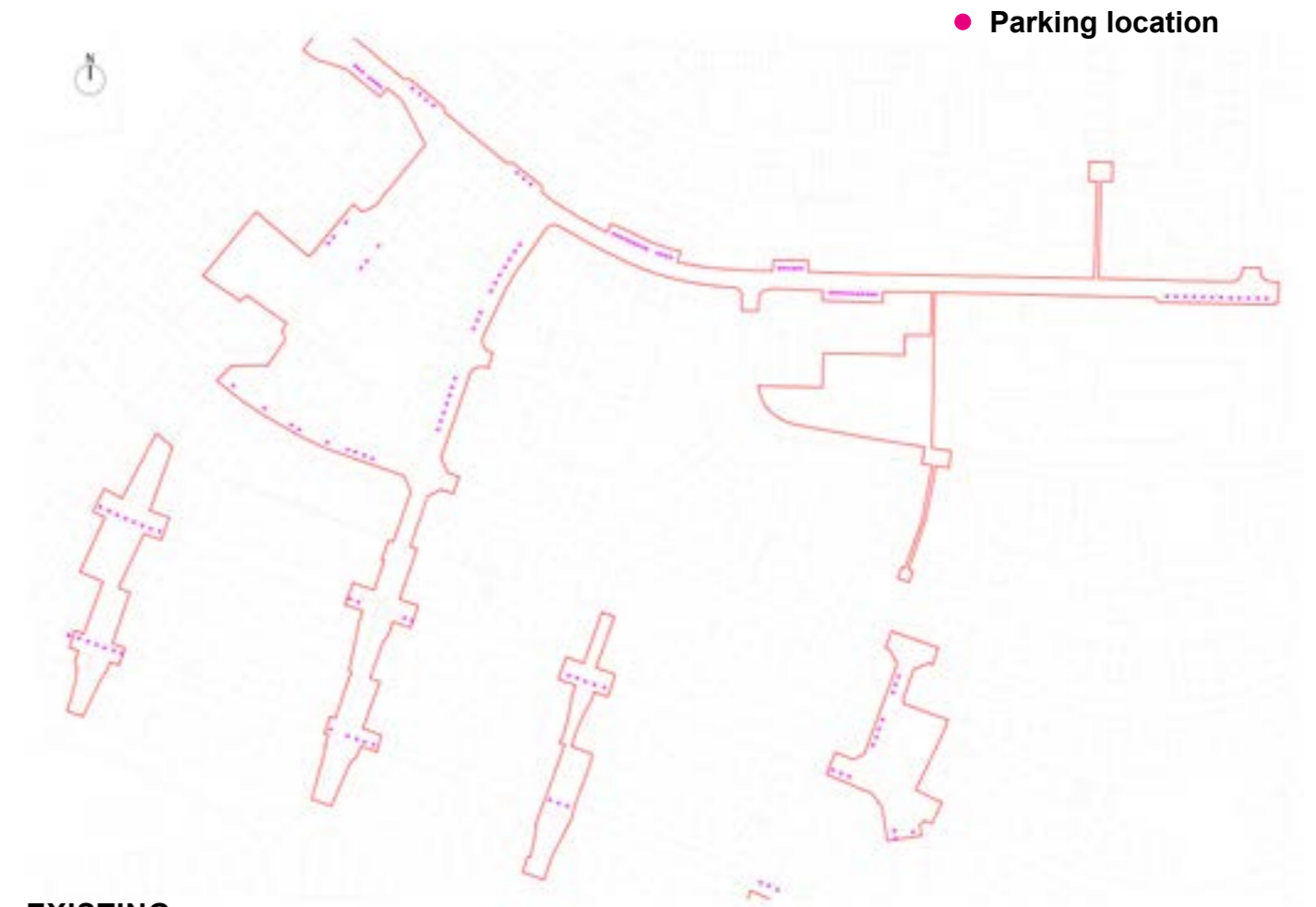


# TRAFFIC PLAN

## CAR PARKING ANALYSIS

The proposal will look at prioritising pedestrian along the green network. Although attempts have been made to maintain the residential streets on street parking, there is a requirement to alter the road design at certain junctions.

Within the project area there is currently space for 136 on street car parking positions. With current proposal this will be reduced to 91. This is a loss of 31% parking spaces however the main streets of Curtis Avenue, Montford Avenue and Ardmory Street remain mostly intact. It should be noted that many of the on street parking within these streets is informal and in order to allow traffic to flow, many cars park on the pavement.



EXISTING





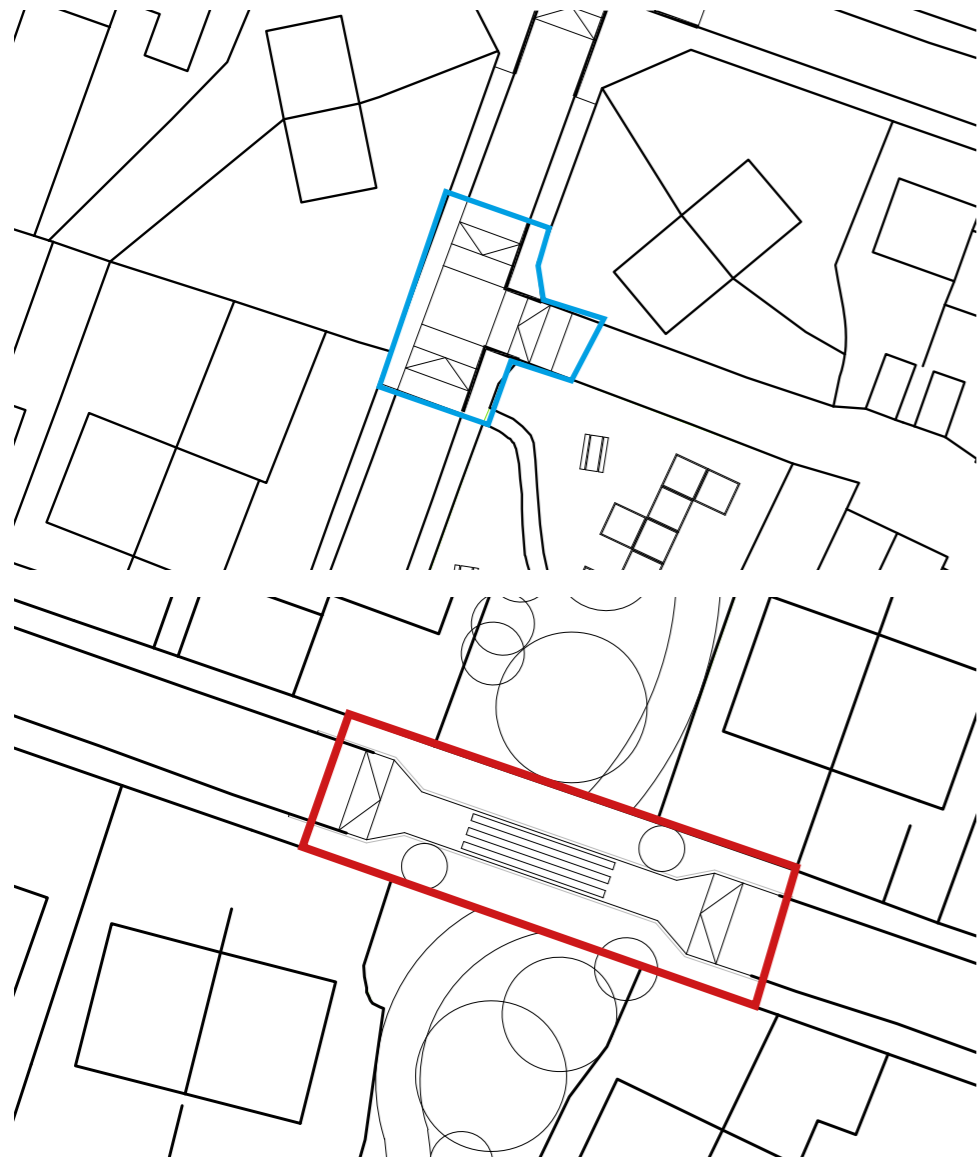
PROPOSED

# SITE ANALYSIS

## VEHICLE MOVEMENT V SPACE FOR PEDESTRIANS

The proposal does not change the flow of traffic within the area. All streets are bidirectional and the proposal is to maintain this flow. There will be modifications at junctions, where a raised platform or a road width reduction will be installed to make for safer crossing points for pedestrians. The road width reduction with zebra crossings are added to the junctions between the green network and several junctions within primary school zones. Here the road will be reduced to the width of a single direction road and effectively becoming a passing place. The rest of the junctions will be utilised into raised platforms with crossing points.

-  REDUCED ROAD WIDTH TO CREATE 'PASSING POINT' ON RAISED TABLE WITH ZEBRA CROSSING POINT
-  RAISED TABLE WITH ZEBRA CROSSING POINTS ( BI DIRECTIONAL MAINTAINED)





# COST PLAN

## PRELIMINARY COST PLAN

Allowance for Contingency/Optimism Bias	20%		852,349
<b>TOTAL CONSTRUCTION COST</b>			<b>5,114,096</b>
Allowance for Fees on above	12%		613,692
			<u>5,727,788</u>
Ancillaries, surveys, etc		Sum	60,000
			<u>5,787,788</u>
Inflation (Assume Construction Mid Point 4Q2024)	11.2%		648,359
<b>TOTAL PROJECT COST</b>			<b><u><u>£6,436,147</u></u></b>

### 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



# Appendix 1

## 3d Visualisations







