



BATTLE OF LANGSIDE MONUMENT

LIVEABLE NEIGHBOURHOODS

Concept Design Report RIBA Stage 2

October 2022



CONTENTS

3	Introduction		29	Key Interventions
	Area overview			battle of langside monument
5	Site Analysis			Battlefield road
	site context			Langside place
	opportunities & Constraints		33	Outline Specification
	Spatial analysis - vehicles & Pedestrians			Materials & finishes palette
	Spatial analysis - existing site conditions at Battle of Langside Monument			Materials palette
	Spatial analysis - existing site conditions along Battlefield Road			street furniture
	Spatial analysis - existing site conditions at Langside Place			Street greening and soft landscaping
	Spatial analysis - existing site conditions along Millbrae Road			Ecology assessment, EQIA & sustainability
	Spatial analysis - existing site conditions		39	Traffic Plan
	site topography			Parking, Public Transport & Active Travel network
	Public utilities			Vehicle Access & Circulation
	Public utilities		42	Cost Plan
	Active building fronts / space for pedestrians			
	building heights		44	Appendices
19	Consultation & Stakeholder Engagement			
	Consultation Strategy		45	Appendix 1
	Storymap / Questionnaire			3D Visualisations
22	Concept Development			
	Options analysis & placemaking strategy			
	design concept			
	design concept / spatial plan			
	Options analysis			
	Millbrae road / overdale street / cathkin road junction			
	3d visualisation - Battle of Langside monument			
	3d visualisation - Battlefield Road looking north towards monument			

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, attractive and more enjoyable public realm around the monument and along Battlefield Road.

The Battle of Langside monument is situated in the centre of a busy roundabout and as such there is no easy access to the monument or Queens Park for the public in this location.

The focus of the project is to create a safer place for the local people that improves access for pedestrians, wheelers and cyclists to move through this busy neighbourhood. Currently, there is an excessive amount of road space that can be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.

Proposals to reconfigure the roundabout to make the monument more accessible and improve the public realm along Battlefield Road between the monument and Battlefield Rest are a key priority.

The project will tie into the 'Connecting Battlefield' project which is providing improvements to active travel and public realm in the Battlefield neighbourhood.

The project will also look at reconfiguration of road space along Millbrae Road, Langside Place and Algie Street to establish an improved public realm that balances the needs of local residents and local businesses. The local shopping facilities at Langside Place are compromised by the dominance of vehicles. The project will look to reallocate some of the road space to create a safe and pleasant place for the local community to thrive.

PURPOSE OF THIS DOCUMENT

This document presents the RIBA Stage 2 Concept Design proposals for this LN area.

For background reference please refer to the LN RIBA Stage 1 report which details important context information as well as the list of other projects considered.

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

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



SITE ANALYSIS

SITE CONTEXT

The site area highlighted in yellow on the map below illustrates the focus of the LN project activity in this area. The project area covers circa 15,800sm of road space and public realm in a very busy neighbourhood in the south side of Glasgow.

There are two significant adjacent projects affecting this LN area, as follows -



The Victoria (Sanctuary Housing)

The former Victoria Hospital is currently being renovated into 413 flats, offices, retail and public realm works. The former hospital will bring a new community of private homes for sale as well as New Supply Shared Equity (NSSE).



LN Project Area

Approx 15,800 sm



Connecting Battlefield (GCC / Sustrans)

As highlighted in the RIBA Stage 1 report, GCC are developing the design for the Sustrans funded Connecting Battlefield public realm and cycle infrastructure project. Further public consultation by the GCC project team has taken place and the outputs are currently being analysed.

SITE ANALYSIS

OPPORTUNITIES & CONSTRAINTS

1. Review excessive road space and improve access between neighbourhood and Queens Park for pedestrians as well as access to Battle of Langside Monument
2. Propose new park interventions to open up access at this location
3. New housing development by Sanctuary Housing at former hospital site
4. Enhance public realm along Battlefield Road between monument and Battlefield Rest by re-provisioning of road space to improve safety and enhance connectivity for existing residents as well as new residents
5. Ensure integration at interface LN project proposals with Connecting Battlefield project activity
6. Review and reconsider roundabout / traffic junctions to improve pedestrian safety in neighbourhood
7. Review and reconsider excessive road space at Langside Place to create improved public realm at Local Shopping Facility
8. Review and reconsider traffic junction at Overdale Street / Cathkin Road to improve pedestrian safety
9. Review and reconsider excessive road space at Algie Street to create improved public realm at Local Shopping Facility
10. Existing footway is very narrow, review allocation of road space to increase width for pedestrian safety
11. Review and reconsider allocation of road space at Langside Road and vehicle entrance to Queens Park



SITE ANALYSIS

SPATIAL ANALYSIS - VEHICLES & PEDESTRIANS

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

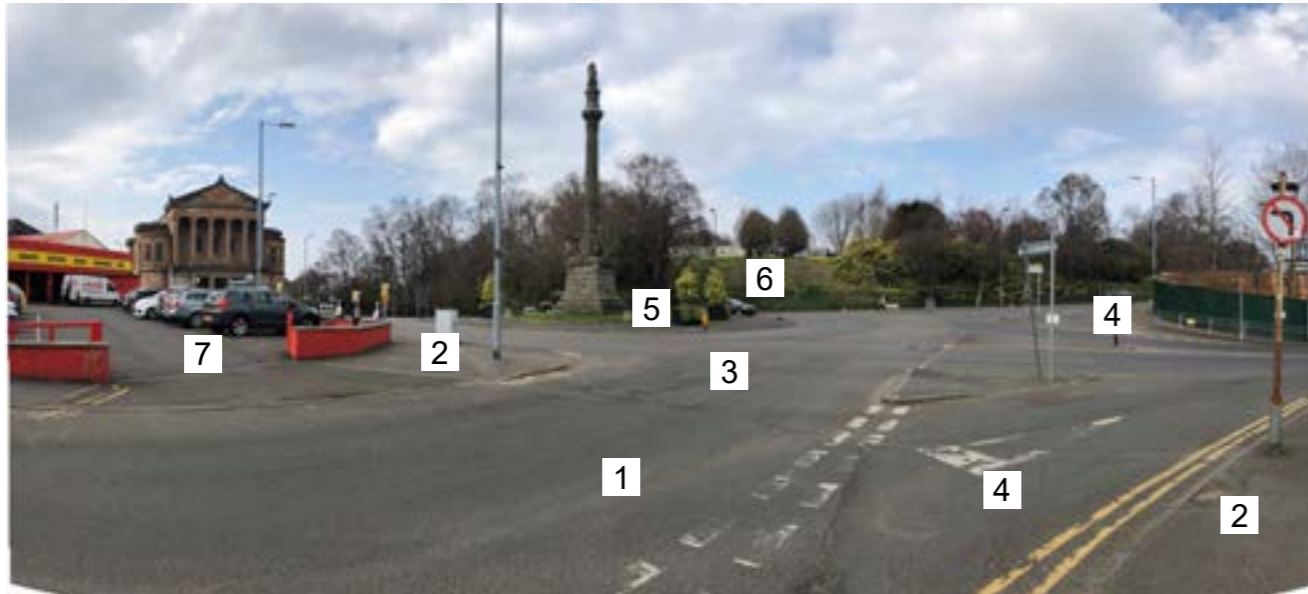


SITE ANALYSIS

SPATIAL ANALYSIS - EXISTING SITE CONDITIONS AT BATTLE OF LANGSIDE MONUMENT

- Excessive road surface / space for vehicles
- Poor quality public realm and lack of space for pedestrians
- No obvious crossing points for pedestrians
- Excessive junctions could be rationalised to create space for safe road crossings
- No safe pedestrian access to monument

- No physical connection to Queens Park at this location
- Vehicle access into commercial facility



BATTLE OF LANGSIDE MONUMENT
MILLBRAE ROAD



BATTLE OF LANGSIDE MONUMENT
SOUTH FOOT WAY



BATTLE OF LANGSIDE MONUMENT FROM
WEST APPROACH



BATTLE OF LANGSIDE MONUMENT FROM
QUEENS PARK

SITE ANALYSIS

SPATIAL ANALYSIS - EXISTING SITE CONDITIONS ALONG BATTLEFIELD ROAD



BATTLEFIELD ROAD LOOKING WEST
(GOOGLE)

1. Current road width demonstrates vehicle hierarchy
2. Lack of clarity over car parking allocation
3. Poor quality public realm and lack of space for pedestrians
4. No obvious crossing points for pedestrians
5. New housing development will have better physical connections
6. Loading for local businesses not clear



BATTLEFIELD ROAD LOOKING EAST
(GOOGLE)

SITE ANALYSIS

SPATIAL ANALYSIS - EXISTING SITE CONDITIONS AT LANGSIDE PLACE



LANGSIDE PLACE LOOKING EAST
(GOOGLE)

1. Excessive road space and junctions demonstrates vehicle hierarchy over pedestrians
2. Diagonal parking can be hazardous due to vehicles reversing into traffic flow
3. Loading for local businesses not clear
4. Poor quality public realm
5. Traffic island created by complicated traffic flow
6. Use of zebra crossings help movement of pedestrians
7. No safe crossing point for pedestrian
8. Large area of asphalt with no programming of space
9. Railings can be perceived as barriers



LANGSIDE PLACE LOOKING WEST
(GOOGLE)

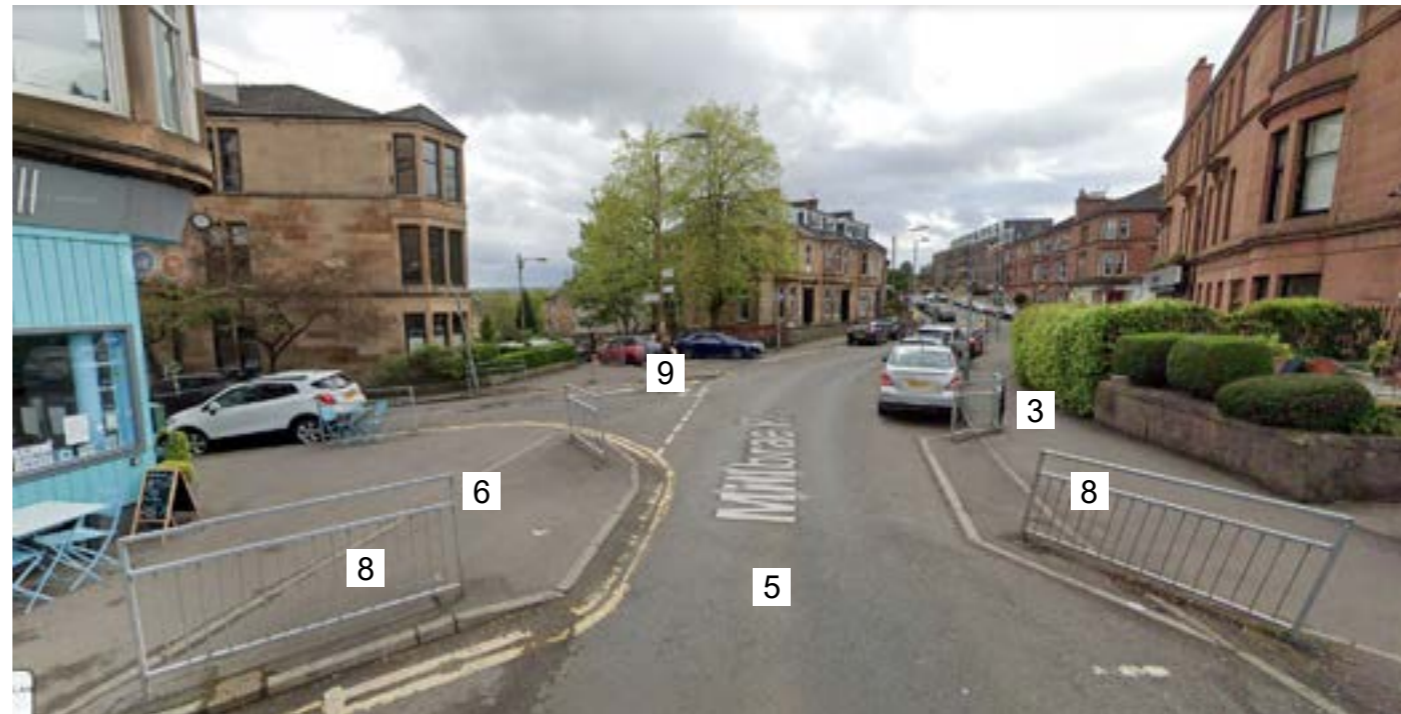
SITE ANALYSIS

SPATIAL ANALYSIS - EXISTING SITE CONDITIONS ALONG MILLBRAE ROAD



MILLBRAE ROAD LOOKING NORTH
(GOOGLE)

1. Current road width demonstrates vehicle hierarchy
2. Lack of clarity over car parking allocation
3. Poor quality public realm and lack of space for pedestrians
4. Lack of active building frontages
5. No obvious crossing points for pedestrians
6. Large area of asphalt with little purpose
7. Vehicle access into retail
8. Railings can be perceived as barriers
9. Complicated road junction



MILLBRAE ROAD LOOKING SOUTH
(GOOGLE)

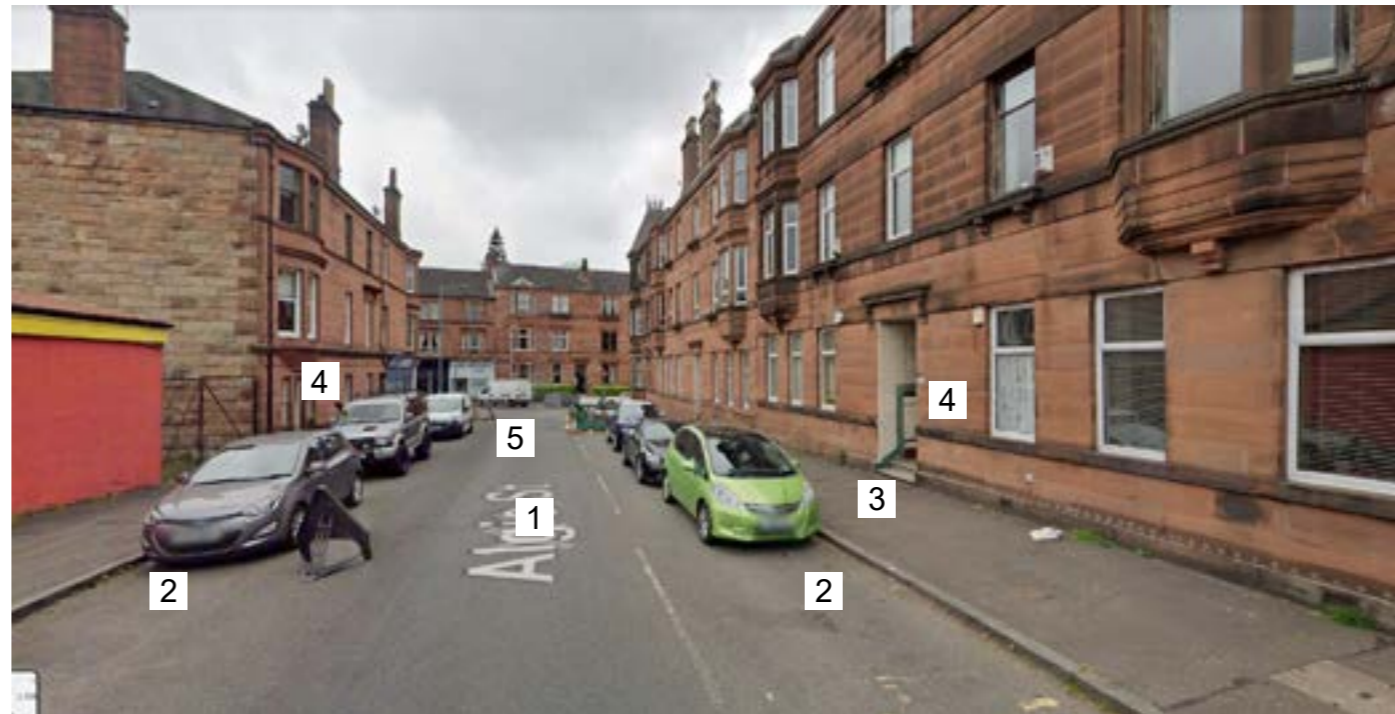
SITE ANALYSIS

SPATIAL ANALYSIS - EXISTING SITE CONDITIONS



LOOKING WEST TOWARDS CHURCH ON THE HILL

1. Current road width demonstrates vehicle hierarchy
2. Lack of clarity over car parking allocation
3. Poor quality public realm and lack of space for pedestrians
4. Lack of active building frontages
5. No obvious crossing points for pedestrians
6. Large area of asphalt with little purpose
7. Natural topography challenging for pedestrians
8. Vehicle access to commercial facility



ALGIE STREET LOOKING NORTH
(GOOGLE)

SITE ANALYSIS

SITE TOPOGRAPHY

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

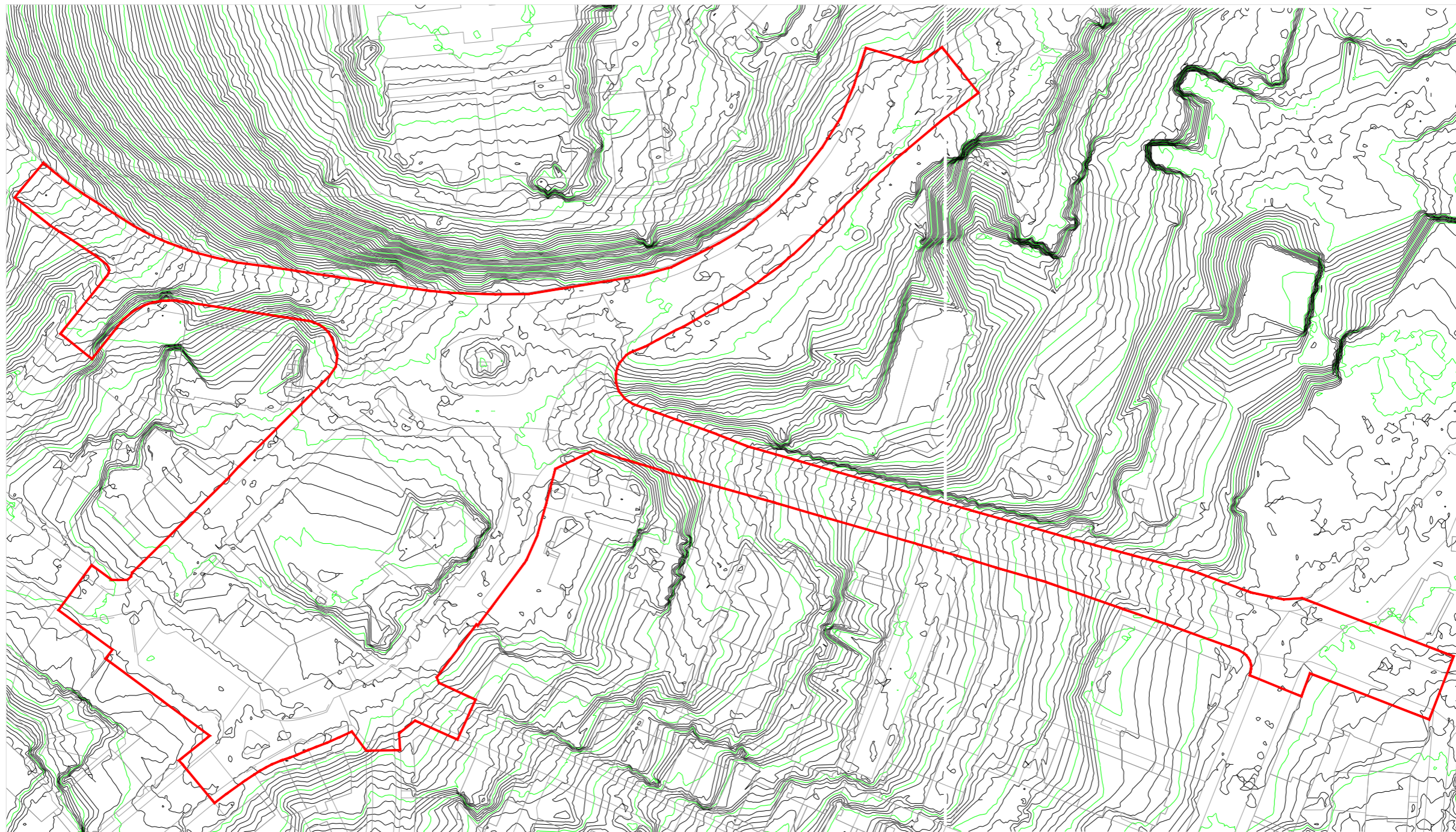
The diagram overlays LiDAR data onto the existing OS map to illustrate the site contours for a preliminary observation of the site levels.

The diagram illustrates the steep slope within Queens Park

immediately north of the roundabout area. The monument area at the roundabout is relatively flat. The significance here is that it is believed on 13 May 1568, Mary Queen of Scots observed the Battle of Langside from this location, observing the 'battlefield' at the base of the cliffs. Today, Battlefield Road is quite a steep incline down to the Battlefield Rest. The former hospital site illustrates the terraces

that were created to absorb the topographical changes.

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



SITE ANALYSIS

PUBLIC UTILITIES

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

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



SCOTTISH WATER - DRAINAGE



SCOTTISH WATER - SUPPLY



BRITISH TELECOM



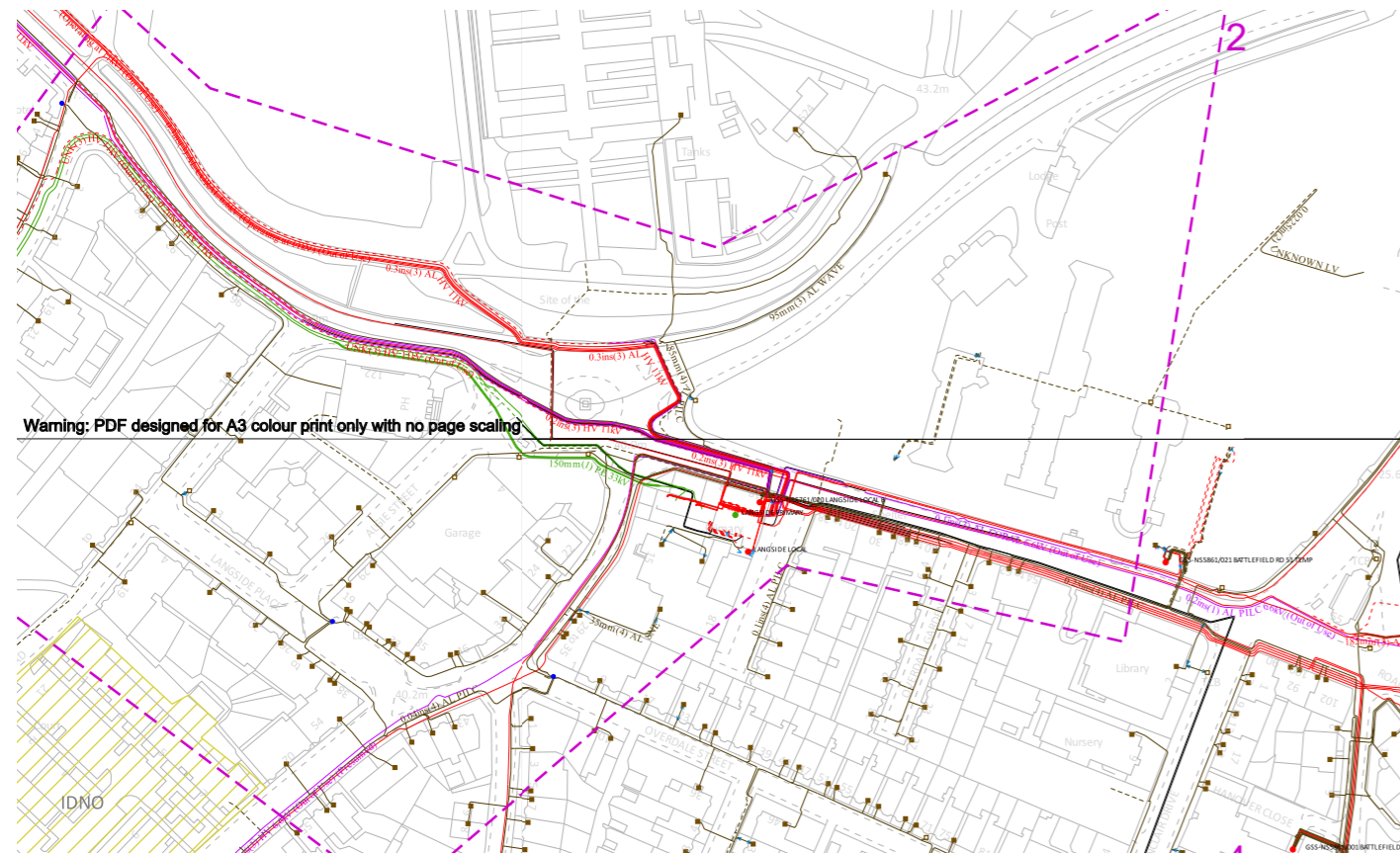
VIRGIN MEDIA

SITE ANALYSIS

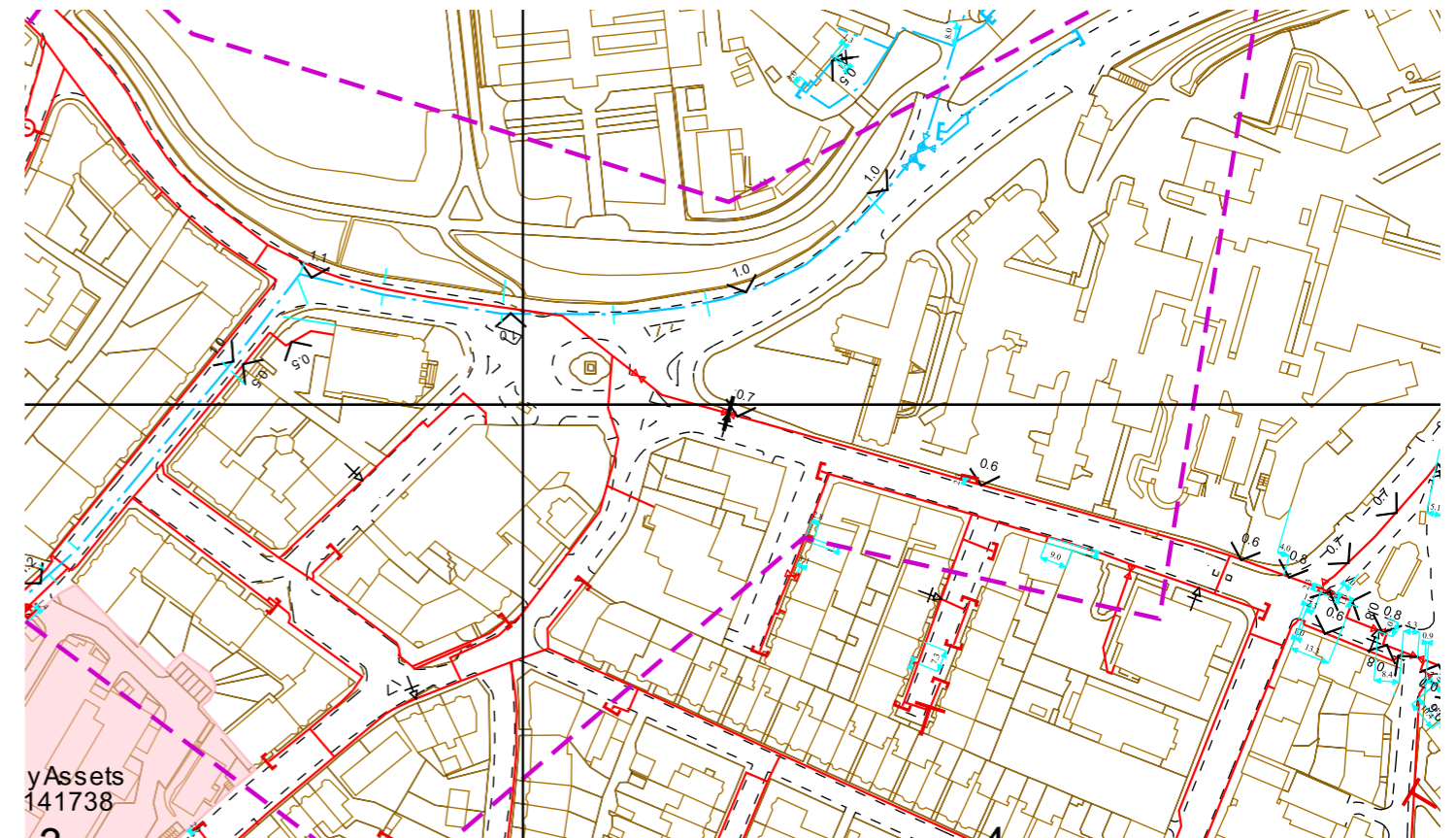
PUBLIC UTILITIES

As anticipated there is a high volume of electrical service around the Scottish Power sub-station located at the junction of Millbrae Road and Battlefield Road.

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

SITE ANALYSIS

ACTIVE BUILDING FRONTS / SPACE FOR PEDESTRIANS

The purpose of this diagram is to demonstrate the relationship of active building frontages to the street. The two key areas in this neighbourhood are the ground level commercial units over a block and a half along the south side of Battlefield Road and the ground level commercial units either side of the east end of Langside Place. It is key that the public realm in both of these locations is improved to enhance the vibrancy of the area.



SITE ANALYSIS

BUILDING HEIGHTS

The majority of building types in this neighbourhood is traditional tenement housing either 3 or 4 storey as illustrated on the diagram.

The redevelopment of the New Victoria Hospital features flats of 3 to 4 storey facing onto Battlefield Road, but these are significantly elevated due to the existing topography. The existing tenement flats on the south side of the street are 4 storey.

The National Tyres & Autocare garage situated at the roundabout between Algie Street and Millbrae Road is a single storey industrial building.



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 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 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.

Langside Monument

Glasgow City Council are proposing to create a safer, attractive and more enjoyable public realm around the monument and along Battlefield Road.

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

Currently, there is an excessive amount of road space that can be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.



Proposals to reconfigure the roundabout to make the monument more accessible and improve the public realm between the monument and Battlefield Road are a key priority.



The project will tie into the 'Connecting Battlefield' project which is providing improvements to active travel and public realm in the Battlefield neighbourhood.

Consultation

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

The consultation period will start from Monday, 29 August 2022 and close at 5 pm on Friday, 1 October 2022.

Survey

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

If you wish to take part in our Langside Monument Consultation, please complete our [survey](#).

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

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

Disclaimer

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

LN STORYMAP

Battle of Langside Monument Streets for People

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

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

Currently, there is an excessive amount of road space that can be reconfigured to allow people to go about their everyday journeys by creating a street for the people, not just vehicles.

Proposals to reconfigure the roundabout to make the monument more accessible and improve the public realm between the monument and Battlefield Road are a key priority.

The project will tie into the 'Connecting Battlefield' project which is providing improvements to active travel and public realm in the Battlefield neighbourhood.

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

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

The deadline for completing this survey is 7th October

This survey will take approximately 10 minutes to complete.

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

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

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

EXTRACT FROM SURVEY

2. How do you currently feel about this place?

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

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

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

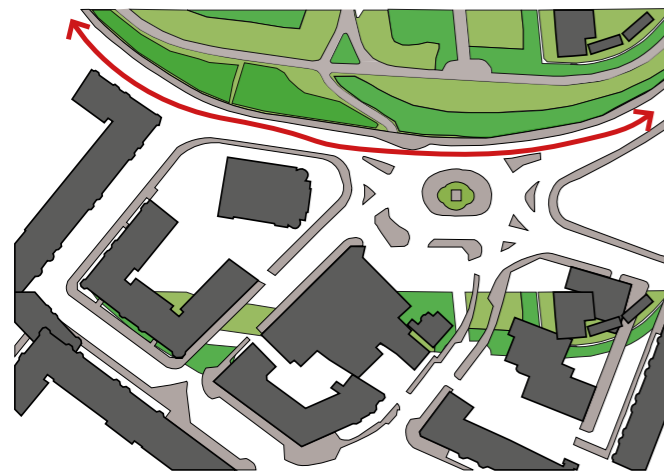
4. What aspects would you like to comment on? (Please tick all that apply)

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

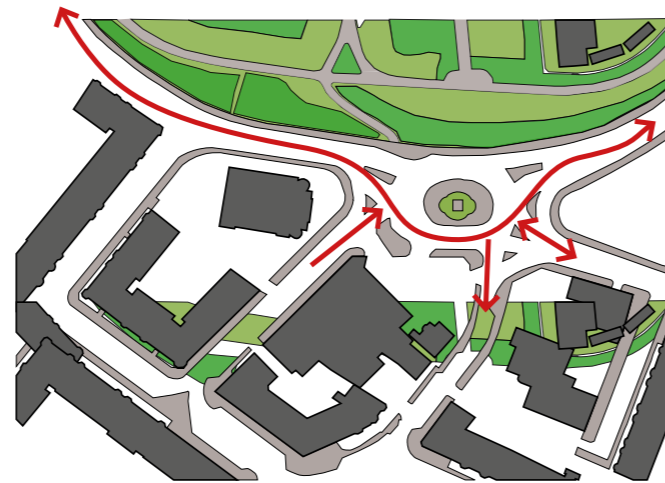
Are there any more ideas you would like to add?

CONCEPT DEVELOPMENT

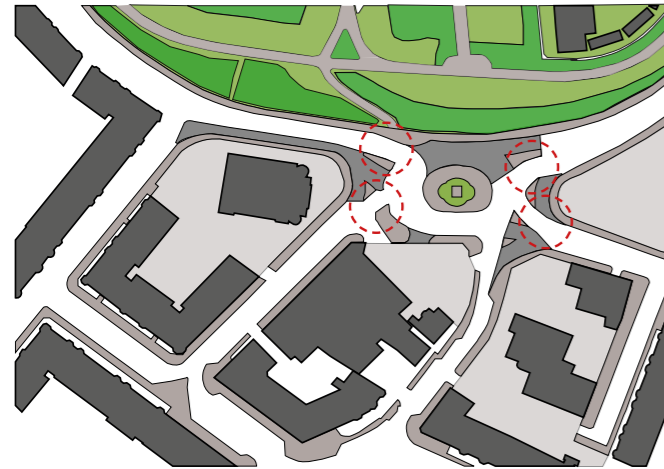
OPTIONS ANALYSIS & PLACEMAKING STRATEGY



IDENTIFY MAIN TRAFFIC ROUTE



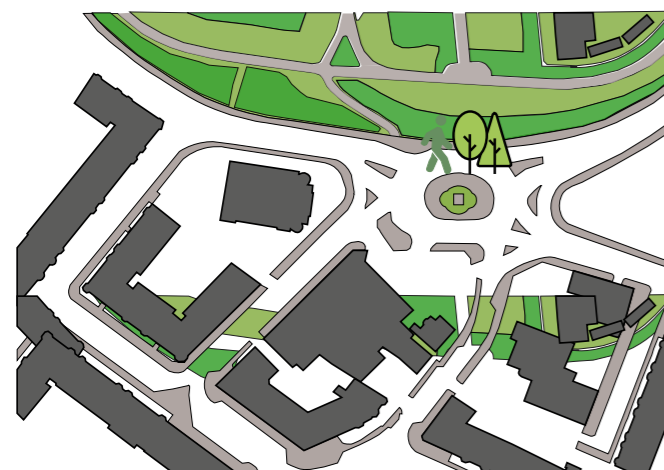
CONNECT TO SECONDARY ROUTES



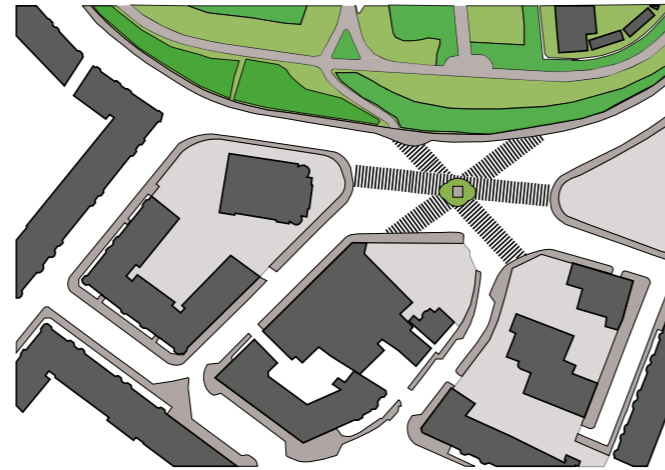
DECLUTTER. PRIORITISE ROUTES FOR PEDESTRIANS. USING THE EXISTING KERB LINE



DECLUTTER. PRIORITISE ROUTES FOR PEDESTRIANS.



CONNECTION TO THE PARK



DECLUTTER. PRIORITISE ROUTES FOR PEDESTRIANS.

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

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

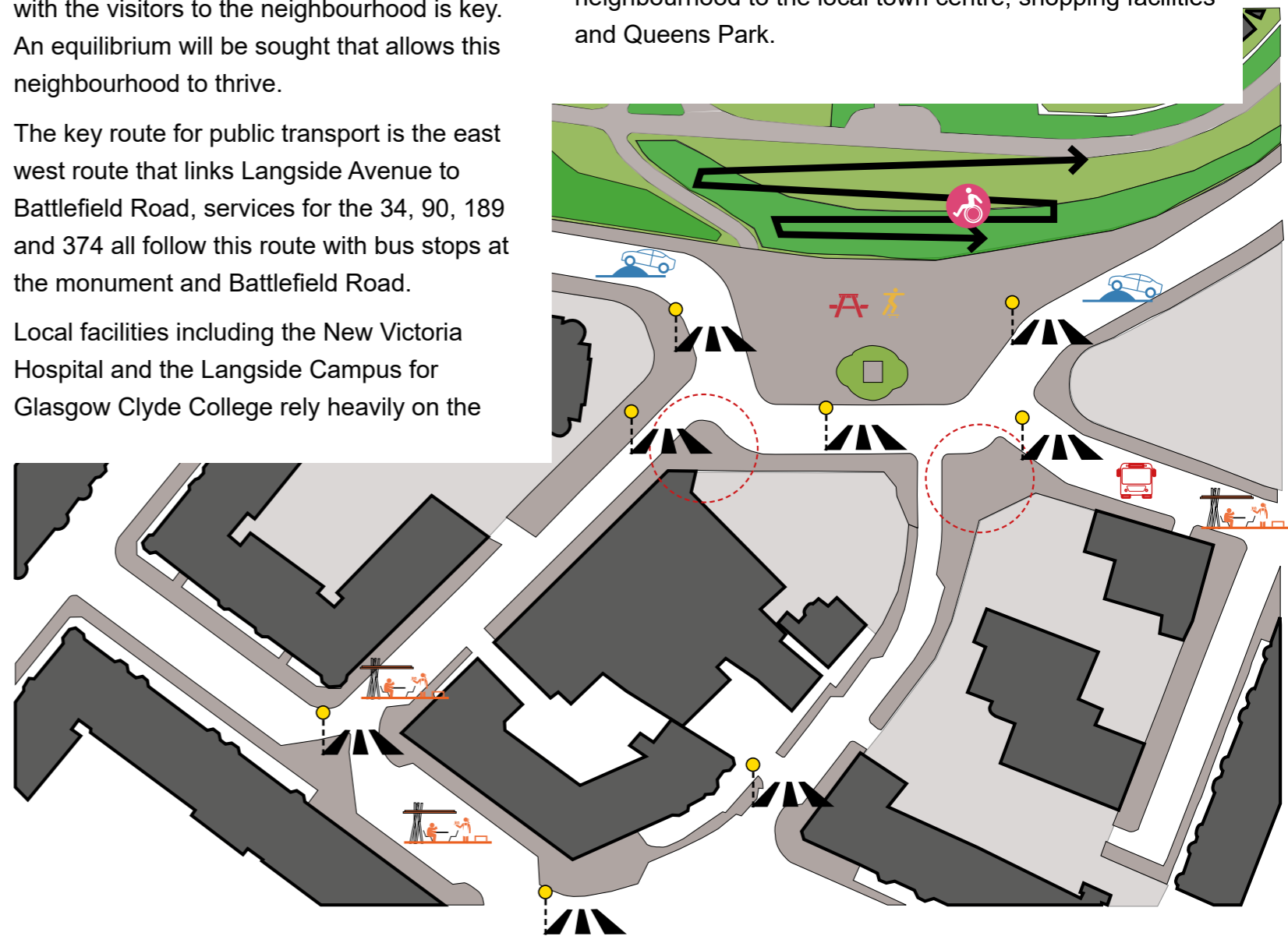
Balancing the access needs of local people with the visitors to the neighbourhood is key. An equilibrium will be sought that allows this neighbourhood to thrive.

The key route for public transport is the east west route that links Langside Avenue to Battlefield Road, services for the 34, 90, 189 and 374 all follow this route with bus stops at the monument and Battlefield Road.

Local facilities including the New Victoria Hospital and the Langside Campus for Glasgow Clyde College rely heavily on the

transport infrastructure. As a result there is currently a high volume of cars journeys to these facilities. Efforts to reduce the reliance on cars where possible are underway across the city and this project will also align with Glasgow's Transport Strategy (GTS) and Active Travel Strategy.

The concept design establish the key routes for all modes and reprioritises as aligned with the GTS. Reducing the unnecessary road space where excessive, decluttering the existing footways and improving access between the local neighbourhood to the local town centre, shopping facilities and Queens Park.



CONCEPT DEVELOPMENT

DESIGN CONCEPT

At the heart of the project is a new civic space 'recaptured' from the roundabout that forms anew place for pedestrians at the southern most point of Queens Park. This space will be multifunctional allowing the local community to take ownership of events that will enhance the neighbourhood. The space could be used for gala days, performances, markets and be seen as a threshold to Queens Park. a new entrance to the park linking the Battle of Langside Monument to Queens Park Glass House could be the catalyst to refreshing this historic structure.

Improving the linkage at Battlefield Road between the monument and Battlefield Rest will also inform a significant part of this project. This joins up the LN activity with Connecting Battlefield and the New Victoria housing development and will greatly enhance permeability in the neighbourhood.

The excessive road space at Langside Place in front of the local shops will also be improved to create a much better public realm that allows businesses to participate in the street space. Disabled parking and loading for the local businesses will be incorporated but the existing diagonal parking will be reconfigured to allow parallel parking where possible.

The streets will generally be upgraded to provide better quality materials including improved lighting, street greening and new street furniture.

PRELIMINARY SKETCH OPTION



1. New 'civic space' recaptured from existing roundabout
2. Queens Park Glass House
3. Improved accessibility and public realm along Battlefield Road
4. Improved public space at Langside Place local shops
5. Improved public realm with more space for pedestrians

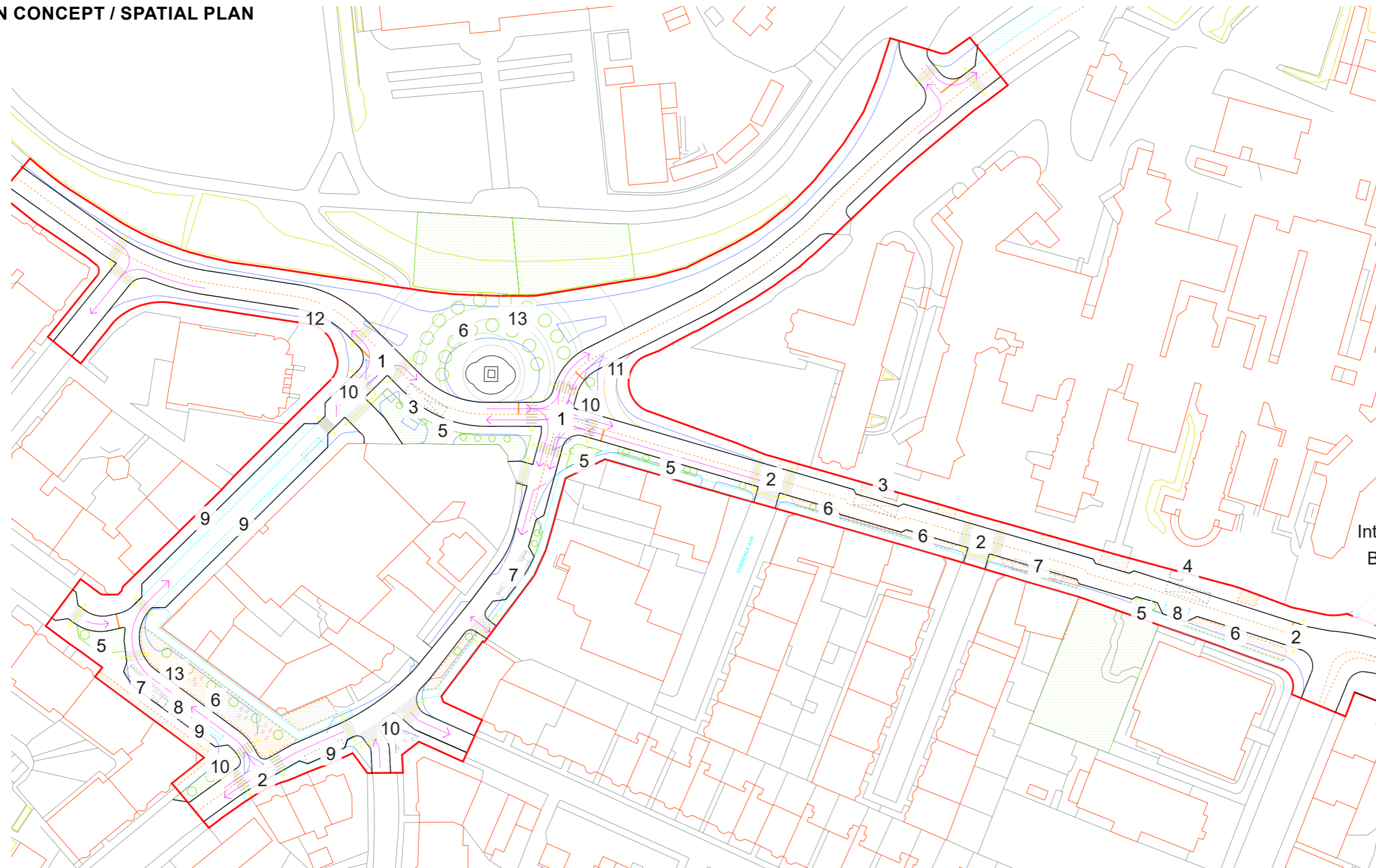
ARTISTS SKETCH OF NEW PUBLIC PLACE AT BATTLE OF LANGSIDE MONUMENT



CONCEPT SKETCH PLAN

CONCEPT DEVELOPMENT

DESIGN CONCEPT / SPATIAL PLAN



Interface with Connecting Battlefield project to be established in RIBA Stage 3

- | | | |
|--|---|--|
| 1. New realigned road junction with signalised crossings for pedestrians | 6. Street trees in ground (cells) | 11. Slip road removed |
| 2. Raised table for traffic calming with zebra crossing | 7. Loading bay | 12. Footway widening (minimum 2.5m) |
| 3. Bus shelter with kerb build out for pedestrians | 8. Disabled parking bay | 13. Public space with street furniture |
| 4. Existing disused bus shelter (to be removed) | 9. Parallel parking bays | |
| 5. Soft landscaping / planters | 10. Reconfigured junction to create more space for pedestrians (see options analysis on following page) | |

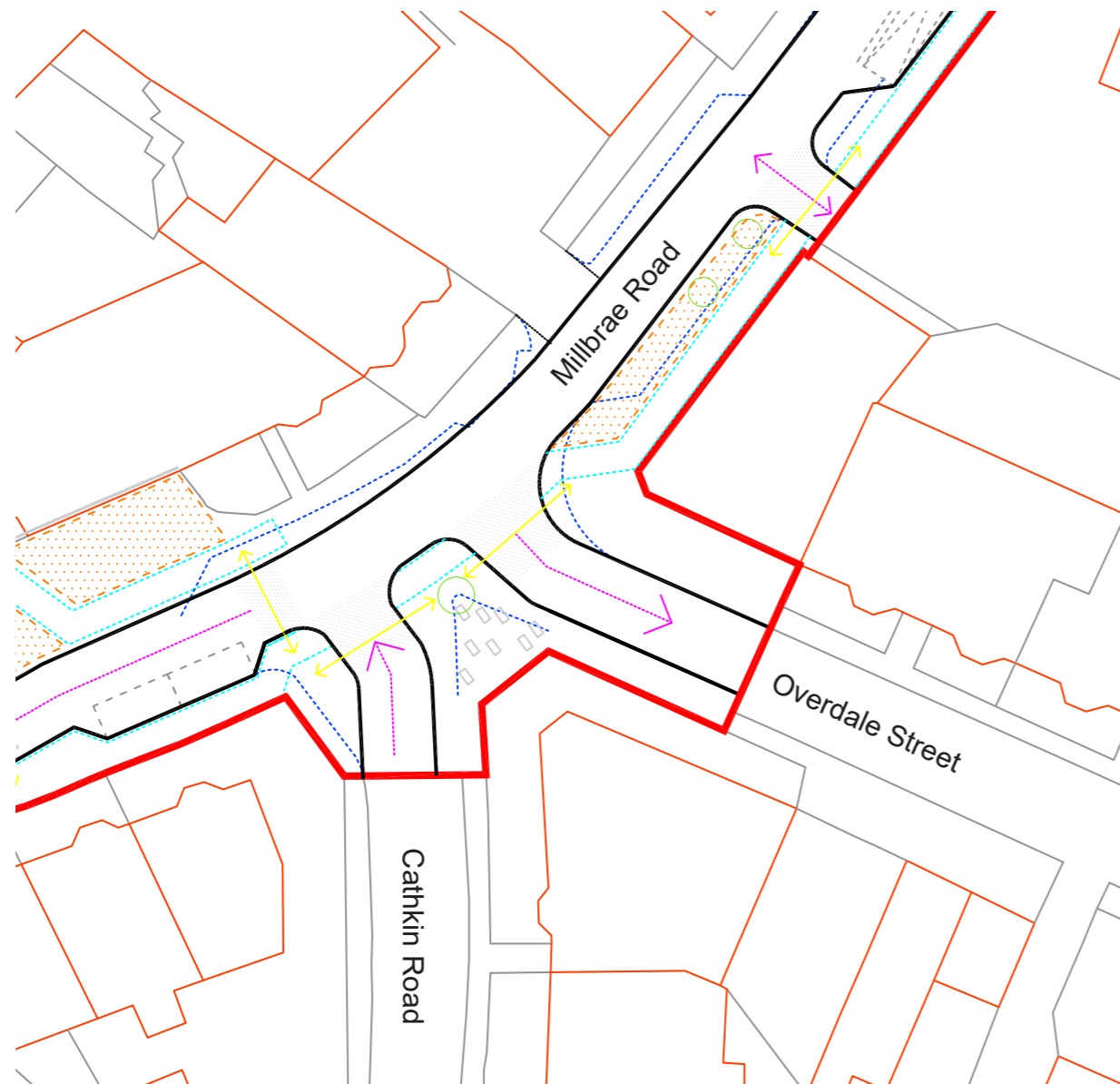
CONCEPT DEVELOPMENT

OPTIONS ANALYSIS

MILLBRAE ROAD / OVERDALE STREET / CATHKIN ROAD JUNCTION

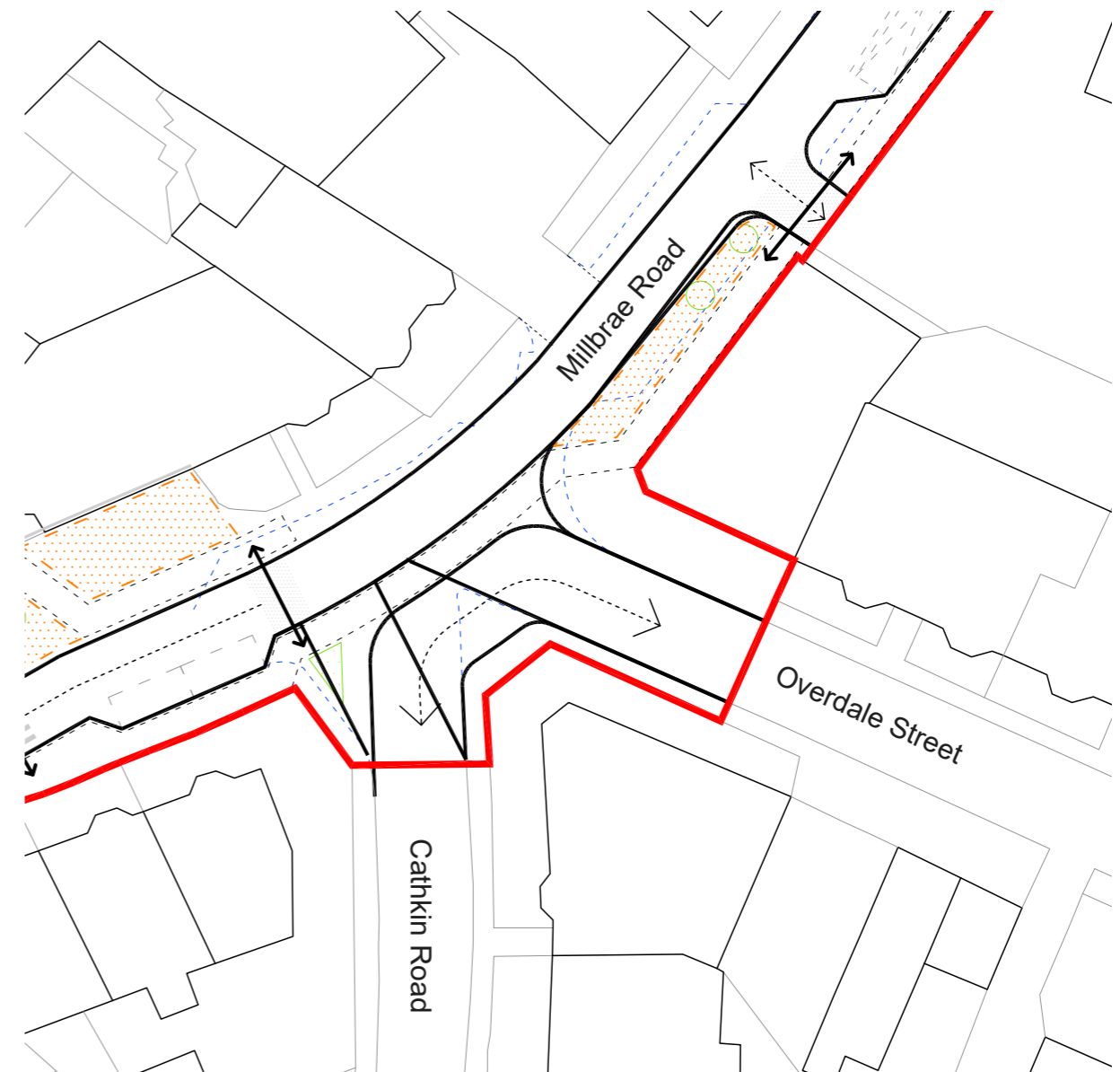
OPTION RETAINING CURRENT TRAFFIC MOVEMENT

The current junction configuration results in a significant amount of vehicle movements in a confined space. Cathkin Road is also considered a short-cut when driving through the neighbourhood linking Shawlands to Battlefield. This option looks to tighten the junction radius and increase the footway space to provide more space for pedestrians to safely cross the two roads.



OPTION PROPOSING MODAL FILTER

By establishing a modal filter at this location, through vehicular traffic is reduced creating a safer environment for pedestrians. Overdale Street and Cathkin Road would become residential streets, eliminating the through traffic but still allowing residents vehicles and servicing to circulate.

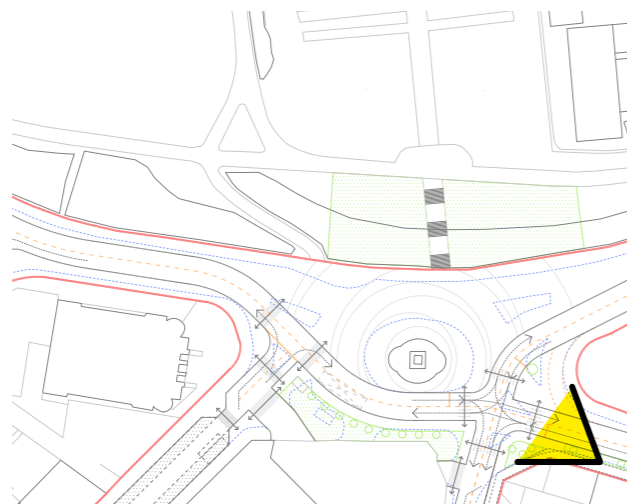


CONCEPT DEVELOPMENT

3D VISUALISATION - BATTLE OF LANGSIDE MONUMENT



BATTLEFIELD ROAD LOOKING WEST TOWARDS MONUMENT

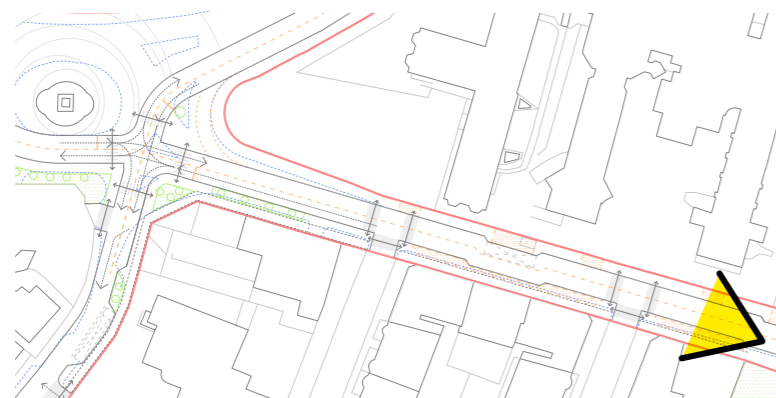


CONCEPT DEVELOPMENT

3D VISUALISATION - BATTLEFIELD ROAD LOOKING NORTH TOWARDS MONUMENT



BATTLEFIELD ROAD LOOKING NORTH TOWARDS MONUMENT



KEY INTERVENTIONS

BATTLE OF LANGSIDE MONUMENT

The realignment of the road space around the monument will create a new civic space for the neighbourhood and establish safer routes to Queens Park.

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

The new public plaza will be a civic space to be utilised by the local community. Trees will play a key biodiversity role but also establish scale, character and shade.

All footways widths have been increased by realigning kerbs to allow vehicles and pedestrians to have clearly defined space.

The east west route from Langside Avenue to Battlefield Road is a key bus route and the ease of movement for public transport is also a priority.



Future opportunity to redesign sloped embankment to Queens Park to establish a terraced south facing public space connected to the new public plaza



Urban Copse Sighthill, Glasgow



Farmers Market Glasgow



Pewsham Planter by Langley



Hypecourt Basketball Vanderlinden

- 1. Urban coppice
- 2. Seating around monument
- 3. Surface planting / greening with swales where appropriate
- 4. Event space
- 5. Footway widening
- 6. New public realm with street greening (planters / swales)
- 7. New bus stop in existing location
- 8. Private / commercial vehicle access
- 9. Raised planter / seating
- 10. Cycle storage
- 11. Incidental play activity

KEY INTERVENTIONS

BATTLEFIELD ROAD

The priority on this street is to rebalance the road space to create a much better public realm for pedestrians yet ensuring bus services and loading for local businesses are not affected.

The retail and commercial units forming the street edge along the south side of Battlefield Road are currently compromised by the lack of good quality public realm. Car parking also adds to the negative street quality and so this proposal establishes a clear pedestrian zone against the buildings with a 2m wide civic zone to adjacent to the road which accommodates street greening, spaces for street furniture, loading bay and disabled parking.

The new residential development to the north will also introduce an entirely new community with landscaped gardens opening onto Battlefield Road. New crossing points for pedestrians will create safe ways to connect the community and also help to ensure low traffic speeds.

The east west route from Langside Avenue to Battlefield Road is a key bus route and the ease of movement for public transport is also a priority.



Orford Road, Walthamstow
what if Architects



Carlsberg District, Copenhagen



Orford Road, Walthamstow
what if Architects



Superillas, Barcelona



1. Kerb realignments to increase footway width (2.5m) and reduce road width to 6.5m (minimum)
2. 2.0m HRA footway with 2.0m Civic Zone (Planting or Natural Stone)
3. New public realm with street greening (planters / swales)
4. New street trees
5. Level pedestrian crossing
6. New bus stop in existing location

7. Disused bus stop removed
8. Loading bay
9. Disabled parking bay
10. Possible introduction of restricted parking for residents
11. Pedestrian crossing to be coordinated with Connecting Battlefield project
12. Cycle storage

KEY INTERVENTIONS

LANGSIDE PLACE

The priority on this street is to rebalance the road space to create a much better public realm for pedestrians yet ensuring loading for local businesses is not affected.

The retail and commercial units forming the street edges at Langside Place are already a busy local shopping facility. The existing street is dominated by parked cars, deliveries and vehicles trying to move through this area which has created a negative place quality. The proposals will look to re-provision some of the road space currently occupied by diagonal parking bays and establish a new civic space for the local businesses and community to thrive. Clear spaces for loading and parking are identified as well as safe, level crossing points for pedestrians.

The new civic space will have street trees to bring nature into this areas as well as furniture, cycle storage, and raised planters.



Sighthill, Glasgow



Bridgeton Cross, Glasgow



Vinnecombe Street, Glasgow

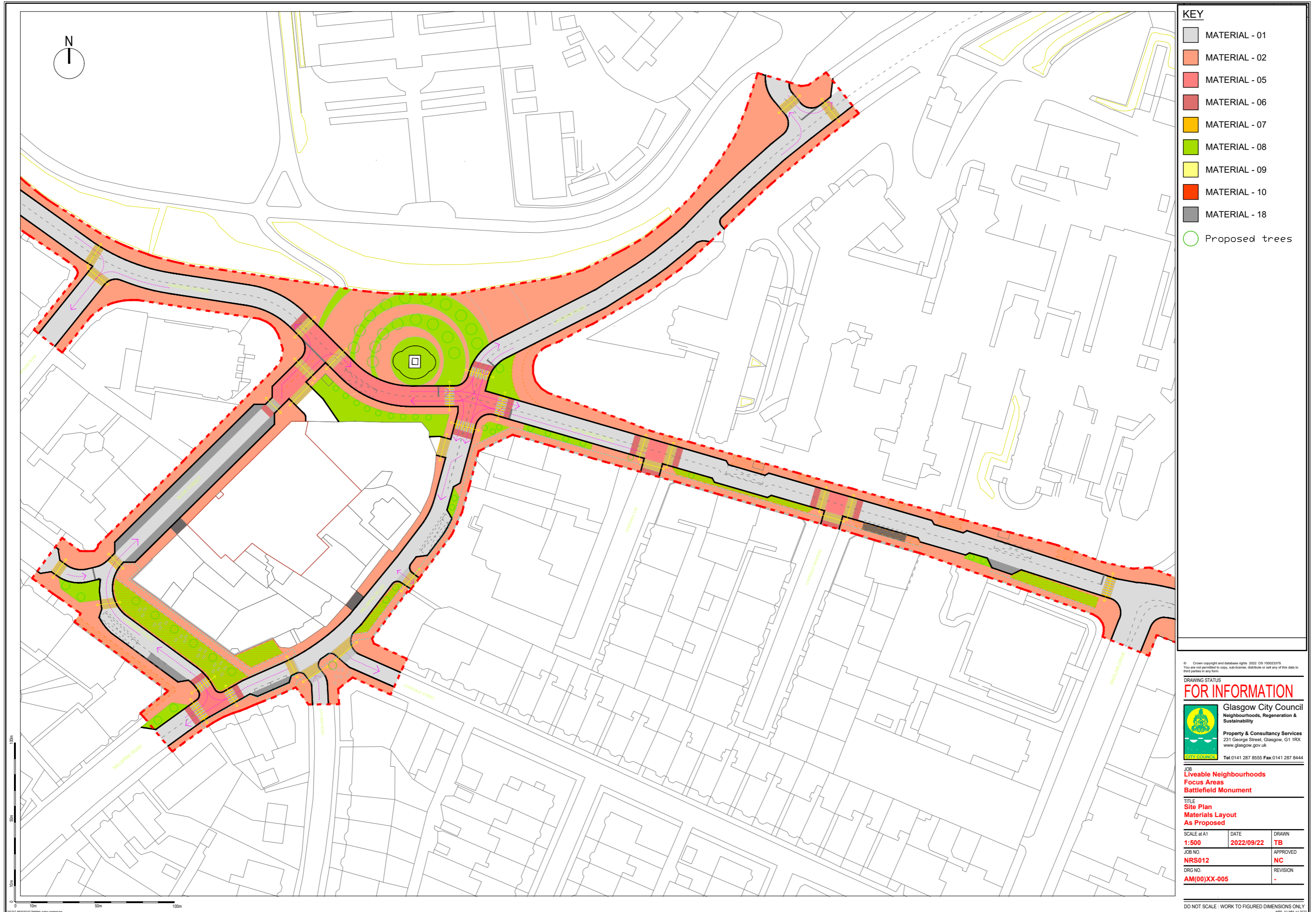


Sighthill, Glasgow



- | | |
|--|---|
| 1. Kerb realignments to increase footway width and reduce road width | 7. Car parking bay |
| 2. New civic space with natural stone, street trees and street furniture | 8. Loading bay |
| 3. New public realm with street greening (planters / swales) | 9. Disabled parking bay |
| 4. New street trees | 10. Possible introduction of restricted parking for residents |
| 5. Raised planter / seating | 11. Cycle storage |
| 6. Level pedestrian crossing | 12. Incidental play activity |

OUTLINE SPECIFICATION



OUTLINE SPECIFICATION

MATERIALS PALETTE

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

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



MTL-01
Asphalt with black chips
Roads



MTL-02
Beige asphalt
Cycleways



MTL-03
Asphalt with black chips
Footways



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



MTL-05
Asphalt with red chips
Roads - raised tables



MTL-06
Asphalt with red chips
Roads - raised tables



MTL-07
Natural Stone / Caithness
Pedestrian crossings



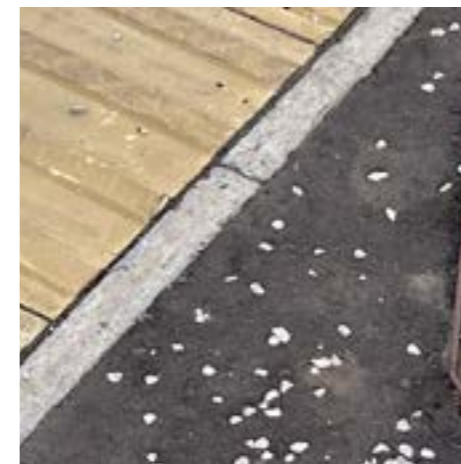
MTL-08
Natural Stone / Caithness
Civic zones



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



MTL-09
Concrete conservation kerb
Roads / footway delineation



MTL-10
Concrete pin kerb
Raised table edging

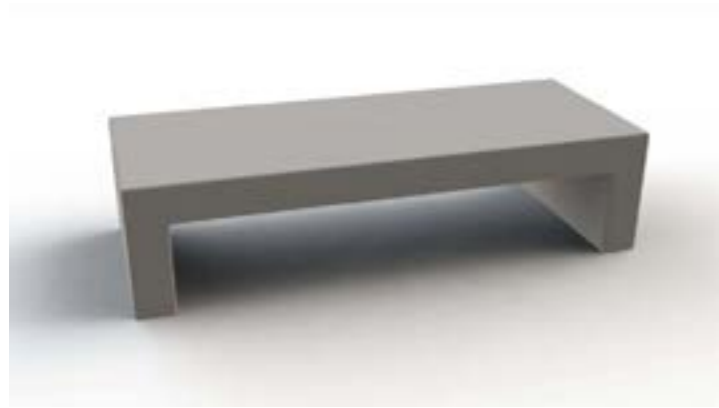


MTL-18
Block paving
Parking bays

OUTLINE SPECIFICATION

STREET FURNITURE

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



MARSHALLS ESCOFET
LONGO BENCH



PEWSHAM CONCRETE
BENCH BY LANGLEY



MARSHALLS ESCOFET
DAE SEATING



INCIDENTAL PLAY OBJECTS



INCIDENTAL PLAY OBJECTS



PEWSHAM PLANTER BY
LANGLEY



NEW STREET LIGHTING COLUMNS WITH
BANNERS MOUNTED



OUTLINE SPECIFICATION

STREET GREENING AND SOFT LANDSCAPING



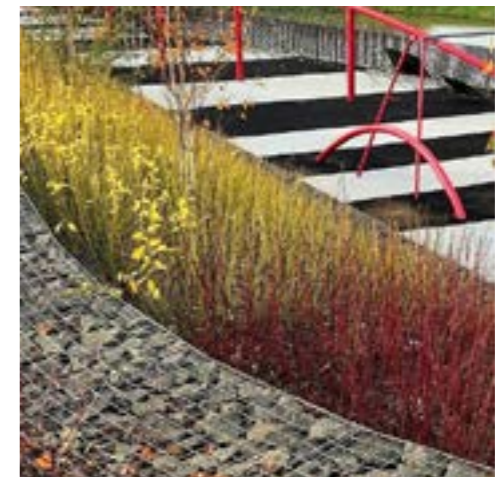
URBAN COPSE AT
SIGHTHILL, GLASGOW



STREET TREES



TREES AT SIGHTHILL,
GLASGOW



GROUND COVER STREET PLANTING

OUTLINE SPECIFICATION

ECOLOGY ASSESSMENT, EQIA & SUSTAINABILITY

ECOLOGY

Due to the proximity of Queens Park and the pocket park adjacent to Langside Library on Battlefield Road 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

PARKING, PUBLIC TRANSPORT & ACTIVE TRAVEL NETWORK

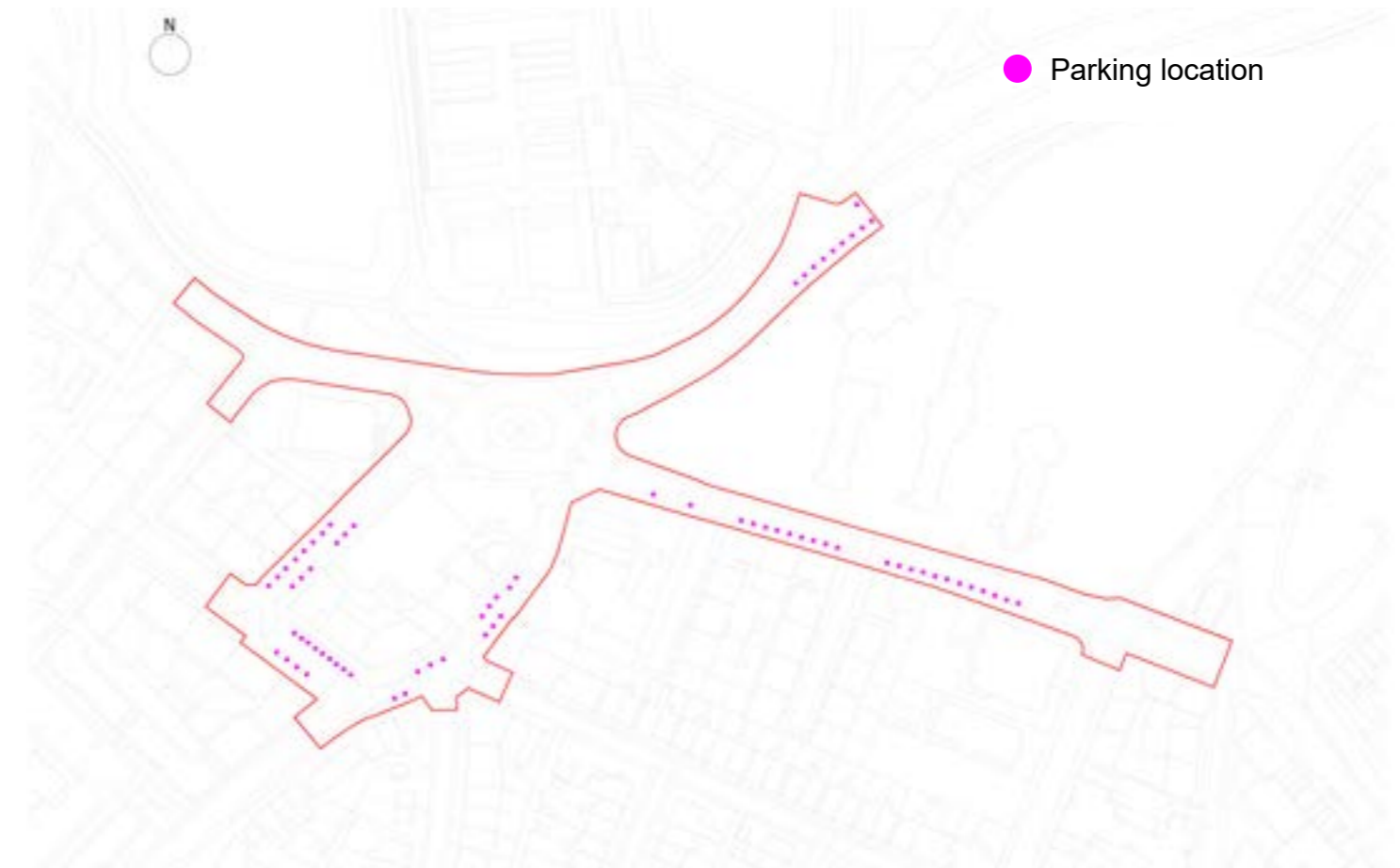
The neighbourhood does not currently have a restricted parking zone (RPZ) for residents. As such there is a high demand for free parking spaces for local residents, businesses and local facilities such as the New Victoria Hospital and the Langside Campus for Glasgow Clyde College as well as the local town centre of Battlefield. The design team has also observed several contractors vehicles for the new Victoria housing development are also parking in the neighbourhood.

CURRENT PARKING LOCATIONS (73 spaces)

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

PROPOSED PARKING LOCATIONS (29 spaces including disabled)

The adjacent diagram illustrates a loss of the current allocation of road space used for parking. The net loss is 44 spaces which is needed to provide an improved and safer public realm for pedestrians.



CURRENT PARKING LOCATIONS



PROPOSED PARKING LOCATIONS

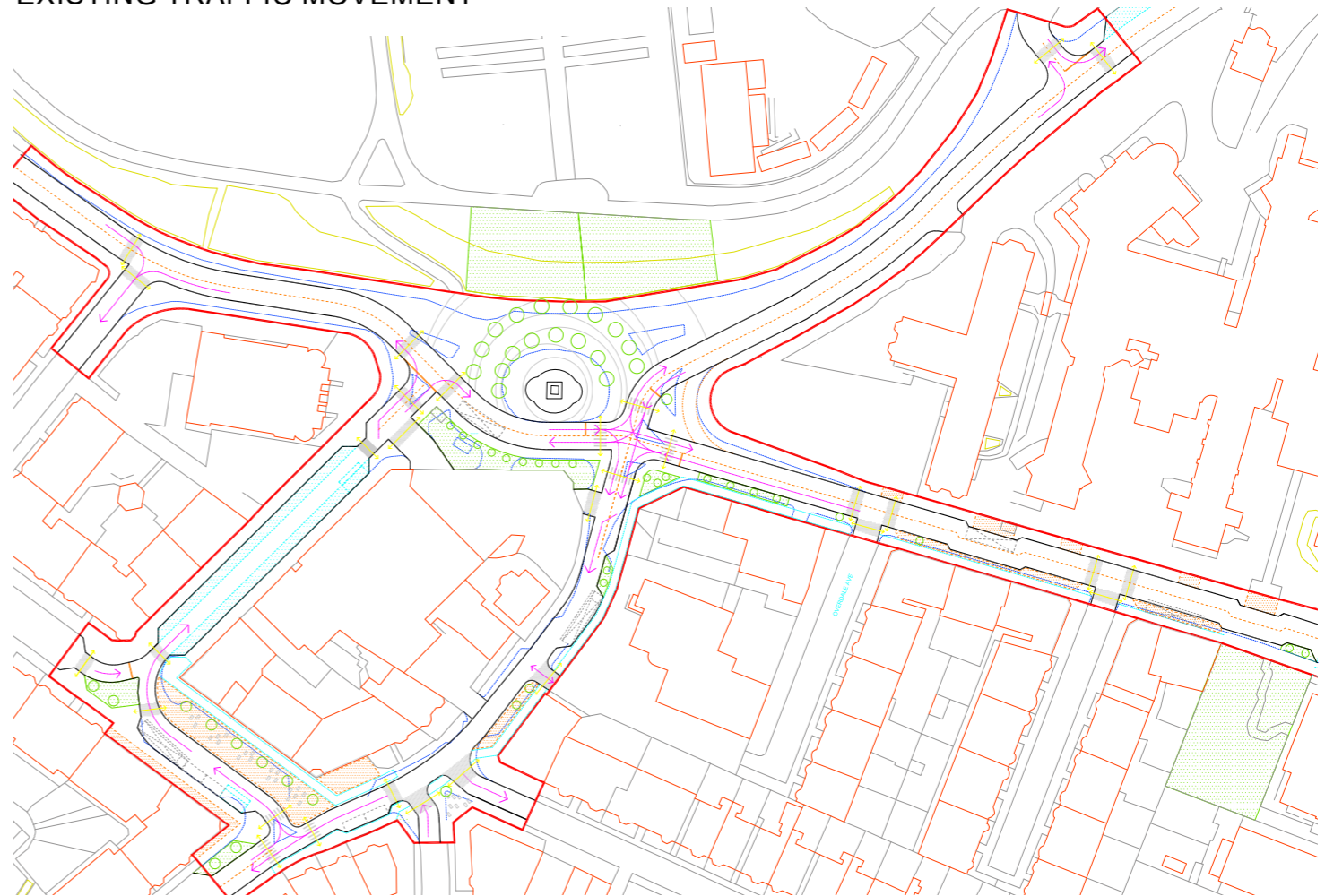
SITE ANALYSIS

VEHICLE ACCESS & CIRCULATION

The diagrams illustrate the comparison in access and traffic circulation. The redesign of the junctions to eliminate the island roundabout around the monument have been reviewed by GCC Roads in the first instance and deemed to be a reasonable approach. Further traffic modelling will be required at the commencement of the next design stage to ensure the junctions will perform across the wider network.



EXISTING TRAFFIC MOVEMENT



PROPOSED TRAFFIC MOVEMENT

COST PLAN

Allowance for Contingency/Optimism Bias	20%	927,633
TOTAL CONSTRUCTION COST		5,565,800
Allowance for Fees on above	12%	667,896
		6,233,696
Ancillaries, surveys, etc	Sum	60,000
		6,293,696
Inflation (Assume Construction Mid Point 4Q2024)	11.2%	705,032
TOTAL PROJECT COST		£6,998,728

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





