

**M**  
MOTT  
MACDONALD

**M** **urban**  
movement

New Practice

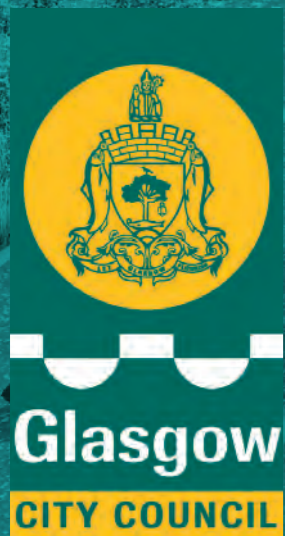


# Glasgow Liveable Neighbourhoods: Royston to Hogganfield

RIBA Stage 2 Report  
January 2024

Client: Glasgow City Council

REFERENCE  
PfE-3280\_LNT2S2\_Royston to Hogganfield\_RIBA Stage 2 Report





Liveable Neighbourhoods Programme: Tranche 2   Lot 1i: Royston to Hogganfield Liveable Neighbourhood (RIBA Stage 2)					
Rev.	Date	Originator	Checker	Approver	Description
V1.0	11.12.2023	AP	JD	JD	Final issue
V2.0	13.12.2023	AP	JD	JD	Report updates
V3.0	01.02.2024	AP	JD	JD	Report updates

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Unless otherwise stated, all photos are © Mott MacDonald 2023.

# Contents

1	Introduction	7
2	Consultation and engagement	19
3	Project 1: Viewpark Avenue Connectivity	29
4	Project 2: Junction 15 Connectivity Improvements	43
5	Project 3: Germiston Street Improvements and Connectivity	64
6	Project 4: Alexandra Parade M8 Bridge Accessibility	79
7	Project 5: Royston Square Placemaking	91
8	Project 6: St Rollox Link	103
9	Project 7: Riddrie Park and Cemetery Access	114
10	Outline specification	124
11	Next steps	128

# Executive Summary

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

In 2021, the City Council published the LN Toolkit, and started the process of working with local communities to improve their areas through the formation of Liveable Neighbourhood Plans.

Across six tranches of work, LN plans will cover every area of Glasgow. Following the RIBA process, LN Plans both identify existing activity and propose new interventions, through engagement, which align with the four LN themes:

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

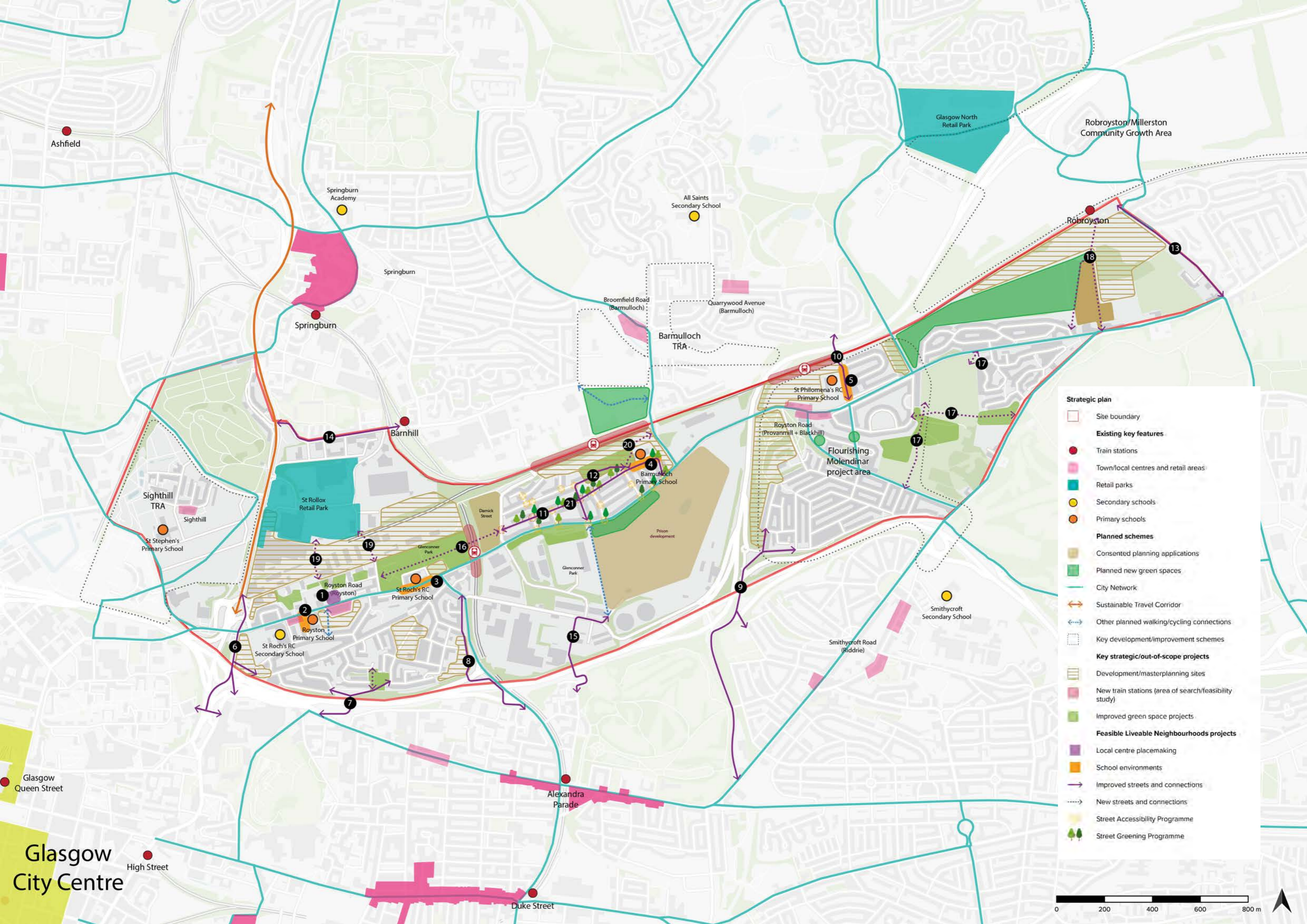
This report forms part of the second tranche of LN plans, covering the Royston to Hogganfield LN study area which contains the neighbourhoods of Royston, Germiston, Provanmill, Blackhill and Hogganfield. It makes proposals for seven separate projects across the study area which are developed to RIBA 2 (Concept Design) level of detail. These projects are:

1. Viewpark Avenue Junction 14 Connectivity
2. Junction 15 Connectivity
3. Germiston Street Improvements and Connectivity
4. Alexandra Parade M8 Bridge Accessibility

5. Royston Square Placemaking
6. St Rollox Link
7. Riddrie Park and Cemetery Access

Collectively, the projects make proposals to enhance pedestrian, cycling and place facilities in line with the four LN themes identified above, albeit in different ways. Details of each proposal are set out in the following pages, alongside supporting information such as cost estimates.





Ashfield

Springburn Academy

Springburn

Springburn

All Saints Secondary School

Glasgow North Retail Park

Robroyston/Millerston Community Growth Area

Robroyston

Broomfield Road (Barmulloch)

Quarrywood Avenue (Barmulloch)

Barmulloch TRA

St Philomena's RC Primary School

Royston Road (Provanmill + Blackhill)

Flourishing Molendinar project area

Barnhill

Sighthill TRA

Sighthill

St Stephen's Primary School

St Rollox Retail Park

Damick Street

St Roch's RC Primary School

Royston Road (Royston)

Royston Primary School

St Roch's RC Secondary School

St Roch's RC Primary School

Glasgow Queen Street

Glasgow City Centre

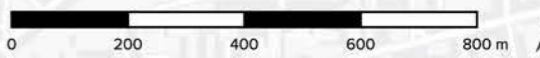
High Street

Alexandra Parade

Duke Street

**Strategic plan**

- Site boundary
- Existing key features**
- Train stations
- Town/local centres and retail areas
- Retail parks
- Secondary schools
- Primary schools
- Planned schemes**
- Consented planning applications
- Planned new green spaces
- City Network
- Sustainable Travel Corridor
- Other planned walking/cycling connections
- Key development/improvement schemes
- Key strategic/out-of-scope projects**
- Development/masterplanning sites
- New train stations (area of search/feasibility study)
- Improved green space projects
- Feasible Liveable Neighbourhoods projects**
- Local centre placemaking
- School environments
- Improved streets and connections
- New streets and connections
- Street Accessibility Programme
- Street Greening Programme











# 1 Introduction

# 1 Introduction

## 1.1. Liveable Neighbourhoods

'Liveable Neighbourhoods' is Glasgow City Council's (GCC) approach to blending concepts of local connectivity and services with those of placemaking and provision of high-quality streets and spaces. In the light of the global climate crisis and the recent COVID-19 pandemic, the significant impacts on neighbourhoods and local town centres have highlighted the importance of local public space and the need to re-balance the use of streets within cities.

The project vision is to create an inclusive network of accessible neighbourhoods designed for the benefit of all users with enhanced public space and integrated green infrastructure. Neighbourhoods should perform in such a way that maximises the social, economic, and environmental benefits of the area through interventions that improve localities and place, helping to reduce the city's dependency on cars by making walking, cycling and public transport first choice.

The programme was launched in Summer 2021 and aims to cover every area in Glasgow through a series of tranches. The Royston to Hogganfield Liveable Neighbourhood forms part of Tranche 2 of the Liveable Neighbourhoods Programme. The area includes the areas of Sighthill, Royston, Germiston, Provanmill, Blackhill and Hogganfield in the east of the city.

This report sets out the Liveable Neighbourhoods proposals for the Royston to Hogganfield Liveable Neighbourhood. These have emerged from the Stage 0 and Stage 1 reports, and a 3-phase community and stakeholder engagement programme. They have also undergone a project selection process.

The report sets out the concept design proposals, costs, sustainability assessment and action plan for each of the 6 projects.

## 1.2. Study area overview

### Demographics

The study area suffers from high levels of deprivation, including income, particularly in the Royston, Germiston and Provanmill and Blackhill areas. Fewer households have access to a car, with over 70% of households in some census areas not having access to a car or van. Subsequently fewer people travel to work by car, or commute long distances. Much of the housing stock is socially rented.

### Severance

The M8 is a major severance feature and runs along the southern boundary of the site for approximately 4.2km. In total there are 10 crossings of the M8 for walking and (sometimes) cycling, however only one of these is currently considered to be of sufficient quality and accessible to all (at Sighthill).

The railway line along the northern boundary also presents a key severance feature. This hinders access to facilities including St Rollox retail park and particularly the Tesco and Lidl foodstores located there, which limits people's ability to access healthy food options at lower costs, and forces reliance on the very limited and more costly local grocery retailers.

The accessibility of footways and the pedestrian environment is a key issue that has also been identified in other areas of the city. This includes side road junctions lacking dropped kerbs and tactile paving, excessively wide carriageways and crossing distances and streets that lack greenery and features that make them pleasant places to be in. The area suffers from a longstanding under-investment in streets, connections and the public realm.

### Transport poverty

Much of the study area suffers from transport poverty, whereby people are unable to access opportunities and services due to a lack of access to transport or an environment poorly provisioned to support travel.

Car ownership is low in much of the study area, and particularly in lower income communities such as Royston, Germiston, Provanmill and Blackhill. This places a greater reliance on public transport, walking and cycling.

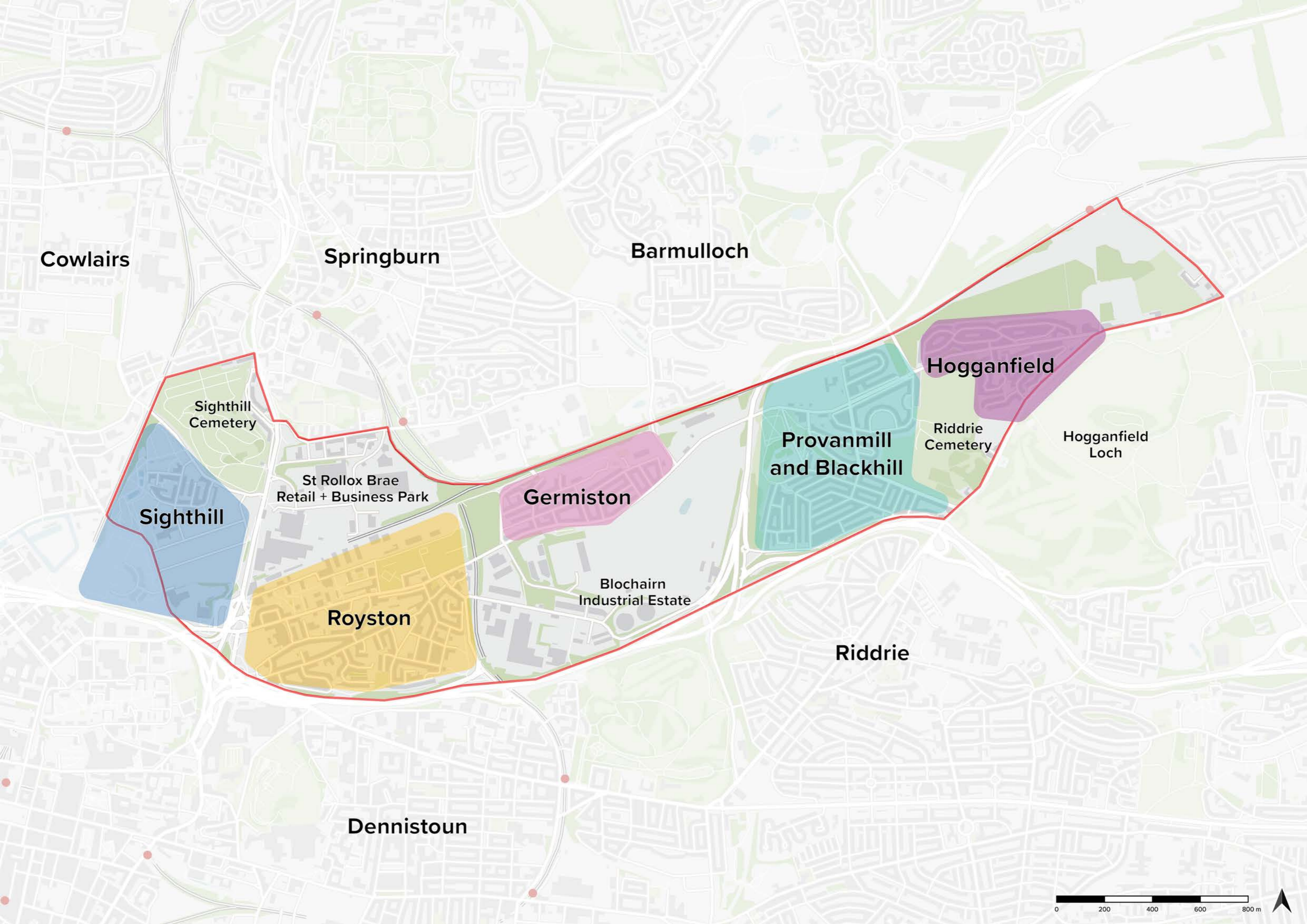
Public transport is poor, with no train stations within a reasonable proximity and easily accessed from where people live. Bus services are infrequent, lack reliability and fail to serve important local destinations such as St Rollox Retail Park.

The street environment is poorly provisioned for walking, with many instances of inaccessibility. There are a lack of walking and cycling links across severance features, and those that do exist are often in poor condition, lack activity and natural surveillance and are often inaccessible due to non-flush surfaces, steep gradients and ramps or poor drainage and localised surface water flooding. There is a lack of good quality cycle infrastructure and links, though plans for the City Network should help to improve provision and enable more people to take up cycling.

### Access to services

Access to services locally is poor, with no designated local centres present within the study area and poor access to retail areas such as St Rollox Retail Park. Travelling outside of the area to access facilities and services is therefore vital, however is severely hindered by the many severance features, and lack of good transport links and services.





Cowlairs

Springburn

Barmulloch

Sighthill  
Cemetery

St Rollox Brae  
Retail + Business Park

Germiston

Blochairn  
Industrial Estate

Provanmill  
and Blackhill

Hogganfield

Riddrie  
Cemetery

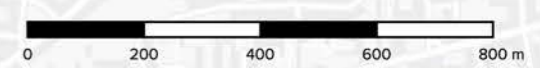
Hogganfield  
Loch

Sighthill

Royston

Riddrie

Dennistoun





### 1.3. List of opportunities

#### Process for project identification

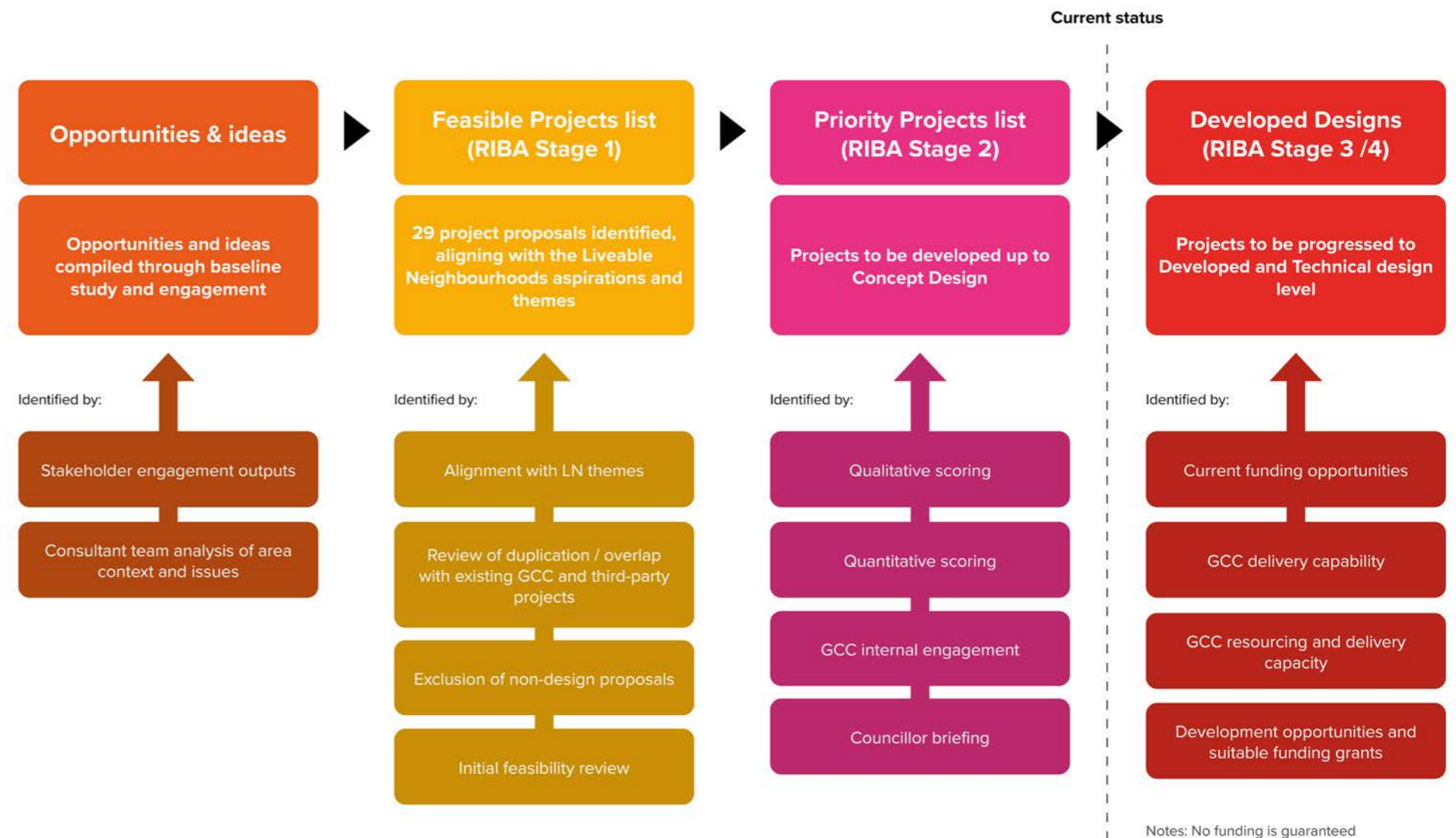
The diagram, right, displays the process for identifying the feasible projects list. Through the project team's analysis and engagement exercises, a long-list of opportunities and ideas was created, identifying potential project activities to address the area's issues.

This list was then narrowed down into a Feasible Projects list of 29 projects. Projects were sifted based on alignment with Liveable Neighbourhood themes, avoidance of duplication with existing GCC and third-party projects, initial questions of deliverability, and elimination of non-design options. Brief descriptions of the potential projects are provided in sections 10.3 and 10.4.

These 29 proposals were assessed against a scoring methodology to arrive at a final short-list, with the highest performing projects becoming the 'Priority Projects' list.

The diagram to the right shows the project evaluation and selection process. NB: delivery of schemes is subject to resourcing capacity and funding availability.

Project evaluation and selection process





The 21 projects in the Feasible Projects list sit within seven categories:

- **Local centre placemaking:** Improving public spaces and accessibility to local centres;
- **School environments:** Improving safety and amenity in school environments to encourage and enable children and parents to walk, scoot or cycle.
- **Improved streets and connections:** Improving existing poor quality streets and connections around the liveable neighbourhood on key walking, wheeling and cycling routes, including streets, bridges, underpasses and paths.
- **New streets and connections:** Creating new walking, wheeling and cycling links to improve permeability and connectivity between places, and enhance access to facilities and services;
- **Street Accessibility Programme:** Address the various street accessibility issues that can discourage or prevent some people from using streets, or accumulate to create a poor pedestrian experience for everyone.
- **Street Greening Programme:** Addressing the lack of trees, planting and biodiversity in local streets.

#### LOCAL CENTRE PLACEMAKING

- 1 Royston Square

#### SCHOOL ENVIRONMENTS

- 2 Royston Primary School
- 3 St Roch's RC Primary School
- 4 Barmulloch Primary School
- 5 St Philomena's RC Primary School

#### IMPROVED STREETS AND CONNECTIONS

- 6 M8 walking, wheeling and cycling connections
- 7 M8 bridge between Rosemount Street and Alexandra Parade
- 8 Cloverbank Street to Armadale Path
- 9 Maxwellton Road to Provan Road
- 10 Robroyston Road and existing bridge between Winifred Street and Robroyston Road
- 11 Forge Street
- 12 Coll Place/Forge Place
- 13 Station Road
- 14 Petershill Road
- 15 Blochairn Road/Siemens Street to Sannox Gardens

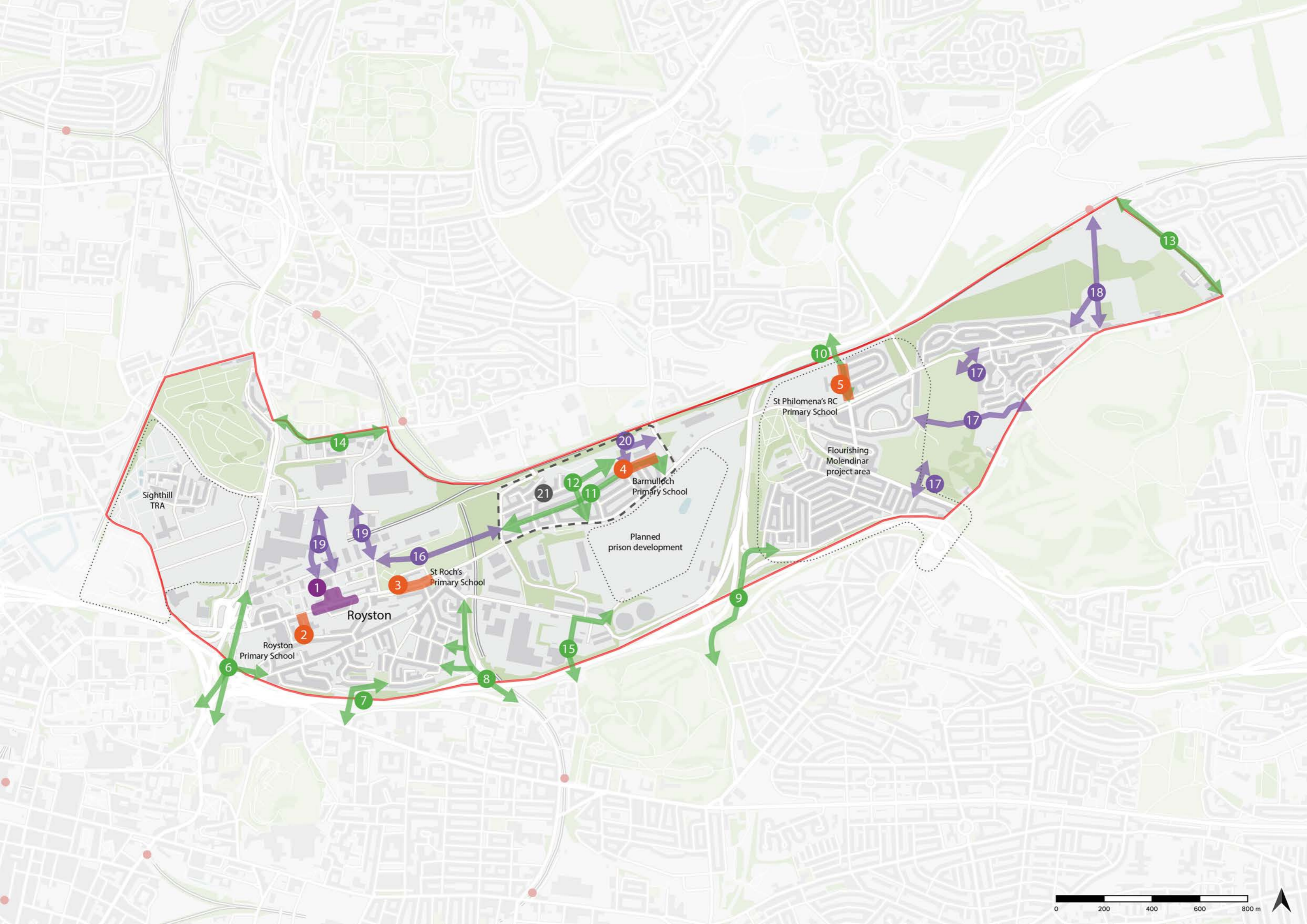
#### NEW STREETS AND CONNECTIONS

- 16 Darnick Street to Garnock Street link
- 17 Riddrie Cemetery (Greenside Street to Cumbernauld Road)
- 18 Robroyston Station to Mossbank Drive and Cumbernauld Road
- 19 Charles Street to St Rollox Retail + Business Park
- 20 Broomfield Road to Forge Street (Barmulloch Primary School link)

#### STREET ACCESSIBILITY AND STREET GREENING PROGRAMME

- 21 Germiston local street accessibility + greening







## 1.4. Project selection process

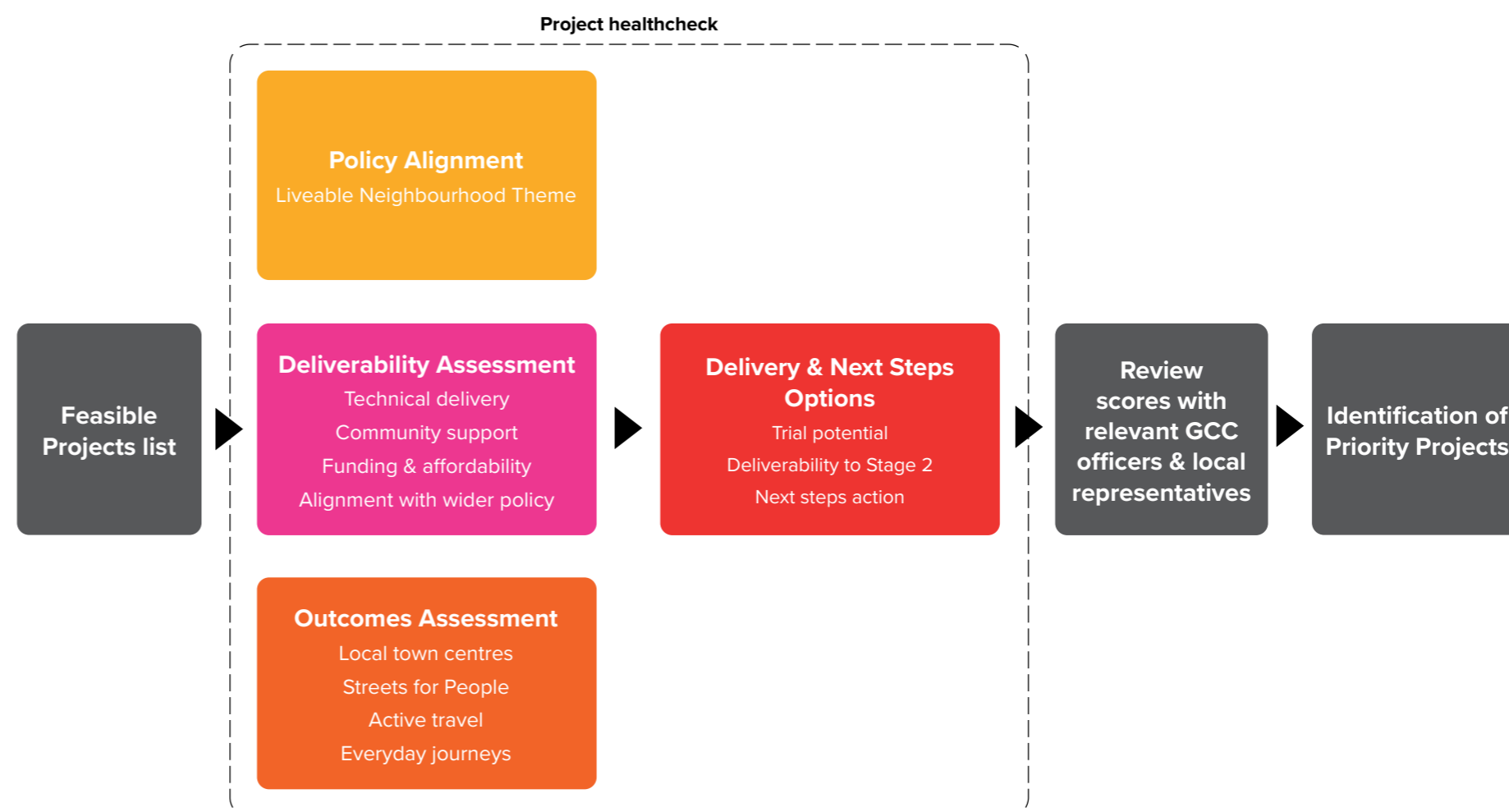
A long-list of 21 proposals were identified as opportunities for the Royston to Hogganfield study area as part of the wider Liveable Neighbourhoods programme.

These proposals were further analysed to identify a short-list of projects for development, and revised using the key three steps recommended within the Local Living and 20-minute Neighbourhood Planning Guidance (2023):

- **Understanding context** - understanding the context of the place through the use of quantitative and qualitative information.
- **Collaborate, plan, design** - developing collaborative models of working to inform place-based planning and design processes.
- **Implement and review** - aligning investment, developing delivery capacity and supporting new ways of working.

The short-list has been taken to the key stakeholders and the wider community for co-design and comment in the previous Stage 1 report.

Project selection process





## 1.5. Overview of projects

### Viewpark Avenue Junction 14 Connectivity

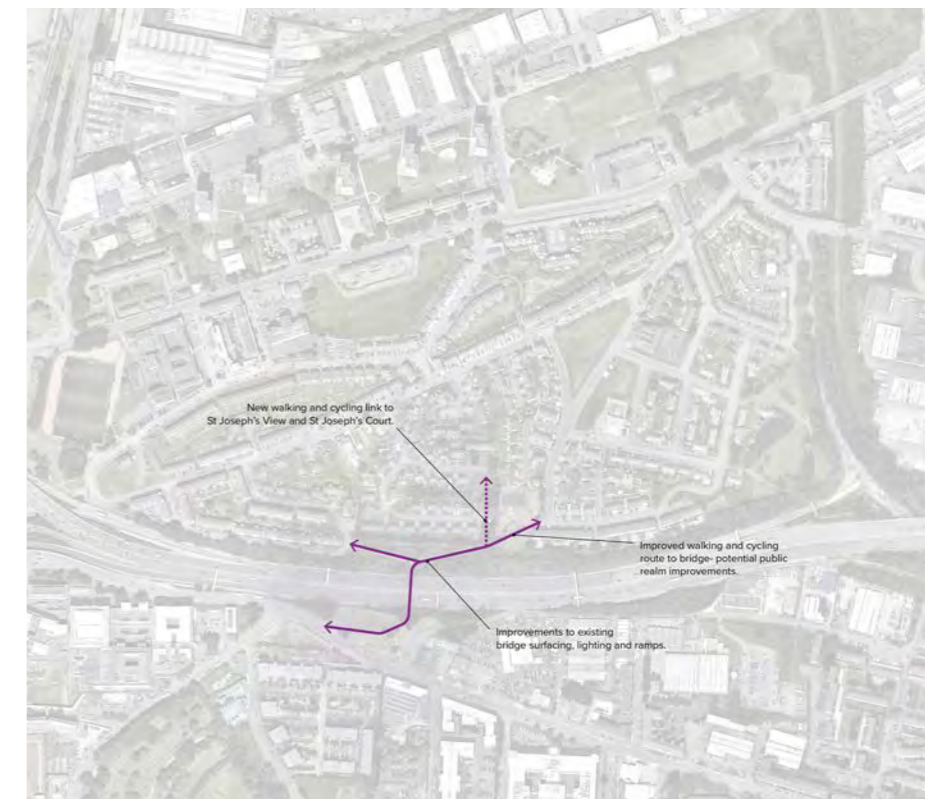
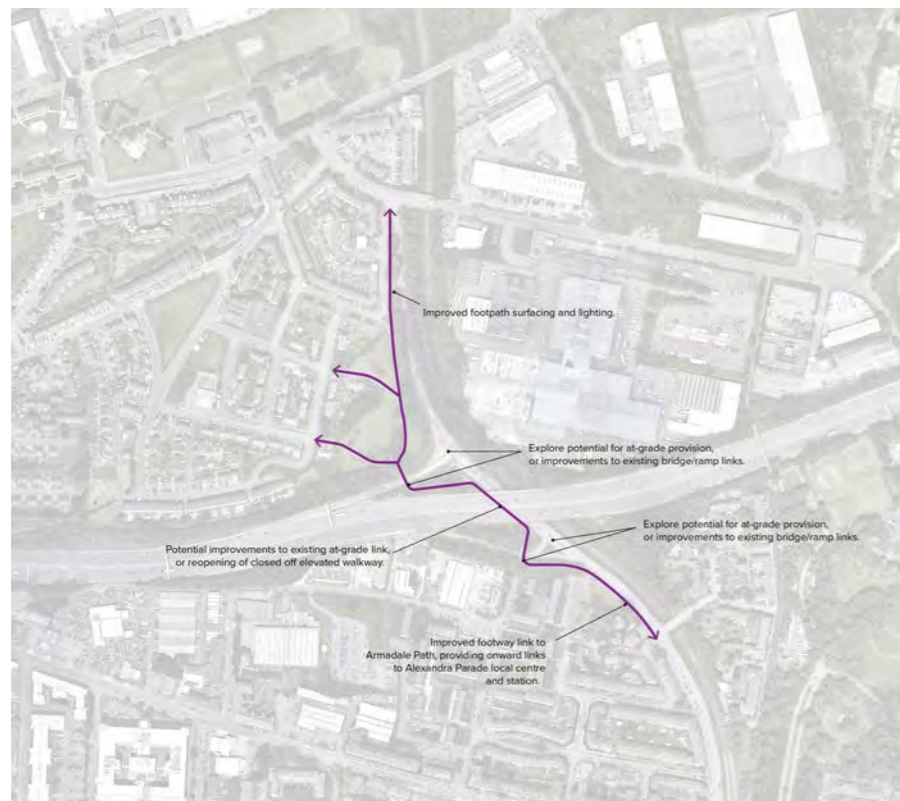
Improve the existing walking route between Royston and Alexandra Parade, addressing legibility, directness and accessibility to create a simplified route, improving access to the local centre, rail and bus services present to the south.

### Junction 15 Connectivity Improvements

Improving the quality, legibility and directness of the currently complex network of walking and cycling routes through the Junction 15 area; focussing pedestrian and cycle movement on fewer, enhanced routes that better serve users.

### Alexandra Parade M8 Bridge Accessibility

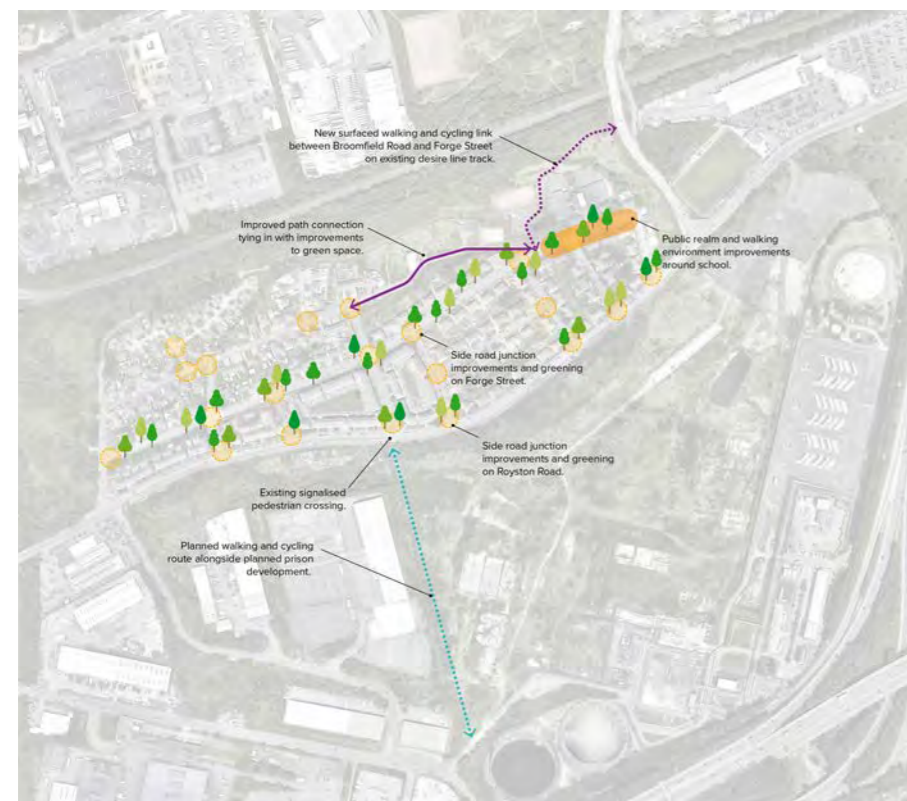
Improving existing walking and cycling links between Royston and the city centre to better connect communities to opportunities and services.





### Germiston Street Improvement and Connectivity

Implementing a package of accessibility, greening and walking and cycling improvements to support local active travel, improve climate resilience, biodiversity and street attractiveness and encourage playing out and socialising, focussing around Barmulloch Primary School.

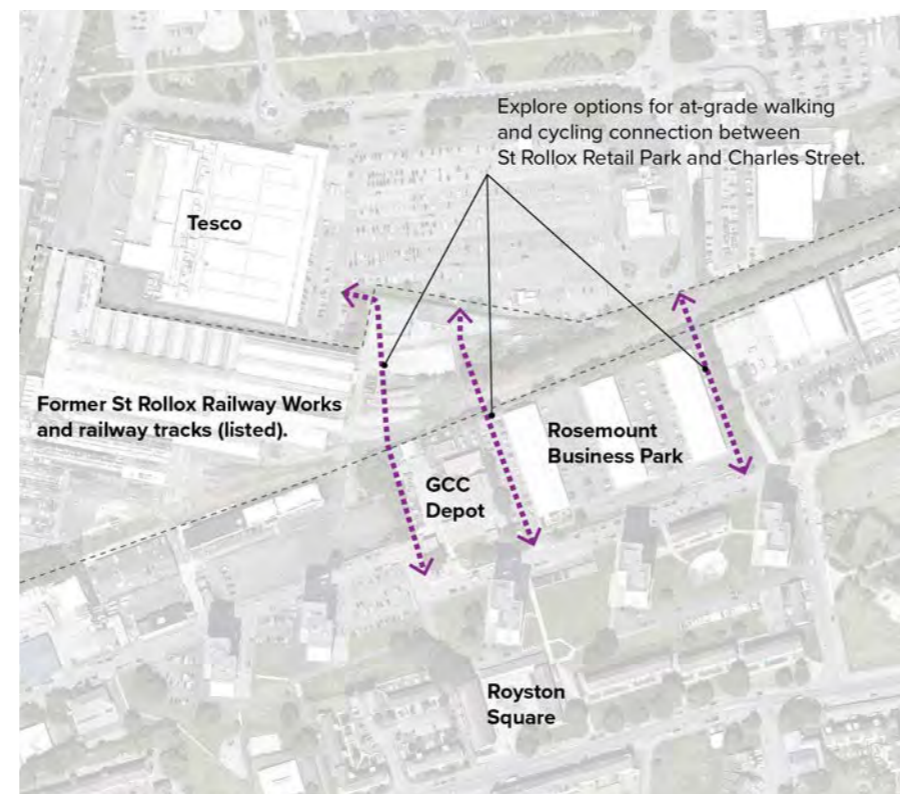


### St Rollox link

Overcome long-standing poor accessibility between the Royston community and St Rollox Retail Park, through exploring opportunities for new at-grade walking and cycling connections through the former railway works site. Improve access to fresh food and groceries and support healthy living for local people.

### Royston Square Placemaking

Improving the accessibility and public space of Royston Square, enhancing the space as a destination, supporting businesses and helping to realise its potential future upgrade to local centre status.



### Riddrie Park and Cemetery Access

Enhance access to Riddrie Park and Cemetery for local communities, by introducing new entrance points. Improve the permeability between communities and access to local green space such as Hogganfield Loch, and improving Loch View green space.



## 1.6. Sustainability assessment: BREEAM

### Pre-assessment summary

Building Research Establishment Environmental Assessment Methodology (BREEAM) Infrastructure Project Assessment is a sustainability performance standard against civil engineering, infrastructure, landscaping and public realm works. It provides a framework to help realise sustainable practice across the strategy, design and construction of a project. BREEAM helps drive sustainability, certifying a project's performance against an internationally recognised benchmark.

A BREEAM pre-assessment has been completed for the Yoker to Whiteinch and Royston to Hogganfield LN study areas, encompassing the proposed projects within each area, rather than an appraisal of individual projects. This is considered appropriate given the current phase of this project, RIBA 2 concept design. The BREEAM assessment will be reviewed and updated at RIBA Stage 3 to consider individual projects being progressed to detailed design; by which point there will be further granularity upon which to consider the scoring and evidence base for each of the proposals.

For all projects, the following key measures are needed to achieve the potential scores:

#### Evidence

The BREEAM Infrastructure Pre-Assessment has taken into consideration future stages of the project, to identify, at an early stage, all the evidence that might be available and could be used to award credits. Credits based on the evidence provided are available for the strategy, design and construction stages of the project, although no exact timings are defined for each stage. This is because a key aspect of the BREEAM Infrastructure Assessment is to consider sustainability performance throughout the lifecycle of the project.

Nevertheless pending evidence from the strategy stage should be provided to align with the pre-assessment score results, ensuring that no evidence is missed.

Examples of key evidence include meeting minutes / records of the engagement with relevant stakeholders. Actions or decisions which may influence the strategy/design/construction stage are relevant for the purpose of engaging with the communities. A Construction Environmental Management Plan (CEMP) developed and implemented during the construction stage could also serve as an additional evidence to support the mitigation strategy.

#### Programme

Outline programme needs to be reviewed re: design, procurement, reporting etc. so that BREEAM Infrastructure reminders/ updates / reviews can happen at appropriate times to mitigate retrospective work. This exercise could also serve an opportunity for the sustainability inputs to influence the project's scope, when applicable. Before detailed design begins, the design team (and client) should consider what evidence is required to meet the BREEAM Infrastructure Assessment and work closely with the designated project BREEAM Infrastructure Assessor.

#### Objectives/targets

Targets / objectives / KPIs should be appropriate to the scale of works and defined at early stages sooner rather than later against the BREEAM Infrastructure assessment. All targets need to be specific, measurable, and considered over the lifetime of the project so that they can be appropriately monitored.

#### Procurement

The content of procurement documents should be influenced at an early stage, making it mandatory for the Principal Contractor to record information required for BREEAM Infrastructure Assessment.



## BREEAM Pre-assessment scoring

Section Number	Section Title	Max Score	Max Score after scoping	Initial Assessment Score	Section %	Potential Score Still to Come	Section %	Potential Final Score	Section %
1	Management	550	550	144	26.18%	301	54.73%	445	80.91%
2	Resilience	600	600	121	20.17%	324	54%	445	74.17%
3	Communities and Stakeholders	550	550	237	43.09%	163	29.64%	400	72.73%
4	Land Use and Ecology	600	556	163	29.32%	230	41.37%	393	70.68%
5	Landscape and Historic Environment	450	361	43	11.91%	197	54.57%	240	66.48%
6	Pollution	400	400	0	0%	302	75.50%	302	75.50%
7	Resources	1,450	1,413	10	0.71%	990	70.06%	1000	70.77%
8	Transport	400	400	105	26.25%	208	52.00%	313	78.25%
	Total	5,000	4,830	823	17.04%	2,715	56.21%	3538	73.25%







## **2 Consultation and engagement**

## 2 Consultation and engagement

### 2.1. Overview of engagement programme

#### Summary

New Practice was appointed to undertake the engagement in the Royston to Hogganfield areas for Glasgow Liveable Neighbourhoods. The engagement occurred in three phases (A, B and C), and sought to understand the work and thoughts of key stakeholders and community actors in the area, general public experiences of the area under the four 'Liveable Neighbourhood Themes' and then to gather feedback and design input on a subsequent series of subsequent urban improvements. Phase C focussed on engagement for the latter purpose, presenting to the areas a series of materials explaining proposed improvements, to gather feedback both in-person and digitally. This feedback was provided to the design team as key recommendations, to inform ongoing concept designs to the conclusion of Stage 2. The following sections outline the methods, materials and key findings of the Phase C engagement programme.

#### Previous engagement

Prior to Phase C, New Practice carried out Phases A and B in a programme of engagement running from December 2022 to March 2023. Phase A comprised an assessment of the local areas, its key stakeholders, and main community groups and actors. This informed a series of initial conversations and outreach, to understand the local community contexts and inform the development of the main two engagement programmes. Phase B was the first main round of engagement, which acted as both awareness raising and promotion of the wider project, with a focussed programme to understand how people live, use and move around their local neighbourhoods. Based around the four 'Liveable Neighbourhood Themes', these findings were reported to the design team in April to inform their selection of a series of potential improvements for further design. Please refer to the Stage 1 Report for the findings of any earlier engagement.

#### Promotion

It was important to raise awareness of the project and opportunities to get involved and provide feedback. The following methods were used to help reach people and encourage participation in the engagement activities:

- Project branding
- 500 printed flyers distributed
- Additional flyers distributed online
- A3 posters for display in local venues/businesses
- Neighbourhood walks to distribute flyers and posters and engage in conversations with stakeholders;
- School flyer drops at pick-up time, including talking to parents at the school gates (at St Philomena's RC Primary School and Royston Primary School)
- Emails to those who had signed up to the mailing list (52 email addresses)
- Emails to key stakeholders and community groups;
- Promotion via Meta (Facebook and Instagram) which reached 27,985 users and received 855 click-throughs to the website.

#### Engagement tools

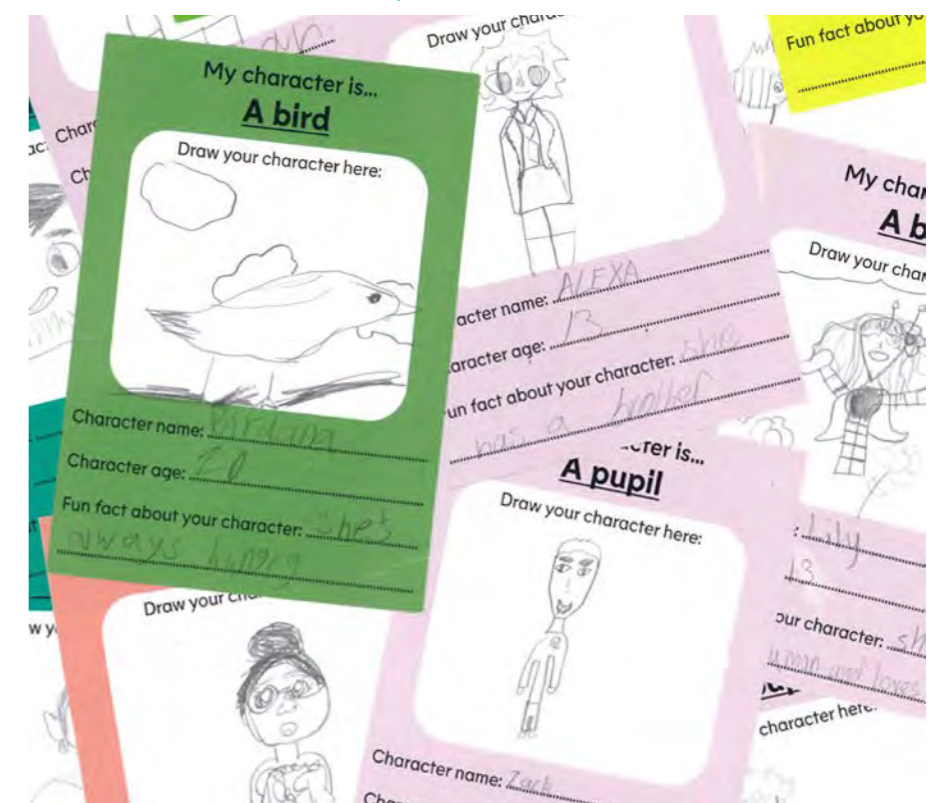
A series of engagement and communication tools were employed during the engagement period. These included:

- Project website
- Information boards
- Engagement booklets
- Worksheets and feedback cards

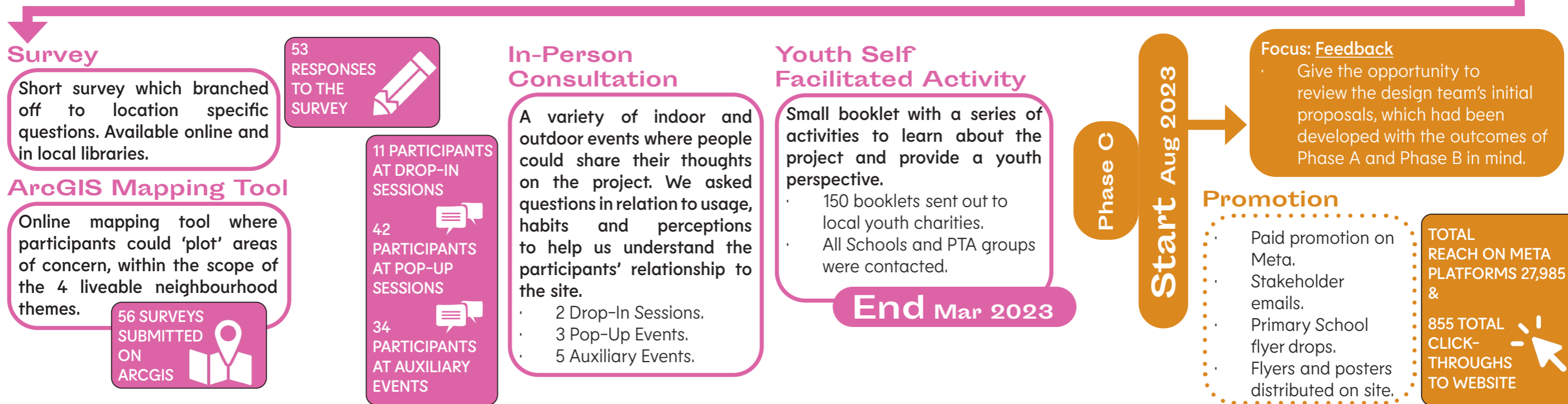
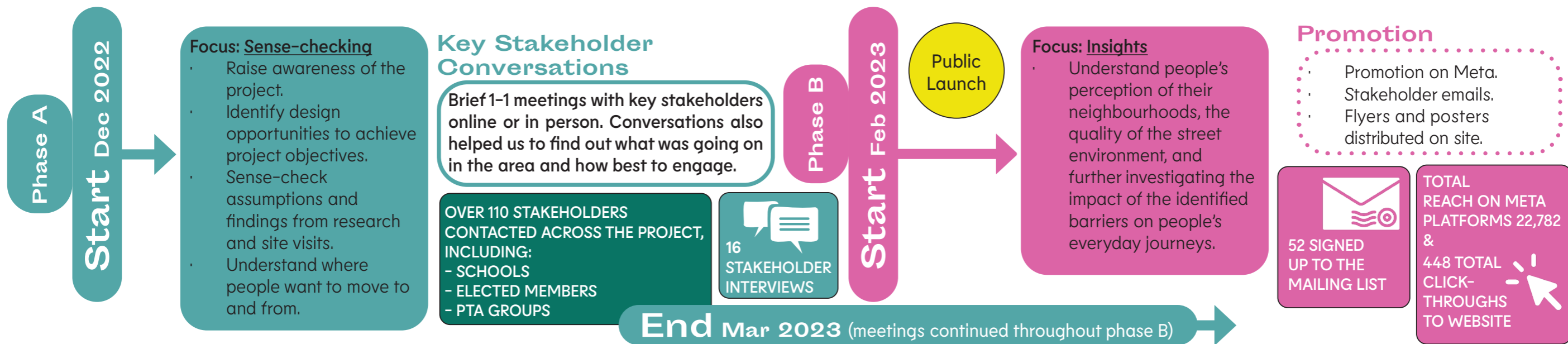
Engagement booklet



Worksheets for Youth Workshops







## 2.2. Engagement activities

### Outline of phase C engagement activities

The purpose of Phase C engagement was to present the proposed shortlist of most feasible improvement projects to the local community and general public of the Royston to Hogganfield liveable neighbourhood areas. This was to gather feedback and insights on the proposals, which would inform and feed into their continued concept design.

The engagement strategy was designed to provide multiple opportunities for the public to view the proposals and give their thoughts. This included a range of in-person activities, at a range of scales, times and locations, online engagement and a series of different communication and promotional materials. A key focus of the strategy was to ensure that efforts were made to reach the typically more underheard voices in consultation programmes, providing more accessible means to attend events; this was in addition to continued engagement with prominent local voices embedded in the communities of the areas.

Phase C engagement began in 2023 on 21st August, concluding on 2nd October. It was preceded by a promotional period running from 21st July to 20th August. These windows were chosen as they provided the design teams from the close of Stage 1 an ample period to develop proposals to a diagrammatic level to most meaningfully aid their discussion with the public, and to allow early enough input from the public to most effectively inform further design; this window also best avoided clashes with school holiday periods, which often hinder consultation engagement.

### Stakeholder engagement

Engagement with key stakeholders continued from the work undertaken in Phases A and B. Where there was a more direct

engagement with key stakeholders in the earlier phases, in Phase C, this involved less one-to-one in depth conversations, with the understanding that in-depth feedback and thoughts were already extensively gathered in the previous phases. Building upon the relationships built with stakeholders, the general engagement tools and opportunities provided across Phase C were designed to provide ample opportunity for key stakeholders to provide meaningful feedback. However, with this in mind there was direct engagement with the following groups, in response to requests raised for focussed conversations:

- Rosemount Development Trust
- HMPS Barlinnie

In addition to this, the following stakeholders and local groups were all contacted to provide details on the projects, and opportunities to provide thoughts and feedback:

- Community Councils listed as 'active' on the GCC website
- Local community groups such as Rosemount Development Trust, Royston Lifelong Learning, St. Paul's Youth Forum, Seven Lochs Wetlands Parks
- Local youth groups such as Royston Youth Action and Sighthill Youth Centre
- Local schools through head teachers and parent councils with direct contacts
- Local community centres and libraries

Conversational feedback from this engagement was recorded in writing by New Practice and analysed to form the key findings and recommendations of Phase C.

### Pop-ups

Outdoor pop-up consultation activists took place in two locations:

- Hogganfield Park, 27th August, 11am - 1pm
- Alexandra Park, 9th September 11am - 1pm

These events consisted of a small consultation hub, with a bench, stools, three informative boards (a summary, a map outlining the project location and FAQs) and project booklets outlining each proposal in similar detail to the online survey. Feedback was gathered qualitatively through conversation, though there were instructions for passers-by to provide feedback through anonymous feedback cards in the event they were unable to speak with a facilitator. Pop-ups were used as an opportunity to promote the project, maximise the number of general participants, and a valuable exercise to ensure the general public who could not have their voice heard via other local community activities could have their say. During pop-ups, flyers were distributed to all passers-by.

In addition to any feedback cards gathered, conversational feedback from this engagement was recorded in writing by New Practice and analysed to form the key findings and recommendations of Phase C.

### Drop-ins

Drop-in sessions consisted of New Practice facilitating consultation sessions in key indoor and accessible locations:

- Roystonhill Community Hub, 29th August, 11am - 12.30pm
- Molendinar Community Centre, 7th September, 12.30 - 2pm
- Roystonhill Community Hub, 13th September, 6 - 7.30pm



These sessions were an opportunity for people who were likely to spend 20 minutes or more sharing their thoughts with our team. During the session, thoughts were gathered in conversation with participants using the same tools as pop-up sessions, and providing the same opportunity to give feedback independently. Due to the drop-in nature and casual context of these events, these conversations varied in depth and length from person to person.

In addition to any feedback cards gathered, conversational feedback from this engagement was recorded in writing by New Practice and analysed to form the key findings and recommendations of Phase C.

## Workshops

Workshops were developed for Phase C, to provide members of the public an opportunity to understand the proposals in greater depth and provide more detailed, focussed feedback. It was decided that workshop sessions were most advantageous for this purpose when there were proposed designs to discuss, rather than in Phase C which was focussed on more general, conversational themes. The workshops were divided into two sessions, each beginning with a short presentation by a member of the design team on a batch of the proposed improvements, before small group working discussions with New Practice facilitators; all proposals were discussed in this manner.

Two forms of workshop were delivered, one was for open sign-up to the public (capacity of 15), which was promoted as part of the public programme. The second was an invited workshop with tenants of local housing associations (capacity of 20), which was promoted through direct circulation to tenants by emails, text messages and printed materials. The following associations were selected based on proximity to proposals which offered the most opportunity for meaningful

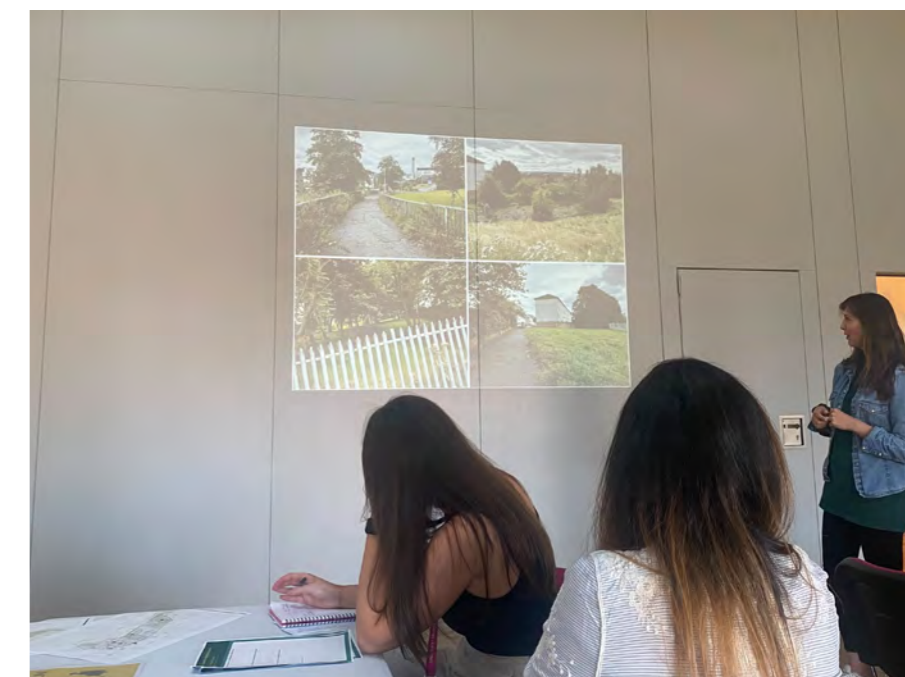
in-depth feedback, and responsiveness in past stakeholder communications:

- Wheatley/GHA
- Spireview Housing Association
- Copperworks Housing Association

The workshops with housing associations were delivered as part of the effort to reach community members who are often underheard or aren't involved in typically consulted circles. To aid this, all venues were accessible, and lunch or refreshments were provided; remuneration or compensation to Glasgow's Real Living Wage was offered to all participants.

Conversational feedback from this engagement was recorded in writing by New Practice and analysed to form the key findings and recommendations of Phase C. In addition to this, participants were encouraged to note down thoughts throughout the workshops on worksheets, indicating general thoughts or responses to specific proposals.

## Workshop with housing associations



## Online survey

An in-depth online survey was conducted, to supplement the in-person activities and ensure that those who were unable or chose not to attend could provide their thoughts; the online survey could also be directly and easily promoted in materials and through paid promotion.

The survey was designed to ask questions on each of the emerging proposals, seek any missed opportunities, and to assess whether they respond to the issues identified during the first phases of engagement. Using the same graphics and approaches as the engagement booklets for consistency, each proposal was presented in visual and written contexts, with both specific questions to sense-check general thoughts and gather input on the most meaningful areas for impact, in addition

to multiple opportunities to provide open comments; alt text encouraged those requiring assistance or more information to contact our team directly. Bookended by general questions and a demographic questionnaire, the survey was structured to allow people to provide feedback on as few or as many of the proposals they were most interested in, having the opportunity to drop out of the platform as they desired. For this reason, some of the proposals had a higher number of responses than others.

Accessibly formatted paper versions of the survey were available at local libraries in the areas, which offered the possibility for translation. These were collected and inputted into the wider survey data by the New Practice team. The results of the survey were analysed and generally subsumed into the key recommendations and findings of Phase C.

### Youth engagement

Two signature youth engagement activities were delivered by New Practice. The purpose of these workshops were to gather general youth perspectives on the design of their area, their ambitions and thoughts for their neighbourhoods in general, and their thoughts on a number of typical urban design features (i.e. greenery, pedestrian accessibility, connectivity and opportunities for community use and play).

The first workshop was delivered at St. Roch's Primary School, with a P6 class of twenty students. This class engaged in a number of creative activities, led by New Practice, including:

- A roleplaying character exercise where students imagine other users of the local neighbourhood, and if there could be improvements to improve their daily experience of it.

- The design and modelling of their own small pavement and street improvement, using craft materials and drawn urban design features provided by new practice.

The second workshop was with a local Youth Forum of ten 12-13 year olds at Royston Youth Action. While originally they were to engage in similar craft exercises to the school workshop, due to the Youth Forum being of a slightly older age group it was decided to simply have a general conversation about the area, gather their thoughts on a number of urban design features using precedent imagery, and to show them the proposed improvements for their thoughts. The workshops concluded with a fun chat over pizza!

The findings from the youth engagement were used to create a brief 'youth design guide' for the area, presenting a number of features which should be considered and incorporated into the concept design of any proposed improvements.

Youth workshop



Youth workshop





## 2.3. Key statistics

### In-person engagement

Total drop-in session participants: 4

Total pop-up event participants: 12\*

Total Housing Association participants: 4 (6 signups, capacity of 20)

Total Public Workshop participants: 6 (8 signups, capacity of 15)

Number of school workshop participants: 20

Number of youth group workshop participants: 6

Note: The pop-up engagement figure indicates only the number of in-depth conversations with members of the public; flyers were offered to all general passers-by, along with brief summaries to the project if they desired.

### Online survey responses

General Questions: 159

Project 1 - Royston Square Placemaking: 95

Project 2 - Junction 15: 92

Project 3 - Rosemount Street to Alexandra Parade: 84

Project 4 - Germiston Neighbourhood Improvements: 78

Project 5 - Riddrie Park and Cemetery: 79

Project 6 - Royston to St. Rolox Retail Park Connection: 69

Project 7 - Cloverbank Street to Armadale Path: 70

Equalities monitoring: 78

Note: These figures include the responses given on paper versions of the survey.

### Demographic Data

For the purposes of monitoring our data in regards to Glasgow's Feminist Planning principles, we recorded demographic data inclusive of gender. We indicated any topics of conversations which were relevant to Feminist Planning themes, and highlighted any points raised specifically by women. These findings were then taken into specific consideration when analysing our key findings, to ensure their representation in our final recommendations from Phase C.

Of the detailed in-person engagements we had across our events, the number of women engaged totalled 16 of a total 52.

The optional, anonymous demographic questionnaire provided at the end of the online survey gathered the following data:

Most respondents came from the G21 postcode, followed by G33 and G64.

“What is your age?”

- 35 - 44 - (28.2%)
- 25 - 34 - (25.6%)
- 45 - 54 - (20.5%)
- 55 - 64 - (14.1%)
- 19 - 24 - (3.8%)
- 65 and over - (2.6%)
- Prefer not to say - 1.3%
- Under 18 - (0.0%)

“What best describes your gender?”

- Female (55.1%)
- Male (37.2%)
- Prefer not to say (3.8%)

“What is your ethnic group?”

- White - White British/Scottish/Welsh/Northern Irish/English (88.5%)
- Prefer not to say (2.6%)
- Asian/Asian British - Pakistani (1.3%)
- Mixed or multiple ethnic groups - White and Black African (1.3%)
- Other White (1.3%)
- White - Irish (1.3%)

“What best describes your sexual orientation?”

- Straight / Heterosexual (75.6%)
- Prefer not to say (10.3%)
- Bisexual (5.1%)
- Gay or Lesbian (3.8%)

“Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?”

- No (56.4%)
- Yes (28.2%)
- Prefer not to say (11.5%)

## 2.4. Key findings

The data and qualitative feedback from the in-person engagement was analysed to provide a series of key themes and findings across Phase C. The online survey data was subsumed into these findings to bolster any trends and provide new details and nuance. The results were a series of recommendations for each proposed improvement, to inform any continued concept design.

### General findings

- Overall, all proposals should improve footway surfaces, include better lighting, and provide benches, places to rest, as well as shelter.
- The proposals should positively impact local community use of the neighbourhood, with a focus on providing better services for children, whilst also providing more opportunities for local events and markets.
- Parking issues were mentioned across the engagement phase. Some residents of Royston noted that the emerging proposals should consider how these will impact the ongoing parking issues they are experiencing and noted that reducing car parking would not be welcomed. With LEZ introduction, Royston has witnessed an increase in non-local parking and this concerns residents. Wider solutions to prioritise residents' parking should be investigated to ensure the proposals will be welcomed.
- A maintenance plan should be in place to ensure these proposals would be successful and meaningfully used on a longer-term basis.
- Trees planted into the ground are the most popular type of greenery.

### Youth design guide

Based on an analysis of the outcomes of our youth workshops,

the following youth design guidelines were defined. These findings were obtained by assessing all the qualitative work of the youth participants, and averaging the common themes present in their creative outputs alongside the conversational insights we gathered on the day. Children in the area want to see the following general desires incorporated into any proposed improvements:

- Greenery and plants - not just grass, but trees, flowers and bushes; some for people to eat, and some for animals to enjoy.
- Art, colour and lighting to make the area feel less tired and grey with 'hard urbanism'.
- Places to play that make creative use of urban space, that allows activities such as climbing, skating, cycling and jumping.
- Places to play and connect with nature.
- Benches, tables and places to rest that are usefully designed and positioned to enjoy these activities.
- Measures to help them cycle; they'd like to cycle now, but it doesn't feel safe, or there isn't anywhere to do it or anywhere they want to cycle to!

In any improvements in or around around schools, kids would like to see:

- More colour and art.
- More trees and greenery.

In any improvements in or around parks and green spaces (such as Glenconner Park), kids would like to see:

- More benches, especially near public transport stops.
- More urban or creative play: logs to climb, places to jump, dance, explore and adventure.

In any improvements in or around urban public space (such as Royston Square), kids would like to see:

- More colour, art and greenery.
- Infrastructure that makes it easier for people to get around, while still giving them their own space to meet and have fun.

In any improvements around or under large transport infrastructure (such as the M8), kids would like to see:

- More colour, art and greenery.
- Creative ways to play and meet, such as skateparks.

Older kids and teenagers would like some things tailored specifically for them too:

- Instead of bolder colours and art, older kids would like some spaces with more muted and 'designed' colour palettes.
- Instead of 'wild' greenery, flowers and gardens, older kids would like some more 'designed' urban landscaping for them to enjoy.
- Instead of just play parks catered to younger children, older kids would like places where they can have more loose play involving climbing, large swings or even trampolines.
- Older kids want more spaces to just safely meet and hang out in a pleasant, public environment with colour and greenery.
- Older kids want to see more creative approaches to these problems; could a bench for meeting friends be a piece of public art that also allows for climbing?



## 2.5. Project challenges

Despite the promotion in-person before and during the programme, regular emails to a wide variety and number of key stakeholders and local community groups, and strong viewership on social media promotional advertisements, there was still a lower turnout to in-person engagement events. This, however, was unexpected by New Practice, based on past experience with engagement on projects in Glasgow. This was a key motivation behind direct engagement with key stakeholders and an extensive and detailed online survey. Recognising accessibility constraints to some user groups with access to online platforms and digital literacy, online surveys can still typically provide a significant bolstering to consultation data, and aids accessibility through ease of sharing between community members.

Concerns were raised by a number of participants and community members at the lack of a direct door-to-door engagement or delivery of information on the project. However, in New Practice's past experience of engagement projects which feature this activity, it often doesn't have a significant impact on participation. Due to the significant cost that this activity would also require, New Practice allocated time instead to the planning, delivery and development of the engagement strategy and materials delivered.

During the promotion and delivering of Phase C, there was significantly more prevalence of online commentary and interaction based on political issues. These typically revolved around distrust or disagreement with the project from the basis of conspiracy theories relating to 15 Minute Cities; this was made more prominent during Phase C due to these topics becoming talking points in mainstream politics. Online comments of this nature resulted in potential negative representation in online promotion.

In addition to the above, there were instances of the above occurring in-person. While these instances occurred in other

areas being consulted for separate Liveable Neighbourhood projects, they did provide an additional degree of caution in the planning and delivering of events in the Royston to Hogganfield area.

## 2.6. Future engagement

For the continuation of the Glasgow Liveable Neighbourhoods project in the area, New Practice recommends the following:

- Update key stakeholders and community groups on milestones in future project stages.
- Continue to directly engage with key stakeholders and community groups.
- Provide clear signposting and opportunities for other stakeholders and groups to register their interest in being involved.
- Continue to engage directly with youth through schools and community groups.
- Continue to engage directly with housing association tenants.
- Maintain a space for FAQs, which is updated as the project progresses and any queries are received.







3

## Project 1: Viewpark Avenue Junction 14 Connectivity



# 3 Viewpark Avenue Junction 14 Connectivity

## 3.1. Project introduction

Junction 14 of the M8 is a key existing connection which suffers from the severing effects of the M8. Local residents use the existing pedestrian route to access more frequent bus services, trains and local shops, services and facilities in Dennistoun.

There is currently no footway or cycle provision along Viewpark Avenue, which was originally constructed to provide vehicle access to the on/off slip roads to the M8. A separate pedestrian route provides access directly from Royston through J14, connecting to the footway at Alexandra Park Street, south of the M8. However, the route provides a poor level of service for people walking, with a series of indirect and steep ramps and bridges, level changes which do not meet current accessibility standards; and poorly lit areas lacking natural surveillance. The existing raised underpass underneath the M8 has been closed to pedestrians for over 10 years following serious violent incidents and anti-social behaviour, with a narrow footway providing an alternative, but unpleasant and indirect route. People are often observed avoiding the network of bridges and ramps, instead crossing uncontrolled at the slip road junctions- a key road safety concern.

Improving the pedestrian provision through Junction 14 is key to reducing transport poverty for residents in Royston, providing better access to opportunities, facilities and services for a low income, and highly deprived community. This can be achieved through improving issues around personal security, road safety and the attractiveness, directness and accessibility of the route. There is also an opportunity to integrate with the City Network proposals, which will introduce a new segregated cycle track and footway along Viewpark Avenue.

## 3.2. Site context and analysis

The M8 is a key severance feature however Junction 14 is one of the few connections enabling people to cross.

Key issues include:

- Indirect routes increase journey times for people walking between Royston and Alexandra Parade.
- The current walking routes involves severance changes in level, increasing the effort required to pass through the area and worsening the efficiency and directness of the route.
- The lack of natural surveillance and activity results in a poor sense of personal security.
- Poor lighting also contributes to poor perceptions of personal security.
- Incidents of violence and crime are widely known to have taken place in the Junction 14 area, creating ingrained perceptions of poor personal safety and security. The raised walkway has been closed to the public for many years following serious incidents of violence.
- The existing bridge ramps do not meet current standards for accessibility, with steep gradients hindering access for some people, particularly those with disabilities affecting mobility.
- The footway alongside Viewpark Avenue in the M8 underpass is narrow, and usable width is restricted by VRS barriers and pedestrian guardrailling.
- There are no at-grade crossings of the two M8 sliproads.
- Some people choose to cross the M8 sliproads uncontrolled, and climb over pedestrian guardrailling, choosing to do this rather than use the more indirect routes with level changes and poor natural surveillance.
- The City Network passes along Viewpark Avenue and will introduce a bi-directional cycle track between Blochairn Road and Alexandra Parade.

Viewpark Avenue in the M8 underpass at street level



Viewpark Avenue south of the M8



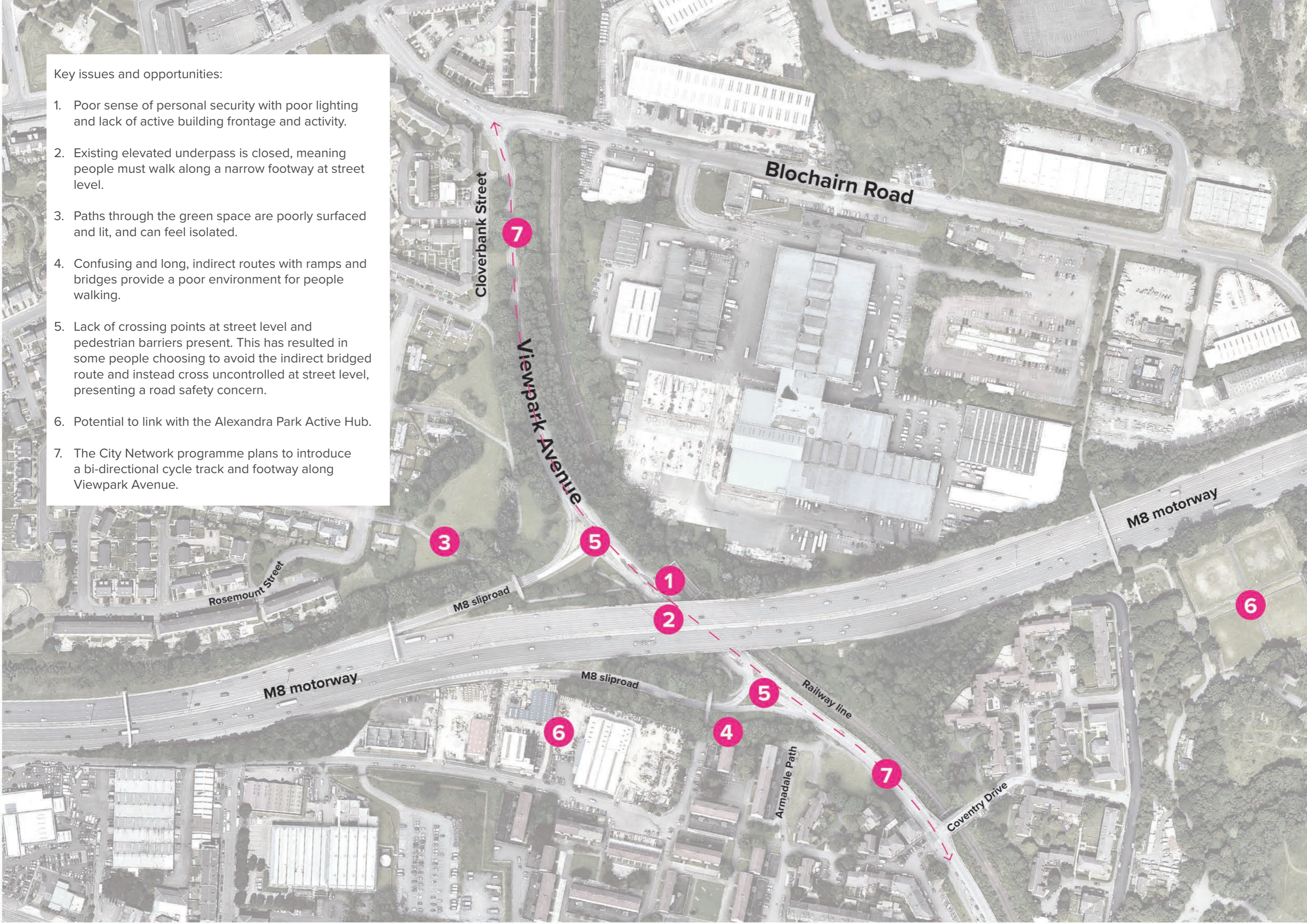
Closed raised walkway in the M8 underpass





Key issues and opportunities:

1. Poor sense of personal security with poor lighting and lack of active building frontage and activity.
2. Existing elevated underpass is closed, meaning people must walk along a narrow footway at street level.
3. Paths through the green space are poorly surfaced and lit, and can feel isolated.
4. Confusing and long, indirect routes with ramps and bridges provide a poor environment for people walking.
5. Lack of crossing points at street level and pedestrian barriers present. This has resulted in some people choosing to avoid the indirect bridged route and instead cross uncontrolled at street level, presenting a road safety concern.
6. Potential to link with the Alexandra Park Active Hub.
7. The City Network programme plans to introduce a bi-directional cycle track and footway along Viewpark Avenue.





### Traffic survey findings

Traffic survey data has been collected for the Junction 14 scheme area. This included video survey data, which has been analysed to understand the pedestrian movements around the M8 sliproad junctions with Viewpark Avenue.

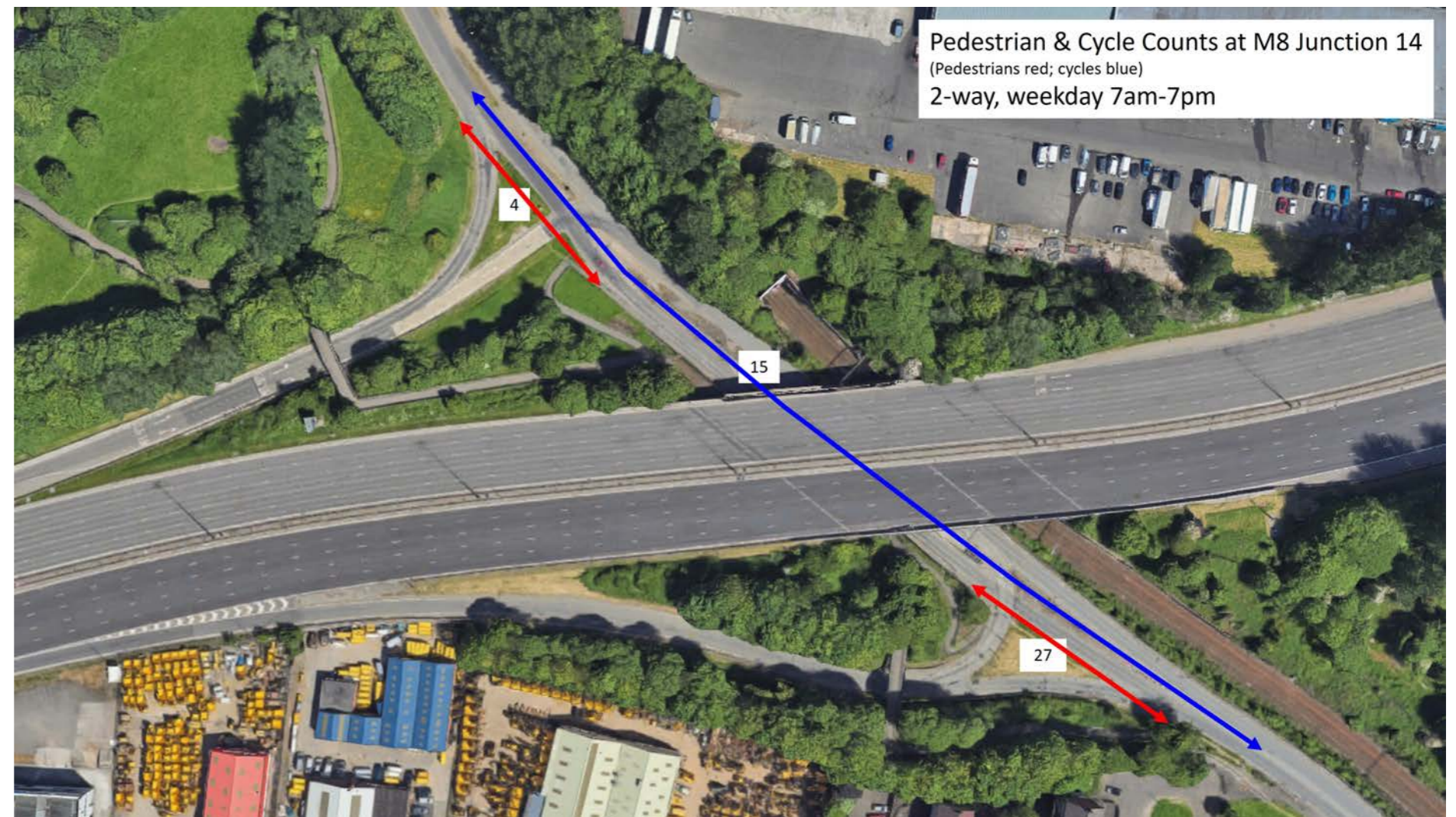
During a 12 hour period (7am-7pm), a total of 27 people were observed walking across the M8 slip road to the south of the M8. This included 3 unaccompanied children. Further analysis is required to understand what proportion of total pedestrian trips through the area this represents.

Considering pedestrians either need to walk in the carriageway along Viewpark Avenue or climb over existing guardrailling at Armadale Path in order to take this route is indicative of the strength of the desire line and lack of adequate alternative routes.

The northern slip road junction sees fewer pedestrian movements, with just 4 people crossing the carriageway here during the same period. This was to be expected as most people begin their journey through the Junction 14 area from the elevated Royston area, rather than at Viewpark Avenue street level. The use of the existing bridge and ramp to the north of the M8 facilitates movement from this elevated point.

The situation on the south side however is different, with people starting/ending their journey through the Junction 14 area at street-level. This makes crossing at street-level here much more direct and convenient than using the bridge and ramps.

The survey confirms anecdotal evidence and site observations regarding how people travel through the area.



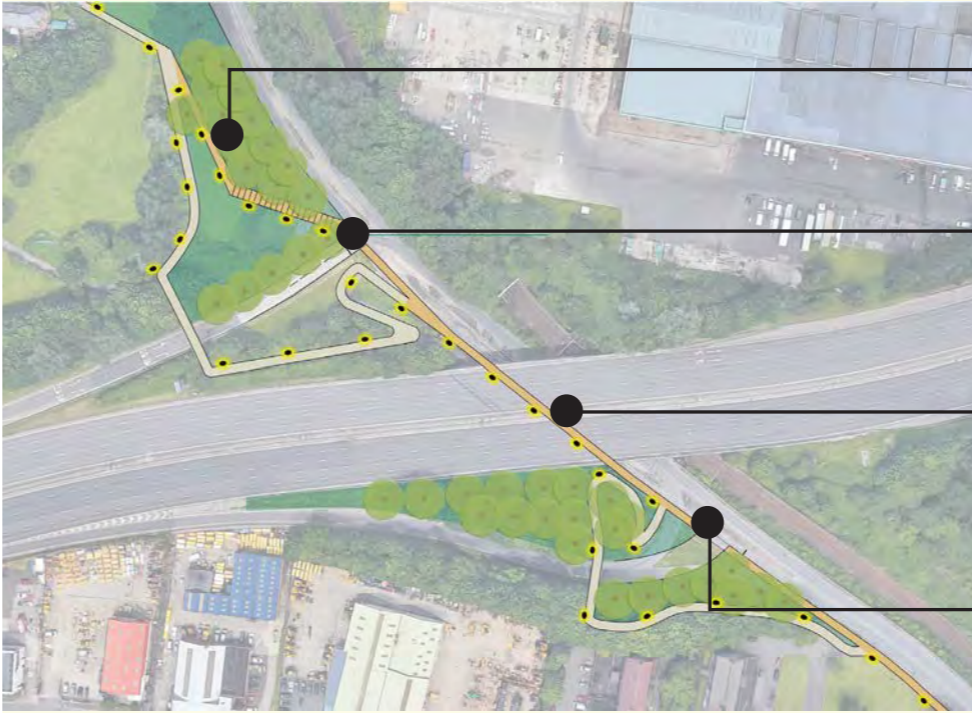


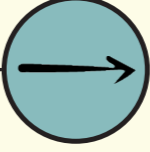
### 3.3. Summary of public consultation

#### Key findings


- Most people agreed this is an important route.
- The majority of people agreed that the proposal should explore a trial re-opening of the previously closed underpass below M8 as part of the route.
- Lighting is key and should be included in the design.
- Include better signposting and wayfinding.
- There is an opportunity to also introduce better crossings at M8 sliproads.

### Proposed Improvements







New stepped route providing access to a new crossing point.



New signalised pedestrian crossing point and junction narrowing.







Improved and widened footway at carriageway level with better lighting.



New signalised pedestrian crossing and junction narrowing.

**FEEDBACK PROMPT**

*Do you think an improved route between Roystonhill and Alexandra Parade would be a useful connection, in terms of accessing greenspace, amenities and transport links?*

### 3.4. Scheme development and options

#### Scale of change

The key options relating to the Viewpark Avenue scheme involve a choice between street-level provision or improving the existing elevated provision of raised walkways, bridges and ramps. An existing raised walkway is currently closed due to previous incidents of violence and criminal activity, resulting in people descending to street level, to then ascend again at the other side of the M8.

Currently, routing involves several changes in level, switchbacks and indirect, convoluted routes to access bridges. As a result, people often choose to cross at street-level at the sliproad junction to the south of the M8 rather than using the bridge.

#### Elevated route

The first option involves re-opening the existing closed elevated walkway, which has been closed for many years following crime and violent incidents. This would reduce the need for as many level changes and may therefore discourage crossing at street level to some degree, however would still provide an indirect route with very poor natural surveillance. The route would also have a poor tie in with the City Network, and would not address the need to provide segregated cycle facilities along Viewpark Avenue.

#### Street-level route

The second option involves making a continuous route at street-level, reconfiguring the existing M8 sliproad junctions to the north and south to provide at-grade signalised crossing points for walking and cycling, and making additional space in the underpass at street-level by partially removing or 'pushing back' the existing retaining wall of the elevated walkway, creating more space at street-level to accommodate a wider

footway and new bi-directional cycle track.

This option would be more costly however would enable the City Network to be realised, and provide a more direct route with better natural surveillance that accommodates existing desire lines.

#### Selected option and design development

The second option to provide a street-level route was selected for development due to its ability to deliver part of the City Network (and crucially to not preclude the City Network) and provide a more direct route along the desire line.

During the design process, it became clear that whilst the northern slip road reconfiguration and crossing would enable the City Network, the route from Royston begins from an elevated position on the north side, and therefore the existing ramp provides a convenient route. The gradient of the ramp however does not meet current accessibility standards, and therefore an ambition for a future ramp and stepped arrangement on the north side of the slip road is suggested, to be delivered as part of the future development of the site to the north of the M8. The bridge and ramp to the south however, would become redundant as part of the scheme proposals, and therefore the proposals include the removal of this facility and return to soft landscaping.



### 3.5. Concept scheme

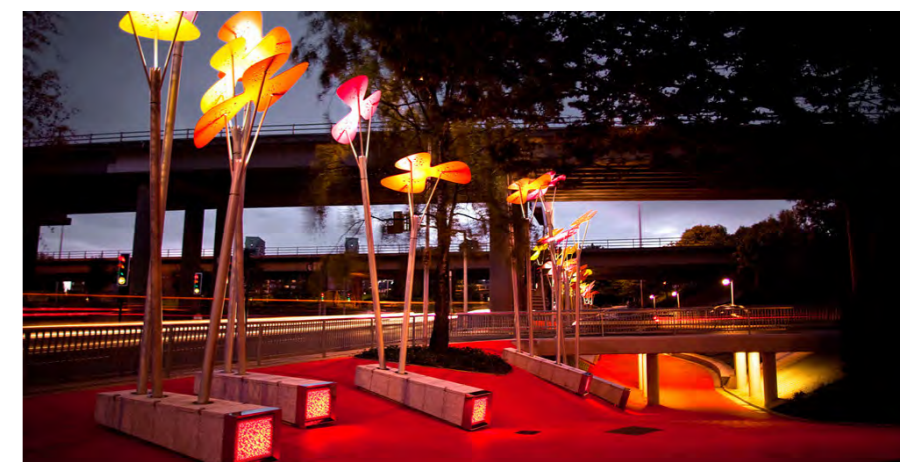
The Liveable Neighbourhoods proposals for Junction 14 seek to create a more direct route with fewer level changes and improved natural surveillance between Royston and Alexandra Parade, whilst tying in with plans for the City Network. Proposals include:

- Providing a new footway and bi-directional segregated cycle track along the west side of Viewpark Avenue around J14, to be continued by the City Network programme.
- Removing the existing (and closed) raised walkway underneath the M8, and using the space to provide a new segregated bi-directional cycle track and footway at street-level.
- Narrowing, simplifying and fully signalling both slip-road junctions and introducing controlled pedestrian and cycle crossing facilities, enabling people to cross at street-level.
- Greening the existing central island north of the M8 with low level planting and trees.
- Removing the bridge and ramps south of the M8, as these would no longer be required.
- Retaining the bridge and ramp north of the M8 for the time being, with future aspirations to deliver a new ramp and steps north of the slip road, enabling the removal of the existing bridge. This could be delivered through new development of land north of the M8 and west of Viewpark Avenue.

Bi-directional cycle track and footway in an underpass.



Lighting as public art at the Garscube Road underpass in Glasgow.



Underpass lighting integrated into the supporting wall.



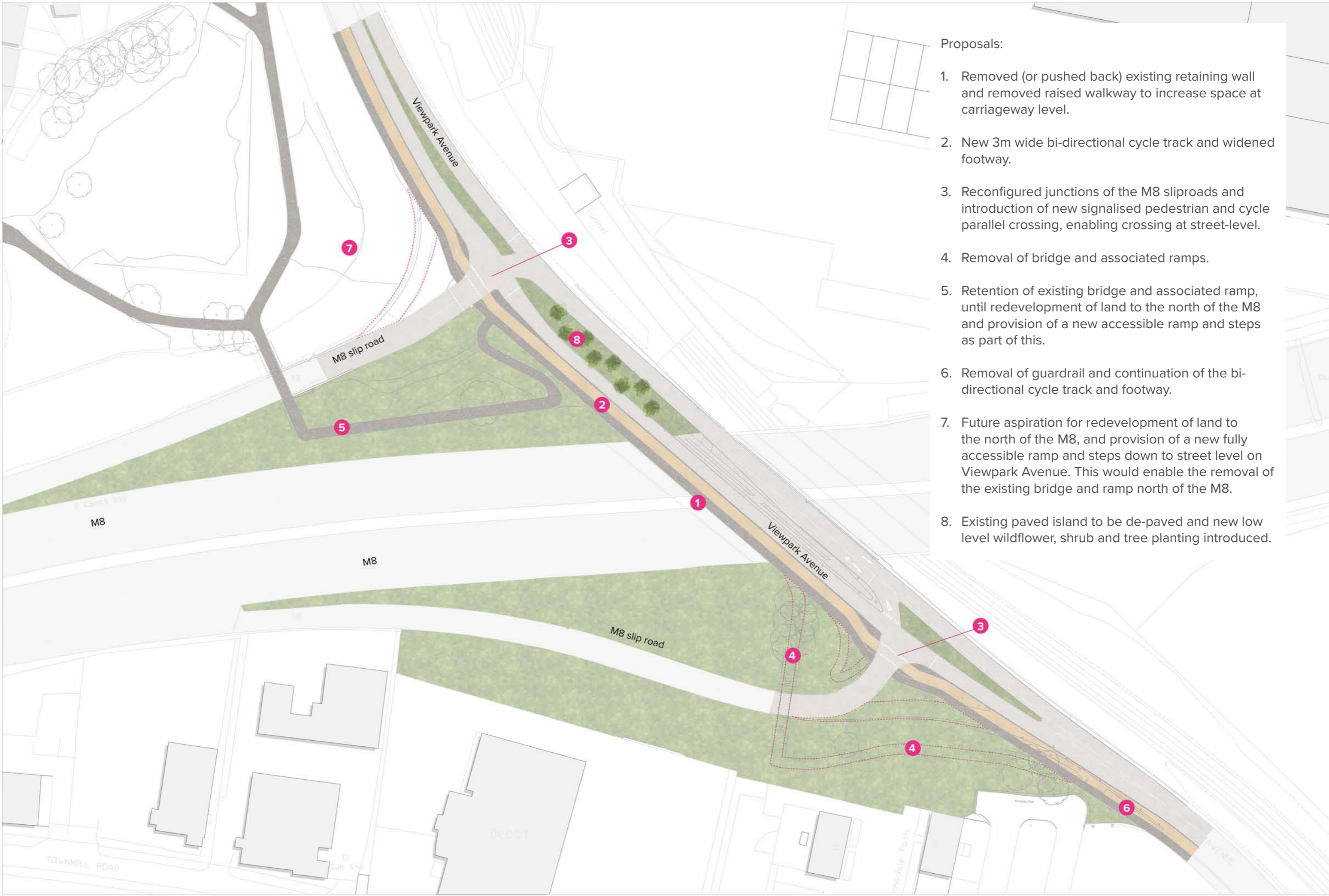
Public art used to improve the Thessaly Road Bridge, London.



Public art used to improve the Thessaly Road Bridge, London.







Proposals:

1. Removed (or pushed back) existing retaining wall and removed raised walkway to increase space at carriageway level.
2. New 3m wide bi-directional cycle track and widened footway.
3. Reconfigured junctions of the M8 sliproads and introduction of new signalled pedestrian and cycle parallel crossing, enabling crossing at street-level.
4. Removal of bridge and associated ramps.
5. Retention of existing bridge and associated ramp, until redevelopment of land to the north of the M8 and provision of a new accessible ramp and steps as part of this.
6. Removal of guardrail and continuation of the bi-directional cycle track and footway.
7. Future aspiration for redevelopment of land to the north of the M8, and provision of a new fully accessible ramp and steps down to street level on Viewpark Avenue. This would enable the removal of the existing bridge and ramp north of the M8.
8. Existing paved island to be de-paved and new low level wildflower, shrub and tree planting introduced.



### Sections

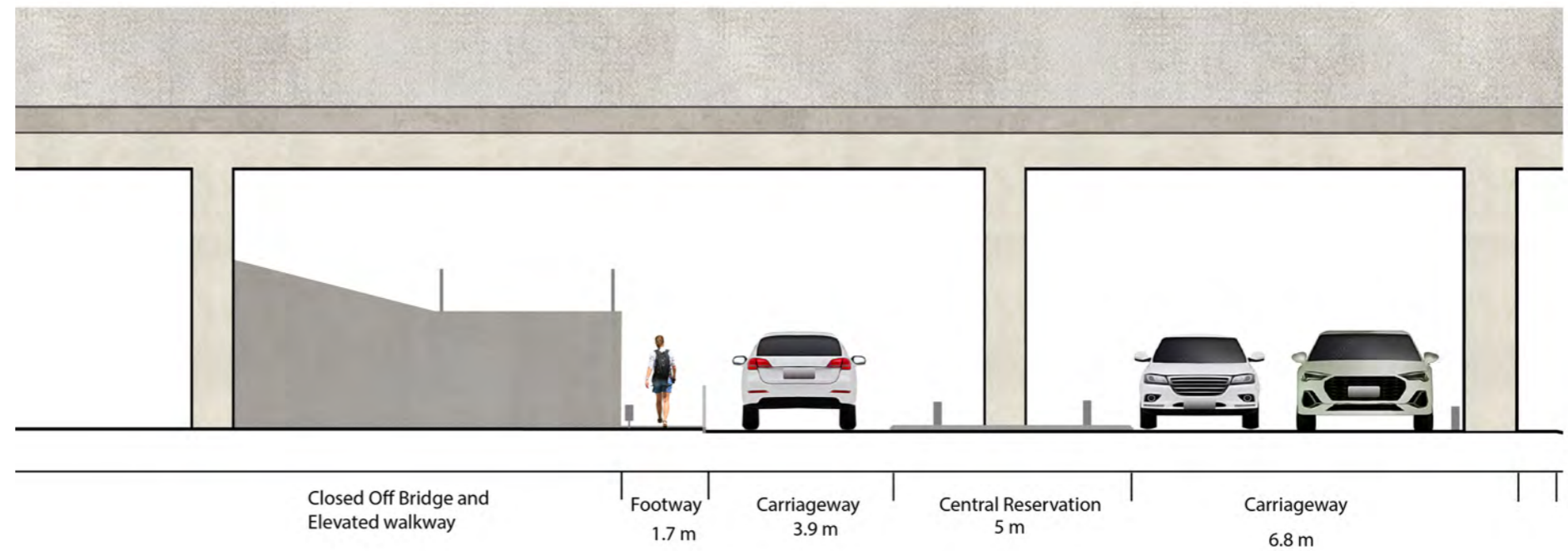
The sections show the existing and proposed conditions and arrangement through the Junction 14 underpass of the M8.

The existing retaining wall is 'pushed' back by around 3.7m. This provides space for:

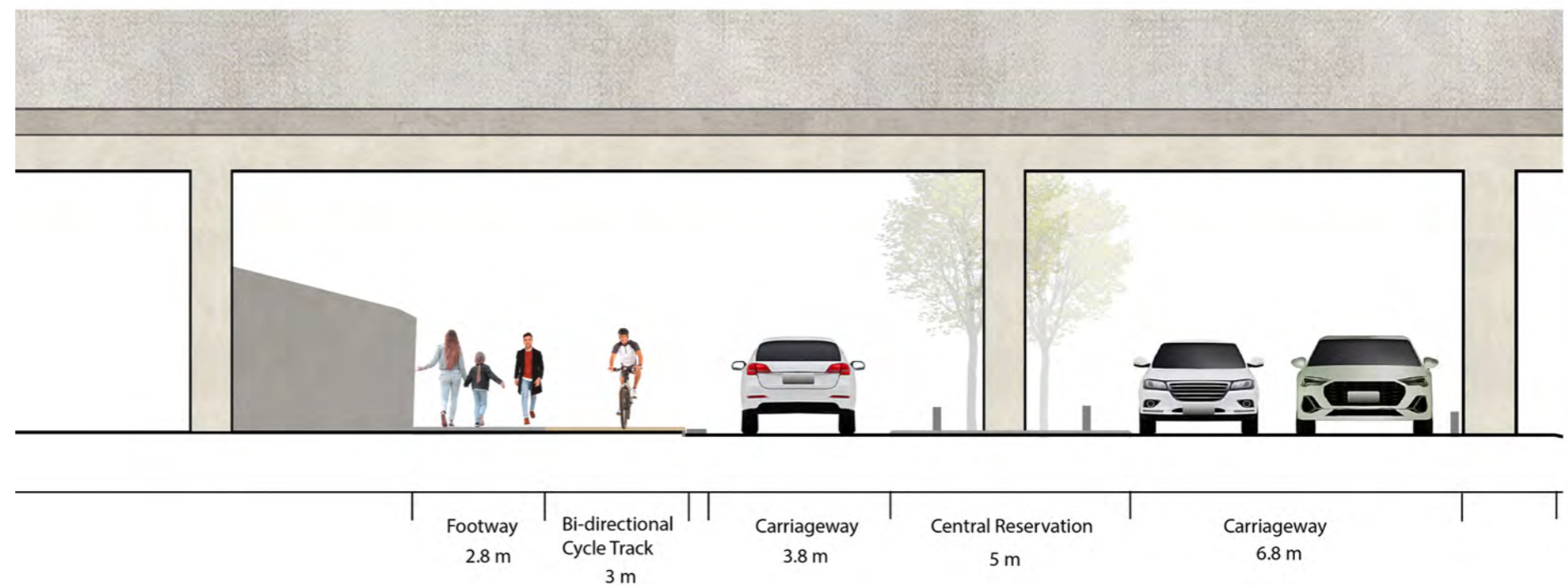
- 0.5m buffer between the carriageway and the footway/ cycle track;
- 3m wide bi-directional cycle track;
- 2.7m wide footway.

The retaining wall and underpass structure provide an opportunity to integrate better lighting into the underpass environment to create a more comfortable space for people walking and cycling and improve the sense of personal security.

#### Existing conditions



#### Proposed conditions









### Stakeholder engagement

Stakeholder engagement with Transport Scotland has been undertaken in relation to potential impacts on the M8, and the changes to the underpass/bridge. The scheme has gained early provisional support.

### Traffic impacts and modelling

The existing signalling infrastructure associated with the M8 off-slip will need to be repositioned to account for the removal of the existing left-turn slip-lane which will now be incorporated into the main junction. Equally, the introduction of a pedestrian and cycle crossing on this arm will require the stop line to be set back further which may result in an increase in the intergreen time. However, the pedestrian and cycle crossing can operate in the same stage as the main Viewpark Avenue north-south movements, which means that no additional stages are required at this junction.

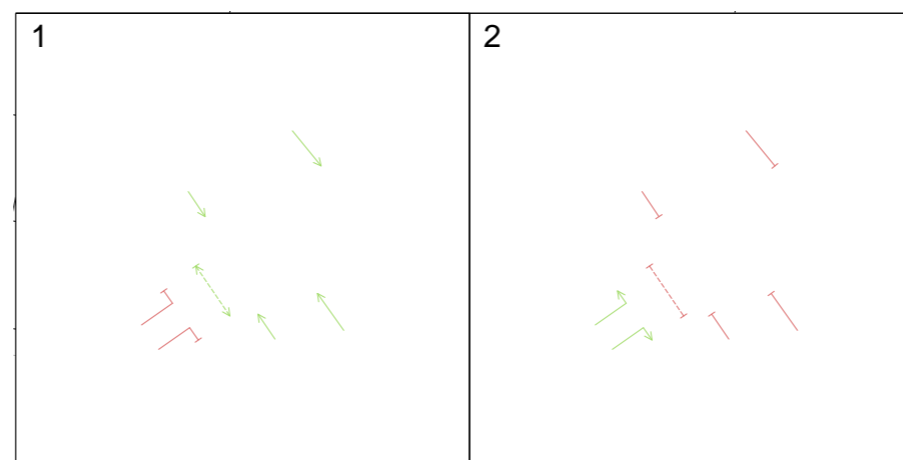
An entirely new signalised junction will be required at the M8 on-slip, which currently operates a simple priority arrangement. This is to accommodate a new pedestrian and cycle crossing on the on-slip arm of the junction. As a result, the northbound movement on Viewpark Avenue along with southbound right-turners on Viewpark Avenue will need to be signalised. Note that southbound traffic going ahead on Viewpark Avenue will not need to be signalised.

Staging diagrams for these junctions are provided to the right.

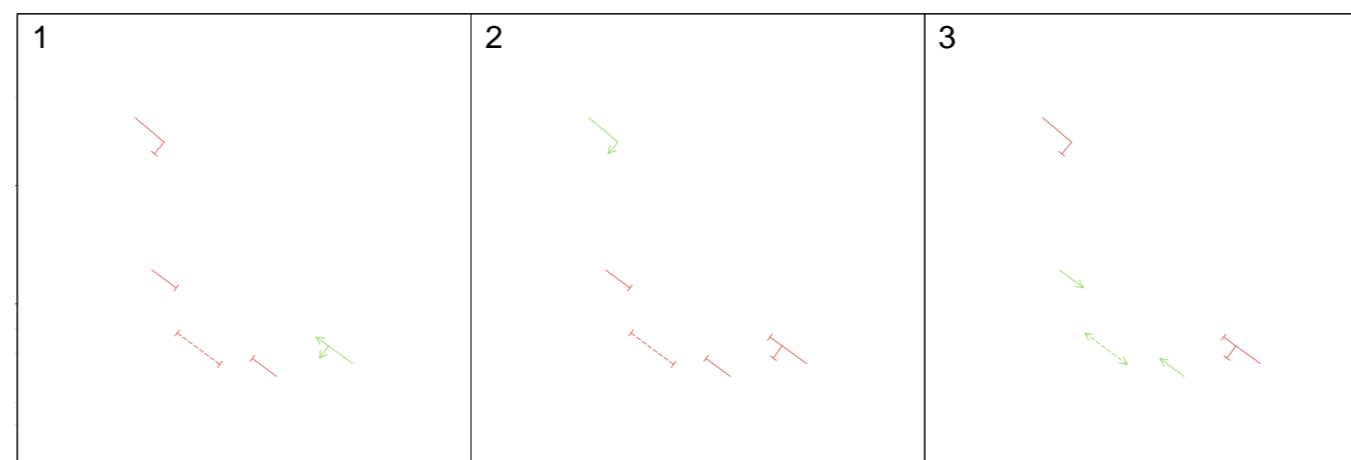
There are no bus routes along Viewpark Avenue currently, therefore proposals do not impact on local bus journey times.

The impacts of these changes, including the need for traffic modelling, will need to be considered in more detail at the next stages of design.

Staging diagram - Viewpark Avenue  
M8 exit sliproad/Viewpark Avenue junction



Staging diagram - Viewpark Avenue  
M8 entry sliproad/Viewpark Avenue junction



### 3.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £2,075,121 has been estimated to deliver the Viewpark Avenue/Junction 14 scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£1,178,434
Main contractor's preliminaries and traffic management	£235,686
Main contractor's overheads and fees	£70,706
<b>Project/design team fees</b>	
Other development/project costs	£148,482
<b>Risk allowance</b>	
Design development risks	£163,331
Construction risks	£179,664
<b>Inflation</b>	
Tender inflation	£98,815
<b>Cost estimate (excl. VAT)</b>	<b>£2,075,121</b>



### 3.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery mechanisms	Legal and Planning Implications
1	M8 'off' slip road junction with Viewpark Avenue	Junction reconfiguration and narrowing, and introduction of new signalised parallel pedestrian and cycle crossing.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval; RAUC; TRO, RO
2	M8 'on' slip road junction with Viewpark Avenue	Junction reconfiguration and narrowing, and introduction of new signalised parallel pedestrian and cycle crossing.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval; RAUC; TRO, RO
3	M8 underpass	Removal of existing retaining wall, and reconstruction further to the west to widen space available off-carriageway at street-level. Introduction of new bi-directional cycle track and wider footway, and introduction of lighting scheme.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval; RAUC, RO
4	Bridge and path removal south of M8	Removal of existing paths and return to soft landscaping. Removal of existing footbridge.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RO
5	Tie-in to Viewpark Avenue (north of M8)	Tie into City Network proposals.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval; RAUC; TRO, RO
6	Tie-in to Viewpark Avenue (south of M8)	Tie into City Network proposals and Armadale Path.	2024-25 (subject to funding)	2025-27 (subject to funding)	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval; RO, RAUC; TRO

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).







4

## Project 2: Junction 15 Connectivity Improvements



# 4 Junction 15 Connectivity Improvements

## 4.1. Project introduction

The M8, although providing a strategic vehicle connection in the city region, causes major severance for communities between the city centre and surrounding neighbourhoods.

Junction 15 lies on a key walking and cycling desire line between communities to the north and east including Royston, and the city centre, Townhead and key destinations such as Glasgow Royal Infirmary. However a complex and illegible network of walking and cycling routes via a series of underpasses, ramps and bridges with poor natural surveillance; presents a major deterrent to people walking and cycling to and from the city centre, limiting travel choices and access to opportunities, particularly in low income communities with high levels of deprivation such as Royston.

This results in poor access to opportunities and exacerbates already high levels of transport poverty and poor access to services for low income communities.

Although there are ambitions to make major changes and improvements to Junction 15, such as those within the Townhead DRF, these are long term aspirations requiring vast amounts of funding. A project of this scale would be undertaken as a major scheme at a city-level.

The Liveable Neighbourhoods programme however presents an opportunity to address some of the local connectivity issues Junction 15 presents to communities in a more timely and low cost manner; delivering improvements that can help to enable local communities to navigate and pass through the area, improving access to opportunities, services and facilities. This forms a first step in an incremental approach to more transformative changes at Junction 15.

## 4.2. Site context and analysis

Junction 15 is a major severance feature

Key issues include:

- Poor levels of natural surveillance prevent some people from walking or cycling through the area, pushing people to use more costly or less sustainable alternative modes of transport, or to not travel at all;
- Persistent flooding of underpasses blocks routes and leaves mud and debris, preventing access;
- A confusing network of paths, underpasses, ramps and bridges lacks legibility and directness;
- Lack of crossing provision on key desire lines results in people crossing Castle Street and the M8 sliproads in busy traffic conditions without controlled crossing facilities, posing a road safety concern.
- Lack of footway along the north side of Alexandra Parade results in people walking in a busy carriageway, posing a road safety concern.
- The area suffers from poor cleanliness and vermin, particularly around underpasses and quiet, underused routes.
- The shared use footway along the east side of Springburn Road is well-used however the pinch point on the corner of Charles Street and Springburn Road causes conflicts between people walking and cycling, and creates a blind corner.
- There is poor cycle connectivity between Springburn Road and the city centre, and Royston and city centre.

Castle Street Plaza fails as a welcoming and active thoroughfare.



Lack of crossing points at the M8 slip road junctions.



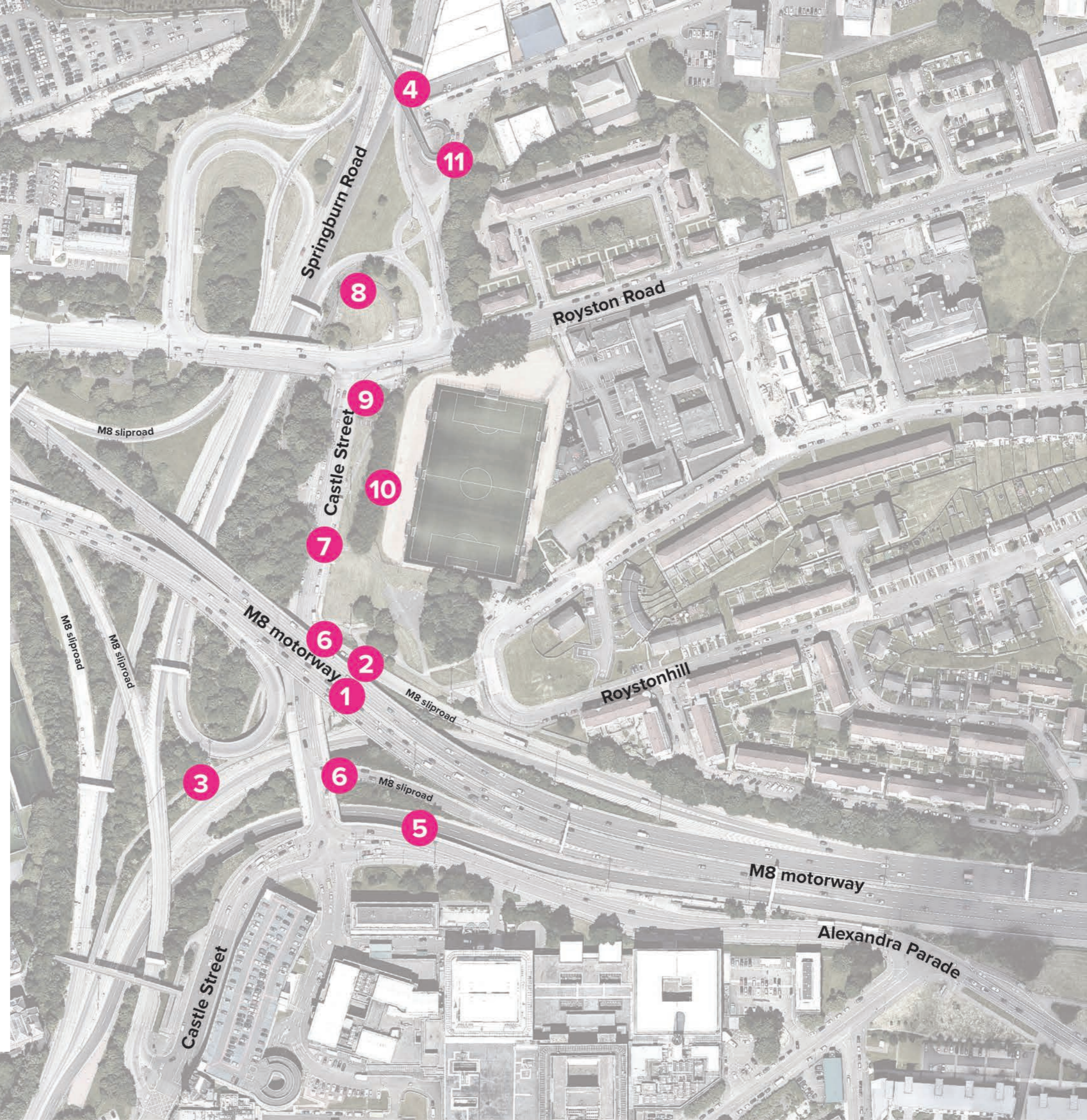
Narrow pinch point on Springburn Road shared use footway.





Key issues and opportunities:

1. The Castle Street Plaza is a failed public space that lacks natural surveillance, activity, comfort and attractiveness and deters people from walking and cycling through the area.
2. The existing underpass regularly floods, preventing access for local people.
3. Key route into Glasgow city centre and to Townhead, including local primary schools.
4. Pinch point on Springburn Road shared use footway makes conditions difficult for walking and cycling.
5. Lack of footway along the north side of Alexandra Parade results in people walking in the carriageway.
6. Lack of crossing point on M8 slip road junctions results in people crossing uncontrolled.
7. Lack of crossing points on Castle Street results in people crossing uncontrolled to avoid using the existing 'Castle Street Plaza' underpass.
8. There is poor cycle connectivity between Springburn Road and the city centre, and Royston and city centre, with indirect and isolated paths and underpasses.
9. Remnants of the Monklands Canal remain, today forming an underpass of Castle Street.
10. Underutilised green verge lacks biodiversity or function.
11. Poor crossing of Charles Street for people walking and cycling.





### Traffic analysis

The maps to the right show the existing network of walking and cycling routes, and the vehicle traffic network.

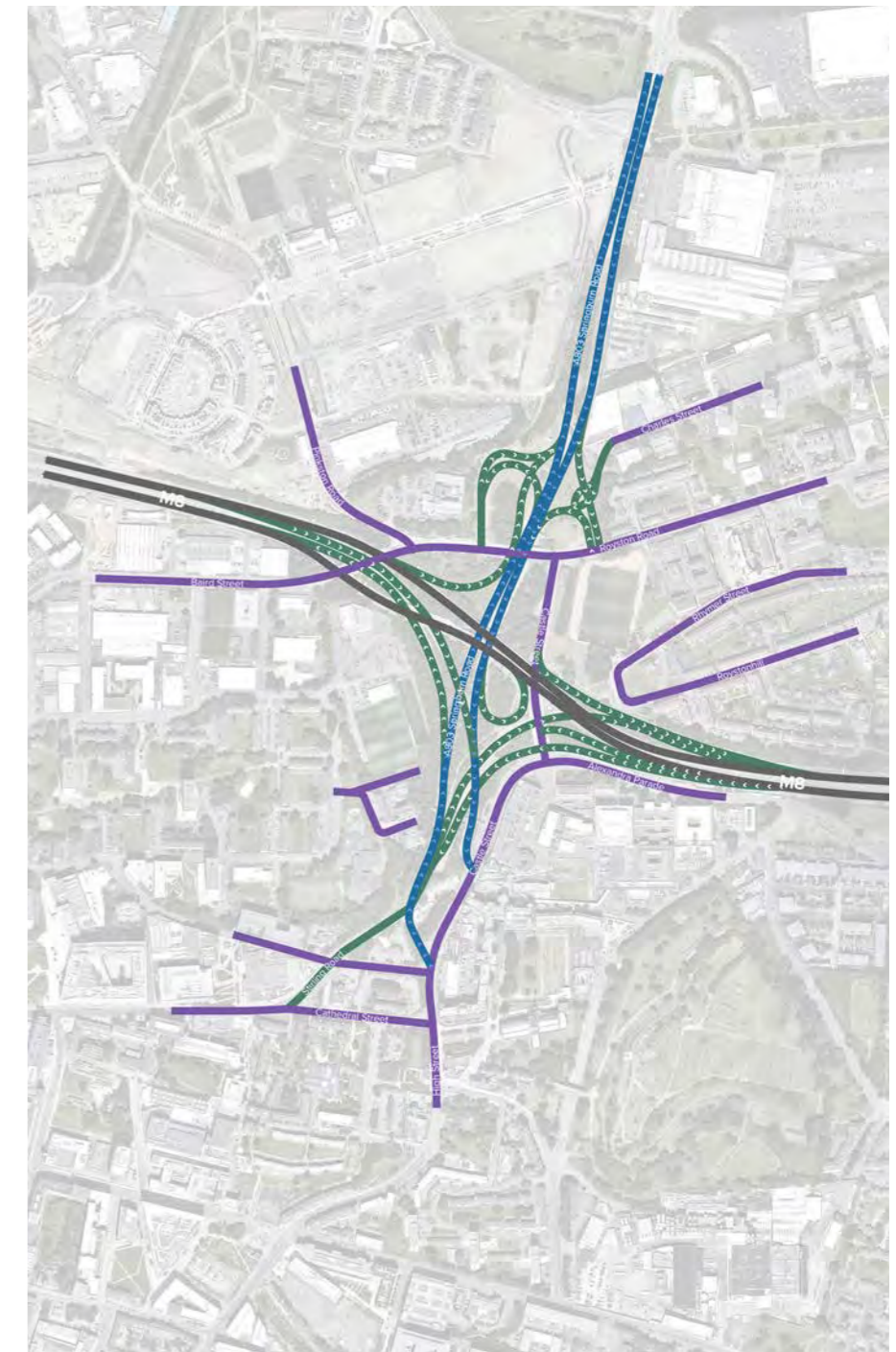
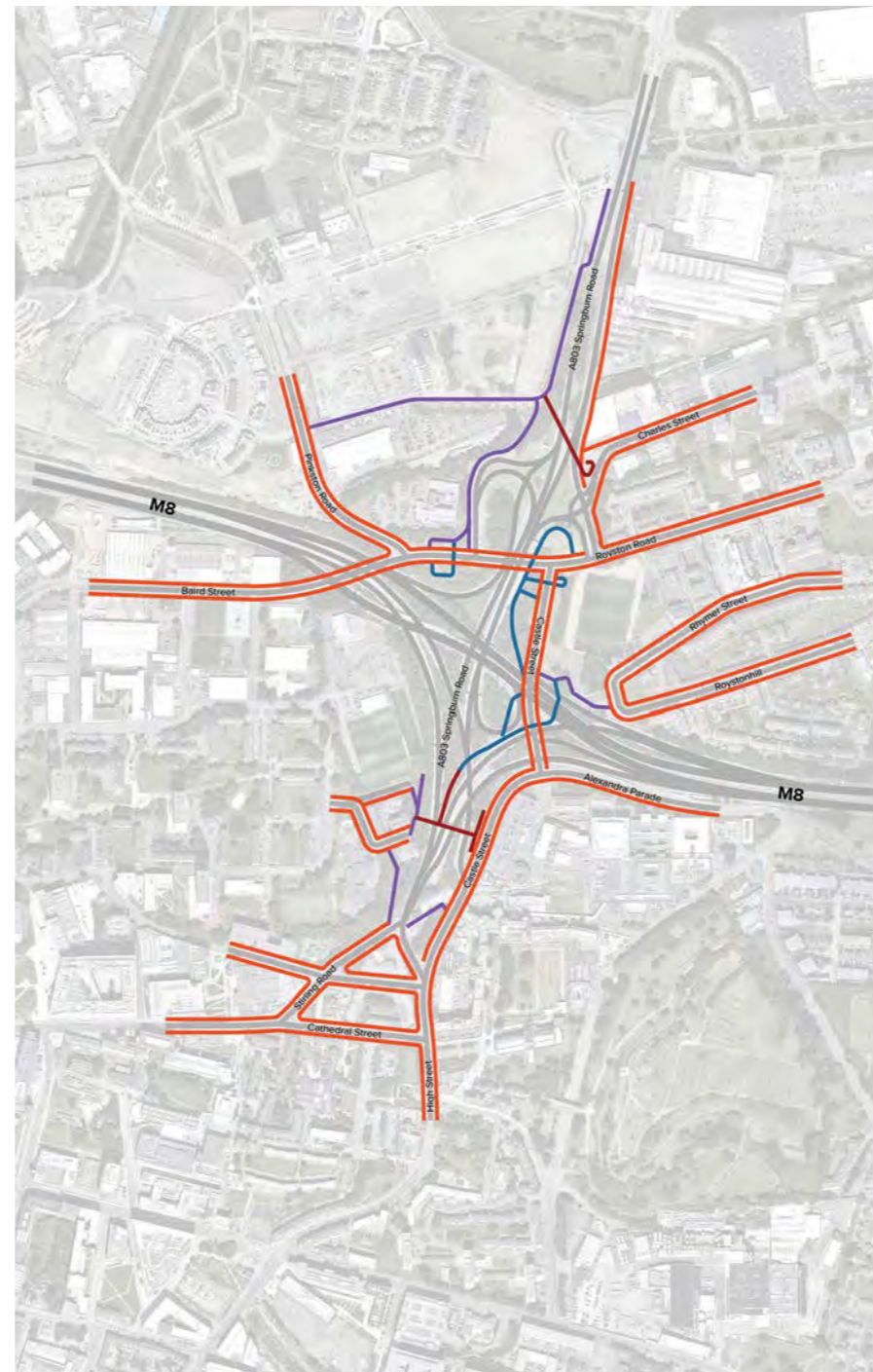
There are many underpass and path routes through the area for people walking and cycling, however these are indirect, lack natural surveillance and can be prone to flooding.

#### Walking/cycling network

-  Road/street network
-  Footways
-  Paths
-  Underpasses
-  Bridges

#### Vehicle network

-  M8 motorway
-  Springburn Road corridor
-  Streets
-  Slip roads
-  Direction of travel





### Traffic survey findings

Traffic survey data has been collected for the Junction 15 scheme area. This included video survey data, which has been analysed to understand the pedestrian movements around the M8 sliproad junctions on Castle Street, and at the Alexandra Parade/Castle Street/Hospital junction.

A total of 488 people were observed walking across the M8 on-slip between 7am and 7pm.

In the same period, a total of 388 people were observed walking across the M8 off-slip. (The 'missing' 100 are presumably crossing Castle Street somewhere between the two 2 slip roads.)

At the Castle/Alexandra/Hospital junction, a total of 168 people were observed walking across the east (Alexandra) arm, where there are currently no pedestrian phases.

In addition, also at the Castle/Alexandra/Hospital junction, a review of the survey video reveals that a total of 77 people walked along the north side of Alexandra Parade (where there is no footway), in both directions, between 7am and 10am. In the evening peak 3 hours (4pm-7pm), that total was 61 (despite it being dark most of the time).

This constitutes a strong case for reviewing existing arrangements – specifically providing pedestrian phases across the east arm and creating a footway along the north side of Alexandra Parade.

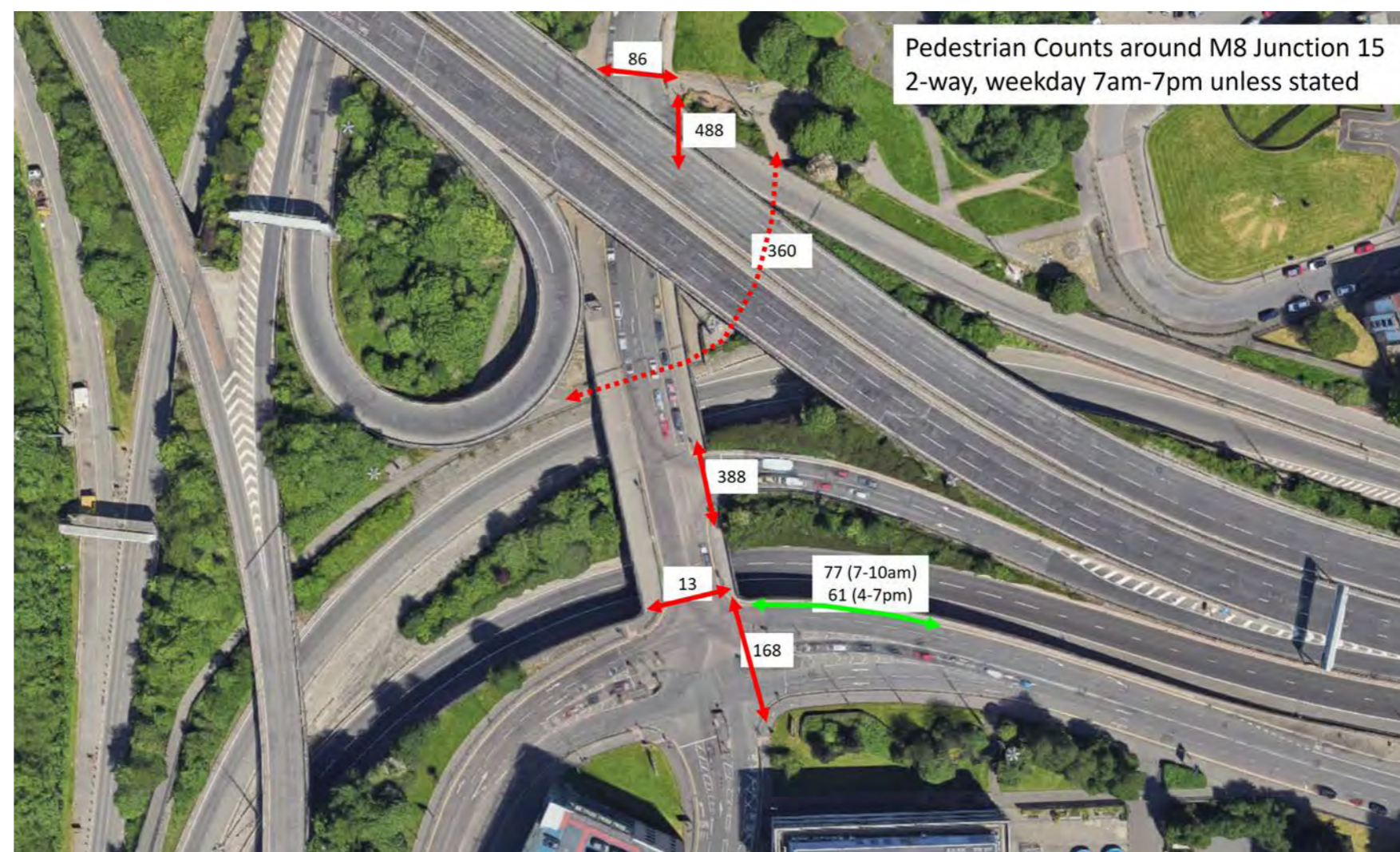
It is considered that simply trying to stop all these people doing what they're currently doing (e.g. by using pedestrian guardrailing) won't be effective. Many people already take significant risks, and it would be negligent to introduce

prevention measures that many would take even greater risks to circumvent.

The location of the junction at an important city centre gateway and hub of activity around Glasgow Royal Infirmary would also warrant a more people-focussed approach that supports walking, wheeling and cycling. Although modifying the junction will have traffic implications, including for blue lights and

buses, these should be fully explored and mitigated by design/management through Stages 3 and 4.

The design of the junction and any related traffic management changes should be focused on achieving good priority and safety for people walking and cycling, as well as appropriate priority for buses and blue lights.





### 4.3. Summary of public consultation

#### Key findings

- Generally, participants agreed that this is an important route which needs improvements to make people’s journey to key facilities easier. Most respondents noted that they use it on a daily basis, however find the top path difficult to navigate and sometimes impassable due to flooding of the underpass.
- This is the only route for people of the LN to access key services such as the Hospital and Health Centre. There is an opportunity to make access to these facilities safer by adding more crossing points.
- Explore how to connect this new simplified route to the existing pathway leading up to Roystonhill (from Junction 15 to James Nisbet Street).
- Explore improving the existing underpass instead of closing it down. This would give the option to people on which path to use. Underpass to become a more pleasant space for people to pass through installing lighting, urban greenery, public art, seating, bins.
- Explore how Junction 15 connects many communities, consider how to improve connections to Sighthill, Royston, Roystonhill, Springburn. Ensure the redesign of the junction is accessible to all, not just walking pedestrians and cyclists.

### Proposed Improvements

**LEGEND**

- Pedestrian Path
- Cycle Path
- Pedestrian and cycling crossing

**FEEDBACK PROMPT**

How could we reuse the existing underpass space?

Do you think simplifying and improving the route taken under the M8 would improve accessibility and connectivity for the surrounding areas?

Is there anything important we should consider that would ensure that this route is safe, accessible and well-used?

How could we reuse the existing undercroft space?

- Widened shared use path to address pinch point.
- Improved junction and new formal crossing point for people walking and cycling.
- Remove this section of paths and underpasses to help simplify the routes and paths for people walking and using a bike.
- New segregated path for people walking and cycling, and improved, simplified connection to Roystonhill.
- New pedestrian and cycle crossing of Castle Street to reduce the need to use the underpass.
- New formal crossing points of M8 sliproads, leading to new footway on the north side of Alexandra Parade.



## 4.4. Scheme development and options

### Scale of change

The Junction 15 connectivity scheme aims to improve the legibility and connectivity for walking, cycling and wheeling through the area. Addressing Junction 15 has been discussed by various community groups, local councillors and policy makers for several years.

Junction 15 is extremely efficient for motorway vehicle movement, however fails to provide sufficient provision for people walking, cycling and wheeling and as a result, cuts off communities from the city centre. There are also many inefficiencies within the junction, particularly around the use of space, with many examples of duplicate sliproads resulting in vast areas of land used only for highway and vehicle movement purposes.

Approaches suggested include wholesale change at the junction, removing sliproads and unlocking land for new development. Whilst this remains an ambition, it is a city-level project beyond the scope of the Liveable Neighbourhoods scheme, and will require many years of design development, testing and delivery.

The Liveable Neighbourhoods approach instead focusses on the existing walking, cycling and wheeling network in the Junction 15 area, and delivering improvements in a much shorter timeframe, for a much lower construction cost. The measures proposed do not preclude future more substantial changes in the Junction 15 area, but rather provide a first step in a longer process of transformation.

### Key improvements

Several key walking and cycling connections or desire lines were identified and focussed on. These include from

Springburn Road to Castle Street; Royston to Townhead; and Castle Street to Alexandra Parade and Glasgow Royal Infirmary. Improvements along these routes include introducing new crossing points, improving, widening or providing new footways and providing new segregated cycle facilities. The improvements proposed address very specific problems (e.g. a lack of footway along Alexandra Parade) and therefore options are relatively limited. However, several key decisions were made over the course of the development of concept design proposals. These are explained below.

### Type of cycle provision

The first of these relates to the decision to introduce segregated cycle tracks along part of Springburn Road (sliproad) and Castle Street (between the M8 and Royston Road) as opposed to shared use paths. Despite these sections of cycle infrastructure being relatively short, their tie in with the City Network on Royston Road, and potential to be extended in future along Castle Street into the city centre, or to tie in with future improvements on Springburn Road Sustainable Travel Corridor means that segregated provision could prove to be the beginning of a more comprehensive cycle network, and help to encourage more segregated provision in future schemes. The cycle facility shown provides access to the existing network of ramps, paths and bridges connecting to Parson Street.

### Royston Road to Castle Street path and underpass

The second key decision relates to the existing traffic-free shared use path between Royston Road and Castle Street, which passes under Royston Road. This route was identified as poor for people walking and cycling, due to its indirectness and poor natural surveillance. The proposals provide an alternative connection at-grade. The decision was therefore taken to close this existing route to avoid any future issues relating to

depleting usage e.g. anti-social behaviour and crime.

### Castle Street underpass

The next decision relates to the Castle Street underpass, which is formed from the former Monklands Canal structure. The structure is not protected, though is an interesting local historical feature and a remnant of an alternative past prior to the M8's construction. However, the underpass would receive less use due to the new at-grade proposals, and provides little functional benefit for walking and cycling even today, with a poor transition from street level to underpass, a lack of natural surveillance and poor directness or use as part of the wider network. Infilling the underpass opens up opportunities to provide a better quality walking and cycling segregated route along Castle Street at street-level, enabling the 'basin' used to access the underpass on the east side of Castle Street to be infilled and the space utilised.

### Castle Street Plaza

Finally, the Castle Street Plaza is an existing underpass with large areas of unused space. The space was originally conceived as a plaza during the design of the M8, however has failed to generate any positive activity and now suffers from issues with flooding, cleanliness and lack of natural surveillance and activity. Despite this, there is local interest in making use of the space (e.g. for a youth facility such as a skate park), however this would require a more targeted process of co-design and crucially, some stewardship and management of use and access to the space.

As the proposals will provide an alternative route, the decision has been taken to close the existing underpass temporarily, enabling future proposals to be developed by the community, but securing the space in the meantime.



## 4.5. Concept scheme

The Liveable Neighbourhoods proposals are designed to simplify walking and cycling routes through the Junction 15 area, improving important connections between the city centre, Glasgow Royal Infirmary and surrounding neighbourhoods including low income communities such as Royston. The proposals also will help to improve perceptions of personal security by removing the need to use some underpasses, and concentrating pedestrian and cycle flows on fewer routes, increasing natural surveillance.

- Widening the shared use footway on the east side of Springburn Road at the Royston Road slip road junction—an existing pinch point causing conflicts between people walking and cycling.
- Narrowing and reconfiguring the junction and introducing a raised table crossing at the Charles Street/Springburn Road junction.
- Widening the footway and introducing a new segregated cycle track along Springburn Road between Charles Street and Royston Road, taking space from existing public highway verge and housing association land. Introduce a floating bus stop to replace the existing facility.
- Upgrade the Springburn Road/Royston Road junction by introducing a segregated bi-directional cycle track along the south side of Royston Road (tying in with the planned City Network) and providing cycle crossing facilities between Springburn Road and Royston Road.
- Introduce a bi-directional cycle track and footway along the east side of Castle Street (between Royston Road and the M8), with a planted buffer between the carriageway and pedestrian/cycle space. Introduce a floating bus stop to replace the existing facility.
- Permanently remove the existing paths and underpasses around the Castle Street/Royston Road junction, as the improvements to Springburn Road Royston Road and Castle Street will negate the need for these. Paths will be returned to soft landscaping. This includes closing the

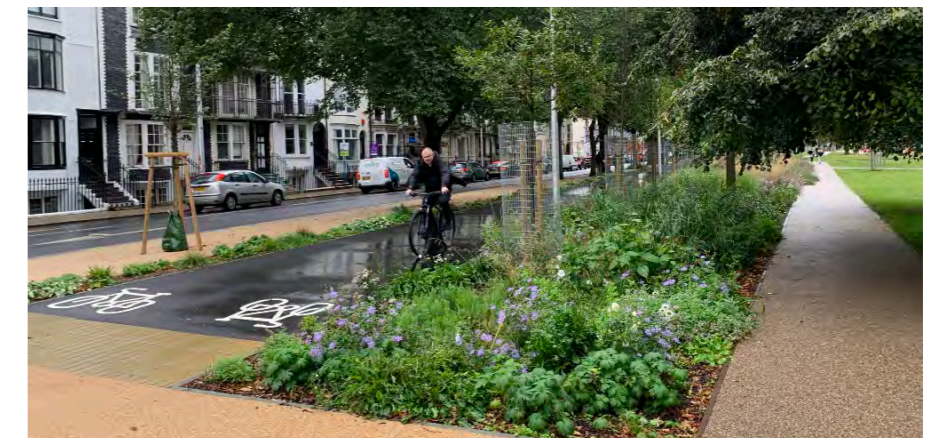
former canal tunnel underneath Castle Street and filling in the existing depressed area east of Castle Street to raise the ground to street-level.

- Close (using a gate/fence) the existing underpass east of Castle Street underneath the M8. A future scheme here could explore options for reopening and making use of the space for activity (e.g. a skate park).
- Signalise the junctions of Castle Street and the M8 slip roads. This enables the introduction of a new signalised pedestrian/cycle crossing of Castle Street north of the M8, which will enable people walking and cycling to easily cross Castle Street and avoid using the existing underpass system. This also enables the introduction of new signalised pedestrian crossings of both slip roads, enabling people to easily walk north/south along the east side of Castle Street and access Glasgow Royal Infirmary.
- Upgrade the Castle Street/Alexandra Parade junction to provide a staggered signalised pedestrian crossing on the eastern arm, enabling better access to the hospital.
- Introduce a new footway along the north side of Alexandra Parade and upgrade the existing railings to enable pedestrians to walk here, accessing the bus stop along Alexandra Parade.

Open and welcoming approach to an underpass



Planting, bi-directional cycle track and footway alongside a street



Underpass lighting integrated into the supporting wall.





## Proposals

1. Build out into existing deceleration/slip lane on Springburn Road and widening of the shared use footway.
2. New raised table crossing of Charles Street.
3. Widened into existing verge (partially owned by a local housing association) enabling the creation of a segregated bi-directional cycle track and footway, with floating bus stop.
4. Junction upgrades to provide pedestrian and cycle crossing.
5. Removal of existing indirect path between Royston Road and Castle Street and return to soft landscaping.
6. Infill of existing Castle Street underpass (Monklands Canal remnant).
7. Infill of existing land to bring to street level.
8. New bi-directional cycle track and footway along Castle Street.
9. Floating bus stop with seating.
10. Amplified green verge with wildflower meadow planting and new trees.
11. New signalled crossing of Castle Street.
12. New signalled crossing of the M8 sliproads.
13. New signalled staggered crossing on eastern arm of Castle Street/Alexandra Parade/Glasgow Royal Infirmary junction.
14. New footway along the north side of Alexandra Parade, linking with the existing bus stop.
15. Temporary closure of Castle Street Plaza underpass, pending consideration of future uses and ambitions for the space with the local community.
16. Replacement of existing railings where required to meet pedestrian and cycle safety standards.





### Springburn Road - Royston Road section



### Castle Street section







Alexandra Parade section



### Section - Springburn Road

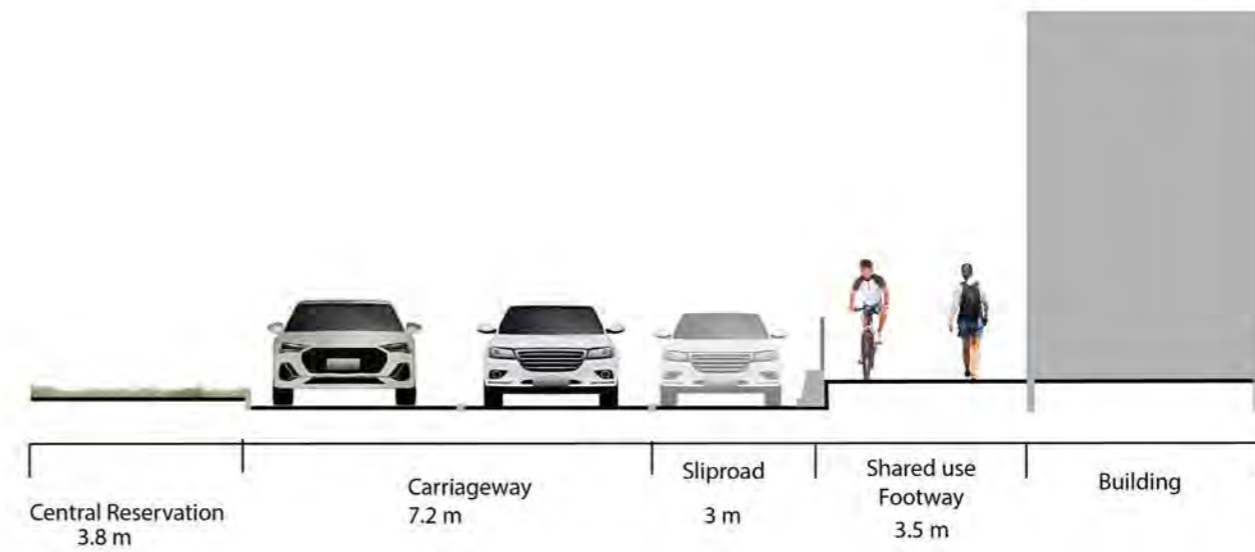
The sections show the existing and proposed conditions and arrangement through Springburn Road.

Here, the existing deceleration lane, is repurposed to provide a more generous usable width of 6m to the existing shared use footway along the east side of Springburn Road.

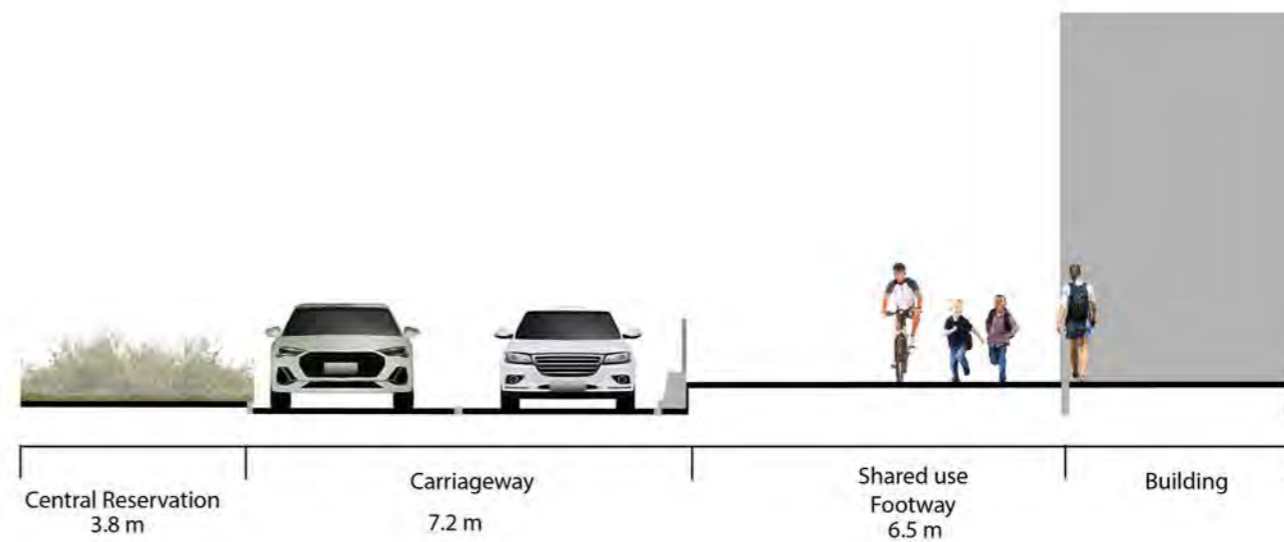
At the pinch point, the usable width is increased from 2m to 3.4m.

The existing shared use footway is at a higher level than the carriageway, therefore a retaining structure and railings are required.

### Existing conditions - Springburn Road



### Proposed conditions - Springburn Road





### Section - Alexandra Parade

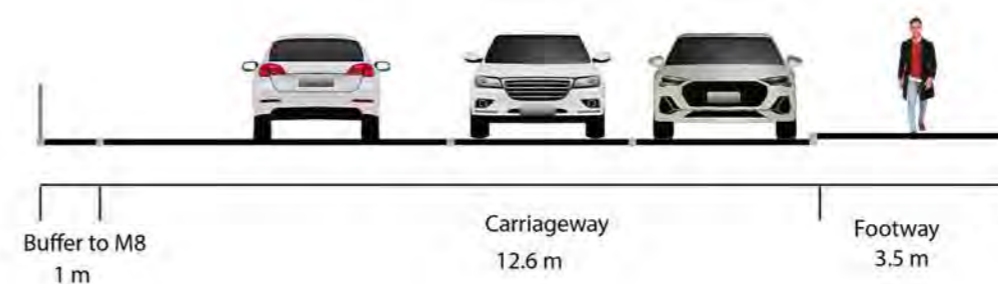
The sections show the existing and proposed conditions and arrangement on Alexandra Parade.

Here, there is no existing footway along the north side of the street, which results in people walking in the carriageway, a road safety concern.

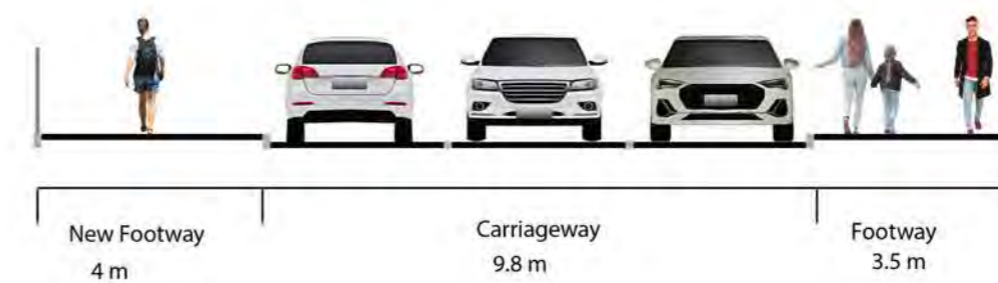
The proposals include introducing a new footway along the north side of Alexandra Parade, providing a safe route for people walking to the Glasgow Royal Infirmary and bus stop on Alexandra Parade.

The existing railings along the north side of Alexandra Parade are also replaced to meet the latest safety standards.

### Existing conditions - Alexandra Parade



### Proposed conditions - Alexandra Parade



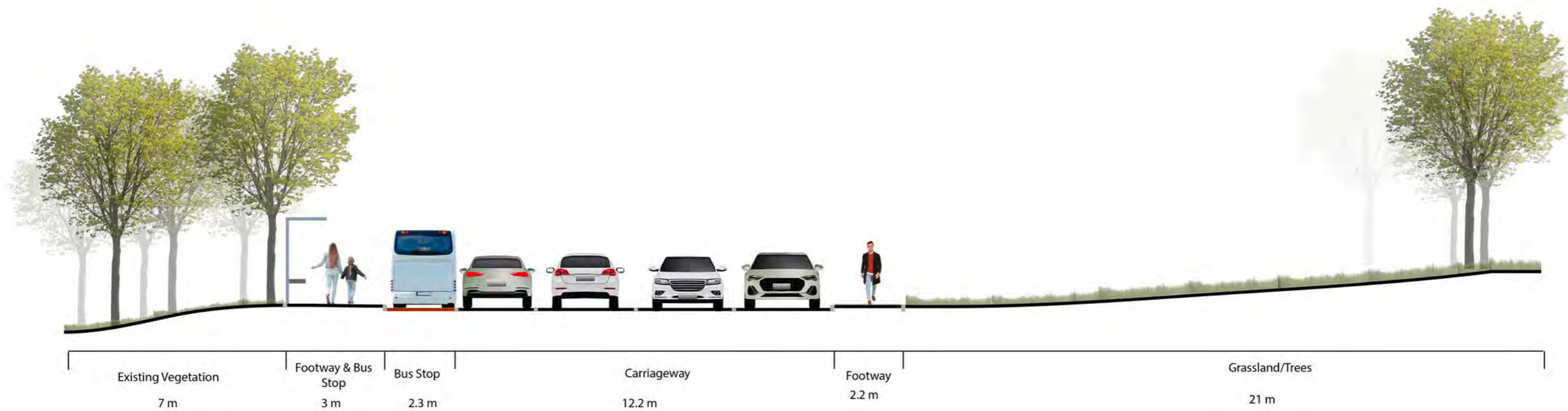


### Section - Castle Street

The sections show the existing and proposed conditions at Castle Street.

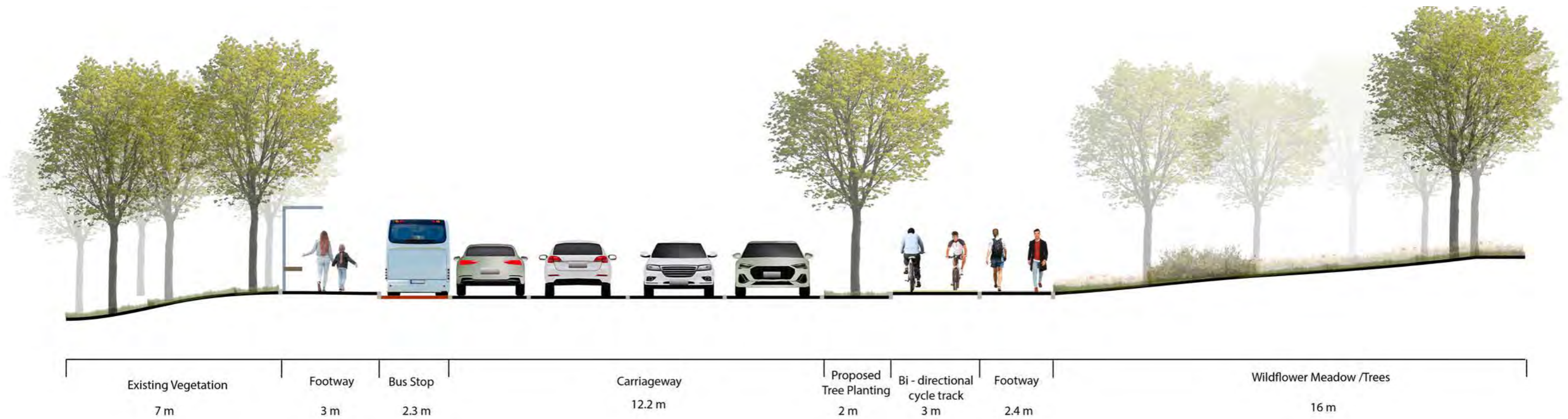
Here, the proposals make improvements to the east side of the street, introducing a new bi-directional cycle track and planted area to buffer people walking and cycling from the vehicle space. The existing wide verge between Castle Street and Royston Secondary School is uplifted to provide a more biodiverse wildflower meadow with additional tree planting.

### Existing conditions - Junction 15 Castle Street





Proposed conditions - Junction 15 Castle Street









### Stakeholder engagement

Stakeholder engagement with Transport Scotland has been undertaken in relation to potential impacts on the M8, and the changes to the underpass/bridge. The scheme has gained early provisional support.

Further engagement is required at Stage 3 and 4, and engagement with other key stakeholders including the emergency services and Glasgow Royal Infirmary is required. This is particularly important around the Alexandra Parade/ Castle Street junction.

### Traffic impacts and modelling

The junction of Springburn Road with Royston Road is already signalised, including a full pedestrian stage. The addition of segregated cycling facilities at this junction will require new signalling equipment as well as an additional stage at the junction to accommodate southbound cyclists on Springburn Road. However, cyclists on Royston Road turning into Springburn Road will be able to do so during the existing pedestrian stage.

The junction of Castle Street with the M8 on-slip is currently an unsignalised, simple priority junction. It is proposed that this junction will be signalised, including pedestrian crossing facilities across Castle Street (north) and the M8 on-slip, or could operate as two signalised crossings.

The existing signalised crossroads of Castle Street with Alexandra Parade and Warnock Street will have the Alexandra exit arm reduced to a single lane from the current two and a new, staggered pedestrian crossing facility across this same arm. This will require modifications to the existing traffic islands and signalling equipment, but should not affect the staging at the junction, with the new staggered pedestrian crossing

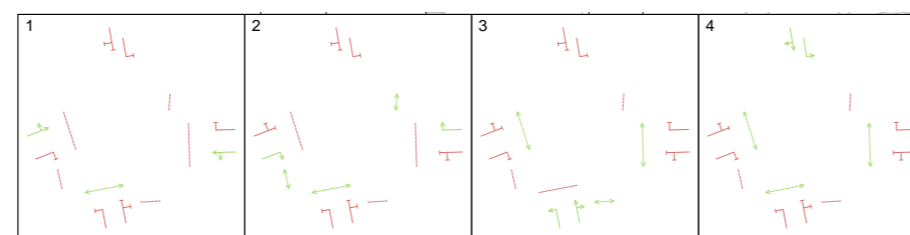
phases operating within existing stages.

Indicative staging diagrams are provided below.

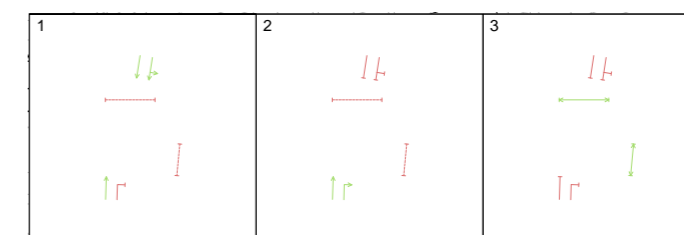
Proposals do not involve the removal of bus lanes, though the provision of a new footway along Alexandra Parade will result in the removal of one of the existing two eastbound traffic lanes.

The impacts of these changes, including the need for traffic modelling, will need to be considered in more detail at the next stages of design. The impacts on local bus journey times and emergency services is particularly important, as well as the impacts on the M8 motorway.

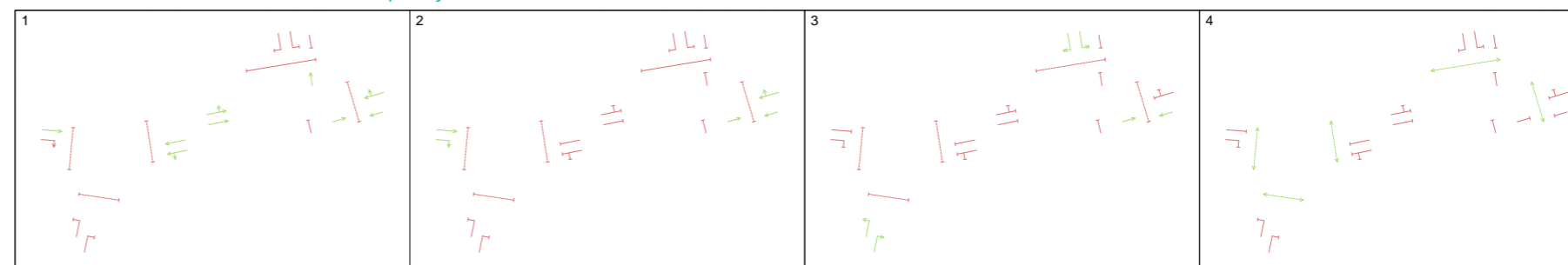
Staging diagram - Junction 15  
Springburn Road/Royston Road/Castle Street junction



Staging diagram - Junction 15  
Castle Street/M8 entry sliproad



Staging diagram - Junction 15  
Alexandra Parade/Castle Street/Hospital junction





## 4.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £2,387,857 has been estimated to deliver the Junction 15 scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£1,356,033
Main contractor's preliminaries and traffic management	£271,206
Main contractor's overheads and fees	£81,362
<b>Project/design team fees</b>	
Other development/project costs	£170,860
<b>Risk allowance</b>	
Design development risks	£187,946
Construction risks	£206,740
<b>Inflation</b>	
Tender inflation	£113,707
<b>Cost estimate (excl. VAT)</b>	<b>£2,387,857</b>



## 4.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Alexandra Parade/Castle Street junction and Alexandra Parade footway widening and parapet railing replacement.	Re-design of eastern arm of existing signalised junction to introduce a new signalised staggered pedestrian crossing, and creation of a footway along the north side of Alexandra Parade.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO, TRO
2	M8 slip road and Castle Street crossings	Signalisation of the Castle Street/M8 on ramp, with signalised pedestrian crossing of the M8 slip road, and toucan crossing of Castle Street.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
3	Castle Street underpass	Infill of existing underpass (part of the former Monklands Canal) and the basin to the east. NB: the canal feature is not listed or scheduled.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO.
4	Royston Road to Castle Street path	Removal of existing shared use path and return to soft landscaping.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO.
5	Castle Street Plaza underpass closure	Stop up existing underpass using railings.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO.

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).



No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
6	Castle Street footway and cycle track	Introduction of new bi-directional cycle track and re-alignment of footway on east side of Castle Street including creation of a planted buffer and re-design of bus stop area to provide bus stop by-pass.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO.
7	Royston Road/Springburn Road (slip road) junction	Upgrades to provide a signalised parallel pedestrian and cycle crossing on the eastern arm, integrating with the City Network proposals for a bi-directional cycle track along Royston Road.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
8	Springburn slip road and Charles Street junction	Reconfiguration of existing slip road arrangement, junction narrowing and raised table at the Charles Street junction, and build-out of Springburn Road exit lane to widen existing shared use footway along Springburn Road.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
9	Springburn slip road	Introduction of a bi-directional cycle track and bus stop by-pass by widening into the existing GCC owned verge, and into the existing Wheatley Homes Glasgow (Housing Association) verge.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO; Landowner permissions

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).



This page is intentionally left blank





**5**

## **Project 3: Germiston Street Improvement and Connectivity**



# 5 Germiston Street Improvement and Connectivity

## 5.1. Project introduction

The Germiston neighbourhood suffers from being isolated from surrounding neighbourhoods and places, with 2 railway lines creating severance to the north and west, and the M80 creating severance to the east. To the south, the M8, planned prison development and Blochairn Industrial Estate provide further isolation.

The area lacks shops and services generally. Barmulloch Primary School is a key facility in the area, however access for children living to the north is poor, with a tell-tale muddy track indicating the shortcut route many take to get to school. Streets in Germiston lack trees, greenery and often have large amounts of excess carriageway space. Side road junctions often lack dropped kerbs and tactile paving, and large corner radii increase crossing distances and vehicle speeds. This reduces the accessibility of the area and discourages walking.

Despite this, proposals at Barmulloch Transformational Regeneration Area (TRA) to the north and at Coll Street will seek to create new green spaces for local people, and present an opportunity to connect up with these projects.

The proposed Liveable Neighbourhoods improvements in Germiston will demonstrate how basic street accessibility issues can be addressed, and applied across other neighbourhoods in Glasgow. Proposals will also demonstrate how to create greener streets that integrate planting to help soften the streetscape, create more pleasant public space and calm traffic. Direct walking routes to school will also be improved and the public realm and street environment around Barmulloch School will be enhanced.

## 5.2. Site context and analysis

Germiston is located to the north of the Blochairn Industrial Estate, and south of the railway line between Springburn and Roystonhill.

Key issues include:

- Poor access to Barmulloch Primary School for children living north of Germiston in Barmulloch. Parents and children currently use an unsurfaced track around the rear of the school which provides a much shorter route to school and is away from traffic.
- Lack of green spaces and informal play opportunities throughout the Germiston area.
- Poor public realm around Barmulloch Primary School provides little incentive to walk and cycle, or space to sit, socialise, play or meet people.
- Lack of trees and planting within the public realm creating a bland and unattractive streetscape, and doing little to support local biodiversity.
- Wide carriageways create a vehicle-dominated and unattractive space, with longer crossing distances for people walking.
- Poor street accessibility, particularly at side road junctions which often lack dropped kerbs or flush surfaces and tactile paving.
- Wide carriageways and large corner radii at junctions encourage higher vehicle speeds and reduce safety for people walking.
- Some rat-running between Darnick Street and Royston Road to avoid the signalised junction.

Forge Street outside Barmulloch Primary School.



Large junctions and carriageways lacking planting and trees.



Existing track used to get to Barmulloch Primary School.

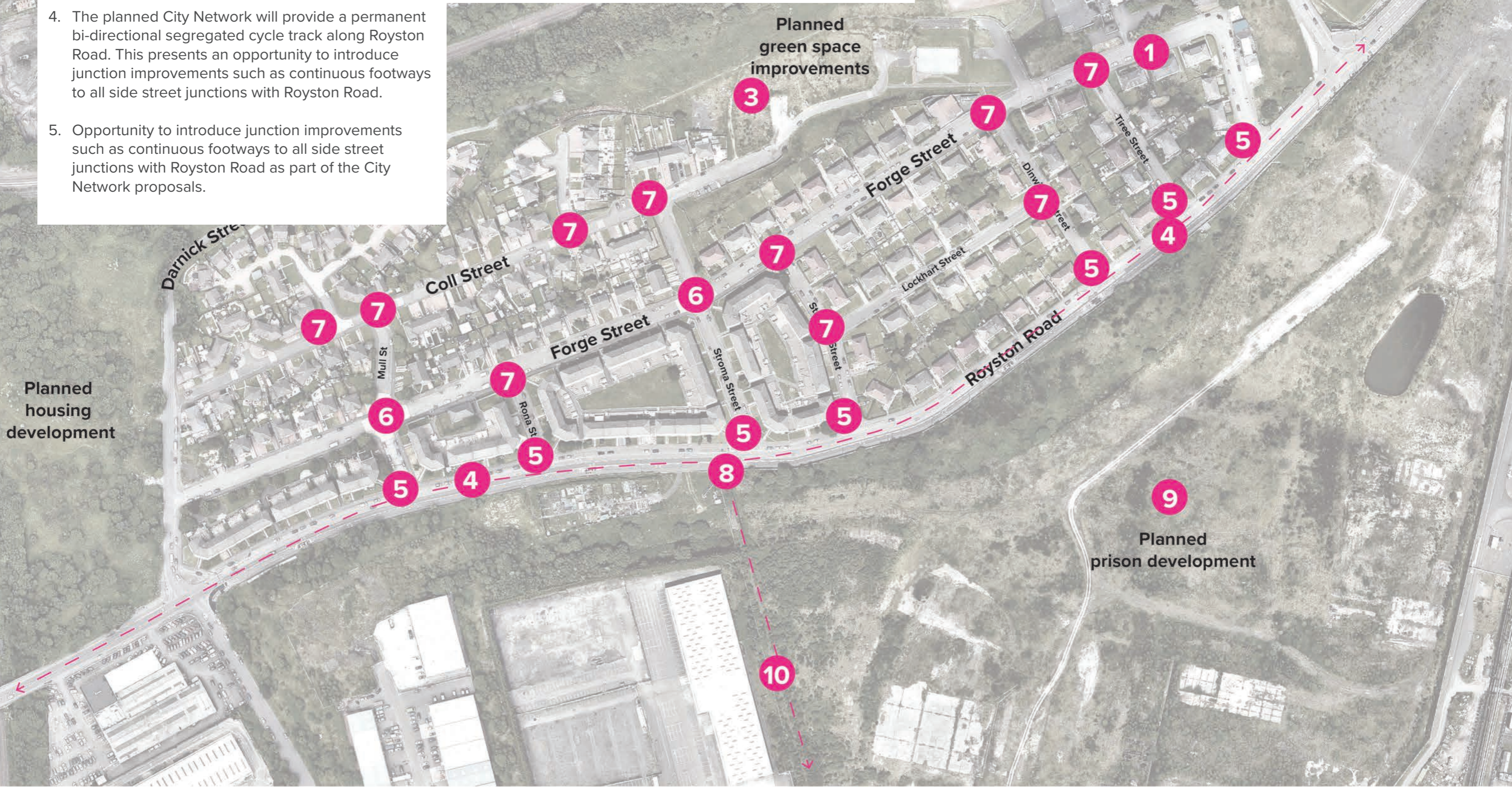




Key issues and opportunities:

1. Poor public realm and walking infrastructure around Barmulloch Primary School.
2. Unsurfaced 'desire line' track used by people as a quicker route to Barmulloch Primary School from Broomfield Road and Barmulloch to the north.
3. Plans to create a new park on this area of unused land, providing a formal green space for the local community.
4. The planned City Network will provide a permanent bi-directional segregated cycle track along Royston Road. This presents an opportunity to introduce junction improvements such as continuous footways to all side street junctions with Royston Road.
5. Opportunity to introduce junction improvements such as continuous footways to all side street junctions with Royston Road as part of the City Network proposals.

6. Key internal junction with large carriageway area.
7. Existing side road junctions often lack dropped kerbs and tactile paving, and have large corner radii.
8. Existing crossing point of Royston Road.
9. Planned prison development including a public space fronting onto Royston Road.
10. Planned walking and cycling route being provided as part of the prison development.





### 5.3. Summary of public consultation

#### Key findings

- Most people agreed the proposed changes would improve Germiston. Lighting, spaces for play, greenery, bins and seating spaces should be included in the proposed improvements.
- Generally, all participants agreed that the proposed path link to Broomfield Road is needed. This should be part of the general proposal.
- The proposal should include solutions to prevent drivers from speeding.
- There are some concerns over parking provision. The proposal should consider how these changes could affect residents' parking provision.
- The proposal should include a connection/crossing to the new prison development.

## Proposed Improvements

**LEGEND**

- Improved pedestrian crossing
- Improved junction crossing
- Pedestrian and cycling crossing
- Trees planted on street and/or on planters

Do you think the proposed changes will improve the experience of this neighbourhood?

FEEDBACK PROMPT

What street furniture do you think would make the area more pleasant and safer, and contribute to the success of this intervention? Lighting? Greenery? Seating? Bins? Public art?

- New link to Broomfield Road.
- Street improvements around school.
- Improved crossing points.
- Improved junction and new formal crossing point, which allow vehicles access but also allows for safe pedestrian crossing on street-level.

Example of improved junction



## 5.4. Scheme development and options

The Germiston Street Improvement and Connections scheme seeks to:

- Improve connectivity to Barmulloch Primary School via Broomfield Road for people living to the north;
- Enhance the school environment around Barmulloch Primary School to support walking, cycling and wheeling to school, and activity in the space.
- Improve the accessibility of side road junctions throughout the Germiston area;
- Create a greener street environment by providing new trees and planting in Germiston;
- Discourage through-traffic through junction narrowing and traffic calming.

The proposals for Germiston are fairly specific from the outset, and based upon our understanding of the issues, opportunities and constraints in the area.

The design development included considering measures such as modal filters, however a more proportionate approach to provide visual and environmental measures to discourage through-traffic and encourage better driver behaviour were used.

Several options were considered for the design approach to side road junctions in Germiston and the boundary streets. These included:

- Continuous footways;
- Junction narrowing with raised tables and tactile paving;
- Junction narrowing with dropped kerbs and tactile paving.

Continuous footways were selected for the boundary junctions along Darnick Street and Royston Road, though the majority of these will be designed and implemented as part of the Inner North City Network scheme. Continuous footways will help to discourage through-traffic and better support walking and cycling.

For the internal junctions, the approach selected was to narrow the junctions and introduce dropped kerbs and tactile paving, without providing raised tables (except at the Forge Street/Mull Street junction and Forge Street/Stroma Street junctions where raised tables already exist).

The reasoning for this included to ensure that the approach was easily replicable, and with a lower construction cost, could be rolled out across more junctions throughout the Royston to Hogganfield Liveable Neighbourhood, as well as other areas of the city.

The design of the side road junctions initially adopted a standard carriageway width of 5.5m and corner radii of 2m. However, vehicle tracking using a pantechicon lorry (e.g. a furniture removal lorry) revealed that this was not sufficient. The decision was therefore taken to increase the carriageway width to 6m and the corner radii to 3m. This retained the benefits of the scheme and provided large areas for planting and SuDs features.



## 5.5. Concept scheme

The Liveable Neighbourhood proposals in Germiston provide area-wide improvements to the streets and public spaces to help provide more accessible streets, increase green infrastructure, provide better public spaces and places for play and improve access to Barmulloch Primary School.

- Creating a new surfaced walking and cycling shared use path between Forge Street and Broomfield Road, reducing the distance for children travelling to school;
- Junction narrowing, dropped kerb and tactile paving provision of side road junctions throughout the area;
- Introduction of a continuous footway at the Forge Street/ Darnick Street junction. Continuous footway treatments at junctions along Royston Road should be delivered through the City Network programme.
- Public realm improvements around Barmulloch Primary School including street greening, seating and cycle parking to improve the school entrance area and support walking and cycling.

Public realm improvements and traffic calming around a school.



Planting combined with a crossing point and traffic calming.



Planting within the existing carriageway.



Planting within the existing carriageway.



Raised table side road junction.



Wildflower verges.





## Proposals

1. New 3m wide shared use path constructed using permeable resin bound surfacing, and low level lighting to match proposals for Barmulloch TRA.
2. Public realm improvements on Forge Street around Barmulloch Primary School including introducing SuDS rain gardens within the existing carriageway, reducing space for vehicles, tree planting, seating and informal play.
3. Side road junction improvements including reducing corner radii, carriageway narrowing and introduction of dropped kerbs and tactile paving. New in-ground SuDS planting beds and tree planting introduced.
4. New continuous footway treatment at Forge Street/Darnick Street.
5. Continuous footways to be introduced along Royston Road as part of the City Network scheme.
6. Crossroad junctions improved, reducing carriageway space and tightening corner radii. Retention of existing raised table and introduction of tactile paving.





### Concept plan - school public realm

The plan shows the proposed public realm improvements on Forge Street, around Barmulloch Primary School. Proposals include localised narrowing of the carriageway to reduce traffic dominance and create more space for people and nature.

A new rain garden in-ground planting bed is proposed along the north side of the street, helping to manage surface and rainwater using nature-based solutions that also supports biodiversity and creates a softer, more attractive streetscape.

Informal, natural play features such as stepping stumps are proposed within the rain garden to provide opportunities for children to 'play-on-the-way' to school.

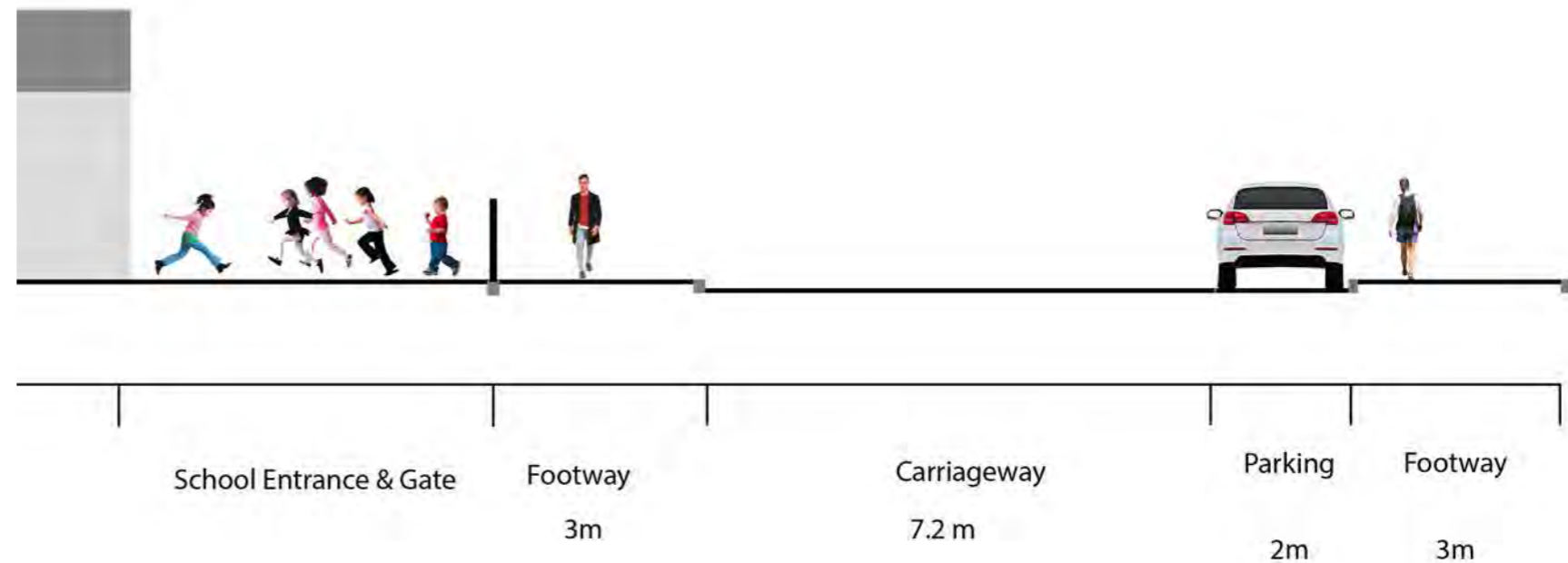
Formal and informal seating is provided to create a welcoming and comfortable meeting and socialising space.

Parking on the south side of the street is interspersed with new tree planting and in-ground planting beds to create a softer, greener streetscape.





### Existing conditions - Forge Street at Barmulloch Primary School

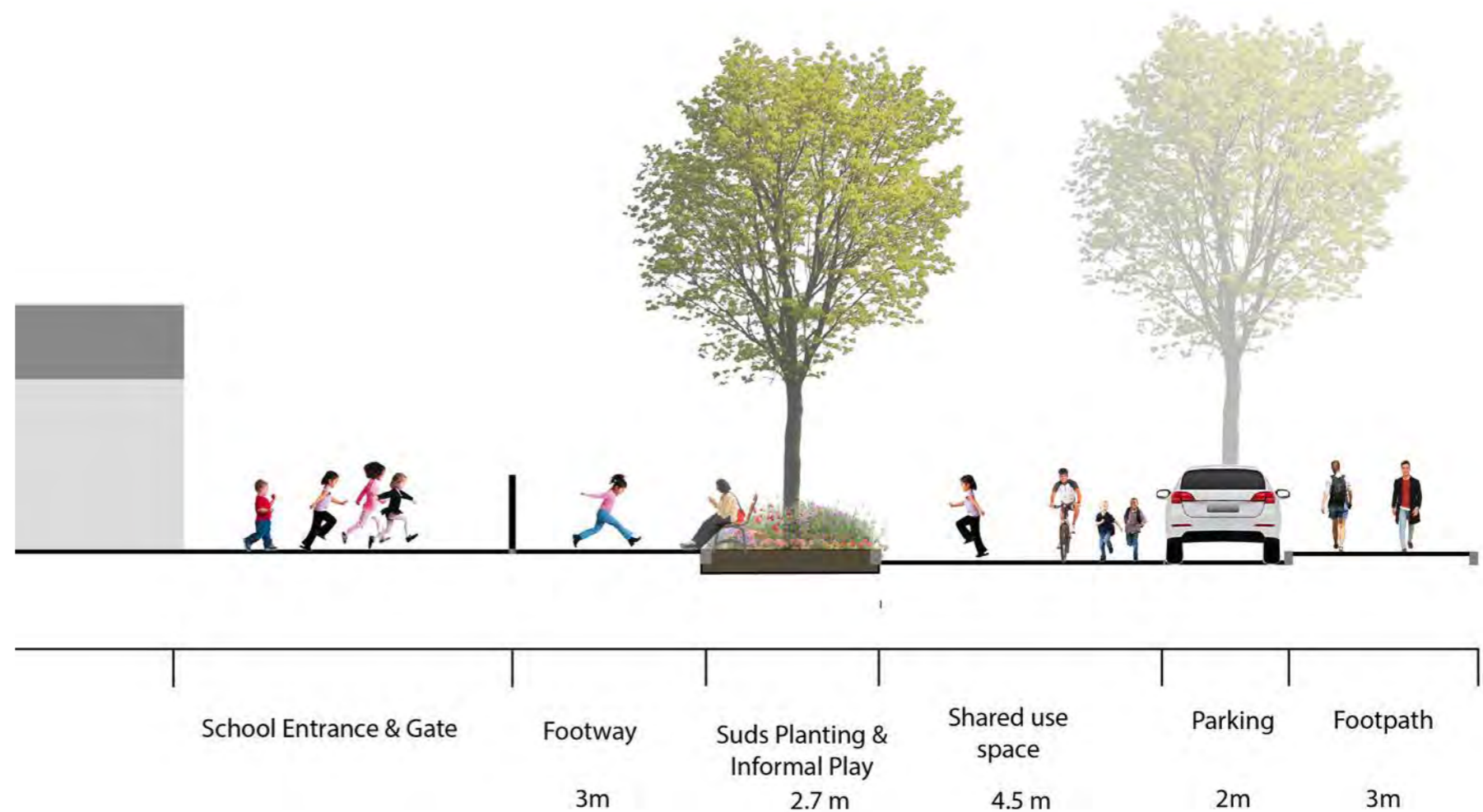


### Section - school street public realm improvements

The sections show the existing and proposed conditions and arrangement for Forge Street at the Barmulloch Primary School entrance.

The existing carriageway is excessively wide (9.2m including parking). The proposals repurpose this space to provide a new SuDS rain garden planting bed, whilst integrating informal play features.

### Proposed conditions - Forge Street at Barmulloch Primary School





### Concept plan - crossroad junctions

The plan shows the informal crossroad junction with Forge Street and Mull Street.

Proposals include narrowing the carriageway and widening footways on all arms, and reducing corner radii to 2m. The existing raised table is retained, though excess carriageway space is repurposed to footway or planting.

8 new in-ground planting beds provide space for 10 new trees. These could be designed as Sustainable Drainage Systems (e.g. rain gardens that collect and store surface water).

New tactile paving should be introduced on all arms.





### Section - Barmulloch Primary School link

The sections show the existing and proposed conditions and arrangement for the existing track and and proposed new surfaced shared use path to the rear of Barmulloch Primary School. This will provide a formal and accessible walking and cycling connection between Forge Street and Broomfield Road.

The proposals include introducing a 3m wide shared use path and new low level lighting to provide an all-weather path that can be used at all times of day.

Additional tree planting and wildflower meadow planting in the surrounding area will help to support biodiversity, provide shade in hot weather and manage rainfall.

### Existing conditions - Barmulloch Primary School link



### Proposed conditions - Barmulloch Primary School link





## Visualisation

The visualisation shows the proposed improvements to the Mull Street/Forge Place junction.





## 5.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £1,192,502 has been estimated to deliver the Germiston scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£677,206
Main contractor's preliminaries and traffic management	£135,441
Main contractor's overheads and fees	£40,632
<b>Project/design team fees</b>	
Other development/project costs	£85,328
<b>Risk allowance</b>	
Design development risks	£93,860
Construction risks	£103,246
<b>Inflation</b>	
Tender inflation	£56,785
<b>Cost estimate (excl. VAT)</b>	<b>£1,192,502</b>



## 5.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Path link between Forge Street and Broomfield Road	Introduction of a new lit shared use path on existing track over private land.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RCC Landowner permissions
2	Barmulloch Primary School - street improvements	Public realm improvements to Forge Street outside Barmulloch Primary School including carriageway narrowing and introduction of SuDS and planting beds, and street trees.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
3	Continuous footway	Continuous footway treatment at Darnick Street/Forge Street junction	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
4	Side road junction accessibility and street greening improvements	Junction narrowing and introduction of dropped kerbs, tactile paving and SuDS planting beds with low level planting and trees	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO
5	Street greening along Forge Street	Construction of tree pits and SuDS planting beds within the carriageway, and introduction of low level planting and street trees.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RAUC; RO; TRO

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).









## **6 Project 4: Alexandra Parade M8 Bridge Accessibility**



# 6 Alexandra Parade M8 Bridge Accessibility

## 6.1. Project introduction

The Rosemount Street to Alexandra Parade bridge provides a key connection between Royston and the city centre, and with key destinations such as Glasgow Royal Infirmary. This walking and cycling bridge helps to overcome the severance caused by the M8.

However, the existing bridge and approaches do not meet current design standards for pedestrian accessibility or safety.

Moreover, although signposted for both walking and cycling, the bridge is not currently of a standard suitable for cycling yet provides a convenient link between Royston and the city centre avoiding Junction 15.

Poor pedestrian and cycle accessibility exacerbates issues of transport poverty in the Royston community, coupled with high levels of deprivation and low incomes.

The Liveable Neighbourhoods proposals will seek to make substantial improvements to the bridge and approaches, helping to reduce transport poverty for the Royston community, improve access to the city centre and wider opportunities by walking, cycling and wheeling, supporting a community where few people own a car and public transport is limited.

## 6.2. Site context and analysis

The existing bridge comprises of an arched profile which spans the M8, with a single ramp and staircase to the south (connecting to Alexandra Parade) and 2 ramps to/from the bridge on the northern side- one connecting to James Nisbet Street to the west, and the second to Rosemount Street to the east. There are no steps on the north side.

The bridge and approaches exhibit several key issues, including:

- Inaccessible gradients on ramp access points.
- Inefficient and unnecessary level changes hinder access and increase effort. On the northern side, people must descend down to the bridge deck landing point, only to then ascend to the highest point as the bridge deck arches over the M8.
- Poor drainage, particularly on the northern side landing point of the bridge deck prevents access during or after heavy rainfall.
- Lack of maintenance and access for maintenance has resulted in the poor condition of surfaces, drainage infrastructure and general tidiness and upkeep.
- Lack of access to St Joseph's View due to an existing fence line, means residents must walk a longer route despite living in close proximity to the bridge.
- Poor lighting harms people's perceptions of personal security.
- Parapet railing height does not meet current design standards, and makes the bridge unsuitable for cycling.

Steep gradient on northern ramp.



Steep gradient on southern ramp.



Lack of access to St Joseph's Court due to existing fencing.





Key issues and opportunities:

1. Existing arched bridge deck over the M8. The width between the parapet structure is 2.9m, though usable/effective width is reduced due to the railings.
2. 1 in 12 gradient with no flat landings on the James Nisbet Street ramp does not meet accessibility standards.
3. 1 in 12 gradient with no flat landings on the Rosemount Street ramp does not meet accessibility standards.
4. 1 in 11 gradient on the Alexandra Parade ramp, which joins a bus stop to the south.
5. Poor condition of surfacing throughout the bridge deck and ramps.
6. Parapet railing height does not meet current safety standards.
7. Lack of biodiverse planting and nature in the existing verge.
8. Lack of connection to St Joseph's View due to existing fence line.
9. Poor drainage, with ponding occurring in localised spots.





### 6.3. Summary of public consultation

#### Key findings

- Overall, all participants agreed that this route is an important connection for the area as it connects to Alexandra Parade. More people would use this route if these improvements were carried out.
- The proposal needs to address the current flooding issue at the bottom of Alexandra Parade to be successful. To ensure success, the new route should include lighting, bring surfacing improvements and be open and visible.
- The railings on the bridge are low and need to be raised to a safe height for pedestrians and cyclists.
- The inclusion of the new link to St. Joseph Court is key to connecting local residents to the bridge.
- The current ramp leads you only towards the western side of Alexandra Parade. The new ramp should also lead to the eastern side of Alexandra Parade, which would be the most used route as it leads towards Alexandra Parade train station and more access points to Dennistoun.

### Proposed Improvements

**FEEDBACK PROMPT**

Would you be more likely to use this route to travel between the areas as a pedestrian with these changes?

What street furniture do you think would make the area more pleasant and safer, and contribute to the success of this intervention? Lighting? Greenery? Seating? Bins? Public art?

A better ramp for walking, wheeling and cycling.

Better pavement surfaces and better lighting.

A new pedestrian and cycling link to St Joseph's Court.

Potential for improvements in this unused space.

Better connection to Rosemount Street.



## 6.4. Scheme development and options

The Alexandra Parade M8 bridge presents several issues and challenges including:

- Improving accessibility on the south side ramp/steps;
- Improving accessibility on the north side ramps;
- Upgrading or replacing the existing bridge to provide suitable parapet height for both walking and cycling, and sufficient width.

The northern ramp access is made up of two ramps which provide access to James Nisbet Street to the west and Rosemount Street to the east. Neither meet accessibility standards due to the steep gradient (1 in 12). However, the solution to this issue is tied into the bridge structure itself. As the ramp descend down, the bridge deck then ascends, forming an arc over the M8. This results in an inefficient arrangement that requires the north ramp to be steeper than necessary, in order to meet the bridge deck at a lower elevation on the existing bank.

One solution to this could be to retrofit an additional structure on top of the existing bridge deck on the northern half of the bridge. This would effectively 'remove' the upward ascend of the bridge deck, providing a flat gradient, and landing the bridge deck at a higher point on the northern bank. This would reduce the required descent of the northern ramps and enable both to be re-configured at a 1 in 20 or more gradient, meeting accessibility requirements.

The above solution would require the existing bridge to be of suitable strength and construction to withstand the weight of an additional bridge deck. Lightweight materials such as expanded polystyrene could help to enable this.

Additionally, there is a need to replace the existing bridge

parapet railings, increasing the height to better ensure the safety of cyclists. This will also potentially result in increased weight on the existing structure.

The second solution is to replace the bridge entirely, and instead provide a new structure that enables better access from the north via shallower ramps that meet accessibility requirements, a wider bridge deck, and higher parapets that meet the latest standards for pedestrian and cycle safety.

In order to develop these options and understand this, a more detailed structural survey of the bridge is required to ascertain whether a retrofit solution would be feasible, and more cost efficient.

The concept design at this stage therefore focusses on the first element of the Alexandra Parade M8 bridge scheme, addressing the accessibility of the southern ramp. The scheme aims to achieve a 1 in 21 ramp to meet accessibility standards, and provide a more accessible set of steps. It also seeks to provide easy access for those travelling both west into the city centre and Glasgow Royal Infirmary, and east towards Dennistoun.

The design development explored both straight ramps and tighter hairpin bends, settling on a curved alignment that would better ease the movement of people cycling and wheeling. The ramp was also split into 2 facilities towards the bottom of the slope to provide more direct access to the east and west, considering the greater travel distance a shallower gradient necessitates. Steps were integrated with the structure to provide more direct access.

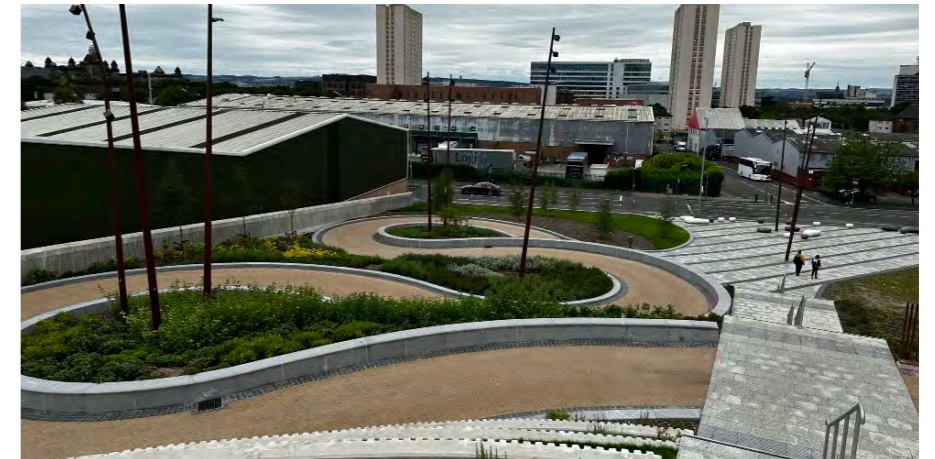


## 6.5. Concept scheme

The proposals for the Alexandra Parade bridge include improvements to the southern ramp

- Replacing the existing ramp and steps on the south side of the M8 with a new 1 in 21 ramp and accompanying steps which accord with current design and accessibility standards, and support walking, cycling and wheeling.
- Introducing new seating and lighting.
- Enhancing the existing green verges on the north and south side with additional tree planting and low level planting.
- Introducing a new path link and removing the fence line to enable convenient access for residents of St Joseph's View and St Joseph's Court.
- Exploring options for replacement/upgrading of the existing bridge in order to reduce the gradient of the ramp and address drainage issues. This could involve replacing the bridge entirely and replacing with a wider facility

Open and welcoming approach to an underpass



Planting, bi-directional cycle track and footway alongside a street



Underpass lighting integrated into the supporting wall.





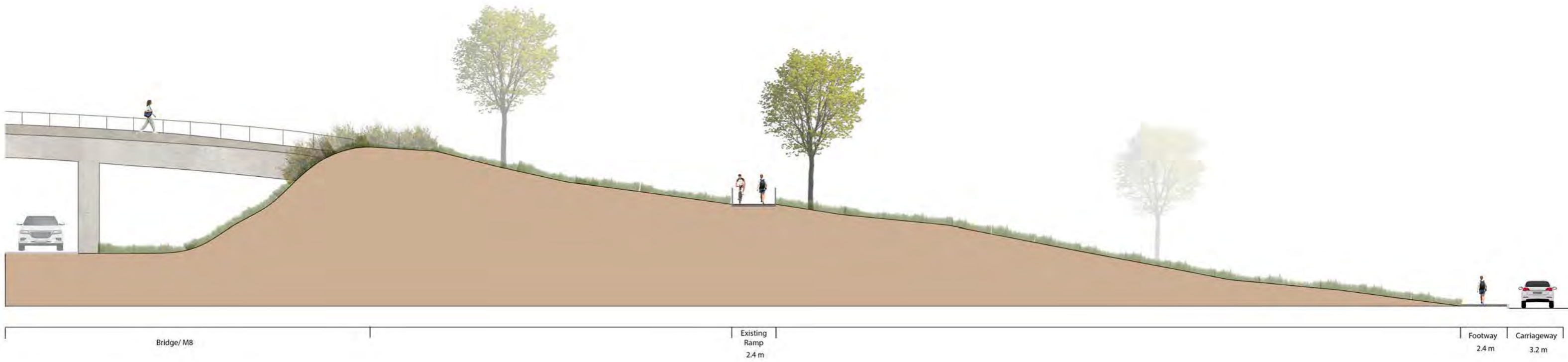


### Proposals

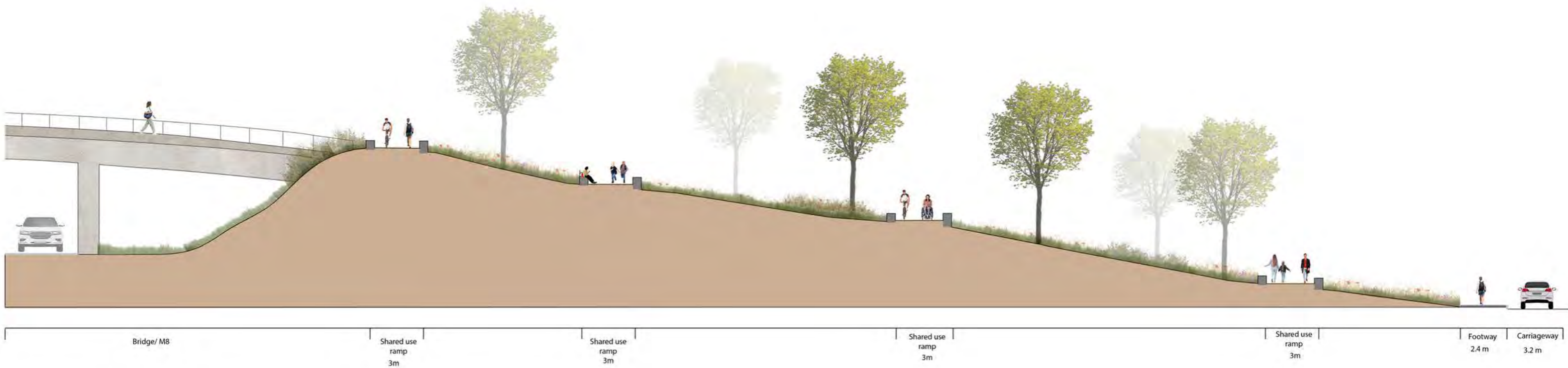
1. New 3m wide shared use path link to St Joseph's View.
2. New 3m wide ramp with 1 in 21 gradient suitable for walking and cycling.
3. Retaining wall provides places to sit and rest.
4. Wall-mounted bench with armrests and backrest.
5. New steps that meet current accessibility standards and provide a shorter route.
6. Ramp separates into two routes providing more convenient access to people heading to the city centre or Dennistoun.
7. Enhanced green verge with additional trees planted and new wildflower meadow and other low growing herbaceous planting.
8. Potential bridge improvements could involve retrofitting a new lightweight bridge deck on top of the existing on the northern half of the bridge to create a flat profile on the north side and a higher landing point, minimising the existing level changes and improving accessibility.



### Existing conditions - Alexandra Parade ramp



### Proposed conditions - Alexandra Parade ramp









## 6.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £1,493,820 has been estimated to deliver the Alexandra Parade M8 bridge scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£848,321
Main contractor's preliminaries and traffic management	£169,664
Main contractor's overheads and fees	£50,899
<b>Project/design team fees</b>	
Other development/project costs	£106,888
<b>Risk allowance</b>	
Design development risks	£117,577
Construction risks	£129,335
<b>Inflation</b>	
Tender inflation	£71,134
<b>Cost estimate (excl. VAT)</b>	<b>£1,493,820</b>



## 6.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Ramp and steps replacement	Replacement of existing ramp and steps on the south side of the M8 with a reconfigured arrangement.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RCC RAUC; RO.
2	Link to St Joseph's View	Removal of fence line and introduction of shared use path link	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning approval, RCC RAUC; RO; landowner permission

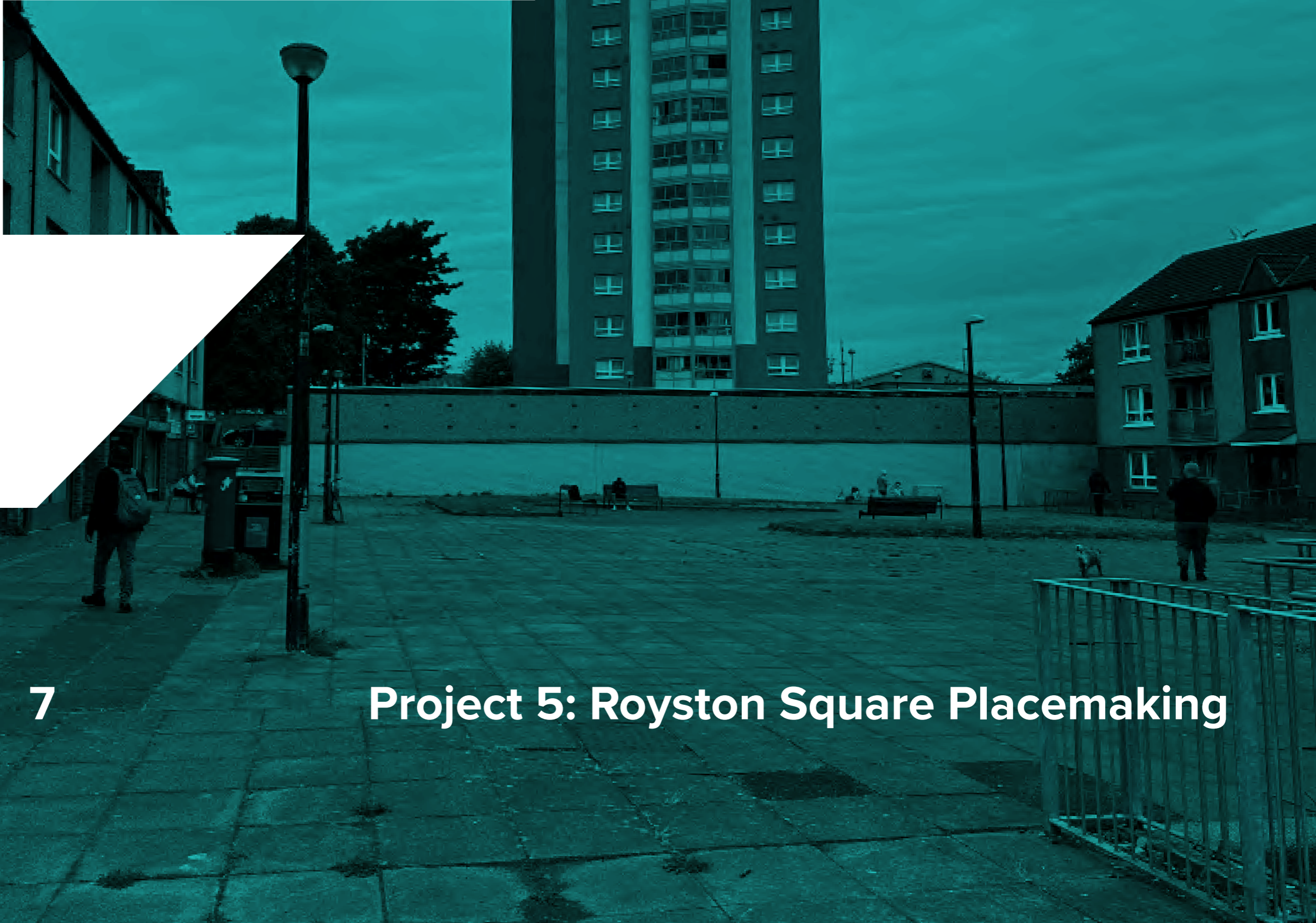
\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).









7

## Project 5: Royston Square Placemaking



# 7 Royston Square Placemaking

## 7.1. Project introduction

Royston Square, off Royston Road was developed as part of the Charles Street tower blocks and is owned by Wheatley Homes Glasgow (formerly Glasgow Housing Association).

The space is a public square off the northern side of Royston Road at an elevated level.

The space provides some retail, however this is limited, and subsequently few people are attracted to the space as a destination. Retail provision is also provided on the south side of Royston Road, although this too is limited.

The space lacks identity, activity and attractiveness, and requires a vision and ambition for the future.

The Glasgow City Development Plan (2017) sets out aspirations for Royston Square, and part of Royston Road to be upgraded from a *Local Shopping Facility* to a *Local Town Centre*.

The Royston Strategy Group's Royston Vision and Strategy (2015) sets out aspirations for improvements to the public space and improvement as a local facility.

Addressing the space requires a comprehensive approach that considers any redevelopment opportunities. This could include redeveloping the garages to the north and making the most of the south facing edge of the square; or considering how building frontage onto Royston Road could be created via new development, to improve the relationship with the street and existing retail.

The Liveable Neighbourhood proposals set out ideas and form a starting point to work further with the local community, Rosemount Development Trust and Wheatley Homes Glasgow to develop a comprehensive proposal for the space and buildings.

## 7.2. Site context and analysis

Royston Square consists of an elevated public square off the northern side of Royston Road, and provides several small retail units along the west side. To the north the back wall of a row of garages forms the edge to the space, and to the east a 3 storey block of flats.

Key issues include:

- Poor relationship with surroundings such as Royston Road and Charles Street due to level change, lack of building frontage and poor access.
- Poor accessibility from Royston Road, currently via steps and ramp.
- Poor accessibility to Charles Street.
- Lack of activity and public life within the square leaves little to attract people into the space.
- Poor building frontage with only one side of the square presenting active frontage, and the backs of garages on the south facing elevation.
- Lack of trees and planting within the space.
- Lack of play opportunities.

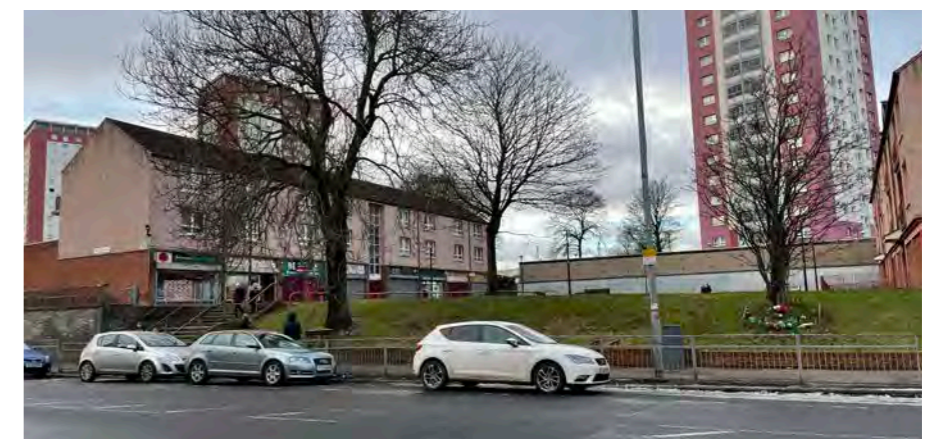
Underused space and rear garage walls.



Lack of activity and functions.



Poor relationship with Royston Road, and hindered access.







Key issues and opportunities:

1. Poor access from Royston Road via ramp and steps.
2. Lack of activity, planting or things to see and do in the space.
3. South facing rear garage wall creates a poor relationship with Charles Street and the surroundings to the north, however presents an opportunity to generate new activity or introduce public art or greenery into the street.
4. Poor access to Charles Street via a narrow set of steps.
5. Active ground floor building frontage.
6. Residential building frontage.
7. Underused residential amenity space.
8. Memorial trees planted within the existing verge.



### 7.3. Summary of public consultation

#### Key findings


- Introducing pop-up markets and temporary events would benefit the area, as it would create more footfall and reduce the current anti-social behaviour on site.
- There is an opportunity to extend the boundaries of the proposal and include also the redesign of the nearby bus stop which is not currently accessible.
- The garage wall to the back of the square could improve the feel of the area with the introduction of public art. There is an opportunity to develop the visual design of the public art with the local community.
- Most participants would like to see more greenery, more sheltered areas, more seating and lighting in the square to make it feel like a more welcoming space.

## Proposed Improvements


Would these changes encourage you to use Royston Square more?

Of the three scenario below, which elements do you think would improve the lived experience of Royston Square?


Do you think there's anything important we should consider in ensuring the success of any changes to Royston Square?




Space for seating to help encourage more people to spend time in the space.



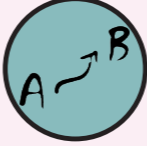
Temporary market space to help enliven the space and support local businesses.




Spaces for businesses to use e.g. seating for cafes, or space to display products.




Improved step and ramp access to create a better link between the street and square.




Improved and relocated crossing point to better connect between Royston Road and the square.




New cycle parking to enable people to cycle to local shops and businesses.



Planting and trees on Royston Road to create a better entrance to the space.



Mix of trees and planting create a more attractive space.



Improvements to back wall of garages, like a green wall, mural, or play feature to make this space more attractive.



## 7.4. Scheme development and options

The Royston Square Placemaking scheme design focussed on exploring 3 themes: connectivity, businesses, and greening.

These were used to explore different opportunities within the space that focussed on each theme.

### Theme 1: connectivity

The first theme focussed on improving the connectivity within the space, introducing an alternative arrangement for the ramp and steps. This included considering utilising the existing green verge to provide better access from the east, however this risked necessitating the removal of several mature trees, one of which was planted by the community as a memorial. An alternative approach, replacing the existing ramp and steps on the west side with a zig-zag ramp and vanishing steps arrangement therefore became the preferred approach.

Access improvements to the north (currently stepped) are more challenging, and would require significant changes including major ground works and reconfiguration of existing streets (and potentially the existing garage block). However more minor improvements by building out the existing footway provide a better landing point for the existing steps.

At Royston Road, the existing signalised pedestrian crossing has been relocated to better align with the space and improve access. This could be further developed and delivered as part of the City Network proposals.

### Theme 2: activity

The second theme focusses on the activity and social aspects of the space in order to increase footfall and support a greater amount and variety of retail, food and drink establishments.

This theme makes use of the existing south-facing garage block wall by placing market stall pitches along this side of the square, providing a new active edge and opportunities for an enhanced retail offer, with potential to support local business start-ups.

This theme also explored providing better defined spaces for cafe seating, and for integrating informal play into the space, to help generate activity.

### Theme 3: greening

The final theme explored how green infrastructure could help to enhance the space both for public enjoyment, and for biodiversity and environmental benefits. This included providing new in-ground planting and a green wall along the garage block rear wall.

The concept proposals combine the most successful elements of the three themes, however further co-design and engagement work with the local community would be required to help develop final proposals.

Connectivity



Activity



Greening





## 7.5. Concept scheme

The proposals for Royston Square set out ideas that could be further developed through working with Wheatley Homes Glasgow and the Rosemount Development Trust, and co-designed with the local community.

Ideas include:

- Introducing a vanishing steps and ramp arrangement to improve access to the space and the relationship with Royston Road.
- Retaining the existing trees including memorial trees.
- Introducing new in ground planting and trees to soften the space, provide shade and support biodiversity.
- Introduce informal play features to enable and encourage more people to spend time in the space and generate activity.
- Introduce more definition to the space, with spaces for businesses to spill out and areas for planting.
- Introduction of new market stalls on the north side of the square to take advantage of this south facing position, provide economic opportunities for local people, enhance the retail offer and create a more attractive destination for people to spend time in.

Open and welcoming approach to an underpass



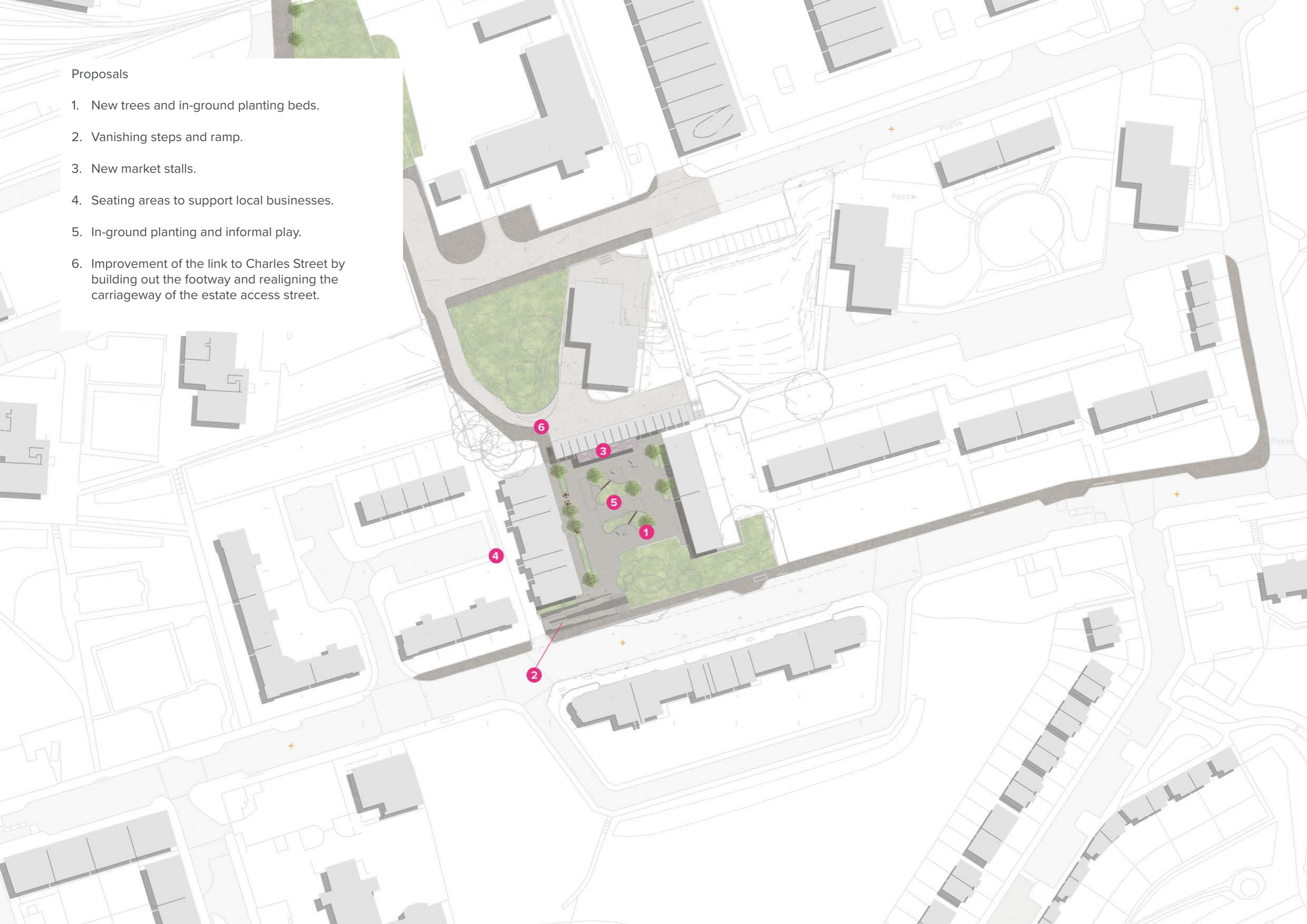
Planting, bi-directional cycle track and footway alongside a street





## Proposals

1. New trees and in-ground planting beds.
2. Vanishing steps and ramp.
3. New market stalls.
4. Seating areas to support local businesses.
5. In-ground planting and informal play.
6. Improvement of the link to Charles Street by building out the footway and realigning the carriageway of the estate access street.









### Existing conditions: Royston Square



### Proposed conditions: Royston Square





## 7.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £817,163 has been estimated to deliver the Royston Square Placemaking scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£464,056
Main contractor's preliminaries and traffic management	£92,811
Main contractor's overheads and fees	£27,843
<b>Project/design team fees</b>	
Other development/project costs	£58,471
<b>Risk allowance</b>	
Design development risks	£64,318
Construction risks	£70,750
<b>Inflation</b>	
Tender inflation	£38,912
<b>Cost estimate (excl. VAT)</b>	<b>£817,163</b>



## 7.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Ramp/steps upgrade	Replacement of existing ramp and steps with reconfigured arrangement.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RAUC approvals Landowner permission
2	Public realm scheme	Public realm improvements to Royston Square.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RAUC approvals Landowner permission
3	Improved link to Charles Street	Footway build-out and localised carriageway realignment.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RAUC approvals Landowner permissions


\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).









**8 Project 6: St Rollox link**



# 8 St Rollox link

## 8.1. Project introduction

Improving access to local everyday retail is a key aim of the Liveable Neighbourhoods programme.

For years, communities in Germiston and Royston have lacked access to supermarkets and grocery stores, with local retail providing only small off-licences which lack the range, variety and lower prices larger supermarkets can offer.

St Rollox Retail Park is a big box retail park in the study area, accessed from Springburn Road and Petershill Road. The retail park contains a large Tesco, Lidl, Costco and Home Bargains stores however is designed, as many retail parks are, around access by car.

The former St Rollox Locomotive Works is a large vacant privately owned site to the north of Royston, and due to the lack of walking and cycling routes through the site, is a major cause of severance and significantly limits access to healthy, affordable groceries for Royston and Germiston. People must walk a long, indirect and uncomfortable route along Springburn Road to access the retail park. Considering high levels of health and income deprivation improving access to St Rollox Retail Park from Royston is a key ambition held by the local community, and has been discussed in older policies such as the Royston Vision and Strategy (2015).

Issues of transport poverty, the lack of access to private cars and the lack of any bus services between Royston/Germiston and the retail park further exacerbate severance.

The Liveable Neighbourhood project therefore explores how a new walking and cycling route through this privately owned site could be implemented to significantly improve access to grocery retail, as well as other facilities towards Springburn including Barnhill station and Glasgow Kelvin College.

## 8.2. Site context and analysis

The former St Rollox Locomotive Works is a railway depot located between Royston and St Rollox Retail Park. Built in and around 1882, the railway works once occupied its current site and the entire St Rollox Retail Park to the north, playing major role in Scotland's rail industry and being a major employer. In 1948, 3,300 workers were employed at the Locomotive Works.

Since then, the St Rollox Locomotive Works has been reduced in size to the site seen today, and St Rollox Retail Park constructed on the northern part of the site, providing big box retail including major supermarkets Tesco and Lidl. The railway works ceased to operate in 2019 and has since been sold to a private owner. The site has been vacant since this, though the buildings remain.

The railway works gained a Category B listing in 2021. This includes the main works building, and the railway tracks leading to it. It is anticipated that plans for the future re-use of the site and additional development may come forward.

The St Rollox Retail Park provides the only major supermarkets in the study area, however access from residential neighbourhoods is extremely poor, due to the severing effect of the former railway works and the lack of routes through the site. This means people live in close proximity to the retail park, however must travel a long, indirect route to access it. There are no bus services connecting Royston or Germiston to the retail park. In a low income community, suffering from multiple indices of deprivation, access to affordable, healthy groceries is vital.

Due to the land being privately owned, any creation of a link would need to be undertaken as part of the redevelopment of the site, through the planning process. The delivery of the scheme is therefore more complex, relying on landowner agreement and funding.

Tesco car park at St Rollox retail park.



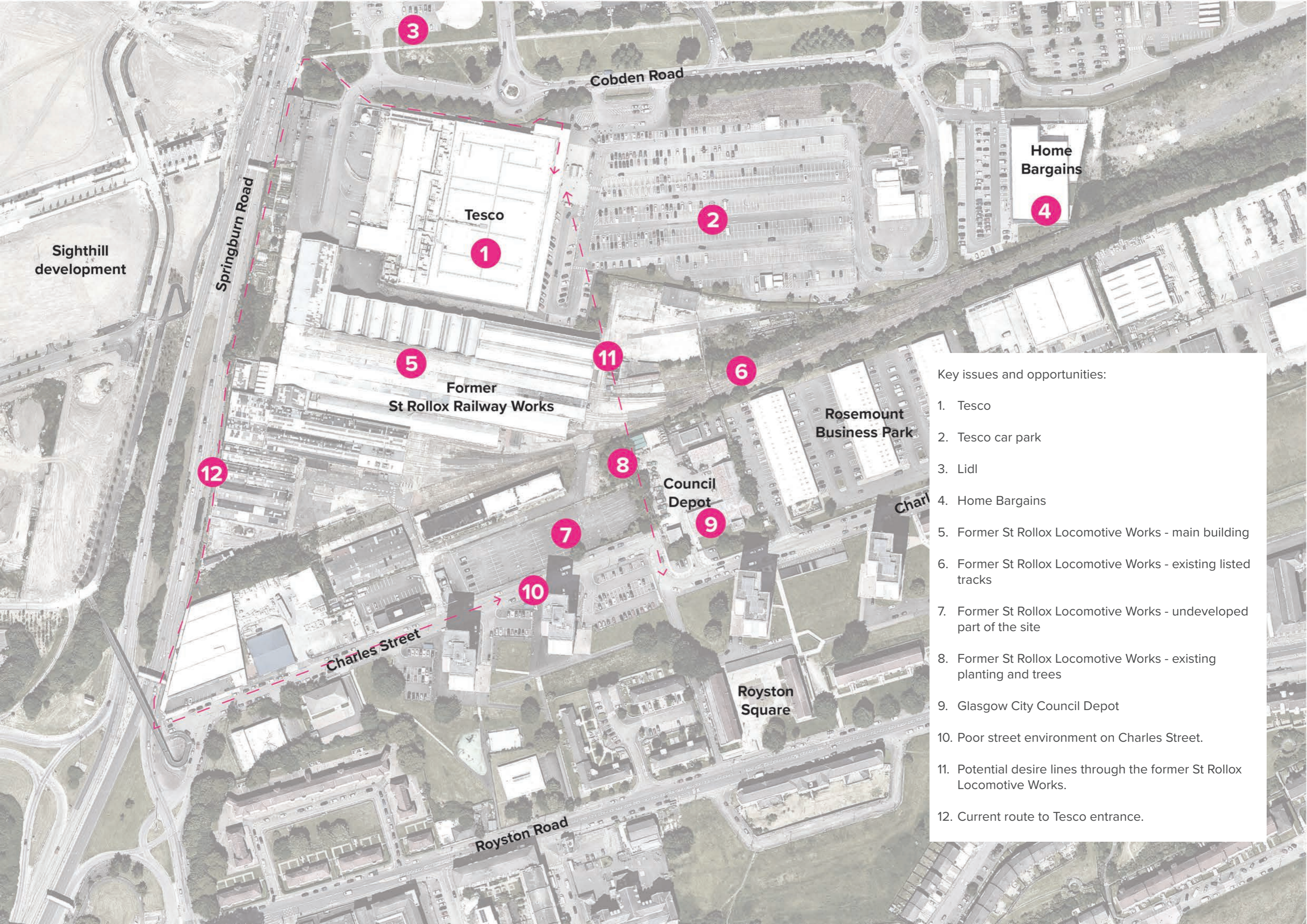
Former railway works.



Charles Street looking towards former railway works.







Sighthill development

Springburn Road

Cobden Road

Home Bargains

Tesco

Former St Rollox Railway Works

Rosemount Business Park

Council Depot

Royston Square

Charles Street

Royston Road

- Key issues and opportunities:
1. Tesco
  2. Tesco car park
  3. Lidl
  4. Home Bargains
  5. Former St Rollox Locomotive Works - main building
  6. Former St Rollox Locomotive Works - existing listed tracks
  7. Former St Rollox Locomotive Works - undeveloped part of the site
  8. Former St Rollox Locomotive Works - existing planting and trees
  9. Glasgow City Council Depot
  10. Poor street environment on Charles Street.
  11. Potential desire lines through the former St Rollox Locomotive Works.
  12. Current route to Tesco entrance.

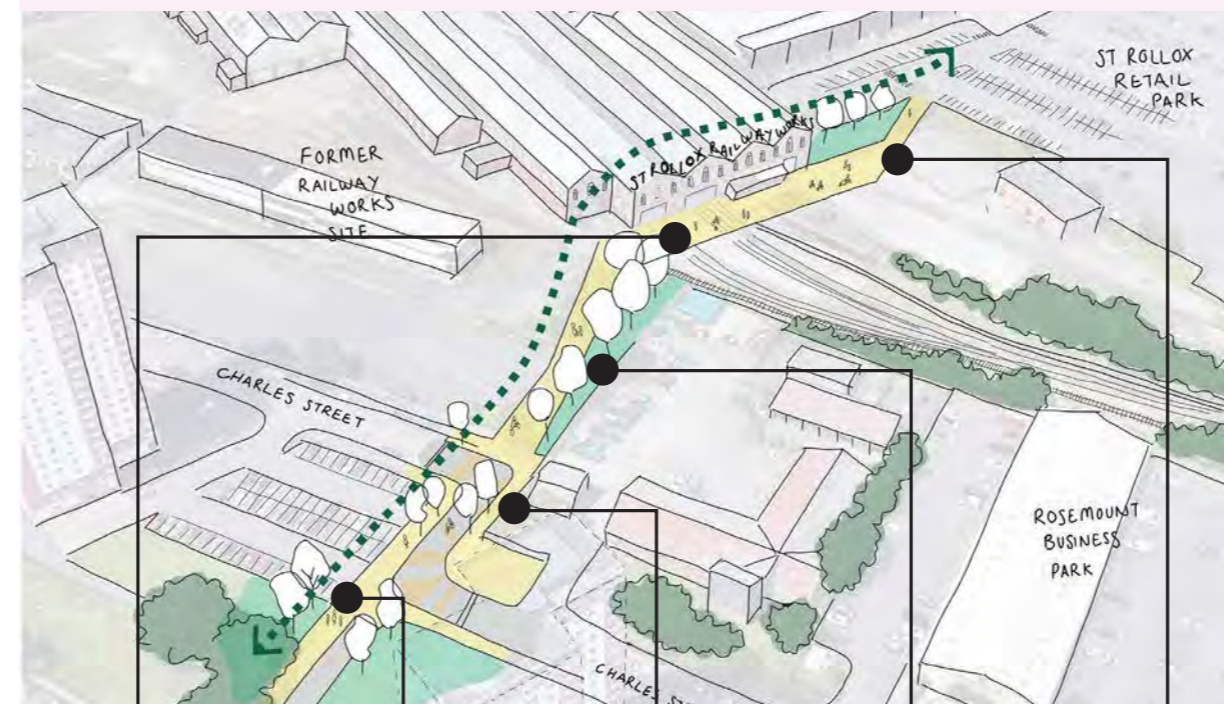


### 8.3. Summary of public consultation

#### Key findings

- Generally, participants agree that this proposal would be a quick-win and would significantly improve locals' journeys, enabling the private land to no longer cause significant severance.
- Additional space for lighting, bins, greenery and seating should be included wherever possible.
- The simpler quicker way to achieve this should be explored, even though it may not be the optimal one.

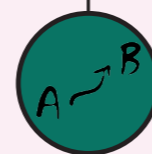
#### Proposed Improvements



**FEEDBACK PROMPT** *Do you think there's anything important we should consider that would ensure that this route is safe, accessible and well-used?*



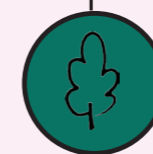
Could the historic railway tracks become an interesting feature in the pavement.



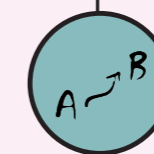
Improved link to Royston Road for people walking and cycling.



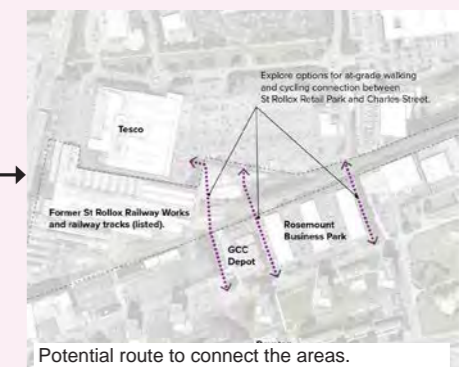
Improvements to Charles Street to make it more accessible for walking, wheeling or using a bike.



Planting and trees along the route.



New link through the historic railway works, to help local people access shops at St Rollox.



Potential route to connect the areas.



## 8.4. Scheme development and options

The St Rollox link is an ambition long-held by the local community in Royston. During this time, the site context has changed due to the railway works ceasing to operate, and the building and tracks gaining listed status.

### Bridge link

Previous ideas prepared by the Royston Strategy Group/Rosemount Development Trust were developed whilst the railway works was operational. These included proposals for a bridge link across the railway works.

However, this approach has several drawbacks compared with an at-grade connection. These include poorer accessibility (due to level changes), poorer convenience (due to likely need for switch-back ramps and steps) and poor feasibility, due to the lack of space available on both public and private land to accommodate a new bridge. It would also be a more costly option, and potentially require a long span bridge.

Whilst a bridge was responding to the context and constraints at the time the railway works was operational, the closure of the facility and sale to a private landowner presents new opportunities to reimagine the site and its connectivity.

### At-grade link

The Liveable Neighbourhoods proposals sought to explore how an at-grade link between Charles Street and the St Rollox Retail Park could be delivered.

This included exploring the different connection opportunities, all of which would be required to pass through the railway works site at different locations.

These included:

1. Immediately west of the Glasgow Council Depot, and entirely within the railway works site, passing along the distinctive listed frontage of the main railway works building, and arriving at the closest point to Tesco and Lidl, key destinations for local people.
2. Through the Glasgow Council Depot, and then through the railway works, crossing multiple track lines and arriving around the middle of the Tesco car park. This option is less convenient, and also would necessitate the reconfiguration of the Glasgow Council Depot to ensure the safety of people. This may have resulted in operational impacts, though this was not investigated in further detail.
3. Through the Rosemount Business Park, owned by the Rosemount Development Trust. This would require providing a route through the existing car park (at one of 3 points) from Charles Street, before crossing the existing railway tracks of the former railway works. A level difference was observed during site visits here, though positive discussions were had with the Rosemount Development Trust regarding access through the Rosemount Business Park. This option would provide a less convenient link to key destinations such as Tesco, and require a pedestrian route through Tesco's car park which may have required the removal of parking bays. A route at this point would potentially improve access to Barnhill Station, though this would still be around a 775m walk from Charles Street (about an 11 minute walk) and would not provide an optimum route for access to key destinations including Tesco and Lidl. The route would, however, pass through only a short section of the railway works site, away from the main building.

The options resulted in the first alignment being preferred, for the convenience of access to Tesco, and the potential to tie in with any future development of the site, making the most of the historic building frontage, the many listed railway tracks which

could become a distinctive feature of the space and route and creating the potential for a new public space in this location.

Option 3 also has its merits for increasing the permeability of St Rollox Retail Park, and it is suggested that a route to the eastern side of the Rosemount Business Park, providing links to Turner Road should also be integrated as part of any future development of the former railway works site.



## 8.5. Concept scheme

The proposals seek to demonstrate how a new walking and cycling, traffic free street through the site could be achieved.

In the longer term, this could be delivered through development proposals to bring the site back into use. However, over the shorter term, a temporary route could be delivered using temporary fencing or hoarding to secure the remainder of the site.

Proposals include:

- Creating a 6m wide shared use path between Charles Street and the Tesco car park, passing along the front of the main building in the former St Rollox Locomotive Works.
- Introducing a zebra crossing on Charles Street to improve access to the route.
- Enhance the existing vegetation.
- Introduce new wildflower planting between the existing railway tracks to provide additional space for nature and create a more attractive route. Planting could be temporary, or part of permanent proposals.
- Retention of the existing listed railway tracks as a feature within the new surfaced path.

Planting and public realm improvements whilst retaining historic features.



Planting and public realm improvements whilst retaining historic features.



Retained railway features in a linear park with walking and cycling route.





## Proposals

1. Removal of part of existing boundary wall.
2. Introduction of a new zebra crossing.
3. Retention and enhancement of existing vegetation.
4. New 6m wide shared use walking and cycling path creates a traffic-free street through the site.
5. Tie-in to the corner of the Tesco car park.
6. New tree planting.
7. New wildflower meadow planting.





Existing conditions: St Rollox link



Proposed conditions: St Rollox link





## 8.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £840,231 has been estimated to deliver the St Rollox link scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£477,157
Main contractor's preliminaries and traffic management	£95,431
Main contractor's overheads and fees	£28,629
<b>Project/design team fees</b>	
Other development/project costs	£60,121
<b>Risk allowance</b>	
Design development risks	£66,133
Construction risks	£72,747
<b>Inflation</b>	
Tender inflation	£40,011
<b>Cost estimate (excl. VAT)</b>	<b>£840,231</b>



## 8.7. Indicative action plan

The St Rollox link is a complex scheme to take through to delivery, due to the majority of the scheme being within private land ownership.

The Former Railway Works is in private ownership, and the St Rollox Retail Park is, separately, also in private ownership. Both of these land owners would be required to be onboard in order to deliver the proposed link.

The Former Railway Works is expected to come forward for redevelopment via the planning process. This presents an opportunity to secure the delivery of the link through third party resources and funding (i.e. the land owner).

In the shorter term, a temporary link could be secured temporarily, prior to a new permanent link being developed and constructed. This would require an agreement with landowners

at the Former Railway Works and St Rollox Retail Park, and potentially the funding to deliver the link.

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Charles Street	Crossing improvements.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RAUC approvals; TRO
2	Link through former railway works site	Introduction of new shared use path through the site.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning, RAUC and RCC approvals Landowner permissions
3	Connection/access to the Tesco car park in St Rollox Retail Park	Access point and transition treatment.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning, RAUC and RCC approvals Landowner permissions

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).



This page is intentionally left blank





## 9 Project 7: Riddrie Park and Cemetery access



# 9 Riddrie Park and Cemetery access improvements

## 9.1. Project introduction

Riddrie Park and Cemetery sits between the Blackhill/Provanmill area and Hogganfield. This large 20 hectare green space is a key green space for local people.

Currently the space is used mostly for walking, visting the cemetery and dog walking. Despite part of the space being a designated park, there are no play facilities and much of the grass has been allowed to grow, rendering some areas inaccessible.

Whilst there are many surfaced paths through the green space, and 3 entrances, the space is poorly connected to some parts of Blackhill and Hogganfield and there are a lack of surfaced paths at some entrances and on desire lines.

The Liveable Neighbourhoods project for Riddrie Park and Cemetery will help to reconnect the space to communities and surrounding destinations, improve existing entrances, accessibility and explore how informal play may be integrated with the space.

## 9.2. Site context and analysis

Riddrie Park and Cemetery are technically two separate spaces, with a combined area of over 20 hectares. Despite being separate, there are no physical boundaries or clear delineation between them.

The Molendinar Burn runs east-west through the centre of the green space, entering a culvert near Greenside Street. The burn has historical significance to Glasgow's evolution as a settlement. The space the burn runs through is largely vegetation with no made or surfaced paths through the space.

The park and cemetery are accessed from 3 existing access points: Royston Road (north west corner); Greenside Street (west) and Cumbernauld Road (lower east side).

These provide limited access for people living in Hogganfield to the east and Blackhill to the south.

Existing entrances are poor in quality. The Greenside Street entrance lacks a surfaced path and consists of a bland grassed area. This could be uplifted to improve access to the park and cemetery by providing a surfaced path that connects to the existing path network, and considering how the entrance space (which forms part of Riddrie Park) could be enhanced for informal play and socialising. This space has good natural surveillance from the residential houses on Greenside Street.

There are a lack of links within the cemetery, with several desire-line tracks evident in some places. Surfacing some of these routes would help improve the accessibility of the green space, and provide potential links with other destinations, such as the bus stops on Provanmill Road.

Castle Street Plaza fails as a welcoming and active thoroughfare.



Lack of crossing points at the M8 slip road junctions.



Narrow pinch point on Springburn Road shared use footway.







Royston Road

Royston Road

Cumbernauld Road

Langdale Street

Greenside Crescent

Greenside Street

Riddrie Park and Cemetery

Loch View green space

Hogganfield Loch

1

8

3

4

8

6

7

5

2

Provanmill Road

Key issues and opportunities:

- Existing entrance from Royston Road.
- Existing entrance from Cumbernauld Road. This is the main entrance to the cemetery.
- Existing entrance from Greenside Street lacking surfaced paths.
- Opportunity for play around the Greenside Street entrance.
- Existing tracks with no surfaced path.
- Molendinar Burn corridor
- Riddrie Park area lacks play and activity, and suffers from poor access and natural surveillance.
- Lack of access points from the Hogganfield neighbourhood to the east.



### 9.3. Summary of public consultation

#### Key findings

- Generally, participants agreed that this proposal would improve local connectivity and bring enhancements to people’s everyday journey. Lighting should be well designed to ensure the route feels safe.
- To ensure a successful proposal, this should consider solutions to make people feel safe, as well as including features to keep the new route and wider area clean, such as more bins.
- More crossing points at street level or raised crossings should be included, as well as exploring more routes within this proposal.
- Include signage and wayfinding, highlighting historical importance of Molendinar Burn.

### Proposed Improvements

**FEEDBACK PROMPT**

*Would the new connection encourage you to make more journeys as a pedestrian or cyclist in the area?*

*Do you think there’s anything important we should consider that would ensure that this route is safe, accessible and well-used?*

Potential to recreate the Riddrie Cemetery entrance from Provanmill Road.

New surfaced paths to connect the Greenside Street entrance with the wider network of paths.

Improving the entrance space with informal play and planting.

Potential to create a new connection between Riddrie Park and Cemetery and the green space at Loch View.

Creating a new entrance to Riddrie Cemetery from Royston Road.



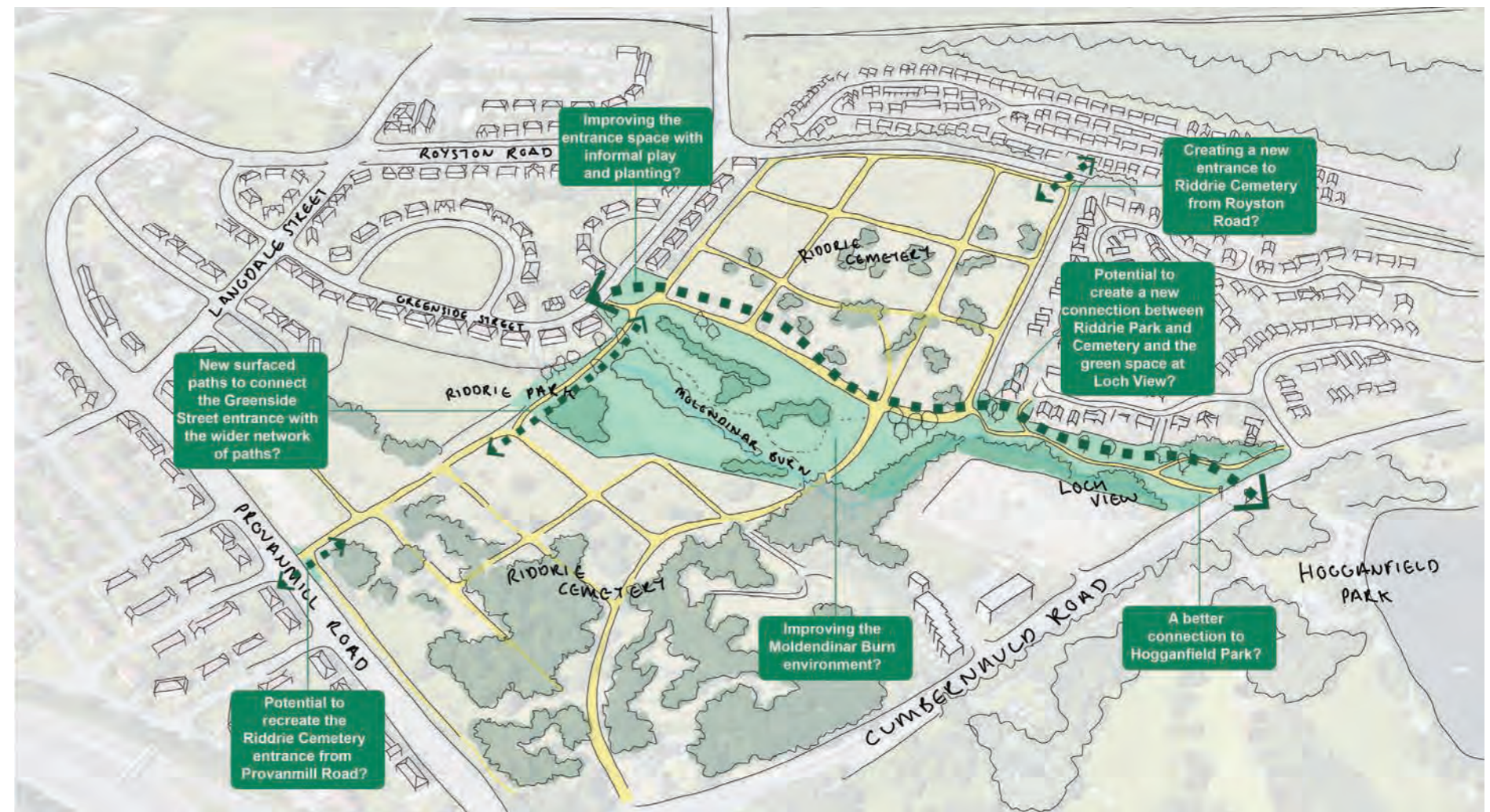
## 9.4. Scheme development and options

Riddrie Park and Cemetery provides opportunities for several new or improved access points and connections. These include:

- New access point from Provanmill Road;
- New access point from Royston Road;
- New access point from Hogganfield (via Loch View green space)
- Improved access point from Greenside Street;
- New internal north/south path link on the west side through Riddrie Park.

Further research indicated significant constraints and risks associated with the potential Hogganfield access point, including complex land ownership arrangements, and stakeholder concerns. Furthermore, the community and stakeholder engagement process raised some concerns about creating a thoroughfare through the cemetery in this location. As such, this option was not selected for concept design.

All other access points and connections however have been taken forward for concept design.





## 9.5. Concept scheme

The Liveable Neighbourhood proposals help to improve access to Riddrie Park and Cemetery, improve accessibility and provide surfaced routes on key desire lines, enhance existing entrances and provide opportunities for informal play.

Proposals include:

- Introducing a new entrance to the north east, from Royston Road, improving access for the Hogganfield community.
- Introducing a new entrance to the south from Provanmill Road, improving access for the Blackhill community.
- Improving the existing entrance at Greenside Street by providing a direct surfaced path that connects with the existing network of surfaced paths within the park and cemetery.
- Introducing new surfaced paths on existing desire lines.
- Introducing informal play features to the Greenside Street entrance.

Nature-based play



Nature-based play



Open and welcoming entrance to a local green space.



Generous footpath in an urban wetland environment.





## Proposals

1. Improved Greenside Street entrance with relocated entrance and new surfaced path.
2. Informal play around the Greenside Street entrance, and enhanced planting to support biodiversity and create a more attractive space.
3. New access point at Royston Road.
4. New access point at Provanmill Road,
5. New surfaced path to improve north-south connectivity along the western side of the space and through Riddrie Park.





## 9.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £219,125 has been estimated to deliver the Riddrie Park and Cemetery Access scheme. The concept scheme does not fully detail the anticipated works and will be refined at a later stage to reflect further on-site surveys.

The estimate has been based on various projects that have been delivered. It should be noted that external factors (political, economic, and social) may impact the current total costs detailed in the below table.

A 20% estimate has been included for risk and contingency. Additionally, a 5% inflation rate was taken into consideration. Professional fees have been estimated at 10% of the total delivery cost.

Item	Cost estimate
<b>Building works estimate</b>	
Building works	£124,438
Main contractor's preliminaries and traffic management	£24,887
Main contractor's overheads and fees	£7,466
<b>Project/design team fees</b>	
Other development/project costs	£15,679
<b>Risk allowance</b>	
Design development risks	£17,247
Construction risks	£18,971
<b>Inflation</b>	
Tender inflation	£10,434
<b>Cost estimate (excl. VAT)</b>	<b>£219,125</b>



## 9.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stages 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Royston Road new access point	Create new pedestrian access point and link to existing internal path network	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approval
2	Greenside Street access and public realm improvements	Reconfigure existing access arrangement to provide improved, more accessible path and entrance.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approval
3	New internal north/south path link	New surfaced path link.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approval
4	Provanmill Road new access point	Create new pedestrian access point and link to existing internal path network	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals

\* Subject to the availability of funding and resources to deliver.

Abbreviations: Traffic Regulation Order (TRO); Redetermination Order (RO); Roads Authorities and Utilities Committees (RAUC); Roads Construction Consent (RCC).



This page is intentionally left blank





# 10 Outline specification

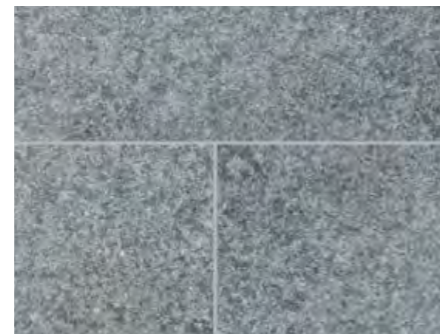


# 10 Outline specification

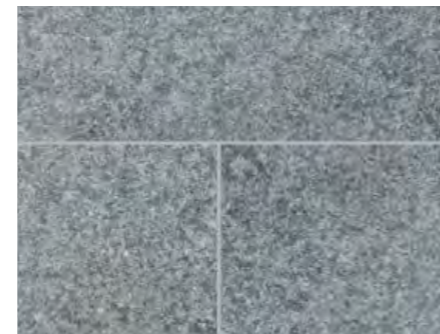
## Materials Specification



Proposed footway (highest-quality): Caithness stone paving, natural stone paving.



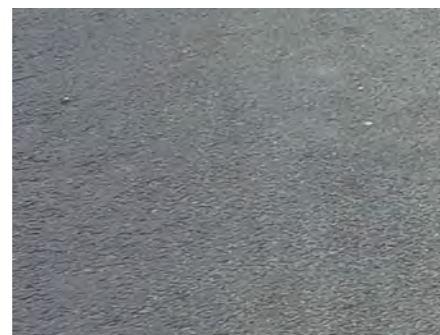
Proposed footway (standard paving): Concrete slabs<sup>1</sup>



Continous footway: Mid/Dark Grey Smooth Ground Concrete Flag. Paving with Natural Stone Aggregate<sup>1</sup>



Proposed footway (standard asphalt): Bituminous Macadam



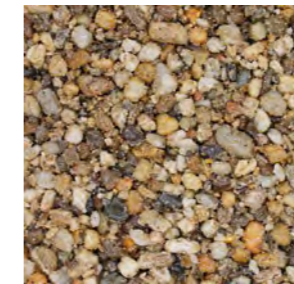
Carriageway: Asphalt



Cycleway: Buff asphalt



Tactile paving (blister): Blister concrete paving slabs - 400x400 in red<sup>1</sup>



Resin bound surfacing in buff, eg. Terabase rustic resin bound (beach)



Carriageway narrowing: Red asphalt



Raised table: Buff asphalt



Tactile paving (blister): Blister concrete paving slabs - 400x400 in buff<sup>1</sup>



Steel or aluminium edging (e.g. Kinley ExcelEdge)

<sup>1</sup>Image source: Glasgow Public Realm Design + Maintenance Guide (2020)



### Street Furniture



Benches: Timber and powder coated steel benches<sup>1</sup>



Bin: Existing City Centre litter bin design



Timber cube seats (e.g. Woodscape)



Formal bench (e.g. Woodscape)



Noticeboard



Cycle stands: Silver galvanised steel clip Sheffield stands (Cycling by Design 2021)<sup>2</sup>



Bollards: Timber with optional galvanised steel additions



Curved bench (e.g. Woodscape)



Wayfinding posts: Silver fingerposts as per existing



Bus shelter: To match GCC standard



Wall-top bench (e.g. TimberForm)



<sup>1</sup>Image source: Glasgow Public Realm Design + Maintenance Guide (2020)

<sup>2</sup>Image source: Cycling by Design (2021)



### Trees and Planting



Tree pit: Planted tree pit with ground cover planting<sup>1</sup>



Tree: Scottish provenance stock, upright, semi-mature

Planting beds: wildflower planting



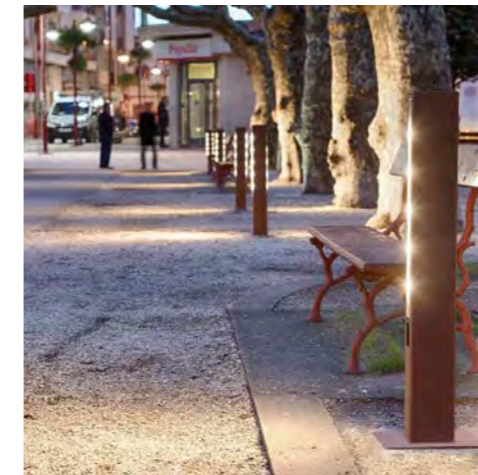
Rain garden



### Lighting



Underpass lighting



Bollard light



Woodscape



Pedestrian/cycle area lighting (e.g. Schreder)





## 11 Next steps



# 11 Next steps

This report forms part of the second tranche of Liveable Neighbourhood (LN) plans, covering the Royston to Hogganfield LN. The area is formed by the neighbourhoods of Royston, Germiston, Provanmill and Blackhill, and Hogganfield. The report outlines proposals for seven separate study areas across the Liveable Neighbourhood, developed to RIBA 2 (Concept Design) level of detail.

The next steps include seeking funding to take schemes forward to RIBA Stage 3 and 4 design, and construction. This will be subject to the availability of resources and funding. This report also forms part of Sustrans funding applications, which could be used to deliver some of the schemes.

Other schemes, such as the St Rollox link and Royston Square will require an alternative approach. Royston Square will require further co-design work with the local community, and agreements with the landowner. The St Rollox link will likely be delivered via the planning process, as the site comes forward for redevelopment and re-use.



**M**  
MOTT  
MACDONALD

**M** **urban**  
movement

New Practice

