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Glasgow Liveable Neighbourhoods: Yoker to Whiteinch

RIBA Stage 2 Report
January 2024

Client: Glasgow City Council

REFERENCE
PfE-3280_LNT2S2_Yoker to Whiteinch_RIBA Stage 2 Report

Liveable Neighbourhoods Programme: Tranche 2 | Lot 1i: Yoker to Whiteinch Liveable Neighbourhood (RIBA Stage 2)

Rev.	Date	Originator	Checker	Approver	Description
V1.0	03/12/23	SH	EP	SC	Draft issue
V2.0	11/12/23	SH	EP	SC	Final issue
V3.0	12/12/23	SH	EP	SC	Report updates
V4.0	01/02/24	SH	EP	SC	Report updates

Information class: Standard

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Contents

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 which align with the four themes of LN:

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

This report forms part of the second tranche of LN plans, covering the Yoker to Whiteinch LN which is formed by the neighbourhoods of Yoker, Scotstoun, Jordanhill and Whiteinch. It makes proposals for six separate study areas across the Yoker to Whiteinch LN, which are developed to RIBA 2 (Concept Design) level of detail. These projects are:

1. Transforming Anniesland Road West
2. Transforming Victoria Park Drive South
3. Scotstoun Neighbourhood Filtered Permeability
4. Jordanhill School Street Improvement and Accessibility
5. Hawick Street Bridge Accessibility Improvements
6. Dumbarton Road Accessibility Improvements

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.

All proposals are based on information gathered during the design process including traffic survey data and are subject to swept path analysis and a Stage 1 Road Safety Audit. Details of these can be found in the relevant appendices.

Records of existing underground utilities in the vicinity of each proposed scheme are currently unknown. An initial online search was completed using the 'Line Search Before Udig' website (lsbud.co.uk) to identify statutory utility operators with records of plant/apparatus in the general area of each project. Further detailed engagement with each utility operator will be required at the detailed detail stage, and prior to commencement of any intrusive works.

Traffic Orders will be required for every scheme in the Yoker to Whiteinch area.

West Dumbartonshire

Renfrew

Yoker

Garscadden

Scotstounhill

Scotstoun

Jordanhill

Anniesland

Broomhill

Thornwood

Whiteinch

Braehead

Linthouse

YOKER STATION

GARSCADDEN STATION

SCOTSTOUNHILL STATION

ANNIESLAND STATION

JORDANHILL STATION

Clyde Tunnel

Hawick St.

Kelso St.

Dyke Road

Dumbarton Road

Anniesland Rd.

Kingsway

Q. Victoria Drive

Southbrae Drive

Danes Drive

South Street

Victoria Park

Victoria Park Drive South

A739

RIVER CLYDE

North

Priority Projects:

1. Transforming Anniesland Road West
2. Transforming Victoria Park Drive South
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1 Introduction

1 Introduction

1.1. Liveable Neighbourhoods

The global climate crisis has had a significant impact on local neighbourhoods and town centres highlighting the importance of local public space within the city and the need to re-prioritise the balance of our streets.

In recognition of this, Glasgow City Council has created the Liveable Neighbourhoods programme which enables local communities to work with them, improving their areas through the formation of Liveable Neighbourhood Plans. Each plan seeks to introduce a programme of improvements aligned to the four LN themes:

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

Over six tranches of work, the entire city will benefit from a LN plan. This report covers part of the second tranche of LN plans and focusses on the Yoker to Whiteinch LN and covers the neighbourhoods of Yoker, Scotstoun, Jordanhill and Whiteinch.

1.2. Study area overview

The Yoker to Whiteinch Liveable Neighbourhood Study Area is a mostly residential area at the western edge of the city and includes the docklands at South Street. While the area has good road and rail connectivity to other areas of the city and beyond to West Dunbartonshire and Renfrewshire, this infrastructure creates barriers for pedestrian and cycle movement and makes routes feel less safe and appealing. Walking routes to key facilities including schools and shopping are made significantly longer and may not be accessible for all people. This is despite much of the area having low levels of car ownership[1], with people relying on walking, cycling and public transport for everyday journeys.

The local street environment is of varying quality. Many streets are dominated by moving and parked vehicles and have poor quality provision for pedestrians and cyclists, with narrow pavements, clutter, and a lack of safe crossings. Some parts of the study area have little public open space and most streets lack trees and planting.

The Yoker to Whiteinch area has significant potential for improvement through the Liveable Neighbourhoods programme, with potential projects identified that operate at a range of scales and costs and create a wide range of benefits.

The Stage 1 Report for Yoker to Whiteinch Study Area can be accessed here:
https://www.glasgow.gov.uk/CHttpHandler.ashx?id=60335&p=0

*The average car ownership is estimated at 43% based on Census 2011 data. However, this data does not correspond to the exact LN study area.

Drumchapel
Clydebank
RIVER CLYDE
Knightswood Park
Dawsholm Park
Kelvindale
Maryhill
Renfrew
Glasgow Airport
Partick
Kelvingrove Park
Hillington
Linthouse
City Centre
Paisley
Govan

Liveable Neighbourhood boundary
Glasgow City Council boundary
Railway station
Subway station
Railway track

Base mapping © OpenStreetMap contributors

0 200 400 600 800 m

1.3. List of opportunities

Process for project identification

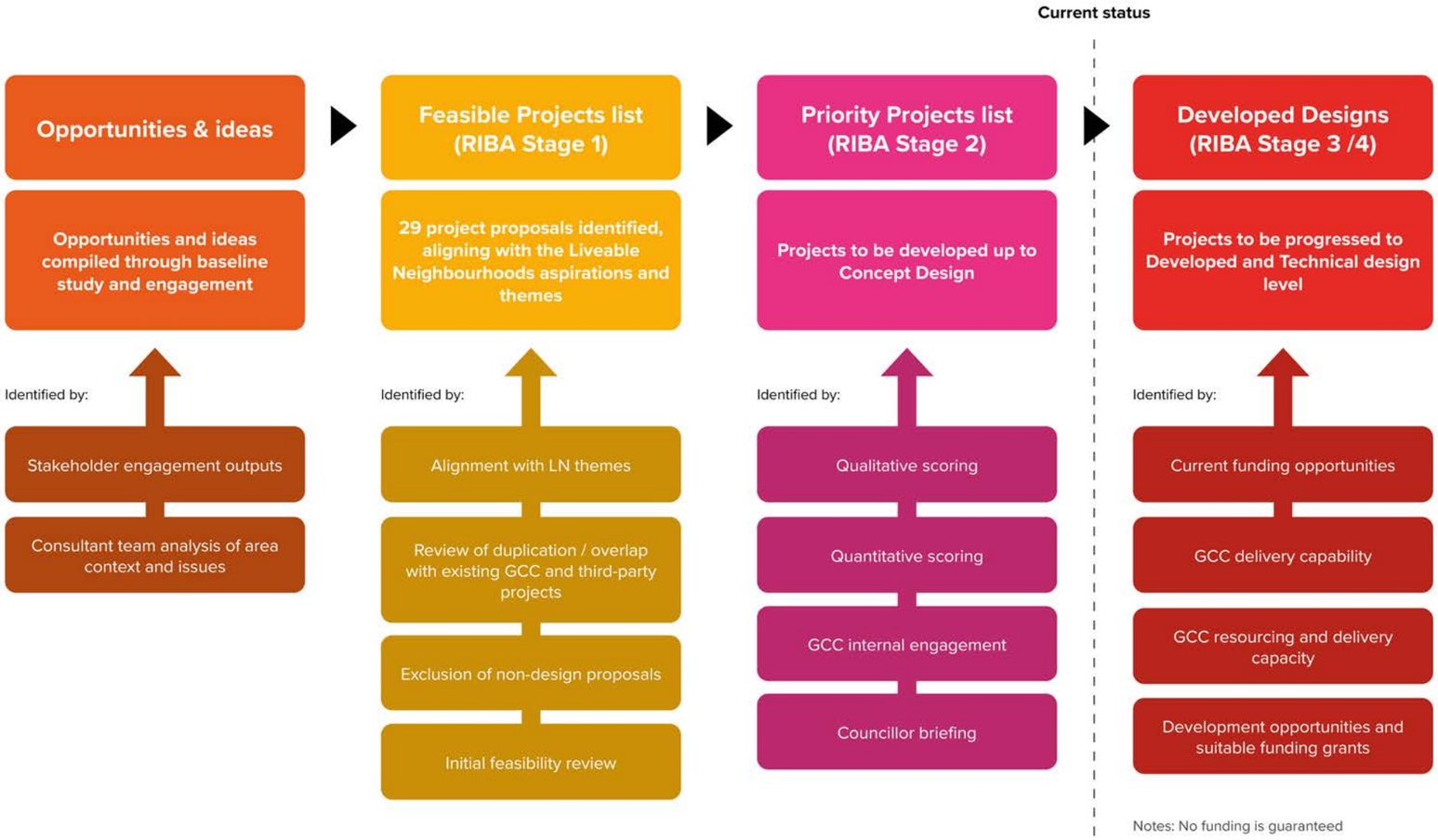
This report sets out six Priority Projects that are recommended to be taken forward for funding.

The diagram (right) shows the process undertaken to identify these six projects 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, elimination of non-design options, avoidance of duplication with existing GCC and third-party projects, and deliverability. The Feasible Projects identified are summarised in section 1.4.

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

Project evaluation and selection process



1.4. Feasible Projects overview

The 29 projects in the Feasible Projects list sit within seven categories:

- Key corridors: Improving key road corridors to create safer and more comfortable walking, wheeling and cycling conditions,
- Key junctions: Improving existing junctions part of the wider vehicle movement network to better support active travel.
- 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.
- Improved parks and green spaces: Enhancing the quality of existing green spaces to improve their amenity, useability and biodiversity value.
- 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.

List of feasible projects

KEY CORRIDORS

1 Anniesland Road (west)
2 Victoria Park Drive South
3 Southbrae Drive
4 South Street

KEY JUNCTIONS

5 Dumbarton Road / Anniesland Road / Burnham Road / Kingsway junction
6 A739 / Crow Road (south) junction
7 Scotstoun Leisure Centre entrance (Danes Drive)
8 Dumbarton Road / Victoria Park Drive South junction
9 Junction at Knightswood Centre (Anniesland Road / Pennan Place / Cairntoul Drive)

SCHOOL ENVIRONMENTS

10 Knightswood Secondary School
11 Jordanhill School
12 Scotstoun Primary School
13 Whiteinch Primary School
14 St Paul's RC Primary School
15 St Thomas Aquinas Secondary School

IMPROVED STREETS AND CONNECTIONS

16 Existing highway corridors across the railway
17 Victoria Park Drive South
18A Underpasses under A739 / Victoria Park Drive South
18B Underpasses under A739 / Victoria Park Drive South
19 A739 pedestrian crossing (at junction with Essex Drive / Victoria Park Gardens North)
20 A739 / Victoria Park Drive N / Victoria Park Gardens South junction
21 Woodland path between Southbrae Gardens and Jordanhill Crescent
22 Yoker Ferry Road
23 NCN 7 access points (existing and potential new)
24 Scotstoun neighbourhood
25 Walking route between Kingsway Court flats and Kirkton Avenue flats (via Kingsway / Anniesland Road / Crescent Road)

IMPROVED PARKS AND GREEN SPACES

26 Garscadden residential area

STREET ACCESSIBILITY PROGRAMME

27 Area-wide - potential for a pilot project focusing on one area

STREET GREENING PROGRAMME

28 Area-wide - potential for a pilot project focusing on one area

Feasible List Projects

- Key corridors
- Key junctions
- School environments
- Improved parks and green spaces
- Improved streets and connections

Base mapping © OpenStreetMap contributors

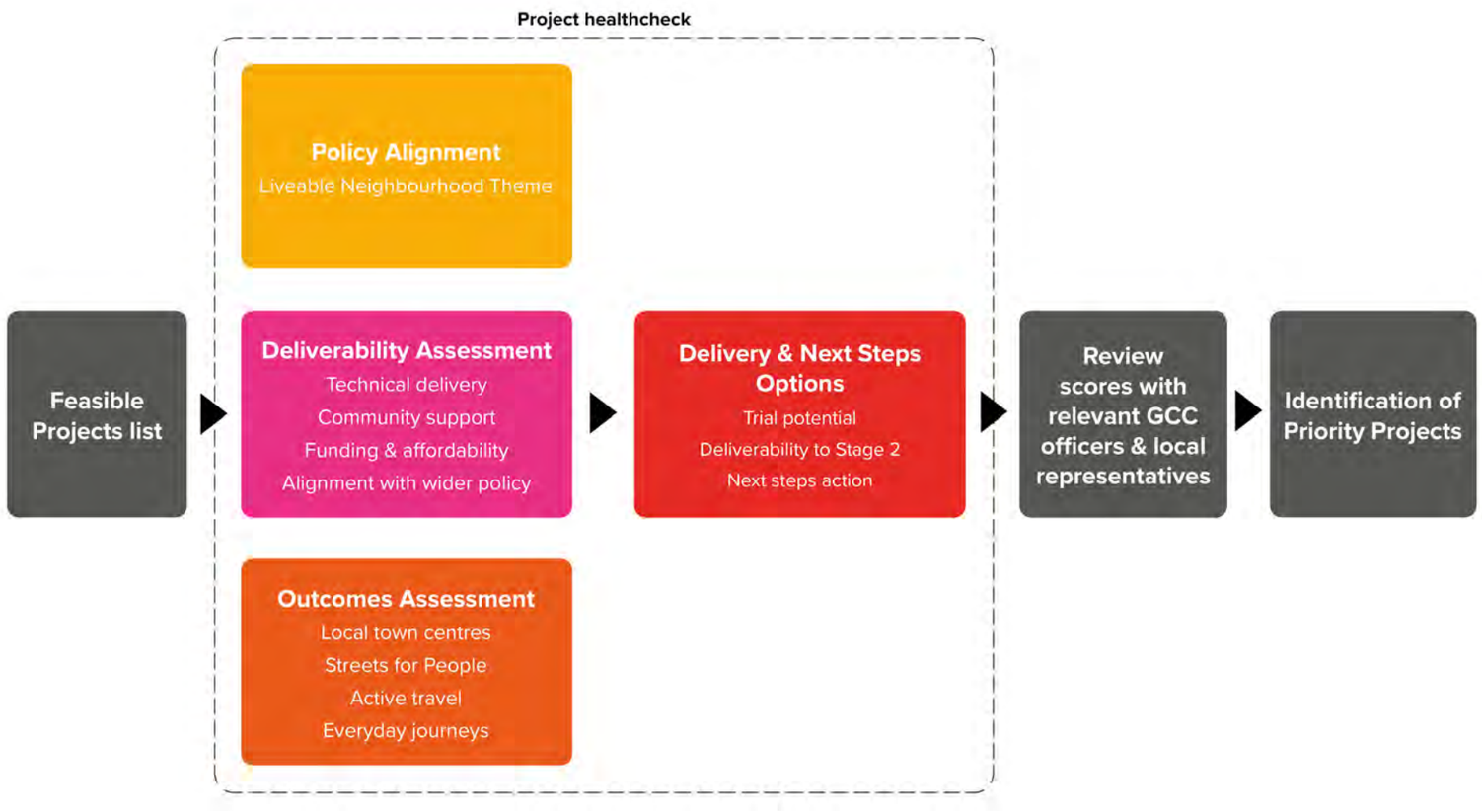
1.5. Project selection process

The Stage 1 Report set out a long-list of 29 proposals for the Yoker to Whiteinch study area as part of the wider Liveable Neighbourhoods programme.

These proposals were further analysed as shown in the diagram to the right to identify a short-list of projects or the 'Priority Projects' for development

Once the Priority Projects have been finalised, the conceptual schemes were taken to the community for co-design and comment to inform the final design proposals in the Stage 2 Report. Public engagement involved key stakeholders including local councillors, key community groups and potential project partners.

Project selection process



1.6. Priority Projects

The following gives an overview of the six priority projects identified. All proposals are based on information gathered during the design process including traffic survey data and are subject to vehicle turning analysis and a Stage 1 Road Safety Audit. Details of these can be found in the relevant appendices.

Records of existing underground utilities in the vicinity of each proposed scheme are currently unknown. An initial online search was completed using the 'Line Search Before Udig' website (https://lsbud.co.uk) to identify statutory utility operators with records of plant/apparatus in the general area of each project. Further detailed engagement with each utility operator will be required at the detailed detail stage, and prior to commencement of any intrusive works.

Traffic Orders will be required for every scheme in the Yoker to Whiteinch area.

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Renfrew

Yoker

Garscadden

Scotstounhill

Scotstoun

Jordanhill

Anniesland

Broomhill

Thornwood

Whiteinch

Braehead

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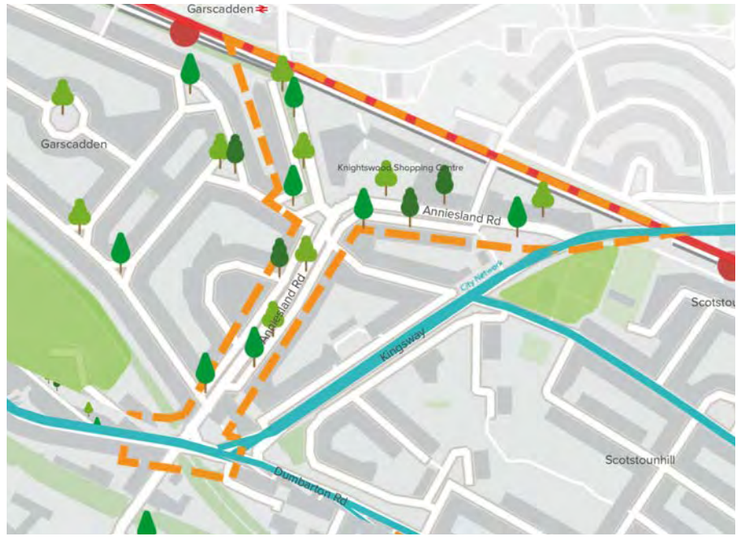
1.7. Overview of Priority Projects

Project 1: Transforming Anniesland Road West

Improvements to the streetscape of western Anniesland Road to improve the walking and cycling accessibility and enhance the street's appearance. This project includes the redesign of the existing junction on Dumbarton Road to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.



Location: Scotstoun

Area: 26.3 ha

Project 2: Transforming Victoria Park Drive South

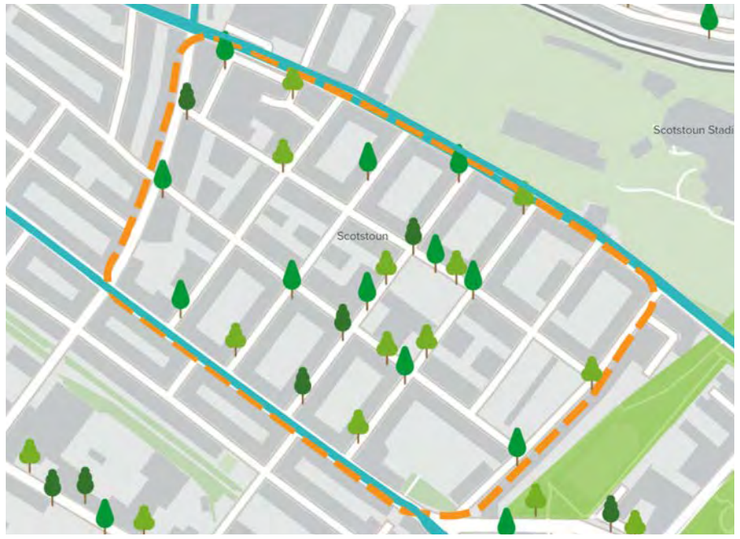
Transformation of the road corridor into a people-friendly street that reduces severance between Whiteinch and Victoria Park. The project includes the redesign of the existing junction to simplify and improve pedestrian and cycle crossings, route legibility, and accessibility of all movements and aligned to key desire lines.

Location: Whiteinch

Area: 5.2 ha

Project 3: Scotstoun Neighbourhood Filtered Permeability

Roll-out of a 'filtered permeability' to address through-traffic in the Scotstoun 'Avenues' neighbourhood and create greater amenity for local residents.



Location: Scotstoun

Area: 25.4 ha

Project 4: Jordanhill School Street Improvement and Accessibility

Streetscape enhancements to improve safety and amenity for school pupils and residents.

Location: Jordanhill

Area: 2 ha

Project 5: Hawick Street Bridge Accessibility Improvements

Improvements to walking and cycling accessibility and personal safety along Hawick Street, connecting communities and facilities, particularly improving routes to schools.

Location: Yoker

Area: 0.6 ha

Project 6: Dumbarton Road Accessibility Improvements

Area-wide programme of junction and street redesign to improve pedestrian safety, priority and accessibility. Programme to include development of standard typologies to be adapted and applied at each location.

Location: Yoker

Area: 7.6 ha

1.8. BREEAM Infrastructure Project Pre-Assessment

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 detialed 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 a 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.

Scoring Principles

Each BREEAM Infrastructure criterion is assessed to determine the sustainability performance of the project. Credits are awarded based on the evidence provided. Credits 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.

Scoping Out Process

A key task of the BREEAM Infrastructure Assessment is the Scoping Out process. A BREEAM Infrastructure Assessor (a member of the project team), with the support of an independent BREEAM Infrastructure Verifier (external to the project team), will determine at a high-level which criteria are relevant for the BREEAM Infrastructure Assessment. Whether a criterion is included in the scope or not depends on consideration of the following questions:

- Does including this criterion within the assessment support the issue aim?
- Will including this criterion provide a more accurate reflection of how the assessment demonstrates achievement of this issue?
- Is the inclusion of this feasible, justifiable, and proportional?

As the project is still at an early design stage, it is anticipated that the Scoping Out process will be performed once the design has been progressed. It is important to acknowledge that the Scoping Out process is not fixed, and as more detailed design and environmental assessment work is undertaken, criteria can be further scoped in or out.

Pre-assessment Scoring

The table (right) sets out the initial assessment score achieved for work completed to date, with all evidence logged part way through the Strategy and Design stages as being 18.74% (score of 882 out of a maximum of 4,803 after scoping).

In addition to the evidence already logged, the potential score still to come has been calculated based on work that is known to be complete, but evidence is not yet available to be logged, and further potential evidence that is likely to be produced in future stages based on the existing scope, the nature, and the scale of the project. This includes future evidence expected to be produced up to the end of Construction stage. The potential additional score from this expected future evidence is 57.30% (score of 2,752).

Overall, this would total to a potential final score of 73.31% (score of 3,521 out of a maximum of 4,803 after scoping) which would achieve a “Very Good” award.

Further scores may be awarded for Innovation credits, that can be achieved by the BREEAM Infrastructure Assessor applying to BRE Global to have a technology, feature, design, product, construction method, or process recognised as ‘innovative’, if an application is made successfully, an additional 1% may be added to the overall score.

BREEAM Infrastructure Rating level	Overall score (%)
Outstanding	≥ 90
Excellent	≥ 75
Very Good	≥ 60
Good	≥ 45
Pass	≥ 30
Unclassified	< 30

BREEAM Pre-assessment scoring

Section No.	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	543	158	29.10%	226	41.62%	384	70.72%
5	Landscape and Historic Environment	450	339	19	5.60%	221	65.19%	240	70.80%
6	Pollution	400	400	0	0%	302	75.50%	302	75.50%
7	Resources	1,450	1,421	10	0.70%	982	69.11%	992	69.81%
8	Transport	400	400	80	20%	233	58.25%	313	78.25%
	TOTAL	**5,000**	**4,803**	**882**	**18.74%**	**2,752**	**57.30%**	**3,521**	**73.31%**

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 Yoker to Whiteinch 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 RIBA 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 (St. Paul's 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 27,260 users and received 1,032 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 booklets and materials

Youth workshop

Phase A

Start Dec 2022

Focus: Sense-checking

- Raise awareness of the project.
- Identify design opportunities to achieve project objectives.
- Sense-check assumptions and findings from research and site visits.
- Understand where people want to move to and from.

Key Stakeholder Conversations

Brief 1-1 meetings with key stakeholders online or in person. Conversations also helped us to find out what was going on in the area and how best to engage.

OVER 130 STAKEHOLDERS CONTACTED ACROSS THE PROJECT, INCLUDING:
- SCHOOLS AND PTA GROUPS
- ELECTED MEMBERS
- COMMUNITY OUNCILS

10 STAKEHOLDER INTERVIEWS

Phase B

Start Feb 2023

Public Launch

Focus: Insights

- Understand people's perception of their neighbourhoods, the quality of the street environment, and further investigating the impact of the identified barriers on people's everyday journeys.

Promotion

- Promotion on Meta.
- Stakeholder emails.
- Flyers and posters distributed on site.

52 SIGNED UP TO THE MAILING LIST

TOTAL REACH ON META PLATFORMS 18,786 & 606 TOTAL CLICK-THROUGHS TO WEBSITE

End Mar 2023 (meetings continued throughout phase B)

Survey

Short survey which branched off to location specific questions. Available online and in local libraries.

165 RESPONSES TO THE SURVEY

ArcGIS Mapping Tool

Online mapping tool where participants could 'plot' areas of concern, within the scope of the 4 liveable neighbourhood themes.

126 SURVEYS SUBMITTED ON ARCGIS

In-Person Consultation

A variety of indoor and outdoor events where people could share their thoughts on the project. We asked questions in relation to usage, habits and perceptions to help us understand the participants' relationship to the site.

- 2 Drop-In Sessions.
- 3 Pop-Up Events.
- 5 Auxiliary Events.

17 PARTICIPANTS AT DROP-IN SESSIONS

38 PARTICIPANTS AT POP-UP SESSIONS

34 PARTICIPANTS AT AUXILIARY EVENTS

Youth Self Facilitated Activity

Small booklet with a series of activities to learn about the project and provide a youth perspective.

- 150 booklets sent out to local youth charities.
- All Schools and PTA groups were contacted.

End Mar 2023

Phase C

Start Aug 2023

Focus: Feedback

- Give the opportunity to review the design team's initial proposals, which had been developed with the outcomes of Phase A and Phase B in mind.

Promotion

- Paid promotion on Meta.
- Stakeholder emails.
- Primary School flyer drops.
- Flyers and posters distributed on site.

TOTAL REACH ON META PLATFORMS 27,260 & 1,032 TOTAL CLICK-THROUGHS TO WEBSITE

Survey

In-depth survey which gathered public feedback on each of the emerging proposals.

BETWEEN 108 - 381 RESPONSES FOR EACH OF THE 8 PROJECT SURVEYS

In-Person Consultation

A variety of indoor and outdoor events where people could share their thoughts on the emerging proposals. This phase included 1.5h in-depth workshops where the design team were present.

- 2 Drop-In Sessions.
- 2 Pop-Up Events.
- Housing Association Workshop.
- Public Workshop.
- 3 Community Council Meetings.

13 PARTICIPANTS AT DROP-IN SESSIONS

23 PARTICIPANTS AT POP-UP SESSIONS

1 PUBLIC WORKSHOP (REMUNERATED)

1 HOUSING ASSOCIATION WORKSHOP (REMUNERATED)

In-Person Youth Workshops

These creative workshops with a local primary school and a local youth charity offered participants the chance to provide more specific co-designed input on prospective improvements in their area.

- 1 Primary School Workshop.
- 1 Youth Group Workshop.

1 PRIMARY SCHOOL WORKSHOP

1 YOUTH GROUP WORKSHOP

End Oct 2023

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 Yoker to Whiteinch 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 under-heard 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:

- Whiteinch Community Council
- Scotstoun Community Council
- Jordanhill Community Council
- Jordanhill School.

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 Friends of Victoria Park, Victoria Park Community Trust, Heart of Scotstoun and Glasgow Eco Trust
- Local youth groups such as Kingsway Community Connections, DRC Generations and DRC Youth Project
- 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:

- Victoria Park, 26th August, 11am - 1pm
- Yoker Park Playground, 10th 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.

Drop-in event

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

- The Whiteinch Centre, 22nd August, 11am - 12.30pm
- The Whiteinch Centre, 5th September, 12.30 - 2pm
- Heart of Scotstoun Community Centre, 6th 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
- Whiteinch Housing Association

The workshops with housing associations were delivered as part of the effort to reach community members who are often under-heard 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

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 input 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 Jordanhill School, with a P6 class of thirty-three students. This class engaged in a number of creative activities, led by New Practice, including:

- A role-playing 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 an after-school youth group of ten 10-12 year-olds at DRC Youth Project. Led by New Practice, participants engaged in several creative activities, including:

- A flash card exercise to understand activities that kids could currently do, would like to do but didn't have urban space or agency for, and those they were indifferent to.
- A diorama making exercise where they designed their own public space, using craft materials and drawn urban design features provided by new practice.
- 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: 13
- Total pop-up event participants: 23
- Total Housing Association participants: 8 (20 signups, capacity of 20)
- Total Public Workshop participants: 12 (14 signups, capacity of 15)
- Number of school workshop participants: 34
- Number of youth group workshop participants: 7
- Community Council meetings (x3): 22+

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: 680
- Project 1 - Transforming Anniesland Road: 1,058 (cumulative responses of all options)
- Project 2 - Transforming Victoria Park Drive South, Dumbarton Rd and Victoria Park Drive South Junction: 502
- Project 3 - Scotstoun Neighbourhood Filtered Permeability: 756 (cumulative responses of all options)
- Project 4 - Transforming Jordanhill School access: 201
- Project 5 - Better railway crossings: Hawick Street: 108
- Project 6 - Transforming Dumbarton Road: 123
- Demographics: 174

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 42 of a total 97.

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

Most respondents came from the G14 postcode, followed by G13, G11, and G12.

"What is your age?"

- 35 - 44 - (24.7%)
- 45 - 54 - (19.5%)
- 25 - 34 - (19.0%)
- 55 - 64 - (16.1%)
- 65 and over - (9.2%)
- Prefer not to say - (4.6%)
- 19 - 24 - (3.4%)
- Under 18 - (1.7%)

"What best describes your gender?"

- Female - (47.1%)
- Male - (43.7%)
- Prefer not to say - (5.7%)

"What is your ethnic group?"

- White - White British/Scottish/Welsh/Northern Irish/English (79.9%)
- Prefer not to say (7.5%)
- Other White (5.7%)
- White - Irish (3.4%)
- Black/African/Caribbean/Black British - Caribbean (0.6%)

"What best describes your sexual orientation?"

- Straight / Heterosexual (75.9%)
- Prefer not to say (12.6%)
- Bisexual (3.4%)
- Gay or Lesbian (2.9%)
- Other (1.1%)

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

- No - (74.7%)
- Yes - (13.2%)
- Prefer not to say - (8.0%)

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, providing places to rest, lighting, shelter and more crossing points.
- The proposals should positively impact the local community use of the neighbourhood, with a focus on providing better services for children, catering for wildlife, whilst also providing more opportunities for local events and markets.
- Some participants believe there is an opportunity to divert traffic to South Street, making sure this is also enhanced for local workers adding safe crossing points.
- There are some doubts on how the narrowing of streets and reducing car space would help reduce traffic. Proposals should consider that they may not be welcomed if parking provisions are not considered and therefore ensure a clear plan is in place for the impacts of diverting traffic and what effects this would have on local community and surrounding areas.
- Most people would like to see trees planted in the ground that are native and have a positive effect on biodiversity, introducing pollinator friendly species.
- There are general concerns that the proposals, whilst contributing positively to the localised junction/streets in terms of reducing car speed and traffic, may have a negative impact on the surrounding areas increasing the level of traffic in currently quieter roads.

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:

- More frequent and better safe crossing points on streets, with less cars or slower traffic.
- Lots of places to rest and relax near greenery, for residents and visitors of all ages.
- More greenery of all types, including trees, shrubs and flowers.
- More spaces to play, in a range of ways, from urban play, to connecting with nature, to traditional sport and play equipment.
- Safer ways to get around on bikes, with places to lock them.

In all general, areas around schools, but also specifically around Chamberlain Road, kids want any improvements on the main school road to include:

- More benches and places to sit.
- More greenery, flowers and trees for both people and birds.
- Lower traffic speeds, safer walking space, with pedestrian crossing and traffic lights to help children cross the road.

In all general areas around schools, but also specifically around Chamberlain Road, kids want any improvements on side residential roads to include:

- Traffic lights and pedestrian crossings so it’s safer to walk to school.
- More greenery and flowers.
- Bird houses and bird feeders for wildlife.
- Less parking with more bike lanes.

In all general areas around schools, but also specifically around Chamberlain Road, kids want any improvements at main road junctions to include:

- Benches to rest.
- More bins, but in useful locations, not in the way of pedestrians.
- More greenery and trees.

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. During the pop-up engagement event at Yoker Park Playground on 10th September, a group of people with protest signage arrived shortly after the New Practice team set up at 11am. This group was present to protest 15 Minute Cities, in addition to a series of unrelated political topics relating (but not limited to) vaccines, Covid-19 and school sex education. Due to safety concerns of the New Practice team, this event was cut short. This added additional caution to future engagement events, as other areas being consulted for separate Liveable Neighbourhood projects experienced similar scenarios.

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: Transforming Anniesland Road West

3 Project 1: Transforming Anniesland Road West

3.1. Project introduction

This project involves improvements to the streetscape of Anniesland Road (west of the junction with Kingsway) to improve walking and cycling accessibility, connectivity, and safety while enhancing the street's appearance.

To the south of project boundary, the existing junction of Dumbarton Road, Anniesland Road and Burnham Road has the potential to be re-designed to simplify and improve pedestrian and cycle crossings, aligning to key desire lines and reducing stages.

3.2. Site context and analysis

Anniesland Road runs from Anniesland Cross junction to Dumbarton Road, via a junction with Kingsway. This project is concerned with the section west of the junction with Kingsway.

Anniesland Road is a single carriageway road with very wide lanes that are partly used for informal parking and bus stops, and a footway either side. The houses either side are accessed via parallel service roads, separated from the main carriageway by a grassed median with mature trees. The street has two signalised crossings: one at the Dumbarton Road junction and one at the Knightswood Centre.

At the eastern end, Anniesland Road meets Kingsway with a large T-junction set at an angle. Anniesland Road effectively merges into Kingsway at this point, though westbound traffic is routed to turn onto the western section of Anniesland Road.

At the southern end, Anniesland Road meets Dumbarton Road and Burnham Road at a large signalised junction. The Anniesland Road arm has three lanes, with the left-turn lane forming a slip with separate signals. At this point, Dumbarton Road is a dual carriageway running east-west with multiple turning lanes and a bus priority lane. Burnham Road is a single carriageway that provides connection to the South Street docklands and industrial area.

The NCN 7 cycle route cross over the junction on an old railway bridge. Access is currently gained from Plean Street and Ardsloy Place, east and west of the junction.

Anniesland Road, looking towards Dumbarton Road

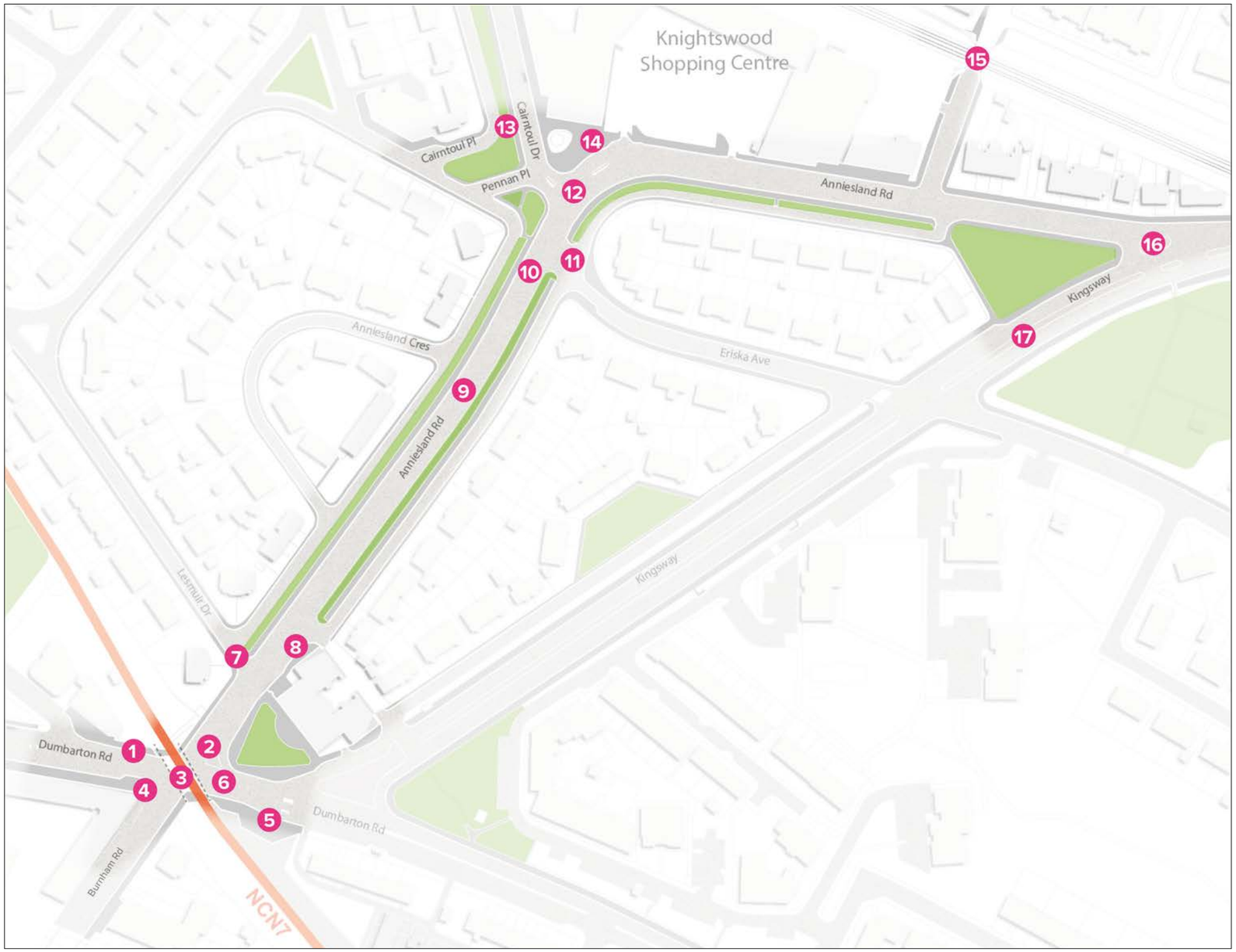
Anniesland Road at Knightswood Shopping Centre

Dumbarton Road, Anniesland Road, Kingsway and Burnham Road junction looking towards Anniesland Road, Kingsway and Dumbarton Road

Key issues

1. Narrow pavement
2. Multi-stage pedestrian crossings with narrow island
3. Poor quality environment under bridge - dark, narrow footway, guardrailings
4. Guardrailing
5. Leftover/insactive space
6. Lack of pedestrian crossing
7. Lack of pedestrian crossings along the street. Poor pedestrian between main street and service roads
8. Poor environment outside the shops with uncontrolled parking and poorly designed junction
9. Vehicle dominated street with wide carriageway, uncontrolled parking and additional service roads.
10. Lack of pedestrian crossing
11. Complicated junction is difficult and unsafe for pedestrians to cross
12. No pedestrian crossings provided at junction.
13. Side road junctions poorly designed for pedestrians. No tactile paving or level surface provided.
14. Car park junctions are difficult to cross.
15. Narrow pedestrian routes across bridge
16. Wide junction with lack of pedestrian crossing
17. Lack of pedestrian crossing

Anniesland Road



3.3. Public consultation summary

Two basic options were developed for the public consultation:

- Option 1 - reducing carriageway space and reallocating to pedestrians, cyclists and public realm, with additional improvements to accessibility and safety at junctions.

- Option 2 - a more ambitious with one offering a more radical transformation of the street, where vehicle traffic is moved onto the parallel residential access roads. The main carriageway and adjacent planted areas become part of a major new public space running up the street.

Consultation comments

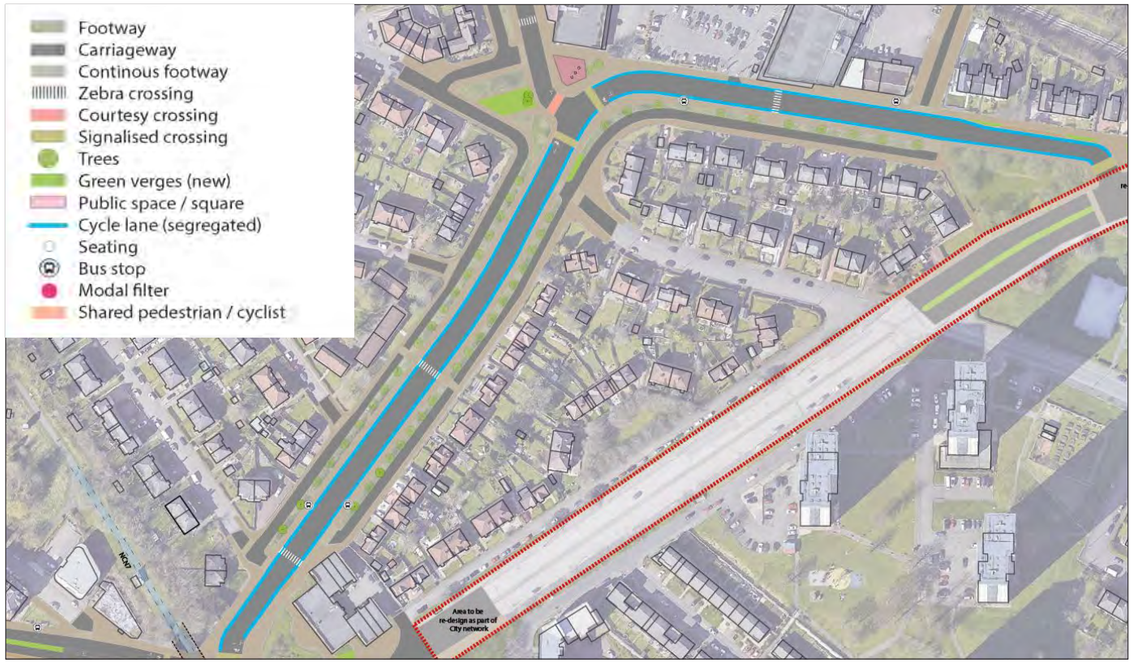
Anniesland Road

- Most respondents to the digital survey preferred Option 2, which proposes the design of a public space in the stretch of Anniesland Road running from Dumbarton Road to Knightswood Shopping Centre.

- Overall, the redesign of Anniesland Road needs to be inclusive and accessible to all, to ensure that everyone can access the shopping centre and/or the proposed new park. With few public transport options available, some people, such as the elderly or disabled people, will have to access these spaces via car. Accessibility should be addressed in the proposal to ensure these spaces are catering for all.

- There should be a clear distinction between pedestrian, cycling, and vehicular infrastructure to ensure everyone's safety in navigating the new layout.

- The new pedestrian crossings should be located at the more convenient location to allow people to safely access the shopping centre.



Option 1

Option 2

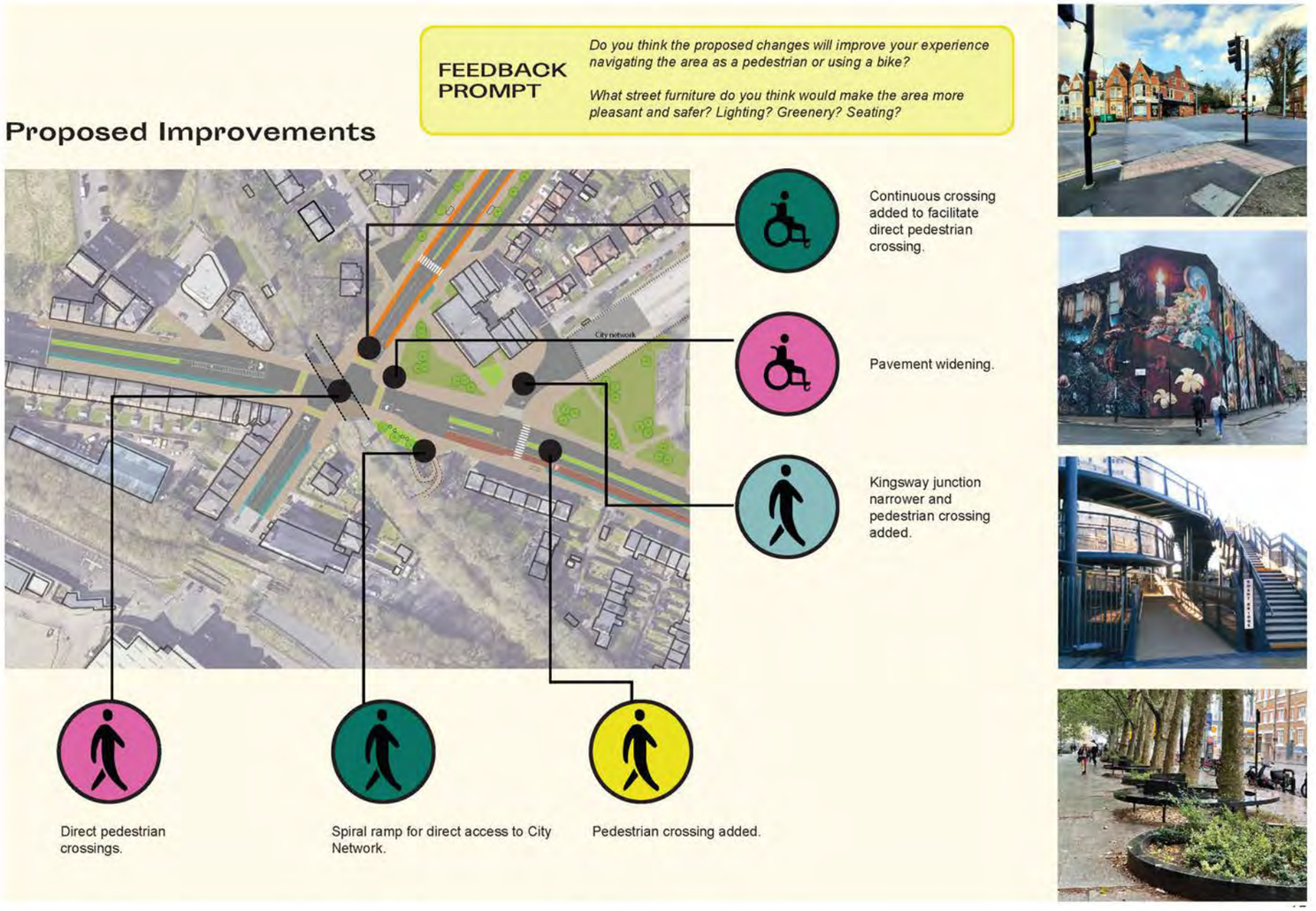
Dumbarton Road, Anniesland Road, Kingsway and Burnham Road Junction

- Most participants believe the proposed changes would improve the experience of navigating this junction and that a direct connection to NCN7 would make people use the existing cycle path more often.

- Wayfinding and signage should be included in the proposal to facilitate people's navigation of the junction as well as introducing greenery and lighting to improve their overall experience.

- The proposed changes would facilitate local residents crossing to the nearby services/amenities. The local community could be involved in the design of public art to make the space feel more pleasant.

Public consultation materials



3.4. Concept development and option review

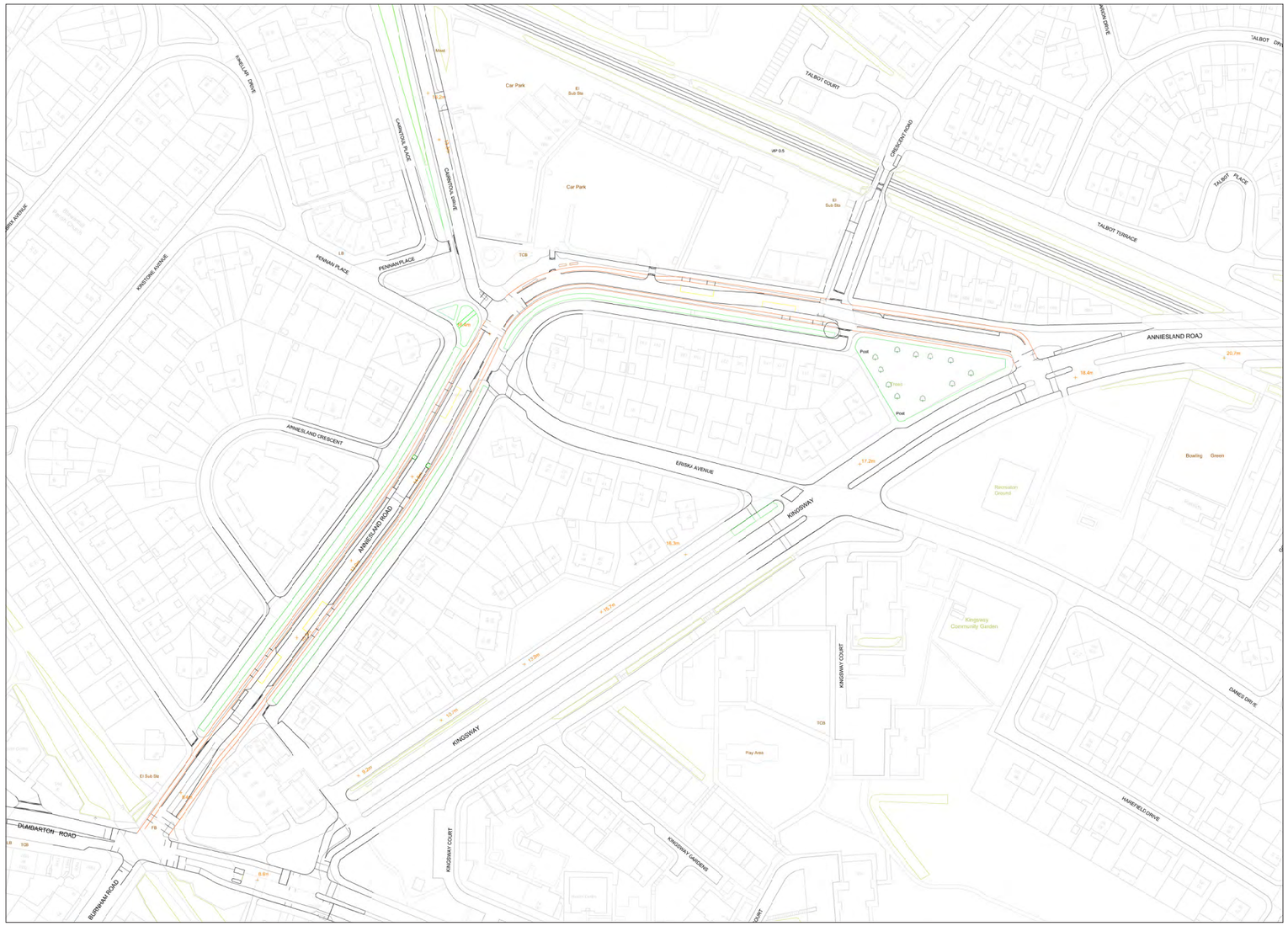
Although Option 2 was the preferred option from the public consultation, further design work has identified that there is insufficient space in the access roads to allow for bus movement alongside car parking (the only parking that many properties have). There is limited potential to widen these roads without requiring removal of all the mature trees and there would be a significant increase in traffic immediately alongside homes. Option 1 has been taken forward for development.

First draft

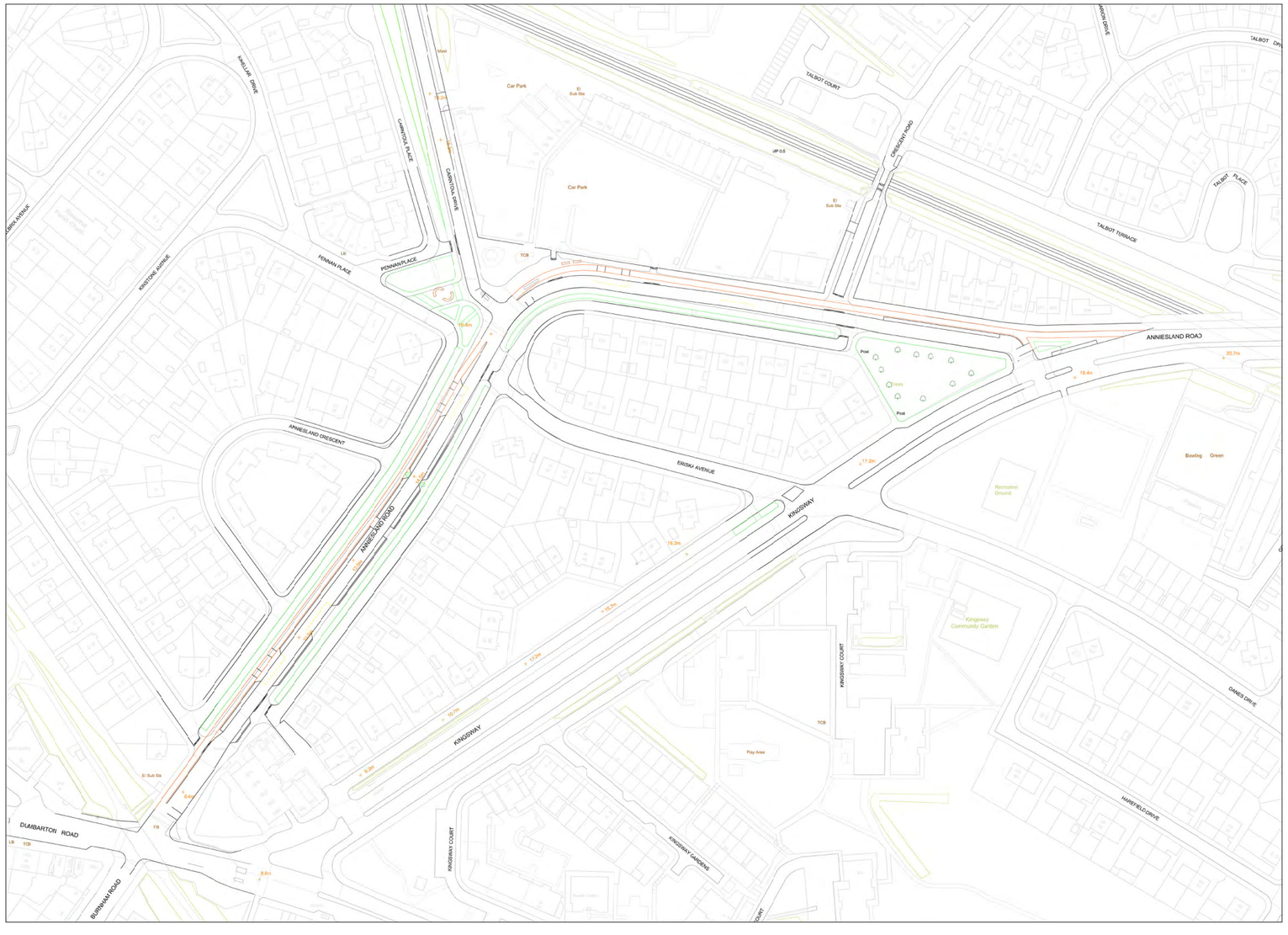
A first draft was developed showing:

- Central carriageway on Anniesland Road is narrowed and parking bays formalised (the residential access roads remain the same).
- Footways widened.
- Uni-directional cycletracks added either side of the carriageway.
- Bus stop locations revised and bus stop bypasses created.
- Pedestrian crossings added along the route.
- Pennan Place / Cairntoul Drive junction closed-up and a new junction created between Cairntoul Place and Cairntoul Drive.
- Signalisation of the Cairntoul Drive junction, allowing for signalised crossings on each arm.
- Signalisation and realignment of the northern junction at Kingsway.
- Carriageway narrowed on Crescent Road with footway widening.
- Eriska Avenue junction redesigned closer to perpendicular.
- Continuous footways added to minor side-road junctions.
- Signalised crossing on Kingsway south of the Eriska Avenue junction.
- Redesign of the Dumbarton Road / Kingsway junction.
- Narrowing of the Burnham Road junction.

First draft



Second draft



Second draft

Following a workshop with the GCC Liveable Neighbourhoods team and Sustrans, the plans were amended to show:

- A bi-directional cycle track along the western/ northern side of the street.
- Public realm enhancements to the area west of the Cairntoul Drive junction.

Minor amendments

Further amendments were made to develop the final concept scheme, including:

- Further realignment of the Eriska Avenue junction.
- Removal of the continuous footways on side road junctions.
- Public realm enhancements to the area north/ east of the Cairntoul Drive junction.
- Extension of the scheme to include public realm enhancements to the grassed area north of Dumbarton Road.

3.5. Concept scheme

The proposals will create a more people-focused street, reducing space given to vehicles and creating more space for pedestrians and cyclists.

The carriageway along Anniesland Road will be narrowed to unlock space for improved walking and cycling infrastructure provision.

A bi-directional cycle lane will be provided along the western/northern side of the street. New signalised crossings will be installed at junctions and along the route, connecting communities.

All main and side-road junctions will be amended to improve accessibility and safety. This includes realignment of kerbs (narrowing of carriageway and reduction of junction radii) to to reduce traffic speed and pedestrian crossing distances. Appropriate dropped kerbs and tactile paving will be added.

The junctions with Cairntoul Drive and Kingsway will be signalised to improve pedestrian crossing safety. The redesign of these junctions can address local concerns about rat-running vehicles between Kingsway and Cairntoul Drive.

The existing Pennan Place junction with Cairntoul Drive has the potential to be closed up to facilitate improvements to Anniesland / Cairntoul Drive junction. A new access will be created at Cairntoul Place. This result in the creation of a new public space, merging the existing two green spaces. This will accommodate social activities as well as opportunities for improving biodiversity in the area.

The proposals make minimal amendments to Dumbarton Road and Kingsway, allowing for the proposed Dumbarton Road bus priority scheme and the proposed City Network routes on Dumbarton Road and Kingsway that will come forward in the future.

At the Dumbarton Road junction, corner radii will be tightened to shorten pedestrian crossings distances and widen footways. The left-turn lane will also be removed. A signalised crossing will be added on the Dumbarton Road eastern arm. A cycle-only stage will be added to the signals to allow cyclists to enter and exit Anniesland Road without conflict with vehicles.

The bus stops along Anniesland Road will be relocated to accommodate the signalised pedestrian cossings and improvement in footway provision. The relocation would not affect bus journey times and frequency.

Improved lighting and community-led mural designs are proposed to enhance the pedestrian experience beneath the bridge.

Impact on Traffic Signals: The traffic signals at the Anniesland Road junction with Dumbarton Road will need to be amended to accommodate the proposed bi-directional cycle lane and enhanced pedestrian crossing facilities. In addition, new signalised crossings are proposed. These will collectively need to be considered in more detail in the next design phase.

Precedent: Street planting

Precedent: tactile paving at a pedestrian crossing

Precedent: Junction tightening

Proposals

1. Junction arms tightened and pedestrian crossings improved
2. Cycle signals - cycle movements accommodated through cycle-only stage of signals
3. Carriageway width reduced and parking bays formalised
4. Bi-directional cycle track (2.5m min. width + 1m buffer alongside parking bays)
5. Junction re-aligned to improve pedestrian accessibility
6. Anniesland Road / Cairntoul Drive junction tightened and signalised
7. Existing Pennan Place entrance closed. Traffic diverted to new entrance via Cairntoul Place
8. Enhanced public space (subject to landowner agreement)
9. Relocated bus stop with basic upgrade of passenger facilities
10. Bi-directional cycle track (3m min. width + 0.5m buffer alongside parking bays)
11. Footway widened on railway bridge
12. Connection to future City Network cycle route
13. Anniesland Road / Kingsway junction tightened and signalised
14. Basic pedestrian accessibility improvements - tactile paving, dropped kerbs, junction radius tightening.
15. Bus stop bypass added at each stop on bus route. Basic upgrade to facilities - addition of passenger shelter.
16. Signalised pedestrian crossing added.

Cairntoul Drive
Knightswood Shopping Centre
Talbot Terrace
Crescent Road
Annesland Road
Eriska Avenue
Kingsway
Danes Drive
Lesmuir Drive
Dumbarton Road

Carriageway
Cycleway- Buff
Footway- Asphalt
Green Space
Benches
Tactiles- Uncontrolled
Tactiles- Controlled
Trees
Bus Shelter

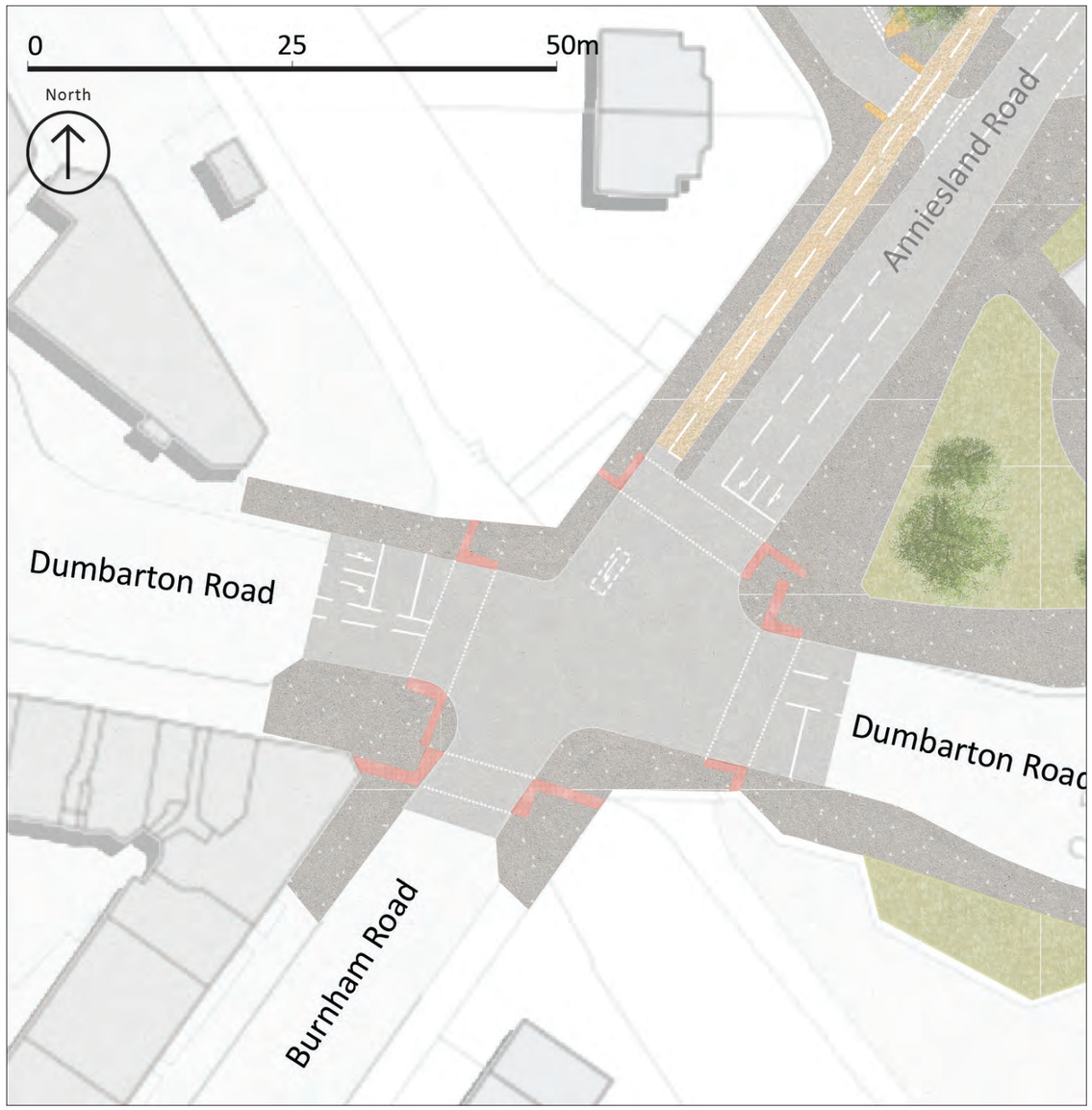
North

0 50 100m

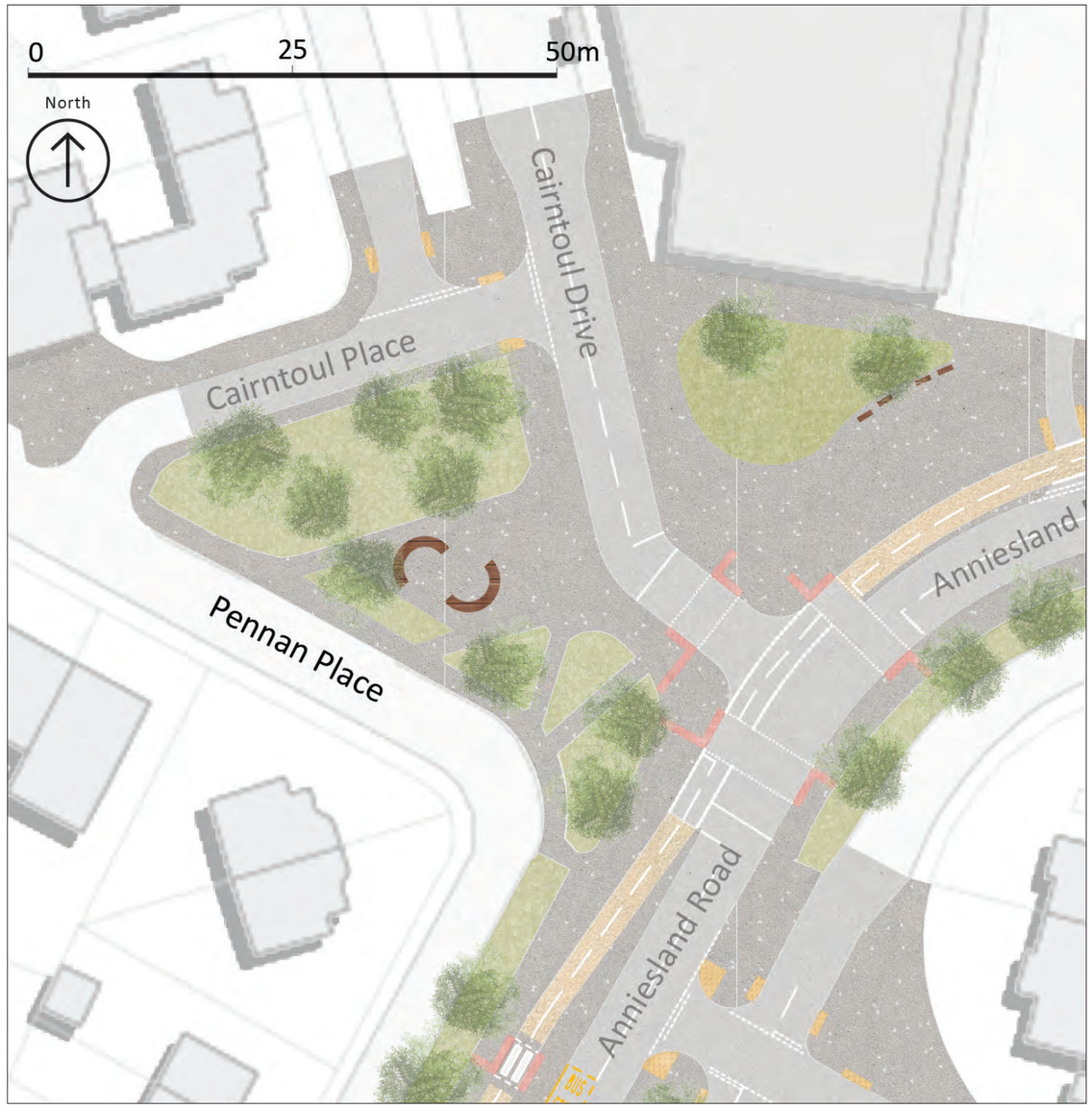
Carriageway
Cycleway- Buff
Footway- Asphalt
Green Space
Benches
Tactiles- Uncontrolled
Tactiles- Controlled
Trees

Zoom-in plans

Signalised pedestrian crossings and tactile paving

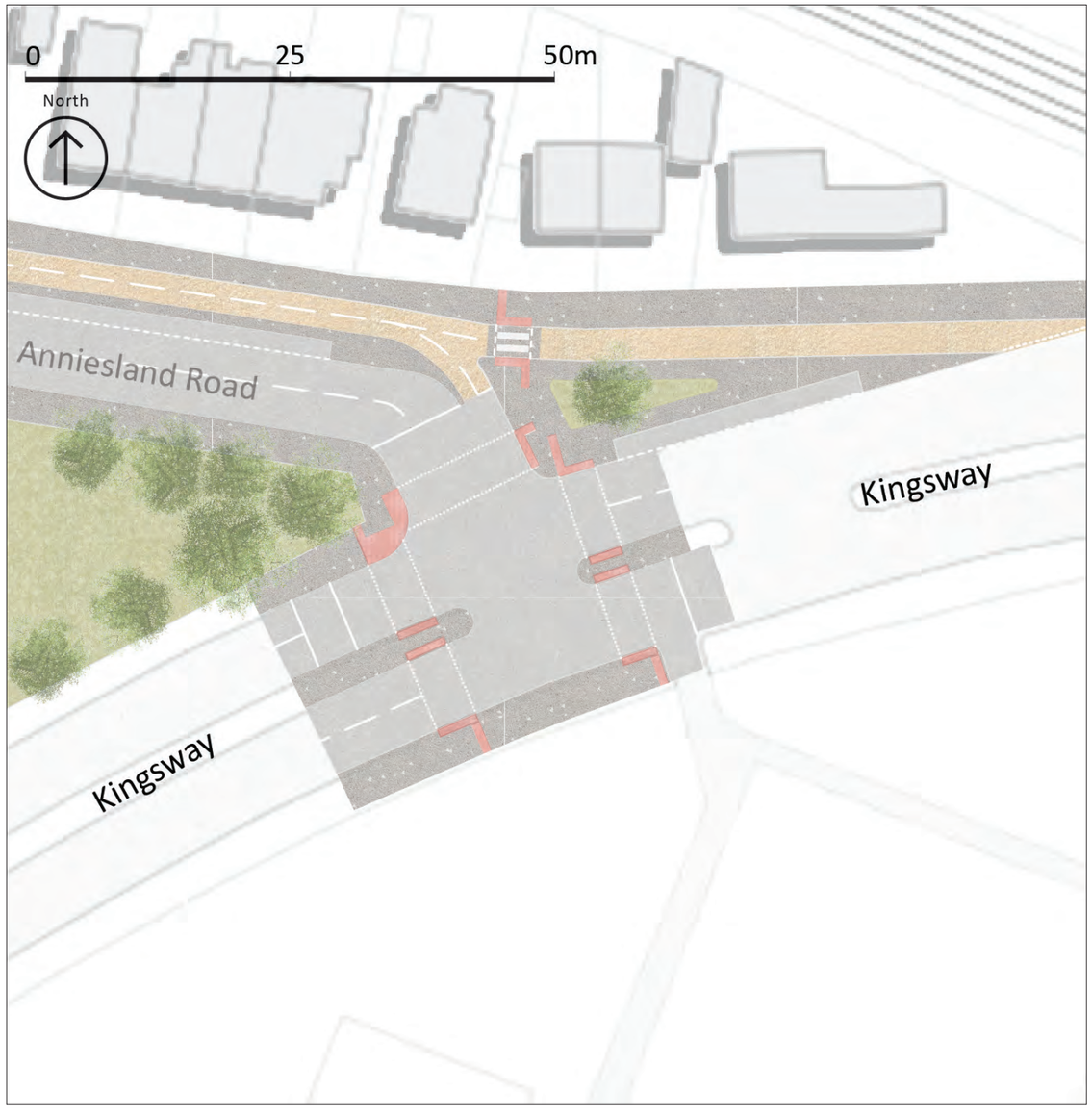


Signalised pedestrian crossings and proposed public green space

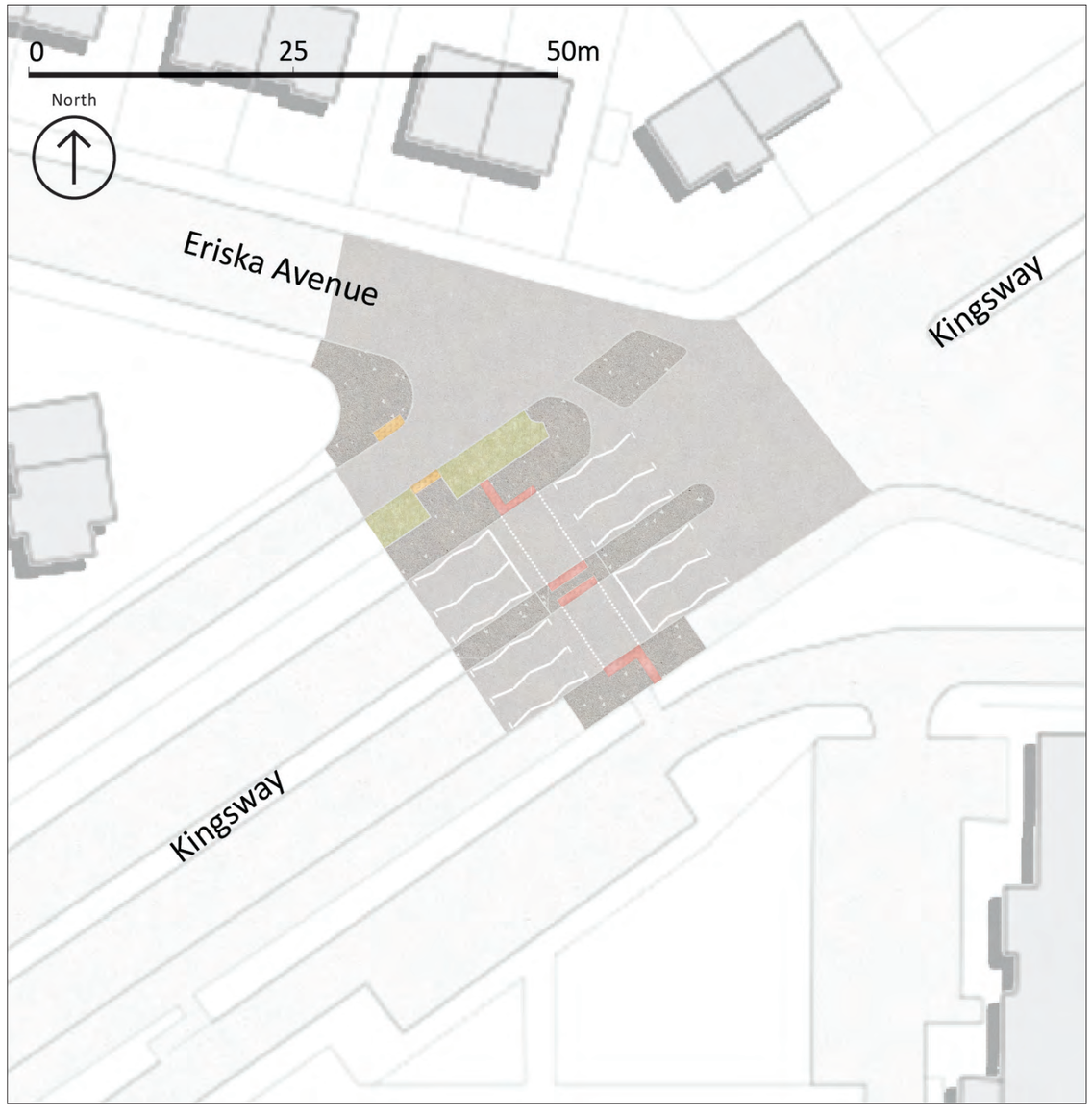


Carriageway
Cycleway- Buff
Footway- Asphalt
Green Space
Benches
Tactiles- Uncontrolled
Tactiles- Controlled
Trees

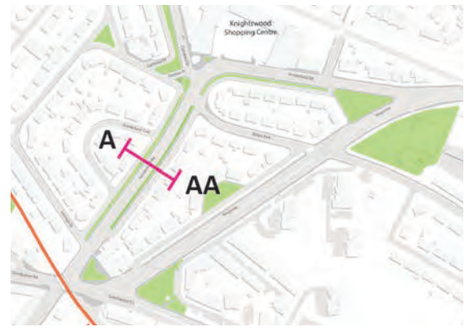
Signalised pedestrian crossings and proposed public green space



Signalised pedestrian crossings



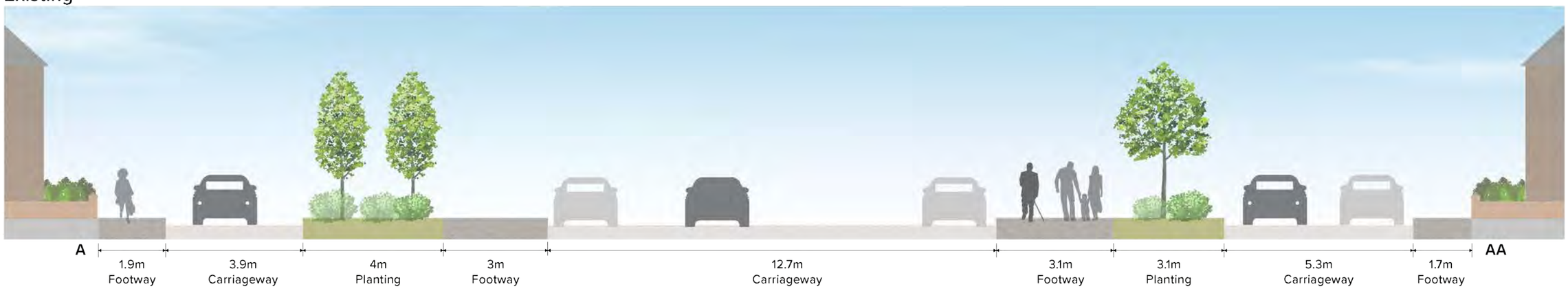
Location



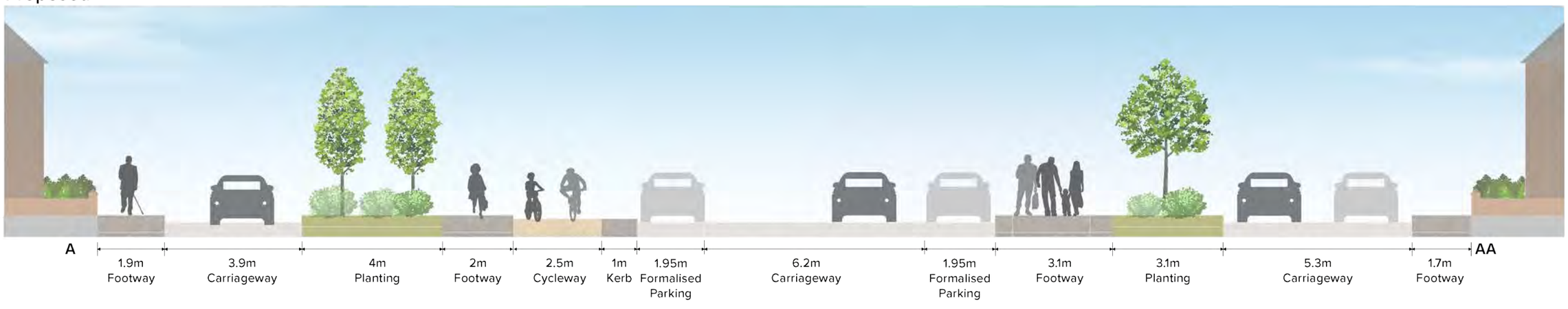
Sections

Anniesland Road - Section A

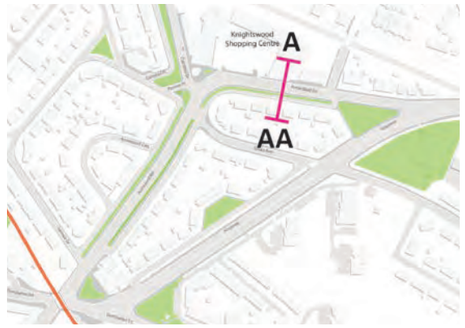
Existing



Proposed



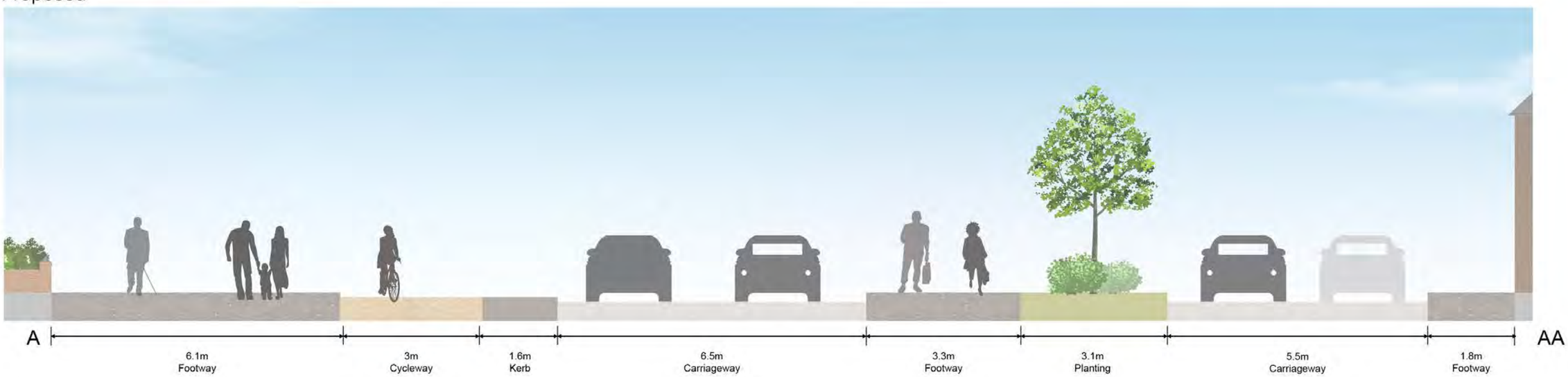
Location



Anniesland Road - Section B

Existing

Proposed



Location

Visualisation

Illustration of a signalised crossing on Anniesland Road

Location

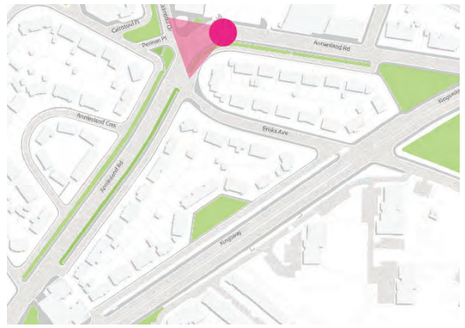


Illustration of a signalised junction at Annisland Road / Cairntoul Drive junction

View of existing situation at Anniesland Road West

View of proposed Anniesland Road West

3.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £3,946,006 has been estimated to deliver the Transforming Anniesland Road West 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.

Cost plan	Cost Estimate (£)
Building Works Estimate	
Building Works	2,240,885
Main Contractor's Preliminaries & Traffic Management	448,177
Main Contractor's Overheads and Fees	134,454
Project / Design Team Fees	
Other Development / Project Costs	282,352
Risk Allowance	
Design Development Risks	310,587
Construction Risks	341,646
Inflation	
Tender Inflation	187,905
Cost Limit (excl. VAT)	**3,946,006**

3.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Anniesland Road - space reallocation	Narrowing of carriageway space, widening of footway and addition of bi-directional cycle route.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
2	Crescent Road	Narrowing of carriageway and widening of footway.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
3	Kingsway pedestrian crossing	Signalised pedestrian crossing added to Kingsway.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
4	Pennan Place closure / junction creation on Cairntoul Place	Existing junction of Cairntoul Drive & Pennan Place closed. New junction created to connect via Cairntoul Place.	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 opportunities and resources to deliver

**RCC stands for Road Construction Consent

4 Project 2: Transforming Victoria Park Drive South

4 Project 2: Transforming Victoria Park Drive South

4.1. Project introduction

The project aims to transform the road corridor from one dominated by vehicles into a people-friendly street that reduces severance between Whiteinch and Victoria Park.

At the western end, the junction with Dumbarton Road will be redesigned to allow full pedestrian and cycle movements with new routes and crossings aligned to key desire lines. A new public space will be created outside the adjacent retail and commercial units.

3.8. Site context and analysis

Victoria Park Drive South is a dual carriageway with two lanes in each direction connecting from Dumbarton Road to the Clyde Tunnel interchange. Carriageways are separated by a median and barrier.

Adjacent houses on the southern side are accessed via a parallel service road with footways and parking either side. This is separated from the main carriageway by a wide grassed median with mature trees.

There is poor pedestrian and cyclist infrastructure with no footway either side for most of its length. There is a lack of crossing facilities with pedestrians at the eastern end required to use an underpass, leading to safety and accessibility concerns. There is are signalised pedestrian crossings at the Westland Drive junction but these have narrow islands and long crossing distances.

Victoria Park Drive South meets Westlands Drive at a signalised junction, widening out to three turning lanes. Westland Drive has a left-turn slip, splitting the pedestrian crossing into two-stages.

Victoria Park is accessed via two understated entrances, one at Westland Drive and one at the Whiteinch underpass. The carriageway creates significant severance between the Whiteinch community and Victoria Park. Creation of the road and interchange led to loss of space within the park.

The road has a 40mph speed limit for most of its length. The existing guard-railings and lack of footway along the road encourage faster driving speeds create an unsafe environment for pedestrian walking on the northern footway (west of Westlands Drive).

The environment around the Dumbarton Road junction is also very vehicle dominated. The limited footway provision, absence of pedestrian crossings, and underutilised public realm adjacent to the retail units have dehumanised the street environment.

There are two bus stop lay-bys in current use at Westland Drive and two unused lay-bys adjacent to the Whiteinch underpass.

Victoria Park Drive South and Westland Drive junction

Underpass connecting Whiteinch Library and Victoria Park, crossing Victoria Park Drive South

Underpass crossing Victoria Park Drive South along the Jordanhill Nature Trail

Victoria Park Drive South looking towards Westland Drive

Dumbarton Road and Victoria Park Drive South junction looking towards Methil Street

Key issues

1. Poor quality pedestrian underpass with lack of surveillance
2. Multi-stage crossing away from pedestrian desire line
3. Vehicle dominated space at local centre
4. Lack of pedestrian crossings at junction
5. Lack of pavement
6. Multi-stage pedestrian with narrow island makes junction difficult to cross
7. Lack of footway south side of the park
8. Lack of surface crossings between Whiteinch and the park and high traffic speed along Victoria Park Drive South
9. Poor quality entrance to the park
10. Poor quality pedestrian underpass with steep ramps and lack of surveillance

Victoria Park Drive South

4.2. Public consultation summary

A single option was developed for the public consultation stage. Key design features include:

- Downgrade to single bi-directional carriageway, with significant environmental enhancement to create an avenue.
- New signalised junction with Dumbarton Road to replace the existing roundabout.
- Infill of underpasses, replacement with at-grade crossings.
- Extension of southern footway to Dumbarton Road.
- Planting improvements on verges and removal of railings.
- Improvement to appearance of park entrances.
- Improvement to bus facilities.
- Cycle route connecting into the park, Nature Walk and into the City Network.
- Improvements to pedestrian amenity at the Westland Drive junction and at side roads.

Consultation comments

Victoria Park Drive South

- Most participants are in favour of traffic calming measures to reduce drivers speed, however they do worry that these changes would push negative impacts elsewhere as a result. An investigation into nearby Dumbarton Road-adjacent areas should be carried out.

- Most people agree that street-level crossings would make access to the park easier however, there are also many respondents in favour of improving the existing underpass and leaving it open as an option for those who wish to use it. It was also suggested that this would allow the change at road-level to occur quicker with reduced cost to the works.

- Majority of people agreed that this proposal is key to reconnecting Whiteinch to Victoria Park, improving local access to green space, making the space feel safer and more enjoyable and reducing noise and air pollution.

Junction of Victoria Park Drive South and Dumbarton Road

- Most respondents to the online survey agree that improvements would enhance the experience of navigating the junction as a pedestrian or on a bike. Whilst people agree that a signalised street-level crossing would improve pedestrian journeys, some people would also like to leave the underpass in place as a second option to cross the junction.

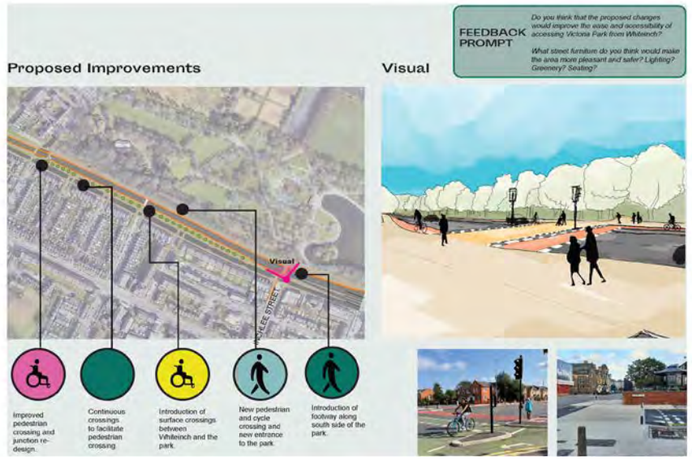
- The introduction of greenery and lighting would improve pedestrian experience in making their journey more pleasant.

- This proposal should go hand in hand with proposal 3 to ensure a successful redesign of the street and junction layout.

- There are some concerns over parking provision and this should be addressed in the proposal, especially considering the local businesses facing the junction and their current car parking provisions.

- Generally positive feedback on the introduction of wider pavements and more crossings as long as the traffic calming measures are in place.

Public consultation materials



4.3. Concept development and option review

The consultation plan and its key features were developed into draft designs.

Cycle track alignment

Two options for cycle track alignment were developed:

Option 1
Option 1 has uni-directional cycle tracks either side of the street. At the eastern end, the track is bi-directional (as it comes round from Crow Road) before crossing Victoria Park Drive South at a signalised crossing and continuing westbound along the southern side of the street up to the Dumbarton Road junction.

Option 2
Option 2 has a single bi-directional cycle track along the southern side of the street. At the eastern end, the track is on the north side (as it comes round from Crow Road) before crossing Victoria Park Drive South at a signalised crossing and continuing along the southern side of the street up to the Dumbarton Road junction.

Option 2 was chosen following review with the GCC Liveable Neighbourhoods team and Sustrans. The alignment of the cycle track was revised to sit on the northern side of the street, simplifying movements at the Dumbarton Road junction and allowing for an uninterrupted journey at the eastern end of Victoria Park.

Option 1 - uni-directional track

Option 2 - bi-directional track (southside)

Option 1 - immediate merger of westbound lanes

Option 2 - two westbound lanes up to Westland Drive

Sliproad merger options

Moving from a dual carriageway street with two-lanes in each direction, to a single carriageway street with one-lane each way, requires the merger of the two westbound sliproad lanes from the Clyde Tunnel Interchange. Two initial options for this were developed:

Option 1 - immediate merger

Option 1 keeps the sliproads separate up to the new pedestrian / cycle crossing, merging immediately to the west.

Option 2 - retention up to Westland Drive

Option 2 retains two lanes up to Westland Drive, with the inside lane becoming a right-hand turn lane. The two lanes merge to the west of the junction.

Following review, a third option was developed and used for the final concept scheme. This option uses Option 1 as the basis but merges the two lanes further west, away from the signalised crossing.

Option 2 could be used in the event that future traffic modelling shows that the preferred single-carriageway proposals are undeliverable.

4.4. Concept scheme

The concept scheme will transform the road corridor into a people-friendly street that reduces severance between Whiteinch and Victoria Park.

The proposals narrow Victoria Park Drive South to single carriageway operation. The eastern underpass at Whiteinch will be infilled and replaced by an at-grade pedestrian crossing. New, wide footways are proposed on both sides of the street and the junction with Dumbarton Road is transformed from a roundabout with limited pedestrian crossing capacity to a signalised junction with full pedestrian facilities. A bi-directional cycle lane is provided on the northern side of Victoria Park Drive South which connects to the existing facility at the eastern end, where an enhanced entrance to the park is provided with additional space created within the park itself.

The proposals will retain all existing bus stops and would not affect the bus journey time and frequency.

Collectively, Victoria Park Drive South will be transformed from an urban motorway to something much closer to an urban street, bringing the people of Whiteinch closer to the park.

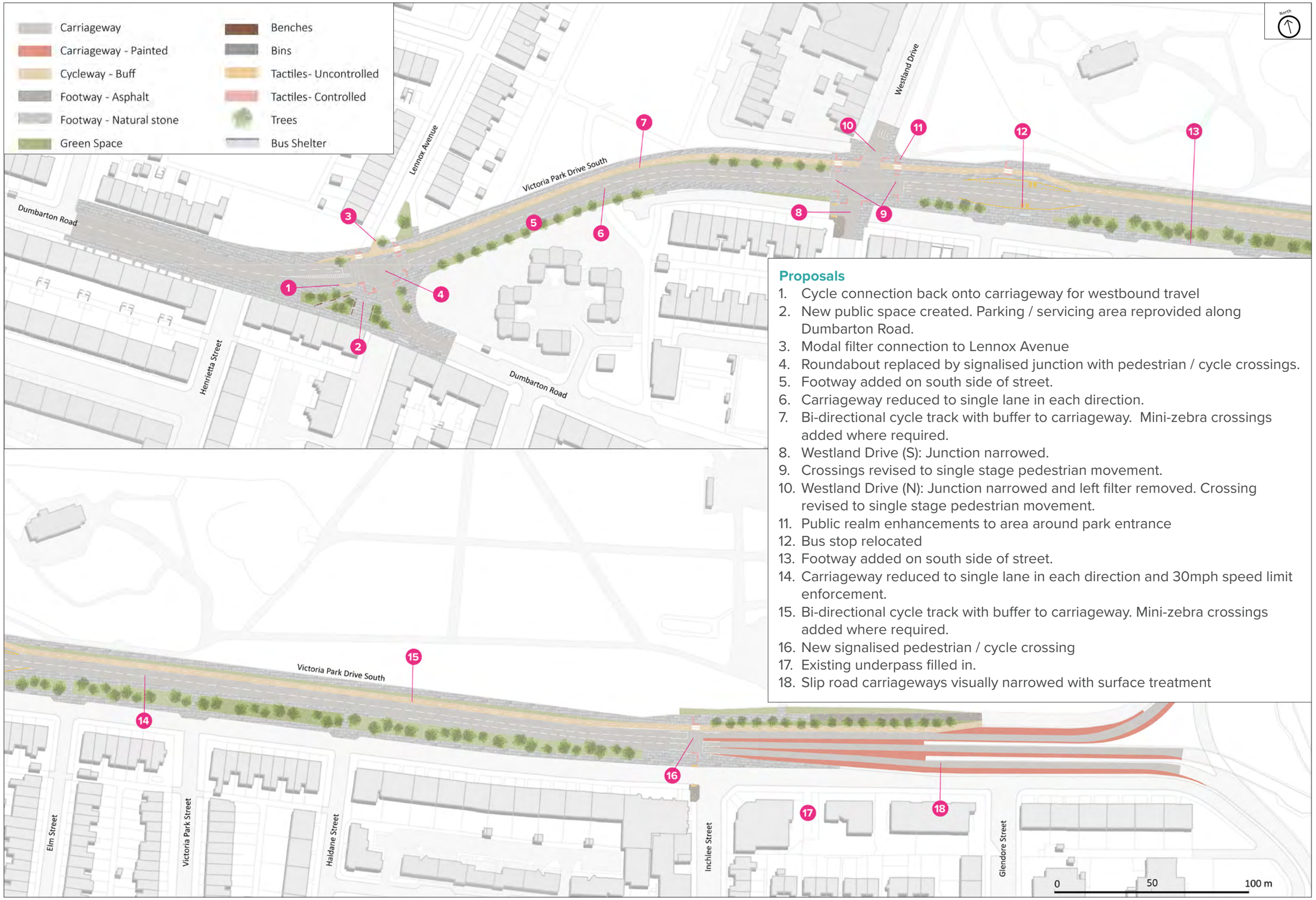
Impact on Traffic Signals: This proposal recommends replacing the roundabout at the Dumbarton Road junction with a signalised junction and the removal of the existing signalised crossing west of the existing roundabout. Also proposed are additional pedestrian crossings further west which replace or supplement the existing underpasses crossing Victoria Park Drive South. In conjunction with the proposed changes to the junction with Westland Drive mean that careful consideration of traffic modelling and signal phasing will need to form part of the next design phase.

Precedent: tactile paving at a pedestrian crossing

Precedent: Segregated cycle lanes at a junction

Precedent: benches and planting

Precedent: Street planting

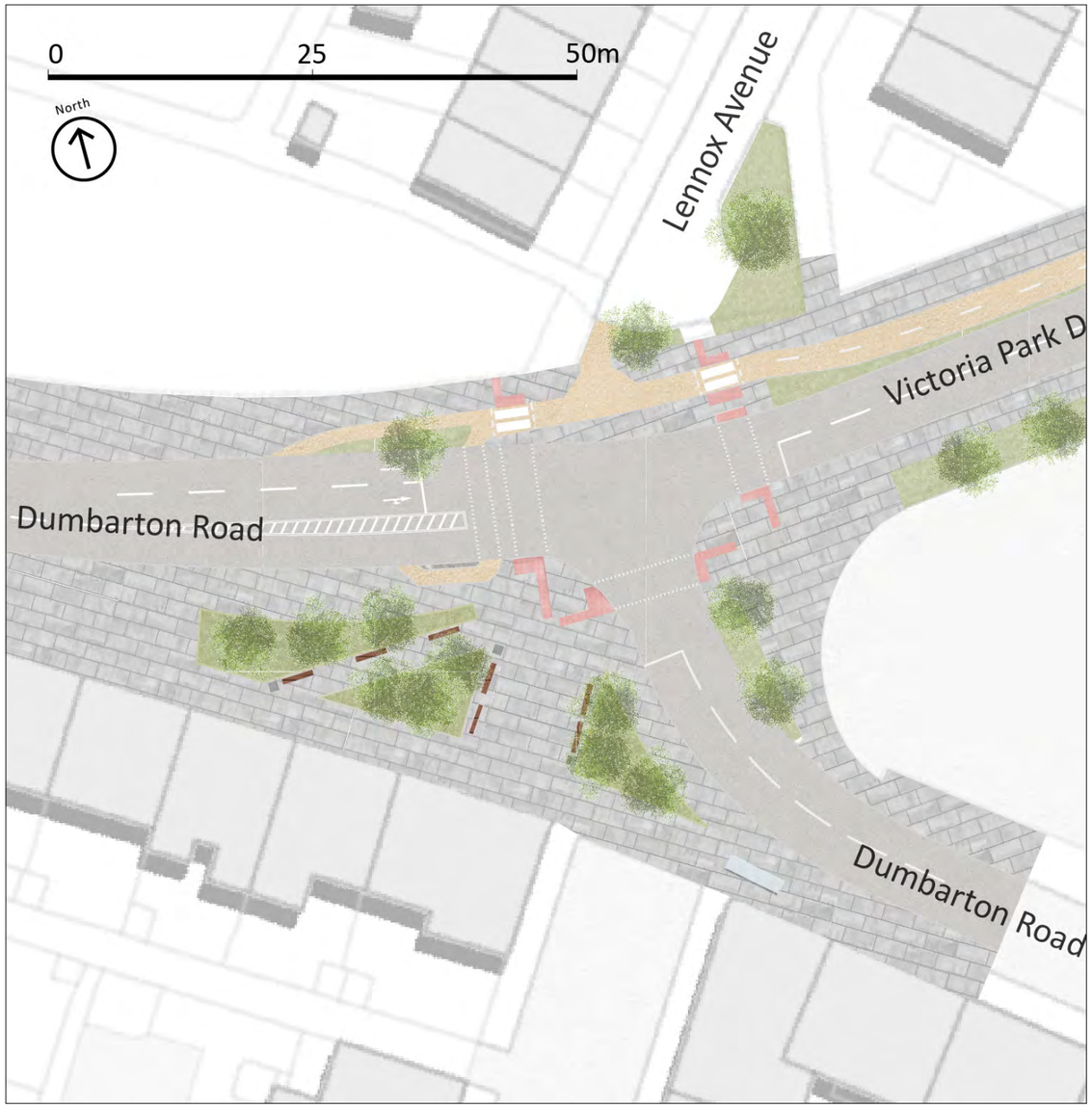


Proposals

1. Cycle connection back onto carriageway for westbound travel
2. New public space created. Parking / servicing area reprovided along Dumbarton Road.
3. Modal filter connection to Lennox Avenue
4. Roundabout replaced by signalised junction with pedestrian / cycle crossings.
5. Footway added on south side of street.
6. Carriageway reduced to single lane in each direction.
7. Bi-directional cycle track with buffer to carriageway. Mini-zebra crossings added where required.
8. Westland Drive (S): Junction narrowed.
9. Crossings revised to single stage pedestrian movement.
10. Westland Drive (N): Junction narrowed and left filter removed. Crossing revised to single stage pedestrian movement.
11. Public realm enhancements to area around park entrance
12. Bus stop relocated
13. Footway added on south side of street.
14. Carriageway reduced to single lane in each direction and 30mph speed limit enforcement.
15. Bi-directional cycle track with buffer to carriageway. Mini-zebra crossings added where required.
16. New signalised pedestrian / cycle crossing
17. Existing underpass filled in.
18. Slip road carriageways visually narrowed with surface treatment

Zoom-in plans

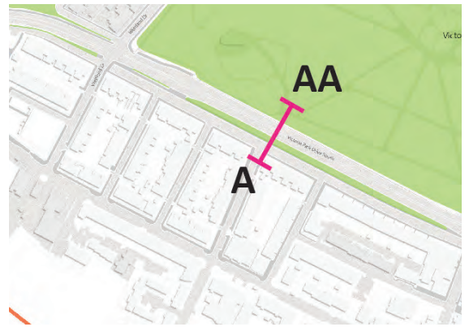
Signalised junction and proposed public green and space near the retail units



Signalised junction and two-way cycle track crossing

Signalised crossing to / from Victoria Park

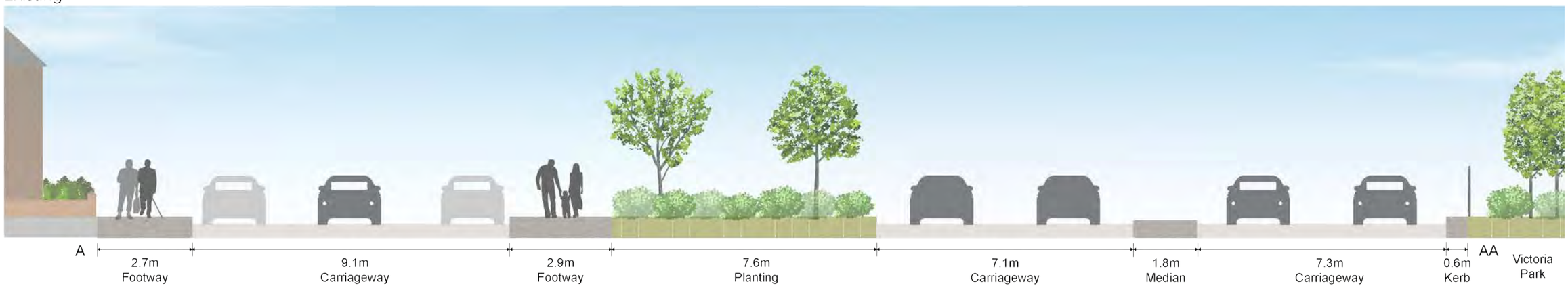
Location



Sections

Victoria Park Drive South - Section A

Existing



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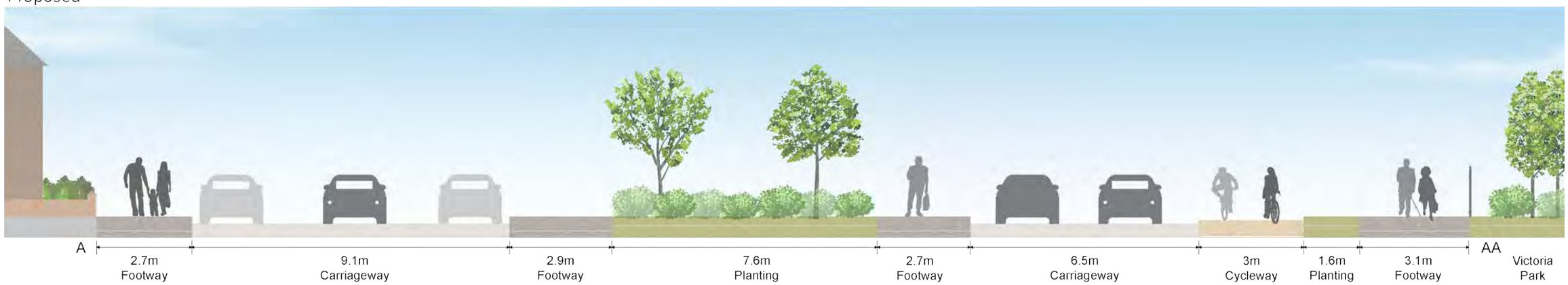

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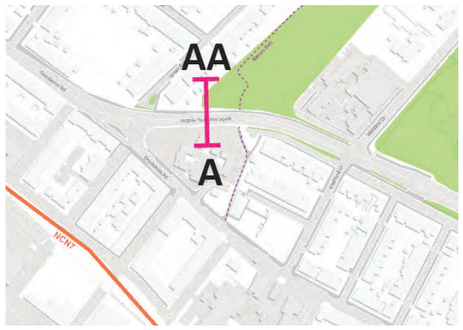
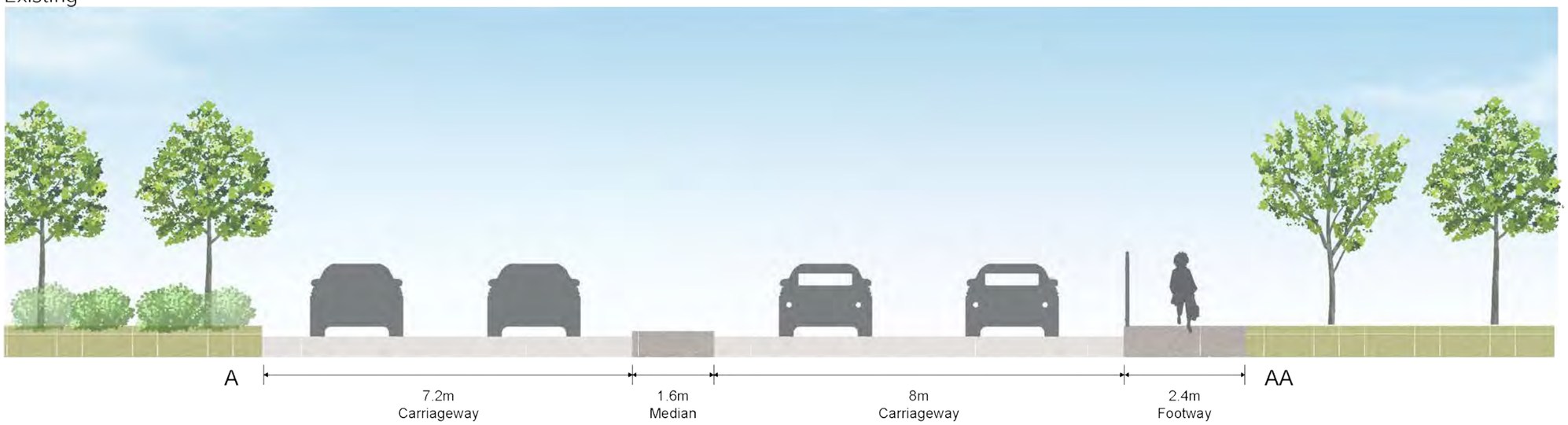
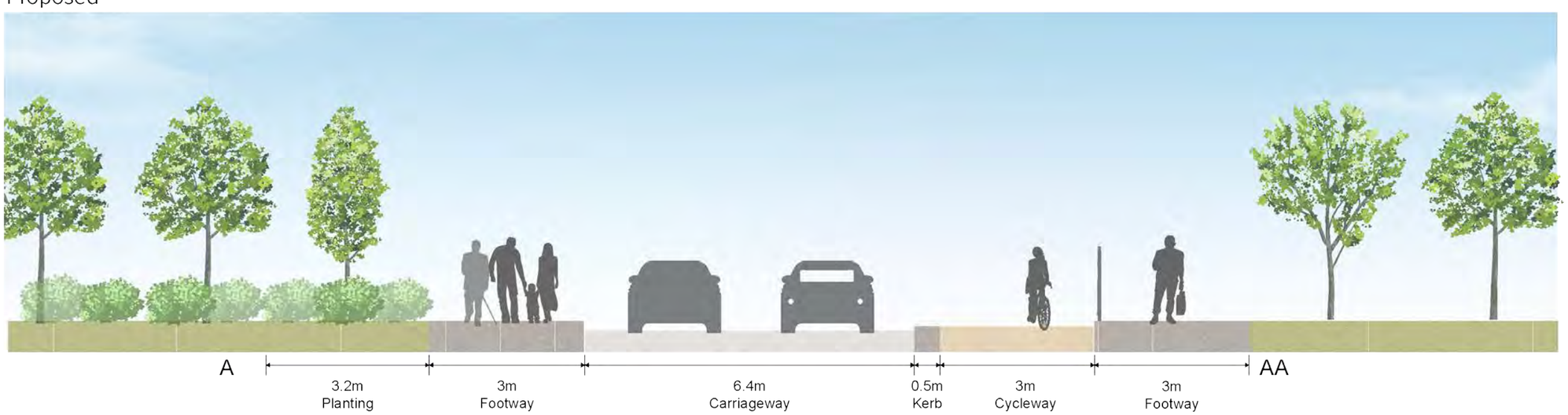


Victoria Park Drive South - Section B

Existing



Proposed



Location

Visualisation

Illustration of a signalised crossing on Victoria Park Drive South

View of the current situation at Victoria Park Drive South (West)

View of proposed Victoria Park Drive South (West)

4.5. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £6,939,977 has been estimated to deliver the Transforming Victoria Park Drive South 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.

Cost plan	Cost Estimate (£)
Building Works Estimate	
Building Works	3,941,123
Main Contractor's Preliminaries & Traffic Management	788,225
Main Contractor's Overheads and Fees	236,468
Project / Design Team Fees	
Other Development / Project Costs	496,582
Risk Allowance	
Design Development Risks	546,240
Construction Risks	600,864
Inflation	
Tender Inflation	330,475
Cost Limit (excl. VAT)	6,939,977

4.6. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Victoria Park Drive South - space reallocation	Narrowing of carriageway space, creation of new footways, and addition of bi-directional cycle route, creation of new at-grade crossing.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
2	Victoria Park Drive South / Dumbarton Road junction	Redesign of junction - conversion from roundabout to signalised junction. Creation of new public space. Works in the vicinity of Lennox Avenue could be delivered as part of Project 3: Scotstoun Neighbourhood Filtered Permeability.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
3	Whiteinch underpass	Infill of existing underpass.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
4	Victoria Park - eastern entrance	Extension of park southwards into reclaimed space from carriageway and underpass.	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 opportunities and resources to deliver

**RCC stands for Road Construction Consent

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5 Project 3: Scotstoun Neighbourhood Filtered Permeability

5 Project 3: Scotstoun Neighbourhood Filtered Permeability

5.1. Project introduction

The project will address the through-traffic 'rat-running' as raised during the engagement process identifying that traffic is using Scotstoun residential streets to bypass traffic signals.

Simple filtered permeability measures are proposed to be used to remove all through-traffic between Dumbarton Road, Queen Victoria Drive and Danes Drive, including continuous footways and diagonal modal filters. Pedestrian and cycle through-traffic will be accommodated on all streets.

4.7. Site context and analysis

Scotstoun neighbourhood forms the majority of a conservation area bounded by three major roads: Dumbarton Road to the south, Queen Victoria Park Drive to the west, and Danes Drive to the north. It is located to the south of Scotstoun Leisure Centre and Scotstoun Stadium (home of Glasgow Warriors).

The neighbourhood is characterised by the attractive two-storey Victorian terraced housing, alongside the Scotstoun Parish Church and Scotstoun Primary School that are located at the heart of the neighbourhood.

Street are currently dominated by vehicle parking, some of which is partly on the footway. There is currently a parking enforcement system in place on stadium event days to prevent parking sprawling into the neighbourhood. There is also a regulated traffic zone around the primary school during school run hours. There are narrow rear alleyways running parallel to the streets.

At crossroads within the neighbourhood there are raised speed tables inset from the kerb for traffic calming. Junctions on the boundary roads are excessively wide and have unnecessarily wide radii, encouraging fast turning speeds. Parking at junctions has been controlled with line markings on the boundary road. Overall, most junctions lack tactile paving and fully dropped kerbs.

Existing traffic calming feature

North-south avenues in Scotstoun Neighbourhood

Verona Avenue and Danes Drive junction

Key issues

1. Scotstoun's streets are negatively affected by traffic rat-running between boundary roads to avoid delays at the signalised junctions. This makes internal streets busier, noisier and less safe for residents and people visiting the school

2. Internal junctions have speed tables but no tactile paving no dropped kerbs or fully level crossing surface for pedestrians.

3. School site affected by vehicle traffic at peak times.

4. Boundary road junctions can be difficult for pedestrians to safely cross with no tactile paving no dropped kerbs / fully level surface.

5. Internal streets are vehicle dominated and lack social spaces and green space.

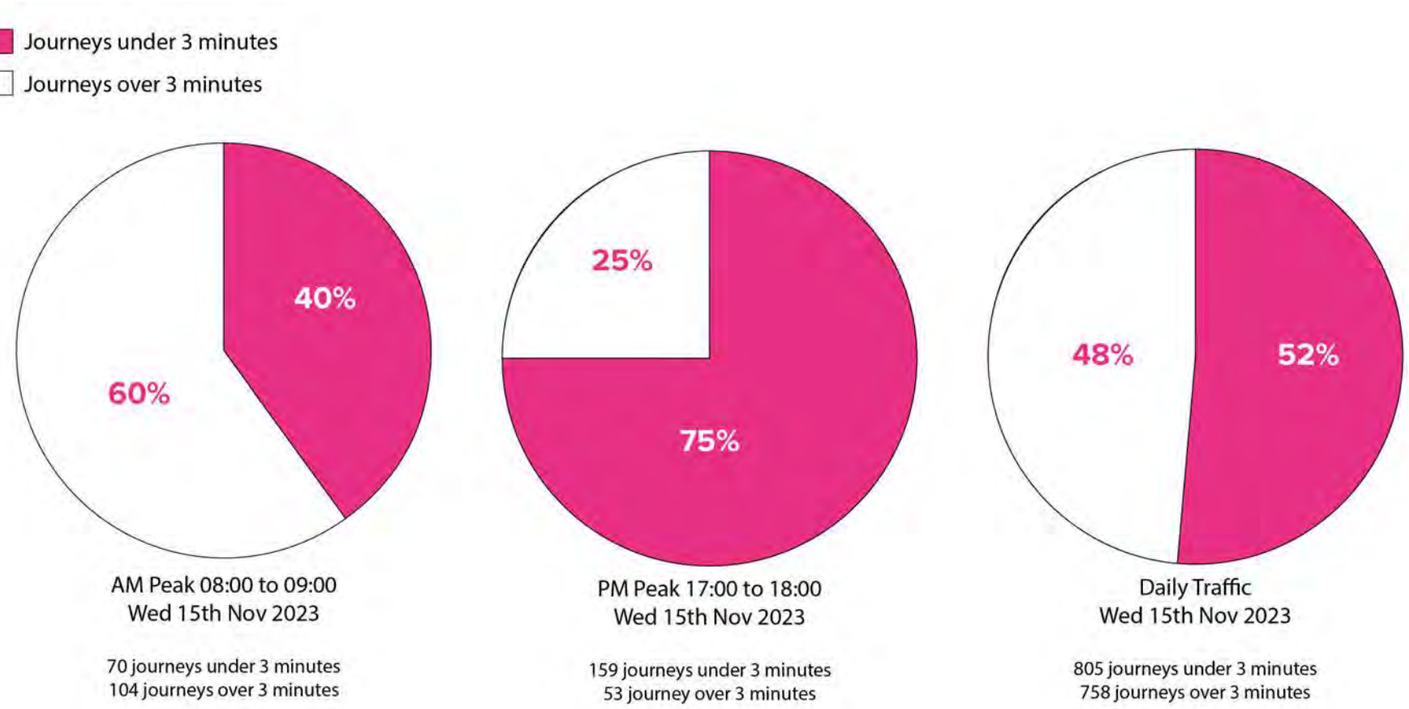
Scotstoun Neighbourhood

Traffic flows

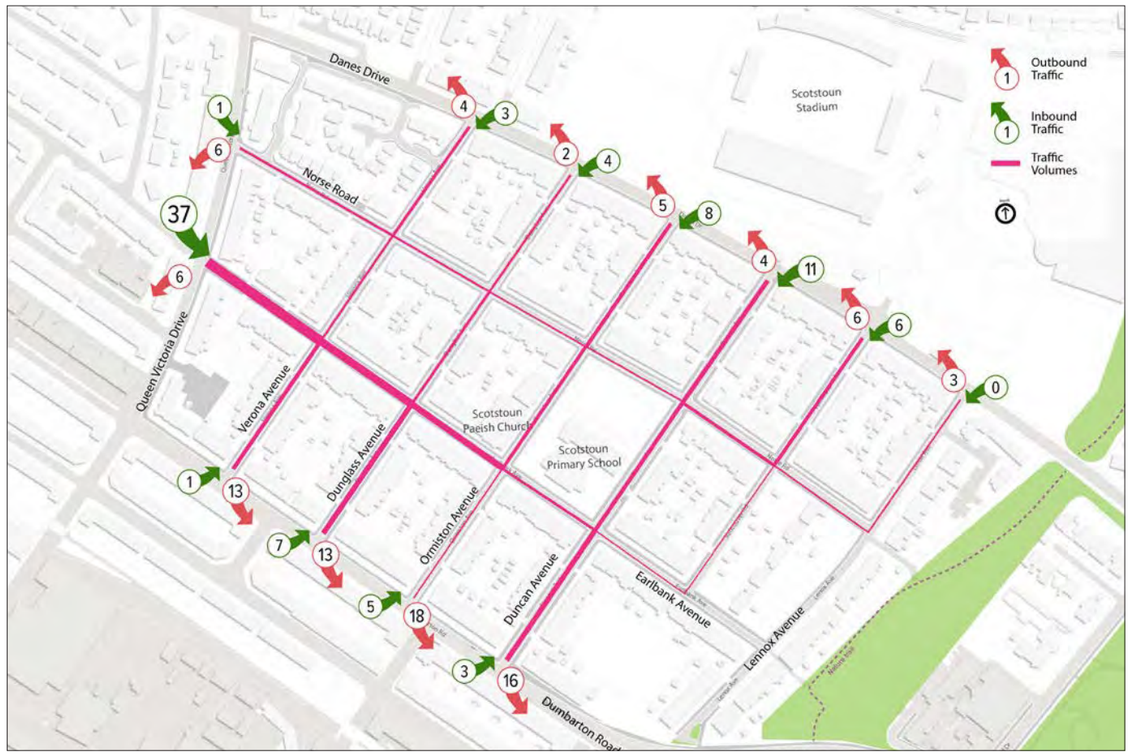
Trips which both entered and exited within three minutes were considered through-traffic or rat running vehicles. In the evening peak, almost all traffic movements are rat-running.

The most common through-routes are shown on the plans, right.

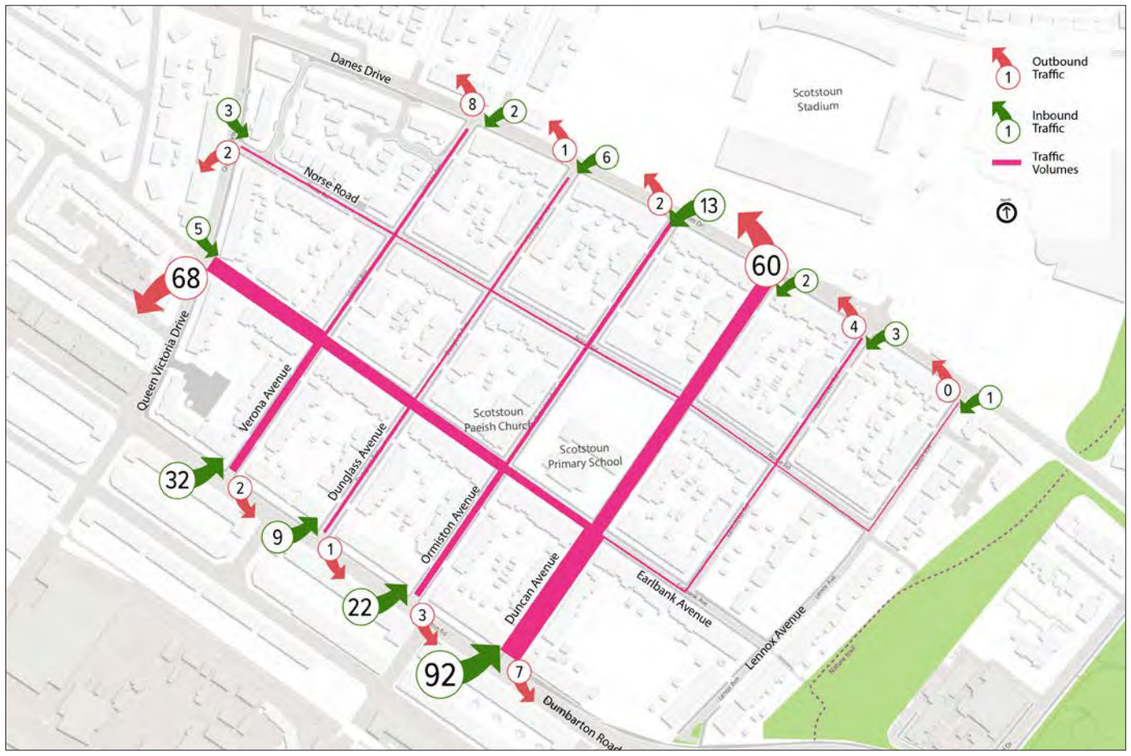
Percentage of through traffic vehicles



AM peak traffic flows (07:00 to 09:00)



PM peak traffic flows (16:30 to 18:30)



5.2. Public consultation summary

A series of options was developed for public consultation, providing three potential scenarios for access and movement around the site:

- Option A - No-through access: Access from boundary roads but no through access.
- Option B - Single street access: All access from one boundary road only. No through access.
- Option C - Through-route access: Through-access provided via indirect route/s only.

To facilitate these scenarios, potential interventions were identified that could be used to manage traffic at three location types across the neighbourhood.

Boundary road junctions

- Option A - Continuous footway
- Option B - Modal filter pocket
- Option C - Carriageway narrowing

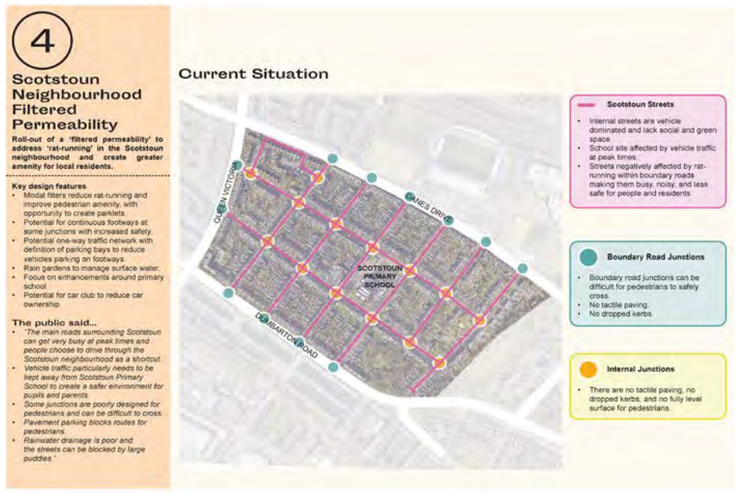
Internal junctions

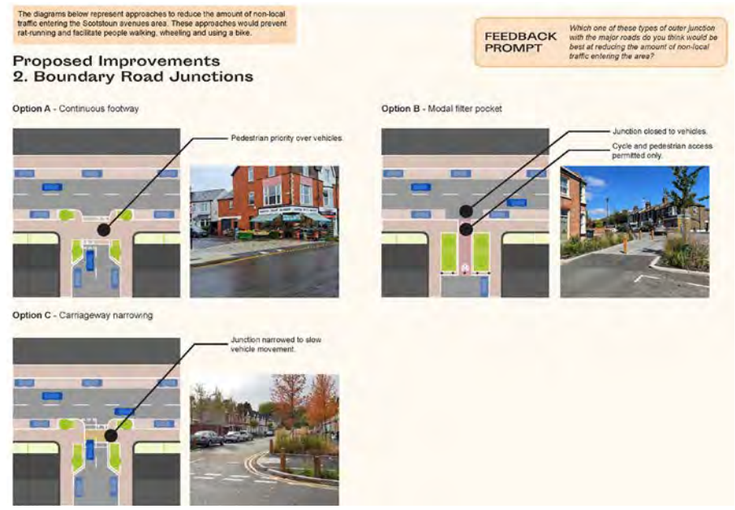
- Option A - Junction narrowing
- Option B - Diagonal modal
- Option C - Partial closure with modal filter
- Option D - Directional restrictions

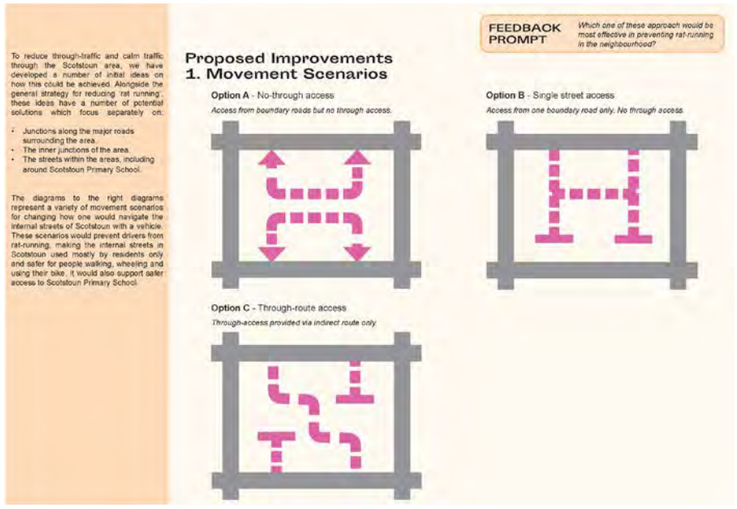
Internal streets.

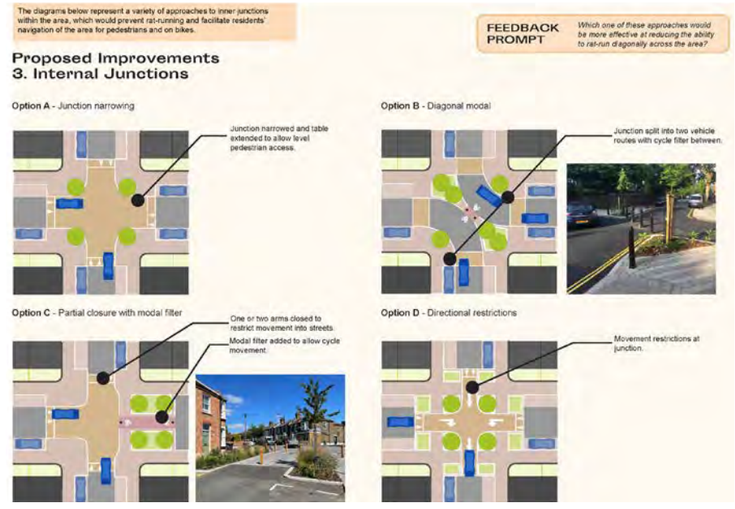
- Option A - Carriageway narrowing
- Option B - Traffic calming
- Option C - Pocket park modal, new public space.

Public engagement materials









5.3. Concept development and option review

Consultation comments

- Whilst generally participants agreed that giving back streets to people is a good idea, there are general concerns over parking provisions as the existing streets in Scotstoun are already quite narrow. The proposal should take this into consideration when developing the movement scenario and street enhancements.
- Whilst most people agreed that more greenery and planting would enhance the neighbourhood, there are also concerns about maintenance plans. Many noted that the entrances to laneways in the area have little permeable drainage, and as such are regularly flooded, which would make pavement accessibility improvements obsolete.
- A mix of the proposed junction scenarios and street enhancements should be considered for inclusion in the neighbourhood, with more focus being placed on junction design to limit traffic entering, rather than street redesign within the area itself.
- Generally, people believed that the area already had quite wide pavements, and that there should be an approach of ‘rebalancing’ of space between road and pavement, rather than general narrowing or widening across the whole area. This was particularly concerning placement of trees in relation to pavement width and car parking provision.
- Many commented on the importance of ensuring any improvements maintain the existing heritage character of the area.

Following consultation, Movement Option A was selected, providing access from all boundary roads but blocking through-travel. Scenarios were explored that used the internal junction and boundary junction options to control traffic movements.

Vehicle tracking software was used to check that streets can accommodate the required movements. The narrow street width means that cul-de-sac streets are not ideal and could cause problems for larger vehicles.

An initial scenario was developed for review by GCC Liveable Neighbourhoods team and Sustrans. This option created three 'cells' accessed from the boundary roads, and included diagonal filters on three junctions and mid-way closures on Duncan Avenue and Ormiston Avenue, either side of the school.

Following the review, this scenario was revised to create the final concept scheme, using diagonal filters on Earlbank Avenue and avoiding any permanent road closures.

Works to the internal streets have been removed from the scheme to simplify interventions. A reduction in the level of traffic on internal streets is anticipated to significantly improve the pedestrian environment without affecting parking.

Initial proposal

5.4. Concept scheme

Introduction of 'filtered permeability' to address through-traffic in the Scotstoun 'Avenues' neighbourhood and create greater amenity for local residents.

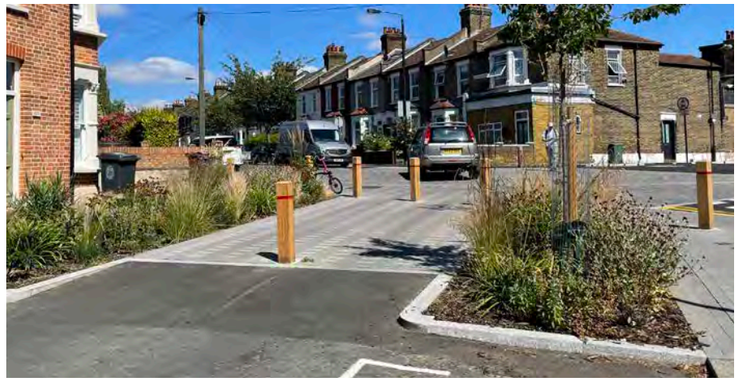
The proposals create a series of ‘cells’ which allow vehicular access to all parts of the neighbourhood without allowing through-traffic 'rat-running'. This is achieved by the introduction of diagonal filters at key locations which allow traffic to turn in one direction only, with connecting streets made one-way. These measures turn traffic back in the direction it entered the area, exiting back onto the same boundary road.

Drivers will not be able to travel through Scotstoun but will be able to access all parts of it. The diagonal filters will all enable pedestrians and cyclists to bypass the closure. Nearly all parking spaces will be retained.

To reinforce this treatment, the junctions into the area from the perimeter streets will benefit from continuous footway treatments. Within the area, all crossings will have dropped kerbs or flush and would include tactile paving to ensure full accessibility for all users.

Impact on Traffic Signalis: There is considered to be no impact on any traffic signals as a result of this proposal. It is recognised that the proposals will divert vehicles from the residential streets to the surrounding network and through the signalised junctions there but while the proportion of traffic of traffic entering the area that will be removed is high, the absolute numbers of vehicles doing so are relatively low and are considered unlikely to have an impact on traffic signal timings.

Precedent: Modal filter



Precedent: Continuous footway

Precedent: Diagonal filter

Precedent: Continuous footway

Carriageway
Cycleway - Buff
Footway - Asphalt
Footway- Natural stone
Bollards
Tactiles- Uncontrolled
Planting

North

Queen Victoria Drive
Verona Avenue
Dunglass Avenue
Ormiston Avenue
Earlbank Avenue
Danes Drive
Norse Road
Duncan Avenue
Vancouver Road
Lennox Avenue
Dumbarton Road

0 50 100m

Proposals

1. Continuous footways added to all boundary junctions. Carriageway narrowed at entrance.
2. Diagonal filter added to junction to restrict vehicle turning movements. All cycle and pedestrian movements permitted. Existing speed table removed. Dropped kerbs and tactile paving added.
3. Basic pedestrian accessibility improvements - tactile paving and dropped kerbs added.
4. Norse Place / Verona Gardens: Continuous footways added to all boundary junctions. Carriageway narrowed at entrance.
5. Basic accessibility improvements to alleyway entrances - simple continuous footway treatment.
6. Duncan Avenue junction: This area is affected by the Victoria Park Drive South / Dumbarton Road junction proposals. Alignment subject to change.
7. Wildflower planting / SUDS

Zoom-in plans

Diagonal filter with active travel access

Continous footway at boundary road junctions

Location

Visualisation

Illustration of a diagonal modal filter in Scotstoun

5.5. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £1,276,515 has been estimated to deliver the Scotstoun Neighbourhood FIltered Permeability 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.

Cost plan	Cost Estimate (£)
Building Works Estimate	
Building Works	724,915
Main Contractor's Preliminaries & Traffic Management	144,983
Main Contractor's Overheads and Fees	43,495
Project / Design Team Fees	
Other Development / Project Costs	91,340
Risk Allowance	
Design Development Risks	100,474
Construction Risks	110,521
Inflation	
Tender Inflation	60,787
Cost Limit (excl. VAT)	**1,276,515**

5.6. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Dumbarton Road boundary junctions	Creation of continuous footways on boundary junctions with narrowing of carriageway / widening of footway of carriageway as appropriate. Lennox Avenue junction could be delivered as part of Project 2: Victoria Park Drive South.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
2	Queen Victoria Drive boundary junctions	Creation of continuous footways on boundary junctions with narrowing of carriageway / widening of footway of carriageway as appropriate.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
3	Danes Drive boundary junctions	Creation of continuous footways on boundary junctions with narrowing of carriageway / widening of footway of carriageway as appropriate. Build-outs onto Danes Drive to control parking.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
4	Internal junctions	Accessibility improvements - provision of dropped kerbs and tactile paving.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
5	Alleyway junctions	Creation of continuous footway-style arrangement on alleyway accesses.	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 opportunities and resources to deliver

**RCC stands for Road Construction Consent

6 Project 4: Jordanhill School Street Improvement and Accessibility

6 Project 4: Jordanhill School Street Improvement and Accessibility

6.1. Project introduction

The proposed project will enhance the pedestrian environment on Chamberlain Road, improving access to Jordanhill School.

Based on engagement feedback, the project extends onto Southbrae Drive, Westbrae Drive and Westland Drive to provide a safe cycling connection from the school to the Nature Trail.

6.2. Site context and analysis

Chamberlain Road is a single bi-directional carriageway road with a 20mph speed limit. This road connects north-south through the neighbourhood from Southbrae Drive towards Anniesland Road. It provides access to the Jordanhill School, located along the western side of the road, with multiple vehicle and pedestrian access points.

The carriageway is excessively wide, which, when combined with the straight alignment, can encourage fast driving speeds.

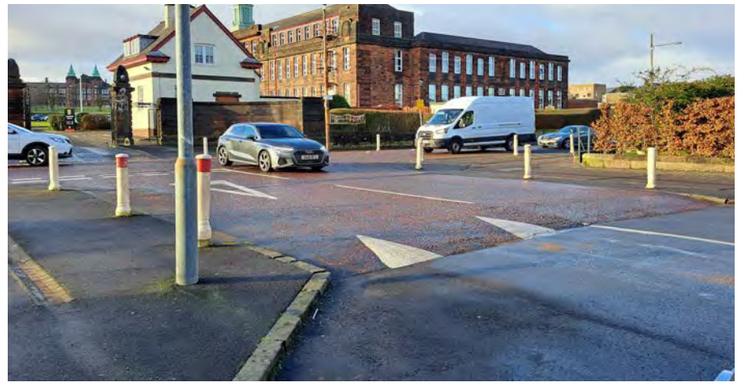
The eastern side of the street is lined by terraced housing with a small number of private and alleyway access points. There are parking bays either side of the carriageway along most of the street and a short area of school 'keep clear' markings at the main vehicle entrance.

There are no formal pedestrian crossings meaning that pedestrians need to step between parked cars to cross the street. School crossing patrols are present during school peak hours. There is a raised table on the junction with Woodend Drive to slow traffic and aid pedestrian crossing.

There is currently no dedicated cycle infrastructure in the area. Southbrae Drive has advisory cycle lanes to the west of the junction with Chamberlain Road but these are mostly used for vehicle parking.

Southbrae Drive has been widened to create a right-turn lane onto Westbrae Drive.

Jordanhill School environment



Southbrae Drive

Woodend Drive near Jordanhill School

Key issues

1. Vehicle dominated street with wide, straight carriageway and on-street parking.

2. Narrow pavement with a lack of pedestrian space around school entrances.

3. Wide junction with no tactile paving to highlight the edge of carriageway.

4. Multiple private entrances with kerbed edges restricting pedestrian movement.

5. Lack of pedestrian crossing facilities at junction.

6. Poor cycle infrastructure and disconnection from Jordanhill Nature Trail.

7. Unsafe active travel connection between Westbrae and Chamberlain Road

Jordanhill School area

6.3. Public consultation summary

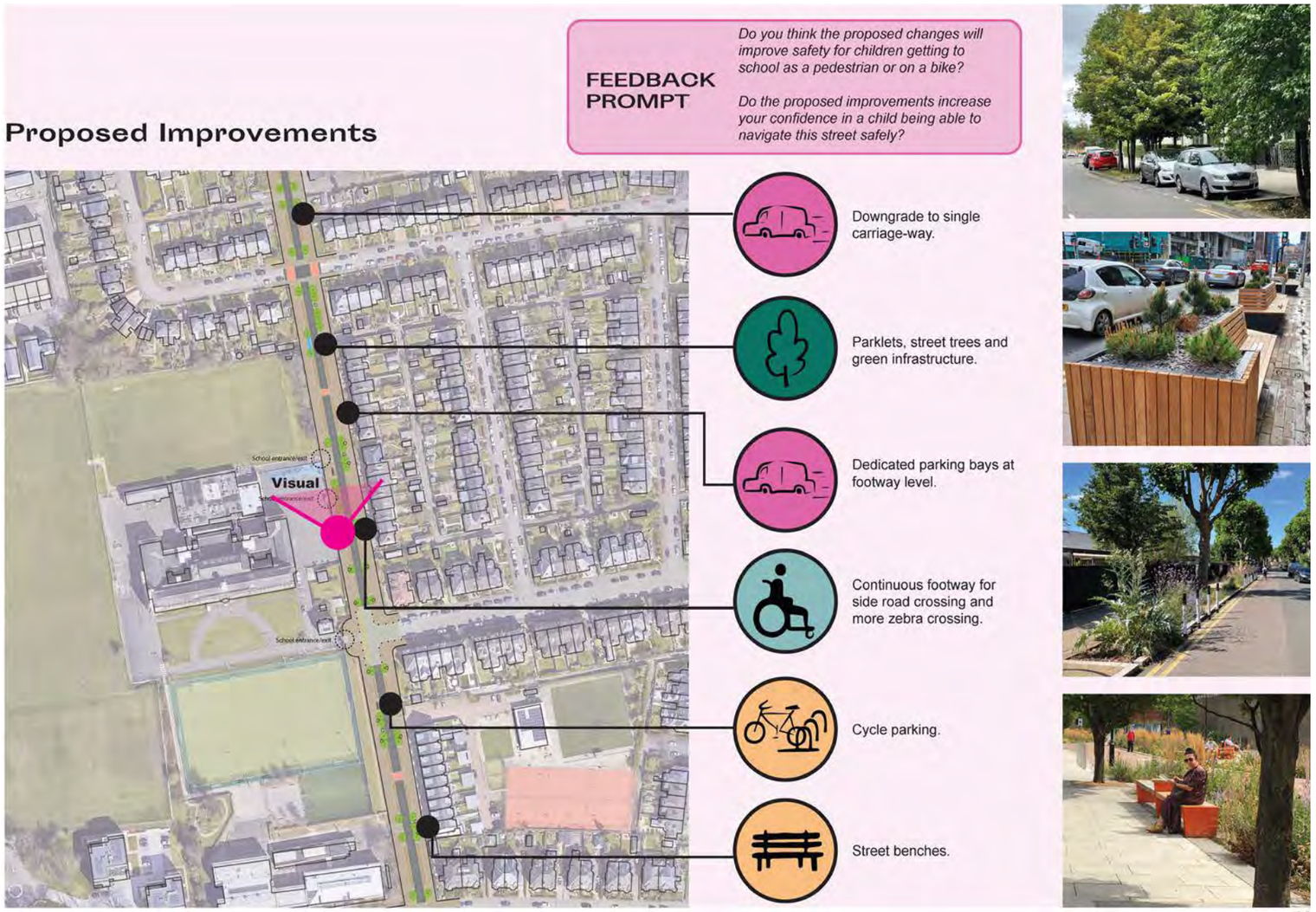
A single proposal was developed for the public consultation. Key features are:

- Carriageway narrowed and parking bays formalised.
- Footways widened.
- Controlled crossing added at school entrance.
- Courtesy crossings added along the route and at Munro Road junction.
- Tree planting and SuDS features added.

Consultation comments

- Most participants agreed that the proposed changes would make it safer for children to navigate the street and the access to the school.
- Ensure there is a parking provision in place for local residents and school staff if this proposal is brought forward as people may question this aspect of the proposal. Many residents and school users noted the traffic that occurs during school pick-up times, which should be considered in the rebalancing of space in the street area to avoid congestion at peak traffic windows.
- Participants do not believe that these improvements would significantly increase the number of bike users because of concerns over safety on the neighbouring streets such as Southbrae Drive and Woodend Drive. A more holistic approach together with designated segregated lanes may support a change in behaviour of accessing the school.
- Crossing points should be added at key locations on the street to facilitate children's journey to school.

Public engagement materials



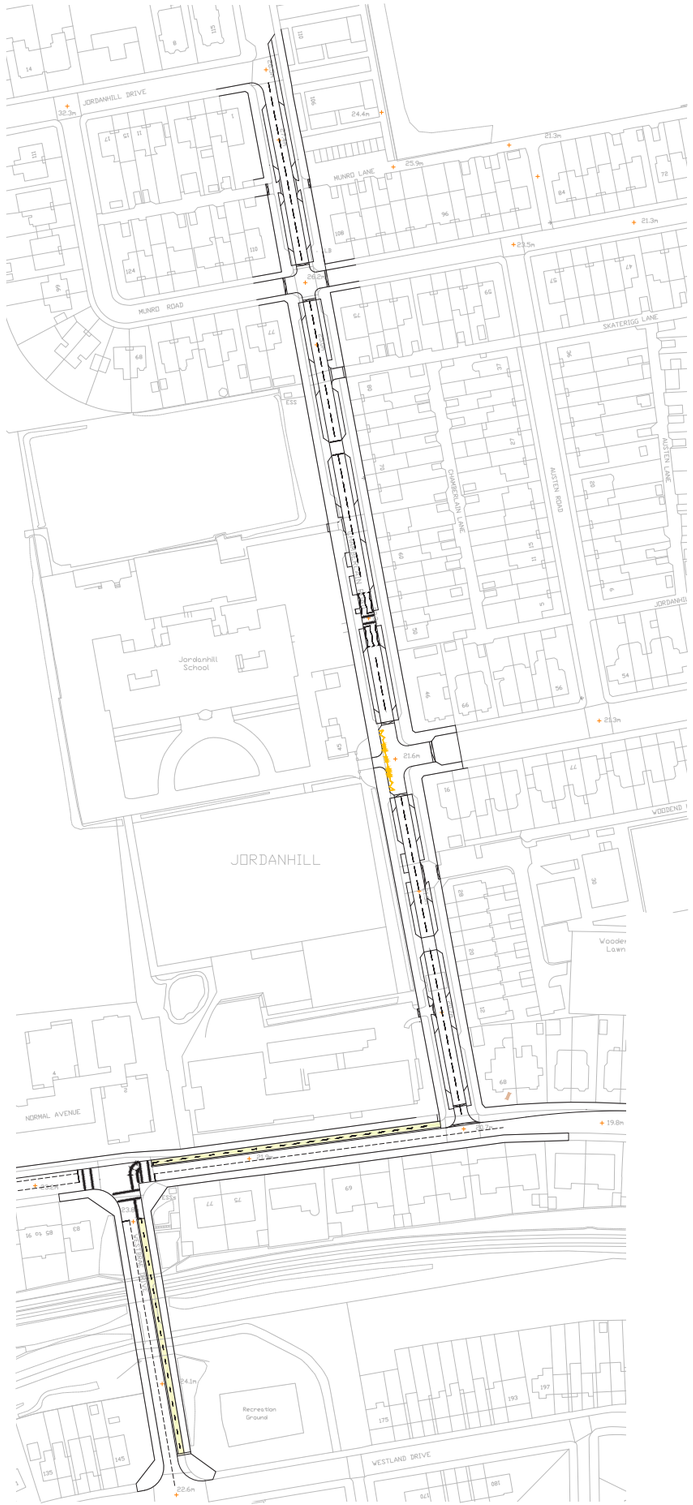
6.4. Concept development and option review

In response to further community feedback, the scheme was extended to include a bi-directional cycle lane connecting Chamberlain Road to the Nature Walk access on Westland Drive, with shared space pedestrian / cycle areas either end.

A draft design was developed (right). Following review by the GCC Liveable Neighbourhood team and Sustrans, several changes were made to develop the final concept scheme:

- The northern extent of the scheme was cut back to the Munro Road junction.
- The shared space areas were removed and replaced with fully segregated pedestrian and cycle facilities. The cycle track was extended up to the Nature Walk.
- The cycle route was extended up to the southern school entrance.
- Proposed zebra crossing was replaced by a signalised crossing, in-line with general GCC policy.

Draft design



6.5. Concept scheme

Streetscape enhancements to improve safety and amenity for school pupils and residents.

Proposals include narrowing the carriageway on Chamberlain Road to enable wider footway, especially on the western (school) side around the school entrances. Additional crossing facilities are included to better enable children to cross the street.

The raised table is retained to help slow traffic in conjunction with the impact that narrowing the carriageway will have. Tactile paving will be added to identify the edge of carriageway at any raised areas.

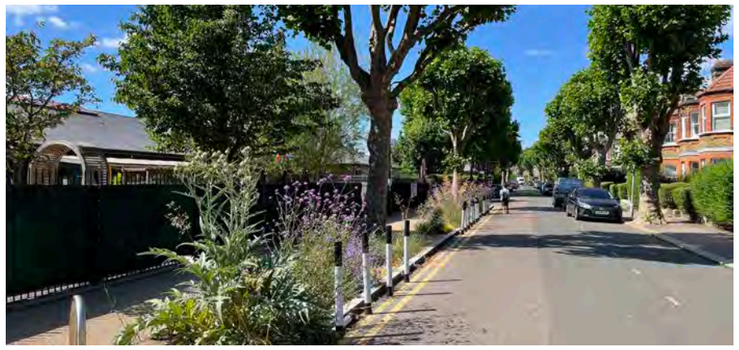
Planting, rain gardens and sustainable urban drainage (SUDs) features will help green the street, and new public benches will offer places for parents to wait for their children and for those children to socialise – a measure which particularly supports Glasgow's Feminist City intentions.

A bi-directional cycle track is added to connect between the school and Nature Walk, connecting along Southbrae Drive and Westbrae Drive. The signalised junction is redesigned to allow the cycle track to cross Southbrae Drive. The track continues up to the start of the Nature Walk, with realignment and narrowing of the Westbrae Drive / Westland Drive junction.

Impact on Traffic Signals: The extension of the proposal southwards to Southbrae Drive and Westbrae Drive mean that traffic signal operations at the junction of those two streets will be impacted. This will need to be considered at the next design stage.

Precedent: raised table

Precedent: School street improvement



Precedent: Safe cycle lanes and pedestrian crossing at a junction

Proposals

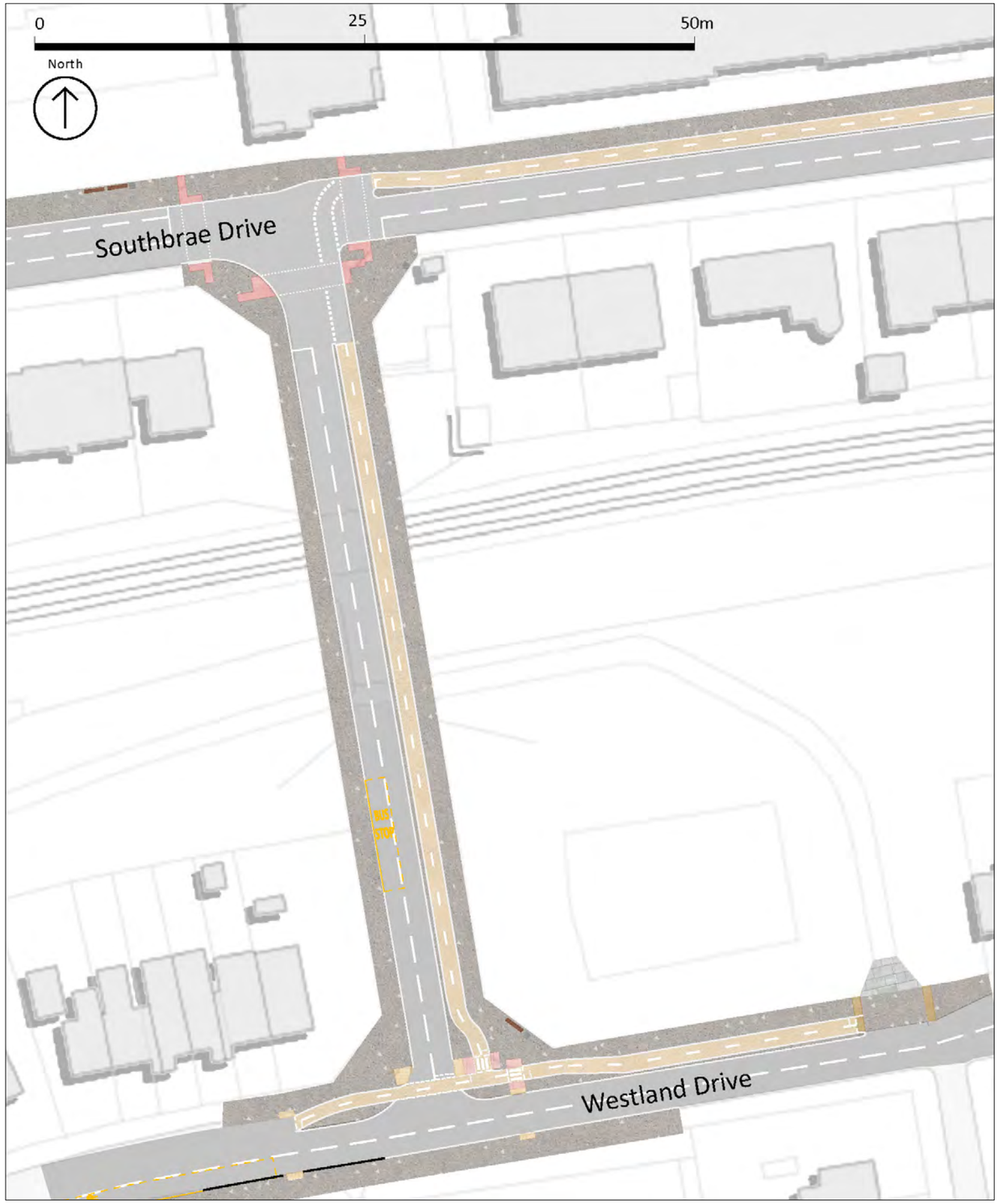
1. Raised table added to Munro Road junction. Tactile paving added around edge of raised area. Planting areas added.
2. Footway build-outs and courtesy crossing added.
3. Carriageway narrowed to 5.5m and parallel parking bays formalised. Footway widened on both sides. Planting areas and tree planting added.
4. Signalised pedestrian crossing added to connect to school entrance.
5. Seating added to areas around the school entrances
6. Existing raised table junction narrowed. Tactile paving added.
7. Cycle route connection onto carriageway
8. Bi-directional cycle track (2.5m min. width) added from southern school entrance to entrance to Nature Walk
9. Raised table crossing
10. Junction narrowed and turning lanes removed. Cycle stage added to signals.
11. Cycle route connection onto carriageway via shared footpath
12. Nature Walk entrance widened to allow connection to cycle route.

Zoom-in plans

Proposed siganlised crossing near the school gate

Proposed raised table crossing

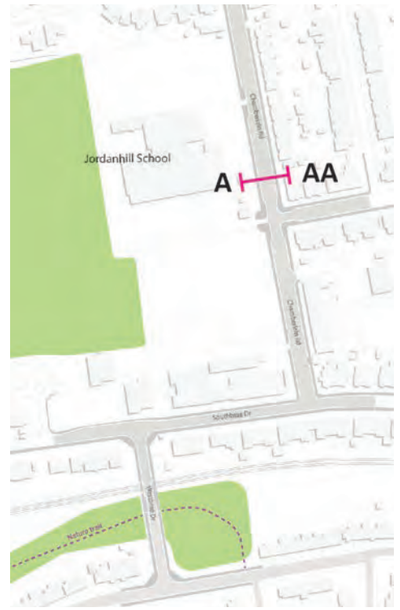
Proposed cycle tracks and crossing



Sections

Chamberlain Road

Location



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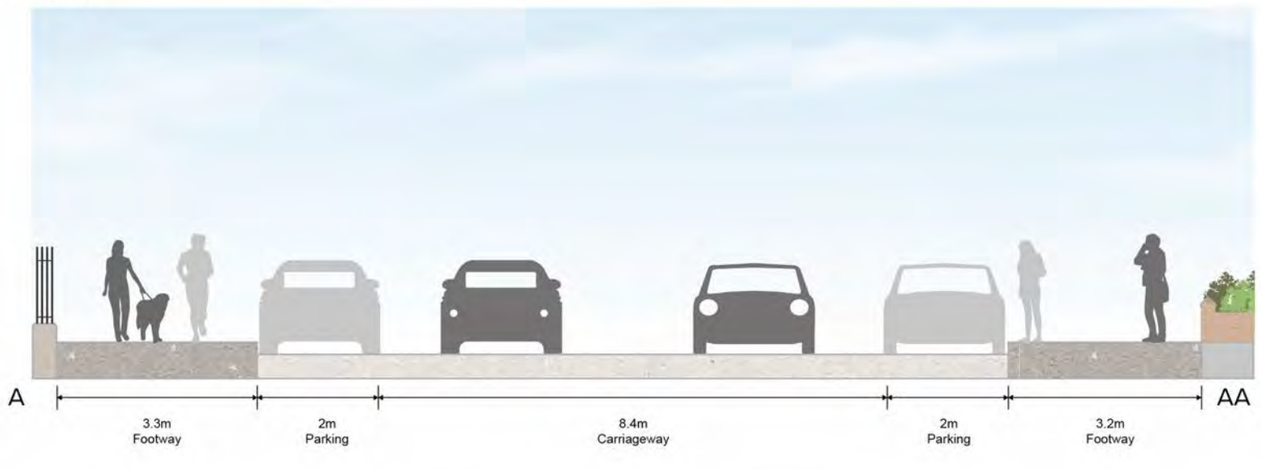
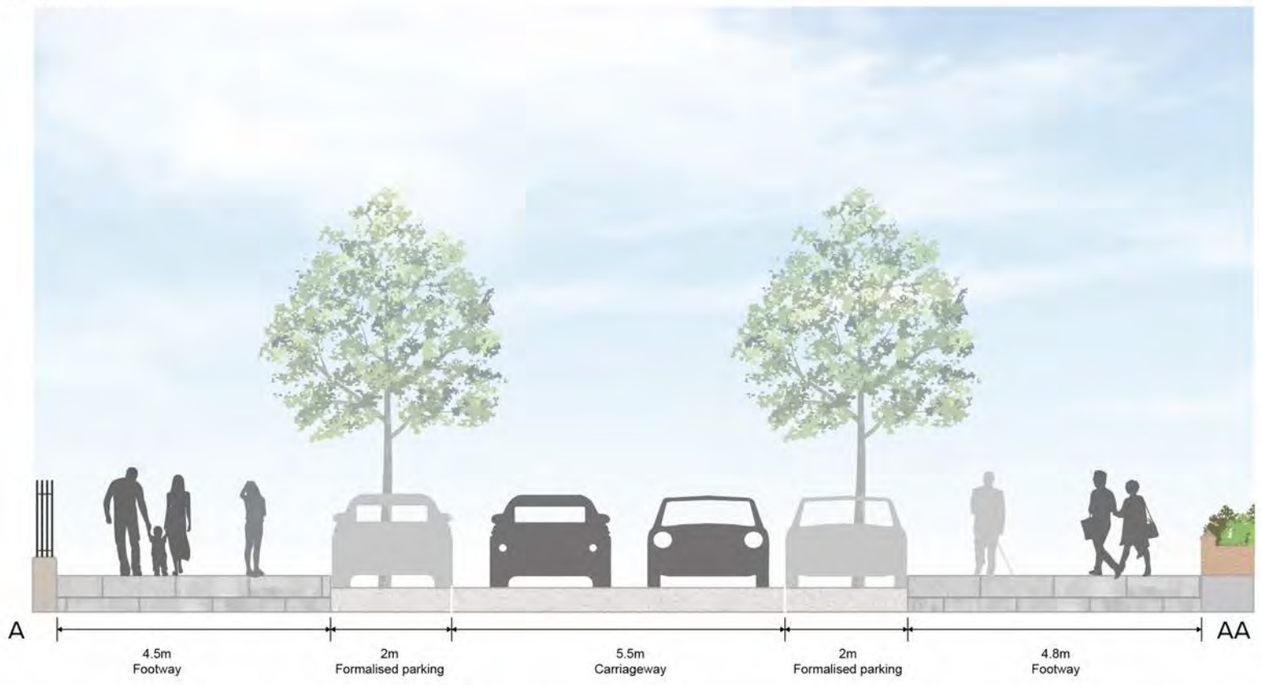
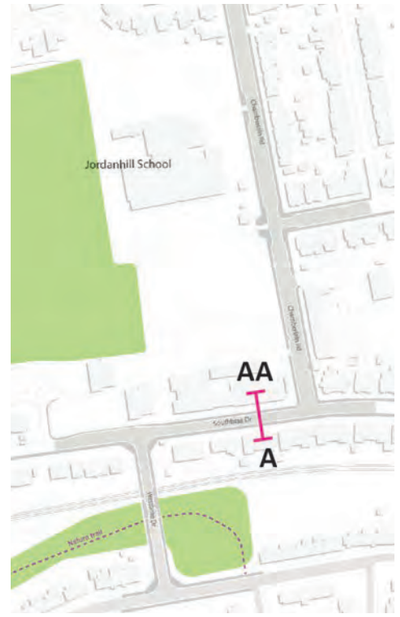


Proposed

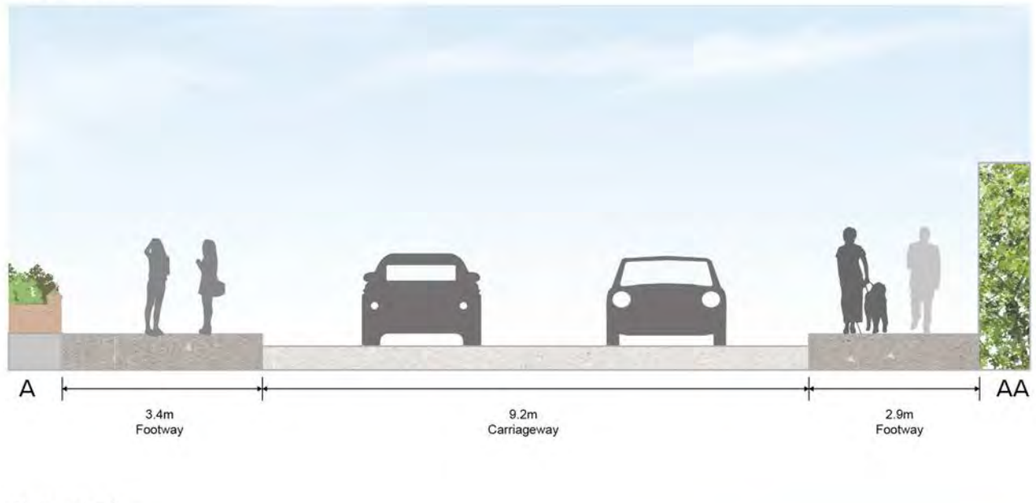


Southbrae Drive

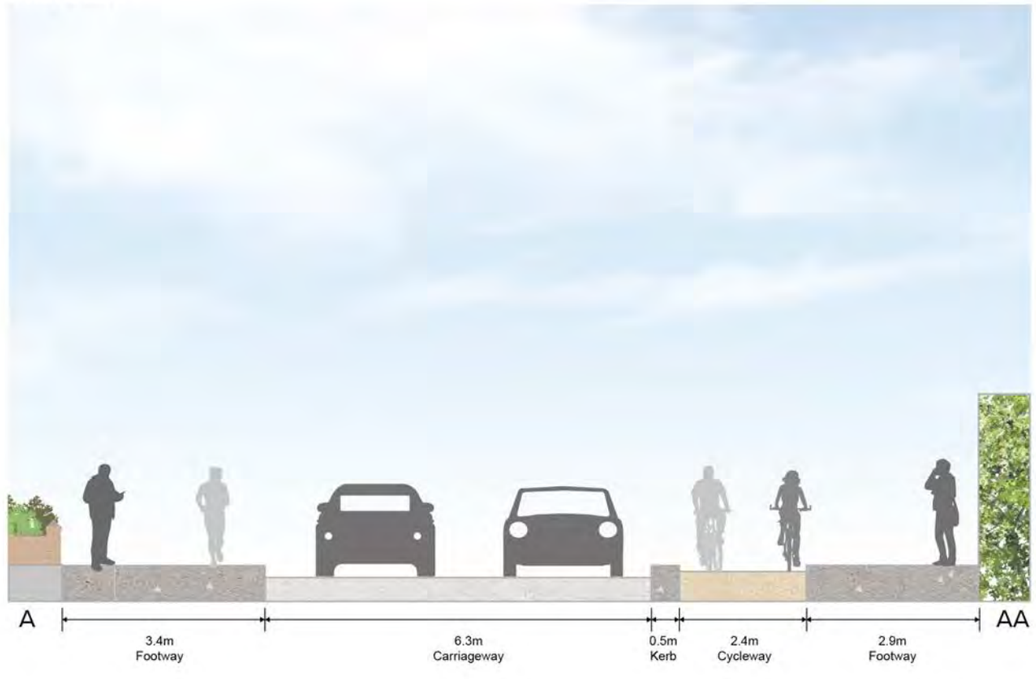
Location



Existing



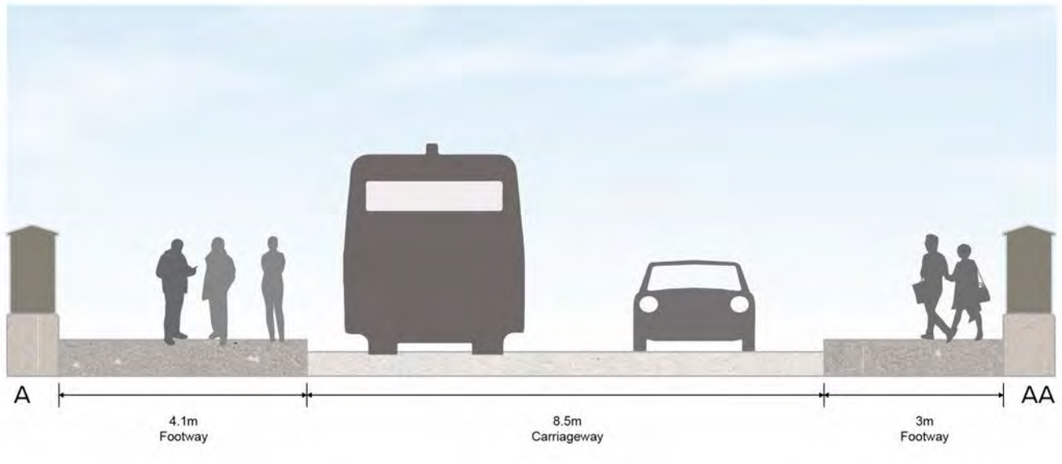
Proposed



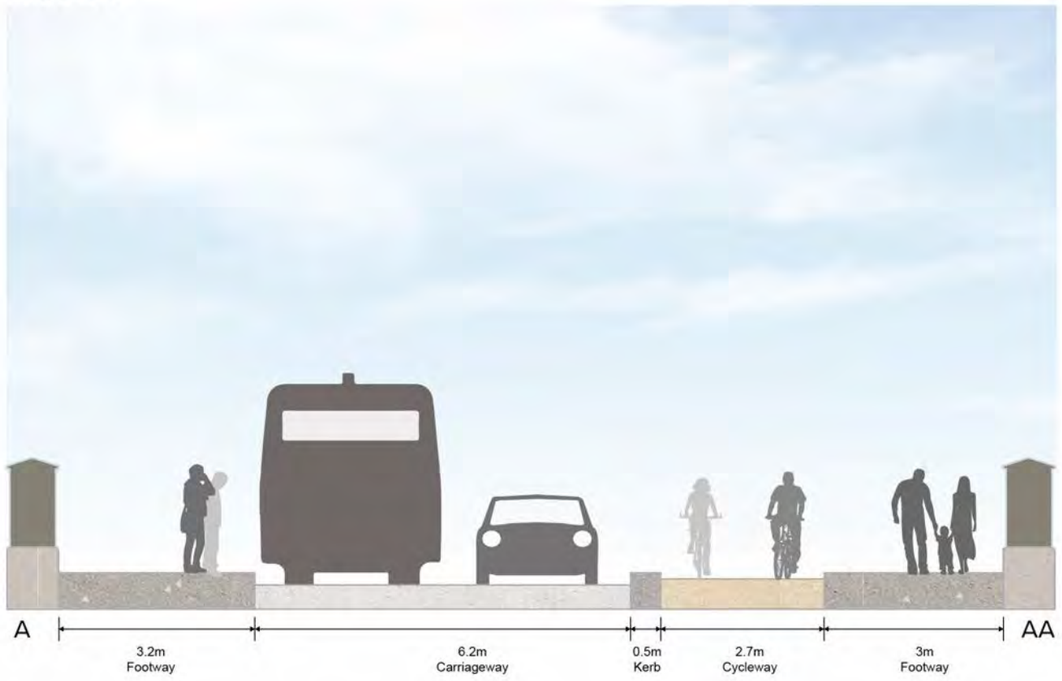
Westbrae Drive

Location

Existing



Proposed



Location

Visualisation

Illustration of a signalised crossing on Chamberlain Road

6.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £2,838,350 has been estimated to deliver the Jordanhill School Street Improvement and Accessibility 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.

Cost plan

	Cost Estimate (£)
Building Works Estimate	
Building Works	1,611,861
Main Contractor's Preliminaries & Traffic Management	322,373
Main Contractor's Overheads and Fees	96,712
Project / Design Team Fees	
Other Development / Project Costs	203,095
Risk Allowance	
Design Development Risks	223,404
Construction Risks	245,745
Inflation	
Tender Inflation	135,160
Cost Limit (excl. VAT)	**2,838,350**

6.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Chamberlain Road	Narrowing of carriageway space, widening of footways, public realm enhancements, addition of bi-directional cycle route to Southbrae Drive, addition of signalised crossing, amendments of junction with Woodland Drive.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
2	Southbrae Drive / Westbrae Drive / Westland Drive cycle connection	Creation of bi-directional cycle route from Chamberlain Road to Nature Trail.	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 opportunities and resources to deliver

**RCC stands for Road Construction Consent

7 Project 5: Hawick Street Bridge Accessibility Improvements

7 Project 5: Better Railway Crossings: Hawick Street

7.1. Project introduction

The proposal aims to reduce traffic flows on Hawick Street to improve the pedestrian environment. It will introduce vehicle movement restrictions on the railway bridge at Hawick Street to allow northbound movement only. The southbound carriageway will converted into a cycle contraflow with planted areas and public realm enhancements.

This project is conceieved as a pilot project for enhancing the pedestrian and cyclist experience across other railway bridges in the study area and wider city.

7.2. Site context and analysis

Hawick Street is a bi-directional single carriageway street that runs north from Dumbarton Road, crossing the railway to Dornal Avenue. It primarily serves residential areas with St Brendans Primary School at its northern end, and the New Albion Industrial Estate to the east (north of the railway line).

Hawick Street is one of few railway crossings in the area, making it a key pedestrian and cycle movement route, particularly to the schools north of the railway that serve the Yoker area. Parallel roads (Mill Road, Kelso Street and Dyke Road) provide significantly greater service for vehicle accessibility as they connect directly into Alderman Road to the north.

Within this Liveable Neighbourhood area, Hawick Street has housing fronting either side, with an access into the new Hawick Court development. While the carriageway is marked as two lanes, there is effectively only a single carriageway of movement due to parking along either side, some of which is partly on the footway. There are no formal or informal crossings along the street.

Hawick Street crosses the railway at an over-bridge. The footway here is partly narrowed by guardrailing to prevent bridge strike. There is typically no parking in this area meaning the street has two effective driving lanes. Drivers have been observed speeding up as they reach this section of the street, posing potential risks to pedestrian and cycle safety.

Hawick street railway bridge

Wide junction radii

On-street parking

Key issues

1. Wide carriageway encourages speeding on blind bridge.
2. Narrow pavement limited by vehicle barriers.
3. Multiple private entrances with kerbed edges restricting pedestrian movement.
4. Vehicle dominated street without pedestrian crossing or trees.
5. Pavement parking blocking pedestrian routes.
6. Regular surface water ponding at the junction.
7. Wide junction without tactile paving or dropped kerbs to aid pedestrian crossing.

Hawick Street

7.3. Public consultation summary

Three scenario options were developed for the public consultation:

Scenario A
Closure of the bridge to vehicles, allowing only pedestrians and people on bikes through the bridge. The space gained is used for greenery and to add parklets.

Scenario B
Bridge altered to one-way with cycle movement facilitated by a contraflow lane.

Scenario C
Two-way vehicle access retained but the carriageway narrowed to widen the footway.

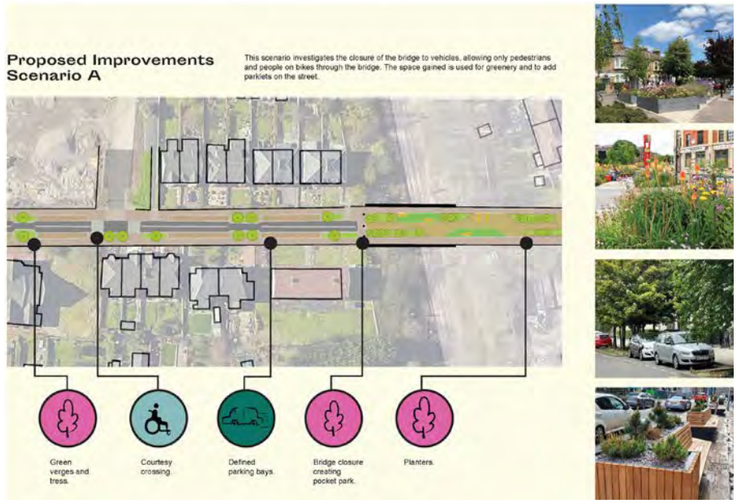
All options show narrowing of the rest of the carriageway south of the bridge, with formalised parking and tree planting. Courtesy crossings are added at the Hawick Court junction.

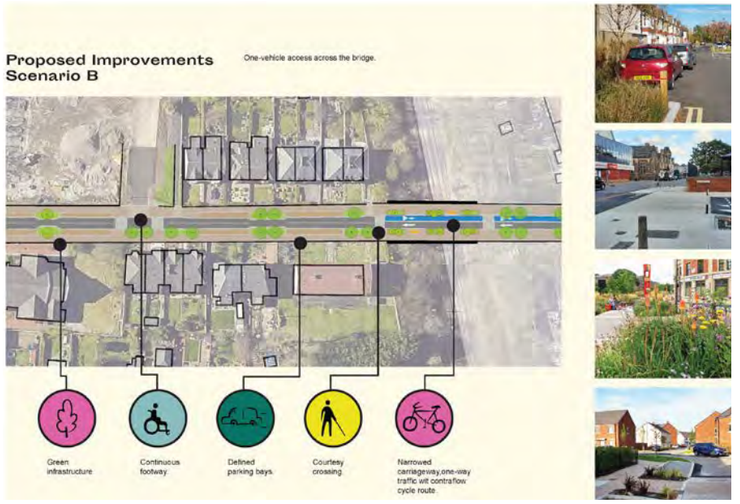
Consultation comments

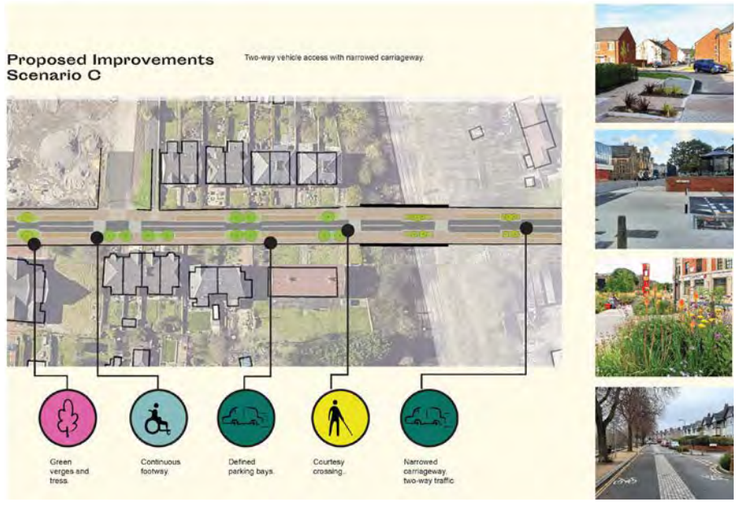
- Most respondents to the online survey selected Scenario A, which shows the closure of the bridge, as their preferred option however, some participants believe this option to be challenging to implement.

- Ensure the cycle infrastructure is connected to existing one and well signalised.

Public engagement materials







7.4. Concept development and option review

Following public consultation, further design work was undertaken. Due to the narrow street width, Scenario B was chosen to avoid need for awkward vehicle turning manoeuvres, opting for a northbound vehicle movement.

After further detailed design consideration, the proposals have been simplified to avoid changes to the rest of the street, aside from basic accessibility upgrades at the Hawick Court junction.

Precedent: Planting and cycle track

Precedent: Cycle track

Precedent: Street benches and planting

7.5. Concept scheme

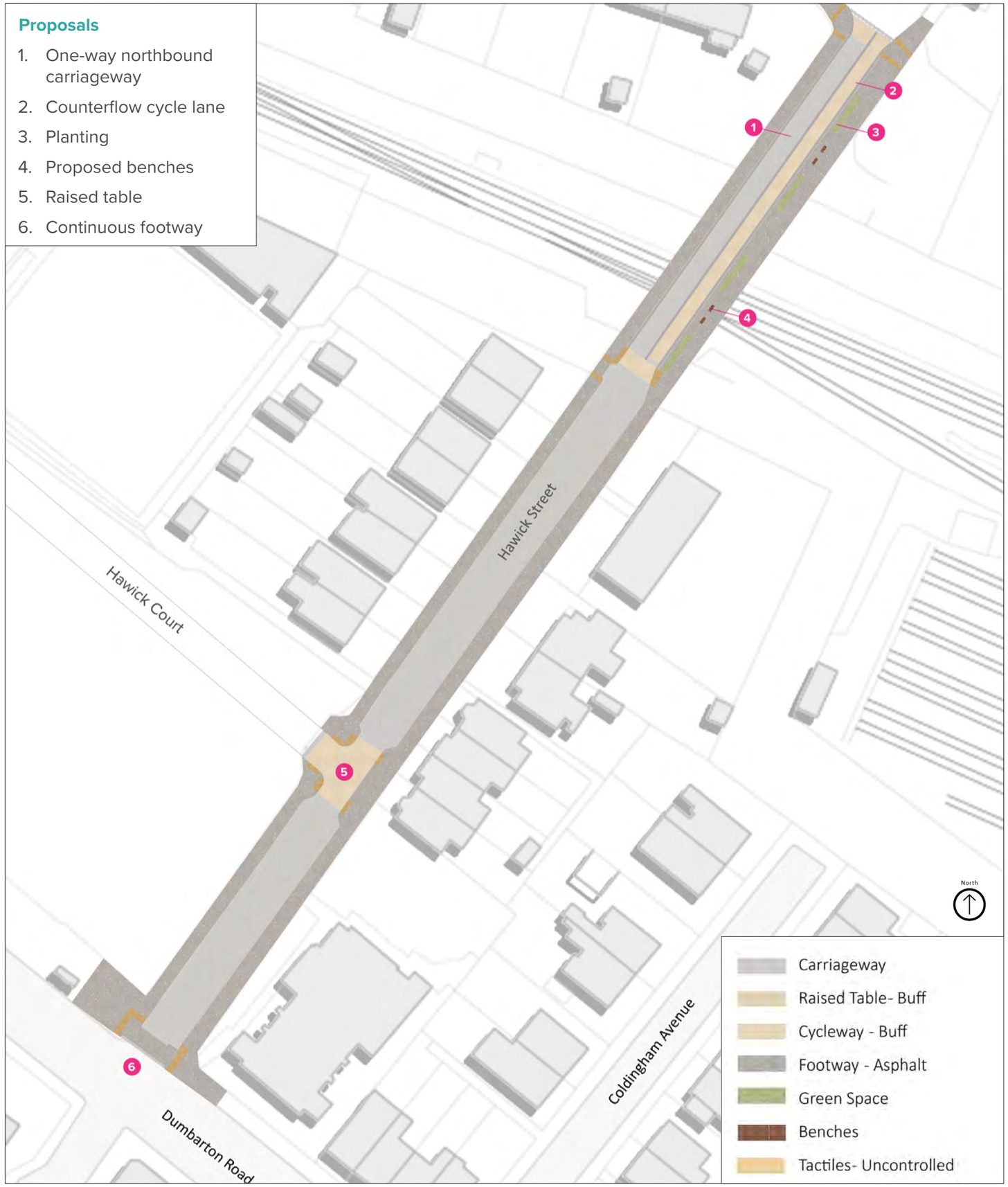
Improvements to the railway bridge to reduce severance between communities and improve routes to schools.

The concept scheme takes a simple approach based on control of traffic movements at the bridge. Vehicle movement is restricted to northbound only, with approaching southbound vehicles able to use Glen Crescent to turn. The remainder of Hawick Street remains in two-way movement.

The space gained from partial closure of the bridge carriageway will be partly reallocated to create a segregated southbound contraflow cycle track. The existing guard railing will be removed and replaced with a limited number of bollards to prevent vehicle incursion.

Remaining space will be used to widen the footway and create simple public realm enhancements including parklets and seating. Opportunities for planting will be investigated at detailed stages when there is more understanding about the bridge structure.

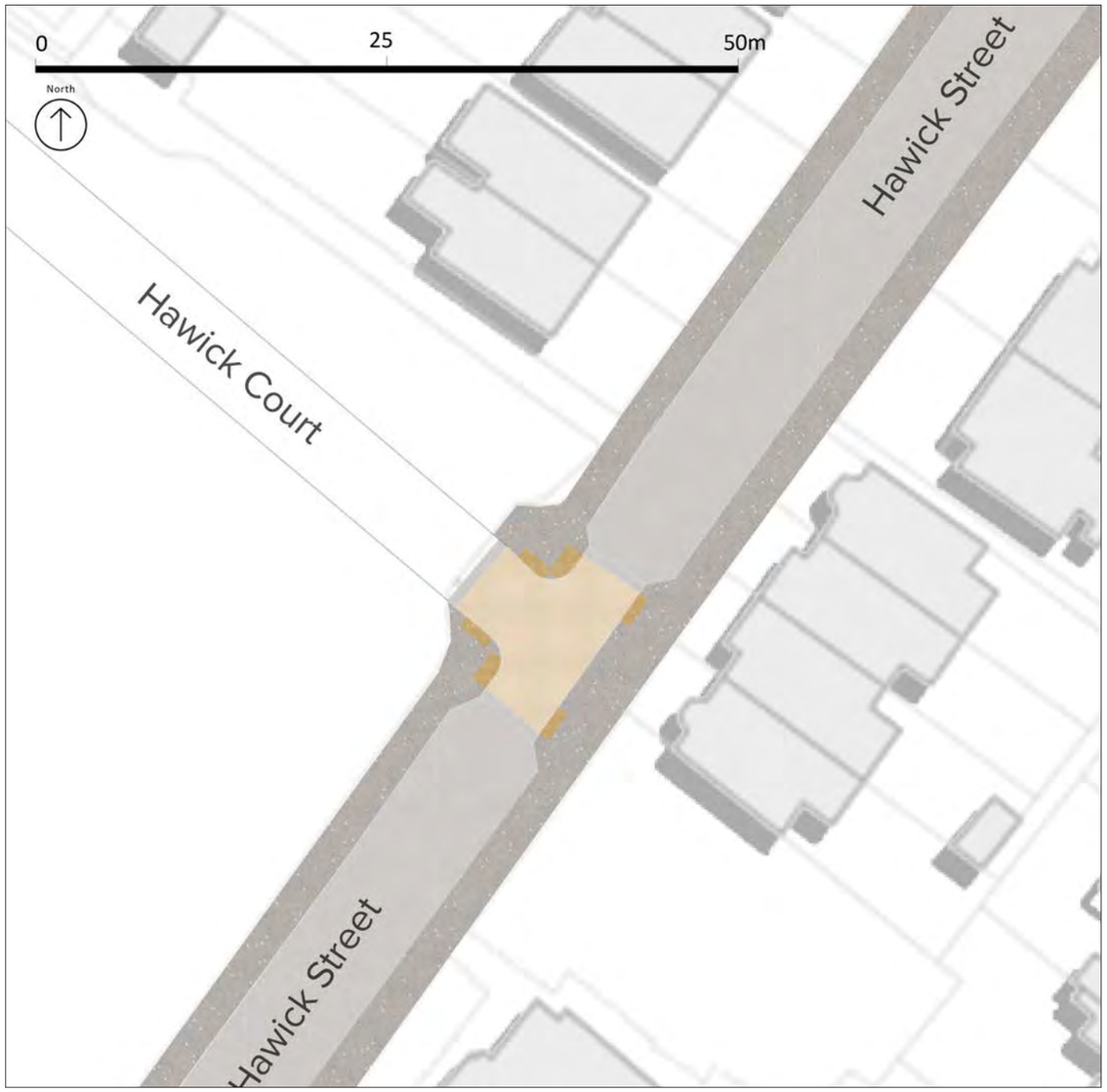
Impact of Traffic Signals: There is considered to be no impact on any traffic signals as a result of this proposal.



Zoom-in plans

One way northbound traffic and counterflow cycle track with widened pedestrian footway on Hawick Street railway bridge

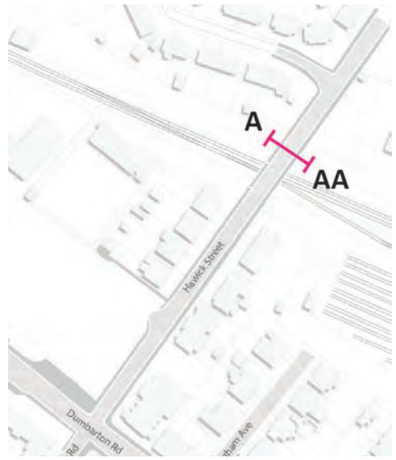
Raised table



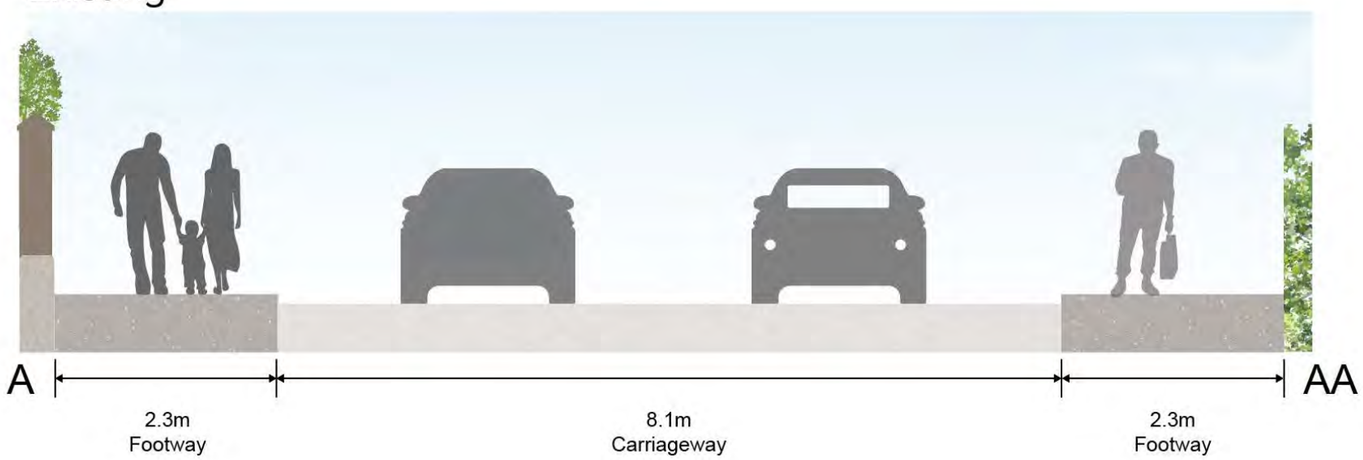
Sections

Hawick Street (railway crossing)

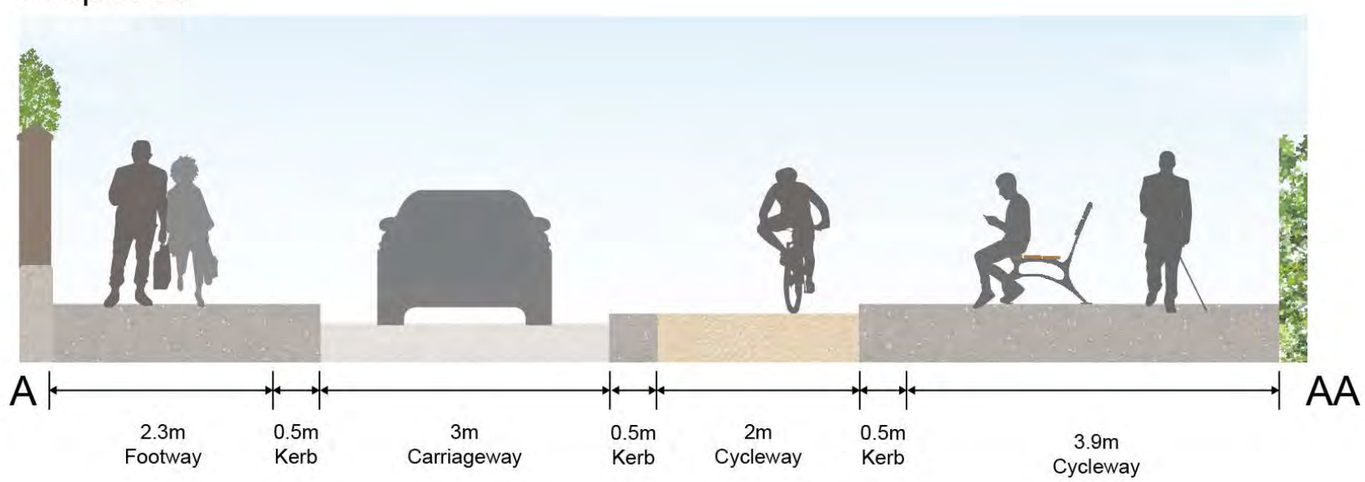
Location



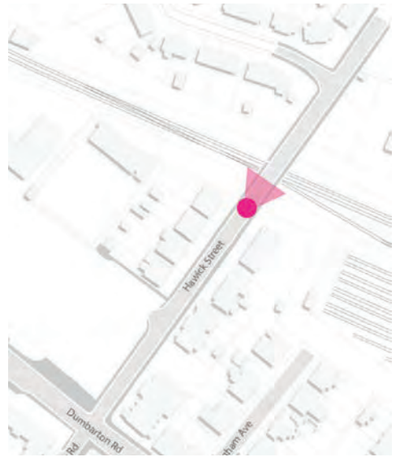
Existing



Proposed



Location



Visualisation

Illustration of the railway crossing on Hawick Street

7.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £514,285 has been estimated to deliver the Hawick Street Bridge Accessibility Improvements 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.

Cost plan	Cost Estimate (£)
Building Works Estimate	
Building Works	292,055
Main Contractor's Preliminaries & Traffic Management	58,411
Main Contractor's Overheads and Fees	17,524
Project / Design Team Fees	
Other Development / Project Costs	36,799
Risk Allowance	
Design Development Risks	40,479
Construction Risks	44,527
Inflation	
Tender Inflation	24,490
Cost Limit (excl. VAT)	**514,285**

7.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Hawick Street railway bridge	Conversion of street at bridge from bi-directional to northbound-only. Addition of cycle contraflow. Widening of footways and enhancement of public realm.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
2	Hawick Street	Minor amendments to street to improve pedestrian crossing amenity.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
883	Junction with Dumbarton Road	Creation of continuous footway with narrowing of carriageway / widening of footway of carriageway. Can be delivered as part of Project 10: Transforming Dumbarton Road.	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 opportunities and resources to deliver

**RCC stands for Road Construction Consent

8

Project 6: Dumbarton Road Accessibility Improvements

8 Project 6: Dumbarton Road Accessibility Improvements

8.1. Project introduction

The proposals will improve pedestrian accessibility at side road junctions on the Yoker section of Dumbarton Road, between Cooperage Court in the west and Blawarthill Street in the east. This will include various measures such as radii tightening, carriageway narrowing and installation of dropped kerbs and tactile paving. Some junctions with low traffic flows will have continuous footways installed.

8.2. Site context and analysis

Throughout the Liveable Neighbourhood study region, Dumbarton Road serves as the primary east-west vehicular network. Secondary routes that link to Dumbarton Road are mostly used for residential access or to connect northwards towards Alderman Road.

Side road junctions are currently wide and lack basic pedestrian infrastructure such as tactile paving and dropped kerbs. This allows faster turning speeds and reduces safety and accessibility for all pedestrians.

Junctions typically form one of three key typologies:

1. Junctions with minor roads with low vehicle movements. Most lack tactile paving and do not have fully dropped kerbs. Carriageways and junction radii are excessively wide.

2. Junctions already closed to vehicles but providing poor accessibility for cyclists wanting to move between Dumbarton Road and the side roads.

3. Signalised junctions that excessively wide and have large corner radii making them difficult to cross. Most lack tactile paving and do not have fully dropped kerbs.

The junctions of Tweedvale Avenue and Tweedvale Place are immediately adjacent and form a large single large area of carriageway. This area is difficult and confusing to cross and is an unattractive expanse of hard surface.

Hawick Street junction

Dumbarton Road residential service road east of Blawarthill Street

Yoker Ferry Road junction

Tweedvale Avenue and Tweedvale Place junctions

Greenlaw Road junction

Dyke Road junction

Key issues

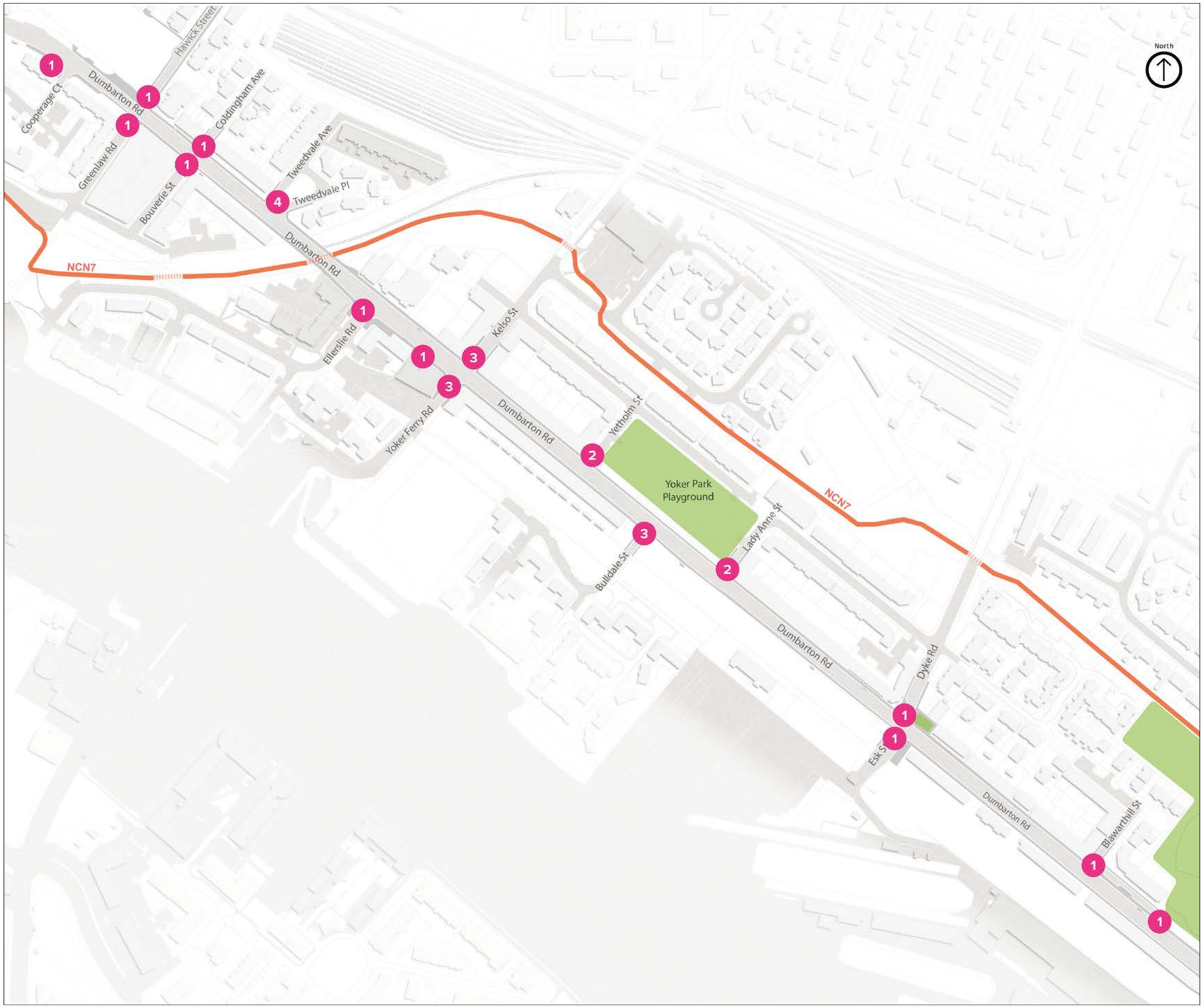
1. Junctions with low vehicle movements but poor pedestrian accessibility.

2. Junctions already closed to vehicles but providing poor accessibility for cyclists.

3. Signalised junctions that are difficult to cross as they are wide and may lack tactile paving and level surface.

4. Two adjacent streets forming a very wide junction that is difficult to cross.

Dumbarton Road junctions



8.3. Public consultation summary

A set of three basic junction improvements was developed, assigning one to each of the junctions:

- Improvement A - Continuous footway
- Improvement B - Modal filter
- Improvement C - Improved signalised junction

Consultation comments

- Most people agreed that improvements to this stretch of Dumbarton Road would improve the pedestrian experience of navigating the area. People would like greenery, lighting and bins to be included in the proposal.
- The proposal should include wider pavements, segregated bike lanes and more crossing points with tactile paving.

Public engagement materials

8.4. Concept development and option review

Following public consultation, further design development was undertaken to apply the designs to each location. Some amendments were made:

- Dyke Road, previously incorrectly identified as a signalised junction, was given its own bespoke treatment with simple amendments to junction radii and carriageway width, with tactile paving and dropped kerbs added.
- Tweedvale Avenue and Tweedvale Place are treated as a one-way loop (in via Tweedvale Avenue and out via Tweedvale Place) with a continuous footway added across both junctions. This avoids need for vehicles to turn on Tweedvale Avenue.
- Blawarthill Street is changed from a continuous footway to a simple raised table. This is due to the tight turning manoeuvres required to turn onto the residential access road to the right.
- Plean Street was removed from the scheme due to overlap with the Anniesland Road West scheme.

8.5. Concept scheme

Enhanced pedestrian accessibility at junctions along the Yoker a section of Dumbarton Road, as a pilot for the wider area.

The proposals will improve pedestrian amenity at side road junctions, reducing vehicle priority, reducing crossing distances, and providing enhanced accessibility. Three basic junction typologies has been developed and adapted to the junctions:

Continuous footway
Continuous footway treatment to be used at junctions with low vehicle movements, improving pedestrian priority.

Improved signalised and unsignalised junction
Reducing vehicle space and increasing space for people at existing junctions with higher vehicle movements. Tactile paving and dropped kerbs added, carriageway and radii narrowed and guardrailings removed.

Raised table
Simple raised table created at the junction and adjacent side road, improving pedestrian priority and providing a level surface.

Modal filter
Modal filter added to allow pedestrian and cycle access without allowing vehicle access.

Planting and rain gardens form part of the designs where additional space is created.

The proposals do not impact on the running width of Dumbarton Road. This avoids prejudicing the emerging proposals for Bus Priority measures and City Network cycle route. There is considered to be no impact on any traffic signals as a result of this proposal.

Precedent: Junction tightening

Precedent: Continuous footway

Precedent: Street planting

Precedent: Continuous footway

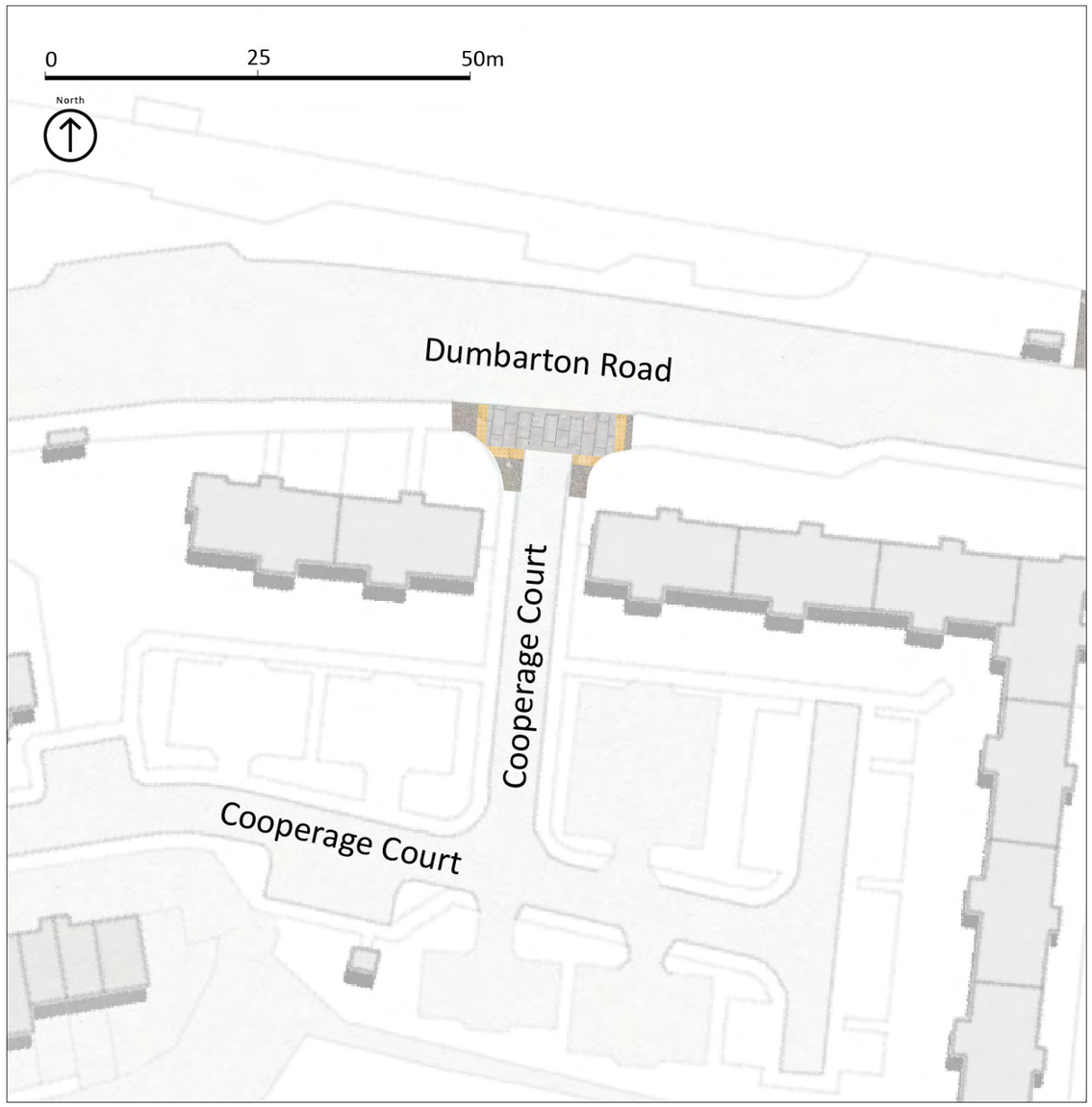
Proposals

1. Cooperage Court: Continuous footway added. Carriageway narrowed at entrance.
2. Greenlaw Road:Continuous footway added. Carriageway narrowed at entrance. Planting strip added.
3. Hawick Street: Continuous footway added. Carriageway narrowed at entrance. Planting strips added.
4. Bouverie Street: Continuous footway added. Carriageway narrowed at entrance. Planting strips added.
5. Coldingham Avenue: Continuous footway added. Carriageway narrowed at entrance. Planting strip added.
6. Tweedvale Avenue / Tweedvale Place: One-way loop created allowing junctions to be narrowed and continuous footways added. Soft landscaping and tree added (subject to utilities survey)
7. Ellerslie Road: Turning lane removed. Junction tightened and carriageway narrowed at entrance. Planting strips widened.
8. Yoker Ferry Road: Junction tightened and carriageway narrowed at entrance.
9. Kelso Street: Junction tightened and carriageway narrowed at entrance.

10. Bulldale Street: Junction tightened and carriageway narrowed at entrance.
11. Lady Anne Street: Cycle track modal filter added with continuous footway link to carriageway for cyclists.
12. Esk Street: Continuous footway added. Carriageway narrowed at entrance. Planting strips added
13. Dyke Road: Junction tightened and carriageway narrowed at entrance. Planting strips added.
14. Blawarthill Street: Junction tightened and raised table added.
15. Dumbarton Road parking area: Continuous footway added. Carriageway narrowed at entrance.

Zoom-in plans

Cooperage Court - Continuous footway



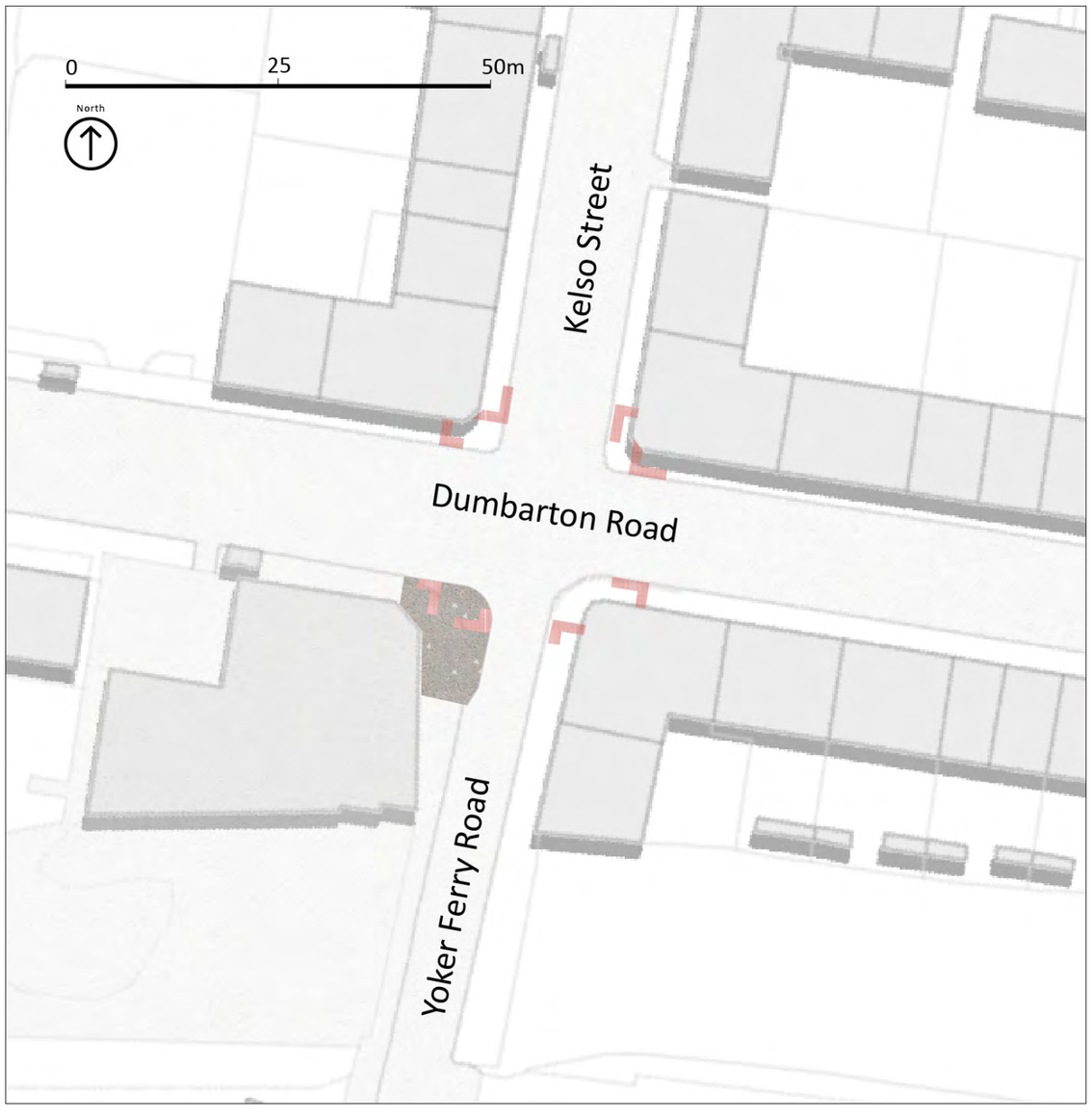
Greenlaw Road and Hawick Street - Continuous footways

Bouverie Street and Coldingham Avenue - Continuous footway

Tweedvale Avenue and Tweedvale Place - Continuous footway

Ellerslie Road - Junction tightening

Kelso Street and Yoker Ferry Road - Junction tightening



Bulldale Street - Continuous footway

Lady Anne Street - Modal filter

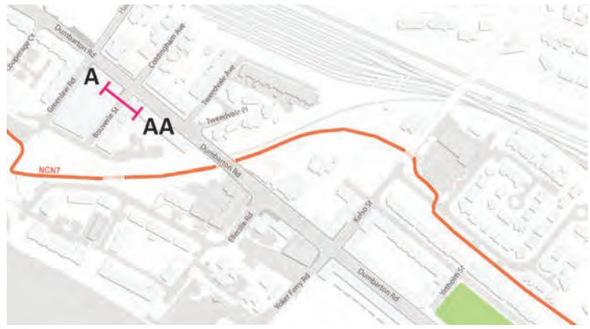
Dyke Road - Junction tightening and Esk Street - Continuous footway

Blawarthill Street - raised table and Dumbarton Road residential access - Continuous footway

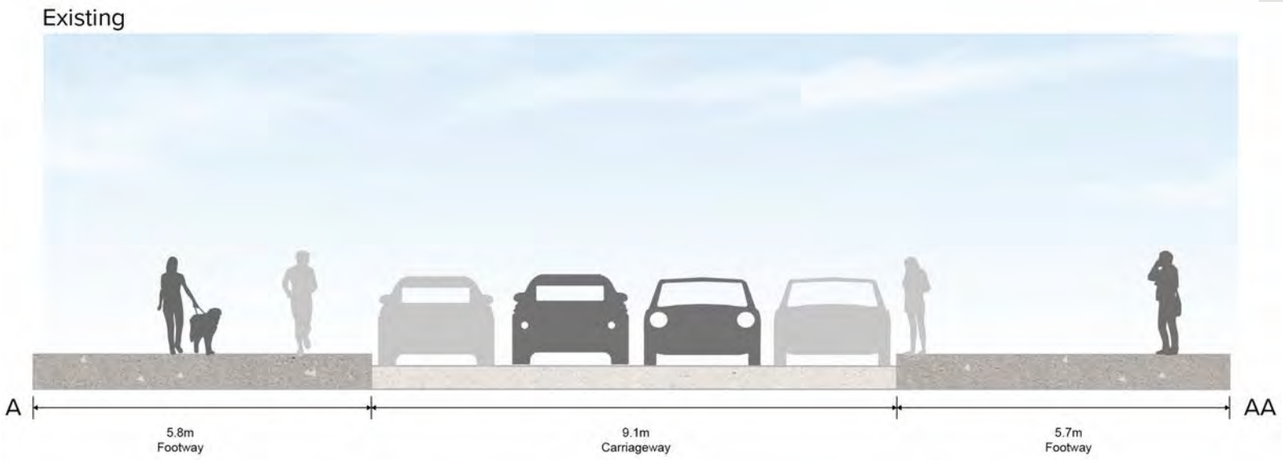
Sections

Bouverie Street junction

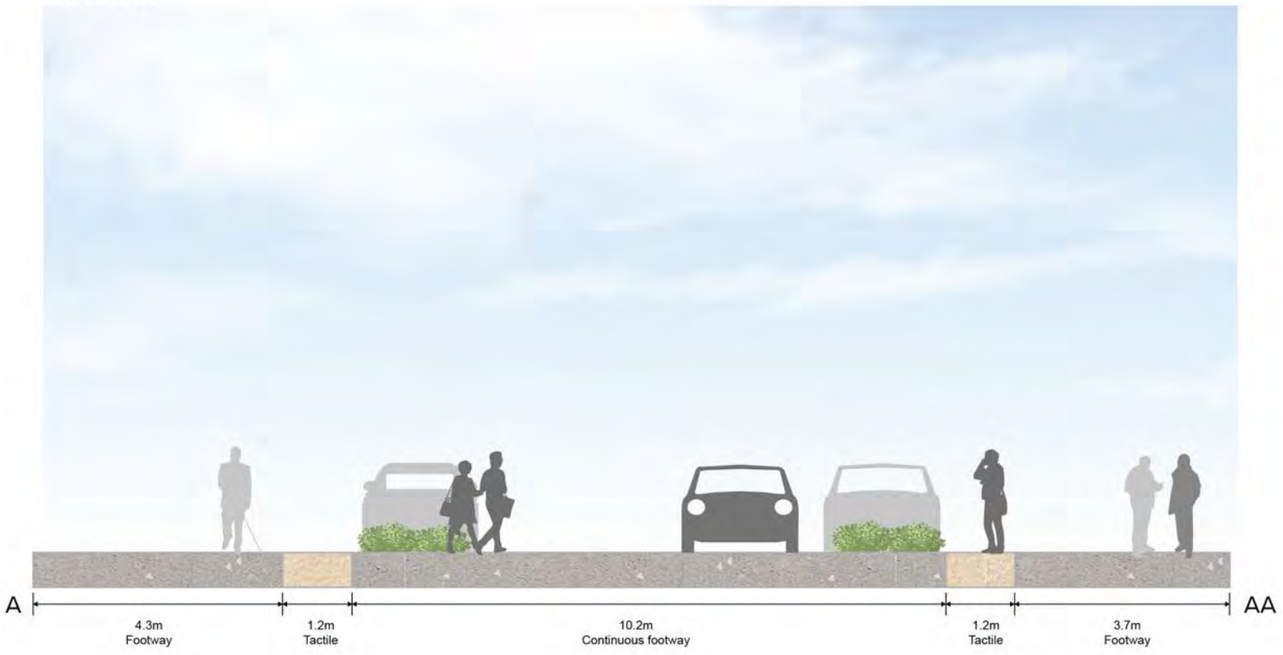
Location



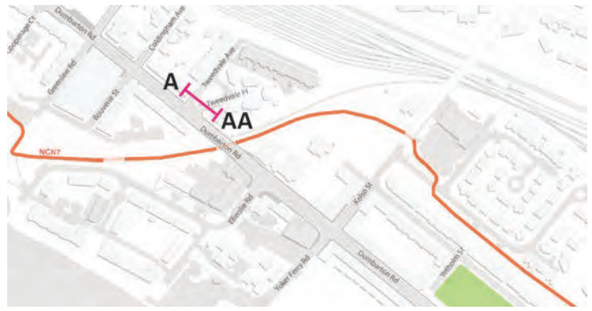
Existing



Proposed

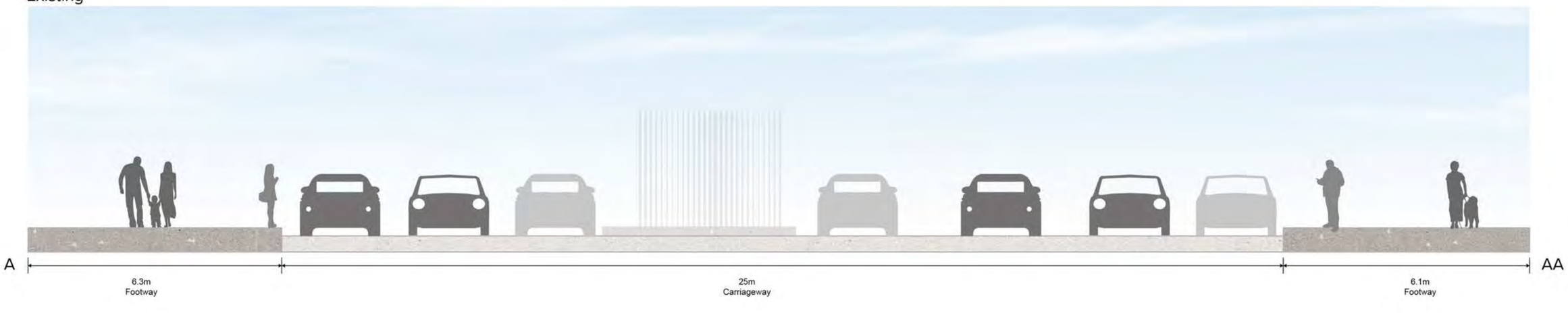


Location

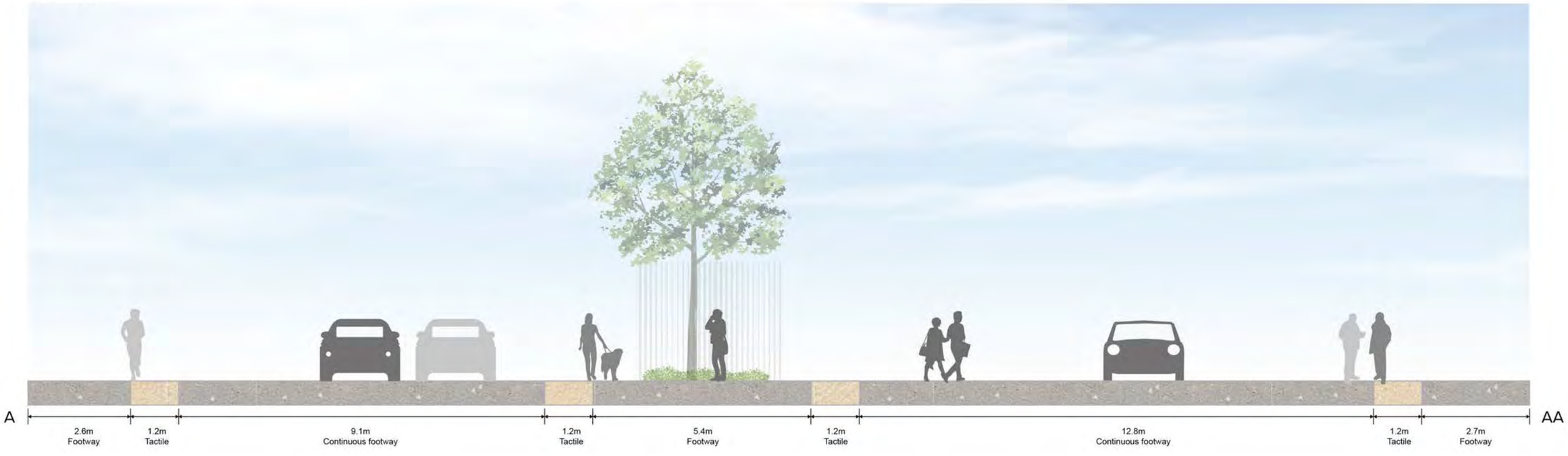


Tweedvale Crescent and Tweedvale Place junction

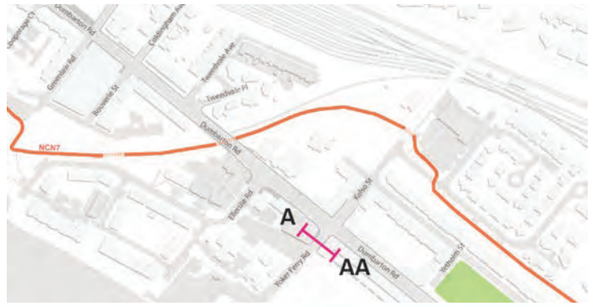
Existing



Proposed

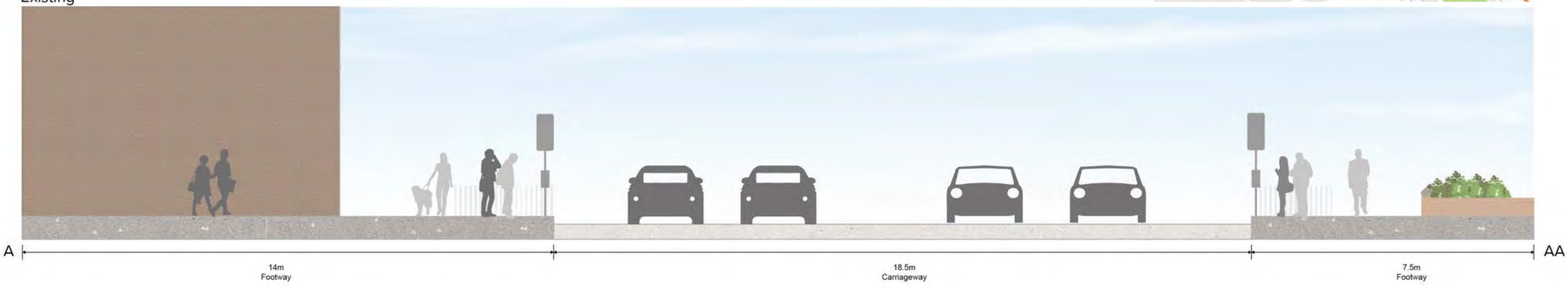


Location



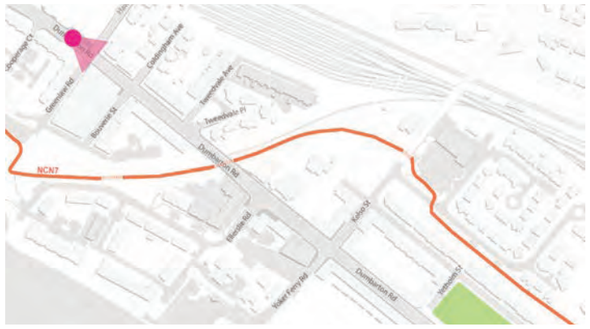
Yoker Ferry Road junction

Existing



Proposed

Location



Visualisation

Illustration of the continous footways treatment along Dumbarton Road

Location

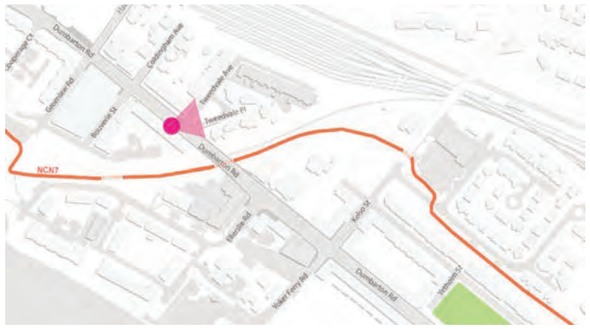


Illustration of the continous footway on Tweedvale Crescent and Tweedvale Place

8.6. Cost plan

Based on the proposed concept scheme shown in this report, a total cost of £504,691 has been estimated to deliver the Dumbarton Road Accessibility Improvements 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.

Cost plan	Cost Estimate (£)
Building Works Estimate	
Building Works	286,606
Main Contractor's Preliminaries & Traffic Management	57,322
Main Contractor's Overheads and Fees	17,197
Project / Design Team Fees	
Other Development / Project Costs	36,113
Risk Allowance	
Design Development Risks	39,724
Construction Risks	43,696
Inflation	
Tender Inflation	24,033
Cost Limit (excl. VAT)	**504,691**

8.7. Indicative action plan

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
1	Cooperage Court	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
882	Greenlaw Road	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway / planting area build-out.	2024-25	2025-27		TBC	Planning and RCC approvals**
3	Hawick Street	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway / planting area build-out. Could be delivered as part of Project 7: Better Railway Crossings: Hawick Street	2024-25	2025-27		TBC	Planning and RCC approvals**
4	Coldingham Avenue	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway / planting area build-out.	2024-25	2025-27		TBC	Planning and RCC approvals**
5	Bouverie Street	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway / planting area build-outs.	2024-25	2025-27		TBC	Planning and RCC approvals**
6	Tweedvale Avenue / Tweedvale Place	Creation of a one-way loop between the two junctions. Addition of continuous footways on each junction arm and creation of small landscape area with tree planting.	2024-25	2025-27		TBC	Planning and RCC approvals**
7	Ellerslie Road	Narrowing of carriageway and widening of existing planted areas. Re-provision of parking areas. Realignment of signalised crossing.	2024-25	2025-27		TBC	Planning and RCC approvals**

*Subject to the availability of funding opportunities and resources to deliver

**RCC stands for Road Construction Consent

No.	Proposal / intervention	Description	Programme Stage 3-4*	Programme Stage 5-7*	Potential Funding Streams (public)	Delivery Mechanisms	Legal and Planning Implications
8	Kelso Street / Yoker Ferry Road	Installation of dropped kerbs and correct tactile paving at crossings. Narrowing of Yoker Ferry Road arm to shorten crossing distance.	2024-25	2025-27	Sustrans Places for Everyone Fund, Place Fund, CWSR Funds and GCC Capital Funding	TBC	Planning and RCC approvals**
9	Bulldale Street	Tightening of corner radii. Provision of correct tactile paving.	2024-25	2025-27		TBC	Planning and RCC approvals**
10	Lady Anne Street	Creation of cycle modal filter to Dumbarton Road.	2024-25	2025-27		TBC	Planning and RCC approvals**
11	Dyke Road	Narrowing of carriageway at junction entrance and creation of planting area build-outs. Addition of correct tactile paving and dropped kerbs.	2024-25	2025-27		TBC	Planning and RCC approvals**
12	Esk Street	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway / planting area build-outs.	2024-25	2025-27		TBC	Planning and RCC approvals**
13	Blawarthill Street	Tightening of junction radii and creation of new raised table with tactile paving around edges.	2024-25	2025-27		TBC	Planning and RCC approvals**
14	Dumbarton Road residential access road (east of Blawarthill Street)	Creation of continuous footway with narrowing of carriageway and widening of footway of carriageway.	2024-25	2025-27		TBC	Planning and RCC approvals**

Note: All proposals could be delivered as part of the proposed bus priority interventions or as part of the City Network.

*Subject to the availability of funding opportunities and resources to deliver

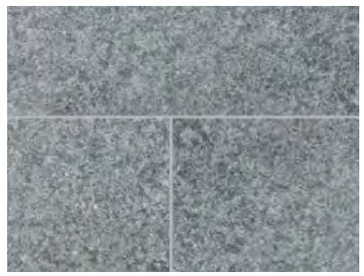
**RCC stands for Road Construction Consent

9 Outline specification

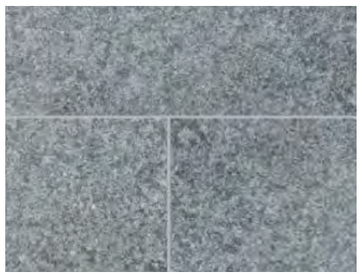
9 Outline specification

9.1. Materials specification

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



Proposed footway (standard paving): Concrete slabs[1]



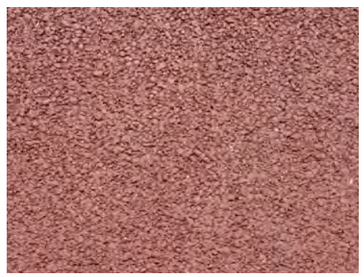
Continuous footway: Mid/Dark Grey Smooth Ground Concrete Flag. Paving with Natural Stone Aggregate[1]

Proposed footway (standard asphalt): Bituminous Macadam

Carriageway: Asphalt

Cycleway: Buff asphalt

Tactile paving (blister): Blister concrete paving slabs - 400x400 in red[1]



Carriageway narrowing: Red asphalt

Raised table: Buff asphalt

Tactile paving (blister): Blister concrete paving slabs - 400x400 in buff[1]

1 Image source: Glasgow Public Realm Design + Maintenance Guide (2020)

9.2. Street furniture

Benches: Timber and powder coated steel benches[1]

Bin: Existing City Centre litter bin design

Cycle stands: Silver galvanised steel clip Sheffield stands (Cycling by Design 2021)[2]

Bollards: Timber with optional galvanised steel additions

Wayfinding posts: Silver fingerposts as per existing

Bus shelter: To match GCC standard

9.3. Trees and planting

Tree: Scottish provenance stock, upright, semi-mature

Tree pit: Planted tree pit with ground cover planting[1]

Rain garden

Planting beds: wildflower planting

1 Image source: Glasgow Public Realm Design + Maintenance Guide (2020)

2 Image source: Cycling by Design (2021)

10 Next steps

10 Next steps

This report forms part of the second tranche of Liveable Neighbourhood (LN) plans, covering the Yoker to Whiteinch LN. The area is formed by the neighbourhoods of Yoker, Scotstoun, Jordanhill and Whiteinch. The report outlines proposals for six separate study areas across the Liveable Neighbourhood, developed to RIBA 2 (Concept Design) level of detail.

This report also forms part of Sustrans funding applications. If approved, the six proposals will be taken forward by GCC for further design development at RIBA Stages 3 and 4.

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