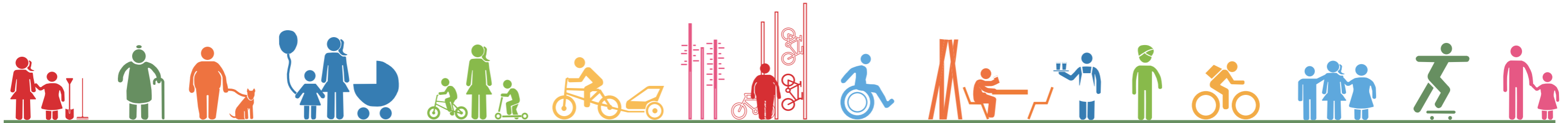


# LN

GLASGOWS LIVEABLE NEIGHBOURHOODS



# POLLOKSHIELDS EAST TO GORBALS

# LIVEABLE

# NEIGHBOURHOODS

**Stage 2 Report**

**CROWN STREET RETAIL PARK LINK**

December 2023

## Notice

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This document has 34 pages including the cover.

## Document History

<b>Revision</b>	<b>Purpose description</b>	<b>Originated</b>	<b>Checked</b>	<b>Reviewed</b>	<b>Authorised</b>	<b>Date</b>
1.0	First draft	CH	LS	YM	UF	20.12.23

## Client Signoff

<b>Client</b>	Glasgow City Council
<b>Project</b>	Glasgow Liveable Neighbourhoods
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# 1. INTRODUCTION



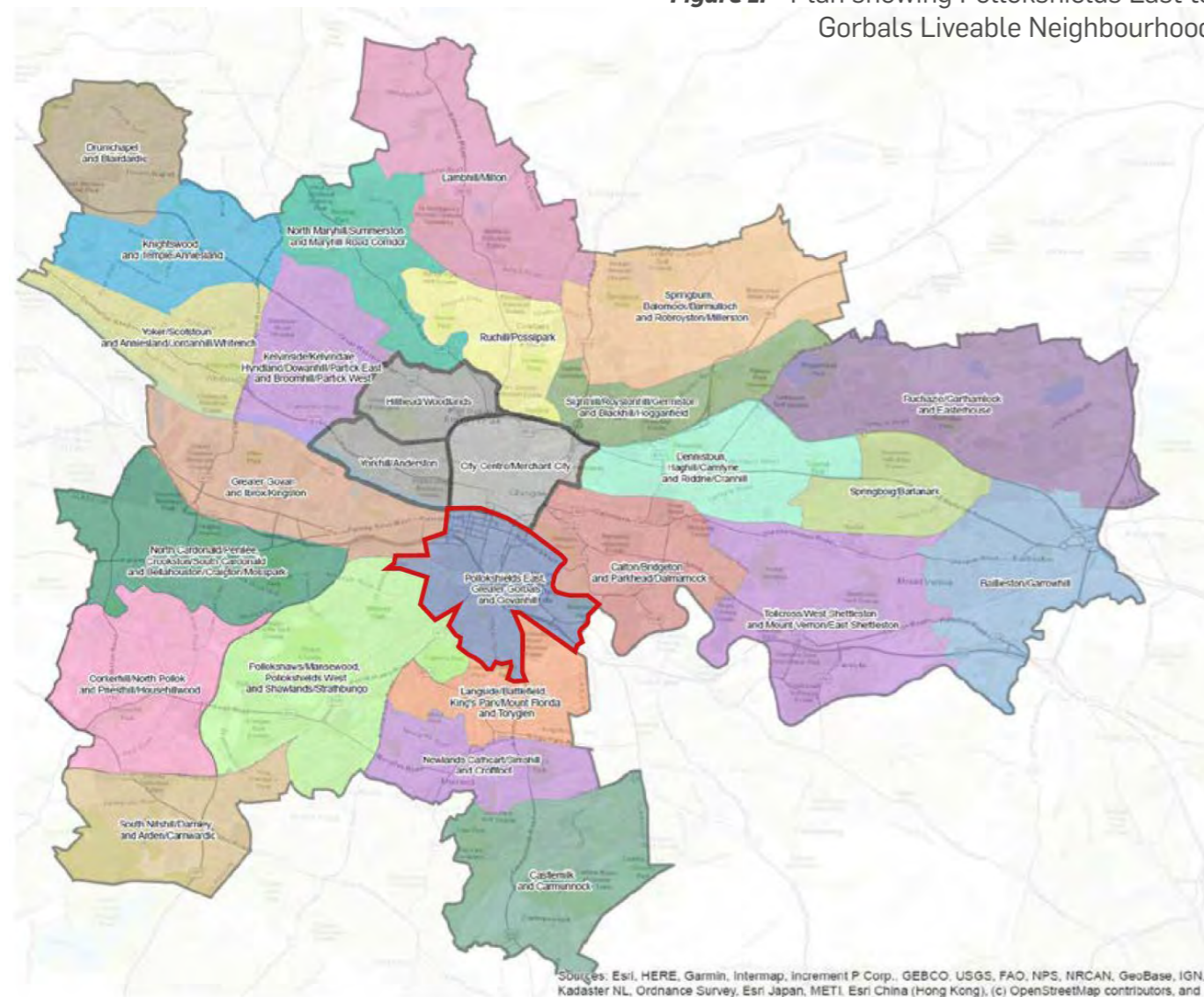
## 1.1 Project Context

This project focusses on the Crown Street Retail Park area and seeks to address a range of accessibility issues to improve walking, cycling and wheeling to/from neighbouring residential areas. The site was identified as an intervention opportunity in the Stage 1 Report for Pollokshields East to Greater Gorbals Liveable Neighbourhood (see **figure 1**), along with sites in Laurieston ('Destination Laurieston') and around Crown Street Retail Park (locations shown on **figure 3**). The report included assessment and engagement work undertaken in a number of neighbourhoods in this study area to identify a

range of intervention opportunities that could help support one or more of the Liveable Neighbourhood Programmes four theme. Those themes being *Everyday Journeys*, *Active Travel*, *Local Centre* and *Streets for People* (see **figure 2** for more detail). The site in this report scored particularly well in relation to *Streets for People* and *Everyday Journeys*.

For further information on the Liveable Neighbourhoods programme visit the following website: <https://www.glasgow.gov.uk/liveableneighbourhoods>

**Figure 1:** Plan showing Pollokshields East to Gorbals Liveable Neighbourhood



**Figure 2:** Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme

### EVERYDAY JOURNEYS



The transport sector is Scotland's major contributor of carbon emissions. The majority of journeys made by car are short. By improving the conditions for walking and cycling within neighbourhoods there is a significant opportunity to reduce carbon emissions and improve health outcomes. For example, journeys to schools and other local amenities. However, it is also recognised that the needs of different age groups, genders and physical abilities is crucial in designing suitable streets and infrastructure.

### ACTIVE TRAVEL



Glasgow has an ambitious target to make walking and cycling considered as first choice modes of travel. A key element of this will be the implementation of a city-wide segregated active travel network. The Liveable Neighbourhoods approach will create the bridge between the front door and the city-wide segregated network.

### LOCAL TOWN CENTRES



Glasgow's network of centres is a key strength of the City in moving towards an ambition of creating liveable neighbourhoods. Many of Glasgow's local centres are busy social spaces that provide many functions beyond retail and commercial. With the major challenges created by retail competition and the shift to online shopping there is a significant opportunity to strengthen the position of many local town centres in Glasgow by harnessing their role as social and community destinations, improving their accessibility and environmental quality.

### STREETS FOR PEOPLE



Over time Glasgow's streets and public spaces became dominated by the needs of motorised transportation. This includes vehicle movement and parking. International best practice has shown that as space is reallocated and vehicle speeds and flows are reduced, there is significant potential to improve the quality of street spaces. This creates opportunities to increase the range of people and activities that are on the street. It also creates space for increased green infrastructure, which is an important tool in climate adaptation and mitigation.

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and



# 1. INTRODUCTION



Figure 3: Map showing the study area set within a city-wide context

## 1.2 Project Location

The map opposite shows an extract all of Glasgow City Councils proposed Liveable Neighbourhood areas and the specific Liveable Neighbourhood area for this study outlined in red.

This study covers the Pollokshields East to Gorbals Liveable Neighbourhood area, which in turn is made up of three further sub-areas:

- Pollokshields East
- Govanhill
- Greater Gorbals

It should be noted that these areas have been selected to assist the continued roll-out of the Council's Liveable Neighbourhood programme. These areas are not considered self-contained local communities. Background study, community and stakeholder engagement and the development of proposals within these areas therefore take strong consideration of the needs of local communities beyond these boundaries and works being undertaken as part of the wider Liveable Neighbourhoods programme in other areas.





# 1. INTRODUCTION

## 1.3 Engagement

This section summarises the overarching engagement, methods and activities undertaken during Stage 2. It details the engagement undertaken on the three projects that emerged from the Pollokshields to Greater Gorbals Liveable Neighbourhood, including:

- Re-Imagining Albert Drive Streetscape
- Destination Laurieston
- Crown Street Retail Park Link

### 1.3.1 PURPOSE

Through a collaborative approach to engagement, involving the public and key stakeholders we have undertaken further community engagement within the Pollokshields East to Gorbals Liveable Neighbourhood helping these areas to become even better places to live, work and enjoy daily life.

Engagement undertaken during Stage 2 aimed to inform residents and stakeholders of the three projects being taken forward into concept design. To seek feedback from stakeholders in each of the project areas on the developing designs, opportunities, and constraints, informing the development of the designs.

Engagement undertaken during Stage 2 aimed to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

### 1.3.2 ACTIVITIES

A range of in person and digital activities have been undertaken during Stage 2. These have been summarised over the following pages for all three areas. Project specific findings are summarized within each project section

### Website

During stages 0-1 a dedicated website was launched on 31st January 2023 to act as the main communication point for Pollokshields East to Gorbals: <https://pollokshields-east-to-gorbals-ln-glasgowgis.hub.arcgis.com/pages/latest-news>

Visitors to the website could find out more about Liveable Neighbourhoods, and the 'Latest News' section was updated to promote all stage 2 events and hosted the survey.

### In Person Members Briefings

Follow up briefings from stage 0-1 were held at Glasgow City Chambers on 18th May 2023 for Mansewood and Hillpark, with 7 in attendance representing the following Wards: Ward 2 (Newlands / Auldburn) and Ward 6 (Pollokshields).

Meeting purpose:

- To present the ideas and opportunities emerging from Stages 0-1.
- To give Elected Members the opportunity to validate / challenge the key messages coming from communities and to add to these as part of the prioritisation process.

### Internal Glasgow City Council Drop-In event

A drop-in session was held on the 14th September for Officers within Glasgow City Council, ranging from Planning and Heritage, Parking, Flooding and Drainage departments. The purpose was to provide an opportunity to raise awareness of the projects at stage 2 design and to seek feedback on designs including opportunities and constraints from an internal perspective. A total of 18 Officers attended.

### Survey

A survey was made available for people to complete online, at libraries and drop-in events between 19th September and 6th of October asking for feedback on initial designs, seeking feedback on the opportunities and constraints

of the designs. After the designs were further developed a second survey was open from 16th November – 30th November enabling people to leave further feedback on the concept designs.

A full summary of all the feedback for Crown Street Retail Park is provided in **Appendix B**.

### Drop-ins

A series of Drop-in, 'Meet the Designer' and public showcase events took place in both September and November 2023. The events took place in each respective neighbourhood area, updating and informing residents and stakeholders of the three projects being progressed to concept design. The first stage (stage2a) informed stakeholders of the six projects and the emerging ideas for the designs. The follow up stage (stage2b) showcased the concept designs, presenting a series of graphic-rich plans and visualisations.

The purpose of both stages was to seek feedback from stakeholders in each of the three project areas on the developing designs and ideas, giving those in attendance or viewing online the opportunity to highlight anything we may have missed. Feedback has informed the refinement of each concept design (see **section 3** for more details) and was useful to:

- Inform people about the selected project(s)
- Seek feedback on the concept designs.
- Identify if there is anything missing in terms of opportunities and constraints.
- Generate content – attendance numbers, photos, feedback for stage 2 report, inform designs.

### Stage 2a: Drop-In Events

The following drop-ins took place in September 2023:

- Re-imagining Albert Drive, Pollokshields Library, 4-7pm on 19th September.

Figure 4: Website providing a digital presence for the project during stage 2

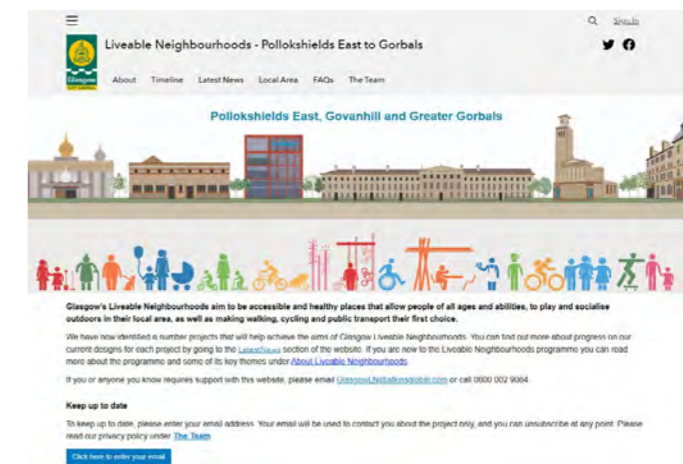


Figure 5: Online surveys ran during both stages of consultation



# 1. INTRODUCTION

- Destination Laurieston and Crown Street Retail Park, Gorbals Library, 4-7pm on 21st September.

## Stage 2b: Meet the Design Team Drop-In Events

The following drop-ins took place in November 2023:

- Destination Laurieston and Crown Street Retail Park Link: New Gorbals Housing Association, 3:30 -5pm, on 16th November
- Re-imagining Albert Drive, Pollokshields Library, 5:00-6:30pm, on 23rd November

## Public Showcase

In addition to the dedicated 'Meet the Design Team' sessions, a public showcase of the designs were displayed in the following locations from November 16th – November 30th for members of the public to view in their own time. Flyers were available at all the venues with information of the drop in sessions as well as links to the online survey.

- Pollokshields Library
- New Gorbals Housing Association

### 1.3.3 COMMUNICATIONS

To promote the engagement during Stage 2, several communication channels were utilised including:

- Notifications emailed to key stakeholders and local community groups identified through Stakeholder Mapping
- Promotion of the Story Map websites to all stakeholders
- Social media posts through Glasgow City Council's channels and local groups
- Leaflets and surveys left at drop-in venues to promote completion of the surveys

In addition, an email address and freephone number were available for people to speak directly to the project team.

A full list of all stakeholders is listed in **Appendix B**.

**Figure 6:** Photos from the stage 2 consultation drop-in events and showcase exhibitions in September and November 2023



**Figure 7:** Leaflets circulated before each of the drop in sessions and exhibitions in September and November 2023

**LIVEABLE NEIGHBOURHOODS**  
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETScape

**JOIN US IN SEPTEMBER**

- Re-imagining Albert Drive Streetscape  
Tuesday 19 September: 4pm - 7pm  
Pollokshields Library
- Destination Laurieston & Crown Street Retail Park Link  
Thursday 21 September: 4pm - 7pm  
Gorbals Library

**COMPLETE A SURVEY**

Available online (scan the QR code or use the link to our website below) and paper copies available at your local library.

The survey will be open until Saturday 30th September

**CONTACT US**

Tel: 0800 002 9064  
Email: [GlasgowLN@atkinsglobal.com](mailto:GlasgowLN@atkinsglobal.com)  
Web: [pollokshields-east-to-gorbals-in-glasgow.org.uk](https://pollokshields-east-to-gorbals-in-glasgow.org.uk)



**LIVEABLE NEIGHBOURHOODS**  
POLLOKSHIELDS EAST TO GORBALS

TELL US ABOUT YOUR NEIGHBOURHOOD:

1. DESTINATION LAURIESTON
2. CROWN STREET RETAIL PARK LINK
3. RE-IMAGINING ALBERT DRIVE STREETScape

**TAKE A LOOK AT THE PROPOSALS**

Exhibition boards will be displayed until Thursday 30th November at the following locations:

- Re-imagining Albert Drive Streetscape  
Pollokshields Library
- Destination Laurieston  
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link  
New Gorbals Housing Association, 200 Crown Street

**COMPLETE A SURVEY**

Available online (please scan the QR code or use the link to our website below).

The survey will be open until Thursday 30th November

**JOIN US FOR OUR MEET THE DESIGNER EVENTS**

- Re-imagining Albert Drive Streetscape  
Thursday 23rd November: 5:00pm - 6:30pm  
Pollokshields Library
- Destination Laurieston  
Thursday 16th November: 3:30pm - 5:00pm  
New Gorbals Housing Association, 200 Crown Street
- Crown Street Retail Park Link  
Thursday 16th November: 3:30pm - 5:00pm  
New Gorbals Housing Association, 200 Crown Street

**CONTACT US**

Tel: 0800 002 9064  
Email: [GlasgowLN@atkinsglobal.com](mailto:GlasgowLN@atkinsglobal.com)  
Web: [pollokshields-east-to-gorbals-in-glasgow.org.uk](https://pollokshields-east-to-gorbals-in-glasgow.org.uk)





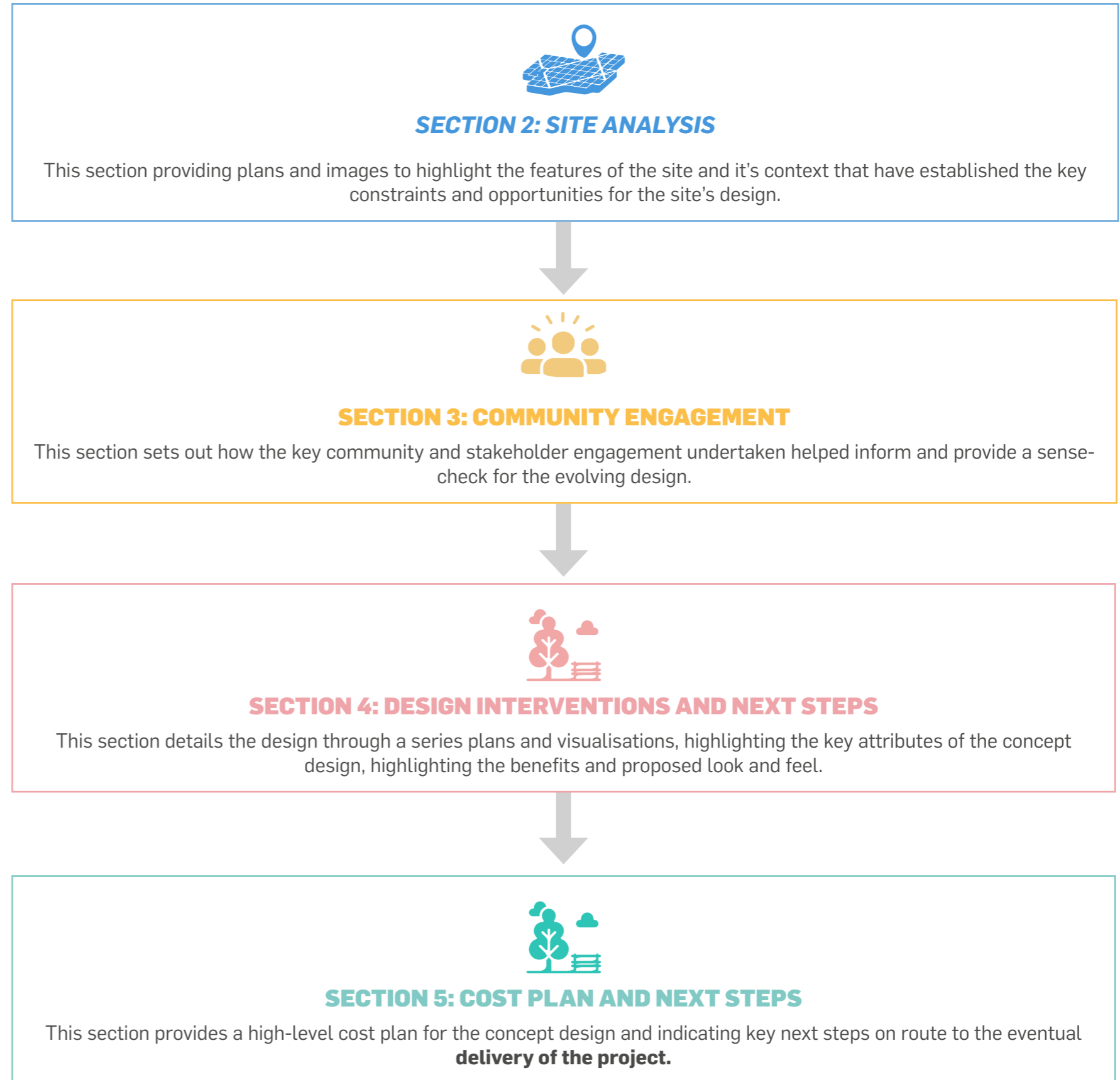
# 1. INTRODUCTION



## 1.4 Document Structure

This report is structured to help provide a clear and concise breakdown of the assessment, analysis and design thought that has led to the emergence of a concept design for the site (set out in section 4). **Figure 8** sets out the key sections in the document and a summary of their purpose and scope.

**Figure 8:** Diagram showing structure of the document by briefly describing sections 2 - 5





# 2. BASELINE ANALYSIS

## 2.1 Spatial Analysis

There are three key neighbourhoods which surround the study area to the north, east and south. These are the Gorbals, Oatlands and Govanhill respectively. Whilst Crown Street Retail Park is not designated as a network centre, it does serve a strategic function and offers a range of retail for those living nearby. Critically, there are varying levels of deprivation experienced within the neighbouring locales and the offerings within the retail park are ideal for those living on a budget. Notwithstanding this, the current access arrangements are particularly onerous for people travelling actively and are very much designed in favour of motor traffic. People traveling to the retail park by car therefore have an advantage over those travelling by walking, wheeling or cycling. This both compounds the congestion issue around the retail park and disproportionately affects those on lower incomes who statistically are less likely to have access to a private vehicle.

In order to identify any potential 'quick win' interventions which could improve accessibility for people travelling actively, the key access routes have been assessed as part of a site visit. Each of routes (marked in blue on the above plans) represent a core pedestrian route between the retail park and one of the surrounding neighbourhoods. These routes have been the focus of identified upgrades with the aim of enhancing pedestrian accessibility, particularly for vulnerable road users.

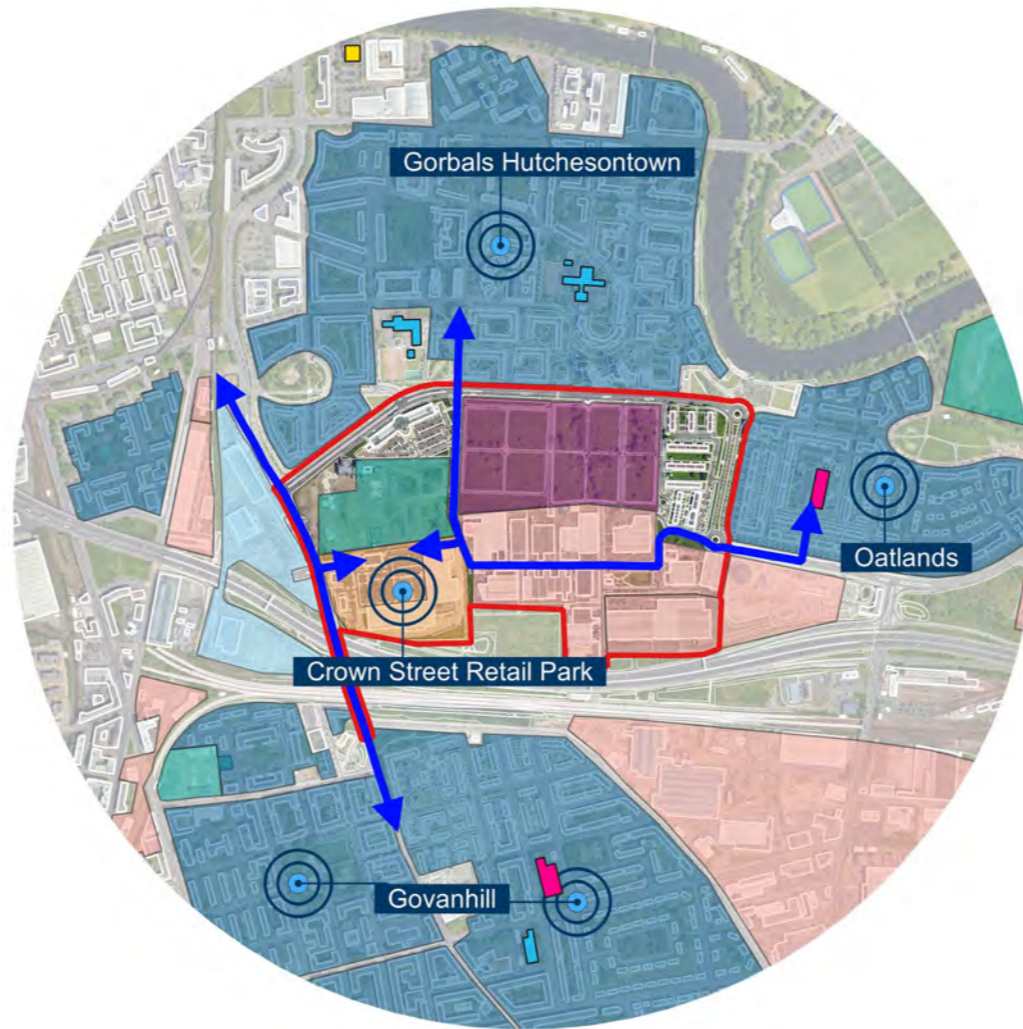


Figure 9: Diagram showing land use

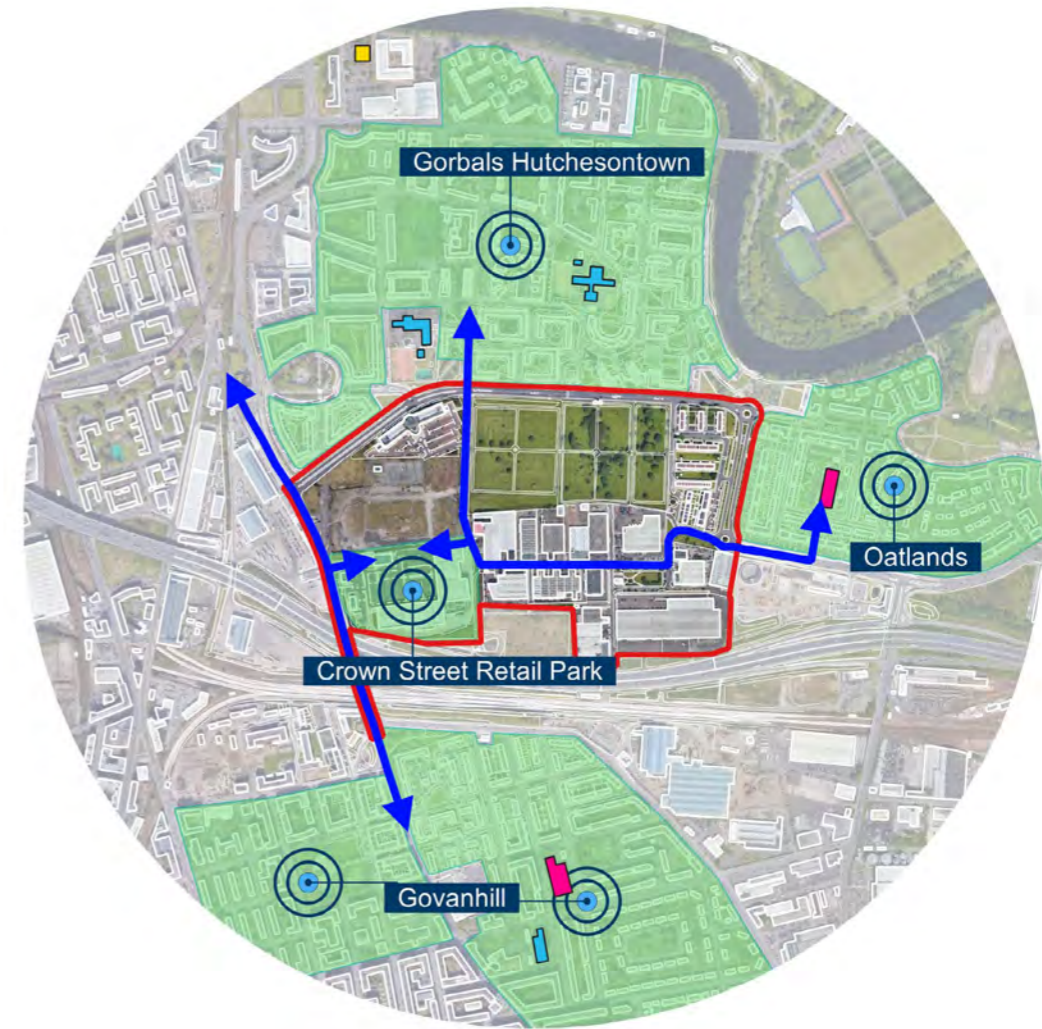


Figure 10: Diagram showing key access routes

<b>General Key</b>		<b>Land Use Key</b>	
	Study area		Residential
	Key Access Routes		Industrial
	Primary Education		Commercial
	Special Needs Education		Retail
<b>Access Key</b>			Cemetery
	Trip Generators		Construction



# 2. BASELINE ANALYSIS



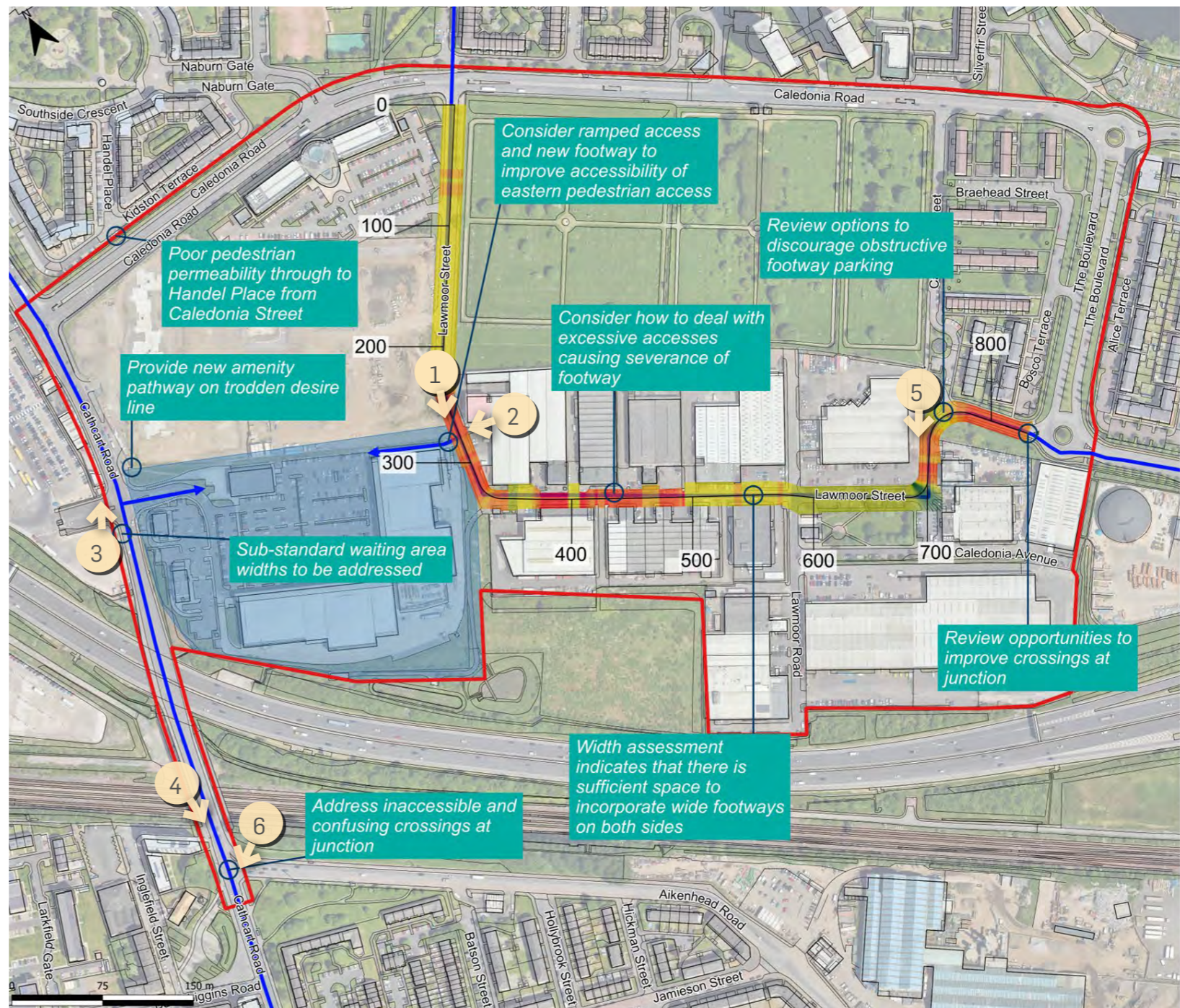
## 2.2 Constraints Mapping

There are several significant access constraints within the study area which detract from a positive pedestrian experience and in some cases exclude certain user groups (such as those relying on a wheelchair or travelling with a push chair). These constraints have been mapped on the figures below to build a detailed constraints plan and hence promote key interventions which will have the most beneficial impacts to pedestrian accessibility.

**Figure 11:** Annotated photos identifying key features/issues on the site



**Figure 12:** Existing pedestrian access issues



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# 3. COMMUNITY ENGAGEMENT



## 3.1 Engagement stages

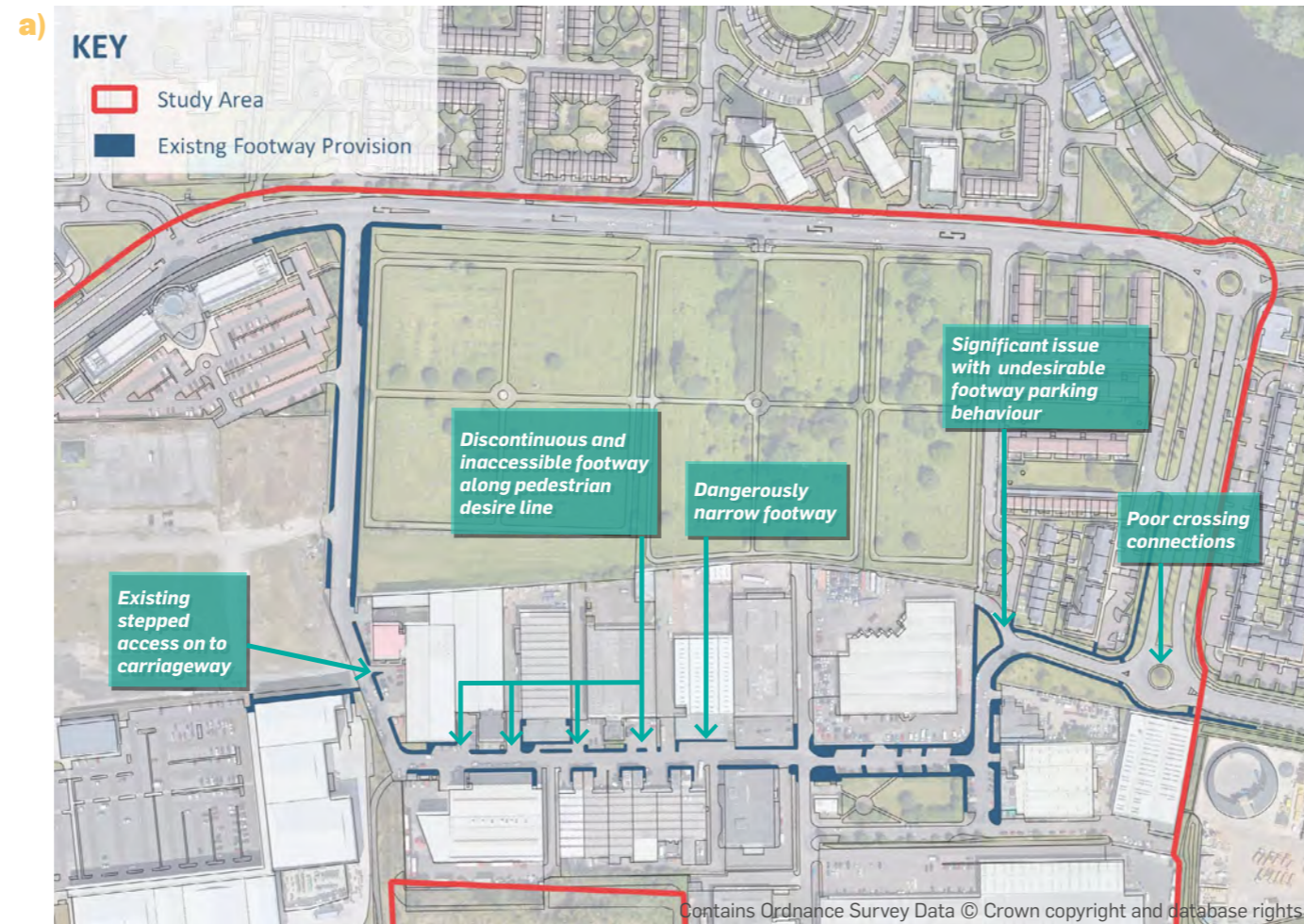
As set out in the introduction a range of engagement has been undertaken as part of stage 2. This has helped inform and, most importantly, inform the development of key issues and opportunities in the area over the last 3 months. The following sets out the key stages of the engagement, concluding with a selection of some feedback received.

### 3.1.1 STAGE 2A: EMERGING DESIGNS AND IDEAS

A Drop-In event in September to showcase the Crown Retail Park Link project was an opportunity to talk to people in more depth, explain the project and its aims and objectives. The event was attended by 7 people. A dedicated website with a Design Workbook, containing the designs was made available, giving the community an early opportunity to view and comment on the initial analysis and emerging ideas (see **figures 13 and 14**).

There were 6 responses to an online and paper survey that was made available for a month in September/October fed into the next stage of the design process.

**Figure 13:** Initial identification of pedestrian access issues (a) land use analysis (b) and key access sources and routes (c).



**Figure 14:** Exhibition material displayed as part of emerging designs and ideas in September



**Stage 2A feedback:**

"Its a car centric retail park in the middle of a place with low car ownership. There are no bikelanes and pavements are narrow. Pedestrian and bike access is dangerous and unusable. pedestrian crossing time is set at 5 seconds"

" The arch ways at the angle across from Brazen Head at Cumberland Street and Gorbals Street could be made an interesting art piece"

" Missing how unsafe and unpleasant the bridge over the motorway feels, how overgrown the path on Lawnmoor street is and dangerous cross at the stairs behind Aldi due to the corner and cars speeding"



# 3. COMMUNITY ENGAGEMENT



## 3.1.2 STAGE 2B: DEVELOPED CONCEPT DESIGN

In November a public showcase exhibition and a 'Meet the Designer' session was held and an updated online design workbook was made available (see **figures 15 and 16**).

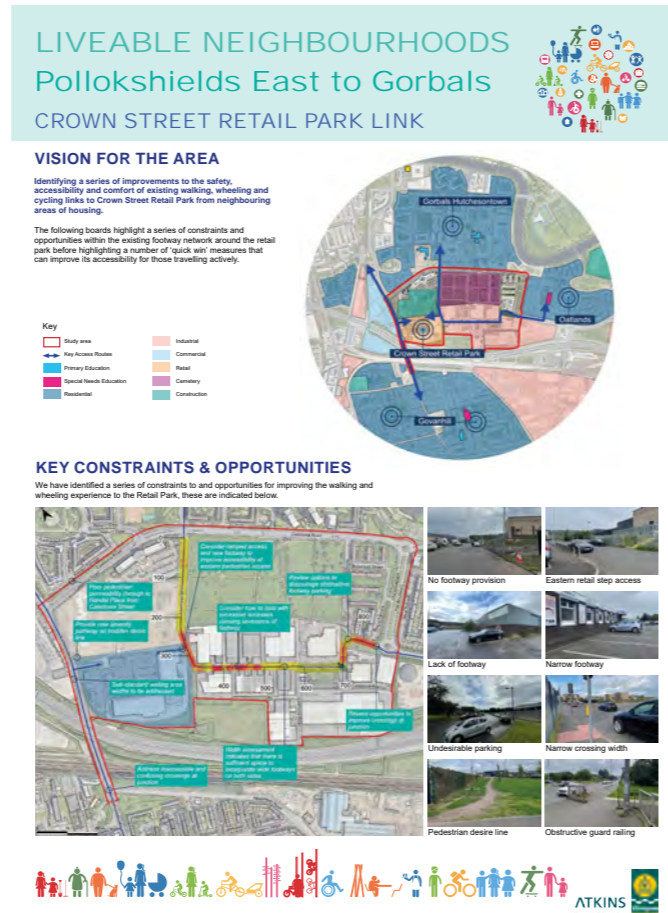
There were seven responses to an online survey that was made available for two weeks in November, while two people attended the drop in.

## 3.1.3 GCC WORKSHOPS/MEETINGS

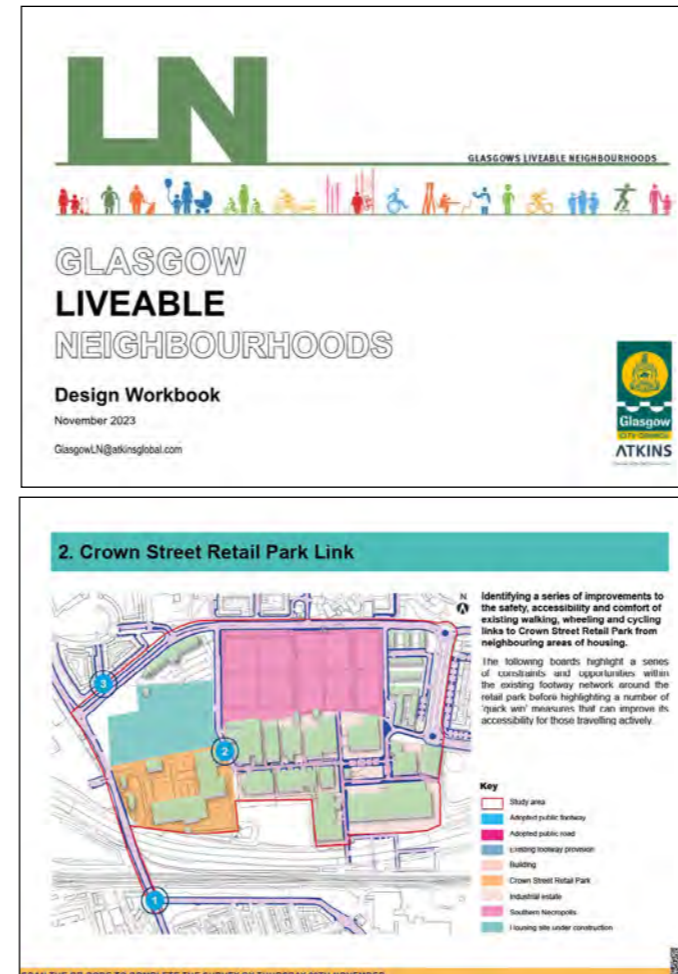
In addition to community engagement there were a series of vital workshops and meetings held with departments within Glasgow City Council. These helped refine the design to ensure it aligned with internal guidance and existing projects in the area.

In October, a meeting with New Gorbals Housing Association was held to receive feedback from a key stakeholder regarding this project. The designs were also presented at the Transformational Regeneration Area (TRA) meeting in November.

**Figure 15:** November exhibition boards



**Figure 16:** Selected pages from the design workbook accessible on the project website



## 3.1.4 KEY FEEDBACK THEMES

Some of the key themes that emerged from feedback during engagement stages 2A and 2B related to accessibility for walking and wheeling, traffic calming and inclusion of artwork or sculptural gateway features. Below are a selection of comments that reflect these themes, for the full list of feedback refer to appendix B.

**Stage 2B feedback:**

" The arch ways at the angle across from Brazen Head at Cumberland Street and Gorbals Street could be made an interesting art piece"

"Pedestrian crossing time is only 5 seconds, increase this"

" Making the Aitkenhead Road junction more friendly to pedestrians could have an outsized impact by also calming traffic entering Aitkenhead Road"





# 4. DESIGN INTERVENTIONS

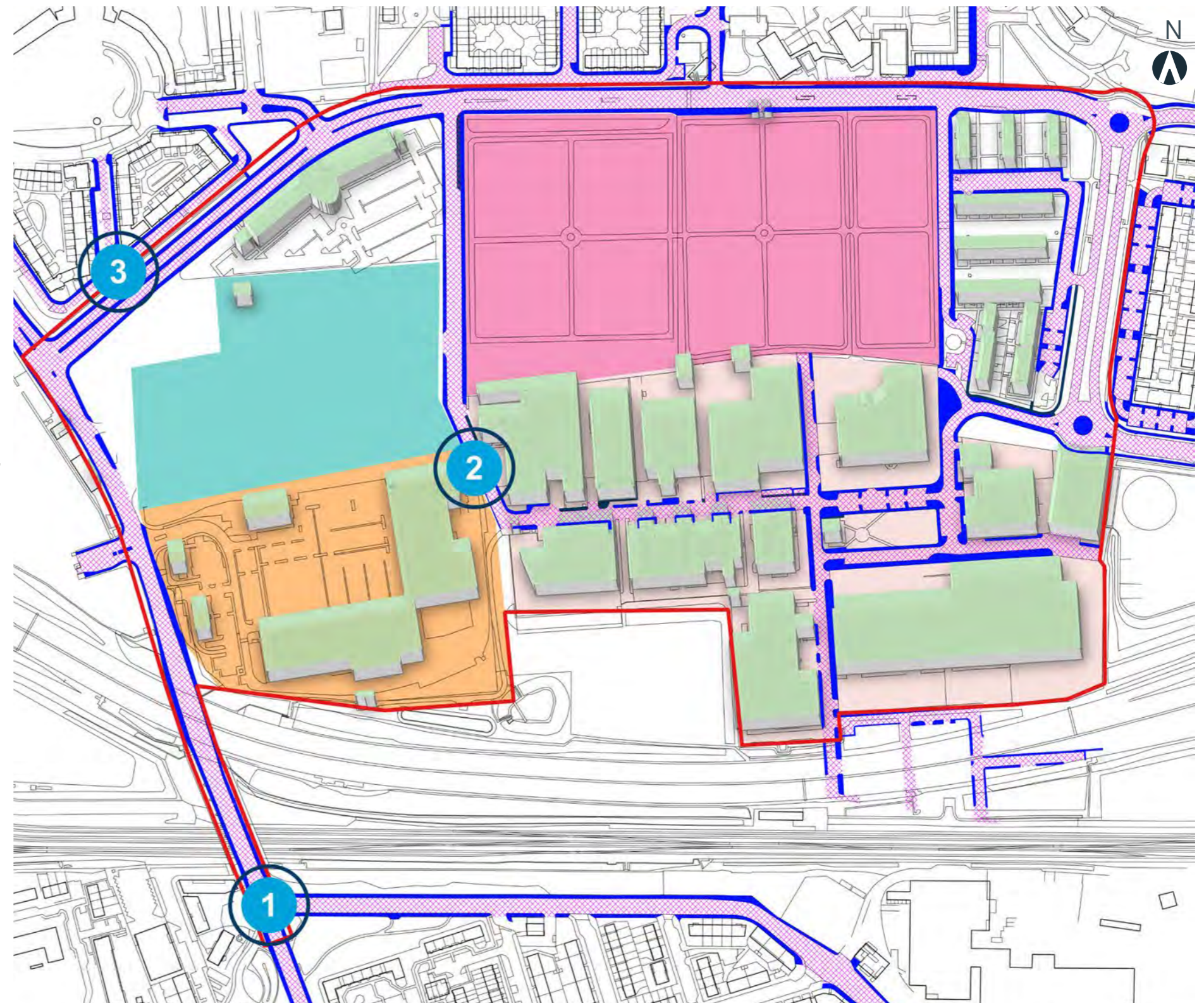


The following identifies three 'quick win' measures that could immediately improve the safety, directness and comfort for those seeking to walk or wheel to Crown Street Retail Park from surrounding residential areas.

- 1 Cathcart Road / Aikenhead Road junction upgrade**  
 Upgraded junction arrangement to provide safer pedestrian crossing facilities and to generally improve the pedestrian experience at the junction.
- 2 Eastern pedestrian access ramp**  
 New ramp facility at rear of Aldi store (eastern pedestrian access into the retail park).
- 3 New pedestrian link to Kidston Terrace from Caledonia Road**  
 Quick win intervention to accommodate key pedestrian desire line between Crown Street Retail Park and Gorbals New Park.

- Key**
- Study area
  - Adopted public footway
  - Adopted public road
  - Existing footway provision
  - Building
  - Crown Street Retail Park
  - Industrial estate
  - Southern Necropolis
  - Housing site under construction

Figure 17: Plan mapping key features of site



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# 4. DESIGN INTERVENTIONS










## 4.1 Cathcart Road / Aikenhead Road junction upgrade

The indicative arrangement plan shows increased footway space and improvements to pedestrian crossing points at the Cathcart Road / Aikenhead Road junction.

The proposed improvements to Cathcart Road / Aikenhead Road involve removing an existing pedestrian refuge island located at the northern arm and re-allocating the space to improve the pedestrian waiting area to the east of the junction. The current arrangement is very dated and does not conform to current accessibility standards (for example, there are no tactile paving and the pedestrian signals / push buttons are wrongly located). The proposal aims to make pedestrian crossings safer and more accessible for all and ultimately promote the pedestrian desire line along the eastern side of the Cathcart Road (so as to avoid pedestrians having to cross at the Retail Park access junction which is sub-standard and with limited scope for improvement).

Discussions with GCC Signalling Team highlighted that this junction is an identified priority for upgrade in the near future. The Liveable Neighbourhoods project has helped to raise the priority of the junction further with the intention to take this forward to detailed design in early 2024. A previous Transport Assessment linked this junction to the junction immediately to the south at Butterbiggins Road and therefore any future design work should include for signalling / upgrading both junctions. It is likely that this will be funded through Transport Scotland's Cycling and Walking Safer Routes fund.

### Key

-  Existing Carriageway
-  Existing Footway
-  Proposed Footway
-  Proposed Tactile Paving
-  Primary Signal Head
-  Left-turn Filter Signal Head
-  Secondary Signal Head
-  Pedestrian Signal Head

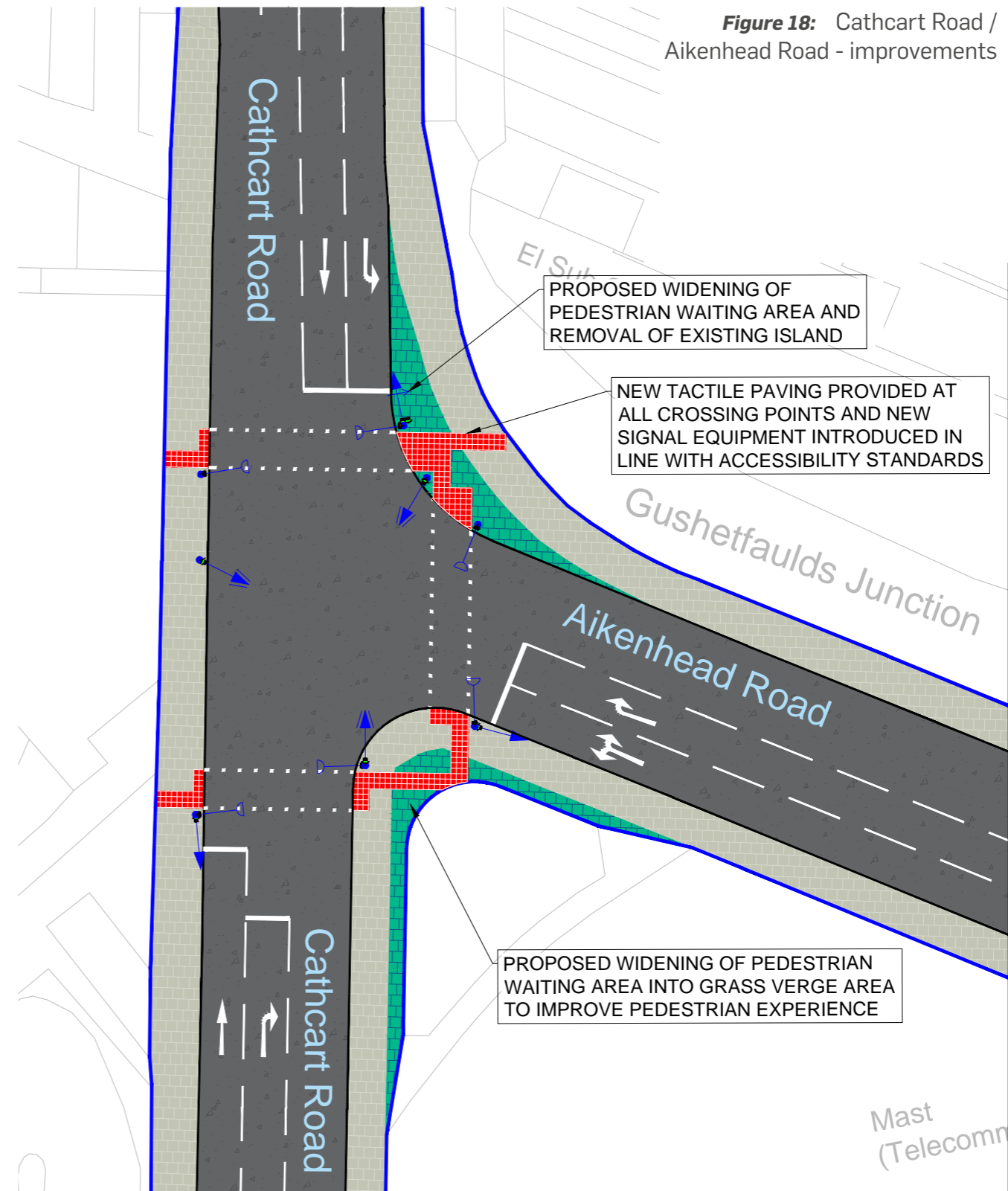


Figure 18: Cathcart Road / Aikenhead Road - improvements

# 4. DESIGN INTERVENTIONS

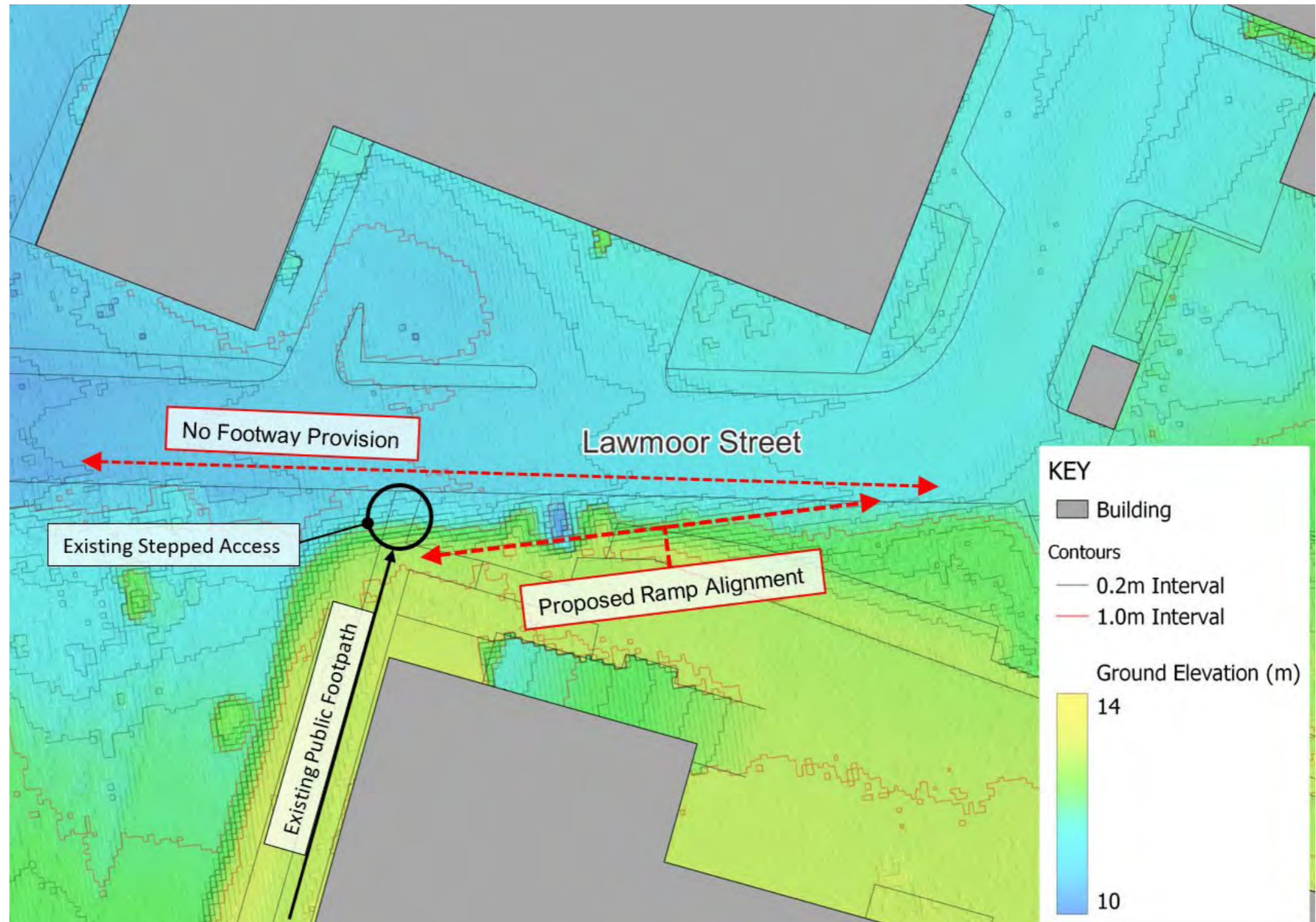


## 4.2 Eastern pedestrian access ramp

### 4.2.1 CURRENT CONDITION

The current arrangement for pedestrians accessing the retail park from the east is via a stepped access directly onto a live carriageway. The proposals include building a new ramp in accordance with Roads for All guidance (to a maximum 7% gradient over maximum length intervals of 5.0m, separated by 1.5m level landing areas) as well as facilitating a new section of footway at the foot of the ramp and existing stairs.

Figure 19: Topography around the eastern pedestrian ramp improvements area



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## 4. DESIGN INTERVENTIONS



### 4.2.2 PROPOSED IMPROVEMENTS

Visualisation below showing improvements to accessibility into the Retail Park from the east with a proposed ramped access and new footway along the western side of Lawmoor Street. Arrangement of ramp is subject to dialogue between landowners and the council. Information on land ownership and road adoption status is provided in **Appendix D**.

**Figure 20:** Eastern pedestrian ramp access visualisation from to Crown Street Retail Park





## 4. DESIGN INTERVENTIONS



### 4.3 New pedestrian link to Kidston Terrace from Caledonia Road

Through further focused discussion with local residents there may be the opportunity to create a more direct footpath links from Kidston Terrace onto Caledonia Road, helping to emphasis the strong north-south axis that already exists along Crown Street and Handel Place.

Figure 21: Pedestrian link visualisation from Caledonia Road to Kidston Terrace





## 4. DESIGN INTERVENTIONS

### 4.4 Sustainability

#### 4.4.1 POLICY CONTEXT

##### Scotland Climate Change Plan 2018-2032: Securing a green recovery on a path to net zero

The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045, with an initial commitment to reduce emissions by 75% by 2030 (compared with 1990). The Climate Change Plan focuses on the requirements of seven key sectors to meet this target: electricity, industry, buildings, transport, agriculture, waste, and land use, land use change and forestry (LULUCF). An update to the Plan was published in 2020, through a strategic environmental assessment it "boosted" existing and/or identifies new policies and proposals in the plan, including adding an eighth sector of Negative Emissions Technologies.

##### Glasgow Climate Emergency Implementation Plan

Glasgow City Council (GCC) declared a climate and ecological emergency in May 2019. This has set Glasgow a target to become a carbon neutral city by 2030 following a decision of the GCC City Administration Committee. In the Climate Plan one of the five key themes relates to the creation of a well connected and thriving city. This themes sets out the aim of supporting 'decarbonisation of transport systems by helping to improve infrastructure for walking, cycling, wheeling and reducing the need to travel'.

#### 4.4.2 CONSTRUCTION INDUSTRY STANDARDS

The construction industry has emerging guidance on responding to the climate emergency through organisations such as the RIBA, London Energy Transformation Initiative (LETI), and the UK Green Building Council. An excellent way to ensure compliance with best practice standards throughout design and construction is to adopt one of the industry-recognised rating systems such as BREEAM. For this Liveable Neighbourhood project the design will be assessed during the next design stage through external procurement.

#### 4.4.3 CIRCULAR ECONOMY

Our design methodology and approach will incorporate the circular economy principles: to eliminate waste and pollution; to keep products and materials in use and to regenerate natural systems.

##### **'We aim to make our local economy restorative by intention and regenerative by design.'**

*Glasgow's Climate Plan*

An assessment of the existing public realm will be conducted to consider the ability to retain, reuse, recycle or be responsible with the existing materials.

**Retain** - surface treatment, trees, greening and other features already successful in contributing to a functional, sustainable and pleasant public realm.

**Re-use** - existing slabs and paving (particularly where they may have heritage value), as well as identifying opportunities to embed waste materials from building redevelopment from nearby sites.

**Recycle** - existing slabs, paving and waste materials from building redevelopment from nearby sites as aggregates within new materials where possible.

**Responsible** procurement of materials, products, and components, sourced locally as a default, which eliminate waste and support reuse and end of life recovery.

#### 4.4.4 SUSTAINABILITY COMMITMENTS

##### Circular Economy

- During construction the development must aspire to maximise the opportunity to achieve 0% to landfill and all waste is either reused,

recycled or recovered (excluding hazardous waste). During operation the development must achieve at least 50% recycling and composting rates with an aspiration of 60%.

- Systems will support efficient waste management and the capacity to recycle and also benefit the user experience through considering impacts such as waste collection vehicles and visual amenity.

##### Manage water and flood risk

- Implement sustainable drainage systems, such as bioswales, raingardens, bioretention areas, permeable surfaces, where possible to mitigate surface water flooding.
- Implement rainwater harvesting solutions in the public realm.
- Use reclaimed / recycled water for maintenance of green areas.
- Minimise water consumption through use of drought resistant planting in summer months.

##### Improve access to nature and enrich biodiversity

- Protect and enhance biodiversity and habitat protection.
- Increased tree planting and urban greening to attract wildlife.
- Incorporate nature based solutions where possible, such as raingardens, bioswales, pocket parks, parklets and green walls.
- Increased use of native planting and species resilient to changing natural conditions, such as drought, flood, heat, frost and pest.

##### **'...improving public transport and active travel networks and reducing**

**the number of private vehicles on the road, enabling those vehicles which are on the road to transition to cleaner fuel alternatives.'**

*Glasgow's Climate Plan*

##### Enable sustainable transport

- Enable a multi modal transport approach through creating synergies with wider infrastructure.
- Enable active travel and encourage micro mobility.
- Promote use of cleaner vehicles (cars, operational fleet for construction and future maintenance), car share clubs and increased implementation of EV charging points.
- Design the public realm to improve efficiency of travel and freight/logistics operations.



# 5. PRELIMINARY COST PLAN



## 5.1 Narrative:

The information consists of concept design plan that does not fully detail the anticipated works/specification.

The estimate may be optimistic in its nature it excludes engineering/specification.

Risk has been incorporated in the estimate at 10%,

We have not incorporated an allowance for inflation.

The estimate has been based on the assumption that the works will be competitively tendered to organisations what have the expertise to complete the works.

External factors may also impact the current day costs. The main assumptions and exclusions are detailed in the Cost Plan. As the design develops the cost estimate will evolve along with the assumptions that have been made.

### 5.1.1 INCLUDED

- Prelims at 20%
- OHP at 10% (we've increased this in light of the smaller overall value)
- Risk at 10%

### 5.1.2 EXCLUDED

- Inflation (priced at Jan 2024)
- Design Team Fees
- Allowance for Design Development
- VAT
- Fees/Costs associated with Statutory Approvals, Surveys etc.
- Disposal of Hazardous Materials
- Additional Mains Power supply/capacity
- Any uplift for optimism bias

### 5.1.3 ASSUMPTIONS

- All disposals to be offsite
- All street lighting to be retained
- Existing mains power is adequate
- New kerbing as noted
- High level allowance for drainage works

All specification assumed as stated with corresponding allowances

Figure 22: Crown Street Cost Plan

## Glasgow City Council Crown Street Stage 2 Cost Plan

Jan-24

### Works Cost Estimate

Element	£
Site Preparatory Works	£ 7,866
Hard Landscaping	£ 131,524
External Fixtures	£ 37,200
Services, Lighting & Drainage	£ 27,500
<b>PRIME COST ESTIMATE</b>	<b>£ 204,089</b>

### OH&P, Contingency & Traffic Management

Element	%age	£
Main Contractors Preliminaries	20.00%	204,089 £ 40,818
Main Contractors OH&P	10.00%	244,907 £ 24,491
Design Development Contingency	10.0%	269,398 £ 26,940
Temporary Works; traffic management	1 sum	20,000 £ 20,000
		<b>£ 316,338</b>

### Inflation Estimate

Element	Excl.
Design Inflation - Allowance for design maturation	
<b>ESTIMATED COST LIMIT INCL INFLATION</b>	<b>£ 316,338</b>





# APPENDICES

*[Appendix A: List of Stakeholders](#)*

*[Appendix B: Stage 2 Feedback](#)*

*[Appendix C: Drawings associated with Cathcart Road / Aikenhead Road junction](#)*

*[Appendix D: Drawings and all other information associated with the new ramp proposal at the eastern pedestrian access](#)*



## Pollokshields East to Gorbals Liveable Neighbourhoods

### Stakeholders Contacted

Category	Stakeholder
<b>Accessibility</b>	Arthritis Care
	Euan's Guide
	Centre for Sensory Impaired People
	Glasgow Access Panel
	Glasgow Disability Alliance
	Guide Dogs Scotland
	RNIB
	Scottish Disability Equality Forum
<b>Active Travel</b>	Bike for Good South Hub
	Soul Riders
	Women on Wheels
	Get Glasgow Moving
	Sustrans Scotland
	Living Streets Scotland
	Paths for All
<b>Community Council</b>	Crosshill & Govanhill Community Council
	Hutchesontown Community Council
	Oatlands Community Council
	Pollokshields Community Council
<b>Community Group</b>	Crossroads Youth and Community Association
	Govanhill Community Development Trust
	Friends of Queens Park
	Pollokshields Trust
	Community Renewal Trust (Govanhill)
	Oatlands Development Trust
	Big Noise Govanhill
	Glasgow SE Foodbank
	Greater Govanhill
	Pollokshields Heritage Group
	The Dixon Community
	The Well Multi-Cultural Resource Centre

	Pollokshields Area Network
	Pollokshields Mutual Aid and Community Food Point
	The Bowling Green
	Nan McKay Community Hall
	MILK
	Oatlands Community Hub
	Pollokshields Development Agency
	East Pollokshields Quad
	New Victoria Gardens
	Ready Steady Grow
	South Seeds
	The Hidden Gardens
	Govanhill Thriving Places
	Govanhill Baths
	Youth Community Support Agency
	Givin it Laldie
	Bridging The Gap
	The Deep End
	Pollokshields Burgh Hall
	<b>Education</b>
Blackfriars Primary	
Bunsgoil Ghaidhlig Ghleann Dail	
Cuthbertson Primary	
Glendale Primary	
Govanhill Nursery	
Holy Cross Primary	
Holybrook Academy	
Holyrood Secondary	
Hutchesons Grammar	
Pollokshields Primary	
St Alberts Primary	
St Francis Primary	
<b>Glasgow City Council</b>	Community Council Officers
	Neighbourhood Liaison Officers
	Housing Officers

	<p>Economic &amp; Planning Officers</p> <p>Spatial Strategies Officers</p> <p>Roads Officers</p> <p>Govan Area Partnership</p> <p>Southside Central Area Partnership</p> <p>Pollokshields Area Partnership Officer</p>
<b>Housing Associations</b>	<p>Govanhill Housing Association</p> <p>Loretto Housing Association</p> <p>Urban Union (Laurieston Living)</p> <p>Southside Housing Association</p>
<b>Place of Worship</b>	<p>Blessed John Duns Scotus</p> <p>Glasgow Central Mosque</p> <p>Glasgow Elim Pentecostal Church</p> <p>Glasgow Gurdwara Guru Granth Sahib</p> <p>Gorbals Parish Church</p> <p>Govanhill Free Church</p> <p>Govanhill Trinity</p> <p>Langside Synagogue</p> <p>Madrassa Taleem ul Islam</p> <p>Madrassa-Tul-Madinah (Dawat-E-Islami)</p> <p>Masjid Noor</p> <p>Masjid-E-Khazra</p> <p>Pollokshields Church of Scotland</p> <p>St Albert's Catholic Church</p> <p>St Francis RC Church</p> <p>St Margaret's Polmadie Church</p> <p>St Ninian's Scottish Episcopal Church</p> <p>Victoria Evangelical Church</p>
<b>Political</b>	<p>Ward 5 (Govan)</p> <p>Ward 6 (Pollokshields)</p> <p>Ward 8 (Southside Central)</p>
<b>Other</b>	<p>Gorbals Library</p> <p>Govanhill Library</p> <p>Pollokshields Library</p> <p>Collective Architecture</p>

<p>Mike Hyatt Landscape Architects</p> <p>Tramway</p> <p>Glasgow Centre for Population Health</p> <p>Glasgow Chamber of Commerce</p> <p>Glasgow Third Sector Forum</p> <p>Glasgow Council for Voluntary Sector</p> <p>Glasgow Bus Partnership</p> <p>NHS Greater Glasgow and Clyde</p> <p>Community Activist Panel</p> <p>Glasgow's Schools Young People's Forum</p> <p>One Parent Families Scotland</p> <p>Simon Scotland</p>
--



## Crown Street Retail Park Links

### Stage 2a Feedback (September-October 2023)

Do you think we have a good understanding of this site's /area's opportunities and constraints?	If no, let us know why?	Do you have any other comments/feedback?
Yes	Most yes but Missing how unsafe and unpleasant the bridge over the motorway feels, how overgrown the path on lawnmoor street is and dangerous cross at the stairs behind aldi due to the corner and cars speeding	
		The arch ways at the angle across from Brazen Head at Cumberland Street and Gorbals Street could be made an interesting art piece. Put art piece in the insert. I would though demolish where we can the old railway line at the brazen head area and just have this open parkland. If this railway was ever to be reused we can build new modern structure over parkland.
Yes		
Yes		
Yes		I find it very difficult to stomach that already scarce public funding is being used to retrofit a development that is essentially brand new. These problems could have been foreseen and resolved by forcing the developers to conform to best practice. I sincerely hope that these lessons have been learned for other developments across the city
No	Its a car centric retail park in the middle of a place with low car ownership. 1990's thinking. There are no bikelanes and pavements are narrow. Pedestrian and bike access is dangerous and unusable. pedestrian crossing time is set at 5 seconds. No one can cross 4 lanes in that time. Even a fast Mobility buggy cannot manage it. Road speeds are high.	It should become a retail village with no car access and then all the units would be used.

**Stage 2b Feedback (November 2023)**

Do you think our concept design captures all the site's /area's opportunities and constraints?	If not, let us know what we've missed?	Do you have any other comments/feedback?
No	It doesn't really make it any easier for pedestrians to access the site from where they will be travelling from (due south or the gorbals). There needs to be joined up cycle routes and slower traffic for it to be effective.	
Yes		Making the Aitkenhead Road junction more friendly to pedestrians could have an outsized impact by also calming traffic entering Aitkenhead Road - presently there is naturally a tendency for vehicles to keep their speed from the downhill going into the turn onto Aitkenhead Road, so this simple change could be very effective in making the area nearby more pleasant to live in.
No	You've forgotten your own idea about new pathing at the main entrance to the retail park on the desired path line in the grass. Not doing anything to improve the pedestrian experience over the motorway and rail line will mean it will remain unpleasant to go to the retail park from Govanhill. No consideration of cycling- there's an opportunity to safely connect Gorbals to the east side Govanhill via this area- now you need to go via Pollockshaw Road which is a big detour and means you can't really go directly south out of the Gorbals on safe cycling routes	

No	<p>The A730 east of the retail park; people living in this area of Gorbals and Oatlands have to drive around the retail park and into the west entrance. The A730 is a very dangerous road to cycle; many pot holes plus cars parking on the road to access the cemetery. It would be helpful to consider walking and/or wheeling infrastructure in future on this side of the retail park. Shawfield is being regenerated (£18 million spent if we include the levelling up fund), the site has plans for flats and a hotel, and Avant are planning to build a further 140 flats south of Richmond park. The A730 here has a) had its bus stop removed outside farmfoods, and is backed up often as people try to get to the motorway at polmadie. All these additional flats and businesses are going to make this much worse, and it would be helpful were there better options to leave the car at home and cycle or walk this route, down the A730 and past the salt/grit deposit. You can access via Caledonia street but I avoid this as it's dangerous and there are cars everywhere.</p>	
No	<p>AS a gorbals resident, I am saddened by the amount of traffic that goes through the gorbals every day. Crfown street retail park is a traffic disaster and it is not good for anyone walking. Also local people do not benefit from this footfall. There are pny two busses that run through the gorbals form the eastside - Oatlands to Laurieston, so how is this connecting all of the g5 area?</p>	<p>I would like to see more involment from planners and community groups. More consultation and walking and meeting outdoors at different times of the day. Active streets need good quality green spaces, but unforutantly, the gorbals has become a park and walk for people who work in the city centre. With the introduction of the LEZ zones, this has further impacted the health and wellbeing of the people who live in the Gorbals. This has definitely not being taken into consideration. I am conducting research on the effects and as a resident and a communtiy activist, I hear and see what detrimental effects this is having on the community.</p>
No	<p>The link between Kidston Terrace from Caledonia Road is essential to allow easier access to the retail park from Gorbals. Addittionally the pedestrian crossing between Cathcart Rd and Caledonia Rd should be simplified to prioritise pedestrians to avoid the feeling of gated cattle. The disconnect between the Retail Park and neighbouring sites is shocking, considering that it was just recently built. It is very car centric and unpleasent to be unless in a motor vehicle.</p>	
No	<p>Caledonia Rd (A730) has wide central reservation – space could be reallocated to add protected cycleway on northern side of road. Could link to new housing site by Cathcart Rd and to diagonal paths near Gilmour Place to Queen Elizabeth Gdns, Waddell St and link to river/Glasgow Green. Easy connection to decent greenspace is important for quality of life, especially so close to motorway.</p>	<p>Ramp and pavement are really important for people living in Oatlands, coming from east. Should never have approved development without step free access from all sides. It's 2023, Equality Act was 2010 (DDA 1995), developers/builders should be well aware and much better at meeting minimum standards. Could still do with off-road path along back of Southern Necropolis from Caledonia St to northern part of Lawmoor St (to avoid running gauntlet of road through industrial estate).</p>

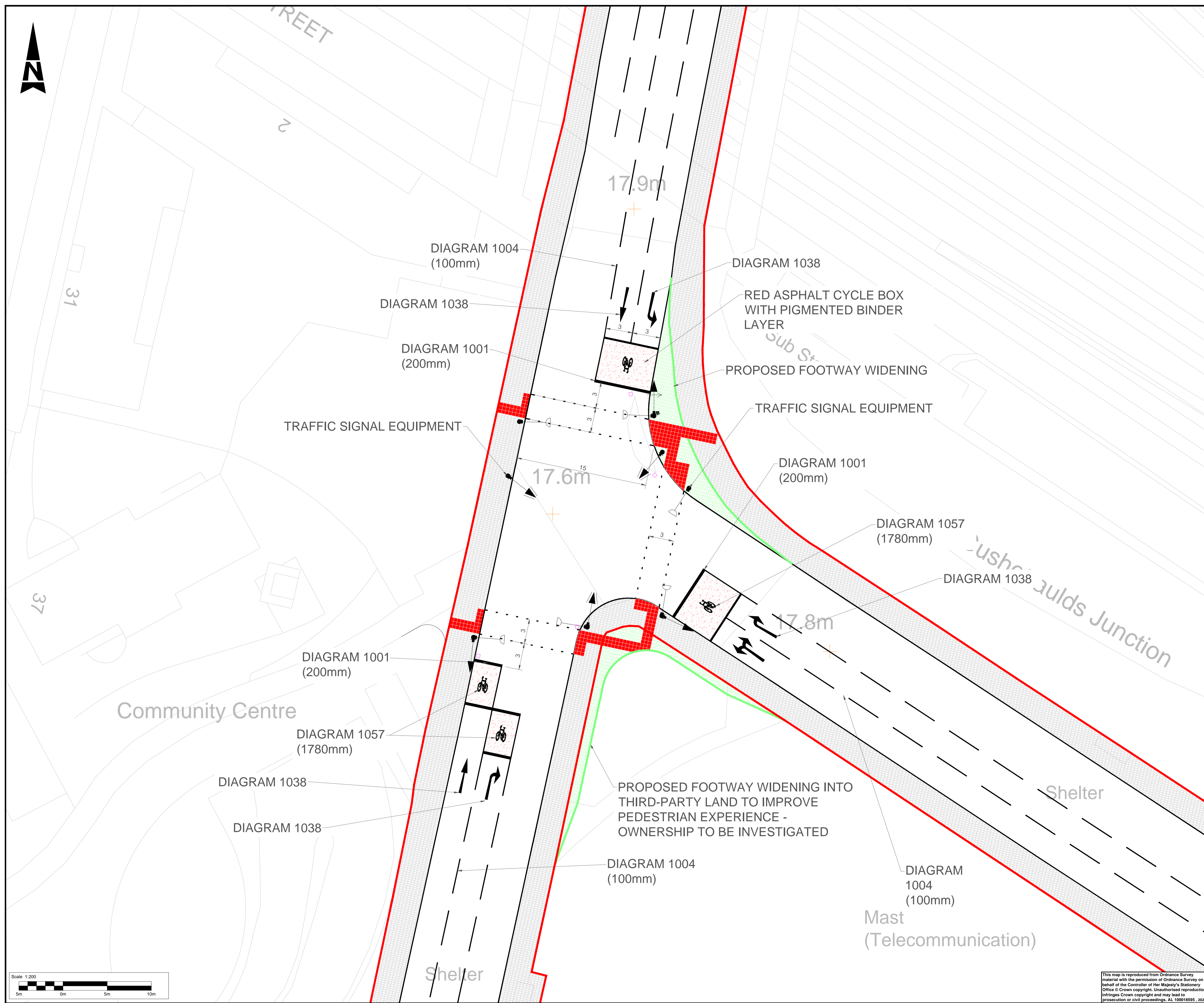
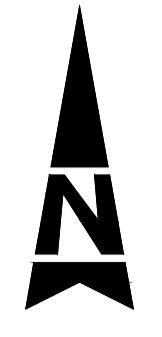






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**KEY**

	FOOTWAY / KERBED SEGREGATION
	BUILD OUT INTO CARRIAGEWAY
	REMOVAL OF TOP ROAD SURFACE
	ROAD CARRIAGEWAY
	TACTILE PAVING (SIGNAL CROSSINGS)
	ROAD CARRIAGEWAY

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
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Description						
FIRST ISSUE						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S0	P01.1	BM	CH	RC	---	---
Drawing Suitability						S0

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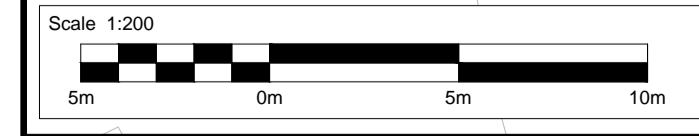
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Client

Project Title  
**GLASGOW LIVEABLE NEIGHBOURHOODS**

Drawing Title  
**CROWN STREET RETAIL PARK  
CATHCART ROAD / AIKENHEAD ROAD  
SIGNALISED JUNCTION  
GENERAL ARRANGEMENT**

Drawing Number	Project	Originator	Volume
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Location	Type	Role	Number
Original Size: A1	Scale: 1:200	Project Ref. No.: 5218303	Sheet: 1 of 1
		Rev: P01.1	

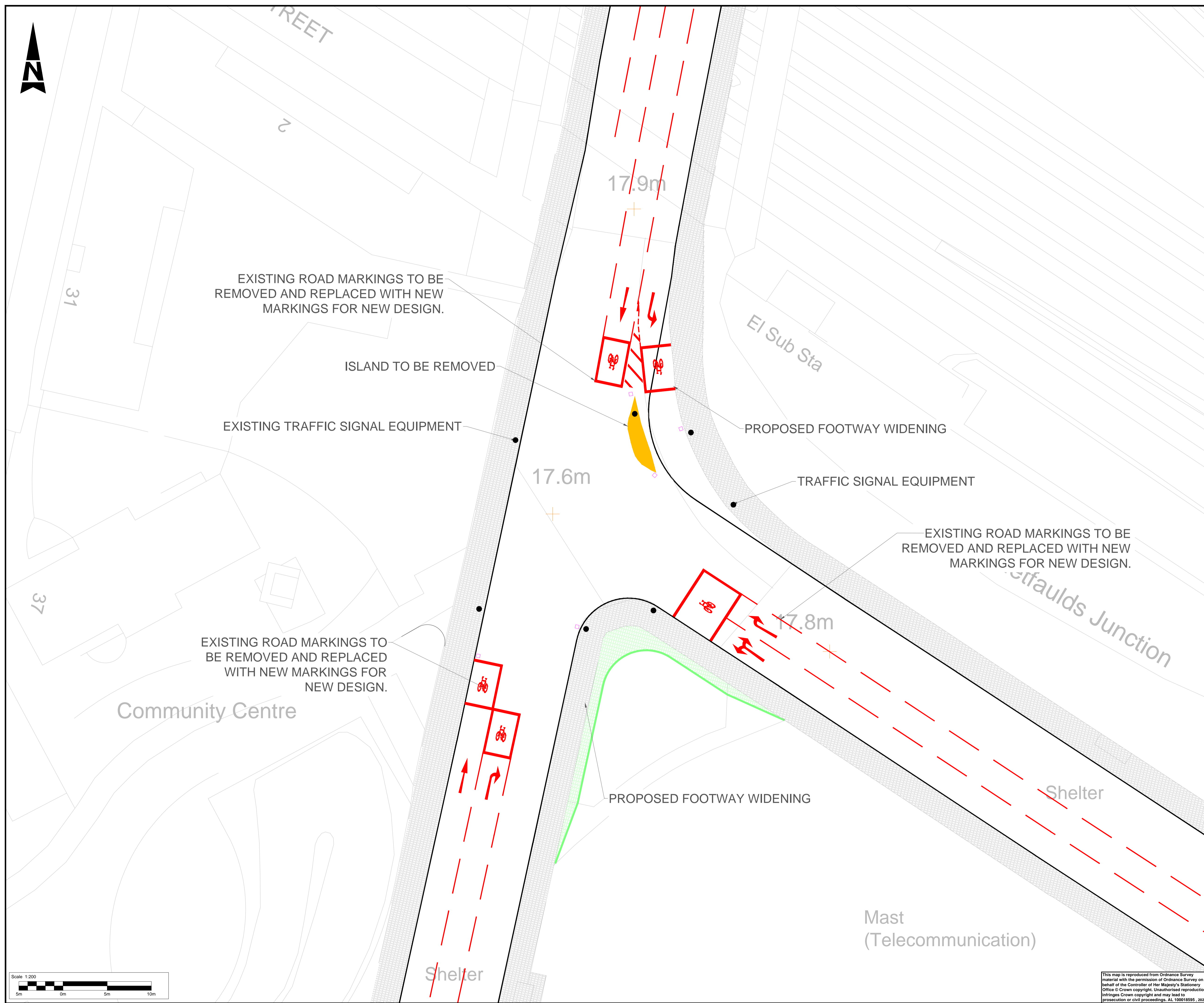
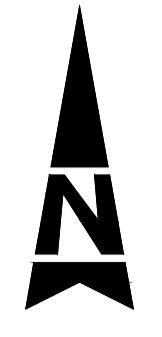


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- KEY**
- FOOTWAY / KERBED SEGREGATION
  - ISLAND FOR REMOVAL
  - ROAD CARRIAGEWAY
  - WIDEN EXISTING FOOTWAY
  - TACTILE PAVING (SIGNAL CROSSINGS)
  - ROAD GULLY
  - EXISTING TRAFFIC SIGNALS

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
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Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description						
FIRST ISSUE						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S0	P01.1	BM	CH	RC	---	---
Drawing Suitability						Status
						S0

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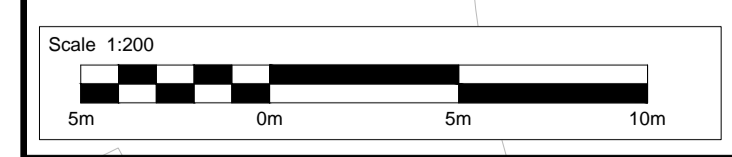


Project Title  
**GLASGOW LIVEABLE NEIGHBOURHOODS**

Drawing Title  
**CROWN STREET RETAIL PARK  
CATHCART ROAD / AIKENHEAD ROAD  
SIGNALISED JUNCTION  
SITE CLEARANCE**

Drawing Number	Originator	Volume
5218303	ATK	-
Location	Type	Role
Original Size	Scale	Project Ref. No.
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		1 of 1
		Rev
		P01.1

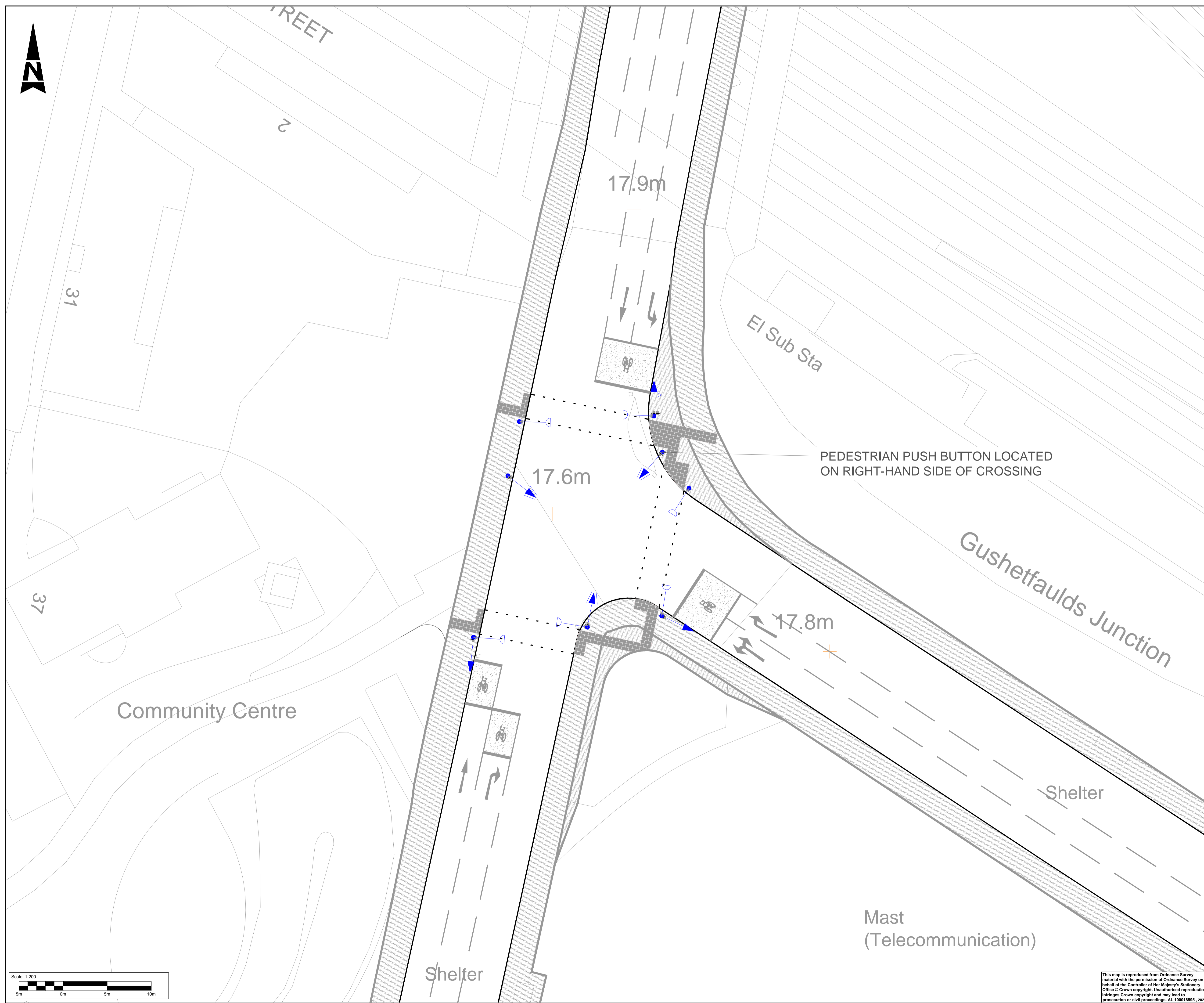
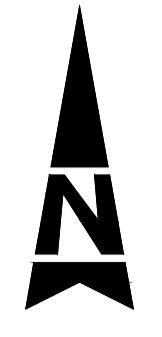
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- KEY**
- EXISTING FOOTWAY
  - EXISTING NARROW ISLAND
  - PROPOSED WIDENING
  - PROPOSED TACTILES
  - PRIMARY SIGNAL HEAD
  - LEFT-TURN FILTER SIGNAL HEAD
  - SECONDARY SIGNAL HEAD
  - PEDESTRIAN SIGNAL HEAD

PEDESTRIAN PUSH BUTTON LOCATED ON RIGHT-HAND SIDE OF CROSSING

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Description							
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<b>FIRST ISSUE</b>	S0	P01.1	BM	CH	RC	---	---
Drawing Suitability							S0

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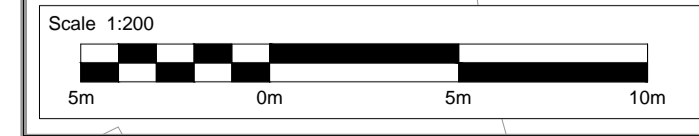
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Project Title  
**GLASGOW LIVEABLE NEIGHBOURHOODS**

Drawing Title  
**CROWN STREET RETAIL PARK  
CATHCART ROAD / AIKENHEAD ROAD  
SIGNALISED JUNCTION  
TRAFFIC SIGNALS LAYOUT**

Drawing Number	Project	Originator	Volume
5218303	-	ATK	-
Location	Type	Role	Number
Original Size: A1	Scale: 1:200	Project Ref. No: 5218303	Sheet: 1 of 1 Rev: P01.1



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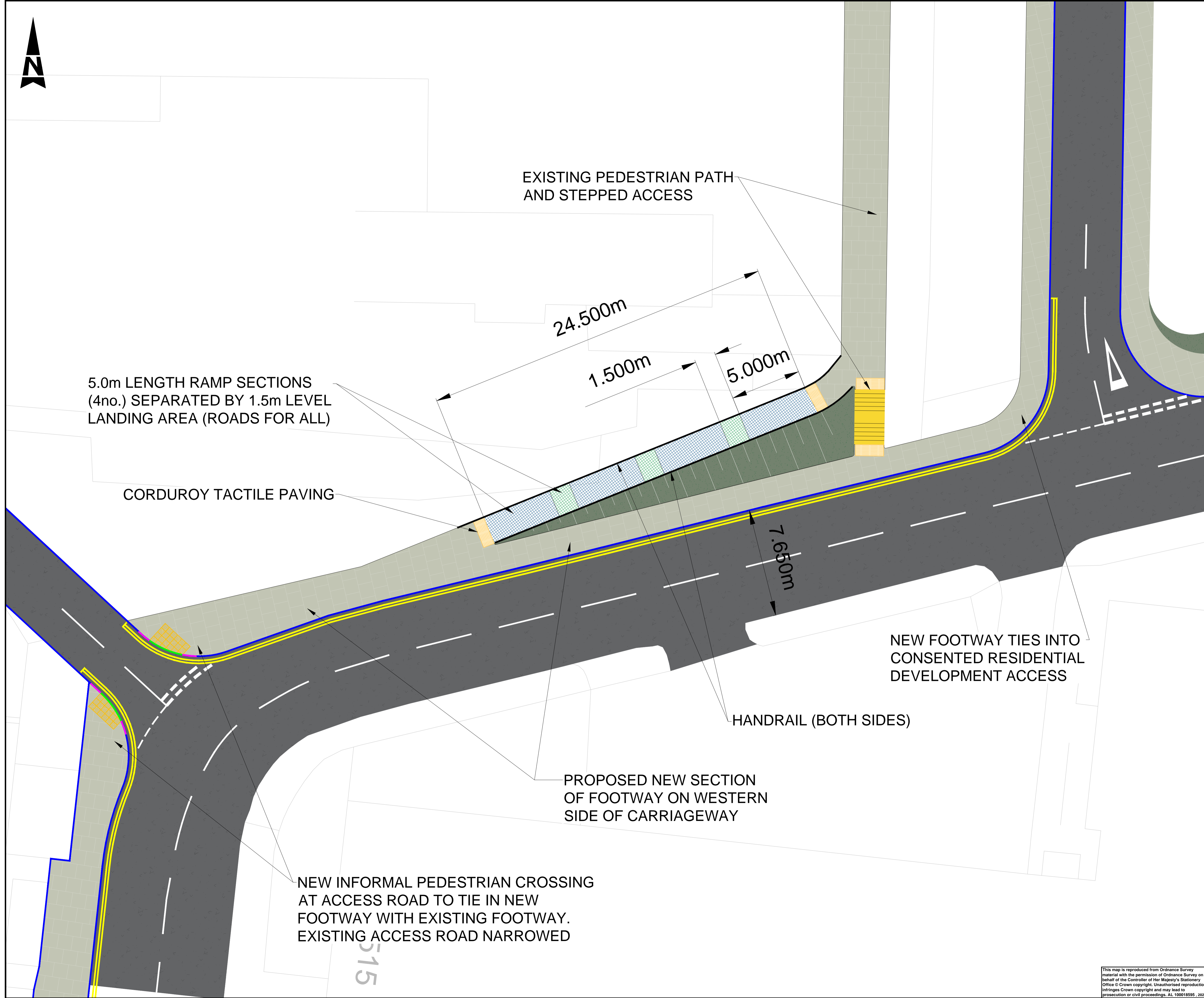
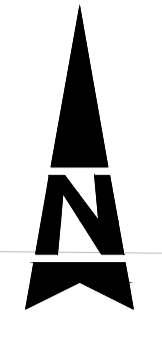




**Appendix D: Drawings and all other information associated with the new ramp proposal at the eastern pedestrian access**

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- KEY**
- FOOTWAY / SHARED-USE
  - ROAD CARRIAGEWAY
  - GRASS EMBANKMENT
  - EXISTING STEPPED ACCESS
  - RAMP SECTION (7% GRADIENT)
  - 1.5m LENGTH LEVEL LANDING
  - CORDUROY TACTILE PAVING
  - BLISTER TACTILE PAVING
  - STANDARD BULL NOSE KERB
  - TRANSITION KERB
  - DROPPED KERB

Description						
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
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DRAFT FOR INFORMATION / CONSULTATION						
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Drawing Suitability						Status
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Project Title  
**GLASGOW LIVEABLE NEIGHBOURHOODS**

Drawing Title  
**CROWN STREET RETAIL PARK  
EASTERN PEDESTRIAN  
ACCESS IMPROVEMENTS**

Drawing Number	Originator	Volume
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# Appendix D: Drawings and all other information associated with the new ramp proposal at the eastern pedestrian access

## Ramp Feasibility Assessment

### Heights (LiDAR)

Top of Ramp	12.900 m
Bottom of Ramp	11.500 m
Level Difference	1.400 m

Proposed Ramp =	26 m
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### Standards / Guidance:

<i>Roads for All</i>
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<i>Cycling by Design</i>
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### Ramp Requirements

	5%	7%	8% (MAX)
Max Gradient	5%	7%	8% (MAX)
Max Length	10.00 m	5.00 m	2.00 m
Max Rise	0.500 m	0.350 m	0.160 m
Minimum 'Level Landing' ( <i>Roads for All</i> guidance)	1.500 m	1.500 m	1.500 m
Total length of each ramp	11.50 m	6.50 m	3.50 m
Number of 'ramps' required	2.8	4.0	8.8
Total distance	32.20 m	26.00 m	30.63 m
Difference =	-6.20 m	0.00 m	-4.63 m

### Cycling by Design:

Ramp Gradient	Recommended Maximum Length	Recommended Maximum Rise
5%	10 m	500 mm
7%	5 m	350 mm

Table 3.6: Ramp requirements

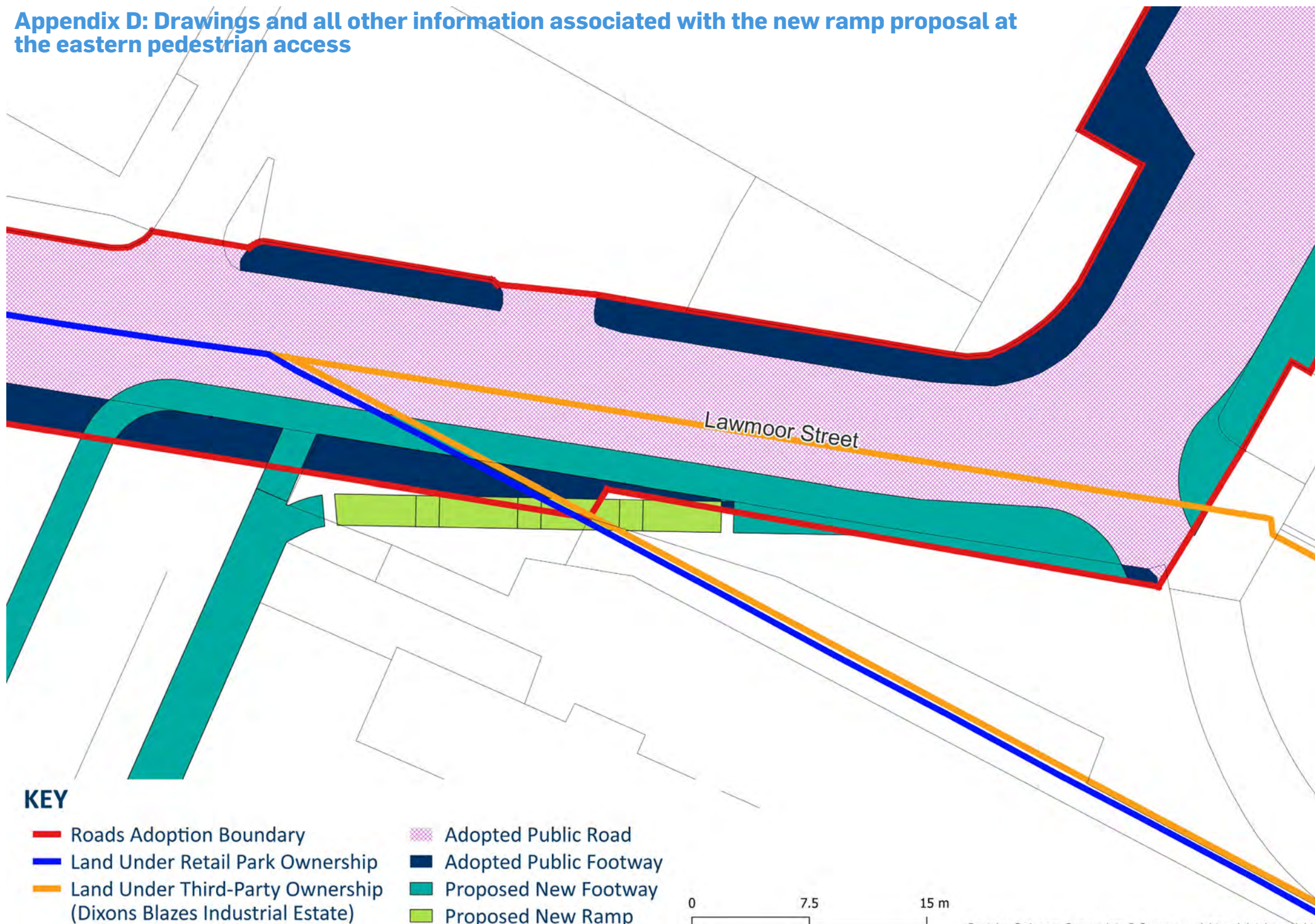
### Roads for All (Transport Scotland)

Gradient	Maximum Length	Maximum Rise
1 in 20 (5 per cent)	10 metres	500 millimetres
1 in 15 (7 per cent)	5 metres	333 millimetres
1 in 12 (8 per cent)	2 metres	166 millimetres
More than 1 in 12 (> 8 per cent)	Not permitted	Not permitted

Table 1: Ramp gradients and lengths



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### KEY

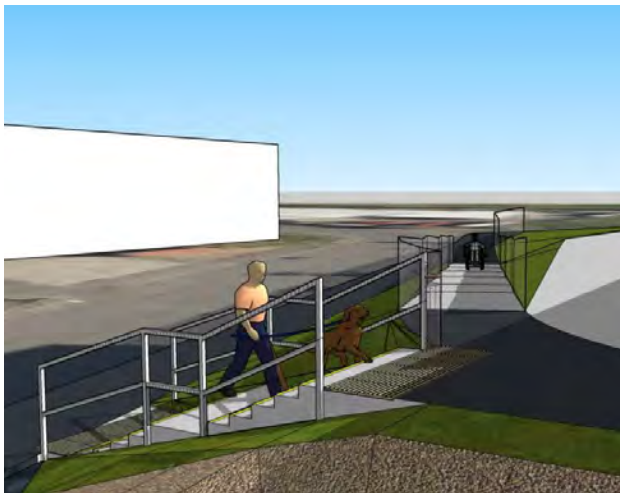
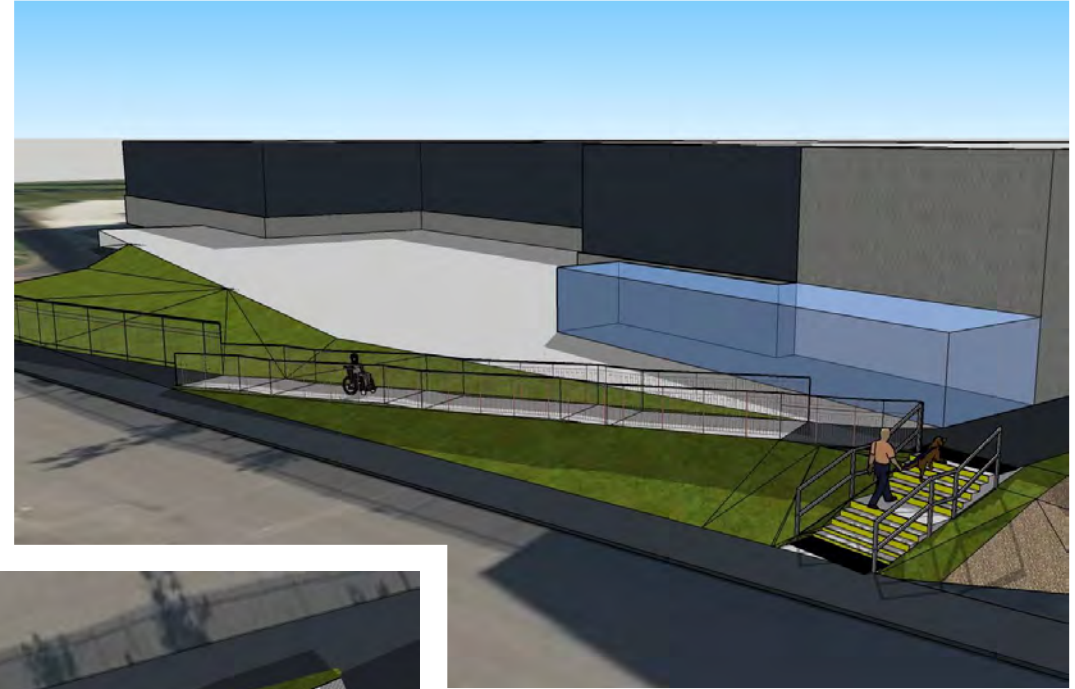
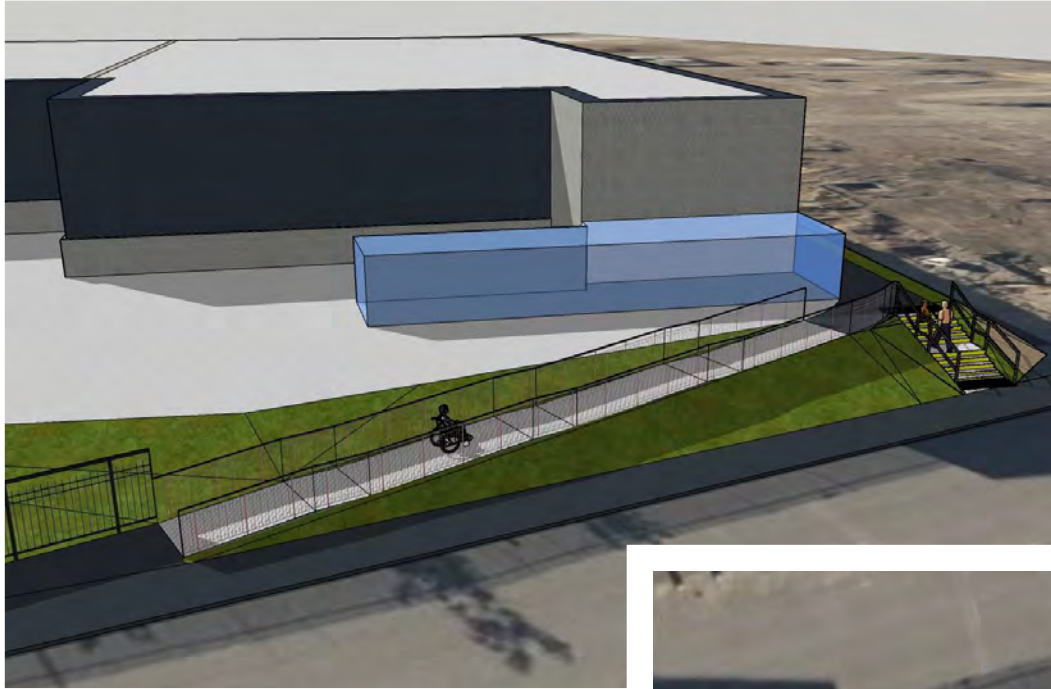
- Roads Adoption Boundary
- Land Under Retail Park Ownership
- Land Under Third-Party Ownership (Dixons Blazes Industrial Estate)
- Adopted Public Road
- Adopted Public Footway
- Proposed New Footway
- Proposed New Ramp

0 7.5 15 m

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