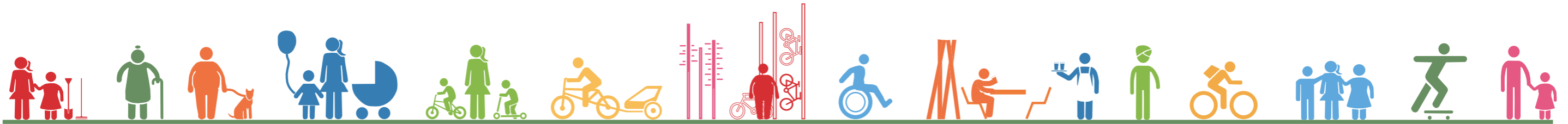


# LN

GLASGOWS LIVEABLE NEIGHBOURHOODS



# MANSEWOOD TO SHAWLANDS

# LIVEABLE

# NEIGHBOURHOODS

Stage 2 Report

**TRANSFORMING KILDROSTAN TRIANGLE**

December 2023

### **Document History**

#### **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 issue to client	BF	DJ	UJ	UJ	07.12.2023

### **Client Signoff**

#### **CLIENT SIGNOFF**

<b>Client</b>	Glasgow City Council
<b>Project</b>	Mansewood to Shawlands Liveable Neighbourhoods
<b>Job Number</b>	5218303
<b>Client Signature &amp; Date</b>	



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# 1. INTRODUCTION



## 1.1 Project Location

Kildrostan Triangle incorporates a cluster of retail and leisure facilities situated along the key thoroughfare of Nithsdale Road (see **figure 3**). Pockets of mature trees are hemmed in by and detached from surrounding buildings by a series of wide roads and junctions spaces.

As part of the City Network, and in parallel with this project the Council is designing a protected cycleway for Nithsdale Road that will run through the centre of the site (shown in **section 2**).

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



# 1. INTRODUCTION



## 1.2 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 Mansewood to Shawlands Liveable Neighbourhood, including:

- Transforming Kildrostan Triangle
- Creating Safer Routes: Mansewood and Hillpark
- Improving Connections: Shawlands and Strathbungo

### 1.2.1 PURPOSE

Through a collaborative approach to engagement, involving the public and key stakeholders we have undertaken further community engagement within the Mansewood to Shawlands 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 Stages 0-1 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.

### 1.2.2 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 the Mansewood to Shawlands Liveable Neighbourhood: [Latest News | Liveable Neighbourhoods - Mansewood to Shawlands \(arcgis.com\)](#)

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.

#### Mansewood Youth Group Workshop

A 45-minute workshop was held on 26th September with the Mansewood Community Centre Youth Group. The session took place talking to 8 local young people about their journey to and from school, likes dislikes and ideas for improvements around the area.

#### 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.

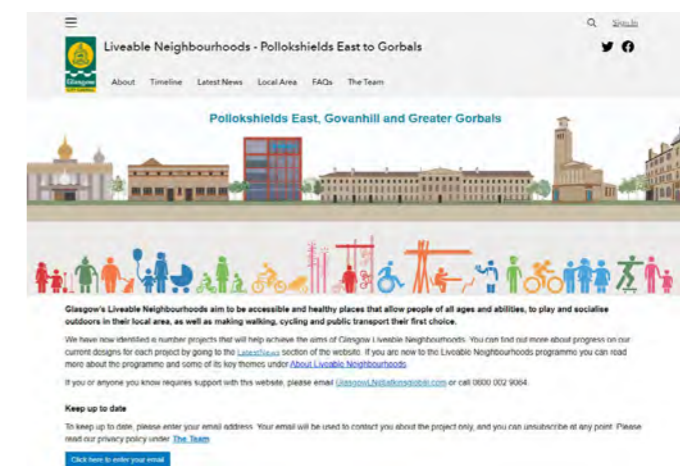
A full summary of all the feedback is provided in **Appendix B**.

#### 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 six 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 six 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:

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



**Figure 5:** Online survey run during both stages of consultation

**Liveable Neighbourhood Stage 2 Feedback Form Follow-up**

1. Which of the projects would you like to comment on?

Transforming Kildrostan Triangle

Creating Safer Routes: Mansewood & Hillpark

Improving Connections: Shawlands and Strathbungo

Destination Laurieston

Re-imagining Albert Drive Streetscape

Crown Street Retail Park Links

2. Do you think our concept design captures all the site's/area's opportunities and constraints?

Yes

No

3. If not, let us know what we've missed?

Enter your answer

4. Do you have any other comments/feedback?

Enter your answer

[+ Add new](#)

# 1. INTRODUCTION



- 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:

- Creating Safer Routes: Mansewood and Hillpark, Eastwood Parish Church, 4-7pm on 26th September.
- Improving Connections: Shawlands and Strathbungo Destiny Church, 4-7pm on 27th September.
- Transforming Kildrostan Triangle, Pollokshields Library, 4-7pm on 28th September.

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

The following drop-ins took place in November 2023:

- Improving Connections: Shawlands and Strathbungo, G41 Art Space, 3:30-5pm, on 21st November
- Creating Safer Routes: Mansewood and Hillpark, Mansewood Community Centre, 5:30-6:30pm, on 21st November
- Transforming Kildrostan Triangle, 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
- Pollokshaws Library
- G41 Art Space

## 1.2.3 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 A.**

**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

1. 2. 3.

**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-glasgowis.hub.arcgis.com](http://pollokshields-east-to-gorbals-in-glasgowis.hub.arcgis.com)

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**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

1. 2. 3.

**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-glasgowis.hub.arcgis.com](http://pollokshields-east-to-gorbals-in-glasgowis.hub.arcgis.com)

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# 1. INTRODUCTION



## 1.3 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. SITE ANALYSIS



## 2.1 Overview

This section sets out a brief review of the key attributes and current condition of the site and its context. Setting out some of the key opportunities and constraints that will guide an emerging design for the site.

## 2.2 Site Context Plan

The study area for this design incorporates a section of Nithsdale Road and the neighbouring triangular street arrangements, bordered by Kildrostan Street, and by Barcaldine Terrace, as well as the junction with Kenmure Street (see **figure 9**).

Kildrostan Triangle sits approximately 300 metres west of Pollokshaws Road and 400 metres south of Albert Drive. It is also within 100 metres of Pollokshields West Railway Station.

Figure 9: Plan showing site within wider context



Word cloud for Kildrostan Triangle



Local train station



'The Quad' Community Garden



Nithsdale Place



'The Battle of Kenmure Street' 2021



# 2. SITE ANALYSIS



## 2.3 Current Conditions - Photographic Study

Figure 10: Aerial plan identifying site photo locations and orientations.



Long distances for pedestrians to cross



Existing mature vegetation



Existing pavement build out



Main recycling hub and parking



Frontages along Nithsdale Road



Map data ©2023 Google

## 2. SITE ANALYSIS



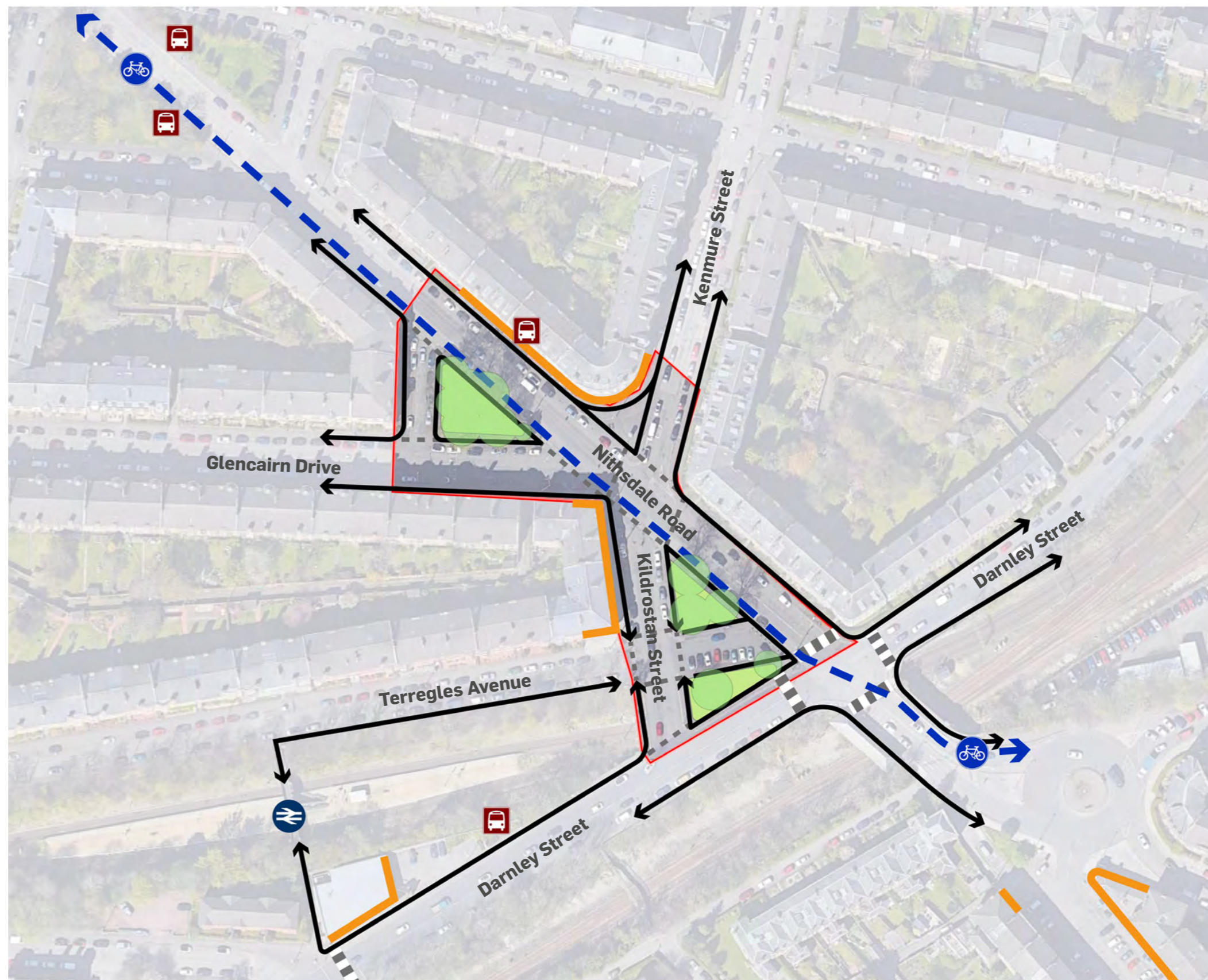
### 2.4 Site Assessment

Kildrostan Triangle incorporates a cluster of retail and leisure facilities situated along the key thoroughfare of Nithsdale Road. Pockets of mature trees are hemmed in by and detached from surrounding buildings by a series of wide roads and junctions spaces (see **figure 11**). There is a bus route along Nithsdale Road, with a bus stop outside the shops on the northern side of the road.

The only signalised pedestrian crossing is at the southern boundary of the site and the majority of crossing points are informal, with very little in the way of tactile paving or dropped kerbs.

As part of the City Network, and in parallel with this project the Council is designing a protected cycleway for Nithsdale Road. The alignment shown on the plan is indicative and details of the cycleway are yet to be developed by GCC.

**Figure 11:** Plan mapping existing and agreed active travel and public transport



#### Key

- Site Boundary
- Existing Footpaths
- Informal Pedestrian Crossings
- Signalised Pedestrian Crossings
- Segregated Cycle-way (Agreed Route)
- Active Retail Frontages
- Bus Stops
- Railway Stations
- Existing Trees and Green Spaces

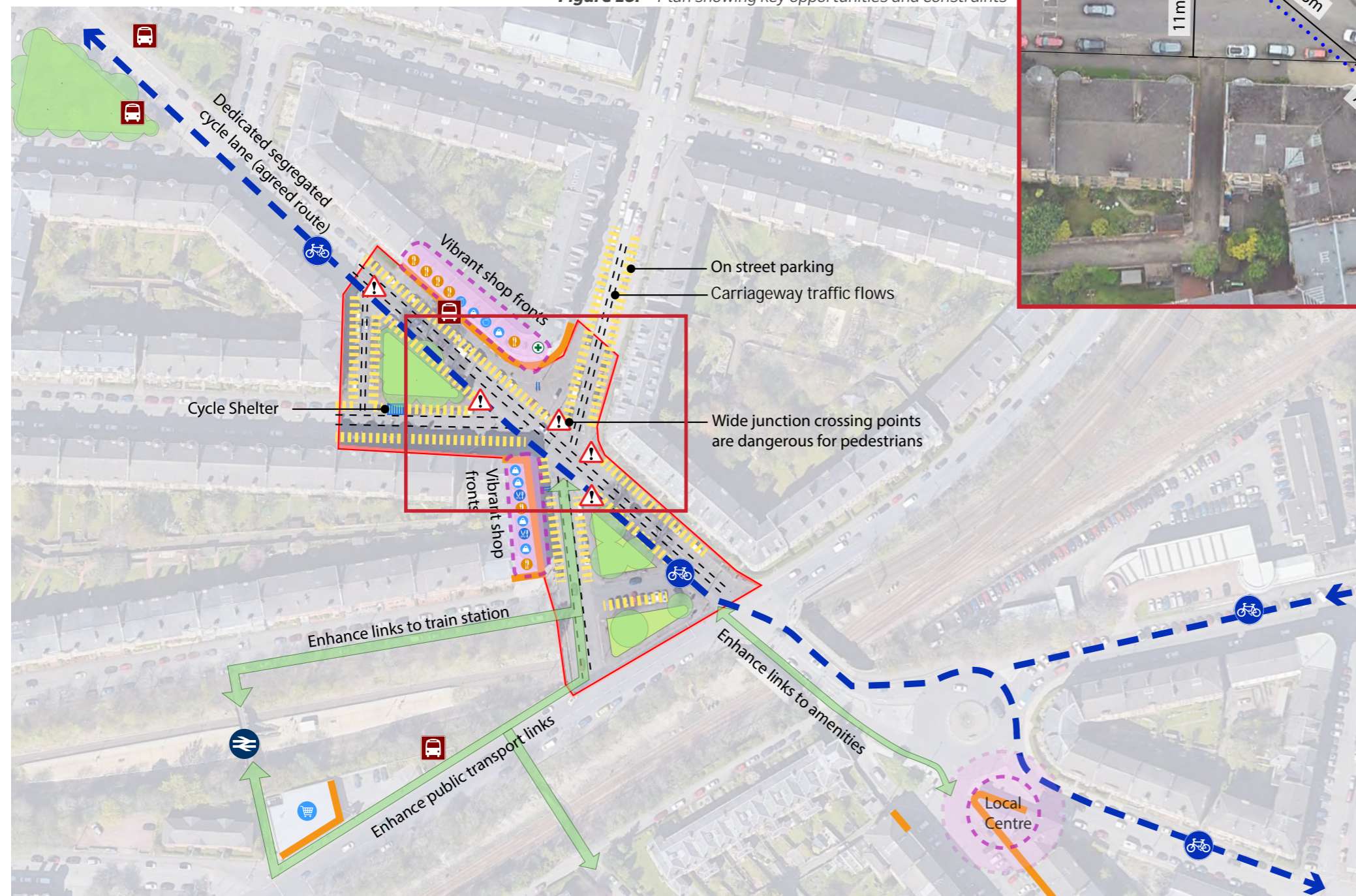
## 2. SITE ANALYSIS



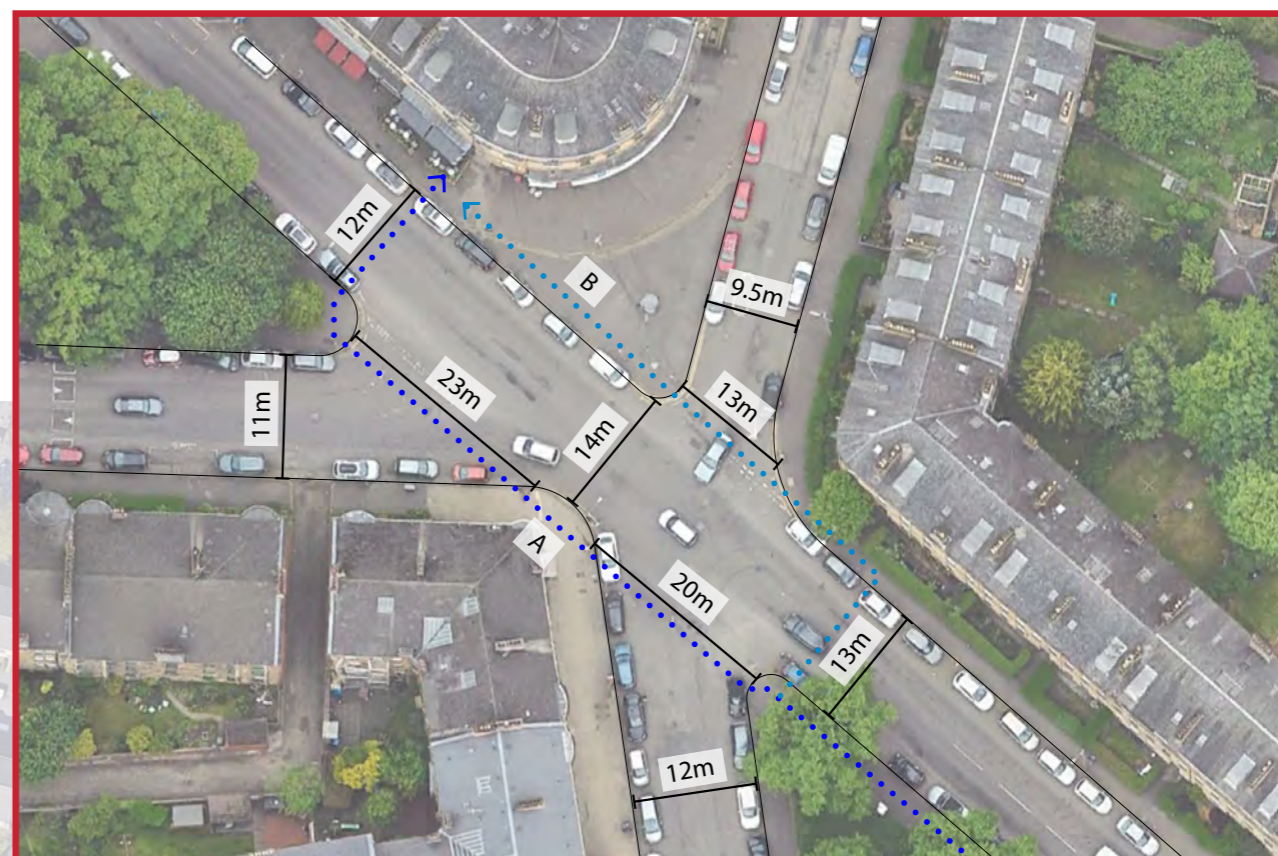
### 2.5 Constraints and Opportunities

**Figure 13** illustrates some of the key constraints and opportunities for Albert Drive based on an understanding of the existing condition of the street. **Figure 12** helps to highlight the current dominance of road space along Nithsdale Road where wide junction mouths make the area less accessible for those walking, wheeling and cycling.

**Figure 13:** Plan showing key opportunities and constraints



**Figure 12:** Plan showing existing junction dimensions along Nithsdale Road



#### Key

- Site boundary
- Road traffic
- Car parking (existing including illegal)
- Dangerous junction crossings for pedestrians
- Local centres with vibrant frontages
- Active retail frontages
- Existing trees and green space
- Bus stops
- Railway station
- Existing bicycle parking stands and shelters
- Segregated cycleway (design underway)
- Potential to enhance active travel and public transport links

# 3. DESIGN EVOLUTION



## 3.1 Overview

This section sets out the emergence of a zonal design plan for the site, informed by the site analysis work in **section 2** and inspiration from other best practice high street/mixed-use streets from across the UK, including a similar 'Triangle' space in Glasgow. It concludes with a summary of how these initial ideas were engaged on and the continued sense-checking that took place to ensure the final concept design was robust and deliverable.

## 3.2 Inspiration

Kildrostan Triangle has many positive attributes, such as historic architecture, active shops and mature trees which should be enhanced and celebrated. With this in mind, there are many relevant precedents for that we took inspiration from for the design (see **figure 14** for a selection).

Figure 14: Palette of inspiration for the design approach



Pedestrian centric streets with space for outdoor dining



Segregated cycle route



Traffic calming and proven materials



Parklets and active streets



Letherby Triangle improvements artist's impressions

# 3. DESIGN EVOLUTION



## 3.3 Zonal Plan

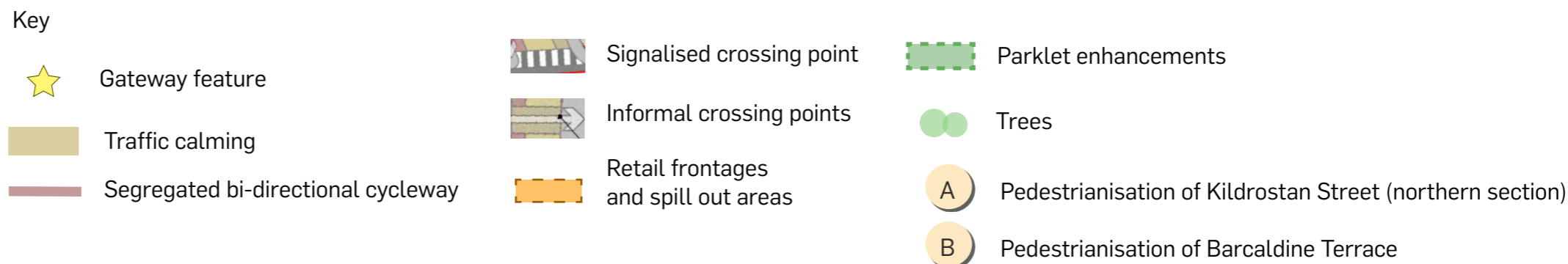
Following the analysis stage of the design process we moved on to produce a zonal plan. The zonal plan shows a design that seeks to rationalise the local roads and junctions, making them more pedestrian friendly.

The design shows Kildrostan Street closed off to motor vehicles north of Terregles Avenue (shown by A in **figure 15**), creating a pedestrianised area. This area would be available for further retail spill-out, and would be accompanied by an expansion to the existing green space in the form of a parklet.

Barcaldine Terrace would also be closed to traffic to avoid negative conflict with the segregated cycleway and to expand the existing green space to the north (shown by B in **figure 15**).

New crossing points are indicated along Nithsdale Road creating safer pedestrian links between the commercial units on either side of the road. These would also help improve connections onto Kenmure Street, which has the potential to accommodate a new parklet and gateway feature at its junction with Nithsdale Road.

Figure 15: Zonal plan



# 3. DESIGN EVOLUTION



## 3.4 Engagement Stages

As set out in **section 1** a range of engagement has been undertaken as part of stage 2. This has helped inform and, most importantly, sense-check the design as it has progressed over the course of the last 3 months. The following sets out the key stages of the engagement, concluding with a selection of some feedback received.

### 3.4.1 EMERGING DESIGNS AND IDEAS

A Drop-In event and online design workbook was made available in September, giving the community an early opportunity to view and comment on the initial zonal plan diagram for Kildrostan Triangle and an early sketch (see **figures 16 and 17**).

There were 24 responses to an online and paper survey that was made available for a month in September/October, while 28 people attended the drop in.



Figure 16: Early sketch visuals showing a reallocation of road space for footway along Kildrostan Street



**LIVEABLE NEIGHBOURHOODS**  
Pollokshields East to Gorbals

**TRANSFORMING KILDROSTAN TRIANGLE**

**THE AREA:**

Creating a series of social, attractive and green spaces that better facilitate safe, comfortable and direct pedestrian and cycle movement along and across Kildrostan Road.

Kildrostan Triangle incorporates a cluster of retail and leisure facilities situated along the key thoroughfare of Kildrostan Road. Features of retail uses are terminal in type and detached from surrounding buildings by a series of wide roads and junction spaces.

**OPPORTUNITIES, IDEAS AND INSPIRATION:**

- Site boundary
- East traffic
- Car parking
- Dangerous junction crossings
- Local streets with vibrant frontages
- Active retail frontages
- Existing trees and green space
- Bus stops
- Walking station
- Segregated cycle stands and shelters
- Segregated cycleway design
- Potential to enhance active travel and public transport links

**ZONAL PLAN**

- Structure / gateway feature
- Signalised crossing point
- Informal crossing points
- Traffic calming
- Segregated bi-directional cycleway
- Plant spill out
- Place for outdoor events
- Parklet enhancements

Do you think we have a good understanding on the site's opportunities and constraints?

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Figure 17: Exhibition material displayed as part of emerging designs and ideas in September

# 3. DESIGN EVOLUTION



### 3.4.2 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 18 and 19**). It displayed a developed concept design and visualisations for Kildrostan Triangle.

There were 14 responses to an online and paper survey that was made available for two weeks in November, while 12 people attended the drop in.

**Figure 18:** Exhibition material displayed as part of public showcase of concept design for Kildrostan Triangle in November

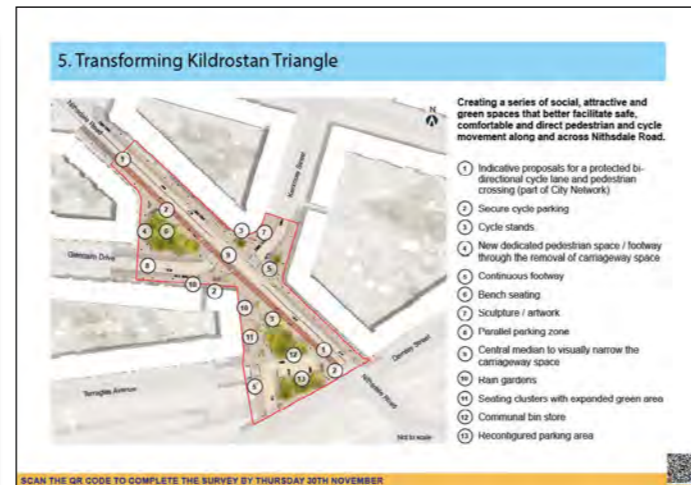


### 3.4.3 GCC WORKSHOPS/MEETINGS

In addition to community engagement there were a series of workshops and meetings held with departments within Glasgow City Council. These helped refine the design to ensure it aligned with departmental needs and demands, particularly with a new protected cycleway along Nithsdale Road being a 'live' project.

The first alteration from these discussions was for the removal of any proposed crossing points along Nithsdale Road from the design (see **figure 20**). This was to allow a separate, more holistic

**Figure 19:** Selected pages from the design workbook accessible on the project website



assessment of designated crossing points along Nithsdale Road to be undertaken by Glasgow City Council. This assessment will inform the inclusion of crossing points as the project progresses through design stages 3 and 4.

The second alteration that arose from these discussions was for the adjustment to the junctions at Kenmure Street and Glencairn Drive, requiring a more perpendicular junction of these two streets onto Nithsdale Road (see **figure 20**). By adjusting the junctions from a more acute angle visibility will be improved.

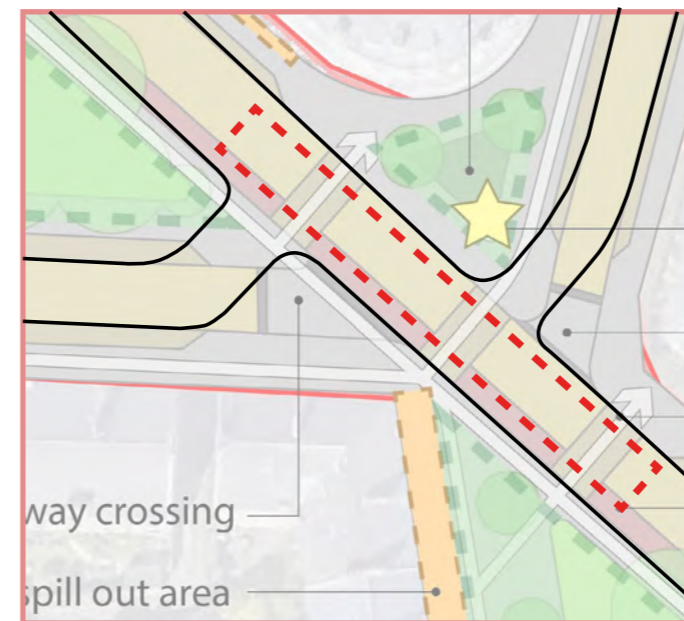
### 3.4.4 KEY FEEDBACK THEMES

Some of the key themes that emerged from feedback during engagement stages 2A and 2B related to pedestrianisations and safe crossing points. Below are a selection of comments that reflect these and other themes, for the full list of feedback refer to **appendix B**.

- "Delighted to see this idea brought forward-building on the good local shops it can be transformative for the area"
- "Great work, but needs to be extended along the different streets. Capitalise on the dense neighbourhoods here to encourage footfall and use these spaces."
- "Very good idea to block off Kildrostan St"
- "Could apply more modal filters or more crossing closer to desire lines"
- "The intersection of Glencairn Dr/Kenmure St/Nithsdale Rd is where the pedestrians are vulnerable and could do with 1-2 crossings here."



**Figure 20:** Plan showing the key alterations that resulted from discussions with GCC



- Key
- Realigned kerblines
  - - - Crossing Points Removed



# 4. CONCEPT DESIGN



## 4.1 Overview

This section illustrates a concept design for the site with both a general arrangement plan and series of images and visualisations helping to communicate the design's key attributes. The section also demonstrates the design's ability to respond to issues around parking and lighting and sets out a palette of materials and landscape treatments.

## 4.2 Rendered Masterplan

The proposed design creates a far more inclusive pedestrian-friendly environment around the shops and services along Nithsdale Road (see **figure 22**). With the narrowing of junctions and removal of carriageway space the two existing green spaces are easier to access and can better contribute to the creation of a calm and attractive environment. There is no intention to remove any of the existing trees within each space, instead the addition of street trees will visually and physically expand the green character of this section of Nithsdale Road.

The design proposes improvements to the accessibility, sustainability and attractiveness of the area through the introduction of a range of seating options, rain gardens and active travel provision.

It should be noted that the location and arrangement of pedestrian crossing points have purposefully been left off any proposal at this stage as they are currently subject to data collection and design development associated with the City Network project.

Figure 21: General arrangement plan



### Key

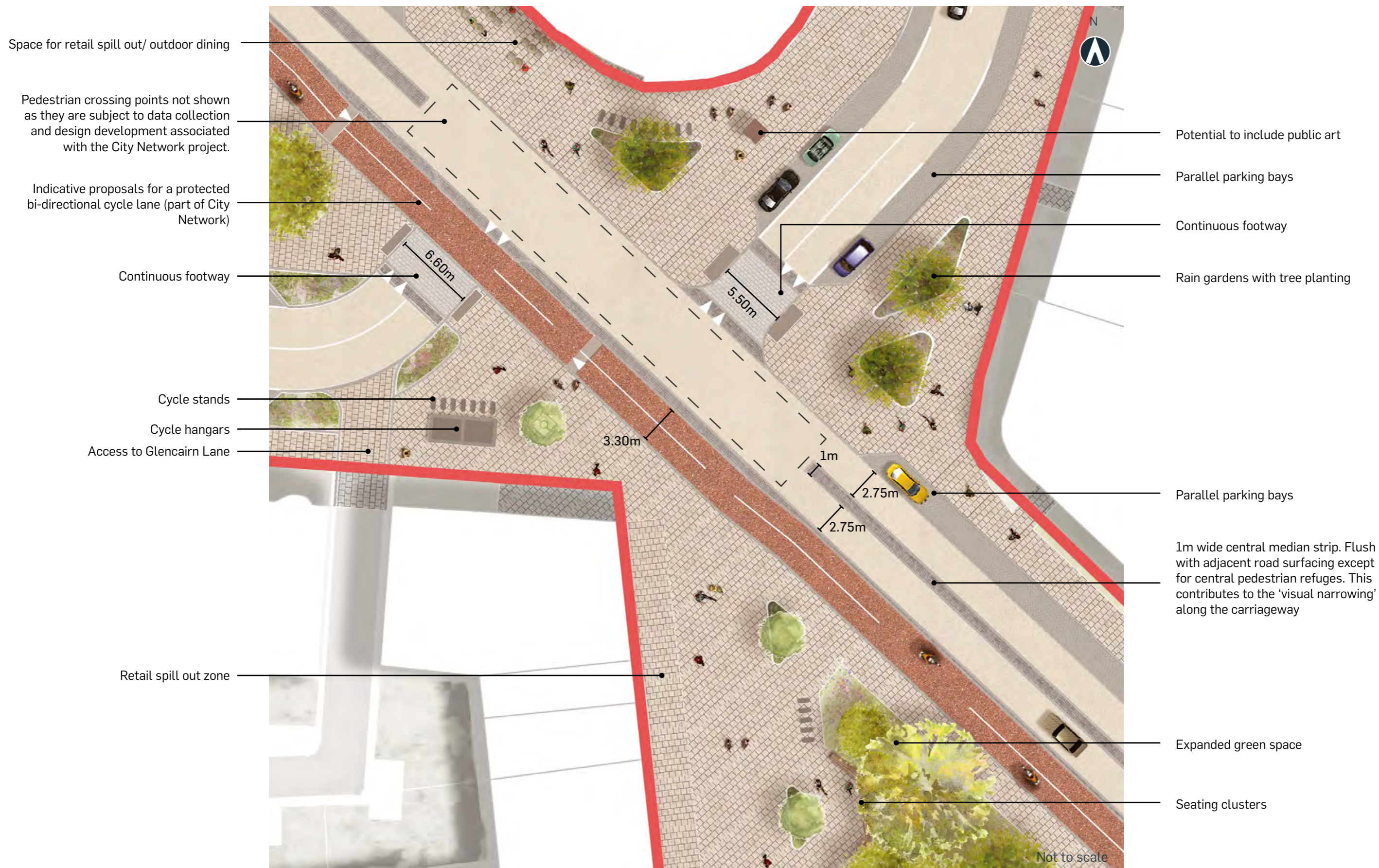
- |   |   |   |  |
|---|---|---|--|
| <ul style="list-style-type: none"> <li>① Indicative proposals for a protected bi-directional cycle lane (part of City Network)</li> <li>② Secure cycle parking</li> <li>③ Cycle stands</li> </ul> | <ul style="list-style-type: none"> <li>④ New dedicated pedestrian space / footway through the removal of carriageway space</li> <li>⑤ Continuous footway</li> <li>⑥ Bench seating</li> <li>⑦ Sculpture / artwork</li> </ul> | <ul style="list-style-type: none"> <li>⑧ Parallel parking zone</li> <li>⑨ Central median to visually narrow the carriageway space</li> <li>⑩ Rain gardens</li> <li>⑪ Seating clusters with expanded green area</li> </ul> | <ul style="list-style-type: none"> <li>⑫ Communal bin store</li> <li>⑬ Reconfigured parking area</li> <li>⑭ No defined pedestrian crossings shown on Nithsdale Road due to ongoing GCC assessment</li> </ul> |
|---|---|---|--|

# 4. CONCEPT DESIGN



## 4.3 Detailed Plan

**Figure 22:** Detailed plan showing improvements to footway space and junction design along Nithsdale Road



# 4. CONCEPT DESIGN



## 4.4 3D Visualisation 1

**Figure 23:** Visualisation showing the creation of new green attractive footway space through the tightening of junctions, narrowing of Nithsdale Road and reallocation of Kildrostan Street



# 4. CONCEPT DESIGN



## 4.5 3D Visualisation 2

**Figure 24:** Visualisation showing a new dedicated pedestrian space with seating, cycle parking, rain gardens and street trees providing an attractive frontage to shops, cafes and restaurants along Nithsdale Road



# 4. CONCEPT DESIGN



## 4.6 Parking Study

The current parking provision has only included legal car parking spaces (see **figure 26**). It has accounted for existing bin stores, bus stops, double yellow lines and keep clear areas. Therefore the number of noted legal car parking spaces is unlikely to reflect the current reality

of parking in Kildrostan Triangle - as parking restrictions are often ignored.

Overall, the proposed design will reduce the current parking provision significantly - through the loss of 39 car parking spaces (see **figure**

**27**). A large portion of this is due to the proposed protected cycleway with the remaining loss due to the reallocation of carriageway space for footway and the redesign of junctions along Nithsdale Road.

It should be noted there will be a significant increase in the amount of cycle stands and secure cycle hangars - which will be of great benefit to those wishing to make use of the segregated cycleway.

**Figure 25:** Current parking provision



**Figure 26:** Proposed parking provision



# 4. CONCEPT DESIGN



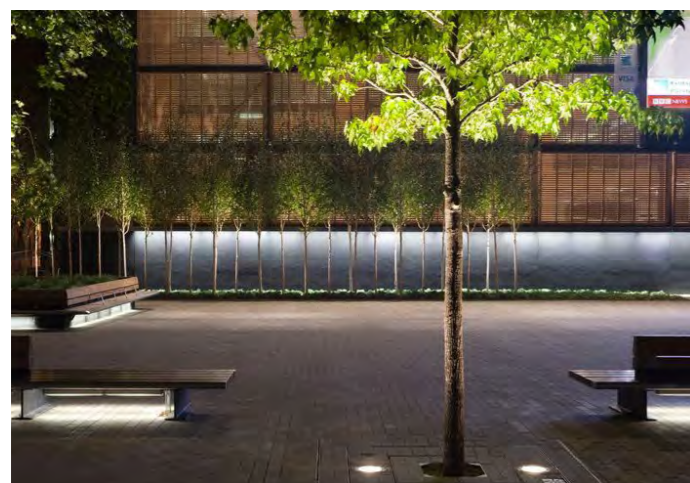
## 4.7 Lighting Strategy

The lighting strategy for Kildrostan Triangle proposes the enhancement to existing street lighting with new columns and the introduction of new low-level lighting in enlarged areas of public realm (see **figure 28**). New lighting will be used to give a greater comfort and sense of safety around areas of seating along the street and allow street trees to become a more prominent visual feature through uplighting.

The exact location of lighting will be established at detailed design stage.

- Existing Street Light
- Existing Street Light Removed
- ☆ Potential Street Light
- ★ Potential Low-Level Light

**Figure 27:** Plan showing existing and proposed street and feature lighting along and just off Nithsdale Road



**Figure 28:** Photos showing examples of feature low-level lighting

Not to scale

# 4. CONCEPT DESIGN



## 4.8 Palette of Materials / Street Furniture



### 4.7.1 COLOURED ASPHALT

Coloured asphalt uses colour matched aggregates for a longer lasting finish that resists surface wear and keeps its appearance for longer - particularly when compared to resin bonded aggregate, which can often lose its aggregate finish and results in a patchy appearance. Contrasting colours could be used to provide visual narrowing along Nithsdale Road - encouraging motorists to slow down whilst retaining access for large vehicles.



### 4.7.4 TIMBER TOPPED BENCHES

Timber is an ideal choice for seating as it is not as cold to the touch as metal or concrete - which makes it more inclusive, particularly for older people. It is also proven that if there are more, welcoming places for people to linger within a shopping area then they are more likely to spend more money in local



### 4.7.2 SETT PAVING

Sett paving is proposed in order to enhance pedestrian crossing points and continuous footways. This will help to visually emphasise their importance and to encourage motorists to travel more slowly. Colours should be chosen to compliment the historic sandstone buildings.



### 4.7.5 CYCLE HANGAR

Cycle hangars are already being used in the Pollokshields area, however their numbers are limited and the supply is not being met by the demand. More of them should be provided to encourage local people to cycle.



### 4.7.3 FLAG PAVING

The current footway surfaces are standard black asphalt, however we feel that it would be better if the surfacing was upgraded to flag paving. Like with the sett paving, colours should be chosen to compliment the historic sandstone buildings.



### 4.7.6 SHEFFIELD CYCLE STAND

The 'Sheffield' cycle stand is the chosen cycle stand by Glasgow City Council. They have a robust and simple design which is easily recognisable. More stands need to be provided in the local area to encourage cycling within the city.

# 4. CONCEPT DESIGN



## 4.9 Landscape Treatment

### 4.8.1 RAIN GARDENS

Rain gardens intercept rainfall that would otherwise go directly into the combined sewer network. This means that during heavy rainstorms, the combined network is not as overwhelmed - reducing risk of localised flooding. It also reduces surface water pollution, improves air quality and provides nectar sources for pollinating insects.



### 4.8.2 STREET TREES

Increasing tree canopy cover in urban areas helps to reduce local temperatures during hot weather and improves air quality. It also provides welcoming spaces for people to dwell and walk through.







# 4. CONCEPT DESIGN

## 4.10 Sustainability

### 4.10.1 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'.

### 4.10.2 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.

### 4.10.3 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.

### 4.10.4 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:

All specification assumed as stated with corresponding allowances:

The information consists of concept design plan that does not fully detail the anticipated works. The estimate will be optimistic in its nature as the engineering and road safety aspects have not been incorporated into the design, as well the material specificity. Risk has been incorporated in the estimate at 15%, which is considered low at this stage of the design development. Optimism bias, a public sector method of calculating risk, at this stage would be between 30 and 45%. We have not incorporated an allowance for inflation. An allowance has been included for STATs diversions, which are likely to be required but at the time of this estimate are unknown and unquantified. Anticipated professional fees have also been incorporated into this estimate on a percentage basis.

The estimate has been based on a mix of open market rates and projects in the public sector, within the central belt of Scotland. Therefore, the costs are subject to change in procurement route and the development of a specification and further design generally. 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 5%
- Risk at 10%

### 5.1.2 EXCLUDED

- Inflation (priced at Dec 2023)
- Design Team Fees
- VAT
- Fees/Costs associated with Statutory Approvals, Surveys etc.
- Disposal of Hazardous Materials
- Additional Mains Power supply/capacity

### 5.1.3 ASSUMPTIONS

- All disposals to be offsite
- All topsoil to be imported
- All street lighting to be retained
- Existing mains power is adequate
- New Kerbing throughout
- High level allowance for drainage works

## Glasgow City Council Kildrostan Triangle Stage 2 Cost Plan



Dec-23

### Works Cost Estimate

Element	£
Site Preparatory Works	£ 160,034
Hard Landscaping	£ 860,155
Soft Landscaping	£ 165,700
External Fixtures	£ 97,100
Services, Lighting & Drainage	£ 166,733
<b>PRIME COST ESTIMATE</b>	<b>£ 1,449,722</b>

### OH&P, Contingency & Traffic Management

Element	%age	£
Main Contractors Preliminaries	20.00%	£ 289,944
Main Contractors OH&P	5.00%	£ 86,983
Design Development Contingency	10.0%	£ 182,665
Temporary Works; traffic management	1 sum	£ 15,000
		<b>£ 2,024,314</b>

### Inflation Estimate

Element	
Design Inflation - Allowance for design maturation	excl
<b>Subtotal</b>	<b>excl</b>
<b>ESTIMATED COST LIMIT INCL INFLATION</b>	<b>£ 2,024,314</b>



## Mansewood to Shawlands 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 GoBike Shawlands Bike Bus Soul Riders South West Community Cycles Get Glasgow Moving Sustrans Scotland Living Streets Scotland Paths for All
<b>Community Council</b>	Mansewood & Hillpark Community Council Newlands & Auldhouse Community Council Pollokshields Community Council Shawlands & Strathbungo Community Council
<b>Community Group</b>	The Strathbungo Society Southside Fringe Festival Friends of Pollok Park Friends of Queens Park Langside Hall Mansewood Allotment Association Pollokshaws Community Hub Pollokshields Area Network Pollokshields Heritage Group Pollokshields Mutual Aid and Community Food Point

	<p>Pollokshields Trust</p> <p>Strathbungo Eco Group</p> <p>Waverley Park Collective</p> <p>Mansewood Community Centre</p> <p>The Bowling Green</p> <p>Nan McKay Community Hall</p> <p>South Seeds</p>
<b>Education</b>	<p>Cuthbertson Primary</p> <p>Hillpark Secondary</p> <p>Hutchesons Grammar</p> <p>Pollokshaws After School Service</p> <p>Shawlands Academy</p> <p>Shawlands Primary</p> <p>St Convals RC Primary</p> <p>Tinto Primary</p>
<b>Glasgow City Council</b>	<p>Community Council Officers</p> <p>Neighbourhood Liaison Officers</p> <p>Housing Officers</p> <p>Economic &amp; Planning Officers</p> <p>Spatial Strategies Officers</p> <p>Roads Officers</p> <p>Newlands Auldburn Area Partnerships Officer</p> <p>Pollokshields Area Partnership Officer</p>
<b>Housing Associations</b>	<p>Urban Union</p> <p>Glasgow Housing Association / Weatley Group</p> <p>Southside Housing Association</p>
<b>Place of Worship</b>	<p>Auldhouse Community Church</p> <p>Greenview Church</p> <p>Pollokshaws Parish Church</p> <p>Shawlands Church</p> <p>Shawlands Trinity Church</p> <p>St Margaret of Scotland</p> <p>Glasgow Gurdwara Guru Granth Sahib</p> <p>Langside Synagogue</p> <p>Madrassa Taleem ul Islam</p>

	<p>Madrassa-Tul-Madinah (Dawat-E-Islami)</p> <p>Masjid Noor</p> <p>Pollokshaws Methodist Church</p> <p>Pollokshields Church of Scotland</p> <p>St Albert's Catholic Church</p> <p>St Ninian's Scottish Episcopal Church</p>
<b>Political</b>	<p>Ward 2 (Newlands / Auldburn)</p> <p>Ward 6 (Pollokshields)</p>
<b>Other</b>	<p>Pollokshaws Library</p> <p>Pollokshields Library</p> <p>My Shawlands BID</p> <p>ArtSpace G41</p> <p>Tramway</p> <p>Glasgow Centre for Population Health</p> <p>Glasgow Life</p> <p>Glasgow Chamber of Commerce</p> <p>Glasgow Council for Voluntary Sector</p> <p>Glasgow Third Sector Forum</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>

# Kildrostan Triangle

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

<b>Do you think our concept design captures all the site's /area's opportunities and constraints?</b>	<b>If not, let us know what we've missed?</b>	<b>Do you have any other comments/feedback?</b>
Yes		Another issue not mentioned in the opportunities and constraints is that many motorists drive into Kenmure street from Nithsdale Road although it is clearly signed posted that entrance is for buses and taxis only. This participates in making crossing dangerous for pedestrians.
No	A fun exercise: sit outside the pharmacy in a wheelchair. Without leaving the wheelchair, try to reach Floral Haven 20 metres away. WHY is there a dropped kerb on the little corner triangle but no way to reach that corner triangle if you use wheels?	That aside, yes: too many cars, no reason to subsidise cars with free on-street parking on major commercial roads, pavement towards Govanhill too narrow, unsafe for cyclists, pedestrians have to wait forever at the crossroads. Proposals for more parklets, more space given to cyclists and pedestrians etc. welcome.
Yes		Yes. Until we have massive public investment in infrastructure (especially public transport), any improvements will be marginal. I would like to see more priority given to pedestrians in the form of a safe crossing at the pharmacy, blocking off the bottom of Glencairn Drive, and sorting out the tank trap on Nithsdale/Kenmure. We need serious professional advice on the trees in the triangles, and the addition of seats, tables, children's areas. And then we need effective policing of cars parked on yellow lines, corners, pavements, over drops etc. Then we need a large investment in a car co-op and many more bike hire stations, and bike shelters.

No	I don't know enough about it myself, so I can't comment on whether you have a good grasp. Has something been sent out to all people living in the area that they can access easily to find out the info?	It would be very useful to send out information to affected comments for this kind of thing. How do people find out about it. I wasn't aware there was a consultation until neighbours told us as I don't use social media. Also, I could not attend the sessions my neighbour told me about as they were in working hours. I want to offer feedback on what I understand is being proposed from the little I have gleaned though: 1. I am in favour of creating a pedestrian area as big as possible in the Kildrostran triangle. I think it should contain a small park and perhaps a covered outdoor gym for elderly residents to use. It would be good if raised community vegetable beds were situated there (a community garden). There is such a lack of allotment space in this area of Glasgow with waiting lists of 12 years in some places. There should be consideration for the whole of the bottom of Terregles Ave through to the end of Newark Drive to be pedestrianised. This would allow for excellent community space to be accessed and ensure people walk or cycle instead of drive to local amenities. It would be good if the empty shop on that area of Kildrostran (formally a tailors shop) could be set up as a bike repair workshop/hub to encourage more sustainability. An outdoor covered performance space would encourage the local community to participate in cultural activity. It would be especially good if any lighting for the performance space was powered by static bike power.....imagine what it would be like if you could power an outdoor cinema, for example with the local community peddling for power. An outdoor covered table tennis table would also be good to encourage old and young alike to participate in physical exercise. And
No		



Yes		<p>The plan for this project is generally very good - any improvement would be an improvement! - but there are a couple of issues. The opportunities diagram doesn't mark the left turn from Darnley Rd onto Kildrostan St as a dangerous crossing. It's very dangerous: an 'easy' angle that cars often take at speed though it's a blind corner. With this at one end, the complex five-way junction clogged with parked cars at the other, and Terregles Ave in the middle, the whole of Kildrostan St's short length is hazardous to cross. Much of this should be improved by the plan. A larger point, though, is that the plan stops at the west side of Darnley Rd. It should extend across the (new) railway bridge to improve the safety of the roundabout and the quality of the link to the shops on the final 'car park' stretch of Nithsdale Rd, and on to Pollokshaws Rd, Queen's Park, and Govanhill.s</p>
Yes		
Yes		<p>Perhaps one thing that has been overlooked is the entrance to Kenmure St from Nithsdale Rd which currently is signposted as entry only for buses, taxis and cycles, however this is constantly disregarded by countless cars, vans and lorries on a daily basis. As a lot of drivers are aware what they are doing is wrong, and as the junction is so busy, drivers often accelerate across the junction at incredible speed which is dangerous to all. Kenmure St is no longer an active bus route, so would recommend either removing the signage and allowing traffic to pass legally, or make the section of Kenmure St from Leven St to Nithsdale Rd one way and erect no entry signs at the Nithsdale Rd entrance to Kenmure St.</p>
Yes		Too many car parking places GONE
Yes		<p>Safety improvements are essential and paramount. Enhancement of amenities and green spaces is great improvement.</p>

No	<p>What has happened to the charge points for electric vehicles? The recycling facilities were good but they have gone. Some traffic calming measures would be useful. The junction walking from the cross roads at Darnley Road towards Sainsbury's, crossing Kildrossan Street is dangerous and difficult to cross with children as visibility is poor.</p>	
Yes		<p>please consider making the entire West side of the triangle pedestrian and cycle only - this would entirely address the parking and traffic issues and give huge opportunities for place making. Access to Terregles Avenue would be maintained via Fotheringhay and Shields Rds.</p>
No	<p>The site boundary should be extended to include the junction at Darnley Street and Nithsdale Road. It is a well used crossing by families including children and adults with child carriers on bikes, buggies and scooters. People are heading to/from Kenmure street to/from strathbungo/crosshill to access schools and nurseries. The cycle lane over the bridge is a joke and very dangerous. It got narrower after the bridge works and cars are very unclear about what bikes are trying to do.</p>	<p>The narrowing of the junction is hugely welcomed as it is really difficult to navigate as a pedestrian, cyclist or car driver. Drainage will be really important to consider as the junction gets regularly flooded, making it more dangerous.</p>
Yes		<p>We live on Terregles Avenue and are fully in support of the project. We think there needs to be a focus on pedestrianisation and ensuring safe crossings of the main road. We would also like to see better cycle infrastructure. More electric car charging facilities are important.</p>

Yes

Please consider the pedestrian road crossing from Kildrostan triangle eastwards across Darnley street to the (newly replaced) pedestrian bridge across the railway to Strathbungo. This is an essential through-link from Strathbungo/Queen's Park into Pollokshields that is currently very difficult to navigate on foot due to speeding cars and the nearest other crossing a large detour. The proposed changes would already hugely improve accessibility but a further crossing would be even better

## 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?
Yes		Great to see more space for people not cars!
Yes		
Yes		Looks good. We'll done!
Yes		Please do this.
No	<p>Whilst much of the Kildrostan plan is laudable it is both incredibly disappointing and telling of the ambition of these projects that a car park is the centrepiece of the design. We give up so much of our public space to cars and this one project that looks to redress that balance still centres on parking of private property in public space. It is incredibly difficult to maintain faith in this process if that is the end result. There is ample parking all around this area and the missed opportunity to make this a public space is frankly shocking. Imagine a car park in the middle of George Square, or outside Langside Hall. Unbelievable.</p>	
No	pedestrian crossing on Nithsdale at kildrostan st	need benches . also disabled parking bays at pharmacy and GP surgery
No	Putting a pedestrian crossing where the shops are, especially for rush hour.	Cycle lane is utterly stupid - we don't use the existing ones, they can't be used in winter because they can't be gritted or swept.
No	Could the restaurants / coffee shops not use the space rather than it being council maintained space? Needs a crossing on nithsdale road beside the shops. Cycle lane isn't needed and would cause lots of	

	congestion as has happened on St Andrews Drive putting in the new lane. Why not direct cycle traffic on quieter roads?	
No	Love a lot about this, but can't see how someone using a wheelchair can cross the Numark Pharmacy - Floral Haven junction - from the picture it looks like you'd have to go into the road at Kenmure Street and come back onto the pavement after turning into Glencairn Lane? Is this what is "subject to data collection and design development associated with the City Network project"?	
Yes		Extend the streetscapes and high quality public realm to the adjacent streets to create a seamless integration of nice places to be. Making more greener spaces with rain gardens and high quality road materials would reinvigorate the entire surrounding areas
Yes		The design needs to take into account nearby streetscapes and extend the nice civic spaces to them to create appealing environments to move through around the triangle. It seems odd to only upgrade the triangle and not nearby street scapes. It creates a weird illusion of not enough investment. We need activate the shop fronts to give these local shop owners some business and encourage people to socialise in these spaces.
Yes		Great work, but needs to be extended along the different streets. Capitlise on the dense neighbourhoods here to encourage footfall and use these spaces.
Yes		Delighted to see this idea brought forward- building on the good local shops it can be transformative for the area
Yes		I love the look of this design



# L N

## GLASGOWS LIVEABLE NEIGHBOURHOODS

