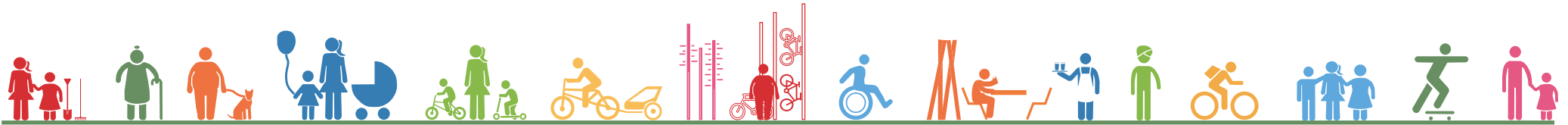


# LN

GLASGOWS LIVEABLE NEIGHBOURHOODS



# GLASGOW **LIVEABLE** NEIGHBOURHOODS

## Design Workbook

GlasgowLN@atkinsglobal.com



**ATKINS**

Member of the SNC-Lavalin Group

## About this Design Workbook

This workbook provides a brief summary of the progress we have made on designs for the six projects being taken forward for Pollokshields East to Gorbals and Mansewood to Shawland study areas, both of which form part of Glasgow City Council's Liveable Neighbourhood programme. Throughout the workbook we have provided prompts to encourage feedback on some of the analysis and design work we have undertaken.

To provide feedback please either get in contact with [GlasgowLN@atkinsglobal.com](mailto:GlasgowLN@atkinsglobal.com), go to the project websites or attend one of a series of engagement events within each area over the coming month (see websites for details).

### JOIN US IN SEPTEMBER


- Tuesday 19 September: Re-Imagining Albert Drive Streetscape**  
Pollokshields Library: 4pm - 7pm
- Thursday 21 September: Destination Laurieston & Crown Street Retail Park**  
Gorbals Library: 4pm - 7pm
- Tuesday 26 September: Creating Safer Routes: Mansewood & Hillpark**  
Eastwood Parish Church: 4pm - 7pm
- Wednesday 27 September: Improving Connections: Shawlands and Strathbungo**  
Destiny Church, Gym Hall: 4pm - 7pm
- Thursday 28 September: Transforming Kildrostan Triangle**  
Pollokshields Library: 4pm - 7pm



### CONTACT US

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<https://mansewood-to-shawlands-ln-glasgowgis.hub.arcgis.com>

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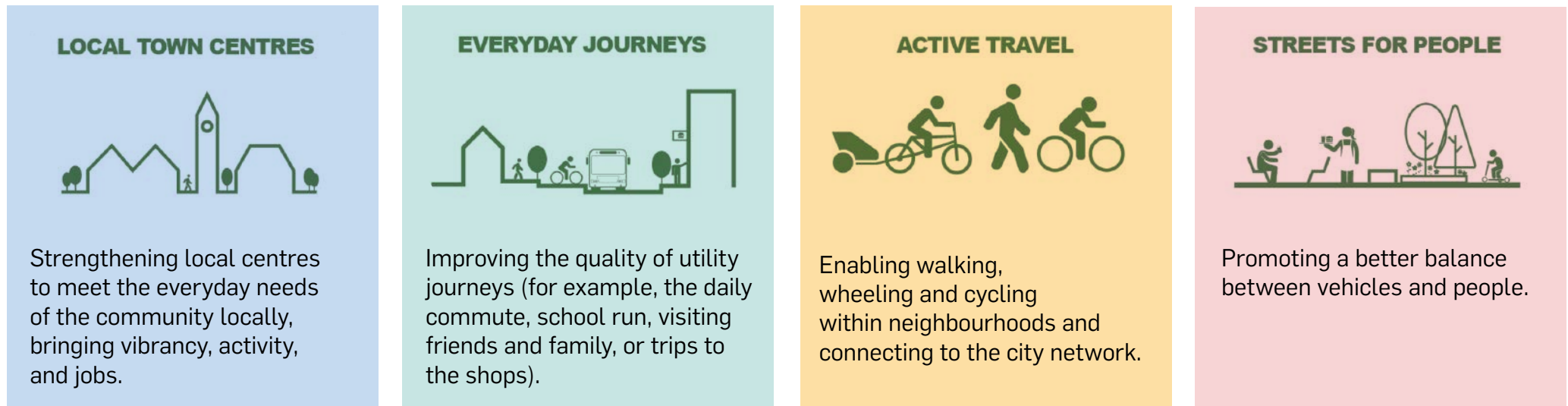
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## Introduction: **The four key themes**

Glasgow's Liveable Neighbourhoods will be accessible and healthy places that allow people, of all ages and abilities, out to play and socialise in their local area. Neighbourhoods should perform in such a way that maximises the social, economic and environmental benefits of the area through interventions that improve localities and place, and help to reduce the city's dependency on cars by making walking, cycling and public transport first choice.



**Figure 1:** Diagram describing the key themes of the Glasgow Liveable Neighbourhood Programme



# Pollokshields East to Gorbals

## Stage 2



1. Destination  
Laurieston

2. Crown Street  
Retail Park

3. Albert Drive



# 1. Destination Laurieston



**Figure 2:** Aerial showing site within wider context

**Establishing a new civic space adjacent to the Citizen Theatre and fronted onto by historic railway vaults that can act as a community and leisure focus for residents in the housing areas of New Gorbals and Laurieston.**

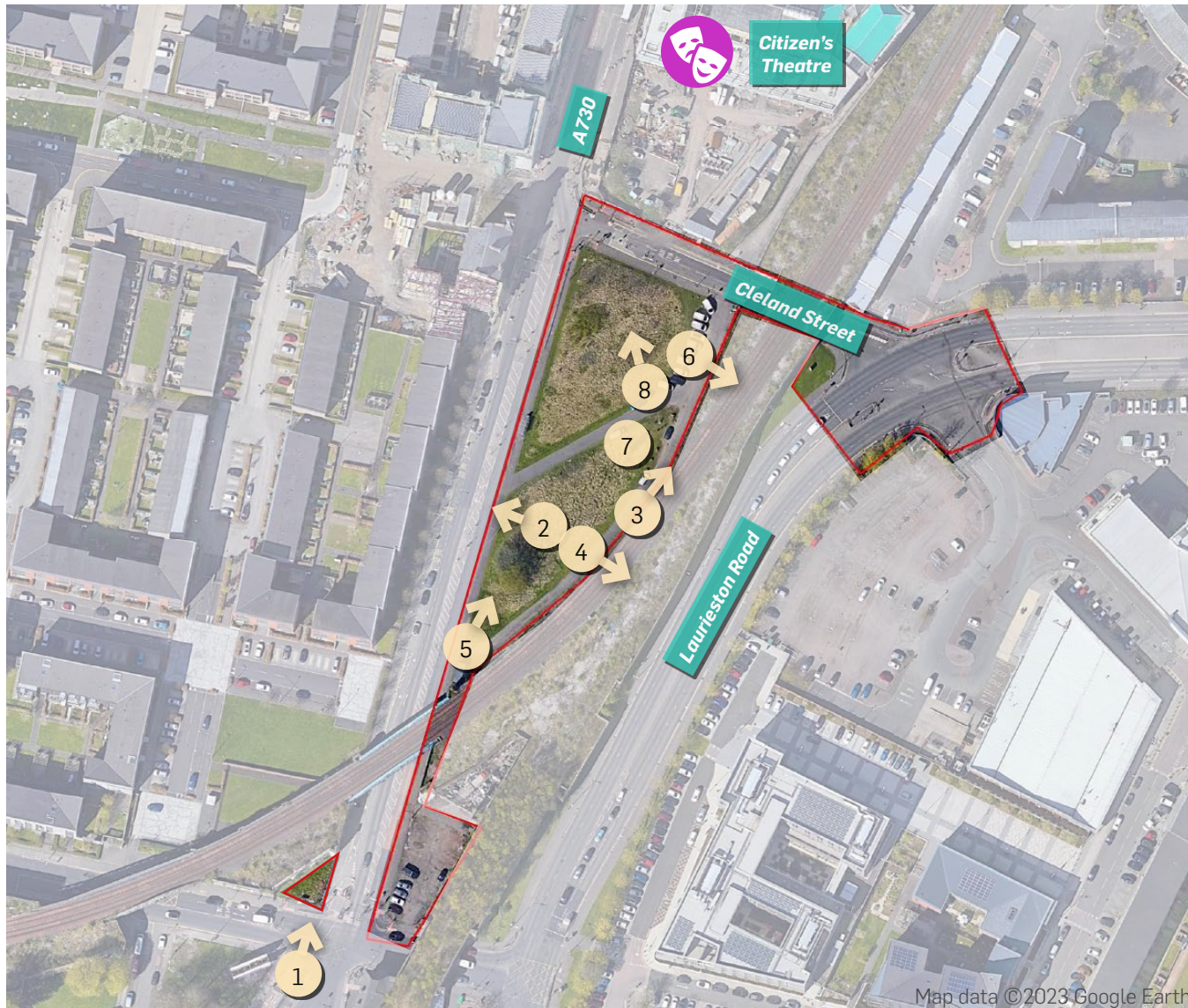
*Stage 1 feedback:*

*There aren't many places to gather, limited green spaces, limited facilities for children / families.'*

*'There are no nice cafes or restaurants for people to congregate at. Compared to other areas of Glasgow, the Gorbals is massively lacking in communal facilities, businesses and services.'*



## 1.1 Destination Laurieston: **Existing conditions**



**Figure 3:** Aerial plan identifying site photo locations and orientations.

The site is well situated off the newly installed South City Way cycle route, in between two residential areas and framed by a line of historical railway arches. Recent works will see a new link through one of the arches to Laurieston Road with new associated paths cutting across the site.



1. Light industrial



2. New pathway link



3. Historical arches



4. New archway link



5. Mature vegetation



6. Existing pop-up art



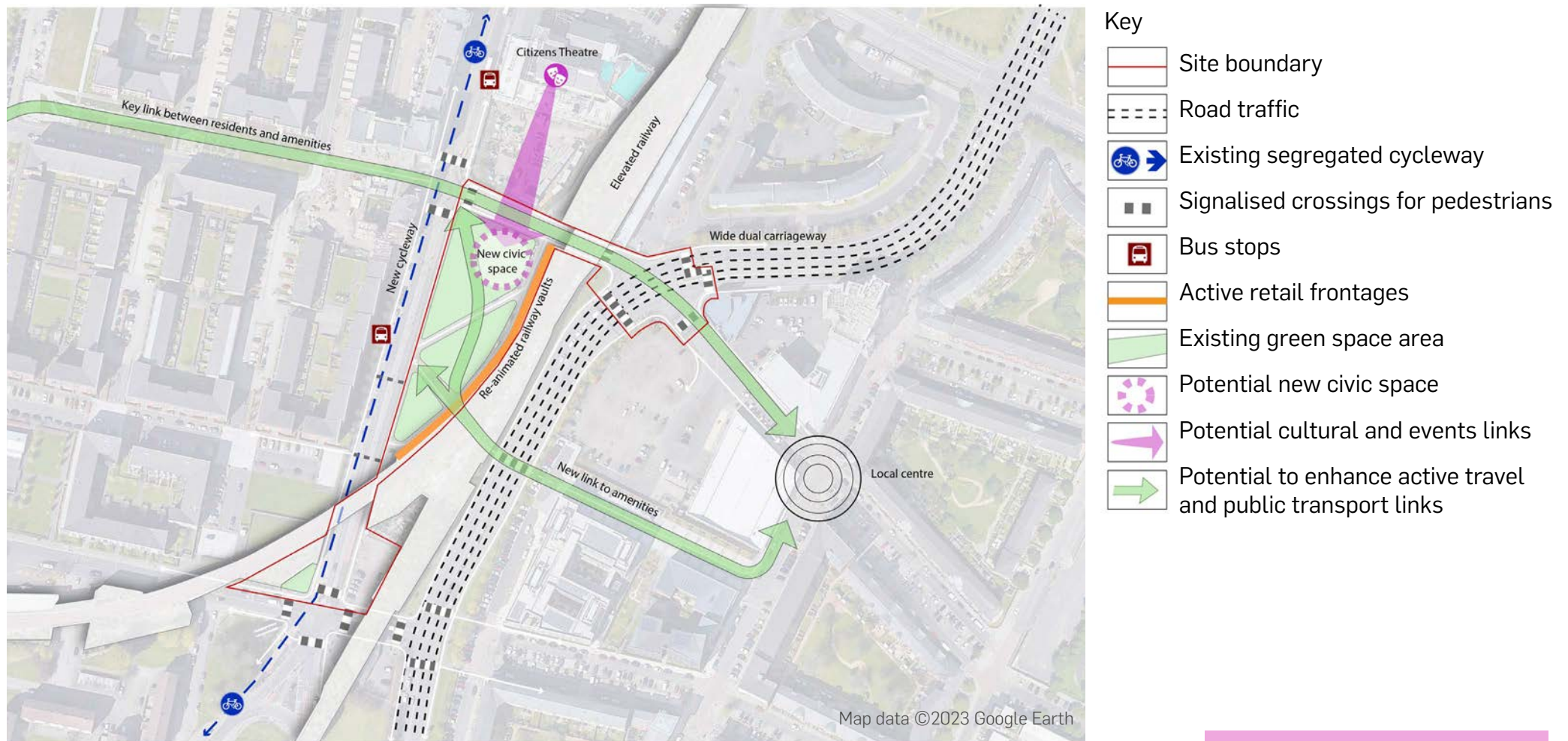
7. Impromptu bike ramp



8. Existing green space



## 1.2 Destination Laurieston: **Opportunities and constraints**



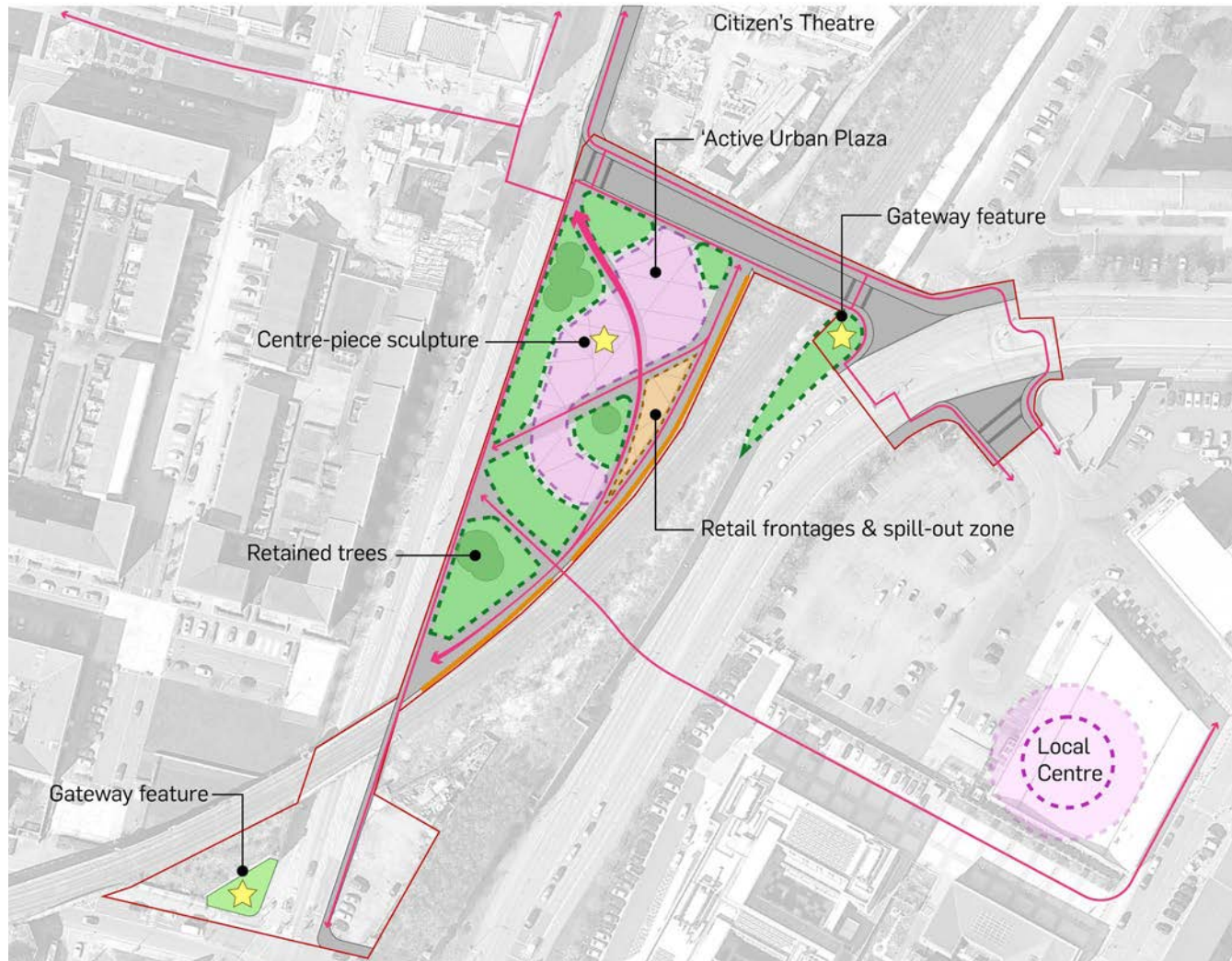
**Figure 4:** Diagram showing the local connections, opportunities and constraints

### **Feedback Prompt:**

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



## 1.3 Destination Laurieston: **Zonal plan**



### Key

- ★ Sculpture / gateway features
- Retail frontages to arches
- Retail spill out
- Space for outdoor events and skate friendly plaza
- Naturalistic planting

Map data ©2023 Google Earth

**Figure 5:** Zonal diagram



## 1.4 Destination Laurieston: **Ideas and inspiration**



IDP Architects, 2019 visualisation



Citizens Theatre visualisation



Josefwiese Platz, Zurich



Sculpture / gateway features



Space for outdoor events



Naturalistic planting



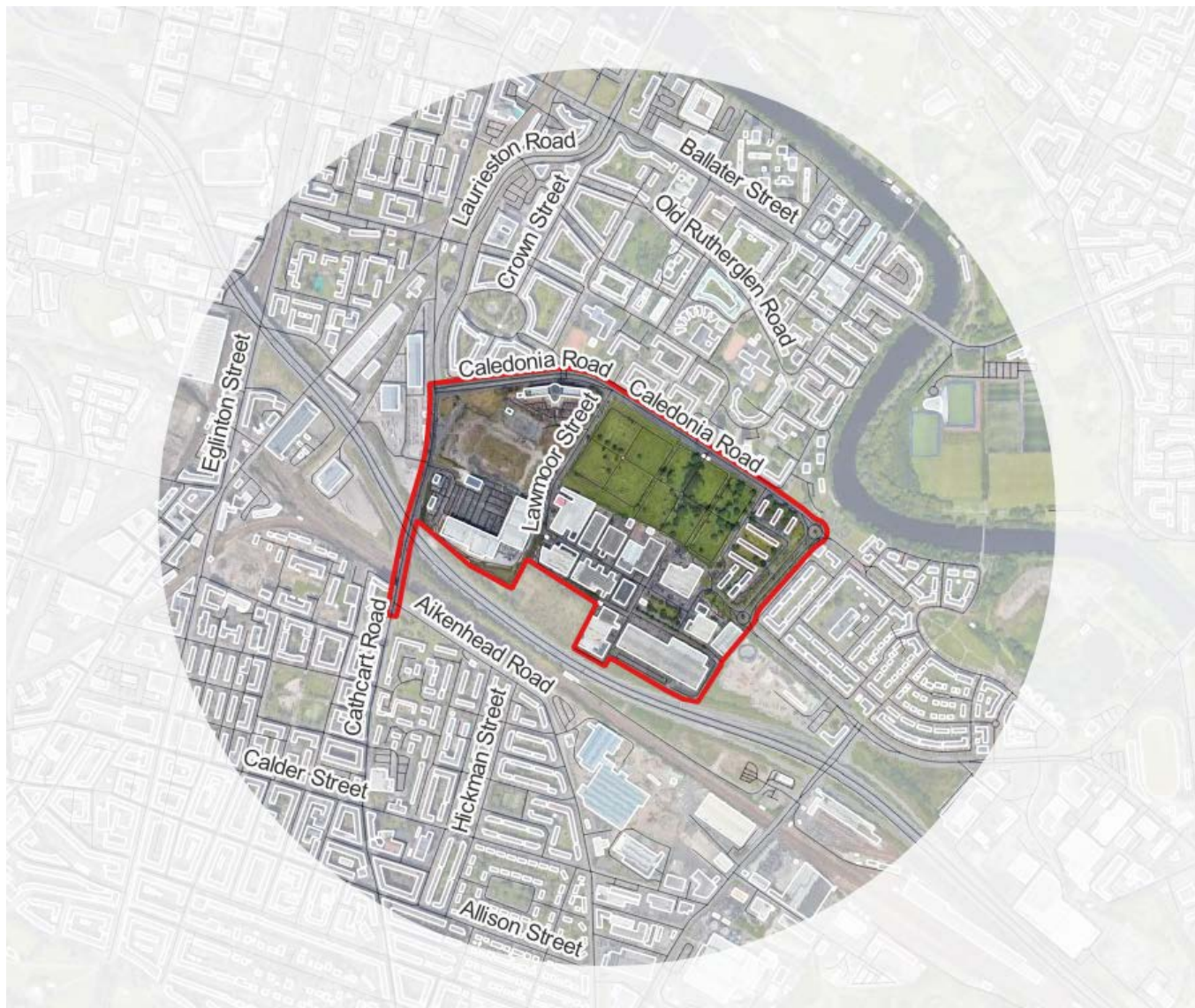
Retail frontages and spill out



Space for movement and events



## 2. Crown Street Retail Park Link



**Figure 6:** Aerial showing site within wider context

**Enhancing the safety, directness and comfort of links to Crown Street Retail Park for those seeking to walk, wheel and cycle from surrounding residential areas.**

Stage 1 feedback:

*'This is a major route between Govanhill and the city centre and it's a hideous barrier and very unpleasant part of the journey. It makes you want to drive not walk.'*

*[about Cathcart Road]*

*'The old industrial complex between here (Oatlands) and Crown Street Retail Park does not feel safe to walk through so a longer path through the main road needs to be taken.'*



## 2.1 Crown Street Retail Park Link: **Existing conditions**



**Figure 7:** Aerial plan identifying site photo locations and orientations.

The project will identify a series of improvements to the safety, accessibility and comfort of existing walking, wheeling and cycling links to Crown Street Retail Park.



1. No footway provision



2. Eastern retail access



3. Lack of footway



4. Narrow footway



5. Undesirable parking



6. Narrow crossing width



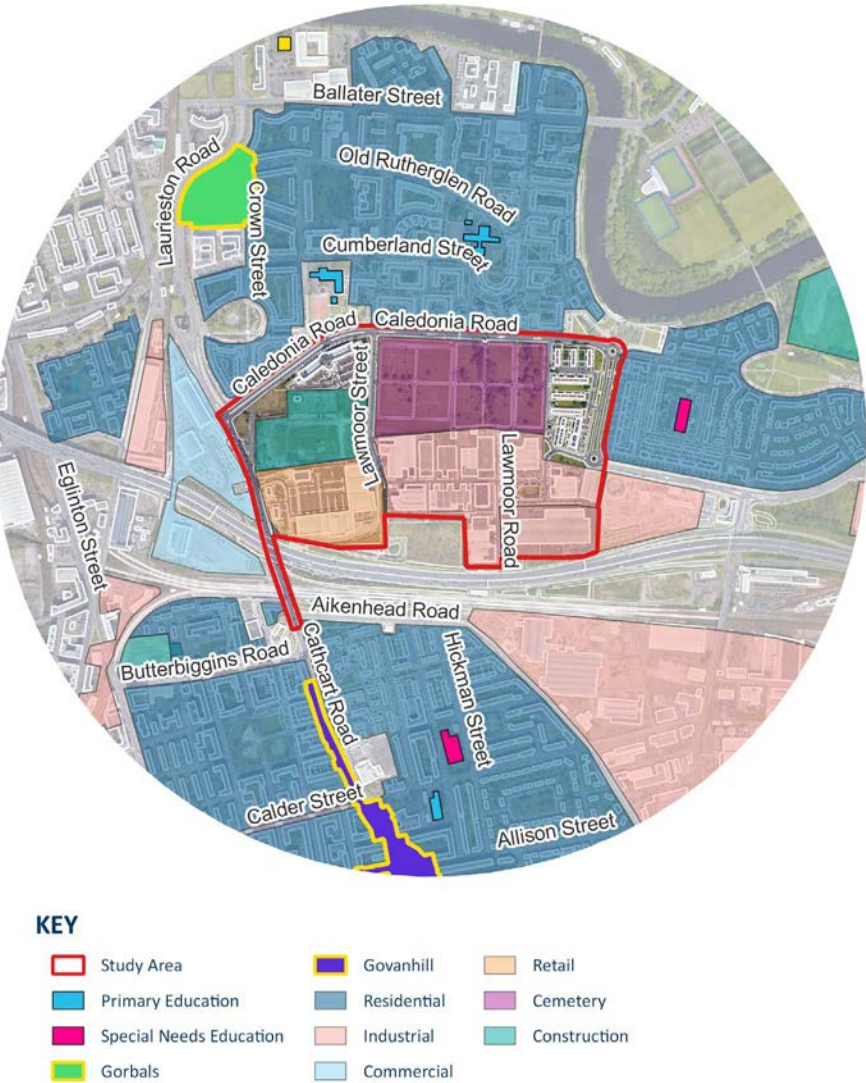
7. Pedestrian desire line



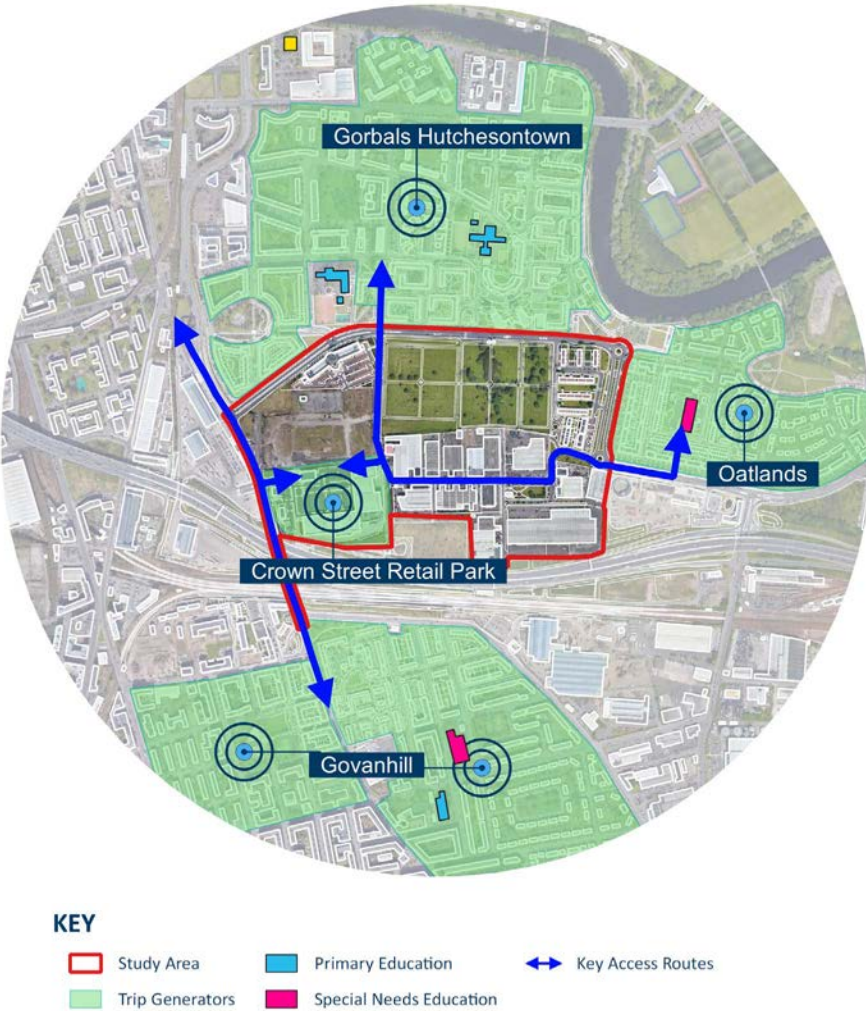
8. Obstructive guard railing



# 2.2 Crown Street Retail Park Link: **Site context**



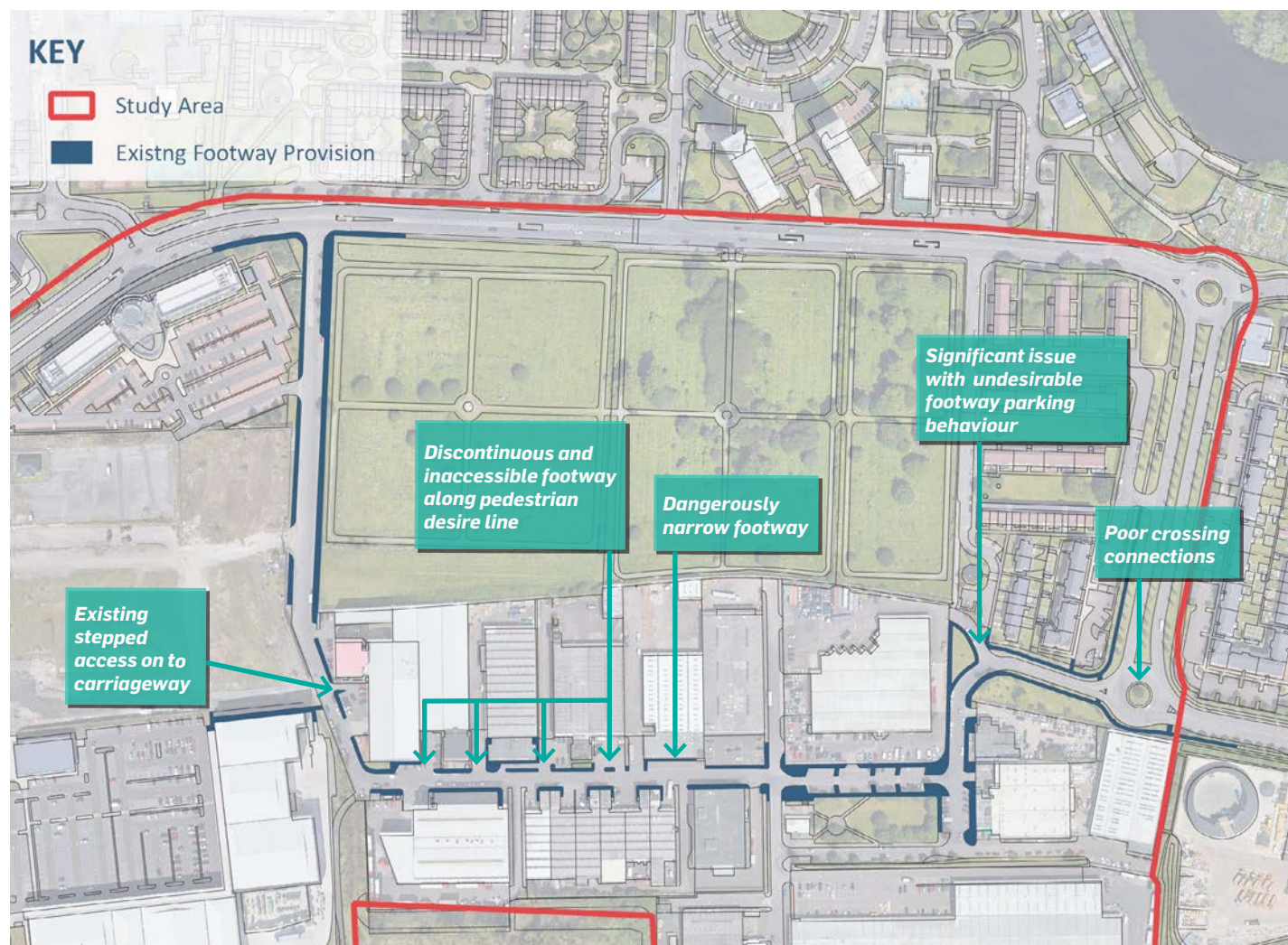
**Figure 8:** Diagram showing land use



**Figure 9:** Diagram showing key access routes



## 2.3 Crown Street Retail Park Link: **Pedestrian access**



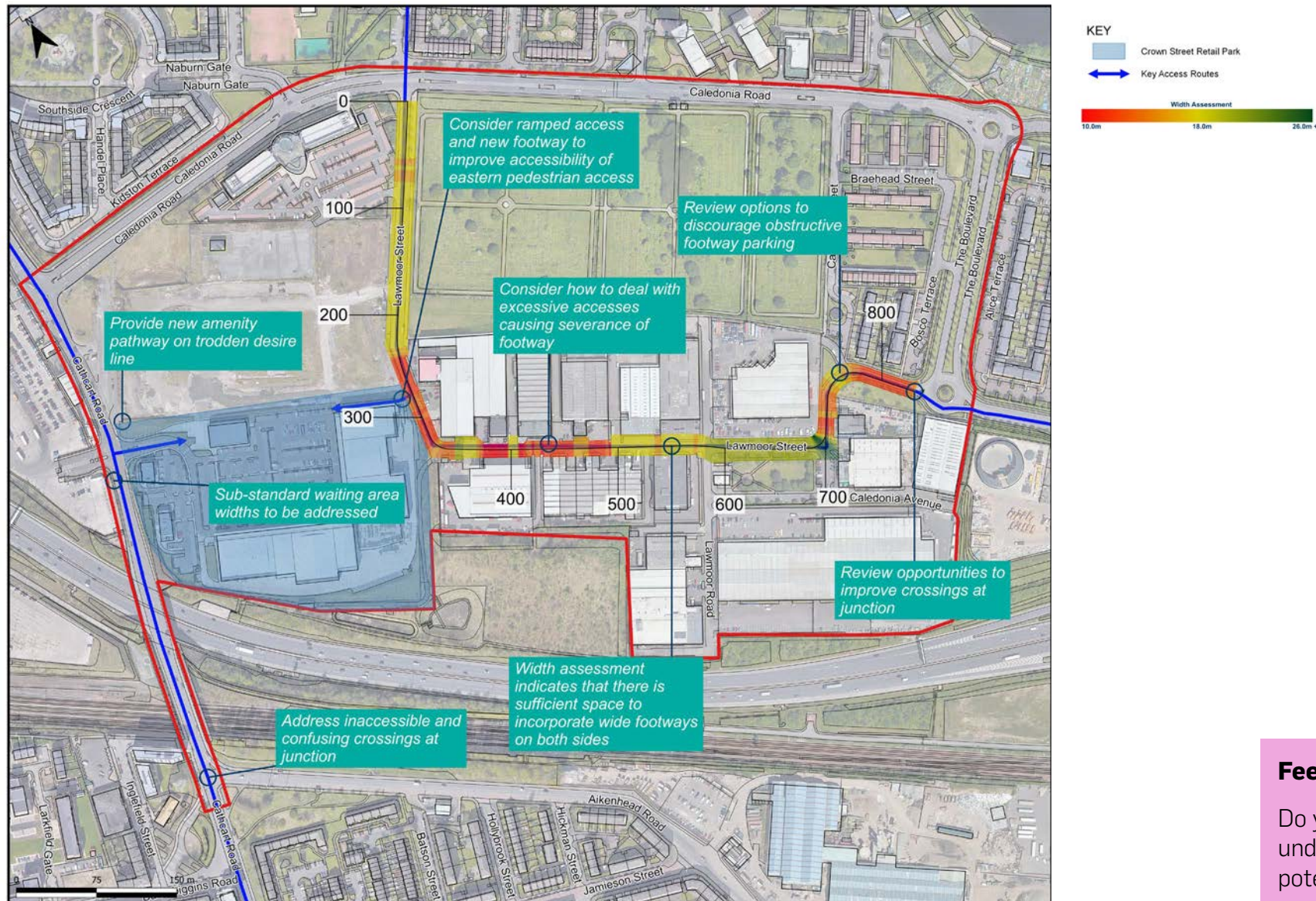
**Figure 10:** Existing pedestrian access issues

### **Feedback Prompt:**

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



## 2.4 Crown Street Retail Park Link: **Zonal plan**



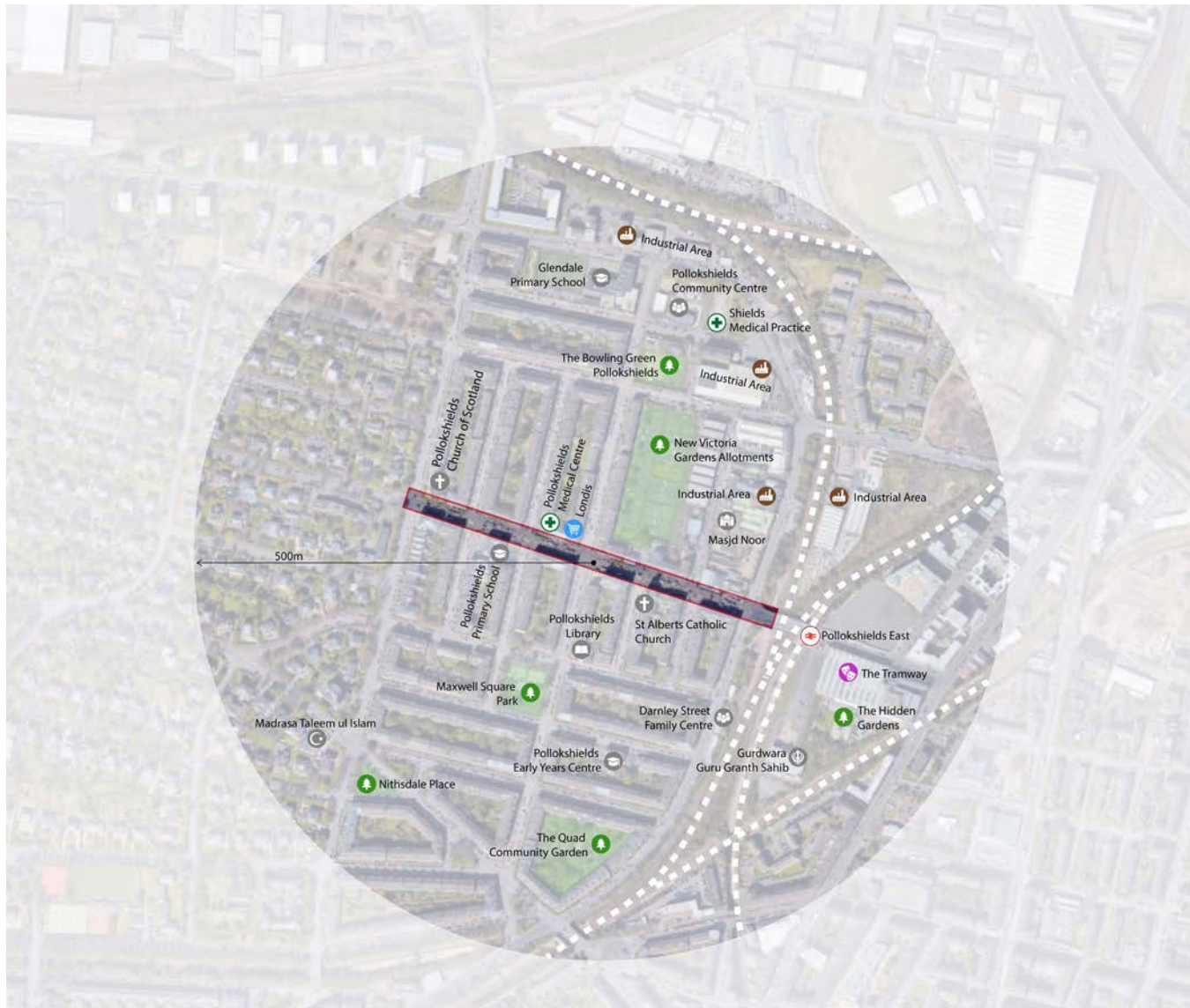
### Feedback Prompt:

Do you think we have a good understanding of the area's potential?

**Figure 11:** Zonal plan



### 3. Re-imagining Albert Drive Streetscape



**Figure 12:** Aerial showing the site within the local context

**Re-imagining a more comfortable, green, safe and attractive town centre environment that celebrates its cultural diversity, emerging as a key destination in Glasgow's Southside area.**

*"As it stands the grid system... was not designed for a car society - it is clogged, parked cars cut off viewing angles for safe pedestrian crossing, and souped up cars race on these roads at night without care for anyone's safety."*

*"Planters and trees could improve the pavements."*



### 3.1 Re-imagining Albert Drive Streetscape: **Existing conditions**



**Figure 13:** Aerial showing site within wider context

Albert Drive is situated at the centre of a grid-patterned area of dense tenemental streets, providing an immediate contrast to the greener and more spacious area of Pollokshields West. It offers a range of key local services for Pollokshields and, although offering wide footpaths is under considerable pressure from parking and loading demands and the general dominance of motor vehicles.



1. Albert drive view East



2. Mini roundabouts



3. Signalised crossing



4. Illegal parking



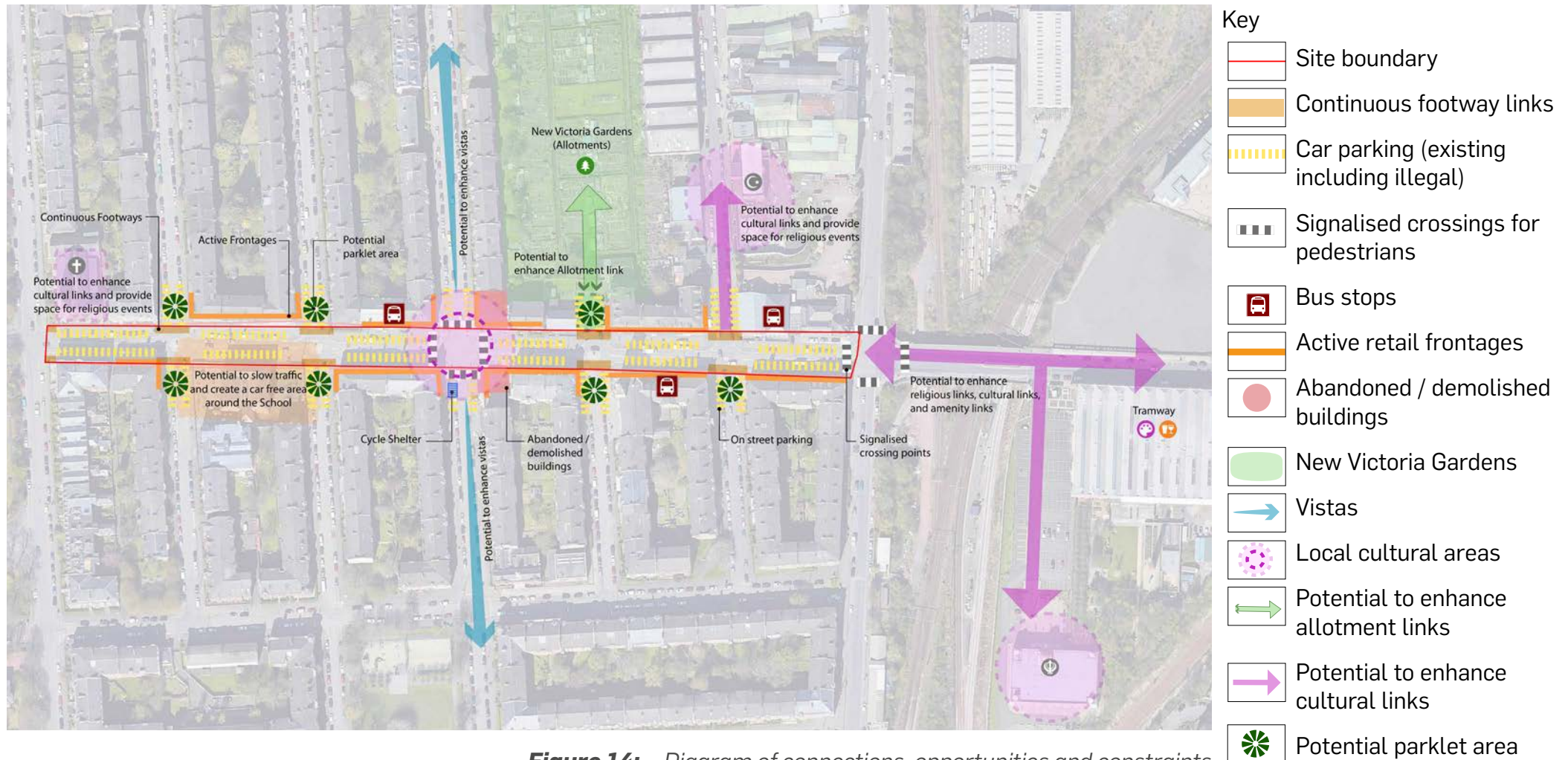
5. Parking and loading conflict



6. Signalised crossing conflict



## 3.2 Re-imagining Albert Drive Streetscape: **Opportunities and constraints**



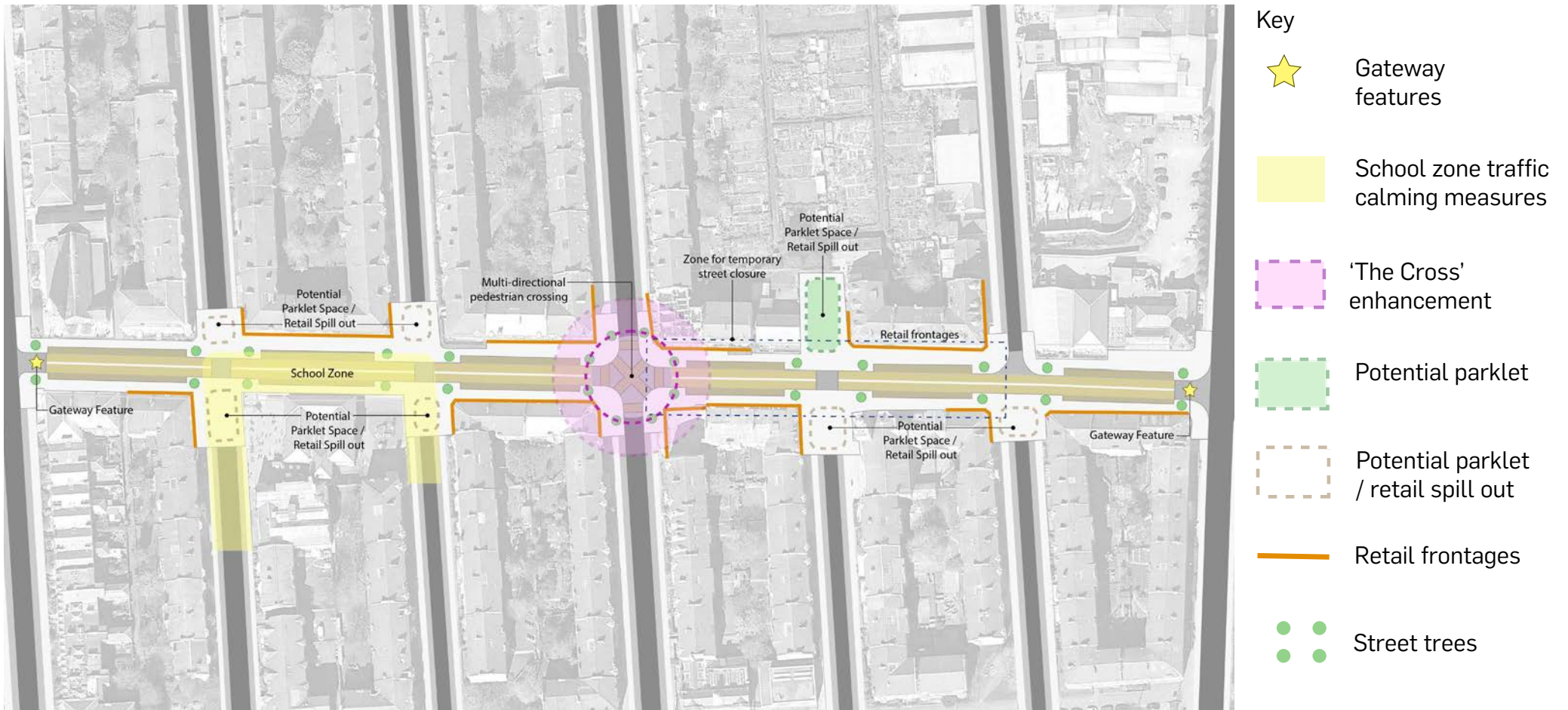
**Figure 14:** Diagram of connections, opportunities and constraints

### Feedback Prompt:

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



### 3.3 Re-imagining Albert Drive Streetscape: **Zonal plan**



**Figure 15:** Zonal Diagram for Albert Drive

#### **Feedback Prompt:**

Is there anything else that the project needs to address?



### 3.4 Re-imagining Albert Drive Streetscape: **Ideas and inspiration**



Street tree shade and seating



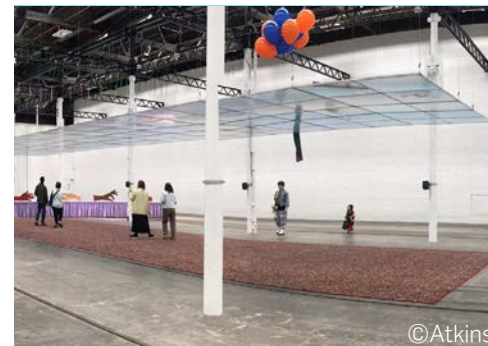
Seating inspiration, Croydon



Street parklet inspiration



Gurdwara Guru Granth Sahib



Tramway art installation



Fishergate improvements, Preston



Segregated cycleway



Masjid Noor future visualisation

Heritage Safety  
Vibrancy Food  
Language  
Faith  
Diversity  
Culture  
Flexibility  
Welcoming  
Colour



# Mansewood to Shawlands

## Stage 2



4. Mansewood  
and Hillpark

5. Kildrostan  
Triangle

6. Shawlands  
and Strathbungo



## 4. Creating Safer Routes: Mansewood & Hillpark



**Figure 16:** Aerial showing site within wider context

**Creating routes that are more comfortable and safer for those walking, wheeling, and cycling in these two neighbourhoods, with a particular emphasis on routes taken by children and young people moving to and from Tinto Primary School and Hill Park Secondary School.**

*Stage 1 feedback:*

*"Current problems include speeding traffic, high traffic volumes for a minor residential street, no safe crossings for children, and a particularly dangerous junction at Minard Road."*

*"Traffic calming measures along Parkneuk Road where Tinto Road ends as it used as a 'rat run' & the speed of some cars is dangerous."*



## 4.1 Creating Safer Routes: Mansewood & Hillpark: **Existing conditions**



Map data ©2023 Google

Consultation with the communities identified that cut-through traffic movements, vehicle speeds and inconsiderate parking are key issues within this area alongside barriers for people with mobility issues, lack of safe, comfortable cycle routes, and poor public transport connections. The prioritisation process identified that resolving these issues for the community was both achievable and desirable within the Liveable Neighbourhoods programme.



**Figure 17:** Aerial plan identifying site photo locations



## 4.2 Creating Safer Routes: Mansewood & Hillpark: **Access and through traffic**



### List of vehicle access junctions:

1. Auldhouse Road / Holeburn Road
2. Nether Auldhouse Road / Fersit Street
3. Nether Auldhouse Road / Hillpark Drive / Glenspean Street
4. Kilmarnock Road / Tinto Road
5. Kilmarnock Road / Ledi Road
6. Burnfield Road / Nethercairn Road
7. Burnfield Road / Mansewood Road
8. Thornliebank Road / Burnfield Road
9. Thornliebank Road / Bemersyde Avenue
10. Thornliebank Road / Hillside Road
11. Thornliebank Road / Mansewood Road
12. Thornliebank Road / Mansewood Road / Auldhouse Road
13. Mansewood Road / Bemersyde Road / Nevis Road / Alder Road

### Feedback Prompt:

What would you consider to be the key junctions for access into Mansewood and Hillpark?

**Figure 18:** Vehicle access junctions



## 4.2 Creating Safer Routes: Mansewood & Hillpark: **Access and through traffic**



**Figure 20:** Primary roads, residential roads and perceived rat runs (in red)



**Figure 21:** Topography

Using an open route service, the design team has identified the most likely rat running routes through Mansewood and Hillpark. Whilst some people may be deterred from rat running due to the difficult topography, without modal filtration there will always be a degree of cut-through traffic.

### Feedback Prompt:

Would you agree these are the key rat runs identified?  
Are there any others?

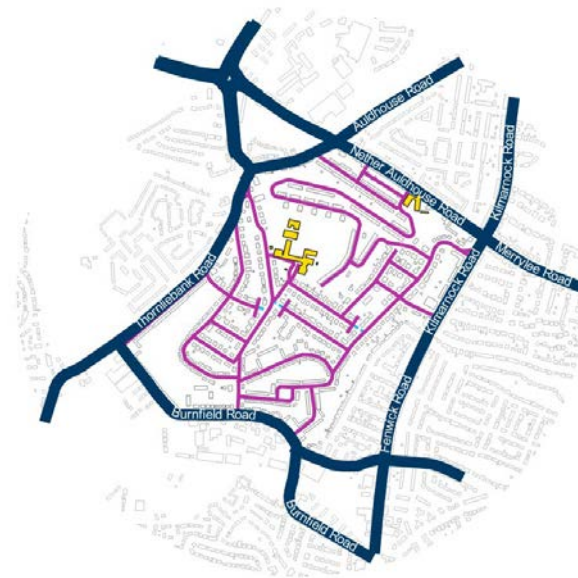
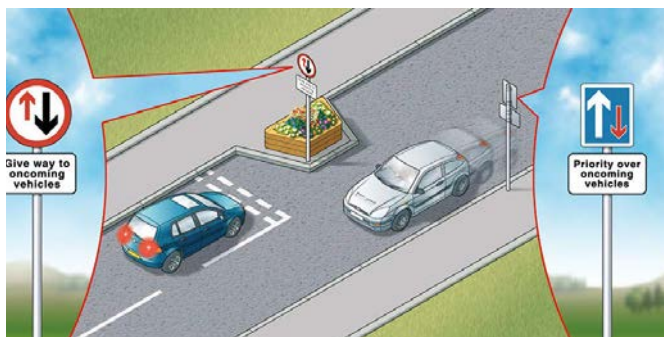


## 4.3 Creating Safer Routes: Mansewood & Hillpark: **Intervention options**



**Figure 22:** Traffic calming

Calming – the impact of vertical and horizontal traffic calming on routing decisions



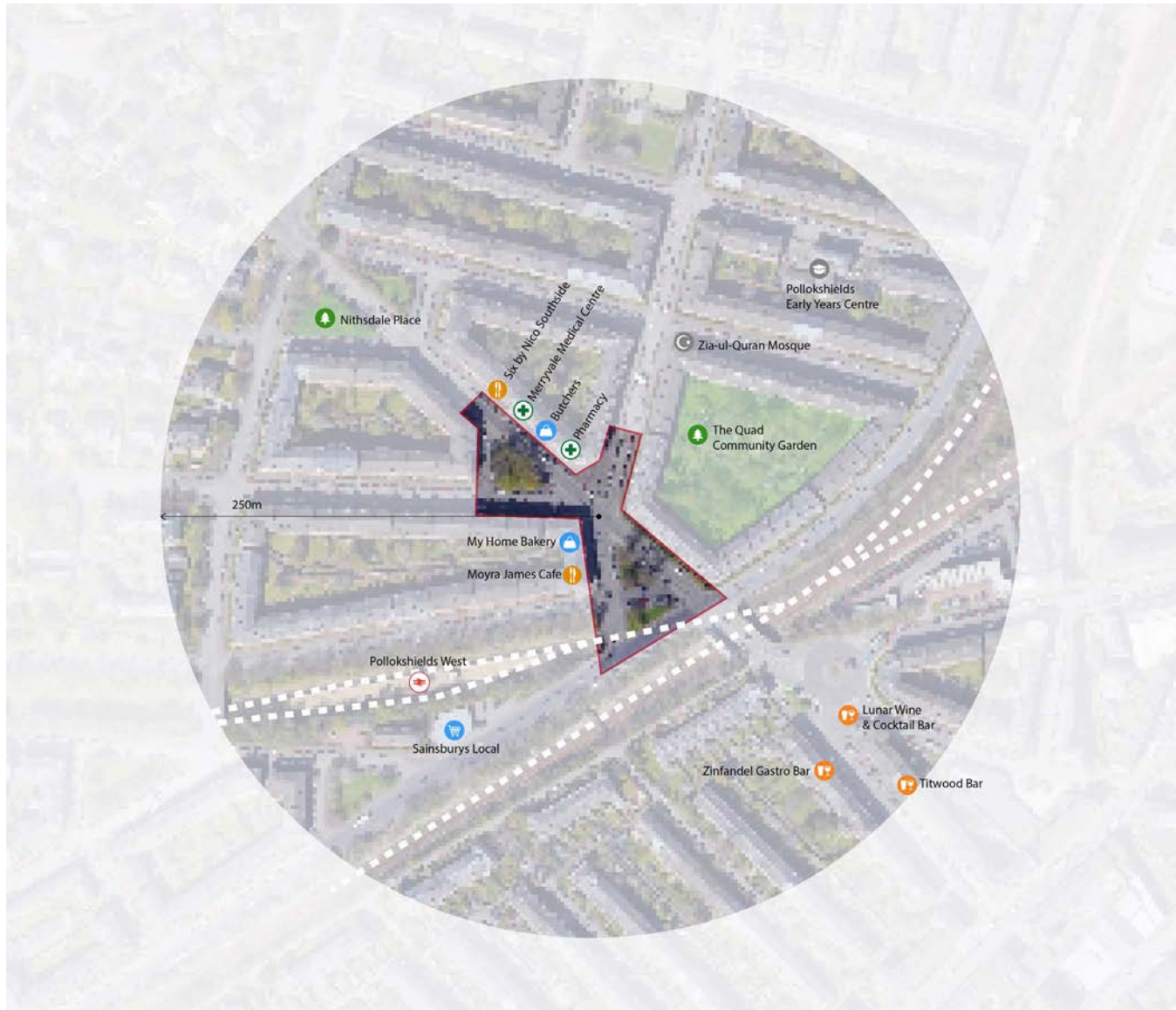
**Figure 23:** Modal filtering

Filtered Permeability – a series of mode filters to make through traffic routing less attractive but retaining full access.





## 5. Transforming Kildrostan Triangle



**Figure 24:** Aerial showing site within wider context

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

*Stage 1 feedback:*

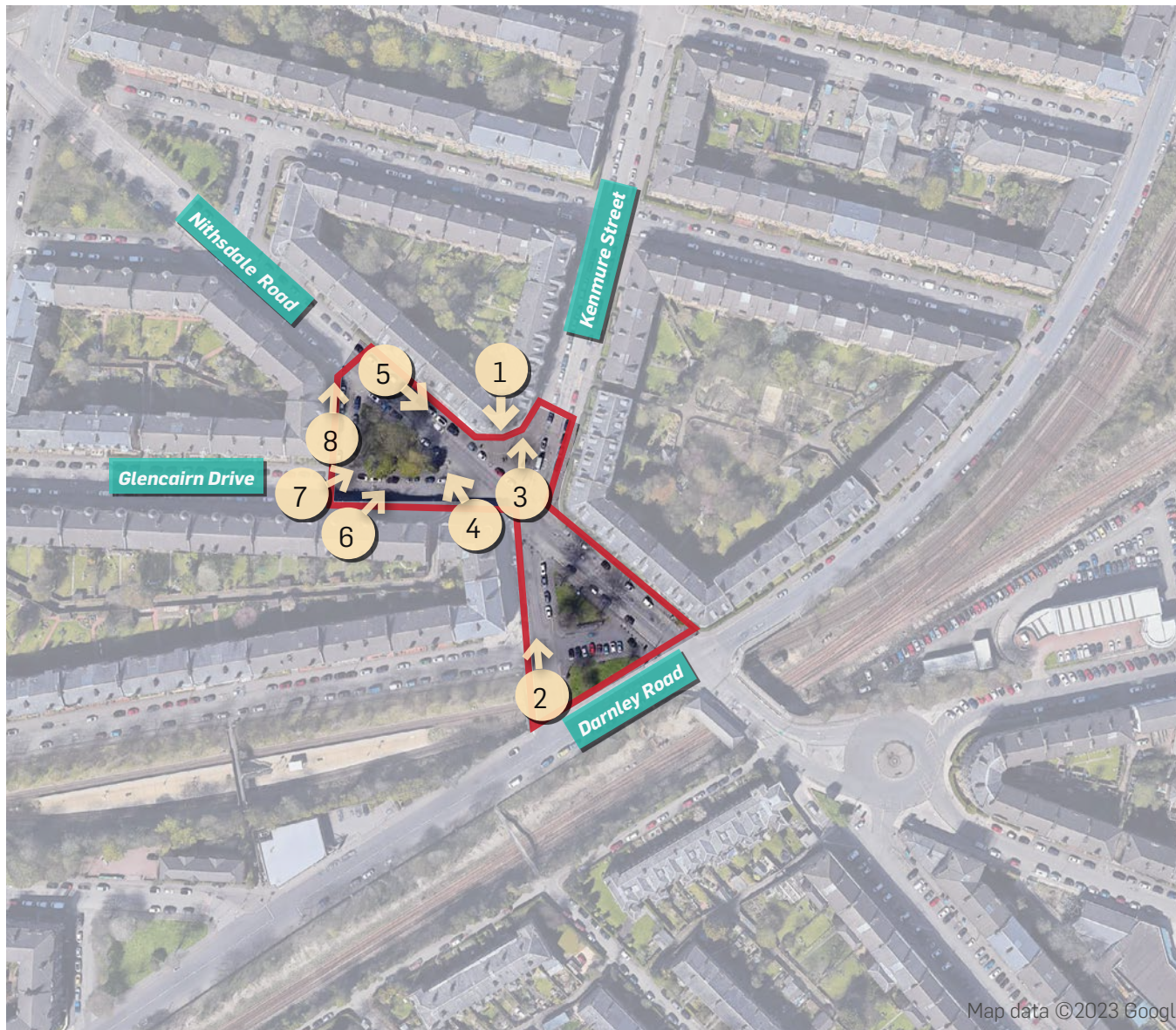
*"it could be a lovely place to spend time, a community asset, but it's hemmed-in with over-wide carriageways and as a consequence no-one lingers here"*



The 'Battle of Kenmure Street' 2021



## 5.1 Transforming Kildrostan Triangle: **Existing conditions**



**Figure 25:** Aerial showing the site photo locations and orientations

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.



1. Long crossing points



2. Historic architecture



3. Footway build out



4. Legal / illegal parking



5. Cafe seats, bus stop



6. New bicycle shelters



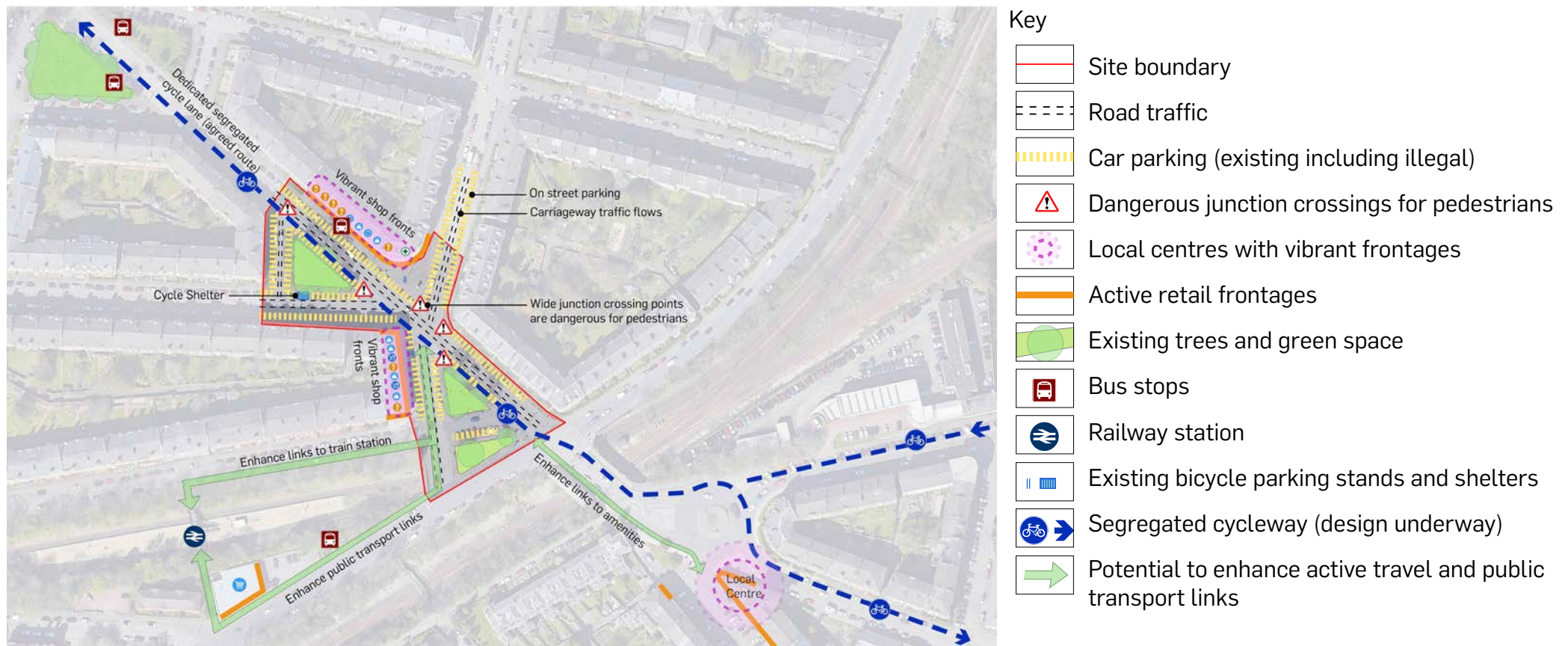
7. Mature vegetation



8. Degraded road surface



## 5.2 Transforming Kildrostan Triangle: **Opportunities and constraints**



**Figure 26:** Opportunities and constraints diagram

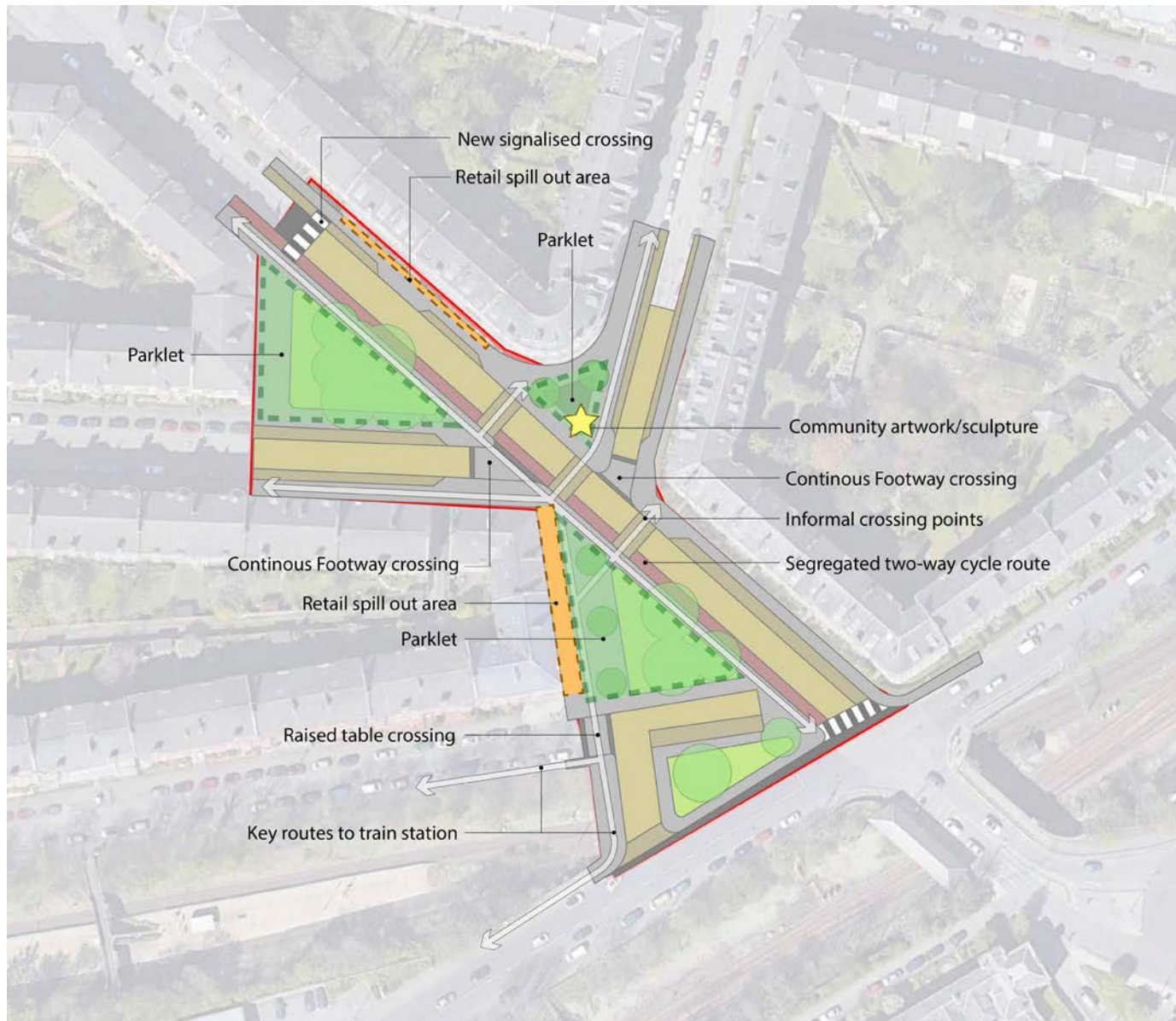
### **Feedback Prompt:**

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

Is there anything missing?



## 5.3 Transforming Kildrostan Triangle: **Zonal plan**



### Key

- ★ Gateway feature
- Traffic calming
- Segregated bi-directional cycleway
- Signalised crossing point
- Informal crossing points
- Retail frontages and spill out areas
- Parklet enhancements
- Trees

### Feedback Prompt:

Are there any other improvements you would like to see at Kildrostan Triangle?

**Figure 27:** Zonal diagram



## 5.4 Transforming Kildrostan Triangle: **Ideas and inspiration**



Pedestrian centric streets



Parklets and active streets, Paris



Letherby Triangle proposal

Safety  
Culture  
Connections  
Community  
Movement  
Diversity  
Nature



Letherby Triangle improvements artist's impressions



Traffic calming and proven materials



Pedestrian crossing point build outs



Segregated cycle route



## 6. Improving Connections: Shawlands and Strathbungo



**Figure 28:** Aerial showing site within wider context

**Re-prioritising the safety, convenience and comfort for those walking and wheeling within these two neighbourhoods by addressing many of the area's difficult junctions.**

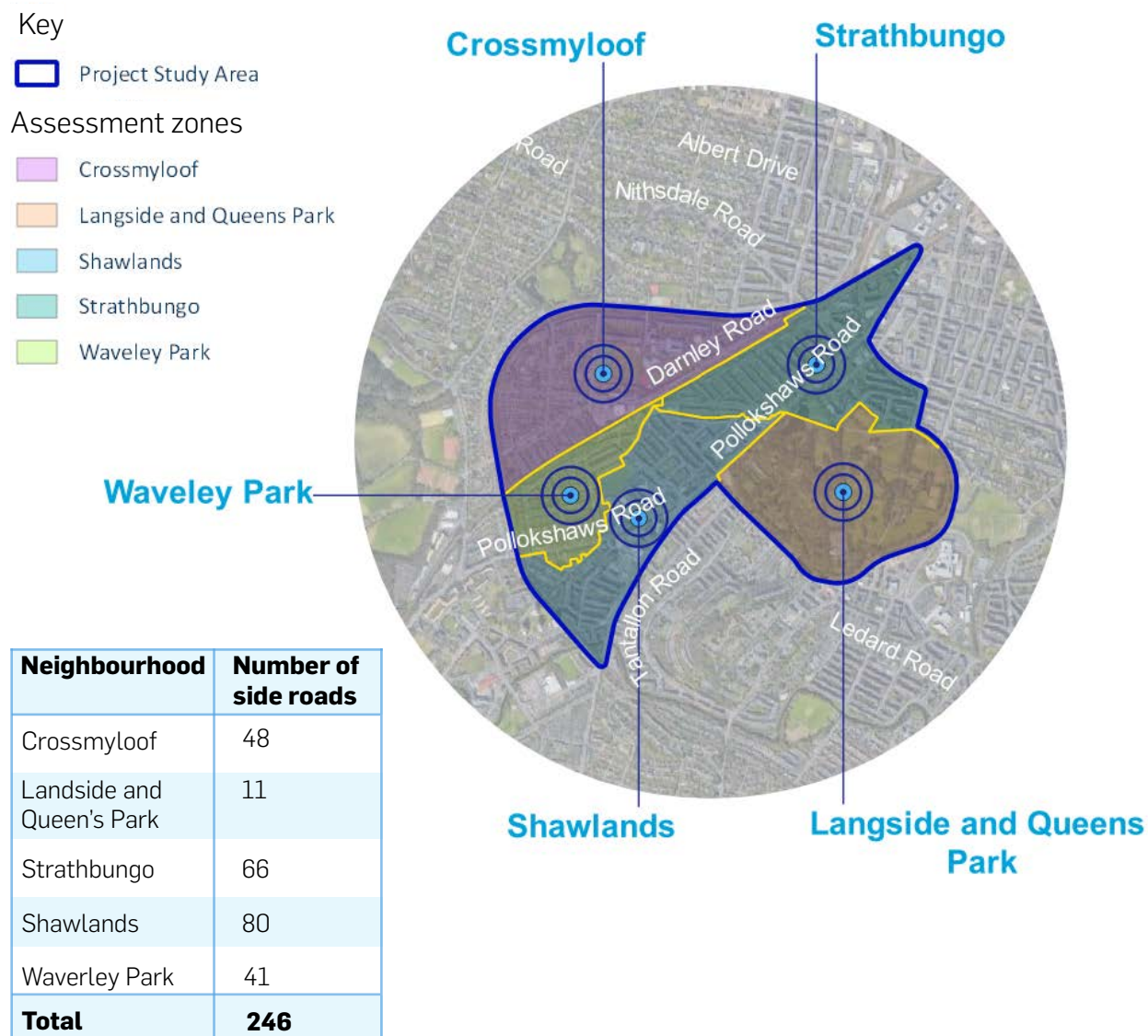
*Stage 1 feedback:*

*"Most dangerous junction in Glasgow as a pedestrian or cyclist: Junction of Titwood Road with Minard Road and Dinmont Road."*

*"Current problems include speeding traffic, high traffic volumes for a minor residential street, no safe crossings for children, and a particularly dangerous junction at Minard Road."*



## 6.1 Improving Connections: Shawlands and Strathbungo: **Existing conditions**



**Figure 29:** Aerial plan identifying site photo locations and orientations.

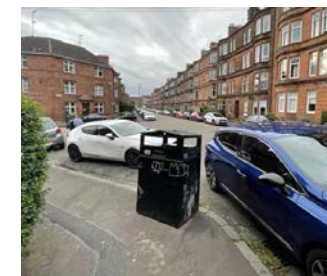
Map data ©2023 Google

**Project aims:** To address accessibility and inclusivity constraints at existing side road junctions through:

- Improved permeability
- Removing barriers to walking
- Strengthening connections between neighbourhoods and key trip attractors



Extremely wide bell-mouths which encourage obstructive parking behaviours



Other street furniture obstructions and lack of dropped kerbs / tactile paving



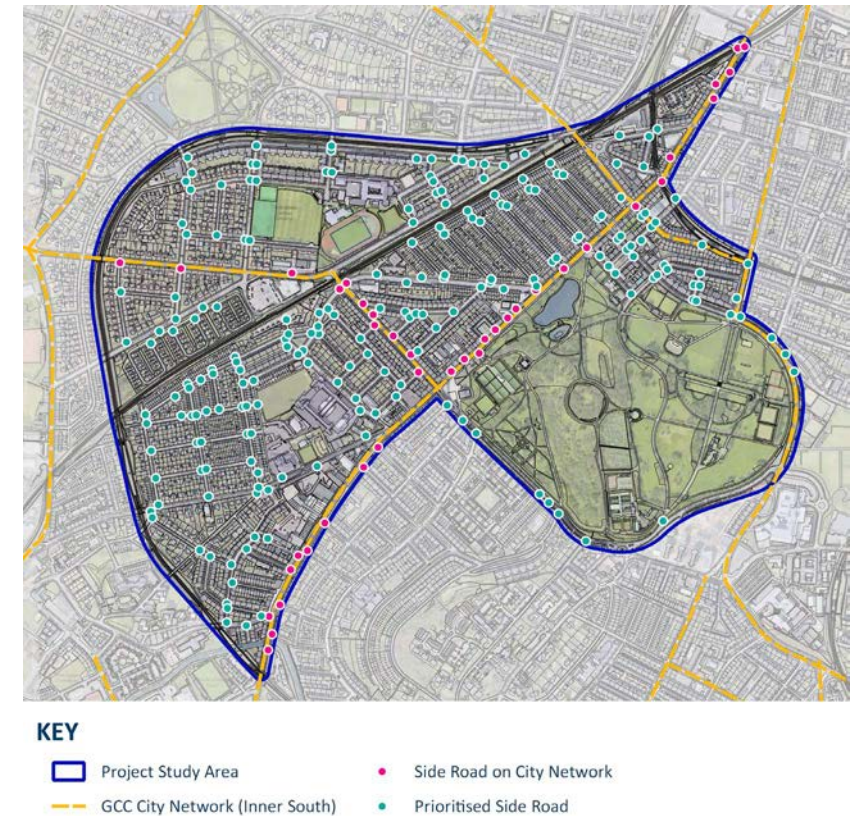
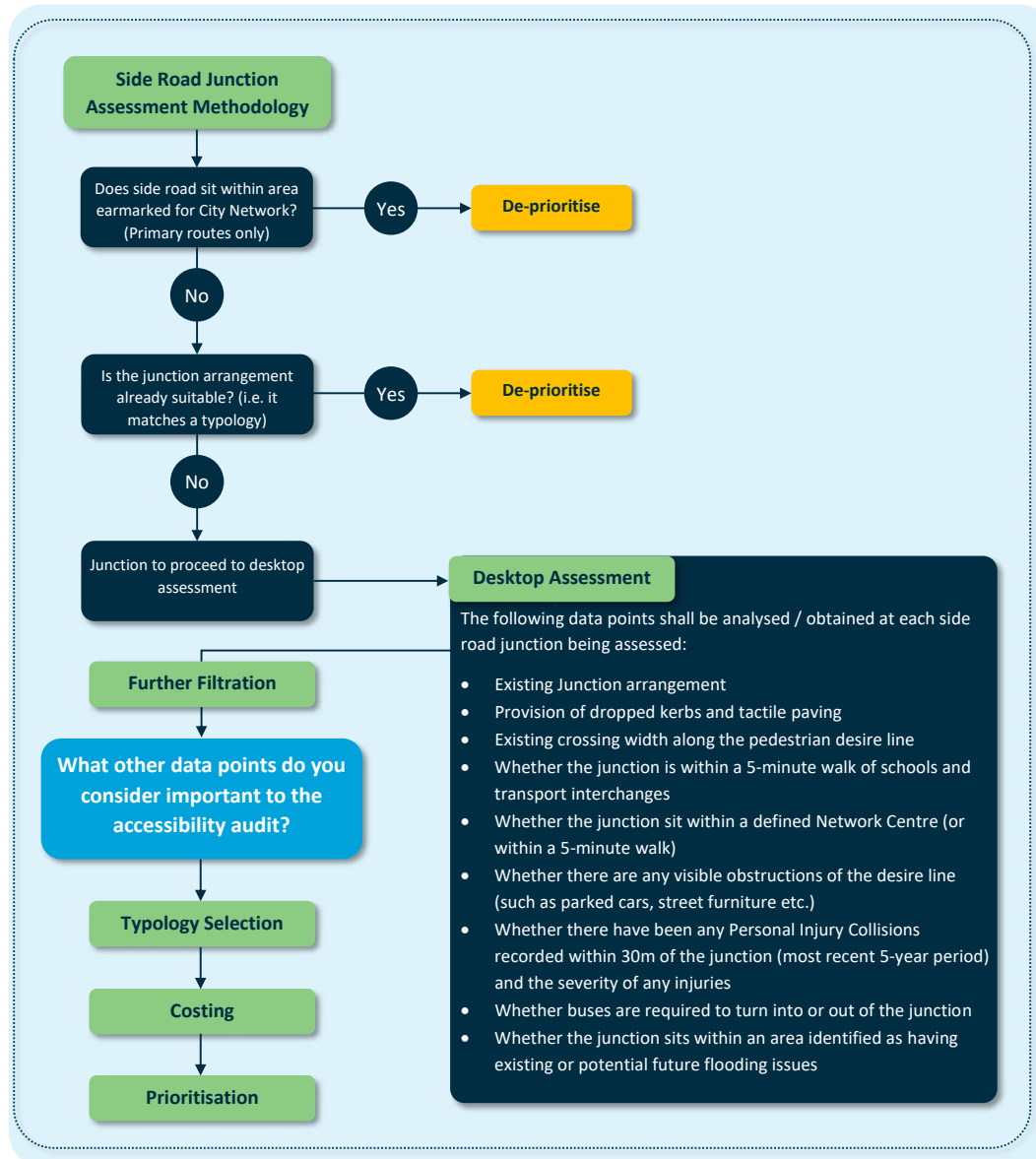
Poor visibility and drainage issues



Generally dangerous and inaccessible crossing arrangements



## 6.2 Improving Connections: Shawlands and Strathbungo: **Assessment strategy**

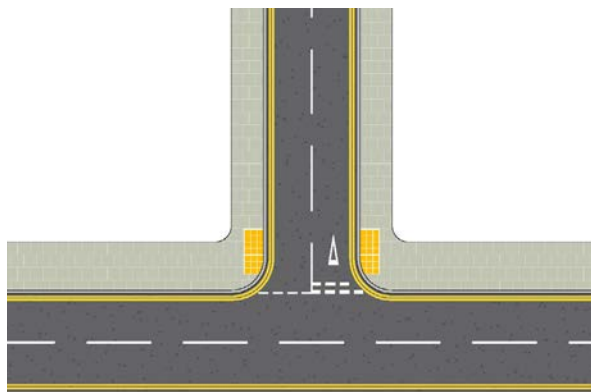


**Figure 31:** Diagram showing side roads to be assessed

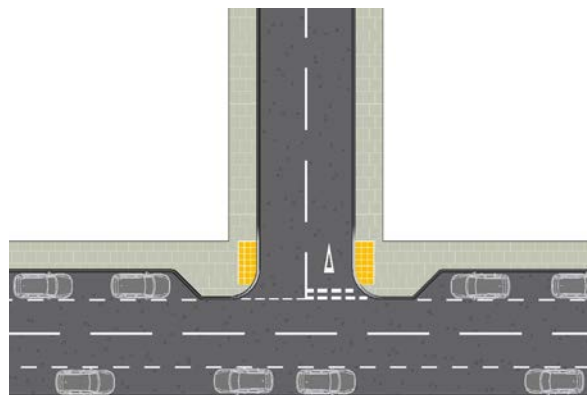
**Figure 30:** Proposed assessment methodology



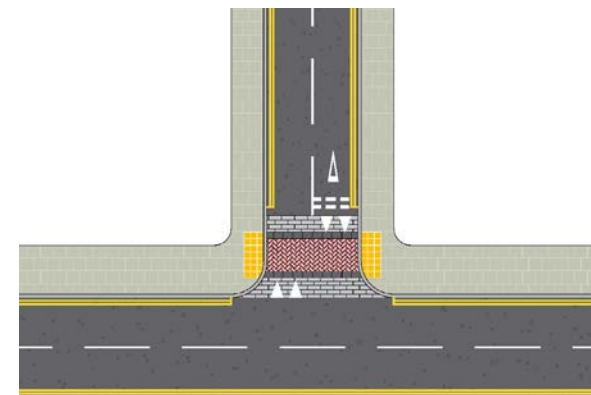
## 6.3 Improving Connections: Shawlands and Strathbungo: **Palette of interventions**



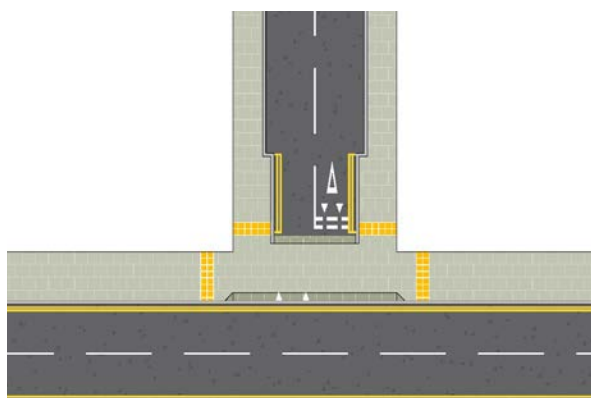
**Figure 35:** Diagram showing general accessibility upgrades



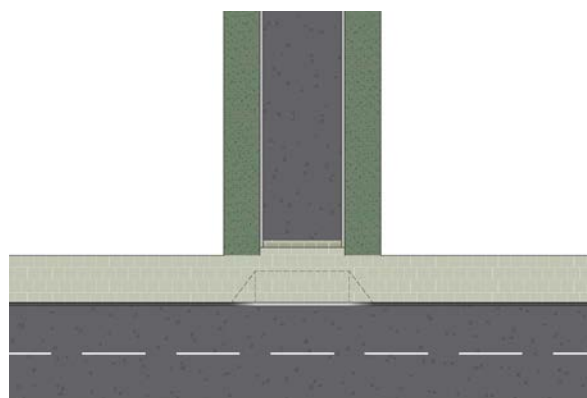
**Figure 36:** Diagram showing junction build-outs



**Figure 37:** Diagram showing raised table pedestrian crossing



**Figure 38:** Diagram showing continuous footway



**Figure 39:** Diagram showing direct driveway or lane access

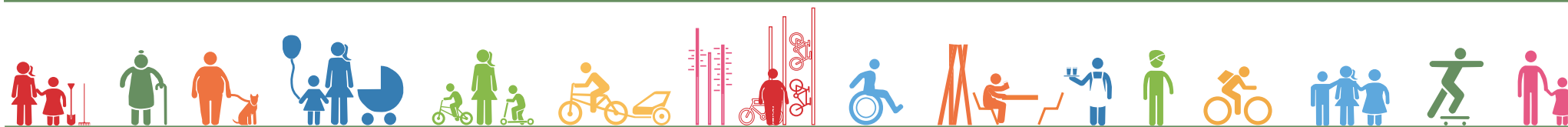


**Figure 40:** Diagram showing integrated pedestrian priority and placemaking solution



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What's next?

Have your say!

We look forward to seeing you at the coming design workshop events.

