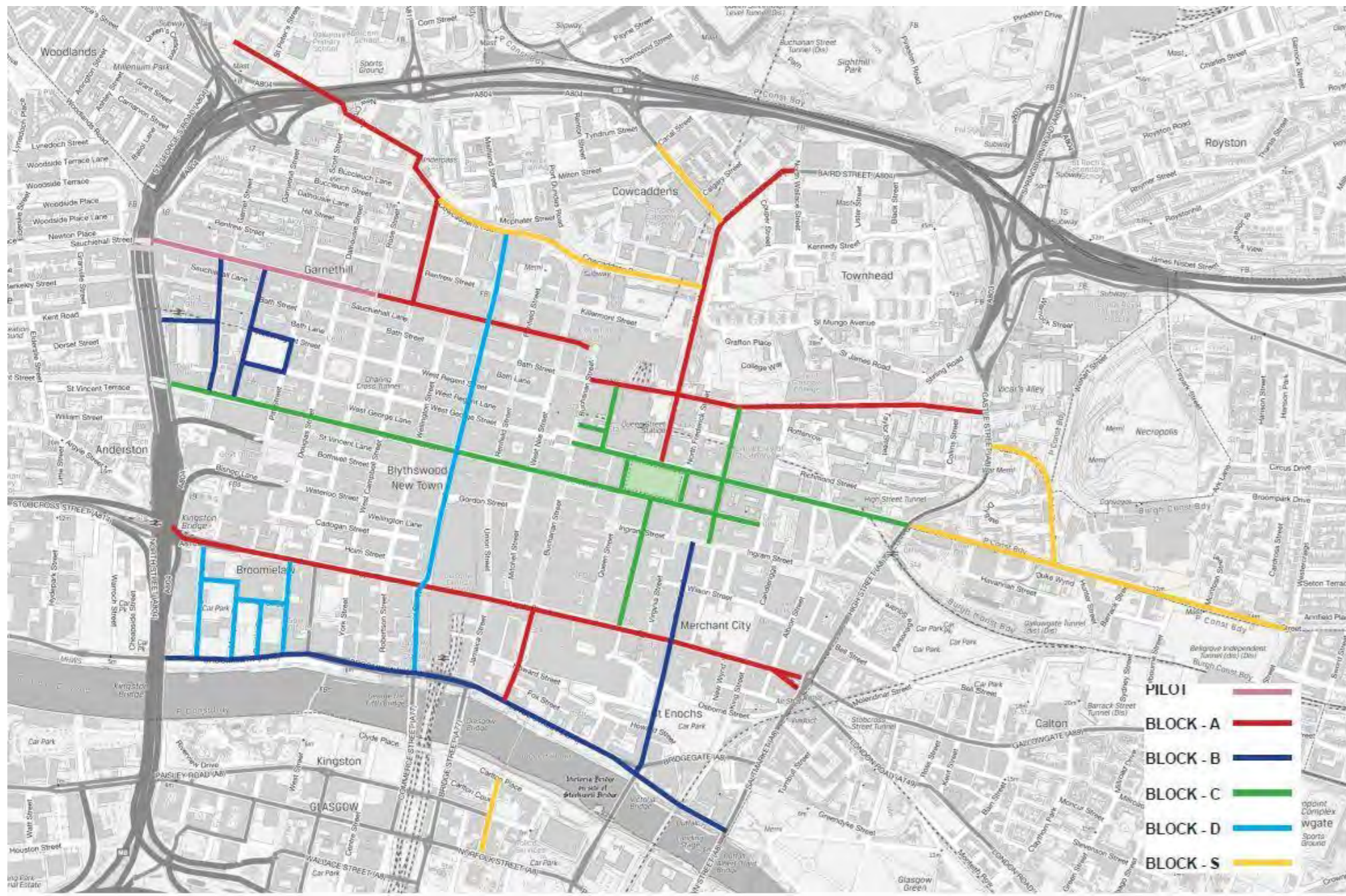


Introduction and context

Welcome to the Cowcaddens Road and Dobbie's Loan Consultation

The concept design proposals presented are part of the Glasgow Avenues (Plus) projects. These works are funded through Transport Scotland, via Sustrans "Places for Everyone" programme.

Our concepts have been informed by stakeholder consultation and consideration of previous engagement such as the Cowcaddens District Regeneration Framework.



Launch event for Block S Avenues, (South Portland Street) – May 2022

The Avenues Programme

The programme aims to protect and prioritise space for active travel, improve connectivity, introduce sustainable green infrastructure and improve the way public transport is accommodated. This includes:

- Green/blue infrastructure (such as street trees, planting and rain gardens)
- Enhanced and widened footways
- Segregated cycle lanes
- Reduced street clutter
- Improved lighting features

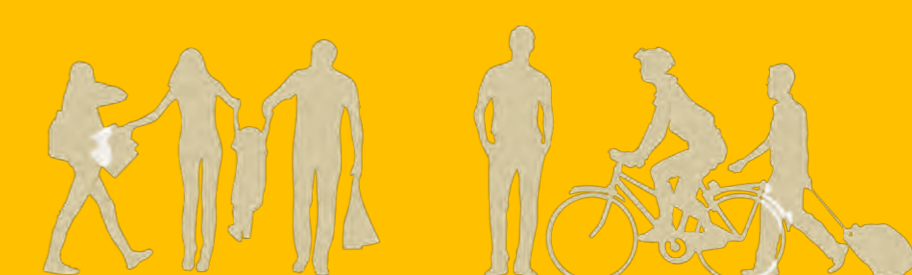
Places for Everyone Design Principles

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, cycling, and wheeling for everyone, including an unaccompanied 12-year-old
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles



Site Context

The current layout of Cowcaddens Road and Dobbie's Loan is a result of comprehensive redevelopment associated with the M8 and associated roads in the 1960/70s. These vehicle focused routes created a boundary between north and south. Recent regeneration is encouraging people to live, work or study here. Avenues provide the opportunity to re-establish lost connections and create active travel routes to the city centre.

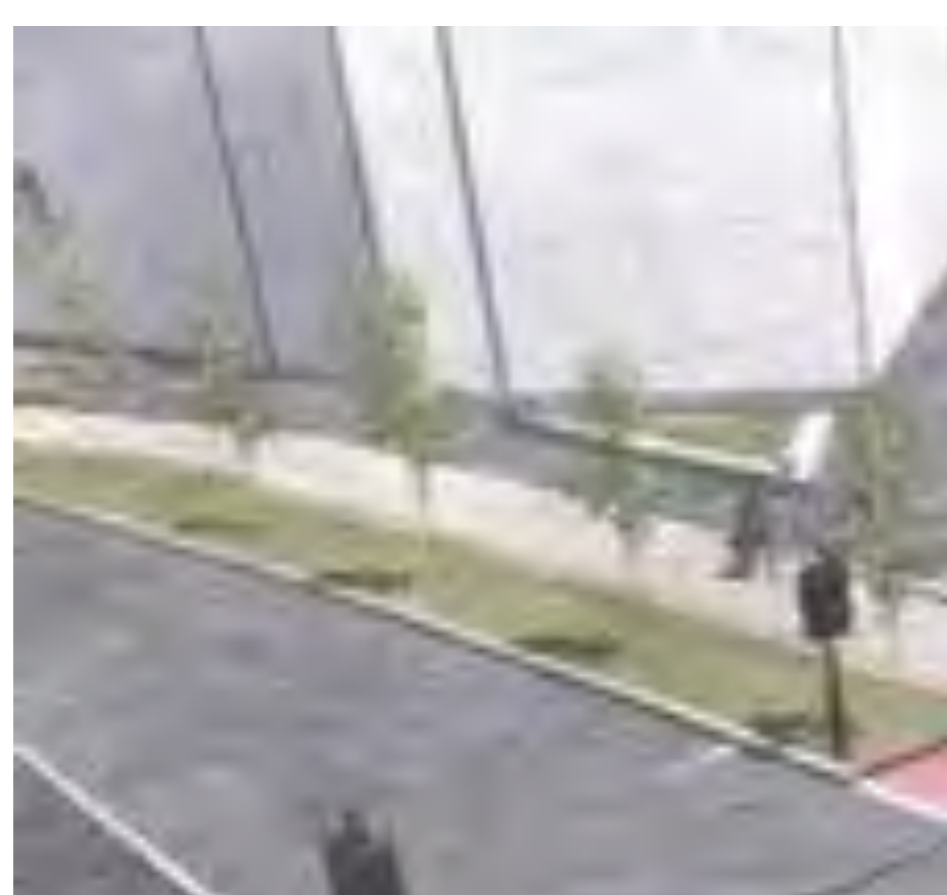


Project Elements

An Inclusive Design

Inclusion and accessibility are at the heart of design. The proposals seek to provide alternatives to underpasses that are at gentler grade and at street level. The concept provides shorter and direct crossings – including a new signalled crossing at Dobbie's Loan.

Inclusive design also includes tactile surfaces, provision of drop kerbs and regular rest points. The concept aims to minimise clutter to avoid obstructing pedestrians. The design will continue to evolve to ensure that it best serves the needs of all.



A sustainable design

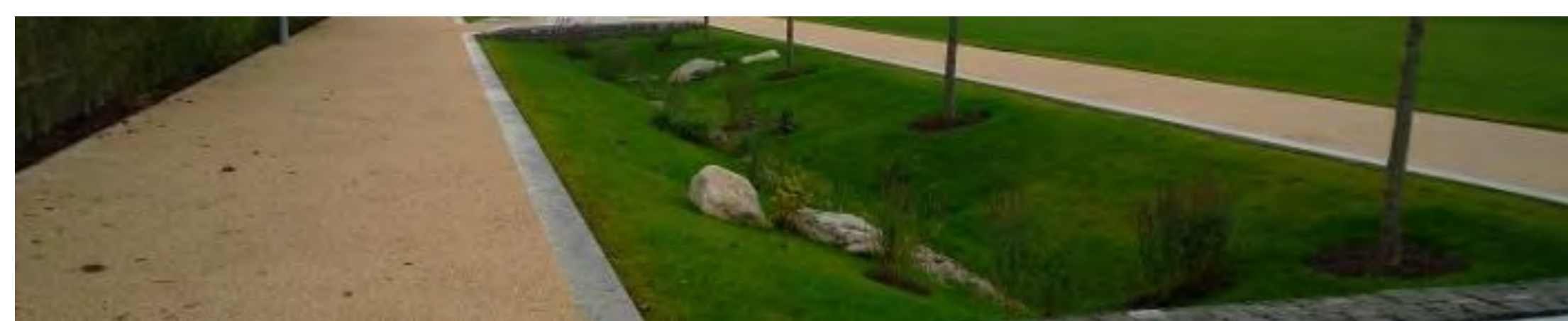
Sustainability of materials used requires consideration of source, durability and carbon footprint. Within the design, there is a desire to “depave” – creating more sustainable green space.

Although works in the 1970's largely obliterated original surfacing materials, it may be possible to source reclaimed materials or consider new locally sourced materials to match. The concept seeks to ensure all materials selected are robust, maintainable have longevity and can be recycled at end of life.

A design that considers trees carefully

Within Cowcaddens Road there are examples of street tree planting in paving that has failed to establish. The present proposal therefore has considered the site conditions and utilised soft landscape to maximise potential for healthy trees in the long term. Possible species could include birch or aspen, both of which have light foliage and are relatively narrow. Climate resilience will be another factor in final selection.

Where there is space, there is the potential to consider “signature” trees – species that may have cultural significance or a particular character that could help create a sense of place.



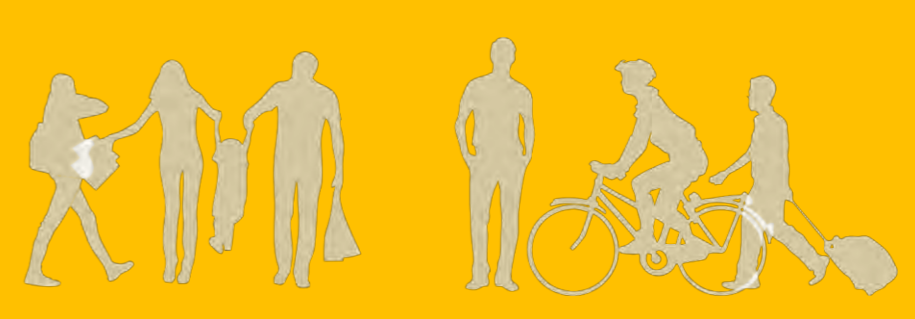
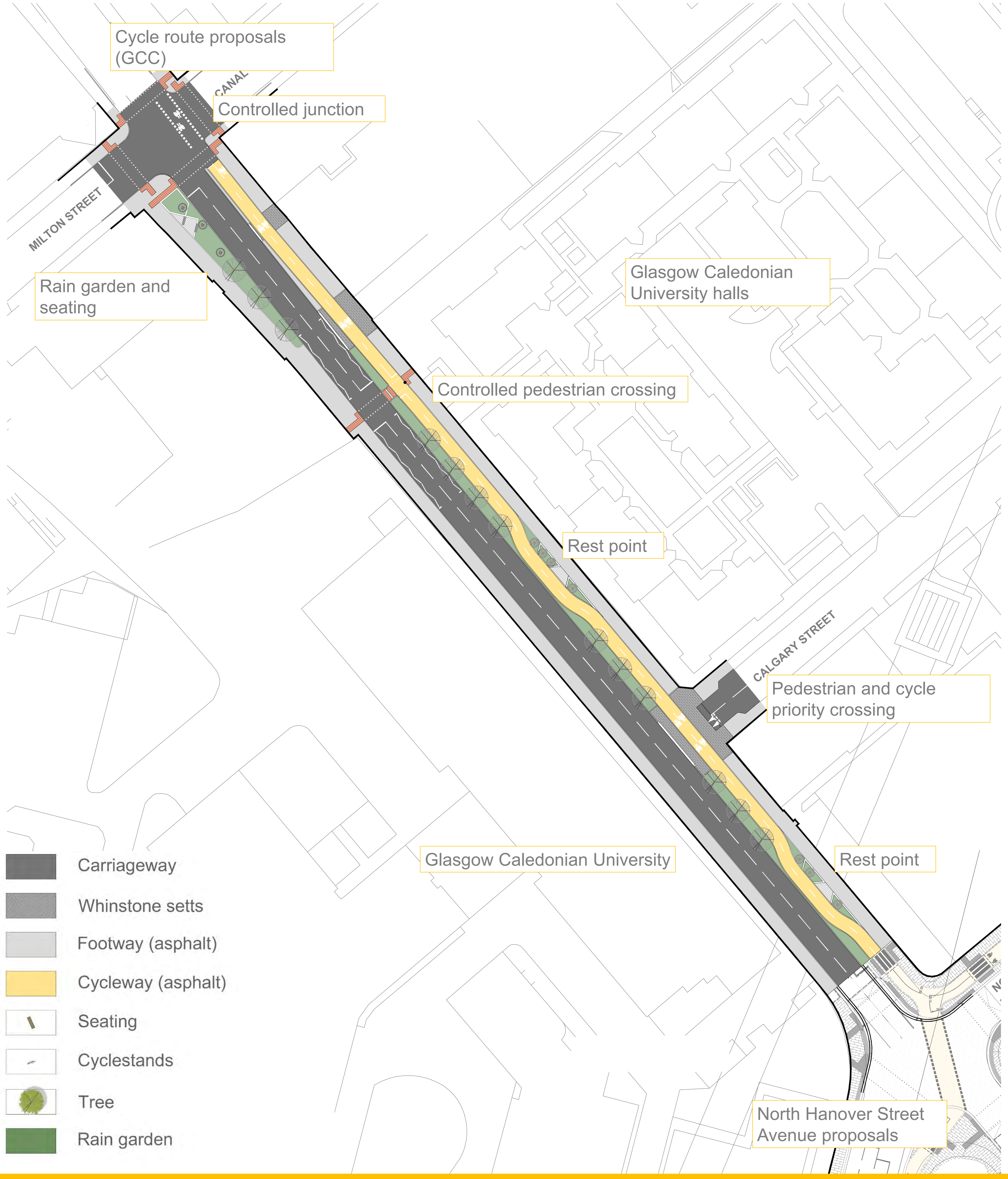
A design that manages water responsibly - rain gardens

Climate change creates challenges for our cities. These include issues associated with storm water. “Rain gardens” provide a means to store water beneath planting and then allow for its slow filtration and release.

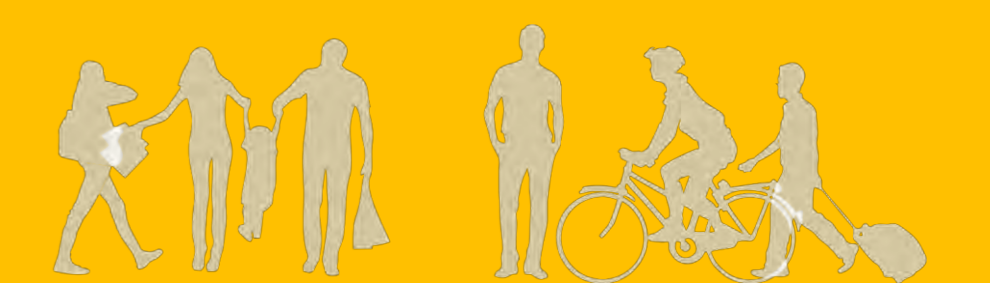
They can provide not only an appropriate engineering response but also add greatly to the visual amenity and bio-diversity of the street.



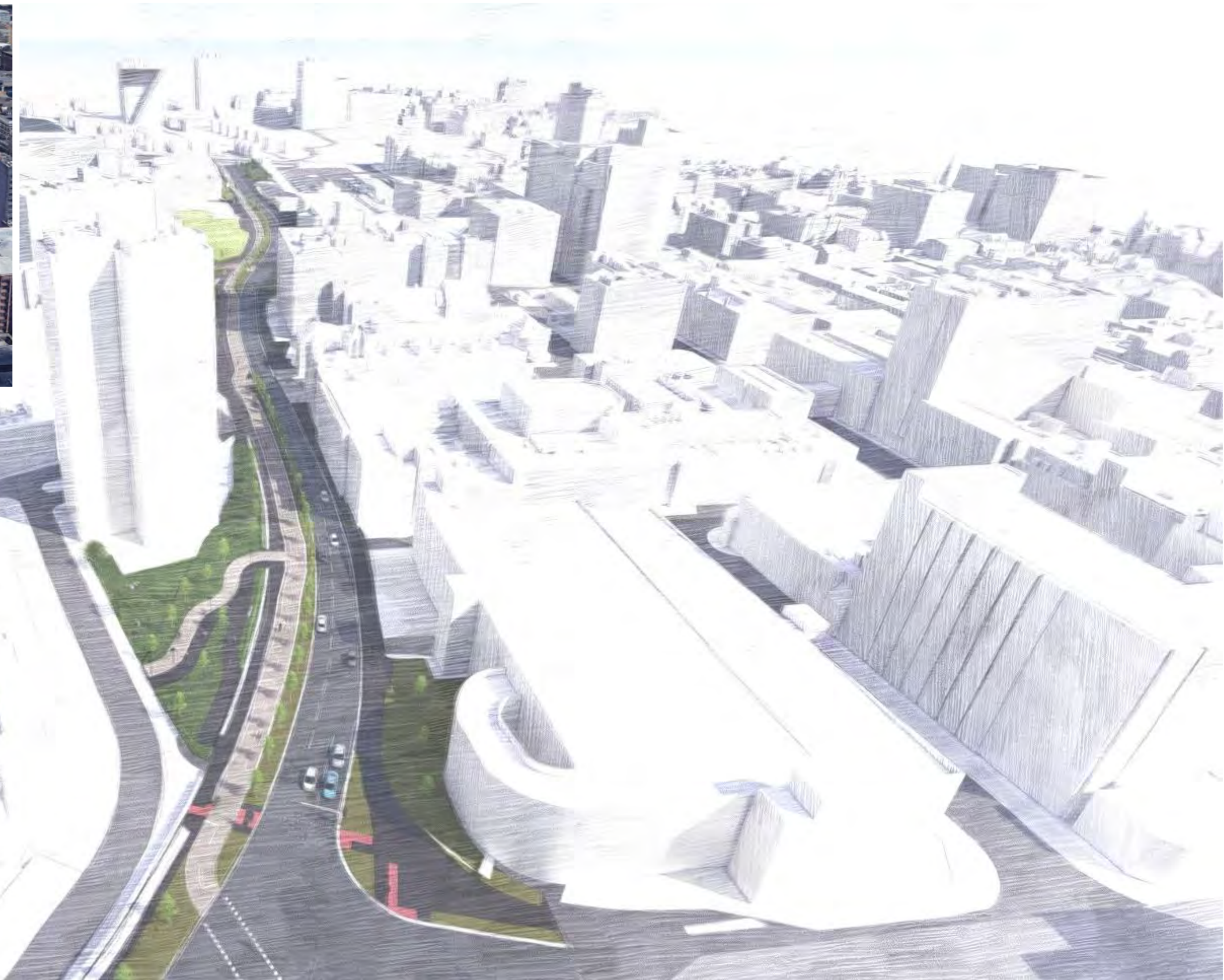
Dobbie's Loan Concept Plan



Cowcaddens Road Concept Design



Sketch visualisations- Cowcaddens Road



View from Cambridge Street junction



View from Dundasvale Road looking towards Hope Street

Sketch visualisations – Dobbie's Loan



View looking towards Canal Street



View looking towards North Hanover Street



Sketch visualisations – Dobbie's Loan



Bird's eye view looking towards Townhead



Sketch visualisations – Cowcaddens Road

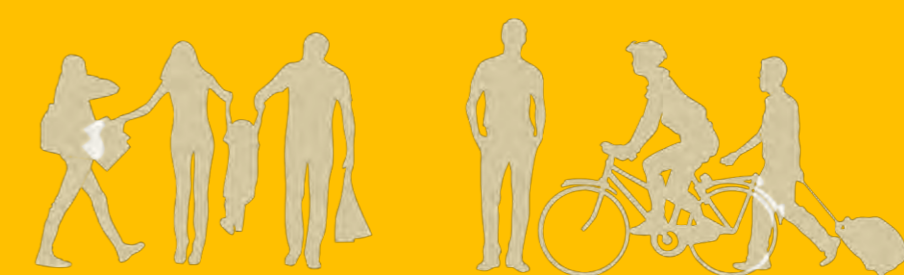


View to Port Dundas Road



View looking west at Glasgow Caledonian University

Cowcaddens Road and Dobbie's Loan
Glasgow Avenues Plus



Port Dundas Road Junction

Concept Design Options

The Port / Dundas Road junction was identified as a location that was problematic for pedestrians and cyclists to cross, both north-south and east-west. In addition, it was perceived as having poor environmental qualities. Initial analysis of traffic movements and volumes, suggested that there could be benefit to the closing of the Port Dundas Road junction to motorised vehicles, other than emergency services. (Option A) This will be subject to more detailed analysis. An alternative option, which provides pedestrian and cycle infrastructure (Option B) has been prepared for comparison and comment. Both significantly reduce crossing times for pedestrians.



Option A

Pros

- Provides an almost uninterrupted cycle and pedestrian route to north.
- Greatly reduced pedestrian delay times associated with the current three 'green man' crossings to north.
- The closure results in traffic rerouting, reducing number of vehicles on Cowcaddens Road and Port Dundas Road and providing improved capacity across junctions from North Hanover Street to Cambridge Street
- Reallocation of space allows for a transformational south facing pocket park / greenspace to be created.

Cons

- The closure of Port Dundas will require local motorised traffic to reroute to gain access to Port Dundas Road. Emergency service access will however be maintained.

Option A

Option A closes Port Dundas Road at Cowcaddens Road to provide for an interrupted cycle and pedestrian route on the north side of Cowcaddens Road and provides the opportunity to create a gateway public greenspace.



Option B

Pros

- Provision for cyclists crossing the junction safely from the cycle route are provided on all arms.
- On each arm of the junction pedestrians will be able to cross the two-way traffic in one movement.
- Convenience for local access from south

Cons

- Pedestrian and cyclists on the north of Cowcaddens Road will be delayed due to waiting to cross Port Dundas Road
- Additional traffic on Cowcaddens Road and Port Dundas Road – with more likely delays at junctions compared with option A
- Landscape and environmental benefits less than option A.

Option B

Maintains a four-arm crossroads with provision for cyclists introduced via cycle crossing points on all arms. Small public space.

