



SIGHTHILL: A CYCLING VILLAGE



Transforming
Communities
Glasgow

PEOPLE
MAKE
GLASGOW
HOME

CONTENTS

CITY PLAN

1. CITY CENTRE CONTEXT
2. CITY CENTRE NORTH
3. CITY CONNECTIONS

MASTERPLAN

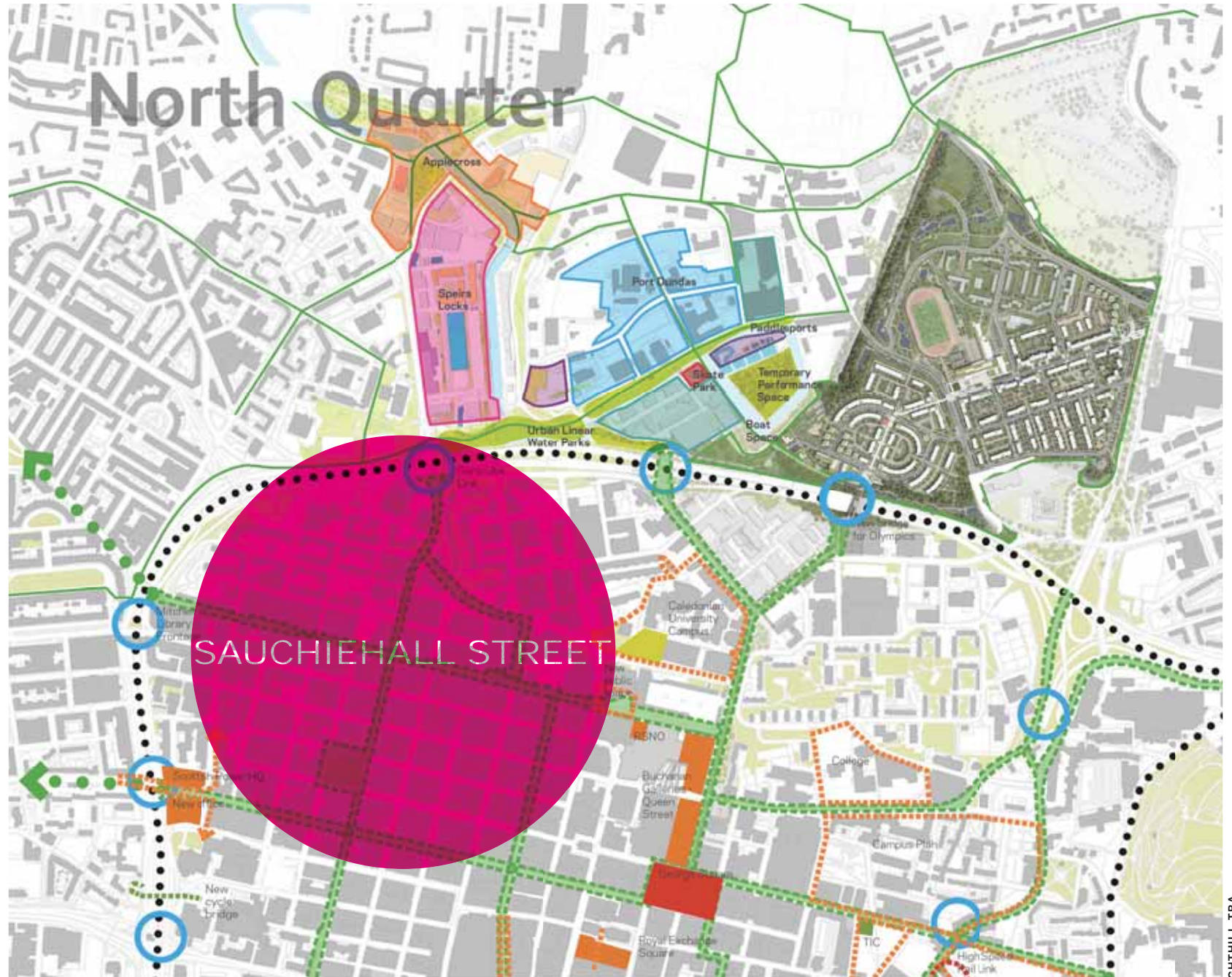
4. MASTERPLAN STRATEGY
5. ACTIVE TRAVEL STRATEGY
6. ACTIVE TRAVEL PROVISION



CITY PLAN

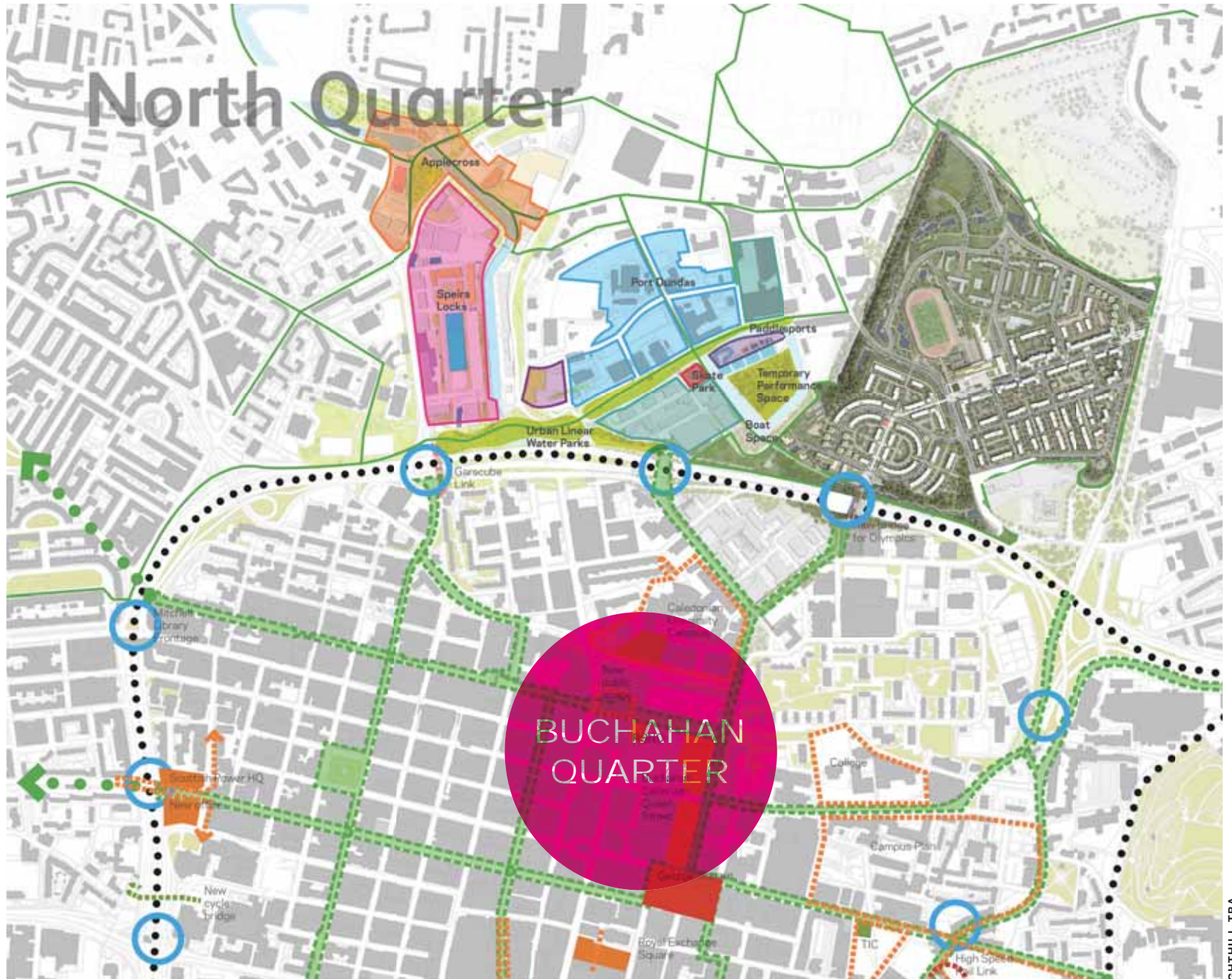
CITY CENTRE ACTION PLAN

Public Realm strategy to address connectivity in the core routes across the city centre and connections between the city centre periphery and 'urban' neighbourhoods.



BUCHANAN QUARTER

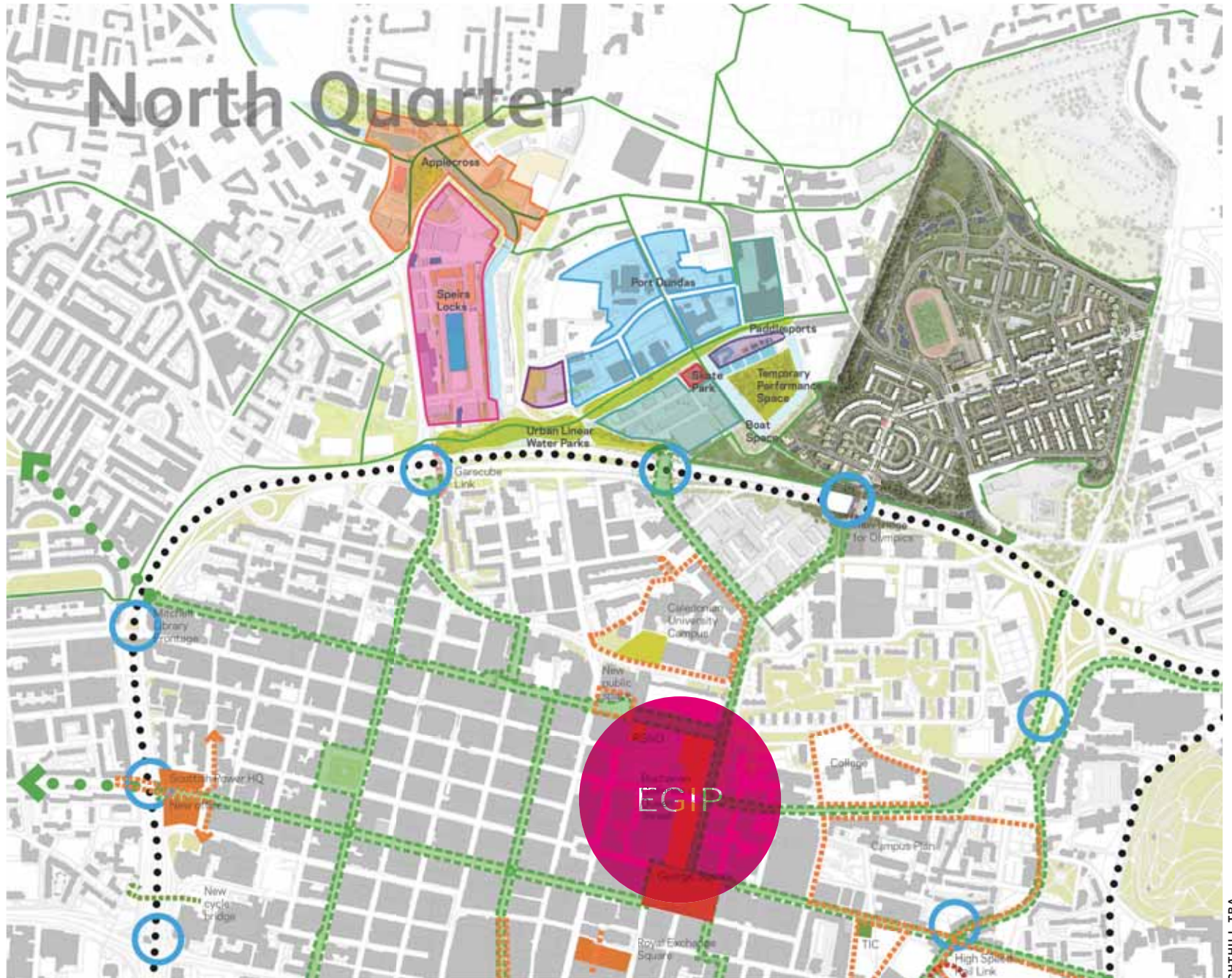
Buchanan Galleries extensions works to expand the food, drink and leisure facilities: including new works to the Royal concert hall.



EGIP

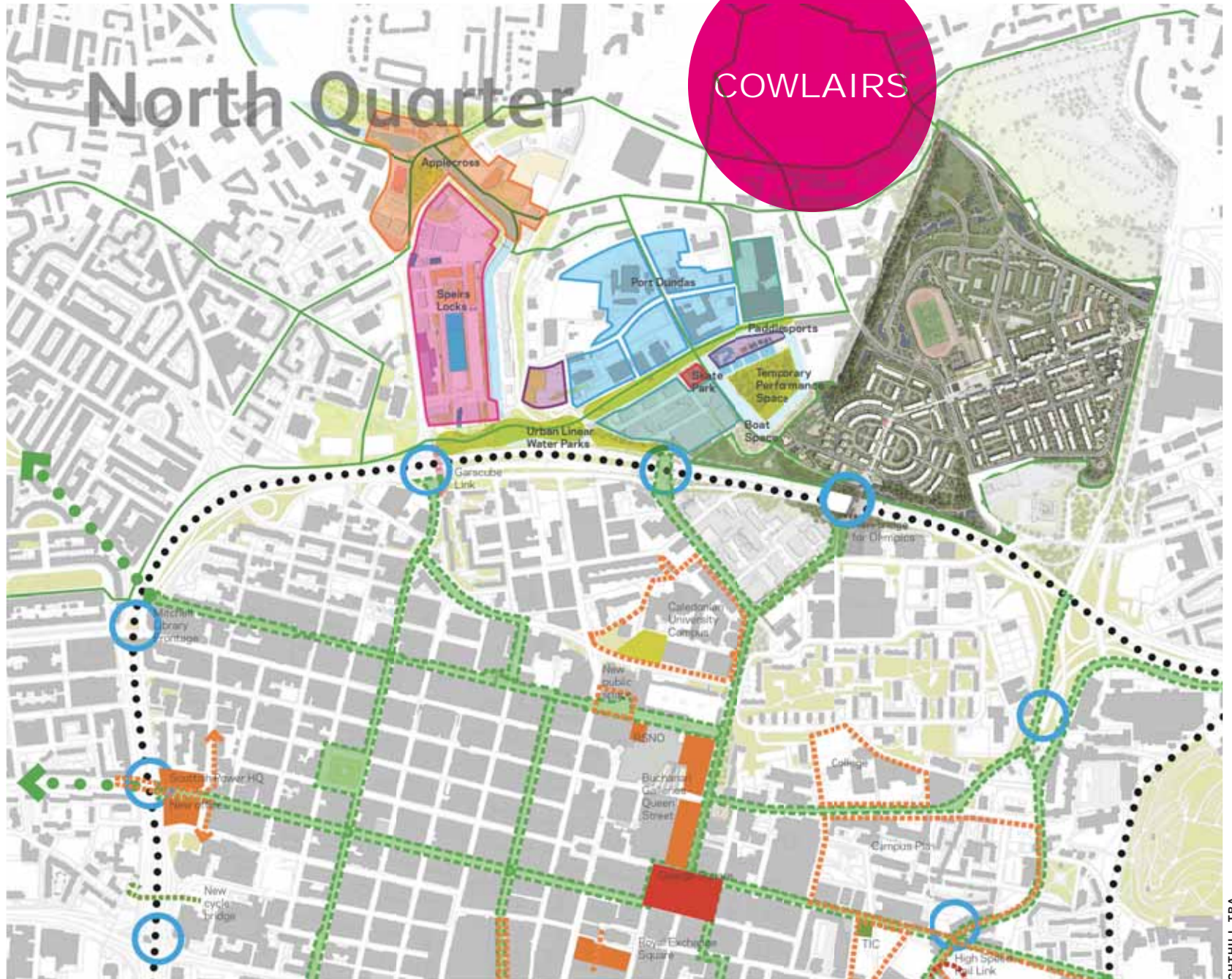
Edinburgh Glasgow Improvement Programme

Queen St development = 2014 - 2019
New Queen St station to be delivered by 2019: and have pedestrian connections with the new Buchanan Galleries



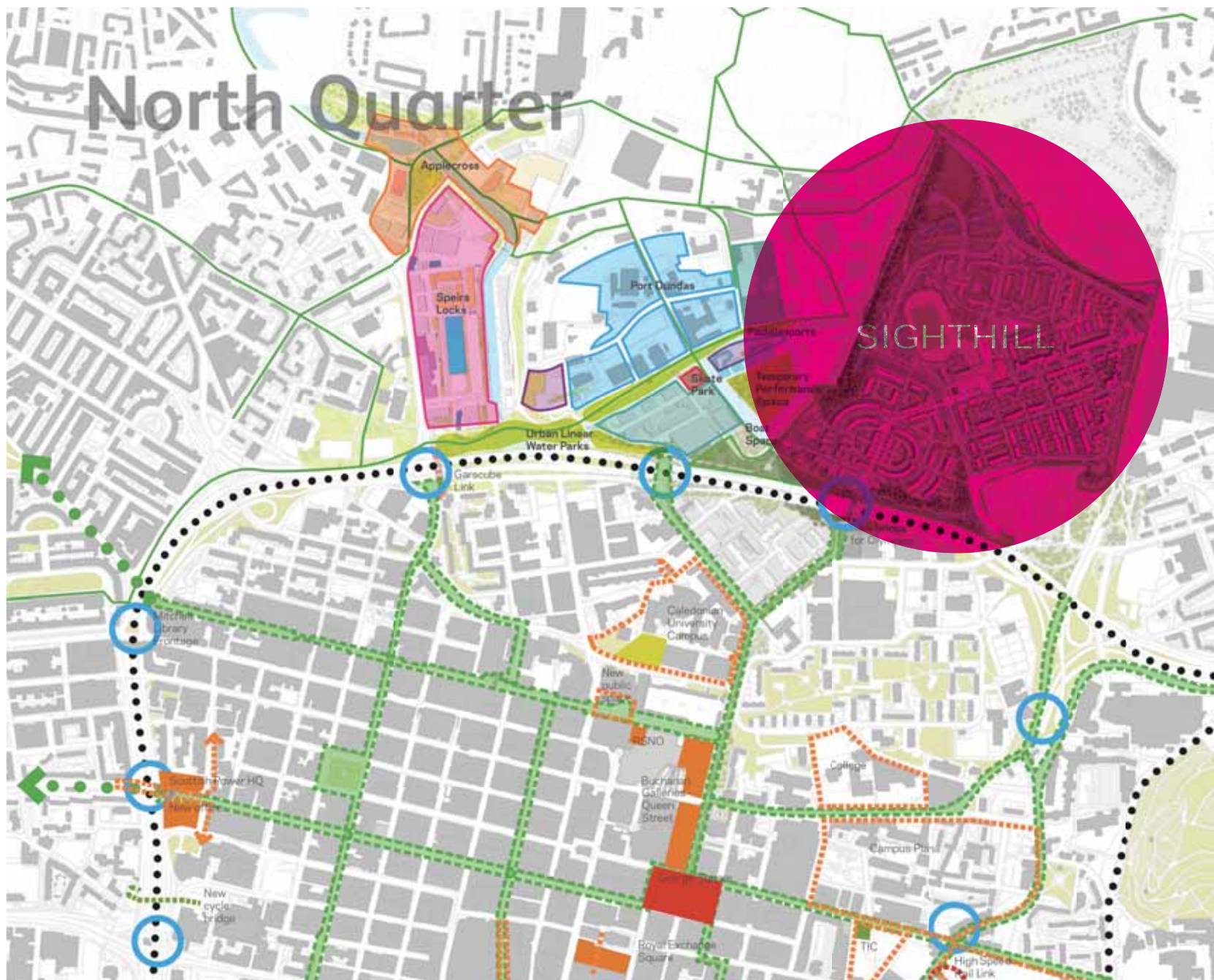
COWLAIRS

Longer term strategic regeneration for the Northern Edge of the city centre.



SIGHTHILL

Sighthill TRA = 2015 - 2020(+)
Infrastructure Works contracts commenced late 2015; with a five year programme. During this time-frame the two bridges, the new school campus and the student development will be complete. the housing development will be underway and phasing will be subject to market strategies and demand.

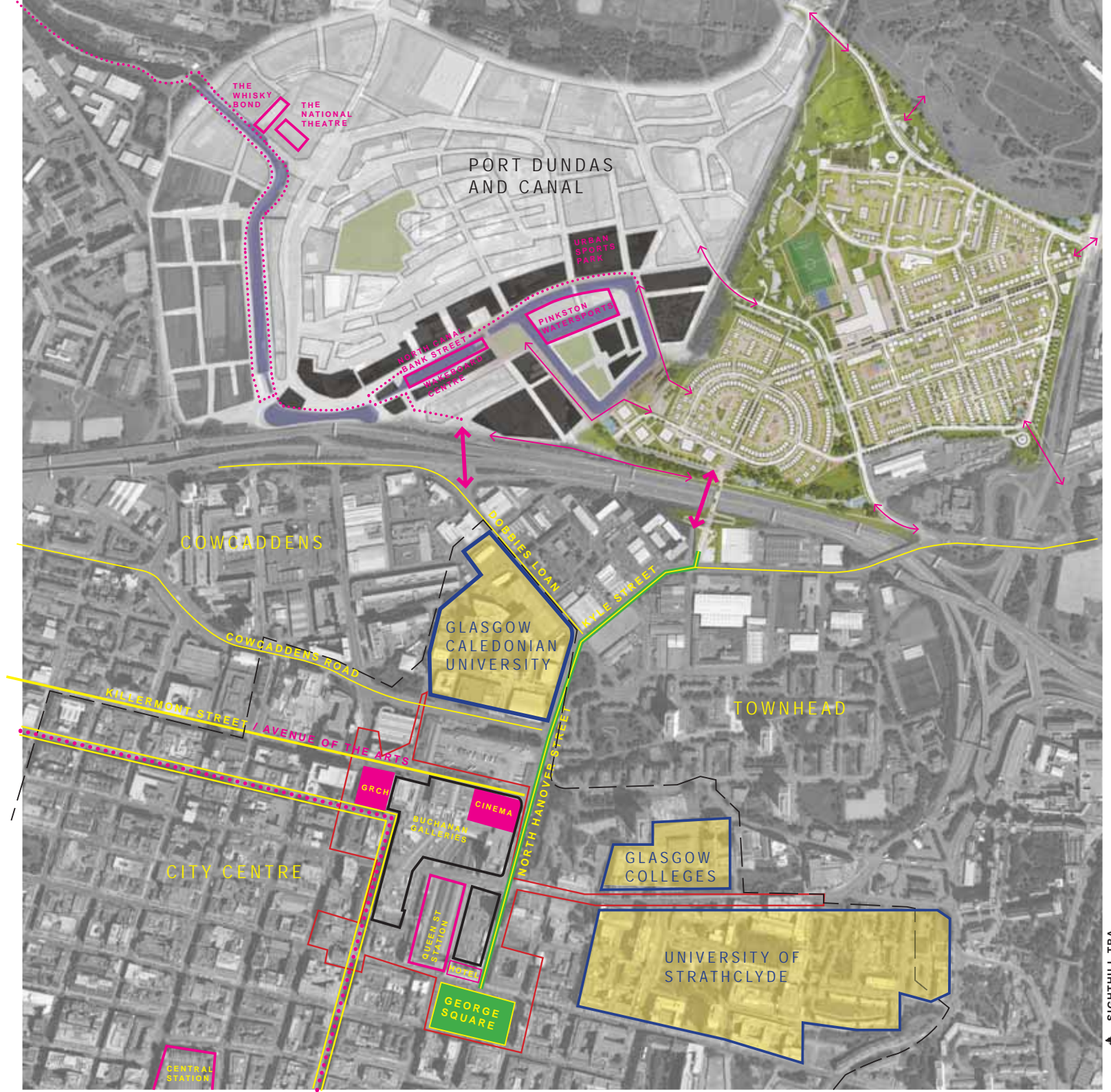


CITY CENTRE NORTH

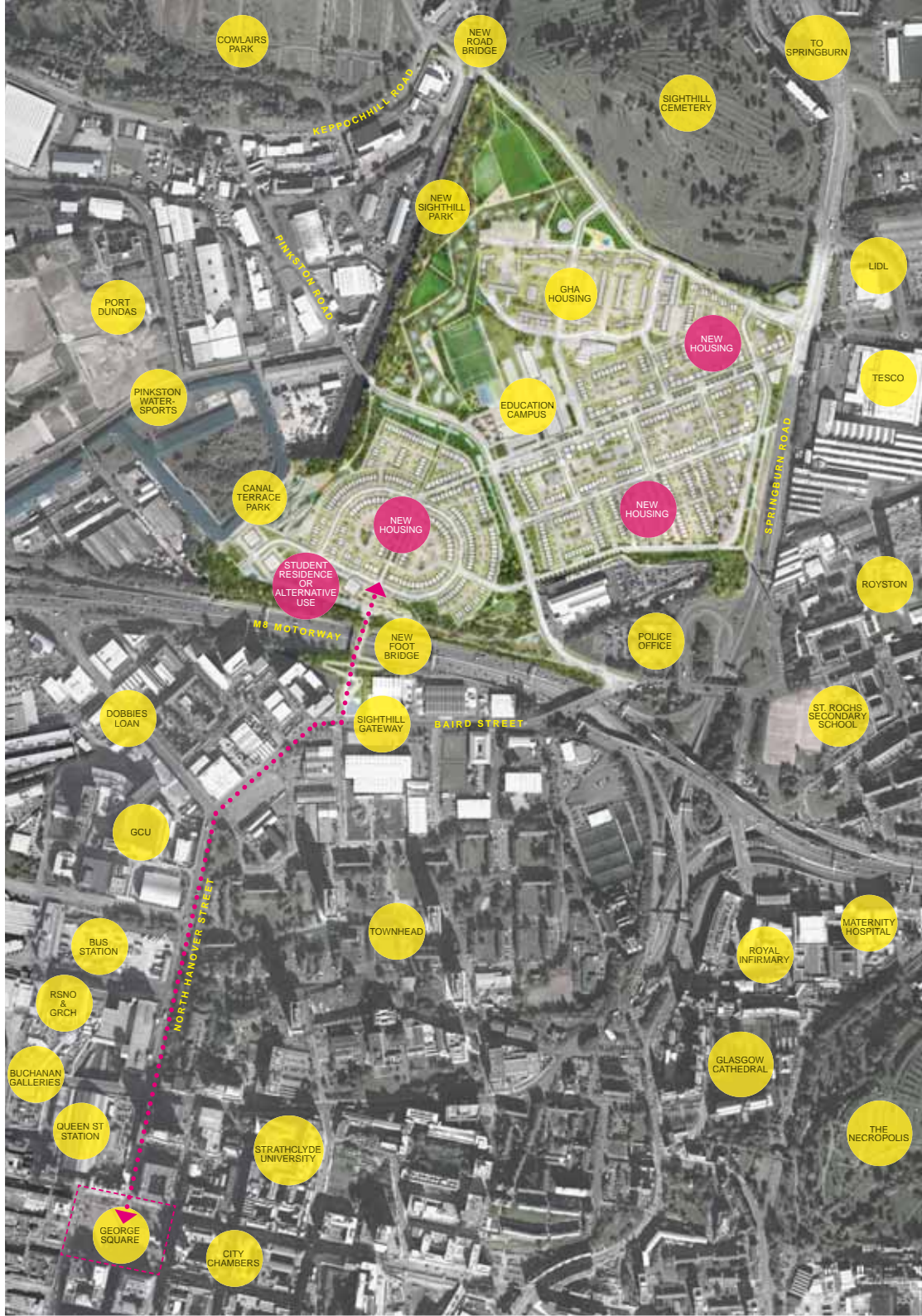
The Sighthill TRA site lies immediately to the north of the city centre, with a direct route from the city's George Square, via a pedestrian bridge over the M8.

To the west of Sighthill is the Port Dundas, Speirs Locks, and Cowlairs areas, which together with Sighthill form part of the wider scale, long term strategic regeneration for the Northern Edge of the city centre.

The plans for the Northern Quarter and the City Centre, present a unique opportunity to rethink accessibility, connectivity and social development for the communities and place-making.

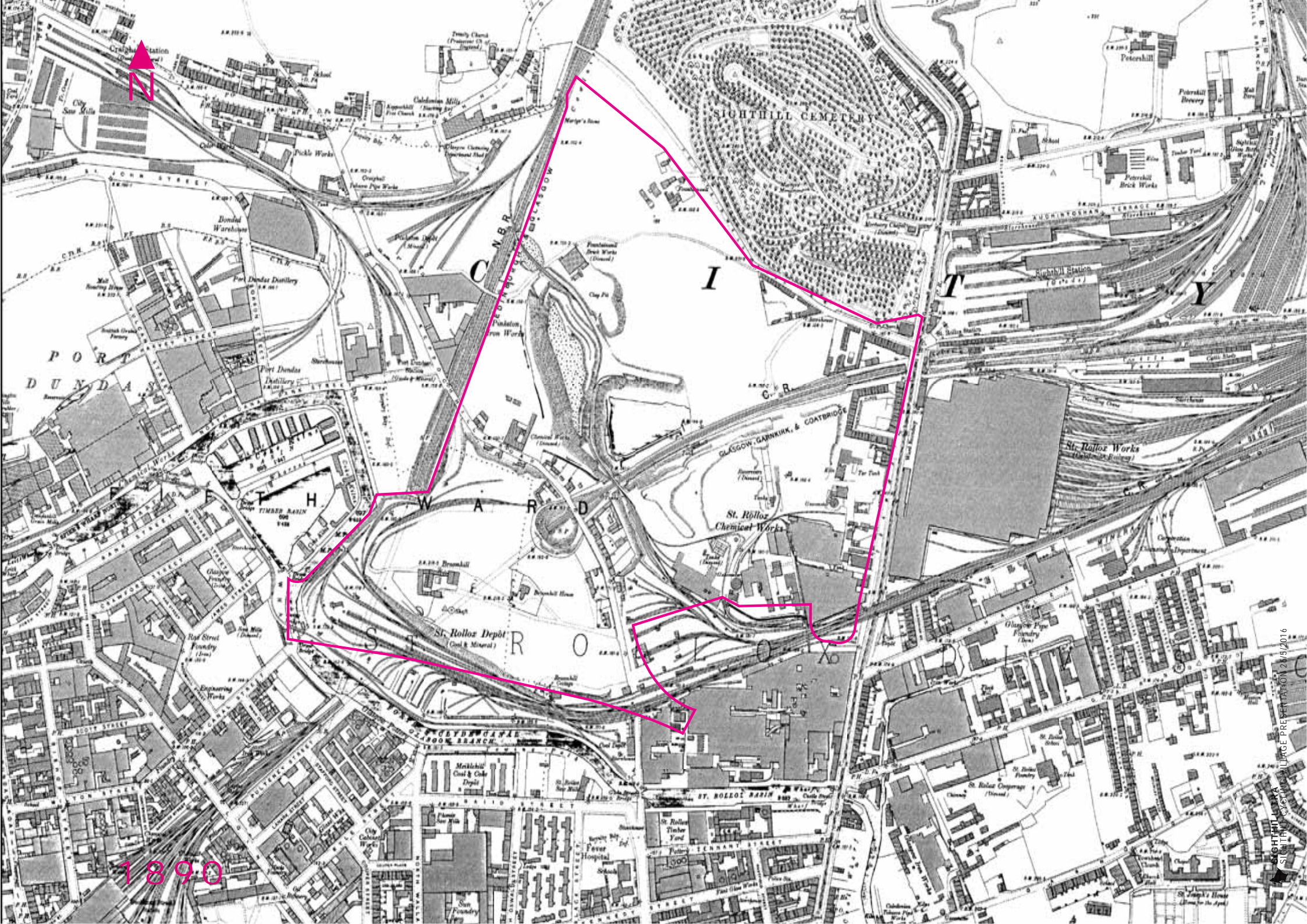


CITY CONNECTIONS

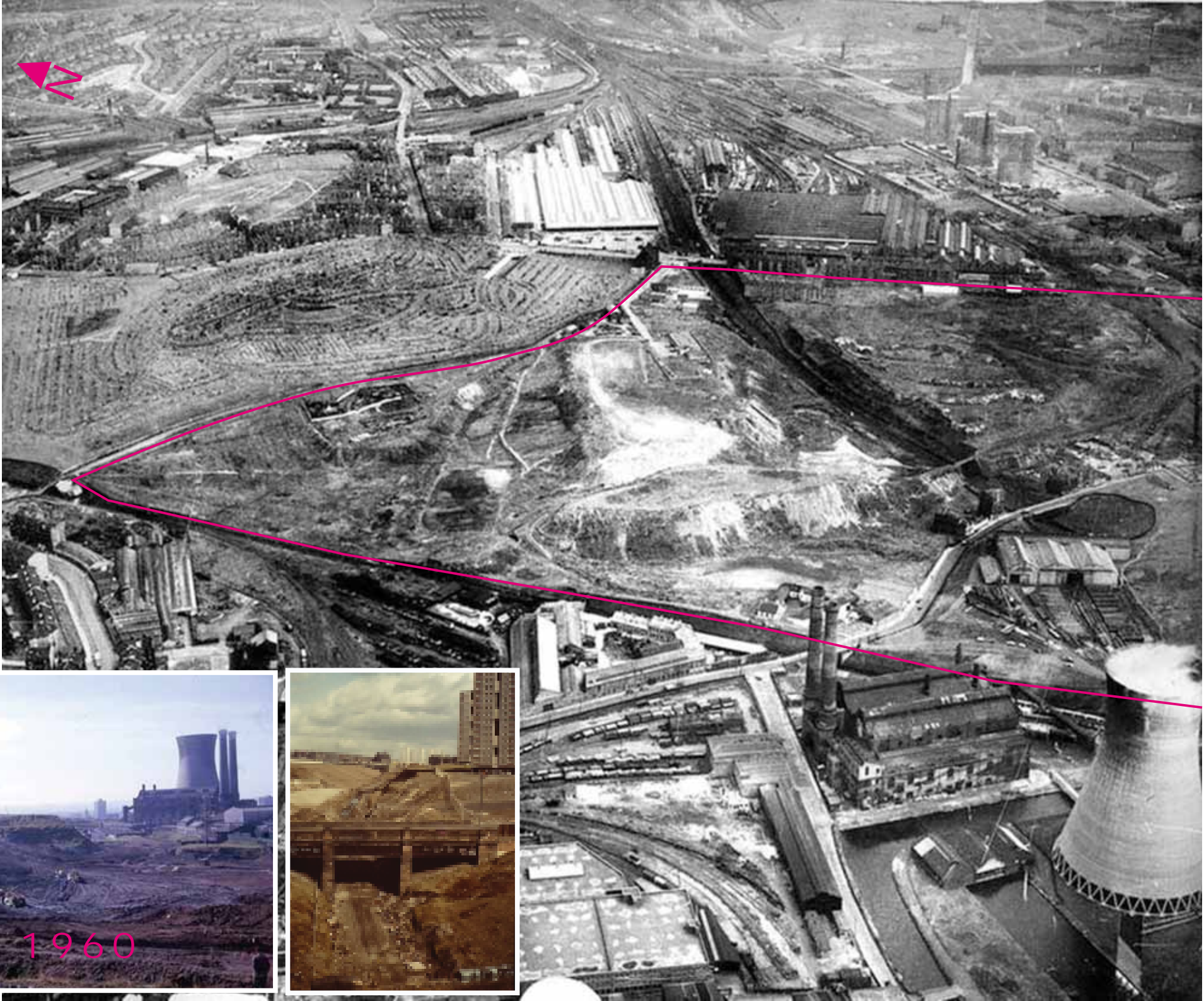




MASTERPLAN



1890



1960





2012

MASTERPLAN STRATEGY

The proposal has been based on a sequence of design strategies which respond to the key principles, Connectivity, Activation and Destination.

Enhance existing access points and create new connections

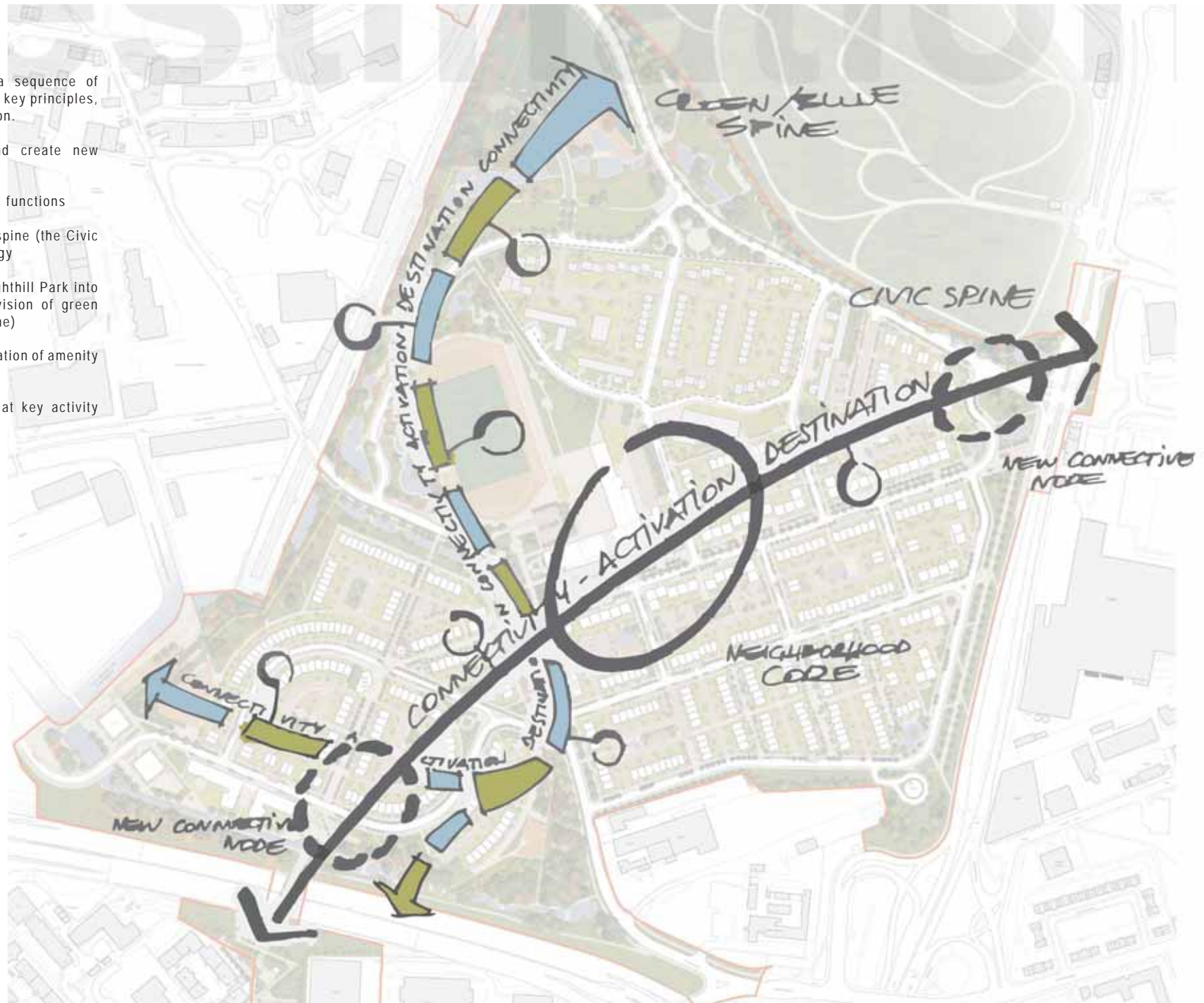
Define the neighbourhood core and its functions

Create a main pedestrian circulation spine (the Civic Spine) and overall public realm strategy

Re-model the existing, under used Sighthill Park into a more articulated and efficient provision of green spaces (the Linear Park or Green Spine)

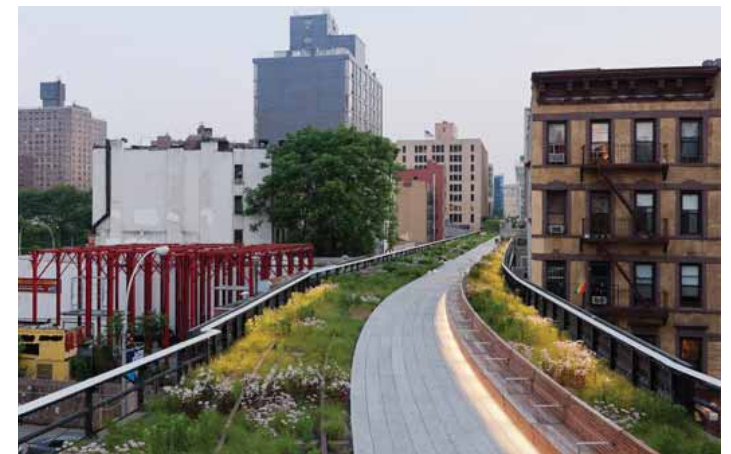
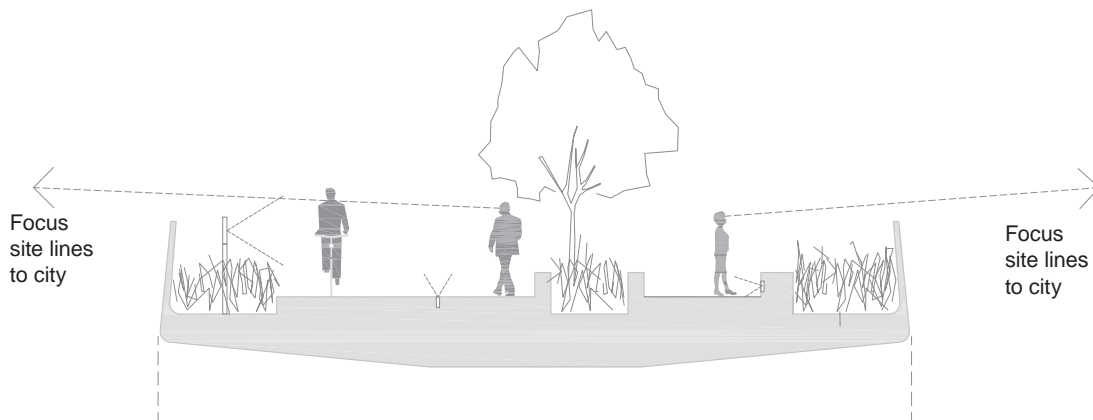
Define the SUDS strategy as an articulation of amenity spaces (the Blue Spine)

Create landmarks at gateways and at key activity nodes throughout the site





NEW BRIDGES







INFRASTRUCTURE FIRST





ACTIVE TRAVEL STRATEGY

The masterplan design establishes the civic square as the central node, allowing every Sighthill resident to be within a maximum radius of 400m (5 minutes walking distance) from the central neighbourhood node.

Access Points

Successful connections creating a permeable network through the site is a key component in the regeneration of the area. The masterplan identifies the following connections:

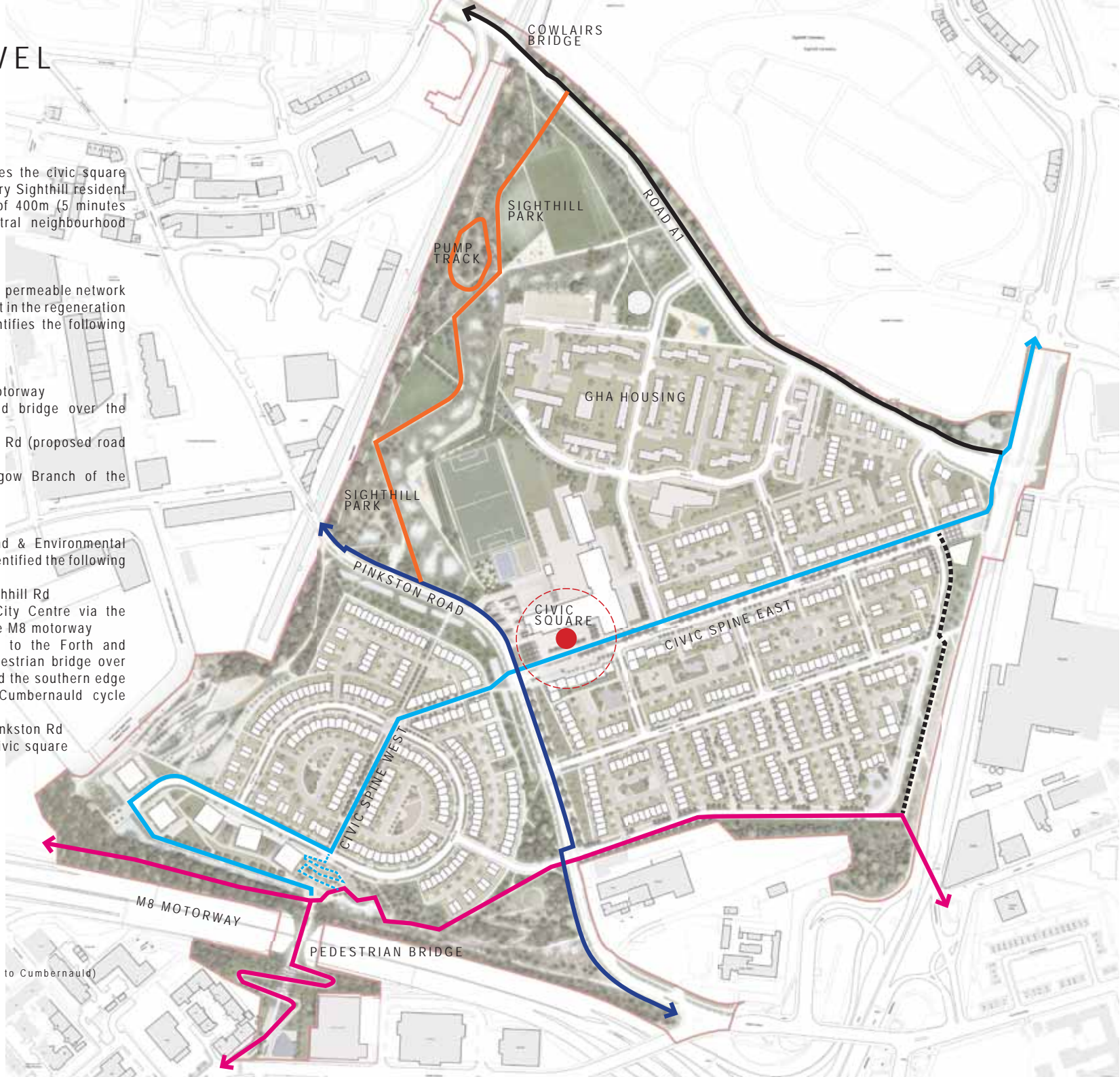
- Springburn Rd Junction
- Pinkston Rd South
- Pedestrian Bridge over the M8 motorway
- Pinkston Rd West (existing road bridge over the railway)
- New connection from Keppochhill Rd (proposed road bridge over the railway)
- New connections with the Glasgow Branch of the Forth and Clyde Canal

Strategic Cycle Route Network

The Cycling Unit section of Land & Environmental Services, Glasgow City Council identified the following desire lines through Sighthill:

- Springburn Rd junction to Keppochhill Rd
- Springburn Rd junction to the City Centre via the Boulevard and the bridge over the M8 motorway
- Royston Rd and Charles Street to the Forth and Clyde Canal via the existing pedestrian bridge over Springburn Rd, Pinkston Drive and the southern edge of Sighthill Park (Glasgow to Cumbernauld cycle route)
- North west to south east along Pinkston Rd
- Keppochhill Rd to the proposed civic square

- Planned Cycle Route no.1
- Planned Cycle Route no.2
- Planned Cycle Route no.3
- Planned Cycle Route no.4
- - - Complimentary Cycle Route
- Existing Cycle Route (Glasgow to Cumbernauld)



ACTIVE TRAVEL PROVISION

Design that naturally controls vehicle speeds

a 20mph speed limit throughout the Sighthill TRA (with the exception of Road A1)

The creation of a non-motorised user (pedestrian, cyclists, etc.), active travel and public transport friendly environment.

It is widely accepted that within such environments and where cycle movements are low, specific cyclist provision is not necessary.

Consultation with the LES Cycling Unit, Sustrans and Transport Scotland guidance document Cycling by Design, the following locations have been identified as requiring the specific cyclists provision stated below, due to the anticipated volumes of traffic, type of traffic, volume of cyclists or type of cyclists:

3/3.5m wide, 2 way cycleway segregated from footway by a raised kerb along the north edge of Road A1, i.e. footway 50mm higher than adjacent cycleway.

4m wide illuminated path from Road A1 to Pinkston Rd (pedestrian, cycle and SuDS maintenance vehicle use)

4.5m wide shared use footway on one side of Pinkston Rd.

4.5m wide shared use footway on south side of Road B1.

1No. westbound, 1.5 – 2.0m Cycle Lane and 1No. eastbound 1.5 – 2.0m Cycle Lane on the Boulevard.

4.5m wide shared use footway on the west side of Fountainwell Street (eastern edge of proposed School).

CIVIC BOULEVARD



SKETCH VIEW 5 CIVIC BOULEVARD EAST

SKETCH VIEW 1 CIVIC BOULEVARD WEST



SKETCH VIEW 2 CIVIC BOULEVARD WEST

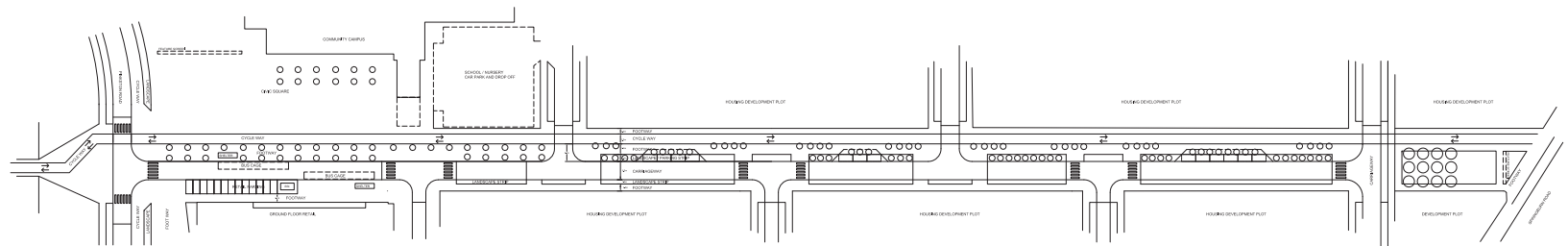


SKETCH VIEW 4 CIVIC BOULEVARD EAST

1. 2M WIDE FOOTWAY
2. 3.5M WIDE CYCLE WAY WITH 20MM UPSTAND
3. 3.8M FOOTWAY
4. 2.5M LANDSCAPE STRIP AND PARKING
5. 6.5M CARRIAGEWAY
6. 1.5M LANDSCAPE STRIP
7. 2.5M WIDE FOOTWAY



SKETCH VIEW 3 CIVIC BOULEVARD WEST

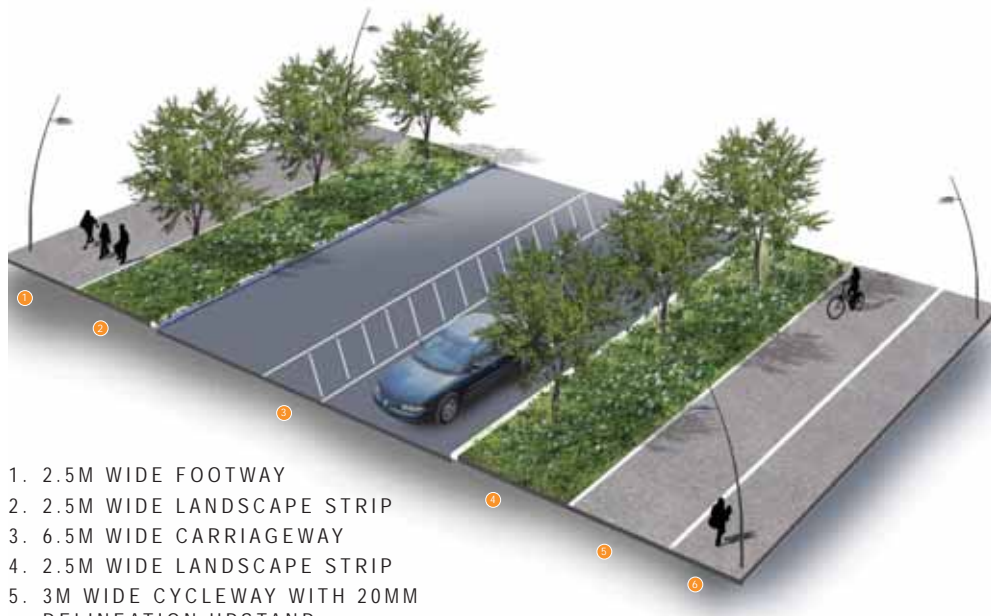


ROAD A1



PINKSTON ROAD

AERIAL VIEW OF MASTERPLAN (NORTH)

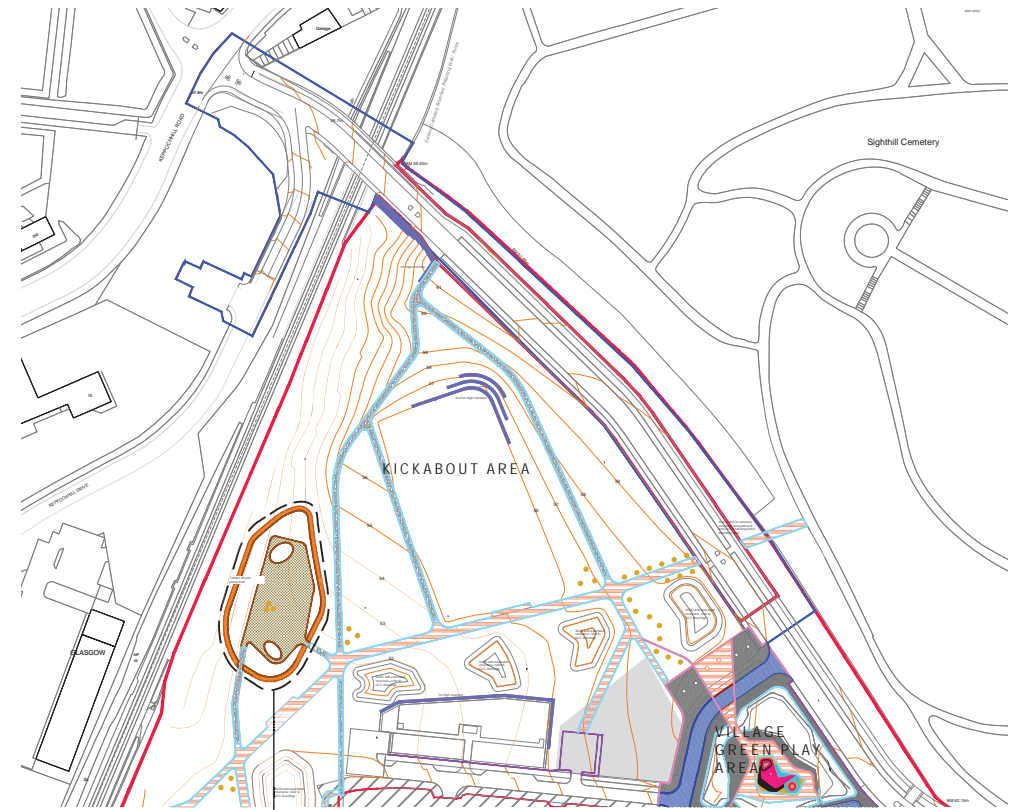


1. 2.5M WIDE FOOTWAY
2. 2.5M WIDE LANDSCAPE STRIP
3. 6.5M WIDE CARRIAGEWAY
4. 2.5M WIDE LANDSCAPE STRIP
5. 3M WIDE CYCLEWAY WITH 20MM DELINEATION UPSTAND
6. 2M WIDE FOOTWAY



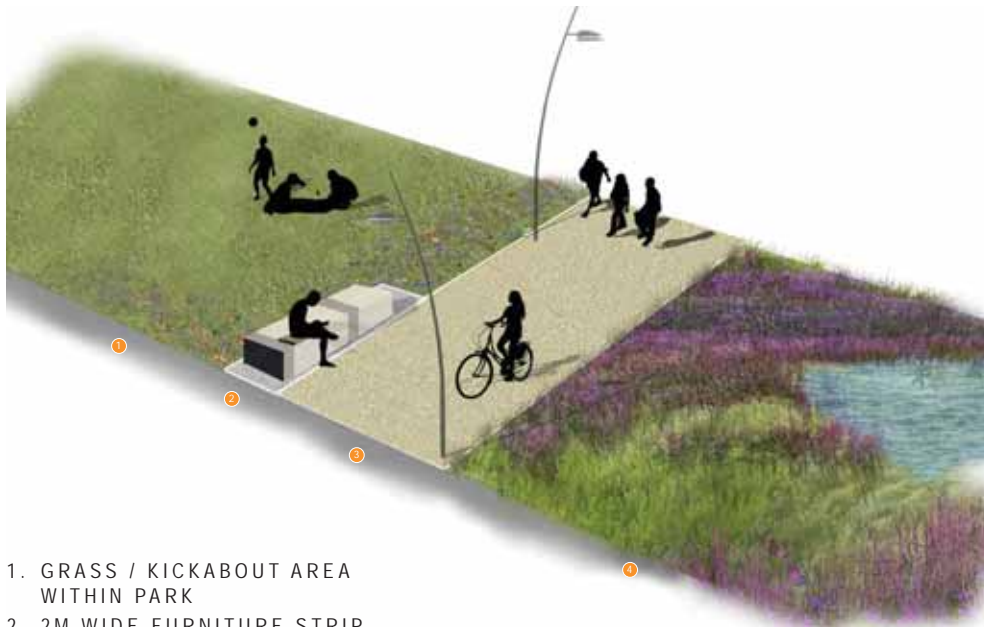
1. 2.5M WIDE FOOTWAY
2. 2.5M WIDE LANDSCAPE STRIP
3. 6.5M WIDE CARRIAGEWAY
4. 4.5M WIDE SHARED PEDESTRIAN / CYCLEWAY WITH 20MM DELINEATION UPSTAND
5. 2.5M WIDE LANDSCAPE STRIP

CORE PATH THROUGH PARK



PLAN INDICATING SIGHTHILL PARK FEATURES AND PATHS (NORTH AREA)

BICYCLE PUMP TRACK IN SIGHTHILL PARK AS PART OF LANDSCAPE PARK AMENITIES



1. GRASS / KICKABOUT AREA WITHIN PARK
2. 2M WIDE FURNITURE STRIP
3. 4M WIDE SHARED CYCLE AND PEDESTRIAN ROUTE
4. WET MEADOWS SUDS WATER FEATURES



PUMP TRACK AT CUNNINGAR LOOP

SIGHTHILL PARK

The park will be a new enriched, expansive and multi layered parkland: spanning the entire site and connecting to every new masterplan component.

A series of recreation spaces and various types of landscaping will connect from the cemetery open space in the north of the site, to the city centre and canal node in the south of the site. Providing a three dimensional mosaic of diverse experiences and functions along its length.

On a functional level, the new park will provide opportunities for recreation and environmental education thanks to the fundamental design concepts; based on the presence of native landscapes and natural systems, integrated stormwater management, soil improvement and landscape sustainability. Whilst also creating a cherished aesthetic experience.

These functions will be characterised by four group elements, these being; the landscape (Green Spine), water (Blue Spine), people (Social Activity) and biodiversity.

The Green Spine is characterised by the plantation of native vegetation according to a "self regenerative" and "low maintenance" approach. The people element will be serviced by a system of walkways and cycle ways, which in turn will connect a network including allotments, sports provision, existing mature woodlands and newly formed green buffers, meadows and an eco-garden, children's play areas, places for community gathering etc.

In regards to biodiversity, the Park will reinforce the existing corridors in north Glasgow and will form an integral part of the Glasgow and Clyde Valley green-space network.

The binding element to tie together the different environments into a coherent identity, with the presence of water. The 'Blue Spine' will respond to the functional needs of the new land forms, specifically in regards to the implementation of an efficient and integrated system of sustainable urban drainage. This translates into an articulated sequence of organic and flexible wetlands, canals, swales and rain gardens.

These are some of the elements forming the proposed identity of the Park, designed to be fully accessible, safe, inclusive, and able to provide young people with playful opportunities to access nature and spontaneous learning.



The Haugh



The Rec + Wetlands

