

Waverley Park Collective

Liveable Streets: Concept Stage

Invitation to Tender for Design Services:

Project Description

August 2020

About Waverley Park Collective

Waverley Park is a residential community of families, friends and neighbours in Shawlands, on the Southside of Glasgow. It's a great wee area full of helpful people and friendly characters.

The Waverley Park Collective is a constituted community group of residents working together to improve the community. We are not a residents association or a community council and we do not have a statutory function.

We are just a group that shares an aim: to create and maintain a safe, clean and welcoming environment by ensuring the streets are safe and attractive for all ages and abilities to live, learn, and move.

Our Objectives to achieve that Aim are to:

- Find a permanent solution to long-standing concerns regarding the volume and speed of traffic, and to enable more active travel;
- Make the streets and shared lanes feel safe and attractive;
- Deliver events and activities that strengthen community spirit; and
- Drive forward community improvements alongside key stakeholders.

<https://www.waverleyparkcollective.org>

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This document

This document details the description of the Waverley Park Collective (WPC) Liveable Streets project. It comprises:

- Background to the project
- About the study area
- Issues and Opportunities
- Early Vision and Design Objectives
- Communities and stakeholders

Related documents

Related documents included to inform the project description are:

- Project Specification; and
- Tender Submission Requirements; and
- Places for Everyone Project Pack Category 2.

Background to the project

Waverley Park is a fantastic family environment. It is primarily residential with a mixture of tenement flats, terraced and semi-detached housing.

But it could be better. Residential activity on some streets is hindered by the presence of through-traffic that suppresses community activity, accessibility and amenity.

The purpose of this project is to develop a widely supported concept design for a traffic management and urban design solution that will allow local people of all ages and abilities to live, learn and move independently and enjoyably.

Summary of work to date

There have been various attempts to address this issue over the last 20 years. The primary challenge has been reaching community consensus. Bringing the community, as well as other stakeholders, along with the design will be a key part of this project.

Various options have been considered in isolation, including modal filters on certain streets, traffic calming and signing. None of them has secured conclusive community backing.

In 2016/17 the area was designed part of an area-wide mandatory 20mph zone by Glasgow City Council. While this is a welcome change, our surveys do not indicate that this had any statistically significant impact on speed or volume.

Improvements to the pedestrian environment at the nearby junction of Moss-side, Pollokshaws and Kilmarnock as well as traffic calming on Moss Side have (by anecdotal report) resulted in increases in through traffic and heavy vehicles using Ravenswood Drive and Dinmont Road.

Since 2015 the group now known as the Waverley Park Collective has been proactive in building support for action. This has included:

- developing positive relations with all Ward Councillors;
- Agreeing a way forward with Glasgow City Council;
- Working with residents of the most affected streets to build evidence of the need for change;
- Setting up a constituted body (Waverley Park Collective);
- Delivering positive community events, including Play out Days, lane days and cycling training for 'returners'; and
- Applying for funding to progress this project.

Our website, Twitter and Facebook accounts contain information on some of this work.

www.waverleyparkcollective.org

<https://www.facebook.com/WaverleyParkCollective>

<https://twitter.com/waverleypark1>

Project funding

We have now been awarded funding (2020-21) from Transport Scotland via the Places for Everyone fund administered by Sustrans Scotland. The aim of Places for Everyone is “to create safe, attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys.”

The present project, WPC Liveable Streets, is a Category 2 project as defined by Sustrans, our funding partner. The funding award covers the Stages 0-2 defined in the related Project Pack document (included in this ITT). Towards the end of Stage 2 we aim to secure funding to proceed to subsequent stages, with the overall aim of attaining Stage 7 (in use) in 2023/24.

The stages set out in the Project Specification detail what we expect to deliver during Stages 0, 1 and 2.

About the study area

Waverley Park (<https://www.waverleyparkcollective.org/family-streets>) is located on the southside of Glasgow on the southwest edge of the buzzing Shawlands. It is a brilliant area with all the schools, shops, parks and community facilities residents need within a 3-5km mile radius.

Both Shawlands Primary School and Shawlands Academy are large schools (approx. 600 and 1200 pupils respectively). Waverley Park shares its perimeter with both of these schools.

For trips to and from Shawlands Primary School and Shawlands Academy from greater Shawlands, Maxwell Park, Pollokshields, Strathbungo, and Pollokshaws, the streets of Waverley Park are a primary access route.

For Waverley Park residents, other key destinations are:

- Shawlands high street and its commercial facilities;
- Shawlands public transport links to city centre and beyond;
- The green spaces of Queens Park, Maxwell Park and Pollok Park;
- Community facilities such as Shawlands Bowling Club, Shawlands Church, Shawlands Kirk, Destiny Church, Waverley Park Medical Practice and Shawlands Medical Practise;
- Glasgow City Centre via the South City Way and South West City Way;
- Shawlands and Crossmyloof train stations;
- Morrisons supermarket at Crossmyloof
- Shields Road Subway station;
- NCN75 Edinburgh to Glasgow cycle route;
- Other nearby residential areas to visit family and friends.

For the purpose of this project, the study area is defined by the area shaded yellow in Figure 1. This is bounded by the junctions of:

- Dinmont Road and Durward Avenue
- Durward Aveune and St Ronan's Drive
- Pollokshaws Road and St Ronan's Drive
- Pollokshaws Road and Ravenswood Drive.

Although not the primary focus of the study, the study area includes the lanes linked to the streets in the area. Also included in the study area is the frontage of Shawlands Primary School on Pollokshaws Road.

The area shaded in blue is what would traditionally be defined as 'Waverley Park' by virtue of the street names being derived from the Waverley Novels by

Walter Scott. Any work to one street in this area may have an impact on other streets. While the area of project design and engagement is expected to be within the area shaded yellow,

Figure 1 Study Area



Issues and opportunities

The driver behind the project is the need to tackle traffic speed and volume. The opportunity is to develop and communicate the positive case for change.

Through traffic and vehicle speed

Ravenswood Drive and Dinmont Road, and to a lesser extent Durward Drive, St Ronan's Drive and Midlothian Drive are used as traffic rat-runs for commuters, school run and wider strategic traffic (refer to Figure 2). Traffic surveys have shown that 1,500 vehicles per day, including heavy vehicles, use Ravenswood Drive (a street of 55 households).

We have conducted residents' opinion surveys and traffic surveys. 90% of responding residents say reducing traffic volume and speed is the top priority to improve the living environment.

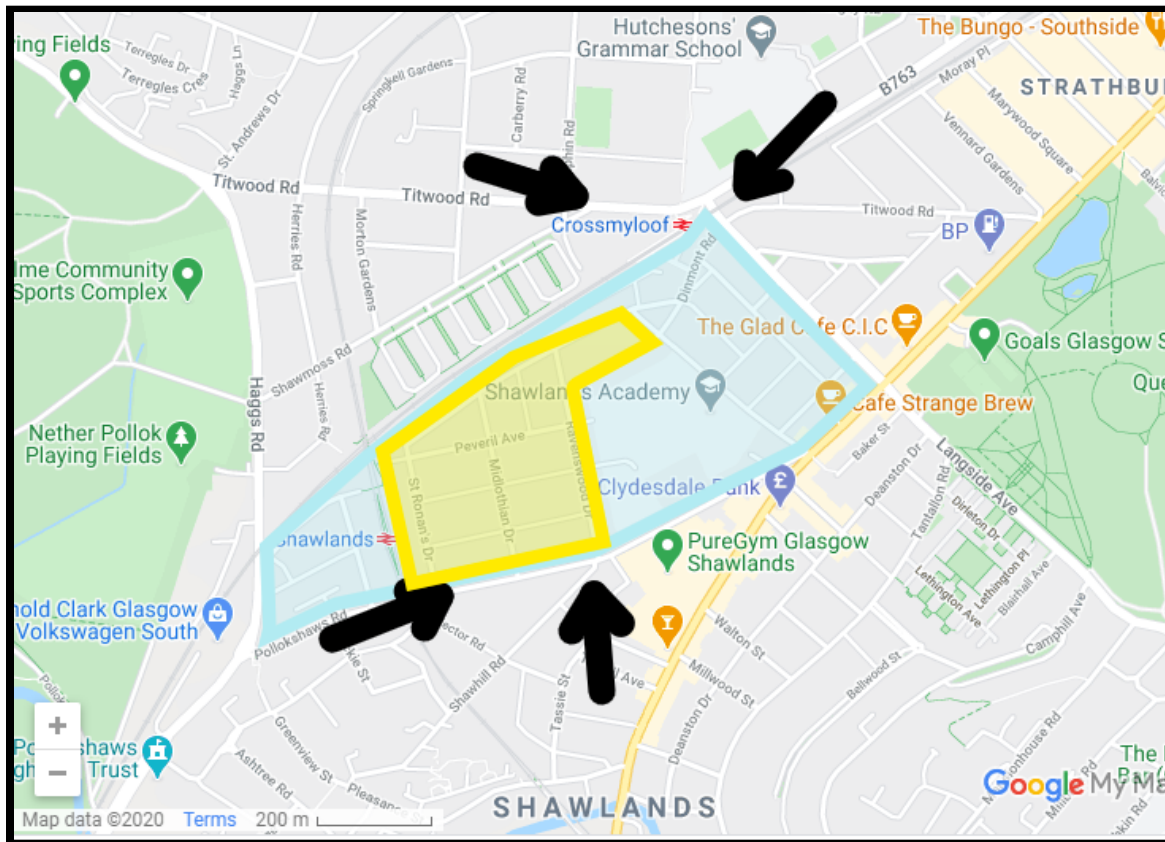
Currently, high volumes of through traffic on some streets results in aggressive driving, traffic accidents, road rage, dangerous manoeuvring and haphazard parking.

Our analysis of Ravenswood Drive indicated high daytime speeds (80% of vehicles exceed the 20mph speed limit); and anti-social high speed. 20% of vehicles exceed 30mph. The top speed recorded was 61-70mph, particularly common in the evening and into the night.

Reports of minor accidents are relatively common, however the STATS-19 data is not sufficient to support the introduction of traffic calming under Glasgow City Council's prioritisation assessment.

Further information is available on our website

<https://www.waverleyparkcollective.org/family-streets>

Figure 2 Estimated origin of through traffic

School run vehicle movements

School run traffic and parking introduces noise, pollution and aggression into this residential area. Parents park and manoeuvre at the junction mouths, particularly at Ravenswood/ Woodstock, hindering visibility of children crossing the road.

People regularly park on footways, damaging the surfaces and narrowing the space for parents and the elderly to pass.

Three school lollipop patrols are required to manage driver behaviour and facilitate safe crossing at Dimmont/ Moss-Side, Ravenswood/ Pollokshaws and Ravenswood/ Peveril.

Inconsiderate vehicle movements on Pollokshaws Road intimidate children and parents at the front of Shawlands Primary School.

During the morning peak (at school run), traffic is regularly queued half the length of Ravenswood Drive from the Pollokshaws junction.

The problem is exacerbated by school run traffic to Hutcheson's grammar school, for which Waverley Park is a shortcut from nearby areas.

Play and social activity

Many of the impacts of traffic are unseen.

Adult residents have less inclination to socialise with neighbours. People are regularly endangered by careless and dangerous driving. Children (and many adults) are forced to cycle on the pavement, which particularly impacts the elderly.

Children are not given the opportunity to learn, play and move independently. 96% of respondents to our Ravenswood Drive survey say it is not safe for children to cycle. Residents report that they do not let young children out of the garden for fear of traffic.

Children cannot independently cross the street to get to school because of traffic. The back lanes are vital play amenities for children. However the links between them are across roads that parents do not feel comfortable letting their children cross alone. This limits their independence and play opportunities.

The nearest public 'play spaces' are in Maxwell Park, Queen's Park and Pollok Park. The nearest is 1.4km.

The evidence of the Play Out Days is that people relish the opportunity for social spaces and to allow their children to move freely. Children consider it a highlight of the year.

Mental Health

Adults and children complain of being woken by speeding traffic in the middle of the night. All of these issues greatly impact residents' mental health and wellbeing, reducing sleep levels, increasing stress levels and negatively affecting mood.

Local access

Walking and cycling connections to Shawlands high street and local parks are hindered by unsafe or inconvenient road crossings, pavement parking, poor sightlines and paths that are severed by busy roads.

Many people are not in the habit of cycling. Despite the close proximity of major parks, many people will drive to them to go for a walk or cycle with children.

Residential consensus

Previous attempts to resolve the issues have tended to focus on mitigation of the traffic issues rather than the opportunities. This has resulted in debates between traffic calming and modal filters. Some residents are of the view that traffic calming (speed humps) would be appropriate. Others are of the view that this is dealing with the symptom and that through traffic is the primary cause that should be tackled to deliver a range of benefits to residents.

Generally speaking the residents of the most affected streets, particularly Ravenswood Drive and Dinmont Road but also Durward Avenue and St Ronan's Drive favour action, with those on less affected streets concerned at the potential inconvenience to car drivers.

The result has been that the status quo has prevailed.

This project provides the opportunity to allow residents to communicate clearly through a variety of means what the local area means to them and to help people understand each other's views better even if they do not agree. It is a chance to talk about the positive opportunities for change rather than the minutiae of the status quo. Finding community leaders and appropriate communication mediums will be important to build momentum.

The process should clearly demonstrate the relative merits of different opportunities and allow them to be discussed fully in order to reach broad consensus, without the expectation of absolute consensus.

Early Vision and Design Objectives

Local people of all ages and abilities should be safe to live, learn and move independently and enjoyably. This project will tackle the problem of high through traffic volume and speed and will provide safe, enjoyable space that is greener, full of community activity and with more active travel.

WPC Liveable Streets is a community-led project. The project vision is to:

“Make the streets feel safe and attractive for all ages and abilities to live, learn and move independently.”

The purpose of this brief is to procure design services from an independent consultant.

Prior to the Liveable Streets funding application, outcome-based Project Design Objectives were developed by residents of the most affected street (Ravenswood Drive) based on survey and workshop outputs. These were to:

- Reduce through traffic volume and traffic speed to an absolute minimum, while maintaining reasonable residential access;
- Make it safe and enjoyable for people of all ages and abilities to walk, cycle or wheel independently for local trips, including school children;
- Create a street environment suitable for people of all ages to play and socialise, free from fear of traffic safety, noise and pollution;
- Improve the quality of the streetscape with more greenspace and designs in keeping with the Victorian architecture;
- Ensure that community engagement is embedded in a robust decision-making process.

These early Design Objectives are still to be validated by the wider Waverley Park community and stakeholders before using them to steer a concept design. Developing broad community backing will be a key element of this project.

The next steps is for this commission to produce a single preferred traffic management and urban design concept that has broad community backing, the support of key stakeholders including the Project Board, and is deliverable within an identifiable timeframe.

Additional considerations of importance are:

- How the project could positively connect to other local sustainable transport options and developments, including Glasgow's South City Way

and Pollok Park Active Travel Management Plan, and access to local train stations.

- Important long term indicators of success will be mode split and the number of people walking, cycling and wheeling for local trips; prevalence of play and social activity in the community; traffic volume and speed reduction; perceptions of community cohesion, cycling and walking safety; and perceptions of street enjoyment and satisfaction.
- Equalities considerations should be integrated within the engagement process in a dynamic way, throughout the project, and the learning from these considerations should be embedded in the design. For example, this might include walking audits with children, older people and people with disabilities and other qualitative assessments of accessibility.
- The resilience of the engagement plan will have to be considered in the context of Covid-19 restrictions.

Communities and Stakeholders

WPC Liveable Streets is a community-led project and design is to be developed in partnership with Waverley Park residents within the area scope and key stakeholders.

Considerable effort has been made by the members of Waverley Park Collective to build positive relations with elected members and Glasgow City Council. All four current Ward Councillors have demonstrated in words and writing their strong support for the process we are undertaking by commissioning this project. We anticipate that they will offer a source of support and advice going forward.

To formalise relationships, we have established project governance as detailed further in the Project Specification document.

This includes a Project Board to bring together the key stakeholders for the Project: Glasgow City Council Roads Authority (Neighbourhoods and Sustainability) in addition to Sustrans and the Waverley Park Collective.

We propose setting up a Project Advisory Group to seek feedback on the project outputs from a representative group of wider key stakeholders . This will include members of the wider community such as Ward Councillors and key users of the streets:

- Shawlands primary school (pupils, parents and carers, school leadership, school community travel committee)
- Shawlands Academy (pupils, parents and carers, school leadership)
- The church located within the study area (Shawlands United Reformed Church, Mossie Road)
- GP surgery (Waverley Park Medical Practice, Dinmont Road);
- local residential leaders as identified during the project;
- representatives of other interest groups as appropriate (e.g. Shawlands and Strathbungo Community Council chair)

The Waverley Park Collective will proactively support the consultant in making the appropriate connections and in supporting with media channels.