

## Appendix 1

### Neighbourhood Infrastructure Improvement Fund

#### Template for Ideas Gathering

Name of Area Partnership: Dennistoun Area Partnership

	<b>Description of work required for Estimate -</b> Please provide as detailed a description as possible including type of work required, number and type of items required/special considerations or known issues etc	<b>Location of Work required for Estimate -</b> Please provide a detailed description of the EXACT location (Street Name & Extents) of work required:
	<b>Royston &amp; Germiston Local Place Plan</b>	
<b>01</b>	<p><b>The Charles Street – St. Rollox Retail Park Bridge (Feasibility Study)</b> – As noted in the Royston &amp; Germiston Local Place Plan, the St. Rollox Retail park, while entirely visible for half of Royston’s population, is around a twenty five minute walk and has no direct public transport route. With only 44% of Royston residents owning cars, this leaves much of our population at the mercy of inflated local convenience store prices.</p> <p>Our local place plan suggests the construction of a new bridge which would connect Charles Street, in the small empty space next to the Rosemount Business Park, over the former St. Rollox Railworks lines, down into the St. Rollox Retail Park.</p> <p>We would like start this project by engaging a landscape design firm to develop a feasibility study for the bridge.</p>	Feasibility Study at this stage valued at: £15,000 (Location of proposed works is 160 Charles Street)
<b>02</b>	<p><b>Glenconner Park – General Improvements &amp; Outdoor Gym Equipment.</b> The number one priority in the Royston &amp; Germiston Local Place Plan is the improvement of our greenspaces including benches, additional bins to tackle dog fouling, landscaping and outdoor gym equipment. As it was noted at the last Area Committee Meeting that stakeholder engagement was being conducted on gym equipment at the park, as the LPP already supports this, we would see this as an excellent opportunity to action items from the plan and meet ongoing project work at the council.</p>	Glenconner Park, Royston Road, G21 2BS
<b>03</b>	<p><b>Fly-tipping prevention scheme</b> – Fly tipping and littering was noted as a significant issue in the</p>	Glenconner Park, Royston Road, G21 2BS Provanhill Street, Royston,

	community in the Royston & Germiston Local Place Plan. Two sites have been highlighted: <b>The Bowling Green at Glenconner Park Provanhill Street, and frontage on to Royston Road</b> While community action is a primary solution to fly-tipping, CCTV is a significant deterrent and we would welcome additional CCTV at these two spots to prevent this issue.	
	<b>Sighthill Local Delivery Group</b>	
<b>04</b>	Outdoor Exercise Equipment	Sighthill Park Fountainwell Road G21
<b>05</b>	CCTV in Sighthill Park to deter any vandalism and anti-social behaviour and a Safety Feature for People using park, as people use park in early evening for exercise i.e. jogging, cycling and wheeling.	Sighthill Park Fountainwell Road G21
	<b>Dennistoun Community Council</b>	
<b>06</b>	Better landscaping, creating a safer, more pleasant and open useable area, rather than the secluded and overgrown trail. Per the Liveable Neighbourhood report, identifying a lack of high-quality public and green spaces, under-utilised open spaces and an inadequate number of play areas.	Land to the west of Firpark street, alongside the Necropolis.
<b>07</b>	Improvements and upgrades to the many dilapidated and under-maintained elements of the park and surrounding area, as well as numerous upgrades suggested within the Liveable Neighbourhood reports for this area.	Todd Street/Hogarth Park.
<b>08</b>	Shorter wait times and longer walk times at push button pedestrian crossings.	At each push-button crossing throughout the Dennistoun CC area.
<b>09</b>	Tightening of very large radius corner splays. (Identified in the Liveable Neighbourhood report, page 90, 123, 129 + 142).	At junction of Onslow Drive and Craigpark.
<b>10</b>	Tactile paving/raised tables.	At side road crossings at main roads (Duke Street and Alexandra Parade), as is already in place at some side road junctions along Alexandra Parade.

## 23.0 Ward 22: Dennistoun

This ward is incorporated into two LN study areas: Dennistoun to Cranhill LN (Tranche 1) and Royston to Hogganfield (Tranche 2).

### 23.1 Germiston accessibility improvements

Four projects within Germiston were identified within the Stage 1 report. These are associated with Streets for People and Everyday Journey themes in particular. These have been combined to facilitate a neighbourhood approach and in recognition that some potential elements may be associated with different funding opportunities and project activity such as Coll Street Greenspace and the Barmulloch TRA.

As an initial LN project, the key elements identified within Stage 1 as a result of analysis and community consultation could be developed to provide an example of a neighbourhood approach within a small clearly defined community.

Key elements:

- Improve accessibility for safe, everyday journeys through improvements to pedestrian routes and formalising desire line routes to northeast of primary school
- Improve accessibility throughout residential areas.
- Reduce carriageway in key locations.
- Utilise reallocated space for footways, place making and green/blue infrastructure.
- Environmental improvements to northern boundary – particularly to open space areas close to MUGA and school as per the Coll Street Green Space activity.

### 23.2 Junction 15/Castle Street Accessibility

An application to the Transport Scotland Active Travel Infrastructure Fund (ATIF) to complete the remaining design stages. An allocation from of the local NIIF would assist in securing the funds to deliver this project quicker.

This was identified in the Royston to Hogganfield LN [Stage 1 report](#) and listed within the Royston Local Place Plan as a priority. This is at the area of the Maze with a proposal for a signalised junction at the M8 Eastbound on-ramp which will allow for a pedestrian phase to cross Castle Street at the road level negating the need to use the underpass.

Other potential aspects are to install a crossing on the West arm of the

Alexandra Parade junction and create a pavement on the North side of the Alexandra Parade junction to connect to the bus stop. The design will consider traffic modelling, swept path analysis and emergency vehicle access.

### 23.3 Dennistoun/Calton: Railway bridges accessibility

The Whitevale and Bellfield railway bridges are technically located within the

Calton ward but would also deliver significant benefit for the Dennistoun ward. This was identified in the Dennistoun to Cranhill LN [Stage 1](#) report and is linked to the redevelopment of the Bellgrove Hotel and Inner East Transformational Regeneration Area activity.

There is an opportunity through NIIF to partially fund components of accessibility improvements to these two bridges which are crucial for NorthSouth connectivity across the communities.

Whitevale Street bridge:

- Existing park to be opened and some trees to be cut down for natural surveillance. New path to be constructed with existing paths to be filled
- existing gate repainted and set back
- Upgraded playground with play equipment
- Existing bollards to be removed and new ones installed 1.5m apart
- Resurfacing of street
- Pedestrian priority
- Construction of turning head circle
- Wildflower meadow planting
- New paving for shared surface/active travel route
- New lighting columns to be installed in park and street

Bellfield Street bridge:

- New 1:20 ramp (approx 30m) to be constructed for increased accessibility Existing canopy to be removed and bridge to be repaved
- Bridge to be shared surface/ active travel route
- Housing development with maximum area overlooking bridge
- Park with natural play, footpaths and picnic benches
- Existing path to be extended and resurfaced

- Road to be extended for accessibility to new housing and provision of parking

### 23.4 Bellgrove Station accessibility

[Network Rail and the DfT](#) have identified this project outlined in the Dennistoun to Cranhill LN Stage 1 report as priority for accessibility improvements. Consideration is being given for funding to allow the design of a new lift and upgraded stairs, providing new and more welcoming access onto the station platform.

To complement the proposed works, there is an opportunity for NIIF to be used for landscaping and associated works on Sword Street, connecting with the redevelopment of the Bellgrove Hotel.

### 23.5 Dennistoun Streets for People

NIIF funding can be used to implement a package of minor works to enhance pedestrian accessibility around the drives between Alexandra Parade and Duke Street (i.e. the core of Dennistoun).

Key components:

- Dropped kerbs and continuous footways
- New crossings
- Enhanced footway extension on Armadale Street
- Active travel route running East-West across Dennistoun running from the junction of Onslow Drive/Cumbernauld Road/Alexandra Park Street along Onslow Drive, incorporating links to schools/swimming pool