

## Introduction

As a vibrant commercial, shopping and residential location within the heart of the West End Byres Road is an important destination. Its proximity to the University of Glasgow contributes to its bohemian atmosphere which is enjoyed by residents and visitors alike. Byres Road has experienced many phases of change but the award of funding through the Glasgow City Region City Deal provides an important opportunity to reassess the balance of uses and re-design the street around people making it an even better place to be.

## The overall aim of the project

The Byres Road Placemaking Plan, approved by Glasgow City Council's Regeneration and Economy Committee in January 2017, established that the overall vision was to:

*"Rejuvenate the quality of Byres Road streetscape and public realm to create a people-focussed place that enhances the pedestrian experience, promotes social interaction and dwell time, enhances the economic vibrancy of shops and services and improves its cycle-friendliness and environmental performance."*

The overarching aim for the redesign of the street is to make Byres Road a safer and more pleasant place to be by prioritising walking, improving ease of access for the less mobile, encouraging cycling and reducing the impact of traffic. Byres Road is narrow in places and the interests of the many different groups who use the street sometimes conflict.

## The proposal – design principles

The conceptual proposal for Byres Road and the design principles behind it are described and illustrated on the following 5 sheets.

The design is based on the aims of the Byres Road Placemaking Plan but also takes into account the public engagement carried out since February 2017. The overarching aim for the redesign of Byres Road is achieved by:

### ***making it easier and safer to enjoy moving around on foot -***

- widening and upgrading the footways to make movement along the street more relaxed and enjoyable and to reduce the width of crossing points
- introducing step free crossings to give pedestrians priority at junctions with side streets and improve general accessibility for all
- retaining signalised pedestrian crossings at key junctions
- reducing unnecessary street clutter
- enhancing key corners to create distinct and attractive spaces along the street where people can pause or linger in comfort

### ***promoting an inclusive solution -***

- making the street easily accessible for all through smooth, level surfaces and careful siting of car parking
- retaining a kerb to provide segregation between footways and spaces used by bikes and cars
- providing frequent and regular locations to sit and rest along the length of the street
- consulting further in the detailed design phase on the most appropriate locations for accessible parking

workshop with Glasgow Disability Alliance





# BYRES ROAD: PUBLIC REALM Public Consultation



## ***making the street a more pleasant place to be -***

- reducing the speed of traffic through the introduction of a 20mph speed limit
- reducing the width of the carriageway to 6m
- reducing noise and air pollution by taking steps to discourage through-traffic including the introduction of a one-way system on the southern section of Byres Road and Church Street
- reducing on-street car parking provision to create additional pedestrian and cycling space
- introducing trees either directly into the ground or in planters
- using greenery to delineate space and provide seasonal interest particularly at street corners
- introducing pedestrian lighting to animate spaces and generally improve the feeling of safety for all users
- widening footways to provide a more comfortable pedestrian environment and the opportunity to comfortably accommodate other uses including pavement cafes
- retaining loading bays, bus stops and taxi rank in current locations

## ***making cycling to/from and along Byres Road more convenient and safe -***

- introducing 1.5m wide cycle lanes on Byres Road including a contraflow cycle lane (south of Church Street) to allow cyclists a continuous route between Great Western Road and Partick Cross
- provision of advanced stop lines and cycle gates to increase safety and comfort at junctions
- reducing potential conflict between cyclists and pedestrians by retaining a kerb between footways and cycle lanes

## ***creating a better trading environment for local businesses***

- responding to the findings of the shoppers' survey which showed significant support for measures to improve the quality of the pedestrian environment and reduce the impact of motorised transport
- retaining a number of on-street parking bays

## **info-panels**

As part of this study, surveys were undertaken to provide a bench mark against which change could be measured. The results reflect how Byres Road performs today and give us an indication of where priorities need to be focussed if Byres Road is to be transformed.

It is important to look forward and imagine how Byres Road could work better and, importantly, how behaviour could be changed to achieve the vision. Any future image of Byres Road would be based on the premise that there would be mutual respect between the various users.

Interesting facts about Byres Road appear in green boxes in the following exhibition panels.

## **If you would like to comment**

This is an important opportunity to transform Byres Road – making it a better place for everybody. If you would like to make a comment please respond using Glasgow City Council's official website by Wednesday 27th June 2018:

[www.glasgow.gov.uk/consultations](http://www.glasgow.gov.uk/consultations)

There will be an opportunity to speak to Council Officers involved in the project on the following dates:

Partick Library	Thursday 24 May	1500-1900
Hillhead Library	Thursday 31 May	1500-1900

## **Next steps**

Following the formal consultation period the design concept will be taken to Committee for approval in August 2018. Material comments received during the consultation period will be addressed during detailed technical design which will take place before works commence in Autumn 2019.

Design on a second phase of works aimed at enhancing links to the University Campus extension will commence in 2019. Investment will be focused on University Avenue, Church Street and the area around Kelvinhall Station including Partick Cross.

**At peak times there are approx. 3,500 pedestrians/hour using Byres Road's pavements – equating to Buchanan Street on a quiet day**

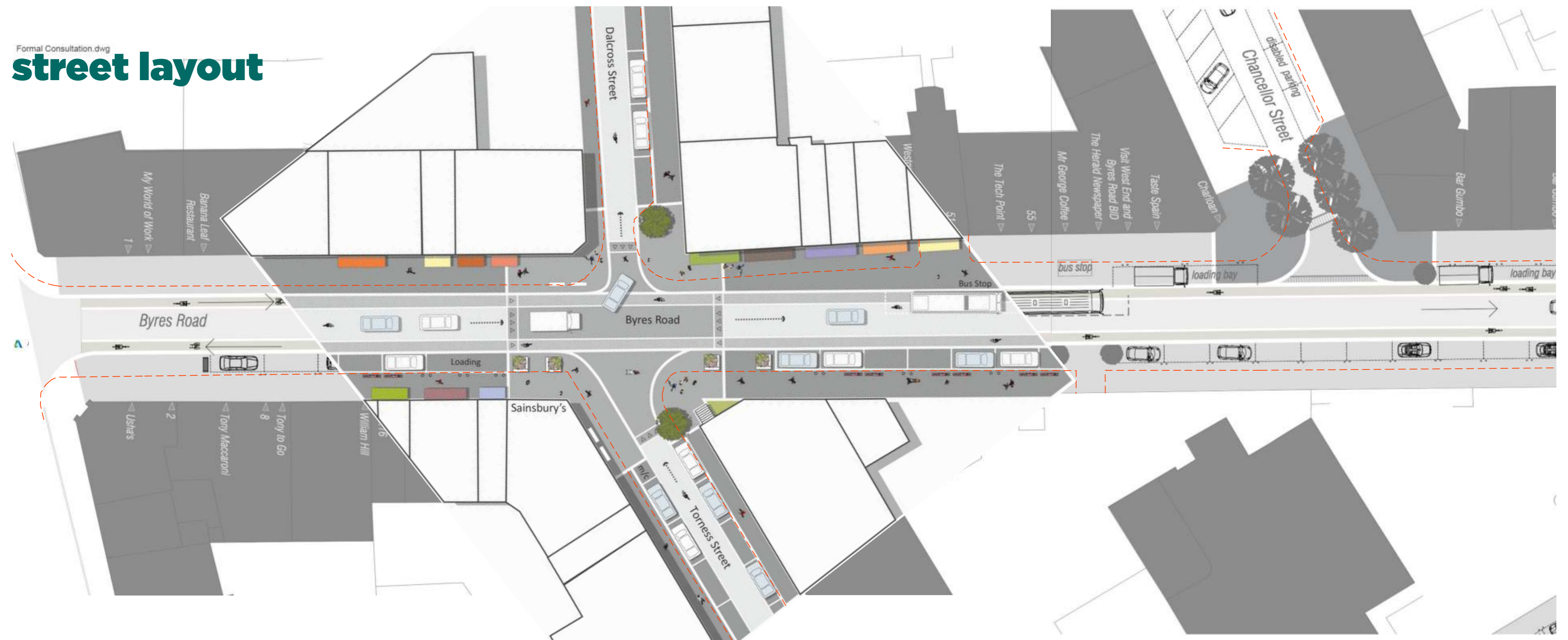


**BYRES ROAD:  
PUBLIC REALM**

**Partick Cross to Chancellor Street**



**before and after at Chancellor Street**



**street fact**

At peak times there are approx. 3,500 pedestrians/hour using Byres Road's pavements - equating to Buchanan Street on a quiet day

**before and after at Torness/Dalcross Street**



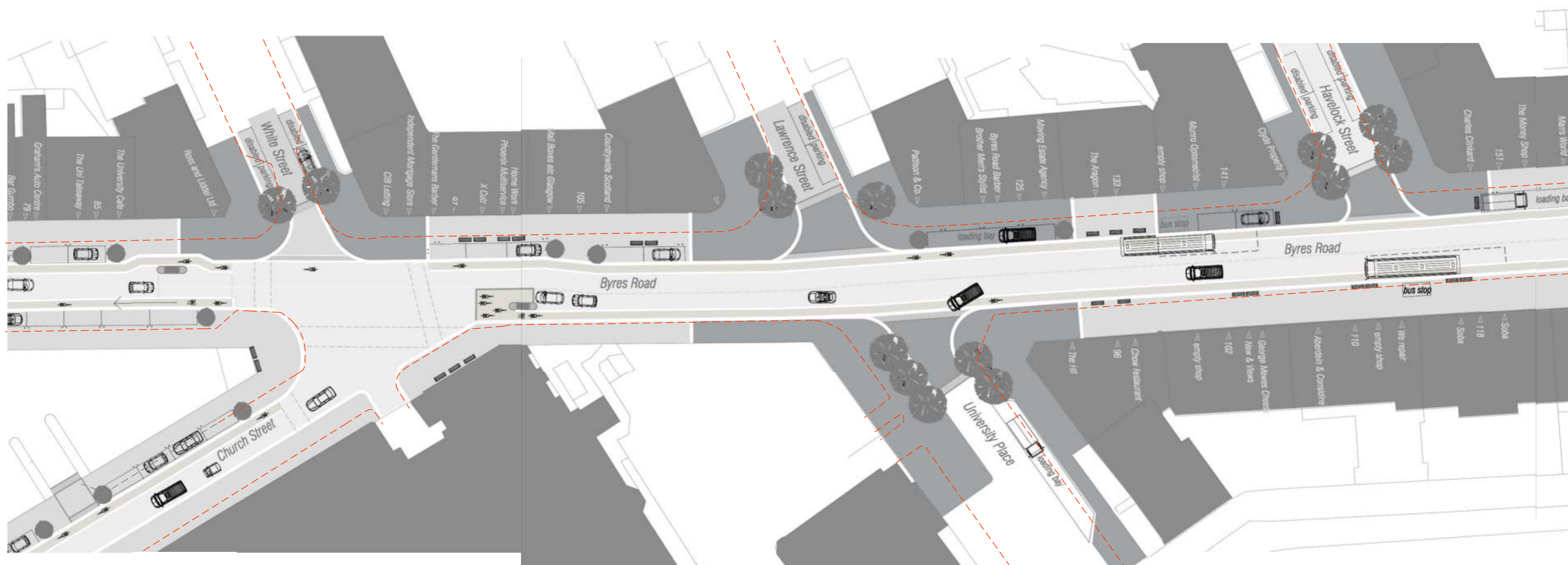


# BYRES ROAD: PUBLIC REALM

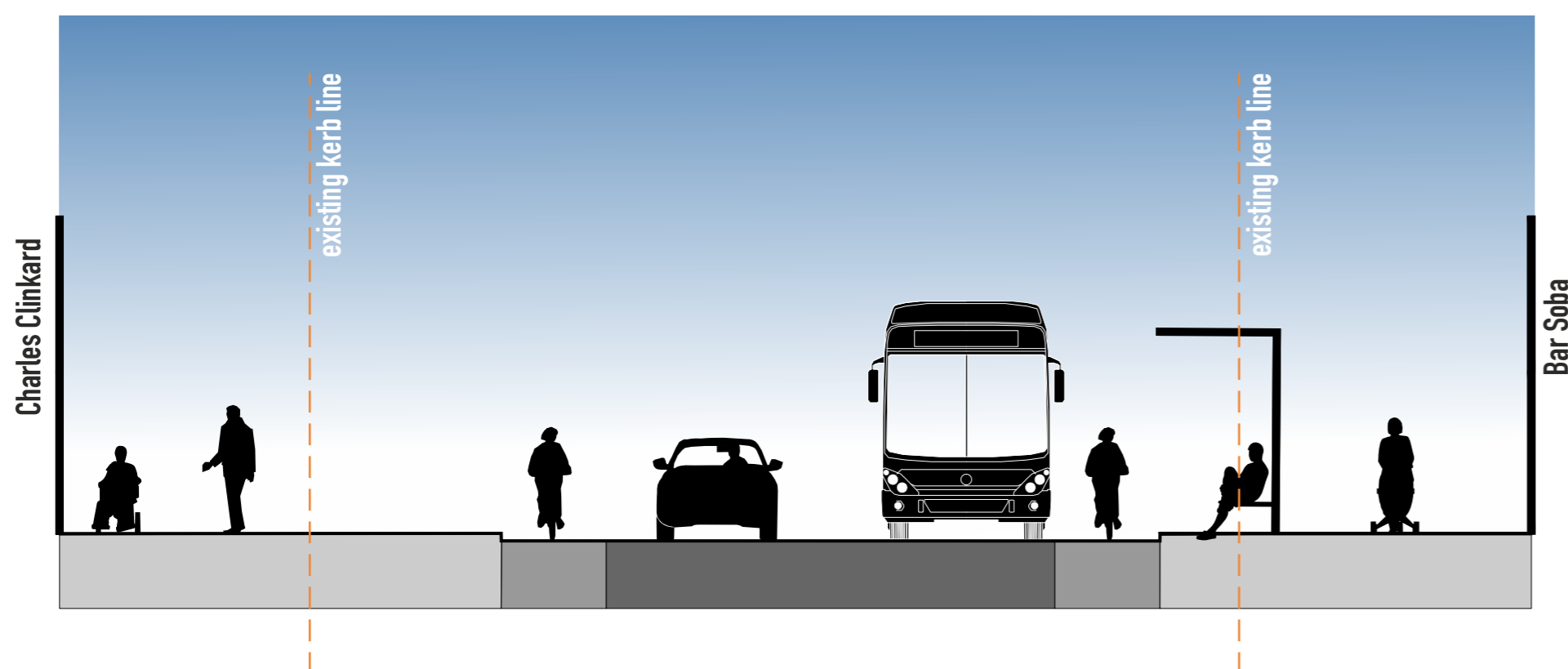
# Church Street to Havelock Street



## street layout



## street section



## street fact

40% of people shopping on Byres Road live or work within 10 minutes' walk from the street

Byres Road at the Church Street/White Street junction





**BYRES ROAD:  
PUBLIC REALM**

**Havelock Street to Ashton Lane**

**before and after at Dowanside Road**

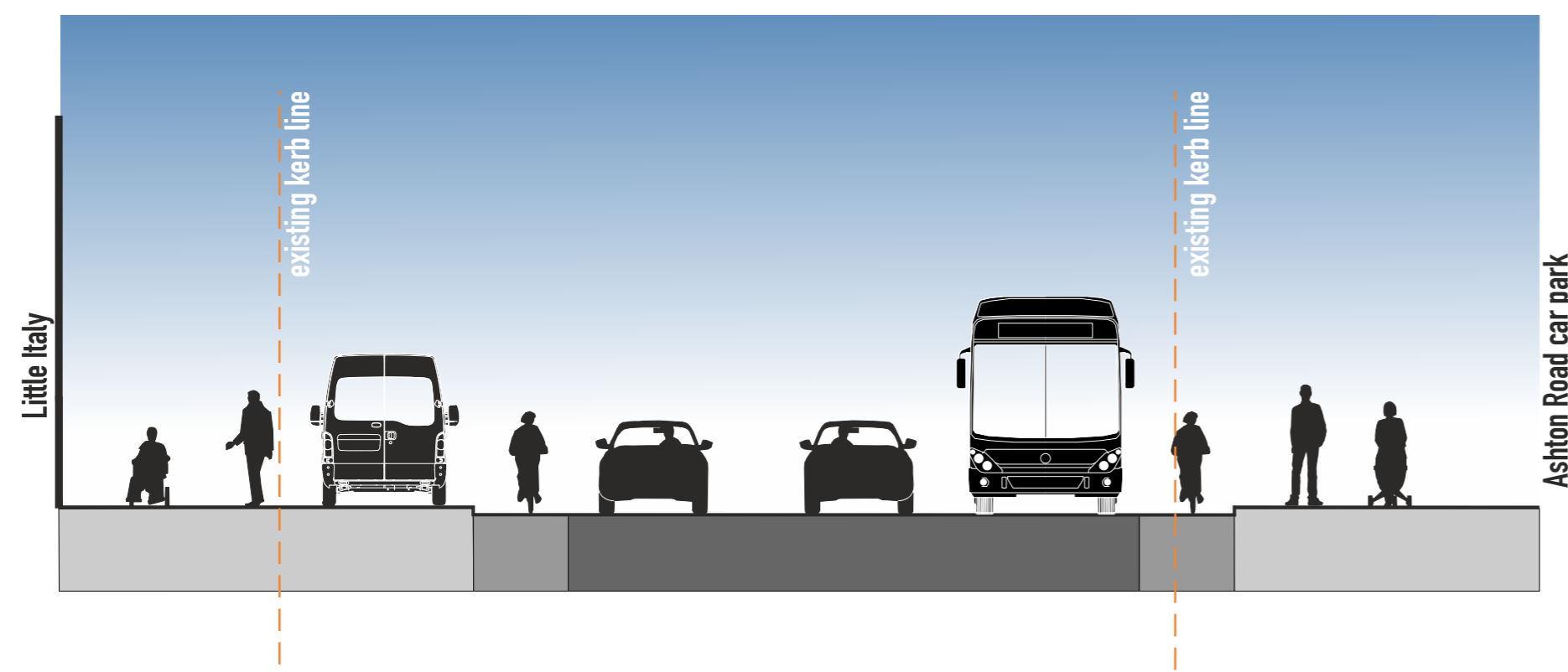


**street layout**



**street fact**

**street section**



**69% of shoppers on Byres Road have arrived using sustainable methods of transport, ie walking or cycling (40%) or public transport (29%)**

**before and after at Ashton Road**





## BYRES ROAD: PUBLIC REALM

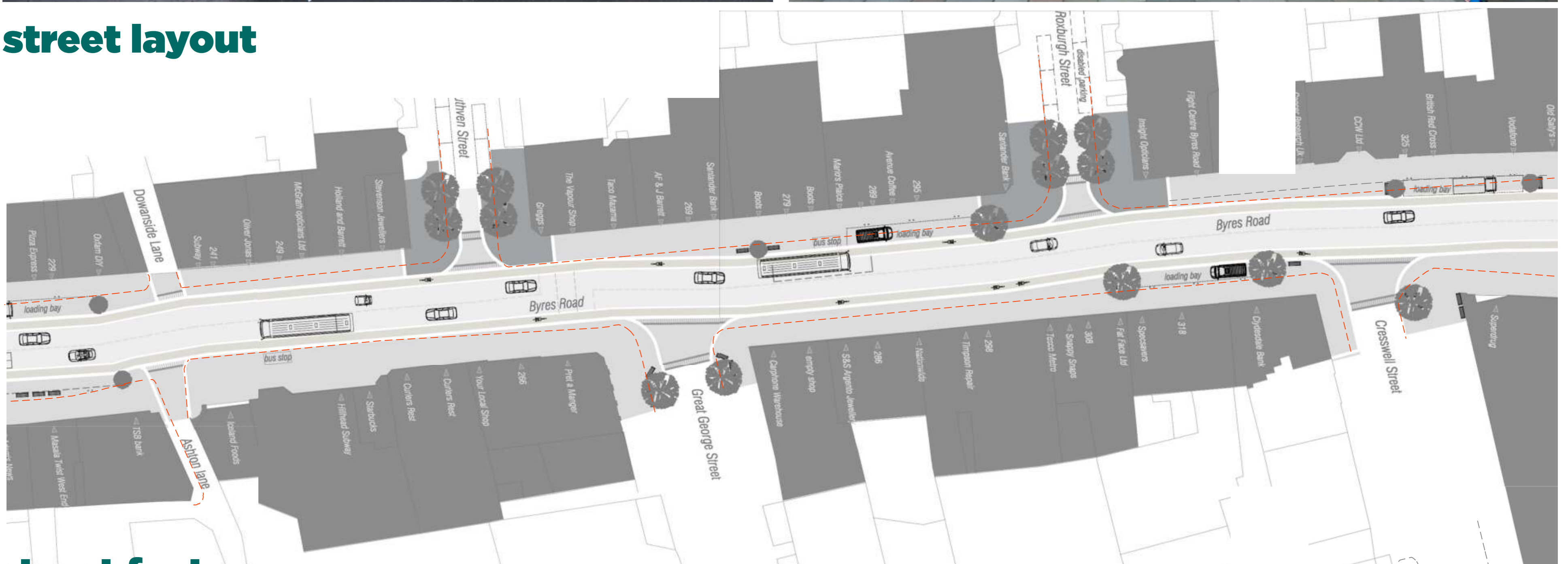
# Ashton Lane to Cresswell Street



### before and after at Roxburgh Street



### street layout



### street fact

In the summer those arriving by active travel generate 41% of the monthly retail spend on Byres Road which increases to 67% during University term-time. By comparison, those arriving by car account for 36% of the monthly retail spend during summer and 10% during term-time.

### before and after at Gt George Street





# BYRES ROAD: PUBLIC REALM

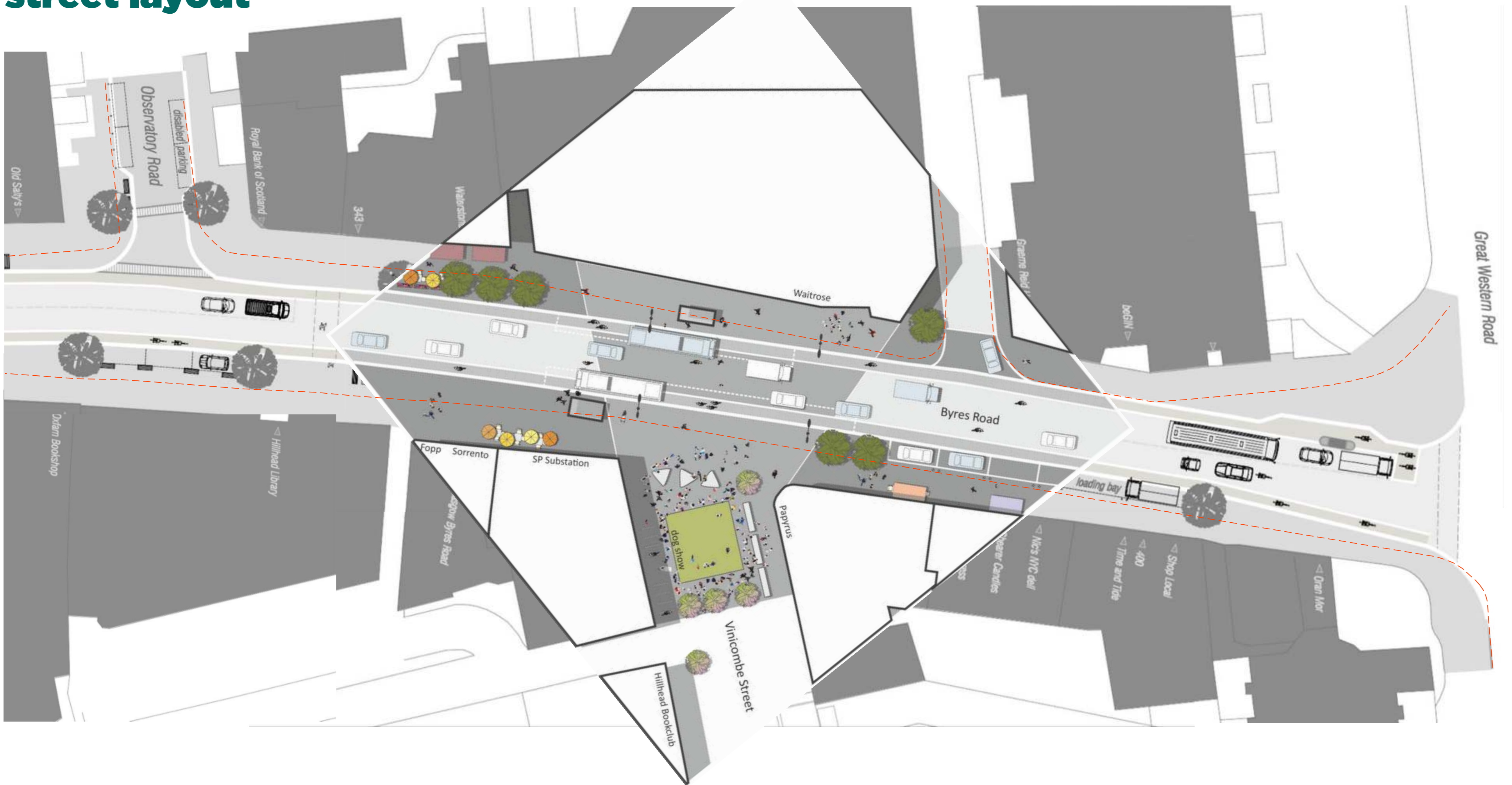
# Observatory Rd to Gt Western Road



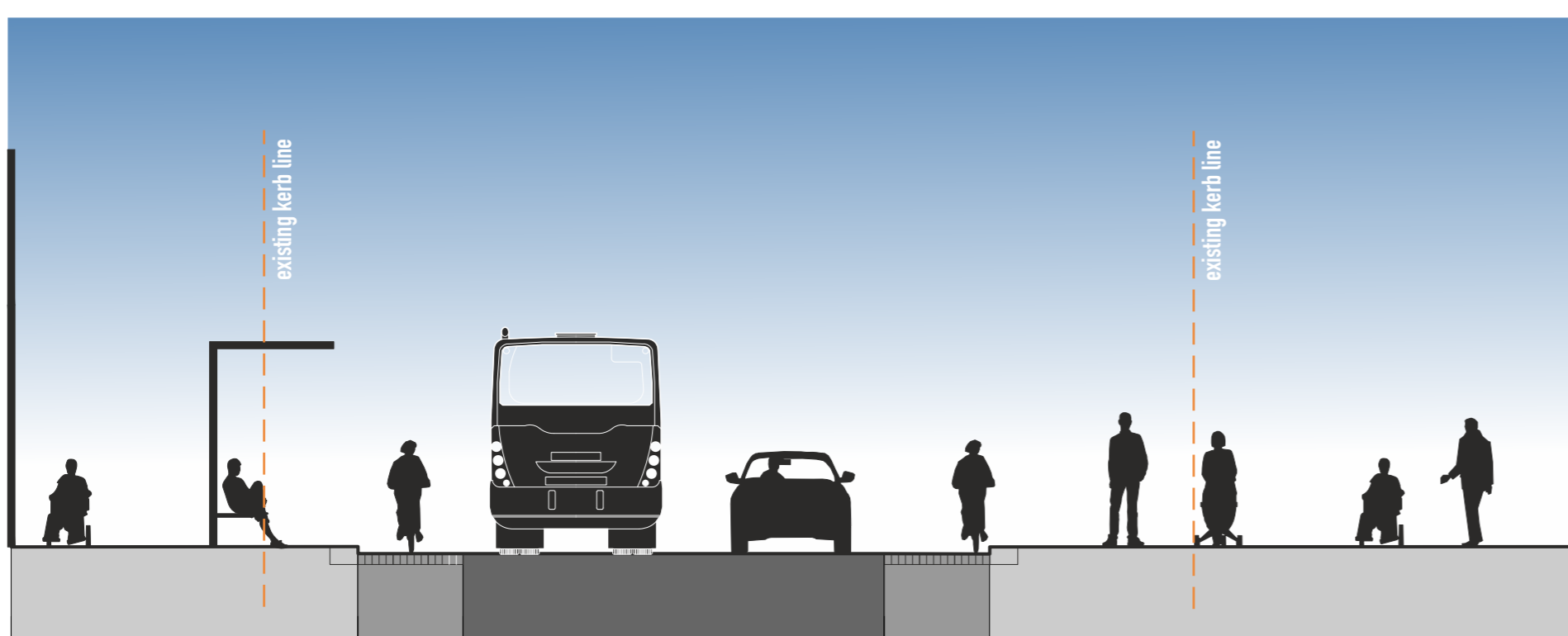
## before and after at Vinicombe Street/Waitrose



## street layout



## street section



## street fact

There are more than 1,000 car parking spaces within the immediate area. Less than 10% of shoppers currently park on Byres Road.