

# Project Justification

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## Background/introduction

### Location

The site is located in Glasgow's West End, between Hyndland, Anniesland and Kelvindale. The site is surrounded by two main roads: Great Western Road and Crow road.

Running along the north, GWR is one of Glasgow's main arterial routes linking the city centre all the way to Bowling where it becomes the key road for the whole North West of Scotland. The section of GWR allows entrance to the site, is a busy five lane junction with signalised crossings for pedestrians. Crow Road runs along the west of the site and doesn't offer direct entrance on site for cars, does permit a link for pedestrians and cyclists.

The hospitals are served by a number of public transport options including Hyndland train station which is located south of the site and less than a mile from the entrance to the main hospital building. Hyndland is a busy train station offering links to the city centre and out to Dunbartonshire and a key stop in Glasgow West End rail network.

## The Hospitals

The site is made up of three large health centres:

1. Gartnavel General Hospital, a 500+ inpatient hospital that covers a range of healthcare specialities.
2. Beatson West of Scotland Cancer Centre, Scotland's largest cancer centre providing cancer services for 60% of the population.
3. Gartnavel Royal Hospital, a 117-bed mental health hospital.

The three hospitals are huge trip generators in the area with staff, patients and visitors needing to access the site at all times. Ambulances also have access to the site bringing another layer of complexity with regards to transport access.

## Current Issues

- Speed and amount of traffic on GWR makes the entrance to the site feel unsafe. The signalised crossing system is complex and favours cars.
- The hospital serves the most vulnerable in society who would benefit from improved safety and access.
- The off-road path that runs from Hyndland Train Station to the hospital buildings and GWR is narrow and while it is currently used by cyclists, it is not clear whether it is officially a shared use path. It also lacks a clear and safe link back onto GWR.
- The overcrowded hospital car park has become a source of concern and conflict for the hospital due to ever increasing demand for car parking spaces from patients, visitors and staff. Cars are parking in restricted areas and on pavements.
- There is no permeability between the adjacent neighbourhood and the hospital/train station making trips by foot or by bike unintuitive and unnecessarily long.

- The community of Anniesland does not have an active travel link to Hyndland that continues into the City Centre. While part of the West End, Anniesland has an SIMD score that places it in Scotland's 30% most deprived areas.
- The train station offers a link further into Hyndland onto Novardrive, however the stairs present a barrier for cyclists and other wheelers including wheelchair users and people with pushchairs.

## Vision

This document is a request for funding to undertake a feasibility study of Gartnavel site that would explore the following ideas:

### *Improved connectivity*

Gartnavel hospital grounds could play a strategic part in the development of Glasgow's West End active travel network linking Anniesland to Hyndland. A piece of the network that was otherwise missing. The site offers different options that could introduce new traffic free or quiet routes that would cut across the site and link to the surrounding active travel network. The area would also benefit from improved and intuitive way finding along any new routes. As key connection point within the West End, Hyndland train station will be central to any route improvement plan.

### *Greater accessibility and safety*

Hospitals serve the most vulnerable people in society. Gartnavel site is home to three hospitals that offer care to a huge variety of patients including a larger number of cancer and mental health patients. Safety and accessibility on site is crucial and will be key to any decisions.

With plans for the site to become a like in the local active travel network, greater accessibility and safety for all non-motorised modes of transport is also highly important. Improving entrances and exits onto the site will be explored. Particularly on GWR, Crow Road/Shelly Road and Hyndland Train Station. The site should form routes that can be used by all types of wheelers included wheelchair users and people with pushchairs.

### *Increased active travel journeys*

The three hospitals are huge trip generators with people travelling from all over Glasgow and Scotland to go to work, attend appointments or visit relatives. While many of these journeys will be made by car, taxi or ambulance, there is a huge opportunity to promote other modes of transport and in particular active travel and train. Effective engagement with staff and local residents could highlight how many more journeys could be done by foot or by bike. In addition, the strategic location of the train station

### *More permeable neighbourhoods*

As it stands, the site cannot be accessed from the East. The wall separating the housing estate from the south means that journeys made by foot to the train station would involve a detour via GWR. Permeable neighbourhoods make areas more intuitive and accessible. The desire lines on the site provide important information as to how journey would be made more naturally without existing barriers.

## Collaborative Approach

A stakeholder group was set up in December 2019 to start initial discussions about the project. Present at our first meeting were representatives from SPT, Scotrail, Glasgow City Council, Sustrans, NHS Greater Glasgow and Clyde and Go Bike. The strength of this project will be in continuing with this collaborative approach to change. Each stakeholder will have an opportunity to

## Proposals for specific locations

*(For each location list potential benefits)*

1. Widening shared-use path
2. Paving desire line to restaurant – improving link back onto GWR
3. Exploring use of south hospital road as quiet route
4. Identifying risks and opportunity for Crow Road/Shelly Road entrance/exit
5. Hyndland train station tunnel accessibility
6. Opening to Hughlenden Gardens/Lane

## Community Engagement

See attachment

## Monitoring Plan

See attachment

## Other site projects (already underway)

- Bike repair station:
  - + New permanent bike repair station being installed near the main entrance of Gartnavel General.
  - + Will provide visitors, patients and members of the public access to tools for basic bike repairs works as notice board and a meeting point for walking/jogging groups.
- Secure bike shelter: Secure bike parking under constructing at Gartnavel General Hospital main entrance. Completion - 2020.
- Next Bike hire station: New next bike station planned to be installed at Hyndland train station