

CORPORATION OF THE CITY OF GLASGOW

EAST FLANK REPORT



TRAFFIC ENGINEERING CONSULTANTS

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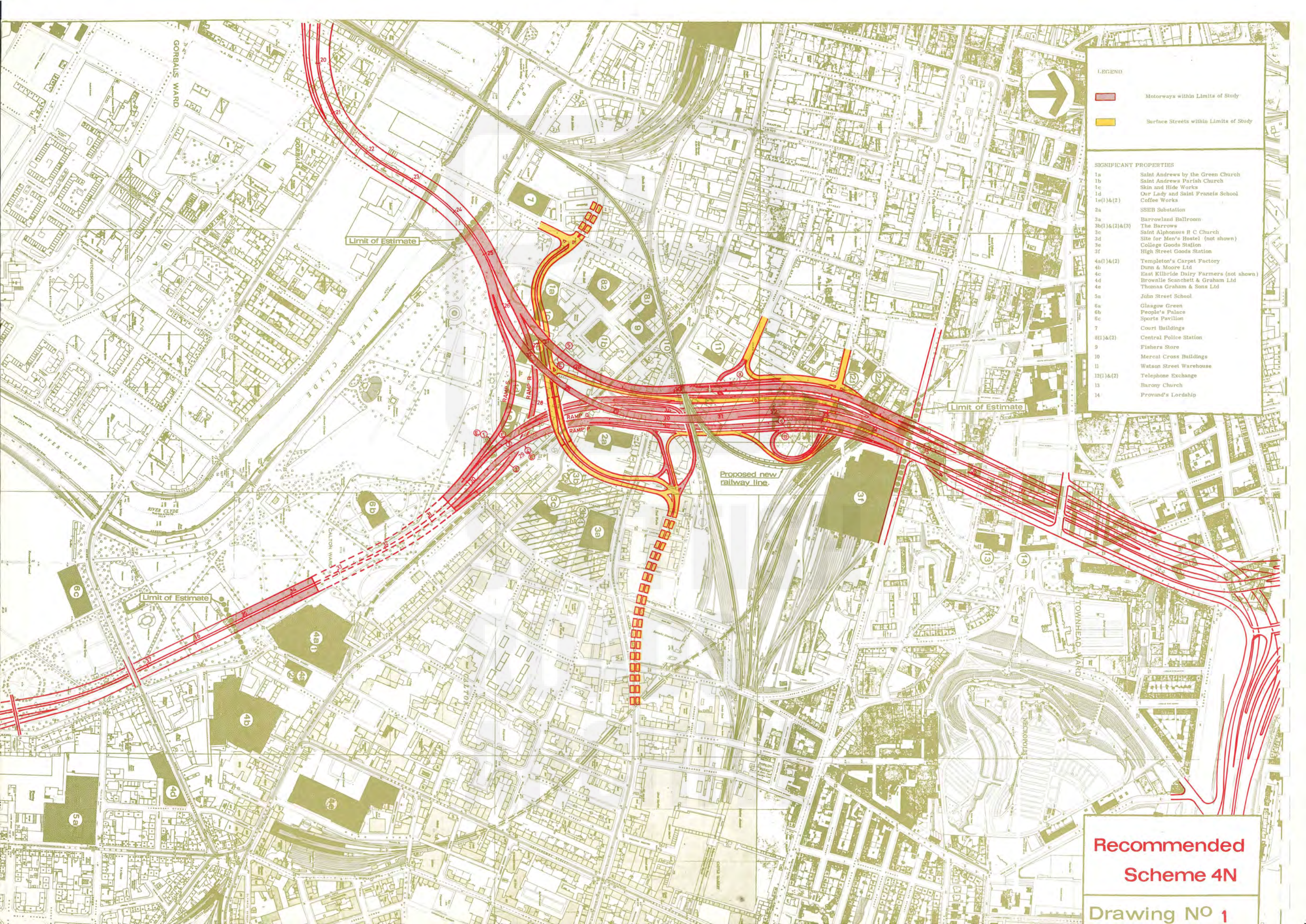
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ROADS
ARCHIVE



LEGEND

Motorways within Limits of Study

Surface Streets within Limits of Study

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 2b Barrowland Ballroom
 - 2c(1)&(2)&(3) The Barrows
 - 2c Saint Alphonsus R C Church
 - 2d Site for Men's Hostel (not shown)
 - 2e College Goods Station
 - 2f High Street Goods Station
 - 2g(1)&(2) Templeton's Carpet Factory
 - 2h Dunn & Moore Ltd
 - 2i East Kilbride Dairy Farmers (not shown)
 - 2j Brownlie Seanchett & Graham Ltd
 - 2k Thomas Graham & Sons Ltd
 - 2l John Street School
 - 2m Glasgow Green
 - 2n People's Palace
 - 2o Sports Pavilion
 - 2p Court Buildings
 - 2q(1)&(2) Central Police Station
 - 2r Fishers Store
 - 2s Mercat Cross Buildings
 - 2t Watson Street Warehouse
 - 2u(1)&(2) Telephone Exchange
 - 2v Barony Church
 - 2w Provand's Lordship

Recommended
Scheme 4N

Drawing N^o 1

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The Town Clerk
Corporation of Glasgow
City Chambers
GLASGOW G2 1DU

December 1973

Dear Sir

**THE EAST FLANK STUDY OF THE INNER RING ROAD
INCLUDING THE ADJACENT SECTION
OF THE HAMILTON MOTORWAY**

We have pleasure in submitting this Report on our investigations into possible alignments for the East Flank, including the adjacent section of the Hamilton Motorway. The Report contains the various alternatives considered by us along with our recommended proposal which is illustrated on the opposite page.

We should like to describe the background to this study. Growing concern by the public and by the Planning Department about the undesirable environmental aspects of the East Flank led to an examination of alternative lines for the East Flank which would be more acceptable. The closing of the College Street Goods Station made certain alternative lines much more feasible than had previously been the case. This reassessment culminated in a public exhibition at which were shown various alternative alignments, and Scheme 2AM was indicated as the Corporation's preferred scheme. In the course of that study, the line of the Hamilton Motorway was not fully resolved. This study accepts in principle the line of Scheme 2AM as the only suitable alternative to the Highway Plan line and is primarily concerned with achieving a scheme for that section of the Hamilton Motorway to the east of the East Flank. The eastern limit of this section being at Arcadia Street. It is also concerned with considering more fully

the design of the East Flank in the light of all the latest factors, especially the more recent traffic figures.

We recommend the adoption of Scheme 4N. The construction and property costs of this Scheme are approximately the same as the Highway Plan Scheme; it provides essentially the same traffic service but causes, in our opinion, significantly less environmental damage. A significant feature of the Scheme is the 300 metre long section of the Hamilton Motorway which has been placed underground adjacent to the People's Palace. In our opinion, this feature will significantly reduce the adverse effect that a normal open cut cross-section would have on Glasgow Green.

Although Scheme 4N is presented as a detailed proposal and would, in fact, function if built as shown, we would emphasise that it should be regarded as a planning proposal at this stage and should be subject to re-examination and refinement within the overall limits of the Scheme. It has in fact been the normal practice with the Highway Plan proposals that, as sections of the Plan come close to implementation, they are examined in detail and improvements made where possible.

In the course of this study, we have maintained close contact with, and been guided by, your officials of both the Planning and City Engineer's Departments who, we believe, are in broad agreement with our proposals. The Estates Department produced the estimated property costs quoted in this study.

Yours faithfully

Scott Wilson Kirkpatrick & Company
(Scotland)

William Holford & Associates
(Glasgow)

John M. Cullen *John L. Wyne*

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INTRODUCTION

1.1 *Terms of Reference*

This study is part of the continuing work on the highway planning in Glasgow and has become necessary due to the possibility of changes in the East Flank of the Inner Ring Road. These changes were studied as part of a public participation programme following public concern about the environmental effects of the Highway Plan proposals. Since the adoption of Line 2AM for the East Flank opens up the possibility of alternative lines for the Hamilton Motorway, this study is primarily concerned with these alternative possibilities.

1.2 *Object of Study*

The object of the study is to produce a scheme sufficiently detailed to allow the planning of the adjacent areas to proceed and sufficiently definite to identify which properties will be affected. It must be emphasised that further outline design work will still be required following the completion of this study.

1.3 *Progress Reported to Technical Working Party*

During the preparation of this report, progress has been reported to the Technical Working Party and it is understood that the proposals contained in this report are generally in accordance with the thinking of the Working Party.

2. SURFACE STREET PATTERN

2.1 *Request for Recommendation*

We were requested by the Planning Department to recommend a system of district distributors in the eastern part of the City. In any event, the design of the East Flank and Hamilton Motorway is to a large extent related to the surface street network, so that the surface street proposals interact with the motorway proposals.

2.2 *History*

When the Highway Plan for Glasgow was published in 1965, it proposed that Duke Street extending to Shettleston Road should be an expressway. Subsequently, planning studies of the eastern part of the City have brought out certain difficulties associated with this proposal. These are as follows:

- (a) The line passes alongside Parkhead Forge (Beardsmore's) which, assuming that the factory remains in operation for the foreseeable future, presents problems associated with the movement of materials and vehicles unacceptable on a road of expressway standard.
- (b) The line presents difficulties with road widening and access in the area of the Great Eastern Hotel and the nearby multi-storey housing development.

- (c) The line passes through the existing Duke Street shopping area in Dennistoun which is expected to have a long life, and no easy means of bypassing this area has been found.

As a result, the GGTS study group prepared Technical Note No 20. This note recommended the development of Gallowgate as the preferable east/west route through the area and proposed that it be connected to Shettleston Old Road along a line immediately south of Beardmore's Works north of Parkhead Cross. We would agree with the conclusions of this report.

2.3 *Duke Street*

We further propose that Duke Street become a bus priority route; specifically, we propose that Duke Street between approximately Annbank Street and Bluevale Street be restricted to use by buses and service vehicles.

2.4 *London Road*

From the information available at present it is not clear whether it is necessary to provide a district distributor on the general line of London Road between Abercromby Street and Saltmarket. We have misgivings that such a road would tend to sever Glasgow Green from an adjacent area of potentially high amenity value. Since we believe that the choice between the alternative motorway schemes, which is the objective of this report, is not influenced by a decision regarding London Road, we have omitted it from our studies at this stage.

The remaining district distributors are unaltered from the pattern developed over the years as planning studies have proceeded.

2.5

Central Area Street Pattern

We have adopted the Central Area street pattern recommended in Volume IV of the Greater Glasgow Transportation Study "Planning for Action". One of the consequences of these surface street proposals is that Gallowgate runs directly into the area between Argyle Street and Clyde Street where a large part of the Central Area parking provision is to be made. There may be advantages in making Victoria Bridge-Stockwell Street and Albert Bridge-Saltmarket a one-way pair, Stockwell Street northbound and Saltmarket southbound.

2.6

Effect on Ring Road Design

Due to the upgrading of Gallowgate and the downgrading of Duke Street, it is proposed to remove the connections with the Inner Ring Road at Duke Street and develop a high capacity interchange with the Inner Ring Road at Gallowgate.

3. BASIC PROPOSITIONS FORMING THE FRAMEWORK OF THE STUDY

3.1

South Flank of Ring Road

It is assumed that the South Flank of the Ring Road will remain essentially unchanged.

3.2 *Line 2AM Accepted*

It has been taken that the only alternative alignment to the original Highway Plan alignment acceptable to the Corporation is Scheme 2AM. The main determinants of Line 2AM are:

- (a) Avoidance of High Street Goods Station.
- (b) Avoidance of Glasgow Cross by a reasonable distance.
- (c) Avoidance of Charlotte Street electricity sub-station.
- (d) Avoidance of St. Andrew's Parish Church by a reasonable distance.
- (e) Crossing the River Clyde west of the weir.

3.3 *Braiding*

Preliminary studies of traffic operation on the East Flank indicate serious weaving problems between Townhead Interchange and Hamilton Motorway. In view of the apparent public concern about weaving on the Kingston Bridge at traffic flows well below design volumes and given the present general concern for higher operating standards, we have sought to discover any feasible means of improving on the original Highway Plan proposals. If it is deemed permissible to make no provision for movements between the Monkland Motorway and the Hamilton Motorway via the Ring Road, then weaving can be greatly reduced by braiding in what we believe is a feasible and economical manner. We would emphasise that the inclusion of the braiding in these studies does not imply a definite recommendation at this stage but merely the likelihood of this outcome and, although we believe this issue is not crucial to the choice of an outline scheme, we consider it best while developing these alternative schemes to incorporate those features which at present time seem most likely to be eventually adopted.

3.4 *Elimination of Southernmost Half Diamond of East Flank*

It is proposed to eliminate the southernmost half diamond from the East Flank that was proposed in the Highway Plan. This is done for three reasons:

- (a) There are liable to be operational difficulties, particularly with respect to the on-ramp where a merge is forced over a relatively short distance before the merge of two major motorway roadways.
- (b) The southeast corner of the Ring Road is a critical section for capacity in view of the inevitable weaving and high volumes, and this proposal will induce some shift of traffic from the Ring Road to the surface streets which are under-used in the vicinity.
- (c) It facilitates the provision of a half diamond connection with the Hamilton Motorway within the interchange in the vicinity of Gallowgate.

3.5 *Surface Street Connections*

The end result of the various changes in concept since the Highway Plan proposals is to permit the connections from the Ring Road to the surface streets system to be made in the area of the abandoned College Street Goods Station and in the area immediately south of the elevated railway at Molendinar Street, which are areas well suited for this purpose.

3.6 *Southbound Ring Road Roadway under Railway*

In all of the schemes studied, it is assumed that the southbound, ie the downhill, roadway of the Ring Road passes under the elevated railway at Bell Street while the northbound, ie the uphill, roadway passes over.

The reason for having the northbound roadway over is that otherwise a gradient of some 4.8% would result which is considered undesirable but is acceptable for the downhill roadway. The advantage of having the southbound roadway under the railway is that an appreciable length of road can be changed from structure to on-ground with a consequent cost saving, and the grade separation which is inevitable between the southbound roadway and the ramp from the Hamilton Motorway to the Ring Road northbound can be much more readily achieved. Generally the junction with the Hamilton Motorway is improved by reducing its overall height from four level (as shown at the public exhibition — Scheme 2AM) to three level.

4. CONSTRAINTS

4.1 Source

The main constraints are shown on the 1/2500 base drawing and are taken from a report prepared by the Corporation of Glasgow Planning Department entitled "East Flank and Barrowland Study". The designation of properties is adopted from that report.

4.2 List of Major Constraints

Since Line 2AM is assumed for the East Flank, a description is given only of those properties that affect the Hamilton Motorway:

(a) Templeton's Factory (4a(1))

In view of the architectural significance of this building and the numbers employed, this has been taken as an absolute control.

(b) New Extension of Our Lady and St Francis School (1d)

We have been informed by the Planning Department that this school is to be removed from its present location and therefore this building is no longer an important control.

(c) Eastern Building of Coffee Works (1e(i))

This part of the Coffee Works operates in conjunction with the main building to the west. If the main western building was taken and this eastern building saved and land made available to replace the western building, there would be a saving of £600,000.

(d) Electricity Substation (2a)

In view of the difficulty and expense in moving this substation, we have taken it as an absolute control. In any event, it is not too inhibiting on possible schemes.

(e) The Barrows (3(a) and (b))

It is not clear how hard a control this should be but we have taken the view that it should be avoided unless some clear advantage is to be gained by encroaching on it.

(f) St Alphonsus R C Church (3c)

Arising out of the public participation exercise, it has become apparent that this church has a very high usage and a petition with over 10,000 signatures has been submitted to the Corporation objecting to its removal. Apparently a large part of the usage is connected with people visiting the adjacent Barrows. We have been advised by the Planning Department that this should be treated as a high order restraint.

(g) Glasgow Green (6)

The fixed part of the Hamilton Motorway already affects an appreciable length of the Green and the issue in this study is the section of Glasgow Green where an option exists to avoid it depending on the scheme chosen. It is to be expected that there will be opposition from many people to the construction of a motorway through the Green and we therefore consider it most important that serious thought be given to means of ameliorating the adverse effects on the Green in the case of any of those schemes that affect the Green. For this reason, we have allowed for a length of cut and cover on any schemes passing through the Green adjacent to the People's Palace, amounting to 300 metres. We have also made it a condition of our designs that the section of the East Flank which crosses Glasgow Green should be such as to make the design environmentally acceptable.

5. CHOOSING POSSIBLE SCHEMES

We started off with Scheme 2AM as presented at the public participation exercise last year which showed a short section of the Hamilton Motorway as shown on Report Drawing No 5. The Hamilton Motorway was then extended, first of all north of Templeton's Factory as shown on Report Drawing No 6, and then south of Templeton's Factory as shown on Report Drawing No 7.

The next Scheme was to locate the Hamilton Motorway along the north edge of Glasgow Green on the line proposed in the Highway Plan Scheme with a straightforward interchange with the East Flank. This is known as Scheme 5 and is shown on Report Drawing No 8. This Scheme may be considered the straightforward engineering solution.

Scheme 6, shown on Report Drawing No 9, utilises the same interchange at the East Flank but the Hamilton Motorway line passes north of Templeton's Factory.

Scheme 4, shown on Report Drawing No 10, is a development of Scheme 5, the only change being a rearrangement of ramps within the interchange. This new configuration achieves a more compact interchange and permits the western end of the Hamilton Motorway to be placed close into the Central Low Level Railway Line and into the slope that runs from the higher ground which extends north of Greendyke Street and runs down to the lower level that extends over most of the Green.

In Scheme 8, shown on Report Drawing No 11, the Hamilton Motorway passed south of Templeton's Factory and passed to the north of the Barrows before interchanging with the East Flank north of the Electricity Substation.

In Scheme 9, shown on Report Drawing No 12, the intention was to avoid Glasgow Green and follow for the most part the existing electrified railway leading from High Street Station to Bridgeton Cross Station which already represents to some extent a severance of the area. It was also a feature of this Scheme that the interchange with the East Flank was located largely in an area of little value and with little adverse environmental effect.

Scheme 3, as shown on Report Drawing No 13, is the same as Scheme 9 except that the line of the Hamilton Motorway in the vicinity of London Road has been moved west close to Templeton's Factory to avoid passing through the Bridgeton/Dalmarnock CDA.

Scheme 11, as shown on Report Drawing No 14, is the same as Scheme 3 except that the line of the East Flank, instead of passing through the main building of the Coffee Works, has been moved eastwards so as to pass between the two Coffee Works buildings. In so doing, it is necessary to pass over the tidal weir on the

River Clyde and affect an existing school building immediately south of the River.

This Scheme was prepared to see if an option existed to avoid the expensive acquisition of the main Coffee Works building. The City Engineer has indicated his disapproval of the proposal to locate the motorway over the weir.

Scheme 12, shown on Report Drawing No 15, also represents an option to avoid the main Coffee Works building, but passing to the west and requiring the acquisition of St Andrew's Parish Church.

Scheme 13, shown on Report Drawing No 16, represents a variation on Scheme 4 which avoids the Coffee Works but affects St Andrew's Parish Church.

SELECTION OF PROMISING SCHEMES

The next stage of the study was to select a limited number of schemes for more detailed study. We were informed by the Planning Department that the Bridgeton/Dalmarnock CDA was finalised and has been submitted to the Secretary of State for Scotland and that it was not possible at this stage to contemplate a major change in it. This had the effect of eliminating Scheme 2a, Scheme 6 and Scheme 9. It was also decided not to compound the difficulties of selecting a scheme by re-opening the question of the East Flank alignment. In any event, it was considered that the option of avoiding the Coffee Works by moving the line of Scheme 2AM was a separate option that would still remain open after the selection of a basic scheme. This decision then eliminated Scheme 11, Scheme 12 and Scheme 13. Scheme 8 was considered to have serious planning disadvantages without having the positive advantages of Scheme 4 or Scheme 3. This left three schemes for further study: Scheme 2 (2AMs), Scheme 3 (the "Indirect" Scheme) and Scheme 4 (the "Direct" Scheme). To make the study fully comprehensive, the "Highway Plan" Scheme was also included for further study and designated Scheme 1.

7. DETAILED STUDIES

The four Schemes selected for more detailed studies were then as follows:

- Scheme 1 — "Highway Plan" Scheme
- Scheme 2 — "Public Participation" Scheme
- Scheme 3 — "Indirect" Scheme
- Scheme 4 — "Direct" Scheme

7.1 Scheme 1 — Drawing Nos 17 & 18

Scheme 1 is the most up-to-date version of the "Highway Plan" Scheme, the only significant change being the cut and cover section of the Hamilton Motorway within Glasgow Green which was incorporated to make this Scheme comparable with Scheme 4.

7.2 Scheme 2 — Drawing Nos 17 & 20

This Scheme is based on Scheme 2AM prepared and shown at the Public Participation Exhibition, with the Hamilton Motorway passing south of Templeton's Factory. The southbound carriageway of the Ring Road passes under the St John's Link railway line at Molendinar Street, whereas the northbound carriageway of the Ring Road passes over the railway as do both of the ramps leading to and from the Hamilton Motorway. Gallowgate is realigned close to the railway and at the same level as the railway. It connects on to Saltmarket on the west and to a one-way pair of roads leading into the St Enoch's Station area, where it is proposed that there should be a high level of car parking. There is an interchange between the Ring Road and Gallowgate and also between the Ring Road and a one-way pair of streets serving the Central Area north of Argyle Street. The one-way pair of streets are Ingram Street and Bell Street. The large volumes of surface street traffic passing through this area

and the large volumes required to interchange between the Ring Road and the surface streets in this area present a difficult design problem. This problem is compounded by the presence of the above-ground St John's Link railway line and the proposed new line connecting to the Queen Street Low Level line at High Street Passenger Station. Nevertheless, the proposed road system shown is, we believe, an effective and economic means of meeting these requirements. Although the arrangements may appear complex at first glance, there is relatively little structure involved which tends to be where the greater costs are, and if individual movements are traced it will be seen that they are not unduly complex nor unduly difficult to design. The half diamond from the Hamilton Motorway has been connected into the interchange with Gallowgate. There are no direct connections between the Gallowgate and the Ring Road Road south. This omission is for three reasons:

- (a) There are liable to be operational difficulties, particularly with respect to the on-ramp where a merge is forced over a relatively short distance before the merge of two major motorway roadways.
- (b) The southeast corner of the Ring Road is a critical section for capacity in view of the inevitable weaving and high volumes, and this proposal will induce some shift of traffic from the Ring Road to the surface streets which are under-used in the vicinity.
- (c) It facilitates the provision of a half diamond connection with the Hamilton Motorway within the interchange in the vicinity of Gallowgate.

7.3 *Scheme 3 — Drawing Nos 21 & 22*

The comments made under Scheme 2 in relation to surface streets apply equally to this Scheme. It should be noted that the St John's Link Railway line has been realigned to the north to allow the interchange to be more compact and occupy less land. A half diamond connection with Gallowgate is proposed. It will be noted from the road profiles accompanying Scheme 3 that the Hamilton Motorway is at present about 7 metres below ground level except where it requires to rise to ground level to cross the Central Low Level Railway line at London Road.

7.4 *Scheme 4 — Drawing Nos 23 & 24*

The remarks regarding the surface street arrangements and connections to the motorways made with reference to Schemes 2 and 3 also apply generally to this Scheme. The special features of this Scheme are that the Hamilton Motorway connects directly to the Ring Road in the shortest possible distance. The Hamilton Motorway lies wholly within Glasgow Green. The interchange takes both buildings of the Coffee Works and all property in between, which is of course reflected in the property costs in this Scheme but, on the other hand, this does mean that there is more freedom to design the interchange and associated landscaping to be as attractive as possible. In designing the detailed layout of this Scheme, a particular effort has been made to arrange the plan and profile of the roadways within and adjacent to Glasgow Green in such a way as to be as pleasing as possible. Since this Scheme has obvious advantages over all the other schemes in terms of construction cost, property cost and property disturbance, and its only relative disadvantage in its impact on Glasgow Green, it was considered desirable to make every effort to minimise

its adverse effect. It was considered desirable to cut and cover an optimum section of the Hamilton Motorway ie the maximum benefit achieved at minimum cost. The length shown is 300 metres which was judged to be optimum, but obviously if this Scheme were chosen the extent of cut and cover would be an issue still to be determined. To make this Scheme as directly comparable as possible with the other schemes, the cost of cut and cover is included but is also given separately so that a cost without cut and cover can readily be arrived at. Our best information at this time is that artificial ventilation would not be required, eg the cut and cover section of the Leeds Inner Ring Road is appreciably longer than the length proposed here. As regards drainage, the lowest level of road in this Scheme, as with the other schemes, is no lower than the section of the Hamilton Motorway beyond the limits of this study. This level is below the highest water level recorded on the river and special drainage arrangements would in any case be required, either pumping or storm water storage, and we therefore consider that this issue should not have a significant influence on the choice of schemes.

7.5 Costs

Table 1 shows the construction and property costs of each scheme. The construction cost shown for the "Highway Plan" includes an extra over cost of £1.45 million to allow for the introduction of braiding to make it comparable with the other schemes and an extra over cost of £1.25 million, again to make it comparable with the other schemes as regards surface streets.

The extent of property affected by Schemes 1, 2, 3 and 4 is shown on Drawings Nos 36-39 which are not included in this Report but are available.

The costs were supplied by the Corporation Estates Department and we must thank them for supplying these costs so expeditiously.

8. ANALYSIS

The schemes with the lowest total cost are Scheme 1 and Scheme 4, each with costs of approximately £23.5 million. Schemes 2 and 3 are higher with roughly the same cost – £25.30 million and £25.66 million respectively.

Scheme 1, the "Highway Plan" Scheme – Drawing Nos 17 & 18

Has the advantage of avoiding many of the major constraints in the eastern part of the City. In particular, the Coffee Works, St Alphonsus R C Church, and the Barrows. However, it is our opinion that these are outweighed by the very serious environmental disadvantages, especially with regard to their effect on:

- (a) Glasgow Cross and its associated section of High Street, and
- (b) Glasgow Green. It should be noted that inclusion of the cut and cover section at the People's Palace does not make the effect of Schemes 1 and 4 on Glasgow Green fully comparable. Scheme 1 has the further disadvantage that a major part of the Hamilton Motorway interchange is contained within the Green on structure. This also has an adverse effect on the Justiciary Courts.

- (c) The River Clyde and its associated banks. Due to the particular profile and the location of the Hamilton Motorway interchange, the resultant river crossing requires that the north and south carriageways be at different levels.

The diagram on Report Drawing No 25 which illustrates the potential broad land use pattern indicates that the eastern sector of the City could, in our opinion, be developed in a manner suitable to the known future requirements of the area. Glasgow Cross Outline Comprehensive Development Area would, however, suffer pressure from the Ring Road, which would inhibit the potential for redevelopment in this area.

It should be noted that this scheme would require an element of redesign to incorporate the changes which were included for cost comparison purposes.

We are of the opinion that this scheme should be rejected.

Scheme 2: "Public Participation" – Drawing Nos 19 & 20

As established at the Public Participation Exercise, this general alignment of the Inner Ring Road proved the most appropriate for dealing with:

- (a) The environmental issues arising out of the High Street area.
- (b) The avoidance of potential expenditure required at that time by British Rail for the relocation of the High Street Goods Station, and
- (c) The impact on Glasgow Green as the Hamilton Motorway interchange is relocated outwith the Green, and
- (d) The crossing of the River Clyde. The north and south carriageways being on the same level allow potential for more suitable design solution.

The environmental impact of this alignment has been further improved by the reduction in the amount of structure necessary. This is a direct result of the proposal to pass the southbound carriageway under the railway at Bell Street.

The adverse effects of this scheme are that it requires the removal of St Alphonsus R C Church and, whilst it physically avoids the Barrowland Dance Hall, it passes through the Barrowland area of influence to such an extent that it could effectively destroy the Barrowlands as they are known at present. Its effect on Glasgow Green would be very serious, particularly in the area between the People's Palace and the Templeton Carpet Factory. The cost of £25.30 million quoted for this scheme assumes that the Hamilton Motorway passes over the Central Low Level Line. In this situation, the Hamilton Motorway is at ground level crossing Monteith Row. To reduce the impact on Glasgow Green, the Hamilton Motorway could be depressed below the Central Low Level Line. This would add £1.79 million to the cost, making a new total of £27.09 million which puts the cost some £3.5 million above Scheme 4.

The Diagram on Report Drawing No 26, which illustrates the potential broad land use pattern, indicates that the Glasgow Cross Outline Comprehensive Development Area now has sufficient space to allow a more appropriate potential for its redevelopment. The development of the eastern sector of the City would, however, be subject to severance by the Hamilton Motorway. Depressing the Hamilton Motorway as suggested would give obvious improvements, but we consider that this further extra expenditure would not give sufficient benefit to make it justifiable.

We are of the opinion that the disadvantages of Scheme 2 give sufficient reason to reject it.

Having eliminated Schemes 1 and 2, we are of the opinion that in the final analysis the choice lies between Scheme 3, the "Indirect Scheme" and Scheme 4, the "Direct Scheme".

Scheme 3: "Indirect Scheme" — Drawing Nos 21 & 22

The alignment of the Inner Ring Road presents the same advantages as those described for Scheme 2, apart from the further improvement brought about by the relocation of the Hamilton Motorway interchange within the College Goods Station area. The other advantages of this scheme are:

- (a) The removal of a major part of the Hamilton Motorway from Glasgow Green, and
- (b) Only one of the significant properties under consideration for the Hamilton Motorway is affected, this being the once proposed site for a Men's Hostel.

The total cost for this Scheme is £25.66 million, some £2.0 million more than Scheme 4. Apart from this additional cost, the disadvantages attributable to this scheme are less obvious than for Schemes 1 and 2. However, we consider it appropriate to point out that:

- (a) A considerable amount of property is affected, in particular the area of inter-war housing in the vicinity of Tobago Street, and
- (b) The additional distance that vehicles must travel between the South Flank of the Inner Ring Road and the Hamilton Motorway.

We have attempted to quantify this additional road user cost and express it in terms so that a direct comparison with the other factors is possible.

To do this, we have estimated the present value at 1983, assuming this to be the date that the Hamilton Motorway would be completed, of future additional road user costs, assuming a service life (accounting life) of 20 years. This figure is £3.32 million. The calculations are set out in the Appendix.

- (c) In terms of broad planning strategy, the Hamilton Motorway partially isolates a section of the city fabric.

The Diagram on Report Drawing No 27, which illustrates the potential broad land use pattern indicates that part of the eastern sector of the City could be isolated, its only access being from Gallowgate, unless measures were made to provide more adequate connections to the north and east. One solution would be to provide a section of cut and cover linking to the east. Justification for this further expenditure would require to be proved by a Cost Benefit Analysis in terms of land use. We are of the opinion that this solution would prove to be uneconomic.

We would point out that the original reason for the developing this particular scheme was to make use of the line of the existing railway running to Bridgeton Cross Station by placing the Hamilton Motorway next to it and following an existing line of severance. However, the present necessity to pass east of the Bridgeton/Dalmarnock Comprehensive Development area has caused the motorway to be pulled away from this railway, leaving only a short section adjacent to the railway.

We are of the opinion that the disadvantages of this scheme significantly outweigh the advantages, and thus the scheme should be rejected.

Scheme 4: "Direct Scheme" – Drawing Nos 23 & 24

This alignment of the Inner Ring Road has similar advantages to those outlined in Scheme 2 and 3. The particular location of the Hamilton Motorway interchange does, however, afford a better opportunity to design and integrate it into the existing topography. A further advantage of this scheme is that it avoids the once proposed site for the Men's Hostel.

The only apparent disadvantage which this scheme has is its impact on Glasgow Green. However, it is our opinion that the adverse effect on the Green will not be sufficient to lead to the choice of Scheme 3 over Scheme 4, as the section of cut and cover, together with the improved Hamilton Motorway interchange, leads us to believe that the impact will be acceptable.

The Diagram on Report Drawing No 28, which illustrates the potential broad land use pattern, indicates that the eastern sector of the City could be developed in a manner suitable to the known future requirements of the area. Glasgow Cross Outline Comprehensive Development Area also has the space required to allow for its appropriate redevelopment.

Comparative Analysis

- (1) The originally proposed line for the Hamilton Motorway was along the north edge of Glasgow Green. Because of recent greater environmental concern, this study has essentially been concerned with the problem of removing this objection. The re-examination of the East Flank alignment presented an opportunity to resolve this issue.

- (2) Schemes 2 and 3 were attempts to remove a section of the Motorway from the Green, and the enclosure (by cut and cover) of a critical section of the Motorway in Schemes 1 and 4 was another means of reducing the adverse effect of the Motorway on the Green.
- (3) The scheme which removes the Motorway from the Green to the greatest extent is Scheme 3. However, Scheme 3 costs £2.15 million more than either Schemes 1 or 4. The detailed disadvantages have already been listed but briefly it may be said that this scheme is generally disruptive and affects properties for which recent planning commitments have been made. The service provided to traffic by Scheme 3 is significantly inferior to the other schemes and we have estimated that this deficiency could be represented by an initial capital sum of £3.32 million, ie the net present value of future annual additional road user costs is £3.32 million. In our opinion, these disadvantages outweigh the advantage of removal from Glasgow Green, and we would thus reject this scheme.
- (4) Scheme 2 is the only remaining scheme that removes a section of the Hamilton Motorway from Glasgow Green. However, this scheme destroys St Alphonsus Church and a substantial area of the Barrows. In this scheme, the Hamilton Motorway crosses the Central Low Level Line for which there are current proposals for reopening by the Greater Glasgow Passenger Transport Executive. This crossing occurs near the People's Palace and would result in the Motorway being at ground level at the higher ground which prevails at the north edge of the Green and would be about 5 metres (16 feet) above ground level at the People's Palace. The Motorway would thus have an adverse effect on this part of the Green which would be difficult to ameliorate. This scheme also

tends to sever the potential housing area which exists immediately to the north from Glasgow Green. In our view, the extra cost of £1.79 million over that of Scheme 4 and the other disadvantages outweigh any small environmental benefit gained for Glasgow Green.

- (5) If the environmental deficiencies of this scheme are reduced by locating the Motorway in open cut under the Central Low Level railway, then a further additional cost of £1.79 million would be incurred. The extra cost of this modification over the original Scheme 4 is £1.79 million which, when added to the £1.79 million by which Scheme 2 exceeds the cost of Scheme 4, then the total extra cost is £3.58 million. In our opinion this extra cost, in conjunction with the properties affected, do not outweigh the environmental gains to Glasgow Green.
- (6) It now remains to compare Schemes 1 and 4. The costs and traffic service of these two schemes are equal but, in our view, Scheme 4 is environmentally substantially better. This is primarily because Scheme 4 leaves Glasgow Green unaffected, does not have an interchange immediately in front of the Judiciary Courts, has lesser effect on Glasgow Green and does not sever St Andrew's Parish Church area from Glasgow Cross and the City Centre. Also, Scheme 4 does not affect St Andrew's-by-the-Green Episcopal Church. For these reasons, we recommend the adoption of Scheme 4.

However, since Scheme 1 has stood as the Corporation's officially recognised scheme since 1965, and since the two schemes had not been developed to strictly comparable standards, it was felt that both of these schemes should be redesigned on a strictly comparable basis and the construction and property costs re-estimated. Also, the opportunity could be taken to make any

improvements that further studies might suggest. This would apply especially to Scheme 4 since this was a newly-conceived scheme where further refinements might be expected. Those further studies were undertaken and are described in the following section.

Reference can be made to Appendix 2 of this report, which sets out in detail the effect of these four schemes on the considered constraints, together with other factors of planning importance, illustrated on Drawings Nos 25-28.

9. FURTHER DETAILED DEVELOPMENT AND ASSESSMENT OF SCHEMES 1 AND 4 (Schemes 1M and 1N, and 4M and 4N)

Development

We were of the opinion that it was essential to make Schemes 1 and 4 strictly comparable. The costs quoted for Scheme 1 in Table No 1 indicate that an estimated sum had been included for the addition of braiding and surface streets to make the cost comparable with that for Scheme 4. As the Highway Plan Scheme is the basis from which all the other alignments have been developed, it was felt that Scheme 4 ought to be adjusted to provide the same traffic service as that of the basic scheme. These initial adjustments to the plans led to the "M" series of drawings.

Scheme 1M — Drawing No 29

It has been explained previously that, for various planning reasons, Duke Street was to be downgraded from an expressway route, and that Gallowgate was to be upgraded to undertake this function. It was therefore necessary to remove the motorway connections to Duke Street and replace them with connections to the new expressway route. When

these adjustments had been made to the Highway Plan Scheme (ie Scheme 1), it was renumbered Scheme 1M.

Scheme 4M — Drawing No 30

In order to provide the same traffic service as that of Scheme 1, the braiding provided in Scheme 4 was removed. It was also found possible to remove a loop on the north side of the expressway route to simplify the surface street system. Upon completion of these alterations, Scheme 4 was redesignated Scheme 4M.

Schemes 1M and 4M were costed within the same limits as had previously been used. These costs are shown in Table No 2. As the adjustments had been relatively minor, it was assumed that both the major profiles and the acquisition costs were the same as for Schemes 1 and 4. As can be seen from Table No 2, Scheme 4M is £0.39 million more expensive than Scheme 1M, but at this level of estimating such a difference is not significant.

At this stage, an investigation was made into the probable volumes of traffic that would be expected to use the East Flank. The results indicated that braiding would be necessary to cope with the expected traffic volumes, and it was decided to redesign the East Flank schemes accordingly. These adjustments resulted in the "N" series of drawings.

Scheme 1N — Drawing Nos 31 & 32

In order to make provision for the future predicted levels of traffic, braided ramps were added to Scheme 1M. Minor adjustments were made to the surface street system to accommodate the repositioned motorway on and off ramps. This revised scheme was designated Scheme 1N.

Scheme 4N — Drawing Nos 1 & 33

Braiding as incorporated in the original Scheme 4 was re-introduced.

At this time, the "Central Area" section of the Planning Department were brought into the continuing consultations with officials of the Planning and City Engineer's Departments. Concern was expressed about the new expressway route contributing to the severance of the Saltmarket and the St Andrew's Square area from Glasgow Cross and the Trongate. A request was made that the loop to the east of High Street between Bell Street and Trongate be removed so as to permit adequate space for satisfactory redevelopment to take place around Glasgow Cross. It was also realised that the presence of the realigned Gallowgate would prejudice the rehabilitation of existing Saltmarket. It was agreed that further investigation into the alignment of the expressway route in this sensitive area should be undertaken in parallel with the redesign on traffic grounds.

In order to provide a satisfactory solution, radical adjustments had to be made to the profiles of the major motorway ramps. However, a solution was found which routed the Gallowgate Expressway via Greendyke Street. The revised scheme, incorporating these amendments was numbered 4N.

Schemes 1N and 4N were costed, and the details are shown in Table No 2. Revised acquisition costs were obtained from the City Estates Department. Scheme 4N is £0.46 million less expensive than Scheme 1N, but at this stage of planning estimates this difference is not appreciable. Drawings Nos 34 and 35 indicate the potential planning possibilities of these two Schemes.

Assessment

These further more rigorous studies confirmed the original findings and conclusions. However, it may be convenient to restate these conclusions specifically in relation to Scheme 1N and 4N.

- (1) Although both schemes meet the projected future traffic demand, Scheme 4N would function marginally better.
- (2) Scheme 4N is marginally cheaper than Scheme 1N.
- (3) In our view, Scheme 4N is environmentally decisively better than Scheme 1N. This is because Scheme 4N avoids the environmental damage associated with Scheme 1N. This damage is:
 - (i) Adverse effect on Glasgow Cross.
 - (ii) Virtual destruction of Saltmarket.
 - (iii) Interchange in Glasgow Green which adversely affects the Judiciary Courts and tends to sever the Green from the City Centre.
 - (iv) The severance of the St Andrew's Parish Church from Glasgow Cross and the City Centre.
- (4) Scheme 4N lends itself much better to project staging, since certain roadways come down to ground level in the vicinity of Gallowgate. This means that there is the possibility of having an East Flank contract terminating in the Gallowgate area with interim connections to existing streets. The maintenance of traffic during construction would be marginally easier.

For these reasons, we consider that Scheme 4N is the best scheme.

10. RECOMMENDATION

We recommend that Scheme 4N be adopted for the East Flank of the Inner Ring Road instead of the original "Highway Plan" Scheme – Scheme 1.

TABLE NO 1

COSTS OF ALTERNATIVE ROAD SCHEMES

	Highway Plan	2AM Public Participation	Indirect	Direct
	SCHEME 1	SCHEME 2	SCHEME 3	SCHEME 4
	£m	£m	£m	£m
Motorways	11.95	13.30	15.10	12.06
Extra over for braiding	1.45 (1)			
Surface Streets	0.62	1.80	1.76	1.91
Extra over for additional surface streets	1.25 (2)			
Extra over cut and cover in Glasgow Green	2.14		—	2.14
Construction Costs	17.41	15.10	16.86	16.11
Property Costs	6.14	10.20	8.80	7.40
Total	23.55	25.30	25.66	23.51
Extra over to pass under Central Low Level Line in open cut		1.79		
If no cut and cover in Glasgow Green deduct	2.14			2.14
	21.41	17.09	25.66	21.37
Present value of future additional road user costs			3.32	
Comparative Cost	21.41	27.09	28.98	21.37

- Notes:
- (1) The "Highway Plan" proposals adopted as Scheme 1 do not include "braiding" and this is the estimated extra sum to allow for braiding.
 - (2) The "Highway Plan" proposals adopted as Scheme 1 do not incorporate the latest surface street proposals nor an equivalent level of service. This extra cost represents the amount required to produce this equivalence.

TABLE NO 2
COST OF ALTERNATIVES FOR SCHEMES 1 AND 2
(Mid 1973)

	Scheme 1	Scheme 1M	Scheme 1N
	£m	£m	£m
Motorway	13.40	12.80	13.70
Surface Streets	1.87	1.57	1.61
Extra over for Cut and Cover in Glasgow Green	2.14	2.14	2.14
Total Construction Cost	17.41	16.51	17.45
Acquisition Cost	6.14	6.14	6.10
Total Cost	23.55	22.65	23.55

	Scheme 4	Scheme 4M	Scheme 4N
	£m	£m	£m
Motorway	12.06	11.58	13.10
Surface Streets	1.91	1.92	1.70
Extra over for Cut and Cover in Glasgow Green	2.14	2.14	2.14
Total Construction Cost	16.11	15.64	16.94
Acquisition Cost	7.40	7.40	6.15
Total Cost	23.51	23.04	23.09

APPENDIX ONE

ADDITIONAL ROAD USER COSTS FOR SCHEME 3

Assumptions

1. Consider South Flank — Hamilton Motorway movement only.
2. Assume traffic volumes given in the GGTS Network One assignment of the 1978-85 programme as the most up to date.
3. Take 1983 as year for completion of the Hamilton Motorway.
4. Assume speed of 80 kph.
5. Assume 20 years service life.
6. Use 1973 values.

From this assignment, the traffic movements are:

$$\begin{aligned} \text{Hamilton Motorway to South Flank} &= 23,000 \text{ veh} \\ \text{South Flank to Hamilton Motorway} &= 32,000 \text{ veh} \\ \therefore \text{Two Way ADT} &= 55,000 \text{ veh} \end{aligned}$$

Average extra length of movement, one way, of Scheme 3 in comparison to Scheme 4 = 0.925 km

Travel Cost

From the DOE Tech Memo No H/71 entitled "The Economic Appraisal of Inter-Urban Road Improvement Schemes", use *2.34p/km as the combined Travel Cost.

$$\begin{aligned} \therefore \text{Cost/veh movement} &= 0.925 \times 2.34 = 2.16\text{p} \\ \text{and Cost per year} &= \text{£} \frac{2.16 \times 55,000 \times 320}{100} = \text{£}380,000 \end{aligned}$$

APPENDIX ONE (Cont'd)

Accident Costs

The accident rate on the existing North and West Flanks of the Ring Road = 0.265 per mvkm

$$\text{Cost per accident} = \text{£}2,610$$

$$\therefore \text{Cost per mvkm} = 0.265 \times 2610 = \text{£}690$$

$$\text{No of mvkm per annum} = \frac{55,000 \times 0.925 \times 320}{1,000,000}$$

$$= 16.3$$

$$\therefore \text{Accident Cost per annum} = 609 \times 16.3 = \text{£}11,000$$

$$\begin{aligned} \therefore \text{Total Road User Cost} &= \text{£}(380,000 + 11,000) \\ &= \text{£}391,000 \end{aligned}$$

$$\begin{aligned} \text{Using a discounting rate of 10\%, the "net present value" at 1983} &= \text{£}391,000 \times 8.51 \\ &= \underline{\underline{\text{£}3.32 \text{ m}}} \end{aligned}$$

* This value is a 1971 cost and ignores the real increase in person time costs.

APPENDIX TWO

EFFECT ON CONSTRAINTS

EFFECT ON CONSTRAINTS

	Scheme 1	Scheme 2	Scheme 3	Scheme 4
1a St. Andrews-by-the-Green	affected	unaffected	unaffected	unaffected
1b St. Andrews Parish Church	unaffected (but close)	unaffected	unaffected	unaffected
1c Skin and Hide Works	unaffected (but close)	unaffected (but close)	unaffected (but close)	unaffected (but close)
1d Our Lady & St. Francis School	unaffected	affected	affected	affected
1e(1) & (2) Coffee Works	unaffected	affected (part 2)	affected (part 2)	affected (part 1 & 2)
2a SSEB Sub-Station	unaffected	unaffected	unaffected	unaffected
3a Barrowland Ballroom	unaffected	unaffected	unaffected	unaffected
3b(1)(2) & (3) The Barrows	unaffected	affected	unaffected	unaffected
3c St. Alphonsus RC Church	unaffected	affected	unaffected	unaffected
3d Site for Men's Hostel	unaffected	unaffected	affected	unaffected
3e College Goods Station	affected	affected	affected	affected
3f High Street Goods Station	unaffected (slight alteration to entrance	unaffected	unaffected	unaffected
4a(1) & (2) Templeton's Carpet Factory	unaffected	unaffected	affected (part 2)	unaffected
4b Dunn & Moore Limited	unaffected	unaffected	unaffected	unaffected
4c East Kilbride Dairy Farmers (removed)				
4d Brownlie Scandrett and Graham Limited	unaffected	unaffected	unaffected	unaffected
4e Thomas Graham & Sons Ltd	unaffected	unaffected	unaffected	unaffected
5a John Street School	unaffected	unaffected	unaffected	unaffected

	Scheme 1	Scheme 2	Scheme 3	Scheme 4
6a Glasgow Green	affected (v. bad)	affected (v. bad)	affected (acceptable)	affected (acceptable)
6b Peoples Palace	unaffected	unaffected	unaffected	unaffected
6c Sports Pavilion	unaffected	unaffected	unaffected	unaffected

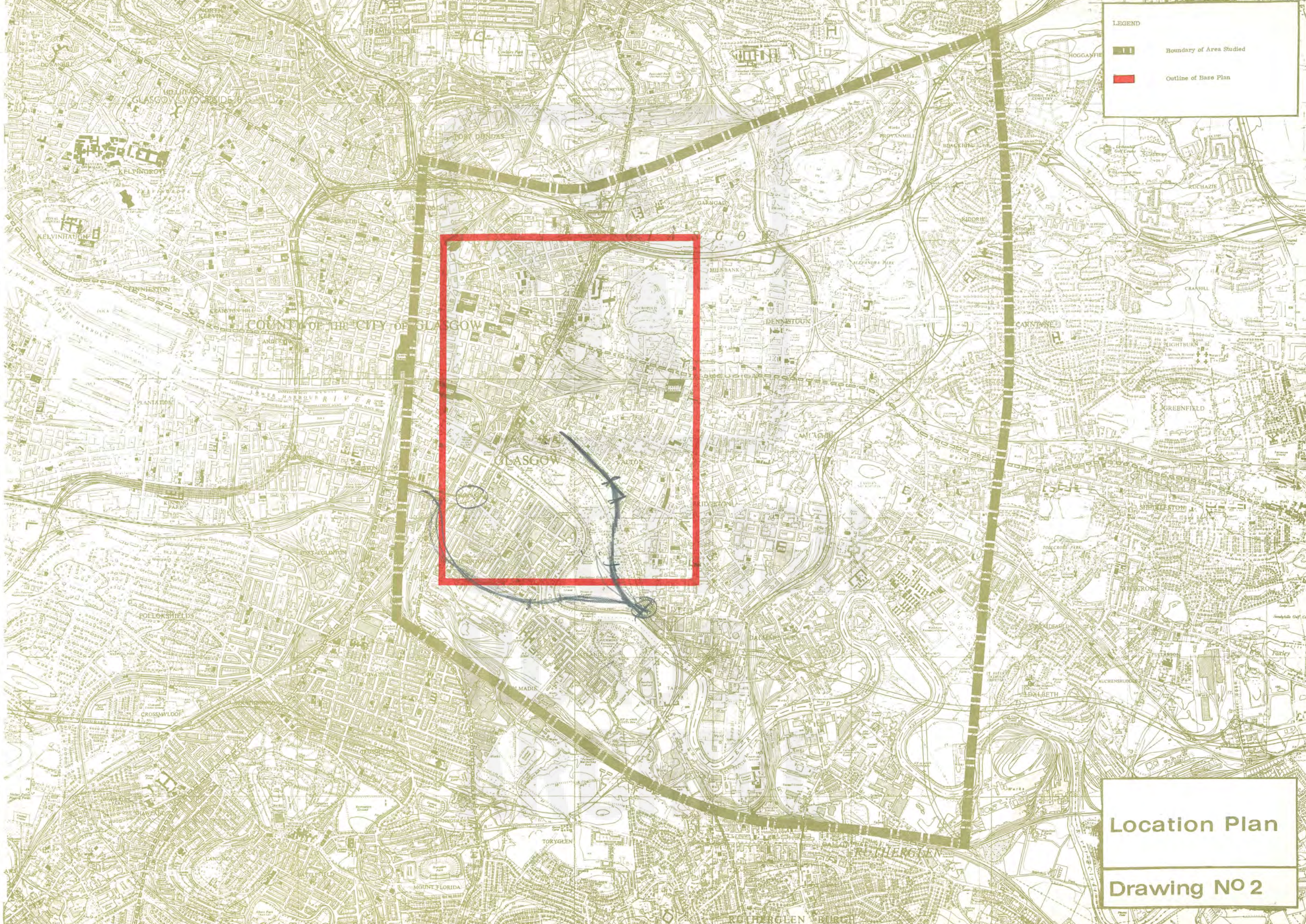
The foregoing table has set out the impact of each scheme on the planning constraints. The other planning principles considered with the schemes are:

- (a) The Glasgow Cross Outline Comprehensive Development Area should be allowed sufficient space to realise an adequate potential for its redevelopment.
- (b) The area containing the Churches of St. Andrews-by-the-Green and St. Andrews Parish Church should allow scope for their conservation, together with a possible extension to accommodate other historic features.
- (c) To provide an area within which the existing Barrowland structure could survive. As St. Alphonsus R.C. Church forms an integral part of the social structure of the area it has been considered as part of the Barrowland, and
- (d) The provision of a site for a Primary School adjacent to Green Street, and
- (e) The provision of a site for the General Post Office, and
- (f) The provision of an industrial area to contain the Templeton Carpet Factory and allow an extension to the industry located in the north-west corner of the Bridgeton/Dalmarnock Comprehensive Development Area.

- (g) Glasgow Green should continue in its use as public open space, and should have strong physical connections to the adjacent proposed land use pattern.
- (h) The provision of suitable areas to allow the major part of the Calton area to redevelop as residential. It is proposed that this residential pattern should have a strong association with and be integrated with Glasgow Green.

Drawings Nos. 25-28 illustrate the potential of these principles relative to the Schemes 1, 2, 3 and 4. The other planning issues which are not a direct part of this latest study, and which are not detailed in this report, have, however, been shown in outline form on the drawings.

SCOTTISH
ROADS
ARCHIVE

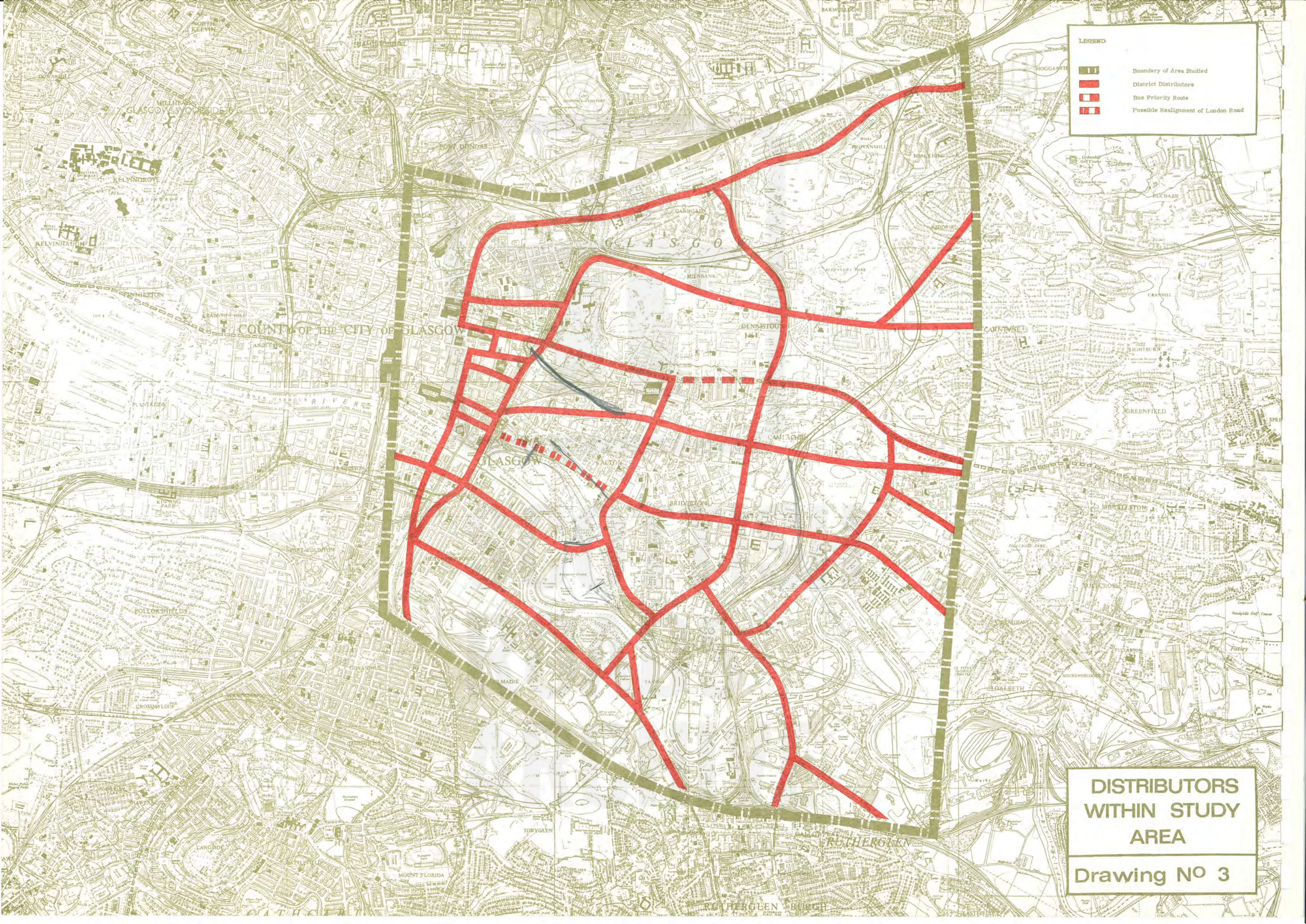


LEGEND

	Boundary of Area Studied
	Outline of Base Plan

Location Plan

Drawing No 2

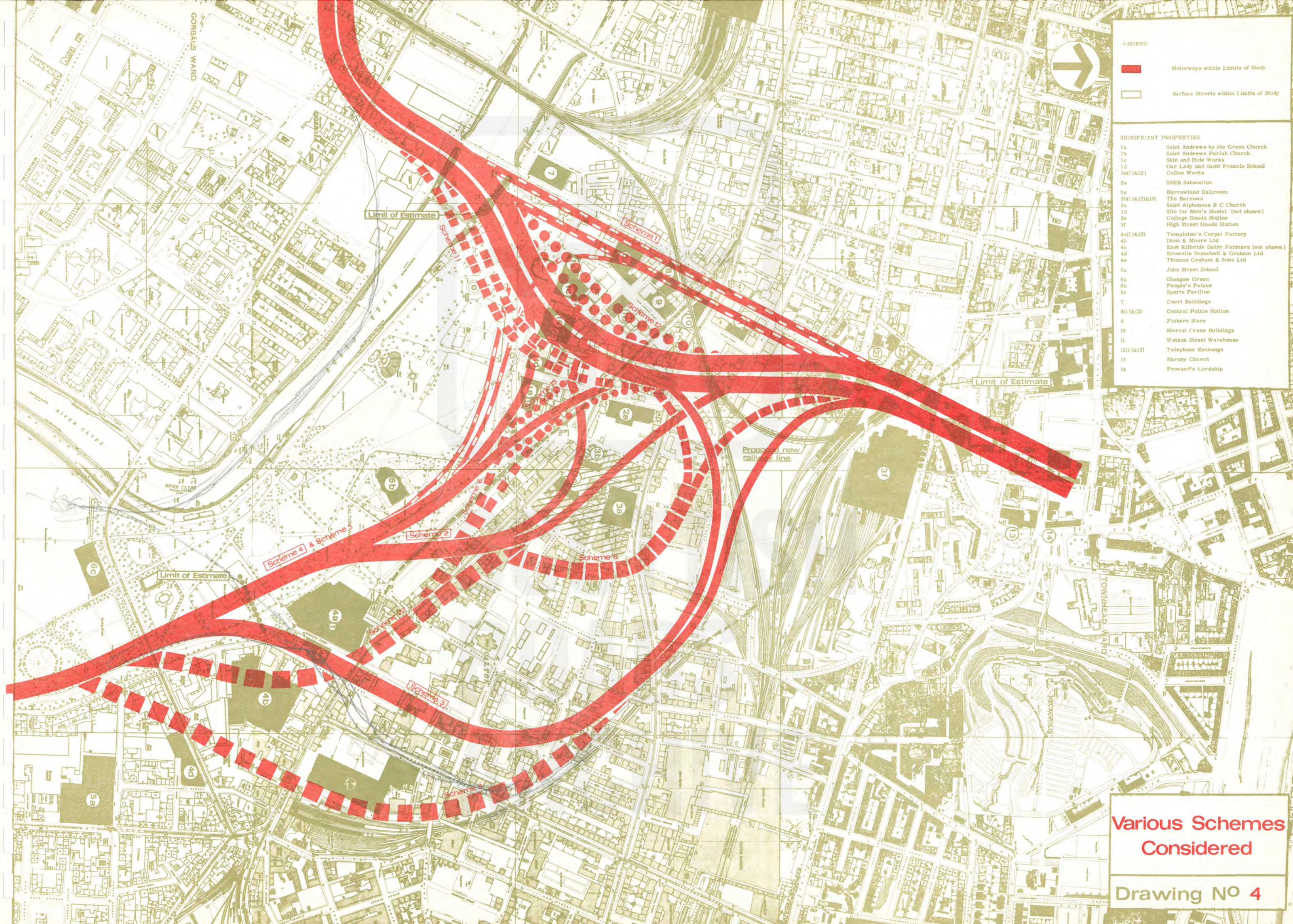


LEGEND

-  Boundary of Area Studied
-  District Distributors
-  Bus Priority Route
-  Possible Realignment of London Road

**DISTRIBUTORS
WITHIN STUDY
AREA**

Drawing N° 3



LEGEND

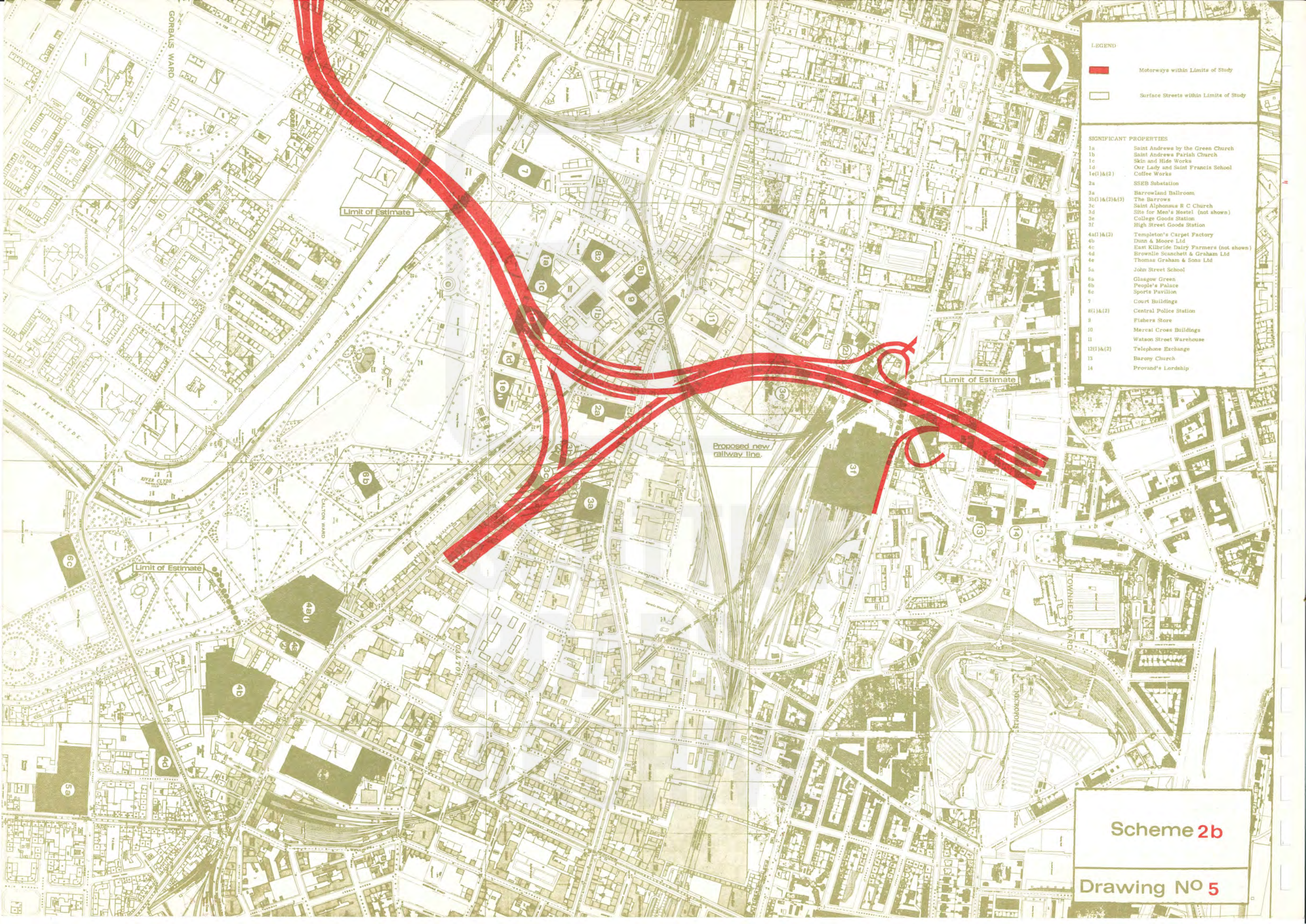
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrowland
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Seanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5b Glasgow Green
- 5c People's Palace
- 5d Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Various Schemes
Considered

Drawing No 4



LEGEND

-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 2b

Drawing NO 5



LEGEND

Motorways within Limits of Study

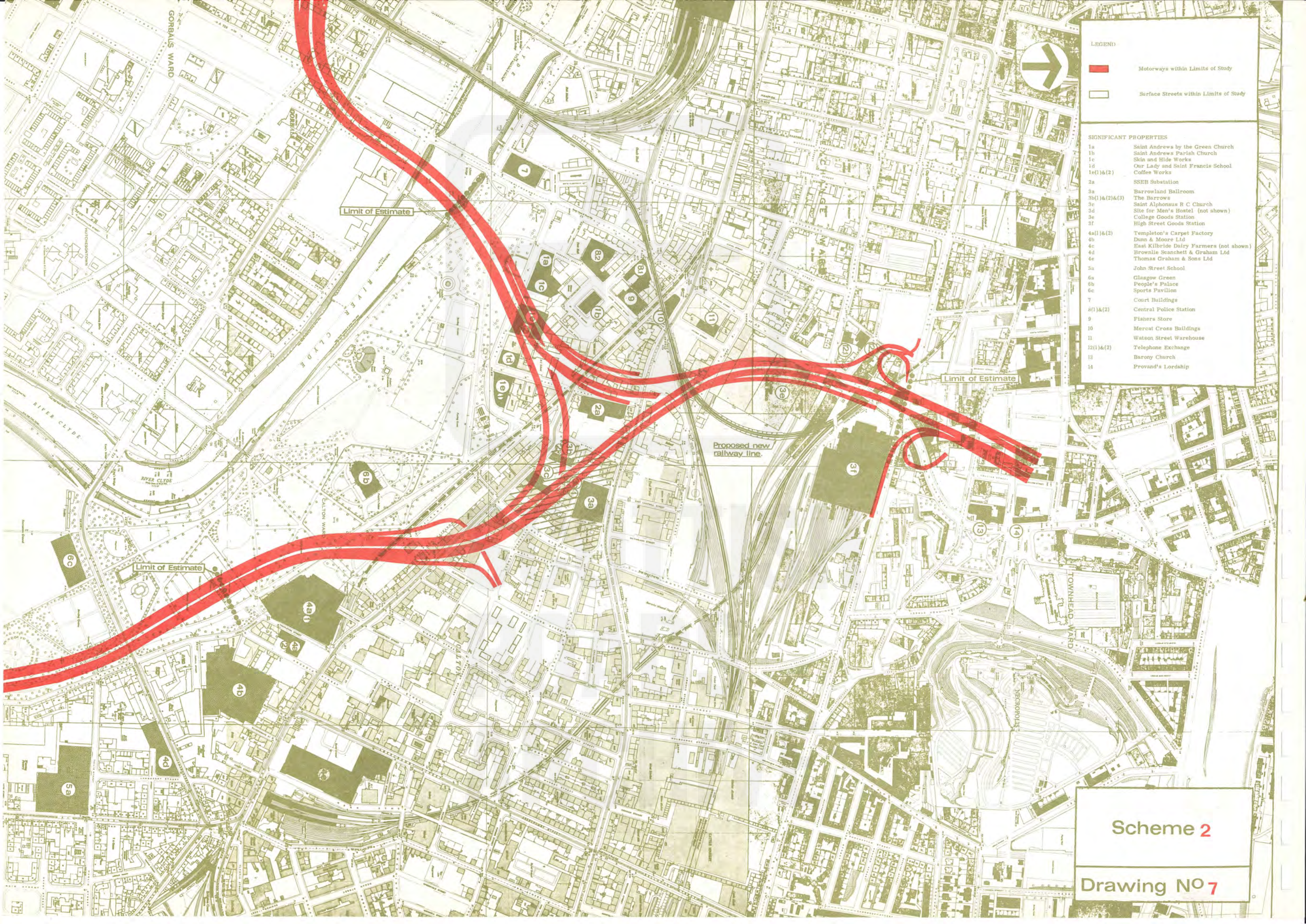
Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

1a	Saint Andrews by the Green Church
1b	Saint Andrews Parish Church
1c	Skin and Hide Works
1d	Our Lady and Saint Francis School
1e(i)&(2)	Coffee Works
2a	SSEB Substation
3a	Barrowland Ballroom
3b(1)&(2)&(3)	The Barrow
3c	Saint Alphonsus R C Church
3d	Site for Men's Hostel (not shown)
3e	College Goods Station
3f	High Street Goods Station
4a(1)&(2)	Templeton's Carpet Factory
4b	Dum & Moore Ltd
4c	East Kilbride Dairy Farmers (not shown)
4d	Brownlie Scanchett & Graham Ltd
4e	Thomas Graham & Sons Ltd
5a	John Street School
6a	Glasgow Green
6b	People's Palace
6c	Sports Pavilion
7	Court Buildings
8(1)&(2)	Central Police Station
9	Fishers Store
10	Mercat Cross Buildings
11	Watson Street Warehouse
12(1)&(2)	Telephone Exchange
13	Barony Church
14	Provand's Lordship

Scheme 2a

Drawing NO 6



LEGEND

- Motorways within Limits of Study
- Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEE Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Seanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 2

Drawing No 7

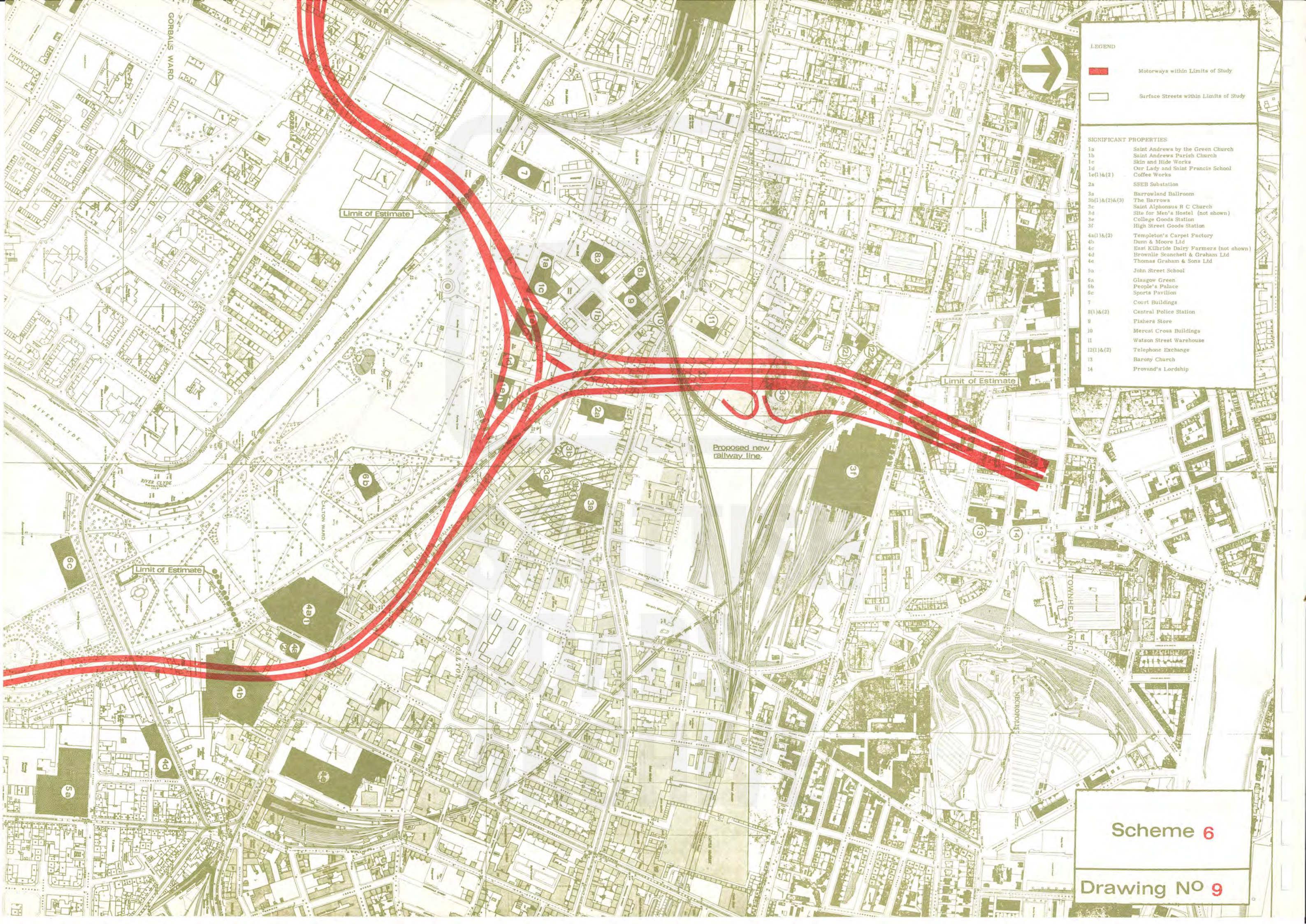


- LEGEND
- Motorways within Limits of Study
 - Surface Streets within Limits of Study

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchett & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lordship

Scheme 5

Drawing No 8



LEGEND

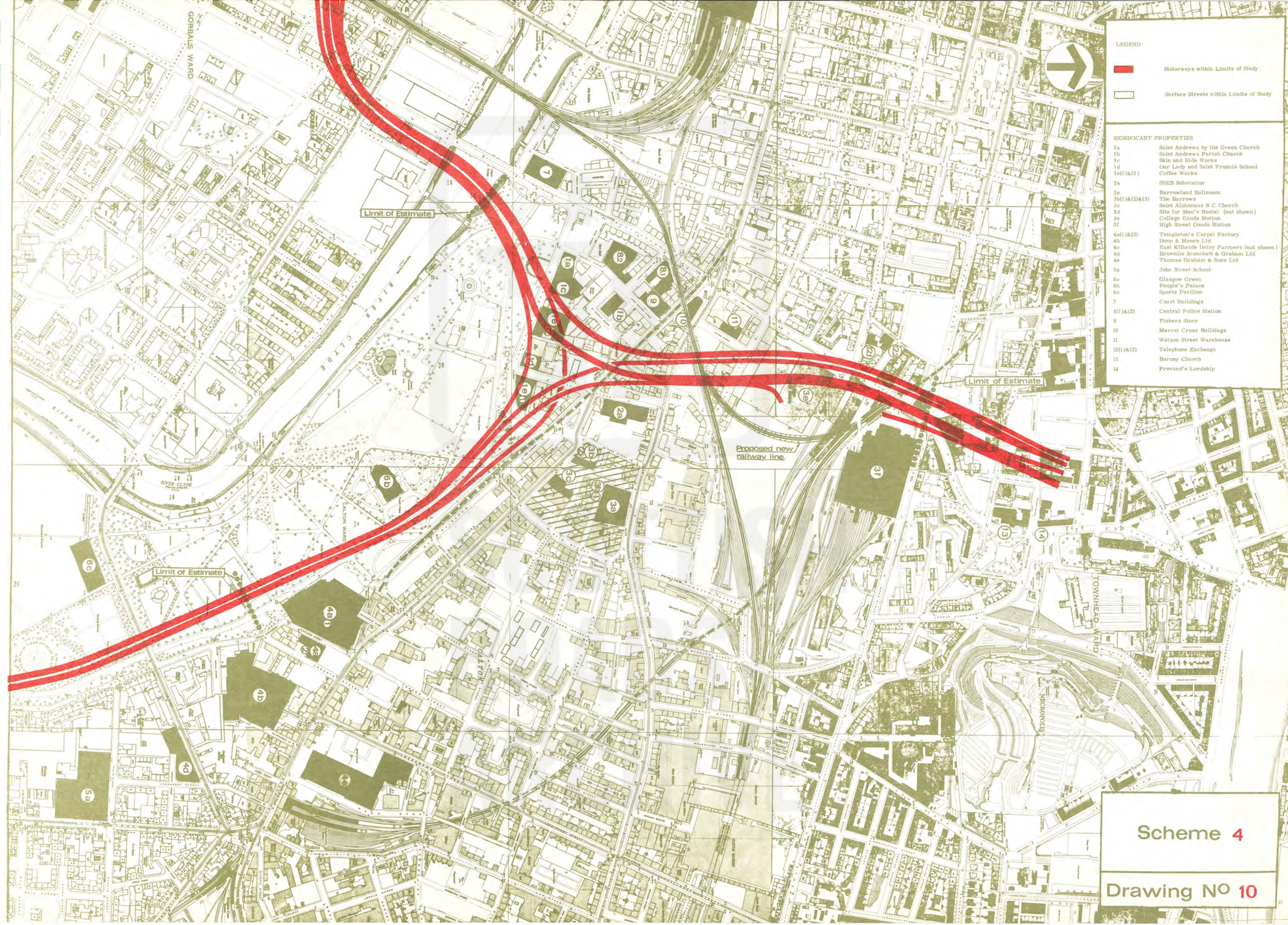
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5a Glasgow Green
- 5b People's Palace
- 5c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 6

Drawing NO 9



LEGEND

- Motorways within Limits of Study
- Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scammett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5b Glasgow Green
- 5c People's Palace
- 6a Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 4

Drawing No 10



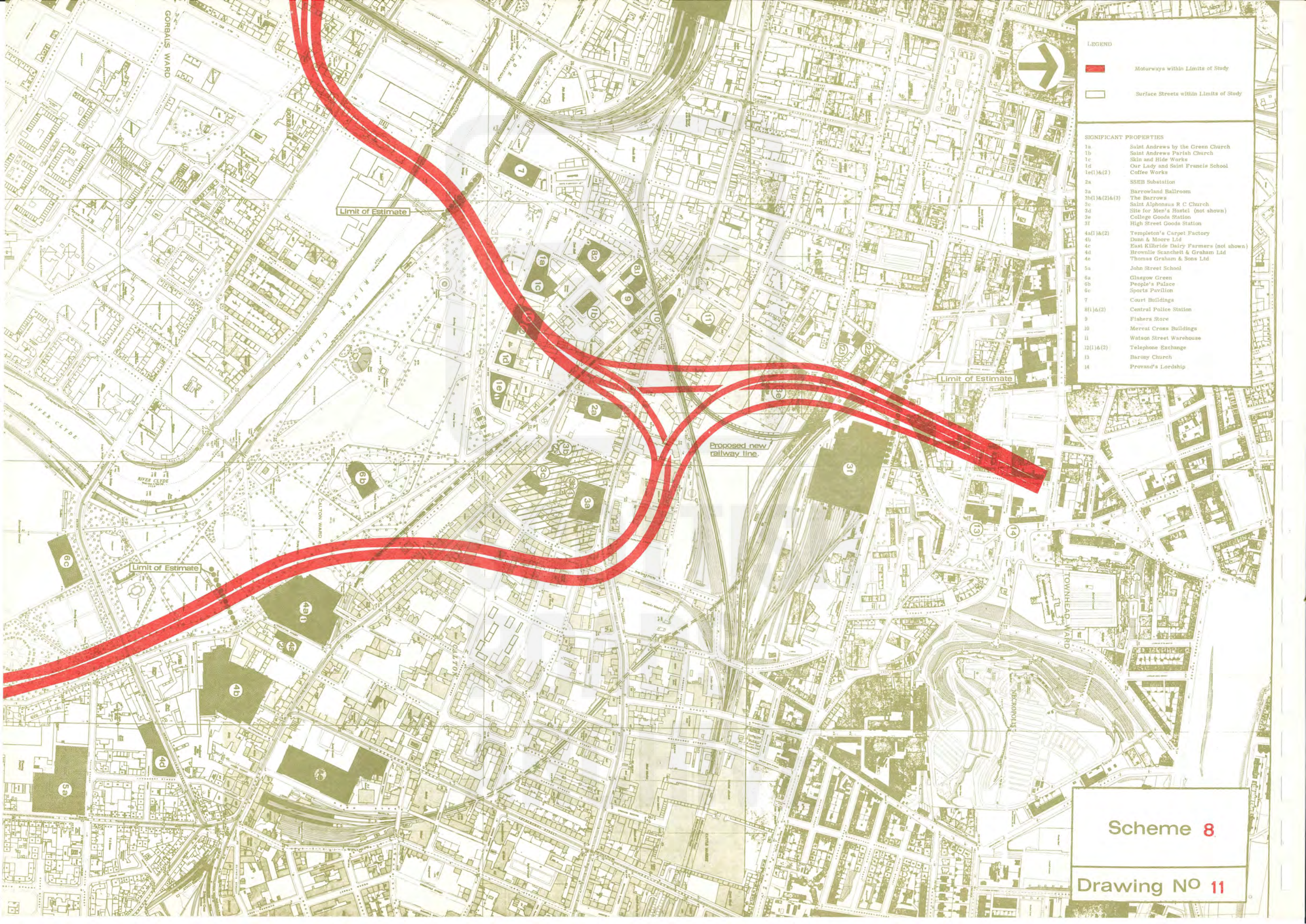
LEGEND

 Motorways within Limits of Study

 Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

1a	Saint Andrews by the Green Church
1b	Saint Andrews Parish Church
1c	Skin and Hide Works
1d	Our Lady and Saint Francis School
1e(1)&(2)	Coffee Works
2a	SSEB Substation
3a	Barrowland Ballroom
3b(1)&(2)&(3)	The Barrows
3c	Saint Alphonsus R C Church
3d	Site for Men's Hostel (not shown)
3e	College Goods Station
3f	High Street Goods Station
4a(1)&(2)	Templeton's Carpet Factory
4b	Dunn & Moore Ltd
4c	East Kilbride Dairy Farmers (not shown)
4d	Brownlie Scanchett & Graham Ltd
4e	Thomas Graham & Sons Ltd
5a	John Street School
6a	Glasgow Green
6b	People's Palace
6c	Sports Pavilion
7	Court Buildings
8(1)&(2)	Central Police Station
9	Fishers Store
10	Mercat Cross Buildings
11	Watson Street Warehouse
12(1)&(2)	Telephone Exchange
13	Barony Church
14	Provand's Lordship



LEGEND

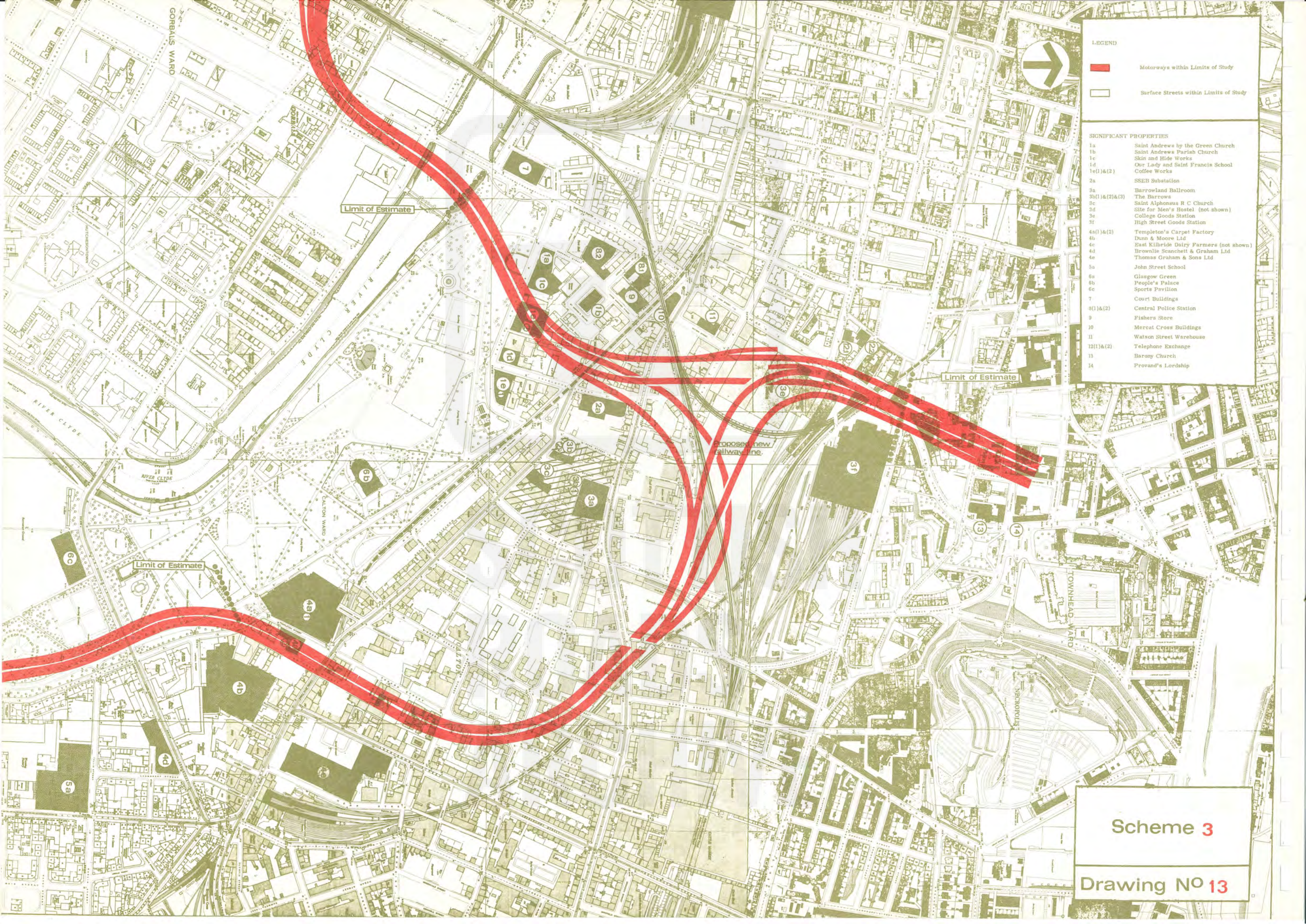
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 2a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanlon & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 8

Drawing No 11



LEGEND

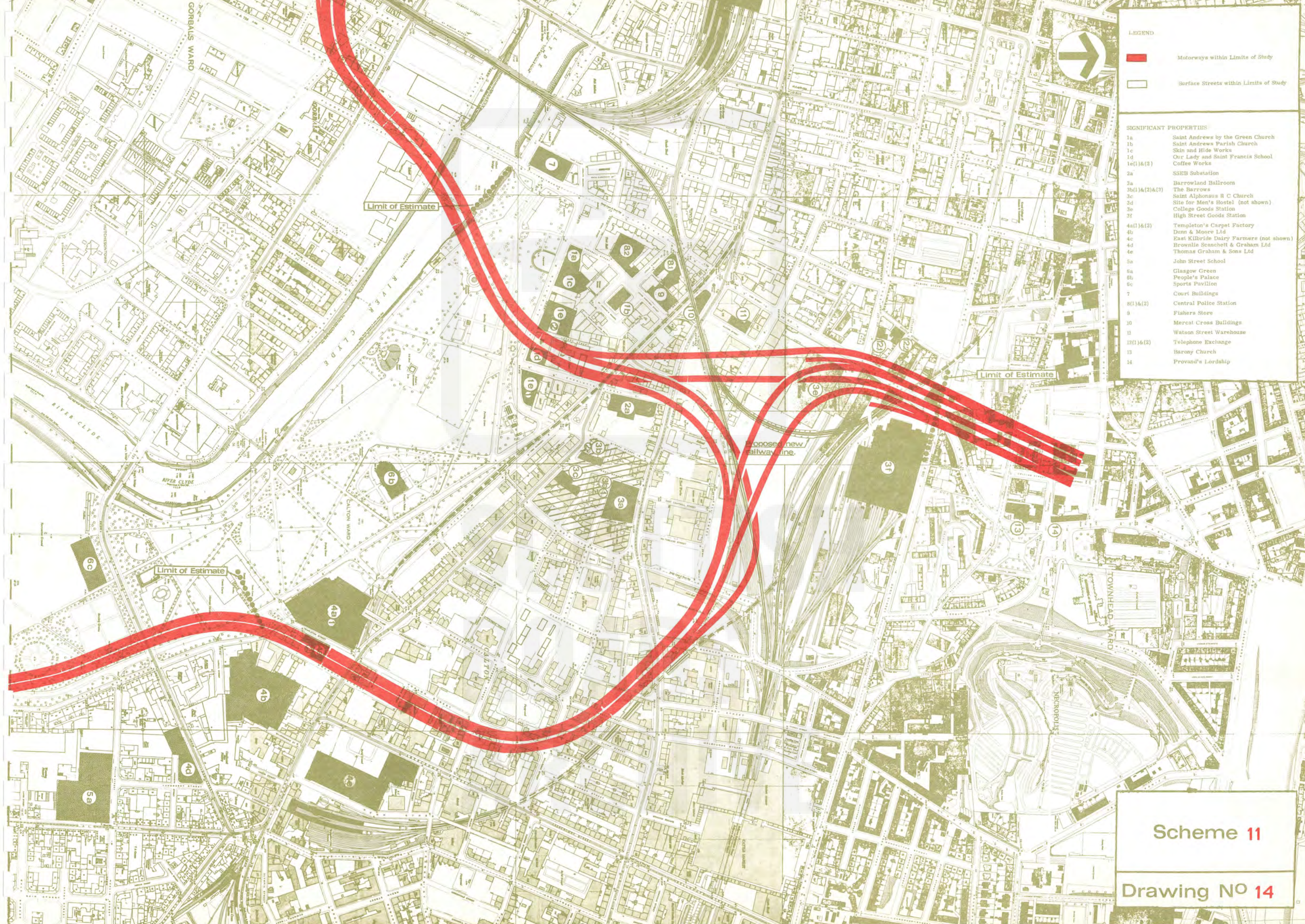
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 3

Drawing NO 13



LEGEND



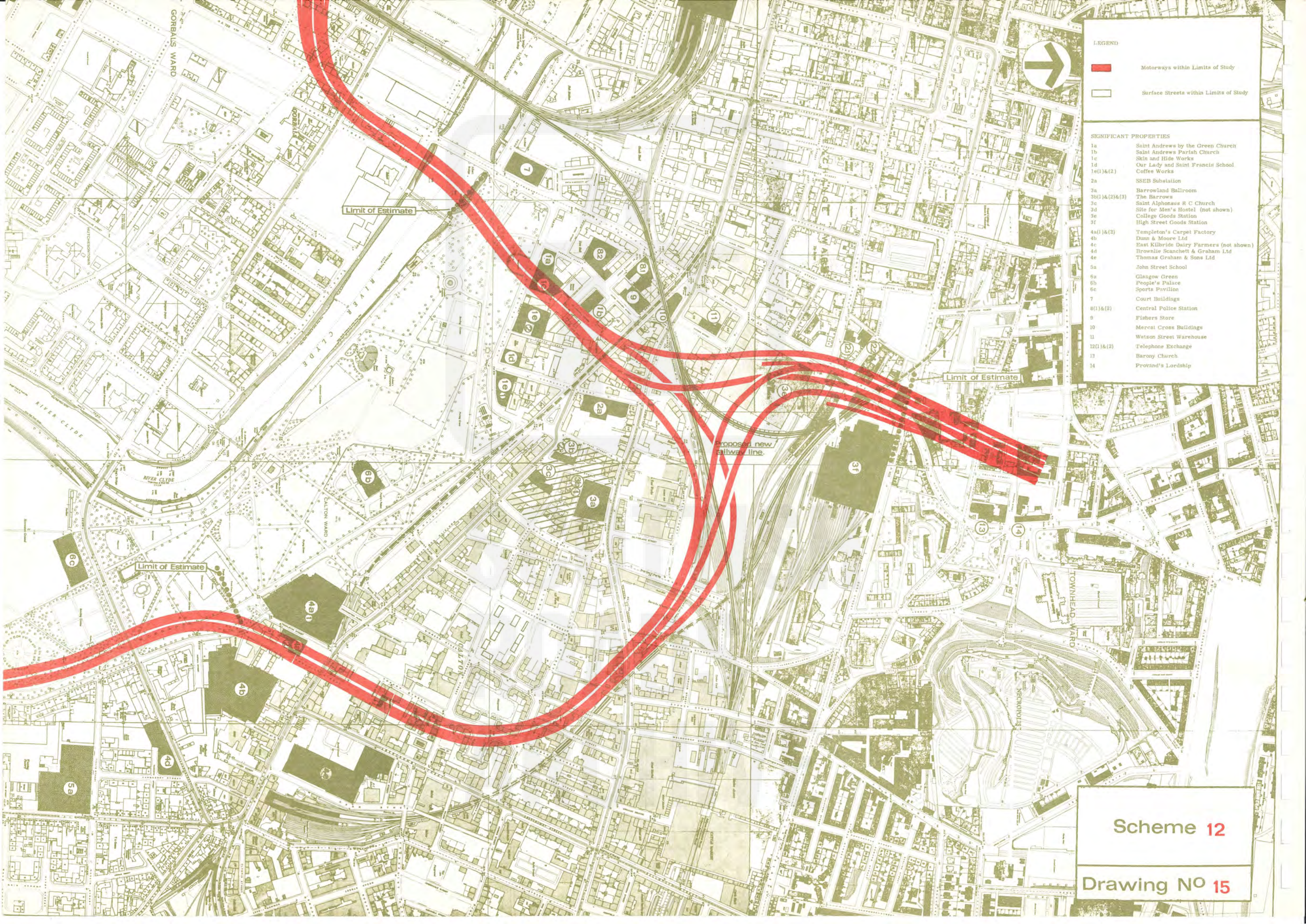
Motorways within Limits of Study
Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanelett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5b Glasgow Green
- 5c People's Palace
- 5d Sports Pavilion
- 6a Court Buildings
- 6b Central Police Station
- 6c Fishers Store
- 7 Mercat Cross Buildings
- 8 Watson Street Warehouse
- 9 Telephone Exchange
- 10 Barony Church
- 11 Provand's Lordship

Scheme 11

Drawing No 14



LEGEND

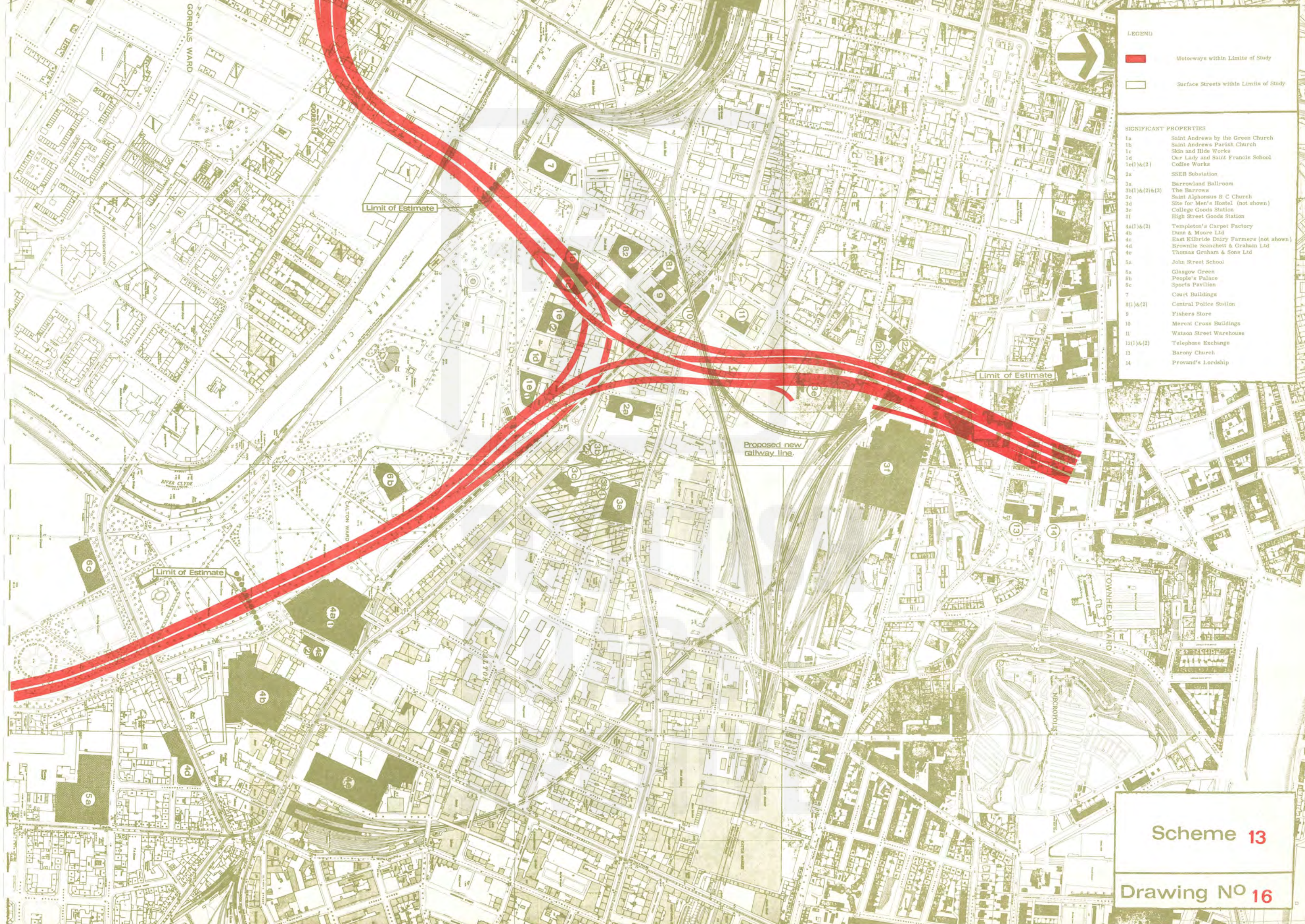
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanelett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 12

Drawing NO 15

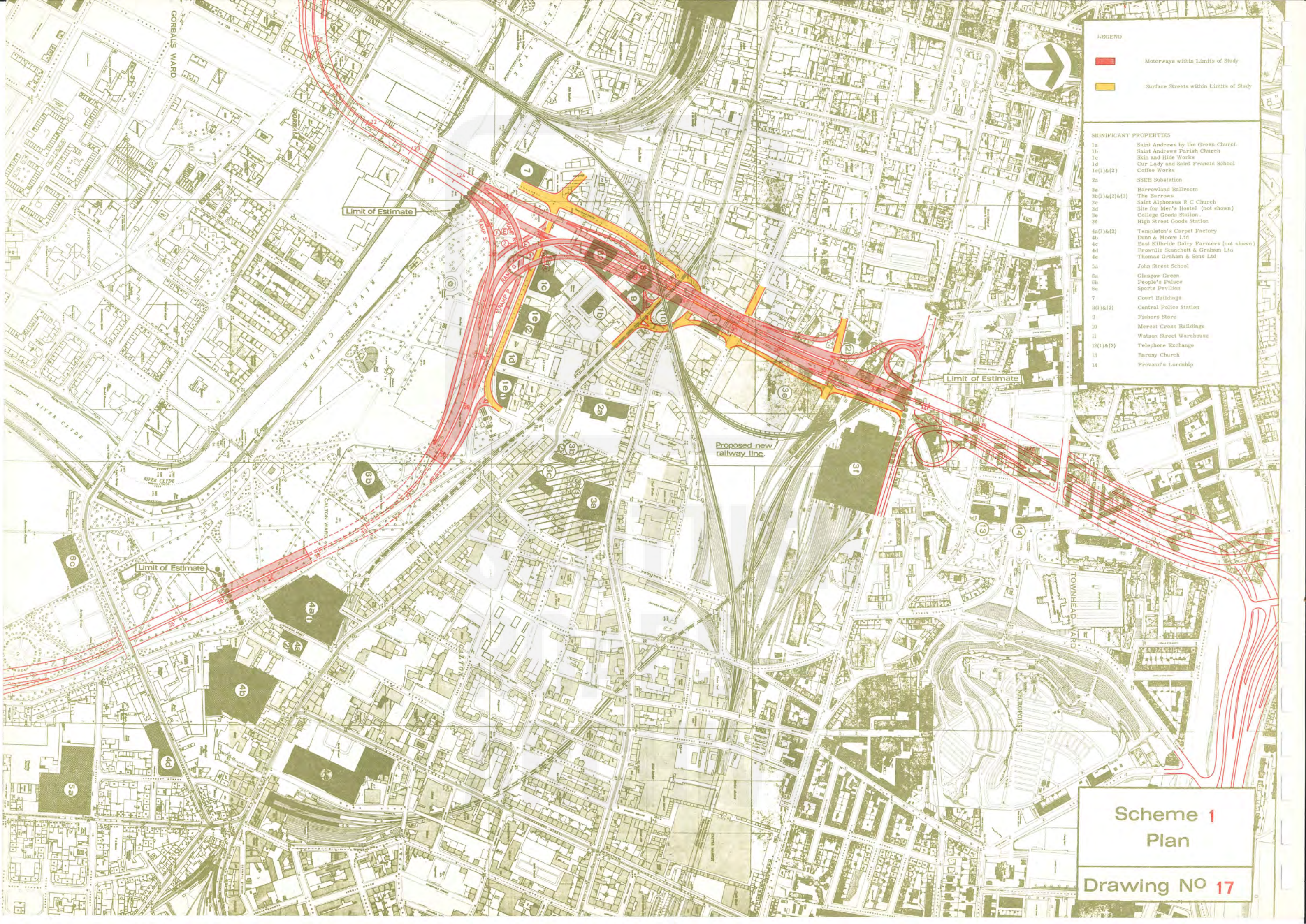


LEGEND

 Motorways within Limits of Study

 Surface Streets within Limits of Study

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Seanchett & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lordship



LEGEND



Motorways within Limits of Study



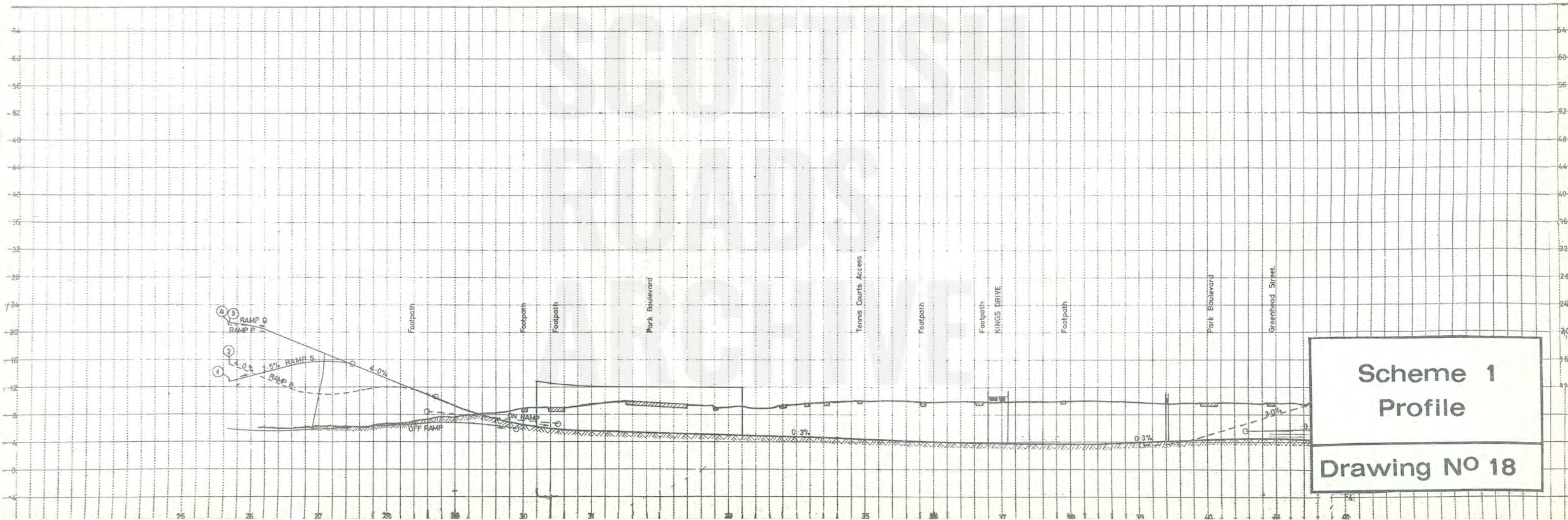
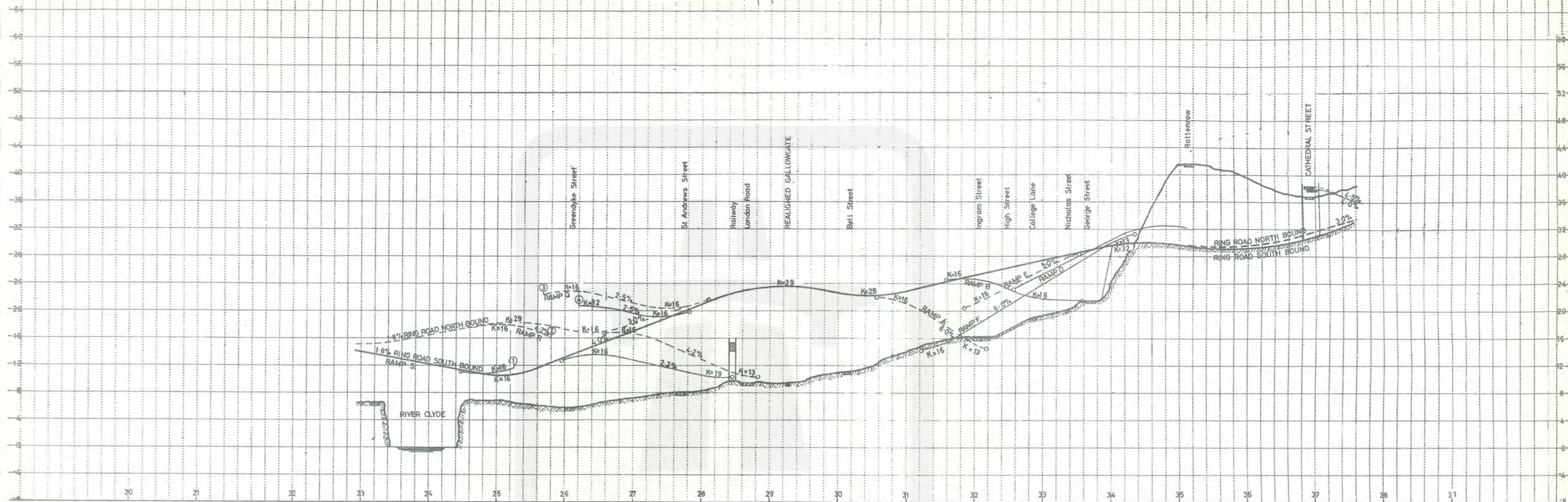
Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

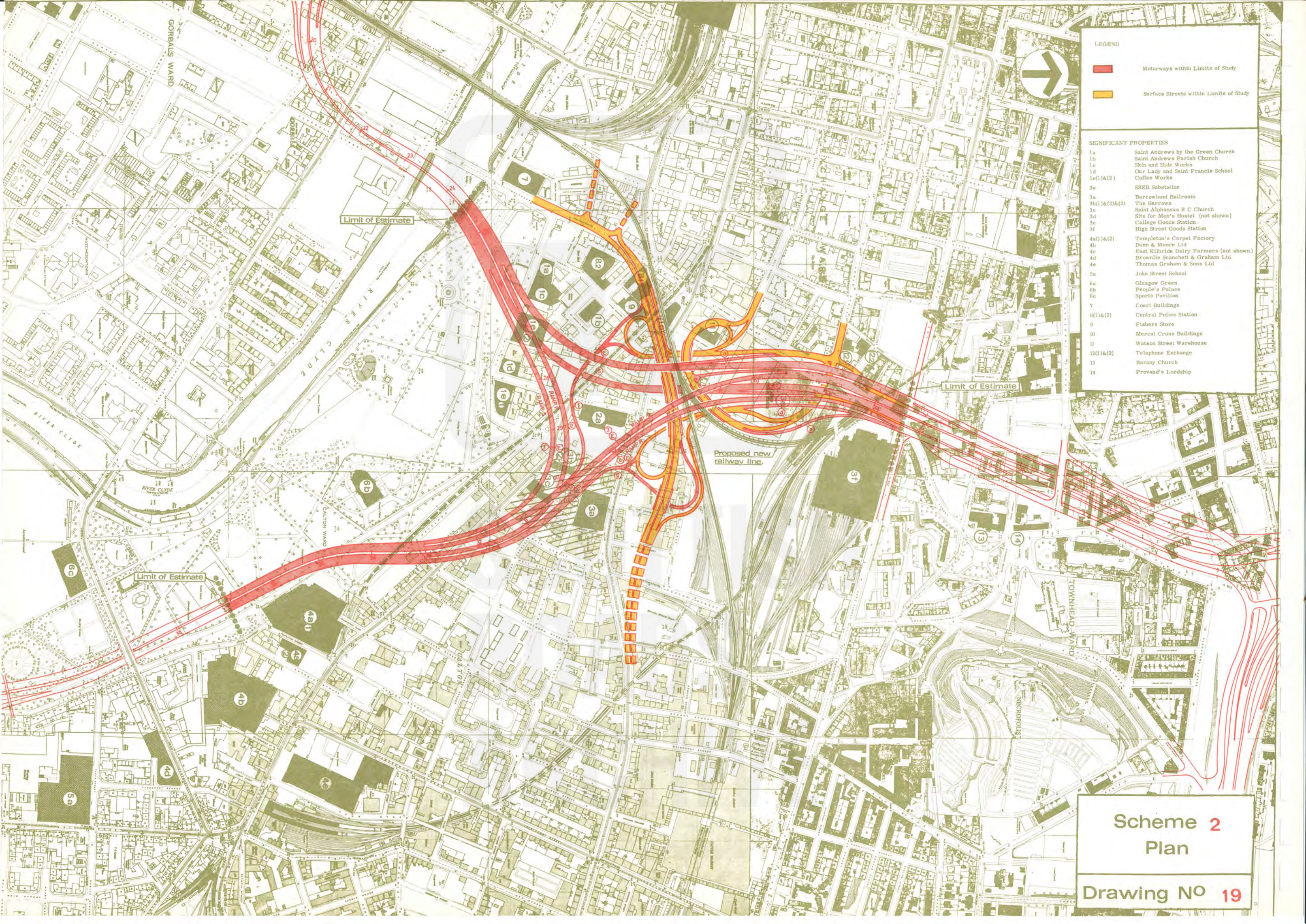
Scheme 1
Plan

Drawing No 17



**Scheme 1
Profile**

Drawing N° 18

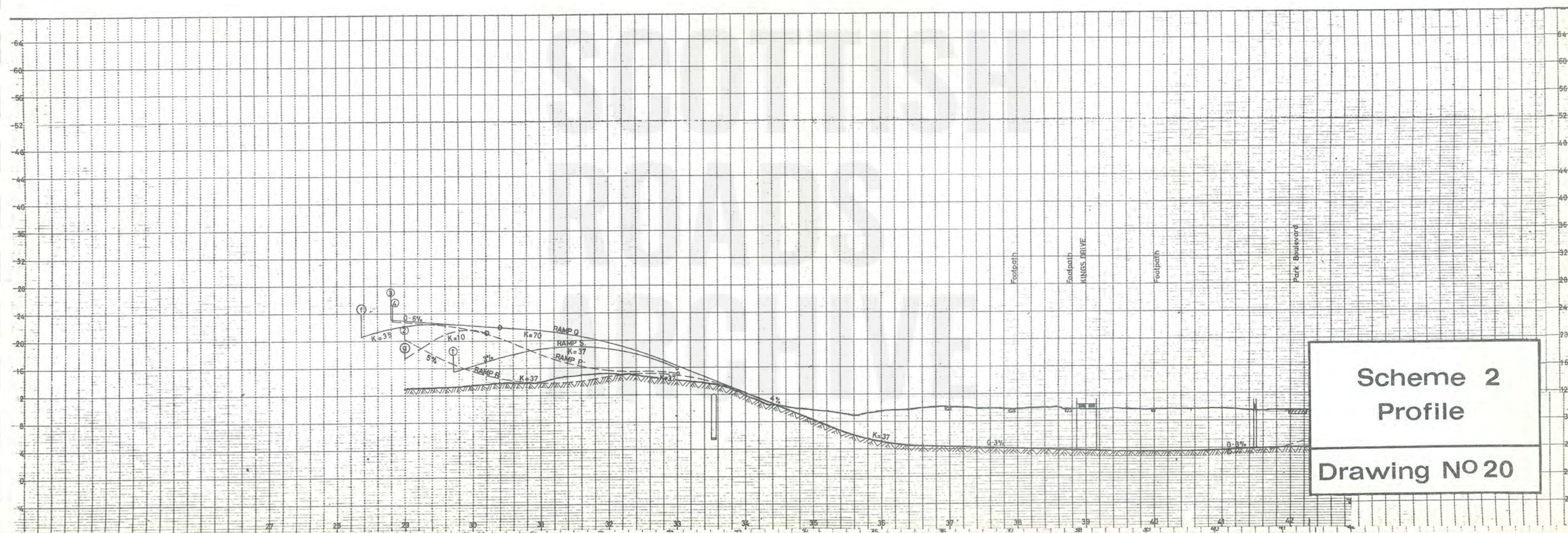
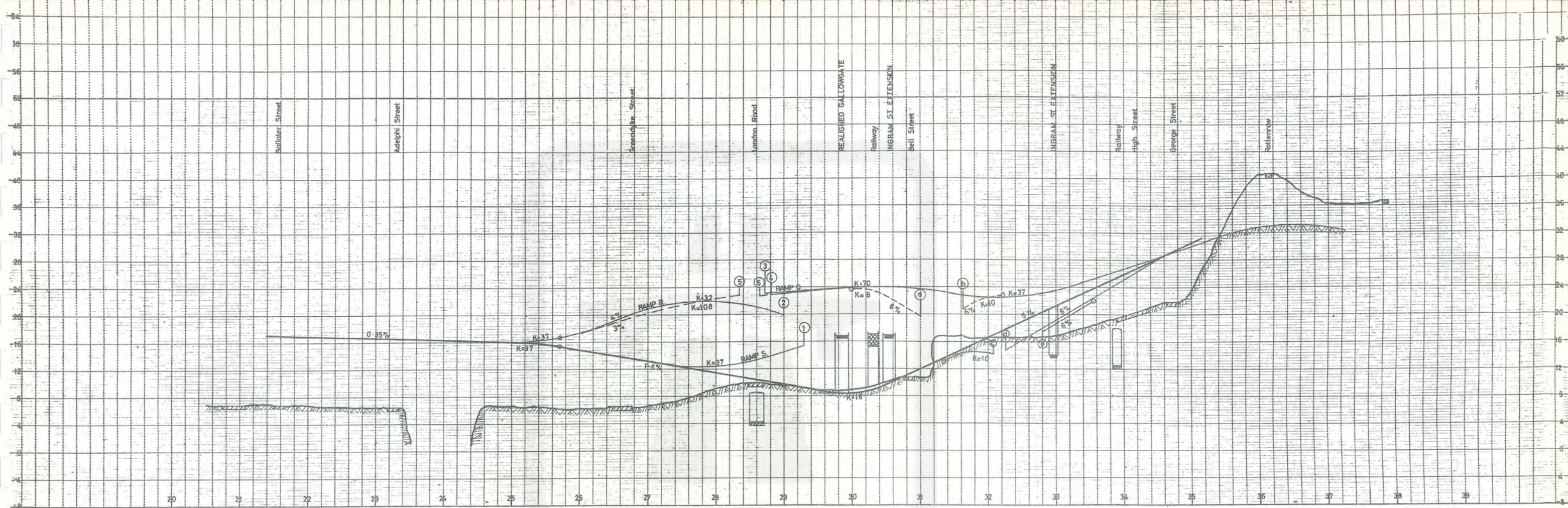


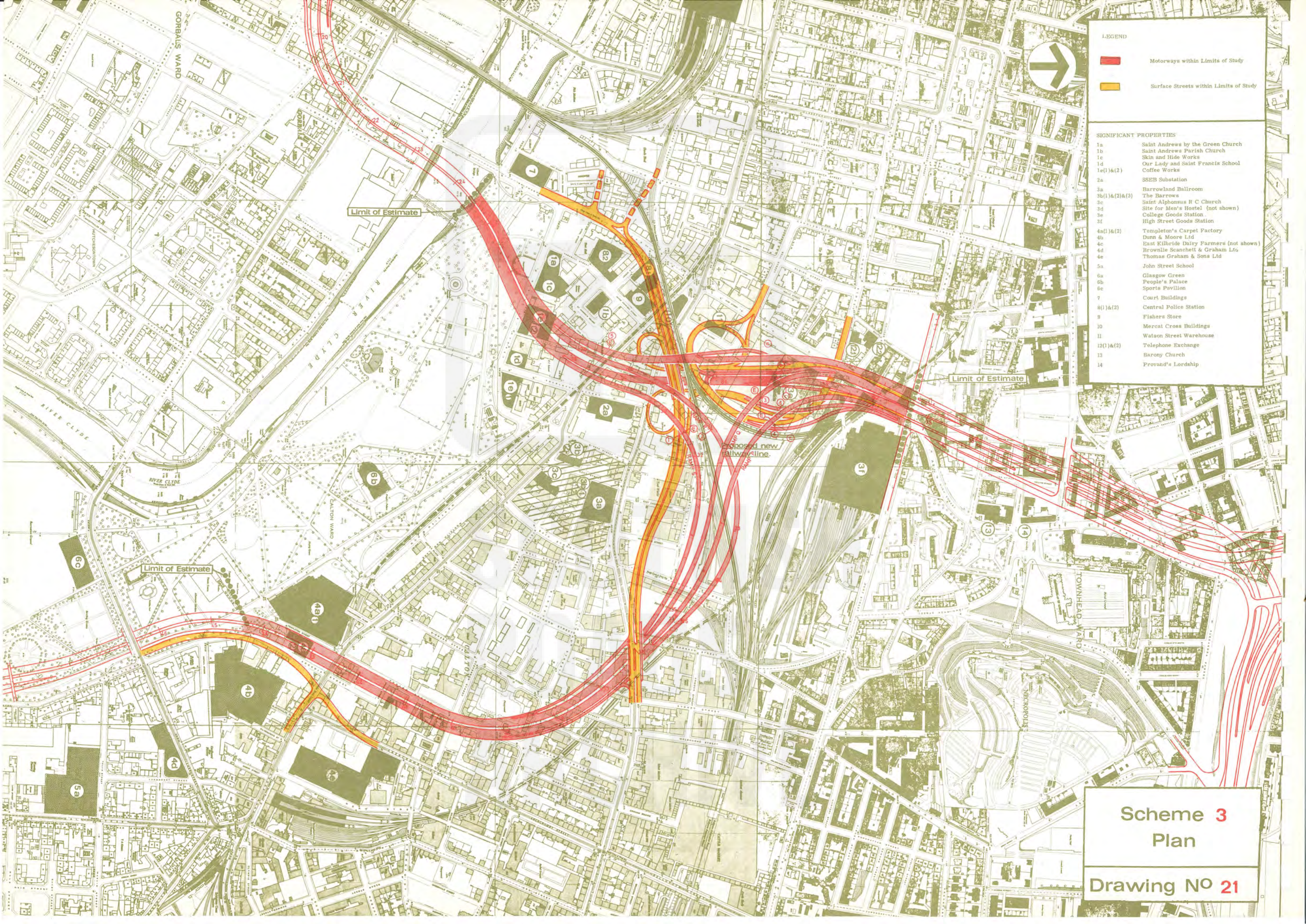
LEGEND

- Motorways within Limits of Study
- Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Seanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship





LEGEND

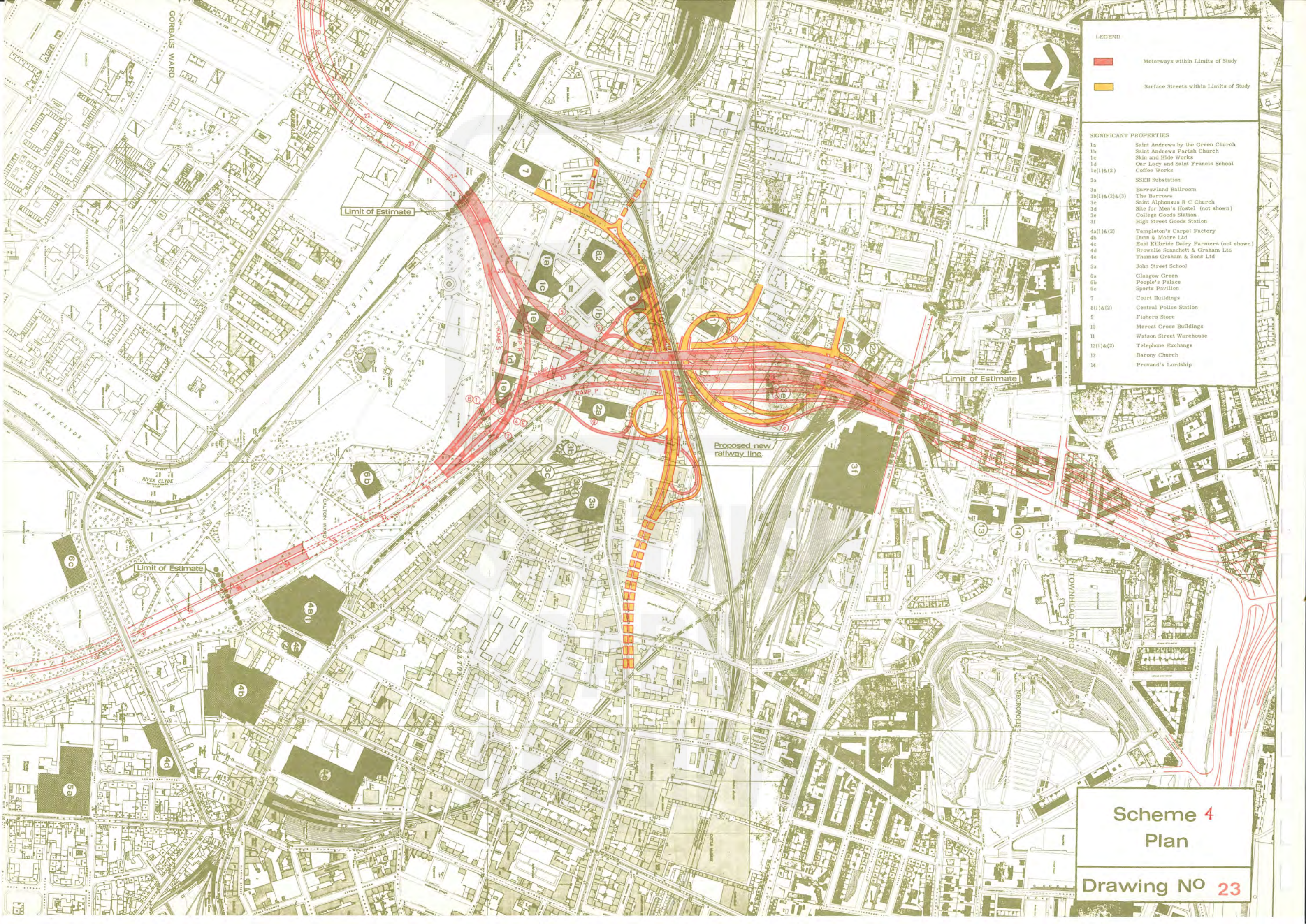
- Motorways within Limits of Study
- Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
- 3c Saint Alphonsus R C Church
- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
- 3f High Street Goods Station
- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 6a Glasgow Green
- 6b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 3
Plan

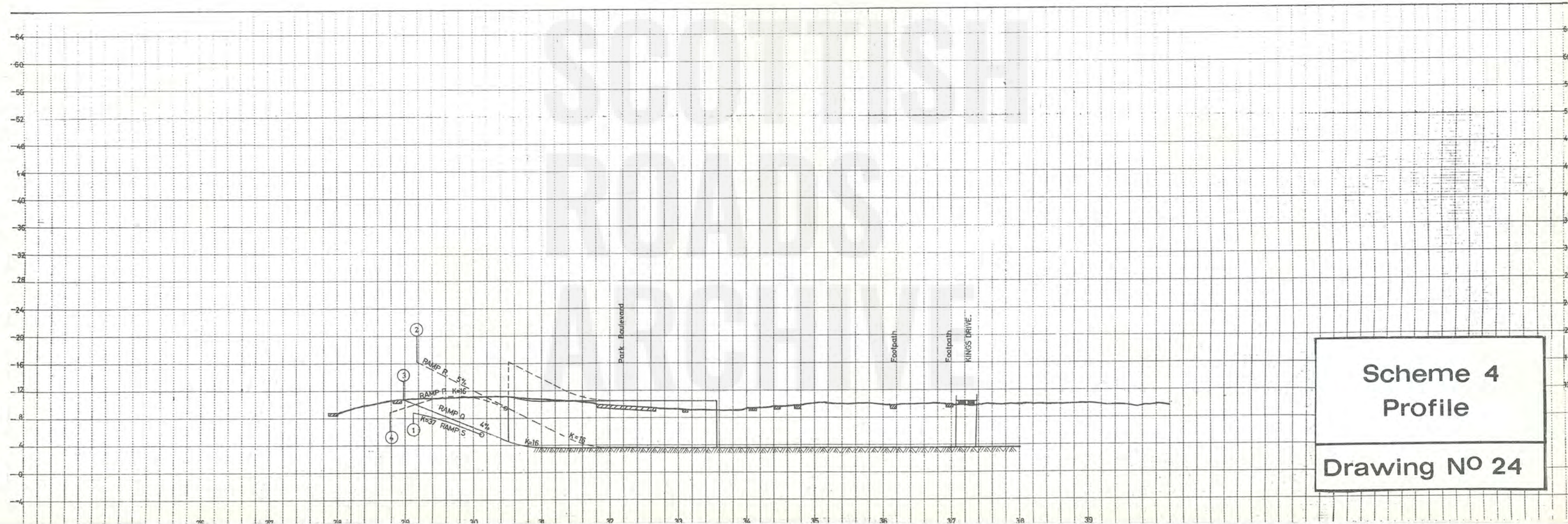
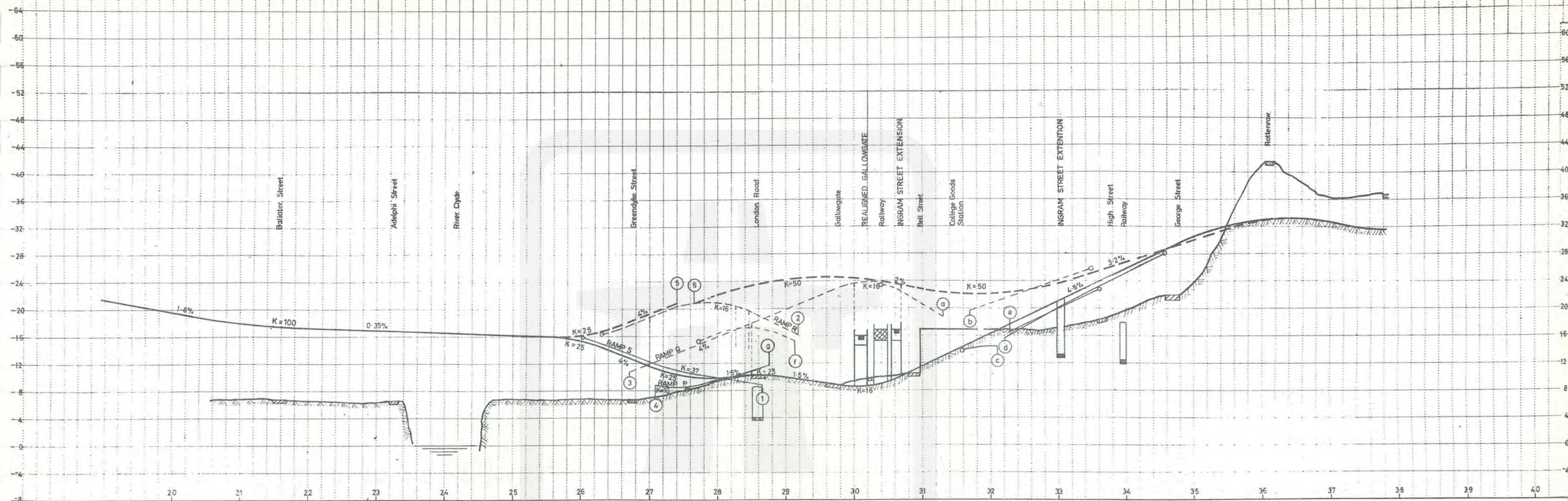
Drawing No 21



- LEGEND
- Motorways within Limits of Study
 - Surface Streets within Limits of Study

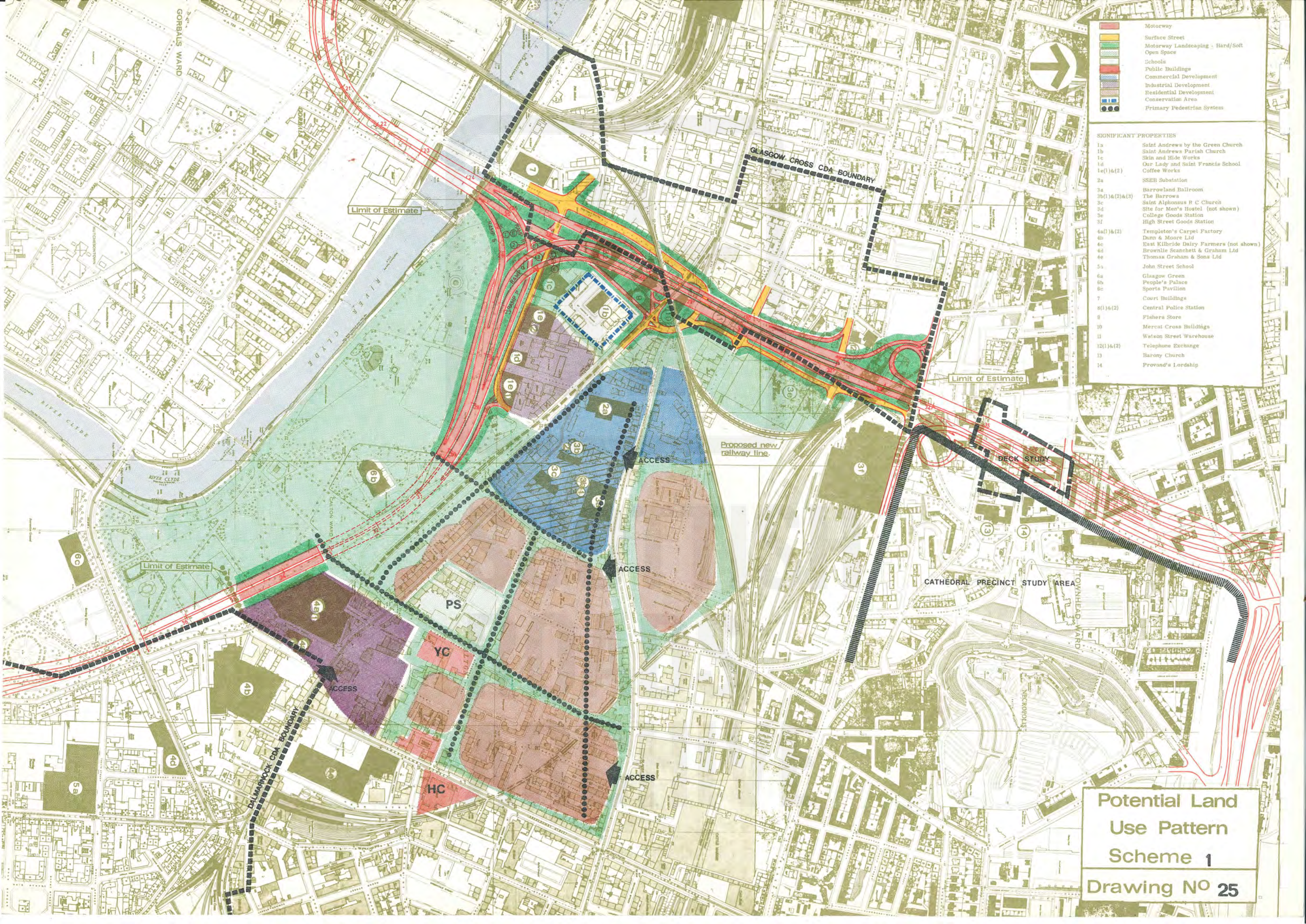
- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchett & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lodship

Scheme 4
Plan
Drawing No 23



**Scheme 4
Profile**

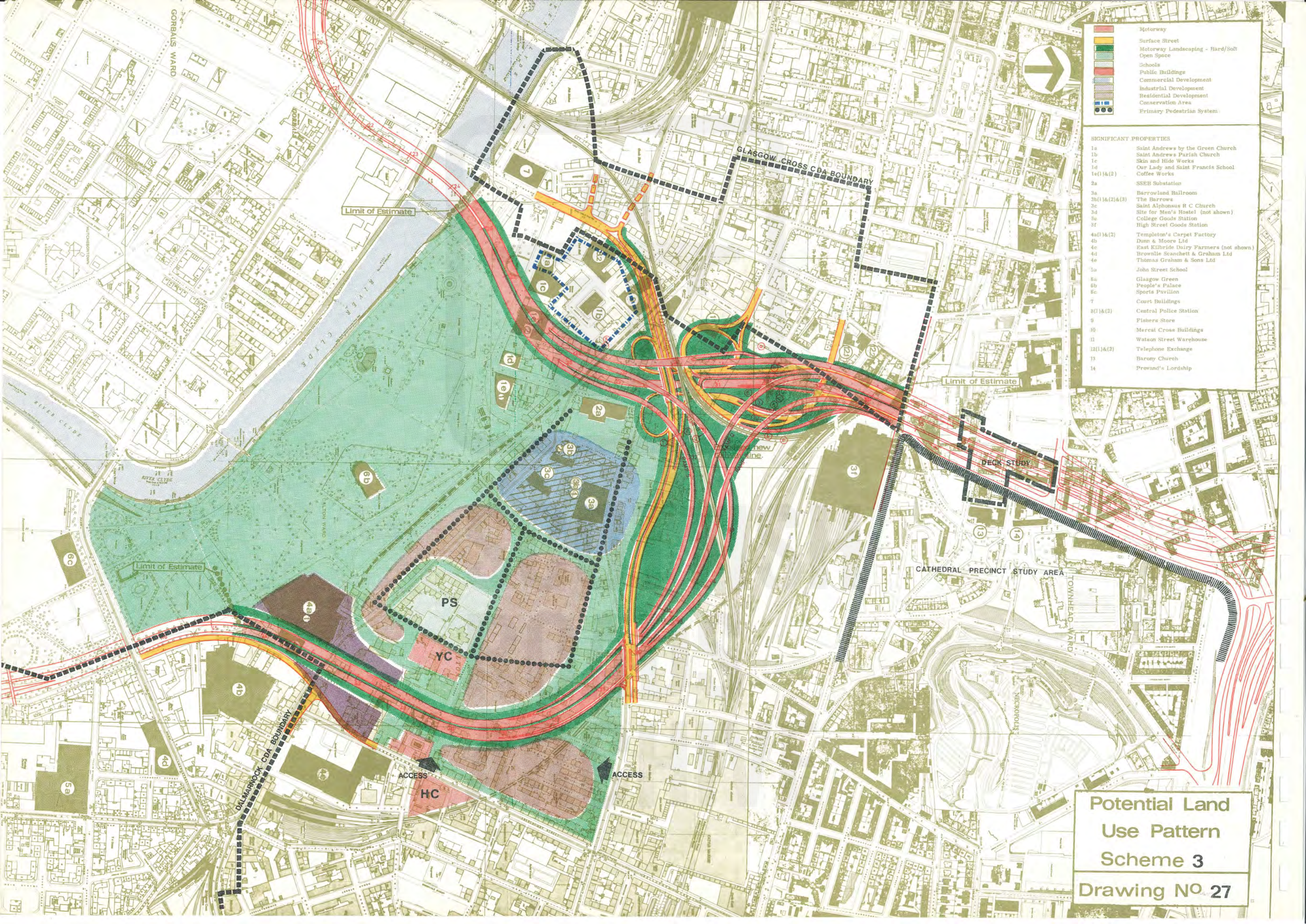
Drawing N^o 24



- Motorway
- Surface Street
- Motorway Landscaping - Hard/Soft Open Space
- Schools
- Public Buildings
- Commercial Development
- Industrial Development
- Residential Development
- Conservation Area
- Primary Pedestrian System

- SIGNIFICANT PROPERTIES**
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrow
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchetti & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 8 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lordship

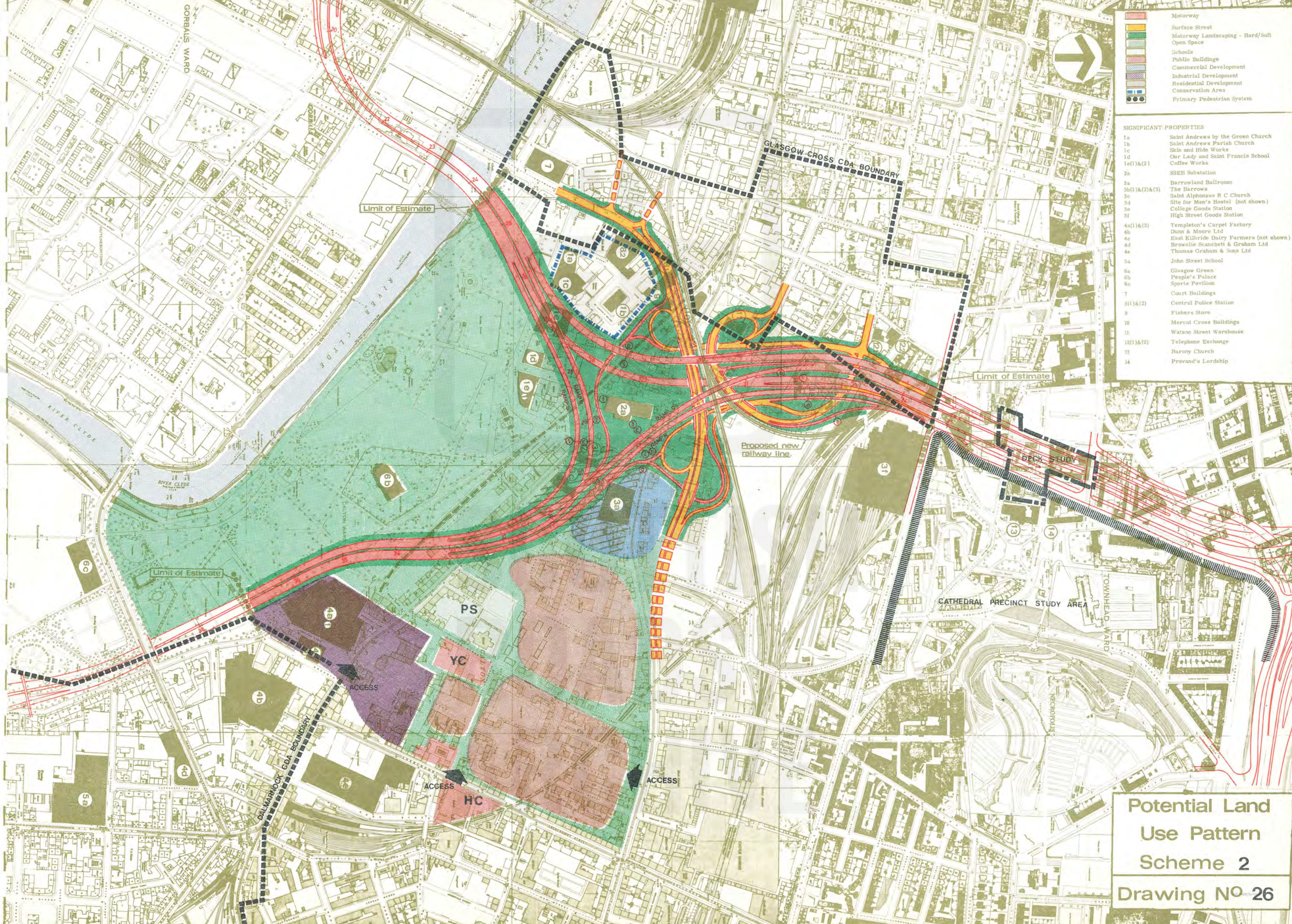
Potential Land Use Pattern Scheme 1
Drawing No 25



- Motorway
- Surface Street
- Motorway Landscaping - Hard/Soft
- Open Space
- Schools
- Public Buildings
- Commercial Development
- Industrial Development
- Residential Development
- Conservation Area
- Primary Pedestrian System

- SIGNIFICANT PROPERTIES**
- | | |
|---------------|---|
| 1a | Saint Andrews by the Green Church |
| 1b | Saint Andrews Parish Church |
| 1c | Skin and Hide Works |
| 1d | Our Lady and Saint Francis School |
| 1e(1)&(2) | Coffee Works |
| 2a | SSEB Substation |
| 3a | Barrowland Ballroom |
| 3b(1)&(2)&(3) | The Barrows |
| 3c | Saint Alphonsus R C Church |
| 3d | Site for Men's Hostel (not shown) |
| 3e | College Goods Station |
| 3f | High Street Goods Station |
| 4a(1)&(2) | Templeton's Carpet Factory |
| 4b | Dunn & Moore Ltd |
| 4c | East Kilbride Dairy Farmers (not shown) |
| 4d | Brownlie Scanchett & Graham Ltd |
| 4e | Thomas Graham & Sons Ltd |
| 5a | John Street School |
| 5b | Glasgow Green |
| 5c | People's Palace |
| 5d | Sports Pavilion |
| 7 | Court Buildings |
| 8(1)&(2) | Central Police Station |
| 9 | Fishers Store |
| 10 | Mercat Cross Buildings |
| 11 | Watson Street Warehouse |
| 12(1)&(2) | Telephone Exchange |
| 13 | Barony Church |
| 14 | Provand's Lordship |

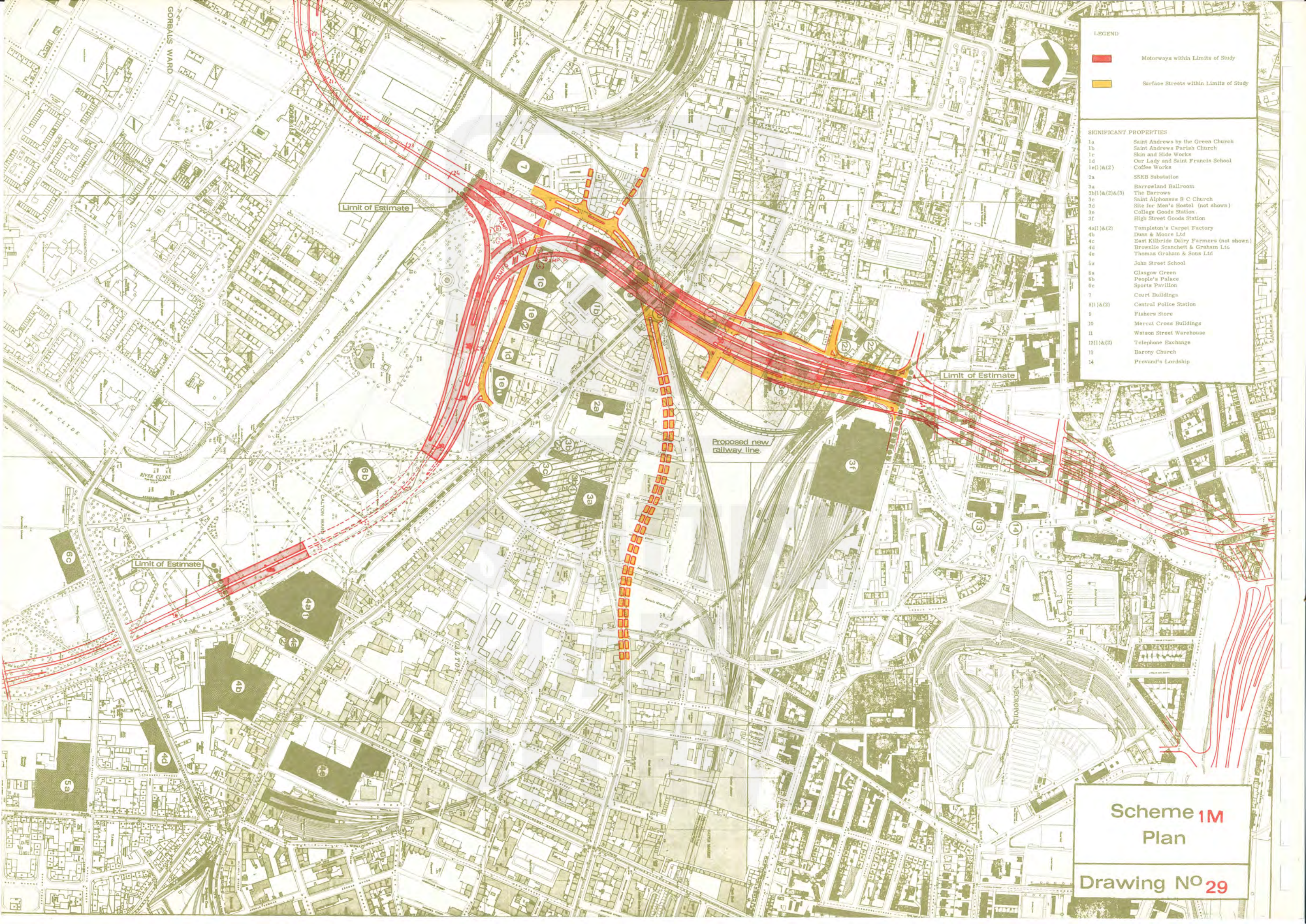
Potential Land
Use Pattern
Scheme 3
Drawing NO 27



SIGNIFICANT PROPERTIES

1a	Saint Andrews by the Green Church
1b	Saint Andrews Parish Church
1c	Skin and Hide Works
1d	Our Lady and Saint Francis School
1e(1)&(2)	Coffee Works
2a	SSEB Substation
2b	Barrowland Ballroom
2b(1)&(2)&(3)	The Barrows
2c	Saint Alphonsus R C Church
2d	Site for Men's Hostel (not shown)
2e	College Goods Station
2f	High Street Goods Station
4a(1)&(2)	Templeton's Carpet Factory
4b	Dunn & Moore Ltd
4c	East Kilbride Dairy Farmers (not shown)
4d	Brownlie Scammett & Graham Ltd
4e	Thomas Graham & Sons Ltd
5a	John Street School
6a	Glasgow Green
6b	People's Palace
6c	Sports Pavilion
7	Court Buildings
8(1)&(2)	Central Police Station
9	Fishers Store
10	Mercat Cross Buildings
11	Watson Street Warehouse
12(1)&(2)	Telephone Exchange
13	Barony Church
14	Provand's Lordship

Potential Land
Use Pattern
Scheme 2
Drawing NO 26



LEGEND

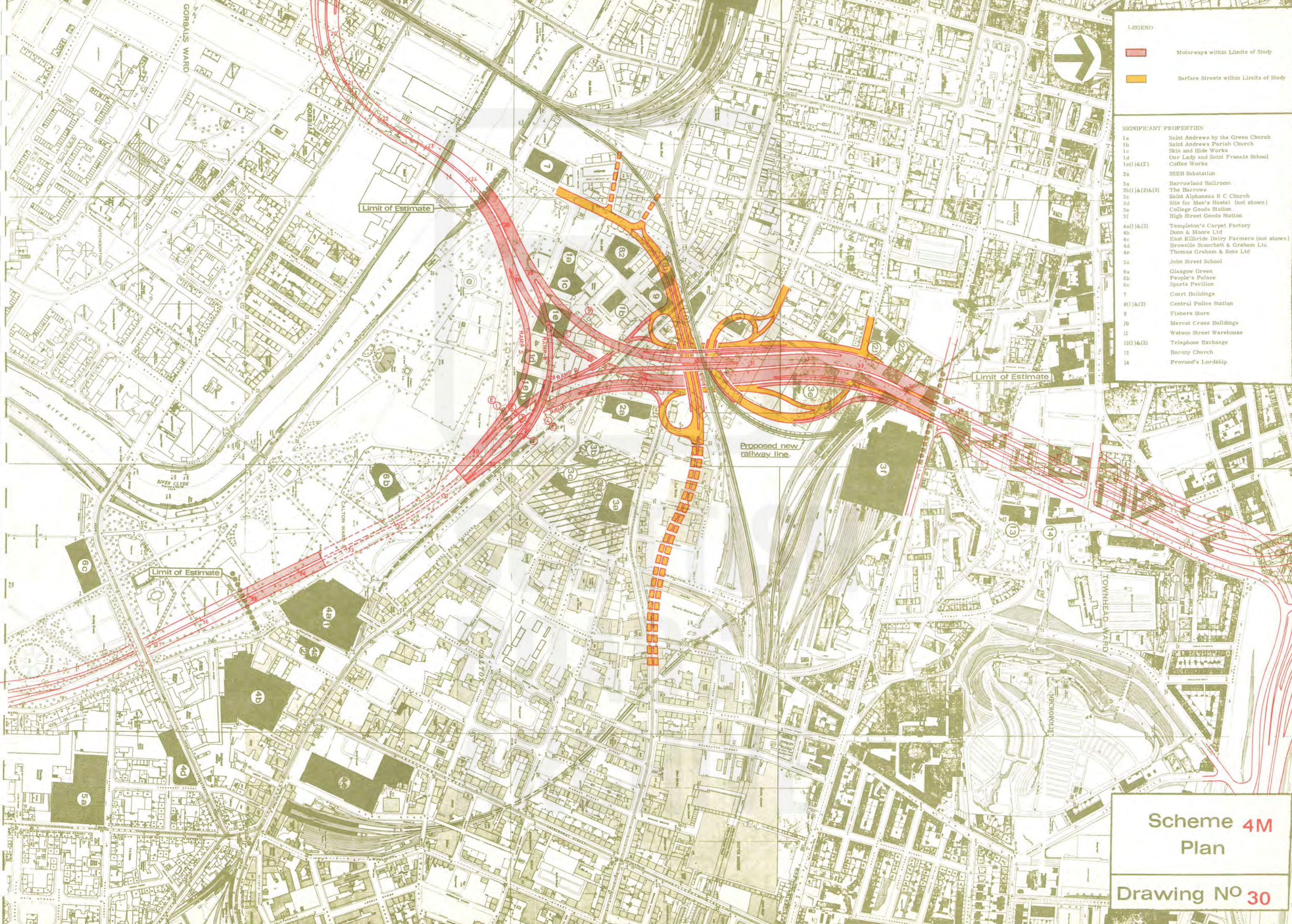
-  Motorways within Limits of Study
-  Surface Streets within Limits of Study

SIGNIFICANT PROPERTIES

- 1a Saint Andrews by the Green Church
- 1b Saint Andrews Parish Church
- 1c Skin and Hide Works
- 1d Our Lady and Saint Francis School
- 1e(1)&(2) Coffee Works
- 2a SSEB Substation
- 3a Barrowland Ballroom
- 3b(1)&(2)&(3) The Barrows
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- 3d Site for Men's Hostel (not shown)
- 3e College Goods Station
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- 4a(1)&(2) Templeton's Carpet Factory
- 4b Dunn & Moore Ltd
- 4c East Kilbride Dairy Farmers (not shown)
- 4d Brownlie Scanchett & Graham Ltd
- 4e Thomas Graham & Sons Ltd
- 5a John Street School
- 5a Glasgow Green
- 5b People's Palace
- 6c Sports Pavilion
- 7 Court Buildings
- 8(1)&(2) Central Police Station
- 9 Fishers Store
- 10 Mercat Cross Buildings
- 11 Watson Street Warehouse
- 12(1)&(2) Telephone Exchange
- 13 Barony Church
- 14 Provand's Lordship

Scheme 1M
Plan

Drawing NO 29



LEGEND

Motorways within Limits of Study

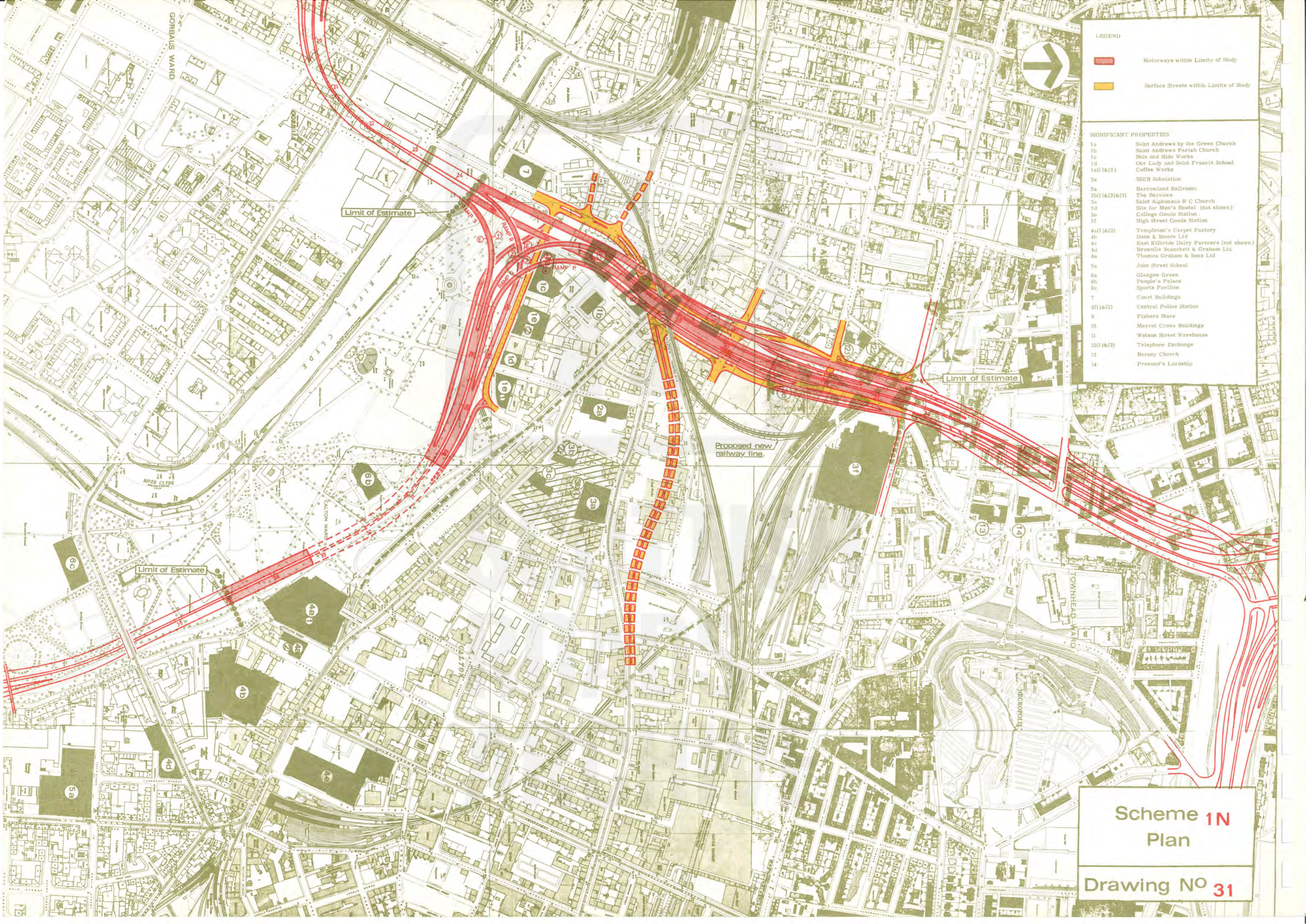
Surface Streets within Limits of Study

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SEEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
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 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchetti & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
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 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lordship

Scheme 4M

Plan

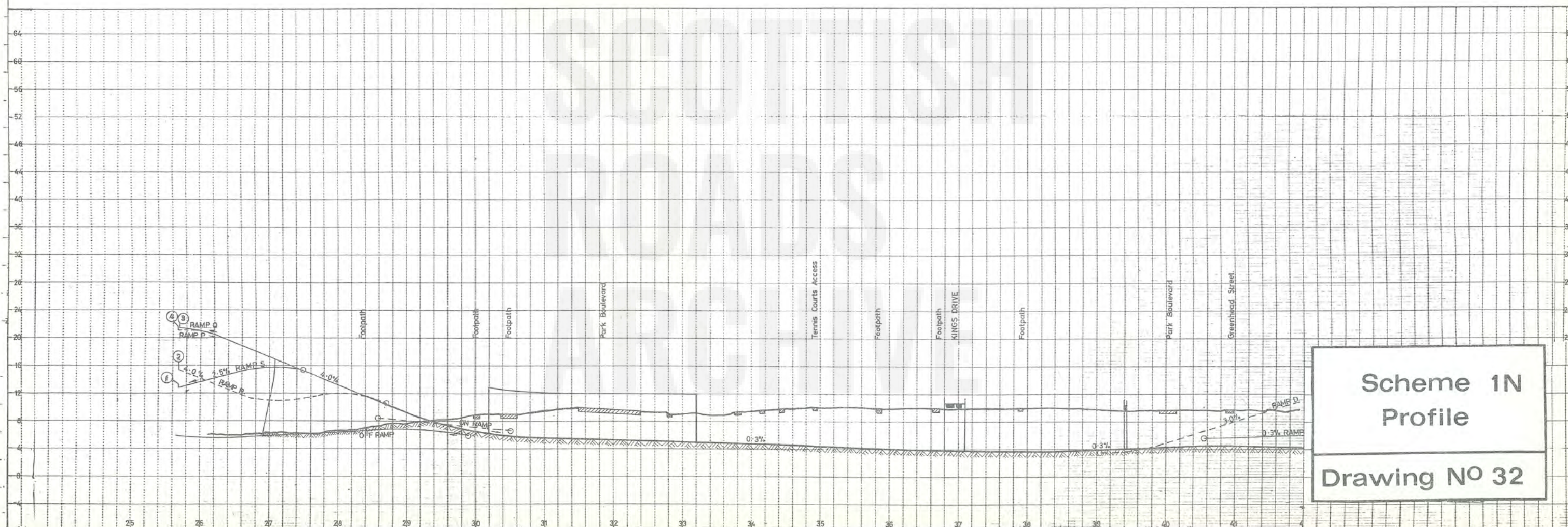
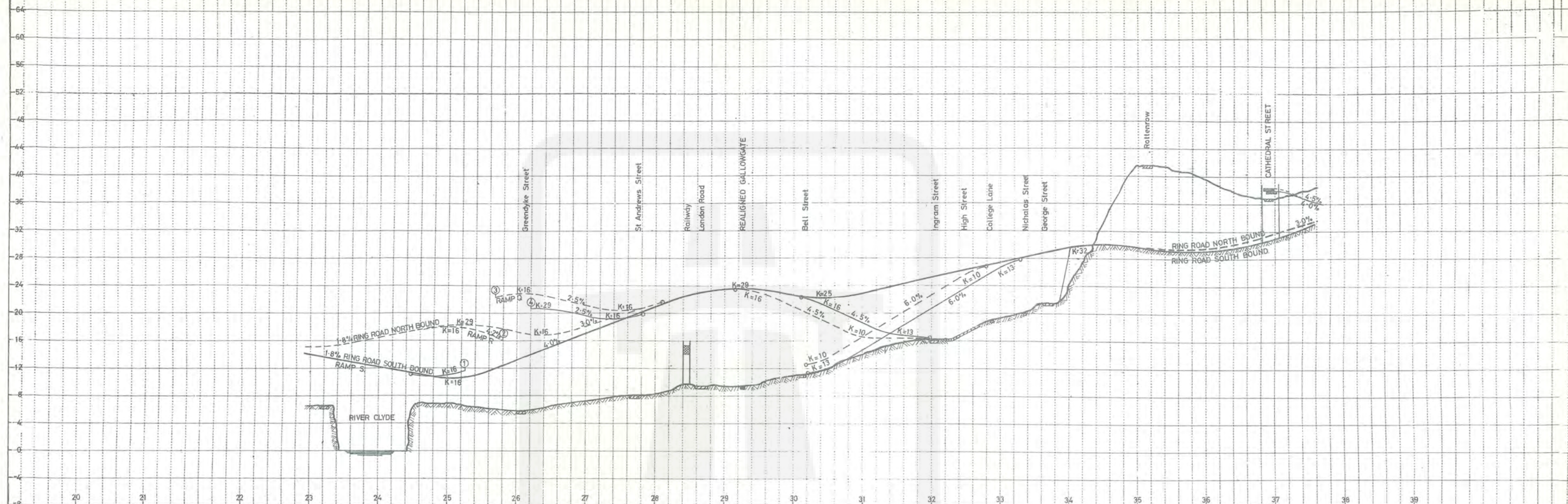
Drawing No 30



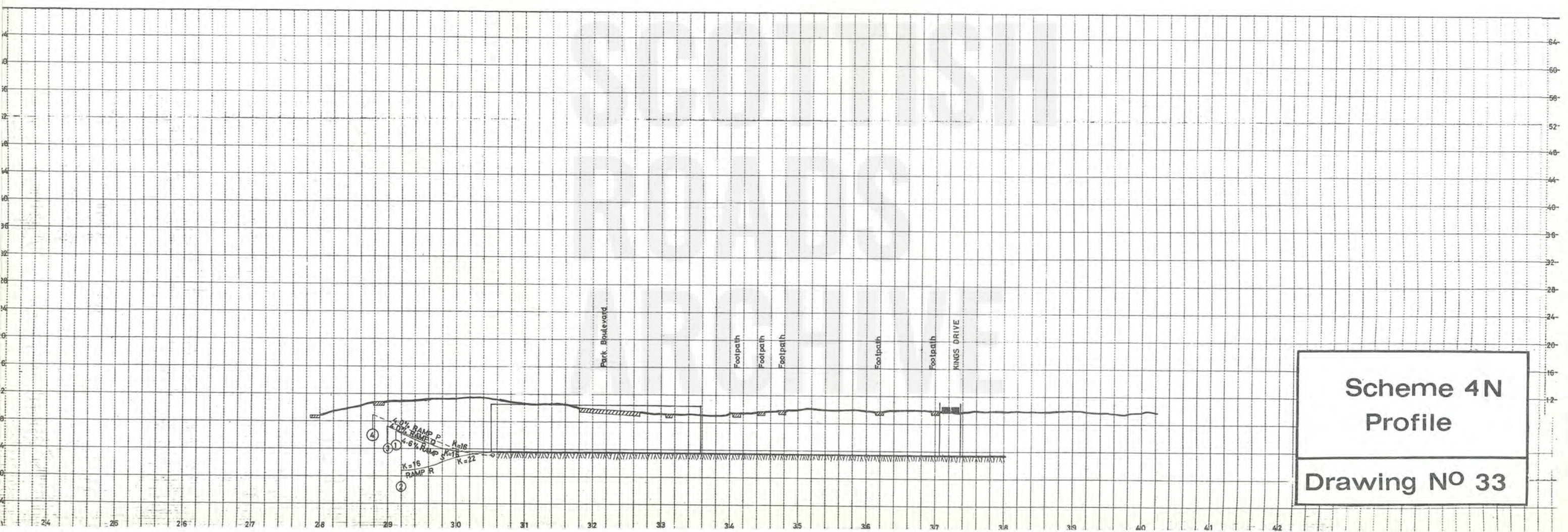
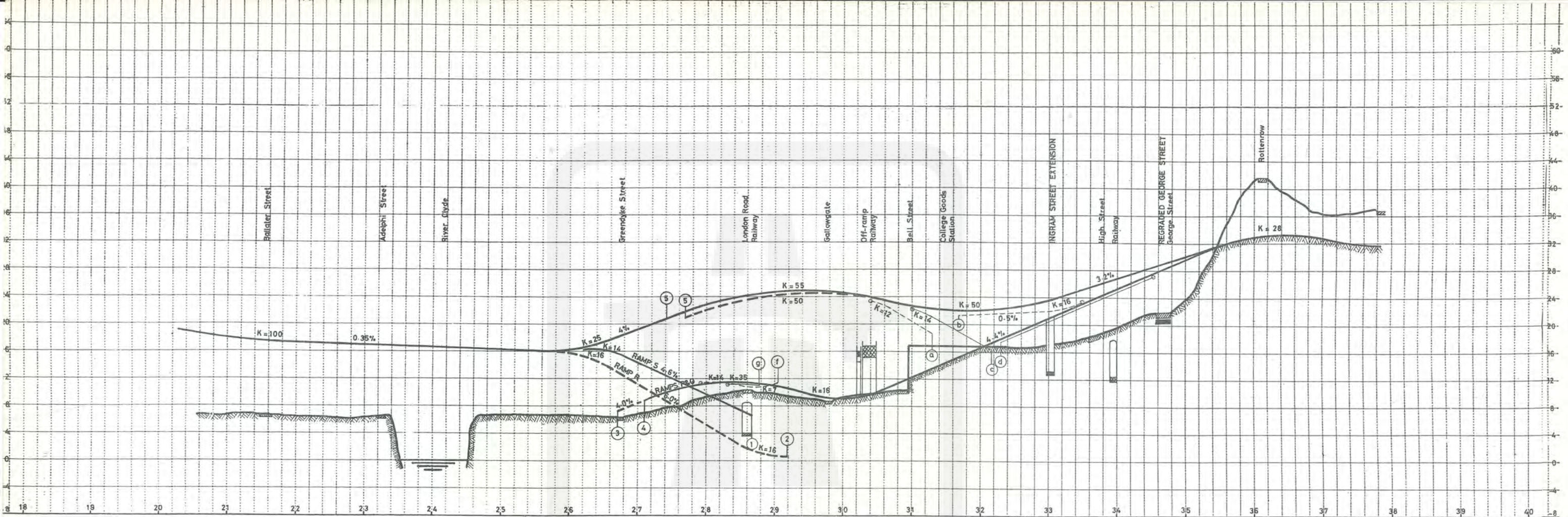
- LEGEND
- Motorways within Limits of Study
 - Surface Streets within Limits of Study

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchett & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lodship

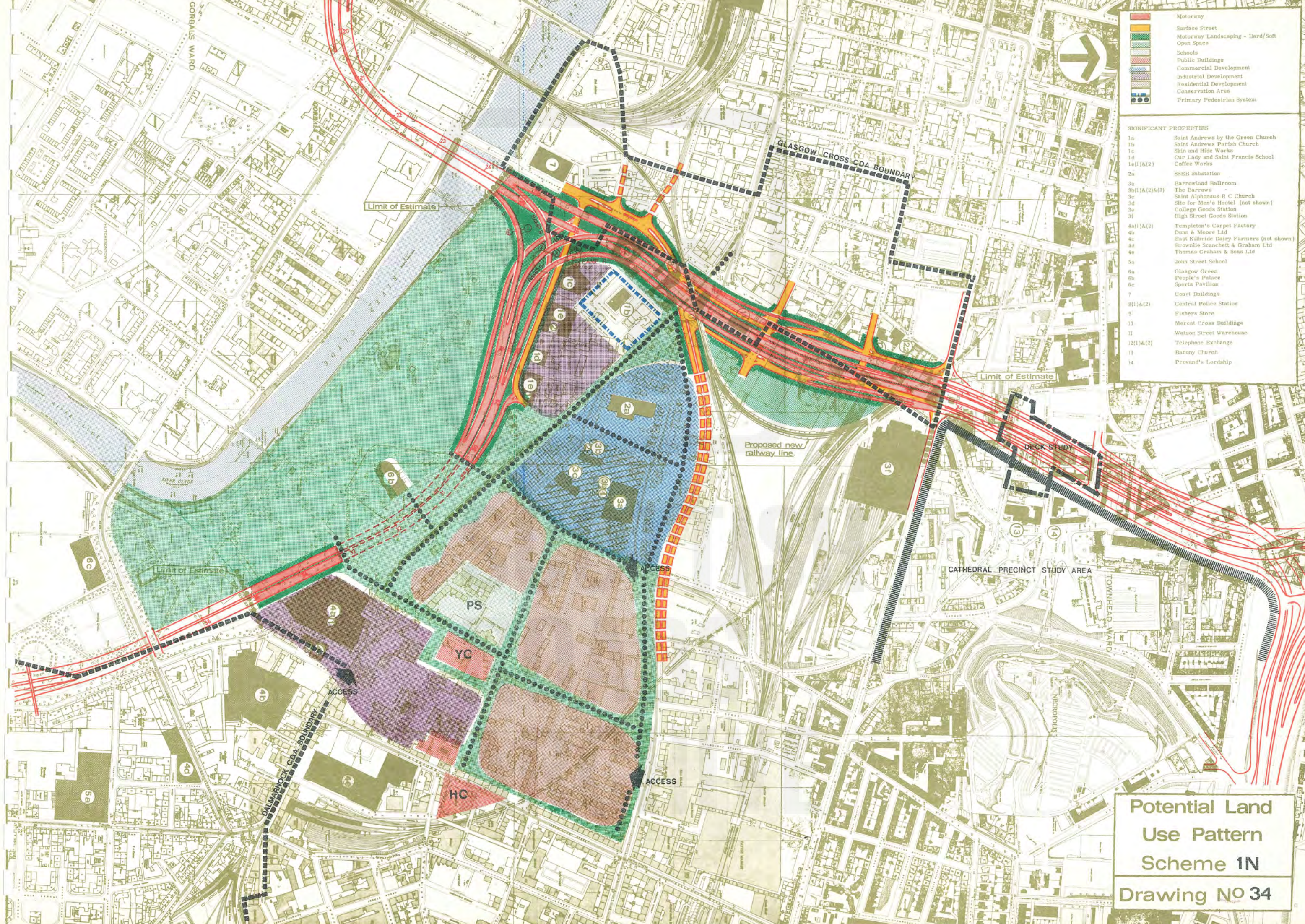
Scheme 1N
Plan
Drawing No 31



Scheme 1N
Profile
Drawing No 32



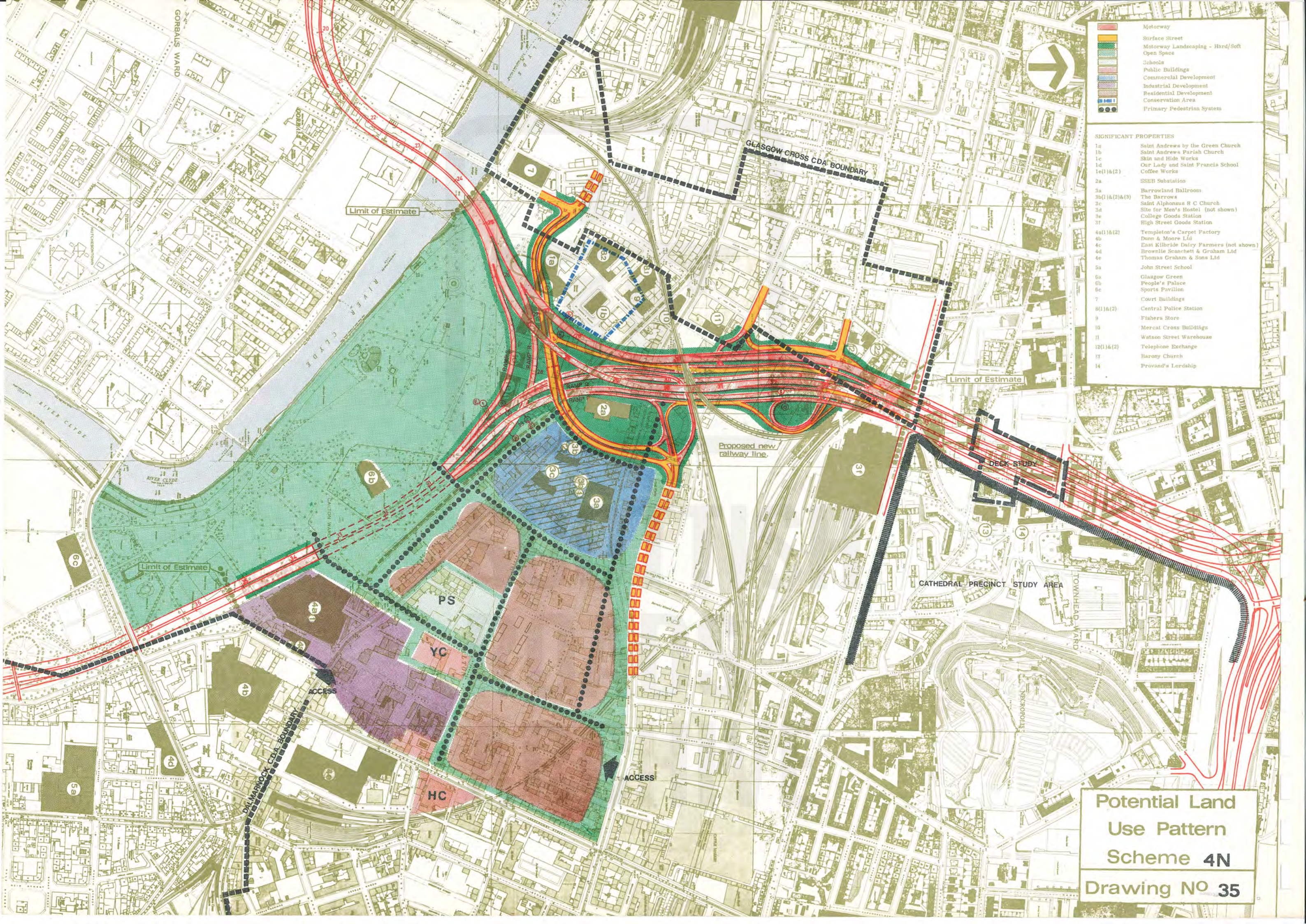
Scheme 4N
Profile
Drawing N^o 33



- Motorway
- Surface Street
- Motorway Landscaping - Hard/Soft
- Open Space
- Schools
- Public Buildings
- Commercial Development
- Industrial Development
- Residential Development
- Conservation Area
- Primary Pedestrian System

- SIGNIFICANT PROPERTIES
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanchett & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 5b Glasgow Green
 - 5c People's Palace
 - 5d Sports Pavilion
 - 6 Court Buildings
 - 7(1)&(2) Central Police Station
 - 8 Fishers Store
 - 9 Mercat Cross Buildings
 - 10 Watson Street Warehouse
 - 11 Telephone Exchange
 - 12(1)&(2) Barony Church
 - 13 Provand's Lodship

Potential Land
Use Pattern
Scheme 1N
Drawing NO 34



- Motorway
- Surface Street
- Motorway Landscaping - Hard/Soft
- Open Space
- Schools
- Public Buildings
- Commercial Development
- Industrial Development
- Residential Development
- Conservation Area
- Primary Pedestrian System

- SIGNIFICANT PROPERTIES**
- 1a Saint Andrews by the Green Church
 - 1b Saint Andrews Parish Church
 - 1c Skin and Hide Works
 - 1d Our Lady and Saint Francis School
 - 1e(1)&(2) Coffee Works
 - 2a SSEB Substation
 - 3a Barrowland Ballroom
 - 3b(1)&(2)&(3) The Barrows
 - 3c Saint Alphonsus R C Church
 - 3d Site for Men's Hostel (not shown)
 - 3e College Goods Station
 - 3f High Street Goods Station
 - 4a(1)&(2) Templeton's Carpet Factory
 - 4b Dunn & Moore Ltd
 - 4c East Kilbride Dairy Farmers (not shown)
 - 4d Brownlie Scanecott & Graham Ltd
 - 4e Thomas Graham & Sons Ltd
 - 5a John Street School
 - 6a Glasgow Green
 - 6b People's Palace
 - 6c Sports Pavilion
 - 7 Court Buildings
 - 8(1)&(2) Central Police Station
 - 9 Fishers Store
 - 10 Mercat Cross Buildings
 - 11 Watson Street Warehouse
 - 12(1)&(2) Telephone Exchange
 - 13 Barony Church
 - 14 Provand's Lordship

Potential Land
Use Pattern
Scheme 4N
Drawing NO 35