



**East City Way - Phase 6 & 7  
LONDON ROAD  
COMMUNITY ENGAGEMENT REPORT  
GLASGOW CITY COUNCIL**

November 2022



## Document history

### Final Report

East City Way London Road Community Engagement Event

This document has been issued and amended as follows:

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0	23.08.22	Draft Report	F.McVeigh	
1	22.09.22	Draft Report amendments	K Argue	
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## 1. East City Way - Context

The East City Way (ECW), once completed, will deliver a much needed continuous, safe, comfortable walking and cycling route for all active travel commuters along the A74 London Road between Glasgow City Centre and the North Lanarkshire boundary at Hamilton Road, Mount Vernon. It will connect communities, local businesses and amenities along its 7km length, making walking, wheeling and cycling more attractive for people living in, and travelling through the area.

Once delivered, the project will help in reducing air pollution with health and social benefits within the area, whilst also making the surrounding areas more attractive and desirable places to live and work for Glasgow's citizens and visitors.

The design and construction of the route has been separated into 7 phases, with delivery dependant on availability of funding. It will connect the existing segregated cycle and carriageway lanes from Fielden Street/Dunn Street to Mount Vernon, joining the communities of Bridgeton, Parkhead, Braidfauld, Tollcross and Mount Vernon.

Glasgow City Council (GCC) are working towards creating a network of high quality, direct cycle routes to the City Centre and other key destinations from the north, south, east and west. The development of City Ways across Glasgow is a key component of the city network. (Refer to [Glasgow's Active Travel Strategy](#) for more info.). Once complete, the City Ways will include:

- Repurposing of existing road and footway space to balance for all network users.
- Safer fully segregated uni-directional (with flow) cycle lanes.
- Improved junction layouts for improved crossing safety, smoother travel flow and reduced vehicle speeds.
- Traffic signal upgrades including cycle only phasing to minimise delays.
- Additional green infrastructure such as tree planting and soft landscaping for improved air quality and aesthetics.

The initial Phase 1 was delivered in March 2021 comprising of 1.1km of segregated bi-directional cycle lane with new pedestrian crossings introduced across all 4 arms of the London Road – Mount Vernon – Hamilton Road junctions.

## 2. Phase 6 & 7

GCC is currently progressing the design of Phases 6 and 7 of the ECW. This has been prioritised as it will provide a valuable connection to the Velodrome and beyond in time for the City hosting the UCI. These phases will connect the existing temporary bolt down lane segregation “orca” units installed during the Spaces for People initiative between the Fielden Street/Dunn Street junction and the temporary segregated cycle lanes east of Canmore Street.

The route passes notable landmarks and trip generators including Celtic Park, the Emirates Arena, a variety of local amenities and residential neighbourhoods through GCCs Multi Member Ward 9 – Calton and Ward 19 - Shettleston.

Prior to the 2014 Commonwealth Games walking and cycling routes from the City Centre to the Emirates Arena were constructed which currently provide valuable local travel connections. The ECW project now provides an opportunity to review, renew and improve these and the temporary Spaces for People (SfP) facilities to provide permanent active travel infrastructure assets to the transport network.

The primary focus for Phases 6 and 7 will be the improvements to safety, traffic and travel flow along the A74 London Road and through the five main junctions along the route to major entertainment venues, large shopping destinations, transport hubs and motorway links:

### **Junction 1: A74 London Road at Fielden Street/Dunn Street**

Notable nearby trip generator locations through this junction include:

- Bridgeton Train Station (0.6km west of the junction)
- Celtic Park and the Emirates Arena. (0.65km east of junction)
- Glasgow City Centre, Saltmarket. (2km west of junction)
- M8 at junction 14. (2.1km north of junction)
- M74 at junction 1A. (2.2km southwest of junction)

As noted, the space currently has permanent bi-directional cycle lane segregation west of the junction and temporary uni-directional lane segregation using road markings, bollards and “orca” type lane separators east of the junction, introduced during the SfP initiative.

The improvements proposed within this section include:

- Remove existing “orca” units and introduce permanent fully kerbed and protected cycle lanes.
- A new junction by-pass for westbound cyclists.
- New cyclist detector loops buried in the new cycle lanes to offer a cycle traffic crossing phase along with the pedestrian and motorist phasing of the signals. NB. cycle phase will only be triggered when a cyclist is detected in order to optimise signal phasing for all users.
- New junction layout designed to slow traffic approaching junction from each arm, reducing pedestrian crossing distances and maximise green-time phasing.
- New tactile paving will be introduced at all crossing points to improve safety for visually impaired pedestrians.

\*Refer to Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Fielden Street junction

## **Junction 2: A74 London Road at Clyde Gateway**

Notable nearby trip generator locations through this junction include:

- Celtic Park Stadium, Ticket Office and Superstore (0.1km east of junction)
- Emirates National Indoor Sports Arena & Velodrome. (0.2km east of junction)
- Carpark access to the Emirates Arena & Velodrome (0.2km south of junction)
- The Forge Retail Park and The Forge Shopping Centre. (0.7km north of junction)
- Dalmarnock Train Station (0.83km south of junction)
- Bridgeton Train Station (1km west of the junction)
- Glasgow City Centre, Saltmarket. (2.4km west of junction)
- M74 at junction 1A. (2.5km southwest of junction)

The space presently has temporary uni-directional cycle lane segregation infrastructure east and west of the junction using road markings, bollards and “orca” type lane separators introduced during the SfP initiative.

The improvements proposed within this section include:

- Remove existing “orca” units and introduce permanent fully kerbed and protected cycle lanes.
- Repurpose areas of existing carriageway surface by reducing number of traffic lanes east and westbound to create new permanent segregated cycle lanes and new soft landscaping.
- New cycle lanes will tie-in to the existing shared surface footway/cycleway for north and southbound cyclists.
- New cyclist detector loops buried in the new cycle lanes to offer a cycle traffic crossing phase along with the pedestrian and motorist phasing of the signals. NB. cycle phase will only be triggered when a cyclist is detected in order to optimise signal phasing for all users.
- New junction layout designed to slow traffic approaching junction from each arm, reducing pedestrian crossing distances and maximise green-time phasing.
- New tactile paving will be introduced at all crossing points to improve safety for visually impaired pedestrians.

\*Refer to Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Clyde Gateway junction

### **Junction 3: A74 London Road at Springfield Road**

Notable nearby trip generator locations through this junction include:

- Emirates National Indoor Sports Arena & Velodrome (0.2km east of junction)
- The Commonwealth Village Medical Practice & The Legacy Hub (0.3km south of junction).
- Celtic Park Stadium, Ticket Office and Superstore (0.4km east of junction)
- The Forge Shopping Centre. (0.8km north of junction)
- Dalrnarnock Train Station and Celtic Park Football Parking (1.2km south of junction)
- Bridgeton Train Station (1.5km west of the junction)
- M74 at junction 2A (2.5km east of junction)
- M74 at junction 2. (2.9km south of junction).
- Glasgow City Centre, Saltmarket. (2.9km west of junction)

The space has uni-directional cycle lane segregation infrastructure east and west of the junction using road markings, bollards and “orca” type lane separators introduced during SfP initiative.

The improvements proposed within this element include:

- Remove existing “orca” units and introduce permanent fully kerbed and protected cycle lanes.
- Repurpose areas of existing carriageway surface on southbound approach to junction by reducing number of traffic lanes to create a new permanent segregated cycle lane.
- A new fully segregated uni-directional cycle lane will be introduced for northbound cyclists approaching and leaving the junction. The existing northbound to westbound left turn filter lane will be repurposed to include a cycle bypass also leading to a shared pedestrian/cycle crossing for cyclists travelling north and eastbound.
- New cyclist detector loops buried in the new cycle lanes to offer a cycle traffic crossing phase along with the pedestrian and motorist phasing of the signals. NB. cycle phase will only be triggered when a cyclist is detected in order to optimise signal phasing for all users.
- New junction layout designed to slow traffic approaching junction from each arm, reducing pedestrian crossing distances and maximise green-time phasing.
- New tactile paving will be introduced at all crossing points to improve safety for visually impaired pedestrians.

\*Refer to Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Springfield Road junction

#### **Junction 4: A74 London Road at MacBeth Street**

Notable nearby trip generator locations through this junction include:

- Newbank Public Park. (0.1km north of junction)
- The Emirates National Indoor Sports Arena & Velodrome (0.5km east of junction)
- Celtic Park Stadium, Ticket Office and Superstore (0.7km east of junction)
- Bridgeton Train Station (1.8km west of the junction)
- M74 at junction 2A. (2.2km east of junction)
- Glasgow City Centre, Saltmarket. (3.2km west of junction)

The space has uni-directional cycle lane segregation infrastructure east and west of the junction using road markings, bollards and “orca” type lane separators introduced during SfP initiative.

The improvements proposed within this element include:

- Remove existing “orca” units and introduce permanent fully kerbed and protected cycle lanes.
- Repurpose areas of existing carriageway surface on the eastbound side of the junction by reducing number of traffic lanes to create a new permanent segregated cycle lane.
- New cyclist detector loops buried in the new cycle lanes to offer a cycle traffic crossing phase along with the pedestrian and motorist phasing of the signals. NB. cycle phase will only be triggered when a cyclist is detected in order to optimise signal phasing for all users.
- New junction layout designed to slow traffic approaching junction from each arm, reducing pedestrian crossing distances and maximise green-time phasing.
- New tactile paving will be introduced at all crossing points to improve safety for visually impaired pedestrians.
- On street parking along the northside kerb line east and west of the junction, outside the residential properties and local shops will be preserved.
- Extended footway build-outs with high access kerbs for easy access to public transport, introduced during the SfP initiative, will be retained.

\*Refer to Appendix 2: Prelim Design Drawing Jun 2022\_London Road / MacBeth Street junction



## **A74 London Road at Canmore Street**

Notable nearby trip generator locations through this junction include

- Lilybank (0.4km north of junction)
- M74 at junction 2A (2km east of junction)
- The Emirates National Indoor Sports Arena & Velodrome (0.7km east of junction)
- Celtic Park Stadium, Ticket Office and Superstore (0.9km east of junction)
- Bridgeton Train Station (2km west of the junction)
- Glasgow City Centre, Saltmarket (3.4km west of junction)

The improvements proposed within this element include:

- Remove existing “orca” units and introduce permanent fully kerbed and protected cycle lanes.
- Repurpose areas of existing carriageway surface on the eastbound side of the junction by reducing number of traffic lanes to create a new permanent segregated cycle lane.
- New cyclist detector loops buried in the new cycle lanes to offer a cycle traffic crossing phase along with the pedestrian and motorist phasing of the signals. NB. cycle phase will only be triggered when a cyclist is detected in order to optimise signal phasing for all users.
- New junction layout designed to slow traffic approaching junction from each arm, reducing pedestrian crossing distances and maximise green-time phasing.
- New tactile paving will be introduced at all crossing points to improve safety for visually impaired pedestrians.
- On street parking outside the local shops will be preserved.
- Extended footway build-outs with high access kerbs for easy access to public transport, introduced during the SfP initiative, will be retained.

\*Refer to Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Canmore Street junction

## **Equality Impact Assessment (EqIA)**

Phases 6 & 7 have been subject to an EqIA to ensure that those with protected characteristics are not disenfranchised by the project and that reasonable adjustments are made. This is a dynamic process, and it will be revisited throughout the life of the project.

### **3. Community Engagement Methods**

Engagement with the local community, as with all projects, is key to the development of proposals. Local knowledge and insight often proves to be invaluable when finalising the design of new infrastructure. The following section sets out how engagement and consultation was undertaken to inform the designs on phases 6 and 7 of the ECW.

#### **Project Website**

Sustainable Transport and Communications teams within Neighbourhoods and Regeneration Services (NRS) created an online website for the ECW project which detailed a brief description of the project as a whole and included progress updates and current Phase 6 and 7 design layouts in PDF format for public access and viewing online. The site also included a link to an engagement survey which provided the opportunity for all interested parties to express their views and opinions on the current design through a questionnaire feedback survey.

The project website can be reached at the following address <https://www.glasgow.gov.uk/ecw>

#### **Postal Engagement**

A5 postcard notices were commissioned for the project. These contained a brief overview of the scheme, directions on how to access the project website, the online survey and date/time/location details for the public drop-in engagement event. 3000 postcards were delivered to residential and commercial properties within the wider Phase 6 and 7 project area.

#### **Online Survey Engagement**

Along with the survey link noted above, the online survey was also publicised using local postcode information to “geo-tag” local residents through social media on Facebook. The survey was made available between 15<sup>th</sup> June and 19<sup>th</sup> July 2022 and had 185 individual responses.

#### **Public Drop in Q&A Event**

A public engagement event was held at the Emirates Arena on Wednesday 23rd June 2022 between 14:00 and 19:00. This location was chosen due to the proximity to project area and offered full accessibility to the general public including all disability groups.

Advanced notification of the event was sent out to all statutory consultees including local Councillors, Community Councils, stakeholder groups and the event was also publicised using the “geo-tag” facility through social media on Facebook.

It was attended by 20 people, the majority of which were local to the area. This offered the general public the opportunity to speak directly one-on-one with the project team about all aspects of the Phase 6 and 7 design proposals and voice any questions, concerns and compliments they had.

A0 size paper copies of the proposed junction designs were provided to allow the public to view the designs and aid discussion. A4 size paper copies of the engagement survey were provided for anyone who didn't have access to the survey online.

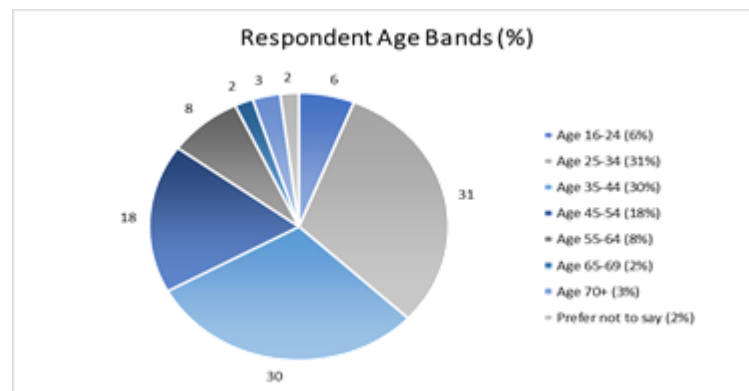
## 4. Community Engagement Results

### Online Engagement

The online survey was available for 5 weeks and received 185 unique responses from the public. The following outlines the details of this engagement.

Respondent demographics:

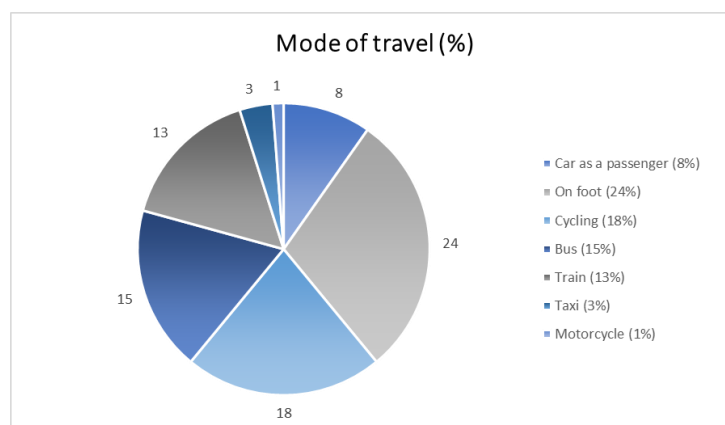
- 77 respondents (42%) live within the local area. (G31 and G40 postcode)
- 166 respondents (90%) live within the Glasgow postcode boundary.
- 154 respondents (83%) were between the ages of 16 and 55 years of age.



- 113 respondents (63%) identify as male, 57 as female and 10 prefer another term or prefer not to say.
- 128 respondents (72%) do not have dependents under the age of 16 living within their household.
- 137 respondents (77%) consider themselves **not to have** a disability or impairment, 12 consider themselves to have a physical disability and 9 consider themselves to have a mental health or cognitive disability or impairment.

Respondent travel habits:

- 94 respondents (52%) live in the area, 17 work in the area and 41 pass through the area as part of their commute.
- 73 respondents (40%) cycle as their **main mode of transport** when travelling in this area, 62 use a car as a driver, 19 by foot and 18 by bus.



- 43 respondents (24%) walk by foot as their **secondary mode of transport** when travelling in this area, closely followed by 32 using a car as a driver, 31 by cycling, 26 by bus, 22 by train and 14 using a car as a passenger.
- 114 respondents own a private car.

#### Design proposal results:

- 137 respondents (74%) were in favour of changes to improve active travel along this route while 44 respondents (24%) were not in favour of the proposed changes. (4 respondents skipped this question)
- 121 respondents (67%) said the proposed layout/changes at the **Fielden Street / Dunn Street junction** would Improve/Greatly Improve their use of the junction while 40 respondents (22%) said the proposals would Impede/Greatly Impede their use of the junction.
- 126 respondents (70%) said the proposed layout/ changes at the **Clyde Gateway junction** would Improve/Greatly Improve their use of the junction while 38 respondents (21%) said the proposals would Impede/Greatly Impede their use of the junction.
- 127 respondents (71%) said the proposed layout/ changes at the **Springfield Road junction** would Improve/Greatly Improve their use of the junction while 42 respondents (23%) said the proposals would Impede/Greatly Impede their use of the junction.
- 118 respondents (68%) said the proposed layout/ changes at the **MacBeth Street junction** would Improve/Greatly Improve their use of the junction while 37 respondents (21%) said the proposals would Impede/Greatly Impede their use of the junction.
- 121 respondents (68%) said the proposed layout/ changes at the **Canmore Street junction** would Improve/Greatly Improve their use of the junction while 36 respondents (20%) said the proposals would Impede/Greatly Impede their use of the junction.

#### Publicly Accessible Materials

The project website will continue to be updated with the latest design and installation information including an electronic copy of this engagement summary report and any further design changes detailing the reasoning/need for those changes.

Project website: <https://www.glasgow.gov.uk/ecw>



## 5. Stakeholder Comments

There were a number of areas of common focus emphasised via the questionnaire as noted below and comments provided to explain and appease any concerns:

- **The existing cycle lanes are not being utilised.**
  - Cycle counts have determined that there has been a significant increase in cycle usage since the implementation of the soft segregation.
- **The improvements will increase safety.**
  - Safety for cyclists will be increased due to the full hard segregation and the cycle only phases at junctions/protected junctions
- **The Project is a waste of money and the money would be better spent elsewhere.**
  - Funding for this project has been ringfenced for active travel provisions within the city and cannot be used for road maintenance
- **The project will increase traffic congestion and air pollution.**
  - There is no evidence at present to suggest this will increase traffic volumes or pollution based on the modelling data. The ECW will be an improvement for all road users and pedestrians.
- **An upgrade of Clyde Walkway Route (NCR75) should be considered.**
  - The national cycling charity Sustrans Scotland are working on a project that could lead to the upgrade of the National Cycle Network, please see:  
<https://storymaps.arcgis.com/stories/2c988de3b55a48328dca44f14c4b5e13>
- **Improve public transport.**
  - Where Strathclyde Partnership for Transport (SPT) have predetermined bus stop locations, these will be upgraded along the route. All other aspects of bus services are determined by the bus operators.

## 6. Phase 6 & 7 – Next Steps

Following completion of the consultation period and online survey, the project team summarised the feedback received, and the following points will be taken forward and reflected in the final proposals:

### **A74 London Road at Fielden Street/Dunn Street junction:**

The westbound cycle bypass connecting to the existing bi-directional cycle lanes has been removed and reconfigured to remove potential conflicts at pedestrian/cyclist crossing points. The new design simplifies the layout by having westbound cyclists cross straight across the junction to join the bi-directional cycle lanes.

### **A74 London Road at Clyde Gateway junction:**

The original design has been altered to reduce the crossing lengths which will in turn reduce waiting times and help to reduce vehicle speeds.

### **A74 London Road at Springfield Road:**

The northbound junction bypass for cyclists has been reconfigured to simplify the layout with the fully segregated cycle lane now continuing northbound, straight through the junction. The northbound to westbound cycle filter lane has also been reconfigured to include a shared pedestrian/cycle crossing on the west arm of the junction to cater for less confident and less experienced cyclists.

### **A74 London Road at MacBeth Street:**

Due to potential ambiguities between eastbound stationary traffic at the signalised junction and the parked vehicles wishing to re-join the main carriageway, the western arm of the pedestrian crossing point has been built out to ensure no uncertainties were present for carriageway positioning.

### **Kinloch Street at Celtic Park:**

A pedestrian crossing point has been proposed to be included 10m east of Kinloch Street. This is to ensure sightlines are unimpeded with sufficient lengths to incorporate the standard length of zig-zag road markings. A cycle bypass will also be integrated into the pedestrian facilities.

### **Traffic Regulation Order**

The delivery of Phases 6&7 of the project will require a TRO. Though this is required to formalise the cycle infrastructure, it will have no impact on the operational match day TRO within the area. Further, it is entirely separate from any other TRO in consideration within the area. GCC Officers have begun the process and the formal TRO was advertised on the 9<sup>th</sup> of November 2022.

### **Procurement**

GCC Officers are presently working through a procurement process to appoint a main works contractor to the project. Subject to successfully completing this process, works would likely being in early 2023 enabling substantial completion in for the UCI World Championship in 2023.

\* Refer to Appendix 3: Updated Prelim Design Drawing Oct 2022\_London Road – General Arrangement Plan

## **Appendix I Example of Online Survey Questions**

***Are you in favour or not in favour of the proposals to improve provision for active travel (walking and cycling) along this route?***

*Yes, I am in favour of the proposals*

*No, I am not in favour of the proposals*

***If you are not in favour of the proposals, please let us know why.***

***Do you think these works will improve or impede use of the junction of London Road/Fielden Street?***

*Greatly improve*

*Improve*

*Neither improve nor impede*

*Impede*

*Greatly impede*

***Please use this free text area to provide any further comments or suggestions on the proposed project.***

***Do you think these works will improve or impede use of the junction of London Road / Clyde Gateway?***

*Greatly improve*

*Improve*

*Neither improve nor impede*

*Impede*

*Greatly impede*

***Please use this free text area to provide any further comments or suggestions on the proposed project.***

***Do you think these works will improve or impede use of the junction of London Road / Springfield Road?***

*Greatly improve*

*Improve*

*Neither improve nor impede*

*Impede*

*Greatly impede*

***Please use this free text area to provide any further comments or suggestions on the proposed project.***

***Do you think these works will improve or impede use of the junction of London Road / MacBeth Street?***

*Greatly improve*

*Improve*

*Neither improve nor impede*

*Impede*

*Greatly impede*

***Please use this free text area to provide any further comments or suggestions on the proposed project.***

**Do you think these works will improve or impede use of the junction of London Road / Canmore Street?**

Greatly improve

Improve

Neither improve nor impede

Impede

Greatly impede

**Please use this free text area to provide any further comments or suggestions on the proposed project.**

**Do you have any further suggestions for improving the local area?**

**Do you live or work, or do you commute in this area?**

Live in the area

Work in the area

Pass through the area as part of my commute

Other

**What is your main method of traveling in this area?**

Car as a driver

Car as a passenger

On foot

Cycling

Bus

Wheeling (wheelchair or mobility scooter)

Train

Taxi

Motorcycle

Other

**What is your second main method of traveling in this area?**

Car as a driver

Car as a passenger

On foot

Cycling

Bus

Wheeling (wheelchair or mobility scooter)

Train

Taxi

Motorcycle

Other

**Do you own a private car?**

Yes

No

Prefer not to say

**How do you identify?**

Female

Male

Prefer another term

Prefer not to say



***What is your age group?***

16-24

25-34

35-44

45-54

55-64

65-69

70+

*Prefer not to say*

***Do you have any dependents under the age of 16 within your household?***

Yes

No

*Prefer not to say*

***Do you consider yourself to have a disability or impairment?***

*Yes, I have a mental health or cognitive disability or impairment*

*Yes, I have a physical disability or impairment*

*Yes, I have another disability or impairment*

*No I do not have a disability or impairment*

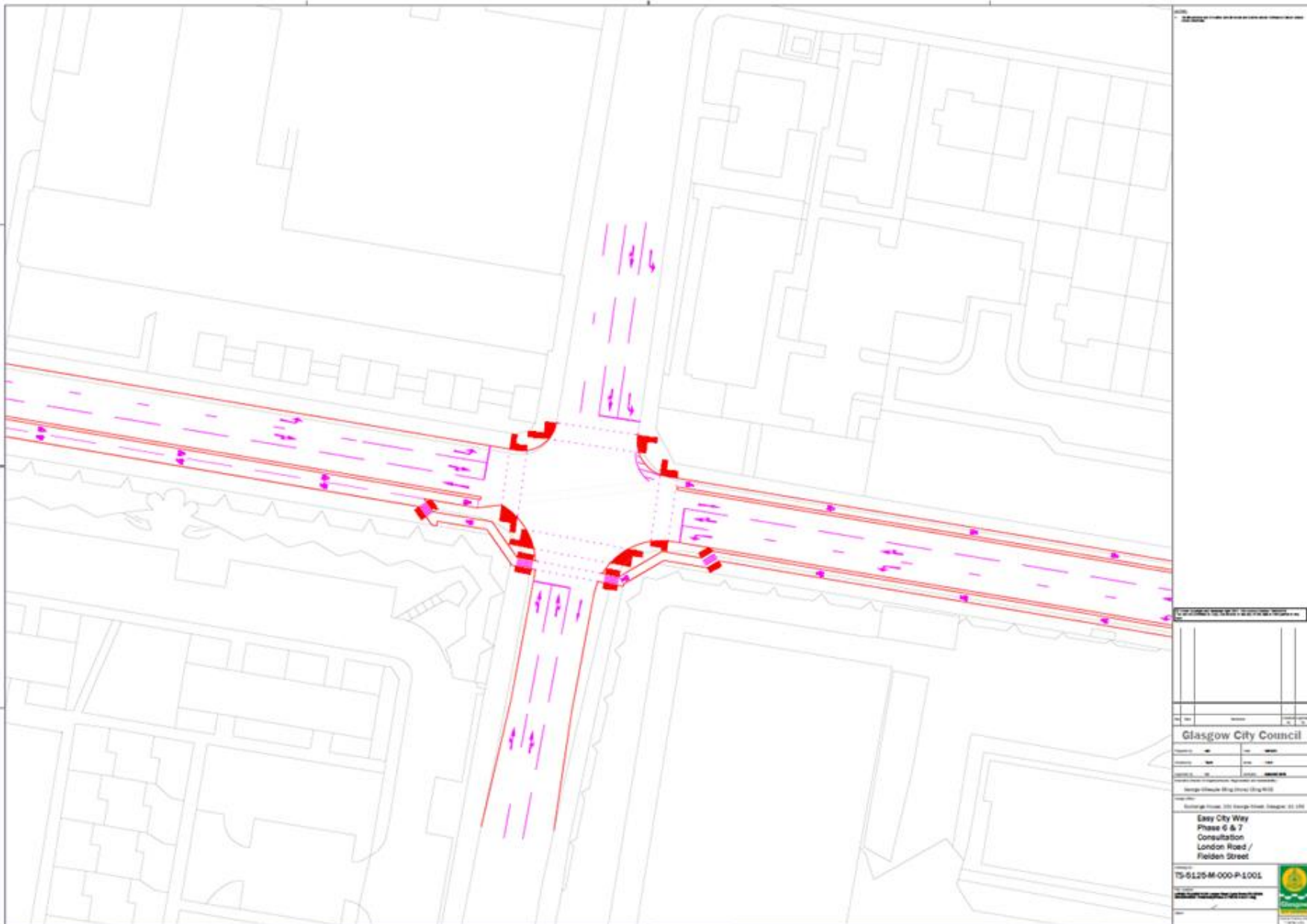
*Do not wish to respond*

***Please provide the first 3 digits of your postcode. This questionnaire is anonymous, and this information will not be used to identify you.***

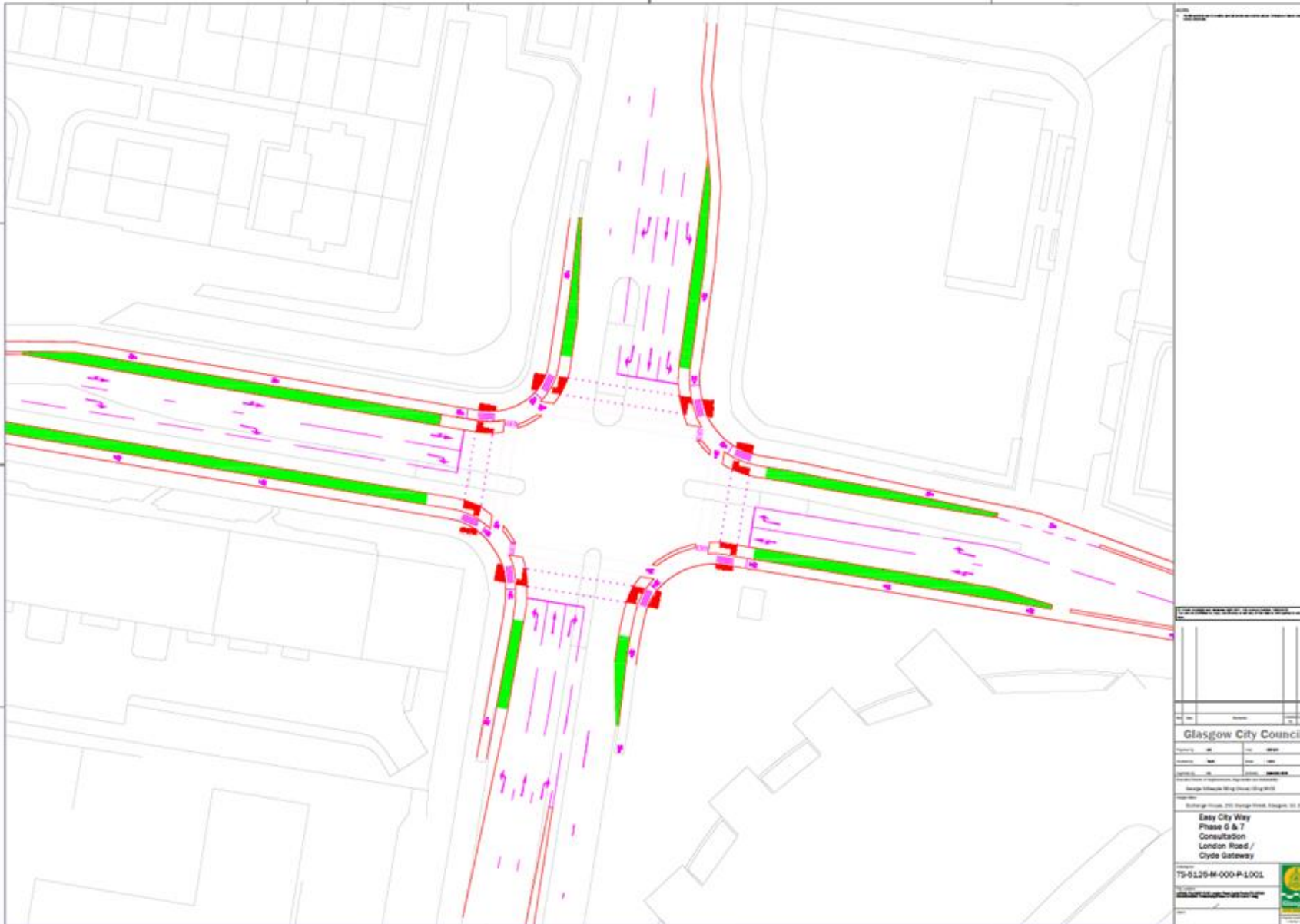
## Appendix 2: Prelim Design Drawing Jun 2022\_London Road – General Arrangement Plan



## Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Fielden Street junction

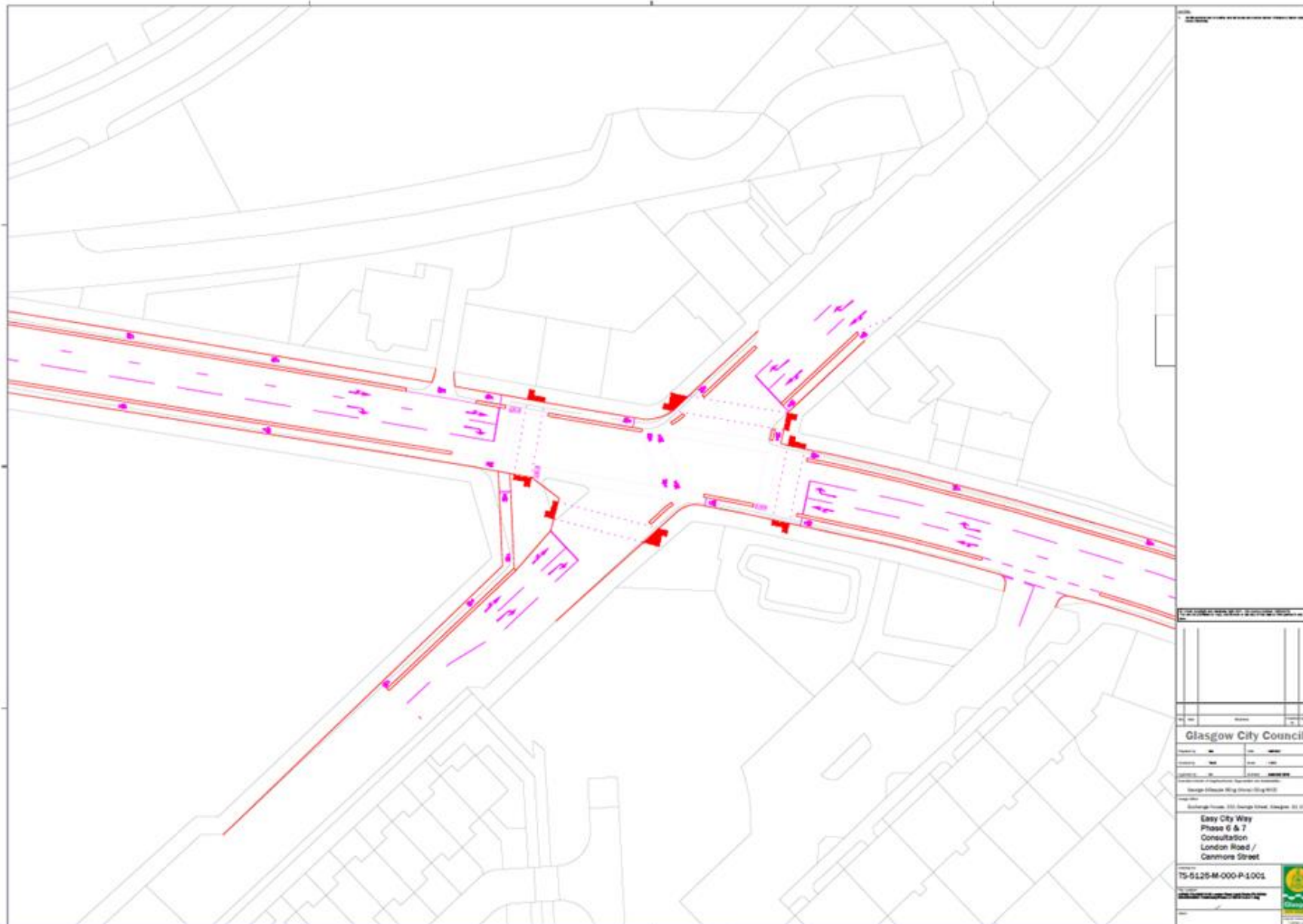


## Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Clyde Gateway junction





## Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Springfield Road junction



## Appendix 2: Prelim Design Drawing Jun 2022\_London Road / MacBeth Street junction



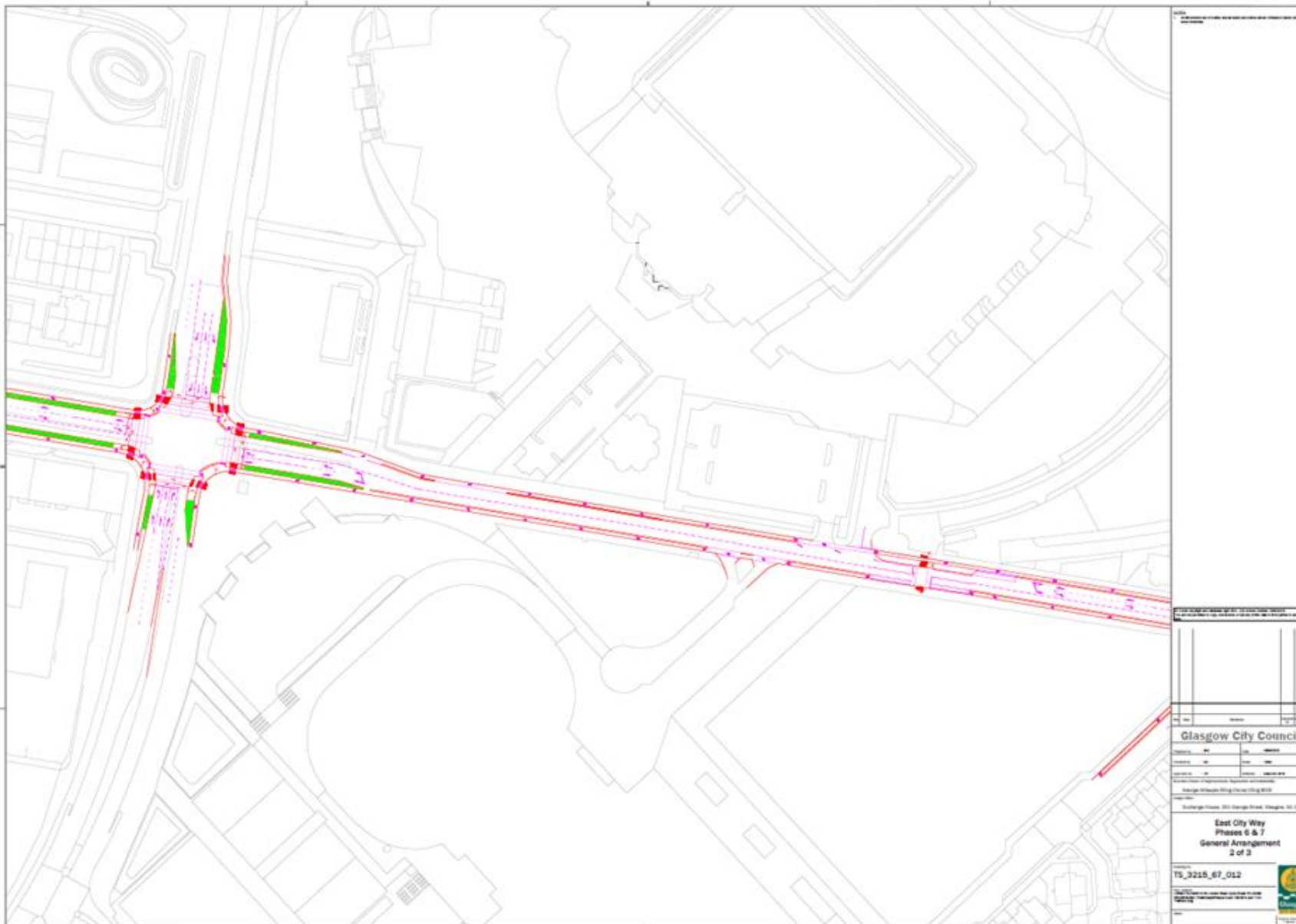
## Appendix 2: Prelim Design Drawing Jun 2022\_London Road / Canmore Street junction



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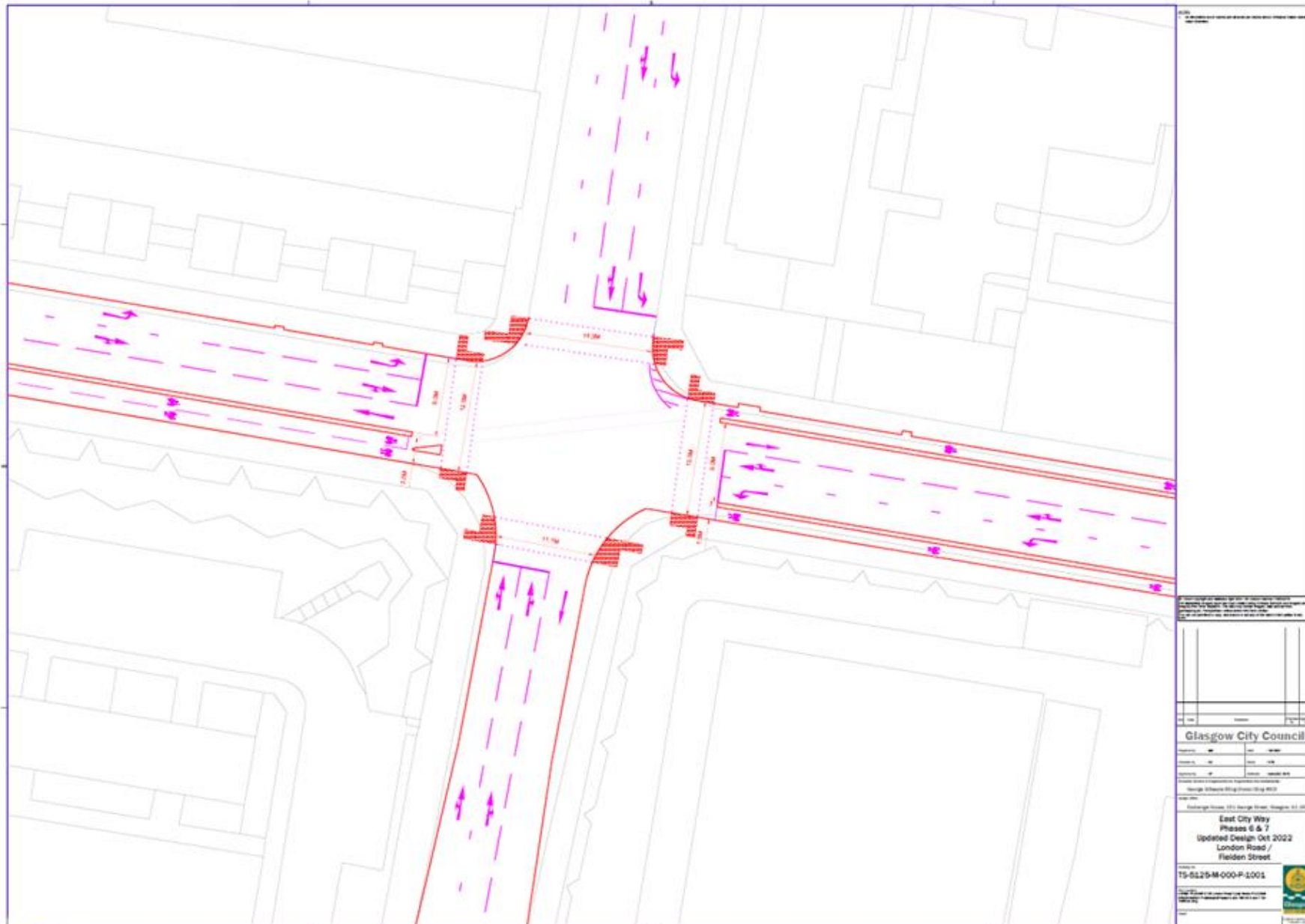
## General Arrangement Drawing 2 of 3



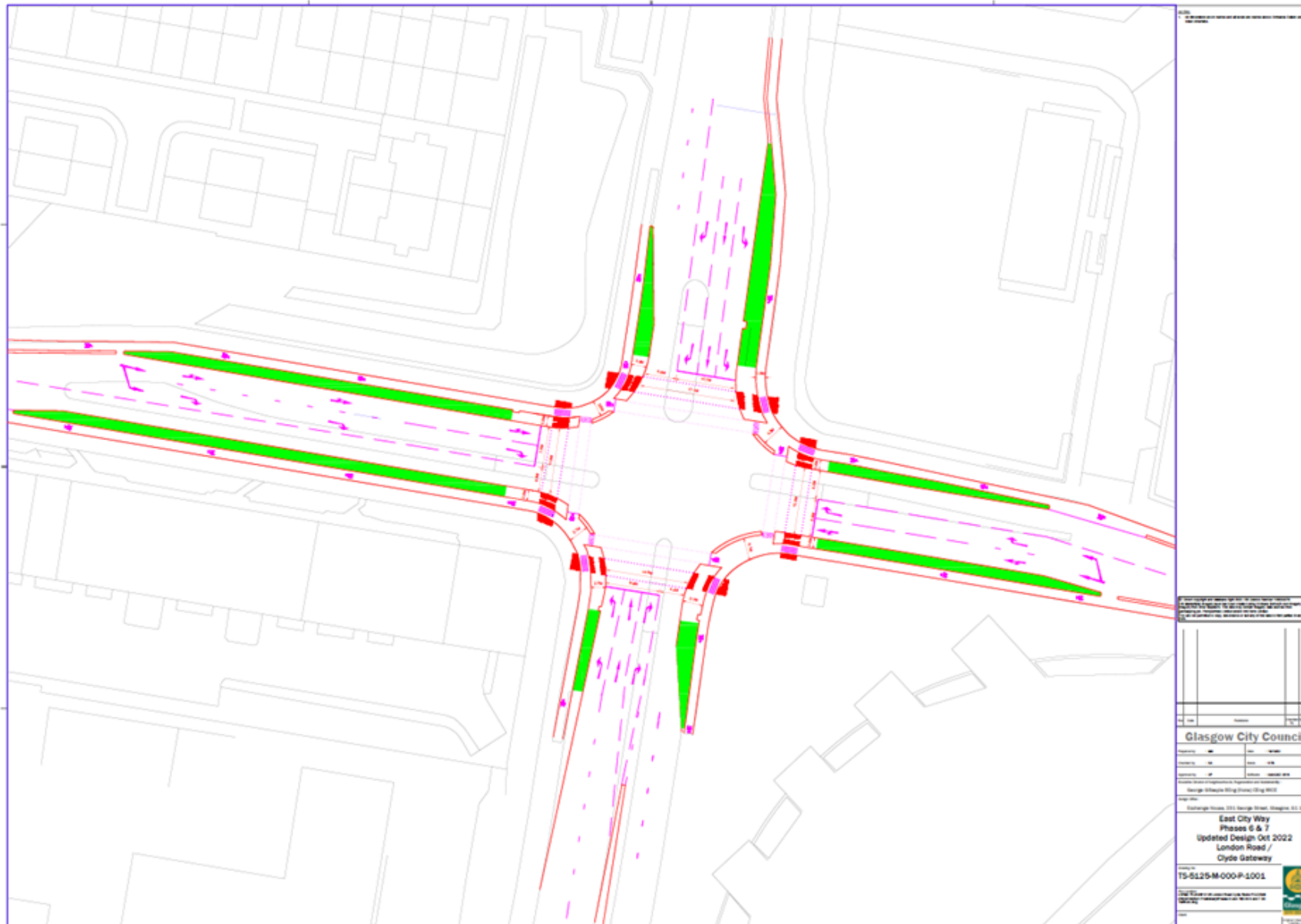
## General Arrangement Drawing 3 of 3



## Appendix 3 Updated Prelim Design Drawing Oct 2022\_London Road / Fielden Street junction

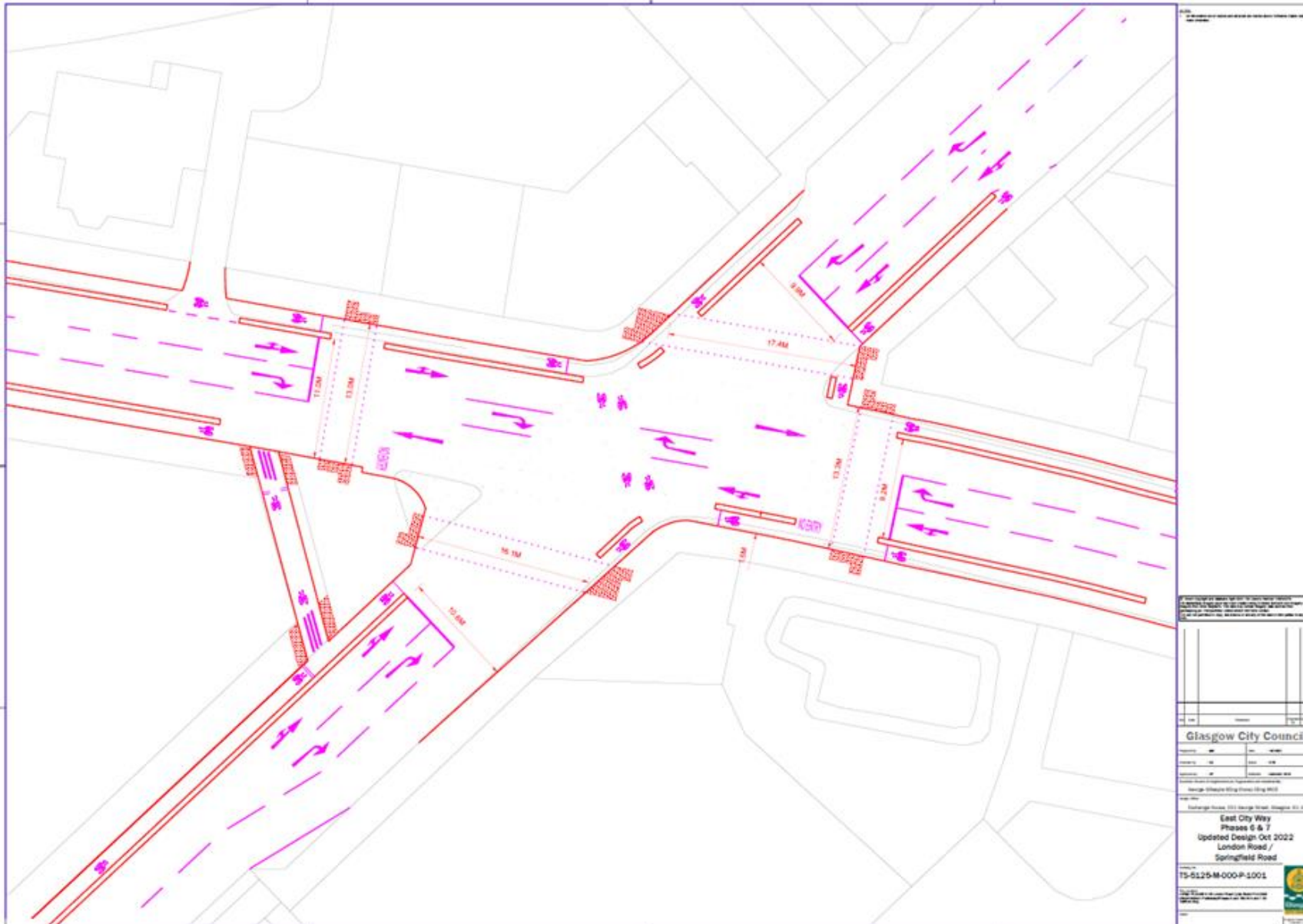


## Appendix 3: Updated Prelim Design Drawing Oct 2022\_London Road / Clyde Gateway junction



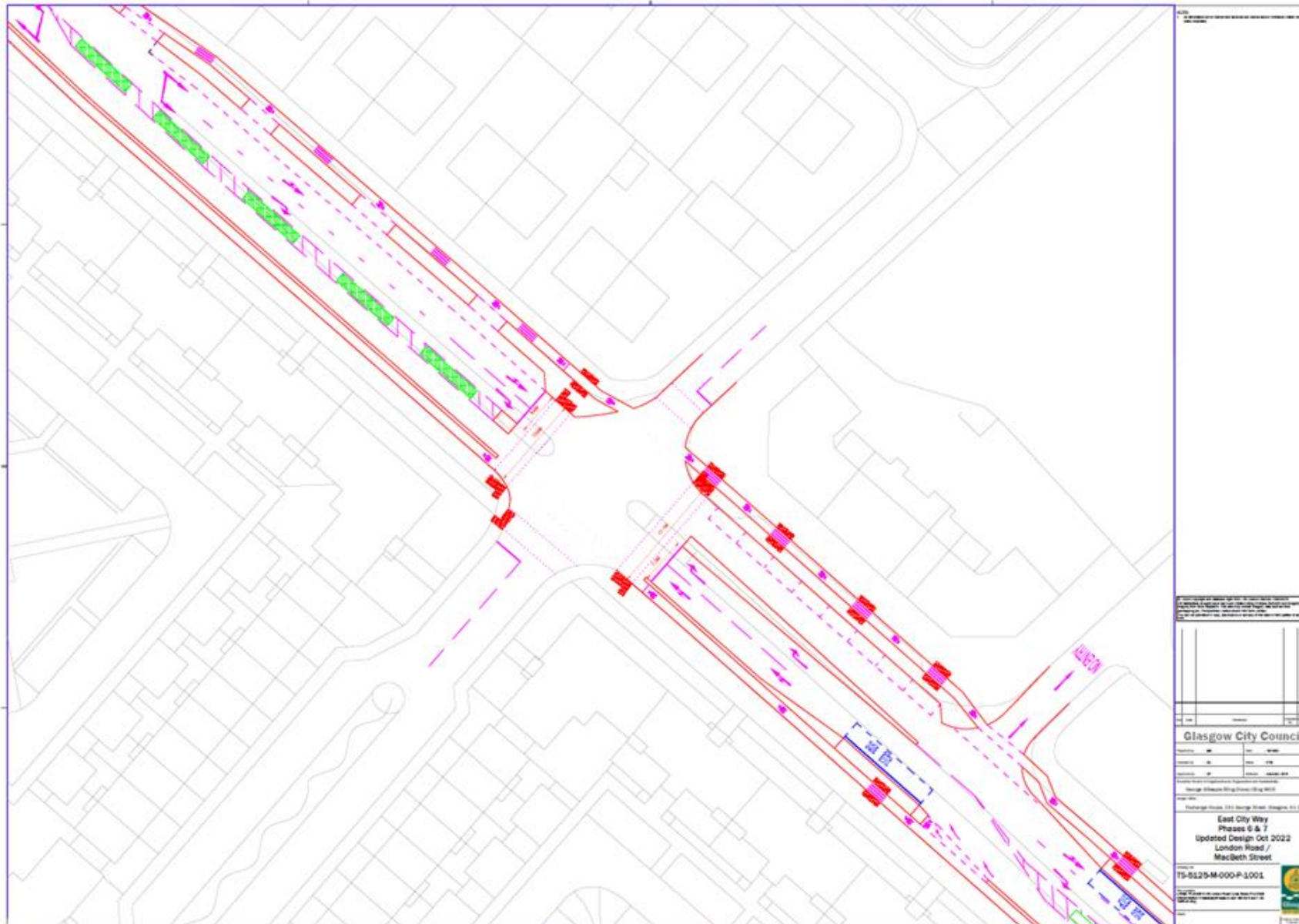


## Appendix 3: Updated Prelim Design Drawing Oct 2022\_London Road / Springfield Road junction





## Appendix 3: Updated Prelim Design Drawing Oct 2022\_London Road / MacBeth Street junction



## Appendix 3: Updated Prelim Design Drawing Oct 2022\_London Road / Canmore Street junction

