

# Balloch Pierhead Improvement Action Plan

## Design Report





# 1

## Executive Summary

Page\Park Architects were appointed by West Dunbartonshire Council and Loch Lomond & The Trossachs National Park Authority to lead a multi-disciplinary design team in the development of an Improvement Action Plan for the Balloch Pierhead area.

This Action Plan sets out a future vision for the Pierhead, one that enhances its function, identity, and appeal. While funding is not currently in place to deliver all of the proposals outlined, the Plan is intended as a catalyst for future investment and a guiding framework for the site's development in the years ahead.

The process has placed a strong emphasis on community engagement and collaborative placemaking. Rather than large-scale built interventions, the proposals focus on improving orientation, landscape quality, and overall visitor experience, ensuring the area works better for the people who live, work, and visit here.

Delivering greater benefits for communities, visitors, and businesses is a core commitment of the Park Authority. The vision for Balloch Pierhead has long been an ambition, made possible through the support of local landowners and the allocation

of resources to develop this Plan as a foundation for progress.

At its heart, this approach promotes sustainable growth by prioritising people, nature, and heritage, preserving the site's distinctive natural and cultural setting while supporting its future potential.

Throughout the process, the multi-disciplinary team has worked collaboratively to champion a place-based approach rooted in local identity and shared aspirations.

### Acknowledgements:

Our sincere thanks to the many local residents, stakeholders, and organisations who generously shared their time, insights, and ideas, your contributions have been vital to shaping this Plan.

### Design Team:

Client: West Dunbartonshire Council, and Loch Lomond and The Trossachs National Park  
Architect: Page\Park Architects  
Structural & Civil Engineers: Civic  
Cost Consultant: PMP





# 2

## Introduction, Methodology & Policy Context

The aim of the project was to shape an Improvement Action Plan for Balloch Pierhead through active engagement with the local community and key stakeholders. The brief set out an ambition to deliver proposals that responded to the needs of both local users and stakeholders, while remaining sensitive to the site's heritage and natural environment.

A critical aspect of the approach was to ensure the proposals were realistic and deliverable, balancing the aspirations of the local community with the goals of national policy. This was essential in enabling Balloch Pierhead to evolve into a more attractive, healthy, and resilient place, capable of supporting a variety of functions over time.

The central objective of the Action Plan was to establish a renewed vision for Balloch Pierhead. While full funding is not in place to implement all of the proposed projects, the document is intended to act as a catalyst, supporting efforts to attract investment and secure funding for phased delivery.

The document set out that vision by first presenting research and contextual understanding of the site. It then detailed the public and stakeholder engagement process, followed by the overarching vision and the thematic strategies that emerged through consultation. Finally, it outlined a delivery framework with indicative timescales and cost estimates to help guide future development.

### Methodology & Approach

As a practice with over 40 years experience in delivery of masterplans and civic spaces, we are well versed in evolving masterplans into deliverable projects. With a visionary and coordinated approach to the planning and design of public space, our experience in projects of scale is balanced by our successful delivery of more modest interventions. Using these years of experience and expertise, our team aim to create settings that are more permeable, being easier to move through, whether walking, wheeling or cycling; sociable, having found the thing that breathes life into a place; and memorable, foregrounding the stories that underpin their existence.

At Page\Park we approach every project as a unique opportunity to enhance the place, landscape and setting that is it sited within. Our approach to our work at Pierhead has been no different. Through this baseline understanding of the context and the engagement work that has been done to date, we have sought to create an inspiring vision for the Pierhead.

The methodology applied to the project can be summarised under the following headings:

1. Understanding Context
2. The Pierhead Today
3. Learning from Locals
4. Developing your Vision
5. Making a Plan
6. Moving Towards Delivery

### Understanding Context

When we begin each of our projects, we look back before we look forward; using all available physical and digital resources to collate the history of a place. This shows us how it has developed in response to historical, social, and economic factors. It also gives us insight into its present-day identity, and what we can do to enhance it.

### The Pierhead Today

The blend of three components – intuitional, systematic, and experiential – in our approach to recording places helps us to capture and assess both the tangible (physical) and intangible characteristics (like how the place makes us feel, or how prevalent its character is). We like to follow our intuition, find ways to interrogate it, while simultaneously assembling a methodical picture of how the place functions, including transport networks, travel distances, and demographics. We believe in walking each site that we work with to truly understand the characteristics and opportunities that exist. The Pierhead is no different.

### Learning from Locals

Engagement was a key part of the project scope and we developed an engagement strategy to align with the collaborative place-based partnership model. This detailed our consultation approach with key stakeholders, particularly the local businesses, community groups and landowners that have an active interest in the site.

### Developing a Vision

The next step in our methodology is often the most rewarding – developing ideas for the future. Concepts emerge from the outcomes of our analysis, time spent on site, and most importantly, from the conversations with you, your community, and key stakeholders.

### Making a Plan

Once the concept was developed, we then worked to identify priority themes and opportunities to guide future investment. Through this stage we shared reference projects and produced sketch visualisations and diagrams to represent the priority opportunities.

### Moving Towards Delivery

In order to guide initial investment and the delivery of tangible projects we worked to develop a robust initial cost plan. This identified potential projects that emerged from engagement work, and were in alignment with the priority themes and opportunities. These projects were considered in more detail with high level costs identified against them.

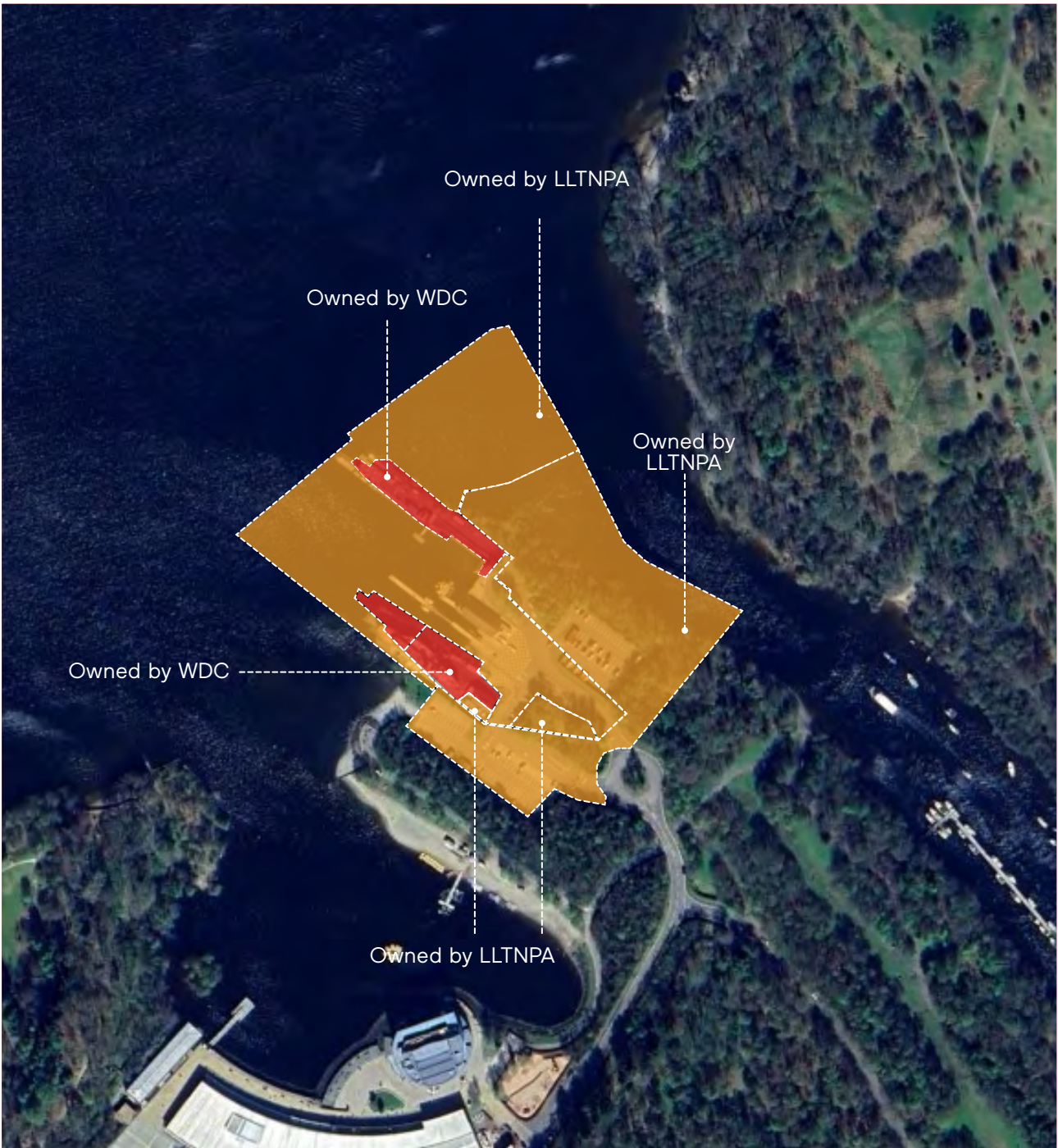
Critical to the success of our approach is our blend of pragmatism and vision. We have enjoyed working collaboratively through the steps described, to evolve a framework that we hope can act as a catalyst for regeneration through attractive and deliverable enhancements.



Aerial Plan. Source: Google Maps



# Land Ownership



Land Ownership Site Plan (to be updated in CAD at later stages)

# Land Use

The site includes a few areas with different ownerships, which have been mapped above. Understanding any constraints posed by these ownerships is essential to our site assessment. A collaborative, place-based approach, as outlined in the brief, was key to ensuring that the future vision for the Pierhead aligns with the needs and aspirations of all stakeholders involved.

# Land Use

Balloch Pierhead has a number of land uses within the site boundary. These can be split into two categories:

## FUNCTIONAL

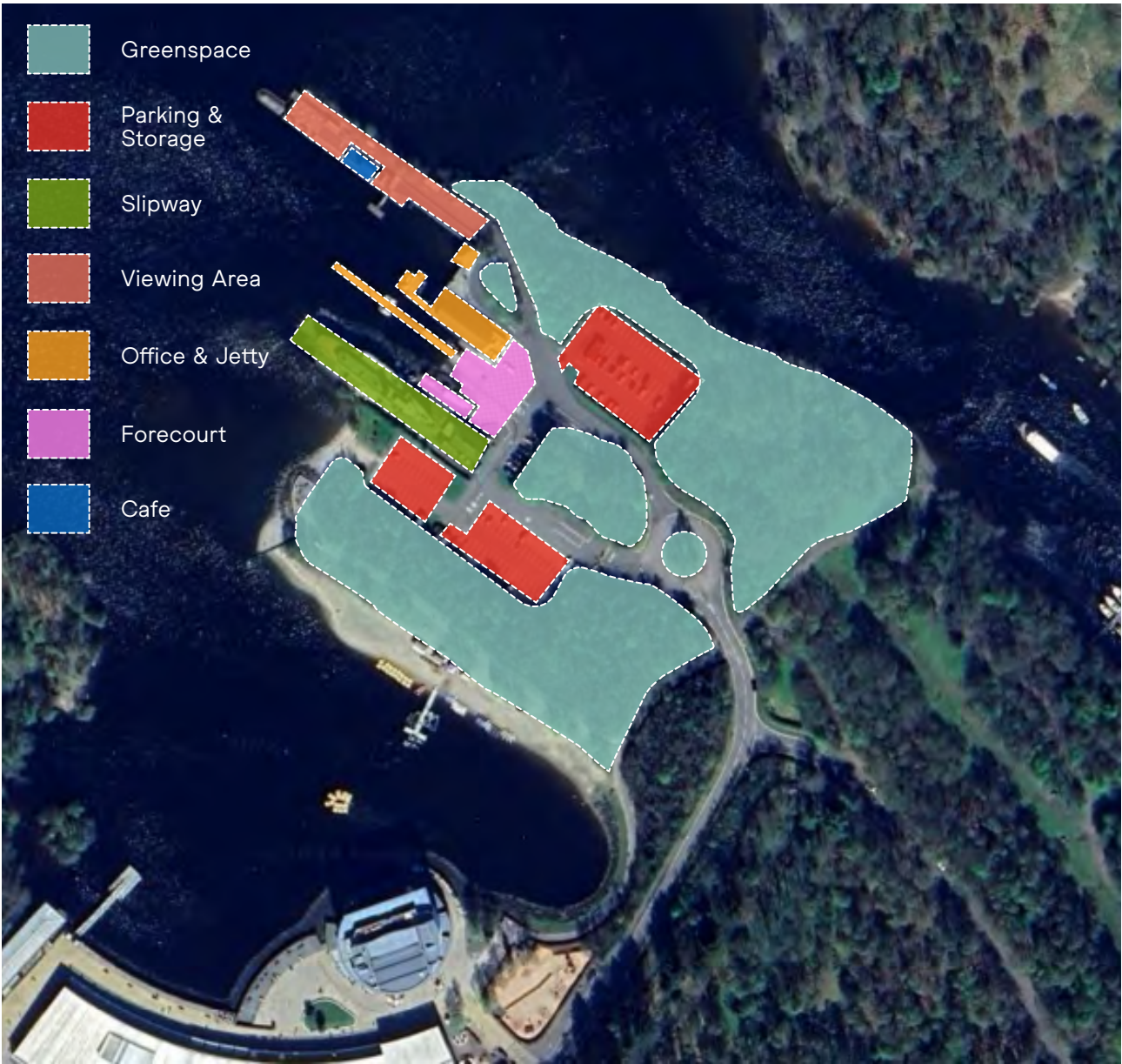
Within this there are various components, the critical one being the Registration Office. This purpose-built building hosts the boat registration offices and various other uses including WC's and storage. This is adjacent to the slipway, which is a safe launching point to Loch Lomond for people with private boats. Supporting this are other functional aspects within the site including trailer storage, general storage, and parking. The site also still has the existing slipway and dry dock where the Maid of the Loch currently is berthed for restoration. This site alongside the Winch House. To serve these functional requirements

of the site, the sites hardstanding has grown, including a large forecourt area.

## EXPERIENTIAL

The site is located close to Balloch Town Centre and Loch Lomond Shores meaning people visit as an incidental destination. To support this there is a cafe and viewing deck with public parking to encourage active travel. People also make planned visits to the site to see the Maid of the Loch which is currently under renovation. There are limited facilities to accommodate large visitor numbers on the site.

The main attraction of the pierhead is the dramatic view point over Loch Lomond.



Land Use Diagram







# Existing Zoning & Constraints

- Site Boundary
- Existing Buildings
- Pedestrian Flow
- Vehicle Flow
- Boats Access
- Civic Space
- Storage & Bins

- 1. Maid of the loch equipment
- 2. Cafe storage
- 3. Rescue boat storage
- 4. Generator
- 5. Unknown
- 6. Watersports storage
- 7. Skip/waste
- 8. Bins and other Maid of the Loch waste
- 9. Maid of the Loch temporary exhibition
- 10. MOL temporary construction kiosk
- 11. Maid of the Loch storage
- 12. Fence
- 13. LLTNPA storage
- 14. LLTNPA storage

## Key Challenges

### Enhanced Attractiveness

- Very limited civic spaces
- No views to River Leven
- Lack of covered seating to enjoy view
- Temporary cafe setting
- Un-welcoming and pedestrian friendly surface materials
- Unclear wayfinding & signage
- Not good link to Balloch and Train Station



### Functionality & Organisation

- Disorganised storage and a lot of clutter
- Not enough prep area for launching boats
- Bins next to main entrance
- Campervan overnight stay facilities



### Access & Movement

- Traffic and long queues in summer
- Unclear signage to public car park
- Unused road turn
- No link to Balloch Park (by boat)
- Not wheelchair accessible
- Disconnected & unclear visitor path



### Biodiversity & Sustainable Design

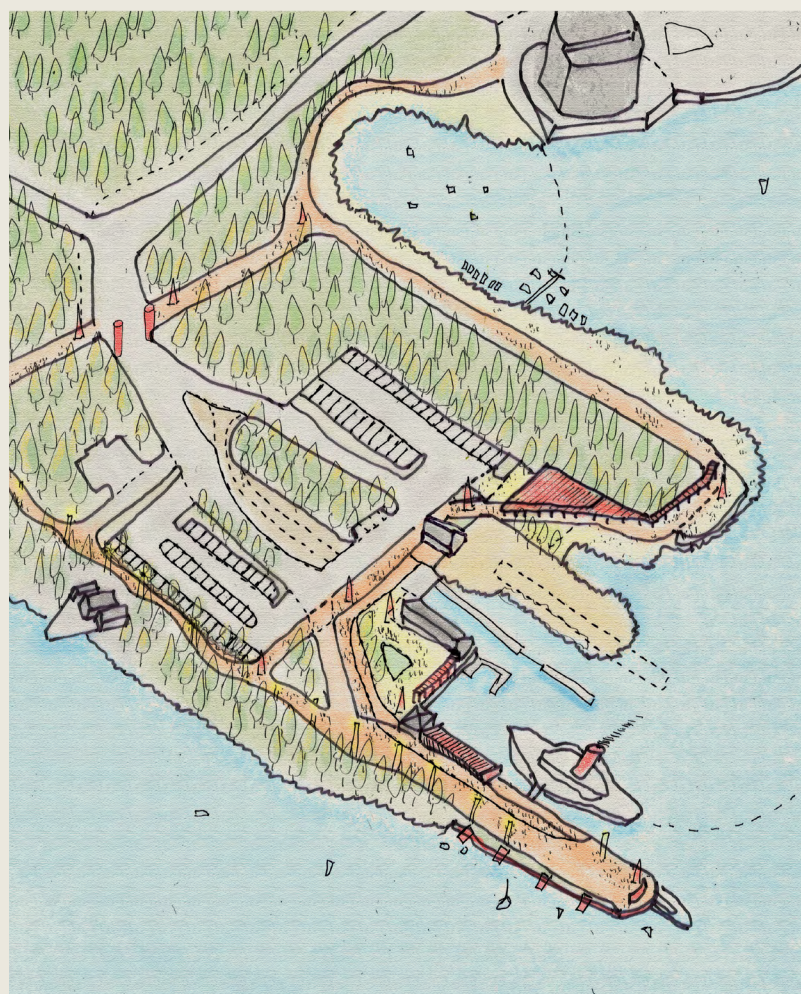
- SUDS design
- Active Travel connections
- Tree and Vegetation Management





# 5

## Concept Designs

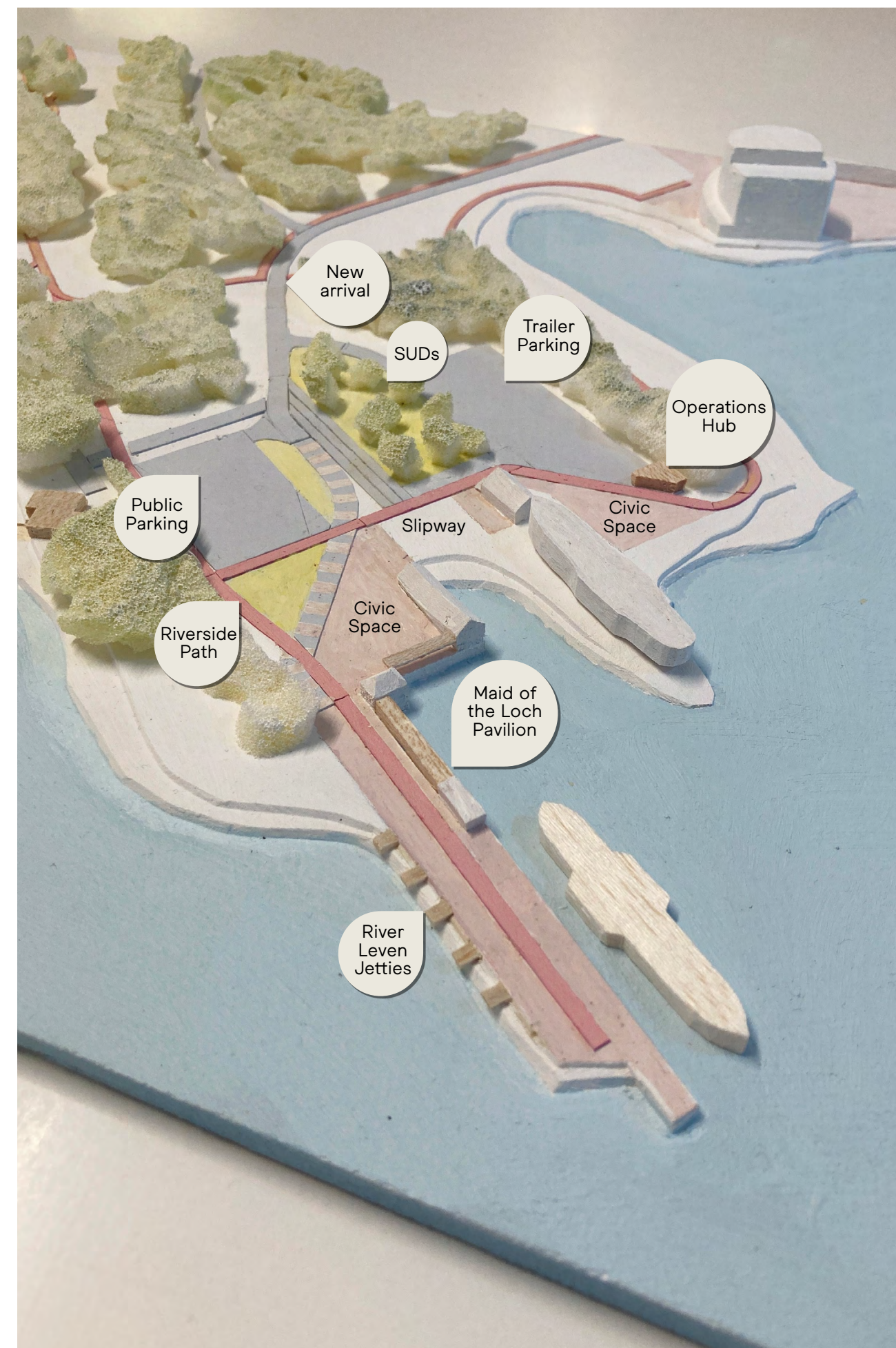


Balloch Pierhead Aerial View

Balloch Pierhead is a significant setting with potential to evolve an inspiring place to visit; whether for work, leisure or to explore the heritage features. Developing a vision around the core uses of the site has led to an Improvement Action Plan that is balanced in its functional requirements and destination appeal.

We have sought to learn from the analysis and history of the site to evolve proposals that are rooted in place, and respect the views and aspirations of local people. Pierhead is an important part of the local place, and the proposed vision for the Pierhead responds to that with a sustainable and long lasting approach.

Within the pages that follow we have explored how the proposed plan seeks to address the key themes that evolved from the engagement process and starts to visualise, with a series of artistic impressions, how the Pierhead might look in the future. We have then looked ahead to delivery and broken the plan down into a series of projects with associated timescales against these.



Balloch Pierhead - Physical Model



# Outside the Site Boundary

The site boundary is limited to the immediate vicinity of Balloch Pierhead due to land ownership constraints. However, it was important that the proposals explored ways to better integrate the site into Balloch's existing, wider infrastructure network.

Balloch benefits from strong train connections to Glasgow, but the removal of the historic station from the Pierhead has created a disconnect between the town centre and the Pierhead. An existing active travel corridor runs along the riverside path, and we propose to enhance the route from the train station, along Riverside Path, to the Pierhead.

Similarly, through discussions with stakeholders and the local community, we have become aware of issues on Pier Road, and suggestions have been made to improve it, particularly from a safety perspective.

Signage in the area is critical to ensuring these movement routes function effectively. We have proposed that new totems are introduced at key nodes to aid wayfinding. While these works fall outside the main project scope, they offer ideas for future initiatives the local community could pursue should opportunities arise. They could also be considered in the Local Place Plan.

## Connection

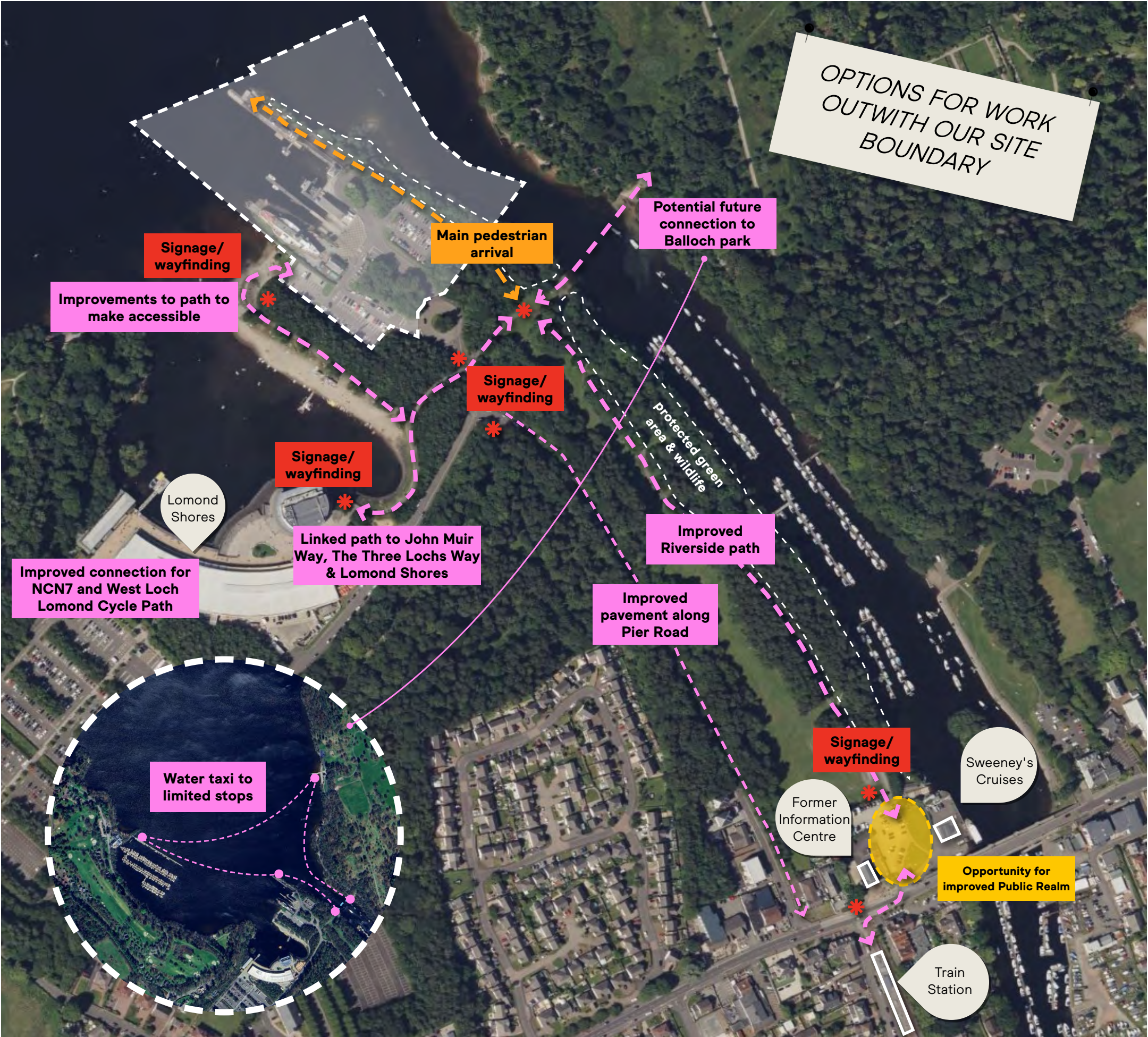
- 1. Improved condition and maintenance along Riverside path (for walking/wheeling)
- 2. Better connection to future Train Station square
- 3. Improved/reinstated pavements and traffic calming along Pier Road (for driving/cycling)
- 4. Potential future boat connection to Balloch park

## Wayfinding

- 1. Clear wayfinding from train station
- 2. Co-ordinated signage in multiple key locations as shown in the diagram



Pier Road: Existing Condition



Aerial view of Balloch

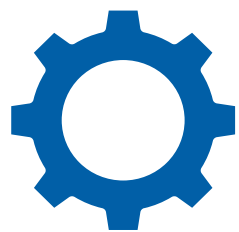


## Proposed Plan



### Enhanced Attractiveness

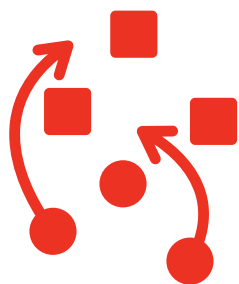
One of the key aims of the project was to enhance the sense of place at the Pierhead through subtle placemaking strategies and thoughtful public realm design, while minimising built interventions. The introduction of two new civic spaces, along with a more pedestrian-friendly public realm, seeks to create a welcoming and inviting environment for people to explore.



### Functionality & Organisation

The Pierhead is a unique and multifaceted site, serving a dual purpose. It functions both as an operational slipway, home to key stakeholders such as the Maid of the Loch; and as a public destination offering amenities like public WCs and a café. To better support these distinct uses, the site's legibility and organisation required improvement.

The introduction of a new Operations Hub, a dedicated, multipurpose building, helps to consolidate storage and operational activities into a single, well-placed facility. Positioned strategically near the water, it ensures safe and efficient access to the Loch for stakeholders while creating a more structured and user-friendly environment for all.



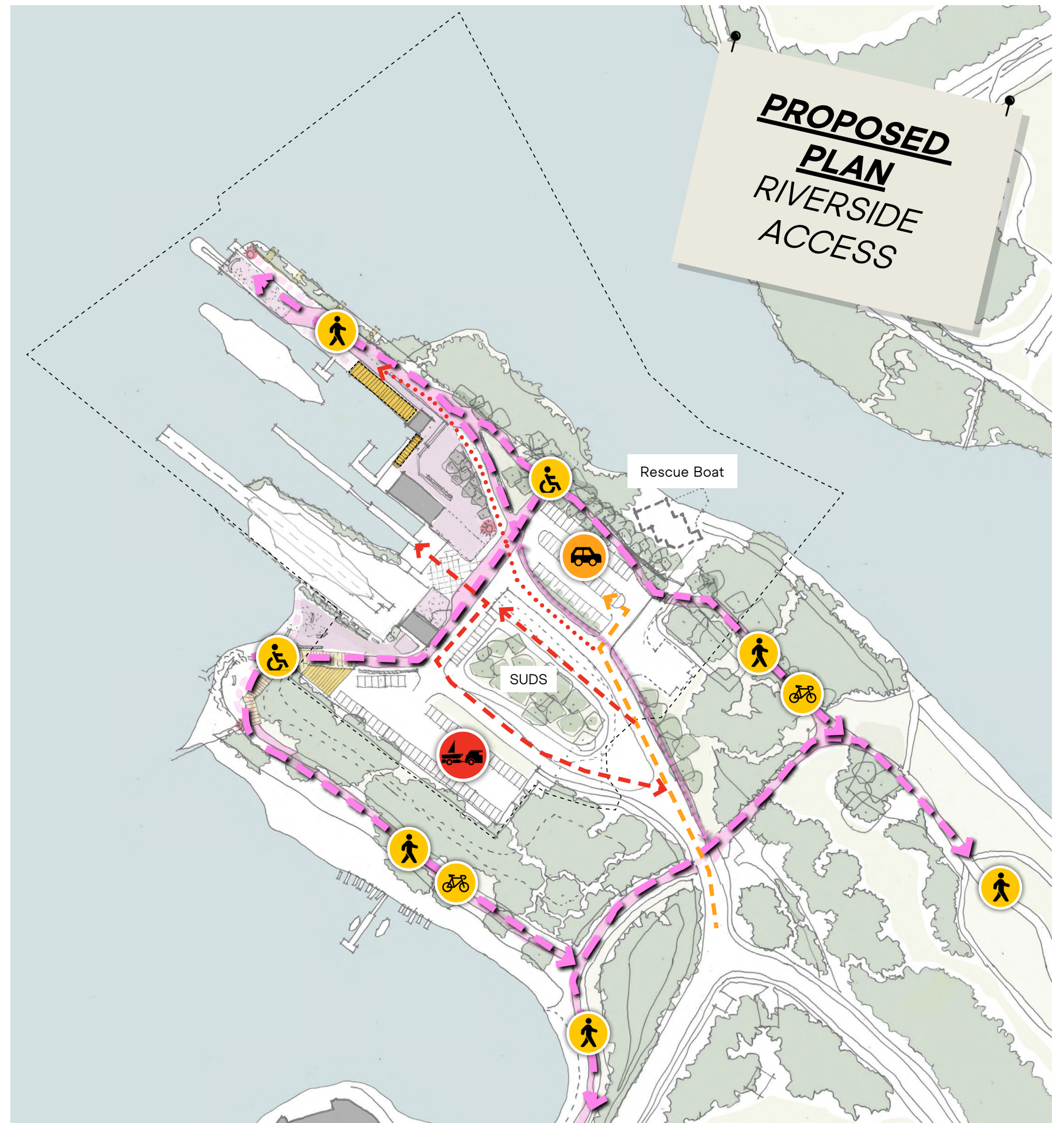
### Access & Movement

The access and movement strategy is a critical component in ensuring the Pierhead functions efficiently, particularly during peak periods. Within the constraints of the site, measures have been explored to better manage different user groups, introducing a new entrance sequence and increasing the number of waiting bays for boat users to ease congestion during busy times. Strategic control points will restrict vehicular access to the civic areas, helping to prioritise pedestrian safety and comfort. At the same time, essential service access has been maintained to ensure the Pierhead continues to meet the needs of all stakeholders.



### Biodiversity & Sustainable Design

The setting of Balloch Pierhead is of national significance, and the surrounding landscape must be respected, protected, and enhanced. Adopting a "lean, mean, green" approach, the site aims to become an exemplar of placemaking, demonstrating how thoughtful design can go beyond the minimum requirements set out in technical standards.



Proposed Plan





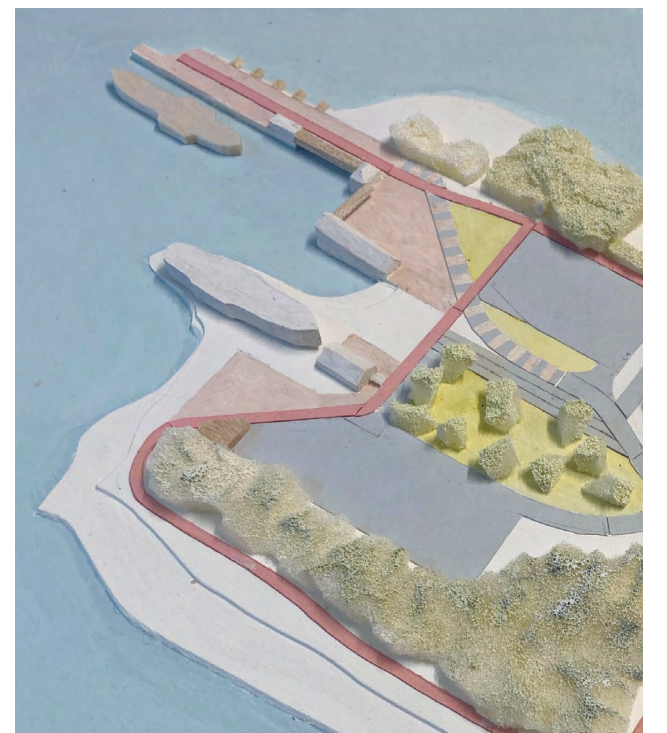
Physical Model: Proposed Condition



Proposed Plan



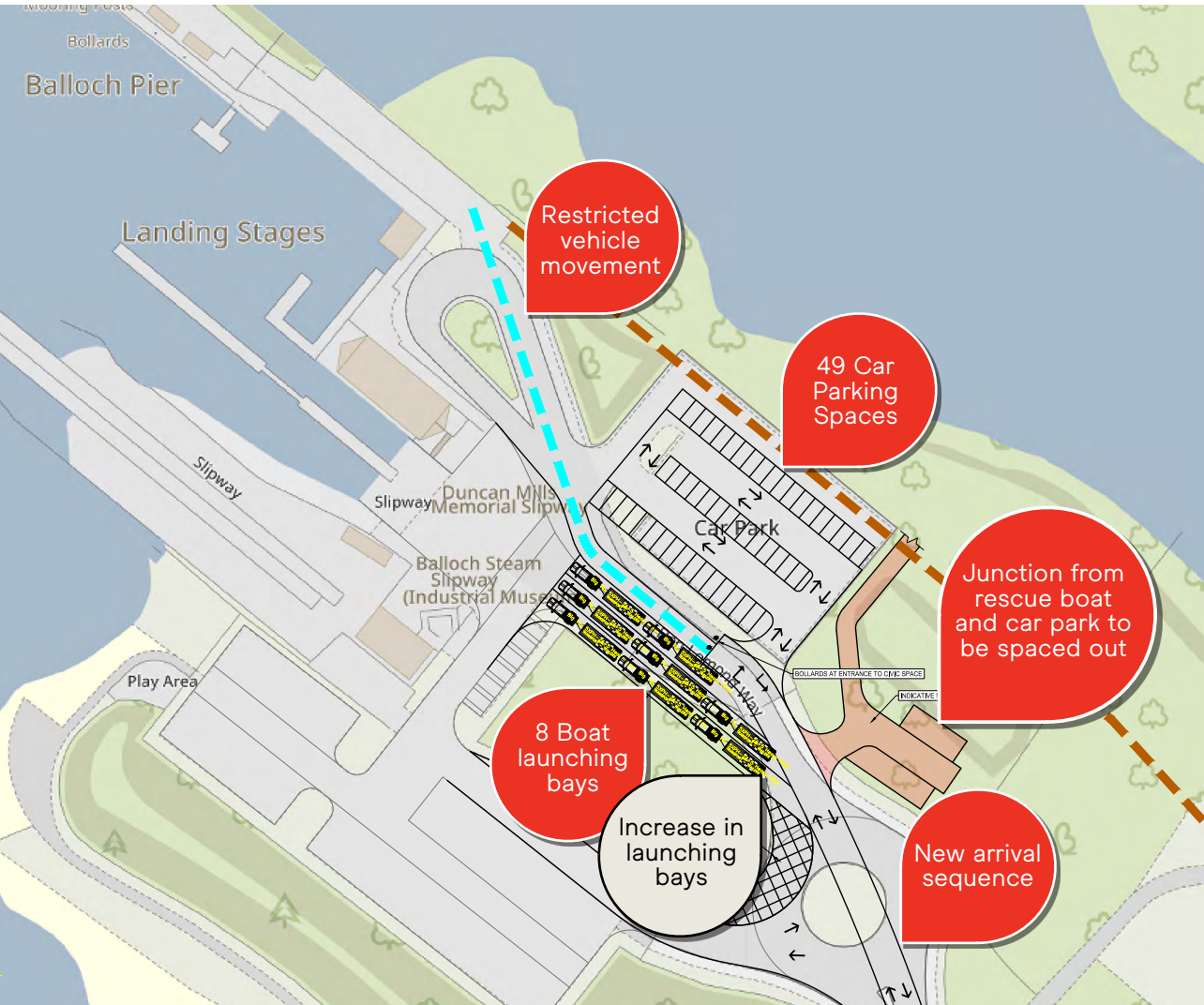
Physical Model: Proposed Condition



Physical Model: Proposed Condition



# Movement Strategy



Movement Plan and Vehicle Tracking

## Proposed Vehicle Movement:

The proposals aim to improve the flow of watercraft launching and recovery, ensuring a smooth, one-way, anti-clockwise circulation without disrupting other vehicle movements. The sequence is as follows: arrive at the Pierhead → queue in lane → launch watercraft → park in the car park → rejoin the queuing lane from the car park → recover watercraft → move to the preparation area (for vehicle and trailer sorting) → exit the Pierhead.

- Additional watercraft waiting spaces: Minimum of 5
- Reduction in public parking spaces: 13
- Boat preparation area: Retained

## Proposed Queuing Lane Capacity:

The introduction of an additional queuing lane, and the extension of existing lanes, will increase queuing capacity from 6 to 8 vehicles. This expanded capacity is designed to reduce congestion on Pier Road during peak times.

## Proposed Visitor Car Park Access:

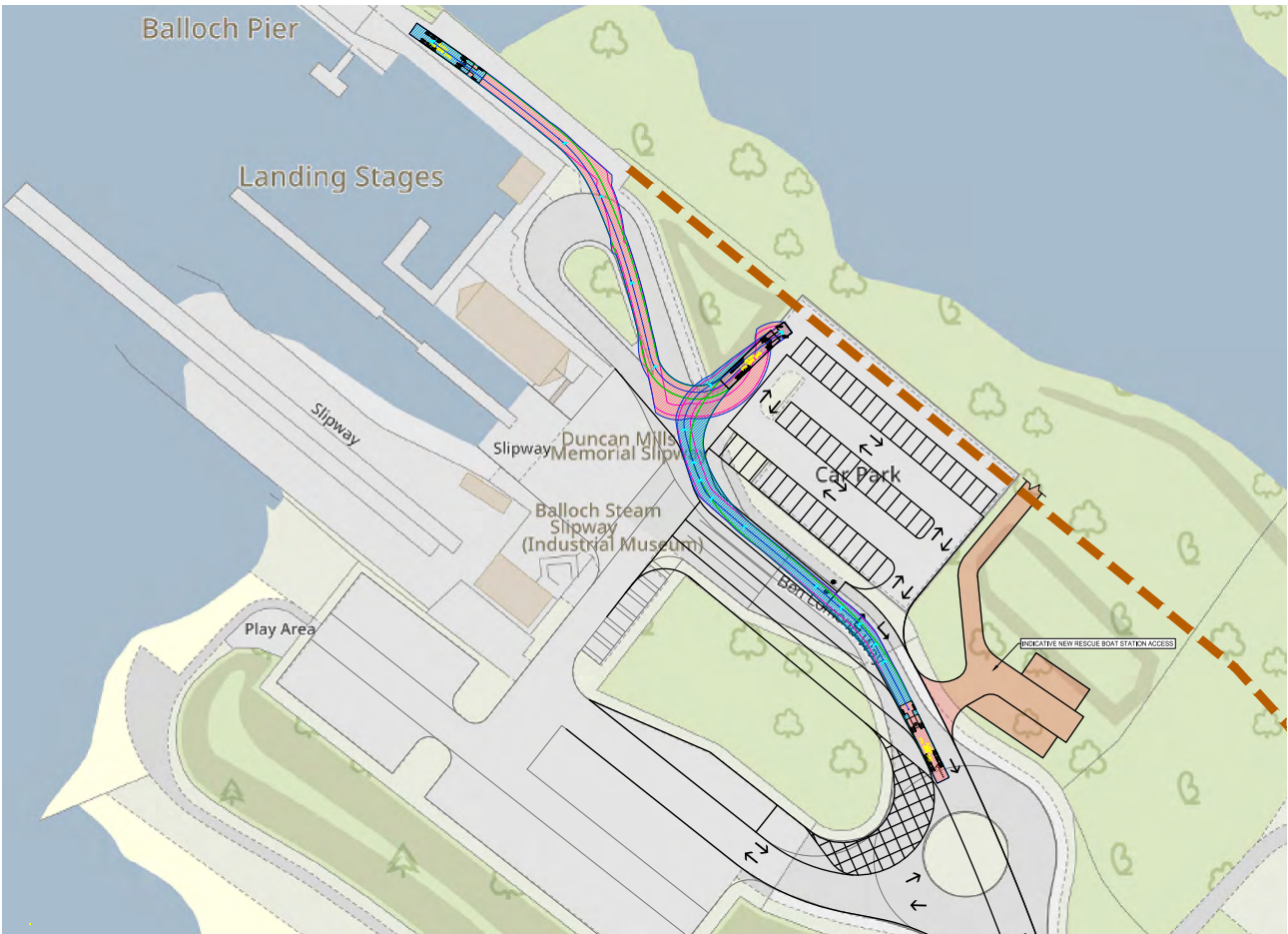
Relocating the public car park entrance closer to the site entrance reduces conflict between visitors and watercraft users, improving overall safety. This repositioning, combined with enhanced wayfinding, will improve legibility and orientation for visitors while maintaining clear access for rescue boats. The redesigned car park will offer a more direct connection to the shoreline, the Pierhead, and WC facilities, enhancing the sense of arrival and the destination experience.

## Proposed Collection/Delivery/Maintenance Access:

Controlled, occasional vehicular access for deliveries, maintenance, and collections will be maintained. Limiting vehicle movement near the shore and Pierhead will significantly improve safety for pedestrians, cyclists, and other active travel users.



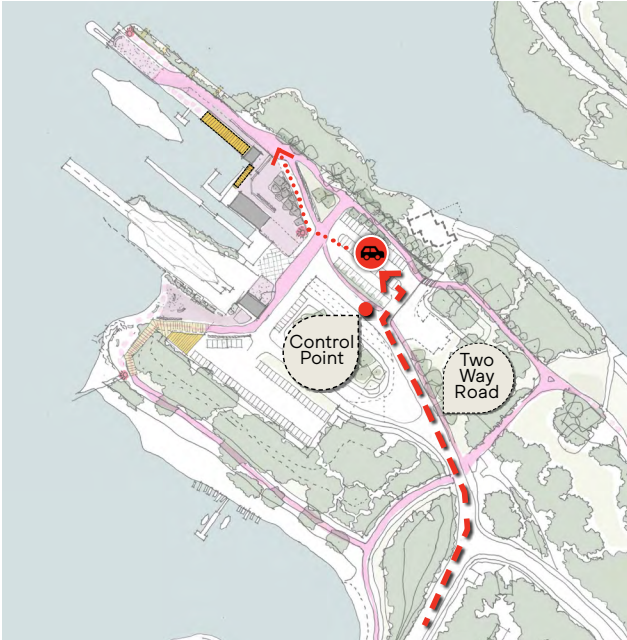
Coach Access



HGV Access



User Journeys



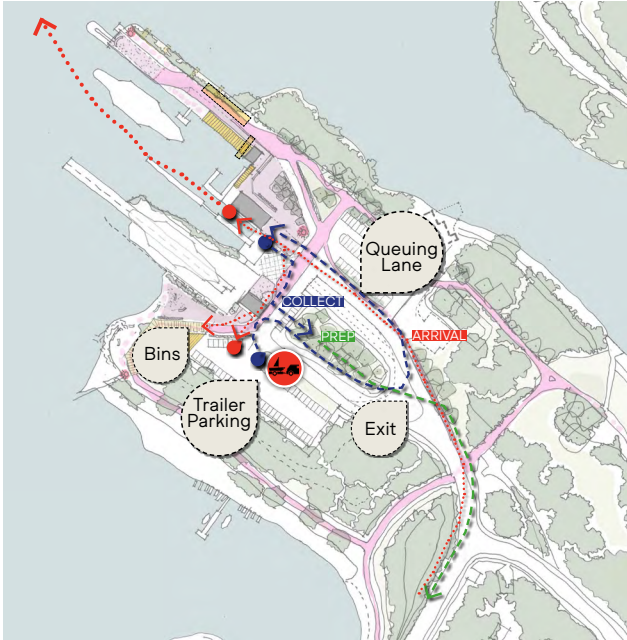
Public Car Parking

Access to the public car park has been relocated to the southern end of the site to minimise conflict between vehicles and watercraft. The car park layout has been reconfigured to accommodate the new Riverside Path and will include enhanced EV charging points. Accessible parking bays will be positioned closer to the Pierhead to provide more convenient access for all users.



Pedestrians

The main pedestrian routes have been redirected around the perimeter of the site, allowing the central area to be dedicated to boat launching operations and public parking. This reorganisation enhances on-site safety, while the new riverside path provides a direct and legible connection to the town centre. Accessibility upgrades will also be made to existing paths to ensure inclusive access for all users.



Boat Users

Several options for boat users have been explored throughout the design process. The number of launching bays has been increased to reduce on-site queuing, and the layout has been reconfigured to minimise conflict with pedestrians and car users. These improvements support a safer and more controlled boat launching experience.



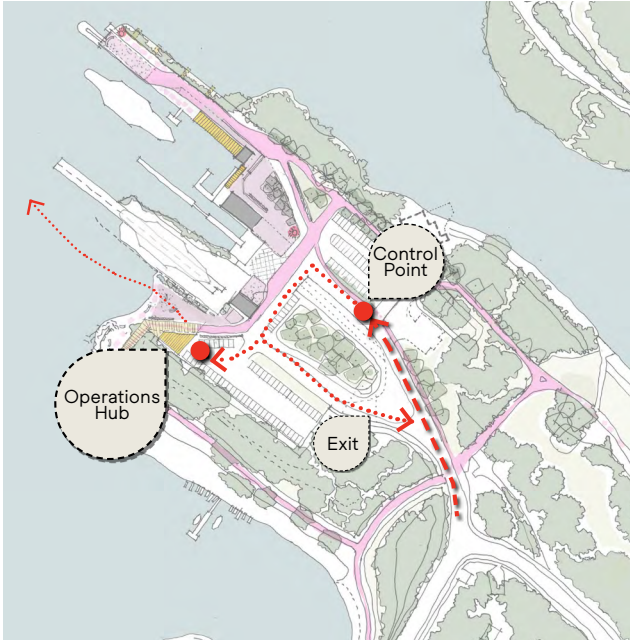
Service

The service route will follow the new main trunk road into the site, with controlled access at a designated point (as indicated above). A shared surface will provide access to the Pierhead, while vehicular access is retained to the western end of the site.



Staff

Staff car parking is retained in its original location, with EV charging points to be installed in this area, relocated from their previous position in front of the Registration Office. Access beyond the control point will be required to manage and maintain these facilities.



Water Users

Water users will require access beyond the control point, with dedicated parking provided near the new Operations Hub. This facility is designed to serve multiple user groups and is strategically positioned close to the beach. A designated exit route is proposed at the south-western end of the site.





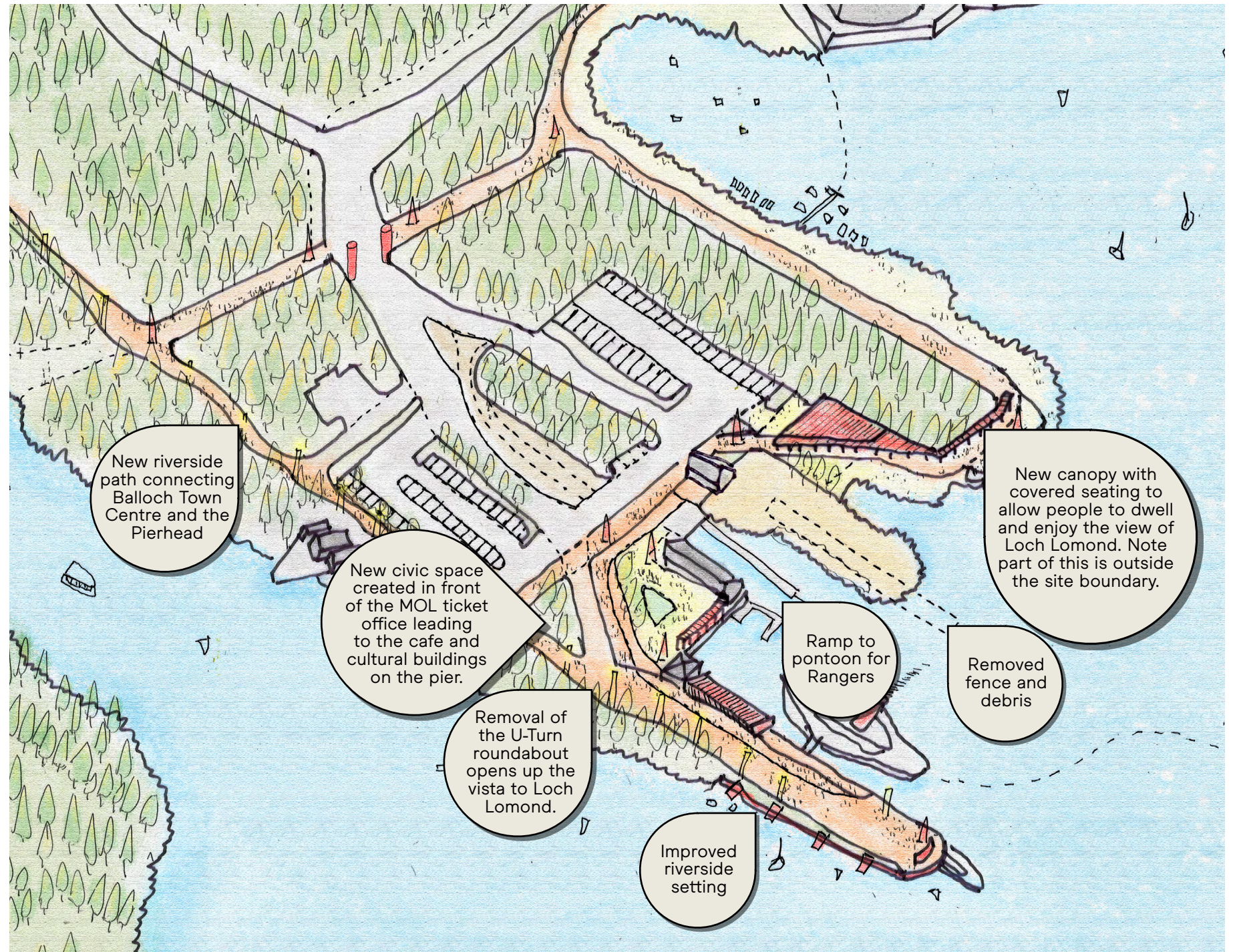
## Enhanced Attractiveness

### Challenges

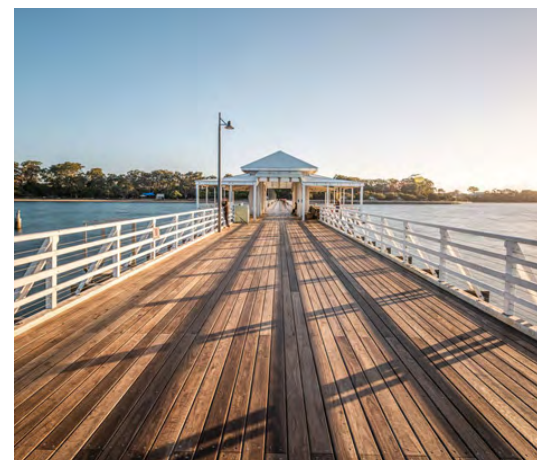
- Limited civic space
- No visual connection to the River Leven
- Lack of covered seating for enjoying the view
- Café seating feels temporary and informal
- Poor-quality, uneven surface treatments
- Inadequate wayfinding and signage
- Weak connectivity to Balloch town centre and the train station

### How These Challenges Have Been Addressed

- A stronger sense of arrival and destination has been established.
- Public pedestrian access is now provided via the Riverside Path, offering a direct, safe, and accessible route for all active travel modes.
- Pedestrian arrival is oriented to frame a key vista toward the Pierhead.
- Wayfinding and signage will be enhanced both within the site and on approach.
- The café has been relocated to a permanent position, offering views of Loch Lomond and better connection to the River Leven.
- Covered seating has been introduced at key viewpoints to encourage dwell time and comfort.
- Public and civic space on site has been increased to improve the visitor experience and create a more welcoming, safe environment.



Balloch Pierhead Today



Cutek Pier



Terhills Lakes Pavilion. Source: [www.made-in.be](http://www.made-in.be)



Signage. Source: Lateral North





Artist Impression of Balloch Pierhead





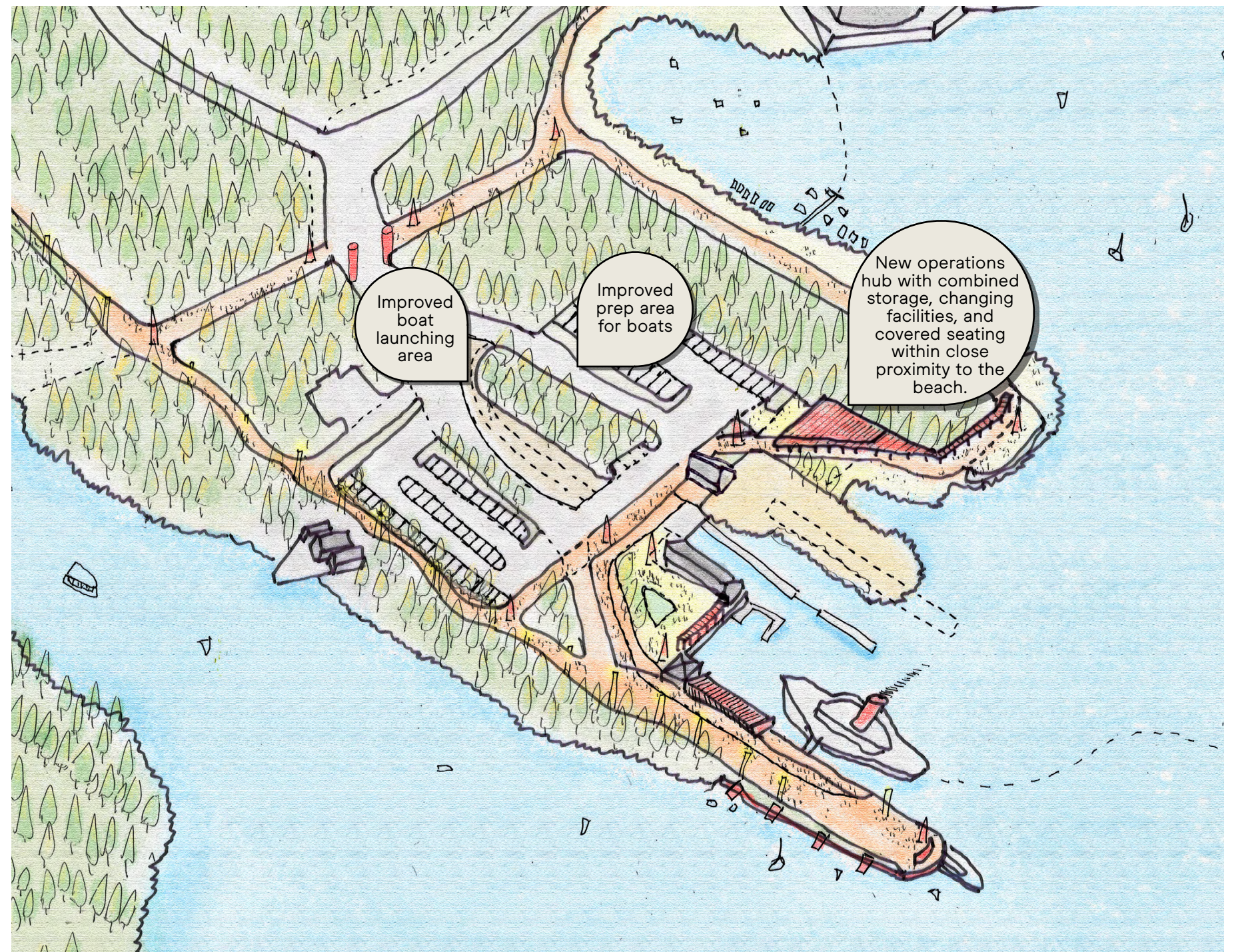
## Functionality & Organisation

### Challenges

- Disorganised storage and visual clutter
- Insufficient preparation space for boat launching
- Bins located prominently near the main entrance

### How These Have Been Addressed:

- A new Operations Hub has been proposed to consolidate all storage requirements, reducing clutter across the site.
- The boat waiting area has been expanded, alongside the introduction of a dedicated preparation zone to support launching activity.
- Waste bins will be relocated inside the Operations Hub, allowing for discreet servicing. The service route has also been redirected away from the main boat launching area to improve safety and efficiency.



Balloch Pierhead Today



Loch Ray Pavilions. Source: RIBA Journal



Klavskik Row Club. Source: Henning Larsen



Serpentine Pavilion. Source: Lina Ghotmeh





Artist Impression of Balloch Pierhead





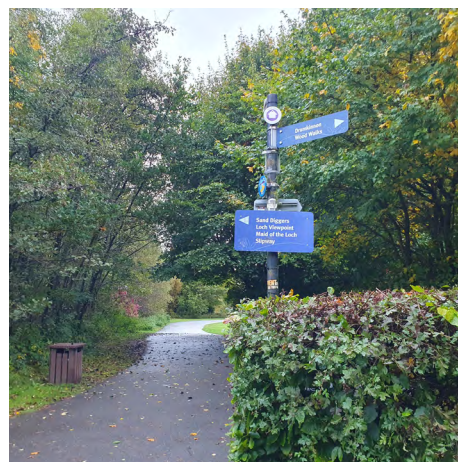
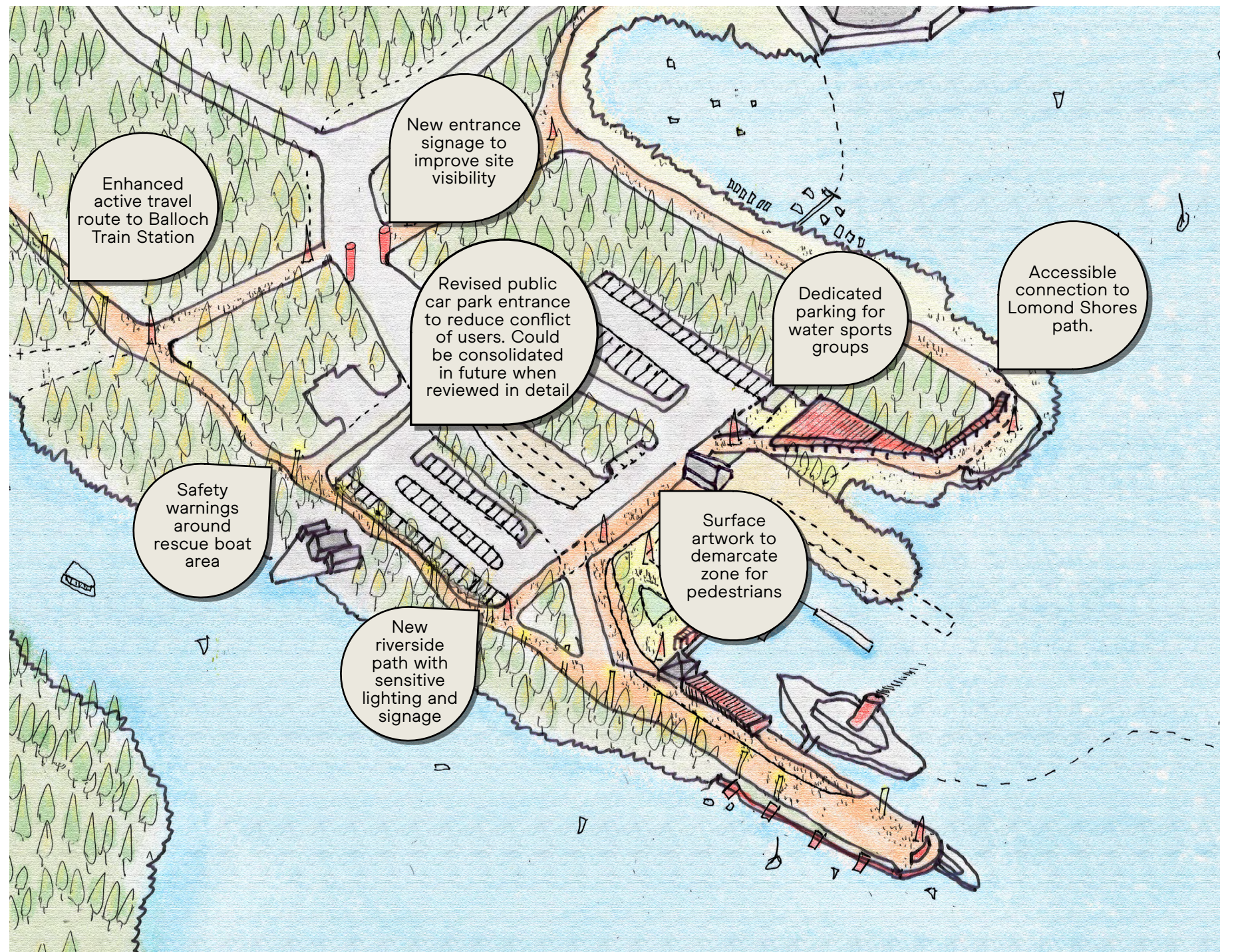
## Access and Movement

### Challenges:

- Traffic congestion and long queues during summer months
- Unclear signage to the public car park
- Unused turning area creating confusion
- No direct boat access to Balloch Park
- Limited wheelchair accessibility
- Disconnected and unclear visitor pathways

### How These Have Been Addressed:

- The boat waiting area has been expanded to accommodate up to 8 waiting bays, reducing congestion.
- The entrance to the public car park has been relocated, and internal vehicle movement within the site has been restricted to improve safety and flow.
- Clear and consistent signage will be installed to guide visitors throughout the site.
- The redundant turning circle has been removed to create a more efficient layout.
- Alternative connections to Balloch park have been proposed that do not rely on the construction of a bridge.
- Accessibility improvements include reduced level changes, enhancements to the Lomond Shores path and new riverside path, as well as the installation of a disabled hoist for water access.
- A new visitor route from Balloch via the riverside path provides a direct and welcoming arrival into the heart of the site.
- Improved connections to regional routes including the John Muir Way, Three Lochs Way, West Loch Lomond Path, and the National Cycle Network strengthen the site's wider integration.



Balloch Pierhead Today



Signage. Source: St Kilda Creative Design



Ground Treatment. Source: Page\Park



Barbican Station. Source Joe Dunckley





Artist Impression of Balloch Pierhead





## Biodiversity and Sustainable Design

### Challenges

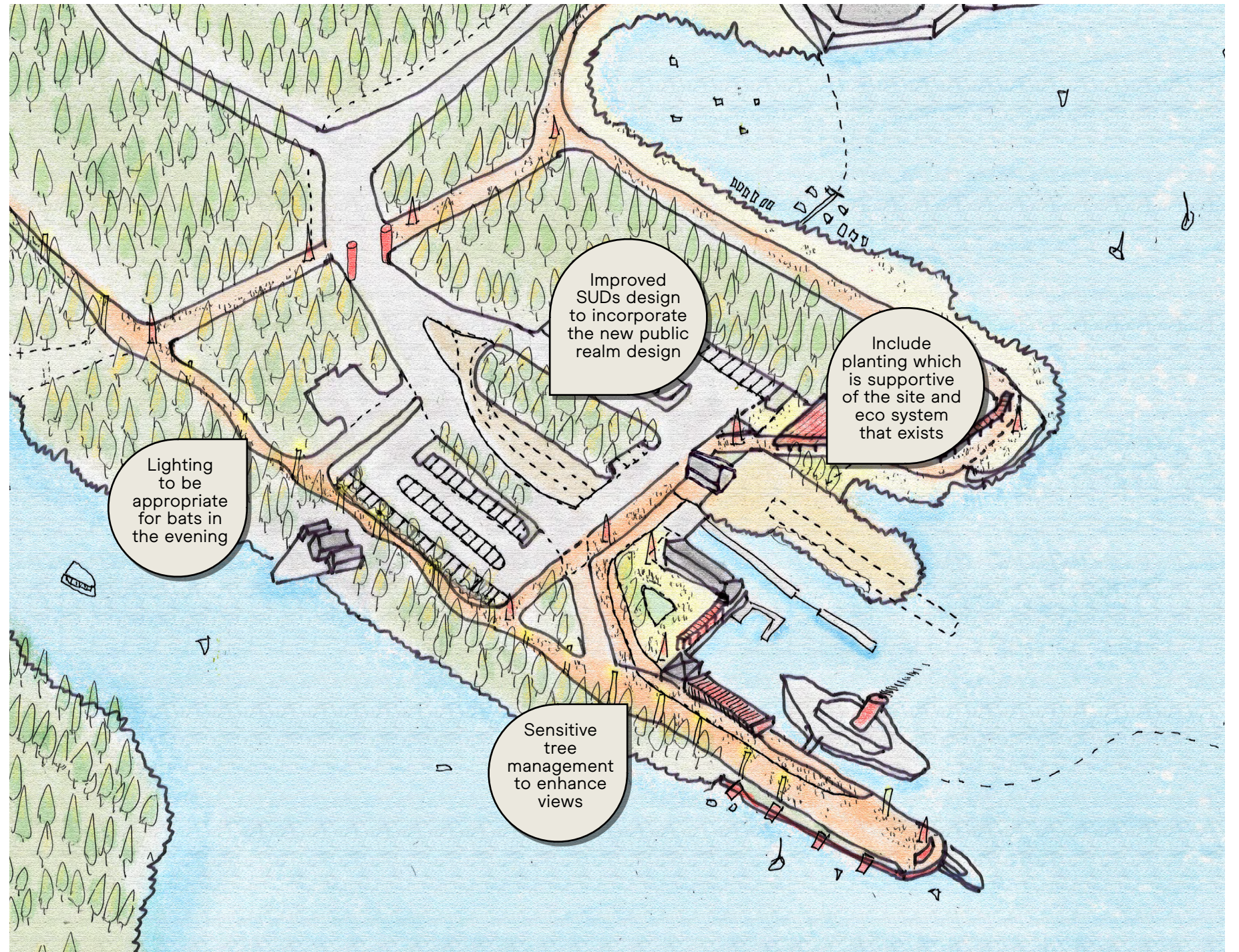
- Sustainable Urban Drainage Systems (SUDS) design
- Active travel connections
- Tree and vegetation management

### How we have looked to address these

- SUDS have been rationalised and enhanced to better suit the site's requirements.
- New active travel connections have been proposed to improve accessibility and integration with wider networks.
- A sensitive approach to landscape management has been adopted to improve visual connections to Loch Lomond while maintaining ecological integrity.
- The overall design adopts a low-carbon, sustainable approach using minimal, low-scale, natural materials and lightweight structures that are in harmony with the local setting and habitats.
- All landscaping will use native species to support biodiversity, create nature networks, and enrich the visitor experience within the National Park.
- In line with LLTNPA's Ecology Guidance, all interventions are designed to respect and protect existing ecological balances, particularly around the water's edge, woodlands, and key species habitats.
- Additional green space has been incorporated to offset the minor reduction in SUDS area.

### Next Steps

- **Stonework & Bat Roosting:** During the construction of the new civic path along the Pierhead, any stonework should be mortared with intentional gaps to provide summer (and potentially winter) roosting spaces for bats
- **Lighting:** All lighting will be low-level and bat-friendly. It is essential that when the café is closed at night, lighting remains non-intrusive to avoid deterring bat foraging. A detailed lighting strategy will be developed in the next design stage.
- **Wildlife:** Daubenton's bats are known to forage over the River Leven at night. All development will consider their foraging patterns and habitat needs.
- **Habitats & Planting:**
  - Opportunities for enhancing biodiversity through planting in civic spaces will be explored, aligned with LLTNPA's ecological guidance.
  - While installing bat boxes along the wall is an option, high water levels and heavy visitor traffic make this more challenging.
  - Remedial works will be carried out on self-seeded trees near the riverbank to retain this important wooded feature;
  - Woodland floor planting of native wildflowers is proposed to boost biodiversity and subtly guide foot traffic along designated paths;
  - Managed hawthorn planting (kept at 1-1.5m height) could further support biodiversity while helping direct movement and protect sensitive areas.



River Leven



Balloch Pierhead Today



Leeds Playhouse Gardens. Source: Page\Park



Chicago Riverwalk. Source: Ross Barney Architects



Bluebells. Source: LLTNPA



Improvement Action Plan Projects Matrix





Short, Medium and Long Term Projects

The projects outlined in the matrix below should be viewed as a framework for a collaborative process involving key stakeholders and the local community. This framework aims to establish a shared roadmap for delivery. While the phasing provides a structured timeline, it is intended to remain flexible to adapt to emerging opportunities, funding availability, and evolving priorities. It serves as a foundation for action over the next 2 to 10 years.

Phasing Overview:

- Short Term: Within 2 years (by end of financial year 2027)
- Medium Term: Within 5 years (by end of financial year 2030)
- Long Term: Within 10 years (by end of financial year 2035)

Works Outside Site Boundary

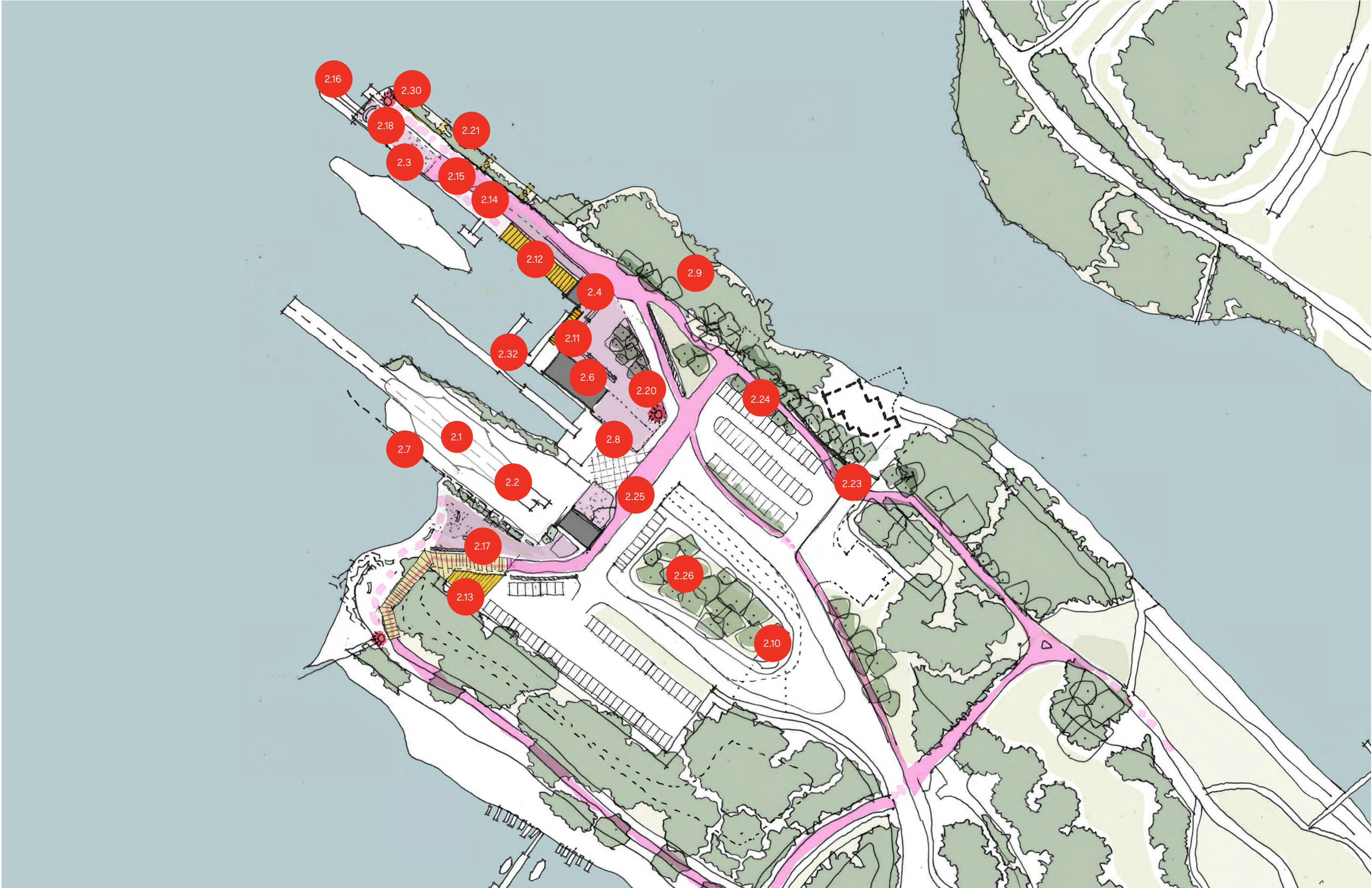
| Balloch Pierhead   |   |        |   |        |
|--|---|--------|---|--------|
| Costs to be presented as a whole then split into short medium and long term. |   |        |   |        |
| Short: 2 years (so end of financial year 2027)                               |   |        |   |        |
| Medium: 5 years (End of financial year 2030)                                 |   |        |   |        |
| Long: 10 years (End of financial year 2035)                                  |   |        |   |        |
| Works Outside Site Boundary  |   |        |   |        |
| Project No.  | Project Description   | Suffix | Project Phasing Description   | Phase  |
| 1.1  | Town Square: Allow for 'town square' to be created with new high-quality paving, planting, lighting and seating. Area approx. 1500m2.   | A      | Allow for design work and survey work to Town Square. Allow for Topo and Utility Survey of this area.   | MEDIUM |
|  |   | B      | Construction of Town Square proposals.  | MEDIUM |
| 1.2  | Riverside Path: Refer to Civic Engineers Information. Refer to OS map for linear metres required.   | A      | Allow for design work to Riverside Path.  | MEDIUM |
|  |   | B      | Construction of upgrades to Riverside Path.   | MEDIUM |
| 1.3  | Pier Road: Refer to Civic Engineers Information. Refer to OS map for linear metres required.  | A      | Allow for design work to Pier Road.   | MEDIUM |
|  |   | B      | Construction of upgrades to Pier Road   | MEDIUM |
| 1.4  | Path from Lomond Shores. Allow for path to be reconfigured and made accessible by all. Refer to site photos for more detail.  | A      | Allow for design work to Lomond Shores Path   | MEDIUM |
|  |   | B      | Construction of upgrades to Lomond Shores Path  | MEDIUM |
| 1.5  | Signage Totems x7. Allow for 3m tall totems with integrated artwork and wayfinding similar to the example attached. Allow for lighting to be integrated into 3 of these around the site. Allow for foundations  | A      | Allow for design work to signage totems. Allow for engineering input to ground conditions and fixings. Allow for each totem to be of similar design with bespoke signage to each. | MEDIUM |
|  |   | B      | Construction of all totems.   | MEDIUM |
| 1.6  | Water Taxi Service – Seasonal 6 months of year April-September. Allow for seasonal water taxi to carry 6-8 people on an hourly basis to the destinations shows over a seasonal period of 6 months.              | A      | Allow for feasibility work to investigate water taxi service proposals. Review drop off locations and works needed to allow boats to berth at each location.                      | MEDIUM |
|  |   | B      | Implement water taxi service. Allow for running costs associated with this and maintenance work out of season.  | LONG   |
| 1.7  | New entrance gateway signage. Allow for large custom made totems either side of the road with integrated signage and lighting. Allow for this to be 5m tall and have base of approx 750x750mm. Allow for x2 No. | A      |   | MEDIUM |
| 1.8  | Allow for the dredging of 2000m2 area of water adjacent to the slipway for MOL to allow water uses easier and safer access.   | A      |   | SHORT  |

Works Inside Site Boundary

| Works Inside Site Boundary |  |        |   |        |
|----------------------------|--|--------|---|--------|
| Project No.                | Project Description  | Suffix | Project Phasing Description   | Phase  |
| 2.1                        | Allow for installation of a disabled hoist to slipway.   | A      |   | SHORT  |
| 2.2                        | MOL: Works to timber Slipway as per MOL Report LLSC Timber Slipway Survey Report.  | A      |   | SHORT  |
| 2.3                        | MOL: Works to Pierhead, sheet piling as per MOL Report LLSC SSP Survey Report.   | A      |   | SHORT  |
| 2.4                        | MOL: Ticket Office Refurb – 42m2. Allow for refurbishment of the single storey ticket office to a new ticket office. Allow for fabric improvements, including insulating the building, new windows. Allow for S05 roof (plate and flashings) and wall (pointing) repairs. Allow for new FFE fitout and full rewire. Allow for new external signage.  | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of upgrades to Ticket Office.                                  | MEDIUM |
| 2.5                        | Obtain Topo and Utility Surveys for the whole site.  | A      |   | SHORT  |
| 2.6                        | Registration Office – Allow for a Feasibility Study with Architect, Engineer and QS to review options and allow for minor alterations internally to rationalise storage and workspace.   | A      | Allow for design work RIBA Stages 2-7                                       | MEDIUM |
|                            |  | B      | Construction of upgrades to Registration Office                             | LONG   |
| 2.7                        | Remove the fence from MOL compound.  | A      |   | SHORT  |
| 2.8                        | EV charging points – Move from the front of the Registration Office to Public Car Park. Allow for car port over EV charging bays. Solar powered. Refer to Design Guide. Reconfiguration of existing 5 EV bays. Infrastructure in place.  | A      |   | MEDIUM |
| 2.9                        | Tree management to River Leven. All green waste taken off site for recycling.  | A      |   | MEDIUM |
| 2.10                       | Tree removal from roundabouts. All green waste taken off site for recycling.   | A      |   | MEDIUM |
| 2.11                       | Sheltered Seating and Canopy adjacent to MOL ticket office. Allow for long bench in timber with metal handrails. Canopy to be lightweight structure constructed in timber.   | A      | Allow for design work in concentrated phase to take from concept to tender. | SHORT  |
|                            |  | B      | Construction of canopy and seating  | MEDIUM |
| 2.12                       | MOL Exhibition / Museum / Shop / Café Pavilion constructed alongside the MOL ticket office. The pavilion would be single storey, constructed in lightweight sustainable materials. Allow for glazed facade over Loch. It would be supported from timber piles from the Loch similar to the old railway station. Approx 200 m2  | A      | Allow for design work RIBA Stages 2-7                                       | MEDIUM |
|                            |  | B      | Construction of the MOL Pavilion  | LONG   |
| 2.13                       | Operations Hub. Allow for single storey, increased volume building. The building would be constructed in lightweight sustainable materials. Allow for non heated building with basic fitout. Allow for Green Roof. Approx 200 m2   | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of Operations Hub  | SHORT  |
| 2.14                       | Allow for levels of the pierhead to be adjusted to make the site accessible. Review removal of old station platform. Allow for new railings around site perimeter to bespoke design.   | A      |   | MEDIUM |
| 2.15                       | Allow for Pierhead to be resurfaced in timber deck as per original design intent. Allow for new railings around site perimeter to bespoke design.  | A      |   | MEDIUM |
| 2.16                       | Allow for bespoke artist lead installation at the end of the Pierhead to enhance the visitor experience. This should be low level fixed to the railings. Allow for 10 linear metres.   | A      |   | SHORT  |
| 2.17                       | Civic Space - Operations Hub. Allow for surface improvements, seating, new planting. Approx size 600m2 area. A portion of this project is out with the site boundary.  | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of Civic Space   | MEDIUM |
| 2.18                       | Civic Space - Pierhead. Allow for surface improvements including shared surface suitable for HGV access. Allow for new planting, seating and lighting. Allow for adjustments in levels to MOL ticket office, remove old steps and reform, upgrade ramp access and railings. Allow for inclusion of rain gardens Approx area size 750m2   | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of Civic Space   | MEDIUM |
| 2.19                       | MOL Gate. Allow for secure metal gate spanning approx. 8m.   | A      |   | MEDIUM |
| 2.20                       | Commission artwork reflective of sites heritage and location to sit within the two civic spaces. Allow at least £20k for each artwork. Allow for artist input.   | A      |   | MEDIUM |
| 2.21                       | Riverside Enhancements. Allow for x5 no riverside jetties to allow people to dwell on the banks of the river.  | A      | Allow for design work RIBA Stages 2-7                                       | MEDIUM |
|                            |  | B      | Construction of Riverside Enhancements                                      | LONG   |
| 2.22                       | Movement Strategy -Vehicles. Implement the new boat launching works including addition of the new lane, allow for resurfacing of all boat led areas including trailer parking. Allow for graphic overlay to entrance sequence to act as wayfinding strategy. Allow for dropped bollards at control point. Allow for reconfiguration of the public car park including the entrance and disabled bays. | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of Movement for Vehicles                                       | MEDIUM |
| 2.23                       | Allow for costs to form revised Recue Boat Access. Cost taken up to site entrance only.  | A      |   | MEDIUM |
| 2.24                       | Movement Strategy - Pedestrians. Allow for site boundary the creation of the new Riverside Path. This path should be accessible and suitable for wheeling and walking. Sensitive low level lighting to be included. Linear metres can be taken from OS Map.  | A      | Allow for design work RIBA Stages 2-7                                       | SHORT  |
|                            |  | B      | Construction of Movement for Pedestrians                                    | MEDIUM |
| 2.25                       | People and vehicle segregation at Registration office. Allow for ground artwork to delineate a path from the beach to the MOL ticket office. Allow for 10m of a low level linear wall at either end to terminate the route.  | A      |   | MEDIUM |
| 2.26                       | SUDS - Allow for this area to be reduced in scope and size to allow additional boat lane. Civic to advise on infrastructure works to improve efficiency of drainage. Allow for trees to be thinned.  | A      |   | MEDIUM |
| 2.27                       | Allow for increased cycle provision. Allow for x16 new bike rack stations. Allow for cycle shelter. Allow for E-Bike charging points. Allow for cycle repair station.  | A      |   | MEDIUM |
| 2.28                       | Allow for review and upgrade of lighting across the entire site as part of the new built interventions. Allow for low level lighting, integrated within buildings where required.  | A      |   | MEDIUM |
| 2.29                       | Allow for inclusion of wildflower planting / Bat Boxes / Habitat / Bug Hotels on site generally.   | A      |   | MEDIUM |
| 2.30                       | Allowance for furniture to Pierhead. Allow for £10k budget.  | A      |   | MEDIUM |
| 2.31                       | Allowance for site clearance generally, including all containers and storage   | A      |   | SHORT  |
| 2.32                       | Allowance for a timber ramp to the pontoon for the rangers.  | A      |   | SHORT  |



Improvement Action Plan Projects Matrix



Proposed Plan



# Thank you

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