

# (Y)our Townhead Regeneration Handbook



What can we  
do for (Y)our  
Townhead?



**Glasgow City Centre  
District Regeneration Frameworks**

April 2023

## CLIENT



Glasgow City Council

## CORE TEAM

**Austin-Smith:Lord**

Lead Consultant,  
Local Urban Design,  
Project Management,  
Community + Stakeholder  
Engagement

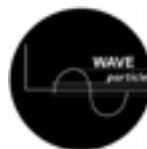
**Studio  
for New  
Realities**

Urban Design Lead,  
Urban Strategy,  
Concept development



Urban Mobility,  
Transport Strategy,  
Active Travel Strategy

## ADVISORY TEAM



Creative Community  
Engagement, Urban Arts  
and Culture Advisors

**usefulprojects**

Urban Sustainability



Economic Consultants



Property Market Advice

**Space Syntax**

Urban Mobility and  
Spatial Data Analysis



Sustainable Engineering

## Introduction

### Vision + Framework + Action Plans = Handbooks for Change

This District Regeneration Framework (DRF) sets out a future plan to deliver transformational change in Cowcaddens. Each of the 9 Districts identified in Glasgow's City Centre Strategy will have a DRF.

The approach and purpose is twofold: central and core is improving quality of life for all Glaswegians and, secondly, promoting strategic interventions to contribute to the larger, overarching goals for the city.

This DRF is intended to be a Handbook for Change; describing future ambitions for Townhead and providing a practical manual to enable partnership working and guide delivery.

The issues and ideas captured in this DRF have been developed in collaboration with communities and stakeholders, drawing upon observations, fieldwork and analysis of an extensive evidence base.

The DRF contains many ideas and proposals which are based on an extensive review of local context, opportunities, constraints and conditions underpinned by substantial analysis, data and community engagement. This is intended to be a collaborative document which will require public, private and third sector partners to deliver. Not all proposals will be progressed and those that will be explored are detailed in the accompanying Council Committee Report.

### Where this DRF Handbook fits in

Each District defined in Glasgow's City Centre Strategy will have a District Regeneration Framework (DRFs). The first five have been prepared in two phases covering; Sauchiehall and Garnethill, Broomielaw, St. Enoch, Central and Blythswood Districts.

This DRF is one of four covering the North-East half of Glasgow City Centre. In combination this third and final phase consists of Cowcaddens, Townhead, Learning Quarter and Merchant City.

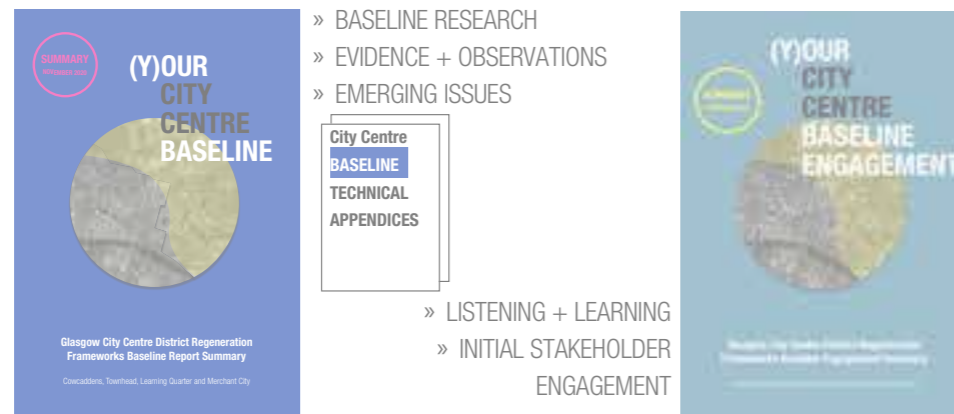
Each DRF should be read in conjunction with the accompanying (Y)our NE Districts Combined Regeneration Handbook, and supported by the (Y)our Engagement Report.

The ideas and projects proposed in all DRFs should be considered a 'Shared Action Plan' for all stakeholders with an interest in or responsibility for each District. This is in line with the Scottish Government's 'Place Principle' which, "all those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people taking a collaborative, place-based approach." The DRFs have been prepared in line with the Place Principle and project delivery should continue to embed this approach.

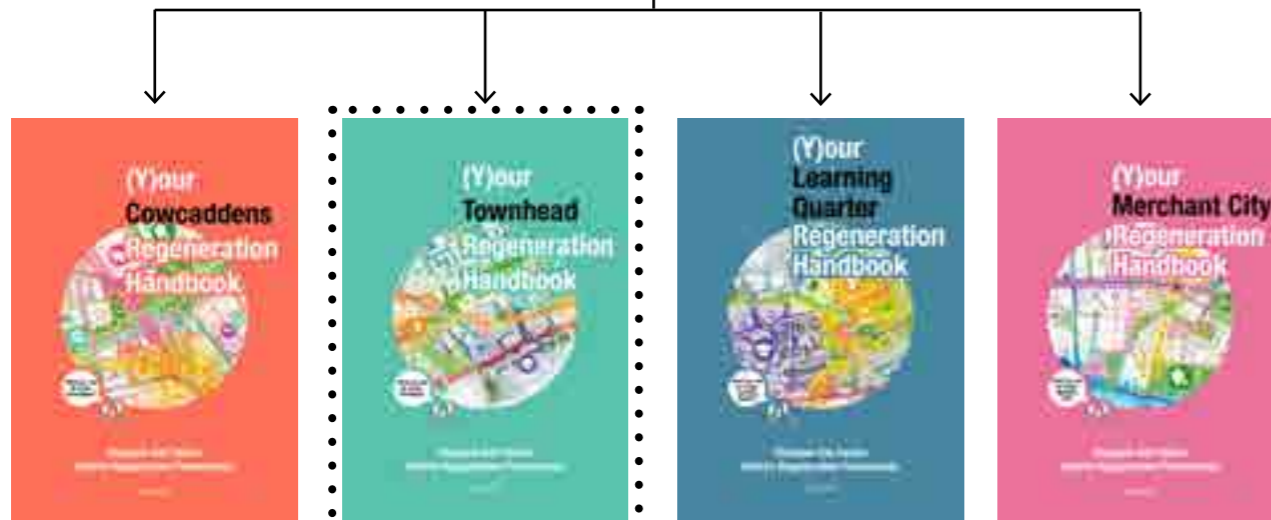
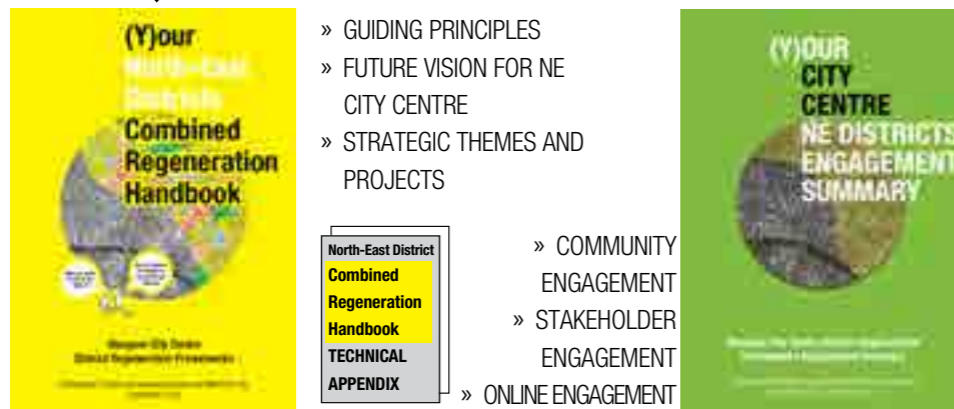




**INTERNAL STUDY DOCUMENTS**



**PUBLIC DOCUMENTS**



**Planning Policy**

The NE Combined Regeneration Handbook takes account of the wider policy context in Glasgow, including the recently published City Centre Strategic Development Framework (SDF) and other relevant SDFs. The SDFs provide supplementary guidance for Glasgow’s City Development Plan, with the latter informing all planning and land use regeneration

decisions in Glasgow. It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan and City Centre Strategic Development Framework.

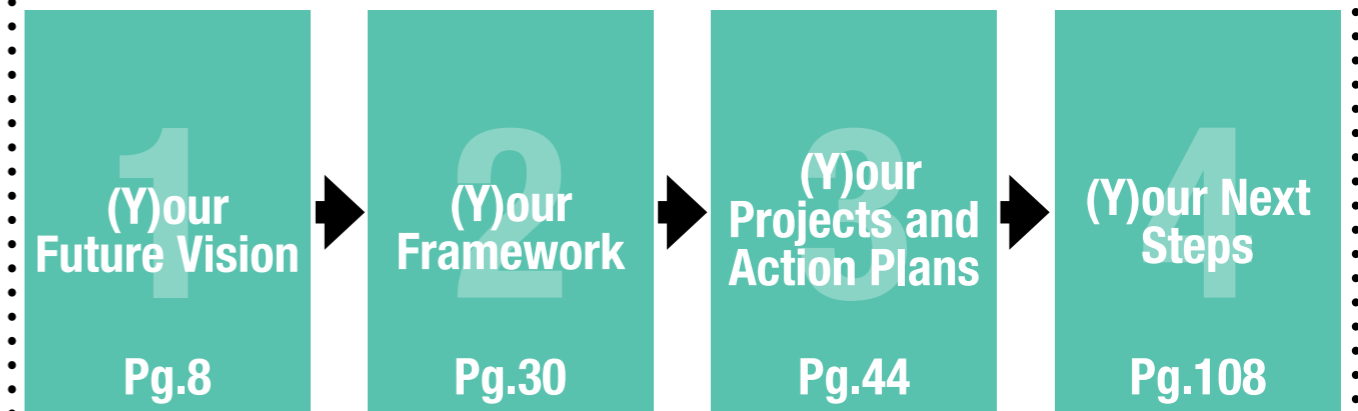
**(Y)our user guide**

**(Y)our City Centre > (Y)our Townhead**

The DRF project team were appointed in March 2020. Work has progressed during the Covid pandemic and the subsequent lockdown. Fieldwork, online research and many virtual meetings have occurred to gather the evidence base, canvass opinions and co-design ideas. Continuing to work in collaboration will be fundamental to successfully deliver the vision, projects and objectives outlined in this DRF Handbook.

The DRF team are indebted to everyone who has participated in the project; generously sharing time, energy, evidence, ideas, inspiration, hopes, dreams, commitment, practical guidance and solutions to do what needs to be done in Glasgow city centre. So, this DRF has a people-focus and is about the future of Your City Centre and Our City Centre; working together, collectively, we can transform (Y)our Townhead.

**Table of content**



**How to use this DRF Handbook**

This DRF Handbook is a reference guide for anyone with an interest in the future regeneration of Townhead in Glasgow City Centre.

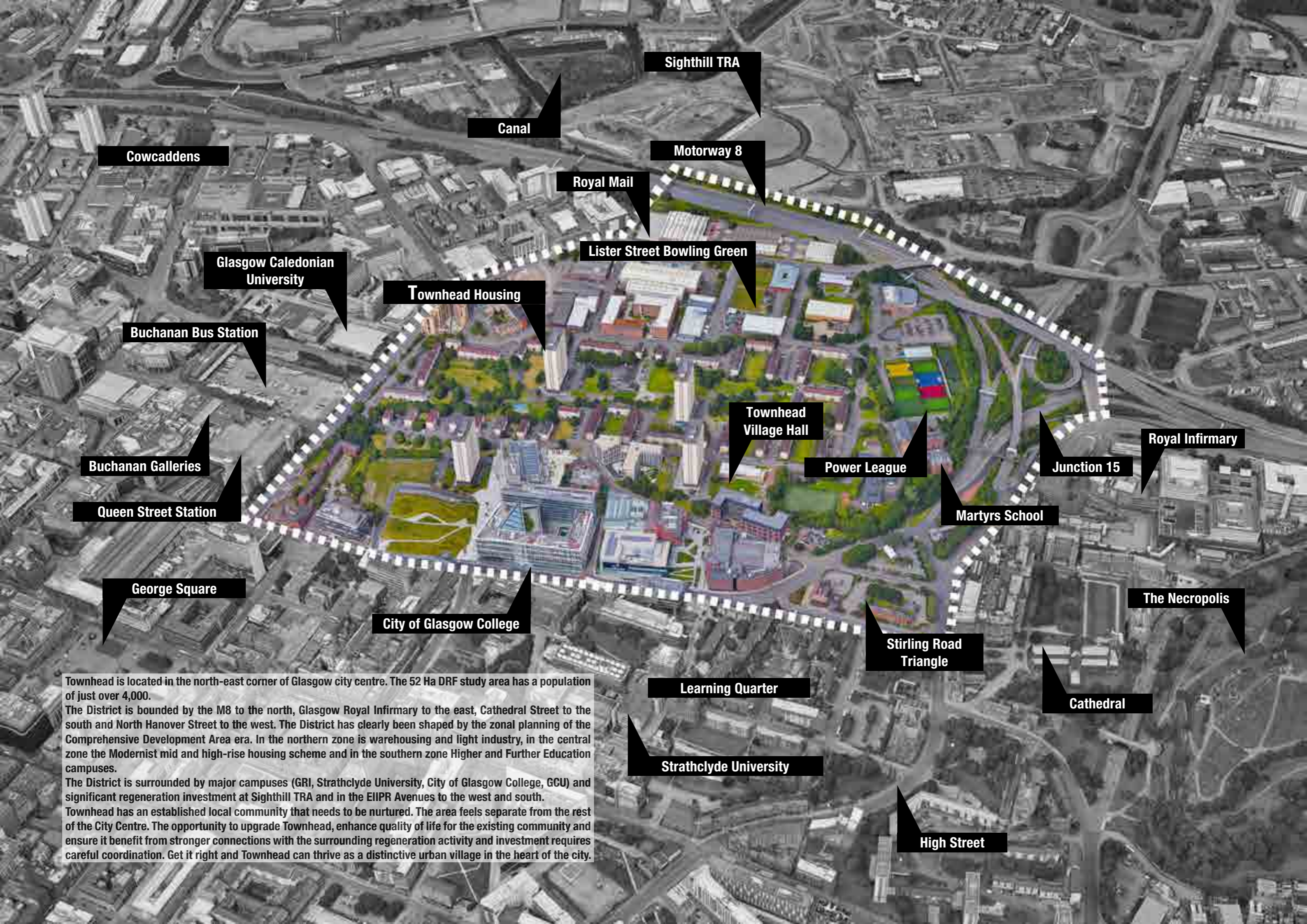
The DRF outlines a future **Vision** for Townhead; setting ambitions and objectives for the place. The Vision is elaborated in a **Framework**, indicating what goes where, and why. The Framework is supported by a pack of Project Cards in an **Action Plan** indicating who needs to work with who and how to progress the ideas in to action. DRF Action Plan and Project Cards are prioritised in a DRF **Scorecard** and **Quick Wins** outlined in the **Next Steps** section.

It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan (CDP) and City Centre, North and Inner East Strategic Development Frameworks.

The DRFs are consistent with, and support, the CDP Strategic Objectives of:

- A vibrant place with a growing economy
- A thriving and sustainable place to live and work
- A connected place to move around and do business in
- A green place





Sighthill TRA

Canal

Cowcaddens

Motorway 8

Royal Mail

Glasgow Caledonian University

Lister Street Bowling Green

Townhead Housing

Buchanan Bus Station

Townhead Village Hall

Power League

Junction 15

Royal Infirmary

Buchanan Galleries

Martyrs School

Queen Street Station

The Necropolis

George Square

City of Glasgow College

Stirling Road Triangle

Townhead is located in the north-east corner of Glasgow city centre. The 52 Ha DRF study area has a population of just over 4,000.

The District is bounded by the M8 to the north, Glasgow Royal Infirmary to the east, Cathedral Street to the south and North Hanover Street to the west. The District has clearly been shaped by the zonal planning of the Comprehensive Development Area era. In the northern zone is warehousing and light industry, in the central zone the Modernist mid and high-rise housing scheme and in the southern zone Higher and Further Education campuses.

The District is surrounded by major campuses (GRI, Strathclyde University, City of Glasgow College, GCU) and significant regeneration investment at Sighthill TRA and in the EIIPR Avenues to the west and south.

Townhead has an established local community that needs to be nurtured. The area feels separate from the rest of the City Centre. The opportunity to upgrade Townhead, enhance quality of life for the existing community and ensure it benefit from stronger connections with the surrounding regeneration activity and investment requires careful coordination. Get it right and Townhead can thrive as a distinctive urban village in the heart of the city.

Learning Quarter

Cathedral

Strathclyde University

High Street





# (Y)our Future Vision

What are the future place ambitions? What are the objectives for Townhead? What needs to change?

A residential area at heart, Townhead has long been home to many city centre inhabitants. It holds great potential to develop into a green and enjoyable residential urban neighbourhood with spaces for production at the fringes, connected to productive areas in the west, historic landmarks in the east, and innovation in the south.

The District is currently poorly served in terms of connectivity and amenities, which deserve and require to be improved. The existing building stock – especially housing, but also the extensive warehouses along the highway – deserves an ‘update’ to meet programmatic and sustainability ambitions. The area provides space for change, with the current green character as a basis for its potential future character. By a series of strategic connections to the surrounding neighbourhoods the area is anchored into the wider urban network, to be able to (finally) become a connector between the city centre and the areas north and northeast. A quality ‘extension’ of High Street into the District, an improved relationship with the Royal Infirmary, and the development of ‘Townhead Triangle’ can strongly contribute to the logical transformation towards an attractive, complete, and true urban district.

Townhead’s strengthened positioning as a residential and productive District offering new ways to live forms the basis for the programmatic and spatial framework for its future development. This is developed in Chapter 2, and the Projects and Actions to deliver are outlined in Chapter 3.



## Future North-East City Centre

The NE Districts present an opportunity to redefine Glasgow's City Centre for the rest of the 21st Century; a fresh, diverse and dynamic place which complements the rest of the City and the best of what's there already. Now is the time for an holistic approach to enhance the whole of Glasgow, and its City Centre. Starting here.

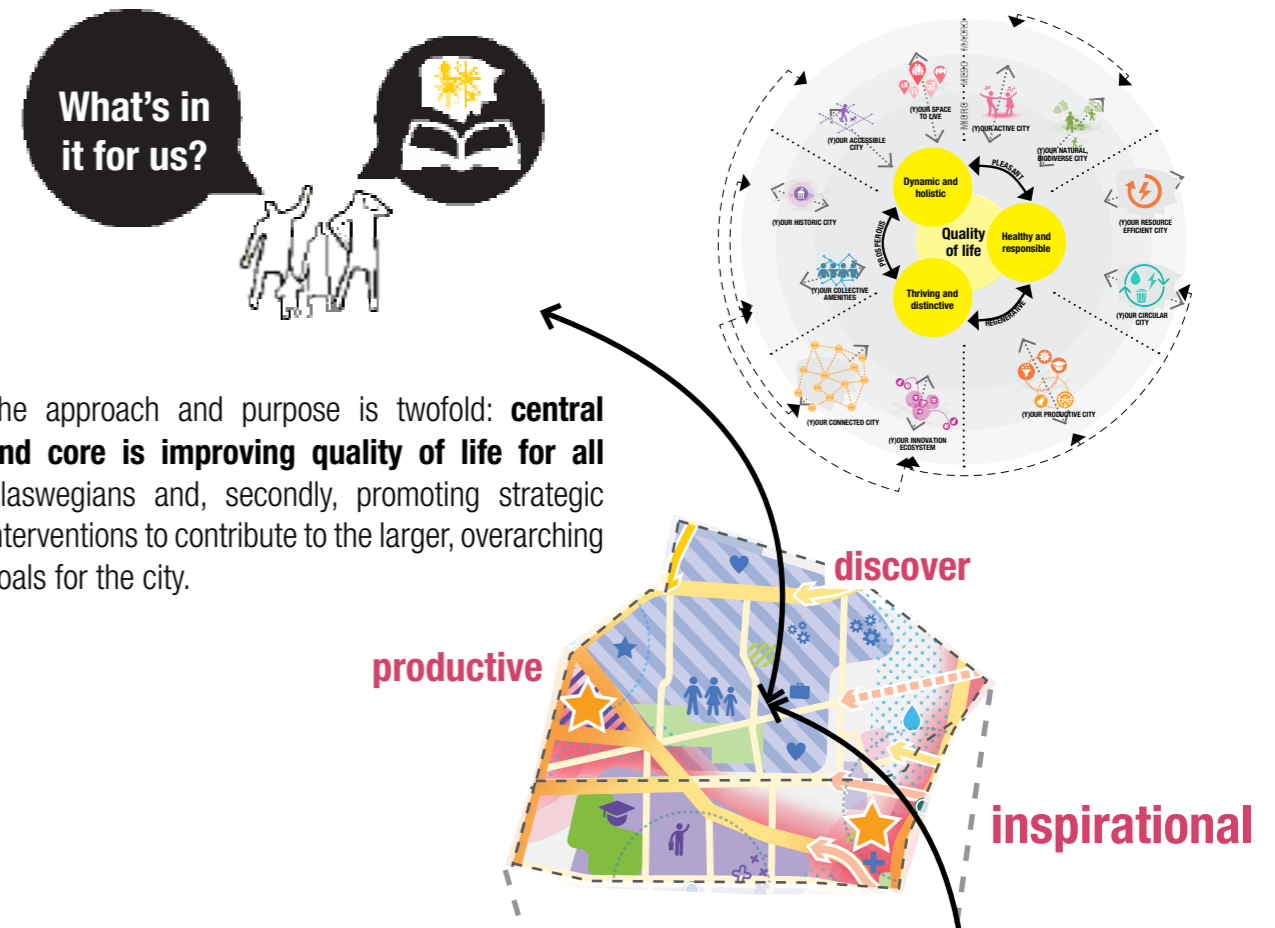
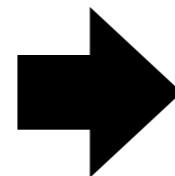
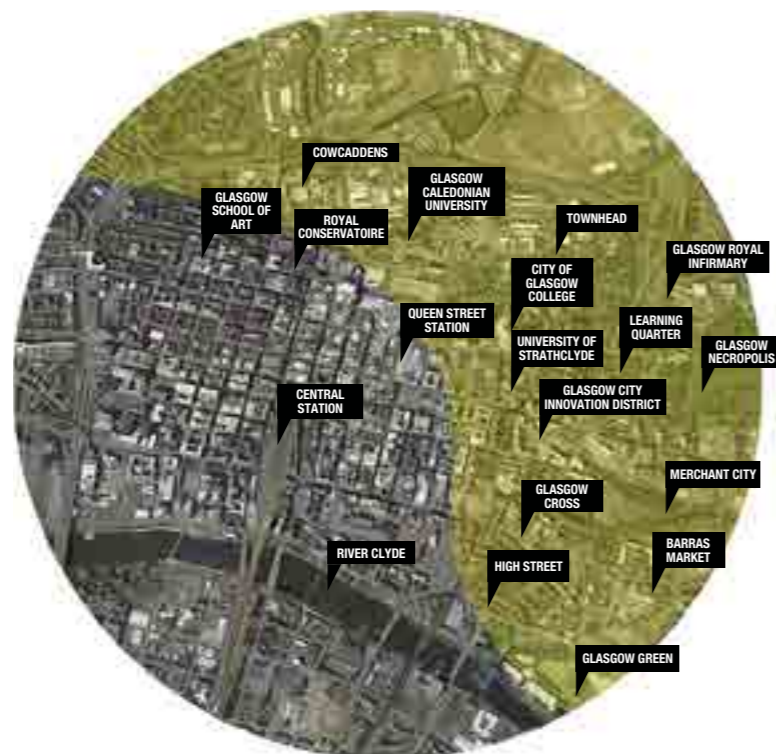
Here is an opportunity to transform the everyday city and quality of life for all in these Districts. The NE Districts become the key to unlock, and link up, complementary action in the rest of the City Centre and communities across the city-region. This is, therefore, a project of local, regional and national importance. Glasgow city centre feels and functions as two distinct parts; the core and dense South-West grid and the more fragmented North-East.

The Yin Yang diagram implies that the NE District will complement rather than copy or compete with what already goes on elsewhere in the City Centre. Both halves of the city can come together to become more than the sum of their parts – achieving synergies by thinking and planning holistically.

Within this wider concept, Townhead also shows two facets. The District has long been residential at heart; its regeneration offers the opportunity to improve quality of living and better access to local amenities. At the same time, it adjoins the more industrial part of Cowcaddens, opening up possibilities for a shared productive economic engine supporting the wider City Centre and benefitting for proximity to Universities, Colleges and the M8.

Given the level of investment and regeneration effort focused in the surrounding area it feels like it is Townhead's time; an opportunity to retain the great assets, support the local community and address big issues of socio-economic, environmental and health inequalities in a sustainable, climate-neutral way.

**Making the shift from a disjointed to a high performing, complementary City Centre that is diverse, dynamic and inclusive.**



The approach and purpose is twofold: **central and core is improving quality of life for all** Glaswegians and, secondly, promoting strategic interventions to contribute to the larger, overarching goals for the city.

**Strengthen and enhance the identity and characteristics of (Y)our North-East City Centre with a fundamental and an authentic 'upgrade'.**





## (Y)our Future Townhead

Townhead develops into a **green and dynamic urban neighbourhood** with a thriving residential community, as close to Glasgow's origins at Glasgow Cathedral as it is to its revealing future in the innovation hubs of the universities and the new urban production clusters relating to Cowcaddens. The District functions as a **home for the different groups of people** moving through this part of the city, offering a variety of housing options for families, singles, elderly and students. Coupled with its abundantly green surroundings, community gardens and convivial public realm, establishing strong links between indoor and outdoor, **Townhead is synonymous with relaxed urban living.**

**A sense of community, familiarity and easy interaction are the driving forces** behind the quality of living in Townhead. The increased number and diversity of residents is reflected in the level of amenities in the District, offering **everyday necessities and public services within easy walking distance.** The climate neutral City Innovation District and the City of Glasgow College's campus are opened up to the Districts, creating new routes, activating Townhead and providing support and access to skills, training and jobs.

Having been isolated in the City Centre, **Townhead now acts as a gateway, with clever and convenient connections to other districts and destinations.** The increased population benefits from improved public transport to and through the area. A sense of history is restored by a contemporary interpretation of the historic street patterns as strategic connections to improve city connections to the Canal, Cathedral, the Infirmary, the High Street and other landmark destinations. Upgrading the existing high-rise blocks adds to the city's skyline and enhances the area's identity. New walking and cycling routes benefit from **The district's natural environment, offering an attractive retreat from the bustling activity** in Cowcaddens and Learning Quarter.



## Main issues

Issues that require attention and action



- Change perceptions: Townhead is City Centre
- Support and facilitate existing (and new) communities, with attention to enhanced interaction and close collaboration between communities and students / higher and further education institutions
- Improve quality of living incl. an upgrade to create low carbon and diverse housing
- Support economic development to reinvigorate a productive, (re)manufacturing and circular economy
- Connect to historic clusters in the cathedral precinct
- Repair barriers, rethink how to get around (walking, wheeling, cycling and public transport) and improve connections to all surrounding neighbourhoods (incl campuses and City Centre)
- Improve path networks and restore lost connections in all directions
- Upgrade sustainability performance (focus on energy / biodiversity / water / community)

Cowcaddens and Townhead together can lead in the development of a new productive, creative economic hub for the north of the City Centre. There is a strong relationship between these districts and the educational institutions in the Learning Quarter.

- Establishing stronger connections to the historic cluster around the cathedral precinct (and including GRI and Martyrs' School / St. Mungo's Church) involves coordinating interventions and connecting with the Learning Quarter
- Integrating an efficient network of active travel paths and public transport services requires coordination across the wider north-east city centre and beyond (connecting communities to opportunities, key destinations and nature)

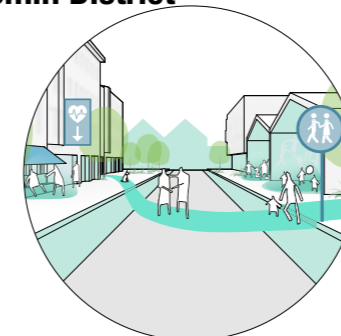
## Ambitions

Place-specific goals

### 1 Provide quality and diverse housing options



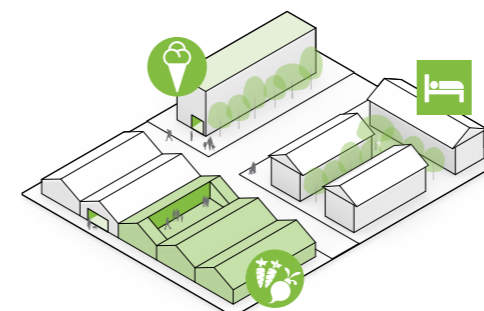
### 2 Create compact, mixed-use 20min District



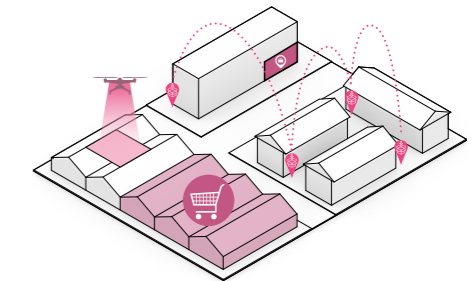
### 3 M8 and Junction 15: from barrier to connector



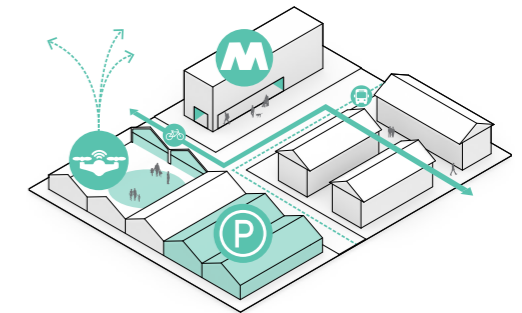
### 4 Green and attractive urban environment



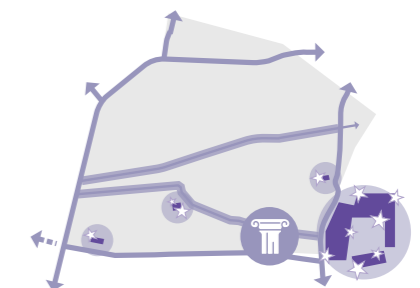
### 5 Developing an urban productive zone and platforms for last mile logistics



### 6 Integrated and efficient mobility networks



### 7 Connect to, and celebrate, historic Glasgow



### 8 Improve connections and public transport to surrounding areas





## Core values

What does the future Townhead stand for?

Building on the District's existing and potential qualities, there are several main characteristics that will inform and guide future positioning and development.

These core values can be used as a tool to determine what interventions are needed and whether proposed developments or transformations of the urban fabric fit the District's character as a residential, pivotal and productive environment fostering its community.

### NEW URBAN LIVING

Townhead's residential character is intensified and upgraded, offering a pleasant and enjoyable urban living environment. Both the presence of (creative) production in the District and the vicinity of higher education institutions will lead to an industrious, relatively young and dynamic population and the development of new forms of urban living, mixed with spaces for families, work and amenities.

- Upgraded and intensified existing housing stock, with the post-war tower blocks as contemporary landmarks
- Townhead as a complete neighbourhood: all daily necessities are available within walking distance
- Offering new modes of living: collective courtyards, housing co-ops, combinations of living and working, etc.
- Relaxed and peaceful living, close to the bustle of the city

### PIVOTAL

The District is surrounded by production, higher education, large infrastructure, and the historic quarter with the Royal Infirmary, Glasgow Cathedral, the Necropolis and High Street nearby. Urban greening and enhanced connectivity will add to residential quality for the Townhead communities and open up the District to surrounding areas with attractive green walking and cycling routes and sports trails.

- Clever routes to the surrounding areas, focused on walking, cycling and public transport and dissolving the barrier posed by Junction 15
- Visible links to the history of the city: restored historic streets, opening up to High Street, direct connections to the Cathedral, Necropolis and Royal Infirmary heritage
- Green and public space that is lush and inviting: a stage for usage, adding quality to playgrounds, plazas
- People working/studying in the production cluster or the Learning Quarter go to Townhead on breaks to clear their mind and for a moment of relaxation

### COMMUNITY

The strong sense of community in Townhead is celebrated, fostering a sense of belonging and support in the Townhead Village Hall, collective gardens, and other public facilities to support the community. There will be interaction and collaboration with the nearby education institutions and entrepreneurs.

- Reinforced community hubs: Townhead Village Hall etc.
- Added amenities and collective/public programmes to match the growing and diversifying population: workspaces and nightlife for students and makers, collective services for childcare, families and single households, etc.
- Collective housing schemes/co-ops
- Courses and work experience placements for local youth and residents offered by the universities and nearby businesses
- Collective outlooks of sports and exercising activities

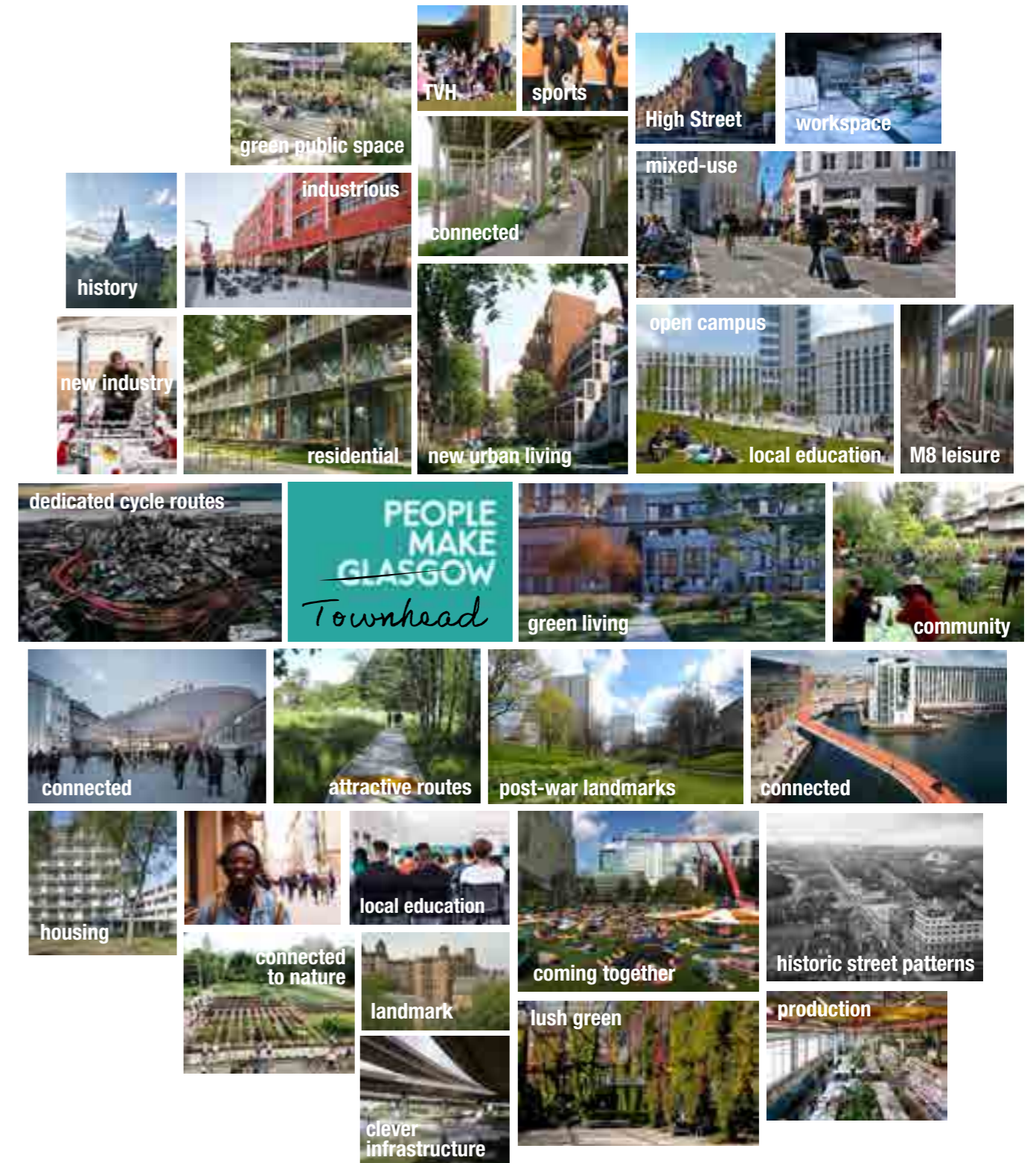
### PRODUCTIVE

Together with Cowcaddens, the north and west of Townhead form a new urban production cluster. Strategically located along the M8, this will be a hub for intense and smaller-scale/light production, makers and creative industry, as well as distribution and last mile logistics.

- Refurbished and new workshops / warehouses
- Studios, makerspaces and workshops
- Circular economy, remanufacturing hubs
- Production zone anchored in the city with an open character and public activities
- Strategic production, operational and logistics locations, close to M8 and HE/FE cluster

## Townhead's future character

What to do in Townhead





# Townhead currently

## Setting the scene

"Townhead as a District fails on a number of levels but most significantly because of its structure. It is a perfect example of the modernist precinct paradigm and mega-block. Without addressing this at an ambitious (and structural) level it will never fully become a vibrant and popular place."

via *Commonplace website*

There are neighbourhoods more suited for family living – such as Garnethill, Blythswood, Townhead, Laurieston – due to their quieter character and/or opportunity to create (and improve) open space and play space.

City Centre SDF (2021)



"This whole junction [15] is the absolute stuff of horrors for anyone outside of a car. Springburn Road is practically a highway in earnest and needs serious traffic calming measures. Cars have turned this road into a desert."

via *Commonplace website*



The established 1960s residential community of Townhead has a quiet, insular and fragmented townscape, with housing blocks set within a now tired public realm with few shops or services and no civic focus.

City Centre SDF (2021)

The ambition: to create sustainable residential neighbourhoods enlivened with new civic amenities and develop a unique urban sporting offer within the City Centre that better integrates the student community and capitalises on proximity to university campuses, emerging redevelopment land within the adjoining industrial/business area.

City Centre SDF (2021)



"The whole area feels completely disconnected from the City Centre thanks to the area being destroyed during the tenement clearances. A return to the density of the past, as close as possible, should be a priority."

via *Commonplace website*



Townhead has an established community primarily residing in housing association properties. The area is well served by amenities and transport links. Due to its proximity to several higher education institutions, the area has been targeted by student housing developers with many vacant sites identified for development.

Glasgow City Centre Living Strategy (2015)



"Walking through Townhead it makes you feel small... Townhead is a little community, now surrounded by student houses, so nobody knows it exists, nobody ever sees it from anywhere else."

via *(Your Place Map)*



"Young people who have lived their whole life in Townhead are invested in, and are still fighting for, their community."

via *(Your Place Map)*



# Townhead engagement

## What we were told

### Open space

- Townhead needs a 'heart' / recognisable centre
- Open space poorly defined; quality green spaces lacking
- M8 negatively impacts the District - noise + air pollution an issue; acts as a barrier to other parts of the city
- Safety issues associated with M8 and Junction 15; a deterrent for people walking, wheeling and cycling
- Total lack of spaces / places for young people to gather
- Too much open space that is poorly maintained, uninviting and without any value
- Maintenance of open spaces generally very poor

### Getting around (movement + connectivity)

- Townhead feels totally disconnected from the City Centre, neglected + lacks vibrancy
- Severance caused by the M8 + junction 15
- Need to improve connections within the District and beyond (to the City Centre / Roystonhill etc)
- Wayfinding very poor + unclear
- Access to GRI limited- existing routes unsafe
- On-street Parking an issue due to Townhead's close proximity to the City Centre
- Access to public transport very poor
- Poor pedestrian and active travel infrastructure

### Buildings

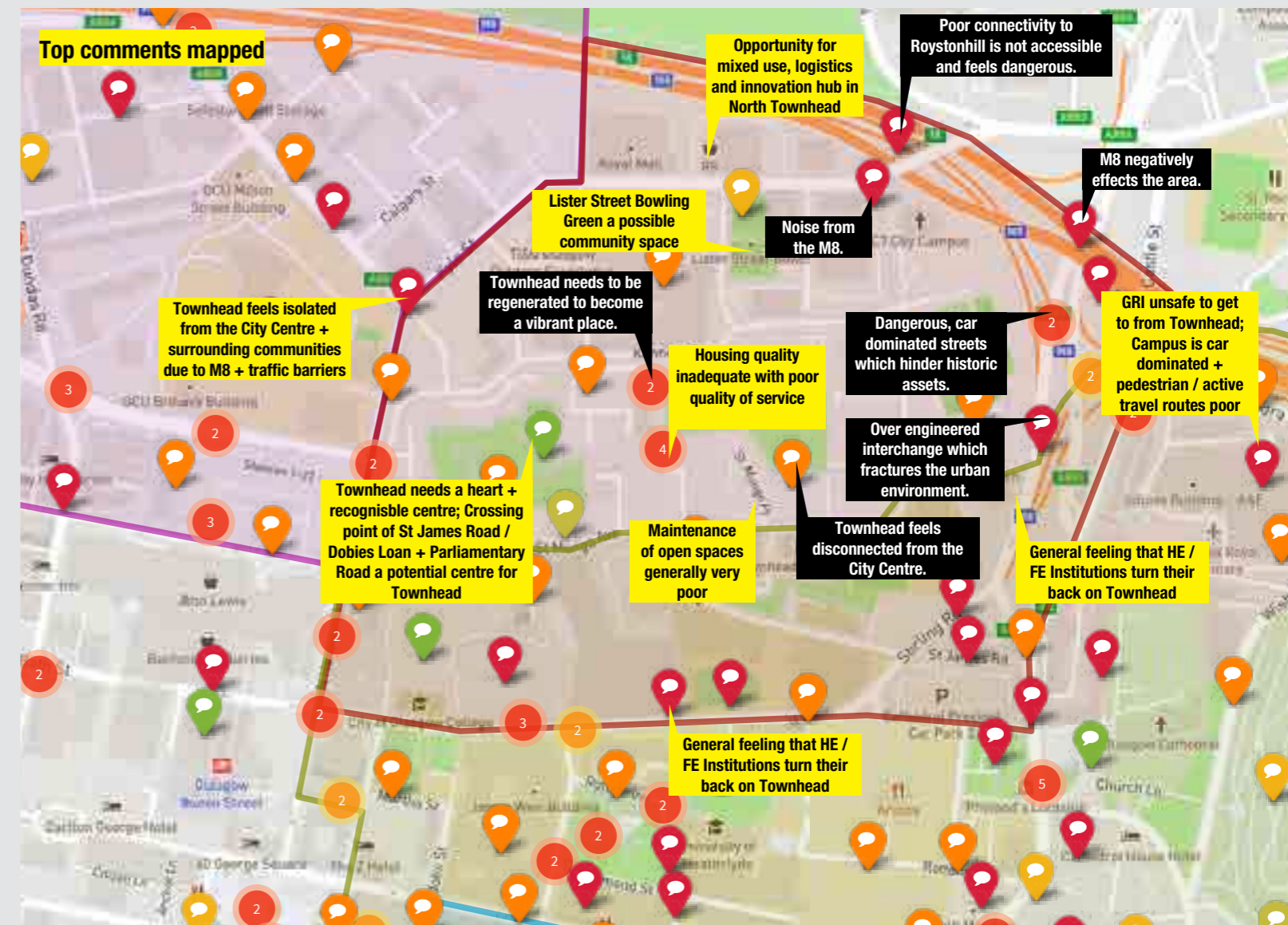
- Housing quality inadequate with poor quality of service
- Significant heritage buildings at risk should be brought back into use

### Community and social (activity)

- Access to local amenities seriously lacking (convenience stores, GP, local school etc); Townhead fails as a 20 Minute Neighbourhood
- Concern that regeneration initiatives should not displace the existing communities but enhance and support them; recognition that change is needed though residents want to be included in the process of making change
- Desire to improve communication / collaboration between key institutions and the local communities
- General feeling that neighbouring University campuses 'turn their back' on Townhead
- Impact of student population a recurring issue of concern

### Ideas suggested

- Townhead 'High Street' a possible focal point for the District with improved access to amenities including a community cafe / GP
- Better public open spaces - quality green spaces with clear, connected pathways, designed for wind and rain
- Better connections to the City Centre + adjacent neighbourhoods; a linked Dobbies Loan - St James Road + Restoration of Parliamentary Road route would both be supported
- Community owned spaces to build sense of community eg. Lister Street Bowling Green
- Make the case for better community facilities and amenities and spaces for young people to gather safely
- Improved wayfinding, signposting and safety - better lighting design would improve wayfinding and safety
- New housing - tenure mixes / housing for all ages
- Bases of high rise residential towers could be better utilised eg. bike stores / community use spaces
- Preserve and retrofit historic buildings of significance to maintain heritage. Promote local heritage and identity
- Historic buildings could be used by community eg. Allan Glen's Secondary School Annexe
- Improved ties between Community and Higher/ Further Education (HE/FE) institutions; opportunities for collaboration
- Scope for a new model – Living Lab? – HE/FE could assist in exploring new ways of regenerating Townhead
- Students should be encouraged to become part of the community; better student / community network and engagement supported; opportunities for mutual learning
- Improved street layouts and parking arrangements; widen pavements, resident-only parking / better enforced parking
- Electric buses, better bus routing and bus hub at GRI all discussed as well as Townhead being a part of a wider connected public transport network that links to neighbouring areas such as Sighthill, Roystonhill and Springburn
- Opportunity for Mixed Use, Logistics, Innovation to North Townhead
- Fundamental need to get the basics right eg. littering + maintenance
- Recycling must be more convenient + supported



"Re build on the derelict land and surface car parks with tenement style housing and street activation in the form of shops, cafes etc on ground level. With the many tourists that visit the area, cafes and shops would vastly improve the area for them and residents."

"Poorly defined/ conceived public open space. Trees and shrubs are visual barriers from/ to the space. Poor use because there is little to draw folk to it in the first instance and second to dwell because the space is so poor."

"Townhead as a District fails on a number of levels but most significantly because of its structure. It is a perfect example of the modernist precinct paradigm and mega-block. Without addressing this at an ambitious (and structural) level it will never fully become a vibrant and popular place. Needs to be thought of as the next Gorbals or Laurieston and somewhere that will eventually address the stated intentions of doubling the City Centre population."

Extremely poor connectivity to Roystonhill via existing flyovers and underpasses. Impossible for mobility impaired to use. Feels dangerous during the sunniest of days at midday. Terrifying in the evening or at night.

"A frightening place to be (even in broad daylight) - almost total lack of passive security and not overlooked by any dwellings. Townsend St and Payne Streets are similarly constrained. Only start to feel safe again at Pinkston Watersports Centre where there are others around and public activity."

"Shocking neglect of a former School Board of Glasgow School. The potential of the building is endless. Why has it ended up like this?"

"How do I get to Royston from Dennistoun (and back) if I am elderly, frail, mobility impaired or a wheelchair user? For those able to use the bridge link, the surfaces are treacherous - broken concrete/ cracks poorly maintained railings. Conveys a real sense of apathy, neglect, entropy."

"The motorway flying over all that (Junction 15) surely doesn't help. It needs to be removed, either buried or demolished outright."

"The Royal Infirmary precincts are poorly devised, confusing and create severance. Better transverse connections between Castle St and Wishart Street are desirable. Wishart St has no active frontage and presents in many instances the rear or service entry to buildings. At night feels unsafe."



## Townhead engagement

### Whom we spoke to

#### Stakeholders consulted

This District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared, by those who live and work in the city, to the major stakeholders in the four North East Districts. Regrettably, due to the Covid Pandemic, engagement and consultation has been restricted to an online setting. However the DRF team have still been able to facilitate a series of design workshops and meetings online and engage via social media. This includes two District specific community based workshops days in Cowcaddens.

The engagement process for the NE DRFs spanned a full calendar year from June 2020 - June 2021 where the DRF team facilitated countless meetings and workshops with the following;

- Local Community
- Community Councils
- Development Trusts
- Glasgow City Council departments
- Scottish Government
- National Agencies (Royal Scottish Academy of Art and Architecture, Scottish Enterprise, Scottish Futures Trust, Architecture and Design Scotland, Scottish National Heritage, Historic Environment Scotland, Scottish Environment Protection Agency)
- Further Education / Higher Education Institutions (Glasgow School of Art, Glasgow Caledonian University, Royal Conservatoire of Scotland, Glasgow City College, University of Strathclyde)
- Other Large Institutions (National Health Service, Queens Cross Housing Association, Glasgow Housing Association)
- Sectors (Creative Industries, Artists, Innovation District, Businesses, Chamber)
- Glasgow Disability Alliance, Glasgow Urban Design Panel, St Mungo's Secondary School
- Transport Organisations (Strathclyde Partnership for Transport, Network Rail, Sustrans etc.)

#### Townhead engagement in numbers

**1302 Social Media Followers**

**76 Townhead Community Workshop Attendees**

**9 Survey Responses  
(414 Workshop Attendees Total)**

**58 Stakeholder Workshop Sessions  
(11 Townhead Specific)**

**65 Townhead Commonplace Tags**

**Over 84% of comments relating to Townhead on Commonplace are negative**

**5 (Y)our Place Map 1 to 1 Interviews conducted in Townhead**

**926 Stakeholder Database**

**“Young people have not been able to get out (during COVID) and when they do get out there is nowhere to go. The houses (in the area) are not really family homes but families do live in them.”**

*- Comment from (Y)our Place Map 1 to 1 Interview*

**“The whole area feels completely disconnected from the City Centre thanks to the area being destroyed during the tenement clearances. A return to the density of the past , as close as possible, should be a priority.”**

*- Comment from (Y)our Place Map 1 to 1 Interview*

**“Townhead feels like an island... severed from the city”**

*- Comment from Townhead Ideas Workshop (Evening Session)*

**“If the DRF identifies that the City/Townhead needs to be redensified with more residential accommodation then offer to rehouse the people who live here- HERE.”**

*- Comment from (Y)our Place Map 1 to 1 Interview*

**“Most people are quite open minded and are not against change. What they just want to know is if there is some coherency in the plans and if it's not going to be just another concrete block.”**

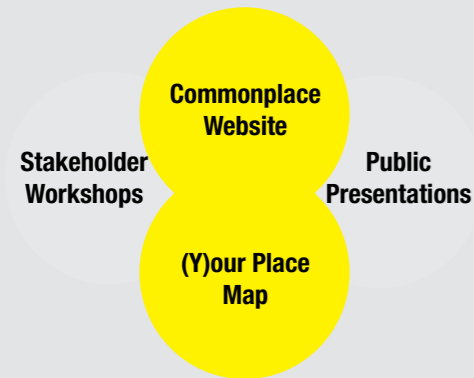
*- Comment from (Y)our Place Map 1 to 1 Interview*

# Townhead engagement

## How we were told

The DRF team have used a ‘multi-channel’ engagement strategy to reach out to as many people with an interest or stake in the Glasgow City Centre as possible.

In light of the Covid pandemic, all engagement has had to be virtual and remote, rather than via on-street and in person activities. An online presence has been more important than ever to promote the project.



### Commonplace

Beginning in June 2020 the team set up the Your City Centre 2020 Commonplace website, an interactive platform inviting anyone to pin comments and ideas about each of the Districts (and specific locations in them). The tags and questions are derived from the Scottish Government ‘Place Standard’.

The Commonplace survey was launched on 18th June 2020, users were asked to share their ideas to help the recovery and renewal of the four Districts. In total 692 comments and 3731 agreements were submitted by 786 respondents, totalling 4423 contributions. The site has been viewed uniquely by 5297 visitors. The platform had 230 news subscribers which have opted in to be kept up to date with ongoing project news. Townhead was the least commented upon District with 65 tags out of a total of 657. Over 84% of comments relating to Townhead were negative.

### The (Y)our Place Map

The (Y)our Place Map, a companion website to Commonplace, was launched in November 2020. The (Y)our Place Map complements findings on Commonplace with a deeper dive into the local communities of the 4 North East Districts, seeking to provide a platform to the voices of the marginalised and the under-represented, along with those for whom the digital platform of Commonplace is not an inviting or an available interface.

### Thematic stakeholder workshops

Throughout this period the team engaged in a number of key stakeholder workshops. Originally, workshops were organised around seven themes; Knowledge Innovation + Creative Economy, Transport + Mobility, Sustainable Urbanism, Urban Infrastructure, Health and Wellbeing, Tourism, Leisure + Retail and City Centre Communities. These initial workshops invited stakeholders from key agencies to engage in the DRF process, providing the opportunity to assist in developing future plans for Glasgow City Centre. These DRF briefing and exploratory workshops encouraged stakeholders to share their expertise and local knowledge. In addition to assisting the DRF process, the workshops facilitated bridging new connections between key agencies.

A key stakeholder database was developed and is maintained in accordance with GDPR as a live document through the DRF process.

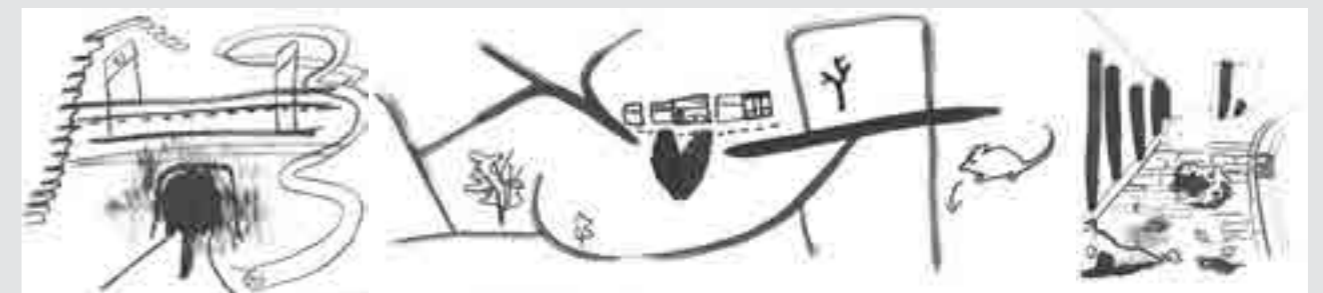
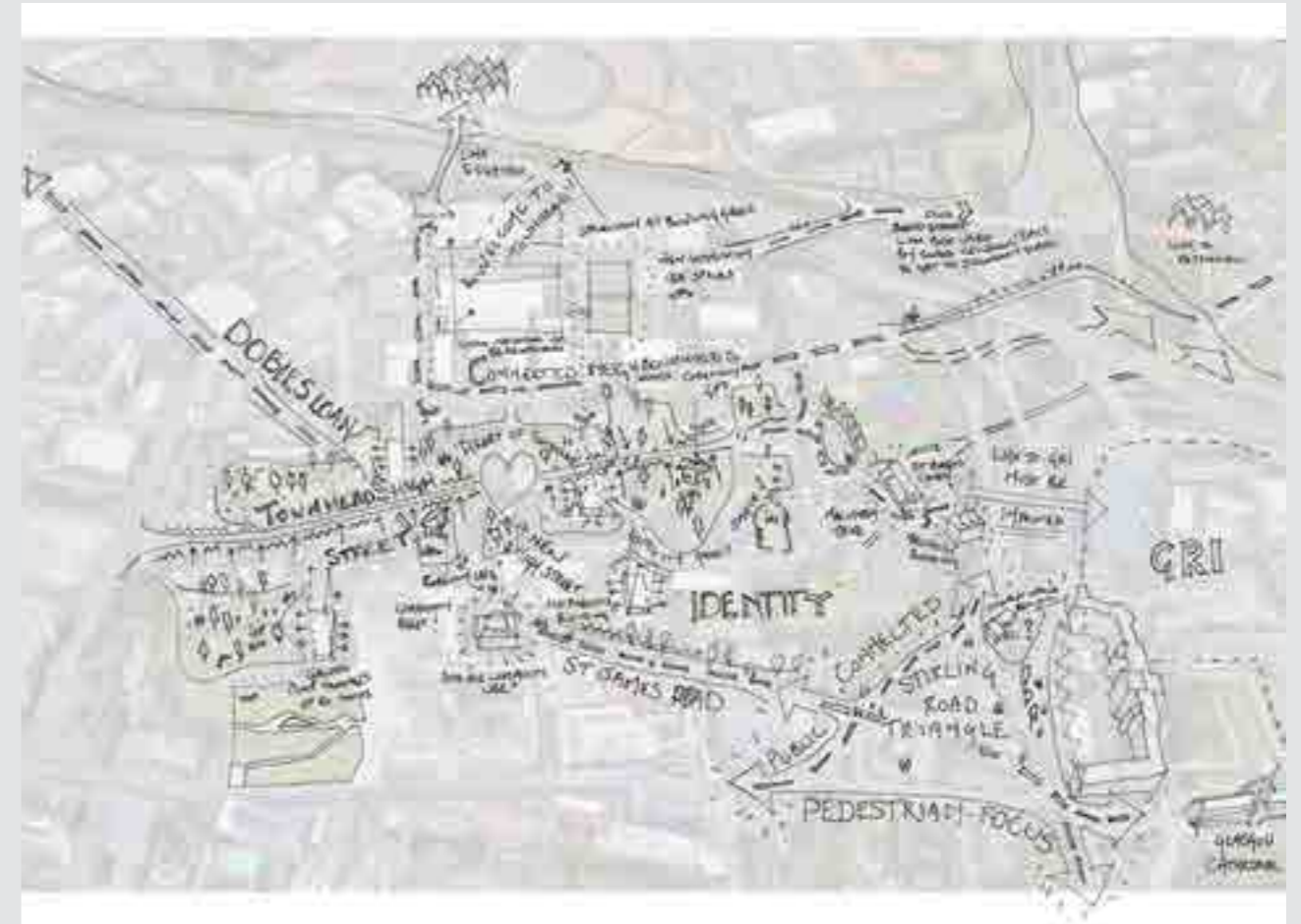
Following initial stakeholder engagement a series of community workshops ran from December 2021 - February 2021 and March - April 2021. These District specific workshops sought to gain local insight into each of the North East District communities, providing a platform for local communities to share their ideas and voice their issues. Initial consultation was carried out with afternoon and evening sessions in each District (Dec 2020- Feb 2021) with follow-up day-long workshops (March - April 2021)

Work presented at the final workshops were uploaded to the City Centre Strategy website, where interested parties could engage with the material and leave survey feedback on a series of project cards which identified possible projects in the District.

### Public presentations

Throughout the engagement process the DRF team facilitated a number of public presentations to key city agencies and national bodies as well as presenting to community councils.

To seek to avoid digital exclusion a Freephone line was arranged to enable telephone surveys, whilst a (Y)our City Centre email address was set up where feedback could be emailed.



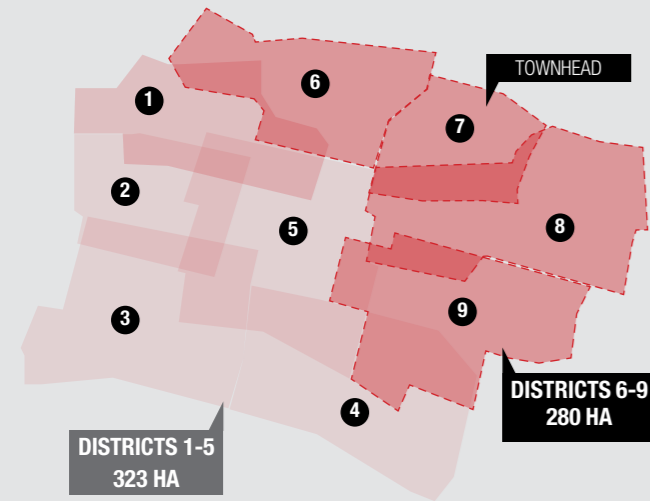
Townhead Community Workshops noted issues pertaining to severance caused by the M8, Townhead lacking a ‘heart’ and issues with maintenance as well as opportunities for improved greening, better access to local community amenities (including a community cafe + GP) and better engagement between students and residents





# Townhead – Factsheet

## Area + Demographics



DRF	Total (ha)
Cowcaddens (6)	80
<b>Townhead (7)</b>	<b>52</b>
Learning Quarter (8)	98
Merchant City (9)	77
<b>NE Districts (6-9) Total (including overlaps)</b>	<b>307</b>
<b>NE Districts (6-9) Total (excluding overlaps)</b>	<b>280</b>

	Children	Working Age	Pensionable Age	Total	Change in 5 yrs
Cowcaddens	434	2,973	509	3,916	+ 10.3%
<b>Townhead</b>	<b>189 (5%)</b>	<b>3,580 (89%)</b>	<b>251 (6%)</b>	<b>4,020 (100%)</b>	<b>+ 15.5%</b>
Learning Quarter	416	4,857	495	5,768	+ 15.1%
Merchant City	260	6,457	304	7,021	+ 17.4%
<b>Total for DRF 06 - 09</b>	<b>1,299 (6%)</b>	<b>17,867 (86%)</b>	<b>1,559 (8%)</b>	<b>20,725 (100%)</b>	<b>+ 14.5%</b>
Trad. Core City Centre*	1,318	20,639	1,361	23,318	-

\*Traditional Core City Centre = Area inside M8, West of High Street, North of the River Clyde

## Dwellings (2018)

Total	2,261
Occupied	2,230
Vacant	28
Vacancy Rate	1.2%

## Economic Activity

Total Employment	Total Businesses	Year	Sectors of Employment	Count	Proportion
3,561	96	2010	Education	780	27.1%
2,967	86	2015	Public Admin + Defence	950	22.3%
3,504	80	2019	Office Admin / Support	650	18.6%
			Management Consultancy	210	6.0%

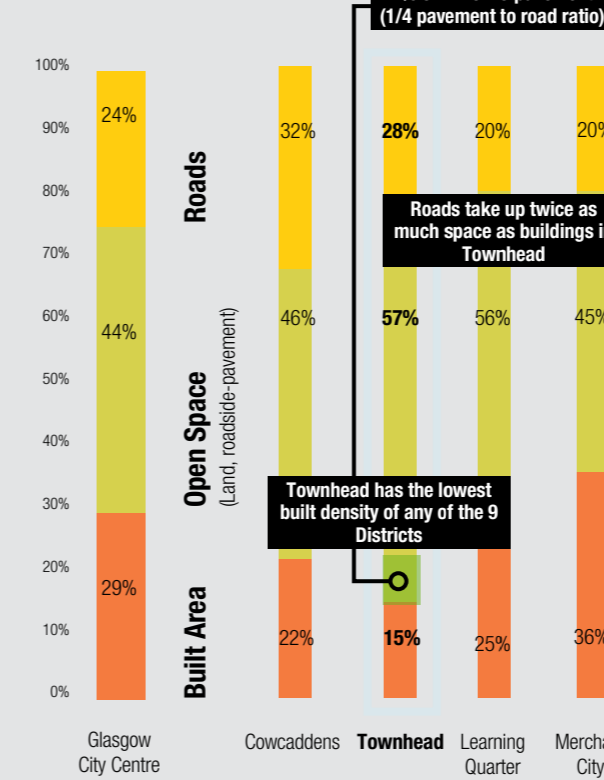
Data Source: National Records of Scotland; <https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS12000049>

## Mode of Travel, from Census 2011 data

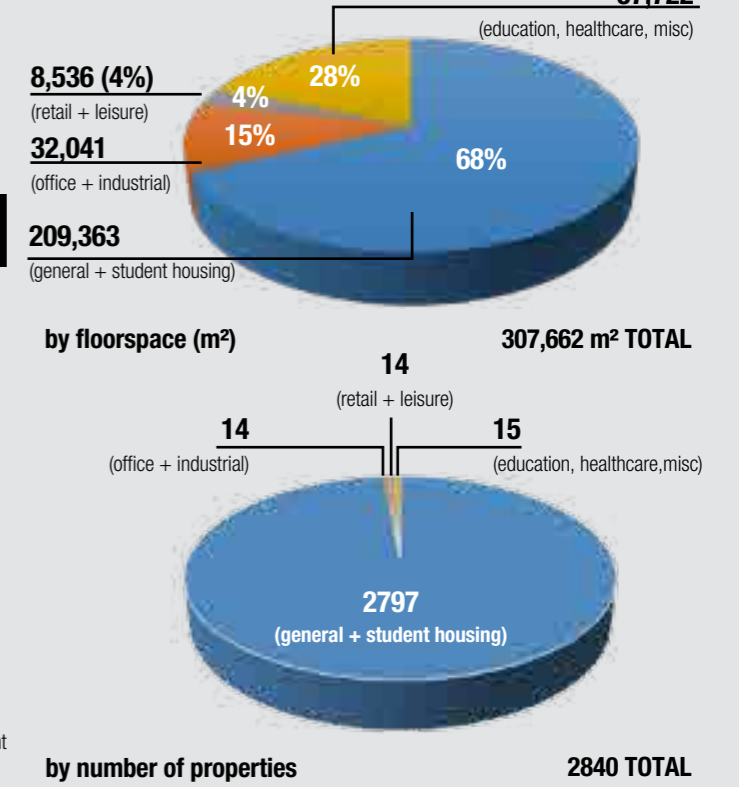
District	Work / Study mainly at Home	Public Transport	Motor Vehicles	Walking or Cycling	Other
Townhead	18%	23%	13%	48%	0%

District	Households with no access to a car	Households with access to one car	Households with access to two cars
Townhead	77%	26 21.5%	1.5%

## Townhead Land Use



## Townhead Property Stock

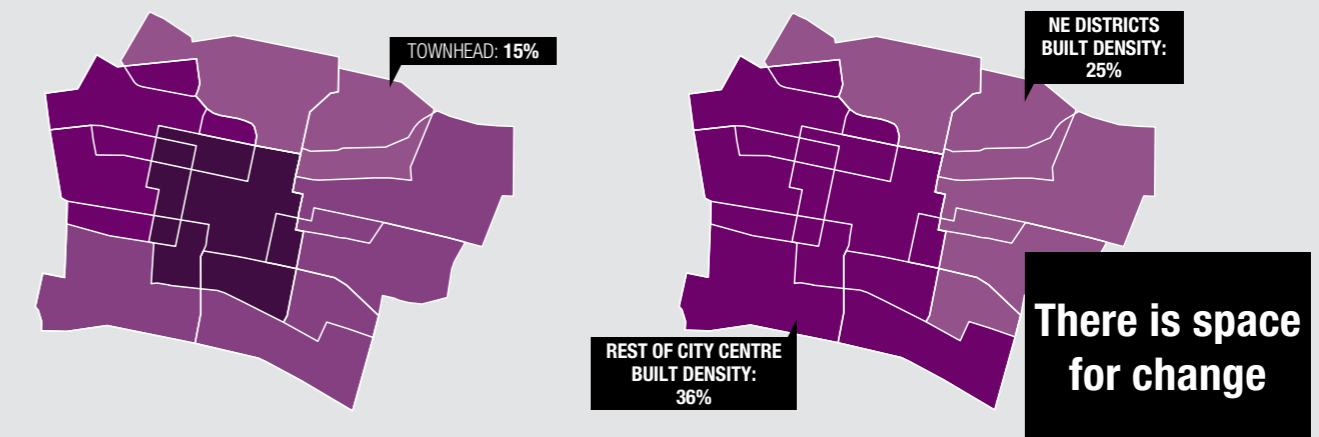


Townhead has a higher percentage of open space than most City Centre Districts with low percentages of built area, leaving a lot of space for further densification and use of vacant land.

Supply	Residential	Employment	Retail + Leisure	Speciality
(on the market)	General Housing	Office Industrial	Retail Hospitality & Leisure	Education / Healthcare / Misc
Availability of Stock	<1%	16% 3%	29%	0% 0%

Source: Baseline Report Glasgow DRF 2016 Annex; all property data pre-Covid

## Built Density Percentage (per above graph)



## Vacant land Percentages

DRF area	Vacant (m²)	Derelict (m²)	Underutilised (m²)	Green Space (m²)	Total (m²)
Townhead	772 (3.4%)	25,000 (3.7%)	56,500 (8.3%)	3,600 (5%)	108,340
4 NE Districts* Total	7223	25000	116200	427600	635540 (23.4% City Centre)

\* The 4 NE Districts are Districts 6-9; Cowcaddens, Townhead, the Learning Quarter and the Merchant City



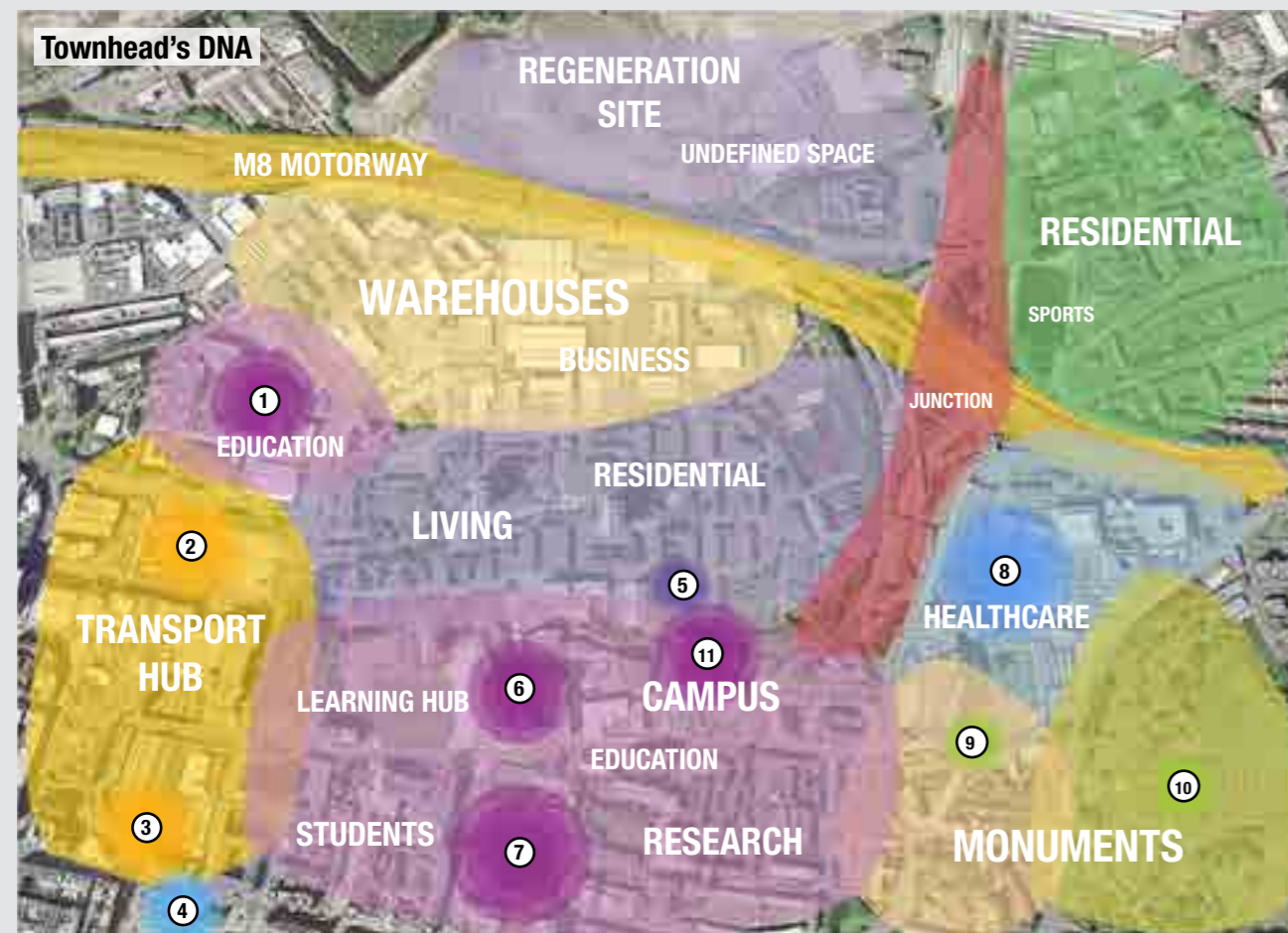
# Townhead – Observations

## Characteristics of the district

Townhead was one of Glasgow's Comprehensive Development Areas in the 1960s. There was extensive clearance of tenements and the historic street pattern. Only a few Listed Buildings remain, including Martyrs' School, designed by Mackintosh and near his birthplace. The Modernist zonal planning is still very clear to see dominated by the M8 motorway and light industrial / warehousing to the north, high rise (and mid-rise) housing scheme in the centre, and Higher and Further Education campuses to the south. The Glasgow Royal Infirmary was also extended at that time. The District is located beyond the Rottenrow drumlin which separates it from the rest of the City Centre. The presence of the motorway, the hilly topography and the large scale University, College and Hospital campuses isolates Townhead from neighbouring Districts in all directions. Walking, wheeling and cycling routes beyond the area are challenging and

unattractive. The area is not well served by public transport, despite the proximity of Buchanan Bus Station. There is a strong sense of community with many long-term residents. However with a recent increase in purpose-built student housing the area has started to change, with anxieties emerging about community cohesion. There is an abundance of open space, though most of it is of low standard. Housing stock in the area requires an upgrade to meet future demands and energy efficiency requirements.

Car parking is prevalent throughout the area, though it is not well managed. Community facilities are mostly located to the south-east of the District, including the reasonably new Village Hall. There are very few businesses in the area at present, despite the proximity to Higher and Further Education campuses.



- ① EDUCATION: Glasgow Caledonian University
- ② PUBLIC TRANSPORT: Buchanan Bus Station
- ③ PUBLIC TRANSPORT: Queen Street Station
- ④ PUBLIC SPACE: George Square
- ⑤ COMMUNITY: Townhead Village Hall
- ⑥ EDUCATION: City of Glasgow College
- ⑦ EDUCATION: Strathclyde University
- ⑧ AMENITIES: Royal Infirmary
- ⑨ LANDMARK: Glasgow Cathedral
- ⑩ LANDMARK: Glasgow Necropolis
- ⑪ LANDMARK: Martyrs' School

## Problems



Monofunctional: lack of mixed-use areas



Underutilised collective and public spaces



Poor connection between building plinths and street level



Undervalued cultural heritage and historical assets



Parking is increasingly claiming public space



Underexploited pedestrian connections

## Potentials



Abundant open public and greenspace



City of Glasgow College



University of Strathclyde campus development



Assess built heritage with historic value



Direct access to M8 motorway



Large-scale sports facilities



# (Y)our Framework

Guidelines for future development of the District

In this chapter the role of Townhead within the wider North-East City Centre is outlined. The interventions proposed are in line with four strategic themes defined in the Strategy Document. What is required to improve accessibility? What will be the great streets and spaces in the District? What is needed for Townhead to thrive as a pleasant area to live, work and visit? And how do we make this transformation happen?

The Framework for Future Townhead outlined here follows from the place vision and re-positioning of the District within the future City Centre context described in Chapter 1. The existing local contexts and conditions are summarised alongside the required large-scale strategic projects that will influence transformation of the NE Districts, and Townhead in particular.

‘Quick Wins’ for the District to enable regeneration to progress with focus and early impacts are outlined in Chapter 4, ‘Next Steps’.

The result of all proposed interventions are shown in a Framework depicted as a ‘future vision map’ showing how everything comes together. It gives an overview of future life in the District: its enriched residential heart full of community life, surrounded by new spaces for urban production along the M8 and the higher education hubs in the south, interlinked with the Royal Infirmary and the Medieval Cluster, and well connected to Cowcaddens’ major destinations.



# Townhead framework

- - - District boundaries
- Main existing parks
- Main river and canal
- Green network of connected parks
- Existing residential
- University cluster
- Public transport clusters
- Royal Infirmary cluster
- Arts, culture, retail, nightlife and history cluster
- Mixed residential and culture, retail, nightlife
- Central shopping District Buchanan Street/Sauchiehall Street
- New space to live and to work
- New local centres
- ★ Curatable plaza
- Existing or new "High Streets"
- Repairing the M8 severance
- Proposed new "Park and Ride" hub
- Existing train station
- Existing subway station

**Creative Culture Clusters**

**Re-create Cowcaddens Cross**

**Establish great streets**

**The cultural axis**

**Improve East - West Links**

**Embed Buchanan Cluster**

**River Park**

**Connect to the North**

**Network of Neighbourhoods to North**

**Connect Canal to Cathedral**

**Retrofit + Remanufacture**

**Define Townhead Triangle**

**Parliamentary Path**

**Open up campuses**

**Add community facilities**

**Rejuvenate the High Street**

**Restore Heritage**

**Reuse Vacant Derelict Land**

**Upgrade and provide housing**

**Mixed-use neighbourhoods**

**Community Health Hubs**

**Celebrate Cathedral Precinct**

**Improve open community spaces**

**Connect to the East**



## Role of Townhead

Position within the wider context of the North-East City Centre



In establishing the specific development focus for each of the north-eastern Districts, **it is key to understand what their identity is, what role they can play within the city and the region, and how each of them relates to the neighbouring Districts.** What are the existing qualities and characteristics that set them apart, and what is the unique potential that could be unlocked?

In this way, it can be determined which projects and priorities can be taken up jointly between several Districts, and which are more local. A scenario in which overarching attributes are emphasised across several North-East Districts is deemed most appropriate.

**Given their proximity and similarities, Townhead and Cowcaddens should be regenerated in parallel creating great places to live.** Both would benefit from enhanced community and public facilities and services, so a combined approach to deliver (and surpass) the 20 min neighbourhood concept should be prioritised. Both

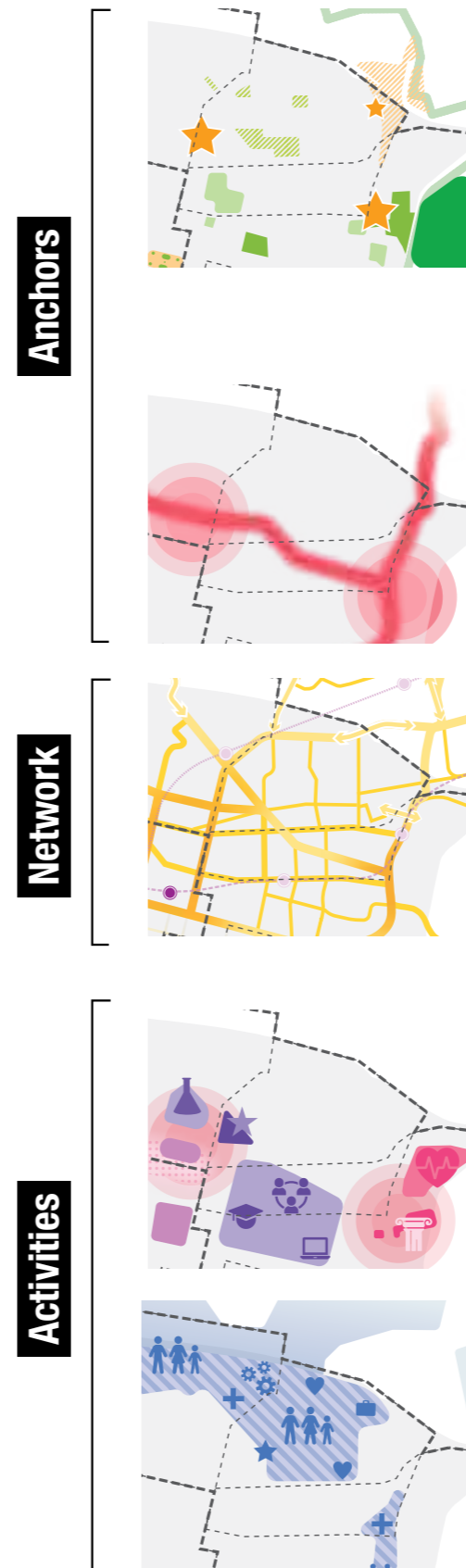
can accommodate an increase in population to justify and sustain improved access to education, health and social care and other amenities conveniently located for all.

Townhead and Cowcaddens have great potential to foster a productive urban model that creates jobs, opportunities, supports enterprise, ideas and creativity. There is space to adapt and intensify the area to foster production, innovation, last-mile logistics and creative and circular economies. And both accommodate leading Higher and Further Education institutions that can help drive the economy, provide access to skills, training and jobs and benefit local people.

By joining forces, these two Districts can transform the northern edge of Glasgow city centre and completely change perceptions of a part of the city that is well known and easy to access but too often disregarded and overlooked.

## Key characters of Townhead

The emerging Framework for Townhead brings together urban Anchors, and a rich mix of Activities brought together within a Network of streets and spaces to create a coherent and dynamic place plan for the District



### Public space

Townhead has a lot of open space between housing and tower blocks. The majority of these open spaces are not well used or do not impact positively on the District experience. Optimising this open space to create great places for community, sports, play, relaxation, growing, gardening, etc. is a high priority. Improving the quality of public spaces, access to nature and having pleasant routes across the District will strongly enhance quality of life and the everyday experience, look and feel of Townhead.

### Hubs and local centres

Retracing lost or diminished key routes across Townhead (Parliamentary Road, St James Road / Dobbies Loan) provides a renewed network that suggests the location of a new focal point for Townhead. Creating a local, town centre serving the community can help meet local needs. It also would also nestle between the city-regional Buchanan cluster, the Cathedral Precinct and the agglomeration of HE/FE and NHS campuses immediately adjacent.

### Mobility and accessibility

The major redevelopment of the Townhead area in the 1960/70s caused many a historic route to vanish. To make the District work in a more organic way again and to establish strong connections within Townhead and to the surrounding areas, some of these routes will be restored. Retracing lost routes coupled with enhanced active travel and public transport in the area can help address inequality and connect communities to opportunities.

### Programmatic characters

Townhead adjoins several areas with a clearly defined character, most notably the knowledge and innovation cluster with the HE/FE institutions to its west and south, and the medieval cluster to the east. This offers a broad range of destinations and activities close-by.

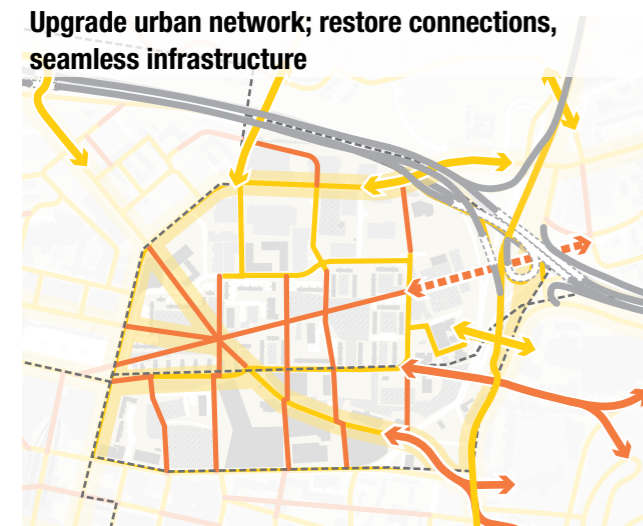
### Space to live and work

Townhead has always been defined by its residential character. By densifying the area where relevant, and providing a range of housing types as well as an upgraded level of amenities, the District can become for a wide array of residents. In joining up with Cowcaddens, it adds exciting new possibilities for urban production and distribution.

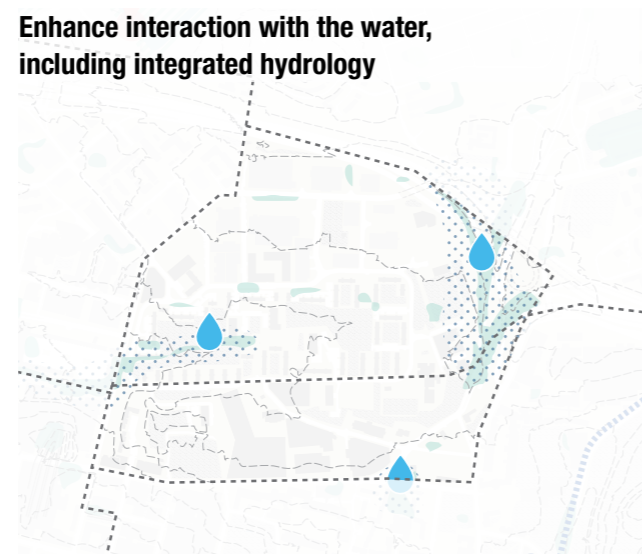
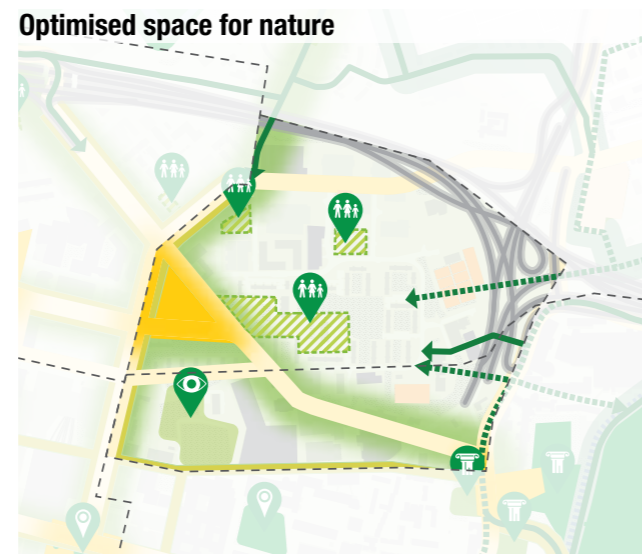
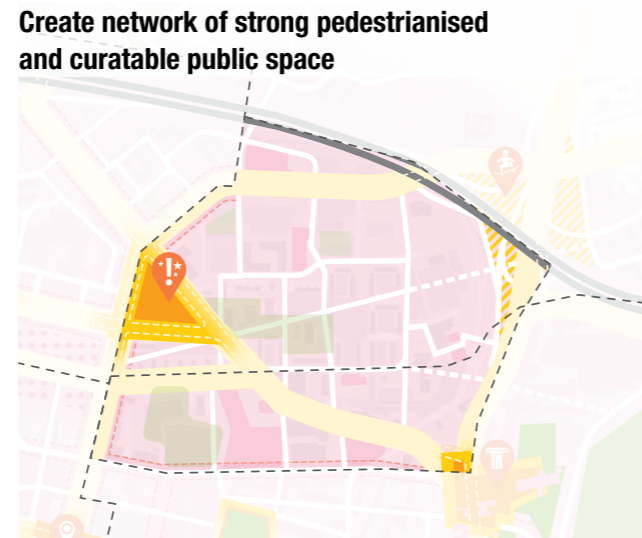


# Layers of Townhead framework

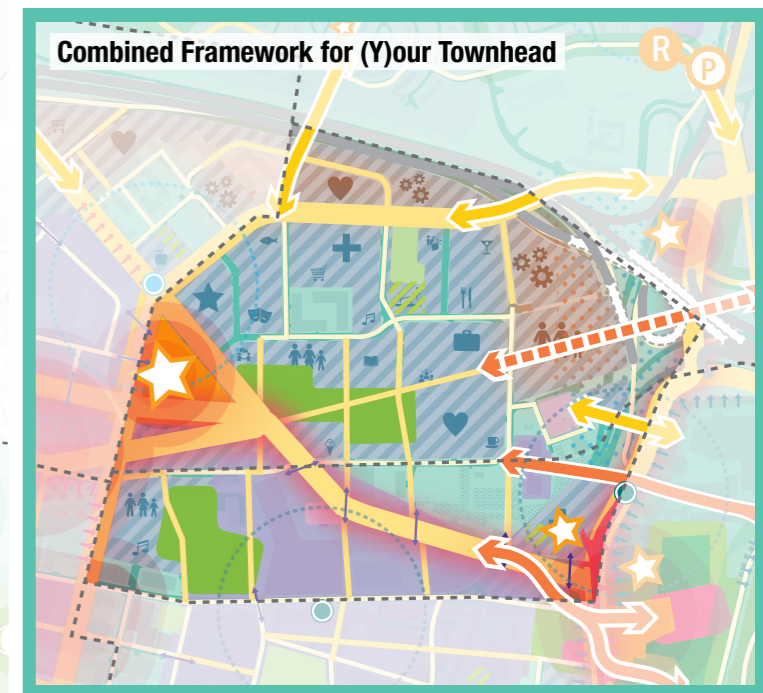
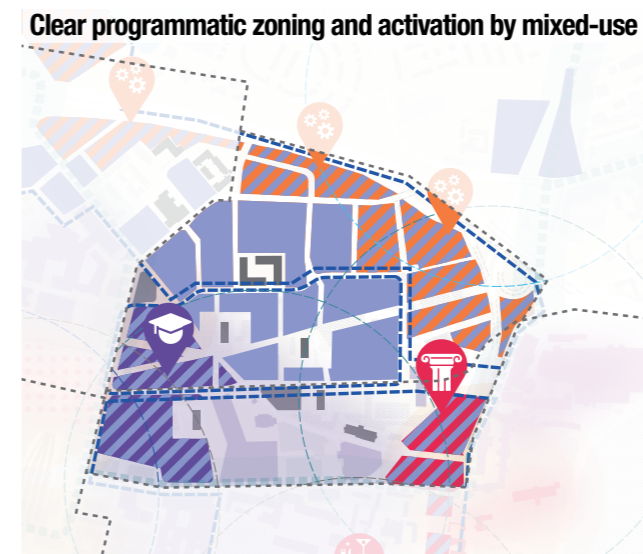
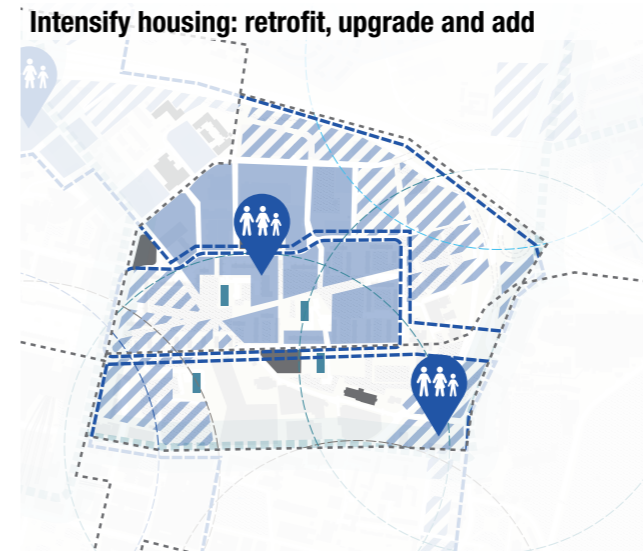
## 1 (Y)our well connected Townhead Enhanced infrastructure and mobility



## 2 (Y)our great spaces and streets Network of public and natural spaces



## 3 (Y)our thriving Townhead Intensified programme

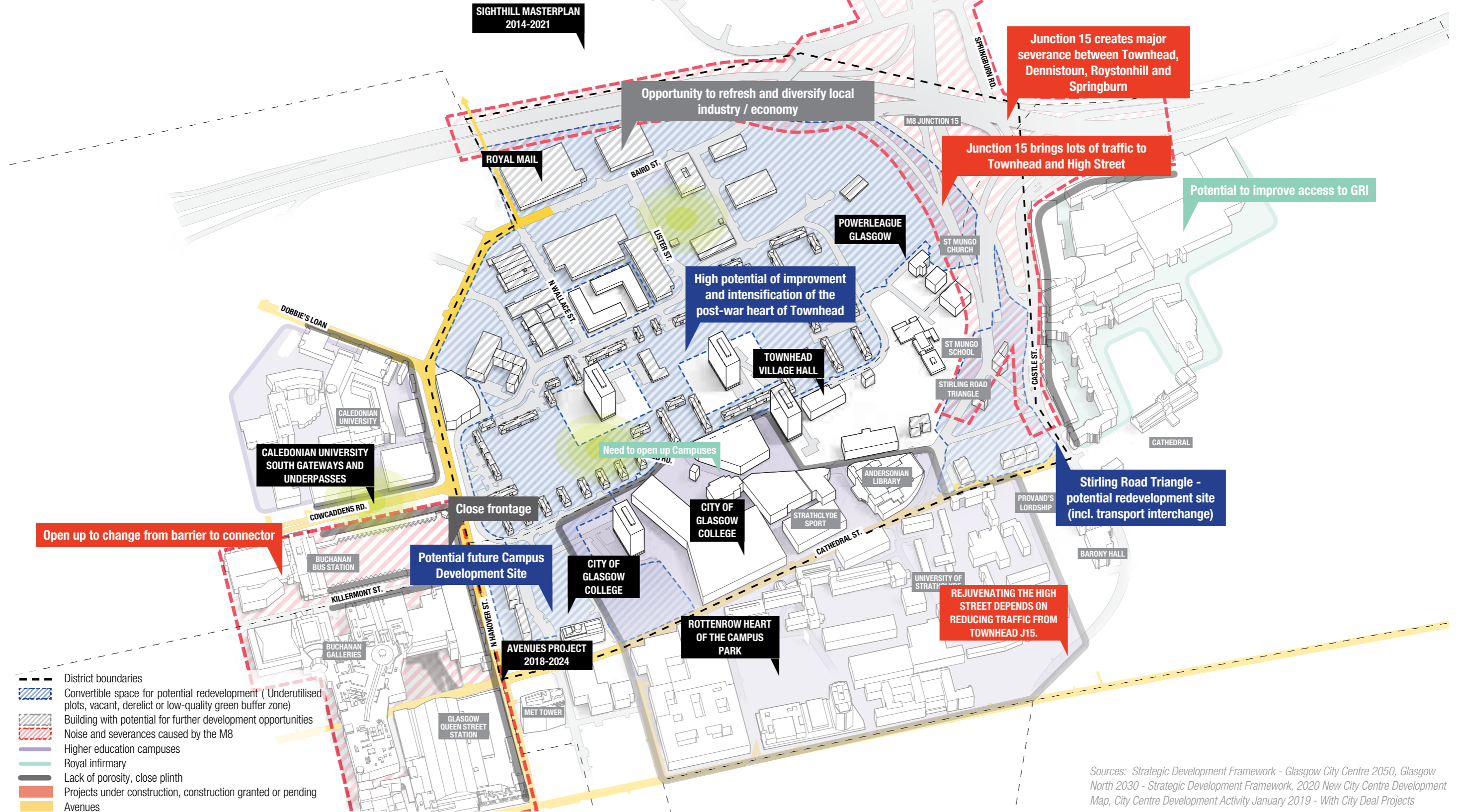




# Conditions for development in Townhead

Place context of the District: headline issues and planned projects

This “zero PLUS map” shows the existing situation and key issues and potentials in Townhead. It indicates running projects from the City Centre, North and the East Strategic Development Frameworks. These include major housing developments (Sighthill masterplan), city-wide street transformations (Avenues Project), and the City of Glasgow College campus development, among others.



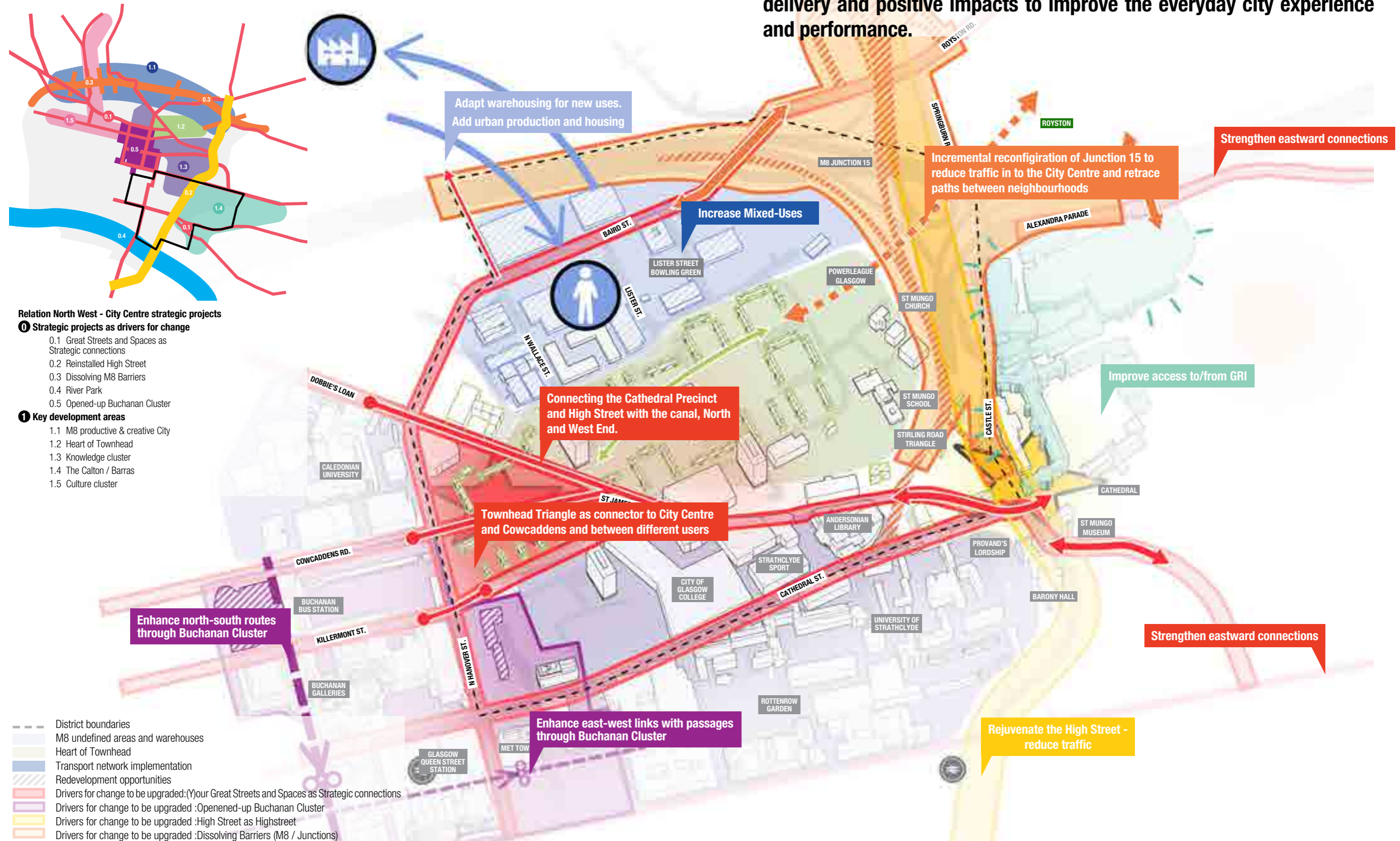
Sources: Strategic Development Framework - Glasgow City Centre 2050, Glasgow North 2030 - Strategic Development Framework, 2020 New City Centre Development Map, City Centre Development Activity January 2019 - With City Deal Projects



# Strategic projects

Required interventions in Townhead with city-wide impact

There are several locations and situations of such complexity and importance for the city as a whole, that high-level strategic coordination is needed. Partnership working will be critical to achieve successful delivery and positive impacts to improve the everyday city experience and performance.









# **(Y)our Projects and Action Plans**

With the problems and potentials, positioning, ambitions and strategic priorities for Townhead defined in Chapters 1 and 2, this Chapter outlines the key projects to achieve regeneration in the District. They address major issues such as improving and expanding the housing stock, upgrading the quality of the public realm and community infrastructure, and increasing the connectivity and accessibility levels of the District, among others.

The Chapter starts with an overview of all proposed projects for Townhead, categorised following the four framework themes. Each Project Card illustrates ideas in more detail with maps and references. All projects are accompanied by an action plan, indicating a general timeline, key stakeholders, expected impact and motivations and justification. A DRF Project Scorecard is included to assess which project deliver against key priorities.

Together, these projects show what goes where and why, suggesting who needs to work with whom and how to translate ideas into action. Importantly, it gives a clear guide for all stakeholders to contribute to (Y)our Future Townhead.

The complete set of projects will enable lasting regeneration in Townhead. Let's start today.



# Projects overview

## 0 Strategic projects as drivers for change (refer to Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Dissolving M8 Barriers
- SP0.3 Opened-up Buchanan Cluster

## 1 (Y)our well connected Townhead Enhanced infrastructure and mobility

- TH1.1 Connect Townhead
- TH1.2 Active Travel Networks
- TH1.3 (S)low Traffic Neighbourhoods
- TH1.4 Stirling Road – GRI Bus Interchange
- TH1.5 Untangled Motorway Junctions: Junction 15
- TH1.6 Revised Townhead Car Parking

## 2 (Y)our great spaces and streets Network of public and natural spaces

- TH2.1 Parliamentary Path
- TH2.2 Townhead Park
- TH2.3 Community Open Spaces
- TH2.4 Townhead Triangle
- TH2.5 Canal to Cathedral
- TH2.6 Avenues PLUS
- TH2.7 Community Facilities and Infrastructure

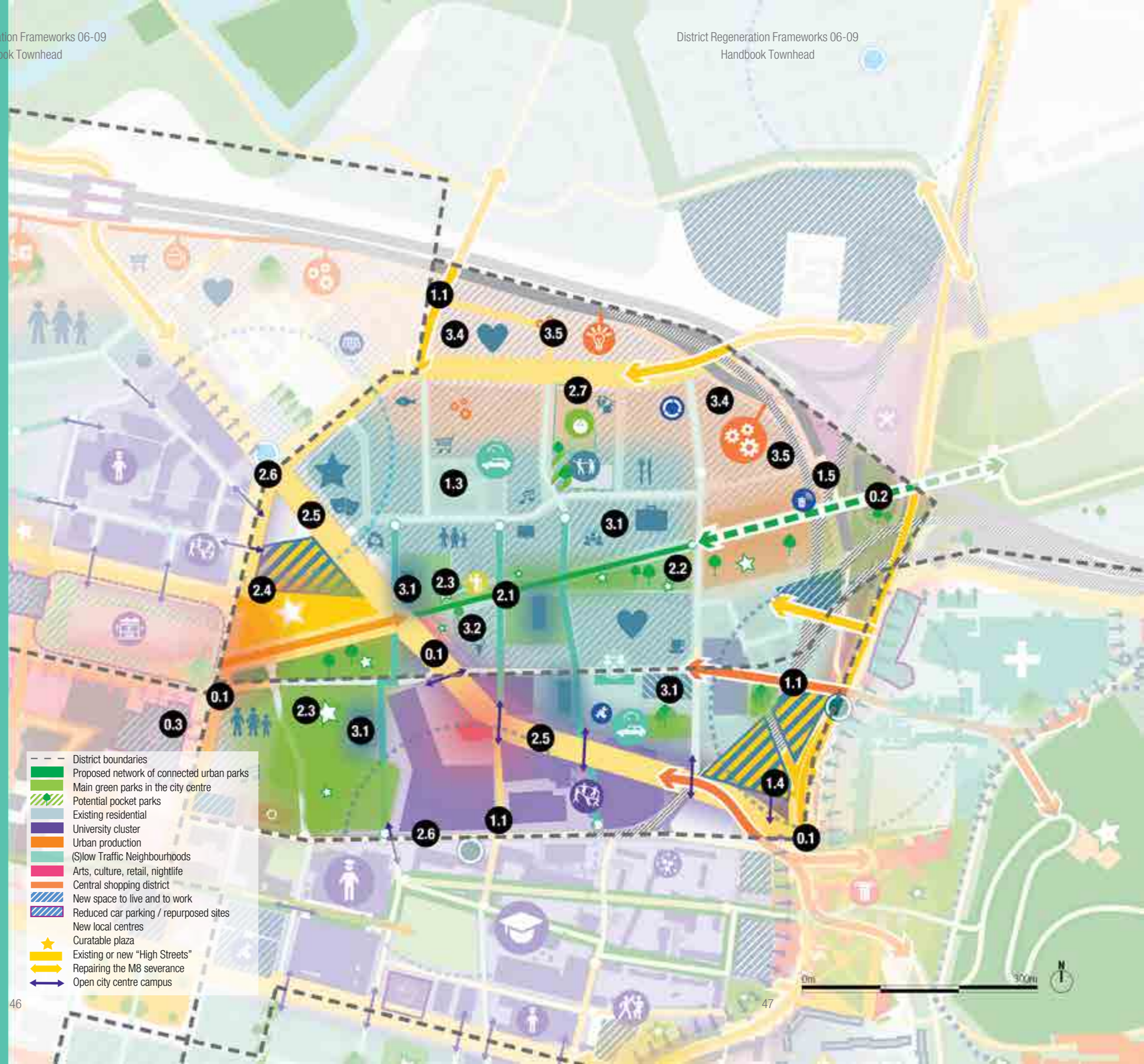
## 3 (Y)our thriving Townhead Intensified programme

- TH3.1 Townhead Housing Retrofit and City Centre Living
- TH3.2 Townhead Village Heart
- TH3.3 20-Minute Townhead
- TH3.4 City Centre Operational / Logistics Hub
- TH3.5 Urban production zone

## 4 (Y)our enablers for change How to organise transformation

- TH4.1 Townhead Heritage
- TH4.2 Living Lab
- TH4.3 Circular Townhead
- TH4.4 Townhead Events

TH1.2, TH1.6, TH3.3 and TH4 series projects are District-wide and therefore not annotated on Framework Plan opposite.



---	District boundaries
■	Proposed network of connected urban parks
■	Main green parks in the city centre
■	Potential pocket parks
■	Existing residential
■	University cluster
■	Urban production
■	(S)low Traffic Neighbourhoods
■	Arts, culture, retail, nightlife
■	Central shopping district
■	New space to live and to work
■	Reduced car parking / repurposed sites
■	New local centres
★	Curatable plaza
→	Existing or new "High Streets"
→	Repairing the M8 severance
↔	Open city centre campus



# 1 (Y)our well connected Townhead

Enhanced infrastructure and mobility

TH1.1 Connect Townhead

TH1.2 Active Travel Networks

TH1.3 (S)low Traffic Neighbourhoods

TH1.4 Stirling Road – GRI Bus Interchange

TH1.5 Untangled Motorway Junctions: Junction 15

TH1.6 Revised Townhead Car Parking

Using transport to create better quality of life for all is the root of Glasgow's future success and supports the city in delivering a number of its ambitions to do with climate and an increasing population.

To achieve this, and in line with global best practice, Glasgow must begin to better balance movement and place in favour of a city for people and deliver projects in line with the global hierarchy of road users. Walking and Cycling should be prioritised with public transport taking precedence over other modes. Improving access to and from the new Sighthill Bridge and adjacent Avenues will help reconnect Townhead with the surrounding areas.

In Townhead public transport upgrades are key and delivering enhanced bus routing is essential. Delivering bus priority on more streets and improving the bus connection to the GRI will enable more people to use public transport whilst going about their daily lives.

Delivering improved Active Travel Networks and (S)low Traffic Neighbourhoods will allow people to choose how they get about, whilst making residential streets quieter, safer for children, and more community focused as well as connecting the city up for those walking and cycling whilst prioritising public transport and allowing access for vehicles.

Creating streets and public spaces that support business and city life is key for the continued success of Townhead. Delivering an upgrade to Parliamentary Path and reconnecting Dobbies Loan to St James Street will provide the basis for longer distance routes that connect the Canal to the Cathedral Precinct, the City Centre to Townhead (and beyond) and thereby reactivate the heart of the District.

TH1.2 and TH1.6, are District-wide and therefore not annotated on Framework Plan opposite.





# TH1.1 Connect Townhead

Enhancing links to Sighthill, Springburn, Roystonhill and Cathedral Street



Townhead sits to the north-east of the City Centre and should be a well connected neighbourhood affording residents the opportunity to easily access the City Centre as well as the city region and countryside beyond.

Despite this, the neighbourhood is restrained in its City Centre position, with large-scale highway infrastructure limiting the connectivity of the District out of the City Centre, as well as severed connections and unattractive streets dampening the connectivity of the District through the City Centre.

Huge Avenues investment across the city alongside Spaces for People investment and other active travel investment such as the Flourishing Molendinar project are striving to better connect neighbourhoods to the city and wider region, but barriers still exist, especially around Townhead. Investment to the north at Sighthill is creating new opportunities for the Townhead community and better connecting the community to emerging opportunities is vital.

The project envisages the seamless integration of the District to the City Centre and wider city region for people walking, cycling, and using public transport. Connections through J15 to Royston Road and on to Blackhill will better connect communities long severed by the motorway as well as connecting sports fields to HE campuses. Missing and severed connections will be repaired for walking and cycling to connect the District to Cathedral Street and the city and routes to the Sighthill footbridge will be strengthened and made into an inviting Avenue.

## Action plan

- 0 IMMEDIATE**
  - Work with the community to map out the missing connections that make their lives more difficult and undertake a community project to reinstate missing connections within Townhead through artistic and temporary summer interventions.
- 1 SHORT TERM**
  - Undertake feasibility design work on streets and public spaces leading to Townhead that need to be strengthened as key walking and cycling streets to better link the District with surrounding neighbourhoods.
- 2/4 MEDIUM TERM**
  - Deliver projects on the ground as part of a wayfinding improvement programme and strengthen the temporary connections through Townhead to meet these new links.
- +5 LONG TERM**
  - Reinstate strong pedestrian and cycling connections through Townhead to adjacent areas and neighbourhoods through a community-led Townhead regeneration.

## Key stakeholders

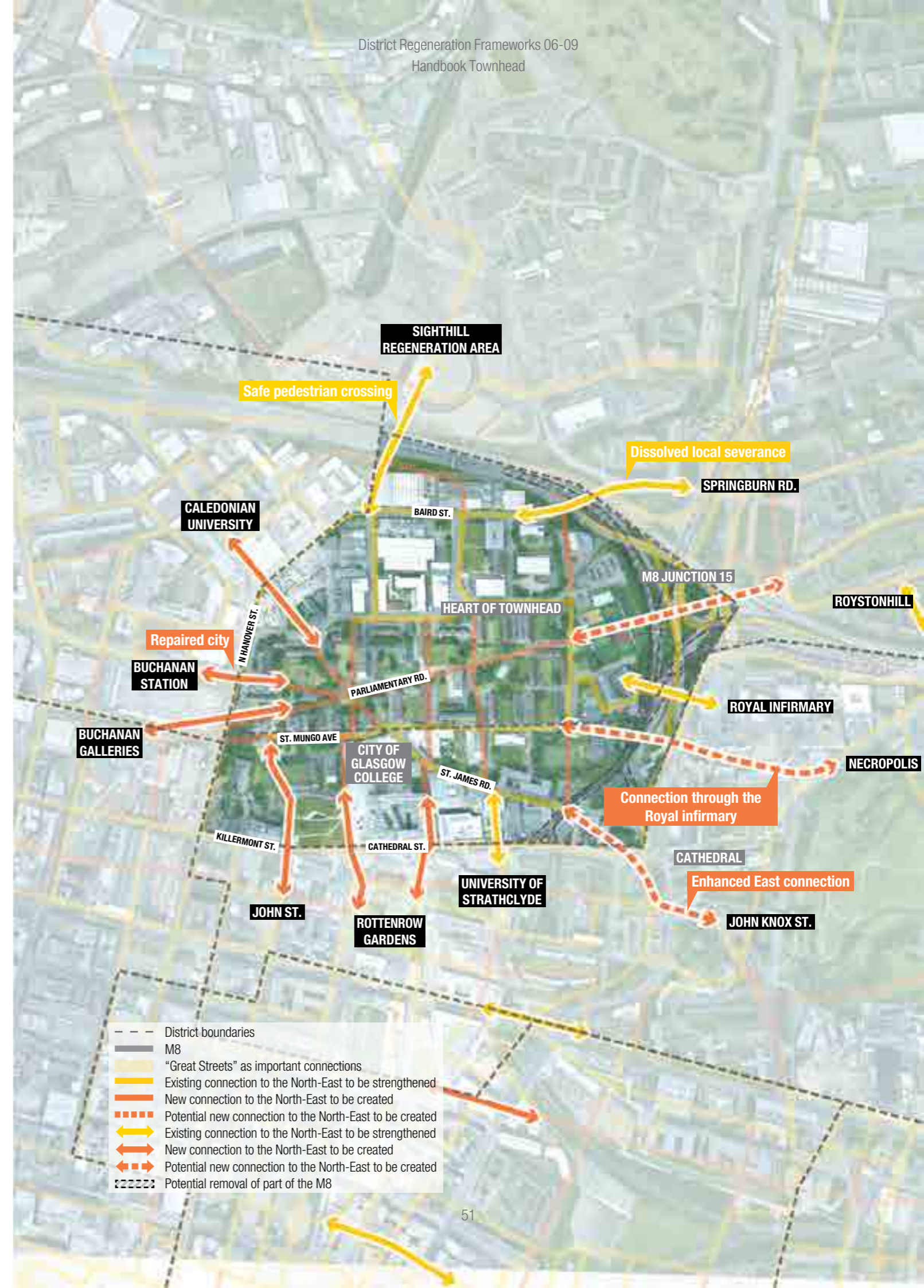
Glasgow City Council and the local community (co-leads) with active travel, transport strategy, and housing stakeholders.

## Impact/ reach/ term

High Impact / Community Project / Short to Medium Term

## Justifications / observations

This project promotes active travel by linking communities to surrounding neighbourhoods and indeed the wider city region and countryside. The project supports the city council in its ambitions to repopulate the City Centre through making the City Centre a more relaxing and healthy place to live. The project strengthens communities and makes for more sociable streets and spaces to tackle the growing urban loneliness crisis.





## TH1.2 Active Travel Networks

Making walking and cycling the preferred way to move about in the city

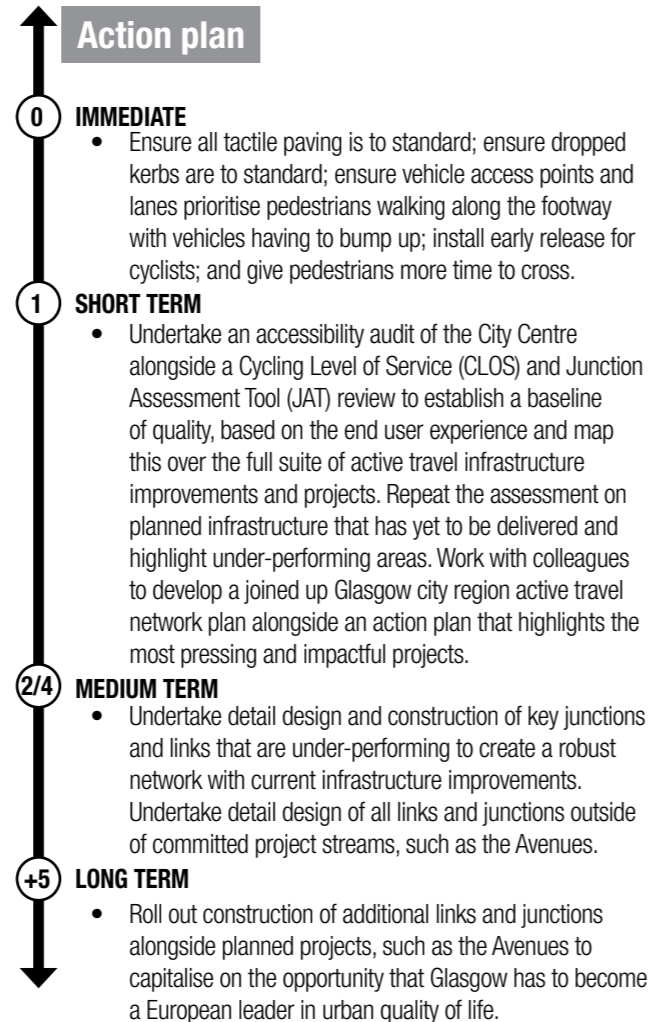


Glasgow benefits from a compact and dense urban core meaning that when going about your daily life it should be easy to move across the Districts whichever way you want, with walking and cycling being the easiest forms of transport. The cities of Copenhagen, Oslo, and Rotterdam have equally dense and compact urban cores and their citizens enjoy a great quality of life in part because it is easy to walk to the shops and cycle to work, because the city invites people to be healthy with how they travel, by making it easy. Glasgow should rival these cities by offering a better quality of life.

Glasgow is turning a corner and making huge strides in its active travel network, but streets need to be further humanised. Cycling in the city does not have the same status as driving and this needs to change, with the same attention being given to the experience of cycling as has been the case for driving in the decades before.

The Avenues, Spaces for People, and Places for Everyone represent a gear change in the way the city is designing its streets and inviting cycling but a city network is only as good as its weakest point. Glasgow's Liveable Neighbourhood programme will be crucial in delivering this network but bringing all these projects together to make meaningful change requires best practice junction design and ambitious and impactful new interventions.

This project envisages the connection of the Avenues, Spaces for People, Places for Everyone, and Liveable Neighbourhoods to create an active travel network that is seamless and enables all ages and all abilities to choose active travel over other forms of transport, as well as providing compelling cycle storage options for the people of Townhead so a variety of cycle types can be stored securely at street level. This means that walking and cycling will be the easiest option for those moving around the District and City Centre and cycling will be a compelling choice for those commuting into the city region along regional routes that connect to public transport. Walking and cycling in the District will be prioritised over vehicles in line with global best practice to make Glasgow a competitor for the city with the highest quality of life in Europe.



### Key stakeholders

Glasgow City Council (lead) with active travel, transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)

(Y)our Pedestrian and Accessibility Champion

### Impact/ reach/ term

High Impact / City Project / Short to Medium Term

### Justifications / observations

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality and a more democratic and fairer city with access to opportunity no longer being predicated on car ownership, when car ownership in the city is low.





# TH1.3 (S)low Traffic Neighbourhoods

Turning residential streets into places for the community to relax, play and socialise



The residential areas of Glasgow should be places of community life and community spirit, places where healthy and prosperous lives can unfold. Residential streets should be places where children can play, where parents can catch up with neighbours and where communities can come together on special occasions to celebrate.

Residential streets in the UK have seen a 30% increase in traffic in the last 10 years, due in part to technology and traffic-dodging apps and this has damaged community connectivity and increased urban loneliness. This can bring about spiralling issues affecting community safety, anti-social behaviour and quality of life.

The city's ambition to increase the number of people living in the City Centre means that the city has to attract people to live here; making the city safer, more relaxing, healthier - and increasing a sense of community and relaxation. These ambitions are supported by the City Centre Avenues programme and speaks strongly to the Liveable Neighbourhood programme that is being rolled out in the city region to reinforce community streets and neighbourhoods as places that benefit the communities themselves.

This project envisages the creation of a City Centre with fewer and slower moving vehicles, a City Centre that supports business and essential trips as well as access to every front door, but one that doesn't prioritise the through-movement of vehicles over the quality of life of residents and the child-friendliness of streets. A network of streets will be designed to allow access for all residents and deliveries with through-movement in the City Centre being restricted to few streets in order that strategic road networks are used for strategic trips and local trips are enabled for walking and cycling. The creation of a (S)Low Traffic Neighbourhood between North Hanover Street, Baird Street, Castle Street and Cathedral Street will allow residential streets to be places where children can play, can learn to ride a bike, and where communities can come together and relax. These neighbourhoods will be joined up through the delivery of safe and prioritised crossings over movement streets to create a large walking and cycling network whereby citizen's can walk, cycle and play on a network of quiet, residential streets.

**Action plan**

**0 IMMEDIATE**

- Undertake a Townhead Community Network Planning co-design workshop to identify the ambition for local streets that people have as well as what they want to change in relation to traffic speeds and volumes as well as air quality and child-friendliness. Work with the local community to develop a network which meets their ambitions and protects them from what is damaging their streets.

**1 SHORT TERM**

- Trial the Network Plan following engagement with the full community, designing interventions with the community to ensure that (S)low Traffic Neighbourhood interventions and features are fit for purpose and meet the aspirations of local people.

**2/4 MEDIUM TERM**

- Make the (S)low Traffic Neighbourhood interventions permanent through a co-design process with local people all the time building stewardship within the community to ensure successful roll out and maintenance where appropriate.

**+5 LONG TERM**

- Roll out all City Centre (S)low Traffic Neighbourhood interventions and connect into Glasgow's Liveable Neighbourhood programme. Monitor and improve interventions with the community.

**Key stakeholders**

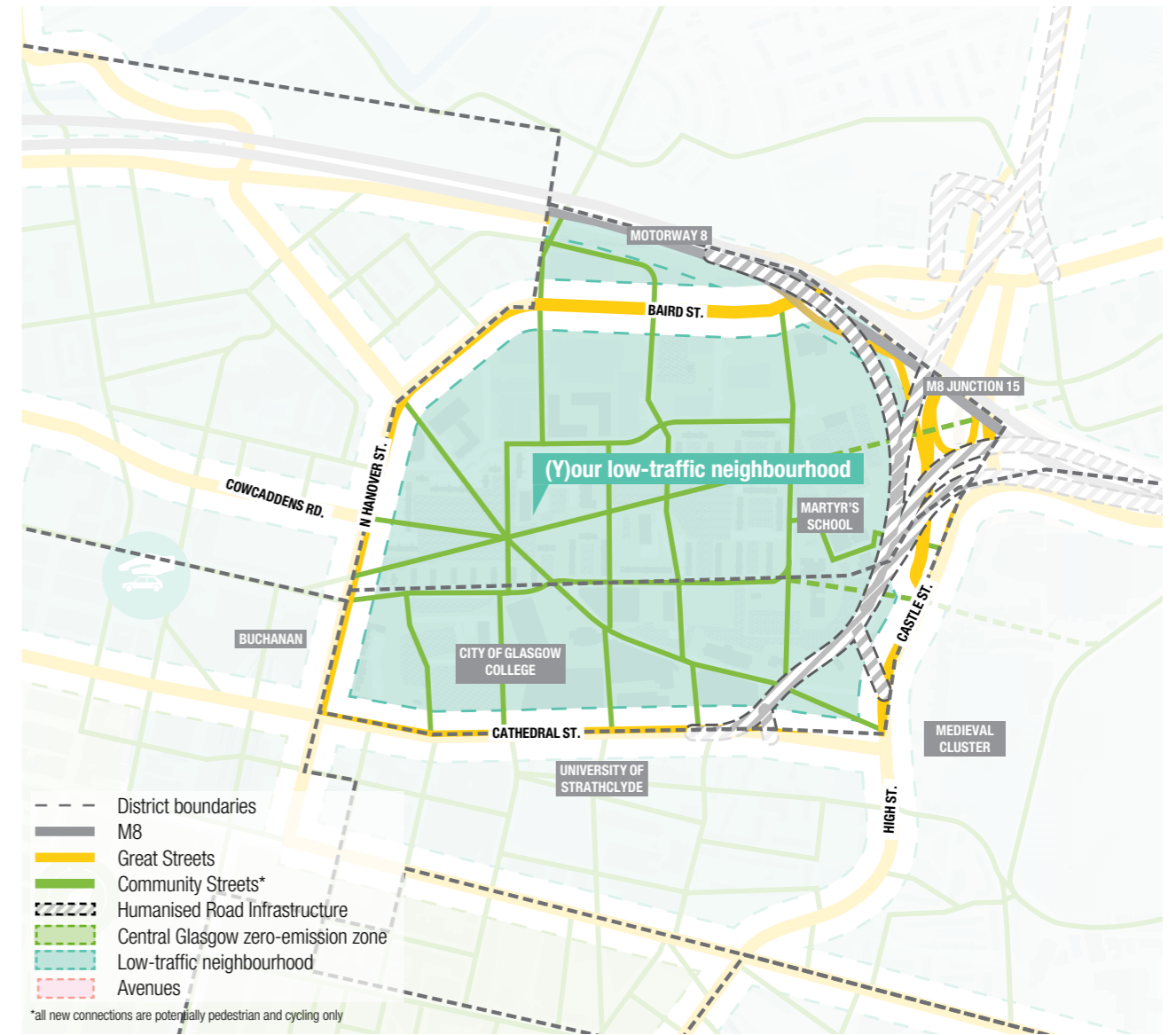
Glasgow City Council and local communities (co-leads) with active travel, transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)  
(Y)our Pedestrian and Accessibility Champion

**Impact/ reach/ term**

High Impact / Community Project / Short to Medium Term

**Justifications / observations**

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more people to live in the City Centre. It creates a cleaner city with better air quality and a more democratic and fairer city with access to opportunity no longer being predicated on car ownership, when car ownership in the city is low. The project also supports the city in its ambitions to tackle urban loneliness and strengthen community connectedness.





# TH1.4 Stirling Road – GRI Bus Interchange

Simplifying infrastructure to properly connect the modern city to the medieval city



Stirling Road and Cathedral Street meet Castle Street in the heart of the historic and medieval core of the city of Glasgow. A truly unique urban destination and a place that should connect the modern city to the medieval city.

Surrounded by life, history and greenspace this area has the ingredients to be a unique place for the city on the world stage but the environment is overwhelmed by transport infrastructure making it difficult to use for citizens on a day to day basis, and unattractive for tourists to make the trip unless truly committed.

The Avenues investment is set to improve the environment along Cathedral Street, helping to draw people and activity from the City Centre to explore the beauty of the Necropolis and relaxation of the medieval quarter. This investment gets locals and tourists alike to the Stirling Road Triangle though, and it is this point that will make or break the ambition to better connect the city to the medieval quarter as currently the environment is so dominated by vehicle infrastructure that it is hostile to urban experience, the result being that a lot of people will turn back.

This project envisages properly connecting the modern city to the medieval city. Allowing citizens and tourists alike to better experience this globally important site. The simplification and humanisation of highways infrastructure means Cathedral Street meets Castle Street as a simple junction, and Castle Street meets the motorway in a more simple way, meaning that redundant highways space, including Stirling Road, can be repaired and repurposed to make more spaces for people, to provide better bus links, and provide development opportunities that inject attraction and life into the area.

A potential new bus interchange in the area needs to provide world-class passenger facilities and experience in a new building/development - accommodating active ground floor uses and creative spaces above, essentially 'wrapping and capping' bus operation in a new transport hub.

## Action plan

- 0 IMMEDIATE**
  - Commence design development to simplify the highways infrastructure around the Stirling Road Triangle. Use modelling to establish supporting measures that are required to ensure delivery, not to affect the ambition.
- 1 SHORT TERM**
  - Trial the interventions with temporary road closures and Summer Street Parties along Stirling Road and into Townhead through St James' Road.
- 2/4 MEDIUM TERM**
  - Work with Transport Scotland to connect the works to the Untangled Motorway Spaghetti project. Deliver designs on GCC streets to humanise Stirling Road Triangle. Develop feasibility designs for new gaps sites and emerging land opportunities.
- +5 LONG TERM**
  - Deliver full scheme, snipping the Motorway spaghetti, humanising the Triangle, and reprogramming now vacant opportunity sites.

## Key stakeholders

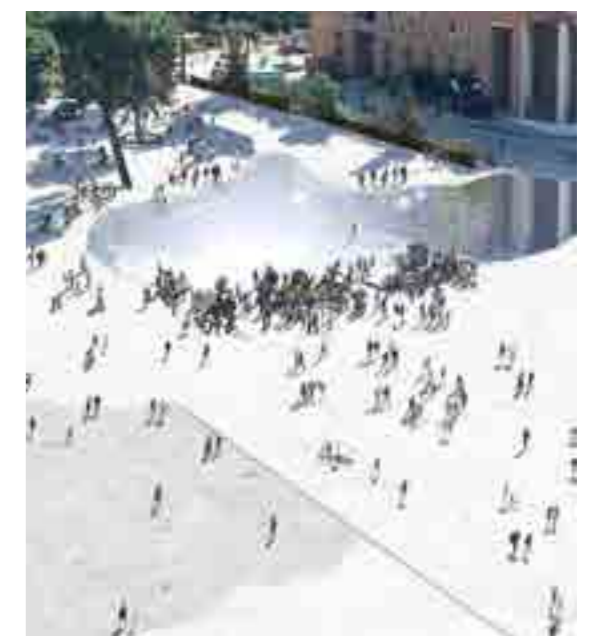
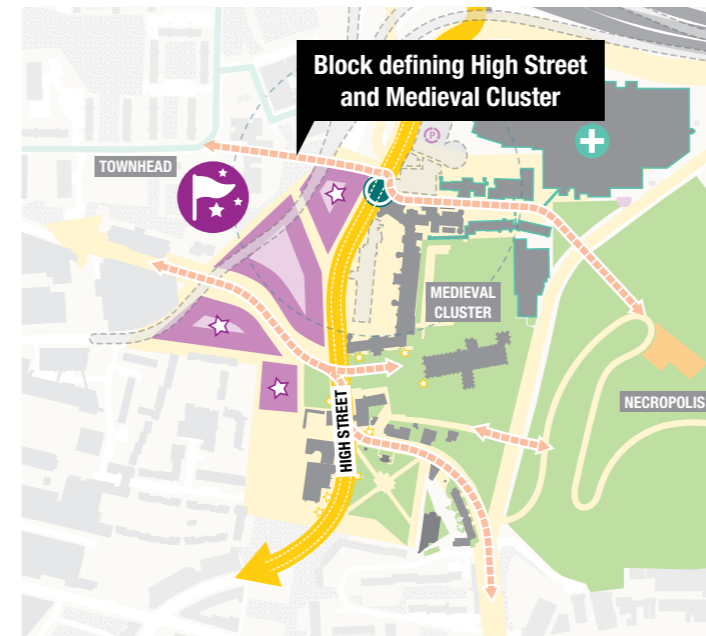
Glasgow City Council with Transport Scotland (co-leads), working with active travel, public transport, transport strategy, liveable neighbourhoods and City Centre property.

## Impact/ reach/ term

High Impact / City Project / Medium to Long Term

## Justifications / observations

This project promotes active travel and healthier lifestyles and is supported by climate ambitions and targets, as well as previous DRFs now approved. The project supports the city in its ambition to better tell the stories of the city and its people, and support the tourism sector and economy through putting the city on the world stage. The project responds to community feedback on the traffic-dominated nature of streets in and around the M8 as well as calls for better active travel connections through the M8 ring of steel.





# TH1.5 Untangled Motorway Junctions: Junction 15

Breaching barriers to establish more freedom of movement between neighbourhoods



The M8 north of the City Centre is a barrier, restricting local movement by severing the connections between the City Centre and the north. The nature of the M8 to the north, and especially at J15, prioritises motor vehicles at the expense of City Centre experience and activity, with multiple lanes, access ramps and egress points for each junction interaction. This results in under-utilised land as well as creating a barrier - emotional and physical - for people trying to move between neighbourhoods and for the city moving north.

Positive investment in quality places to live is underway at Sighthill and the Avenues will deliver better connections between the City Centre and the north along Dobbies Loan. This Avenues investment is huge and starts the process of stitching the city back together and inviting people to move about in healthier ways.

The M8 exists, and whilst some might want to wish it away it is there and offers a service to lots of people and goods moving about. That being said whilst movement along the M8 is a given for now, the interaction of the M8 with the city needs to be humanised to ensure that the opportunity the M8 affords some doesn't constrain on others, or indeed the city itself. This project aims to tame the M8 junctions principally, ensuring that junctions allow access and egress on terms that favour the city first and foremost, providing for access and egress but not over-providing or duplicating and making sure that urban streets lead to simple junctions that work for people and for city life, and only when you are on the motorway is it designed like a motorway. Slip lanes will be rationalised and bought together with redundant slips that are doubling up routes being removed or repurposed, opening up development opportunities or creating easier movement for people at the city level. Streets leading to and from the motorway will be designed as urban streets that work for cycling and walking whilst also providing vehicles opportunity to reach the motorway.

## Action plan

- 0 IMMEDIATE**
  - Work with Transport Scotland to undertake an accessibility audit of streets leading up to the M8, ensuring fair access for pedestrians and cyclists from all walks of life, and making sure connections across the barriers are prioritised.
- 1 SHORT TERM**
  - Work with Transport Scotland, undertaking junction assessments with the express aim of simplifying the connections between the M8 and the city and humanising streets connecting to the junctions through conducting a Junction Rationalisation Study.
- 2/4 MEDIUM TERM**
  - Work with Transport Scotland to design up interventions and test/model in order to identify additional measures needed to ensure successful delivery, rather than allowing the modelling to steer or dictate the design process. Work with landowners to undertake feasibility designs for now viable land as a result of junction interventions.
- +5 LONG TERM**
  - Snip the motorway spaghetti and humanise city streets leading to and from the motorway. Undertake design and delivery of new uses and programmes on now available land to further stitch the city back together.

## Key stakeholders

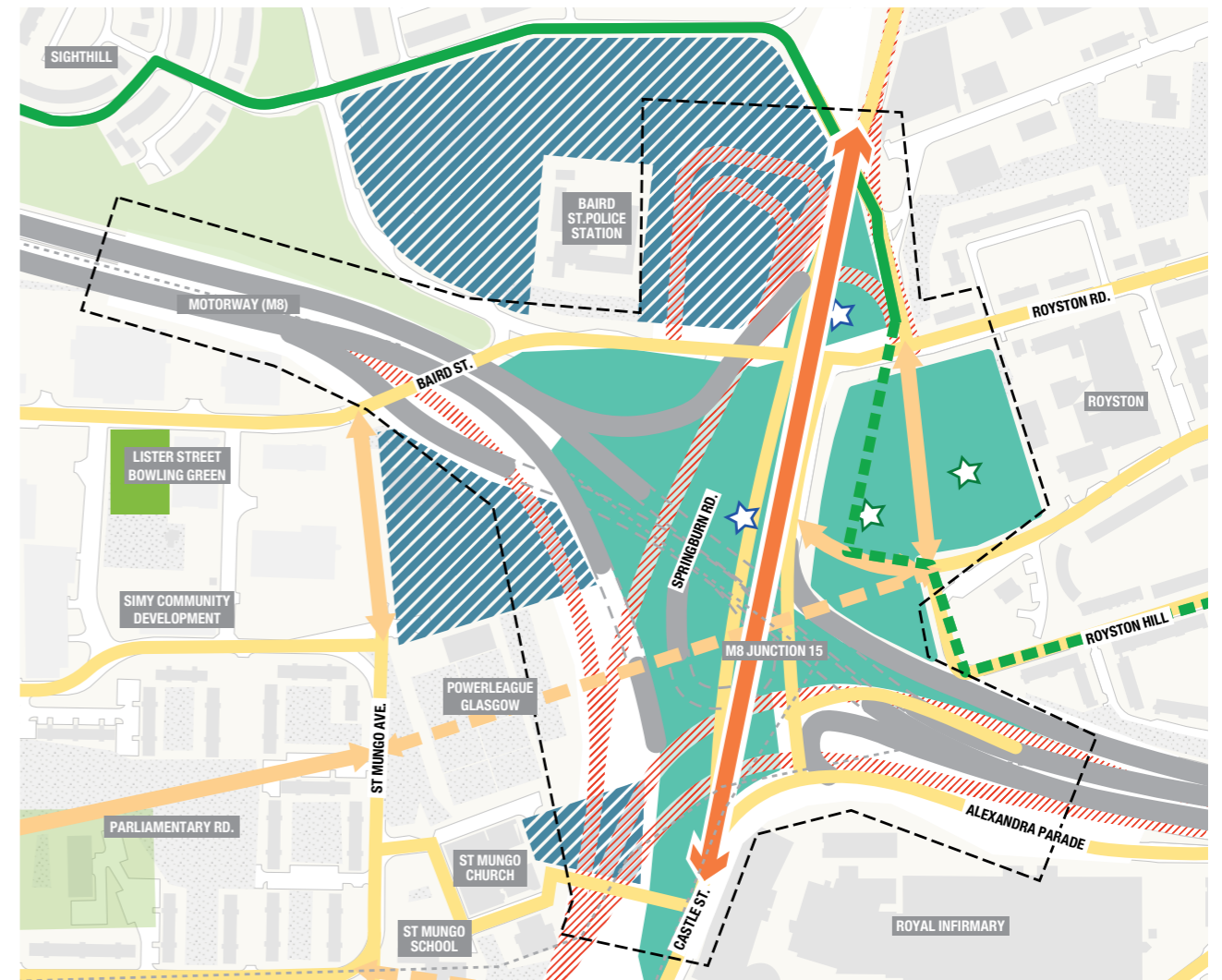
Glasgow City Council with Transport Scotland (co-leads), working with active travel, public transport, transport strategy, liveable neighbourhoods and City Centre property.

## Impact/ reach/ term

High Impact / City Project / Medium to Long Term

## Justifications / observations

This project promotes active travel and healthier lifestyles and is supported by climate ambitions and targets, as well as previous DRFs now approved. The project will help the city to thrive by unlocking development potential and better stitching City Centre locations together with city region locations and residential neighbourhoods. The project responds to community feedback on the traffic-dominated nature of streets in and around the M8 as well as calls for better active travel connections through the M8 ring of steel.





# TH1.6 Revised Townhead Car Parking

Making space for community life by implementing a more focused parking strategy



Car parking should be provided where helpful for people and where it doesn't hinder the experience of a place for all users. On-street parking should be minimised and restricted to disabled bays and short stay / loading. Pricing should be set in a way that is representative of the damage done by parking to city life as well as the journey to get there.

Parking in Glasgow has proliferated to threaten quality of life and the enjoyment of the city in places. On-street parking is commonplace and often very cheap if not free and surface level parking lots are equally commonplace in the City Centre.

The city's ambitions to provide more space for walking, cycling and public transport means that space has to be found, City Centre trips should not be encouraged by offering so much parking so cheaply. Making the City Centre a more inviting place to live means that air quality needs to be improved and streets need to be made safer for children and the elderly alike. Reducing the number of trips in the city centre and reducing people's ability to access parking is key to this.

This project envisages a rationalisation of parking in Townhead, providing parking that is necessary whilst creating more space for community uses and greening. On street pay-and-display parking will be reduced over time, with local communities defining what the space should be used for - including community food growing, seating, tree planting, or play equipment for example. The few off street parking locations there are will be rationalised with locations being reprogrammed to provide more diverse land uses and activities and supporting the community in providing more houses and green spaces.

## Action plan

### 0 IMMEDIATE

- Map all on-street pay and display parking and establish a programme to reduce by 2030, working with local communities to reprogram the space. Map all Council owned off-street parking garages and lots and undertake parking beat surveys to establish usage and demand. Map all residential parking and establish demand, re-providing resident-only parking in convenient locations in a flexible way, opening up opportunity for more community space.

### 1 SHORT TERM

- Commence on-street P+D parking reduction programme with local communities. Undertake feasibility designs and viability assessments for Council owned parking garages and surface level parking lots. Work with local people to agree parking levels and design streets to accommodate flexible resident-only parking.

### 2/4 MEDIUM TERM

- Complete on-street P+D parking reduction programme with local communities. Deliver improved Townhead parking arrangements. Deliver interventions at key Council owned sites to reprogram parking garages and support the council in its aspirations to repopulate the City Centre and improve air quality.

### +5 LONG TERM

- Complete P+D parking reduction strategies to create a healthier city and improve quality of life.

## Key stakeholders

Glasgow City Council and local communities (co-leads) with active travel, transport strategy, city-centre parking, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)  
(Y)our Pedestrian and Accessibility Champion

## Impact/ reach/ term

High Impact / Community Project / Short to Medium Term

## Justifications / observations

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality. The project supports the city in its ambitions to tackle urban loneliness and strengthen community connectedness.





## 2 (Y)our Great Streets & Spaces

Network of public and natural spaces

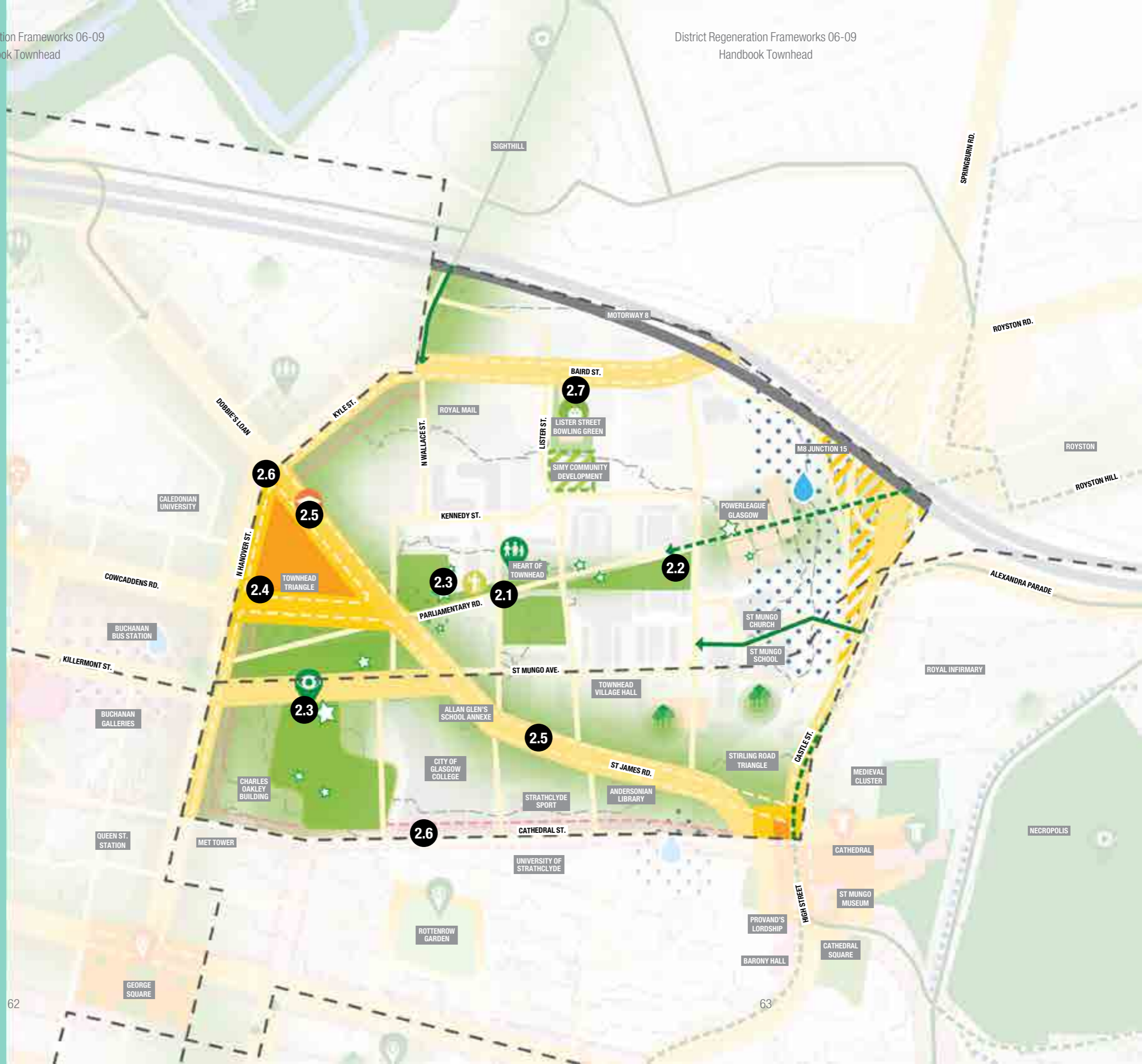
- TH2.1 Parliamentary Path
- TH2.2 Townhead Park
- TH2.3 Community Open Spaces
- TH2.4 Townhead Triangle
- TH2.5 Canal to Cathedral
- TH2.6 Avenues PLUS
- TH2.7 Community Facilities and Infrastructure

Creating a network of positive, convivial spaces and streets can be the basis of a healthy, active urban neighbourhood. Greening the grey, enhancing access to nature and watercourses, restoring habitat and biodiversity, and reconnecting lost routes to stitch the city back together become recurring interventions to transform the city's open space networks.

Redefining the Great Streets emanating from the City Centre, upgrading existing and providing new urban spaces for communities to gather, play and enjoy sport and culture are fundamental to civic and economic health. Ensuring each District has a distinct and positive identity is the basis of the future approach, emphasising unique, local characteristics and the heritage of the place. Furthermore streets and open spaces must be well maintained and contribute to a greener, zero carbon environment which enables community interaction and encourages local stewardship.

Like many of the NE City Centre Districts Townhead has quite a lot of open space, but most of it is of low quality. The area lacks a focal point amid the high rise housing. The streets and spaces tend to be dominated by traffic, or are left over spaces between development or on the margins of the motorway. The area has many physical barriers to overcome, with some hostile environments that are places to pass-by, rather than stop and enjoy. However Townhead has some potentially great assets and destinations. The DRF proposes restoring the Dobbie's Loan / St James Road connection between the canal and Cathedral Precinct, as well as enhancing the Parliamentary Path route.

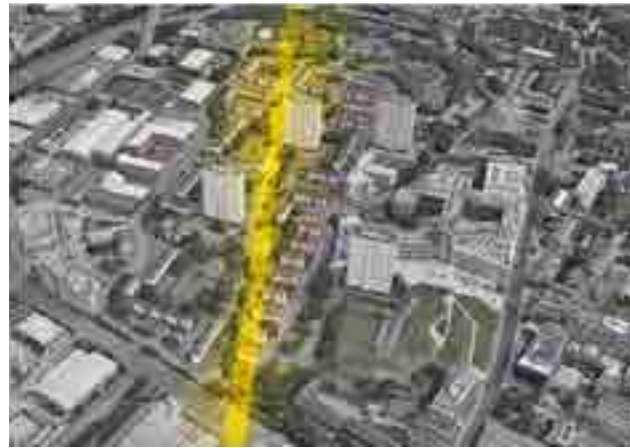
Furthermore developing an open space masterplan, including community gardens and growing spaces as well as civic destinations such as Townhead Triangle or the City Viewpoint / Terraced Park on Cathedral Street, will transform the look and feel of the area.





## TH2.1 Parliamentary Path

Creating an active travel backbone for the neighbourhood



The Parliamentary Path redefines the route on the line of the former Parliamentary Road to create a walking, wheeling and cycling route connecting Townhead with Glasgow City Centre.

The Parliamentary Path alongside a restored Dobbies Loan / St. James Road connection would create two strong urban active travel routes across Townhead. Retracing and restoring these lost historic connections provides a strong spine upon which to re-plan the future layout of Townhead and locate a new Village Heart / Centre.

Parliamentary Road (re-named the Parliamentary Path) already provides a very clear active travel connection across the District but needs to be upgraded to meet current standards and future demand. The Path connects in to the North Hanover Street EILPR Avenue and serves the majority of Townhead residents who live on / near / overlook the Path itself. A fresh landscape design incorporating step free paths, segregated cycle route and secure bike storage (for residents - to encourage more cycling in an area of low car ownership) would reinforce the centre of the housing scheme as a car-free environment; perfect for children, families and easy access to the City Centre. In addition the Path should be the basis of a refreshed network of distinctive open spaces across Townhead including a new Urban Park, community gardens, sports and play - as well as a new Village Centre / Heart / Hub.

See (Y)our Townhead Park, Canal to Cathedral, (Y)our Community Open Spaces and Avenues PLUS Project Cards.

### Action plan

#### 0 IMMEDIATE

- Undertake a survey of the existing route re disabled accessibility, maintenance, current / emerging best practice for walking and cycling.
- Undertake further detailed consultation to build an evidence base for funding / project business case.
- Trial events / activity to prototype an upgraded route.

#### 1 SHORT TERM

- Make business case, conduct feasibility study, seek / secure funding and progress design development as an early phase of a wider Open Space Masterplan for Townhead

#### 2/4 MEDIUM TERM

- Implement an upgrade of Parliamentary Path.

#### +5 LONG TERM

- Monitor active travel, and local community, economic and environmental impacts.

### Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), Strathclyde University (Y)our Pedestrian and Accessibility Champion

### Impact/ reach/ term

High Impact / District Project / Short to Medium Term

### Justifications / observations

Community consultation confirms a sense that Townhead is isolated from the rest of the City Centre. The Townhead Comprehensive Development Area (CDA) has a surplus of open space and lacks a clear structure to assist in wayfinding. Parliamentary Path would enhance routes to the City Centre, encourage more walking, wheeling and cycling (in an area of low car ownership / reliance) and help provide a clear urban structure to the area to assist in orientation and navigation through the area. This should be considered a priority / quick win project.



National Library of Scotland, Ordnance Survey



## TH2.2 Townhead Parks

Creating a collection of quality open spaces for sports, play, relaxation and active travel

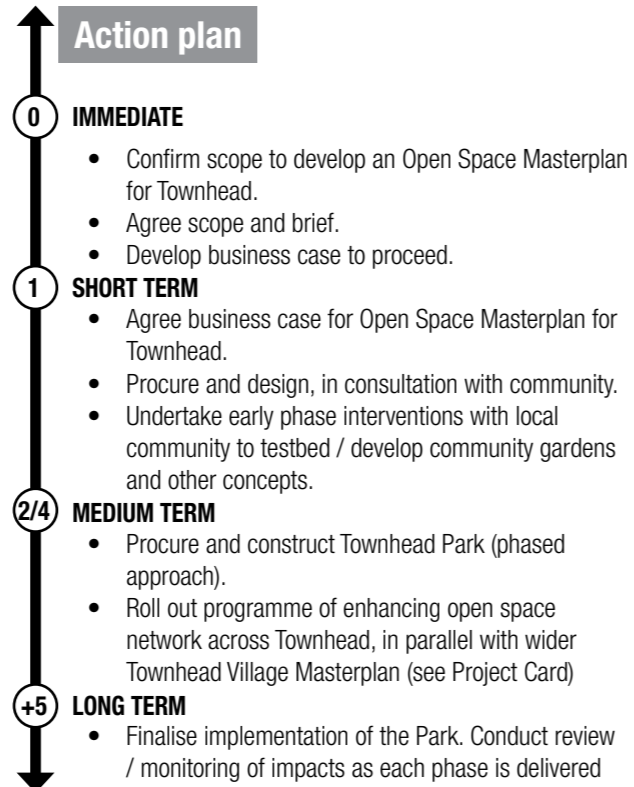


A new Urban Park in Townhead would create a high quality open space destination providing enhanced sports, play and green space amenity for the local community and the City Centre / North-East Glasgow. This would be at the heart of a network of distinctive open spaces across the local area and contributing to a broader continuous network that links the Canal and the Clyde. In combination with a Parliamentary Path and Canal to Cathedral Connections a local Townhead Park would transform the area, contribute to the City Centre and create a landmark community amenity.

Townhead Comprehensive Development Area (CDA) exhibits the usual legacy of post-War Modernist town planning; with a surplus of ill-defined and under-used open space that is not well maintained, is ecologically bland and fails to add to the sense of place / quality of life in the area. Despite this the central area of the CDA is also car-free and presents an opportunity to refresh and reimagine the open spaces as a diverse and distinctive array of open space amenities including;

- more active travel options,
- space for community gardens, sports, play, leisure,
- enhanced biodiversity, learning landscapes / outdoor classrooms (associated with the local schools).

A new Townhead Park should be the centrepiece of a new Open Space Masterplan for Townhead encompassing the area between Cathedral Street and the M8, that also links in to Avenues and Sighthill Bridge. Once the Park location is established (in line with plans to refurbish / enhance the existing housing stock) early community-led / inspired intervention should commence to test / trial / establish the concept and encourage community stewardship / involvement in design and maintenance. This also presents scope for tie-in with local HE/FE institutions.



### Key stakeholders

Glasgow City Council with Glasgow Housing Association, GCVGN and local community council.

### Impact/ reach/ term

High Impact / District Project / Short to Long Term

### Justifications / observations

Local residents welcome the proximity of green open space, but are disappointed by its current condition and lack of maintenance. Several declared an interest in contributing to a community garden / growing project. The lack of quality parkland, sports and play facilities in the north of the City Centre could be addressed by providing a new Urban Park in this location. It would also make a significant contribution to a continuous biodiversity and active travel network (incl. Places for Everyone initiative promoted by Strathclyde University) extending across the NE City Centre Districts, and beyond.

If Townhead is to become an attractive destination point in the City Centre, quality green open space must be considered.





## TH2.3 Community Open Spaces

Utilising the available space for community growing, gardens, meadows and a city viewpoint



See Terraced Park in Learning Quarter DRF

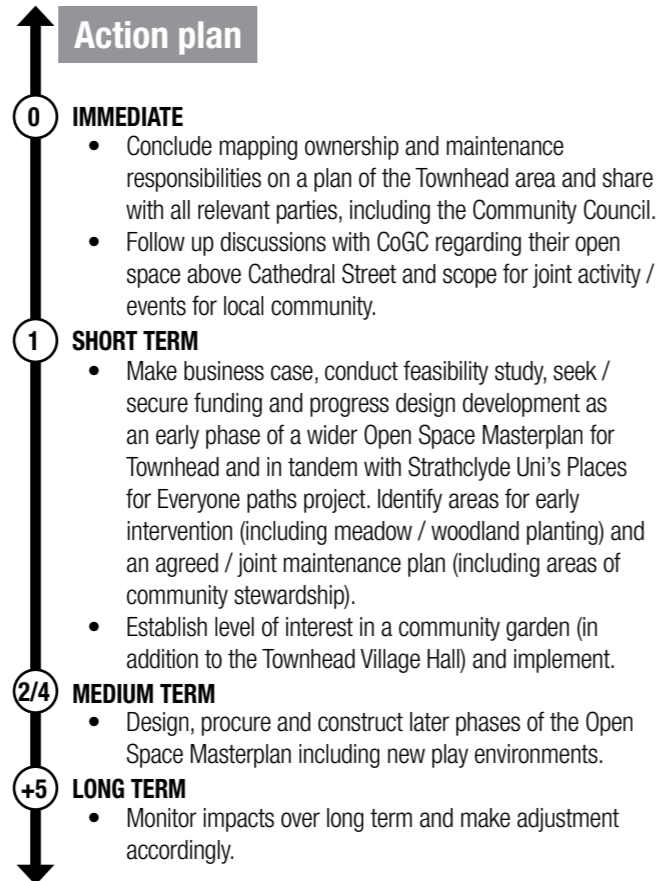
Beyond the provision of a new Townhead Park and restored routes across the area there is a wider ambition to utilise the extensive open space across the Townhead CDA to create an attractive, active open space amenity.

Currently the area is characterised by open space and paths that are not well used, accessible or well maintained. There is a degree of confusion and frustration amongst local residents with respect to maintenance of public open space with areas of ponding, poor quality paths and areas that are difficult to navigate, especially in a buggy or wheelchair.

The Covid pandemic has seen a widespread reappreciation of public open, especially green, space. The lack of private or semi-private green space for residents is evident and should be addressed as part of a complete re-organisation of Townhead's open space layout. Creating 'defensible' spaces and back-court gardens for residents to enjoy needs to be explored and implemented. The availability of the green space at the City of Glasgow College for everyday use by all should be reaffirmed. The location should be programmed with community, college and city events, and the city viewpoint available from the top of Rottenrow drumlin should be sign-posted for visitors and Glaswegians to enjoy the panorama available a few blocks north of George Square.

As part of a wider Retrofitting Masterplan for housing an Open Space Masterplan for Townhead is required to establish a hierarchy of urban park, parklets, safe streets, communal back-courts and community gardens, play and open-air events and exercise spaces. Given the extent of open space there is also an excellent opportunity to significantly increase tree canopy / woodland and establish meadow planting / biodiversity corridors across the District. Several consultees also suggested that shared community action, bringing together long term residents and student community in the area, could be focused on enhancing open and green space in Townhead.

With a coordinated and phased approach Townhead's open spaces could be revitalised as great community places for all ages to enjoy, relax, play and gather in, as well as contributing to the improving green space and biodiversity networks in the City Centre.



### Key stakeholders

Glasgow City Council (lead) - with Townhead and Ladywell Community Council, GHA, City of Glasgow College, Strathclyde University, key EIIPR stakeholders including Sustrans.

### Impact/ reach/ term

High Impact / City Centre Project / Short to Medium Term

### Justifications / observations

The poor standard and vast extent of open space across Townhead is one of the recurring priority issues arising in community consultation. There is discontent at the level of maintenance in certain locations and desire (from some) to tend for and look after some open space in the area.

Given the lack of private or communal gardens there is a need and demand for open space that residents can enjoy. There is also a need to provide safer, more attractive environments that encourage more walking, wheeling in cycling in an area of low car ownership and comparative ill-health.

Regardless of whether Townhead housing is refurbished or replaced a vastly improved open space network is paramount in restoring the local environment, ecology and to sustain outdoor community activities. This project presents an array of potential quick wins / early actions.





## TH2.4 Townhead Triangle

A new place where communities, education and city functions can come together



This is a pivotal location connecting Townhead to the City Centre and Cowcaddens. It acts as a gateway from residential Townhead to the mixed-use area in the west, linking the different institutions and destinations surrounding it: most notably Glasgow Caledonian University and the Buchanan Cluster.

The location is framed by three important routes; North Hanover Street to the west (an ElIPR Avenue), Dobbies Loan to St James Road (see Canal to Cathedral Project Card) and Parliamentary Path (see Project Card). Currently the site is occupied by housing. It is set back from North Hanover Street, contributing to a sense that Townhead is not integrated with the rest of the City Centre.

Townhead would benefit from better access and closer proximity to public services and functions, alongside housing. This could include community, healthcare, Council services, University / education / skills etc.. These could be located in this highly prominent and easily accessible site, adjacent to main streets and public transport. This is the space for community activity, linking Townhead and Cowcaddens.

The 'Triangle' presents an opportunity to redefine the western edge of Townhead. It should include a grand space with a public character, adding a landmark open space in the North-East City Centre. It should offer an attractive and inspiring destination for a diverse group of people living, working, studying or visiting in the surrounding areas. It becomes a connector towards Cowcaddens Road and Dobbie's Loan, and forms an anchor towards the Culture Cluster on Renfrew Street.

It is imagined that infill development on this site should combine a grand public space with a dynamic (and mixed) land-use programme including the re-provision of urban housing. It may be that this is the one area of Townhead housing that is reconfigured to enhance the city connections and community facilities. However further study / masterplanning is required to coordinate this critical site where these important routes converge, and in parallel with a wider housing retrofit programme and new build / open space masterplan for Townhead.



### Key stakeholders

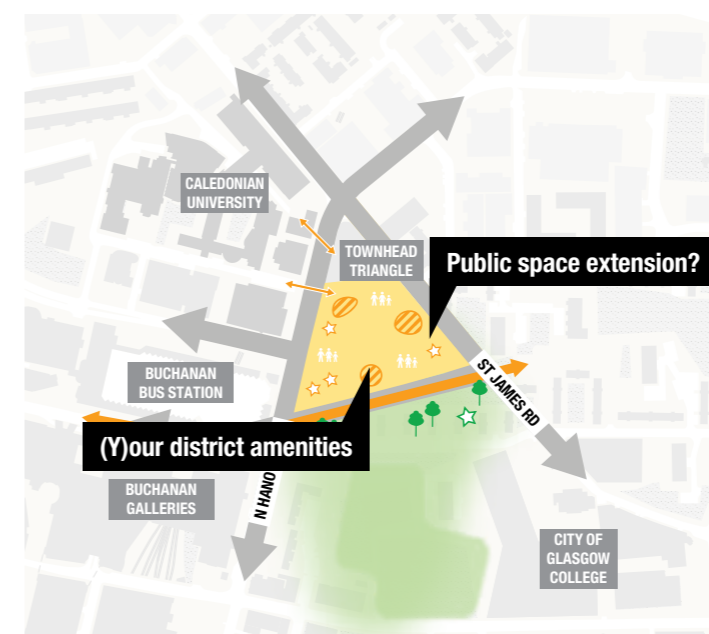
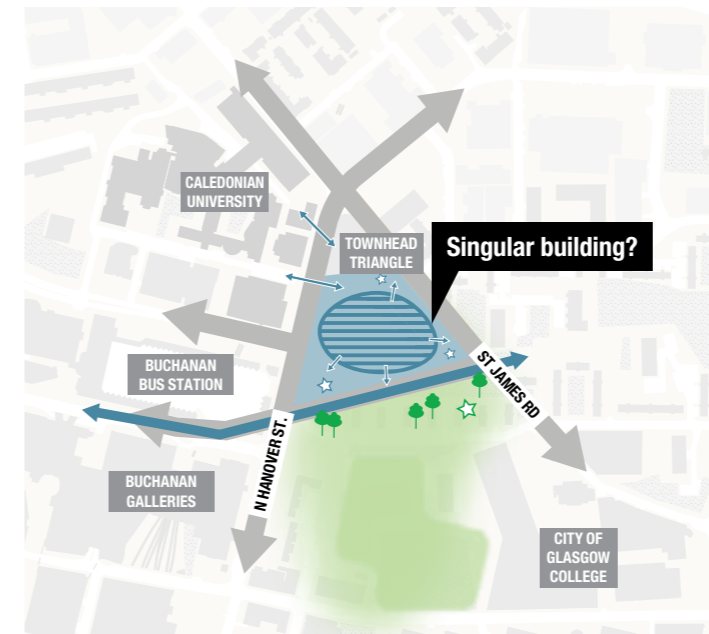
Glasgow City Council (lead) with local community (incl Community Council), current landowners

### Impact/ reach/ term

High Impact / District Project / Medium to Long Term

### Justifications / observations

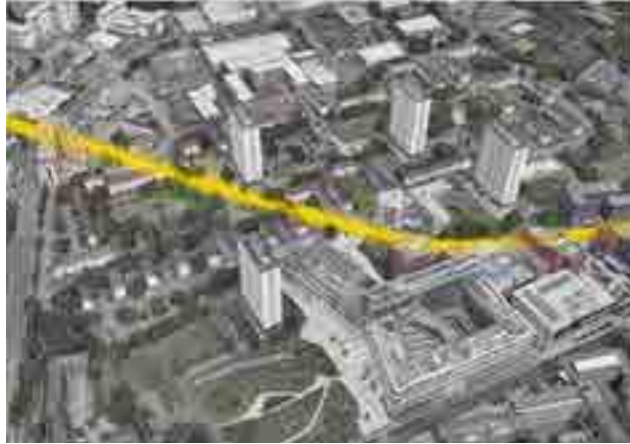
Townhead has long had a residential character with a strong community, but also experiences a relative lack of quality community spaces. The current land use of the Townhead Triangle area has a severing effect between Townhead and the adjacent mixed-use area in Cowcaddens. By transforming the site, a key public space serving the Townhead and Cowcaddens community can be established, while also stimulating interaction and flows between the surrounding areas.





## TH2.5 Canal to Cathedral

Restoring the lost connection between Dobbie's Loan and St. James Road



Restoring routes across the NE Districts will reconnect communities and citizens with key destinations across the City Centre, and beyond. One key strategic project is to restore the connection between the canal and the Cathedral Precinct.

In Townhead this would require the restoration of the Dobbie's Loan / St. James Road connection erased during the Townhead Comprehensive Development Area (CDA). The historic route can still be traced between the mid and high-rise housing blocks. Rediscovering this lost route would open up Townhead to long city routes and reconnect Townhead in to the City Centre. It's alignment and intersection with the enhanced Parliamentary Path would create a natural focal point for Townhead; an obvious location for the Heart of the 'Village' (see Project Cards).

At present the portion of the route between Kennedy Street and St. Mungo's Avenue has been largely removed and replaced by indistinct open space and car parking. Reintroducing a generous footway and segregated cycle route across this space - along with associated public realm / streetscape / cycle infrastructure upgrades on Dobbie's Loan and St. James Road - would create an Active Travel corridor linking GRI / Strathclyde University / City of Glasgow College with Cowcaddens / West End and the Canal District.

The wider project ambition stretches across 3 City Centre Districts (Cowcaddens, Townhead and Learning Quarter). In the Townhead District this strategic route benefits from planned projects including the inclusion of Dobbie's Loan and Cowcaddens Road in the EIIPR / Avenues project.

### Action plan

#### 0 IMMEDIATE

- Undertake a survey of the existing route re disabled accessibility, maintenance, current / emerging best practice for walking and cycling.
- Undertake further detailed consultation to build an evidence base for funding / project business case.
- Trial events / activity to prototype an upgraded route.
- Tie in with Dobbie's Loan EIIPR project.

#### 1 SHORT TERM

- Make business case, conduct feasibility study, seek / secure funding and progress design development as an early phase of a wider Open Space Masterplan for Townhead and in tandem with Parliamentary Path project.

#### 2/4 MEDIUM TERM

- Implement an upgrade of the canal to Cathedral route with a new path between Kennedy Street and St. Mungo's Avenue.
- Design, procure and construct upgrades to the remainder of Dobbie's Loan and St. James Street.

#### +5 LONG TERM

- Monitor active travel, and local community, economic and environmental impacts.

### Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), Strathclyde University

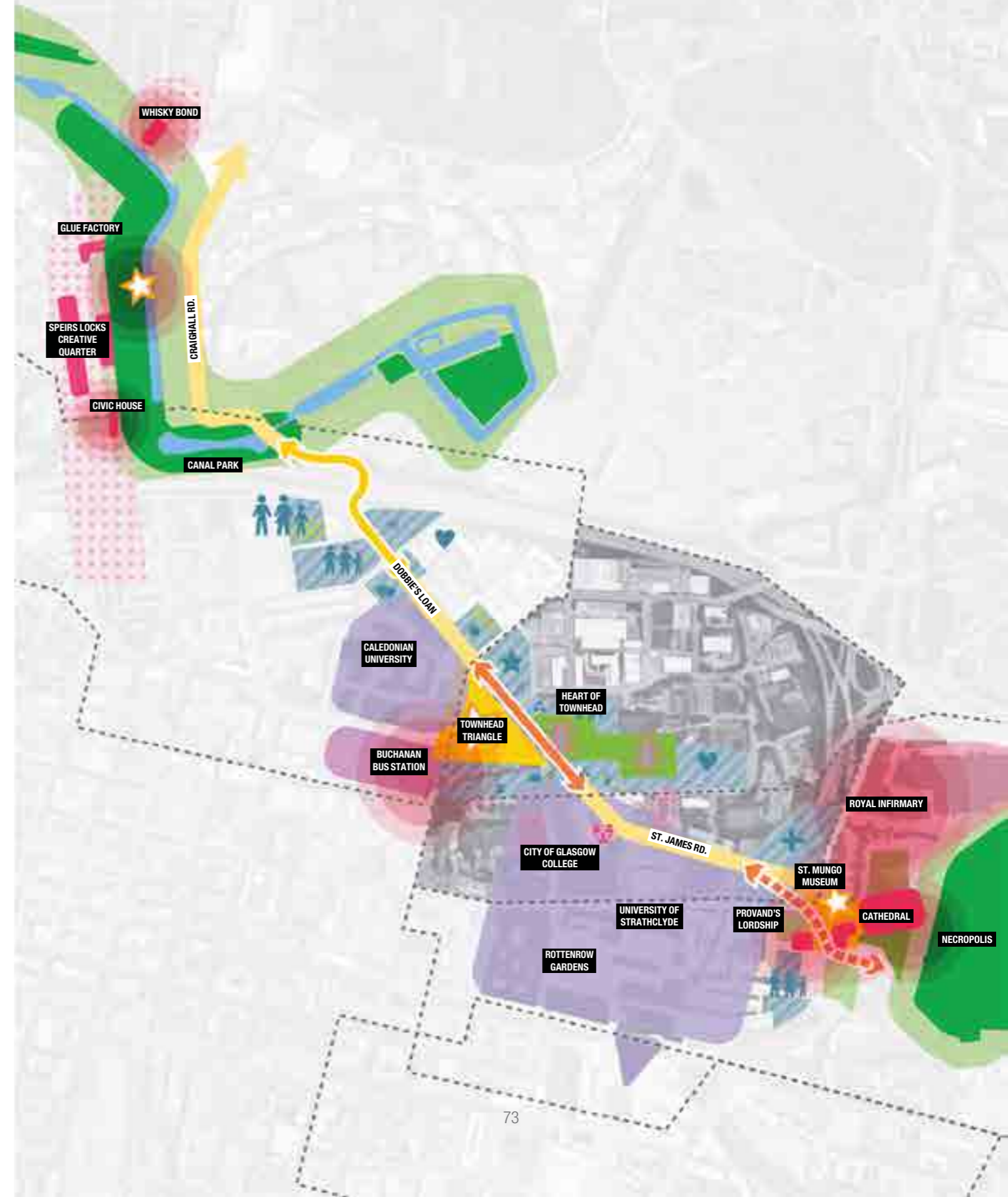
(Y)our Pedestrian and Accessibility Champion

### Impact/ reach/ term

High Impact / District Project / Short to Medium Term

### Justifications / observations

Community consultation confirms a sense that Townhead is isolated from the rest of the City Centre. The Townhead Comprehensive Development Area (CDA) has a surplus of open space and lacks a clear structure to assist in wayfinding. Restoring the canal to Cathedral route would enhance routes to the City Centre, encourage more walking, wheeling and cycling (in an area of low car ownership / reliance) and help provide a clear urban structure to the area to assist in orientation and navigation through the area. This should be considered a priority / quick win project.





## TH2.6 Avenues PLUS

Using North Hanover Street and Cathedral Street as a catalyst for more widespread streetscape investments



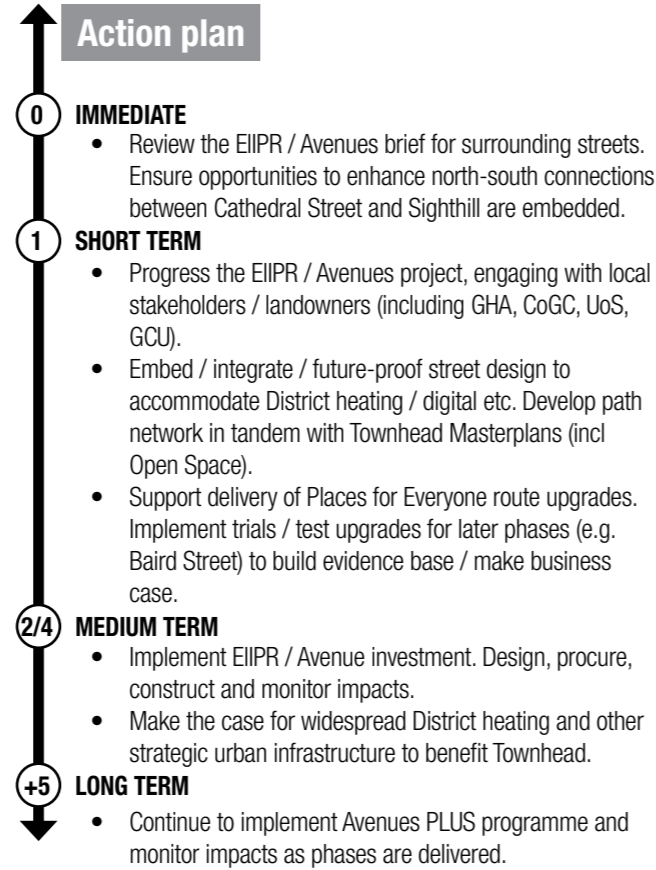
Townhead benefits from being framed by confirmed Avenues projects to the south (Cathedral Street) and west (North Hanover Street, Cowcaddens Road, Dobbies Loan). In progressing these Avenues the opportunity to integrate urban infrastructure to maximise the benefits for Townhead should be explored. In addition the Avenues investment should act as a catalyst for more widespread enhancements to open space / streetscape environments in the area between the Avenues; promoting a sustainable, slow and low traffic neighbourhood with green, tree-lined streets.

As part of a smart city grid of infrastructure the opportunity to integrate District heating and digital technology across the area should be explored and promoted. Given the number of major landowners in the area (GHA, GCU, CoGC, UoS and the NHS) the scope for a shared District heating and digital connectivity plan for Townhead (and beyond) should be developed. This could help decarbonise the housing and workplaces across the District and provide super-fast digital connectivity for all.

To maximise the benefit for Townhead the routes within the District between these Avenues need to be enhanced, starting with the Places for Everyone initiative being promoted by Strathclyde University. Ensuring excellent walking, wheeling and cycling routes between the Avenues and key campuses around Townhead would benefit residents and those that work / study in the area. Linking GRI / Strathclyde / City of Glasgow and GCU campuses with improved active travel routes would help transform Townhead and better connect it in to the City Centre.

Specific areas of focus would include;

- improving all of the 'lanes' routes north of Cathedral Street (and the associated crossing points on Cathedral Street),
- enhancing North Wallace Street (and associated crossing points on Baird Street and Kennedy Street) to create an active travel route to / from Sighthill,
- enhancing Baird Street east of the Sighthill Bridge to improve active travel connections to Springburn, Roystonhill and safe routes to schools.



### Key stakeholders

Glasgow City Council (lead) with local community (incl Community Council), active travel / public open space stakeholders (e.g. , Sustrans, Living Streets, Disability Alliance etc.) and principal landowners (CoGC, UoS, GHA). Also District heating / renewables / digital infrastructure experts / operators.

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

The EIIPR Avenues programme is widely welcomed and will help transform the City Centre. However these is also a desire, expressed by several stakeholders, to ensure that the Avenues anticipate and enable future urban infrastructure upgrades, including District heating and digital, to support a net zero / more sustainable City Centre. In addition there is a sense amongst the local community in Townhead that the Avenues programme is on the edge of Townhead and that improvements within the area are needed too. This project seeks to encourage the Avenues programme to act as a catalyst to instigate change in Townhead; helping to transform its open spaces, path network and ensure it can benefit from pioneering (and hopefully imminent) urban infrastructure enhancements.





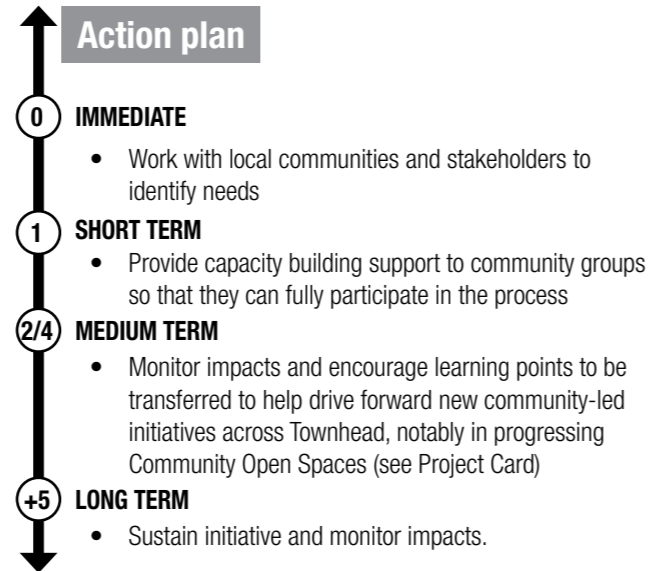
## TH2.7 Community Facilities and Infrastructure

Identifying opportunities/spaces that can be developed to support community needs



Townhead has a strong sense of community and in speaking to residents there is a desire to identify opportunities to increase the facilities and infrastructure available within the community that either addresses the needs of those who are not well provided for, such as the young or which works for the benefit of the community as a whole.

In part the priorities will be identified from the first stages of mapping this of existing and planned amenities (project card TH3.3). From this work and feedback from the community and other stakeholders an appropriate response can be developed.



### Key stakeholders

SiMY, Development Trust, Townhead and Ladywell Community Council, local community, Glasgow City Council, Glasgow Life

### Impact/ reach/ term

High Impact / Local Project / Short and Long Term

### Justifications / observations

Community consultation noted a decline of facilities and that there are gaps in community infrastructure, especially in regard to young people. There are opportunities to mentor and support communities and could provide a quick win/ demonstrator project to help others in Townhead to engage and support other community led initiatives.



Community sports Centre (MK-A), Glasgow



The Couch (MVRDV), Amsterdam





### 3 (Y)our thriving Townhead

Intensified programme

**TH3.1 Townhead Housing Retrofit and City Centre Living**

**TH3.2 Townhead Village Heart**

**TH3.3 20-Minute Townhead**

**TH3.4 City Centre Operational / Logistics Hub**

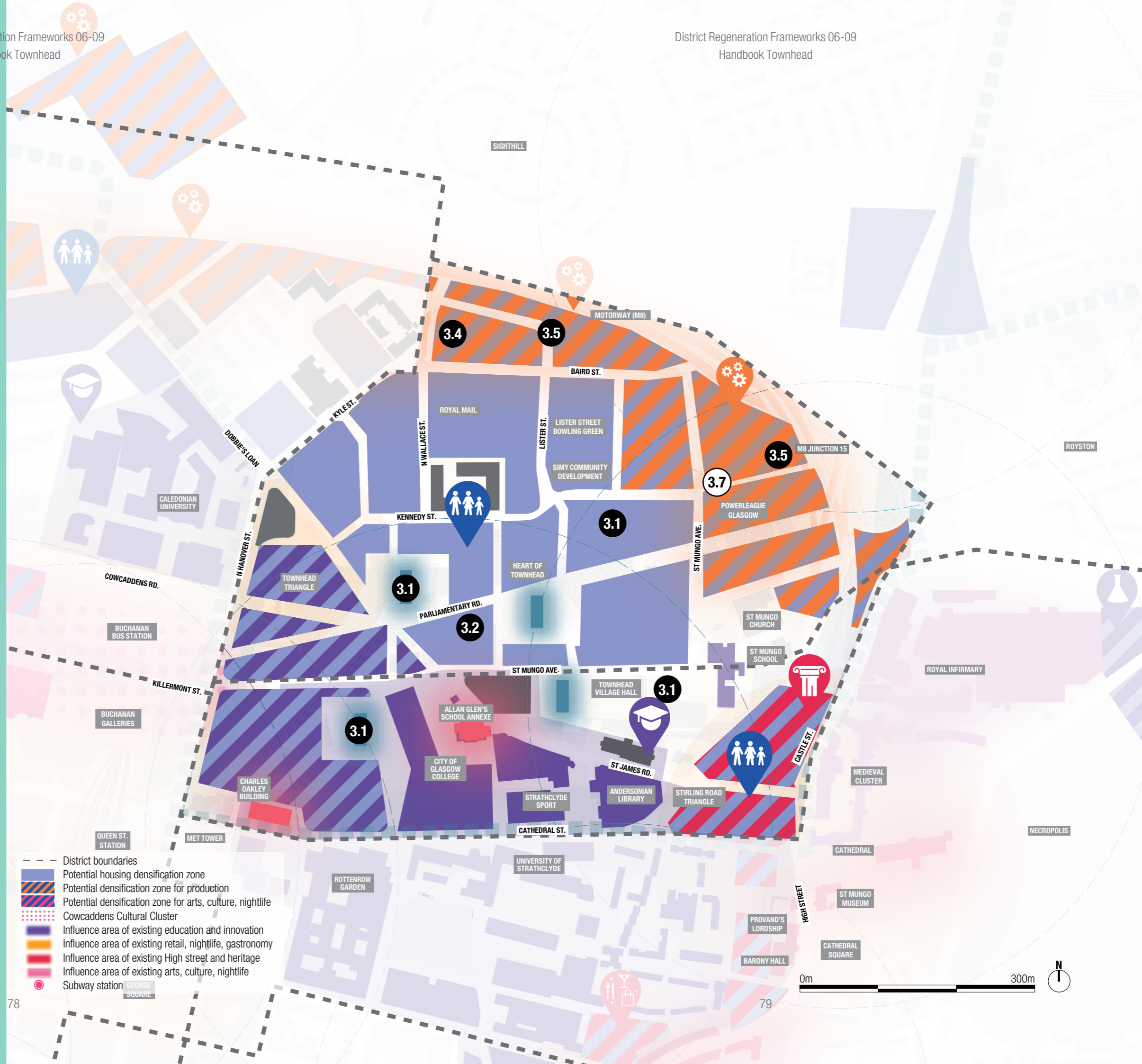
**TH3.5 Urban production zone**

Townhead has amazing existing assets: It has a strong sense of community, it is surrounded by (and needs to enjoy better connections, physically and sociologically) an array of major institutions on its doorstep. Townhead benefits from proximity to local and national transport infrastructure enabling it to contribute to the metropolitan and national economy by fusing access with the amazing array of innovators in and around the area.

Building on these great strengths, a future Townhead looks to enable these existing assets to thrive, prosper and help to drive future change. Ensuring GCU, City of Glasgow College and Strathclyde University continue their collective shared ambitions to have positive impact for local communities is key; opening up their campus physically and ensuring, through applied research, that the expertise can outreach and collaborate with positive community impacts.

Townhead can also combine its locational advantage as well as the availability of local expertise and space to adapt (notably along the motorway corridor to the north) to become a new urban Productive Zone contributing to a green recovery, circular economy, remanufacturing and pioneering Industrial Revolution 4.0 here in Glasgow.

Retrofitting and repurposing vacant and under-occupied space should be prioritised to intensify mixed land uses, including new mixed tenure city centre living and associated community infrastructure.



- District boundaries
- Blue square: Potential housing densification zone
- Orange square: Potential densification zone for production
- Purple square: Potential densification zone for arts, culture, nightlife
- Red square: Cowcaddens Cultural Cluster
- Blue circle with graduation cap: Influence area of existing education and innovation
- Orange circle with shopping bag: Influence area of existing retail, nightlife, gastronomy
- Red circle with building: Influence area of existing High street and heritage
- Pink circle with building: Influence area of existing arts, culture, nightlife
- Red circle with train: Subway station

TH3.3 is District-wide and therefore not annotated on Framework Plan opposite.



# TH3.1 Townhead Housing Retrofit and City Centre Living

Upgrading the quality and provision of homes with a new Townhead Masterplan



Townhead needs better housing. Townhead is one of the most established residential neighbourhoods in Glasgow City Centre. However the predominant housing stock in the area is circa 50 years old and deserves a comprehensive upgrade to meet future housing demands and provide net zero carbon, sustainable and healthy homes that will endure through the 21st Century. How Townhead is refreshed to retain and meet the expectations of the existing community, and attract new long terms residents in the area, can help lead the way in how to regenerate Glasgow's City Centre Districts.

In the wake of the Bruce Plan, Townhead was declared a Comprehensive Development Area and zoned for housing, with a University zone to the south and a light industrial zone to the north. The housing zone features 4 no. 24 storey tower blocks (that are landmarks on the City Centre skyline) and 4 storey mid-rise blocks in between. Another priority is the provision of an array of dwelling types that provides for families, the elderly and those with special needs, as well as anticipating the increased requirement for homeworking, co-working and digital connectivity.

Townhead remains the largest area of post-war housing in Glasgow City Centre. Other equivalent schemes, notably in Sighthill and the Gorbals, have been demolished and reconfigured with contemporary tenements and townhouses. While there has been ongoing investment and maintenance there is a significant opportunity to achieve the same standards as other refurbished Modernist housing schemes (notably Cedar Court in Woodside - refurbished to EnerPhit / Passivhaus standard). Townhead deserves a comprehensive upgrade involving either universal retrofit of buildings and open spaces or a degree of selective demolition and re-provision. Current international best practice demonstrates the possibility and benefit of a retrofit / circular design approach to reuse rather than demolition.

**Action plan**

**0 IMMEDIATE**

- Seek to build a case to upgrade housing across Townhead - regardless of tenure / right to buy.
- Start to develop business case for a detailed Townhead Masterplan.
- Learn lessons from recent Transformational Regeneration Areas (TRAs) and upgrade of high-rise blocks (e.g. Cedar Court).

**1 SHORT TERM**

- Make the business case for a Townhead Masterplan and make urgent progress to establish what options there are to retrofit / upgrade or adapt the existing housing stock to meet future needs.
- Prioritise a diversity of housing types as well as net zero / low carbon housing.
- Confirm the appropriate delivery vehicle (post TRA?)

**2/4 MEDIUM TERM**

- Conclude Masterplan and commence delivery of early phases and build the investment and funding packages to ensure delivery. This to include District Heating across the area - tying in with adjacent University schemes.

**+5 LONG TERM**

- Continue to deliver Masterplan (and monitor impacts). Work liable to continue over 10 years.

**Key stakeholders**

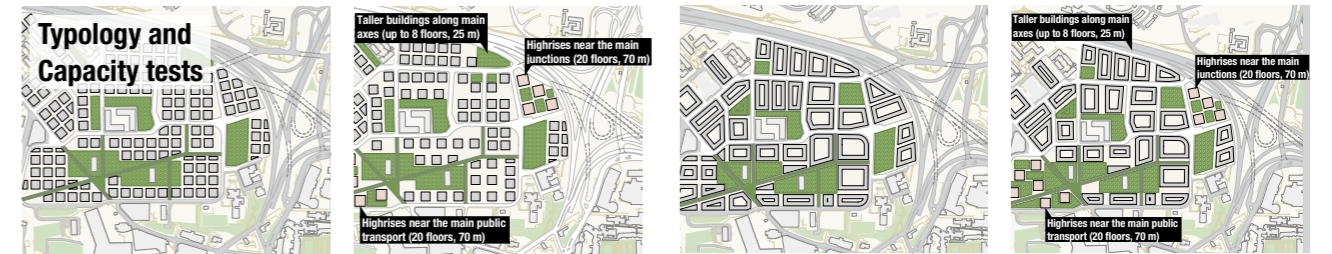
Glasgow City Council, GHA, residents, Community Council, housing providers

**Impact/ reach/ term**

High Impact / City Project / Long Term

**Justifications / observations**

Community consultation indicated numerous instances of housing and building maintenance below expectations, and reported over-crowding. City Centre Living is an important priority for the city of Glasgow and therefore we must prioritise improving existing housing stock to meet community needs and future standards. To achieve these aims a comprehensive Masterplan is required. The possibility of integrating District Heating and other urban infrastructure to enhance quality of life for residents needs to be progressed. Local people are anxious that recent examples (e.g. Sighthill TRA) indicate that comprehensive regeneration results in displacement of communities. There is a demand to find an innovative way to rehouse Townhead residents in upgraded accommodation, and perhaps to learn from best practice internationally to deliver high quality retrofit of (at least some) existing housing stock.



A detailed Masterplan for Townhead establishing the lifespan of the existing high and mid-rise blocks and the feasibility of upgrading built fabric to meet 21st Century standards for sustainability and housing layouts is required. This must consider how to retain residents in the area - a guiding principle for any future upgrade to Townhead. Local residents do not want to be relocated away from Townhead. A future Masterplan should also consider creating a far better defined open space network with public streets, squares and parks as well as communal gardens, semi-private back-courts and private gardens / balconies.





## TH3.2 Townhead Village Heart

Adding new typologies and nurturing a shared sense of community spirit



Townhead needs a focal point. The local community also deserves better access to facilities and services if the area is to become a 20 min neighbourhood to serve the existing residents and attract new residents to Townhead.

The recent addition of Townhead Village Hall has been very positive. However the lack of general convenience / grocery retail options, quality and competition was flagged up as an issue by residents with many having to travel far beyond 20 mins to access price competitive, quality or healthy options. Others noted that the local GP practice is located on Wishart Street (beyond Junction 15, to the opposite side of the GRI) and is therefore relatively inaccessible to local communities.

In line with the emerging Framework the potential optimum location would be at the convergence of Parliamentary Path and the Canal to Cathedral Route formed by restoring the Dobbie's Loan / St. James Road connection (see relevant Project Cards). It might also be focused in the triangle formed by these enhanced routes and North Hanover Street (an EllPR Avenue). Activating the base of several of the high-rise towers and refurbishing or replacing and relocating the existing parade of shops to emphasise the new and improved Parliamentary Path / Canal to Cathedral routes would help provide a fresh focus and impetus to regenerating Townhead.

Providing better access to well located quality shops (with fresh, healthy, affordable produce), local services including a GP / dentists etc., co-working environments (to serve residents now working from home in dwellings not fit for such a purpose) and new employment opportunities within Townhead will help to establish a 'Village' Heart. Where the principal active travel routes across Townhead come together feels like the natural location for a mixed-use urban 'Village' centre. See 20 min Townhead Project Card.



### Action plan

#### 0 IMMEDIATE

- Conduct a full audit of Townhead as a 20 min Neighbourhood (see Project Card).
- Review retail (especially food retail) options available to residents (include price comparisons, healthy eating indices etc.).
- Confirm landownership / operators within Townhead non-residential sector.

#### 1 SHORT TERM

- Make the business case for a Townhead Village Masterplan (incl Open Space Masterplan).
- Test optimum location for Village Centre and make case for enhanced local retail offer.
- Enter dialogue with local traders / businesses.
- Establish a Community Fridge and other equivalent initiatives.

#### 2/4 MEDIUM TERM

- Confirm recommendations for Village Centre as part of Townhead Masterplan.
- Confirm phased delivery and timing of enhanced retail / local centre options.
- Agree governance / operational model (community owned?) and build local capacity accordingly.
- Design and construct new local centre.

#### +5 LONG TERM

- Monitor impacts and continue to develop business / enhance offer

### Key stakeholders

Glasgow City Council, local community (incl Community Council), NHS, Scottish Enterprise, Scottish Futures Trust

### Impact/ reach/ term

High Impact / District Project / Short to Long Term

### Justifications / observations

Townhead lacks a distinctive centre and the prospect of providing better access to services and amenities physically at the heart of the housing area would help restore a local identity and respond to local need confirmed in consultation.

In regenerating the area (and bringing in more longer term residents), there is scope and a need, to provide affordable, quality and healthy food options to the area and better public services.

Activating places as heart of the community





## TH3.3 20-Minute Townhead

Providing amenities: health, social care, schools, local services, youth facilities and play



To support a vibrant, mixed urban District with distinctive neighbourhoods and a growing population the provision of appropriate amenities (including community infrastructure, education, health and social care, recreation / leisure space) is vital. This approach to a walkable, compact District is now commonly referred to as a 20 min Neighbourhood.

Whilst Townhead has many attributes well aligned with the 20 min Neighbourhood concept there are certain amenities and facilities that are evidently lacking (refer to (Y)our Village Heart Project Card). Despite its City Centre location there are several vital amenities seemingly under-provided for including the lack of a quality open space (see (Y)our Great Spaces and Streets Chapter), a central core / 'High Street' or a GP in the District (albeit the nearest is in the adjacent GRI). The possibility of local HE/FE institutions assisting in providing space for local community activity should be explored as a potential 'quick win'. The re-provision of local schools (especially if there is a desire to attract families to live in the City Centre) is also a potential priority.

We can get our everyday needs within a short, pleasant walk



### Action plan

- 0 IMMEDIATE**
  - Confirm initial 20 Min Neighbourhood mapping of existing and planned amenities.
  - Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for Townhead DRF area.
  - Commence supply / demand projections to scope out potential gaps in provision.
  - Review existing policies / planned public sector investment in and around Glasgow City Centre.
- 1 SHORT TERM**
  - Review applicable policies for infrastructure investment, developer contributions and any relevant existing / emerging models to assist in delivering enhanced community infrastructure / amenities.
  - Conclude supply / demand projections to scope out existing / potential gaps in provision.
  - Adjust policy / investment plans according to updated projects.
- 2/4 MEDIUM TERM**
  - Adjust policy / investment plans according to updated projects.
  - Monitor effectiveness of any early adjustments. Implement new policies / investment plans.
- +5 LONG TERM**
  - Ongoing implementation and monitoring.

### Key stakeholders

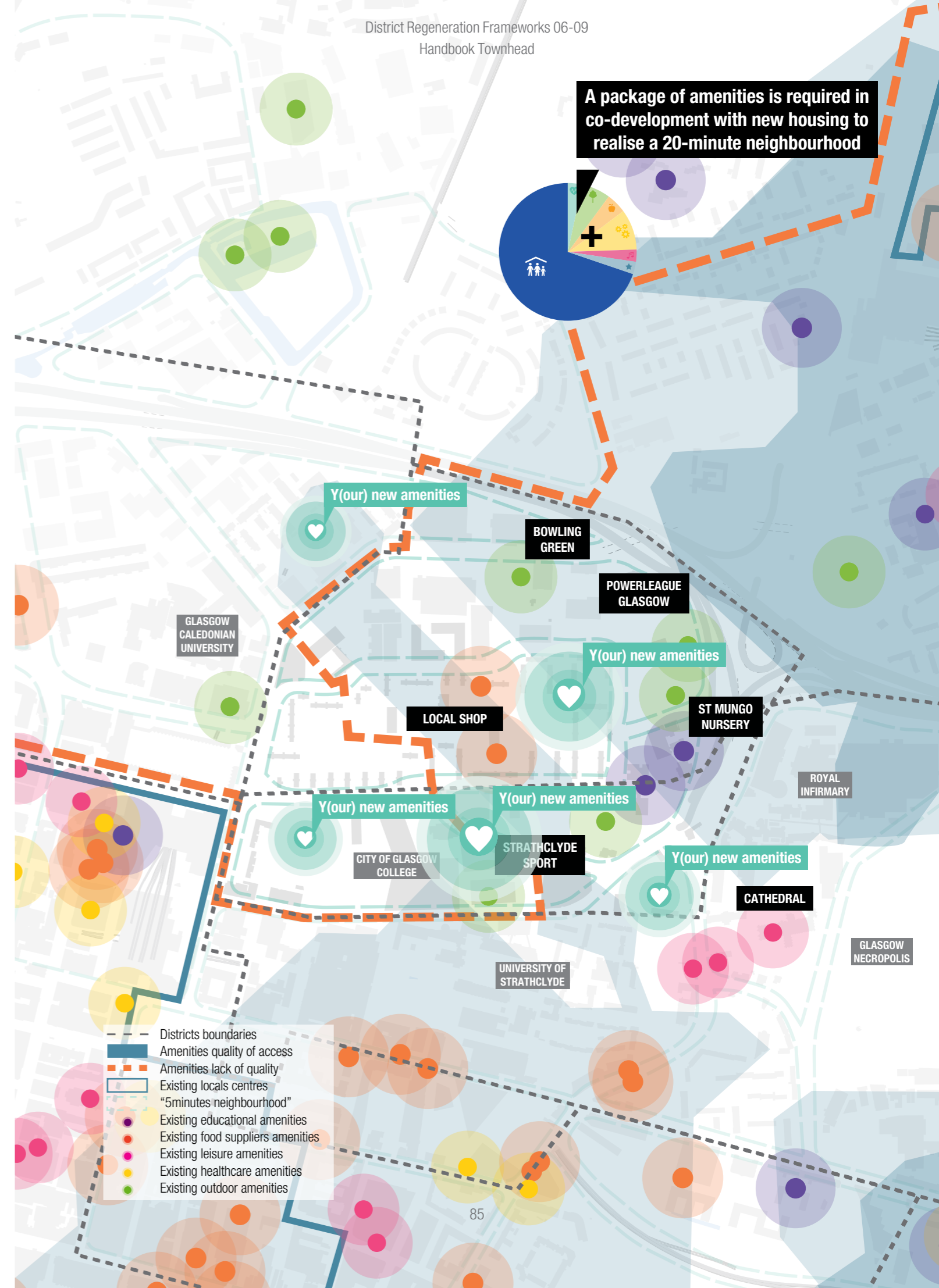
Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, HubCo, NHS, Public Sector bodies with estate in central Glasgow.

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

In anticipation of an increased City Centre population (resident, working and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. Any discussions and analysis regarding increased City Centre living also highlighted the need to provide the facilities required of an increased population density in central Glasgow.





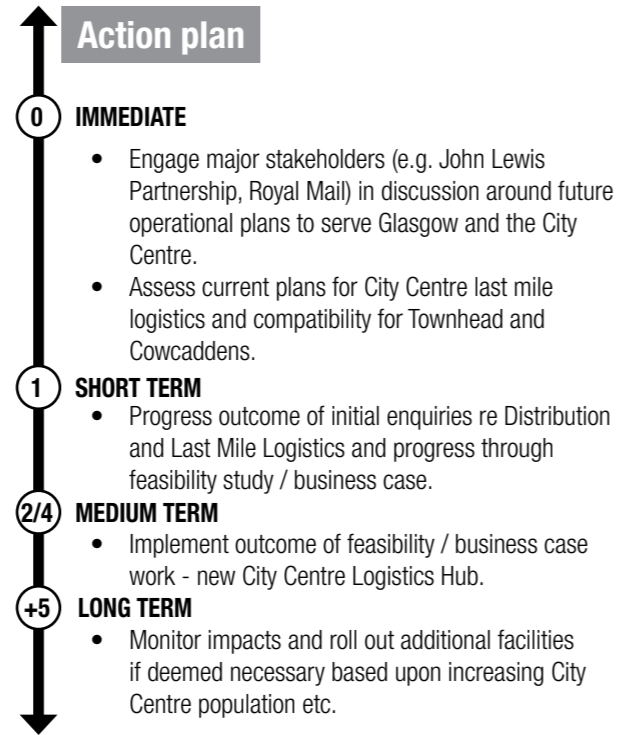
## TH3.4 City Centre Operational / Logistics Hub

Providing a back office to support City Centre services, production and distribution



City Centres need a 'back office' function providing operational and logistic support, in a smart and sustainable manner. Townhead, like neighbouring Cowcaddens, has provided that function. Moving forward both Townhead and Cowcaddens can provide a base for 'Last Mile Logistics' and other 'back office' / operational functions to support a zero carbon / circular City Centre economy.

This could involve retaining and upgrading the distribution / Royal Mail sorting office in the District, providing a dedicated City Centre Last Mile Logistics hub (benefitting from proximity to the M8) or trialling / piloting Circular Economy remanufacture (see (Y)our Circular Townhead Project Card). This could be integrated within a redefined, mixed-use Productive District (see North Townhead Project Card).



### Key stakeholders

Glasgow City Council - with landowners, Circular Glasgow and potential Last Mile Logistics Hub operators

### Impact/ reach/ term

Medium Impact / City Centre Project / Medium to Long Term

### Justifications / observations

Townhead has long served a 'back office' function for the wider City Centre. The area has space to provide a decarbonised Operational / Logistics Hub - providing a base for the distribution of supplies to City Centre businesses and residents.



The Gantry at Here East (Hawkins\Brown), London





## TH3.5 Urban production zone

Transforming the area into a mixed-use quarter with new models for urban living and working



North Townhead can become a fresh, thriving mixed-use quarter characterised by an exciting mix of new models of urban living and working.

Between the innovation and knowledge powerhouses of the University and College campuses, enriched by the array of creative and cultural assets and talents in the area, the area can host a new, Productive City District. Here start-ups can testbed ideas and flourish with a ladder of accommodation enabling them to grow. Ideas / entrepreneurs can 'spin out' of the nearby University / College campuses.

The area is currently in flux; characterised by warehousing, edge of City Centre / back office functions and storage warehousing. There were already vacant and under-occupied spaces pre-Covid. However North Townhead presents an opportunity (in tandem with North Cowcaddens) to create an intensive, mixed-use quarter that adapts existing buildings, introduces new development and provides a testbed for new models to deliver mixed-use development. It can also create an northern extension / parallel to the Glasgow City Innovation District to the south and east.

The grid layout of the streets between Kennedy Street and the motorway can (and are already starting to) accommodate new (student) housing. The area could accommodate more housing alongside new shared creative spaces (Industry 4.0). In addition there exists the possibility to integrate small scale pocket parks / community gardens and leisure / community / cultural spaces enriching the local area. As part of the Avenues PLUS (see Project card) Baird Street, North Wallace Street and Lister Street could be transformed to create active travel corridors serving a new type of mixed-use quarter.

North Townhead can accommodate a range of housing options and typologies and should be at the vanguard of trying to diversify City Centre housing for families and the elderly (co-living?). Successful regeneration of Calton / Barras suggests lessons to learn to deliver a mixed-use, productive economy area regeneration.



### Key stakeholders

Glasgow City Council, landowners, HE/FE, Scottish Enterprise, Scottish Futures Trust, developers / investors, Invest Glasgow

### Impact/ reach/ term

High Impact / City Centre Project / Long Term

### Justifications / observations

The area is underperforming and not making a strong contribution to the city economy or community. North Townhead suffers because of a lack of mixed uses. The adjacent areas north of the M8 are undergoing massive regeneration and redevelopment. North Townhead / North Cowcaddens become the next obvious priority to repurpose in line with the future demands of the City Centre.

Baseline analysis, and the City Centre Living Strategy, confirm that the City Centre is under-populated. This area presents an opportunity to significantly increase the population of the City Centre.



Harwell Campus (Hawkins\Brown), Oxford



Here East (Hawkins\Brown), London





## 4 Transforming (Y)our Townhead

How to organise transformation

- TH4.1 Townhead Heritage
- TH4.2 Living Lab
- TH4.3 Circular Townhead
- TH4.4 Townhead Events

There's lots to do, so prioritising who does what, when, and working with whom, becomes fundamental to future success. As outlined in the NE Districts Combined Regeneration Handbook the need to support local communities (resident, business, civic, cultural) is crucial.

Moreover the NE Districts are blessed with some major institutions with the clout to help make things happen – especially when working together. Furthermore there is a way in which, post Covid, these Districts can promote new and emerging ways of adapting the cityscape; to retrofit and modify under-occupied spaces to host Circular Economic activities or to enliven the streets and spaces with temporary events and activities to create positive new memories and invite folk to re-engage with central Glasgow.

In this section we start to elaborate on how best to promote the right coalitions to develop, so we can have a positive ecosystem of community, public, private and voluntary sector organisations working together to deliver a clear Vision, outlined here, to transform Townhead incrementally over the next 10 years.





# TH4.1 Townhead Heritage

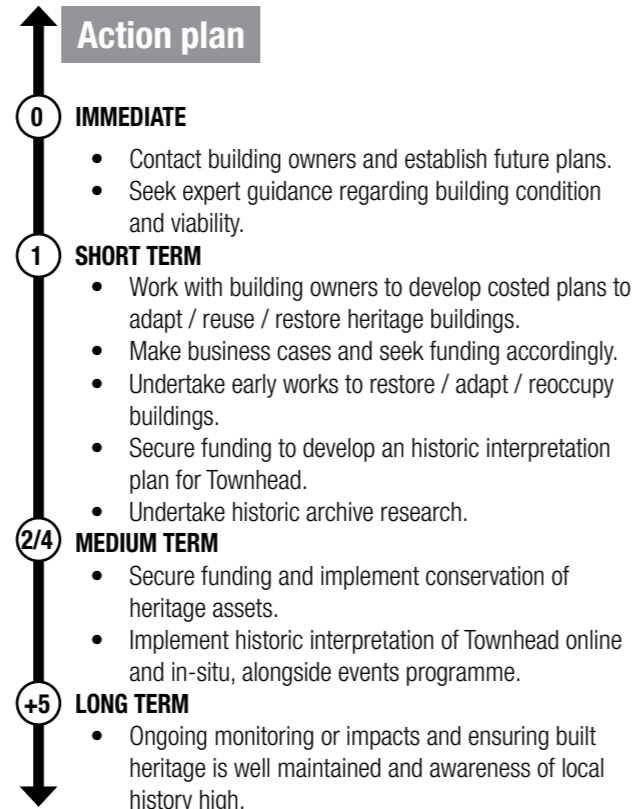
Showcasing local social and built history



Townhead has several important Heritage Buildings from very different eras that are either vacant, under-occupied or on the Buildings at Risk register. New uses need to be found for these. Moreover Townhead has a very interesting built and social history that needs to be revealed and celebrated to raise awareness amongst Glaswegians and to attract visitors to the area. Townhead is situated in close proximity to Glasgow's historic core / Medieval Cluster and as such should be considered as a possible destination area and as part of any considered heritage/ cultural trails.

The former Allan Glens School Annex on St. James Road is on the Buildings at Risk Register. New uses were apparently sought and discussed at the time of the construction of the new City of Glasgow College campus and these need to be revisited and new uses / occupiers found. Nearby the Charles Oakley Building (part of the City of Glasgow College campus, and adjacent to its 'sister' building the 'Met Tower') is currently vacant. The possibility of bringing it back in to use for educational, research or entrepreneurial uses should be prioritised.

Townhead has some amazing cultural connections. In the east of Townhead is Martyr's School, one of the earliest designs by Charles Rennie Mackintosh, who himself was born in Townhead on nearby Parsons Street. Renowned painter Joan Eardley had a studio located on St. James Road. These, and other, very significant aspects of Townhead's history, stretching back to medieval times, warrants celebrating, retelling and interpretation.



## Key stakeholders

Building owners, Glasgow City Heritage Trust, Historic Environment Scotland, local communities, Community Council, Glasgow City Council.

## Impact/ reach/ term

Medium Impact / Local Project (with International Dimension) / Short to Long Term

## Justifications / observations

Townhead has an interesting history that deserves wider recognition and celebration. Moreover Glaswegians consistently highlight concern for the loss of built heritage in consultation on the DRF projects. Local people in Townhead are especially keen to see the Allan Glen's building back in use - perhaps as a local community facility / asset.

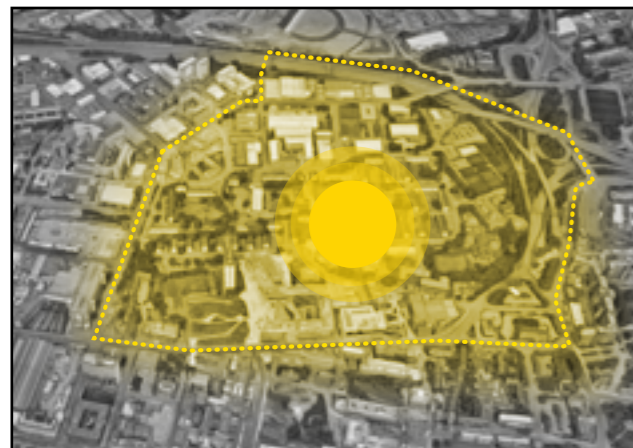
Attracting more visitors to the area, given the CRM connections as well as the medieval history connected with the Cathedral, can help to bolster the local economy, identity and culture.





## 4.2 Living Lab

Joining forces of HE/FE institutions to address environmental, social and health justice

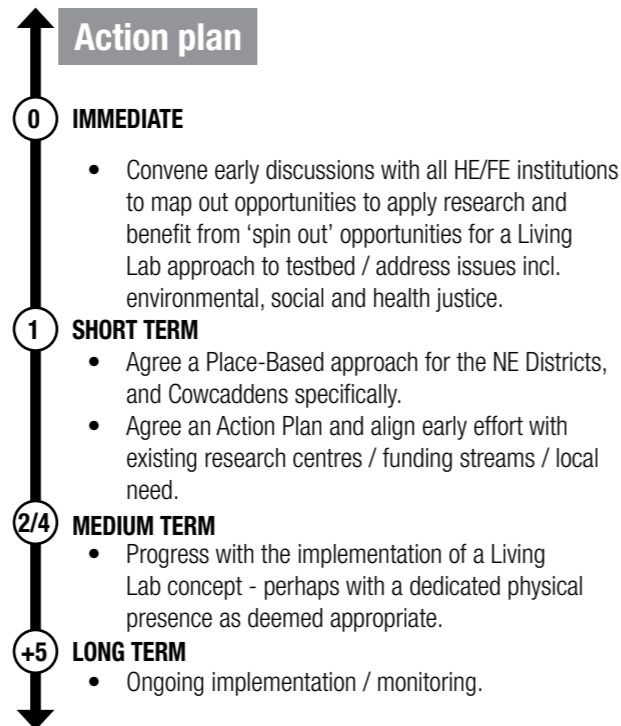


Townhead is part of a wider University District with two of Glasgow's three Universities in or nearby Townhead, as well as Scotland's largest Further Education College. Applying the innovation and research emerging from the local HE/FE sector will help pioneer and drive regeneration across Townhead.

The reciprocal benefit to the HE/FE institutions and to Townhead / NE City Centre Districts is potentially greatly significant. The needs of the area and the areas of research / faculty focus at GCU, University of Strathclyde and City of Glasgow College are well aligned. In addition the opportunity for Townhead to contribute and benefit from the Glasgow City Innovation District initiative should be explored, including the prospect of large scale District Heating in a climate neutral District.

The University of Strathclyde (the 'Place of Useful Learning') has faculties of Engineering, Social Sciences, Science and Business School with research programmes in areas of focus for Townhead. GCU (the 'University for the Common Good') alone hosts WISE Centre for Economic Justice, Research Centre for Health, Centre for Climate Justice, Research Centre for Built Environment Asset Management, the Yunus Centre for Social Business and Health and the SMART Technology Centre. City of Glasgow College has a specific focus on the Circular Economy and Construction Sector - practical skills that could be driving physical regeneration in the housing and Productive Economy of the area.

All of these areas of research are potentially relevant to progressing sustainable regeneration in Glasgow, facing in to the local and global challenges of our era. GCU have noted the prospect of a 'Centre for Living' on campus and serving the local community, whilst University of Strathclyde and City of Glasgow College are promoting the Innovation District, which Townhead can contribute. This should be progressed to meet the evident need of Townhead communities.



### Key stakeholders

UoS, GCU, CoGC, Scottish Enterprise, SFT, Glasgow City Council

### Impact/ reach/ term

High Impact / National Project / Short to Long Term

### Justifications / observations

All HE/FE institutions are looking to have social impact and add value to their local communities. The expertise and research based on campus in and near Townhead is formidable and directly relevant. Enabling knowledge exchange and applied research to benefit local communities and develop place-based, pioneering and practical interventions to promote environmental, social, economic and health equality is a noble goal with a massive potential positive impact for the city of Glasgow.



## TH4.3 Circular Townhead

Adopting new initiatives to shift from a linear to a circular economy



Glasgow aspires to be at the vanguard in adopting a Circular Economic model. Townhead (like neighbouring Cowcaddens) has the potential to benefit from helping pioneer new initiatives to drive the switch from the linear to a circular economy, and space and local need. These uses could be accommodated by adapting under-occupied light industrial spaces within Townhead.

GCC's Circular Economy Route Map outlines a series of actions, with several that could be accommodated in Townhead (and/or Cowcaddens), for the benefit of local communities and the City Centre generally. These include the following actions (numbering references from the Route Map)

- 4 : Construction Materials (storage options, near site recycling / salvage / exchange, modular construction) creating a base to enable salvage, recycling, storage and modular construction of materials required to retrofit and regenerate the City Centre. This could be especially relevant for Townhead, given the extent of housing upgrade required.

- 6 : Re-manufacturing Sector (innovation, skills) tying in with local skills / jobs and perhaps in alliance with the College to establish a centre of excellence for re-manufacturing.

- 7/8 : Repair Sector + Reuse / Sharing Sector - similarly enabling a community-led (business / resident) hub to promote and enable the sharing economy, repair and re-use.

We can reuse, repair and share things locally to reduce waste



### Action plan

0

#### IMMEDIATE

- Review the Circular Economy Route Map and other associated documents and identify / ratify local need and opportunity in Townhead.

1

#### SHORT TERM

- Assess potential sites and operators to progress these or other initiatives and develop local / national partners and funders.
- Develop business case, Circular Townhead action plan, secure space to progress and deliver quick wins.

2/4

#### MEDIUM TERM

- Deliver on priority actions from the Circular Townhead Action Plan.
- Monitor impacts and agree / progress next steps

+5

#### LONG TERM

- Ongoing implementation / monitoring.

### Key stakeholders

Circular Glasgow, Sustainable Glasgow, Glasgow City Council, Chamber of Commerce, Scottish Enterprise

### Impact/ reach/ term

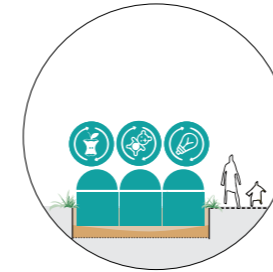
High Impact / Local Project / Short to Medium Term

### Justifications / observations

Consultees have recognised the potential for NE City Centre Districts to make a significant contribution in the fair transition to a net zero, circular economy. Townhead has the space (under-occupied sites / buildings incl. warehousing) to be an ideal testbed for some of the actions emerging from the City's Circular Economy Route Map.



### (Y)our responsible citizens



Promote local initiatives and programmes to encourage waste collection and sorting, compost of organic waste at home.

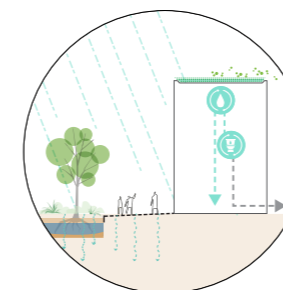
### (Y)our library of things



Promote upcycling, sharing and renting things: Resource centres, library of things, second hand shops for sharing resources within the neighbourhood.



### (Y)our clean tap water



Collect and reuse rain water in the building, drinkable tap water for all, separate clean water and flush water.

### (Y)our circular systems



Promote circular systems in the construction field for new or retrofitted buildings and public space construction works. Non-toxic and low carbon emission production



## TH4.5 Townhead Events

Nurture the District's sense of community with public events/activities to change perceptions



Townhead needs to showcase some of the opportunity sites and local pioneers in the area. Early action to provide an 'optimism boost' - announcing a fresh and dynamic way forward for Townhead would set the tone, perhaps with an emphasis on the Lister Street initiative, open space / Parliamentary Path, the open space at City of Glasgow College and around the Townhead Village Hall and local schools.

Glasgow has developed a strong track record in using events to enliven the City Centre, trial activities and seek to change perceptions about parts of the City Centre. This is especially crucial post-Covid, as we reimagine the City Centre. Townhead urgently requires to be reimaged and have perceptions changed. Several consultees indicated a willingness to work with GCC to deliver events / activity with the local community, with a focus on enabling existing events and encouraging targeted new activities. The HE/FE institutions can play a role in engaging / supporting events-based activity / action.

Development of an innovative, creative and continuous programme of events / temporary / permanent interventions to transform vacant and under-utilised sites / streets in Townhead DRF could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art) and an arts strategy and programme of permanent and temporary installations to redefine some of the opportunity sites in Townhead. Explore scope to trial public arts projects in Townhead via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.).



### Action plan

0

#### IMMEDIATE

- Map out current initiatives (e.g. Stalled Spaces etc.). Obtain feedback from property owners / groups interested in progressing ideas. Engage with UoS, GCU and CoGC Community Outreach.
- Commence mapping of candidate sites (vacant / under occupied sites and street spaces) - including open space at City of Glasgow College, Lister Street Bowling Green and Townhead Village Hall.
- Review funding / 'red tape' issues. Review effectiveness of existing events programming.

1

#### SHORT TERM

- Continue and conclude review of current events programming.
- Progress and deliver events / ideas in planning or emerging through DRF.
- Commission and finalise (Y)our Townhead Events Programme.
- Make funding applications to implement (including S75 monies).
- Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more community-led activity.
- Develop prioritised programme and fund dedicated officer(s) to coordinate and enable street events.

2/4

#### MEDIUM TERM

- Deliver DRF Events Programme - monitor and review impacts

+5

#### LONG TERM

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#### Key stakeholders

Glasgow City Council and Creative Scotland - lead. Inputs from University of Strathclyde, Glasgow Caledonian University, City of Glasgow College, local arts community (via networks), local communities, businesses / developers

#### Impact/ reach/ term

High Impact / District Project / Short to Long Term

#### Justifications / observations

Townhead is surrounded by major institutions and has many creative and passionate people living / working / studying in the area. Many consultees have championed the arts and local culture as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration in the area, driven by events / festivals / local talent to celebrate the area and attract visitors to Townhead. Community-led events could also assist in supporting community cohesion between the permanent residents in the area and more transient communities, including refugees and students.





## Project code and scale

	Code TH	SCALE		
		City / Regional Scale (Strategic)	District Scale	Local Scale
<b>Strategic projects as drivers for changes</b>	0.1 Great Streets and Spaces as Strategic connections	+		
	0.2 Dissolving M8 Barriers	+		
	0.3 Opened-up Buchanan Cluster	+		
<b>(Y)our well connected Townhead</b>	1.1 Connect Townhead		+	
	1.2 Active Travel Networks		+	
	1.3 (S)low Traffic Neighbourhoods		+	
	1.4 Stirling Road – GRI Bus Interchange	+		
	1.5 'Untangled Motorway Spaghetti': Junction 15	+		
	1.6 Revised Townhead Car Parking			+
<b>(Y)our great space and streets</b>	2.1 Parliamentary Path		+	
	2.2 Townhead Park		+	
	2.3 Community Open Spaces			+
	2.4 Townhead Triangle		+	
	2.5 Canal to Cathedral		+	
	2.6 Avenues PLUS		+	
	2.7 Community Facilities and Infrastructure			+
<b>(Y)our thriving Townhead</b>	3.1 Townhead Housing Retrofit and City Centre Living		+	
	3.2 Townhead Village Heart		+	
	3.3 20-Minute Townhead		+	
	3.4 City Centre Operational / Logistics Hub		+	
	3.5 Urban production zone		+	
<b>(Y)our enablers for change</b>	4.1 Townhead Heritage			+
	4.2 Living Lab			+
	4.3 Circular Townhead			+
	4.4 Townhead Events			+

**+** Quick win projects

## (Y)our City Centre Performance Monitor

There is an urgent need for a (Y)our City Centre Performance Monitor – see Phase 2 DRFs. The Phase 3 DRF Scorecard is based on qualitative / initial assessments and requires more detailed, quantitative assessment. Criteria should be reviewed and updated as local and national policy adjusts. Recent GCC policy confirmed the intention to establish an holistic benchmarking / impact metrics or dashboard to assess policy and project outcomes and refine implementation and new policies accordingly.

Glasgow's Climate Plan – Chapter 4.0 – Monitoring and Evaluation Plan ; commits to develop benchmarking dashboard. Circular Economy Route Map – Section 4.1 – Metric and Indicators : identifies need for impact metrics and regional, city and community scales.

### The DRF Scorecard

The DRF Project Scorecard Assessments are made against 8 criteria (each with a positive direction or aim) and the extent to which the Project makes a contribution (positive, neutral or negative). Further detailed qualitative and quantitative analysis is required to test and verify these assessments. The 8 criteria seek to align national and local policy ambitions from Scottish Planning Policy, the National Planning Framework 4 (draft – Position Statement), the Place Standard, Glasgow City Council Strategic Plan 2017-2022, and the City Centre Strategic Development Framework. In addition the DRF Project Team have developed criteria in a DRF Sustainability Framework (see Technical Appendices).

The DRF Scorecard criteria most directly take cognisance of the ambitions in the GCC Strategic Plan and the DRF Sustainability Framework, whilst recognising alignment with the aforementioned national and local policies. The DRF Projects are simply assessed against the anticipated contribution against each criteria;

- Negative contribution
- 0 Neutral
- + Positive contribution
- ++ Very positive contribution
- +++ Exemplar contribution

### KPIs

Useful Projects (metrics per DRF Sustainability Framework)

Where definitive %age target does not exist then trend or tendency is stipulated (ref brackets)

- Carbon Neutral by 2030
- Zero waste communities
- Urban Greening Factor 0.4
- 20% Net Biodiversity Gain
- (reducing) % Car free journeys
- (increasing) % Properties with high speed broadband
- Carry out Community Needs Assessment to ensure DRFs meet local needs
- Net improved air quality
- Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'
- (increasing) % Total area that achieves a Healthy Streets score of 9-10



# Policy Alignment

This Grid seeks to map a selection of national and local policy and strategy to develop a series of Scorecard Criteria against which to assess DRF Project alignment with declare targets, ambitions and objectives. The Scorecard Criteria should be developed and measured against specific KPIs. An initial review of alignment and KPIs is outlined in this Grid.

National	<b>Scottish Planning Policy, (6 Qualities of Place)</b>	Distinctive	Welcoming Safe and Pleasant	Easy to Move Around		Adaptable	Resource Efficient					
	<b>Scottish Planning Policy: Principles</b>	A Successful, Sustainable Place		A Connected Place		A Low Carbon Place		A Natural, Resilient Place				
	<b>NPF 4 (draft) Outcomes</b>	A Wellbeing Economy Better, Greener Places		Net-Zero Emission			Resilient Communities					
	<b>Place Standard</b>	Work and Local Economy	Streets + Spaces	Play + Recreation	Moving Around			Care + Maintenance	Natural Space	Facilities + Amenities	Influence + Sense of Control	
				Social Contact	Public Transport		Housing + Communities					
				Feeling Safe	Traffic + Parking		Identity + Belonging					
	Regional	<b>GCC Strategic Plan</b>	A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods	A Well Governed City that Listens + Responds	Excellent + Inclusive Education	
<b>City Development Plan</b>		A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods				
<b>City Centre SDF Outcomes</b>			A Vibrant City Centre		A Connected City Centre	A Sustainable City Centre		A Green + Resilient City Centre				
<b>City Centre SDF Place Ambitions</b>		Reinforce Economic Competitiveness	Repopulate and Improve Liveability		Reduce Traffic Dominance Reconnect with Surrounding Communities and Riverside		Repair, restore and enhance urban fabric	Green the Centre / Make Climate Resilient				
Project	<b>DRF Sustainability Framework (Useful Projects)</b>			Improved Health + Wellbeing	Better Connected Places	Climate Action / Neutral	Reduced Resources	Restoring Nature	Adding Community Value			

<b>DRF Project Scorecard</b>	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities		
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Key Performance Indicators	<b>KPIs (GCC Strategic Plan)</b>	Growing, diverse economy, More in work / training, Business innovation / skills,	Events, heritage, culture, Tourism, sport, activities	Healthier population, Preventative healthcare, Integrated services,	Citizens use active travel, Integrated public transport, less congestion		Low carbon footprint,	Well maintained,	Citizens access facilities, jobs, services locally, Housing meets needs of diverse population	Citizens involved in decision making, Tackling inequality and poverty	Improved attainment, Young people go on to work, training or HE/FE
	<b>KPIs (Useful Projects)</b>			Net improved air quality, % total area that achieves Healthy Streets score of 9 or 10, Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'	% Car free journeys % Properties with high speed broadband		Carbon Neutral by 2030 Zero Emissions by 2045	Zero Waste Communities	Urban Greening Factor 0.4, 20% Net Biodiversity Gain	Deliver net positive, local needs based, social value	
	<b>KPIs (SDF)</b>		Repopulate the City Centre – Double the Population, More mixed uses, More attractions, more diverse retail, better public realm		Integrated 'green grid, Priority for active travel, Connect to the city region, Reduce car journeys in the City Centre by 30% by 2030 and 50% by 2050, Repurposing road space from cars to other modes.		20 min neighbourhoods, Distinctive / historic townscape, Repair the townscape, Density		High quality open space, Connected green-blue infra, 'green the grey' More climate resilient, Net zero carbon place		



# Project Scorecards - (Y)our Townhead

	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities	Notes / Comments
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## (Y)our Well Connected Townhead

TH1.1 Connect Townhead	++	++	++	+++		++	++	++	+++	Alleviate isolation / separation of Townhead
TH1.2 Active Travel Networks	++	++	++	+++		+++	+	++	++	
TH1.3 (S)low Traffic Townhead Neighbourhood	+	++	+++	+++		++	++	++	++	
TH1.4 Stirling Road / GRI Bus Interchange	++	++	+++	+++		++	+	++	++	
TH1.5 Untangled Junction 15 Spaghetti	+	++	+++	+++		++	++	++	++	Significant off-site benefits for adjacent areas – reducing severance.
TH1.6 Revised Townhead Car Parking	+	++	++	+		++	++	+	+	Scope for parklets / nature-based solutions

## (Y)our Great streets & Spaces

TH2.1 Parliamentary Path	++	++	++	+++		++	++	++	+++	
TH2.2 Townhead Park	+	++	+++	++		++	+	+++	+++	
TH2.3 Townhead Community Open Spaces	++	+++	+++	++		+++	++	+++	+++	
TH2.4 Townhead Triangle	++	++	++	++		++	+	+	+++	
TH2.5 Canal to Cathedral	+	++	++	+++		++	+	++	++	
TH2.6 Avenues PLUS	++	+	++	+++		+++	++	++	0	Incorporating digital / sustainable infrastructure to create exemplar
TH2.7 Community Facilities and Infrastructure	+	+++	+++	+		++	++	++	+++	

## (Y)our Thriving Townhead

TH3.1 Townhead Housing Retrofit and City Centre Living	++	++	+++	+		+++	+++	++	+++	Creating jobs, reducing fuel poverty, enhancing housing standards
TH3.2 Townhead Village Heart	+++	+++	++	++		++	++	+	+++	20 min neighbourhood PLUS. Creating local options (affordable, healthier groceries) and jobs
TH3.3 20 Min Townhead	++	+++	++	++		++	+	++	+++	
TH3.4 City Centre Operational / Logistics Hub	+++	+	+	++		++	+	0	+	
TH3.5 Urban Production Zone	+++	+++	++	++		++	++	+	++	

## Transforming (Y)our Townhead

TH4.1 Townhead Heritage	++	++	+	+		++	+++	++	++	
TH4.2 Townhead Living Lab	++	++	++	+		++	+	+	+++	GCU Centre for Living concept
TH4.3 Circular Townhead	+++	++	++	++		+++	+++	++	+++	
TH4.4 Townhead Events	++	+++	++	+		+	+	+	+++	



# Future Townhead's Vision

'Tourist map' with main anchors, routes and destinations

\* Urban layout and massing indicative only. Future development of buildings and public spaces subject to detailed masterplanning and design.

## 0 Strategic projects as drivers for change (refer to Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Dissolving M8 Barriers
- SP0.3 Opened-up Buchanan Cluster

## 1 (Y)our well connected Townhead Enhanced infrastructure and mobility

- TH1.1 Connect Townhead
- TH1.2 Active Travel Networks
- TH1.3 (S)low Traffic Neighbourhoods
- TH1.4 Stirling Road – GRI Bus Interchange
- TH1.5 'Untangled Motorway Spaghetti': Junction 15
- TH1.6 Revised Townhead Car Parking

## 2 (Y)our great spaces and streets Network of public and natural spaces

- TH2.1 Parliamentary Path
- TH2.2 Townhead Park
- TH2.3 Community Open Spaces
- TH2.4 Townhead Triangle
- TH2.5 Canal to Cathedral
- TH2.6 Avenues PLUS
- TH2.7 Community Facilities and Infrastructure

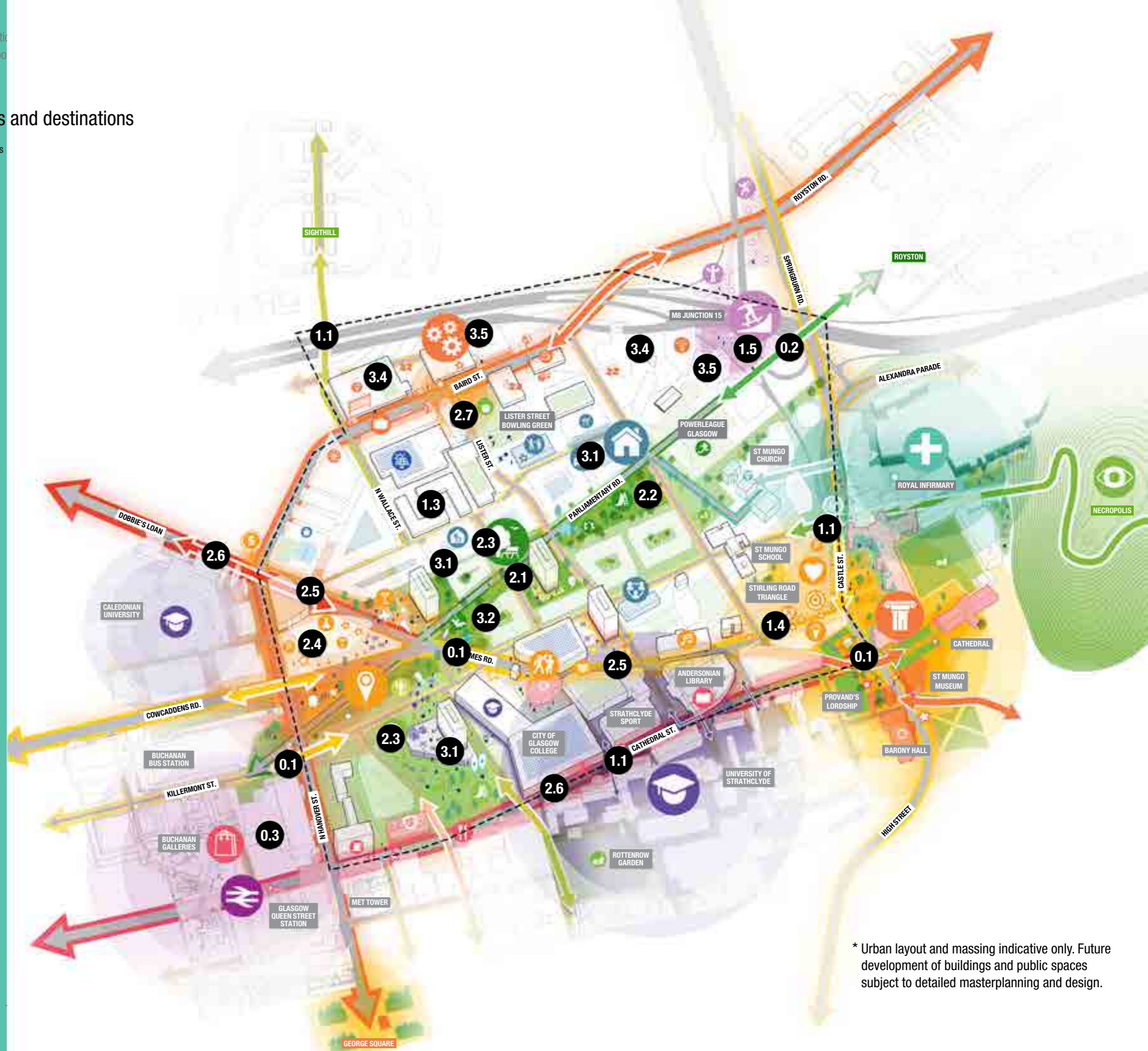
## 3 (Y)our thriving Townhead Intensified programme

- TH3.1 Townhead Housing Retrofit and City Centre Living
- TH3.2 Townhead Village Heart
- TH3.3 20-Minute Townhead
- TH3.4 City Centre Operational / Logistics Hub
- TH3.5 Urban production zone

## 4 (Y)our enablers for change How to organise transformation

- TH4.1 Townhead Heritage
- TH4.2 Living Lab
- TH4.3 Circular Townhead
- TH4.4 Townhead Events

TH1.2, TH1.6, TH3.3 and TH4 series projects are District-wide and therefore not annotated on Framework Plan opposite.



\* Urban layout and massing indicative only. Future development of buildings and public spaces subject to detailed masterplanning and design.



# (Y)our Next Steps

How to get started? What are the priorities? Where to focus early efforts?

The ambitions and extent of the Projects outlined in the Framework, in Chapter 2 and Action plan, in Chapter 3, can be daunting. So it is important to identify some early actions and tasks that can make a start, however modest, and start to build momentum and make progress towards the longer term vision.

Many of the priorities are well known and were suggested by local people during the engagement conversations and co-design workshops. So, let's start to work together, and actively start to make Townhead even better, starting now.



## Quick wins

### Projects that benefit the community in the short term

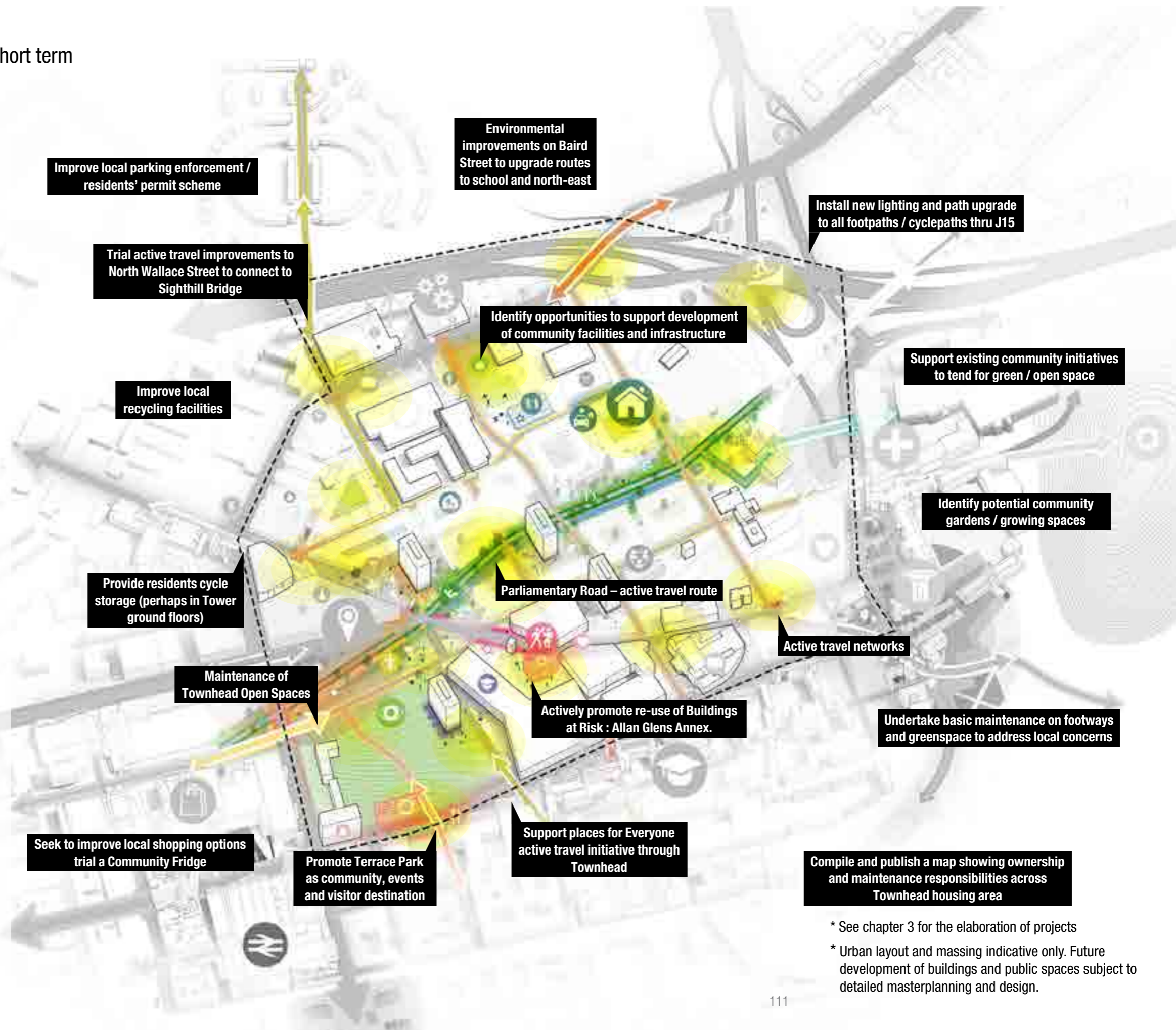
#### Next Steps

This Chapter should be read in conjunction with the Next Steps Chapter in the accompanying NE District Combined Regeneration Handbook.

#### Getting the Local Basics Right

In response to feedback from the local community and issues observed during fieldwork the following points are highlighted;

- Keep all public space clean and well maintained
- Ensure disabled / accessibility to all parts of the NE Districts – retaining on-street parking, removing barriers to access (e.g. poorly maintained paths, ponding etc.)
- Ensure walking, wheeling and cycle paths are barrier-free, well maintained, properly lit and continuous with places to stop and rest
- Remove unnecessary clutter in public space to achieve a tidier, obstruction-free and more welcoming appearance
- Confirm maintenance responsibilities with partners and publish these so communities can engage in stewardship of their local areas
- Enhance maintenance and planting of all green spaces
- Empower community groups to take on community open spaces where there is surplus space and declared interest (e.g. community growing spaces)
- Audit proximity to facilities, amenities and services with respect to achieving 20 minute neighbourhood accessibility and a walkable District,
- Agree resident parking regime (a baseline – perhaps permit based) and strictly enforce new regime
- Provide convenient community / resident recycling and resident bike stores across the NE City Centre Districts
- Prioritise new bus routing / enhanced services through the District serving key public destinations (healthcare, education, culture) and rail / subway interchanges
- Prioritise finding new uses for 'buildings at risk' registers
- Apply a 'can do' / presumptive yes approach to adapting existing under-occupied buildings and spaces to ensure we can retrofit the District
- Future-proof the District by upgrading thermal performance of existing buildings (prioritising housing stock), decarbonising energy sources and integrating sustainable infrastructure in to future urban / public realm projects (e.g. surface water management, district heating and superfast broadband).



\* See chapter 3 for the elaboration of projects

\* Urban layout and massing indicative only. Future development of buildings and public spaces subject to detailed masterplanning and design.





**Client:**  
Glasgow City Council

**Team:**

Austin-Smith: Lord	Lead Consultant, Local Urban Design, Project Management, Community + Stakeholder Engagement
Studio for New Realities	Urban Design Lead; Programmatic Strategy Lead, Urbanism
Urban Movement	Urban Mobility, Transport Strategy, Active Travel Strategy
WAVEparticle	Creative Community Engagement; Urban Arts / Culture Advisors
Stantec (PBA)	Economics Consultants
Ryden	Property Market Advice
Useful Projects	Urban Sustainability
Space Syntax	Urban Mobility Advisors; Spatial Data Analysis
Civic Engineers	Sustainable Engineering

Austin-Smith:Lord:  
Graham Ross; Fraser Docherty; Michael Baldwin; Rowan Carmichael

Studio for New Realities:  
Jeroen Zuidgeest; Francesca Rizzetto; Marie Saladin; Rozemarijn Stam; Daniele Ceragno; Paloma Garcia;  
Baseline report: Ryanne Janssen; Michele Maritano; Maria Salmatzidou; Juliana Giraldo

Urban Movement:  
Christopher Martin; Becca Jones; Amy Priestley

**Austin-Smith: Lord**

[www.austinsmithlord.com](http://www.austinsmithlord.com)  
[glasgow@austinsmithlord.com](mailto:glasgow@austinsmithlord.com)  
+44 (0)141 223 8500

**Studio  
for New  
Realities**

[www.newrealities.eu](http://www.newrealities.eu)  
[studio@newrealities.eu](mailto:studio@newrealities.eu)  
+31 (0)10 333 0466



[www.urbanmovement.co.uk](http://www.urbanmovement.co.uk)  
[hello@urbanmovement.co.uk](mailto:hello@urbanmovement.co.uk)  
+44 (0)20 3567 0710