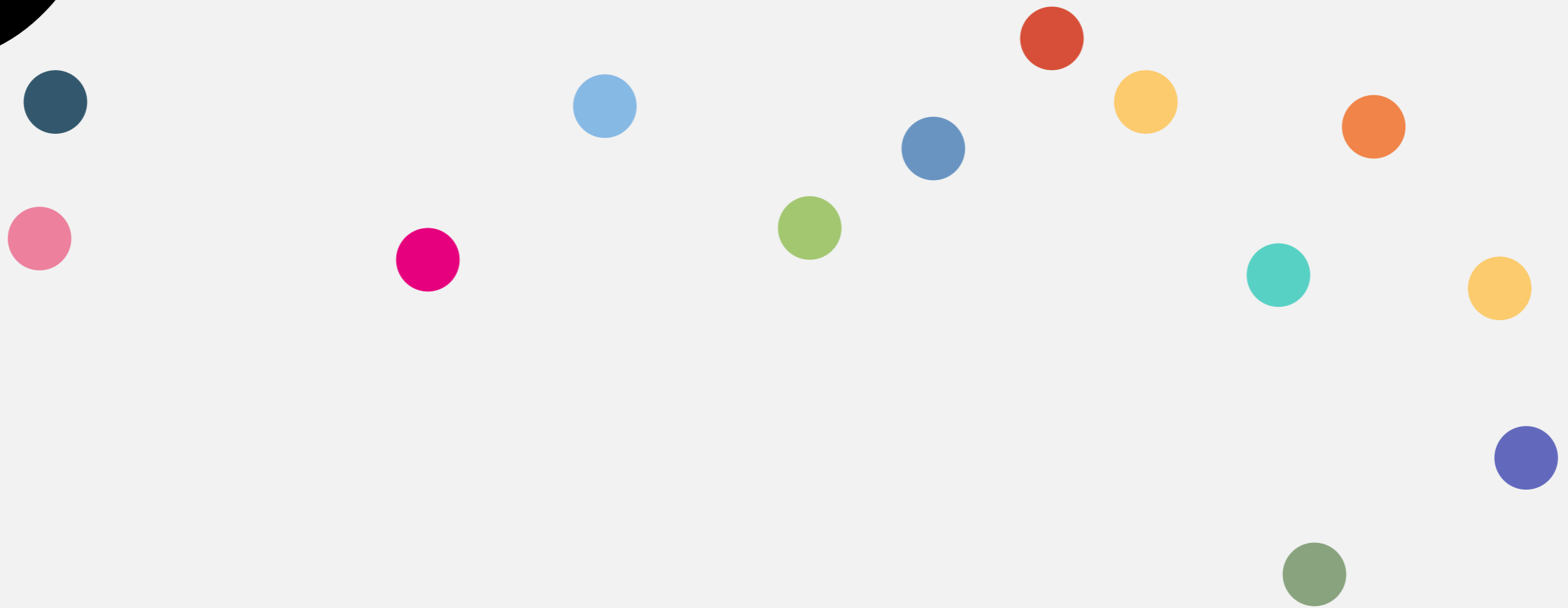


3

# Liveable Neighbourhoods Project Areas



The primary focus of the report is to identify a list of interventions within the focus areas that can be delivered around the key GCC principles of achieving carbon neutrality by 2030 and the health and wellbeing of its citizens. These have been informed by local knowledge and engagement within the neighbourhood areas.

Physical climatic interventions such as sustainable solutions to storm events, places for nature and biodiversity by greening streets with trees and planters, Electric Vehicle charging points will overlap with social solutions such as identifying places for pocket parks, parklets and general public realm improvements that will aim to create safe and accessible places for the community to move between without the reliance on cars for short journeys.

These are to be aligned with other GCC initiatives such as School Car Free Zones, the Active Travel Strategy, the Open Space Strategy, the City Development Plan and the Strategic Development Frameworks. These initiatives and policies are working together to allow citizens to live in neighbourhoods that are thriving places.

In line with the City Council's commitment to reduce car kilometres travelled by 30% by 2030, interventions will be designed to make active travel easier, safer and more attractive and contribute to the Council's target of zero serious injuries and fatalities on our roads by 2030. This will involve prioritising sustainable transport in line with Transport Scotland's transport hierarchy, making walking and cycling first choice, and reallocating space away from motor vehicles. That will in turn reduce the number of journeys made by private car, so improving access for essential vehicles such as emergency vehicles, buses, taxis and disabled drivers.

- Public realm improvements - dropped kerbs / raised tables at crossing points, smooth surfaces wheelers, contrast for visually impaired.
- Removing clutter and ensuring street furniture such as bins are not a barrier to movement
- Parklets - looking at opportunities in the streets to repurpose parking spaces into spaces for people and nature
- Identifying key connections and links between areas that could be enhanced allowing for easier movement, while supporting this with better signage and way finding
- Identifying places where art can be sited and working with local artists and the community to enhance the quality of a place
- Identifying places where modal filters have resulted in a space that has little purpose other than restricting vehicles, then working with communities to make best use of the space which could be by introducing planting, trees, street furniture and art
- Improving the street lighting to ensure people can safely move around 24/7 all year round
- Focussing interventions around schools and transport hubs
- Working with existing grassroots organisations and the voluntary sector to identify key projects and locations that may have already been considered and determine if a Liveable Neighbourhood project can assist the process.
- Working with existing local initiatives such as BIDS (Business Improvement Districts) to ensure joined up ideas
- Finding places where the public have access to accessible toilets.

This list of interventions will be taken forward into RIBA Stage 2 where these will be further refined. The aim of the next stage will be to create effective solutions that can be implemented across the Liveable Neighbourhood area.

By focussing on the smaller scale interventions, Glasgow City Council will work alongside communities to deliver the first phases of improvements in their streets. It is hoped that the early engagement and the 'supercharging' of the early projects will empower the communities and give them the confidence to realise further change and improvements across their area.



LIVEABLE NEIGHBOURHOODS PROJECT AREAS  
**INTRODUCTION / OVERVIEW**

The map below illustrates the project focus areas that have been identified following from the preliminary engagement sessions and research around previous engagement projects.





REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
1.1	Bardowie Street Playground	Work with project team already established and include improvements to surrounding street space	SFP LTC EJ AT	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
1.2	Possilpoint Community Centre	Public realm improvements to link in to proposals for new community centre	SFP LTC EJ AT	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
1.3	Routes to School	Public realm upgrades to improve footpaths, lighting, road crossings, traffic calming	EJ LTC SFP AT	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
1.4	Ashfield Street / Kinbuck Passage / Byshot Path	Activating unused space and improving pedestrian connections	SFP LTC EJ AT	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Activating unused space</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>



REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
1.5	Activation of Unused Space and Public Realm Improvements	Activating spaces and improving street and public realm quality to Allander Street, Denmark Street, Ashfield Street and Mansfield street including street narrowing, greening, cycleways	SFP LTC EJ AT	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
02	Cowlairs Park & Routes to School (Keppoch Campus)	<p>Regeneration of derelict land to north of Cowlairs masterplan area to provide new amenity space adjacent to existing Keppoch Campus and Possilpark local community.</p> <p>Community identifies derelict land as open recreation space for themselves and nature. Opportunity for community led strategy to develop design strategy for park.</p> <p>Typical interventions such as pedestrian/cycling connectivity, modal filters, ensuring accessibility for all, improved pedestrian zones with safe crossing points, traffic calming, rationalisation of car parking, activating unused space, street greening, wayfinding, enhancement of existing green space, linking to public transport, improving play space, seating, lighting, artwork</p>	EJ LTC AT SFP	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
03	Hamiltonhill Placemaking	<p>Opportunity to work with the community who have become increasingly isolated from neighbouring areas.</p> <p>Community has children at Keppoch Campus.</p>	SFP LTC EJ AT	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
4.1	Millennium Park Revisited	Work with local community to improve the place quality of the 'concrete jungle'	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
4.2	Brothers Path (Balmore Rd to Saracen St)	Improve path and lighting to create safe pedestrian route along desire line	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
4.3	North Saracen Street Placemaking	Improvements to provide reduce car space to quieter street to create more pedestrian friendly public space.	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming at junctions</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
4.4	Allander St / Carbeth St / Tannock St Connection	Establish a permanent connection between Hamiltonhill and Possilpark town centre	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
4.5	Saracen Street Public Realm	Further development of the Possil BID to ensure cohesive design around proposed City Network ensuring safe accessible places for pedestrians and cyclists.	LTC EJ AT SFP	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
05	Keppochhill / Keppoch Cross Placemaking	Opportunity to work with the community who have become increasingly isolated from neighbouring areas. Community has children at Keppoch Campus and parents that are active on the school parent council.	AT EJ SFP	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
06	Civic Street (Civic House)	Work with venue to establish improved connectivity and outside space by activating street, derelict land and pedestrian routes	AT EJ SFP	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>



REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
07	Pinkston Placemaking	New public realm connecting Dobbies Loan (avenue) to North Canal Bank St working with local businesses to ensure the balance of pedestrian space for access to 'Play Port' works with established local business uses.	AT EJ SFP	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
08	Pinkston Rd Traffic Calming	New public realm connecting Dobbies Loan (avenue) to North Canal Bank St working with local businesses to ensure the balance of pedestrian space for access to 'Play Port' works with established local business uses.	SFP EJ AT	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
09	Milky Way (Borron St connection)	Establishing a safe pedestrian connection linking Borron St to Keppochhill Rd (Cowlairs) or improved permeability / connectivity	AT EJ SFP	Yes	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Linking to public transport</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
10	Panmure St & routes to Benview Campus at Ruchill	Establishing better approaches to primary school and park from Panmure Street, Wester Common and Ruchill Park	EJ AT SFP	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
11	Stockingfield / Ruchill Golf Course	Activating former golf course around new landing to Stockingfield Bridge Stockingfield Report (Ironside Farrar 2019) highlighted proposal for 'One Planet' - a Centre for Sustainable Living comprising of Research hub, Energy Centre, Demonstration Gardens, Visitor Centre, Local Community Park, Active Travel Hub.	SFP EJ AT	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Rationalisation of car parking</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>

REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
12.1	Canal Access	Improved access to canal tow path and traffic calming or modal filter of Ruchill Street at canal bridge	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
12.2	Ruchill Street Public Realm	Widen pavements, increase crossing points, street greening to Ruchill Street, Shuna Street, Mayfield Street, Tamshill Street, Hugo Street, Shannon Street	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
12.3	Green Space Improvements	Improved green infrastructure, nature based play, footpaths, lighting to existing greenspace between Smeaton Street / Shannon Street and Tamshill Street	EJ SFP AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>



REF	PROPOSAL NAME	DESCRIPTION	KEY THEMATICS	LIVE PROJECT	POTENTIAL INTERVENTIONS
12.4	New Linear Park	New park and green infrastructure to activate connection between Bilsland Drive and Parkbrae Gate	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
12.5	Bilsland Drive Public Realm	Integrating 'Space for People' active travel cycle route into wider public realm, activating unused space and improving pedestrian connections	SFP EJ AT LTC	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Modal filters</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Traffic calming</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>
13	The Dummy Railway - Placemaking	Connection improvement on link between Balmore Road, Panmuir Street, Mireton Street and Bilsland Drive.	EJ SFP AT	No	<ul style="list-style-type: none"> <li>-Improved ped/cycling connectivity</li> <li>-Ensuring accessibility for all</li> <li>-Improved pedestrian zones with safe crossing points</li> <li>-Activating unused space</li> <li>-Street greening</li> <li>-Wayfinding</li> <li>-Enhancement of existing green space</li> <li>-Linking to public transport</li> <li>-Improving play space</li> <li>-Seating</li> <li>-Lighting</li> <li>-Artwork</li> </ul>

To help to determine which projects will be developed further a coding methodology has been derived to understand the high level implications in each focus area. The following categories are used to help to analyse each of the proposals

**Complexity**

Understanding how achievable the proposed projects are.

**Impact**

Determining the effect on the LN area

**Key thematics**

Understanding which of the key LN thematics are affected.

**Cost**

A very basic understanding of what the cost could be

**Timescale**

Determining a very broad overview of the likely time scales.

The project pages will provide information on the background to the projects and make suggestions of outcomes and proposals following the initial engagement.

All projects will require further consultation and engagement leading to the development of outline proposals and ultimately statutory approvals.

Further definition around phasing, funding options and delivery strategy will also need to be developed further.

A summary of the project coding methodology is outlined below.

COMPLEXITY		IMPACT		KEY THEMATICS		COST		TIMESCALE	
● ○ ○ ○ ○	most straightforward projects to achieve	■ □ □ □ □	discrete project with potential cumulative impact	LTC	Local Town Centres	£	£0-£10k	Short Term	projects that can be immediately defined and progressed and delivered in 1 to 2 years
● ● ○ ○ ○	some complexity requiring minor traffic consultation, ownership issues	■ ■ □ □ □	new intervention that will have positive impact on immediate neighbourhood	EJ	Everyday Journeys	££	£10k-£100k		
● ● ● ○ ○	projects will require some construction, structural changes, traffic changes	■ ■ ■ □ □	new intervention that will have positive impact on wider neighbourhood and surrounding communities	AT	Active Travel	£££	£100k-£500k	Medium Term	projects with longer lead in time, linked to other developments, or require approvals from various parties
● ● ● ● ○	projects requiring significant construction changes	■ ■ ■ ■ □	larger project that will influence wider perceptions of the LN area	SFP	Streets for People	££££	£500k-£1m		
● ● ● ● ●	projects that will require extensive construction, disruption, utilities coordination, stakeholder negotiations	■ ■ ■ ■ ■	significant project with wider impacts			£££££	£1m+	Long Term	larger scale projects that are planned over a 5+ year

Please note - this format has been adapted from the Draft Glasgow Canal Area Partnership update (October 2021)



glasgow's liveable neighbourhoods



**SITE ANALYSIS**

**Land Use and Built Form**

A large proportion of this neighbourhood is made up of a residential mixture consisting of tenement scale flats, 2 storey terraced housing and cottage style housing. The diagram illustrates the land use and built form that define the neighbourhood.

The north area accommodates the Glasgow Tigers Speedway around Ashfield Stadium and as a result has large areas allocated for surface car-parking. The south of the neighbourhood has large open derelict land which was once tenement housing. This area has been allocated as a development site by Glasgow City Council. The Cowlairs masterplan has been developed alongside early engagement with the community. The timeline for this development has not yet been finalised.

Possilpoint Community Centre is at the heart of the neighbourhood. The existing building is an essential community facility run by Possilpark Peoples Trust who have developed proposals for a new community centre on the same site.

**Green and Blue Network**

The only open amenity space within the existing neighbourhood is the Bardowie St playground. This is a well used area with children’s play equipment and a multi use games area. Hawthorn Housing Cooperative have secured funding to improve the playground and works are expected to commence in 2021/22.

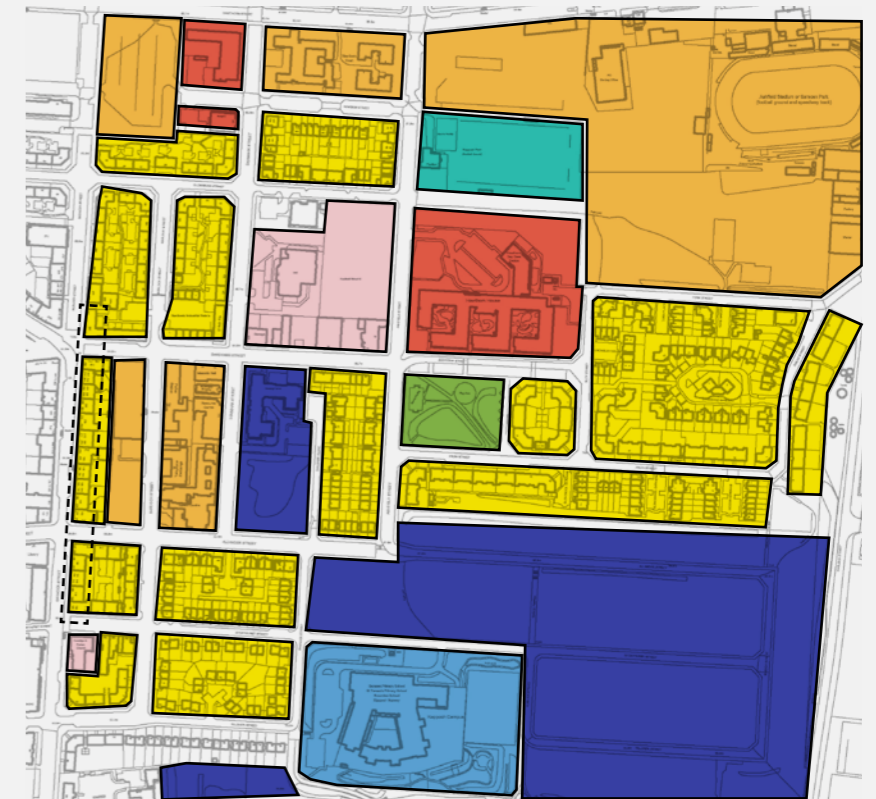
The large open area immediately south of the neighbourhood is derelict land that has been vacant for over 20 years. The area is heavily overgrown and due to its topography it appears as a green ‘borrowed’ landscape, used by the community as open space but not actually functioning as a serviced amenity. Its elevated topography also means there is no passive supervision to the open area and as such it attracts anti-social behaviour.

**VISUALISATION OF PROPOSED NEW POSSILPOINT COMMUNITY CENTRE**



**LAND USE AND BUILT FORM**

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial



**GREEN AND BLUE NETWORK**

- Open Space / Amenity
- Proposed Cowlairs Masterplan / Park Area





**SITE ANALYSIS**

**Heritage**

The wide streets that typify this area are a legacy from the planned layout by Walter MacFarlane to house the workers for Saracen Foundry in the area.

**Roads and Public Transport Network**

The main access to the neighbourhood is from Saracen Street to the west. Saracen St is the heart of Possilpark town centre and has access to the bus network and local facilities such as the medical centre and Possilpark Library. Saracen St is a busy traffic route forming an important vehicle link from northern towns such as Milngavie and Bearsden, connecting to the M8 motorway. Hawthorn St to the north is a link road running east west connecting Possilpark to Springburn town centre. Hawthorn St is also a bus route. Carlisle St to the east of the site is an unadopted road. The network of local access roads in the neighbourhood have several modal filters already in place to reduce 'rat runs' but do little to provide a quality streetscape.

**Cycle and Footpath Network**

The segregated cycleway to the north along Hawthorn St is a uni-directional route installed as part of the Covid-19 integrated transport measures. Possilpark town centre has a number of cycle storage racks and one Next Bike rental station located at the entrance to Possil Health Centre.

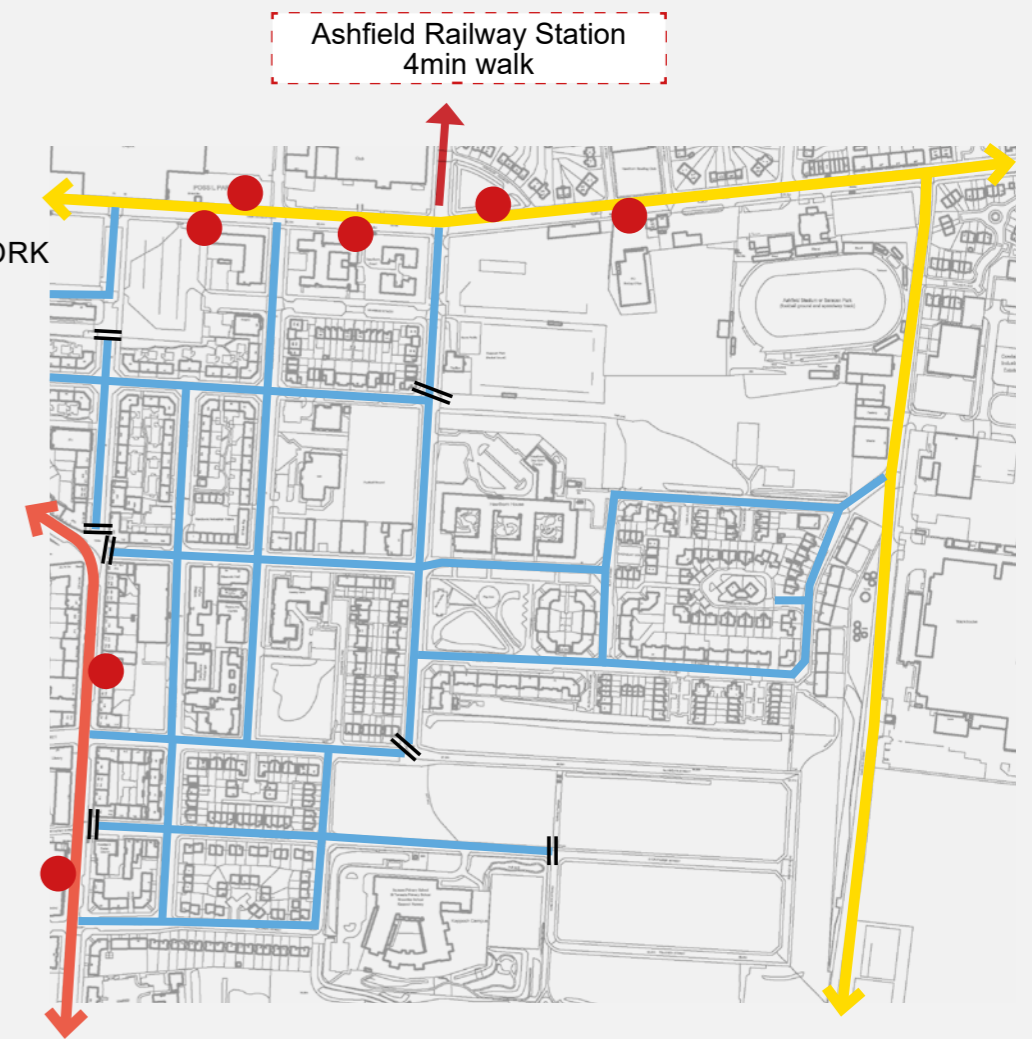
The core path network illustrated in the diagram is predominantly on public roads/footways. The paths within the shaded area are within the Cowlares development area and appear to be unmaintained.



IMAGE OF ASHFIELD STREET (LOOKING SOUTH)

**ROADS AND PUBLIC TRANSPORT NETWORK**

- Main Distributor / Proposed City Network
- Link Road
- Local Access
- || Existing Modal Filter
- Bus Stop



**CYCLE AND FOOTPATH NETWORK**

- Segregated Cycle Route
- - - Core Path (aspirational link)
- - - Future Development Area
- Next Bike Automated Cycle Hire Site



**S**

**STRENGTHS**

Proximity to Saracen St (LTC) and City Network  
 Previous engagement around Cowlairs has demonstrated community willingness to see change  
 Large scale housing led regeneration at Hamiltonhill and Cowlairs will bring investment into neighbourhood

**W**

**WEAKNESSES**

Large derelict sites cleared for development but have been empty for extended period  
 Lack of maintenance and investment  
 High levels of deprivation  
 Issues with routes to primary school

**O**

**OPPORTUNITIES**

Modal Filter solutions to create a better public realm environment  
 Early engagement with community will mitigate perceived issues with gentrification etc  
 Wide roads and low density means opportunity for interventions optimised  
 Connecting up communities where there have been previous barriers (Sighthill - Possil - Hamiltonhill)  
 Opportunity to review and rework existing modal filters

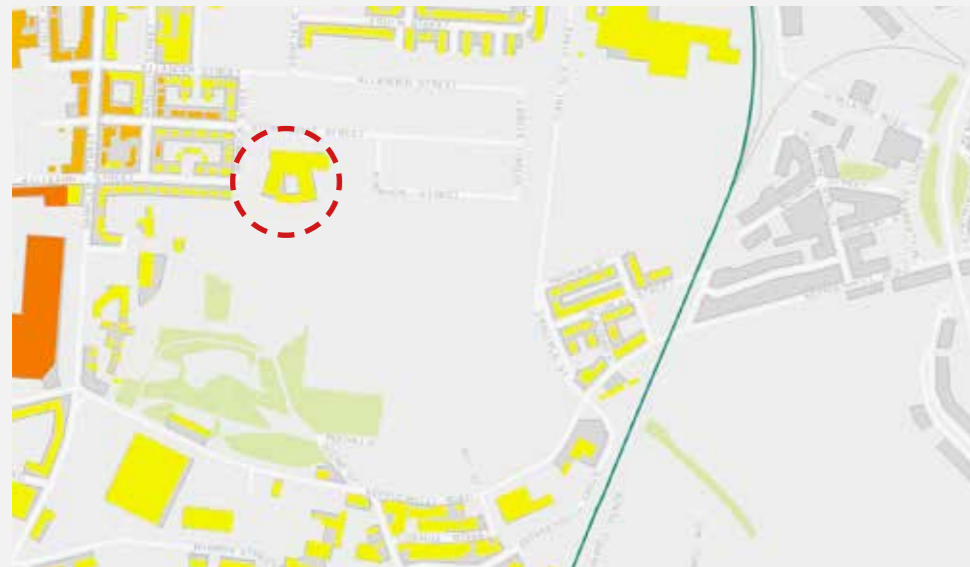
**T**

**THREATS**

As area is improved, property values could rise causing gentrification conflicts with local community  
 Anti-social issues in surrounding area may have detrimental effect

**POPULATION DENSITY**

The area to the north of Keppoch campus hosts the majority of its catchment zone. This has a low population density with an average density of 1k per km<sup>2</sup>. The lack of density and derelict land within the major routes to school can cause some safety concerns.

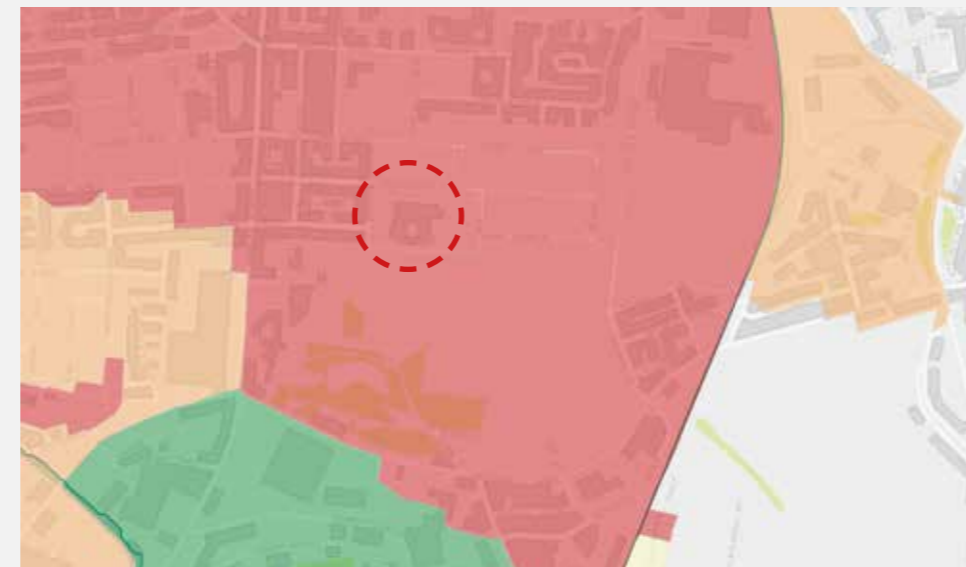


Population per km<sup>2</sup>

5k 4k 3k 2k 1k

**SIMD INDEX**

Possilpark is ranked very low in the SIMD index and is on average marked as the 12th lowest area in Scotland. The green area to the south can be read as distorted due to the area consisting mainly of an industrial built environment and hosting few residents.

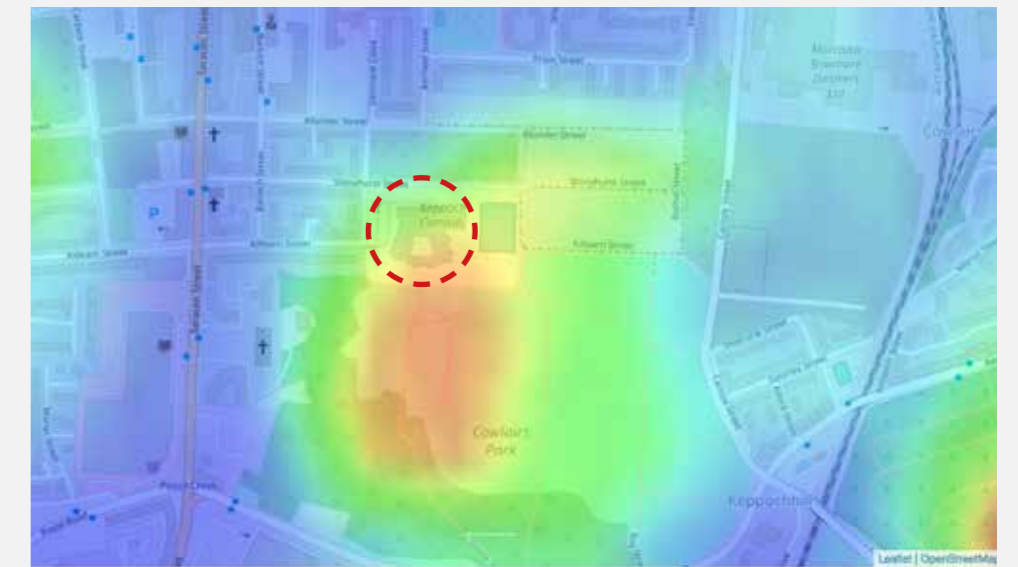


SIMD2020\_Vigintile

1-1 >1-5 >5-10 >10-15 >15-20

**TOPOGRAPHIC**

Keppoch Campus is located at the peak of a large hill with many children and residents having to climb over 20m in a short distance to reach the facility.









**POTENTIAL OPPORTUNITIES**

There is an opportunity to work with the community which have become increasingly isolated from neighbouring areas. The wide street layout is a legacy from the Saracen Foundry and its owner Walter Macfarlane who constructed this area as a ‘planned village’ to house the foundry workers.

Community has Keppoch Campus at its centre which has parents that are active on the school parent council. The area has a mixture of residential, industrial and commercial units. There is a large amount of derelict and unoccupied buildings that have been idle for a long time. There are large areas of housing made up of two storey cottage flats, terraced and semi-detached as well as tenement scale flats. Hawthorn Housing Cooperative owns and manages most of the housing in this neighbourhood. Hawthorn Care Home at Bardowie Street and Possilpoint Community Centre are other key facilities and services integral to this community.

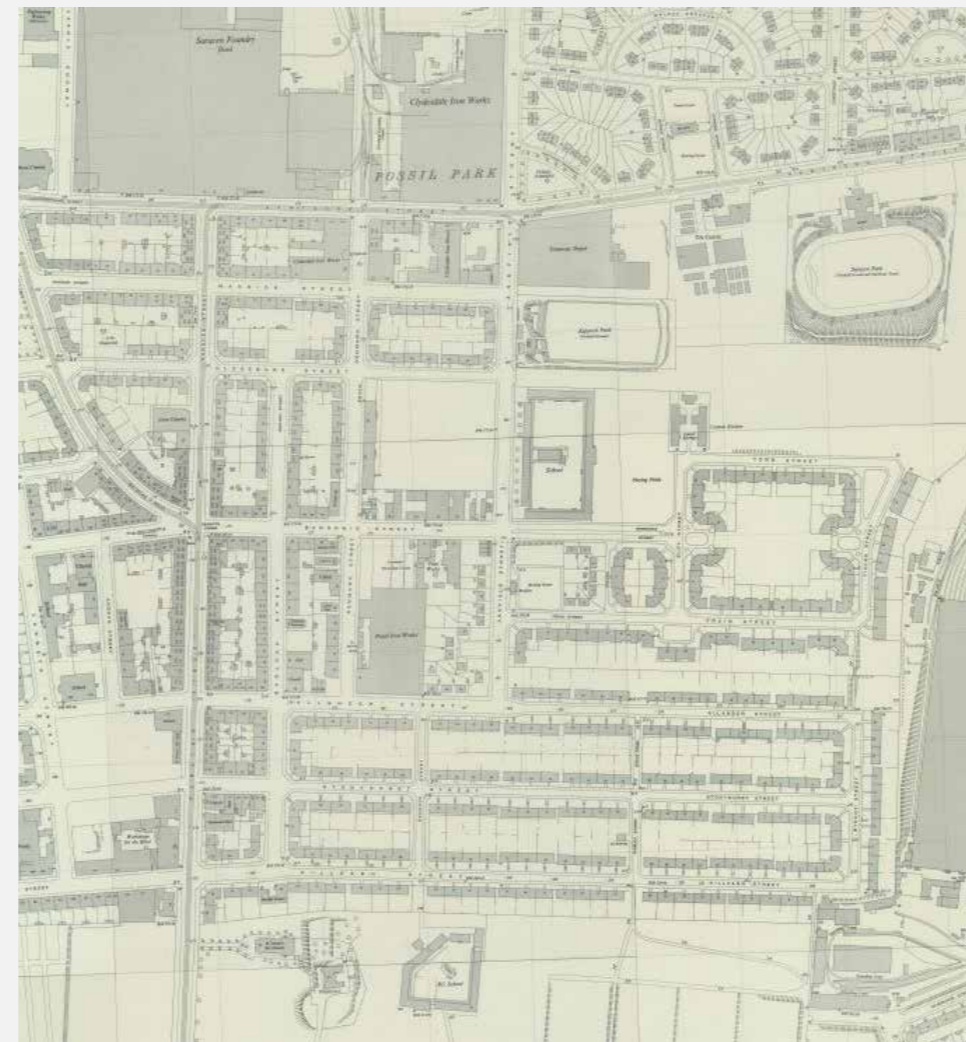
The Keppoch Campus, which is made up of St Theresa’s, Broomlea and Saracen primary schools as well as Keppoch nursery is also integral to this community. It is however, located at the top of the hill and routes to the school can be challenging. The road design is traditional with priority given to vehicles with narrow footways and very few crossing points.

There is an opportunity here to provide more space for pedestrians by extending the the existing footways and adding some interventions along the routes that would make use of extra space. Road junctions should be reconsidered, for instance adding traffic calming measures and level crossing points to allow pedestrians safer places to move and cross while reducing the space allocated to vehicles. These measures will naturally reduce vehicle speeds.















Public engagement has highlighted further ideas and issues, such as the lack of public toilets and re-purposing the derelict former Police Station as community offices. A large number of sites have been empty for a considerable time and contribute to the feeling of neglect in the neighbourhood. By working with the community, stakeholders, business owners and landlords the area could be brought to life by reinterpreting the assets that are allready there.

Better connections between the School, Saracen Street and the neighbourhood will help the area feel less isolated. The wide roads make the area feel like there is an over-provision of road space and by rebalancing the vehicle space with pedestrian space will help to make the area more welcoming. Encouraging people out of their houses and businesses can increase social interactions and contribute to a better place quality. The right provision of amenity space requires to be determined and by continuing the public engagement GCC will work with the local people to realise the appropriate interventions.

The diagram on the next page highlights some of the potential opportunities in and around the neighbourhood.



OS MAP CIRCA 1944 ILLUSTRATING STREET GRID LAYOUT

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Safe crossing points for pedestrians
-  Traffic calming
-  Rationalise car parking
-  Activating unused space
-  Street Planter
-  Way finding and signage
-  Enhanced green spaces
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm

**COMPLEXITY** ● ● ○ ○ ○

**IMPACT** ■ ■ ■ ■ □

**KEY THEMATICS** LTC / EJ / AT / SFP

**COST** £ £ £

**TIMESCALE** Short Term



**1.1**

**BARDOWIE STREET PLAYGROUND**  
 Work with project team already established and include improvements to surrounding street space (SFP)

**1.2**

**POSSILPOINT COMMUNITY CENTRE**  
 Public realm improvements to link in to proposals for new community centre (SFP)

**1.3**

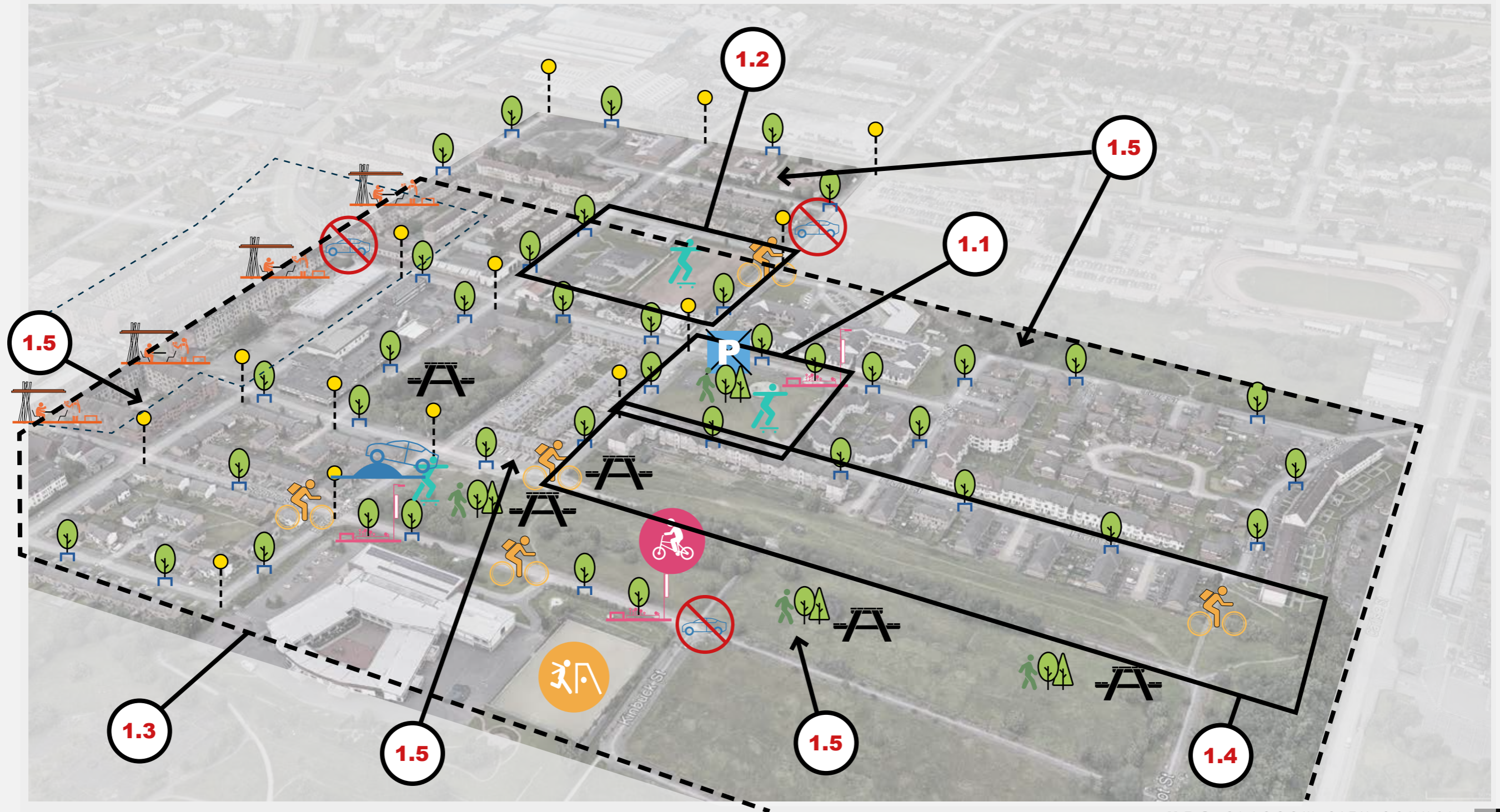
**ROUTES TO SCHOOL**  
 Public realm upgrades to improve footpaths, lighting, road crossings, traffic calming (EJ)

**1.4**

**ASHFIELD ST / KINBUCK PASSAGE / BYSHOT PATH**  
 Activating unused space and improving pedestrian connections (SFP)

**1.5**

**ACTIVATION OF UNUSED SPACE AND PUBLIC REALM IMPROVEMENTS**  
 Activating spaces and improving street and public realm quality to Allander Street, Denmark Street, Ashfield Street and Mansfield street including street narrowing, greening, cycleways (SFP)





## 1.1

**BARDOWIE STREET PLAYGROUND**

Work with project team already established and include improvements to surrounding street space (SFP)

The local community have been successful in securing funding for the redesign of the playground at Bardowie Street.. The streets around the area are of considerable width and as such there is an over provision of space allocated to vehicles.

This project will look to work with the local community to determine how best to reallocate the street space to establish an enhanced public realm. with interventions such as improved pedestrian / cycling connectivity, ensuring accessibility for all, creating safe crossing points, introducing traffic calming and rationalisation of existing car parking

This is also an opportunity to enhance existing green space and introduce new street greening such as planters and street trees to provide scale and bio-diversity habitats. New artwork and improved street lighting should also be considered.



BARDOWIE STREET PALYGROUND AT  
ASHFIELD STREET

## 1.2

**POSSILPOINT COMMUNITY CENTRE**

Public realm improvements to link in to proposals for new community centre (SFP)

Young Peoples Futures (YPF) are a group of volunteers that work with young people in communities across the north of the city. Based at Possilpoint Community Centre the group have been successful in securing funding to redesign the community centre and surrounding land into a modern development to function as an essential facility for the community.

This project will look to work with YPF, the community and other key local stakeholders to enhance the approaches to the centre from the neighbourhood and Possilpark LTC.

Street interventions should look to improve pedestrian and cycling connectivity, ensuring accessibility for all. Creating safe crossing points, introducing traffic calming and rationalisation of existing car parking is also a priority. Enhancements to the street should also include artwork, improved lighting, planting and street trees to enhance bio-diversity.



DENMARK ST / POSSILPOINT COMMUNITY  
CENTRE

## 1.3

**ROUTES TO SCHOOL**

Public realm upgrades to improve footpaths, lighting, road crossings, traffic calming (EJ)

The routes to Keppoch Campus are in poor condition. A combination of issues such as challenging topography, lack of maintenance, anti-social issues such as fly-tipping and delays to the redevelopment of the adjacent derelict land have resulted in some significant concerns being raised by local parents and the school itself. The following project (02) looks to build on some of the early work already underway within the area.

This project will look to establish longer term solutions by significantly enhancing the public realm on the approaches to the school. Interventions such as improved pedestrian and cycling connectivity, ensuring accessibility for all, the creation of safe crossing points, introducing traffic calming and rationalisation of existing car parking is a priority.



REDNOCK STREET / STONYHURST STREET



## 1.4

**ASHFIELD ST / KINBUCK PASSAGE /  
BYSHOT PATH**

Activating unused space and improving pedestrian connections (SFP)

Looking to enhance pedestrian permeability by re-establishing historic connections between Fruin Street and Allander Street within the derelict area will greatly improve access to the school and new public park planned immediately adjacent to the school.

The Byshot Path, Kinbuck Passage and the public realm at Ashfield Street are all in need of enhancing. The natural topography is seen as a barrier but it's also a characteristic of the area and as such routes should be designed to maximise the design potential and create good quality public realm.



KINBUCK PASSAGE (MARCH 2021)

## 1.5

**ACTIVATION OF UNUSED SPACE AND  
PUBLIC REALM IMPROVEMENTS**

Activating spaces and improving street and public realm quality to Allander Street, Denmark Street, Ashfield Street and Mansfield Street including street narrowing, greening, cycleways (SFP)

As already highlighted in this section, the wide streets in this neighbourhood are a legacy from the planned street layout of the workers homes for the Saracen Foundry. The images below highlight the wide streets are still very much a feature but the scale of the buildings does not create a pleasing street environment.

This project will work with the local community to bring life to the streets and look at ways the issues can be addressed. The introduction of street trees will not only help with scale, but also provide important biodiversity habitats. This could also start to redefine the character of the area.

There is ample space within the road to re-allocate more space for pedestrians and cyclists and create safe crossing points at key locations. Interventions such as these will also contribute to traffic calming. A large number of homes have drive-ways or in-curtilage parking and therefore the need for street parking is not as prominent as in other areas of the city. This can again contribute to the re-provision of road space for other uses. The neighbourhood already has a number of modal filters in place, but these need to be reviewed in relation to current traffic movements and considered for future changes in the area.

Any new interventions should also provide places to sit, play, exercise and places for art. Enhanced street lighting is also essential to improve safety.



ALLANDER STREET



ALLANDER STREET MODAL FILTER



ASHFIELD STREET



DENMARK STREET



**SITE ANALYSIS**

**Roads and Public Transport Network**

Vehicle access to the school is via Stonyhurst Street. This entrance is also used as a pedestrian entrance and as such at school drop off /pick up time it is very busy with parents parking along Stonyhurst Street. There is a stepped pedestrian entrance at Rednock Street but this entrance is not accessible for all users.

Previous consultation around the Cowlairs development has highlighted that a number of children from the local area are driven to school through concerns for their safety.

There is access to public transport on the nearby Saracen Street to the west.

**Cycle and Footpath Network**

There are no segregated cycle routes within close proximity of the school. Possilpark town centre has a number of cycle storage racks and one Next Bike rental station located at the entrance to Possil Health Centre.

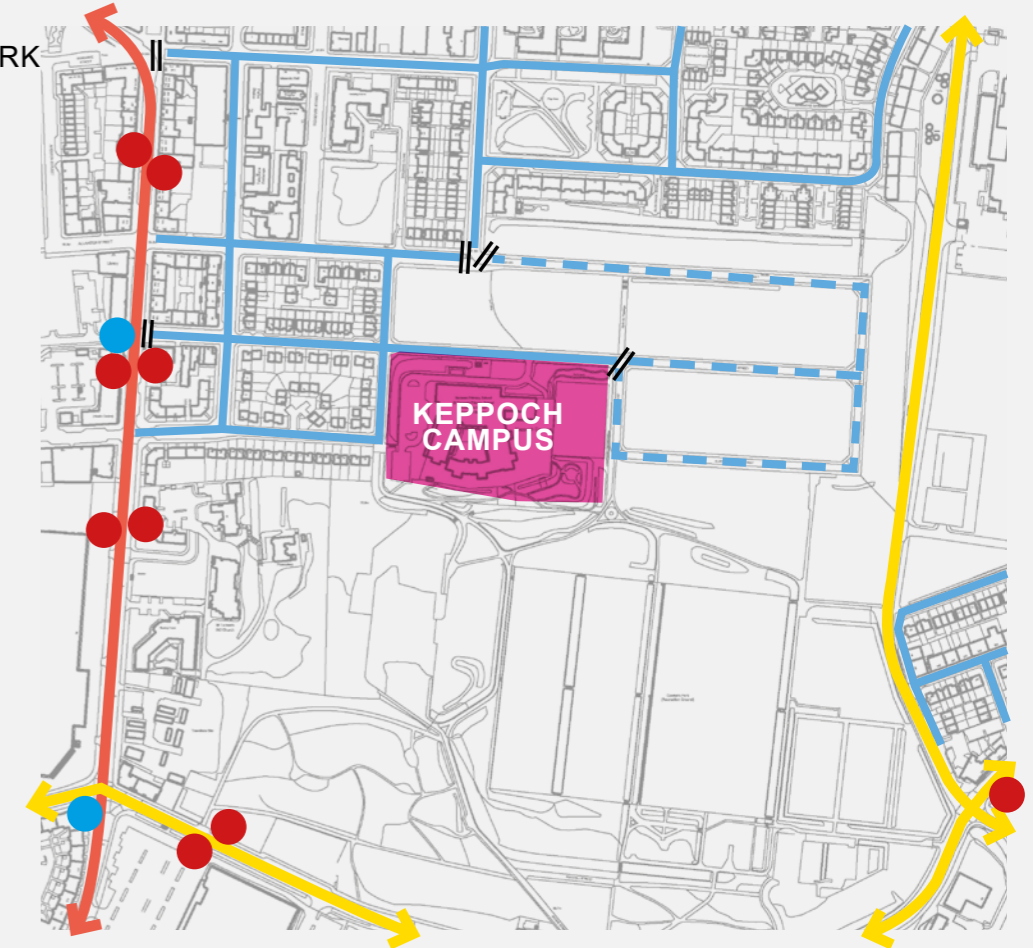
The aspirational core path network illustrated in the diagram is predominantly on public roads/footways to the north area of the school. The paths within the shaded area are within the Cowlairs development area and have not been maintained. Works to remedy this in consultation with the school and community are on-going.

**EXISTING ROUTE TO SCHOOL  
 STONYHURST STREET  
 (MARCH 2020)**



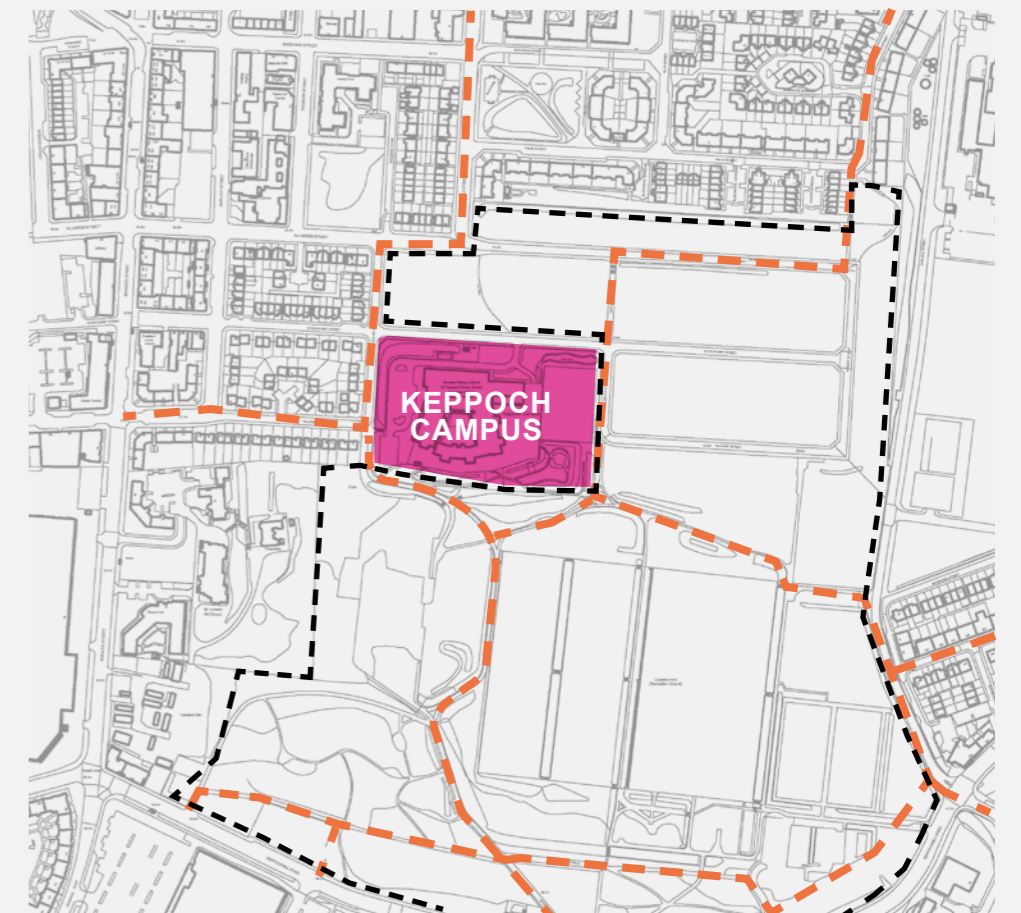
**ROADS AND PUBLIC TRANSPORT NETWORK**

- Main Distributor / Proposed City Network
- Link Road
- Local Access
- Local Access (not accessible)
- || Existing Modal Filter
- Bus Stop
- Next Bike Automated Cycle Hire Site



**CYCLE AND FOOTPATH NETWORK**

- Temporary Segregated Cycle Route
- Core Path (aspirational link)
- Future Development Area





**SITE ANALYSIS**

The open space to the immediate north, east and south of the school is made up of a mixture of derelict land, former recreation pitches and the existing Cowlairs Park which occupies 3.6 hectares adjacent to Keppochhill Road to the south.

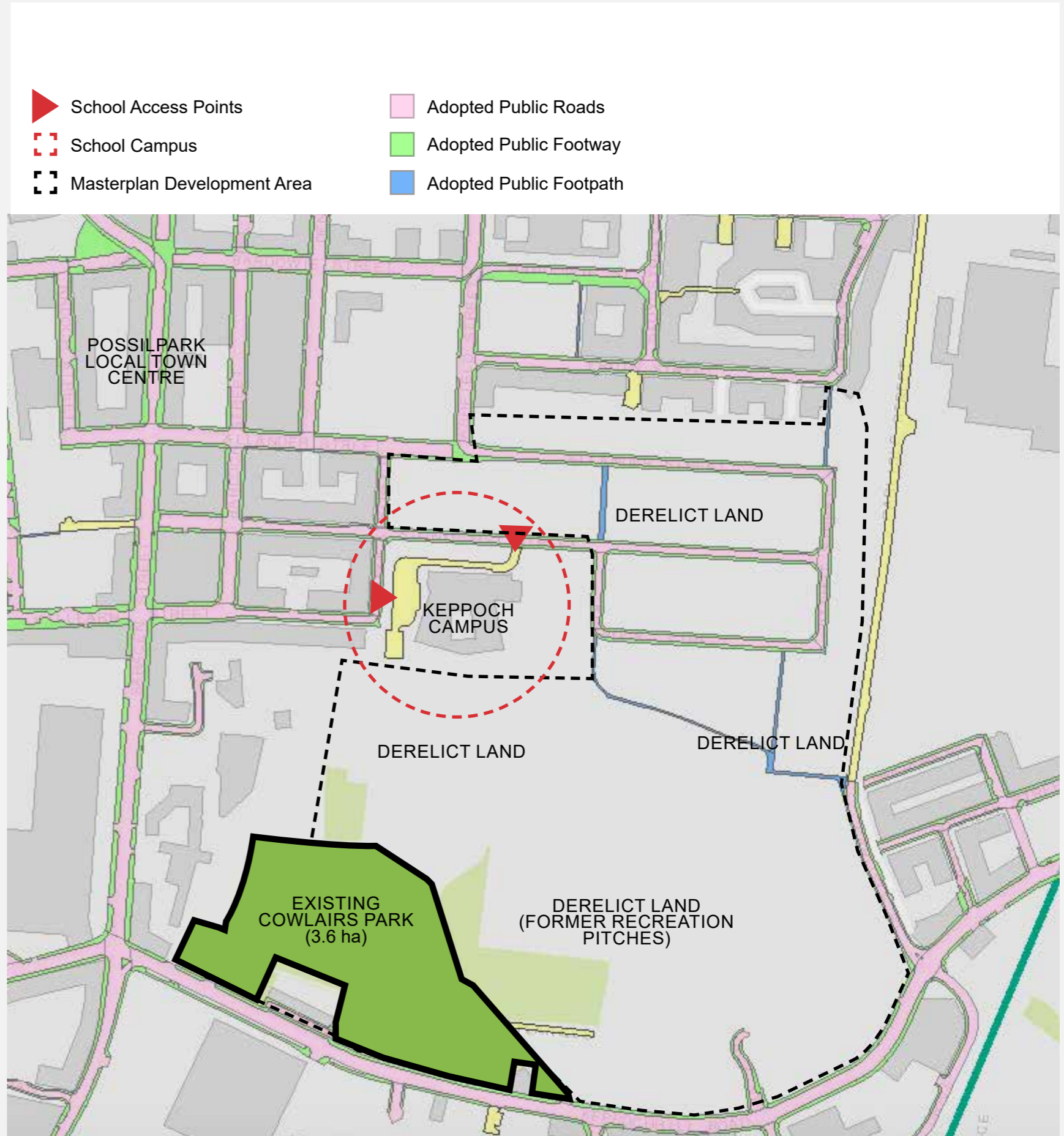
The adjacent diagram highlights the Cowlairs masterplan development area and its relationship to the school.

The footpaths through the derelict land are in poor condition with little or no lighting and no passive supervision.

Fly-tipping is a major issue in the area and a temporary CCTV camera has been installed to help improve safety and discourage anti-social behaviour.



ADOPTED PUBLIC FOOTPATH LINKING  
 KILLEARN ST TO CARLISLE ST



**S**

**STRENGTHS**

School community and local artist already engaged  
 Proximity to Saracen St (LTC) and City Network  
 Previous engagement around Cowlairs has demonstrated community willingness to see change

**W**

**WEAKNESSES**

Lack of passive surveillance  
 Large area

**O**

**OPPORTUNITIES**

Working with young people to engage and show care for project  
 Broadening horizons  
 Influencing change

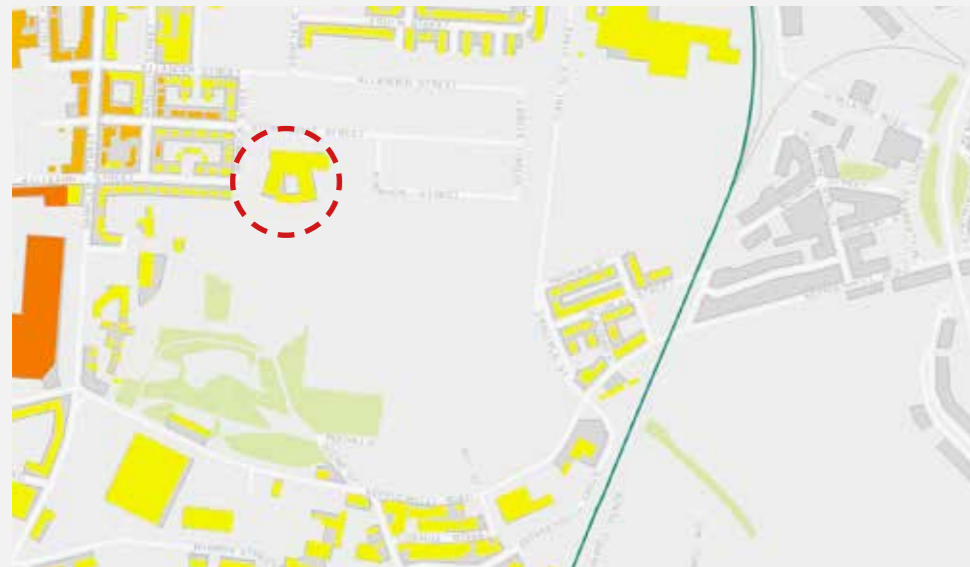
**T**

**THREATS**

Anti-social issues in surrounding area may have detrimental effect  
 Funding not being available

**POPULATION DENSITY**

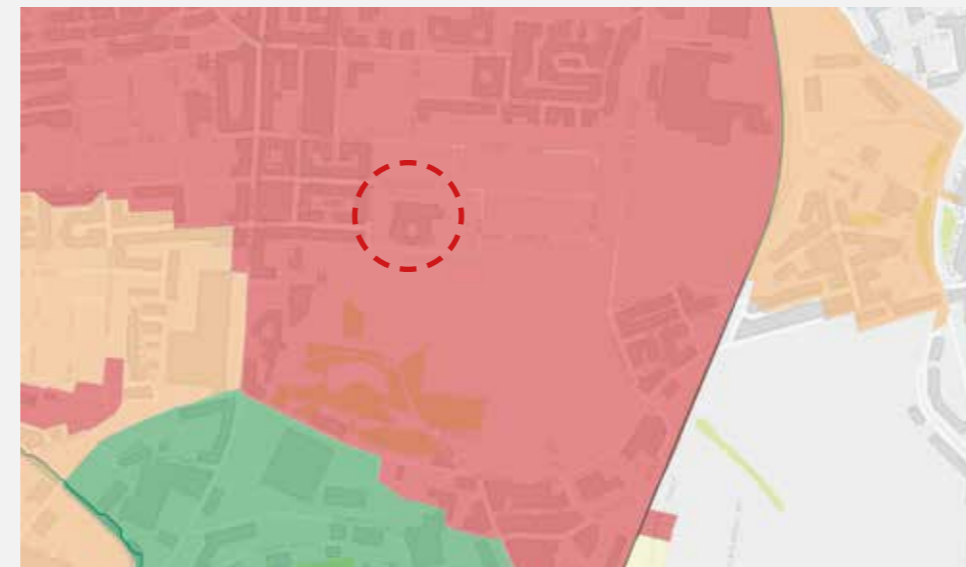
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Population per km<sup>2</sup>  
 5k 4k 3k 2k 1k

**SIMD INDEX**

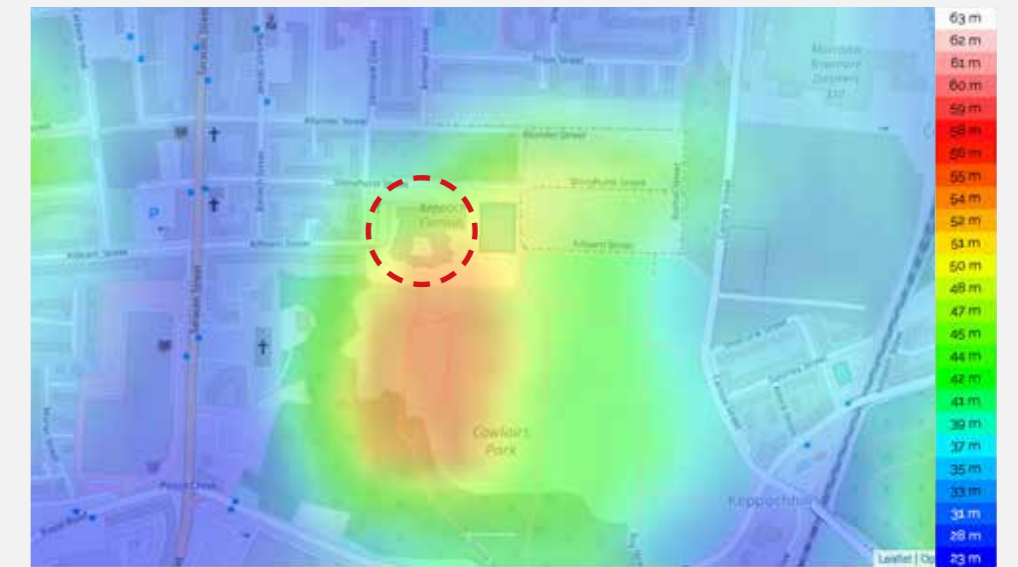
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SIMD2020\_Vigintile  
 1-1 >1-5 >5-10 >10-15 >15-20

**TOPOGRAPHIC**

Keppoch Campus is located at the peak of a large hill with many children and residents having to climb over 20m in a short distance to reach the facility.





**ENGAGEMENT SUMMARY**

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

*need dropped kerbs on Stoneyhurst Street*

**What type of intervention would you like to see?**

*dropped kerbs and cars blocking dropped kerbs*

*better lighting in area, feel unsafe to go out when it is dark*

*Why is this place of interest to you?*

*We use the park and my kids have to walk the "closed" and unmaintained streets to get to school.*

*The cycle path running through the park needs resurfaced as does the other paths leading to Keppoch Campus.*

**What type of intervention would you like to see?**

*Sustrans doing their job and fixing the cycle path they deny exists. (Its on Google maps and official council cycle routes.) Streets clean so kids have a clean, safe route to school everyday.*

**Is there anything else you would like to add?**

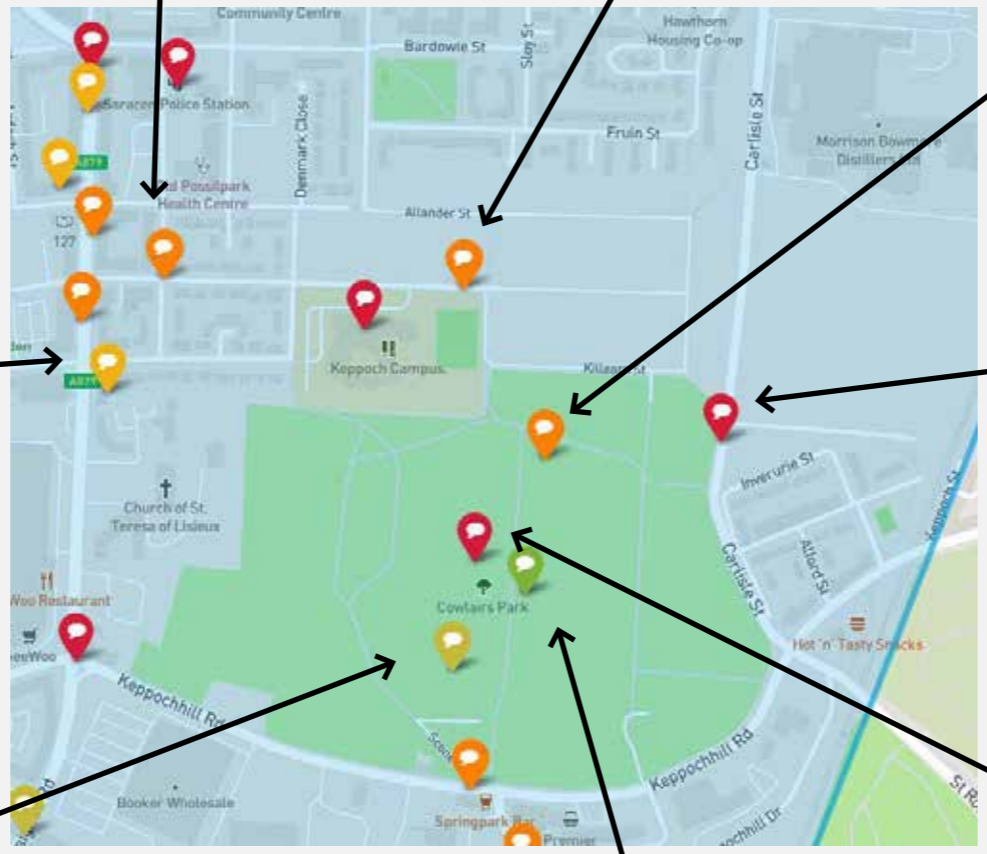
*The state of the cycle path through the park is atrocious as is the fly tipping in the area. The app to report problems needs a total overhaul as it is NOT fit for purpose. It is a total shambles!*

**What type of intervention would you like to see?**

*Hard segregation for active travel. Linking the Health Centre with the city centre*

**Is there anything else you would like to add?**

*Improved signage to the Claypits, canal, city centre to link the areas.*



*need to open community centres in possilpark*

**Why is this place of interest to you?**

*live here*

**What would you like to comment on?**

*Social Contact*

**Please provide details**

*need place that i can socialise, i am mobility issues*

**What type of intervention would you like to see?**

*more social gatherings*

*Carlisle Street has flytipping and flooding*

**What type of intervention would you like to see?**

*Prosecute flytippers, prosecute landowners for not keeping the place clean.*

**Is there anything else you would like to add?**

*Investigate making Carlisle Street a bike lane.*

*Lots of green spaces in the north are disappearing. I think this could be a beautiful green space.*

**Please provide details**

*I noticed that new homes are planned to be built over the majority of this green space. With a recognition that the new families will bring vibrancy to the area, it's really important that local people have access to quality green space, not just tiny pockets. Flytipping needs to be addressed for the families who use the park.*

**What type of intervention would you like to see?**

*Cameras to prevent flytippers. Redo the housing plans to preserve at least 50% of the green space, including the mature trees on the southern side.*

**What type of intervention would you like to see?**

*Mixed-use site with upgraded paths, improved safety and lighting for local recreation activities (e.g. walking, photography, birdwatching, bioblitzing, cycling, bmx track, skateboarding, quadbiking, allocated bonfire pit & fireworks social area with safety measures); and carefully managed conservation of a variety of habitats for e.g. bats, birds, pollinators, mammals, healthy soils, grasses, shrubs and trees to contribute to keeping carbon in the ground and limiting global warming to <1.5°C.*

**Is there anything else you would like to add?**

*Local Green New Jobs could be provided in this area with e.g. organic allotments for hyper-local produce; Deposit Return Scheme facility for recyclables including tyre re-use/upcycle/ recycle.*

*Is this even a park?*

**Why is this place of interest to you?**

*I have family in the area and would like to enjoy the park*

**What would you like to comment on?**

*Natural SpacePlay & RecreationHealth & Wellbeing*

**Please provide details**

*The park is poorly maintained, inaccessible and dangerous*

**What type of intervention would you like to see?**

*Landscaping, facilities (toilets, playground equipment)*

**Is there anything else you would like to add?**

*Cycling and wheeled access.*



## COWLAIRS MASTERPLAN AND NEW PARK

GCC have identified Cowlairs as a key site within the city and given the large amount of housing being planned in the surrounding areas, Cowlairs needs to establish its own place value and identity.

In 2019 Glasgow City Council presented a masterplan report to the Neighbourhoods, Housing and Public Realm City Policy Committee which established a vision for the development of the area. The report was approved by the committee and welcomed as a framework for the regeneration of the area.

The report and other project information can be viewed at the following link

[www.glasgow.gov.uk/cowlairs](http://www.glasgow.gov.uk/cowlairs)

GCC have subsequently prepared a 'Cowlairs Design Code' which is a means for to assist delivering the masterplan while maintaining the integrity of the project's vision. GCC understands the importance of establishing the new development within the context of Possilpark but at the same time ensuring the new neighbourhood has its own identity within the wider place. The Design Code's focus is on the sense of character and the essential design rules required to achieve this.

It's essential the development draws from its context and heritage and the design code will shine the light in the direction of some basic place principles, it is hoped that the development teams will add to this by bringing their own ideas and richness to the design.

The character of the areas within the 30 hectare site will be prescribed by their location to the surroundings to allow Cowlairs to become an integrated neighbourhood within North Glasgow. The document sets out the items that matter as a series of placemaking principles focusing around the character of areas that will define the 'look and feel' of neighbourhood. The character zones are described in the following pages.

These principles not only address attitudes to buildings, streets and open space they also define how these elements respond to their neighbors and create a dialogue between each other, as such the thresholds and spaces in between will help to establish the character of the new neighbourhood.

The creation of the design code has been a collaborative process between council departments to ensure an exemplar development for the north of the city that enhances and regenerates the established communities in and around Possilpark town centre.

Moving forward the design teams selected to deliver the new neighbourhoods will use the design code to continue consultation with the neighbouring communities and key local stakeholders. Extensive

consultation has been carried out to date and public participation is fundamental to the success of this project. By continuing engagement with the existing community the new neighbourhood will become integrated into the north.

The character zones have been conceived as a reflection of the history of the local area and the qualities of the site. They will create distinct characters that define the place quality of the neighbourhood.



DIAGRAM FROM COWLAIRS MASTERPLAN DEVELOPMENT  
AREA ILLUSTRATING PROPOSED CHARACTER ZONES



COWLAIRS DESIGN CODE  
 (REVISED JUNE 2021)



SKETCH VISUALISATION FROM COWLAIRS  
 MASTERPLAN DEVELOPMENT AREA



COLLABORATIVE ART PROJECT ST THERESA'S

The St. Theresa's parent council have brought together the school children with local artist in residence, Saffy Setohy to work on a project that helps the local children to engage more with the environment around their school.

For too long the routes to the school have been in poor repair, this project will help to raise awareness of the issues and ultimately inform the future proposals.

At the start of the collaboration the artist worked with the children to create a short film which shares their 'manifesto'. It explores their feelings, aims and wishes as pretence to them engaging with in their environment.

The film can be viewed at the following link -

<https://vimeo.com/651984196>

The next steps will be in exploring areas around the school that can be reclaimed by the children as places for them to create environments for outdoor learning and communal activities.

GCC officers are working with the group to improve the routes around the school by bringing in street greening and ensuring the footways are kept clear. There is also plans to provide some graphic interventions and work is underway to determine how this can be designed and installed.

PROPOSED LABYRINTH

The group have also discussed proposals with GCC officers about establishing a labyrinth within the proposed new park area. Early discussions have highlighted that this could be a really exciting opportunity for a meanwhile use and a focal point for engagement on the design of the new park. A stage for creating better environments for everyone to enjoy.



THE CLUB OF NATURE: A MANIFESTO  
 FILM BY THE CHILDREN OF ST. THERESAS PS



LABYRINTH AT HOLKER HALL, CUMBRIA



**POTENTIAL OPPORTUNITIES**

When given the chance, children can express their feelings better than anyone. The work already underway with the school group consisting of local artist in residence Saffy Setohy and the school pupils from St. Theresa's PS is an exciting opportunity to bring together the three key projects. Safe Routes to School, Liveable Neighbourhoods and the Cowlairs Park.

The work being undertaken by the school group is evolving the short-term solutions for the area, however we need to ensure the mid-term and long term aspirations of the areas are also realised.

The LN project can be the key link between continuing the work already underway and ultimately helping establish the long term proposals around the designs for the new Cowlairs Park.

Previous engagement has highlighted that the existing Cowlairs Park situated to the south east of the masterplan area is detached from the community and as a result, underutilised. It attracts anti-social behaviour due to the lack of overlooking and passive supervision.

The redevelopment the new Cowlairs Park immediately adjacent to the school campus presents this new public amenity space as a link between the school and the communities to the north. Much of the existing park will remain including the natural woodland that runs along the west edge of the site area acting as a natural buffer to the buildings on Saracen St.

Despite the existing derelict land and former blaes pitches being considered a 'no-go' area for many, the local community have described its importance as a special place for nature. Being one of the highest points in the north of Glasgow, Cowlairs is an ideal place for star-gazing. On a clear night the visibility is excellent due to the vastness and lack of light pollution. As a result the any proposed new lighting for the area should consider this.









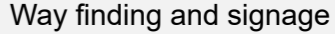





**COMPLEXITY** ● ○ ○ ○ ○

**IMPACT** ■ ■ ■ ■ ■

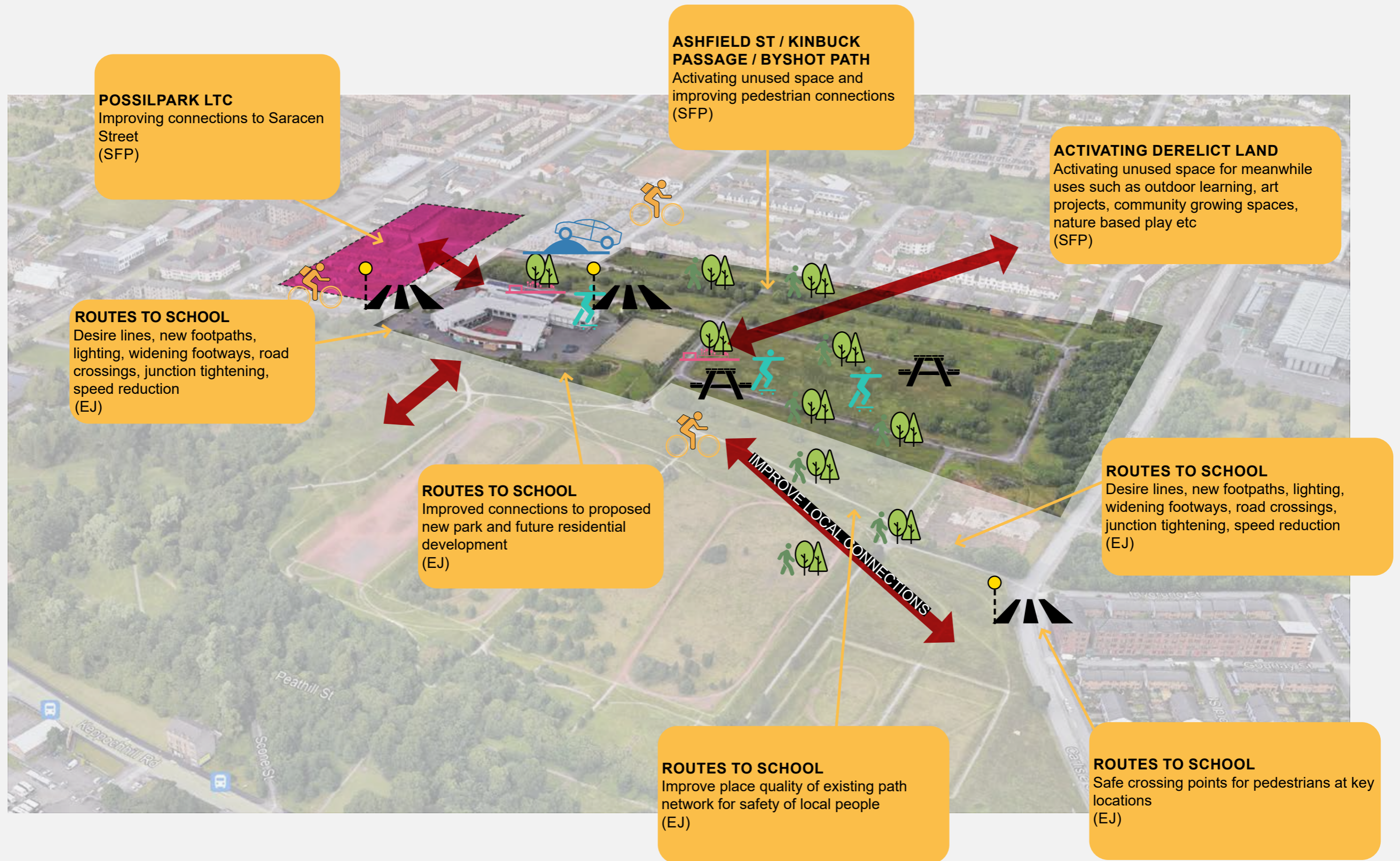
**KEY THEMATICS** LTC / EJ / AT / SFP

**COST** £

**TIMESCALE** Short Term

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Safe crossing points for pedestrians
-  Traffic calming
-  Rationalise car parking
-  Activating unused space
-  Street Planter
-  Way finding and signage
-  Enhanced green spaces
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighthouse
-  Activating Public Realm









### INTRODUCTION

Hamiltonhill is located between the areas of Maryhill and Possilpark to the north of Glasgow City Centre. The neighbourhood has a high number of gap sites resulting from housing clearances and schools being relocated. The existing housing stock is well kept with popular four in a block cottage style flats. The area has traditional ties to Saracen Street in Possilpark with more limited connections to Maryhill and the west end as southern and western edges are bounded by the Forth and Clyde Canal.

### CANAL ACTION PLAN

In 2015 the Canal Action Plan (CAP) outlined an approach to regeneration and proposed activity along the Glasgow Canal corridor over the following five years. The plan provided a programme to drive actions and to direct and align regeneration activity along the canal corridor and its neighbouring communities that was undertaken by the Glasgow Canal Regeneration Partnership in close collaboration with other public, private and community sector partners.

The Glasgow Canal Regeneration Partnership (GCRP) is a collaboration between Glasgow City Council, Scottish Canals and IGLOO Regeneration, it has the aim of regenerating and transforming the canal into a vibrant local and citywide destination. Public consultation carried out across the canal corridor led to a regeneration vision for the canal in 2007, however, since then there has been considerable change across the canal area. The GCRP and others have delivered and facilitated a range of developments - such as new housing, premises for business, cultural and arts organisations, improvement to paths and the environment. These have started to reinvigorate and reconnect communities with the canal and in so doing, the perception of the canal, as an undesirable environment that divided communities has been reversed and is now one of an attractive and unique physical asset and recreational resource with considerable regeneration potential.



### LOCAL ENGAGEMENT

In 2015 the 'What Floats Your Boat' charrette took place. The Charrette was led by Land Use Consultants with a report prepared by Kevin Murray Associates.

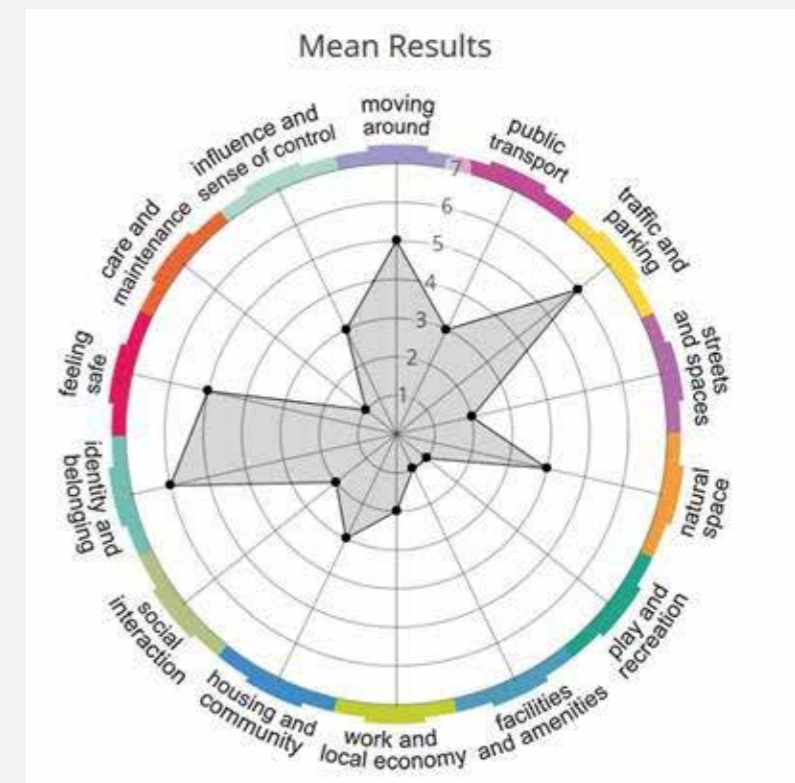
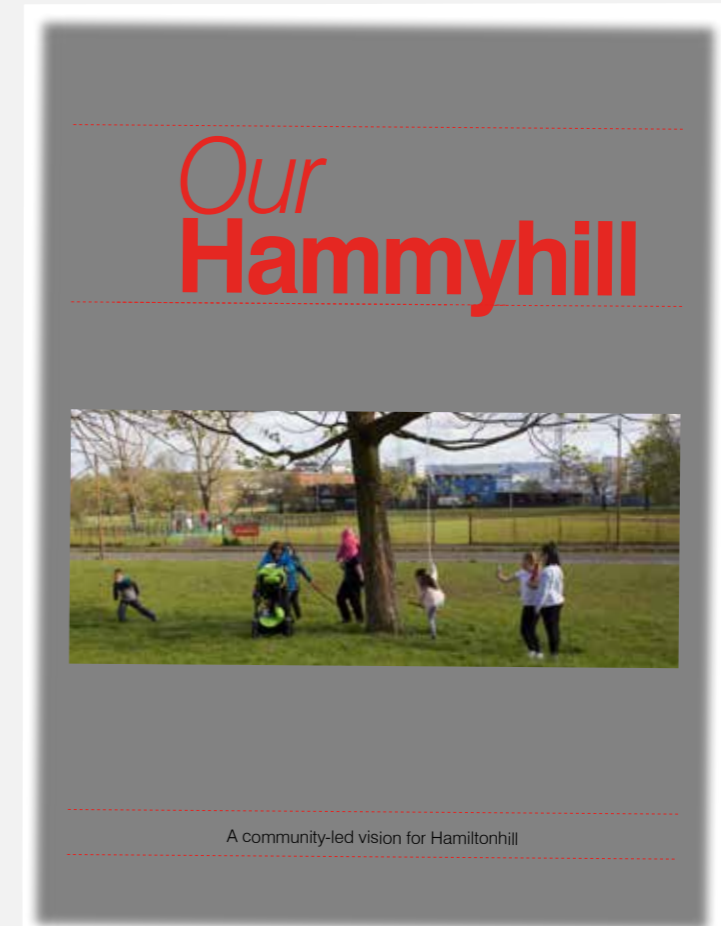
An intensive 4 day stakeholder and community consultation took place and had significant art outreach. The project established a vision that integrated Woodside, Firhill and Hamiltonhill with the canal corridor. The Charrette involved dialogue with over 300 stakeholders and members of the community and united their individual strengths to provide a cohesive development framework for the area. This set the scene and context for development proposals as they have come forward.

The charrette also provided the platform for the community to source ideas and information and to gauge public reaction to proposals which were broadly welcomed. The significant opportunities of connecting to the canal more robustly from both a physical and biodiversity/water management perspective was embraced by the event.

The charrette went on to inform the Woodside, Firhill & Hamiltonhill Development Framework.

Subsequent engagement events were held at Bardowie Mission Hall and later at Wester Common to test the proposals and gather further information and input from the communities.

There are a number of further community activities and related studies to consider, most notably Our Hammyhill which have influenced the Masterplan and are encouraged to be pursued further as the project progresses.





**HAMILTONHILL MASTERPLAN**

Following extensive engagement focused around the canal in 2018 Queens Cross Housing Association (QCHA) commissioned a masterplan report to outline a vision for Hamiltonhill that projects a thriving, well connected, fulfilled and growing community.

The new masterplan considers how best to integrate new housing and complimentary uses in relation to the specific challenges of the site and its relationship with neighbouring areas, services and facilities.

A sustainable housing mix has been identified that reflects the current demand and provides an vision for the next 10 to 15 years for Hamiltonhill through phasing, which will can be modified in response to the client's development capacities or demand. The current layout makes the case for an appropriate variety of uses and tenure that will required to deliver a sustainable urban development.

Massing, architectural design, landscaping and streetscaping have been designed in response to local planning guidance and national policy for best practice. The topography of the site and existing service layout have had significant impacts on the development proposal.

The project was undertaken in conjunction with Glasgow City Council and Scottish Canals 'What Floats Your Boat' Charrette which considered the wider environment of the north of Glasgow and broader strategic connections and challenges.

The Charrette process provided a forum to develop a coherent vision of sustainable placemaking for the north of Glasgow with a focus on Hamiltonhill and the Forth and Clyde Canal corridor. It also offered the opportunity to engage with the challenges of overcoming the barriers to the city centre from Hamiltonhill; the new pedestrian bridge and associated footpaths through the Claypits local nature reserve, which opened in 2020.

**SURFACE WATER MANAGEMENT**

Hamiltonhill is identified as a key site within the North Glasgow Strategic Water Management Strategy (NGSWMS) allowing pluvial flooding to disperse into the canal. The 'Smart Canal' project has unlocked a significant amount of development potential in the north of the city. This initiative has informed a broadened approach into a blue, green and grey active travel strategy that incorporates walk-able neighbourhoods, wildlife and biodiversity improvements and provides the basis for new pedestrian routes to and through the site.

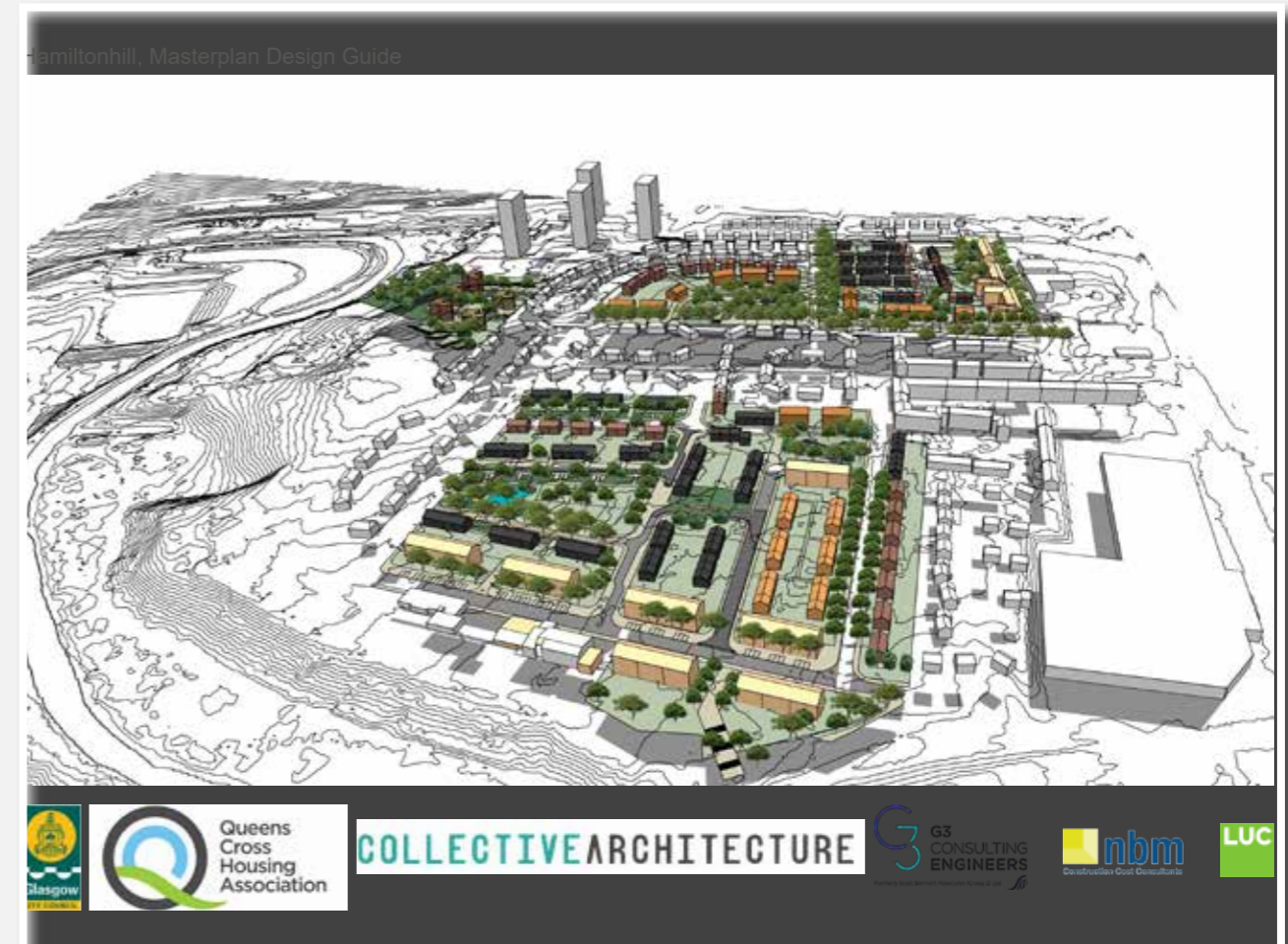
**PROPOSED DEVELOPMENT**

The proposal incorporates over 600 new dwellings made up of a combination of two storey houses and cottage flats, three storey town-houses and three, four and five storey flats, arranged in response to the existing urban grain and new parks and key streets.

Through discussions with GCC Planning a way forward has been proposed to taker the project through the planning approvals process;

- Submit a Masterplan application (approved December 2018)
- Submit a PPP application based on the approved Masterplan which would be a material consideration to the PPP
- Submit MSC applications on a phased approach based on the approved PPP and Masterplan documents

Enabling works commenced on site in 2021 during the Covid-19 pandemic.

**HAMILTONHILL  
MASTERPLAN DESIGN GUIDE**

S

STRENGTHS

Proximity to Saracen St (LTC) and City Network  
 Previous engagement around 'Our Hammyhill' has demonstrated community willingness to see change  
 Large scale housing led regeneration at Hamiltonhill and Cowlairs will bring investment into neighbourhood

W

WEAKNESSES

Large derelict sites cleared for development but have been empty for extended period  
 Lack of maintenance and investment  
 High levels of deprivation  
 Issues with routes to primary school

O

OPPORTUNITIES

Filtered permeability solutions to create a better public realm environment  
 Early engagement with community will mitigate perceived issues with gentrification etc  
 Wide roads and low density means opportunity for interventions optimised  
 Connecting up communities where there have been previous barriers (Sighthill - Possil - Hamiltonhill)  
 Opportunity to review and rework existing modal filters

T

THREATS

As area is improved, property values could rise causing gentrification conflicts with local community  
 Anti-social issues in surrounding area may have detrimental effect

POPULATION DENSITY

The population at Hamilton hill is low in comparison to Glasgow in general but ranks higher than most places with this Liveable Neighbourhood. The typical building type in the area is a 4 in a block dwelling, which consists of four, 2 bedroom flats in one block. Like most of the north, there are several large vacant gap sites however a masterplan has currently been developed.



Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

Hamiltonhill ranks higher than the rest of Possilpark within the SIMD index with higher results in income, employment, health and particularly higher in crime ranking.

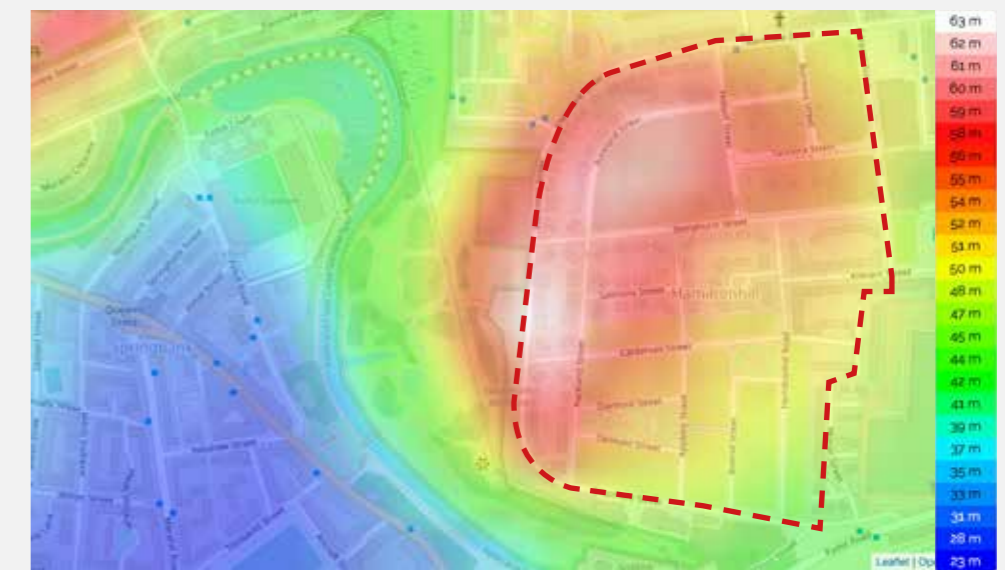


SIMD2020\_Vigintile

1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHIC

The plan below shows that Hamilton hill is developed in response to the geographic topography of the area. The areas boundary is determined by the Claypit natural reserve, sloping down to the canal on the west. Due to the topography, there are views of the city available at the nature reserve.







HAMILTONHILL  
PROPOSED MASTERPLAN

**LN OPPORTUNITIES**

There is an opportunity here to ensure the wider neighbourhood out with the masterplan development areas are enhanced to create a neighbourhood that prioritises people over vehicles. On the back of the extensive engagement and thorough site analysis already carried out in the neighbourhood, the LN project will look to continue the dialogue and improve links across the northern neighbourhoods.

The development areas defined within the Hamiltonhill masterplan establish well considered local neighbourhoods. The masterplan report has highlighted the importance of connectivity and activation with the surrounding communities. The LN project will define the areas out with the masterplan that need attention.

The LN project will work with the local residents, QCHA and local stakeholders to ensure the streets that connect this area are re-prioritised with a focus on pedestrians and wheelers. The proposals will dovetail with the masterplan works already underway ensuring the spaces outside of the masterplan development areas and amenity spaces are reconsidered.

The following lists some of the potential opportunities -

- Improved connectivity to Saracen St
- Ensuring key routes link amenity space and green networks as well as routes to school
- Looking at new opportunities or uses for vacant sites
- Enhancing pedestrian connectivity with surrounding communities such as Wester Common and beyond
- Working with existing initiatives such as The Courtyard Pantry at Wester Common and the Bardowie St Community Garden by Clay Community Church















**COMPLEXITY** ● ● ● ○ ○

**IMPACT** ■ ■ ■ □ □

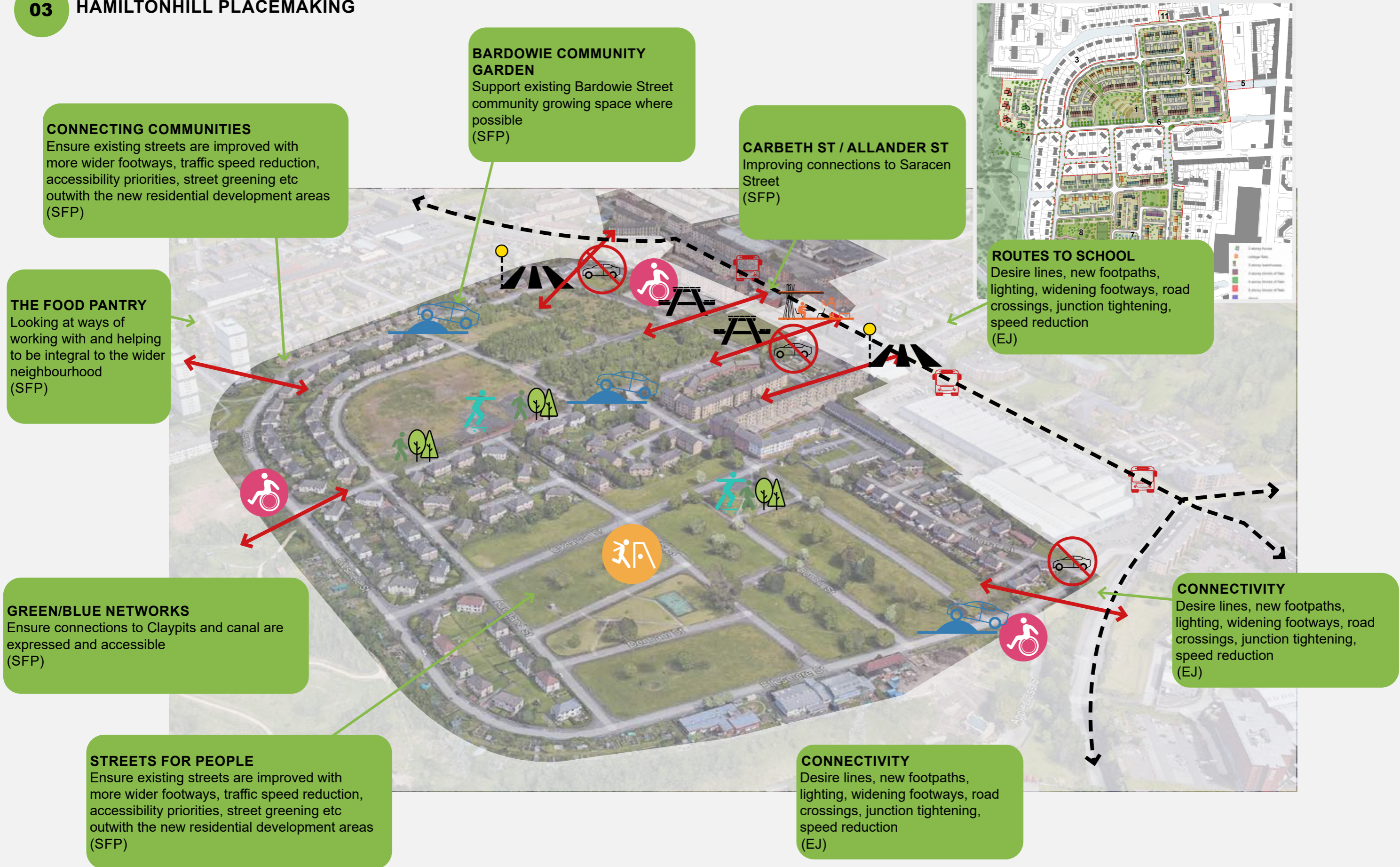
**KEY THEMATICS** LTC / EJ / AT / SFP

**COST** £ £ £

**TIMESCALE** Short Term

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Safe crossing points for pedestrians
-  Traffic calming
-  Rationalise car parking
-  Activating unused space
-  Street Planter
-  Way finding and signage
-  Enhanced green spaces
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm







**SITE ANALYSIS**

**Land Use and Built Form**

The local town centre (LTC) of Possilpark is focussed on Saracen St and Saracen Cross at the junction of Balmore Road. A large proportion of the built form is tenement scale flats with street level retail or commercial use. Saracen Cross remains as a key architectural feature defining the area to the north of Saracen Street. Some larger scale commercial areas are to the east of Saracen Street but large areas of vacant or derelict buildings and land also dominate these areas, particularly to the west of Saracen St at Ardoch and Carbeth Streets where the former school and leisure centre once stood.

**Green and Blue Network**

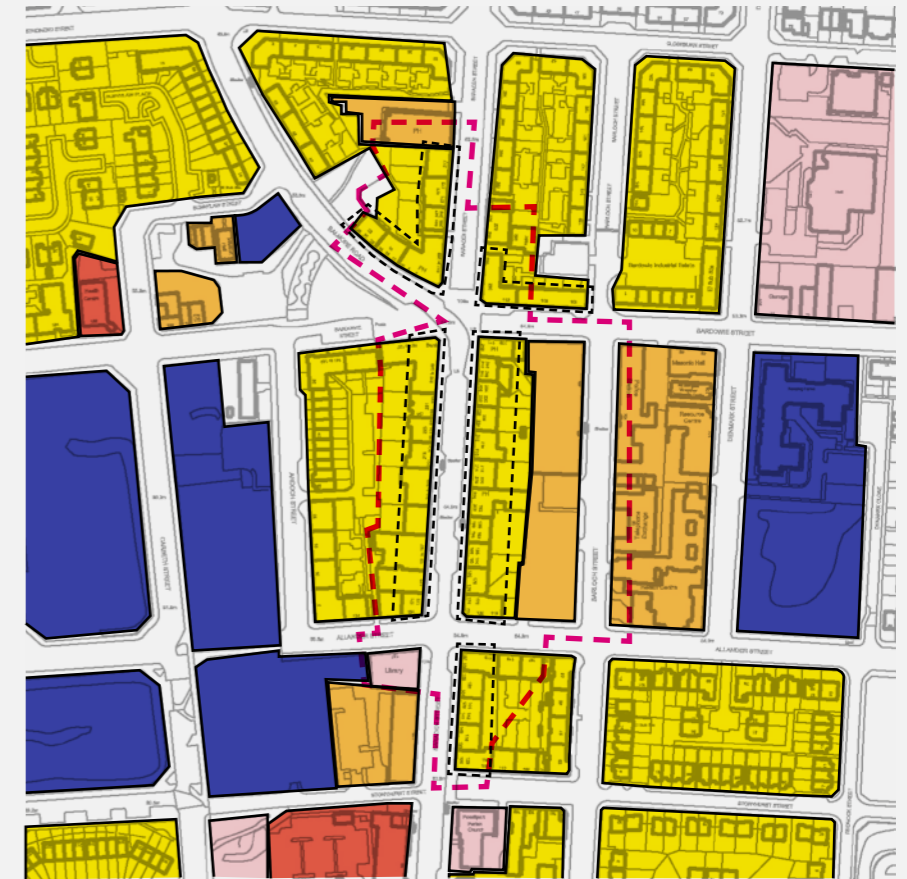
The only open space within the existing neighbourhood is Millennium Park which is immediately adjacent to Saracen Cross and Balmore Road. Despite being remodelled in recent years the public space is underutilised largely to the lack of good quality amenity it provides.

**UNDERSTANDING PEOPLE AND PLACE  
 GYM WALL POSSILPARK**



**LAND USE AND BUILT FORM**

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Possilpark LTC



**GREEN AND BLUE NETWORK**

- Open Space / Amenity
- Proposed Hamiltonhill Development Area





**SITE ANALYSIS**

**Roads and Public Transport**

The A879 is the main distributor road connecting the northern communities to the M8 motorway at Dobbies Loan. Saracen Cross is at the junction of Balmore Road and Saracen Street and is a very busy stretch of road.

The road is also an important route for public transport and has been identified as a potential 'key connector' on the proposed new City Network.

**Cycle and Footpath Network**

There are no segregated cycle routes within the local area.








The existing footways within the local town centre have been upgraded to granite and realigned around the bus-stops.

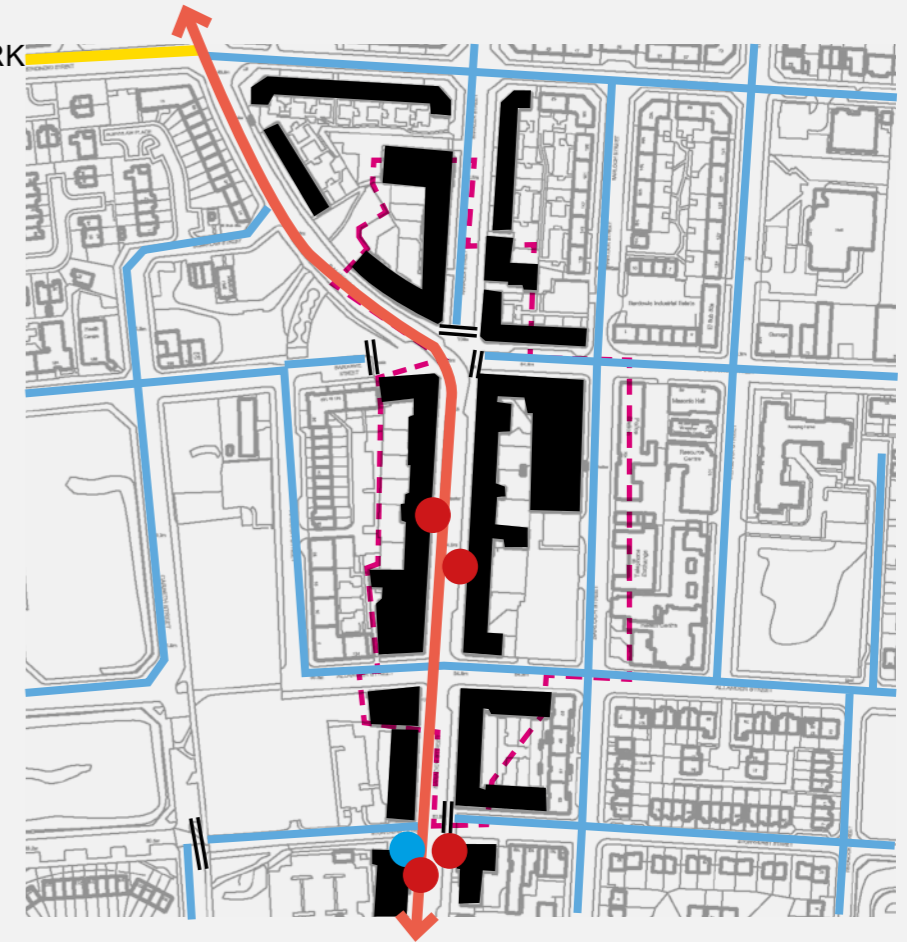
Possilpark town centre has a number of cycle storage racks and one Next Bike rental station located at the entrance to Possil Health Centre.

UNDERSTANDING OUR HERITAGE  
 SARACEN CROSS, POSSILPARK






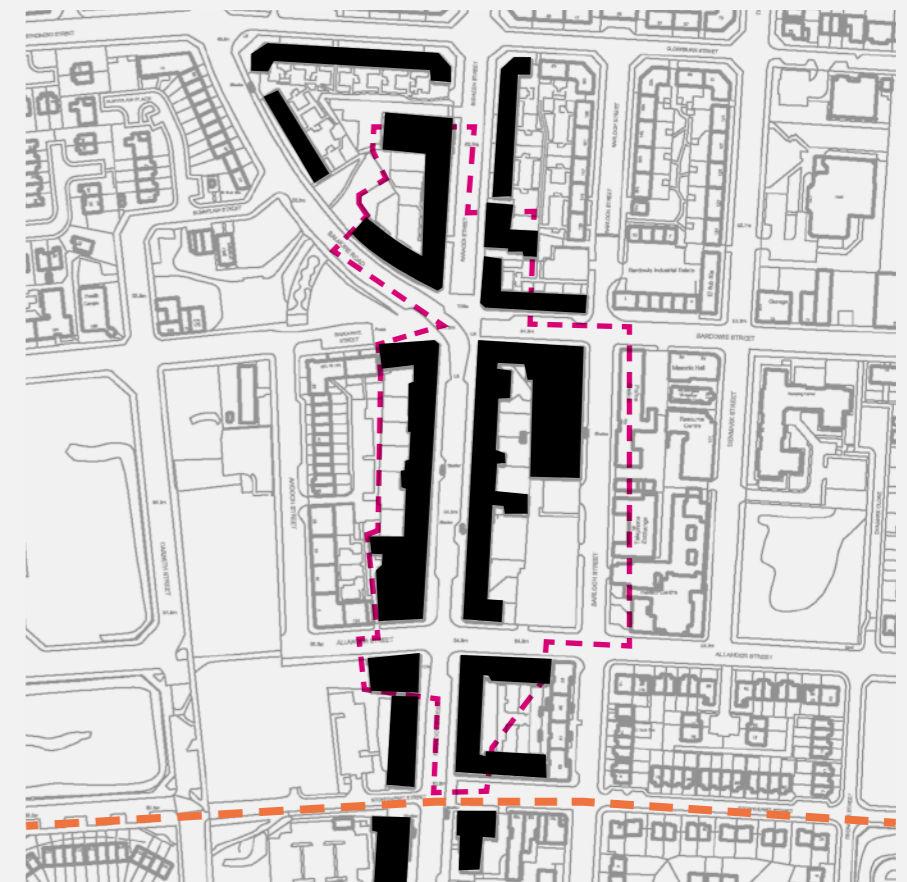
**ROADS AND PUBLIC TRANSPORT NETWORK**

-  Main Distributor / Proposed City Network
-  Link Road
-  Local Access
-  Local Access (not accessible)
-  Existing Modal Filter
-  Bus Stop
-  Next Bike Automated Cycle Hire Site



**CYCLE AND FOOTPATH NETWORK**

-  Temporary Segregated Cycle Route
-  Core Path (aspirational link)
-  Future Development Area





S

STRENGTHS

- Saracen St (LTC) on City Network
- Saracen St BID already underway including street planters and shop fronts
- Good provision of local services (Health Centre, Library, schools etc)
- Prominent housing associations (NG, QCHA, Hawthorn)
- Previous engagement around Cowlairs has demonstrated community willingness to see change
- Large scale housing led regeneration at Hamiltonhill (underway) and Cowlairs (planned)
- Very simple solutions can have a high impact output

W

WEAKNESSES

- High levels of deprivation
- High levels of anti-social behaviour
- Large derelict sites cleared for development but have been empty for extended period
- Community perception that 'nobody cares'
- Issues with routes to primary school
- Existing modal filters create a motor vehicle dominance

O

OPPORTUNITIES

- Large scale housing led regeneration at Hamiltonhill and Cowlairs will bring investment into neighbourhood
- Better modal filter solutions will create an improved public realm environment
- Early engagement with community will mitigate perceived issues with gentrification, etc
- Wide roads and low density means opportunity for interventions optimised
- Local heritage can help define character (Saracen Foundry)
- Connecting young people to other projects in the area
- Allowing people to learn new skills - art, design, painting, social

T

THREATS

- As area is improved, property values could rise causing gentrification conflicts with local community
- Anti-social issues in surrounding area may have detrimental effect
- 'Is this all were getting' attitude
- Potential lack of funding

POPULATION DENSITY

The tenements of Saracen Street create a slightly higher population density than the rest of Possil however the installation of non residential buildings and some vacant sites on the surrounding streets means the area has a lower density than it once had.



Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

Saracen Street runs north and south and ranks amongst the lowest scores in Scotland within the SIMD index.

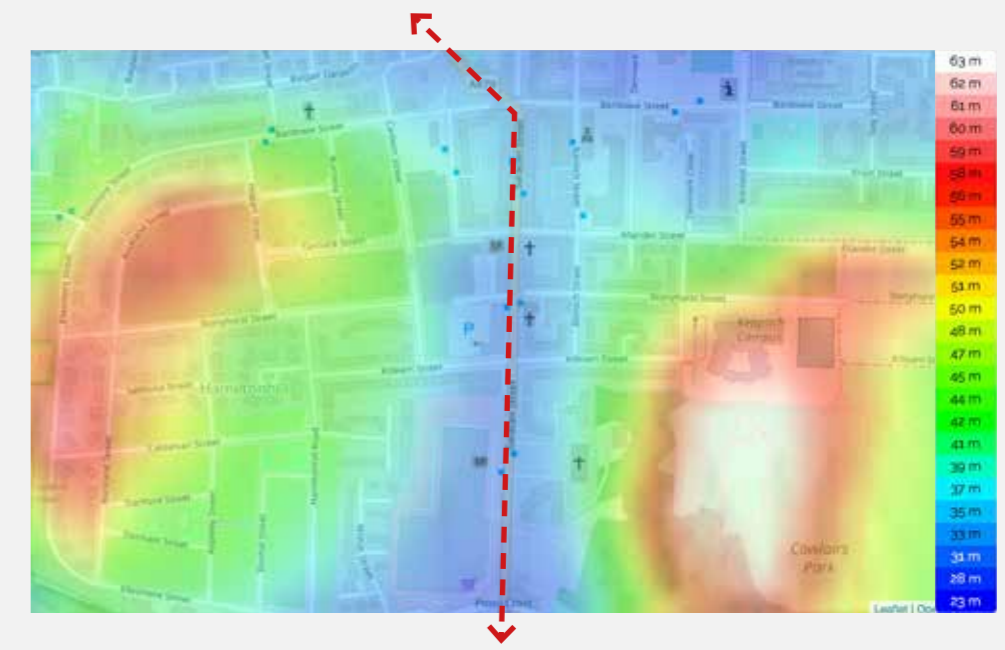


SIMD2020\_Vigintile

1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHIC

Saracen Street is flanked by the hills at Hamiltonhill and Cowlairs, west and east respectively. The topography of the street means that it becomes an excellent street for active travel to and from the north of the city.





**ENGAGEMENT SUMMARY**

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

*High level of drug dealing openly in public, Roads and Parking problems make moving about difficult and dangerous. Flooding and drainage issues every winter because of falling leaves and litter. No upkeep or cleansing maintenance.*

**What type of intervention would you like to see?**

*Graffiti removal, Pest Control, Regular Road and Pavement Sweeping and Drain Maintenance.*

**Is there anything else you would like to add?**

*Including Trees and other green type ornaments will not be fit for purpose. Will cause more problems than solutions. Will increase leaf litter debris causing drains to be blocked and pavements to become hazardous. The Row of crash barrier type plant beds are just used as ashtrays. Fly tipping from commercial properties is a nightmare.*

*There are no public fields for playing team sports like football or rugby. There is nowhere for indoor exercise and the play structures for children are run down and unlit for use during winter months.*

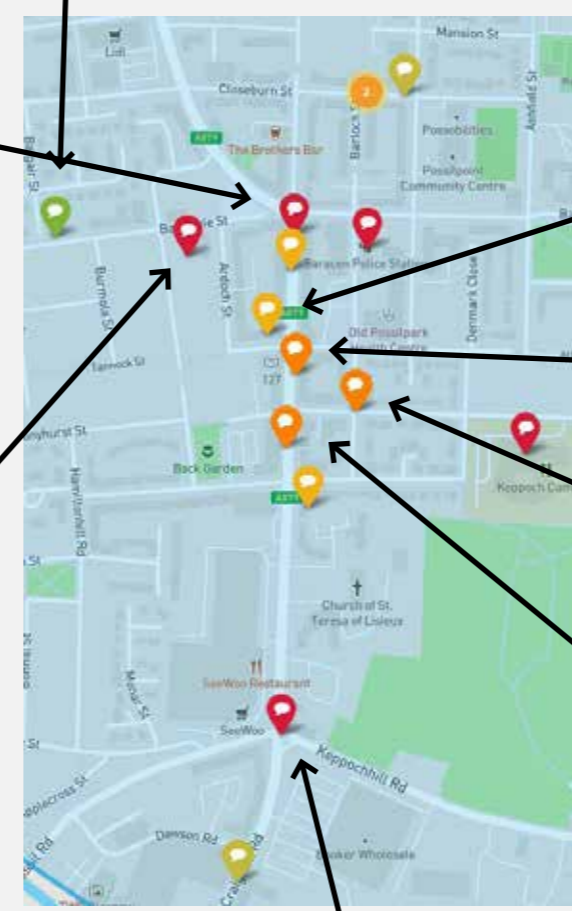
**What type of intervention would you like to see?**

*An investment in creating spaces for exercise and play both inside and outside. It would be great to have a full sized pitch for team sports and we need to have lights around our children's play areas so that they can play during the winter months.*

*community garden*

**Is there anything else you would like to add?**

*improvement of the end of Balgair Street to include greening.*



*Shannon Street and Bilsland Drive need some form of road crossing. Bilsland Drive is a very busy road with lots of traffic coming from Shannon road*

**What type of intervention would you like to see?**

*A safe form of crossing the road for children and adults*

*Filthy sidewalk, fly tipping, bins overflowing, huge potholes on road, drivers not respecting the speed limits, no trees or any green, not enough traffic lights for children of the nearby schools to safely cross the road.*

*Need dropped kerbs on Stoneyhurst Street*

**What type of intervention would you like to see?**

*dropped kerbs and cars blocking dropped kerbs*

*Segregated Cycle Space*

**What type of intervention would you like to see?**

*Hard segregation for active travel. Linking the Health Centre with the city centre*

**Is there anything else you would like to add?**

*Improved signage to the Claypits, canal, city centre to link the areas.*

*Improve junction to make it safer on bikes.*

**What type of intervention would you like to see?**

*Separate lighting for bikes, segregated infrastructure.*

**Is there anything else you would like to add?**

*improved pedestrian crossings and speed cameras*





**OPPORTUNITIES**

The stretch of Saracen Street that passes through Possilpark LTC is currently a Business Improvement District (BID) and the local stakeholders and business owners are working with the community to enhance the street quality and experience.

This is an opportunity to work with the BID team to develop the street's aspirations further and provide an improved public realm in the area immediately north of Saracen Cross.

The part of the street between Saracen Cross and Hawthorn Street was once the main approach to the Saracen Foundry. The street now has a number of empty business units as well as derelict buildings. By improving the quality of the public space, new life can come to the buildings. Overall the intention is to create a pleasing environment that isn't dominated by through traffic.

Saracen Street has been a busy traffic route for many years connecting the northern town of Milngavie to the city centre. Its has been identified as a key transport route on the proposed city network and as a result will be an important public transport hub.

As a consequence of the the east and west connections linking the primary school to Hamiltonhill, and the Claypits LNR there is conflict between various modes of transport at junctions. There is an opportunity to work with the community, businesses and transport operators to make better junctions for all modes of transport, especially pedestrians.



Glasgow North Strategic Development Framework (Draft)



Saracen St (as existing)



SIMPLE INTERVENTIONS  
RAISED PLANTING BED  
SARACEN ST B.I.D.















**COMPLEXITY** ● ● ● ● ○

**IMPACT** ■ ■ ■ ■ ■

**KEY THEMATICS** LTC / EJ / AT / SFP

**COST** ££££

**TIMESCALE** Mid Term

-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Safe crossing points for pedestrians
-  Traffic calming
-  Rationalise car parking
-  Activating unused space
-  Street Planter
-  Way finding and signage
-  Enhanced green spaces
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm



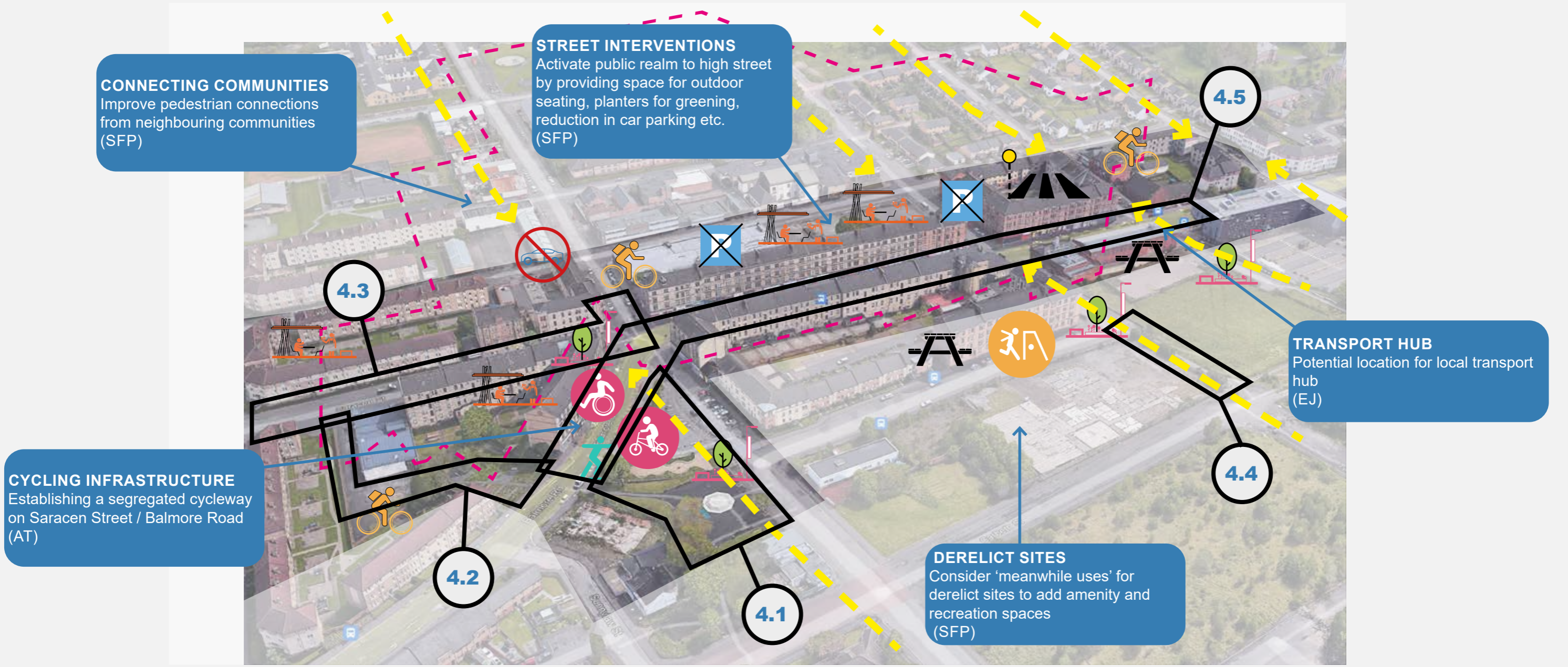
**4.1**  
**MILLENNIUM PARK REVISITED**  
 Work with local community to improve the place quality of the 'concrete jungle' (SFP)

**4.2**  
**BROTHERS PATH (BALMORE RD TO SARACEN ST)**  
 Improve path and lighting to create safe pedestrian route along desire line (SFP)

**4.3**  
**NORTH SARACEN STREET PLACEMAKING**  
 Improvements to provide reduce car space to quieter street to create more pedestrian friendly public space. (SFP)

**4.4**  
**ALLANDER ST / CARBETH ST / TANNOCK ST CONNECTION**  
 Establish a permanent connection between Hamiltonhill and Possilpark town centre (SFP)

**4.5**  
**SARACEN STREET PUBLIC REALM**  
 Further development of the Possil BID to ensure cohesive design around proposed City Network ensuring safe accessible places for pedestrians and cyclists. (LTC)





## 4.1

**MILLENIUM PARK REVISITED**

Work with local community to improve the place quality of the 'concrete jungle' (SFP)

During the on-the-street engagement sessions and the on-line PeKu event the community expressed their frustration and disappointment with Millennium Park. The community feel let down that what was originally promised was never delivered. It is just an open space with concrete objects for sitting and is described locally as 'the concrete jungle'.

Part of the problem is the lack of passive supervision in this area results in anti-social behaviour.

There is an opportunity to engage with young people to create some 'animation' to the space and bring colour and life back into an area that is currently neglected.

Through the LN programme of engagement we can determine how simple interventions might begin to change the character of the public spaces. Having the community participate in the proposals will improve civic pride and instill a sense of ownership. Simple interventions such as engaging with groups and school children to animate the 'concrete jungle' will be a simple step to helping change the area.



'THE CONCRETE JUNGLE'  
MILLENIUM PARK, SARACEN CROSS



EXAMPLE OF SIMPLE INTERVENTION  
PAINTED BOLLARD  
GLASGOW SCIENCE CENTRE

## 4.2

**BROTHERS PATH (BALMORE RD TO SARACEN ST)**

Improved path and lighting to create safe pedestrian route along desire line (SFP)

Working with Friends of Possilpark community group to establish a safe permanent link at the path between Balmore Road and the north end of Saracen Street.

The link will improve permeability in an area where it is currently very poor. It will also help activate the derelict site at Blamore Road and activate the space behind the Brothers Bar and tenement flats facing onto Closeburn St.





## 4.3

**NORTH SARACEN STREET  
PLACEMAKING**

Improvements to provide reduce car space to quieter street to create more pedestrian friendly public space.  
(SFP)

The length of street north of Saracen Cross to Hawthorn Street was formerly the approach to the Saracen Foundry. In recent years this has become neglected and a number of buildings have fallen into disrepair.

By working with the community and local business owners to creating a better quality street environment the adjacent building could be revitalised to establish a thriving quiet street with street furniture, pedestrian priority, greening etc.



## 4.4

**ALLANDER ST / CARBETH ST /  
TANNOCK ST CONNECTION**

Establish a permanent connection between Hamiltonhill and Possilpark town centre (SFP)

This vital link connects Saracen Street to Hamiltonhill. It also separates the site that was the former secondary school so by establishing a permanent pedestrian route this connection can be safe guarded as the surrounding sites are developed



## 4.5

**SARACEN STREET PUBLIC REALM**

Further development of the Possil BID to ensure cohesive design around proposed City Network ensuring safe accessible places for pedestrians and cyclists.  
(LTC)



ARTISTS IMPRESSION OF SARACEN ST  
(GLASGOW NORTH SDF)

The Possil BID has already made progress in bringing the local business community together to make improvements to the local high street.

This aim of this project is to work with the BID team and define what further improvements and changes can be made to establish Possilpark and Saracen Street as a thriving local town centre.



**SITE ANALYSIS**

**Land use and Built Form**

This isolated community is predominantly made up of terraced housing with off street parking interspersed between tenement flats and a more recent flatted development bordering Keppochhill Road. The ground floor of which is currently the regional office for Quarriers Glasgow.

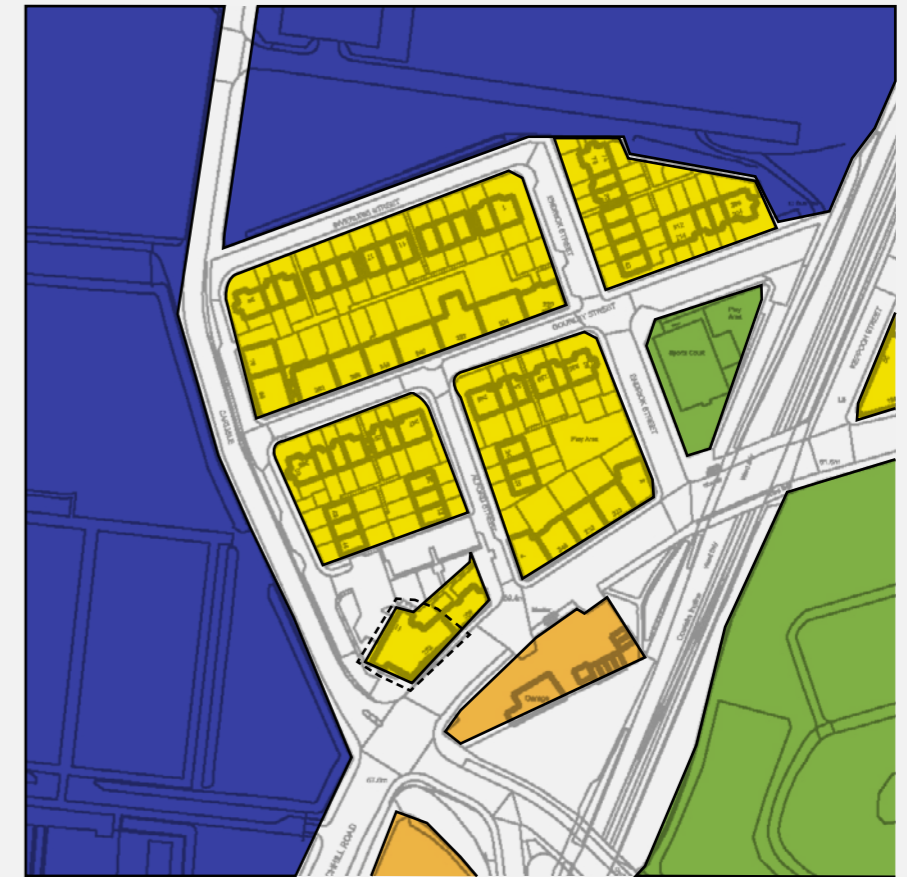
**Green and Blue Network**

The residents in this community associate with the natural landscape that has evolved on the derelict land at Cowlairs on the opposite side of Carlisle Street. Immediately to the east is the railway corridor which also functions as part of the city's green network.

There is a floodlit multi-use games area at the east end of Gourlay Street which serves as a some amenity for the community.

**LAND USE AND BUILT FORM**

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Possilpark LTC



**GREEN AND BLUE NETWORK**

- Open Space / Amenity
- Biodiversity corridor (Railway)
- Proposed Cowlairs Development Area
- Proposed Carlisle St Development Area



**SITE ANALYSIS**

**Roads and Public Transport**

This community is somewhat sepoerated from the road network. Inverurie St and Gourlay St do not access Carlisle St as a result of the existing double road layout (image below) which gives in an excessive amount of space allocated vehicles. The central barrier acts to move pedestrians to the crossing points at Keppochhill Road or the dropped kerbs to the north of the area.










The former railway bridge to the east of Gourlay Street was removed during the Edinburgh to Glasgow Improvement Programme (EGIP) further isolating this community from the neighbourhoods that surround it.

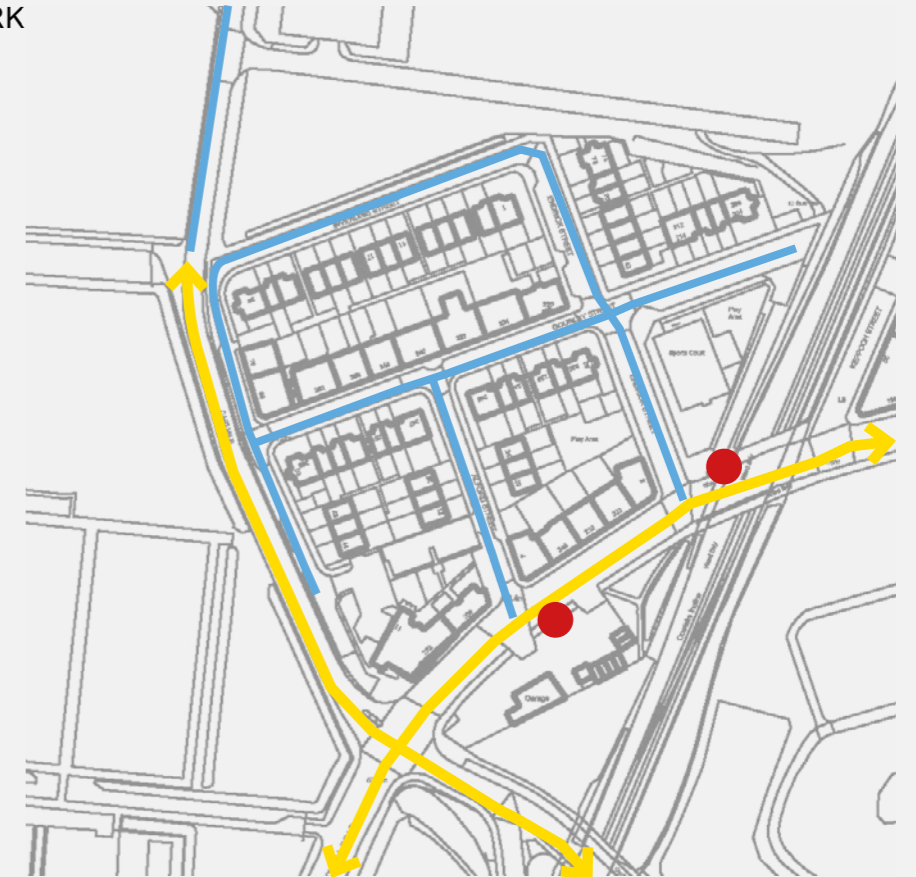
All of the terraced houses in the neighbourhood have surface car parking. The remaining flats rely on street parking.

**Cycle and Footpath Network**




There is an existing core path running along Gourlay Street which was once a connection over the railway bridge. The new St Rollox Drive to the south has a core path and segregated cycleway that links to the new development at Sighthill, as well as east to Springburn Road.

**ROADS AND PUBLIC TRANSPORT NETWORK**

-  Main Distributor / Proposed City Network
-  Link Road
-  Local Access
-  Local Access (not accessible)
-  Existing Modal Filter
-  Bus Stop
-  Next Bike Automated Cycle Hire Site



**CYCLE AND FOOTPATH NETWORK**

-  Segregated Cycle Route
-  Core Path Network
-  Future Development Area





**ADJACENT DEVELOPMENT AREAS**

**Cowlairs Masterplan**

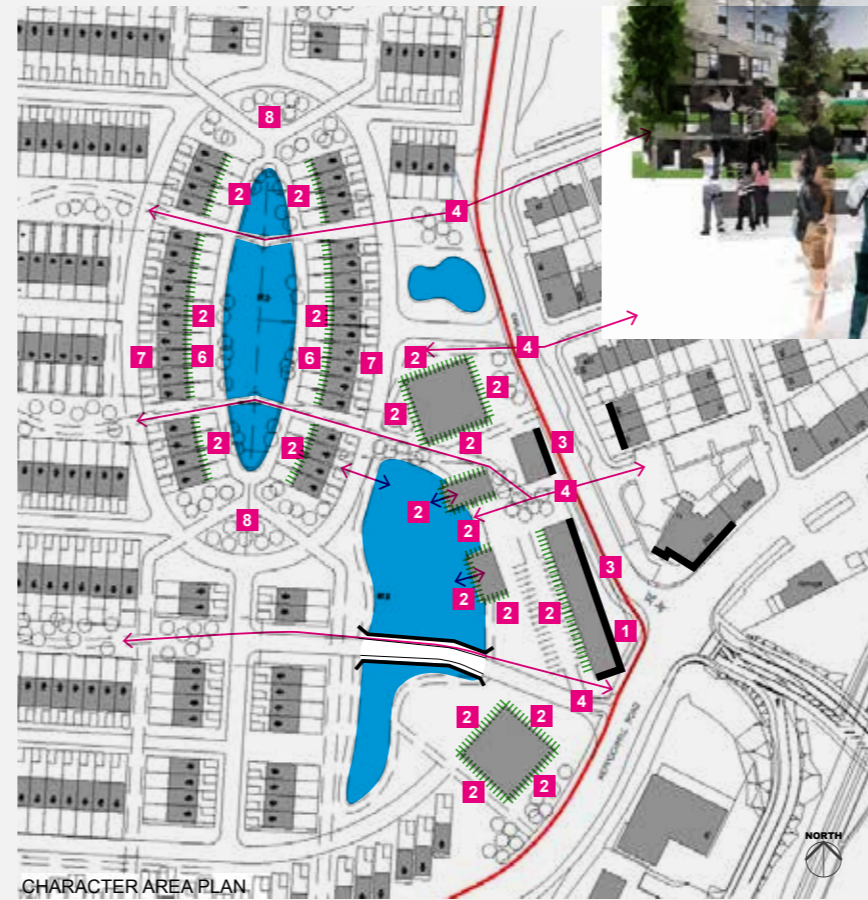
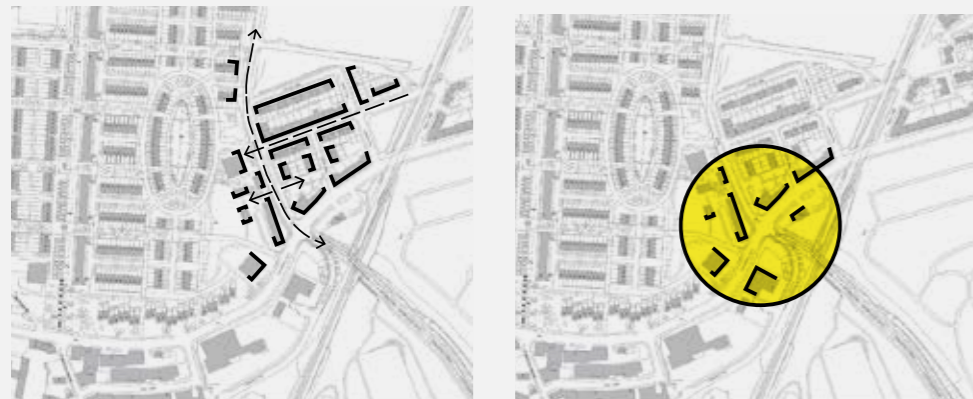
As part of the vision for the Cowlairs development GCC established a series of 'place principles' to help define the new neighbourhood and how it connects to the surrounding communities. Recognising that the residential streets west of the railway are increasingly isolated, the masterplan proposes a series of strategies to join the two neighbourhoods.

These diagrams illustrate the proposal to redefine the junction of Keppochhill Road, Carlisle Street and St Rollox Drive and establish a new urban cross. Larger scale buildings will occupy the cross and any retail provision will be located at street level. The layout of the new building to the west of Carlisle Street will correspond to the existing built form to the east. A sketch visualisation (below) gives an indication of the vision.

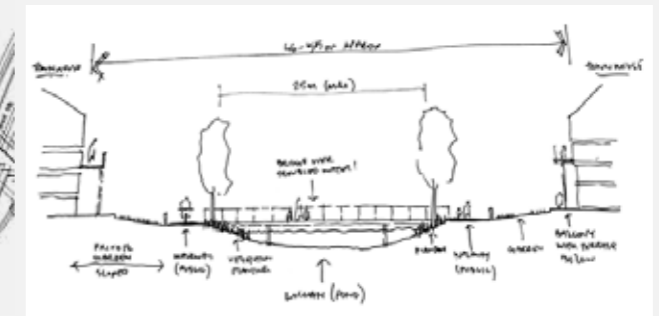
More information on the GCC vision for Cowlairs is outlined in section 02.

The Cowlairs masterplan report and other project information can be viewed at the following link

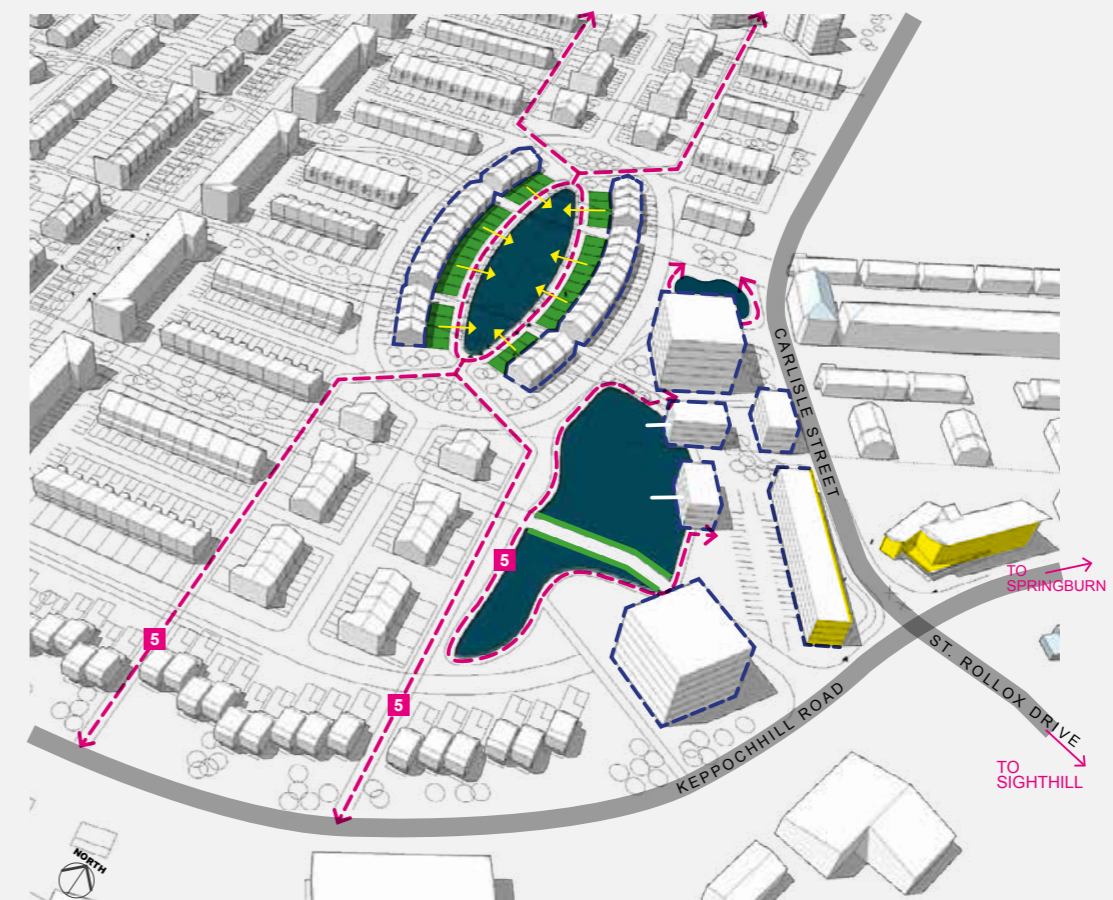
[www.glasgow.gov.uk/cowlairs](http://www.glasgow.gov.uk/cowlairs)



*'Keppoch Cross'*



- 1. Retail Unit / Shop
- 2. Prominent Elevation
- 3. Key Street Elevation
- 4. Physical Pedestrian Connection
- 5. Active Travel Routes
- 6. Front garden
- 7. Rear garden
- 8. Amenity / Play / Recreation (Programmed)





**90 Carlisle Street Site**

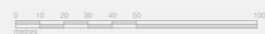
The privately owned site has received planning consent for a 'big box retail' development in 2009. This development was never delivered and the approval has since lapsed. The community have expressed their frustration at this development never proceeding.

Subsequently the land owners have submitted a PPP application to the Council for a mixed use development consisting of up to 300 residential units, 1500sm of commercial/industrial units and associated access as well as infrastructure and landscaping. The local community have expressed some concerns around this proposal at the LN engagement events as they feel consultation from the development team has not been sufficient.



**KEY**

- EXISTING TREES
- PLAY AREA
- PROPOSED TREE
- PROPOSED CYCLEPATH
- EXISTING CYCLEPATH
- PROPOSED HEDGE
- MULTI-USE GAMES AREA
- COMMUNITY GARDEN



**HYPOSTYLE**  
 HYPOSTYLE Architects  
 www.hypostyle.co.uk

49 St. Vincent Crescent G3 8ND  
 Glasgow G3 8ND  
 Edinburgh 4 Sandport Place EH6 6EU

**Albermarle Glasgow 2012 LLP & Dalesford Estates Ltd.**

**Carlisle Street Glasgow**

**Illustrative Layout Plan**

Scale 1:1000  
 Sheet A1  
 Date 11.3.21  
 Checked JG  
 Date 11.3.21

3662 AL(Sk)202 G



**S**

**STRENGTHS**

Large scale housing led regeneration at Cowlairs will bring investment into neighbourhood

Adjacency to new Sighthill park will provide access to amenity space once open (autumn 2021)

**W**

**WEAKNESSES**

Large derelict sites cleared for development but have been empty for extended period

Isolated community due to location and ward boundaries

Issues with routes to primary school

**O**

**OPPORTUNITIES**

Filtered permeability solutions to create a better public realm environment

Early engagement with community will mitigate perceived issues with gentrification etc

Wide roads and low density means opportunity for interventions optimised

Connecting up communities where there have been previous barriers (Sighthill - Possil)

Opportunity to establish a new 'urban cross' at junction or Carlisle St and Keppochhill Rd

**T**

**THREATS**

Anti-social issues in surrounding area may have detrimental effect

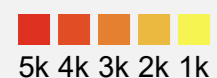
Large development site immediately north not yet defined

**POPULATION DENSITY**

Keppochhill Cross has a low density which is unusual for the building type, considering there are rows of tenements on Gourlay Street and on Keppochhill Road. The rest of the area is made up of low density terrace housing.

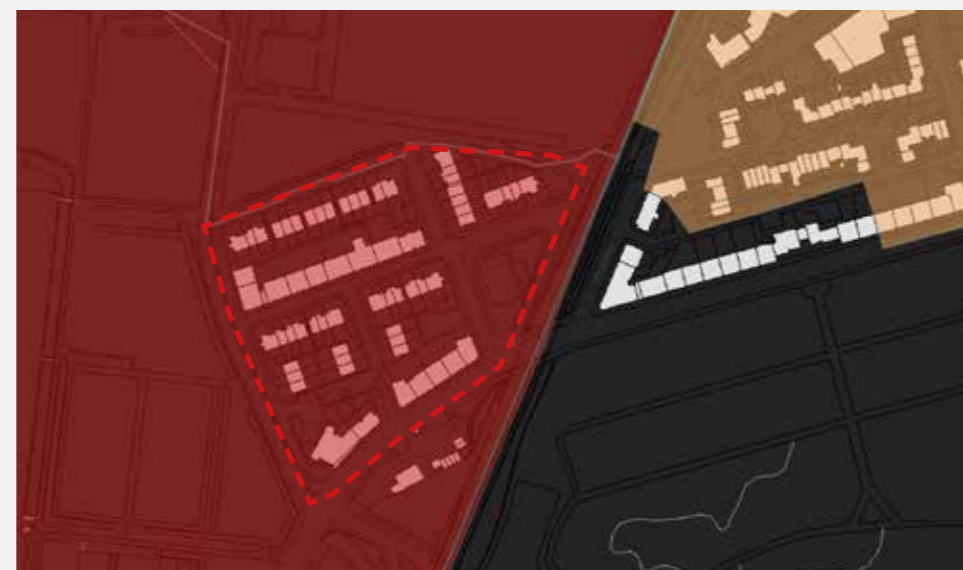


Population per km2

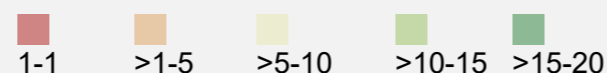


**SIMD INDEX**

Like most of this Liveable Neighbourhood area, Keppochhill Cross ranks low in the SIMD index. Unfortunately the neighbourhood is quite isolated and most area near by also have a low ranking. Efforts must be made to make improvements in the area and create better connections to nearby local neighbourhoods.

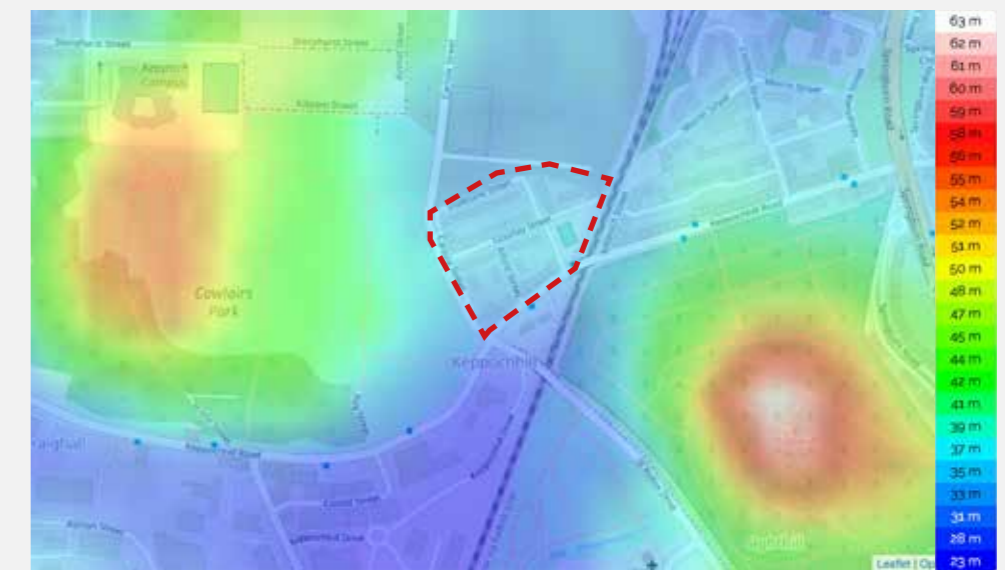


SIMD2020\_Vigintile



**TOPOGRAPHIC**

Keppochhill Cross sits in a valley between the peaks at Sighthill and Cowlairs. The nature of the topography allows for potential active travel connections to the city centre and north east of the city.



**ENGAGEMENT SUMMARY**

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

*We use the park and my kids have to walk the "closed" and unmaintained streets to get to school.*

*The cycle path running through the park needs resurfaced as does the other paths leading to Keppoch Campus.*

**What type of intervention would you like to see?**

*Sustrains doing their job and fixing the cycle path they deny exists. (Its on Google maps and official council cycle routes.) Streets clean so kids have a clean, safe route to school everyday.*

**Is there anything else you would like to add?**

*The state of the cycle path through the park is atrocious as is the fly tipping in the area. The app to report problems needs a total overhaul as it is NOT fit for purpose. It is a total shambles!*

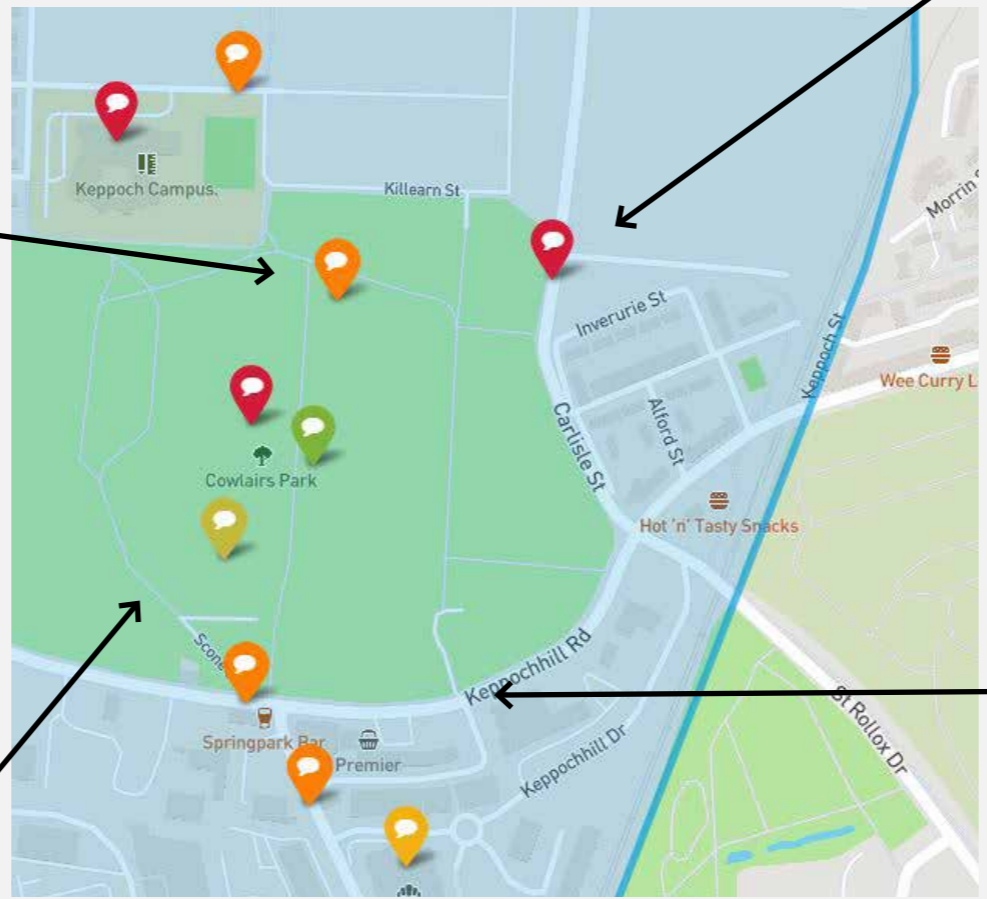
*The park is poorly maintained, inaccessible and dangerous*

**What type of intervention would you like to see?**

*Landscaping, facilities (toilets, playground equipment)*

**Is there anything else you would like to add?**

*Cycling and wheeled access.*



*Carlisle Street has flytipping and flooding*

**What type of intervention would you like to see?**

*Prosecute flytippers, prosecute landowners for not keeping the place clean.*

**Is there anything else you would like to add?**

*Investigate making Carlisle Street a bike lane.*

*Litter and untidiness of Keppochhill Road*

**Why is this place of interest to you?**

*I use this road both walking and driving*

**What would you like to comment on?**

*Identity & Belonging Natural Space, Streets & Places, Moving Around*

**Please provide details**

*This road space is very poorly maintained past the residential flats. There are areas of grass/trees with old rubbish dumped around buildings. There is no maintenance to shrubs and grass areas as well as no maintenance of weeds on and around parts of the pavement. There is a few shops that have dumped litter and are derelict.*

**What type of intervention would you like to see?**

*Environmental maintenance regularly and rubbish removed. Hedges cut away from the pavement to allow access for walking. No shops dumping trade waste in the street or side of building. Shop fronts maintained and made safe. Potholes made good.*





**LN OPPORTUNITIES**

Opportunity to work with the community who have become increasingly isolated from neighbouring areas.

Some of the children in this community attend school at Keppoch Campus and have parents that are active on the school parent council. Concerns have been highlighted about the inferior routes to school as well as Possilpark as it's local town centre.















There is an opportunity to improve the streetscape to create a better quality public realm and add interventions that enhance the neighbourhood. Working on improving the routes to Possilpark as well as connections along Keppochhill Road towards Springburn will lessen the isolation.

The current games area and play park at Gourlay Street is well used but there are opportunities to activate the natural space around the park area for nature based play.

The Cowlairs Incline mural at Endrick Street celebrates the dominance of the railway in the local area. Many steam locomotives were manufactured at the Cowlairs Rail Works in the early 19th century. The incline itself refers to the sloped length of track from the Queen Street tunnel which required a steam powered engine to tow the locomotives along this steep stretch of track.

The industrial heritage in the north of the city is well documented but there are few opportunities to experience it. LN can help place this neighbourhood on the heritage map of the north city which will encourage visitors to the local area.



-  Improved Cycle Infrastructure
-  Modal filter
-  Accessibility for all
-  Safe crossing points for pedestrians
-  Traffic calming
-  Rationalise car parking
-  Activating unused space
-  Street Planter
-  Way finding and signage
-  Enhanced green spaces
-  Linking to public transport
-  Play spaces for all ages
-  Street furniture and lighting
-  Activating Public Realm

**COMPLEXITY** ● ● ● ○ ○

**IMPACT** ■ ■ ■ □ □

**KEY THEMATICS** EJ / SFP / AT

**COST** £ £ £

**TIMESCALE** Short Term



**COWLAIRS MASTERPLAN**  
Proposed residential led development (SFP)

**CARLISLE STREET**  
Proposed active travel route (AT)

**MURAL**  
Highlight the 'Cowlairs Incline' mural on the Glasgow Mural trail (SFP)

**PLAY AREAS**  
Work with local community to provide better amenity and nature based play around current play park and games area (SFP)

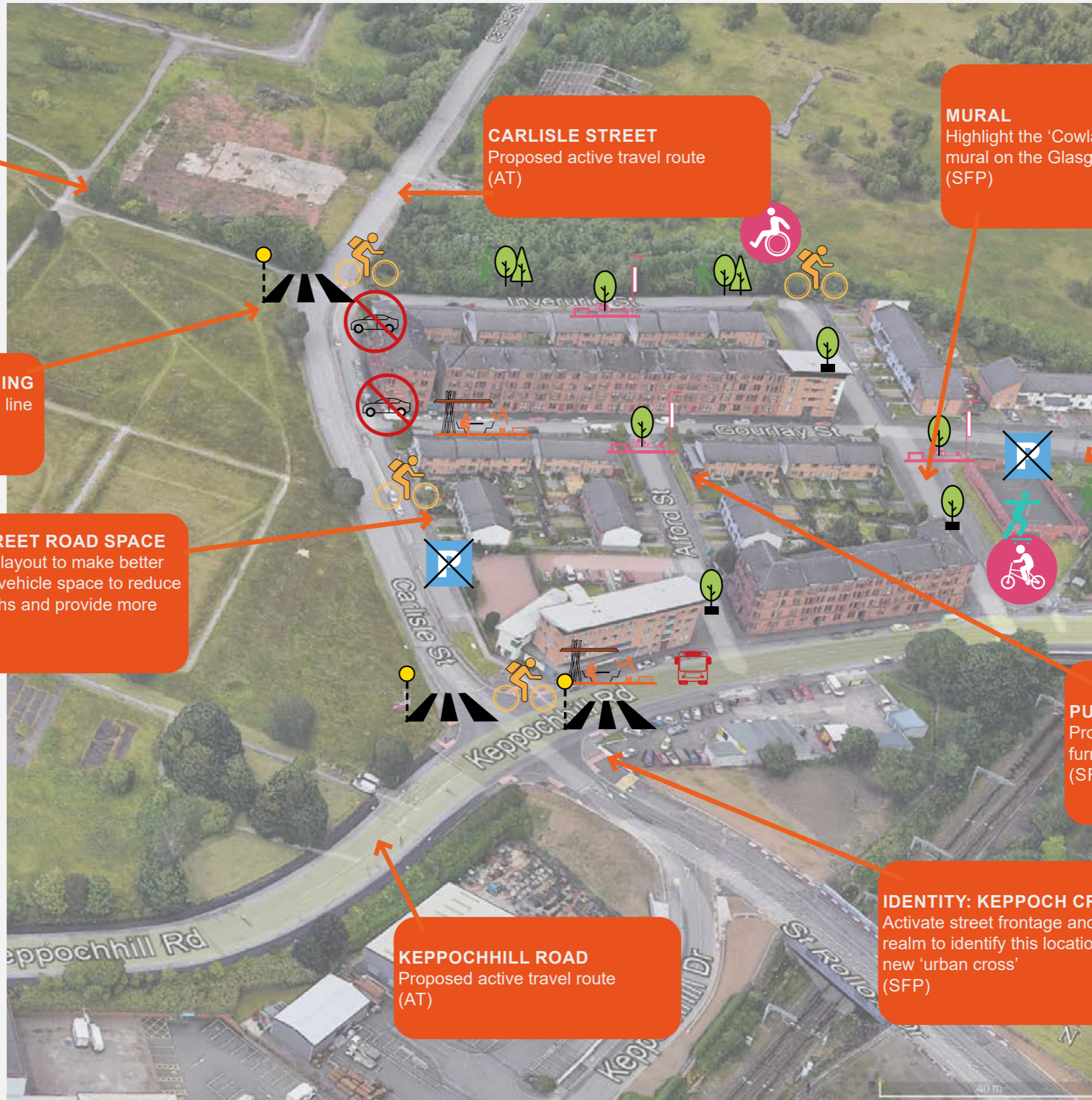
**CARLISLE STREET CROSSING**  
Provide safe crossing at desire line to school path (AT)

**CARLISLE STREET ROAD SPACE**  
Review of roads layout to make better use of allocated vehicle space to reduce overall road widths and provide more public realm (SFP)

**PUBLIC REALM**  
Provide street greening, street furniture etc (SFP)

**IDENTITY: KEPPOCH CROSS**  
Activate street frontage and public realm to identify this location as a new 'urban cross' (SFP)

**KEPPOCHHILL ROAD**  
Proposed active travel route (AT)





**PROJECT BACKGROUND CONTEXT**

The Civic Street site is strategically located just north of the M8 motorway and Glasgow city centre. It sits at a key crossing point under the motorway and so is ideally located to become a hub in the local area, both as a node in the wider active travel network and as a centre for sustainable development.

The key themes that the project will address are:

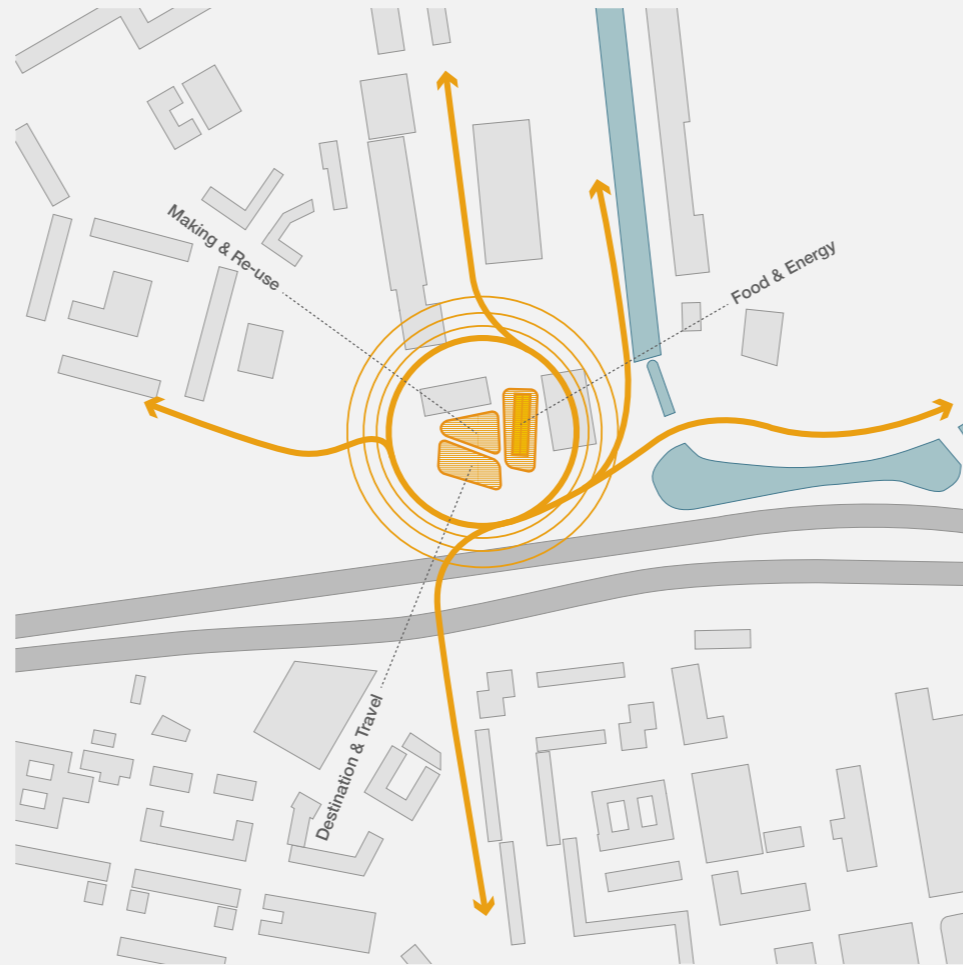
- Making and re-use
- Energy
- Food
- Destination and travel

These themes have been investigated and developed by the Civic House project team to establish an indicative starting point to inform how the space could develop. It is important that the site develops in an incremental fashion to allow for change and adaptation, ultimately resulting in a resilient space that responds to and influences local issues and conditions. The space will form a centre for action research around key sustainability themes.

The temporary occupation of this site allows it to create spaces that deliver the project themes from day one whilst still maintaining enough flexibility to allow active research which influences development over time.

**STRATEGIC IMPORTANCE**

The site is located in a strategically important location within the city of Glasgow. It sits just north of one of the few crossings under the M8 and as such is a key piece in a wider travel network. It is also at a point of disruption caused by the construction of the motorway, a historic fragment that survived the large clearances of the city grid.



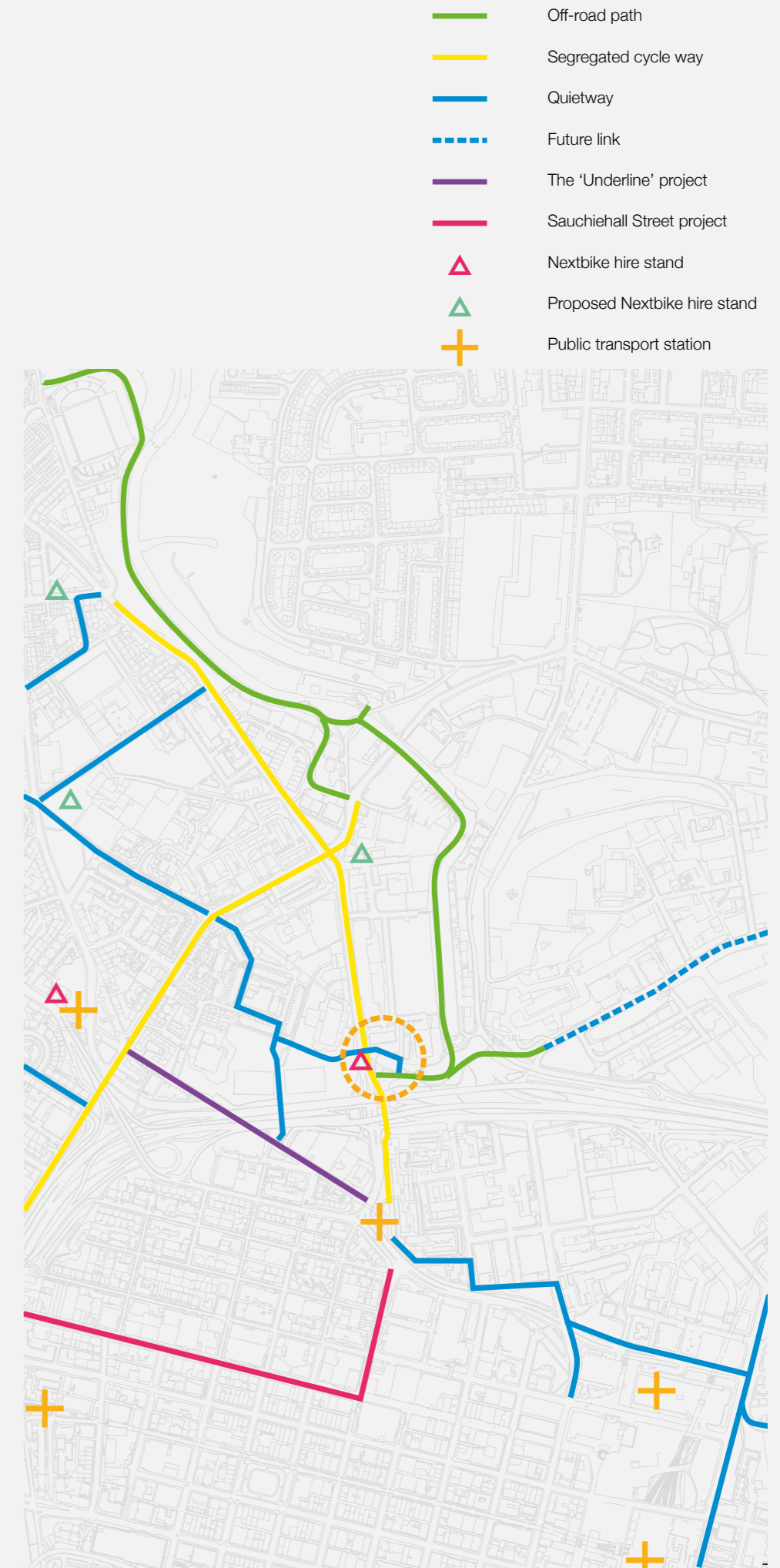
Just east of the site runs the Forth and Clyde canal, the tow-paths of which opens up miles of off-road routes across Central Scotland.

There are also an increasing number of local cycle paths both planned and constructed. Quite a lot of this infrastructure is funnelled under the motorway at this point and so the project has the opportunity to provide a positive impact on a wide number of routes across a large area.

**LOCAL INFRASTRUCTURE & ANTICIPATED CHANGE**

The wider area around the site is currently home to a wide range of cultural, educational and industrial organisations that give a rich and diverse character to the area. This dynamic community means that there is a local audience for the cultural and social aspects of the project and any connectivity improvements would have a positive impact on the ability for people to complete more everyday active travel journeys by addressing perceived and actual barriers.

There are a large number of residential and mixed use developments planned or under construction to the north of the site. This means that in the near future there will be many more local residents who will be passing through the site and who also may want to interact with the programmes of activity proposed, further increasing the reach of any sustainable message.

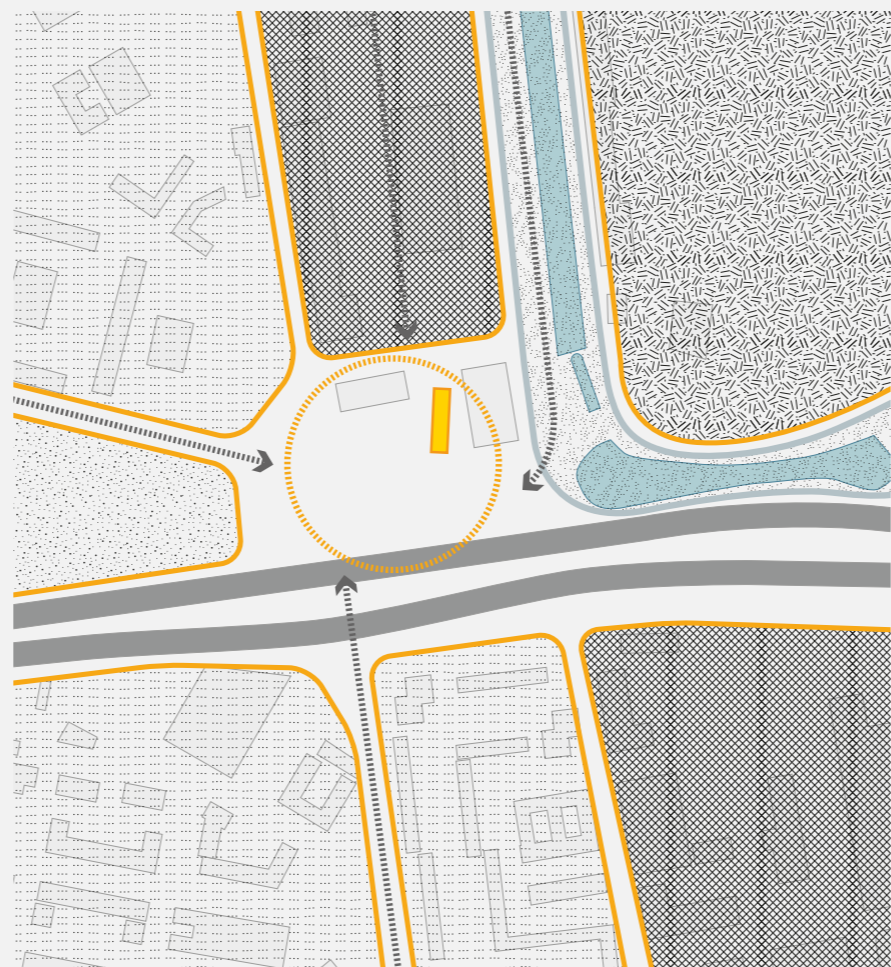
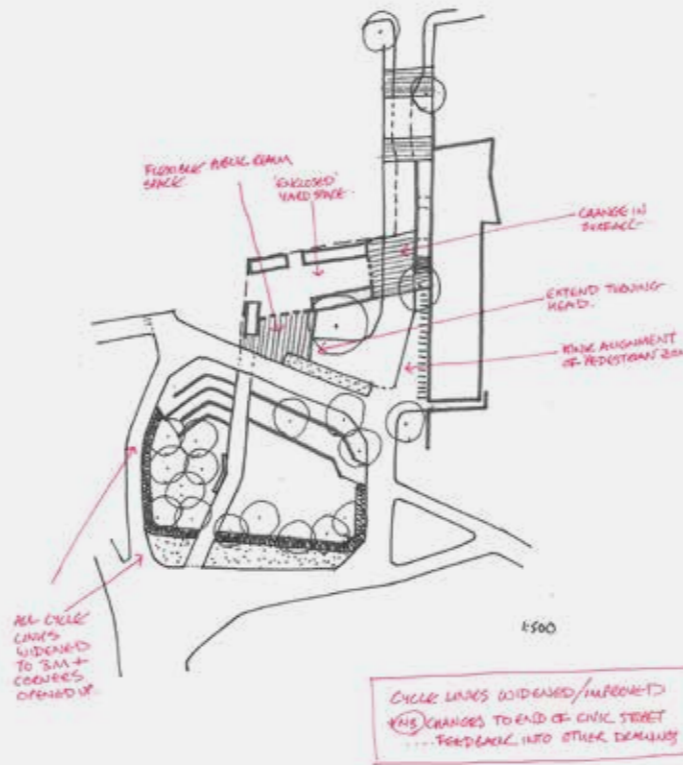




**ANALYSIS**

Civic House, Civic Street and the adjacent derelict land sit at a pivotal point just north of the city centre and M8 motorway. This is one of the few crossing points under the M8 and as such active travel movements are concentrated around the borders of the site. However, connections through the site are currently either severed or of poor quality due to the character of the spaces within the site. The Phoenix Flowers go some way to address this disconnect but stop short of people's destinations.

Due to local developments and a gradual regeneration of existing neighbourhoods there will be an increased number of people looking to move through this space. The existing communities and future work in surrounding areas are positive but they stop short, sticking to their existing boundaries. This creates a gap site around Civic Street that currently keeps communities distant from each other exacerbating issues of disconnect. However, this creates opportunity for this project to occupy this gap and have a positive influence far outside the site boundary.





S

STRENGTHS

Key location for pedestrian access at intersection of Woodside, Cowcaddens and Port Dundas linking the city and west end to the canal and new developments in the north of the city

Agile City already developing surrounding buildings and establishing cultural hub

Easy access to Connecting Woodside , newly completed active travel routes

'Landscape link' foot and cycle path completed Nov '21 provides enhanced access to canal at Speirs Wharf

W

WEAKNESSES

Existing road infrastructure - dead end with no turning

Existing underground services may limit opportunities

O

OPPORTUNITIES

Better modal filter solutions will create an improved public realm environment

Opportunity to showcase a public realm landscape in left over space due to existing roads network

T

THREATS

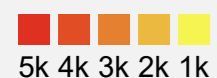
Location of site could cause any opportunities to fall through cracks

POPULATION DENSITY

The area around Civic Street and Civic House is mainly industrial and therefore density is very low. The designs for this area wont necessary reflect the residential population within the vicinity but more how other nearby neighbourhoods can use the space.



Population per km2

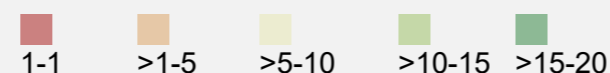


SIMD INDEX

The area ranks relatively low in the SIMD index however these figures could be distorted due to the high levels of industrial outlets in the area. The housing at Speirs Wharf has a high property value however the residents have installed barriers, isolating themselves from other citizens.

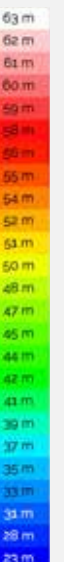
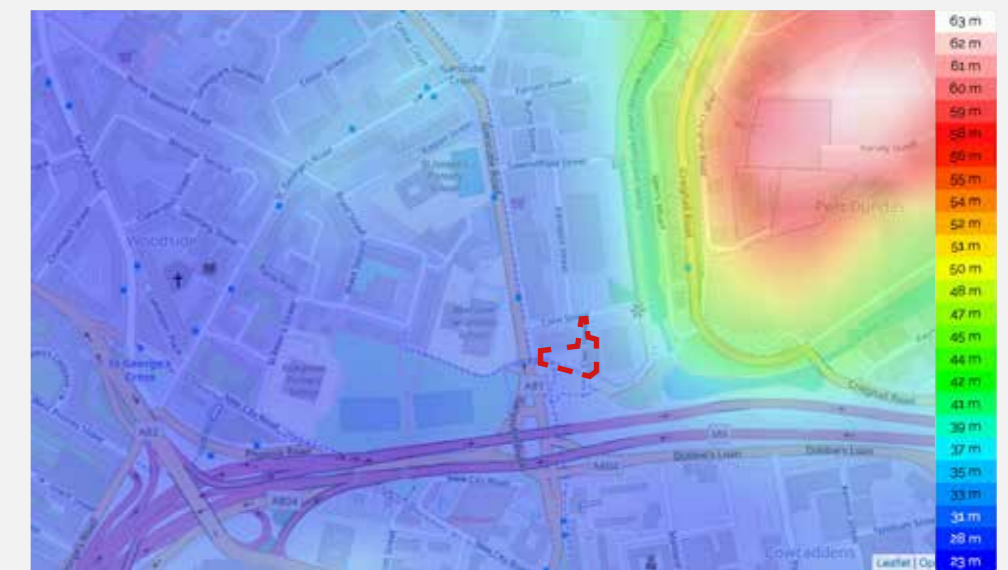


SIMD2020\_Vigintile



TOPOGRAPHIC

Civic House sits low in comparisons to the large slopes at Dundas Hill. The hill rises from civic house about 10m to the canal and then a further 18m to the peak at Dundas Hill.





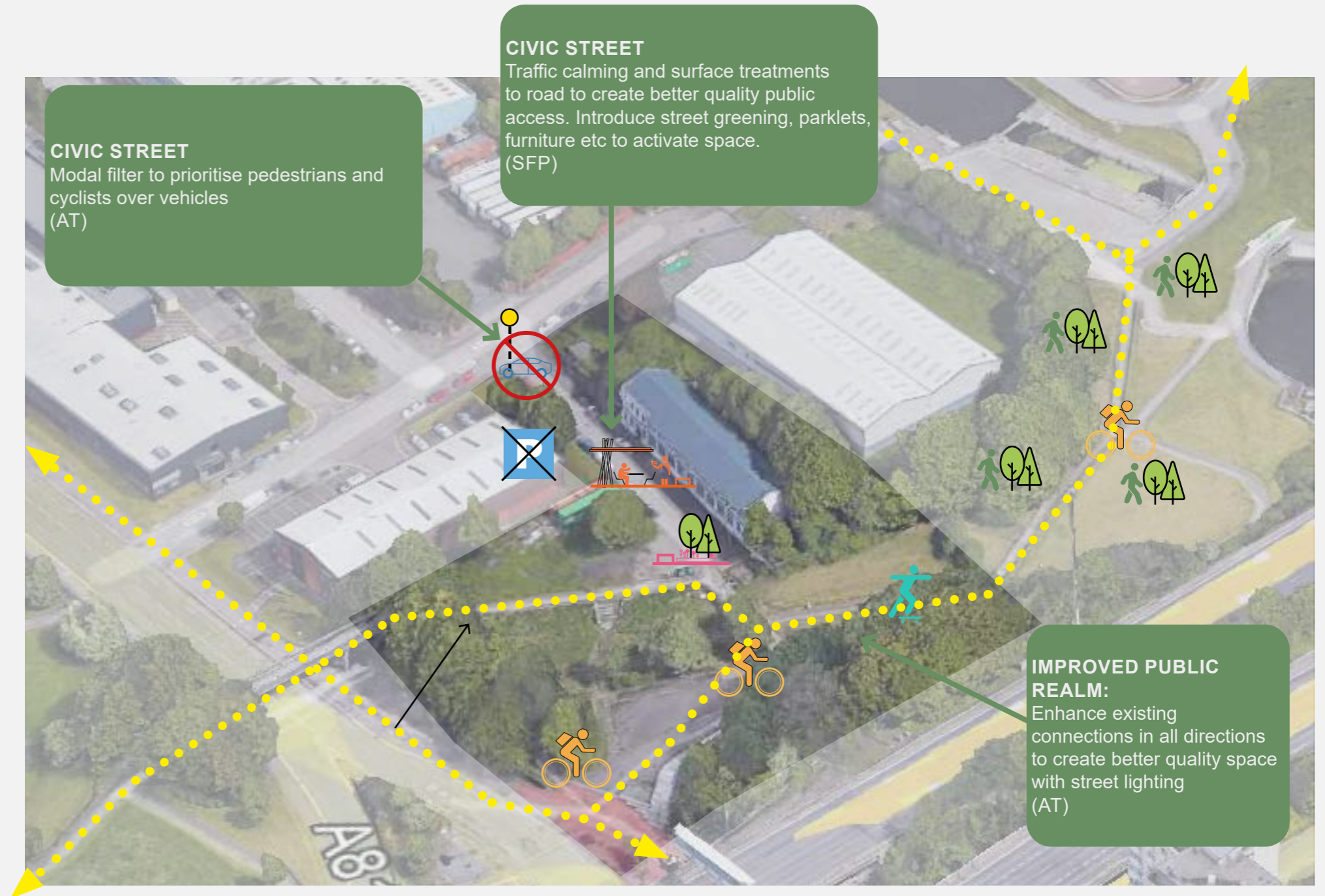


**LN OPPORTUNITIES**













Agile City has conducted a vast amount of analysis and research into the Civic House and the Sustainability Hub.

Liveable Neighbourhoods will consider how to assist in supporting the established hub by working with Agile City and the local stakeholders to activate the public space around the hub in line with the LN themes, for the benefit of the neighbourhood.

Our engagement highlighted a lack of good quality lighting in the public realm which leads to safety concerns on the footways around the hub that connect it to the canal.



<b>COMPLEXITY</b>	● ● ● ○
<b>IMPACT</b>	■ ■ ■ □
<b>KEY THEMATICS</b>	SFP / EJ / AT
<b>COST</b>	£ £
<b>TIMESCALE</b>	Short Term

 Improved Cycle Infrastructure	 Rationalise car parking	 Enhanced green spaces
 Modal filter	 Activating unused space	 Linking to public transport
 Accessibility for all	 Street Planter	 Play spaces for all ages
 Safe crossing points for pedestrians	 Activating Public Realm	 Street furniture and lighting



**PROJECT BACKGROUND CONTEXT**

Following various public engagement events and with the significant regeneration works already underway in the north, GCC have provided an initial concept design for improved public realm works in the Pinkston neighbourhood.

This 'placemaking strategy' focuses on creating a streetscape that can work for both the existing users, including the light industry stakeholders and the recently established urban sports facilities, whilst considering the footfall from the residents within the new developments of the north of Glasgow.

The design will look at the overall strategy of GCC in making places safer and more comfortable for pedestrians and cyclists whilst also considering the new skater community within the area and how it integrates with the existing neighbourhood.

**BACKGROUND ANALYSIS****PORT DUNDAS CHARRETTE (OCTOBER 2014)**

The Port Dundas charrette was an intensive design-led dialogue that engaged stakeholders, local residents and businesses and potential users in exploring the future of a key part of North Glasgow. The charrette was promoted by GCC and Scottish Canals as the Glasgow Canals Regeneration Partnership, and supported by the Scottish Government as part of their Charrette Mainstreaming Programme, as the basis for evolving a Development Framework (rather than detailed masterplan).

**PINKSTON BLETHER**

On 23rd January 2020, Glasgow GCC hosted an event for local stakeholders to have an open discussion on progress and change in and around the Pinkston area. This event was hosted at Pinkston Water Sports and was a follow on from the Port Dundas Charette. Attendees included representatives from Glasgow Canal Cooperative, Scottish Canals, The Loading Bay as well as GCC officers involved in projects in and around the neighbourhood.

The discussion focussed around connectivity between the large site areas and works that are already committed, or on site to determine the best course of action for improving connectivity. The opening of the Loading Bay and Pinkston Watersports has been a huge success in transforming the neighbourhood but connectivity, access and identity are key issues in the area that need to be improved to redress the balance of street space for pedestrians. Scottish Canals shared their proposals for the Sighthill connection along the tow path, linking the Bascule Bridge and The Scow through to the new development at Sighthill, which are now complete.

One of the key outcomes of the Pinkston Bletcher was for GCC to progress the final public realm connection along Townsend Street and Mid Wharf Street focussing on improving the identity of the streets making them safer and more appealing for the communities using them.

The project establishes a concept design that is informed by a series of place principles. These are the key criteria that help define the project and focus Areas. The principles are set out as follows -

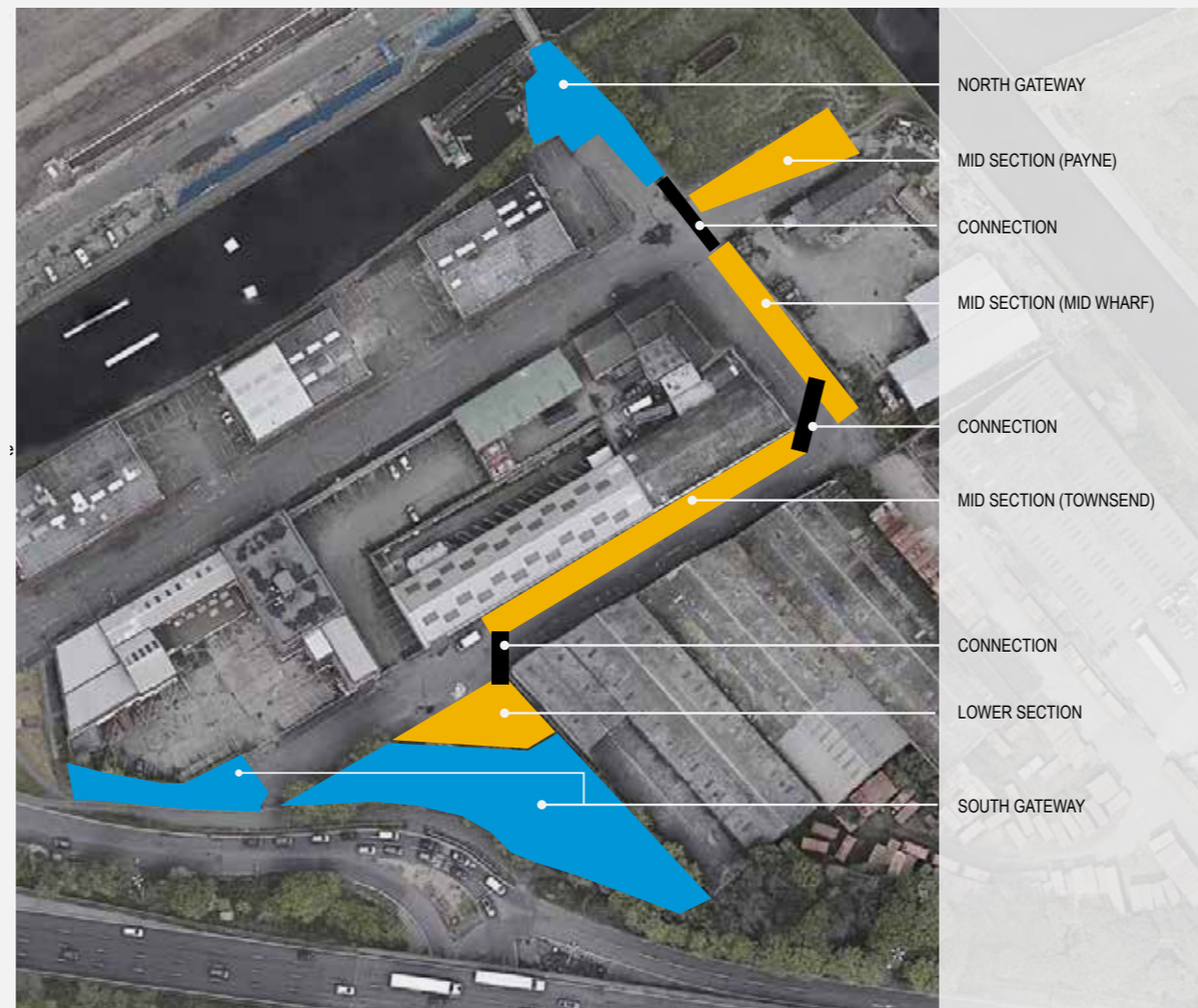
1. Places for pedestrians and wheelers
2. Places for vehicles, access and servicing
3. Crossing points
4. Gateways
5. Connecting to local opportunities
6. Enhancing nature and biodiversity
7. Establishing an identity
8. Understanding the urban character

The initial design concept is to create a safe and interesting route for pedestrians and wheelers to move around Pinkston. 'Gateways' are created at either end which lead pedestrians through to the activities and housing developments to the north and the City Centre to the south.

When creating safe spaces for pedestrians, care and respect must be shown to the existing road users which include large commercial vehicles. The south/east side of Townsend Street and the south/west of Mid-Wharf Street have large-good access requirements, so the intention is to minimise disruption to vehicle movement here.

Extended pavements by removal of parking bays on the remaining streets will cater for increased pedestrian activity and 'spaces' for interventions. These could be used for seating, incidental play or to provide green spaces. These are positioned at the north and south gateways, along the north/west end of Townsend Street and the north/east end of Mid-Wharf Street. There is also scope to tie in with the new proposals from Scottish Canals at the top end of Payne Street.

A key component of the design approach was the collaboration with local Glasgow artist Toby Paterson. Toby is also a keen skater and the sport has inspired much of his practice over the years. In collaboration with the GCC team Toby proposed a series of sculptural street interventions.



SEPTEMBER 2021  
**PINKSTON  
PLACEMAKING STRATEGY**

AUGUST 2021  
NRS PROJECT MANAGEMENT + DESIGN



S

STRENGTHS

Place led concept design already established  
Emerging area with investment from GCC and Scottish Canals defining the character for the future  
Residential led development at Dundashill already underway bringing investment into the area  
Unique facilities at Play Port (Loading Bay, Pinkston Watersports and Glasgow Wakeboarding Centre) becoming very appealing to city with interest growing during pandemic

W

WEAKNESSES

Existing road infrastructure - dead end with limited turning  
Local businesses not yet consulted

O

OPPORTUNITIES

Opportunity to create a site specific public realm identity that incorporates a balance for all modes  
To limit the amount of on-street vehicle parking to discourage commuter parking for city centre

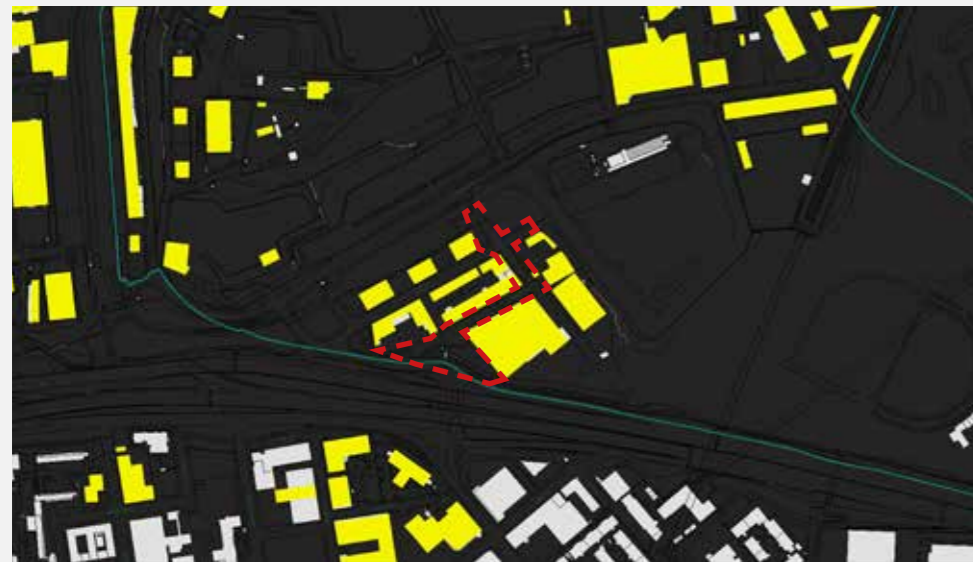
T

THREATS

City Deal funding under review subject to completion of neighbouring committed projects at Sighthill

POPULATION DENSITY

The area around Pinkston has a low population density due to the area being largely an industrial zone.

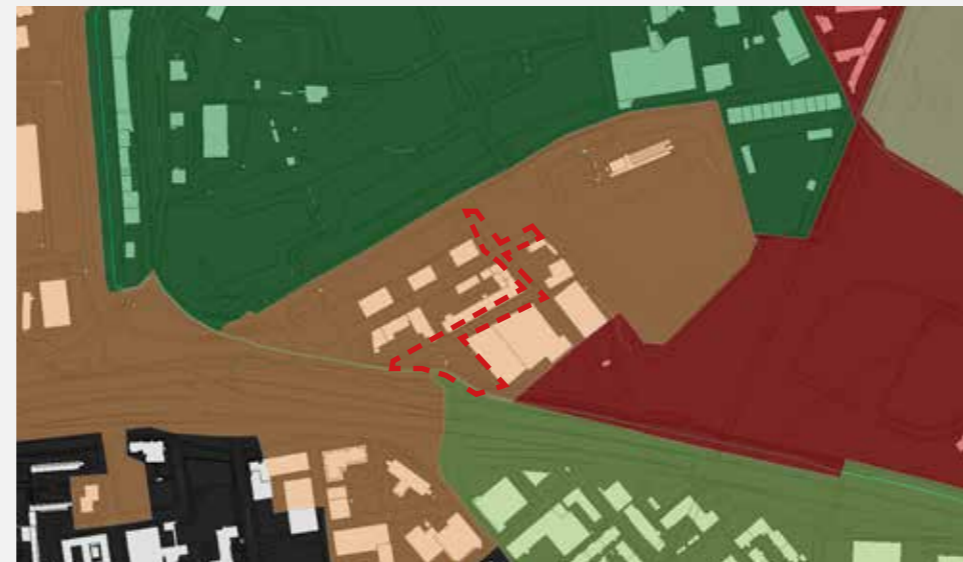


Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

Pinkston's SIMD ranking is distorted due the area being an industrial area. It is in the centre of a diverse area with low ranking SIMD areas to the west and north with some higher ranking areas to its south.

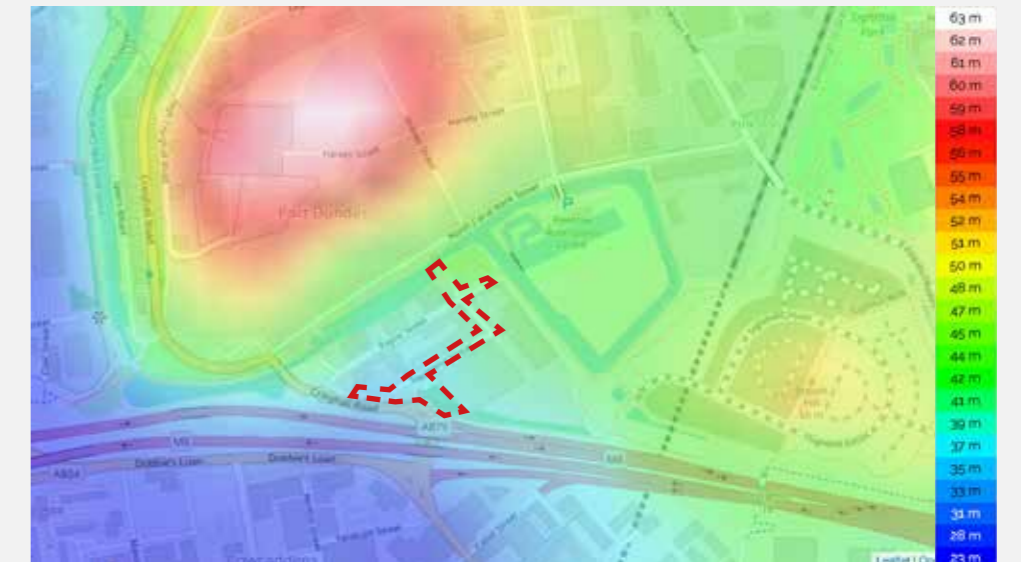


SIMD2020\_Vigintile

>1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHIC

The site at Pinkston starts at about 33m above sea leave at its most southern point. It rises to about 44m at its northern point. Due to its length, the slope isn't as extreme as other area which results in it being used as a route from the city centre to the canal.





**LN OPPORTUNITIES**

A concept design has been put forward but there are uncertainties around the future of the project due to funding. This project supports the key thematic of a Liveable Neighbourhood and the LN programme could be a suitable mechanism for delivering the design and linking the 'Play Port' to the city centre.

**URBAN WIDE PRINCIPLES**

**1. Urban Sports Facilities**

The new urban sports facilities in the area, such as Glasgow Wake Park, The Pinkston Watersports Centre and The Loading Bay Skatepark will redefine the demographics of the area. The route from the city centre will be primarily through the site boundary.

**2. Dobbies Loan**

The proposed route at the end of the new 'Avenues' project will end at the newly refurbished under-croft at Dobbies Loan. This will increase the amount of pedestrians and cyclists accessing and moving around the Pinkston area.

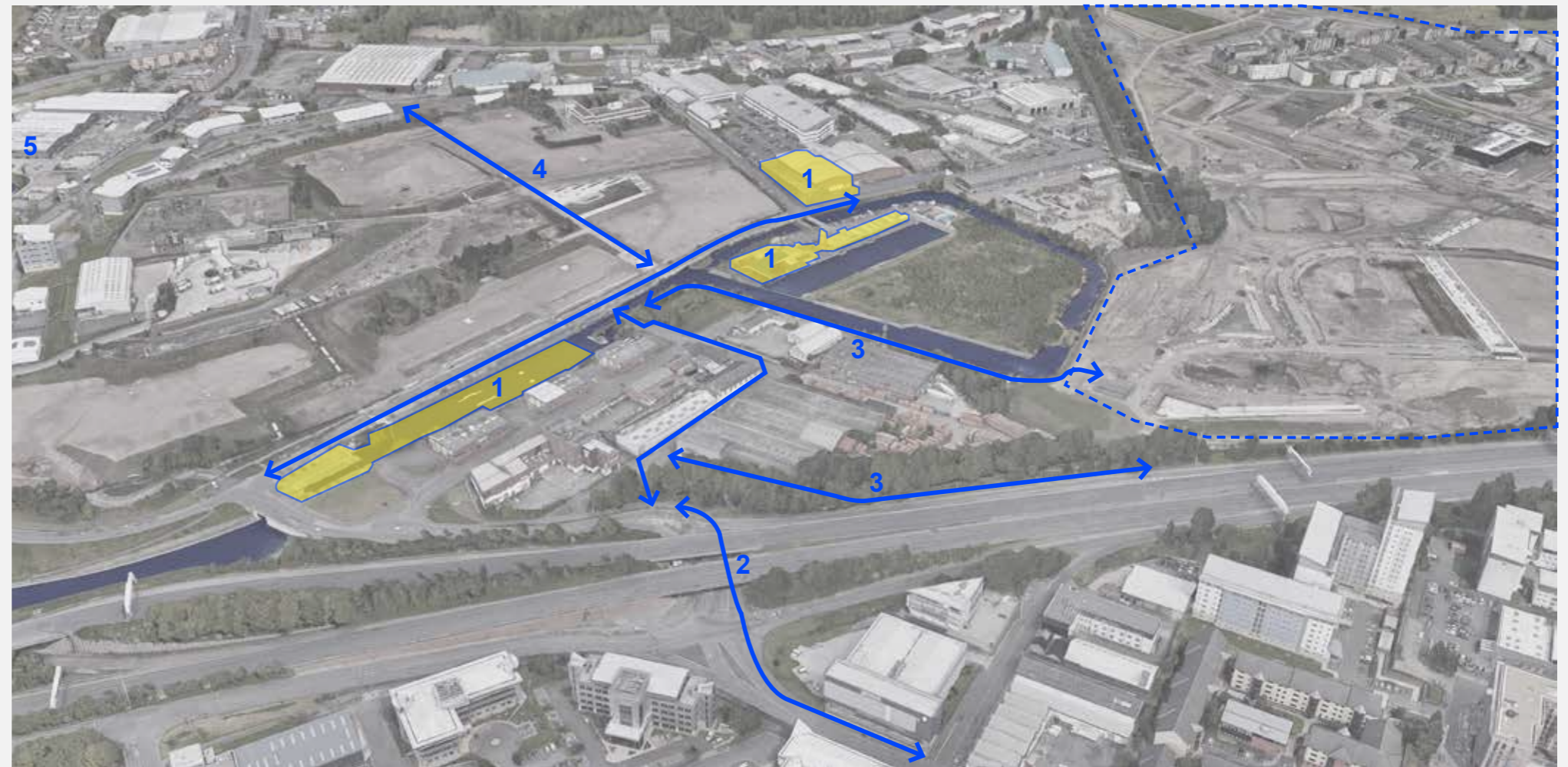
**3. Sighthill**

The new development at Sighthill will dramatically change the population of the area. From Sighthill people will be able to use the newly redeveloped tow-path to get to the north/west of the city. The Pinkston design will prioritise movement north/south, however with the development at Sighthill it should also consider movement east to west.

**4 Connecting the North**

The new developments at the north will be connected to the city centre through a number of new pedestrian routes. Pinkston will become one of the main routes, and the footfall could help local businesses within the area.

**5. Opportunity to involve locally based artists and makers in the realisation of the project, there being a well established community adjacent to the site including those based at The Whisky Bond, Glasgow Sculpture Studios, The Glue Factory, Grey Wolf Studios and those who have connections with Civic House. One such example is Myatt & McCallum, an artist duo who specialise in bespoke concrete fabrication and have a workshop at The Glue Factory.**



<b>COMPLEXITY</b>	● ● ○ ○ ○
<b>IMPACT</b>	■ ■ ■ ■ ■
<b>KEY THEMATICS</b>	EJ / AT / SFP
<b>COST</b>	£ £ £
<b>TIMESCALE</b>	Mid Term







CONCRETE TRANSITIONED PLANTER  
DIAMETER 12000MM, HEIGHT 800MM



PLANTER WITH CONCRETE BLOCK  
3000 X 250 X (500 / 300) MM SLOPE DEPENDING



CONCRETE BLOCK / PAD



PLANTER WITH CONCRETE  
BLOCK



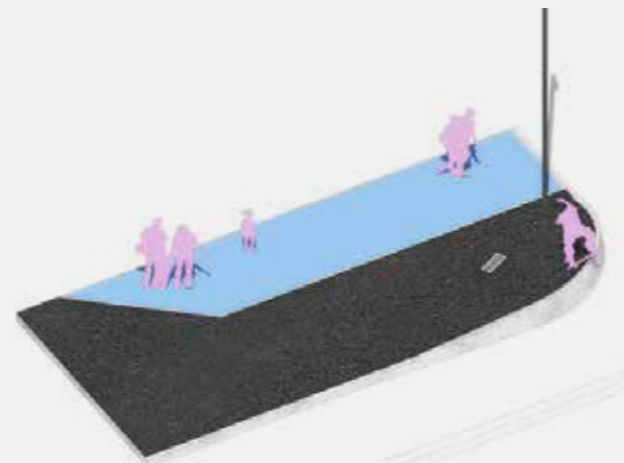
CONCRETE BLOCK WITH CORTEN SHEET



LEVEL TREE PLANTER WITH RAISED CONCRETE  
SURFACE  
PLANTER 1000 X 1000MM  
RAISED CONCRETE 1000 X 2000MM



CONCRETE TRANSITIONED PLANTER



SHALLOW HRA BANKED CORNER WITH RETAINING KERB



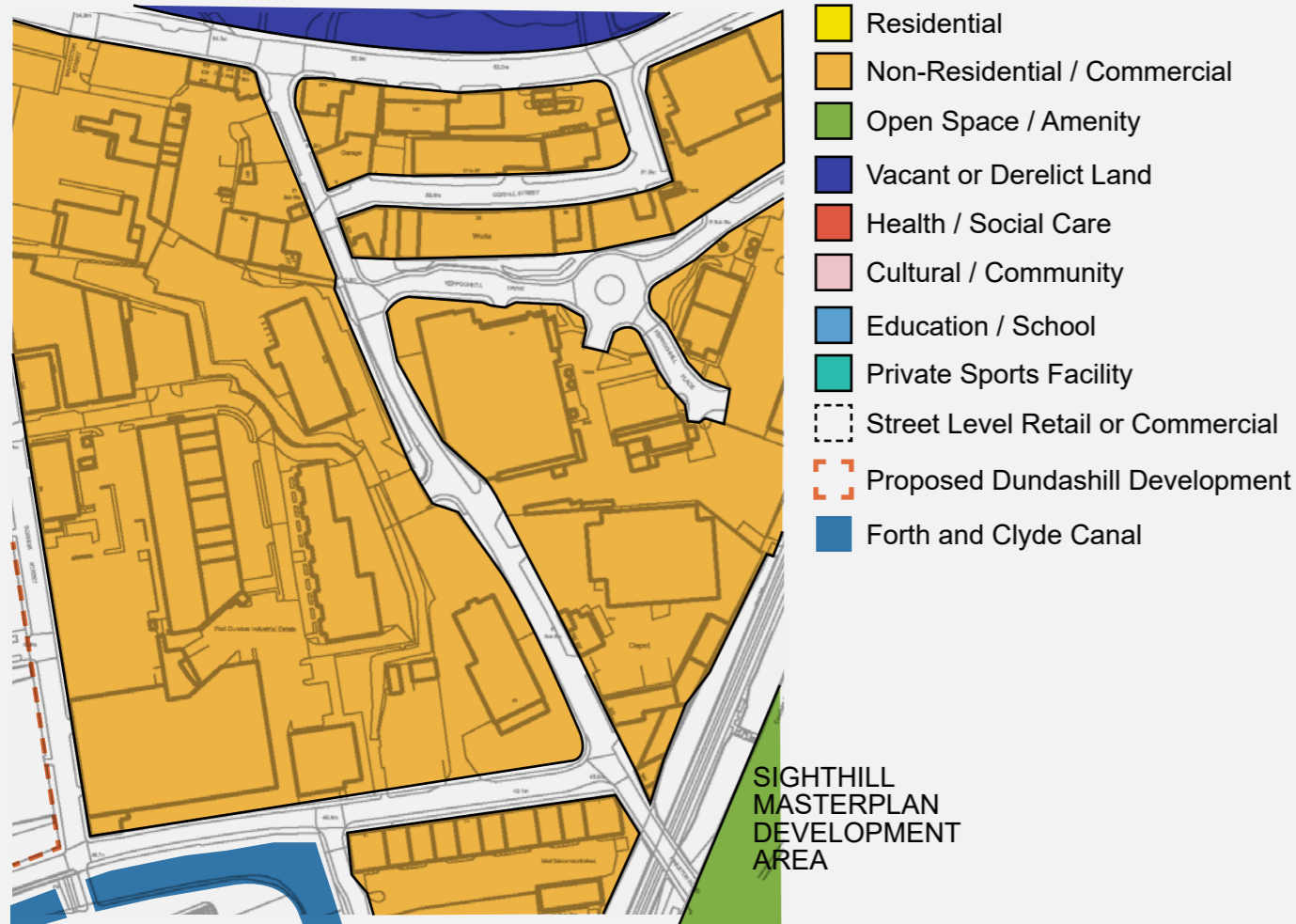
IN SITU CONCRETE BANKS ENCLOSING LANDSCAPE/ PLANTING



3D SKETCH OF MID SECTION AT MID-WHARF STREET



**SITE ANALYSIS**



**Land Use and Built Form**

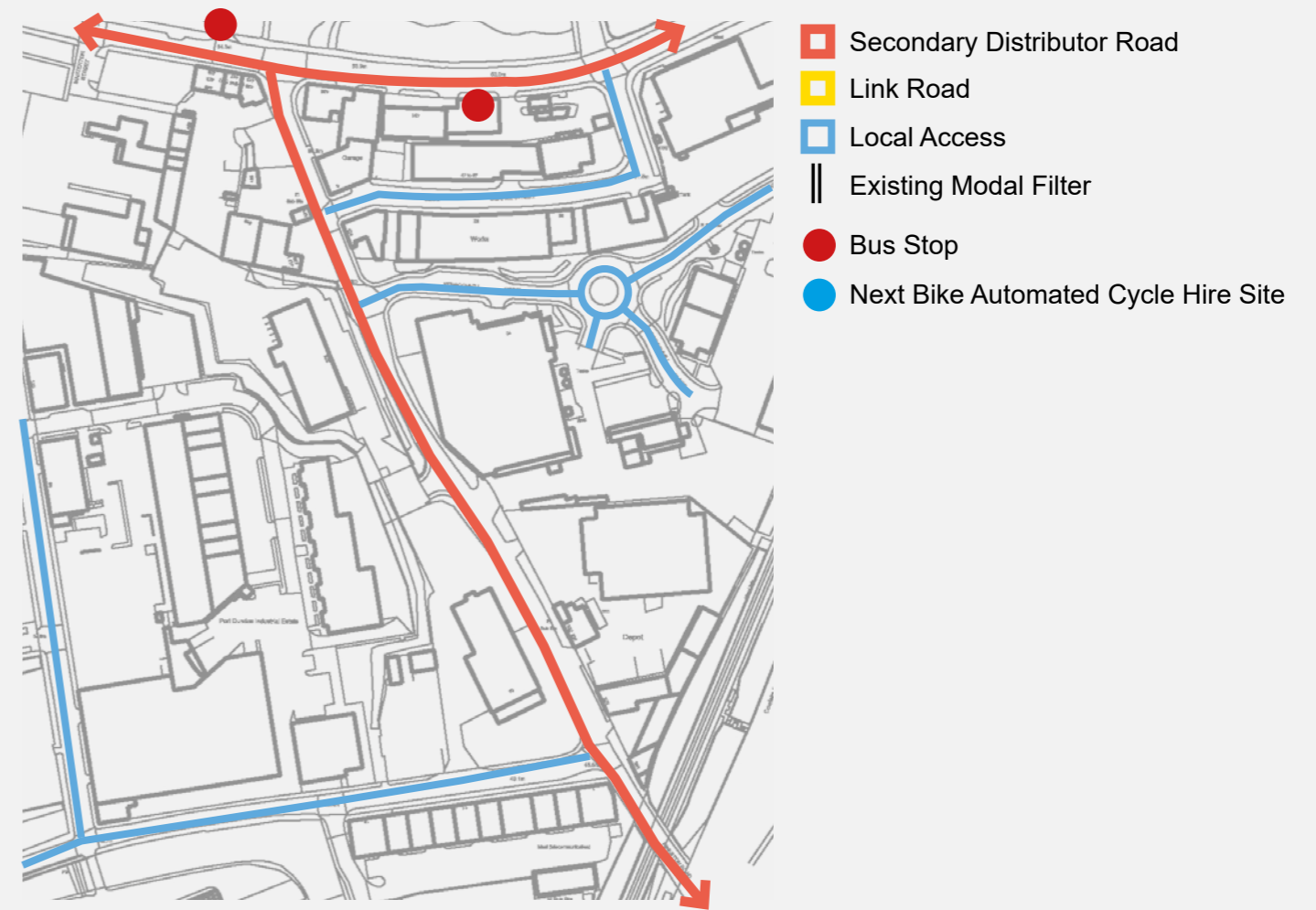
The Pinkston area of the Canal Ward is an area where a number of established businesses operate. There's a wide variety including food manufacture, vehicle maintenance and refuse processing. It is well known that this location has good transport connections to the M8 motorway linking the businesses to the wider city and beyond.

In addition to the large scale residential developments at Sighthill, Dundashill and Cowlairs there is an emerging extreme and urban sport community based around the canal basin on North Canal Bank Street.

The variety of uses in this location have highlighted the need to review the street design to allow more space for pedestrians and cyclists to move around the area. Pinkston Road is a service road with no design quality and very little space for pedestrians.

**Green and Blue Network**

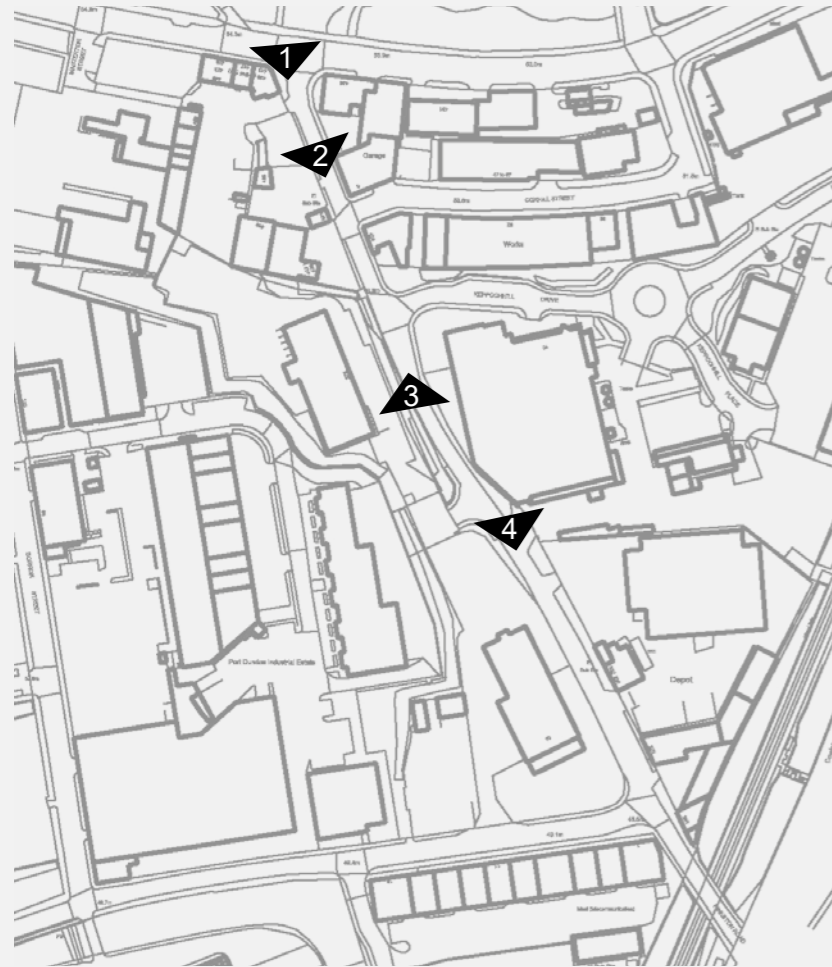
The proximity to the new park at Sighthill which will open early in 2022 and the canal network places this site in a strategically key position. The future development at Cowlairs to the north will also seek to position access to this connection within the development.



**Roads and Public transport Network**

Pinkston Road is a busy route for the local businesses in the area. There has been a considerable amount of disruption in recent years with the stretch through Sighthill being closed for the realignment of the victorian sewer below the road. The redesign of North Canal Bank Street has also been disruptive to local business.

SITE ANALYSIS



STREETVIEW 1



STREETVIEW 2



STREETVIEW 3






STREETVIEW 4



Cycle and Footpath Network

There is a considerable amount of parking both on and off the existing verges and footways as seen in the images below.

-  Temporary Segregated Cycle Route
-  Core Path (aspirational link)
-  Future Development Area

ENGAGEMENT SUMMARY

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

Fully segregated cycleway with tree planing/ rain garden to separate from traffic. Like woodside connect but bigger as road wider.

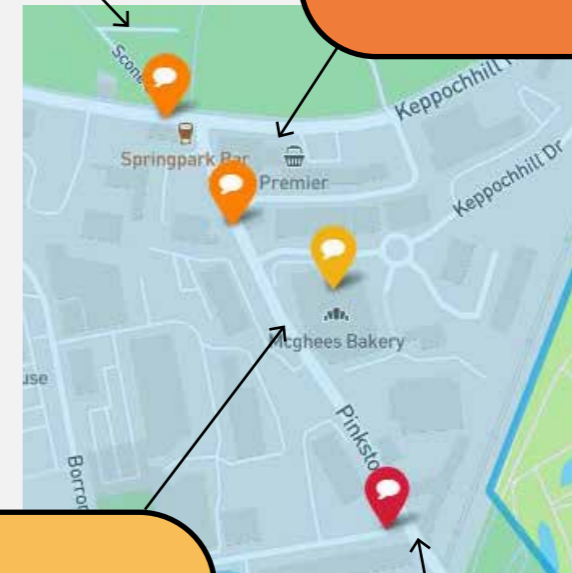
**Is there anything else you would like to add?**

This could be a great route for active travel and is wide enough bike lane emergency service could use it during rush hour.

This road space is very poorly maintained past the residential flats. There are areas of grass/trees with old rubbish dumped around buildings. There is no maintenance to shrubs and grass areas as well as no maintenance of weeds on and around parts of the pavement. There is a few shops that have dumped litter and are derelict.

**What type of intervention would you like to see?**

Environmental maintenance regularly and rubbish removed. Hedges cut away from the pavement to allow access for walking. No shops dumping trade waste in the street or side of building. Shop fronts maintained and made safe. Potholes made good.



Pinkston Road has cars parked on the pavement at all times of the day and to walk to the canal you need to dodge HGV vehicles

**What type of intervention would you like to see?**

Stop cars parking on pavement. Remove cars with no tax or MOT. Remove litter and flytipping.

Pinkston Road at North Canal Bank Street is a mess

**What type of intervention would you like to see?**

Remove abandoned cars, tyres, rubble and rubbish

**Is there anything else you would like to add?**

Join up the new cycle paths to Keppochhill Road



S

STRENGTHS

Pinkston Rd is an established route that people can identify with  
Active travel / pedestrian link between Cowlairs and Sighthill / City Centre

W

WEAKNESSES

Pinkston Rd is a busy access route for large commercial vehicles and space is limited  
Milky Way pedestrian route will have no direct passive supervision

O

OPPORTUNITIES

Rebalancing of road space for pedestrian movement on Pinkston Rd will create a much more pleasing and accessible public realm  
Encourage local businesses to have a positive input in their local community  
Encourage active travel to the local businesses  
Improve connections in and around Dundashill  
Improves access to the Forth and Clyde Canal network for recreation and biodiversity

T

THREATS

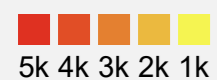
Local business opposition due to industrial nature of area  
Ownership and space restrictions at key points may be too complex to resolve

POPULATION DENSITY

Pinkston Road runs from Keppochhill Road to Baird Street. It is shown here as having a low population density which is a result of the areas industrial use. The road will join to a new masterplan at Cowlairs to the north and will cut through the new developments at Sighthill, this will which significantly alter the areas population density.



Population per km2

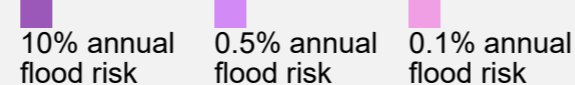


FLOOD RISK

The map shows there is a risk of surface water flooding, particularly at junctions at Keppochhill Drive and Croxhill Street, and at the entrance to the new developments at Sighthill. The masterplan at Sighthill has mitigated some of the risk with a series of soft and hard SUDS.



Surface Water Flood Risk



TOPOGRAPHIC

Pinkston Road is relatively flat making it ideal as an active travel route to link to the Cowlairs masterplan in the north.





POTENTIAL OPPORTUNITIES

There is an opportunity to work with the local businesses and stakeholders to create a better balance for all modes of transport, especially pedestrians.

Significant remodelling of North Canal Bank Street has already taken place but due to technical constraints the works don't extend to Pinkston Road, this needs to be revisited.

The north leg of Pinkston Road, beyond the Sighthill masterplan development area is a key access serving the businesses that are based in the area. There are a variety of business types relying on commercial vehicle movements. This project will look to thread a segregated cycle route and improve the pedestrian experience along this busy route and rebalance the priority away from vehicles.

The recent public realm works at North Canal Bank Street end at Borron Street due to site constraints with the existing road width. This is also an opportunity to revisit the issues and determine a solution that allows pedestrians and cyclists more priority at this pinch point.



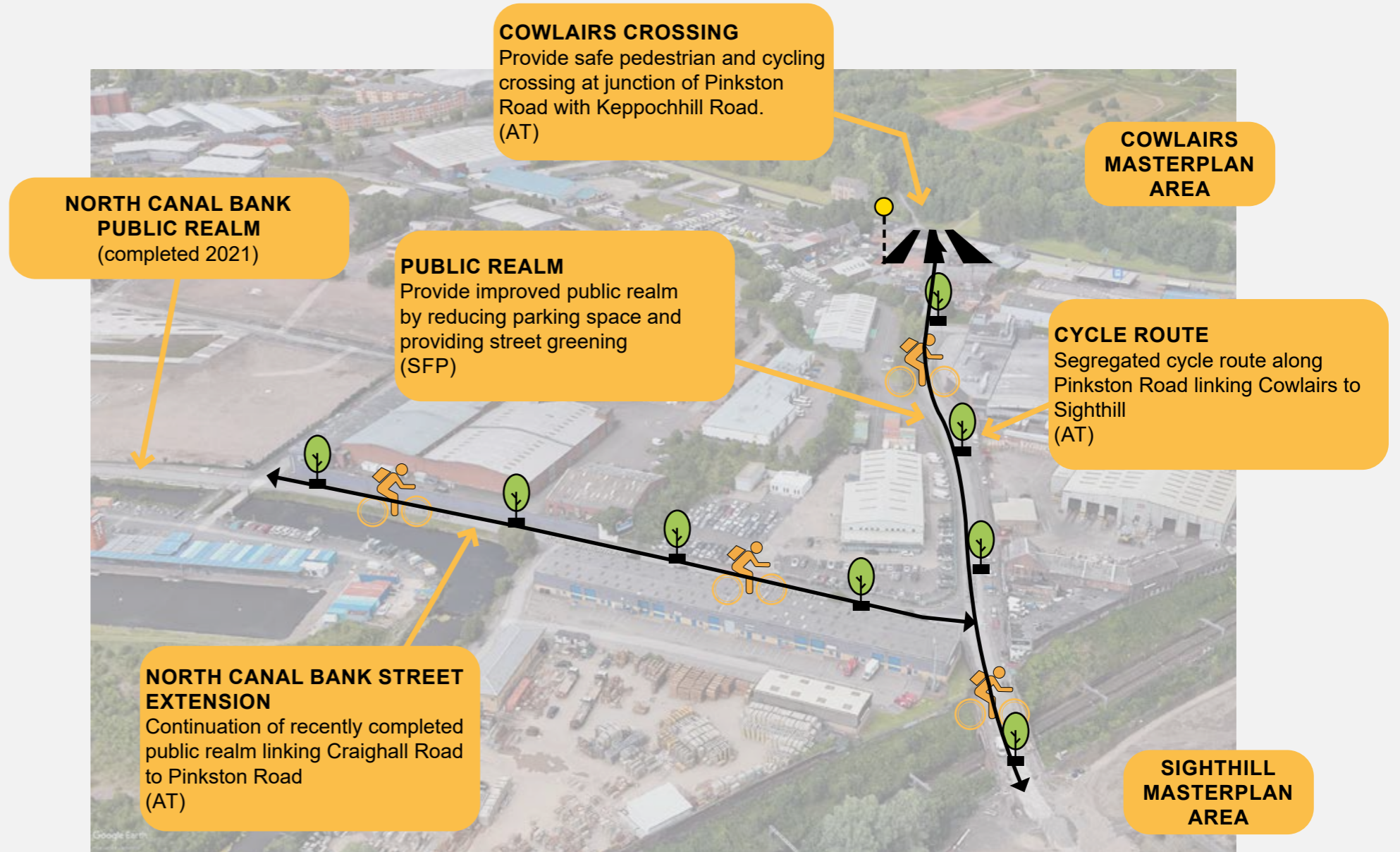
Improved Cycle Infrastructure



Street Planter



Safe crossing points for pedestrians



COMPLEXITY	● ● ● ● ○
IMPACT	■ ■ ■ ■ □
KEY THEMATICS	EJ / AT / SFP
COST	£ £ £ £
TIMESCALE	Mid Term



## SITE ANALYSIS

The Pinkston area of the Canal Ward hosts a number of established businesses. There's a wide variety including food manufacture, vehicle maintenance and refuse processing. It is well known that this location has good transport connections to the M8 motorway linking the businesses to the wider city and beyond.

In addition to the large scale residential developments at Sighthill, Dundashill and Cowlairs there is an emerging extreme sport community based around the canal basin on North Canal Bank Street.

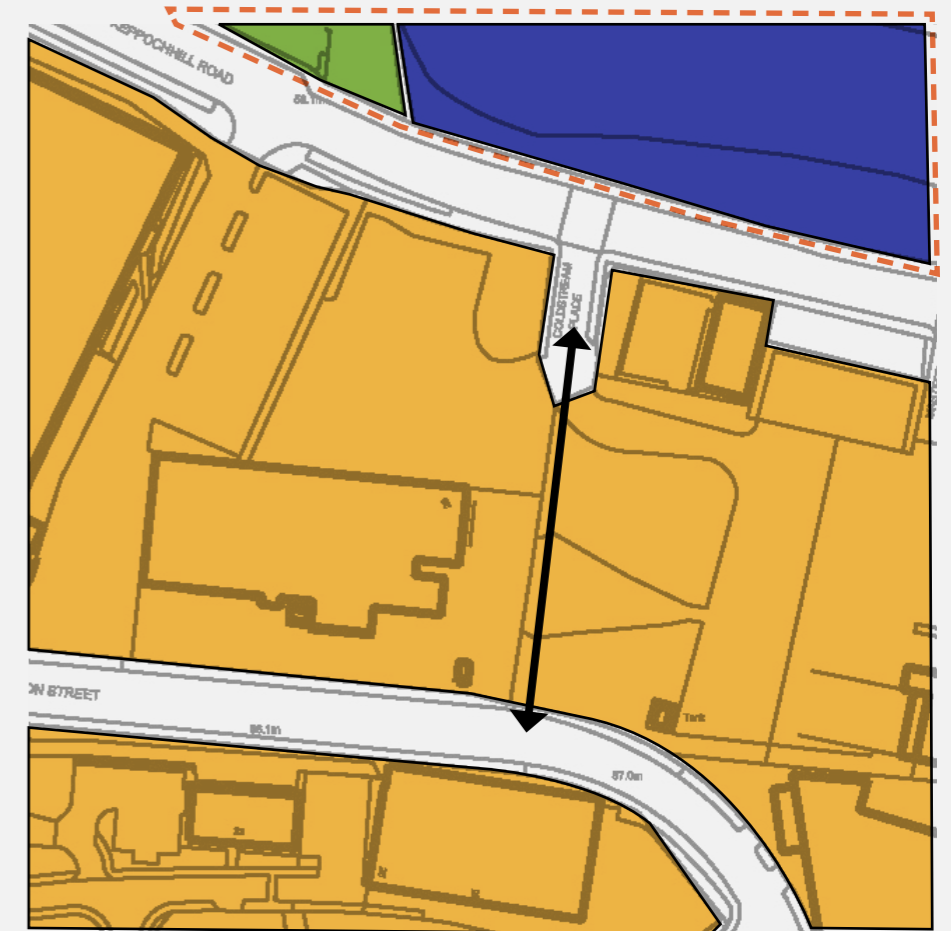
Significant remodelling of North Canal Bank Street has already taken place but due to technical constraints the works don't extend beyond the junction at Borron Street.

The Pinkston charette highlighted the need to create permeability in this area generated by the natural topography and large commercial sites.

This connection was highlighted as an opportunity to link Borron Street to Keppochhill Road.

## LAND USE AND BUILT FORM

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Cowlairs Masterplan Area



## GREEN AND BLUE NETWORK

- Open Space / Amenity
- Proposed Hamiltonhill Development Area



**SITE ANALYSIS**

**Roads and Public Transport Network**

The topography of the area results in a change in level of circa 4m between Borron Street and Keppochhill Road.

**Cycle and Footpath Network**

The existing footways to Borron Street are in poor condition and in some locations completely overgrown by nature, as illustrated in the photos below. There is currently no segregated cycling provision in the area.

STREETVIEW AT BORRON STREET

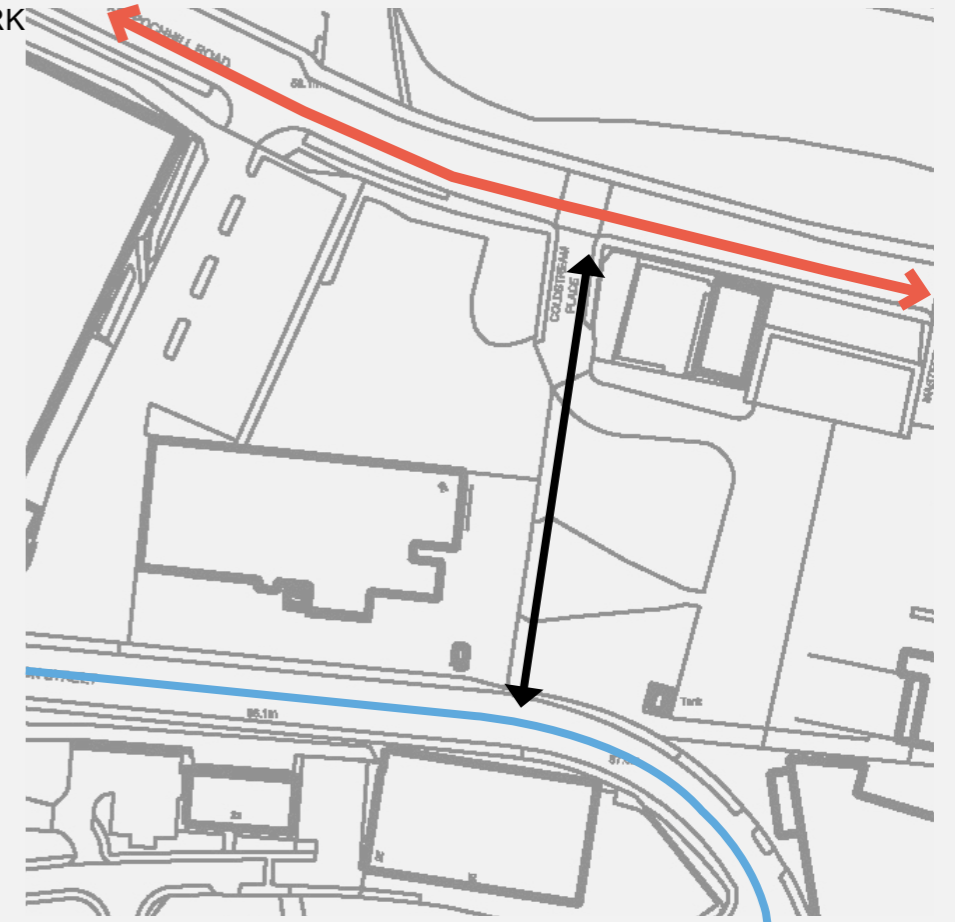


STREETVIEW AT KEPPOCHHILL ROAD



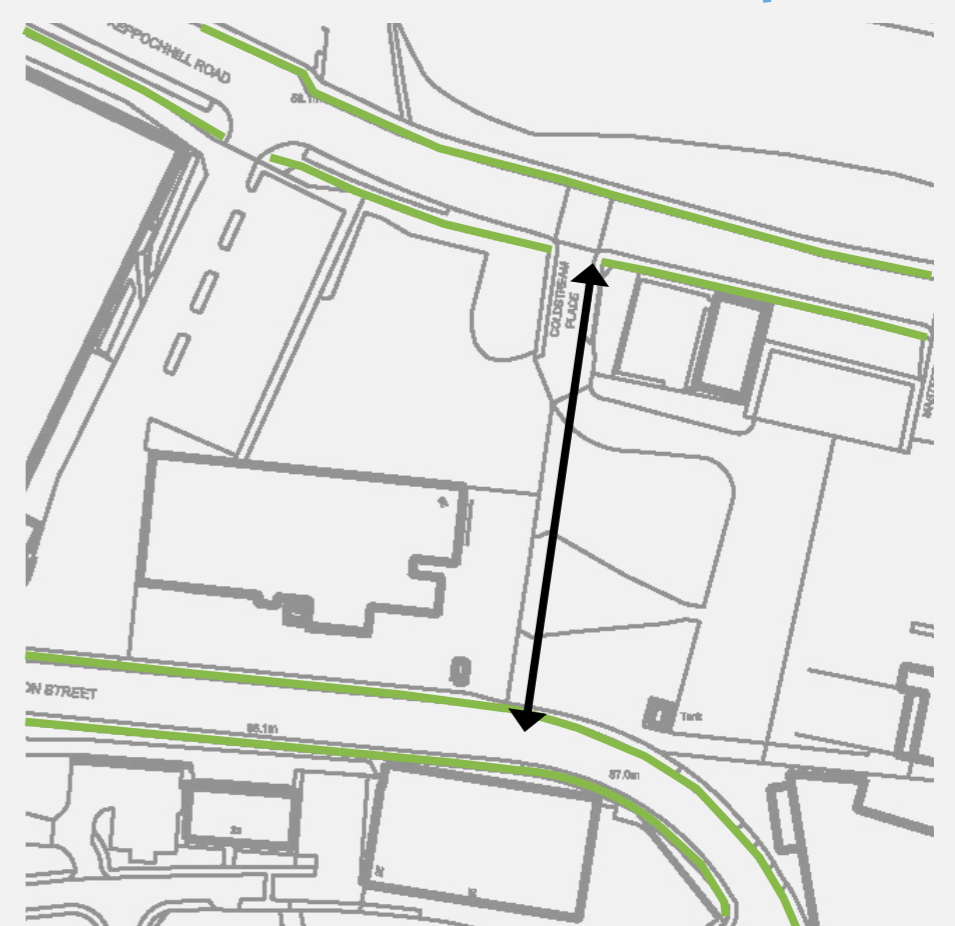
**ROADS AND PUBLIC TRANSPORT NETWORK**

- Secondary Distributor Road
- Link Road
- Local Access
- Local Access (not accessible)
- || Existing Modal Filter
- Bus Stop
- Next Bike Automated Cycle Hire Site



**CYCLE AND FOOTPATH NETWORK**

- Temporary Segregated Cycle Route
- Adopted Public Footpath
- Future Development Area





S

STRENGTHS

Pinkston Rd is an established route that people can identify with  
Active travel / pedestrian link between Cowlairs and Sighthill / City Centre

W

WEAKNESSES

Pinkston Rd is a busy access route for large commercial vehicles and space is limited  
Milky Way pedestrian route will have no direct passive supervision

O

OPPORTUNITIES

Rebalancing of road space for pedestrian movement on Pinkston Rd will create a much more pleasing and accessible public realm  
Encourage local businesses to have a positive input in their local community  
Encourage active travel to the local businesses  
Improve connections in and around Dundashill  
Improves access to the Forth and Clyde Canal network for recreation and biodiversity

T

THREATS

Local business opposition due to industrial nature of area  
Ownership and space restrictions at key points may be too complex to resolve

POPULATION DENSITY

The population density of this area is low due to its industrial nature. It will however significantly change when the masterplan at Cowlairs is completed and the route will become more useful for local residents.



Population per km2

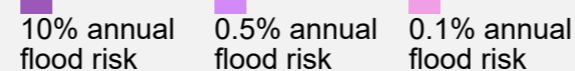


FLOOD RISK

The map below shows there is a 10% chance of surface water flooding at the central area of the route.

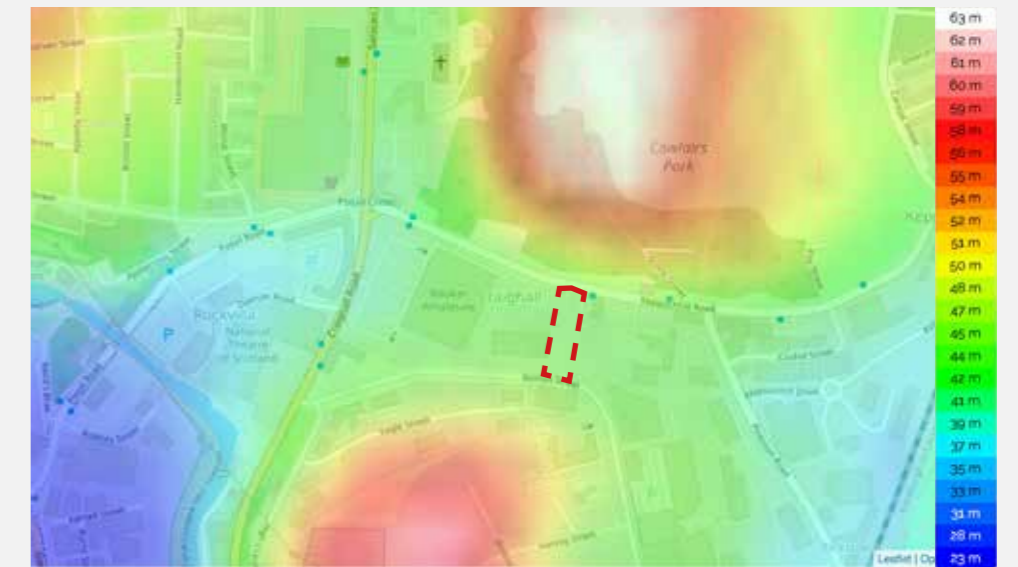


Surface Water Flood Risk



TOPOGRAPHIC

The topographic map shows the area is situated in the saddle between the hill at Cowlairs to the north and Dundas Hill to the south.















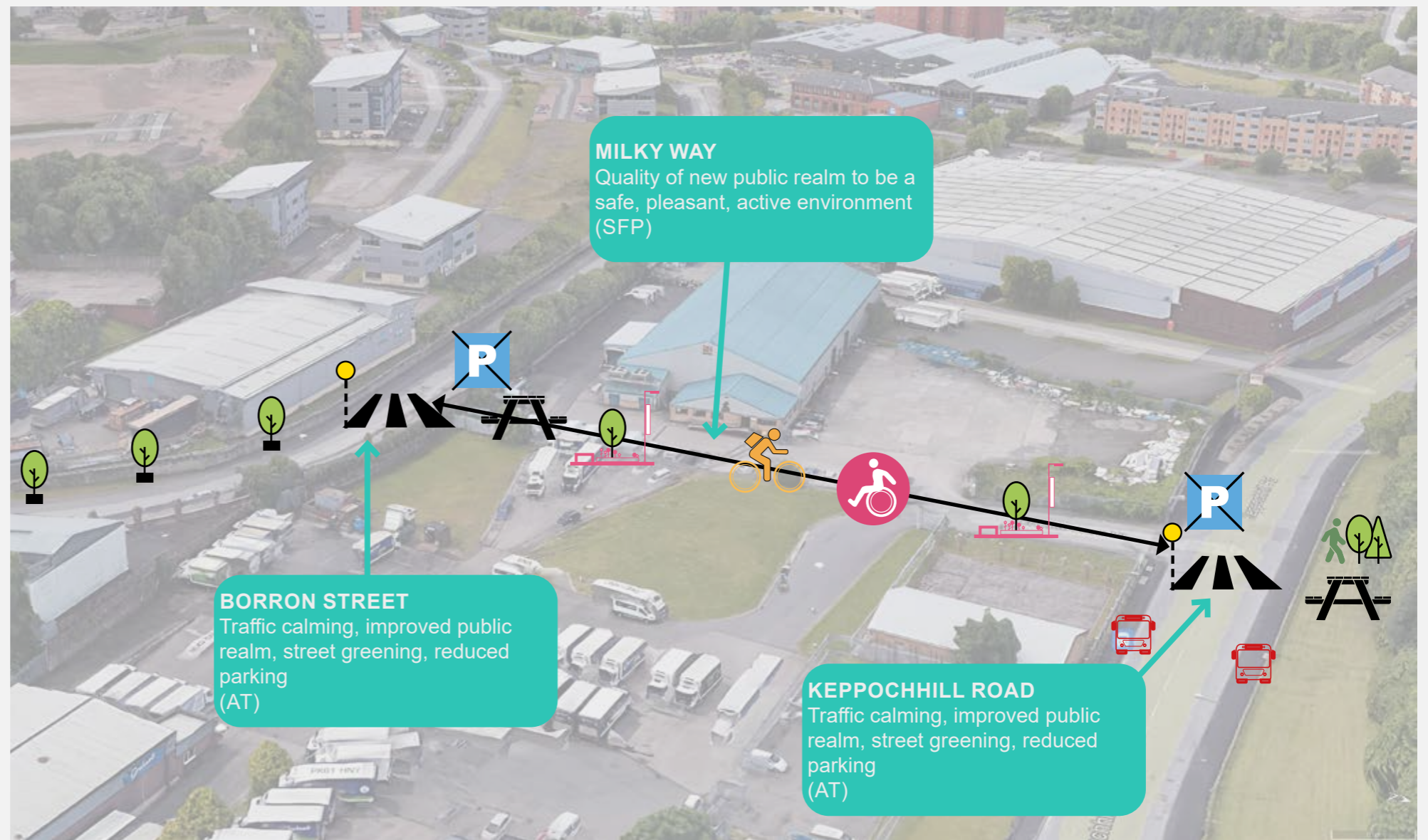
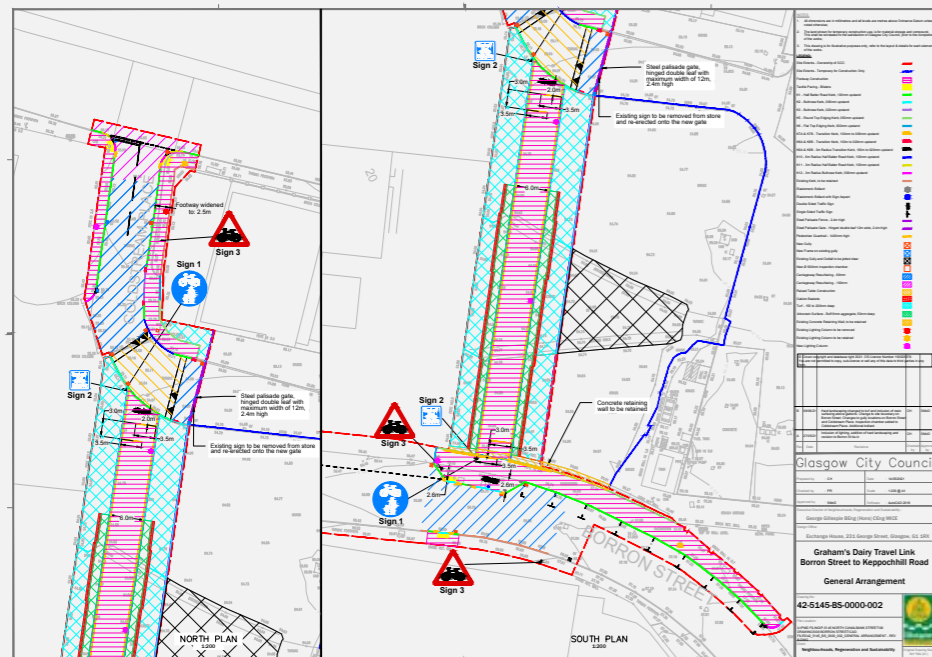
LN OPPORTUNITIES

GCC have prepared a technical design to provide a ramp linking Borron Street to Keppochhill Road. This is an opportunity to deliver the design and provide a placemaking driven overlay that allows the space to be as pleasant an experience as possible.

The area is not surrounded by buildings that overlook the proposal and so the space could attract anti-social behaviour if not designed correctly.

This project also has uncertainties over it's funding but given it's key connection the LN project could support that.

-  Improved Cycle Infrastructure
-  Activating unused space
-  Modal filter
-  Street Planter
-  Accessibility for all
-  Enhanced green spaces
-  Safe crossing points for pedestrians
-  Linking to public transport
-  Rationalise car parking
-  Street furniture and lighting



COMPLEXITY	● ● ● ○ ○
IMPACT	■ ■ ■ ■ □
KEY THEMATICS	EJ / AT / SFP
COST	£ £ £ £
TIMESCALE	Mid Term



**SITE ANALYSIS**

**Land use and Built Form**

The arrangement of the built form in this area follows the natural topography. The buildings are terraced along the contours with the spaces between them very challenging due to the gradients. The housing is mainly a mixture of old and new tenement scale flats with the Murano Street student village also prominent in this neighbourhood. There are multi-storey flats at Wester Common as well as terraced and semi-detached housing. Firhill Park, the home of Partick Thistle FC is located immediately adjacent to the canal and also has a residential flat development to its north edge.

**Green and Blue Network**

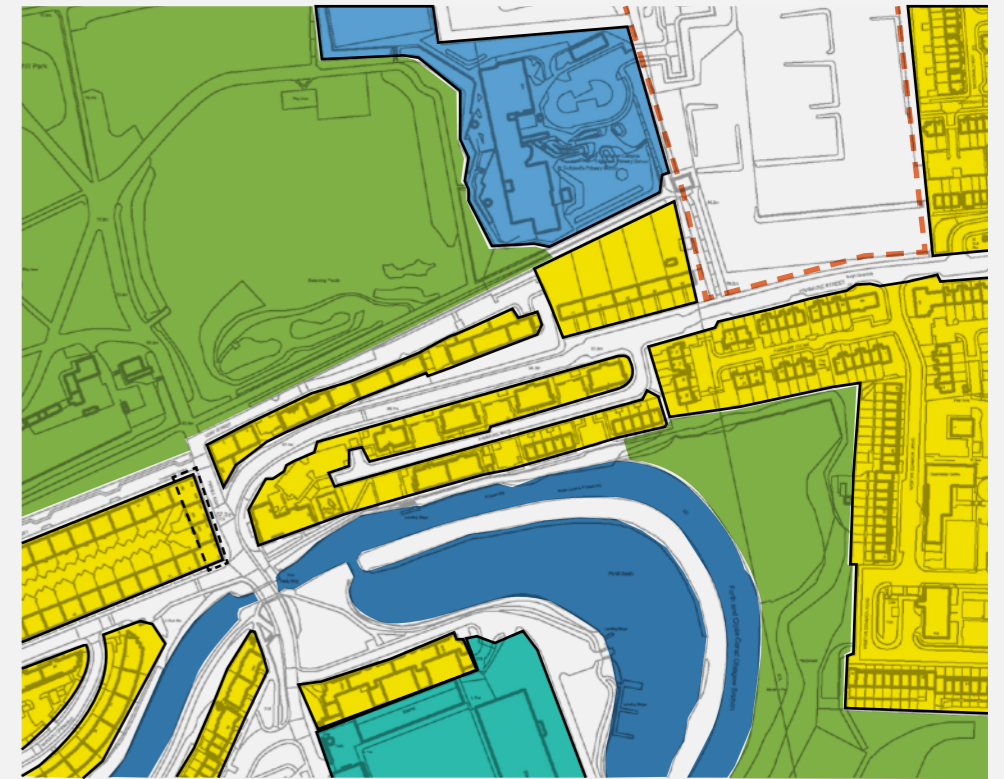
Ruchill Park is a very well used city park with unique attractions such as the flagpole view point as well as amenity such as Frisbee Golf. The park is linked to the Forth and Clyde canal at Firhill Road. Amenity improvements by Scottish canals at Firhill canal basin include fishing, pontoons and an improved public realm. A sloped boardwalk also connects Panmure Street to the Claypits Local Nature Reserve.

**HEATMAP ILLUSTRATING TOPOGRAPHY OF AREA**



**LAND USE AND BUILT FORM**

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Proposed Housing Development
- Forth and Clyde Canal



**GREEN AND BLUE NETWORK**

- Open Space / Amenity
- Forth and Clyde Canal



**Topography**

The steep slopes created by the natural topography in this area of the city results in the routes to school being very challenging for certain users. This is highlighted at the junction of Panmure Street and Firhill Road at the canal bridge. While being the south access to Ruchill Park, this section of road is very steep making it challenging to cross. Vehicles approaching the bend in the road are not visible to pedestrians making this crossing point even more challenging.

**SITE ANALYSIS**

**Roads and Public Transport**








Panmure Street is a key link connecting Maryhill to Possilpark. As such it is very busy with traffic. Panmure Street joins Firhill Road at a bend with a considerable gradient. Due to the prominence of tenements the local access roads are dominated by parked cars.

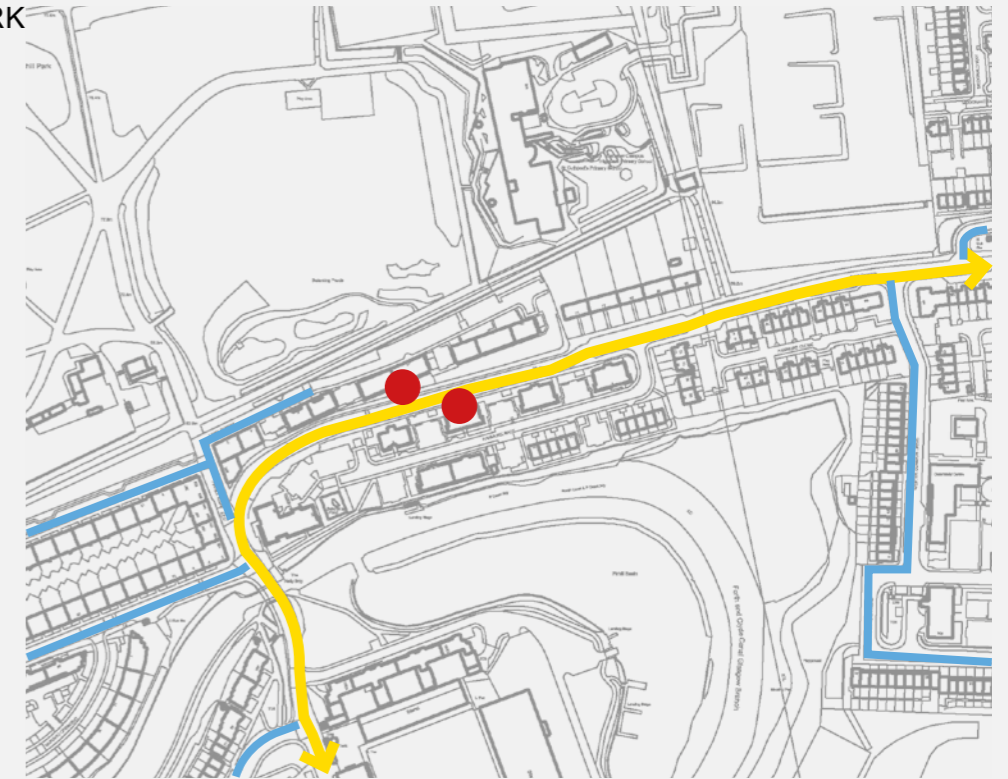
**Cycle and Footpath network**

The canal towpath is very popular for walking and cycling and is an important commuter link for cyclists moving between Maryhill and the city centre.



The core path network links the canal to Ruchill Park but is very challenging for pedestrians and cyclists trying to cross at Firhill Road / Panmure Street.

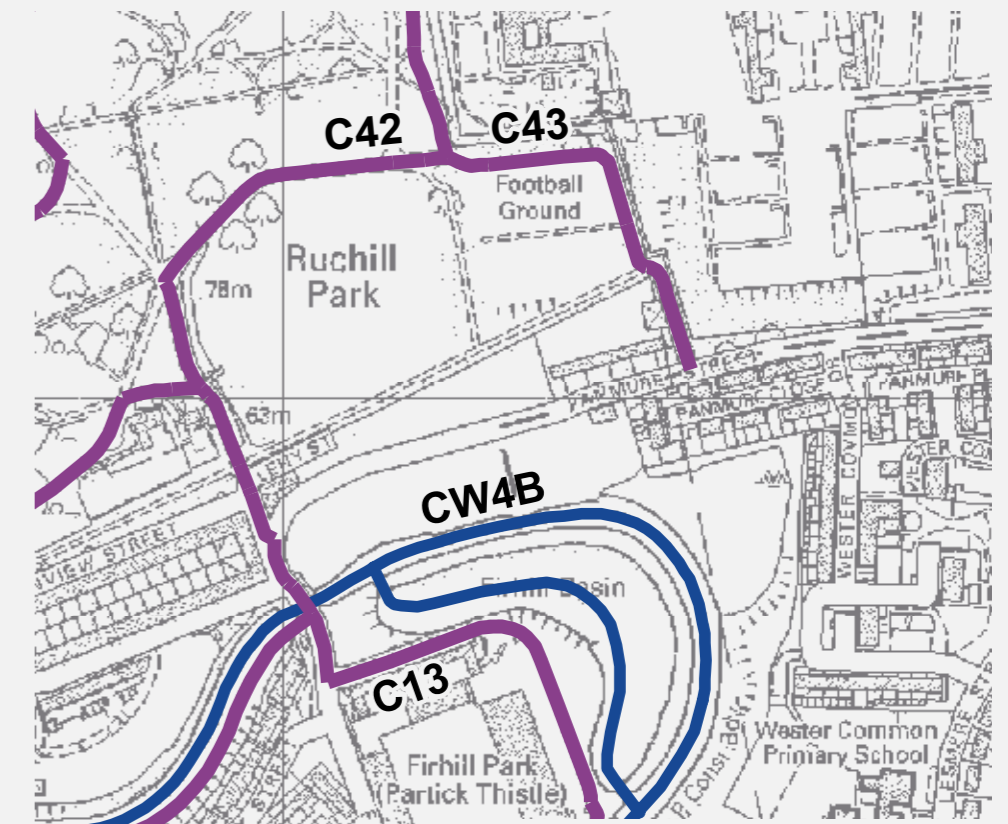
**ROADS AND PUBLIC TRANSPORT NETWORK**

-  Main Distributor / Proposed City Network
-  Link Road
-  Local Access
-  Local Access (not accessible)
-  Existing Modal Filter
-  Bus Stop
-  Next Bike Automated Cycle Hire Site



**CYCLE AND FOOTPATH NETWORK**

-  Core Paths
-  Core Path on Water





**S**

**STRENGTHS**

Area is well populated and well used therefore clear desire by locals to make change  
 Could be a really popular link to connect Ruchill Park to the canal network

**W**

**WEAKNESSES**

Existing road design and natural site constraints make this challenging

**O**

**OPPORTUNITIES**

Rebalancing of road space will make a safer environment for pedestrians  
 Tackling complicated stretches of road such as this can send positive message about change

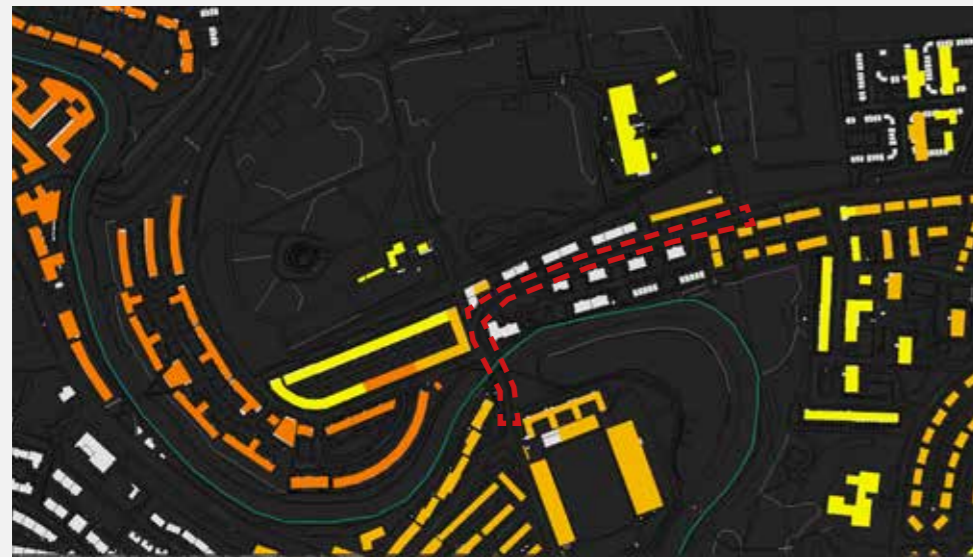
**T**

**THREATS**

Technical constraints of roads design  
 Need for a transport model could hinder progress

**POPULATION DENSITY**

The mid density in the area around Panmure Street is due to the tenement building type. Similarly to other sites, the population density will change dramatically when the former Ruchill Hospital masterplan is realised.



Population per km2

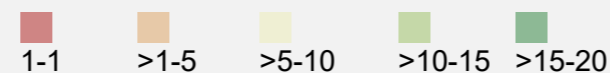


**SIMD INDEX**

The area has a mixed rating on SIMD rating. To the west, the highest ranking within this Liveable neighbourhood wider tranche is recorded with the area to the south being slightly higher than the tranches average. The area to the east is ranked low and the north area is distorted due to the lack of residential dwellings.



SIMD2020\_Vigintile



**TOPOGRAPHIC**

Panmure Road runs east and west to the underside of the Drumlin at Ruchill Park, keeping the slopes to a minimum. Firhill road travels north and south and has a slight slope.



ENGAGEMENT SUMMARY

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

Cars travelling along Panmure St, tend to travel pretty fast and cruise around the corner into Firhill Road, despite the fact that they do not have a clear view of the junction until they have almost reached it. They are also travelling downhill.

The design of the Firhill Road/Murano St/ Panmure St junction appears to have been wilfully designed to be as hostile as possible to pedestrians. The steepness of Firhill Road is taxing enough for pedestrians, but the design favours cars and encourages them to travel at speed, even though sight lines at the junctions are poor and often further obscured by parked cars

I think the entire length of Firhill Road from Northpark St to Ruchill Park gates and 50 metres of Panmure St and 20 metres of Murano St from the junction should be redesigned with pedestrian priority in mind.



This is a dangerous road to cross because the cars drive too fast round the bend and it's not easy to see them coming. If you are coming from the north side of the canal walking west to cross onto the towpath on the south side, you have to cross this road.

This area is terrible for both pavement parking & fast traffic. I regularly have to walk on the road with my toddler and/or buggy due to cars parked on the pavements. The traffic coming along Murano St is often travelling at speed despite the speed bumps and the cars parked on both sides make negotiating this stretch of road a safety concern.

This is a pretty steep section of road, and, in the short section there are two fairly busy junctions, both with poor sightlines and cars emerging from Panmure St often do so at speed.

I would like to see the junctions with Murano St and Panmure St made more pedestrian friendly, I would like driver's sightlines to be less obstructed, I would like to see speeds of approach, particularly from Panmure St reduced to 10/15 mph. I would like to see warning notices and lights and a clear emphasis on pedestrian priority. Although outwith the geographical area, I think there should be a crossing from Northpark St to the student residences. A series of crossings - Northpark St, just south of Murano St, across Murano St and across Panmure St, all at pedestrian desire lines would, together, force speed reductions because, it would encourage more pedestrians to use the area assertively.





**LN OPPORTUNITIES**

This is an opportunity to improve the public realm connections between the Canal and Ruchill Park linking up these two recreational amenities. Firhill Road at the junction of Panmure Street is a blind spot for pedestrians and as a result vehicles have gained priority. By reducing the speed of vehicles and improving the public realm the street can become a safe place that connects this community. The shops at the north end of Firhill Road would also benefit by the provision of some street greening and places for people to sit. This is a key route to school and improvements to the public realm would also benefit the local economy.



COMPLEXITY ● ● ● ● ○

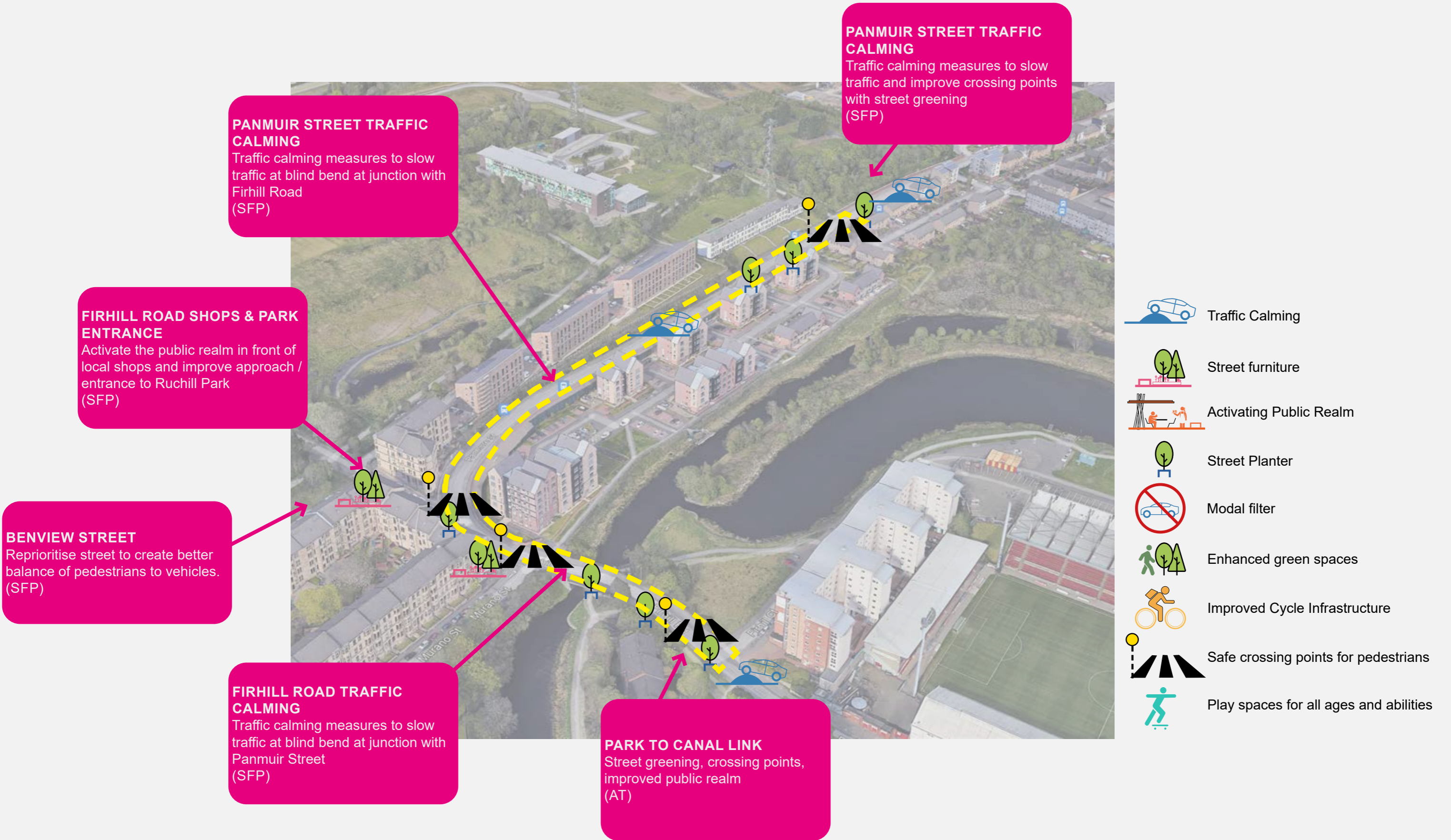
IMPACT ■ ■ ■ ■ □

KEY THEMATICS EJ / AT / SFP

COST ££

TIMESCALE Mid Term





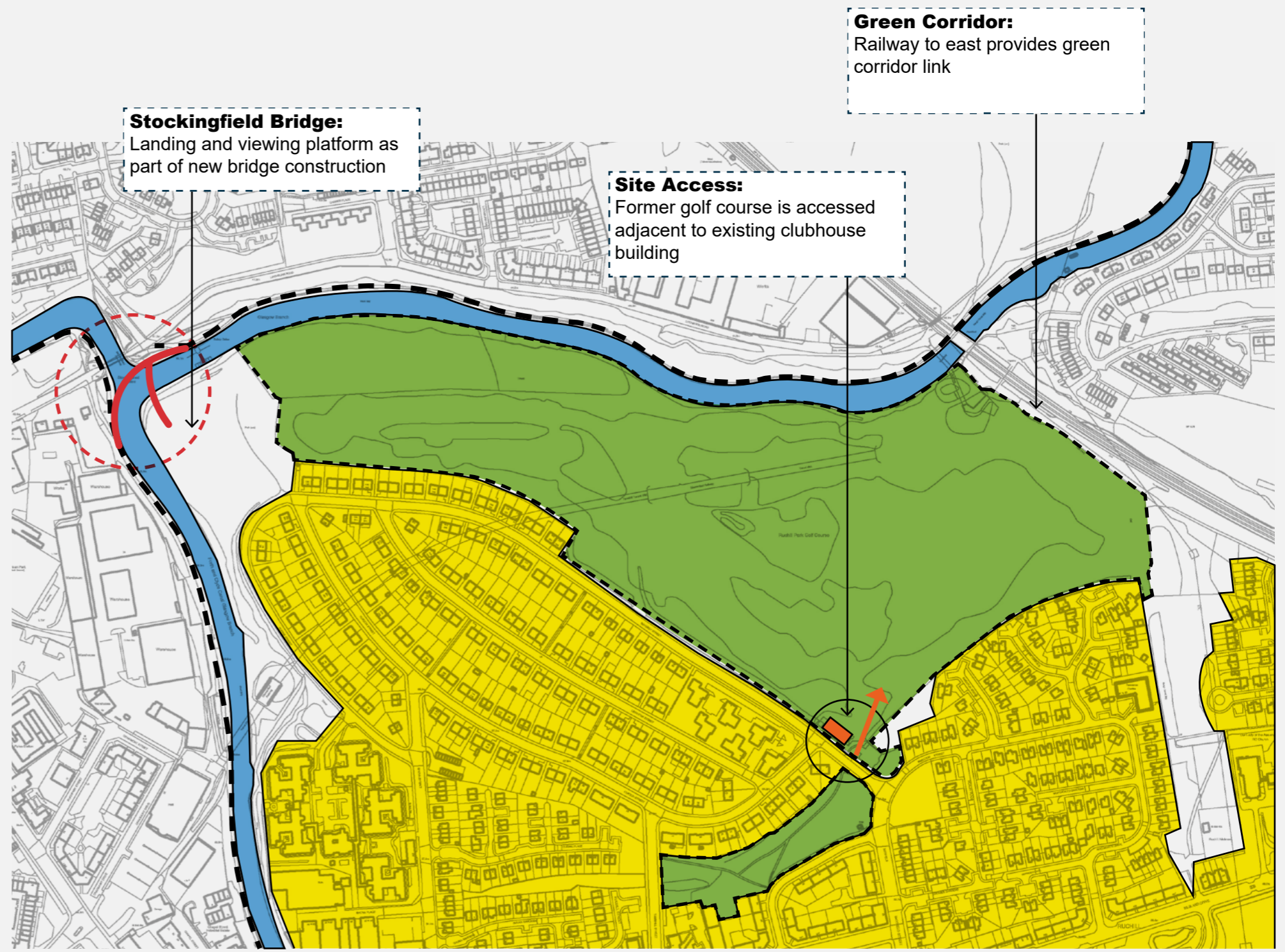


**SITE ANALYSIS**

Ruchill was reopened by Scottish golfer, Colin Montgomerie in September 2009, after a long campaign by local golfers. The 9-hole course opened for play in April 2010 with a newly built clubhouse. In 2019 the course was closed by GCC and the long term future for the site is being sought.

The site itself is a large green open space which is bounded to the north and west by the Forth & Clyde Canal. The Stockingfield junction is an important feature of the canal at first it was a terminus forming the junction for the Port Dundas branch off the Forth and Clyde Canal main line from the late 18th century.

The new Stockingfield Bridge being delivered by Scottish Canals will create a pedestrian and active travel between link the three communities of Ruchill, Gilshochill and Maryhill.



**LAND USE AND BUILT FORM**

- Residential
- Existing Clubhouse
- Open Space / Amenity

**GREEN AND BLUE NETWORK**

- Forth and Clyde Canal
- Stockingfield Bridge (complete autumn 2022)
- Canal footpath





FORMER RUCHILL GOLF COURSE  
JANUARY 2022



3D VISUALISATION OF NEW PEDESTRIAN BRIDGE  
(COMPLETION LATE 2022)



S

STRENGTHS

Already acts as a natural open space for bio-diversity  
Established as a landscape  
New bridge and landing infrastructure will be completed to open up east west connections

W

WEAKNESSES

Will need careful management and overlooking to deter anti-social activities  
The area is large and could therefore be 'a big ask'

O

OPPORTUNITIES

Access to canal for amenity and activity along the north edge  
Could encourage investment into the area with suitable type of proposals  
Could accommodate multiple recreational activities similar to 'Play Port' at Pinkston canal basin

T

THREATS

The wrong type of 'development' could bring to much vehicle traffic

POPULATION DENSITY

The immediate area at Ruchill Golf course is low but the surrounding area rises to 2k per km2. With the bridge under construction, a larger population density from the west and north will be able to access the area with ease.



Population per km2

5k 4k 3k 2k 1k

SIMD INDEX

Ruchill Golf course sits at the centre of a range of areas with different recorded scores on the SIMD index. A diverse community have the ability to benefit from any intervention here.

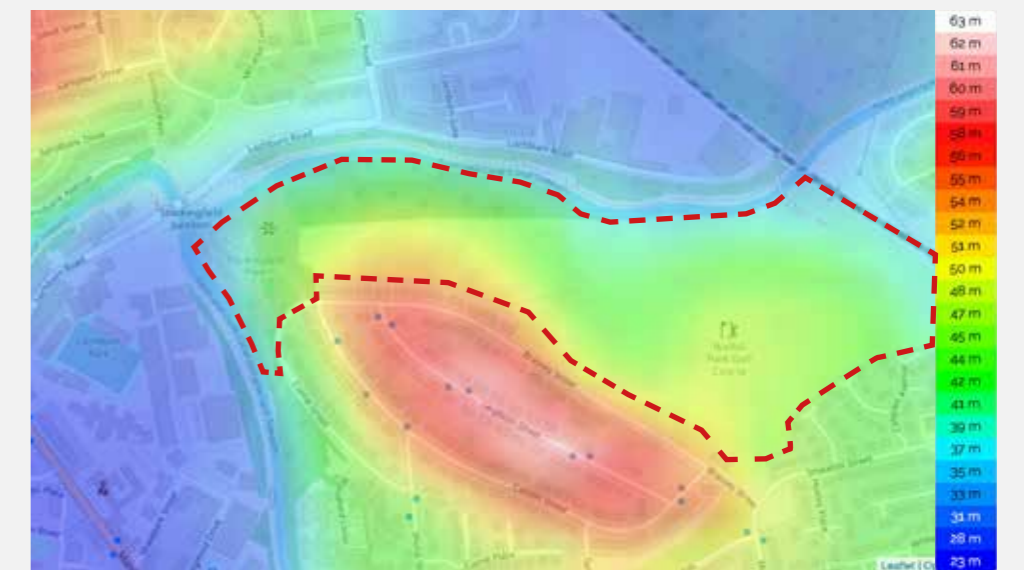


SIMD2020\_Vigintile

1-1 >1-5 >5-10 >10-15 >15-20

TOPOGRAPHIC

Like a lot of parks in Glasgow, Ruchill golf follows the slopes of a drumlin. It rises from the canal to its north to the housing development at the peak to the south.



**ENGAGEMENT FEEDBACK**

The comments and map below summarise some of the key points that have been made so far through digital engagement. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

It's clear from the early engagement that many local people see the open space as a really important area for nature and recreation. All across the northern communities the local people have talked a lot about their connections to nature, in particular the local deer population.

Feedback has also highlighted that the Ruchill community feel more connected to Maryhill than they do to Possilpark due to proximity and topographic obstructions such as hills. With the opening of the new pedestrian bridge over the canal at the Stockingfield junction this connection from Ruchill to Maryhill will be further strengthened.



*A purposeful entrance should be made to Ruchill golf course at the new Stockingfield bridge. This would allow community access and greater links between Ruchill, Gilslochill, Lambhill and more.*

**What type of intervention would you like to see?**

*Large entryway and signposting.*

**Is there anything else you would like to add?**

*Currently there are limited access points to the golf course, but by opening new access points it could become a destination as well as a key link between communities.*

*Halloween Pend / tunnel*

**Please provide details**

*Tunnel runs under the canal from lochburn road to ruchill golf course and lambhill*

**What type of intervention would you like to see?**

*If feasible, make tunnel an active travel route. Is currently open but almost unusable. Surely cheaper than building bridges!*

*Bridge to Lambhill under-utilised*

**What type of intervention would you like to see?**

*Installation of cycle and walking tracks across former golf course, connecting to the bridge over the railway by the canal. Lambhill is presently 'cut off', but braver Lambhill dog walkers take this rough path across Ruchill golf course. If improved, it could be a major active travel route in combination with the Stockingfield bridge. This would make trips from Lambhill to Maryhill and the west end a breeze.*

*I love the area but the services and amenities let it down*

**What type of intervention would you like to see?**

*More bus services which cover a wider area, more reliable buses, better street lighting, more amenities for kids and adults as there is nothing around - no cafes, supermarkets etc. There is more housing being built but no adequate bus service or amenities.*

*No pavement on one side of wide road, for a section*

**What type of intervention would you like to see?**

*All pavement widened, pavement introduced on golf course side even where there are no houses*



LN OPPORTUNITIES

The new bridge presents the opportunity to activate the former golf course around the Ruchill side bridge landing. Several projects have been considered for the site including the possibility of the Queens Green Canopy project to mark the Queen's Jubilee although this is longer being considered in this location. The Stockingfield Report, prepared by Ironside Farrar in 2019 highlighted a proposal for 'One Planet' - a Centre for Sustainable Living comprising of Research hub, Energy Centre, Demonstration Gardens, Visitor Centre, Local Community Park, Active Travel Hub.

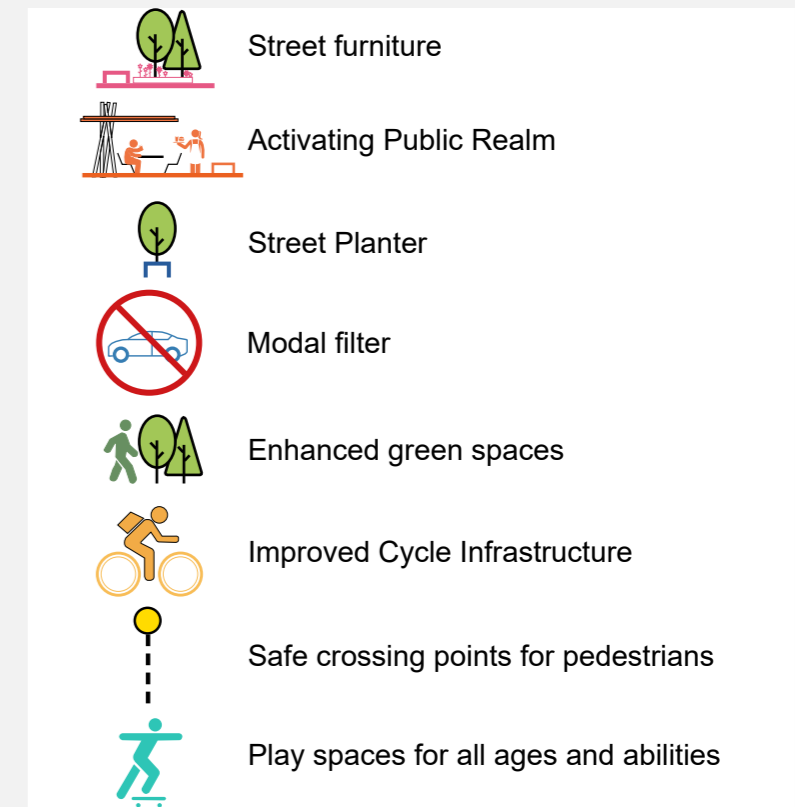
Most recently, GCC have been seeking proposals through the People Make Glasgow Communities programme to allow interested parties to become involved in the venues and services that are relied on in their communities.

Proposals for the re-use of the former golf course have been received and are being considered. Innovative ideas such as an urban farm, community food growing, outdoor children's nursery are being considered. The site character will change as it could become an important amenity for the community as well as being a new destination for the city that can bring communities together in the north of Glasgow. The site will also be a key gateway that links the communities.

The former golf course itself was renowned for being very wet. The majority of the general up-filling of the site was formed of general demolition material capped by a layer of clay and topsoil, which contributed to the secondary problem of draining the golf course. As such, redevelopment opportunities are somewhat limited and so opportunities to work with the local community to determine future uses will help with the longevity and sense of ownership.

There is no access to the golf course or woodland from the canal and so this could be an opportunity to change that. Establishing a walkway of boardwalk could create a loop or link similar to that of the Claypits LNR and the Cunningar Loop. This new active travel route could then lead to other uses such as pontoons for narrow boat moorings, adventure play areas in the woodland and even an opportunity for an off-grid glamping / eco-bothy experience with the appropriate community management in place.

An example of this is the Larick Campsite in Tayport run by the local community trust. They provide camping pitches and a modern amenity building. Located next to the recently completed Larick Centre, this award winning building is a new community space where local residents and visitors can meet, socialise and enjoy activities and events.



BOARDWALK FOOTWAY  
CLAYPITS LOCAL NATURE RESERVE



LARICK CAMPSITE AMENITY BUILDING  
TAYPORT



**COMPLEXITY** ● ● ○ ○ ○

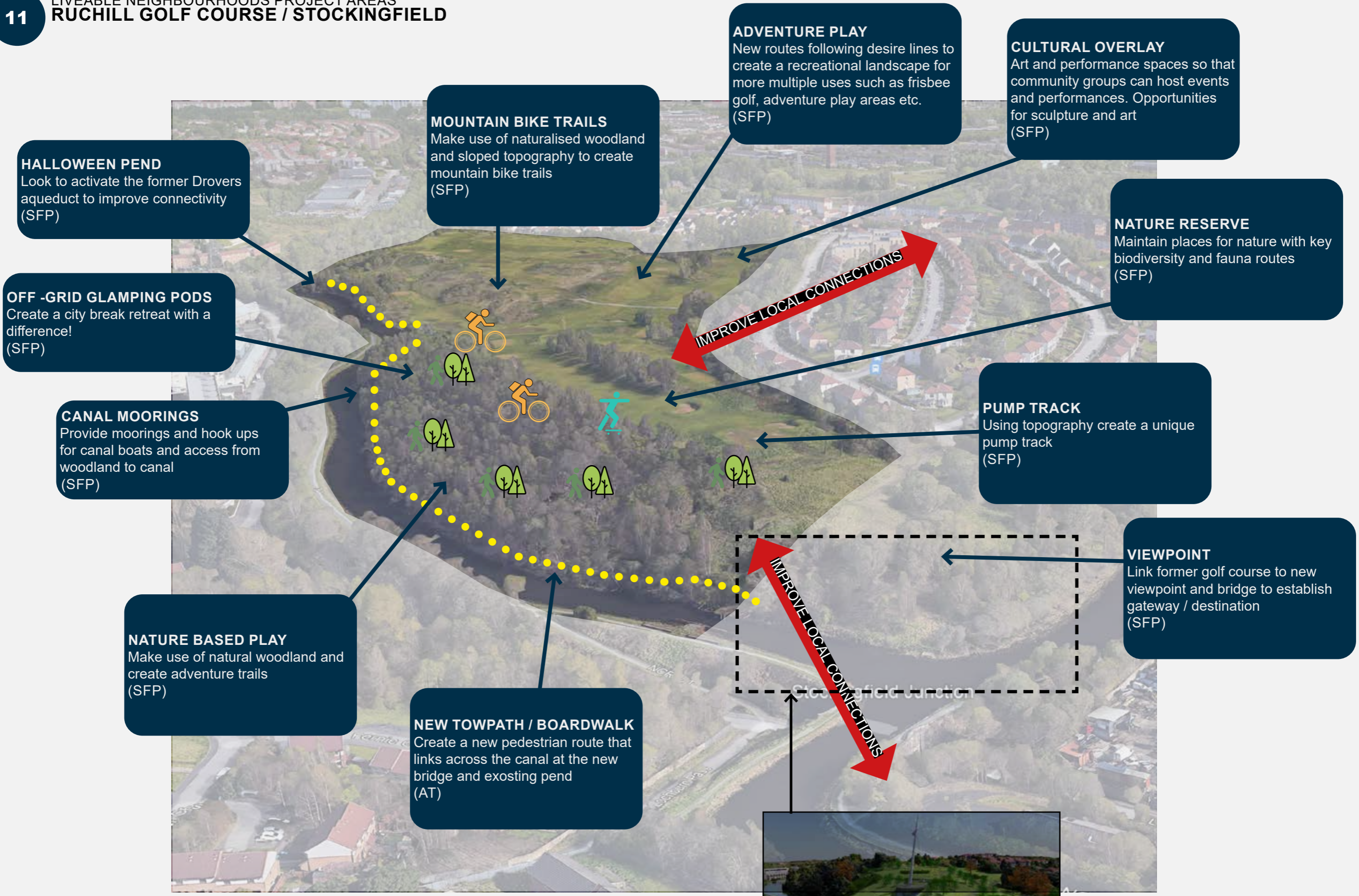
**IMPACT** ■ ■ ■ ■ ■

**KEY THEMATICS** EJ / AT

**COST** £ £ £

**TIMESCALE** Mid Term





3D VISUALISATION OF NEW PEDESTRIAN BRIDGE



## SITE ANALYSIS

### Land use and Built Form

The built form in this area is informed by the crossing points over the Forth & Clyde Canal. The west side of the canal around Ruchill Street and Panmure Street is mostly residential, consisting of both private and social housing tenures. The majority of the housing is either semi-detached or formed as small terraces. The Mondrian development to the south of Ruchill Street is a mixture of detached / semi-detached town-houses, terraced housing and 4 storey flats, some of which have communal gardens along the edge of the canal.

The housing to the north is semi detached or small terraces that follow the natural topography as the land rises to the north.

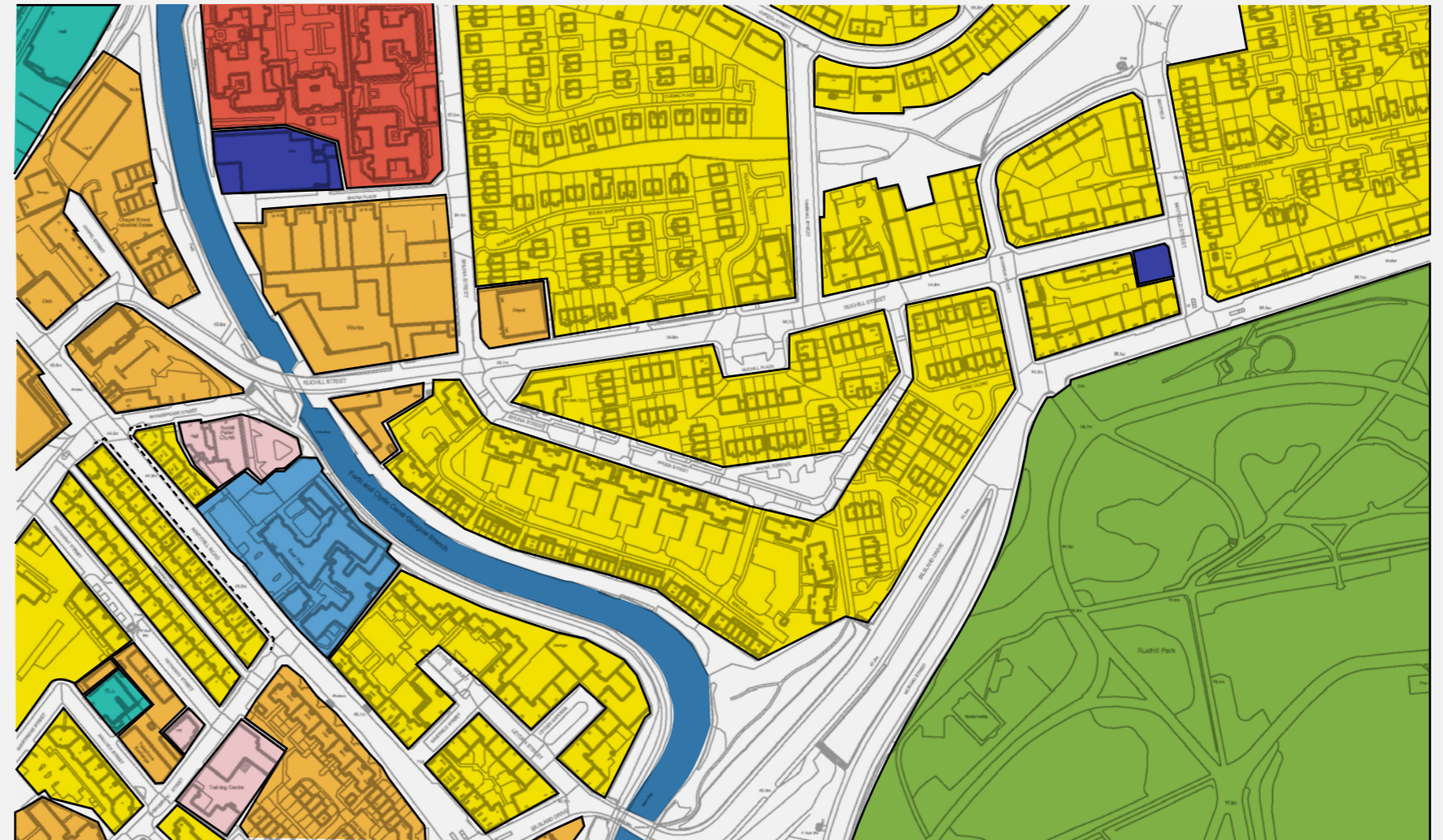
Lying immediately to the east of the Ruchill Street canal crossing are the former canal warehouses that have been converted for a mixture of commercial uses.

This area is near to the local shopping facilities at Maryhill Road. The diagram opposite illustrates the diverse mix of uses around Maryhill town centre.

### Green and Blue Network

Ruchill Street is a very popular access point to the Forth & Clyde towpath, which links Maryhill and Ruchill to the blue network. Although the towpath narrows beneath the bridge, there is a well established footpath network linking to Ruchill Street.

Ruchill Park is very well used and has unique attractions such as the flagpole view point, as well as amenities such as Frisbee Golf. Due to the topography the main access to the park is from the north. There is also access into the park from the west at Murano Street, but due to the land formation, the routes are connected via Bilsland Drive.



- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Proposed Housing Development
- Forth and Clyde Canal



## SITE ANALYSIS

### Roads and Public Transport

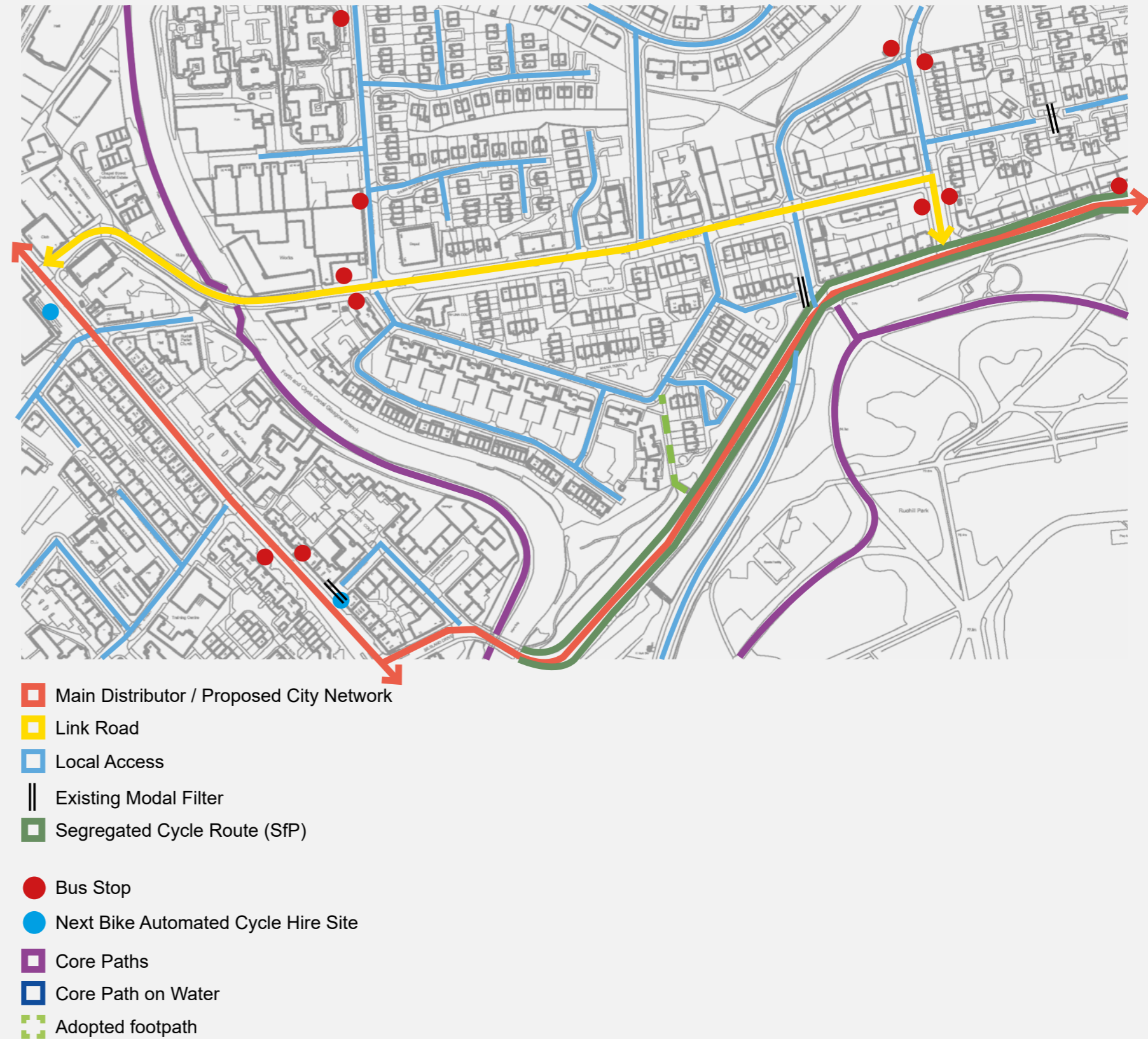
Ruchill Street is a busy link road that connects Maryhill town centre to Bilsland Drive close by the north entrance to Ruchill Park. Beyond Shuna Street to the east the road is approximately 12m wide with space for parking on either side. This part of the road features housing with driveways and gardens fronting onto the street. Due to the large road width there is a tendency for higher vehicle speeds as there are no traffic calming measures in place. This can be hazardous for pedestrians as well as affecting the quality of the 'place'.

Bilsland Drive is a key distributor road that connects the west of the city to the north of the city. Despite the 20mph speed limit vehicles often travel in excess of this. The larger road widths and lack of controlled crossing points make it dangerous and difficult for pedestrians and other users to negotiate.

### Cycle and Footpath network

As with most locations in this area the footways are minimal with priority given to motor vehicles. The recently installed cycleway along Bilsland Drive does provide a safer place for pedestrians but issues with its design have led to difficulties with the maintenance of the route. There are areas where silt and rubbish collect resulting in sections being awkward to cycle.

There is a lack of opportunities for pedestrians to connect from Ruchill Park to the canal tow-path through the residential areas. The canal towpath is very popular for walking and cycling and is an important commuter link between Maryhill and the city centre.





**S**

**STRENGTHS**

- Proximity to good quality public amenity at Ruchill Park
- Proximity to core path on Forth & Clyde Canal for amenity and contact with bio-diversity
- Good local bus service linking east to west
- Opportunities for spatial change due to wide streets

**W**

**WEAKNESSES**

- The area is a key road link and there maybe resistance to change.
- Width restrictions at canal bridge could be an issue

**O**

**OPPORTUNITIES**

- Better access to canal for amenity and activity
- Improvements to environment can provide more positive impression of the area
- Investment to enhance existing 'short-cuts' will improve safety
- The new Stockingfield Bridge will open up new routes and therefore the character of certain streets will change
- Creating a safe and accessible connection from Ruchill Park to the former Ruchill Golf Club and Stockingfield Bridge

**T**

**THREATS**

- Funding not being available

**POPULATION DENSITY**

The immediate area around Ruchill street is low density. The density increases in the Mondrian development around Shuna Street due to a higher volume of flats. The diagram also illustrates a higher density focused around Maryhill Road to the west of the canal.



Population per km2

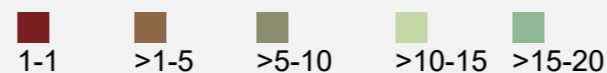


**SIMD INDEX**

This area has a mixed rating with the central residential area ranking highest. Despite the proximity to Ruchill Park a large area of this neighbourhood is ranked in the lowest SIMD category.

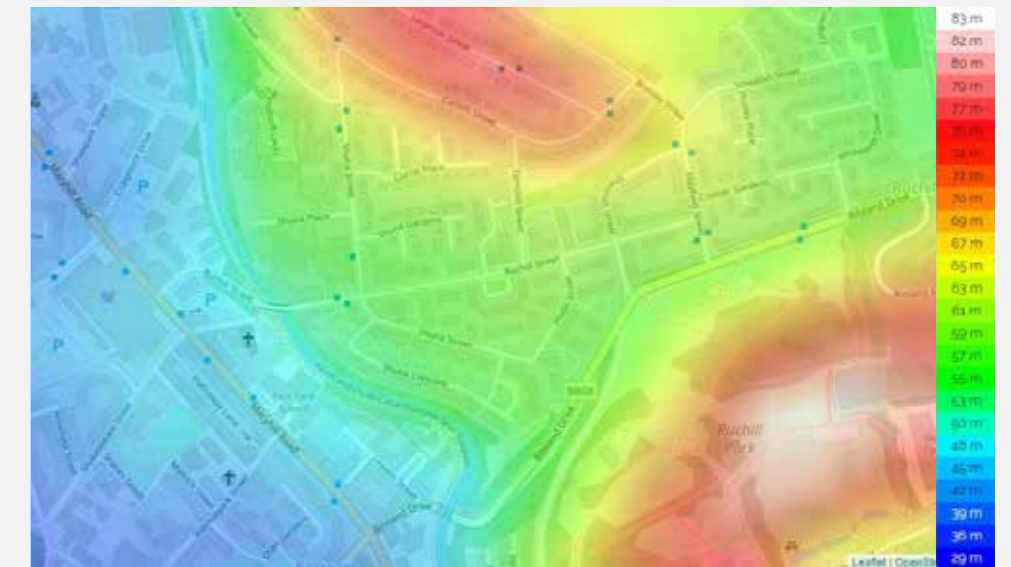


SIMD2020\_Vigintile



**TOPOGRAPHIC**

This diagram illustrates the location of the focus area sitting in the saddle between the two drumlins of Ruchill Park in the south and Leighton Street to the north.



**ENGAGEMENT FEEDBACK**

The comments and map below summarise some of the key points made through digital engagement to date. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.



*Street is huge, so cars drive fast*

**What type of intervention would you like to see?**

*Narrow the street, widen the pavements. Traffic calming measures.*

*Ruchill Street and Bilsland drive are both extremely busy roads, with the wee side streets used as rat runs between them*

**What type of intervention would you like to see?**

*Stop Ruchill Street being used as an arterial road. It is a residential street. Make the road narrower and introduce traffic calming measures*

*Improve Mayfield St to connect green spaces and cycle lane*

**What type of intervention would you like to see?**

*Narrower, slower street with play areas, greenery, and perhaps a segregated cycle lane.*

*this is a very dangerous place to walk. There is only a pavement on one side of the road and traffic is far too fast. there is no crossing point*

**What type of intervention would you like to see?**

*widen the footway, traffic calming measures, crossing point*

**Is there anything else you would like to add?**

*I think it should be one way*

*Shops and public realm of mostly poor quality*

**What type of intervention would you like to see?**

*Improvements to pavement; safe road crossing; upgrades to park. Perhaps reduced rents or rates relief for anchor businesses such as butcher, greengrocer, laundrette, cafe? Programme of events in Ruchill Park to encourage use. More entrances to park / less railings.*

**Is there anything else you would like to add?**

*Murano St students should be encouraged to head this way sometimes - diversity and social integration are good for everyone, also would direct some of their spending into local community instead of it all heading to Byers Rd.*

*Bridge is fast, with narrow pavement only on a single side. Routes both over and under canal feel unsafe.*

**What type of intervention would you like to see?**

*Measures to improve pedestrian and cycle safety. If possible, wider pavements and pavements on both sides. Improvements to cycle safety, both when cycling the canal and when crossing it.*

*Linking up Ruchill Park with the new Stockingfield bridge*

**What type of intervention would you like to see?**

*Signs, segregated wheeled infrastructure, improved dropped kerbs etc*

*The access to the canal towpath at this point is on the bridge, and requires crossing the footpath.*

**What type of intervention would you like to see?**

*The installation of a dropped kerb, and possibly improvements to the road layout or signage to make motorist and cyclists aware of this junction.*

**Is there anything else you would like to add?**

*This is an important means of connecting to the towpath for cycle traffic coming from Ruchill. At the moment it's difficult to do this without cycling on the pavement; the traffic is often fast and the roadway is narrow, so even pulling-over to lift the bike onto the pavement to get onto the towpath feels dangerous.*

*This is a street with a number of young families. The kids are penned in by busy roads on all sides so they can't leave. There is nothing for them to do, so they just run around in the street. As they get older they are starting to cause problems for other neighbours. It's not fair for them.*

**What type of intervention would you like to see?**

*Make Shuna Street safe to play in with traffic calming and play space. Give them a safe traffic free route to Ruchill park and make the park safe for children*

*Panmure and Murano streets are used as rat runs with cars going at speed to join Bilsland drive*

**What type of intervention would you like to see?**

*This junction should be made tight so that cars have to slow down before joining Bilsland drive. As a pedestrian, it feels unreasonably dangerous having to cross Murano street at this point- it's extremely wide and cars can and do use excessive speed here*



## LN OPPORTUNITIES

Situated in the north-west of the LN area this residential community is consists of a mixture of private housing, social rented housing and student accommodation. The community tend to use Maryhill town centre as their local shopping area. This results in the movement of people and vehicles along Ruchill Street using the road bridge over the canal. Further to this it is also a key route for connecting Maryhill with Possilpark.

The public consultation has highlighted concerns over the lack of adequate links connecting Ruchill Street to the canal towpath which is something this project will look to address. Ruchill Street is identified as a link road within the city road network but there is opportunity here to capture more space for pedestrians by reducing the space allocated for vehicle use. Any reductions in vehicle movements combined with improved public realm that could include space for cyclists could greatly enhance the place quality of this area.

There are a number of areas of open space within the neighbourhood that already function as links and connections, however these are of low quality. Surfaces are poor, landscaping is not maintained and street lighting (where it exists) is in need of upgrading. These spaces function as connections from the residential communities to public transport, school and Ruchill Park and it's essential they feel safe.

This neighbourhood also links Ruchill Park to the new Stockingfield Bridge, a key pedestrian route that will affect movement across the neighbourhood. Public realm improvements including an improved crossing point at Mayfield Street could create a new identity and improve connectivity with the former golf course.

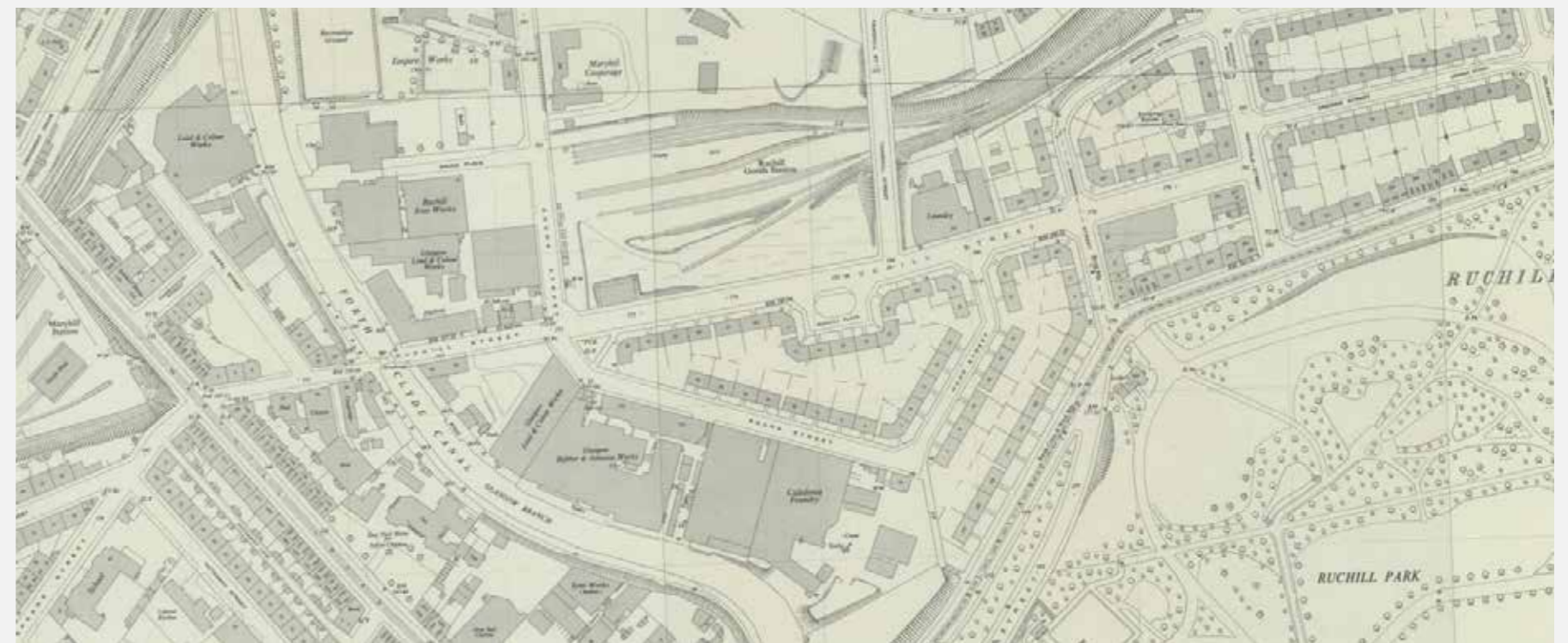
The cycle path along Bilsland Drive was established as part of the city wide Spaces for People project. This goes a considerable way to improving the cycle infrastructure in the area but a permanent long term solution is required. The cycle way is separated from the carriageway by 'armadillo' segregation and is not maintained, this has resulted in a build up of silt and debris.

There is an opportunity to improve the public realm at the local shops on Bilsland Drive which face onto the park. This could integrate the cycleway and introduce street furniture as well as an improved pedestrian crossing. Improved connections at either end of the cycleway are also required to link into the wider city cycle network.

The historic map below illustrates that this area was a hub of activity with the Iron Works and Lead and Colour Works dominating the east side of the canal. Some of these buildings are still retained today and are used for a variety of commercial uses. The historic prominence of industry in this area was due to its location adjacent to the canal. Proposed interventions can be an opportunity to reference the history of the area and potentially provide glimpses to the past to inform the local and wider community of the heritage within this location.

-  Street furniture
-  Activating Public Realm
-  Street Planter
-  Modal filter
-  Enhanced green spaces
-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Play spaces for all ages and abilities
-  Traffic Calming

<b>COMPLEXITY</b>	● ● ● ○ ○
<b>IMPACT</b>	■ ■ ■ ■ □
<b>KEY THEMATICS</b>	SFP / EJ / AT
<b>COST</b>	£ £ £
<b>TIMESCALE</b>	Mid Term



HISTORIC OS MAP 1944



**12.1**

**CANAL ACCESS**

Improved access to canal tow path and traffic calming or modal filter of Ruchill Street at canal bridge (SFP)

**12.2**

**RUCHILL STREET PUBLIC REALM**

Widen pavements, increase crossing points, street greening to Ruchill Street, Shuna Street, Mayfield Street, Tamshill Street, Hugo Street, Shannon Street (SFP)

**12.3**

**GREEN SPACE IMPROVEMENTS**

Improved green infrastructure, nature based play, footpaths, lighting to existing greenspace between Smeaton Street / Shannon Street and Tamshill Street (EJ)

**12.4**

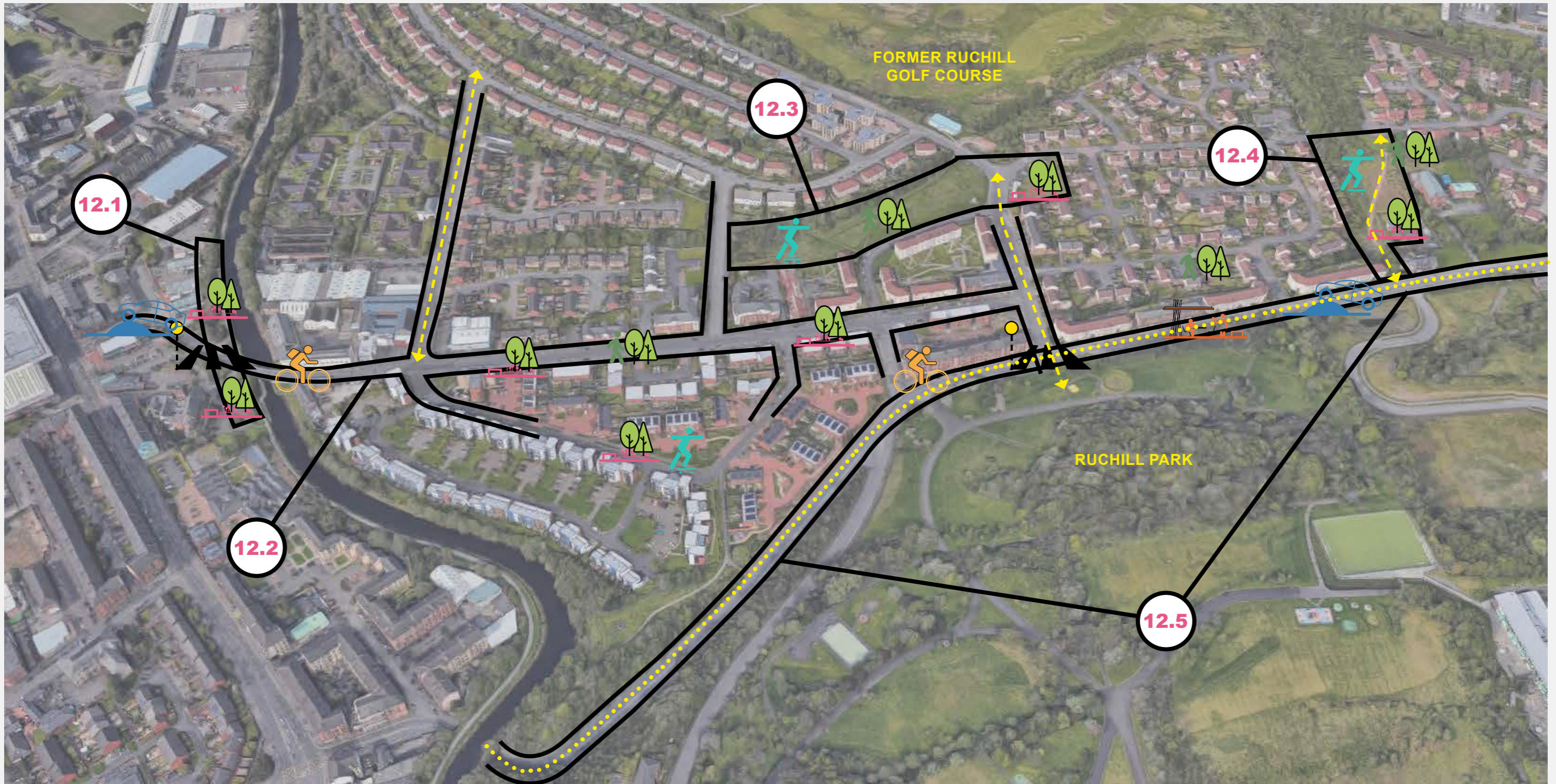
**NEW LINEAR PARK**

New park and green infrastructure to activate connection between Bilsland Drive and Parkbrae Gate (SFP)

**12.5**

**BILSLAND DRIVE PUBLIC REALM**

Integrating 'Space for People' active travel cycle route into wider public realm, activating unused space and improving pedestrian connections (SFP)





**12.1****CANAL ACCESS**

Improved access to canal tow path and traffic calming or modal filter of Ruchill Street at canal bridge (SFP)

The access to the canal towpath at Ruchill Street is quite good, however there is opportunity here to make it much better. This key intersection is very well used but could function better as a public space by enhancing the existing green space and providing more pedestrian space at the bridge. This would help with traffic calming with the creation of a better public realm with space for cyclists and pedestrians.

The intersection of the canal and Ruchill Street should be seen as a gateway location with improved way-finding also being considered.



FORTH & CLYDE CANAL TOWPATH AT RUCHILL STREET ROAD BRIDGE

**12.2****RUCHILL STREET PUBLIC REALM**

Widen pavements, increase crossing points, street greening to Ruchill Street, Shuna Street, Mayfield Street, Tamshill Street, Hugo Street, Shannon Street (SFP)

The images below illustrate the variety of street conditions that exist along Ruchill Street. To the west the road is narrow due to the bridge over the canal and the former industrial works either side of the street. In image 2 the road is much wider given there is more space since the removal of the railway in this location. In this stretch of road and the middle section of Ruchill Street (image 3) the buildings are set back from the street edge resulting in a wide street corridor. Several properties have driveways that front onto the street. This is an opportunity to address the lack of street scale by introducing trees. As the streets appear quite wide, cars are not discouraged from speeding and so traffic calming methods would really help the area. The street has sufficient space to accommodate a range of interventions such as cycle lanes, better crossing points, street furniture and planters and play spaces. Improved lighting, the introduction of artwork and better way finding will vastly improve the public realm.



(1) WEST END OF RUCHILL STREET



(3) RUCHILL STREET MIDDLE SECTION



(2) RUCHILL STREET AT SHUNA STREET



(4) RUCHILL STREET AT MAYFIELD STREET



**12.3****GREEN SPACE IMPROVEMENTS**

Improved green infrastructure, nature based play, footpaths, lighting to existing greenspace between Smeaton Street / Shannon Street and Tarnhill Street (EJ)

This is an opportunity to activate an under utilised green space for the benefit of the local neighbourhood. It's clear to see the existing desire lines are important connections in all directions. This space is also important for local bio-diversity.

By creating a crossing at Mayfield Street the green spaces either side can be connected and also provide some traffic calming. This will then become an opportunity to enhance the existing green space by providing places to sit, play, exercise and an improved path network will ensure this is accessible for all.



AERIAL VIEW OF GREEN SPACES

**12.4****NEW LINEAR PARK**

New park and green infrastructure to activate connection between Bilsland Drive and Parkbrae Gate (SFP)

This connection between Bilsland Drive and Parkbrae Gate is an opportunity to establish a new linear park that connects the communities and engages the Ruchill Pop Up Allotments / Big Roots of Ruchill projects already established in the area..

The proposal is to work with the Ruchill Pop Up Allotments project who have established community led interventions for growing space, fruit trees and community spaces to create a new place that is vibrant, playful and safe for the local neighbourhood.



VIEW SOUTH FROM PARKBRAE GARDENS

**12.5****BILSLAND DRIVE PUBLIC REALM**

Integrating 'Space for People' active travel cycle route into wider public realm, activating unused space and improving pedestrian connections (SFP)

The introduction of the 'Spaces for People' cycleway, installed during the covid pandemic has established this route as a key connection between Maryhill and Possilpark. This project will look to enhance the public realm around the new cycle route ensuring there is a better quality street environment.

Activating unused spaces, improving the foot path space at the Bilsland Drive shopping parade and better connections at either end of the route will greatly enhance this neighbourhood. The introduction of street greening, rationalisation of parking, improved crossing points, traffic calming and street furniture will all greatly enhance the street. A large section of Bilsland Drive also borders Ruchill Park and better connections for pedestrians and cyclists will also improve the access to the park.



LOCAL SHOPS AT BILSLAND DRIVE



**SITE ANALYSIS**

**Land use and Built Form**

Historic maps of the area show this route as part of the former railway that connected the Ruchill Hospital for infectious diseases to Stobhill Hospital. Known locally as 'the Dummy Railway', the route is now a footpath connecting Panmure Street to Bilsland Drive and onto Balmore Road.

The area around the footpath is largely residential, constituted of terraced and semi-detached housing. At either side of Bilsland Drive the housing is of tenement scale. There is a GCC maintained multi-purpose games court adjacent to the footpath at the north of Bilsland Drive.

To the south the former Woodside Works at Stronend Street is now occupied by a variety of small light industrial businesses.

The land rises to the west of the path towards the former Ruchill Hospital site.

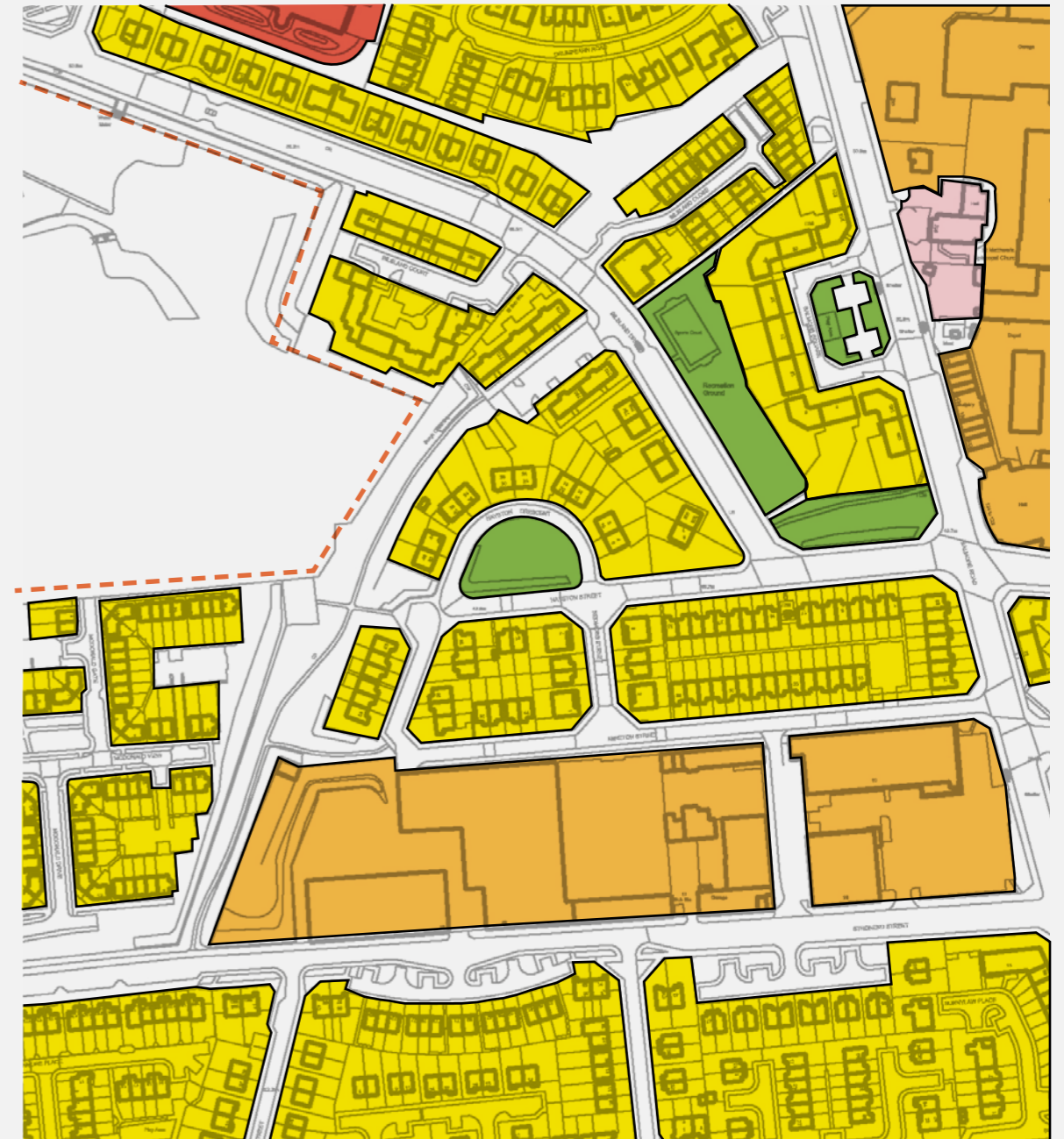
**Green and Blue Network**

The footpath between the flats at Bilsland Drive and Panmure Street is designated GCC Open Space. The route is maintained with a perimeter cut by GCC. The remaining land is overgrown with vegetation and there is limited access for pedestrians.



HEATMAP ILLUSTRATING TOPOGRAPHY OF AREA

- Residential
- Non-Residential / Commercial
- Open Space / Amenity
- Vacant or Derelict Land
- Health / Social Care
- Cultural / Community
- Education / School
- Private Sports Facility
- Street Level Retail or Commercial
- Proposed Housing Development





**SITE ANALYSIS**

**Roads and Public Transport**











The path is accessed in the south at the junction of Panmure Street and Stronend Street (at Balglass Street). The main bus routes run east to west on Bilsland Drive and north to south on Balmore Road. Possilpark Railway Station is on Balmore Road. Journey times from this station to Queen Street Station are between 7 and 15 minutes.

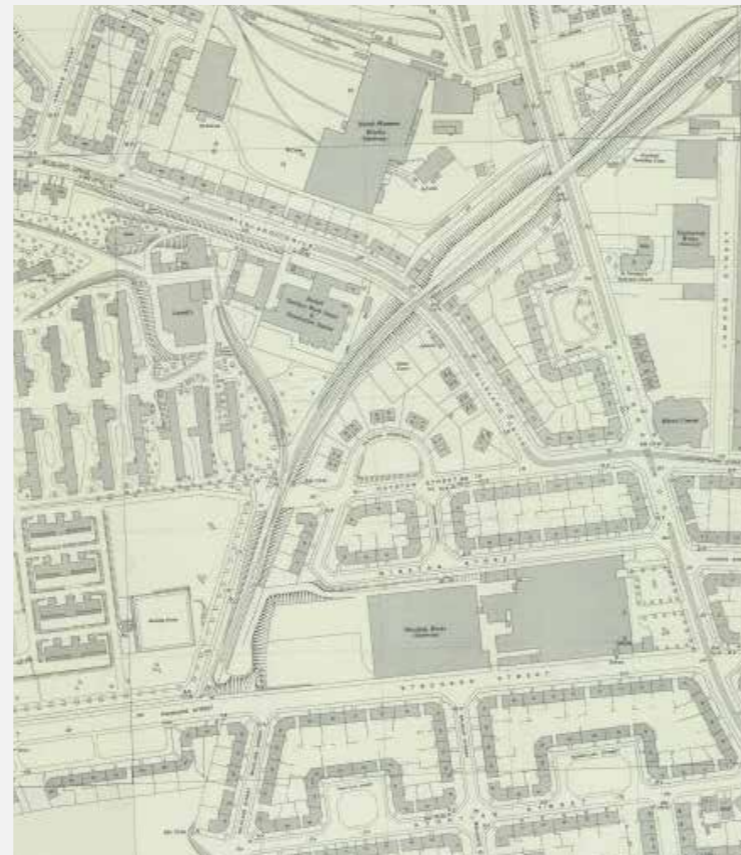
**Cycle and Footpath network**

The entire length of the path is listed by GCC as the 'Stronend Road Path' and is designated as a shared off road route.

The southern stretch of path from Bilsland Drive to Stronend Road / Panmure Street is listed as a part of the core path network (C44).

The northern part of the path that links Bilsland Drive to Balmore Road is relatively well supervised with some gable walls in immediate proximity and the rear elevations of the flats to the east.

-  Main Distributor / Proposed City Network
-  Link Road
-  Local Access
-  Existing Modal Filter
-  Segregated Cycle Route (SfP)
-  Bus Stop
-  Next Bike Automated Cycle Hire Site
-  Core Paths
-  Core Path on Water
-  Adopted footpath



HISTORIC OS MAP  
 CIRCA 1944-1970



S

STRENGTHS

- Already a well used connection
- Community interest in improving open space
- Historic significance of former railway branch can add heritage interest
- Plenty of space to create interesting and playful interventions

W

WEAKNESSES

- Existing topography is challenging for certain users due to steep slopes
- There may be initial resistance from adjacent neighbourhoods to create new connections
- Lacking in passive supervision due to existing topography, vegetation and building orientation
- Southern end towards Panmure Street has no passive supervision due to industrial area to the east and topography / vegetation to the west

O

OPPORTUNITIES

- Creating a safe and accessible pedestrian only route to connect communities with public transport
- Opportunities to provide a mixture of play interventions such as a nature trail, skate spot, graffiti wall an exercise area with nature based solutions
- Historic cultural references to former hospital railway branch

T

THREATS

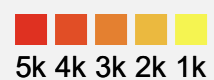
- Funding not being available
- Potential resistance from neighbouring developments to open up east / west connections

POPULATION DENSITY

The area surrounding the path is low density. This is attributed the housing types being predominantly 2 storey terraces or semi-detached / cottage style homes. There are two large commercial areas that are prominent within this neighbourhood.

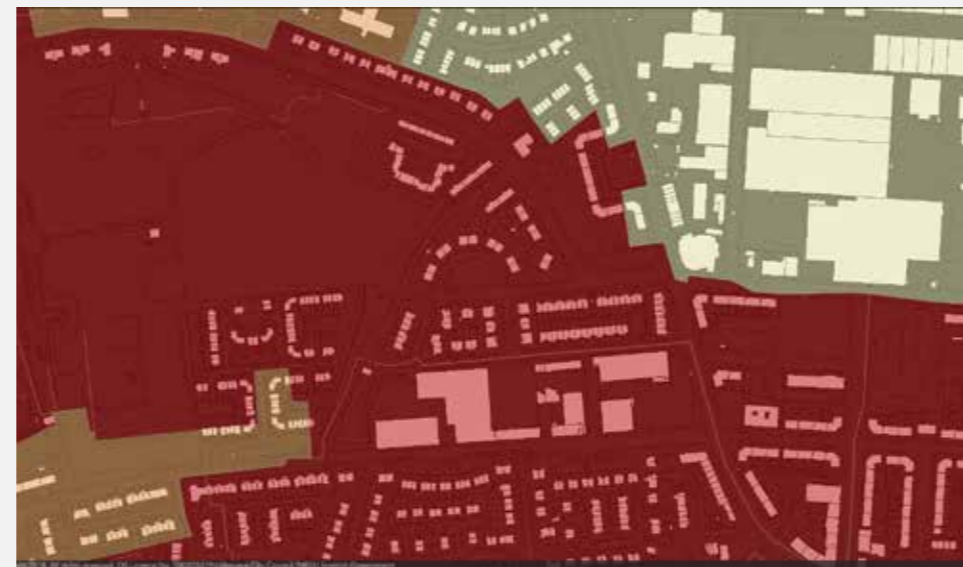


Population per km2



SIMD INDEX

The majority of this neighbourhood is ranked in the lowest SIMD category. Its important to note the large undeveloped area, formerly Ruchill Hospital to the west is to be developed for private housing.



SIMD2020\_Vigintile



TOPOGRAPHIC

The line of the path, running north-north east follows the natural topography at the toe the drumlin to the west.





ENGAGEMENT FEEDBACK

The comments and map below summarise some of the key points made through digital engagement to date. These responses have been highlighted as they relate to the Liveable Neighbourhoods key themes.

*More Accessible bins that have more than four options of recycling. Like in Germany you can recycle bottles and receive money for it so it encourages people to clean their area and forces people to recycle for gain.*

*More CCTV, more Street lights, more solar panels more free water and accessible public toilets and park wardens and emergency press for help buttons, easy access to city centre with regular buses and CCTV at stops for safety. Local activities that are free at point of access. Regular walking clubs and gardening groups would be easy to arrange and promote healthy activities without spending money.*

**Is there anything else you would like to add?**

*Promote and encourage residents to stay and have pride in the area by showing us it's worth investing in*

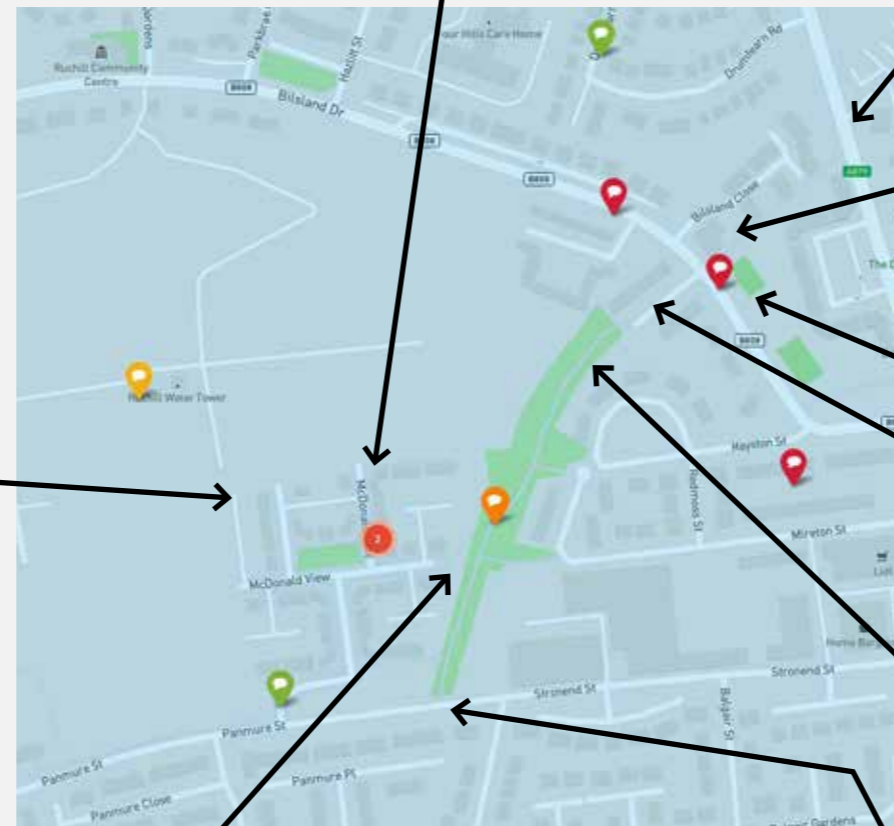
*This pathway (the dummy railway) is the quickest way to walk to Possilpark train station but it is completely neglected. The street lights are broken, it is totally overgrown and is used for fly tipping. As the mornings and evenings get darker I'll feel totally unsafe using this path on the way to and from work. I am a young woman walking alone and sadly it would be irresponsible of me to use this path when it's dark. The other route is along Stronend Street and up Balmore Road which takes twice as long.*

**What type of intervention would you like to see?**

*The street lights need to be repaired immediately and the area cleaned up. Eventually this pathway should be properly landscaped and cared for so that this route is usable and accessible for all*

**Is there anything else you would like to add?**

*I'm disappointed that as a woman I don't feel safe walking alone in my own community*



FOOTPATH ACCESS AT BALMORE ROAD



FOOTPATH ACCESS AT NORTH SIDE OF BILISLAND DRIVE



FOOTPATH ACCESS AT SOUTH SIDE OF BILISLAND DRIVE



FOOTPATH ACCESS AT SOUTH SIDE OF BILISLAND DRIVE



FOOTPATH LOOKING NORTH TO BILISLAND DRIVE



FOOTPATH ACCESS AT NORTH SIDE OF PANMURE STREET



**LN OPPORTUNITIES**

This is a well used public footpath that links Balmore Road to Panmure Street, ultimately connecting Wester Common and the Claypits with Possilpark railway station and other local public transport options.

The footpath itself is narrow at approximately 1m wide and the landscape it negotiates is overgrown and unsightly. There are lighting columns but a number of them are damaged or not functioning.

The access points at Panmure Road, Bilsland Drive and Balmore Road are all nondescript and don't align with any road crossing points for pedestrians.

This project will look to establish the route as a new linear park for the surrounding neighbourhoods. There is an opportunity to integrate play and exercise and improve the security when reconfiguring the route.

The access points should be signalled as gateways and be aligned with new crossing points. Some traffic calming at these points should also be considered.

Improvements to this route could increase permeability from north to south while at the same time help to connect communities from east to west. Increased pedestrian and cycling use will raise the profile of the route while increasing passive supervision and safety.



EXISTING FOOTPATH LOOKING SOUTH  
 (JANUARY 2022)

-  Street furniture
-  Activating Public Realm
-  Street Planter
-  Modal filter
-  Enhanced green spaces
-  Improved Cycle Infrastructure
-  Safe crossing points for pedestrians
-  Play spaces for all ages and abilities
-  Traffic Calming

**COMPLEXITY** ● ● ○ ○ ○

**IMPACT** ■ ■ ■ ■ □

**KEY THEMATICS** SFP / EJ / AT

**COST** £ £

**TIMESCALE** Mid Term



**NATURE BASED PLAY AREA**  
Activate unused open space to create nature based play interventions (SFP)

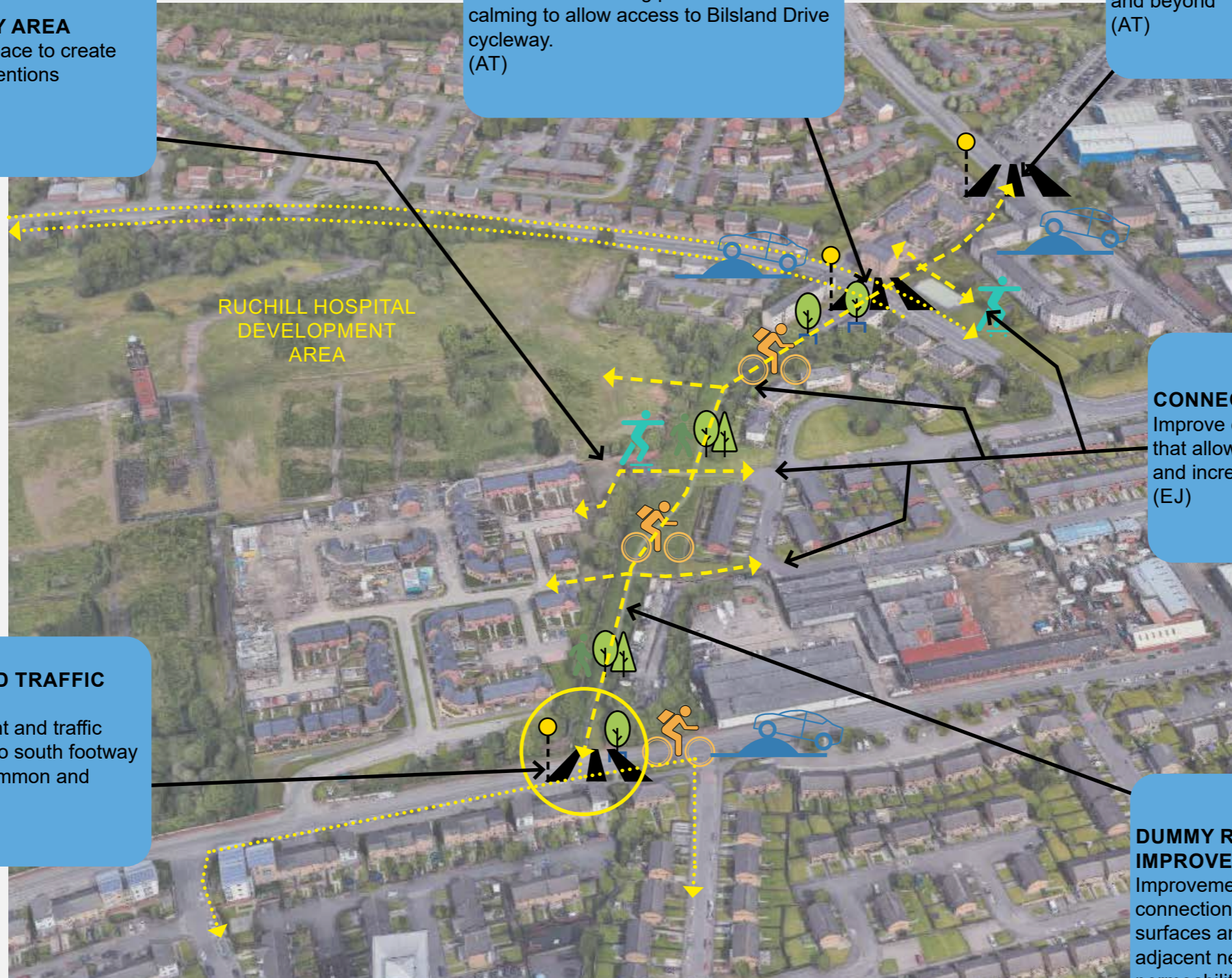
**CROSSING POINT AND TRAFFIC CALMING**  
Create safe crossing point and traffic calming to allow access to Bilisland Drive cycleway. (AT)

**CROSSING POINT AND TRAFFIC CALMING**  
Create safe crossing point and traffic calming to allow access to Balmore Road and beyond (AT)

**CONNECTING NEIGHBOURHOODS**  
Improve existing and provide new points that allow improved pedestrian access and increased safety. (EJ)

**CROSSING POINT AND TRAFFIC CALMING**  
Create safe crossing point and traffic calming to allow access to south footway connecting to Wester Common and beyond. (EJ)

**DUMMY RAILWAY IMPROVED PEDESTRIAN ROUTE**  
Improvements to existing pedestrian connection with landscaping, surfaces and lighting. Connecting to adjacent neighbourhoods to improve permeability and safety. (EJ)



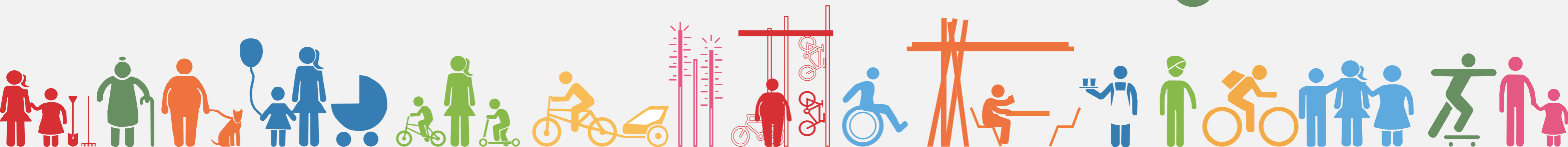
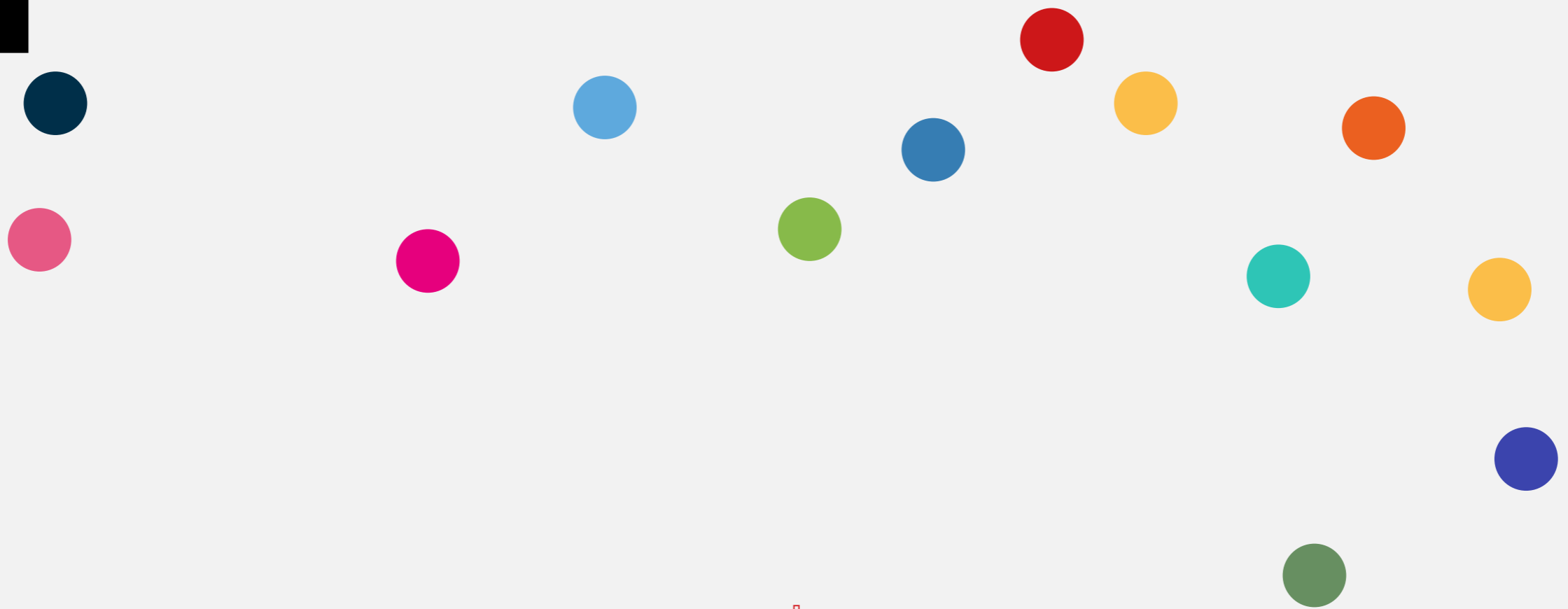


**RUCHILL**  
**HAMILTONHILL**  
**POSSILPARK**  
**PORT DUNDAS**  
**COWLAIRES**



# 4

## Next Steps





NEXT STEPS  
PROJECT MATRIX

Proposal Name	Brief Description	Key Theme	Other LN themes	Live	Complexity	Impact	Cost	Timescale
<b>STREETS FOR PEOPLE</b>								
1.1 Bardowie Street Playground	Redefining existing street space and traffic calming for better pedestrian connections to LTC and school	SFP	LTC / EJ / AT	Yes	●●○○○	■■■■■□	£££	Mid
1.2 Possilpoint Community Centre	Work with project team already established and include improvements to surrounding street space	SFP	LTC / EJ / AT	Yes	●●○○○	■■■■■□	£££	Mid
1.4 Ashfield Street / Kinbuck Passage / Byshot Path	Activating unused space and improving pedestrian connections	SFP	LTC / EJ / AT	Yes	●●○○○	■■■■■□	£££	Mid
1.5 Activation of Unused Space and Public Realm Improvements	Allander Street, Denmark Street, Ashfield Street, Mansfield street including street narrowing, greening, cycleways	SFP	LTC / EJ / AT	Yes	●●●○○	■■■■■□	££££	<id
03 Hamiltonhill Placemaking	Public realm improvements around proposed masterplan	SFP	LTC / EJ / AT	Yes	●●●○○	■■■□□	£££	Short
4.1 Millennium Park Revisited	Work with local community to improve the place quality of the 'concrete jungle'	SFP	LTC / EJ / AT	No	●●○○○	■■■■■	£££	Short
4.2 Brothers Path (Baltimore Rd to Saracen St)	Improve path and lighting to create safe pedestrian route along desire line	SFP	LTC / EJ / AT	No	●●○○○	■■■■■□	£££	Short
4.3 North Saracen Street Placemaking	Improvements to provide reduce car space to quieter street to create more pedestrian friendly public space.	SFP	LTC / EJ / AT	No	●●●○○	■■■■■□	£££	Mid
4.4 Allander St / Carbeth St / Tannock St Connection	Establish a permanent connection between Hamiltonhill and Possilpark town centre	SFP	LTC / EJ / AT	No	●○○○○	■■■□□	££	Short
08 Pinkston Rd Traffic Calming	New public realm connecting Dobbies Loan (avenue) to North Canal Bank St	SFP	EJ / AT	No	●●●●○	■■■■■□	££££	Mid
11 Stockingfield / Ruchill Golf Course	Activating former golf course and linking in to new landing to Stockingfield Bridge	SFP	EJ / AT	No	●●○○○	■■■■■	£££	Mid
12.1 Canal Access	Improved access to canal tow path and traffic calming or modal filter of Ruchill Street at canal bridge	SFP	LTC / EJ / AT	No	●●○○○	■■■■■□	£££	Short
12.2 Ruchill Street Public Realm	Widen pavements, increase crossings, street greening Ruchill St, Shuna St, Mayfield St, Tamshill St, Hugo St, Shannon St	SFP	LTC / EJ / AT	No	●●●●○	■■■■■□	£££	Mid
12.4 New Linear Park	New park and green infrastructure to activate connection between Bilisland Drive and Parkbrae Gate	SFP	LTC / EJ / AT	No	●○○○○	■■■■■□	££	Short
12.5 Bilisland Drive Public Realm	Integrating cycle route into wider public realm, activating unused space and improving pedestrian connections	SFP	LTC / EJ / AT	No	●●●●○	■■■■■□	£££	Mid



Proposal Name	Brief Description	Key Theme	Other LN themes	Live	Complexity	Impact	Cost	Timescale	
<b>LOCAL TOWN CENTRES</b>									
4.5	Saracen Street Public Realm	Further development of the Possil BID to ensure cohesive design around proposed City Network	LTC	SFP / EJ / AT	Yes	●●●○○	■■■■■□	£££££	Mid
<b>EVERYDAY JOURNEYS</b>									
1.3	Routes to School	Public realm upgrades to improve footpaths, lighting, road crossings, traffic calming	EJ	SFP / LTC / AT	Yes	●●○○○	■■■■■□	£££	Short
02	Cowlairs Park & Routes to School (Keppoch Campus)	Public realm upgrades and opportunity for community input to develop design strategy for new park.	EJ	SFP / LTC / AT	Yes	●○○○○	■■■■■	££	Short
10	Panmure St & routes to Benview Campus at Ruchill	Establishing better approaches to primary school and park from Panmure Street, Wester Common and Ruchill Park	EJ	SFP / AT	No	●○○○○	■■■■■	££	Short
12.3	Green Space Improvements	Green infrastructure, nature based play, footpaths, lighting to space between Smeaton St / Shannon St / Tarnhill St	EJ	SFP / AT	No	●●●●○	■■■□□	£££	Mid
13	The Dummy Railway - Placemaking	Connection improvement on link between Balmore Road, Panmuir Street, Mireton Street and Bilsland Drive.	EJ	SFP / AT	No	●●○○○	■■■■■	££	Mid
<b>ACTIVE TRAVEL</b>									
05	Keppochhill / Keppoch Cross Placemaking	Work with isolated community on public realm upgrades to footpaths, lighting, road crossings, traffic calming	AT	SFP / EJ	No	●●●○○	■■■□□	£££	Short
06	Civic Street (Civic House)	Work with venue to improve connectivity and outside space by activating street, derelict land and pedestrian routes	AT	SFP / EJ	Yes	●●●○○	■■□□□	££	Short
07	Pinkston Placemaking	New public realm connecting Dobbies Loan (avenue) to North Canal Bank St	AT	SFP / EJ	Yes	●●○○○	■■■■■	£££	Short
09	Milky Way (Borron St connection)	Establishing a safe pedestrian connection linking Borron St to Keppochhill Rd (Cowlairs) for improved permeability	AT	SFP / EJ	Yes	●●●○○	■■■■■□	££££	Mid



This section sets out the programme of next steps towards the conclusion of concept design for Ruchill to Cowlares Liveable Neighbourhoods.

## STAGE 1

DECEMBER 2021 TO FEBRUARY 2022

Feasibility Report  
DRAFT ISSUE

14 January  
Feasibility Report  
FINAL ISSUE

17 - 28 January  
Elected member  
and internal  
stakeholder  
briefings

1 February  
Environment,  
Sustainability and  
Carbon Reduction  
City Policy  
Committee

## STAGE 2

MARCH 2022 TO JUNE 2022

Neighbourhood  
& stakeholder  
consultations

Outline design  
development  
strategy

Initiate surveys

Define project  
programme

Prioritise  
Interventions and  
options review

Outline  
construction  
strategy

Outline  
sustainability  
strategy

GCC service  
liaison

Initial concept  
design drawings

Risk register

Pre-app planning  
dialogue

Define cost plan

Advise on funding  
options

Issue stage 2  
concept design  
report

Present concept  
design



