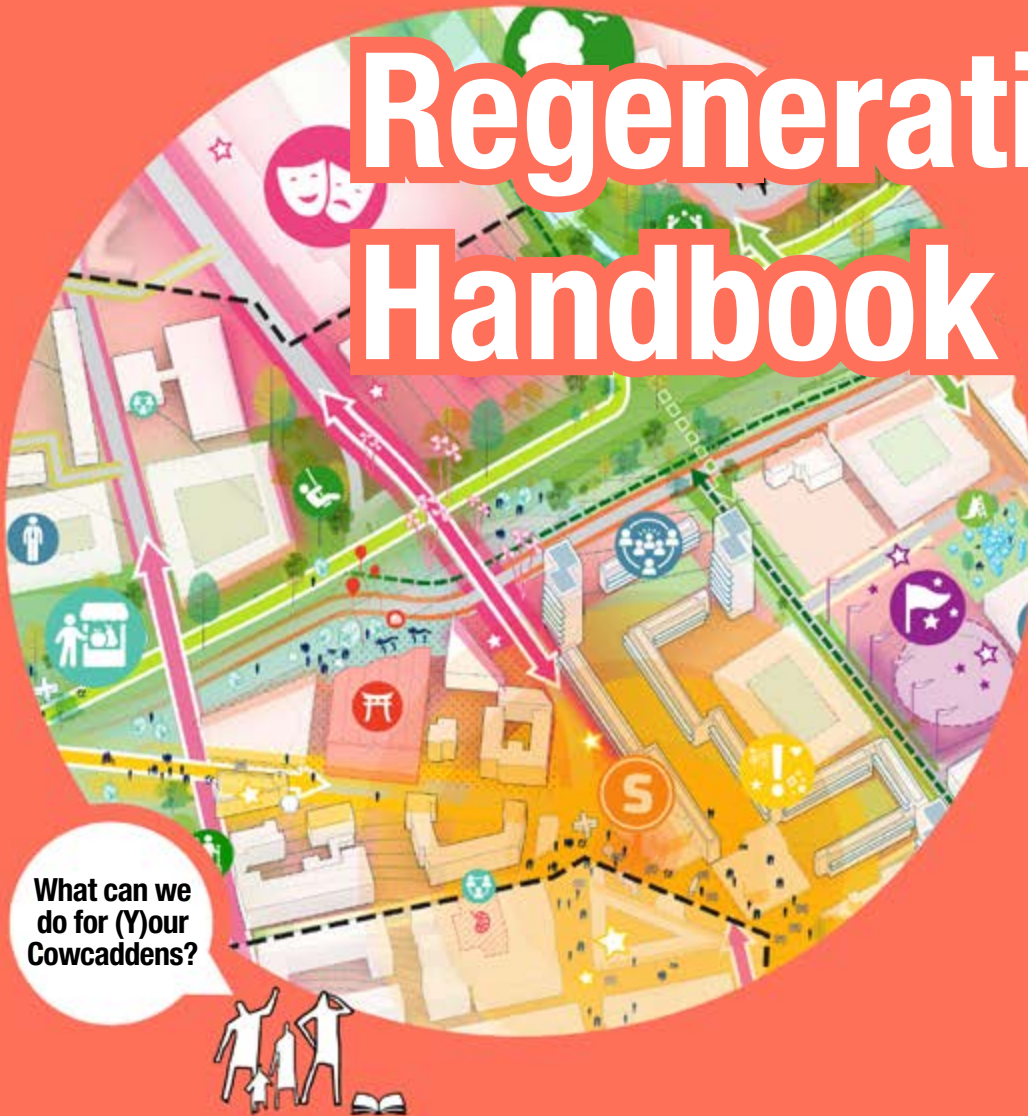


# **(Y)our Cowcaddens Regeneration Handbook**



**Glasgow City Centre  
District Regeneration Frameworks**

May 2023

CLIENT



Glasgow City Council

CORE TEAM

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Local Urban Design,  
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Community + Stakeholder  
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Urban Design Lead,  
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Urban Mobility,  
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Active Travel Strategy

ADVISORY TEAM



Creative Community  
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Urban Sustainability



Economic Consultants



Property Market Advice



Urban Mobility and  
Spatial Data Analysis



Sustainable Engineering

Introduction

Vision + Framework + Action Plans = Handbooks for Change

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

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

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

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

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

Where this DRF Handbook fits in

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

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

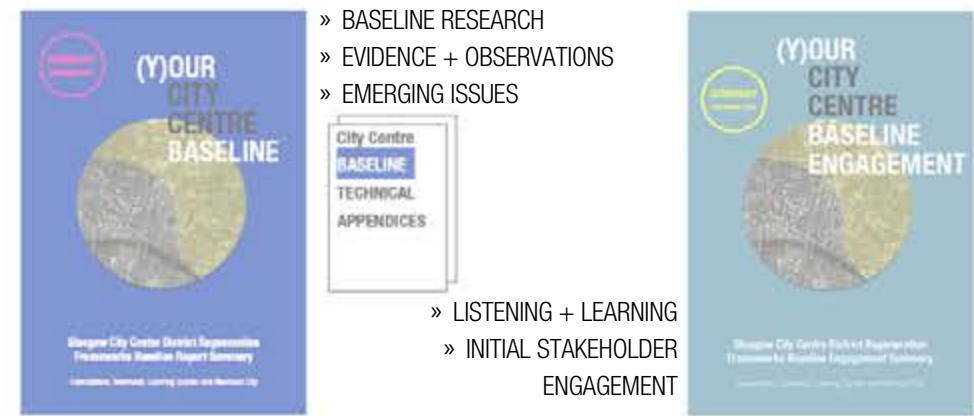
Each DRF should be read in conjunction with the accompanying (Y)our NE Districts: Combined Regeneration Handbook, and supported by the (Y)our Engagement Report.

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

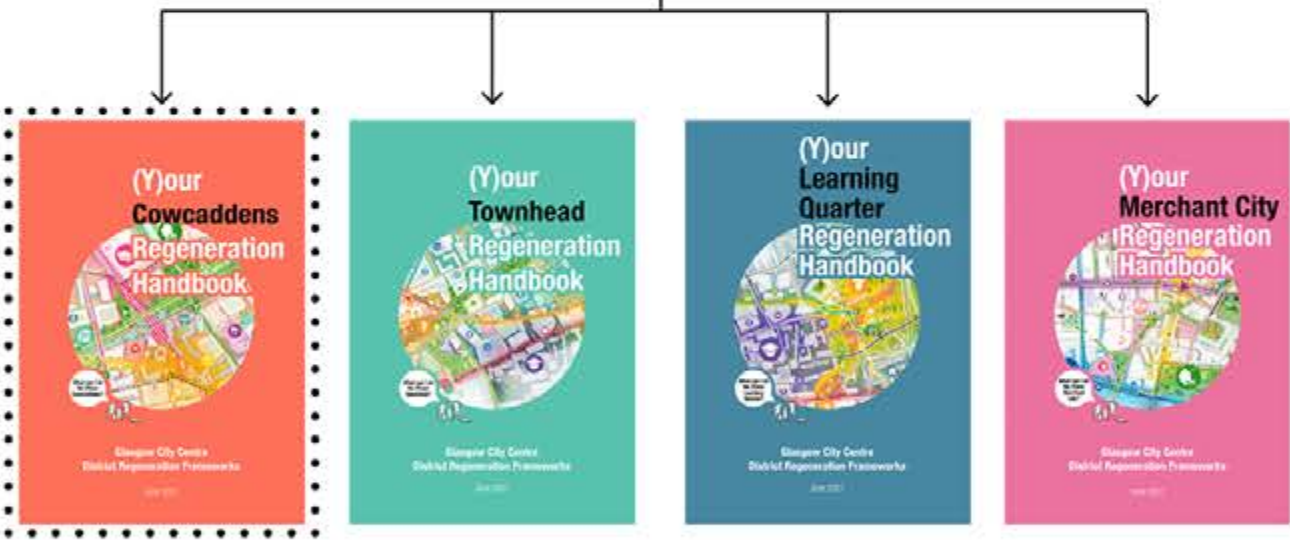




INTERNAL STUDY DOCUMENTS



PUBLIC DOCUMENTS



Planning Policy

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

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

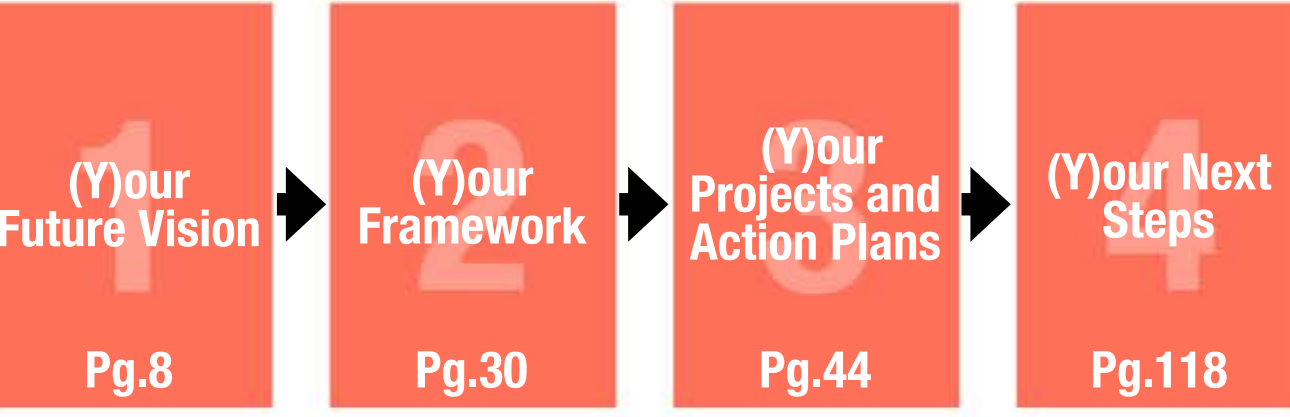
(Y)our user guide

(Y)our City Centre > (Y)our Cowcaddens

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

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

Table of content



How to use this DRF Handbook

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

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

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

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

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



**Maryhill Road**

District Regeneration Framework 2016-20  
Handbook Cowcaddens

**Garscube Road**

District Regeneration Framework 2016-20  
Handbook Cowcaddens

**Great Western Road**

**North Woodside**

**Spiers Wharf**

**Port Dundas**

**St George's Cross  
+ Subway**

**Dundasvale Housing**

**M8 Motorway**

**Junction 17**

**New Sighthill  
Bridge**

**Glasgow School of Art @ Stow**

**Chinatown**

**Cowcaddens Fire Station**

**Passport Office**

**Piping Centre**

**Cowcaddens Road**

**Glasgow Caledonian University**

**Royal Conservatoire Scotland**

**Theatre Royal**

**Buchanan Bus Station**

**Royal Concert Hall**

**Queen Street Station**

Cowcaddens is located in the north-west corner of Glasgow city centre. The 80 Ha DRF study area has a population of just under 4,000. The DRF covers an area that includes North Woodside and the southern fringes of the Forth Clyde Canal immediately north of the M8 motorway. The DRF also includes Glasgow Caledonian University and Buchanan Bus Station to the east, Dundasvale, Theatre Royal, and Royal Conservatoire near Cowcaddens Subway Station with Glasgow School of Art and Chinatown to the west. Cowcaddens is very diverse!. The area sits between the ridges of Garnethill and Dundashill. Cowcaddens emerged as the village beyond Glasgow serving the head of the canal. It retains that sense of being a place apart; connected yet distinct, at the edge rather than the centre; a place of great potential, culture and character.





# (Y)our Future Vision

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

Cowcaddens has the potential to develop as a district with a distinct identity and a strong role to contribute to the local economy and the re-population of the city centre. Cowcaddens has space for change, and the talent, ingenuity and creativity locally to make it happen. Cowcaddens' existing communities, under-occupied buildings and land, its array of cultural and educational institutions and the presence of the M8 motorway provide clues for its future.

Cowcaddens accommodates a collection of unique assets, though these are fairly undefined in terms of their collective presence and coherence. By transforming Cowcaddens Cross a (currently missing) focal point can be developed as the heart of the community; a logical meeting point and gateway for the District. Cowcaddens Road will transform into a new District 'high street' with a strong street economy and sense of identity. By strengthening and adding to the collection of cultural and leisure amenities, truly unique and diverse places can be created and celebrated. Creating attractive covered routes and convivial gathering places beneath the M8 will connect communities north and south. In combination these interventions will bring the City Centre northwards, transforming Cowcaddens into a gateway to central Glasgow.

Cowcaddens' strengthened positioning as a productive and creative district offering new ways to work and live forms the basis for the programmatic and spatial Framework for its future development. This is explained in Chapter 2, and the Projects and Actions to deliver are outlined in Chapter 3.

## Future North-East City Centre

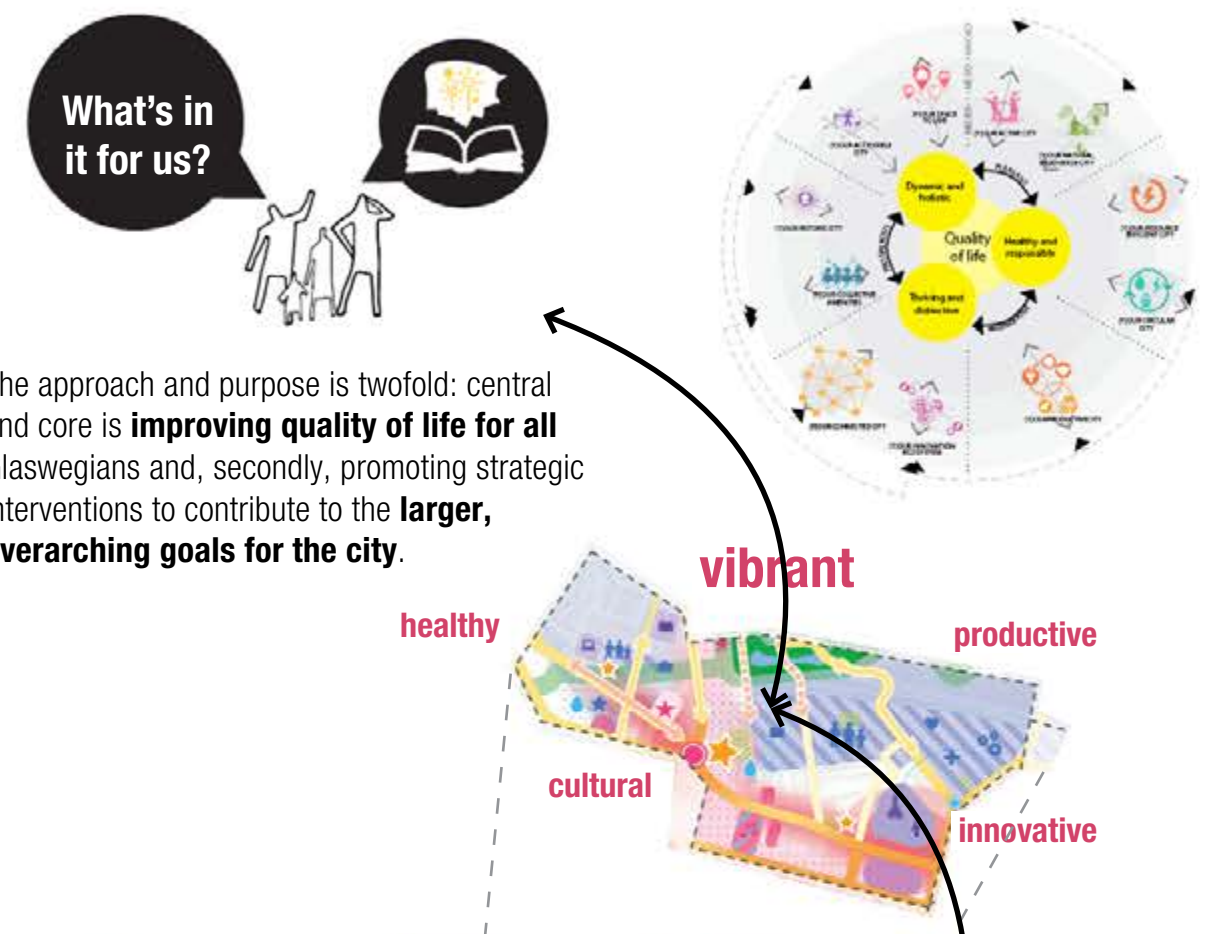
The NE Districts present an opportunity to redefine Glasgow's City Centre for the rest of the 21st Century; a fresh, diverse and dynamic place which complements the rest of the City and the best of what's there already. **Now is the time for an holistic approach to enhance the whole of Glasgow, and its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

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

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

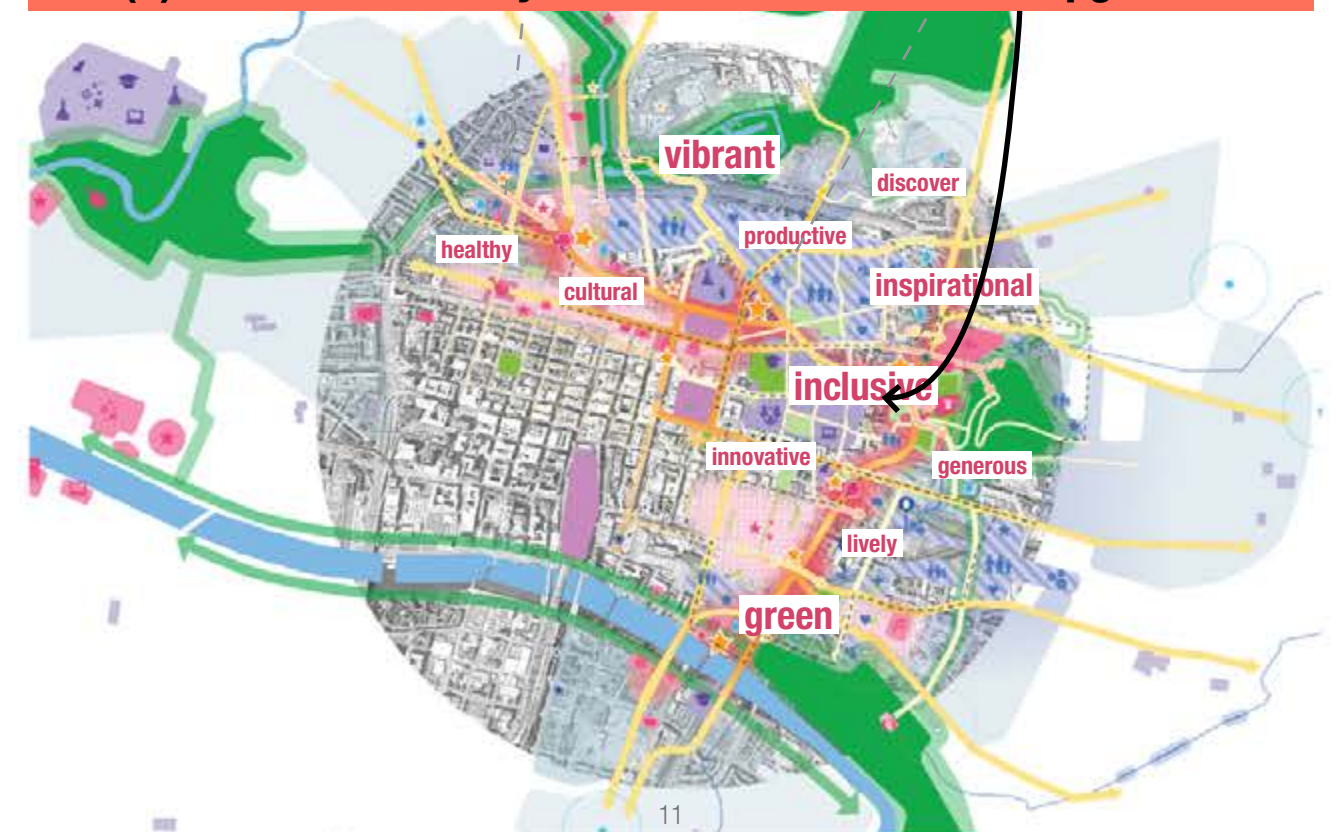
Within this wider concept, Cowcaddens especially offers some 'breathing space' for a healthier, thriving and caring City Centre that is a great place to live, be creative and contribute. An 'upgrade' on multiple levels is proposed to enable this part of the city to truly fulfill this potential. Cowcaddens' industrial past and the available space translate to a place that cultivates urban creativity, production and innovation driven by its diverse communities and world-class arts, culture and research institutions. Combined with a range of new homes and quality green, public spaces, Cowcaddens can provide an exciting and one-of-a-kind living, working and creative environment for Glasgow.

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



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

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





## (Y)our Future Cowcaddens

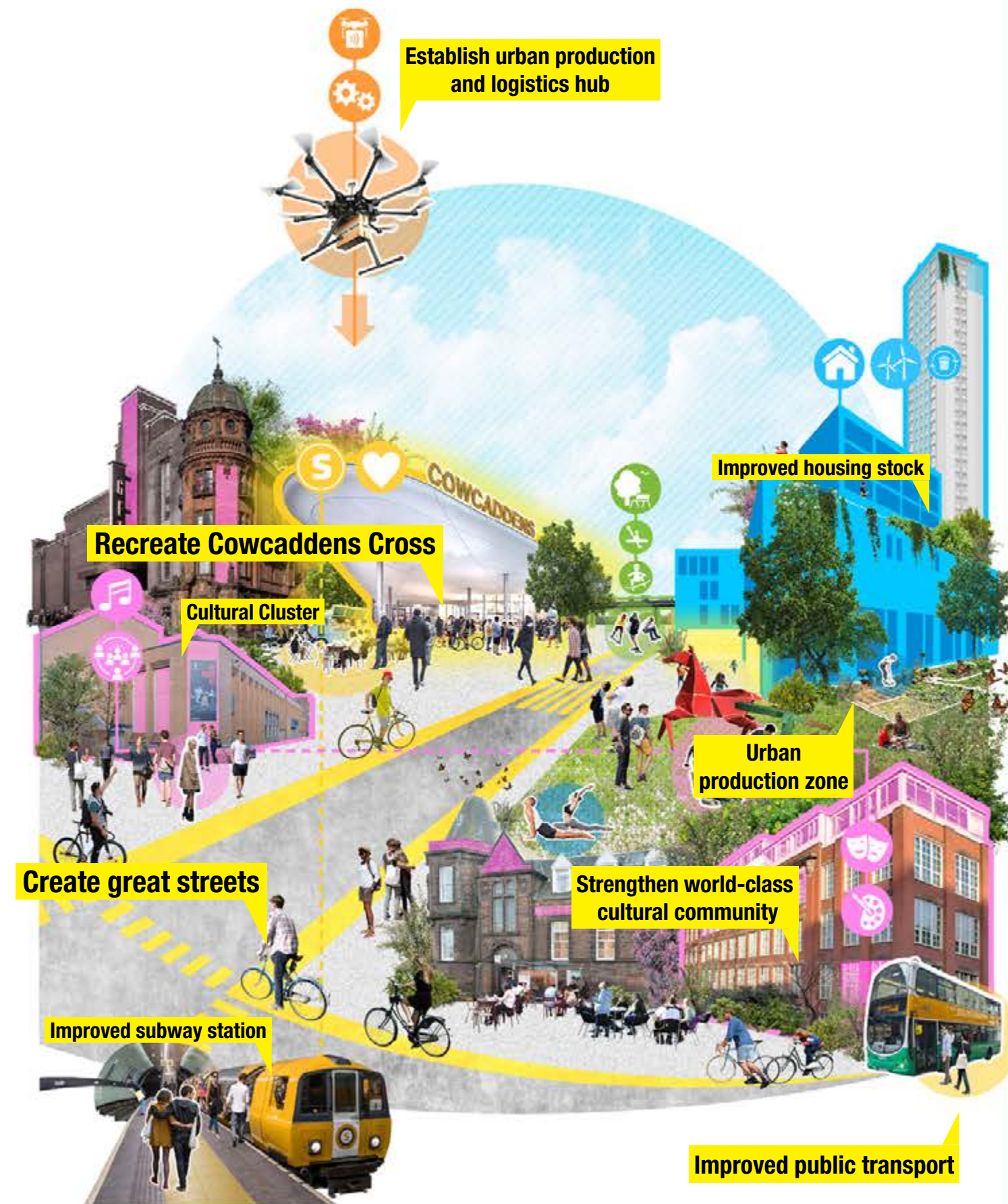
### **In Cowcaddens, the industrial past of the city is revived and reinvented.**

A dedicated production zone along the M8 makes use of its good accessibility and provides space for bold entrepreneurs to experiment, to make a bit of noise, and to do things a little (or very) differently – be it new industry or practicing **varying forms of craftsmanship in an urban setting**. It is strongly tied to local expertise, fostering a sense of the collective creativity of the City and enhancing local, circular economy supply chains.

The presence and vicinity of renowned higher education institutions and a vibrant cultural area invites collaboration and innovation. **These are firmly anchored in the urban fabric**, interacting with the city and inviting communities to make use of their facilities, open spaces and to access opportunities for new skills, opportunities and training. The available space in the District is a strong asset here – not just for developing an area for urban production, but also in nourishing the city centre nightlife and in providing a stage for tryouts and public events, **activating public space and engaging the Cowcaddens community**.

At the same time, the District is developing into a complete and compact neighbourhood. Previously somewhat neglected and dominated by infrastructure and monofunctionality, it now offers a pleasant living environment with **substantial upgrades to existing housing alongside new housing that meets more diverse needs, provides quality services and amenities, green and public space, and public transport options within a 20-minute walk, or much less**. This includes mixed-use developments, exploring new ways of living and working, new public facilities to bring the community together, and a network of greenspaces with an upgraded canal-front and plenty of room for (urban) sports. As a result, Cowcaddens will become an attractive place to live for folk of all ages and stages in life.

Improved connections and a more walkable, attractive neighbourhood will increase accessibility, while the negative impacts of the M8 will be transformed – **by establishing connections and cleverly activating the spaces under and along the motorway, the M8 will be integrated in the surrounding Districts**. It turns from a backside into a frontside, becoming a gateway connecting the City Centre and the communities north of the M8. **Cowcaddens' distinct identity and spirit endures. It points to an emerging and dynamic 21st Century City District characterised by its creativity, productivity and culture.**





## Main issues

Issues that require attention and action



- Focus on improving housing quality, diversity and options (incl. retrofit upgrades, mixed tenures, types - families, elderly, students)
- Create walkable 20-min neighbourhood (easy access to local services, amenities, opportunities)
- Improve quality of living at local level (e.g. High Street economy)
- Support diverse economic development with focus on local production, logistics and cultural / creative economy.
- Celebrate diverse local identities and heritage (e.g. Chinatown)
- Foster creative networks and culture assets as a driver for change (arts, creativity, learning)
- Give the District a focal point: where is the heart of Cowcaddens?
- Cowcaddens as a Gateway in to the City Centre
- Upgrade key connections to/from surrounding north and West End communities
- Dissolve barriers and restore connections (under M8)
- Open up campuses and interconnections with and between communities
- Improve street and active travel network, reducing impact of car
- Restore connections to Canal District : extend structured blue-green networks
- Join up / max. benefit of planned investment (e.g. Underline, Connecting Woodside)
- Adapt / retrofit / future-proof existing buildings and heritage assets
- Upgrade District sustainability performance.

**For some of these issues and ambitions, joint development with other areas and Districts is required:**

- Cowcaddens will be leading in the development of the new production hub of the North-East, but Townhead will play a role in this as well. The north of Townhead is part of the new production zone, with both Districts having a strong connection with the Learning Quarter.
- The further establishment of cultural/nightlife in the District should go hand in hand with developments and organisation in Sauchiehall, and to a lesser extent Central.
- Integrated and efficient mobility and connectivity are linked to an embedded local network, with implications for the wider north-east city centre and peripheral areas (connections to hills and nature).

## Ambitions

Place-specific goals

### 1 Provide quality + diverse housing options



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



### 3 Vibrant, healthy streets + spaces



### 4 M8 : from barrier to connector and gateway



### 5 Strong alliances between institutions + sectors



### 6 Developing an urban productive zone and facilitating last mile logistics platforms



### 7 Interconnected District communities + culture



### 8 Integrated and efficient mobility networks





## Core values

What does the future Cowcaddens stand for?

Building on the District's existing and potential qualities, there are several main characteristics that will inform and guide future actions and development. These core values can be used as a tool to determine what interventions are needed and whether proposed developments or transformations of the urban fabric fit the District's character as a productive, creative and providing environment.

### PRODUCTIVE

The vacant and derelict land, availability of empty or under-occupied buildings, concentration of knowledge and cultural institutions and the M8 running through its urban fabric, make the district the ideal location for a production zone 2.0 – suitable for intense and smaller scale, clean, advanced manufacturing, light production, workshops, makerspaces and creative industry, as well as distribution and last mile logistics.

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

### CREATIVE

The presence of several established cultural and arts institutions (including GSA), the creative industries and nightlife in and around the district, in combination with the available space, facilitates and fosters a creative culture of cross-overs and collective inventiveness – not only when it comes to the local creative, knowledge and leisure economies, but also for exploring new ways of living, working and collaborating in an integral way.

- Strong anchoring of arts and culture institutions in the district, both spatial and programmatic
- Crossovers between (creative) production and education
- Innovative housing options, combining living and working
- M8 underpasses as community assets
- Institutions programming public space

### PROVIDING

The district develops into a 20-minute neighbourhood, providing residents with everything they need within walking distance: food, services, good housing, natural environments and public programmes facilitated by local anchors. On the city level, its good accessibility enables the development of an 'urban service hub' with a convenient set of services as a one-stop shop for Glaswegians and visitors alike.

- Complete package of quality amenities within walking distance
- Stimulating public outreach, workshops/courses and activities.
- Urban service hub, easily accessible by car and public transport, for comfortable weekend shopping
- Logistics hub servicing the city

## Cowcaddens' future character





# Cowcaddens currently

## Setting the scene

**Promote a greater mix of uses at neighbourhood level and ensure the provision of supporting 'amenity' uses (including high quality public space) within business-focused locations like the Cowcaddens/Dobbies Loan/Hanover Street area.**

*City Centre SDF (2021)*



**Neighbourhoods that suffer ongoing disruption or severance from the city centre due to proximity to the M8, traffic dominated streets or the presence of vacant land and derelict land, present an opportunity for urban repair and renewal (such as Cowcaddens and Port Dundas).**

*City Centre SDF (2021)*



"It's time to embrace the change and recognise that Glasgow has a canalside in the city centre, which should be celebrated."

*via Commonplace website*

**Cowcaddens and Townhead have a number of small but long-established residential communities, highly dependent on social housing, where the population is significantly older than city centre average, with less well-qualified residents who are more likely to work in routine or elementary occupations.**

*(Y)our City Centre Vision Baseline Report (2018)*

"An almost total lack of any urban coherence in this particular area. Large areas of surface car parking, buildings which shrink away from the streets, no passive surveillance and mono-use. Streets feel unsafe after dark."

*via Commonplace website*

**Cowcaddens as a Peripheral Densification Area, where development should seek to restore cohesion and definition to the built form of these fragmented areas and introduce a density of people and civic uses to create vibrant and liveable urban neighbourhoods that seamlessly connect the city centre with its surrounds.**

*City Centre SDF (2021)*

"With the art school, the Royal Conservatoire etc., Cowcaddens could be a place that people come to for a cultural experience."

*via (Y)our Place Map*

**GSA, Strathclyde and Caledonian Universities: promote campus development with supporting uses to activate adjacent streets.**

*City Centre SDF (2021)*



**Strengthen creative community at Speirs Locks and stimulate leisure economy in Cowcaddens, including dining and nighttime economy.**

*City Centre SDF (2021)*



"There is a total lack of green space in this area and the green space that exists is not pleasant. In particular, the M8 going straight through this part of the city is a real shame. ... It would also be helped by actions to increase and encourage cycling / public transport within the city to encourage people to leave their cars at home."

*via Commonplace website*



# Cowcaddens engagement

## What we were told

### Open space

- Hostile pedestrian environments caused by vehicle domination + noise / air pollution from M8
- Safety issues associated with M8 and underpasses a deterrent for people walking in Cowcaddens
- Total lack of green space
- Spaces for people to gather limited - Cowcaddens lacks a centre / focal point
- Canal area under-utilised
- Maintenance of open spaces poor

### Getting around (movement and connectivity)

- Severance caused by the M8 + associated flyovers
- Serious lack of sufficient cycle + pedestrian infrastructure
- Vehicle dominated
- Wayfinding very poor + unclear
- Cowcaddens seen as a connecting District not a destination place
- General maintenance lacking - Cowcaddens feels unloved + neglected
- On-street Parking problematic

### Buildings

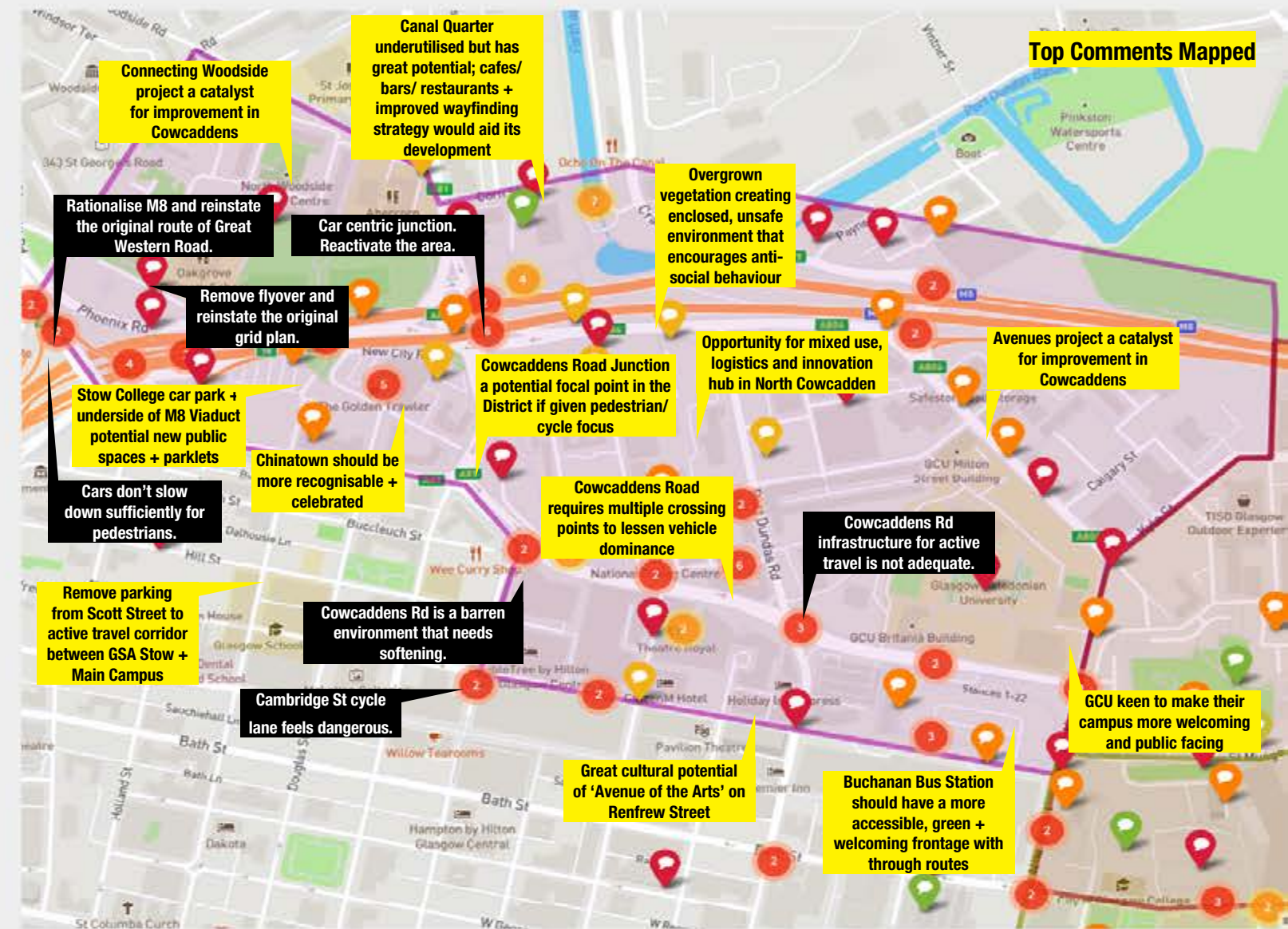
- Significant cluster of arts + culture downplayed; Great potential of Renfrew Street 'Avenue of the Arts', GSA Stow College campus + Canal campus
- Key Institutions (RCS, GCU, GSA at Stow College + Buchanan Bus Station) are uninviting and their associated public realm does not feel welcoming to the public- frontages + green spaces lacking
- Area around Gushet Building to Cowcaddens Subway seen as a potential focal point for the District
- Glasgow School of Art Stow Campus car park under-utilised - could be an open space for pop-up exhibits
- Dundasvale flats could be more visually appealing

### Community and social (activity)

- Cowcaddens has a diverse population that must be given a voice + celebrated eg. cultural assets such as Chinatown should be more visible + celebrated
- Cowcaddens needs more permanent residents
- Relationship between Community and Higher Education Institutions (Universities etc.) needs to be strengthened

### Ideas suggested

- Occupying the underside of the M8 with activity + improved pedestrian / cycle infrastructure would greatly improve connections to West End into City Centre; Glasgow's largest continuous covered space; creatively populate the underside of the M8 Viaduct
- Green buffer / Noise buffer to M8 a possible improvement solution
- Clearing existing vegetation a potential quick win; existing overgrown vegetation creating enclosed, unsafe spaces that facilitate anti-social behaviour
- Better public spaces - quality green spaces with clear, connected pathways; more trees, green areas + parklets, spaces to sit, eat + relax
- Improved street layouts which prioritise pedestrians / cyclists - wider pavements + introduction of cycle lanes
- West Graham Street / Garscube Road / Cowcaddens Road Junction by Cowcaddens Underground Station a real opportunity to create a district core as key thoroughfare with a pedestrian / active travel focus
- Multiple crossing points required on Cowcaddens Road to lessen vehicle dominance + improve safety
- Improved wayfinding, signposting and safety - Canal Quarter could be a significant destination if connections north and wayfinding are improved
- Celebrate diversity as part of identity - Chinatown a significant cultural asset with great potential to enhance
- Potential for an Arts Strategy that celebrates the rich variety of creative/ cultural institutions
- Potential of Avenue of the Arts to Renfrew Street huge; vast array of cultural institutions must be more visible
- Potential to introduce more cafés and bars around the Canal and Cowcaddens Road onto Renfrew Street
- Strengthened sense of community – an established and active community council for Dundasvale
- Better Community / Higher Education collaboration
- Connecting Woodside / Glasgow Avenues projects identified as key catalysts for current and future development of Cowcaddens
- Opportunity for Mixed Use, Logistics, Innovation to North Cowcaddens
- More housing in the District -opportunity to test innovative housing solutions
- Strong live/work housing potential for retaining graduates of major Higher Education Insitutions
- Resident-only parking



"Cowcaddens Road is a barren, segregated 1970s car centric road that is unpleasant to walk near. It should be turned into a softer boulevard connecting with Garscube Road."

The motorway scars the city and divides its people. The noise, pollution and frenetic pace of movement makes the city feel like an uncomfortable space and undoubtedly leads to less footfall coming from the West inwards.

"There is a total lack of green space in this area and the green space that exists is not pleasant. In particular, the M8 going straight through this part of the city is a real shame, but the pollution/noise could be combatted through increasing green spaces around here. It would also be helped by actions to increase and encourage cycling / public transport within the city to encourage people to leave their cars at home. The streets in this area, particularly around the underpass also do not feel safe to walk around at night and more could be done to address this."

"The public area outside the Conservatoire should be an asset to the city. Currently it is poorly designed and poorly maintained. The space should be remodelled. Removing the little-used bridge at the Savoy Centre should be the first task. Improve the paving, move the bike racks away from the corner of Hope Street / Renfrew Street - a performance space outside the Conservatoire would be great."

"Cowcaddens Road could do with some planters / bushes / trees planted in the traffic island that runs a fair length of Cowcaddens Road. Hoping that this will be done as part of the Avenues project. The same could surely be done to the fence that runs round the outside of the Cambridge Street Car Park - some plants / bushes, etc would perhaps stop it looking like a Swedish prison."

"The M8 severs Port Dundas from Cowcaddens. It is possible to construct a short tunnel under the M8 at canal street to link up with the new canals side and Sighthill development."

"Glasgow's Chinatown is an absolute joke, especially compared to others within the UK. It's a big project, but some kind of plan for either relocation of the gates to a less forbidding area, or completely reclaiming and developing this area with a vibrant Chinatown in mind has to be undertaken at some point."

"The bus station is an ugly and underdeveloped site with an almost completely non-active perimeter. Feels unsafe inside the perimeter as well as outside it."

"GCU campus is an island set apart from the rest of the city - it is insular, segregated and has a largely non-active perimeter with buildings that have blank façades to the adjacent main streets. Their campus masterplan and recent campus additions have completely failed to address these issues."

"There's very little access to nature and green space and it's extremely hard to cross the M8 up towards the Great Western Road. I'd love to cycle to work but there's no safe cycling route into the city. We need better routes in and out of the city that don't involve cars."



## Cowcaddens engagement

### Whom we spoke to

#### Stakeholders Consulted

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

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

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

#### Cowcaddens Engagement in Numbers

**1302 Social Media Followers**

**63 Cowcaddens Community Workshop Attendees**

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

**58 Stakeholder Workshop Sessions  
(10 Cowcaddens Specific)**

**113 Cowcaddens Commonplace Tags**

**Over 80% of comments relating to Cowcaddens on Commonplace are negative**

**8 (Y)our Place Map 1 to 1 Interviews conducted in Cowcaddens**

**926 Stakeholder Database**

**“Pedestrians are an afterthought - road layouts are designed to suit cars”**

- *Comment from Cowcaddens Proposals Workshop*

**“For the communities of Cowcaddens and Townhead, with the canal as such a benefit close by, there are some real opportunities and really important to communities, as places for people to go, to walk and enjoy and get the benefits for mental health that can be found in the green/blue space”**

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

**“There’s so much potential here... the undersell of these assets certainly feels immense... culturally it’s got alot going on, and it’s incredibly central”**

- *Comment from Cowcaddens Proposals Workshop*

**“(Cowcaddens has been) completely disrupted by the motorway, leaving these buildings and crazy hanging spaces”**

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

**“The 12 lane motorway a real issue to people’s health and their welfare”**

- *Comment from Cowcaddens Ideas Workshop (Afternoon Session)*

**“Chinatown could be a great destination”**

- *Comment from Cowcaddens Proposals Workshop*



## How we were told

## Thematic stakeholder workshops

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

## Public presentations

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

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

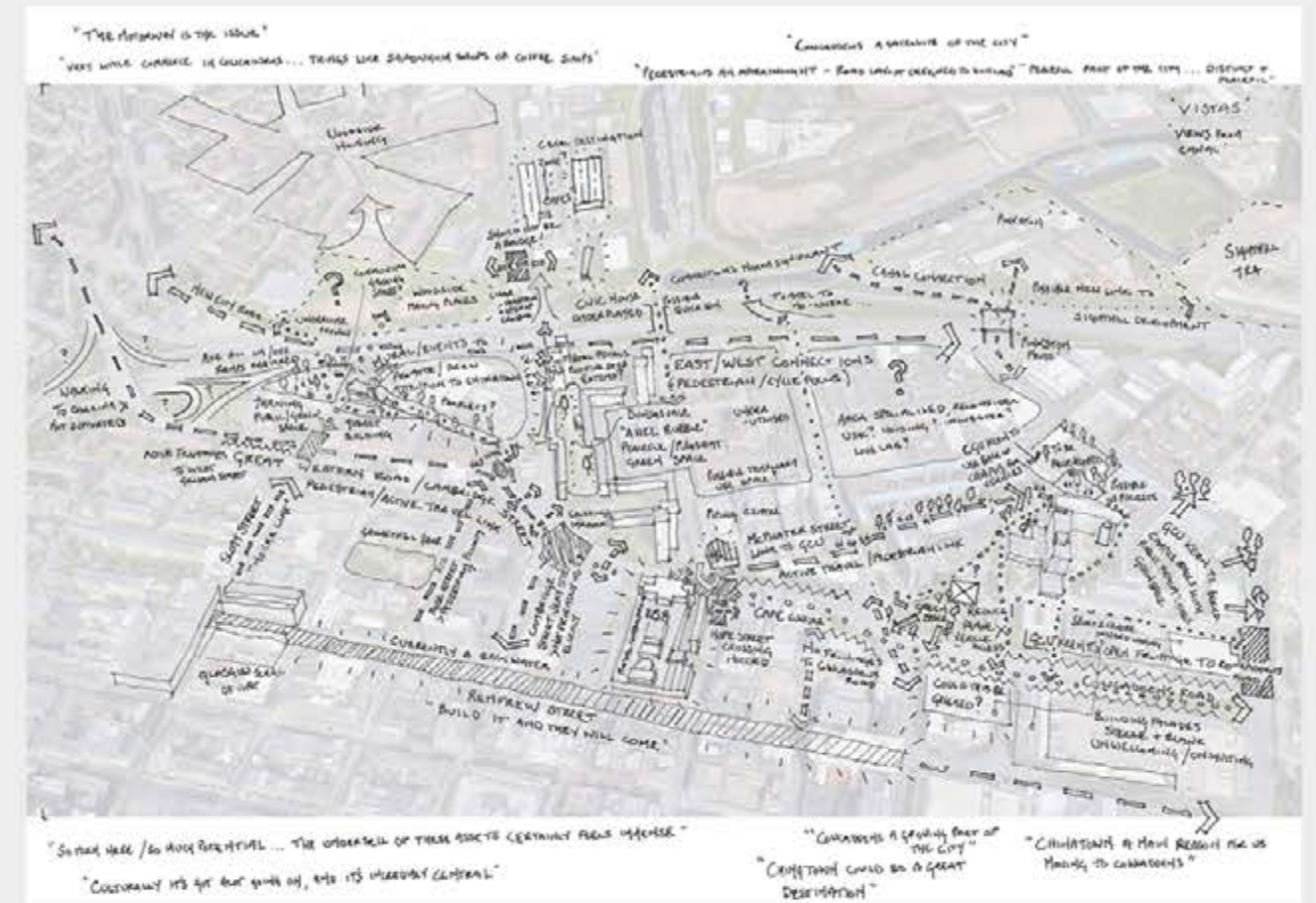
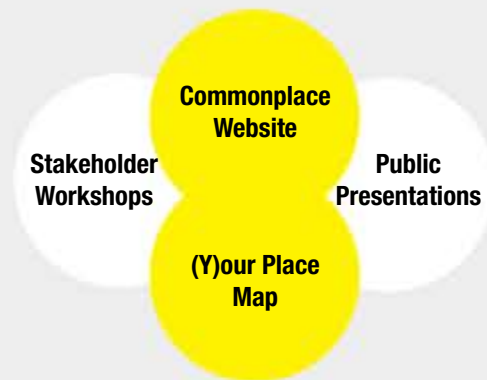
## Commonplace

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

The Commonplace survey was launched on 18th June 2020, users were asked to share their ideas to help the recovery and renewal of the four districts. In total 692 comments and 3731 agreements were submitted by 786 respondents, totalling 4423 contributions. The site has been viewed uniquely by 5297 visitors. The platform had 230 news subscribers which have opted in to be kept up to date with ongoing project news. Cowcaddens is well commented on with over 100 tags out of a total of 657. Over 75% of comments relating to Cowcaddens were negative.

## The (Y)our Place Map

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



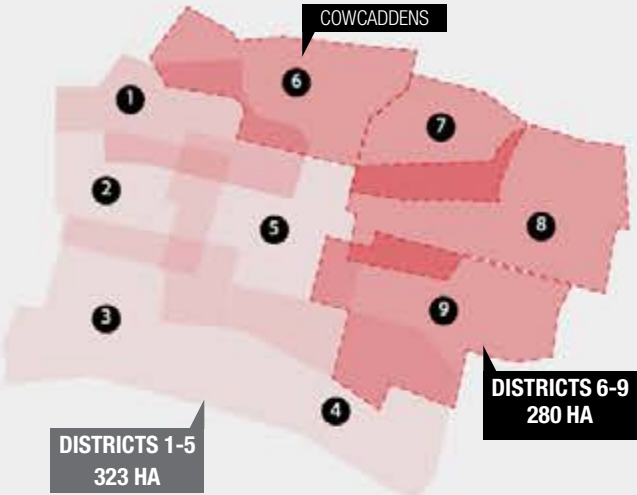
Cowcaddens Community Workshops noted issues pertaining to severance caused by the M8, parking, a lack of active travel infrastructure and community facilities as well as opportunities for improved greening, arts + culture hubs, public realm improvements and occupying the M8 for activities





Cowcaddens – Factsheet

Area + Demographics



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

|                         | Children   | Working Age  | Pensionable Age | Total         | Change in 5 yrs |
|-------------------------|------------|--------------|-----------------|---------------|-----------------|
| Cowcaddens              | 434 (11%)  | 2,973 (76%)  | 509 (13%)       | 3,916 (100%)  | + 10.3%         |
| Townhead                | 189        | 3,580        | 251             | 4,020         | + 15.5%         |
| Learning Quarter        | 416        | 4,857        | 495             | 5,768         | + 15.1%         |
| Merchant City           | 260        | 6,457        | 304             | 7,021         | + 17.4%         |
| Total for DRF 06 - 09   | 1,299 (6%) | 17,867 (86%) | 1,559 (8%)      | 20,725 (100%) | + 14.5%         |
| Trad. Core City Centre* | 1,318      | 20,639       | 1,361           | 23,318        | -               |

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

Dwellings (2018)

| Total        | 2,261 |
|--------------|-------|
| Occupied     | 2,206 |
| Vacant       | 41    |
| Vacancy Rate | 1.8%  |

Economic Activity

| Total Employment | Total Businesses | Year | Sectors of Employment  | Count | Proportion |
|------------------|------------------|------|------------------------|-------|------------|
| 9,062            | 217              | 2010 | Public Admin + Defence | 2,350 | 24.4%      |
| 11,649           | 269              | 2015 | Education              | 2,000 | 20.7%      |
| 9,644            | 245              | 2019 | Retail Trade           | 1,050 | 10.9%      |
|                  |                  |      | Office Admin / Support | 900   | 9.3%       |

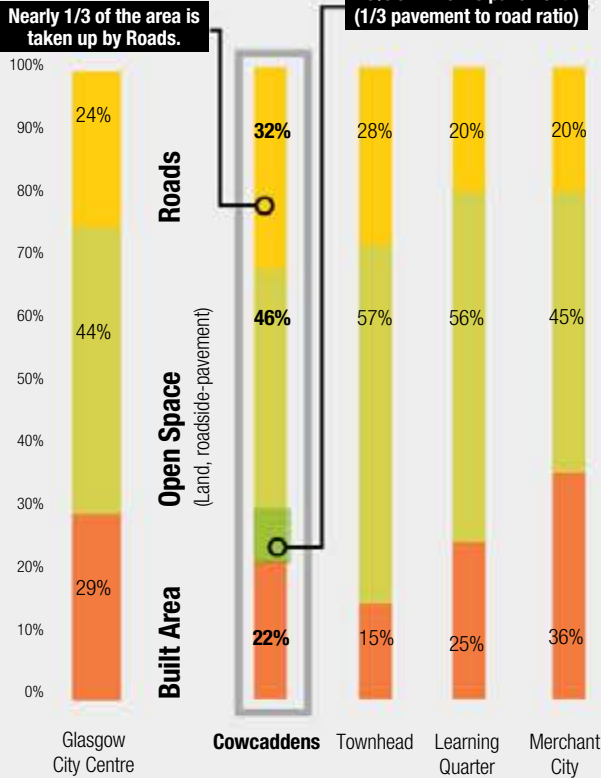
Data Source: National Records of Scotland;https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS12000049

Mode of Travel, from Census 2011 data

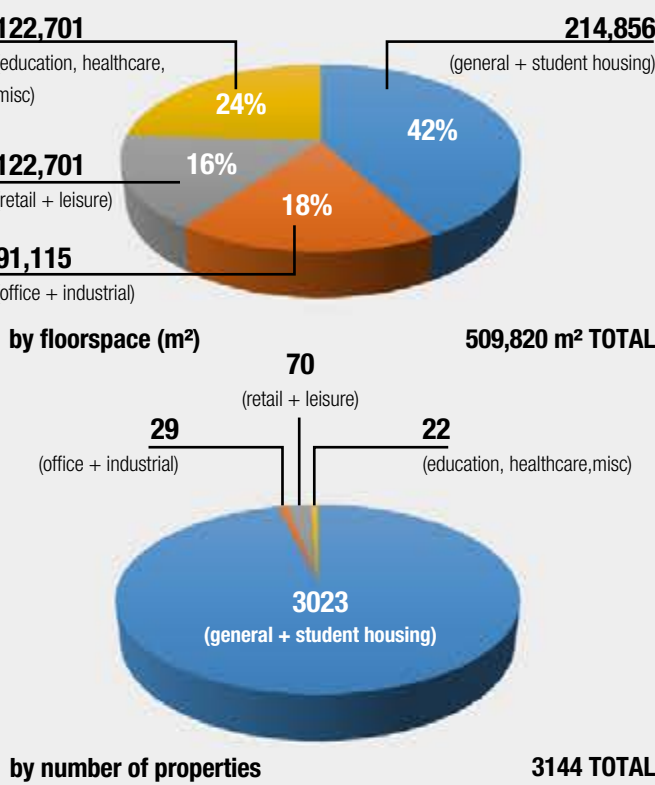
| District   | Work / Study mainly at Home | Public Transport | Motor Vehicles | Walking or Cycling | Other |
|------------|-----------------------------|------------------|----------------|--------------------|-------|
| Cowcaddens | 15%                         | 20%              | 16%            | 48%                | 1%    |

| District   | Households with no access to a car | Housholds with access to one car | Households with access to two cars |
|------------|------------------------------------|----------------------------------|------------------------------------|
| Cowcaddens | 70%                                | 26.5%                            | 3.5%                               |

Cowcaddens Land Use



Cowcaddens Property Stock

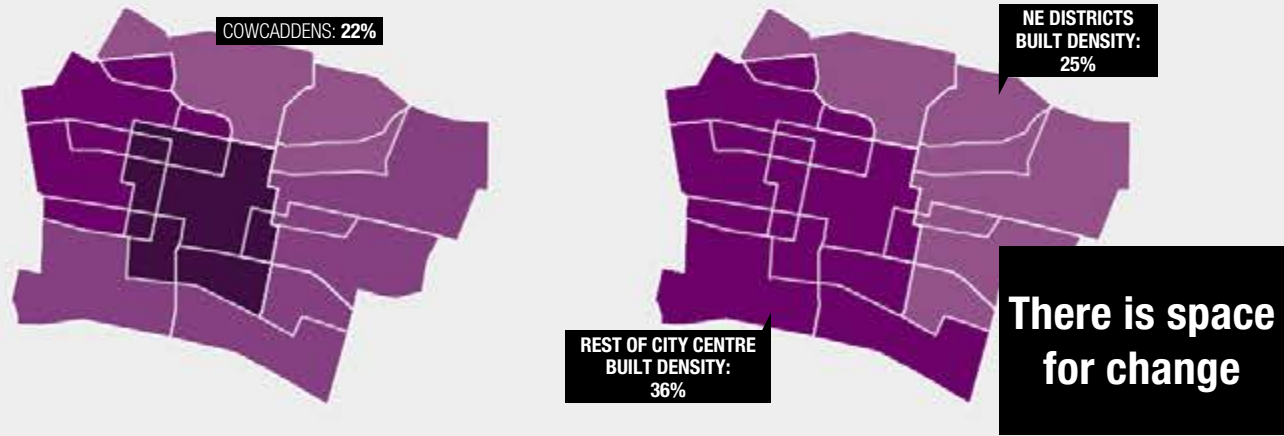


Cowcaddens has a higher percentage of open space than most City Centre Districts with low percentages of built area, leaving a lot of space for further densification and use of vacant land.

| Supply                | Residential     | Employment | Retail + Leisure | Speciality |                       |                               |
|-----------------------|-----------------|------------|------------------|------------|-----------------------|-------------------------------|
| (on the market)       | General Housing | Office     | Industrial       | Retail     | Hospitality & Leisure | Education / Healthcare / Misc |
| Availability of Stock | <1%             | 7%         | 25%              | <1%        | 0%                    | 0%                            |

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

Built density percentage (per above graph)



Vacant Land Percentages

| DRF area              | Vacant (m2)  | Derelict (m2) | Underutilised (m2) | Green Space (m2) | Total (m2)                 |
|-----------------------|--------------|---------------|--------------------|------------------|----------------------------|
| Cowcaddens            | 2,510 (1.7%) | -             | 34,500 (4.5%)      | 235,000 (31%)    | 282,500                    |
| 4 NE Districts* Total | 7223         | 25000         | 116200             | 427600           | 635540 (23.4% City Centre) |

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

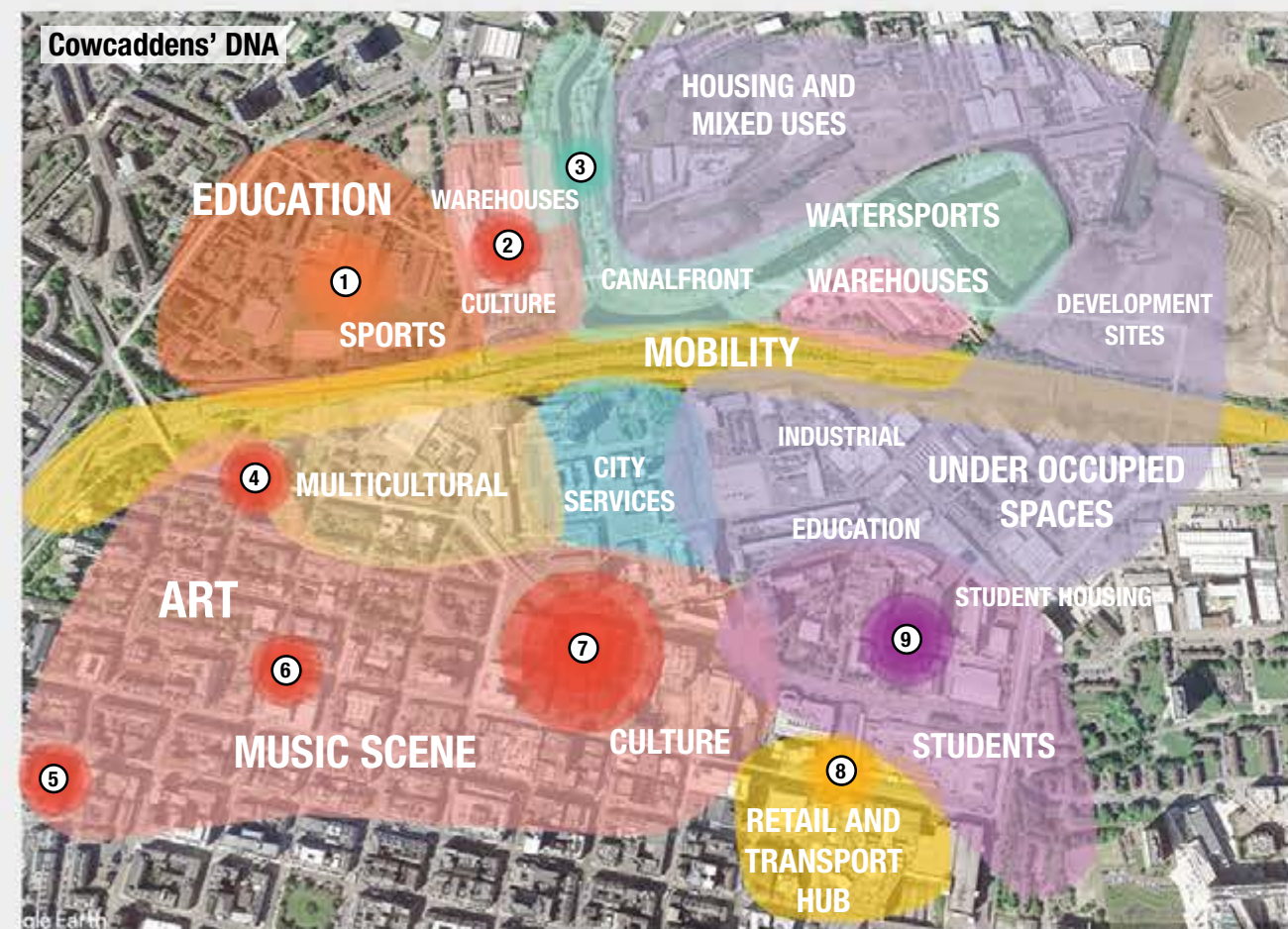


# Cowcaddens – Observations

## Characteristics of the district

Cowcaddens is a mixed-use area, home to both a substantial number of residents as well as industry, businesses and higher education institutions. The Glasgow Caledonian University campus is located in the east, connecting towards Learning Quarter, while the district borders on the cultural cluster of Central and Sauchiehall in the south. The district is strengthening its cultural focus with the redevelopment of Stow College by Glasgow School of Art and the expanding creative quarter of Speirs Locks evolving on the banks of the Forth and Clyde Canal in the north.

Large infrastructure causes major severance within the district, with the M8 cutting right through the district and Buchanan Bus Station accentuating the fragmentation between the city centre and the north. The northeast of the district is currently characterised as a zone of warehouses and vacant sites, presenting opportunities for redevelopment. New developments are in development or in preparation for Sighthill, Dundashill and Woodside, located in the north along the district border. Activating the canalfront is an important focus point as a new and attractive public destination.



- ① EDUCATION AND SPORTS: Primary and secondary schools and North Woodside sports facilities
- ② CULTURE: Speirs Locks creative quarter
- ③ CANALFRONT: Regeneration projects
- ④ EDUCATION AND ART: Stow College redevelopment by Glasgow School of Art
- ⑤ MUSIC AND CULTURE: Scottish Opera and King's Theatre
- ⑥ EDUCATION AND ART: Glasgow School of Art
- ⑦ MUSIC AND CULTURE: Royal Conservatoire, Theatre Royal, Piping Centre and The Herald Newspaper
- ⑧ PUBLIC TRANSPORT: Buchanan Bus Station
- ⑨ EDUCATION: Caledonian University

## – Problems



Massive car infrastructure dominates pedestrian connections



Poor quality and safety of pedestrian passages



Neglected and undervalued public space and greenspace



Car-centric instead of people-oriented



Underutilised, quiet canal



Infrastructure reigns: system-oriented, oversized, serious lack of green

## + Potentials



Large areas dedicated to sports



Canal upgrade/accessibility for leisure (successful watersports centre Pinkston)



Vacant land suitable for development



Assess built heritage with historic value



Regional and national bus services



National / regional train connections at nearby Queen Street Station



# 2

## (Y)our Framework

Guidelines for future development of the District

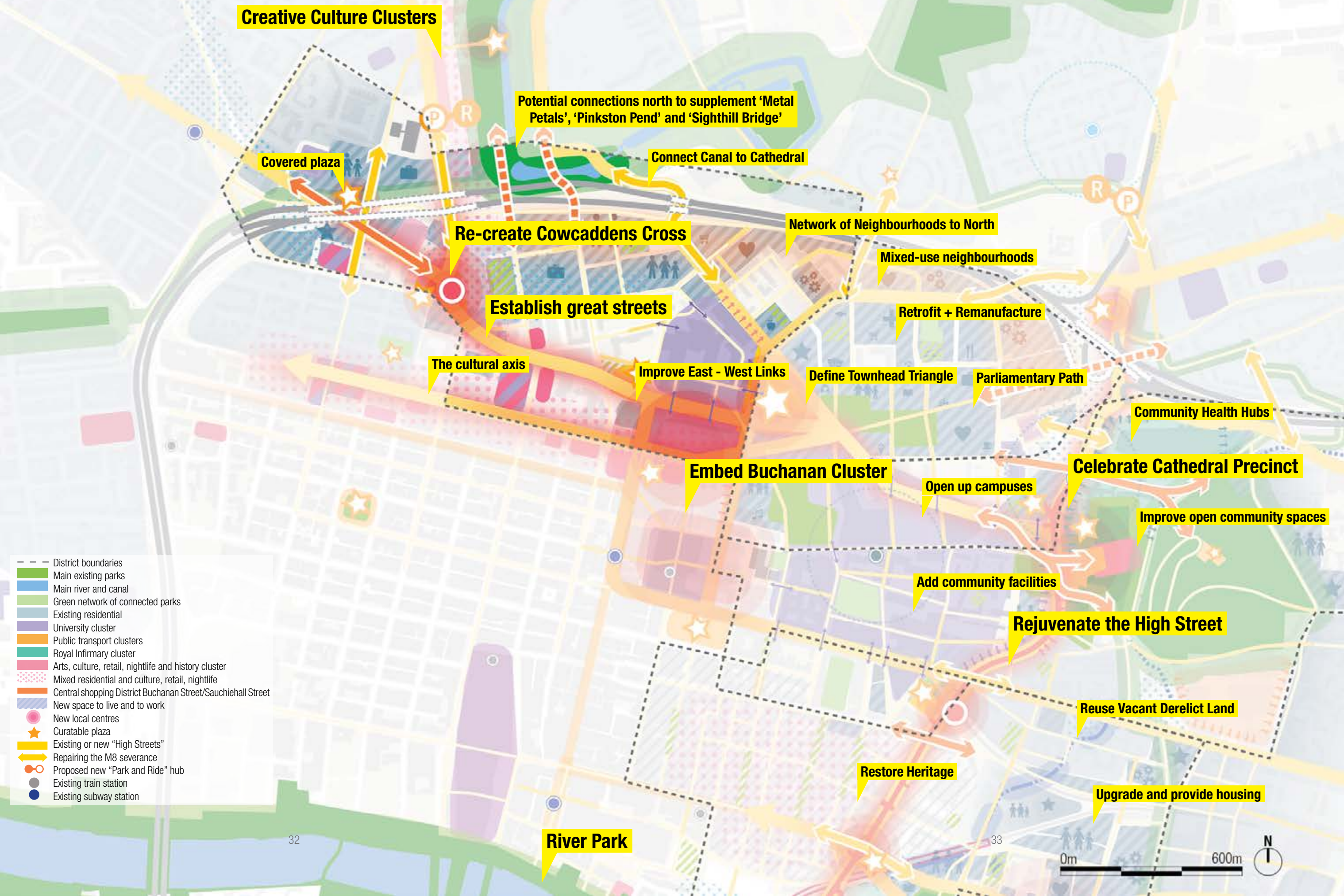
In this chapter the role of Cowcaddens within the wider North-East city centre is shaped. Interventions are proposed in line with four strategic themes defined in the Strategy Document. What is required to improve accessibility? What is needed for Cowcaddens to thrive as a pleasant area to live, work and visit? And how do we make this transformation happen?

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

**‘Quick Wins’ for the District clearly highlight the next steps, to enable regeneration to progress with focus and early impacts. The result of all proposed interventions are shown in a Framework depicted in a ‘future vision map’ showing how everything comes together. It gives an overview of the District’s future vibrancy: the cultural and creative clusters, the urban production hub, Caledonian University’s more accessible campus, the green and recreative area around Canal Park, and the main routes. ‘Quick Wins’ for the District to enable regeneration to progress with focus and early impacts are outlined in Chapter 4, ‘Next Steps’.**



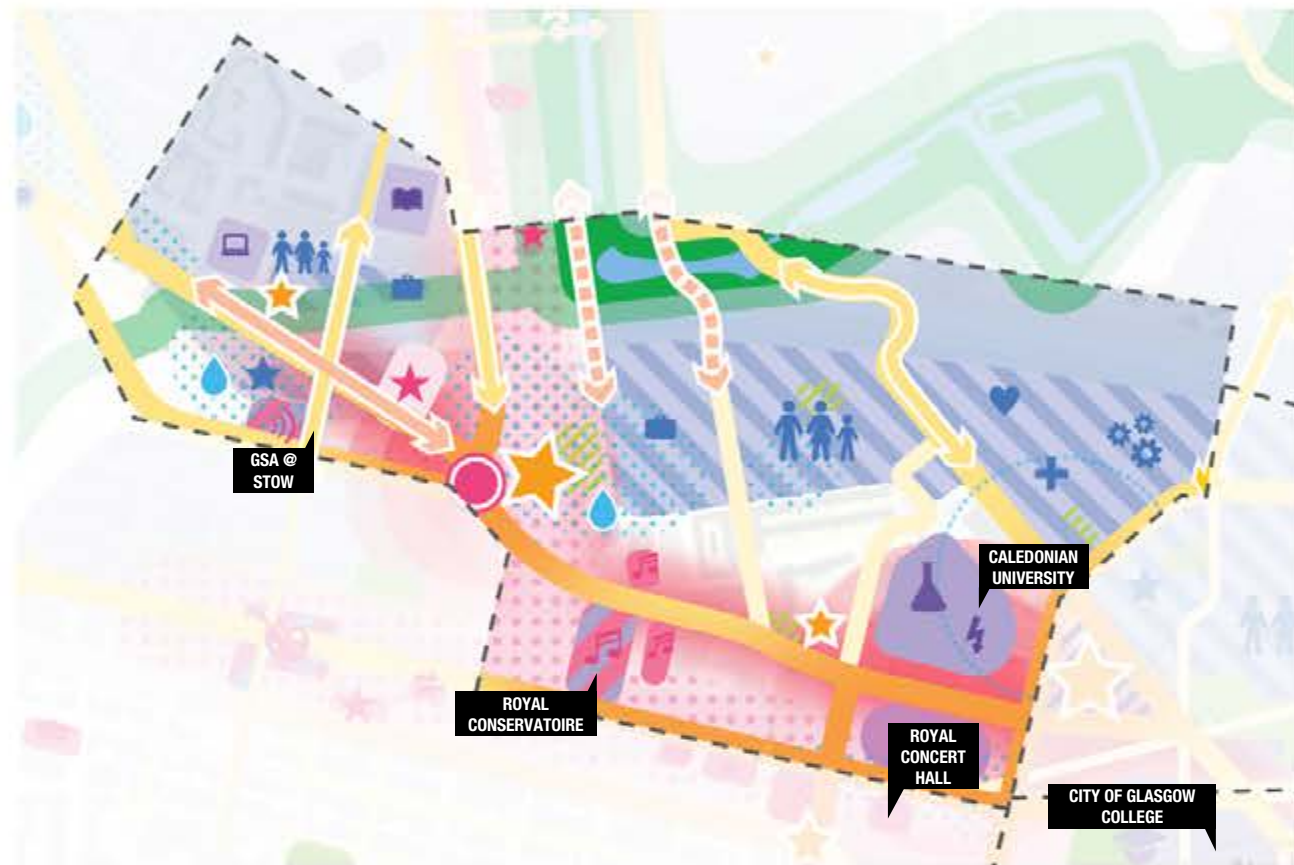
# Cowcaddens framework





## Role of Cowcaddens

### Position within the wider context of the City Centre



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

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

Given their proximity and similarities, **Cowcaddens and Townhead should be regenerated in parallel** creating space for production, innovation and creative and circular economies to thrive as well as lively new places to live, work and study. Cowcaddens and Townhead both show great

potential for adapting to foster a productive urban model that creates jobs, opportunities, supports enterprise, ideas and creativity.

By joining forces between these two Districts, this production cluster can be developed in a more integrated way. As part of this new urban production hub, close to several renowned schools and universities, Cowcaddens will be the home to a new generation of producers, creatives and other entrepreneurs.

**Importantly, it will also provide new living space in the city centre – including residential amenities; not just for students, singles and couples, but also for families and the elderly.** Furthermore, the District's key attractors in culture and education make it a regular destination for students, academics, arts and culture communities that enliven the area and enrich the local, and city economy.

## Key characteristics of Cowcaddens

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



### Public space

Existing open spaces such as the Canal provide an urban destination and local amenity for Cowcaddens and the wider city. Nodes and gateways within the District provide focal points in the cityscape; places that announce arrival in the District and the City Centre. Cowcaddens Cross and the M8 Viaduct create landmark spaces to activate the everyday city aid wayfinding through the city.

### Hubs and Local Centres

Cowcaddens needs a focal point; a heart. Cowcaddens Cross and Cowcaddens Road can provide the basis to concentrate footfall, access and activity to redefine the District. Opening up Buchanan Cluster to the south-east will help reconnect the District in to the heart of the core city centre.

### Mobility and accessibility

Cowcaddens is dominated by roads and the motorway. But it also has great public transport assets in or nearby the District. Retracing lost paths north-south can help link to North Glasgow, whilst extending the impact of the Avenues can help boost east-west connections.

### Programmatic characters

Cowcaddens has world class cultural and educational assets. Connecting these within an attractive, convivial city scape and drawing upon the local talent and creativity can help enhance the District's distinct identity. Cowcaddens has pockets of dense residential communities (e.g. Dundasvale) but lacks many community spaces or facilities. Increasing residential populations can help enhance quality of life and convenience of a compact city District.

### Space to live and work

North Cowcaddens (and Townhead) have an opportunity to become a new, fresh and dynamic neighbourhood; with a blend of living, working, creative and productive spaces to enliven the city's culture and economy. Cowcaddens and Townhead can manage the impacts and benefit from the proximity to the motorway to create an exciting urban District. Chinatown adds to the area's diversity and should be upgraded and celebrated.



# Layers of the Cowcaddens framework

## 1 (Y)our well connected Cowcaddens

Enhanced infrastructure and mobility

Upgrade urban network; restore connections, seamless infrastructure



Integrated public transport infrastructure



Restore Great Streets and realise low- and slow-traffic neighbourhoods



## 2 (Y)our great spaces and streets

Network of public and natural spaces

Create network of strong pedestrianised and curatable public space



Optimised space for nature



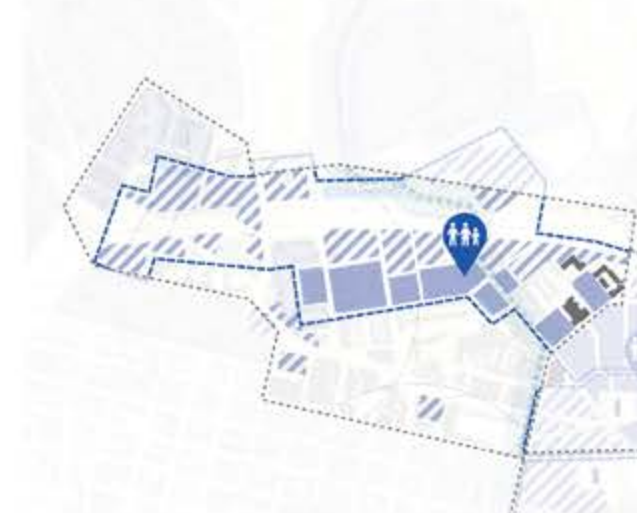
Enhance interaction with the water, including integrated hydrology



## 3 (Y)our thriving Cowcaddens

Intensified programme

Intensify housing: retrofit, upgrade and add



Clear programmatic zoning and activation by mixed-use



Add amenities and community facilities



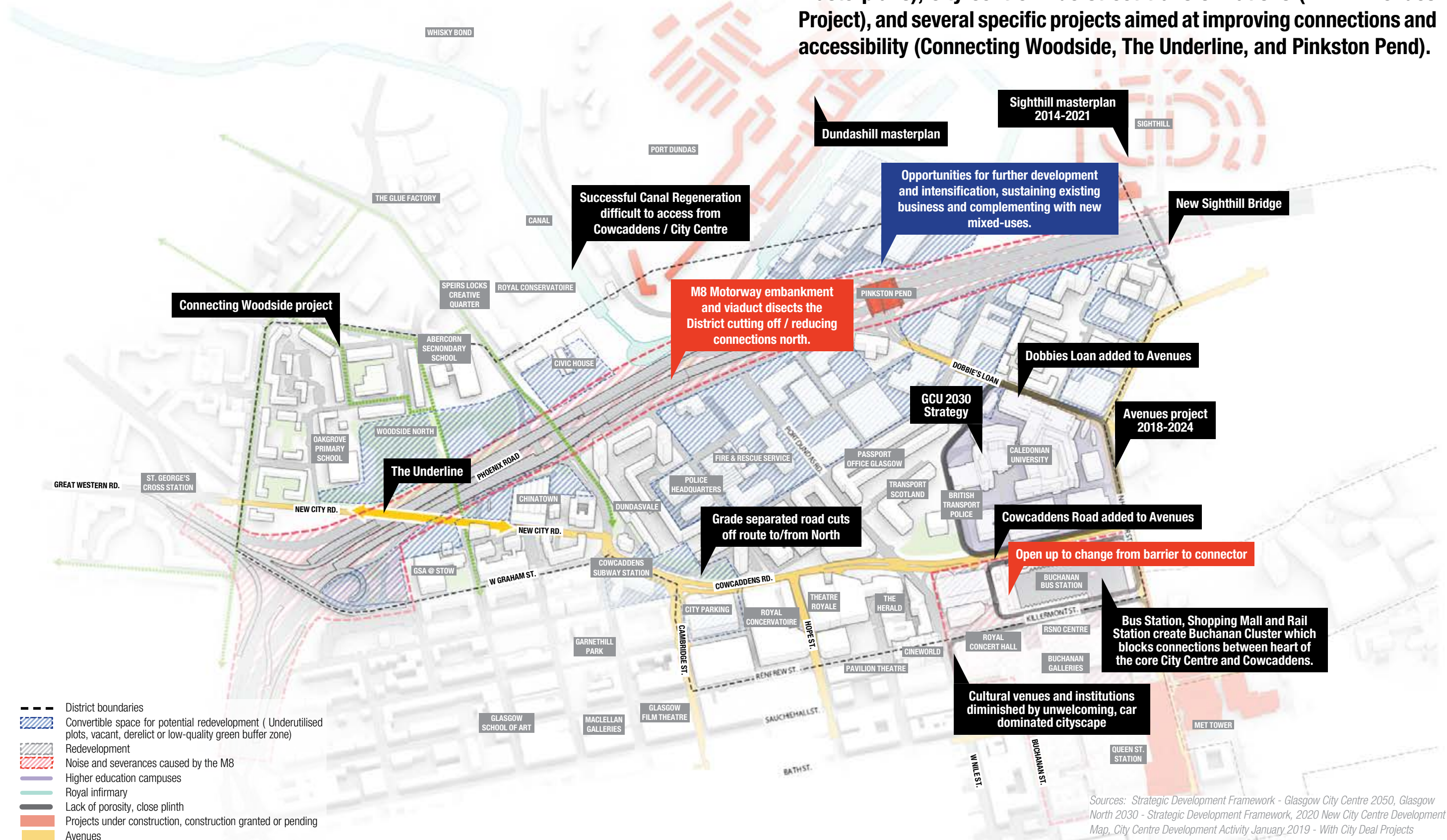
Combined Framework for (Y)our Cowcaddens





# Conditions for development in Cowcaddens

Place context of the District: headline issues and planned projects



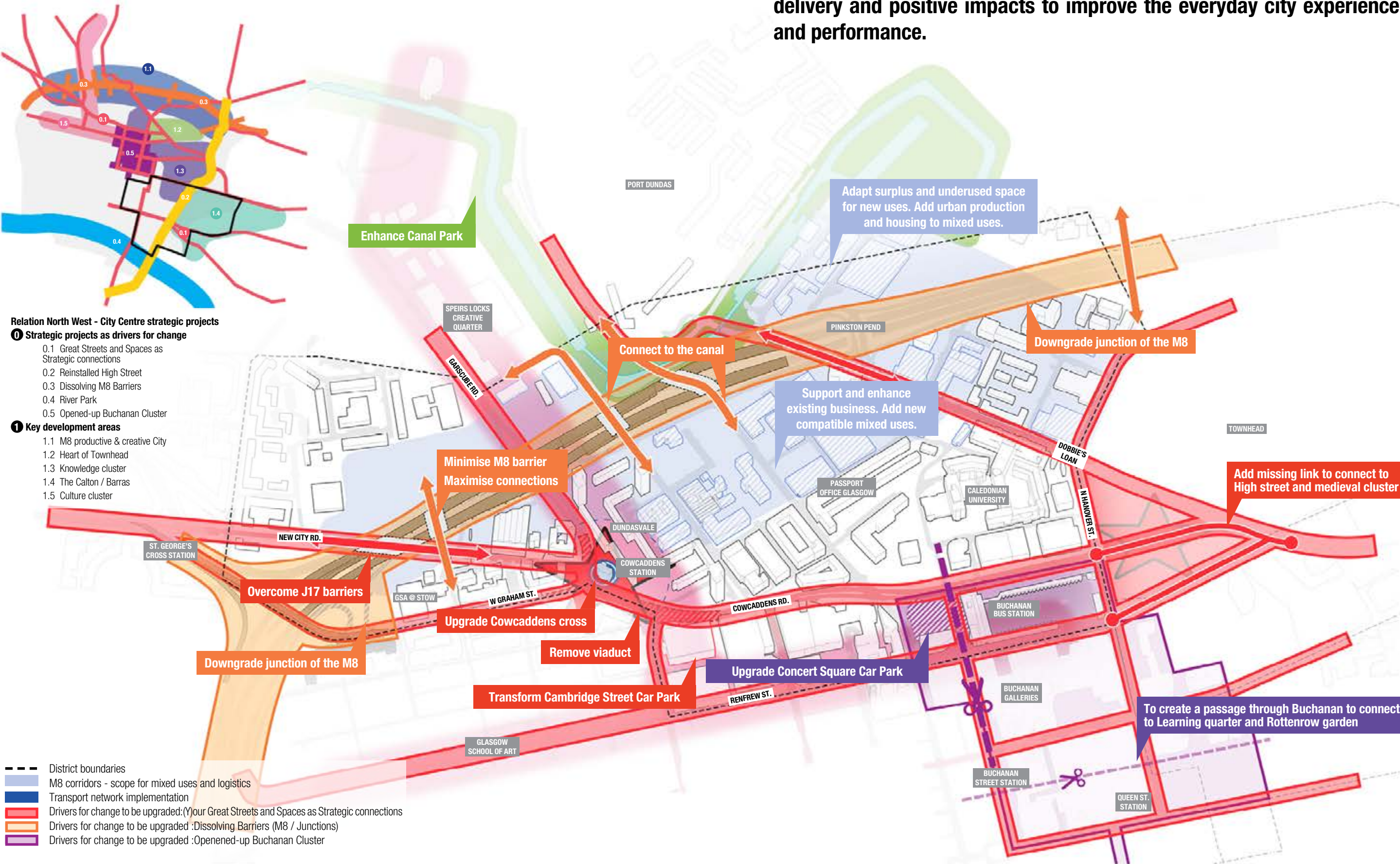
This “zero PLUS map” shows the existing situation and key issues and potentials in Cowcaddens. It also indicates planned investment and projects from the City Centre, North and the East Strategic Development Frameworks. These include housing developments (Dundashill and Sighthill masterplans), city centre-wide street transformations (EIIPR Avenues Project), and several specific projects aimed at improving connections and accessibility (Connecting Woodside, The Underline, and Pinkston Pend).



# Strategic projects

Required interventions in Cowcaddens with city-wide impact

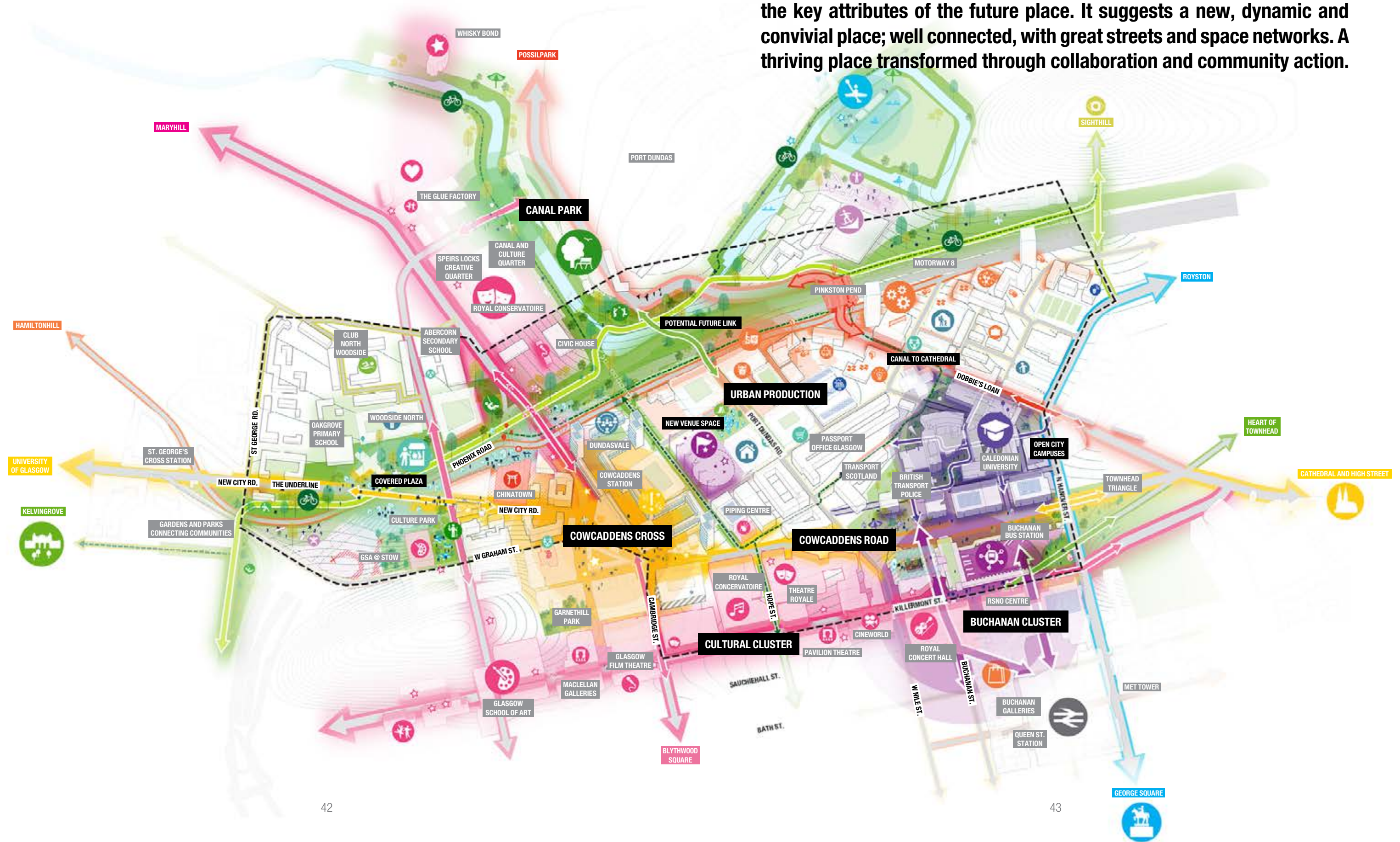
There are several locations and situations of such complexity and importance for the city as a whole, that high-level strategic coordination is needed. Partnership working will be critical to achieve successful delivery and positive impacts to improve the everyday city experience and performance.





## Future Cowcaddens' Vision

'Tourist map' with main anchors, routes and destinations



Tourist maps have a knack of showing the hierarchies of a place: highlighting key destinations and places of interest, responding to diverse districts with distinct identities, and outlining the main routes to get there. Here is the proposed Framework for Cowcaddens; introducing and describing the key attributes of the future place. It suggests a new, dynamic and convivial place; well connected, with great streets and space networks. A thriving place transformed through collaboration and community action.



# (Y)our Projects and Action Plans

Hands-on series of projects and actions  
to achieve regeneration in Cowcaddens

With the problems and potentials, positioning, ambitions and strategic priorities for Cowcaddens defined in Chapters 1 and 2, this Chapter outlines the key projects to achieve regeneration in the district. They address important issues such as reversing the dominance of infrastructure in the District, creating a new central meeting place for the community, improving connections, softening and greening the urban landscape, and creating more space to live and work, among others.

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

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

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



# Projects overview

## 0 Strategic projects as drivers for change

(refer to Strategy Document)

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

## 1 (Y)our Well Connected Cowcaddens

Enhanced infrastructure and mobility

- CC1.1 Buchanan Bus Station Upgrade
- CC1.2 Untangled Motorway
- CC1.3 Active Travel Networks
- CC1.4 (S)low Traffic Cowcaddens Neighbourhoods
- CC1.5 Revised Cowcaddens Car Parking

## 2 (Y)our Great Spaces + Streets

Network of public and natural spaces

- CC2.1 Cowcaddens Road
- CC2.2 Canal to Cathedral
- CC2.3 Cowcaddens Cross
- CC2.4 Canal Park
- CC2.5 Avenue of the Arts PLUS
- CC2.6 Vibrant Woodside Viaduct
- CC2.7 Arts Gardens
- CC2.8 Canal Connections
- CC2.9 New Woodside Park

## 3 (Y)our Thriving Cowcaddens

Intensified programme

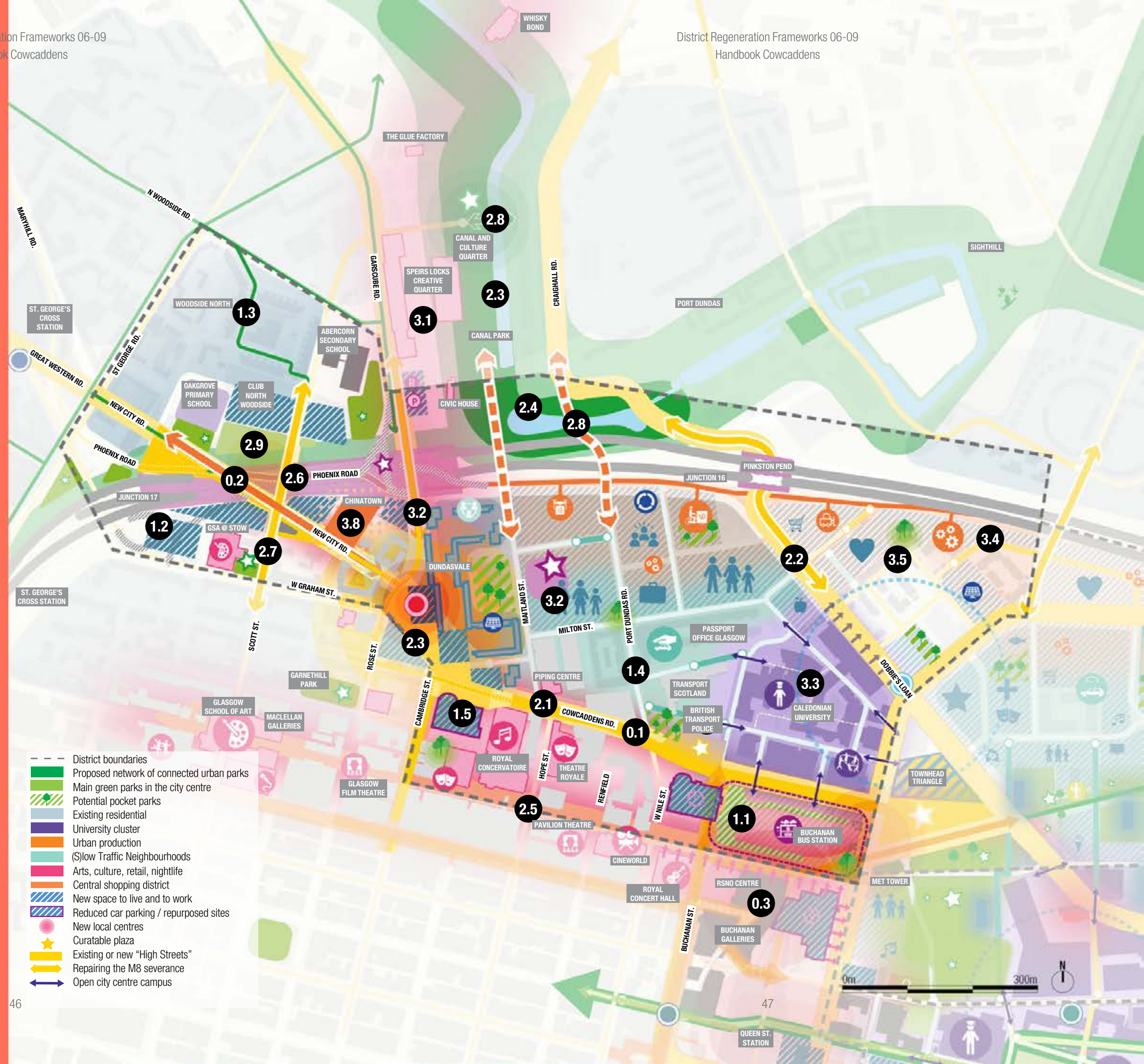
- CC3.1 Cowcaddens Cultural Cluster
- CC3.2 Cultural Campus Connections
- CC3.3 Open City Centre Campus - GCU
- CC3.4 City Centre Operational / Logistics Hub
- CC3.5 North Cowcaddens
- CC3.6 City Centre Living @ Cowcaddens
- CC3.7 20 Min Cowcaddens
- CC3.8 Chinatown

## 4 Transforming (Y)our Cowcaddens

Structure of public amenities

- CC4.1 Community Council
- CC4.2 Living Lab
- CC4.3 Circular Cowcaddens
- CC4.4 Cowcaddens Events

CC1.3, CC1.4, CC3.6, CC3.7 and all CC4 series projects are District-wide and therefore not annotated on Framework Plan opposite.





## ● (Y)our Well Connected Cowcaddens

### Enhanced infrastructure and mobility

- CC1.1 Buchanan Bus Station Upgrade
- CC1.2 Untangled Motorway Junctions
- CC1.3 Active Travel Networks
- CC1.4 (S)low Traffic Cowcaddens Neighbourhoods
- CC1.5 Revised Cowcaddens Car Parking

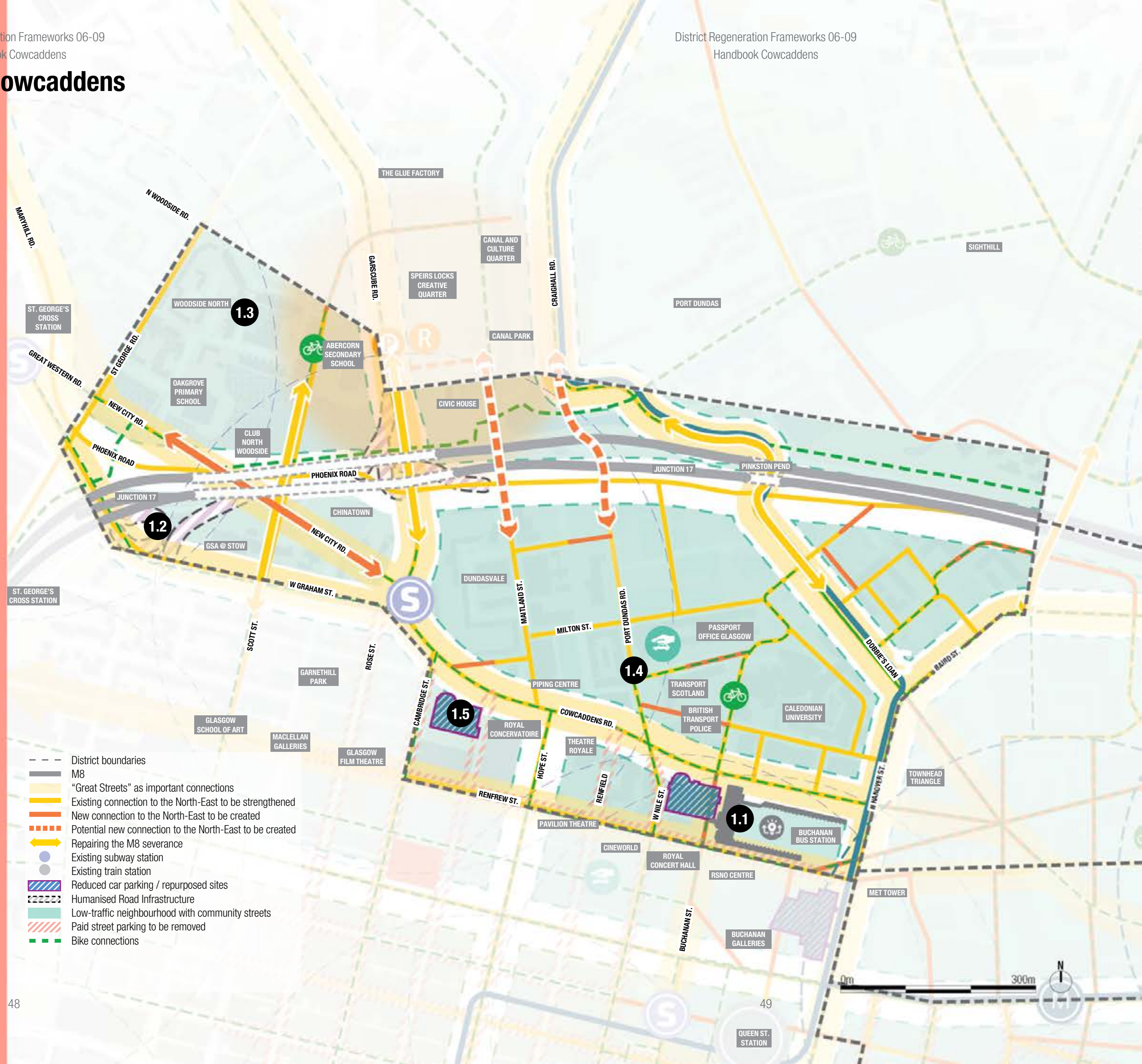
Using transport to create better quality of life for all is the root of Glasgow's future success and supports the city in delivering a number of its ambitions to do with climate and an increasing population.

To achieve this, and in line with global best practice, Glasgow must begin to better balance movement and place in favour of a city for people and deliver projects in line with the the global hierarchy of road users. Walking and cycling should be prioritised with public transport taking precedence over other modes, and the creation of a better passenger experience with a Buchanan Bus Station Upgrade will be key for this.

Protecting and inviting people to walk and cycle where they can is key to creating better quality of life and meeting climate ambitions, and connecting communities into the city centre through improved infrastructure is a crucial first step. Reducing the impacts of J16 and J17 on the city, improving connections above and below the M8 and making city centre streets more human will improve access opportunities for people walking and cycling, inviting people to move about in ways that are better for them and the city.

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

Making more space on streets for people, for community, for greening and for business is essential for creating a more people-focused and prosperous city going forwards, and minimising the number of vehicles that are stored on our streets is a crucial step in making space for community and city life, whilst enabling residents to use vehicles through providing strategic parking locations.





## CC1.1 Buchanan Bus Station upgrade

Reimagining the site as a mixed-use connector

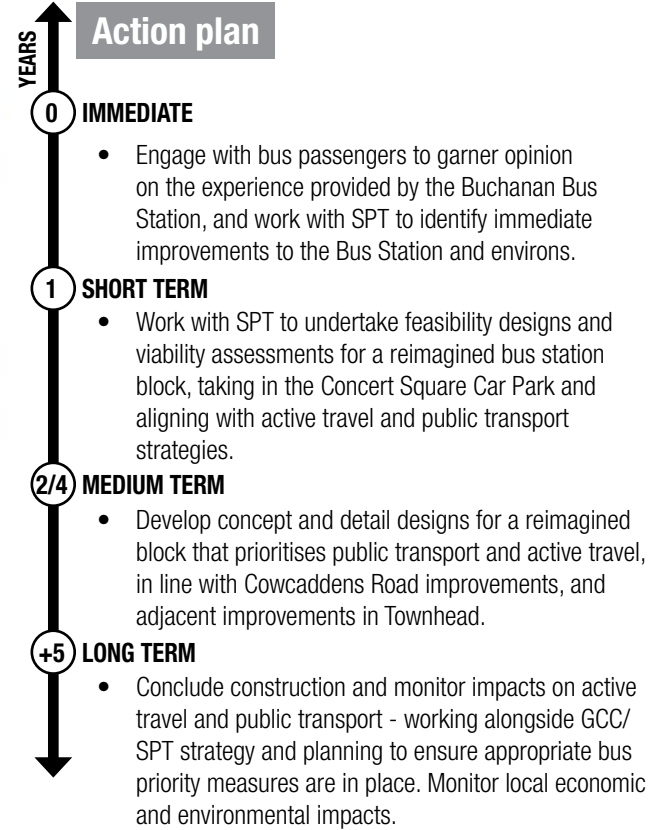


Buchanan Bus Station is a nationally important hub of activity, of exchange, of sustainable transport; a focal point in the city centre that helps people go about their daily lives and offers people a high quality service and experience.

The bus station should connect people and places but instead blocks people from moving through the city block and puts people off using the adjacent streets and spaces. Rather than transport offering people an opportunity for enjoyment, it creates a hostile pedestrian environment that is dominated by transport.

All around the bus station the city is working hard to improve the pedestrian environment, and offer people better streets for walking, cycling, wheeling, and spending time. Cowcaddens Road is confirmed for Avenues funding, as is North Hanover Street and Cathedral Street, with huge investment taking place at the Met Tower nearby to improve the city centre experience. The Bus Station is a key node in this urban experience and offers an opportunity to upgrade the service provided to passengers as well as creating a dynamic and interesting destination that helps draw activity and investment north from the city centre.

The project envisages the upgrading of the bus station site, imagining it more as a building rather than surface level lot. This can be achieved through 'wrapping and capping' the block or through the wholesale reimagining of the site to welcome buses at ground floor level whilst providing a mix of uses, activities and experiences at the edges and above. Creating a consistent built frontage around the site strengthens the work being planned for the Avenues by making the streets more inviting for people and making walking or cycling a more compelling choice. The project also offers the opportunity to upgrade the bus passenger level of service by providing modernised facilities and a far better interchange and arrival experience, creating a modern long distance bus station whilst potentially separating these from local services, instead providing for local services with smaller, cleaner vehicles along priority bus corridors.



### Key stakeholders

Glasgow City Council with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.)

(Y)our Pedestrian and Accessibility Champion

### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

This project promotes public transport and better enables and invites active travel. It creates a more fitting city block for a growing city centre with increasing activity and energy moving north east. It supports the increasing of city centre population and makes for safer streets and a healthy District. The project offers an opportunity to introduce new uses in the District and reduce private vehicle use. The project responds to community feedback about dominance of transport infrastructure in and around the Bus Station by humanising streets and putting transport back as a servant to quality of life. This project would give Cowcaddens a new focal point and help to transform the city image of the local area.





## CC1.2 Untangled Motorway Junctions

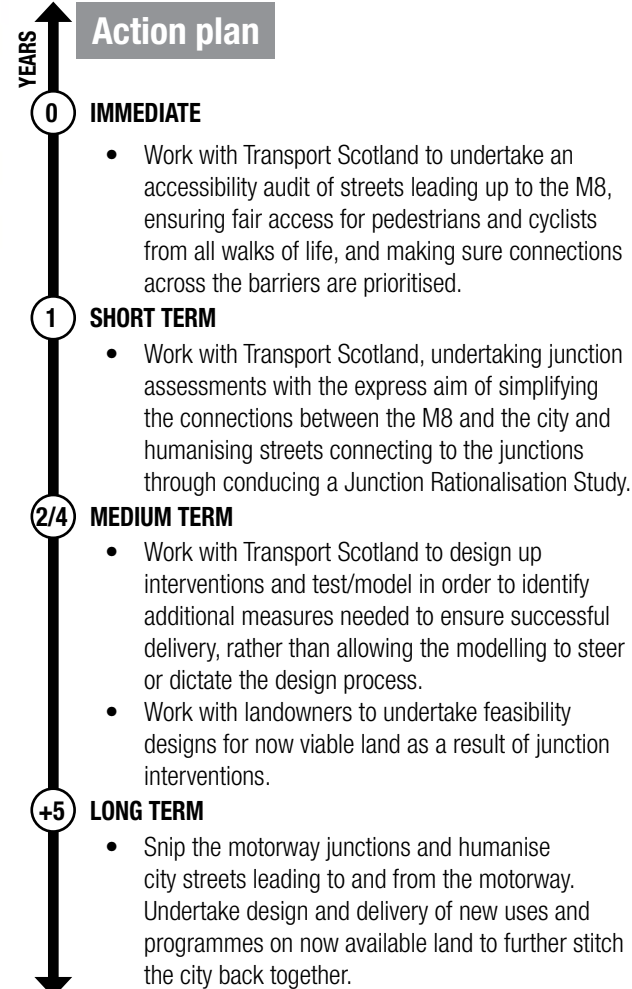
Breaching barriers to establish more freedom of movement between neighbourhoods



The people of Glasgow should be able to enjoy the city and all it has to offer freely, regardless of ability and the way they choose to move around - better connecting the city centre to the north and countryside beyond.

The M8 north of the City Centre is a strong barrier in the city, restricting movement of people and severing the connections between the City Centre and the north. The nature of the M8 to the north, and specifically at J17 and J16, is one of complete freedom for motor vehicles at the expense of City Centre experience and activity, with multiple lanes, access ramps and egress points for each junction interaction. This results in under-utilised land as well as creating a barrier - emotional and physical - for people trying to move between neighbourhoods and for the city moving north. Positive investment in quality places to live is happening at Sighthill, improvements at Canal Gateway, investment at the new GSA campus at STOW and the Avenues delivering better connections between the city centre and these places along the Underline and Dobbies Loan. This Avenues investment is huge and starts the process of stitching the city back together and inviting people to move about in healthier ways.

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



### Key stakeholders

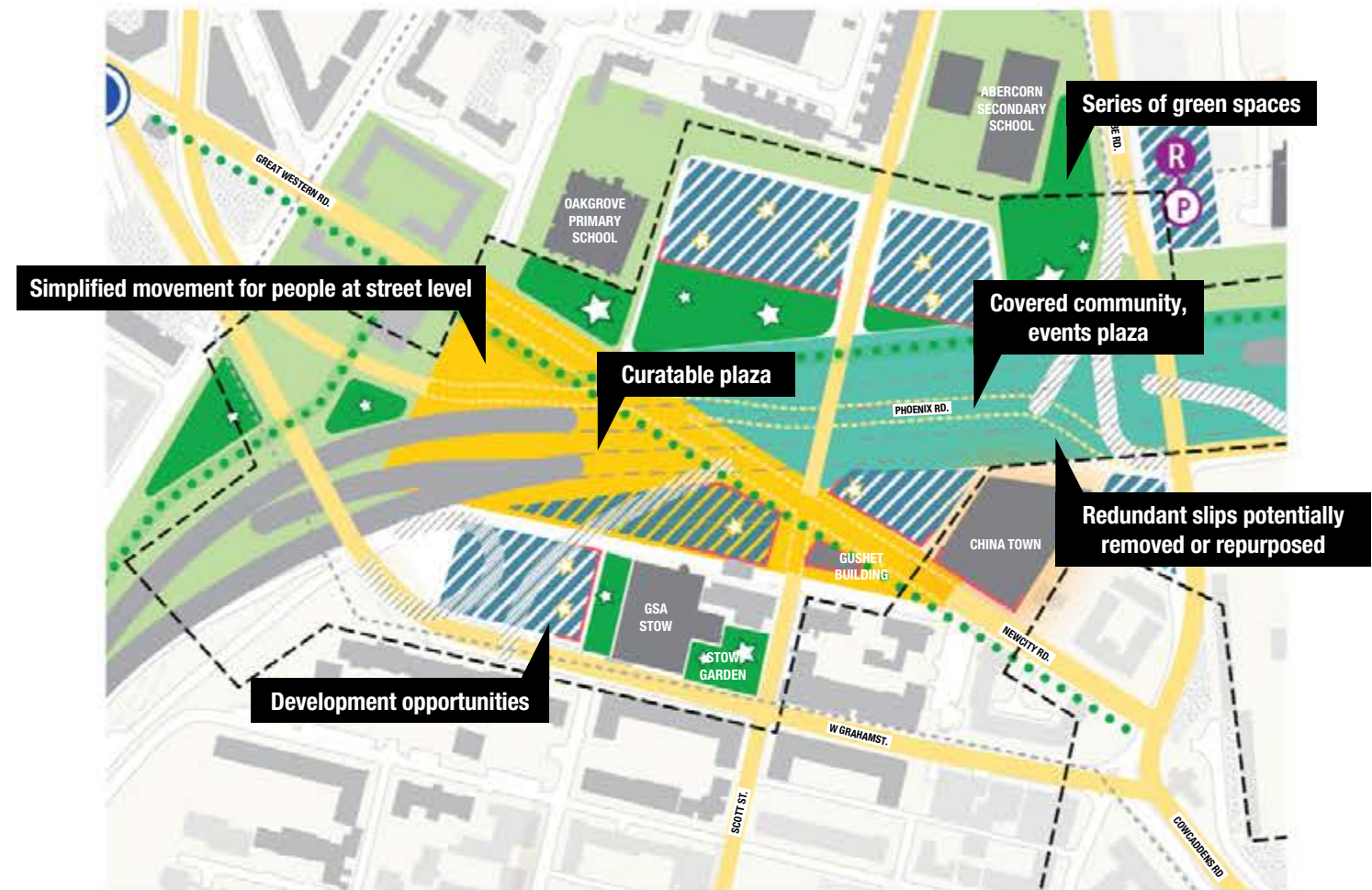
Glasgow City Council with Transport Scotland (co-leads), working with active travel, public transport, transport strategy, liveable neighbourhoods and city centre property.

### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

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





# CC1.3 Active Travel Networks

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



Glasgow benefits from a compact and dense urban core. This means it should be easy to get around in different ways during daily life, with walking and cycling easiest of all. The cities of Copenhagen, Oslo, and Rotterdam have equally dense and compact urban cores and their citizens enjoy a great quality of life in part because it is easy to walk to the shops and cycle to work, because the city invites people to be healthy with how they travel, by making it easy. Glasgow should rival these cities by offering a better quality of life.

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

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

This projects envisages the connection of the Avenues, Spaces for People, Connecting Woodside, and Liveable Neighbourhoods to create an active travel network that is seamless and enables all ages and all abilities to choose active travel over other forms of transport. This means that walking and cycling will be the easiest option for those moving around the city centre and cycling will be a compelling choice for those commuting into the city centre from the city region along regional routes that connect to public transport. Walking and cycling in the city centre will be prioritised over vehicles in line with global best practice to make Glasgow a competitor for the city with the highest quality of life in Europe.

YEARS

0

1

2/4

+5

Action plan

IMMEDIATE

• Ensure all tactile paving is to standard; ensure dropped kerbs are to standard; ensure vehicle access points and lanes prioritise pedestrians walking along the footway with vehicles having to bump up; install early release for cyclists; and give pedestrians more time to cross.

SHORT TERM

• Undertake an accessibility audit of the city centre alongside a Cycling Level of Service (CLOS) and Junction Assessment Tool (JAT) review to establish a baseline of quality, based on the end user experience and map this over the full suite of active travel infrastructure improvements and projects.

• Repeat the assessment on planned infrastructure that has yet to be delivered and highlight under-performing areas.

• Work with colleagues to develop a joined up Glasgow city region active travel network plan alongside an action plan that highlights the most pressing and impactful projects.

MEDIUM TERM

• Undertake detail design and construction of key junctions and links that are under-performing to create a robust network with current infrastructure improvements.

• Undertake detail design of all links and junctions outside of committed project streams, such as the Avenues.

LONG TERM

• Roll out construction of additional links and junctions alongside planned projects, such as the Avenues to capitalise on the opportunity that Glasgow has to become a European leader in urban quality of life.

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

**Impact/ reach/ term**  
High Impact / City Project / Short to Medium Term

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

## Avenues - The Underline



## Connecting Woodside





## CC1.4 (S)low Traffic Cowcaddens Neighbourhoods

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

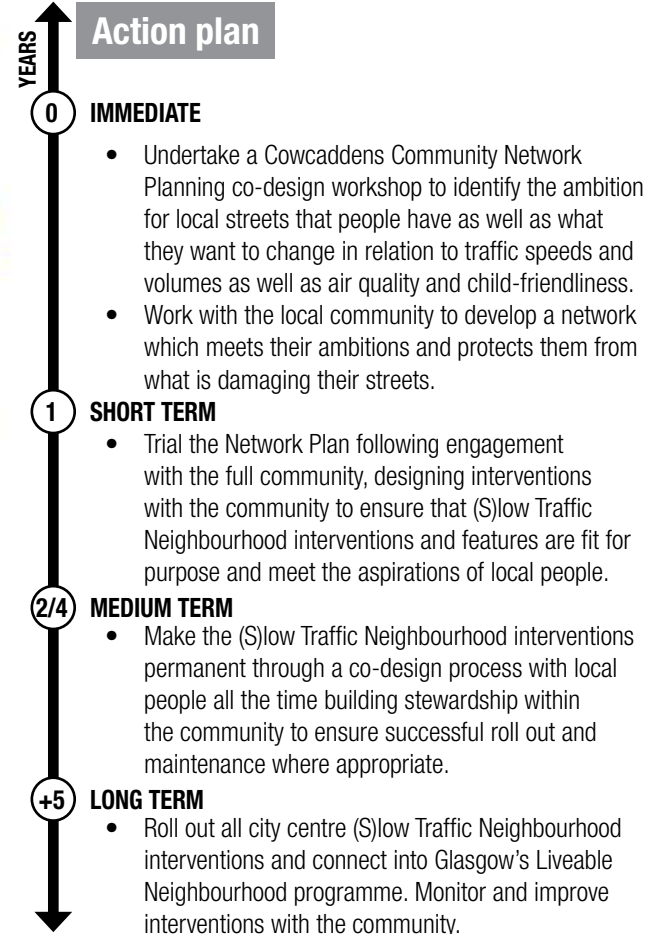


The residential areas of Glasgow should be places of community life and community spirit, places where healthy and prosperous lives can unfold. Residential streets should be places where children can play, where parents can catch up with neighbours and where communities can come together on special occasions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

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

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

This project envisages the creation of a city centre with fewer and slower moving vehicles, a city centre that supports business and essential trips as well as access to every front door, but one that doesn't prioritise the through-movement of vehicles over the quality of life of residents and the child-friendliness of streets. A network of streets will be designed to allow access for all residents and deliveries with through-movement in the city centre being restricted to few streets in order that strategic road networks are used for strategic trips and local trips are enabled for walking and cycling. The creation of a (S)Low Traffic Neighbourhood between Cowcaddens Road, Kyle Street, and the M8 will allow residential streets to be places where children can play, can learn to ride a bike, and where communities can come together and relax. These neighbourhoods will be joined up through the delivery of safe and prioritised crossings over movement streets to create a large walking and cycling network whereby citizen's can walk, cycle and play on a network of quiet, residential streets.



### Key stakeholders

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

### Impact/ reach/ term

High Impact / Community Project / Short to Medium Term

### Justifications / observations

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





## CC1.5 Revised Cowcaddens Car Parking

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



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

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

The city's ambitions to provide more space for walking, cycling, and public transport means that space has to be found and city centre trips need to stop being induced by offering so much parking, so cheaply. Making the city centre a more inviting place to live means that air quality needs to be improved and streets need to be made safer for children and the elderly alike. Reducing the number of trips in the city centre is key to this and reducing people's ability to access parking in the centre is key.

This project envisages a re-imagining of parking in the city centre, providing parking that is necessary, where it is needed, and at an appropriate price, all the time ensuring parking supports city life and prosperity rather than dominating it. On street pay-and-display parking will be reduced over time, with local communities defining what the space should be used for - including community food growing, seating, tree planting, or play equipment for example. Off street parking locations will be rationalised with city centre locations being reprogrammed to provide more diverse land uses and activities and supporting the city in providing more houses and green spaces. City periphery off-street parking will be prioritised for parking services, connecting to the active travel network to ensure good walking links and public transport links elsewhere in the city. Surface level parking facilities will be removed and redeveloped to create diverse and energetic city blocks that support the city deliver improved quality of life.



### Action plan

#### 0 IMMEDIATE

- Map all on-street pay and display parking and establish a programme to reduce by 2030, working with local communities to reprogramme the space.
- Map all Council owned off-street parking garages and lots and undertake parking beat surveys city-wide to establish usage and demand.

#### 1 SHORT TERM

- Commence on-street parking reduction programme with local communities.
- Undertake feasibility designs and viability assessments for all city-centre Council owned parking garages and surface level parking lots.

#### 2/4 MEDIUM TERM

- Complete on-street parking reduction programme with local communities.
- Deliver interventions at key Council owned sites to reprogram parking garages and support the council in its aspirations to repopulate the city centre and improve air quality.

#### +5 LONG TERM

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

### Key stakeholders

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

### Impact/ reach/ term

High Impact / City Project / Short to Medium Term

### Justifications / observations

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



SUNDAY REVIEW / I've Seen a Future Without Cars, and It's Amazing <https://www.nytimes.com/2020/07/09/opinion/sunday/ban-cars-manhattan-cities.html>



# ● (Y)our Great Streets & Spaces

## Network of public and natural spaces

- CC2.1 Cowcaddens Road
- CC2.2 Canal to Cathedral
- CC2.3 Cowcaddens Cross
- CC2.4 Canal Park
- CC2.5 Avenue of the Arts PLUS
- CC2.6 Vibrant Woodside Viaduct
- CC2.7 Arts Gardens
- CC2.8 Canal Connections
- CC2.9 New Woodside Park

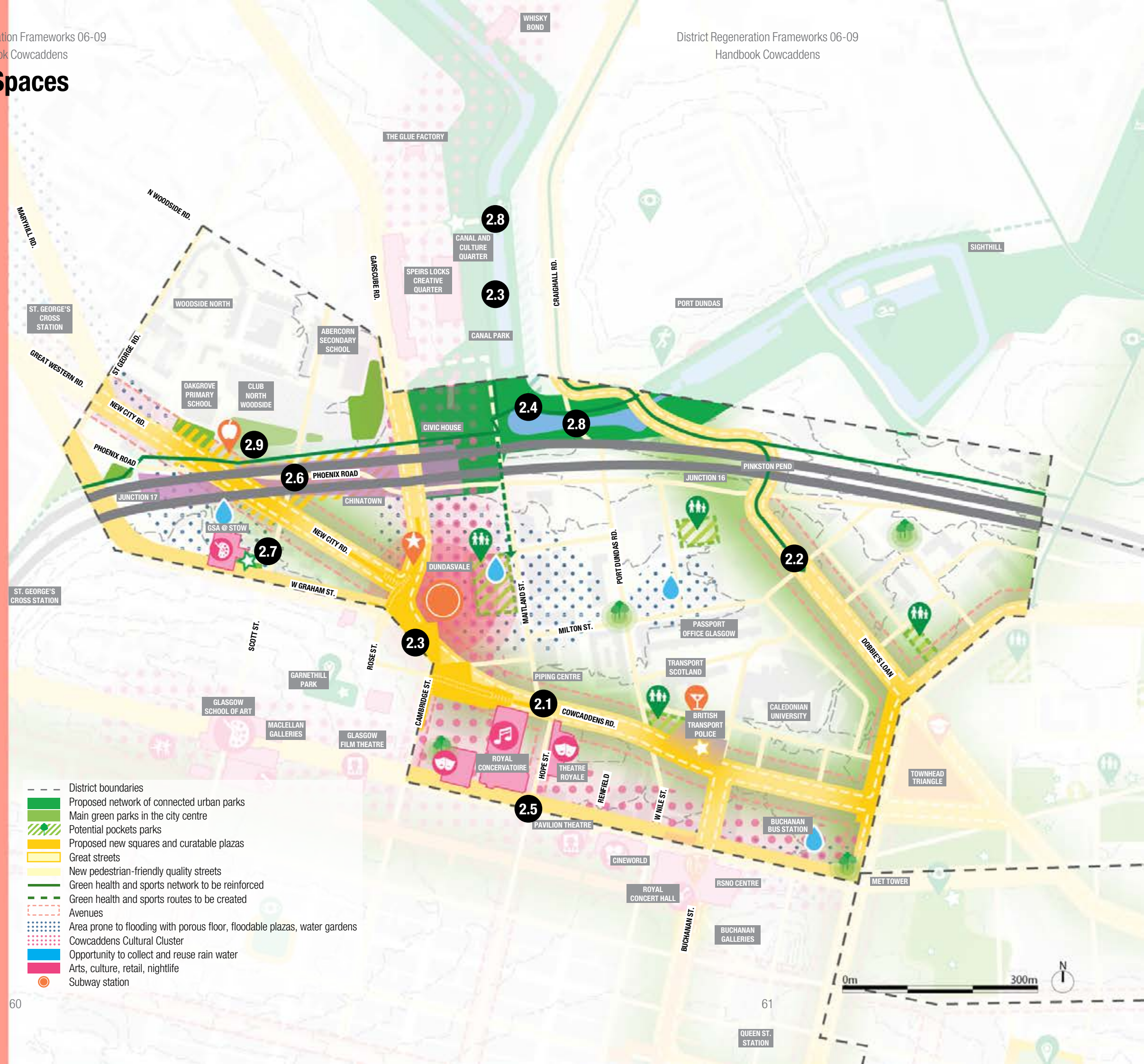
Creating a network of positive, convivial spaces and streets can be the basis of a healthy, active urban neighbourhood. Greening the grey, enhancing access to nature and watercourses, restoring habitat and biodiversity, and reconnecting lost routes to stitch the city back together become recurring interventions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

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

Like many of the NE City Centre Districts, Cowcaddens has quite a lot of open space, but most of it is of low quality. The area lacks a focal point. The streets and spaces tend to be dominated by traffic or and left over spaces between development or on the margins of the motorway. The area has many physical barriers to overcome, with many hostile environments that are places to pass-by, rather than stop and enjoy.

However Cowcaddens has some potentially great assets and destinations. The DRF proposes Cowcaddens Cross becomes a great urban space in the city, and imagines Cowcaddens Road as a 'local high street' in addition to maintain footfall and activity on Cambridge Street and Renfrew Street. Cowcaddens was historically the canal village and restoring connections to the Forth-Clyde canal are essential.

Scrub land along the Motorway can be repurposed. At Woodside it can become a great local park, framed by quality new buildings and providing connections east-west from Sighthill to Kelvingrove. Beneath the Motorway we can create an amazing covered space for markets, events and community festivals – as well as a day to day connection. Given the area is synonymous with art and culture the opportunity to celebrate and enliven the open spaces with sculpture, visual and performing arts is central to a vision of a vibrant, creative District.





## CC2.1 Cowcaddens Road

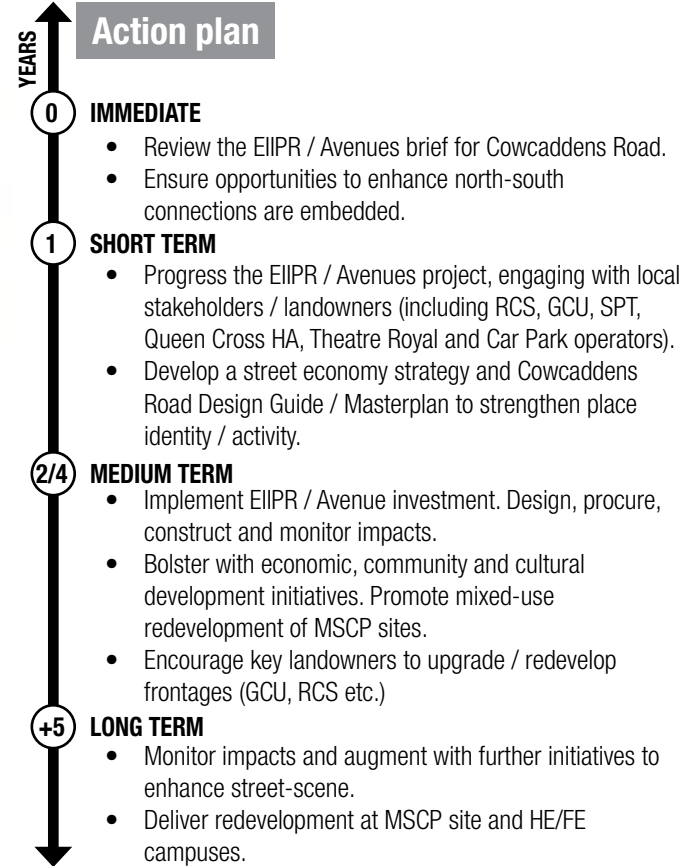
Promoting a new local highstreet tying together the city centre and north Cowcaddens



Cowcaddens Road needs to become one of Glasgow's Great Streets; a new 'High Street' to the northern quarter of the City Centre. Cowcaddens needs a stronger street economy and a sense of identity. In addition to Cowcaddens Cross, redefining the role, look and feel of Cowcaddens Road, will help to reposition Cowcaddens as a distinctive destination in the city and help meet local community aspirations.

Cowcaddens Road currently acts as a barrier to the city centre; it feels like it marks the northern edge of the core city centre, severing the Cowcaddens district. It is car dominated resulting in a hostile environment for walking, wheeling and cycling. Many of the buildings turn their back on the street and have inactive frontages. There are a several key landmark buildings along Cowcaddens Road, including the Theatre Royal and National Piping Centre fronting the streets. There are also key assets and sites with potential to positively contribute to transforming the street-scene including the Royal Conservatoire, Cambridge Street and Royal Concert Square MSCP sites (potential mixed-use redevelopment site), Glasgow Caledonian University campus and Buchanan Bus Station. In addition to Cowcaddens Cross there are also important north-south connections and junctions, including Hope Street / Maitland Street and West Nile Street / Port Dundas Road that should be emphasised to enhance connections to North Cowcaddens and beyond.

This project aims to capitalise on the forthcoming Cowcaddens Road Avenues / EIIPR investment to transform the street layout and configuration with more space for active travel. In addition the project seeks to improve north-south crossing opportunities and reduce design speeds for traffic. In reimagining Cowcaddens Road the image and environmental quality should be transformed by introducing street trees and greening and actively promote a street economy by encouraging the retrofit of existing frontages (RCS, GCU, Buchanan Bus Station) and mixed-use redevelopment of multi-storey car parks (MSCP) as they become obsolete to create active frontages and a vibrant new 'High Street' for the District. Cowcaddens Road should be a local focus for bringing the community and city together; augmenting Cambridge Street and Renfrew Street as a destination and part of a network of distinctive local centres.



### Key stakeholders

Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.) and principal landowners (GCU, RCS, MSCP, SPT owners)

### Impact/ reach/ term

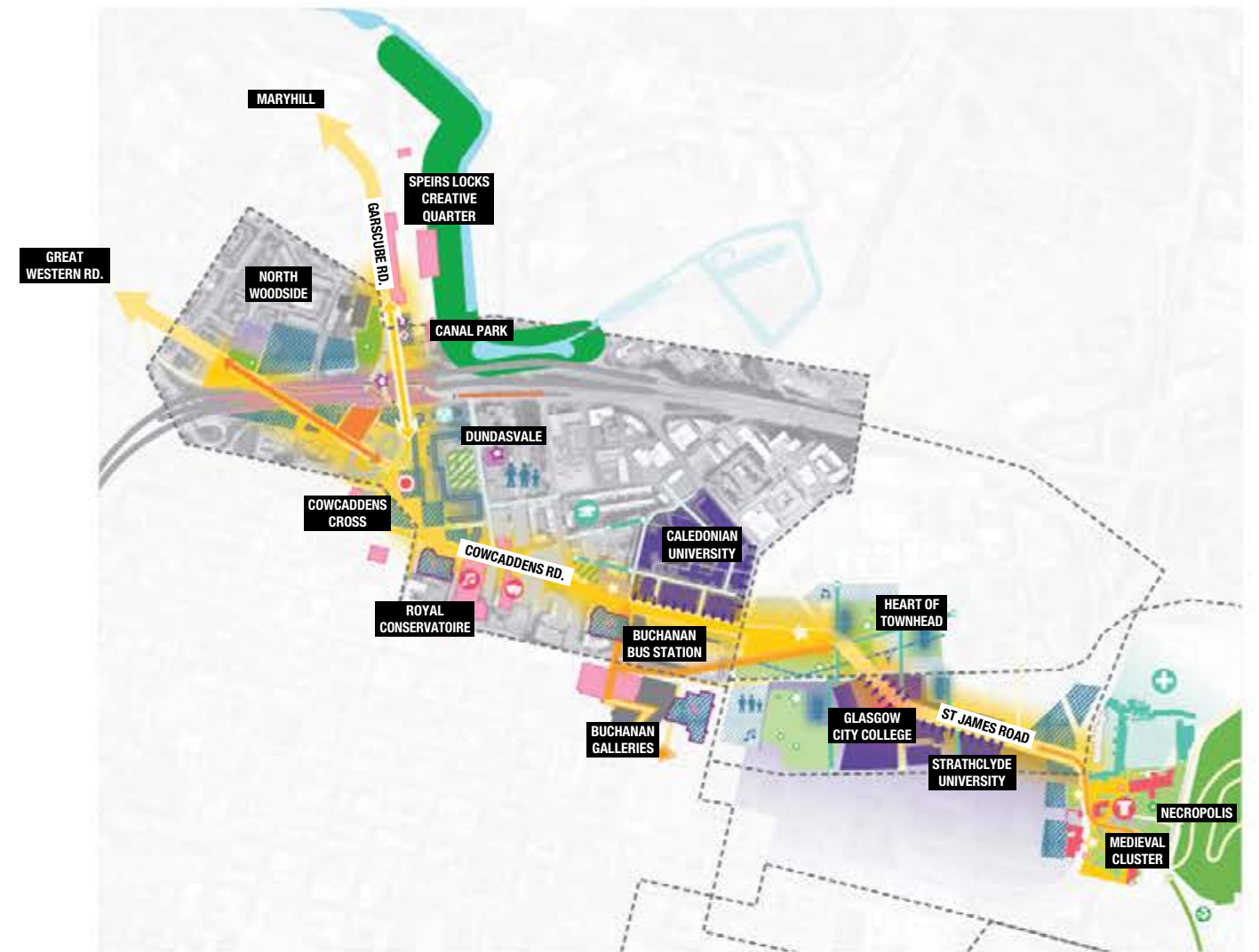
High Impact / City Project / Medium to Long Term

### Justifications / observations

Urban analysis, fieldwork and consultation with local communities (resident, business, cultural) confirms that Cowcaddens Road negatively impacts and diminishes the area. It currently creates severance between the core city centre and North Cowcaddens.

Cowcaddens Road has been included in the EIIPR / Avenues programme. This investment should be the first step in transforming the functionality and image of this vital street. Public realm investment alongside a concerted, design-led redevelopment of key sites on both sides will upgrade a vital route in the city centre.

Cowcaddens Road must become an attractive link between the West End and the Cathedral Precinct / High Street.





## CC2.2 Canal to Cathedral

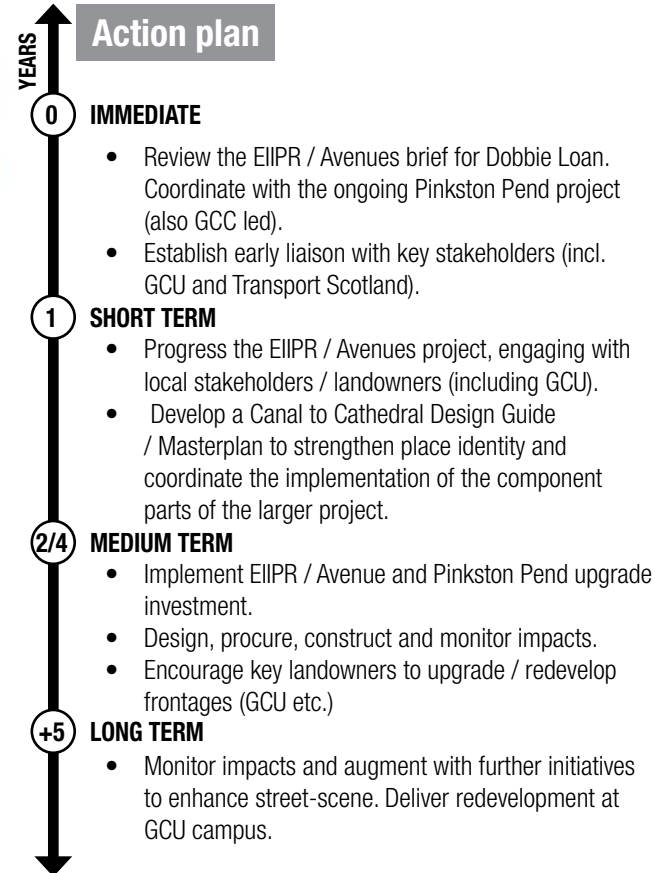
Restoring the cross-centre connection by creating an attractive active travel corridor



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

The wider project ambition stretches across 3 city centre Districts (Cowcaddens, Townhead and Learning Quarter). In the Cowcaddens District this strategic route benefits from two planned projects; the inclusion on Dobbies Loan in the EIIPR / Avenues project and the Pinkston Pend upgrading the M8 underpass at Craighall Road / J16. At the moment this corridor is entirely car dominated (not least by the proximity to the M8). It is further diminished by the hostile environment with blank / inactive street frontages and challenging walking, wheeling and cycling routes. Consider omitting or time restricting on and off ramp connections to the M8 at J16, in dialogue with Transport Scotland and subject to traffic modelling.

The project envisages an active travel corridor that connects Speirs Wharf with GCU campus and on to Glasgow Royal Infirmary / Glasgow Cathedral. Beyond the redesign of the streetscape / public realm thru the EIIPR / Avenues project (wider footways, segregated cycle paths, street trees / greening) the associated transformation of street frontage requires coordination with landowners. GCU campus provides an opportunity to lead this transformation with existing or replacement buildings and new through campus routes contributing to a far more active, attractive and accessible street frontage.



### Key stakeholders

Glasgow City Council (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities.  
Key Stakeholders incl. utilities companies.

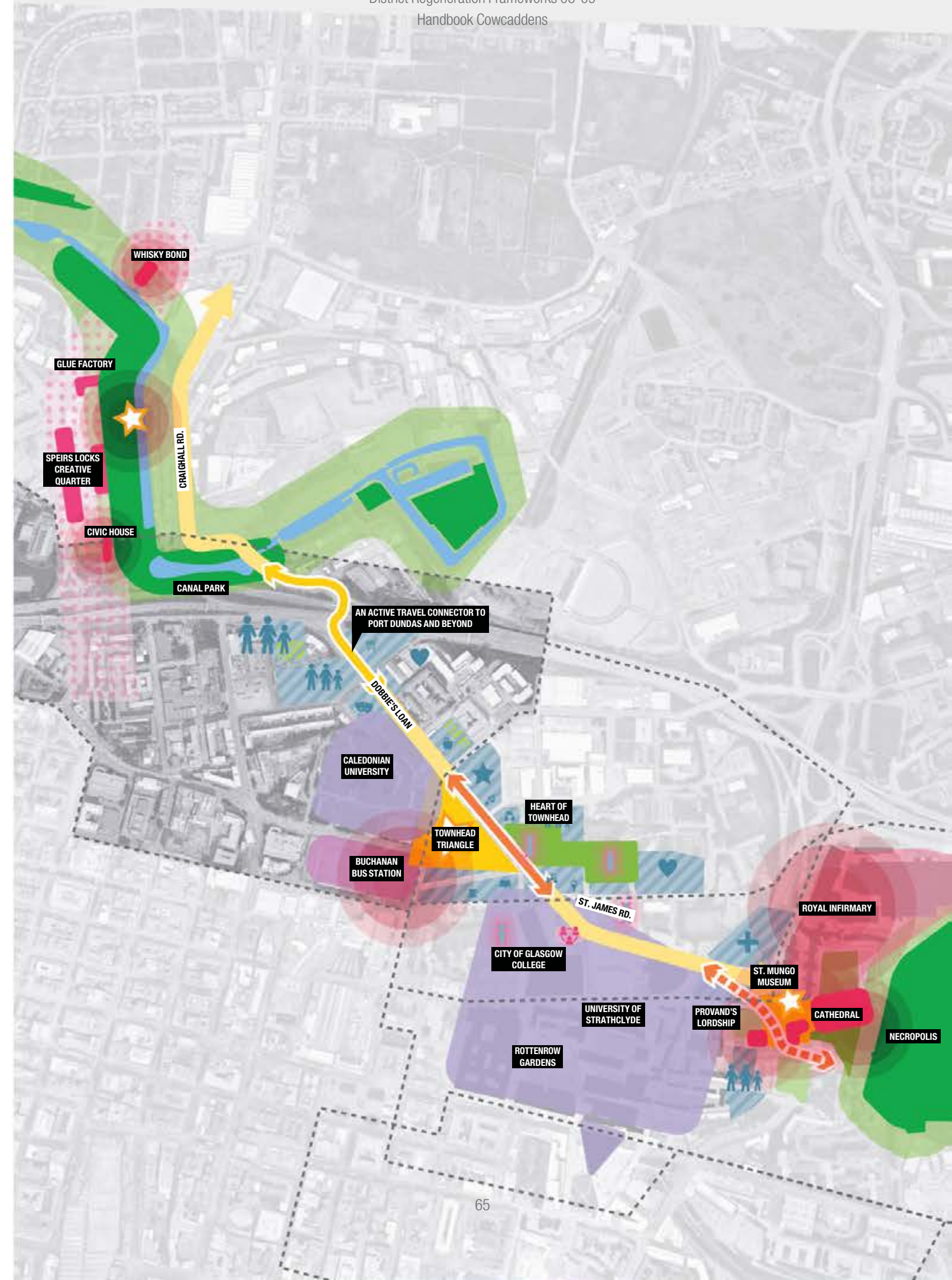
### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

Connecting the City Centre with communities / destinations north of the M8 is critical. The EIIPR / Avenues investment already recognises this. However, by extending the strategic ambition across the NE of the City Centre (and beyond) there is an opportunity to restore a lost and crucial connection.

The EIIPR / Avenues investment is welcomed by local stakeholders (notably GCU with their new 2030 Strategy). Using that public realm project to enable / encourage / require those landowners fronting the route to retrofit / redevelop to engage and contribute to the street scene should be progressed in parallel with the EIIPR project.





## CC2.3 Cowcaddens Cross

Creating a meeting place and portal to the city at the heart of the district

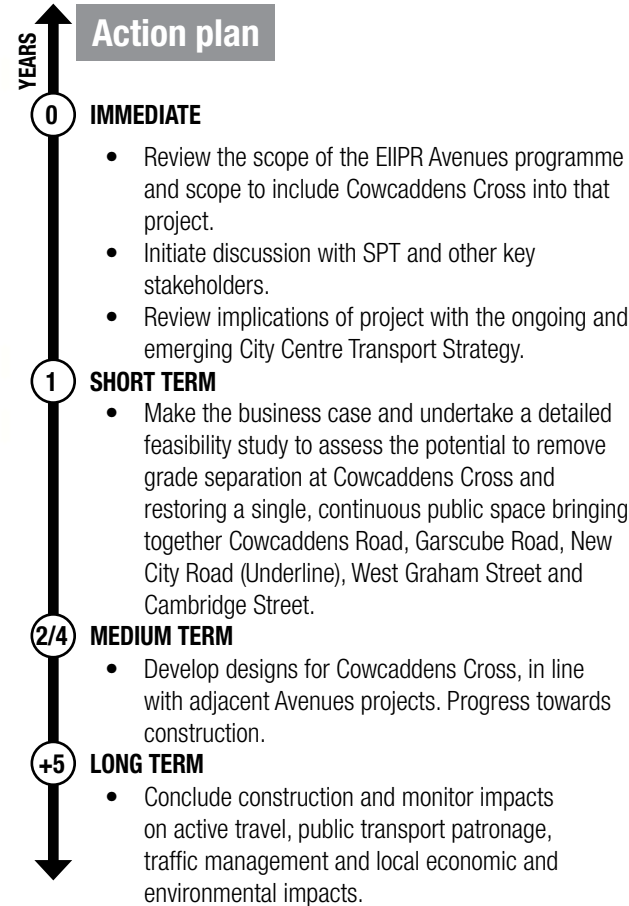


Cowcaddens Cross should be the focal point of the District; a meeting point at the heart of the District and a gateway to the city centre from the north and west. Glasgow is defined by many great urban 'crosses'; where multiple streets converge to create a key destination in the city. Cowcaddens Cross should be added to that list.

The area is currently dominated by traffic and road infrastructure, notably the Cowcaddens Road viaduct / flyover which creates a grade separated junction with pedestrian underpasses. The area benefits from having the Subway Station but this is tucked beneath the viaduct and access to / from the city centre is via an Underpass that restricts seamless active travel connections.

The streets converging on Cowcaddens Cross are benefiting from investment and upgrades. The new Underline / Avenues project connecting New City Road to Great Western Road links in to Cowcaddens Cross, albeit via another Underpass that restricts walking, wheeling and cycling. Similarly improvements to Garscube Road and the 'metal petals' to the north together with planned upgrades for Cambridge Street and Cowcaddens Road through the EIIPR Avenues programme further improve active travel to Cowcaddens Cross. It is therefore important to connect all these converging enhancements with a transformative upgrade to Cowcaddens Cross.

This project envisages restoring Cowcaddens Cross as a continuous public space in the city by removing the grade separation and pedestrian / cycle underpasses and creating a pedestrian priority junction with reduced road widths and crossing distances. This could be achieved by either restoring the original topography of the site by removing the road viaduct, or by elevating the public realm to tie in with the existing road level (and the garden deck of the adjacent Dundasvale housing). It would also require and benefit from the upgrade of the Subway Station entrance pavilion and forecourt (perhaps integrated with a new cafe and/or cycle storage / infrastructure). This would create a new public space at a key location in the north of the city centre; a new gateway and destination that announces arrival in Cowcaddens.



### Key stakeholders

Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.)

(Y)our Pedestrian and Accessibility Champion

### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

This project promotes active travel and enhances access to public transport, creates a new open space in an area without an equivalent urban public space and announces arrival in the District and City Centre. The project responds to community feedback about the discontinuity of active travel routes (even accounting for the enhancements coming through the Avenues programme) by eliminating the 'bottleneck' created by the existing Underpasses. This project would give Cowcaddens a new focal point and help to transform the city image of the local area.





## CC2.4 Canal Park

Promoting water sports and creating a canal park connected to the city



Glasgow's canal network, most notably Speirs Wharf and latterly Port Dundas / Pinkston Basin, has enjoyed a renaissance in recent years. It's a great regeneration success story, restoring activity on and along the canal. Furthermore the Smart Canal concept, contributing to the city's water and storm management system demonstrates the potential for Glasgow's green-blue infrastructure to make a significant contribution to addressing climate change adaptation.

The clustering of cultural and creative activities along the Canal, including national companies, the Royal Conservatoire as well as the Whisky Bond, Civic House and Glue Factory, has brought a buzz to the area, alongside the established activities at Speirs Wharf. The introduction of water sports at Pinkston has further added life and vitality to the area, in advance of the regeneration of Sighthill to the east and Dundashill immediately to the north.

The SDF encourages "leisure-led developments at key points along the canal, where proposals are progressed through a placemaking approach and are sympathetic to the canal environment." Going forward the area warrants further attention to enhance the destination; creating a Canal Park to attract people from across the city region to the area, provide amenity for local folk (including residents in Cowcaddens and Townhead Districts) and ensure east-west connections between Sighthill and the West End.

Scottish Canals and Glasgow Canal Regeneration Partnership will be key partners in future deliver and the Canal Action Plan provides an overview of achievements to date and associated future plans.



### Key stakeholders

Glasgow City Council, Scottish Canals, Historic Environment Scotland (canal is a Scheduled Monument), Glasgow Canal Regeneration Partnership, Glasgow Canal Cooperative local community groups including Community Councils, local business and cultural organisations

### Impact/ reach/ term

Major Impact / City Project / Short to Long Term

### Justifications / observations

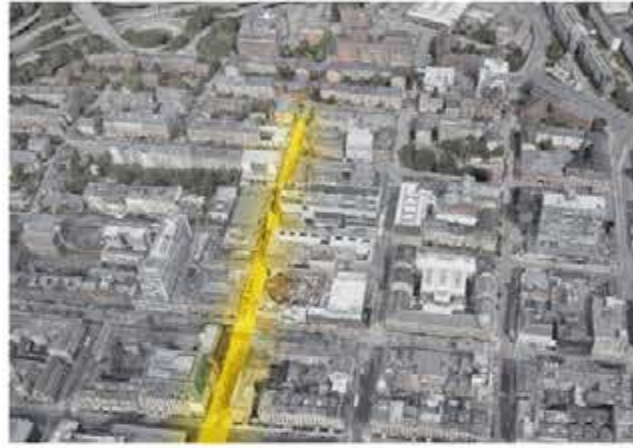
Capitalise on regeneration success on Canal with additional investment to encourage active travel, health, community and sports activity. Promote a new urban park destination that contributes to open space network running east-west from Sighthill to West End and from City Centre to communities in the north.





## CC2.5 Avenue of the Arts PLUS

Strengthening the district's cultural heart with an interconnected programmed public realm



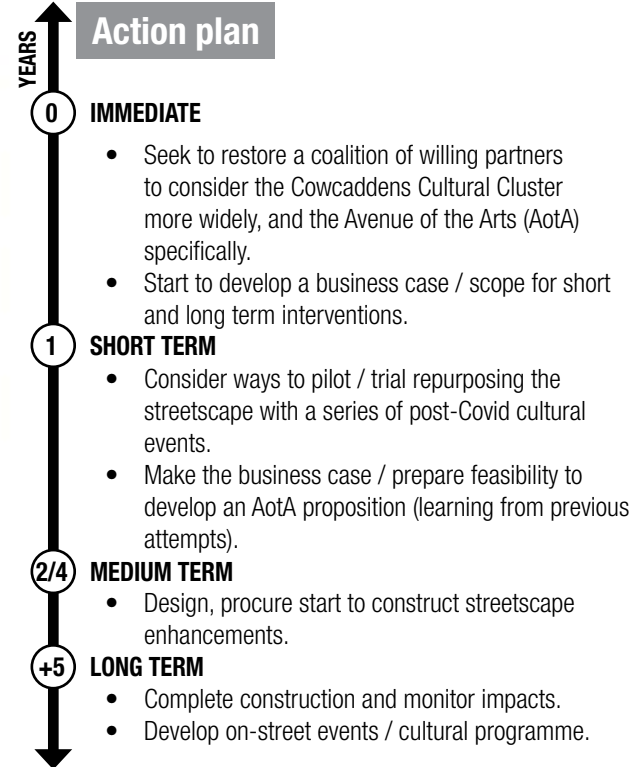
Renfrew Street / Killermont Street form the spine of a unique cluster of world-class cultural venues, organisations and companies which should be reimagined and promoted as an 'Avenue of the Arts'. This cultural 'High Street' of visual, performing, digital and multi-media arts should be one of Europe's great cultural destinations.

Cowcaddens has a remarkable cluster of cultural venues and institutions of international standing. Many of these organisations are located on or near Renfrew Street / Killermont Street. However this street / axis is (largely) traffic dominated and of poor quality in terms of public realm, urban environment and active frontages.

The venues, institutions and companies present on or near this Avenues of the Arts include; Glasgow School of Art (GSA), Glasgow Film Theatre (GFT), Royal Conservatoire Scotland (RCS), Scottish Opera, Theatre Royal, Pavilion Theatre, Cineworld, Glasgow Royal Concert Hall and the RSNO.

In parallel with enhanced collaboration and coordination between these organisations the public realm / streetscape should be redesigned to transform the place-setting, enhance physical connections between venues / teaching / production and provide an outdoor showcase for the cultural activity in the area. The enhancement of the streetscape should be preceded by (and dovetail with) a collective effort to promote / brand the place as one of Glasgow's (and the UK's) great cultural clusters. In tandem with other EIIPR / Avenues projects this public realm enhancement would rebalance the allocation of space in favour of walking, wheeling and cycling. It would also be expected to be the physical manifestation of a wider culture-led regeneration of the District, including the adjacent Sauchiehall Street and Cowcaddens Road areas. Moreover it would be the catalyst for improvements / investment to the street frontages (e.g. RCS) and showcase the final position regarding Mackintosh's GSA Building.

See also (Y)our Cowcaddens Cultural Quarter and (Y)our Cultural Campus Connections Project Cards and the Sauchiehall & Garnethill DRF.



### Key stakeholders

Glasgow City Council (lead) - with key EIIPR stakeholders.  
Cowcaddens Cultural Cluster Coalition (incl. GSA, GFT, RCS, Glasgow Life, National Companies)

### Impact/ reach/ term

High Impact / International project / Medium Term

### Justifications / observations

Potential Project Partners (incl. RSC and GSA) have declared renewed interest in progressing and promoting an Avenue of the Arts. This project would be emblematic of a wider initiative to sustain a coordinated culture-led regeneration in the Cowcaddens District. Successful delivery would significantly enhance the quality of the cultural experience, attract footfall and help drive culture-led regeneration in the wider area. In tandem with streetscape enhancements it would be hoped / expected that the cultural partners would seek to contribute to the street-scene with improvements fronting the Avenue of the Arts (notably RCS) and encouraging other landowners to invest accordingly.

Glasgow Film theatre



Theatre Royal



Royal Conservatoire



Glasgow School of Art



New York Lincoln Centre square



New York Lincoln Centre





## CC2.6 Vibrant Woodside Viaduct

Bringing back lost connections and creating a unique covered plaza for the city

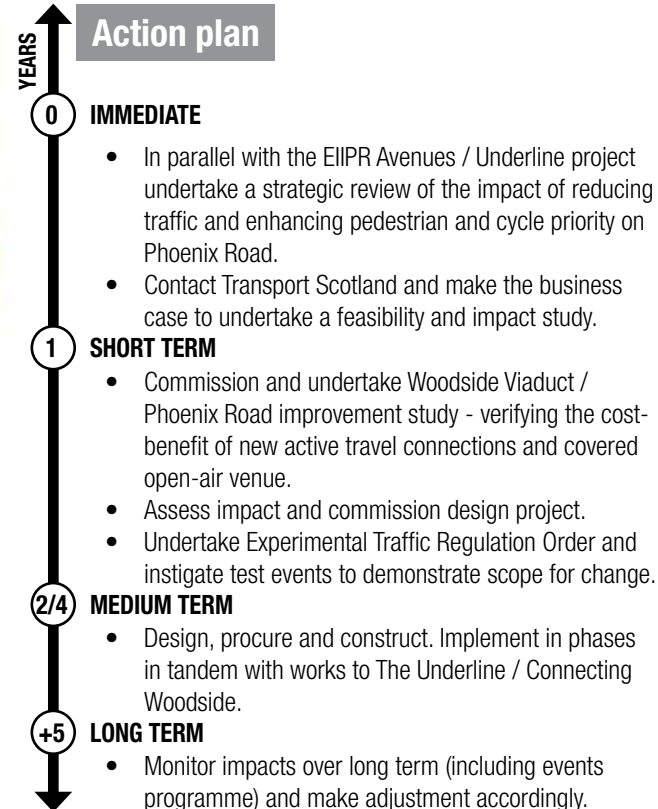


The M8 Viaduct creates one of the largest publicly accessible covered spaces in Glasgow. The Woodside Viaduct presents an opportunity to transform a space that currently separates communities into one that brings them together.

At present the Woodside Viaduct and Phoenix Road (between The Underline and Garscube Road / Metal Petals) creates severance between Garnethill / Cowcaddens and Woodside to the north. The area is traffic dominated with noise and fumes from traffic at grade and overhead. Pedestrians and cyclists are relegated to a subterranean underpass to move North-South. If the motorway is to remain for some time to come we need to dissolve the barrier it has created between the city centre and north Glasgow, mitigating issues of severance.

The Underline project connecting New City Road and Great Western Road will start to repair connections lost when the motorway was constructed. Repairing lost connections east along Phoenix Road by reducing traffic speed, enhancing (feature) lighting and creating at grade crossings with shorter distances would help encourage more active travel across the area, day and night.

This could also create an attractive and dynamic covered urban destination venue (beneath the motorway viaducts) for community / arts festivals / events and markets. This would create a unique local and regional destination benefitting from the proximity to Chinatown, GSA and an array of cultural venues / producers / creative practitioners active in the immediate vicinity.



### Key stakeholders

Glasgow City Council (lead) - with Transport Scotland and key EIIPR stakeholders including Sustrans.

### Impact/ reach/ term

High Impact / City Centre Project / Medium Term

### Justifications / observations

This project emerges directly from public consultation with local residents and businesses and would capitalise on The Underline and Connecting Woodside initiatives already being delivered in the area. Improving the everyday active travel connections beneath the Viaduct would help heal the severance experienced daily by local people passing through the area.

Bringing forward a wider project to enhance the space beneath the M8 to create an open air community space / venue for events and markets also responds to suggestions emerging through consultation. This would give the local community and economy a unique venue to support events / markets with a regional reach. It would also respond to the desire for open air / sheltered venues post-Covid and make good use of existing urban infrastructure.

Blauwe Golven, Arnhem (The Netherlands)



Superkilen, Copenhagen (Denmark)



Allen Parkway bayou trails, Houston (US)



Kleinpolderplein, Rotterdam (The Netherlands)



Superkilen, Copenhagen (Denmark)



Skatepark under freeway (Stockholm)



Sport facilities under the Highway Amsterdam (The Netherlands)



Lange Voorhout outdoor expo (The Hague)



Hatch, Manchester (UK)



Occupied underpasses that are pedestrian and cycle friendly





## CC2.7 Arts Gardens

Embedding GSA at Stow within a halo of quality open and greenspaces with public art



GSA @ Stow provides a great cultural and educational anchor activating the western edge of Cowcaddens. The extensive open spaces can provide a highly visible open-air venue for the preparation, production and presentation of art; showcasing GSA to the city, the Underline (and M8). Creating an Art Garden with routes for the public to wander through the art campus would enliven the area, embed GSA in Cowcaddens and announce Cowcaddens as a hive of creativity and culture.

It is great that GSA has such a visible presence in Cowcaddens. The local area lacks quality open spaces and the community would greatly benefit from some (restricted?) access to an open green space / garden. The extensive GSA car park and sloped soft landscaping presents a range of possibilities to make and present all art forms. The surrounding streets (Shamrock Street / New City Road) should also be considered opportunities for GSA to interact with and enliven with art and events, to create a cultural halo effect around the Stow campus that's distinctive.

Mitigating the impact of the M8 viaduct with tree planting warrants further investigation. The Underline to the north creates a potential new 'front door' for GSA @ Stow, as does the link south to Scott Street (via the new Pelican crossing) to the remainder of GSA's Garnethill Campus.

See also (Y)our Cultural Campus Connections.



### Key stakeholders

Glasgow School of Art - with Glasgow City Council and local community / civic groups

### Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

### Justifications / observations

There is a marked lack of quality public open space in Cowcaddens, especially green space. GSA's site at Stow presents an opportunity for reciprocal benefits for the Art School and the local community. The extensive (and as modal shift occurs - increasingly redundant) car park has great potential to be a great educational asset and community amenity.

Opening up routes in to and across the Stow campus can also assist in making physical links to the rest of the GSA Estate (and other neighbouring cultural destinations) and create convenient routes for local everyday trips.





## CC2.8 Canal Connections

Creating continuous green East-West routes from Sighthill to Woodside and West End



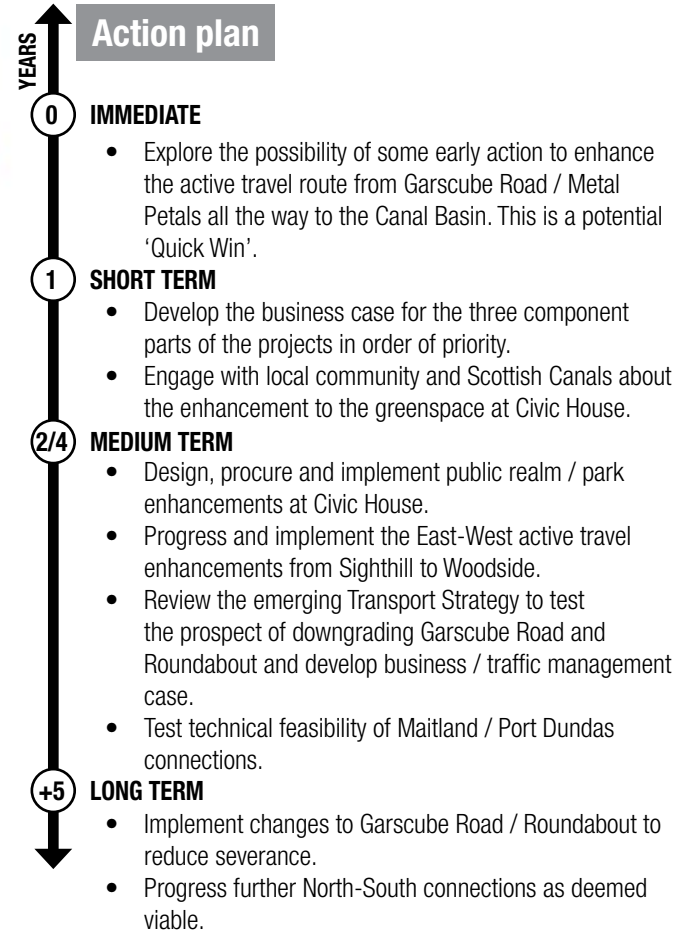
Great connections between Cowcaddens and the Canal District to the north will benefit both areas. The revitalisation of the Canal has been a regeneration success story and linking that back to the City Centre can help to boost the next steps in both areas.

Cowcaddens was established as a village serving and served by the Forth-Clyde branch canal. Restoring and enhancing this connection is vital to maintain the regeneration momentum at Speirs Wharf / Port Dundas and help drive change in Cowcaddens itself.

Speirs Wharf / Port Dundas has many significant cultural and sports facilities and improving active travel access will ensure enhanced accessibility from the City Centre; creating a network of destinations and cultural anchors across Cowcaddens. North-South connections are challenging due to the M8 embankment east of Garscube Road. Notwithstanding the success of the 'Metal Petals' and ambitions for further enhanced routes (see Canal to Cathedral Project Card) further enhancements are needed. Moreover there is the possibility of creating continuous green East-West routes from Sighthill to Woodside and the West End.

On this basis this project envisages (in order of priority and increasing difficulty);

- Enhancing the sloped greenspace between Garscube Road and the Canal Basin to improve walking, wheeling and cycling access and create a quality green space adjacent to the Civic House.
- Enhancing the East-West active travel connections parallel with the M8 between Sighthill and Woodside (including reducing traffic severance on Garscube Road and the Roundabout at Phoenix Road / Dobbies Loan and ultimately restoring at grade crossings in all directions)
- Exploring the possibility of augmenting the Metal Petals and Pinkston Pend projects with pedestrian / cycle connections over / under the M8 at the end of Port Dundas Road and/or Maitland Street. Both are immensely challenging but warrant investigation as the next phase of improved connections beyond the M8.



### Key stakeholders

Glasgow City Council (lead) - with Scottish Canals, Transport Scotland, local landowners / business and community groups.

### Impact/ reach/ term

High Impact / Local Project / Short and Long Term

### Justifications / observations

The local community highlighted the need for enhanced walking and cycling connections to the Canal which is seen as the only positive open space environment nearby Cowcaddens. The benefit to enhancing East-West active travel connections is self evident and would capitalise on the investment being made in Connecting Woodside and the new Sighthill Bridge. The new North-South connections suggested as challenging (due to the M8 and topography) should not be dismissed until assessed in greater detail. If viable they would open up North Cowcaddens and the City Centre. Spatial connectivity analysis confirms the significant potential benefit if these were implemented.





## CC2.9 New Woodside Park

Imagining a new urban park as a quality destination for sports, play and community



A new Urban Park at Woodside would create a high quality open space destination providing enhanced sports, play and green space amenity for the local community and the City Centre / North-West Glasgow. In combination with a Woodside Viaduct Open-Air Events / Market venue it would transform the connections / interface between Woodside and the City Centre.

The existing open space is used as a through route to/from the City Centre. The existing open space is overlooked by the Woodside Viaduct to the south, with housing to the north and schools east and west. The enclosed sports pitch is reasonably well used. Otherwise the area is overgrown and under-used.

The Connecting Woodside initiative will improve some of the active travel routes across the space. These need to be implemented and extended. The remainder of the space should be re-planned to create more active travel options, space for community gardens, sports, play, leisure and enhanced biodiversity. To enhance the place-setting it may be that there is scope to frame the open space with new development (and upgrade the schools campuses too?).



### Key stakeholders

Glasgow City Council with Queen Cross Housing Association, GCVGN and local community councils.

### Impact/ reach/ term

High Impact / District Project / Medium to Long Term

### Justifications / observations

Local residents welcome the proximity of green open space, but are disappointed by its current condition. The lack of quality parkland, sports and play facilities in the north of the City Centre could be addressed by providing a new Urban Park in this location. It would also make a significant contribution to a continuous biodiversity and active travel network (incl. Connecting Woodside) extending across the NE City Centre Districts, and beyond.





# ● (Y)our Thriving Cowcaddens

## Intensified programme

- CC3.1 Cowcaddens Cultural Cluster
- CC3.2 Cultural Campus Connections
- CC3.3 Open City Centre Campus - GCU
- CC3.4 City Centre Operational / Logistics Hub
- CC3.5 North Cowcaddens
- CC3.6 City Centre Living @ Cowcaddens
- CC3.7 20 Min Cowcaddens
- CC3.8 Chinatown

Cowcaddens has amazing existing assets. It has local residential communities in Dundasvale and Woodside. It has a great cultural scene of international renown with two global leading creative institutions at GSA and RCS and an array of great venues in the area. It has a compact University campus as GCU – a University of the Common Good; driving social innovation. It has Scotland's original Chinatown. And it benefits from proximity to local and national transport infrastructure enabling it to contribute to the metropolitan and national economy by fusing access with the amazing array of cultural and social innovation and talent already here.

By using and building upon existing strengths, Cowcaddens could thrive, prosper and help drive future change for the wider NE city centre Districts. Cultural-led regeneration, connecting networks of creative industries, practitioners and pioneers whilst promoting Cowcaddens as one of the hotbeds of culture, arts and performance in Europe is an exciting prospect. Ensure GCU continues in its mission to have positive impact for the common good is key; opening up the campus physically and ensuring, through applied research, that the expertise can outreach and collaborate with positive community impacts.

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

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





## CC3.1 Cowcaddens Cultural Cluster

Promoting this hub of cultural destinations of significance both locally and (inter)nationally

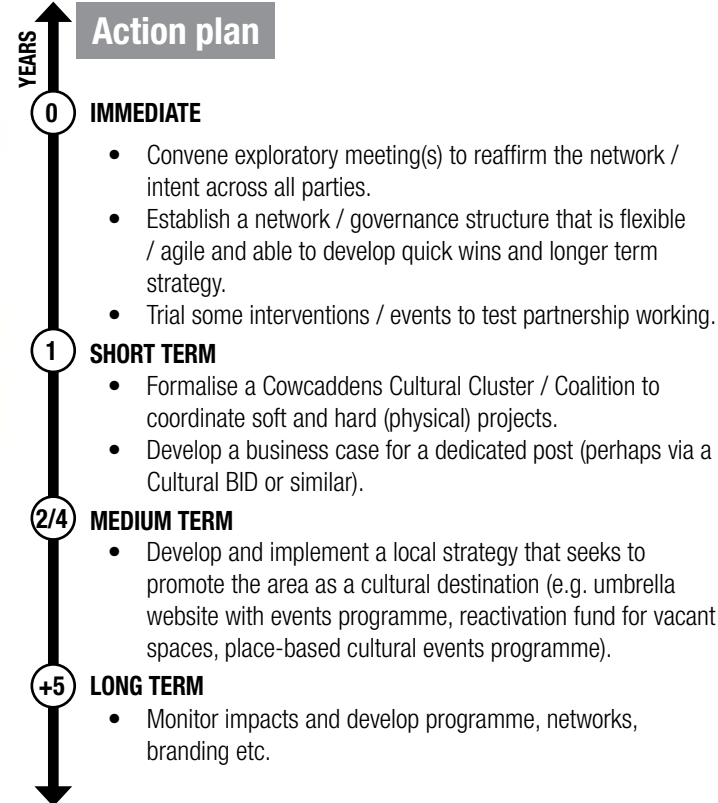


Cowcaddens boasts an array of remarkably diverse and high quality cultural venues, institutions and companies of international standing. This cultural cluster can help drive the local economy and post-Covid recovery enlivening the everyday city with cultural assets of national and international significance. To do this all parties should be encouraged to contribute to a Cultural Coalition to help coordinate and deliver small / quick wins and large / complex initiatives - physical and non-physical interventions.

In the past there has been a concerted effort to promote a 'place-based' approach to coordinating cultural organisations in the area. The formal and informal networks between the array of cultural organisations remain but need to be marshalled to restore focus, purpose and momentum. Recent interaction has been subsumed within wider economic development initiatives; diluting the cultural emphasis.

Cowcaddens (alongside Sauchiehall District and Speirs Wharf) is at the physical epicentre of this cluster of institutions that includes RCS, GSA, Theatre Royal, National Piping Centre, GFT, Pavilion Theatre, Cineworld, Royal Concert Hall, RSN, Scottish Opera, National Theatre and many others. There is scope to promote, brand and showcase the area as a cultural destination of international significance (on-line and physically) - and for this coordinated approach to also extend to local community outreach / interface, supporting a renewed culture-led street economy in 'High Street' environments, occupying under-occupied / vacant space across Cowcaddens (and beyond) and, ultimately, in an Avenue of the Arts (see Project Card).

Time to celebrate Creative Cowcaddens.



### Key stakeholders

Glasgow City Council, Glasgow Life, Creative Scotland, Glasgow Canal Cooperative, all organisations mentioned and any others deemed necessary to progress

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

The cultural assets in the area are well known, but previous attempts to convene and coordinate a coalition for collective action have not been able to flourish. Notwithstanding this, there is widespread interest amongst potential partners (notably RCS and GSA) to progress / explore possibilities - both short term / quick win impacts and a longer term repositioning of the District as a major cultural destination. Both short and longer term ambitions can provide the area with a distinctive offer which could sustain a post-Covid recovery. The initiative was strongly supported by partners, and by local resident / business community that were consulted.





# CC3.2 Cultural Campus Connections

Celebrating and accelerating creativity in the district with enhanced North-South connections



Creating a network of cultural routes tracing across Cowcaddens to Speirs Wharf / Locks will ensure the existing network of educational and production facilities becomes an increasingly powerful driver for change in north Glasgow.

From their Cowcaddens base the Royal Conservatoire (RCS) have Wallace Studios on Garscube Road. Scottish Opera and the National Theatre also have a presence either side of the Canal at Speirs Wharf. In addition the Whisky Bond, the Glue Factory and Civic House are further additions to the city’s vibrant creative and cultural scene. This northward shift has been further bolstered by GSA taking occupation of the former Stow College building.

In addition to the well established (though underplayed) array of venues and institutions located along the Avenue of the Arts (Renfrew / Killermont Streets - see (Y)our Cowcaddens Cultural Cluster and Avenue of the Arts Projects Cards) there needs to be an enhanced series of North-South connections linking the Cowcaddens and Speirs Wharf / Canal District (see (Y)our Canal Connections). These should provide a range of active travel routes that are safe, attractive and celebrate the culture and creativity of Cowcaddens - linking RCS, GSA and the Avenue of the Arts with North Cowcaddens and the Canal District.

YEARS

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2/4

+5

Action plan

IMMEDIATE

- In parallel with initial discussions around Cowcaddens Cultural Cluster and Canal Connections consider scope to develop a series of creative / cultural paths across the District.

SHORT TERM

- Develop an Art Strategy to ensure progress of enhanced / new active travel routes across the District celebrate and are enlivened by the creativity and culture of Cowcaddens.
- Trial / test events to promote / develop / implement the Strategy.

MEDIUM TERM

- Implement Public Arts Strategy.

LONG TERM

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## Key stakeholders

Glasgow City Council, Royal Conservatoire, GSA and partners (see list) from Cowcaddens Cultural Cluster

## Impact/ reach/ term

Medium Impact / District Project / Short to Medium Term

## Justifications / observations

Supporting the interaction of creative / cultural institutions present in the area was felt to be important in consultation with representatives of the cultural community. Providing safe and attractive routes for the public, and staff / students of the various institutions was felt to be important to foster and encourage more interaction and increased footfall between the various anchor institutions / venues across the District.





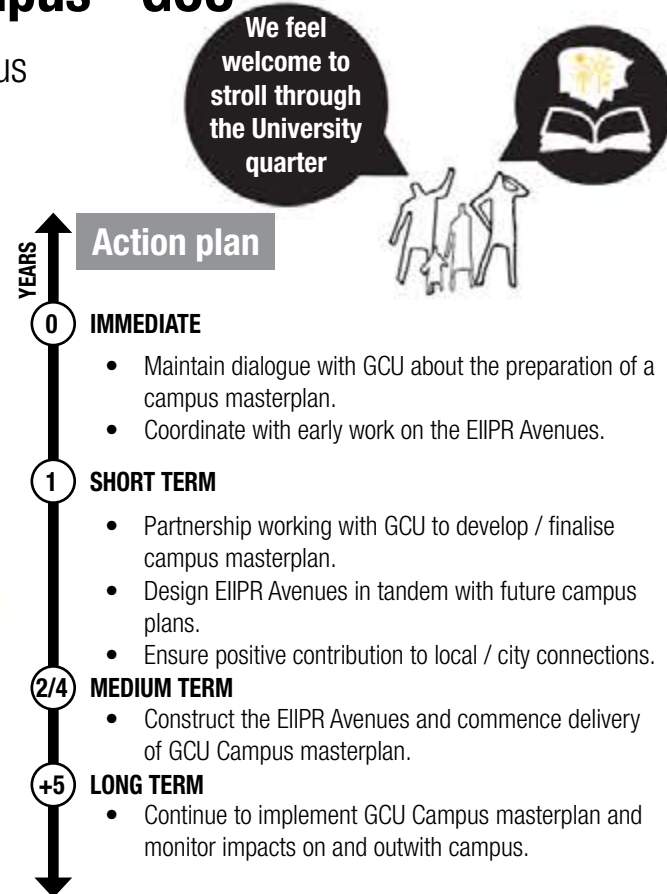
## CC3.3 Open City Centre Campus - GCU

Improving public access through the campus grounds and inviting the city in



To maximise the wider benefit of the concentration of HE/FE institutions located in the City Centre each campus should be fully integrated in to the cityscape. Continuing to open up these campuses will ensure the campuses are fully integrated in to the everyday experience of the city; benefitting the University (students and staff) and the City.

Like other major campuses in the City Centre the GCU campus can feel insular and that it has become an island in the urban context. The hostile streetscape environment around the GCU campus has contributed to this sense of isolation and insularity, which has been reinforced by campus buildings 'turning their back' on the cityscape. GCU have made significant investment in creating an attractive network of public realm / garden spaces on campus and their recently agreed 2030 Strategy creates a further opportunity to seek to retrace through-routes across campus and plan to incrementally reinstate / provide new paths across campus. Developing a campus masterplan that dovetails with, and capitalises upon, the inclusion of Dobbies Loan and Cowcaddens Road in to the EIIPR Avenues programme (see Canal to Cathedral and Cowcaddens Road Project Cards) is of paramount importance. Ensuring replacement buildings on campus contribute to these perimeter streets, and enable public access through the campus, is crucial to seamlessly integrating GCU in to the cityscape. The redevelopment of the corner site at Port Dundas Road (current BTP) will have a significant impact on the GCU campus and its interaction with the city. Enhancing routes south across Buchanan Bus Station and the 'Buchanan Cluster' (incl. Galleries / Queen Street Station) are also of utmost importance.



### Key stakeholders

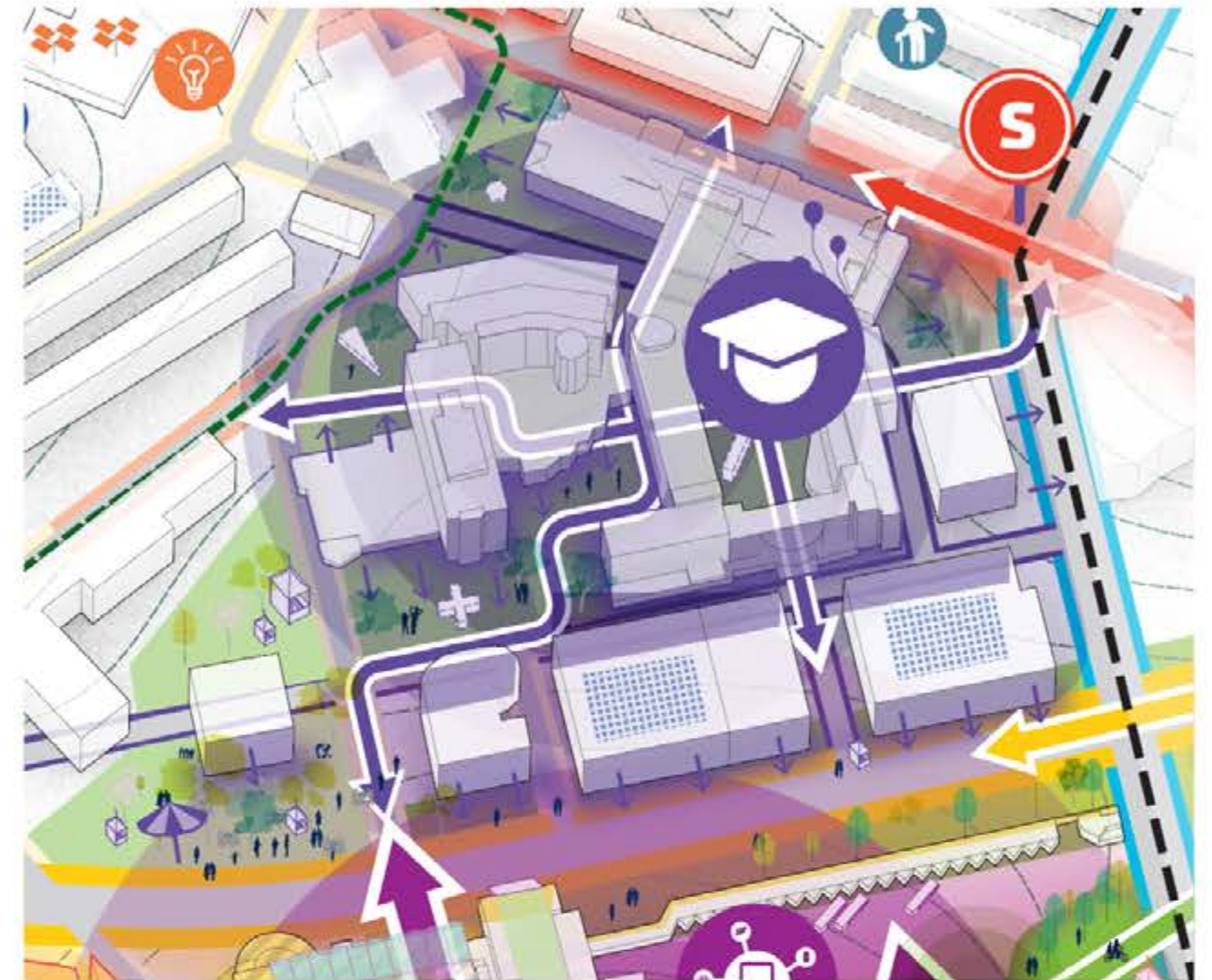
GCU with Glasgow City Council, Glasgow Life.

### Impact/ reach/ term

High Impact / District Project / Long Term

### Justifications / observations

Many consultees, including GCU, note the barriers that the existing campus creates in desire lines / routes through and across this part of Cowcaddens. The benefit in having GCU in the area was widely appreciated. Many also were critical of the negative impression that Cowcaddens Road and Dobbies Loan create and the need to enhance the quality of public space in the locality. Capitalising on recent on campus investment, and the planned EIIPR Avenues investment, requires coordinated effort.





# CC3.4 City Centre Operational / Logistics Hub

Providing a back office to support city centre services, production and distribution



City Centres need a ‘back office’ function providing operational and logistic support in a smart and responsible manner. Cowcaddens has provided that function (note the cluster of blue-light services on Maitland St / Port Dundas Road). Going forward Cowcaddens can provide a base for ‘Last Mile Logistics’ and other ‘back office’ / operational functions to support a zero carbon / circular City Centre economy.

This could involve retaining and upgrading the emergency services base (perhaps co-located) in the District, providing a dedicated City Centre Last Mile Logistics hub (benefitting from proximity to the M8) or trialling / piloting Circular Economy remanufacture (see (Y)our Circular Cowcaddens Project Card). This could be integrated within a redefined, mixed-use Productive District (see North Cowcaddens Project Card).

YEARS

0

1

2/4

+5

Action plan

IMMEDIATE

- Engage Emergency Services in discussion around future operational plans to serve the City Centre
- Assess current plans for City Centre last mile logistics and compatibility for Cowcaddens.

SHORT TERM

- Progress outcome of initial enquiries re Emergency Services and Last Mile Logistics and progress thru feasibility study / business case.

MEDIUM TERM

- Implement outcome of feasibility / business case work - new City Centre Logistics Hub and/or Emergency Services Hub.

LONG TERM

- Monitor impacts and roll out additional facilities if deemed necessary based upon increasing City Centre population etc.

Key stakeholders

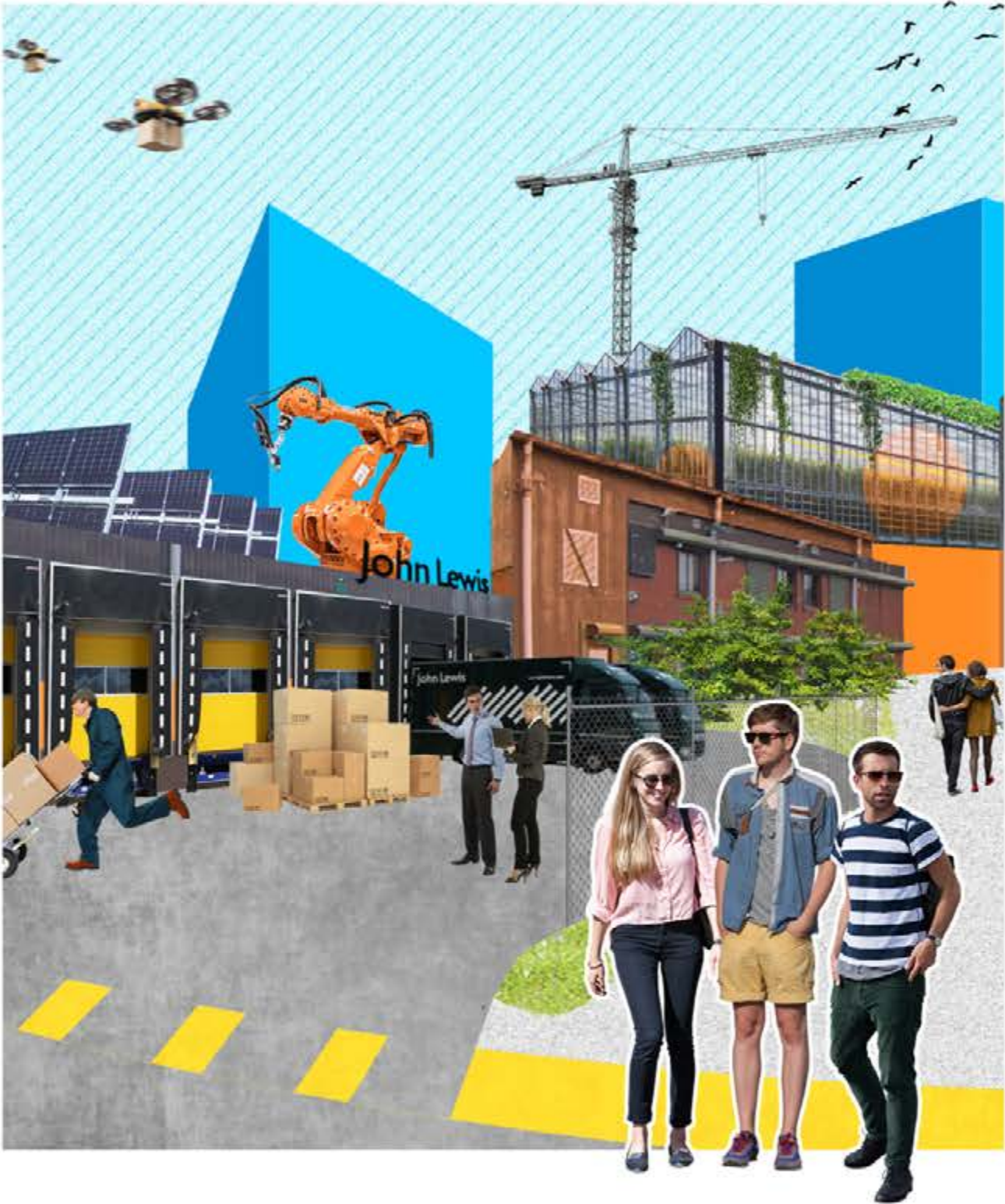
Glasgow City Council - with Emergency Services, Circular Glasgow and potential Last Mile Logistics Hub operators

Impact/ reach/ term

Medium Impact / City Centre Project / Medium to Long Term

Justifications / observations

Cowcaddens has long served a ‘back office’ function for the wider City Centre. The area has space to provide a decarbonised Operational / Logistics Hub - providing a base for the distribution of supplies to City Centre businesses and residents, as well as a coordinated and modern base for Emergency Services.





## CC3.5 North Cowcaddens

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



North Cowcaddens can become a fresh, thriving mixed-use quarter characterised by an exciting mix of new models for urban living and working. The City Centre and North Strategic Development Frameworks supports the evolution of Port Dundas into a creative and sustainable mixed-use neighbourhood, where established industrial uses are complemented by existing/new commercial, canal leisure and residential developments.

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

The area is currently in flux; characterised by warehousing, edge of city centre / back office functions, car showrooms and storage warehousing. There were already vacant and under-occupied spaces pre-Covid.

However North Cowcaddens presents an opportunity (in tandem with North Townhead) to create an intensive, mixed-use quarter that adapts existing buildings, introduces new development and provides a testbed for new models to deliver mixed-use development. The grid layout of the streets enables Port Dundas Road and Milton Street to provide the basis of a series of local 'High Street' environments accommodating new housing, workshops, creative and digital studios, sharing economy, remanufacturing and makers spaces (Industry 4.0). In addition there exists the possibility to integrate small scale pocket parks / community gardens and leisure / community / cultural spaces enriching the local area.

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



### Action plan

#### 0 IMMEDIATE

- Update baseline analysis of land-use, vacancy and landownership.
- Identify gaps in analysis and sources of relevant information on existing capacity and projected land-uses / market demand / capacity.
- Review existing policies in terms of delivering mixed use development.

#### 1 SHORT TERM

- Conclude review of policies and market research.
- Identify barriers and opportunities for delivering mixed use development in North Cowcaddens.
- Adjust policies / design guidance accordingly.
- Promote North Cowcaddens area to enable mixed use development / investment.

#### 2/4

#### MEDIUM TERM

- Continue to promote / enable mixed use development.
- Monitor implementation and review policy / procedures.

#### +5

#### LONG TERM

- Continue to promote / enable mixed use development.

### Key stakeholders

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

### Impact/ reach/ term

High Impact / City Centre Project / Long Term

### Justifications / observations

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

Baseline analysis, and the City Centre Living Strategy, confirm that the city centre is under-populated. This area can make a significant contribution to increasing the population of the City Centre.

Modern Wharf (OMA), London



Wick Lane (DRMM), London



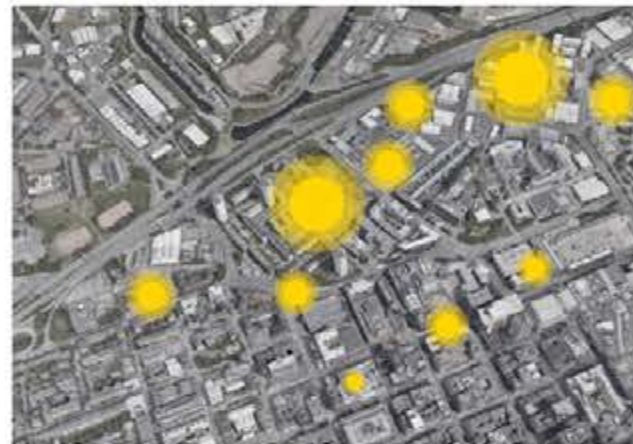
Hackney Bridge (Turner.Works), London





## CC3.6 City Centre Living @ Cowcaddens

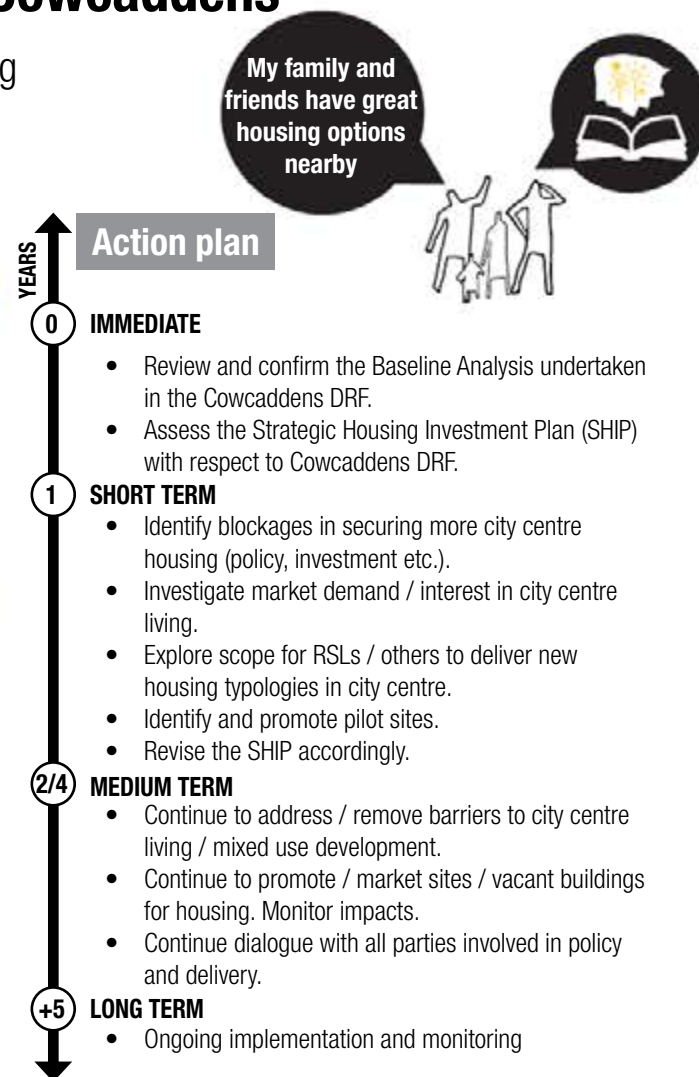
Filling in the gaps with a diversity of housing typologies for a lively neighbourhood



To create a vibrant and convivial City Centre a significant increase in resident population is required.

Cowcaddens DRF area has pockets of residential density; Dundasvale, the northern fringe of Garnethill, student housing east of Dobbies Loan and Woodside, north of the motorway. The quality of life for existing residents needs to be improved. In addition there is scope to bring new residents in to the area by adapting sites to accommodate residential / mixed-use developments (See North Cowcaddens Project Card). In doing so there is an opportunity to diversify housing typologies to accommodate households under-represented in the City Centre (e.g. families and elderly). Additional, new residents can also support enhanced local services and amenities (e.g. education / schools, health and social care) helping ensure Cowcaddens can meet (and surpass) the 20 min Neighbourhood model.

Cowcaddens can make a major contribution to attracting and retaining residents to the area. This would positively impact the regeneration of the District and bolster future change.



### Key stakeholders

Glasgow City Council, Scottish Futures Trust, Scottish Government, GHA, housing associations, housebuilders / developers, investors, Homelessness Charities, voluntary sector

### Impact/ reach/ term

High Impact / Regional Project / Short to Long Term

### Justifications / observations

Early analysis and comparison with other equivalent European cities confirms that Glasgow has a low city centre residential density. Analysis indicates that increased population density would greatly assist in improving the city centre.

Most consultees (general public and expert stakeholders) welcomed an increase in resident population, though some consultees raised concerns about barriers to making city centre living work / fit with other uses.





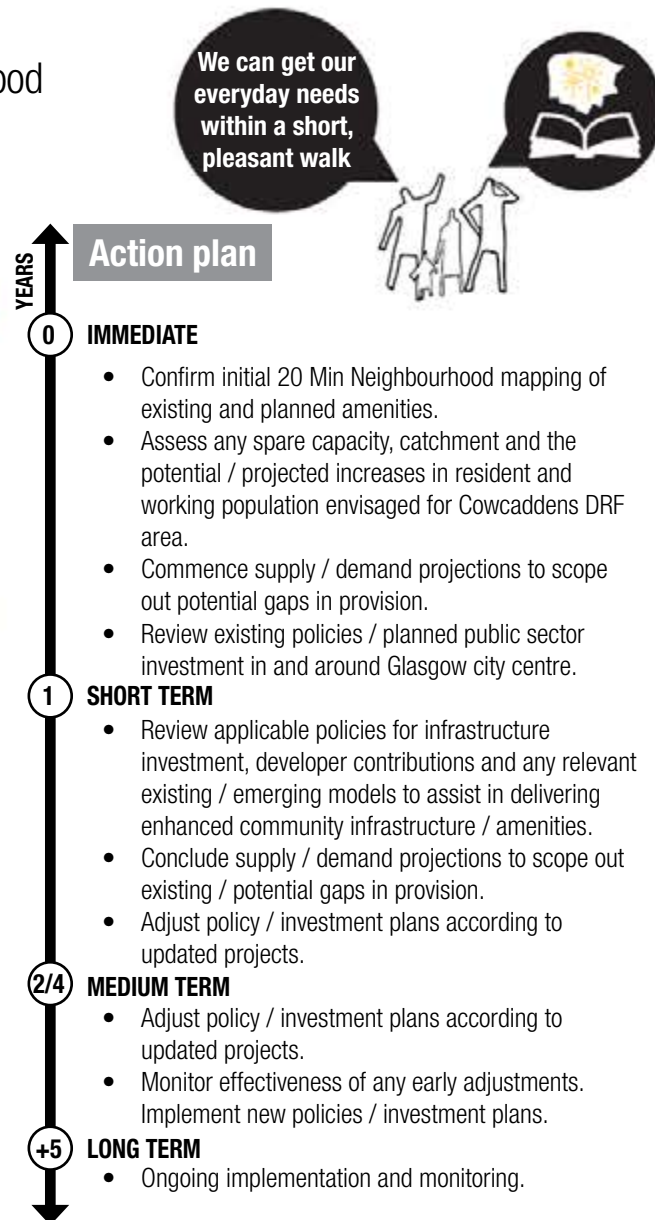
## CC3.7 20 Min Cowcaddens

Creating a dynamic mixed-use neighbourhood with amenities within walking distance



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

Whilst Cowcaddens has many attributes well aligned with the 20 min Neighbourhood concept there are certain amenities and facilities that are evidently lacking. Despite it's City Centre location there are several vital venues seemingly under-provided including the lack of a Community Hub / Centre / Venue, quality open space (see (Y)our Great Spaces and Streets Chapter) or a 'High Street'. The possibility of local HE/FE institutions assisting in providing space for local community activity should be explored as a potential 'quick win'. The reprovision of local schools (especially if there is a desire to attract families to live in the City Centre) is also a potential priority.



### Key stakeholders

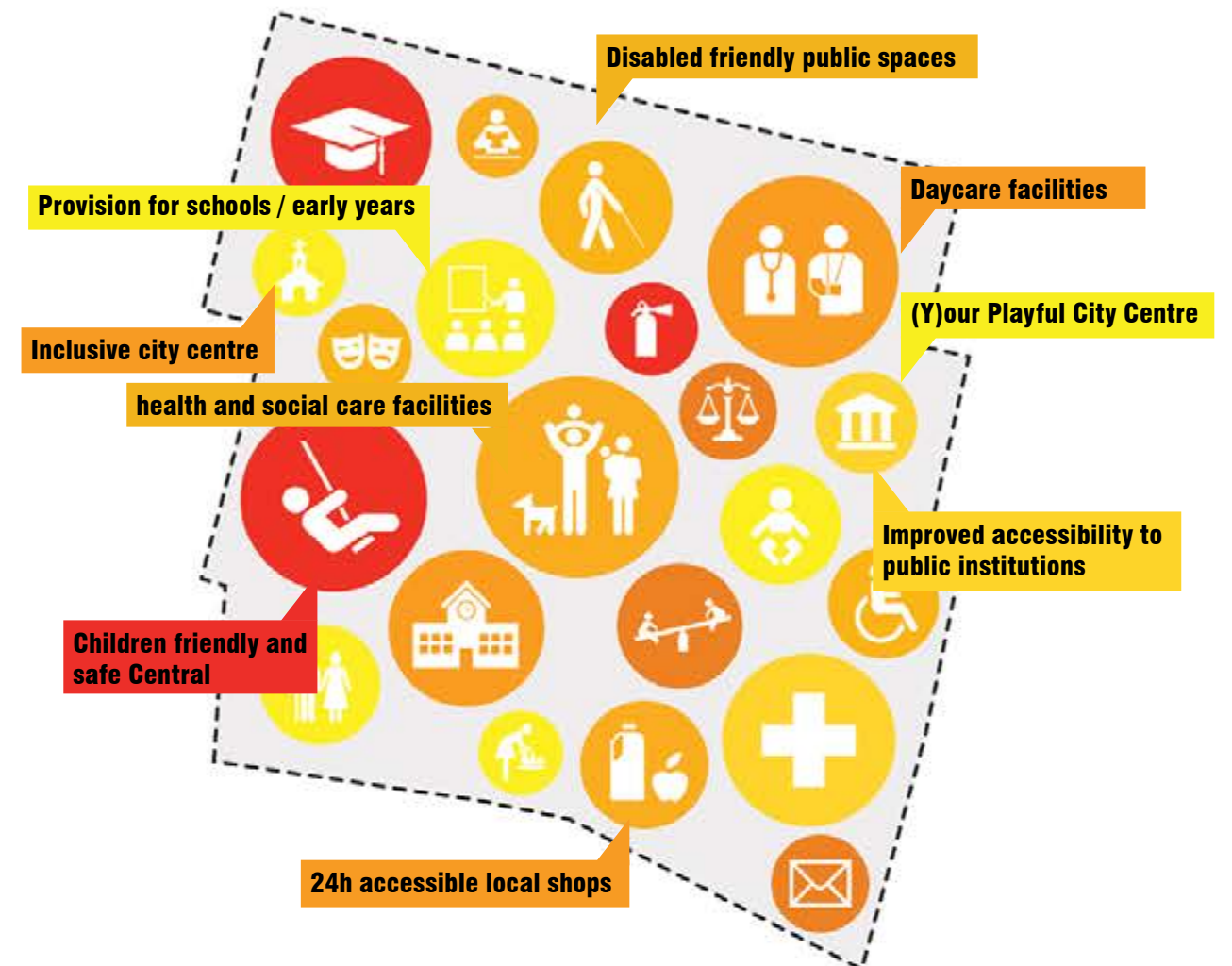
Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, HubCo, NHS, Emergency Services, Public Sector bodies with estate in central Glasgow.

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

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





# CC3.8 Chinatown

Celebrate this historic part of the district as a distinct city centre destination



Glasgow's Chinatown is synonymous with Cowcaddens. As Cowcaddens enters a new phase of regeneration, led by local communities and culture, it is important that Chinatown plays a strong role in the future of the area.

As the Chinese population and demographic has changed in Glasgow (with a significant increase in Chinese students in Partick) the geography of Chinese community, culture and food in the city has changed. The Cowcaddens Chinatown focuses on the Hong Kong community.

Post-Covid there is an opportunity to redefine the role and format of Chinatown. Located on New City Road the implementation of the Underline promises to transform the area. Other initiatives outlined in this DRF further emphasise the significance of this location. Announcing arrival in to Chinatown, with local area branding / public realm enhancements, alongside an improvement plan to enhance the quality and accessibility of the Chinatown offer is important. Introducing cultural and educational dimension would elevate the offer and Chinatown itself could help to provide community facilities / venues for the wider, local population (see (Y)our 20 min Cowcaddens).

YEARS

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2/4

+5

Action plan

IMMEDIATE

• Continue to maintain dialogue with Chinatown and the wider Chinese community about their plans.

SHORT TERM

• Develop a costed Chinatown Action Plan (including economic, community and cultural development).

• Identify potential sources of support / funding.

• Refresh / relaunch Chinatown with series of events.

MEDIUM TERM

• Continue to seek investment / funding to improve Chinatown environment and develop / deliver an events / cultural programme.

LONG TERM

• Ongoing monitoring.

## Key stakeholders

Chinatown, with Glasgow City Council and other agencies

## Impact/ reach/ term

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

## Justifications / observations

In an era of heightened appreciation of food culture, and increased awareness of multi-cultural diversity and the contribution BAME communities play in our cities, Chinatown should be at the vanguard of cultural regeneration of Cowcaddens. Moreover it reinforces Glasgow's international outlook and diversity, and creates local distinctiveness.

Consultation with local communities noted Cowcaddens suffered from a lack of identity. An emphasis on the cultural nuances of the District with a better defined Chinatown at its core will help to engender this sense of identity and uniqueness .

Those associated with Chinatown want to see it thrive, as do many of the local community consulted for this DRF.





# ● Transforming (Y)our Cowcaddens

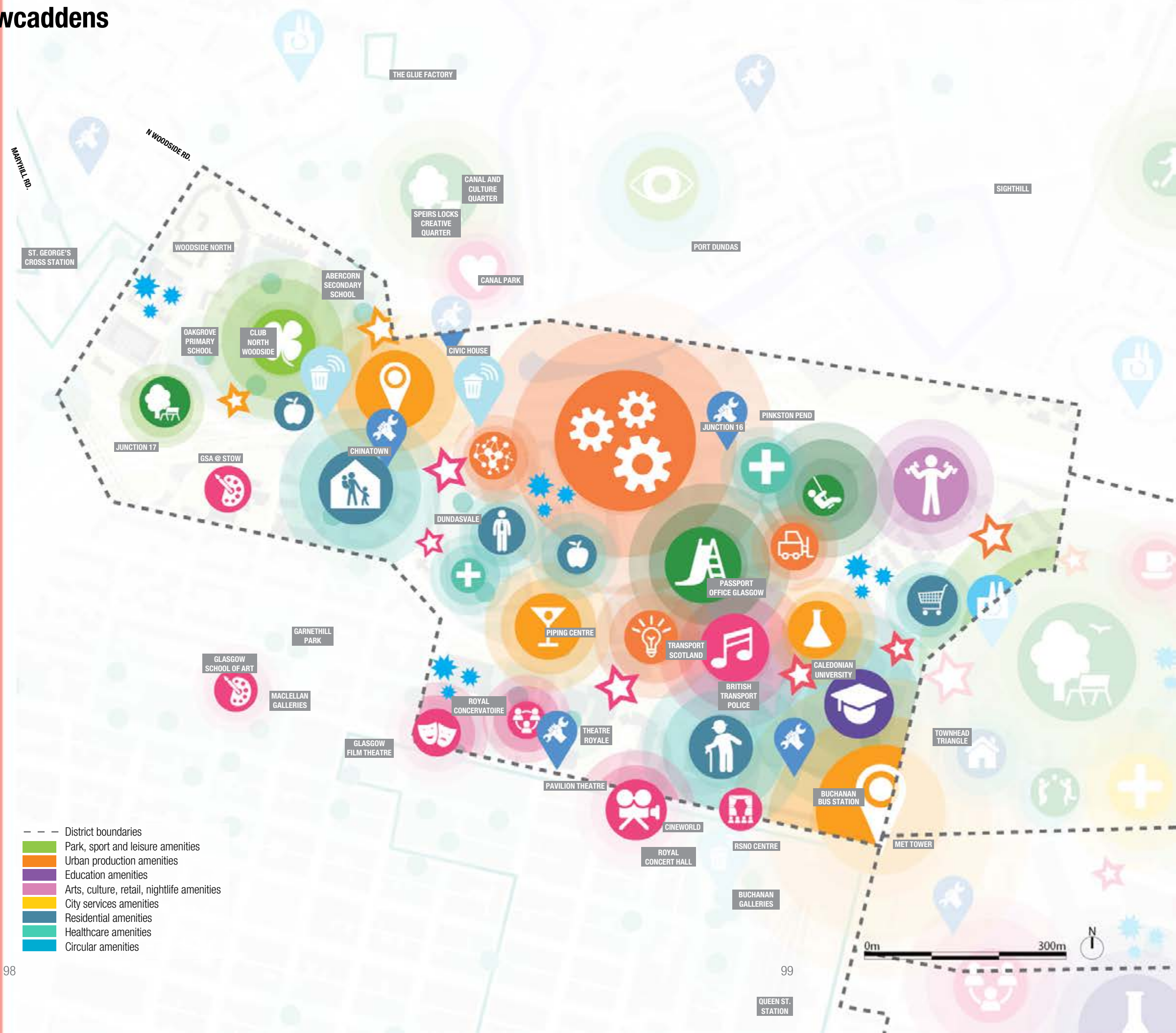
## How to organise transformation

- CC4.1 Community Council
- CC4.2 Living Lab
- CC4.3 Circular Cowcaddens
- CC4.4 Cowcaddens Events

There is lots to do, so prioritising who does what, when, and working with whom, becomes fundamental to future success. As outlined in the NE Districts Combined Regeneration Handbook the need to support local communities (resident, business, civic, cultural) is crucial. Moreover the NE Districts is blessed with some major institutions with the clout to help make things happen – especially when working together.

Futhermore there is a way in which, post Covid, these Districts can promote new and emerging ways of adapting the cityscape; to retrofit and modify under-occupied spaces to host Circular Economic activities or to enliven the streets and spaces with temporary events and activities to create positive new memories and invite folk to re-engage with central Glasgow.

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





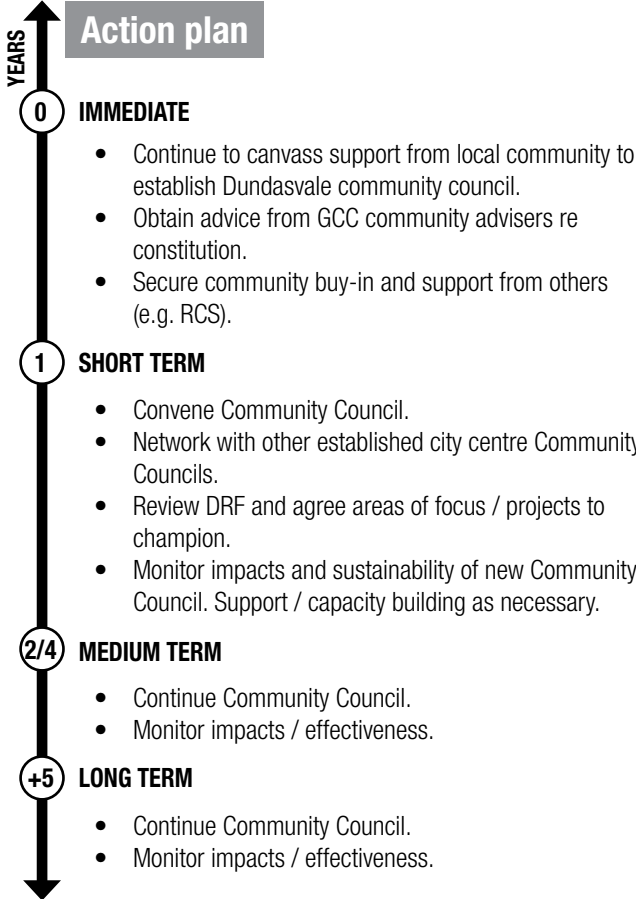
# 4.1 Community Council - Dundasvale

Filling in a gap of local representation to benefit from local perspectives



Form a Community Council for Dundasvale.

Scope to focus on tenants / residents of Dundasvale housing, but equally important to include as diverse and representative a group as possible. Early indications, based on opinions canvassed during the DRF community engagement process and expressions of interest received (and support / encouragement from local businesses / institutions e.g. Royal Conservatoire) suggest an emerging level of interest which should be capitalised upon. Progressing towards the formation of a Community Council should be prioritised as a potential 'quick win' - giving local folk a voice and filling a gap in local representation that has been missing.



**Key stakeholders**

New Dundasvale Community Council - tbc, Glasgow  
City Council, Queens Cross Housing Association,  
Dundasvale CIG, associated community groups

**Impact/ reach/ term**

High Impact / Local Project / Quick Win

**Justifications / observations**

From the outset of community engagement it was apparent that there was interest in forming local Community Council. Dundasvale is the only area in the City Centre without a Community Council. There was also a desire to improve community networks between tenants / residents of Dundasvale. The DRF project canvassed opinion / sought support for a Community Council throughout the engagement process, with enough interest to suggest it should be progressed.



## CC4.2 Living Lab

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



Cowcaddens is a University District and home to two world leading arts schools; RCS and GSA. Applying the innovation and research emerging from the local HE/FE sector will help pioneer and drive regeneration across Cowcaddens.

The reciprocal benefit to the HE/FE institutions and to Cowcaddens / NE City Centre Districts is potentially greatly significant. Between the needs of the area and the areas of research / faculty focus at GCU, University of Strathclyde and City of Glasgow College are well aligned. In addition the opportunity for the creative economy and culture of Cowcaddens to be supported and benefit from the proximity of GSA and RCS is self-evident.

GCU (the 'University for the Common Good') alone hosts WISE Centre for Economic Justice, Research Centre for Health, Centre for Climate Justice, Research Centre for Built Environment Asset Management, the Yunus Centre for Social Business and Health and the SMART Technology Centre - all potentially relevant to progressing sustainable regeneration in Glasgow, facing in to the local and global challenges of our era. GCU have noted the prospect of a 'Centre for Living' on campus and serving the local community. This should be progressed to meet the evident need of Cowcaddens communities.

I work with experts to develop ideas for our future



YEARS

### Action plan

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#### IMMEDIATE

- Convene early discussions with all HE/FE institutions to map out opportunities to apply research and benefit from 'spin out' opportunities for a Living Lab approach to testbed / address issues incl. environmental, social and health justice.

1

#### SHORT TERM

- Agree a Place-Based approach for the NE Districts, and Cowcaddens specifically.
- Agree an Action Plan and align early effort with existing research centres / funding streams / local need.

2/4

#### MEDIUM TERM

- Progress with the implementation of a Living Lab concept - perhaps with a dedicated physical presence as deemed appropriate.

+5

#### LONG TERM

- Ongoing implementation / monitoring.

### Key stakeholders

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

### Impact/ reach/ term

High Impact / National Project / Short to Long Term

### Justifications / observations

All HE/FE institutions are looking to have social impact and add value to their local communities. The expertise and research based on campus in and near Cowcaddens is formidable and directly relevant.

Enabling knowledge exchange and applied research to benefit local communities and develop place-based, pioneering and practical interventions to promote environmental, social, economic and health equality is a noble goal with potentially massive positive impact for Glasgow.



Campus Mekelpark  
Smart use of local expertise, integrated to the urban fabric



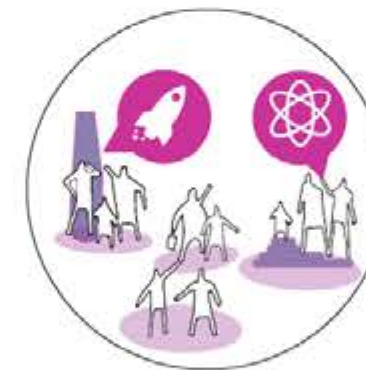
MFO park, Zurich  
Public living rooms



Park Spoor Noord  
Attractive, vibrant public spaces within walking distance

### (Y)our thinkers and inventors collaborations

\*link to subgoal "(Y)our collective amenities"



The institutions' outdoors hubs: Uses and activities are spilled over to outside spaces (exhibitions, lounges, tribunals, amphitheatres and all types of urban activators) to enable sharing of ideas and knowledge



Freezones TU Delft campus  
Enhancing temporary and dynamic uses

### (Y)our connected knowledge districts



Collaboration between local institutions to share knowledge and expertise in existing education facilities (Learning Quarter and other). Strategically designated areas of connected knowledge, amenities and dynamic districts

### (Y)our innovative alliances

\*link to subgoal "(Y)our production"



Policy for alliances between (inter) national scale existing knowledge and cultural institutions (art, music, theatre..) Explore possible scenarios for new programmatic poles linked to innovation-education-sharing knowledge.



## CC4.3 Circular Cowcaddens

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



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

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

- 4 : Construction Materials (storage options, near site recycling / salvage / exchange, modular construction) creating a base to enable salvage, recycling, storage and modular construction of materials required to retrofit and regenerate the City Centre.
- 6 : Re-manufacturing Sector (innovation, skills) tying in with local skills / jobs and perhaps in alliance with the College to establish a centre of excellence for re-manufacturing.
- 7/8 : Repair Sector + Reuse / Sharing Sector - similarly enabling a community-led (business / resident) hub to promote and enable the sharing economy, repair and re-use.

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



YEARS  
0  
1  
2/4  
+5

### Action plan

#### 0 IMMEDIATE

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

1

#### SHORT TERM

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

2/4

#### MEDIUM TERM

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

+5

#### LONG TERM

- Ongoing implementation / monitoring.

### Key stakeholders

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

### Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

### Justifications / observations

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



### (Y)our responsible citizens



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

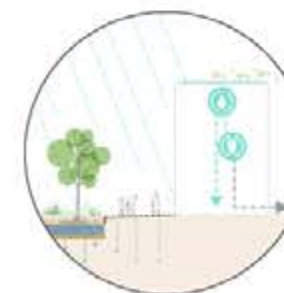
### (Y)our library of things



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



### (Y)our clean tap water



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

### (Y)our circular systems



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



## CC4.4 Cowcaddens Events

Reinforce the district's cultural assets and diversity with public events and activities



Post-Covid Cowcaddens needs to celebrate its cultural assets and diversity and showcase some of the opportunity sites and local pioneers in the area. Early action to provide an 'optimism boost' - announcing a fresh and dynamic way forward for Cowcaddens would set the tone.

Glasgow has developed a strong track record in using events to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. This is especially crucial post-Covid, as we reimagine the city centre. Cowcaddens urgently requires to be reimaged and critically have perceptions changed. Several consultees indicated a willingness to work with GCC to deliver events / activity with the local community, with a focus on enabling existing events and encouraging targeted new activities.

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

We love going to great events in the area



### Action plan

0

#### IMMEDIATE

- Map out current initiatives (e.g. Stalled Spaces etc.).
- Obtain feedback from property owners / groups interested in progressing ideas. Engage with GSA and RCS Community Outreach.
- Commence mapping of candidate sites (vacant / under occupied sites and street spaces).
- Review funding / 'red tape' issues.
- Review effectiveness of existing events programming.

1

#### SHORT TERM

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

2/4

#### MEDIUM TERM

- Deliver DRF Arts Strategy and Events Programme - monitor and review impacts

+5

#### LONG TERM

### Key stakeholders

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

### Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

### Justifications / observations

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





Project code and scale

| Code CC                                   |   | SCALE                             |                |             |
|---|---|-----------------------------------|----------------|-------------|
|   |   | City / Regional Scale (Strategic) | District Scale | Local Scale |
| Strategic projects as drivers for changes | 0.1 Great Streets and Spaces as Strategic connections | +                                 |                |             |
|   | 0.2 Dissolving M8 Barriers                            | +                                 |                |             |
|   | 0.3 Opened-up Buchanan Cluster                        | +                                 |                |             |
| (Y)our well connected Cowcaddens          | 1.1 Buchanan Bus Station Upgrade                      | +                                 |                |             |
|   | 1.2 Untangled Motorway                                | +                                 |                |             |
|   | 1.3 Active Travel Networks                            |                                   | +              |             |
|   | 1.4 (S)low Traffic Cowcaddens Neighbourhoods          |                                   | +              |             |
|   | 1.5 Revised Cowcaddens Car Parking                    |                                   | +              |             |
| (Y)our great space and streets            | 2.1 Cowcaddens Road                                   |                                   | +              |             |
|   | 2.2 Canal to Cathedral                                |                                   | +              |             |
|   | 2.3 Cowcaddens Cross                                  |                                   | +              |             |
|   | 2.4 Canal Park  |                                   | +              |             |
|   | 2.5 Avenue of the Arts PLUS                           | +                                 |                |             |
|   | 2.6 Vibrant Woodside Viaduct                          |                                   | +              |             |
|   | 2.7 Arts Gardens                                      |                                   |                | +           |
|   | 2.8 Canal Connections                                 |                                   | +              |             |
|   | 2.9 New Woodside Park                                 |                                   | +              |             |
| (Y)our thriving Cowcaddens                | 3.1 Cowcaddens Cultural Cluster                       | +                                 |                |             |
|   | 3.2 Cultural Campus Connections                       |                                   | +              |             |
|   | 3.3 Open City Centre Campus - GCU                     | +                                 | +              |             |
|   | 3.4 City Centre Operational / Logistics Hub           | +                                 |                |             |
|   | 3.5 North Cowcaddens                                  |                                   | +              |             |
|   | 3.6 City Centre Living @ Cowcaddens                   |                                   | +              |             |
|   | 3.7 20 Min Cowcaddens                                 |                                   | +              |             |
|   | 3.8 Chinatown   |                                   | +              |             |
| (Y)our enablers for change                | 4.1 Community Council                                 |                                   |                | +           |
|   | 4.2 Living Lab  |                                   |                | +           |
|   | 4.3 Circular Cowcaddens                               |                                   |                | +           |
|   | 4.4 Cowcaddens Events                                 |                                   | +              |             |

+

Quick win projects

(Y)our City Centre Performance Monitor

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

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

The DRF Scorecard

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

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

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

KPIs

Useful Projects (metrics per DRF Sustainability Framework)  
Where definitive %age target does not exist then trend or tendency is stipulated (ref brackets)

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



Policy Alignment

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

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

|                            |                           |  |   |  |   |  |  |                        |   |   |   |  |
|----------------------------|---------------------------|--|---|--|---|--|--|------------------------|---|---|---|--|
| Key Performance Indicators | KPIs (GCC Strategic Plan) | Growing, diverse economy, More in work / training, Business innovation / skills, | Events, heritage, culture, Tourism, sport, activities   | Healthier population, Preventative healthcare, Integrated services,  | Citizens use active travel, Integrated public transport, less congestion  |  | Low carbon footprint,  | Well maintained,       |   | Citizens access facilities, jobs, services locally, Housing meets needs of diverse population | Citizens involved in decision making, Tackling inequality and poverty | Improved attainment, Young people go on to work, training or HE/FE |
|                            | KPIs (Useful Projects)    |  |   | Net improved air quality, % total area that achieves Healthy Streets score of 9 or 10, Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours' | % Car free journeys<br>% Properties with high speed broadband   |  | Carbon Neutral by 2030<br><br>Zero Emissions by 2045                                   | Zero Waste Communities | Urban Greening Factor 0.4, 20% Net Biodiversity Gain  | Deliver net positive, local needs based, social value   |   |  |
|                            | KPIs (SDF)                |  | Repopulate the City Centre – Double the Population, More mixed uses, More attractions, more diverse retail, better public realm |  | Integrated 'green grid, Priority for active travel, Connect to the city region, Reduce car journeys in the City Centre by 30% by 2030 and 50% by 2050, Repurposing road space from cars to other modes. |  | 20 min neighbourhoods, Distinctive / historic townscape, Repair the townscape, Density |                        | High quality open space, Connected green-blue infra, 'green the grey' More climate resilient, Net zero carbon place <sup>11</sup> |   |   |  |



Project Scorecards - (Y)our Cowcaddens

|  | A Thriving Economy | A Vibrant City | A Healthier City | Better Connected Places |  | Climate Neutral | Resource Efficient | Restoring Nature | More Resilient Communities | Notes / Comments |
|--|--------------------|----------------|------------------|-------------------------|--|-----------------|--------------------|------------------|----------------------------|------------------|
|--|--------------------|----------------|------------------|-------------------------|--|-----------------|--------------------|------------------|----------------------------|------------------|

(Y)our Well Connected Cowcaddens

|  |    |    |     |     |  |     |    |    |    |  |
|--|----|----|-----|-----|--|-----|----|----|----|--|
| CC1.1 Buchanan Bus Station upgrade             | ++ | ++ | ++  | +++ |  | ++  | +  | 0  | ++ | Significant off-site benefits for adjacent areas – reducing severance. |
| CC1.2 Untangled Motorway Spaghetti             | +  | ++ | +++ | +++ |  | ++  | ++ | ++ | ++ |  |
| CC1.3 Active Travel Networks                   | ++ | ++ | ++  | +++ |  | +++ | +  | ++ | ++ |  |
| CC1.4 (S)low Traffic Cowcaddens Neighbourhoods | +  | ++ | +++ | +++ |  | ++  | ++ | ++ | ++ |  |
| CC1.5 Revised Cowcaddens Car Parking           | +  | ++ | ++  | +   |  | ++  | ++ | +  | +  | Scope for parklets / nature-based solutions                            |

(Y)our Great streets & Spaces

|                                |    |     |     |     |  |     |    |     |     |   |
|--------------------------------|----|-----|-----|-----|--|-----|----|-----|-----|---|
| CC2.1 Cowcaddens Road          | ++ | ++  | ++  | ++  |  | ++  | ++ | +   | ++  | Mixed-use economic development  |
| CC2.2 Canal to Cathedral       | +  | ++  | ++  | +++ |  | ++  | +  | ++  | ++  | Reducing M8 severance   |
| CC2.3 Cowcaddens Cross         | ++ | ++  | ++  | ++  |  | ++  | +  | +   | ++  | Potential to introduce more nature-based solutions / biodiversity.    |
| CC2.4 Canal Park               | ++ | ++  | +++ | ++  |  | ++  | ++ | +++ | +++ |   |
| CC2.5 Avenue of the Arts PLUS  | ++ | +   | ++  | +++ |  | +++ | ++ | ++  | 0   | Incorporating digital / sustainable infrastructure to create exemplar |
| CC2.6 Vibrant Woodside Viaduct | ++ | +++ | ++  | +++ |  | ++  | ++ | +   | +++ | Scope for unique urban / community amenity. Reducing M8 severance     |
| CC2.7 Arts Gardens             | +  | ++  | ++  | +   |  | ++  | +  | ++  | ++  | Community and culture-led action / benefits                           |
| CC2.8 Canal Connections        | +  | ++  | ++  | ++  |  | ++  | +  | +++ | ++  | Emphasis on blue-green infrastructure                                 |
| CC2.9 New Woodside Park        | +  | ++  | +++ | ++  |  | ++  | +  | +++ | +++ |   |

(Y)our Thriving Cowcaddens

|   |     |     |    |     |  |     |    |    |     |  |
|---|-----|-----|----|-----|--|-----|----|----|-----|--|
| CC3.1 Cowcaddens Cultural Cluster             | +++ | +++ | ++ | ++  |  | +   | +  | +  | ++  |  |
| CC3.2 Cultural Campus Connections             | ++  | +++ | ++ | ++  |  | +   | +  | +  | +   |  |
| CC3.3 Open City Centre Campus – GCU           | ++  | ++  | ++ | +++ |  | ++  | +  | ++ | ++  |  |
| CC3.4 City Centre Operational / Logistics Hub | +++ | +   | +  | ++  |  | ++  | +  | 0  | +   |  |
| CC3.5 North Cowcaddens                        | +++ | +++ | ++ | ++  |  | ++  | ++ | +  | ++  |  |
| CC3.6 City Centre Living @ Cowcaddens         | ++  | +++ | ++ | ++  |  | +++ | ++ | +  | +++ |  |
| CC3.7 20 Min Cowcaddens                       | ++  | +++ | ++ | ++  |  | ++  | +  | ++ | +++ |  |
| CC3.8 Chinatown                               | +++ | +++ | ++ | +   |  | +   | +  | 0  | ++  |  |

Transforming (Y)our Cowcaddens

|                           |     |     |    |    |  |     |     |    |     |  |
|---------------------------|-----|-----|----|----|--|-----|-----|----|-----|--|
| CC4.1 Community Council   | ++  | +++ | +  | ++ |  | ++  | +   | ++ | +++ |  |
| CC4.2 Living Lab          | ++  | ++  | ++ | +  |  | ++  | +   | +  | +++ |  |
| CC4.3 Circular Cowcaddens | +++ | ++  | ++ | ++ |  | +++ | +++ | ++ | +++ |  |
| CC4.4 Cowcaddens Events   | ++  | +++ | ++ | +  |  | +   | +   | +  | +++ |  |



# Future Cowcaddens' Vision

## 0 Strategic projects as drivers for change

(refer to Strategy Document)

- 0.1 Great Streets and Spaces as Strategic connections
- 0.2 Dissolving M8 Barriers
- 0.3 Opened-up Buchanan Cluster

## 1 (Y)our Well Connected Cowcaddens

Enhanced infrastructure and mobility

- 1.1 Buchanan Bus Station Upgrade
- 1.2 Untangled Motorway Spaghetti
- 1.3 Active Travel Networks
- 1.4 (S)low Traffic Cowcaddens Neighbourhoods
- 1.5 Revised Cowcaddens Car Parking

## 2 (Y)our Great Spaces + Streets

Network of public and natural spaces

- 2.1 Cowcaddens Road
- 2.2 Canal to Cathedral
- 2.3 Cowcaddens Cross
- 2.4 Canal Park
- 2.5 Avenue of the Arts PLUS
- 2.6 Vibrant Woodside Viaduct
- 2.7 Arts Gardens
- 2.8 Canal Connections
- 2.9 New Woodside Park

## 3 (Y)our Thriving Cowcaddens

Intensified programme

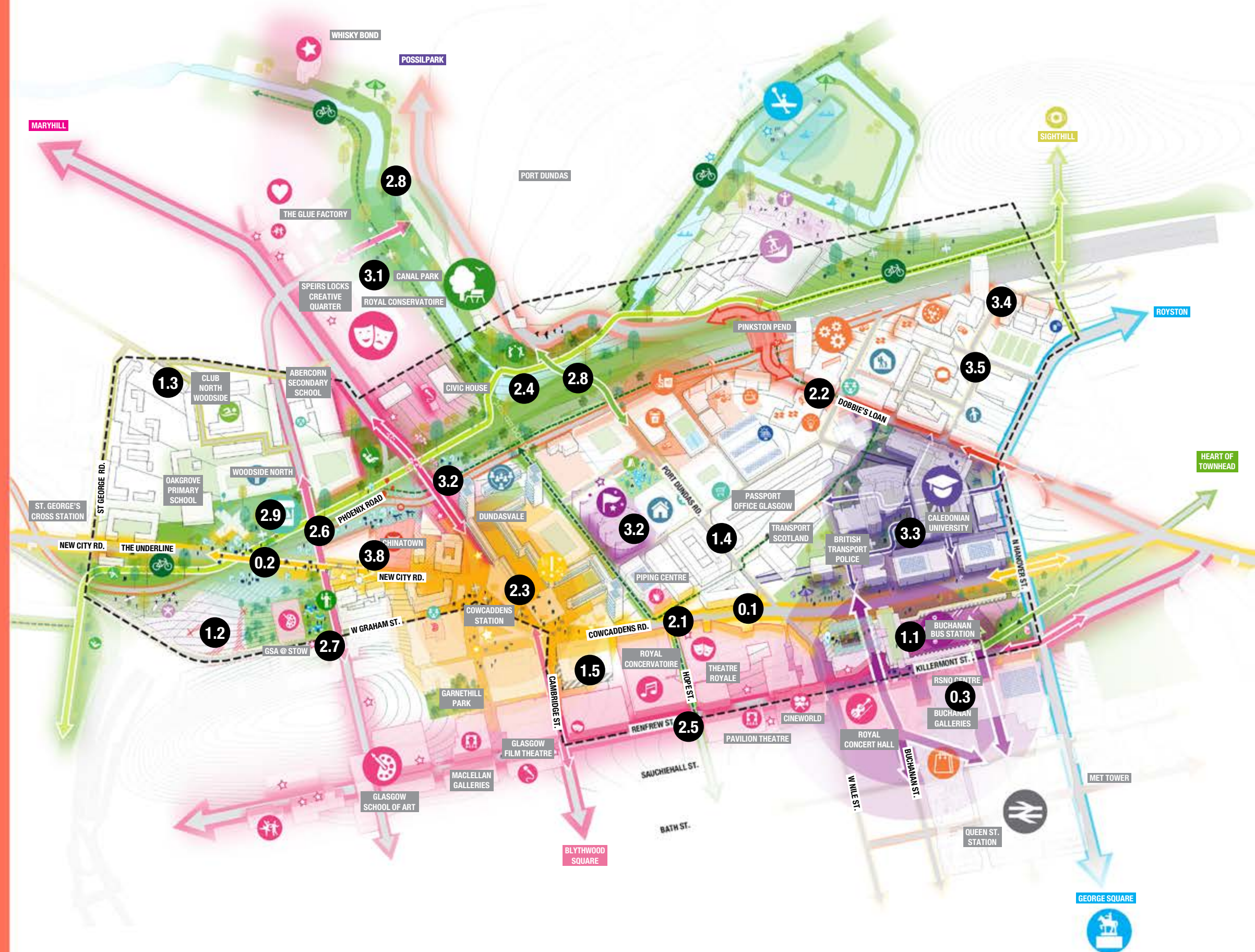
- 3.1 Cowcaddens Cultural Cluster
- 3.2 Cultural Campus Connections
- 3.3 Open City Centre Campus - GCU
- 3.4 City Centre Operational / Logistics Hub
- 3.5 North Cowcaddens
- 3.6 City Centre Living @ Cowcaddens
- 3.7 20 Min Cowcaddens
- 3.8 Chinatown

## 4 Transforming (Y)our Cowcaddens

Structure of public amenities

- 4.1 Community Council
- 4.2 Living Lab
- 4.3 Circular Cowcaddens
- 4.4 Cowcaddens Events

CC1.3, CC1.4, CC3.6, CC3.7 and all CC4 series projects are District-wide and therefore not annotated on Framework Plan opposite.





# 4 (Y)our Next Steps

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

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

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



# Quick wins

## Projects that benefit the community in the short term

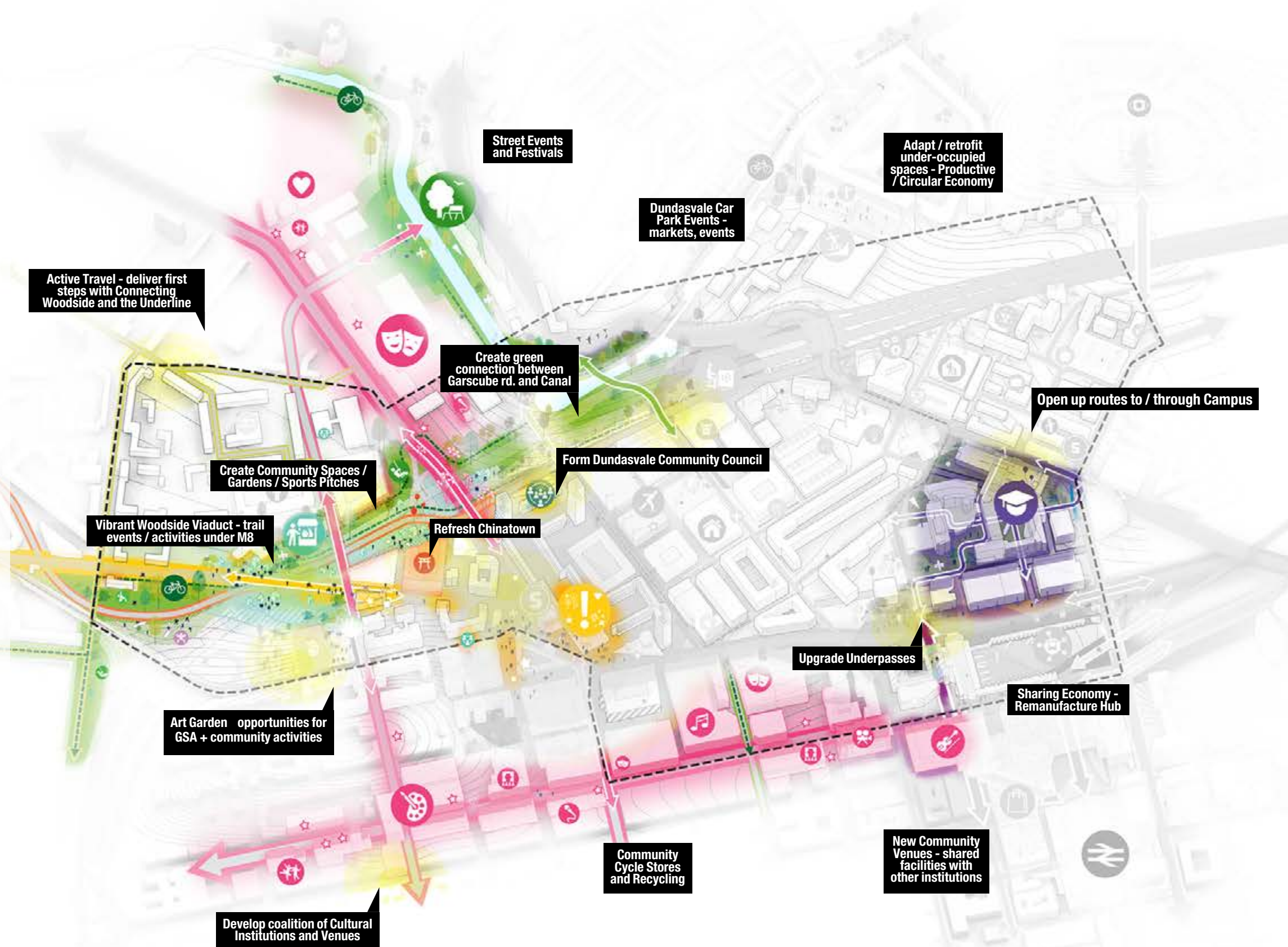
### Next Steps

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

### Getting the Local Basics Right

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

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





**Client:**

Glasgow City Council

**Team:**

Austin-Smith: Lord  
Studio for New Realities  
Urban Movement

Lead Consultant, Local Urban Design, Project Management, Community + Stakeholder Engagement  
Urban Design Lead; Programmatic Strategy Lead, Urbanism  
Urban Mobility, Transport Strategy, Active Travel Strategy

WAVEparticle  
Stantec (PBA)  
Ryden  
Useful Projects  
Space Syntax  
Civic Engineers

Creative Community Engagement; Urban Arts / Culture Advisors  
Economics Consultants  
Property Market Advice  
Urban Sustainability  
Urban Mobility Advisors; Spatial Data Analysis  
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