

Maryhill Town Centre Action Plan



august 2011



Glasgow City Council
Development and Regeneration Services
229 George Street
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Maryhill Town Centre Action Plan
final report

August 2011



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Maryhill Town Centre Action Plan final report

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1 introduction and purpose

along Maryhill Road



This Town Centre Action Plan has been produced during 2010-2011 by Development and Regeneration Services (DRS) at Glasgow City Council with support from Glasgow Canal Regeneration Partnership and a consultancy team led by Kevin Murray Associates. Specialist support in that team included Willie Miller Urban Design, Nick Wright Planning and MVA.

We are grateful for the considerable time and effort invested in preparing the plan by members of the local community, including community groups, businesses, young people and key agencies. A full list of those involved is shown in Appendix 1

Why are we preparing this plan ?

City Plan 2 seeks to strengthen the role of Maryhill town centre as a hub for the local community, and identifies the need to prepare a Town Centre Action Plan so that the town centre has a positive framework to accommodate future change. This means that there is a policy imperative to prepare this Action Plan, which is explained in more detail in Chapter 2.

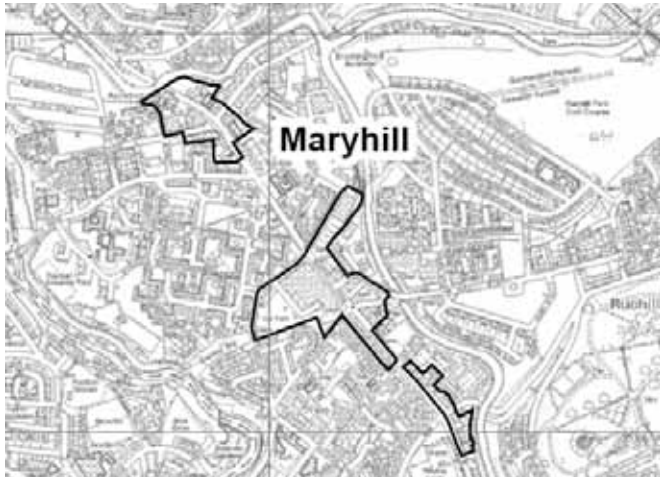
There is another imperative for this action plan. There is considerable development activity proposed in Maryhill – including one of the city’s eight Transformational Regeneration

Areas, an area of major change focussed around Maryhill Locks, where construction of 700 proposed new homes has begun following substantial demolitions in recent years. This is also an identified Scottish Sustainable Communities Initiative (SSCI) project. This all builds on substantial recent and ongoing investment in Maryhill Leisure Centre, Maryhill Burgh Halls, Tesco on Maryhill Road, and the Forth and Clyde Canal improvements. Taken together, these investments are transforming Maryhill all around the town centre.

The City Council and its partners believe that Maryhill’s town centre should be supported as the heart of the local community, in line with the planning policy aspirations of City Plan 2. This means ensuring that public spaces and the public realm are appropriately designed to meet the demands of the community in the 21st century, and also that the town centre’s facilities and services meet their needs and aspirations. This Town Centre Action Plan (TCAP) contains proposals for achieving these aims, and should be seen as a framework to guide and co-ordinate future public investment in Maryhill.

Where is Maryhill town centre?

The geographical extent of the town centre as defined in



extract from City Plan 2, showing the extent of the designated Local Shopping Centre, focussed along Maryhill Road

City Plan 2 is shown in the accompanying plan extract. It is essentially divided into two retail/commercial areas, both focussing on Maryhill Road: between Queen Margaret Drive and Tesco, and around Gairbraid Avenue/Lochburn Road.

This Town Centre Action Plan takes a wider view of Maryhill Town Centre. It includes a third retail and commercial area: on Maryhill Road north of Maryhill Locks, from Skaethorn Road to Maryhill railway station. This area may be referred to as the Maryhill Mile, given its length. The Action Plan also takes in areas around these three retail/commercial cores where interventions may benefit the performance of the town centre. These are primarily connections: along Maryhill Road,

and to adjacent employment, public facilities, greenspace and residential neighbourhoods.

The accompanying plan shows the coverage of the Town Centre Action Plan.



How has this plan been prepared?

This Action Plan has been prepared in consultation with Council officers and other public sector agencies, local businesses and members of the local community. Taking as a starting point City Plan 2's policy requirement to produce an Action Plan, the aim of local engagement was to ensure that the proposals contained in the Action Plan:

- responded to local issues, concerns and aspirations
- took account of existing strategies and initiatives already underway
- align and co-ordinate different projects and initiatives

A number of rounds of consultation were therefore built into the process of preparing the Action Plan, as described in Chapter 3.

Another intention of this TCAP is to respond positively to recent and ongoing changes in the policy areas of healthy living, street design and sustainable living – as expressed through the Scottish Government's Designing Streets: A Policy Statement for Scotland and the Scottish Sustainable Communities Initiative.

2 context

corner of Shakespeare Street and Maryhill Road



City Plan 2 identifies Maryhill as having a Local Town Centre. The policy framework in City Plan 2 seeks to maintain and enhance vitality and viability of Local Town Centres for a range of uses, including shopping, community, entertainment, employment and residential (Policy SC 2). It notes the importance of safeguarding the future of Maryhill and other town centres as retail destinations; and also the need for these town centres to offer an appropriate range of uses, including residential, cultural, community and leisure, if they are to prove viable in the long term (Part 2; paragraph 6.91).

Working in partnership with retailers, other development interests, private investors, public agencies, infrastructure providers and the community, the Council aspires to support the production of a series of Town Centre Action Plans and other planning documents, consistent with other strategies, including the Community Plan. By indicating the scope for change, renewal and diversification, these Town Centre Action Plans will aim to equip town centres to respond to competition and deal with the environmental consequences of changing retail patterns.

Town Centre Action Plans must be realistic in their objectives, having regard to local circumstances and patterns of retail expenditure (Part 2; paragraph 6.92).

Maryhill is identified as a likely priority for preparation of a Town Centre Action Plan (Part 2; paragraph 6.93). The approved Forth and Clyde Canal Local Development Strategy, 2007, reinforces this and recommends:

- integrating the Canal with the heart of Maryhill Town Centre
- examining the City Plan 2 Development Policy Principle designations for the area, with a view to redefining them if appropriate in subsequent reviews of the City Plan

The Town Centre Action Plan also seeks to support a wider policy context from national to local, including:

- Scottish Government purpose, strategic objectives, national outcomes
- Glasgow and Clyde Valley Structure Plan
- Metropolitan Glasgow: City Vision
- Glasgow's Community Plan
- Glasgow's Single Outcome Agreement
- Glasgow's Economic Development Strategy
- Glasgow's Local Transport Strategy
- Forth and Clyde Canal Local Development Strategy



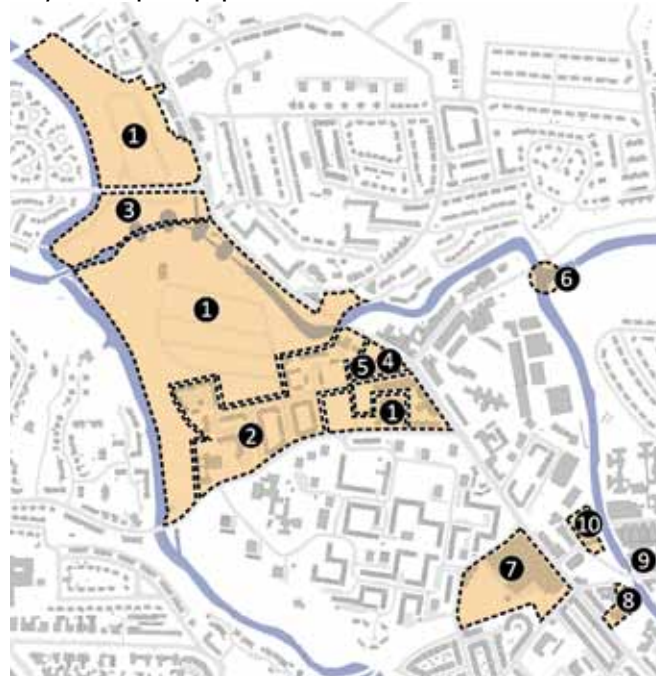
projects

Maryhill is undergoing major transformation. For example:

- the proposed 700 new homes at Maryhill Locks will lead to a significant growth in population, who will need to access shops, jobs, leisure and community facilities
- the opening of the new Tesco store in late 2010 represents a substantial increase in retail floorspace, and both a challenge and an opportunity for existing retailers, depending on your point of view
- community, recreational facilities and opportunities are improving dramatically, with the opening of Maryhill Leisure Centre in 2010, ongoing investment in the Forth and Clyde Canal and towpath, and Maryhill Burgh Halls opening as a community facility in 2011

These and other development proposals are an important part of the context for this action plan. They are mapped on the accompanying plan, with brief information on each proposal in the text that follows.

Maryhill development proposals



1. Maryhill Transformational Regeneration Area
2. Maryhill Transformational Regeneration Area
3. Urban Etive
4. Maryhill Burgh Halls
5. Maryhill Leisure Centre
6. Big Man Bridge, Stockingfield Junction
7. Tesco
8. Shakespeare Street/ Maryhill Road development
9. realignment of Ruchill Street canal bridge
10. Chapel Street Industrial Estate

ISIS Maryhill Locks Masterplan



plan reference	project	description	status
1 + 2	Maryhill Transformational Regeneration Area	700 new homes proposed in Maryhill Transformational Regeneration Area (TRA), one of Glasgow's three priority TRAs from a total of eight. The TRA includes Maryhill Locks, part of the Glasgow Canal Partnership development agreement between Glasgow City Council and ISIS Waterside Regeneration. A masterplan has been prepared for the area (see image). Potential exists to extend the area to under-utilised sites on Gairbraid Avenue to the south-east. Other smaller scale initiatives are also being progressed within the area, such as external lighting and basic internal fitout to bring the disused White House Bar on Maryhill Road back into use.	<ul style="list-style-type: none"> Phase I - 35 homes at the Botany: completed summer 2010 Phase II - 125 units: started summer 2011 Phases III onwards - to follow
3	Urban Etive, Cowal Road / Bantaskin Street	paddle sports facility with artificial whitewater, caving and canyoning plus café/visitor facilities, alongside Maryhill Locks and Kelvin Walkway	feasibility study completed 2009, programming under revision
4	Maryhill Burgh Halls, Maryhill Road / Gairbraid Avenue	refurbishment of landmark historic building by Maryhill Burgh Halls Trust to create modern public hall, a cafe and heritage exhibition space, 11 offices, a commercial and community recording studio, nursery, and meeting rooms, situated around a courtyard garden	completion autumn 2011
5	Maryhill Leisure Centre, Gairbraid Avenue	refurbishment of former Maryhill Baths wet and dry leisure facility including 25 metre pool, gym, sports hall, dance studio and health suite; operated by Glasgow Life	completed 2010

1+2 Maryhill Transformation Regeneration Area



3 Urban Etive Cowal Road / Bantaskin Street



4 Maryhill Burgh Halls



5 Maryhill Leisure Centre





plan reference	project	description	status
6	Big Man Bridge Stockingfield Junction, Forth and Clyde Canal	three way bridge over the canal junction, forming a new canal crossing point to enable better pedestrian/cycle access, and creating a 30 metre high landmark structure	planning application on hold, programming under revision
7	Tesco Maryhill Road / Shakespeare Street	redevelopment of former 5,800m ² supermarket with 8,260m ² supermarket with 7 separate retail units providing a further 1,405m ²	supermarket opened 2010, retail units available for let
8	residential development Maryhill Road / Shakespeare Street	39 flats in 3 blocks: 1 block fronting onto Maryhill Road (with ground floor commercial units) and 2 linked blocks fronting onto the canal, south of Ruchill Street bridge	awaiting planning consent
9	realignment of Ruchill Street canal bridge	moving Ruchill Street bridge approximately 150m north, with new junction to Maryhill Road at Garrioch Road; removing existing bridge to open up canal and development sites either side of canal	conceptual, further investigation required
10	Chapel Street Industrial Estate	the estate has a high occupancy rate (both private and social enterprises), but buildings are approaching the end of their lives, ownership passed to Glasgow City Property Ltd in 2010, and proposals for its future will need to be prepared	action required

In addition, a number of other studies have been carried out in recent years, each of which has been taken into account in preparing this Action Plan:

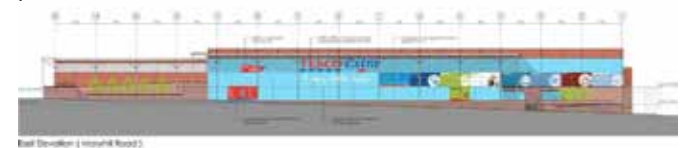
- Glasgow Canals Development Framework (BDP 2004)

- Maryhill Development Study (Towler + Hyslop 2006)
- Maryhill Locks & Collina St design framework (JM Architects 2007)
- Maryhill Locks / Botany Masterplan (Elder + Cannon 2008)
- Maryhill transport improvements (MVA 2010)

6 Big Man Bridge



7 Tesco



9 realignment of Ruchill Street



10 Chapel Street industrial estate



- Ruchill Street realignment (Mott MacDonald 2006)
- Canal moorings study (Glasgow City Council/British Waterways Scotland 2006)
- Maryhill town centre improvements (BDP 2004)

data and trends

This section provides headline information for topics including population; income and employment deprivation; health; education, skills and training; housing; and pollution.

Each topic has summary text and a table:

- Columns 1 to 3 of each table refer to the 'Intermediate Geography areas' of Wyndford, Maryhill West and Maryhill East (SO2000693, SO2000700 and SO2000704 respectively). These are relatively small areas that cover datazones nearest to Maryhill Road.
- Column 4 refers to the local authority Ward – Maryhill and Kelvin – which covers a much larger area, including areas not traditionally served by Maryhill town centre such as Kelvinside and Kelvindale.
- Columns 5 and 6 offer comparative data for the city as a whole and Scotland.

The population of the ward has been declining gradually in recent years – by around 4% between 2001 and 2008. During that same period, the population of the city as a whole (and Scotland) have seen slight increases of 1% and 2% respectively.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Scotland
Total Population: 2008	4,176	2,359	3,319	26,635	584,240	5,168,500
Total Population Aged 16-19: 2008	182	117	171	1,439	30,529	264,107
Total Population - Children (%): 2008	14.6%	18.0%	18.3%	15.9%	16.5%	17.7%
Total Population - Working Age (%): 2008	65.0%	64.7%	63.6%	66.1%	67.1%	62.7%
Total Population - Pensionable Age (%): 2008	20.4%	17.3%	18.0%	18.1%	16.4%	19.7%
Male Population - Working Age: 2008	1,451	760	1,039	8,834	200,552	1,671,788
Female Population - Working Age: 2008	1,263	767	1,073	8,759	191,476	1,566,247

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)

It is interesting to compare these figures on recent population change with projected population data. The latest information on population projections, covering the period to 2016, was published by Glasgow City Council in June 2008. It covers the Maryhill, Kelvin and Canal Community Planning Partnership (CPP) Area (see plan overleaf), and is broken down into 5 sub-areas. The Town Centre Action Plan's study area includes parts of two of these sub-areas: "Maryhill Road Corridor" and "North Maryhill/Summerston".

Significantly, the population projection data shows that the population loss of recent years will stop. During the period 2006-2016 there is projected to be an increase in population, due primarily to migration losses (-145 per year between 2001 and 2006 across the CPP area) being replaced by net migration gains (+536 per year) in 2006/16. Bearing in mind that these figures are across the CPP area as a whole, it is worth noting that some age groups will increase faster than others:

population

The demographic makeup of Maryhill as a whole is similar to that of Glasgow and Scotland. Within the study area, however, Wyndford has a generally older population whilst other parts of Maryhill have a higher than average proportion of children.



- Between 2006 and 2016 the number of children in the City is expected to rise by 5%, but in Maryhill, Kelvin and Canal CPP area the number of children is projected to rise by 16%. This increase will largely be in the pre-school and primary school age groups; secondary school age children will continue to drop slightly in numbers to 2016.
- The numbers of working age population and pensioners are also projected to increase (reversing a decline in previous years) although at a less rapid rate than pre-school and primary school age groups.

income and employment deprivation

Over one in three of Maryhill's residents are income deprived, and almost the same high proportion is employment deprived. These are very high figures – well over double the average for Scotland as a whole, and significantly worse compared even to Glasgow as a whole.

The figures of people without work and claiming benefit are high throughout Maryhill, there appears to be an even higher concentration in Wyndford.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Scotland
% population who are income deprived: 2005	37%	37%	36%	22	25	14
% populations aged 16-24 claiming Jobseekers Allowance: 2008 Q4	12.3%	7.7%	8.5%	5.3%	5.4%	4.5%
% populations aged 25-49 claiming Jobseekers Allowance: 2008 Q4	10.5%	8.6%	7.1%	4.9%	4.1%	2.8%
% population aged 50 to pensionable age claiming Jobseekers Allowance: 2008 Q4	4.4%	4.5%	3.4%	2.4%	2.6%	1.7%
% working age population who are employment deprived: 2008	32%	28%	28%	17%	17%	12%
Total Income Support claimants: 2009 Q1	540	275	430	1,880	45,120	204,000
% population aged 60 and over claiming guaranteed pension credits: 2008 Q4	43.2%	40.0%	43.3%	29.6%	35.5%	18.7%
% population aged 16 - 19 in Workless Client Group: 2006 Q3	20.1%	15.6%	14.7%	6.5%	10.7%	7.8%
% population aged 20 - 24 in Workless Client Group: 2006 Q3	28.6%	26.4%	26.5%	15.7%	14.5%	12.5%
% population aged 25 - 49 in Workless Client Group: 2006 Q3	38.7%	40.9%	38.9%	22.7%	23.1%	13.8%
% population aged 50 - Pensionable age in Workless Client Group: 2006 Q3	52.2%	42.7%	45.0%	30.8%	36.1%	19.3%

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)

health

Maryhill's population currently scores poorly, both in absolute terms and in comparison with Glasgow and Scotland, in most health indicators measured by Scottish Neighbourhood Statistics. The poor performance is evident throughout Wyndford and Maryhill, with Wyndford being if anything slightly worse in many areas.

The exception is hospital admissions for drugs misuse, where the rate is significantly higher in Maryhill West than in Wyndford and Maryhill East. In these latter two areas, the admissions are lower than for Glasgow as a whole – although still significantly worse than the Scottish average.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Scotland
Estimated % of population prescribed drugs for anxiety, depression or psychosis: 2004	12%	11%	11%	10%	10%	8%
Percentage of children breastfeeding at the 6 to 8 week review: 2008	13.5%	25.0%	28.1%	35.6%	35.0%	36.1%
Emergency hospital admissions - both sexes - aged 65 and over - rate per 100,000 population: 2005	34,256	31,034	32,039	32,486	30,471	24,337
% of women smoking at booking: 2006-08	41.7%	33.7%	30.7%	-	16.0%	19.6%
% vaccinated against MMR1 by 5 years of age: 2008	96.7%	100.0%	97.6%	95.8%	94.9%	95.0%
Hospital admissions for alcohol misuse - rate per 100,000 population: 2001-2004	1,604	1,217	1,221	867	1,241	723
Hospital admissions for drugs misuse - rate per 100,000 population: 2001-2004	249	463	211	158	295	128
Modelled estimates of smoking prevalence in males aged 16+ as a percentage of male population 16+: 2003/2004	41.9%	40.9%	38.8%	33%	35.5%	28.1%

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)



education, skills and training

School rolls have been dropping in Maryhill, as they have been across Scotland. The drop in Maryhill, particularly for primary schoolchildren, is worse than the Scottish average – a 27% drop in numbers between 2003 and 2009 in Wyndford, Maryhill West and Maryhill East compared to 11% and 12% across Glasgow and Scotland respectively. Although less severe, the drop in secondary schoolchildren is still worse in Wyndford, Maryhill West and Maryhill East (13% for the same period) than in Glasgow (9%) and Scotland (7%).

Secondary school attainment levels have been rising in recent years. In Wyndford the rise has been roughly in line with the Glasgow and Scottish picture: in Maryhill West and East the improvement has been more marked. Absolute attainment levels still remain below Glasgow and particularly Scottish standards, especially in Wyndford and Maryhill West.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Scotland
Total pupils in primary schools: 2003	259	253	306	1,915	42,215	400,528
Total pupils in primary schools: 2009	214	120	266	1546	37,674	364,819
Total pupils in secondary schools: 2003	174	172	211	1,429	32,688	314,600
Total pupils in secondary schools: 2009	160	128	194	1,288	29,874	301,511
Average tariff score of S4 pupils: 2002	124	99	124	153	144	168
Average tariff score of S4 pupils: 2008	130	130	142	167	157	180
Number of Female S4 pupils: 2008	22	16	19	131	2,845	28,633
Number of Male S4 pupils: 2008	14	17	23	127	3,035	29,439

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)

housing

Across Maryhill and Wyndford, housing stock is concentrated in Council tax bands (A to C) with negligible numbers of property in the higher bands (F to H). Residential property values are markedly lower in Wyndford, stepping up in Maryhill West, and then again in Maryhill East. Average values throughout these areas are lower, however, than the Glasgow and Scottish averages.

Densities are also significantly higher in Wyndford than elsewhere.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Scotland
Percentage of dwellings in Council Tax band A: 2009	82.6%	33.2%	37.1%	26.6%	23.6%	22.5%
Percentage of dwellings in Council Tax bands A to C: 2009	99.2%	88.3%	93.7%	67.1%	71.2%	62.1%
Percentage of dwellings in Council Tax bands F to H: 2009	0.04%	0.1%	0.05%	8.4%	6.4%	12.1%
Total number of dwellings/ha: 2009	47.7	23.6	25.6	20.5	16.8	0.3
House sales, median price: 2008	£80k	£92k	£114k	-	£125k	£138k
House sales, mean price: 2008	£80k	£95k	£122k	-	£148k	£165k

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)



pollution and dereliction

Scottish Neighbourhood Statistics contain a small number of indicators related to the physical environment. These emphasise the impact of derelict land on residents. Air quality levels are comparable with averages across Glasgow and the West of Scotland.

	Wyndford	Maryhill West	Maryhill East	Maryhill/Kelvin Ward	Glasgow City Council area	Greater Glasgow & Clyde ¹
% of people within 0-500 metres of any Derelict Site: 2006	100.0%	100.0%	100.0%	68.6%	57.3%	43.3%
Air Quality 2002-2004 - Nitrogen Dioxide concentration - Population weighted: 2002-2004	24.3	21.3	20.8	22.4	26.9	21.4
Air Quality 2002-2004 - PM10 concentration - Population weighted: 2002-2004	14.2	13.5	13.4	13.8	15.1	13.9

¹Health Board area (Scotland figure not available)

Source: Scottish Neighbourhood Statistics, Scottish Government, 2010 (www.sns.gov.uk)

physical components

overview

The Maryhill Town Centre Action Plan area is a significant and complex part of the City. It has many positive attributes which are important to the area's continued improvement: these include a striking topography interlaced with river and canal corridors, extensive areas of greenspace, a heritage of buildings and artefacts of national and local importance, a broad range of land uses including community and civic facilities, employment uses, retail and leisure set in established areas of traditional tenemental property and more recent residential development. It also has substantial areas of formerly developed land which are currently vacant, derelict or supporting emergent natural regeneration.

Maryhill is indivisible from the positive and negative aspects of the busy Maryhill Road corridor which runs over the length of the TCAP area and is the central focus for retail and community facilities.



the forecourt of McDonalds



recent residential development in Guthrie Street



Maryhill Road from Collina Street



looking south along Burnhouse Street



vacant shop near Botany



land for residential development at Botany



gap site near Botany



bar and club near Duncruin Street



green space at Kilmun Street



residential development at Lennox Street



bank near Shiskine Drive



green space at Collina Street due for residential development



green space at Collina Street due for residential development



McDonalds at Ruchill Street/Maryhill Road



typical tenemental properties near Bilsland Drive



residential development near Queen Margaret Drive



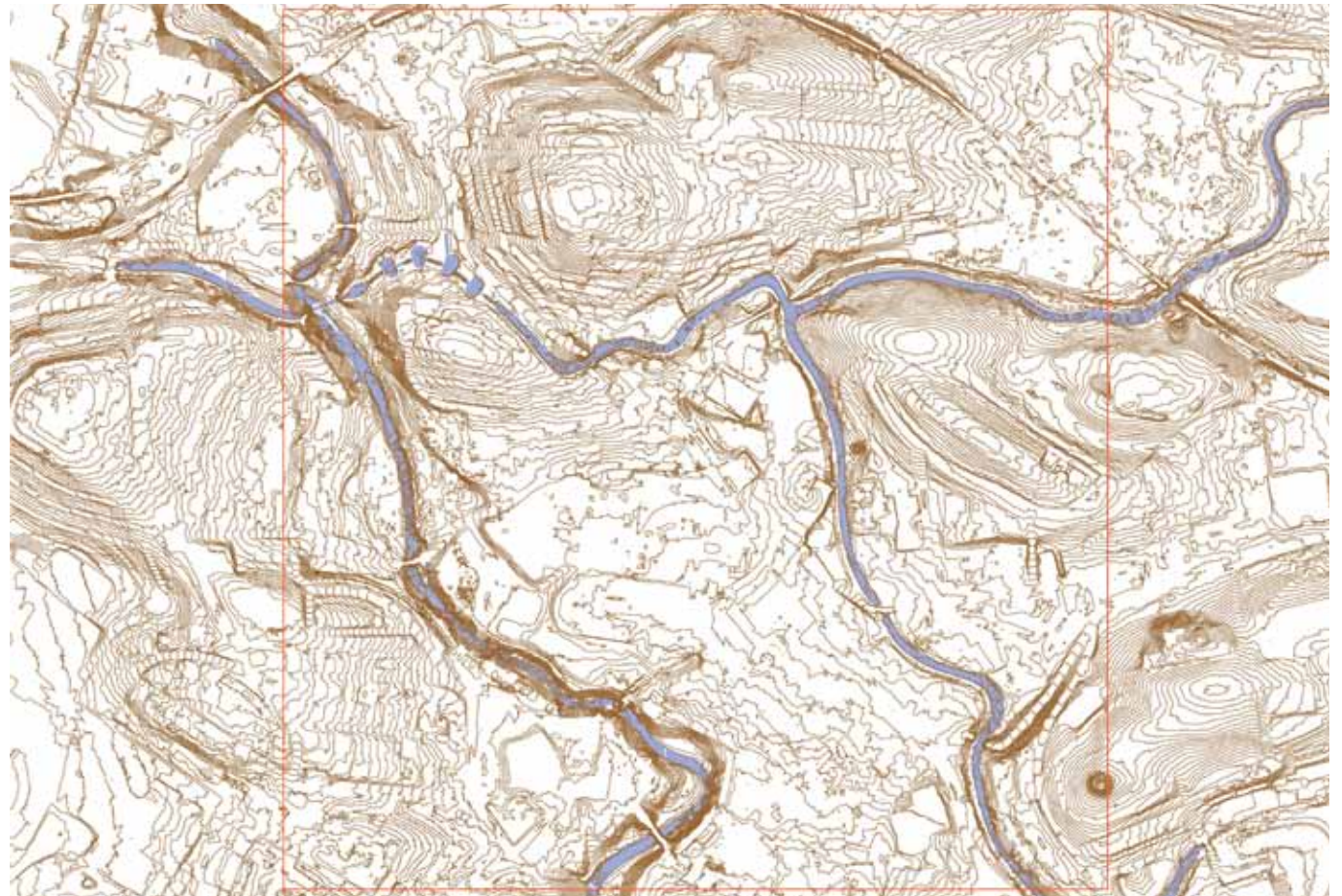
land and water

The underlying structure of land, river and canals gives Maryhill much of its distinctiveness. The area is defined to the west by the steep sided valley of the River Kelvin which is the lowest point in the area. The topography of the middle, north and east of the area is defined by three drumlins between which the Forth and Clyde Canal has been threaded. Towards the south, the land rises along Maryhill Road from its low point at the junction with Kelvindale Road towards Bilisland Drive.

The Forth and Clyde Canal is one of the area's most important and distinctive features. The canal rises through a dramatic series of locks in the west of the area and then becomes a valuable green and blue corridor providing a core footpath system, a range of habitats, facilities for water-based recreation and an easy-walking promenade with views over the town centre area and beyond to the Campsies to the north west.

The River Kelvin and the Canals combine with the sometimes severe topography to produce some dramatic townscape but they also cut up the TCAP area, reducing accessibility between its component parts.

underlying topography and watercourses



the presence of the past

Forth and Clyde Canal is a Scheduled Ancient Monument and is the most important heritage artefact in the TCAP area. The Maryhill TCAP area contains no Conservation Areas and relatively few listed buildings and these include Ruchill Parish Church and Halls, Frampton's Night Club, and the Little Me Nursery off Sandbank Street but there is a particular concentration of listed buildings around the Gairbraid Avenue area including the Maryhill Burgh Halls complex and the Maryhill Library building.

Perhaps just as significant however is the way in which heritage defines place in Maryhill, even if the buildings or structures are not listed. Examples of this would include the Maryhill Barracks wall around the Wyndford housing area, the few remnants of Maryhill Cross, the old tram terminus at Gairbraid Avenue, the overgrown churchyard at Duart Street or the many tenemental properties that still define Maryhill Road itself.

It is important that future plans take these fragments of the past into account as well as finding secure futures for buildings that have statutory protection.

Maryhill area about 1860



Maryhill area about 1894



Maryhill area about 2010

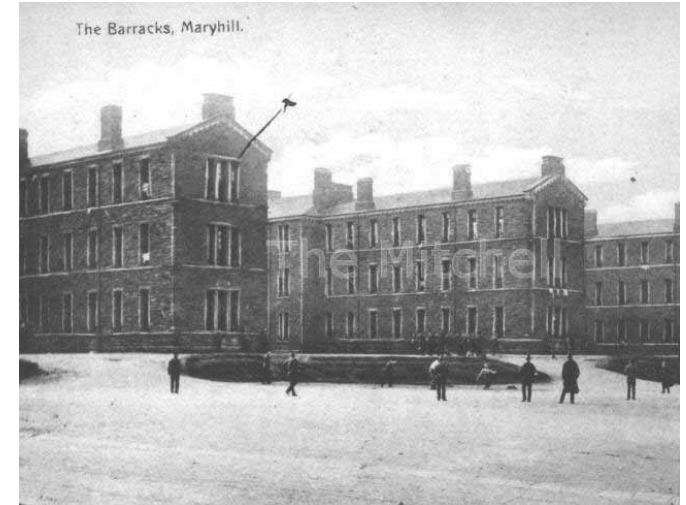




Wyndford Barracks Gates circa 1900



vacant shop and Birrell's, 1930s



Wyndford Barracks circa 1900



Girls Industrial School overlooking the Forth and Clyde canal



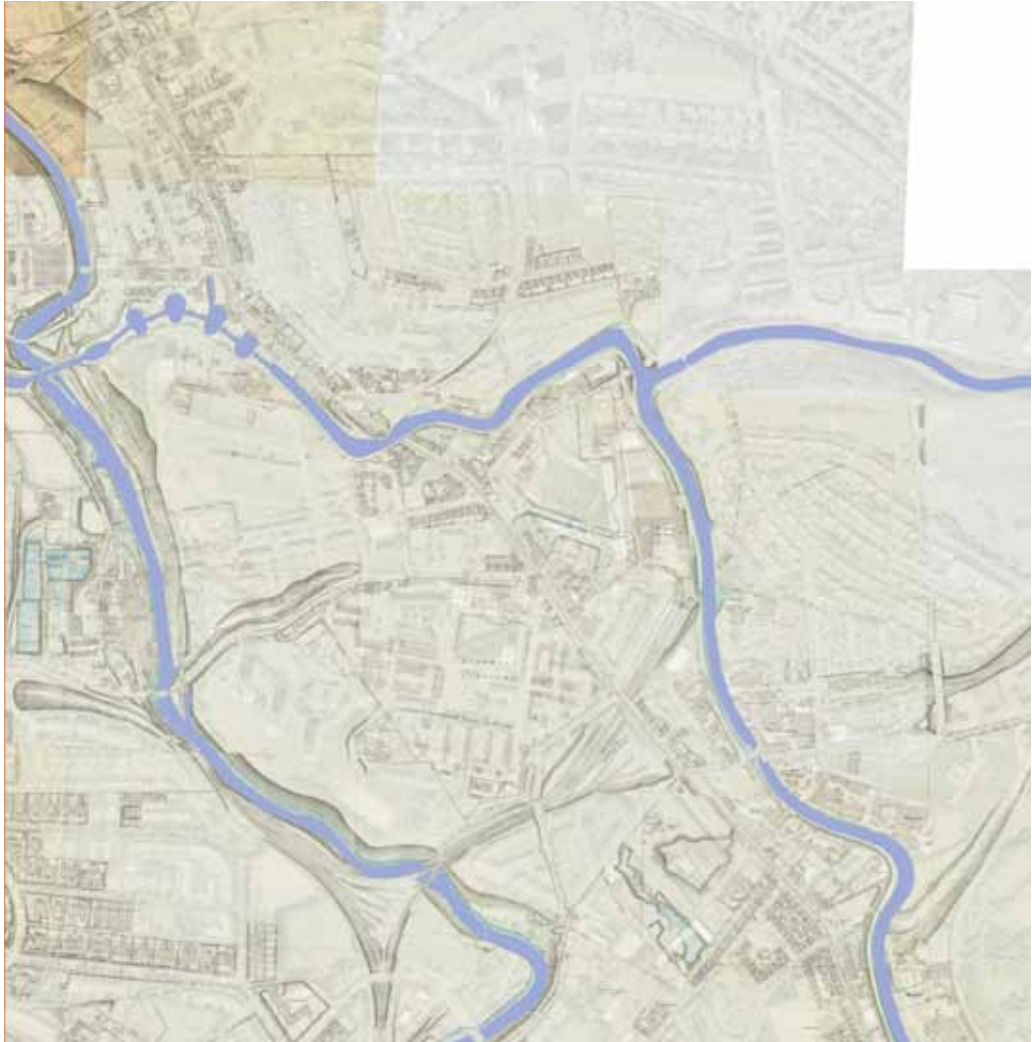
tram terminus at Gairbraid Avenue, 1950s



Maryhill Road from canal aqueduct, late 1950s



Maryhill circa 1870



Maryhill circa, 1890s



greenspace

The Maryhill TCAP area is well provided with greenspace and this takes a number of different forms. As suggested above, many areas of formerly developed land have started the process of transition into spontaneous landscapes where natural regeneration has started to appear as grassland, particularly on the sites of the residential areas at Stirrat Street and Collina Street overlooking Maryhill Locks. In other locations, gap sites along Maryhill Road have been colonised by scrub woodland and garden escapes creating rich and unusual habitats.

Green corridors, represented by the River Kelvin valley and the canal banks represent the area's most accessible informal greenspaces. In particular, the area around Maryhill Locks is centrally located in the corridor with considerable heritage interest and is the subject of proposals for improving the recreation provision through paddlesports (eg the Urban Etive) and for the reuse of adjacent buildings at the Locks.

Other more formal green spaces or recreational spaces include the football pitches to the west of the Wyndford area (one all-weather), the all-weather pitches at Queen Margaret Drive and the Maryhill Football Club at Lochburn Road though this is a private facility.

open space analysis

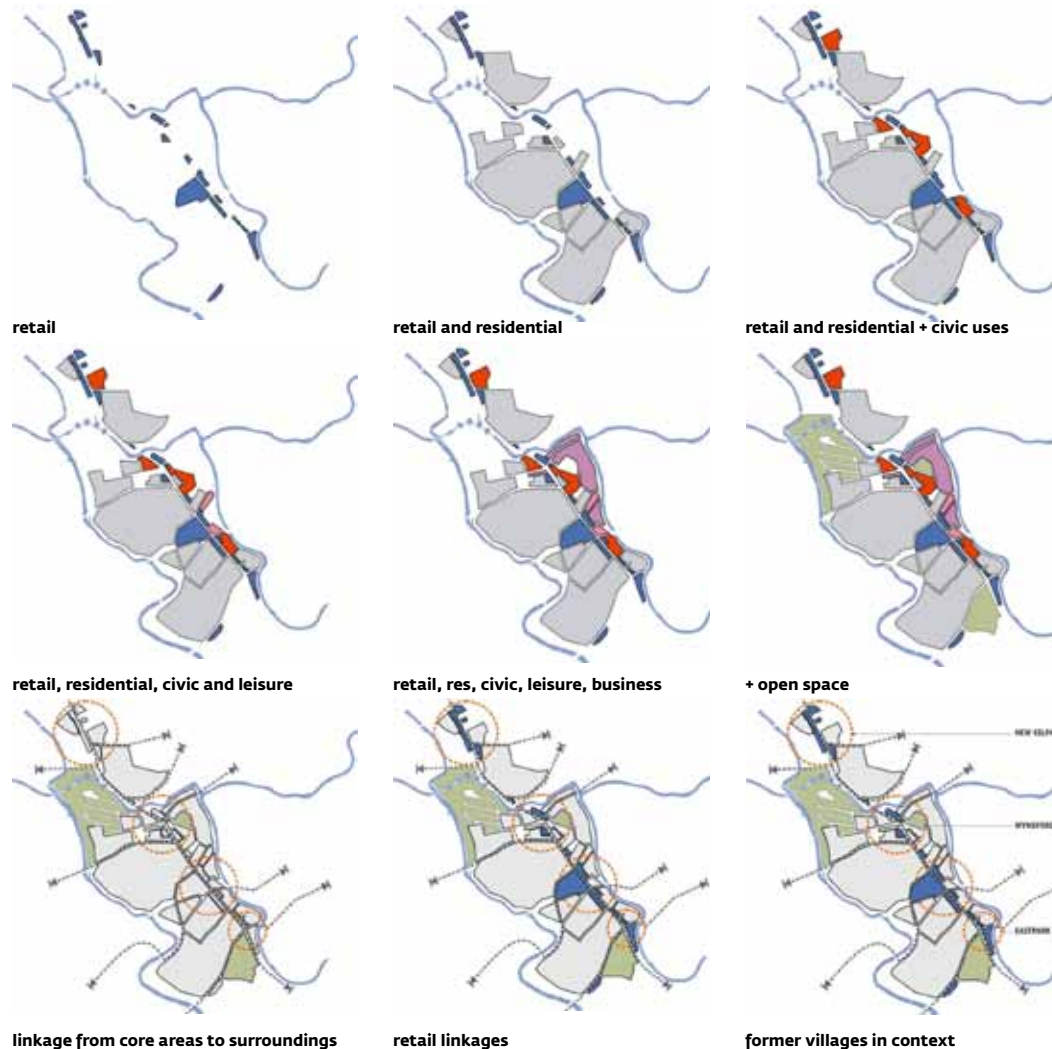


uses - structure and relations

The Maryhill TCAP area is a substantial part of the city, held together by Maryhill Road which has acted historically as a route into the city along which various villages and communities have grown up. The route through the TCAP is of course a transport corridor but it is also the focus for distinct retail areas, civic, community and leisure uses set against a backdrop of residential and business uses. These act as focal points or hubs serving the surrounding areas and some of these are based around the old villages of New Kilpatrick, Wyndford and Eastpark which date back to the early 19th century. The origins of the large retail and leisure hub around Tesco lie in the more recent railway station and industrial areas which developed there in the mid to late 19th century but which had all but disappeared by the 1970s. Maryhill Locks is also an identifiable hub though it is less associated with development.

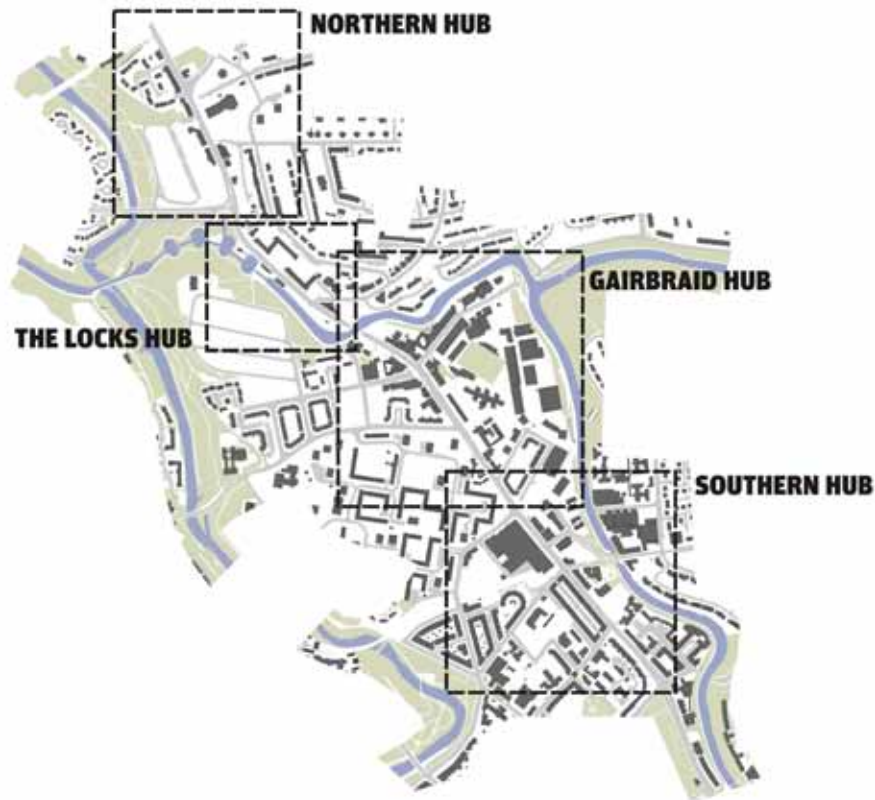
With the exception of Eastpark these hubs have a strong relationship with their hinterland of residential and business areas providing a range of local needs. At the same time, the environmental quality of these hubs is generally poor with low levels of investment in the public realm and high levels of traffic intrusion, noise and inconvenience to pedestrians.

Although the hubs have a strong relationship with adjacent residential and business areas, with the exception of Maryhill Locks, they do not have a well connected relationship with the canal corridor, the river valley or greenspace generally.





Maryhill area location of hubs



character areas

The four hubs, the north 'village' of New Kilpatrick, Maryhill Locks, Wyndford (Gairbraid area) and the Tesco area represent definable zones along Maryhill Road which have different characteristics and functions. New Kilpatrick has a small town/village character, Maryhill Locks is closely associated with a green/blue network, the Wyndford and Gairbraid area is like a civic hub with library, community and leisure facilities while the Tesco area is now a key retail centre.

In addition to these, local people have identified other parts of the Maryhill TCAP area which have distinct identities and these are shown on the right.

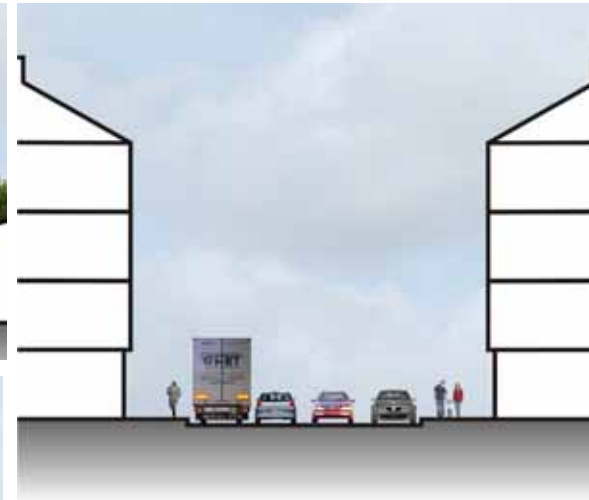
public spaces and social hubs

The hubs described above are the areas in Maryhill where most social interaction takes place – meeting people while shopping, having lunch or a chat in a cafe. The main focus and greatest potential for social spaces is at a range of public and community buildings at specific locales and it is important for the immediate environment of these locations to support this

section through Maryhill Road at McDonalds



section through Maryhill Road between tenements



section through Maryhill Road at St Mary's RC Primary



section through Maryhill Road at Maryhill Locks





Maryhill character areas



Forth and Clyde Canal



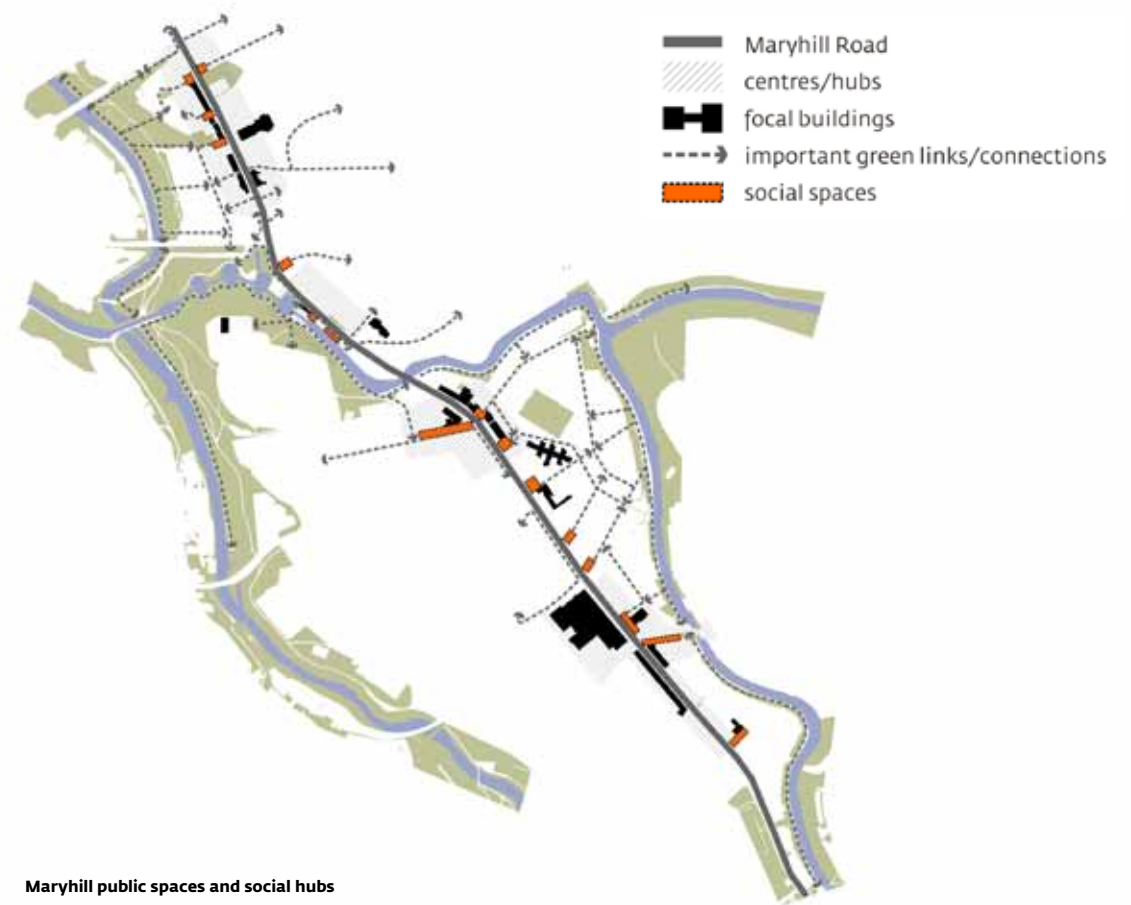
activity. These social spaces would include:

- car parks
- spaces around school entrances
- small pocket parks and refuges adjacent to busy streets
- entrances to and spaces around community facilities such as nurseries
- spill out and sitting out areas associated with bars or cafes

Civilising these locations and spaces so that they are more comfortable and support social interchange can be valuable components of the Maryhill TCAP. They should also be integrated in a wider network of footpaths, canalside walkways and greenspaces.

Summary of context

Maryhill TCAP area already contains development proposals for most of the major sites throughout the corridor and for a substantial proportion of the smaller sites. The purpose of this document is not to reinvent these proposals. It is acknowledged that much time and effort has been spent in developing these and that there are existing commitments to proceed, including in some cases planning approvals for particular developments.





This Maryhill Town Centre Action Plan seeks to provide an overall vision for the area and to work in the cracks between the various proposals, providing better adhesion between them and the surrounding context. For example, it is not within the scope of this document to re-masterplan the Maryhill Locks site or housing developments at the Botany. However in both cases, there are genuine issues about how these developments relate to their surroundings and this document seeks to improve their connectivity to existing footpath networks and significant existing or potential new places. It will guide investment and direct resources to support the development of a thriving centre for a growing community.

Current development proposals are focussed primarily on housing, and community and recreational facilities, all of which will contribute to the social deprivation and health agendas of the Transformational Regeneration Area. Jobs and employability clearly require further focus, as do services and facilities for children and young people. Opportunities for creating new business space need to be examined - this might be achievable by physical restructuring and redefining City Plan 2 development policy principles in the area. Retail assessment has not formed part of this study but will be considered once the new Tesco has

become established and the impact of that becomes clear.

transport and movement

The Council recognise that Maryhill Road is an important transport corridor between the city centre and Bearsden/Milngavie, as well as being a town centre and focus for surrounding neighbourhoods. The current street design results in an environment which is hostile to pedestrians and to interaction between people, with restricted pedestrian spaces which are largely dominated by the presence of traffic. Any interventions in street design or traffic management are likely to have an impact on the road's functionality as a movement corridor, and therefore need to be carefully considered.

With this in mind, the Council commissioned transport engineering consultancy MVA to work alongside the town centre action plan team. A separate report containing their analysis of traffic and movement issues has been issued.

MVA concluded that there was a need to provide a better balance of movement demands, particularly in support of residents, businesses, pedestrians, cyclists, public transport users, people

whose mobility is challenged, and environmental quality. The key issues identified by MVA were:

- poor quality streetscape
- the need to focus improvements on the four hubs along the road (see chapter 5)
- the need to develop the identity of these hubs as distinctive places and neighbourhood centres in their own right, rather than simply roads for traffic
- better pedestrian environment and network, including better integration with bus stops and the railway station, improved street lighting, rationalisation of guardrails, and better footways under the aqueduct
- improved and additional links to the Canal and the River Kelvin
- on-street parking and longer parking periods to benefit businesses

3 aspirations and ideas

Maryhill Locks



The direction and content of the Action Plan was informed through discussions with local stakeholders – public agencies, residents' groups, businesses and a small group of young people. The aim has been to ensure that the Action Plan is responsive to local issues and aspirations, and that it is endorsed by stakeholders.

The accompanying table summarises the outputs from the various phases of engagement that have taken place during preparation of the Action Plan.

workshop, May 2010





	purposes	key outputs
agencies workshop 1, May 2010	<ul style="list-style-type: none"> • identify issues, challenges + goals • understand partner's existing projects • explore potential ideas + improvements 	<ul style="list-style-type: none"> • need to build on strong sense of community • access to services for all is a real issue: pedestrians, bus, disabled people etc • Maryhill Rd is congested + unsafe • lack of public/civic space • poor access to the Canal: need to improve connections + make more of it
community workshop, June 2010	<ul style="list-style-type: none"> • identify issues, challenges + goals • explore potential ideas + improvements 	<ul style="list-style-type: none"> • more support for local traders, e.g. drop-in parking, bus stop locations • Maryhill Rd needs to be more pedestrian + bus focussed, less of a barrier • beneath aqueduct is bad for pedestrians • informal public space needed to stop + chat while getting messages • make Maryhill identity more positive + prominent: gateways? • make more of canal/Kelvin, better links • need to engage with youth, give opportunities • McDonalds is a focus for unwanted behaviour • limited evening economy
Youth Club bikeabout, August 2010	<ul style="list-style-type: none"> • understand young people's views of current proposals • begin ongoing process of engaging young people around change in Maryhill 	<ul style="list-style-type: none"> • Big Man Bridge: bridge good, sculpture hazardous and expensive • housing on canal towpath: risk of antisocial behaviour • Maryhill Rd is the heart of the community • Urban Etive: bring it on! • lack of open space to kick a ball around
business drop-in, September 2010	<ul style="list-style-type: none"> • understand businesses' needs + ideas • test emerging proposals 	<ul style="list-style-type: none"> • customers come from near and far, by foot, bus and car • co-locating pedestrian crossings, bus stops and businesses is very important • longer short-stay parking needed (30 minutes?) • need to encourage Tesco shoppers to visit other local businesses too: Tesco need to help • Maryhill Rd needs to be a more attractive local shopping experience: public realm, collective promotion, anti-social behaviour, accessibility

walkabout with agencies in Maryhill 27 May 2010



community workshop 15 May 2010



	purposes	key outputs
Bigman Festival, September 2010	<ul style="list-style-type: none"> confirm issues, challenges + goals test emerging proposals 	<ul style="list-style-type: none"> McDonalds is a focus for anti-social behaviour until 3am traffic volumes/speeds on Maryhill Rd are a problem lights/crossings by Tesco are confusing + unsightly need to support local businesses need more parking near shops violence + drug still a problem but there is a lot of new development + Maryhill is looking better
community drop-in, October 2010	<ul style="list-style-type: none"> feedback to people already involved test emerging proposals 	<ul style="list-style-type: none"> resolve pedestrians, traffic + parking (as above) more support for local business (as above) desire for local greenspace (Hathaway St) mixing physical + non-physical proposals is the way forward let's get on with it!
agencies workshop 2, November 2010	<ul style="list-style-type: none"> feedback to agencies already involved test emerging proposals begin to integrate with partners' work 	<ul style="list-style-type: none"> general support for proposals must be linked with social/economic actions many issues are about management canal needs to feel safer: activity, lighting, thinning trees at access points + aqueduct redevelop (or green) gap sites relocate McDonalds and create public space improve rail services, resuscitate Urban Etive Tesco building disappoints; they should support local community more Maryhill Rd needs to be improved for pedestrians need to animate the Road more – evening economy, people, businesses keep Bigman Festival alive, important locally more community involvement needed don't promise great things and walk away create steering group + implementation group

community drop-in 06 October 2010



community workshop 15 May 2010





4 visions and goals

the north end of Maryhill Road



Vision

A simple vision for Maryhill Town Centre was developed from the inputs of the various participants during 2010. It is that Maryhill is an important neighbourhood hub in northwest Glasgow that provides:

1. a variety of shops and community services
2. flexibility and convenience for local users and visitors
3. access to local facilities, as well as to other parts of city and this should be comfortable and safe by foot (including disabled), cycle, bus & car
4. a distinctive local 'social' place, including outdoor space
5. a positive sense of safety, wellbeing, vitality, health, identity and heritage
6. opportunities for local people, businesses and agencies to engage and play an active role in its development

This represents an important shift away from the idea of a simple transport corridor with the sole function of moving people. Instead, Maryhill can become a stronger, more distinctive place in its own right, with the town centre as its co-ordinating 'spine'.



Goals

The goals of the Maryhill Town Centre Action Plan are therefore to help strengthen and reinforce the surrounding community neighbourhoods and to:

1. consolidate and widen the range of shops and services
2. provide a mix of old and new linked spaces – hard and soft – green and blue
3. maintain a diverse mix of uses, activities and buildings
4. provide a coherent, connected public realm – of both greenspace and streetscape
5. reduce accidents, and generally improve health
6. maintain the vehicle flow along Maryhill Road but at lower speeds
7. build confidence and stimulate more investment
8. enhance the brand image and identity of Maryhill
9. make positive use of heritage, improve the quality of local spaces and buildings – up to exemplar level

These goals underpin the work that makes up the content of this action plan.



5 action plan

The action plan has been constructed from, and tested by, the participation of local agencies, local business and community involvement. The work shown in the following pages comprise the strategy, proposals and ideas that were evolved and ultimately presented as part of that process.

These are made up of a series of targets and ideas under the headings of:

- quality of life
- environment
- economy

These are further refined under the headings of physical and non-physical proposals. The proposals are presented in the form of plans for the four hubs identified in section 2 - context. These run from north to south and are:

1. the northern hub covering the area from Maryhill Station south to Skaethorn Road
1. the locks hub covering the close interface between the canal locks and Maryhill Road
2. Gairbraid hub covering the area around Gairbraid Avenue

- and Lochburn Road
3. the southern hub dealing with the retail core and the interface between the canal and Maryhill Road



This can be the basis of a very simple summary matrix of project headings and benefits against the Scottish Government's Single Outcome Agreement five strategic objectives for sustainable economic growth (wealthier and fairer, smarter, healthier, safer and stronger, greener)

	wealthier + fairer	smarter	healthier	safer + stronger	greener
quality of life	•	•	x	•	x
environment	x	x	•	•	•
economy	•	•	x	•	x

- direct impact x indirect impact

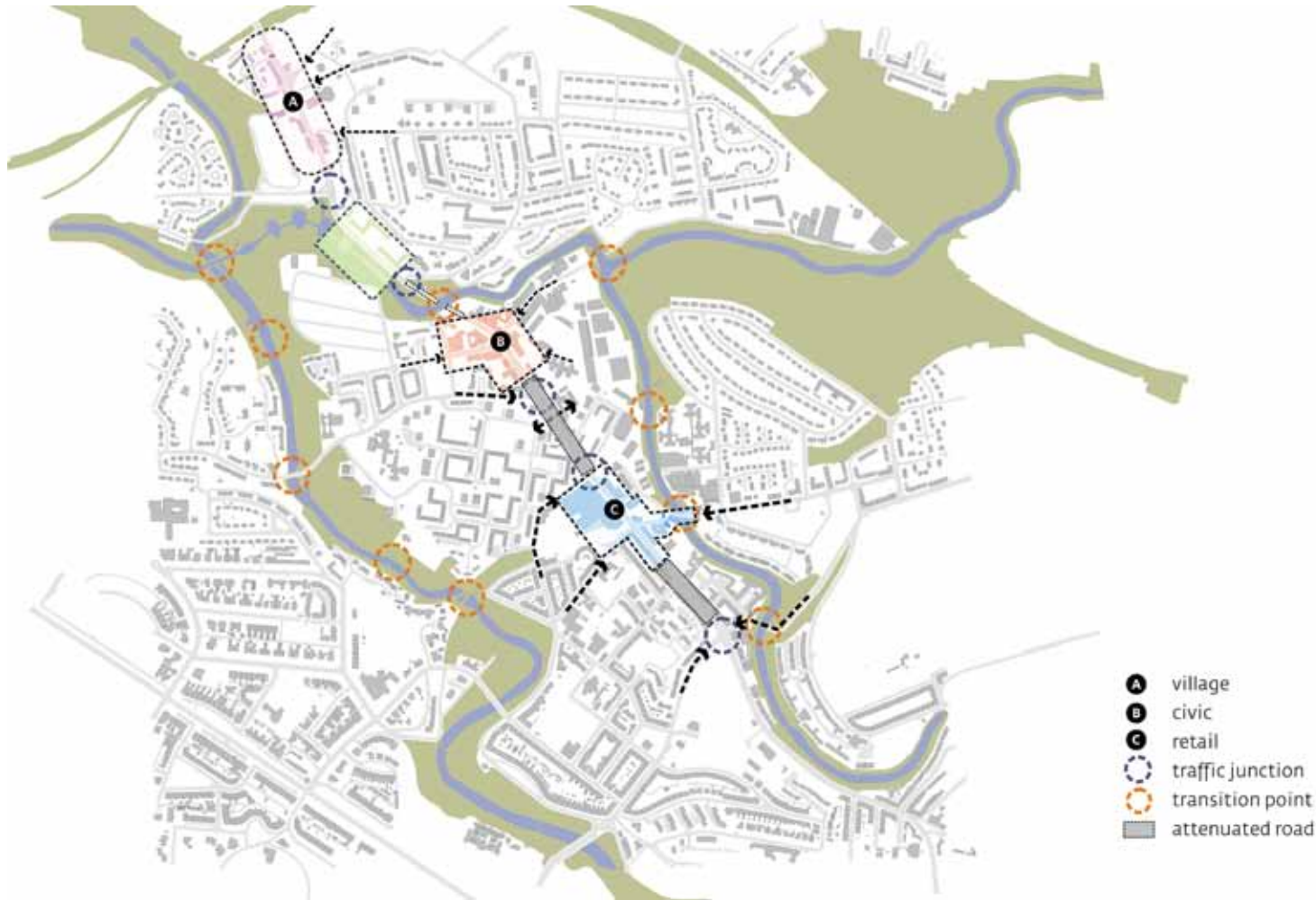


QUALITY OF LIFE	ENVIRONMENT	ECONOMY
<p>TARGETS</p> <ul style="list-style-type: none"> • retail + civic hubs established as magnets for activity along Maryhill Road • better walking/cycling connections to shops + community facilities on either side of Maryhill Road, including safe + convenient crossing points (including for disabled people) • more comfortable outdoor experience along Maryhill Road, including places for people to stop + meet – including at night • involve local community in change in Maryhill – delivering projects + planning for the future, particularly young people • better quality of life for residents along Maryhill Road, including reduced impact of traffic 	<p>TARGETS</p> <ul style="list-style-type: none"> • more use of the canal + Kelvin Walkway • better walking/cycling connections to canal + Kelvin Walkway – more obvious, safe + comfortable • more accessible open space • less neglected derelict land/buildings • positive use of Maryhill heritage • better design quality for new developments 	<p>TARGETS</p> <ul style="list-style-type: none"> • more attractive local shopping experience, focussed on retail hubs along Maryhill Road • greater footfall for shops along Maryhill Road, including making the most of Tesco re-opening to increase trade for other local businesses • local business benefits from new housing at Gairbraid Avenue/the Valley/the Botany • trade captured from passing car + bus traffic for businesses along Maryhill Road • industrial areas set back from Maryhill Road should thrive • traders' association established as local voice + leads local initiatives • distinctive Maryhill identity, with Maryhill Road as the heart of the community – so people want to “go down to Maryhill Road”, like Byres Road • local people are supported into work wherever possible
<p>PHYSICAL IDEAS</p> <ul style="list-style-type: none"> • ensure locations of bus stops + pedestrian crossings are co-ordinated with shops + local facilities • better lighting + drainage under aqueduct • better cleaning + maintenance of pavements + public realm • traffic management at retail + civic hubs and residential areas to reduce traffic speeds • social spaces and pocket parks strategy including: • new spaces at school gates and at the entrances to nurseries 	<p>PHYSICAL IDEAS</p> <ul style="list-style-type: none"> • improve connection between Maryhill Road + canal at Shakespeare St (by McDonalds) • improve sightlines at canal towpath + Kelvin Walkway access points, particularly cutting back vegetation • greening project on Maryhill Road gap sites near Cowal Rd • encourage community use of open space (part derelict) between Hathaway St + Malloch St; e.g. community planting, mountain biking • re-open Hathaway Street to through traffic, encourage longer term parking • encourage community heritage/lighting projects on features such as Wyndford wall • use training squads as mechanism to implement safety improvements along canal corridor, such as tree thinning 	<p>PHYSICAL IDEAS</p> <ul style="list-style-type: none"> • more on-street parking along Maryhill Road, related to shops and facilities with longer parking time • consider re-opening of station beneath Tesco • consider options for improving the business environment between Maryhill Road and the Canal including restructuring the layout and introducing mixed use development where appropriate • review and implement the detail of the Maryhill Masterplan Extension • carry out retail assessment and periodic town centre health checks to identify issues and guide future action • use Action Plan outcomes and ongoing monitoring to inform City Plan 3

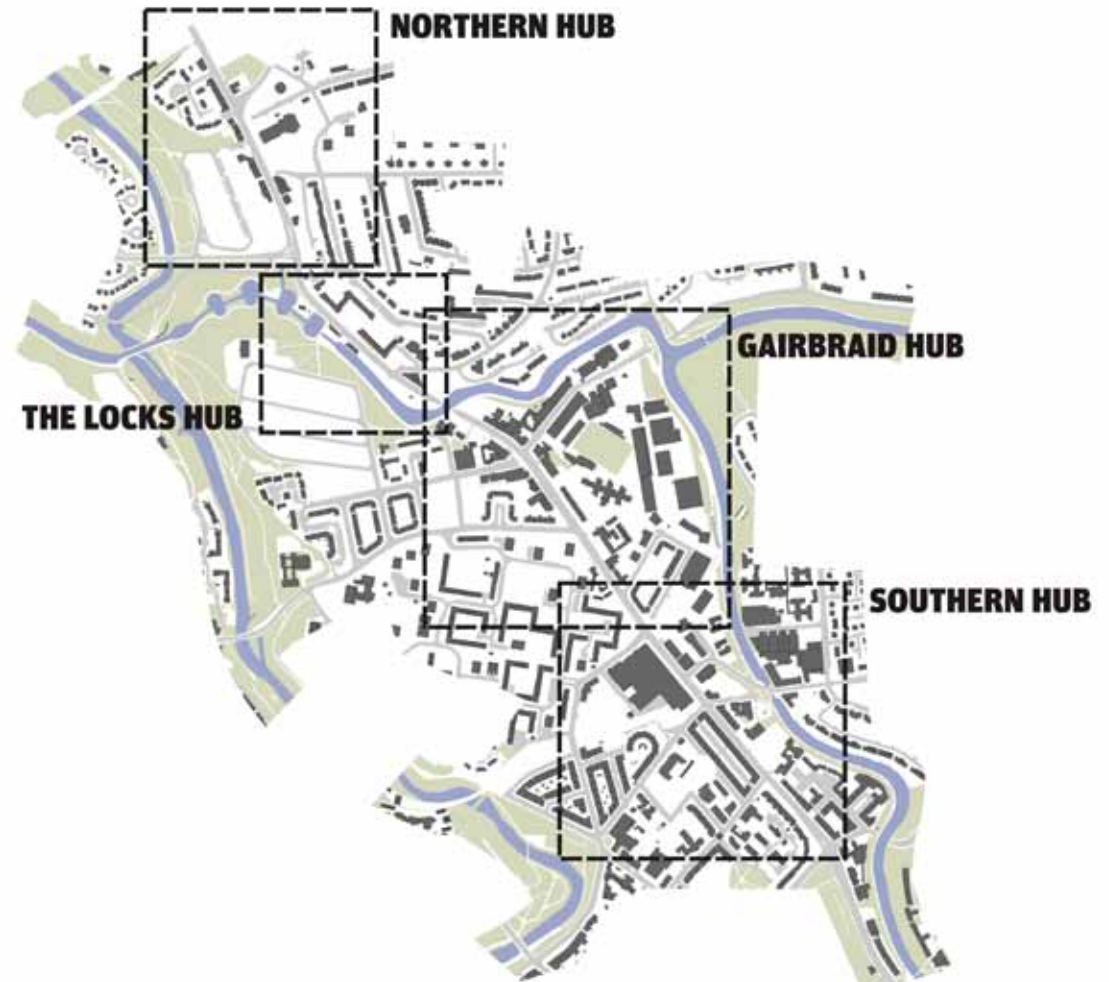
QUALITY OF LIFE	ENVIRONMENT	ECONOMY
NON-PHYSICAL IDEAS	NON-PHYSICAL IDEAS	NON-PHYSICAL IDEAS
<ul style="list-style-type: none"> • set up community liaison group for wider issues including security • set up effective 2-way communication with residents + businesses • promote John Muir Trust Award scheme among local schools + youth groups (youth involvement in planning + developing their local community) • traffic management at retail + civic hubs and residential areas to reduce traffic speeds • support use of Burgh Halls and White House Bar as community focuses, such as community arts/music • address anti-social behaviour/crime in McDonalds area, 24 hours 	<ul style="list-style-type: none"> • establish local design review panel based on 'design in advance' • ensuring that new development takes into account the requirements of the Healthy Sustainable Neighbourhood model 	<ul style="list-style-type: none"> • work with local traders to set up a traders' association • advertising scheme for local businesses in Tesco – e.g. signs/leaflets for local businesses in foyer + car park, with support from Tesco • loyalty card scheme for local businesses • year-long activities programme to attract people (e.g. Christmas lights) • support + promote employability skills + training for local people amongst local employers + agencies



the hubs



hub locations



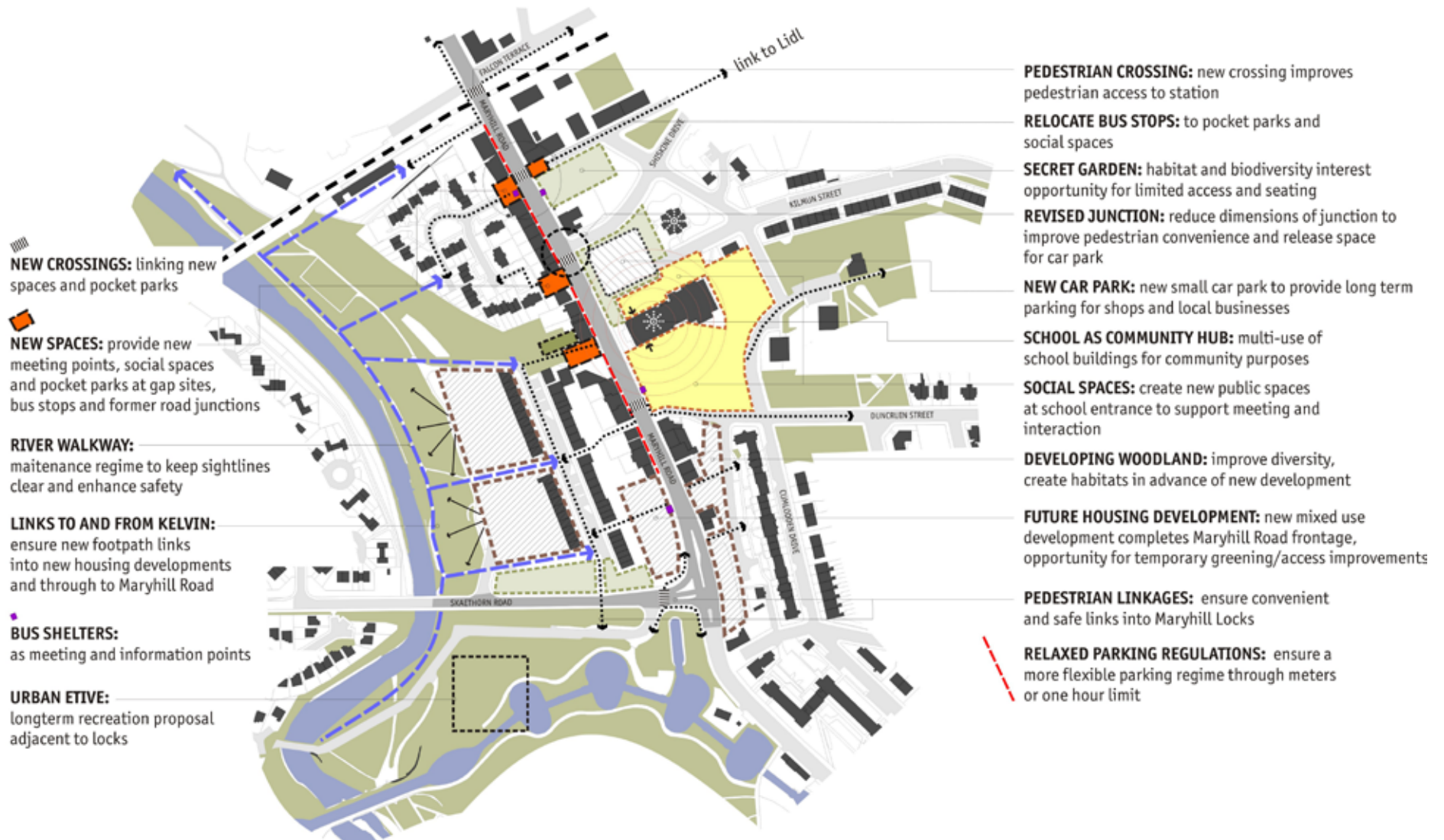


northern hub

before: difficult road to cross, school fences off unused landscape, wasted space around trees, no form or support for social exchange



after: revised road surfaces, construction of social spaces around school entrance and new car park for local businesses





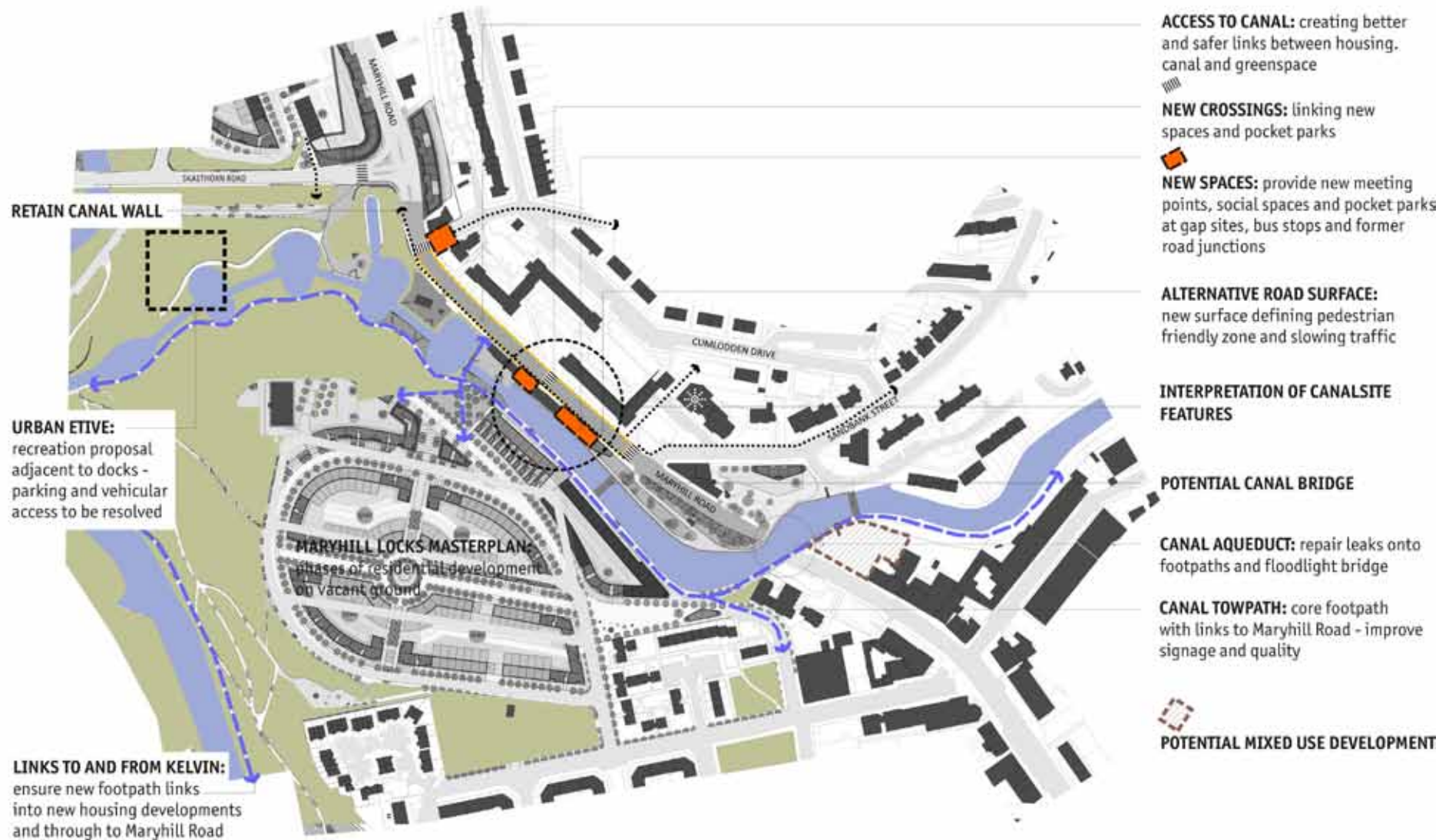
the locks hub

before: difficult road to cross, residential area cut off from canal corridor, disused building, no form or support for social exchange



after: revised road surfaces, construction of social space and new linkage to canal corridor and new facility building for community and /or businesses use





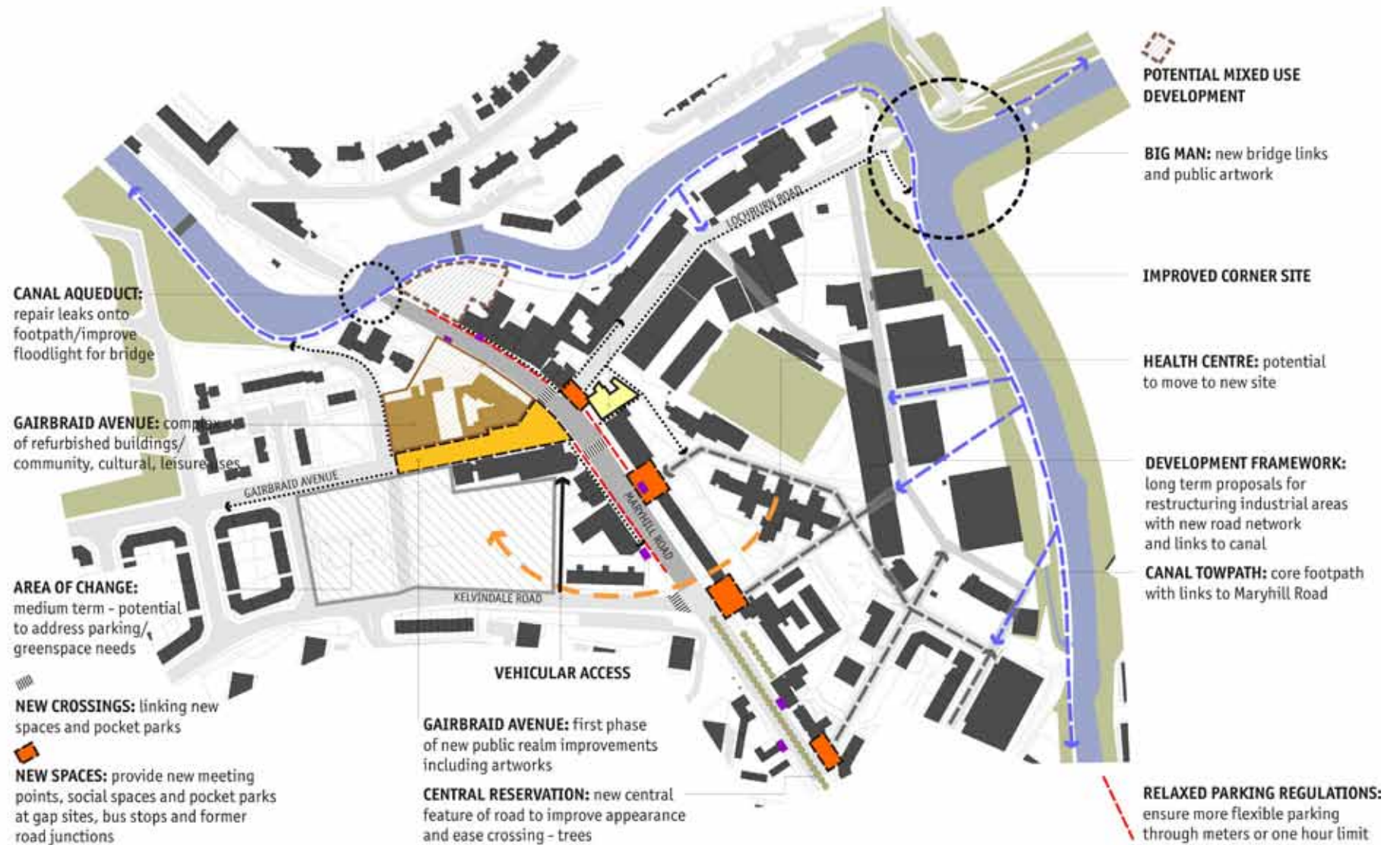


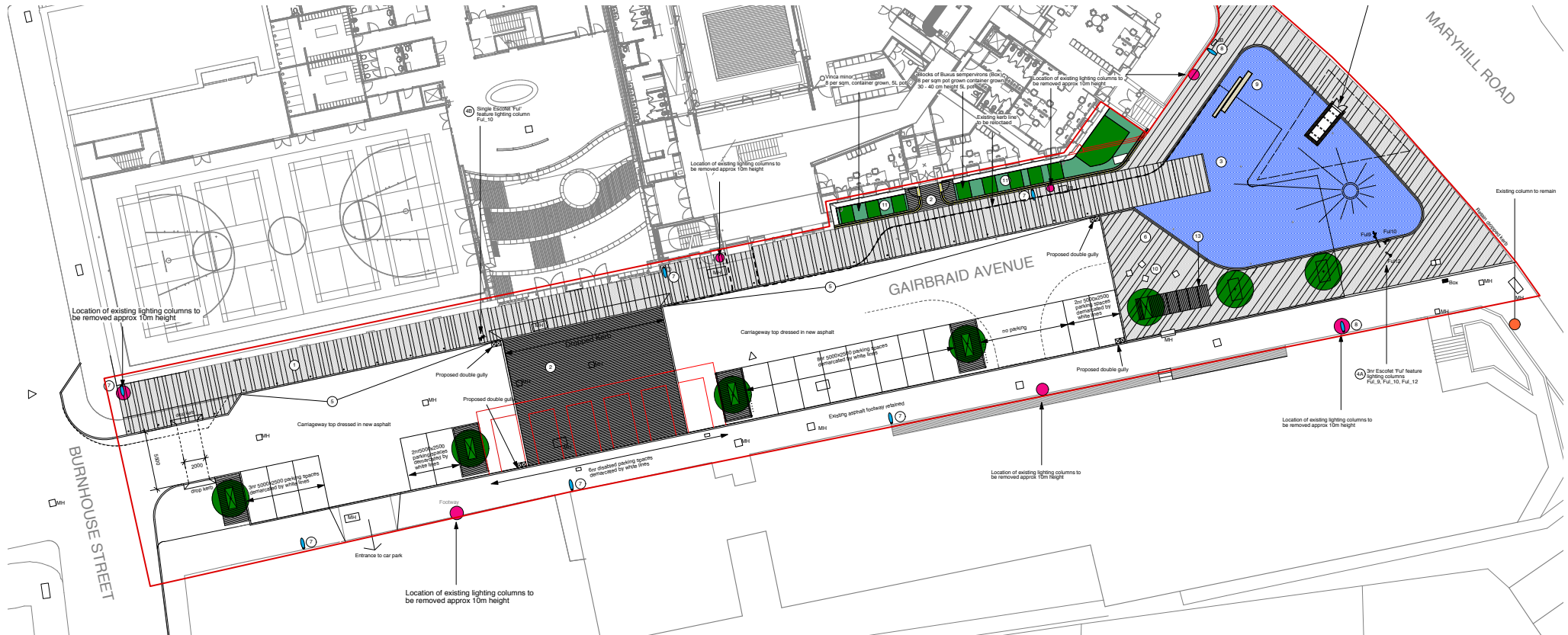
gairbraid civic hub

before: difficult road to cross, residential and retail uses cut off from Gairbraid Avenue, building uses less than ideal, no form or support for social exchange



after: revised road surfaces and shared space across road - large safe area between pedestrian crossing lights, construction of terrace and social space





Trapoca bench



'Neo Romantic'



Escotef 'Fu'



Woodhouse 'Geo' Bollard



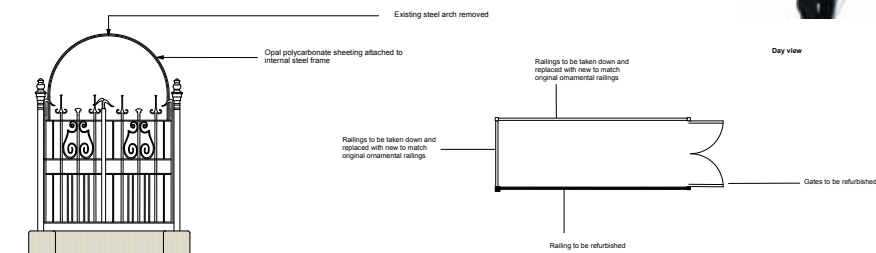
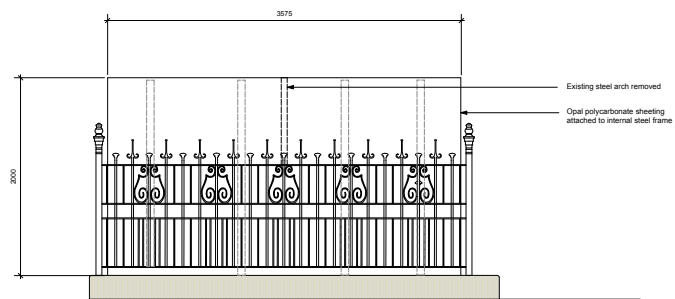
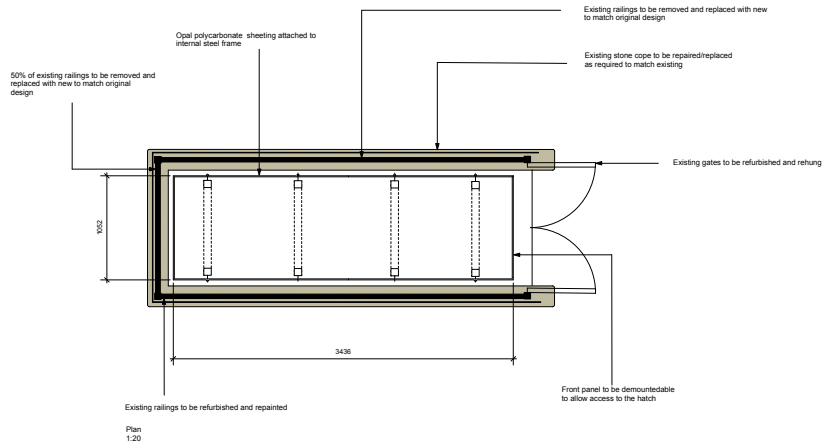
Proposed street lighting



Woodhouse Geo Cycle Stands



proposals for Gairbraid Avenue providing an improved setting for the investment in the Burgh Halls and Leisure Centre



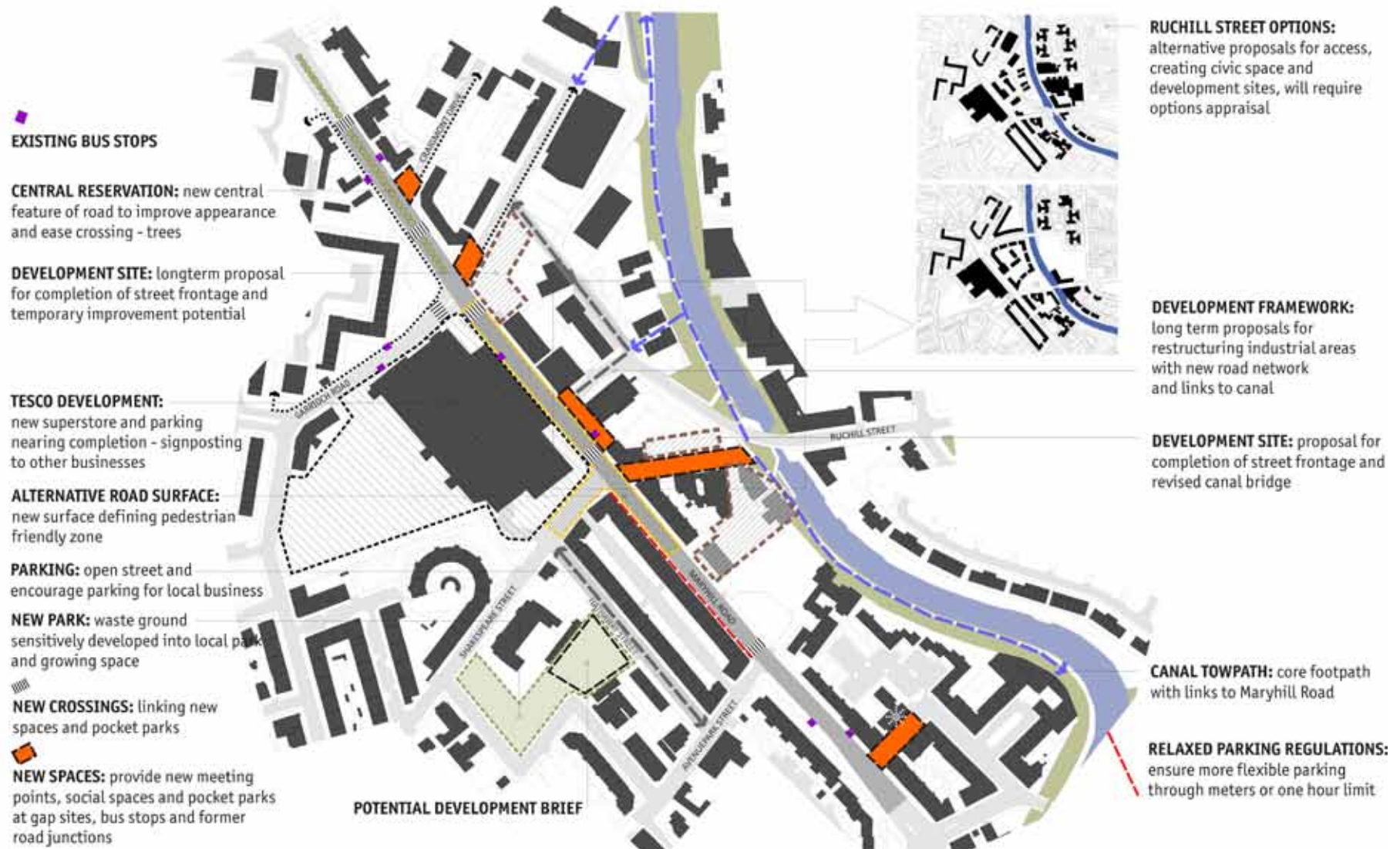


southern hub

before: car dominated cul-de-sac, poor quality public realm but scope for social space and comfortable sitting area - to provide support for social exchange



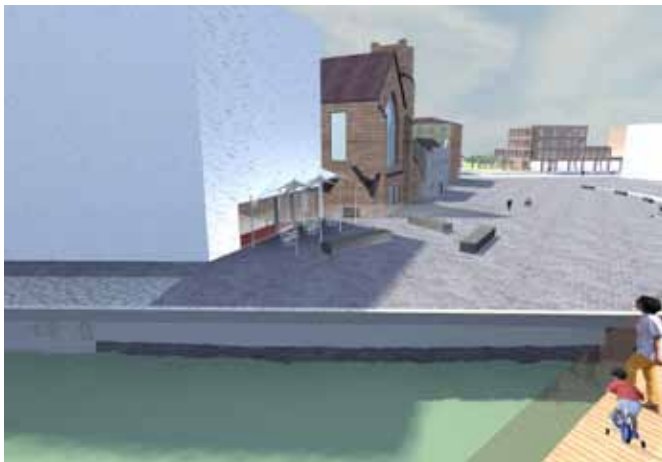
after: revised road surfaces and shared space across end of cul-de-sac - revised boundaries of adjacent residential gardens, new tree planting and benches facing Maryhill Road





southern hub

new civic space around the Forth and Clyde Canal , church and halls with the potential to become a new Maryhill Town Square



southern hub

before: car dominated cul-de-sac, poor quality public realm but scope for social space related to nursery facility - to provide support for social exchange



after: revised road and pedestrian surfaces, shared space outside nursery, improved landscaping and finishes, encouragement to open empty shops which extend into new social space



6 priorities and early action

partners in delivery



This chapter identifies critical priorities for early action on implementing the Town Centre Action Plan. These range from partnership and delivery arrangements through to priority projects for physical initiatives.

partnership-led delivery arrangement

An early priority is to create steering and implementation groups to manage, communicate and take responsibility for delivery of this TCAP. Membership should be drawn from the following key players:

- British Waterways Scotland
- business community (although there is no formal grouping or platform as yet)
- Burgh Halls Trust
- Churches (especially Ruchill Parish Church, given location and Church Hall)
- Councillors
- GCC DRS
- GCC LES
- Glasgow City Property



- Glasgow Community Planning
- Glasgow Life
- Glasgow North Regeneration Agency and its successor body
- Health providers: clinics, GPs
- Housing Associations
- local voluntary sector organisations who have already delivered: e.g. Shakespeare St Youth Club (Shakeys), Maryhill Mobile Creche, North United Communities, Community Councils
- Strathclyde Police
- Tesco
- Transport: SPT, Firstbus, First Scotrail

town centre action plan manager

In parallel with this, there is a need to appoint a Town Centre Action Plan Manager. Rather than being a conventional town centre manager, this would be someone working on behalf of local businesses.

In other words, an action-oriented fixer between businesses and agencies, who could also support local businesses to develop a traders association, write funding bids, run marketing campaigns and liaise with the public agencies; something akin

to a development worker, but with the necessary personal and organisational influence to operate at a managerial level with partners agencies. This would suit someone with an entrepreneurial and dynamic attitude.

The Manager's primary role would be to drive forward implementation of this Action Plan, in partnership with local businesses and public agencies. One of the Manager's subsidiary roles should be to manage ongoing PR and information about what's happening in Maryhill: communications with businesses and residents, using digital social media to reach local audiences as well as building personal relationships with key local business and community activists.

This is likely to be initially a 3 year post, funded through an appropriate partnership. It should be based in Maryhill, possibly combined with a small number of other town centres to make it into a full time post.

transport and movement

The proposals in this town centre action plan include changes to street design and traffic management along Maryhill Road. These are critically important if town centre businesses and local

residents are to realise the benefits outlined in this document. We recognise that these changes will need to be sensitively designed and consulted upon. Work undertaken by transport engineers MVA in parallel with this commission has identified specific proposals and outlined what needs to happen next to implement these.

early win projects

This report has outlined a number of smaller projects across four sub areas of the Town Centre Action Plan. The Council has already set in hand proposals for the improvement of Gairbraid Avenue as an early action project arising directly from the community engagement process. Other schemes fall into a number of categories but the most important of these are:

- small social spaces and pocket parks
- new connections between the canal and adjacent residential and business areas
- completion of missing links in the greenspace network
- streetscape and landscape projects for stretches of Maryhill Road where social hubs and pocket parks have not been identified
- community orientated woodland initiatives and habitat

improvements on long-term gap sites

- St Mary's School wildlife project based on the nearby overgrown cemetery at Maryhill Road and Duart Street
- parking and street opening project at Hathaway Street
- canal aqueduct leak repairs



appendix 1 - notes of consultation

along Maryhill Road



agencies workshop 1	Maryhill Leisure Centre, 27.05.10	27 people including representatives from housing associations, Gairbraid Church, the Towpath Trust, the Health Centre, Historic Scotland, Scottish Government, Maryhill Burgh Halls Trust, Community Safety and Services, Glasgow Access Panel, DIGG, Common Wheel
community workshop	Maryhill Leisure Centre, 15.06.10	21 people
Youth Club bikeabout	the canal, 13.08.10	6 members of Shakespeare Street Youth Club aged 13-16
business drop-in	Maryhill Leisure Centre, 02.09.10	15 people, most operated businesses fronting onto Maryhill Road
Bigman Festival	Maryhill Locks, 18.9.10	39 people
community drop-in	Maryhill Library, 6.10.10	9 people
agencies workshop 2	Maryhill Leisure Centre, 16.11.10	33 people, including City Property Glasgow, Maryhill Burgh Halls Trust, Maryhill Housing Association, New CityVision, GCC (DRS, LES, Education Services, Corporate Services & Housing), GHA, Glasgow North Regeneration Agency, Maryhill Community Council, Imagine Developments, Shakespeare Street Youth Club, Cube Housing Association, Glasgow Community and Safety Services, Cadder Housing Association, Glasgow Centre for Population Health



Agencies workshop 1

27 May 2010

ATTENDANCE

27 participants (including representatives from housing associations, Gairbraid Church, the Towpath Trust, the Health Centre, Historic Scotland, Scottish Government, Maryhill Burgh Halls Trust, Community Safety and Services, Glasgow Access Panel, DIGG, Common Wheel) plus 10 project team members (Council officers and consultants).

FEEDBACK COMMENTS

During the workshop, groups were asked to think about the issues, challenges and goals for Maryhill town centre; and ideas and improvements. Working in four themed groups, participants considered the issues from a particular starting point of

1. Access & Connectivity
2. Shops & local services
3. Built environment – including housing
4. Public space – including the Canal & Green network

The comments below are taken from each group's summary at the end of the workshop.

Access and connectivity:

1. The speed of traffic along Maryhill Road is too fast
2. The road corridor is congested, unsafe and has a detrimental impact on the surrounding environment
3. Access to the canal, including mobility access, drop kerbs, tactile paving is essential
4. Personal safety along the canal is an issue

Shops & local services

5. Towpath Trust worried that they will be designed out
6. There needs to be adequate services for people with disabilities
7. Concerns about what might happen to the vulnerable groups during and after 'regeneration' – if these facilities and groups are factored in at the outset then it shouldn't be a problem – help to educate people by taking them to other areas where the projects are successful
8. Important to gain and maintain Councillors supports

9. Transport and access to services is a real issue. Chapel Street provides several physical challenges of getting to Maryhill
10. Few people can actually access services such as Tesco
11. In the past there has been mention of a bridge connecting the canal and the shopping centre
12. Maryhill is not a wheelchair friendly town
13. There are not enough suitable public toilet facilities in Maryhill
14. Maryhill has a strong sense of community – it was not one of the Social Inclusion Project (SIP) so groups and individuals just organised themselves to do what needed to be done
15. There is a need for small centres – walkable neighbourhoods – Maryhill used to be like a number of small linked villages – it should be like that again today
16. All the shops and services should be in a walkable area, such as the bank or the butchers
17. Byres Road was cited as an aspirational, good example of what should be achieved in Maryhill



- Alternative transport route on the canal or a cycle/ pedestrian path
- Make use of Maryhill Locks and the 'Whitehouse Bar'
- c. Prevent it from damaging the rest of the High Street
 - Can it be stopped?
 - Open up the rail station
- d. Maryhill Road is not a good space or route
 - Remove the barriers
 - Reduce the road from 2 lanes to 1.

46. The Canal is a key spine but doesn't yet have enough connections

47. Maryhill Road is like a spine with different vertebrae off it which helps to sustain the vital organs

Community workshop

15 June 2010

ATTENDANCE

21 participants (13 of whom were local residents) plus 11 project team members (Council officers and consultants)

FEEDBACK COMMENTS

During the workshop, groups were asked to think about the issues, challenges and goals for Maryhill town centre; and ideas and improvements. The comments below are taken from each group's summary at the end of the workshop, plus a summary of comments from the final plenary discussion.

Group 1:

1. too many blocked up side-streets, too much traffic focussed at key junctions – causes long delays and diminishes the sense of place
2. bus lanes are a benefit, need to keep them
3. on-street trader parking essential if traders are to compete with Tesco
4. general support for narrowing the carriageway of Maryhill Road (and making it more pedestrian friendly) but concern that stop/start of queuing traffic would result in air pollution
5. loss of "The Mall" from old Tesco seen as loss of a good meeting place where people casually met for a chat

6. informal gathering/meeting space required to replace that but must be near/at shops as "people won't go to a place to meet, they just have to be in the area"
7. support for Gateway features/branding/image to give Maryhill identity and let drivers know they are passing through a town centre
8. night-time environment – need for lighting improvements/features including canal section parallel with Maryhill Road
9. desire for links to Kelvin and Canal walkways, easily found and safe
10. keep Wyndford wall – it isn't a barrier – but make more of it
11. need for crossing points across Maryhill Road
12. ideas for one way systems within Wyndford

Group 2:

13. lots of problems with Maryhill Road – too traffic focused, nowhere to stop

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> 14. poor services on Maryhill Road – too few shops, too many gaps, street environment around McDonald's too aggressive 15. independents losing out to supermarket 16. people go elsewhere at night 17. bus stop locations are convenient for Tesco, but not for local shops 18. Dennistoun works well – why? 19. idea of narrowing the road corridor is good – but need to be careful and make sure the changes really improve buses, walking and cycling 20. Gairbraid Avenue is a potential hub for the local community – and is already well on the way to becoming that [although others said it needs more to become a real hub, e.g. shops] 21. more people would use the Canal if it was safer, e.g. more exits, lighting and overlooking development 22. more signage/branding about services/facilities and identity | <p>Group 3:</p> <ul style="list-style-type: none"> 23. Where is Maryhill town centre? Historically at the junction with Cowal Street. Older residents want to see it re-established as the focus - iconic building, event space, etc. New housing proposals might help to create a sense of place. 24. southern boundary of Maryhill seen as being Kelvindale Road 25. school closures result in longer journeys for kids and have not taken into account larger school roles in future when residential regeneration materialises – also safe routes to schools 26. concern about impact of expanded Tesco on small businesses – more support should be given to small bespoke traders 27. support for giving streets back to Maryhill citizens – very low car ownership locally 28. the bridge over the Kelvin is a master of engineering achievement, was the 8th wonder of the world when it was built - is now completely overlooked | <ul style="list-style-type: none"> 29. local people are the best and worst asset the area has 30. need to engage with Maryhill youth – especially 12-18s, they are demonised and have become introverted in a community sense – but there are not a lot of opportunities for them 31. big support for canal activities (festival etc) – do not merge with West End Festival 32. the canal has unique character and views, and offers tourism potential 33. need better facilities, especially around the top end of Maryhill (Gairbraid Avenue area) 34. move McDonalds – create public plaza 35. more affordable housing for local young people – including along the canal 36. bring back jobs and economic opportunity 37. keep the Wyndford wall 38. appreciative of recent revamps to train station, but needs |
|---|--|---|



better links to hinterland including local bus services (especially for mobility impaired)

- 39. don't want to see the "West End" creeping north. Maryhill should have its own identity.
- 40. The Botany - develop historical story, tour buses, etc.
- 41. provide gateways - this is Maryhill!

Group 4:

- 42. ease traffic bottleneck at aqueduct on Maryhill Rd – various solutions, either building another road around, or reducing carriageway width from aqueduct to Bilsland Drive
- 43. also a pedestrian issue at the aqueduct – narrow footways, wet, poorly lit – unsafe and uncomfortable
- 44. traffic is only a problem at peak hours
- 45. improve the pedestrian experience on Maryhill Rd – more greenery, recover some space from traffic – outside Tesco is a real pinch point
- 46. how can the street space be reorganised to benefit local

businesses – but allow traffic through at peak hours? Maybe shared space that could be used for traffic in peak hours and pedestrians non-peak?

- 47. get as much all day / long term parking to rear and on side streets: make more use of them – and also temporary gap sites – for parking. Short term parking for customers can then be along the main road.
- 48. better links between Maryhill Rd and the canal – access to greenspace. More difficult to link to the Kelvin, but there are opportunities for that too.
- 49. get more activities on the canal – e.g. historical tours for families, but lots of other things too
- 50. unless in a group, there are still safety concerns along the canal (despite improvements) – needs more opening up, especially away from Ruchill St
- 51. new developments along the canal should enable more public access to the canal
- 52. the Big Man Bridge makes sense on a plan – but will the connections work? And is it needed? Safety concerns about bridge/water.

- 53. more pedestrian crossing points needed across Maryhill Rd
- 54. make road networks more permeable – e.g. remove vehicle barrier on Hotspur St

Plenary discussion:

- 55. Maryhill should be a place for the community – incidental bumping into people, public space at places they were going to anyway – so the Gairbraid Avenue hub needs more than the leisure centre/Burgh Halls, but also shops etc – basic uses that people need every day.
- 56. Protect what we have – and don't create too many focuses/ public spaces – it could dilute.
- 57. Get rid of McDonalds!
- 58. Extra convenient parking for businesses – not at Tesco!
- 59. Open up links between the canal and the Kelvin – plenty of potential for cyclists, walkers, health benefits etc.
- 60. Get the mix of uses right – houses and businesses should work together to breathe life back into Maryhill.

- 61. Make more of old Maryhill Cross – get an iconic building with a popular use like a cinema
- 62. Make more use of the White House – canoe storage etc
- 63. Maryhill has a great history – canal, aqueduct etc – make more of it, lots of possibilities – Taggart Tours!

Chair's final comments:

- 64. Build on strengths/character/DNA of the area – the Wyndford wall and so on
- 65. Use the canal as an opportunity – safe routes, connections to the town centre.
- 66. Make streets and space more comfortable – lighting etc.
- 67. Reinforce distinctive character – festival, events etc.
- 68. Get the right balance between shops and other uses.
- 69. Maryhill town centre not a single node or hub – e.g. Tesco/ Gairbraid Avenue/top end. How can these be linked up? Maryhill Mile branding?

Youth Club bikeabout

13 August 2010

FORMAT

Arranged via Shakespeare Street Youth Club (Stewart Bell), Glasgow Life youth development worker (Charlie Mooney), DRS (Donna Brooks) and consultant team (Nick Wright).

Friday 13 August 2010, 10am-3pm.

Bike tour from Unit 7 at Balmore Road Industrial Estate. Cycled mainly on canals in and around Maryhill – including stops at Ruchill Street, Maryhill Locks, Stockingfield Junction and Maryhill Leisure Centre. Also visited Lambhill Stables community garden, Possil Nature Reserve and Speirs Wharf. Used mountain bikes from Unit 7 (run by Glasgow Life's youth service in North Glasgow).

AIMS

- to understand young people about how they see the canal at the moment, and what they think of some of the proposed developments in Maryhill
- potential start of an ongoing process of engaging young

people (and others) in being involved in change in Maryhill, rather than just having it “done to them”

ATTENDANCE

6 boys from Shakespeare Street Youth Club aged 13-16, all live in Maryhill. Accompanied by Charlie Mooney and Nick Wright.

MAIN POINTS

Big Man Bridge – some could see a purpose for having the bridge, but they couldn't see the point of the sculpture, even as a landmark (concerns about danger of climbing on it and falling, vandal damage, money better spent elsewhere)

Ruchill Street/Maryhill Road – when we talked about the proposed residential development between the canal and Maryhill Road, they foresaw difficulties of antisocial behaviour along the towpath affecting the residents fronting onto the canal – and therefore a need for fencing and security along the boundary, which would be worse than the current more open situation of the car park. When asked whether they'd prefer to live in the flats fronting the canal or Maryhill Road, they replied “Maryhill Road – because it's where the gossip is and where things happen”.



The canal – they all felt pretty comfortable along the stretch of canal through Maryhill, and obviously knew it well. Some perception of antisocial behaviour on the towpath (evenings?). They thought the water quality was poor – although we saw fish in it, so they may be something that's drummed into them.

Urban Etive – they like the idea, and would use it. The only comment was that the water would need to be clean!

Open space – the one thing that they said, unprompted, that they would like is some open space to kick a ball around - not necessarily a formal pitch. They saw the blaes pitches at the top of Queen Margaret Drive as being too far away.

NB – these are the views of one group of teenage boys – they should not be taken as representing the views of all young people in Maryhill.

Business drop-in

2 September 2010

The event took place in the form of a breakfast drop-in session on 2 September 2010, between 8.30 and 10.30am in Maryhill Leisure Centre. Approximately 200 local businesses (covering the whole of Maryhill) were invited by letter.

15 people attended, plus member of the project team. Almost all operated retail or food businesses from premises on Maryhill Road, either around the Lochburn Rd junction or near the Shakespeare St junction. Some also lived in Maryhill.

KEY ISSUES RAISED

- A. Custom is both local and from further afield; customers come by car, bus and on foot.
 - B. Everyone wanted on-street parking outside business premises, at least ½ hour parking, less than 2 hour return period. Suggested that the 10 minute waiting time was not long enough, 20 minute waits were more acceptable.
 - C. But given the number of customers who come by public transport / on foot, co-locating pedestrian crossings, bus stops and businesses is probably even more important than on-street parking – because of the sustainability/ health connections.
 - D. Make Maryhill Rd a more attractive local shopping experience – a package of actions including:
 - better public realm (including care and maintenance, Christmas lights, events etc)
 - E. Concern that smaller businesses will not be able to compete with Tesco. Efforts will be needed to get Tesco shoppers to use local shops as well – it won't just happen, with direct internal access from car park to store. Tesco need to be involved in this. Not everyone is against the new Tesco - some welcome the potential for new business as a result of the store attracting a greater number of people
 - F. It would be good to see the Post Office back in the High Street.
 - G. Rent levels are acceptable at the moment but if they were to rise then it would be difficult to manage for many of the small businesses
 - H. Mixed views on re-opening Gairbraid Avenue to traffic – some for, some against
- collective advertising/promotion (e.g. advertising of local businesses in Tesco – leaflets, adverts in car park etc; local discount scheme; better collective promotion to local residents)
 - tighter control of drug selling outside McDonalds and other anti-social behaviour
 - easier pedestrian crossing and parking

Bigman Festival

18 September 2010

Key comments (total of 39 consultees):

- | | | |
|--|---|--|
| <ol style="list-style-type: none"> 1. Maryhill is 'improving' – there's a lot of new development happening and it's looking better 2. Maryhill is declining owing to violence/drug culture 3. Botany area still has an air of violence - tenancy of new housing needs to be mixed 4. Don't change everything and end up like Springburn 5. McDonald's open till 3 am at weekends resulting in anti-social behaviour in that locale well into the night 6. Bigman Bridge will encourage anti-social behaviour unless policed/overlooked 7. Traffic lights favour the motorist over the pedestrian along Maryhill Road – only the one at the police station is properly phased (taxi driver) 8. Pedestrian crossings don't work properly | <ol style="list-style-type: none"> 9. Proliferation of traffic lights around Tesco is confusing and unsightly 10. Traffic volumes are a problem – fault lies with commuters from Bearsden/Milngavie 11. Traffic speed is a problem 12. Traffic backs up in Ruchill Street queuing to get onto Maryhill Road 13. Double parking in the bus lane outside Maryhill Library is a problem 14. There isn't enough parking near the shops 15. The aqueduct is unpleasant to walk through – it's always damp and there is danger of icicles falling on people in winter 16. Look at re-opening the train station under Tesco – used to be a tram line connecting to Botanic Gardens – should be re-introduced 17. Improve public transport along Maryhill Road 18. Links across the arterial routes are poor and should be improved | <ol style="list-style-type: none"> 19. Concern for local shops when new Tesco opens – do something to support them 20. Support Maryhill TC to develop its own identity 21. Provide opportunities for business locally 22. Create a totem-like metal structure at corner of Maryhill Road/ Gairbraid Avenue (John Creed, metal sculptor) 23. Hold a market periodically at Gairbraid Avenue <p>Note: Several people merely wanted updates on what was happening with projects such as Maryhill Burgh Halls, paddle sports proposals and timescales for new housing development</p> |
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Community drop-in

6 October 2010

The event took place in the form of a drop-in session on Wednesday 6th October 2010, between 5.30pm and 7.30 pm in Maryhill Library. The session was open to the public. Publicity was undertaken by leaflet drop to shops along Maryhill Road and



direct mail to a circulation list of local businesses, community groups and individuals.

9 people attended, plus members of the project team. Those attending were a mixture of local businesses and residents. 7 of the 9 attendees left their contact details.

SUMMARY COMMENTS

Pedestrians, traffic and parking	
<ul style="list-style-type: none"> There's a lot of pressure on Maryhill Rd – it's hard to cross for pedestrians, and it's congested for traffic at peak hours (particularly since the bus lanes were introduced) 	Shopkeeper
<ul style="list-style-type: none"> More parking would be good, but concerned that it may cause traffic to build up 	Shopkeeper
<ul style="list-style-type: none"> More pedestrian crossings would be good, but the zigzag lines not good because they ban parking in front of shops. (Note from NW: integrate parking with crossings, i.e. crossings at build outs and parking in laybys, so pedestrians waiting to cross at kerb have unobstructed view of carriageway) 	Shopkeeper
<ul style="list-style-type: none"> Create a car park on triangular grass area on N side of Maryhill Rd immediately E of aqueduct (did have buildings on in the past, now has a billboard) – as proposed near primary school at N hub 	Shopkeeper

<ul style="list-style-type: none"> Need to be careful about removing bus lanes – good bus service is important for local residents (trains are slower into town) – could end up with traffic “rammed” like Great Western Rd, and difficult for cyclists mixed in with traffic 	Resident
<ul style="list-style-type: none"> The bus stop in front of Ladbrokes and the sweet shop (opposite Martins Jewellers) is not in a safe location – it should be reinstated to its original location 	Business
Encouraging business	
<ul style="list-style-type: none"> Suggestion - create a direct access be created from the Leisure Centre to Maryhill Rd - to benefit shops opposite on Maryhill Rd 	Shopkeeper
<ul style="list-style-type: none"> Good to raise aspirations for Maryhill Rd – nice quality public realm may encourage shops/ businesses to up their game (and improve their quality), encourage residents to shop locally 	Resident
<ul style="list-style-type: none"> Christmas lights a good idea to encourage trade – but make sure they are high quality and contemporary, like Royal Exchange Square 	Resident
<ul style="list-style-type: none"> Concern that Tesco will be bad for businesses. If businesses like the bank and possibly Greggs take units within Tesco then this could potentially leave empty units on the High Street which is not good for the other businesses. 	Resident & Business
<ul style="list-style-type: none"> Concerned that site is earmarked for development (In-Tune garage on corner of Maryhill Rd / Craigmont Dr) 	Business
<ul style="list-style-type: none"> Encouraged by the idea of opening up Hathaway Street as a through route 	Business

<ul style="list-style-type: none"> Welcomed changing the surface of the road, which would help slow down traffic and improve the public realm 	Business
Greenspace	
<ul style="list-style-type: none"> Create allotments - on park/derelict greenspace between Shakespeare St and Hathaway St 	Resident
Overall/other	
<ul style="list-style-type: none"> Acknowledgment that it's difficult to put together a package to make the “town centre” better for businesses and residents, but thinks this is going the right way by mixing physical and non-physical proposals 	Resident
<ul style="list-style-type: none"> Agree with Quality of Life / Environment / Economy targets on first sheet, see them as objectives for the rest of the proposals 	Business
<ul style="list-style-type: none"> Keen on creating a civic space where McDonalds is, and reinstating the old bridge over the canal – a big, high profile idea to create a town square, a focus for Maryhill and a challenge to Tesco 	Resident
<ul style="list-style-type: none"> Would like to see a timetable for these things happening! 	Resident
<ul style="list-style-type: none"> Concern about whether the funding is actually available to carry out all this work. 	Business
<ul style="list-style-type: none"> Would be interested in getting involved with a local business group (although it has been tried before and only a very small number of businesses were actively involved) 	Business

Agencies workshop 2

16 November 2010

ATTENDANCE

33 participants including *6 project team members (Council officers and consultants)

- David Armstrong - City Property Glasgow (Investments) LLP
- Gordon Barr - Maryhill Burgh Halls Trust
- Willy Briody - Maryhill Housing Association
- Peter Brogan - New City Vision
- *Donna Brooks - GCC DRS
- Graeme Dewar - GCC LES (projects)
- Andrew Duff - GCC Education Services
- John Duncan - GHA
- Derek Dunsire - GCC DRS (greenspace)
- Edward Gilmartin - GCC Corporate Services (community planning)
- William Gould - GCC LES (traffic)
- G Harker - GCC Housing Investment
- Andy Harvey - Maryhill GHA
- Sue Hilder - GCC DRS
- Anne McAleer - Glasgow North Regeneration Agency
- Donna McArthur - Maryhill Community Council

- Roderick McDougall - GCC DRS
- James McGill - GCC DRS planning policy
- Colin McIntyre - Imagine Developments
- John MacKenzie - GCC DRS (transport)
- Julie McMilla - Shakespeare Youth Club
- *Willie Miller - Willie Miller Urban Design (for GCC DRS)
- *Kevin Murray - Kevin Murray Associates (for GCC DRS)
- David Nicol - Cube Housing Association
- Francine O'Rourke - Glasgow Community and Safety Services
- *Paola Pasino - GCC DRS
- Hunter Reid - Maryhill Burgh Halls Trust
- *Sam Shortt - MVA (for GCC DRS)
- J Taylor - Cadder Housing Association
- *Nick Wright - Nick Wright Planning (for GCC DRS)
- Gregor Yates - Glasgow Centre for Population Health

Following a presentation of the draft action plan proposals, participants broke into groups to review the proposals.

Some groups discussed the proposals spatially (focussing on the 4 proposed hubs – northern, locks, Gairbraid, southern), others discussed them thematically (e.g. quality of life, economy, general non-spatial issues).

The workshop concluded with a plenary discussion about key

players and actions to take things forward.

SPATIAL

Northern Hub

1. Agree with better use of land around primary school – although re-opening school grounds controversial, as grounds have only just been made secure at considerable cost. Suggested that the school and associated safe play space should be kept secure.
2. Like the social spaces ideas – although need wider actions on antisocial behaviour etc if they are too work (see also nos. 45 + 50 below)
3. Better car parking needed
4. Re-open Duncruin St for cars
5. Need to improve greenspace management – e.g. sightlines, footways
6. Remove guardrails from around Cowal Rd/Maryhill Rd junction



7. Improve rail services – preferably 4 trains/hour
8. Rail station is under-utilised – need to change mindsets – and need more frequent service. Make it into more of a community meeting place, like Westerton station, which has a big community noticeboard.
9. Railway station needs better pedestrian/cycle links.
10. Many issues relate to management.

Locks Hub

11. Is traffic calming important? Question over how much pedestrians use this part of Maryhill Road at the moment. No consensus on the detail of traffic calming proposals.
12. Better pedestrian connections needed, especially from Gilshochill and from the TRA to Gairbraid hub.
13. Make more of pedestrian route to canal south of the White House Bar and the area around the bar in general.
14. Use of towpath is reasonably good in summer, but need to encourage greater use – e.g. drop-off bikes, links to national routes, healthy walking routes.

15. Temporary greening around the locks – any other viable temporary uses?
16. Safety on the canal still needs work:
 - More activity would help – e.g. a barge/café at the Whitehouse Bar or Ruchill St bridge (see also no. 35 below).
 - Antisocial behaviour at Maryhill Locks still an issue.
 - Better lighting on the towpath is a big priority, so that it genuinely becomes an alternative route for walkers and cyclists. (Although agreed that the canal is much better than it used to be.)
 - Thin trees, especially around the aqueduct.
17. Pity that Urban Etive has been shelved – well supported, health benefits, would attract people from all over, quite specialised funding. If it does still go ahead, suggested that it should not frustrate general access to the locks area for other users; and introduce other uses that will attract footfall such as retail.

Gairbraid Hub

18. Re-use gap sites off Kelvindale Rd – important gateway/connection to Leisure Centre/Burgh Hall – even if just for wildflower planting.
19. Big Man Bridge will be important for people in Cadder/Lambhill. The cost was questioned - but it would put Maryhill on the map.
20. Keep Big Man Festival going – important for the local community.
21. Use boats for transport – e.g. water taxis.
22. Support social space at Gairbraid.
23. Support for relocating Health Centre to Gairbraid/Kelvindale – good pedestrian links.
24. Lochburn Road is an important link (but concern about attracting more people under the narrow canal bridge). The corridor is very down at heel, needs to be improved to encourage footfall between Maryhill Rd and steps up to canal by the tunnel. Also, suggested signalling Maryhill Rd/Lochburn Rd junction, and co-ordinating with

Kelvindale Rd signals.

25. Also uncertainty about how the (industrial) area might change in the future – maybe allow more mixed use there?
26. Improve connections between Maryhill Rd and canal through Lochburn Rd industrial area.
27. Make better pedestrian connections through the big block bounded by Maryhill Rd, Gairbraid Ave, Burnhouse St and Kelvindale Rd – use the opportunity offered by demolition.
28. Accident/safety issues at Kelvindale Rd junction. Suggested signalling junction.
29. Need to review bus stop locations on Maryhill Rd.
30. Plant trees along Maryhill Rd pavements (not centreline).
31. Need to animate Maryhill Rd more.
32. Consider how aqueduct can be given a facelift to better highlight its landmark status.
33. Overcome severance along Maryhill Rd and introduce pinch points to slow traffic.

Southern Hub

34. McDonalds: remove it, and create better public realm and better links to canal – and in the short term, review opening hours to reduce antisocial behaviour
35. Make more of Mackintosh Church Hall (both more community use and physical renovation) and adjacent public realm. (Links to community involvement – see nos. 45-47 below).
36. Approve of Imagine development's aspiration of overlooking the canal
37. Safety on the canal still needs more attention. More activity would help – e.g. a barge/café at the Whitehouse Bar or Ruchill St bridge (see also no. 17 above).
38. Tesco is disappointing – particularly the quality/materials of public realm. What will their ongoing role in the local community be?
39. Remove guardrails from outside Tesco
40. Pedestrian crossings at Maryhill Rd/Ruchill St junction are difficult for wheelchairs
41. Generally, pedestrian crossings should be rationalised and made better quality
42. Support shops on Maryhill Rd with better parking
43. Re-opened Hathaway St could become a rat-run
44. Chapel St industrial estate needs looking at – but sort road alignment first
45. The potential development brief for greenspace south of Hathaway St / Shakespeare St: the Killlearn Resource Centre (former school in the L of the greenspace) is closing – should be incorporated into the brief
46. Suggest connecting to greenspace to south-west from former station under Tesco
47. Consider introducing at least temporary allotments in the area



THEMATIC / GENERAL

Socio-economic improvements

48. Would never argue against physical improvements like social spaces – but need other things too if we are to tackle issues like violence, anti-social behaviour and long term unemployment. Need to do more social things. Link with Glasgow North Regeneration Agency work. (See also nos. 2 + 50).
49. Projects need to have community benefit contracts built into them – e.g. Tesco put 83 local people through GNRA training.
50. Don't promise great things and then walk away.

Community involvement

51. Like the positives – but need to have more about involving people. How will they be involved in projects? Need to draw people in more, get them doing more projects. Get people involved in design, in lots of small projects.
52. More community projects = more community buy-in to support physical ideas.

53. The social spaces along Maryhill Rd sound good, but what will the reality be with antisocial behaviour etc (see also nos. 2 + 45).
54. Shopfront improvements and public realm maintenance at north end would help.

Transport and movement

55. Transport links to Stobhill Hospital and across north Glasgow are very poor, although in/out of town is ok.
56. Need to connect residents to where jobs are.
57. Issue with Maryhill Rd is volume of traffic, not speed.
58. Don't forget spaces between hubs on Maryhill Rd – junctions, lighting, safety.

Animating Maryhill Road

59. There would be energy for a shopkeepers' association if it has demonstrable benefits – needs to be a partnership between Council and businesses.

60. Night-time economy is dire and scary – has got worse in last 5 years. Need to tackle causes – there are already plenty of Spotlight initiatives tackling the symptoms.
61. Generally need more human life and animation on Maryhill Rd – but no consensus about whether should move buildings back to create more public space, or make pavements wider and more usable.

Canal

62. Make more of canal and get people off Maryhill Road and onto what's behind.

KEY PLAYERS + ACTIONS

Finalise this document with key projects and programme.

Create a steering group and an implementation group

Key players:

- British Waterways Scotland
- GCC LES
- business community (although no formal grouping or platform as yet)

- GNRA (employability, skills, learning, links with businesses/community)
- Councillors
- GCC DRS
- Churches (especially Ruchill Parish Church, given location and Church Hall)
- Tesco
- Police
- local voluntary sector organisations who have already delivered: Shakespeare St Youth Club (Shakeys), Maryhill Mobile Creche, North United Communities, Community Council
- Community Planning
- Transport: SPT, Firstbus, First Scotrail
- Health providers: clinics, GPs
- Glasgow Life
- Housing Associations
- Burgh Halls Trust
- City Property
- other workshop attendees not mentioned above



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