

SUMMERSTON

SPEIRS LOCKS

QUEENS CROSS

MILTON

PORT DUNDAS



MARYHILL



RUCHILL

WOODSIDE

SIGHTHILL

GILSHOCHILL

CADDER

SPEIRS WHARF



NORTH KELVINSIDE

LAMBHILL

FIRHILL



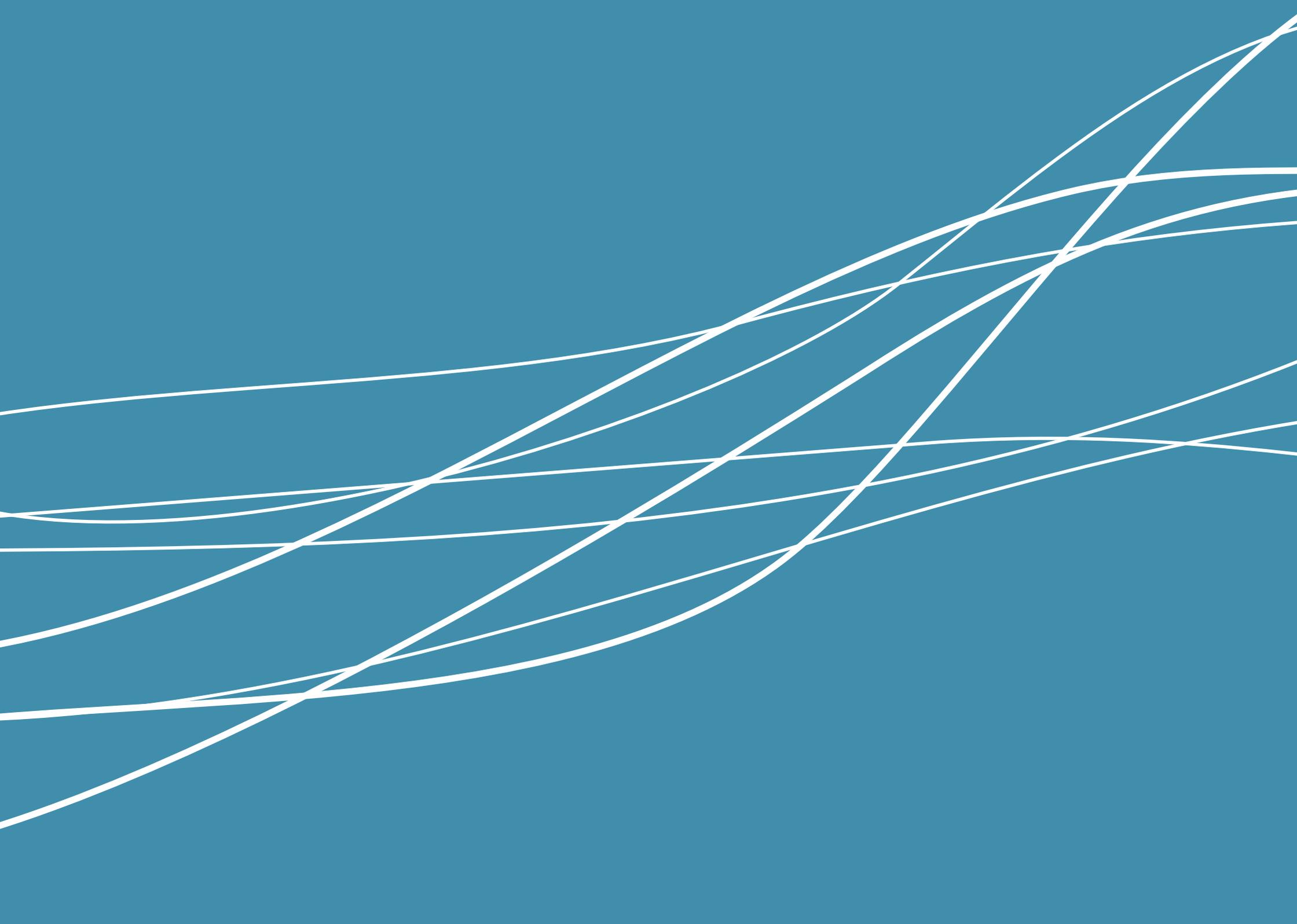
POSSILPARK

GLASGOW CANAL REGENERATION PARTNERSHIP

# CANAL ACTION PLAN 2015 - 2020

HAMILTONHILL





# CONTENTS

## INTRODUCTION

## VISION AND PRINCIPLES

## PLANNING CONTEXT

## THE CANAL CORRIDOR IN CONTEXT

- Heritage Asset
- Communities - character
- Connectivity & Movement
- Drainage
- Town and Neighbourhood Centres
- Environment, Leisure and Art

## ACTION PLAN

- Strategic Projects
- Maryhill Locks
- Spiers Locks
- Port Dundas
- Applecross - Firhill
- Communication / Engagement Strategy

## CONTACT DETAILS

## INTRODUCTION

This Canal Action Plan (CAP) outlines the regeneration approach and proposed activity along the Glasgow Canal corridor over the next 5 years (2015-2020). The Plan provides an action programme to drive, direct and align regeneration activity in the canal corridor and its neighbouring communities that will be taken forward by the Glasgow Canal Regeneration Partnership in close collaboration with other public, private and community sector partners.

The Glasgow Canal Regeneration Partnership (GCRP) is a partnership of Glasgow City Council, Scottish Canals, and their development partners ISIS Waterside Regeneration and IGLOO Regeneration, with the aim of regenerating and transforming the canal in to a vibrant local and city destination. Public consultation carried out across the canal corridor led to a regeneration vision for the canal in 2007, however, since then there has been considerable change across the canal area. The GCRP and others have delivered and facilitated a range of developments - such as new housing, premises for business,



cultural and arts organisations, improvement to paths and the environment - that have started to reinvigorate and reconnect communities with the canal. In so doing, the former perception of the canal as an undesirable environment that divided communities has been reversed to that of an attractive and unique physical asset and recreational resource with considerable regeneration potential.

The actions in this CAP were firstly compiled from work during a GCRP 'refocusing' workshop, held in late 2013, in order to review regeneration progress since 2007 and explore new influences and emerging opportunities

within the canal corridor, in order to establish new regeneration priorities for moving forward. Following a period of local stakeholder consultation during summer 2014 the actions have been refined. This CAP now incorporates agreed priority actions and provides a working document for the GCRP and Canal stakeholders for the next 5 years. A progress monitoring report will be produced annually.



## VISION AND PRINCIPLES

The vision for the canal corridor is firmly anchored in the need to create high quality 'people places', both on and along the canal edges and in its neighbouring communities. The 2007 vision for the canal corridor is largely the same but has been refreshed to incorporate new aspirations for the area, such as support for the growing cultural industries cluster at Speirs Locks. The vision for a regenerated canal corridor is to create:

- a series of healthy, high quality and vibrant places for living, working, visiting and creating
- diverse, sustainable and connected communities that provide quality in housing choice, are walkable and benefit from easy access to shops, services, employment and amenities
- a canal as a distinctive, well-loved and environment that connects to surrounding communities and the city centre and that stands out as a visitor destination within the city

The GCRP recognises that the elements below need to underpin the approach to regeneration in order to fully realise the potential of the canal. These adopted regeneration principles are:

- Commitment – by all partners to delivering the vision, including the GCRP, local housing associations, 3rd party developers and cultural and community organisations
- Momentum – the need to support existing investment and continue the momentum around particular projects
- Facilitation – the canal as a catalyst for wider regeneration and the GCRP as facilitators of wider community involvement and investment
- Quality – the need to ensure quality of place and quality of design is paramount, as is quality of partnership working and engagement
- Focus – the need to reflect the positively changing context and specify the vision and priority actions for distinctive places





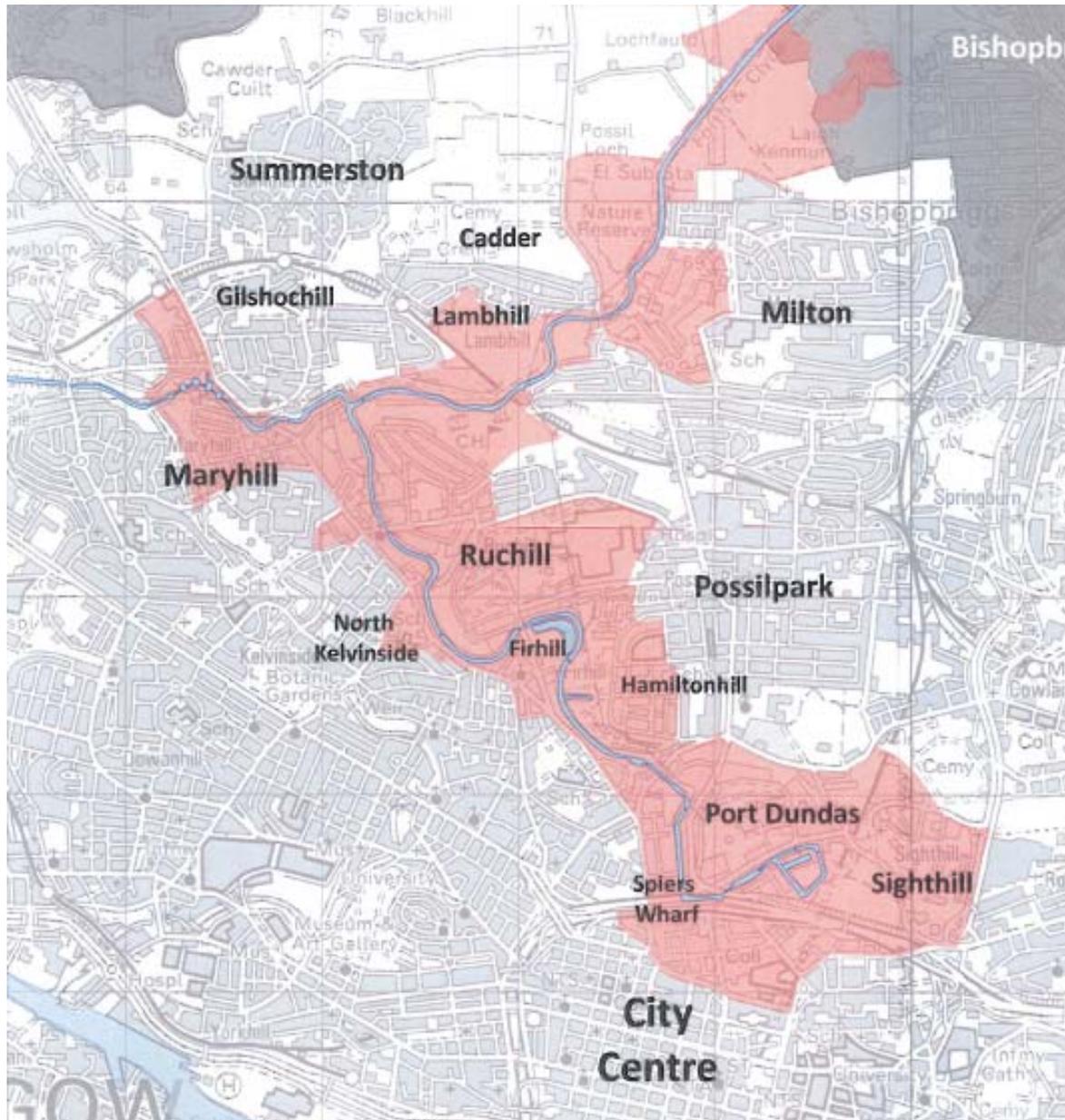
## PLANNING CONTEXT

Glasgow City Plan 2, (the current adopted Development Plan for the City, approved in December 2009), provides the policy context for development in and around the canal corridor and identifies Glasgow North as a 'Key Regeneration Area' within which the canal forms a central spine. City Plan 2 was informed by the Forth & Clyde Canal Local Development Strategy (2007), which provides more focussed development planning guidance for the locale. Planning guidance for the canal corridor will be updated to provide a local policy context for the Canal Action Plan and support its renewed regeneration strategy.



The current Draft Glasgow City Development Plan (scheduled for adoption Spring/Summer 2015) reinforces the key role of the canal corridor in stimulating the regeneration of the 'Glasgow North strategic priority area', and proposes that a Strategic Development Framework be prepared to articulate the regeneration strategy for the North. The Draft Plan adopts a strong 'placemaking' approach and recommends that Local Development Frameworks and Masterplans be prepared to guide development at the more local neighbourhood and site level as Supplementary Guidance to the Plan. Areas such as Port Dundas, Speirs Locks, Maryhill and the Applecross-Firhill-Hamiltonhill locale would benefit from such detailed guidance. This CAP will be updated in future to reflect recommendations of emerging Supplementary Guidance.





## THE CANAL CORRIDOR IN CONTEXT

The canal is the central thread running through Glasgow North and touches on a number of distinct communities, from Maryhill, Lambhill, Milton and Ruchill in the north, through Firhill, Applecross, and Speirs Locks to Port Dundas and Sighthill at its termination point on the edge of the City Centre. The significant potential of the canal corridor to impact on, and act as a catalyst for, the wider regeneration of Glasgow North is an important aspect of the regeneration approach to the canal area.

Also recognised, is the greater than anticipated (in 2007) growth and positive impact of the cultural industries in the area, particularly around Speirs Locks, which have brought activity, creativity, vibrancy and an 'edginess' to the locale. The CAP supports the recent North Quarter initiative (a project being progressed by the City Council and cultural industries partners), which seeks to galvanise the creative industries and improve their environment in the northern part of city centre and at Speirs Locks. The growth of cultural industries within the canal corridor should be supported and their creative influence on the development of the area will be encouraged.



GLASGOW

Welcome!

Welkom

GLASGOW

Welcome!

GLASGOW

GLASGOW

GLASGOW

Welcome!

www.glasgowfestival.org

perth

WEE SPARK BOWLING

## HERITAGE ASSET

Once called the 'Great Canal', the Forth & Clyde Canal opened in 1790, providing vital trade and transport links. The canal stimulated the industrialisation of Glasgow and its associated population growth, before falling in to decline in the mid 1900s. The canal is an industrial monument of national importance and, as such, is designated a Scheduled Monument by Historic Scotland, with many listed structures along its banks that reflect its working life. The canal closed as a navigable waterway in 1963, however, the millennium link project saw it reopen again in 2001 as a functioning, attractive waterway for the Scottish Central Belt, between Edinburgh and Glasgow.

## COMMUNITIES – CHARACTER

The canal's neighbouring communities have a diversity and character that reflect their historic development. The heavy industry which established the area's economic and social character has mostly disappeared, leaving a number of communities attempting to redefine their function in a rapidly changing city-wide economic context. The residential form ranges from Victorian tenements through 1920s 'garden city' neighbourhoods to post-war tenement





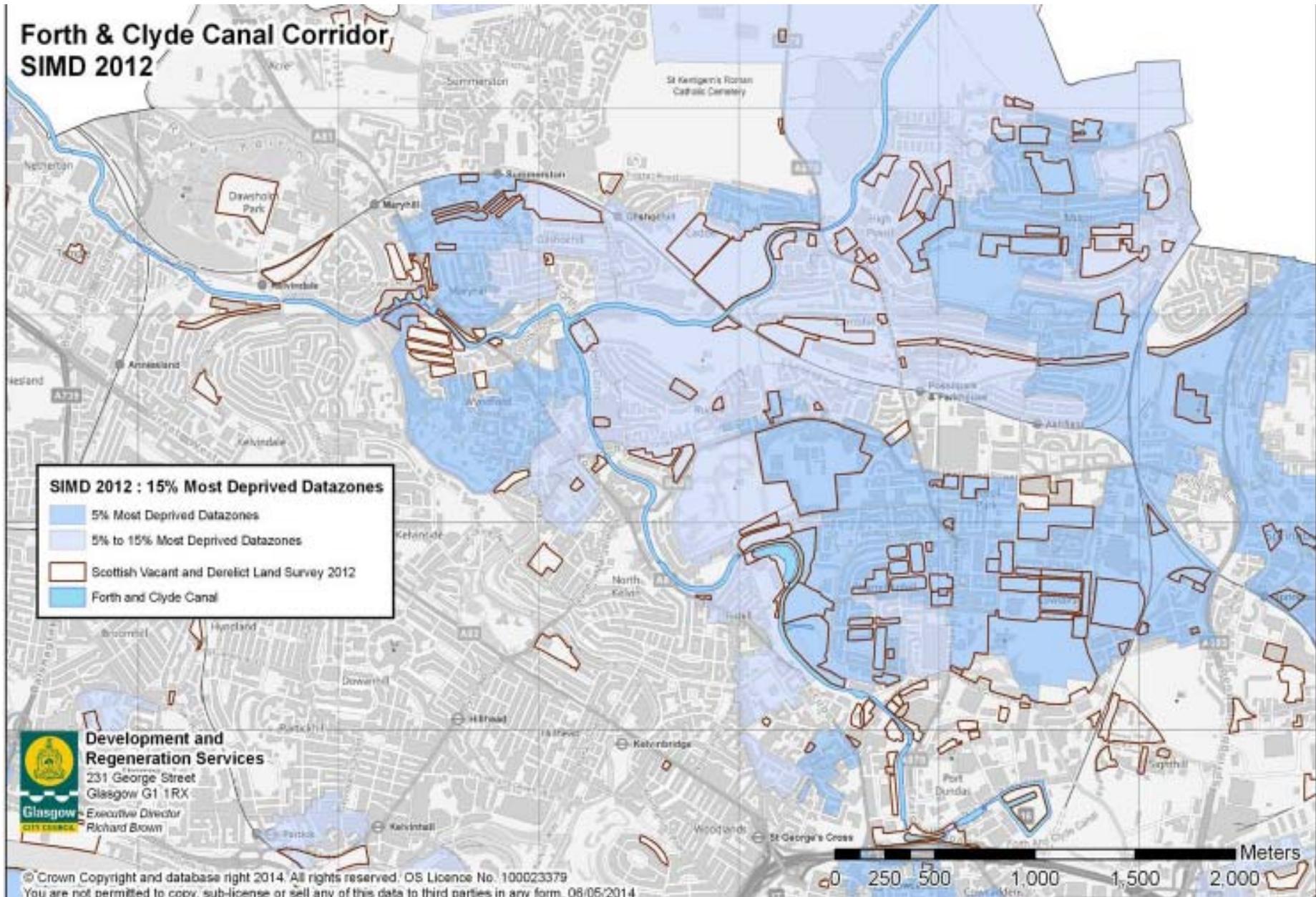
housing and 1960s high-rise Comprehensive Development Areas. More recent developments since the 1990s have sought to remove unpopular housing and introduce more diversity in both tenure and housing type. The refurbished industrial warehouse at Speirs Wharf brought residential activity to the canal-side and created a confident landmark that viewed the canal as an asset.

A legacy of the decline in heavy industry and the demolition of unsuccessful housing is the significant concentration of **vacant and derelict land** – extending to over 100 hectares – in the area, which has largely been prevented from

redevelopment by the poor economic circumstances since 2008. In addition to issues of contamination and scale, the location of much of this vacant land within certain neighbourhoods makes it particularly problematic, as it fragments communities and reduces environmental quality. In terms of overall ‘place quality’, the combination of varying housing styles interspersed with pockets, or often large tracts, of vacant land has created a fragmented urban landscape that lacks physical coherence, definition and identity.

The consequence of economic decline also manifests itself in the area’s social make-up; the 2012 Scottish Index of Multiple Deprivation (SIMD) indicates that the majority of the North’s

neighbourhoods fall within the most deprived 15% in Scotland, with half within the most deprived 5%. Little has changed from previous years’ SIMD surveys, indicating significant and persistent socio-economic deprivation. Unemployment across Glasgow North is also higher than the city and national average.





## CONNECTIVITY & MOVEMENT

- Walking and Cycling – Walking and cycling are not easy or attractive options within North Glasgow, due to lack of physical route/path connections and the poor condition or location of those existing. Despite many communities being physically close together, with those in the south within close walking distance to the city centre, their perceived isolation is exacerbated by the poor experience offered by an incomplete and unattractive network. There is a need to improve pedestrian and cycle connections between Port Dundas,

Speirs Locks, Applecross, Hamiltonhill and the city centre, building on the success of the metal petals, and create attractive, contiguous, coherent and legible routes. There is no dedicated cycle network throughout the area and cyclists utilise existing heavily trafficked roads. The canal towpath provides a considerable opportunity for greater active travel throughout the area, both as a connector of communities and as a commuter route to the city centre. However, there is a need for enhanced pedestrian and cycle connections to, and across, the canal.

- Roads - the North is well connected by road to the City Centre by three busy arterial routes; Garscube/Saracen Street/Balmore Road, Maryhill Road and Springburn Road. These routes are heavily-used commuter routes for the towns of Bearsden, Milngavie and Bishopbriggs and, consequently, divide the communities of Maryhill and Possilpark whose town centres are situated along their length and suffer poor environmental quality as a result. In addition to addressing their 'place impact', a key issue affecting development across the north is the ability of these radial routes to accommodate further traffic from future developments. A further issue to be addressed is the incompleteness of local road connections between and within communities, which restricts access to development sites as well as movement/activity throughout the area.
- Public Transport - the bus network predominantly utilises the main radial routes noted above, and provides quick access to the city centre. However, within some communities poor road connections, road closures (to prevent rat running) and significant amounts of vacant land restrict service penetration, which also constrains development as sites have below base public transport accessibility requirements. There is a good peripheral heavy rail network with quick journey times to the city centre.

## DRAINAGE

Lack of drainage infrastructure capacity is currently a considerable constraint on new development across the area. In recognition of this, the North Glasgow Integrated Water Management Study (NGIWMS) was carried out in 2013/14, commissioned by Scottish Canals, Glasgow City Council and Scottish Water and overseen by the Metropolitan Glasgow Strategic Drainage Partnership. The study considers the contribution of the Canal towards the drainage systems in Sighthill, Port Dundas, Hamiltonhill and Cowlares and assesses the implications for phased development and regeneration in these areas. The progression of the study recommendations towards implementation should be supported.

## TOWN AND NEIGHBOURHOOD CENTRES

Maryhill and Possilpark are Glasgow North's two town centres and provide a valuable local, (mainly convenience), commercial function. Both are located either side of busy arterial roads (Maryhill Road and Saracen Street) with high volumes of traffic, that detract from their place quality and 'usability'.

- *Maryhill Town Centre Action Plan (2011)* recognised that the locale was undergoing transformation: 700 new homes at Maryhill



Locks will bring people who will need to access shops, jobs and other facilities; the opening of a new Tesco with increased floorspace and the positive and negative challenges that brings to local retailing, and investment in community and recreational facilities, such as the new Maryhill Leisure Centre, refurbished Burgh Halls, and ongoing improvements to the Canal and towpath. The TCAP seeks to build on existing proposals and connect them within an overall vision of an improved centre in terms of function and 'place-quality'. The TCAP identifies a number of projects to be taken forward.

- *Possilpark Town Centre* has suffered from a decline in the population necessary to adequately support it, following housing demolitions in its locale and consequent undeveloped vacant sites. There has been recent investment in new health and business centres and in the public realm (2014). There is a need to support this investment by encouraging priority environmental and development projects in the wider neighbourhood. There is also a need to improve pedestrian and cycle links between the centre and neighbouring housing areas.

Elsewhere, similar to other areas across the city, the North contains a series of small convenience shopping parades, often in poor external condition which dissuades their use.

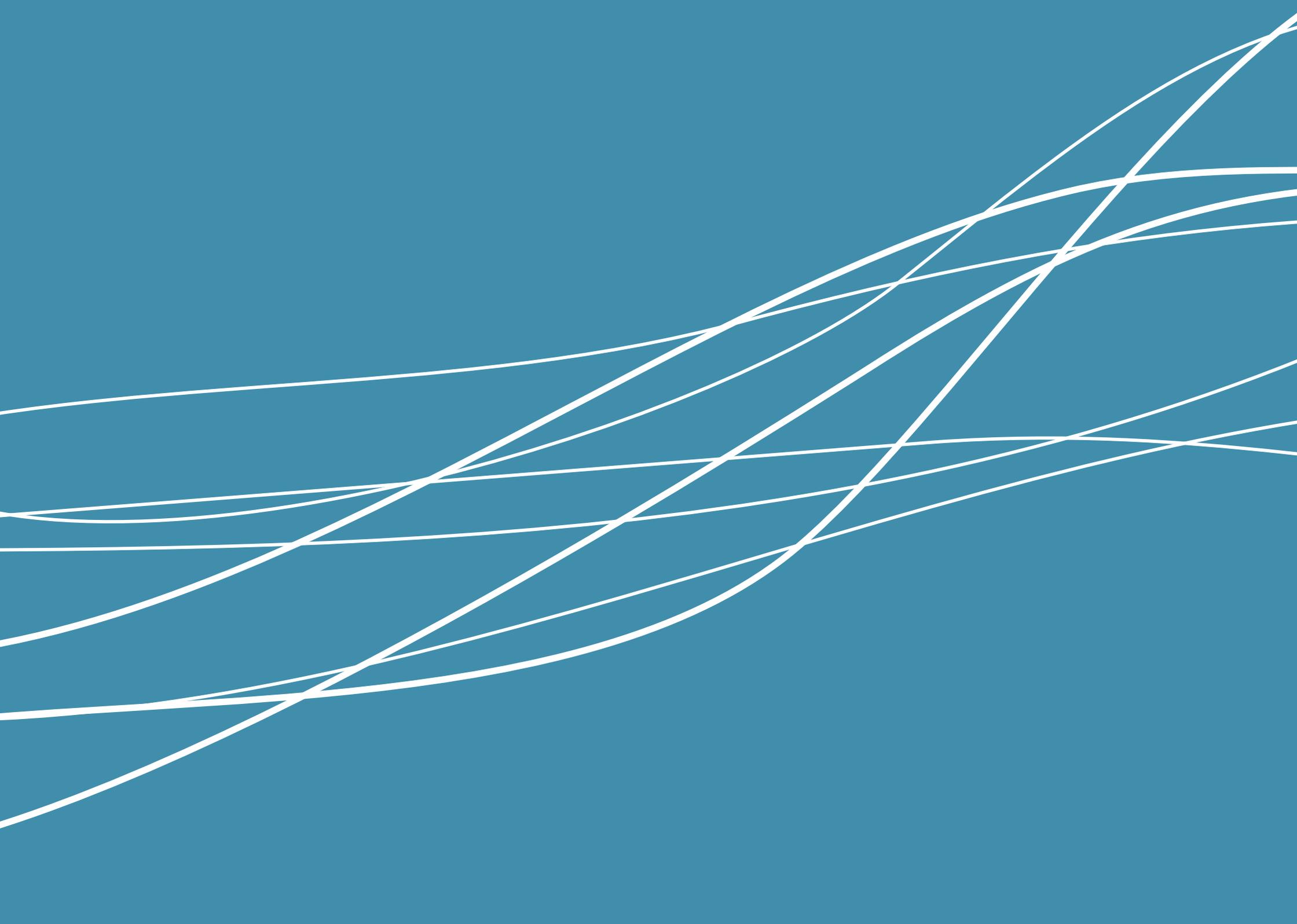
The GCRP should work with agency and local stakeholders to improve the attractiveness of these facilities. The distribution of local neighbourhood shopping and community facilities should be explored in new development frameworks and masterplans for local areas to ensure the sustainability of new and redeveloped communities.

### ENVIRONMENT, LEISURE AND ART

The Canal is a valuable open space, a 'linear park' that is a recreational resource for its adjoining communities and also a destination for visitors from further afield. It provides areas for tranquillity, for more active leisure and sport and opportunities for social enterprise (e.g. community growing groups, arts collectives,

sports bodies) as well as ecological enhancement. There is an opportunity to progress a proposed Local Nature Reserve at the 'Clay-pits' around Firhill Basin to open up access to enhanced habitats and develop environmental education. Regeneration will seek to create an integrated open space network linking the canal to its surrounding communities and to other areas of open space. Current public realm improvements, including the new footbridge over the canal at Speirs Locks, heritage interpretation and trim trail, and the opening of Pinkston Watersports Centre at Port Dundas and the further sporting proposals for this area, such as wakeboarding and a skatepark all contribute to increasing the use of the canal environment and generating activity, which is a key strand of the regeneration approach.







## ACTION PLAN

The rejuvenation of the canal corridor will be a catalyst for the wider regeneration of 'Glasgow North'. The aim is to create new places and spaces of lasting quality and reconnect and reinvigorate the communities around the canal. This will entail progressing and promoting new residential, business, commercial and cultural development, tackling environmental neglect and stimulating increased activity, participation and confidence in and around the canal.

The **strategy** for the Canal Action Plan is to focus on four key areas; Maryhill Locks, Speirs Locks, Port Dundas and Applecross – Firhill - Hamiltonhill. The GCRP proposes to utilise existing or, where appropriate, establish new stakeholder groups to guide, deliver and manage regeneration in these areas.

In addition, there are 'strategic projects' that either span the North or are located outside the four focus areas.

Priority actions for **strategic projects** and the **four focus areas** are included in following tables.

## STRATEGIC PROJECTS

Strategic projects include significant projects either outside the four focus areas, e.g. Sighthill Transformational Regeneration Area (TRA) or that span the canal corridor or wider Glasgow North area, such those relating to drainage, transport /movement , ecology, art and public realm or the open space network. Infrastructure plans will provide a framework for the consideration of detailed proposals at community and site level. They will also highlight priorities for investment in infrastructure that is required to remove site constraints and unlock development potential.



	<b>ACTION</b>	<b>PROGRAMMING</b>
1	Revise the Forth & Clyde Canal Local Development Strategy to provide updated planning guidance to reflect the renewed regeneration strategy and support the Canal Action Plan.	Summer 2015
2	Undertake a Transport/Movement Study of Glasgow North to assess the transport (walking, cycling, public transport, cars, HGVs) infrastructure constraints and opportunities across the area and inform local area plans and proposals.	Spring-Summer 2015
3	Support the delivery of Sighthill Transformational Regeneration Area and connectivity with emerging projects at Port Dundas, including alignment of masterplans and infrastructure, and connectivity/alignment with City Centre proposals.	Ongoing
4	Prepare a Vacant & Derelict Land Strategy – to include site investigations, remediation and temporary greening /meanwhile uses.	February 2015
5	Support the progression and implementation of the NGIWMS	Ongoing
6	Support delivery of projects contained within Glasgow City Council's Strategic Housing Investment Plan for the area.	Ongoing
7	Develop a leisure and arts development programme for the canal corridor	Spring 2015
8	Linked to planning guidance, prepare an Open Space and Access Strategy for the canal corridor that includes a framework for environmental, ecological and public realm improvements.	Summer 2015

## MARYHILL LOCKS

Maryhill Locks is well on its way to becoming a **contemporary canal-side urban village**, integrated with the surrounding neighbourhood, and supported by local amenities. Its 700 home project will be far more than just another housing development - it will be a truly mixed income neighbourhood defined by the highest possible design quality. The first phases perfectly showcase this ambition by delivering mixed tenure housing, ranging from 1 bed apartments through to family houses, with architectural variety and interest being achieved through the commissioning of different design practices. Progress at November 2014:

- Phase 1 - 35 homes completed in 2010, for Maryhill Housing Association, with design by Elder & Cannon.
- Phase 2 - 125 homes nearing completion, for Maryhill Housing Association, with design by Hypostyle.
- Phase 3 – 40 homes for private sale, by Isis Waterside Regeneration. Construction is due to start in January 2015, with design by Nord.



In addition to housing, the derelict former Whitehouse Bar has been brought back to life and now provides premises for social enterprises.

However, a liveable neighbourhood means much more than bricks and mortar. For this reason, community engagement has been at the heart of projects in the area from the beginning, with the conversation evolving naturally from initial design workshops to the hosting of 'Big Man' Canal Festivals. A Local Delivery Group has been established, under

the Chairmanship of locally elected Council Members and it is anticipated that this group will continue to drive and direct regeneration in the area.

Going forward, the key actions are proposed as follows, (NB - we will also continue to support the **Town Centre Action Plan**, where possible);

	<b>ACTION</b>	<b>PROGRAMME /MILESTONE</b>
1	Support the existing Maryhill TRA Delivery Group as the Community Delivery and Management Structure for the area	Ongoing
2	Support Isis with the development of next phases at The Botany – - Phase 3, (40 homes) - Phase 4, (32 homes)	2014 – 2016 2017
3	Support development of the next phases at The Valley, to be brought forward by other private sector development partners	2015 – 2018
4	Work with MHA, Isis, Scottish Canals & GCC to prepare a Maryhill Locks Estate Management Strategy, to ensure quality of maintenance across the Masterplan area	2015 – onwards
5	Support fund-raising efforts for the extension of Phase 2 Public Art project throughout the rest of Masterplan area and in the wider locale	2014 – 2016
6	Support the delivery of the Community Growing Space at The Botany	2014/2015
7	Deliver a further series of environmental, heritage, lighting & fitness trail improvements along the canal-side	2015
8	Support re-use of The Whitehouse Bar for social enterprise	2014
9	Provide new moorings, including for residential use	2015
10	Support delivery of the Town Centre Action Plan	ongoing
11	Re-consider proposals for access improvements at Stockingfield Junction	2015
12	Secure planning permission for the development of land at Sandbank Street, for housing use	2015
13	Encourage the opening of supporting uses along the canal, including café and employment opportunities	2015 - onwards
14	Encourage close relationship between all delivery partners with the proposed new Health Centre, to maximise health & well-being opportunities for residents of the Masterplan area	2015 – onwards

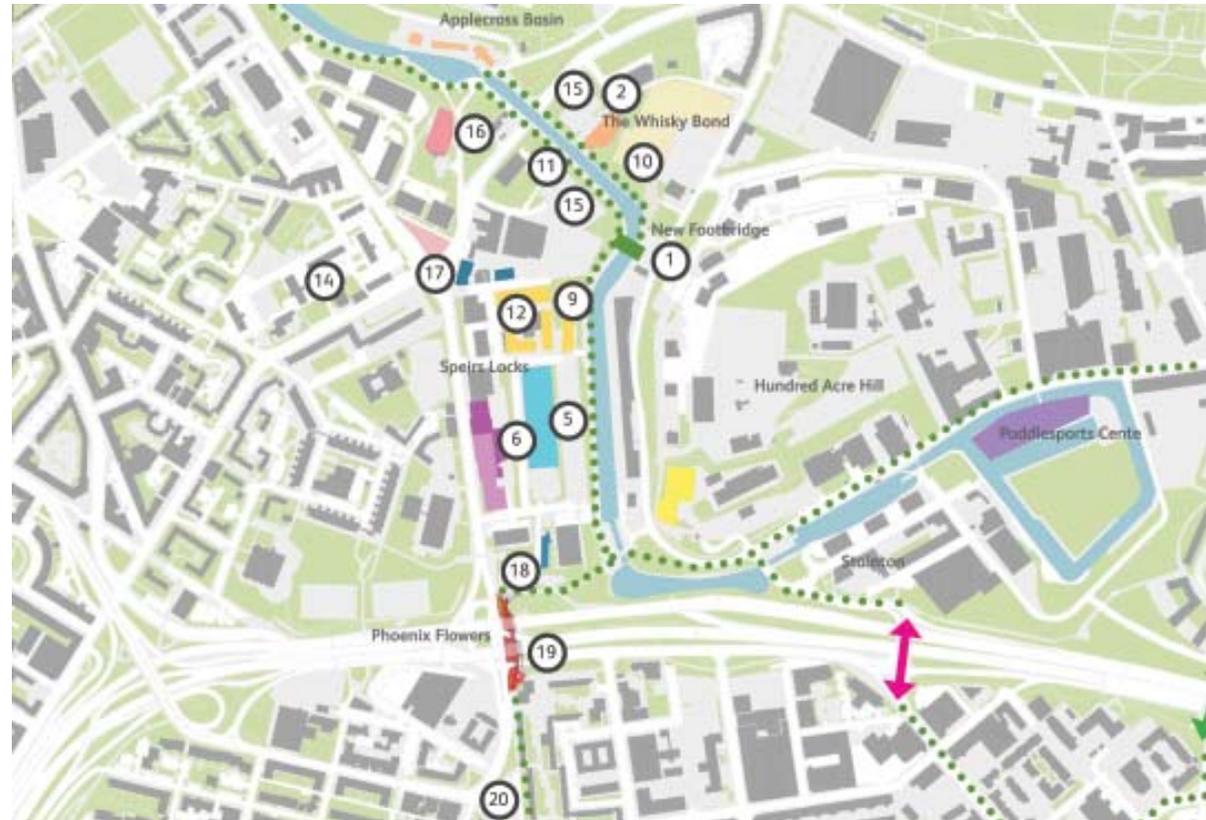


## SPEIRS LOCKS

Speirs Locks is becoming somewhere quite different – a **daring and distinct place, with culture, creativity and the Glasgow Canal at its heart**. Following the preparation of a Masterplan in 2008, (which won the BURA Award for ‘Masterplanning’, and was commended in the Scottish Awards for Quality in Planning), there has been significant progress by implementing a strategy called ‘Growing the Place’.

This saw the area building on the existing, but somewhat hidden, strengths of housing Scottish Opera and GAMTA, (Glasgow Academy of Music, Theatre & Arts) by converting premises for occupation by National Theatre of Scotland and by encouraging the Royal Conservatoire of Scotland also to open a new campus. The Whisky Bond has since been renovated to become a 100,000 sqft creative factory, home to both a number of creative businesses and Glasgow Sculpture Studios. A former Glue Factory has also been transformed by a Community Interest Company to become a Gallery and Artists’ Studio.

And nothing more perfectly captures the spirit of this new neighbourhood than the 50 giant



flowers that form the centrepiece of the transformation of the Cowcaddens underpass, which connects the area to the City Centre. These £1.5M ‘Metal Petals’ addressed a major challenge raised by the community, and have been rewarded with success at both the Scottish Design and Roses Design Awards.

Recent public realm improvements along the canal-side, including paving, seating, an outdoor gym trim trail, lighting and new bridge

across the canal have beautified the corridor and improved its recreational appeal.

Taken together, these initiatives put in place the strong foundations for the growth of a creative and nurturing community. The next steps are set out below. At its core, the Glasgow Canal Regeneration Partnership believes that further energetic and creative activity needs to be triggered to effect real sustainable change at Speirs Locks.

	<b>ACTION</b>	<b>PROGRAMMING</b>
1	Enhance access to Craighall Road from new bridge over the canal and provide gateway entrance and attractive civic setting for new National Theatre Scotland premises.	2015-2016
2	Complete refurbishment of TWB Floors 4, 5 & 6 for creative workspace use, and expand the events programme	Autumn 2014
3	Progress improved public realm connections throughout the area and with the City Centre and enhance awareness of canal at Cowcaddens	2015 onwards
4	Animate the waterspace with business & residential uses, e.g. Dutch barge	Winter 2014
5	Prepare New Rotterdam Wharf site for development, (including addressing ground conditions)	2015-2016
6	Transform Edington Street from lorry park use into a creative hub space between Scottish Opera and RCS	-2015 -2016
7	Establish a Local Delivery and Management Stakeholder Group that oversees regeneration in the area, nurtures co-operation within the cluster, builds a sense of place, animates spaces and secures funding	Spring 2015
8	Amend Speirs Locks Masterplan to reflect changes since 2008	Summer/Autum 2015
9	Support development of new canal-side student housing campus	Spring 2015
10	Facilitate and support the development of new HQ for National Theatre of Scotland, at 127 Craighall Road	2014 – 2016
11	Support the development of new Social Work Services centre at Rodney Street	2014 – 2015
12	Support the Glue Factory Community Interest Company becoming a sustainable, independent initiative	2014
13	Encourage more community participation with cultural organisations, e.g. Creative Cargo	2014 – Ongoing
14	Support QCHA proposals for improvements of Cedar Multi's and under-utilised land at Garscube Road	2015
15	Support a network of Growing Spaces, such as Rodney Street, TWB, former Phoenix Park site	2014 – Ongoing
16	Progress stalled spaces style cinema project on site of former Astoria Cinema and Great Canal Brewery	2015
17	Prepare strategy for the improvement of the nodal junction of Garscube Road, Bairds Brae & Possil Road to address traffic dominance, drainage, public realm and access enhancements	2015
18	Progress public realm improvements at the Landscape Link	2014
19	Carry out maintenance and improvement works to Phoenix Flowers	Winter 2014/Spring 2015
20		2015

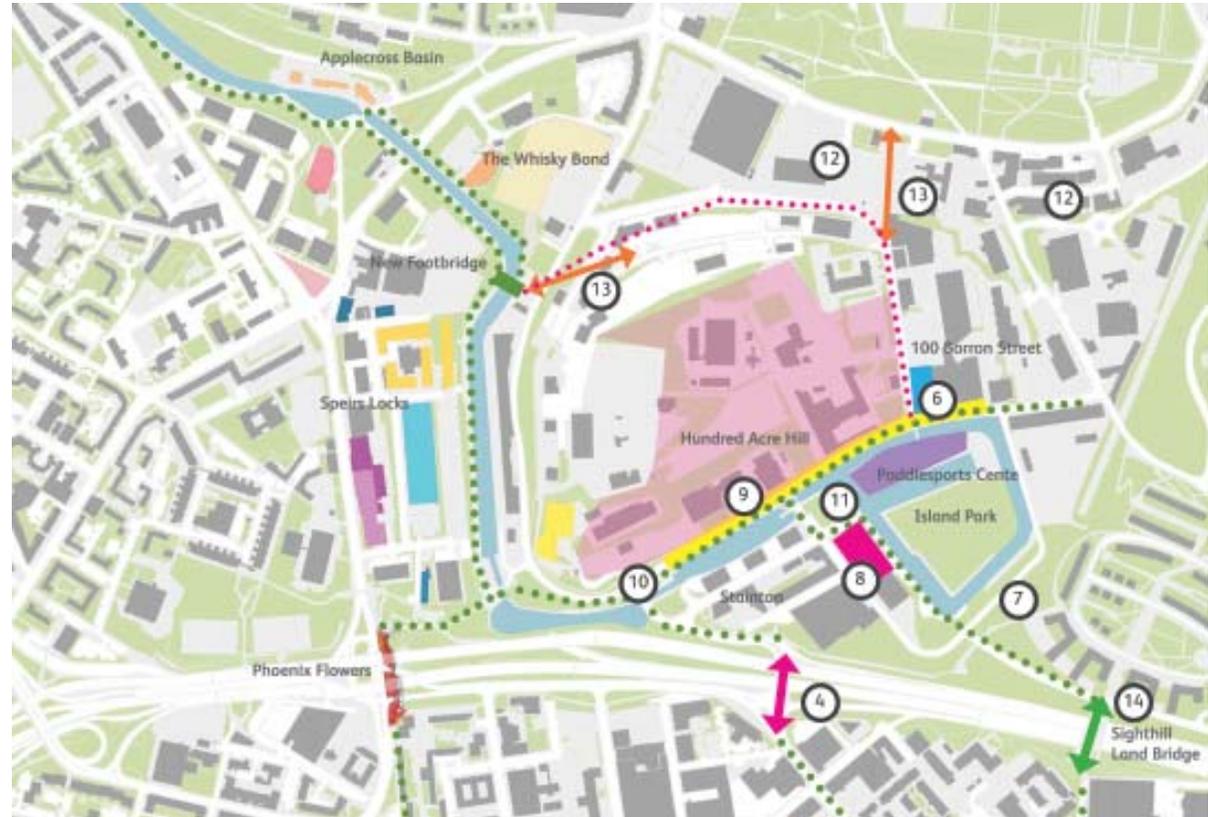


PORT DUNDAS

Port Dundas is a significant regeneration opportunity for Glasgow. Strategically positioned adjacent to the north of the city centre, it includes the canal's termination point at Pinkston Basin and, following the departure of Diageo from Dundashill, now has a large prominent vacant canal side site at its heart. A Planning Charrette was held in March / April 2014 to explore and establish the future regeneration strategy for this important part of the city.

In recent years, developments within Port Dundas have initiated a move away from solely business or industrial development to more leisure and recreational uses. Pinkston Watersports Centre, a new national centre for training and excellence with white water rapids, opened in summer 2014 at Pinkston Basin and is a significant recreational facility and visitor attraction in the centre of the area. Further facilities for wakeboarding on the canal and a proposed new skatepark and gym within Port Dundas Business Park, will complement this growing leisure offer and attract further activity to the area.

The vision for Port Dundas is for the creation of a vibrant, bustling new mixed-use Canal



Quarter for Glasgow. Building on the area's growing recreational offer, Port Dundas will have 'an edge' and grow to become Glasgow's urban playground for new exciting sports. Port Dundas will develop to become a vibrant and unique destination in the city, that includes new housing on the canal-side and at Dundashill, cafes and attractive leisure spaces along the canal, as well as a strengthened and diversified business offer.

The short term strategy for Port Dundas is to increase activity in the area, through growing recreational attractions and improving accessibility and links to/ from local communities and the City Centre. The longer term vision for housing and mixed-use development affords the opportunity to trial and explore new projects like Custom Build housing. Drawing on the cultural influence from the adjoining Speirs Locks, the development of Port Dundas should create a unique environment with a different residential

	<b>ACTION</b>	<b>PROGRAMMING</b>
1	Progress Charrette Report to produce formal Planning Guidance for the area.	March 2015
2	Develop a phased 'action programme' to implement Charrette recommendations	August 2014
3	Establish a Stakeholder Delivery Group to drive regeneration, and a landowner forum / mechanism for engaging with landowners	November 2015
4	Improve 'Key Gateway' at Dobbies Loan underpass (Jctn 16) to reduce traffic dominance, enhance traffic management, and make more attractive and pedestrian and cycle friendly, exploring possible road/path reconfiguration / public realm / lighting / arts project and possible design competition.	2015 - 2017
5	Undertake a movement and access study, to include updated transport modelling, junction counts and scenario testing.	Spring 2015
6	Progress skatepark (The Loading Bay) and develop an Urban Playground Activity Plan for the area, incorporating Watersports Centre, wakeboarding, Trim Trail, heritage interpretation, skatepark & gym and possible mountain bike trail,	Spring 2015
7	Work with Sighthill TRA Delivery Group to deliver joined up regeneration activity and connectivity of development, including addressing design of interface area and movement/access strategy.	2014 ongoing
8	Explore delivery of incubator space and container city concept with Universities.	2015/2016
9	Undertake public realm / lighting / access improvements at key locations within Port Dundas, including North Canal Bank Street	2015 - 2020
10	Progress canal-side Healthy Food Offer at North Canal Bank St, to complement Watersports Centre and wakeboarding project.	Spring 2015
11	Prepare Infrastructure Plan incorporating utilities, transport, energy, communications infrastructure, SUDs and water management strategy	Summer 2015
12	Improve connectivity to surrounding areas – enhance gateways and key routes.	2015-2020
13	Progress access link to north - engage with M8 food park and Graham's Dairies	2015
14	Progress site investigations and remediation of vacant & derelict land, to prepare for development	2015 - 2018
15	Progress detailed design and production of masterplans of key development sites	2015 - 2017
16	Investigate feasibility of innovative green technology and possibility of iconic landmark linking art and engineering	Spring 2015

offer that should complement rather than compete with neighbouring residential-led regeneration proposals. The linkages between Port Dundas and Sighthill are important and should aim to maximise benefits and create a 'marriage value' for both areas. The proposed

new bridges associated with Sighthill's redevelopment - pedestrian/cycle bridge over the motorway to the city centre and new road bridge to connect to Cowlairs - are important for the connectivity of Port Dundas.



APPLECROSS - FIRHILL - HAMILTONHILL

The canal forms a central spine between the communities of Queens Cross, Firhill and Woodside to the west and Westercommon and Hamiltonhill to the east. Along the canal side lie a cluster of historic, canal-related buildings at Applecross Basin in need of refurbishment and restoration. North of the basin lies the 'Clay-pits'; a largely neglected but attractive greenspace area of ecological value that is proposed for designation as an inner-city Local Nature Reserve. Very few buildings directly overlook the canal in this location and, unfortunately, the character of the canal-side in places, particularly around the back of Firhill Stadium is in need of improvement. However, there have been public realm improvements along the canal towpath in 2014, including a new path to TWB and the newly installed bridge at Speirs Wharf, new seating and the installation of a heritage trail and trim trail that have increased activity along the canal around the Applecross basin area in particular. The canal corridor currently divides adjoining communities east and west, however, it also presents an opportunity to bring them together as a linear park with increased recreational activity. Enhanced access improvements could better link these communities to surrounding



activity as well as extend the cultural / creative feel at Speirs Locks into this environmentally and heritage-rich stretch of canal. There is a need to consider linkages between various development proposals and regeneration aspirations in the area, such as the NHS's proposed new Health and Community Centre immediately to the west of the canal at Queens Cross and the aspirations to redevelop Hamiltonhill by Queens Cross

Housing Association. There is a need for a coordinated framework for this area to guide change, maximise opportunities and encourage partnership working. It is critical that developments in this area bring people together, in both their design and implementation and that the appeal and attraction of this stretch of canal is maximised in order to provide further environmental, employment, health and recreational benefits for adjoining communities along the canal.

	<b>ACTION</b>	<b>PROGRAMMING</b>
1	Develop Applecross creative hub based on social / craft / canal related industries through refurbishment of listed buildings	2015-17
2	Develop Hamiltonhill Masterplan and delivery plan, linking to area wide charrette.	Summer 2015
3	Explore Firhill Basin improvement projects with Partick Thistle Football Club, such as access and public realm enhancements and potential youth projects around the water, e.g. fishing hub	2015 - onwards
4	Progress access projects for the area, following charrette recommendations, including tackling key 'gateway' sites for public realm enhancement. ,	2015 - onwards
5	Produce LNR Management Plan for the Clay-pits	2015
6	Enhance Bairds Brae as a key link to canal – including support for stalled spaces project, outdoor cinema and community projects (linked to Whisky Bond /Speirs Locks)	2015 - onwards
7	Prepare a Local Development Framework for the area to coordinate regeneration, utilising a charrette approach to engage local stakeholders.	Spring -Summer 2015
8	Work with NHS to deliver community integration and canal-related improvements to encourage canal use and access as part of the proposed Woodside Health centre (through their Arts & Environment Group)	2015 - onwards
9	Explore potential new bridge using former Stop Lock structure	2015
10	Engage with Partick Thistle Football Ground on improved landscape and public realm and integration of development aspirations.	Spring 2015



COMMUNICATION /  
ENGAGEMENT STRATEGY

Of key importance is **maximising the involvement of all stakeholders** in the ongoing development, as well as use and enjoyment of, the canal corridor. This requires a planned and coordinated approach to communication and quality of engagement. In addition, the CGRP members will work closely together to **raise the profile** of and promote



<b>ACTION</b>	<b>PROGRAMMING</b>
Prepare a Communication Plan & Engagement Strategy	Early 2015
Prepare Stakeholder database for key agencies and local area groups, for information dissemination and invitations to participate in meetings, charrettes and workshops.	Early 2015
Publish and promote Canal Action Plan – prepare static exhibition, local area leaflets and present to existing groups, such as Area Partnerships, Housing Associations groups, Community Councils, Residents and Business groups and Community Planning groups.	Spring 2015
Establish local partnerships groups for above priority areas to support CAP delivery at local level	Spring-Summer 2015
Utilise Community / Stakeholder Workshops and charrettes in development of local plans and strategies.	Ongoing
Website re-fresh	Spring 2015
Prepare key contacts leaflet, for GCRP, local facilities , venues and recreational organisations to promote canal activity and engagement	Spring 2015
Devise and support a programme of Events along the canal corridor, promoting existing as well as new activity.	2015 - onwards

## FURTHER INFORMATION

For further information on the Canal Action Plan contact:

Fiona Campbell  
Development and Regeneration Services  
231 George Street  
Glasgow  
G1 1RX  
phone: 0141 287 854

Chris Breslin  
Scottish Canals

email: [glasgowcanal@glasgow.gov.uk](mailto:glasgowcanal@glasgow.gov.uk)  
web: [glasgowcanal.co.uk](http://glasgowcanal.co.uk)



