



# CENTRAL GOVAN ACTION PLAN

# Central Govan Action Plan

## Client Group



Glasgow City Council



Greater Govan Social Inclusion Partnership



Govan Housing Association



Linthouse Housing Association



Elderpark Housing Association



Scottish Enterprise Glasgow



Greater Govan Community Forum



Govan Initiative



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Resolution

CENTRAL GOVAN  
ACTION PLAN

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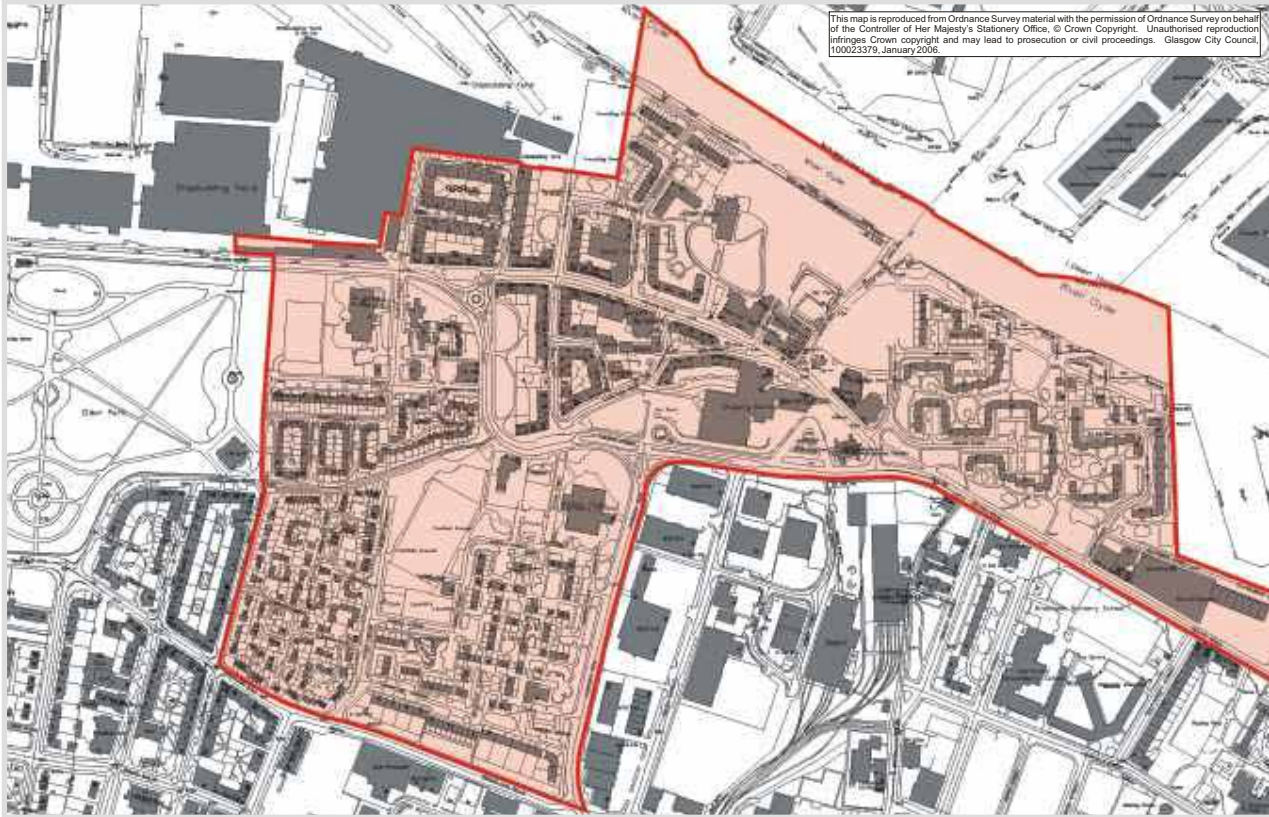
Glasgow City Council, in partnership with Scottish Enterprise, Communities Scotland, Greater Govan Social Inclusion Partnership and Govan Initiative (the Client Group), commissioned the preparation of an Action Plan for Central Govan in December 2004. The requirement for an Action Plan had been identified in the Glasgow City Plan 2003 as a means of addressing complex urban renewal issues and co-ordinating investment and regeneration activity in the area. The City Plan acknowledged that Govan has the potential to be a key location in the Glasgow City Region's economic structure, given current and future employment opportunities coupled with under-utilised assets. The Client Group partners are committed to realising Central Govan's potential, using the unique urban environment to attract investment in new development and regenerate Govan as an attractive, sustainable community and an inviting place to live, work and visit.

## THE REMIT

The Client Group prepared a remit to define the principle requirements of the Action Plan. These requirements include carrying forward the themes of the City Plan and its analysis by:

- Undertaking a market-based assessment of Central Govan's development potential
- Creating a realistic, deliverable, and manageable development framework strategy
- Refining the City Plan 2003's land-use designations
- Creating links to the river and neighbouring areas to improve infrastructure and provide lasting benefits
- Improving access and movement in Central Govan and the surrounding areas
- Recognising and respecting the area's position on the river and its relationship with adjoining areas and Glasgow Harbour.

## CENTRAL GOVAN ACTION PLAN AREA



Central Govan Action Plan Boundary





## DEVELOPMENT PLAN AND OTHER PLANNING POLICIES

The planning context for the Central Govan Action Plan is provided by the statutory development plans and other public agency strategies that apply to the area. The Glasgow and the Clyde Valley Joint Structure Plan 2000 provides the regional context, and the Glasgow City Plan (2003) contains policies and guidelines at a local level. The full context of Development Plan policies and strategies is included in appendix D with the main elements of focus of the plans and strategies as they affect Central Govan outlined below.

### Glasgow and Clyde Valley Structure Plan

The overall goal of the Structure Plan is to provide balanced and sustainable development by encouraging economic, social and environmental regeneration in Glasgow and the Clyde Valley. The Structure Plan seeks to support and promote sustainable development, promote urban renewal and regeneration in preference to further urban expansion, and maintain the vitality and viability of town centres locating new development where it is linked to the transport network.

### Glasgow City Plan 2003

The City Plan recognises the dynamics of cities shaped by constant change, and cycles of growth and decline affecting the lives of citizens. The 2003 Plan was the first Citywide review of planning policy for almost 40 years. While the City Plan focuses on Citywide issues to secure Glasgow's future over the next 20 years, the plan has also identified a range of key aims relevant to the Central Govan Action Plan:

- To achieve population growth, help retain families in the City, and deliver a choice of residential development opportunities to meet the demands of all sectors of the housing market;
- To provide quality, sustainable work opportunities for all residents of the City;
- To continue to develop the City's infrastructure to meet current and future needs of residents, visitors and investors;
- To encourage high standards of urban design;
- To protect or enhance important elements or built heritage;
- To realise the development potential of 800 hectares of vacant and derelict land by 2005;
- To bring about substantial change in the nature and perception of the River Clyde, identify new functions for the river and its banks that will result in widespread sustainable regeneration and allow it to regain its place at the heart of the City; and
- To target planning action to stimulate and sustain regeneration activity particularly to support SIP areas.



The City Plan encourages consideration of this wide range of issues to ensure that Govan is restored as a viable and sustainable community. A viable Govan would additionally compliment the range of ongoing investments in adjoining locations on the waterfront. City Plan recognises Govan's potential to become a place where people would choose to live, work and invest.

### Glasgow's Housing Strategy

Glasgow's Housing Strategy was approved by the City Council on 25<sup>th</sup> March 2003 and provides a comprehensive assessment of housing issues within the City; and provides aims, objectives and commitments as the basis for more localised Community Development Plans and Area Development Frameworks.

The vision on which the strategy is based is that *"people will want to stay in and come to Glasgow, finding here a choice of affordable, good quality houses that are warm, dry, safe, appropriate to their needs and situated in attractive, stable neighbourhoods which inspire a feeling of safety and with convenience access to jobs, education, shopping and leisure"*.

### Glasgow's Local Housing Strategy Update 2005

This update of the housing strategy was approved by the City Council on 3<sup>rd</sup> May 2005 and reaffirmed the aims and objectives as outlined above.

The update also confirmed a reduction in the loss of population from the City with a growing population of single person households. In terms of social housing the update also confirms a continuing decline to around 103,000 homes by 2012 and 99,000 by 2016. In this context the projected demand will fit closely with projected stock based on a current Glasgow Housing Association Business Plan, latest information on Development Funding and Registered Social Landlord (RSL) demolitions.

Of relevance to the Action Plan, the update confirms continuing growth in private sector housing developments with middle market projects outperforming both starter homes and rehabilitation projects in price performance. In this context the update offers evidence that increased focus on middle market homes produces a more permanent uplift to an area and helps to ensure sustainable neighbourhoods and communities.

### South West Area Development Framework

The aims and objectives of the Glasgow Housing Strategy are further refined with localised detail within the South West Area Development Framework which was finalised in October 2004. The Area Development Framework recognises the promotion of the Central Govan Action Plan as an integral element of the Glasgow City Plan,



which will identify opportunities for new housing, streetscape and public realm improvements.

### Clyde Waterfront Regeneration 2004

The regeneration of the River Clyde is recognised as one of the most important projects within Glasgow, where the City Council is committed to working with both public and private sectors to secure successful implementation of a wide variety of projects. The 2004 report outlines the progress achieved thus far and underlines further projects necessary to maintain the commitment to the river. In this context the regeneration of the Clyde Waterfront requires a masterplan for Govan that will produce a development framework to address key issues for the area,

### River Design Framework

In recognition of the importance of the River Clyde in the regeneration of the City, the City Council has prepared an urban design framework to ensure that the standards of development along the River Clyde reflect the highest possible quality of urban design in waterfront buildings and public spaces.

### River Clyde Waterspace Strategy 2005

The River Clyde Waterspace Strategy presents a range of proposals and research ideas for water-based activities that would essentially 'complement and support the planned land use and development patterns.' The Strategy, prepared by British Waterways, has been adopted as supplementary planning guidance by Glasgow City Council and has been prepared to support environmental, social and economic regeneration of the river throughout the city.

## PUBLIC CONSULTATION

To ensure that the concerns of the local community were considered in the preparation of the Plan, its remit required consultation with all major stakeholders who have a principle responsibility and direct interest within Govan, including participation in community and stakeholder engagement sessions. In this regard, the consultants have undertaken extensive consultations, in meetings and presentations, with all major stakeholders and with the local community in a series of café conversations, local offices and a five-day public exhibition in the Pearce Institute between 21<sup>st</sup> and 25<sup>th</sup> June 2005. The responses to the consultation process are included in Appendix C. In addition, representatives of local community organisations served on the Steering Group throughout its life.



## INTRODUCTION

The issues surrounding housing and population in Central Govan are fundamental to the regeneration of the entire community. Throughout the consultations on the Action Plan, a central concern, of local residents and community organisations, has been the lack of new housing in and around Central Govan and the rehousing of local residents in other areas of the City, as part of ongoing demolition programmes by the Glasgow Housing Association. Beyond the housing relocations the changes in household structure and the increase in single person households has had a significant impact on the strength, vitality and confidence of the local community. This has resulted in Govan and central Govan being unattractive as a place to live, work and invest in with local residents preferring to move away from the area if and when possible. As outlined elsewhere in the report, the changes which have taken place have not only reduced population but have also reduced the economic strength of the community to support local shops and other facilities. The lack of confidence has also resulted in a lack of concern for the quality of the local environment further reducing the attraction of the area for investment.

## KEY ISSUES

### Population Decline

Statistics from the Census confirm an 80% reduction in population in Greater Govan between 1951 and 2001, from 150,000 to fewer than 30,000. This scale of depopulation has led to significant reductions in the level of services available to the current population in terms of shopping, churches, schools and other community facilities. The population reduction has led to an increasingly vulnerable and non-sustainable community with further uncertainty over the future of the remaining local churches, shops and schools.

As in other inner-city areas subject of extensive housing clearance, demolition and urban renewal programmes the outcome of out-migration and resettlement of economically active population has resulted in:

- Higher levels of unemployment
- Higher levels of long term sick and disabled
- Higher levels of elderly
- Higher levels of anti social behaviour
- Higher levels of children in homes without work
- Higher levels of population on social benefit
- Lower levels of available expenditure
- Lower levels of population in higher education

These circumstances apply to Central Govan as in other areas of the City and are being addressed by various public agencies.

### Anti-Social Behaviour

As can be seen from the results of the public consultation (included in Appendix C), there is real concern over the level of anti-social behaviour in Central Govan. In particular, residents of Housing Association properties are concerned about anti-social tenants being allocated homes in the neighbourhood and further reducing the quality of life for the immediate neighbours and local community.

The impacts of anti-social behaviour are clearly visible in Central Govan, with high levels of vacant homes and continuing high levels of out-migration. Within the Action Plan area there is a sustained level of more than 200 vacant Housing Association properties, and in the wider Govan area an out-migration of approximately 15% of households per annum.

In these circumstances, there is general and widespread concern about the impact of government policy on the performance of registered social landlords, particularly in respect of priority which has to be given to nominees displaced from ex-council housing and the impact of anti-social residents. Anti-social behaviour in social housing tenancies is considered a significant element in reduced demand for local social housing and increased difficulties in attracting new population to the Govan area.

According to consultations with Govan residents, the prevalence of anti-social behaviour and territorial gang culture, and the need for the authorities to bring such issues under control are the most important issues for the majority of local residents, local businesses and local school children. Unfortunately these problems pervade and define Govan's anti-social profile, damaging its reputation as a potential place in which to live, work and invest.

### High Social Housing Vacancy Rates

There are a significant number of vacancies in the social housing stock with more than 200 houses consistently vacant in Central Govan and the immediate vicinity.

**FIGURE PH1 : VACANT PROPERTIES - CENTRAL AREA**





FIGURE PH2 : VACANT PROPERTIES - ELDERPARK STREET



The highest concentration of vacant homes is in Elderpark Street where there are 87 vacant flats, the great majority of which (66) have been vacant for more than 1 year and 20 for more than 6 months. Although not strictly within the Action Plan area, this concentration of vacant properties has a significant impact on the surrounding area's attractiveness, with particular impact on the private homes in the (Greenfield) area of the Action Plan area. The main focus of interest should therefore be the re-letting and management of the Elderpark Street properties. These issues are currently subject of a detailed study by Elderpark Housing Association.

Similar problems exist in the Central area, where there are 106 vacant flats of which 34 have been vacant for more than 1 year and 36 for more than 6 months. (See Appendix A for a list of vacant houses in the Central Govan area provided by Local Housing Associations). The vacancies appear to be concentrated in the northern area of Howat Street and at the corner of Govan Road and Rathlin Street. It is not yet clear what the intentions of Govan Housing Association are towards these properties. Long-term vacancy causes particular concern if it encourages further vandalism and eventual demolition. Whilst there is a smaller number of vacancies elsewhere in the public sector stock, these two areas of Victorian tenement houses are in need of urgent action to remedy the problems.

The difficulties facing both Elderpark and Govan Housing Associations are confirmed in the Scottish Registered Social Landlords Statistics (provided by Communities Scotland) which show that the average re-letting times for these Housing Associations are 137 days (EHA) and 103 days (GHA), respectively. This compares to the national average for Housing Associations of 53 days, Linthouse Housing Association of 34 days and Govanhill Housing Association of 35 days. Consequently, Elderpark Housing Association (EHA) has lost 10.8% and Govan Housing Association (GHA) 6.8% of rental income as a result of vacancies.

There is little to differentiate the nature of the housing stock between Linthouse and Elderpark, yet there is a dramatically higher demand and performance in re-letting in Linthouse. Linthouse Housing Association does in fact have a higher percentage of traditional Victorian tenements and fewer modern homes than Elderpark Housing Association. It would thus appear that the nature and quality of the homes available does not justify the reduced demand from potential tenants. There are therefore more complex reasons for this situation - namely anti-social behaviour and associated management problems. The housing associations accept that these problems exist, and it is important to add that anti-social tenancy problems in Govan are often the result of private landlords renting property to individuals who would not be allowed tenancy by local Housing Associations. In part this situation reflects the low levels of house prices in Govan, where rental income from beneficiaries of welfare is higher than the cost of borrowing to purchase a flat. In these circumstances the Housing Associations have little influence, and Housing Association properties adjacent to private tenancies often become unlettable. Dependent on the distribution of ownership amongst Housing Association properties, these problems can sometimes lead to entire closes becoming vacant.

### Physical Condition and Tenure of Existing Housing Stock

The existing housing stock in Central Govan comprises a wider range of house types than other inner city areas ranging from Victorian tenements to modern tenements, terraces and semi-detached dwellings. This reflects the impacts of past planning exercises, ranging from comprehensive area development under the 1947 Planning Act to tenement rehabilitation under the 1971 Housing Act. Up to 65% of Central Govan's existing stock is currently social rented accommodation with less than 25% owner occupied.

Central Govan's housing stock is generally built at a higher density than in the wider Greater Govan area which contains a higher proportion of semi-detached, cottage flats and terraced housing extending to Drumoyne, Linthouse and Shieldhall. The higher density stock in and around Central Govan reflects the easy accessibility of the area to both Subway and bus services.

Description of the housing stock is provided by a breakdown of the various neighbourhoods in Table 1.

FIGURE PH3 : HOUSING AREAS

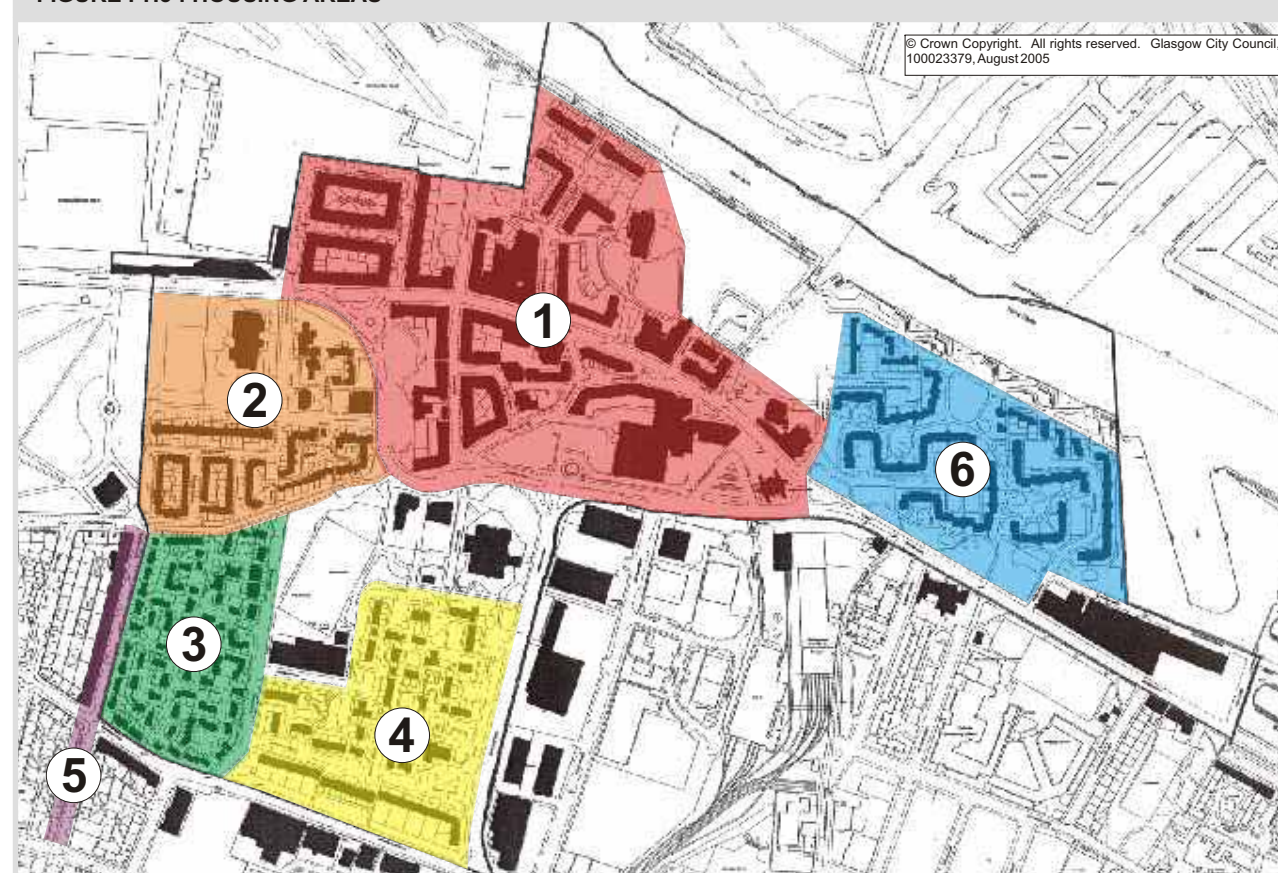


TABLE 1 : HOUSING AREAS IN AND AROUND ACTION PLAN BOUNDARY

MAP REF NO.	AREA	HOUSE TYPE
1	Central Govan	Traditional red sandstone tenements (mainly under tenure of Glasgow Housing Association), modern flatted development at Wanlock Street and Govan Road adjacent to the Pearce Institute.
2	Fairfield Housing	Modern flatted residential units and terraced housing under the tenure of Elderpark Housing Association.
3	Greenfield Street Housing	Modern, private low-rise housing.
4	Harmony Row Housing	1960s Council housing, dated style.
5	Elderpark Street Housing	Traditional red sandstone tenements of mixed tenure.
6	Riverside Housing	1970s former Glasgow City Council housing stock ranging from 4-storey flatted accommodation to 2-storey terraces. Now under the tenure of Glasgow Housing Association.

### Central Govan

The Action Plan's core area primarily comprises refurbished Victorian tenements with some modern infill developments along Govan Road. Modern flats and town houses have also been built at McKechnie Street.

The physical fabric of the majority of the houses remains in good, sound condition. However, ground floor retail or commercial premises occupy much of the tenemental stock on the main street frontages. Many of those premises are vacant and in poor physical condition, which significantly reduces the attraction of the area as well as the housing environment for local residents. The Retail chapter recommends a number of measures to overcome these problems.

Govan Housing Association have confirmed that the majority of the houses are well maintained, with good levels of demand for the modern flats and town houses in the McKechnie Street / Wardrop Street area. There are however concerns over the condition of properties at Govan Road / Rathlin Street and in Howatt Street where anti-social behaviour has led to high vacancy rates. Whilst these properties remain in sound structural condition there has been a degree of vandalism which has resulted in superficial damage which requires to be addressed prior to re-occupation.

The remainder of the area, including the tenemental stock in Shaw

Street, Rosneath Street, Burleigh Street and Langlands Road, appears to be in good physical condition with high occupancy rates.

### Fairfield

This is an attractive and almost fully occupied area of modern flatted residential units and terraced housing, primarily under the tenure of Elderpark Housing Association. The housing is core stock in good physical condition, offering an excellent variety of house types and sizes and an attractive residential environment close to local amenities.

### Greenfield

A modern private development, Greenfield contains a range of modern low-rise house types immediately adjacent to the four-storey Victorian tenements on Crossloan Road and Elderpark Street. The houses in this area have been developed in a compact layout with small garden plots and a restricted road layout. Whilst the inner areas of the estate offer defensible public space, the perimeter, particularly on Elderpark Street, suffers as a result of anti-social tenancy problems in the adjacent tenemental flats.

### Elderpark Street

Whilst not within the area of the Action Plan, the tenemental housing in Elderpark Street is cause for concern as a result of anti-social behaviour and high levels of vacancy (as outlined above). The housing stock in this area is generally in good physical condition and offers a range of house sizes which would normally be in demand. Unfortunately the problems of anti-social behaviour and vacancy have had a detrimental impact on the physical appearance of the properties due to vandalism. At this time Elderpark Housing Association has undertaken additional studies to establish options for resolution of these problems and increased occupancy of these properties. In this context any measures to increase the attraction of Central Govan for new residents will assist in this objective.

### Harmony Row

Harmony Row was amongst the first areas in Govan to be redeveloped as part of the Govan CDA in 1972. The house types and layouts are dated, yet they offer a reasonable standard of housing in a relatively low to medium density layout. Despite high levels of occupancy, the general environment of open space and landscape is poor and in need of improvement. Harmony Row is considered core stock by Glasgow Housing Association, which will invest in major landscape and environmental improvements over the next two years.

### Riverside

Riverside comprises a substantial area of former Glasgow City Council housing stock which was transferred to Glasgow Housing Association, as well as a limited number of Victorian tenements fronting Govan Road. The housing stock within the area offers a range of house types from modern 4-storey flatted accommodation to 2-storey terraces. Although in need of environmental improvement, Riverside is in reasonable physical condition. Unfortunately the estate's layout does not establish a good relationship with the River Clyde waterfront, particularly where there is potential for increased access and informal supervision. Glasgow Housing Association considers the Riverside area core stock and plans significant

investment to upgrade both the housing structures and the general landscaped environment.

### Vacant or Underused Land

There is a significant proportion of vacant or underused land within Central Govan. The following sites have been identified:

Golspie Street: A 0.6 hectare site, currently landscaped.

Rathlin Street / Wardrop Street: A 0.6 hectare site partly landscaped and partly used as a blaes football pitch.

Water Row: This site extending to approximately 3.0 hectares represents the largest area of vacant or underused land.

Garmouth Street : This 0.7 hectare area of land in Fairfield adjacent to Elder Park is under-utilised. A blaes football pitch used by St Anthony's Primary School currently occupies part of the site.

Elder Street : A rarely used all-weather football pitch and the disused swimming baths and washhouse at Harhill Street occupy an area of 1.9 hectares of vacant, under-used land and buildings between the Greenfield and Harmony Row neighbourhoods.

## OPPORTUNITIES

Having considered the issues relevant to population and housing in Govan, the main objective is to maximise population growth and housing choice to strengthen the local community and to support local services. To achieve this, the following opportunities should be considered :

- Maximising the volume and range of new housing developments,
- Increasing the range and quality of social and affordable family homes,
- Increasing the amount of private housing in the area to strengthen the market,
- Increasing the value of existing properties above levels at which renting to antisocial tenants is viable,
- Constructing sensitive infill developments to reflect the townscape, heritage and urban character of the area,
- Improving the quality of existing housing stock,
- Improving the housing environment of Central Govan, and
- Reducing the vacancy rates within existing housing stock.

### New Housing Development

The vacant and underused sites within the Central Govan area offer opportunities for new housing development, including options for early action.

Whilst there may be a need for lower-density housing, such new housing would limit the scope for population growth and the sustainability of the local community. Central Govan is a highly accessible location, with all potential housing sites within 500 metres of the Subway and bus stations. In such locations, national, regional and local planning policies on integrated planning, transport, and sustainability support high-density developments of over 100



dwellings per hectare. Such densities will support the development of housing which would reflect the tenemental characteristics and urban form of Central Govan.

There is a need to provide improved quality and choice of affordable and social rented stock particularly to assist in the re-provisioning for displaced local residents from Glasgow Housing Association demolition programmes elsewhere in the wider Govan area. However, the provision of affordable or social rented family accommodations or sheltered homes will have to be carefully balanced to minimise the risk of further vacancies in the existing tenemental stock.

It is recommended that the Action Plan should seek to maximise opportunities for a wide range of additional private sector housing to assist in the regeneration of the area. This is of particular importance as a means of attracting employees of the various major new business developments in the area to live within the local community as well as to work there. The following sites are considered suitable for residential development:

- **Golspie Street:** Approximately 80 flatted residential units could be developed to complete the street block at Govan Road, Shaw Street and Langlands Road. Access could be either from Shaw Street or possibly from Golspie Street, subject to consideration of traffic issues.
- **Rathlin Street / Wardrop Street:** This site could be developed for approximately 40 residential units with an upgraded multipurpose sports pitch and changing facility.
- **Water Row:** The site contains important archaeological resources, which will require further investigation prior to determination of future uses. This work will have to be carried out in advance of any design work for the redevelopment of this site. The indicative layout presented in the Action Plan illustrates the potential capacity of the site to accommodate up to 150 new homes with additional commercial development on important and prominent sections of the site.
- **Garmouth Street:** The area of land in Fairfield could provide an important opportunity for approximately 80 additional flatted houses. The release of this land for housing would require the provision of an alternative location for a more modern and better quality football pitch, for both school and community use, close to the school. Locating new housing adjacent to the park will increase the urban cohesion of Govan, introduce additional population and create an attractive entrance to Govan from the west.
- **Elder Street:** The site offers significant opportunity for early action on the promotion of new housing development. The development would help strengthen the community and re-integrate the neighbourhoods of Central Govan within a cohesive townscape form. This site has the capacity for approximately 120 residential units in a mix of flats, terraces and semi-detached houses while replacing the full-size pitch with a smaller, more appropriate local all-weather-surface facility. Sportscotland will insist upon the provision of a replacement football pitch within the local area. Whilst the Action Plan will identify a location for smaller-scale local facilities within the housing neighbourhoods, a full size pitch would be more appropriately located in a district-wide facility such as the one currently proposed at Pirie Park.
- **Napier Street /Govan Road.** This area of land has been landscaped as part of the Riverside Housing Estate but has been

declared surplus to requirement to allow the relocation of the Riverside Hall. As stated elsewhere in the action Plan the opportunity exists to relocate the Hall to maximise the potential for integration with future Primary school proposals to the south of Govan Road. Insofar as the Townscape Analysis in the Action plan identifies the need for additional development in this area to increase the physical cohesion of the area the opportunity exists to encourage additional housing to assist in housing re-provision by Glasgow Housing Association.

- **Govan Road/ Broomloan Road.** This site has been identified in the Townscape Analysis as offering opportunity for development to increase the physical cohesion of central Govan. In this instance the opportunity also exists to encourage development which will assist in securing the refurbishment of the former Orkney Street Police Station with a fully integrated approach to the development of both sites. This would also allow the closure of to increase traffic safety as discussed elsewhere in the Action Plan.

The above housing sites have the potential capacity for up to 500 new homes.

In circumstances where the majority of developable land is under Council ownership, the programme for site development could begin on an annual basis with Elder Street in 2006, Rathlin Street 2006, Orkney Street 2007, Golspie Street 2007, Garmouth Street 2008, Napier Street 2008, and Water Row 2009. Development of all of the aforementioned housing sites should be completed by 2010.

Other longer term options for additional housing may become available in Central Govan as part of future land use rationalisation programmes.

#### **Improvements To/Sale Of Difficult-To-Let Social Housing Stock**

Consideration should be given to the physical improvement of vacant Housing Association properties at 6-40 Elderpark Street and 18-20 Howat Street. 956/964 Govan Road and 5 Rathlin Street.

Consideration should also be given to the sale of difficult to let Housing Association stock as part of an early action programme. Such stock in Elderpark Street or Rathlin Street could be sold to first time buyers to encourage investment in the local area and to attract new finance for improvement of these properties. These properties could be sold with or without improvement by the Housing Associations dependant on the condition of each property. There is also an opportunity to target students and first time buyers as potential residents of Govan due to the area's good accessibility to all of Glasgow's universities and the City Centre by Subway and bus services.

#### **Acquisition of Private Housing Stock**

The local Housing Associations should give consideration to acquiring private housing stock where there is a history of antisocial behaviour, especially where such acquisition could unite the management unit within the control of a registered social landlord. Any such acquisitions could be balanced against the opportunities for the sale of difficult to let properties as a means of sustaining total stock levels of the Housing Associations.

#### **Central Govan Management Group**

The concerns over the levels of vacant properties in Central Govan will require focus from all local agencies. Consequently, the Action Plan Steering Group has agreed to the formation of a Central Govan Management Group to investigate all possible options for reducing problems with anti-social behaviour in the Central Govan area.

#### **ACTION PLAN RECOMMENDATIONS**

1. That Marketing Briefs be prepared for new housing development in joint ventures between private housebuilders and local Housing Associations on each of the following sites:

Elder Street  
Golspie Street  
Rathlin Street  
Garmouth Street  
Water Row

2. That consideration be given to the procurement of funds for archaeological research at the Water Row site to limit delays potential in the development of this site.

3. That consideration be given to housing and environmental improvements at the properties identified below to improve their condition for rent or sale:

6-40 Elderpark Street,  
18-20 Howat Street, and  
956-964 Govan Road and 5 Rathlin Street

4. That Glasgow Housing Association be encouraged to develop new housing at:

Broomloan Road / Govan Road, (48 units) and  
Napier Street / Govan Road (32 units)

These actions will result in a total of over 500 new homes. Added to the potential population from re-occupation of currently vacant housing stock, the Action Plan should result in 700-800 additional households with upwards of 1,400 new residents. This would result in an investment of some £38.5 million in new housing in Central Govan. It is estimated that the increase in population would generate additional annual expenditure of more than £4.2 million which could potentially be attracted to an extended and improved range of local shops.

## INTRODUCTION

After a period of economic decline following the steady downturn in shipbuilding and associated heavy industries, the areas adjacent to Central Govan have seen new industrial and commercial developments offset these changes. The success of Helen Street Corridor, in particular, has encouraged further investment in industry and business with the development of Moorpark Industrial Estate and Ibrox Business Park.

Greater Govan is now the most populous area for employment in Glasgow outside the City Centre and West End with a total of 963 businesses. Business occupancy rates in Govan stood at 89% in 2004, the same as the City average, and in September 2005, there were an estimated 772 unfilled job vacancies in the Greater Govan area. Over the next five years, nearly £2 billion will be invested along the Clyde, creating a spread of opportunities to complement the already job dense area.

However, research Findings that almost half of the working age population of Govan are not in work are clear cause for concern in the regeneration of the local community. The principal challenge for the Action Plan is to ensure that the economic gains arising from the unprecedented economic growth and investment are translated into measurable benefits for the residents of Central Govan. In these circumstances this chapter analyses the availability of employment opportunities for local residents and whether there is a need for increased allocation of land for employment-generating business.

## KEY ISSUES

### Current Employment Opportunities

Research undertaken on behalf of the Greater Govan Social Inclusion Partnership (SIP) to provide baseline data for regeneration in Govan has established that the area's business base is strong. This conclusion is based on a range of indicators which illustrate that :

- The number of businesses trading in Govan has increased by 56% in 10 years to 963 in 2004 employing 26,000 people;
- In Greater Govan there are now 48 workspaces per 1000 people as compared with lower Glasgow (32) and Scottish (26) averages;
- Between 1986 and 2001, despite fluctuations in the economy, the number of vacancies advertised through the local job centre almost trebled, and 772 vacancies are currently available in September 2005; and
- Business occupancy rates in Govan stand at 89% in 2004, the same as the City average and higher than other SIPs.

The evidence suggests that Govan residents are well situated to achieve work placements in the local area. In addition, Govan is well located, with access to a wide range of employment opportunities throughout Glasgow including the City Centre.

The plan on the following page illustrates a range of existing and proposed major employment locations and the public transport

services which provide high accessibility to these locations from Central Govan.

Bae Systems, who occupy the Govan Shipyard, remain a significant employer in the area; and together with Thalys at Linthouse provide employment opportunities easily accessible to the area's residents.

Helen Street Corridor is a strategic industrial area and major employment location situated adjacent to the Action Plan area. The Corridor benefits from direct access to the motorway network at Broomloan Road and Helen Street, as well as excellent public transport linkages by bus and Subway at Govan Cross and Ibrox. Helen Street Corridor must continue to attract development investment and a wider range of new business space to provide short-term benefit to the local workforce.

The accessibility afforded to Govan residents by the Subway enables easy access to a wide range of other employment destinations such as the City Centre, Glasgow University, the Queen Mothers' hospitals and the South Street corridor.

Hillington Industrial Estate represents a further nearby major employment source, and is connected to the Action Plan area by a range of bus services.

### New Employment Opportunities

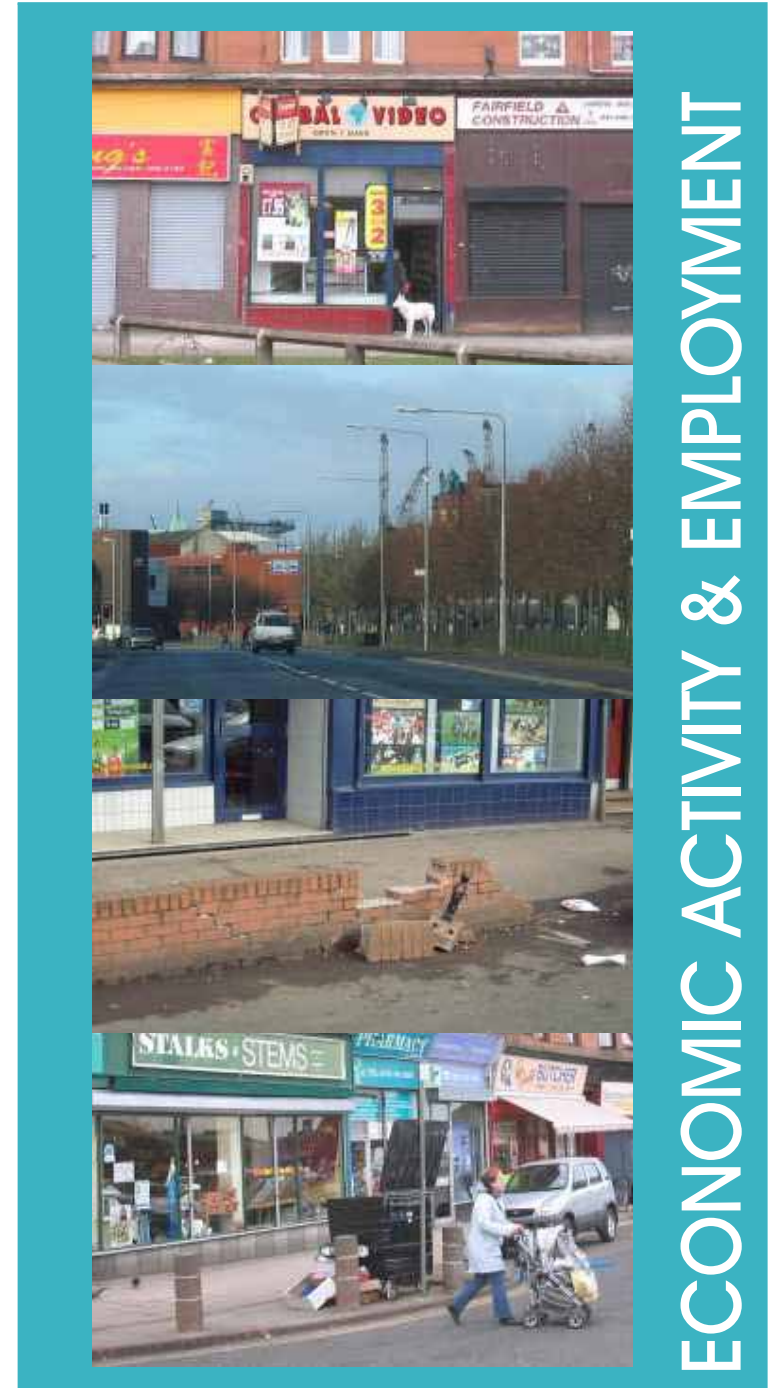
Over the next 5-10 years Greater Govan will experience a significant upturn in investment and development activity. A variety of major investment programmes are proposed for the area from the plans outlined in the Central Govan Action Plan to the redevelopment of Southern General Hospital and the creation of a new national media cluster at Pacific Quay. In total some £2.3bn will be invested in the Greater Govan area over the next ten years. This level of economic investment represents an unprecedented opportunity for local residents to engage in either employment during construction or within the completed developments. Local agencies such as Govan Initiative and the local housing associations will continue to work with main contractors to secure employment and training opportunities for residents of Greater Govan. The major investments referred to above include the following:

#### Tradeston Redevelopment

The regeneration of Tradeston will see the redevelopment of 12 city blocks on the south side of the River Clyde. The first phase of the proposals includes the construction of 3 new city blocks along the waterfront which comprise 943 flats with retail space and eateries at street level. The £250m project, which will tie in with the proposed Glasgow Bridge, is being undertaken by Alburn Tradeston Ltd and is expected to start onsite during 2006 pending full planning permission being secured.

#### Glasgow Bridge

The Glasgow Bridge is an iconic new pedestrian crossing proposed for the Clyde. Once complete, the crossing will connect the International Financial Services District at Broomielaw with the proposed redevelopment at Tradeston. The £40m project is





scheduled to start onsite during 2006 and is due to be completed by 2007.

### **Finnieston Bridge**

The new Finnieston Bridge is scheduled for completion in 2006. The 4-lane vehicular crossing will connect Govan to the City Centre and is considered to be a significant element in the economic regeneration of Pacific Quay and Greater Govan. The underpinning need for the bridge is one of economic gain for the area. A number of benefits have been outlined by the partnership and these can be summarised as follows:

- A key infrastructure component in the further regeneration of Pacific Quay;
- To have potential employment effect of between 550 and 1260 full time jobs;
- To encourage wider economic gains by improving the local transport infrastructure between Govan and the Anderston area;
- To improve and provide sustainable transport links between the north and the south of the city;
- To relieve pressure on existing river crossings such as the Kingston Bridge and the Clyde Tunnel.
- The bridge will provide capacity for general traffic, public transport, pedestrians and cater for a possible rapid transport system.

### **Pacific Quay**

The ongoing development of Pacific Quay offers significant employment opportunities during both the construction phases and when fully operational. In addition, the relocation of jobs to the area from major companies such as BBC Scotland, Scottish Television and Channel 4 should provide a considerable boost to the local economy. The £120m Phase 2 of the Pacific Quay Development proposals consist of 40,000sqm of office space, 300 housing units, 150 bedroom hotel, 2,800sqm of retail and associated parking.

### **City Dock**

The masterplan for the £150m mixed use development by Bishop Loch was approved by Glasgow City Council. The ambitious proposals for the 22.2 acre site will provide 1,200 apartments, 8,000sqm of live work space and 7,500 sqm of retail space. In addition, a marina with 200 berths is to be located within the canting basin with a dinghy school, adjacent to the Glasgow Science Centre to which a pedestrian bridge is also proposed. The proposals present significant employment opportunities during both the construction and operational phases of the development.

### **Housing Developments**

Outwith the study area of the Central Govan Action Plan and in addition to the proposed new homes detailed in this plan, the four local housing associations will undertake a significant number of new developments over the coming 5 years. It is estimated that the local housing associations will invest in the region of £21m on new housing developments and tenemental refurbishments in the next three years.

### **New Casino & Community Sports Complex**

The £235 million casino proposed by Las Vegas Sands in partnership with Rangers FC has received planning approval from Glasgow City Council subject to a Section 75 Agreement. The 15,600 square metre facility includes a 140-bed hotel, conference centre, club superstore, gym and fitness centre, housing, local retail space, Rangers Ticket Centre and The Ibrox Sands Entertainment Complex. The entertainment complex incorporates a 'destination' casino complete with bars, restaurants and entertainment facilities. It is proposed that the centre will also include the Ibrox Community Recreation Centre which will be relocated from its current location (opposite the stadium). The new community facility will include a full size all-weather floodlit pitch on the roof of the new buildings. The joint venture company has advised that around 2,000 jobs will be created as part of the completed development and that at least half of these will be recruited locally. The development is one of three casinos proposed for Glasgow. The progression of the project will be subject to the outcome of the Governments Gambling Act 2005.

### **Rowan Business Park**

A new development by Govan Initiative, Rowan Business Park at Teucharhill is well accessed from the Motorway and local road network and is close to existing public transport services in Govan. The first phase will offer more than 2,000 square metres of new business space with plans prepared for a similar sized second phase at a later date. The completed development could offer accommodation for up to 600 new employment opportunities for local residents.

### **Former St Anthony's Junior Football Ground**

The City Council has recently agreed to the sale of land at the former football pitch of St Anthony's Juniors to Dawn Construction for the erection of up to 6,000 square metres of office / business space. This will offer accommodation for more than 700 new employment opportunities for local residents.

### **Southern General Hospital**

Plans are currently in preparation for more than £320 million investment in the expansion and renewal of the Southern General Hospital which will not only secure existing jobs at the hospital but lead to a significant increase in local employment. In addition to the staff required at the hospital the investment will involve long term construction jobs for large numbers of workers in the building industry. Added to the other construction projects identified in the Action plan it is clear that there will be a significant requirement for construction workers in the Govan area over the next 10-15 years.

The advanced stage of these developments justifies confidence in continuing employment opportunities for skilled members of the local community.

### **Glasgow Harbour**

With more that £500 million committed to Glasgow Harbour this project offers a wide range of job opportunities in a location which is highly accessible from Central Govan. In this instance the project will not only create construction jobs but also approximately 2,500

fulltime employment posts in a wide range of commercial activities including leisure, retail, business and local services.

In these circumstances there is no evidence of any shortage of employment opportunities nor any lack of access to employment opportunities for residents of Central Govan and no need for further allocation of land for industry or business within the area of the Action Plan.

### **Worklessness & the Hidden Unemployed**

Over the past twenty years, unemployment across the Greater Govan area has fallen from an all time high of 30% in 1986 to just over 6% in 2005. This dramatic fall is due in some part to the growth in the local economy with over 900 small to medium sized businesses now operating in the Greater Govan area. Research commissioned by Govan Initiative Ltd suggests that with a planned investment of some £2.3bn along the South Bank of the Clyde creating over 15,000 new employment opportunities, demand for local labour will continue to grow over the next ten years.

While the percentage of local people actively looking for work across the Greater Govan area has fallen significantly the relatively high percentage of local people unavailable for work (workless) gives real cause for concern. This group is regarded as the 'hidden unemployed' and generally falls in to four main categories; individuals on sickness or disability benefits, particularly Incapacity Benefit; people with caring responsibilities, especially lone parents; young people who have left school at 16 or 17 with no clear destination; and those facing a range of other problems that can not be easily categorised.

In 2004, according to the Department for Work & Pensions, 28% of Glasgow's working-age population (103,800) were unavailable for work and claiming key benefits. It is estimated that over 68,200 of Glasgow's working-age population were classified as sick and disabled. This is mirrored at a local level as research compiled by Govan Initiative Ltd indicates that some 430 (or 33%) of working age residents from Central Govan were unavailable for work and claiming sickness benefits.

Public consultations have confirmed concerns over high concentrations of the 'hidden unemployed' but also identified concerns regarding younger individuals seeking assistance in obtaining training or employment. These concerns are supported by the latest figures which show that across the Greater Govan area over 25% of school leavers do not move into employment, education or training.

### **Skills Gap**

Public consultations undertaken as part of the Action Plan highlighted frustration over the lack of opportunities for local residents to progress towards skilled and semi-skilled better-paid employment. Local residents from Greater Govan are generally engaged in lower-paid, unskilled employment and this is confirmed by research compiled by Govan Initiative Ltd which indicates that some 47% of local people are engaged in lower skilled, lower wage employment. These findings reflect a general but significant skills gap in the local community.

There are however recognised difficulties in supporting the long-term and hidden unemployed back to work. Some 40% of inactive Govan residents have not worked in the last five years. This view is supported by a range of local employment support agencies' who indicate that Govan residents require additional motivation to re-engage in education and training to obtain the necessary qualifications and skills to progress towards higher skilled, higher wage employment opportunities. This is further supported by research findings from Glasgow University, indicating that despite sufficient employment opportunities, extra focus must be given to improving access to appropriate training programmes.

### Business and Industrial Development

A series of major new inward investments to the area has heightened interest in Greater Govan as a preferred business location. This is reflected in a general increase in land and building values across Greater Govan. Consultations with Govan Initiative Ltd, Govan Workspace and the Glasgow South Business Club confirm that there

are significant investments coming to the area over the next 5 to 10 years. Govan Workspace expressed specific concern about the lack of opportunity to provide workspace and accommodation for smaller-scale industrial operators within the Central Govan area. Unfortunately there are no opportunities for new industrial developments within the area covered by the Central Govan Action Plan as all partners have prioritised land use towards residential and retail amenities.

### OPPORTUNITIES

#### Construction Skills Training and Apprenticeships

Based on feedback from the consultation process and taking account of the high rates of 'worklessness' in Central Govan, it is clear that there is a requirement to target additional training and employment programmes to ensure that local 'workless' residents benefit from the

future employment opportunities that will flow from the Central Govan Action Plan.

The Action Plan will recommend the construction of up to 500 new homes, 10,000 square metres of new and refurbished offices and extensive landscaping and public art projects over a 5 year period. This should provide be a continuous stream of opportunities for training and employment during the construction phase and within the completed developments. Indeed given the current and projected skills shortage within the construction sector, the continuity of training opportunities for local residents offered through the Action Plan should provide a significant advantage to residents of Central Govan in securing sustainable employment within the construction industry.

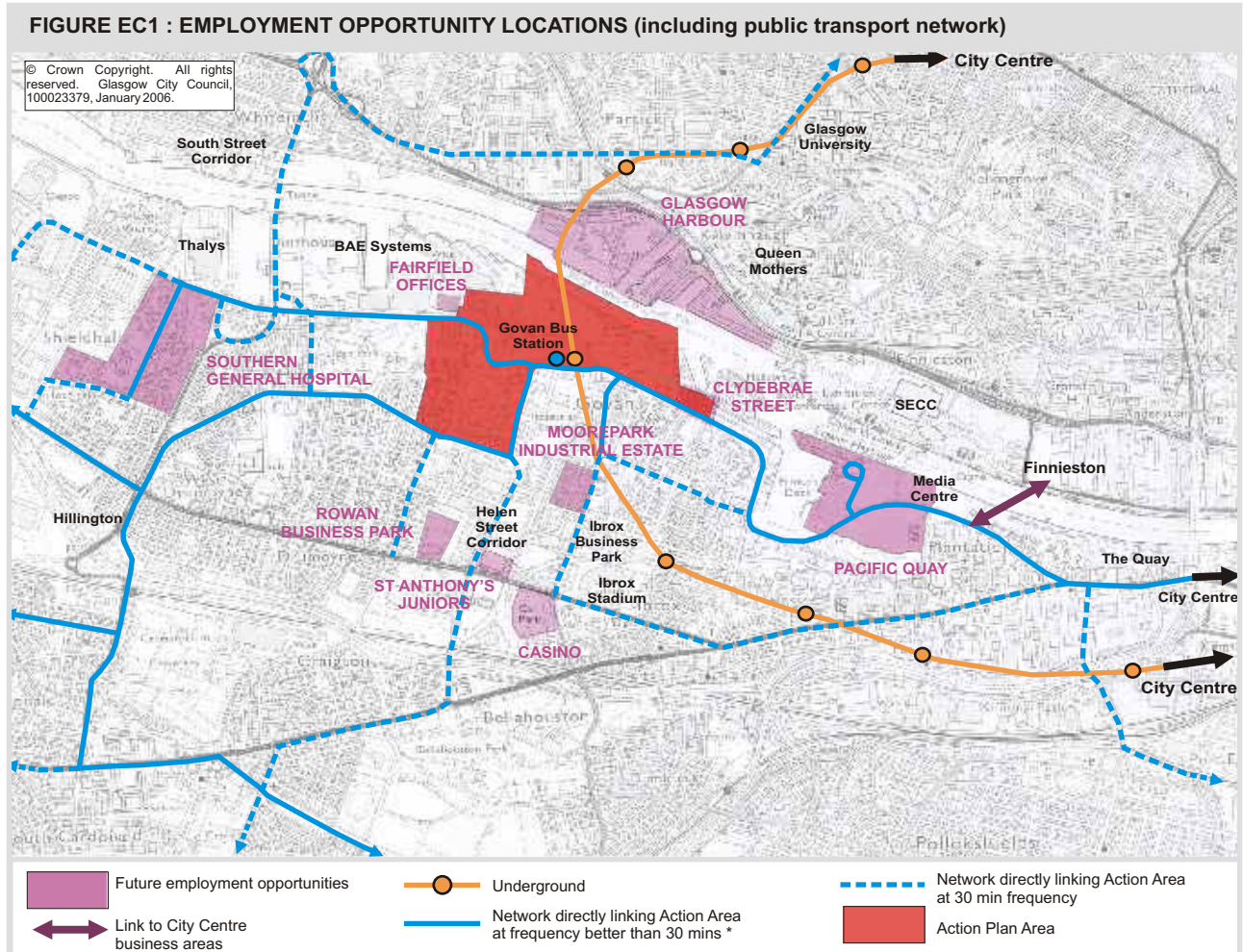
Govan Initiative Ltd and the Greater Govan Social Inclusion Partnership have already undertaken successful initiatives to encourage local residents to participate in construction skills programmes. A number of programmes have been established through the process of a local Construction Skills Action Plan with the majority of the opportunities for the 25+ age group. Govan Initiative has successfully implemented Community Benefit Partnering Agreements with a number of construction contractors in the Greater Govan area resulting in new employment opportunities for local residents. It is likely that any new initiatives will be required to attract 16 year olds into employment, as there is currently a recognised deficiency in this area.

In order to achieve this ambition and maximise employment opportunities for the local community, additional initiatives to provide apprenticeships and continuity of employment in each of the proposed Central Govan construction projects should be considered. The need for such a more targeted approach was highlighted recently, when more than 800 people applied for approximately 30 apprenticeships made available by Glasgow City Council. Due to the range of work proposed in the Action Plan, it should be possible to establish a target number of apprenticeships for local teenagers and school leavers from the Govan area. Such a programme would offer significant benefits in creating employment for locals. Whilst this approach would require additional funding the need for such training programmes should be written into the design and development briefs for all projects identified in the Action Plan. Any future programmes should be integrated within existing construction programmes currently managed by with Govan Initiative and partner agencies such as Job Centre Plus and Gal Gael. It will be essential to ensure that contractors appointed under the Central Govan Action Plan, work in partnership with Govan Initiative Ltd to adopt appropriate training programmes and make a commitment to employ local residents.

#### Improving the Supply of Labour

There is a real opportunity to improve the supply of labour by working more closely with a larger proportion of the 'hidden employed' in Central Govan. Govan Initiative and its partner organisations plan to do this by:

- Promoting greater awareness within local schools about future employment opportunities arising from the planned investments along the South Bank of the Clyde;
- Engaging local young people in good quality training opportunities leading to sustainable employment;





- Early engagement with 'workless' residents through pre-employability programmes and work placements;
- Direct involvement of local employers and main contractors with a commitment to providing work placements, apprenticeships and employment opportunities for local 'workless' residents;
- An increasing emphasis on 'in-work' training to support local people in low wage, low skilled jobs to gain additional skills and achieve career progression towards higher skilled higher wage employment.

### Maximising the Use of Existing Buildings

Two other major opportunities exist to develop office facilities in Govan:

- The re-use of the former Fairfield shipyard office area by the City Council Social Work Department; and
- The introduction of service offices into the area adjacent to Govan Cross Shopping Centre, Subway and bus interchange as a means of increasing the attraction of the shopping centre.

### Fairfield Offices

The Action Plan Steering Group has considered sites for the relocation of the Social Work Department within the Action Plan area. Throughout the process, there has been increasing concern over the potential loss of land for future housing and the impact of such a major office development on existing and future residential areas.

In response to the Social Work Department's interest, Clydeport Plc, owners of the vacant former Fairfield shipyard offices on Govan Road (see Figure EC1), have declared the building surplus to requirements and have prepared plans illustrating the building's potential refurbishment and extension to accommodate the Social Work requirements. The building is a category A-listed building and a long lease (up to 30 years) would enable Clydeport to invest approximately £6 million to fully refurbish and extend this fine building. In addition to renovating an important listed building, this proposal offers significant advantages to Central Govan and the City as a whole, particularly:

- Reusing an important yet vacant Grade A-listed building;
- Occupying a significant portion of the building within 12 months;
- Easy access to the facility via public transport;
- Releasing other sites within the Action Plan area for new housing;
- Introducing up to 300 employees into Central Govan to support local services;
- The potential for creating new local employment due to economic overspill;
- Removing blight from the surrounding area; and
- Increasing the confidence of the local community.

This is an important project for Central Govan, and the City Council should encourage the Social Work Department to adopt this proposal.

### Govan Cross Shopping Centre

Consultations have confirmed that the physical environment around Govan Cross Shopping Centre and the public transport interchange is a major blight on the profile and attractiveness of Central Govan. In an attempt to address these issues, approaches were made to SPT, owners of land at the bus interchange and the Subway station, and Smith Cole Wright, agents for Govan Cross Shopping Centre. The resultant discussions established that there is potential to rationalise the bus station and the shopping centre's service yard, releasing land for additional office and retail development at this location. Such development would increase the functional attractiveness of not only the shopping centre but also the immediately surrounding area for a wider range of activities. This approach would furthermore increase local employment and the vitality and viability of the shopping centre. The potential exists to create approximately 3,000 square metres of office space and up to 200 new jobs.

### Clydebrae Street

Within the Action Plan area, there is a potential opportunity to occupy the large industrial property at Clydebrae Street (see Figure EC1). Whilst the owners are keen to retain the property in industrial / business use they are also considering options for the reintroduction of theatre uses which have been successful in the past. In the longer term, there is concern that the existing building reduces the connectivity with the river and that redevelopment of the site would be appropriate to allow integration of future development at the Graving Docks with the surrounding area. The juxtaposition of the building running east to west overshadows this length of the waterfront and diminishes the attraction of the Graving Docks for development. Whilst the Action Plan would recommend acquisition of this building, the retention of the building in its current use will not undermine any other aspect of the Action Plan and may indeed help strengthen the focus on other, higher-priority projects.

### Small Unit Industrial Space

Unfortunately, there is no land within the Action Plan area which is either suitable or capable of being developed for small unit industrial space and opportunities for such uses should be sought outwith the area of the Action Plan.

## ACTION PLAN RECOMMENDATIONS

- That the City Council explores fully the opportunity for the re-use of the former offices at the BAe shipyard for the relocation of the Social Work offices;
- That the City Council encourages Hanover Investments and Strathclyde Passenger Transport to co-operate in the promotion of additional office and civic uses at Govan Cross Shopping Centre;
- That developers undertaking projects identified in the Action Plan and in the surrounding area are encouraged to recruit employees from Central Govan; and
- That Govan Initiative initiate additional training programmes for the benefit of local residents.

## INTRODUCTION

The retail facilities in Central Govan have always been an important element in the economic and social fabric of the local community. These facilities include the covered Govan Cross Shopping Centre, traditional shop units along Govan Road, Burleigh Street and Langlands Road, and the Saturday Market at Water Row. The retail function of Govan Town Centre has declined over many years resulting in a limited range of retail facilities and a poor quality shopping environment.

Nevertheless, the Town Centre benefits from being located adjacent to an integrated public transport interchange which offers high accessibility to public transport services by bus and subway. These facilities offer significant opportunities to arrest and reverse the decline of the Town Centre. Such considerations are however interdependent with measures elsewhere in Plan to increase population and improve the general environment and facilities within the Action Plan area.

## KEY ISSUES

There are a number of key issues to be considered both in understanding the reasons behind the decline of Govan as a shopping destination and in defining measures by which the problems associated with the Centre can be addressed. These issues are:

- The withdrawal of trade and expenditure caused by a decline in population within the catchment area of Govan Town Centre;
- The impact of competing centres on the Influence of Govan Town Centre and the decline in quality within the Centre;
- The impact of low incomes of the local catchment population on retail quality;
- The poor quality of the physical environment in and around the Town Centre; and
- The high levels of vacant premises and non-retail activity within the Town Centre.

## Depopulation

The decline in Govan's retail activity has been accelerated by the decrease in population and the resultant loss of social contact with ex-residents in the outlying areas. Since 1969 the population of Govan, as defined by the Govan Comprehensive Development Area, has shrunk from a total of 25,000 in 1972 to around 9,000 today.

The City of Glasgow Corporation's 1969 Survey Report indicates that there was a total of 812 commercial and retail operators in 1969, comprising Govan's retail core as compared with around 105 at the present time. Until the early 1980's Govan Cross was considered a strategically significant urban shopping centre within the Strathclyde Regional Structure Plan, on a par with Partick, Parkhead and Shawlands. This level of retail activity reflected Govan's importance,

not only as a retail centre but also as an important social centre for wider area of southwest Glasgow.

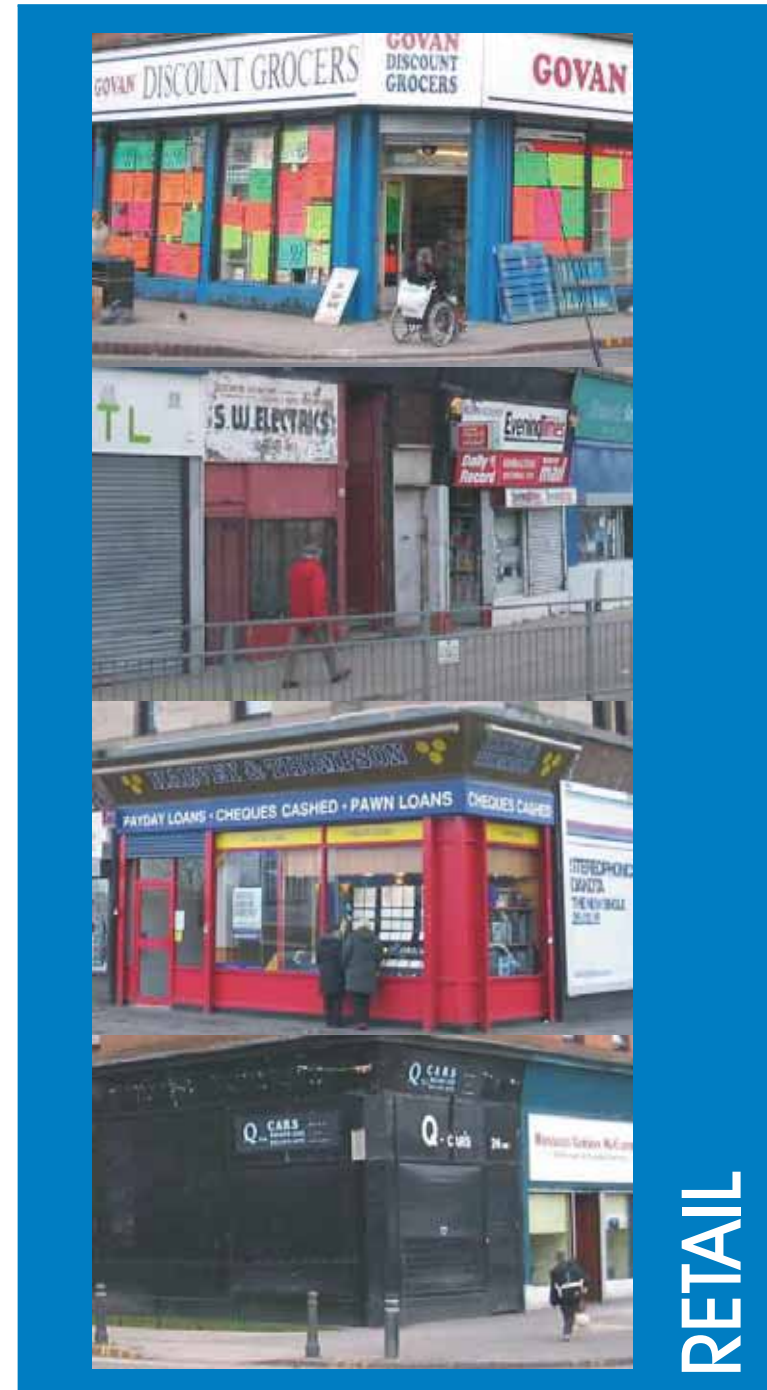
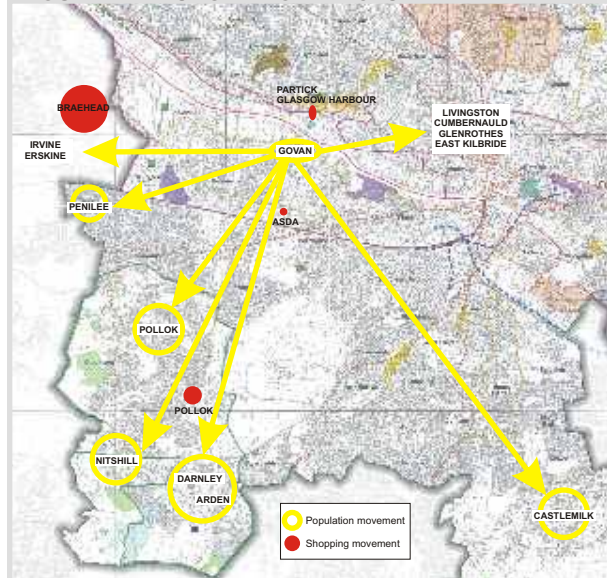
Govan's retail activity was formerly supported by an extended catchment area, which included outlying peripheral estates such as Castlemilk, Nitshill, Priesthill, Pollok and Drumchapel. Many ex-Govan residents had been relocated to these areas as part of historic re-housing programmes. Former residents retained links with Govan, for both shopping and maintaining social contact with family, friends and former neighbours. In part the dependence on and importance of Govan as a shopping centre also reflected the lack of shopping and community facilities in the peripheral estates.

Later phases of depopulation arising directly from redevelopment plans generally involved population transfers further afield from Govan. Whereas earlier relocations were to the peripheral estates within the city such as Castlemilk, Drumchapel, Pollok and Arden, later options included the new towns of East Kilbride, Cumbernauld, Glenrothes, Livingstone, Irvine and Erskine. Movements of population to more distant locations reduced social contact with Govan and more severely impacted its viability as a shopping destination.

## Competition

Since 1969, Govan's status as a shopping destination has also suffered from increased competition. A variety of competing destinations have had significantly adverse impacts on Govan's sphere of influence, vitality and viability as a retail centre. These competitors include Safeway at Paisley Road West, Arndale at Drumchapel, Castlemilk, Pollok Centre, Asda at Helen Street, and

FIGURE RE1 : SHOPPING IMPACTS





Braehead Shopping Centre. The latter three developments have had the most significant impact on the withdrawal of trade from Central Govan. These pressures will continue as additional retail development within adjacent areas of the City continues particularly from expansion of the Pollok Centre, which is currently under construction and the proposed development at Glasgow Harbour, which has been granted planning consent.

### Low incomes

Research undertaken by Greater Govan Social Inclusion Partnership (SIP) reveals high rates of unemployment, long-term illnesses, disabilities, and low rates of economic activity in Govan. Today, Govan's population offers less than 75% of national average levels of expenditure on food and non-food shopping, due in large part to sanctioned depopulation. Because of the low levels of retail expenditure, the range and quality of retail merchandise available to Govan residents is limited, with retailers trying to compensate for reduced turnover by selling poorer quality products at higher prices than those found in other retail outlets in the surrounding area.

### Shopping Environment

The general shopping environment in Govan is poor. This relates not only to the Govan Cross Shopping Centre's design and management, but also to the general condition of nearby shops on the ground floor of tenemental properties. The main problems manifest themselves in vacant shops, unattractive shop fronts, and roller-shuttered windows. Widespread litter and vandalism exacerbate the Central Govan shopping area's problems. To solve these issues, the area must be subject of an intensive investment and environmental improvements programme.

### Vacant Retail Units

A survey of Central Govan's shopping facilities reinforces the issues that the Action Plan must address. It revealed 37 vacant commercial units, representing 36% of the total. It also highlighted several local areas with substantially higher vacancy levels. These include the retail parades between 958 and 978 Govan Road (85.71% of retail units unoccupied), Shaw Street (70.59%), and the block of 100-118 Langlands Road (57.14%). Such figures seem to contrast with those of Burleigh Street, where vacancy levels have been recorded at a more acceptable 16.67%. However, this is misleading, as only 33.33% of the shops are in recognisable retail use, with other shop spaces occupied for community uses.

There appears to be a large number of vacant units that are not being marketed for sale or lease. Clearly the owners believe there is little prospect of attracting tenants, purchasers or owner-occupiers. Such high rates of vacancy seriously impact on the image of Central Govan, manifesting itself by closed-down roller shutters, poor maintenance and a general run-down appearance of shop fronts.

Many of these vacancies reflect the lack of retail demand or the condition of the properties. However, there are also fluctuations in the rental and capital values of currently vacant retail units. Recent sales suggest that the majority of vacant retail units have been readily available for sums of £10-20,000 or rental levels of £2,000 per annum. Such units are located on Govan Road, Langlands Road and areas of Shaw Street. By comparison, vacant units in Burleigh Street owned by Glasgow Housing Association are being marketed at rental

rates of £7,400 and £10,400 per annum. These prices suggest capital values upward of £75,000 and significantly higher than private sector and retail operator expectations.

Such high prices may be cause for lengthy vacancy periods in some of these properties. The majority of operators in Govan Housing Association properties are public sector sponsored, or charity shops, which pay reduced rates. This is likely to have distorted the market for commercial units and limited the potential for new retail occupancies. Any further increase in rental rates in these properties could lead to additional vacancies and subsequent reduction in the Town Centre's vitality.

### Non-Retail Uses

There is a high level of non-retail uses with some 22.6%, (21 units) of commercial properties in non-retail use. These include community uses or lawyers offices. The concentration of non-retail uses indicates a sustained lack of demand from retailers for sites in Central Govan. Such large areas of non-retail frontage reduce the range of shopping opportunities in the area, reduce the amount of pedestrian traffic, and reduce the general attractiveness of Central Govan as a retailing destination.

### Range of Retail Provision

#### Use Profile of Retail Units

Community.....	7 (7.53%)
Grocer.....	5 (5.38%)
Newsagent.....	5 (5.38%)
Hairdresser.....	5 (5.38%)
Solicitor.....	5 (5.38%)
Money Lending.....	4 (4.30%)
Charity.....	3 (3.22%)
Bank.....	3 (3.22%)
Takeaway.....	3 (3.22%)
Café.....	2 (2.15%)
Sun Tanning.....	2 (2.15%)
Bookmaker.....	2 (2.15%)
Funeral Director.....	2 (2.15%)
Florist.....	2 (2.15%)
Pharmacist.....	2 (2.15%)
Clothing.....	1 (1.08%)
Hardware.....	1 (1.08%)
Optician.....	1 (1.08%)
Service Shop.....	1 (1.08%)
Travel Agent.....	1 (1.08%)
Stationery & Gifts.....	1 (1.08%)
Carpets.....	1 (1.08%)
Off Sales.....	1 (1.08%)
Business Centre.....	1 (1.08%)
Video Hire.....	1 (1.08%)
Heel Bar / Key Cutting.....	1 (1.08%)
Butcher.....	1 (1.08%)
Baker.....	1 (1.08%)
Doctors Surgery.....	1 (1.08%)
Unknown.....	1 (1.08%)

The total number of units in recognised retail use is 35 (34% of the total).

The quality and range of retail provision in Central Govan influences both the area's attractiveness to residents and the extent of its catchment. Currently, Govan's poor quality physical and economic environment will not attract the improved range of retail services necessary to increase the sphere of Govan's retailing influence. Fashion, footwear, sports goods, electrical goods, and music retailers are essential to expanding the retailing catchment. These types of shops, along with specialist destination-type retailers, are most notable by their absence in Govan.

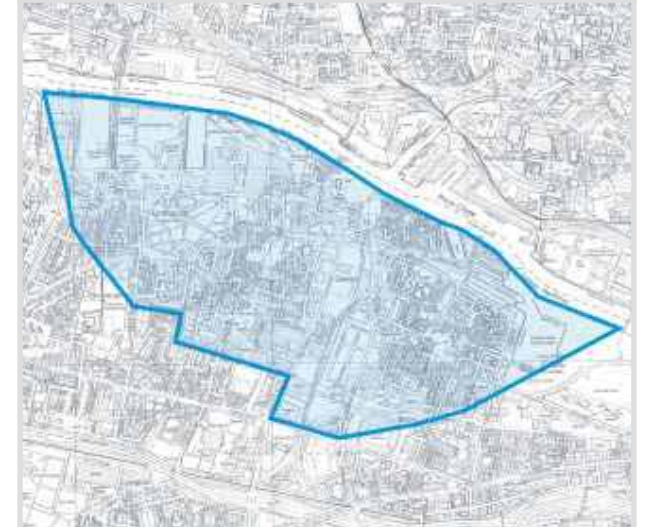
### Govan Cross Shopping Centre

Hanover Property Trust owns Govan Cross Shopping Centre, under a ground lease from Glasgow City Council. The same retailing profile deficiencies apparent throughout Central Govan are also evident within the shopping centre.

The Centre provides 18 units, 3 of which are tenanted by a Farmfoods Store. In addition there is a Co-op supermarket and an empty market hall which, it is intended to subdivide into a further 4 units. Uses within the shopping centre include a supermarket, foodstore, bank, newsagent / confectioner, baker / café, discount grocer, discount toiletries, fancy goods, café / carry out, baker, household goods, cards and gifts, amusements, optician, one-pound shop, carpets / blinds and a local enterprise company office.

Notional travel distances between Govan and other retail locations define Govan Cross Shopping Centre's catchment area. The catchment area (Plan 2) is based upon Greater Govan SIP's Baseline data, responses from local consumers and experience within the consultants team. This plan has been submitted to MapInfo to provide estimates of local shopping expenditure and comparison with the general position in the UK. The catchment area estimates the area from which 80% of trade of local shops is drawn. The remaining shoppers come from outlying areas with good access to Govan Cross. These include Subway passengers from Cessnock and Kinning Park, employees from local businesses and from other

FIGURE RE2 : RETAIL CATCHMENT AREA



areas of the City. Govan Cross Shopping Centre should be the principal retail destination in Central Govan, anchoring retailing in the area and acting as a magnet for a wider catchment population. The catchment area defined for consideration of retail issues reflect surveys recently undertaken on behalf of the SIP which highlight the differential attraction between Govan Cross Shopping Centre and Asda, Helen Street, of 27% and 63% for local residents.

The MapInfo survey indicates that the total annual retail expenditure available within the catchment area of the Govan Cross Shopping Centre has been estimated as £32.5 million. This includes £15.0 million on food items and £17.5 million on non-food items. The level of per person expenditure in Govan amounts to less than 80% of the national average. Surveys from the Greater Govan SIP indicate that of this amount, only 27% of food products expenditure and 15% of non-food products expenditure is drawn to the Govan Centre. The bulk of local expenditure is instead attracted to Helen Street Asda Superstore. On this basis the level of annual trade drawn to Govan Cross Shopping Centre can be estimated at approximately £5.0 million on food and £3.3 million on non-food items, a total of only £8.3 million. Such figures would indicate that Govan Cross Shopping Centre is undertrading significantly and that there is a surplus of retail floorspace.

The Centre's sphere of influence is established by comparison with the attraction of competing centres. The Centre has a limited sphere of influence, yet shops near the centre along Govan Road, Langlands Road and Burleigh Street have lower vacancy levels. It is clear that the Centre is not attracting custom from a wide area. Its own anchor tenant, the Co-op, struggles to compete with Asda Superstore. It has a poor standard of quality compared to the more modern Braehead and Pollok Shopping Centres.

Ongoing assessment and investment research concern the difficult issues involving potential reconstruction of the shopping centre around the transportation hub. Public consultation responses have suggested that options for the existing Govan Cross Shopping Centre should include total demolition and development of new shops. However the level of retail expenditure in the Centre's catchment area would not support new investment in additional retail facilities, and assuming the Centre could be acquired for demolition, it may be difficult to justify the significant investment level required to achieve a replacement development.

Fundamentally, any improvement in Govan's retail activity will depend on increasing the level of expenditure available within the Govan Cross Shopping Centre's catchment area. This can be achieved by:

- Increasing the level of population;
- Increasing local expenditure; and
- Increasing the Centre's sphere of influence.

The 'Population and Housing' chapter of the Action Plan promotes the erection of some 500 additional housing with measures to encourage increased occupancy of almost 200 vacant residential properties in and around Central Govan. In these circumstances the Action Plan should result in increasing the local population by at least 1400 and increase local expenditure available to local shops by approximately £4.2million. Whilst this may not be sufficient to fully safeguard the retail function in Govan it is of

importance that there will be additional new housing projects in East Govan that will add further to local expenditure. However, new housing is unlikely, on its own, to be sufficient to achieve the necessary turnover levels for additional retail investment. In this context it is considered that the retention of this increased expenditure as local trade will only be achieved with significant improvements to the quality of the retail experience in Govan, including both environmental improvement and a wider range of and quality of retailing.

### Govan Market

Govan Market, which takes place every Saturday morning on the vacant site at Water Row, is an important element of retail activity. This provides a wide range of retailing services from fruit, vegetables and meat to clothing, furniture, small electrical goods and other personal and household goods. The Market is a popular attraction for local residents and consumers from all areas of Glasgow, but while it attracts shoppers to Govan, there are concerns over ground conditions and the need to improve the general retailing environment of the facility. There are also concerns that the Market competes for trade with Govan Cross Shopping Centre and that it has reduced the development potential of the Water Row site.

The Action Plan therefore seeks to secure a permanent location for the market to increase the attractiveness of Govan as a retail location.

## OPPORTUNITIES

The Action Plan aims to increase the attraction of Central Govan as a place in which to live, work and invest. The future of the Town Centre, and in particular Govan Cross Shopping Centre, is a pivotal consideration. The Action Plan sets out a wide range of opportunities in other sections which are intended to assist in increasing the quality, attraction, viability and vitality of Govan as a retail centre. These opportunities include increasing population, environmental improvement and improved accessibility by public and private transport and by walking. In terms of the retail function the Plan seeks to encourage opportunities for consolidation of retail activities, increasing the range of functions in the centre and integration of such activities to maximise the attraction of the centre for the benefit of local residents and businesses.

### Consolidation

Govan Town Centre has a significant oversupply of retail floor space. The area currently designated as 'Town Centre' currently extends from Golspie Street to Govan Cross Shopping Centre and includes many small local shops in Shaw Street and Rosneath Street. With 35% of the shops remaining vacant for a considerable period of time and a lack of demand for retail uses, the Action Plan seeks to focus retail activity around Govan Cross Shopping Centre to consolidate core retail activity and strengthen the viability, vitality and attractiveness of the Town Centre. Directing alternative uses to peripheral areas of the Town Centre will require policies that will also discourage non-retail uses from the primary shopping area.



25-35 Burleigh Street



60-74 Shaw Street



952-978 Govan Road



952-978 Govan Road





13 Elder Street / 1020-1020B Govan Road



Units 1-5 Govan Cross Shopping Centre



818 Govan Road / 5 and 9 Water Row

## Expansion

As has been outlined earlier the sphere of influence of Govan Cross Shopping Centre is currently limited by the competition from other retail outlets and particularly Asda at Helen Street as well as the environment quality of the existing centre. It will be necessary to increase the Centre's sphere of influence by introducing other uses to attract new population and consumers to Central Govan. Such new uses would increase pedestrian traffic through the shopping area, and could include offices for a range of local services or other users, such as housing associations, Council services, or government departments. Such additional office development in the Shopping Centre would support current government policies by encouraging investment and promoting Govan as a public transport hub and transportation development area. Such investment would allow the redevelopment of Govan Cross Shopping Centre without the risk of losing its retail floor space and would provide a major opportunity to encourage additional trade, expenditure and turnover.

The consulting architectural team have explored configurations for a new-build office development. This development would accommodate a critical mass of new office floor space and reconfiguration of the Shopping Centre. Integrating the new office complex with the entrances to the Shopping Centre and relocating Govan Market to a site immediately adjacent to the Centre would increase the level of retail activity. This approach would consolidate Govan's retail functions, offering an improved retail environment and increasing the attractiveness of both the indoor Shopping Centre and the Market.

Consultations with the Centre's owners have identified longer term options for the Centre including the potential introduction of upper level housing and / or offices, the introduction of multi-deck car parking to increase the potential of Govan as a Park and Ride facility and release of areas of the current car park for additional housing. These options remain subject to consideration dependent upon the success of the Action Plan.

## Integration

The future of Govan Town Centre is dependant on the effective integration of Town Centre uses, shopping activities, the Saturday Market, car parking and public transport to maximise the functional relationship between such uses and the attraction of the Govan Centre.

Relocation options have been considered in order to provide a more attractive location where the Market's presence and activity could enhance the Shopping Centre. One option considered was locating the Market on sections of Govan Road or Burleigh Street, which could be temporarily closed on Market days. Another relocation option involves replacing part of the bus station to allow a fuller integration with Govan Cross Shopping Centre.

Such integration of the market with the consolidation of retail uses around Govan Cross, the introduction of other new town centre uses, and the future development of a new Park and Ride facility with upgraded bus and underground station, would maximise the attraction of Govan Cross Shopping Centre and the profile of Central Govan for the benefit of local residents.

## Environmental Improvement

There is an opportunity to undertake physical improvements to shopfronts and environmental improvements to the main shopping streets throughout the Town Centre to increase its attractiveness to potential investors and customers.

Shop front improvements along Govan Road and Langlands Road should be encouraged by the provision of financial incentives or property improvement grants of up to 50% of the costs to local retailers or property owners. Whilst it is difficult to quantify the costs of individual unit improvements, a cap of £5,000 per unit would require a maximum of £140,000 to improve all shop units on Govan Road and Langlands Road within the proposed primary retail area. Similar grants for conversion of non-retail to retail within the primary retail area or from retail to non-retail outwith the core area could be offered with a maximum cost of £90,000.

Defining Govan Road for early action on shop front improvements could encourage private sector interest and re-occupation of the shop units, in conjunction with the Govan Portal initiative. It is also of importance that the road alterations recommended at Golspie Street / Govan Road and the definition of Govan Road as a Quality Bus Corridor for through routes will increase the attraction of Govan Road as a retail and service location.

## Reduction of Rental Levels

In reflection of the high vacancy rates in the existing shops, Glasgow Housing Association should consider options for reducing rental levels to encourage occupation of these units for retail purposes. Other measures, which should be considered, would include rate reductions for Class 1 retail uses in the primary shopping area to encourage the re-occupation of vacant properties and stimulate a revival in retail activity in Govan. Whilst such changes are outwith the scope of the Action Plan it is hoped that the City Council, Glasgow Housing Association and other agencies give full consideration to these issues.

## Govan Portal

Govan Housing Association and other local agencies have given extensive consideration to problems arising from the concentration of vacant ground floor shops on Govan Road. These concerns include street frontage environmental dereliction and the security of Govan Housing Association properties on the upper floors of these properties. To confront this situation, Govan Housing Association is in the process of acquiring the vacant properties at 968-978 Govan Road to promote the development of an international art centre called 'Govan Portal'.

This project represents an important opportunity to regenerate Govan by replacing vacant shop units along Govan Road with a vibrant arts-led portal with workspace, exhibition space, rehearsal facilities, and office space for artists. To energise the importance of art in Govan, the Portal will also provide artist accommodation to attract national and international-level artists to the community. Furthermore, the Portal will provide a central location for Roots in the Community to develop a Public Arts Framework within the context of Govan's regeneration.

FIGURE RE3 : CURRENT LOCAL PLAN DESIGNATION

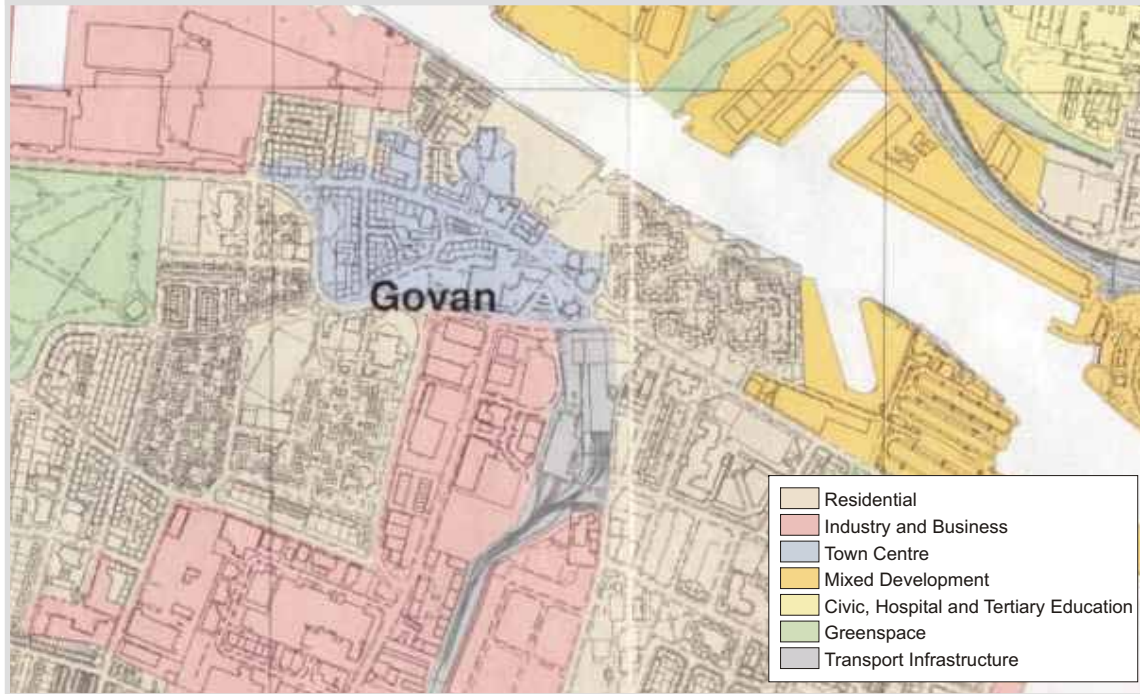
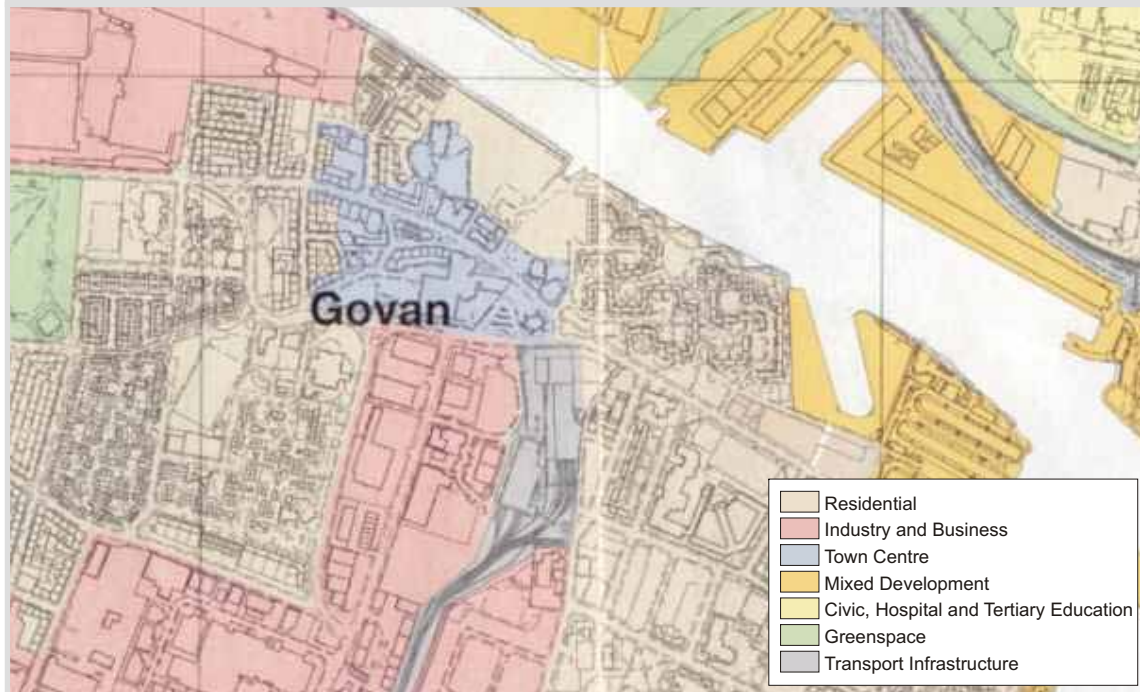


FIGURE RE4 : PROPOSED LOCAL PLAN DESIGNATION



## ACTION PLAN RECOMMENDATIONS

In conclusion it is considered that the quality of Govan Cross Shopping Centre and Govan Town Centre are essential factors in establishing Govan's profile as a good place within which to live, work and invest. Therefore, the Action Plan recommends that:

- The City Council should encourage Hanover Investments and Strathclyde Passenger Transport to co-operate in the environmental improvement and extension of Govan Cross Shopping Centre, including the relocation of Govan Market. Extension of the centre should include the provision of additional car parking to increase the use of the Centre and public transport.
- The redevelopment of Govan Cross Shopping Centre should include a range of civic uses and park and ride facilities which would maximise the attraction of the Centre.
- The City Council and other agencies should promote environmental improvements throughout the Govan Shopping Centre area including:
  - a) shop front improvements in Govan Road, from Howat Street to Govan Cross.
  - b) shop front improvements on Langlands Road from Golspie Street to Roseneath Street.
- The City Council and the public agencies should support Govan Housing Association in the early development of the Govan Portal at Govan Road.
- The City Plan should be amended with a reduced area designated for Town Centre uses to focus retail activity towards the area around Govan Cross Shopping Centre.





## INTRODUCTION

The range and quality of Govan's architectural heritage provides clear evidence of the area's former vitality and civic pride. In fact, Central Govan can boast one of the most significant concentrations of important listed buildings within Glasgow outwith the City Centre. Govan Cross remains one of the most attractive urban spaces in Glasgow, with the Bank of Scotland (Salmon Son & Gillespie) in the foreground and the Pearce Institute (R. Rowand Anderson), the Brechin Bar, and the statue of William Pearce in the background. Fortunately, this streetscape has remained relatively intact, thanks to sensitive infill development by Govan Housing Association. The Action Plan seeks to ensure such issues are respected by new development and reflected in the urban vision for the regeneration of Central Govan in the longer term.

## KEY ISSUES

### Archaeology

Govan's contribution to Glasgow's historic legacy extends from pre-5th century Christian settlements to the first Housing Association in Scotland in 1972. In the beginning, Govan is said to have grown from the formation of a monastery by St. Constantine circa 565 A.D., on or near the site of Govan Old Parish Church with the suggestion that Govan could pre-date Glasgow. Archaeological research around Govan Old Parish Church, led by Dr. Stephen Driscoll of Glasgow University, indicates that there was indeed a Christian settlement in Govan from approximately the 5th century. Dr Driscoll's excavations in the area of Govan Old Parish Church have found the probable site of an early timber church and the earliest Christian burials in Strathclyde, with radiocarbon dates spanning the fifth to sixth centuries AD. The curvilinear shape of the churchyard is typically early Christian and the dedication of the church to St. Constantine also suggests that it is early. The present church houses 43 early medieval carved stones dating from between AD 900 and 1100, the third largest collection in Scotland. They have recently been included on the list of Scheduled Ancient Monuments by Historic Scotland and include a unique monolithic sarcophagus that was probably intended for the relics of an important saint or king, five Viking hogback stones and a number of crosses. The size and quality of these burial monuments, and the images carved on them, suggest royal associations. It is known that there was a royal estate at Partick on the opposite bank of the Clyde, and Govan was its spiritual hub: until the 19th century it was possible to walk across the Clyde from Govan to Partick.

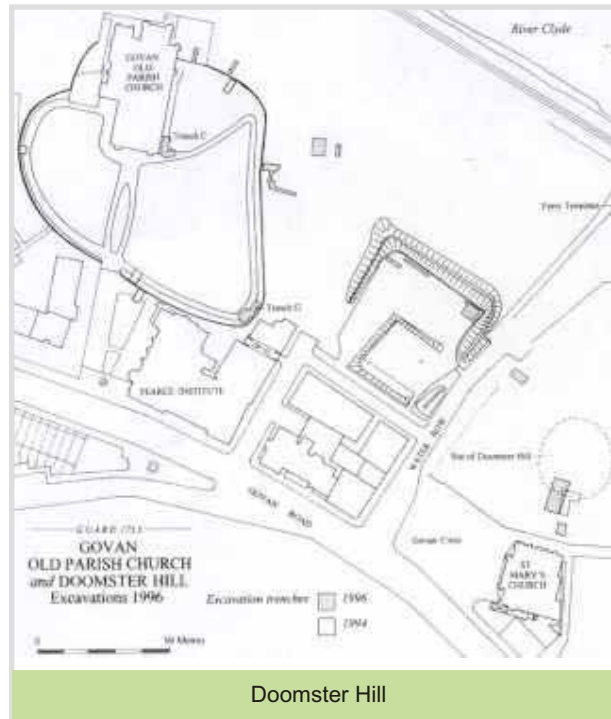
Complementing the historic churchyard was a massive mound 45 metres in diameter and 5m high, known as the Doomster Hill. It was probably an assembly mound and court hill of a type known from other Viking sites. Previous research has established the probable location of this feature some 20-25 metres north of St. Mary's Church (now Govan New Parish Church) and 35 metres east of Water Row. Further evidence suggests that Doomster Hill was connected to Govan Old Parish Church by a metalled roadway, so any new development proposed by the Action Plan must defer to these important archaeological sites.

Although the lands of Govan and Partick became the property of the Bishops of Glasgow from the 12th century onwards, Govan was a rich parish. In addition to other medieval resources, the History and Constitution of Glasgow University highlights that in 1577 the Principal of Glasgow University had to preach at the Church in Govan in reflection of the revenues the University received from the Govan Parish. This connection offers further proof of the influence of Govan.

Whilst much of the urban fabric of Central Govan has been subject to severe disruption by redevelopment programmes, there are significant areas where the historic street pattern remains largely unaltered. As highlighted in the historic plans in the Townscape Analysis, streets such as Water Row, Burleigh Street, Langlands Road, Harmony Row, and sections of Govan Road near the Cross have been constant elements in Govan over many years. This street pattern bears testament to the community that has existed at Govan for more than 1,000 years. This is of particular historical significance at Water Row, where it is believed that there has been a roadway since the 6th century.

### Historic Buildings

The full range of architecturally and historically significant buildings in Govan is well documented, particularly in the Conservation Plan produced by Govan Workspace in 2005. In terms of the Action Plan, the primary concern is to safeguard the future of the historic buildings



Doomster Hill





within the area in order to help regenerate the Govan community. Glasgow Building Preservation Trust is preparing a report to assess the potential for designating part of Central Govan as a conservation area. Whilst this report is not yet completed, the designation of these areas of heritage value as a conservation area would assist in increasing funding to heritage projects and securing Central Govan's urban cohesion.

Govan Old Parish Church is perhaps the best-known heritage site within Central Govan because of the sarcophagus and its collection of headstones and crosses. These artefacts are supported by an array of listed buildings, all of which are worthy of visiting along an architectural or heritage trail. Within Central Govan, the buildings of architectural and historic interest are listed in table 2 entitled "Historic Buildings".

The condition of certain buildings, examined below, is constantly under scrutiny by various interested agencies active in Govan, with many buildings subject of interest and support by the Glasgow Building Preservation Trust. Greater Govan Social Inclusion Partnership, Glasgow City Council, Scottish Enterprise and Historic Scotland have funded these studies, reflecting widespread interest and concern for the future of these buildings.

#### The Pearce Institute

The Pearce Institute is one of the most important institutions in Govan since its opening as a community centre in 1906. Housing a range of public halls of various sizes, a gymnasium, theatre, restaurant and butchers shop, with associated offices, the Pearce Institute has undergone significant changes since Govan's population decline accelerated during the 1970s.

The resultant decline in usage led to a reduction in maintenance and eventual closure in 2001. Since that time, the Social Inclusion Partnership secured the re-opening of the Pearce Institute in 2003 with a programme of works to fully repair the building and maximise the benefit to the community. Over the past two years, work undertaken on the Pearce Institute has included the replacement of all windows, and a partial roof repair to make the building windproof and watertight. In addition, the heating system has been restored with new modern boilers and the restoration of the ground floor dining room has been completed. There remains much more work to be done to ensure a complete overhaul of the roof, removal of dry rot from areas of the building, and the modernisation of the major community areas. Cost constraints means restoration takes place on a long-term plan, which will inhibit full usage of the building over the next 5 years.

#### The Lyceum Bingo Hall

Formerly a cinema, this building is now a bingo hall. Although in regular use mainly by local residents, the condition and maintenance is cause for concern, particularly with regard to the exterior of the building and the glazed façade above its entrance. The concern relates both to public safety and to securing the building's future as an important facility within the Govan community. The public safety issue relates to flaking paintwork and masonry falling from the building and its canopy. The extent of broken glazing above the doorway reflects continuing dereliction. This issue has been addressed temporarily by covering over the broken glazing area with a large image depicting the Lyceum in earlier years and good condition. However, this temporary solution has not removed the need to ensure improved repairs and maintenance.

The Lyceum building is owned by County Properties and Developments Ltd and continues as a viable business. However, increased competition from larger halls in the surrounding area may have encouraged reduced maintenance investment in order to ensure profitability. It is now clear that the building is deteriorating and that action will be required. The owners indicate that there are currently no plans for improvement or renovation of the building.

#### Napier House

Napier house is the building in most distress within Central Govan. The upper floors of the building have been vacant for many years. While the remainder of the façade appears to be structurally sound, additional investigation is required to assess options for securing the building and maintaining public safety.

Napier House was subject of a feasibility study some years ago by Govan Housing Association, which established a viable option for refurbishing the property for housing use. However, the information in the study is now out of date. More recent studies have been unable to establish the condition of the interior areas of the upper floors, due to perceived dangers from the removal of internal partitions.

A major obstacle to action on this building arises from its multiple ownership. Whilst the City Council owns seven of the former residential flats, several other owners would have to be bought out before any action on the building.

#### Orkney Street Police Station

The design team considered options for the future of the listed Orkney Street building and Broomloan Road Schools because of their proximity to the Action Plan boundary. The Orkney Street building is one of the most important in Central Govan, thanks to its design by architect John Burnett and its former roles as the Burgh Chambers, Burgh Court and "G" division police headquarters.

#### Broomloan Road Schools

Both of the buildings on the Broomloan Road Schools campus are Category B-listed and at-risk. Broomloan Road Public School, the older of the two, is a yellow sandstone building designed in 1875 by Alexander Watt. H & D Barclay designed the red sandstone annexe in 1894.

Development appraisals undertaken by Anderson Bell and Christie, on behalf of the Glasgow Building Preservation Trust, have identified restrictions on alternative or additional development adjacent to the buildings because of Subway tunnels beneath the playground.

#### Gladstone Memorial Institute

The Institute fulfilled an important role in the social history of Govan as a centre for the Evangelical Union and the "Band of Hope." It was a focal point for guiding youngsters away from alcohol and anti-social behaviour. This building has not been included on the list of buildings of architectural and historic interest but has been included in the Anderson Bell and Christie study of Govan's building heritage. Whilst this study makes no mention of the historic interest in the Institute, the building makes a positive contribution to the architectural heritage of the area which should be reflected in the design and layout of future proposals for new housing on the

**TABLE 2 : HISTORIC BUILDINGS IN CENTRAL GOVAN ACTION PLAN AREA**

Building	Category	Architect
The Pearce Institute	A	Sir Robert Rowand Anderson
Govan Shipbuilders Ltd Offices	A	John Keppie
Govan Shipbuilders Ltd Engine Work	A	John Keppie
1-3 Water Row / 816-818 Govan Road	A	Salmon Son & Gillespie
Govan Old Parish Church & Burial Ground	A	Sir Robert Rowand Anderson
Sir William Pearce Statue	B	Onslow Ford
Cardell Halls & Brechin Bar	B	Unknown
St Anthony's Church	B	John Honeyman
Lyceum Bingo Hall	B	C J McNair
New Govan Parish Church	B	Robert Balde
881-887 Govan Road / 2-4 Shaw Street	B	Frank, Burnett and Boston
Napier House	B	William James Anderson
New Govan Parish Church Hall	B	Unknown
Aitken Memorial Fountain	B	Saracen Foundry Possilpark
TSB Building, 705-707 Govan Road	B	E A Sutherland
Orkney Street Police Station	B	John Burnett
Elder Park Library	B	John Burnett
Cossar Building	B	Frank Stirrat
Salvation Army Citadel	B	John Hamilton
Former Hill's Trust School	B	James Thomson
St Anthony's Presbytery	C(S)	Fred V. Burke
Govan Cross Drinking Fountain	B	Cruikshank & Co.

adjoining areas of land. In this context consideration should be given to the inclusion of this building on the List of Buildings of Architectural or Historic Interest in Central Govan.

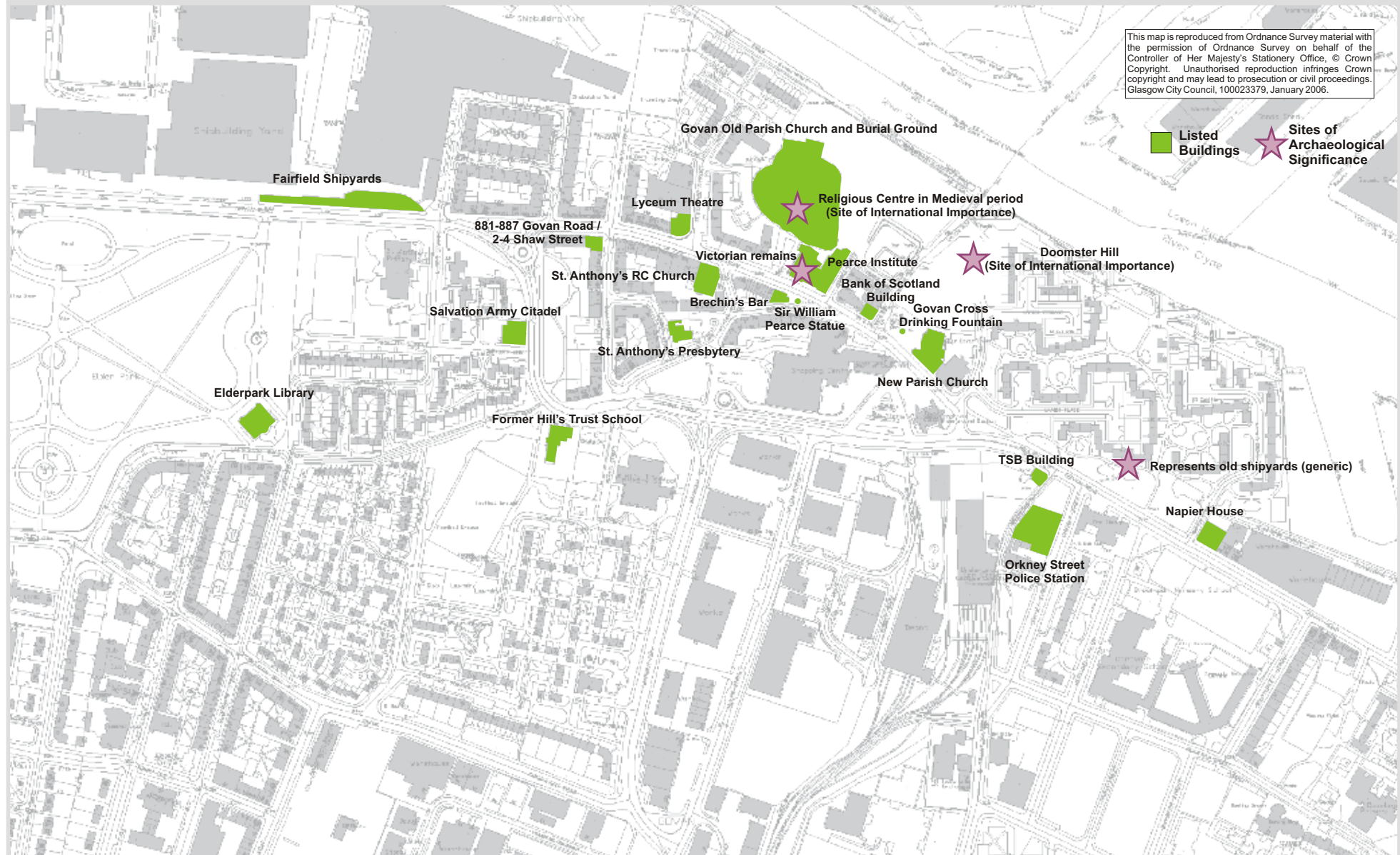
### Elderpark Congregational Church

Although not included within the Action Plan boundary, the Elderpark Congregational Church is relevant to proposals in the Action Plan, particularly in terms of community, leisure and recreational facilities. At this time, the church is not listed. There are grounds, however, for re-assessing it and the Gladstone Memorial Institute based on the

age, nature and form of the buildings within Govan's tenemental structure.

The building is currently subject of a feasibility study by Elderpark Housing Association for a range of community uses including childcare and after school care. Listing of this building would assist consideration of this project. Accordingly consideration should be

FIGURE HC1 : LISTED BUILDINGS AND SITES OF ARCHAEOLOGICAL SIGNIFICANCE





given to the inclusion of this building on the List of Buildings of Architectural or Historic Interest in Central Govan.

### Social History

In addition to an outline of the archaeological history and built form of Govan, the Conservation Plan for Govan, commissioned by Govan Workspace, also outlines significant contributions to social evolution made by the Govan community over many years. These span a wide range of activities, from the ecclesiastical contributions of Mathew Leishman, John McLeod and George F. MacLeod; to contributions to social justice and workers rights from the First World War, to the work-in at the Upper Clyde Shipbuilders in 1971. Also, the first Housing Association established in Scotland was Govan Housing Association, with the first tenemental rehabilitation in Scotland at Elder Street / Taransay Street / Howat Street and Luath Street.

## OPPORTUNITIES

### Archaeological Investigations

It is essential to undertake further archaeological investigations at Water Row to evaluate the location and extent of survival of the Doomster Hill prior to progressing appropriate development proposals on the site.

### Conservation Area Designation

As outlined previously consideration is being given to the designation of Central Govan as a Conservation Area both to highlight and protect the heritage of the area for future generations. Such a designation would immediately increase the profile of Central Govan and help to attract additional financial support for current and future projects. In addition the designation would help to ensure higher quality development in Central Govan to both complement and safeguard the urban form, heritage and environment of the area. At this time there are a number of projects which could benefit from the increased priority which would result from such designation.

### Repair and Reuse of Listed Buildings

#### Lyceum Bingo Hall

It may be necessary to intervene by means of statutory action to address the repair of this building. Whilst this may resolve the current problems, the building's longer-term viability may require financial assistance to secure additional community involvement. In the meantime, the City Council should monitor the condition of the building and enter a dialogue with the owners to secure the future of the building.

#### Napier House

It is essential that the City Council initiates a Compulsory Purchase Order of Napier House to consolidate ownership of the entire building. This would allow the Council to establish its current condition and decide on its future.

### Orkney Street Police Station

An opportunity exists to develop land adjacent to this listed building, particularly along the Govan Road frontage, which could assist the refurbishment of the former Police Station. Developing this site as new housing will improve both the urban cohesion and the townscape of Govan Road at a prominent location near the entry to Central Govan.

### Broomloan Road Schools

The optimum site usage would be the reuse and reoccupation of the existing buildings. Large value spaces over two floors in each building would offer a high degree of flexibility for offices, and teaching / learning facilities. In addition, the relocation of BBC to nearby Pacific Quay is likely to generate demand for media-related activities in such buildings.

In addition to the effective maintenance of historic buildings, examples of industrial archaeology and social history should be incorporated into the various Action Plan development sites through public art. Such issues should be subject of continuing focus for implementation with the relevant community art organisations

### Tourism Strategy

Govan's combined heritage of archaeology, buildings and social history offers significant opportunities for promotion of the area. In addition to the continuing promotion of the Govan Heritage Trail, a tourism strategy for Central Govan should be developed to attract more visitors to the area. The expansion of tourism will stimulate the local economy and help create a more vibrant town centre.

## ACTION PLAN RECOMMENDATIONS

The Action Plan encourages safeguarding, enhancing or re-instating connections with the heritage of the area. Such endeavours are reflected in the emphasis given elsewhere to the reconnection of Langlands Road and the re-instatement of Water Row on its historic alignment from the cross to the former ferry point. The Action Plan therefore recommends the following:

- Designation of a Conservation Area in Central Govan should be supported and efforts made to capitalise on such designation in partnership with Historic Scotland, Heritage Lottery Fund and other potential funders.
- Archaeological investigation of Water Row site should take place at the earliest stages of Plan implementation, building on previous archaeological investigations.
- Because of the need for community, leisure, and recreation facilities in Govan, accelerating restoration and full use of the Pearce Institute is a priority project.
- The City Council should initiate a Compulsory Purchase Order to consolidate ownership of Napier House, to ensure appropriate consideration of the future of the building can be secured.
- The City Council should undertake the release of land adjacent to the former Police Station at Orkney Street to Glasgow Housing Association to ensure integrated development of the entire site with the former Police Station.
- The Broomloan Road schools should be marketed to establish demand from the private sector at the earliest opportunity.
- Further research should be undertaken to reassess the architectural or historical interest of the Gladstone Memorial Institute and Elderspark Congregational Church.

## INTRODUCTION

“Townscape” : is defined as the appearance and character of buildings and all other built features of an urban area taken together as a whole. This chapter analyses Govan's townscape by undertaking the following appraisals:

- A map-based appraisal of Govan's origins and historical development, and how these shaped, and still influence its physical form.
- A "legibility" analysis looking at paths, edges, nodes and landmarks.
- An assessment of areas with definable and distinctive character.

## HISTORICAL DEVELOPMENT

The first stage in analysing the townscape of a community is to develop an understanding of its origins, and how historical, economic and social events shaped its physical characteristics.

This map-based analysis examines the development of Govan and reveals influences on today's street pattern which date back to pre-industrial days when Govan was a staging post on the Glasgow - Renfrew road and a ford across the Clyde. Even today, the sites of former shipyards and heavy industry influence the shape and form of character areas.

**1820s** -- The 1820s plan extract indicates a small rural community serving the needs of an agricultural hinterland and the ford or ferry crossing of the Clyde to Partick. The main route crossing the map is the Glasgow - Renfrew turnpike, later to be Govan Road. A series of rural lanes leave this road in a southern direction, accessing farms and the occasional mansion house. The early network of routes or "paths" had a great influence on the subsequent townscape. In terms of settlement, there is a cluster of buildings focussed on Govan Road and Water Row and a pattern of small streets which also can still be seen today at Govan Cross. The Old Parish Church can be seen on the plan, together with some evidence of other buildings which could relate to Govan's earlier ecclesiastic role, as documented in detail in Govan Workspace Ltd's Conservation Plan for Govan.

**1850s** -- Feuing of former mansion estates on the riverfront is evident, and industrialisation has now taken place in the form of two shipbuilding yards and the canalisation of the riverbanks. Within the community infilling development is evident densifying the area around the cross and to the east. These areas are gradually coalescing. The first rectilinear tenement block has appeared to the east of Broomloan Road.



1820s



1850s





1890

The structure of industrial Govan is now emerging : large areas of riverside are now occupied by shipbuilding; the grid street layout is established for the development of tenement housing; the railway has arrived - and with it, industry in the Helen Street corridor; and Elder Park has been formed. The settlement is pushing westward and the park is becoming a central, rather than a peripheral element.

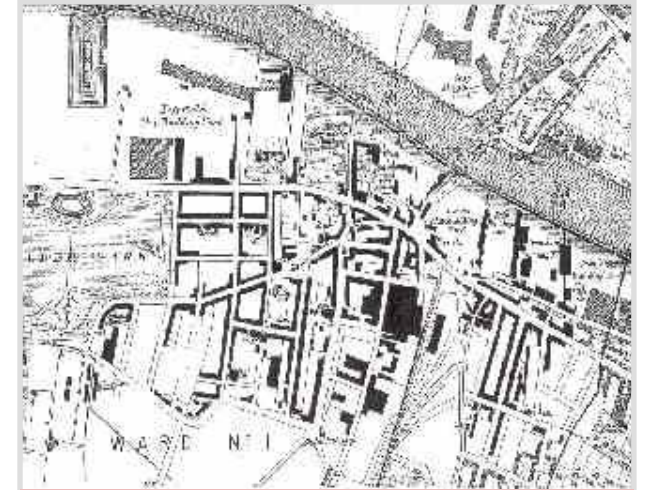
1965

By the inter-war period Govan has become completely developed, totally coalescing with surrounding areas of the city, and the dense intermingling of housing, industry, shopping and transport is well established. All physical vestiges of the original rural settlement have been removed with the notable exception of the Water Row cottages. In plan form nevertheless, the urban structure remains influenced by the route patterns from the past.

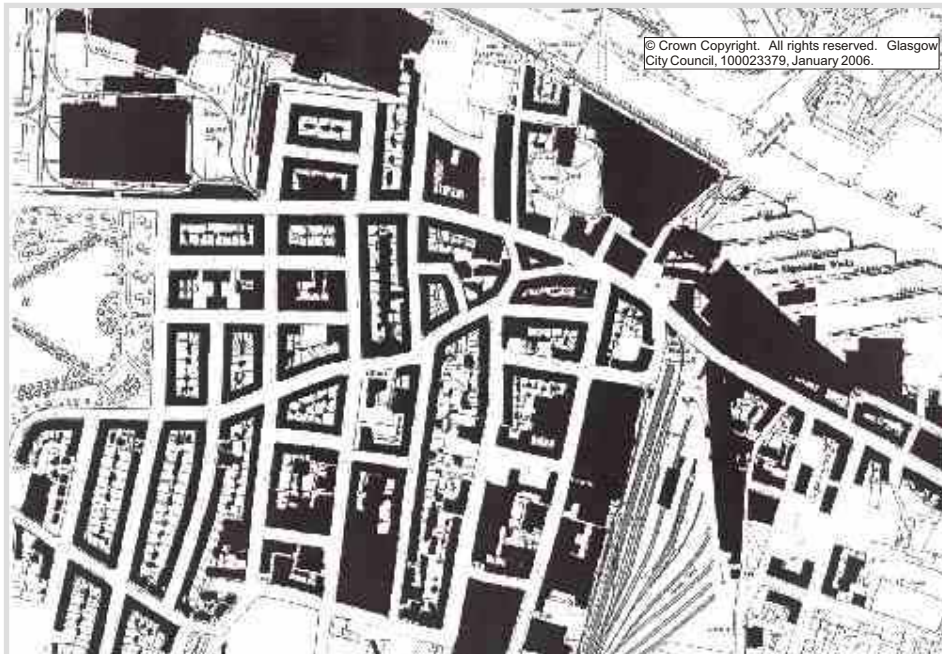
Technological changes in shipbuilding require more indoor accommodation shown on the plan by large sheds which now dominate the Fairfield yard to the west, and the Harland & Wolfe yard at Water Row and the east : the latter of which has finally developed over the Water Row and church manse area. Another significant change is the start of tenement demolition, seen to the east of Broomloan Road on the first-built blocks seen on the 1850s plan.

Today

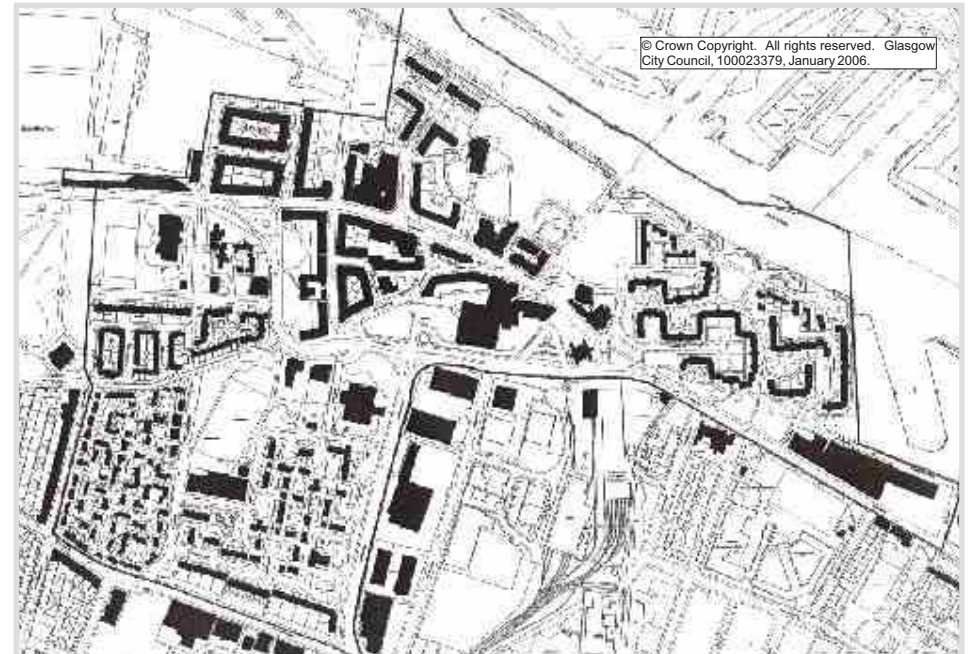
This "figure-ground" diagram of Govan at present illustrates the extent of demolition carried out under the Corporation's 1966 Comprehensive Development Area, and the form of the development which has subsequently taken place. Identification of areas surviving from previous eras is an obvious first step, principal of which is the cross area, the BAE Systems Govan shipyard (indicated on the plan by its boundary), and industrial premises at the east end of the plan.



1890



1965



TODAY

## LEGIBILITY

A place with clearly-defined and high quality paths, edges, nodes and landmarks is described as being "legible". People understand how to move through the area, and strangers quickly assimilate an understanding of its layout. Consideration of development opportunities must take as its starting point the resolution of issues of poor legibility. The following text assesses the "Legibility" of Central Govan, and relates to the adjoining figure and photograph.

### Paths

The main traffic routes through Govan have always had a significant influence on the townscape, and traditionally these were the arteries which underpinned the town's economy. Now, the physical and visual zone occupied by Golspie Street splits the community by carving a physical and visual zone around the central area, and diminishes the importance of Govan Road and the town centre. Golspie Street also creates a perceptual barrier, isolating the central area from the residential and industrial areas to the south.

Other major paths are Harmony Row serving as the principal traffic, bus and pedestrian route south. Less significant in overall terms but important locally is the pedestrian route through Langlands Road, which is the main pedestrian 'spine' route between the central area, housing areas, the library and Elder Park.

### Edges

Edges indicate constraints placed on permeability, in the form of physical or perceptual barriers.

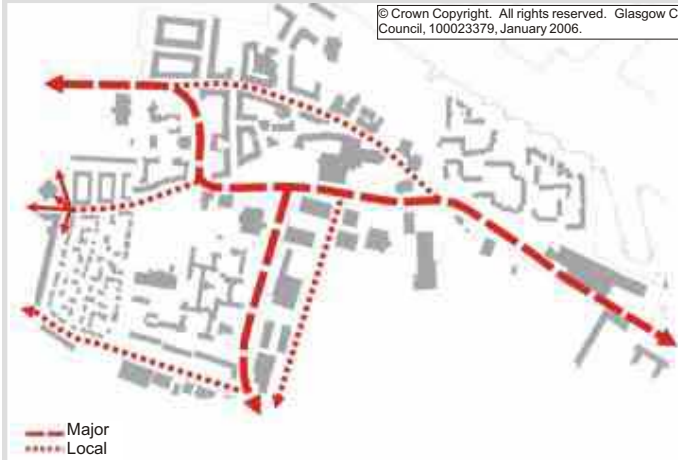
The principal edges within the Action Plan area are generated by land-use changes and the desire or necessity of businesses and industrial concerns to protect land and buildings from access. Accordingly, Govan shipyard and the Helen Street corridor have physical means to prevent or manage access through them. While these edges may be major, movement patterns have evolved around them.

Minor edges have been established by the design of more recent housing areas, often with good intention in mind to create internal security and supervision and deter strangers. The effect though is to create areas which are both relatively impermeable and much larger than the traditional urban form.

### Nodes

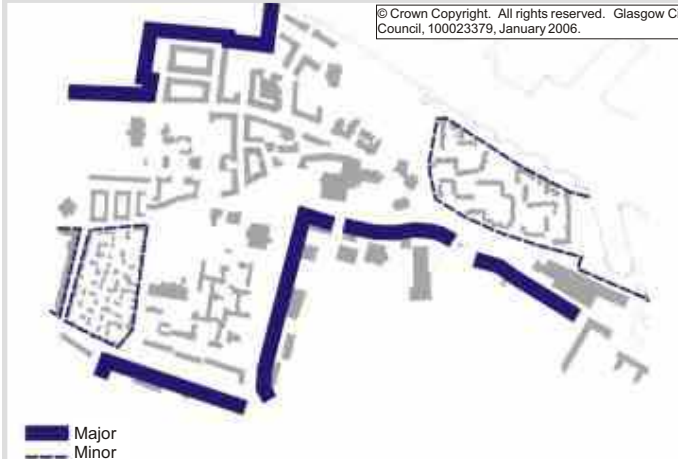
Nodes are destinations that attract pedestrians and vehicles. Of prime importance to Govan is the central area and the areas around to which it relates. Other nodes are schools, community buildings, and the library.

FIGURE TO1 : PATHS



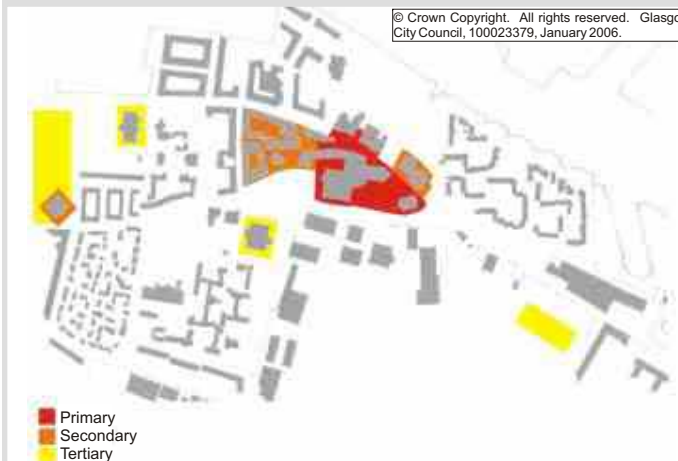
Path : Govan Road (east)

FIGURE TO2 : EDGES



Edge : Govan Road (west)

FIGURE TO3 : NODES



Node : Govan Cross



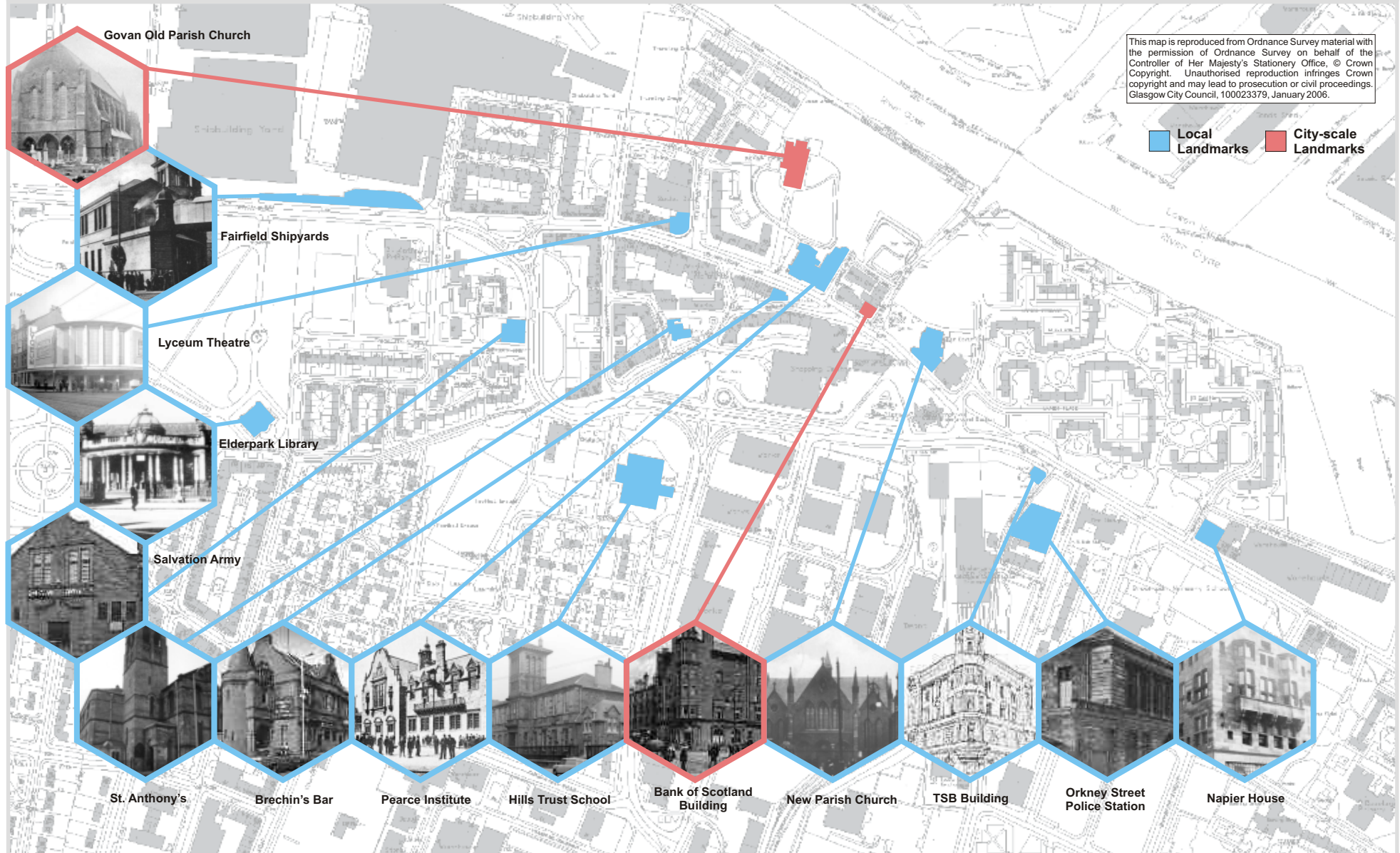
Landmarks

Landmarks are distinctive buildings that give Govan, or its various neighbourhoods a sense of place : either on a city-scale or locally. The diagram identifies two buildings which have a city-scale

presence, primarily because they are visible from outwith the area and "mark" the location of Govan. These are the Old Parish Church and the Bank of Scotland Savings Bank building at Govan Cross.

At a local level there are a range of buildings - big and small that add character to their surroundings and form distinctive features that people use to orientate themselves.

FIGURE TO4 : LANDMARKS



## CHARACTER AREAS

Within the Action Plan Area there are neighbourhoods with common characteristics - be they land-use or physical character (Character Areas 1-6 below). In addition there are areas that lack cohesive character predominantly because they have been the subject of varying degrees of property demolition without redevelopment (Areas 7A, 7B and 7C). A study seeking to appraise the influence of townscape on the form of new development in the Action Plan Area cannot consider the area in isolation. Therefore, adjacent character areas have also been considered (Areas 8-13).

### Central Govan (Area 1)

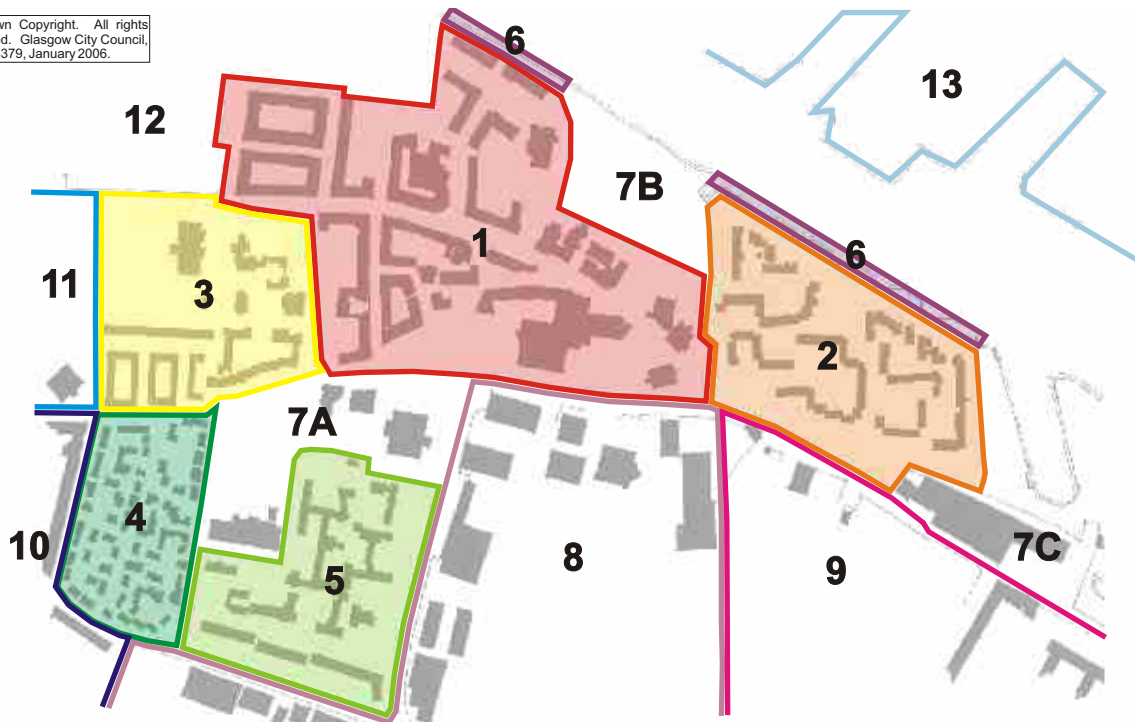
Remnants of the original townscape are found throughout the Action Plan area, characterised by stone buildings - tenements, shops, public buildings, churches. Traditional buildings are generally in good condition but shopfronts are in poor condition. Traditional townscape is street-based, but new buildings are more introverted failing to relate to the streets and surrounding area, in particular Govan Cross Shopping Centre and the Underground station. Govan Cross itself has lost its former status and "sense of place", due to building demolition and the resultant loss of enclosure. Streetscape works have been carried-out and have proven robust. Demolition has also taken place around the edges, usually to create roads / car parks and associated open space. This has eroded the sense of "arrival" to the town centre. Roads and car parking have separated the centre from its hinterland. Traffic congestion has been caused by unregulated car parking.

### Riverside Housing (Area 2)

1970s Council housing scheme with inward-looking courtyard layout. No building frontages onto surrounding area (eg riverfront, Govan Cross). Trees and landscaping of reasonable quality but public spaces austere and dominated by roads and parking. Variety of house types including flats, terraces and semi-detached houses. Mono-chrome render colour scheme.

FIGURE TO5 : CHARACTER AREAS

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- |                              |                                     |                              |                     |
|------------------------------|-------------------------------------|------------------------------|---------------------|
| 1. Central Govan             | 5. Harmony Row housing              | 9. East Govan                | 13. Glasgow Harbour |
| 2. Riverside housing         | 6. Riverfront                       | 10. Elderpark Street housing |                     |
| 3. Fairfield housing         | 7. Areas without cohesive character | 11. Elder Park               |                     |
| 4. Greenfield Street housing | 8. Helen Street corridor            | 12. BAe Systems              |                     |



Area 1 : Central Govan



Area 1 : Central Govan



Area 2 : Riverside



### Fairfield Housing (Area 3)

1980s terrace housing based on rectilinear grid and distinctive architectural style. West area is street-based whereas east area has an internal courtyard. The development has re-inforced the traditional street pattern and created definable routes and a park frontage. Parking bays create impression of very wide roadscape with ineffective landscaping. The southern boundary has a poor relationship with the footway on the closed section of Langlands Road. St Anthony's Primary School is located within this area adjacent to Elder Park.



Area 3 : Fairfield

### Greenfield Street Housing (Area 4)

1980s mixed-tenure housing comprising detached, semis and terraces. Internal layout of courtyards connected by narrow streets creating an illegible layout. The development presents frontages to the surrounding streets but of an alien scale to the surrounding townscape. There is evidence of some deterioration of maintenance of private and public spaces.

### Harmony Row Housing (Area 5)

1960s Council housing scheme based on inward-looking courtyard layout. Illegible routes through the development and no frontages onto surrounding streets. Lack of defensible public spaces, which are dominated by car parking and have the appearance of being unsafe. Vandalism is evident and landscape is poor.



Area 4 : Greenfield Street



Area 5 : Harmony Row

### River Clyde Walkway (Area 6)

The area of vacant land at Water Row splits the River Clyde Walkway into two sections and no through access presently exists between them. These sections have, in the past, been improved to provide access to the waterfront from adjacent housing developments. However, the walkway has been neglected over time. The section adjacent to the Riverside housing area is wide with viewing areas, but the housing does not overlook the walkway and there is a lack of natural supervision. The more recent Wanlock Street housing development has its rear elevations facing the river and presents the walkway with high wooden fences.

The docking facilities of the former Govan vehicular and passenger ferries remain at Water Row.



Area 6 : River Clyde Walkway



Areas 6 and 7B : Govan Riverfront from Glasgow Harbour

### Hill's Trust (Area 7A)

The area between Harmony Row and Langlands Road contains a disparate group of modern school buildings, the Hills Trust building, cut-off roads, disused play spaces, the derelict baths building, and poor-quality landscaping. While the nature of the uses of the schools and Hills Trust buildings requires open space and car-parking, demolition of the baths and rationalisation of open space and recreation facilities will allow development in the remainder of this area to re-form the southern edge of Langlands Road, resolve its junction with Golspie Street and integrate the existing housing areas. Rationalisation of routes and street surfaces would create an improved pedestrian environment between Harmony Row housing and the town centre.

### Harmony Row (Area 7B)

The area between Govan Cross and the riverfront has remained undeveloped since the Harland & Wolff shipyards were demolished in the late 1960s. Due to its location in the heart of Central Govan; bounded by the river, the Old Parish Church and the attractive buildings of the town centre, it presents one of the most valuable opportunity areas in the Action Plan. The townscape to the south, the Cross, and the riverfront all provide "cues" to the grain and character of the area's redevelopment.

### Clydebrae Street (Area 7C)

This eastern extremity of the Action Area contains the distinctive Napier House building, a very large area of industrial properties in use and empty, and open space; and therefore has no common character. The potential for restoration and re-use of Napier house is reduced by the impact of the adjoining industrial buildings, and the ideal long-term solution would be for the remaining industrial uses to be relocated into new premises - potentially in the Helen Street corridor to retain their proximity. New housing development relating both to Napier House and to the existing Riverside housing estate to the north, would consolidate the area.



Area 7C : Clydebrae Street

### Helen Street Corridor (Area 8)

A generally vibrant area of modern industry, storage & distribution and warehouse units, comprising one of the areas main sources of employment. In visual terms, the area is characterised by brick or cladding sheds built from the 1970s onwards. Insofar as the area is in industrial and commercial use and displays the visual characteristics of these uses, it presents a cohesive and on-the-whole well maintained appearance and has well-defined boundaries.



Area 8 : Helen Street

### Govan East (Area 9)

A fragmented area of housing, schools, industry, vacant and derelict land and buildings. The road system perpetuates the grid layout established from the early days of Govan's development, and development generally follows that pattern. Remaining traditional buildings, including the TSB Bank and Orkney Street Police Station provide character and cues to future redevelopment of the surrounding sites. Neither the uses, the area itself, or the main thoroughfare of Govan Road have defined edges and definition. This character is emphasised by vacant land and sites in low-grade use such as car parks.



Area 9 : Govan East

### Elderpark Street Housing (Area 10)

Four-storey tenement housing on grid layout all refurbished. A previous streetscape scheme introduced elements of traffic calming and less formal streets. Evidence of physical deterioration of the buildings and streetscape. Street closures have completely removed extraneous traffic and created an air of insecurity.



Area 10 : Elderpark Street

### Elder Park (Area 11)

One of Glasgow's traditional mature parks, for long represented the main green "lung" for the densely-developed housing around it. The majority of the area is characterised by large areas of grassland divided by tree belts. The park retains formal gardens, boating pond and games courts although most of these are in poor condition or abandoned. The park retains its character as an area of passive open space. Maintenance has however been reduced and the active recreation facilities are all unused. With closure of active facilities in and around the park, the possibility of locating new active facilities in the park should be considered. Some areas have a reputation of being unsafe.



Area 11 : Elder Park



### BAE Systems (Area 12)

The remaining shipyard area is a significant townscape element within the Action Plan Area neighbourhoods which surround it. Large sheds and retaining walls directly adjoin housing. Representing a significant employer in Govan, it is not conceivable how the impact of the shipyard buildings on their surroundings could be reduced other than by demolition.

The red-sandstone (listed) office complex is now vacant, and is being considered as a location for the new Social Work office. Nevertheless it remains a significant element in Govan's townscape, an important reminder of the area's heritage, and creates an interesting frontage to Govan Road and Elder Park.



Area 12 : BAe Systems : the old offices

### Glasgow Harbour (Area 13)

New "Flagship Development Initiative" on the north riverbank opposite Govan containing a mix of uses including signature residential buildings which are currently under construction. The section of the site closest to Govan is the proposed commercial zone which will comprise a range of public, retail, office and leisure buildings. The new Transport Museum, designed by Zaha Hadid, is proposed to be built at Pointhouse, directly opposite Govan Cross.

Glasgow Harbour is a feature development on an entirely cleared site of City-wide significance, and embodies a radically different design philosophy to the community-based incremental restructuring being envisaged for the Govan Central Area Action Plan.

It is not considered that reference need be made to Glasgow Harbour in the design of new development in Govan, but the opportunity will exist to create vistas and view corridors from key places in Govan to the riverfront and the feature buildings on the Glasgow Harbour site.



Area 13 : Glasgow Harbour



Area 13 : Glasgow Harbour

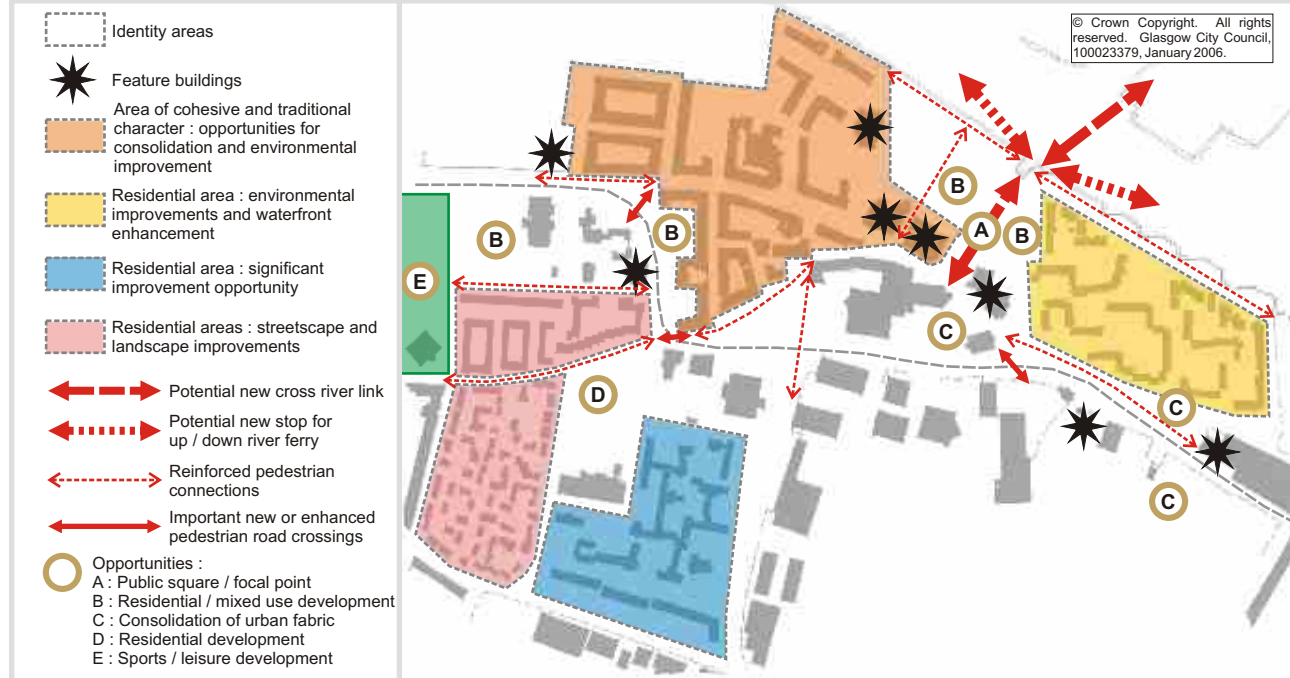
## SUMMARY OF WEAKNESSES, ISSUES, STRENGTHS AND OPPORTUNITIES

Figures TO1 and TO2 illustrate the Action Plan area's weaknesses, issues, strengths and opportunities.

### FIGURE TO6 : WEAKNESSES AND ISSUES



### FIGURE TO7 : STRENGTHS AND OPPORTUNITIES





## OPPORTUNITIES

### The Riverfront (see Figure TO8)

Representing the most valuable opportunity for new development in Govan, the riverfront area offers the potential for a major mixed-use development strategy incorporating expansion of the “town centre” activities, new housing, visitor facilities for interpretation of the area’s history, all within a waterfront setting. Further focus of activity could be achieved by cross-river ferry links:

- The riverfront should be developed as a major focal point, introducing people and activity-generating uses.
- There needs to be an effective, safe, interesting route from the Cross to the riverfront with a through vista retained.
- Existing streets give cues to the grain of new development.
- The Old Parish Church frontage should have an open aspect to the river, possibly in the form of a public square.
- The activity generated in the opportunity area should be encouraged to spread out along the existing adjoining walkway areas which are presently poorly-used and are considered unsafe.

### The Eastern Approach (see Figure TO9)

An important aspect of a townscape analysis of any community is its principal entry route, and in this respect the approach to Govan from Glasgow is of prime importance. This is emphasised by the need for Govan to connect with the investments and development in the Pacific Quay area:

- The townscape is punctuated by several significant traditional buildings - remnants of the former development on Govan Road - which give character and interest to the route.
- By leaving open spaces on the frontage and by buildings which do not address the street, more recent development has abandoned the traditional building lines, fragments the townscape and detracts from the cohesion of the route. Measures need to be taken to bring the disparate townscape elements together: for example by developing un-used land or land that is presently low-grade open space. New or augmented structural tree planting could assist.
- By its setting back from Govan Road, the Riverside housing compounds the lack of enclosure and creates spaces which serve no useful purpose. The possible redevelopment of the industrial buildings east of Napier House, development of other sites adjoining Govan Road, and improved “avenue” tree planting could re-integrate riverside with the buildings and other uses.
- More recent developments, such as the Underground station and Govan shopping centre have created a confused and unattractive termination of the vista into the Central Area. On arrival at the turn-off into the Cross, traditional buildings which lie in the background of the view such as the New Parish Church and the Bank of Scotland building mitigate these to a certain extent.
- The opportunity exists to create development areas on the north side of Govan Road to re-create enclosure at this location, and by redevelopment of the Underground station and improvement and extension of the shopping centre to open these uses up to the surrounding streets and emphasise and celebrate arrival in the Central Area.

FIGURE TO8 : THE RIVERFRONT

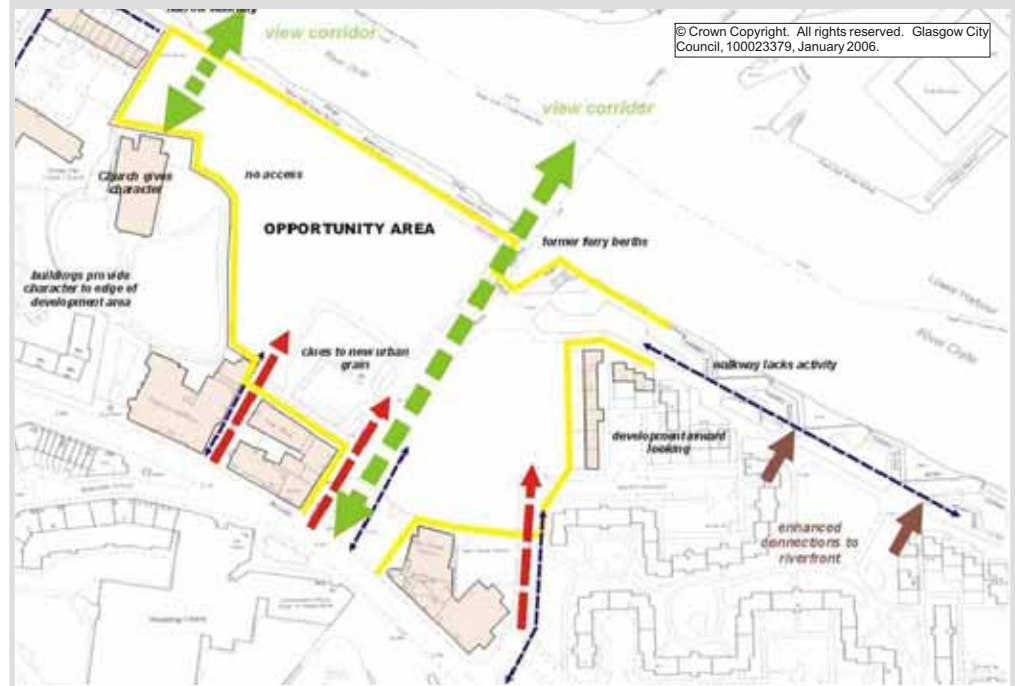


FIGURE TO9 : THE EASTERN APPROACH

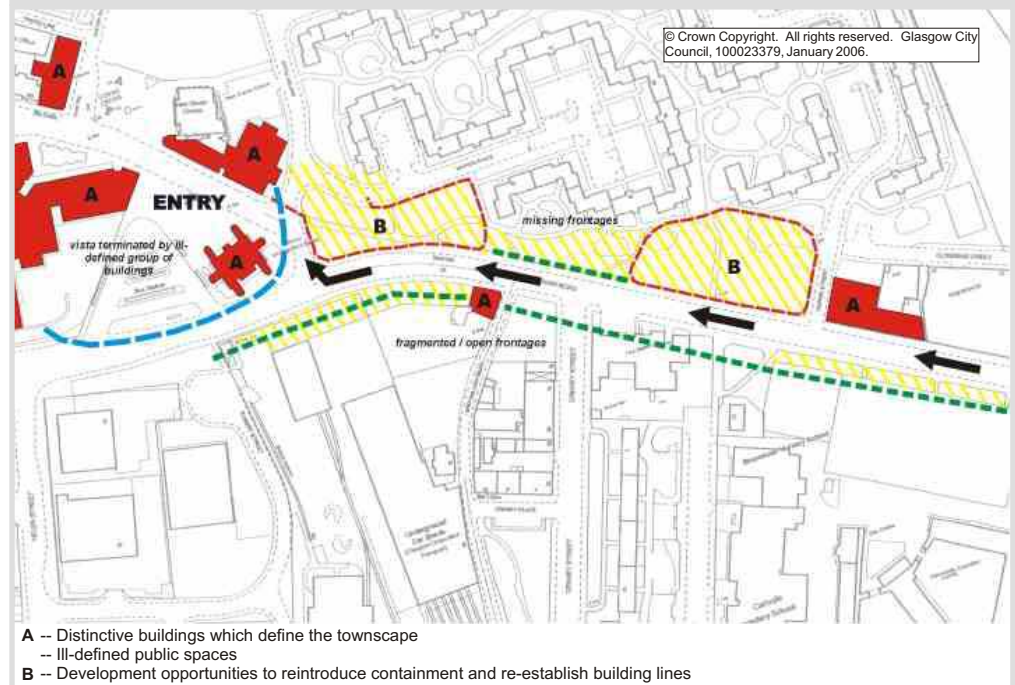
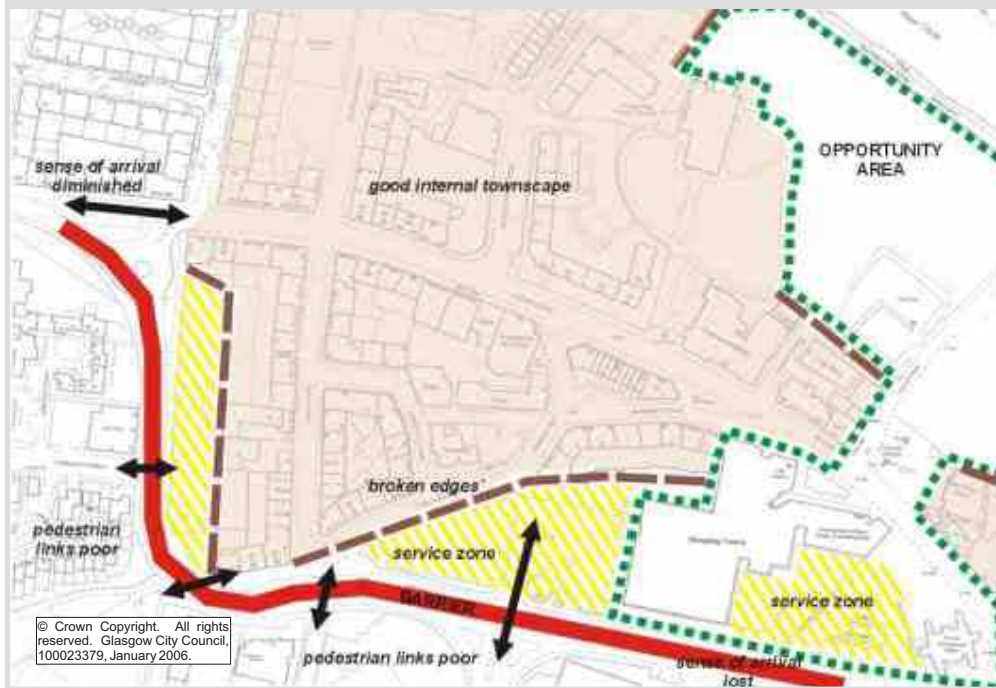


FIGURE TO10 : GOVAN CENTRE

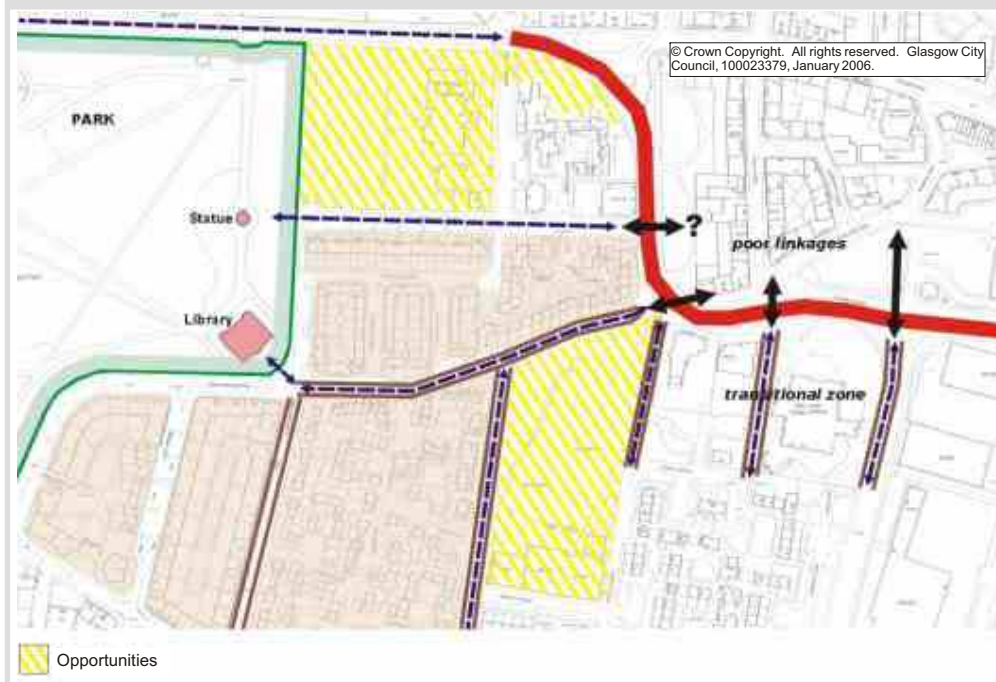


### Govan Town Centre (see Figure TO10)

Despite the impact of CDA demolition, Govan Town Centre retains a remarkably cohesive and high-quality townscape, featuring listed buildings of great character. While the 1970s-built Govan Cross Shopping Centre and its attendant car parks and bus terminus have an adverse impact on the area's townscape, more recent tenement housing developments have shown how respect for the traditional building-street relationship, street pattern, and building scale (without resorting to architectural pastiche) have had a significant effect on improving the appearance of and confidence in the area:

- The plan emphasises the cohesive tenement central area. Within this area there are some gap sites which could be redeveloped, but the most significant local aspect requiring attention is the condition of shopfronts - an issue which is connected to trading conditions and the shopping and business economy of the area.
- The major issue concerning this area is the severance of the centre from its residential and industrial surroundings by Golspie Street. Means of re-integrating these areas are required, ranging from improved crossing facilities to developing vacant or underused sites.
- New development around the shopping centre and Underground station presents opportunities for new businesses, offices and shops in the area and would recreate containment along Golspie Street.
- Separation of the western edge of the central area from its residential surroundings is emphasised by the lack of development on the section of Golspie Street between Langlands Road and Govan Road. In addition, this gap site loses the sense of enclosure of the centre and detracts from the cohesiveness of its townscape, especially when approaching from the west. A significant building is required here of tenement scale to restore the townscape and emphasise entry into the centre.

FIGURE TO11 : ELDER PARK AND HOUSING AREAS



### Elder Park and Housing Areas (see Figure TO11)

Comments made in the preceding section regarding linkages apply equally to these areas. The routes used by pedestrians to progress between the Golspie Street crossing points and the adjoining housing areas are all characterised by vacant land, poor surfaces, over-grown and unnecessary trees and grass areas. Regeneration of these routes is essential in reconnecting Govan centre, housing areas, the library and Elder Park:

- The housing areas at Elderpark Street and Harmony Row require reconnection to Golspie Street by the creation of safe, high quality routes through the intervening land.
- The Langlands Road pedestrian route requires upgrading to improve its safety and quality, and to reinforce the link to the library.
- New development opportunities are identified which would enhance the townscape, create enclosure and reduce open space which is under-used and therefore is perceived as unsafe. New development would assist in re-introducing confidence to the area as a place to live and work.



## ACTION PLAN RECOMMENDATIONS

**Reconnection** : improvement of pedestrian and cycle links between the centre and the areas which it serves, links to the library and Elder Park, and links to the riverfront.

**Consolidation** : develop key sites around the centre on vacant or under-used land or buildings, of a scale which acknowledges the townscape of the central area, re-creates its edges, and reforms its entry points.

**Reconstruction** : alterations, extensions and building on gaps could re-integrate the shopping centre with its surrounding townscape and introduce investment for funding its general upgrading.

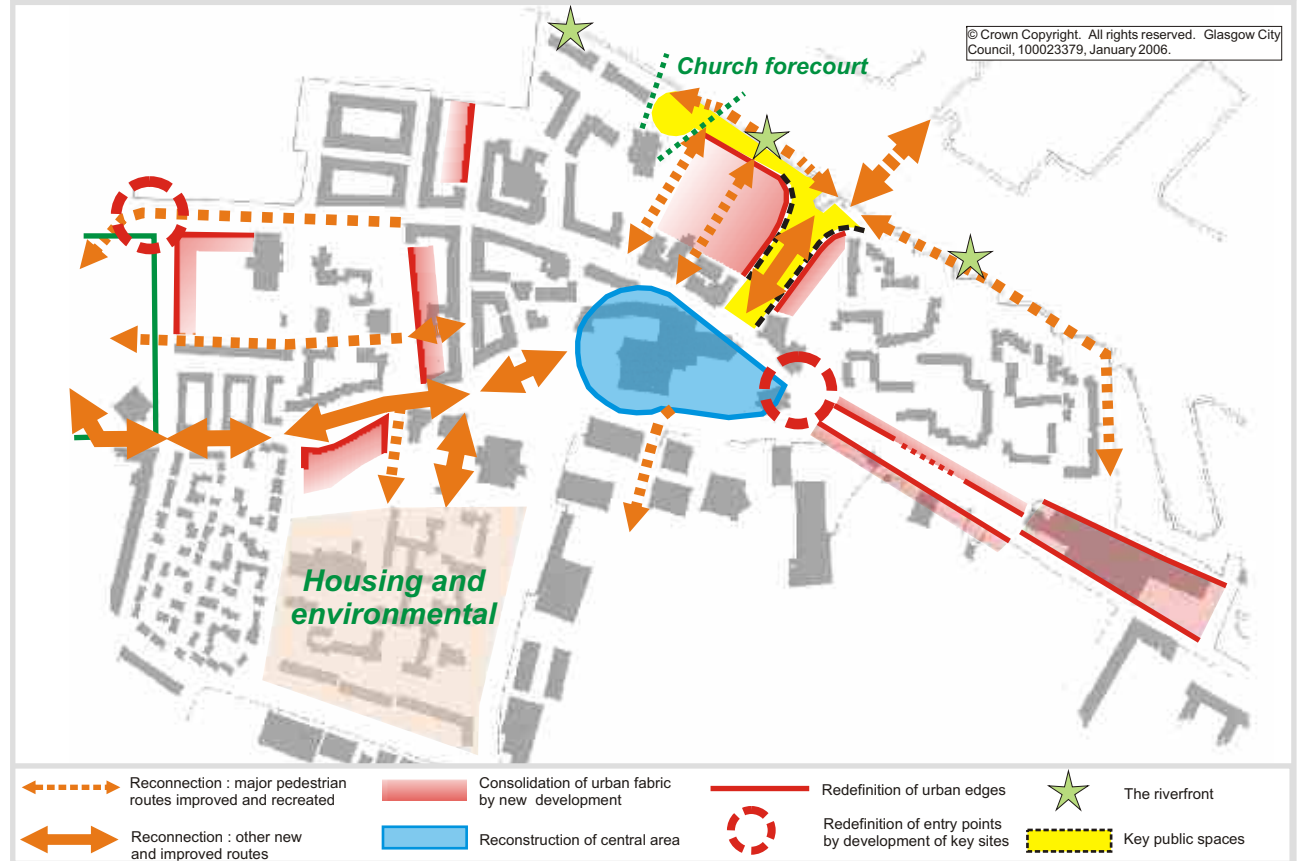
**Redefinition** : of routes by development of vacant sites or under-used land, or where that cannot be achieved, by tree planting of appropriate scale to create green corridors.

**The Riverfront** : a vibrant mixed-use new quarter for Govan including mixed-tenure housing, leisure, entertainment, shops, visitor attractions and a well-designed walkway; all within a townscape of scale and massing that respects Govan's historic core. The riverfront should be the jewel of Govan's regeneration which will celebrate Govan's history and show confidence in its future.

**New development** : opportunities have been identified for new development - primarily housing - which will bring full use to under-used land, recreate the presently fractured urban form into the strong street-based townscape of which elements remain, and bring new population and confidence in the area's future.

**Small-scale environmental improvements** to shops, surfaces, lighting and signage.

FIGURE TO12 : RECOMMENDATIONS



## INTRODUCTION

This chapter describes the ease by which residents of Central Govan can reach places of employment, leisure, education and healthcare by walking and public transport, and also considers measures and initiatives which would enable the local transport and roads networks to better serve the needs of the Central Govan population and those that visit and work in the area.

Studies are also presented of current available traffic flow information and of the existing transport network in central Govan, which were carried out by Dougall Baillie Associates (DBA) in consultation with Glasgow City Council (Land Services) and Strathclyde Passenger Transport (SPT).

References to specific parts of Govan Road in this section are as follows : Govan Road (East) being east of the Golspie Street junction at the Underground station, Govan Road (Central) being that section through the town centre which is by-passed by Golspie Street, and Govan Road (West) from the roundabout where Golspie Street rejoins westerwards past Elder Park.

## KEY ISSUES

### Poor Quality Pedestrian Routes

The Action Plan area is relatively self-contained and walking distances between most internal pedestrian origins and destinations are not unduly long. There are however issues relating to the quality of the routes and their attractiveness at all times of day. Key requirements of good pedestrian routes are directness, quality (eg surfaces, lighting, road crossings), and safety (people feel safe using them).

Routes, which have also been analysed in the townscape and landscape sections of the Action Plan, include the following. They are illustrated on the accompanying diagram (Figure TM1).

### Govan Road

A major route linking housing, shops, workplaces and the Southern General Hospital, it is predominantly straight and retains, in most parts, its role as the major artery in the area. Predominantly formed of traditional street footways which are in good state of repair, the main drawback is the lack of road crossings, particularly where pedestrians require to cross Golspie Street. Good crossings are lacking at either end of the Golspie Street "loop", and in particular the roundabout at the west end where no crossing facilities exist to help people get from the Centre to housing, schools and Elder Park. Derelict buildings, vacant land, shuttered shopfronts and poorly planned and maintained landscaping result in the pedestrian environment of certain areas being considered less safe.

### Langlands Road

This route links the library and housing areas in and outwith the south-western sector of the Action Plan area to Central Govan. It is a

direct and relatively-straight spine route onto which there are good connections from neighbouring housing. The pedestrianised section between the library and Golspie Street features poor surfacing, overgrown landscaping, open spaces, and a lack of overlooking and natural supervision. It is considered unsafe by some residents in the evening. The crossing of Golspie Street can be intimidating due to high traffic speeds, the width of the carriageway and lack of calming measures.

### Garmouth Street

A pedestrian route, which offers a direct route from Golspie Street to Elder Park, which could be upgraded to improve its use.

### Harmony Row housing

Three routes provide walking connections between Harmony Row housing and Central Govan: (east to west) Harmony Row itself, Nethan Street and a pathway beside the football pitch to the west of the Hill's Trust building. The routes themselves are straight up to Golspie Street, but thereafter each is deflected by the absence of crossing facilities. The pathway requires least diversion as it meets the Langlands Road pedestrian crossing but is too far west to serve the entire housing estate. Nethan Street and Harmony Row require diversion back to Langlands Road which is an unacceptable detour and will result in many pedestrians chancing a crossing away from the signals. Harmony Row comprises conventional street footways in reasonable condition, and Nethan Street is a closed-off former street surface of generally poor amenity. The path is an informal route over grass and rough ground. The main issues have therefore been identified as inadequate crossing opportunities at Golspie Street, perceived quality and safety issues on Nethan Street and the path, and the redundant nature of Nethan Street.

### Residential areas of East Govan (outwith the Action Plan Area)

Although these areas are outwith the boundary, their routes to shops and services enter the area on the south side of Govan Road (East), east of Broomloan Road.

The routes provide access from housing areas to the shops and services at Govan Cross, the Underground station and bus services. The structure of this area is based on the remnants of a grid street pattern, on occasions disrupted by past developments such as the Cartvale school complex. Nevertheless reasonable permeability remains. Pedestrians progressing from the housing areas to Govan Road (East) to gain access to the town centre and public transport require to negotiate a "twilight zone" of derelict buildings, vacant land, disused sports pitches and overgrown landscaping. The streets themselves are wide, unattractive and litter-strewn. The closure of Neptune Street at the fire station has created a narrow and overgrown passage. This area will discourage walking between the housing and Govan Road and residents are likely to avoid the area in evenings and at night.

### Helen Street corridor

Helen Street and Harmony Row are the main pedestrian access routes from Central Govan to this, the major employment zone within





walking distance of the Action Plan Area. The routes comprise traditional street footways in good state of repair, and direct industrial frontages and security walls reduce “dark corners” which would otherwise be intimidating. The main quality issue is the crossing of Golspie Street.

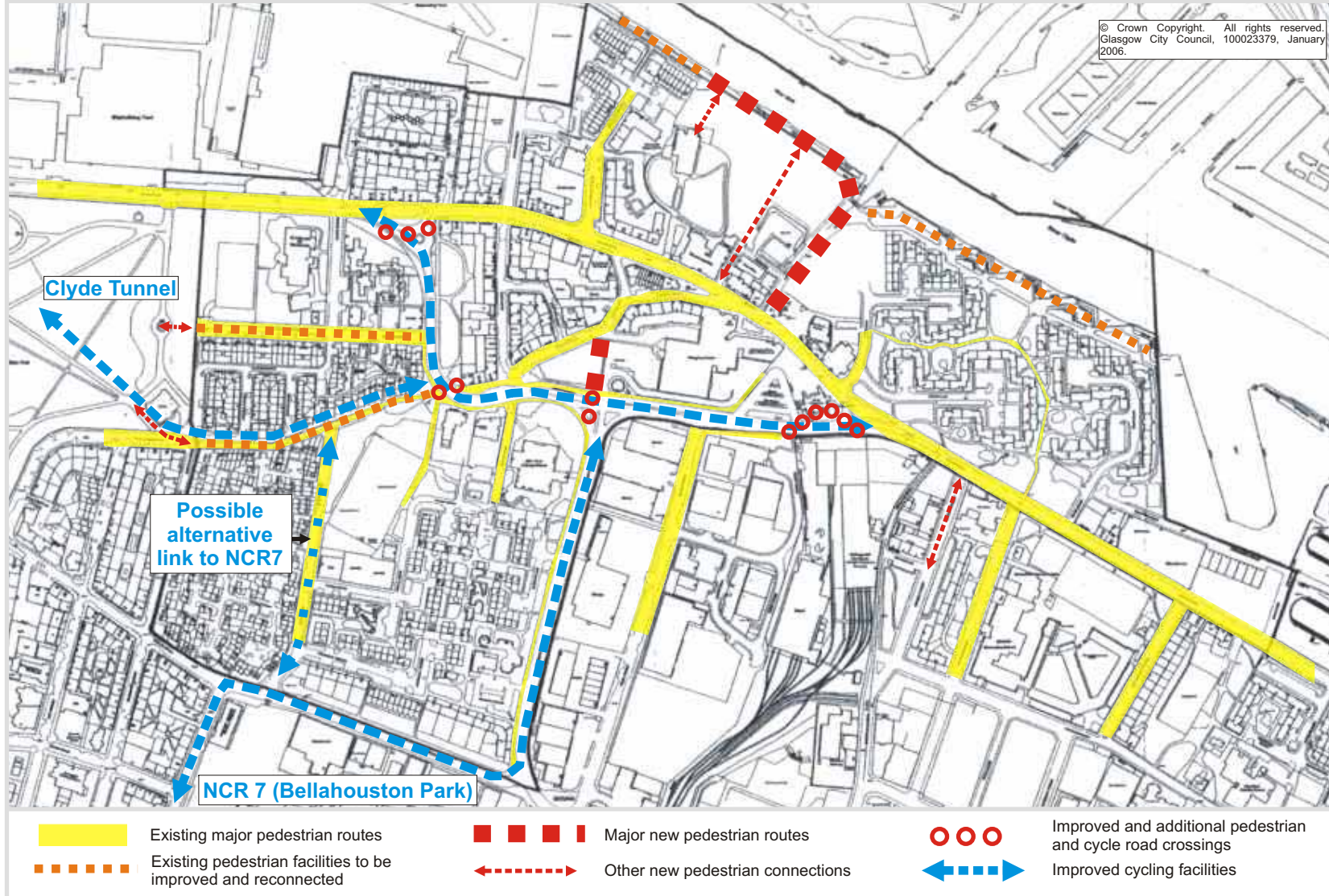
Analysis of walking routes in the Action Plan area reveals an extensive network of routes both on-street and off, but that quality and safety shortcomings exist. These particularly concern the footways and off-road routes which suffer from poor surfacing and landscaping, a lack of natural supervision from adjoining buildings,

and underused or derelict adjoining sites. Road crossings have been identified as an issue, particularly along Golspie Street. Pedestrian conditions on the road network raise issues similar to footways : the adverse impact of adjoining vacant and under-used land and derelict buildings on amenity and safety. The townscape and landscape sections consider these issues in greater detail, and recommendations are made to address them.

**Lack of Cycling Routes**

There are no dedicated cycling routes in the Action Plan area. Cyclists require to use streets, and they use the Langlands Road pedestrian route (although no formalised cycling lane exists there). Being of traditional width, most streets in the area can safely accommodate cyclists, and most major priority routes present the opportunity for the introduction of cycle priority measures if these were considered desirable.

**FIGURE TM1 : WALKING AND CYCLING**





**Public Transport Accessibility**

Being located on the Glasgow Underground Circle and the focus for a range of bus services based on Govan bus station, the impression is initially given that Central Govan has good public transport links to a wide variety of local and City destinations. Nevertheless the public consultation process revealed a degree of dissatisfaction with the services on offer. An analysis of public transport services has therefore been carried out.

Rather than provide an exhaustive list of services presently available, it was considered more valuable to analyse the quality of public transport links to destinations which residents of Govan would likely be attracted to but are beyond walking distance, to reach places of employment, leisure, recreation, education and healthcare. Table 3 presents this information, and the accompanying diagram (Figure TM2) shows the network of public transport services which operate within and directly from the Action Plan Area to other destinations.

Duplication of destinations has been avoided (eg the Southern General is a healthcare facility but also a place of employment, but has only been listed in the former category, and the City Centre could be in all categories).

Govan's most significant public transport asset on a city-scale is its Underground station, which provides links to the city centre and to the full Strathclyde and national network of heavy-rail services. By its link under the river to Partick Station it enables easy interchange with the north-bank and Lanarkshire heavy-rail services and to a network of north-bank bus services; and to other destinations such as the University, Kelvingrove Art Gallery, Transport Museum, and Western Infirmary.

Govan's bus station, immediately adjoining the Underground station, is the focus for local and regional bus services which link the area to a wide range of destinations both to the north and south sides of the River.

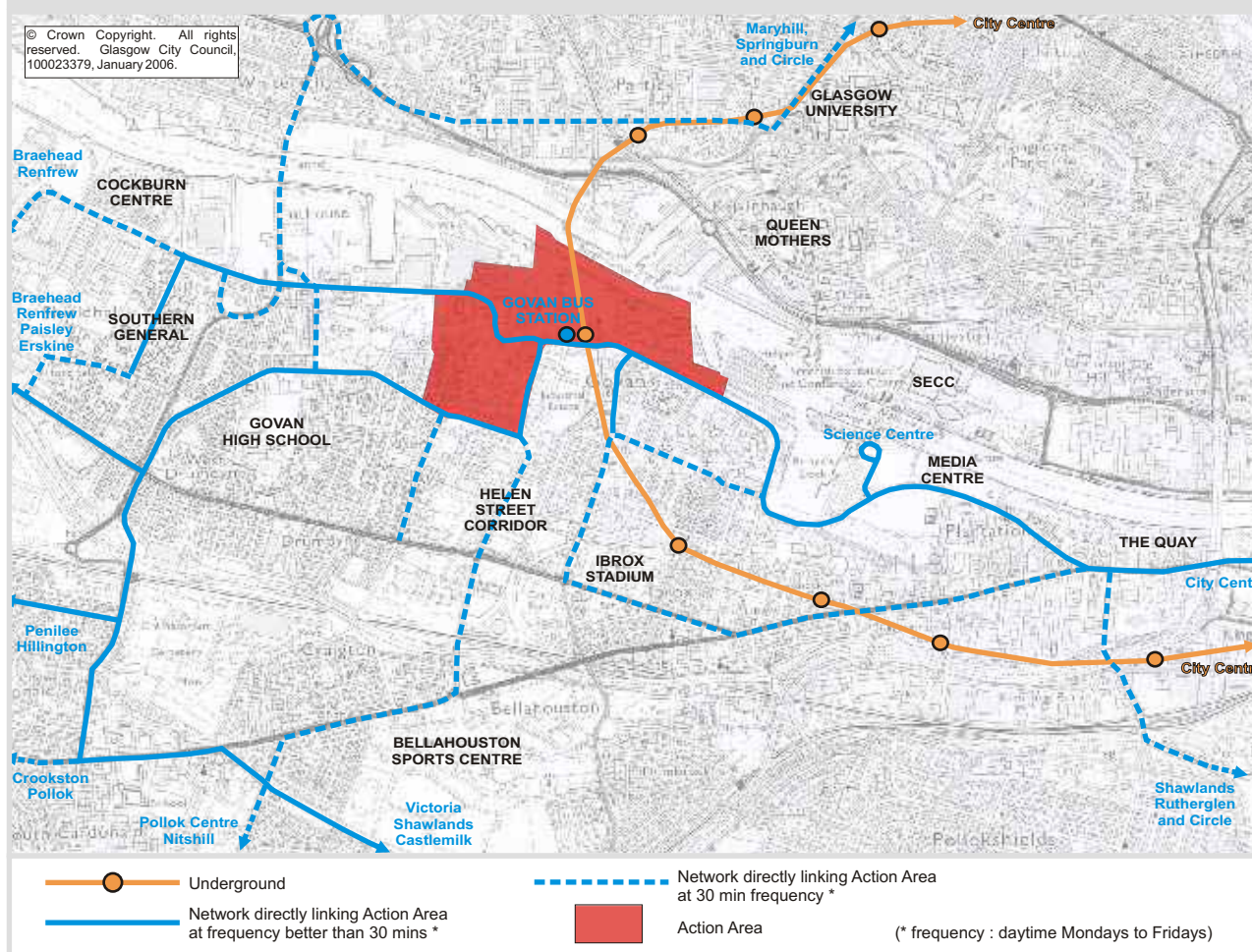
A significant proportion of services operated by the smaller companies (First Stop Travel, Puma and Skyline) connect into the residential areas to the south of the Action Plan area. However, they offer limited early-morning, and no evening or Sunday services. On the whole, Firstbus and Arriva routes have better early-morning services, but many offer few or no evening services, although in most cases these destinations are served by alternative services. The only Firstbus "Overground" service serving Govan (the 34), provides buses every 15 minutes during the day and half-hourly in evenings and Sundays on a route linking useful destinations such as Lourdes Secondary School, Bellahouston Sports Centre, Shawlands Cross, Victoria Infirmary, Langside College and Hampden Stadium. The useful 89 / 90 orbital route, which connects Govan to a wide range of City destinations, operates hourly in the evenings, seriously reducing its attractiveness, although the destinations it serves in the Greater Govan area are usually accessible by alternative services.

With most of the Action Plan area being within walking distance of roads used by trunk bus routes such as Govan Road and Langlands Road, there are frequent services at most times of day for travel within the Action Plan area and to the most important external destinations such as the Southern General Hospital and Bellahouston Sports Centre.

Govan is not served by any of the City's night bus services. The nearest routes are the 9 and 56 which both operate on Paisley Road West.

In summary, the area appears to have a reasonable network of Subway and bus services. The only noticeable deficiency is that some of these services do not operate or are very infrequent in the evenings or on Sundays. Areas affected by such shortcomings are often places of employment such as Hillington where there may be no demand for services at these times, or residential areas outwith the Action Plan area.

**FIGURE TM2 : PUBLIC TRANSPORT NETWORK**



**Govan Bus Station**

Govan Bus Station is currently inefficient and outmoded in terms of its layout. The general environment is poor and unattractive to passengers particularly in the evenings when it is dark and intimidating. There is also the perception of a lack of safety and security which reduces the attraction not only of the surrounding area but also of the use of public transport at this location.

**No Ferry Services**

Since closure of the Kelvinhaugh Ferry when the refurbished Underground re-opened in 1980, there has been no cross-river ferry service linking Govan with the north bank. This is unsurprising insofar as the Underground provides a high-quality cross-river link between the centres of the respective communities. Potential ferry berthing points on the north bank are separated from Partick and adjoining areas by vacant and derelict land, industry, roads and railways.

Nevertheless there has been a growing interest in riverside development since the 1988 Garden Festival with more recent high-density housing developments at Kingston, Plantation, Lancefield and Glasgow Harbour; together with other new uses at riverside locations such as Braehead and the expanding SECC complex. Therefore there is an increasing critical mass of population and activity which could justify river-based public transport, even as a start by the introduction of intermediate stops on the "Pride of the Clyde" pleasure ferry operating between Broomielaw and Braehead.



TABLE 3 : PUBLIC TRANSPORT SERVICES

Employment Destinations	Services	Comments
City Centre	Underground Various bus services	Very frequent services at all times.
Helen Street corridor / Ibrox	FB 49, 121 FST 270, Underground	Very frequent by daytime, FB provides limited early morning and infrequent evening and Sunday services. Some of Action Plan area within walking distance. Very frequent Underground services.
Hillington Industrial Estate	FB 765 (one workers service) FST 117, 217, Puma 23, Skyline 25	Frequent morning and during day, infrequent evening services. FST 117 provides the only Sunday service.
Braehead	FST 21 Arriva 21, 23, 24	Very frequent early morning and by day. Arriva 23 provides evening and frequent Sunday services.
South Street corridor / BAe	Underground and FB 89/90 to Partick then connection to Dumbarton Road bus corridor	Very frequent services and good connections at Partick.
Healthcare Destinations	Services	Comments
Southern General	Wide range of services	Very frequent weekdays and Saturdays daytime, frequent evenings and Sundays.
Victoria Infirmary	FB 34, 89/90, 121 FST 134	FB 34 very frequent, other FB infrequent in evening and Sundays; FST no evening or Sunday services.
Western Infirmary	Underground and FB 89/90	Very frequent direct services at all times.
Queen Mothers	Underground and FB 89/90	Very frequent direct services at all times.
Leisure Destinations	Services	Comments
Bellahouston Sports Centre and Palace of Arts	FB 24, 34, 49 FST 134, 140	Very frequent services; 34 provides good evening and weekend services.
Barshaw Park Public Golf Course	FST 117, 217, 270	Frequent services daytime and evenings, FB services require change on Paisley Road West.
Cockburn Badminton Centre	FST 21, 117 Skyline 25	Frequent services daytime and evening.
Glasgow Ski Centre	FB 34, 49	Nearest direct services : need to walk through park.
The Quay (cinemas etc)	FB 89/90 Arriva 23, 23A, 24	Very frequent services daytime, Arriva provide frequent evening services
Ibrox Stadium	Underground and FB 121, FST 270	Frequent Underground services daytime/ evening. Frequent bus services daytime, poor evening services : 121 runs hourly and 270 not in evening.
Parkhead Stadium	Underground then change to London Road quality bus corridor	Very frequent services at all times.
Hampden Stadium	FB 34, 89/90, 121	The 34 provides very frequent services (with walk to Stadium), the other routes infrequent in evenings and on Sundays.
SECC (via Bells Bridge)		Very frequent services daytime, Arriva provide frequent evening services.
Education Destinations	Services	Comments
Lourdes Secondary School	FB 34	Very frequent service at all times.
Govan High School	FB 23, 24, 34 Arriva 23, 24 FST 279	Very frequent services on Langlands Road.
Glasgow University	Underground	Very frequent services at all times.
Cardonald College	FB 24, 34, 49	Very frequent services (34 provides good evening and weekend services).
Reid Kerr College	FST 21, 117, 217 then change in Paisley to frequent Renfrew Road services	Frequent daytime and evenings.
Langside College	FB 34, 89/90	The 34 provides very frequent services.
<small>The term "very frequent" refers to daytime frequencies greater than half-hourly, "frequent" refers to services operating every half-hour; infrequent refers to services operating less than half-hourly. The routes shown above are direct unless indicated otherwise. None of the City's Night Bus routes serve Govan. Abbreviations : FB - Firstbus; FST - First Stop Travel</small>		

## Road Network Issues

A major consideration in the preparation of the Action Plan has been the desire to reduce the impact of the road network on the urban environment of Central Govan and to increase the sense of cohesion between existing neighbourhoods. The existing road network within the Action Plan area and on its periphery has been analysed, together with its connectivity to the wider network south of the Clyde.

Considerations of network operation and capacity have been made on the basis of design year flows developed for this study from existing information available. An ultimate design year of 2022 has been used, based on National Road Traffic Forecast 'Low' growth projections. Allowance has also been made for traffic associated with committed developments at Pacific Quay (including the BBC proposals) and on Helen Street, comprising the new Strathclyde Police complex and the Leewood Industrial Estate development.

### Golspie Street / Harmony Row Junction

This existing priority controlled crossroads junction is perceived as being over-sized for the amount of traffic that uses it. The priority crossroads format is undesirable in road safety terms according to current practice.

Harmony Row provides limited access to the residential areas to the west of the road, whereas the adjacent Helen Street has a role as an industrial access road for development on both sides. Traffic flows reflect the relative importance of these routes, with some 500 vehicles (2 way total) in the future peak hour utilising Harmony Row, compared with some 1,000 on Helen Street.

### Golspie Street / Govan Road (East) Junction

At present this priority controlled junction experiences some congestion due to the presence of turning traffic from the main Govan Road / Golspie Road (East) route into the town centre section of Govan Road. There is also some congestion on that section of Govan Road due to traffic tailing back from Golspie Street to Napier Road. The Action Plan proposes to rationalise junction arrangements in this area by closing the connection between Napier Road and Govan Road, and providing an alternative access junction to the east on Govan Road through the closure of Broomloan Road.

### Govan Road / Orkney Street Junction

This junction offers a direct access to the eastbound motorway at Dumbreck Road and to the housing areas of east Govan and the industrial activities around Ibrox. The increase in traffic on Helen Street has made the Orkney Street route attractive as an alternative particularly to east bound traffic on the Motorway. In addition proposed developments east of Broomloan are likely to increase traffic in this location. The closure of Broomloan road at its junction with Govan Road as discussed above will allow increased control over all traffic movements on the Broomloan Road/Orkney street junction to improve traffic movement and increase traffic safety at this location.

### Golspie Street / Govan Road (West) Roundabout Junction

This roundabout junction severs the townscape at the west end of the central area, and represents a major obstacle to pedestrian movement from between shops and services along Govan Road

(Central), Fairfield housing and Elder Park. Discussions with Land Services raised the issue of the useful local parking area in front of the shops which would be lost if the junction was reconfigured.

#### **Langlands Road Corridor**

The Langlands Road corridor has been cut by the re-alignment of Govan Road/ Golspie Street distributor road. This re-routing of traffic has effectively reduced access to Elder park library and removed important connections and physical cohesion between the various residential neighbourhoods in the surrounding area. Whilst the Langlands Road corridor has been retained as a pedestrian route there is little informal supervision or security over much of its length.

#### **Shaw Street / Rosneath Street / Burleigh Street**

At present these streets and the adjacent Langlands Road and Harmony Row are subject to low traffic flows and speeds and on-street parking, typical of a tenemental housing area in Glasgow.

#### **Golspie Street (West)**

This section of Golspie Street is subject of fast moving traffic which apart from reduced pedestrian traffic safety, creates a barrier between the residential communities to the west and the central shopping area of Govan.

#### **Golspie Street (East)**

This section of Golspie Street is much wider than the remaining sections and is a major physical and visual barrier between the residential areas to the south and the central area of Govan. Insofar as the capacity of the road is defined by narrower sections both east and west the opportunity exists to narrow areas of this section without adverse impact on the traffic capacity of the route.

#### **Parking Problems**

It has become clear during the preparation of the Action Plan that parking is a major issue in central Govan primarily as a result of commuters attracted to free park and ride facilities at Govan Cross underground station. This has resulted from informal parking on vacant land and road surfaces close to the underground station without any parking restrictions. This situation is cause for concern to local traders who find on street parking limiting options for loading, servicing or short term customer parking for existing businesses. The owners of the shopping centre car park have had to implement and enforce a waiting limit to discourage commuters and ensure the car park remains available for use by shoppers.

## **OPPORTUNITIES**

#### **Pedestrian Routes Improvements**

Improvements to pedestrian routes, together with road network improvements, will improve the quality, directness and safety of pedestrian routes in and around Central Govan. The main opportunities include:

- Reducing the impact of Golspie Street
- Increasing pedestrian crossing opportunities
- Traffic calming
- Road width reductions
- Improving the pedestrian-only section of Langlands Road

Further environmental works are discussed in the townscape and landscape sections.

#### **Introduction of facilities for cyclists**

The City Council has published details of a Glasgow Cycle Network on a map which includes existing facilities and proposals for new routes. As indicated previously there are no dedicated facilities in the Action Plan area at present. Potential for new routes indicated on the plan are as follows :

- A route indicated to be under design, from Govan Centre to the National Cycle Route in Bellahouston Park. It is shown as using Harmony Row, Crossloan Road and Craigton Road, whereupon it passes under the M8 in the existing underpass to reach Paisley Road West,
- The proposed quality bus corridor along Govan Road, and
- Proposed cycle lanes on Golspie Street and Langlands Road.

These proposals will significantly improve cycle facilities in the Govan area, and the width of most major routes in the Action Plan area would allow the introduction of further cycle routes should these be considered necessary in the future. The incorporation of a cycle lane in the re-opening of Langlands Road for buses would implement this aspect of the Council's proposals, improving the ease by which residents could travel between housing, the town centre and the library. Cyclists are safely accommodated on the City's bus lanes and the additional width on the Langlands Road corridor could allow a wider carriageway that the conventional bus lane, or indeed a separate cycleway alongside the bus lane.

The "Clyde Translink" preferred route along Govan Road could actually detract from the interests of cyclists because unlike the present bus lanes, the route is not available for use by cyclists. Along the affected sections of Govan Road cyclists would be forced to use a greatly-narrowed traffic corridor. As part of the Clyde Translink package, provision of a dedicated East West cycle route would be desirable, although over most of its length it would lie outwith the Action Plan area.

Proposals to upgrade and extend the Clyde Walkway at Govan should include a cycle route. While the walkway may eventually extend continuously to the east, the presence of the BAe Govan shipyard to the west means that to provide a continuous route, diversion onto Govan Road or another route would be necessary.

#### **Bus and Underground Service Improvements**

Proposals to re-open Langlands Road to bus services will enable the establishment of better public transport links between Central Govan and the residential areas to the south-west.

The analysis of bus services reveals that the Action Plan area is well served internally by bus services, and that links to destinations outwith it are generally good. The main issue identified was that the network of local bus services which serve the residential areas

surrounding Govan do not operate in the evenings. This may indicate a lack of demand for evening transport to Central Govan at the present time and is an issue affecting areas outwith the Action Plan, as the economy of Central Govan improves and the town centre reclaims its key role as the centre of the community with a greater range of social and entertainment services, there may in the future be a demand for evening and better weekend services.

#### **Redevelopment of Govan Bus Station**

Assessment of public transport accessibility and facilities serving the Central Govan area indicates that close integration and ease of modal transfer presently exists, and can be enhanced by the reconfiguration of the existing bus station.

SPT has indicated its agreement in principle to this proposal, provided certain standard requirements can be met. In particular, SPT requires 8 bus stances in the reconfigured layout. An indicative layout is shown on Figure TM5.

#### **Introduction of Ferry Services**

The opening of an iconic new Transport Museum at Pointhouse (on the north bank opposite Govan) within the Glasgow Harbour development will create an opportunity for Govan to connect directly into a major national visitor attraction as a leisure destination and employment source. This would best be afforded by a direct cross-river ferry link, possibly relating to the Transport Museum theme by using the old ferryboats which have been preserved. Further benefit to Govan would derive from Transport Museum visitors being attracted across the river to view the initiatives recommended in this Action Plan, thereby bringing tourist-related economic benefit.

The option also exists to include Govan in a network of stopping points for enhanced linear ferry services linking all the new developments between the City Centre and Clydebank. Govan would thereby ensure full integration into the river as a focus for new urban regeneration and expansion, and bring a range of new travel opportunities to its population.

#### **South Bank Clyde TransLink Preferred Route**

The City Council and Strathclyde Passenger Transport are developing plans for a future strategic Mass Transit network throughout the city. The Clyde corridor was selected for analysis as a first stage in developing the network due to the number of new developments proposed along the river, and this will form the basis for a wider network. The "Clyde Corridor Transport Study" has established the general principles of routes on the north and south banks, although detailed routes await further study. A road-based system using trambus technology with dedicated track has been adopted for the north bank, known as the "North Bank Clyde Translink".

The South Bank Clyde TransLink is envisaged to operate from the City Centre to Pacific Quay and along Govan Road to the Southern General Hospital and beyond. Route options exist in Central Govan including whether the route uses Govan Road (Central) through the town centre or Golspie Street, and whether the route continues westwards along Govan Road (West) to the Southern General or uses Langlands Road to achieve better penetration of housing areas.



Final decision of these options is likely to await technical analysis of the operating requirements of the chosen system, but maximum community benefit would be achieved by use of Govan Road in the central area, and by the onward route to the Southern General following Langlands Road.

The Clyde Translink route will require 2 lanes of the road to be removed from use by general traffic. This will have an impact on existing on-street parking spaces and loading bays and replacements facilities will therefore need to be provided.

### Road Network Rationalisation

Assessment of prevailing and predicted future traffic flows indicates that there is significant potential to rationalise the existing local road network in the Action Plan area. The following describes a series of road network measures which could be taken to rationalise traffic circulation, improve public transport access, achieve environmental improvements and create development opportunities in Central Govan. Figure TM3 shows the package of recommended road alterations.

#### Golspie Street/Harmony Row Junction

The potential for a roundabout junction was considered, and is feasible in design, capacity and operational terms. Nevertheless in conjunction with rationalising other facilities in the area such as the existing signalised junction of Golspie Street and Helen Street, and also in terms of pedestrian access, a roundabout is less desirable than other options.

The Council's Land Services indicated a willingness to consider the closure of Harmony Row at Golspie Street, perhaps retaining emergency access provision, with Helen Street becoming the primary north-south distributor route to and from Govan. Closure of Harmony Row at Golspie Street would also enable the carriageway of Harmony Row to be reduced with resultant enhanced pedestrian facilities. Figure TM4 shows an illustrative layout.

Analysis of this option indicates that the present Helen Street / Golspie Street junction layout would be capable of accommodating the resultant increased turning movements.

#### Golspie Street / Govan Road (East) Junction

There is an opportunity to rationalise junction arrangements in this area by closing the connection between Napier Road and Govan Road, and providing an alternative access junction to the east on Govan Road through the closure of Broomloan Road (see Figure TM6).

#### Govan Road / Orkney Street Junction

The introduction of traffic lights at this junction will promote the free flow of traffic and incorporate improved pedestrian facilities at Orkney Street and Govan Road. In combination with the control of congestion on Govan Road (which can otherwise be expected to worsen with continuing traffic growth), the provision of improved pedestrian facilities would make access to the Underground and bus stations easier, thereby encouraging their use by existing and new residents. This is illustrated on Figure TM6.

#### Golspie Street / Govan Road (West) Roundabout Junction

It is considered that alternative bay-parking facilities could be incorporated into a redesigned signal-controlled junction at this location which could achieve three major benefits: improved pedestrian crossing conditions; the opportunity for through bus routes to easily operate through Govan Road (Central) and therefore serve the central area instead of avoid it at present by use of Orkney Street; and having the potential to release land for development on the south-west side of the junction thereby re-forming the urban edge on the south side of Govan Road. Accompanying Figure TM7 illustrates how such a junction could be designed.

#### Langlands Road Corridor

Consideration was given to the potential for re-opening the Langlands Road corridor to bus traffic, in order to improve public transport penetration to existing and proposed new housing and to improve access to Govan Library (see Figure TM3).

Due to the presence of service roads to the south and north of the corridor and its insufficient width of approximately 5 metres, it may

not be possible to achieve two-way traffic on Langlands Road, and therefore bus routes may only be one-way. The preference in traffic terms would be for a southbound route, given the potential difficulties in northbound traffic exiting from a re-opened Langlands Road onto Golspie Street at a 90 degree bend in the road, whereby traffic signal control would be required. However this issue can be reviewed in more detail once the various developments have taken place.

In the event of such a route being promoted, a bus gate would need to be installed to prevent cars from using the route. Concern was expressed by GCC Land Services in consultations over the potential abuse of a bus gate by unauthorised traffic, based on experience in other areas. The preference would therefore be for a section of one-way bus-only road with no access to residential areas rather than a short bus gate, thereby reducing the likelihood of such abuse.

#### Shaw Street / Rosneath Street / Burleigh Street

Consideration has been given to extending the existing limited one-way operation in this area to reduce traffic levels. While this could be done, it is considered that no substantial benefit would be derived from increased one-way circulation in this residential area.

FIGURE TM3 : TRAFFIC RECOMMENDATIONS

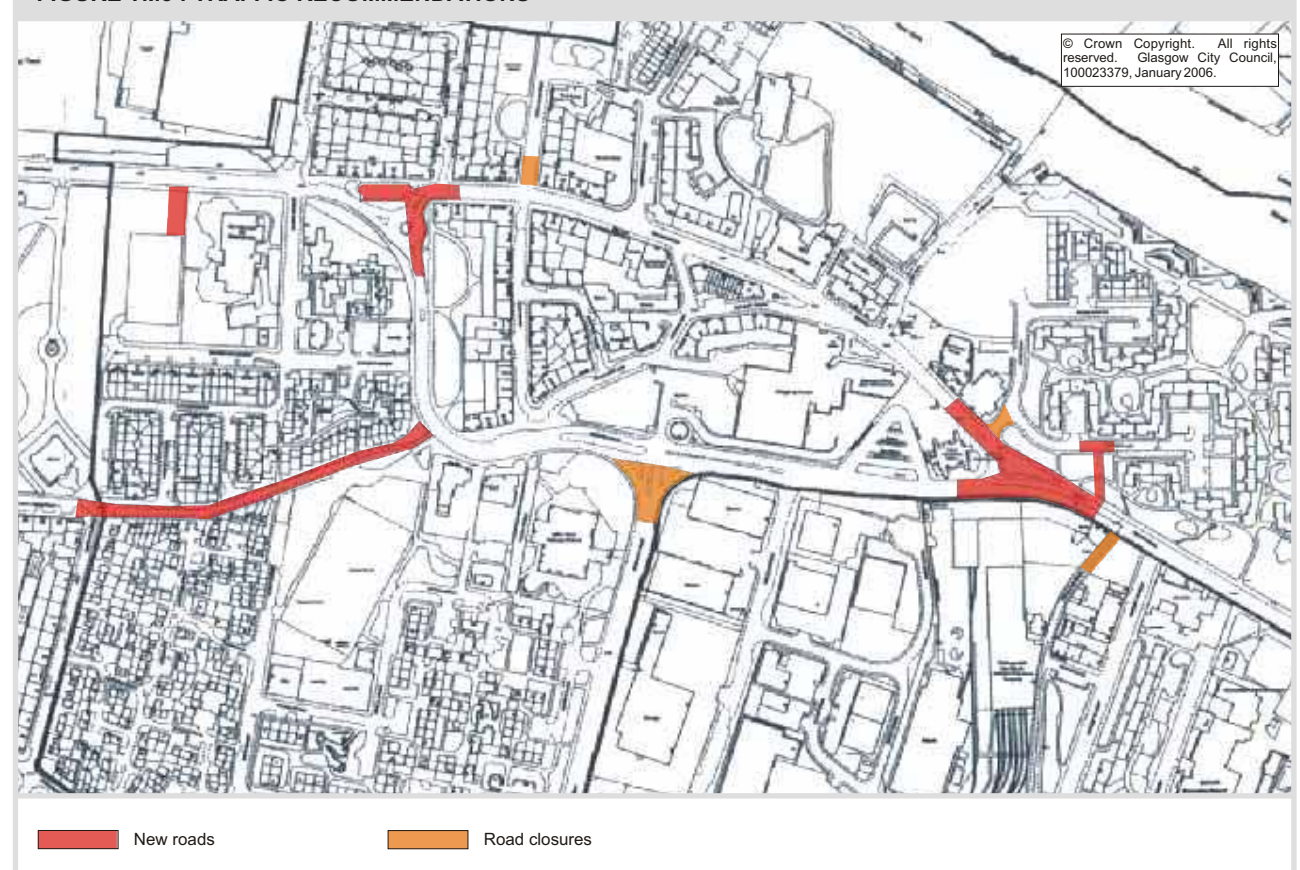




FIGURE TM4 : GOLSPIE STREET / HARMONY ROW



FIGURE TM5 : GOVAN BUS STATION

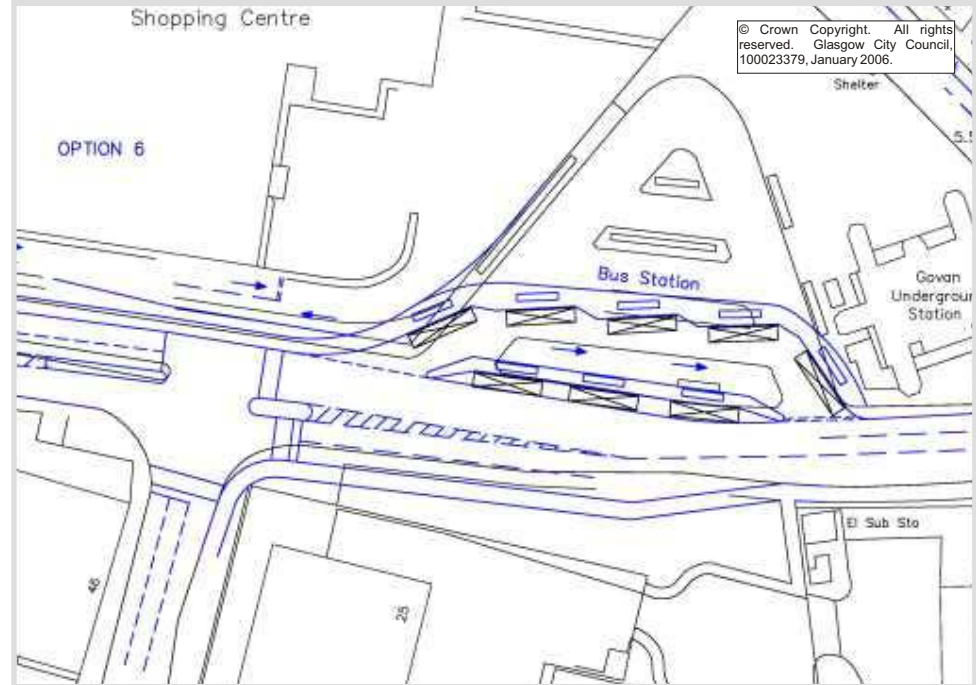


FIGURE TM6 : GOLSPIE STREET / GOVAN ROAD (EAST)

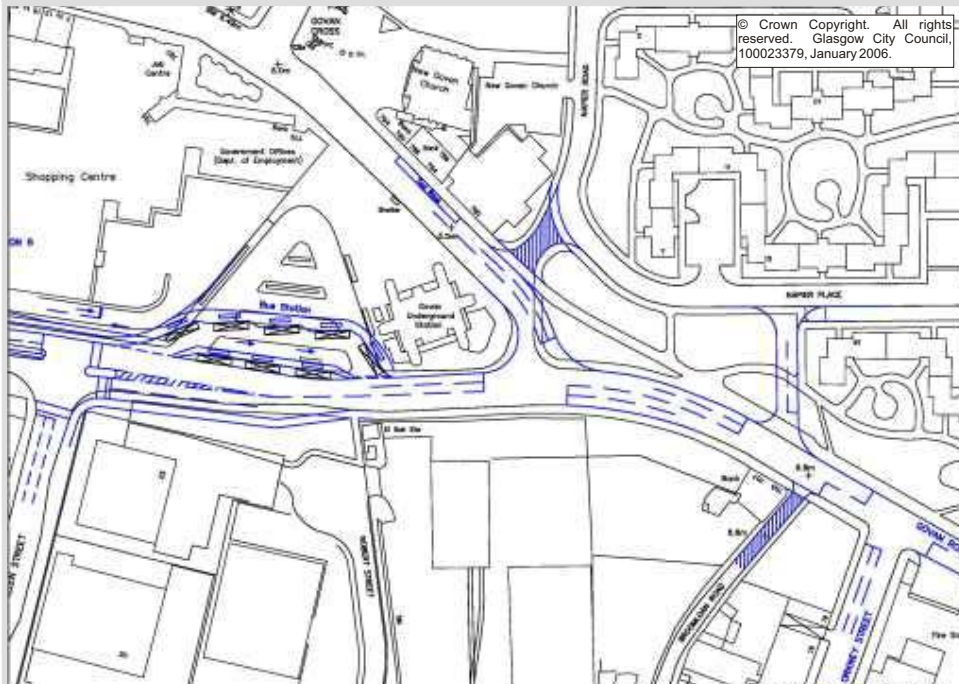


FIGURE TM7 : GOLSPIE STREET / GOVAN ROAD (WEST)





### Golspie Street (West)

The proposal described earlier to close the existing junction of Golspie Street and Harmony Row is combined with a proposal to address the existing excessive width of Golspie Street itself.

With the closure of Golspie Street / Harmony Row junction, it would be reasonable to reduce the width of Golspie Street in this area, between Langlands Road and Harmony Row. The surplus carriageway area can then be made available for environmental improvements or to facilitate redevelopment of adjacent areas.

This reduction in the width of Golspie Street, shown on Figures TM4, 5, 6 and 7, would require to retain the existing right turn lane into Govan Cross Shopping Centre car park in the form of a ghost island priority junction. This proposal would result in a reduction in the width of Golspie Street by some 30%, or 5 to 6.5 metres.

To the south of Golspie Street, the carriageway width of Harmony Row could also be reduced to 7.3 metres, depending on the on-street facilities required. Given that the housing area to the west of Harmony Row is provided with service roads and parking facilities, a width of 7.3 metres for Harmony Row is considered reasonable. This constitutes a reduction of some 50% in its width, giving a significant space over to creation of environmental improvements or to facilitate redevelopment.

### Golspie Street (East)

The existing signalised junction of Golspie Street and Helen Street could be retained in its present form. The length of the marked right and left turn lanes could be extended to improve traffic movements.

There would also be the potential for some traffic to redistribute from both Harmony Row and Helen Street to Orkney Street with the introduction of traffic signals at the Govan Road (East) / Orkney Street junction, as proposed above. This situation would be beneficial to the operation of the Helen Street / Golspie Street junction.

### Improved Parking Facilities

As outlined in the Retail Analysis a major consideration of the Action Plan has been to increase the sphere of influence of the Govan Cross Shopping Centre and particularly in taking advantage of the potential use of public transport interchange. In this context it would be appropriate to consider the potential for an enhanced Park and Ride facility adjacent to the Shopping Centre where commuter parking could increase the usage of the Centre and public transport.

At the present time, the issue of uncontrolled commuter car parking must be addressed. As the Action Plan is implemented the sites presently used for this purpose will be developed. Nevertheless there remains the present issue of on-street commuter parking which limits the parking opportunities for visitors and deliveries to shops and services. It is therefore recommended that a daytime Traffic Regulation Order be imposed in the Central Area to place a time limit on on-street parking during weekdays.

## ACTION PLAN RECOMMENDATIONS

### Walking

- The section of Langlands Road and the library be completely renewed (in conjunction with opening of a busway along the route), including resurfacing, removal of obstacles, better lighting and removal of features which reduce natural supervision.
- Improved pedestrian road crossing facilities along the Golspie Street corridor : at the roundabout at Govan Road (West), at Langlands Road, at Harmony Row and at the Subway station.
- The Golspie Street / Harmony Row crossing improvements would be accompanied by a pedestrian route north through the car parks to the Central Area.
- A major pedestrian route from Govan Cross to the riverfront as a defining element in the redevelopment of this area. Other minor links would similarly connect Govan Road with the riverfront at Pearce Street and to the Old Parish Church.
- A major new section of riverfront walkway connecting existing sections from Water Row to Wanlock Street.
- Improvements to the two existing sections of riverfront walkway at Riverside and Wanlock Street.
- Improved pedestrian facilities in Garmouth Street to enhance the link from the Central Area to Elder Park.
- Improved pedestrian facilities in Orkney Street (outwith the Action Plan) to provide good connections between housing areas to the south-east and Govan Central Area.

### Cycling

- Provision of cycle facilities on Langlands Road, either by shared use of a bus route or as a separate lane.
- Implementation of the already proposed route from Central Govan to National Cycle Route 7 in Bellahouston Park. Consideration should be given to using Elder Street rather than Harmony Row / Crossloan Road.
- Implementation of an envisaged cycle route through Elder Park to link with the existing Clyde Tunnel cycleway from Central Govan.
- Implementation of the Council's proposed cycle lane on Golspie Street.
- Inclusion of cycling facilities on the refurbished and extended cycle walkway.
- Introduction of "Toucan" cyclist crossing facilities at the Golspie Street pedestrian crossings recommended above under "Walking".
- The Plan supports the introduction of a Quality Bus Corridor along Govan Road as it will enhance cycle facilities. Nevertheless should the corridor be replaced with South Bank Cycle Translink alternative cycle facilities should be created.

### Public Transport

- Govan Underground and bus stations needs significant improvement to ensure that public transport services in the area have an attractive environment to retain and attract patronage. The Plan recommends significant investment to integrate the stations more closely together, and with the shopping centre and Cross.
- The Plan supports the Council's intention to install a ferry pontoon at Govan, for use by the linear ferry services and by a future cross-river link which would operate on completion of the Glasgow Harbour commercial centre and Yorkhill Transport Museum.
- The Plan supports the Council's intention to implement a quality bus corridor along Govan Road, and that it is recommended that it should operate through Govan Road (and not Golspie Street) to ensure maximum accessibility to the shops and services in the Central Area.
- If the South Bank Clyde Translink is promoted, the recommended route is Govan Road through Govan town centre, then onwards to the Southern General Hospital via Langlands Road.

### Road Network

Assessment of particular road network issues, in discussion with GCC Land Services, has lead to the development of the following key roads elements which provide a basis on which the Action Plan recommendations follow:

- Installation of traffic signals replacing existing roundabout at Govan Road (West) / Golspie Street (west).
- Reopening of Langlands Road for restricted public transport access.
- Closure of Harmony Row at Golspie Street and narrowing to enable redevelopment and environmental treatment.
- Narrowing of Golspie Street by some 30% west of Harmony Row, enabling redevelopment and environmental treatment.
- Closure of Govan Road / Napier Road to ease localised congestion, combined with opening of new Govan Road / Napier Place junction and reconfiguration / signalisation of Govan Road (East) / Golspie Street.
- Closure of Govan Road (East) / Broomloan Road combined with signalisation of Govan Road (East) / Orkney Street.

### Parking

- It is recommended that a weekday daytime Traffic Regulation Order be imposed on Central Area streets to prevent commuter parking and make parking available for visitors and deliveries to the shops and services.
- Consideration should be given to the development of a multi-deck car park adjacent to Govan Cross Shopping Centre to increase the use of the centre and Public Transport at Govan Cross.