



ROYSTON REGENERATION

ROYSTON ROAD & PROVANHILL REGENERATION STUDIES

COLLECTIVE
ARCHITECTURE WMUD



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THE ROYSTON REGENERATION PROJECT IS USING THE ROYSTONHILL SPIRE AS A SOURCE OF INSPIRATION FOR LOCAL TRANSFORMATION, BUT ALSO AS A SYMBOL OF COMMUNITY-LED REGENERATION. THE PRESERVATION OF THE SPIRE AND ITS REBIRTH AS A PARK AND COMMUNITY HUB ATTESTS TO THE RESILIENCE OF ROYSTON AND ITS RESIDENTS. THIS ROYSTON REGENERATION PROJECT SEEKS TO FOLLOW IN THE FOOTSTEPS OF THE SPIRE BY MAKING LOCAL PEOPLE AND THE COMMUNITY ITS PRIORITY.

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INTRODUCTION & PROJECT

INTRODUCTION

Royston Road is a key route in the north of Glasgow, it is also the principal location for many of the shops and services for the community. Royston has successfully undergone a high-level of housing-led regeneration, but there are still pockets of persistent physical decline. Many of these pockets are along Royston Road. In 2014 the Royston Community Vision and Strategy was produced. This Action Plan

has been successful in aiding the delivery of change, on Royston Hill where a new multi-purpose community centre has been delivered, community key-holding/ownership of the “Blue Roof” community building and community ownership of a vacant area of land with a view to developing this as open space and a park for the area.

Royston Road was identified as an opportunity in the Vision and Strategy. The areas on Royston Road are particularly complex, not

least that this is a main road. The significance of this as the central space in Royston, and the core area providing facilities and services to local people, is not currently reflected in the condition of sites along the road. To continue delivery of the Royston Vision, this area needs to be given focused attention, through a community-led masterplan.

The challenge is to stitch together Royston by way of planning a future for Royston Road that allows for community regeneration, ease and safety of access and movement, new facilities and makes the case for further development on stalled or neglected sites. Making new connections and relationships with places outside Royston will also have an impact on the resilience and vitality of Royston.

THE ROYSTON VISION & STRATEGY

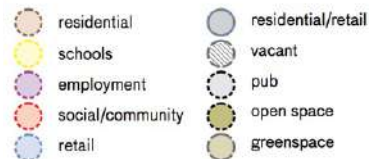
This project is a continuation and delivery of the Royston Vision and Strategy. A key objective in this is to *“Move beyond just ‘homes’ to strengthen the whole neighbourhood quality and feel. Royston, on the whole, has good quality housing that has been well designed; this now needs to move on to the spaces between the homes.”* Royston Road is central to Royston and masterplanning this area is a key step towards fulfilling this objective.

Another key objective: *“Strengthen Royston’s physical connections, whilst reducing the impact of traffic. Raise the quality and ease with which people move around Royston*

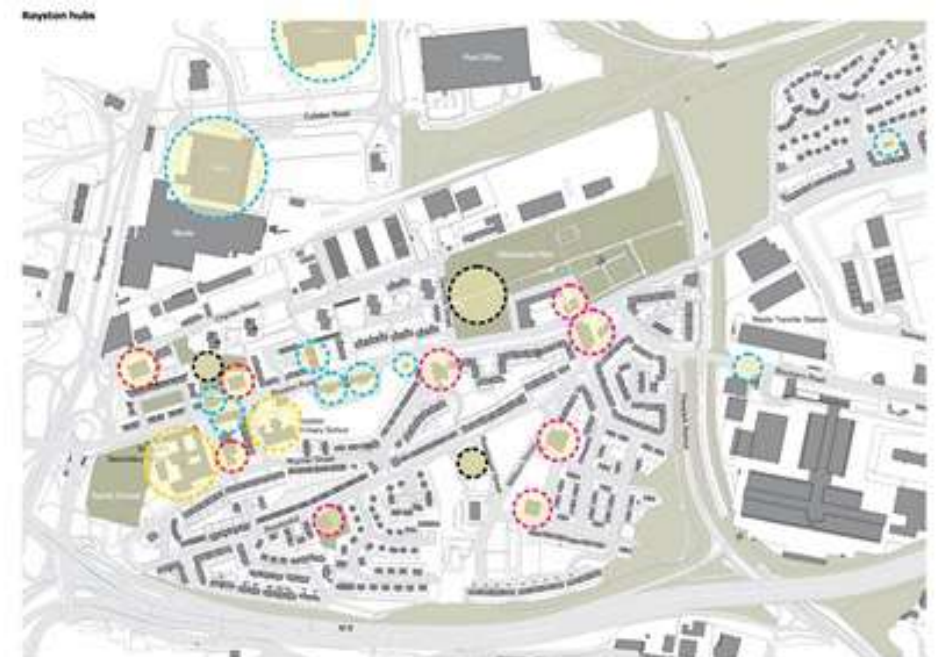


and travel to surrounding areas and the city centre.” Connections around and out of Royston are crucial to how people access services and facilities. This also ties into the objective of developing a “positive and outward looking mentality.”

A third relevant key objective is to create “more choice for local people – in housing, shops, services, transport and access to jobs.” Masterplanning this area opens up opportunities around regenerating stalled sites, regenerating neglected sites, and attracting new businesses or incentivising existing businesses to invest.



Background place research
Royston land use



BACKGROUND & OBJECTIVES

MASTERPLAN BRIEF

The masterplan should in the first instance be a community-led document that reflects what the community in Royston would want their main street to be like. The community have been successful in participating in and leading numerous plans and developments from housing regeneration to a new community hub and community events.

Secondly the masterplan needs to join together places and projects that are located, recently developed and are planned for along Royston Road. This includes Rosemount Lifelong Learning's facility, the Old Janitor's House and new homes on the Social Work site. The principle stretch of Royston Road is anchored at either end by St Roch's Primary School and Royston Primary School. In addition to this, the masterplan has to consider connecting to routes out of and into Royston, this connectivity helps the community but also creates an outward mentality of drawing people in to use shops and services in the area, supporting the local economy.

Thirdly, the masterplan should make the case for regeneration of stalled sites and other areas that have suffered neglect, notably the development known as "Kyleforth" at 144 Royston Road. Provanhill Street is a challenging, sloped site. In addition to the

technical feasibility of development on this site, there is also a need to explore short-term options around meanwhile uses.

Lastly, the masterplan needs to consider the impact of other investment and development within Royston and outside it. Sighthill is being developed, there are proposals for a new prison further east, and GHA are considering investment in Royston Square at the foot of the Charles Street flats.

OBJECTIVES

Design and deliver a collaborative masterplan process with the Royston community that people in Royston recognise as their plan. Prepare a masterplan document that is accessible to all, that advocates for continued investment in Royston and acts as a key document in pursuing funding and further development of projects identified.

Identify key regeneration opportunities and locations along and connected to Royston Road – develop proposals for improving connections, access and safety.

Identify active travel opportunities for access, but also for leisure and health.

Identify public realm improvements that enhance the impression of Royston Road as a central space for the Royston community.

Build the case for local town centre status, connected to the North Glasgow SDF aspiration.

Identify stalled sites – propose alternative uses, including short term meanwhile uses.

Provanhill Street – assess technical feasibility of development on this site, and propose short-term meanwhile uses.

Kyleforth Development – build a case for radical intervention and regeneration by community organisations. This could include building cases for a Compulsory Sales Order (should these be legislated for) or an Urban Community Buy Out.

Consider and account for future and ongoing development within and connected to Royston. This would include traffic impacts from Sighthill and the new Barlinnie Prison, opportunities around increased catchment from population and workers. Investment within via GHA should be integrated to make the most of access and a visual connection to Royston Square.

Produce an associated delivery pathway/ programme with potential costs and funding sources (not proposing that this is a quantity surveyor costing).

Present the masterplan to community, key stakeholders and project funding/delivery partners.

HISTORIC & POLICY CONTEXT

HISTORIC CONTEXT

Royston has a rich history and has been an area that has experienced constant change. The timeline below shows how the place has evolved over the years from an industrial community through to today as an edge of centre “urban village”. This change over time, rather than disrupt the community and social connections in the place has ensured that these have grown stronger. Being a highly identifiable community from a geographic point of view also supports this.

In a planning policy context, Royston has not had a great deal of attention. Support for housing redevelopment has been given, but in terms of large changes, this has been a period of reasonable stability. The latest policy draft however, supports Royston’s ambitions to solidify the regeneration that has been undertaken over the last 30+ years. The North Glasgow Strategic Development Framework (Draft) identifies a number of opportunities for Royston.

1. To achieve local town centre status – the implication of this is that Royston would be in a much better policy position to receive both funding and attention for town centre issues, such as connectivity, commercial uses, community uses and other upgrades. Achieving this status is a key objective of

this masterplan.

2. Transport connections – public transport connectivity is an issue throughout the north of Glasgow, with bus services not meeting community needs. Royston has been identified as a location for a public transport hub. The scale of this is not known yet, but it signals the intention to improve connectivity in the north of Glasgow and to the wider city.



Garngad in the 1920's. Source: <https://www.theglasgowstory.com> (Glasgow City Archives)

“A busy, noisy, clam'rous spot
where trees, nor flowers nor fields are seen
where men by day and night are wrought
and holy calm hath rarely been.

Where fragrant zephyrs never blow
but smutty is its atmosphere.
When rains fall dense and winds are low
it's sulphurous elements appear.

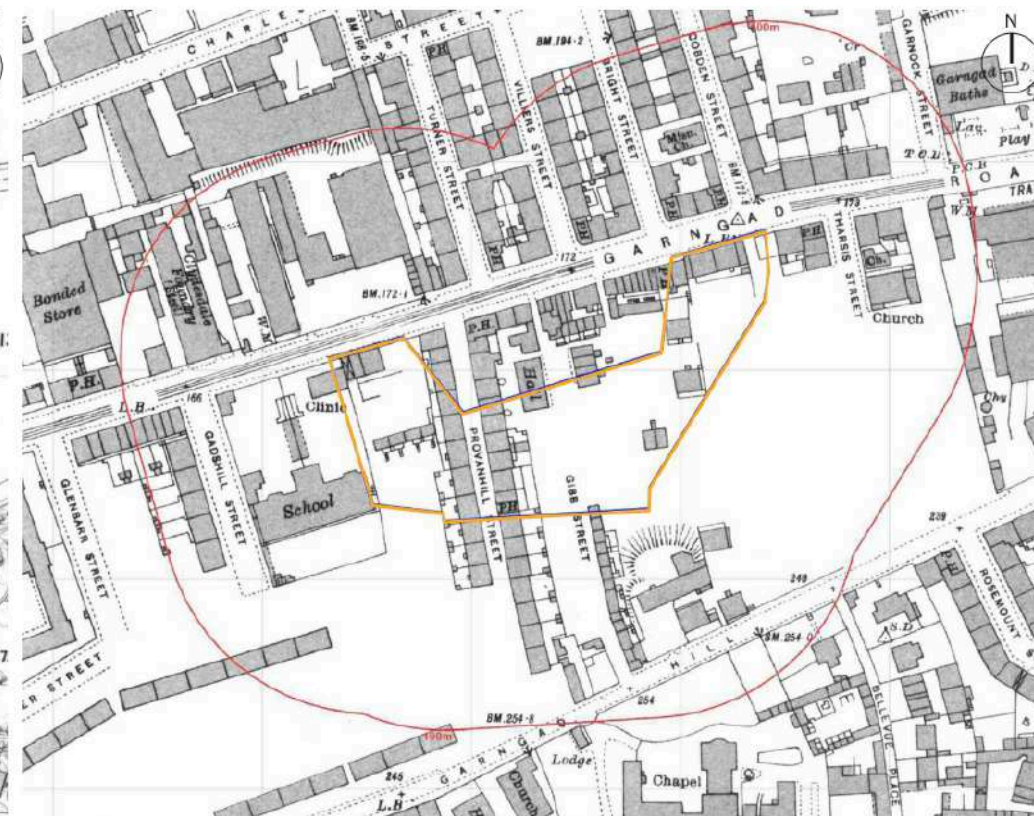
When winds blow south, a cloud by day
it may at once be seen and felt
for smarting eyes then own its sway
through muffled noises then 'tis smelt.

There fiery pillars, gleam at night
from hooded chimneys, tow'ring high
and cast their vivid, fork'd flames bright
up to the troubled murky sky.

Thus fiery cross like, shineth clear
the cupolas of Charles Street
answering to McAndrew's near
while Hamilton's the call repeat.

There Vulcan's strokes would fail to match
the Glasgow ironworks polka blows
his lurid fires would pace and din
'fore Tenants countless furnace glows.”

Poem recited by Hugh Altken Dow at a St Rollox school reunion in 1875. The ironworks mentioned would be the St Rollox Malleable Iron Works, situated near the top of Villiers St at Charles St.



1861

In the 19th century, Royston was known as Garngad. It was heavily industrialised with cotton mills, iron and chemical works and rail works. The level of industry in Garngad drove a need to build tenements to house the workers, and it was intended to erect these along a regular network of streets. There was a clear desire to create north south connections by bridging Charles Street and Garngad Road and Garngad Road and Garngad Hill with secondary roads.

1933

Seventy years later, the previously empty street grid was filled in and Garngad was a densely populated part of the city. At this point, Garngad Road (now Royston Road) represented the centre of the neighbourhood.

Two schools, several workplaces, transport links, pubs, community halls and religious buildings were all concentrated here. As the buildings lined the street in a consistent fashion, public life will have spilled out onto the roads and pavements.

KEY

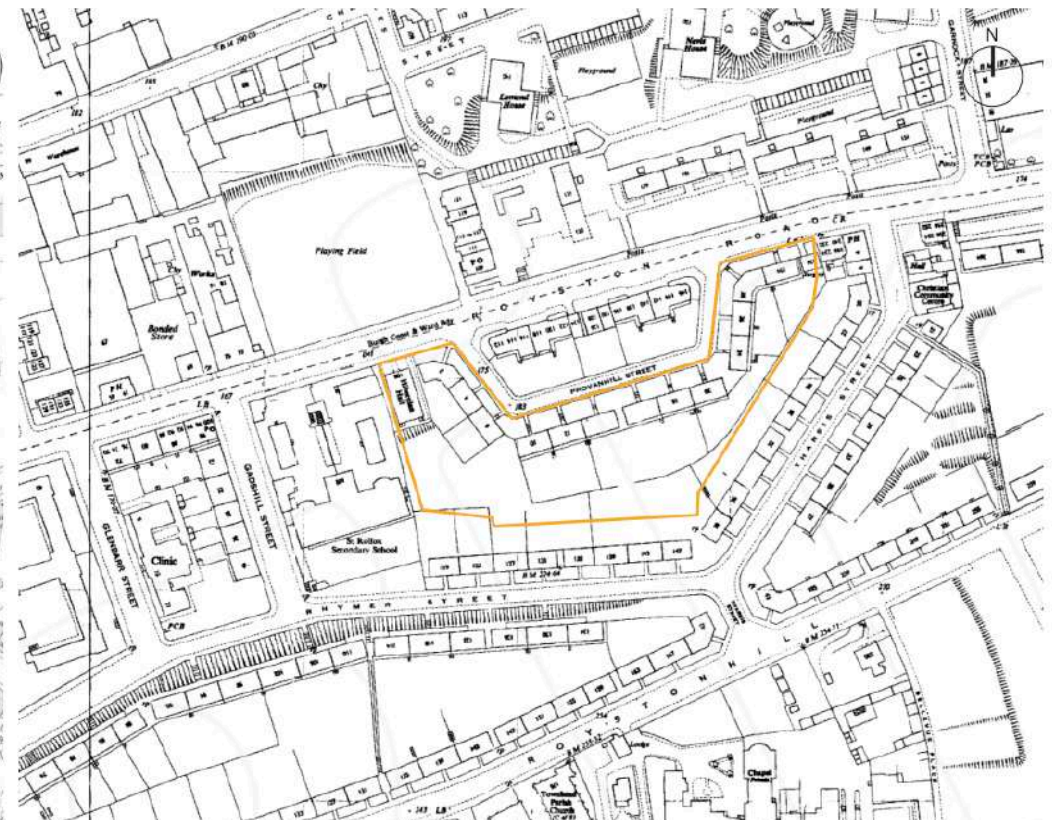
Proposed Provanhill Street site boundary overlaid on historic maps



1951

One of Glasgow's earliest slum clearance programmes began in Garngad in 1933. Overcrowding and insanitary conditions in the tenements led to a need to knock them down and start again. These homes were replaced with new tenement buildings which can be seen lining Royston Hill, Rhymer Street, Tharsis Street and the Provanhill Street site.

In 1942 Garngad's name was changed to 'Royston.' This name change can be understood as an effort to change people's perceptions of the area, which was previously regarded to house some of the worst slums in Europe.

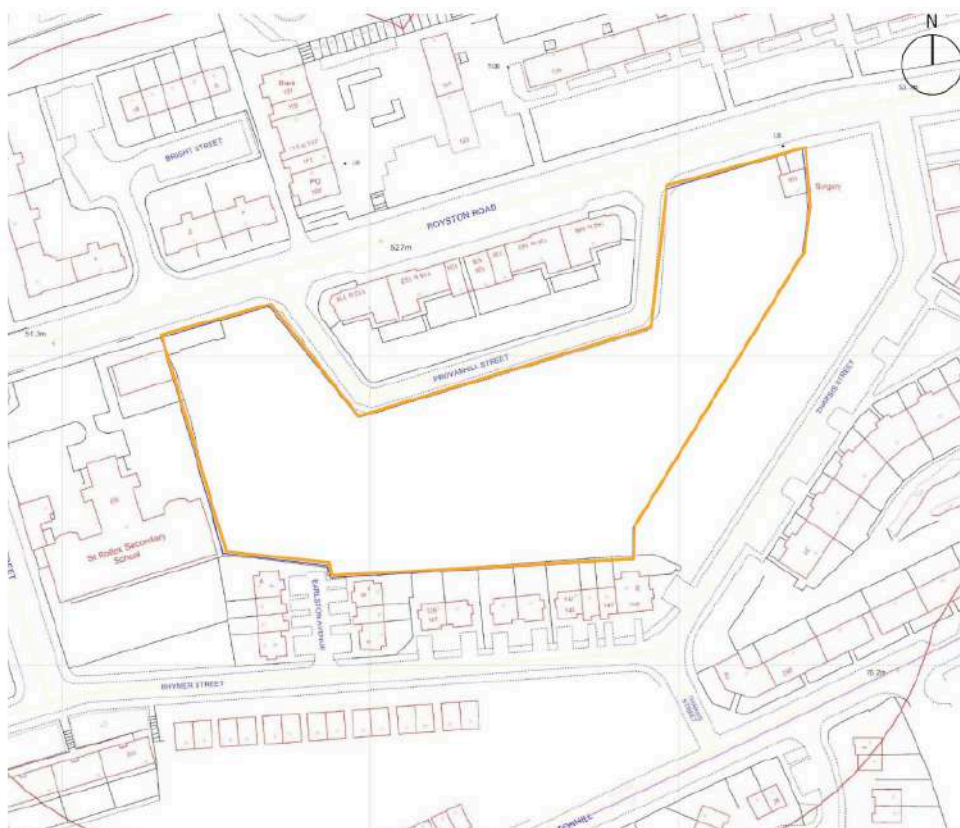


1961

Within ten years, the area to the north of Royston Road was completely regenerated with high-rise flats and new homes set back from the road. This cut off many of the previous streets that provided connections.

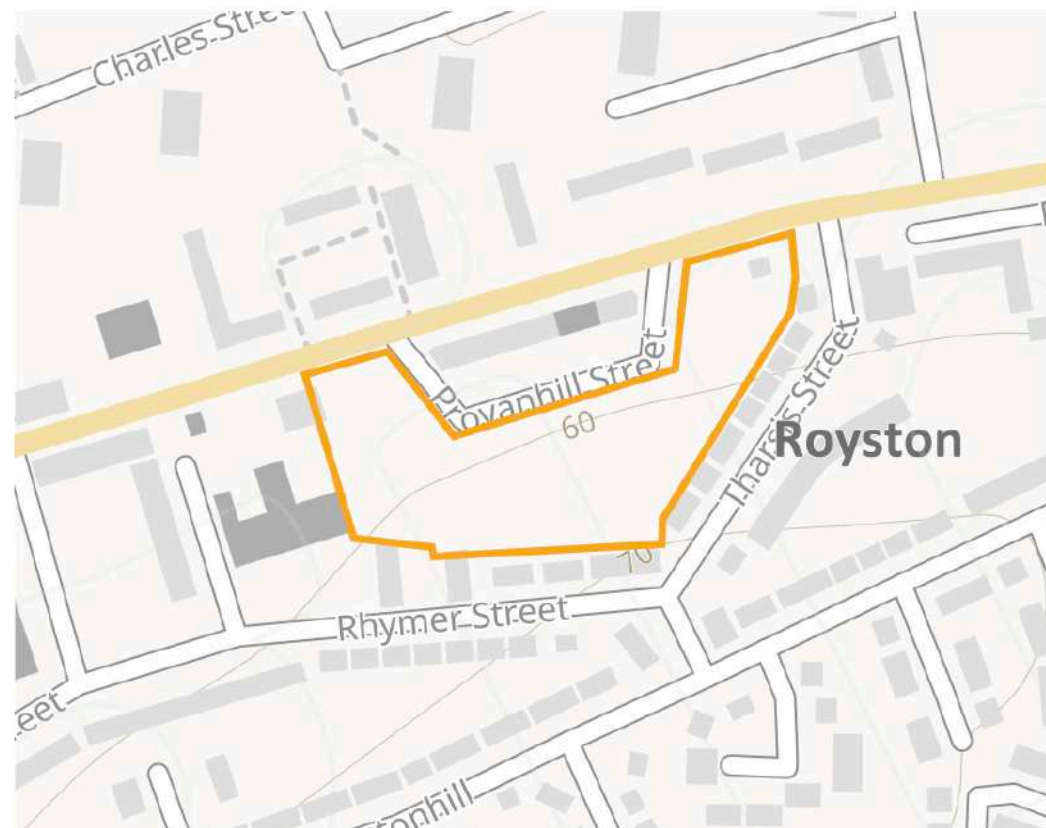
The continuous building frontage onto Royston Road was also removed, with replacement buildings set back from the street.

The total impact of Garngad's redevelopment since 1933 reduced the grain size of its urban form, negatively impacted legibility and reduced accessibility.



2003

By 2003, the tenements on Provanhill Street, Royston Hill, Rhymer Street and Tharsis Street were all removed, with most of these being replaced by low-rise, low density housing. Simultaneously, the church and community hall on the corner of Royston Road and Tharsis Street was demolished.



2021

Royston today is almost entirely enclosed by Springburn Road, the railway tracks to the north, and the M8, the latter of which was built in this part of the city by the early 1970s. Currently, the only route through the neighbourhood is Royston Road, which runs east west.

There is good housing stock in the area and a number of new community facilities such as the Spire and Rosemount Life Long Learning. There are also many active community groups. However, the town centre is quite poor. This project aims to help to address this.

POLICY CONTEXT

Royston Vision and Strategy 2015

Key objectives:

To build on the success of the last [30] years of improvements in youth work, housing and the workspaces. Royston is not starting from scratch, there has been consistent, positive change over time and this needs to be maintained.

Move beyond just 'homes' to strengthen the whole neighbourhood quality and feel. Royston, on the whole, has good quality housing that has been well designed; this now needs to move on to the spaces between the homes.

Develop positive and out-ward looking mentality.

Strengthen Royston's physical connections, whilst reducing the impact of traffic. Raise the quality and ease with which people move around Royston and travel to surrounding neighbourhoods and the city centre.

Improved access to services, including health.

Create more choice for local people – in housing, shops, services, transport and access to jobs.

In addition to continue delivering on the work of the 2015 Royston Vision and Strategy, there are two key areas of policy that this work is responding to. The first is at Scottish

Government level around creating resilient communities in the draft fourth National Planning Framework. Resilient Communities according to draft NPF4 are:

Apply the 20 minute neighbourhood concepts

"The ability to access goods and services through high quality walkable and accessible environments is increasingly recognised as providing strategic competitive advantage to attract and retain people and investment."

Strengthen community resilience

"By future-proofing the design of our streets and buildings and investing in natural infrastructure, including creating and restoring habitats upstream in catchments, we can substantially reduce our communities' exposure to flooding and the risks from changing temperatures."

Promote inclusion and equality and eliminate discrimination

"People living in the most deprived areas and neighbourhoods are more exposed to environmental conditions and other factors that negatively affect health and access to opportunities – including those relating to transport, access to green space, pollution effects, housing quality, fuel poverty, community participation, and social isolation."

Improve our health and wellbeing

"The quality of places has impacts on our health and wellbeing, from early years to later

life. Planning can do more to directly support positive health outcomes and improve childhood experiences."

Actively plan and support the delivery of good quality homes

"Our strategy will do more to guide housing to sustainable locations in a way which still allows for a local approach to be taken to address local issues and opportunities."

Promote an infrastructure-first approach to community development

"It is crucial that the services and facilities we use on a day to day basis are fairly, easily and affordably accessed. A wide range of facilities are required to support our wellbeing..."

Enhance and expand natural infrastructure

"By bringing together green and blue infrastructure, we will modernise our existing policies to ensure that our natural networks are nurtured and expanded to support our health and wellbeing, and contribute to our climate and biodiversity goals (and)...scope for new policies for planning green spaces and play."

Achieve more sustainable travel

"To achieve stronger local communities and reduce emissions that are harmful to the environment and our health, and in line with the NTS2 sustainable travel hierarchy, there will need to continue to be a sustained and significant shift away from use of the private car towards walking, wheeling, cycling, public transport, taxis and shared transport."

North Glasgow Strategic Development Framework 2020

This is draft policy that supports the development of the north of Glasgow. There are several policies that relate directly to Royston.

PR24 Local Town Centre. This policy supports Royston in the “development of improved services, public spaces and connections to transform Royston Road into an attractive Local Town Centre.”

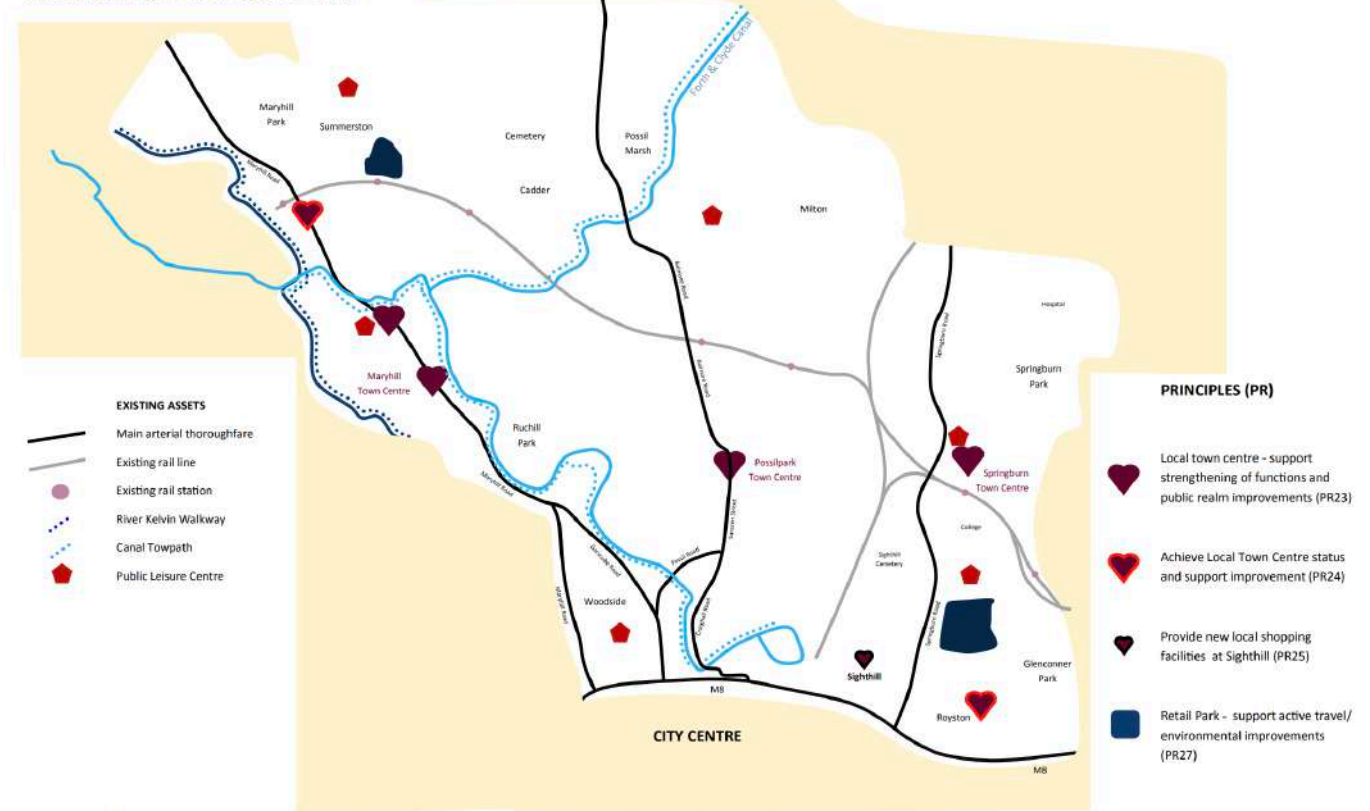
PR19 The SDF supports new joint-working initiatives to introduce meanwhile uses to large vacant sites, particularly to key frontages.

PR21 The SDF supports street-facing redevelopment of gap sites, including ground floor activation where appropriate, to increase neighbourhood vibrancy.

PR30 At key locations the Council should work with transport providers and communities to establish... new bus-based hubs within town centres.

This policy context will support the delivery of proposals in this masterplan. Being in step with policy will help support funding bids, gaining permissions and support from local and national government. It also determines some of the directions we choose to go in with the masterplan, such as developing plans for active travel.

TOWN CENTRES: PRINCIPLES DIAGRAM



Glasgow North SDF

CHANGE FOR ROYSTON

Development of good housing and conditions in Royston has been a victory for the community over the last 20+ years. There have also been community interventions that have retained heritage assets for the community up at the Spire, kept the old Millburn School in productive use well beyond its life as a school and provided space for organisations delivering essential local services from childcare to adult learning.

As the area has developed, bespoke facilities have been built providing space for a community hub at the Spire Park, a dedicated lifelong learning centre on Royston Road and now a bespoke childcare facility in the redeveloped “Blue Roof” building on Roystonhill. Community needs have been met in more sophisticated ways, changing the nature of what is needed. Regeneration approaches of 10 years ago need to be updated to reflect the change that has happened and the new needs of the community.

The Scottish Urban Regeneration Forum (SURF, RDT and other local organisations have membership of) produced a 2021 manifesto that looks to the next generation of approaches to regeneration. Here are the themes of the top 10 recommendations in that document (bold = most relevant to Royston):

CLIMATE CHANGE

1. **Take a wider approach to retrofitting**
2. Make more funding available for adaptation
3. Grow green jobs for young people

LAND USE & OWNERSHIP

4. **Encourage long-term community leasing of assets**
5. **Increase development on brownfield land**
6. Prioritise empty homes

PLACE-BASED COLLABORATION

7. **Create a new regeneration strategy centred on reducing poverty and supporting places**
8. **Provide targeted whole place investment in the most deprived places**

TRANSPORT

9. Invest in transport infrastructure in commuter towns and rural areas
10. **Reverse the vicious circle in bus services**

This all ties back into the Scottish Government's National Performance Framework. This sets out 14 areas where the Scotland should be showing improvement in. Royston has progressed much of this, and will continue to do so. Delivery of the actions from this document will help further delivery under these 14 markers.

And most importantly, continued change in Royston is needed to deliver better outcomes for the people that live in the community. Improved health and wellbeing, access to services and an inclusive economy are all needed in the community, and with the right actions are within reach. This includes implementing the right work, and also tackling elements that hold the area back. While there are pockets within Royston, through private ownership, neglect, and other barriers to improvement, that cannot progress at the same rate as other parts, Royston as a whole will be held back. This document makes the case for positive change, including how we overcome these significant blocks/barriers to progress for the community in the central area of Royston.



COMMUNITY VOICE

This project is ultimately about the community. Over the course of the work, the community have inputted through surveys, place standard walks, drop-in sessions and through representatives from organisations participating in workshops for the Royston Strategy Group.

This next section sets out the views of the community expressed through all these events, and how this creates an agenda for change in Royston.

SURVEY RESPONSES

There were 330 responses to the first feedback form. This represents a healthy return on the survey.

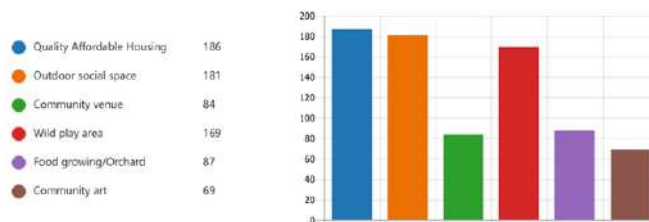
The survey was in two parts, asking about Provanhill Street and Royston Road. In each there was a section asking people to say what they thought was important, followed by space for further comments or ideas.

Provanhill Street

Q1. There has been a vision to rebuild housing on Provanhill Street, but there is room for other things to happen on the site as well. Which of these would you like to see on the site?

The top three responses were:

- 1) Quality affordable housing
- 2) Outdoor social space
- 3) Wild play area



Q2. Do you have any other ideas for the Provanhill Street site?

There are three main categories for ideas for Provanhill Street:

- Change should be a catalyst for a cleaner centre to Royston
- If there is housing, combine this on the site with good community space
- Housing should cater for the needs within Royston e.g. some larger family homes.

Royston Road

Q3. What do you like about Royston Road?

The comments were mixed, with many responses being what they did not like about

Royston Road, primarily due to issues around cleanliness, rubbish and anti-social behaviour. The comments about what was liked included the community – that it is caring, and people know each other – that it is in close proximity to the housing, and people can see the potential Royston has to be a really strong High Street. Alexandra Parade in Dennistoun was referenced as a local example.

Q4. Royston Road runs through the heart of our community. What do you think it should be like?

We asked people to consider what Royston Road should be like. There were seven options that ranked from top to bottom as follows:

- Mix of shops, community services and facilities
- Safer street – slower traffic and more space for people
- More and better public space
- Better public transport
- More greenery
- Cycling is safer
- Restricted parking.

This is reflective of what people expressed in the previous question, that the primary concern in the first instance is around the quality of the place, including safety.

Q5. If you could change one thing to make Royston Road better what would it be?

The comments in this section reflect similar issues raised in Q3 – tackling refuse issues and anti-social behaviour are the priorities. In addition to this there were ideas on:

- Improving the pavement and space outside St Roch's Primary to provide more space for parents waiting and to prevent parking in unsafe locations during school pick-up/drop-off times.
- Improved public transport through Royston, connecting to wider parts of the city
- Improved walking and cycling routes, including retention of informal routes within Royston.
- Improved lighting for safety and for creating different atmospheres.
- Redevelop the shops and flats, with new shop fronts and a mechanism to keep the area tidy.
- Integrate the precinct with Royston Road, removing the wall and improving the staircase.

Royston Strategy Group Workshops

Arising from the workshops were a series of responses to scenario approaches to regeneration along Royston Road and Provanhill Street.

Traffic and management – to note GCC is in the process of progressing a traffic regulation order that will create a restricted parking zone – this takes Royston Road and Charles Street into consideration. Commuter traffic, transient through the area having impact but no benefit. Reducing people parking and crossing over to the city centre could have a big impact on traffic and reduction. Rethinking whole M8 Junction15 - downgrading car-based bias and creating safe walking and cycling routes. The challenge is that Royston Road is a main artery, including for fire and emergency, therefore what can be changed when this is still the case?

Town centre status - How far has the process gone regarding designation of town centre status? The ambition is to give parity, equality with other town centres in Glasgow. This status could potentially help Royston attract private and public investment. This is not about big box retail, but something more organic, creating a place that has local shops and provision. This process begins a direction of travel to enhance the centre of Royston and boost towards that status. Royston could take the approach of a liveable neighbourhood, something that will be looked for in the next version of the National Planning Framework in Scotland. Local Place Plans are another hook or vehicle to consider.

Other regeneration issues - the projects need to link to safety, poverty and inclusion to ensure the impact of the project has a

wider regeneration benefit. For successful implementation of many of the community uses, buy in from schools, youth action and community groups. Safety and links across whole area for walking and access- the previous link bridge to Tesco was a good idea, and it would be good to reactivate this.

Key messages around the Provanhill Street testing scenarios

Short and intermediate uses – how these work on the site will be critical to how the overall scheme develops. Open and social space was considered to be a high priority as a use for the site. There is little desire to begin a project that would have to be wholesale abandoned if in the longer-term housing was developed. Relocation needs to be part of the consideration.

Kyleforth development – the argument was made from several quarters that without significant change to this area, any further investment in this part of Royston would be undermined. It is currently the source of many of the issues that have been created on the site and for Royston Road.

Community uses and safety – in light of the pandemic outdoor social space was considered a good use to incorporate into the site. Uses that connect with the school would also make sense particularly if an access can be created between the playground and the site. Layouts that overlook the community

uses would make them feel safer and with this passive surveillance help reduce anti-social behaviour and incidences of vandalism. What areas would be public, semi-private and private would need to be considered with access arranged around this – i.e. some of the informal routes currently in place may need to be re-routed or taken away altogether.

Housing – a key issue was whether any housing development would work with Kyleforth still in-situ, even if its current condition was cleaned up. New properties would have fronts overlooking the rear of the property which was seen by many to be unappealing. Access for servicing needs to be considered in any draft layout, how refuse storage and collection, parking and emergency access would all work. There were various views on house-types, although homes with front and back doors would be of interest.

Royston Road – keeping an active frontage onto Royston Road is very important to other aspects of regeneration. The Provanhill Street site has the opportunity at both junctions with Royston Road to introduce more active frontages, possibly with community uses.

Key questions

1. What 'stacks up' in terms of funding for social housing on the site?
2. Should the whole site be given over to housing development?

3. How can we ensure that investment in Royston is not undermined by sites that are currently causing numerous issues?
4. How will any new public space, play or growing areas be managed, maintained and kept secure or safe from vandalism?

Site Considerations

Levels —→

- Steeply sloping site which will require careful consideration of levels and accessibility.
- Potential to use slope to accommodate different heights of building.

North facing slope ———

- Careful consideration of building orientation and overshadowing.

Royston Road ———

- Frontage onto Royston Road should be established.
- Consideration of what are appropriate uses here and how these could contribute to the wider area.

Surrounding Development ———

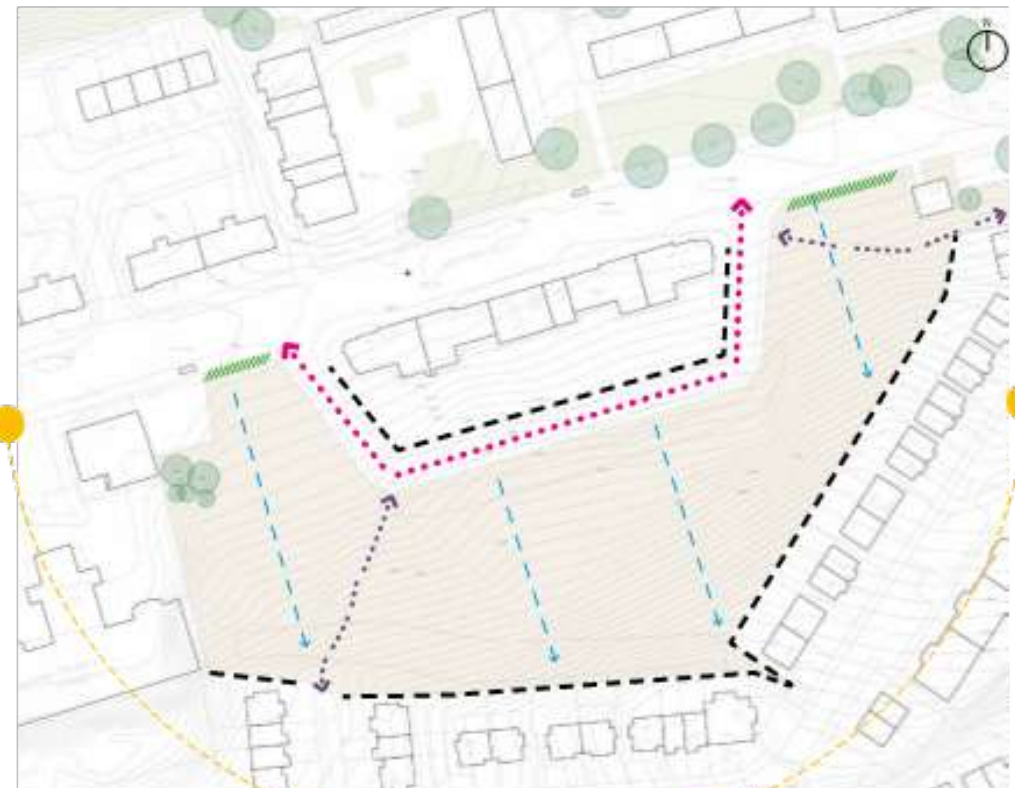
- Kyleforth and housing to north all back onto site.
- Careful consideration of fronts and backs of proposals will be required.

Access Road —↔

- Existing road provides access and has services underneath that could be costly to reposition.

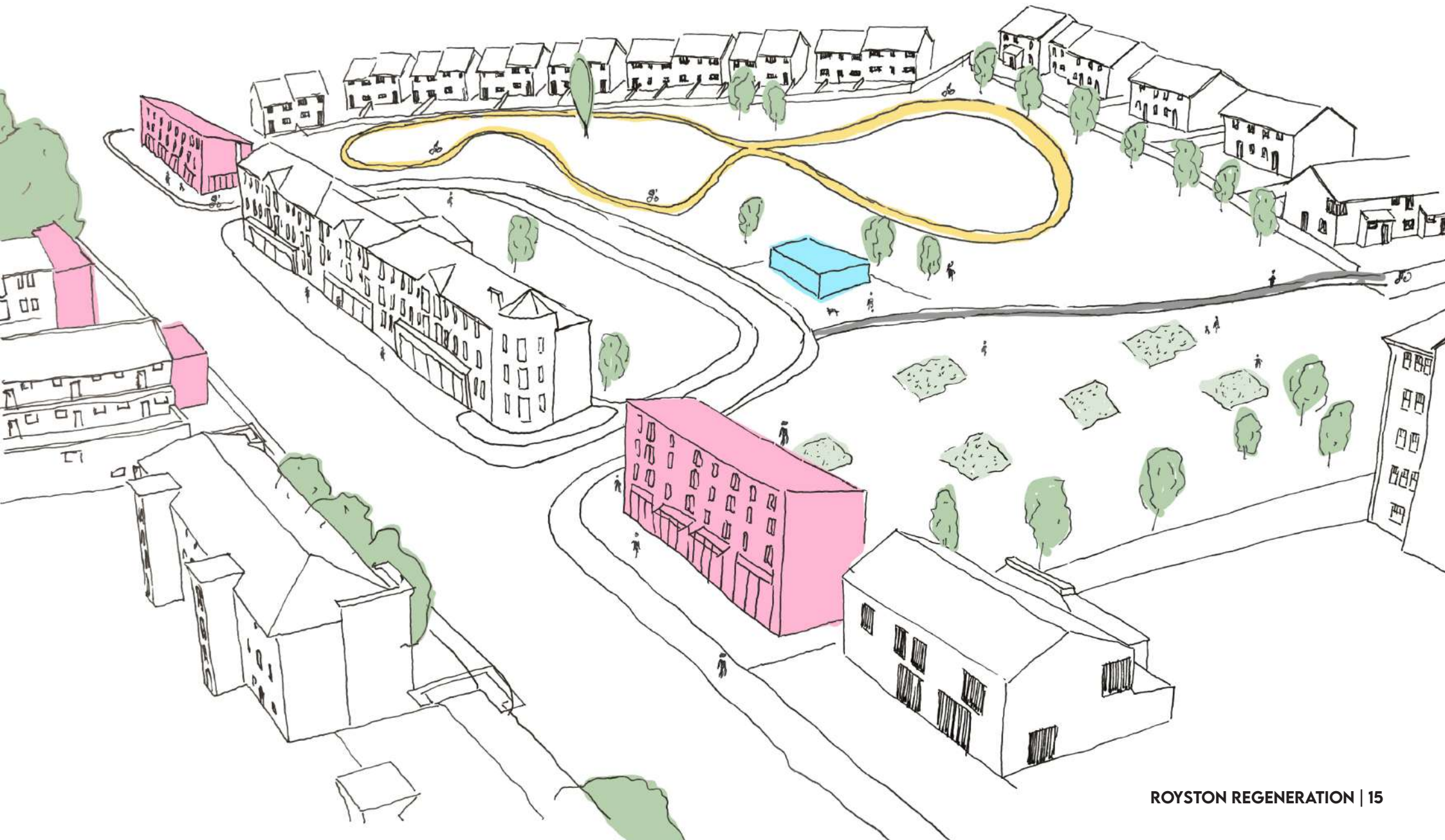
Informal Paths —+—

- These illustrate existing desire lines and could be used to define future connections in proposals.



PROVANHILL STREET

PROVANHILL STREET



ANALYSIS

This section provides some wider analysis of Royston that sets some important context for changes on Provanhill Street and Royston Road.



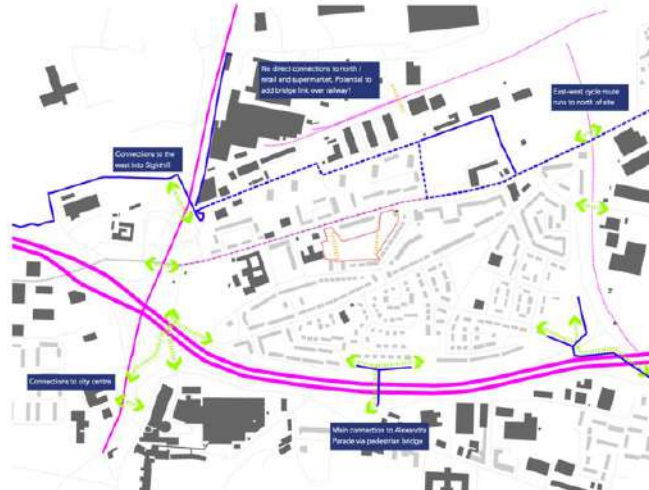
Location and Barriers

Royston is positioned immediately north of the M8 between the Townhead and Blochairn junctions. To the west there is Springburn Bypass, and to the east and north of Royston there is the main rail line, and former Caley Rail Works yards. This surrounding infrastructure creates in effect an island.

In addition to the infrastructure barriers, large scale uses surround what is primarily a residential area. Combined these both mean that long detours are often necessary to access locations immediately neighbouring Royston.

Royston Road itself also acts as a dividing line within the community, contributed to by this being the bottom of Roystonhill.

Existing cycle connections mainly serve Charles Street, connecting from Sighthill. There are very limited north-south connections



from Royston to St Rollox. Connections across the M8 are very limited. There are three pedestrian across the M8 – two underpasses and one bridge to Alexandra Parade. The underpasses suffer from lack of maintenance and activity, making these little used.

Residential area

Royston is a primarily residential area, that is surrounded by many (large scale) non-residential uses. Provanhill Street is an opportunity to further connect the residential uses of the area together. A route through the site would help reconnect housing on the south of Royston Road with the shops on the

main street, the plaza (Royston Square) and the housing to the north, primarily located on Charles Street.

There are many open or green spaces in Royston, although the quality or location of many of these means that they are



unusable most of the time. There is need for open or green space that can make positive contributions to the community, with opportunity for different activities and facilities.

There are growing spaces at St Roch's House and Royston Primary school which are popular – more of this type of space could be provided on the Provanhill Street site.

Local Facilities

There is a range of local facilities in the immediate area, with good community facilities on Royston Hill (Spire Community Hub) and on Royston Road (Rosemount Lifelong Learning and Royston Youth Action). The shops do offer some provision, but this

will always need to be supplemented with visits to other shops located elsewhere, such as St Rollox retail park which is only accessible to those on foot by a 1 mile detour.

The facilities are dispersed over the area, meaning there is no single location driving

active use of the town centre. Development along Royston Road and on Provanhill Street would support the consolidation of facilities and services into a more active and concentrated local town centre.

Local Facilities

There is a range of community facilities in the area. These are quite dispersed and do not provide a concentration of active uses in any one place. Development of Royston Road and the site could provide opportunities to concentrate uses in the new Town Centre.



Existing Pedestrian Paths to Royston Road

Generally, north-south permeability in Royston is very poor. This is reflected in the Space Syntax analysis of how “integrated” the local street network is (see right). Royston Road is the most integrated (red), whilst streets to the north and south are disconnected (blue).

Routes to Provanhill Street from both north and south are convoluted and require you to walk along busy roads or wind through inactive residential neighbourhoods. It takes long periods of time to cover relatively short distances.

Notably, the size of the urban block bounded by Rhymer Street, Tharsis Street, Royston Road and Gadshill Street restricts access onto Royston Road from the south.



Space Syntax analysis of the level of the integration of the street network in Royston



Pedestrian paths from Cobden Road to Provanhill Street



Pedestrian paths from Kintyre Street to Provanhill Street



Pedestrian paths from Lister Street to Provanhill Street



Pedestrian paths from Finpark Close to Provanhill Street

Connections to the city centre

The quickest way to get to the city centre is by bike. Despite this, the roads which you must take to get there are not particularly hospitable to cyclists, and only confident riders are likely to take this mode of transport.

Taking the bus, train, and walking all take about half an hour, independent of which route you choose to take. Nearly all of these routes will take you west down Royston Road to begin with.



Train ride into the city centre from Alexandra Parade



Bus routes into the city centre



Cycle routes into the city centre



Walking routes into the city centre



The A804 is the key route into the city centre

PROVANHILL STREET AIMS



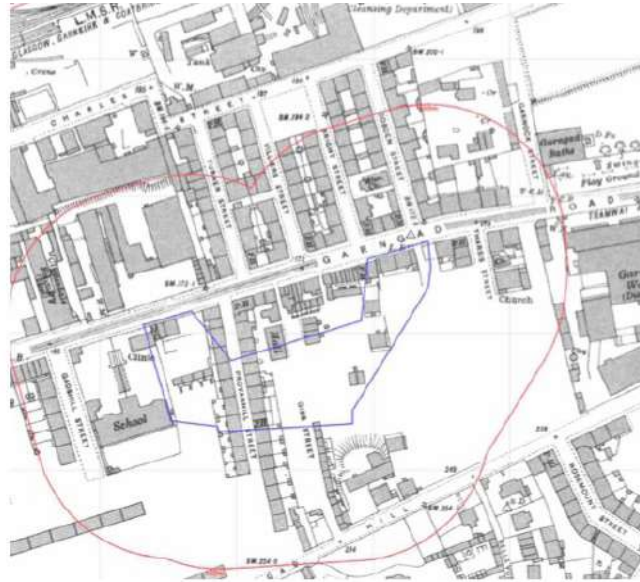
PROVANHILL STREET SITE ANALYSIS

Historically, Royston Road had a hard and continuous building frontage on both its sides. Active uses lined the street such as public houses, community halls and religious building and workplaces.

Many of these buildings were removed as a result of slum clearance programmes, and in some cases they were replaced with the buildings that are set back from the street. There is an opportunity to reinstate this building line and frontage along the road to concentrate public life and improve legibility of this as town centre street.

Currently the vacant site on Provanhill Street is poorly overlook and is not integrated with existing routes or spaces. The Roystonhill Spire acts as a strong landmark and invites you to travel through the site, but it is not clear how to connect to the Spire from this area of Royston Road to the hill through the houses at the top of the vacant site.

There is an opportunity to create routes through the space that help with this local wayfinding, by creating new building lines that draw the eye from Royston Road up to the spire, and creating routes along those lines improving those north-south connections (as there was historically).



Royston Road in 1933

This approach would be compatible with the idea to rebuild the building line and frontages along Royston Road.

PROVANHILL STREET SITE PHOTOS



Royston Road looking west



Potential to introduce active building frontages



Royston Road looking east



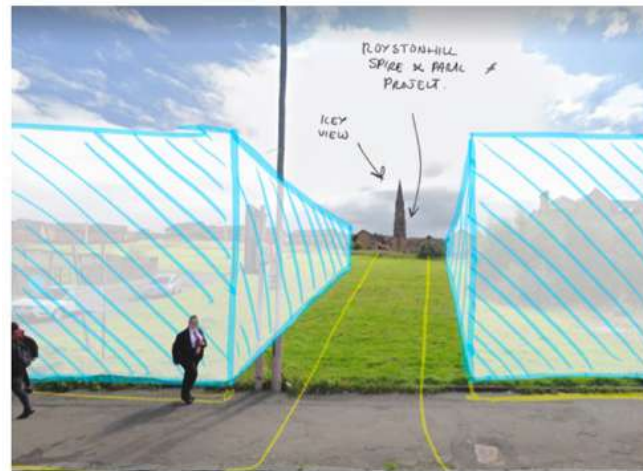
View from Royston Road looking south



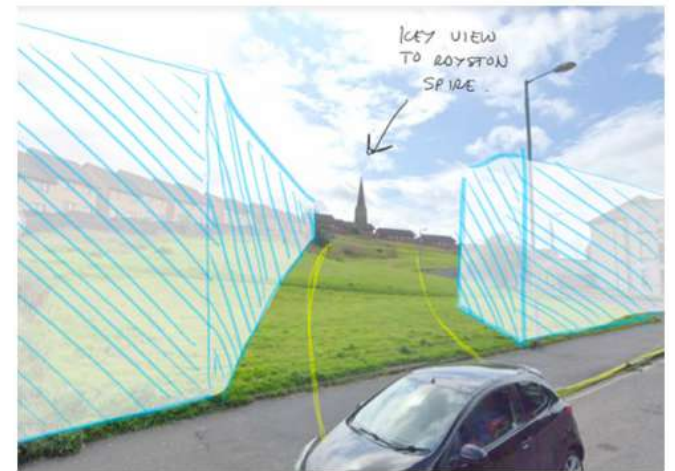
View from Royston Road, looking south-west



Potential to introduce active building frontages



Potential to introduce active building frontages



Potential to introduce active building frontages

PROVANHILL ANALYSIS MAP



Levels Views

- Steeply sloping site which will require careful consideration of levels and accessibility.
- Potential to use slope to accommodate different heights of building.

North facing slope

- Requires careful consideration of building orientation and overshadowing.



Royston Road

- Frontage onto Royston Road could be strengthened.
- Consideration of what are appropriate uses here and how these could contribute to the wider area.

Surrounding Development

- Kyleforth and housing to north all back onto site - limited overlooking.
- Careful consideration of fronts and backs of proposals will be required.



Access Road

- Existing road provides access and has services underneath that could be costly to reposition.



Informal Paths

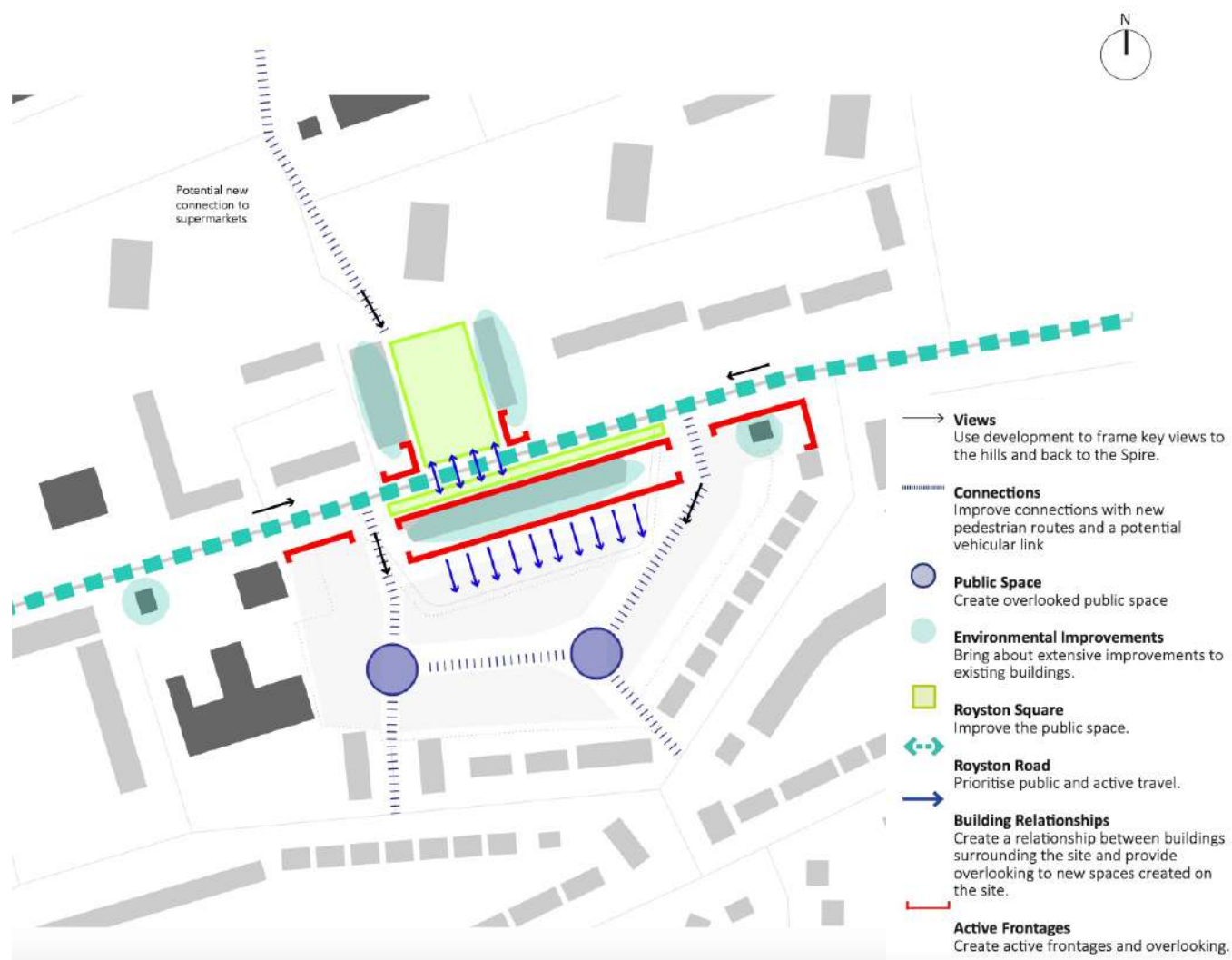
- These illustrate existing desire lines and could be used to define future connections in proposals.



PROVANHILL STREET STRATEGY

The site context, analysis and community input have lead to an approach of exploring how the site might be developed. It is clear that there is a local desire for outdoor and open space uses on the site, plus the challenge of developing part of the site in any event. To work this through, the initial approach was to consider what maximising housing on the site would look like and see what spaces would be available for landscaping and open space. This method of exploring the site helps establish areas that are developable and those that are best retained for community uses.

Several housing scenarios were developed for exploration at a Royston Strategy Group workshop. This provided valuable feedback on housing approaches. The key concern was the Kyleforth development. It was suggested that while this development remains in situ, investment on the Provanhill Street site would be undermined. New homes would be set in an undesirable setting overlooking this, plus the environmental concerns around refuse, fly-tipping and sanitation. Even entirely landscape led options have this challenge to contend with. Without commitment from the current owners to drastically improve the site, it will remain a blockage to development on the Provanhill Street site and along Royston Road





The images show the “Housing Max” scenarios, providing different mixes of housing types. Full phasing of what each of these scenarios would look like is in Appendix A.

The conclusion drawn from exploring these was that the following five themes should lead the development of the next iteration of plans. In addition, advice around funding suggested that extensive housing would be difficult to deliver on the site, including concerns about the impact of the Kyleforth development.

The five priorities are:

1. Improve connections through the site to join Royston up
2. Provide community facilities and uses
3. Improve existing buildings and public space
4. Provide local amenities
5. Provide new housing



1. Wild flower Meadow?



4. Adventure Play?



2. Outdoor Exercise / Activities?



5. Bike Park?



3. Bike Container Hub?



6. Community Growing Spaces?

What activities and uses could work on the site as meanwhile or temporary uses?



7. Creative Spaces?



8. Tool Library?

EXPLORING MEANWHILE USES

As part of considering the phasing, a series of meanwhile uses for the site were explored. The second community engagement survey noted the top 5 priorities as:

- Community growing space
- Space for outdoor exercise
- Adventure play
- Creative space – including for events
- A tool library for repairs and refurbishment.

A POTENTIAL APPROACH

The study brings us to a potential approach that fulfils all the criteria for the site, including consideration of constraints, and wider aims around regeneration along Royston Road.

The focus of development in this approach is the corner sites on Royston Road and Provanhill Street, with a landscape-led approach across the majority of the site. This would deliver the aims around Royston Road being better defined, delivering some new quality homes, new commercial and community facilities that will contribute to the local town centre. On the rest of the site a range of uses including growing space, community activity hub and bike area helps to bring a diversity of uses to the site.

There could still be future development parcels on the slope, should funding for homes, or interest in it from other appropriate developers come forward.

The layout for the site has been developed so that it can be phased over a number of years – with opportunities for meanwhile uses from the outset. This is a flexible approach and allows for change now and space for development in the future.

The phasing also allows sitting tenants within Kyleforth to decant into new property ahead of any change on that site.



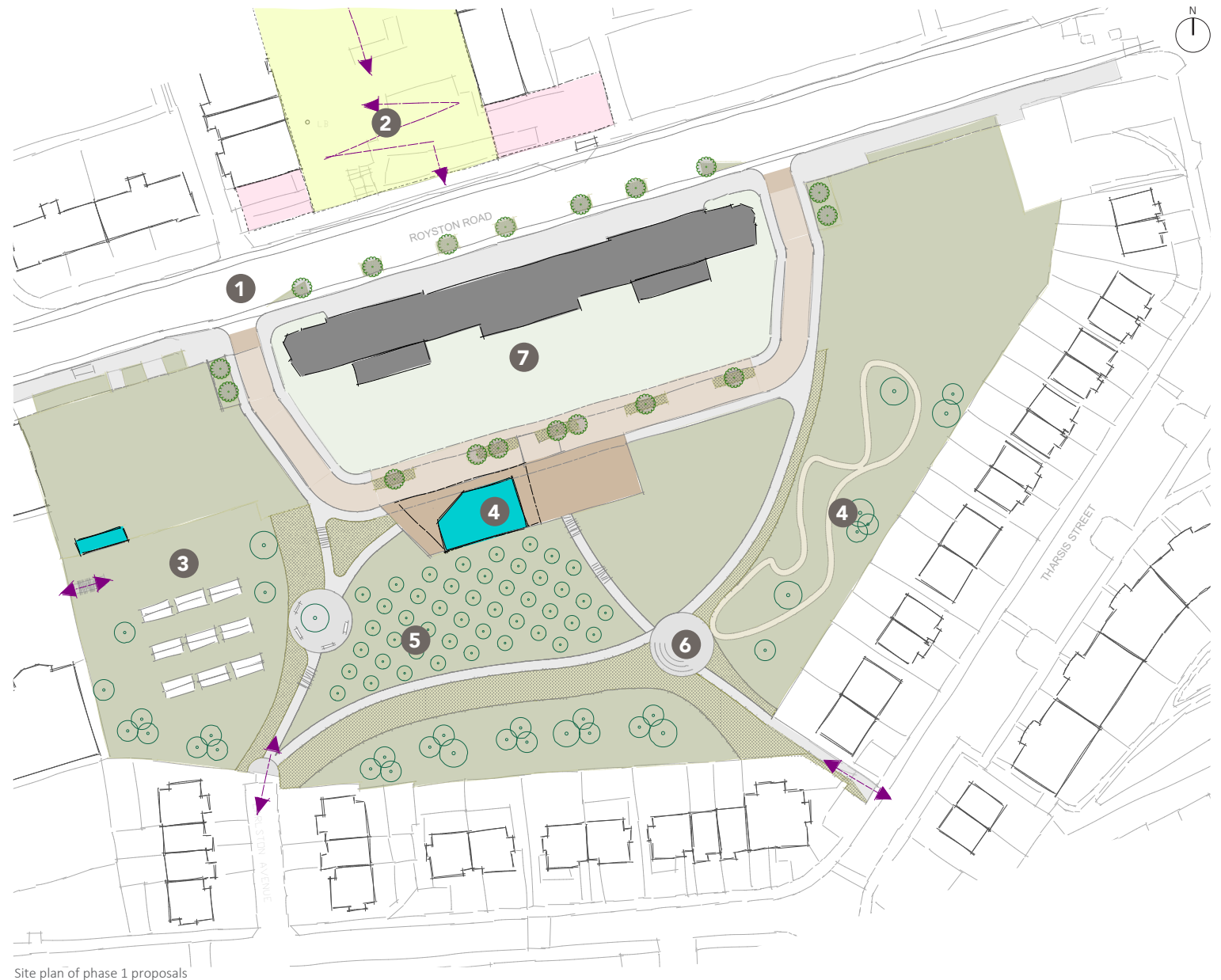
Phase 1: Bring Activity to the Site

The first phase aims to bring activity to the site through the introduction of community facilities and new paths which create north-south permeability.

- 1 Royston Road:**
Improvements to Royston Road, Provanhill Street and surrounding pavements,
- 2 Connection to square:**
Potential to improve the connection to the square,
- 3 Community growing space:**
with connection to school,
- 4 Youth / Activity Hub:**
with outdoor activity space and bike track,
- 5 Community orchard/wild-flowers:**
to provide locally grown food and to enhance the biodiversity of the site,
- 6 New pedestrian paths:**
through the site with seating areas to re-connect north and south,
- 7 Existing buildings:**
renovated and opened out to the south to take advantage of the new green space.

Key

	Shops, Community or Business space
	Community uses to support outdoor activities
	1-Bed Flat
	2-Bed Flat
	3-Bed Flat
	Town house





Concept sketch of phase 1 proposals

Phase 2: Bring New Uses to Royston Road

This 2nd phase would involve the development of 2 blocks along Royston Road. This could include community or retail uses at ground floor with housing above. The layout shown provides the following accommodation:

21x	2-Bed Flats
3x	3-Bed Flats
2x	Townhouses
500m ²	non-residential space

8 Shops / Community or Business space:
at ground floor level fronting on to Royston Road.

9 New homes:
new homes at upper levels. Mixed sized flats and the opportunity for some larger family units. South facing gardens and / or terraces to all homes.

10 Other Sites with potential:
A number of other sites adjacent to Provanhill Street could be included in the redevelopment. These could provide space for more shops / Community or Business uses. These should feel part of the town centre and create a strong frontage onto Royston Road.

Key

Shops, Community or Business space

Community uses to support outdoor activities

1-Bed Flat

2-Bed Flat

3-Bed Flat

Town house



Phase 3: Full Development

The 3rd phase would involve bringing more housing to the area, through redevelopment on Royston Road. This would also give more shop units (which could also have some community uses) strengthening the town centre role of the street. The layout shown provides the following accommodation:

13x	1-Bed Flats
40x	2-Bed Flats
6x	3-Bed Flats
2x	Townhouses
1900m ²	non-residential space

11 New connection to Royston Road:
which links into the new paths and to the proposed activity centre.

12 Additional Community Facilities:
opportunities for additional community facilities overlooking the Provanhill Street site.

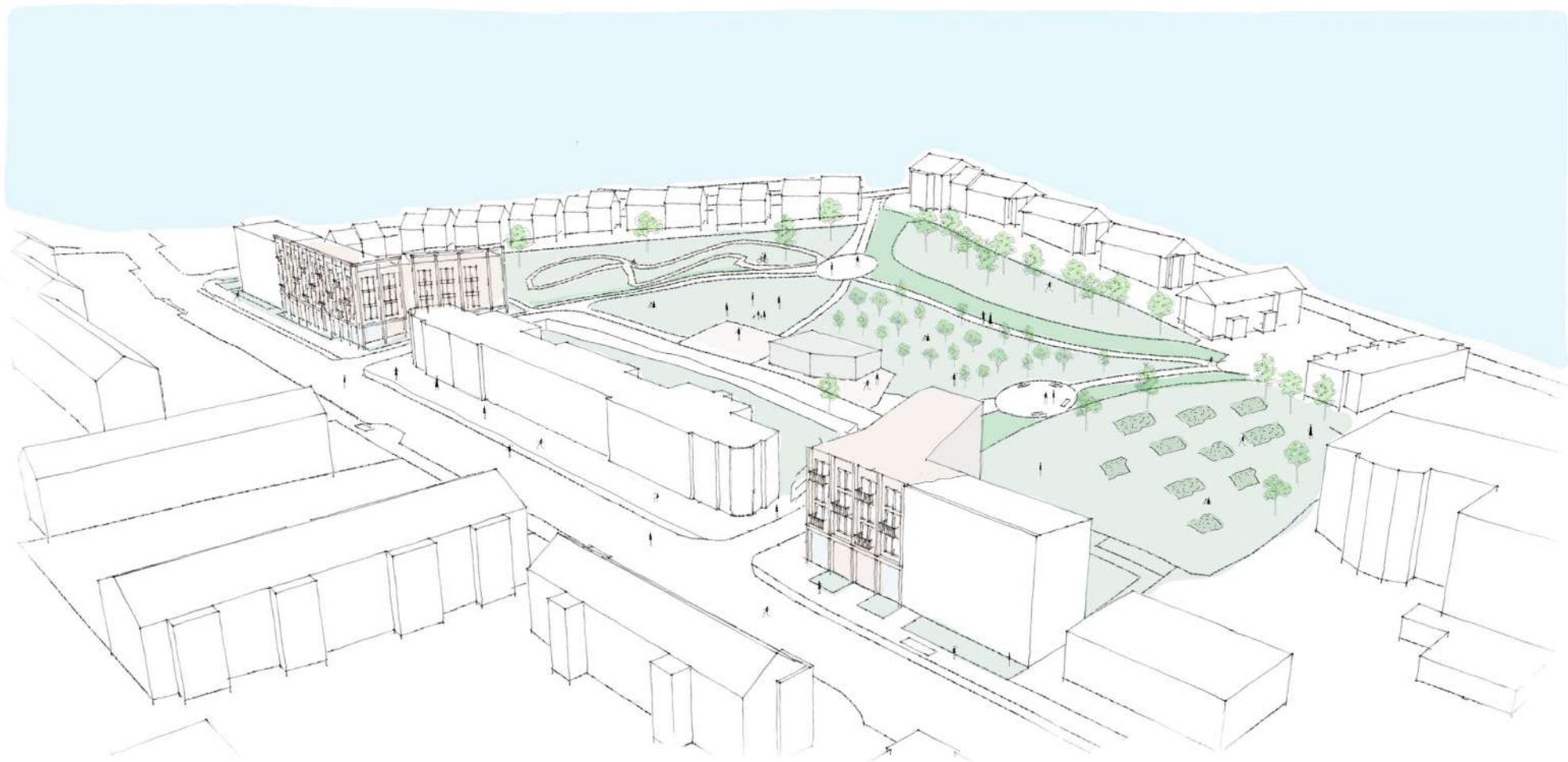
13 New homes:
new homes at upper levels. Mixed sized flats and the opportunity for some larger family units. South facing gardens / terraces.

14 Shops / Community or Business space:
Shops / Community or Business space: at ground floor level fronting on to Royston Road. These could extend into the slope at the rear to provide additional space.

Key

	Shops, Community or Business space
	Community uses to support outdoor activities
	1-Bed Flat
	2-Bed Flat
	3-Bed Flat
	Town house

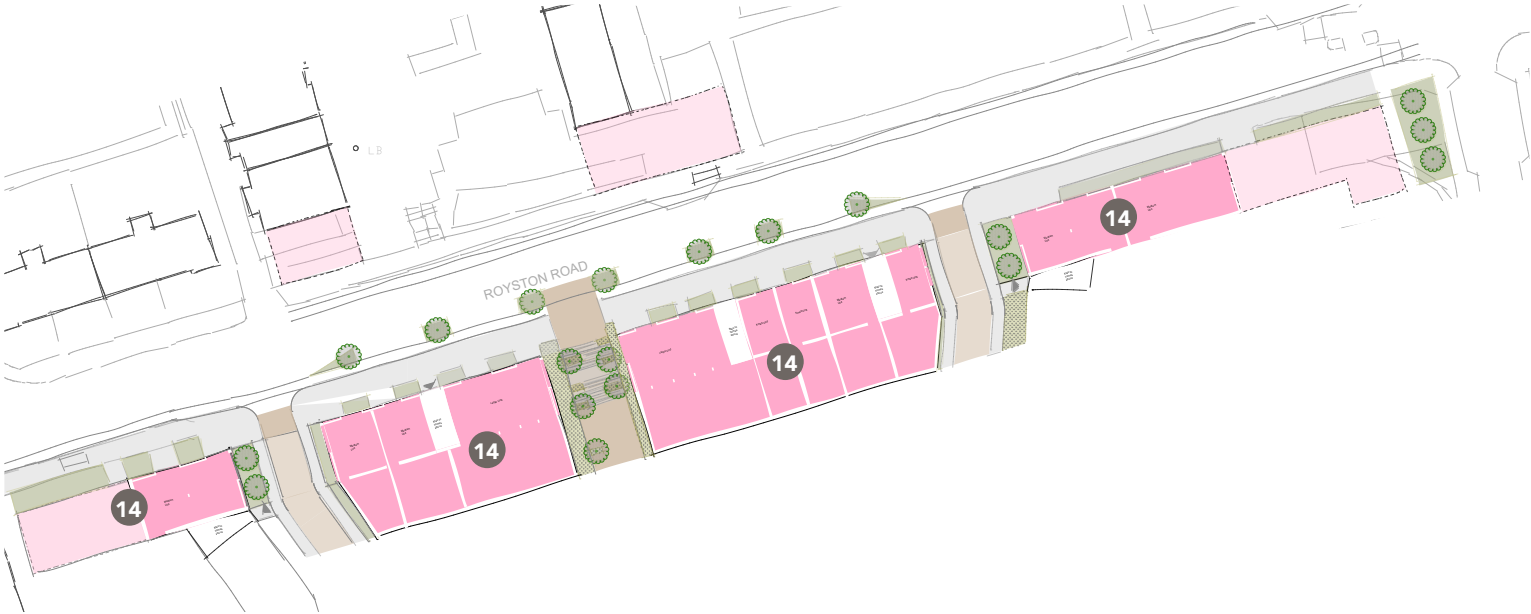




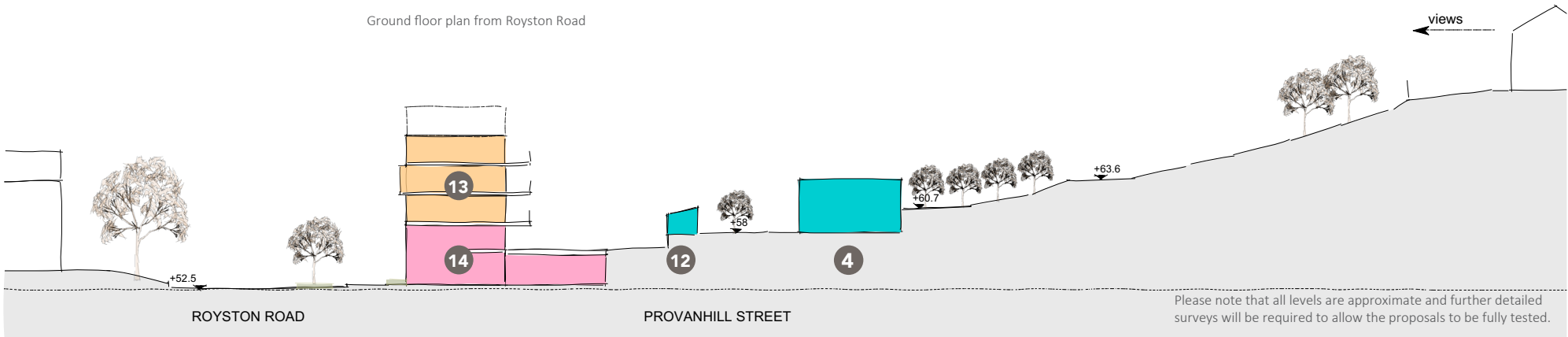
Concept sketch of phase 2 proposals

Phase 3:
Full Development

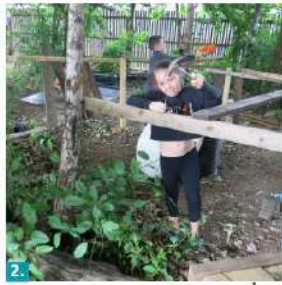
There is the potential for the Shops / Community or Business space at ground floor level fronting on to Royston Road to make use of the site slope. The units could extend into the slope at the rear to provide additional space and the option of access to a south facing amenity deck to the rear which could be accessed from a mezzanine.



Ground floor plan from Royston Road



Site section of phase 3 proposals



Concept sketch of phase 3 proposals

Image sources: 1. Bike Track at Cuningar Loop, Forestry Commission Scotland; 2. Wild flowers at Culzean Castle, CAL; 3. Baltic Street Adventure Playground; 4. Smithycroft School bike container hub, St Paul's Youth Forum; 5. Woodlands Community Garden

ROYSTON ROAD



ANALYSIS & OPPORTUNITIES

Royston Road is the main route through Royston. It is a primary bus route and connecting the northeast of the city to the city centre. Most of Royston's shops and services are located on Royston Road, as are all 3 of its schools (two primary and one secondary).

There are two issues to be explored for Royston Road. Firstly, its function as a travel route and corridor. Royston Road is a primary connecting route for northeast Glasgow neighbourhoods to connect to the city centre, but current traffic modelling suggests that the road is carrying added traffic that could be using the motorway instead. Royston sits between two motorway junctions on the M8.

Traffic survey from prison inserted
Am traffic - ~1000 vehicles at peak west bound
Pm traffic - ~1000 vehicles at peak east bound

Royston Road sits at 10m wide at most points. This is a very wide road for an urban neighbourhood and presents issues around vehicles speeds. There were traffic calming measures in place (speed bumps) but these have recently been removed as part of resurfacing works. As an accessible, safe town centre the current configuration is not fit for purpose

Royston Road supplies a lot of opportunity for free parking (as do other streets in the neighbourhood). This has resulted in recent times with a lot of overspill parking from the city centre and hospital coming into the area. The needs of the community around parking are compromised due to this, although a parking order is being put in place to deal with this overspill parking. On Royston Road, double parking is prevalent due to spaces

being occupied for extended periods of the day and not having the turnover needed to support town centre activities. Again, the parking order should support change in this area.

Secondly, there are many regeneration opportunities along Royston Road, from vacant buildings, to VDL sites and green and grey public spaces. The projects here



contribute to Royston and the people that live here in a variety of ways, from climate action to greater access to training and employability. Having these types of opportunities found along Royston Road make further strong contributions to the position of Royston as a local town centre. Footfall generation is a key part of this, there are places and things that people will go to. Provision of daily needs is another part of this, with proposed increases in food shops, cafes, training opportunities and other retail and services

ROAD ANALYSIS

Wide, busy road

Royston Road is wide and as a result lacks accessibility for pedestrians or cyclists, with large carriageways to cross, or high traffic speeds to contend with as a result.

Level difference

In addition, the level difference between Royston Road and Royston Square represents a physical and mental barrier to its use. It's not possible for street life to spill out onto the square, nor is its activity clearly visible from the road.

Active Uses

Historically Royston Road had a hard and continuous building frontage on both sides. Active uses lined the street such as: public houses, community halls, religious buildings and workplaces.

Frontage

Many of these buildings were removed as a result of slum clearance programmes, and in some cases they were replaced with buildings that are set back from the street. There exists an opportunity to reinstate this building frontage along the route to concentrate public life and improve the impression and use of the area as a town centre street.

Environmental issues

There are a number of environmental issues on Royston Road including litter, inadequate/inappropriate refuse storage, vermin and very poor surfacing on the pavements.

Opportunities

In overcoming these issues, there are a number of opportunities for Royston. The framework exists in Royston for excellent public realm in a good local town centre. This section sets out some key opportunities around the public realm along Royston Road and onto the Provanhill Street site.

Views

Use new development to frame key views to the hills to the north, and south to Royston Spire.

Connections

Improve the connections with new pedestrian routes connecting the top of Roystonhill to the local town centre.

Public space

Create well-observed public spaces. This helps spaces feel safe and support these spaces being used regularly.

Environmental improvements

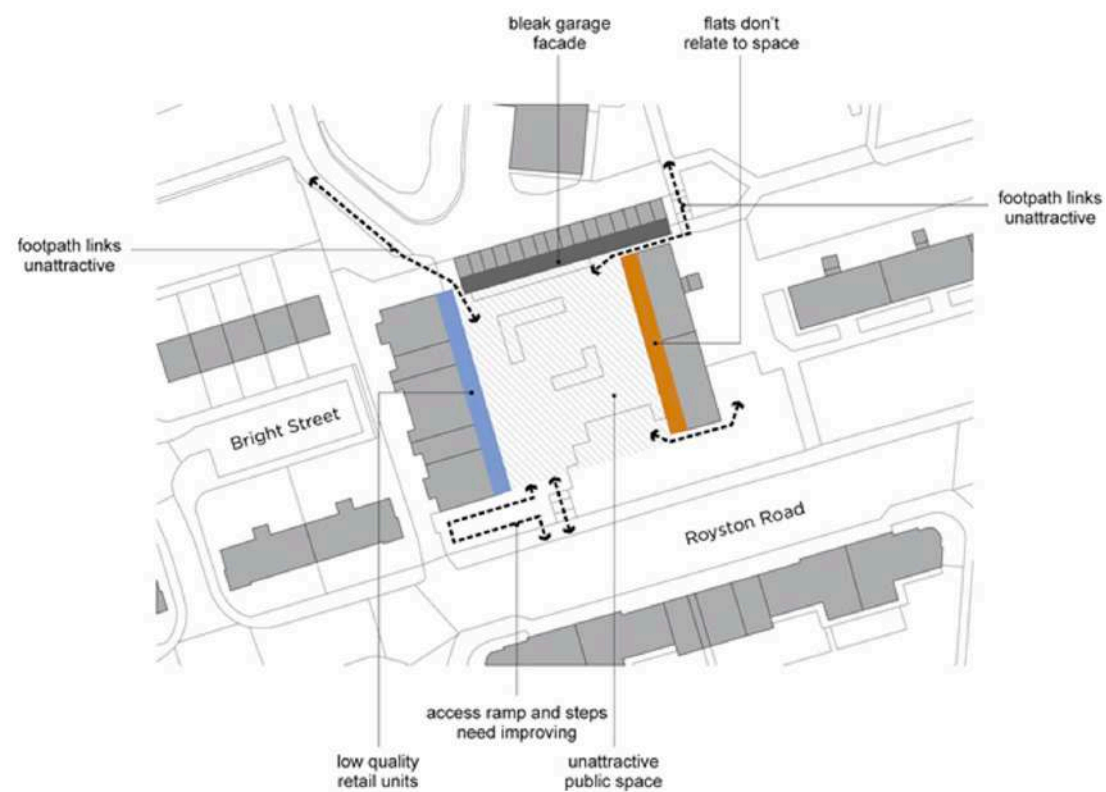
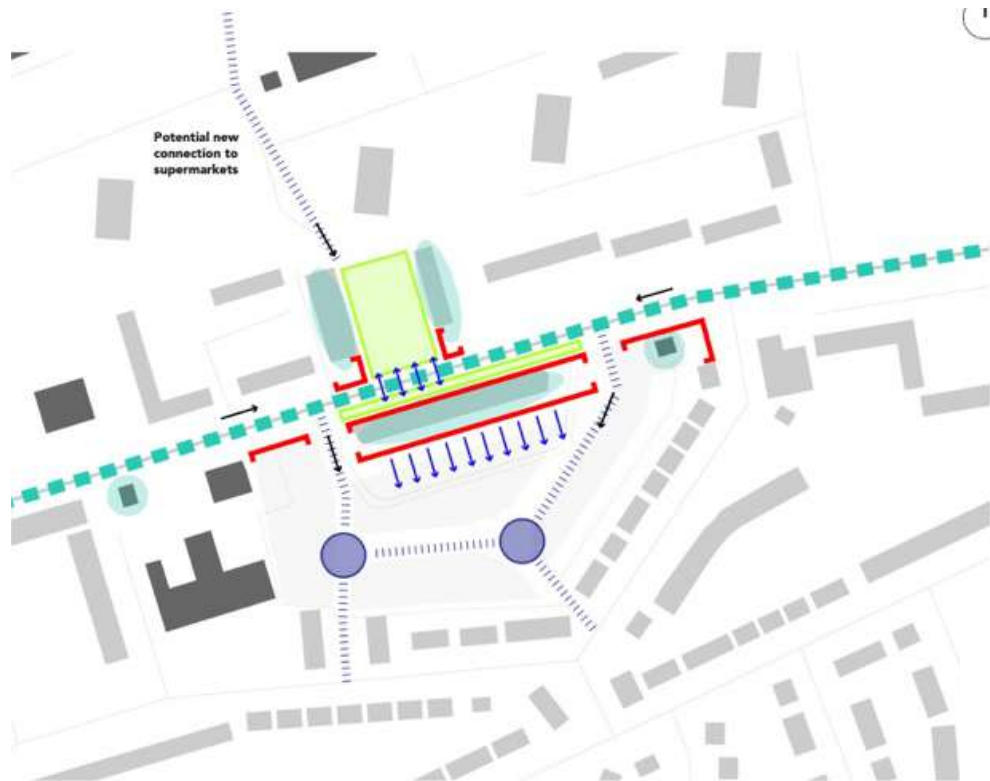
Targeting key buildings that need remedial work, repair or improvement.

Royston Square

The elevated plaza. Improving the public space and connecting this to Royston Road.

Building Relationships

Create a relationship between buildings that look onto the Provanhill Street site by creating dual frontages that will provide overlooking to the new public spaces on the slope.



ROYSTON ROAD REGENERATION PROJECT

ROYSTON LIBRARY

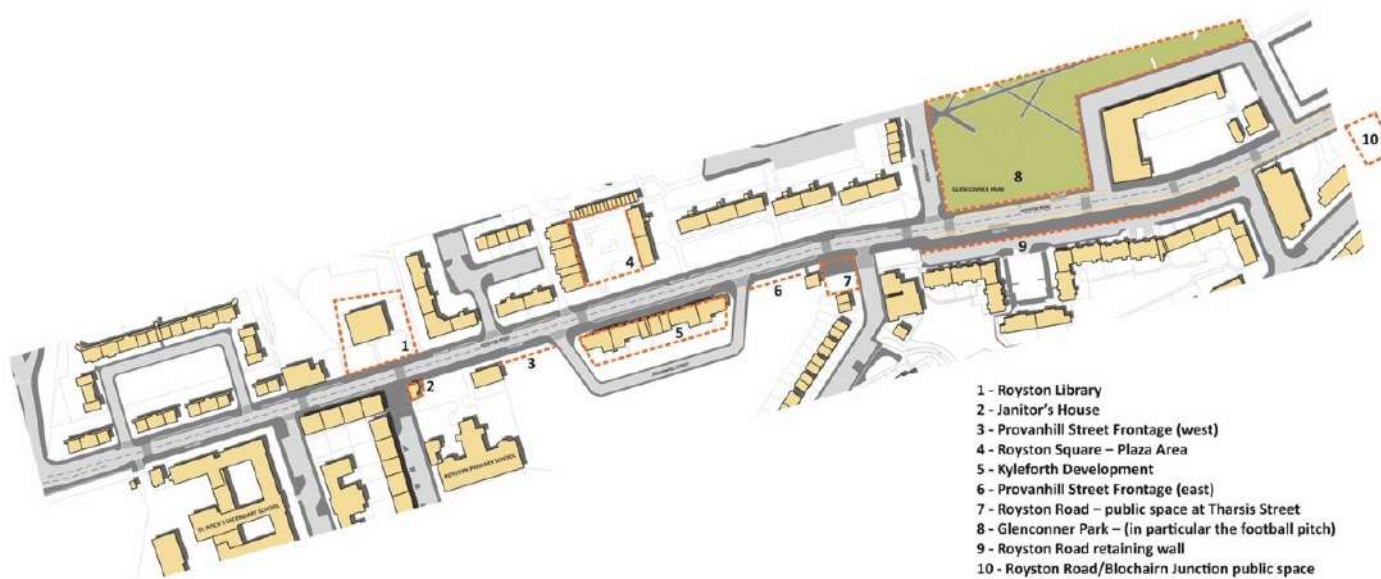
The library should be another key community facility and hub on Royston Road along with the schools, Rosemount Lifelong Learning and Royston Youth Action. The library provides services such as Benefits and Housing Advice, Citizens Advice Bureau, Jobs and Business Glasgow and MacMillan Cancer Care. There are also other activities hosted by the Library.

The role of the library could be enhanced through changes to the public realm around the library. While the library sits back from the road, it has pleasant green grounds around it with mature trees. However this is all within high fencing, creating a very defensive site. Psychologically this has an impact on how the

place is perceived.

By opening up the grounds of the library onto Royston Road, a significant public space could be created. This would have a different character from other proposed public spaces, with its greenery and trees. The softer landscape and open access to the library would create a welcoming space that fits with the purpose of the library and the services that it offers. Research has been undertaken on the function of libraries as “public squares” – Royston has the opportunity to accompany this with a literal public square.

This type of approach would support the aim of creating more active uses in the Royston local town centre.



JANITOR'S HOUSE

The B listed former Janitor's house was opened in 1906 and is currently owned by Glasgow City Council Education, it is surplus to their needs and has lain empty for 17 years. The building is now affected by a high level of dereliction and water ingress which has resulted in timber decay and the fabric of the building beginning to rot.

RDT hosted a community wide consultation in 2019 as part of a wider study by RDT to identify current organisational and area regeneration priorities. This was attended by over 400 residents. A questionnaire survey was conducted to gain peoples priorities regarding restoration and re-use of local sites and buildings and people's opinions and preferences for potential uses, services and activities. 258 responses were recorded and the first question of relevance to this project was to identify the priority neglected and underutilized spaces in Royston; re-use of the derelict former janitor's building was identified as the second highest priority project (upgrading the shops was first) to improve the Royston neighbourhood.

The consultation showed overwhelming support from the community for the restoration and re-use of the building which would add to the physical regeneration, remove derelict space and bring in a productive use for the building which will benefit the wider community. Further consultation with residents for this project again indicated overwhelming

support for improvements to made to this building as a key regeneration opportunity on Royston Road. This is complimented by support from the Royston Strategy Group for RDT's plan to take the Janitor's House into community ownership.

Funding applications have been made on the basis of converting the building into a food and hospitality training venue and community café. This would bring community development project to Royston Road and create another facility to be enjoyed in the training café. Funding has not been allocated for this yet, but community ownership is being pursued to ensure that the future of the building is secured for Royston. An interim use would involve making the building water tight to prevent any further degradation and light it as a heritage feature.

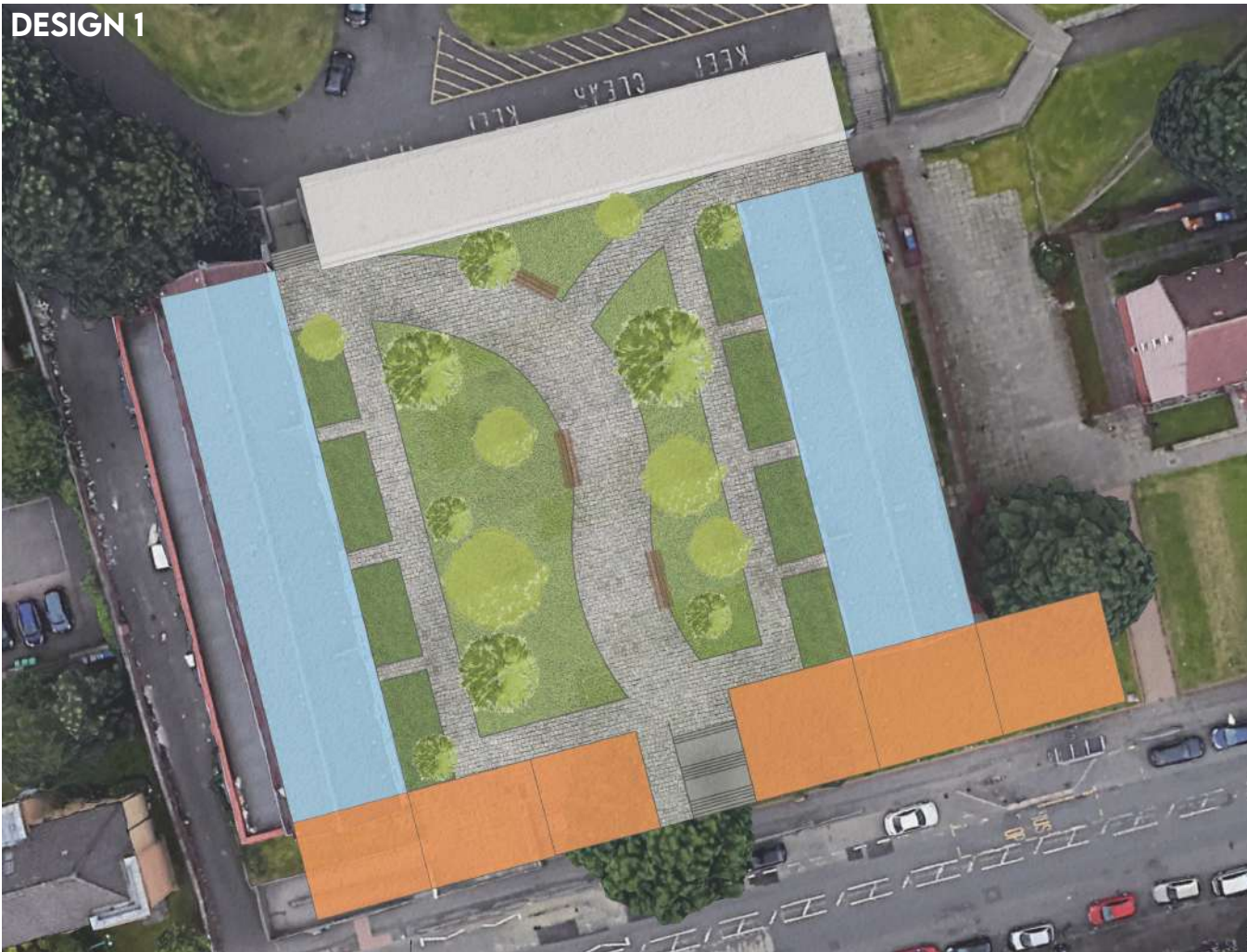
ROYSTON SQUARE – REVITALISING A KEY PUBLIC SPACE

In this section, you can see three separate iterations of a potential design for Royston Square. The aim of these designs is to make the space more inviting, inclusive, cohesive, and vibrant. They are shown to demonstrate different levels of desired 'privacy' of the square.

Design 1 shows the most private version of the square. As a quasi-courtyard, the hope is to close off the square by bringing active street frontage and businesses back onto Royston Road. The square would then act

as a community garden space with the main pathway to the Charles Street towers well-lit and landscaped for safety and beauty. The mixed-use building to the west of Royston square would be converted into a fully residential building with front gardens

that mirrors its opposite building across the square. To help bring colour to the space, native foliage will be planted in green spaces and a community mural will be placed on the northern wall that encloses the square.



Orange Mixed Use (On Street)

Blue Residential

Grey Existing Car Park

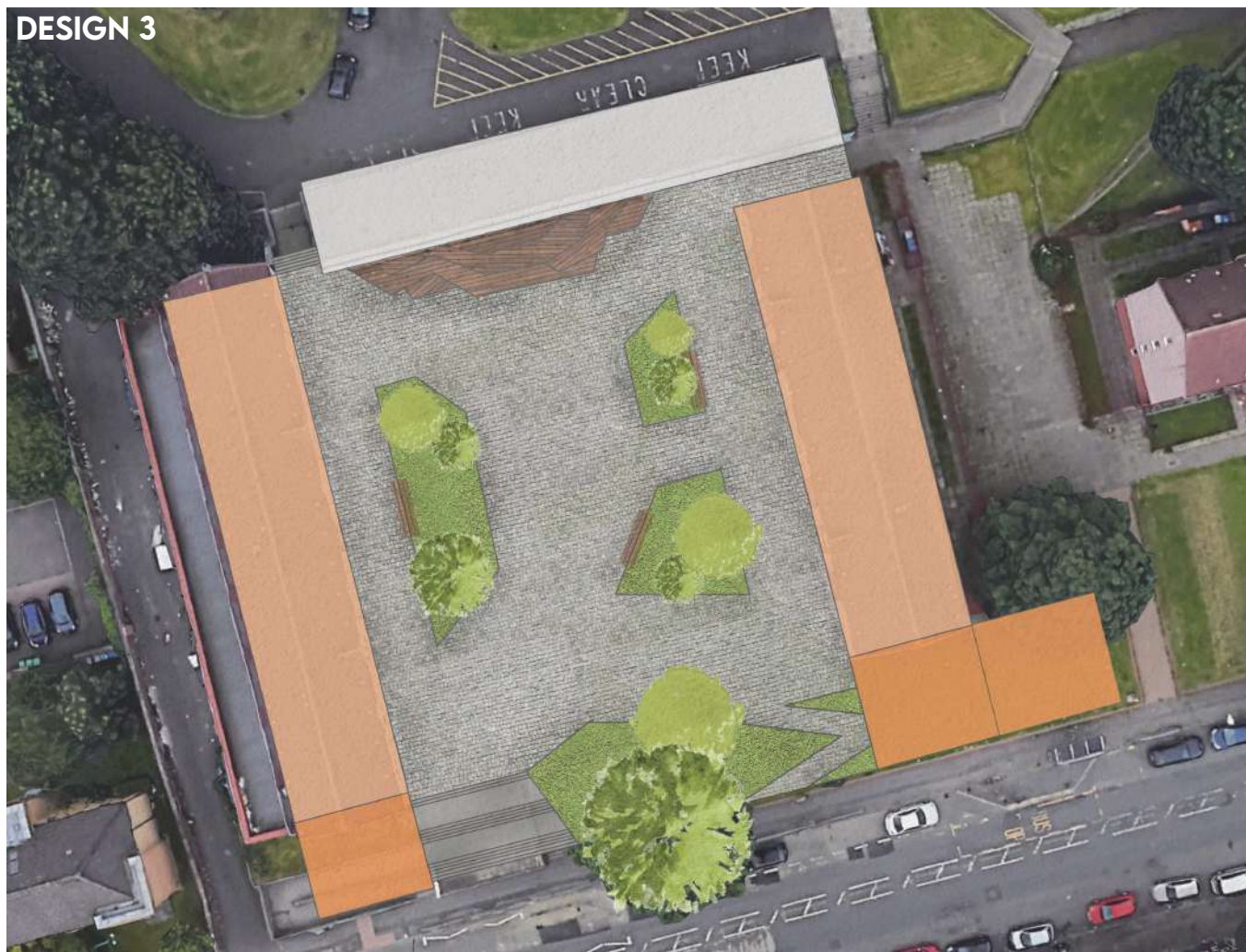
Design 2 is a mid-level privacy option, where the square would become an event and gathering space where the western mixed-use building and the eastern residential building remain as they are currently. However, by bringing three new buildings with active frontage to Royston Road, they would act as a frame for the stairs and ramp up the square, creating a more welcoming and less isolated entrance. In this design, there would be plenty of landscaping to have green space while still being able to accommodate enough flexible, paved area for dedicated events. Towards the northern end of the square, amphitheatre style seating is implemented to provide space for meetings, concerts, or casual seating. Like the first design, a mural or green wall would be behind the seating to bring colour and vivacity to the square.



Design 3 is the most public option, with the most active frontage for Royston Square. Though it has the least amount of green space, the design allows for the conversion of the eastern residential building to be converted into mixed-use to mirror the western building. This option allows for more shops, services, and restaurants to move to the square and allows the space to become fully public. As is in Design 2, benching, seating, and a mural is included in the design. Design 3 also brings active frontage to Royston Road and allows for the most amount of business growth in the area. This design has maximised its paved space for events for the local community.

PROJECT NEED – WHY IS THIS NEEDED?

This project is indicative of changes that could help transform Royston's character by revitalising unused, isolated space. The potential for Royston Square is untapped and the public space is currently underutilised. In combination with the existing projects for Royston's Regeneration, implementing any of the three designs are an opportunity to improve Royston Square and impact how Royston Road currently exists. Design 1 offers more housing, a quieter, calmer, and less public green space, and brings all active frontage down onto the northern side of Royston Road. Design 2 offers a mix of Design 1 and 3 with plenty of greenery, enough space for some events in the square while maintaining the existing businesses and residential spaces. Design 3 offers the



Mixed Use (On Street)

Mixed Use (Off Street)

Existing Car Park

opportunity to create a vibrant public square in the town centre that can be used for and by the community—whether for mass gatherings, dedicated events, or just a space to relax along the high street.

PROJECT OUTCOMES AND BENEFITS – WHAT WILL THE PROJECT DELIVER BOTH IN TERMS OF THE PHYSICAL CHANGE, BUT ALSO FOR THE COMMUNITY?

Though this project will require new developments on Royston Road, it is in place to minimise long term development time while maximising the impact of social, economic, and well-being factors for the community.

Socially, the outcomes of changes made to Royston Square will provide a new space for gathering and enjoyment. Festivals, events, concerts, and other activities can be held in the town centre's square with a greener, more attractive atmosphere. The entrances to the square will be modernised and inviting than the current ones, with a wider staircase and a larger, more prevalent ramp. The addition of businesses to Royston Square and Royston Road will also aid in generating heavier footfall in the town centre, in which the streets and public spaces will become more vibrant and socially active. The aim of the design is to create a designated community-oriented space that will benefit all those who live in and visit Royston.

Economically, the impact of changes made to Royston square will provide spaces for new businesses to thrive and serve the community. With all three design options, more business space is cultivated along Royston Road to balance active frontage on either side of the high street and to provide a bustling town centre with plenty of space for economic opportunity. With minimal changes to be

made to existing buildings, the designs will minimise economic costs for development while making still making a significant impact on overall change. The design aims to make Royston a neighbourhood with all essential services, shops, and businesses within walking distance and to ultimately provide it with the right infrastructure to have a varied and vibrant economy.

The iterations of the design for Royston Square also provide significant improvements to general well-being. Royston Square is currently not well maintained and though it is lit, it does not feel entirely safe. Brighter, modernised lighting in the design will provide a greater sense of safety to the square and help people walking in the space at night feel more at ease. Increased attention to dedicated landscaping will also help with the function and atmosphere of Royston Square; as it is a priority for keeping Royston attractive, safe, and clean. Not only will the landscaping improve the atmosphere of the square, but the addition of trees and native planting will create a greener, more biodiverse public space while contributing to healthier air quality. Lastly, the installation of public art via the mural on the northern wall will pay homage to the local community and the history of Royston. The use of public art as a way to brighten spaces and increase cultural infrastructure aid in bringing the square to life; the vibrancy of the square will increase the enjoyment of those who visit the square.

GLENCONNER PARK

Gifted to the City in 1914 by Lord Glenconner this is Royston's principle greenspace and park. In addition to open areas, there are two grass football pitches (within a fenced area), two play parks and a multiuse games area. There is also a bowling green with clubhouse neighbouring the park. Maintenance and upkeep has been a continual issue for Glenconner park. While there have been long term lets for the football pitches and key holding arrangements with Royston Youth Action, it is felt that the park could be better than it is. There are two issues that need to be addressed for the park to continue as a well-used community asset. The first is around the quality and how usable the play space is. The second is around raising the quality and how usable the football pitches are.



A phased upgrade of the park, beginning with a community orchard, following with play equipment (potentially shift this to community management/ownership) and subsequently moving to larger projects such as the restoration of the Bowling Green and other reinterpretations of traditional park gardens, in addition to a new sports pavilion.

Enhancement of the current football pitches and other facilities in the park. This could also open up opportunities in terms of participation locally and entering into other leagues and competitions. Any development of facilities would need to be for the purpose of enhancing Glenconner Park as a space for the community in the area. A study to investigate this is in the process of being commissioned.

THARSIS STREET CORNER PUBLIC SPACE

Creating spaces along Royston Road is a priority for the community, and at the corner with Tharsis Street there is already a sort of public space that is slight set back from the street and benefits from some mature trees and greenspace.

This space presents an ideal street front opportunity to experiment with temporary public space interventions, to learn what type of space may work best in this location. This could be a quick win project with a permission to use from the City Council and develop an early meanwhile use that ties to wider greening projects in Royston.



A group on a Place Standard walk at the Tharsis Street site.

BLOCHAIRN PUBLIC SPACE

A similar piece of land, taking a triangular form, sits at the junction of Royston Road and Blochairn Road. This would benefit from a complementary approach to the Tharsis Street space.

This space is more suited to some form of public art or sculpture. This also gives the opportunity for the space to act as a “gateway” to Royston tied to some of the speed reduction measures proposed for Royston Road. A temporary or meanwhile process could be used to experiment or trial public art ahead of any longer term installation.



ST ROCH'S PRIMARY – SPACE FOR CHILDREN

Outside St Roch's Primary, Royston Road is very wide. There is ample space for additional pavement space being given from the road carriageway allowing a wider and safer pavement at the front of the school.

This is particularly important for safety at school drop-off and pick-up times, and also provides space for parents and carers to mingle. This is important social interaction in helping communities and in particular children develop social relationships.



In the first instance this could be trialled on a temporary (and fun, colourful way like the project above) basis before a decision is made on the impact and the final design of any permanent intervention.

ROAD INTERVENTION

Through the community engagement and workshops we have explored different approaches to change on Royston Road. Across all of this there is the acknowledgement and evidence base that shows that the road is currently not a suitable layout to accompany the local town centre aspirations.

Alongside the community direction, the policy environment that looks to establish an active travel hierarchy in Scotland supports an approach that puts the emphasis firstly on Royston Road as a place for pedestrians, secondly for bicycles, thirdly for public transport and at the end of the hierarchy private vehicles.

At this stage a detailed design is challenging to produce. With any scheme that looks to re-establish this type of shift back towards pedestrians there are many technical, behavioural and sometimes political challenges to work through.

What this work has done therefore is seek to establish an agreed set of principles and areas for action that will feed into further work on Royston Road. This section sets out these principles and key areas for action.

UPGRADE: MEET BASIC NEEDS

Streets should meet basic standards of safety and improving accessibility and cleanliness is

the first step to a better Royston Road. With so many schools on Royston Road, getting safety right is key both for children, but for others as well. This includes safe crossing points, adequate pavement widths, good quality pavement surfaces, good lighting and pavements free from trip hazards or major water issues.

PROTECT: DESIGN FOR APPROPRIATE SPEEDS

Royston Road passes through our town centre. Many of the cars driving along it do not have this as their destination but are passing through to or from the city centre. Speed should be appropriate for a town centre, around 20mph. The road can be designed in a way to make drivers reduce their speed to 20mph through design measures as well as having this as the posted speed limit. This could include narrower carriageways, raised tables and reducing junction radii to lower speeds turning into or out of junctions. Lower speeds making it a better place for people to use as a town centre, walking, cycles, wheelchair users and buggies.

RECLAIM: ALLOCATE SPACE FOR PEOPLE

Tied to designing for lower speeds there is the opportunity to give over more space for people. If carriageways are narrowed, it follows that this space can be reallocated or reclaimed for cycle ways and wider pavements.

EXTEND: INTEGRATE ADJACENT SPACES

Off Royston Road there are a number of sites and opportunities for regeneration and making more space for people and bring life to areas that have been forgotten or neglected. The library and its greenspace, the old Janitor's House, the pedestrian space at Royston Square, Glenconner Park and Tharsis Street. There are a few of the spaces that could really be enhanced with better connections, improved public realm and connections to Royston Road.

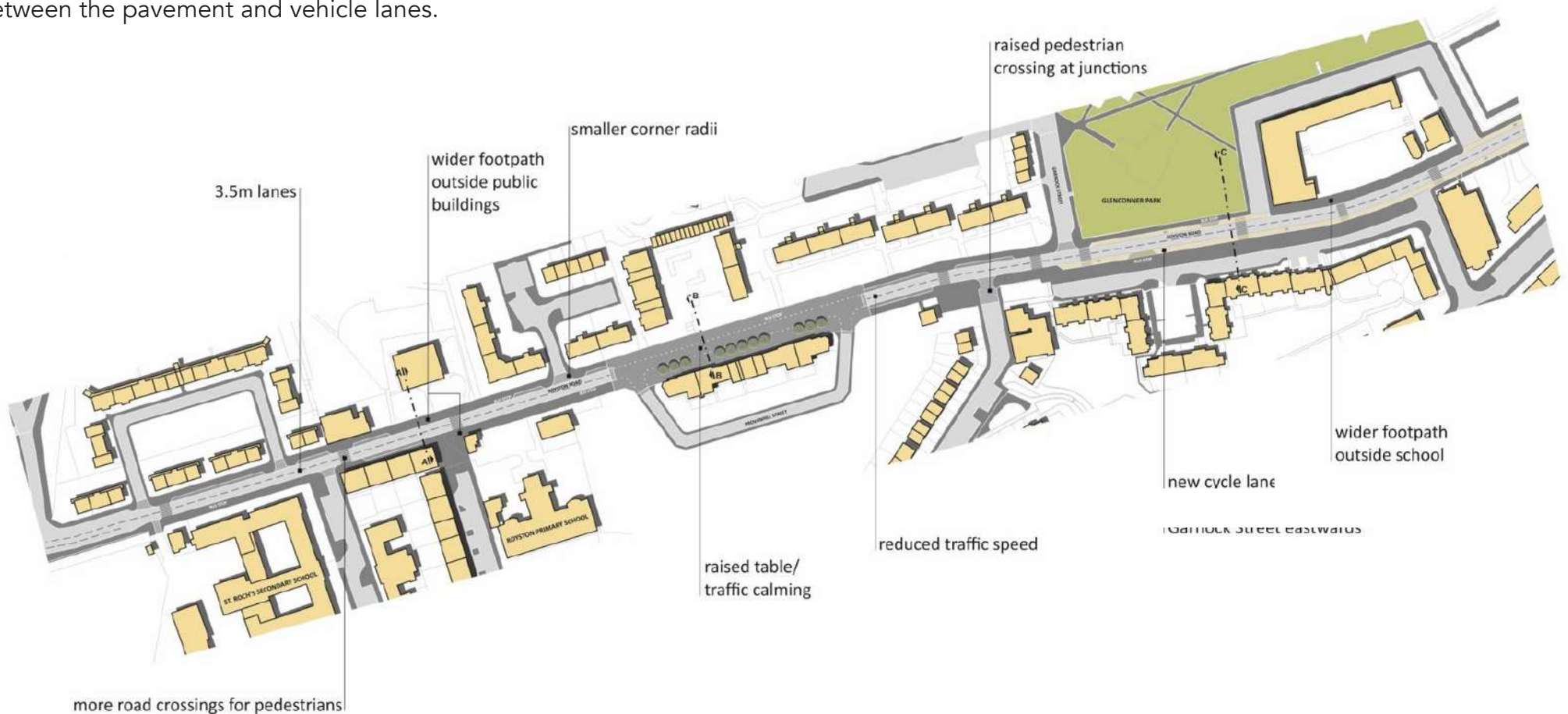
ACTIVATE: ROOM FOR COMMUNITY LIFE

With additional space, there are multiple opportunities to "activate" spaces in Royston for community purposes. The means we can plan activities and events to make Royston a place that can focus on its community.

ROAD LAYOUT

This drawing is illustrative of the types of interventions that could be made along Royston Road.

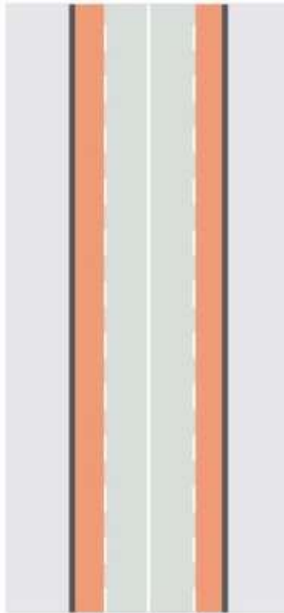
Carriageways and smaller corner radii help support reducing traffic speeds. Cycle lanes and wider footways support active travel along Royston Road and make it safer for schools by creating an additional space (the cycle lane) between the pavement and vehicle lanes.



DESIGNING FOR LOWER SPEED ENVIRONMENTS

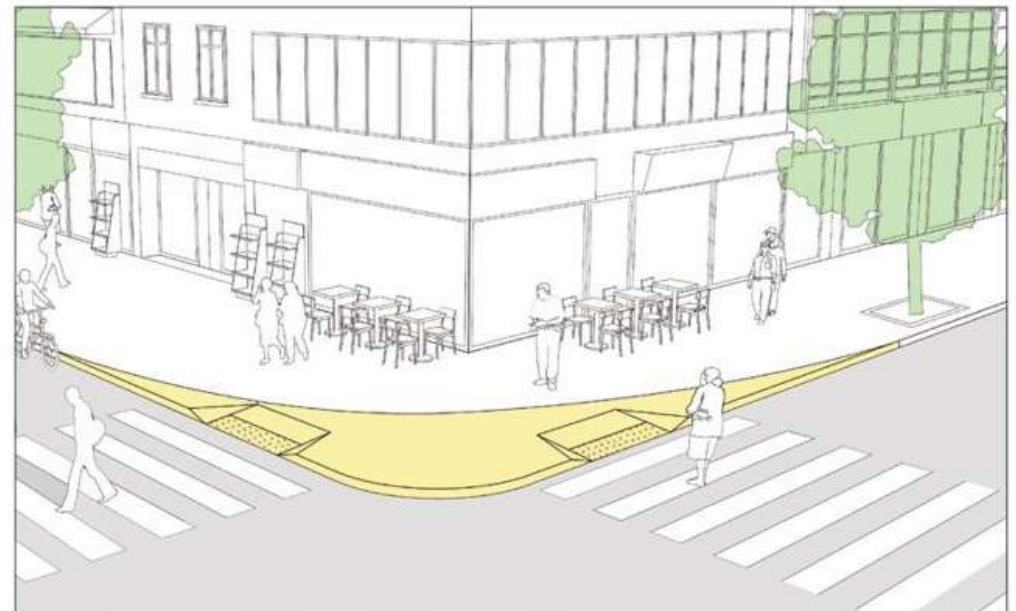
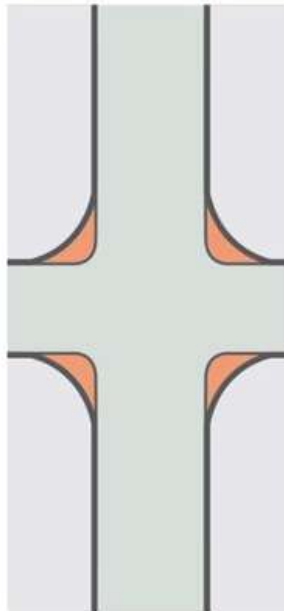
Carriageway narrowing

Narrowed carriageway for vehicles reduces speeds and improves safety on city streets by way of reducing the right-of-way and making drivers taken more care of traffic and adjacent users.



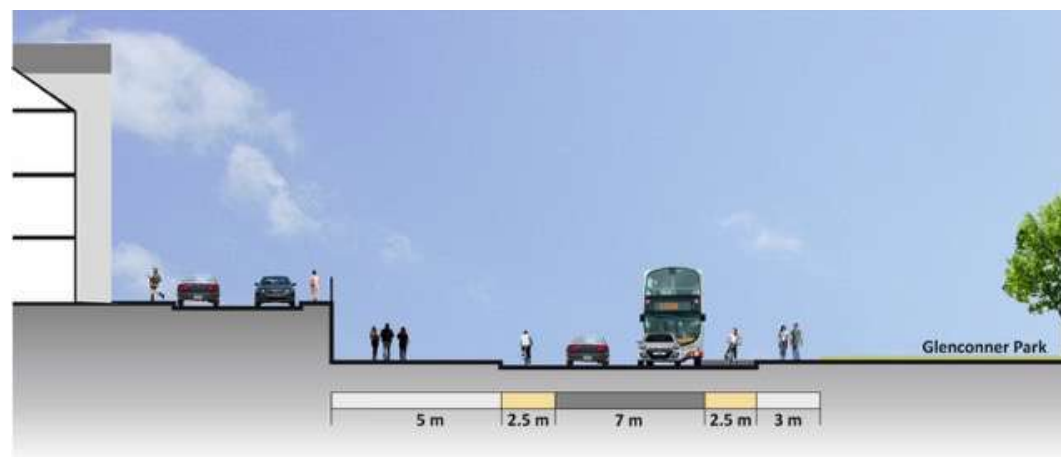
Narrowing corner radii

This has the effect of reducing vehicle (and cycle) turning speeds as they have to slow to negotiate a tighter turn. This also reduces the distance pedestrians have to cross side-streets. This is a critical move in designing lower speed and pedestrian safe environments.



These diagrams are illustrative of the impact of narrowing the carriageways. This demonstrates the amount of space there is to accommodate other travel options such as cycle lanes, wider pavements and space for street seating or other town centre activities.

For example outside the Kyleforth development there could be a near 6m pavement, 2.5m cycle lane, 7 m carriageway, 2.5m cycle lane and 3m pavement.



KYLEFORTH DEVELOPMENT

The development at 112 – 146 Royston Road, known as the Kyleforth development, was sold to a private company, Kyleforth Ltd, in 2003 for £1 on the basis that the City Council would receive a further capital receipt upon completion and sale of the refurbished building. The refurbishment costs were estimated to be £1.6 million. It had been agreed the property could be leased out until the refurbishment was completed. In 2010, Kyleforth proposed to GCC that rather than wait for refurbishment to be completed and all units to be sold that a one-off payment of £180,000 was taken. This was approved at Executive Committee on 29 May 2010.

A newspaper article in 2012 claimed that progress of the refurbishment was not as far progressed as it should be, and that money had yet to change hands regarding the above deal.

The building has 28 residential flats and 8 ground floor commercial units. The residential flats are let privately through two agents. The rear courts have a significant level change, with no formal refuse storage facilities.

This has been a source of concern for at least the last 10 years. This begins with planning conditions not being fulfilled when consent was sought for refurbishment of the building that introduced additional commercial units.

Issues arising include the storage of refuse and waste – a mix of commercial and residential waste. There is evidence of rodent infestations. Concerns have been raised on multiple occasions with Glasgow City Council officers and elected members.

Local opinion is that this site is an anchor on the regeneration of Royston. These are the facts as they stand – but it should be noted that there are numerous other concerns being investigated.

Long-lasting change requires action on this site, in the form of redevelopment. Community organisations within the Strategy Group are well equipped to support change on this site. This section sets out a strategy for working towards this type of community-led long term change and redevelopment.

All redevelopment options would be tied to developing the Royston Road/Provanhill Street corners. Theoretically this would give space to decant existing occupiers into new accommodation ahead of works being undertaken.

STRATEGIC APPROACH

PARTNERSHIPS

Initial approaches and background research on the current owners of the development have been undertaken. The intent is that a community-led approach is taken – therefore the first step would be exploring a partnership approach to the redevelopment of the site. The suitability and structure of a partnership approach would need to be assessed.

REAL ESTATE DEAL

If a partnership approach to redevelopment is not considered a suitable avenue, then a real estate deal could be brokered. Agreement would need to be reached on the value of the property. The community organisations would seek to establish the fair market value.

COMMUNITY RIGHT TO BUY

Registering a Community Right to Buy would in effect give the community first right of refusal should the property ever be put up for sale. This scenario would likely arise where no partnership or immediate real estate deal can be achieved. This registration of interest would ensure that should the opportunity to purchase the site at market value arise, the community in Royston would be notified and offered the opportunity.

COMMUNITY RIGHT TO BUY ANDL

A further avenue under CRT is the “Abandoned, Neglected and Detrimental Land” route. This is the latest route to be introduced. Where a community can prove that land/buildings are “ANDL” are sale to the community can be proposed to Scottish Ministers who will then authorise it or not. Should it be authorised this would then trigger a valuation being undertaken, at which price the property would then be sold.

COMPULSORY PURCHASE

Final option open would be seeking a compulsory purchase order via Glasgow City Council. It would need to be proven by GCC that the purchase was in the public interest. There is a heavy burden of proof required.

PROJECT	ACTION	TIMEFRAME	ACTORS
Provanhill Street	Develop business case for community ownership	Short	RDT, communitylinks, GCC, City Property
	Meanwhile uses – identify areas for temporary uses and what type	Short	RDT, RSG + local organisations, GCC, City Property
	Planting – identify areas that will not be developed for longer term/permanent planting projects	Short	RDT + local orgs.
	Further exploration of housing funding including private sector	Medium	Spire View, Copperworks, Blochairn, GCC, RDT + property consultant
	Acquisition of land by community	Medium	RDT, GCC, City Property, RSG
	Development of Royston Road and Provanhill St corner sites.	Long	RDT, Spire View, Copperworks, Blochairn, GCC, development partner
Royston Road - Public Road Interventions	Pavement widening at St Roch's Primary School – temporary trial	Short	Sustrans, OnBikes, RDT, St Roch's Primary, Royston Youth Action
	Low speed environment – wider pavements, cycle lanes, raised table and narrow carriageway.	Medium	GCC
Royston Road - Public Space Projects	Permission to Use Tharsis Street – part of Royston Road greening project, temporary trials of public space interventions	Short	RDT, GCC + local organisations
	Permission to Use Blochairn Jct – temporary public art trial. Part of developing gateway to Royston	Short	RDT, Blochairn HA, GCC
	Royston Square – permission to use for public space trials	Short	RDT, GCC, GHA and local shop tenants

PROJECT	ACTION	TIMEFRAME	ACTORS
Royston Road - Public Space Projects	Royston Square redevelopment	Short	RDT, GCC, GHA and local shop tenants Glasgow Life, GCC
	Royston Library – opening up and improving landscape and public realm around the library	Medium	
Glenconner Park	Community Orchard	Short	RDT, TCV + local organisations
	Football pitch and pavilion feasibility study	Short	RDT, collective architecture, communitylinks
	Play space upgrade and maintenance	Short	RDT, GCC, RYA + primary schools
	Develop plans around bowling green and clubhouse	Medium	RDT, RSG + local orgs.
	Develop football pitch pavilion and facilities	Long	RDT, RSG, RYA + local sports orgs.
Kyleforth Development	Continue dialogue around future of property with owners	Short	RDT and property consultant, Kyleforth, sitting tenants
	Business case around future of Kyleforth Development	Short	RDT, Community Land Ownership support (DTAS or other)
	Prepare Community Right to Buy and ANDL case	Short	RDT, Community Land Ownership support (DTAS or other)
	Property improvements if acquired pre-development	Medium	RDT, HAs, GCC
	Decant tenants into new Royston Road/ Provanhill Street property	Long	RDT, RSG, GCC, Kyleforth
	Redevelop Kyleforth	Long	RDT, HAs, GCC, Development partners

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