

# Town Action Plan

## Motherwell (Consultative Draft)



**LIVE HERE**

# LIVE HERE

Written, designed and produced by **Corporate Communications, North Lanarkshire Council.**

Design concepts provided by:

**Ironside Farrar Ltd, Environmental Consultants** - Town Vision design concepts

**Norr, Architecture, Engineering, Planning and Design** - Town and community hub design concepts

**MAST Architects,** - Town Centre Living concepts

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# LIVE LEARN WORK INVEST VISIT

## Introduction

This is North Lanarkshire. This is the place to **Live, Learn, Work, Invest** and **Visit**. This is our vision.

We have come a long way. One of the fastest growing economies in Scotland. The most ambitious council housebuilding programme in the country. Record levels of infrastructure investment and dozens of new schools. These are just a few examples.

The Plan for North Lanarkshire, approved in 2019, offered a clear way forward. It offered a shared ambition for inclusive growth and prosperity for all and we are delivering on that ambition.

We're making huge progress, with investment and development happening in all our towns and communities.

But what comes next? How do we deal with the undoubted challenges that remain, like unacceptably high levels of deprivation and child poverty, in-work poverty and areas of inequality across communities? How do we become the agents of change for towns and communities to ensure they have a sustainable future in the face of declining revenue budgets?

This vision for North Lanarkshire, as the place to Live, Learn, Work, Invest and Visit is reflected in the **Town Action Plan for Motherwell** which seeks to identify site specific proposals to deliver the concepts set out in the vision.





# THE SCALE OF THE CHALLENGE



## North Lanarkshire is not without its challenges.



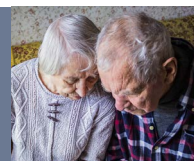
We have significantly high levels of **child poverty**, with around **25% of children** living in poverty across the area.

jobcentreplus



More people of working age claim **Jobseekers' Allowance** and **Universal Credit** in North Lanarkshire than the Scottish average.

Life expectancy rates are lower and breastfeeding rates are markedly lower.



**Average weekly full-time earnings are lower than the Scottish average** and the number of working-age people without formal qualifications is higher than the Scottish average.



These are some of the reasons why inclusive growth must be at the heart of any action the council takes. **There is good news too.**



**94.3% of young people reach a positive destination, whether higher education, further education or employment.** We have one of the largest apprenticeship programmes in the country.

Our working-age employment rate is higher than the Scottish average

and over last four years, we have a 6% increase in the number of residents finding employment, double the national increase.

Youth employment is also higher than the national average, with a **9% increase in the number of young people in employment** compared with a 1% increase across Scotland.



Overall, our economy has grown by 23% over the last decade, with increases in the number of businesses and new businesses.





# Key Trends

**The following highlights the potential impact of economic, demographic, technological and social trends on our towns.**

## RETAILING

Demand for UK retail space on our high street is now at its lowest since 2007, with a move toward online retail as well as prime mixed-use locations (such as Silverburn and Braehead) offering retail, leisure, entertainment and amenities, while serving vibrant night-time economies. Our town centres are highly vulnerable to weak footfall, driving a 45% decline in the total volume of retail transactions between 2017 and 2018, and equating to a 60% drop over the last two years.

The inevitable reality is that fewer physical stores will be present on the high streets of the future and that the role of those remaining stores will need to evolve. On its current trajectory, it is estimated that physical retail sales across our town will fall by 35% over the next five years with a growing reliance on convenience and discount retailers paying lower rents. We will see consumers with lower disposable income and limited access to higher end retail. North Lanarkshire in particular will be highly susceptible to this trend where our towns are competing with bigger centres such as Glasgow and Edinburgh for footfall and retail spending.

Both large and small operators continue to struggle to adapt to the growth in online shopping. UK consumers spend more online than any other European country – accounting for 18% of all retail sales. It is projected that 35% of sales will be online by 2024.

Store-based profit margins have more than halved over the last decade as consecutive rises in business rates, the national living wage, the national minimum wage and relative occupancy costs spiral upwards



## LIVING

North Lanarkshire is home to over 340,000 people living in more than 150,000 homes. The council is Scotland's largest local authority landlord, owning and managing more than 36,000 homes with a further 5,000 new affordable homes by 2035.

Forecasts predict that the number of households will rise by around a tenth (14,000) between 2016 and 2041. The local development plan promotes sufficient land for more than 21,000 homes across North Lanarkshire.

Of our 150,000 homes only 1,473 - or 1% - are located within town centres with over half built before 1919 and likely to require significant future repair and maintenance. There is, however, significant opportunity for residential development to replace the contraction in retail. This is a key way of helping to develop footfall and, in turn, creating a more viable (although reduced) retail and commercial offer.



## POPULATION

North Lanarkshire is currently home to around 6% of Scotland's total population. However, the number of deaths has exceeded the number of births over the last three years and it is forecast that North Lanarkshire's total population will decline by 0.1% each year on average between 2019 and 2039. In contrast, the population of Scotland over the same time period is anticipated to grow by 5% primarily as a result of net migration.

It is well established that economic growth is closely linked to population growth. As such, to help make North Lanarkshire a more prosperous place, it is essential that we provide the right type of housing and environment that will make this a place where people already living in, or moving to, Scotland want to relocate.



## DEMOGRAPHICS

Children and young people aged 0-15 make up almost one fifth of North Lanarkshire's population (19%) and this is forecast to remain fairly constant up to 2041 (17%).

Almost two thirds (65%) of North Lanarkshire's population are of working age (16-64 years). This is forecast to decline to 58% by 2041.

The older adult population (aged 65+) accounts for 17% of North Lanarkshire's total population currently. This is expected to increase so that, by 2041, one in four (25%) people living in North Lanarkshire will be aged 65+ in line with the Scottish average.

This demographic change will have an impact. Tax income is likely to fall because there will be fewer people of working age, and care responsibilities will increase. It is essential that towns are designed to ensure that people are able to live safely in their own homes for as long as possible and that those homes are adaptable and flexible. Services need to be accessible and joined up too.





## CONNECTIVITY

We need to put transport and digital infrastructure in place to ensure residents can access employment and leisure as well as online opportunities and services.

13.2% of Scotland's motorway network is located in North Lanarkshire, a place which has excellent rail links to Glasgow, Edinburgh and also three of Scotland's busiest passenger train stations (Motherwell, Croy and Motherwell).

While transport links in and out of North Lanarkshire are excellent, there are relatively poor transport connections within the local authority area.

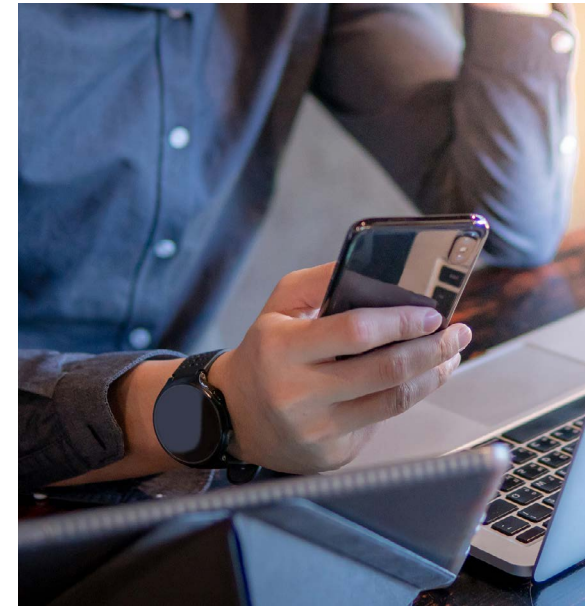
Development of the Pan Lanarkshire Orbital Transport Corridor linking the M80, M8 and M74 will in part address this issue, but the visions need to ensure that our towns are designed as accessible and well-connected places.

Road (8%) and rail (34%) use has grown significantly between 2008 and 2017, but the number of bus journeys has declined by approximately 23% which

is significantly higher than the Scotland average of a 5% decline. Given that 37% of households earning less than £10,000 can access a private car compared to 97% of those who earn more than £40,000, public transport is a key issue for the people of North Lanarkshire.

While a national conversation about the shape of future public transport is required, particularly in terms of cost, ticketing, coverage and responsiveness, the council needs to work with partners to identify local gaps and how they can be filled, for example, community transportation and active travel. This was a key recommendation of the North Lanarkshire Fairness Commission.

The ban on the sale of new petrol or diesel cars after 2032, and a requirement for them to be off the road by 2040, will also require significant investment in infrastructure to support a shift in how we fuel our private vehicles eg electric vehicle charging points within car park's and on streets and the development of EV Hubs (fast charge sites) along key transport corridors and within town centres.



## DIGITAL ECONOMY

86% of UK households use the internet on a daily basis and it is anticipated that this use will continue to grow and drive demand for faster and better quality access.

It is clear that good quality internet access will be essential for future business development and will underpin many areas of employment.

While 98% of homes have access to superfast broadband the uptake of this is relatively low due to the cost of access. The council, however, is currently seeking digital partners to take this investment further, expand opportunity for full fibre and ultra-fast broadband and develop more affordable access for all.

## THE LOW CARBON AGENDA

A Scottish target of net zero emissions of all greenhouse gas has been set for 2045. However, in recognition of the importance of climate change, the council declared a climate emergency in 2019, committing it to reduce council carbon emissions to zero by 2030.

New legislation across a number of sectors including transportation and housing will inform the way we design new housing and the refurbishment of our existing housing stock towards zero carbon through legislative and policy requirements such as:

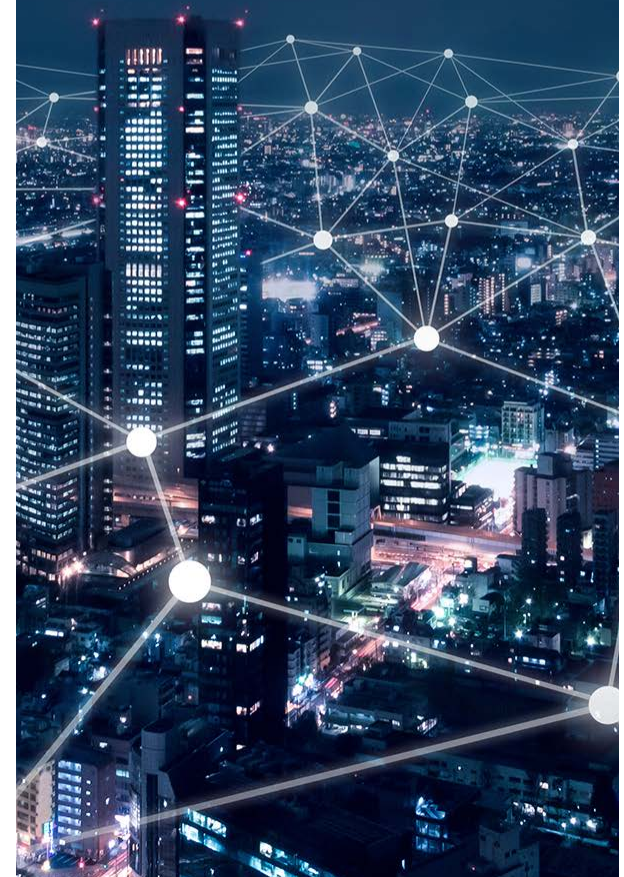
- ensuring all new housing uses renewable or low carbon heating systems from 2024;
- ensuring all private rented housing achieve an Energy Performance Certificate (EPC) Rating of Band C or above by 2030;
- ensuring all socially rented housing achieve an Energy Performance Certificate (EPC) Rating of Band B or above by 2032; and
- developing an undertaking, where financially and technically viable, to ensure all housing is net zero carbon by 2045.



## INFRASTRUCTURE

New development within our town centres could in part be constrained by existing infrastructure such as energy, water and sewerage.

There is a need for early engagement with utility providers to identify issues of capacity and networks to ensure that the infrastructure to support the development of houses within our town centres is available at the right time and the right cost.







# A Vision for our Towns

**Some of our town centres face difficulties. Built around a twentieth century model of primary retail, they have been challenged by the rise of online and out-of-town shopping. A key strategy among larger retailers and banks is to reduce their high street presence.**

**How do towns survive as retail gradually moves away and how can the council reimagine our towns?**

The answer is to reposition town centres as mixed-use spaces. Only by shifting the focus from retail-driven town centres to a broader mix of investment, and promoting town centre living, can our towns have a sustainable future.

The council can bring about this change by positioning local services in towns and communities. By doing so, local people can have more direct access to services they need and staff can be closer to the communities they work in.

This is about more than niche retail, developing the evening economy or increasing leisure opportunities. These must be **living towns**, with a much stronger focus on new-build housing, residential conversion and refurbishment that will address the decline of the built environment.

Crucially, the Town Visions join together with Town and Community Hubs and our Country Parks for the Future programmes to create a coherent, vibrant and sustainable future for North Lanarkshire.

The Town Visions which follow are concepts, highlighting proposals for each town and how each town could function in the future. These recognise that one size does not fit all. Each of the towns in North Lanarkshire has its own challenges and opportunities and its own history and heritage.

A number of common themes have emerged in the development of these prospectuses. For example, there is a need for residential development which uses land no longer required for traditional retailing. Improving town centre access and active travel, and examining the needs of an older population living longer, are key considerations.

### **The council can't do this alone.**

The Town Visions contained here are just that: **visions.**

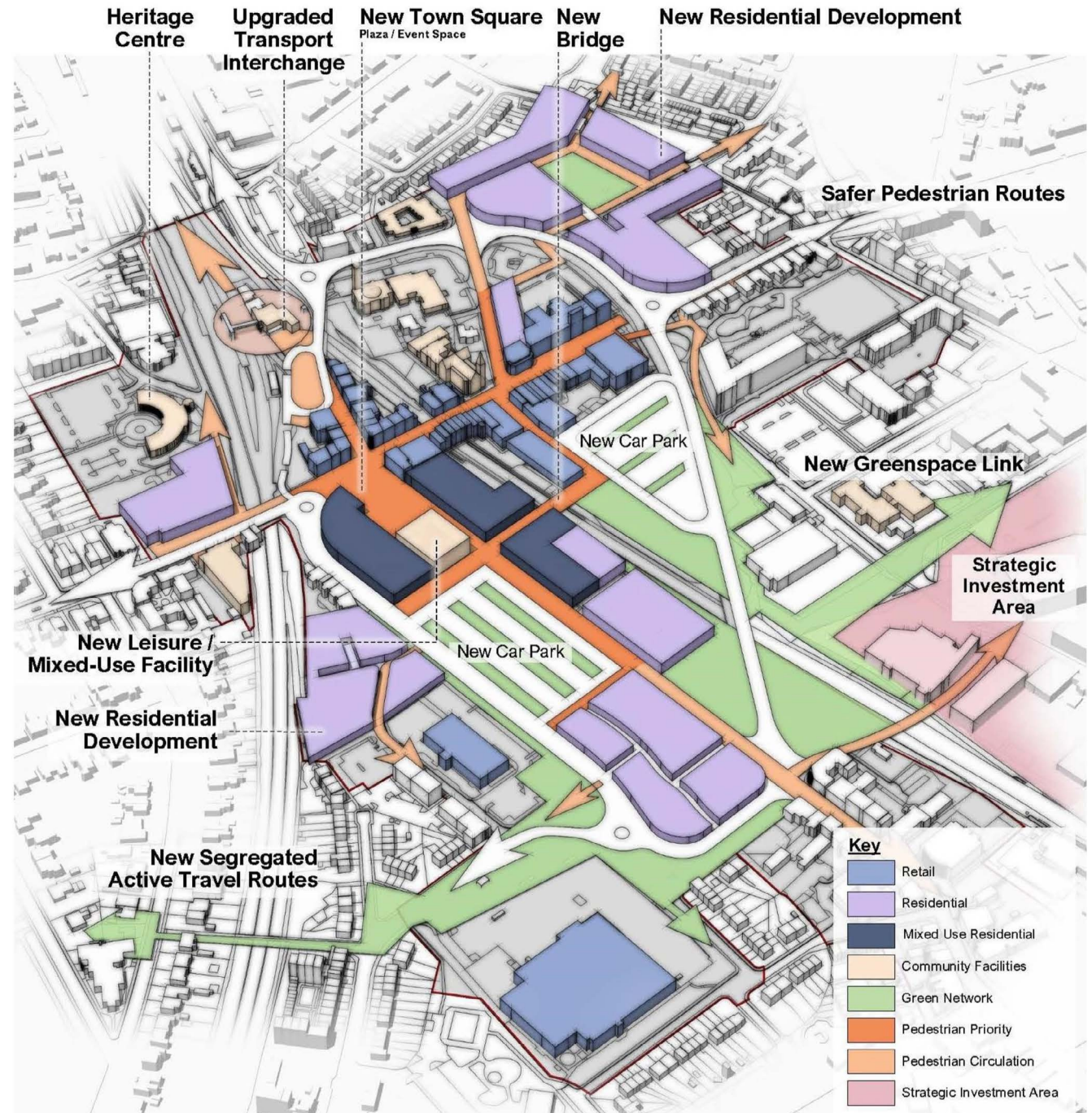
To become a reality, these visions need to be shaped through extensive consultation and engagement with community planning partners, landowners, retailers, residents, councillors and other agencies. These visions should inform both public and private sector investment.

The Town Visions represent a long-term strategy for transformation over a 15-20 year period. They work alongside town centre projects already planned for the short and medium term including regeneration projects, the acquisition of prominent vacant and derelict buildings and sites, new council house construction, and infrastructure and access developments.





# The Vision for Motherwell



## The Vision for Motherwell

Motherwell is Lanarkshire's best connected town. It has a major opportunity to develop around its role within the City Region as a key hub with excellent connections to Edinburgh, Glasgow, Scotlands Central Belt and the UK. Connectivity has been identified as a key 21st century driver for growth. High quality connections both physical and digital are increasingly recognized as essential requirements of commercially vibrant, low carbon sustainable places.

Motherwell is a key hub within the National transport network. With its rail, road and active travel networks it is a key investment location for commercial, residential and regional services. Further potential developments in rail including High Speed Rail connection to Eurocentral will extend this strategic role.

The investment in the new Town Hub, the improved Transport Interchange around the rail station, the potential redevelopment of the town centre to include new civic space and the improved visitor experience at Strathclyde Country Park will be transformational to Motherwell's appeal and sense of place.

The outcomes for the community will be a centre which is more attractive, safer, easier to get around and to, that offers wider choices meeting diverse and local needs. New homes, new jobs and better connections will drive additional demand for services and sustain a more vibrant and active town centre.

Motherwell's connections, street pattern and greenspace make for a town that can build resilience and adaption to climate change, strengthen community life, support health and wellbeing and low-carbon living. Sustainable and SMART urban systems (Waste/ Drainage/5G-Wifi/Transport) will with other facilities make Motherwell a place of choice.

## Motherwell Opportunities

Town centres are facing a range of opportunities and challenges as community needs and the way we use our centres change. Motherwell needs to adapt and strengthen its role as an appealing and liveable centre based on quality of place, enterprise, community assets, heritage and low carbon living.

The core projects involve:

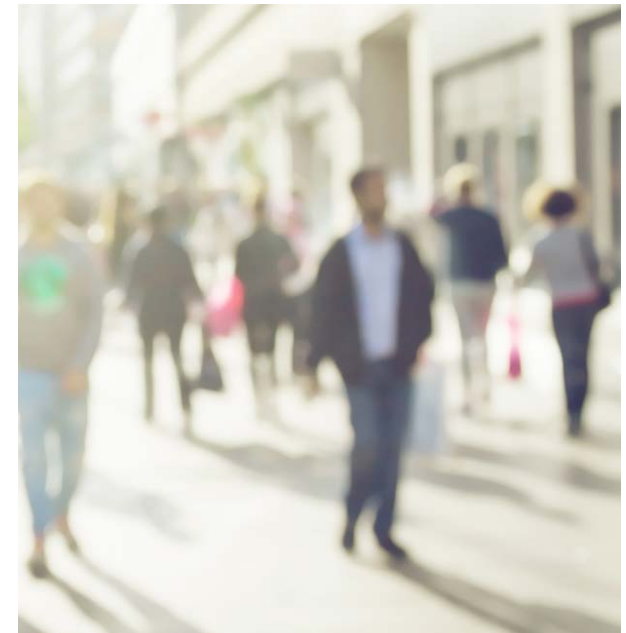
Developing a new Town Hub for the delivery of public services including education, leisure and health uses

Focusing investment in the town centre around the Cross, Merry Street and Brandon Parade South with clear connections to the improved transport interchange.

The creation of new active travel routes to link the town centre to major community assets such as the Town Hub, Strathclyde Country Park, Ravenscraig etc.

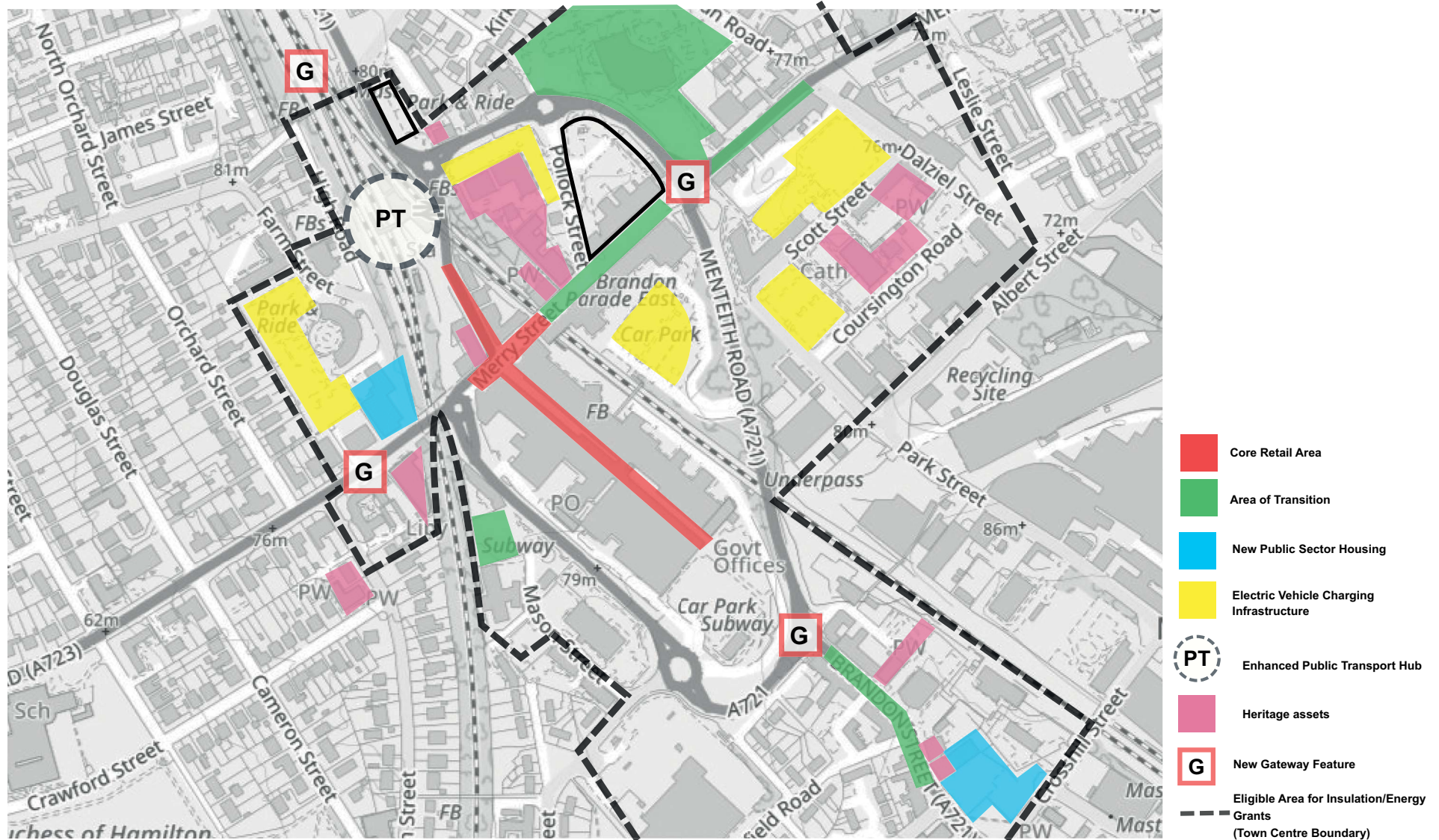
Promoting a sense of place by securing long term futures for heritage assets such as the former Town Hall, the Masonic Hall etc.

Promoting lifestyle appeal based on town centre living adjacent to services and places of interest.





# The Action Plan Proposals Map



# Economic Prosperity & Stability

## Retail

While the ambition for all of our town centres is to move towards a more mixed use offering to improve resilience and recognize the shift in how we use our town centres, the Council wants to retain and support the retail sector and assist its recovery from the double impacts of an economic downturn and the Covid Pandemic.

Research has shown that the independent retail sector is more resilient to change than larger national multiples and that these, in most cases, local businesses, will prevail if sufficient infrastructure and interest is in place. We will therefore seek to support the retail sector by encouraging existing landlords to refurbish larger vacant units into smaller units to provide space for entrepreneurs and established businesses to find the optimum premises for their business.

There are fiscal and legal reasons why the Council can not get involved in direct subsidies to the private sector, however, we are working with colleagues in the Scottish Government to identify potential funding streams to promote business investment and regeneration of the high street.

Where vacancy occurs we will encourage businesses to concentrate around key nodes with less accessible premises being promoted for conversion to residential use in an effort to sustain existing footfall within the town centre.

## Commercial

The collapse in the demand for commercial premises such as offices in town centre locations echoes wider structural changes in the economy and the growth of digital connectivity. The impacts of the Covid pandemic demonstrated the benefits and ease of remote working across the public and private sector and led to an exponential growth in homeworking with a resulting impact on footfall within the town centre.

Moving forward commercial space needs to be accessible and energy efficient to compete with out of town locations. Given that existing commercial uses are at first floor level their conversion into residential use should be easier than the refurbishment of ground floor premises.

## Leisure & Hospitality

The leisure and hospitality sector is a key component of the move towards a more mixed use town centre. The importance of Place in terms of the public's perception of character and safety is very important in attracting people to use existing businesses. Ease of movement to and from these uses will encourage people to access the town centre for leisure activities to sustain and develop the nighttime economy and footfall. The Council's role will be to promote active travel routes, investment in public transport and the cleanliness and safety of the public realm.





# Town Centre Living



# Town Centre Living

## New Build



Encouraging more people to live in town centres is a key policy aspiration for the Council underpinning priorities around sustainability, net zero, inclusion and well being. More people living in town centres means more support for local businesses. It means keeping bus routes active. It means a safer environment thanks to passive policing. These all make a town more attractive to visitors which in turn means more benefits to the local economy.

Admittedly, developers looking to offer housing options within town centres find they are typically more expensive, riskier, and take longer than other housebuilding options. Town centre projects also tend to be smaller, providing less financial return. However, the Council is of the view that the overall gains do outweigh risks and costs, if we take into account the wider societal benefits such as improved wellbeing and a reduction in carbon footprint.

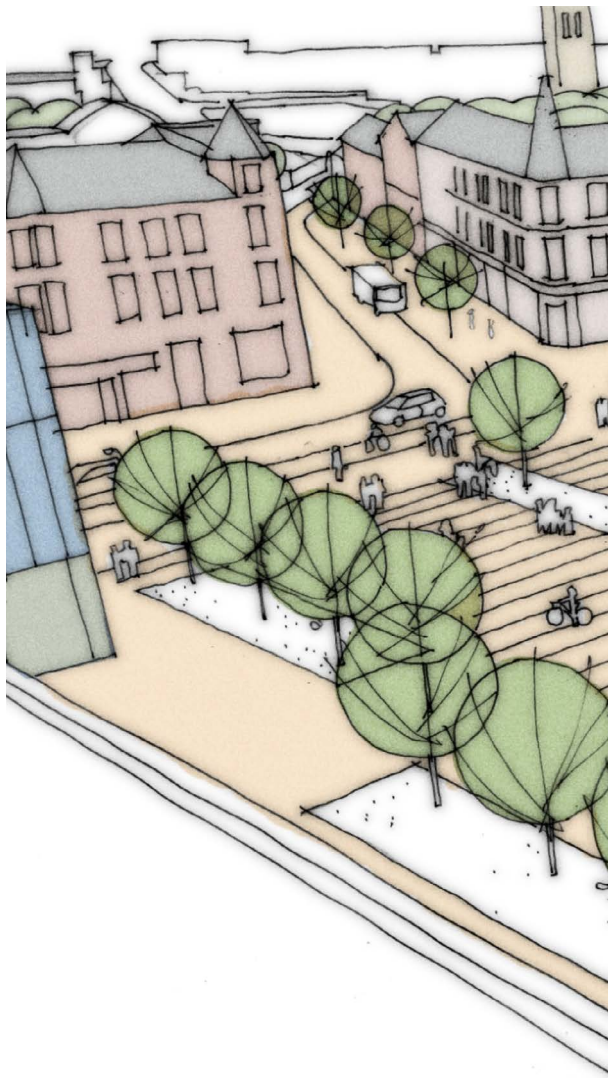
The majority of the housing stock within the town centre boundary is privately owned and consists of flats above shops and businesses. This housing stock is in most cases over a hundred years old and in need of modernisation to improve thermal efficiency and reduce energy costs. The Council is looking into the creation of a financial fund to assist private owners with the costs of refurbishing their properties towards zero carbon and to respond to the Scottish Governments desire to reduce reliance on fossil fuels such as gas central heating by 2030.

The Council's main function is to ensure its own housing stock is in good condition and fit for modern needs. The Council has very little housing stock within the town centre, with the exception of the flats within XXXXXX Tower on Brandon Parade South. While the Council has made a commitment to replace its high rise towers, the location of XXXXX tower literally on top of the retail units on Brandon Parade South means that its demolition will be complex and require agreement with the owners of the town centre. If agreements can be reached the Council would decant and rehouse tenants and then demolish and develop modern energy efficient quality residential accommodation in the form of flats above retail units as part of a joint venture with the owners of the town centre.

The Vision for Motherwell advocates the gradual replacement of the existing single use town centre (Brandon Parade North and South) with a mixed use new build development with residential flats above a retail/leisure/hospitality podium. However, this can only happen through agreement with the current owner of the town centre and existing traders. The Council and the owners of the centre are in active discussions over the future development of the centre and how it can be moved towards a more mixed use offer..



# Town Centre Living



## Refurbishment

It is hoped that private owner occupiers and landlords in the older parts of the town centre will recognize the benefits of the refurbishment of existing properties as both an environmental and financial benefit over the long term.

Improving the thermal efficiency of existing properties is in most cases easier than demolition and new build where ownerships are complex. It can be argued that refurbishment as opposed to demolition and new build is more sustainable in terms of the carbon footprint but more importantly it retains the character of the townscape as it preserves the urban grain of the streetscape and gives a unique sense of place to each town centre.

The Council has identified a number of existing properties within Motherwell Town Centre that are in need of refurbishment due to long term vacancy, fire damage or neglect. Where the building design contributes to the townscape we will endeavour to retain and refurbish the building towards a mixed use, with retail on the ground floor and residential uses on the upper floors (within the retail core area) and exclusively residential outwith the core retail areas.

As stated on the previous page we would hope that the private sector will take the lead in reinvesting in its own stock, however, we are investigating the possibility of establishing a financial fund to assist landlords and owner occupiers to refurbish their properties to modern standards of thermal efficiency.

## Heritage Refurbishment

The communities perception of place within Motherwell Town centre is informed by the quality of the public realm and key heritage buildings. Motherwell town centre has a number of heritage properties which are functionally obsolete but of good quality and whose external appearance contributes to the character and history of Motherwell.

Key buildings include the Old Town Hall on Hamilton Road, The Masonic Hall on Hope Street and the YMCA on Brandon Street all of which are seeking a new purpose and function. These buildings make a significant contribution to the townscape and it could be argued Motherwell as a place would be poorer if they could not be repurposed and subsequently fall into disrepair leading to demolition. Where the Council do not own heritage buildings we will support the owners in their endeavours to secure a future for these buildings by assisting in sourcing external grants and publicising the opportunities they represent through the Town Action Plan.

We would encourage the owners of listed buildings who are considering the future of their building(s) to approach the Council to discuss ways in which the properties can contribute to the vision of a mixed use town centre.

The Council has recent experience in working with external organisations such as Historic Environment Scotland and RSL Partners to refurbish buildings towards a viable future use e.g. The former Carnegie Library Academy Street, Coatbridge.





# Movement & Active Travel

## Prioritising Sustainable Transport

### Walking and wheeling



### Cycling



### Public Transport



### Taxis & Shared transport



### Private Car



## Public Transport

Town centres are hubs for public transport with Wishaw having a strong rail network and bus service level. Developing the points of interchange, making public transport more accessible (SMART ticketing) and more appealing (upgraded stations/bus halts) and environmentally responsive (ULEV buses or hydrogen) are all in the pipeline. Free bus travel for those aged under 22, plus schemes for older disabled users will extend access. Post Covid a new revised normal will emerge within which public transport has a key role..

While a national conversation about the shape of future public transport is required, particularly in terms of cost, ticketing, coverage and responsiveness the council will work with partners to identify local gaps and how they can be filled to ensure the community has access to the town centre and its regional and inter city transport links throughout the day.

The council will work with Scotrail to investigate the potential for the rail station to be developed as a transport interchange with improved bus access, car parking capacity and access for taxis.

## Road Network

The existing road network is sufficient for the projected traffic flows generated by the proposed developments in Wishaw over the next ten years. There are no plans for major new road building projects. Year on year the council will continue to maintain the existing road network to ensure efficiency of travel, road safety and public safety.

## Active Travel

Active travel (walking and cycling including e-bikes) represents a major growth area with a wide range of new technologies that are putting pressure on our limited infrastructure and an absence of a network of cycleways. Active travel has many environmental benefits as well as improved health and wellbeing and is a core part of rebalancing the transport modes within the town.

The town centre as the focus for activity needs to be connected to its surrounding area with key active travel routes between the town centre north west to Wishaw General Hospital and Ravenscraig and south east to the potential Town Hub site on Alexander Street via the rail station are seen as a priority. See the 'North Lanarkshire Active Travel Strategy 2021-2023' for more information.

## Changing Transport Needs

The Scottish Governments requirement to phase out the need for petrol and diesel vehicles by 2032 will impact on our centres, EV charging and fast charging points will become part of the urban fabric. All buildings need to be prepared for EV charging with a target of 25% of all parking spaces having access to EV charging. The council in addition to requiring all new building to meet the 25% requirement will also consider the retrofitting of existing public car parks in town centres and at major public facilities to promote the switch to electric vehicles.

# Movement & Active Travel

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Motherwell rail station is one of the three busiest passenger train stations in Scotland. The council has worked with Scotrail and Strathclyde Passenger Transport to develop an improved transport interchange over the last two years to improve transitions between rail and bus and private taxis to promote a switch from private car travel to public transport as part of our commitment to a low carbon future. The new facility is intended to be completed in 2024.

Securing net zero and developing a carbon neutral economy will require the need to travel to be reduced. Radical solutions are required based on reduced car travel and road space, the development of stronger active travel infrastructure and piloting new initiatives around 20-minute neighbourhoods will need to be a priority

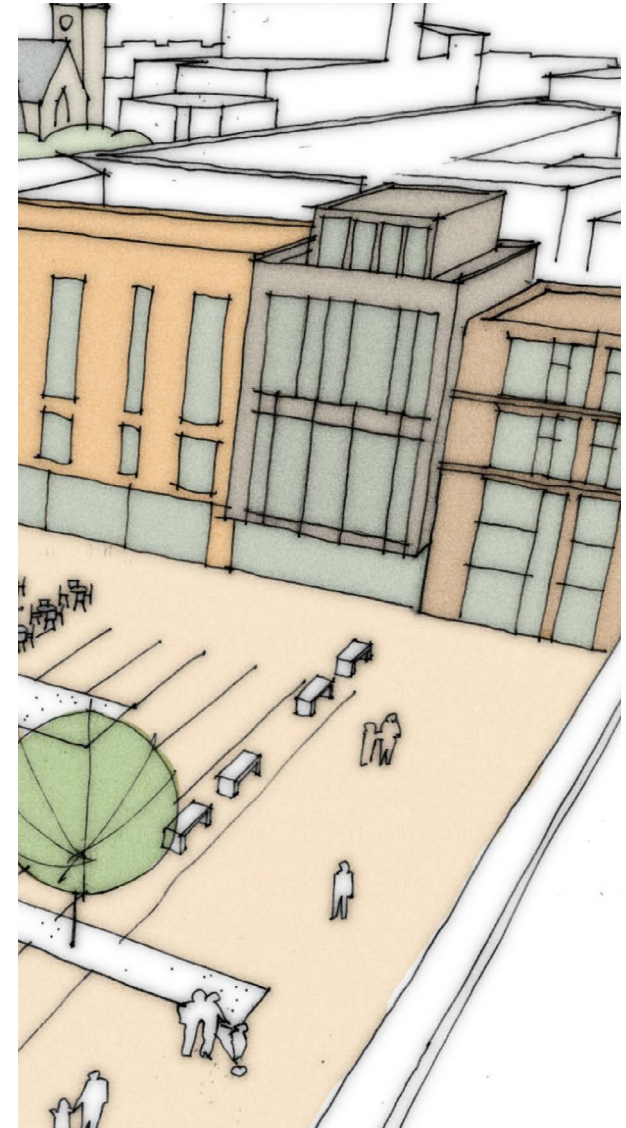
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# Built Heritage & Place



# Built Heritage & Place



## Built Heritage

North Lanarkshire's towns have character. Distinctive in form and heritage, the town centres are a reminder of a positive and defining economic past (coal, iron, steel, mills, quarrying) with many notable buildings. The vision for Motherwell seeks to build on the distinctive character and quality of place using this legacy to reinforce urban form and repurpose heritage buildings with new uses, creating new civic facilities, residential homes and mixed use premises.

Motherwell like many towns have suffered from the loss of key buildings and there is a need to consolidate town centres with quality new builds to strengthen urban form to ensure space, streets and gateways are well defined elements of urban centres.

There are a number of heritage buildings, the YMCA, the Old Town Hall and the Masonic Hall that are going through a process of change towards new long term sustainable uses. The Council intends to repurpose these buildings for residential use to give their future and presence within the streetscape as part of the towns history.

The Council will endeavour to assist the owners of these buildings to identify external funding and partnerships to secure them for the future.



## Place

When we speak of place we are talking about the character and quality of the townscape which is a key asset of our towns and comprises all publicly accessible space (streets, squares, greenspace) for people to come together and engage as a community. Many factors contribute to successful public space including accessibility, sense of welcome, safety, comfort, usability, and sociability. Connections and the network of streets, wynds and closes are valuable and contribute to a sense of place.

We are seeking to promote a more inclusive place with extended town centre activity, longer dwell time and increased footfall. Public use and increased activity supports civic presence and improved security. Actively used, thriving public space is both safer, and more welcoming than empty space.

The Council have opened discussions with the owners of the town centre to deliver a new central civic space off Brandon Parade South which will provide a gathering place for public events and a hub for an improved night time leisure and hospitality offering. .





# Transition to Net Zero

## Greenhouse Emissions

Town Centres have a key role in supporting a sustainable future and contributing to the essential adaptation necessary to address climate change and our commitment to net zero. Place shaping can help contribute to climate change targets by using the planning system to promote viable decentralized energy (district networks); repurposing of buildings; developing 20-minute neighbourhoods, reducing the need to travel, promoting transfer by sustainable modes; supporting flood mitigation and waste minimization, and encouraging community led initiatives.

Carbon emissions for urban residents typically split to 33% property, 33% employment and 33% transport related with energy consumption associated with property and transport the most readily addressed through a range of partnership programmes. Key measures within the vision for urban settlement include:

- Property upgrading, retrofit, re-purposing
- Promote Active Travel Infrastructure
- Lifestyle changes, flexible working
- Disincentivise car based uses
- Green construction specifications
- Extend EV Charging infrastructure
- Plant trees, support biodiversity
- Extend waste management and recycling
- Plan for compact urban centres

## Carbon Reduction

The carbon cost of demolishing existing buildings and then developing new buildings is in most cases higher than the carbon cost of refurbishment and adaption of buildings to new uses. The council will encourage owners of buildings to consider the carbon cost of development and advocate the adaption of buildings to make them more energy efficient. This both reduces our collective carbon footprint and retains the heritage and character of the town. Buildings in scope for such an approach to redevelopment include the former YMCA and the Old Town Hall.

## Green Blue Infrastructure

Planning needs to support local measures to minimize the impact of intense rainfall events and to mitigate flood risk while also designing-in flood resilient places. Area wide measures may include green corridors for storm water flows linked to new habitat management measures. The Council is working with Scottish Water to develop a pilot study into ways to manage surface water infrastructure so that additional pressures are not placed upon the existing combined sewer network.

## EV Charging Infrastructure

State the Building Standards guidance for new buildings and NLC proposals for retrofitting public car parks, facilities and housing.

## Community Growing Space

The value of allotments in urban areas delivers a range of social and environmental benefits with their value widely recognized. Allotments allow local communities to participate in a common interest with place, civic and environmental benefits (biodiversity, green network, habitats). Community greenspace incorporating orchards, community gardens and wildlife corridors all add to the greenspace network and support biodiversity. The Council will encourage communities and groups to come forward with proposal that can be considered through the community asset transfer programme.



# Town & Community Hubs

Under this ambition there are a significant number of schools in scope for replacement. So that they can be sustainable, we need to reduce the number of building assets across North Lanarkshire, working with communities and partners. So our town and community hubs will in some places, be merged, co-located or combined and integrated with other community and partnership assets. For example, there may be a 2-18 years campus, where early learning, primary and secondary education is delivered alongside other council and community services.

**Hubs will have a form and facilities based on the need of the local community.**  
**Zones which could be included are numerous and could be some or all of the following:**



To design this model, we will use six guiding principles:

- **Inclusive, universal provision:** a hub must serve the whole community and offer universal provision of services as a default.
- **Sense of community ownership:** central to the model is learning and teaching, but the hub must be an asset for the whole community.
- **Maximum availability and usage:** hubs will operate from early in the morning until late in the evening. They must be multi-functional and must be able to be used throughout the day.
- **Designed with the community:** options for design should be shared as early as possible in the process so that people in communities have ownership.
- **Tailored, bespoke, representative:** each hub will be unique to ensure it meets specific community needs.
- **Maximise services on offer:** services available within the hub should complement rather than compete with services already serving the same community.

## Motherwell Town Hub

Following a consultation the general public chose Ravenscraig as the preferred site for the development of the Town Hub for Motherwell. This site was selected as it has sufficient land to accommodate the footprint of the Town Hub campus and is easily accessible. An active travel route will be developed to link the Town Hub to the town centre.

The Council is currently seeking to secure the funding to proceed with the design development of the Town Hub, the purchase of the site from Ravenscraig Ltd. and the associated statutory public consultation around education provision. No decision has been taken as to which schools will be incorporated into the town hub campus.



## Community Hubs

Community Hub's will be designed to be open and accessible to the whole community, with predominately school access during the day and the wider community able to access many areas within the hub outwith school hours.

The design of the recent Newmains community Hub is seen as an exemplar for the development of future Community Hubs in terms of its energy efficiency, accessibility, quality of internal and external learning environments and play facilities.

The Council will continue to review the physical condition of its education estate to ensure they continue to meet the needs of the wider community.



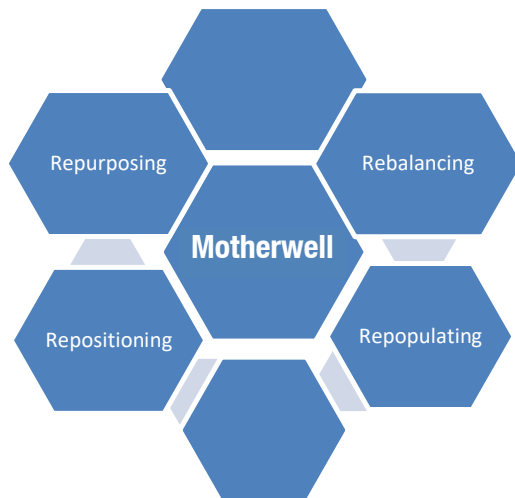


# A High Street for Everyone

## A People Centred Approach

Our high streets offer a rich and authentic environment that for generations has been the back-drop to the ceremonies and memorable events of our community. Furthermore, the health of our town centre reflects the health of our wider community or society. An energised town centre that is open to all and where there is alignment, engagement and transparency on decision making will combat isolation, create opportunity and enrich all our lives.

It is critical that we achieve a perception shift in our communities and stakeholders and reposition the public's view of the High Street; at the core of the Vision for Motherwell is to reconnect us all to our town centre. We are seeking to develop a better High Street where the requirements of all, regardless of age, ability or wealth are accommodated



# Wider Town Proposals

## Housing

The Council is seeking to develop additional housing for rent at the following locations:

- Old Town Hall, Hamilton Road, 20 units, flatted development through refurbishment of building, mix of 1 and 2 bed properties.
- YMCA, Brandon Street, 48 units, flatted development, refurbishment of listed building and three new build blocks, mix of 1,2 and 3 bed properties.
- Ravenscliff Road, Ravenscraig, 24 units, terraced houses and cottage flats, mix of 2 and 4 bed properties.
- Torrance Park (Phase 1), 6 units, terraced houses.

The wider Motherwell area has land supply with a capacity for the development of 4945 private sector houses over the next ten years

The Towers Reprovisioning Programme is seeking to demolish high rise towers and block properties and replace with quality low rise flatted, terraced and semi detached housing to meet the needs of the local community.

## Employment

The wider Airdrie area has 152 Ha of industrial and business land to be developed to generate local jobs.

## Education

In addition to the Town Hub mentioned earlier other schools in scope for redevelopment include all schools built before 1996.

## Public Transport

The Council has invested a significant sum in improving Motherwell rail station into a modern transport interchange with works due to complete in 2023. While a national conversation about the shape of future public transport is required, particularly in terms of cost, ticketing, coverage and responsiveness the council will work with partners to identify local gaps and how they can be filled to ensure the community has access to the town centre and its regional and inter city transport links throughout the day.

## Green Network

The area has significant green infrastructure in the form of Strathclyde Country Park, the Calder Valley, Barronshaugh Nature Reserve and Ravenscraig woods. The Council will ensure that communities are connected to these assets through safe active travel routes to promote health and wellbeing.



# MOTHERWELL



## Council new supply programme - new build sites

Location	Units	Status	Completion date
Ravenscraig (David Wilson Homes)	18	Completed (off the shelf)	2010/11
Glencairn Tower site	25	Completed	2016/17
Former New Stevenston PS	15	Completed	2018/19
Cleekhimmin, Ravenscraig (Barratt)	10	Completed (off the shelf)	2019/20
Calder PS	30	Completed	2019/20
Mabel Street	20	Planning application approved	
Coursington	60	Re-provisioning site	
Ravenscraig (former BRE site)	24	Design development underway	



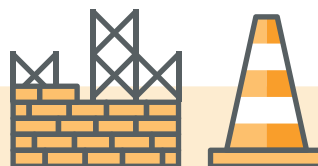
## Towers programme

Works / Name	Status	Completion date
<b>Fire risk assessments</b> - Brandon Court, Anderson Tower, Oakfield Tower, Airbles Tower, Albion Tower, Whamond Tower, Barons Tower, Dalziel Tower, Grange Tower, Merryton Tower, Muirhouse Tower, Netherwood Tower, Shields Tower, Burnside Tower, Doonside Tower, Glassford Tower, Lodge Tower, Glen Tower, Woodside Tower, Elvan Tower, Allan Tower, Draffen Tower, Coursington Tower, Avon Tower, Calder Tower, Clyde Tower	Completed	2019
<b>Fire doors and fire stopping</b> - Whamond Tower, Airbles Tower, Anderson Tower (Asbestos), Albion Tower, Oakfield Tower (Asbestos removal), Anderson Tower, Barons Tower, Netherwood Tower, Merryton Tower, Grange Tower, Dalziel Tower, Shields Tower, Muirhouse Tower, Clyde Tower, Doonside Tower, Lodge Tower	Completed	2019
<b>Fire doors and fire stopping</b> - Oakfield Tower, Glen Tower	Completed	2020
<b>Fire doors and fire stopping</b> - Glassford Tower, Burnside Tower, Elvan Tower, Avon Tower, Calder Tower, Allan Tower, Coursington Tower, Draffen Tower, Woodside Tower, Brandon Court	Completed	2021

## Towers programme

Works / Name	Status	Completion date
<b>Emergency lighting</b> - Whamond Tower, Lodge Tower, Burnside Tower, Airbles Tower, Doonside Tower, Anderson Tower, Oakfield Tower, Brandon Court, Glassford Tower, Elvan Tower, Avon Tower, Clyde Tower, Albion Tower, Calder Tower, Netherwood Tower, Merryton Tower, Grange Tower, Woodside Tower, Allershaw Tower, Muirhouse Tower, Burnside Court, Allan Tower, Coursington Tower, Draffen Tower, Glen Tower, Calder Court	Completed	2019
<b>Emergency lighting</b> - Barons Tower	Completed	2020
<b>Emergency lighting</b> - Dalziel Tower	Completed	2020
<b>Smoke detectors (installed alongside fire doors)</b> - Grange Tower, Dalziel Tower, Shields Tower, Muirhouse Tower, Clyde Tower, Doonside Tower, Lodge Tower, Glen Tower	Completed	2019/20
<b>Smoke detectors (installed alongside fire doors)</b> - Glassford Tower, Burnside Tower, Woodside Tower, Elvan Tower, Avon Tower, Calder Tower, Allan Tower, Coursington Tower, Draffen Tower, Brandon Court	Completed	2021
<b>Smoke detectors (retrospective)</b> - Whamond, Merryton Tower, Airbles, Albion	On site	2021
<b>Smoke detectors (retrospective)</b> - Netherwood, Barons, Anderson, Oakfield	On site	2021
<b>Sprinkler installations</b> - Burnside Tower, Lodge Tower, Doonside Tower	On site	2022
<b>Demolition</b> - Allan Tower, Draffen Tower, Coursington Tower	Works still to commence	2022/24
<b>Lift replacement (phase 1)</b> - Grange Tower, Merryton Tower, Dalziel Tower, Shields Tower	On site	2021/22
<b>Lift replacement (phase 2)</b> - Barons Tower, Lodge Tower	Works scheduled to commence 2021/22	2022/23
<b>Lift replacement (phase 3)</b> - Burnside Tower, Doonside Tower, Glassford Tower	Planning and development stage	

# MOTHERWELL (cont.)



## Town centre / edge of town projects

Development	Objective	Completion date
<b>Other town centre projects</b>		
Library	Essential works to repair the external fabric of this historic listed town centre building.	2020
Train Station - Park and Ride	Improvements to park and ride facilities, funded through Strathclyde Partnership for Transport and Scottish Government, to support improvements to Motherwell Train Station. These works will also include the development of an active travel link between the station and Strathclyde Country Park as part of the establishment of a wider network of routes between Strathclyde Country Park and Wishaw (via Ravenscraig).	2020
Train Station and Forecourt	Improvements to Motherwell Train Station and forecourt as part of a package of partnership investment being made in this new town centre transport hub by Abellio, Transport Scotland, Strathclyde Partnership for Transport and North Lanarkshire Council.	2021
Train Station - Muir Street upgrade	New access improvements to Motherwell Station, funded through City Deal, including a dedicated taxi rank and new access via the rear of buildings on Muir Street.	2021
Windmillhill Street	The acquisition of above retail commercial space to allow for future conversion to 4 flats.	2022
YMCA / Brandon Street	The acquisition of the vacant/derelict YMCA building in Motherwell to support conversion for residential use (9 units) along with new build on the adjacent vacant site at 303 Brandon Street (with wider regeneration proposals having capacity to support the future development of 40 new town centre homes).	2024
Old Town Hall	The acquisition of the former town hall for the future conversion of this property (at a key gateway to the town centre) for residential development (in turn providing 20 new town centre homes).	2024
Draffen Street - Commercial units	The acquisition and future demolition of small commercial units on Draffen Street (Motherwell) to support the re-provisioning programme for Coursington, Allan and Draffen Towers.	2020
Braidhurst Industrial Estate	Refurbishment of existing NLP industrial units along with new build industrial units on vacant and derelict land and environmental improvements throughout the estate for new and existing users.	2023
Café refresh	Refurbishment of vacant shop units on Muir Street to provide lettable business space in the town centre.	2022
Muir Street / Merry Street	Feasibility study examining potential acquisition of 1st and 2nd floor vacant properties in Muir Street and Merry Street and conversion to residential accommodation in key location within town centre. Potential for 12 new residential units.	
Active Travel	Feasibility study supporting wider active travel route/cycling and wheeled sports provision between Motherwell and Wishaw.	2022

## Schools - year built



School	Status	Completion date
New Stevenston Primary School	Primary	2006
St Patrick's Primary School	Primary	2006
Cathedral Primary School	Primary	2011
Ravenscraig Community Hub	Pre-design stage	2026



## Greenspace

Greenspace		Investment work 2014-21
Strathclyde	Country Park	Finish tower upgrade, rowing course upgrade, water quality interventions. Path widening works and outdoor activities shelter.
Dalzell Estate	Key greenspace site	Historic features restoration. Path improvement works.
Riccard Johnston	Key greenspace site	Access improvements, woodland management.
Ravenscraig Civic Greenspace and Community Park	Key greenspace site	Creation of a new civic greenspace and park (approx 7 hectares), adjacent to the Regional Sports Facility. This will provide a civic green space and public park incorporating pathways, lighting and benches, play facilities and informal and formal sports provision with associated lighting and connections to a wider active travel green network. Due for completion 2020.



# Programme of Actions

Site/Address	Activity/Developer	Proposal	Timescale
Economic Prosperity & Stability			
Core Retail Area	Financial Grant Fund/NLC, Scot Gov't & Others	Investigate the establishment of a financial fund to enable the redevelopment of vacant retail/commercial spaces to a modern specification	SHORT
Town Centre Living			
YMCA Brandon Street	Partial Demolition & Refurbishment /NLC	Development of 48 residential flats through refurbishment of the listed YMCA building and new build on the site of the former school.	SHORT
Old Town Hall, Hamilton Road	Partial Demolition & Refurbishment /NLC/Clyde valley Housing Association	Partial demolition and refurbishment of the listed building to create xx flats.	SHORT
Masonic Hall, Hope Street	Refurbishment/NLC	Refurbishment of the existing building to accommodate flatted accomodation.	MEDIUM
Movement & Active Travel			
Town Centre to Strathclyde Country Park via Transport Interchange	Active Travel Route/NLC	Develop an active travel route	SHORT
Town Centre to Town Hub site at Ravenscraig	Active Travel Route/NLC	Develop an active travel route	MEDIUM
Heritage & Place			
Brandon Parade South	New Civic Space/	Develop a new civic space within Brandon Parade South in partnership with the owners of the town centre	MEDIUM
Transition to Net Zero			
Town Centre wide	Financial Grant Fund/NLC, Scot Gov't & Others	Develop a grant for owner occupiers to improve the energy efficiency of their homes and to transition away from carbon fueled heating systems	MEDIUM
Town & Community Hubs			
Ravenscraig	Town Hub/NLC	Secure funding for the design development and delivery of a Town Hub campus on the Ravenscraig site.	MEDIUM

# Strategic Alignment

The Town Action Plan for Motherwell is aligned with The Plan for North Lanarkshire and other key strategies, policies and plans.

Together this strategic policy framework ensures that work is aligned with our priorities and enables the required resources and working practices needed to facilitate delivery of the shared ambition.

As a high-level investment framework, the Economic Regeneration Delivery Plan will be aligned with our composite capital programme and will be refreshed at the end of the current programme in 2022/23.

This Action Plan supports delivery of the Economic Regeneration Delivery Plan. It will be monitored and updated annually. Future updates can be found at

[www.northlanarkshire.gov.uk/ERDP](http://www.northlanarkshire.gov.uk/ERDP)







# HAVE YOUR SAY

The public response to this draft Town Action Plan is very important, we are seeking public support and buy in to the proposals. More importantly we want to promote discussion and debate to identify further actions which will deliver the town centre that the community want and deserve.

## CONTACT

We want your views on our plans for the economic regeneration of North Lanarkshire.

You can provide written feedback by email to [growthteam@northlan.gov.uk](mailto:growthteam@northlan.gov.uk) or by post to:  
North Lanarkshire Council Growth Team,  
Civic Centre, Motherwell, ML1 1AB

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Produced by

**NORTH LANARKSHIRE COUNCIL**

Growth Team

Place

Civic Centre

Motherwell

ML1 4AB

**e.** [growthteam@northlan.gov.uk](mailto:growthteam@northlan.gov.uk)

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