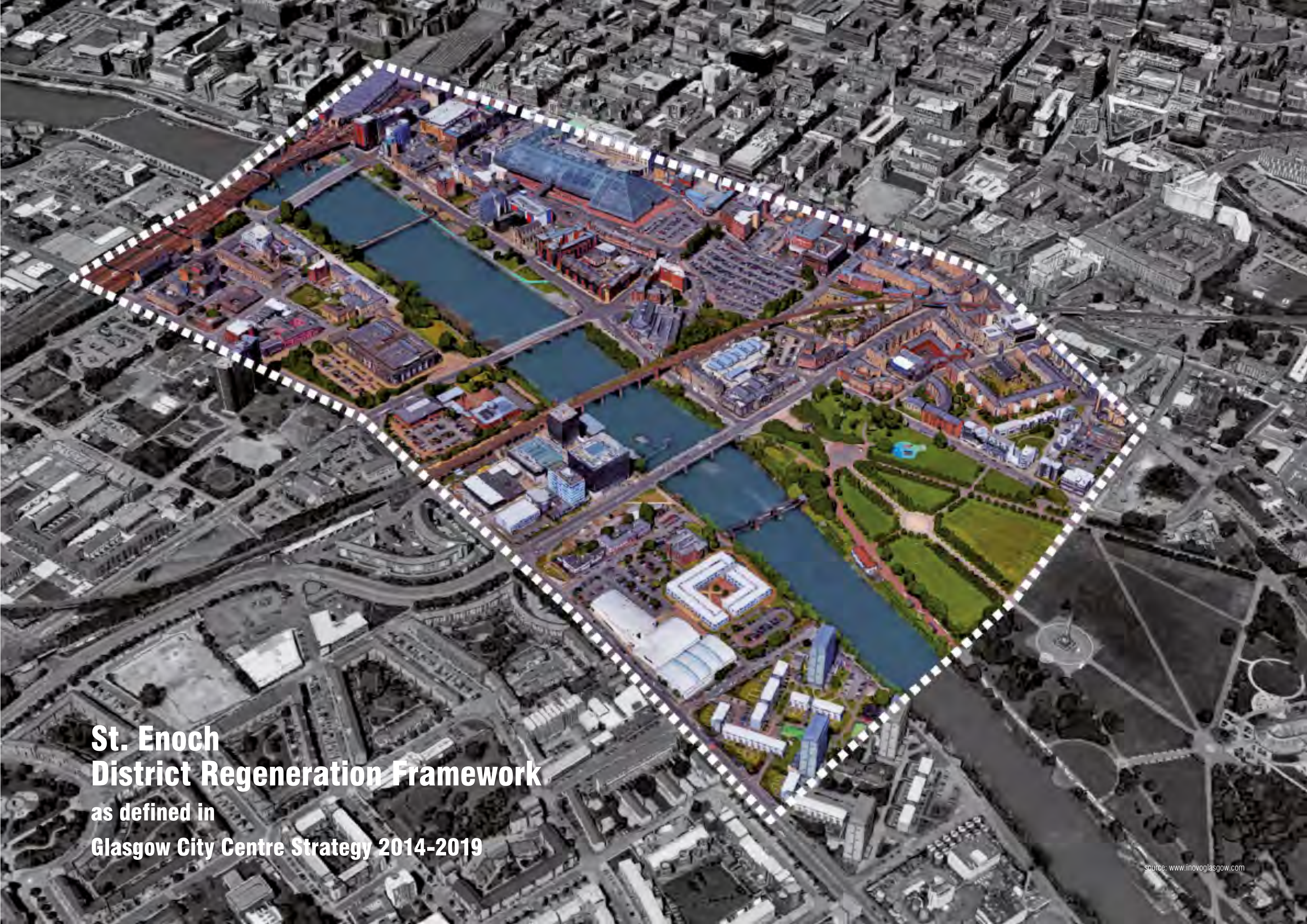


(Y)OUR ST ENOCH

**Glasgow City Centre District Regeneration Frameworks
St Enoch District - Final Draft Report
May 2019**

MVRDV
Austin-Smith:Lord



**St. Enoch
District Regeneration Framework**
as defined in
Glasgow City Centre Strategy 2014-2019

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Introduction

“Glasgow made the Clyde and the Clyde made Glasgow”

The relationship between Glasgow and its river has defined the city for centuries. The fortunes of the city have often been inextricably linked to the Clyde, yet contemporary Glasgow physically and metaphorically feels like it still largely turns its back on its river.

The area covered in this St. Enoch District Regeneration Framework (DRF) is one of the oldest parts of the city, though its medieval origins are barely detectable in much of the contemporary cityscape. Having been founded by St Mungo in 6th century as a place of worship Glasgow emerged as a medieval centre of learning and commerce which flourished following the Enlightenment and throughout the Industrial age.

Located on the Clyde it was focused on the High Street; from the Cathedral precinct at Townhead to the river crossing at the Briggait. Whilst Glasgow has subsequently expanded massively in all directions, and the city centre's focus has drifted west and north from St Enoch, as one of the oldest parts it still reveals the multi-layered history of this great city. The rich historic legacy is evident in the Tolbooth and steeples within the historic Merchant City, the expanse of Glasgow Green, and the neo-Classical grandeur of Carlton Place and the High Court.

Glasgow is a city of perpetual change. The transition from hyper-intense Industrial Glasgow to the post-industrial era has left a significant imprint on this area. The Victorian railways feeding St Enoch Station and the dense tenement blocks of the Gorbals became gap sites as the Beeching's Cuts and slum clearances of the 1960s and 1970s created challenging gap sites.

This District Regeneration Framework outlines a vision, projects and an action plan to redefine the St. Enoch district of Glasgow in the next ten years. It includes neighbourhoods on both banks of the River Clyde beyond the area many would define as 'St. Enoch'.

The river is deliberately central to the area covered by this District Regeneration Framework. It

considers the northern edge of the Gorbals (Laurieston and Hutchesontown), St Enoch, Custom House Quay and the Briggait, the southern fringes of the Merchant City, Glasgow Cross / Saltmarket and Glasgow Green. It is a very diverse collection of urban neighbourhoods and districts; each with its own distinctiveness.

This part of the city centre is crucial. This is where the eastern portion of the city centre meets the river. It acts as a gateway to the city centre; providing a first impression of central Glasgow as approached on the M74 motorway and West Coast Mainline railway and from the city's regenerating East End.

It is an area in transition with regionally important civic institutions and leisure / retail destinations; central Glasgow's largest urban park; new investment at the City of Glasgow campus; renowned New Gorbals regeneration being extended to Laurieston and City Deal funding to deliver enhancements to principal streets, the quaysides and infrastructure.

Preparing this Framework has been a collaborative, collective effort involving the many people with a stake and interest in Glasgow city centre and St. Enoch. For this reason this project is underscored by this collective effort, expertise and energy.... **(Y)our City Centre, (Y)our St. Enoch**

Given the increasingly constrained nature of the public sector it is the continuation of the collaborative spirit in which the framework was prepared which will help to create the private, public partnerships required to deliver change.

This city's motto is "Let Glasgow Flourish". If Glasgow is to flourish in the 21st century the city centre will have to be at the vanguard of wider regeneration, with St. Enoch a key catalyst in redefining (Y)our City Centre in future.

The Assignment

The City Centre Strategy and Action Plan 2014-19 sets out a vision and objectives for central Glasgow and defines nine city centre Districts; one of which is St. Enoch. A Regeneration Framework is to be prepared for each District.

The pilot Framework was prepared for Sauchiehall + Garnethill and was completed and published in 2016. The next four Districts are: Broomielaw, St. Enoch, Central and Blythswood. The last four District Regeneration Frameworks will be for the Merchant City, Learning Quarter, Townhead and Cowcaddens.

Each District Regeneration Framework will guide physical, social and economic regeneration and is intended to become the Local Development Frameworks as defined in the City Development Plan (2017).

(Y)our Ideas

This District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared by Glaswegians and visitors to the city. Engagement and consultation has been conducted on-street, online, in public exhibitions, design workshops and via social media.

Participants have included residents, businesses, land and building owners / occupiers, developers and investors, local and national agencies, Council departments, elected members, charities, voluntary organisations and tourists.

(Y)our Ideas have informed and shaped the recommendations and projects emerging through this (Y)our St. Enoch District Regeneration Framework.



(Y)our St. Enoch District Boundaries

The boundaries for the (Y)our St Enoch District Regeneration Framework are defined in the Glasgow City Centre Strategy and Action Plan 2014-19. The Framework encompasses north and south banks of the River Clyde, which runs east to west through the heart of the study area, from Glasgow Green to Glasgow Central Station. The Framework area includes parts of the city centre and surrounding neighbourhoods beyond what would be commonly referred to as St Enoch. On the north bank the Framework area includes part of the Merchant City, Custom House Quay, St Andrews in the Square, part of Glasgow Green. On the south bank, Carlton Place and the Gorbals (the northern fringe of Laurieston and the northwest corner of Hutchesontown).

The northern Framework boundary runs parallel with the River Clyde and is defined by London Road to Glasgow Cross, along Argyle Street, to the western edge of Glasgow Central. The western boundary is defined by Oswald Street north of the Clyde, across the River Clyde via the King George V bridge to Commerce Street between the River Clyde and Nelson Street. The southern boundary is defined from Commerce Street by Norfolk St. and Ballater St. which run through areas of significant regeneration, the Gorbals; Laurieston and Hutchesontown, past the Gorbals Health Centre to the Waddell Court residential tower blocks. The eastern boundary is defined from Ballater St. through the Adelphi Court, across the River Clyde to Glasgow Green along the path, east of the boathouse, to Charlotte St where it meets London Road.

The full extent of this Framework area is 81.2 hectares, of which 12.9 is the River Clyde.



Purpose and structure of this Report

PURPOSE OF THIS REPORT

The principal purpose of this District Regeneration Framework (DRF) is to guide forthcoming physical, social and economic regeneration and development in the area of the city centre designated by the City Centre Strategy 2014-19 as the St Enoch district.

The City Centre Strategy states that each DRF will contribute to Supplementary Planning Guidance.

The City Development Plan (2017) confirms that Local Development Frameworks (LDF) will be produced for each of the 9 districts identified in the City Centre Strategy, and that a Strategic Development Framework (SDF) will be prepared covering the entire city centre and all 9 districts.

It is therefore intended that this DRF will contribute to the planning policy for this District of Glasgow's city centre. It is anticipated that the Planning Policy chapter and other planning related elements of each DRF should be incorporated as Supplementary Guidance within an SDF or LDF, subject to it being consistent with the City Development Plan and planning authority approval. Once approved, the St Enoch DRF can be considered a material consideration in planning matters affecting the St Enoch DRF area.

This DRF should be read in conjunction with the City Development Plan (2017) and the City Centre Strategy 2014-19 and their respective successor documents. It should also be read in conjunction with the City Centre Strategic Development Framework which is to be prepared in line with guidance set out in the City Development Plan (2017).



STRUCTURE OF THIS REPORT

This DRF considers the role the St Enoch District has to play in the wider renewal of Glasgow city centre. The regeneration of Glasgow city centre and the River Clyde corridor should be considered national priority projects and the St Enoch DRF area has a pivotal role in both. The Framework assesses the significant challenges and opportunities that will continue to define Glasgow city centre's environmental, spatial, economic and social performance. It confirms overarching objectives that must be met if Glasgow is to compete as a leading European city, and reinforces the importance of the city centre as the engine for the city region's economic, cultural, civic and environmental health. It outlines fundamental principles to ensure Glasgow has a sustainable, resilient and vibrant city centre that is remarkable, attractive and convivial.

In support of these principles and to help deliver the overarching objectives for (Y)our City Centre this Report sets out a **Framework of Projects** within the St Enoch district and an associated **Action Plan** to help prioritise implementation. It also outlines additional planning policy specific to the St Enoch district.

The (Y)our St. Enoch Projects are outlined within six themes;

- (Y)our River Park
- (Y)our Great Streets and Spaces
- (Y)our Updated Mobility
- (Y)our Great Buildings
- (Y)our Vibrant St Enoch
- Transforming (Y)our St Enoch

Each project is described and cross referred to the objectives that it aligns with. The Action Plan suggests priorities, project leadership and inputs, early actions and sequence of tasks towards implementing each project co-ordinated within the overall DRF. This Action Plan is therefore the principal point of reference in monitoring and co-ordinating delivery of the (Y)our St Enoch District Regeneration Framework.

It is incumbent on project delivery lead and partners to undertake project risk assessments at the commencement and during the implementation of each project, in view of circumstances at that time.

Policy Context



Glasgow City Development Plan 2017

The City Development Plan was adopted in March 2017 and is the new statutory Local Development Plan for Glasgow, comprising two overarching policies (the Placemaking Principle and Sustainable Spatial Strategy) and ten policies supported by supplementary guidance.

This St. Enoch DRF promotes design excellence and low-carbon place-making to deliver a mixed use city centre district characterised by a diverse economy and community, in a high density walkable neighbourhood with excellent public transport and great public spaces.

It is therefore aligned with the CDP Key Aims and Strategic Outcomes to create;

- a healthy, high quality place
- a compact city form that supports sustainable development
- a vibrant place with a growing economy
- a thriving and sustainable place to live and work
- a connected place to move around and do business in
- a green place which is resilient, accessible and attractive

The aim of the Placemaking Principle policy CDP 1 is to “improve the quality of development taking place in Glasgow by promoting a design-led approach.” This policy also supports city centre living in this location, outlining planning requirements which can align with the St. Enoch DRF objectives.



Glasgow City Region: City Deal

Glasgow City Council and seven neighbouring local authorities in the city region and Clyde Valley have secured one of the UK’s largest City Deals.

The Glasgow City Region City Deal will fund major infrastructure projects; create thousands of new jobs and assist thousands of unemployed people back to work; improve public transport and connectivity; drive business innovation and growth and generate billions of pounds of private sector investment.

The City Deal will support the local area to achieve its shared long-term vision for the local economy through four key areas of focus:

- Improved infrastructure
- Growth in Life Sciences
- Supporting Business Innovation
- Tackling unemployment

There is a £1.13 billion fund to support the delivery of improved infrastructure including an improved transport network across Glasgow and the Clyde Valley, key development and regeneration sites and improved public transport. There are two aspects that are of specific relevance to St. Enoch;

City Centre Enabling Infrastructure Integrated Public Realm Programme – the ‘Avenues’ project

£115m fund for a programme of improvement works which will upgrade and enhance the look and feel of Glasgow city centre by delivering a network of avenues and public realm investment, which will support the city centre economy and help increase footfall.

Waterfront and West End Innovation Quarter

The investment in this part of the City Deal project (£114m) will increase economic growth by continuing the regeneration of the Clyde Waterfront as an attractive urban quarter.

St. Enoch DRF area should benefit from City Deal funded enhancement to public realm (Avenues) and investment on the Waterfront.



Glasgow Economic Strategy 2016-2023

The St. Enoch DRF objectives fit well with the Glasgow Economic Strategy 2016-2023 (November 2016) and the fundamental aim to make ‘**Glasgow the most productive major city economy in the UK**’. The current Economic Strategy outlines 10 themes;

1. Raising health
2. Skills for all
3. A fairer Glasgow
4. Supporting key sectors
5. Innovation/high value employment
6. Smart infrastructure investment
7. Housing mix including an increase in city centre population
8. Supporting enterprise
9. Linking education & employment opportunities
10. Increasing population & retaining talent

The City and St Enoch will be placed to fully realise its potential if improvements to the urban form are matched by the encouragement of innovation, the growth of the business base, skills provision is better linked with the needs of the local economy and longstanding health issues are tackled.

St. Enoch District: Today

The St. Enoch District straddles the River Clyde eastwards from Central Station and Glasgow Bridge, north to Argyle Street, the Trongate and London Road and bounded on its south side by Norfolk Street and Ballater Street on the south side of the river. The St. Enoch Shopping Centre is located in the northern part of the District together with Central Station, Argyle Street station and St. Enoch Subway station.

St. Enoch is characterised by its predominately retail function together with commercial and residential land uses and a number of key civic/religious/educational institutions such as the High Court and Sheriff Courts, the Central Mosque, St. Andrew’s Cathedral (RC) and the City of Glasgow College’s new riverside campus. The District includes the westernmost part of Glasgow Green and four river crossings connecting the north and south sides of the river for both vehicles and pedestrians/cyclists. Based on an analysis of floorspace, St. Enoch has a notably diverse property market; no sector is dominant. Retail is largest at 29%, followed by residential at 25% then offices 18%.

St. Enoch District: Future Distinctive Economic Development Role

St. Enoch District has a very distinctive role to play in the future wider economic renewal of Glasgow city centre. The DRF has evolved from *Getting Ahead of Change: Glasgow City Centre Strategy 2014-19* with the particular emphasis on: **shop & play**-to maintain Glasgow’s position as the best destination to shop and play outside London; **work & create** - to be the biggest job generator in Scotland; **invest & build**- to remain a top ten investment location in Europe and **visit & enjoy**- to be the most prominent leisure and business tourism destination.

The DRF objectives fit well with the *Glasgow Economic Strategy 2016-2023* and the aim to make ‘**Glasgow the most productive major city economy in the UK**’. The subsequent pages highlight how the objectives of the St. Enoch DRF fit the ten Glasgow Economic Strategy themes and the opportunities to promote key sectors identified in the Glasgow Economic Strategy.

St. Enoch District Framework & Fit with the Glasgow Economic Strategy 2016-2023 Sectors

The St. Enoch DRF aligns with the promotion of key sectors for the city, namely; Creative Industries; Tourism and Events; Higher and Further Education; Engineering, Design and Advanced Manufacturing; Health and Life Sciences; Low Carbon; Digital Technology; Finance and Business Services.

The St. Enoch DRF aims to **accelerate the existing diversity of uses** and promote new pedestrian routes through the St. Enoch Centre and explore the potential for a new event square. This will result in more **opportunities for experiential stores**, using new technologies, such as augmented and virtual reality to provide shoppers with unforgettable experiences and more choice of eating/drinking facilities. The aim is to encourage shoppers to keep on visiting with an ever-more competitive offer to meet the challenging retail landscape. St. Enoch can be a more 'equal place' with a focus on attracting an even wider mix of income, gender and ethnicity.

There is also an emphasis on **diversifying uses** with a **range of evening/night economy opportunities** in a safe and improved user experience in the St. Enoch District. A more integrated night time strategy in St. Enoch could use the cluster of stations/bus network as a city-wide asset to drive an improved night time economy. The aim would be to promote creative local enterprise and innovation. Places that are well used during daytime and early evening, but underutilised at night would become accessible. This could unlock opportunities to provide more low-cost space to entrepreneurs and businesses, fostering creativity.

In a related way, the DRF also looks to **build on the existing creative economy** and promote links with the advanced design & manufacturing cluster located elsewhere in the city centre. St. Enoch already accommodates a wide range creative economy facilities including:

- *Briggait/WASPS*
- *Tron & Citizen's Theatre: performance spaces, rehearsal space, offices*
- *Trongate: print studio, project room, Transmission etc.*
- *Tontine: high-growth companies*
- *Arches (partially opened but crucial potential venue)*

Clearly there are opportunities for 'venues' to collaborate on annual programme of performance/light/sound, public art and other events. The St. Enoch DRF also highlights opportunities to provide:

- Space for the next generation of growing microbusinesses in the creative economy. Enable growing indigenous businesses, and lever inward investment / relocation of microbusinesses. Invest in enabling technology, advanced design and manufacturing sectors. Provision of flexible 'makers workspaces'; 5-10 employees located in Laurieston and/or Saltmarket / High Street.
- 3-4 independent restaurant / food opportunities (including 'pop-up') in conjunction with cultural / creative venues (creating revenue). Reflecting growth in 'experience economy' and different to Merchant City 'corporate' offer.

Another key objective is to make the river at this section of the river a more vibrant space by creating an opportunity to form a development platform and enhanced public space that contributes to and integrates with the river and city centre. This will simulate activity along the river frontage and connected public space, through mixed land uses. The activated river frontage will be accessible to all and recognised as best practice.

Very significantly in the St. Enoch District there is a very distinctive opportunity to promote/explain/interpret the cluster of existing very important civic/legal/religious institutions including:

- *High & Sherriff & Justice of the Peace Courts: city centre legal cluster*
- *Central Mosque*
- *St Andrew's Cathedral (mother church of RC Archdiocese)*



(Y)our City Centre key objectives

A series of key objectives have been distilled through consultation and analysis to identify challenges and opportunities for (Y)our City Centre

Key objective 1

Retain and improve competitive edge of Glasgow city centre



Key objective 2

A centre for all Glaswegians. Integrate city centre and surroundings.



Key objective 3

Repopulate the city. Increase city density and function mix



Key objective 4

Reduce car dependency. Make space for people and nature



Key objective 5

Create more attractive and remarkable spaces



Key objective 6

Create a seamless transition from a daytime to night-time economy – vibrant, safe, family friendly



Key objective 7

Urgent action is called for. Regenerating Glasgow city centre and the River Clyde corridor are nationally significant projects. Public, private + third sectors must collaborate.



Overview of (Y)our possible projects



(Y)our repaired highway scar

(Y)our updated mobility

(Y)our vibrant city centre

(Y)our attractive public spaces

(Y)our central river

(Y)our temporary projects and events

(Y)our reconstructed high street

(Y)our Southside development

(Y)our extended avenues

(Y)our repaired highway scar

(Y)our updated pedestrian net

(Y)our smart park&ride system

(Y)our green rooftop

(Y)our Cleaner air, less noise

(Y)our downgraded junction

(Y)our Cleaner air, less noise

Charing Cross

(Y)our new offices

(Y)our better connected bus station

(Y)our reduced amount of cars

(Y)our re-established connections

(Y)our rooftop extensions

Buchanan Bus Station

(Y)our great Monuments

(Y)our Restored Anderston Cross

(Y)our re-purposed buildings

(Y)our updated cycle net

(Y)our plot infill

(Y)our new Anderston stations

(Y)our restored grid

(Y)our city parking garages

(Y)our optimized car circulation

(Y)our well-connected citybike system

Anderston

(Y)our Re-populated Broomielaw

Glasgow Central

High Street

(Y)our High Street Station quarter

(Y)our Broomielaw quarter

(Y)our Broomielaw lanes and plazas

(Y)our glorious Argyle Street

(Y)our New homes

(Y)our new bridges

(Y)our new riverfront

(Y)our St. Enoch quarter

(Y)our reconstructed high street

(Y)our great Monuments

(Y)our activities beneath the bridge

(Y)our South promenade

(Y)our Extended City Centre

(Y)our upgraded waterfront

(Y)our new event plaza

(Y)our Bridgegate quarter

(Y)our Southside development

(Y)our river pavilions

(Y)our accessible river

(Y)our smart park&ride system

(Y)our downgraded junction

Bridge St

(Y)our glasgow highline

(Y)our St Enoch Engagement



St Enoch Engagement Shop Unit

The St Enoch District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared by Glaswegians and visitors to the city. Engagement and consultation has been conducted on-street, online, in public exhibitions, design workshops and via social media.

Participants have included residents, businesses, land and building owners / occupiers, developers and investors, local and national agencies, Council departments, elected members, charities, voluntary organisations and tourists.

(Y)our Ideas have informed and shaped the recommendations and projects emerging through the St Enoch District Regeneration Framework.

Please refer to (Y)our City Centre Community Engagement report dated May 2018 for a detailed account of the engagement contributions.

Events Programme

- 29 Aug 16 Launch Event
- 01 Sep 16 (Y)our City Centre Day
- 23 Nov 16 Scotbuild 2016 Presentation
- 23 Feb 17 On-Street Engagement
- 24 Feb 16 On-Street Engagement
- 16 Mar 17 Public Event 01
- 21 Mar 17 Stakeholder Event 01
- 26 Apr 17 St Enoch Centre Presentation
- 24 May 17 Public Event 02



On-Street Engagement



On-Street Engagement



Event 01



Workshop Mapping



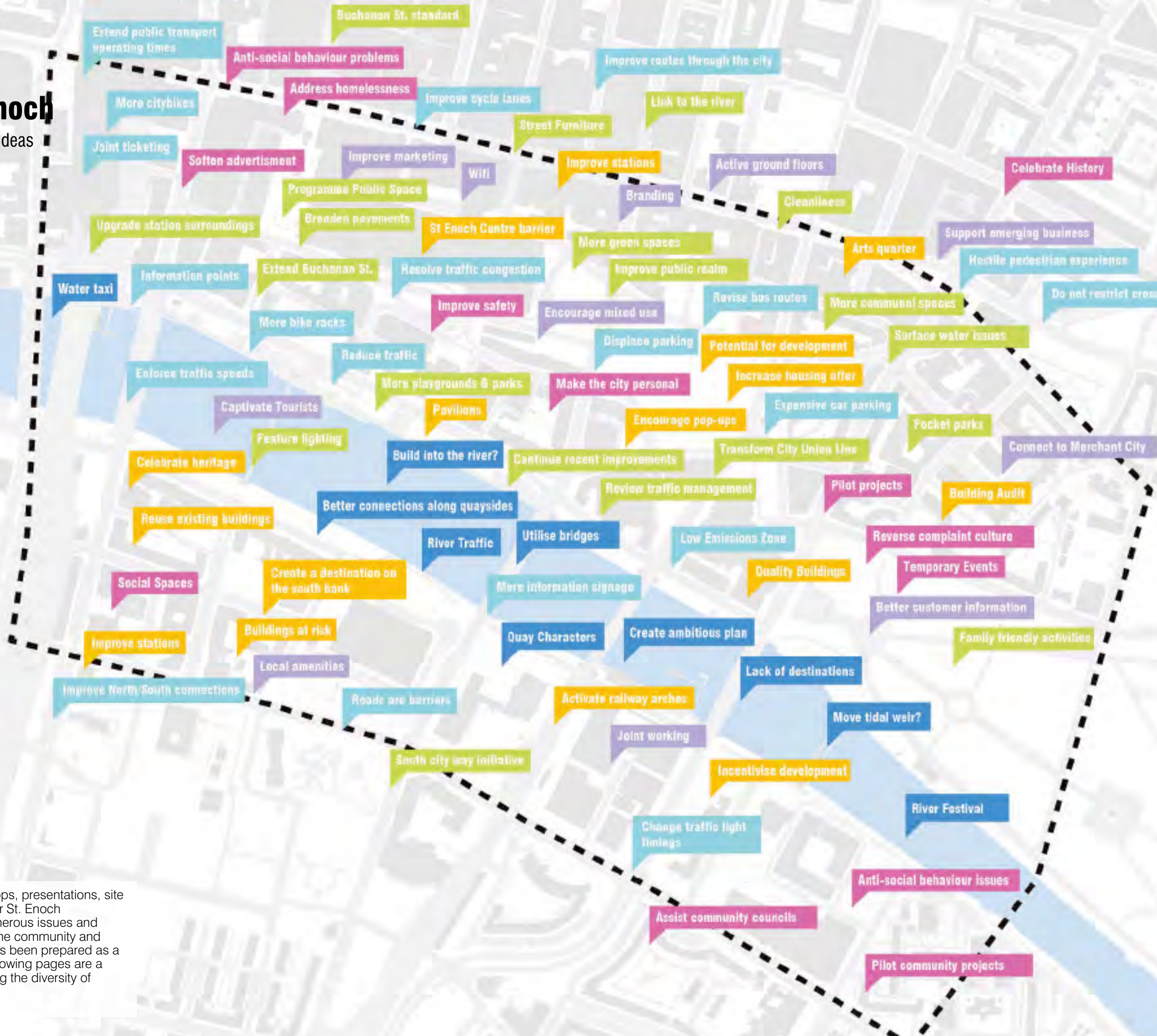
St Enoch Quayside



St Enoch Commonplace Mapping

(Y)our St. Enoch

Engagement Issues & Ideas



Through a series of workshops, presentations, site visits and digital tools, (Y)our St. Enoch engagement generated numerous issues and ideas. A detailed record of the community and stakeholder engagement has been prepared as a separate document. The following pages are a summary extract, highlighting the diversity of comments and discussions.

(Y)our St. Enoch analysis overview

St. Enoch is a dynamic city quarter. It is diverse and has pockets of distinctiveness with significant gaps in between.

North of the river the St. Enoch DRF area acts as a connector between the central area, Merchant City, Glasgow Green and the river. Because of the intense public transport network that is especially busy in St. Enoch, it is very well connected to regional public transport. However it is also characterised by poor quality public space due to the domination of cars and buses.

South of the river significant regeneration in the Gorbals has not yet reached the riverside, albeit the recently completed City of Glasgow College established a positive template of reorientating development to the river.

Argyle St train station entrance is hidden and unattractive. St. Enoch Shopping Centre is synonymous with the area and separates the city centre from the river. Reconnecting the city to the Clyde is crucial, transforming the quays from a dismal riverside into a thriving place for people to work, live, visit.

The King Street car park creates a gap in the urban form that would be better re-imagined as a mixed-use urban neighbourhood supporting the lively atmosphere of the Merchant City.

Large disruptive structure

Potential for pedestrians and cycling on quays

Big empty plots have negative impact on the surroundings

Traffic overloaded High Street

Massive open car parking

Potential connection to the largest city park

Unsafe/unattractive pedestrian environment

-  Public parks/spaces
-  Listed building A
-  Development potential
-  Pedestrianised street
-  Privatized park
-  Poor quality public space
-  Parking garage/open-air parking
-  Disruptive structures
-  Busy public transport route
-  Routes accessible by car
-  Busy car road

Current St. Enoch



Massive high-rise residential units on south bank - Commercial Court



St. Enoch Shopping Centre disrupts the Cityscape



Interrupted low quality river promenades - Adelphi Street



Architectural legacy in decay - Clyde Street

Current St. Enoch



Great potential to diversify uses- Glasgow Green



Undefined low quality river access - Clyde Street



Many buildings are empty above ground floor - Argyle Street



Abandoned lane - Shipbank Lane

(Y)our St. Enoch objectives

Key objective 1

Make the Clyde Glasgow's biggest city park:

(Y)our River Park



Key objective 2

Refashioned key streets with different character:

(Y)our Great Streets and Spaces



Key objective 3

Create remarkable, lively and human-scaled public spaces:

(Y)our Great Streets and Spaces



Key objective 4

Repair and densify the urban fabric:

(Y)our Great Buildings



Key objective 5

Shift towards a more efficient, healthy and sustainable mobility:

(Y)our Updated Mobility



Key objective 6

Use available space to repopulate and increase mixed uses:

(Y)our Vibrant St. Enoch



Key objective 7

Create a more mixed-use and vibrant city environment on the south bank:

(Y)our Vibrant St. Enoch



Key objective 8

Working together to let St. Enoch flourish

Transforming (Y)our St. Enoch



(Y)our St. Enoch projects

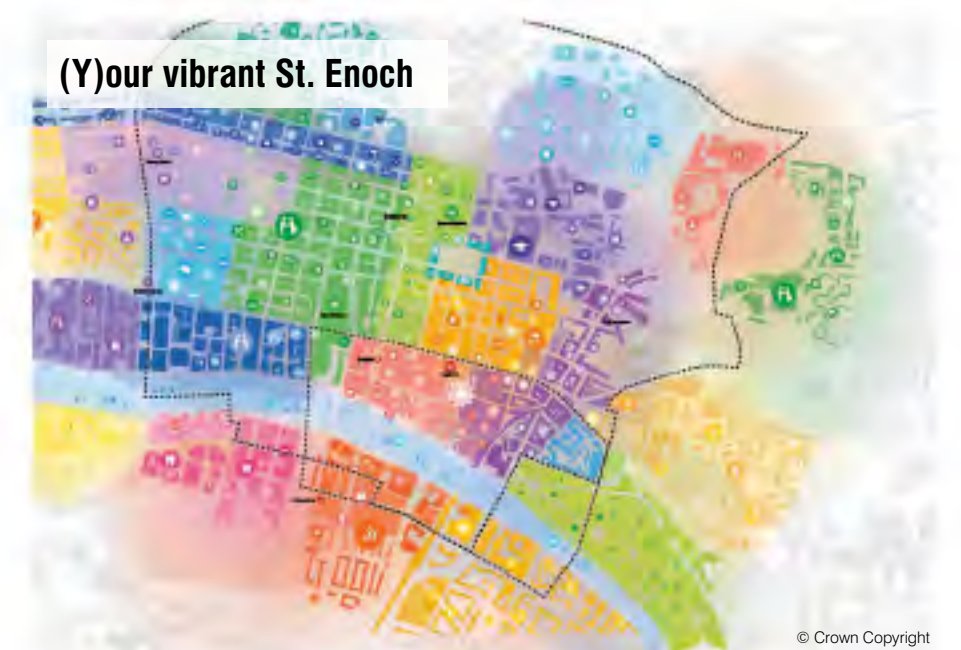
In this chapter the potential projects for the St Enoch DRF are summarised. These projects are arranged in 6 themes. Projects vary in location and scale, not all projects have a physical element.



(Y)our River Park: To create a world-class linear public space along both banks of the River Clyde



(Y)our updated mobility: To enhance Glasgow's public transport and active travel networks to create a sustainable, walkable city



(Y)our vibrant St. Enoch: To create a lively, convivial, attractive mixed use riverfront city centre district



(Y)our great streets and spaces: To optimise Glasgow's street grid and address the shortage of quality greenspace spaces



(Y)our great buildings: To respect Glasgow's fine built heritage with highest quality contemporary design

Transforming (Y)our St Enoch



Transforming (Y)our St Enoch: Create agile policies and shared objectives to attract investment, secure funding and foster collaborative working.

(Y)our St. Enoch projects list

Each project is accompanied by an Action Plan (Chapter 09) outlining proposed next and subsequent steps for delivery.

Key priority projects are marked with an asterisk *.

To avoid duplication with neighbouring District Regeneration Frameworks for Broomielaw, Central and Blythswood, some projects that apply to the other districts are not included in this document.

These projects are marked in grey text.

(Y)our River Park

Bigger context: (Y)our River Park

* Calm quays

* Active, attractive riverfront including mixed use developments

* Activating the quays

Approachable water (possible relocation of the weir)

Activity on the water

Lively and attractive riverfront

Possible extension of Custom House Quay into the river

Clean and natural Clyde

The bridge collection

Flooding strategy

(Y)our great streets & spaces

Bigger context: improved public spaces and connections

Variation in street character (Tartan)

* Glorious Argyle Street

* Traffic-calmed and reconstructed High Street

Improved Glasgow Cross / Trongate

Lively and safe Ballater Street

Cleaned up Jamaica Street / Bridge Street

Long continuous routes

Well connected urban nodes and gateways

* New routes through St. Enoch

* St. Enoch event square

Safe and attractive underpasses and vennels

St. Enoch Highline

Green street, parks and play spaces

Surface water management strategy

Public art

Variation in street character (Tartan)

Refer to Central and Blythswood DRF

Updated streets of 'Golden Z'

Refer to Central DRF

Heilanman's Umbrella as station lobby

Refer to Central DRF

Design for rain

Refer to Central DRF

(Y)our updated mobility

Bigger context: shift to more sustainable mobility

* Ultra low emissions zone

Traffic-calmed St. Enoch

* Specialisation in streets (Tartan)

* Smarter cleaner bus system

Smarter parking in St. Enoch

* Updated rail and subway stations

Pedestrian priority crossings on High Street

River Taxi

Street safety and accessibility

Hierarchy and specialisation in streets (Tartan)

Refer to Central and Blythswood DRF

(Y)our St. Enoch projects list

(Y)our great buildings

Bigger context: repaired urban fabric

* Historic St Enoch

Design guidelines needed

Higher density St. Enoch

* Open up St. Enoch Shopping Centre

Updated access to the St. Enoch Car Park

Argyle Street Station - Urban Block

* Redevelop King Street parking - Options study

Lively streetfronts

Possible extension of Custom House Quay(Building Guidelines)

Reconnecting and activating the railway undercroft

Building add-ons and infills

Refer to Central DRF

(Y)our vibrant St. Enoch

Bigger context: framework identities

Strong neighbourhood identities

Mixed and repopulated St. Enoch

* Re-purpose vacant spaces

* Re-populated St. Enoch

* Creative, cultural St. Enoch

Nightlife and hospitality in St. Enoch

Shopping in St. Enoch

The Dear Green Place Glasgow Green

* Remarkable St. Enoch - a building, public space or function

Civic St. Enoch

Community Infrastructure

Temporary events/ activities

Street festival / food trucks

Temporary sports pitches

Art event

Light festival

Tree school/nursery

Transforming (Y)our St. Enoch

Sustainable St. Enoch

* St Enoch + Custom House Quay Masterplan

south bank / Left Bank > Centre South

Smart St.Enoch

St. Enoch brand

St. Enoch performance monitor

St. Enoch conservation area

(Y)our Heritage Property Fund

Night-time St. Enoch

Clean and well maintained St. Enoch

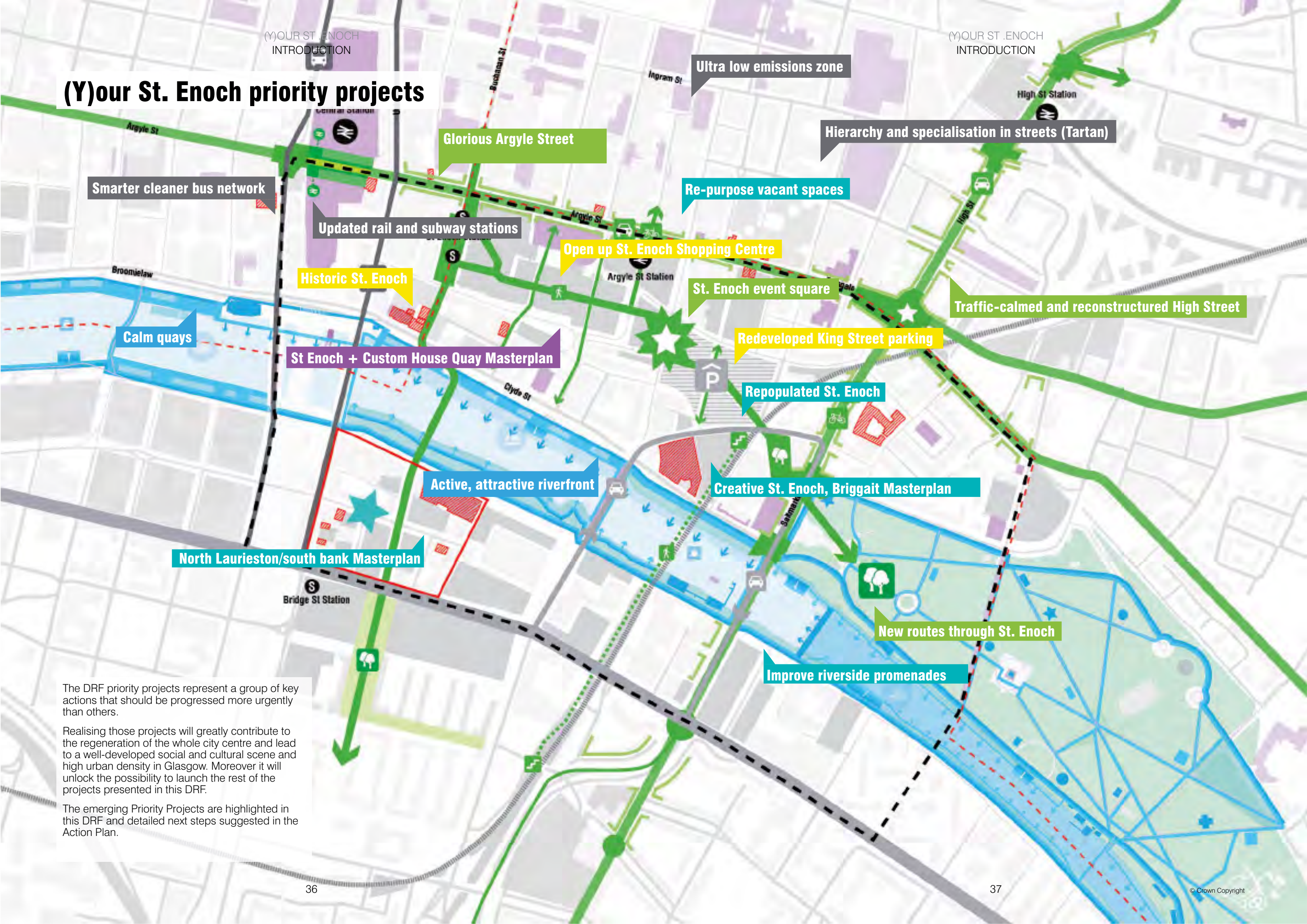
Dedicated St. Enoch Team

New St. Enoch community council

River Park Masterplan

Refer to Broomielaw DRF

(Y)our St. Enoch priority projects



Smarter cleaner bus network

Updated rail and subway stations

Historic St. Enoch

St Enoch + Custom House Quay Masterplan

Calm quays

North Laurieston/south bank Masterplan

Glorious Argyle Street

Open up St. Enoch Shopping Centre

Active, attractive riverfront

Re-purpose vacant spaces

St. Enoch event square

Redeveloped King Street parking

Repopulated St. Enoch

Creative St. Enoch, Briggait Masterplan

Ultra low emissions zone

Hierarchy and specialisation in streets (Tartan)

Traffic-calmed and reconstructed High Street

New routes through St. Enoch

Improve riverside promenades

The DRF priority projects represent a group of key actions that should be progressed more urgently than others.

Realising those projects will greatly contribute to the regeneration of the whole city centre and lead to a well-developed social and cultural scene and high urban density in Glasgow. Moreover it will unlock the possibility to launch the rest of the projects presented in this DRF.

The emerging Priority Projects are highlighted in this DRF and detailed next steps suggested in the Action Plan.

02 (Y)OUR RIVER PARK

(Y)our Broomfield quarter

(Y)our new riverfront

(Y)our Water Sports on river

(Y)our central river

(Y)our South promenade

(Y)our upgraded promenade

(Y)our Extended City Centre

(Y)our accessible river

Current: lack of parks in the city centre

Analysis Glasgow parks

Glasgow derives its name from the Gaelic for 'Dear Green Place'. The city is renowned for some of the UK's greatest urban greenspaces, with approximately 90 parks comprising 3,500 hectares. But the city centre has a chronic lack of green spaces.

The Glaswegian tradition of exemplary urban parks should be emulated in the city centre.

(Y)OUR ST. ENOCH
(Y)OUR RIVER PARK BOTANIC GARDEN

(Y)OUR ST. ENOCH
(Y)OUR RIVER PARK

KELVINGROVE PARK

SIGHTHILL PARK

HOGGANFIELD

ALEXANDRA PARK

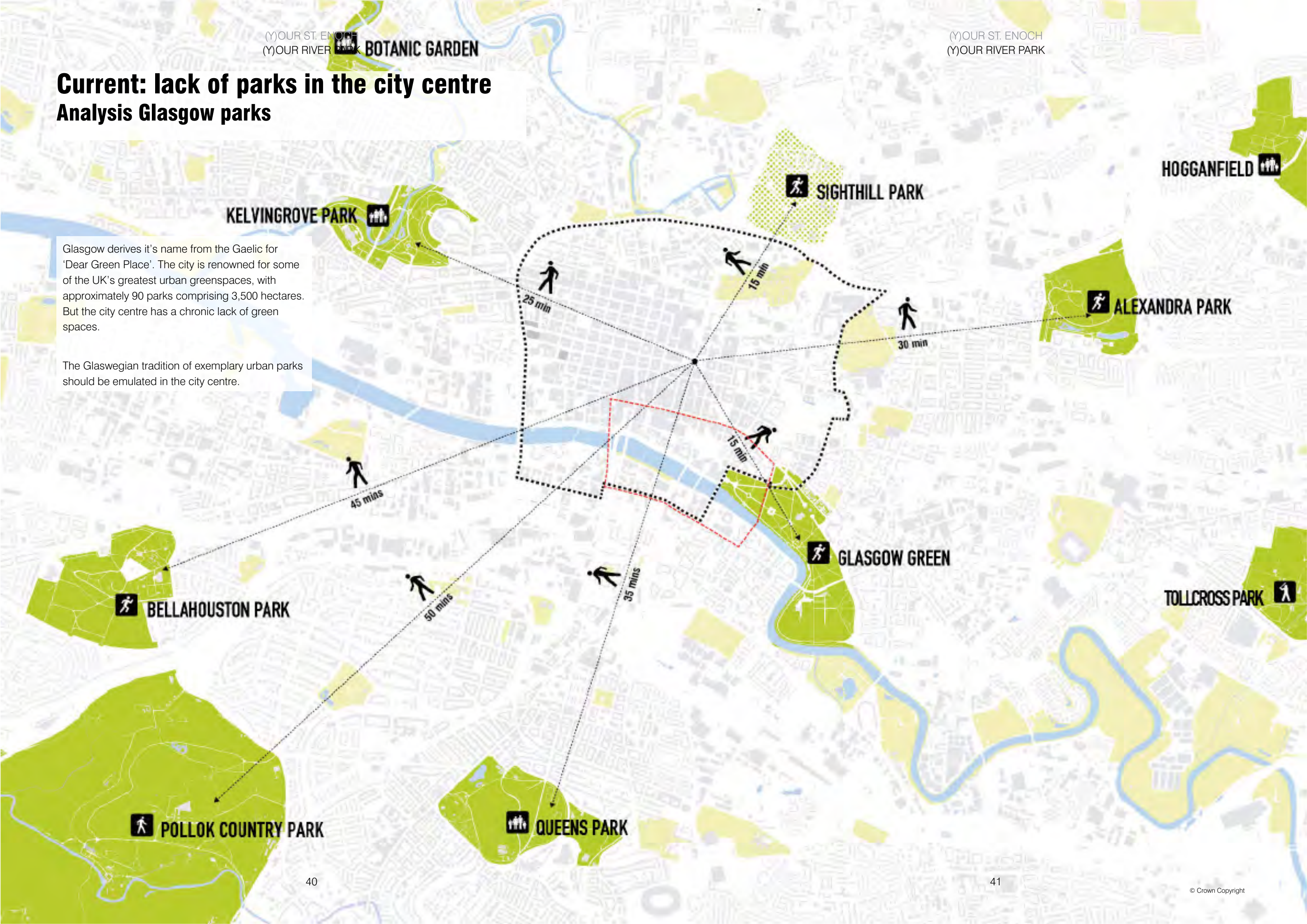
GLASGOW GREEN

TOLLCROSS PARK

BELLAHOUSTON PARK

POLLOK COUNTRY PARK

QUEENS PARK



Current: Inaccessible River Clyde Analysis river park

In discussing this part of the city with many Glaswegians, and considering the Clyde in particular, everyone feels the river should be a far better place. Many reflect on successful waterfront regeneration they've seen elsewhere, against which Glasgow often compares unfavourably.

Within the St. Enoch DRF study area, as with the adjacent Broomielaw DRF area, the River Clyde is felt to be disconnected from the city centre. The northern quaysides are dominated by car traffic. Vacant sites such as King Street Car Park and large 'megastructures' such as the St Enoch Centre further hinder of connection to the river.

As a result the quaysides are under-used by pedestrians and cyclists, despite very close proximity of the busiest destinations in the city centre; Buchanan Street, Argyle Street and Central Station.

The quality of public spaces along the river is poor and should be improved to create a lively and attractive destination. Despite investment the river promenade is fragmented and lacks amenities or development to create an attractive, safe and welcoming riverside environment. Many consultees indicated feeling unsafe along the quaysides in the city centre.

Despite the presence of numerous significant civic and religious buildings (Mosque, RC Cathedral, College, Courts) many feel that Glasgow needs a major transformation to activate the river and the quays, with the potential to create excellent connections along the river (from Glasgow Green) and across the river from the existing city centre to the transformed Laurieston / Gorbals area.

- Pedestrian / cycle boulevard parallel to river
- Pedestrian / cycle routing perpendicular to river
- Important car connection (border)
- Fences / borders / blocked view
- Missing links
- Low quality use / priority areas
- Low quality use / longterm areas
- High quality green space
- Important building
- Problematic crossing
- No crossing possible

St. Enoch Shopping centre hinders connections to the river

Broken connections to the river quays

Minimal activity and low footfall along the riverside : feels unsafe to many

Existing pedestrian promenade needs major upgrade

Green space at Carlton Place inaccessible and poorly maintained

Closed riverfront with unwelcoming landscaping

Valuable historic bridges

Glasgow Green enhanced - scope to make even better

Priority area : Southbank including Laurieston and Hutchesontown

Tidal Weir separates water levels

Current: unattractive river front Analysis river park



Unwelcoming Clyde - Adelphi Street



Unattractive River promenade - Adelphi Street



Poor quality public space - Clyde Street



Interrupted building frontage and car dominated - Clyde Street

(Y)our River Park

Overview River Park projects

The aim is to create a River Park from Glasgow Green to the River Kelvin. This linear urban park along the Clyde would create the biggest and best park in central Glasgow; transforming the city centre's forgotten asset to (Y)our Central River Park.

It should kick-start the redevelopment of the river edges and become the main attraction of the city centre. This would be a destination for all Glaswegians: a focus on a mix of uses more urban in character would make the river a place to visit, live and work.

Reconstructed riverfront

Mixed use developments

Approachable water

Continuous Quays

Clean Clyde

Extended river park

Activity on the water

Relocate the weir?

- Pedestrian boulevard
- Cycle routing
- Green river edge
- Pavilion
- Sport facility / playground
- Pedestrian connection to the river front

- Important car connection
- Historic building at river front
- Plot with short-term development potential
- Plot with long-term development potential
- Important facade

(Y)our River Park

Bigger context: (Y)our River Park



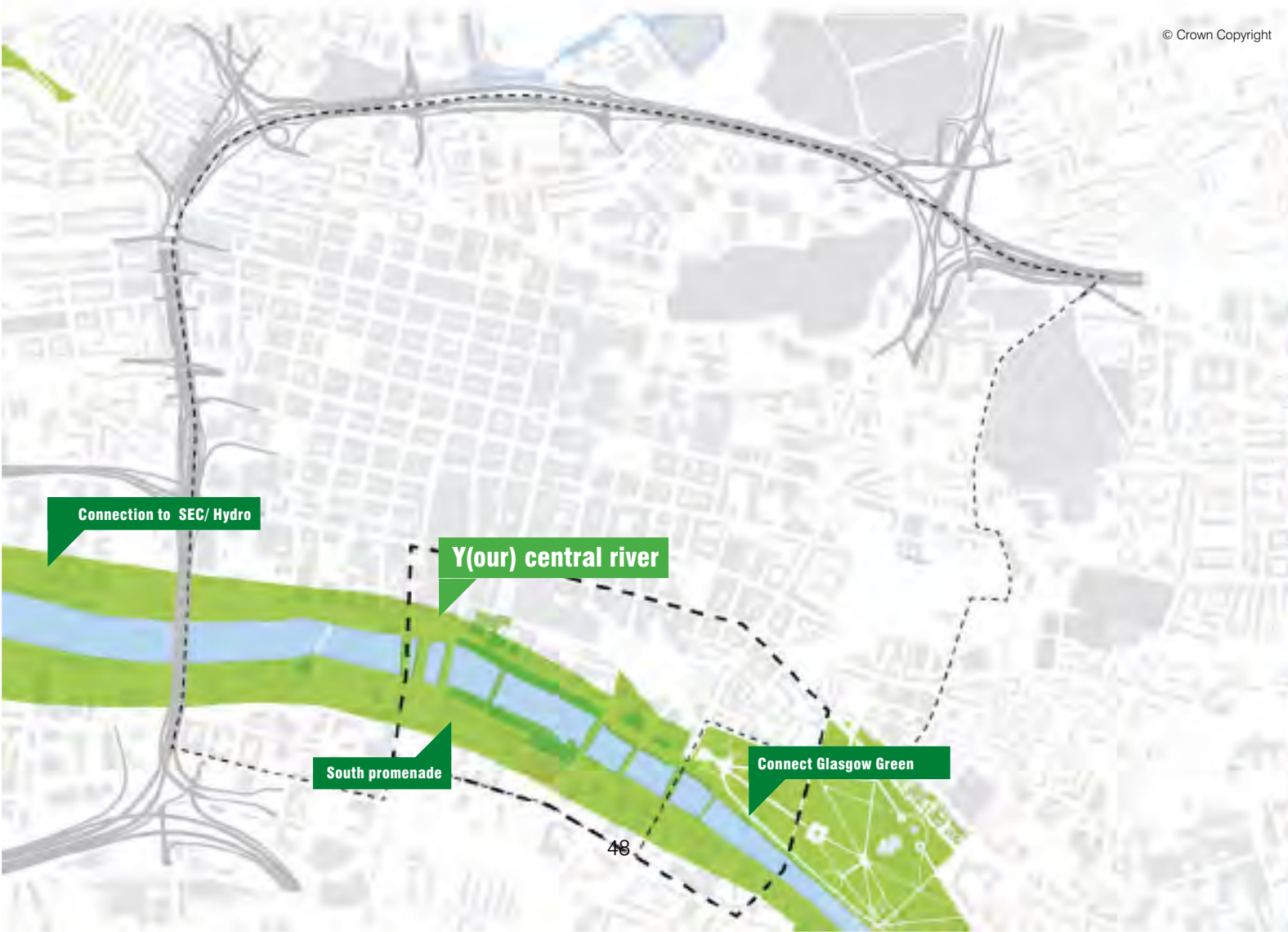
(Y)our River Park project aims to achieve the necessary high quality public environment for the riverside.

Creating a major city park with a lot of fun activities and events embedded into its design; greenspace on the quayside and clean, accessible water. The river should become a natural hub for events, playing, walking and spending leisure time for all Glaswegians, day and night. It should have its own unique character as a nationally significant destination that attracts international visitors.

There is great potential to create a contemporary public space which also reveals, interprets and celebrates the River Clyde's significant importance in the social and built heritage of Glasgow and Scotland.

- The River Park has the potential to become a key linear green space in the city, connecting Glasgow Green all the way to Kelvingrove Park.
- The River Park should provide inclusive public spaces for all with fully accessible, barrier-free continuous pedestrian / cycle routes along both banks
- The River Park should provide significant green / blue infrastructure in the heart of the city region; improving biodiversity and environmental quality
- The River Park can support active physical regeneration both within and along its edges

Location: The River Clyde between Riverside Museum and Glasgow Green.



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(Y)our River Park

Different characters along the river: 4 Clyde rooms

The River Clyde could have a series of 'River Rooms' as it runs Westwards through the city centre. Each is defined by distinctive urban characteristics.

- Green Room – Characterised by the city centre's great urban park; Glasgow Green. A green natural river edge, nature-oriented activities.
- Historic Room – Glasgow's collection of historic bridges and buildings from Glasgow Green to Central Station. A busy river edge with bars and restaurants.

- Contemporary Room – The renewed quaysides of Broomielaw and Tradeston framed by Glasgow Central Station and the M8 Kingston Bridge. A polished, modern and spacious boulevard with focus on sports and play.
- Harbour Room – The quays beyond the M8 Kingston Bridge as the river leaves the city centre. A more industrial/naval rough character. Focused on popular leisure, events.

The St. Enoch DRF includes areas of the 'Green' and the 'Historic' River Rooms.

Location: The River Clyde between Riverside Museum and Glasgow Green. (See also Broomielaw DRF).

- Designing public spaces with different characters, so called 'rooms', brings a unique quality not only to the river but also to the whole city of Glasgow



Green Room



Contemporary Room



Historic Room



Harbour Room

(Y)our River Park Historic Room

The Historic River Room consists of quays / on both banks of the river between Central Station and the western end of Glasgow Green.

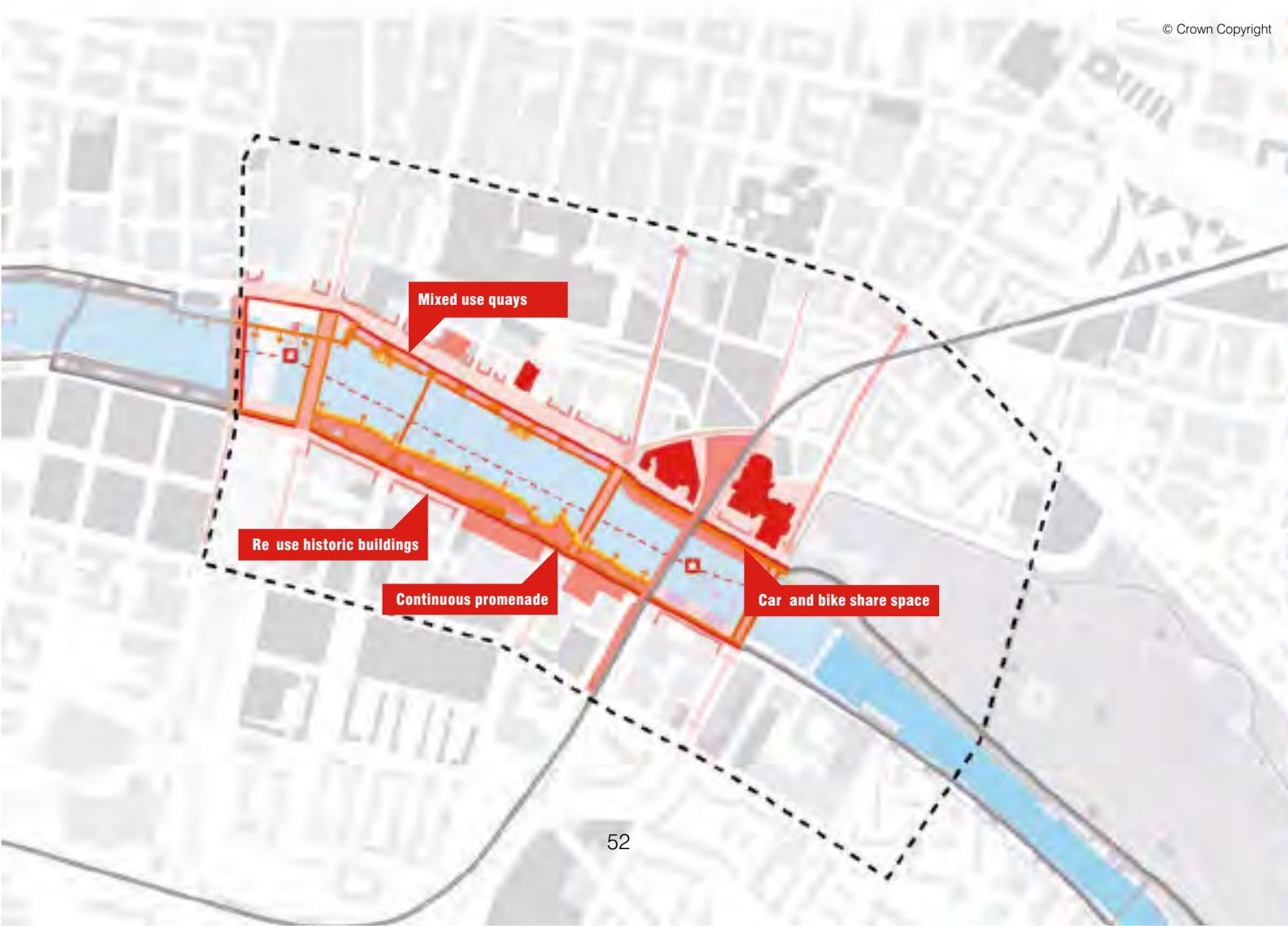
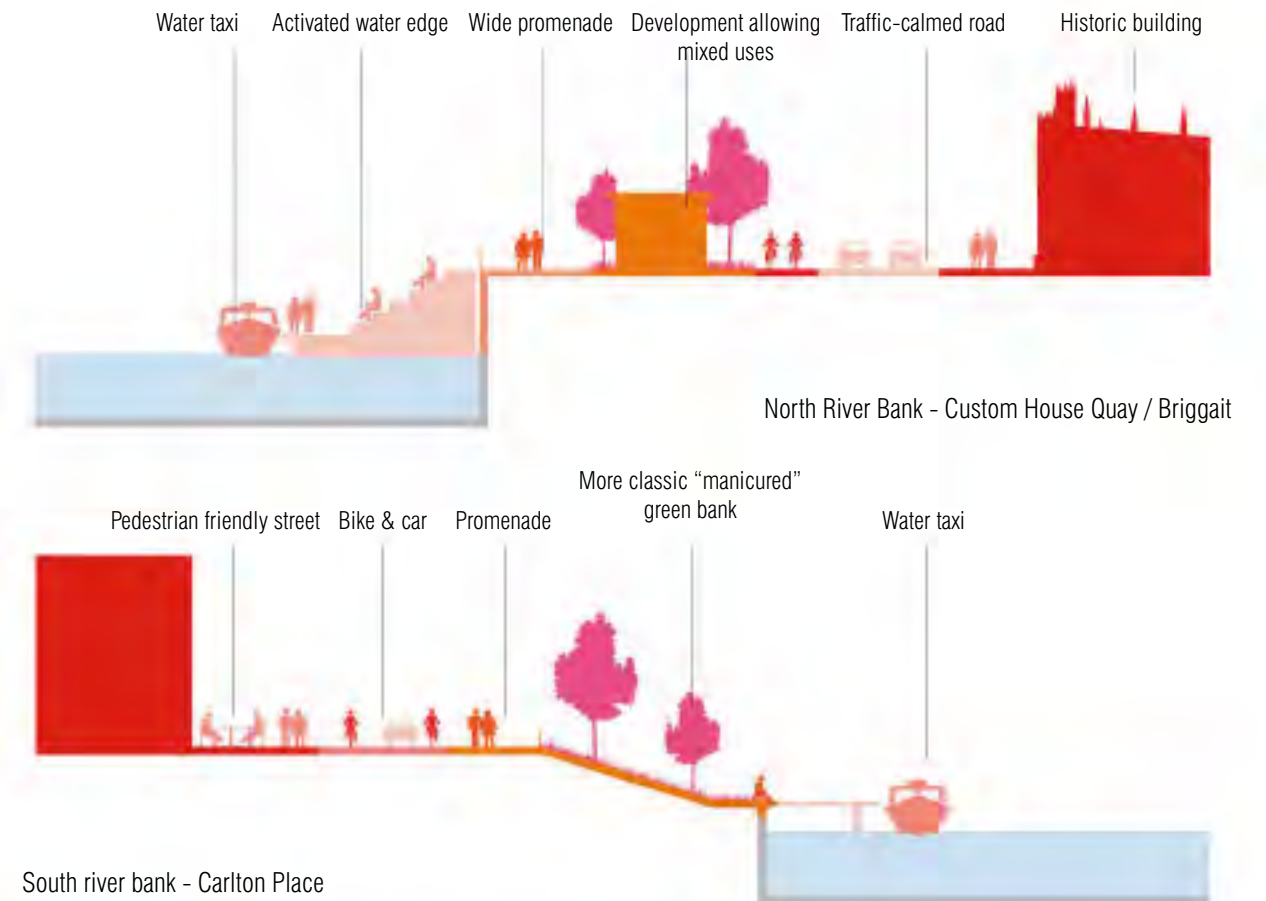
It enhances the qualities of beautiful facades of significant heritage buildings on the quay (eg the RC Cathedral, Briggait, Carlton Place) by providing space for development which responds to these significant landmarks. The setting of important civic and religious buildings (City Mosque, College, Courts) also deserve special, positive riverside landscape settings.

A continuous riverfront promenade with developments which support a mix of uses, to create a sense of vibrancy and destination.

In contrast to the quay walls on the north bank the south banks are more natural with a classic 'manicured' riverside lawn at Carlton Place, and enhanced riverside pocket park at the Sheriff Court, and more possibilities to access water and a wider promenades close to the water.

- The Historic room takes advantage and highlights remaining architectural legacy of old buildings on the quay
- The Historic River Room presents an opportunity to have the most intimate relationship between the city centre and the water.
- The bridge collection and landmark built heritage should be showcased as part of a lighting strategy; bringing sparkle to the River Clyde
- The contrast between north quaywalls and green south riverbank should be celebrated in a riverside landscape strategy.

Location: The River Clyde between George V Bridge and Crown Street.



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(Y)our River Park Green Room

The green room encapsulates both shores of the Clyde as it passes Glasgow Green. Conceptually Glasgow Green should be considered to extend across the Clyde to Gorbals / Hutchesontown rather than be defined by the river.

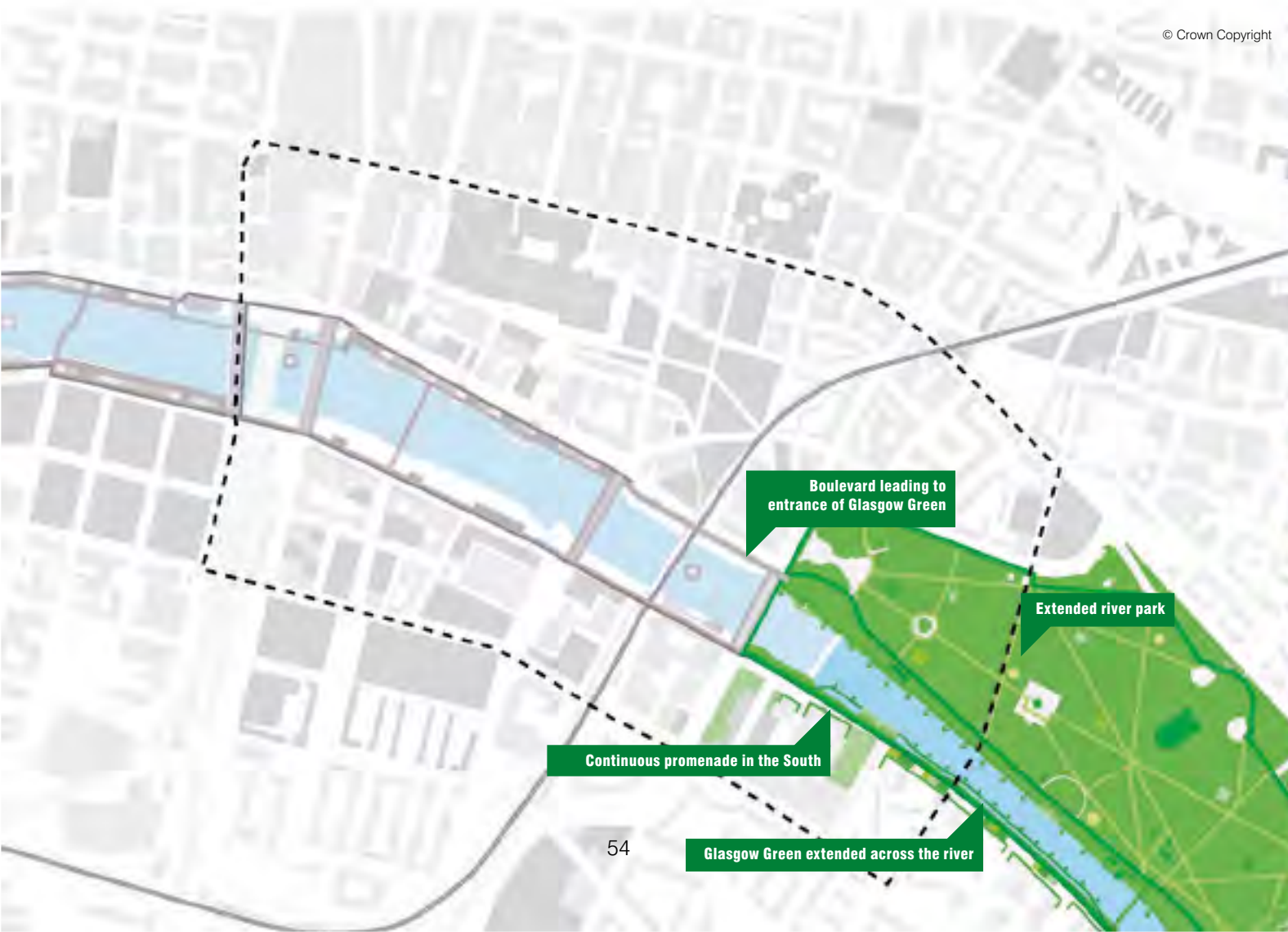
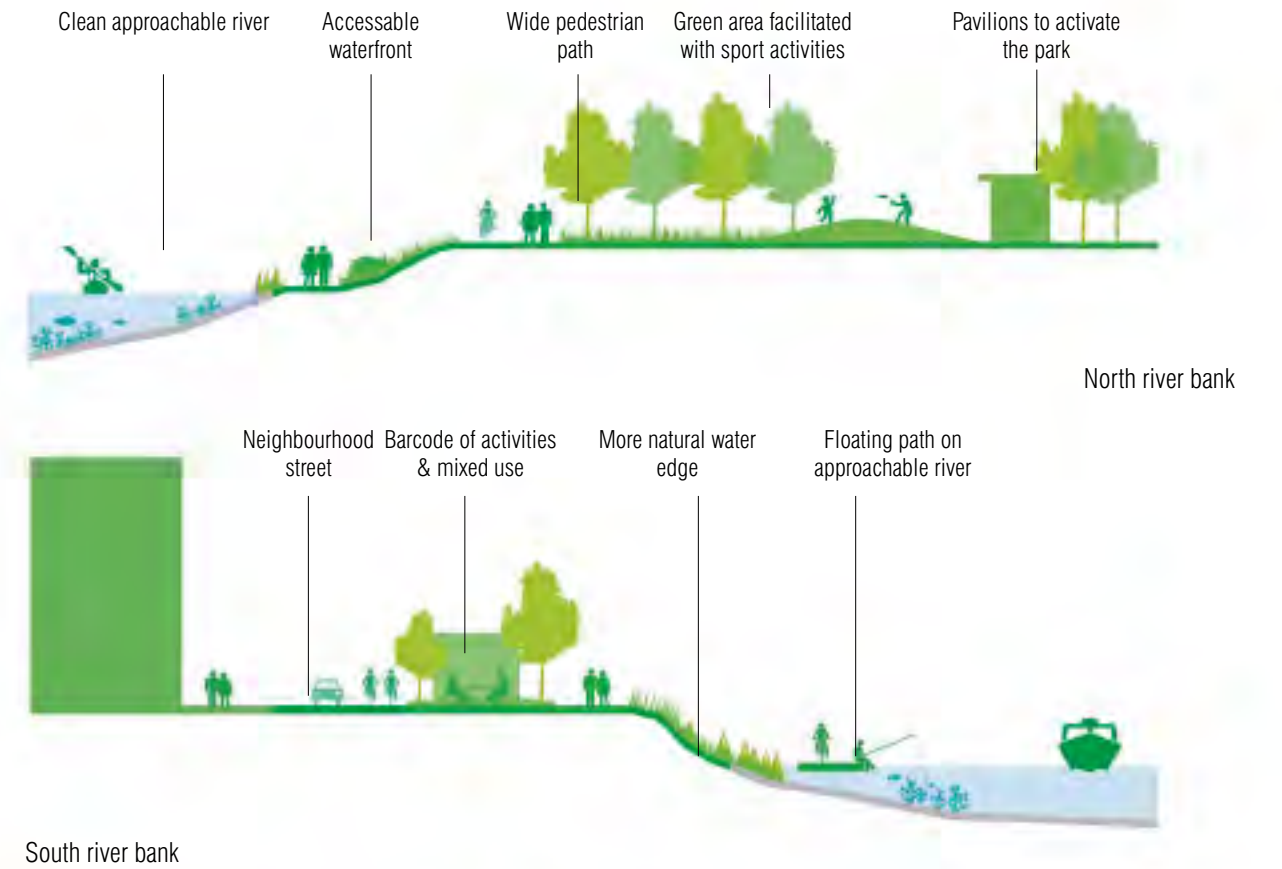
Unlike the current situation, the proposed green room provides direct access to water - the park boundary fences are removed. Glasgow Green extends to the water's edge and has very natural character.

The green room is a space for spending time in nature within the city centre. The vast area of Glasgow Green is an important part of the green room with enough space for different kinds of sports, events and other open-air activities.

It is important to embed Glasgow Green into Glaswegian's mental map of the city centre. It should connect to a series of pedestrian / cycle loops and be the culmination of the linear River Park.

- Glasgow Green becomes part of a wider park strategy of re-connection to the city centre
- Integrated and easily accessible river in the main park will bring more value to the public experience
- Enhance bio-diversity and access to nature as well as optimise the investment of Glasgow Green improvements
- Additional support to enhance water sports activities at Glasgow Green and encourage greater interaction with the water.
- Conceptually extend Glasgow Green to include the south bank of the river, enhancing the sense of the Clyde running through (rather than alongside) the park

Location: The River Clyde at Glasgow Green between Crown Street and Shawfield



(Y)our River Park

Calm quays



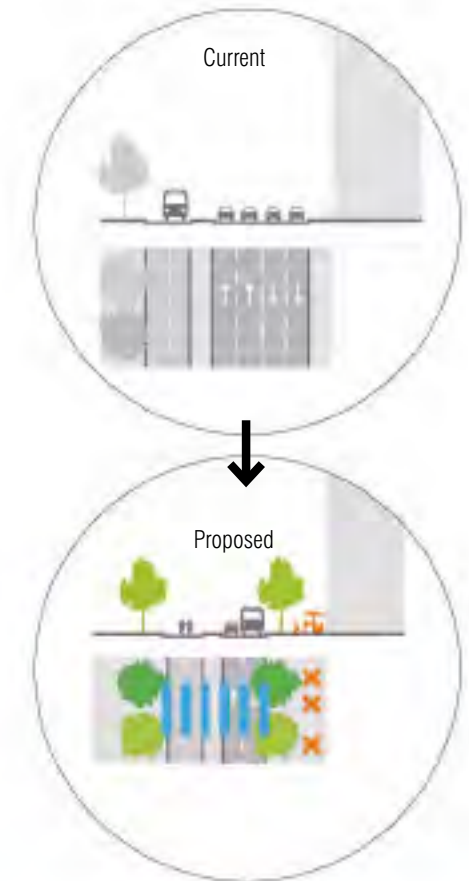
The aim of this project is to promote the riverside boulevard, first and foremost, as a continuous pedestrian promenade / River Park, rather than as a busy car road.

- The amount of space taken by cars should be reduced to allow more space for separate bike lanes creating wide pedestrian footways with enough space for external cafe/bar terraces and trees.
- Through car traffic along the riverside (other than local access) should be discouraged with a nett reduction of car trips along the river. This should be part of a larger review of the city centre transport requirements.
- Road carriageway width should be reduced (currently dualled two way traffic with filter lanes) and design speeds reduced through passive street design measures.

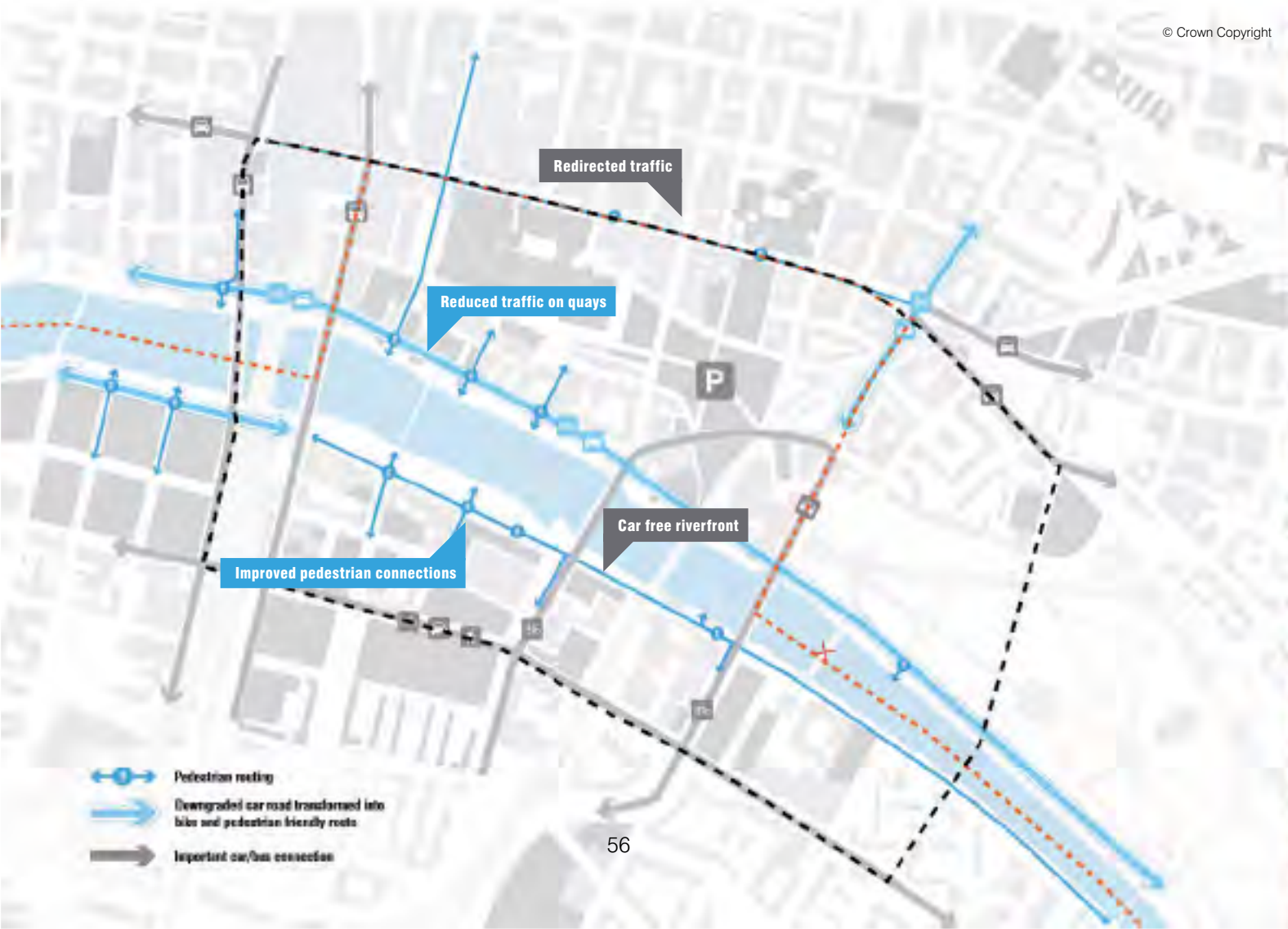
- Consider trial or test, single surface roadways / local access only / no through traffic arrangement on Clyde Street / Custom House Quay.
- Crossing points should be located on natural 'desire-lines' straight, wider and safer and clearly indicate pedestrian and cyclist priority over cars.
- North-South streets should be connected to the quay roads from both North and South banks of the river with special attention to improving pedestrian and cycle access and connections at existing bridge crossings (especially at the Suspension Bridge connecting Dixon Street to South Portland Street).

Location : quays on both banks, notably north bank, from Glasgow Central Station / George V Bridge to Glasgow Green (See also Broomielaw DRF).

- Create a 'people first' public space along the River which becomes a regional destination and gathering place by the River Clyde.
- Provide the core city centre (at the foot of Buchanan Street / St. Enoch Square and between Glasgow Central Station and Glasgow Green) with a high quality public space - a vital part of the linear (Y)our River Park
- Traffic calmed system enables better pedestrian and cycle connections which are needed to link (Y)our River Park to the city centre - promoting active travel.



Better crossings and more space for pedestrians and bikes



(Y)our River Park

Active, attractive promenades

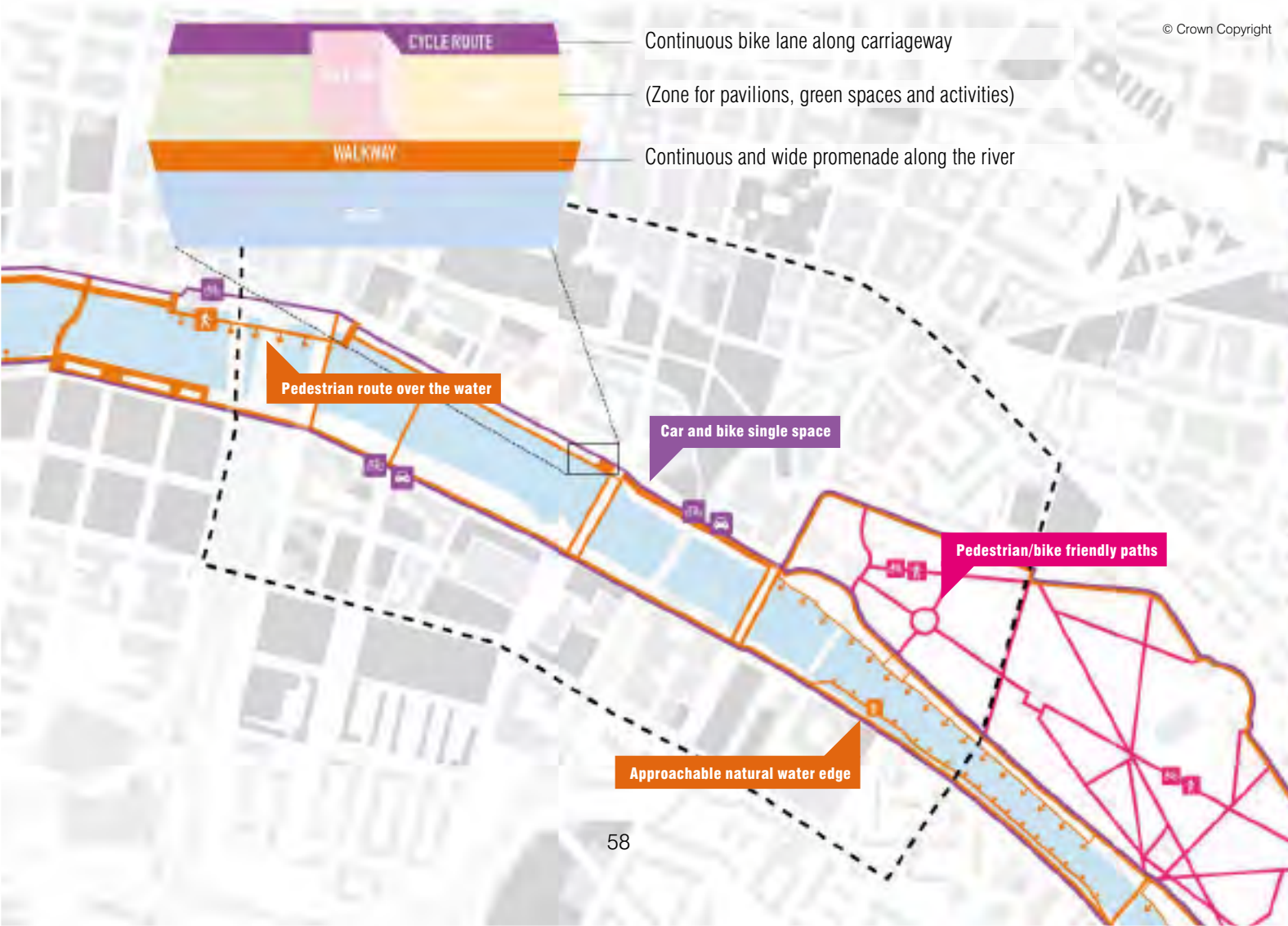
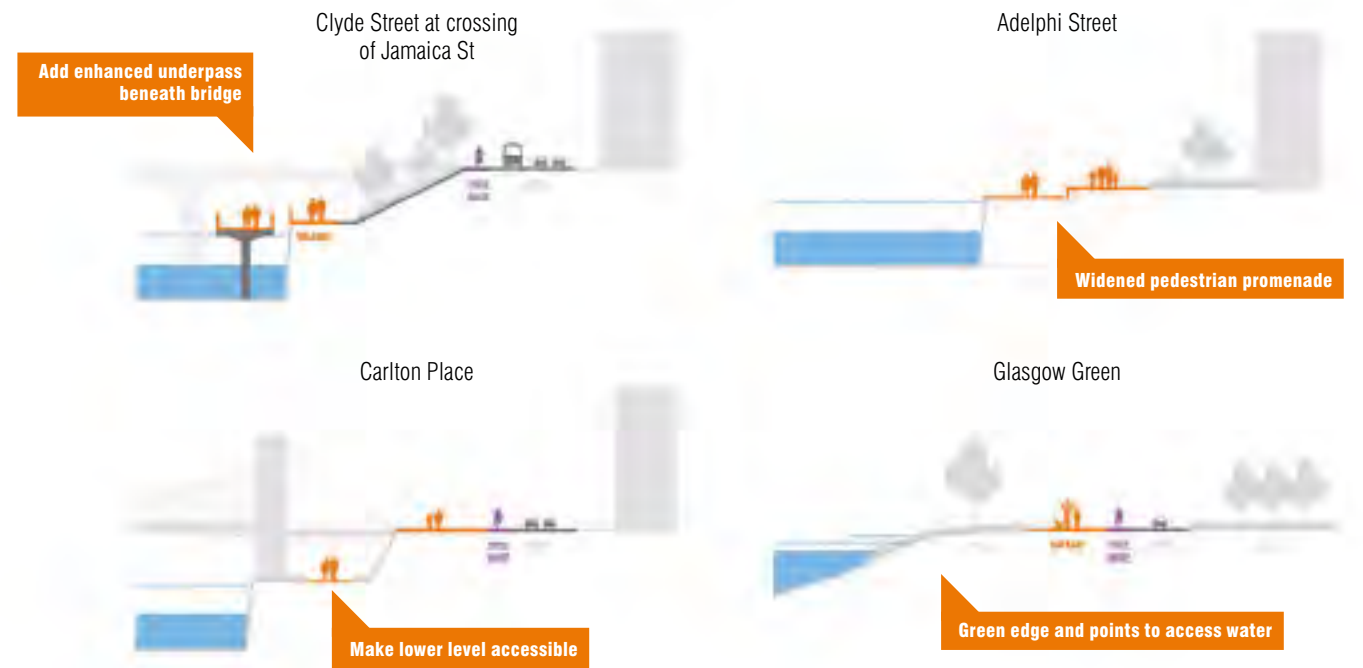


The aim is to provide long distance pedestrian and cycle routes along both banks of the river connecting far up and downstream.

- Continuous safe 'car-free' routes for pedestrians and cyclists.
- Consider options to suspend pedestrian walkways over the water to make them continuous at points where it is not possible along the quayside (e.g. at bridge abutments?).
- test and select best option for cycle paths : segregated on-street or off-street lanes.
- Provision of long distance linear promenade along the river is a crucial element of (Y)our River Park. See other projects for provision of pavilions / facilities to accommodate leisure amenities along the riverfront (eg. cafe/bars, waterside access etc.).

- This is the best place to make a long distance East-West link for cyclists and pedestrians (flat land, less cars, attractive green environment)
- Instrumental in shift towards more sustainable mobility
- Helps to increase liveliness and safety along the quays

- Location : The River Clyde from George V Bridge to Glasgow Green (See also Broomielaw DRF)



(Y)our River Park

Activating the quays



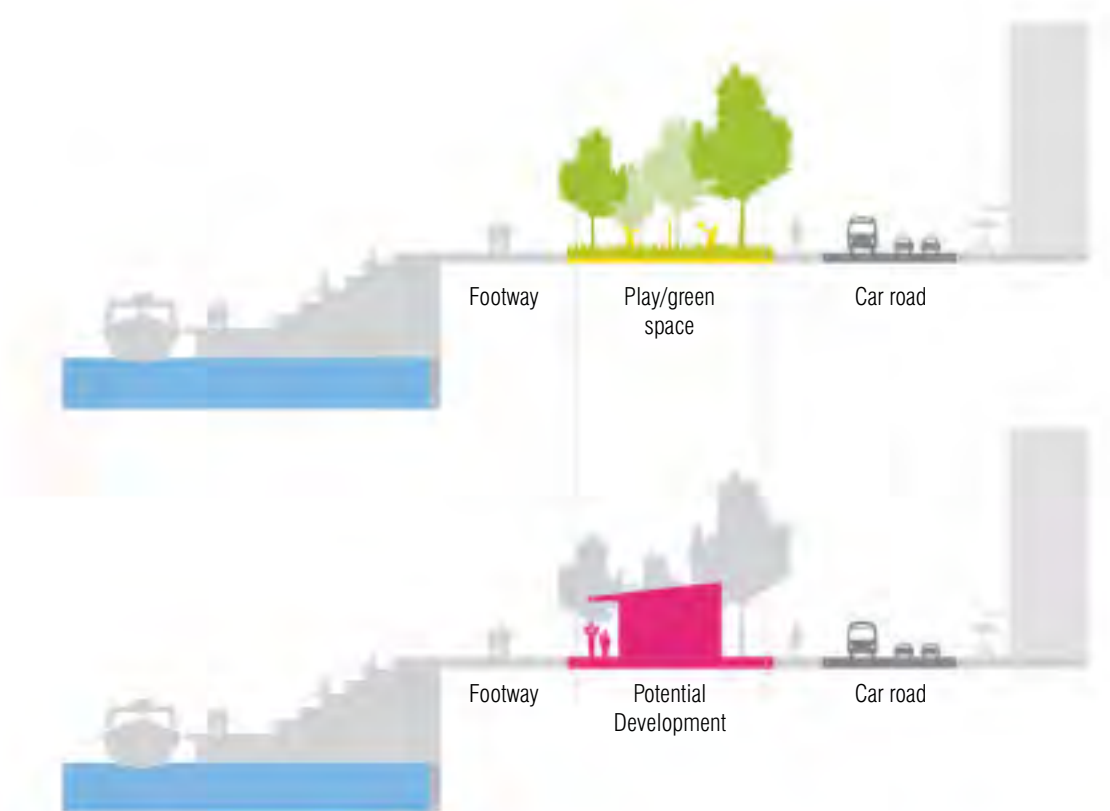
People are naturally attracted to being by water. If there are a mix of uses, things to see and do they will stay and enliven the waterfront. There should be a concerted effort to re-activate the quays (and the river itself). Initiatives (temporary and permanent) could include;

- Provision of a mix of all-weather and all-day uses along the quays is vital to the activation of the River Park
- It will draw new inhabitants, new investments and visitors to the city centre

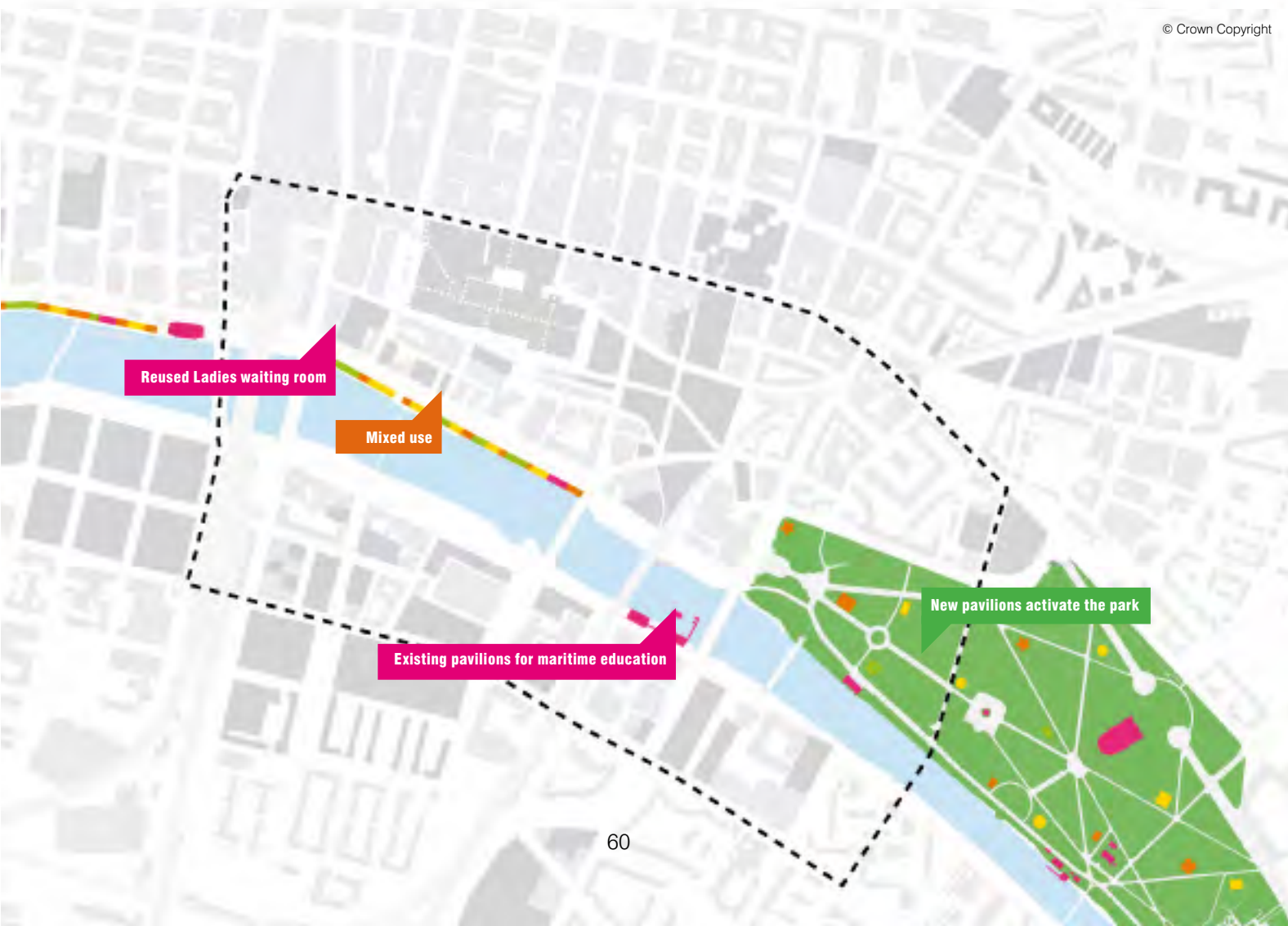
- River Park events : Glasgow has a great track record for organising events. To promote and trial the idea of the River Park a seasonal programme of festivals, events and activities should be arranged (aligned with city-wide or SEC / Hydro events). Monitor the impacts (positive and negative) to establish business case and refine thinking.
- consider trial road closures (during River Park events, on weekends, monthly etc.) to test benefit of car-free quays and ability to reactivate the river

- after repair of the quay walls aim to introduce a series of buildings along the river edge (and reuse any vacant properties) to attract activity and a variety of uses (eg. leisure, culture, residential, events, creative industries, retail, office) throughout the day and evening. A series of destinations along the river should be created.
- Design for rain' and wind. Enable views of and along the water.

Location : The River Clyde from George V Bridge to Glasgow Green (See also Broomielaw DRF)



A barcode of green, play spaces and pavilions



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(Y)our River Park

Approachable water

The River Clyde is tidal up to the weir at Glasgow Green. The former industrial working river was 'canalised' which creates an isolation between the water and the quayside (especially at low-tide).

To create a more positive relationship with the water adjustments to the quays should be integrated (especially when investing in long-term, planned maintenance).

Adjustments could involve;

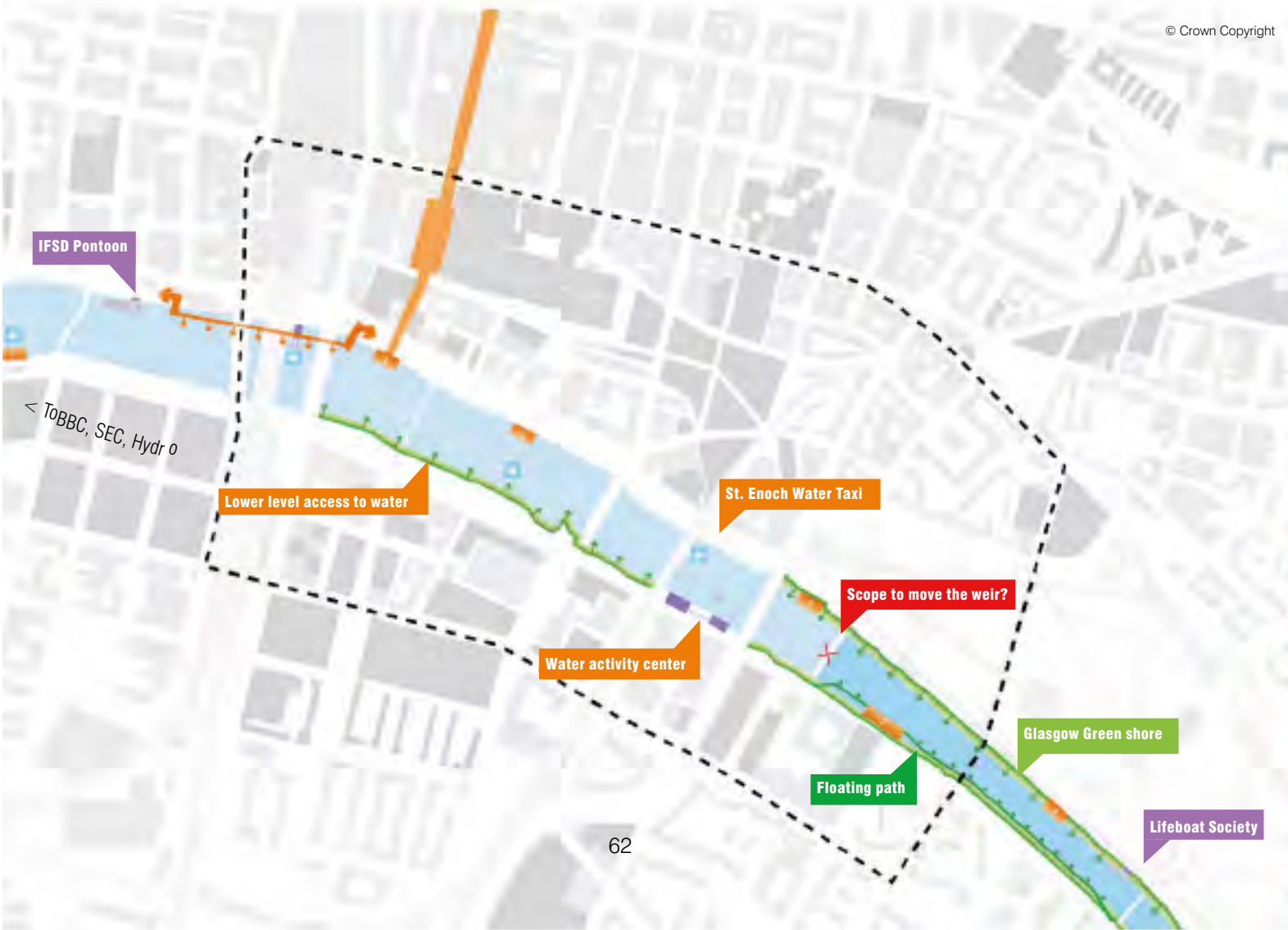
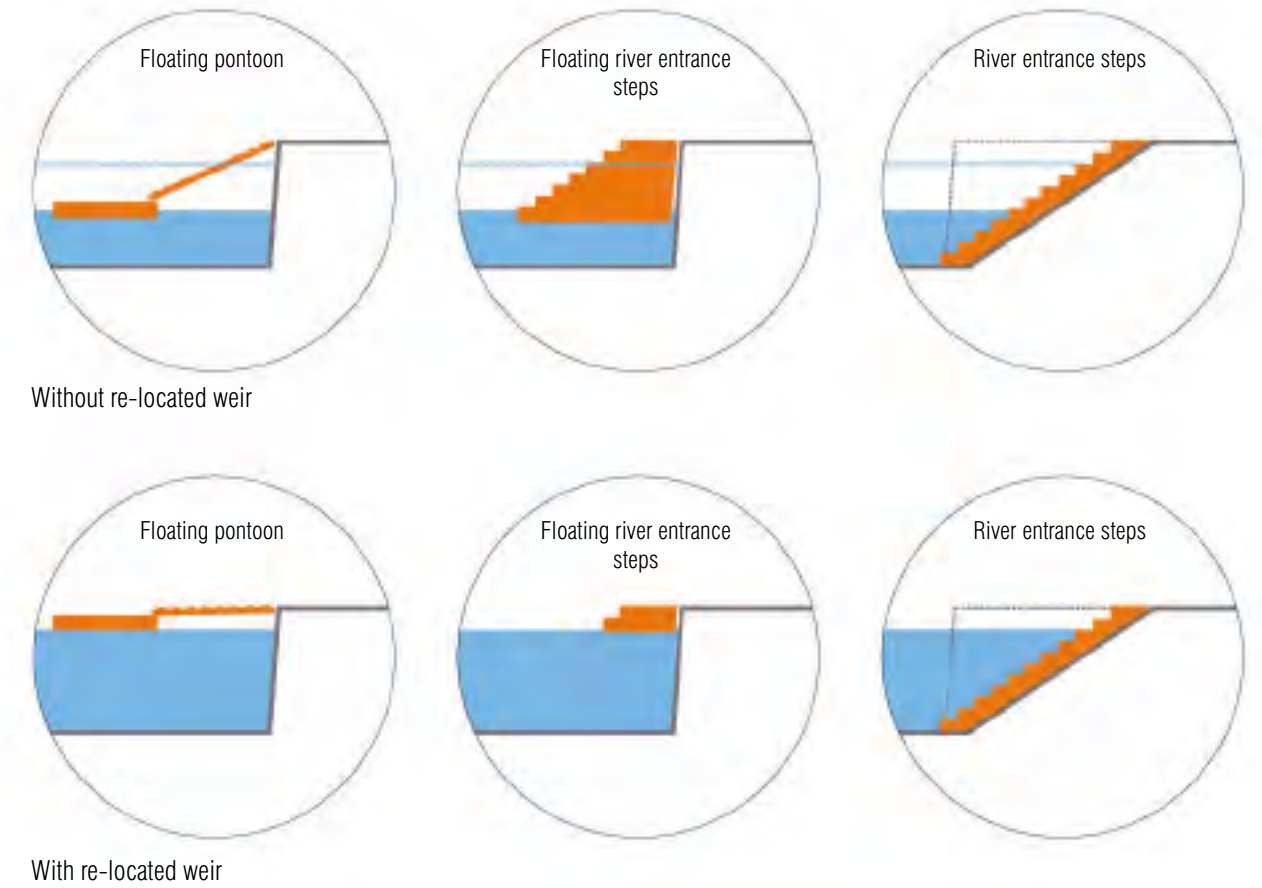
- Inducing a softer river edge that allows Glaswegians to touch, engage and be on the water.
- Consider scope of technical adjustments to quayside / water levels to enable easier access on and near the water (including steps, pontoons, slips).

- Better access to the water is crucial for unlocking the use of the river for mobility and recreation

- Consider possible relocation of the tidal weir (with integrated lock). This would create a great improvement to the river experience: cleaner water, controllable water, more approachable water, simpler quay-wall constructions. This will be done in conjunction with development of the river strategic development framework.

- This stretch of the Clyde is rarely used by boats. If water quality can be enhanced there is scope for greater water-sports, leisure / swimming and increased leisure vessels on the river.

Location : the River Clyde from George V Bridge to Glasgow Green (See also Broomielaw DRF).



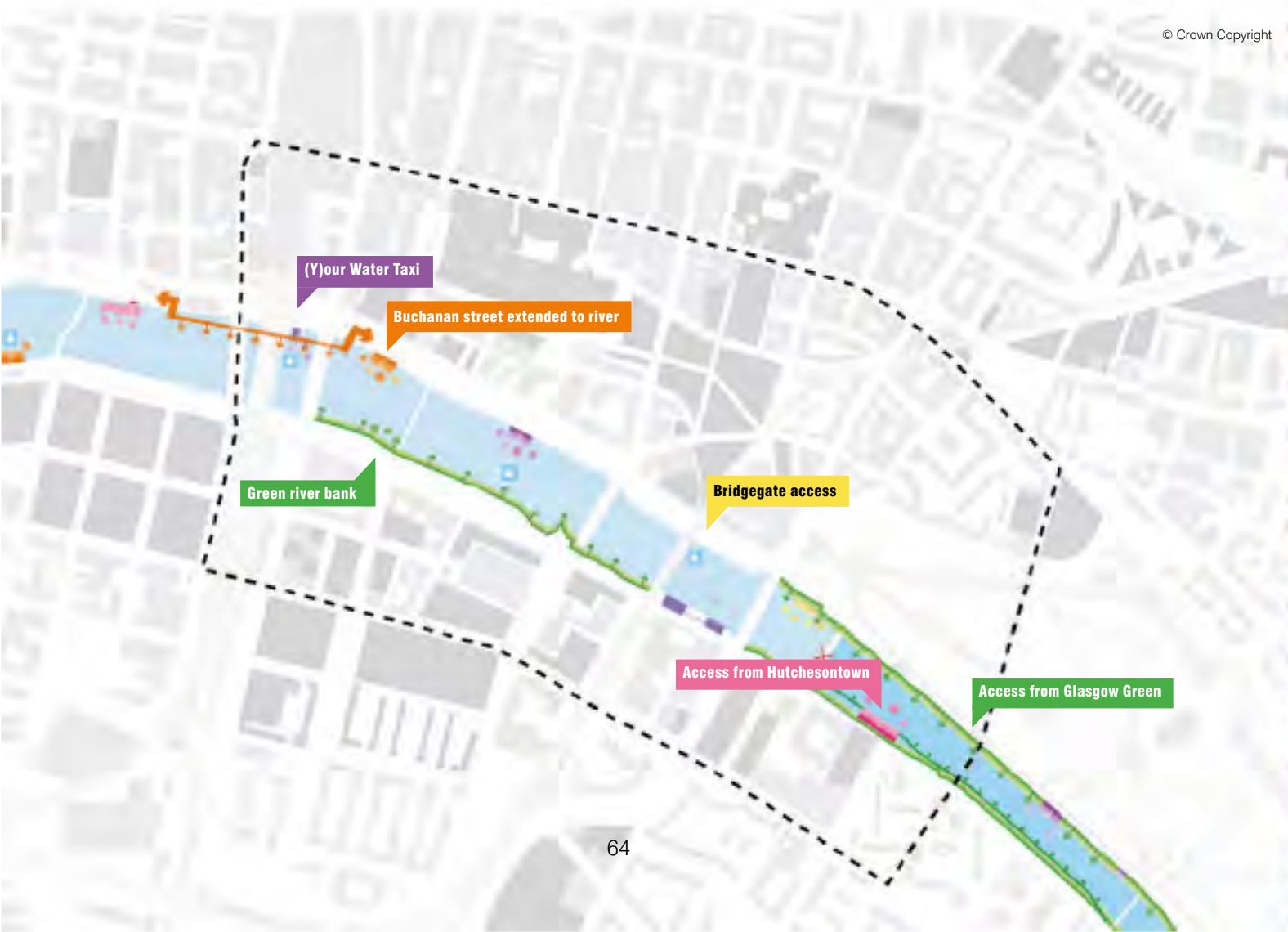
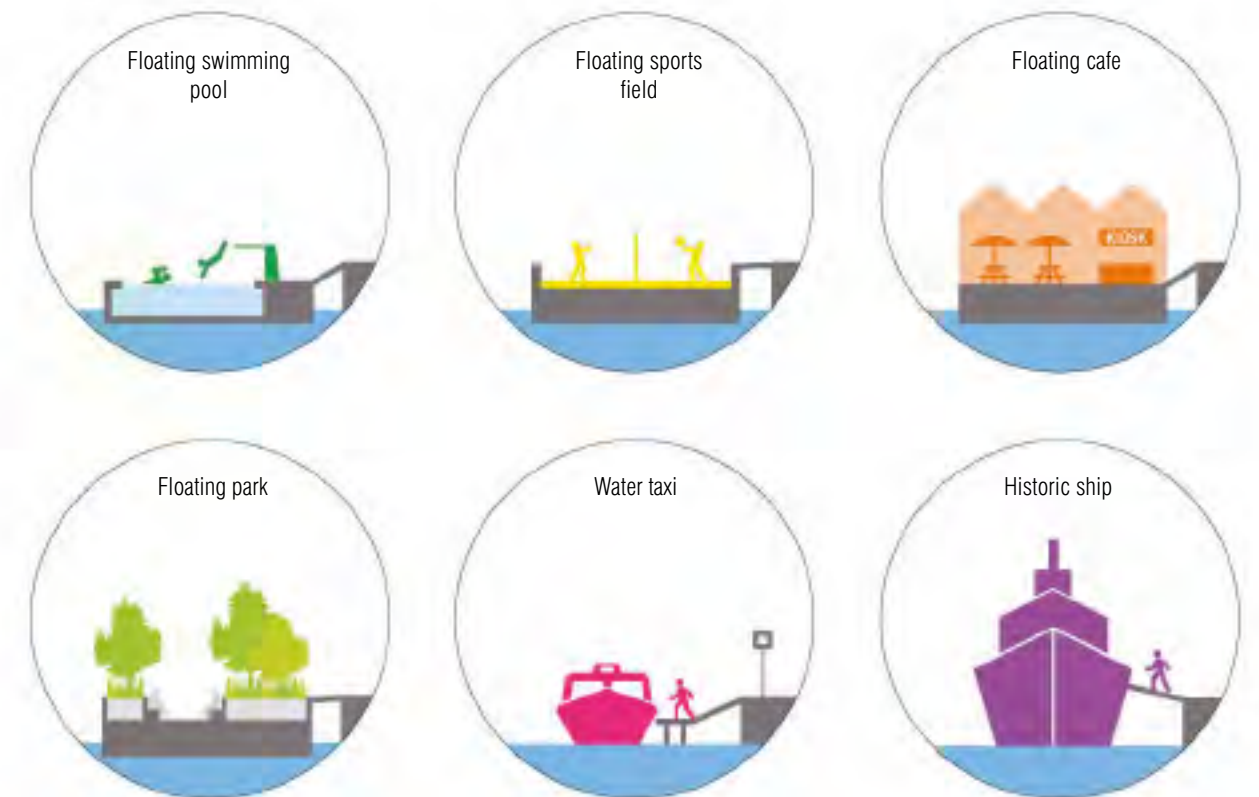
(Y)our River Park

Activity on the water

- The river should be a spectacle itself. There should be activity on the water – water sports, leisure craft, water-taxis – a contemporary 21st century ‘working river’.
 - People should enjoy watching water-based activity occurring along the river corridor through the city centre. The river should be THE attraction in central Glasgow.
 - Finding ways to enable and encourage activity needs to continue – working with (Y)our River Management + Delivery Board (see action plan) – to provide facilities and support programmes to rekindle interest in the River Clyde. Glasgow City Council will lead on this.
- Diversity of experiences offered at the river would enrich the lives of every Glaswegian
 - Great potential to use river as a platform for creative ideas which would boost new economies
 - Emulate success of Port Dundas Watersports centre with water-sports provision on River Clyde benefitting from access to Firth of Clyde (a 21st century ‘working river’ for leisure, tourism and sports)
 - Opportunity to create a ‘taster’ to the Riverside Museum with an outdoor Maritime Museum interpreting the Inner Clyde’s heritage

Location : the River Clyde from George V Bridge to Glasgow Green (See also Broomielaw DRF).

Activities on the river



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(Y)our River Park

Lively and attractive riverfront

With the prospect of the Clyde becoming a remarkable new city park, the empty or extensively under-used plots along the river will be redeveloped. This will create new built river frontage and quarters linked to the river.

The many empty or extensively under-used sites and buildings along the river should be redeveloped. This should be coordinated with a Masterplan for key locations, notably the River Park, Custom House Quay / Briggait and south bank / North Laurieston.

The quality of the riverfront is crucial to the success of a remarkable River Park, as well as ambitious, high-quality district regeneration north and south of the river (St Enoch and Laurieston).

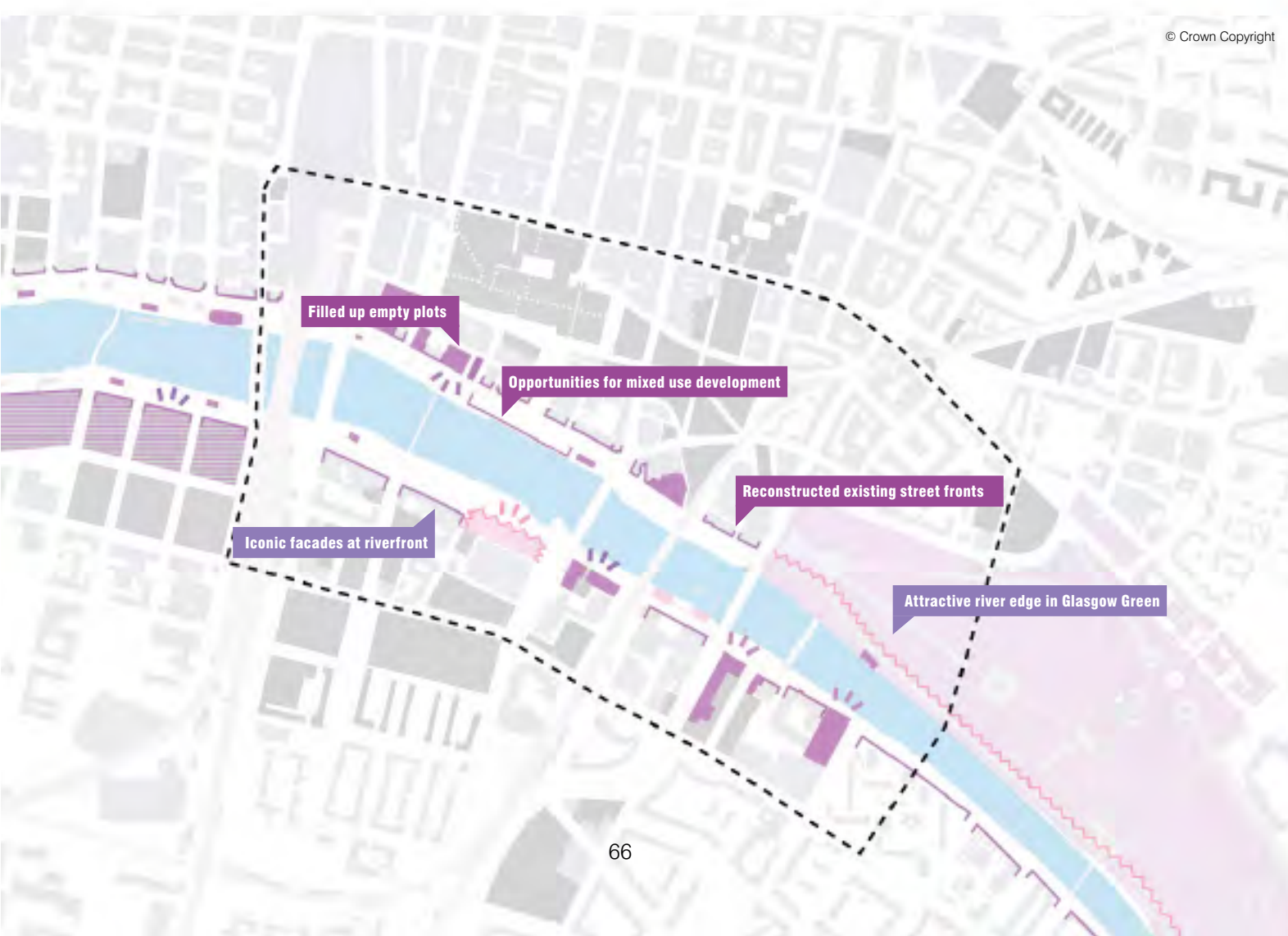
The River Park should be framed by attractive and active buildings and spaces along both banks of the Clyde. Existing and new buildings should be developed with active street frontages along the

River Park. These should also frame set-piece urban squares and set backs along the waterfront at landmark buildings (eg RC Cathedral).

Analysis has shown that big parts of the city centre are deprived of good public spaces for meeting, recreation, events, playing and sports. This means that not all available land should be built upon. Public space needs to be reserved along the river and adjacent districts to enhance the city centre for all.

Location: The River Clyde between George V Bridge and Glasgow Green (See also Broomielaw DRF).

- One of the potentially most transformational projects in the city
- A landmark space with the potential to enable Glaswegians (and visitors) to move along and across the river more easily and encourage more healthy activities.
- Requirement for Masterplan-led approach to guide and deliver high quality regeneration along River Park and on both banks at St. Enoch and Laurieston



(Y)our River Park

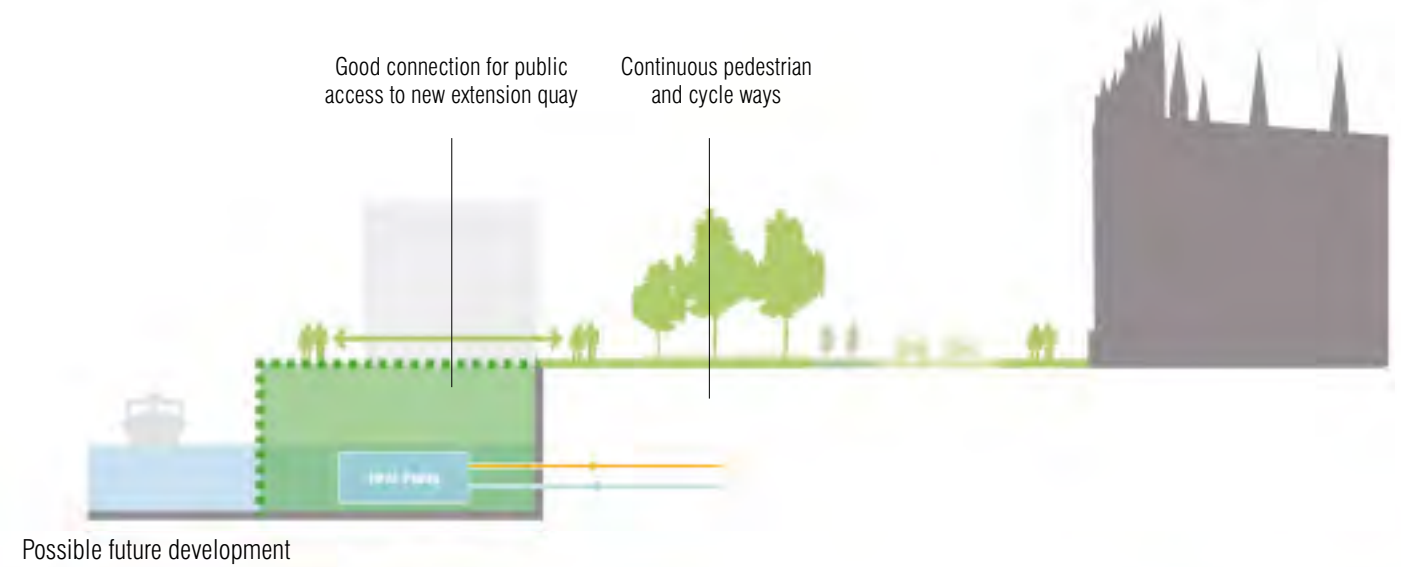
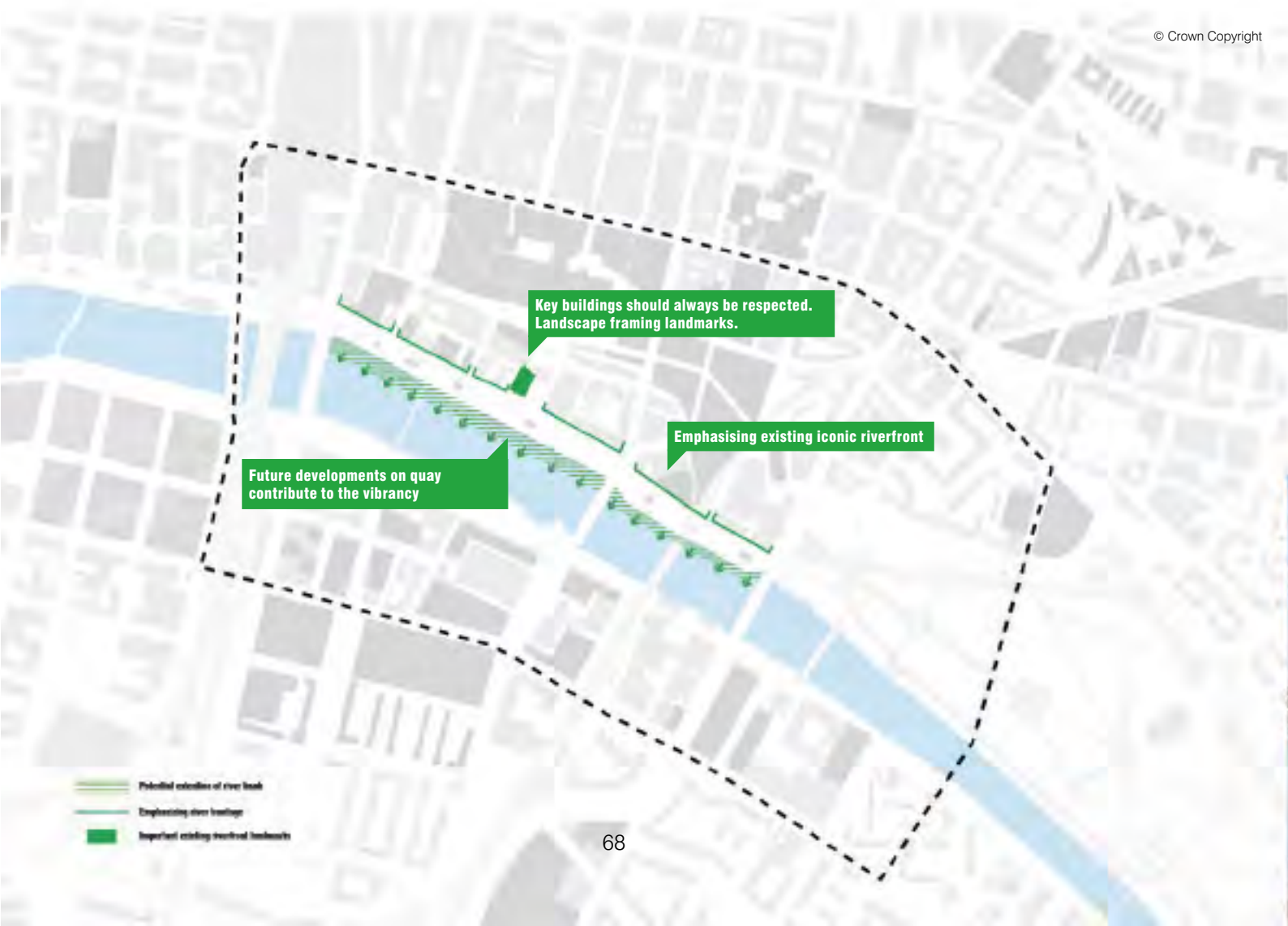
Possible extension of Custom House Quay (Public Space Design Quality Control)

There has previously been interest in extending and developing Custom House Quay. If such a development should be undertaken, it has to be done with utmost care. This most historic quayside should be treated as the 'crown jewels' of the city; where the heart of Glasgow meets the Clyde.

- The potential extension of the quay should be informed by a clear quality driven ambition on landscape and building design excellence.
- The design quality should be equal to or higher than described in this River Park chapter's project pages.
- The grandeur of historic buildings and connections on the Riverfront (St. Andrews Cathedral, The Briggait, Buchanan Street) must be enhanced. High quality public space should be provided at these accent points.
- The development of this new space must remain fully publicly accessible 24/7. Existing desire lines from the city centre to quayside must be integrated in to the design.
- The public space design should be inclusive, step-free and enhance accessibility and relationship to the water's edge.
- Local micro-climates should be created which are positive, work with prevailing climate and are 'designed for rain / wind' to encourage street-level activity and prolonged dwell time.
- There should be no negative impact of car parking (including visible built parking structures) on public space. The only thing visible could be a small beautiful entrance leading to underground parking.

See: (Y)our Great Buildings for principles on buildings.

Location: The River Clyde north bank between Jamaica Street and Crown Street.



(Y)our River Park

Clean and natural Clyde

The objective is to improve the ecological value of the river for plants and animals. The boundary between fresh water and tidal seawater lies in the centre of Glasgow. Both, potentially, have their own unique plant and animal life. It would be interesting to create a stronger spatial awareness of this boundary.

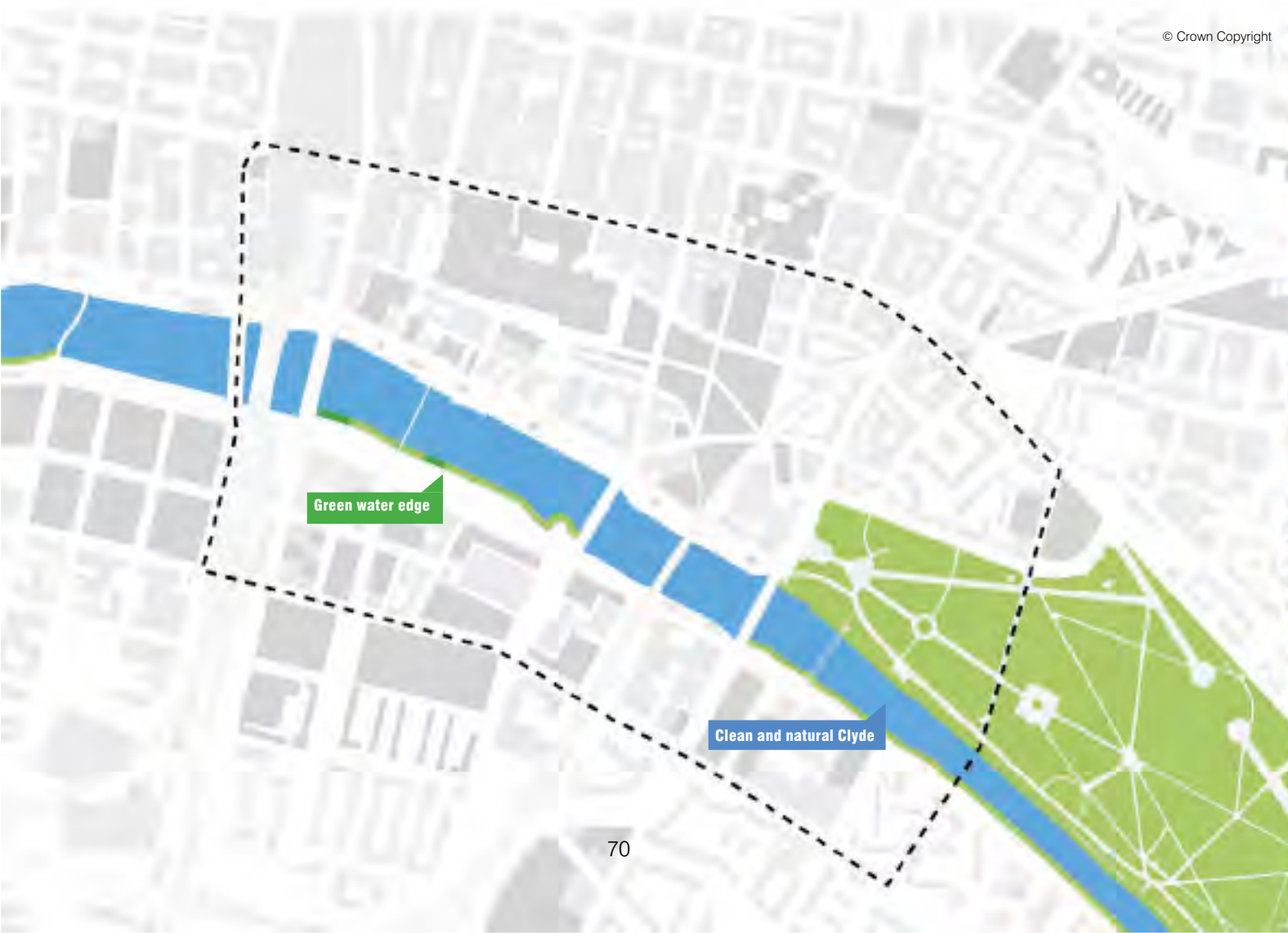
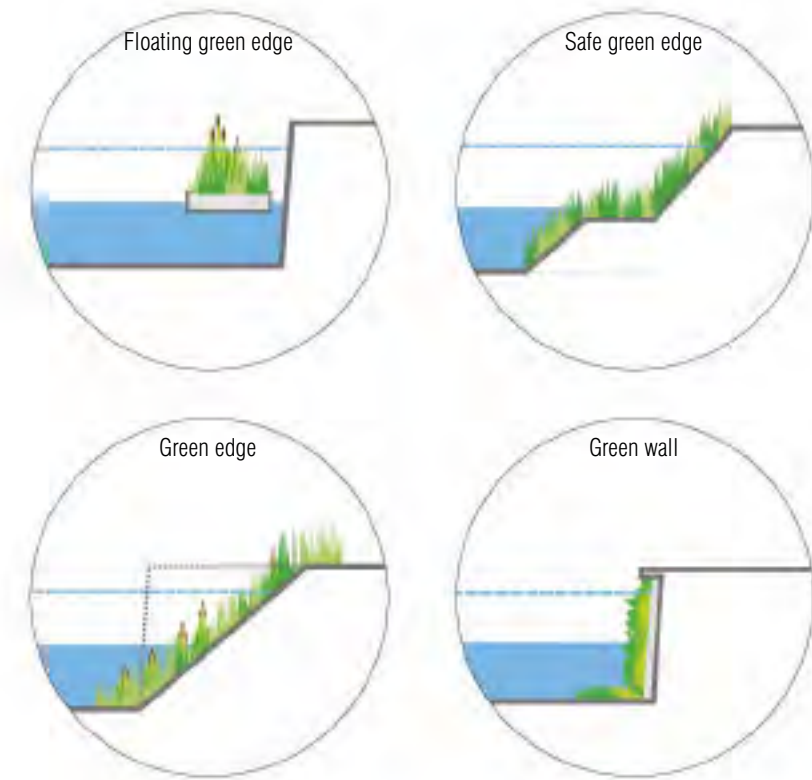
- Revive the river ecosystem for future generations, so they will swim and fish again
- Create a more ecologically resilient water-system which is better adapted to climate-change and improves sustainable urban drainage systems (SUDs)

The potential for increased biodiversity and enhanced urban ecology should be explored and landscape / riverscape design adjustments trialled, monitored and implemented.

The ultimate goal is to make the Clyde clean enough to swim in. Water quality targets should be identified and monitored.

Location: The River Clyde between The Riverside Museum and Glasgow Green. (See also Broomielaw DRF).

Strategies for ecologically friendly river banks



(Y)our River Park

The bridge collection

Along the city centre stretch of the River Clyde there is a remarkable collection of bridges – two rail, two pedestrian, four road and one motorway.

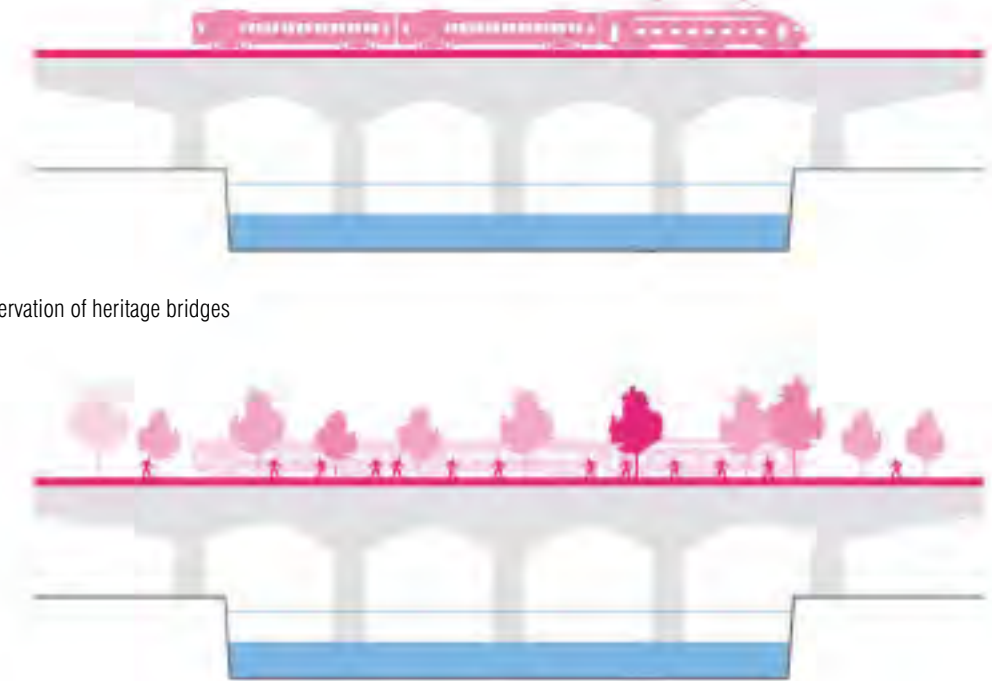
They include an array of engineering techniques and aesthetics. These are a wonderful visual collection of historic bridge techniques and several have benefitted from recent conservation and spectacle. This heritage should be celebrated (and added to with new, strategically located crossing points. See Broomielaw DRF).

See the project 'St. Enoch Highline' in (Y)our Great Streets and Spaces for a proposal to re-use the available space under- and on top of the City Union Railway viaduct, including a proposal to make a new (local) pedestrian connection over the river.

Perhaps a new use can be found for the Dalbeattie granite columns east of the rail bridge in to Central.

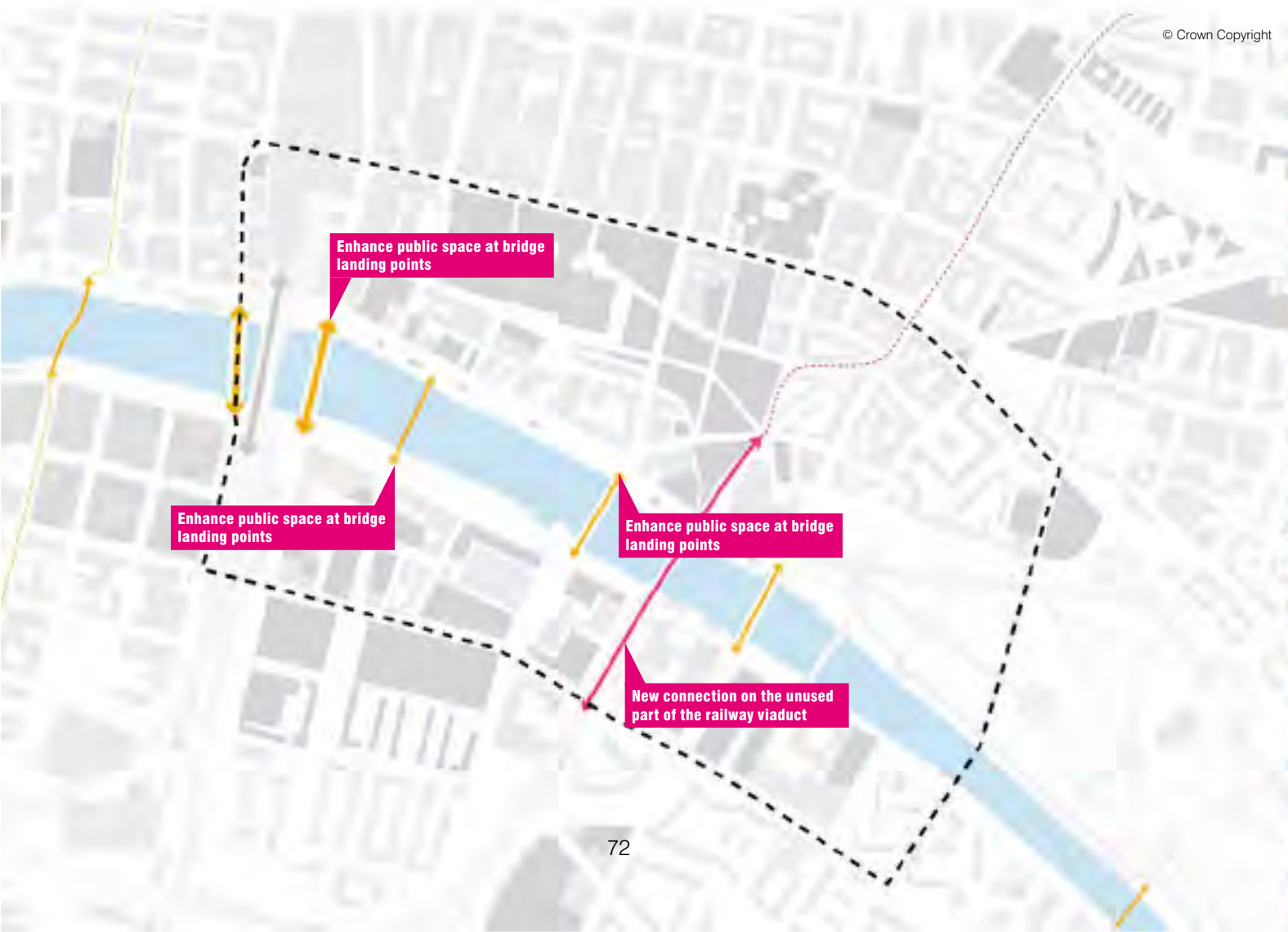
- Few cities have have such a density of bridges. They deserve to be better used as connectors and elements of beauty
- There is scope to use the unused space on the City Union Railway bridge for a new pedestrian link over the river.
- There may be scope to develop an 'inhabited bridge' building spanning the Clyde on the existing granite columns at Central Station
- Enhance all of the 'landing' points of each crossing to integrate bridges seamlessly into street network. Enhance pedestrian / cycle connectivity.
- Develop a lighting strategy for the bridges and quays

Location: Bridges along the River Clyde. (See also Broomielaw DRF).



Better conservation of heritage bridges

City Union Rail Bridge



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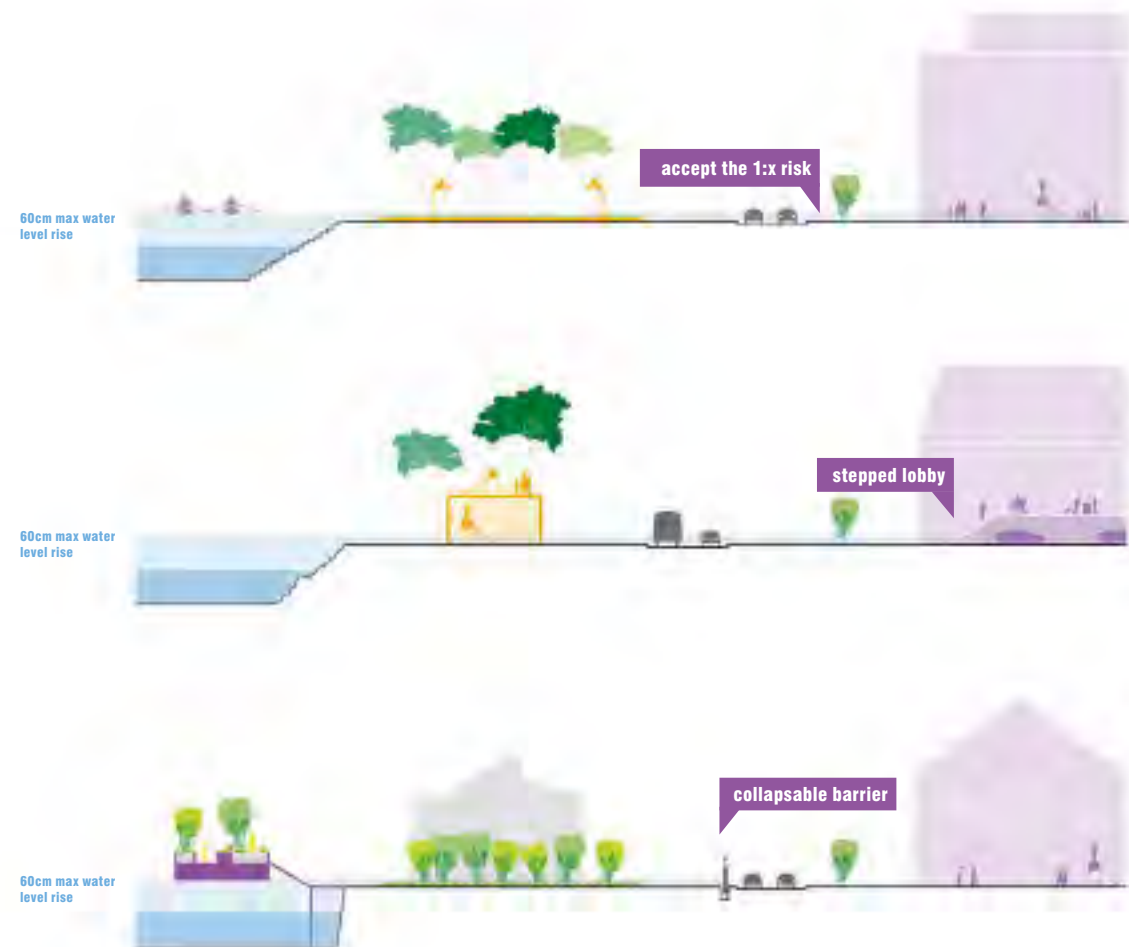
(Y)our Dryline Flooding strategy

It is vital to ensure that Glasgow city centre is resilient and adapted in anticipation of climate change. New development must integrate the principles and guidelines set out in the Glasgow City Centre Surface Water Management Strategy. The introduction of filtration, attenuation and rain gardens are to be considered.

For St. Enoch the 1 in 200 year flooding datum is currently understood to be set at 6m AOD. However, it is necessary to review and confirm projected sea and flood water levels and ensure future-proofed adaptation anticipates the environmental challenges of climate change.

- (Y)our River Park should seamlessly integrate flood defence / surface water infrastructure to establish (Y)our Dryline on both banks - ensuring climate change resilience and adaptation.
- Needed to ensure safety AND attractive solutions at the same time
- Future-proofed design, accommodating anticipated future flood levels will be a significant challenge. An integrated approach is crucial to ensure an attractive place-making approach

Location: Custom House Quay, Briggait quay. (See also Broomielaw DRF).





03

(Y)OUR GREAT STREETS AND SPACES

Current: car dominated, obstructed space

Analysis streets and public spaces

Most people who have shared their opinions in the preparation of this DRF characterise the St Enoch DRF area as being harsh and car dominated, with numerous 'dead zones' lacking street-life and activity. While Argyle Street (along with St Enoch Square and Glasgow Cross) has the highest footfall, there is room for enhancement along this principal street.

There is heavy traffic on quays and other key streets like High Street / Saltmarket, Ballater Street and also many secondary streets in the neighbourhood. Many buses drive through St. Enoch. There are mixed opinions about restoring bus access along Argyle Street. There is a lot of open-air, surface parking on and off-street, notably at King Street.

There are too few things to do and experience in the public realm. Public spaces are paved and (with the exception of Glasgow Green) there is a lack of greenspaces, soft landscaping and street trees. Many consultees confirmed the observation that many streets are unattractive, with an apparent lack of maintenance of pavements, with a lot of litter and water ponding (a 'puddle audit' was suggested) and there is a lot of litter.

Glasgow Green is the exception. The park is well used and attractive. Connections from the surrounding neighbourhoods need improvements, but many are fond of the Green (though as many spoke of not using it as often as they should).

There is a high frequency of closed facades or buildings that don't face the street, especially on the south bank and around St. Enoch Shopping Centre. A number of consultees indicated that they feel unsafe in several public spaces in the DRF area (even in daylight), including along the river,

Massive structure disrupting the continuity of surrounding urban spaces

Potential to free up space for pedestrians along the river by reducing car traffic

The last remaining 'real' streets on the south bank

south of St Enoch shopping centre and around the Courts. The shopping centre hinders the connection between the city centre and the River Clyde,

The area has to become more attractive as a destination; where the heart of the city meets its river.

Focus areas are therefore: the south bank, the quays (see River Park chapter), the area around St. Enoch Shopping Centre and King Street car park and connections to Glasgow Green.

Massive open car parking, potential to redevelop into buildings/public spaces with higher value to the neighbourhood

Big empty plots have negative impact on the surroundings

Traffic overloaded High Street

Potential connection to the largest city park

Unsafe/unattractive pedestrian environment

- Main car circulation
- Railway
- St. Enoch Shopping Centre
- Pedestrian zone
- Green space
- Urban void
- Open air car parking

Current: car dominated, obstructed space Analysis streets and public spaces



(Y)our great streets and spaces

Overview streets and spaces projects

As part of a new integrated traffic / mobility strategy for the city centre, changes in car and bus circulation should be made, allowing more space in streets and squares for cyclists, pedestrians and trees. To assist in orientation and connectivity the tartan street grid concept proposes to optimise the urban grid and create higher quality streets with a clear hierarchy of principal and secondary streets and city lanes. All proposals will be subject to traffic modelling.

More attractive public spaces will draw new investments and attract new inhabitants. A new event square could be considered as part of the mixed-use redevelopment of the King Street car parking. This should ease pressure on existing city squares (eg. George Square and St Enoch) and create a focus on St Enoch / Merchant City South which links to the River Park and Glasgow Green.

Key streets like Argyle Street, Ballater Street, Saltmarket / High Street, Bridge Street/Jamaica Street, Gorbals Street and the quays will be revived as attractive public spaces with diverse characters and a focus on pedestrians and cyclists. This will create a grid network of North/South and East/West connections, capitalising and extending the benefit of the EIIPR Avenues programme.

There must be special effort to enliven street frontages, especially on the south bank and around St. Enoch Shopping Centre. One or two new routes through St. Enoch Shopping Centre should be made, enabling pedestrians to walk directly from the city centre to the river quay, and reviving the currently forgotten parts of St. Enoch. Howard Street should be redefined with active frontages along the southside of St Enoch Shopping Centre and linking in to the Broomielaw and Merchant City Lanes.

South of the river the North Laurieston connections are vital to reconnect the Southside to the north bank core city centre. The prospect of linking the new linear park in Laurieston to Buchanan Street, via an upgraded South Portland Street / River Park connections has massive potential.

Underpasses under rail viaducts should be more positive, more welcoming spaces framing the transition between neighbourhoods and acting as gateways, rather than barriers in the cityscape.



Glorious Argyle Street

Car traffic-calmed High Street

St. Enoch event square

Redefined Howard Street

Glasgow Cross shared space

Cleaned up Bridge Street

Clutha Gateway

Super Saltmarket - a delightful, historic street

See Chapter (Y)our River Park

World-class urban park : events, gathering, play, sport

(Y)our great streets and spaces

Bigger context: improved public spaces and connections

The proposed ambition to improve public space in the city centre should consist of these key elements:

- The River Clyde corridor is converted into Glasgow city centre's biggest city park (see River Park chapter).
- The City Deal funded EIIPR Avenues project upgrades principal streets within in the city centre.
- The tartan street grid concept proposes clearer street hierarchy to optimise the urban grid and create higher quality streets: more specialised in function and more specific in spatial character.
- Improving pedestrian and cyclist links to make a fine-grained, comfortable and logical network; repairing historic connections which have been severed or attending to obvious missing links. This would include certain connecting streets such as miller street.

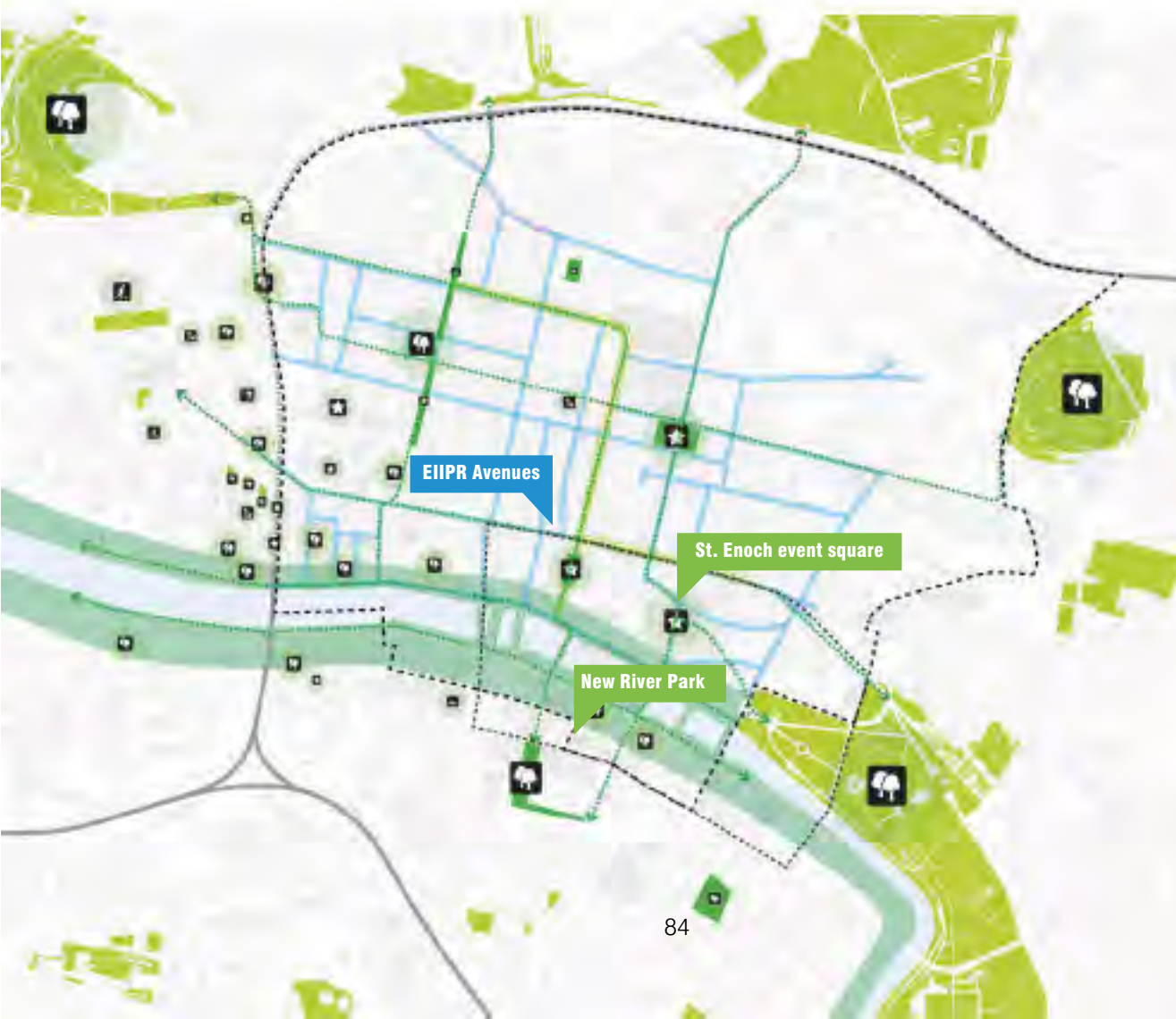
- A series of pocket parks should be added to compensate for the lack of quality public green and play spaces within the city centre.
- An urban Event Square should be encouraged as part of the re-development of the King Street site in St. Enoch to plug a gap in event space provision as part of a more optimal hierarchy of city centre public events spaces should be considered.

Location: City Centre

- Increase attractiveness of walking and cycling to induce more active travel and less reliance on private car
- Good neighbourhood amenities such as green spaces and play spaces make the centre more attractive for inhabitants, visitors and investors
- Spectacular parks and events squares will attract more tourists/visitors and supplement increased footfall to boost the economy



The tartan concept proposes higher quality streets: more specialized in function and more specific in spatial character.



(Y)our great streets and spaces

Variation in street character (Tartan)

This concept deals with a series of challenges and opportunities:

- The street grid is fantastic but a bit repetitive. There is potential for more variation and quality, to create a more legible street grid which is easier to navigate through.
- At present cycling, walking or commuting by bus can be very unattractive. To make sustainable mobility (active travel and public transport) a serious alternative (over the car), routes/networks need to be safer, faster, more intuitive, reliable and comfortable.
- With the proposed reduction of car traffic in the city centre (no more through traffic, less street parking, better public transport) street space becomes more abundant. This creates an opportunity to think about alternative uses for the city centre streets.

This project refers to the spatial aspects of the streets. See '(Y)our updated mobility' for the traffic and transport aspects.

The fact that less street space is taken up by cars and that streets have different functional specialties (see page on the right) can be used to give streets more specific character. This is not a formal design decision, but as a result of contextual conditions, street function and analysis. This means that the street design can vary (even

- Makes a more attractive and livable city
- Stimulates more sustainable and healthy mobility
- With the oversize of Glaswegian streets there is enough space available
- Review one-way system and verify optimal traffic management

within one street) according to the use. For example:

- In quiet neighbourhood streets, the extra space can be dedicated to green private frontyards.
- In main pedestrian routes like Argyle Street or Saltmarket footways can be widened with space for cafes / terraces and trees (inground or containers).
- in bike streets a wide bike lane is created.
- In bus streets the extra space goes to segregated bus and cycle lanes.
- Any efficiency in the car street network (through better planning or new technologies eg. autonomous vehicles) should be translated in to benefits for pedestrians and cyclists.

Location: City centre and surroundings.



The tartan concept proposes higher quality streets with a more specific spatial character. Not as a formal design decision, but as a result of contextual conditions.



The first aspect that defines the character of the street: The traffic function.



The second aspect: The hierarchy of streets, the importance in the Glaswegian's mental map.



The third aspect: The use of the buildings, the liveliness of the plinth, streetside activities.

(Y)our great streets and spaces

Variation in street character (Tartan)

Busy access street (20m width*)



Calm neighbourhood street (20m width*)



* Glasgow city centre street width from 18m to 25m in general.

Pedestrian promenade (20m width*)



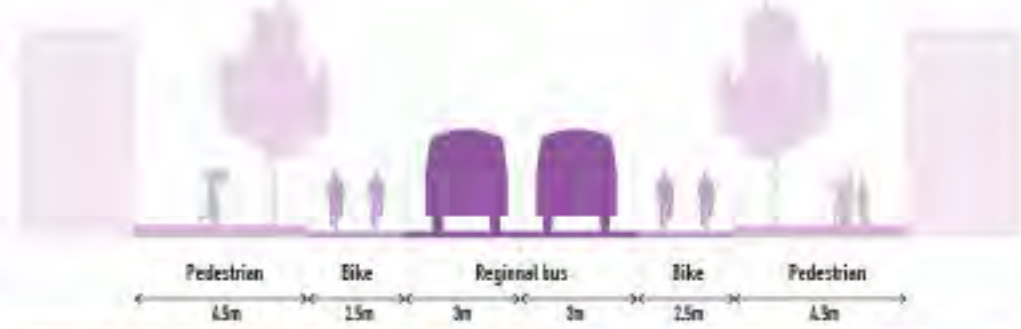
Bike priority street (20m width*)



(Y)our great streets and spaces

Variation in street character (Tartan)

Bus priority street (20m width*)



Lane (5m width)



* Glasgow city centre street width from 18m to 25m in general.

(Y)our great streets and spaces

Glorious Argyle Street



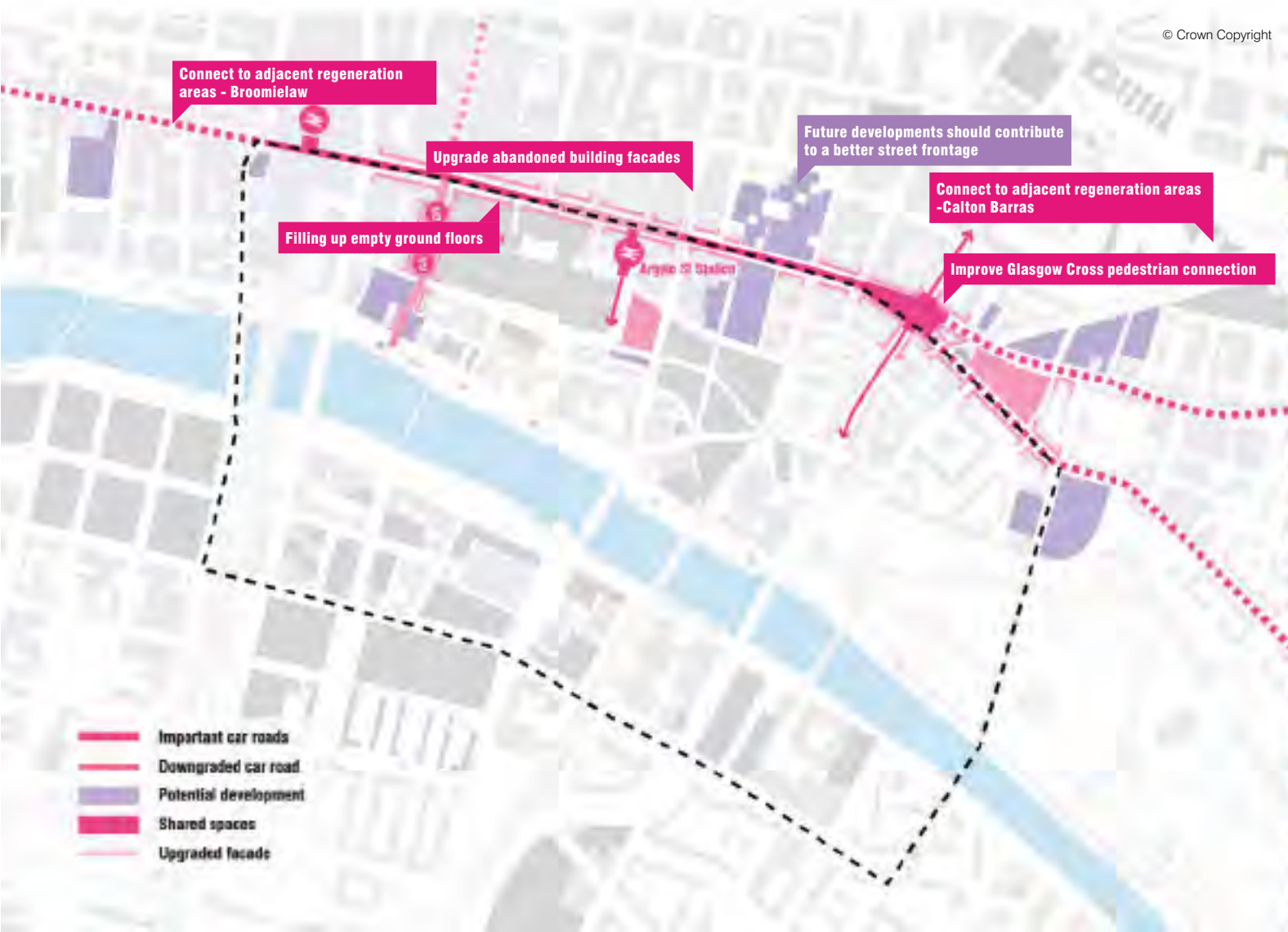
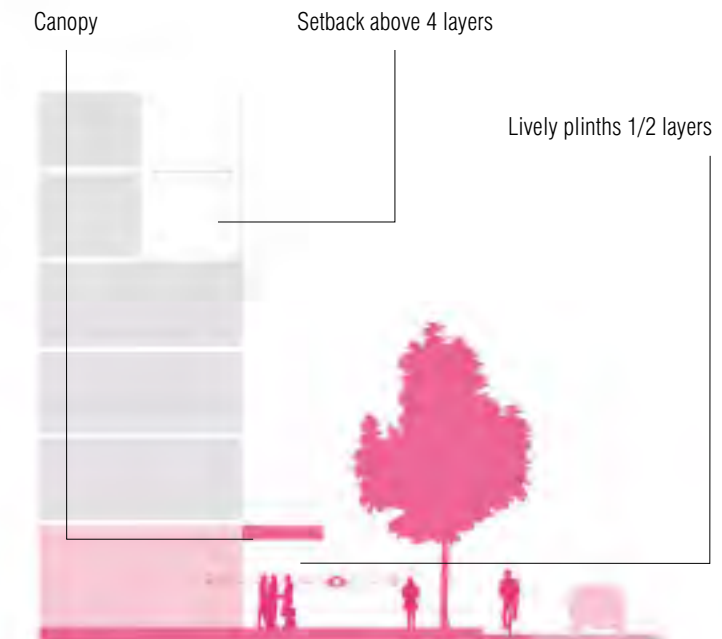
Restoring Argyle Street to be one of Glasgow's great streets, again.

- This includes restoration of buildings forming a continuous and lively street frontage from Central Station to Glasgow Cross, with specific focus along Trongate (including the 'Selfridges' site)
- Improving the pedestrian footways along Argyle Street as part of the 'Avenues' project.
- At either end of the district look to create memorable, attractive and safe environments;
- At Heilanman's Umbrella significantly improve streetlighting beneath Central Station and improve air quality. Consider making Heilanman's Umbrella pedestrian only (to be researched as part of bus strategy);

- Simplify Glasgow Cross to create better connection to High Street and enhanced pedestrian / public realm. Scope to introduce shared space.

Location: Argyle Street between Hope Street and High Street

- Restore and improve one of the most important historic streets in central Glasgow - a key east-west route through the city
- Encourage new businesses to invest in St. Enoch area by providing a more attractive, safe environment
- Create a more attractive arrival point in the city centre from key train, subway and bus routes



(Y)our great streets and spaces

Traffic-calmed and reconstructed High Street



High Street / Saltmarket has been forgotten as the historic origin of medieval Glasgow. It should be one of the city's great historic streets, yet it is currently plagued by heavy traffic routed between M8 Townhead Junction 15 and the River Clyde.

The High Street / Saltmarket should become synonymous as a great new destination for Glaswegians and visitors to enjoy; celebrating its strong, distinctive heritage and character blessed with a pleasant, safe and human scale environment.

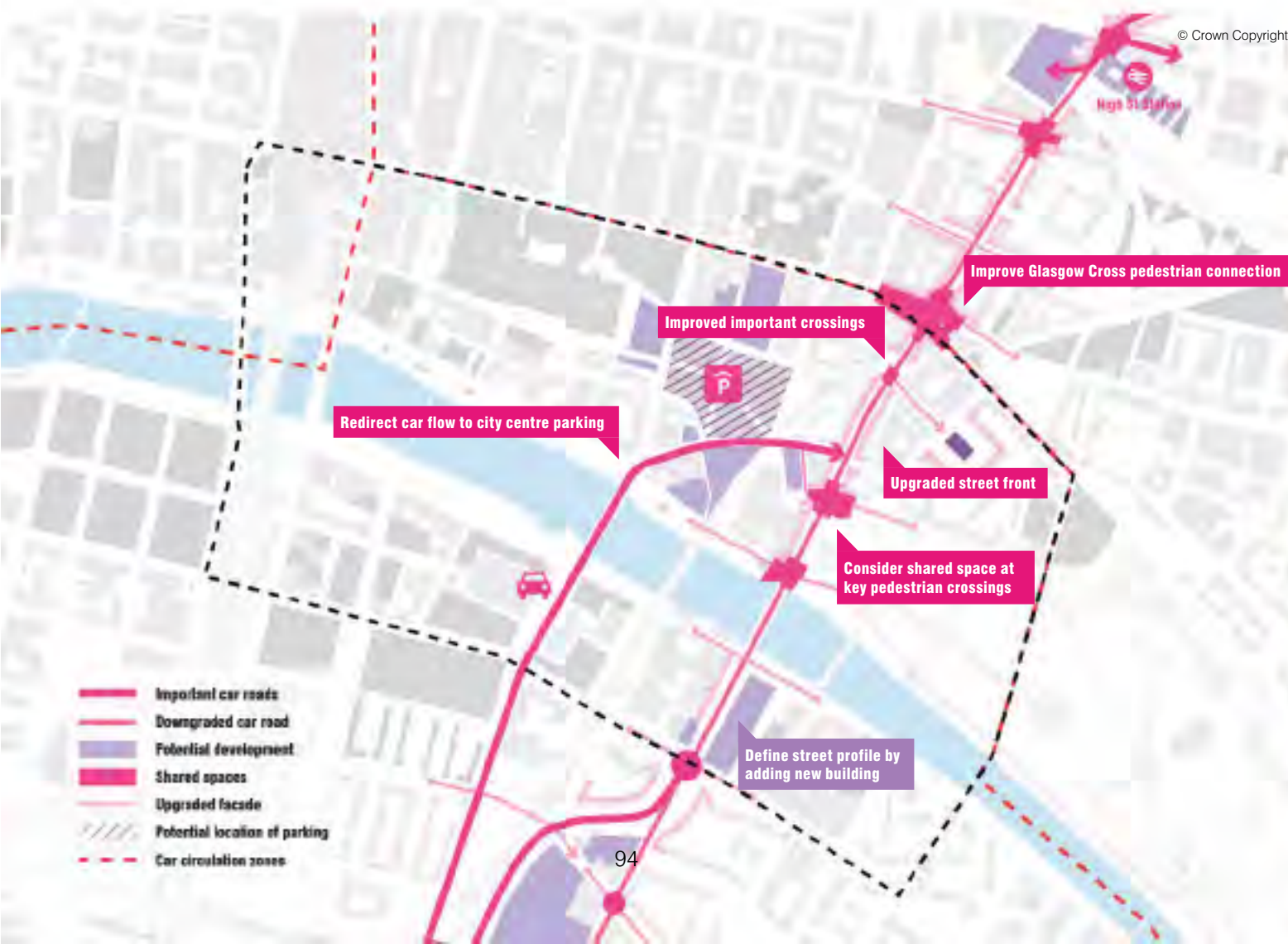
Adjustments to achieve this transformation should include

- Creating a pedestrian and cycle friendly environment by reducing impact of traffic. Provide as much space as possible for pedestrians, cyclists and street greenery and High Street / Saltmarket will become vastly more attractive.
- '(Y)our updated mobility' for the proposed traffic-calming / routing measures to create the conditions for the revival of High Street.
- A positive impact on the uses along the street and the larger area: more footfall will lead to less empty shops and higher quality uses. The High Street should be re-established as Glasgow's historic medieval mile from

Cathedral to Green.

- A general upgrade of all facades along High Street is important to give the street back its special character. Active street frontage is fundamental to encourage footfall.
- Consider making some key crossings single surface / pedestrian priority to create a more pedestrian friendly environment and enhance setting of key buildings / junctions / desire-lines.
- Preservation and highlight of Tolbooth Steeple, McLennan Arch and reactivation of St Andrews in the Square. An attractive High Street will re-connect the Cathedral to the city centre.

- Establish safe and pleasant East-West connections for pedestrians, enhancing connections to Glasgow Green, St Andrew in the Square and the East End via Glasgow Cross
- By reducing through traffic, local car access should be more efficient and intuitive
- The improved public space quality and increased footfall would benefit High Street / Saltmarket businesses.
- Revived forgotten historic vistas and character to redefine the High Street / Saltmarket.



(Y)our great streets and spaces

Improved Glasgow Cross / Trongate



Glasgow Cross is the original centre of medieval Glasgow. It is currently dominated by through-traffic with very complicated crossings for pedestrians and an unsafe environment for cyclists. Introducing the single surface concept will help to slow down traffic and create safer and more fluid circulation for pedestrians.

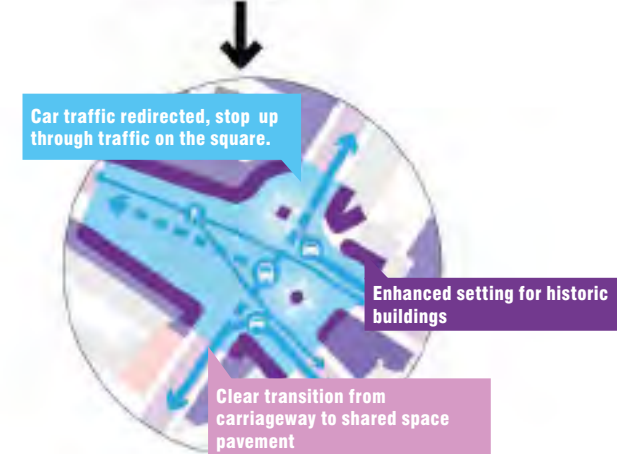
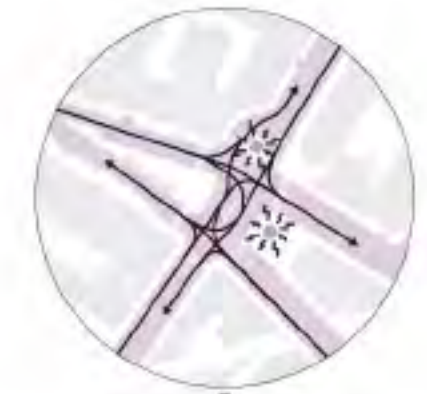
See: (Y)our updated mobility for the traffic measures that could make the upgrade of Glasgow Cross possible.

- The main aim is to re-establish the importance and physical presence of Glasgow Cross within the city centre and transform it into another historic highlight of Glasgow.
- As part of a city centre transport strategy consider how to reduce and rationalise the flow of traffic

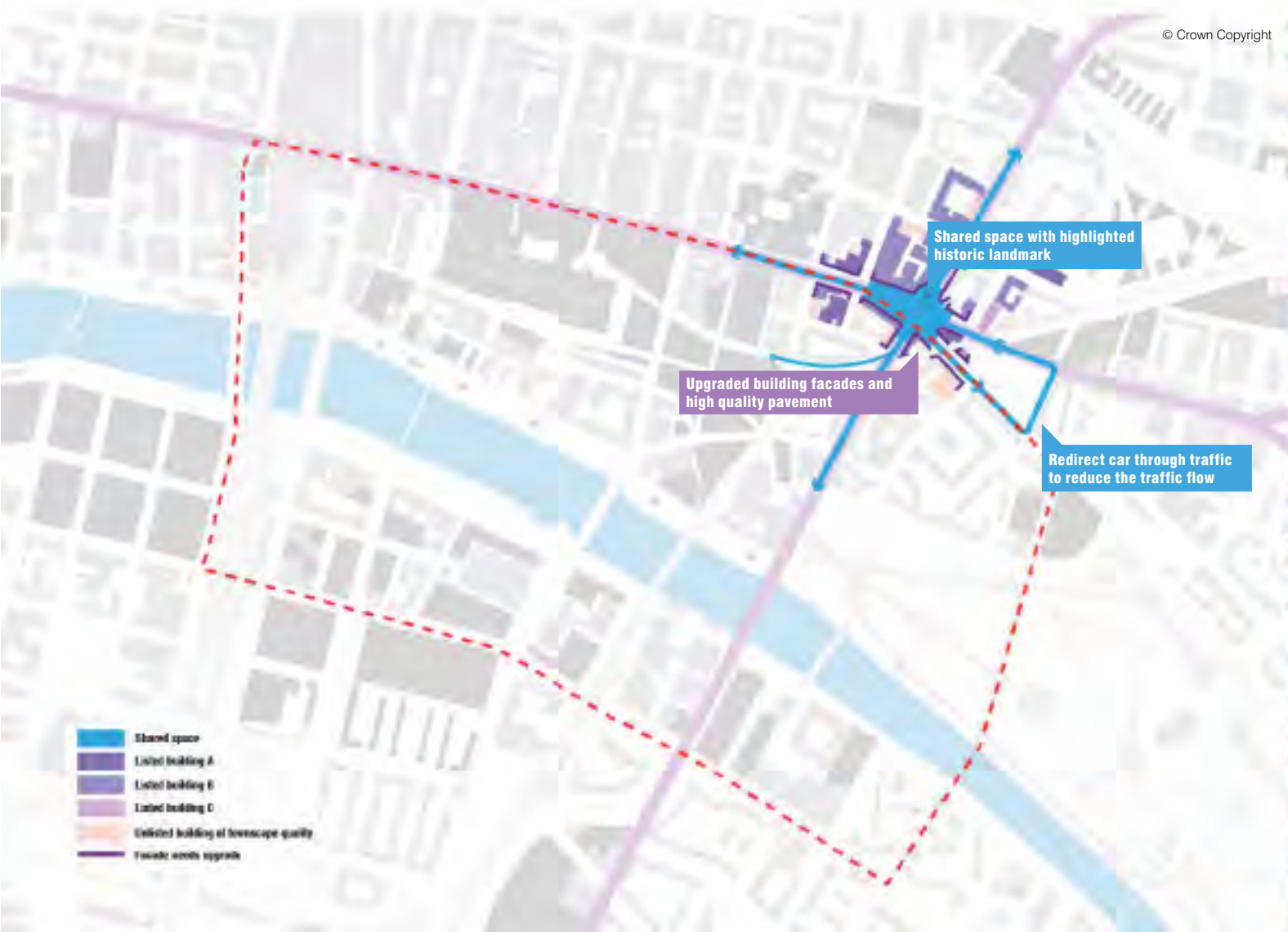
- The project includes substituting current asphalt and poor quality pavement with high quality pavement covering the entire area of Glasgow Cross,
- This project is to be delivered as part of the EIIPR Avenues project and should be an integral part of the overarching mobility / transport strategy for Glasgow city centre.

Location: Glasgow Cross

- Look to transform one of the most stressful junctions in the city centre to a pleasant, historic pedestrian friendly square
- Important historic buildings should not be treated as traffic islands but showcased and celebrated



Glasgow Cross shared space: From messy car crossing to pedestrian friendly square



(Y)our great streets and spaces

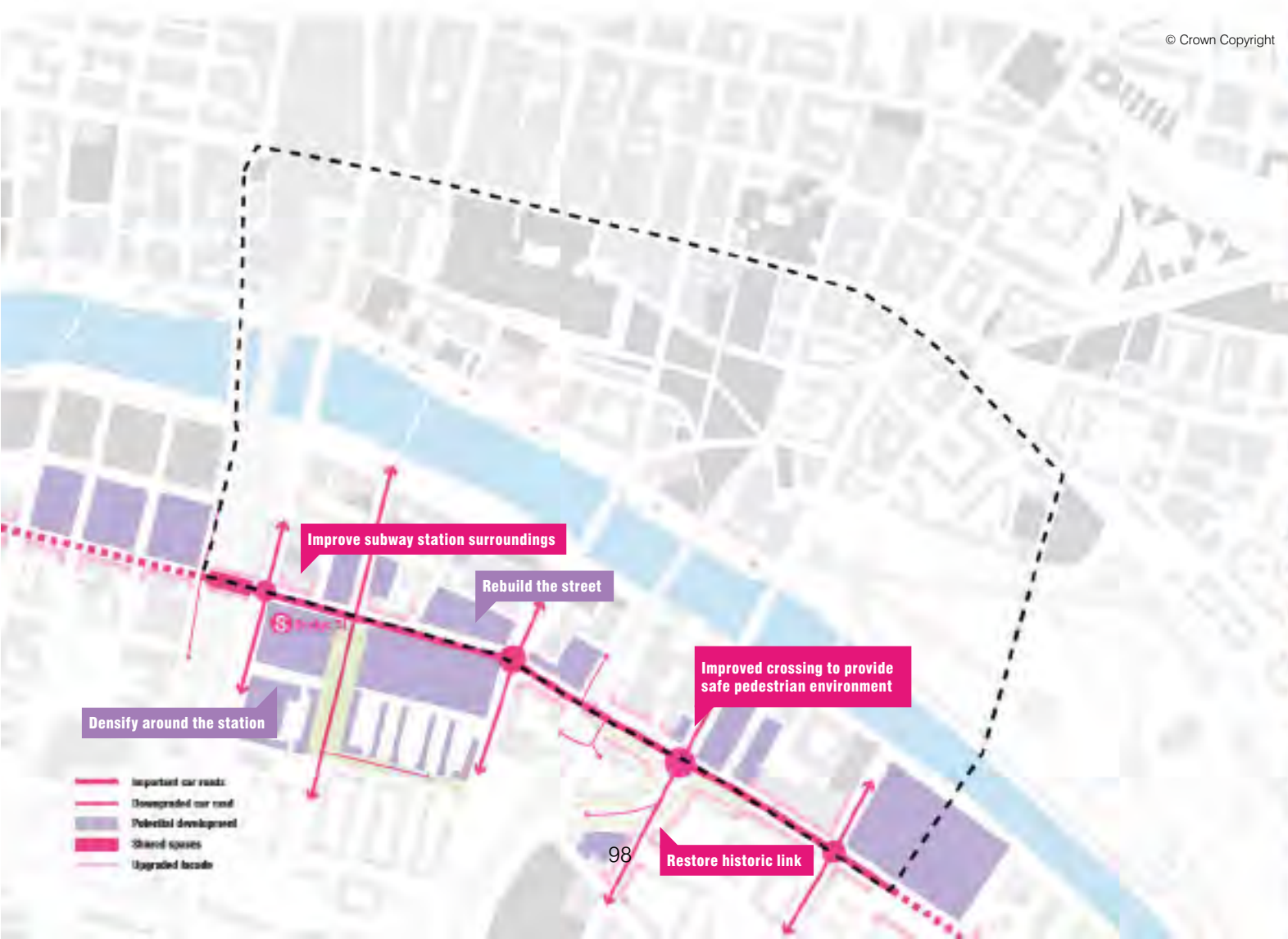
Lively and safe Ballater Street / Norfolk Street

The south bank's principal East-West axis Nelson Street - Norfolk Street - Ballater Street will remain an important car access route, with scope to relieve pressure from the north bank quaysides. See: (Y)our updated mobility.

The objective is to turn it back from a busy road to an attractive street:

- The street should be restored by placing new buildings to re-define the building line and improve existing streetfronts, something that Ballater Street lacks at the moment.
- The quality of public space needs to be improved: More space allocated to pedestrians and cyclists, fresh pavement / public realm, more green space / street trees. Vastly improve cycle infrastructure over the full length of these streets.
- Change it back from a busy road to an attractive main street of the Southside
- Better crossings north-south to reduce severance between the Southside and the River Park / core city centre and improve connection to the Bridge Street subway station

Location: Nelson Street, Norfolk Street, Ballater Street



(Y)our great streets and spaces

Cleaned up Jamaica Street / Bridge Street

Jamaica Street is currently (one of) the busiest and least attractive street(s) in Glasgow. Bridge Street is equally unattractive, despite some fine built heritage. Both have the potential to be restored to lively urban streets.

This project aims to reduce the traffic intensity and increase public space quality on these key routes (tying in with Union Street to the north - see Central DRF).

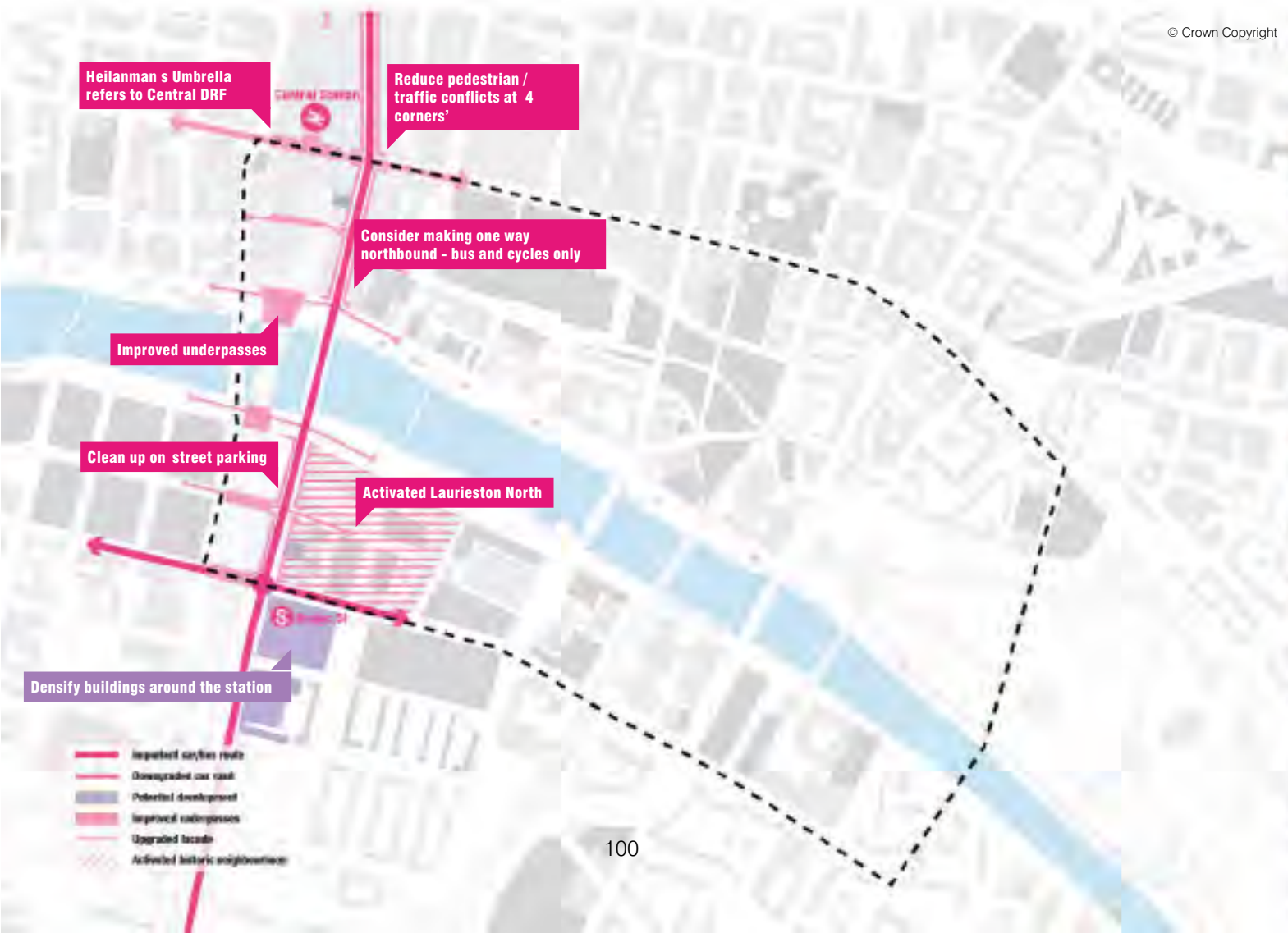
- Consider making Jamaica Street dedicated for buses and cycling only. Vastly improve cycle infrastructure over the full length of both streets.
- No on-street parking, only for deliveries during defined times.
- Explore possibility of making it a corridor for South-West and South-East bound regional buses as part of a new bus strategy while acknowledging that traffic management has

changed and waiting environments have been improved. Review design speeds on Jamaica Street and Bridge Street. Reduce traffic speeds by passive enforcement through traffic-calming integrated into high quality street design

- Improve footways and pedestrian crossings. Clear away clutter in the footways (bins, electric cabinets, signage, poles).
- Introduce street trees and enhance lighting to transform the look and feel of these streets.
- Empty building plots on Jamaica Street and Bridge Street should be developed with buildings that contribute to create a lively street-scene, with active frontages.

Location: Jamaica Street and Bridge Street within DRF area

- Look to redefine one of the most important arterial routes of the city, linking directly in to the Southside.
- Consider how best to ensure safe and pleasant connections for pedestrians; relieving severance by reducing volume and speed of traffic.
- Work to provide a significant enhancement for pedestrians and cyclists; more high quality space providing a safe route to / from the core city centre
- The improved quality of public space would benefit Jamaica Street and Bridge Street businesses



(Y)our great streets and spaces

Long continuous routes

As well as creating new links, existing streets should be designed to form long, comfortable and continuous routes for cyclists and pedestrians. These long continuous routes should seamlessly connect to the urban grid of central Glasgow.

- This means that there is consistency in design along these routes that makes following them intuitive: Street crossings are easy and without guardrail, cycle lanes and footways are wide enough, free of obstacles and clutter, well maintained and well-lit.
- This could allow people to take different routes to their destination and makes walking and cycling more attractive.

- Continuous North-South and East-West connections would make cycling and walking more attractive
- Having choice between routes allows for a functional specialisation between streets which helps to reduce congestion and increase safety

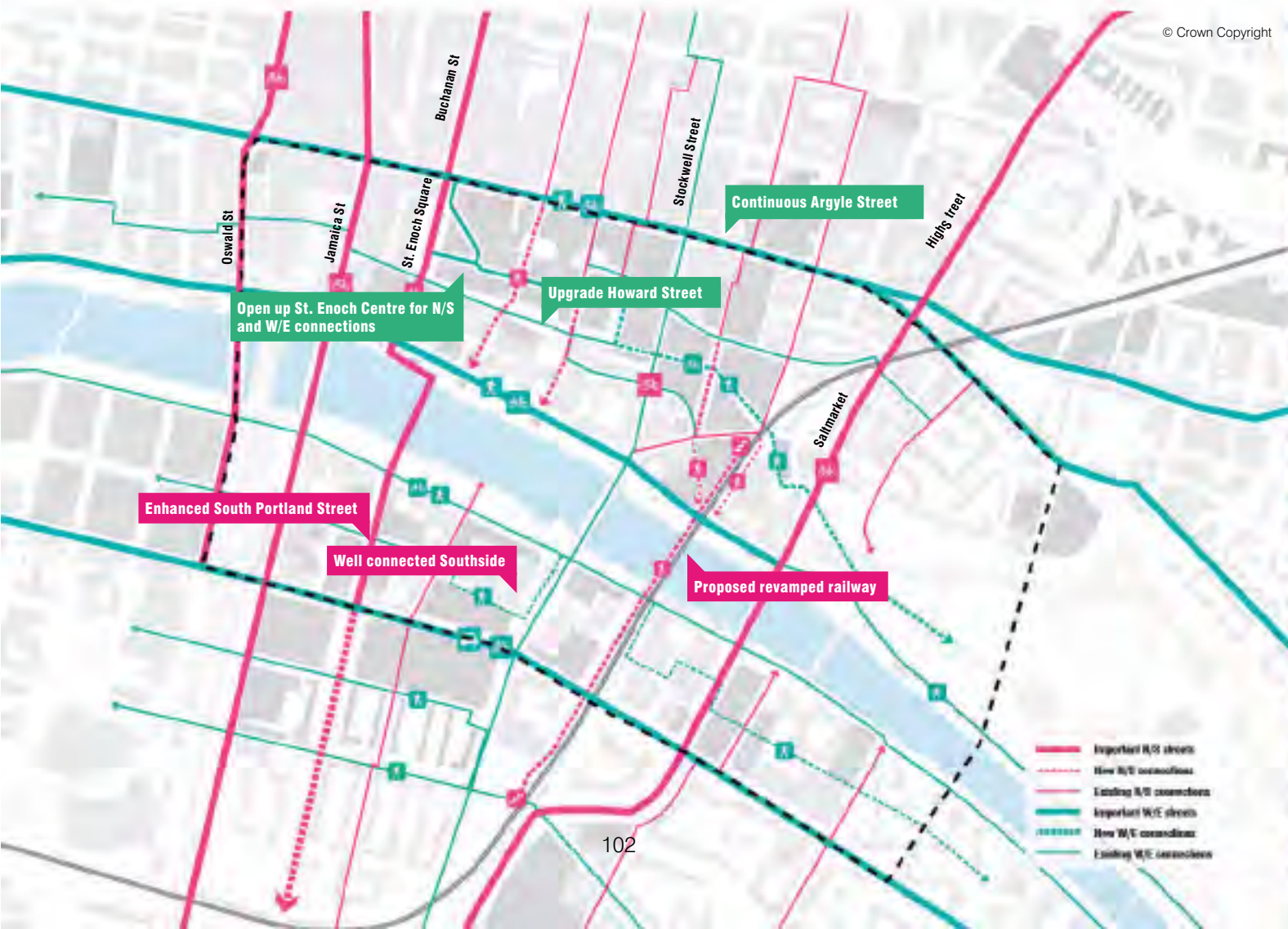
- A functional specialisation between streets can be imagined (See: (Y)our updated mobility. 'The Tartan Grid concept') once there are multiple good routes: the bike street, the pedestrian promenade, the bus street, the quiet neighbourhood street. This leads to more safety and less obstructed traffic.

Location: City centre and surroundings



Current situation of St. Enoch spatial accessibility

Proposed situation with continuous links



(Y)our great streets and spaces

Well connected urban nodes + gateways

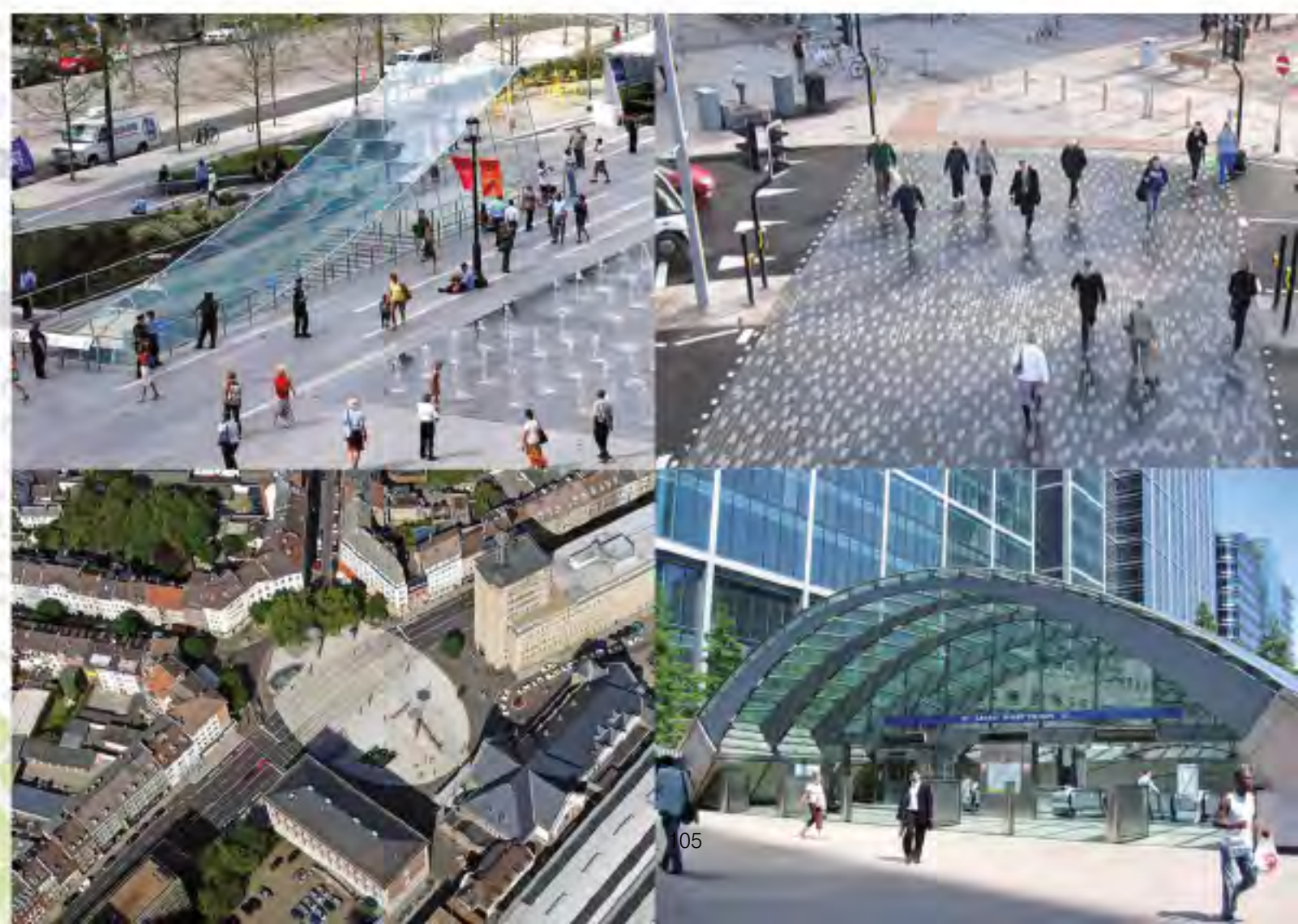
There are some key access points and destinations in the St. Enoch street network: historic gateways like Glasgow Cross, Heilanman's Umbrella, the entrance to Glasgow Green or contemporary gateways like the numerous train and subway stations. Almost all of these currently give a very poor first impression; they fail to convey a warm and high quality welcome to the city in general, or St. Enoch district in particular.

- At all of these these points visitors should feel welcome, comfortable and safe. And they should intuitively know where to go next.
- These locations deserve a high level of investment: high quality public space, beautiful lighting, clear signage and attractive and logical connections to the surrounding neighbourhoods.

- This will increase the use of public transport, walking and cycling as an alternative to the car.
- These urban nodes should be naturally busy and lively, and be framed by quality buildings that activate the space.

Location: Heilanman's Umbrella (Central Station), St. Enoch Square, Argyle Street Station, High Street Station, Bridge Street Station, Glasgow Cross, the entrance gate to Glasgow Green, Gorbals Cross

- Turn the gateways into St. Enoch from the least attractive places into the most welcoming, comfortable and safe places
- Increase the use of public transport, walking and cycling as an alternative to the car by ensuring a seamless and comfortable transition from public transport.



(Y)our great streets and spaces

New key routes through St. Enoch



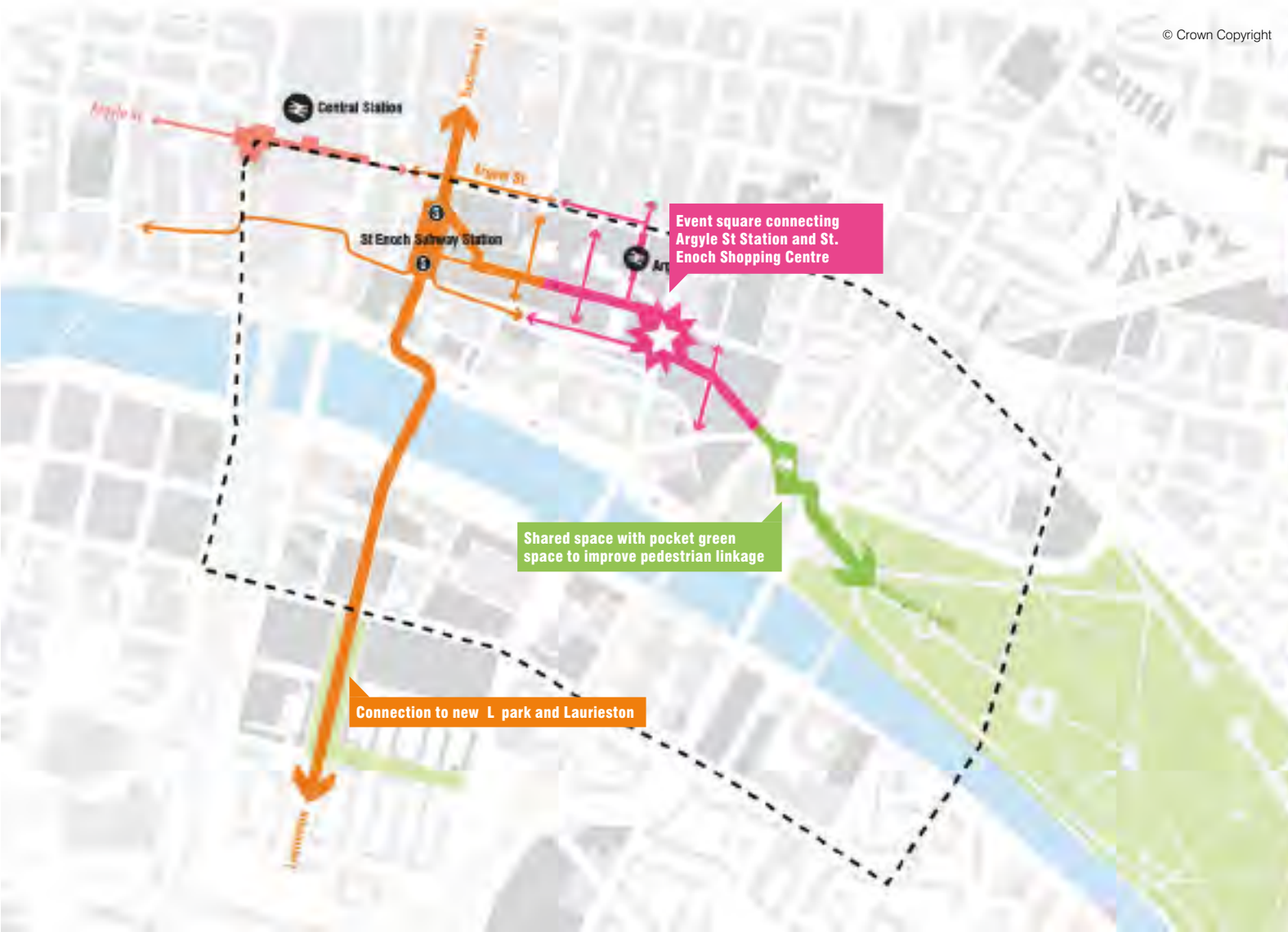
This project aims to enhance two existing / crucial but weak links: From Buchanan Street / St. Enoch Square to Glasgow Green (East End) and from Buchanan Street / St. Enoch Square to Laurieston / Gorbals (Southside).

- The oldest park in Scotland, Glasgow Green, is a great public space that is not well connected to the city centre, despite being located in quite close proximity to it. In order for it to play a bigger role in Glaswegians mental map of the city centre, and attract more people it needs a more intuitive link. This could consist of a series of public spaces with different characters.

- From Buchanan Street there is the possibility to connect to Glasgow Green through St. Enoch Shopping Centre, via a new public Events plaza on King Street (See: (Y)our great buildings) and an empty plot on Mart Street transformed into a pocket park, defining a pleasant and surprising route for pedestrians and bikes.
- Enhancing Howard Street (along the south side of St Enoch Shopping Centre) would improve east-west connections from Broomielaw to Glasgow Green. Active streets, with lively street-facing frontages along Howard Street would restore a link parallel to the river linking Briggait, St Enoch Square, Midland Street and the Broomielaw Lanes

- The second key route connects Buchanan Street to the Southside; from the Royal Concert Hall to the Citizens Theatre in the Gorbals. Buchanan Street is the finest street in central Glasgow, yet this strong pedestrian axis peters out before reaching the Clyde. Planned enhancements to St. Enoch Square and Dixon Street (via the EIPR Avenues projects) and the new 'L' shaped linear park in the Laurieston TRA need to be joined up over the beautiful Suspension Bridge, through a redeveloped south bank / North Laurieston with enhancements to South Portland Street. This missing link would provide an attractive and convenient North-South route for pedestrians and cyclists, in addition to South City Way, linking the Southside into the heart of the city.

- Biggest city park could play a larger role in the city experience for locals and tourists
- Chain of attractive public spaces will make the neighbourhood more lively and enhance missing connections to the south and east



(Y)our great streets and spaces

St. Enoch event square



This project could introduce a new key public event space in the heart of St. Enoch as a big new visitor attraction in the area.

The city centre currently has numerous spaces used for events (George Sq, St. Enoch Sq, Argyle Street, Glasgow Green). However there needs to be a reassessment of which events should be located where, in the city centre. There would appear to be a demand for a flexible, contemporary event space that relieves pressure on George Square:

- A new event plaza (as well as the River Park) could accommodate seasonal and commercial events including Christmas fairs / markets, art fairs or street sports tournaments.
- This will allow George Sq to become more dignified / less commercialised and dedicated to civic ceremonies and public gatherings.

- The big destination for visitors in St. Enoch. Together with the King Street City Parking Garage it would increase footfall in the South-Eastern part of the 'Golden Z' (Argyle Street and St. Enoch Shopping Centre).
- Acting as a stepping stone between Buchanan Street/Merchant City, the River Clyde, Glasgow Green and functioning as a main gateway from Glasgow South.
- The event plaza could be developed as an integrated part of the St. Enoch / King Street redevelopment

Location: Between St. Enoch Shopping Centre and King Street

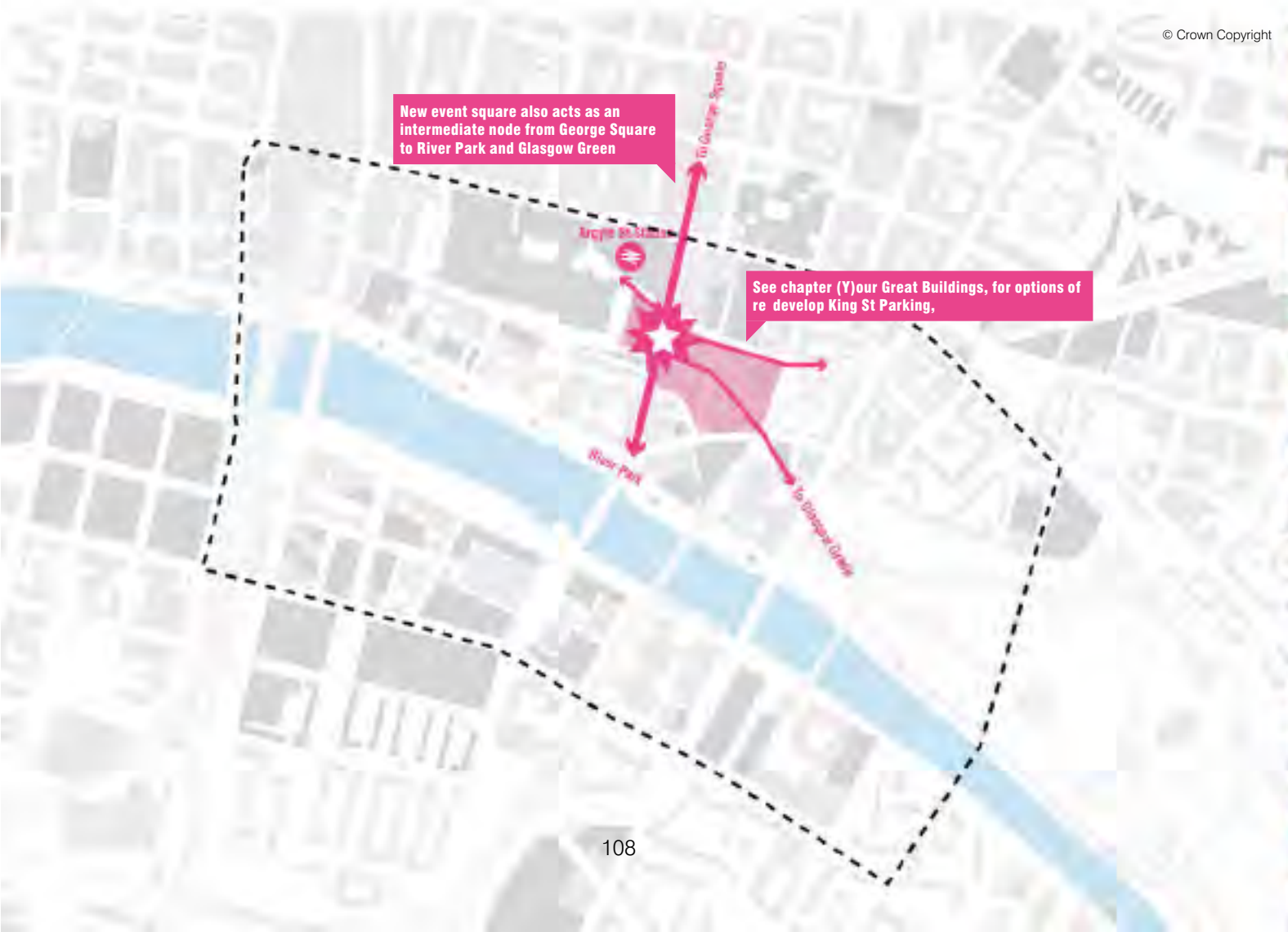
- Create a spatial focus for St Enoch / Merchant City
- Provide a purpose built, high quality urban space with integrated services to host diverse programme of events



Event square: weekend market?



Event square: music/performance?



(Y)our great streets and spaces

Safe, attractive underpasses and vennels

All public spaces, and especially the underpasses and viaducts connecting neighbourhoods, should be attractive, comfortable and safe.

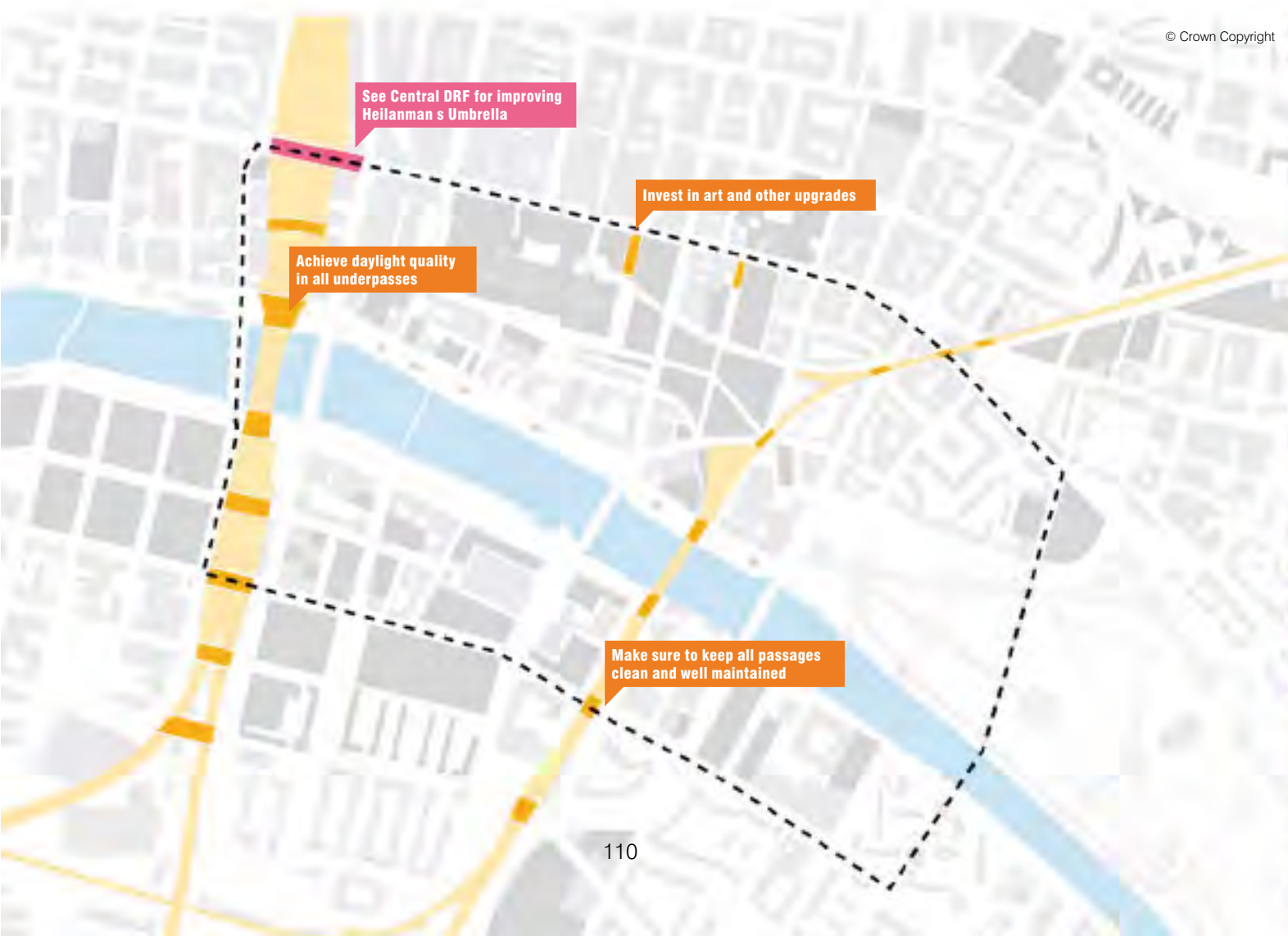
At the moment the viaducts and their underpasses are dirty, dark and dangerous. But they have great character, often being part of historic infrastructure.

The strategy to update these places consists of two stages:

1. Firstly providing all indicated spaces with proper (equal to daylight) lighting and ensuring clean and safe environment
2. Only when this first stage is achieved, more can be invested in art, sound or other creative installations

Location: underpasses beneath rail viaducts and historic vennels on West Coast mainline / Central Station and City Union line

- Turn underpasses into safe, attractive and comfortable links
- As a first step look to provide improved lighting and maintenance



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(Y)our great streets and spaces

St. Enoch Highline

The City Union Railway crossing Glasgow's oldest area is in itself a fantastic piece of industrial heritage. It is currently irregularly used for freight trains and not electrified. There are three possible scenarios for the viaduct:

- There is scope for better use of the Union Railway viaduct: as a spectacular public space or as a well-integrated Crossrail link

1. It keeps the current function. In this case the left-over space on the wider section of the viaduct between Cleland Street and Bridgegate can become a local pedestrian connection, combined with play spaces and urban farmland.
2. The railway disappears. In this case a true linear park can be made that stretches from Dennistoun to the Gorbals.
3. It gets upgraded to become the 'Crossrail' connecting Central Station and Queen Street Station. In this case all available space will be used for rail tracks. Measures need to be taken to reduce noise impact on the surrounding neighbourhoods.

See: (Y)our great buildings for proposals on the spaces in the undercroft of the viaduct.

Location: City Union Line



(Y)our great streets and spaces

Green streets, parks and play spaces

To be a more attractive, liveable place Glasgow needs more green and more play spaces:

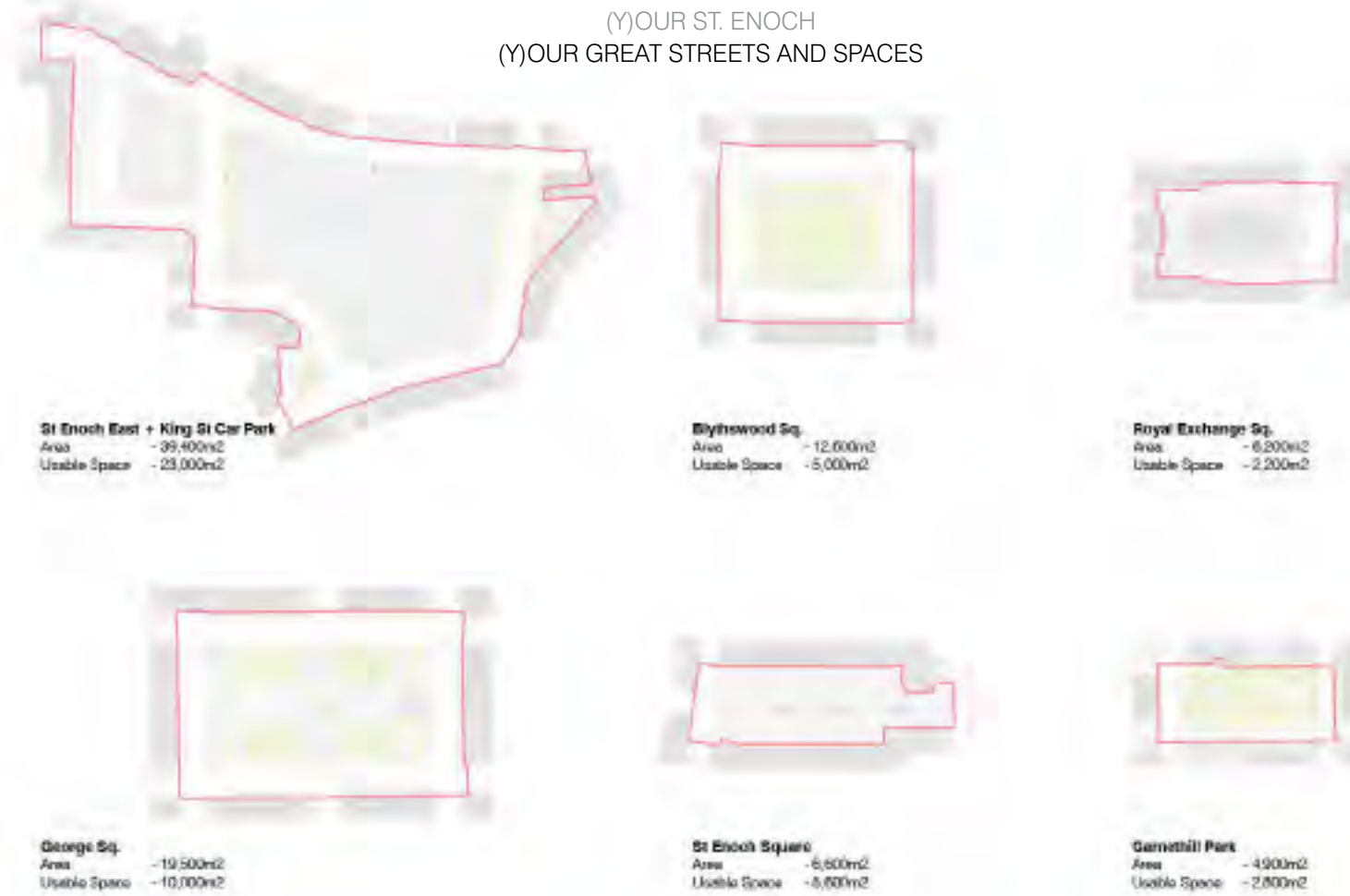
- Besides the bigger green spaces like the River Park and Glasgow Green, smaller parks, squares and green street are desirable throughout the city centre. In St. Enoch the available space is limited. The biggest opportunity is to create green and play spaces as part of the redevelopment of the King Street site (a new route from Buchanan Street to Glasgow Green) and to intensify the use of existing underused green spaces.
- The amount of trees in Glasgow's city centre streets needs to be dramatically increased. Besides making streets more attractive, trees are needed to filter micro-particles, absorb CO² and create more bio-diversity. Not every street may require trees since there are monumental vistas or special street fronts to

- Vital to creating more attractive public spaces and changing the perception of the area
- Will make a more healthy and happy city

be protected. In St. Enoch streets are narrow and intimate. A strategy with clustered trees or solitary trees seems most suitable.

- A robust 'Tree Plan' needs to be developed together with the different Council departments to ensure that maximum 'greenness' is achieved within the technical and financial constraints. This will need further detailing in 'Street Design Guidelines'.

Location: All St. Enoch streets



Analysis of the size of the King Street redevelopment site, where a new event square is planned, versus Glasgow's key public spaces,



(Y)our great streets and spaces

Surface water management strategy

Integrated Sustainable Urban Drainage systems as per GCC Surface Water Management Strategy.

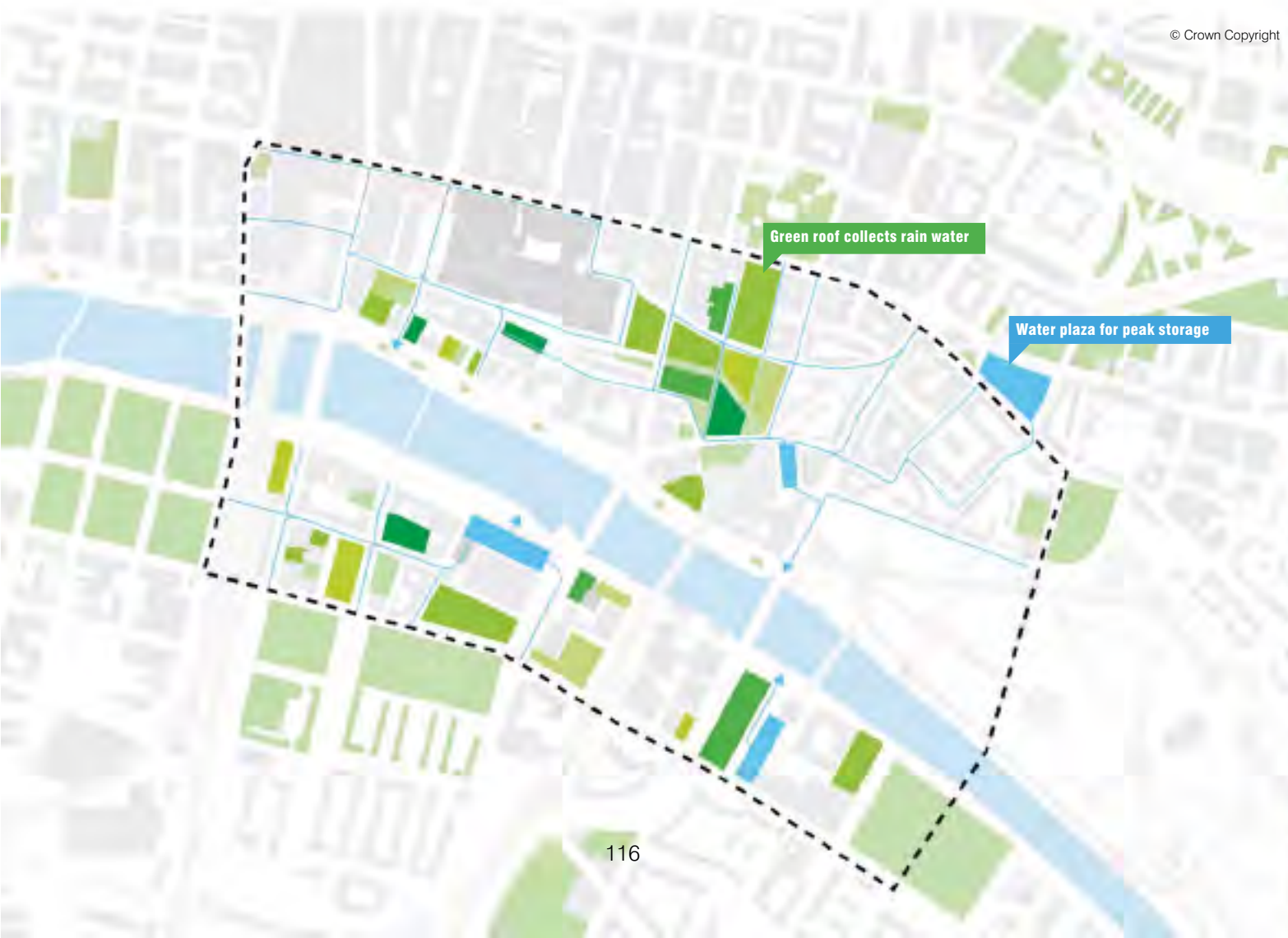
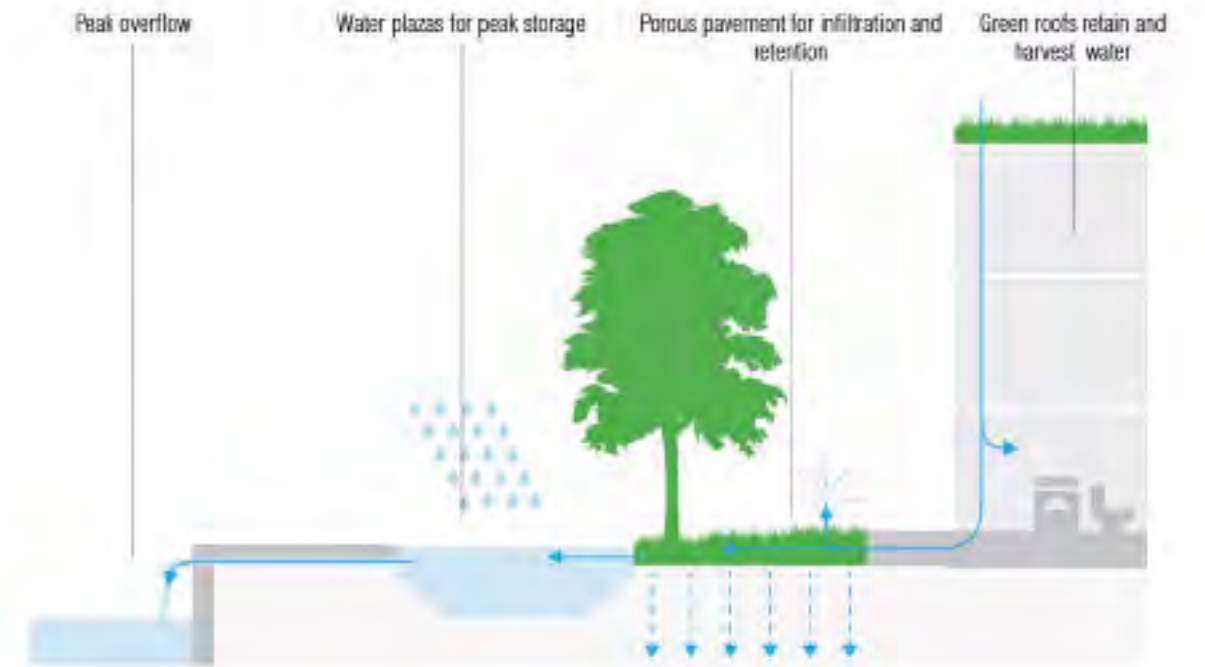
This strategy lists the following measures:

- Source control (retention and harvesting),
- Conveyance (retention and infiltration)
- Storage (ponds and bunkers)
- Preparation for exceedance
- Property protection.

Not all listed measures in the strategy may be suitable in St. Enoch. They may be complicated to enforce / integrate (building development), take up too much space (that cannot be used for e.g. playing) or might cause maintenance issues. Further study is advised. When done well the measures will add quality to the public space and buildings.

- Increased intensity of rainfall demands climate change adaptation / resilience to future-proof city
- Some areas in the city centre have reached maximum drainage capacity so innovative solutions are needed
- When done well, these systems can make public space and buildings more attractive as well as increasing capacity for further development

Location: St. Enoch District



(Y)our great streets and spaces

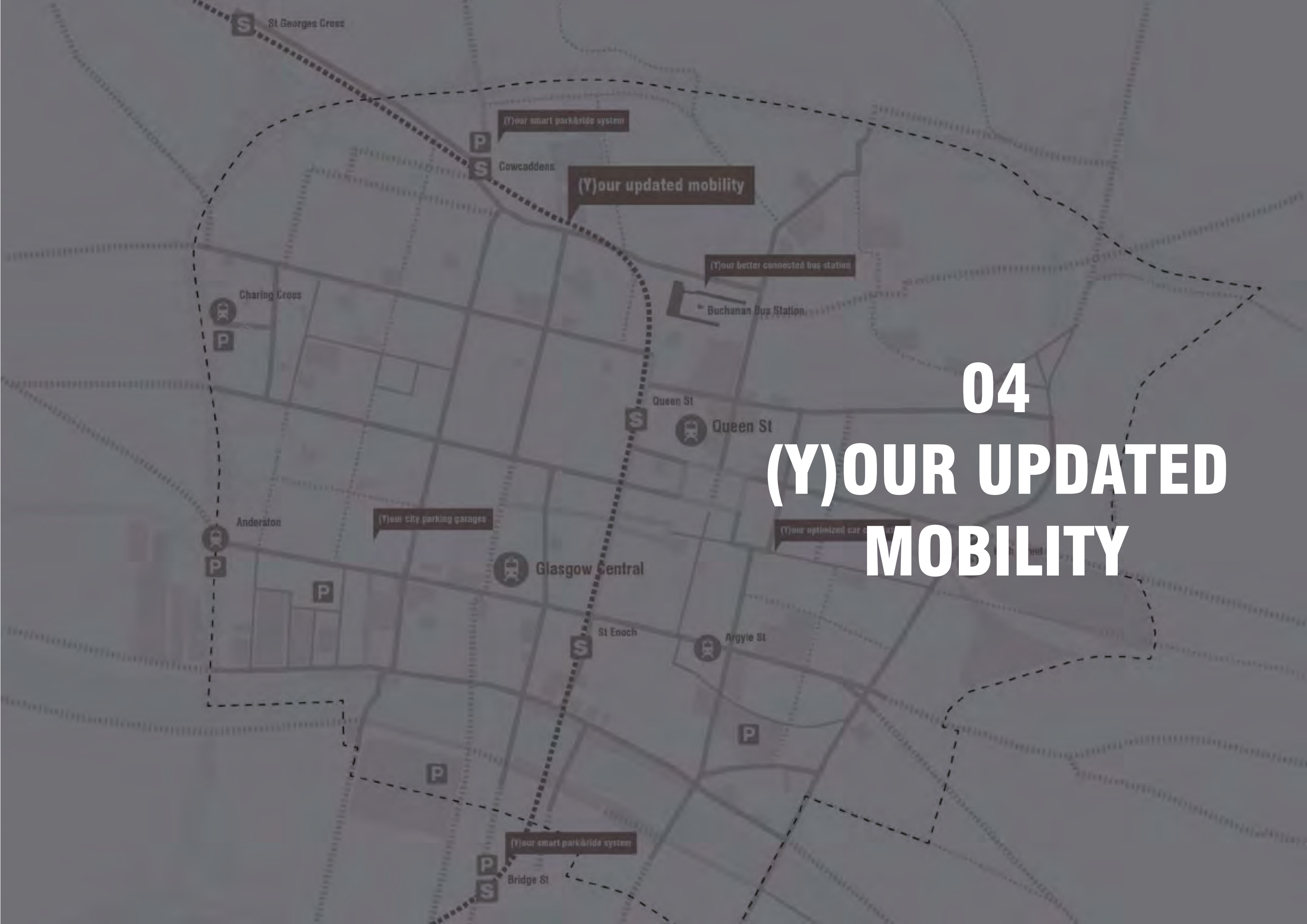
Public art

Art in the public realm should not just be a pretty or provocative object. It should add functionality to a space as an object (comfort, playing, sporting, informing, etc.) It should be exceptional (not mediocre). It should be contextual. It should be well made, with an adequate budget, so it keeps its appeal (whether the artwork is temporary or permanent). Following the recent commission of an artist-in residence the district should seek to maximise the benefit of this opportunity.

- Great art with an inspiring/functional/activating aspect is a valuable addition to public space
- When treated lightly, there is a risk of art which loses appeal quickly and becomes a 'stand in the way'

Location: St. Enoch District





04

(Y)OUR UPDATED MOBILITY

Current: inefficient traffic network

Analysis mobility system

Early analysis would suggest there should be a significant shift in thinking about how people get to and around Glasgow city centre. Most consultees are clear on the need to optimise the street grid and public space to create a more walkable and cycle-friendly city centre. Many feel there should be less cars in the key public spaces and throughout the city centre. This shift requires a re-thinking of car access, and mobility, on a city scale as part of a city wide transport strategy.

Integrating active travel into the city centre streetscape, and enhancing the convenience and inclusive accessibility for pedestrians and cyclists (including smarter Nextbike stance locations) was cited by consultees as crucial.

The St. Enoch district area is very well served by regional and national public transport. Many consultees acknowledge the good accessibility by public transport, notably the train, but also the scope for service enhancements. It has very well established rail links with Glasgow Central station (including low level), Argyle Street rail station and St. Enoch Subway station within its boundaries.

Whilst this connectivity was cited by consultees as a great asset many observed the poor quality of the passenger experience. Many highlighted difficult interchange between different modes of public transport (despite close proximities), poor quality station environments (though St Enoch Subway station is a fine example of an improved station), inadequate wayfinding and signage was a factor.

The experience of the 'last mile' of public transport journeys should be improved with more attractive stations and surroundings, more intuitive and attractive pedestrian connections

throughout the DRF area. Public space, especially around Argyle St Station and Central Station, needs big improvements to enhance the passenger experience, give a more positive first impression of the city and better integrate with the city.

The Glaswegian bus system has a significant detrimental impact on St. Enoch DRF area. Re-thinking (at city scale) the bus network of routes, stances and modernisation of the fleet is urgently needed. Consultees' observations

noisy buses driving along more logical routes. This reinforces initial analysis of bus routes in the city centre.

The same applies to car routing. Cars have too much freedom of access throughout the St. Enoch DRF area. They penetrate in to the heart of the city. Consultees highlighted the negative impact of fast traffic and wide roads in various locations, notably along the north bank river quays, High Street, Ballater Street / Norfolk Street and other key public spaces have become increasingly car dominated, unattractive and polluted. This system needs to be reconsidered at city scale.

Smarter parking strategies are also required, concentrating parking in fewer locations and reducing over capacity in the city centre sub-optimal use of space characterised by, for instance, King Street car park. Reducing the visual impact and blight caused by large surface parking was highlighted by many consultees.

Many consultees harboured hopes that the river itself could be more active with vessels / water-taxis etc.

Great public transport coverage, but unattractive stations and surroundings

Better coordinated bus network is needed

Massive open-air car park

IS and fast traffic creating severance along river

Wide roads on river quays

Fragmented pedestrian / cycle routes

Busy car traffic straight through the historic city

- main car circulation
- secondary car circulation
- local car circulation
- traffic direction
- pedestrian zone
- open-air car parking
- carpark building
- planned bus terminal location
- train/subway station

Current: inefficient traffic network Analysis mobility system



Great public transport access - St. Enoch Subway Station



Lively pedestrian shopping street, disconnected from river and Southside - Buchanan St



Messy bus flows in the city centre - Stockwell St

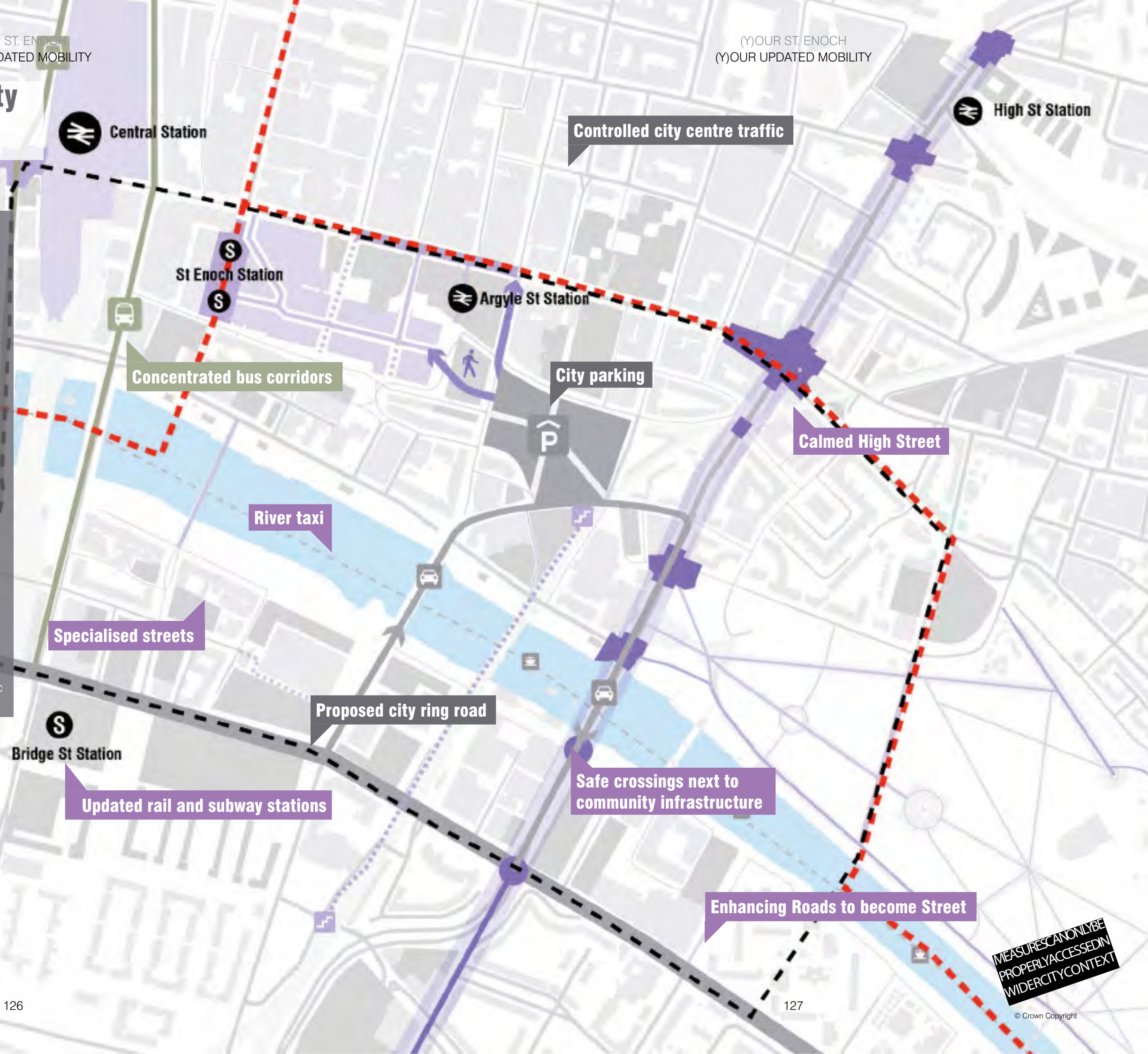


Car dominated street - Ballater St

(Y)our updated mobility Overview mobility projects

Major mobility improvements could include:

- Rethinking of bus routing, car routing and service access with the aim of turning key public spaces (The Quays, Argyle Street, High Street/Saltmarket, Bridge Street/Jamaica Street) into attractive public spaces for pedestrians and cyclists. This requires re-thinking and coordinating of the bus and traffic system, and 'last mile' distribution of goods / deliveries to the city centre.
- Upgrading the rail and subway stations, enhancing interchange, public space and wayfinding to improve passenger experience and integration with the city centre.
- Ensuring continuity of pedestrian and cycle routing with improved crossing points to maximise inclusive accessibility and reduce severance caused by fast traffic and overly wide roads notably High Street / Saltmarket, the Quays (Clyde Street), Ballater Street / Norfolk Street and Bridge Street / Jamaica Street.
- Optimise car parking, taking away traffic and parked cars from the principal streets and key sites (eg King Street surface car park) and encouraging footfall by smarter, more strategic placement of major car parking.



(Y)our updated mobility

Bigger context: shift to more sustainable mobility

Glasgow needs to shift away from its dependency on cars. Cars use space inefficiently, they pollute and make streets unattractive and unsafe.

The city of Glasgow has three great assets:

- The rail and subway infrastructure has spare capacity. This is a legacy of Glasgow's Victorian Heritage when the city had almost twice the number of inhabitants
- Most streets are wide so there is enough space to introduce lanes for cyclists and widen footways.
- The upgraded M74-M73 is the ideal loop around the city centre to replace the M8 as a national thoroughfare. The M8 can be downgraded to become part of a local city centre ring that accommodates displaced through-traffic from the city centre.

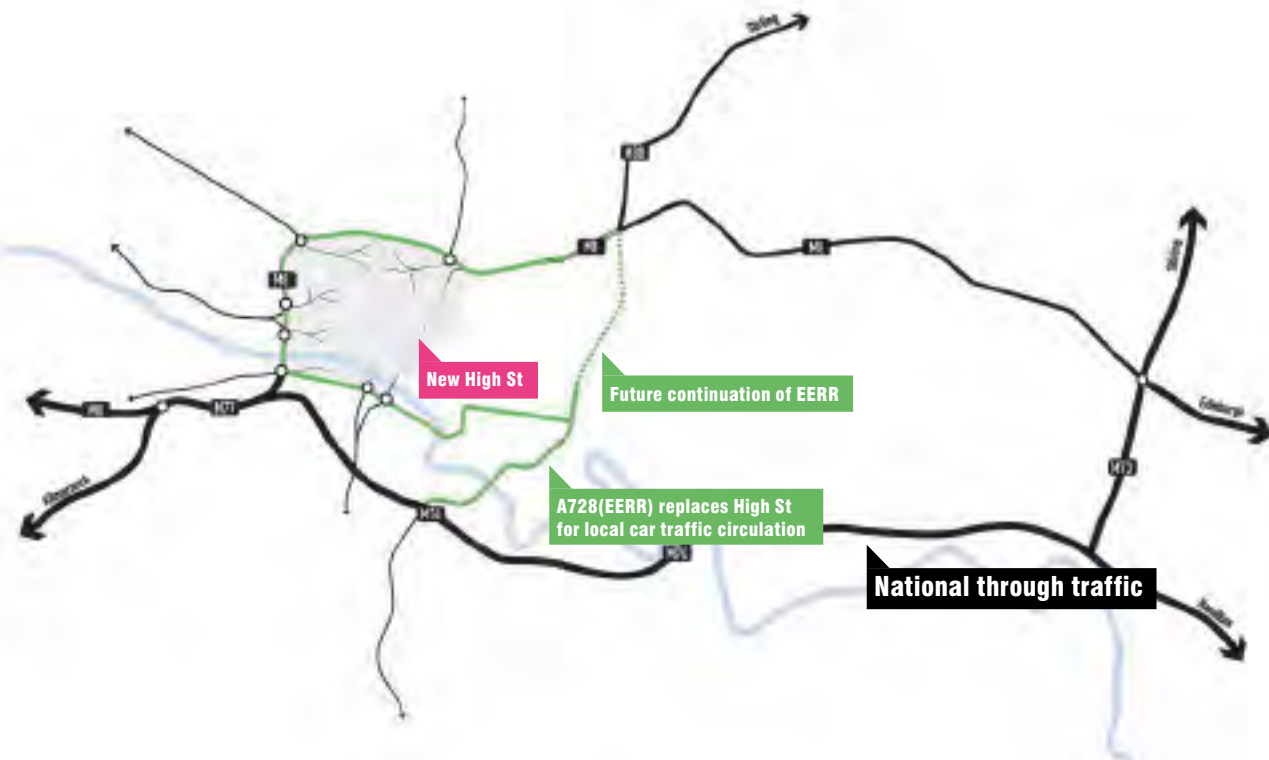
Glasgow should use these three assets to change its 'modal split' to more sustainable modes of transport. By intelligently moving the car to the periphery of the city centre, and by creating a seamlessly integrated public transport and cycle

- Probably the most important project of all: Review findings from Glasgow Connectivity Commission and develop a new ambitious transport strategy for the City of Glasgow that considers all modes of transport needs to be started as soon as possible.
- A shift to more sustainable modes of transport is instrumental to make the city more liveable.

network, the city will become more attractive, more liveable and it will attract new investments.

Circulation should only be considered at a city and regional level. Work on a new ambitious transport strategy for the City of Glasgow that considers all modes of transport needs to be started as soon as possible. Re-thinking/coordination of the bus system is crucial. Intense collaboration with Transport Scotland and other national agencies is crucial.

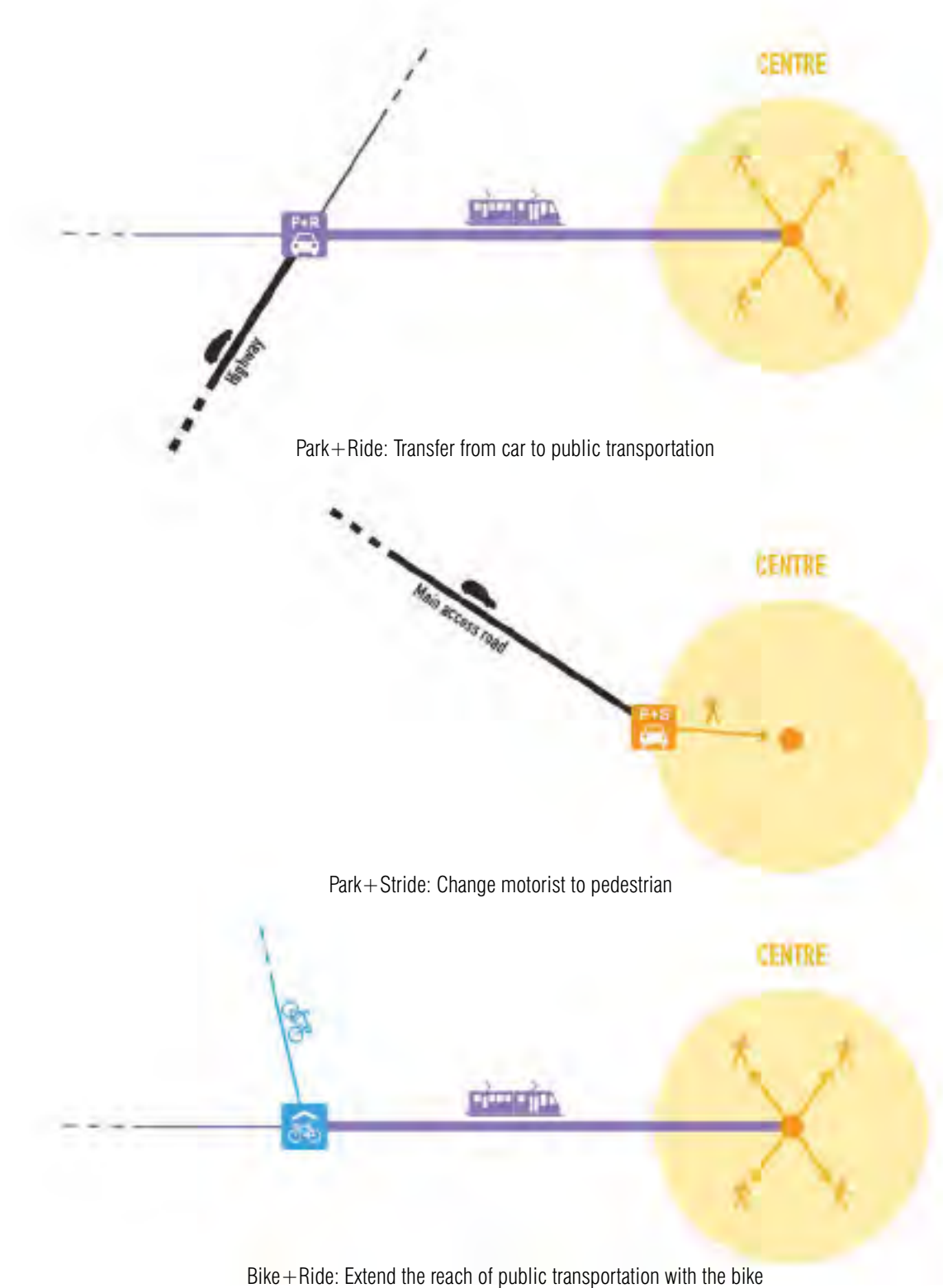
Location: Glasgow city region.



Downgrading of High St through the implementation of wider car loop

MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT

Strategies for reducing car traffic in the city centre



Bike+Ride: Extend the reach of public transportation with the bike

(Y)our updated mobility Ultra low emissions zone



Once the Low Emissions Zone is in place, utilise monitoring to identify the impact of implementation, assess benefit and the scope for change to achieve Ultra Low Emissions Zones targets.

- Low Emissions Zone can help to improve air quality with limited public investment and within relatively short amount of time.

Location: City centre and surroundings.



(Y)our updated mobility

Traffic-calmed St. Enoch

A complete re-thinking of the car circulation in the city centre is needed. The city centre largely has an orthogonal grid; this makes system changes fairly simple. Historically the car circulation in the city centre was straightforward: parallel streets with alternating directions.

One proposal is to revert to that system, with one change: the city centre is divided in 3 sectors. To get from one sector to the other, the new city ring (former M8 + East End Regeneration Route / Clyde Gateway) is needed. This simple change turns the city centre into a zone for local traffic only. Through-traffic is blocked or limited to some hundreds of vehicles per day. This is a system that is used in many comparable cities.

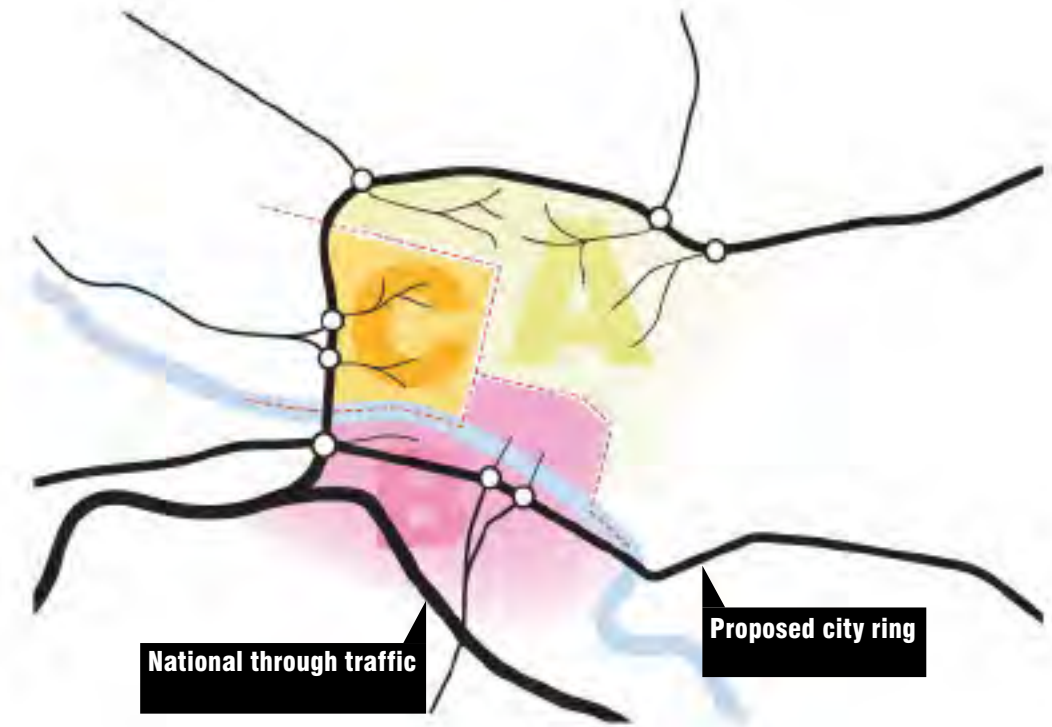
The key public spaces would form the logical divide between the zones: The 'Style Mile' (Sauchiehall St, Buchanan St, Argyle St) and the river. This means that these public spaces become

- Only the cars that need to be there enter the city centre. Other cars drive around
- The reduced number of cars increases the quality of the city centre
- These measures stimulate the cities economy rather than limiting it

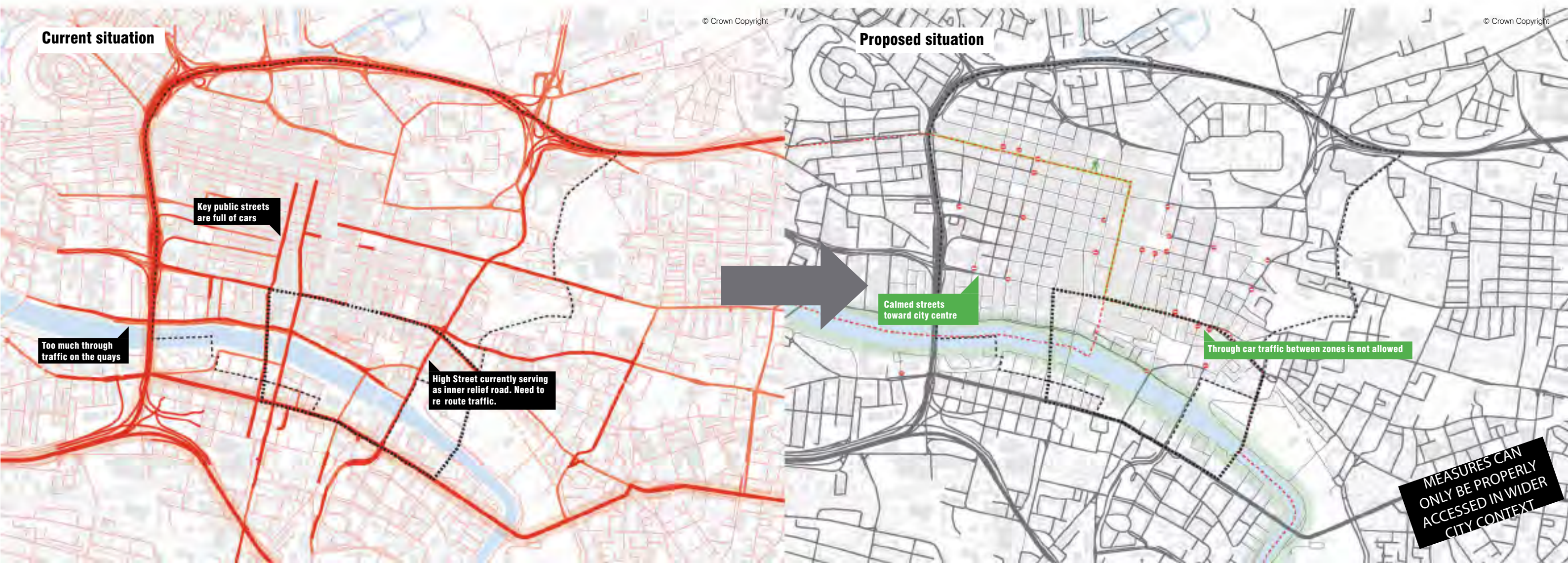
almost free of traffic. Crossing directly from one zone to the other will remain possible for service vehicles and buses.

Further study as an integrated component of a new City Centre Transport Strategy is crucial.

Location: Glasgow city region



Possible concept for the city centre circulation system



(Y)our updated mobility

Specialisation in streets (Tartan)

This project deals with a couple of challenges and opportunities:

- Glasgow's urban grid is fantastic but analysis of the streets supports the view of many stakeholders that there is a lack of variety which makes wayfinding and navigation difficult. This is compounded by the one-way system which confuses many pedestrians and drivers. There is potential for more variation and quality streets to enhance street hierarchy and assist intuitive navigation.
- the tendency to allow all users to use almost all streets undermines the potential of the grid to achieve optimal connectivity. There are cars, taxis, buses, cyclists and pedestrians in most of the streets, competing for a finite amount of space. The Glaswegian urban block is more compact than many other cities and therefore there is a higher ratio of street to building footprint, nevertheless smarter optimisation of the available street space is necessary.
- At the moment cycling, walking or commuting by bus is very unattractive. To make these modes of transport a serious alternative (over the car), routes/networks need to be faster, more intuitive, comfortable and safe.
- With the proposed reduction of car traffic in the city centre (no more through traffic, less street parking, better public transport) street space becomes abundant. You can start to think about alternative uses for the city centre streets.

- Makes a more attractive city
- Stimulates more sustainable and healthy mobility
- With the width of Glaswegian streets there is enough space available
- This project deals with the mobility aspects of the streets. See '(Y)our great streets and spaces' for the spatial aspects.

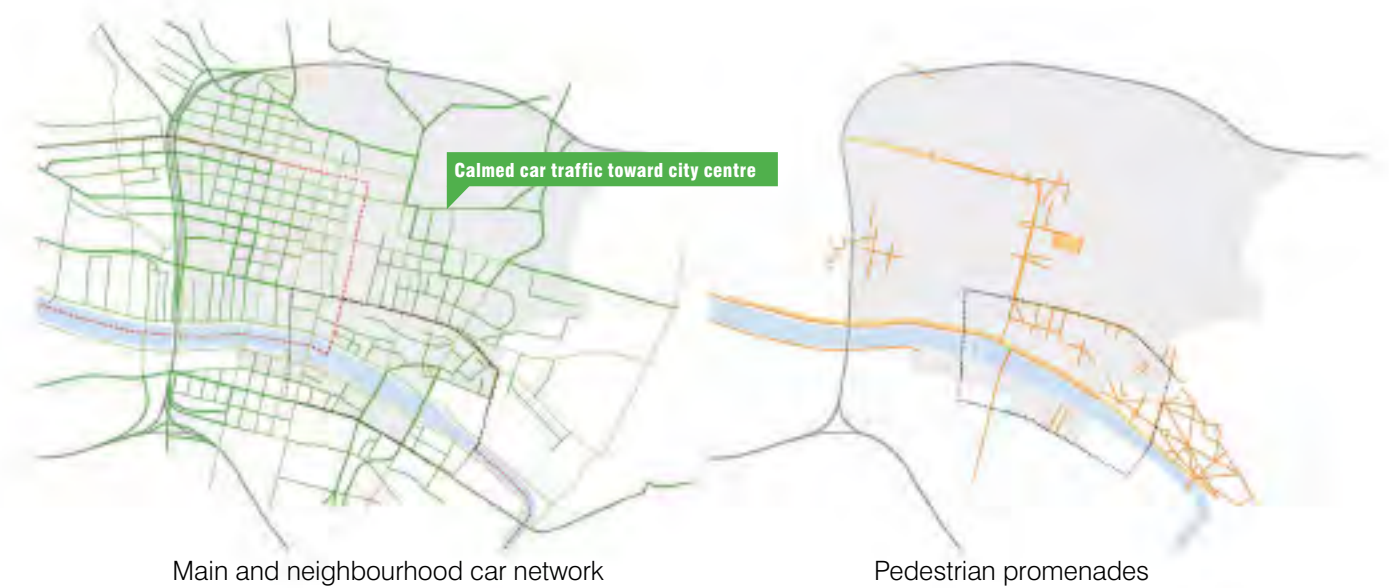
The proposal is to dedicate the freed-up space to specific users; creating streets with a particular functional profile: dedicated bus streets, cycle highways, pedestrian boulevards or just green calm neighbourhood streets. This is combined with a strict regime of continuous (straight) cycle- and bus routes from the suburbs right into the heart of the city centre. In this way, it resembles a tartan pattern. As a result each street gets its own spatial character as well.

Busy access streets will remain. But they will become less of an issue; there are parallel routes for bus and bike and there is always a quiet green street around the corner. The concept cannot be rigid. At some bottlenecks, different users will need to be combined.

Location: City centre and surroundings as an integrated part of a city wide transport strategy.



The tartan concept proposes higher quality streets: more specialized in function and more specific in spatial character.



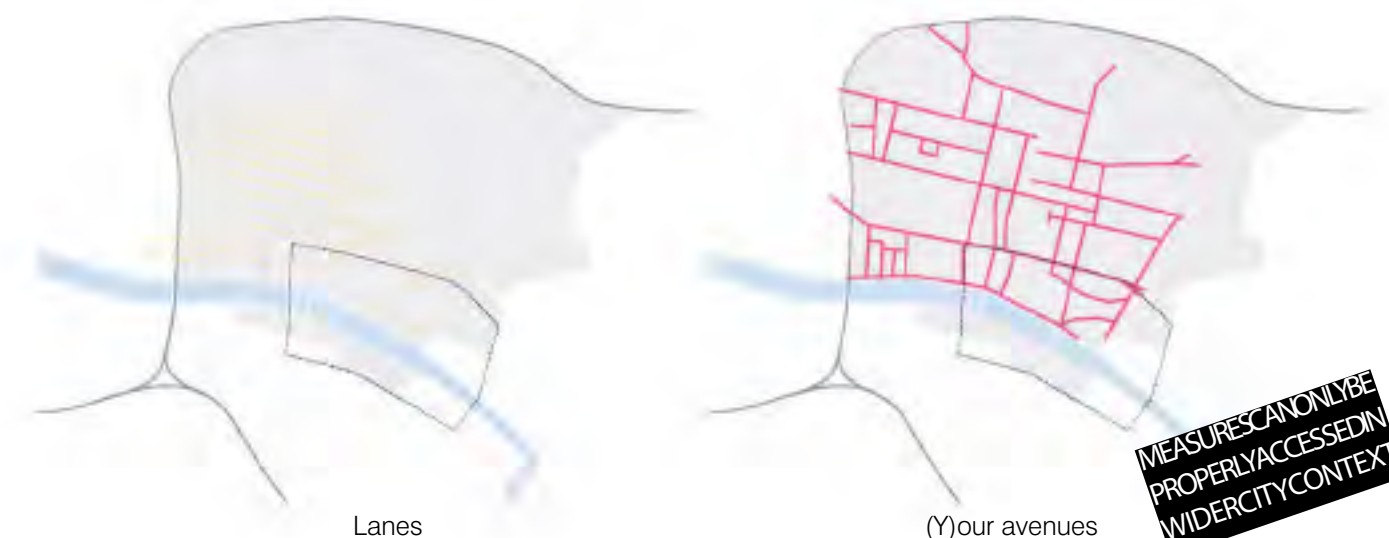
Main and neighbourhood car network

Pedestrian promenades



Dedicated bike street

Regulated bus streets



Lanes

(Y)our avenues

MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT

(Y)our updated mobility Smarter cleaner bus network

The bus system in Glasgow is sub-optimal and performs inefficiently.

- Regional bus routes traverse the city centre, often in places where they needn't and shouldn't be.
- Bus routes / stops which are duplicated for different operators are scattered throughout the city.
- Buses exacerbate congestion and pollution.
- Many bus routes are slow / unreliable and they do not connect efficiently to other modes of public transport.
- Apparently several bus routes have become unprofitable.

This project aims to re-think and coordinate the bus system and cope with these issues.

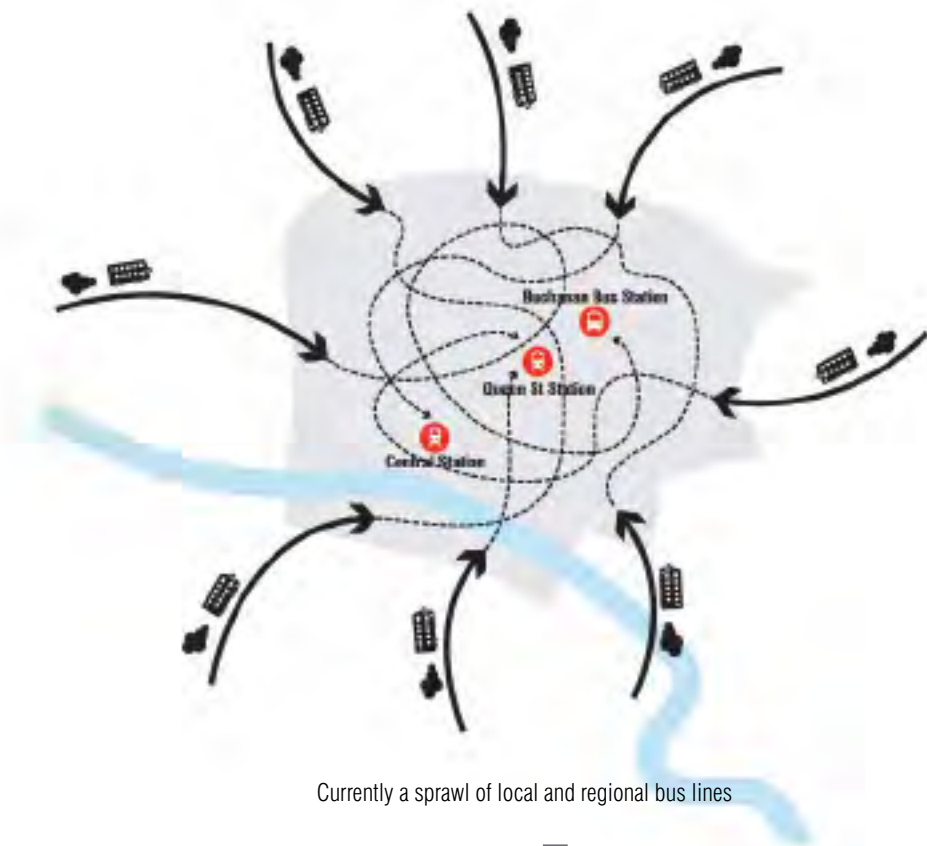
- Fluent connections to the main train stations

• This project aims to re-think and coordinate the bus system for a more efficient, intuitive, clean bus system and a more attractive city centre.

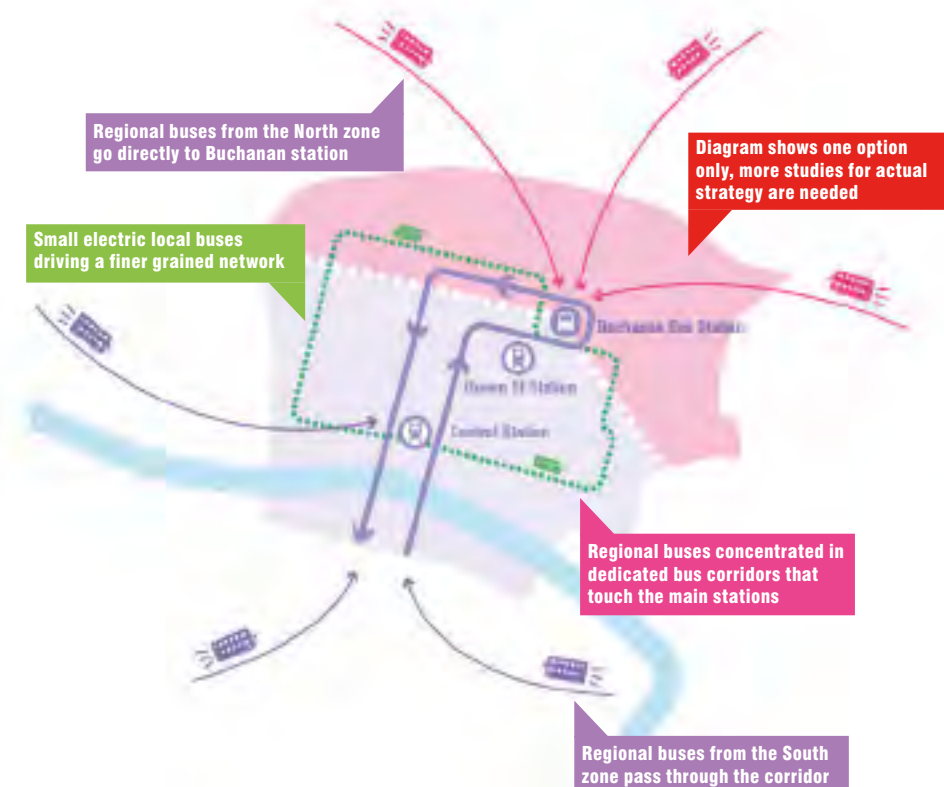
- No more regional buses through all city centre neighbourhoods, they are concentrated in dedicated bus corridors.
- Local buses have a finer-grained network, are smaller and electric.
- Buchanan Bus Station becomes a 'dynamic bus station'.
- There are no secondary bus terminals added.

The effect will be a more efficient, intuitive, clean and reliable bus system serving a more attractive city centre.

Location: Glasgow city region.



Currently a sprawl of local and regional bus lines



A first concept for a more effective and less disruptive bus system

**MEASURES CAN ONLY
BE PROPERLY ACCESSED
IN WIDER CITY CONTEXT**



(Y)our updated mobility

Smarter parking in St. Enoch

Investigate the possibility to consolidate and concentrate large multi-storey car parking (MSCP) on the edge of the city centre in line with current strategies.

Candidate sites include established locations including St. Enoch shopping centre, provision of MSCP as part of mixed use redevelopment of King Street surface car park, and a Southside MSCP to serve the Sheriff Court, Mosque and College (perhaps within the demise of the Court and Mosque and/or College estate). Larger MSCP have major economic / efficiency benefits over multiple smaller car parks.

Integrating MSCP into the King Street redevelopment would

- Serve the city centre, feeding directly to Argyle Street and the shopping centre.
- Reduces traffic/parking load on the city centre by catching incoming traffic directly at the city edge.

- Smart placement leads to less congestion in the city centre
- Public spaces will be more attractive
- More footfall to revive Argyle Street / Trongate

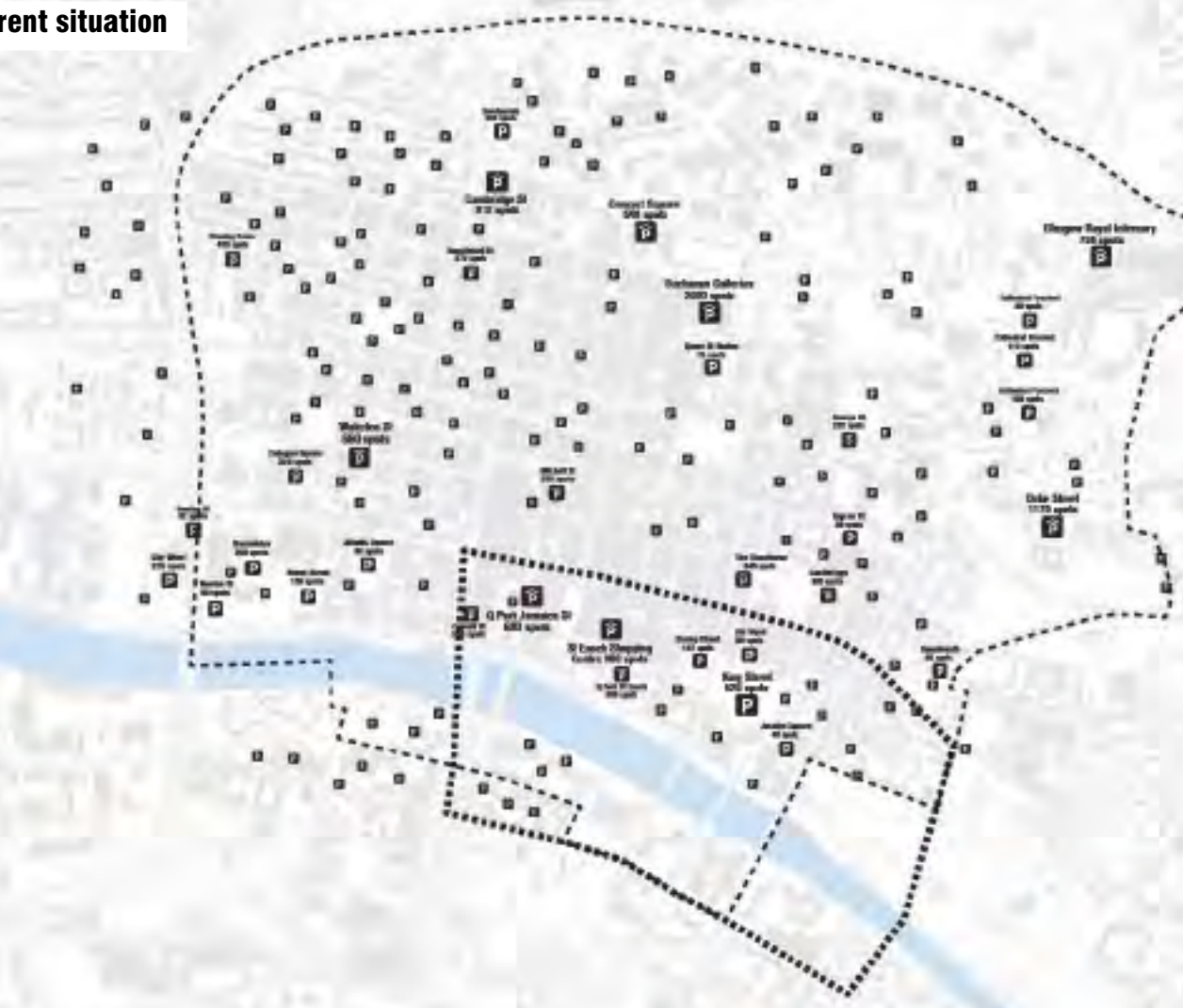
- Release sites currently accommodating car parking for other development elsewhere in the city centre.
- It takes parking from the streets.
- Drive visitor footfall creating economic opportunities.

New MSCP should encourage electric car usage and be designed so they can be retrofitted and re-purposed if/when parking demand reduces due to automated vehicles parking / re-charging outwith the city centre.

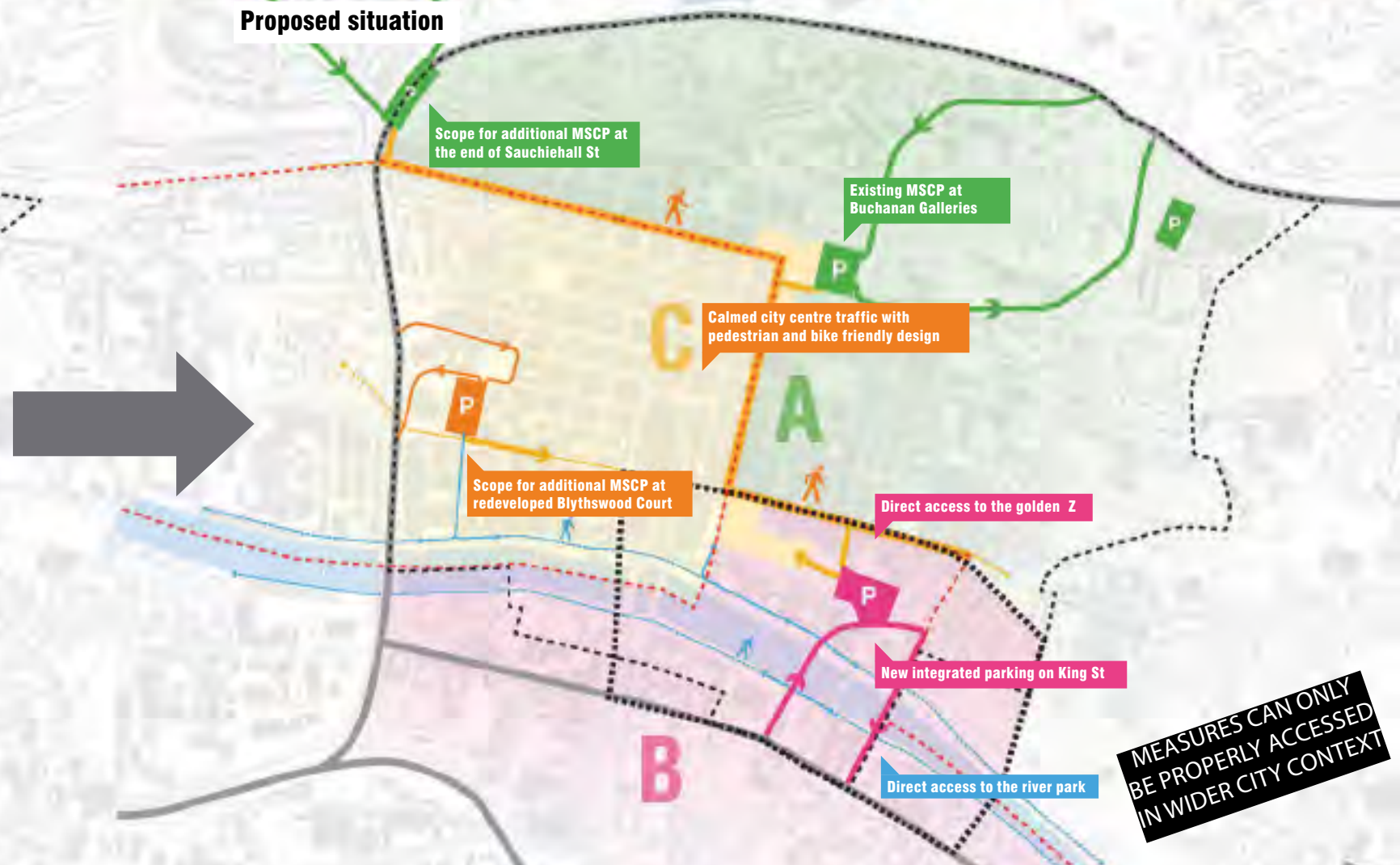
Location: St. Enoch District



Current situation



Proposed situation



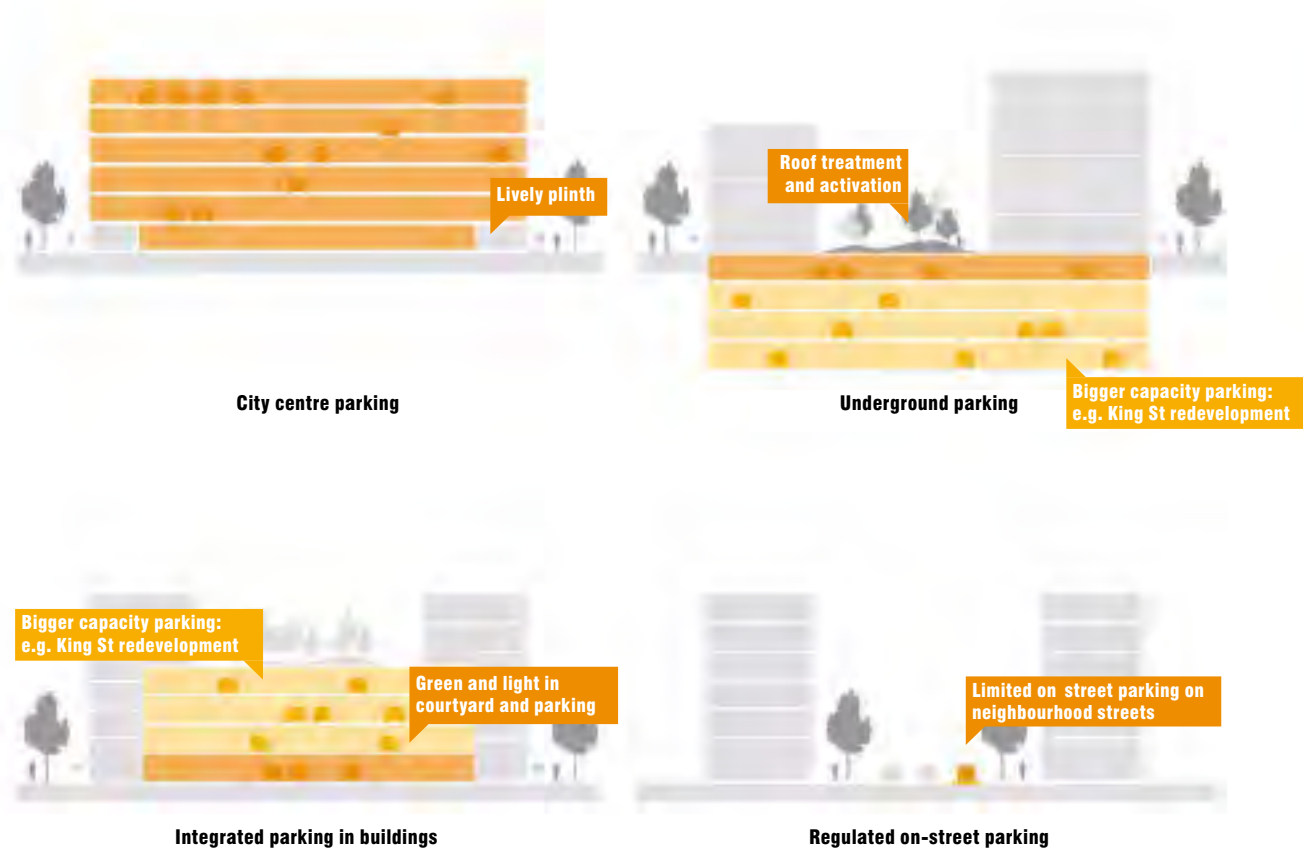
MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our updated mobility

Smarter parking in St. Enoch

- The majority of parking for new developments should be accommodated, hidden from street view, inside building blocks or (half) underground.
 - Open air/surface parking should be limited to minimal on-street parking on one side of the street and preferably in parallel bays
 - Sites currently with off street surface parking should be redeveloped with buildings or turned into quality public space.
- Taking cars off the streets means more livable streets
 - Compacting in parking garages is more efficient (cheaper) and frees up space for development

Location: St. Enoch District



(Y)our updated mobility

Updated rail and subway stations



Glasgow's stations are important gateways into the city centre. At these points visitors should feel welcome, comfortable and safe. Wayfinding and orientation should be intuitive and fast. These locations deserve an extra high level of investment: high quality space, clear signage and attractive and logical connections to the surrounding city and other modes of transport. This will increase the use of public transport, walking and cycling as an alternative to the car and help to regenerate the areas around stations.

Opportunities / areas of focus include;

- Look to transform sense of arrival at Central Station (including Low Level) with enhancements to Heilanman's Umbrella (refer to Central DRF for details).

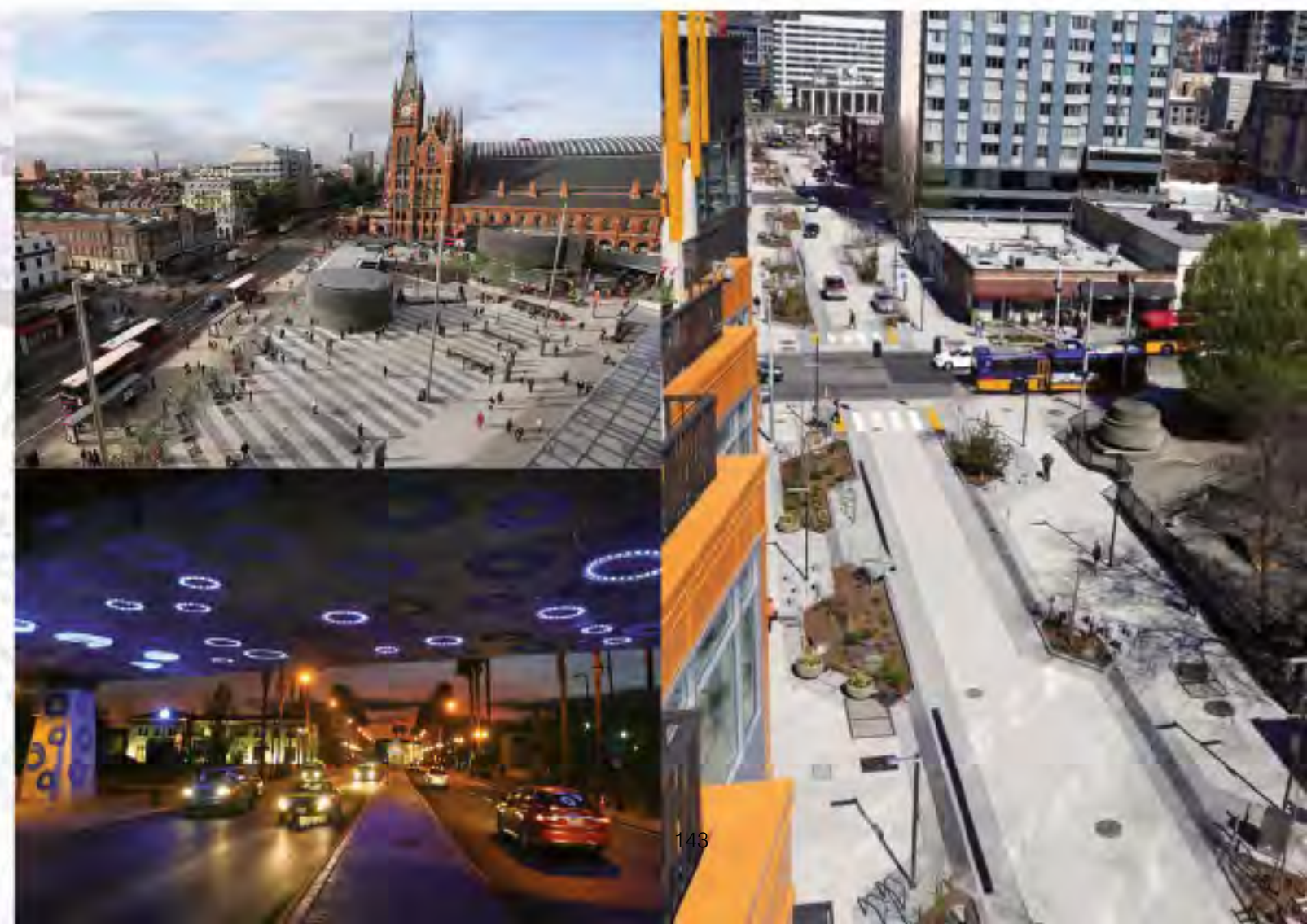
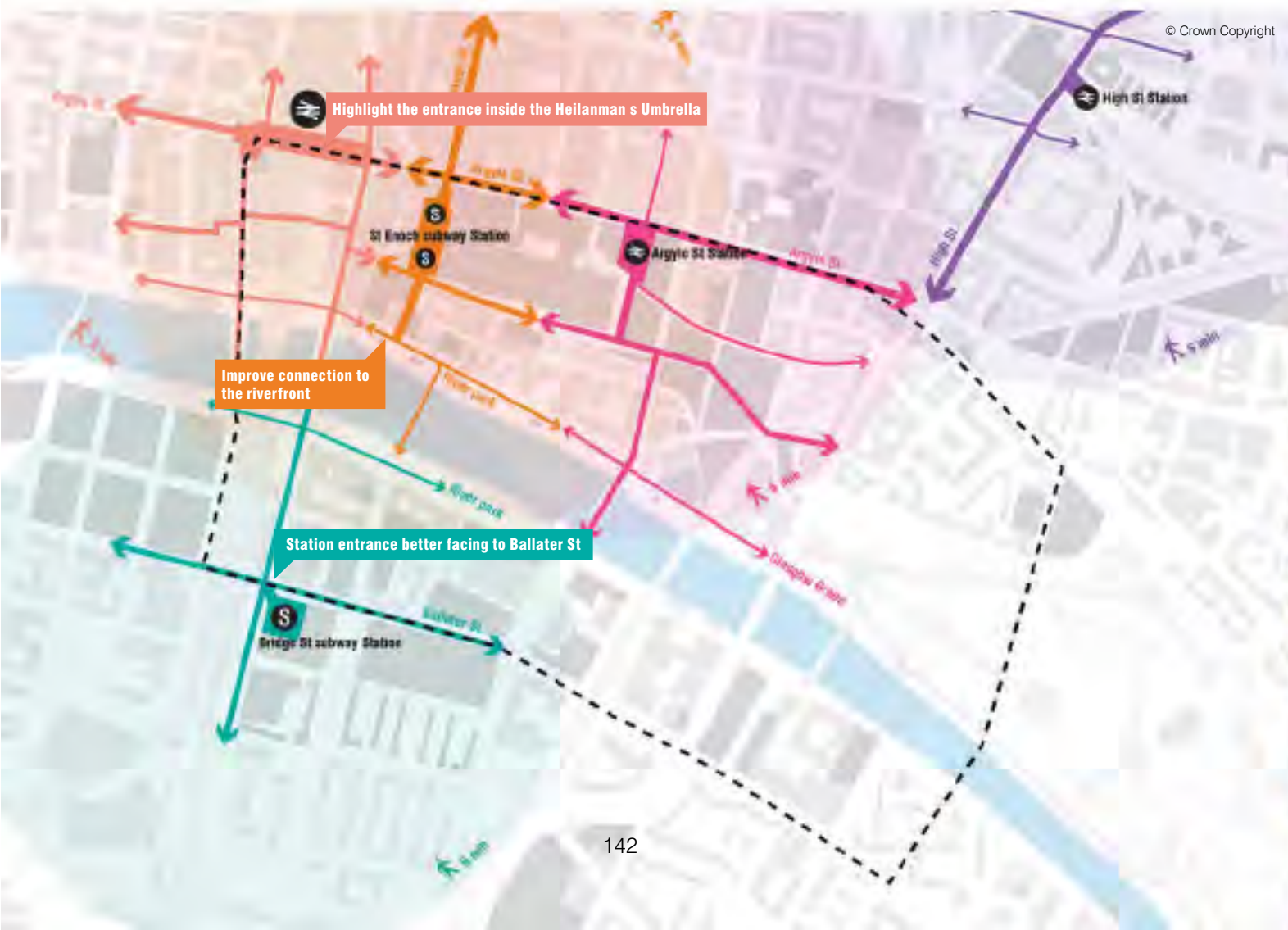
- Work with partners to upgrade Argyle Line stations (eg Central Station Low Level and Argyle Street Station) – refresh station interiors, lighting, passenger facilities / real-time travel information, wayfinding and integration with other modes of transport.
- Several consultees highlighted the possibility of re-opening a low-level / sub-surface station on the Argyle Line at Trongate. Also scope for vertical interchange with any new station east of the Mercat Building at Glasgow Cross on any future reopening of the City Union line. The City Union line would also serve Gorbals with a potential halt in Laurieston.
- Suggestions from consultees included future-proofing Central by providing additional platform capacity at Bridge Street (where Central's predecessor terminus was originally situated). Scope to link to Bridge Street Subway.

- St Enoch Subway station is an exemplar of what can be achieved. Seek to emulate equivalent high standards across the network.
- In preparing the DRF it was also noted that several of the potential Glasgow HS2 (high speed) station locations are within the St. Enoch DRF area.

At Argyle Street, Bridge Street Subway and High Street Stations there exist an opportunity to realise high density, low car / car-free mixed use redevelopment at and above these stations (transit orientated development)

Location: Central Station, Argyle Street Station, St. Enoch Subway, Bridge Street Subway. Applies to High Street Station (albeit out-with DRF study area)

- High quality stations and surroundings are crucial for improving the perception of the area
- It is also vital for making public transport an attractive alternative for the car
- Good connections between different modes of transport at these hubs is crucial
- Higher density, mixed use development around (and above - if possible) stations (transit orientated development) should be advocated where possible.



(Y)our updated mobility

Pedestrian priority crossings on High Street/ Saltmarket

High Street / Saltmarket, currently plagued by heavy traffic, becomes a new destination for locals and visitors to enjoy its historic background and pleasant, safe and human scale environment.

- The traffic intensity should be reduced as part of an integrated transport strategy for the city centre. Through traffic should be routed on the East-End Regeneration Road / Clyde Gateway.
- City centre inbound traffic should be routed to edge of centre multi-storey parking. To alleviate congestion there should be no through-traffic on High Street (except for public transport and service access).
- Car traffic should be reduced to single carriageway, one lane each way. Reduce parking to the minimum required. This would create more space for pedestrians, terraces, cycle lanes and green space.

- Safe and pleasant East West connections for pedestrians
- Due to removal of through traffic, local car access will be more efficient and intuitive
- The improved footfall and public space quality will benefit High Street businesses.
- Revived forgotten historic vistas

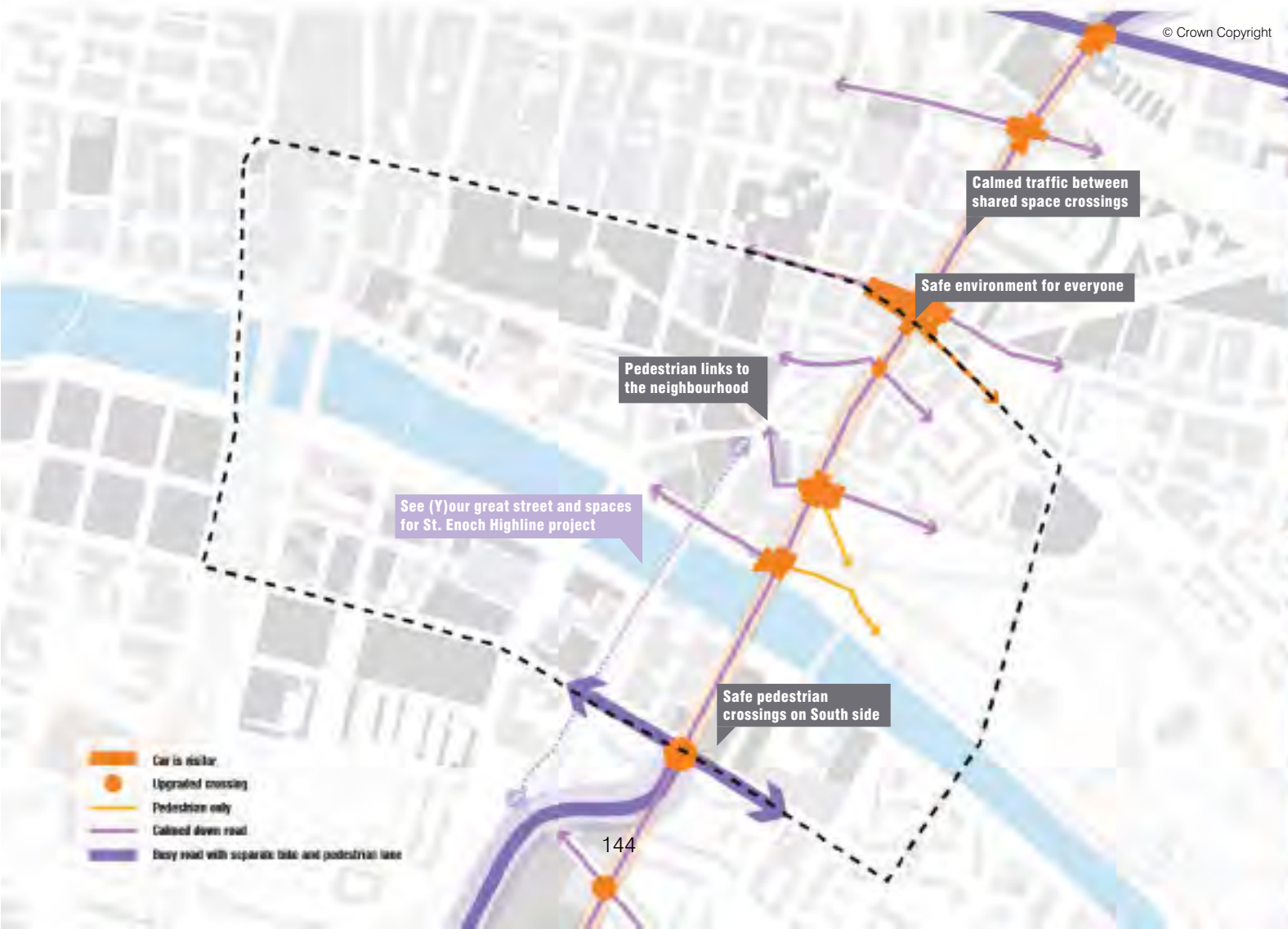
- Consider making some key crossings (partially) single surface to create a more pedestrian friendly environment.

Location: Laurieston Road, Crown Street, Saltmarket, High Street, Castle Street

(See also (Y)our Great Streets chapter)



To calm the car traffic on High Street, car circulation needs re-considered in larger context.

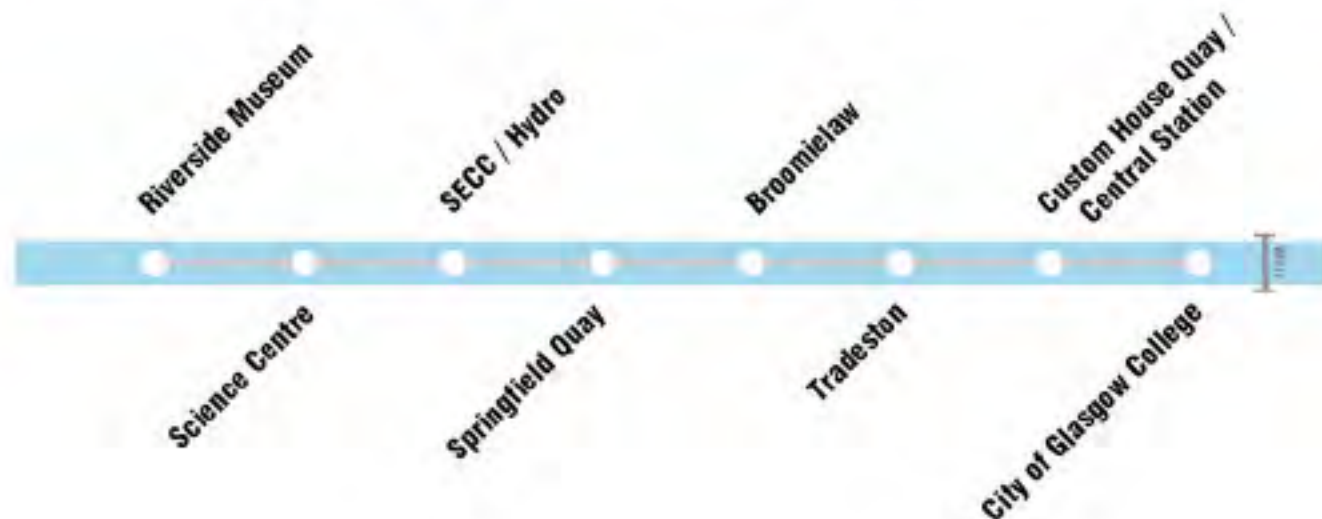


(Y)our updated mobility River Taxi

Establish berths for tourist cruises and zigzag water taxi / bus service connecting Central to SEC to Science Centre to Glasgow Harbour to Braehead, Clydebank, Glasgow Airport and the Firth of Clyde.

Location: Between the Weir in the East and potentially all the way to Dunoon. Exact locations need to be studied.

- Creates a network of destinations with an exciting alternative route from the city centre.
- Creates an attractive tourist activity in itself
- Animates the river
- Has to be based on a sustainable economic base



(Y)our updated mobility Street safety and Accessibility

Streets should be designed in an intuitive and logical way, applying a 'Designing Streets' approach. This means that the design of a street, square or crossing clearly indicates to car-users, cyclists and pedestrians intuitively how to behave; where they have priority or whether they are sharing the space. This means that streets become more differentiated (see Tartan concept).

- In busy access streets / avenues like Argyle Street / Trongate cars access is maintained with a more traditional design (asphalt, footways, zebras, etc.).
- In the quieter neighbourhood streets, the car is invited to share the space with cyclists (and maybe even pedestrians). Carriageways can be narrower with setts or equivalent materials.
- Streets should be laid out to slower design speeds and encouraging 'passive enforcement' of parking.

- Many current streets have a traditional layout with a lot of space for cars. More space for pedestrians and bikes and a less paternalistic layout creates more awareness and safety between different users.

There are less/few pedestrian guardrails, longer 'green man' periods and pedestrian priority traffic-light sequencing, less street markings and signs cluttering street-scene. This will need further detailing in GCC's 'Street Design Guidelines'.

Accessibility for all users is an integral part of Building and Street Design Guidelines. Integrating inclusive design for optimum accessibility for those with mobility, sensory impairments or autism should enable better spaces for all.

It is proposed to have a Pedestrian and Accessibility Champion to advocate and secure improved accessibility for all. (Refer to the transforming (Y)our City Centre companion document)
Location: St Enoch District.





05
(Y)OUR
GREAT BUILDINGS

(Y)our green rooftop

(Y)our new offices

(Y)our re-purposed buildings

(Y)our vibrant city centre

(Y)our plot mill

(Y)our New homes

(Y)our New homes

(Y)our New homes

(Y)our New homes

Historic development

This historic map progression illustrates the growth of Glasgow. It shows how High Street, Saltmarket, Bridgegate, Argyle Street and Trongate were the first streets of Glasgow. These historic routes have completely lost their natural place within the hierarchy and logic of Glasgow's street network. Unlike the orthogonal rigour of the Blythswood Hill grid this part of the city centre follows the more organic medieval street pattern, tracing routes between ancient river crossings, the Cathedral and key urban nodes; crosses and gaites.

There remain a few clues within the contemporary urban fabric of St. Enoch's that this is the heart of historic Glasgow. The landmark spires of the Tollbooth, Briggait and St. Andrew's in the Square give a sense of the long history of this place, as do the few vennels and pends that remain from the tight urban grain of the medieval burgh. In contrast there is the wide panorama of Glasgow Green with its landmarks accentuating the principal axis that crisscrosses its green expanse. It is the city's largest urban park.

Subsequent eras have overlaid their mark on the city. There are neo-classical flourishes, such as Carlton Place and the High Court. From the Victorian era there is the rupture left by the St Enoch train station which, in its wake, has been replaced by a huge, eponymous shopping mall and the void of King Street car park beneath which the rail siding viaducts were. South of the river the comprehensive redevelopment of the 20th century Modernists swept away the hyper-dense Gorbals to create a brave new world of tower blocks which themselves have given way to the urban repair of the contemporary tenements of New Gorbals.

This fragmented and dynamic urban history has left a seemingly chaotic urban context characterised by intense variety and juxtaposition of building types, era and quality. Amid this bewildering cityscape the constant presence of the River Clyde, now quiet but once intensely active, betrays few signs of its mercantile past, despite its wonderful array of historic bridges.



The 1547 city



The 1778 city



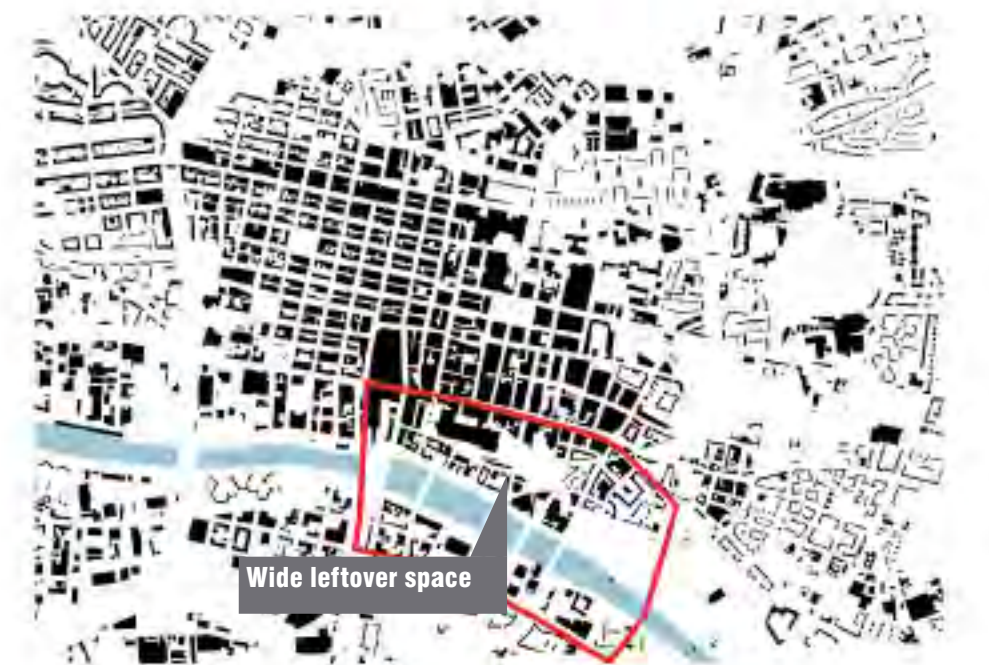
The 1866 city



The 1909 city



The 1951 city



The 2012 city

Historic development



Argyle Street was one of the busiest streets

Glasgow cross 1700 ca



Continuous building frontages

Trongate in 1890



Disappeared building

St. Enoch square in 1900



Gap sites cause by the old train station

Old St. Enoch station in 1920 ca



Dense urban fabric disappeared

The Gorbals in 1960



Big scale housing towers

Hutchesontown towers in 1970

Current: fragmented urban structure

Analysis built environment

Today the built environment of St. Enoch is fragmented due to a recent history of decay, demolition and severance from the rest of the surrounding city. Many Glaswegians appreciate the fragments of built heritage, but bemoan the poor quality of gaps sites and dead space that characterises many locations across the DRF area, north and south of the river.

- Different historic eras have disrupted the urban fabric. The legacy is a poorly defined pattern of streets and roads with a lot of empty plots and poor connectivity. Consultees observed that there are many vacant sites and underused buildings. They also reflected on a desire to restore the built heritage that gives the area its sense of place and to provide a quality setting for set-piece civic buildings in the area.
- The St. Enoch shopping centre, which replaced a large railway station, hinders access to the river and creates unattractive traffic-dominated public spaces, notably on Howard Street and Stockwell Street. Many consultees hope that improved connections and enhanced urban setting can be achieved to better integrate the shopping centre into the city.
- After removal of the rail sidings the big Kings Street site in the heart of the neighbourhood was never redeveloped. It has, instead, become an unattractive surface car park that almost all consultees agree blights the area. Most support the idea of transforming this catalyst site into a mixed use piece of city.
- On the Southside the turmoil of post-war redevelopment is being replaced by contemporary tenements to redefine Laurieston as the southward extension of the city centre. Between the river and the regeneration area there remains a cluster of

St. Enoch Shopping Centre blocks connections to the river

The last historic part of the South bank is falling apart

historic urban blocks, behind the beautiful facades of Carlton Place. These give a glimpse into the urban form that once characterised the Gorbals. There is enthusiasm and support to restore these urban blocks and revitalise them as a distinctive urban quarter. Moreover there is interest to see how best to embed the Sheriff Court, Mosque and College more appropriately in to a human-scaled, street-scene.

Dominant, large buildings with a negative impact on the urban form

Many historic buildings

Gap in the urban fabric after demolition of St. Enoch station

Disused leftover railway space

Inconsistent ad-hoc developments

- Listed building A
- Amended conservation area boundary
- Development potential
- Planned projects
- Problematic buildings/area

Current: fragmented urban structure Analysis built environment



Disruptive highrises - Hutchesontown



Well-preserved historical building - The Briggait



Isolated listed building Glasgow Sheriff Court - Laurieston



Great historical building waits to be highlighted - St Andrew's in the Square

Current: fragmented urban structure Analysis built environment



Historic buildings on south bank are in disrepair - Oxford St.



Kings street car park is a big development opportunity - King St.



St. Enoch shopping centre is an introvert obstacle



Current planning applications demonstrate a lack of coherent urban planning

(Y)our great buildings

Overview projects

(Y)OUR ST. ENOCH
(Y)OUR GREAT BUILDINGS

(Y)OUR ST. ENOCH
(Y)OUR GREAT BUILDINGS

NORTH BANK

There are few gap sites left on the north bank. The site that stands out is King Street car park for which a dense, mixed-use development is a possibility. The ambition for St. Enoch Shopping Centre is to make it more permeable (as part of enhanced North-South routes) and open it up to its surroundings.

The City Deal project to repair the quay walls will create opportunities for development which activates river frontage and public realm. This is used and accessed by all and recognised as best practice.

Other opportunities on the north bank are related to redevelopment and restoration of existing buildings and infrastructure.

SOUTH BANK

On the south bank there are more sites available for redevelopment. Here the goal should be to create a higher building density, a more urban mix and to restore a positive relationship between buildings and the street. The last remaining piece of historic quarter on the south bank should be restored and augmented by high quality contemporary buildings.

MAIN STREETS

The goal for the key streets of St. Enoch (Argyle Street, Clyde Street - the river quays, High Street / Saltmarket, Bridge Street / Jamaica Street and Ballater Street / Norfolk Street) could be to reconstruct and enliven the street edges, often in combination with public space improvements and reduced traffic intensities. The reconstruction of buildings with active ground floors is vitally important and challenging, especially on Ballater Street / Norfolk Street.

HIGH QUALITY DESIGN

To establish the necessary quality upgrade of St. Enoch and specify the characters of key public spaces, a 'Building Design Guideline' is required, alongside a 'Street Design Guide'. Attention and focus on quality, active ground floors is crucial.

Integrated historic buildings

Cluster urban density around transport hubs

Break through St. Enoch Centre

Plots filled in

Redeveloped King St car park

Restored riverfront

Reconstructed street edges

Restored historic quarter

Increased density south bank

Barcode of activities beneath the railway

Lively streetfront

-  Amended conservation area boundary
-  A Listed building
-  Empty plot with development potential
-  Important facade for reconstruction of main street
-  Planned new development
-  Repair urban fabric
-  Buildings at risk

(Y)our great buildings

Bigger context: repaired urban fabric

For the success of the city centre it is crucial that more people live, work and visit. This can be done by filling the remaining empty plots, re-using existing empty or under-used buildings and by topping-up existing buildings. Within these areas of redevelopment it is vital to integrate appropriate green space infrastructure.

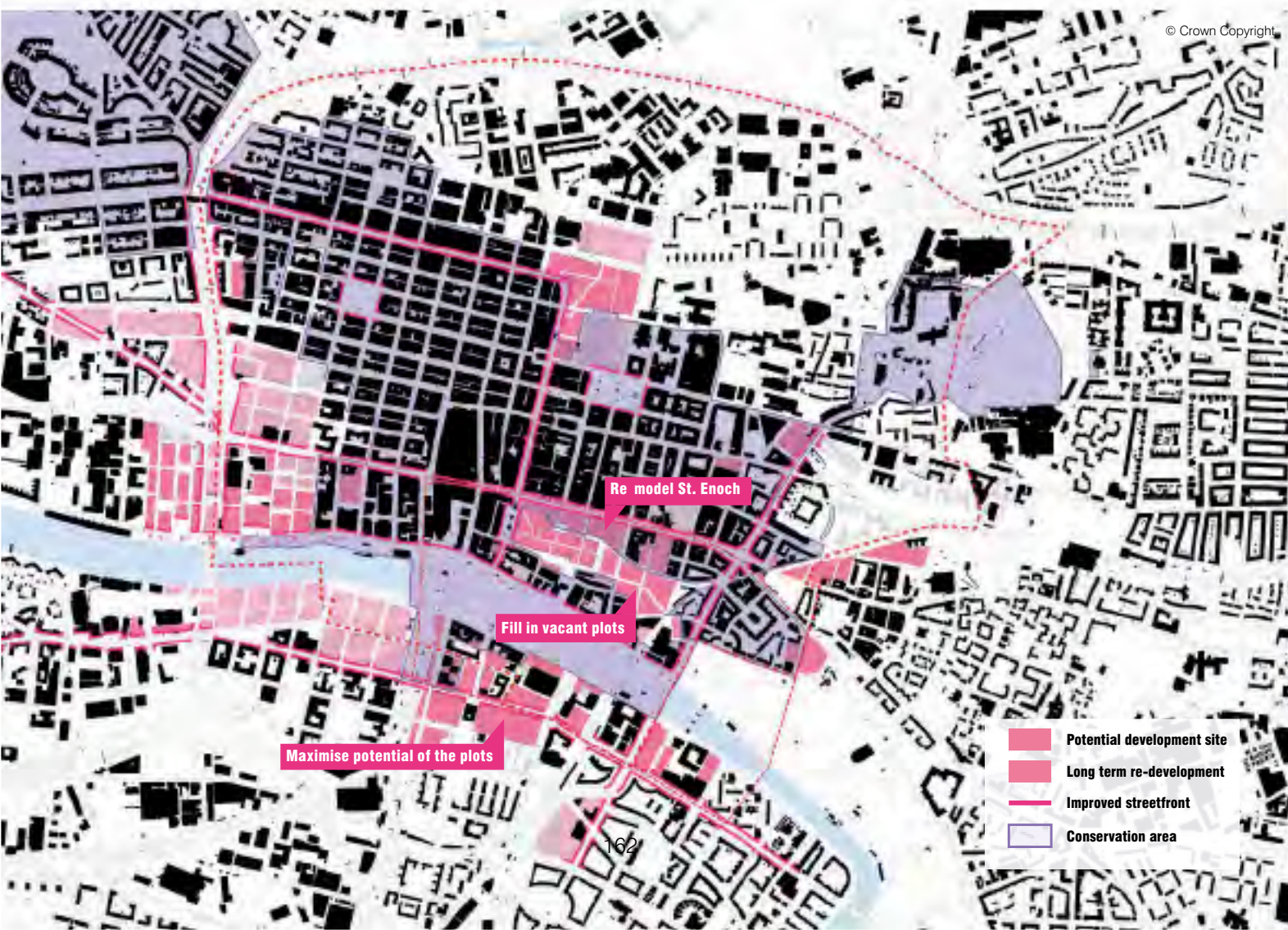
- New developments should be supportive of the context, seeking to enhance and intensify uses and character rather than be contrasting
- New buildings should reconstruct the street profile and respect the adjacent (historic) buildings. They direct their most lively, attractive functions and their best architecture to the street.

- The biggest potential redevelopment site in the DRF area is King Street surface car park. See proposed options in 'Redevelop King St Carpark' in this Chapter. It can be a catalyst for wider regeneration in the area. In tandem with regenerating the Briggait / Clutha block (see 'Briggait Creative Cluster' in this Chapter) this could be one of the most significant development sites in central Glasgow.
- On the south bank there are several smaller sites available for redevelopment, including several within the North Laurieston / south bank area. Here the goal should be to create a higher building density, a more urban mix and to restore a positive relationship between buildings and the street.

- As a backdrop to the River Park it is important to create a high quality architectural setting for a linear public promenade / park. New infill buildings, alongside retrofitted existing buildings along the quays, and the discreet new pavilions along the River Park, need to be design exemplars.
- Cluster higher density development around transport hubs (eg. Argyle Street Station, Bridge Street etc.)

- More people living, working in the city centre makes the city more attractive and economically competitive.
- Well defined public spaces are livelier, easier to 'read', have better micro-climate and are safer
- Neighbourhoods can be better connected, again.

Location: St. Enoch District.



(Y)our great buildings

Historic St. Enoch



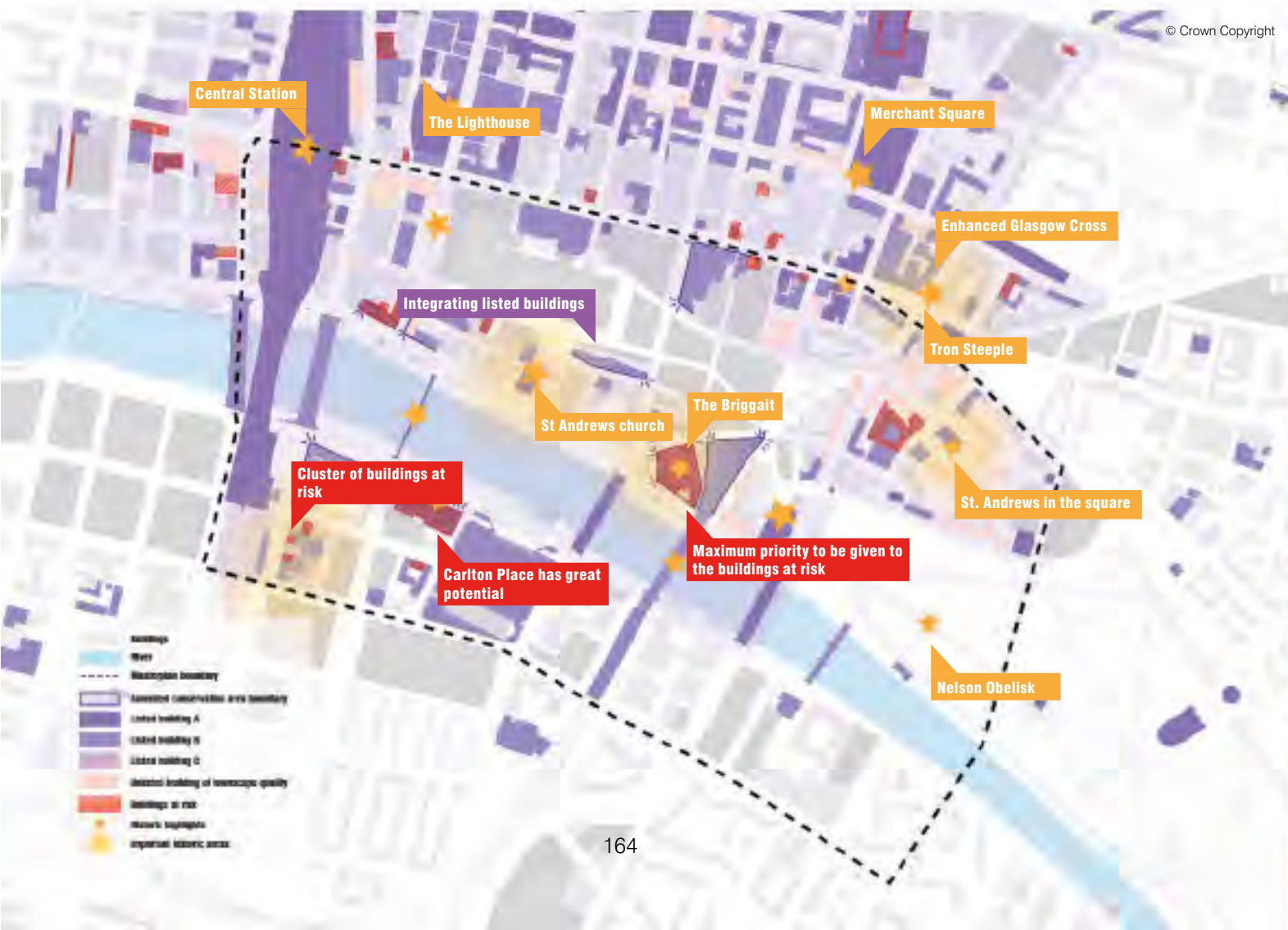
The goal should be to keep as many historic buildings as possible and restore the ones that are in a poor condition. Built heritage is vital to Glasgow's sense of place and many Glaswegians consulted in preparing this DRF remain concerned at the retention and maintenance of historic buildings.

- There are many buildings in St. Enoch that need to be conserved and revitalised with new uses. Buildings at risk within the DRF area should be the highest priority.
- Many historic buildings have been poorly maintained for many years, yet they still have great value and when improved will be urban highlights within the city centre. It is crucial that those building owners / occupiers with a duty to maintain the city's heritage buildings do so, and those with oversight enforce and ensure that these responsibilities are discharged.

- The cluster of buildings at risk in North Laurieston / South Block warrant a focused Masterplan-led approach to embed these buildings into a wider regeneration strategy. This must include the full extent of Carlton Place. (refer to North Laurieston / south bank Masterplan – See Transforming St. Enoch Chapter).
- The Clutha / Briggait / High Court urban block requires coordinated effort to conserve buildings at risk, reuse historic built fabric and provide a coherent strategy for quality re-development which secures the heritage asset for the long term (refer to Briggait Block Masterplan – See Transforming St. Enoch Chapter).
- Special attention should be paid to the Glasgow Cross area as it is the original gateway into the medieval city.

- Investing in renovation of heritage buildings is worthwhile as it increases character/value of the surroundings
- It also forces developers and architects to achieve best practice.

Location: St. Enoch District



(Y)our great buildings Design guidelines needed

The city centre needs area-specific guidelines for buildings. This will lead to buildings with higher quality and stronger character. Clear guidance about the desired qualities of new design will assist public and private sectors.

It is recommended that guidelines for specific areas within the St Enoch DRF are made, including Masterplans for priorities including King Street Car Park site, the St Enoch Centre and the River Park. Other areas warranting Masterplan-led guidance include Briggait Block (Briggait, Clutha, High Court), south bank / North Laurieston and Custom House Quay.

An initial list of topics that should be part of such guidelines should include;

- Buildings 'make' streets and squares.
- The shape of buildings should allow light in streets and encourage a positive microclimate
- Buildings that are human scaled.
- Active ground floors are the most important urban design element of a street. This is where lively and attractive functions should be located.
- On upper floors maximum effort is to be made to create a strong relationship between inside and outside (e.g. with balconies or loggia).
- The architecture should offer experience at all scales: the skyline, the streetscape, the elevation and the façade detail.

- Visibility of unattractive functions (parking, utilities, etc.) is kept to a minimum and carefully designed.
- Buildings are flexible for different uses and can adapt over time.
- Ground floors are high, allowing them to accommodate different functions.
- Alternatives to the above principles are possible as long as it leads to comparable or better quality.

• Stronger guidance from the council is needed on building and street design quality. Too much freedom / lack of guidance tends to lead to poor quality buildings / spaces

Location: St Enoch District.



(Y)our great buildings Higher density St. Enoch

High density mixed use is crucial to deliver a more convivial, 24/7 (or at least 18 hour) city centre. Density, done well, can enhance energy efficiency, reduce car dependency and create a walkable, more sustainable city.

- To create a more lively St. Enoch and make better use of the great accessibility by public transport, St. Enoch should have higher density around the stations (eg Argyle Street and Bridge Street).
- Large parts of St. Enoch are part of the Central Conservation Area so buildings are compact like the surrounding existing urban tissue of Merchant City. Therefore high-rise buildings are undesirable unless they have a quality similar to historic spires and clock-towers.

- High density in city centre and especially around transport hubs is more sustainable: less car use, more lively/safe streets, energy efficient buildings
- It should take historic heritage into consideration, respecting the heights and most important elements of old buildings

- On the south bank there are many smaller sites with development potential. Although no conservation area applies here, an approach similar to the north bank is desirable to achieve high quality and variety by design.

Location: St. Enoch District



(Y)our great buildings

Open up St. Enoch Shopping Centre



St. Enoch Shopping Centre is one of the biggest shopping malls in Glasgow and part of the 'Style Mile' shopping district. It is widely acknowledged by consultants that the shopping centre doesn't integrate well with the city centre and enhanced connections are necessary.

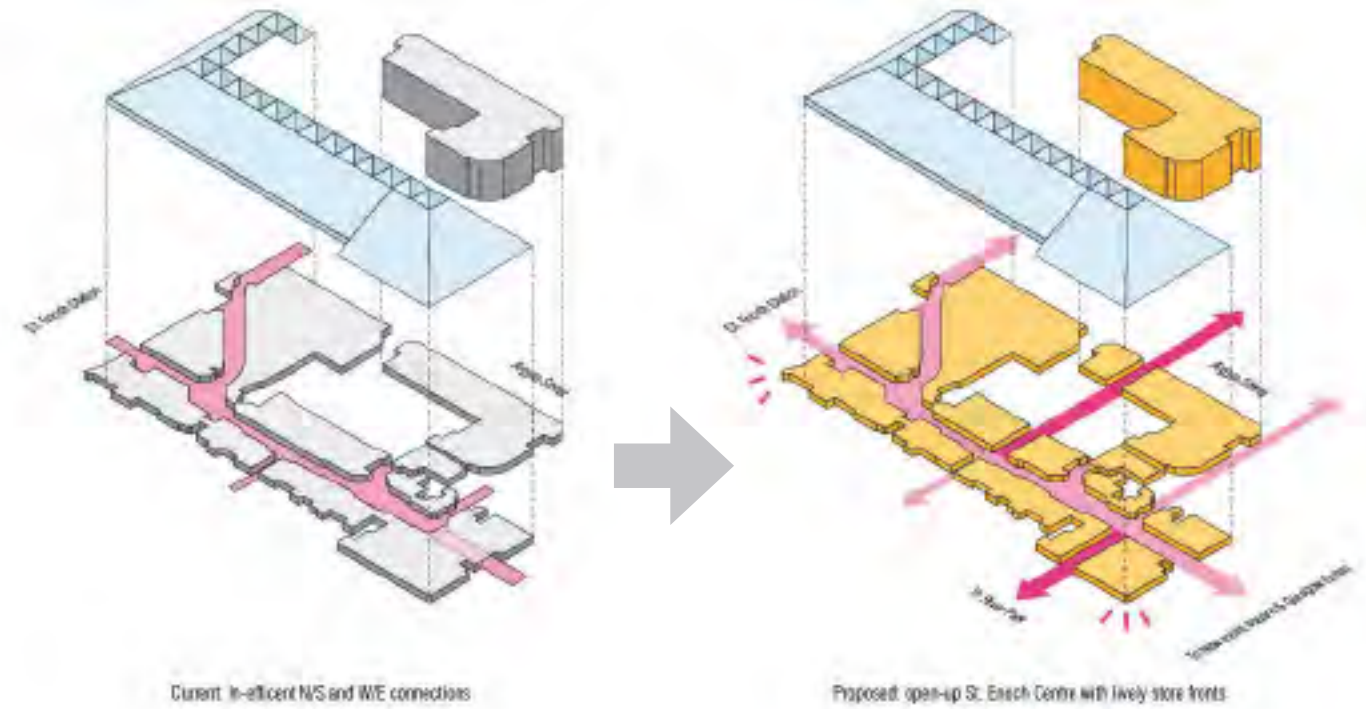
There are opportunities to improve footfall, especially in the eastern part of the building. This will be partially addressed by re-purposing this part into a cinema (serving as an anchor 'destination').

- This project proposes to make one, preferably two new North-South routes from the city centre, through the shopping centre, to the river. This can be done by using some existing entrances and by adjusting the interior layout. The great benefit for the shopping centre would be increased footfall. The benefit for the city would be that the area and especially the river becomes more accessible. Land values in the district are likely to rise.

- Activated routes around Argyle St train station and St. Enoch subway station
- Better connected Southside thanks to the new pedestrian connection through St. Enoch shopping centre

- There is scope to improve the appearance of the shopping centre by activating and representing the facade along Howard Street.
- The glass roof has a unique character and should be celebrated in any future designs for the shopping centre.
- The mixed-use redevelopment of the King Street site with a big city centre underground or multistorey parking garage and event square is likely to give a positive impulse to the shopping centre.

Location: St. Enoch Shopping Centre and surrounding blocks with same ownership.



(Y)our great buildings

Updated access to the St. Enoch Centre Car Park

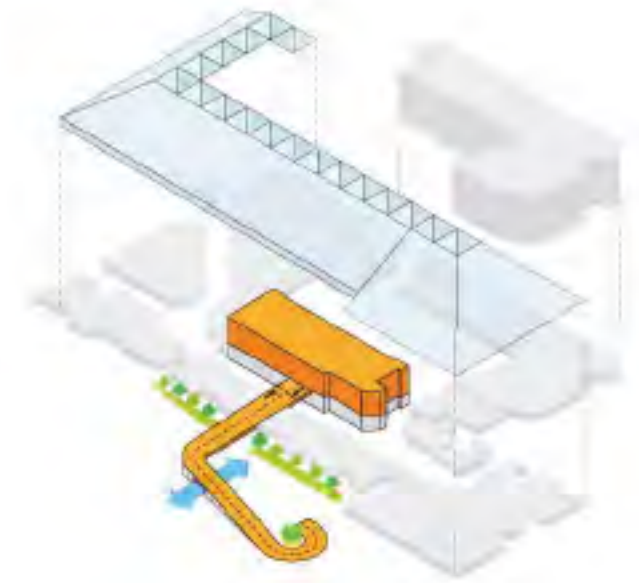
The car ramp system for the St. Enoch Shopping Centre Car Parking has a negative impact on the surroundings: it blocks pedestrians, it is oversized, out of context and no other function around it will flourish.

- Reducing the negative impact of the ramp for the St. Enoch Shopping Centre Car Parking is the key to the revival of Howard Street

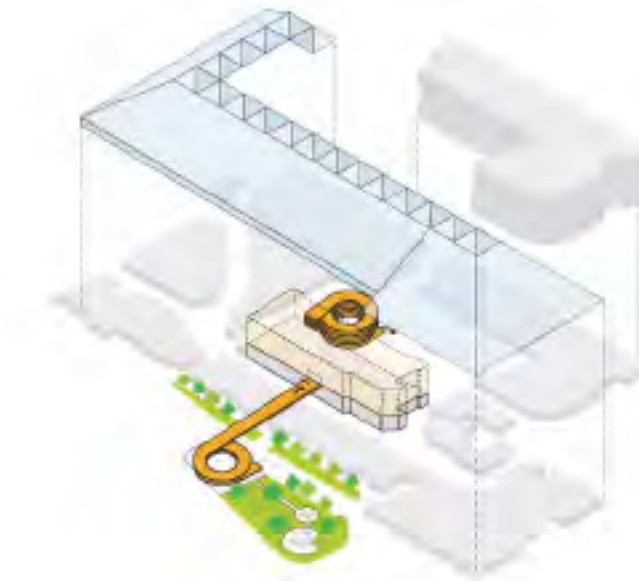
Several options are suggested:

- In the short term make minimal adjustments; cleaning up the public space, improving pedestrian connections and introducing greenery.
- A more compact and attractive ramp, leaving space for new developments.
- A complete removal of the garage, creating more shop space and development land along Howard Street.

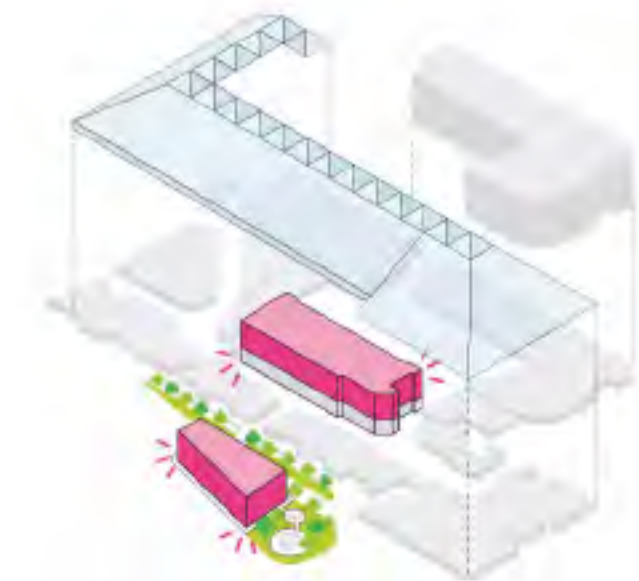
Location: St. Enoch Centre Car Park, and ramp at Howard St.



Option 1: Improved existing ramp and surroundings



Option 2: Separated access to minimise the ramp size



Option 3: Replacement of the carpark with shops/amenities

(Y)our great buildings

Argyle Street Station - Urban Block



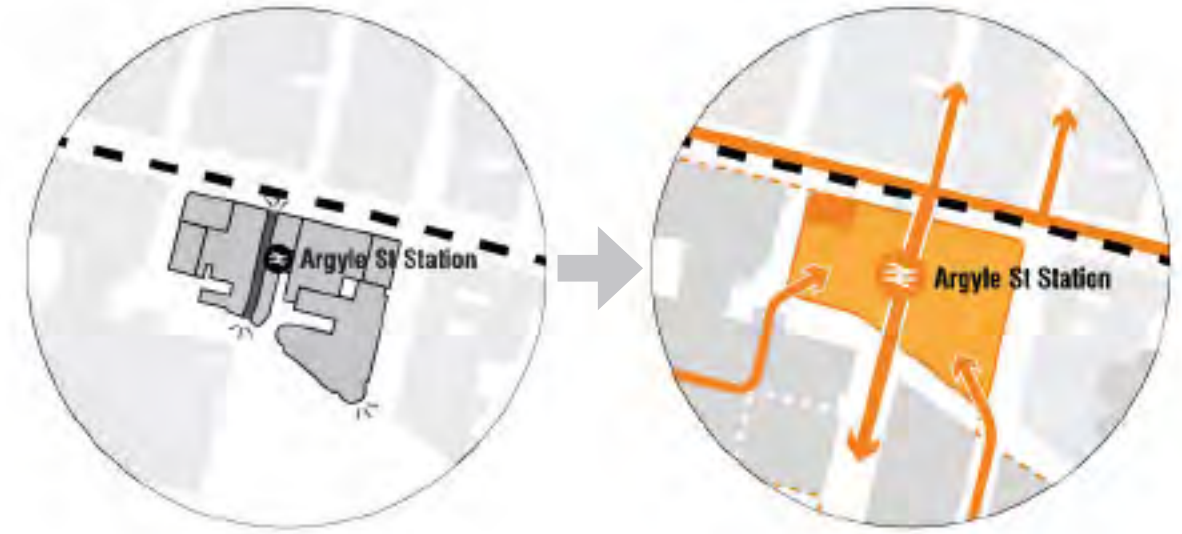
The urban block between Argyle Street, Osborne Street, Dunlop Street and Stockwell Street, which includes access to Argyle Street Station below, has the potential to be a key development site. However the existing buildings, accommodating principally retail at street level, do not fulfill this potential. The current block has insufficient density, is of mediocre standard and fails to create a positive, optimal setting / entrance to the station. Upgrading the station is not enough.

- The redevelopment of the Argyle Street Station block is crucial for the revitalisation of the St. Enoch Area and Argyle Street.

This block is important as it can also set the standard for the King Street and St Enoch redevelopment and seek to provide a positive backdrop to the proposed Events Square.

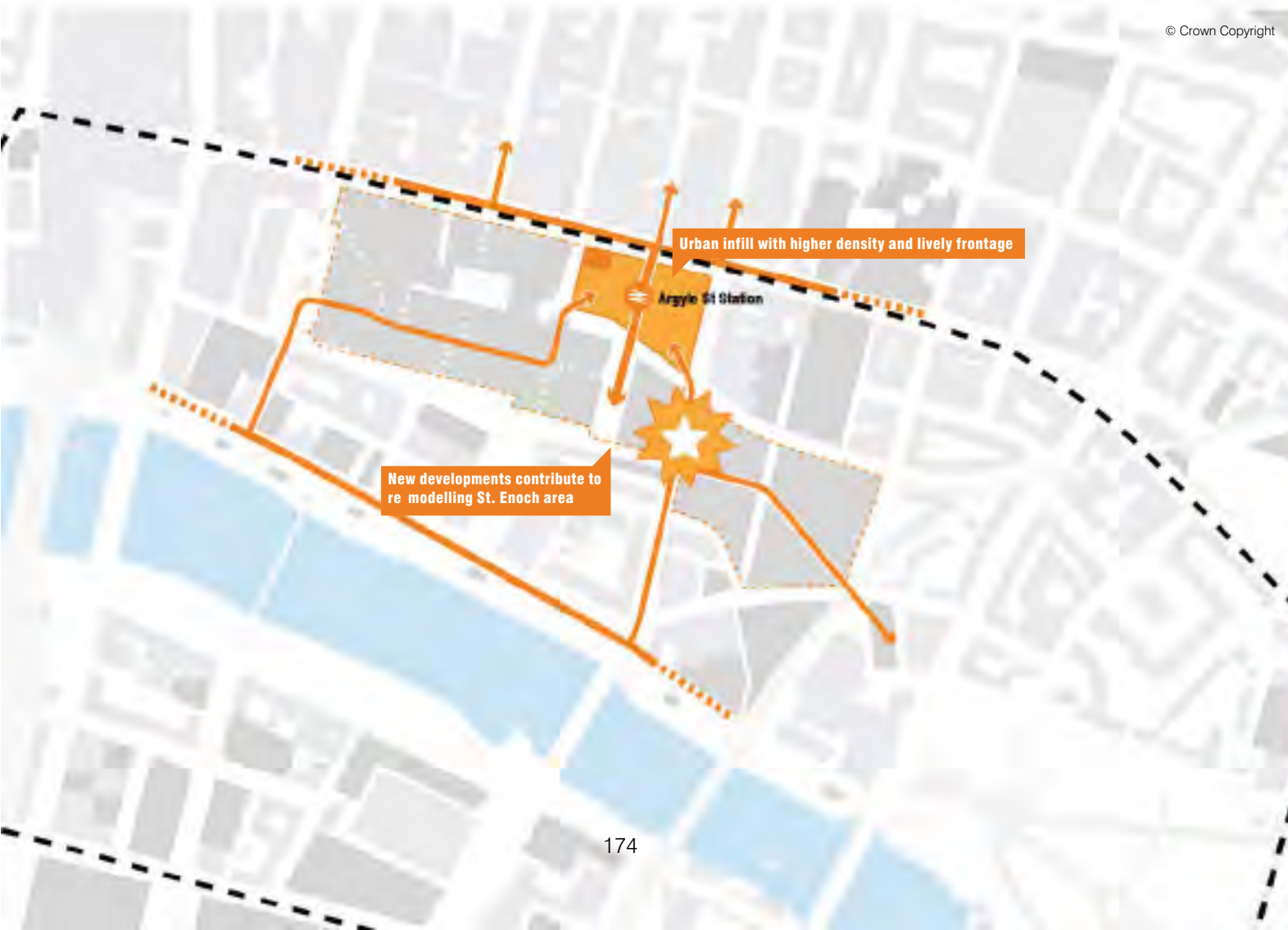
Location: Argyle Street Station block : Argyle Street, Osborne Street, Dunlop Street and Stockwell Street

This project proposes to identify partners to completely redevelop this urban block, including the station, into a high density mixed-use block. This should achieve a higher quality, more spacious and more recognisable station, whilst maintaining north-south connections to St Enoch. All facades in the block would be active (either to the street or internal arcade / passage).



Current situation: Low quality station building and surrounding

Proposed situation: Urban block between Argyle St and St. Enoch



Urban infill with higher density and lively frontage

New developments contribute to re modelling St. Enoch area

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(Y)our great buildings

Redevelop King Street parking



In its current form King Street Car Park restricts any significant regeneration of the area. However it presents a significant opportunity to be the project that sparks the regeneration of the King Street / South Merchant City area.

This project proposes a high density mixed-use development for the King Street site; giving St. Enoch a new 'heart'. This development could include:

- A grand public square for the city centre, located on Stockwell Street (West or East of it). The proposal is to make this square a multi-purpose event plaza where events like (Christmas) markets, smaller concerts and sports events take place. See: (Y)our streets and spaces.

- A big city centre multi-storey car park (underground) that serves the South-East of Glasgow city centre and functions as a major source of footfall into the area. See: (Y)our updated mobility.
- The development should have a highly mixed character; a broad variety of housing types, work spaces that fit the creative/cultural profile of the area, bars, restaurants and no significant commercial/shop spaces are proposed to avoid competition with Argyle Street. See: (Y)our vibrant St. Enoch.
- The block structure should create attractive streets, plazas and re-establish links through the area in all directions; Argyle Street to the river and from Buchanan Street to Glasgow Green.

- This redevelopment would be transformational for St. Enoch and is recognised as a 'catalyst project'
- Redevelopment at this location could help to give St. Enoch area a new 'heart' / focus
- The site could accommodate a range of mixed uses including public open space to strengthen the whole neighbourhood

Location: King Street car park and the parking at Stockwell Place.



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Below is a series of preliminary spatial options to explore the potential of the site. Concepts would be developed at the subsequent Masterplan stage



(Y)our great buildings

Redevelop King Street parking - option study



Semi-private courtyards

The plot is divided by main streets into four smaller scale courtyard blocks with semi-private park/square/playground. This layout provides a safe environment for residents and with activated ground floor performs well on urban scale.

Radial with public plaza

Attractive public space in the middle is the intersection point of streets from all sides of the plot. That creates triangular shaped blocks.



(Y)our great buildings

Redevelop King Street parking - option study



Orthogonal blocks with series of public squares

Existing street structure projected on the plot creates orthogonal blocks and grid structure, with public spaces positioned as a chain to create pleasant transition between St. Enoch Shopping Centre and Glasgow Green.

Large event plaza

Residential block wrapping the perimeter of the plot creates a big space inside that can be a great event place with defined entry points but free connections within.



(Y)our great buildings

Redevelop King Street parking - option study



Labyrinth of squares and streets

Small scale neighbourhood with a variety of building shape and height. More messy street structure with occasional small pocket parks, playgrounds and terraces.

Giant covered hall

The plot is fully filled with a megastructure that contains public program of the ground floor and connections inside are not defined. On top of the public space there is a residential program.



(Y)our great buildings

Lively streetfronts

The ground floor (plinth) is where the building interacts with the street. To make Glasgow's city centre streets more attractive and safe, a strong focus on beautiful, active and accessible building plinths is needed.

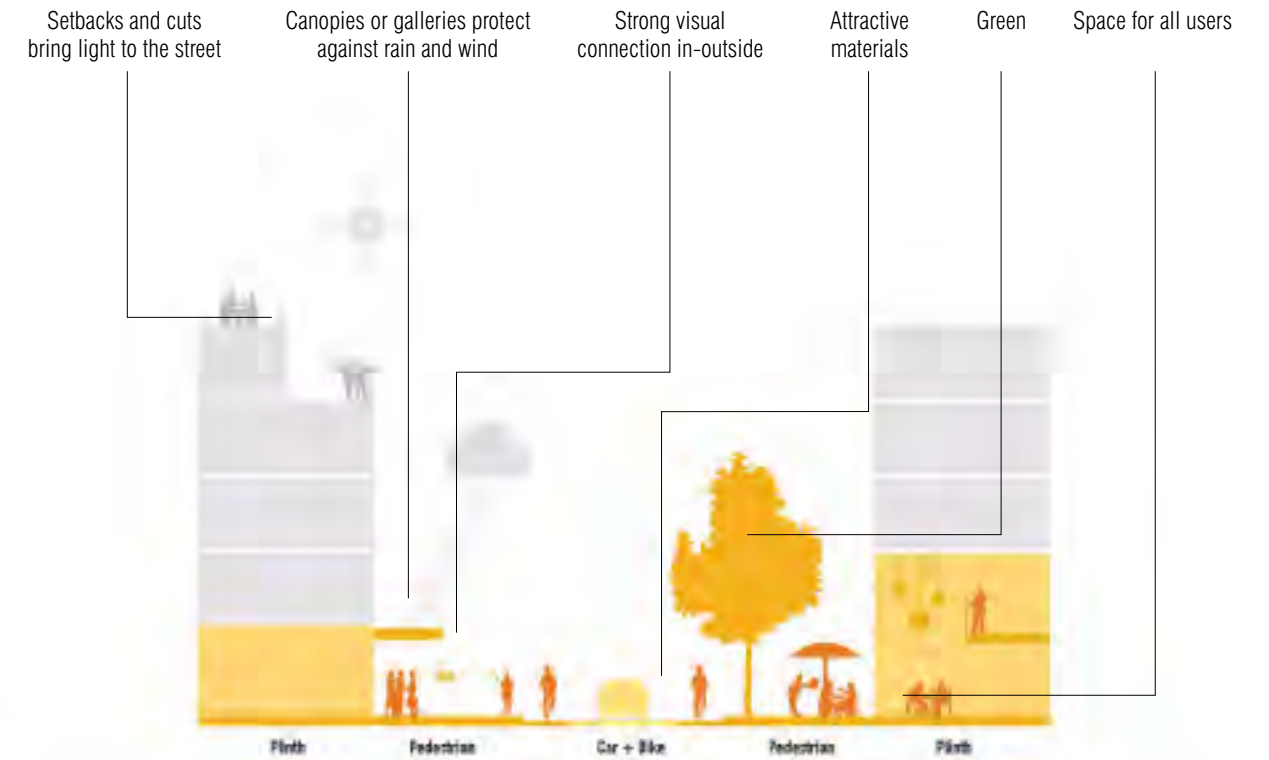
It is advised to actively engage with owners and users of existing ground floor spaces to revamp streetfronts.

The diagram below sets the priority for the upgrade of building plinths (more lively, more attractive) to primary and secondary streets. High Street, Argyle Street and Ballater Street stand out as primary streets. These streets are currently not up to the quality level that best represents Glasgow.

Ambitious Building Design Guidelines are needed to precisely describe the standards for each type of ground-floor use, including housing. See: "Design guidelines needed"

Location: St. Enoch District

- Perhaps the most important (and currently underestimated) element of a successful city centre
- Look to focus on active plinths to re-animate spaces



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(Y)our great buildings

Possible extension of Custom House Quay (Buildings design control)

There is an opportunity to heighten investor interest and thereby provide growth that positively contributes to place making.

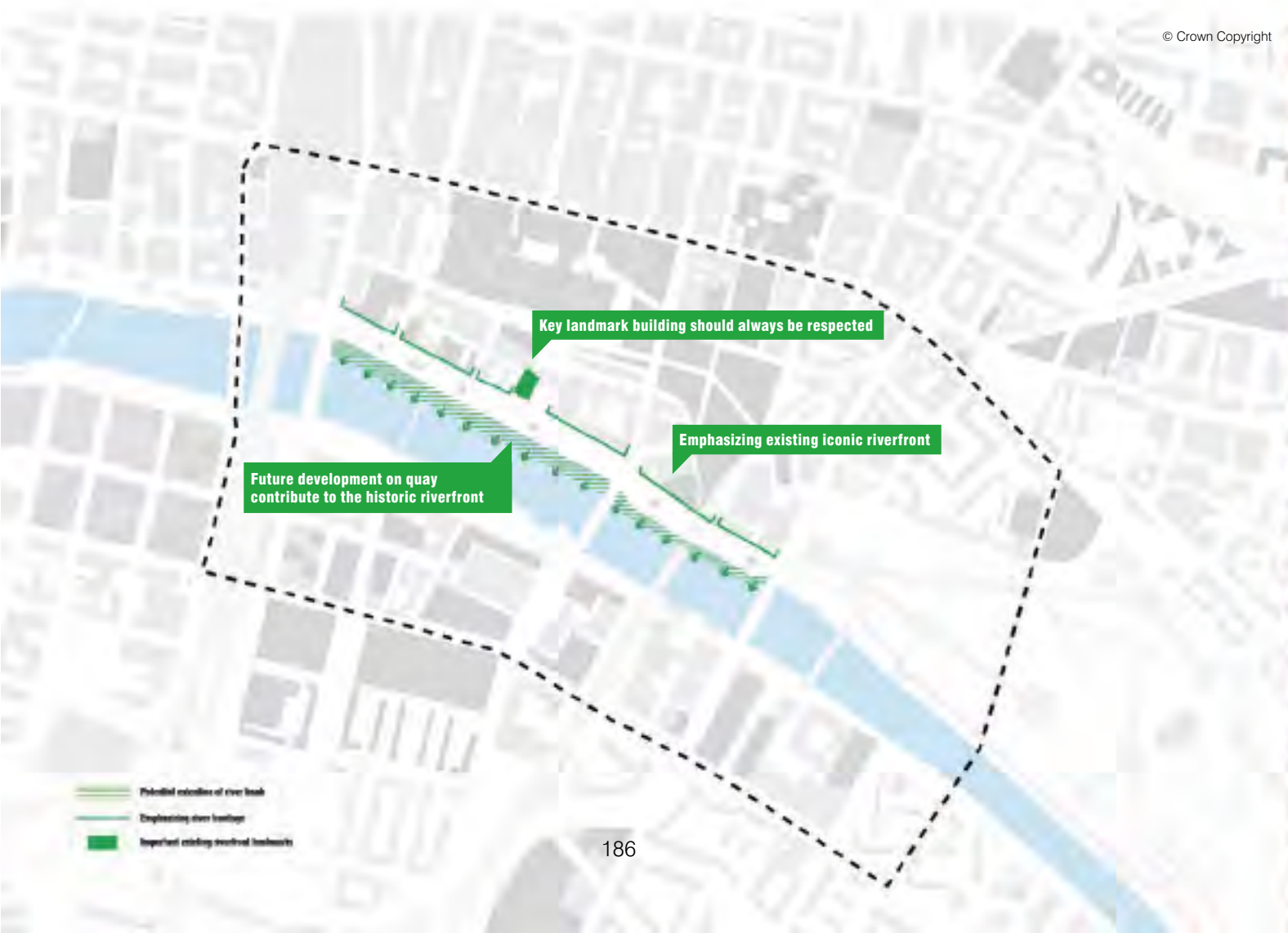
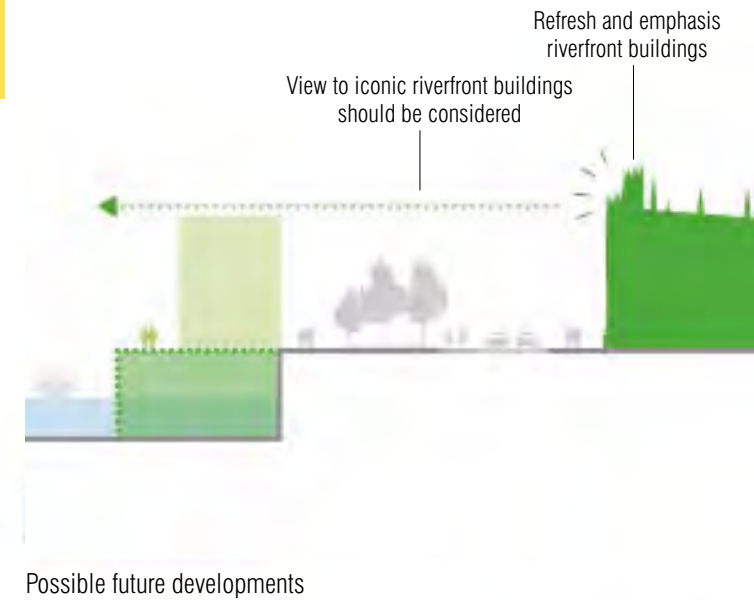
- The potential extension of the quay should be regulated by a clear quality-driven guideline on landscape and building design.
- It should provide equal or more quality and functionality than described in this chapter's project pages.
- Taller buildings should demonstrate creation of positive microclimate and respect of key views to and from existing set piece landmark buildings (eg Cathedral, Custom House)
- The grandeur of historic buildings and connections on the Riverfront (St. Andrews Church, The Briggait, Buchanan Street) should be enhanced.

- The activity in the buildings, especially ground floors, is focused towards the quay and street. Any internal passages, taking away liveliness from the street, should be avoided.
- Consideration should be given to a Masterplan should be prepared to specify these design controls in greater details

See: (Y)our River Park Chapter for design principles on the public space at Custom House Quay

Location: The River Clyde north bank between Jamaica Street and Crown Street.

- The ambition of public and private sector collaboration should be to deliver an exemplar project



(Y)our great buildings

Reconnecting and activating the railway undercroft

Reactivating the railway undercroft is an ambitious project that proposes to transform the current rail infrastructure (which is in disrepair) into a lively and distinctive strip of activity. The City Union viaduct is a connector between the North- and Southbank. Ongoing efforts to temporarily use the arches in the Gorbals for art installations demonstrates the potential of these spaces. Other exemplar (such as Market Street in Edinburgh) demonstrate the scope for positive change.

If realised this project could be a significant catalyst for regeneration in the St Enoch, Crown Street and Saltmarket area.

The structure of the railway undercroft provides a series of interesting vaulted spaces that can be fully or semi-closed. These can serve all kinds of different functions or become new through-passages for pedestrians and bikes, connecting lanes on either sides.

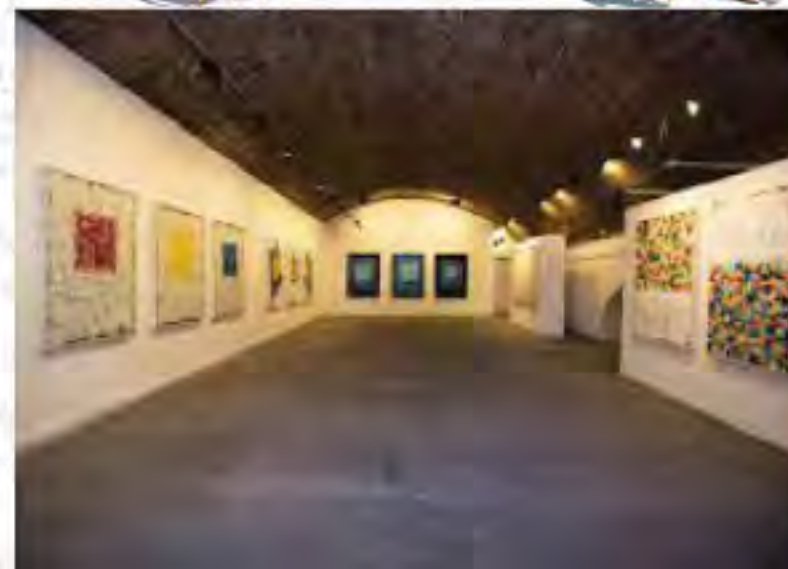
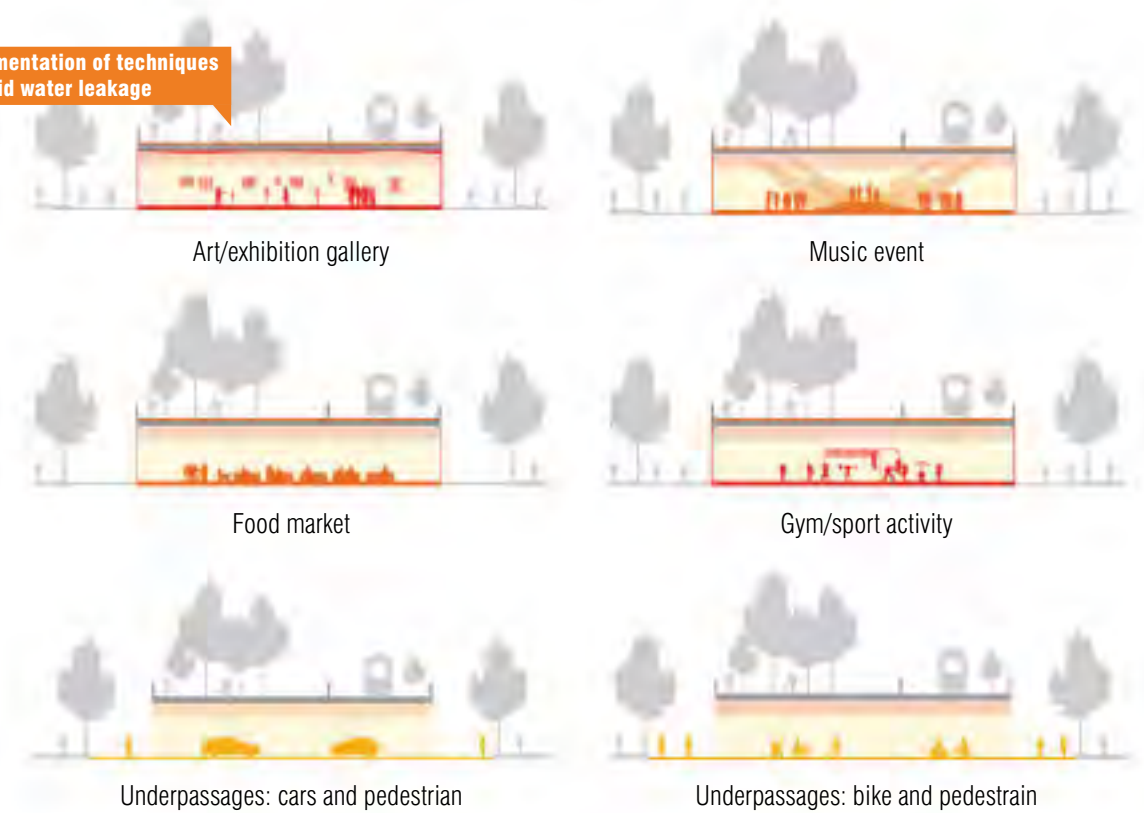
- The spaces already exist. They only need fairly simple adjustments to create distinctive and attractive business and leisure/sports/creative spaces.

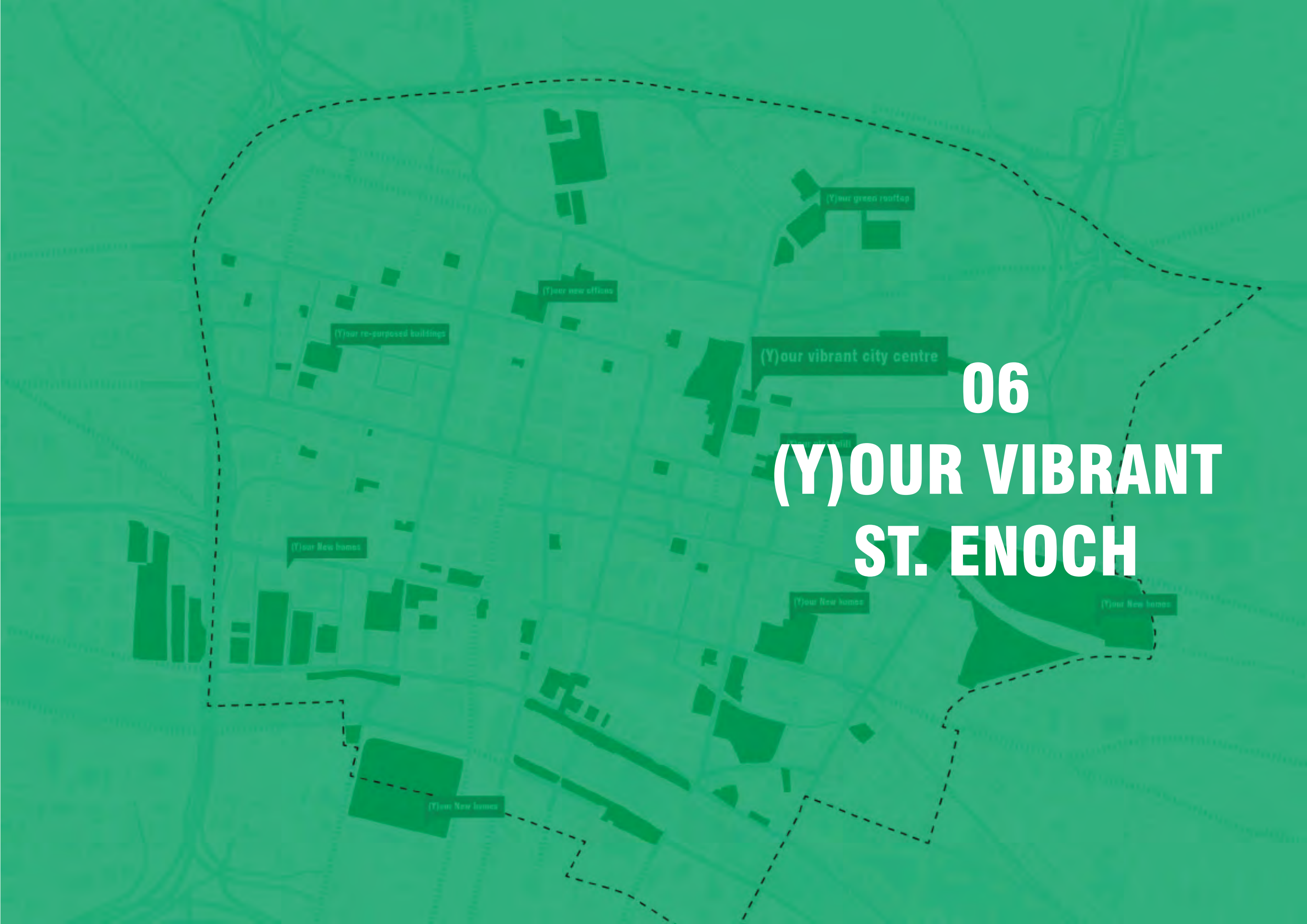
An effective way to water-proof the undercroft spaces is to put a membrane on top of the viaduct. This measure should be part of the proposal to repurpose the space on top of the viaduct as a linear park. Notwithstanding whether the viaduct becomes a 'Highline' park or remains a functioning railway these archways provide an exciting opportunity to benefit from existing spaces within the DRF area.

See: (Y)our great streets and spaces.

Location: City Union Line Viaduct

Implementation of techniques to avoid water leakage





06

(Y)OUR VIBRANT ST. ENOCH

Current: Neighbourhood identity

Analysis program and neighbourhood character

Broomielaw

Monofunctional business district : a concept which requires a fresh approach

Merchant City

Vibrant, mixed-use neighbourhood with potential to be further improved

High Street

Lost historic street of Glasgow, poor quality car-centered streetscape

St. Enoch

Connections disrupted by the shopping centre, poorly integrated into city centre.

River Clyde

Low quality, under-used public space

Tradeston

Demolished city quarter that is a development opportunity

The Briggait

Nice former fish market, under-used historic buildings

St. Andrews

Isolated residential area with great historic landmark

Laurieston

Neighbourhood being transformed with housing : the density of which is too low for a city centre location

Glasgow Green

Glasgow's oldest park, great opportunity to improve its access to the river

Hutchesontown

Residential area of recent low-rise housing that replaced former high-rise buildings

The St. Enoch DRF area is composed of numerous distinctive neighbourhoods and character areas. Some of these neighbourhoods are historic. Others have transformed several times, or are still undergoing change.

Cities are never static and are perpetually evolving. The St Enoch DRF is a part of Glasgow that is largely overdue a refresh and offers big potential to become a dynamic and exciting part of the city centre.

Current: Provision amenities around St. Enoch

- Currently there are too few local/ neighbourhood amenities in the city centre.
- Increased community infrastructure should accompany increased city centre residential development and higher density of working populations.
- There is a lack of attractions in the fringes of the city centre, especially to the south. It is important to add some so visitors are drawn to those areas.
- Analysis of the location of attractions / destinations should inform the alignment of key routes across the city centre.

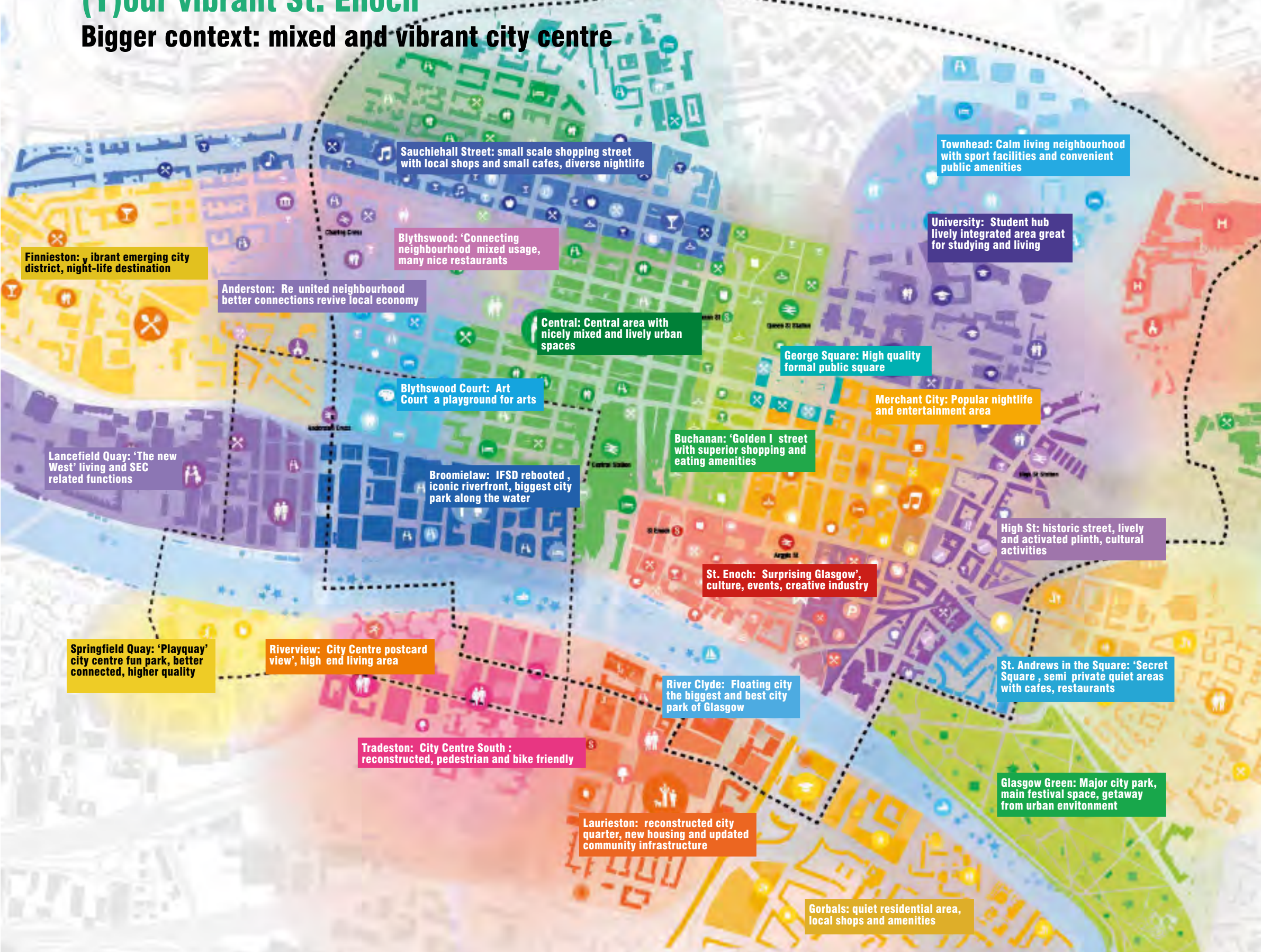


Current: Neighbourhood identity Analysis program and neighbourhood character



(Y)our vibrant St. Enoch

Bigger context: mixed and vibrant city centre



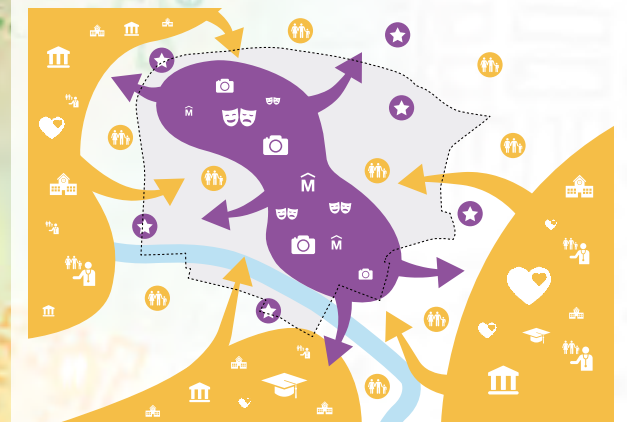
- More attractive neighbourhoods
- Better guidance for future developments

With the re-population of the city centre, more local amenities and more visitor attractions, the character/profile of each neighbourhood will be much stronger and will therefore be more appealing to investors.

Being clear about what you want with each neighbourhood helps the Council to sharpen the policy and avoid ad hoc decisions.

Location: City centre and surroundings.

Amenities in the centre's fringes



There should be more local amenities in the city centre in order to re-populate it. And at the same time new public amenities surrounding the city centre should be introduced to activate the neighbourhoods.

(Y)our vibrant St. Enoch

Strong neighbourhood identities

Re-discovered St. Enoch

St Enoch reconnects with Glasgow city centre and the Clyde. New connections from Argyle Street to the river enhance footfall. The shopping centre has been transformed to positively integrate with the neighbouring streets which are lively with a mix of shopping, food / drink, leisure and city centre living. King Street car park has been revitalised with a new Events Square and creative cultural hub.

Activated River Park

The biggest new park in Glasgow stretches from Glasgow Green to the Kelvin. Encouraging play, living and working along its length the River Park has transformed relationship to the Clyde. Its a destination; a place to gather and enjoy.

Laurieston North / south bank

Enjoying immediate access to the river, Buchanan Street and Central Station at the heart of the city centre. This proximity drives regeneration. Historic buildings at risk are revitalised and gaps site infilled. The neighbourhood fronted by the handsome Carlton Place has become the new, emerging urban quarter on Glasgow's Left Bank.

Lively Merchant City

Capitalising on the regeneration in St Enoch and High Street the Merchant City has matured into the city centre's most established, vibrant neighbourhood. City centre living, distinctive heritage and welcoming day / night time economy has created an appealing cultural district.

Re-fashioned High Street

High Street has been redefined - the city's oldest street has recaptured its essential role as one of the finest, historic routes in Glasgow. Reduced traffic and enhanced people spaces ensure a great connection between the Cathedral, the Tollbooth and Glasgow Green with thriving independent shops, cafes and culture. High 'Art' Street!

The Dear Green Place : Glasgow Green

The city's historic urban park is revitalised by an array of activities and events. A prime destination for Glaswegians the Green opens up and embraces the Clyde as the culmination of the new River Park.

City Centre South: Gorbals

The south bank has been intensified with a mix of uses augmenting the contemporary tenements of the New Gorbals. Businesses cluster around the anchor of the College, the Mosque and the revamped Citizens Theatre. The city centre has extended across the river.

(Y)our vibrant St. Enoch

Mixed and re-populated St. Enoch

One of the most important goals for the City Centre Strategy is to increase the amount of people living, working and visiting. This increase ensures neighbourhoods become more lively (also outside work-hours), leading to more viable amenities, a more sustainable, walkable and safer city.

- Priority should go to building more housing, so more inhabitants are attracted. Integrating local amenities like schools, health and social daycare and play/ recreation facilities that attract and sustain communities of new residents is crucial
- Take advantage of the various empty sites., re-purpose empty buildings, consider redeveloping or topping-up of existing low density buildings.

- More mixing of functions on neighbourhood and district level is needed; as future businesses and inhabitants will demand lively surroundings with a mix of urban amenities
- Attract more visitors by taking better advantage of existing highlights (quality functions / mix-use, spatial revamping, making better accessible and visible) and by adding new remarkable, typically Glaswegian places and activities.
- The south bank will keep its civic character (College, Mosque, Court) but should be enhanced with mixed uses to mirror the quality of the city centre itself.

Location: St. Enoch District

- Turn St. Enoch from a disaggregated collection of activities into a genuinely mixed neighbourhood. This is necessary to attract more inhabitants, generate more space for a variation of businesses and bring more visitors



(Y)our vibrant St. Enoch

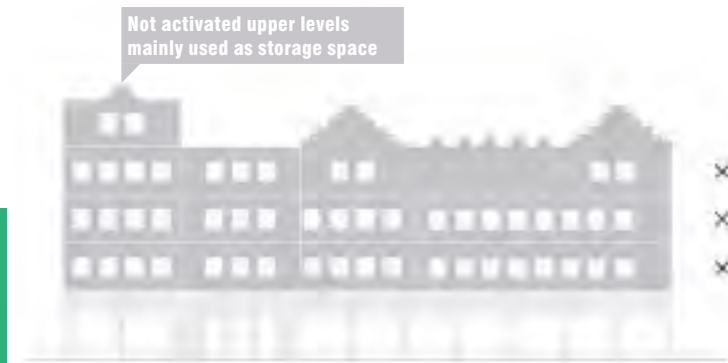
Re-purpose vacant spaces

A relatively simple and fast way to increase the amount of people living and working in St. Enoch is to re-purpose existing empty spaces. This is crucial to enhance the liveliness and positive perception of the area (especially Argyle Street).

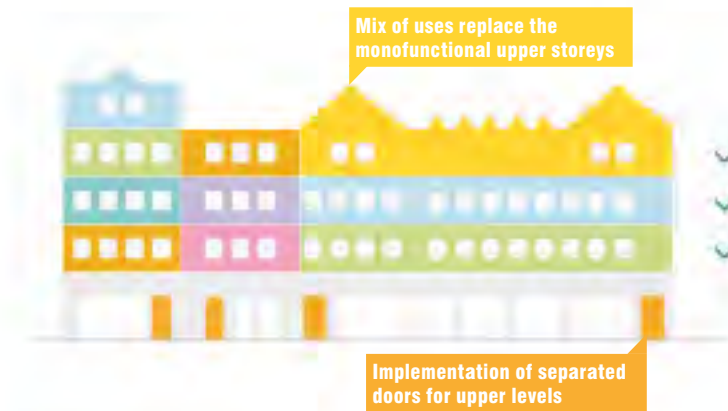
As a minimum the city should make the process as easy as possible:

- Minimise legal and safety/technical restrictions. Look for solutions instead of issues.
- Positive legal and financial incentives (more than the empty building tax).
- Actively engage with owners.
- A 'one stop shop' at the council that facilitates all aspects of the process. (ref (Y)our Vacant Space Fixer)

Learn lessons from what has worked elsewhere in the Merchant City (eg. King Street) and seek to backfill vacant ground floor units with a rich mix of activity; entrepreneurial, cultural and community-led, rather than expect and demand only retail. Location: St. Enoch District



- Empty spaces are a sign of decline. Re-purposing those spaces is instrumental in changing the perception of St. Enoch and drawing investments, inhabitants and businesses



(Y)our vibrant St. Enoch

Repopulated St. Enoch



One of the most important goals is to increase the amount of people living in St. Enoch. Proposed (re)developments (See: (Y)our great buildings) should include a large portion of housing.

- Glasgow city centre is under-populated
- It needs more permanent residents to create a 'baseload' of daily activity and street life
- More residents will enliven the district and create safer streets that are overlooked and have increased footfall

- Repopulating St. Enoch will result in a more lively city centre, more people walking (less cars) and it will increase viability of more urban amenities (shops, leisure, sports, culture).
- St. Enoch district could offer a wide mix of houses: for students, starters, families, elderly. For all budgets, tenures, cultures, longs/short stay. This means flats, townhouses, live-work units....
- To attract new inhabitants, good community infrastructure is required: schools, day-care, sports, play, health, social places. And it requires more attractive public spaces: green, safe, less car-dominated.

Location: St. Enoch District



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(Y)our vibrant St. Enoch Creative, cultural St. Enoch



The main focus for 'traditional' office and working places within the city centre is in the Central DRF area. St. Enoch can complement the city centre's range of business spaces by strengthening/growing the existing cluster of creative industries and visual and performing art spaces; O2 Academy, Briggait, Citizen's Theatre, King St./Southblock, Modern Institute, Tontine Building, Tron Theatre, Trongate and neighbouring partners.

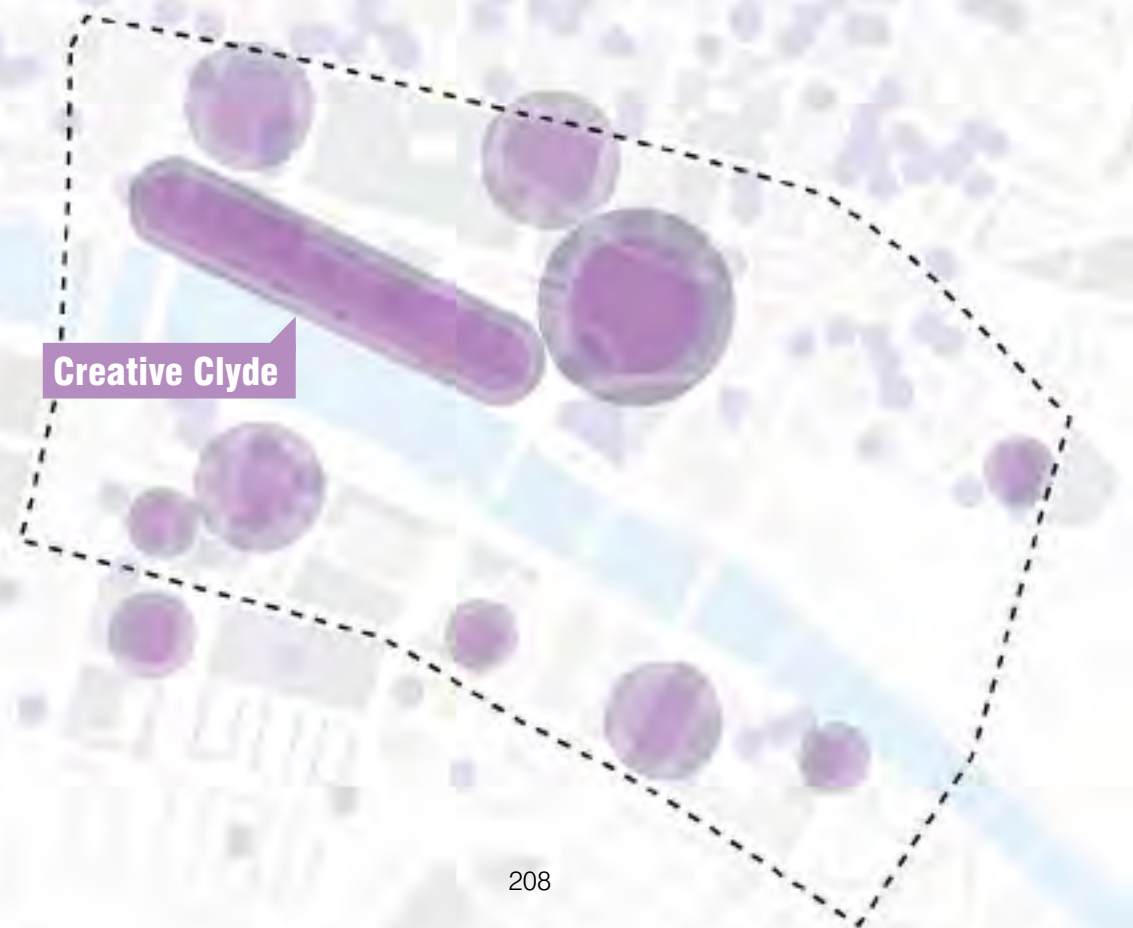
- A strong base of creative industries is crucial for a successful, inspired and self-reinventing city economy
- The focus on creative and cultural businesses can help to strengthen this already attractive aspect of St. Enoch

- Actively promote locations, choice of space, business development package that stimulates economic activity (sole traders, micro business, makers) not just consumption and events.
- The south bank/North Laurieston should also accommodate studio/workspace. Together these areas should contribute to a Creative Clyde

- Make new types of creative workspaces part of new developments.
- Facilitate and incentivise re-purposing of existing empty spaces including shop spaces and spaces above shops.

Location: St. Enoch District

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(Y)our vibrant St. Enoch

Nightlife and hospitality in St. Enoch

St. Enoch sits between the already successful nightlife quarter of the Merchant City and the future River Park which will have bars and restaurants along its quays. The routes between Merchant City and the river will be improved and the King Street site will be redeveloped with mixed uses. So it is a logical next step that more hospitality will develop in the heart of St. Enoch. New developments should incorporate spaces that are flexible to allow such initiatives.

- Sitting between Merchant City and the future River Park, St. Enoch is likely to have more bars, restaurants and nightlife. An important ingredient of the mix that will make St. Enoch more attractive

There is scope to include a 'soft project' on the after-hours/night time economy with a focus away from just younger people: encourage a wider variety of businesses to stay open and broaden choices of things to do after dark.

Location: St. Enoch District



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(Y)our vibrant St. Enoch

Shopping in St. Enoch

The shops and shopping centre in Argyle Street, especially at the Trongate / east end, are in decline; low grade shops, empty units, bad public space and too much traffic.

First steps are being taken: The public space in Argyle Street will be improved as part of EIPR Avenues. St. Enoch Shopping Centre is already investing in an upgrade of the eastern part of the complex.

The projects in this DRF propose changes that will help to revamp Argyle Street and St. Enoch Shopping Centre:

- Reduced bus/car traffic in Argyle Street.
- More attractive gateways at Heilanman's Umbrella and Trongate leading to increased footfall.
- Re-purposing empty shops with other attractive uses (community, cultural, entrepreneurial).

- A city centre Event Square at the King Street site (major destination).
- A bigger city multi-storey car park (major source of pedestrians).
- The mixed-use redevelopment of the King Street site (no extra shops competing with existing retail offer)
- A better pedestrian route to Glasgow Green.
- The River Park (major destination).

These combined measures are likely to cause an uplift of this part of the 'Golden Z' and perhaps even create a 'loop' for shoppers through the area.

Location: St. Enoch District

- The redevelopment of the heart of St. Enoch, the improved connections through the area and the upgrade of public space are of vital importance to the revitalisation of the Southern branch of the 'Style Mile'



(Y)our vibrant St. Enoch

The Dear Green Place Glasgow Green

Despite the high historic value of Glasgow Green and city centre quays, the lack of programmed activity and destinations to draw people and activity there undermines what should be exceptional places. Glasgow Green is a wonderful urban park which could become even better, and fulfil its potential to be the cornerstone in an incredible network of greenspaces

- Enhancing the access to the water will allow the park to become a prime destination in the city centre thanks to a great array of activities on land and water.
- The River Park will stretch from Glasgow Green westward. It is the element that requires a complete programme of activities throughout the year in order to increase its attractiveness to people.

- River Park as main attraction of Glasgow city centre
- Glasgow Green will have its own all year round programme of activities to attract more people

- (Y)our River Park: the biggest new park in Glasgow. Play, live and work on the river. Pavilions on the quays, on the unused bridge structures, floating pavilions and boats. The proposed relocation of the Weir from Glasgow Green to Finnieston would greatly improve the activation of the river.

Location: St. Enoch District



(Y)our vibrant St. Enoch

Remarkable St. Enoch - a building, public space or function?



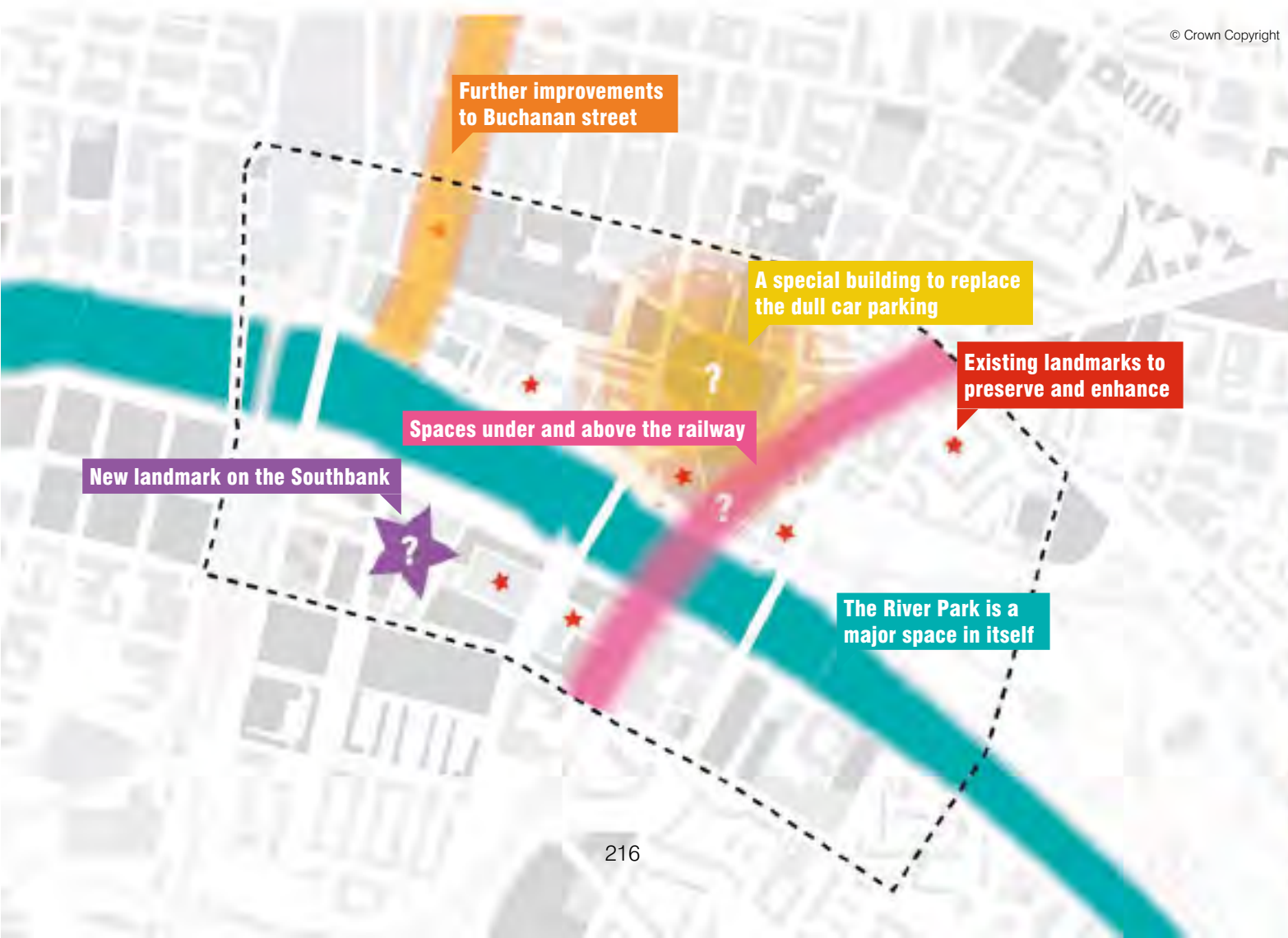
Is there a building, public space or function that could change perceptions and turn the St Enoch District into a major destination? Yes there is the new River Park, but is it enough to turn?

Location: St. Enoch District

- St. Enoch and/or the south bank need one element that is so exceptional that it turns the area into a major destination
- Railway Viaduct
- Museum
- Event Square
- Landmark



There should be more public amenities and visitor attractions surrounding the city centre to activate the neighbourhoods.



(Y)our vibrant St. Enoch

Civic St. Enoch

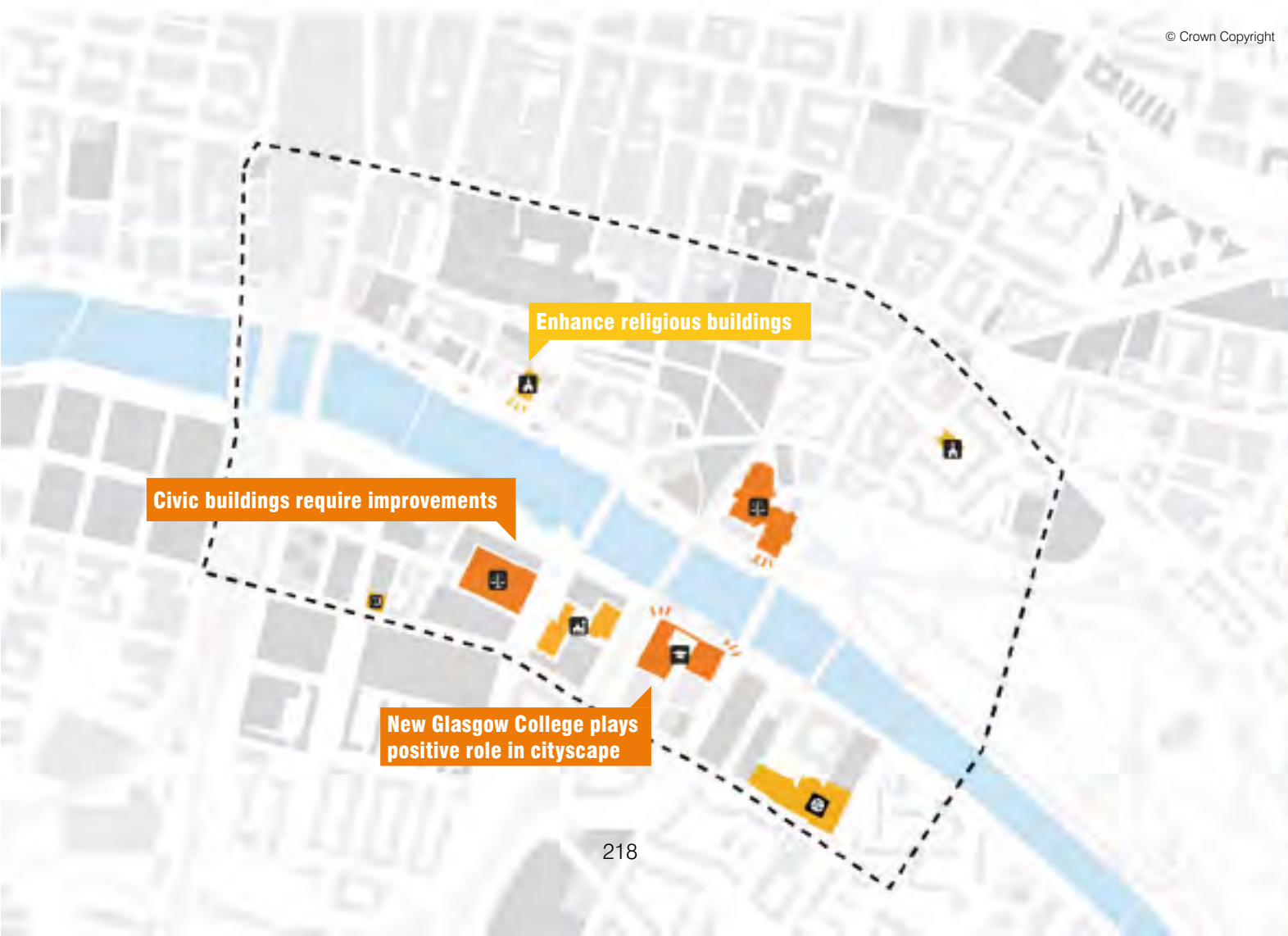
St. Enoch District, notably along the River Clyde, is home to several regionally significant civic institutions and religious centres including; the Archdiocese and St Andrews Cathedral, the City Mosque, the High and Sheriff Courts, Glasgow College.

Whilst some of these institutions have made recent investment to transform their relationship to the wider District (notably the College) there are opportunities to greatly enhance the physical setting of these key buildings to ensure they play a more positive role in the cityscape. Redeveloping the Central Mosque car park would be a longer term investment and worth promoting.

There is scope to include a short term 'soft project' that promotes the existing/future civic function of the district that includes the Cathedral, Mosque, High/Sheriff Courts. It could include: better signage, wayfinding, information panels, regular doors open events and other collaborations.

- Each of these regionally significant civic/religious institutions plays a crucial role in the civic life of Glasgow
- St. Enoch district should benefit from these institutions already long established in this part of the city centre

Location: St. Enoch District



(Y)our vibrant St. Enoch Community Infrastructure

Having a good nursery, school, healthcare, play spaces and community spaces nearby is an important requirement for attracting new inhabitants to St. Enoch and the south bank.

- Community infrastructure is crucial for attracting new inhabitants and investors

These spaces should be located close to the new housing developments and ideally also close to existing community infrastructure to allow for sharing of facilities (schools and daycares close to sports and play facilities).

The zone along the river on the south bank (See: Civic St. Enoch) seems most logical for these facilities.

Outdoor play spaces and nurseries should be close to homes so there is also scope to have such spaces in the King Street redevelopment.

Location: St. Enoch District



There should be more local amenities in the city centre in order to re-populate it.



(Y)our vibrant St Enoch

Temporary use of Buildings - Prototyping

The city council and local stakeholders can facilitate the temporary use of empty buildings by reducing regulatory obstacles, low rent cost and active match-making. Attractive and fresh users can create buzz for the area.

See City Union Line project, for example

- Temporary use of empty buildings creates the much needed buzz in the area and in the mean time fulfils a space requirement



Art Event

Make the successful art scene in Glasgow more visible/present for Glaswegians and visitors – e.g. GI Festival.

The art festival can be part of other temporary project and events like: the rooftop event, a street festival, etc.

Location: St. Enoch District.

- Make the successful art scene in Glasgow more visible/present
- Activate and revive vacant/neglected parts of the city centre



Temporary community gardens / play spaces

Allow local community or other stakeholders to temporarily make their own gardens and play spaces, building on from the successful Stalled Spaces initiative. The Stalled Spaces arrangement of clear agreement on responsibilities is crucial.

Location: on empty building sites throughout DRF area.

- Temporary community farm/garden/play spaces generate social interaction
- Develop public opinion to support the renovation of the elevated railway.
- Short term small scaled event to inform a long term permanent intervention



Light Festival

Expand thinking with respect to a city centre lighting strategy via a light festival. Focus on less well frequented parts of the city such as: the river / quays, the rail viaducts, gap sites in St Enoch and Gorbals. Re-establish a Radiance Festival type event on an annual basis, using lighting to start a debate and call for ideas for the city's regeneration.

Location: St. Enoch District

- Expand the successful light festival to lesser-known parts of the city centre.
- Emphasise special building / structures / spaces





07

TRANSFORMING (Y)OUR ST. ENOCH

(Y)our sustainable St. Enoch

St. Enoch regeneration should pilot new ways to integrate sustainable urban solutions (low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.

St. Enoch is one of the highest priority regeneration sites in central Glasgow and should pilot the technical implications of this approach.

- Glasgow has developed progressive strategies for future-proofing the city (eg. Surface Water Management, Resilience, Climate Ready Clyde etc.). These need to be properly integrated into detailed masterplans for priority areas across the city centre.
- Consider scope to integrate ground and water source heat pumps (using the Clyde)
- Address challenges of surface water management integration and greening the city (anticipating City Deal EIIPR Avenues and Quays investment)



(Y)our St. Enoch + Custom House Quay + Briggait Masterplans



This is a big project which can only be successful with an integrated approach and close collaboration/coordination between stakeholders. It is vital that adjustments to the St Enoch Shopping Centre and King Street Car Park are coordinated with the riverfront upgrades on Custom House Quay and at the Briggait. Integration of the City Deal investment for the EIIPR Avenues and the river / quay walls is crucial. Areas of focus include;

- St Enoch Centre is the major shopping / leisure destination. It should be upgraded to integrate with the city, enhance connections to the riverfront and refresh the shopping centres facades to create a more positive active street frontage on all sides (See (Y)our Great Buildings Chapter)
- King Street car park is a major redevelopment site. It should feature a new city event square, mixed use development above a sub-surface MSCP. See (Y)our Great Buildings and (Y)our Great Street and Spaces chapters
- Argyle Street Station should be a focus for redevelopment and as one of the refreshed gateways into the city with scope to intensive development in and around this transport node. See (Y)our Updated Mobility chapter

- Coordinate public and private investment to maximise positive impacts
- Develop a shared vision that ensure mutual benefits between development and investment sites
- Choreograph investment and delivery to ensure optimisation of the opportunity and assets along the north bank

- The Riverfront along Custom House Quay needs to integrate with St Enoch so that better connection through and to the river and Centre benefit all. See (Y)our River Park and (Y)our Great Buildings chapters
- Future phases of the Briggait redevelopment require coordination to ensure the cultural asset is maximised and fully integrated with King Street redevelopment and River Park initiative.
- The Council should coordinate and take the lead with the masterplans.



(Y)our south bank

The North Laurieston quarter is one of the last pieces of the old south bank which needs to be retained and enlivened. To make the south bank a genuine part of the city centre an integrated approach to development is needed. This should include; mixed uses, higher density, the conservation of built heritage and character, improved connections, integration of Bridge Street subway, make streets instead of roads and filling gap sites to making active street-fronts, especially along major routes.

- Shift mind-sets and perceptions to consider the south bank as part of the city centre. Adjust planning policy boundary to that of the City Centre Strategy 2014-19
- Integrated approach to development
- Maximise the distinctiveness and opportunity to create a lively urban quarter on the river



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(Y)our Smart St. Enoch

(Y)OUR SAFE AND SMART ST. ENOCH

In the case of St. Enoch there is an emerging theme present in several key objectives and priority projects identified by the team. Safety underpins a (Y)our vibrant city centre. This is achieved by developing more mixed-use, vibrant and repopulated spaces, boosting nightlife and hospitality, transforming underpasses into safe and attractive improved public spaces and thus updating mobility and improving accessibility.

Smart city security solutions offer a great opportunity for making our city centre safer. The world's cities increasingly find that most legacy CCTV systems and traditional video surveillance technology is inefficient. Police investigations are often hindered by blind spots in video networks and low-quality imagery. Problems with data storage, retrieval and sharing often result in delayed response and decision making. Smart security solutions include but are not limited to:

- Improved surveillance and detection systems;
- Advanced event search, data and pattern analysis;
- Computer Aided Dispatch (CAD);
- IoT devices, besides CCTV cameras, such as noise sensors, intelligent lighting etc.;
- Easier access to digital data to aid first responders in querying, accessing and evaluating a situation on-site;
- Integrated system visible by the various public entities;
- Police officers wearing belts with sensors that identify dangerous gases, substances and temperatures and emergency button plus accelerometer to detect if the officer has been knocked off their feet. (Santander, Spain)

The future of IoT devices and smart city technologies lies in mesh networks that aid more resilient machine-to-machine or device-to-device communication. Mesh networks allow devices to act as nodes where each node is capable of relaying data for the network. Wireless mesh networks may consist of either fixed or mobile devices. The solutions are diverse to fit the various communication needs, for example in emergency situations, tunnels, high-speed mobile-video applications, emergency situation surveillance and on board public transport for real-time vehicle telemetry. Mesh networks are extremely resilient, in case one of the nodes is deactivated the rest remains active and finds another route via which



Mesa Musical Shadows

they send data. The increasing widespread use of wireless technologies in smart cities allowed the spreading of wireless mesh networks.

Bristol is currently developing its active, wireless mesh network to contribute to the development of a smart city and the 'Internet of Things'. The network will be technology agnostic, built on open network principles, using software defined network technologies, that enable network function virtualisation. (<https://www.bristolisopen.com/overview/>)

Another key solution is privately supplied LTE (eLTE) technology, a private version of the 4G (LTE) networks available to consumers. This solution ties together public surveillance networks with other public and private security systems, such as various sensors installed on intelligent lampposts, as well as vehicle mounted and portable eLTE solutions, to keep a watch over the city.

With smart devices connected to a private broadband network, first responders to incidents can pick up a live feed of a disturbance in front of a night-club from CCTV, for example, before they even arrive at the scene, or of criminals in flight from cameras fixed to patrol cars or UAVs (unmanned aerial vehicle) in the vicinity. UAVs are increasingly deployed and used for agricultural, environmental protection, public safety and traffic flow control purposes. Dubai is currently exploring the potential of integrating drones into its traffic management system and to aid police in patrolling the streets. (<http://www.thedrive.com/>



Glasgow Intelligent Operations Centre

tech/1930/dubai-police-to-add-self-driving-drone-deploying-robotic-patrol-cars)

Paris is following the above described best practice by integrating access to surveillance videos from cameras located in streets, tourist attractions and transportation services, making these images available to all participants in the security network. New York City, has also established a system that provides integrated access to surveillance videos (including from private cameras) and sensor data, along with real-time threat alerts. (<https://www.bcg.com/publications/2017/defense-justice-border-digital-transformation-technology-collaboration-smart-safe-cities.aspx>). A solution similar to the one above was adopted in Shanghai, where as a result crime rates dropped by 30%, and police arrive at the scene in just three minutes on average. (<http://eblog.huawei.com/safe-cities-using-smart-tech-for-public-security>)

Glasgow is a pioneer in this area with the deployment of an integrated smart security system which was put in place with the development of the Glasgow Operation Centre. Glasgow Operations Centre is a state-of-the-art integrated traffic and public safety management system, created with the aid of Innovate UK funding. The new centre brings together public space CCTV, security for the city council's museums and art galleries, traffic management and police intelligence.

The facility has the capability to provide a coordinated, real-time, intelligence-led, response

to incidents large and small across the city, placing Glasgow at the leading edge of smart city management. <http://futurecity.glasgow.gov.uk/ops-data>

(Y)OUR SMART RIVER PARK

Transforming the Clyde into Glasgow's biggest city park as part of (Y)our River Park project has been identified as one of the key objectives for (Y)our St. Enoch and is a prime project to implement smart city solutions.

The proposals for new and upgraded public spaces and street furniture for the (Y)our River Park and (Y)our Great Streets and Spaces should install smart street furniture. This should include wireless street furniture, proximity aware accessible technologies and solar and wind-powered benches which re-charge devices and digital interactive signs for advertising and local information. This would enable Glaswegians and visitors to play and work outdoors in the new vibrant city centre.

Smart street furniture and smart waste solutions could also contribute to the monitoring and maintenance of the (Y)our River Park. Deploying smart technologies for street cleansing services can result in more efficient operations, ensuring best deployment of resources as well as identifying issues, and monitoring litter through sensors in bins. CCTV cameras, air quality sensors, smart IoT technology for flood and water level and quality monitoring, noise sensors are just a few of the various IoT devices that could be installed in the street furniture in the (Y)our River Park and would contribute to enhancing visitor experience.

Another theme that would be key in creating more vibrant and playful spaces within the River Park are playable city projects that build upon IoT and other innovative digital technologies. Permanent interactive installations such as the Mesa Musical Shadows interactive pavement in Arizona records and plays back the shadows of those who have passed underneath. Another example is an installation in Taipei that changes colour in response to air quality. Interactive, playable projects like this could be installed in the River Park once the enabling smart technologies are in place.

(Y)our St. Enoch brand

St. Enoch DRF area (and its constituent parts) should be vigorously promoted via a wider re-branding of Glasgow city centre as a place to invest, live and do business. St. Enoch's brand should project a multi-faceted, historic city centre quarter – comprising diverse neighbourhoods including Gorbals, Merchant City South as well as St. Enoch itself.

- An effective and important tool to promote St. Enoch in all media.
- A great way to tie together seemingly unrelated projects into one big overarching upgrade.

(Y)our St. Enoch performance monitor

Each District and the city centre as a whole, needs to have a Performance Monitor to provide a snapshot of the city centre's performance as a place; its physical attributes, socio-economic characteristics and how it compares to equivalent, competitor cities.

Learning from the smart city agenda and the Future City Glasgow demonstrator projects and recommendations within the Operational Services SWOT analysis it is vital to develop a series of key performance indicators to monitor the implementation and impact of delivering regeneration in Glasgow city centre.

This Monitor should be (at least in part) publically accessible and capture an array of big data available from a range of credible sources. This Monitor would also act as a key project management tool for the City Council to assess progress against the DRF Action Plan programme.

- Having the complete picture about the performance/improvement of St. Enoch is crucial for making informed decisions, assessing effectiveness of actions and making the case for future action.
- District and City Centre Monitors should capitalise on the expertise and lessons learned from the Future City Demonstrator project.

(Y)OUR
ST. ENOCH



(Y)our St. Enoch Conservation Area

St Enoch has a distinctive heritage. A focused redefinition of the St Enoch conservation area within the Central Conservation Area is proposed, to reinforce and secure this identity. This Conservation Area appraisal should identify new approaches to heritage buildings in the 2020s.

Demonstration projects for long term vacant buildings should be identified with owners. Promotion of increased awareness and interpretation of social and built heritage should underpin this initiative.

- Review and create St Enoch specific conservation guidance
- Consider the benefit of extending / adjusting the extent of the conservation area (Bridgeton Cross being an example of benefits of redesignation)



(Y)our Heritage Property Fund

Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use, including providing funding advice.

Explore scope for pilot in St. Enoch (focused on North Laurieston / south bank) to demonstrate best practice.

The above should include proactive planning/conservation/building regulations advice and match funding.

- Glaswegians and visitors appreciate the city's built heritage is part of what makes the city distinctive and special.
- Many buildings require significant investment to bring in to use, or remedy after long term neglect



(Y)our Night-Time St. Enoch

Pilot for (Y)our City Centre Night-time Economy initiative. Enable trials / initiatives to restore attractive nightlife in St. Enoch.

Establish single point of contact at GCC enabling temporary use of vacant space (sites / buildings) - street food / festivals / pop-up bars etc. Develop a seasonal programme of events.

- St. Enoch needs to be redefined as a riverfront destination with an attractive evening economy which would assist in retaining / attracting business and future residents / investment to the area.
- There is support / interest in delivering events / activities to trial what could work in St. Enoch.

(Y)our Clean and Well Maintained St. Enoch

To fulfil the expectations of Glaswegians and visitors alike a clean, well maintained city is vital. Initiatives to help recycle waste, encourage neighbourhood / community stewardship, campaigns to tackle littering / encourage culture change and using smart technology to ensure high standards of street cleanliness should be encouraged and developed.

- Clean and well-functioning public spaces are crucial. Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre.



(Y)our Dedicated St. Enoch Team

Dedicated staff resource to drive St. Enoch DRF regeneration - working with the city centre team and with specific focus on St. Enoch DRF area.

Additional staff / expertise is required to support the City Centre Strategy team and project partners to coordinate delivery of the ambitions of DRFs. Regeneration in St. Enoch will require a higher level of public sector intervention to deliver sustained change.

A St. Enoch Taskforce Team could comprise

- Dedicated Team Manager FTE
- Design/Urban Advisor (0.4)
- Traffic Advisor (0.2)
- Maintenance Advisor (0.1)
- Planning Advisor (0.2)
- Finance/ Business Case Advisor (0.4)
- Property / Legal Advisor (0.4)
- Dedicated Marketing/ Development Manager
- Stakeholder / Community liaison

Trial 18 month period.

Everybody with a potential stake in the city centre should feel they can obtain current and credible information easily, and that they can also contribute to helping deliver the St. Enoch Regeneration Framework as an active citizen, collaborator or project partner. A St. Enoch Taskforce should be the first point of contact for all these enquiries.

The cornerstone of the (Y)our City Centre communication plan has to be maintaining opportunities for stakeholders to continue to share their ideas, concerns and opinions. This has to be varied and should involve a cycle of public facing presentations / workshops focused on delivery, regularly updated online platforms (dedicated websites, social media) and named principal points of contact to enable interested parties to enquire about how to progress their projects.

- An effective way to translate ambition of DRF Action Plan in to delivery
- Provide focus and demonstrate commitment / leadership to community / businesses / investors

08

PLANNING POLICY

(Y)our Planning Policy

LOCAL DEVELOPMENT FRAMEWORK

The principal purpose of this District Regeneration Framework (DRF) is to guide forthcoming physical, social and economic regeneration and development in the area of the city centre designated by the City Centre Strategy 2014-19 as the St. Enoch district. The City Centre Strategy states that each DRF will contribute to Supplementary Planning Guidance.

The City Development Plan (2017) confirms that Local Development Frameworks (LDF) will be produced for each of the 9 districts identified in the City Centre Strategy, and that a Strategic Development Framework (SDF) will be prepared covering the entire city centre and all 9 districts.

This chapter provides the planning policy context for the St. Enoch DRF area. The guidance below will operate as a material consideration in the assessment of development applications in that area. It will subsequently form part of the adopted supplementary planning guidance as set out in the Glasgow City Development Plan (adopted 29 March 2017), other supplementary planning guidance and the City Centre Strategy 2014-2019.

This DRF should be read in conjunction with the City Development Plan (2017) and the City Centre Strategy 2014-19 and their respective successor documents. It should also be read in conjunction with the City Centre Strategic Development Framework (SDF) which is to be prepared in line with guidance set out in the City Development Plan (2017).

This DRF should also be read in conjunction with any subsequent, adopted Masterplans, site specific planning development briefs and design guides that this DRF recommends be implemented.



ST ENOCH DISTRICT REGENERATION FRAMEWORK OBJECTIVES

The aims of this DRF are to;

- Outline the vision and ambition for the St. Enoch DRF area so that it can make a significant contribution to the environmental, social and economic regeneration of the city centre and the River Clyde corridor which should both be considered national planning priority projects.
- Create a vibrant mixed-use urban district with an attractive and active riverfront on both banks of the River Clyde, within a convivial, compact and walkable city centre providing, and benefitting from, excellent access to city and community amenities and the wider city region.
- Provide a planning and delivery framework to support and enable the delivery of regeneration of the St. Enoch district, and sites and buildings within the DRF area, to very high quality of architecture, planning and design to meet these ambitions.
- Support and encapsulate the Placemaking Principles outlined in the City Development Plan

GLASGOW CITY DEVELOPMENT PLAN

Glasgow City Development Plan (CDP) establishes the spatial strategy for the city with the key aims of creating 1) a healthy, high quality place and 2) a compact city form that supports sustainable development.

- This is underlined by four strategic outcomes:
- A Vibrant Place with a Growing Economy
- A Thriving and Sustainable Place to Live and Work
- A Connected Place to move around and do business in
- A Green Place which is Resilient, Accessible and Attractive

This strategic approach is supported by 12 policies and linked to supplementary guidance (SG) which provides further detailed guidance and assessment criteria on the policy topics. Refer to SG1 (IPG1) Parts 1 and 2 for further information regarding the city centre and river corridor character areas (identified as 2 of 10) and their respective placemaking priorities. At the time of publication of the St. Enoch DRF Glasgow City Council has adopted seven SG documents, with the remaining four operating as interim SG guidance. More details can be found on the Supplementary Guidance webpage.

The following is directly relevant for St. Enoch District:

- It lies within an Air Quality Management Area; (CDP1).
- Development will help promote the application of the Glasgow Healthy Sustainable Neighbourhood Model; (CDP1).
- It is partially within the City Centre Strategic Economic Investment Location (SEIL) (CDP2).
- There is a preference to utilise brownfield sites rather than greenfield sites; (CDP2).
- To prioritise the remediation and reuse of vacant and derelict land; (CDP2).
- It is within the City Centre and River Clyde Strategic Development Frameworks area (SDF); (CDP2).
- Specific locations are identified as Economic Development Areas, with some urban blocks specified as Opportunity Sites. (CDP3).
- Includes the southern portion of the Principal Retail Area for the city centre (SG4)
- A portion of The Barras Local Town Centre as designated in the Network of Centres (CDP 4)
- It has the 'greatest potential' for district heating zones and is within an 'active' Surface Water Management Plan (CDP5).
- Most of the District lies within the Central Conservation Area – all of the DRF north of the river (excluding the St Enoch Centre and King Street Car Park) and Carlton Place / Bridge Street (SG9).
- The neighbouring River Clyde is designated as a Site of Importance for Natural Conservation (SINC) (CDP8).
- It includes a few sites designated for housing (CDP10).
- The full DRF area is designated as 'High Accessibility' in the Public Transport Accessibility Zones map (CDP11).
- The northern portion of the Laurieston Transformational Regeneration Area is included within the DRF area

Glasgow CDP policies, in relation to St. Enoch, are considered below in more detail. For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

(Y)our Planning Policy

CDP 1: PLACEMAKING PRINCIPLE

CDP 1 is one of two over-arching policies within Glasgow CDP against which all development proposals will be assessed. The aim of this policy is to “improve the quality of development taking place in Glasgow by promoting a design-led approach.” For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Design excellence in architecture, landscape and planning must be demonstrated in all development in terms of relationship to urban context, overall project design and in detailed delivery, in line with Placemaking principles set out in SG1 and this DRF.
- New development should express architectural diversity with no single architectural form or design language dominating a single urban block.
- Development in the St. Enoch DRF area should achieve high urban density, whilst complying with open space policy guidelines.
- Within the St. Enoch DRF area new development shall demonstrate that it will contribute to achieving densities at least of that achieved within completed urban blocks within the DRF area (eg. Merchant City).
- It is anticipated that development of greater density and height can be accommodated along the River Clyde waterfront (within 2 urban blocks of the river), along Argyle Street and within 200m of subway / mainline rail stations.
- Tall buildings are actively encouraged specifically along Clyde Street. Refer to the ‘Tall Buildings Policy’ under SG (IPG1) Part 2, section 5
- The density of all development throughout the DRF area shall be informed by scenario testing during pre-application discussions to ensure appropriate building proportions and scale.
- New development must demonstrate a design which promotes the benefits of walking and cycling. New development must demonstrate permeability in urban blocks to encourage and facilitate walking and cycling.
- Developments that incorporate Lanes shall present active frontages on the Lanes. Lanes will not be permitted to be occupied by commercial waste or parking.
- Buildings shall be designed to be flexible and capable of being adapted for different uses in the future. Ground floors heights (floor to

ceiling) are to be high (minimum 5m); allowing them to accommodate different functions (and mezzanine floors).

- Servicing or vehicle access to new developments will not be permitted from riverfront, Clyde Street, Argyle Street or within 20m of the river frontage / Argyle Street on side streets within the district boundary.
- Bin storage to be internalised with access in line with service access requirements noted above.
- To demonstrate compliance with SG1 (IPG1) designs should be illustrated with perspective views at street level to indicate best practice street design and provision of active frontages, creating a human scale and considering street design as 3 dimensional public space.
- In addition to complying with internal daylighting requirements per SG1 (IPG1) designs should demonstrate street design that provides positive external microclimates; avoiding excessive overshadowing, wind tunnelling, downdraughts and daylighting conditions at street level and at external terraces / roof garden spaces.
- Quayside pavilions at appropriate locations, with a range of footfall generating uses along both banks of the river are encouraged. Pavilions should be no higher than 6m and not more than 80sqm in GFA. 10% of the aggregate river frontage in any 100m length. Further guidance shall inform the detailed arrangements in terms of location, scale and overall composition within the urban context.
- Demonstrate design that promotes the benefits of green (landscape) and blue (water) infrastructure as key features of its riverfront location.
- Demonstrate designs that comply with CDP in improving air quality and reducing the impact of noise.

CDP 2: SUSTAINABLE SPATIAL STRATEGY

CDP 2 is designed to “influence the location and form of development to create a ‘compact city form’ which supports sustainable development.” Within this policy, the city centre and River Clyde are identified as two of six priority areas that require to be covered by a Strategic Development Framework (SDF). These SDFs will become Supplementary Guidance when they are adopted.

Revised City Centre Boundary - The full extent of the St. Enoch DRF should be designated as within the city centre, for the purposes of planning policy and associated traffic / transportation policy (eg. incl. Norfolk Street and Commerce Street).

- For the St. Enoch DRF area, development proposals will be assessed against the following criteria;
- The regeneration of the River Clyde, and the River Park proposal in particular, is considered to be a project of national significance and should be recognised with national project status in the National Planning Framework.
- Masterplans should be prepared in line with the design principles of this DRF for the St. Enoch / Custom House Quay / Briggait (incorporating St. Enoch shopping centre, the Custom House Quay riverfront and the Clutha / Briggait urban block to the City Union viaduct), North Laurieston / south bank (including Carlton Place and Norfolk Street to Bridge Street rail viaduct) and the River Park (Glasgow Green to the SEC / Hydro). These should provide a further level of building and landscape design guidance in addition to that in the City Development Plan, the City Centre and River Clyde Strategic Development Framework (when published) and this DRF.
- A Glasgow Healthy Sustainable Neighbourhood Model assessment of Masterplans should be undertaken to demonstrate healthy outcomes have been considered.

CDP 3: ECONOMIC DEVELOPMENT

This policy promotes “the creation of economic opportunity for the City’s residents and businesses and encourage sustained economic growth”. The location is partially covered by the City Centre SIEL’s as identified in Clydeplan. This city centre designation highlights a broad range of core sectors. In addition the Clydeplan highlights the aspirations of the City Centre Strategy and recognises the aspiration to encourage mixed uses including residential, leisure and supporting uses throughout the city centre.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Mixed use developments are required throughout the St. Enoch DRF area. Vertical mixed uses are encouraged and preferred, where compatible and effective long term management arrangements are demonstrated. This applies particularly to residential and Hotel/Leisure use (Class 7).
- To promote vibrancy and activity no urban block within the existing street pattern is permitted to have a single land use.
- The north bank of the River Clyde is a key connection to the SEC and Glasgow Green (and beyond). To further support the development of an active riverfront, footfall generating activities and developments are sought and encouraged on both banks of the River Clyde.
- In order to encourage and develop an evening economy within the district, and to provide an increased amenity for higher resident and employment densities, developments providing Class 1 (Retail), Class 3 (Food + Drink), Class 7 (Hotels), Class 10 (non-residential institutions) and Class 11 (Assembly and leisure) are encouraged, especially along active river frontages, the proposed City Centre Events Space (at St. Enoch / King Street car park), Argyle Street, High Street / Saltmarket and Jamaica Street / Bridge Street / Norfolk Street and Gorbals Cross (see Network of Centres : below).

(Y)our Planning Policy

CDP 4: NETWORK OF CENTRES

The aim of this policy is to “ensure that all of Glasgow’s residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services”. The introduction of local centres at key locations can play a major role in promoting regeneration and improving vitality and viability. Building upon SG4, the actions listed below will be promoted through the development plan process;

- A new, multi-functional City Centre Events Space with integrated servicing to accommodate a diverse programme of seasonal events is proposed within the St Enoch DRF area, north of the River Clyde.
- In the long term, the principles of Local Town Centres at Saltmarket / Glasgow Cross / High Street (current designated Edge of city centre) and Bridge Street / Norfolk Street in Laurieston (currently designated Local Shopping Facilities) will be established, to align with this DRF and anticipating subsequent Masterplans for these locations.
- New development that helps restore Saltmarket / Glasgow Cross / High Street and Bridge Street / Norfolk Street with the principles of a Local Town Centre are sought and supported.
- New developments along the North and South river bank and Argyle Street / Trongate that include Class 1, Class 3, and Class 4 uses are sought.
- The City Deal city centre Enabling Infrastructure Integrated Public Realm will seek to design and develop an environment that facilitates and encourages more pedestrian and cycle movements to and from Argyle Street to adjacent Local Town Centre at Barras and Crown Street (Gorbals).
- City Deal will also focus on redefining the function and form of the Clyde riverfront in order to create a city-wide regional leisure and cultural destination (River Park).
- Enhance connections to the network of Local Town Centres, across and along the River Clyde with provision of new pedestrian / cycle infrastructure (on and off street shopping facilities) will be established.
- New development that helps restore Saltmarket / Glasgow Cross / High Street and Bridge Street / Norfolk Street with the principles of a Local Town Centre are sought and encouraged.
- New developments along the North and South

river bank and Argyle Street / Trongate that include Class 1, Class 3, and Class 4 uses are sought.

- The City Deal city centre Enabling Infrastructure Integrated Public Realm will seek to design and develop an environment that facilitates and encourages more pedestrian and cycle movements to and from Argyle Street to adjacent Local Town Centre at Barras and Crown Street (Gorbals)
- City Deal will also focus on redefining the function and form of the Clyde riverfront in order to create a city-wide regional leisure and cultural destination.
- Enhance connections to the network of Local Town Centres with provision of new pedestrian / cycle infrastructure (on and off street).

CDP 5: RESOURCE MANAGEMENT

This policy outlines the approach to energy planning with the aims that Glasgow;

- Supports energy generation from renewable and low carbon sources;
- Promotes energy efficient design and use of low and zero carbon generating technologies in new development;
- Helps safeguard communities from the potentially adverse impacts of energy generation or oil/gas extraction;
- Makes efficient use of energy generation and/or industrial processes by supporting combined heat and power systems and district heating networks;
- Manages its waste to minimise landfill and help meet national targets and benefits from secure supplies of low carbon energy and heat.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Demonstrate design adaptability
- New developments must demonstrate their ability to integrate / enable District Heating. This should include using ground and water sourced heat pumps.
- A ‘fabric first’ approach to achieving a zero carbon district is encouraged. Where applicable the incorporation and careful integration of affordable low and zero carbon technologies to meet a portion of the energy demands of development is encouraged.

CDP 6: GREEN BELT AND GREEN NETWORK

The policy supports the development and enhancement of Glasgow’s Green Network through;

- Protecting and extending the Green Network and linking habitat networks;
- Providing for the delivery of multifunctional open space to support new development;
- Protecting the Green Belt; and
- Supporting development proposals that safeguard and enhance the Green Network and Green Belt.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- The Action Plan in this District Regeneration Framework will seek opportunities to highlight the national significance of the River Clyde corridor in the city centre.
- Actions to facilitate and encourage development and projects which help designate the River Clyde as the principal ‘open space / green space’ (River Park) within the city centre will be sought.
- New development should demonstrate provision of creative open space / green space that provides many different opportunities for meeting and socialising, integrating elements of play and public art and designed to enhance biodiversity. This provision should contribute to ‘open space / green space’ requirements outlined within CDP 12: Delivering Development”.
- All new development should integrate green roofs (to be not less than 50% of total roof area of each development)
- Provision of open space should be in accordance with Open Space Strategy (updated version to be published). River Park to be considered as part of wider ‘open space / green space’ provision for new residential development throughout St. Enoch DRF.
- In conjunction with Protected Former Rail Solum status of City Union line viaduct consider the viaduct deck as integral part of green network capable for future use as public path.

CDP 7: NATURAL ENVIRONMENT

This policy aims to protect the natural environment in order to;

- Ensure that Glasgow’s natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through new development;
- Help enhance biodiversity and protect the health and function of ecosystems;
- Help the natural environment adapt to climate change
- Protect important landscape and geological features in the City.

In addition to these aims the Council is engaged in the Horizon 2020 Nature Based Solutions project. This on-going project will inform future policy. Proposed new development demonstrating alignment with the Horizon 2020 agenda is actively encouraged.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Biodiversity must be maximised in new developments by integrating many different biotypes in all open spaces and new buildings which will increase the environment’s biodiversity. Table 3 of SG07 provides examples.

(Y)our Planning Policy

CDP 8: WATER ENVIRONMENT

This policy aims to:

- Aid adaptation to climate change;
- Protect and improve the water environment;
- Support the development of integrated green infrastructure throughout the City;
- Meet the requirements of the Flood Risk Management (Scotland) Act 2009 and Scottish Planning Policy 2014;
- Help deliver the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) Scheme, a National Development in NPF3; and
- Contribute to the reduction of overall flood risk and make satisfactory provision for SUDS.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- New developments shall incorporate creative storm-water management systems to reinforce regeneration aspirations of an ecological sustainable district.
- New development should reinforce and enhance blue and green networks by incorporating water and landscape features, particularly in public spaces.
- Developments will be expected to support the promotion of the river and the River Park as the principal open space in the DRF area. Proposals need to demonstrate responsive design which enhances the river as the focal spatial element within the DRF area.

CDP 9: HISTORIC ENVIRONMENT

This policy has been designed to “ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets by providing clear guidance to applicants”.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Demonstrate designs which respect Central Conservation Area Appraisal and respond to the Clyde’s maritime / mercantile heritage, the city’s medieval history and the distinctive heritage of St. Enoch, Merchant City and the Gorbals.
- Proposals to appropriately reuse buildings designated as ‘buildings at risk’ will be supported.

CDP 10: MEETING HOUSING NEED

This policy aims to “ensure that the City’s growing and diverse population has access to a choice of housing of appropriate quality and affordability across all tenures.”

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- The provision of city centre residential development shall be informed by the City Centre Living Strategy, the City Centre SDF and any subsequent guidance.
- Housing should be integrated throughout the DRF area, to create a mixed use district.
- City centre residential development is actively encouraged, as compatible and complementary to existing and proposed land uses within the DRF area.
- To support a vibrant urban district residential development shall form a significant part of the land use mix to create a continuity of city centre population throughout St. Enoch DRF area.
- A housing target is to be verified by the City Centre Living Strategy, the City Centre SDF and any subsequent guidance. Development proposals shall demonstrate how they contribute to meeting city centre residential requirements.
- Car-free residential developments that support and contribute to successful placemaking are supported.
- Tenure mix including the provision of PRS (BTR) housing shall be informed by the City Centre Living Strategy and any subsequent guidance.
- Guidance on student accommodation will be informed by the appropriate policy framework.
- All new residential development should incorporate designs that enable future-proofing and adaptability in order to meet people’s needs throughout their lives and to ‘age in place’

CDP 11: SUSTAINABLE TRANSPORT

Supporting the development and delivery of sustainable transport across Glasgow to ensure “that Glasgow is a connected City, characterised by sustainable active travel”. It is anticipated that the findings of the Glasgow Connectivity Commission will promote proposals and policies that may require future revision of this guidance.

For the St. Enoch DRF area, development proposals will be assessed against the following criteria;

- Development should enable and support the provision of pedestrian / cycle infrastructure over the River Clyde.
- Development should enable and support the provision of continuous pedestrian / cycle paths along both banks of the River Clyde
- Car-free housing encouraged / supported. throughout DRF area. Enhancements to integrated SUDs, open space standards etc. to be demonstrated in design proposals.
- Any traffic efficiencies achieved by road network adjustments or new technology e.g. autonomous vehicle technology (‘driverless cars’) should be passed on to the pedestrian (wider footways), cyclist (extended network) and urban design (reduced parking) requirements.
- Safeguard the City Union Line with the possibility of restoring passenger services on the viaduct throughout the DRF area (and potentially opening new stations at Glasgow Cross). It is noted that HS2 / Crossrail routes may also potentially be located through the St. Enoch DRF area.

CDP 12: DELIVERING DEVELOPMENT

This policy “aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow’s resources, and that are appropriate to both the nature of the development and its location”.

For more detailed guidance refer to Refer to IPG 12 and then SPG12.

09
ACTION PLAN

(Y)our River Park

Action Plan

(Y)OUR ST ENOCH ACTION PLAN	IMMEDIATE	SHORT TERM : Y1	MEDIUM TERM : Y2-Y4	LONG TERM : Y5+	KEY STAKEHOLDERS (LEAD IN BOLD)	IMPACT / REACH / TERM	JUSTIFICATION / OBSERVATIONS
<p>(Y)our River Park</p> <p>Bigger context: (Y)our River Park</p> <p>Prepare a Landscape Masterplan Framework for a linear park from Glasgow Green to the River Kelvin / Kelvingrove. This project is of national importance.</p>	<p>Confirm River Strategy and adoption of linear River Park concept. Seek national project designation.</p> <p>Undertake a review of existing policy. Review opportunities for funding.</p>	<p>Prepare outline business case to commission (Y)our River Park masterplan. Secure funding and project mandate. Consult with key stakeholders on concept (including Clydeport / Peel Holdings) and in liaison with SEC/ Hydro, Scot Ent and others with interest at Pacific Quay / Graving Docks etc. Commission River Park masterplan. Conduct consultation / engagement. Publish masterplan. Update / reinforce Planning policy designation to ensure River Park concept is enshrined in policy. Designate as a city park.</p>	<p>Annual review / monitoring of (Y)our River Park implementation. Establish implementation procedure. Commence delivery of priority projects - design, procure, construct. Regularly monitor impacts and progress.</p>	<p>Continue implementation - design, procure, construct. Regularly monitor impacts and progress.</p>	<p>(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council.</p> <p>Others incl. all agencies / parties with legal, regulatory, ownership or user responsibilities incl; GCC, Clydeport, Crown Estate, Maritime Agency, SEPA (Scottish Environmental Protection Agency), SNH (Scottish Natural Heritage), Harbourmaster, ScotGov, Humane Society, Recreational Users Groups.</p> <p>(Y)our Pedestrian and Accessibility Champion, (Y)our Child-friendly City Champion</p>	<p>High Impact / National Project / Long Term</p> <p>Regenerating the River Clyde corridor is a nationally significant project.</p>	<p>Improving the River Clyde corridor is consistently (one of) the highest priority issues raised by Glaswegians and visitors to the city. City Centre and site analysis reinforces the pivotal role the Clyde has to have in driving the city centre's regeneration. The river is the city centre's most significant, under-utilised physical asset. Great potential, and national significance.</p>
<p>4 Clyde 'River Rooms'</p> <p>Definition of River Clyde character areas as outlined in the River Strategy</p>	<p>Confirm River Strategy</p>	<p>Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan</p>	<p>Review and monitor implementation of (Y)our River Park masterplan</p>	<p>Update River Strategy. Continue implementation of (Y)our River Park masterplan</p>	<p>Glasgow City Council - DRS</p> <p>Partners in proposed River Management Board</p>	<p>Local Policy</p>	<p>Site analysis confirms the validity of a River Rooms concept. Public and stakeholder engagement confirms an appreciation of the different character areas along the Clyde in central Glasgow.</p>
<p>Historic Room</p> <p>Historic Room as defined by DRF - both banks of the river from Central Station / George V bridge to Crown Street</p>	<p>Confirm River Strategy</p>	<p>Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan</p>	<p>Review and monitor implementation of (Y)our River Park masterplan</p>	<p>Update River Strategy. Continue implementation of (Y)our River Park masterplan</p>	<p>Glasgow City Council - DRS (lead)</p> <p>Partners in proposed River Management Board</p>	<p>Local Policy</p>	<p>See Chapter 2 Clyde 'River Rooms'</p>

(Y)our River Park

Action Plan

Green Room

Green Room as defined by DRF - both banks of the river at Glasgow Green from Crown Street to Shawfield

Confirm River Strategy

Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan

Review and monitor implementation of (Y)our River Park masterplan

Update River Strategy. Continue implementation of (Y)our River Park masterplan

Glasgow City Council - DRS (lead)

Partners in proposed River Management Board

Local Policy

See Chapter 2 Clyde 'River Rooms'

Calm Quays

Reduce vehicular traffic, speeds and road widths on Broomielaw and consider closing Clyde Place to through traffic (local access only). Enhance pedestrian accessibility and crossing points to get to waterside.

Confirm scope of traffic modelling feasibility study for reducing traffic / severance on Clyde Place / Custom House Quay. As part of a city centre / city wide transport strategy.

Commission and complete traffic modelling study to ascertain scope to reduce traffic / stop up Clyde Place to through traffic. Include a review of reduced severance / enhanced public realm along north bank of the river Clyde. Develop prioritised Action Plan. Committee approve Action Plan. Secure funding for phased implementation, in parallel with EIIPR ('Avenues'). Consider temporary trials of revised access arrangements to monitor impacts.

Commence implementation of priority road / junction adjustments. Obtain TROs, detailed design, procure, construct, monitor.

Continue implementation of priority road / junction adjustments. Obtain TROs, detailed design, procure, construct, monitor.

Glasgow City Council - LES, SPT, Access Panel, Living Streets, Sustrans, cycle groups

(Y)our Pedestrian and Accessibility Champion

High Impact / City Project / Medium to Long Term

Road widths and traffic speeds along roads on both banks of the Clyde observed to cause significant severance. Design speeds of existing roads enables traffic to routinely speed. Many stakeholders / consultees have regularly flagged up the negative impact these roads have, deterring footfall at the riverside and diminishing the quality of the environment.

Active, Attractive Promenades

Ensure continuous, safe and attractive routes along both north and south banks of the River Clyde.

Confirm River Strategy.

Undertake detailed audit of existing routes and barriers along both banks. Confirm landownership and quay wall conditions issues. Secure business case and funding for prioritised upgrade per (Y)our River Park masterplan.

Commence implementation of priority enhancements to river routes on both banks incl. Custom House Quay and at Briggait. Obtain consents, detailed design, procure, construct, monitor.

Continue implementation of enhancements to river routes on both banks. Obtain consents, detailed design, procure, construct, monitor.

Glasgow City Council - LES, SPT, Access Panel, Living Streets, Sustrans, cycle groups

(Y)our Pedestrian and Accessibility Champion

High Impact / City Project / Medium to Long Term

Site analysis confirms there are missing links in footpaths and cycle paths along both banks of the river. There are also instances of pinch points, dark spots and certain locations where routes are unattractive (eg. at the Adelphi Centre and at Clutha Vaults / Stockwell Street / Briggait). There are numerous points of conflict between users (pedestrians, cyclists, road traffic). Stakeholders have consistently indicated the need for general enhancement, and suggested specific improvements, throughout the engagement process.

(Y)our River Park

Action Plan

Approachable Water

The relationship to the river could be enhanced by relocating the tidal weir downstream to provide a constant / higher water level.

Enhance relationship between quayside and river with physical interventions along both banks to improve physical access to the water, water's edge and better visual connection / proximity to water.

Confirm River Strategy.

Confirm quay walls condition and future investment via City Deal

Develop a prioritised Action Plan of interventions based upon the (Y)our River Park masterplan (ref above). Present Business Case and secure funding. Design, secure consents and implement pilot project. Monitor impacts.

Commence implementation of priority enhancements to both banks to improve accessibility to river. Obtain consents, detailed design, procure, construct, monitor impacts. Investigate technical feasibility of moving tidal weir.

Continue implementation of priority enhancements to both banks to improve accessibility to river. Obtain consents, detailed design, procure, construct, monitor Impacts. Implement relocation of tidal weir (if approved)

Glasgow City Council (lead)

Supported by partners on proposed River Management and Delivery Board (see below)

City Deal

Moderate Impact / City Project (National Project if including the Weir) / Medium Term (Long Term including Weir)

Some consultees highlighted the lack of physical access to the river and water's edge. This is exacerbated by tidal fluctuations on the Clyde up to the weir at Glasgow Green.

Observation and cross reference to best practice precedent elsewhere indicates the positive benefits of enhanced access to the water's edge. This would encourage the river to become an attractive destination in its own right.

Activity on the Water - 21st Century Working River

Enable and promote activity on the water including boats, leisure craft, and water sports as well as floating pontoons to host activity (pavilions / platforms)

Confirm River Strategy.

Conduct initial audit of what activity currently occurs. Identify known blockages / barriers to activity (eg lack of slipways / infrastructure). Develop some prototyping / test events to trial activity. Collect a database of key stakeholders, landowners and relevant businesses

Redefine the purpose / attributes of a 'Working River' in the 21st Century. Commission / conduct an in-depth audit of activity / trends of seasonal activity on the city centre river and assess the barriers to enabling activity on the water. Consider best practice precedents elsewhere in UK / northern Europe.

Test feasibility for introducing river taxis (see below) or using the river for service deliveries to riverside businesses. Conduct test events and monitor impacts / lessons learned.

Confirm programme of events / investments to enhance water-based activity along city centre River. Secure funding / private investment and implement / monitor impacts. Re-instate River Festival and seasonal programme of events on the River.

Continue to implement / monitor / improve plans for more water-based activity

Glasgow City Council (lead)

Supported by partners on proposed River Management and Delivery Board (see below), water sports clubs / associations, Glasgow Life, Sport Scotland

High Impact / City Project / Quick Win to Medium Term

Many consultees observed that there are hardly any boats on the River Clyde. There is a widely held view that the River should be more active - more boats / water-based activity will attract more people down to the riversides.

It would be anticipated that there would be significant benefit of greater use of the River for tourism, leisure and sport / recreation - helping the economy and health + wellbeing.

(Y)our River Park

Action Plan

Lively and attractive riverfront

Create a strong building edge along both banks of the River Clyde that includes active ground floor frontages. Riverfront development should drive wider regeneration throughout St Enoch / Laurieston.

Confirm River Strategy.
Confirm flooding datum (understood to be 6m AOD). Commence (Y)our River Park Masterplan and (Y)our St. Enoch Masterplan (to include Custom House Quay masterplan). Commence developing plot passports / development briefs for river frontage locations. Continue to soft market test riverfront locations to investors.
Need for continue to deliver mixed use development introducing residential and other non-commercial office uses to create a vibrant urban quarter / riverfront.

Conclude preparation of river front plot passports / development briefs. Investigate options for site assembly / promoting high quality development along riverfront - prepare 'pitch book'.
Specific areas of focus include Custom House Quay (initial ongoing redevelopment bolstered by masterplan-led approach), Briggait (enabling the completion of its redevelopment), Huchestown (the area around the Adelphi Centre), North Laurieston / South Bank (repurpose vacant buildings on Carlton Place) and create a positive, safe riverside setting for the Sheriff Court.

Commence redevelopment of river front, with actions plans / masterplans work programmes developed for each key area listed. Monitor impacts and continue to promote river front development, coordinated with incremental delivery of the River Park.

Continue to redevelop river front and monitor impacts.

Glasgow City Council - DRS / Planning, Invest Glasgow, private landowners, developers and investors

High Impact / National Project / Medium to Long Term

Many consultees indicated frustration at the failure to complete riverfront redevelopment along the Custom House Quay / north bank and the lack of any regeneration in north Laurieston / South Bank. The successful redevelopment of the Nautical College campus demonstrates the potential for riverside buildings to enhance the waterfront experience.

Many owners / occupiers / potential investors agree with the need to ensure a mixed use regeneration strategy to deliver a vibrant urban quarter.

Possible extension of Custom House Quay

As part of the proposed programme of quay wall remedial works extend the quayside at this location on the north bank and support development which creates opportunities for economic regeneration by increasing opportunities for increased footfall and vibrancy.

Confirm River Strategy.
Liaise with ongoing technical feasibility studies in to quay wall remedial works.
Coordinate proposals to align with any forthcoming masterplan for Custom House Quay.
Refer to (Y)our Great Buildings chapter below

Undertake feasibility / design concept work to develop landscape and engineering design to assess potential to create additional public space for the River Park, integrate energy infrastructure and enable platforms for pavilions / development.
Develop business case and promote site to attract investment.

Commence implementation of quay walls remedial works. Obtain consents, detailed design, procure, construct, monitor impacts of extended quayside.

Continue to implement and monitor

(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH, investors / developers

High Impact / Regional Project / Medium to Long Term

Key stakeholders identified up the added value to the city centre of extending the Custom House Quay into the river when undertaking quay wall remedial works to create more quayside for city centre public realm (the River Park), to accommodate pavilions to activate the waterfront and (potentially) to accommodate water-sourced heat pump infrastructure.

It was also suggested that this may create platforms for mixed use development (which has been proposed previously), though there was mixed views from consultees about this proposal.

(Y)our River Park

Action Plan

Clean and Natural Clyde

To improve the ecological value of the River Clyde in the city centre. Consider relocation of tidal weir as part of wider River Strategy

Confirm River Strategy.
Clarify what are the existing objectives / measures of ecological value for the River Clyde.

Confirm with SEPA, SNH and other stakeholders the strategy and action plan to enhance bio-diversity along the city centre River Clyde.

Implement and monitor the impact of a biodiversity strategy for the River Clyde.

Continue to implement and monitor

(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH

Moderate Impact / Regional Project / Medium to Long Term

The River Clyde corridor has a crucial role to play in the bio-diversity network of the city region. Several consultees (community and national agencies) flagged up the need for enhancing biodiversity along the River. Improved water quality should be achieved to encourage water-sports / activity on the River.

The Bridge Collection

To retain and enhance existing bridges and add new high-quality contemporary bridges to improve connections across and along the River Clyde

Confirm River Strategy.

Continue programme of conserving / restoring historic bridges and delivering a lighting strategy. Undertake feasibility study (as part of River Park masterplan) to enhance the 'landing' points of each existing bridge to improve pedestrian / cycle connectivity on both banks.

Refine design proposals for bridge enhancements and progress to procure, construct and monitor impacts.

Continue to implement and monitor

(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council

Medium Impact / City Project / Medium Term

This section of the Clyde benefits from many bridges crossings. Several have been successfully restored and lit as part of a programme of conserving heritage assets. This was welcomed and consultees encouraged that this programme is completed and improvements maintained long term.

Many consultees bemoaned the poor quality of car dominated 'landing' points on both banks creating a hostile environment for pedestrians and cyclists.

(Y)our Dryline : Flooding / Surface Water Management Strategy

Integrate future-proofed floodwater management into the design of the new River Park and adjacent development along the Clyde city centre River to create a 'dry-line' along both banks of the River.

Confirm the River Strategy and current / future flooding levels / datum.

Liaise with Climate Ready Clyde on future projections for rising sea and flood water levels.

Commence technical review of Surface Water Management Strategy for City Centre and implications for St Enoch / Merchant City /Glasgow Green and Laurieston / Gorbals.

Confirm Flooding Strategy / Surface Water Management Strategy implications for new development in St. Enoch DRF area.

Assess impact of new Flooding Strategy requirements on proposed new development and scope for seamless integration of a 'dry-line' flood defences in to the new River Park masterplan, demanding high quality design solutions to create high quality public spaces that also enhance the city centre's resilience.

Develop business cases to integrate Flooding Strategy implementation in to River Park proposals. Design, procure, construct and monitor impacts.

Monitor impacts of any revised design datum for new development to avoid detrimental impact on quality of active frontage design.

Continue to implement and monitor.

(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH

Climate Ready Clyde

Moderate Impact / Regional Project / Long Term

Relevant technical consultees / statutory agencies have highlighted the pressing need to incorporate progressive sustainable surface water management and flood management solutions into physical regeneration / redevelopment of the city centre, notably along the River Park corridor and at gap sites on both banks of the river.

(Y)our Great Streets and Spaces

Action Plan

(Y)our St Enoch Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
<p>(Y)our Great Streets & Spaces</p> <p>Bigger Context: Improved Public Spaces and Connections</p> <p>Significantly enhance the quality of the public open space within the city centre. It is essential to maintain an overview, across the city centre, to prioritise action and ensure the hierarchy of streets and spaces is enhanced.</p>	<p>Ensure a (Y)our City Centre Public Open Space strategy, focussing on (Y)our Great Streets and Spaces, is encapsulated within the City Centre Strategic Development Framework (SDF).</p> <p>The extent of the EIIPR 'Avenues' City Deal project is confirmed. Promote and designate the new River Park. Commence a review of Glasgow city centre's streets as part of Glasgow urban mobility network (see 'Tartan Grid' below) and public events spaces (hierarchy of main squares and principal streets plus Glasgow Green) - refer to St. Enoch events space (below).</p>	<p>Develop, consult and confirm (Y)our Public Open Space Strategy as part of the City Centre SDF. Review and encapsulate the relevant key findings from the Glasgow Connectivity Commission. Coordinate (Y)our City Centre Public Open Space strategy with a refreshed Transport Strategy.</p> <p>Monitor progress across the City Centre and within the DRF area against this and parallel DRF action plans.</p>	<p>Monitor and implement impacts of (Y)our City Centre Public Open Space Strategy. Coordinate with a refreshed Transport Strategy.</p>	<p>Monitor and implement impacts of (Y)our City Centre Public Open Space Strategy</p>	<p>Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (eg SPT, bus operators, Sustrans, Living Streets etc.)</p> <p>(Y)our Pedestrian and Accessibility Champion</p>	<p>High Impact / Regional Project / Short to Long Term</p>	<p>Analysis confirms that Glasgow is failing to optimise its network of city centre streets and public open spaces.</p> <p>Consultees recognise the qualities that the best of Glasgow city centres streets, squares and parks have and the need to emulate this quality across the city centre. Glasgow's public open spaces in the city centre fail to meet the standards in equivalent cities in terms of quality of place, design and maintenance. Moreover many consultees see scope for dramatic improvement in terms of functionality and efficiency as places to move through, stop and enjoy or to host events / city life.</p>

(Y)our Great Streets and Spaces

Action Plan

Variation in street character (Tartan Grid)

Look to enhance the quality and legibility of Glasgow's city centre urban grid of streets and squares. Optimise the efficiency and functionality of the street network to support the hierarchy of travel modes; pedestrian, cyclist, public transport, servicing, private vehicle. Review one-way road system and assess benefits of alternatives. Coordinate with and integrate EIIPR avenues.

Pay particular regard to key streets which connect avenues such as Miller Street.

Refer to (Y)our Updated Mobility chapter.

Glorious Argyle Street

Argyle Street is historically one of the principal arterial routes from Glasgow city centre. Significant improvement is required to ensure this crucial route fulfils its potential as a great street.

Develop a (Y)our City Centre Public Open Space Strategy. Make Business Case to undertake scenario testing of traffic modelling of 'tartan' street grid concept. Progress in parallel with negotiations to revise bus routing, plug cycle network gaps and develop River Park / Urbanised M8 concepts. As part of a city centre/ city wide transport strategy.

Argyle Street has been designated as an Avenue in the EIIPR / City Deal. Progress with procuring public realm enhancements. Undertake baseline study of economic performance to benchmark long term improvements.

Refine and finalise 'tartan' grid concept and encapsulate in to the City Centre SDF. Consult and confirm, alongside any revision to the City Centre Transport Strategy.

Identify prototype / proof of concept trials to establish potential for 'tartan' grid / super-grid creating local car access streets and enhancing pedestrian, cycle and bus routing.

Consult and conclude designs for public realm enhancement of Argyle Street. Prepare plot passport / design guide and briefs for new development along both sides of Argyle Street.

Support a programme of (grant assisted?) shopfront improvements and conservation of built heritage in tandem with streetscape improvements. In line with this DRF planning policy chapter consider planning policy designation of 'Town / Retail Centres'. Assess scope for Business Improvement District

Develop business case for implementing 'tartan' street grid on a prioritised basis. Design, procure, construct and monitor impacts.

Implement in a phased basis.

Engage in discussions with existing landowners / occupants. Procure and construct 'Avenues' / EIIPR public realm enhancements - phased basis. Promote Argyle Street development sites for investment.

Continue phased implementation. Design, procure, construct and monitor impacts.

Monitor improvements / impacts from 'Avenues' / EIIPR. Deliver new development along gaps sites and repurpose existing buildings to enhance Argyle Street to perform as one of Glasgow's great streets.

Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (eg SPT, bus operators, Sustrans, Living Streets etc.)

(Y)our Pedestrian and Accessibility Champion

Glasgow City Council - DRS (lead) and LES with City Deal and City Property; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.

(Y)our Pedestrian and Accessibility Champion

High Impact / Regional Project / Short to Long Term

High Impact / City Project / Medium Term

Many consultees confirm site analysis that the city's urban street grid is a great asset which is not used optimally. There was widespread agreement that too many streets are poor quality as they try (and fail) to accommodate the pedestrian, cyclist, bus, taxi and car.

Many consultees also highlighted that the city grid can be confusing for pedestrians and drivers alike and enhancing the street hierarchy would assist in legibility and wayfinding.

Consultees warmly welcomed the commitment of investment on Argyle Street via the EIIPR 'Avenues' project, which was promoted and supported through the DRF consultation process. EIIPR Business Case findings are taken to suggest a strong economic benefit for investing in public realm. Consultees recognised the findings of urban analysis confirming Argyle Street as one of the (potentially) great streets of Glasgow.

(Y)our Great Streets and Spaces

Action Plan

Traffic-calmed and reconstructed High Street

Revive Glasgow's oldest street as one of the finest in the city by reducing traffic dominance and creating a high quality historic street linking the Cathedral to Glasgow Green.

Review progress by High Street / Saltmarket Action Group. Including the High Street Area Strategy.

Confirm prioritisation of High Street in the EIIPR 'Avenues' programme.

Review status / contribution High Street can play as part of (Y)our City Centre Public Open Space Strategy and the City Centre SDF.

Confirm coordinated Action Plan for High Street / Saltmarket.

Undertake traffic modelling to develop alternative routing for displacing / reducing traffic to minimise severance. Consult and conclude designs for public realm enhancement of High Street / Saltmarket. Conclude feasibility for reconnecting / enhancing pedestrian links at Glasgow Cross.

Support a programme of (grant assisted?) shopfront improvements and conservation of built heritage in tandem with streetscape improvements. Consider planning policy designation of 'Town / Retail Centres' and assess scope for Business Improvement District.

Continue to engage with existing landowners / occupants including City Property to avoid vacancies and restore street-frontages / quality of offer. Procure and construct 'Avenues' / EIIPR public realm enhancements - phased basis. Promote High Street / Saltmarket as a destination.

Monitor improvements / impacts from 'Avenues' / EIIPR. Revive activity along both sides of High Street / Saltmarket and repurpose existing buildings to restore one of Glasgow's great (and the oldest) streets.

High Street / Saltmarket Action Group

Glasgow City Council - DRS and LES (lead) with City Deal and City Property; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.

(Y)our Pedestrian and Accessibility Champion

High Impact / City Project / Medium Term

There has been longstanding and passionate discussions regarding the deterioration of Glasgow's High Street. Local residents and businesses have been vocal in advocating intervention to regenerate the High Street which currently defines the eastern edge of the city centre and gives a very poor first impression.

Consultees were extremely supportive of any improvements that can be delivered on High Street to reduce traffic / severance and improve the quality of street life with increasing footfall and cycle traffic.

(Y)our Great Streets and Spaces

Action Plan

Improved Glasgow Cross / Trongate

See Glorious Argyle Street and Traffic-calmed and reconstructed High Street (above).

At the intersection of Argyle Street and High Street, Glasgow Cross / Trongate should be redefined as one of the great contemporary urban spaces of Glasgow, and resume its role as a key node in the medieval street network of Glasgow.

Refer to Argyle Street / High Street project above. Coordinate both.

Refer to Argyle Street / High Street project above. Coordinate both.

Undertake traffic modelling to develop alternative routing for displacing / reducing traffic to minimise severance.

Review implications of creating a Rail Station at Trongate / Glasgow Cross to serve the Argyle line and/or the City Union line. Refer to (Y)our Updated Mobility.

Refer to Argyle Street / High Street project above. Coordinate both.

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Refer to Argyle Street / High Street project above. Coordinate both.

High Impact / City Project / Medium Term

The junction of two of Glasgow's historically great and important streets Glasgow Cross / Trongate is a pivotal place and gateway to the city centre from the East End. One of Glasgow's most historic places it is currently dominated by cars, which diminish its quality and contribution to cityscape.

Public consultees were fully supportive of all measures to improve the quality of the space as an urban place for people, though there was concern from transportation stakeholders with respect to displacement of traffic to the detriment of other streets, if the High Street is traffic calmed.

Lively and safe Ballater Street / Norfolk Street

Transform a busy road in to an attractive street, acting as a principal Southside route parallel with the River.

Help to relieve traffic pressure on the north bank of the Clyde whilst fulfilling a role as a 'High Street' for North Laurieston / Hutchesontown.

Review current state of Ballater Street / Norfolk Street and map ongoing / planned developments along both. Assess scope for these streets to assist in delivering a revised City Centre Transport Strategy and Public Open Space Strategy as well as acting as a catalyst for the next phase of Gorbals regeneration.

In tandem with refreshing the City Centre Transport Strategy undertake traffic modelling to confirm the future role / function of Ballater Street / Norfolk Street. Develop business case to make street design adjustments to enhance streetscape for pedestrians and cyclists and enable road functionality.

Prepare plot passport / design guide and briefs for new development along both sides of Ballater Street / Norfolk Street in line with Laurieston / New Gorbals masterplans.

Design, consult, procure, construct and monitor implementation of streetscape enhancements. Focus on restoring north-south and east-west connections, including at Gorbals Cross.

Support a programme of (grant assisted?) shopfront / building improvements and conservation of built heritage in tandem with streetscape improvements.

Continue phased implementation. Design, procure, construct and monitor impacts.

Glasgow City Council - DRS and LES (lead) with City Deal and City Property; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.

(Y)our Pedestrian and Accessibility Champion

New Gorbals Housing Association. Urban Union.

Medium Impact / Local Project / Medium Term

Ballater Street and Norfolk Street are the most significant east-west road on the South Bank of the River Clyde. Currently both are car dominated and consequently create severance between the Southside and the city centre.

Subject to wider, strategic traffic and transport modelling, both streets may have a significant role to play in the wider urban mobility network of the city. Moreover both are crucial to the ongoing regeneration of the Gorbals. Consultation with stakeholder and the public was supportive of both Streets being redefined as mixed use 'High Streets' for their respective neighbourhoods (alongside Gorbals Street and the existing Crown Street 'town centre').

(Y)our Great Streets and Spaces

Action Plan

Cleaned up Jamaica Street / Bridge Street

Refresh two, currently unattractive and very busy streets, either side of the River to create a great north-south route in/out of the City Centre from the Southside.

Review current state of Jamaica Street / Bridge Street and map ongoing / planned developments along both. Assess scope for these streets to assist in delivering a revised City Centre Transport Strategy and Public Open Space Strategy as well as acting as a catalyst for the next phase of Gorbals regeneration.

Coordinate proposals for Bridge Street to align with a masterplan for North Laurieston / South Bank.

In tandem with refreshing the City Centre Transport Strategy undertake traffic modelling to confirm the future role / function of Ballater Street / Norfolk Street. Develop business case to make street design adjustments to enhance streetscape for pedestrians and cyclists and enable road functionality.

Design, consult, procure, construct and monitor implementation of streetscape enhancements. Focus on restoring north-south and east-west connections, including at interface with River Park and at Norfolk Street.

Support a programme of (grant assisted?) shopfront / building improvements and conservation of built heritage in tandem with streetscape improvements.

Continue phased implementation. Design, procure, construct and monitor impacts.

Glasgow City Council - DRS and LES (lead) with City Deal and City Property; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.

(Y)our Pedestrian and Accessibility Champion

New Gorbals Housing Association. Urban Union.

High Impact / City Project / Medium Term

Bridge Street is vital to the regeneration of North Laurieston / South Bank and should form a key part of a masterplan for the area.

These streets are the key arterial route to / from the Southside with significant bus routes and proximity to mainline rail (Central) and subway stations (Bridge Street and St. Enoch). They are both, currently, in very poor condition and fail to fulfil this significant role adequately.

Consultees supported any initiative to enhance these key routes, as part of a wider regeneration effort in their respective neighbourhoods and contributing to a refreshed Transport Strategy.

Long continuous routes

Ensure seamless, long continuous pedestrian and cycle routes to make active travel attractive and efficient way to get to and across the city centre.

Refer to Bigger Context: Improved Public Spaces and Connections and Variation in street character (Tartan) -above.

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It is necessary to significantly enhance the city centre pedestrian and cycle networks to make active travel as attractive a possible.

Routes should be seamless and easy to navigate and create a comprehensive network to enhance connectivity across the city centre.

Consultees, notably advocates of green space, active travel, cyclists and pedestrians recognised the benefit in achieving attractive, seamless routes across the District / city centre.

(Y)our Great Streets and Spaces

Action Plan

Well connected urban nodes + gateways

Improve the quality of the numerous landmark urban squares and gateways within the District and ensure they are well connected by long, continuous routes (see above).

Refer to Bigger Context: Improved Public Spaces and Connections and Variation in street character (Tartan) -above.

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Principal urban 'nodes and gateways' characterise a district and give focus to city life. Points of access in to the city, notably at rail / subway stations, make a significant contribution in determining first impressions.

St Enoch is characterised by underwhelming points of arrival by public transport (eg. Bridge Street Subway Station), public spaces dominated by cars (eg Glasgow Cross) or unattractive after successive waves of low quality development (eg. Gorbals Cross).

Each of these types of space throughout the district requires enhancement, and improved connections to create a network of memorable urban spaces.

New Key routes through St. Enoch

Prioritise two principal 'continuous' routes across the district linking the main 'urban nodes / gateways';

-Buchanan to Laurieston : the route from Buchanan Street, through St. Enoch Square, across the Clyde to the Laurieston linear park and,

-St. Enoch to Glasgow Green : the route from St Enoch Square, through the Shopping Centre, south Merchant City to Glasgow Green.

Survey / map each route and identify ongoing initiative to upgrade parts (eg -EIIPR Block A at Dixon Street) and development sites/ plans (eg. Laurieston masterplan and king Street car park). Identify gaps (eg. South Portland Street public realm enhancements). Consider route to delivery - developing outline business case.

Promote prioritisation of these key routes in the Transport Strategy and Public Open Space Strategy. Seek support / refine ideas with potential partners. Develop business case to plug gaps in each route.

Continue dialogue with St Enoch Shopping Centre with regards enhancing routes through / alongside the mall (ref Open up St Enoch Shopping Centre project - below)

Secure funding to take forward public realm enhancements at key sections of these routes - capitalising / integrating with investment in key sections via EIIPR etc.

Consult, design, procure, construct and monitor impacts of interventions.

Ensure the key routes are enshrined in associated masterplans / development briefs for key areas (eg. around St. Enoch Centre, King Street car park, North Laurieston / South Bank)

Continue / complete implementation of routes. Monitor impacts and make adjustments / extend accordingly.

Glasgow City Council - DRS (lead) and LES with City Deal; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.

(Y)our Pedestrian and Accessibility Champion

St. Enoch Shopping Centre

New Gorbals Housing Association. Urban Union.

High Impact / City Project / Medium Term

Consultation discussions reinforced site analysis that to ensure Glasgow Green and the Southside / Gorbals feel more embedded in the city centre the routes to and from these locations need to be as good as possible; attractive, active and seamless to make walking and cycling the obvious and best option.

Glasgow Green is one of the UK's great urban parks yet it feels unduly remote from the city centre. If Gorbals (and Tradeston) is to flourish into a mixed use southern extension of the city centre key routes have to be prioritised for upgrade.

St. Enoch Centre currently blocks some important routes through the district so any initiative to better integrate the mall in to the city street network should be explored. This was supported in principle by the owners of the shopping centre.

These initiatives were strongly supported and build upon existing regeneration investment to better connect key assets in the city.

(Y)our Great Streets and Spaces

Action Plan

St Enoch Event Square

Create a place in the city that plugs a gap in the provision of outdoor events space not currently met by Glasgow's existing urban squares / parks.

Commence a review of public open space and the existing / projected events programme for the city centre. Integrate in to the (Y)our City Centre Public Open Space Strategy a prioritised review of the 'supply' of existing open space (incl. George Sq., St Enoch Square, Avenues, Glasgow Green, Riverside) and 'demand' (existing programme of seasonal events and ambitions for the future).

Conclude review of open space and events requirements. Gap analysis of provision should form the basis of a brief for a purpose designed public open space to accommodate a range of events (performance, music, street festivals, sports, gathering) located at / near the King Street car park.

Integrate findings in to the development brief / masterplan for the King Street car park.

Consider and confirm preferred means of delivery / management of Events Square. Develop business case.

Seek and secure funding / agree delivery partner. Develop events programme and seek to relieve pressure on George Square etc.

Consult, design, procure, construct and monitor impacts (esp. social and economic impacts).

Continue to monitor impacts and make adjustments / refinements to events programme and physical infrastructure.

Glasgow City Council - DRS (lead) and LES with City Deal and Glasgow Life; Creative Scotland inputs from local landowners / building occupiers / developers / communities.

High Impact / regional Project / Medium Term

Cities are increasingly benefitting from a dynamic events programme. Glasgow has a great track record in securing and delivering set-piece events (e.g. Commonwealth Games / European Championships) as well as seasonal / regular events.

However hosting the events often diminishes the quality of the urban environment (notably on George Square).

Consultees welcomed the potential of a purpose designed flexible space capable of adapting to host a range of events, to help relieve George Square and to drive regeneration and activity in east St Enoch.

(Y)our Pedestrian and Accessibility Champion

St. Enoch Shopping Centre

New Gorbals Housing Association. Urban Union.

Safe and attractive underpasses

Significant upgrades to the numerous underpasses beneath rail viaducts on the West Coast Mainline approach to Central Station and the City Union line from Gorbals to Glasgow Cross, as well as the few remaining historic vennels / closes, to create positive, safer gateways between neighbourhoods.

Refer to - Reconnecting and activating the railway undercroft project - below

Review with Network Rail the status and condition of rail underpasses within and adjacent to the DRF study area and any planned upgrades (e.g. Hielanman's Umbrella and EIIPR / Avenues). Conduct similar review of historic vennels / closes.

Develop business case / seek and secure funding to take forward initiative as part of wider Public Open Space / urban lighting strategy. Review previous projects (e.g. Cleland Street). Identify priority interventions and consult, design and prototype a pilot / test project.

Consult, design, procure, upgrade and monitor a rolling programme of upgrades.

Conclude upgrades and monitor impacts / lessons learned. Apply elsewhere in city centre and beyond.

Network Rail and Glasgow City Council - DRS and LES with City Deal; inputs from local landowners / building occupiers / developers / communities. Key stakeholders incl utilities companies.

High Impact / Local Project / Short - Medium Term

Glasgow's rail viaducts (and historic vennels / closes) are an intrinsic part of the cityscape, however, they are widely felt to be unattractive, unsafe locations that diminish the quality of the city.

Naturally these locations often demarcate the interface between urban districts / character areas and should provide a positive gateway between districts.

There was widespread support for enhancing these spaces with enhanced lighting, better maintenance and more active public realm.

(Y)our Pedestrian and Accessibility Champion

(Y)our Great Streets and Spaces

Action Plan

St. Enoch Highline

Redefine the City Union line as an elevated urban park (if it is not to be upgraded / restored as a passenger rail route)

Review with Network Rail, Abellio Scotrail and SPT the future plans for the City Union line.

Consider a STAG appraisal (or similar assessment of need) to clarify scope for an urban park /elevated pedestrian and cycle route from Gorbals to the Briggait.

Develop business case / brief to enable assessment of opportunity / constraints to delivering a 'Highline' - ensuring future rail use is not prejudiced.

If deemed possible take forward technical feasibility and ultimately consult, design, procure, construct and monitor impacts of St Enoch High Line.

Review / monitor impacts

Network Rail, Abellio Scotrail, SPT and Glasgow City Council - DRS and LES with City Deal; inputs from local landowners / building occupiers / developers / communities. Key stakeholders incl open space / active travel organisations - if project is viable.

(Y)our Pedestrian and Accessibility Champion

High Impact / Local Project / Medium Term

Whilst acutely aware of the potential for the City Union line to fulfil a strategically important role in the urban rail network (it is occasionally used for freight trains - with future scope for passenger routes?) scope to optimise the partially redundant rail viaduct from the Gorbals, across the Clyde, to the Merchant City was flagged up by many consultees as an exciting opportunity to emulate the success of the Highline concept in New York and elsewhere.

Several consultees highlighted opportunity to restore City Union line as a passenger route (an option which should be explored to open up / restore a lost link in the rail network)

Green streets, parks and play spaces

Increase greenspace and soft landscaping throughout St Enoch district, including more street trees. Ensure integration of play - towards (Y)our Playful City

Understand the extent of new green infrastructure to be implemented via 'Avenues' / EIIIPR. Acquire land-ownership information and review existing and potential greenspace opportunities. Initiate dialogue with landowners re testing / prototyping via Stalled Spaces type trials

Develop designs (in accordance with emerging masterplans for the River Park, Custom House Quay, King Street car park, North Laurieston / South Bank and associated public realm design guides / Surface Water Management Strategy) for enhanced greenspace in St Enoch District. Seek pilot project within St Enoch DRF (in addition to Argyle Street 'Avenue' / EIIIPR) to develop city centre green infrastructure concepts - see New Events Square project.

Design and construct first additional interventions (in tandem with the City Centre Lanes Strategy). Assess environmental and social impacts (incl integration of SUDs and urban play space)

Continue to implement greenspace network as per the Riverpark Masterpla etc. Monitor impacts and adjust implementation accordingly.

Glasgow City Council - DRS and LES with City Deal; inputs from local landowners / building occupiers / developers / communities. Key stakeholders incl utilities companies.

High Impact / Local Project / Short - Medium Term

Many consultees have reflected on the lack of green space in central Glasgow. Technical consultees have raised the need for improved biodiversity, surface water management and need for informal play space environments.

These observations are supported by survey and analysis of the district and the lessons to be learned from elsewhere reference the benefits (health, socio-economic, environmental) of increased and quality urban green space.

(Y)our Great Streets and Spaces

Action Plan

Surface Water Management Strategy

Seamless integration of Council's Surface Water Management Strategy - fused with Public Open Space Strategy and other interventions (e.g. roof gardens / rain gardens). A design response to achieve zero discharge of storm water into combined sewers

Review technical constraints / viability of integrating Surface Water Management Strategy objectives within St Enoch DRF (in addition to the 'Avenues' / EIIPR projects

Identify a pilot project (a St Enoch Lane / Plaza / DRF Open Space / Rain Garden) to identify Surface Water Management (SWM) best practice. Scope out full extent of 'optimum' SWM approach and develop costings. Consider funding / developer contribution scenarios to enable forward investment.

Integrate Surface Water Management into pilot projects and assess achievement of KPIs. Apply lessons to future briefing and implement through remaining greenspace infrastructure.

Long term cycle of review / monitoring of impacts as each phase is delivered

Glasgow City Council (lead) - LES and DRS; partnership working with Scottish Water, SEPA and SNH. Seek academic partners to review/ research implementation.

High Impact / District Project / Long Term

Surface Water Management (SWM) Strategy approved by GCC. There is a pressing need to implement the recommendations from the SWM Strategy to deliver more resilient urban infrastructure to future-proof the city and enhance city centre environment.

Public Art

Development of an innovative and creative arts strategy and programme of permanent and temporary installations to meaningfully embed visual and performing arts in to the St Enoch District

Maximise the benefit of the St Enoch Artist-in-Residence, programme. Develop a brief for a City Centre Public Arts Strategy (including urban feature lighting). This could be an extension of the artist in residence by Council ward. Review scope of existing public space design / scope and opportunities to integrate artworks (temporary or permanent)

Explore scope to trial public arts projects in St Enoch via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.). Temporary events. Commission and finalise (Y)our St Enoch Public Arts Strategy. Make funding applications to implement (including S75 monies)

Deliver St Enoch Arts Strategy - monitor and review impacts

Deliver St Enoch Arts Strategy - monitor and review impacts

Glasgow City Council and Creative Scotland - lead. Inputs from Glasgow School of Art, local arts community (via networks), local communities, businesses / developers

Moderate Impact / District Project / Short to Long Term

St Enoch DRF study area includes central Glasgow's most significant creative cluster (south Merchant City /Briggait). Many consultees have championed the arts as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration in the area, building upon success (incl. Laurieston regeneration / arts strategy)

Glasgow is renowned internationally as a cultural hub and authentic, creative regeneration adds significant and lasting value to place-mending. The arts can help test and change perceptions of places and act as a catalyst for change in urban regeneration. St Enoch presents a massive opportunity to test that in a city centre district, building upon renowned success in the Merchant City.

(Y)our Updated Mobility

Action Plan

(Y)our St Enoch Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
(Y)our Updated Mobility			
<p>Bigger context: Shift to more sustainable mobility</p> <p>Glasgow city centre requires an innovative and progressive Transport Strategy to deliver a significant modal shift from car reliance to active travel and public transport</p>	<p>Review findings from Glasgow Connectivity Commission. Review need for undertaking a refresh of the City Centre Transport Strategy. Secure buy-in / funding to commence refresh.</p> <p>See City Centre Transport Strategy below</p>	<p>Conclude refresh of City Centre Transport Strategy - involving consultation, modelling scenarios for revised traffic management, bus routing, active travel and public transport enhancements. Commence implementation of priority actions.</p> <p>See City Centre Transport Strategy below</p>	<p>Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly. See City Centre Transport Strategy below</p>
(Ultra) Low Emissions Zone			
<p>Tackle poor air quality in central Glasgow with implementation of an (Ultra) LEZ.</p>	<p>Investigate scope for LEZ / clean air zone in Glasgow. Research precedent. Make the case for a trial / research study.</p>	<p>Commence study / research. Assess the policy and legal implication. Assess technical implications - e.g.. impact and cost/benefit analysis of electric buses within City Centre.</p>	<p>Conclude report, make recommendations and adopt LEZ. Monitor impacts / enforcement.</p>

Traffic-Calmed St Enoch

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
<p>Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly. See City Centre Transport Strategy below</p>	<p>Glasgow City Council - DRS and LES (lead); inputs from local landowners / building occupiers / developers / communities. Key stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail, First Group) and (Y)our Pedestrian and Accessibility Champion (see below) and cycling groups.</p> <p>Glasgow Connectivity Commission</p>	<p>High Impact / City Project / Short to Long Term</p>	<p>Many consultees have highlighted the detrimental impact too much traffic (principally private cars) has on the city centre (pollution, congestion, cluttered streets, oversized roads).</p> <p>Observation and analysis of the land allocation of road space v pedestrian space, coupled with comparison with best practice in high performing cities of an equivalent size confirms the need for a significant change in policy and travel patterns / behaviour</p>
<p>Assess LEZ impacts. Review scope to progress to an Ultra LEZ. Implement recommendations and assess impact on air quality. Adjust strategy to achieve target outcomes.</p>	<p>Glasgow City Council, Transport Scotland and Scottish Government.</p>	<p>High Impact / City Project / Medium to Long Term</p>	<p>Many consultees have noted poor air quality in central Glasgow. During the preparation of this DRFthe LEZ has become a stated political policy objective. This aligns with an increasing national awareness of the importance of this issue for public health and long term resilience.</p>

(Y)our Updated Mobility

Action Plan

<p>Optimise the benefit of Glasgow's urban grid network with a full review of how best to enable vehicular access in the city centre. Part of wider refreshed City Centre Transport Strategy</p>	<p>Within the scope of any refresh to the Transport Strategy for the city centre a full review / modelling of implications of new arrangement/flow for traffic management to be considered - see City Centre Transport Strategy (below)</p>	<p>Conduct full review of one way / two way / car-free / shared space options within Glasgow street grid. Scope for repurposing of streets for car only or car free traffic management. Trial options and verify through modelling (and visa versa)</p>	<p>Approve revised City Centre Transport Strategy (with new city centre / St Enoch circulation / traffic management).</p>	<p>Implement recommendations of the revised City Centre Transport Strategy. Design, implement and monitor impacts.</p>	<p>Glasgow City Council (lead) - LES and DRS.</p>	<p>High Impact / City Centre Project / Short to Long Term</p>	<p>Many consultees have requested that the city centre become more walkable / pedestrian / bicycle friendly and reduce the ease of access for and extent of congestion. However, several cautioned against limiting car accessibility.</p> <p>As demonstrated by other high performing cities this is liable to require bold, ambitious and integrated concepts to optimise the benefit of Glasgow's urban grid.</p>
<p>Specialisation in streets (Tartan)</p>							
<p>Ensure comprehensive and continuous network of high quality, safe and attractive pedestrian and cycle routes alongside reliable bus corridors and adequate car / service access to and through Glasgow city centre.</p> <p>Refer to Variation in street character (Tartan Grid) -above.</p>	<p>Within scope of any refresh to the City Centre Transport Strategy for the city centre compile an initial mapping of routes network based on desk based analysis. Develop brief and case for full city centre accessibility audit (focussed on pedestrian and cyclist routes).</p>	<p>Conduct and conclude accessibility audit. Report back to GCC and Access Panel / cycling groups. Agree prioritised, costed Action Plan. Seek and secure funding and implement 'quick wins'.</p>	<p>Implement 'quick wins' - focus on high impact missing links / conflict points. Progress to follow up actions / priorities. Monitor impacts and adjust investment priorities in consultation with pedestrians / cyclists. Coordinate delivery in tandem with revised Transport Strategy and Smarter Bus Network review.</p>	<p>Conclude enhancements (including EIIPR 'Avenues') to provide a comprehensive upgrade of the pedestrian and cycle networks.</p>	<p>Glasgow City Council - LES and DRS in partnership with Access Panel, cycle groups and (Y)our Pedestrian and Accessibility Champion (see below)</p>	<p>High Impact / City Centre Project / Short to Long Term</p>	<p>Many consultees confirmed Glasgow's compact city centre street grid is a significant asset. The analysis and proposal to create clearer hierarchy / differentiation between pedestrian, cycle or bus priority routes was welcomed by consultees.</p>
<p>Smarter Cleaner Bus Network</p>							
<p>Refine the bus route network, service provision and bus stop locations to integrate with other modes of public transport and active travel and service key destinations / communities.</p>	<p>Undertake an initial review of bus routing and bus stop locations for service gaps / duplication. Assess data of trip origin / destination points. Undertake an initial feasibility into re-regulation / franchising of bus services within Glasgow city centre in light of new guidance from Scottish Government.</p>	<p>Conduct a full review of bus routing and stances - in partnership with SPT and bus companies. Highlight areas of under or over provision and duplication. Progress legal / business implications of re-regulation / franchising of bus services.</p>	<p>Trial, monitor and permanently implement recommendations of city centre bus review.</p>	<p>Continue to implement and monitor impact of enhancements to bus services in central Glasgow.</p>	<p>Glasgow City Council - LES and DRS; in partnership with SPT, First Group and bus companies.</p>	<p>High Impact / Regional Project / Medium Term</p>	<p>Many consultees (general public and key stakeholders) highlighted bus routing and service provision as a significant issue. Many suggest the system requires a comprehensive and radical review to improve service reliability, be easier to comprehend and optimised to align with demand and to reduce congestion / pollution.</p>

(Y)our Updated Mobility

Action Plan

Smarter Parking in St Enoch

Investigate scope for further consolidation / concentration of car parking on the edge of the city centre to limit penetration of cars into the city centre and to induce footfall.

Within scope of any refresh to the City Centre Transport Strategy for the city centre a full review / modelling of car parking arrangements to be conducted - see City Centre Transport Strategy (below)

Verify scope to optimise multi-storey parking in edge of city centre locations. Identify candidate sites. Assess long term viability of existing parking provision, especially the elimination of all off road surface parking within central Glasgow, and reduction of on-street provision. Review / trial parking price regimes / incentives.

Approve revised City Centre Transport Strategy (with new City Centre / St Enoch parking strategy).

Implement recommendations of the revised City Centre Transport Strategy. Design, implement and monitor impacts.

Glasgow City Council (lead) - LES and DRS. City Parking and private car park operators.

High Impact / Centre Project / Short to Longer Term

Analysis suggests that land take for parking remains too high in central Glasgow. Whilst some in central Glasgow retail / business / resident community are anxious about any reduction in parking (in the absence of reliable, high quality public transport alternatives) many consultees perceive there to be too much space / access for cars in the city centre (notably King Street car park). Many consultees supported consolidating parking in off street multi-storey car parks (MSCP)

Updated rail and subway stations

Enhance passenger experience to increase patronage of rail / public transport and to attract investment / development in high density clusters around transport interchange nodes - e.g. Argyle Street / St Enoch / Central Station

Make business case for Argyle Street Station STAG appraisal (and Glasgow Cross / Trongate / Crossrail). Scope out improvements at Central Station (especially Argyle Street low level entrances). Explore clustering development at Bridge Street subway (Laurieston) and Argyle Street Station.

Conduct Argyle Street Station STAG appraisal (and Glasgow Cross / Trongate / Crossrail). Scope out improvements at Central Station (especially Argyle / Low Level entrance). Liaise with EIIPR / 'Avenues' project regarding Argyle Street enhancements. Within masterplan-led approach advocate mixed use, higher density development at Bridge Street subway (Laurieston) and Argyle Street Station. Enhance wayfinding / real time customer information between rail / subway and bus interchanges within St Enoch DRF area.

Implement recommendations from STAG appraisal for an enhanced rail station(s) on Argyle Street. Develop feasibility study for Trongate / Glasgow Cross / Crossrail as deemed appropriate. Conclude feasibility studies and commence design work. Design, procure, construct.

Design, construct and monitor impacts in long term planning and delivery strategy.

Glasgow City Council (lead) - DRS and LES. Key Partners / Stakeholders incl Transport Scotland, Network Rail, SPT and public transport stakeholders.

High Impact / City Project / Medium to Long Term

Consultees agreed with the findings that the rail stations serving St Enoch district require significant improvement (and more effective interchange / signage). Proposals to improve Argyle Street Station passenger experience were well received and deemed a priority by many.

Other consultees promoted the Crossrail idea and the possibility of a new station at Glasgow Cross / Tron gate.

(Y)our Updated Mobility

Action Plan

Pedestrian Priority Crossings on High Street / Saltmarket

To promote active travel / walkable city prioritise enhanced pedestrian crossing points across High Street / Saltmarket to improve east-west connectivity to/from East End, and support regeneration of Glasgow's oldest street.

Refer to - Traffic-calmed and reconstructed High Street - above

As part of (Y)our City Centre Public Open Space Strategy /EIPR Avenues upgrades and ongoing High St / Saltmarket regeneration consult with local access group regarding targeted enhancements for priority crossing points.

Refer to - Traffic-calmed and reconstructed High Street -project above.

Refer to - Traffic-calmed and reconstructed High Street -project above.

Refer to - Traffic-calmed and reconstructed High Street -project above.

Refer to - Traffic-calmed and reconstructed High Street -project above.

Refer to - Traffic-calmed and reconstructed High Street -project above.

High Impact / Regional Project / Short to Long Term

There has been longstanding and passionate discussions regarding the deterioration of Glasgow's High Street. Local residents and businesses have been vocal in advocating intervention to regenerate the High Street which currently defines the eastern edge of the city centre, giving a very poor first impression.

Consultees were extremely supportive of any improvements that can be delivered on High Street to reduce traffic / severance and improve the quality of street life with increasing footfall and cycle traffic.

River Taxi

Restore activity on the river with new River Taxis interchanging with Glasgow Central Station and potentially with Custom House Quay and Glasgow College / Gorbals

Outline business case to secure funding to conduct an assessment of the technical and economic sustainability of a River Taxi service on the Clyde.

Conduct assessment of routing and viability. Routes / berths to and from central Glasgow going from Glasgow Central Station berth to City of Glasgow College, SEC/Hydro, Science Centre / BBC, Riverside Museum / Partick / Govan, Glasgow Harbour, Yoker, Braehead, Renfrew, Clydebank.

Undertake a 2 year trial. Seek operators. Monitor reliability and patronage.

If trial is successful restore a River Taxi service.

River Management Board (see below), Glasgow City Council, river taxi operators, landowners / berth destinations.

Moderate Impact / Regional Project / Medium Term

Many consultees desire increased activity on River Clyde and several suggested waterbus / water-taxi service (not in competition with other public transport modes but as an attractive and novel alternative). A number of the consultees were aware of previous waterbus initiative (though noted with irony that this was promoted as a city centre service to out-of-town shopping at Braehead). Many consultees would welcome a river-taxi service (if tenable).

Street Safety and Accessibility

Optimise street and public realm accessibility and safety to improve Glasgow city centre for all users. Promote the city centre as a safe and accessible destination (See (Y)our Pedestrian and Accessibility Champion)

Develop brief and case for full city centre accessibility audit (pedestrian and cyclist routes) - see Updated Pedestrian and Cycle Network (above). Assess public realm / road safety audits as well as 'design speeds' of existing street / road network. Brief to adopt Designing Streets ethos - minimise guardrails and reliance on signage. Align with Autism Friendly Glasgow initiatives and similar.

Conduct and conclude accessibility audit. Report back to GCC and Access Panel / disability groups. Agree prioritised, costed Action Plan. Seek and secure funding for 'quick wins' - refer Updated Pedestrian and Cycle Network (above)

Implement findings of audit - see Updated Pedestrian Network (above)

Conclude enhancements - see Updated Pedestrian Network (above)

Glasgow City Council - LES and DRS in partnership with Access Panel and Pedestrian Champion (see below). Also include Visit Scotland.

Moderate Impact / City Centre Project / Short to Medium Term

Key stakeholders highlighted need to improve pedestrian accessibility generally to create an inclusive city centre for all. This initiative would align with ongoing proposals to ensure Glasgow city centre is Autism Friendly by 2023

(Y)our Monuments and Gap Infills

Action Plan

(Y)our St Enoch Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
(Y)our Great Buildings			
Historic St. Enoch			
A significant portion of the St. Enoch DRF area is included within the Central Glasgow Conservation Area. Built heritage enriches Glasgow, gives areas in the DRF distinctiveness and is crucial to the future success of the area.	Review the existing Conservation Area policies and guidance. Audit what actions / guidance is or is not currently adhered to. Consider preparing St. Enoch specific guidance to emphasise the area's distinctive historic identity. Approach all owners of historic buildings / sites to evaluate potential to support / advise.	Scope out and procure a Conservation Area appraisal. Refresh the Conservation Area policy and guidance supplemented / replaced with St. Enoch area specific appraisal and guidance. Scope out and develop funding application to support maintenance and appreciation of St. Enoch's built and social heritage.	Implement and monitor policy effectiveness. Implement projects with secured funding. Implement a St. Enoch heritage interpretation programme.
Design Guidelines Needed			
For high profile sites / streets or recurring issues clear design guidelines are needed to ensure high quality design is applied to St Enoch's regeneration.	Review St Enoch DRF recommendations. Confirm locations that warrant specific design guidelines (e.g. Argyle Street, Riverfront at Custom House Quay / Briggait, King Street Car Park, Laurieston North / South Bank)	Scope and procure design guidelines to augment St Enoch DRF and River Park masterplan.	Adopt and apply design guidelines. Monitor and review effectiveness.

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Implement, monitor and adjust policy / projects	Glasgow City Council, Historic Environments Scotland, Glasgow City Heritage Trust, Glasgow Building Preservation Trust, Scottish Civic Trust, others.	High Impact / City Centre Project / Short to Long Term	Glasgow built heritage is recognised as one of the city's prized assets. Consultees overwhelmingly cite built heritage as one of the best things Glasgow city centre has. However there is concern amongst many consultees that existing policy / enforcement is failing to secure sustainable long term uses for historic buildings. Several heritage consultees highlighted the plight of many buildings at risk, with concern that policy / support is insufficient. Many consultees feel there's a lack of appreciation of the importance of build heritage, and many buildings are poorly maintained.
Monitor and review effectiveness and adjust guidelines accordingly.	Glasgow City Council - DRS and LES, Historic Environment Scotland, Architecture + Design Scotland	Local Policy	Restoring Argyle Street, enlivening the river and regenerating King Street Car Park, St Enoch Centre environs and North Laurieston / South Bank are high priorities emerging from the DRF, with widespread backing from consultees. It is essential that regeneration (place-making and place-mending) is achieved to the highest standards in these locations. Specific design guidelines are therefore recommended to give clear advice to designers, developers and planners.

(Y)our Monuments and Gap Infills

Action Plan

Higher Density St Enoch

This DRF envisages an increase in urban density and mixed uses. This could involve a potentially significant increase in density.

Confirm analysis in St Enoch DRF and emerging masterplans (e.g. Custom House Quay). Identify and plug gaps in analysis / data. Confirm baseline and projected uplift. Scope out study to assess skyline and tall buildings policies / analysis.

Conduct skyline / tall buildings policy review (including Conservation Area appraisal). Confirm validity of findings.

Monitor implementation of policies and effectiveness / appropriateness in delivering increased density, mix and quality.

Monitor and review effectiveness and adjust guidelines accordingly.

Glasgow City Council - DRS and LES, Historic Environment Scotland, Architecture + Design Scotland

Local Policy

Comparative analysis indicates Glasgow needs to be more densely populated. Moreover there is scope, accepted by most consultees, that St Enoch DRF is an appropriate location for higher density (and potentially higher buildings - notably along the river and adjacent to mainline rail stations).

Open up St. Enoch Shopping Centre

Open up routes to and through Shopping Centre to reconnect the city centre (Argyle Street) with the River Clyde (River Park) and the Southside.

Continue positive discussions with stakeholders (especially St Enoch Centre) to review feasibility for access routes / rights of way from Argyle Street to Clyde Street / Custom House Quay through the shopping mall. Seek and secure funding to develop a Masterplan to restore connections (and enhance Howard Street)

Commission and conclude a feasibility study / masterplan to create linkages through the Shopping Centre (and to 're-skin' the Howard Street frontage) to improve connections to and through the mall (to increase footfall). Identify any 'quick wins' and seek to trial these.

Make the business case to implement the recommendations of the feasibility study to integrate restored routes in parallel with redeveloping the Shopping Centre (multiplex cinema etc.) and adjacent development at Custom House Quay etc.

Complete and monitor impacts of new routes.

St Enoch Shopping Centre managers /owners

High Impact /Local Project / Short to Long Term

Consultees (including the Shopping Centre) agreed with analysis confirming the extent to which the large mall severs north-south routes to and from the River. There was widespread support and interest in restoring these connections and opening up the mall to be better integrated within the city centre street network.

A better connected mall should assist (and benefit from) increased footfall.

Glasgow City Council

adjacent landowners / investors / developers

(Y)our City Centre Pedestrian Champion

Updated access to the St Enoch Centre Car Park

Reconfigure car parking provision (and in the first instance car park access) at the St Enoch Shopping Centre.

Review options developed and presented through the St Enoch DRF preparation. Liaise with building owners (in parallel with wider discussions regarding routes / redevelopment at the Shopping Centre) to assess best way to progress feasibility study for removing car park access ramp.

Commission and conclude feasibility study for car parking (and access) as part of wider St Enoch masterplan (see - Opening Up St Enoch shopping Centre project - above)

Secure funding and consent to modify parking / access as part of wider reconfiguration of shopping centre.

Complete and monitor impact of changes to access / car parking and act upon any feedback / opportunities to enhance.

St Enoch Shopping Centre managers /owners

Medium Impact / Local Project / Short to Long Term

Howard Street is currently blighted by the existing access / egress ramps to the multi-storey car park at St Enoch. Consultees agreed that there could be significant merit in reconfiguring the access (or re-providing car parking) to enable a wholesale upgrade of Howard Street (including provision of active frontages) and potentially creating a quality development site or urban space.

Glasgow City Council

adjacent landowners / investors / developers

(Y)our Monuments and Gap Infills

Action Plan

Argyle Street Station - Urban Block

In line with other city centre stations, Argyle Street Station should be the focus of a cluster of higher density, mixed use development. Enhanced passenger experience / station environments should be integrated with high density urban development which contribute to wider regeneration of St Enoch.

Confirm landownerships and policy context. Liaise with Network Rail / Abellio / SPT regarding in station upgrade plans.

Coordinate proposals with EIIPR / 'Avenues' project for Argyle Street.

Prepare development brief to encourage / enable higher density / mixed use development in block above Argyle Street Station.

Seek to make business case to upgrade station as part of redevelopment of urban block. Use technical feasibility studies to confirm development brief. Liaise with landowners / potential interested parties to progress feasibility / development brief.

Subject to developer interest progress to consult, design, procure and construct mixed use urban block, respecting built heritage and improving quality of rail station.

Review / monitor impacts of high density / mixed use over station development as a model for other locations.

Building / land owners
Glasgow City Council - DRS and LES
adjacent landowners
potential investors /d developers.

Medium Impact / Local Project / Medium Term

Clustering higher density, mixed use development around rail stations (transit orientated development) is best practice urbanism. Argyle Street Station (like the other five rail stations in central Glasgow) should be pivotal to increasing urban density and creating a walkable city centre.

Consultees welcomed the prospect of higher density, mixed use development clustered at rail stations, including Argyle Street.

Redevelop King Street parking

Deliver a high quality, mixed use development in the heart of the city's most creative urban quarter.

Confirm landownership status. Consider array of options to take forward development, including using statutory powers

Develop business case to prepare a masterplan for the wider area (including King Street car park, King's Court, Briggait and Stockwell Street) to enable integrated phased redevelopment to stitch together south Merchant City regeneration. Commission masterplan. Liaise with Public Open Space strategy, events square proposals and revised car parking solutions.

Complete masterplan (including consultation and technical feasibility / property market viability). Act upon findings and seek to assemble sites / acquire / CPO land. Promote redevelopment potential to possible development partners / investors. Commence on project delivery -design, procure, construct, promote etc.

Continue and conclude the phased redevelopment of King Street Car Park.

Landowners
Glasgow City Council - DRS and LES
Potential developers / investors
Local community and neighbours

High Impact / City Centre project / Medium to Long Term

King Street car park is the most significant underdeveloped site within the St Enoch DRF area. Its redevelopment would act as a catalyst for regeneration throughout the area.

Overwhelming support from all consultees of need to redevelop site, albeit those responsible for parking strategy are anxious about potential displacement of existing parking provision.

(Y)our Monuments and Gap Infills

Action Plan

Lively Street fronts

Active street frontages on principal routes, in line with IPG1 - Placemaking Principle. Ensure accessible / active frontages on principal streets / spaces / routes throughout St Enoch DRF - especially along the River frontage, Argyle Street, Saltmarket / High Street, Ballater / Norfolk Street, Bridge / Jamaica Street.

Confirm existing and new routes to have highest focus for active frontage (e.g. Argyle Street). Audit existing building frontages. Identify missing pieces / areas for improvement. Test application of new planning policy (DRF SPG)

Maintain a dynamic map / monitor of active frontage throughout DRF. Review implementation of planning policy and areas for redefinition / reinforcement of policy. Scope out a shop front / street frontage enhancement programme and pilot on Argyle Street.

Review and refine policy through implementation. Consider researching data re footfall / economic benefits in areas with successful implementation.

Review and refine policy through implementation

Glasgow City Council - DRS (supported by 3rd party review / research). Liaison with developers / land and building owners / occupants and architects

High Impact / Local Project / Short to Medium Term

Quality active frontages are fundamental to successful cities and convivial streets. It is essential to monitor the condition and provide support / guidance to building owners / developers to ensure active street frontages are provided in the correct locations.

Possible Extension of Custom House Quay

Create a riverside destination with sports, leisure, food / drink activities on the quayside.

As part of the proposed programme of quay wall remedial works extend the quayside at this location on the north bank and support development which creates opportunities for economic regeneration by increasing footfall and vibrancy.

Refer to (Y)our River Park section above

Confirm River Strategy. Liaise with ongoing technical feasibility studies in to quay wall remedial works.

Coordinate proposals to align with any forthcoming masterplan for Custom House Quay.

Refer to (Y)our River Park chapter above

Undertake feasibility / design concept work to develop landscape and engineering design to assess potential to create additional public space for the River Park, integrate energy infrastructure and enable platforms for pavilions / development.

Develop business case and promote site to attract investment.

Commence implementation quay walls remedial works. Obtain consents, detailed design, procure, construct, monitor impacts of extended quayside.

Continue to implement and monitor

(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH, investors / developers

High Impact / Regional Project / Medium to Long Term

Key stakeholders highlighted the added value to the city centre of extending the Custom House Quay into the river when undertaking quay wall remedial works. This will create more quayside for city centre public realm (the River Park), to accommodate pavilions to activate the waterfront and (potentially) to accommodate water-sourced heat pump infrastructure.

It was also suggested that this may create platforms for mixed use development (which has been proposed previously), though there was mixed views from consultees about this proposal.

Reconnecting and programming the railway undercroft

Reuse / occupy redundant rail viaduct arches. Activate the viaduct (as trialled in Laurieston and achieved successfully in other cities) with new uses - creative studios / events / sports / venues / workplace / leisure / community

Liaise with Network Rail to establish landownership and future plans.

Liaise with occupiers of Laurieston Arches. Review success of other equivalent projects (e.g. Market Street in Edinburgh).

Undertake conditions surveys - assess remedial works. Soft market test. Seek pioneering occupiers for trial lease. Seek and secure funding for enabling works / base fit-out for first arches.

Trial initial occupiers. Monitor impacts.

Review pilot project. Establish business case / promote future phases. Implement upgrade of arches and secure tenancies. Monitor impacts.

Seek to occupy as many arches as feasible. Apply lessons learned elsewhere.

Network Rail.
(Y)our Vacant Space Fixer
Glasgow City Council

landowners / potential occupiers / investors

Medium Impact / Local Project / Short to Medium Term

The rail viaducts (notably south of the River) characterise the boundary between Laurieston and adjacent areas (Tradeston / Hutchesontown). With a few exceptions the viaduct arches are vacant / blight the streetscene.

Precedent demonstrates the adaptability of rail arches to accommodate a range of uses. Consultee feedback indicated support and interest in the proposal.

(Y)our Vibrant St Enoch

Action Plan

(Y)our St Enoch Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
<p>(Y)our Vibrant St. Enoch</p> <p>Strong Neighbourhood Identities</p> <p>St. Enoch DRF features approximately 5/6 distinctive neighbourhoods. This diversity should be celebrated and (where appropriate) reinforced or redefined.</p>	<p>Confirm DRF analysis of existing and proposed neighbourhood characteristics. Consider need for further neighbourhood specific masterplans</p>	<p>Procure and conclude a Masterplan for adoption / promotion / coordination of regeneration of sites in St Enoch, King Street / Merchant City south, North Laurieston / South Bank. Confirm brief for any additional neighbourhoods out with those noted above.</p>	<p>Monitor impact of each Masterplan (and any subsequent masterplans)</p>
<p>Re-purpose vacant spaces / buildings</p> <p>(Y)our Stalled Spaces - Temporary / Meanwhile Uses / Events</p> <p>Continuous programme of events / temporary / permanent interventions to transform vacant and under-utilised sites / buildings in St Enoch DRF. This could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art), temporary take-over or longer term retrofitting of vacant buildings to revitalise derelict buildings / buildings at risk. Focus on vacant upper floors and activating vacant retail units on principal streets (e.g. Argyle Street, Saltmarket etc.)</p>	<p>Map out current initiatives (e.g. Stalled Spaces etc.). Obtain feedback from property owners / groups interested in progressing ideas.</p> <p>Outline job description / funding for (Y)our Vacant Space Fixer - to help enable /advise building owners and occupants how to repurpose property (and secure funding / navigate statutory processes).</p> <p>Commence mapping of candidate sites (vacant / under occupied buildings / sites - especially vacant upper floors).</p> <p>Review funding / 'red tape' issues. Review effectiveness of existing events programming.</p>	<p>Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more activity.</p> <p>Develop prioritised programme and fund dedicated officer(s) to coordinate and enable repurposing of underused property > (Y)our Vacant Space Fixers. Trial a 'Presumed Yes' / 'Green-Tape' approach to enable repurposing / events to occur.</p> <p>Approach building owners to explore scope to trial new proactive way of tackling long term vacancy /dereliction.</p> <p>Continue and conclude review of current events programming. Progress and deliver events / ideas in planning or emerging through DRF.</p>	<p>Secure funding to maintain the (Y)our Vacant Space Fixer team / posts. Maintain focus on reactivating vacant buildings / spaces -proactively approaching property owners / occupiers.</p> <p>Deliver rolling programme of repurposing and events, selected to encourage longer term regeneration of St Enoch DRF. Continuous review of effectiveness / scope for improvement.</p>

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
<p>Ongoing monitoring.</p>	<p>Glasgow City Council - DRS</p>	<p>Local Policy / Planning</p>	<p>Analysis and consultation confirms that the City Centre Districts (as defined in the City Centre Strategy) are composed of numerous neighbourhoods with different characteristics. It was widely accepted that proposals should seek to retain and emphasise (where appropriate) the distinctiveness of each neighbourhood, notably those that are / need transforming.</p>
<p>Maintain (Y)our Vacant Space Fixer programme. Maintain focus on reactivating vacant buildings / spaces -proactively approaching property owners / occupiers.</p> <p>Continue seasonal cycle of events and activities throughout City Centre to enliven underused space.</p> <p>Review impacts.</p>	<p>Glasgow City Council - (Y)our Vacant Space Fixer, regulatory bodies, landowners / building owners, GCHT, existing and potential events organisers (e.g. arts organisations),</p>	<p>High Impact / Local and City Centre projects / Short Term 'Quick Win' to Longer Term</p>	<p>Glasgow has developed a strong track record in using events and temporary 'meanwhile' uses to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. St Enoch DRF area urgently requires to be reimagined and have perceptions changed. Several consultees indicating a willingness to work with GCC to deliver events and progress upgrades of under-utilised buildings.</p> <p>Focus on enabling existing events and encouraging targeted new activities.</p>

(Y)our Vibrant St Enoch

Action Plan

Mixed and Repopulated St Enoch

Increased mix of complementary uses necessary to ensure St Enoch and Gorbals become lively urban city centre neighbourhoods. This includes employment uses (e.g. business) and also increased residential population (see Re-Populated St Enoch below)

Review and confirm analysis undertaken in St Enoch DRF. Identify gaps in analysis and sources of relevant information on existing capacity and projected land-uses / market demand / capacity. Review existing policies in terms of delivering mixed use development.

Conclude review of policies and market research. Identify barriers and opportunities for delivering mixed use development in St Enoch DRF. Adjust policies / guidance accordingly. Promote St Enoch DRF area to enable mixed use development / investment.

Continue to promote / enable mixed use development. Monitor implementation and review policy / procedures.

Continue to promote / enable mixed use development.

Glasgow City Council, landowners, Scottish Enterprise, Scottish Futures Trust, developers / investors, Invest Glasgow

High Impact / City Centre Project / Long Term

Successful city centres succeed on the basis of a positive mix of appropriate uses. Analysis, reinforced by consultation, confirms that many parts of the St Enoch DRF area suffer because of a lack of mixed uses. Certain parts of the DRF area are either dominated by a single land use or large scale buildings (e.g. St Enoch Centre) which creates a 'dead zone' at certain times of the day / week or have an unsuccessful mix of inappropriate uses (e.g.. Laurieston North / South Bank).

Creative, cultural St. Enoch

Capitalise on the success of the Merchant City / Briggait and Laurieston to maintain / develop creative and cultural sectors and to extend / apply lessons learned to incubate creative / cultural activity in North Laurieston / South Bank.

Refer to Creative Clyde - River Park below.

Assess status of creative / cultural offer and sector across the city centre, and specifically the DRF area. Develop a brief / business case to develop a cultural strategy for St Enoch DRF area.

Progress a Creative Clyde / St Enoch DRF strategy to foster and develop the creative industries /cultural offer. Liaise with existing key stakeholders in the area (e.g. WASPS, Citizens Theatre etc.) as well as local and national agencies.

Review property requirements and assess opportunities to align supply and demand and secure 'quick wins' in key locations (e.g.. Briggait). liaise with Vacant Space Fixer re. retrofitting under used space.

Publish Cultural Action plan for the DRF area (and the Creative Clyde). Progress through delivery and monitor baseline impacts. Work with trade and industry bodies including the Chamber of Commerce.

Monitor impacts

Continue to deliver and monitor long term impacts.

Glasgow City Council, Creative Scotland, Scottish Enterprise, Chamber of Commerce, arts organisations including WASPS, Tron Theatre, Citizens Theatre, Modern Institute etc.

High Impact / Local Projects / Short to Long Term

Analysis confirms the vital role the creative and cultural industries have and are playing in the vibrancy of the district. Consultees noted and appreciate the importance of arts / creative sector in reviving Merchant City and benefit if sustaining and extending impacts.

(Y)our Vibrant St Enoch

Action Plan

Nightlife and hospitality in St. Enoch

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Refer to Night-time St Enoch - below

Shopping in St. Enoch

Support a high density, mixed use urban district with more residents a greater variety of shops, located in optimum locations to support and generate footfall / activity. Supports Lively Street fronts

Review and confirm analysis in St Enoch DRF and proposed planning policy. Review available retail market analysis / strategies.

Conduct soft market testing on the scope to extend and diversify higher quality retail offer east along Argyle Street. Scope out / conduct property analysis of potential functions in St Enoch / Custom House Quay / King Street car park.

Promote / market sites along Argyle Street / Saltmarket / Riverfront with ground floor retail as part of land use mix. Trial temporary events / retail uses and monitor impacts / proof concepts. Continue dialogue with all parties involved in policy and delivery.

Continue to promote / market sites / vacant buildings for retail.

Glasgow City Council, City Centre Retailers Association, Chamber of Commerce, St Enoch Centre, existing business, landowners / investors / developers, property agents

Moderate Impact / City Centre Project / Medium to Long Term

Retail demand bolstered by increased residential and working population in the DRF area as part of a mixed use quarter.

The Dear Green Place - Glasgow Green

Continue to maintain and enhance Glasgow Green as the city centre's principal and largest park. Promote improvement aligned with delivering the River Park concept.

Conclude and adopt the River Strategy. Promote and adopt the River Park strategy. Review any ongoing or future plans for investment at Glasgow Green and reaffirm their alignment with the River Park concept.

Agree a prioritised action plan and funding / business case for 'quick wins' in Glasgow Green. Develop and adopt a River Park Masterplan, which should encompass Glasgow Green and integrate with the proposed upgrades for the quays, EIIPR 'Avenues' and Saltmarket / High Street.

Continue to consult, design, procure and construct improvements to Glasgow Green to optimise its role as the city centre's great park.

Monitor impacts and assess against criteria including footfall, economic benefits, biodiversity, health and wellbeing etc.

Continue to consult, design, procure and construct improvements to Glasgow Green to optimise its role as the city centre's great park. Monitor impacts

Glasgow City Council, SNH, NHS, greenspace / open space charities + 3rd sector organisations

High Impact / National Project / Long Term

Consultees recognise the significance of Glasgow Green and the potential for it to be the culmination of the proposed River Park. The relatively recent programme of investment was welcomed by consultees, but it was recognised that the Green still isn't the natural destination for many when thinking about a city centre greenspace.

There was widespread support for the River Park idea, and agreement that Glasgow Green should continue to be a focus for ongoing upgrades and an active and diverse programme of events including sports, culture and family focussed activity.

(Y)our Vibrant St Enoch

Action Plan

Remarkable St. Enoch - a building, public space or function?

Consider scope for St. Enoch DRF to accommodate a regional or national 'destination' - a cultural, civic or events facility that augments the city's existing offer - in addition to the River Park.

Conduct a quick 'gap' analysis of the city's facilities. Liaise with potential organisations who may be interested in delivering a landmark facility (museum, venue etc.). Review existing Culture and Tourism Strategies to establish best 'fit'

Develop more formal scoping of demand and supply for a regional destination. Consider optimum location for potential facilities - on river, north or south bank etc. Develop brief and funding strategy accordingly.

Progress briefing, funding applications and design development as appropriate.

Continue to progress and deliver project. Assess impacts.

Glasgow City Council, Glasgow Life, Universities, Creative Scotland, Visit Scotland, Glasgow Marketing Bureau, Scottish Government, landowners,

High Impact / National Project / Long Term

Lessons from elsewhere demonstrate the potentially significant benefits for attracting landmark uses to anchor and supercharge regeneration. During consultation there was some interest in the idea.

It was noted that, for instance, Glasgow still requires an international class 'Lyric Theatre'-type venue. There was enthusiastic support for this part of the city to accommodate a food-market; to echo the history of the Merchant City as the market quarter, but specifically to address and promote healthy eating, local produce and capitalise on the 'foodie' revolution.

Many suggested King Street car park site could accommodate a landmark / set piece development of this kind, to supercharge regeneration.

Civic St. Enoch

Maximise the positive benefit of the St Enoch area hosting regionally significant civic functions; St. Andrews Cathedral, City Mosque, High and Sheriff Courts, City of Glasgow College.

Facilitate a meeting with all civic leaders with a stake in St Enoch area. Review current and future plans and investigate ways to maximise benefits of them being located in St Enoch.

Agree a Civic St Enoch plan, looking to retain and enhance the presence of religious, justice and educational facilities and looking to attract complementary civic and support functions (incl. Government offices, national agencies etc.).

Facilitate consultation with locally based service economy which provides support to these primary functions.

Agree and implement the Civic St. Enoch plan. Maintain dialogue with civic stakeholders, to enable enhancements and coordinate efforts to improve urban setting and optimise local networks to secure economic and social benefit from these civic institutions being located in St. Enoch.

Continue to implement, monitor and review the 'Civic St. Enoch' plan. Routinely review / monitor impacts.

Glasgow City Council, Scottish Government, Scottish Enterprise, Scottish Funding Council, Chamber of Commerce, City of Glasgow College, Scottish Courts Service, religious and community leaders, local communities

High Impact / City Project / Short to Long Term

St Enoch should benefit far more positively from the concentration of regionally significant 'civic' functions located within the DRF area. The 'halo' effect of having associated and supportive business, community and civic functions clustered around these key civic buildings has not been catered for or optimised.

Enhancements to physical infrastructure, buildings and open space, better networks for local community and businesses to benefit economically and socially should all be explored to ensure these civic function remain. New ones can be attracted to the area to the sustained benefit of the place.

It was recognised by consultees that St Enoch should benefit more from the concentration of civic functions, albeit there was a lack of engagement by the institutions listed and the appetite for collectively beneficial initiatives should be explored.

(Y)our Vibrant St Enoch

Action Plan

Community Infrastructure

To support a vibrant, mixed urban district with distinctive neighbourhoods with a growing population the provision of appropriate amenities (including community infrastructure, education, health and social care, recreation / leisure space) is vital.

Confirm initial mapping of existing and planned amenities. Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for St. Enoch DRF area. Commence supply / demand projections to scope out potential gaps in provision. Review existing policies / planned public sector investment in and around Glasgow city centre.

Review applicable policies for infrastructure investment, developer contributions and any relevant existing / emerging models to assist in delivering enhanced community infrastructure / amenities. Conclude supply / demand projections to scope out existing / potential gaps in provision. Adjust policy / investment plans according to updated projects.

Adjust policy / investment plans according to updated projects. Monitor effectiveness of any early adjustments. Implement new policies / investment plans.

Ongoing implementation and monitoring.

Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, NHS, Emergency Services, Public Sector bodies with estate in central Glasgow.

High Impact / City Project / Short to Long Term

In anticipation of an increased city centre population (resident, working and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. Any discussions and analysis regarding increased city centre living also highlighted the need to provide the facilities required of an increased population density in central Glasgow.

(Y)our Temporary Use of Buildings (Y)our Art Event (Y)our Temporary Garden / Play Spaces (Y)our Light Festival

refer to : Re-purpose vacant spaces / buildings (Y)our Stalled Spaces - Temporary / Meanwhile Uses / Events projects - listed above

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Glasgow has developed a strong track record in using events and temporary 'meanwhile' uses to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. St. Enoch DRF area urgently requires to be reimagined and have perceptions changed. Focus on enabling existing events and encouraging targeted new activities. Several consultees indicating a willingness to work with GCC to deliver events in the area and elsewhere.

Glasgow has a great tradition of events-based urban rejuvenation and this accrued knowledge and expertise should be deployed to continue to promote St Enoch (incl Merchant City) as a creative and exciting part of a dynamic city centre. This was enthusiastically supported by many consultees.

Transforming (Y)our St Enoch

Action Plan

(Y)OUR ST ENOCH ACTION PLAN	IMMEDIATE	SHORT TERM : Y1	MEDIUM TERM : Y2-Y4
<p>Transforming (Y)our St. Enoch</p> <p>Sustainable St. Enoch</p> <p>St. Enoch / Gorbals regeneration should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.</p>	<p>Review opportunities for integrating sustainable urbanism / planning into area regeneration (e.g.. Laurieston / King Street car park / Custom House Quay / Briggait etc.).</p> <p>Seek Scottish Government support to test / trial innovations in urban energy masterplanning (e.g.. using Clyde for water sourced heat pumps).</p>	<p>Procure and conclude each neighbourhood Masterplan, with specific engineering advice on sustainable urbanism and an energy masterplan, for adoption / promotion of sites.</p>	<p>Monitor impact of each Masterplan and associated energy masterplan and general sustainable urbanism advice.</p>
<p>(Y)our St Enoch + Custom House Quay + Briggait Masterplans</p> <p>The St Enoch DRF identifies a series of adjacent priority 'catalyst project' areas that require a Masterplan-led approach to coordinate high quality urban regeneration. On the north bank these include St Enoch (Shopping Centre, Argyle Street, King Street car park), Custom House Quay (currently under some redevelopment but coordinated with the (Y)our River Park masterplan) and Briggait (seeking to complete the redevelopment commenced by WASPS)</p>	<p>Approve masterplan-led approach for these areas. Confirm brief for developing masterplans for St Enoch (incl. Shopping Centre and King Street car park), Custom House Quay (preliminary work undertaken by GCC) and Briggait (previous worked up by WASPS). Agree how best to secure funding and coordinate approach across all three inter-related areas, along with EIIPR 'Avenues' and other parallel initiatives (refreshed City Centre Transport Strategy, Public Open Space Strategy etc.) into a series of adoptable mutually supportive Masterplans (with associated technical advice). Consult with landowners and prospective investors / developers.</p>	<p>Procure, consult and conclude masterplans (St. Enoch / King Street car park, Custom House Quay, Briggait) for adoption / promotion of sites. Adopt as Supplementary Planning Guidance. Consider scope to implement innovative new planning policy levers - pilot thru ongoing Planning Reform agenda.</p> <p>Agree project governance to ensure coordination of delivery / promotion of significant development opportunities - (Y)our City Centre Taskforce reporting to (Y)our City Centre Strategy Board</p> <p>Coordinate with (Y)our River Park masterplan.</p>	<p>Commence delivery of 'quick wins' and priority projects. Seek to coordinate joint initiatives. Promote opportunities to investment /delivery partners. Monitor impact of delivering each stage of each masterplan. Continue to promote and deliver development sites.</p>

LONG TERM : Y5+	KEY STAKEHOLDERS (LEAD IN BOLD)	IMPACT / REACH / TERM	JUSTIFICATION / OBSERVATIONS
<p>Ongoing implementation / monitoring.</p>	<p>Glasgow City Council - DRS Scottish Government, Universities energy providers / utilities, businesses / new tech companies, landowners, Climate Ready Clyde</p>	<p>Local Policy / Planning</p> <p>High Impact / Long Term</p>	<p>Glasgow has developed progressive strategies for future-proofing the city (e.g.. Surface Water Management, Resilience, etc.). These need to be properly integrated into detailed masterplans for priority areas. St. Enoch is one of the highest priority regeneration sites in central Glasgow, with several potential sites to innovate and pilot the technical implications of this approach.</p> <p>Technical consultees were very supportive on an holistic and integrated approach to pioneer new ways to enable low carbon regeneration in the city centre.</p>
<p>Ongoing implementation / monitoring.</p>	<p>Glasgow City Council - DRS and LES, Scottish Government, Scottish Futures Trust landowners, investors, developers, communities</p>	<p>Local Policy / Planning</p> <p>High Impact / Regional and National Project / Long Term</p>	<p>St. Enoch (like Broomielaw) requires specific regeneration focus to secure 'buy-in' for a mixed-use quarter on the River Clyde's north bank. This is a high priority for Glasgow. St Enoch was widely recognised, though the consultation, as requiring specific, priority focus and intervention to tackle issues of site assembly, land use mix, coordination of planning and infrastructure. A masterplan would greatly assist in securing a coordinated long term regeneration of St. Enoch, to the highest standards this key city centre location demands and deserves.</p>

Transforming (Y)our St Enoch

Action Plan

(Y)our South Bank

As with St. Enoch / Custom House Quay / Briggait, the North Laurieston / South Bank area of the DRF area warrants a detailed masterplan. This should be prepared to establish the technical feasibility of a comprehensive mixed use regeneration, repurposing built heritage / buildings at risk and confirm what interventions are required to deliver sustainable transformation of this key location.

Coordinate delivery with the Creative Clyde, (Y)our River Park masterplan and Bridge Street / Jamaica Street upgrade initiatives.

Review the preparatory work undertaken by New Gorbals Housing Association and others for this crucial area of Glasgow's Southside. Scope out the brief for an adoptable masterplan. Make the business case to progress.

Seek approval to redraw City Centre boundary in City Development Plan to include full extent of Laurieston North / South Bank to include Norfolk Street and potentially Bridge Street subway station.

Procure, consult, design and conclude a North Laurieston / South Bank Masterplan for adoption / promotion of sites. Pursue funding to prioritise the reuse / retention of buildings at risk.

Monitor impact of North Laurieston / South Bank Masterplan. Continue to promote and deliver development sites.

Ongoing implementation / monitoring.

Glasgow City Council - DRS New Gorbals Housing Association
Glasgow City Heritage Trust landowners, developers, investors
creative industries / organisations
adjacent developer interests (e.g.. Urban Union / Drum Properties)

Local Policy / Planning

In tandem with other key locations along the river (including adjacent Tradeston) many consultees routinely cite the ongoing frustration at the lack of self starting regeneration in North Laurieston. The poor state of many buildings (several of notable built heritage significance) and the momentum of neighbouring regeneration efforts, give cause for concern amongst many consultees. This area is one of the last examples of pre-WW1 cityscape on the Clyde's Southside.

Given the extent and ambition of the ongoing Laurieston Transformational Regeneration Area (being progressed by Urban Union and NGHA), the longstanding desire to extend the City Centre to the Southside and recent progress to attract high profile redevelopment (and jobs) to Tradeston, it is essential that the four blocks between Carlton Place and Norfolk Street are prioritised for action.

There was widespread and enthusiastic support for this approach and several key stakeholders (NGHA, GCHT) are ready and keen to drive this initiative forward with others. many consultees could see significant merit in seeking to promote arts and creative industries as part of a mixed use urban quarter

Smart St. Enoch

Translating pilot projects emerging from Future City Demonstrator project into local DRFs. Development of a (Y)our Smart City Action Plan of projects to embed into public realm and development investment.

Review specific findings of St. Enoch DRF review of Smart Cities solutions and technology. Review 'maturity models' and cross check with ongoing initiatives with newly established Smart City Strategy Board. Coordinate sharing of dataset / knowledge between GCC, city's Universities (Urban Big Data Centre, City Observatory etc.) and others

Progress data sharing and analysis across key partners (GCC, Universities, Marketing Bureau (Glasgow Life), others). Agree (Y)our Smart St. Enoch action plan and funding / responsibilities with Smart City Strategy Board. Implement and monitor impacts.

Progress / pilot (Y)our Smart St. Enoch action plan with Smart City Strategy Board. Implement and monitor impacts.

Ongoing implementation / monitoring.

Smart City Strategy Board, Glasgow City Council, Urban Big Data Centre, City Observatory, Glasgow Marketing Bureau (Glasgow Life), 3rd party's datasets,

High Impact / National Project / Short to Long Term

Following the Future City Demonstrator project, Glasgow has a platform to develop a progressive and integrated Smart Cities Action Plan. There exists a significant dataset and expertise within Glasgow to capitalise on this investment to integrate Smart City thinking and technology to help assess impacts and confirm priorities for future investment.

Transforming (Y)our St Enoch

Action Plan

St. Enoch Brand

Beyond the St Enoch Shopping Centre and Merchant City place branding St. Enoch DRF area (and it's constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.

Review current status of marketing / branding for St. Enoch. Scope out a campaign / brief for a refreshed / focussed area branding.

Procure and conclude development of St. Enoch branding to align with new masterplan for the area. Liaise with existing investors / landowner / developers. Launch (Y)our St. Enoch branding.

Implement brand guidance. Promote St. Enoch - update collateral etc. Monitor impacts.

Ongoing implementation / monitoring.

Invest Glasgow, Marketing Bureau (Glasgow Life), Glasgow City Council, Glasgow Chamber of Commerce

High Impact / Local Project / Short to Medium Term

Many consultees / stakeholders reflected that the area /name is dominated by the Shopping Centre and any refocussed promotion of development sites should be accompanied by updated branding, which may be even more location / project specific given how diverse the St Enoch DRF area is.

St. Enoch Performance Monitor

Monitor progress and effectiveness of this action plan with reference to specific key performance indicators.

Review existing KPIs for monitoring delivery of City Centre Strategy, City Deal, etc. Scope out KPIs for St. Enoch DRF based upon DRF Objectives.

Trial and finalise monitoring regime. Consider scope to dovetail with Smart Cities agenda / action plan.

Adopt monitoring regime. Review applicability. Roll out for all DRFs

Ongoing implementation / monitoring using KPIs. Audit / review monitoring regime.

City Centre Strategy Board, Glasgow City Council

Procedure / Policy Short Term

To enable key partners to review progress in delivering / updating this action plan it is vital to establish KPIs. The measures of success need to be SMART (Specific, Measurable, Attainable, Relevant, and Time-Bound)

St. Enoch Conservation Area

Focussed redefinition of St. Enoch conservation area within Central Conservation Area.

Review and agree recommendation of a Conservation Area Appraisal, seeking a specific St. Enoch focus.

Undertake Conservation Area appraisal to identify new approaches to heritage buildings in the 2020s. Identify demonstration projects for long term vacant buildings with owners. Promote awareness of social and built heritage

Update Conservation Area policies. Implement findings of review reference awareness / interpretation of St. Enoch built / social heritage.

Ongoing implementation / application of policy. Monitor impacts.

Glasgow City Council, Historic Environment Scotland, GBPT, GCHT

Local Policy High Impact / National Project / Ongoing

Many consultees highlighted the significance of St. Enoch's heritage. It creates a distinctiveness for St. Enoch and connection to it's maritime / medieval history. Many felt that there is a need to refresh and apply the policy framework as it exists.

St. Enoch Heritage Property Fund

Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use. To include proactive planning/ conservation/building regs advice and match funding. Scope for pilot in St. Enoch to demonstrate best practice

Confirm principles with Glasgow City Heritage Trust/GCC and identify funds. Undertake appraisal and draft fund guidelines

Publicise & promote fund, identify priority projects (e.g.. North Laurieston / South Bank buildings at risk)

Complete two priority projects & deliver six successful funding application, Review progress and new applications

Complete additional two priority projects & deliver four successful funding applications.

Glasgow City Heritage Trust, Glasgow City Council, owners of heritage buildings, Historic Environments Scotland

High Impact / Local Project/ Medium Term

Several consultees reflected on the slow progress to secure long term uses for buildings at risk in the area. Fresh approaches to secure St. Enoch's heritage asset would be welcomed by stakeholders.

Transforming (Y)our St Enoch

Action Plan

Night-Time St. Enoch

Programme of events / trials to redefine St. Enoch as an attractive, safe and quality evening destination

Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.

Scope out potential seasonal events / activities (refer to (Y)our Temporary / Meanwhile Uses above) - develop funding / sponsorship to secure initial first year programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in St. Enoch.

Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven St. Enoch and improve marketability of area for further investment.

Continue to monitor impacts and deliver enhanced programme.

Glasgow City Council, Community Safety Glasgow, buildings owners / occupiers, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland

High Impact / Local Project / 'Quick Win' Short Term

Many consultees, including building occupiers / owners, St. Enoch Shopping Centre flagged up the lack of safe and attractive evening economy in the area. Several indicated desire to support / deliver events / activities to trial what could work in St. Enoch.

Many consultees indicated that St. Enoch needs to be redefined as a riverfront destination for evening economy and that this would assist in retaining / attracting business and future residents / investment to the area.

Clean and Well Maintained St. Enoch

Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre.

Review finding of operational services SWOT analysis and feedback from DRF consultation processes. Review recent changes in street cleaning, waste management and maintenance.

Confirm minimum standards / KPIs for street cleaning and maintenance. Review and monitor implementation and compliance with KPIs. Assess scope for Smart City and other new processes to pilot new ways of working to enhance outcomes.

Continue to monitor KPIs (and applicability of measures of successful performance). Seek updated feedback annually from public and city centre stakeholders to monitor environmental quality and public satisfaction.

Continue to monitor KPIs and review monitoring system.

Glasgow City Council, building owners / occupiers, SEPA

High Impact / City Centre Project / 'Quick Win' Short Term to Long Term

One of the most frequently recurring issues raised by public consultees is the maintenance and cleanliness of streets throughout central Glasgow. Notwithstanding investment in public realm most consultees complained about the poor quality of streets in Glasgow. Enhanced maintenance is a high priority issue for most consultees.

Dedicated St. Enoch Team

Dedicated staff resource to drive St. Enoch DRF regeneration - working with City Centre team and with specific focus on St. Enoch DRF area.

Develop business case to secure funding for dedicated officer(s) to take forward DRF Action Plan. Could involve the formation of an Arm's Length External Organisation / Joint Venture dedicated specifically to St. Enoch Masterplan regeneration.

Appoint dedicated officer(s) to lead / coordinate regeneration in St. Enoch DRF. Establish KPIs and monitor impacts.

Monitor impacts. Extend remit as appropriate.

Monitor impacts. Extend remit as appropriate.

Glasgow City Council and project partners

High Impact / Quick Win

Evidence from elsewhere, combined with observations of available resource, indicate that additional staff / expertise is required to support City Centre Strategy team and project partners to coordinate delivery of the ambitions of the DRFs. Regeneration in St. Enoch will require a higher level of public sector intervention to deliver sustained change.

Transforming (Y)our St Enoch

Action Plan

Creative River Clyde Corridor

Glasgow is renowned for being a creative city - following a cultural renaissance over the last 30 years. Creative industries and arts have driven regeneration in Glasgow and elsewhere. Help drive the River Clyde regeneration via a Creative Clyde Strategy

Review alignment between Culture and Tourism Strategies at city and national level. Scope out the potential of a Creative Clyde strategy.

Commission a Creative Clyde action plan. Bring together key local and national arts and creative industry practitioners, organisations and agencies to develop a shared vision for the River and Creative Glasgow. Confirm the vision / strategy and publish initial findings. Update this and associated DRF Action Plan. Pilot initial project along Clyde corridor.

Confirm Creative Clyde Action Plan and commence implementation - trial and test ideas via rolling programme of events. Seek funding to establish District and/or River artists-in-residence. Continue programme; implement, monitor and update.

Continue to implement, monitor and update in line with action plan.

Glasgow City Council, Glasgow Life, Creative Scotland, Scottish Government, Glasgow School of Art, WASPS, artists / creative industries, business / local community

Strategy / Tactical Interventions

High Impact / 'Quick Wins' to Long Term

Glasgow has international reputation for the artistic and creative talent in the city, especially with the St Enoch DRF area (Merchant City etc.). This creativity should be harnessed to pioneer and imagine new ideas for the River Clyde to host and make art / creativity.

Several consultees reflected on the opportunity to infuse Glasgow regeneration with art and culture. And that Glasgow regeneration successes have be driven by culture and creativity and this is what the River Clyde needs; from the Merchant City to the Digital Media Quarter (and beyond)