



Made in Sauchiehall and Garnethill Summary Document

Final Regeneration Framework for Sauchiehall
and Garnethill District

April 2016

**SAUCHIEHALL
STREET**
CITY CENTRE

Made in Sauchiehall and Garnethill

Summary Document

Final Regeneration Framework for Sauchiehall and Garnethill District

April 2016

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Executive Summary

The Sauchiehall and Garnethill District is the first of nine districts to see an area Regeneration Framework developed as part of the City Centre Strategy 2014-19.

This final report is the approved Regeneration Framework and action plan for the Sauchiehall and Garnethill District. It has built upon the consultative draft, incorporated the key findings from the public consultation, and includes a deliverable action plan. It is acknowledged that in a time of such financial constraints in the public sector, not all aspirations of the Regeneration Framework may be achieved. Nor will delivery of the Framework solely be the responsibility of the local authority.

It is critical that the Council continues to support the proactive resident and business communities whose engagement has contributed so significantly to this Framework. The most sustainable benefits will be those which are driven by the people who live and work in the District. The role of enabling and facilitating these stakeholders to deliver local improvements will therefore be a priority as the Framework is taken forward.

The methods of analysis used during the development of this report have centred around the underlying principle of placemaking – which is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalises on a local community's assets, inspiration, and potential, with the objective of creating public spaces that promote people's health, happiness, and well-being. In order to deliver a placemaking agenda, it must be underpinned by evidence.

This Framework therefore drew on a significant amount of new research and analysis on the experiential nature of the city centre to better understand how people use the area, and why experiences can differ significantly across the area and throughout day and night. The development period involved an extensive process of stakeholder engagement, data-gathering, surveys and various other methods of assessment that collectively produced an evidence base from which different potential regeneration initiatives have emerged.

The outcomes of this work were consolidated into a draft Regeneration Framework which has been clearly endorsed through the public consultation. The chief findings of that process are summarised in the Consultation Statement on page 14. This final report has therefore broadly retained the draft recommendations and the same structure of the draft report.

Overall the Framework confirms that the district of Sauchiehall and Garnethill contains a plethora of opportunities: a diverse and mixed population, thriving arts and cultural organisations, a vibrant night-time economy – particularly on Sauchiehall Street, a retail destination, good public transport links, and many buildings of historical significance.

However there are many challenges and much potential for improvement. The Framework therefore positions its proposals around four key strategies that focus on developing the district's local distinctiveness, enhancing resident amenities, improving physical connections, and cultivating the area's strong character of cultural diversity and entrepreneurship.

In addition, eight Key Projects are detailed at the end of the report. These are the aspirational, transformational initiatives that generated a great deal of support from the public consultation. The next stage for these projects will be a process of feasibility assessment as the costs, benefits and risks are looked at in detail. It is an exciting period for the District – and given the scale of the proposals these interventions will be programmed over a ten year period.

Annual reports and mid-term evaluation will be undertaken to ensure ongoing focus on core objectives and outcomes, and the first two years will look to complete the feasibility work, agree the final selection of Key Projects, and develop a detailed implementation plan that integrates with City Deal investment and the wider City Centre development agenda over the coming years. In the meantime however, funding is in place for the delivery of the first major project: Sauchiehall Avenue Phase 1, between Charing Cross and Rose Street. This will be the first stage in making transformational change in the district.



Background and Context

GLASGOW CITY CENTRE STRATEGY

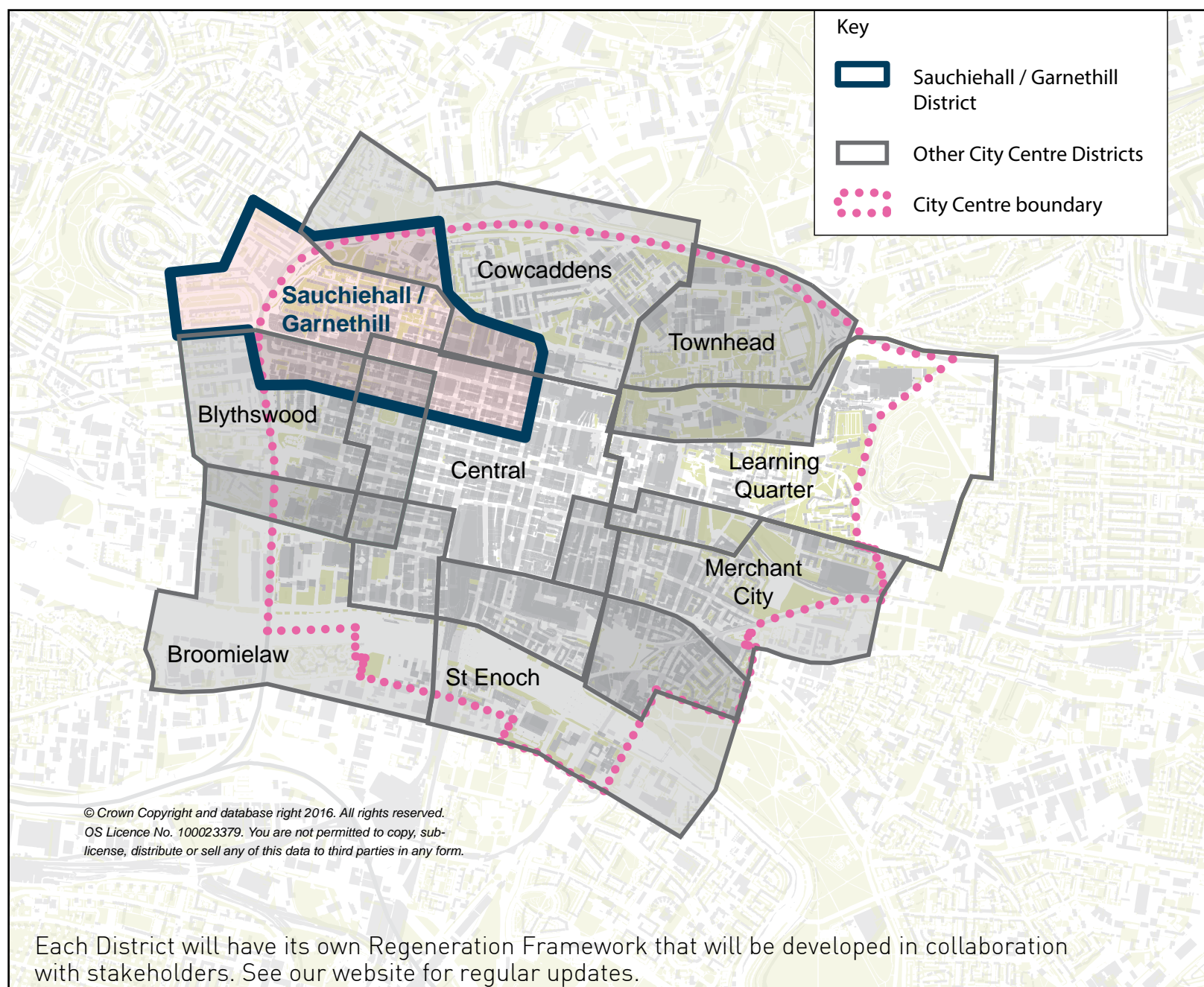
The City Centre Strategy 2014-19 went live in April 2014 as the first five year phase of a ten-year plan. The action plan included the development of a Districts Strategy for each of the nine established city centre districts. The Districts Strategy has two key elements:

- The development of a Regeneration Framework for all nine districts;
- The delivery of the “Avenues” programme of enabling public realm infrastructure. This is being taken forward through the city centre’s City Deal Strategic Business Case.

The Sauchiehall and Garnethill District was also selected as the pilot area for the first Regeneration Framework, and the development period since April 2014 has involved a detailed inquiry into present and future strengths, opportunities, and challenges. This process has been heavily influenced by the stakeholder engagement which was embedded into the process throughout.

CITY CENTRE DISTRICTS

The map below shows all the geographical locations of the City Centre Districts.



The District Today

Taking the views of local stakeholders into consideration, the Council also wished to gather an evidence base of data to help understand the key issues being raised.

Through analysing this data, one of the initial steps was to produce a baseline study which surveyed and assessed how the district is performing in relation to people activity, quality of place, and its social and economy values.

Some of the findings have been detailed below:

Potentials & Challenges

The District is an important destination for both shopping and working

But there are very few invitations to stay and enjoy Sauchiehall. There is very little car free space for activities to unfold and the very few benches in the district are for the most part concentrated along the pedestrianised part of Sauchiehall Street.

The district is well served by public transport in and out of Glasgow

But the district suffers from very poor connections for pedestrians and cyclists in and out of the district.

The district has high volumes of pedestrians throughout the day as people commute

But in general the district suffers from poor quality conditions for walking.

Sauchiehall Street is an important spine in the district with a lot of pedestrian activity

But this activity is very concentrated and does not spill out to the other streets in the district.

The city is committed to developing its network of cycle lanes and tracks as proposed in the City Centre Transport Strategy.

But at the moment the District has limited and poorly connected provision for cycling.

The District is rich with an active public life at night particularly on Sauchiehall Street.

But the strong night time economy is also associated with issues of noise and disruption, and perceived lack of safety.

The District has a richness of cultural and educational institutions in close proximity to each other.

But these institutions do not have a strong public presence in the district, and the public realm surrounding the institutions do not invite for engagement with the institutions nor support public life.

The District has a rich history with a number of fine and historic buildings.

But the streetscape suffers in many places from bad maintenance and untidiness from litter and commercial waste on the street.

The District is in close proximity to some of the city's big green areas such as Kelvingrove Park and Blythswood Square.


But the district has very few quality areas of its own green space. This poses a challenge in relation to the attractiveness of the district.

With the many cultural and educational institutions, the District has the potential to expand its rich and diverse public life

But the public life in the district is characterised by passive activities such as standing – in many cases waiting for transport, waiting to cross the street, queuing for an ATM or smoking outside a building. There is a lack of public space, where people can gather and mingle.

Four Strategies


The four strategies are organised with themes related to the qualities of this local, particular and special place. While these titles allow a way to organise the issues and objectives, the Council will enable a co-creative transformation of the place and its people with integrated collaborative processes and by cross-referencing themes. Their headline priorities are summarised below.



At home in
Sauchiehall and
Garnethill

A LIVING DISTRICT

- Strong and safe neighbourhoods
- Local, everyday and accessible services
- Active landlords and tenants
- Diverse and affordable housing
- Healthy and active lifestyles



Sauchiehall
and Garnethill
on the move

CONNECTED & MOBILE

- Connected network for pedestrians and cyclists
- Create improvements in public space that invite people into the district and the city centre.
- Prioritise pedestrians
- Reconnect people and place across the M8
- Attractive, frequent, safe public transport



Grown in
Sauchiehall and
Garnethill

LOCAL DISTINCTIVENESS

- A high quality public realm
- A green district, healthy & sustainable
- Diverse and Mixed Functions
- Maximise use of local community assets
- Capitalise on Cultural institutions
- Preserve Cultural diversity



Made in
Sauchiehall
and Garnethill

A VIBRANT DISTRICT

- Vibrant invitations and programming
- Support Local Talent
- Support independent retail & strong business district
- Support for Skills and Employment
- Create a Local Currency
- Foster street vending and performance



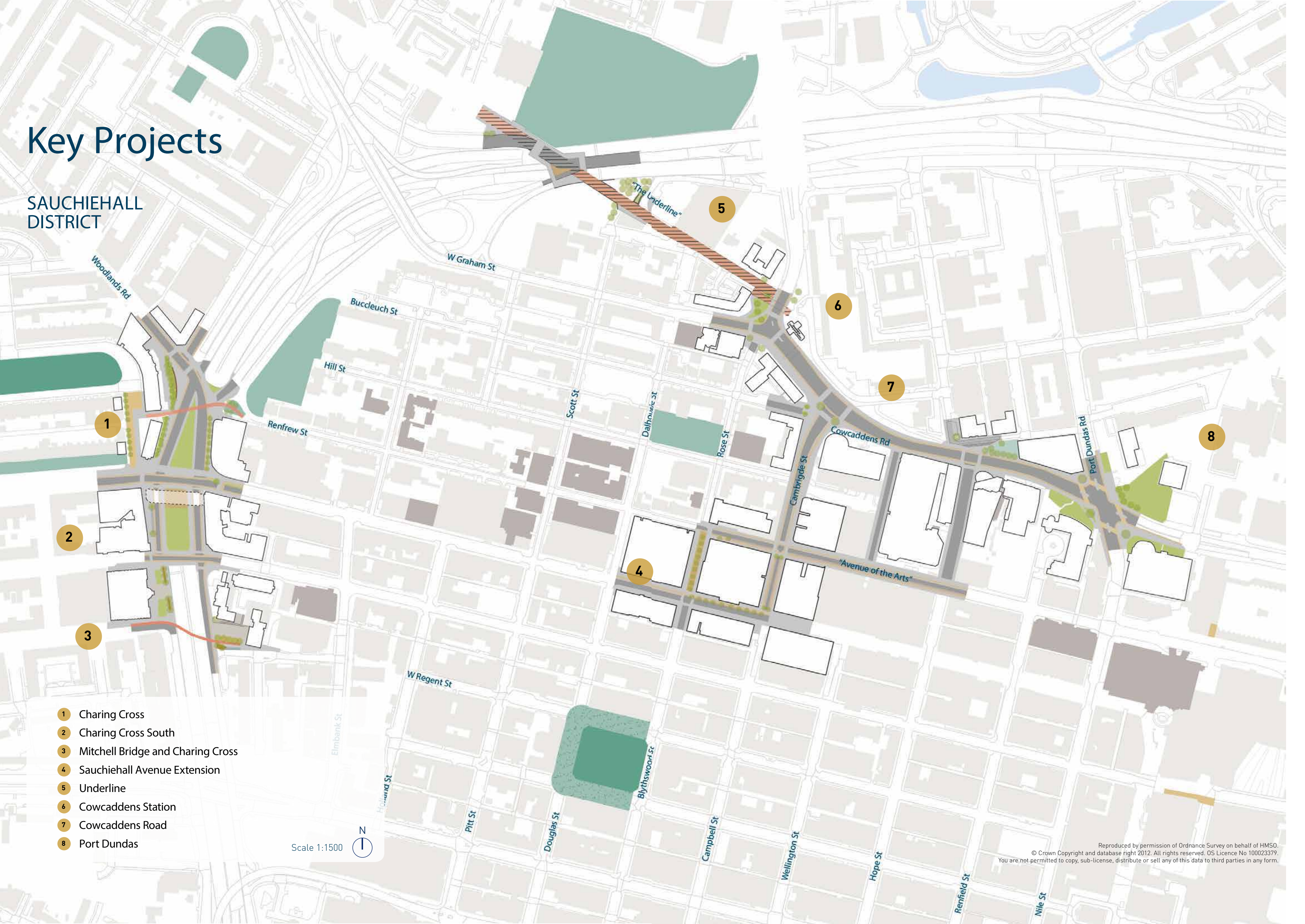
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Key Projects

SAUCHIEHALL DISTRICT

- 1 Charing Cross
- 2 Charing Cross South
- 3 Mitchell Bridge and Charing Cross
- 4 Sauchiehall Avenue Extension
- 5 Underline
- 6 Cowcaddens Station
- 7 Cowcaddens Road
- 8 Port Dundas

Scale 1:1500



Making the change

KEY PROJECTS

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1. Charing Cross North

What is the need?

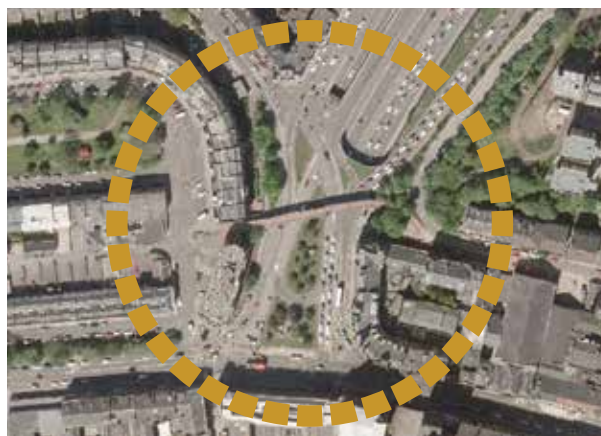
The current traffic management arrangements do not encourage walking or cycling; the experience can be unwelcoming, inconvenient, confusing, time-consuming, and can feel unsafe.

What is proposed?

Improved physical links between the District and the parts of the city west of the M8 for pedestrians and cyclists, with some small public space improvements to enhance the area.

What are the challenges?

Reallocating capacity from motor traffic to walking and cycling.



2. Charing Cross South

What is the need?

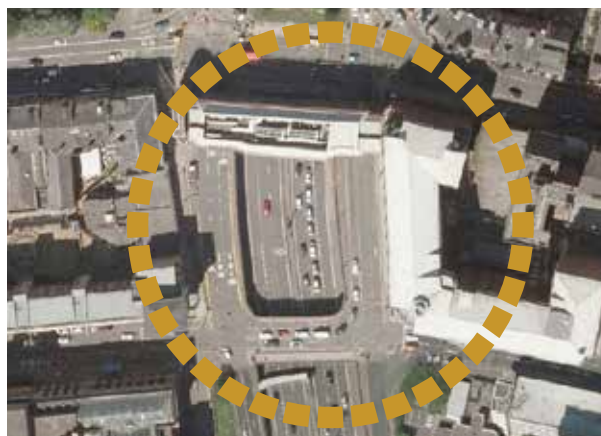
Impact of M8 not only severs the city centre from its western edges but also contributes to noise and air pollution, discouraging any activity other than travelling through as quickly as possible.

What is proposed?

A roof garden "cap" over the M8 cutting, improved walking and cycling facilities, lane reduction on Bath Street bridge, tree planting.

What are the challenges?

Feasibility and cost of capping over the M8 cutting.



3. Mitchell Bridge and Charing Cross Station

What is the need?

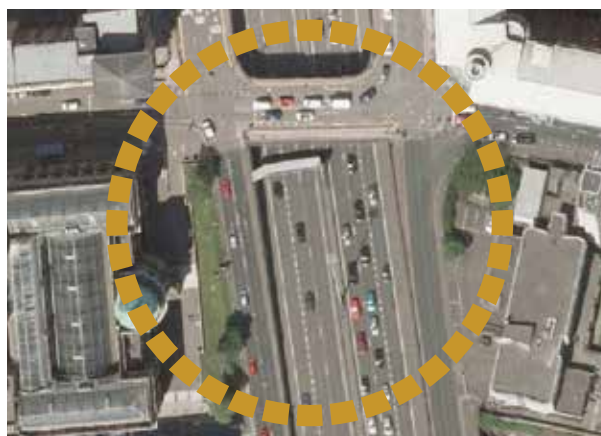
The M8 has somewhat isolated the Mitchell Library, which needs to be reconnected with the city centre to the east including Charing Cross Station.

What is proposed?

Public space improvements around the library, Charing Cross Station and adjacent streets, a new foot/cycle bridge over the M8.

What are the challenges?

Feasibility and cost of the proposed new bridge.



4. Sauchiehall Avenue Extension

What is the need?

Inefficient road traffic system damages the area's environmental quality and the experience for pedestrians, cyclists and visitors.

What is proposed?

Extension of Phase 1 Sauchiehall Avenue treatment with possible removal of pedestrian area to Cambridge Street, improved footways, cycle facilities, crossing arrangements around the project area.

What are the challenges?

Demonstrating that any actual/perceived loss of pedestrian amenity on the currently pedestrianised part of Sauchiehall Street.



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5. The Underline

What is the need?

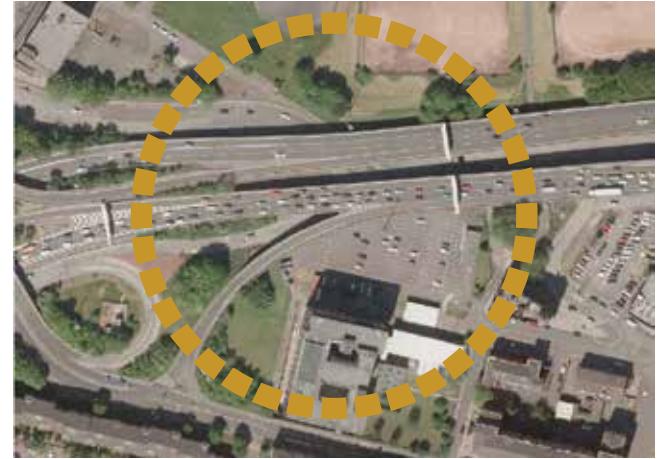
The M8's construction allowed walking and cycling underneath the route along the alignment of Great Western Road and New City Road, but the route has no street life or animation, and does not maximise opportunities for land use.

What is proposed?

A large-scale public realm project to create a strong visual identity for the "Underline"

What are the challenges?

Managing the impact of required junction and signal improvements, and the costs of upgrading the full area's public realm.



6. Cowcaddens Station

What is the need?

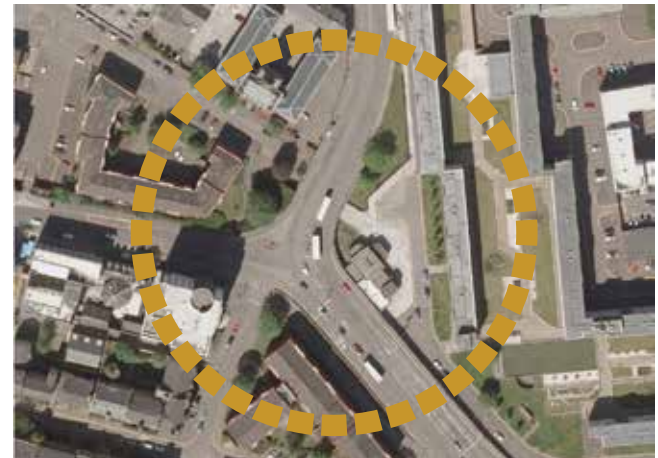
There is motor traffic domination at the expense of walking and cycling, removing any sense of place at what could be an important orientation and decision point for people.

What is proposed?

Public space improvements across the area, new footways, cycle lanes and pedestrian/cycle crossing facilities.

What are the challenges?

Relocating physical space and time away from motor traffic, and engineering feasibility of finding space for proposed new footways.



7. Cowcaddens Road

What is the need?

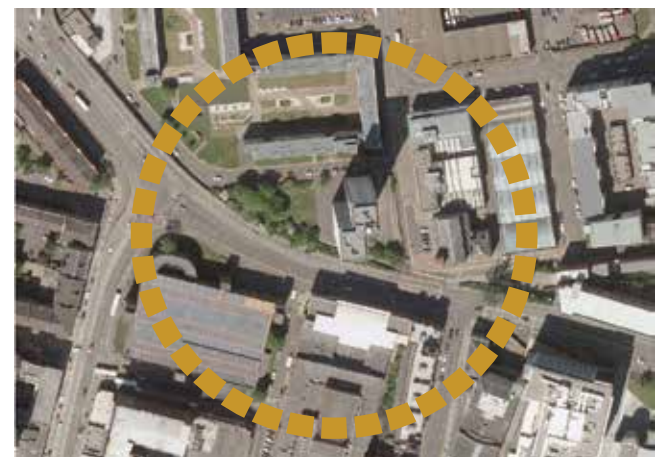
This corridor is dominated by motor traffic yet could be transformed into a pedestrian-friendly street that encourages a socially and economically viable street life.

What is proposed?

Improved footways, cycle facilities, and public realm improvements across the project area.

What are the challenges?

Engineering and cost feasibility, and obtaining agreement to relocate physical space and time away from motor traffic. A masterplan may be the best way of progressing this scheme to allow for the potential for change/development on adjacent sites.



8. Port Dundas Junction

What is the need?

The desirability of transforming a highway and junction layout that is predicated on the convenience of movement by motor vehicle into one that is appropriate for a city that aspires to be people-focused.

What is proposed?

Improved pedestrian and cycle crossing facilities, greening, changes to traffic layout.

What are the challenges?

Engineering and cost feasibility, and obtaining agreement to relocate physical space and time away from motor traffic.



Planning Policy

Background

The City Plan 2 and the proposed City Development Plan for Glasgow both support the city centre's major employment role, including retail, financial and business services, higher education, tourism, and other complementary and supporting functions that befit a world-class city. The key priority is to maintain the attractiveness of the city centre as an investment location and both plans fully recognise and support the unique position of the city centre as the sustainable, regional centre of the west of Scotland, and a destination of international significance.

Supplementary Guidance

The Regeneration Framework will become Supplementary Planning Guidance once it is approved. This allows it to have the status of a material consideration, and it will be referenced and used in the determining of all development decisions in that District.

Once the City Development Plan is adopted and the City Centre Strategic Development Framework (SDF) becomes statutory guidance post adoption (anticipated for Summer/Autumn 2016), the Planning Policy section of the Regeneration Framework will be absorbed into the City Centre SDF, becoming statutory guidance and part of the City Development Plan.

Regeneration Framework Updated Planning Policies

Encouraging and supporting mixed-use districts is one example of how local characteristics and density can work together to make a world class city centre along with sustainable transport and the necessary infrastructure to accommodate it. As such the city centre districts may require different planning policies to help achieve and encourage their own regeneration.

The full Regeneration Framework contains details of the policies that have been updated in the Sauchiehall and Garnethill District.



PROJECT	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
KP1 Charing Cross North Objective is to reconnect the western end of Sauchiehall St with the West End through improved cycle/ped infrastructure	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding.	Stage 2: Traffic modelling, demo project, detailed design, TRO.	FINAL Stage: Procurement and project delivery.							
KP2 Charing Cross South Objective is to create a new garden space over M8 corridor to improve east/west ped movement and combat air and noise pollution.	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding, business case (BC).	BC approval (Exec Comm)	Stage 2: Traffic modelling, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc Project scope dependent on Committee decision and outcome of feasibility for KP2 and KP3.						
KP3 Mitchell Bridge & Charing Cross Landscape and connection improvements around Library. Includes pedestrian bridge option to be considered alongside M8 garden space cap	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding, business case (BC).	BC approval (Exec Comm)	Stage 2: Traffic modelling, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc Project scope dependent on Committee decision and outcome of feasibility for KP2 and KP3.						
Connected and Mobile (C&M) strategy Improving physical connections	Stage 1:C&M Planning period.	FINAL Stage: Delivery period: improving pedestrian/cycle connections, new bike-hire stations, integration with Key Projects, public transport options.								
A Living District (ALD) strategy Enhancing resident amenities	Stage 1: ALD Planning period.	FINAL Stage: Delivery period: stakeholder engagement plan, develop partnerships, residential strategy, community initiatives, outdoor spaces and leisure activities.								
A Vibrant District (AVD) strategy Supporting local business and event activity	Stage 1: AVD Planning period.	FINAL Stage: Delivery period: vacant space initiatives, event activity & management, business engagement, local skills & employment options, local currency review.								
Local Distinctiveness (LD) strategy Developing the district's unique aspects	Stage 1: LD Planning period.	FINAL Stage: Delivery period: public space enhancements, testing of new planning policies, community asset options, engaging with cultural institutions.								
KP5 The Underline Proposal is for a new linear public realm project along the alignment of Gt Western Rd and New City Rd. to link Sauchiehall with West End	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding, business case (BC).	BC approval (Exec Comm)	Stage 2: Traffic modelling, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc Project scope dependent on Committee decision and outcome of resolving land ownership issues.						
KP6 Cowcaddens Underground Station Proposal is to improve walking and cycling links and infrastructure around the station	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding.		Stage 2:Traffic modelling, demo project, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc. Project scope dependent on feasibility and traffic modelling.						
KP7 Cowcaddens Road Public space treatment and greening at key locations, improved ped/cycle infrastructure	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding.		Stage 2: Traffic modelling, demo project, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc. Project scope dependent on feasibility and traffic modelling.						
KP8 Port Dundas Junction Improve ped/cycle links around the junction with public realm/greening at key locations	Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding.		Stage 2: Traffic modelling, demo project, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc. Project scope dependent on feasibility and traffic modelling.						
KP4 Sauchiehall Avenue Phase 2 Proposal is to extend phase 1 with option of reintroducing vehicle traffic to part of Sauchiehall St, plus ped/cycle and public space improvements in adjacent areas			Stage 1: Feasibility, surveys, Committee(s), outline design, public engagement, funding.	BC approval (Exec Comm)	Stage 2: Traffic modelling, demo project, detailed design, TRO.	FINAL Stage: Procurement and Project delivery tbc. Project scope dependent on Committee decision and the wider City Deal programme for city centre.				



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