

(Y)our Learning Quarter

Regeneration Handbook



**What can we
do for (Y)our
Learning
Quarter?**

**Glasgow City Centre
District Regeneration Frameworks**

April 2023

CLIENT



Glasgow City Council

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Spatial Data Analysis



Sustainable Engineering

Introduction

Vision + Framework + Action Plans = Handbooks for Change

This District Regeneration Framework (DRF) sets out a future plan to deliver transformational change in Learning Quarter. Each of the 9 Districts identified in Glasgow's City Centre Strategy will have a DRF.

The approach and purpose is twofold: central and core is improving quality of life for all Glaswegians and, secondly, promoting strategic interventions to contribute to the larger, overarching goals for the city.

This DRF is intended to be a Handbook for Change; describing future ambitions for Learning Quarter and providing a practical manual to enable partnership working and guide delivery.

The issues and ideas captured in this DRF have been developed in collaboration with communities and stakeholders, drawing upon observations, fieldwork and analysis of an extensive evidence base.

The DRF contains many ideas and proposals which are based on an extensive review of local context, opportunities, constraints and conditions underpinned by substantial analysis, data and community engagement. This is intended to be a collaborative document which will require public, private and third sector partners to deliver. Not all proposals will be progressed and those that will be explored are detailed in the accompanying Council Committee Report.

Where this DRF Handbook fits in

Each District defined in Glasgow's City Centre Strategy will have a District Regeneration Framework (DRFs). The first five have been prepared in two phases covering; Sauchiehall and Garnethill, Broomielaw, St. Enoch, Central and Blythswood Districts.

This DRF is one of four covering the North-East half of Glasgow City Centre. In combination this third and final phase consists of Cowcaddens, Townhead, Learning Quarter and Merchant City.

Each DRF should be read in conjunction with the accompanying (Y)our NE Districts: Combined Regeneration Handbook, and supported by the (Y)our Engagement Report.

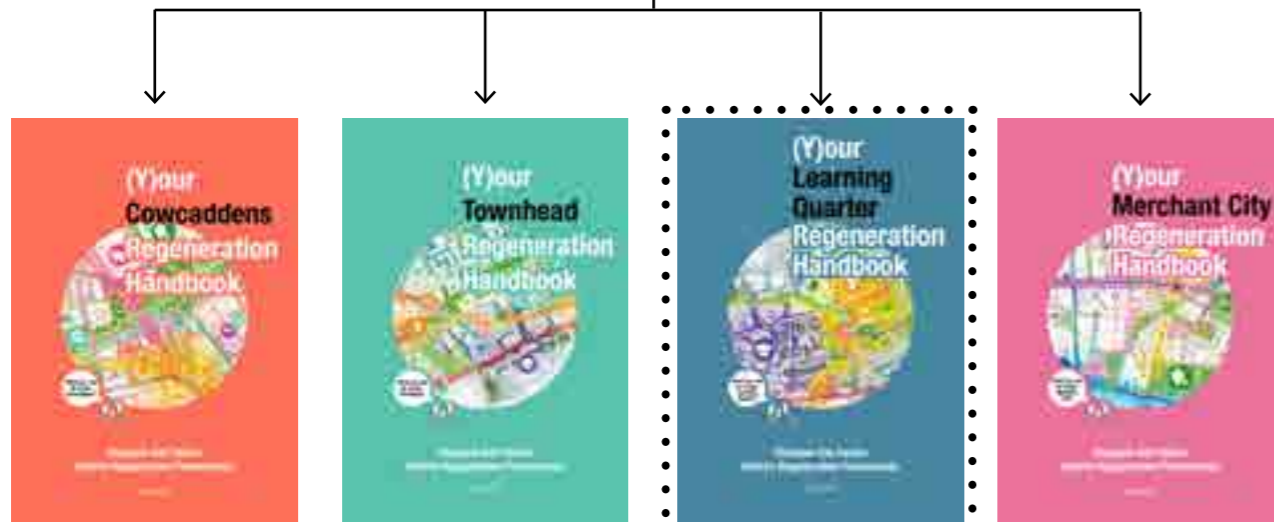
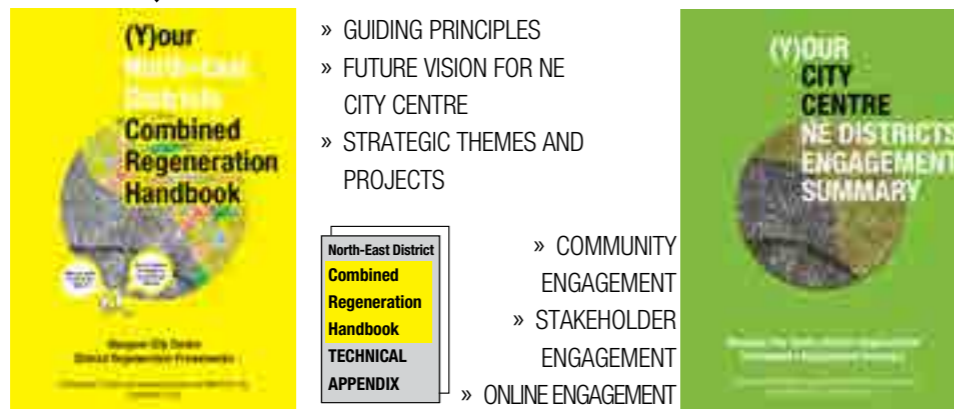
The ideas and projects proposed in all DRFs should be considered a 'Shared Action Plan' for all stakeholders with an interest in or responsibility for each District. This is in line with the Scottish Government's 'Place Principle' which, "all those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people taking a collaborative, place-based approach." The DRFs have been prepared in line with the Place Principle and project delivery should continue to embed this approach.



INTERNAL STUDY DOCUMENTS



PUBLIC DOCUMENTS



Planning Policy

The NE Combined Regeneration Handbook takes account of the wider policy context in Glasgow, including the recently published City Centre Strategic Development Framework (SDF) and other relevant SDFs. The SDFs provide supplementary guidance for Glasgow’s City Development Plan, with the latter informing all planning and land use regeneration

decisions in Glasgow. It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan and City Centre Strategic Development Framework.

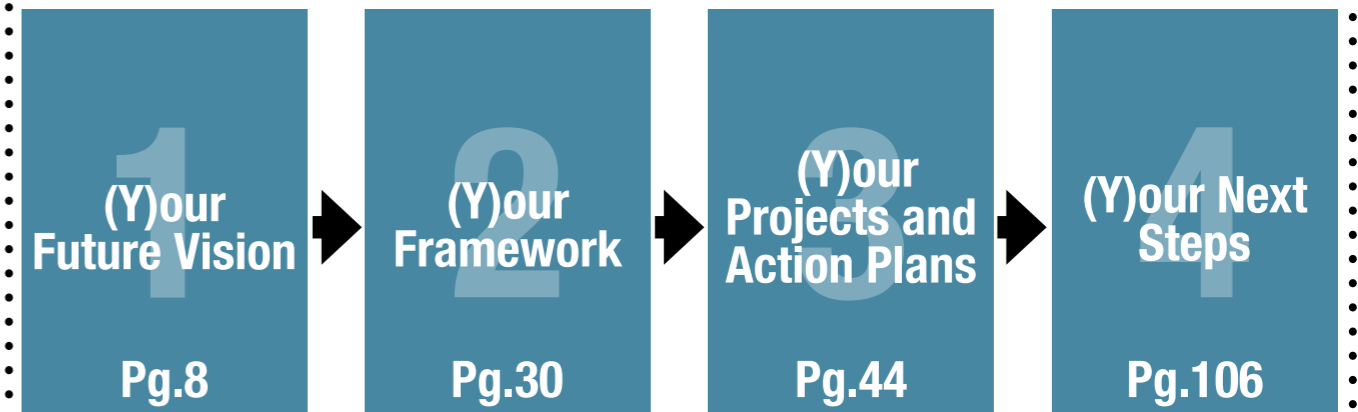
(Y)our user guide

(Y)our City Centre > (Y)our Learning Quarter

The DRF project team were appointed in March 2020. Work has progressed during the Covid pandemic and the subsequent lockdown. Fieldwork, online research and many virtual meetings have occurred to gather the evidence base, canvass opinions and co-design ideas. Continuing to work in collaboration will be fundamental to successfully deliver the vision, projects and objectives outlined in this DRF Handbook.

The DRF team are indebted to everyone who has participated in the project; generously sharing time, energy, evidence, ideas, inspiration, hopes, dreams, commitment, practical guidance and solutions to do what needs to be done in Glasgow city centre. So, this DRF has a people-focus and is about the future of Your City Centre and Our City Centre; working together, collectively, we can transform (Y)our Learning Quarter.

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How to use this DRF Handbook

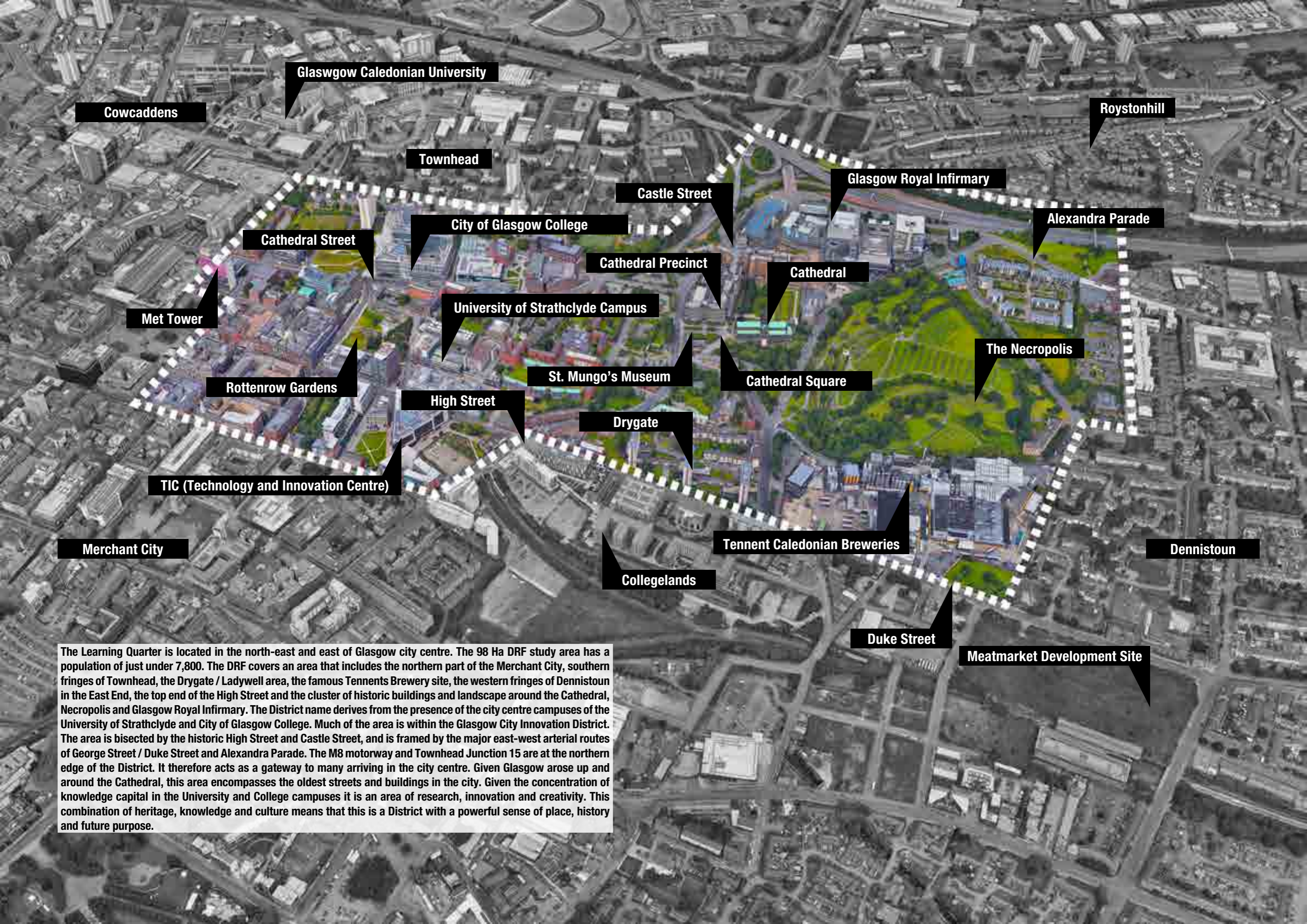
This DRF Handbook is a reference guide for anyone with an interest in the future regeneration of Learning Quarter in Glasgow City Centre.

The DRF outlines a future **Vision** for Learning Quarter; setting ambitions and objectives for the place. The Vision is elaborated in a **Framework**, indicating what goes where, and why. The Framework is supported by a pack of Project Cards in an **Action Plan** indicating who needs to work with who and how to progress the ideas in to action. DRF Action Plan and Project Cards are prioritised in a DRF **Scorecard** and **Quick Wins** outlined in the **Next Steps** section.

It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan (CDP) and City Centre, North and Inner East Strategic Development Frameworks.

The DRFs are consistent with, and support, the CDP Strategic Objectives of:

- 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



Glasgow Caledonian University

Cowcaddens

Roystonhill

Townhead

Castle Street

Glasgow Royal Infirmary

City of Glasgow College

Alexandra Parade

Cathedral Street

Cathedral Precinct

Cathedral

Met Tower

University of Strathclyde Campus

Rottenrow Gardens

St. Mungo's Museum

Cathedral Square

The Necropolis

High Street

Drygate

TIC (Technology and Innovation Centre)

Tennent Caledonian Breweries

Merchant City

Collegelands

Dennistoun

Duke Street

Meatmarket Development Site

The Learning Quarter is located in the north-east and east of Glasgow city centre. The 98 Ha DRF study area has a population of just under 7,800. The DRF covers an area that includes the northern part of the Merchant City, southern fringes of Townhead, the Drygate / Ladywell area, the famous Tennents Brewery site, the western fringes of Dennistoun in the East End, the top end of the High Street and the cluster of historic buildings and landscape around the Cathedral, Necropolis and Glasgow Royal Infirmary. The District name derives from the presence of the city centre campuses of the University of Strathclyde and City of Glasgow College. Much of the area is within the Glasgow City Innovation District. The area is bisected by the historic High Street and Castle Street, and is framed by the major east-west arterial routes of George Street / Duke Street and Alexandra Parade. The M8 motorway and Townhead Junction 15 are at the northern edge of the District. It therefore acts as a gateway to many arriving in the city centre. Given Glasgow arose up and around the Cathedral, this area encompasses the oldest streets and buildings in the city. Given the concentration of knowledge capital in the University and College campuses it is an area of research, innovation and creativity. This combination of heritage, knowledge and culture means that this is a District with a powerful sense of place, history and future purpose.



(Y)our Future Vision

What are the future place ambitions? What are the objectives for Learning Quarter? What needs to change?

The Learning Quarter's identity is defined by the cluster of cultural and built heritage on the one hand, and the presence of renowned knowledge and innovation institutions on the other. This dual character offers clear starting points for further development.

The university is a recognisable cluster, but its campus is currently fairly introverted. The campus deserves to be opened up both spatially and in terms of its role for the city. By establishing new connections, its integration in the surrounding network is improved, with a special focus on active travel. The area can become more attractive for a wider group of users by opening up buildings and enriching activities and events catering to more diverse users. **The upgrade of open spaces into quality, pleasant green spaces provides a strong basis for the development of an attractive, lively district.** The Medieval Cluster deserves improved accessibility and spatial quality to celebrate the historic grounds of the city. The High Street should become an important North-South axis again by a series of fundamental interventions in mobility and public space design, and an impulse for local retail, leisure and tourism.

Learning Quarter's strengthened positioning as an inspiring, historic innovation hub forms the basis for the spatial framework for its future development, elaborated in Chapter 2, and the Projects and Actions to deliver outlined in Chapter 3.

Future North-East City Centre

The NE Districts present an opportunity to redefine Glasgow's City Centre for the rest of the 21st Century; a fresh, diverse and dynamic place which complements the rest of the City and the best of what's there already. **Now is the time for an holistic approach to enhance the whole of Glasgow, and its City Centre. Starting here.**

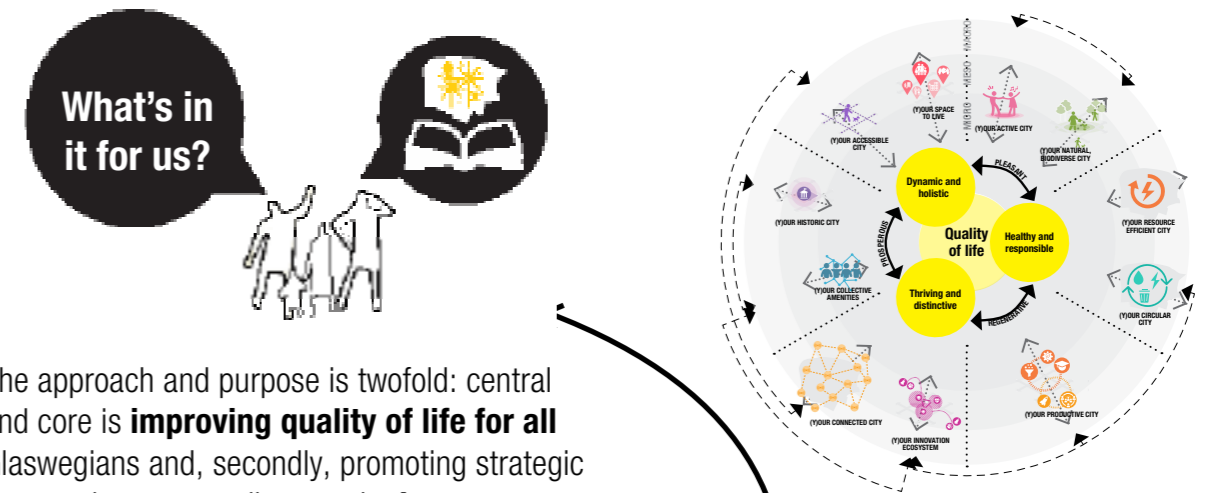
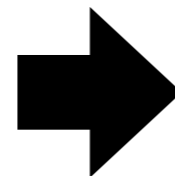
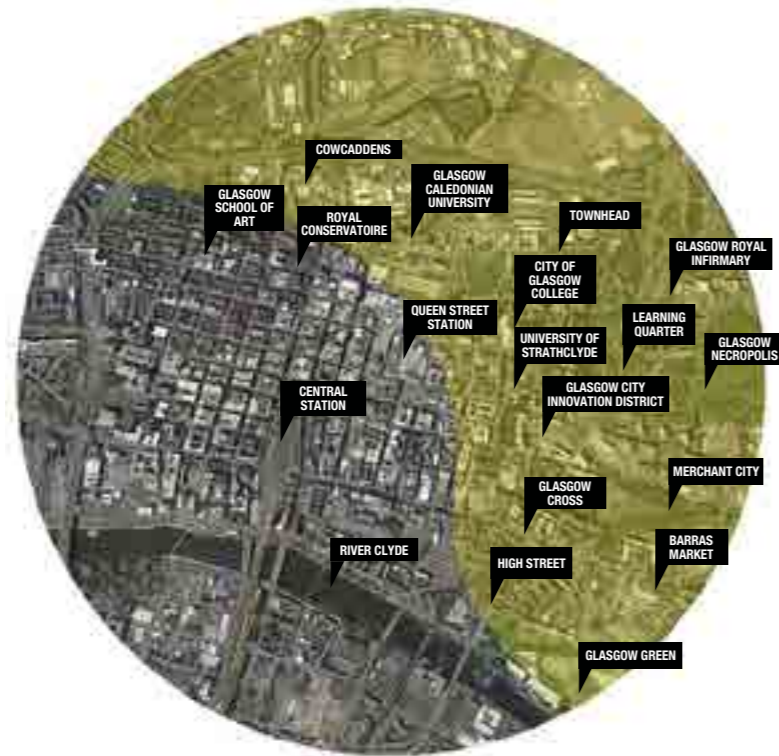
Here is an opportunity to transform the everyday city and quality of life for all in these Districts and contribute to the performance of the city centre and city as a whole. The NE Districts become the key to unlock, and link up, complementary action in the rest of the City Centre and across communities throughout the city-region. This is, therefore, a project of local, regional and national importance. Glasgow City Centre feels and functions as two distinct parts; the core and dense South-West grid and the more fragmented North-East that has been overlooked for a long time and is not well served.

The Yin Yang diagram implies that the NE District will complement rather than copy or compete with what already goes on elsewhere in the City Centre. Both halves of the city can come together to become more than the sum of their parts – achieving synergies by thinking and planning holistically.

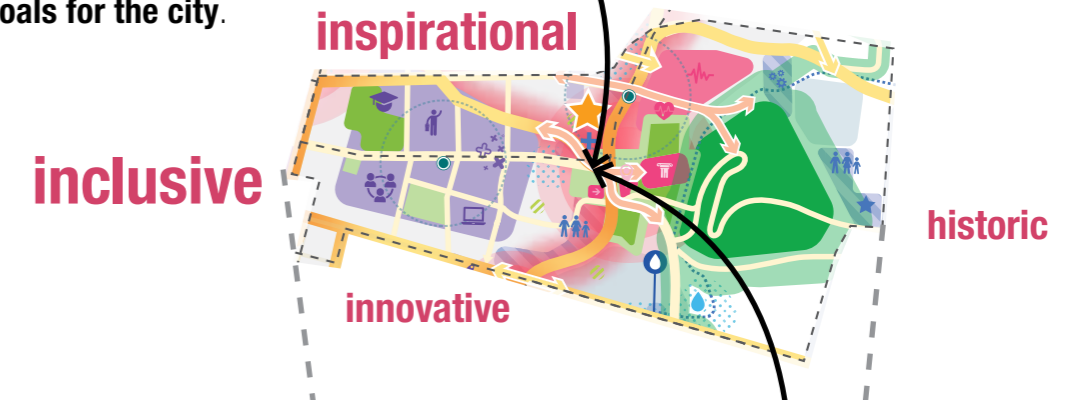
The Learning Quarter takes up an intriguing and important dual position within this wider concept. On the one hand it is home to Glasgow's roots: it is where the city started. On the other hand, it is a hub of education and innovation, contributing to the future of the city as well. The combination offers great potential for attractive, inclusive and meaningful placemaking. An 'upgrade' on multiple levels is proposed to enable this part of the city to truly fulfill this potential.

Glasgow's story started here. Glasgow's next chapter starts here, too...

Making the shift from a disjointed to a high performing, complementary City Centre that is diverse, dynamic and inclusive.



The approach and purpose is twofold: central and core is **improving quality of life for all** Glaswegians and, secondly, promoting strategic interventions to contribute to the **larger, overarching goals for the city.**



Strengthen and enhance the identity and characteristics of (Y)our North-East City Centre with a fundamental and authentic 'upgrade'.



(Y)our Future Learning Quarter

The Learning Quarter has a remarkable dual character: on the one hand it brings us back to where Glasgow started, and on the other it offers a glimpse of the future.

The cultural and built heritage of Glasgow Cathedral, the Necropolis and the Royal Infirmary are at the heart of the city's community. Formerly isolated from the city, these urban clusters and city campuses are opened up and the public is invited in: to wander and relax in Necropolis Park, for a peaceful moment in the Cathedral, or to access modern therapeutic environments to boost health and provide care at the Royal Infirmary. **This mindful atmosphere, paired with convenient and welcoming public space and wayfinding, proves attractive** to Glaswegians and tourists alike.

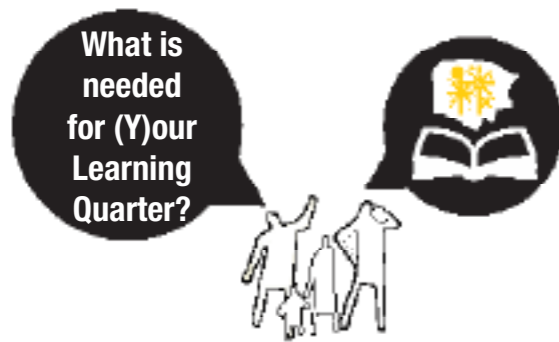
The **knowledge hub formed by the University of Strathclyde / City of Glasgow College's campus developments and the Innovation District** has strongly anchored itself in the city, carrying out pioneering research of international importance while also catering to the needs of local communities. Local folk are warmly welcomed on campus to access facilities, and actively invited to be inspired as citizen scientists and contribute applied research. **The embedded education and innovation institutions in the urban fabric also helps realise the potential of the Innovation District (and city beyond) to be a Living Lab;** where new concepts and prototypes are tested in real-life contexts to benefit local communities. Here the established knowledge institutions collaborate with public sector agencies and emerging and established (local) entrepreneurs and innovators; this is where the triple helix is spatialised within the Innovation District.

All of the above adds up to the **Learning Quarter as an attractive place to live.** Quality housing meeting more diverse needs has been added in gaps in the urban fabric and along the fringes of the District, and accessibility and wayfinding has been substantially improved: not only connecting to the other City Centre Districts, but also to new developments in the east. The **vibrant High Street functions as a key connector** bringing together Glaswegians and visitors alike to rejuvenate the oldest streets in the city. Glasgow starts it's oldest and newest stories here...



Main issues

Issues that require attention and action



- Retain and attract residents with improved quality of living on local level, with great public amenities / facilities
- Enable partnership working between Universities, College, GRI and other public institutions within a network of alliances to drive innovation economy
- Open up enclosed spaces (GRI, Cathedral, Necropolis, HE/FE campuses, Tennents Brewery, Cathedral Square) and create inviting frontages and attractive public destinations
- Improve active travel and public transport networks and significantly reducing traffic (specifically on High Street / Castle Street)
- Ensure District acts as a gateway from the East End (notably Duke Street and Alexandra Parade)
- Improve connections and routes to all surrounding neighbourhoods including paths south towards Glasgow Green / River Park, north across the M8, west through the campuses to Buchanan Cluster / Queen Street Station
- Enhance the setting of historic landmarks and monuments to integrate in to the cityscape and improve accessibility (and interpretation) for local communities and visitors alike
- Boost climate neutral Innovation District initiative

For some of these ambitions, joint development with other areas and Districts is required:

- Cowcaddens and Townhead are leading in the development of the new production hub of the north-east, which should have a strong relation to the innovation and knowledge development in Learning Quarter
- Sharing university facilities and student housing with Townhead.
- Establishing stronger connections to the historic cluster involves interventions affecting Townhead
- Reconnect East End and Central District with a network of public spaces, routes and destinations
- Merchant City: extended (biophilic) path network tracing across inner East End from north Glasgow, through Cathedral / Necropolis cluster, Calton / Barras to Glasgow Green / River Park and beyond

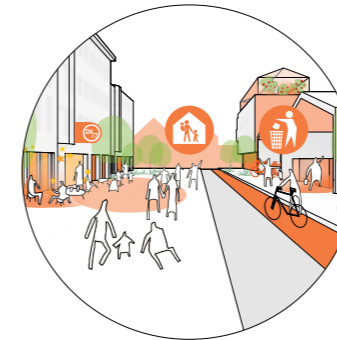
Ambitions

Place-specific goals

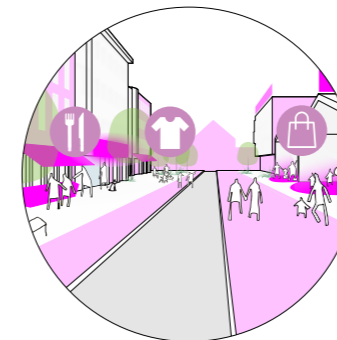
1 Attractive, green urban environment



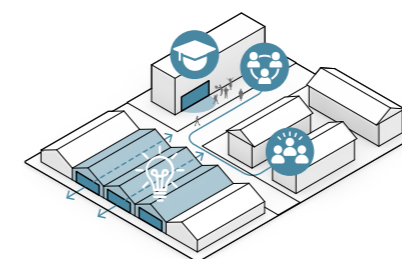
2 Provide quality and diverse housing options



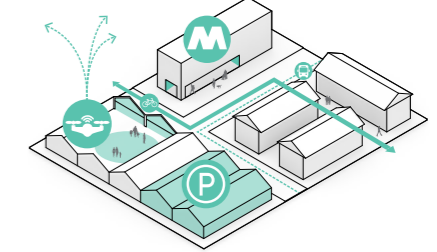
3 Key destination and community hub



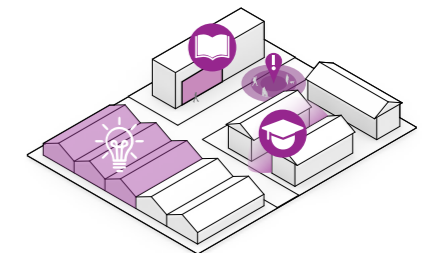
4 Experiment with and implement innovation in the city: living labs



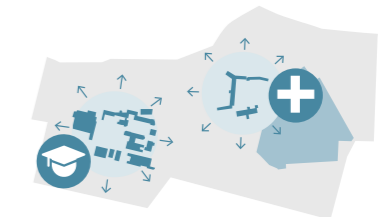
5 Integrated and efficient mobility



6 Strengthening alliances between established institutions



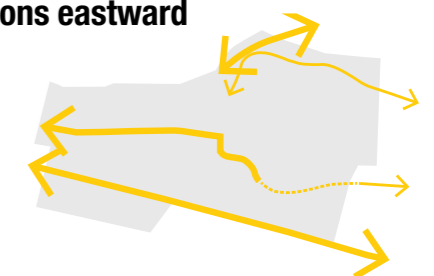
7 Open up enclosed spaces: Royal Infirmary, Cathedral, Necropolis, HE/FE campuses, Tennents Brewery, Cathedral Square



8 Enhance historic character of the District



9 Gateways to East End: restore connections eastward



Core values

What does the future Learning Quarter stand for?

Building on the District's existing and potential qualities, there are several main characteristics that will inform and guide future actions and development. These core values can be used as a tool to determine what interventions are needed and whether proposed developments or transformations of the urban fabric fit the District's character as a historic, innovative and welcoming environment.

HISTORIC

The historic landmarks and built heritage of the Cathedral precinct, Necropolis, High Street and the Royal Infirmary are powerful emblems of the District: this is where Glasgow started. The cultural and built heritage should be celebrated, opened up, and easily accessible to become true community assets, frequented by both Glaswegians and visitors alike.

- Reinforce the potential of the cultural and built heritage in the District, as community and economic assets
- Improve the historic centrality around High Street
- Create logical and accessible routes to the historic quarter (Royal Infirmary, Cathedral, Necropolis)
- Bring back historic street patterns in a contemporary interpretation
- Restore, maintain and reuse heritage buildings

INNOVATIVE

The collaboration between higher/further education institutes in the area reinforces the potential of Glasgow's Innovation District. In this way, a systematic network of collaboration is created, involving different stakeholders: researchers, academics, entrepreneurs, public agencies, universities, institutes and citizen scientists, involved in the creation, prototyping, validating and testing of new services, products and systems in real life contexts and spaces. The city as a Living Lab.

- Establish a physical and non-physical network to enable collaboration in an innovative ecosystem translating ideas into applied outcomes.
- Establish an open innovation network between higher education and Royal Infirmary
- Exchange and collaborate with the community on knowledge, skills, materials and facilities
- Connect local business to university courses
- Creating a recognisable and linked collection of public space and facilities in the Districts (water points, book cafés/library, study help desks)

WELCOMING

Learning Quarter welcomes Glaswegians, (inter)national talent and tourists alike: in the District's historic landmarks, in its attractive public space, and in its renowned institutions. Furthermore, its strategic location as the gateway to the East End and linking to Queen Street Station and the Central District adds to the Learning Quarter's position as an important gateway to the city of Glasgow.

- Open up the big clusters with attractive walking and cycling routes
- Indoor and outdoor programmes by local organisations and institutions will increase community engagement
- A well-defined network of public spaces, with clear functions and routes, serving the community on the city, neighbourhood and local level
- Create logical and accessible routes to the historic quarter (Royal Infirmary, Cathedral, Necropolis)
- Bring back historic street patterns in a contemporary interpretation
- Upgrade existing urban renewal buildings

Learning Quarter's future character

What to do in the Learning Quarter



The Learning Quarter currently

Setting the scene

The ambition: to galvanise and reinforce this community of excellence (in educational, medical and spiritual ambition) and improve its interconnectivity and its people friendliness

City Centre SDF (2021)



"The area has a wee mini village feel to it, you don't feel like you're in the City Centre, there's not so many chain shops, but there's still a lot going on, a mix of offices and smaller shops and the students of course."

via (Y)our Place Map

"I'm very interested in how we best tell the story about collaboration and innovation and the history in the area as we walk around going up to the Cathedral and the Royal Infirmary. How will people know that sense of history of years gone by, as well as know that they're in an innovation District and get an insight into the fabulous research works that are being undertaken right under their nose."

via (Y)our Place Map

The spaghetti of Junction 15 in the north east continues to sever from communities to the north, such as Royston, from the City Centre.

City Centre SDF (2021)



Traffic dominated routes carve this District in to largely disconnected parcels: Strathclyde University and City of Glasgow college redeveloped campuses and new City Innovation District in the west and the monumental structures of the Cathedral, Royal Infirmary and the Necropolis to the east.

City Centre SDF (2021)



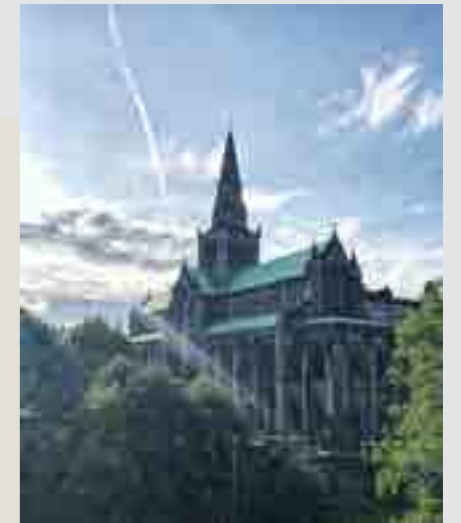
University of Strathclyde, City of Glasgow College and the Royal Infirmary account for the majority of the land in this area. Student accommodation accounts for the majority of the households although there is historical precedence for residential around High Street.

Glasgow City Centre Living Strategy (2015)



"Glasgow Cathedral is beautiful and the precinct is well maintained. I enjoy walking past it on my commute."

via Commonplace website



"The Royal Infirmary precincts are poorly devised, confusing and create severance."

via Commonplace website



Learning Quarter engagement

What we were told

Open space

- Spaces around key assets of Glasgow Cathedral, Necropolis and GRI under-utilised and underplayed
- Underutilised land to east of Firpark Street requires attention - vacant + derelict sites generally should be re-purposed based on local community needs
- Area east of High Street does not feel a particularly safe living environment - poor lighting compounding issue
- Not enough made of rich history of Glasgow Cross + High Street; Origin of Glasgow + Glasgow's Oldest Street

Getting around (movement and connectivity)

- District vehicle dominated - safety and speeding issues down High Street from Junction15
- High Street performing a movement role not a place role
- Improved connections East (East-end communities such as Dennistoun + Calton feel cut-off)
- Necropolis inaccessible from East-end
- Poorly served by public transport; bus, subway, rail
- Poor pedestrian and active travel infrastructure
- Connections to Glasgow Royal Infirmary must be improved; pedestrian/ cycle friendly - limit car dominance
- Wayfinding seen as a major failing; no sense of Cathedral Precinct from City Centre and Saltmarket
- Topography of District challenging

Buildings

- Student Accommodation development must be limited; lack of long term residents = student dominated district
- Need to maintain and preserve historical assets within the District; including Cathedral Precinct, Old Linen Bank (High Street), Golfhill Public School (Dennistoun)
- Empty shopfront on High Street, business rates an issue

Community and social (activity)

- Rich innovation + learning culture of District should be more visible + better cultivated
- Innovation District boundary must extend beyond HE/FE Campuses into local communities
- 'Learning Quarter' / Innovation moniker only relevant if innovation extends beyond University of Strathclyde
- Transient nature of student population a hindrance to the long term future of the District

Ideas suggested

- Make High Street an 'Avenue' - traffic should be reduced + trees planted to promote pedestrian friendly spaces; biophilic corridor
- Reconfiguration of Junction 15 would improve pedestrian + cycle links to communities North + East (Roystonhill + Townhead)
- Fully connected east-west pedestrian / cycle links important; Cowcaddens to Dennistoun
- North-South pedestrian / cycle links from Cathedral Precinct to Glasgow Green; true potential of tourist area around High Street + Cathedral Precinct will not be realised until streets are pedestrian focused
- Cathedral + Cathedral Square / Provand's Lordship's gardens incredible assets - need to become inviting key public spaces; barrier free eg. no railings
- Green buffer to Alexandra Parade would mitigate noise impact of M8
- University of Strathclyde (UoS) keen to fully pedestrianise their campus with access for all (students + the public)
- Part of UoS innovation strategy should be to have an impact on the local community; to educate + innovate with the local community/ improve community ties
- Duke Street would benefit from active frontages
- Introduce a tall buildings policy to better assess their quality and effect on the townscape- in-keeping with historic tenement scaling (4-5 storey max)
- Introduce segregated cycle lanes
- Preserve and retrofit historic buildings to maintain heritage. Promote local heritage and identity
- Significant heritage spaces around Cathedral Precinct could be destination of arts + history trail from Saltmarket, up High Street
- Empty shop fronts on High Street could function as rehearsal spaces / art exhibits - favourable rates to incentivise craft/art
- Capturing the history of High Street + Cathedral Precinct could be significant to re-purposing the District post-Covid
- High Street station requires large-scale upgrade- could be become a significant hub + interchange
- A new bus service that travels East-West would allow visitors/tourists to easily traverse City Centre
- Public Transport Ticketing should be smarter via moving to integrated ticketing and affordable public transport
- Food growing areas popular in local communities
- District could accommodate more housing
- Reduce parking and widen streets



"Cathedral Street could be a strong artery for pedestrian and cycle movement in to the City Centre but the mix of small pavements, car parking and bus stops make it very unfriendly to either use or cross."

"How do I get to Royston (and back) if I am elderly, frail, mobility impaired or a wheelchair user? For those able to use the bridge link, the surfaces are treacherous - broken concrete/ cracks poorly maintained railings. Conveys a real sense of apathy, neglect, entropy."

"Shocking neglect of a former School Board of Glasgow School. The potential of the building is endless. Why has it ended up like this?"

"The Royal Infirmary precincts are poorly devised, confusing and create severance. Better transverse connections between Castle St and Wishart Street are desirable. Wishart St has no active frontage and presents in many instances the rear or service entry to buildings. At night feels unsafe."

"Please allow a connection from Dennistoun through the Necropolis. Walking routes into town from Dennistoun are polluted and do not feel safe. I'd always rather take a green route through the Necropolis."

"The Ladywell should have an information board up by it, sources say this spring was used as far back as the Roman period (Wikipedia). Without explaining the history, many people would just wonder why they had been led into a deadend."

"The whole area feels completely disconnected from the City Centre thanks to the area being destroyed during the tenement clearances. A return to the density of the past, as close as possible, should be a priority. Re build on the derelict land and surface car parks with tenement style housing and street activation in the form of shops, cafes etc on ground level. With the many tourists that visit the area, cafes and shops would vastly improve the area for them and residents."

Extremely poor connectivity to Roystonhill via existing flyovers and underpasses. Impossible for mobility impaired to use. Feels dangerous during the sunniest of days at midday. Terrifying in the evening or at night.

"The Necropolis a staggeringly beautiful space. The southern edge due to industrial process equipment of the brewery is not. Might Tennents be persuaded to clean/ rationalise or otherwise tidy up this process plant in the way they have addressed their boundary wall to Duke Street?"

"(Tennents Park a) poorly defined/ conceived public open space. Trees and shrubs are visual barriers from/to the space. Poor use because there is little to draw folk to it in the first instance and second to dwell because the space is so poor."

"It would be great for pedestrians and sustainable travel if there was access to the Necropolis from Firpark Street."

Learning Quarter engagement

Whom we spoke to

Stakeholders consulted

This District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared, by those who live and work in the city, to the major stakeholders in the four North East Districts. Regrettably, due to the Covid Pandemic, engagement and consultation has been restricted to an online setting. However the DRF team have still been able to facilitate a series of design workshops and meetings online and engage via social media. This includes two District specific community based workshops days in Cowcaddens.

The engagement process for the NE DRFs spanned a full calendar year from June 2020 - June 2021 where the DRF team facilitated countless meetings and workshops with the following;

- Local Community
- Community Councils
- Development Trusts
- Glasgow City Council departments
- Scottish Government
- National Agencies (Royal Scottish Academy of Art and Architecture, Scottish Enterprise, Scottish Futures Trust, Architecture and Design Scotland, Scottish National Heritage, Historic Environment Scotland, Scottish Environment Protection Agency)
- Further Education / Higher Education Institutions (Glasgow School of Art, Glasgow Caledonian University, Royal Conservatoire of Scotland, Glasgow City College, University of Strathclyde)
- Other Large Institutions (National Health Service, Queens Cross Housing Association, Glasgow Housing Association)
- Sectors (Creative Industries, Artists, Innovation District, Businesses, Chamber)
- Glasgow Disability Alliance, Glasgow Urban Design Panel, St Mungo's Secondary School
- Transport Organisations (Strathclyde Partnership for Transport, Network Rail, Sustrans etc.)

Learning Quarter engagement in numbers

1302 Social Media Followers

69 Learning Quarter Community Workshop Attendees

**8 Survey Responses
(414 Workshop Attendees Total)**

**58 Stakeholder Workshop Sessions
(9 Learning Quarter Specific)**

138 Townhead Commonplace Tags

Over 80% of comments relating to Learning Quarter on Commonplace are negative

4 (Y)our Place Map 1 to 1 Interviews conducted in Learning Quarter

22 **926 Stakeholder Database**

“The walk down Duke Street must be eventful”

- Comment from Learning Quarter Proposals Workshop

“I tend to describe the Technology and Innovation Centre as what Tomorrow’s World was like for me when I was growing up. We are looking at resolving the problems of tomorrow, looking at sustainability, environmental issues, and how can we come up with better solutions.”

- Comment from (Y)our Place Map 1 to 1 Interview

“My wish for the area is that it becomes less vehicle dominated”

- Comment from Learning Quarter Proposals Workshop

“Embrace the heritage of High Street with social enterprises”

- Comment from Learning Quarter Proposals Workshop

Learning Quarter engagement

How we were told

The DRF team have used a ‘multi-channel’ engagement strategy to reach out to as many people with an interest or stake in the Glasgow City Centre as possible.

In light of the Covid pandemic, all engagement has had to be virtual and remote, rather than via on-street and in person activities. An online presence has been more important than ever to promote the project.



Commonplace

Beginning in June 2020 the team set up the Your City Centre 2020 Commonplace website, an interactive platform inviting anyone to pin comments and ideas about each of the Districts (and specific locations in them). The tags and questions are derived from the Scottish Government ‘Place Standard’.

The Commonplace survey was launched on 18th June 2020, users were asked to share their ideas to help the recovery and renewal of the four Districts. In total 692 comments and 3731 agreements were submitted by 786 respondents, totalling 4423 contributions. The site has been viewed uniquely by 5297 visitors. The platform had 230 news subscribers which have opted in to be kept up to date with ongoing project news. The Learning Quarter was well commented with 138 tags out of a total of 657. Over 80% of comments relating to the Learning Quarter were negative.

The (Y)our Place Map

The (Y)our Place Map, a companion website to Commonplace, was launched in November 2020. The (Y)our Place Map complements findings on Commonplace with a deeper dive into the local communities of the 4 North East Districts, seeking to provide a platform to the voices of the marginalised and the under-represented, along with those for whom the digital platform of Commonplace is not an inviting or an available interface.

Thematic stakeholder workshops

Throughout this period the team engaged in a number of key stakeholder workshops. Originally, workshops were organised around seven themes; Knowledge Innovation + Creative Economy, Transport + Mobility, Sustainable Urbanism, Urban Infrastructure, Health and Wellbeing, Tourism, Leisure + Retail and City Centre Communities. These initial workshops invited stakeholders from key agencies to engage in the DRF process, providing the opportunity to assist in developing future plans for Glasgow City Centre. These DRF briefings and exploratory workshops encouraged stakeholders to share their expertise and local knowledge. In addition to assisting the DRF process, the workshops facilitated bridging new connections between key agencies.

A key stakeholder database was developed and is maintained in accordance with GDPR as a live document through the DRF process.

Following initial stakeholder engagement a series of community workshops ran from December 2021 - February 2021 and March - April 2021. These District specific workshops sought to gain local insight into each of the North East District communities, providing a platform for local communities to share their ideas and voice their issues. Initial consultation was carried out with afternoon and evening sessions in each District (Dec 2020- Feb 2021) with follow-up day-long workshops (March - April 2021)

Work presented at the final workshops was uploaded to the City Centre Strategy website, where interested parties could engage with the material and leave survey feedback on a series of project cards which identified possible projects in the District.

Public presentations

Throughout the engagement process the DRF team facilitated a number of public presentations to key city agencies and national bodies as well as presenting to community councils. To seek to avoid digital exclusion a Freephone line was arranged to enable telephone surveys, whilst a (Y)our City Centre email address was set up where feedback could be emailed.

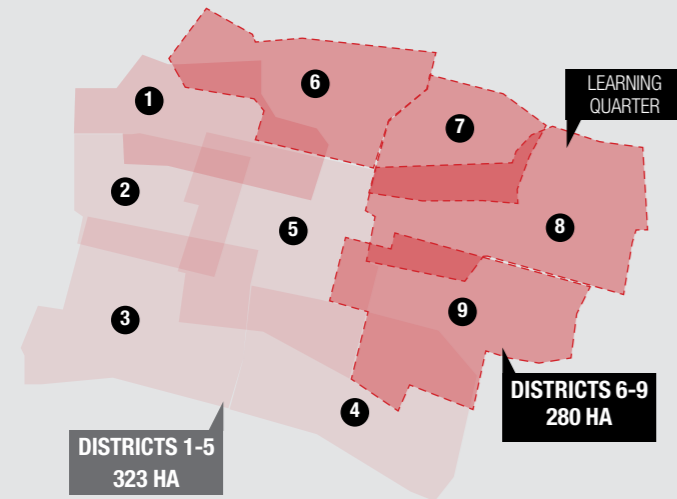


Learning Quarter Community Workshops noted issues pertaining to speeding + car dominance as well as opportunities for a more pedestrianised District, improved greening around Cathedral Precinct + Glasgow Royal Infirmary, improved public transport, an Innovation District that serves its local community and intergenerational housing



Learning Quarter – Factsheet

Area + Demographics



DRF	Total (ha)
Cowcaddens (6)	80
Townhead (7)	52
Learning Quarter (8)	98
Merchant City (9)	77
NE Districts (6-9) Total (including overlaps)	307
NE Districts (6-9) Total (excluding overlaps)	280

	Children	Working Age	Pensionable Age	Total	Change in 5 yrs
Cowcaddens	434	2,973	509	3,916	+ 10.3%
Townhead	189	3,580	251	4,020	+ 15.5%
Learning Quarter	416 (7%)	4,857 (84%)	495 (9%)	5,768 (100%)	+ 15.1%
Merchant City	260	6,457	304	7,021	+ 17.4%
Total for DRF 06 - 09	1,299 (6%)	17,867 (86%)	1,559 (8%)	20,725 (100%)	+ 14.5%
Trad. Core City Centre*	1,318	20,639	1,361	23,318	-

*Traditional Core City Centre = Area inside M8, West of High Street, North of the River Clyde

Dwellings (2018)

Total	3,2
Occupied	3,236
Vacant	45
Vacancy Rate	1.4%

Economic Activity

Total Employment	Total Businesses	Year	Sectors of Employment	Count	Proportion
16,304	291	2010	Human Health Activities	5,850	26.2%
19,192	382	2015	Education	3,900	17.4%
22,354	572	2019	Public Admin + Defence	1,980	8.9%
			Computer Programming, consultancy & related	1,060	4.7%

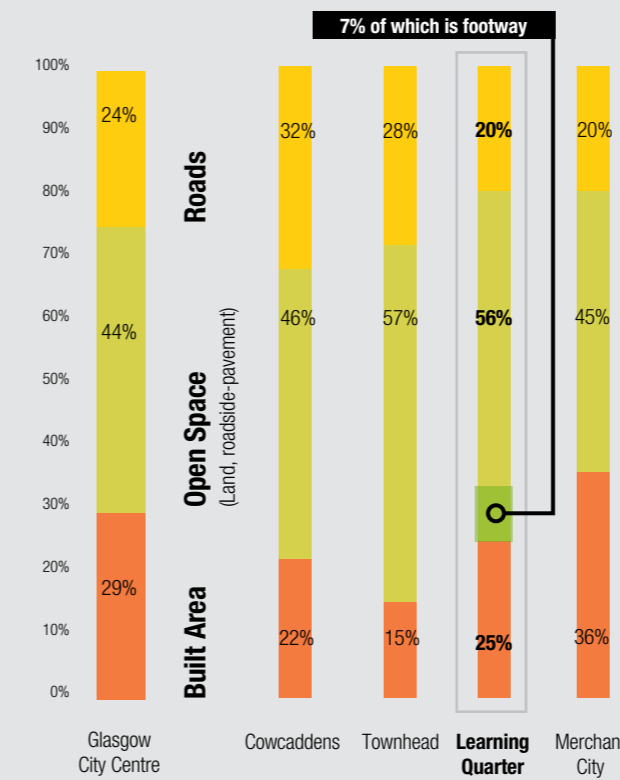
Data Source: National Records of Scotland; <https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS12000049>

Mode of Travel, from Census 2011 data

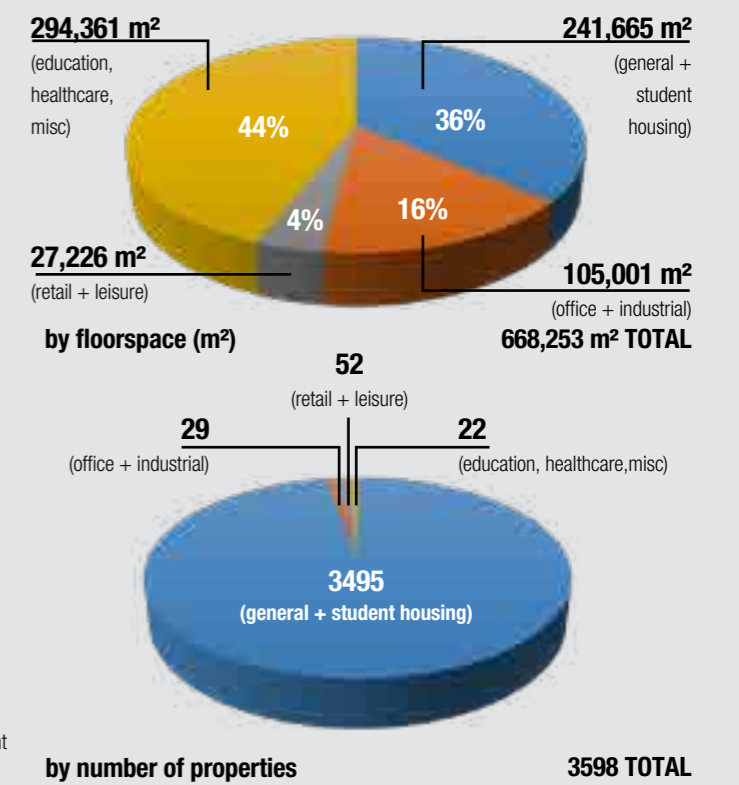
District	Work / Study mainly at Home	Public Transport	Motor Vehicles	Walking or Cycling	Other
Learning Quarter	15%	23%	15%	46%	0%

District	Households with no access to a car	Households with access to one car	Households with access to two cars
Learning Quarter	71.5%	35%	3.5%

Learning Quarter Land Use



Learning Quarter Property Stock

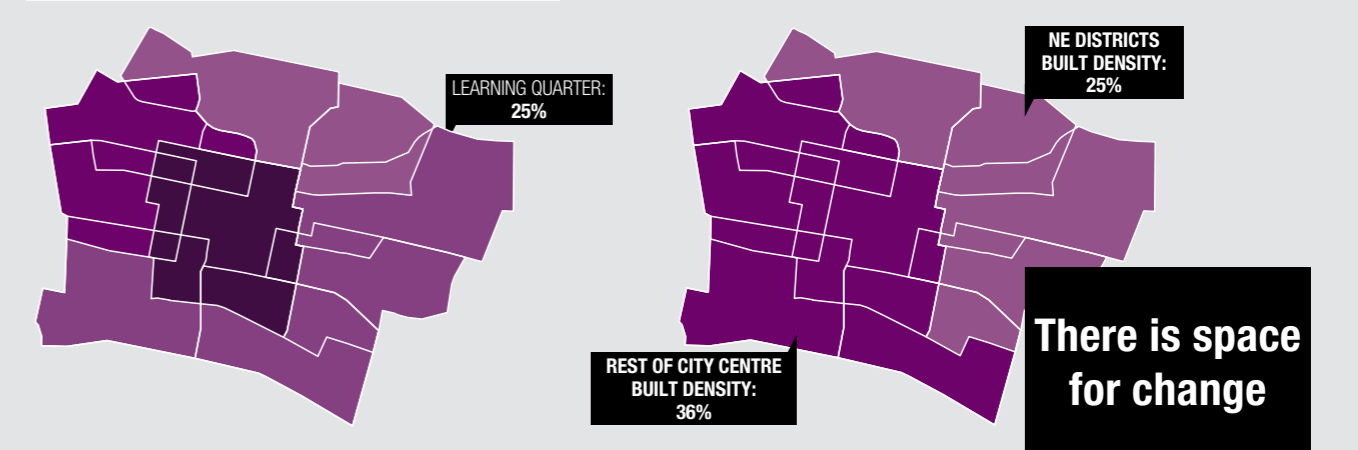


Learning Quarter has a higher percentage of open space than most City Centre Districts with low percentages of built area, leaving a lot of space for further densification and use of vacant land.

Supply (on the market)	Residential (General Housing)	Employment (Office, Industrial)	Retail + Leisure (Retail, Hospitality & Leisure)	Speciality (Education / Healthcare / Misc)
Availability of Stock	2%	15%	8%	0%

Source: Baseline Report Glasgow DRF 2016 Annex; all property data pre-Covid

Built density percentage (per above graph)



Vacant Land Percentages

DRF area	Vacant (m2)	Derelict (m2)	Underutilised (m2)	Green Space (m2)	Total (m2)
Learning Quarter	1,653 (2.5%)	-	16,700 (3.4%)	134,000 (28%)	162,700
4 NE Districts* Total	7223	25000	116200	427600	635540 (23.4% City Centre)

* The 4 NE Districts are Districts 6-9; Cowcaddens, Townhead, the Learning Quarter and the Merchant City

Learning Quarter – Observations

Characteristics of the district

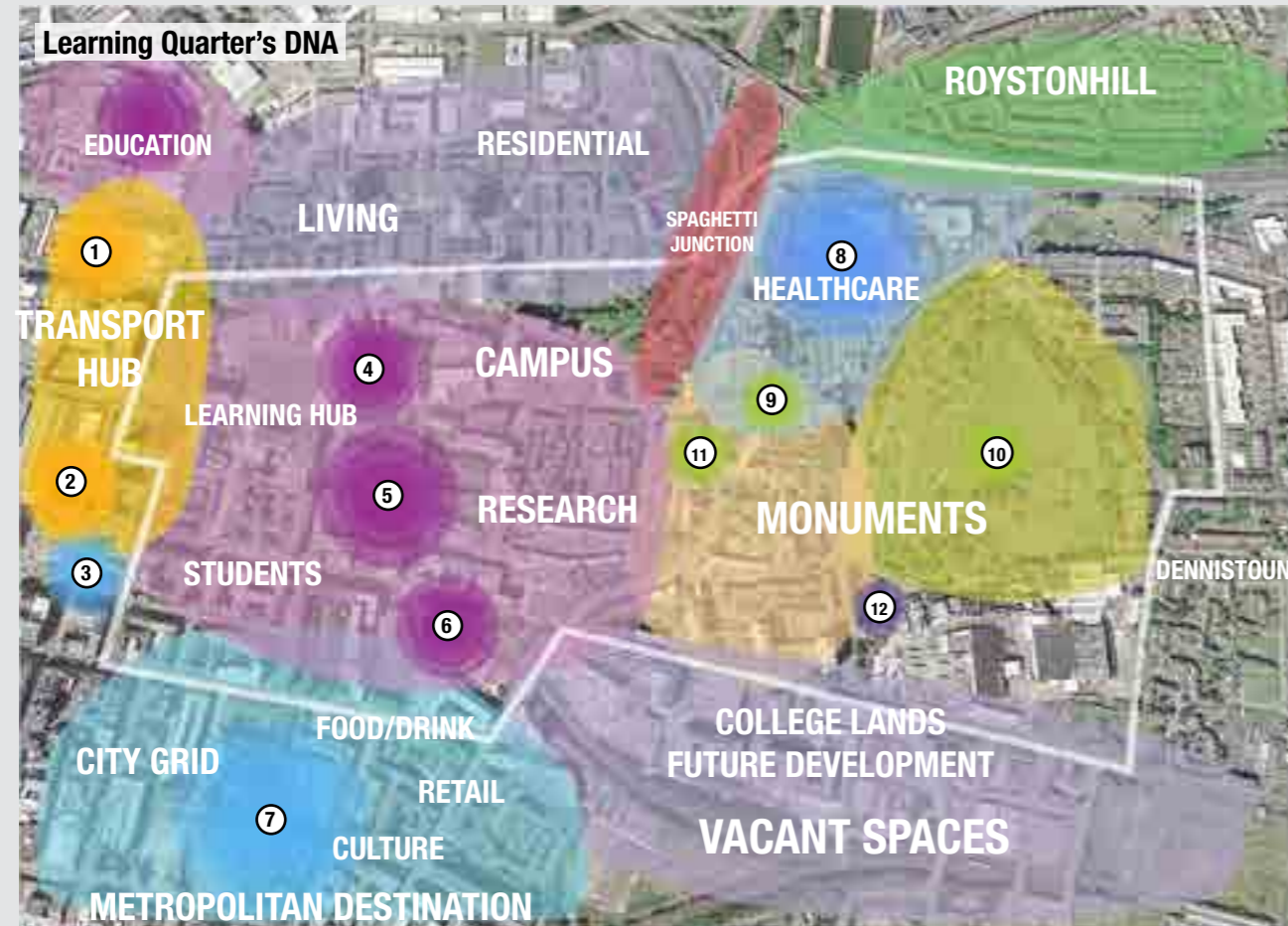
The Learning Quarter is characterised by a number of established higher education institutions. The Glasgow City Innovation District is a new concept which can help attract and retain innovators and entrepreneurs within a vibrant mixed use city centre already enlivened by creative talents in academia, culture and the arts.

University of Strathclyde's campus is at the heart of the district, strengthening the international reach of its innovation, research and knowledge economy in this part of the city. The City of Glasgow College campus redevelopment increases the student population, bringing more vibrancy and footfall in the area while at the same time putting more pressure on the major routes including Cathedral Street. These streets

give people access to various important civic and commercial buildings, while Stirling Road and Castle Street connect the city centre to Glasgow Royal infirmary and the north-east of Glasgow.

The GRI is also a powerful presence in the cityscape; a massive landmark campus announcing arrival in to the city from the north and east.

The residential community in Learning Quarter is fragmented, with discrete pockets at Drygate and within student housing. Future development is planned in Collegelands, Meatmarket and in the 'train triangle' near High Street Station, aiming to transform the area and connect the city centre to the east.



- ① PUBLIC TRANSPORT: Buchanan Bus Station
- ② PUBLIC TRANSPORT: Queen Street Station
- ③ PUBLIC SPACE: George Square
- ④ EDUCATION: City of Glasgow College
- ⑤ EDUCATION: Strathclyde University
- ⑥ INNOVATION: Strathclyde University: The Technology and Innovation Centre

- ⑦ RETAIL AND LEISURE: Merchant City
- ⑧ AMENITIES: Royal Infirmary
- ⑨ LANDMARK: Glasgow Cathedral
- ⑩ LANDMARK: Glasgow Necropolis
- ⑪ LANDMARK: Provand's Lordship
- ⑫ INDUSTRY: Drygate Brewery

Problems



Neglected pedestrian lanes with a sense of a lack of safety



Public space dominated by cars, leaving little for pedestrians



Under utilised greenspace



Unattractive 'back of house' spaces



Undervalued cultural heritage and city assets



Hospital cluster isolated from the urban fabric with uninviting public character

Potentials



Built heritage



Greenspace Glasgow Necropolis



Revalue existing framework for community development (allotments etc.)



Big available public spaces to assess in the heart of the community



University of Strathclyde campus development



Large public spaces

(Y)our Framework

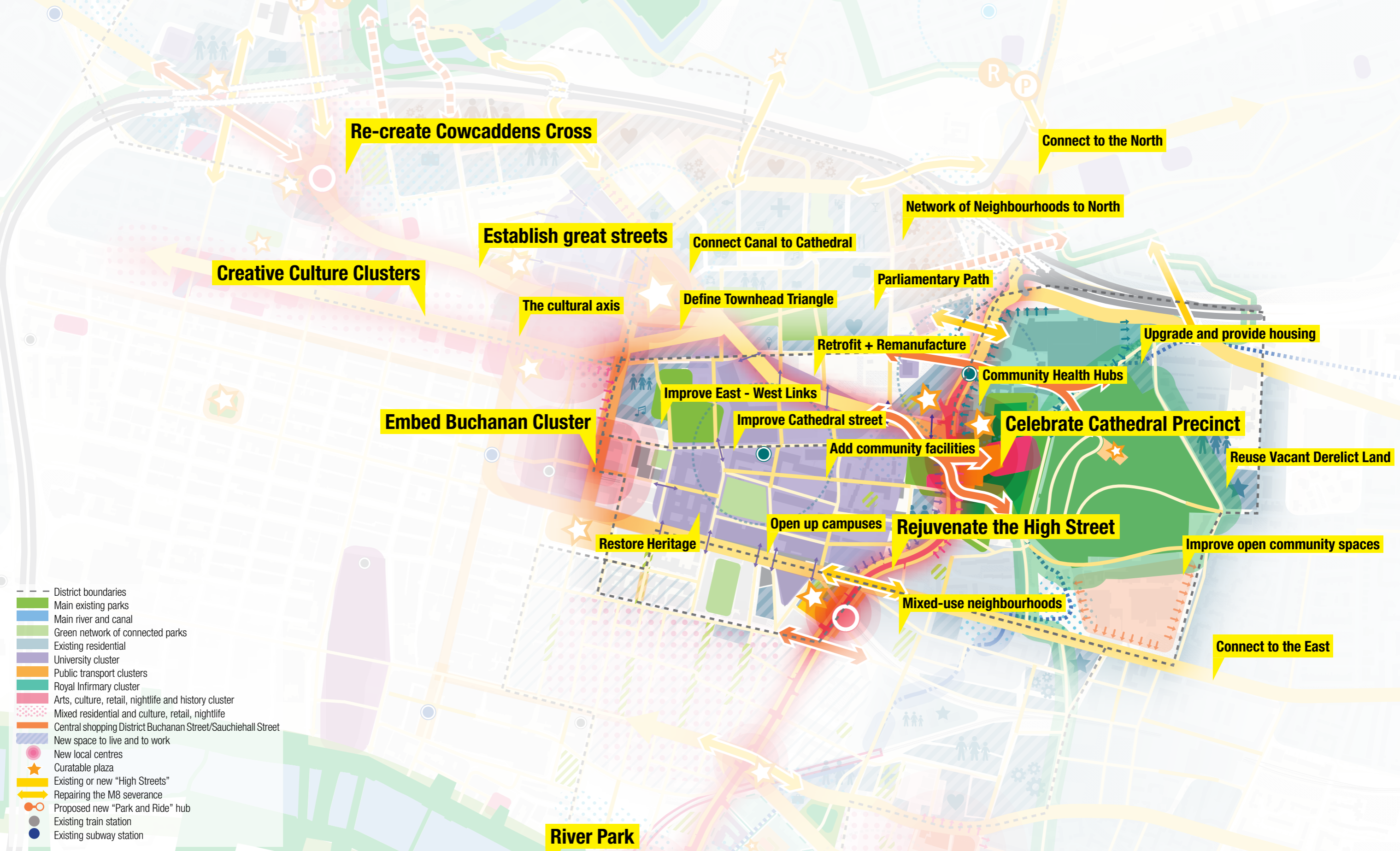
Guidelines for future development of the District

In this chapter the role of the Learning Quarter within the wider North-East City Centre is outlined. The interventions proposed are in line with four strategic themes defined in the Strategy Document. What is required to improve accessibility? What will be the great streets and spaces in the district? What is needed for the Learning Quarter to thrive as a pleasant area to live, study, work and visit? And how do we make this transformation happen?

The Framework for the Future Learning Quarter outlined here follows from the place vision and re-positioning of the District within the future City Centre context described in Chapter 1. The existing local contexts and conditions are summarised alongside the required large-scale strategic projects that will influence transformation of the NE Districts, and the Learning Quarter in particular.

‘Quick Wins’ for the District to enable regeneration to progress with focus and early impacts are outlined in Chapter 4, ‘Next Steps’. The result of all proposed interventions are shown in a Framework depicted in a ‘future vision map’ showing how everything comes together. It gives an overview of the District’s future character: celebrating the Medieval Cluster, with the historic Necropolis’ enhanced green nature, a rejuvenated High Street, and the higher education campuses opening up to the city and the District Community.

Learning Quarter framework



Role of the Learning Quarter

Position within the wider context of the North-East city centre



In establishing the specific development focus for each of the north-eastern districts, **it is key to understand what their identity is, what role they can play within the city and the region, and how each of them relates to the surrounding districts.** What are the existing qualities and characteristics that set them apart, and what is the unique potential that could be unlocked?

In this way, it can be determined which projects and priorities can be taken up jointly between the districts, and which are more district-specific. A scenario in which three unique characters are developed within the North-East is deemed most fitting. Given their similarities, Cowcaddens and Townhead will be developed as equal entities creating space for production and innovation as well as lively new places to live, while **the Learning Quarter and the Merchant City each strengthen and expand their existing characters.**

History and knowledge innovation are two strong assets of the Learning Quarter. **A gateway to both Glasgow's origins as a city and its potential for the future,** the District can be further developed as a major attractor for Glaswegians and visitors alike.

It will act as a source of inspiration for those who live, work and visit there. There will be a strong relation between the knowledge institutions in the District and the production cluster in Cowcaddens/Townhead, reinforcing innovation in the city. More than ever, **the historic and academic anchors in the Learning Quarter will open their doors for the community to visit, become involved or just to pass through.** The restoration of High Street will enhance the east-west connection, bringing together the different neighbourhoods ensuring the District becomes the gateway to/from the East End.

Key characters of the Learning Quarter

The emerging Framework for the Learning Quarter brings together urban Anchors, and a rich mix of Activities brought together within a Network of streets and spaces to create a coherent and dynamic place plan for the District



Public space

The university campuses and the historic cluster have become urban islands in the city; surrounded by busy road and infrastructure. By upgrading existing open spaces, notably opening up the city centre campuses, improving routes through the Cathedral Precinct and Necropolis, the city will gain a valuable amount of public space and path networks.

Hubs and Local Centres

The GRI is a regional hospital serving communities across west-central Scotland. The High Street should be restored as one of Glasgow's Great Streets with a thriving local economy. The medieval cluster is a place of world-class heritage, home to some of Glasgow's oldest structures. It has the potential to be restored at the heart of the city's civic spaces and community, rooted in the history of Glasgow.

Mobility and accessibility

The main routes running through the District are still largely car dominated. Future developments will improve connections (in all directions) within the Districts and to other areas, creating a continuous active travel network. High Street will become a key node in the District, with significantly reduced traffic to create a great, historic place for people.

Programmatic characters

The Learning Quarter builds upon a strong legacy of both historic assets in the east and knowledge institutions in the west. The hospital and university campuses are significant and serve a role in the metropolitan and international city. It is fundamental to strengthen the characters of these campuses, whilst opening them up to the city to make them more inviting and integral to the everyday city and accessible to the wider public.

Space to live and work

The District has opportunities to infill gaps in its urban fabric with a diversity of housing typologies, coming together with a good level of amenities into a pleasant 20 (or 10?) -minute neighbourhood. Providing more quality housing and the accompanying amenities around High Street will especially boost the vibrancy and conviviality within the district. The Innovation District concept provides a focus to adapt existing buildings and carefully add anew to strengthen the mixed-uses and dynamism of the Learning Quarter; spatialising the triple helix to drive a pioneering regional and national economic future.

Layers of Learning Quarter's framework

1 (Y)our well connected Learning Quarter Enhanced infrastructure and mobility

Upgrade urban network; restore connections, seamless infrastructure



Integrated public transport infrastructure



Restore Great Streets and realise low- and slow-traffic neighbourhoods

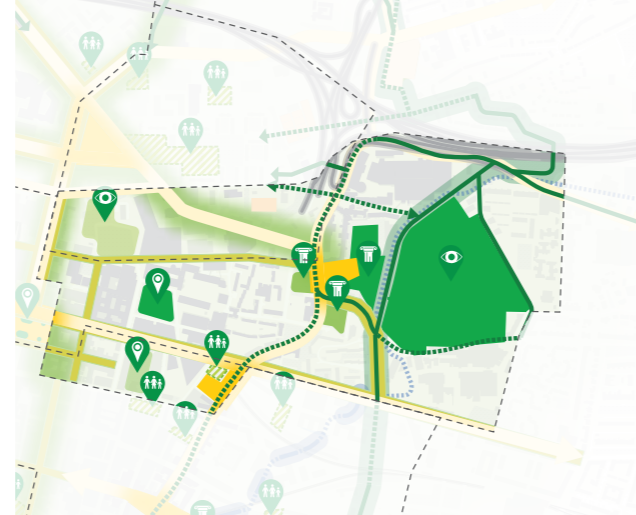


2 (Y)our great spaces and streets Network of public and natural spaces

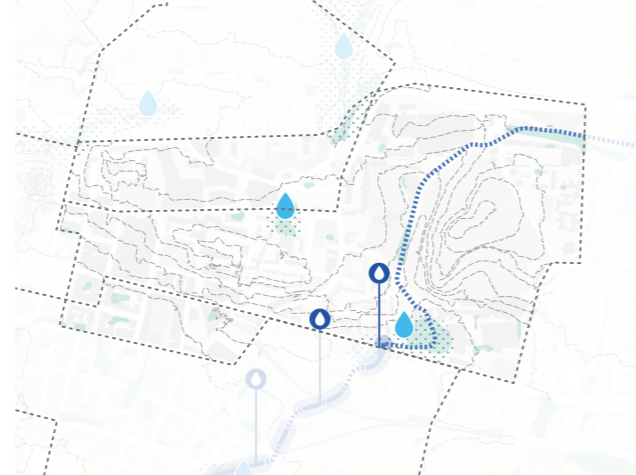
Create network of strong pedestrianised and curatable public space



Optimised space for nature

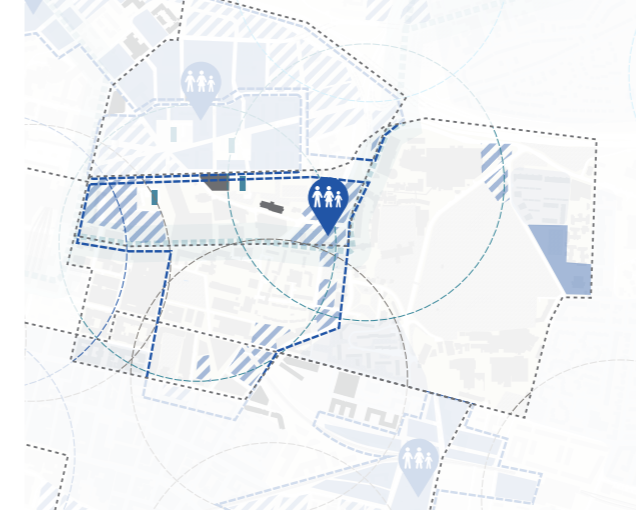


Enhance interaction with the water, including integrated hydrology



3 (Y)our thriving Learning Quarter Intensified programme

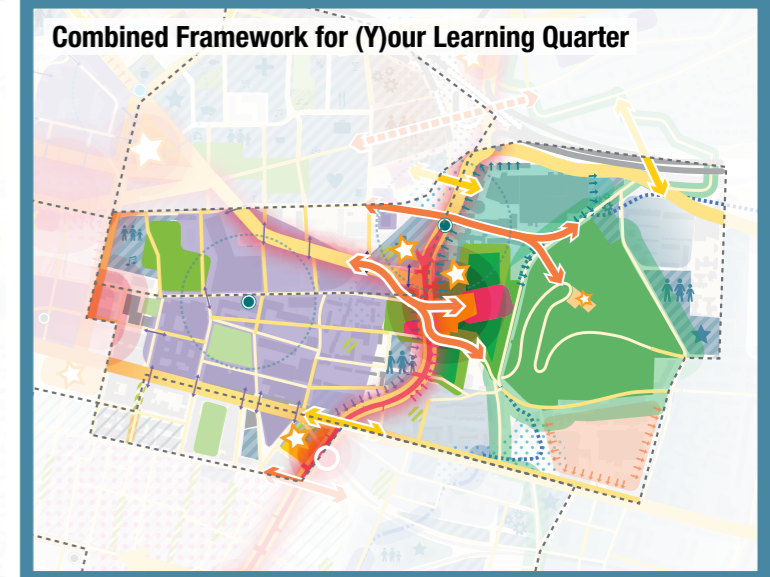
Intensify housing: retrofit, upgrade and add



Clear programmatic zoning and activation by mixed-use



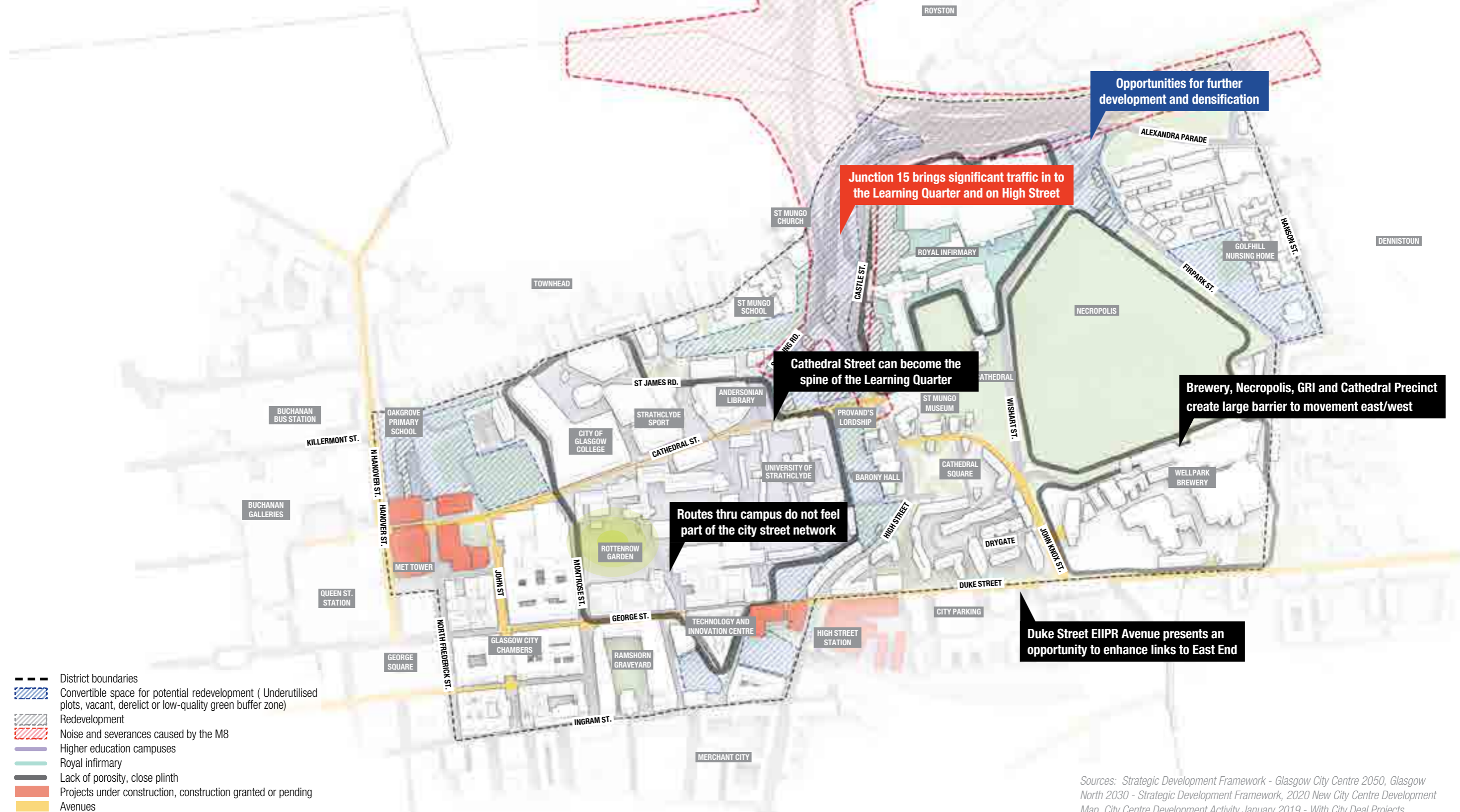
Add amenities and community facilities



Conditions for development in Learning Quarter

Place context of the District: headline issues and planned projects

This “zero PLUS map” shows the existing situation and key issues and potentials in the Learning Quarter. These include fixing the traffic flows coming into the city from Junction 15, opportunities for further development in the north-eastern part of the District, and the potential of the Learning Quarter to connect more directly to High Street and the East End.

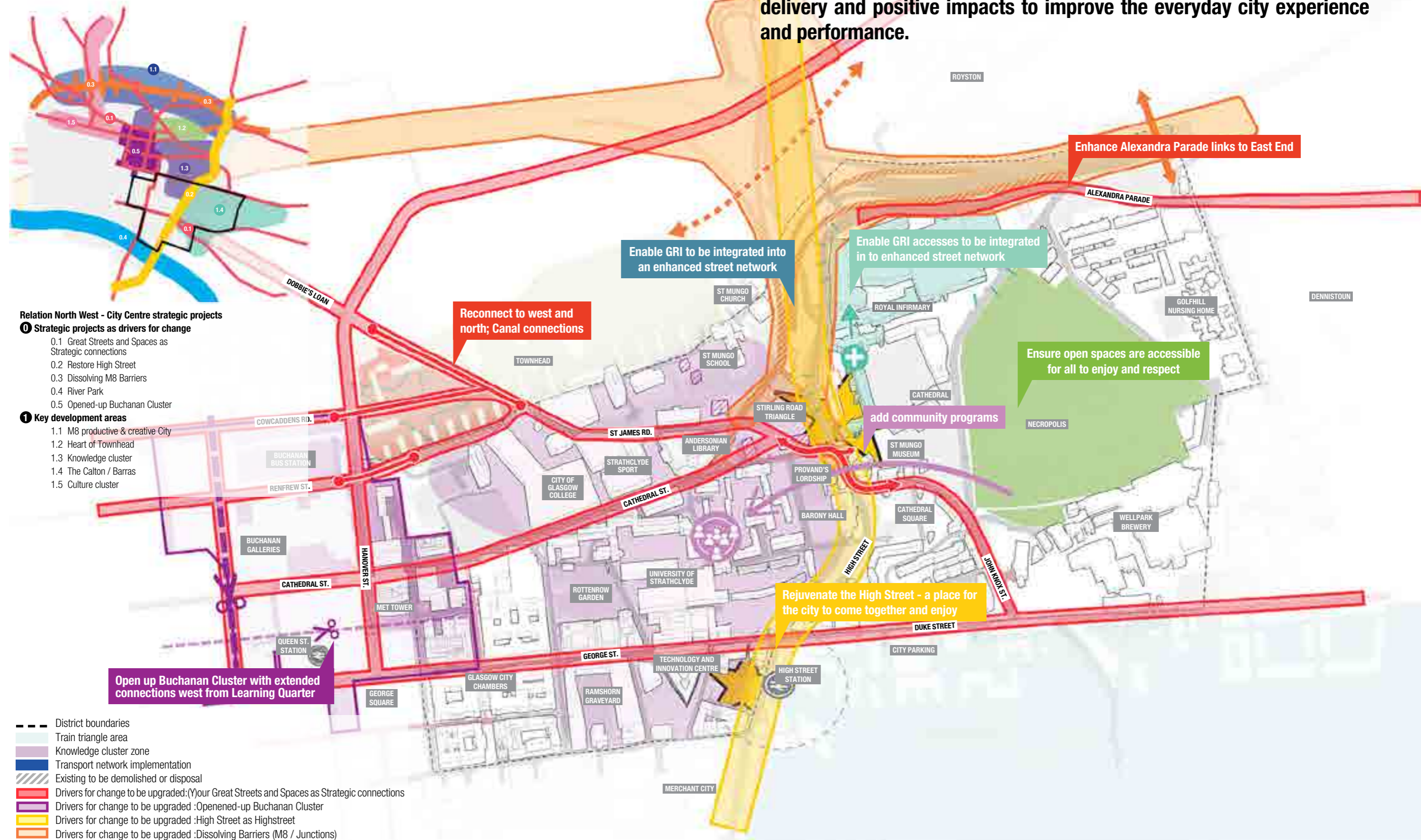


Sources: Strategic Development Framework - Glasgow City Centre 2050, Glasgow North 2030 - Strategic Development Framework, 2020 New City Centre Development Map, City Centre Development Activity January 2019 - With City Deal Projects

Strategic projects

Required interventions in Learning Quarter with city-wide impact

There are several locations and situations of such complexity and importance for the city as a whole, that high-level strategic coordination is needed. Partnership working will be critical to achieve successful delivery and positive impacts to improve the everyday city experience and performance.



Future Learning Quarter's Vision

'Tourist map' with main anchors, routes and destinations

Tourist maps have a knack of showing the hierarchies of a place: highlighting key destinations and places of interest, giving a sense of diverse districts with distinct identities, and outlining the main routes to get there. Here is the proposed Framework for the Learning Quarter; introducing and describing the key attributes of the future place. It suggests a rooted, inspired and innovative place; well connected, with great streets and space networks. A thriving place transformed through collaboration and community action.



(Y)our Projects & Action Plans

Hands-on series of projects and actions
to achieve regeneration in the Learning Quarter

With the problems and potentials, positioning, ambitions and strategic priorities for the Learning Quarter defined in Chapters 1 and 2, this Chapter outlines the key projects to achieve regeneration in the District. They address major issues such as better embedding the major institutions in the urban fabric for community benefit, with more continuous routes and upgrading High Street as a vibrant connector, among others.

The Chapter starts with an overview of all proposed projects for the Learning Quarter, categorised following the four framework themes. Each Project Card illustrates ideas in more detail with maps and references. All projects are accompanied by an action plan, indicating a general timeline, key stakeholders, expected impact and motivations and justification. A DRF Project Scorecard is included to assess which Project deliver against key priorities.

Together, these projects show what goes where and why, suggesting who needs to work with whom and how to translate ideas into action. Importantly, it gives a clear guide for all stakeholders to contribute to (Y)our Future Learning Quarter.

The complete set of projects will enable lasting regeneration in the Learning Quarter. Let's start today.

Projects overview

0 Strategic projects as drivers for change (in Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Restore High Street
- SP0.3 Dissolving M8 Barriers

1 (Y)our Well Connected North-East Enhanced infrastructure and mobility

- LQ1.1 Stirling Road / GRI Bus Interchange
- LQ1.2 Untangled Junction 15
- LQ1.3 (S)low Traffic Neighbourhoods
- LQ1.4 Connecting North and to the East End
- LQ1.5 Active Travel Networks
- LQ1.6 Revised Learning Quarter Car Parking

2 (Y)our Great Spaces & Streets Network of public and natural spaces

- LQ2.1 The High Street
- LQ2.2 Canal to Cathedral
- LQ2.3 Avenues PLUS
- LQ2.4 Medieval Cluster & Cathedral Precinct
- LQ2.5 Necropolis Paths
- LQ2.6 Open Campus Connections
- LQ2.7 Terraced Park
- LQ2.8 Biophilic Corridors

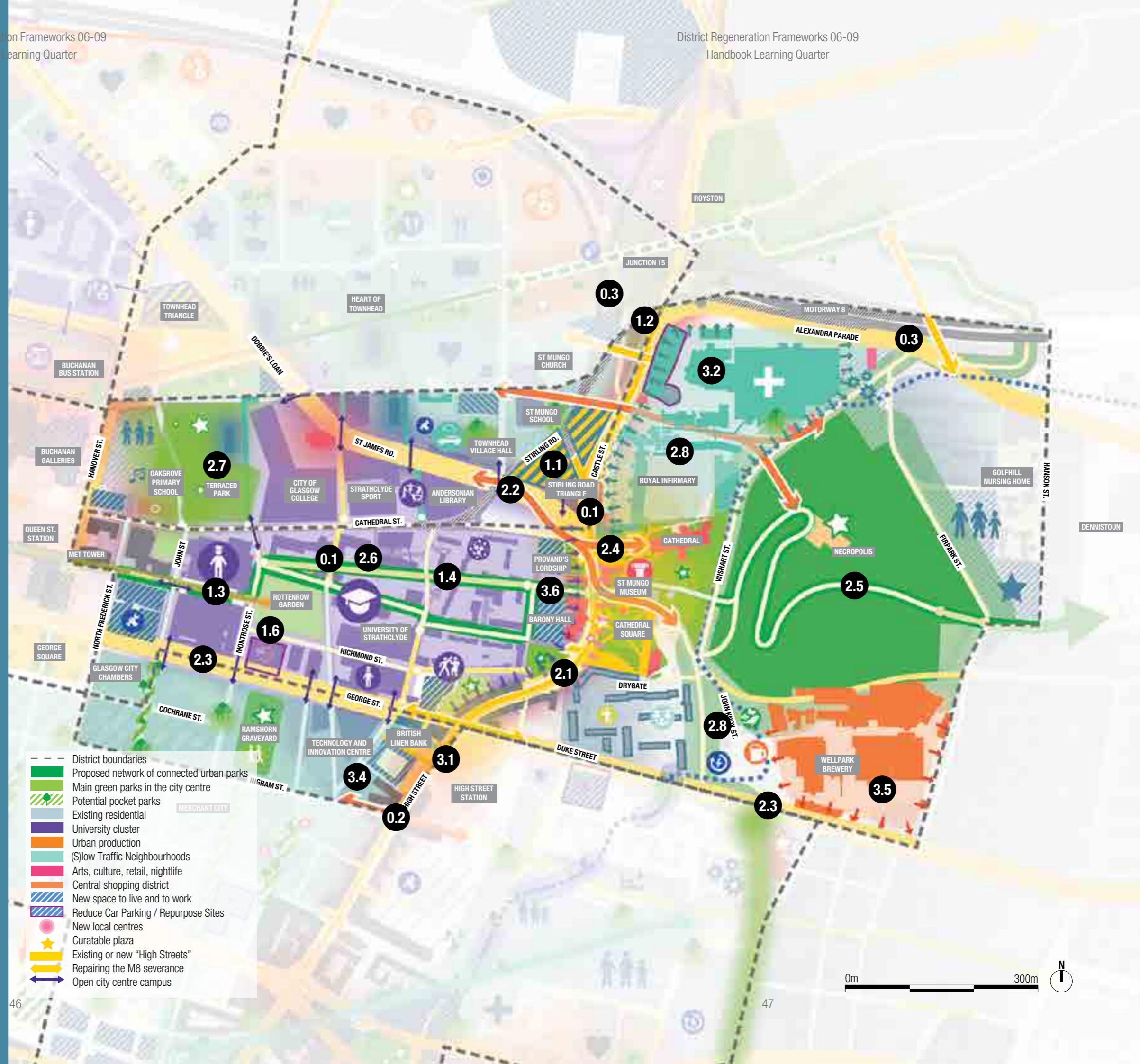
3 (Y)our Thriving Places to Live and Work Intensified programme

- LQ3.1 High Street Hub
- LQ3.2 City Centre Hospital
- LQ3.3 20-Minute Learning Quarter
- LQ3.4 Climate Neutral Innovation District
- LQ3.5 City Brewery Destination
- LQ3.6 Learning Quarter Heritage

4 Transforming (Y)our City Centre

- LQ4.1 Circular Learning Quarter

LQ1.5, LQ3.2 and LQ4 series are District-wide and therefore not annotated on Framework Plan opposite.



1 (Y)our Well Connected Learning Quarter

Enhanced infrastructure and mobility

- LQ1.1 Stirling Road / GRI Bus Interchange
- LQ1.2 Untangled Junction 15 Spaghetti
- LQ1.3 (S)low Traffic Neighbourhoods
- LQ1.4 Connecting North and to the East End
- LQ1.5 Active Travel Networks
- LQ1.6 Revised Learning Quarter Car Parking

Using transport to create better quality of life for all is the root of Glasgow's future success and supports the city in delivering a number of its ambitions to do with climate and an increasing population.

To achieve this, and in line with global best practice, Glasgow must begin to better balance movement and place in favour of a city for people and deliver projects in line with the the global hierarchy of road users. Walking and Cycling should be prioritised with public transport taking precedence over other modes, and the creation of a better passenger experience with a Buchanan Bus Station Upgrade will be key for this.

Inviting people to walk and take cycle trips where they can is key to creating better quality of life while also meeting climate ambitions, and connecting communities into the City Centre through improved infrastructure is a crucial first step. Untangling the J15 Motorway spaghetti and humanising the Stirling Road Triangle will open up access from the north-east to the City Centre for people walking and cycling. Inviting people to move about in ways that are better for them and the city and further creating compelling links to Sighthill, Springburn, and Roystonhill will begin to open up the city and reduce the stranglehold of the M8.

Delivering improved Active Travel Networks and (S)low Traffic Neighbourhoods will enable people to choose to get about how they wish. These initiatives will make residential streets quieter, safer for children and more community focused, as well as connecting the city up for those walking and cycling. Public transport is prioritised while still allowing access for vehicles.

Making more space on streets for people, community, greening and also for business is essential for creating a more people-focussed and prosperous city going forwards. Minimising the number of vehicles that are stored on our streets is a crucial step in making space for community and city life, whilst enabling residents to use vehicles through providing strategic parking garages.

LQ1.5 is District-wide and therefore not annotated on Framework Plan opposite.



LQ1.1 Stirling Road / GRI Bus Interchange

Simplifying infrastructure to properly connect the modern city to the medieval city



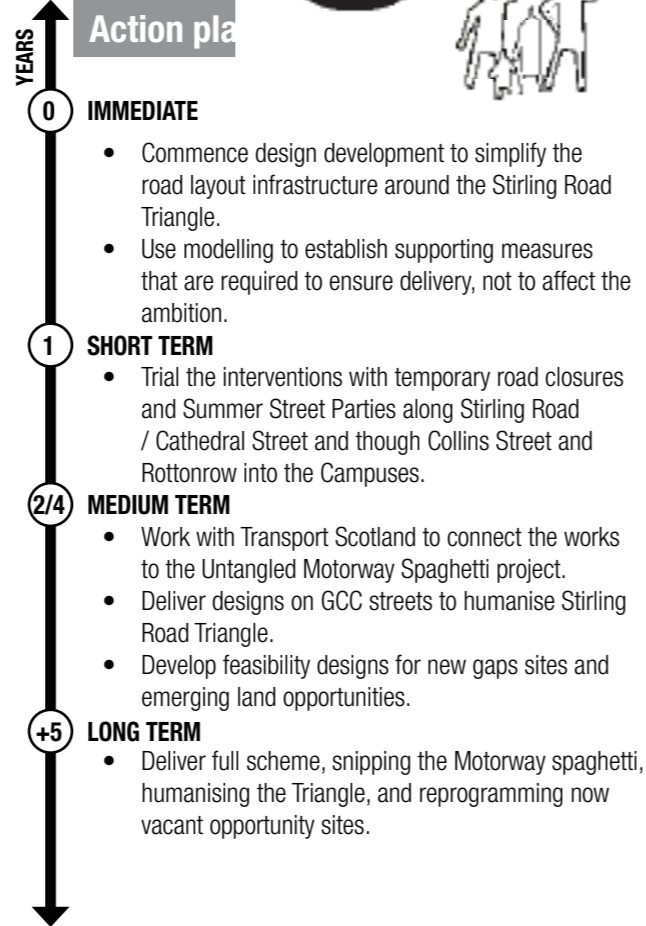
Stirling Road and Cathedral Street meet Castle Street in the heart of the historic and medieval core of the city of Glasgow. A truly unique urban moment and a moment that should connect the modern city to the medieval city.

Surrounded by life, history and greenspace this area has the ingredients to be a unique place for the city on the world stage but the environment is overwhelmed by transport infrastructure making it difficult to use for citizens on a day to day basis, and unattractive for tourists to make the trip unless truly committed.

The Avenues investment is set to improve the environment along Cathedral Street, helping to draw people and activity from the City Centre to explore the beauty of the Necropolis and relaxation of the Medieval Cluster. This investment brings locals and tourists alike to the Stirling Road Triangle. It is at this point that the commitment to connect the city to the Medieval Cluster will be demonstrated. The environment is currently so dominated by vehicle infrastructure that it is hostile to the urban experience, the result being that a lot of people will turn back.

This project envisages properly connecting the modern city to the medieval city. Allowing citizens and tourists alike to better experience this globally significant area. The simplification and humanisation of the roads infrastructure means Cathedral Street meets Castle Street as a simple junction, and Castle Street meets the motorway in a more simple way. The road space freed up, including Stirling Road, can then be repaired and repurposed to make more spaces for people, to provide better bus links, and provide development opportunities that inject life into the area.

A new bus interchange would offer world-class facilities and experience as part of a new development/building, ensuring that the value of new space was realised.



Key stakeholders

Glasgow City Council with Transport Scotland, working with active travel, public transport, transport strategy, (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.) liveable neighbourhoods and City Centre property.

Impact/ reach/ term

High Impact / City Project / Medium to Long Term

Justifications / observations

This project promotes active travel and healthier lifestyles and is supported by climate ambitions and targets, as well as previous DRFs now approved. The project supports the city in its ambition to better tell the stories of the city and its people, and support the tourism sector and economy through putting the city on the world stage. The project responds to community feedback on the traffic-dominated nature of streets in and around the M8 as well as calls for better active travel connections through the M8 ring of steel.



LQ1.2 Untangled Junction 15

Breaching barriers to establish more freedom of movement between neighbourhoods

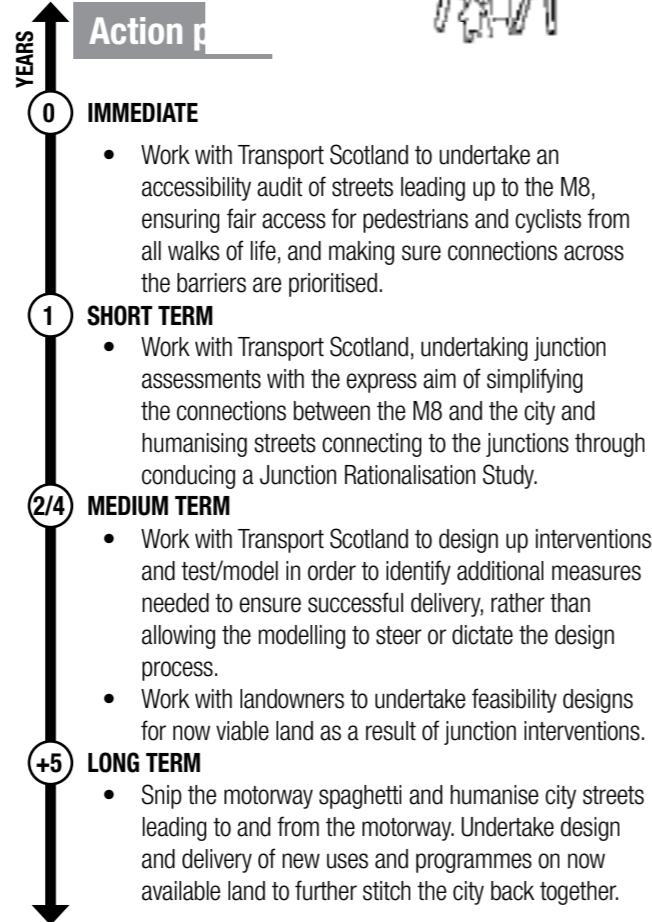


The M8 north of the City Centre is a barrier, restricting local movement by severing the connections between the City Centre and the north for people.

The nature of the M8 to the north, and especially at J15, prioritises motor vehicles at the expense of City Centre experience and activity, with multiple lanes, access ramps and egress points for each junction interaction. This results in under-utilised land as well as creating a barrier - emotional and physical - for people trying to move between neighbourhoods and for the city moving north.

Positive investment in quality places to live is underway at Sighthill and the Avenues delivering better connections between the City Centre and the north along Dobbies Loan. This Avenues investment is huge and starts the process of stitching the city back together and inviting people to move about in healthier ways.

The M8 exists, and whilst some might want to wish it away it is there and offers a service to lots of people and goods moving about. That being said whilst movement along the M8 is a given for now, the interaction of the M8 with the city needs to be humanised to ensure that the opportunity the M8 affords some doesn't become a constraint on others, or indeed the city itself. This project aims to tame the M8 junctions principally, ensuring that junctions allow access and egress on terms that favour the city first and foremost, providing for access and egress but not over-providing or duplicating and making sure that urban streets lead to simple junctions that work for people and for city life, and only when you are on the motorway is it designed like a motorway. Slip lanes will be rationalised and bought together with redundant slips that are doubling up routes being removed or repurposed, opening up development opportunities or creating easier movement for people at the city level. Streets leading to and from the motorway will be designed as urban streets that work for cycling and walking whilst also providing vehicles opportunity to reach the motorway.



Key stakeholders

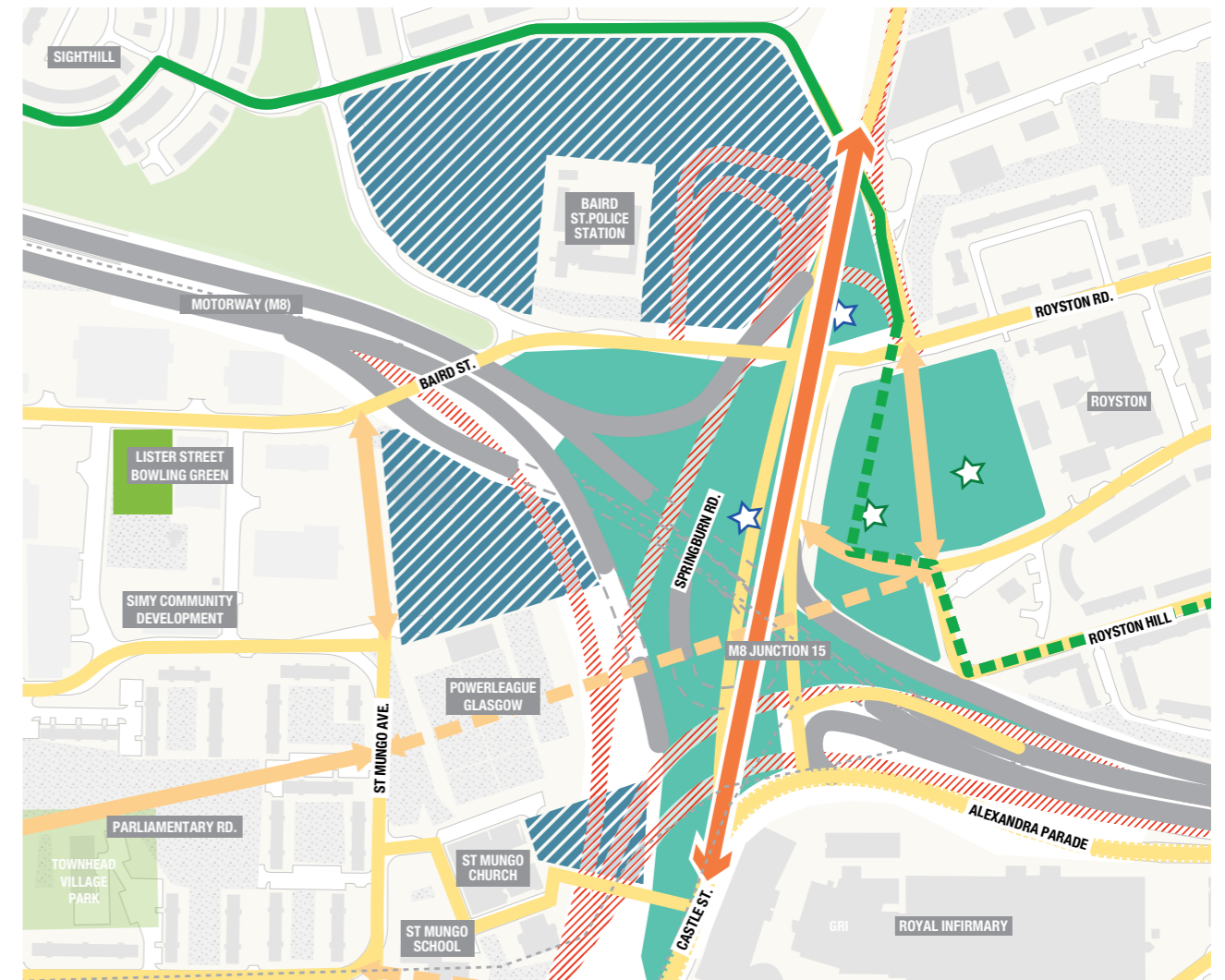
Glasgow City Council with Transport Scotland, working with active travel, public transport, transport strategy, (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.) liveable neighbourhoods and City Centre property.

Impact/ reach/ term

High Impact / City Project / Medium to Long Term

Justifications / observations

This project promotes active travel and healthier lifestyles and is supported by climate ambitions and targets, as well as previous DRFs now approved. The project will help the city to thrive by unlocking development potential and better stitching City Centre locations together with city region locations and residential neighbourhoods. The project responds to community feedback on the traffic-dominated nature of streets in and around the M8 as well as calls for better active travel connections through the M8 ring of steel.



LQ1.3 (S)low Traffic Neighbourhoods

Turning the District's streets into places of exchange, activity and community life



The Campuses within the Learning Quarter should be places of intense community and student life - places of exchange and sociable meeting points. Currently the streets in and around the District do little - on the whole - to invite this activity and instead prioritise movement over place and a sense of community. Better connecting existing pedestrian priority areas and parks will create an atmosphere more suited for the exchange of ideas and community spirit.

Better connecting people to the buildings they need and to each other is supported by the city's ambition to increase the number of people living in the City Centre - and this means that the city has to attract people to live here; making the city safer, more relaxing, healthier - and increasing a sense of community and relaxation. These ambitions are supported by the City Centre Avenues programme and speaks strongly to the Liveable Neighbourhood programme that is being rolled out in the city region to reinforce community streets and neighbourhoods as places that benefit the communities themselves.

This project envisages the creation of a District that prioritises people and fosters community spirit and coming together. To achieve this there will need to be fewer vehicles coming into the District and those that do enter will need to be slower moving. The District will support business and essential trips as well as access to every front door, but prioritising walking and cycling will enable people to choose to walk or cycle for shorter trips. These will be safer for all and more attractive, lessening the impact on the remaining through-traffic network. A network of streets will be designed to allow access for all residents and deliveries. Through-movement in the District should be restricted to fewer streets in order that strategic road networks are used for strategic trips and local trips are enabled for walking and cycling.

The creation of a (S)low Traffic Neighbourhood between North Hanover, George/Duke, High Street, and Baird Street will allow residential streets to be places where children can play, can learn to ride a bike, and where communities can come together and relax. These neighbourhoods will be joined up through the delivery of safe and prioritised crossings over movement streets to create a large walking and cycling network whereby citizens can walk, cycle and play on a network of quiet, residential streets.

YEARS

0 Action plan

1 IMMEDIATE

- Undertake a Learning Quarter Campus and Community Network Planning co-design workshop to identify the ambition for local streets that people have as well as what they want to change in relation to traffic speeds and volumes as well as air quality and child-friendliness.
- Work with the local community to develop a network which meets their ambitions and protects them from what is damaging their streets.

2/4 SHORT TERM

- Trial the Network Plan following engagement with the full community, designing interventions with the community to ensure that (S)low Traffic Neighbourhood interventions and features are fit for purpose and meet the aspirations of local people.

+5 MEDIUM TERM

- Make the (S)low Traffic Neighbourhood interventions permanent through a co-design process with local people building stewardship within the community to ensure successful roll out and maintenance where appropriate.

+5 LONG TERM

- Roll out all City Centre (S)low Traffic Neighbourhood interventions and connect into Glasgow's Liveable Neighbourhood programme.
- Monitor and improve interventions with the community.

Key stakeholders

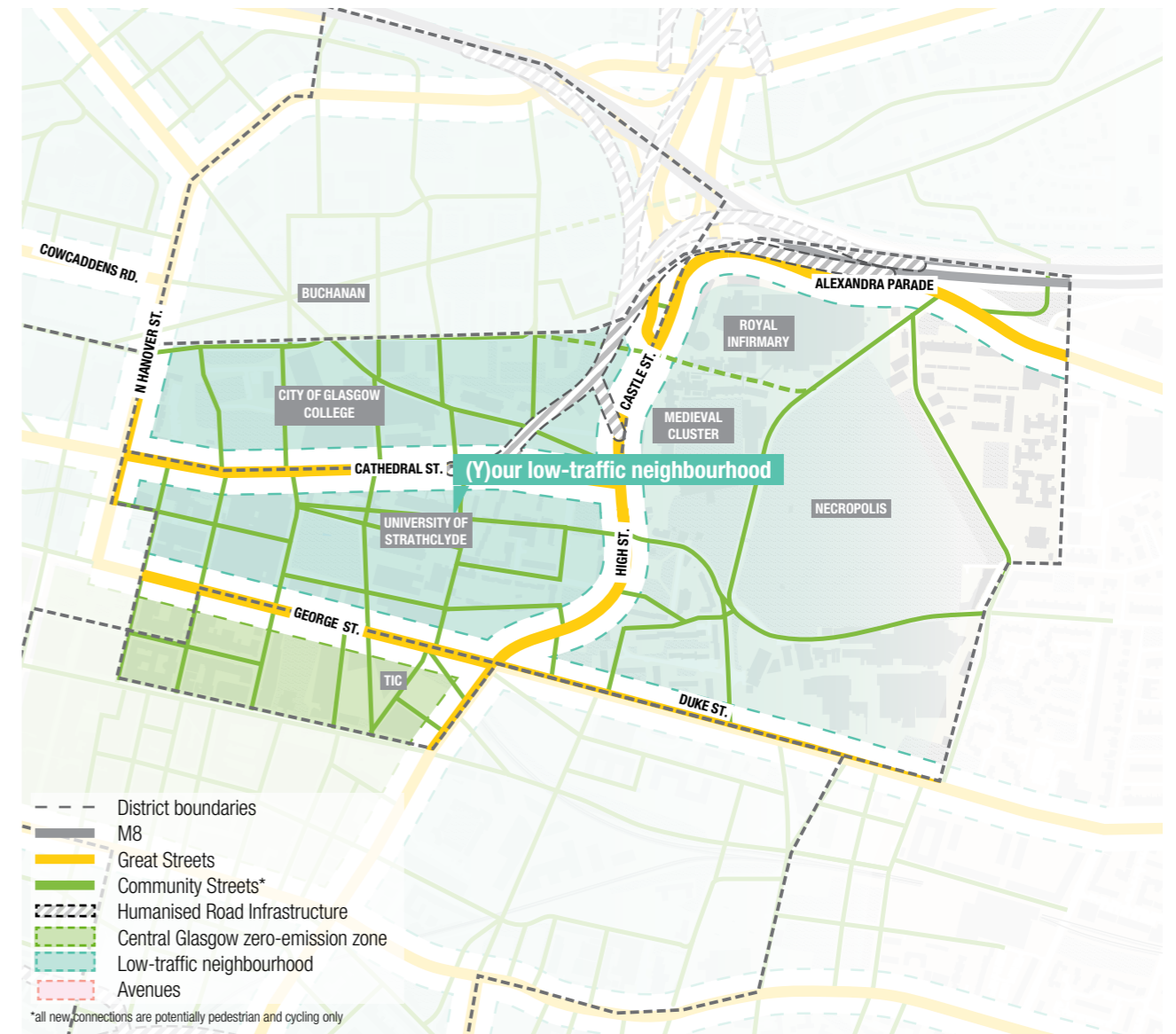
Glasgow City Council and Institutions (co-leads) with students and residents, active travel, transport strategy, and public transport stakeholders.
(Y)our Pedestrian and Accessibility Champion.

Impact/ reach/ term

High Impact / Community Project / Short to Medium Term

Justifications / observations

This project promotes active travel and healthier lifestyles, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality and a more democratic and fairer city with access to opportunity no longer being predicated on car ownership, when car ownership in the city is low. The project supports the city in its ambitions to tackle urban loneliness and strengthen community connectedness.



LQ1.4 Connecting North and to the East End

Creating a monumental walk linking to Sighthill, Springburn, Roystonhill and Cathedral St.



Connections between the Learning Quarter, Sighthill and onto Springburn are currently fragmented with a lack of legibility for those walking and a lack of a clear route for cyclists making the relatively short trip. Travelling to Dennistoun has the potential to be a truly memorable walk but the Necropolis is currently a barrier to east west movement. J15 is currently a barrier - or block - to those walking and cycling to Roystonhill with overpasses and busy roads reducing the desirability of active travel.

Huge investment at Sighthill means that more people will want to travel to and from the new residential District as well as the daytime and evening economy assets being delivered. Improving the connectivity to these is key to the future sustainability and carbon targets of the city, ensuring people choose to walk and cycle where they can. The same is true of connections to the east and north-east with the city currently inviting people to drive by making this the easiest way to get around. In future, the travel network needs to invite public use, together with more walking and cycling.

The project envisages making strong and more attractive connections between the Learning Quarter and Springburn through Sighthill. This will involve improving the legibility of local connections to the new M8 crossing to Sighthill, making walking and cycling easier. Strategic cycling connections then link along key inter-city routes north to neighbouring communities. Connecting east to Dennistoun envisages the opening of a pedestrian route through the Necropolis emerging at Firpark Terrace to help alleviate anti-social behaviour and provide a unique walking experience. Connecting north-east requires the humanisation of J15, providing at-grade and straight-across pedestrian crossings and segregated cycling links through the junction to Roystonhill and beyond.

*See Necropolis Paths Project Card



Key stakeholders

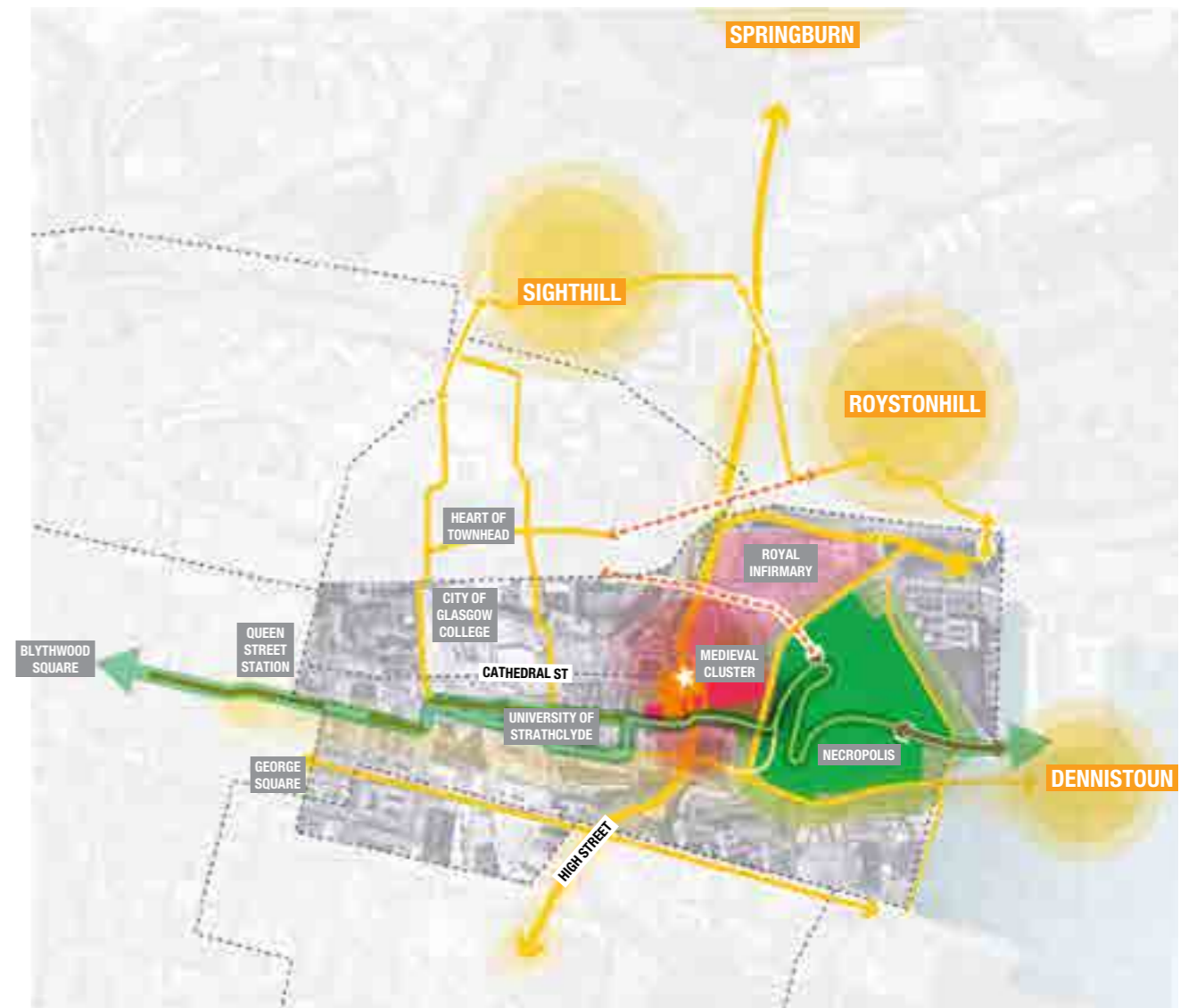
Glasgow City Council (lead) with Estates teams and Transport Scotland; alongside student, active travel, transport strategy and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)

Impact/ reach/ term

High Impact / City Project / Short to Medium Term

Justifications / observations

This project promotes active travel and healthier lifestyles. The project will help the city to thrive whilst reducing car use through better connecting residential areas to central Districts. The project responds to community feedback on the traffic-dominated nature of streets in and around the M8 as well as calls for better active travel connections through the M8 ring of steel.



LQ1.5 Active Travel Networks

Making walking and cycling the preferred way to move about in the city

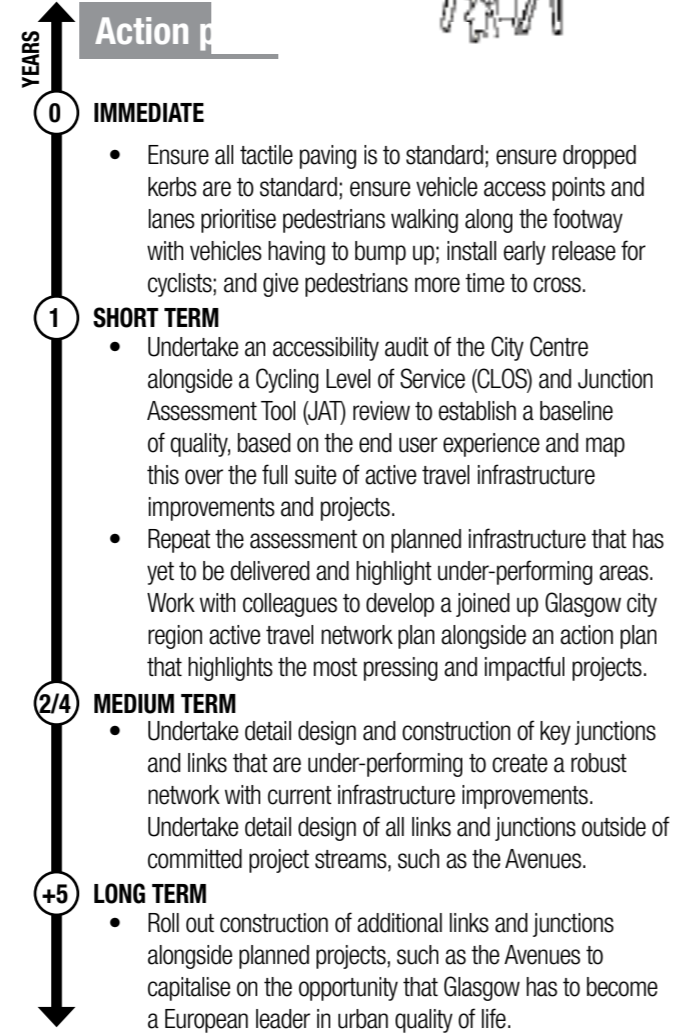


Glasgow benefits from a compact and dense urban core. This means it should be easy to get around in different ways during daily life, with walking and cycling easiest of all. The cities of Copenhagen, Oslo, and Rotterdam equally have dense and compact urban cores and their citizens enjoy a great quality of life in part because it is easy to walk to the shops and cycle to work, because the city invites people to be healthy with how they travel, by making it easy. Glasgow should rival these cities by offering better quality of life.

Glasgow is turning a corner and making huge strides in its active travel network, but streets need to be further humanised. Cycling in the city does not have the same status as driving and this needs to change, with the same attention being given to the experience of cycling as has been the case for driving in the decades before.

The Avenues, Spaces for People, and Places for Everyone represent a gear change in the way the city is designing its streets and inviting cycling but a city network is only as good as its weakest point. Glasgow's Liveable Neighbourhood programme will be crucial in delivering this network but bringing all these projects together to make meaningful change requires best practice junction design and ambitious and impactful new interventions.

This projects envisages the connection of the Avenues, Spaces for People, Places for Everyone, and Liveable Neighbourhoods to create an active travel network that is seamless and enables all ages and all abilities to choose active travel over other forms of transport, as well as providing compelling cycle storage options for the people of the Learning Quarter so a variety of cycle types can be stored securely at street level. This means that walking and cycling will be the easiest option for those moving around the District and City Centre and cycling will be a compelling choice for those commuting into the city region along regional superhighways that connect to public transport. Walking and cycling in the District will be prioritised over vehicles in line with global best practice to make Glasgow a competitor for the city with the highest quality of life in Europe.



Key stakeholders

"Glasgow City Council (lead) with active travel, transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.) (Y)our Pedestrian and Accessibility Champion"

Impact/ reach/ term

High Impact / City Project / Short to Medium Term

Justifications / observations

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality and a more democratic and fairer city with access to opportunity no longer being predicated on car ownership, when car ownership in the city is low.



LQ1.6 Revised Learning Quarter Car Parking

Making space for community life by implementing a more focused parking strategy



Car parking should be provided where helpful for people and where it doesn't hinder the experience of a place for all users. On-street parking should be minimised and restricted to disabled bays and short stay / loading. Pricing should be structured in a way that is representative of the true value of central urban space to people.

The city's ambitions to provide more space for walking, cycling, and public transport means that space has to be found and City Centre trips need to stop being induced through inviting so much parking, so cheaply. Making the City Centre a more inviting place to live means that air quality needs to be improved and streets need to be made safer for children and the elderly alike. Reducing the number of trips in the City Centre and reducing people's ability to access parking in the centre is key.

This project envisages a rationalisation of parking in the Learning Quarter, providing parking that is necessary whilst creating more space for community and student uses and greening. On street pay-and-display parking will be reduced over time, with local communities defining what the space should be used for - including community food growing, seating, tree planting, or play equipment for example. The few off street parking locations there are will be rationalised with locations being reprogrammed to provide more diverse land uses and activities and supporting the community in providing more houses and green spaces.

YEARS
0

Action plan

0 IMMEDIATE

- Map all on-street pay and display parking and establish a programme to reduce by 2030, working with local communities to reprogram the space.
- Map all Council owned off-street parking garages and lots and undertake parking beat surveys to establish usage and demand.
- Map all residential parking and establish demand, re-providing resident-only parking in convenient locations in a flexible way, opening up opportunity for more community space.

1

1 SHORT TERM

- Commence on-street P+D parking reduction programme with local communities.
- Undertake feasibility designs and viability assessments for Council owned parking garages and surface level parking lots.
- Work with local people to agree parking levels and design streets to accommodate flexible resident-only parking.

2/4

2/4 MEDIUM TERM

- Complete on-street P+D parking reduction programme with local communities. Deliver improved District parking arrangements.
- Deliver interventions at key Council owned sites to reprogram parking garages and support the council in its aspirations to repopulate the City Centre and improve air quality.

+5

+5 LONG TERM

- Complete P+D parking reduction strategies to create a healthier city and improve quality of life.

Key stakeholders

Glasgow City Council and Estates Teams (co-leads) with active travel, transport strategy, city-centre parking, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)
(Y)our Pedestrian and Accessibility Champion

Impact/ reach/ term

High Impact / Community Project / Short to Medium Term

Justifications / observations

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality. The project supports the city in its ambitions of inviting more people to live in the City Centre as well as tackling urban loneliness and strengthening community connectedness.

Duke Street Car Park



2 (Y)our Great Streets & Spaces

Network of public and natural spaces

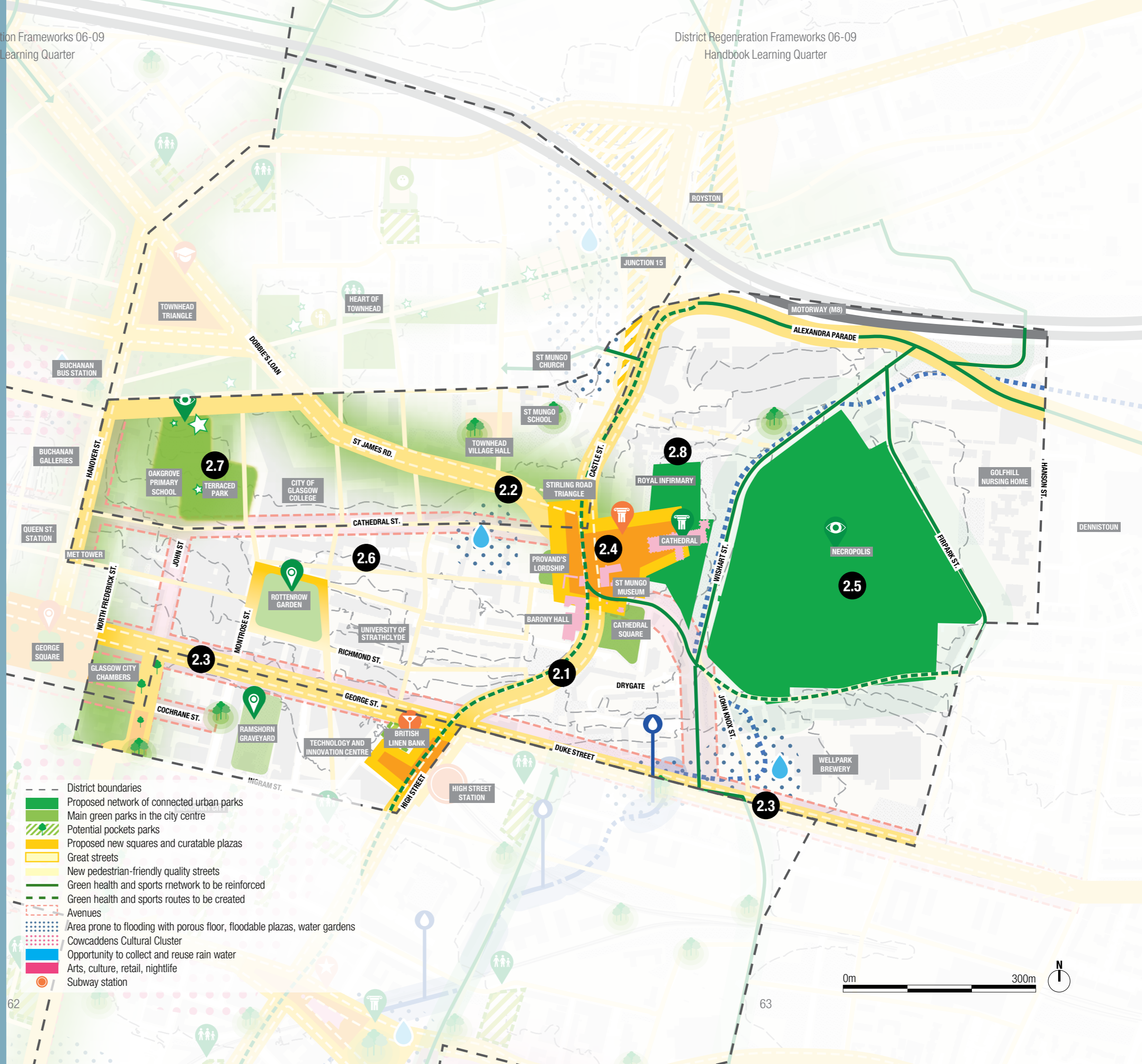
- LQ2.1 The High Street
- LQ2.2 Canal to Cathedral
- LQ2.3 Avenues PLUS
- LQ2.4 Medieval Cluster & Cathedral Precinct
- LQ2.5 Necropolis Paths
- LQ2.6 Open Campus Connections
- LQ2.7 Terraced Park
- LQ2.8 Biophillic Corridors

Creating a network of positive, convivial spaces and streets can be the basis of a healthy, active urban neighbourhood. Greening the grey, enhancing access to nature and watercourses, restoring habitat and biodiversity, and reconnecting lost routes to stitch the city back together become recurring interventions to transform the city's open space networks.

Redefining the Great Streets emanating from the City Centre, upgrading existing and providing new urban spaces for communities to gather, play and enjoy sport and culture are fundamental to civic and economic health. Ensuring each District has a distinct and positive identity is the basis of the future approach, emphasising unique, local characteristics and the heritage of the place. Furthermore streets and open spaces must be well maintained and contribute to a greener, zero carbon environment which enables community interaction and encourages local stewardship.

Like many of the NE City Centre Districts Learning Quarter has quite a lot of open space, and some of it is of low quality. The streets and spaces tend to be dominated by traffic, or left over spaces between development or on the margins of the motorway around J15. The area has many physical barriers to overcome, with many hostile environments that are places to pass-by, rather than stop and enjoy. The Cathedral precinct is disjointed and, as with the High Street, is diminished by the volume of traffic in the area.

However Learning Quarter has some potentially great assets and destinations. Enhancing the east-west connections is critical, along Duke Street, Alexandra Parade and potentially, and carefully, through the Necropolis. Redefining the open spaces around the Cathedral precinct is very important to respect the setting and improve access to a great historic and civic destination. Ensuring the University campuses contribute to the cityscape is crucial and the ambition for a climate neutral Innovation District with car-free spaces and streets can help transform this relationship.



LQ2.1 The High Street

Reducing traffic and rejuvenating the city's oldest thoroughfare for Glaswegians to enjoy



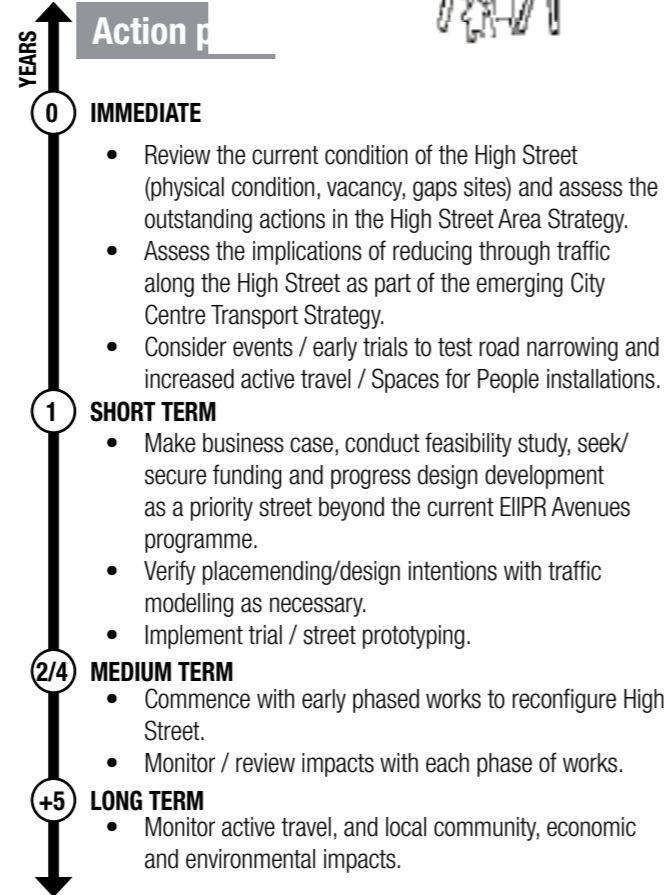
The High Street should be one of Glasgow's Great Streets - its oldest and most historic thoroughfare providing a distinctive experience unlike any other in the city. It should be a place for Glaswegians to come together to enjoy. It should be a place for visitors to come and appreciate the multi-dimensional history and culture of Glasgow. It should create a cultural route from the Clyde to the Cathedral enriched by story-telling of the past, and provide access to the riches of the contemporary creatives, inventors and innovators active on and near this historic line.

Sadly the High Street offers very little of that rich experience today. Many consultees reflect on how the High Street is dominated by traffic, acting as an inner relief road from J18 of the M8 motorway. The High Street now defines the edge of the City Centre and has created severance between communities in the East End, rather than as a destination for people to gather, enjoy and hang out.

This project, in essence, calls for the reduction in road width from four lanes to two for the extent of the High Street from Castle Street at GRI down to the Saltmarket and Glasgow Green. Reworking the road network and re-routing through traffic away from the City Centre altogether would be required, as outlined in the St. Enoch DRF. Winning back space from traffic and on-street parking creates the possibility of substantially increased footway widths, segregated cycle lanes and greatly reduced traffic speed which would immediately transform the High Street. This re-engineered street should also integrate new green landscape and urban infrastructure to embed energy and digital networks to decarbonise the area and support innovation.

This place-transformation would act as a catalyst for economic regeneration of the street economy; encouraging vacant shop frontages and gap sites to be populated along the High Street. Cultural, creative and innovative activities would be showcased, befitting the spine of Scotland's first Innovation District and a hotbed of contemporary creative genius.

It is high-time we focused on transforming the High Street, for good.



Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), Strathclyde University / Glasgow City Innovation District, local Community Councils (Y)our Pedestrian and Accessibility Champion

Impact/ reach/ term

High Impact / City Project / Short to Long Term

Justifications / observations

Community consultation confirms a prevailing sense that the High Street is blighted by traffic. General enthusiasm and support for a radical reduction in through-traffic on the High Street to enable transformation of the public realm along its full extent. This project should be considered a priority as it will help to drive area regeneration, announce a new era for the city's oldest street and tie in with associated ambitions for the Innovation District and the network of cultural / heritage destinations along the length of High Street.



LQ2.2 Canal to Cathedral

Restoring the cross-centre connection by creating an attractive active travel corridor via GRI – Stirling Road Triangle – Cathedral Precinct



Restoring routes across the NE Districts will reconnect communities and citizens with key destinations across the City Centre, and beyond. One key strategic project is to restore the connection between the Canal and the Cathedral precinct.

The wider project ambition stretches across 3 City Centre Districts (Cowcaddens, Townhead and Learning Quarter). In the Learning Quarter this would require the upgrade / restoration of the St. James Road connection from Townhead to the GRI / Castle Street / Cathedral Precinct. The route is the easternmost section of a proposed rediscovery of a lost route across Townhead to Dobbie Loan / Craighall Road arriving at Speirs Wharf in the Canal Quarter (see Townhead DRF Project Cards). At present the Learning Quarter portion of the route between Stirling Road and Castle Street (in front of the GRI) is essentially a minor one way road (eastbound) with a bus stance / taxi ranks running between surface car parks and culminating in front of the imposing 'Nightingale' wards of the GRI.

This project would create a continuous Active Travel corridor linking GRI / Strathclyde University / City of Glasgow College with Cowcaddens / West End and the Canal District. Continuous footways and segregated cycle paths, alongside associated public realm / streetscape / cycle infrastructure upgrades on Dobbie's Loan and St. James Road, would establish a new east-west connection across the northern half of the City Centre, in addition to the Cathedral Street EIIPR Avenues project.



Key stakeholders

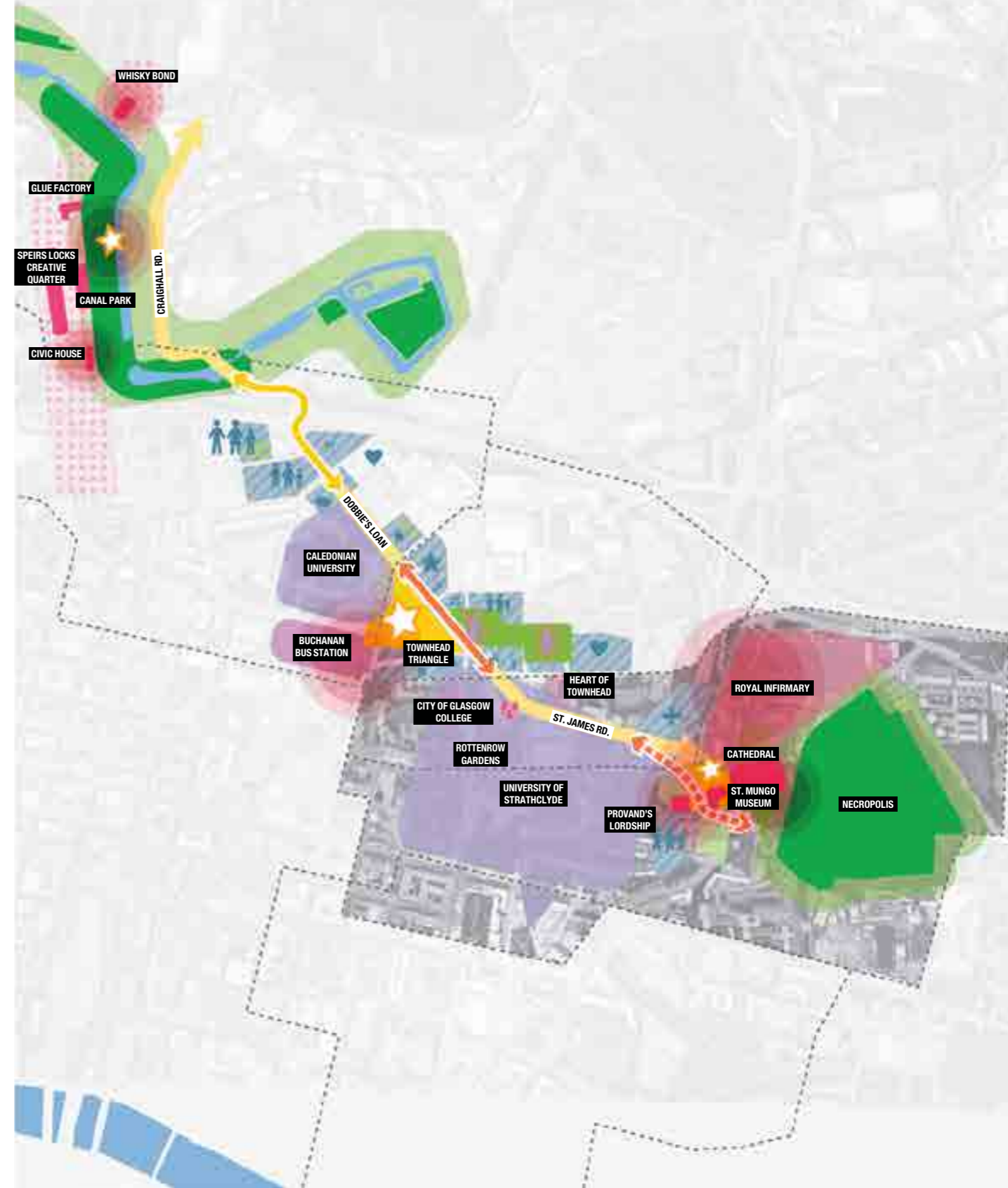
Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), (Y)our Pedestrian and Accessibility Champion.

Impact/ reach/ term

High Impact / District Project / Short to Medium Term

Justifications / observations

Restoring the Canal to Cathedral route would enhance a number of key routes across the City Centre, encourage more walking, wheeling and cycling (in an area of low car ownership / reliance) and help provide a clear urban structure to the area to assist in orientation and navigation through the area. This should be considered a priority project as it will help open up connections across Townhead / Cowcaddens as well as improve connections to / from GRI and link The Glasgow City Innovation District with other major HE/FE destinations, including University of Glasgow and Glasgow River Innovation District in the West End.



LQ2.3 Avenues PLUS

Implementing widespread streetscape investments along George Street – Duke Street artery



The inclusion of Cathedral Street and George Street in the EIIPR Avenues programme provides a strong basis for promoting a greener urban street network across the Learning Quarter District. Extending this to include Duke Street to Bellgrove / Dennistoun is in alignment with the (Y)our Great Street initiative promoted by the NE District DRFs. The George Street / Duke Street axis is one of the major arterial routes in the city and a crucial link to the East End, the heart of Dennistoun and the major Meatmarket regeneration sites.

This DRF also advocates upgrading the High Street as a green, active travel route linking the historic spine of Glasgow from the Clyde to the Cathedral. In combination the east-west George Street / Duke Street and north-south High Street axis create the basis of principal streets connecting across the climate neutral Glasgow City Innovation District - GCID (see Project Card). This Avenues investment should act as a catalyst for more widespread enhancements to open space and streetscape environments; promoting a sustainable, slow and low traffic neighbourhood with green, tree-lined streets.

On Duke Street and George Street the EIIPR Avenues investment should be accompanied by a clear design guide, planning policy and frontage improvement funding requiring a transformation of street frontages along both sides of these streets. The lack of active frontage, particularly on Duke Street and George Street, creates a hostile, unattractive and under-performing part of the city that fails to achieve its full potential. Footfall and active travel will increase if planned major streetscape improvements can be accompanied by economic development and environmental upgrades to existing frontages and any planned, new development.

As part of a smart city grid of infrastructure the opportunity to integrate District heating and digital technology across the Learning Quarter / GCID area should be explored and promoted. Given the number of major landowners in the area (GHA, CoGC, UoS and the NHS) the scope for a shared District heating and digital connectivity plan for the District (and beyond) should be developed. This could help decarbonise the housing and workplaces across the District and provide super-fast digital connectivity for all.



Key stakeholders

“Glasgow City Council (lead) with local community (incl Community Council), active travel / public open space stakeholders (e.g. , Sustrans, Living Streets, Disability Alliance etc.) and principal landowners (UoS, GHA, Tennents). Also District heating / renewables / digital infrastructure experts / operators.

Impact/ reach/ term

High Impact / City Project / Short to Long Term

Justifications / observations

The EIIPR Avenues programme is widely welcomed and will help transform the City Centre. However there is also a desire, expressed by several stakeholders, to ensure that the Avenues anticipate and enable future urban infrastructure upgrades, including District heating and digital connectivity, to support a net zero / more sustainable City Centre. This project seeks to encourage the Avenues programme to act as a catalyst to help ensure the connection to the the East End is a positive, vibrant travel corridor. Adjacent sites (existing buildings and gap sites) must have active frontages to enliven the route and realise the potential of the planned public realm investment and upgrade.



LQ2.4 Medieval Cluster

Upgrading the public realm at Cathedral Precinct, Cathedral Square, Provand's Lordship and St. Nicholas Garden



The Medieval Cluster is an under appreciated historic jewel at the top of the High Street. Glasgow Cathedral is the focal point. It is one of Scotland's most important buildings; the oldest Cathedral on mainland Scotland and the oldest building in Glasgow. It continues to fulfil a function at the heart of the city's spiritual life, as well as a wider destination for Glaswegians and visitors to the city.

Clustered around the Cathedral are an array of incredible heritage assets including Provand's Lordship, the Necropolis and the historic Glasgow Royal Infirmary as well as the St. Nicholas Garden, Cathedral Square and St. Mungo's Museum of Religious Life.

To enhance an appreciation of the Medieval Cluster this project envisages creating a continuous network of pedestrian priority public spaces encompassing key elements of the Cathedral precinct on both sides of Castle Street / High Street (from the Cathedral to St. Nicholas Garden, from Cathedral Square and the Barony Hall to the GRI). These enhancements would be infused with high quality design, materials, public art and historic interpretation.

At present Castle Street / High Street and John Knox Street swinging up from Wishart Street / Drygate create significant severance and diminish the quality of the area across the wider Cathedral precinct. The inclusion of John Knox Street in to the EIPR Avenues project is very welcome but, in tandem with the proposed upgrade of the High Street, Castle Street needs a similar bold reorganisation to significantly reduce traffic throughout the area. It may be that this area could be car-free at certain times (e.g. on Sundays?).

In any case, as with the High Street to the south, Castle Street should be reduced to two running lanes and no on-street parking in the area between Rottenrow and GRI. The Cathedral Precinct and St Nicholas Gardens benefited from high quality public realm upgrades that have endured. Cathedral Square, to the south, and the area around the Barony Hall would benefit from similar high quality hard and soft landscaping. Cathedral Square would also benefit from the lawn quadrants being opened up for public access, with railing barriers removed, to provide access to one of the few green spaces in this side of the City Centre.



Key stakeholders

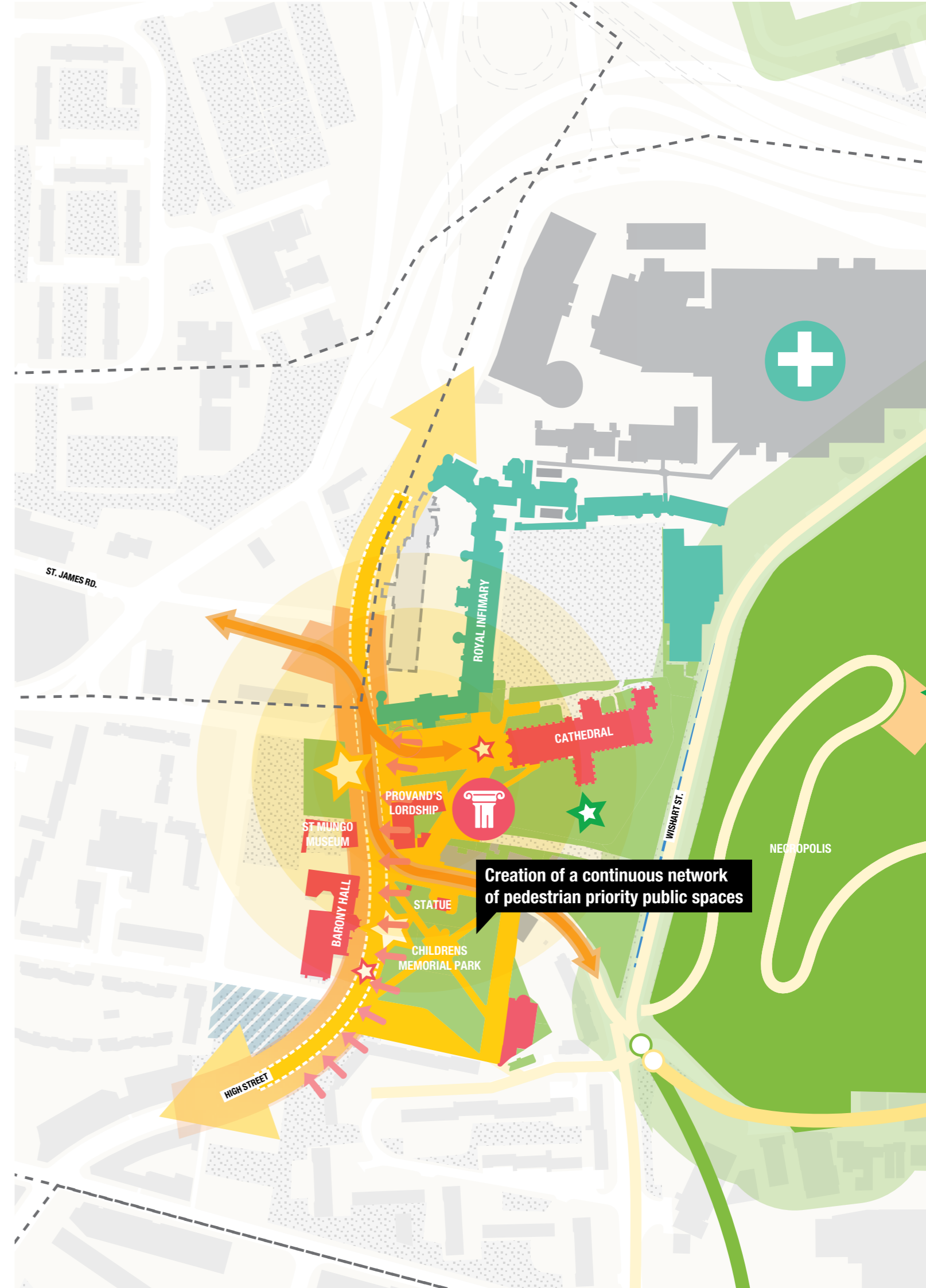
Glasgow City Council with Glasgow Life, Glasgow Cathedral, local community and civic groups, Visit Scotland.

Impact/ reach/ term

High Impact / Local Project / Short to Long Term

Justifications / observations

Consultation feedback confirmed shortcomings with the environmental setting and lack of recognition of the heritage assets around the Cathedral precinct. It was also noted that there is a tendency for the visitor footfall (with visitor numbers increasing pre-Covid) failing to translate in to local economic benefits. Consultees reflected on the extent to which through traffic on Castle Street / High Street bisects the area and diminishes the quality of the space and experience. As with many facets of Glasgow's story better interpretation and wider appreciation of the medieval era of the city warrants increased awareness.



LQ2.5 Necropolis Paths

Opening up a pedestrian route across the Necropolis from Circus Drive to Dennistoun



The Necropolis is a sacred and historic place. It has been carefully restored in recent years and has become a renowned destination for visitors and Glaswegians alike. Many visit the Necropolis to enjoy the great views across the city, the nature and tranquillity and the immense funerary art and cemetery statuary.

The Necropolis is currently only accessible from the west / Drygate side, off Wishart Street or the Cathedral Precinct. There is no access from the east, north or south. The Necropolis therefore creates (alongside the neighbouring Wellpark Brewery to the south) a significant barrier in the cityscape, especially between Dennistoun and the City Centre. There is also the opportunity to open up a route across the Necropolis, from Circus Drive in Dennistoun, to provide pedestrian access to the historic green space for the community of Dennistoun, as well as creating a walking route through the cemetery to the City Centre.

Whilst some are anxious that this may exacerbate anti-social behaviour, experience elsewhere suggests that greater footfall through an area is likely to discourage it. It may be that there is scope to undertake a temporary trial (notwithstanding the lack of a gate at present) to establish what the likelihood of issues arising are. However, whilst respecting the concerns of some (notably the Friends of Necropolis) there was widespread interest and support from many others (notably residents of Dennistoun) eager to enjoy the benefits of easier access to one of the city's great heritage treasures.



Action plan

- 0 IMMEDIATE**
 - Convene on-site meeting to review possibility to establish a path.
 - Meet with Friends of Necropolis, GCC Heritage and HES to assess implications.
 - Consult with local community and interested parties.
- 1 SHORT TERM**
 - Commission historic research and conservation plan / case to create a new gate from Dennistoun and trial project.
 - Secure consents and funding.
 - Implement and trial. Monitor footfall and anti-social behaviour
 - Agree on longer-term, permanent solution.
- 2/4 MEDIUM TERM**
 - Implement permanent solution (new gate / path or leave as is)
 - Monitor impacts and continue to assess situation.
- +5 LONG TERM**
 - Monitor impacts and continue to assess situation.

Key stakeholders

Glasgow City Council, Friends of the Necropolis, Dennistoun Community Council, Glasgow Cathedral, HES

Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

Justifications / observations

This proposal inspired a lot of debate. Most consultees, notably those residents in Dennistoun, were supportive and strongly in favour. The Friends of the Necropolis (who have volunteered and campaigned to restore and secure the Necropolis) are concerned about the proposal to open up a through route. Concerns are around the possibility of encouraging more anti-social behaviour and respecting the space as an active cemetery. On balance it is felt that opening up a new route in to the Necropolis could ensure greater footfall and equitable access (and appreciation) of the wonders of the Necropolis. This increased access and footfall may discourage anti-social behaviour. Increased access should not be incompatible with maintaining the dignity of a sacred site. Discussions should take place with all stakeholders to consider the benefits and concerns and to develop proposals that might address them.



Glasgowtimes.co.uk



Glasgowlive.co.uk

LQ2.6 Open Campus Connections

Fully integrating campuses in the everyday District experience and adding east-west routes



To maximise the wider benefit of the concentration of HE/FE institutions located in the City Centre each campus should be fully integrated into the cityscape. The opening up of these campuses, notably Strathclyde University and City of Glasgow College alongside GRI, will ensure that they are unified in to the everyday experience of the Learning Quarter and the City.

The City Centre campuses have developed over time to become insular and inward looking. They have tended to discourage non-University / College footfall. Routes are not obvious, are not easy to navigate or welcoming and therefore these HE/FE campuses tend to create an island in the cityscape for those looking to pass through.

Current plans for the University of Strathclyde campus are promoting active travel, reducing car penetration and seeking to create pedestrian priority and car-free environments, notably around Rottenrow Gardens, Montrose Street and North Portland Street. Cathedral Street is included as an EIIPR Avenue and this has to be delivered to create a campus 'High Street' ambience. North of Cathedral Street the Places for Everyone initiative seeks to enhance active travel connections towards GCU. These are all positive steps forward. Nevertheless there is a need to be even bolder and more emphatic.

East-west connections from the Cathedral precinct across the University campus towards the Buchanan Cluster and Queen Street Station need to be explored. In parallel with the EIIPR Avenues upgrades to George Street and Cathedral Street tracing a green, car-free route through campus along Rottenrow East and Richmond Street past Rottenrow Gardens / Heart of the Campus needs to be encouraged. There is already significant new / refurbished building works underway and enabling better active travel connections will help contribute to a pan-campus network of public through routes. West of Montrose Street there is scope for an internal 'street' through James Weir Building connecting in to the Love Loan / Martha Street development and onwards to the Met Tower and reconfigured Queen Street Station. This would create a convenient bisecting of the campus, augmenting the adjacent EIIPR Avenues and further opening up the University campus to the cityscape - making a positive contribution to the wider Innovation District.



Actio

0

IMMEDIATE

- Maintain dialogue with Strathclyde Uni and City of Glasgow College about the preparation of campus masterplans.
- Explore similar discussions with Buchanan Galleries, Network Rail, Met Tower and Love Loan developers. Coordinate with early work on the EIIPR Avenues.

1

SHORT TERM

- Partnership working with HE/FE to develop / finalise any refreshed campus masterplans. Design new east<->west routing in tandem with future campus plans. Trial and test early interventions.

2/4

MEDIUM TERM

- Construct the Rottenrow Gardens and associated public realm upgrades.
- Commence and conclude delivery of further Campus masterplan projects and off-campus developments (incl Met Tower, Buchanan Galleries and Station).

+5

LONG TERM

- Continue to implement Campus masterplans and monitor impacts on and outwith campus.



Key stakeholders

Strathclyde University with Glasgow City Council, Network Rail and private developers (Met Tower, Love Loan)

Impact/ reach/ term

High Impact / District Project / Long Term

Justifications / observations

Many consultees note the barriers that the existing campuses create in desire lines / routes through and across this part of Glasgow City Centre. Capitalising on recent and planned on-campus investment, and the planned redevelopment at Met Tower and Queen Street Station requires coordinated effort.



Glasgowguide.co.uk

LQ2.7 Terraced Park

Establishing a greenspace benefitting the students of the College and University and the wider community of Townhead and those who live and work in the City Centre

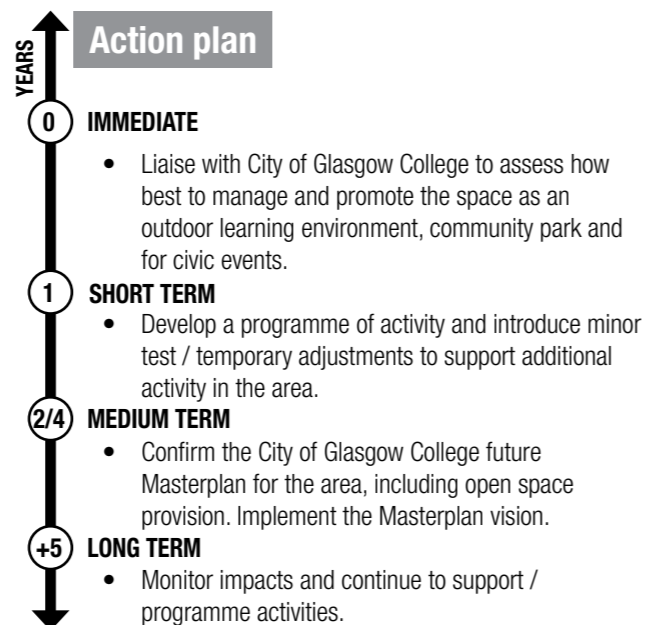


Glasgow City Centre has very few great urban parks and greenspaces. In the eastern half of the core City Centre only the Rottenrow Gardens (the Heart of the Campus) and Ramshorn Cemetery come to mind as greenspace destinations.

The landscaped site to the west of the new City of Glasgow Campus has the potential to become a destination in its own right; alongside the nearby Rottenrow Gardens). Both enjoy a south facing aspect and slope. In counterpoint to Rottenrow Gardens (which is enclosed by Strathclyde University Campus) the site north of Cathedral Street enjoys panoramic views and a roof top vantage point across the city's skyline to the landscape beyond.

Whilst the site may be earmarked for future College campus development there undoubtedly remains an opportunity in the short to longer term to also establish an urban garden / park space benefitting the students of the College and University, but also the community of Townhead and the wider city centre resident and working population. The topography already lends itself to a terraced park which can function as a great place to relax, hang out and enjoy the city and events; formal and informal. It can also benefit from, and augment, the investment on the Cathedral Street EILPR Avenues, the Places for Everyone active travel routes to Townhead and the upgrade planned for Rottenrow Gardens themselves.

How the northern side of Cathedral Street is developed with future campus expansion requires a detailed Masterplan. In developing that future vision incorporating a terraced park and city viewpoint can support local community benefit and activity whilst also attracting visitors to an area not often (or yet) on the tourist maps.



Key stakeholders

City of Glasgow College, Glasgow City Council, local Community Councils, University of Strathclyde, adjacent landowners / developers.

Impact/ reach/ term

Major Impact / District Project / Short to Medium Term

Justifications / observations

The site is already well landscaped and available for use. The locality has a lack of quality public spaces. The community and College want to enhance outdoor activities and support health and wellbeing. The site is well placed to contribute to a network of open spaces including the investment on Cathedral Street, Rottenrow and initiatives in Townhead.

Greenwich Park, London



Princess Street Garden, Edinburgh



George Square, Glasgow



LQ2.8 Biophillic Corridors

Creating a series of green links promoting growing, gardens, meadows, play and history

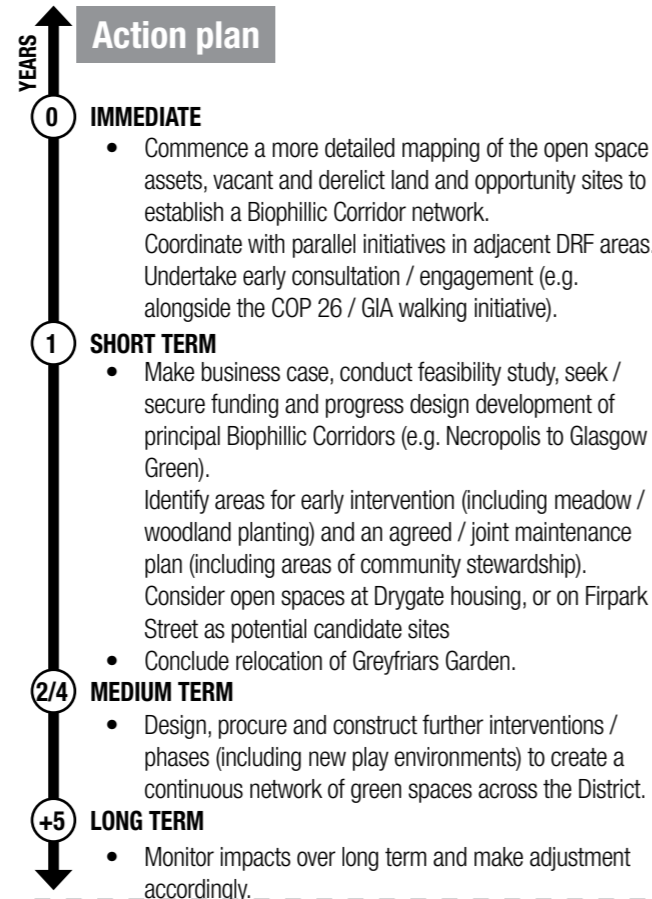


Whilst the Learning Quarter already has some significant green spaces (notably the Necropolis, Rottenrow Gardens and the green space at City of Glasgow College) the wider ambition of the DRFs is to create a series of green links (Biophillic Corridors) across the City Centre and extending beyond and into the wider city region. Despite these green spaces the Learning Quarter, and the City Centre generally, is not characterised as being lush or having an over abundance of nature and soft landscaping. The need to create better access to greenspace for recreation or relaxation is a recurring issue across all public consultations regarding the City Centre DRFs.

In parallel with adjacent green infrastructure upgrades in neighbouring Districts the intention is to trace and enhance existing and new routes across the City Centre to create a continuous series of Biophillic Corridors. One key route is the link between the Canal and Necropolis (enhanced by the restoration of a Canal to Cathedral route - see Project Card). Others include linking Sighthill Cemetery with the Necropolis, south to Glasgow Green and ultimately to the Southern Necropolis - bringing life and death together in an historic route.

In addition to longer distance 'Biophillic Corridor' routes the introduction of pocket parks, community growing spaces and areas for play and rest are crucial. Opening up Cathedral Square or the Necropolis (see Project Cards) show ways to reimagine existing, well established open spaces. This is bolstered by the plans to upgrade the Rottenrow Gardens (the 'Heart of the Campus') project at Strathclyde University. The relocation of Greyfriars Gardens for community growing, just off High Street, is a further example. Opportunities should also be explored to provide accessible, communal garden spaces amongst the Drygate flats, perhaps also including routes and paths between Collegelands / the Duke Street EIIPR Avenue and Cathedral Square. Further east, in tandem with the Necropolis Path initiative there also exists an opportunity to redefine the role of the green space along the west side of Firpark Street, adjacent to the Necropolis - another opportunity for a community-led Stalled Space or similar.

It is time to emphatically bring nature back in to Glasgow City Centre; "the Dear Green Place."



Key stakeholders

Glasgow City Council (lead) - with Townhead and Ladywell Community Council, GHA, City of Glasgow College, Strathclyde University, key EIIPR stakeholders including Sustrans.

Impact/ reach/ term

High Impact / City Centre Project / Short to Medium Term

Justifications / observations

The poor standard and vast extent of open space across the City Centre is one of the recurring priority issues arising in consultation with the local community. The health benefits of open space (and growing food) are becoming more widely appreciated. Given the lack of private or communal gardens there is a need and demand for open space that residents can enjoy. There is also a need to provide a safer, more attractive environment to encourage more walking, wheeling and cycling in an area of low car ownership and comparative ill-health. An improved open space network is of paramount importance to restore the local environment and ecology, whilst sustaining outdoor community activities.



3 (Y)our Thriving Learning Quarter

Intensified programme

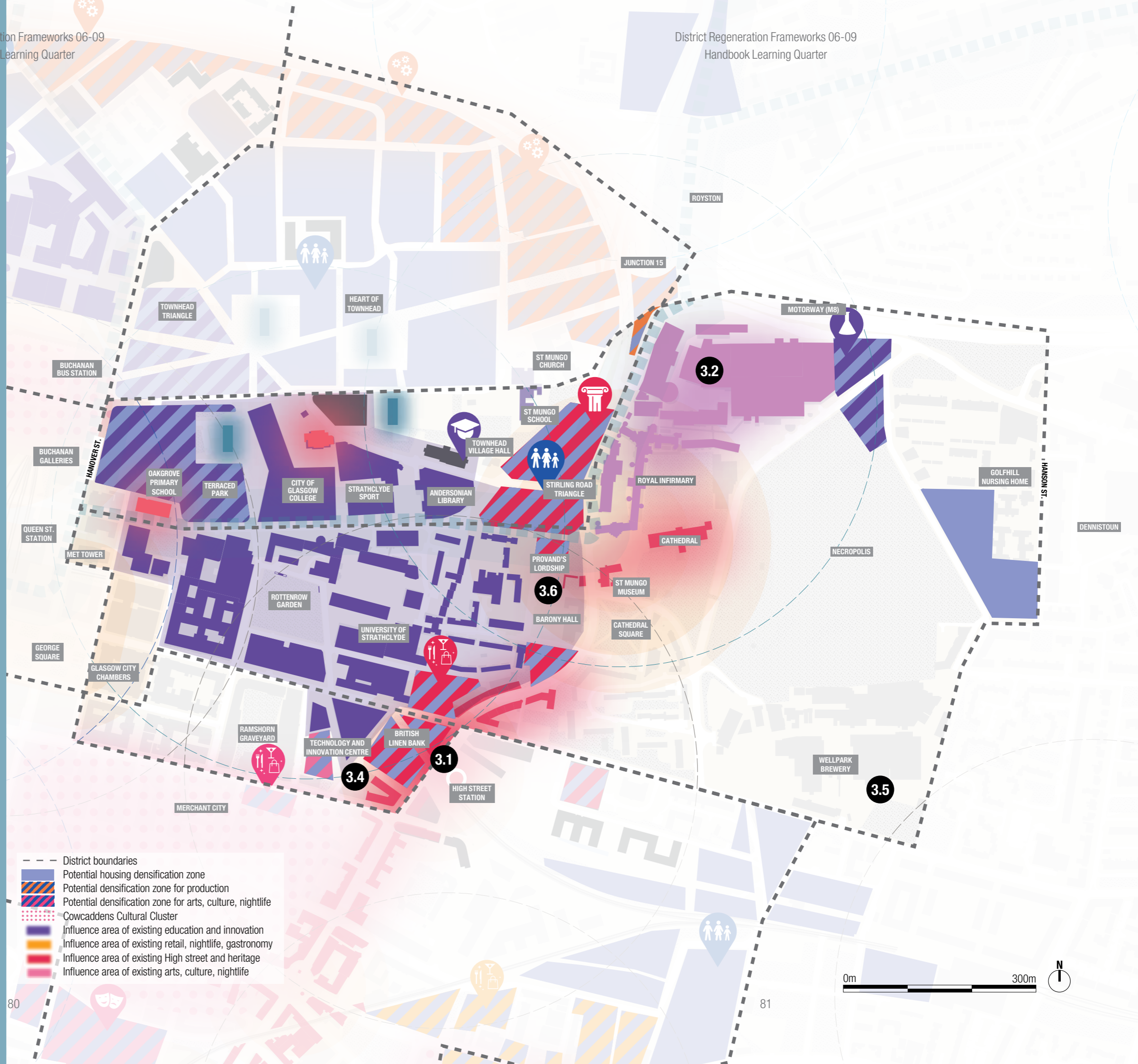
- LQ3.1 High Street Hub
- LQ3.2 City Centre Hospital
- LQ3.3 20-Minute Learning Quarter
- LQ3.4 Climate Neutral Innovation District
- LQ3.5 City Brewery Destination
- LQ3.6 Learning Quarter Heritage

Learning Quarter has amazing existing assets. It has Scotland's first Innovation District, Strathclyde University and City of Glasgow College and an array of enterprises and businesses clustered around the area. Moreover this part of Glasgow has a long history and connection with design and creativity. In combination the prospect of promoting a pioneering climate neutral Innovation District can ensure that the Learning Quarter is at the vanguard of progressive, sustainable place-making whilst celebrating the ingenuity of local talent and attracting new energy to the City Centre.

The other defining characteristic of the area is its link to Glasgow's history; indeed Glasgow's story started here. Finding ways to restore and maintain our heritage, and reinterpreting Glasgow's complex history, is of great importance to many Glaswegians. In line with longstanding best practice and emerging national policy, the Learning Quarter has the potential to be an even greater place to live, work and learn in by virtue of its assets that can ensure it complies, and surpasses the requirements of a convivial, thriving 20 min neighbourhood.

Innovation uses actively encouraged with the Glasgow City Innovation District, alongside intensification of established land uses.

Retrofitting and repurposing vacant and under-occupied space should be prioritised to intensify mixed land uses, including new mixed tenure city centre living and associated community infrastructure.



LQ3.2 is District-wide and therefore not annotated on Framework Plan opposite.

LQ3.1 High Street Hub

Carefully coordinating major transformation of the central section of High Street

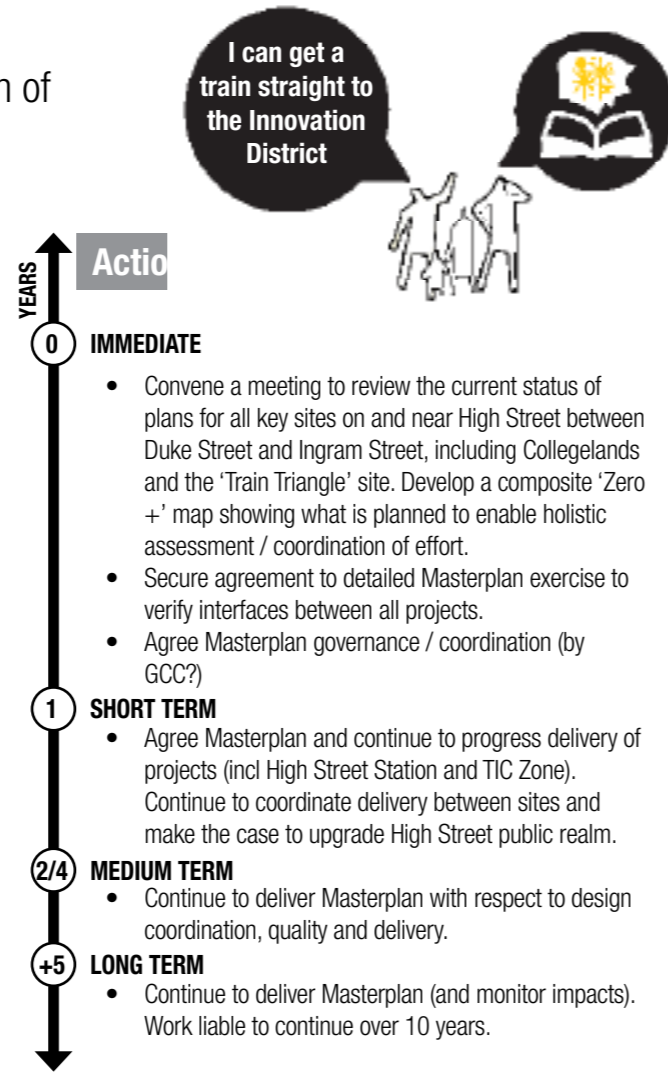


The central section of the historic High Street is on the cusp of major transformation which needs careful coordination to ensure that it combines to create a great place that helps repair the High Street.

New investment is planned to upgrade High Street Station, the next phases of the Technology and Innovation Centre (TIC) project are being designed (TIC East and TIC West) and there are large redevelopment plans for residential led mixed-use development on George Street/High Street, along with the next phases of Collegelands east of the High Street. Amid these planned developments there is the B Listed former British Linen Bank on the Buildings at Risk Register - one of the few remaining heritage jewels in the area.

The new High Street Station should provide a gateway to the City Centre and the Innovation District. The TIC projects should enliven the street-scene and provide public access and inspiration to engage with the pioneering innovation in science and engineering within. The Linen Bank should be reactivated, nestling comfortably within a convivial centre of creativity, innovation and dynamic urban life. The infill developments on George Street and Collegelands should contribute positively to the renewed sense of place with high quality design, active frontages and appropriate scale and massing. The High Street and the adjacent streets and spaces between should provide a template for a lively street scene at the heart of Scotland's first Innovation District.

It is vital to get this part of the city right, and avoid further diminishing this part of the High Street already blighted by poor quality development on Blackfriars Road. On this basis a detailed Masterplan coordinating the planned development should be undertaken urgently. The possibility of ensuring pedestrian priority public realm connecting across High Street can be the first phase in the transformation of the streetscape from Glasgow Cathedral to the River Clyde. Seamless connections to public transport and active travel routes in all directions is paramount. The urban spaces and buildings should be of exceptional quality befitting the City's High Street - and ensuring the early 21st Century contribution helps to repair and renew (Y)our High Street.



Key stakeholders

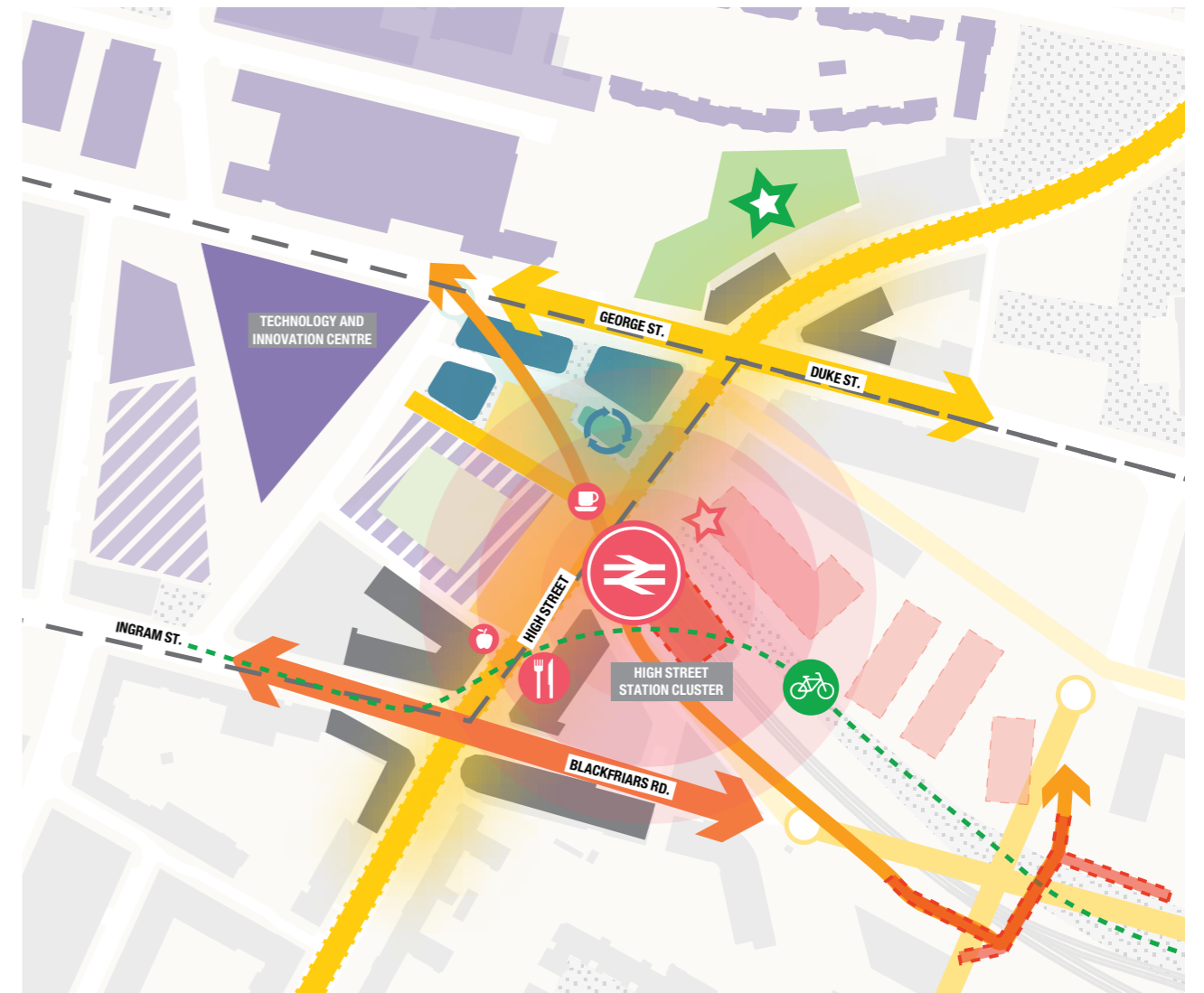
Glasgow City Council, with University of Strathclyde, Network Rail, private developers / landowners

Impact/ reach/ term

High Impact / Local Project / Long Term

Justifications / observations

This locality is critical to the future success of the High Street. It is also on the cusp of significant investment and development. This cluster of activity requires coordination to establish and secure design quality, confirm coordination and integration of projects, confirm the open space network and delivery of public realm and to ensure a suitable sequence of delivery. The local community have raised concerns about the low quality and lack of coordination in certain recent developments in the area and given the importance of these sites, both individually and collectively, achieving suitable design quality in urban design, architecture and public realm is fundamental. This can best be secured through clear leadership and coordination via a Masterplan-based approach.



High Street can be the first phase in the transformation of the streetscape from Glasgow Cathedral to the River Clyde. Seamless connections to public transport and active travel routes in all directions is paramount. The urban spaces and buildings should be of exceptional quality befitting the City's High Street - and ensuring the early 21st Century contribution helps to repair and renew (Y)our High Street."

LQ3.2 City Centre Hospital

Ensuring GRI's best-fit within the cityscape with improved connections and public realm



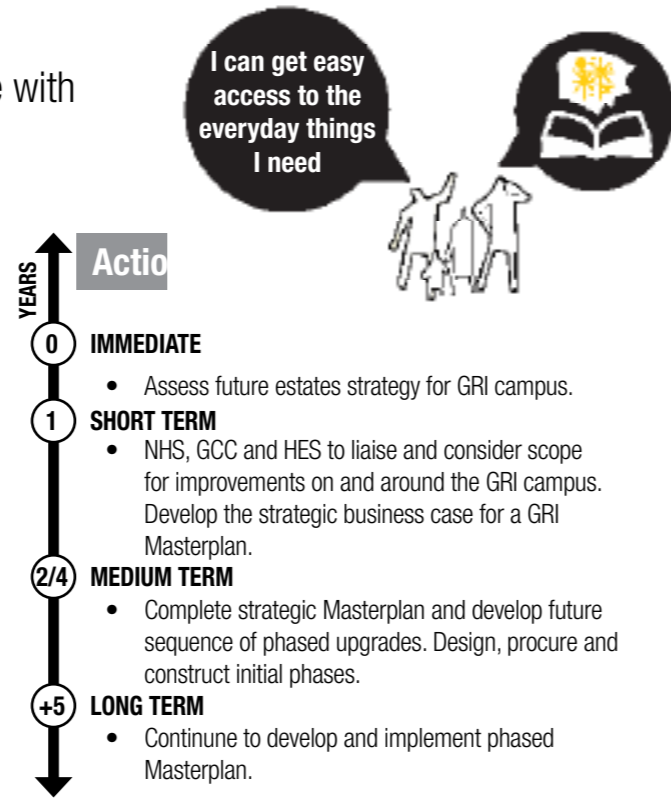
Glasgow Royal Infirmary (GRI) serves the city region and is listed as one of the top 100 hospitals in the world, and in the top 10 in the UK (according to Newsweek). The 'Royal' has been present on the same site, adjacent to Glasgow Cathedral, since 1791 and has contributed to major advances in medical science. It is a well-known Glasgow landmark announcing arrival in the City Centre.

The campus has extended over the past century and now incorporates buildings of various eras since the 19th Century, including a cluster of large Listed buildings towards the south of the site adjacent to the Cathedral. The complex now covers the full extent of the site bounded by Castle Street, Alexandra Parade, Wishart Street and the Cathedral Precinct to the south. This has resulted in a vast urban block with no obvious public through routes.

NHS Greater Glasgow and Clyde have confirmed that the GRI will continue to operate from this City Centre site. Future plans seek to continue to improve the clinical facilities on site and ensure best-fit within the cityscape in the north-east of Glasgow City Centre. Improving wayfinding to the hospital and throughout the campus is a major ambition, as is the possibility of improving public connections across the campus.

Future developments may also include improving integration with public transport, active travel and upgrading welcoming entrance / arrival points to benefit patients, visitors and staff. Improving and enhancing on-site landscaping and respecting / benefitting from views to the city's landscapes (e.g. the Necropolis and Cathedral) to create a healthy, restorative caring environment is also envisaged.

All of the surrounding streets would benefit from general reconfiguration to reduce traffic dominance (whilst maintaining blue-light access), integrated public transport for more convenient pick-up / drop-off arrangements and to ensure walking, wheeling and segregated cycle routes are available, continuous and safe. Enhancing public transport and active travel links to / from GRI are vital to ensure a reduced reliance on car access and provide convenient, affordable and greener options to access GRI for patients, visitors and staff.



Key stakeholders

NHS Greater Glasgow and Clyde, Glasgow City Council, Historic Environment Scotland, Glasgow City Innovation District, Friends of GRI

Impact/ reach/ term

Major Impact / Regional Reach / Long Term

Justifications / observations

GRI is synonymous with this part of Glasgow and it will / should remain at this City Centre site serving the wider metropolitan region. The campus is vast and, as with all clinical settings, warrants an ongoing programme of enhancements to improve healthcare services.

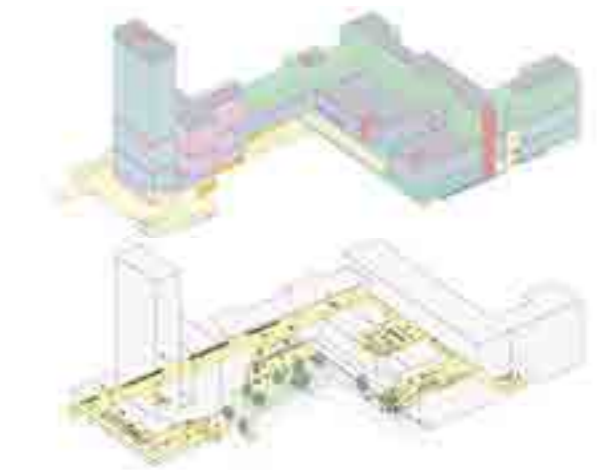
Upgrades to the exterior public realm, paths and public transport routes to and from the hospital need to be coordinated with wider city ambitions to ensure the hospital is highly accessible to patients, staff and visitors. Careful enhancement of the hospital over time will contribute to an improved cityscape, healthcare experience and retain and enhance the quality of the built heritage on site.

The Stirling Road triangle site to the west of GRI should be considered for mixed-use redevelopment incorporating a bus interchange serving GRI, Cathedral Precinct and the Learning Quarter. Alexandra Parade should be considered for an Avenues type upgrade, alongside the recent inclusion of Duke Street in to the EIIPR Avenues programme.

Opportunities for the GRI to contribute to the Glasgow City Innovation District and tie in with District / City Centre wide initiatives, including sustainable urban infrastructure (e.g. District Heating) should be explored. Celebrating the GRI's contribution to medicine is being celebrated by the Friends of GRI and their ambition to establish a museum, accessed from Cathedral Precinct, would augment the existing heritage destinations nearby and showcase the historic importance of the site to a wider audience.



Rotterdam Hospital (EGM Architects) © Ossip van Duivenbode & Rob van Esch



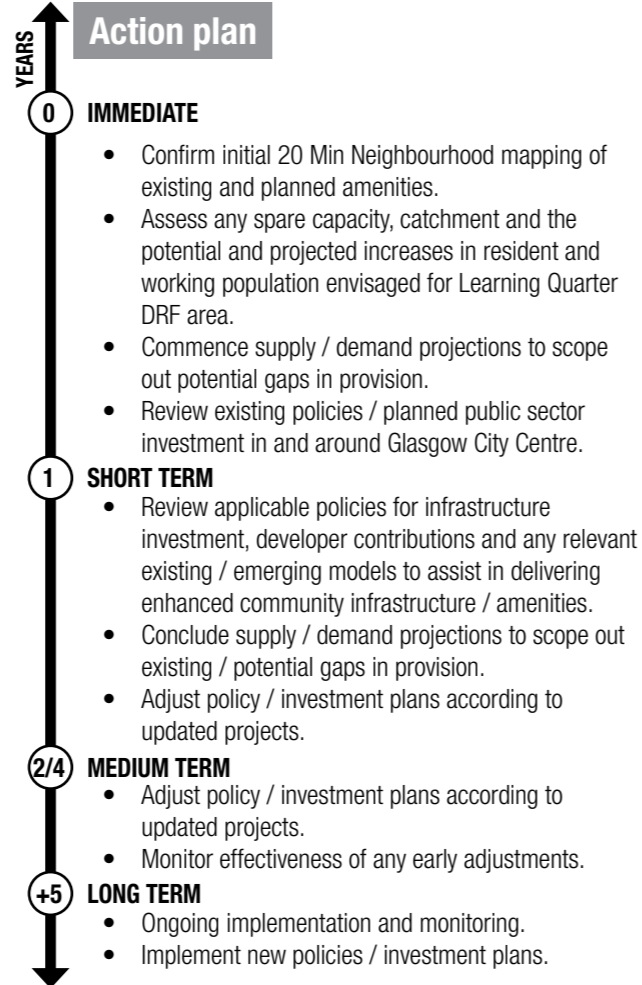
LQ3.3 20-Minute Learning Quarter

Providing close-by amenities: health, social care, schools, local services, youth facilities and play



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. This approach to a walkable, compact District is now commonly referred to as a 20 min Neighbourhood.

Whilst the Learning Quarter has many attributes well aligned with the 20 min Neighbourhood concept there are certain amenities and facilities that are evidently lacking. Despite its City Centre location there are several vital amenities seemingly under-provided including the lack of quality open space (see (Y)our Great Spaces and Streets Chapter), a vibrant High Street or any schools (despite the Learning Quarter moniker). The possibility of local HE/FE institutions assisting in providing space for local community activity should be explored as a potential 'quick win'. The provision of local schools and pre-school infrastructure (especially if there is a desire to attract families to live in the City Centre) is also a potential priority.



Key stakeholders

Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, HubCo, NHS, Public Sector bodies with estate in central Glasgow.

Impact/ reach/ term

High Impact / City Project / Short to Long Term

Justifications / observations

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 capable of supporting an increased population density in central Glasgow.



LQ3.4 Climate Neutral Innovation District

Celebrating innovation with connected campuses, specialist facilities and citizen scientists

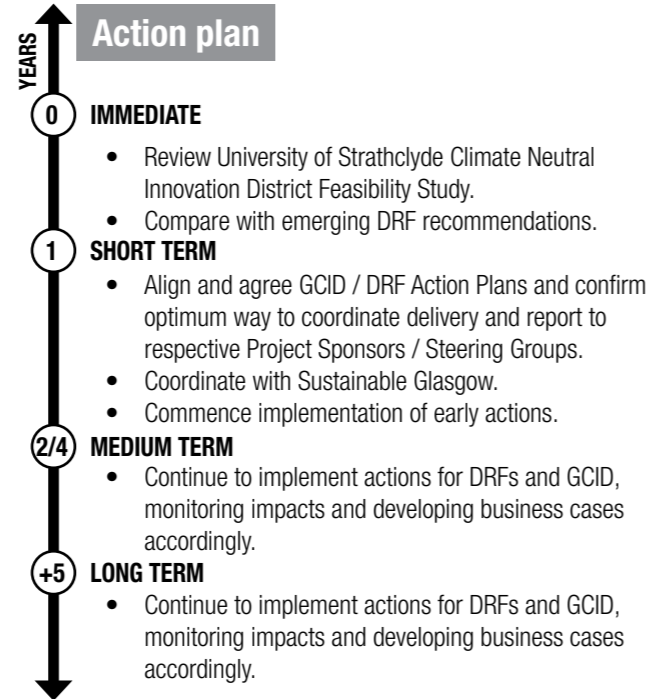


A large portion of the Learning Quarter is within the Glasgow City Innovation District - Scotland's first Innovation District. The Learning Quarter is also home to several of the key partners in the GCID including the University of Strathclyde. The ambition is to create a cluster of academics, researchers and entrepreneurs to establish an ecosystem which fosters innovation. There is also the desire to engage 'citizen scientists' to address real-world issues and apply research that can help Glaswegians address issues affecting, for instance, population health and wellbeing.

Drawing upon the established Innovation District model the objective is to 'spatialise the triple helix' of academia, industry and government to create a mixed-use urban District with collaborative research environments, specialist laboratories and facilities to attract, retain and inspire innovative talent to Glasgow. The Learning Quarter provides the essential ingredients of an established network of leading academic practitioners, researchers and facilities; authentic, historic and exciting urban environments and the space to adapt existing and build new development to create high quality places to live, work, innovate and enjoy.

The Innovation District is already home to an amazing array of creative and innovative talent. We must celebrate the innovators already within our midst. Many local businesses are pioneering in their field and the area is a base for world renowned creative practitioners, artists and design businesses. These individuals and businesses should be celebrated for the contribution that they have and are making to the city's regeneration.

The University of Strathclyde are leading on the GCID and promoting the ambition of a climate neutral Innovation District. The DRF encourages this ambition and seeks to advocate for an infrastructure first approach to embedding and retrofitting the city with the necessary urban infrastructure (District Heating, digital etc.) to benefit the existing local communities, as well as drive the Innovation District. In addition, the DRF calls for an even more ambitious upgrade to public transport and active travel spanning the City Centre and beyond to ensure a network of Innovation Districts (GCID and GRID) and associated HE/FE campuses.



Key stakeholders

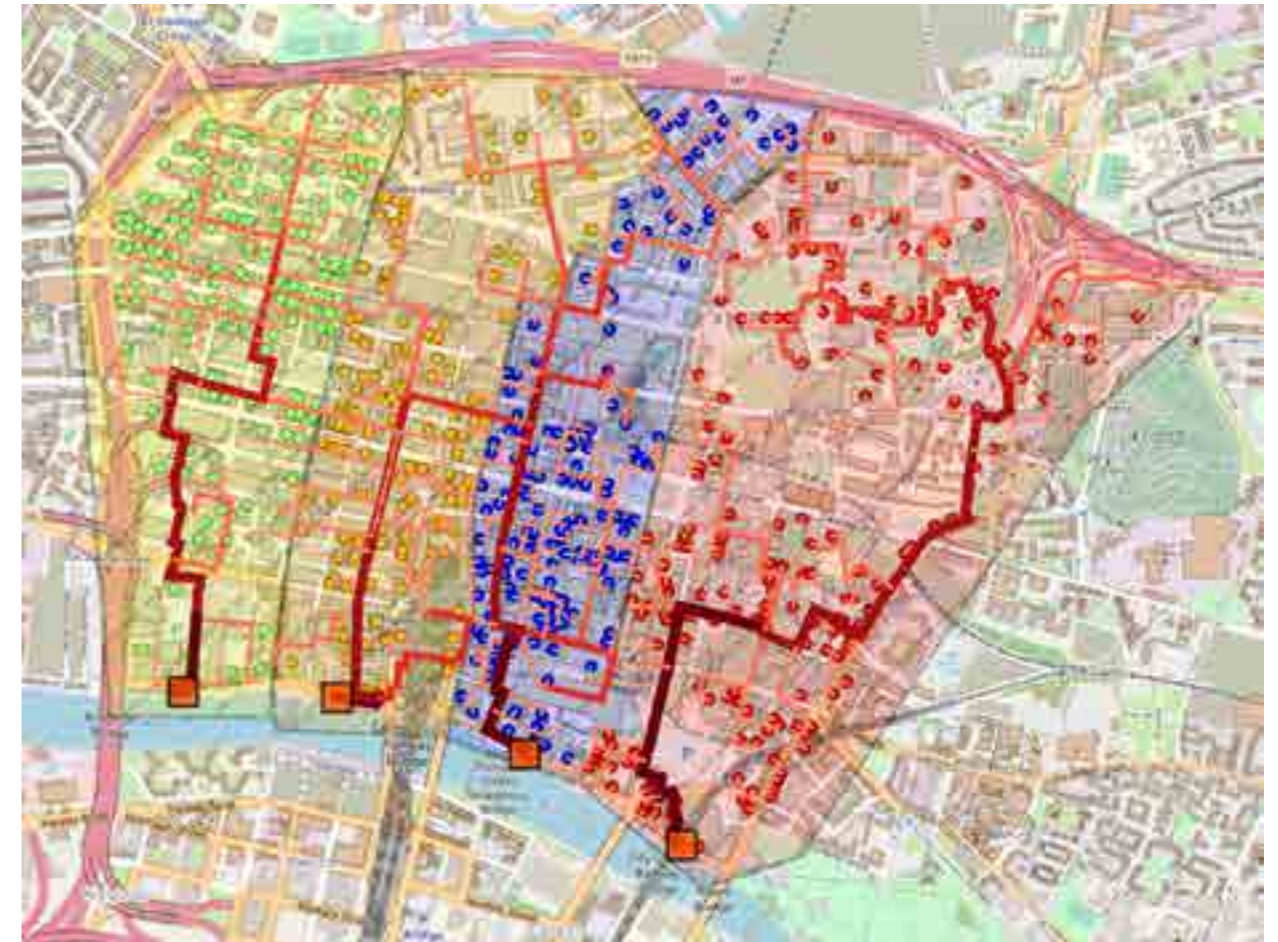
University of Strathclyde, Glasgow City Innovation District, Glasgow City Council, Sustainable Glasgow, Scottish Enterprise

Impact/ reach/ term

High Impact / District + City Project / Medium to Long Term

Justifications / observations

The ambition to deliver a climate neutral Innovation District in this location is greatly encouraging news for the Learning Quarter and the City Centre generally. Making the ambition a reality will require collaboration between the key parties and a clear and heightened awareness amongst the local community (resident, business, civic) about what the Innovation District is seeking to achieve, how to get involved, support, engage and benefit from it. This project - in technical and practical terms - can help testbed and pioneer physical and infrastructural upgrades that will be applicable and extendable across the City Centre. Furthermore the concept has the potential to drive economic regeneration for this part of the city for the next generation. To achieve this will require an inclusive approach that also celebrates and appreciates the existing talents, assets and innovators already active in the area and supports a diverse, creative economy. This is what already makes the Learning Quarter an exciting and dynamic places with a strong and established identity.



Heat Vision 2030



Bunhill Energy Centre - Cullinhanstudio.com



University of Liverpool HIP - Levittbernstein.co.uk



LQ3.5 City Brewery Destination

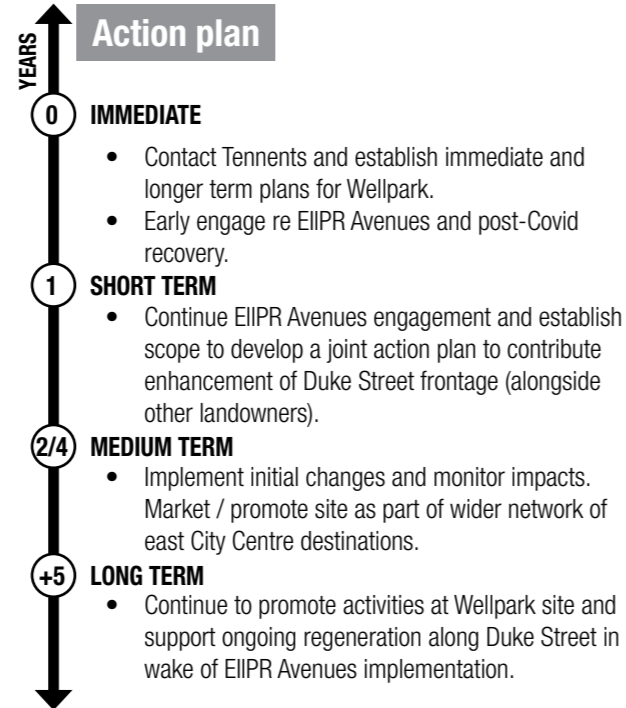
Encouraging both breweries to continue to enliven the area



The Wellpark Brewery and Tennent's Lager are synonymous with Glasgow. In recent years the site has developed with a Tennent's Visitor Centre and adjacent Drygate Brewery with bar, brasserie and brewery tours.

Brewing has been located on the Molendinar Burn at this location for over four Centuries. Both breweries have strong, progressive brands and the Drygate has helped create a food and drink destination attracting visitors to the area. Encouraging both breweries to continue to enliven the area is important, particularly along the Duke Street frontage. The Wellpark site dominates the street scene and scope to provide a more attractive, public facing street frontage would help transform the area and tie in with the forthcoming EIIPR Avenues project.

Ensuring both Breweries, alongside other local attractions, are contributing and befitting from the visitor economy scope to create a series of historic, themed or food and drink trails across the historic High Street could help boost footfall and local trade. Moreover opportunities for the breweries to be at the vanguard of District-wide initiatives, including District heating, should be explored and promoted. See Avenues PLUS Project Card.



Key stakeholders

Glasgow City Council and Tennents

Impact/ reach/ term

High Impact / Local Project / Medium Term

Justifications / observations

Community consultation, and urban analysis, confirms that Duke Street is an unattractive street - it lacks active frontage for long stretches, on both sides. Wellpark Brewery has the potential to enliven the area, encourage footfall and provide a destination in the city (benefitting the District and the brewer). Whilst recognising that the site is a live industrial process facility with offices to the street any scope to redefine the street frontage and create a destination / visitor attraction would help transform this part of Duke Street. This, alongside the EIIPR Avenues investment would help bolster a more active street scene and help activate a very important, but unattractive, arterial route in to the City Centre.



Drygate Brewery



Meatpacking District Copenhagen - © Mertin Heiberg



LQ3.6 Learning Quarter Heritage

Rediscovering the District's heritage for new community uses



The Learning Quarter has several important Heritage Buildings from very different eras either vacant, under-occupied or on the Buildings at Risk register. New uses need to be found for these. Several of these Buildings at Risk are also located in the Townhead DRF.

The Buildings at Risk Register currently includes several buildings across the Learning Quarter. These include the B Listed former British Linen Bank by W J Salmon- a well-loved red sandstone landmark on the High Street. East of the Necropolis the B Listed former Golfhill Public School is earmarked for restoration as part of a housing development in Dennistoun. The former Allan Glens School Annex on St. James Road is also on the Buildings at Risk Register. New uses were apparently sought and discussed at the time of the construction of the new City of Glasgow College campus and these need to be revisited and new uses / occupiers found. Nearby the Charles Oakley Building (part of the City of Glasgow College campus, and adjacent to its 'sister' building the 'Met Tower') is currently vacant. The possibility of bringing this Building at Risk back in to use for educational, research or entrepreneurial uses should be prioritised.

I can get easy access to the everyday things I need



YEARS

Actio

0

IMMEDIATE

- Contact building owners and establish future plans.
- Seek expert guidance regarding building condition and viability.

1

SHORT TERM

- Work with building owners to develop costed plans to adapt / reuse / restore heritage buildings.
- Actively market sites and establish feasibility of adaptive reuse.
- Make business cases and seek funding accordingly.
- Undertake early works to restore / adapt / reoccupy buildings.

2/4

MEDIUM TERM

- Secure funding and implement conservation of heritage assets.
- Actively market sites and establish feasibility of adaptive reuse.

+5

LONG TERM

- Ongoing monitoring of impacts and ensuring built heritage is well maintained and awareness of local history high.

Key stakeholders

Building owners, Glasgow City Heritage Trust, Historic Environment Scotland, local communities, Community Council, Glasgow City Council.

Impact/ reach/ term

Medium Impact / Local Project (with International Dimension) / Short to Long Term

Justifications / observations

Looking after built heritage, and restoring Buildings at Risk, is consistently high on public consultees' agenda. The buildings mentioned, notably the British Linen Bank, are cherished by the local public who are eager to see them back in use.

Assisting building owners to understand how best to adapt and reuse vacant Listed / heritage buildings will assist in securing a positive outcome for these important assets. Moreover, a similar proactive approach for under-occupied buildings generally, regardless of their heritage status, should be deployed to encourage retrofitting and adaptive reuse and reoccupy the City Centre.



4 Transforming (Y)our Learning Quarter

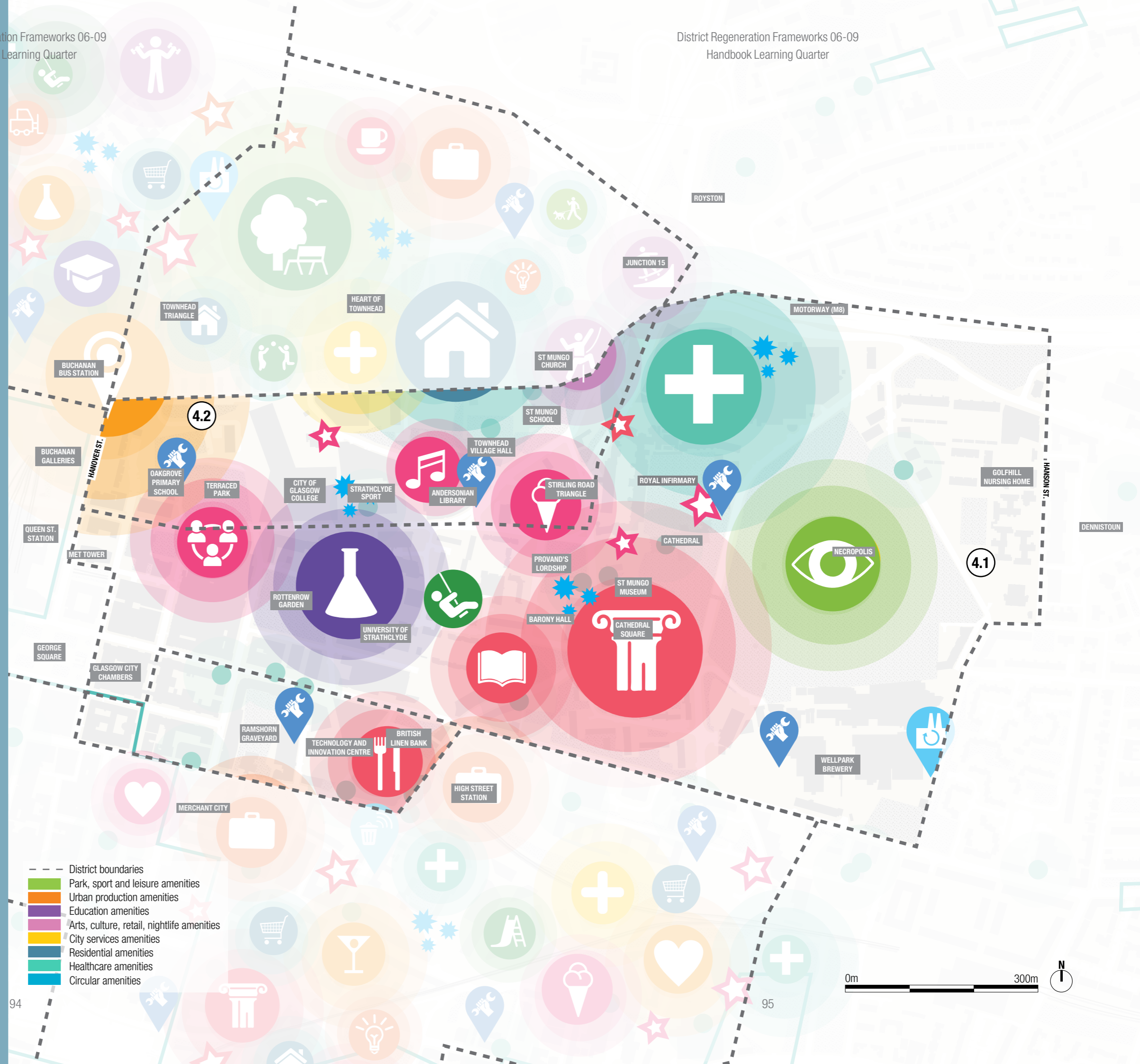
How to organise transformation

LQ4.1 Circular Learning Quarter

There's lots to do, so prioritising who does what, when, and working with whom, becomes fundamental to future success. As outlined in the NE Districts Combined Regeneration Handbook the need to support local communities (resident, business, civic, cultural) is crucial.

Moreover the NE Districts are blessed with some major institutions with the clout to help make things happen – especially in working together. Furthermore there is a way in which, post Covid, these Districts can promote new and emerging ways of adapting the cityscape; to retrofit and modify under-occupied spaces to host Circular Economic activities or to enliven the streets and spaces with temporary events and activities to create positive new memories and invite folk to re-engage with central Glasgow.

In this section we start to elaborate on how best to promote the right coalitions to develop, so we can have a positive ecosystem of community, public, private and voluntary sector organisations working together to deliver a clear Vision, outlined here, to transform Learning Quarter incrementally over the next 10 years.



LQ4.2 Circular Learning Quarter

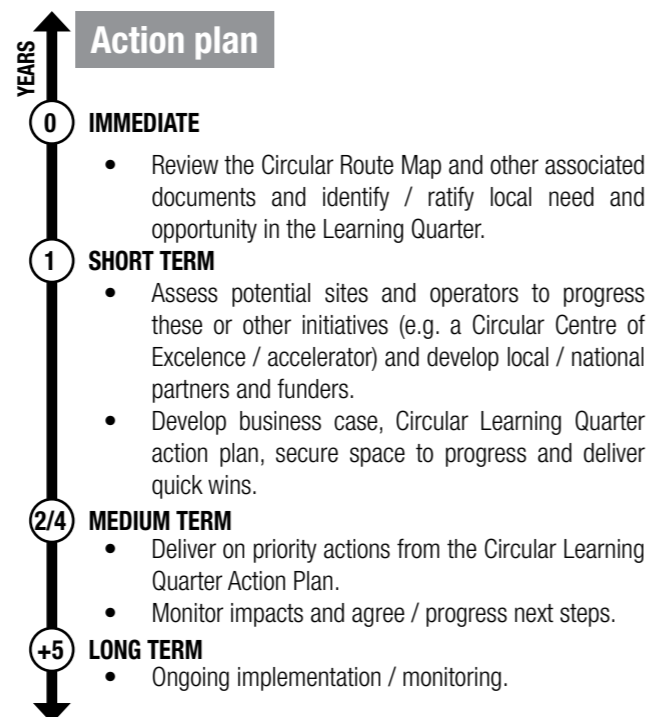
Adopting new initiatives to shift from a linear to a circular and sharing economy



Glasgow aspires to be at the vanguard in adopting a Circular Economic model. Whilst neighbouring Townhead, Cowcaddens and parts of the Calton could adapt vacant or derelict land, or under-occupied spaces to accommodate remanufacturing or larger scale activity, the Learning Quarter has the potential to help pioneer new initiatives to drive the switch from a linear to a circular economy.

The Learning Quarter may focus on promoting a sharing economy (repair, re-use) for local resident and business communities (perhaps in a High Street environment) as well as incorporating a centre of excellence and applied research within the Glasgow City Innovation District (perhaps a Circular Economy accelerator located in an under occupied building e.g. the Charles Oakley building).

GCC's Circular Economy Route Map outlines a series of actions, with several that could be accommodated in the Learning Quarter, for the benefit of local communities and the City Centre generally.



Key stakeholders

Circular Glasgow, Sustainable Glasgow, Glasgow City Council, Chamber of Commerce, Scottish Enterprise, University of Strathclyde, City of Glasgow College

Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

Justifications / observations

Consultees have recognised the potential for NE City Centre Districts to make a significant contribution in the fair transition to a net zero, circular economy. The Learning Quarter has the space (under-occupied sites / buildings) and knowledge / skills / partners to be an ideal testbed for some of the actions emerging from the City's Circular Economy Route Map.

Project code and scale

	Code LQ	SCALE		
		City / Regional Scale (Strategic)	District Scale	Local Scale
Strategic projects as drivers for changes	0.1 Great Streets and Spaces as Strategic connections	+		
	0.2 Reinstalled High Street	+		
	0.3 Dissolving M8 Barriers	+		
(Y)our well connected Townhead	1.1 Stirling Road / GRI Bus Interchange		+	
	1.2 Untangled Junction 15 Spaghetti		+	
	1.3 (S)low Traffic Neighbourhoods		+	
	1.4 Connecting to Dennistoun and East End		+	
	1.5 Active Travel Networks		+	
	1.6 Revised Learning Quarter Car Parking		+	
(Y)our great space and streets	2.1 The High Street		+	
	2.2 Canal to Cathedral		+	
	2.3 Avenues PLUS		+	
	2.4 Medieval Cathedral Quarter		+	
	2.5 Necropolis Paths		+	
	2.6 Open Campus Connections	+		
	2.7 Terraced Park			
	2.8 Biophillic Corridors			
(Y)our thriving Townhead	3.1 High Street Hub		+	
	3.2 City Centre Hospital		+	
	3.3 20-Minute Learning Quarter		+	
	3.4 Climate Neutral Innovation District		+	
	3.5 City Brewery Destination		+	
(Y)our enablers for change	3.6 Learning Quarter Heritage		+	
	4.2 Circular Learning Quarter			+

+ Quick win projects

color code

(Y)our City Centre Performance Monitor

There is an urgent need for a (Y)our City Centre Performance Monitor – see Phase 2 DRFs. The Phase 3 DRF Scorecard is based on qualitative / initial assessments and requires more detailed, quantitative assessment. Criteria should be reviewed and updated as local and national policy adjusts. Recent GCC policy confirmed the intention to establish an holistic benchmarking / impact metrics or dashboard to assess policy and project outcomes and refine implementation and new policies accordingly.

Glasgow's Climate Plan – Chapter 4.0 – Monitoring and Evaluation Plan ; commits to develop benchmarking dashboard. Circular Economy Route Map – Section 4.1 – Metric and Indicators : identifies need for impact metrics and regional, city and community scales.

The DRF Scorecard

The DRF Project Scorecard Assessments are made against 8 criteria (each with a positive direction or aim) and the extent to which the Project makes a contribution (positive, neutral or negative). Further detailed qualitative and quantitative analysis is required to test and verify these assessments. The 8 criteria seek to align national and local policy ambitions from Scottish Planning Policy, the National Planning Framework 4 (draft – Position Statement), the Place Standard, Glasgow City Council Strategic Plan 2017-2022, and the City Centre Strategic Development Framework. In addition the DRF Project Team have developed criteria in a DRF Sustainability Framework (see Technical Appendices).

The DRF Scorecard criteria most directly take cognisance of the ambitions in the GCC Strategic Plan and the DRF Sustainability Framework, whilst recognising alignment with the aforementioned national and local policies. The DRF Projects are simply assessed against the anticipated contribution against each criteria;

- Negative contribution
- 0 Neutral
- + Positive contribution
- ++ Very positive contribution
- +++ Exemplar contribution

KPIs

Useful Projects (metrics per DRF Sustainability Framework)

Where definitive %age target does not exist then trend or tendency is stipulated (ref brackets)

- Carbon Neutral by 2030
- Zero waste communities
- Urban Greening Factor 0.4
- 20% Net Biodiversity Gain
- (reducing) % Car free journeys
- (increasing) % Properties with high speed broadband
- Carry out Community Needs Assessment to ensure DRFs meet local needs
- Net improved air quality
- Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'
- (increasing) % Total area that achieves a Healthy Streets score of 9-10

Policy Alignment

This Grid seeks to map a selection of national and local policy and strategy to develop a series of Scorecard Criteria against which to assess DRF Project alignment with declare targets, ambitions and objectives. The Scorecard Criteria should be developed and measured against specific KPIs. An initial review of alignment and KPIs is outlined in this Grid.

National	Scottish Planning Policy, (6 Qualities of Place)	Distinctive	Welcoming Safe and Pleasant	Easy to Move Around		Adaptable	Resource Efficient					
	Scottish Planning Policy: Principles	A Successful, Sustainable Place		A Connected Place		A Low Carbon Place		A Natural, Resilient Place				
	NPF 4 (draft) Outcomes	A Wellbeing Economy Better, Greener Places		Net-Zero Emission			Resilient Communities					
	Place Standard	Work and Local Economy	Streets + Spaces	Play + Recreation	Moving Around			Care + Maintenance	Natural Space	Facilities + Amenities	Influence + Sense of Control	
				Social Contact	Public Transport		Housing + Communities					
				Feeling Safe	Traffic + Parking		Identity + Belonging					
	Regional	GCC Strategic Plan	A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods	A Well Governed City that Listens + Responds	Excellent + Inclusive Education	
City Development Plan		A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods				
City Centre SDF Outcomes			A Vibrant City Centre		A Connected City Centre	A Sustainable City Centre		A Green + Resilient City Centre				
City Centre SDF Place Ambitions		Reinforce Economic Competitiveness	Repopulate and Improve Liveability		Reduce Traffic Dominance Reconnect with Surrounding Communities and Riverside		Repair, restore and enhance urban fabric	Green the Centre / Make Climate Resilient				
Project	DRF Sustainability Framework (Useful Projects)			Improved Health + Wellbeing	Better Connected Places	Climate Action / Neutral	Reduced Resources	Restoring Nature	Adding Community Value			

DRF Project Scorecard	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities		
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Key Performance Indicators	KPIs (GCC Strategic Plan)	Growing, diverse economy, More in work / training, Business innovation / skills,	Events, heritage, culture, Tourism, sport, activities	Healthier population, Preventative healthcare, Integrated services,	Citizens use active travel, Integrated public transport, less congestion		Low carbon footprint,	Well maintained,		Citizens access facilities, jobs, services locally, Housing meets needs of diverse population	Citizens involved in decision making, Tackling inequality and poverty	Improved attainment, Young people go on to work, training or HE/FE
	KPIs (Useful Projects)			Net improved air quality, % total area that achieves Healthy Streets score of 9 or 10, Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'	% Car free journeys % Properties with high speed broadband		Carbon Neutral by 2030 Zero Emissions by 2045	Zero Waste Communities	Urban Greening Factor 0.4, 20% Net Biodiversity Gain	Deliver net positive, local needs based, social value		
	KPIs (SDF)		Repopulate the City Centre – Double the Population, More mixed uses, More attractions, more diverse retail, better public realm		Integrated 'green grid, Priority for active travel, Connect to the city region, Reduce car journeys in the City Centre by 30% by 2030 and 50% by 2050, Repurposing road space from cars to other modes.		20 min neighbourhoods, Distinctive / historic townscape, Repair the townscape, Density		High quality open space, Connected green-blue infra, 'green the grey' More climate resilient, Net zero carbon place			

Project Scorecards - (Y)our Learning Quarter

	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities	Notes / Comments
(Y)our Well Connected Learning Quarter										
LQ1.1 Stirling Road / GRI Bus Interchange	++	++	+++	+++		++	+	++	++	
LQ1.2 Untangled Junction 15 Spaghetti	+	++	+++	+++		++	++	++	++	Significant off-site benefits for adjacent areas – reducing severance.
LQ1.3 (S)low Traffic Learning Quarter Neighbourhood	+	++	+++	+++		++	++	++	++	
LQ1.4 Connecting to Dennistoun and East End	+++	+++	++	+++		++	++	++	++	
LQ1.5 Active Travel Networks	++	++	++	+++		+++	+	++	++	
LQ1.6 Revised Learning Quarter Car Parking	+	++	++	+		++	++	+	+	
(Y)our Great streets & Spaces										
LQ2.1 The High Street	+++	+++	++	+++		++	++	++	+++	
LQ2.2 Canal to Cathedral	+	++	++	+++		++	+	++	++	Healthier connections to GRI
LQ2.3 Avenues PLUS	++	+	++	+++		+++	++	++	0	Incorporating digital / sustainable infrastructure to create exemplar
LQ2.4 Medieval Cluster & Cathedral Precinct	+++	+++	++	++		+	+	++	++	Capturing economic benefits of heritage / tourism / culture
LQ2.5 Necropolis Paths	+	++	++	++		+	+	++	+++	Connecting communities, promoting heritage, walking routes to City Centre / GRI
LQ2.6 Open Campus Connections	++	++	++	+++		++	+	++	++	
LQ2.7 Terraced Park	+	++	+++	++		++	++	+++	++	
LQ2.8 (Y)our Biophillic Corridors	++	++	+++	+++		+++	++	+++	+++	
(Y)our Thriving Learning Quarter										
LQ3.1 High Street Hub	+++	+++	++	+++		+++	++	++	++	
LQ3.2 City Centre Hospital	++	+++	+++	++		++	++	++	+++	Regional healthcare hub – benefit of improved connections across campus
LQ3.3 20 Min Learning Quarter	++	+++	++	++		++	+	++	+++	
LQ3.4 Climate Neutral Innovation District	+++	+++	++	+++		+++	+++	+++	++	
LQ3.5 City Brewery Destination	++	++	0	+		++	+	+	+	
LQ3.6 Learning Quarter Heritage	++	++	+	+		++	+++	++	++	
Transforming (Y)our Learning Quarter										
LQ4.1 Circular Learning Quarter	+++	++	++	++		+++	+++	++	+++	

Future Learning Quarter's Vision

'Tourist map' with main anchors, routes and destinations

0 Strategic projects as drivers for change (in Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Restore High Street
- SP0.3 Dissolving M8 Barriers

1 (Y)our Well Connected North-East Enhanced infrastructure and mobility

- LQ1.1 Stirling Road / GRI Bus Interchange
- LQ1.2 Untangled Junction 15
- LQ1.3 (S)low Traffic Neighbourhoods
- LQ1.4 Connecting North and to the East End
- LQ1.5 Active Travel Networks
- LQ1.6 Revised Learning Quarter Car Parking

2 (Y)our Great Spaces & Streets Network of public and natural spaces

- LQ2.1 The High Street
- LQ2.2 Canal to Cathedral
- LQ2.3 Avenues PLUS
- LQ2.4 Medieval Cluster & Cathedral Precinct
- LQ2.5 Necropolis Paths
- LQ2.6 Open Campus Connections
- LQ2.7 Terraced Park
- LQ2.8 Biophilic Corridors

3 (Y)our Thriving Places to Live and Work Intensified programme

- LQ3.1 High Street Hub
- LQ3.2 City Centre Hospital
- LQ3.3 20-Minute Learning Quarter
- LQ3.4 Climate Neutral Innovation District
- LQ3.5 City Brewery Destination
- LQ3.6 Learning Quarter Heritage

4 Transforming (Y)our City Centre

- LQ4.1 Circular Learning Quarter

LQ1.5, LQ3.2 and LQ4 series are District-wide and therefore not annotated on Framework Plan opposite.



4 (Y)our Next Steps

How to get started? What are the priorities? Where to focus early efforts?

The ambitions and extent of the Projects outlined in the Framework, in Chapter 2 and Action plan, in Chapter 3, can be daunting. So it is important to identify some early actions and tasks that can make a start, however modest, and start to build momentum and make progress towards the longer term vision.

Many of the priorities are well known and were suggested by local people during the engagement conversations and co-design workshops. So, let's start to work together, and actively start to make Learning Quarter even better, starting now.

Quick wins

Projects that benefit the community in the short term

Next Steps

This Chapter should be read in conjunction with the Next Steps Chapter in the accompanying NE District Combined Regeneration Handbook.

Getting the Local Basics Right

In response to feedback from the local community and issues observed during fieldwork the following points are highlighted;

- Keep all public space clean and well maintained
- Ensure disabled / accessibility to all parts of the NE Districts – retaining on-street parking for those less able, removing barriers to access (e.g. poorly maintained paths, ponding etc.)
- Ensure walking, wheeling and cycle paths are barrier-free, well maintained, properly lit and continuous with places to stop and rest
- Remove unnecessary clutter in public space to achieve a tidier, obstruction-free and more welcoming appearance
- Confirm maintenance responsibilities with partners and publish these so communities can engage in stewardship of their local areas
- Enhance maintenance and planting of all green spaces
- Empower community groups to take on community open spaces where there is surplus space and declared interest (e.g. community growing spaces)
- Audit proximity to facilities, amenities and services with respect to achieving 20 minute neighbourhood accessibility and a walkable District,
- Agree resident parking regime (a baseline – perhaps permit based) and strictly enforce new regime
- Provide convenient community / resident recycling and resident bike stores across the NE City Centre Districts
- Prioritise new bus routing / enhanced services through the District serving key public destinations (healthcare, education, culture) and rail / subway interchanges
- Prioritise finding new uses for 'buildings at risk' registers
- Apply a 'can do' / presumptive yes approach to adapting existing under-occupied buildings and spaces to ensure we can retrofit the District
- Future-proof the District by upgrading thermal performance of existing buildings (prioritising housing stock), decarbonising energy sources and integrating sustainable infrastructure in to future urban / public realm projects (e.g. surface water management, district heating and superfast broadband).



* See chapter 3 for the elaboration of projects
** Refer to Merchant City DRF



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Team:

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Urban Movement

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Urban Mobility, Transport Strategy, Active Travel Strategy

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Stantec (PBA)
Ryden
Useful Projects
Space Syntax
Civic Engineers

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