



# CITY CENTRE STRATEGIC DEVELOPMENT FRAMEWORK

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# FOREWORD

*City centres are the beating heart of the city. As engine rooms of economic productivity, they have long been the principal focus where people gather; to work, shop and socialise. They reflect the identity and culture of the city and, increasingly, they are also places where people choose to live to benefit from the proximity of home life with work, culture and leisure opportunities.*

*City centres across the world are experiencing unprecedented challenges in adapting their urban environments to address the urgent demands of climate change and to better meet the daily needs of people who live, work and visit in them. The global Covid-19 health pandemic has magnified prevailing issues in the place quality of city centre urban environments and highlighted the acute need to radically improve public space for both people and nature, in order for centres to become healthier, more supportive and desirable to inhabit.*

*Glasgow City Centre has already begun its transition to become a more a people-centred, socially inclusive and climate resilient place. An approach to future development and renewal that focusses on 'people, place and planet' will be crucial in order to attract more people to live, work, visit and invest in the city centre in future.*

*This Strategic Development Framework (SDF) sets out a radical vision for the future evolution of Glasgow City Centre over the next 30 years (to 2050). It outlines measures to make the City Centre a more attractive and sustainable place to live, work and play. Critically, this SDF advocates an acceleration in the scale and pace of City Centre transformation in response to the climate emergency and to strengthen its future social, economic and environmental resilience.*

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# EXECUTIVE SUMMARY

Glasgow has a track record of innovation and reinvention. Its transformation from post industrial decline to a global knowledge city in the last 30 years has demonstrated its resilience. Globally, the economic and social impacts of the Covid-19 pandemic will be acutely felt in city centres and they must respond with place-based and people-centred vision to improve their future in the long term.

Glasgow City Centre is already in a process of transition to become a more people-focused, socially inclusive and climate resilient place. This SDF advocates an acceleration in the pace and scale of this transition, focussing on people, place and planet. As such, it proposes interventions to transform the quality of the urban environment, create more space for people and nature, and to repopulate and support its diverse communities to bring life to all areas of the City Centre. This transformation will put people at the heart of the City's green and inclusive long-term recovery, and will be crucial to enable the City to build back better, stronger and faster.

This SDF establishes the vision and spatial ambitions to direct development in the City Centre over the next 30 years to ensure it remains attractive to residents, investors, workers and visitors.

*Vision: In 2050, the City Centre will be a vibrant, inclusive, sustainable and liveable place. A green, attractive and walkable City Centre will create a people-centred place that is climate resilient, fosters creativity and opportunity and promotes social cohesion, health and wellbeing and economic prosperity.*

This City Centre SDF proposes a number of strategic interventions under the four themes of the City Development Plan (CDP) ; to make the centre more **Vibrant, Liveable, Connected and Green and Resilient.**

It proposes six Strategic Place Ambitions in response to priority issues raised by city stakeholders for the improvement of the City Centre, which seek to :

- **Reinforce the Centre's economic competitiveness** and boost vibrancy to grow prosperity for all
- **Re-populate the Centre and improve liveability** to ensure sustainable neighbourhoods that promote health, wellbeing and social cohesion
- **Reconnect the Centre with surrounding communities and its riverside**
- **Reduce traffic dominance** and create a pedestrian and cycle friendly centre, with improved public transport, that is healthier and cleaner

- **Green the Centre and make it climate resilient** with a network of high quality public spaces and green-blue infrastructure that caters for a variety of human and climatic needs
- **Repair, restore and enhance the urban fabric** to reinforce the City's distinctive character and celebrate its heritage.

This SDF will be Supplementary Guidance to the CDP and, as such, form part of the Plan. The SDF will sit alongside the City Centre Strategy and provide the context for nine District Regeneration Frameworks that will establish principles for place-making and development at a more local level. The SDF contains an action plan for future studies, strategies, masterplans and projects to progress delivery of the vision and take forward the transformation of the Centre.

The continuing economic competitiveness and future resilience of Glasgow City Centre is of national significance. A collaborative and integrated approach to its transformation will be needed— between Government, the City Council, key agencies, City institutions and all who live, work and visit the Centre - to enable creative, joined-up effective delivery. Long term commitment to this vision must ensure transformation of the Centre is holistic and endures.

# STRUCTURE

VISION  
PRIORITIES  
OUTCOMES  
APPROACH  
DELIVERY

In 2050, the City Centre will be a vibrant, inclusive, sustainable and liveable place. A green, attractive and walkable City Centre will ensure a people-centred place that is climate resilient, fosters creativity and opportunity and promotes social cohesion, health and wellbeing and economic prosperity.

Accelerate transformation of the urban environment to ensure climate resilience, improved liveability and place quality.

Increase activity and diversity in the centre to support its continued prosperity at the heart of the Glasgow City Region and as a key contributor to the national economy.

Define placemaking ambitions for the City Centre to provide a framework around which multi-sectoral policies, plans and projects can be aligned and partnership working can be galvanised towards their delivery.

**A VIBRANT CITY CENTRE**  
The City Centre will be a vibrant, attractive centre for knowledge and innovation, driving an inclusive growing economy.

**A SUSTAINABLE CITY CENTRE**  
The City Centre will be liveable and inclusive, and home to double its population within diverse '20 minute neighbourhoods' that foster healthy and resilient communities.

**A CONNECTED CITY CENTRE**  
The City Centre will be the sustainable heart of the Glasgow City Region, that links communities and places through a range of integrated, clean, healthy, and accessible travel options.

**A GREEN & RESILIENT CITY CENTRE**  
The City Centre will be transformed through a connected network of green-blue infrastructure that promotes health and wellbeing and moderates climate change.

- Repopulate the centre to bring life to the whole centre
- Ensure a greater blend of uses at neighbourhood level, for round the clock activity
- Create more attractions across the centre and diversify the experiential offer of the retail core
- Improve the quality of the public realm to attract more residents, businesses and visitors

- Promote city centre living within sustainable 20-minute communities
- Enhance the distinctive and historic townscape of the City Centre
- Ensure densification is sustainable and facilitates repair of the urban townscape

- Redefine City Centre streets to create a simplified, highly integrated movement network—'a green grid'
- Prioritise and encourage active travel
- Improve connections within the city centre and to surrounding communities, the City and wider city-region and nation

- Create a network of high quality public open spaces
- Adapt the urban environment to create a connected green-blue infrastructure network for climate resilience
- 'Green the grey' utilising nature-based solutions
- Advocate climate resilience and a net-zero carbon place.

## CITY CENTRE DISTRICT PLACEMAKING STRATEGIES

## ACTION PROGRAMME



# 1

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## INTRODUCTION

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# INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

## GLASGOW CITY DEVELOPMENT PLAN

The **Glasgow City Development Plan (CDP)** sets a 10 year vision for the nature and quality of development within the City. It sets out the spatial framework and development policies which support the Council's Strategic Plan, which aims to establish a *world class city that delivers economic prosperity for the people of Glasgow*. The CDP advocates that development should take a holistic 'placemaking' approach to building a better city.

The CDP identifies six priority areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities. These areas present unique spatial opportunities and challenges but share a number of common issues, such as poor environmental quality or vacant and derelict land, that impede their contribution to the City. The areas identified are:

- River Clyde Development Corridor**
- Govan Partick**
- City Centre**
- Glasgow North**
- Inner East**
- Greater Easterhouse**

The selection of these areas reflects an accumulation of socio-economic indicators and the strategic scale of opportunity in terms of growth and inward investment. This is set out in more detail in the relevant background paper to the City Development Plan.

The six Strategic Development Frameworks (SDFs) for Glasgow provide a long-term vision for the regeneration of the relevant area. Each SDF aims to ensure a sustained commitment to these areas beyond the term of the current City Development Plan. The City Centre has a direct relationship with the adjacent Glasgow North, Inner East and River Clyde Development Corridor SDF areas, and will support a mutually reinforcing framework of strategic spatial guidance.

The SDFs have the status of Supplementary Guidance, and thereby form part of the statutory City Development Plan.

The Glasgow City Development Plan (CDP) is underpinned by two overarching policies:

### **CDP1, The Placemaking Principle**

This seeks to create and maintain a high quality, healthy place and to develop a compact city form that supports sustainable development.

### **CDP2, The Sustainable Spatial Strategy**

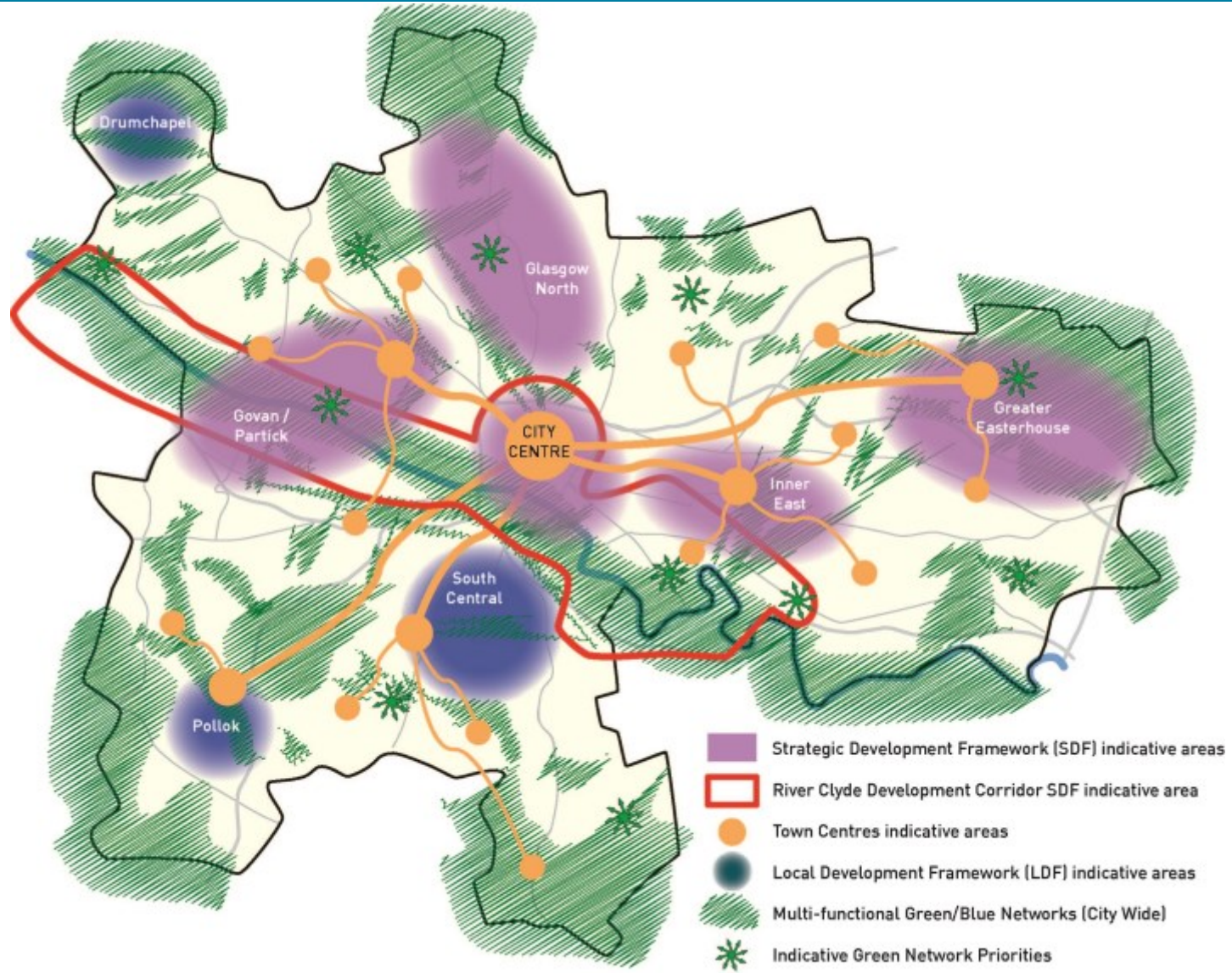
Strategic Development Frameworks will be prepared to support the delivery of spatial outcomes for Glasgow, and to address strategic matters such as:

- **new and changing housing areas;**
- **evolving business areas;**
- **green network opportunities;**
- **infrastructure improvement;**
- **major master-planning areas, and**
- **demographic change.**



# INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

Fig 1.1



# INTRODUCTION | STRATEGIC DEVELOPMENT FRAMEWORKS

## WHAT IS A STRATEGIC DEVELOPMENT FRAMEWORK?

A Strategic Development Framework (SDF) provides a policy structure for the future development and regeneration of an identified geographical area. It acts as an overarching framework identifying key priorities, design principles, connections and strategic relationships, and can support more detailed planning work on specific sites and projects within the plan. It concentrates on strategic priorities, and focusses on key themes and principles rather than detailed policy issues or outputs.

The SDFs for Glasgow provide a co-ordinated approach to the priority areas identified in the City Development Plan. They are positioned at a scale that allows regeneration to be area-specific and responsive to local issues and opportunities, while delivering the spatial outcomes and policies of the City Development Plan and other topic-based Supplementary Guidance. Each SDF sets out area-specific principles that will help in the determination of major planning applications, and each includes an action programme to support the delivery of key proposals.

The City Centre SDF articulates the placemaking direction for the City Centre over the next 30 years. The SDF reflects the ambitions of the City Centre Strategy and will inform its future iterations. The SDF will also inform, and be supported by, nine District Regeneration Frameworks that will provide more local placemaking guidance for each of the nine City Centre Districts identified in the City Centre Strategy.

The SDF also seeks to provide a spatial context to connect existing and future plans and projects affecting all or parts of the City Centre.

STRATEGIC



LOCAL PLACE SPECIFIC



# INTRODUCTION | ENGAGEMENT AND CONSULTATION

## ENGAGEMENT

The people of Glasgow are the City's greatest asset. As such, they will be at the heart of directing this next phase of the City Centre's evolution.

Extensive and ongoing public engagement, to inform a variety of projects for the development of the City Centre, has elicited substantial comment and generated many ideas for improvement. Projects such as Future Glasgow 2061 City Vision, the City Development Plan, City Centre Strategy and City Centre District Regeneration Frameworks have created an ongoing conversation about how the City Centre can improve.

Emerging from engagement is a sense of how much Glaswegians love and care about their City and City Centre; they want to see it improve and do better. This is our mandate and their comments have helped to identify key issues to be tackled in the City Centre and priorities that this Strategic Development Framework should focus on.

In addition, socio-economic research (carried out by the Council and City partner agencies) has explored the needs of businesses, a modern workforce, of people living and seeking to live within the centre and of changing consumer patterns. Valuable feedback has also been gathered from tourists and visitors on how they would like to see the Centre improved.

## CONSULTATION

The consultation draft Strategic Development Framework set out a high level vision for the City Centre, together with emerging priorities and themes. External public consultation took place between October 2019 and January 2020. Over 1000 individual comments were received from a range of stakeholders, including local residents, visitors, businesses, elected members, agencies, organisations and other interested groups. Overall, the contributions were supportive of the strategic direction of the draft SDF and ambitions for the City Centre. The comments and recommendations have shaped this iteration of the SDF document.

The key issues emerging from both engagement and consultation have informed the identification of a number of 'priority issues to be addressed' in the City Centre. These are detailed in the Context section of this SDF and form the basis of the identification of the SDF's priorities, place ambitions, approach and outcomes. The SDF outcomes also reflect the themes and outcomes of the City Development Plan.







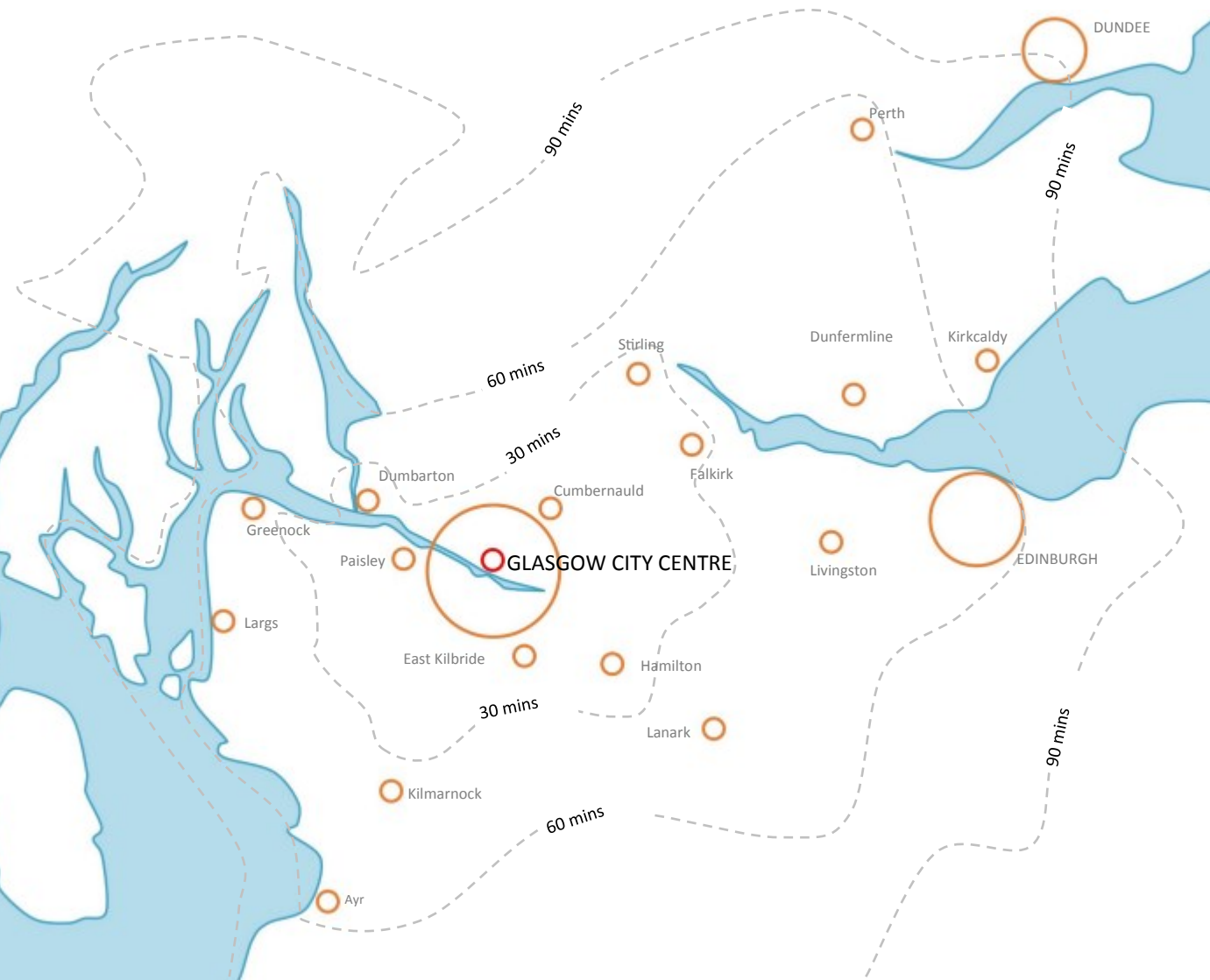
# 2

## CONTEXT

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# CONTEXT | LOCATION AND AREA OF FOCUS



Glasgow City Centre lies at the heart of Scotland largest city and only metropolitan region. Its functions are complex and contribute towards the various roles of the City (described by Glasgow’s Place Commission) as :

- An **International** City: the City Centre is the front door of an outward looking and diverse city
- A **Metropolitan** City: the City Centre is the connected heart of its metropolitan region, which comprises a third of the national population and generates over a third of national economic output
- The **Everyday** City: the City Centre is the focus of daily experience for its residents, workers, visitors and students

The City Centre lies at the heart of a densely populated city region and Scotland’s Central Belt. However, the Centre itself is more sparsely populated than its European counterparts and must grow its resident population for future resilience. Over the next 30 years, the repopulation of the City Centre and the transitioning of its urban environment to meet the demands of climate change and sustainable connectivity, will provide a step change in place quality and ensure its ongoing success.

**Fig 2.1 | Sphere of Influence**

Approximately 4 million people live within 90 minutes travel of Glasgow City Centre.

- City Centre
- Settlement
- Approximately Travelling Time on Public Transport (mins)

# CONTEXT | ORIENTATION



# CONTEXT | INNOVATION, REINVENTION, RENEWAL

Glasgow has a track record of innovation and reinvention. Its transformation over the last 30 years, from a city scarred by rapid industrial decline to a vibrant global destination city, is a world leading example of regeneration.

Today, Glasgow City Centre is a major contributor to the national economy and remains a focus for knowledge, culture, creativity, innovation and prosperity. It is also a place where people increasingly choose to live.

The City Centre has many assets that continue to attract people to live, work and visit, including:

- rich heritage and a legacy of fine architecture;
- a productive and diverse range of knowledge intensive businesses;
- vibrant cultural production and consumption industries;
- world renowned Universities and centres of learning and research;
- a lively social, arts and music scene,
- attractive shopping and leisure experiences, and
- transformed vibrant mixed-use neighbourhoods like Merchant City.

As the City Centre moves forward over the next 30 years, towards 2050, there are opportunities to embrace and challenges to address. Notably, the Covid –19 pandemic has caused an acute economic and social shock to City Centre life. However, it has highlighted prevailing issues in the urban quality of the City Centre that must be addressed to ensure the centre’s ongoing economic and social renewal and strengthen its future resilience.

In addition, the City Centre must gear up to take advantage of societal shifts that have been accelerated by the pandemic; towards greater live/work/play proximity, greater digitalisation and the rediscovery of the value of nature and ‘community’ to our health and wellbeing. These trends will influence our future living, working, shopping, leisure and travel patterns, the nature of our homes and workspaces and our use of the public realm.

Globally, cities are responding by promoting the benefits of the ‘20 minute neighbourhood’, whereby people should be able to meet their needs (for work, shops, services, schools, play, greenspace) within a short walk or cycle from home. The City Centre has the potential to accommodate more residents and evolve to include a series of vibrant, diverse and inclusive 20 minute neighbourhoods that bring life to the whole

centre. This will necessitate the provision of supporting social infrastructure and a step change in the quality of the City Centre’s physical environment to be more people-focused.

This step change is also vital in order to address the urgent global challenge of climate change. Glasgow has set the ambitious target to be the UK’s first carbon neutral city by 2030, following the City Council’s declaration in May 2019 of a climate and ecological emergency. Reclaiming public space for people and nature—such as permanently reallocating road space to pedestrians and cyclists, creating high quality public spaces, greening the centre and investing in nature-based solutions (including trees, green roofs) —will ensure the City Centre is a better, healthier, more attractive and more sustainable place to live and work.

Transitioning towards a zero carbon future will radically shape the City Centre’s urban environment. Local living and working, mix-used neighbourhoods bringing greater activity, green-blue networks and new digital and clean technologies will transform the City Centre’s place quality for the benefit of all. Glasgow’s tenacity, talent base and culture of creative innovation will enable new opportunities to be embraced within an improved, more efficient and resilient City Centre.

# CONTEXT | PRIORITY ISSUES TO ADDRESS

Engagement and consultation with the City's stakeholders (members of the public, business, agencies, institutions and other interested organisations) elicited a number of key issues to be addressed in the City Centre to improve its social, environmental and economic performance over the next 30 years.

Engagement highlighted significant public affection for the City Centre; its culture, opportunities, character and its distinctive Glaswegian identity. The Covid-19 pandemic has highlighted areas where the resilience of the City Centre needs to be strengthened and the climate and ecological emergency continues to draw attention to areas where action needs to be accelerated.

The key issues identified have fed in to a number of priority issues that the SDF must progress.

## PRIORITY ISSUES

- Increase the residential population in and around the centre to grow activity, sustain the local economy and bring life to the whole centre
- Create a City Centre of diverse sustainable neighbourhoods that promote community cohesion, health and wellbeing

- Improve social community infrastructure to support an increased population, including schools, health care and civic services
- Support the needs of existing communities in the centre and seek to better integrate new homes and residents within these communities
- Better connect the City Centre to surrounding communities, addressing severance and dislocation
- Create more, and better, public spaces – to address the critical lack of public spaces in the City Centre, including the acute lack of child-friendly space
- Reduce the dominance of the car and consequent negative environmental and 'place' impacts
- Significantly improve the walking and cycling experience—create more space for people
- Improve the range and quality of public transport options and improve access to them
- Address the negative impacts of the M8 corridor
- Address the climate resilience of the centre and ensure a zero carbon future
- Activate the riverside (a currently neglected asset) and better connect it to the centre
- Respond to changing retail and leisure patterns, including managing impacts of increased use of technology and demand for physical floorspace
- Ensure activation of mono-cultural areas and address lack of mix of uses to bring life and vibrancy and prevent sterile 'no go quiet areas'
- Manage the day to night transition and support the day and night time economies
- Support the changing needs of businesses and workplaces within mixed use environments that allow adaptability, agility and activity
- Support the role of the Universities and other educational institutions within the City Centre and promote innovation, research and knowledge transfer
- Maintain and enhance heritage assets and repurpose redundant buildings to continue their contribution to the city
- Repair and renew the urban fabric, including redevelop vacant land and buildings and bring cohesion to fragmented areas of townscape
- Improve areas of poor place quality to attract people and investors to the centre
- Ensure the city centre is an equitable place for all Glaswegians to enjoy, with something for everyone
- Ensure the centre contributes to improving the health and wellbeing of all who use it



# CONTEXT | PRIORITIES & PLACE AMBITIONS

This SDF supports a transformation of the City Centre that focusses on people, place and planet to ensure its future social, economic and environmental resilience.

It recognises that bold interventions are required to radically adapt the City Centre’s urban environment to meet the demands of climate change and to increase the Centre’s appeal and attractiveness to future residents, investors, workers and visitors.

Therefore, the SDF prioritises the following :

<p><b>Priority 1</b></p> <p><b>Accelerate transformation</b> of the urban environment to ensure climate resilience, improved liveability and place quality</p>	<p><b>Priority 2</b></p> <p><b>Increase activity and diversity</b> in the centre to support its continued prosperity at the heart of the City region and as a key contributor to the national economy.</p>	<p><b>Priority 3</b></p> <p><b>Define placemaking ambitions</b> for the City Centre to provide a framework around which multi-sectoral policies, plans and projects can be aligned and partnership working can be galvanised towards their delivery.</p>
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In response to issues identified through consultation, the SDF identifies **six strategic place ambitions** to:

<p><b>Reinforce the Centre’s economic competitiveness</b> and boost vibrancy to grow prosperity for all</p>	<p><b>Re-populate the Centre and improve liveability</b> to ensure sustainable 20 minute neighbourhoods that promote health, wellbeing and social cohesion</p>	<p><b>Reduce traffic dominance</b> and create a pedestrian and cycle friendly centre, with improved public transport, that is healthier and cleaner</p>
<p><b>Repair, restore and enhance the urban fabric</b> to reinforce the City’s distinctive character and celebrate its heritage</p>	<p><b>Reconnect the centre with surrounding communities and its riverside</b> to improve access to opportunity and encourage enjoyment of the City Centre and River Clyde for all</p>	<p><b>Green the centre and make it climate resilient</b> with a network of high quality public spaces and green/blue infrastructure that caters for a variety of human and climatic needs</p>

# 3



## VISION AND OUTCOMES

*The City Centre will be a vibrant, inclusive, sustainable and liveable place. A green, attractive and walkable City Centre will ensure a people friendly place that is climate resilient, fosters creativity and opportunity and promotes social cohesion, health and wellbeing and economic prosperity.*

# VISION AND OUTCOMES | KEY OUTCOMES

## VIBRANT CITY CENTRE

The City Centre will be a vibrant, attractive centre for knowledge and innovation driving an inclusive growing economy.

## A SUSTAINABLE CITY CENTRE

The City Centre will be liveable and inclusive, and home to double its population within diverse '20 minute neighbourhoods' that foster healthy and resilient communities.

## A CONNECTED CITY CENTRE

The City Centre will be the sustainable heart of the City region, that links communities and places through a range of integrated, clean, healthy, and accessible travel options.

## A GREEN & RESILIENT CITY CENTRE

The City Centre will be transformed through a connected network of green blue infrastructure that promotes health and wellbeing and moderates climate change.





# 4

## SPATIAL DESIGN STRATEGY

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# SPATIAL DESIGN STRATEGY | OUR APPROACH

The SDF approach focuses on four key outcomes to address the priorities and emerging issues facing the City Centre.

## A VIBRANT CITY CENTRE

The City Centre will be a vibrant, attractive centre for knowledge and innovation driving an inclusive growing economy. The strategic approach seeks to;

- repopulate the centre to bring life to the whole centre;
- ensure a greater blend of uses at neighbourhood level, for round the clock activity;
- create more attractions across the centre and diversify the experiential offer of the retail core; and
- improve the quality of the public realm to attract more residents, businesses and visitors.

## A SUSTAINABLE CITY CENTRE

The City Centre will be liveable and inclusive, and home to double its population within diverse 20 minute neighbourhoods that foster healthy and resilient communities. The strategic approach seeks to;

- promote city centre living within sustainable 20 minute communities;
- enhance the distinctive and historic townscape of the City Centre; and
- ensure densification is sustainable and facilitates repair of the urban townscape.

## A CONNECTED CITY CENTRE

The City Centre will be the sustainable heart of the City region, that links communities and places through a range of integrated, clean, healthy, and accessible travel options. The strategic approach seeks to;

- redefine City Centre streets to create a simplified, highly integrated movement network—a ‘green grid’;
- prioritise and encourage active travel; and
- improve connections within the centre and to surrounding communities, the City and wider City Region and nation.

## A GREEN AND RESILIENT CITY CENTRE

The City Centre will be transformed through a connected network of green blue infrastructure that promotes health and wellbeing and moderates climate change. The strategic approach seeks to;

- create a network of high quality public open spaces;
- adapt the urban environment to create a connected green blue infrastructure network for climate resilience;
- ‘green the grey’ utilising nature based solutions; and
- advocate climate resilience and a net-zero carbon place.

## DISTRICT PLACEMAKING GUIDANCE

The City Centre is divided into nine geographical ‘Districts’ for which District Regeneration Frameworks will be prepared to provide more detailed and local placemaking guidance. This section outlines the strategic direction for the evolution of these Districts within the City Centre context.



# 4a

## A VIBRANT CITY CENTRE

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# A VIBRANT CITY CENTRE WITH A GROWING ECONOMY | CONTEXT

## **CONTEXT : Supporting a Contemporary and Diverse Knowledge City**

The successful transformation of Glasgow's economy over the last 30 years has proved the City's resilience. Post-industrial reinvention has created a diverse new economy specialising in knowledge-intensive services, such as; finance, digital technology, life sciences, engineering and advanced manufacturing, low carbon technologies, creative industries, tourism and higher and further education. Glasgow has had one of the fastest growing economies in the UK in recent years, was named a top ten Global City of the Future in 2018/19 (fDi Intelligence) and aims to be the most productive major city economy in the UK by 2023 (Glasgow's Economic Strategy).

The City Centre contains the (highly globally ranked), International Financial Services District (IFSD) which, through Barclays Bank development at Buchanan Wharf, has expanded to span both banks of the River Clyde. The recently designated Glasgow City Innovation District (GCID) - a partnership between Strathclyde University, the City Council and the business sector—seeks to deliver a new thriving community of companies, researchers and innovation support uses in the City Centre that will further the City's reputation for innovation, invention and

collaboration. The global movement to ensure a 'green and just recovery' from the Covid-19 pandemic will increase emphasis on the creation of green jobs and inclusive economic growth.

Growth in the City Centre has capitalised on an exceptional skills and talent base, excellent transport connectivity, and a global reputation as a desirable City within which to live, work and play due to its lively arts and music scene, architectural heritage, prime retail offer and café culture. As a knowledge city, in 2019, there were students from 135 countries studying in Glasgow's world renowned Universities and many further and higher education establishments, contributing to a 44.4% graduate workforce – the highest of any large UK urban area outside London.

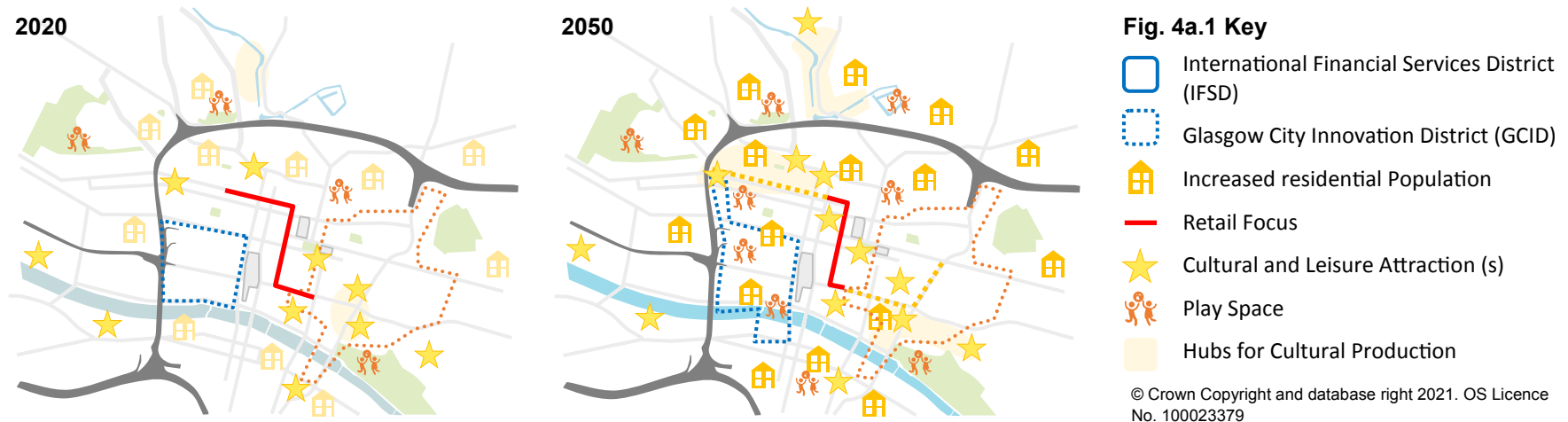
Globally, the impact of the Covid-19 pandemic has affected the vibrancy of City Centres. A mass shift to greater home working has temporarily removed the office-based population that once sustained the viability of shops, cafes, restaurants, gyms and other parts of the central economic ecosystem. While the impact of this will be acutely felt in the short term, the unique role that city centre business environments provide in fostering agglomeration and innovation is set to continue, (as highlighted by the World Economic

Forum), as digital platforms cannot replace the social interaction needed for collaboration and ideas generation. While future working patterns may include a greater blend between office and home, demand for more flexible and supportive city centre working environments is likely. In this regard, Covid-19 has accelerated emerging trends towards greater agile working and people-focused business environments containing better public space and services.

The pandemic has also highlighted the need for a greater resident population within city centres to sustain shops and services along with a greater blend of uses and attractions to bring life and activity through day and evening. Glasgow City Centre will respond by putting people at the heart of its recovery and transforming its place quality to ensure it continues to be attractive to investors, employers, workers, residents and visitors in future.

The City's renowned creativity and inherent culture of innovation and reinvention provides a strong platform for the City Centre to grasp new opportunities over the next 30 years.

# A VIBRANT CITY CENTRE WITH A GROWING ECONOMY | STRATEGIC APPROACH



## STRATEGIC APPROACH

The Strategic approach to creating **A VIBRANT CITY CENTRE** seeks to:

- Repopulate the centre to bring life/activity to the whole centre
- Ensure a greater blend of development uses at neighbourhood level
- Create more attractions across the centre, including diversifying the experiential offer of the retail core to attract more visitors
- Improve the quality of the urban environment to improve attractiveness (to residents, businesses and visitors)

This approach reflects the **City Development Plan's** strategic outcome of **A Vibrant Place with a Growing Economy**.

## OUTCOME : A VIBRANT CITY CENTRE

The City Centre will be a vibrant, attractive centre for knowledge and innovation driving an inclusive growing economy.

# A VIBRANT CITY CENTRE WITH A GROWING ECONOMY | STRATEGIC APPROACH

## WHAT WE WANT TO ACHIEVE

We want the City Centre to continue to grow as a world class destination to visit, work, invest and live. A transformed, better connected, more people-focused, greener and attractive public environment will support thriving mixed-use business communities and a creative, agile workforce. A thriving inclusive and diverse economy will create jobs and broaden opportunities for all. The City Centre will grow as a centre for knowledge exchange, innovation and excellence and benefit from the best possible digital connectivity.

More residents living in the City Centre and a greater mix of development uses will bring life to all parts of the centre, increase its round the clock vibrancy and support a lively day and night-time cultural and leisure economy. A greater diversity of attractions and public spaces—including the reinvigoration of the riverside – will broaden the experiential offer and appeal of the City Centre as a destination.

We want to attract more people to visit, live and work in an improved, greener and more pleasant City Centre that has something to offer all of Glasgow’s citizens while also enhancing its nationally significant economic role and profile.

## WHERE WE ARE NOW

The Covid-19 pandemic has magnified prevailing issues in the City Centre that needed to be addressed if to continue to be attractive to people, (business, investors, residents) in future. The recovery process necessitates that improvements to city centre conditions be accelerated.

The City Centre needs more people to bring life, activity and ‘community’ to all areas. The pandemic has highlighted how the City Centre overall cannot rely on a predominately workforce population to sustain shops and services and desperately needs more people living there to create sustainable communities. This need was already evident in areas of monoculture, such as the IFSD and other business areas, which suffer a lack of activity outside core office hours.

In addition to new residents, business areas also need to respond to the changing needs of business and a more agile workforce that require more flexible workspaces and people-friendly environments. The IFSD in particular, must address a lack of supporting shops, cafes, restaurants, gyms, homes, hotels and high quality open spaces necessary to remain attractive and competitive. In contrast, the Glasgow City Innovation District is embedded in the lively Merchant City and will

benefit from the diversity and quality of environment it offers. The Merchant City and Trongate remain a focus for the creative industries which contribute to the distinctive creative character of the City. Their growth should be supported, along with further creative clusters around the Barras and Speirs Locks.

The City Centre’s strong and successful retail core centres on iconic Buchanan Street. As in other UK and international cities, changing shopping patterns, including the mass shift to online accelerated by the pandemic, is reducing the demand for retail floorspace, as evident in the contraction of prime retail space along Argyle and Sauchiehall Streets. Shopping is increasingly becoming just one component of a wider leisure and entertainment visitor experience, therefore, to remain competitive, the City Centre must diversify its offer to become a more attractive ‘day out’ destination that appeals to more users - including families, which it currently does not serve well. In the short term, vacant and under-occupied retail space is likely to grow, matched also by office space freed up to accommodated greater home working and consequent downsized office profiles.

## THE WAY FORWARD

This SDF seeks to support the diverse and changing needs of existing and emerging businesses in the City Centre, encourage agglomeration and boost economic prosperity for the benefit of all. Towards this, the SDF aims to bring more people and footfall to the centre – to live, work and visit – to sustain the local economy and improve the quality of the place; its buildings, streets and environment.

The City Centre must respond by being more flexible through progressing a placemaking approach to its transformation, as advocated by the City Development Plan policy CDP1 and SG 1 Placemaking, that departs from the rigidity of development use segregation. To grow activity, greater flexibility will also be needed in the use of existing and new buildings to encourage multi-use to address vacancies or under occupancy and enable adaptability to accommodate changing needs.

The SDF promotes the following strategic development priorities:

### **Repopulate the City Centre to ensure life/activity throughout the whole centre**

Growing the number of people living in and around the City Centre will bring footfall, activity and life

throughout the centre and support its economic functions (see section 3. City Centre Living)

### **Promote a greater blend of development uses at neighbourhood level, for round the clock activity**

Address the needs of business and employees for increasing agility, flexibility and more social and supportive urban environments through the promotion of a greater mix of uses at neighbourhood level and high quality public space.

In particular, new development should ensure the provision of a range of complementary uses (cafes, shops, bars restaurants etc) in business focused neighbourhoods, prioritising areas where there is a current deficit (such as IFSD/Broomielaw and Cowcaddens/Dobbies Loan/Hanover Street). A greater mix of homes, businesses, creative industry and day and night-time economy uses within 20 minute sustainable neighbourhoods will spread activity throughout the centre. The Agent of Change principle, whereby new uses entering a neighbourhood are responsible for mitigating their environmental (such as noise) impact seeks to minimise residential and night time economy conflicts.

### **Create more attractions throughout the City Centre, including diversifying the experiential offer of the retail core to attract more visitors**

As retail shopping becomes more omnichannel the scale of physical retail presence in city centres is diminishing. Increasingly, shopping has become part of a wider leisure experience. Therefore, the potential to introduce new leisure and cultural attractions, feature public spaces and events in to the City Centre to diversify its experiential offer must be explored.

A **Retail, Leisure and Night time Economy Strategy** will be prepared that explores opportunities to diversify uses within the retail core and throughout the City Centre to enhance its appeal to more users. The strategy should take a placemaking approach and seek to enhance the pedestrian experience, create a network of child-friendly spaces and improve connections to a re-invigorated riverside. It should explore emerging retail character areas (such as high-end clustering at Ingram Street) and the changing profiles of Sauchiehall Street and Argyll Street in serving their increasing adjoining residential population. The strategy will feed in the review of the City Development Plan policy CDP4 and SG 4: Network of Centres.



## **Improve the quality of the urban environment to attract more residents, businesses and visitors.**

This SDF promotes radical improvement in the quality and attractiveness of the City Centre's public environment; through high design quality in new buildings, creation of new feature public spaces and the transformation of the streetscape to be more walkable and green (see sections 4c: A [Connected City Centre](#), and 4d: A [Green & Resilient City Centre](#)).

The development of new or adapted business spaces to meet changing business needs will be supported, along with a continued focus for Grade A office spaces within the IFSD and M8 western corridor, post incubator and research & development within the Glasgow City Innovation District and cultural production space towards creative clusters at Merchant City/Trongate, Speirs Locks and the Barras.

Temporary uses and innovative approaches to activate vacant or under occupied buildings and public spaces will be encouraged. Such approaches can be a flexible and experimental way of reanimating spaces and buildings to stimulate activity that may lead to permanent development solutions. Within the City Centre this could include vacant commercial space, upper floors, vacant sites or underpasses being enlivened by pop up cafes, events space, arts and

lighting projects, greening or urban farming. Particular support will be given for green solutions that bring nature in to the City and improve carbon sequestration.

The SDF seeks to support the ongoing development and contribution of the many University, Higher and Further Education intuitions within the City Centre and support the many students that contribute to the vibrancy of City Centre life.

The City Council GCC will work in partnership with the University of Strathclyde, Scottish Enterprise and others to promote the growth of the GCID. The co-location of innovative companies, supporting facilities and infrastructure in the heart of the City Centre will foster an Innovation District that nurtures and accelerates inclusive economic growth with world class research and technology support. Similarly, this SDF supports the expansion of the IFSD and the diversification of uses within it to create a high quality, mixed use environment spanning a vibrant riverfront.

The City Centre (CDP City Centre boundary) is currently designated a Strategic Economic Investment Location (SEIL) in the Strategic (Regional) Development Plan the City Development Plan, in recognition of its importance at the economic heart of the City Region. Two further localised SEILs lie within the centre at the International Financial Services District (IFSD) and International Technology and Renewable Energy Zone (ITREZ), the

latter now included in the new Glasgow City Innovation District (GCID). The expansion of the IFSD, the new GCID and the potential for expansion of the centre-wide SEIL should be reflected in a review of strategic and CDP designations.

Enhancements to physical and digital connectivity to/ from and throughout the centre are outlined in section 4c: [A Connected City Centre](#).

### **Action(s)**

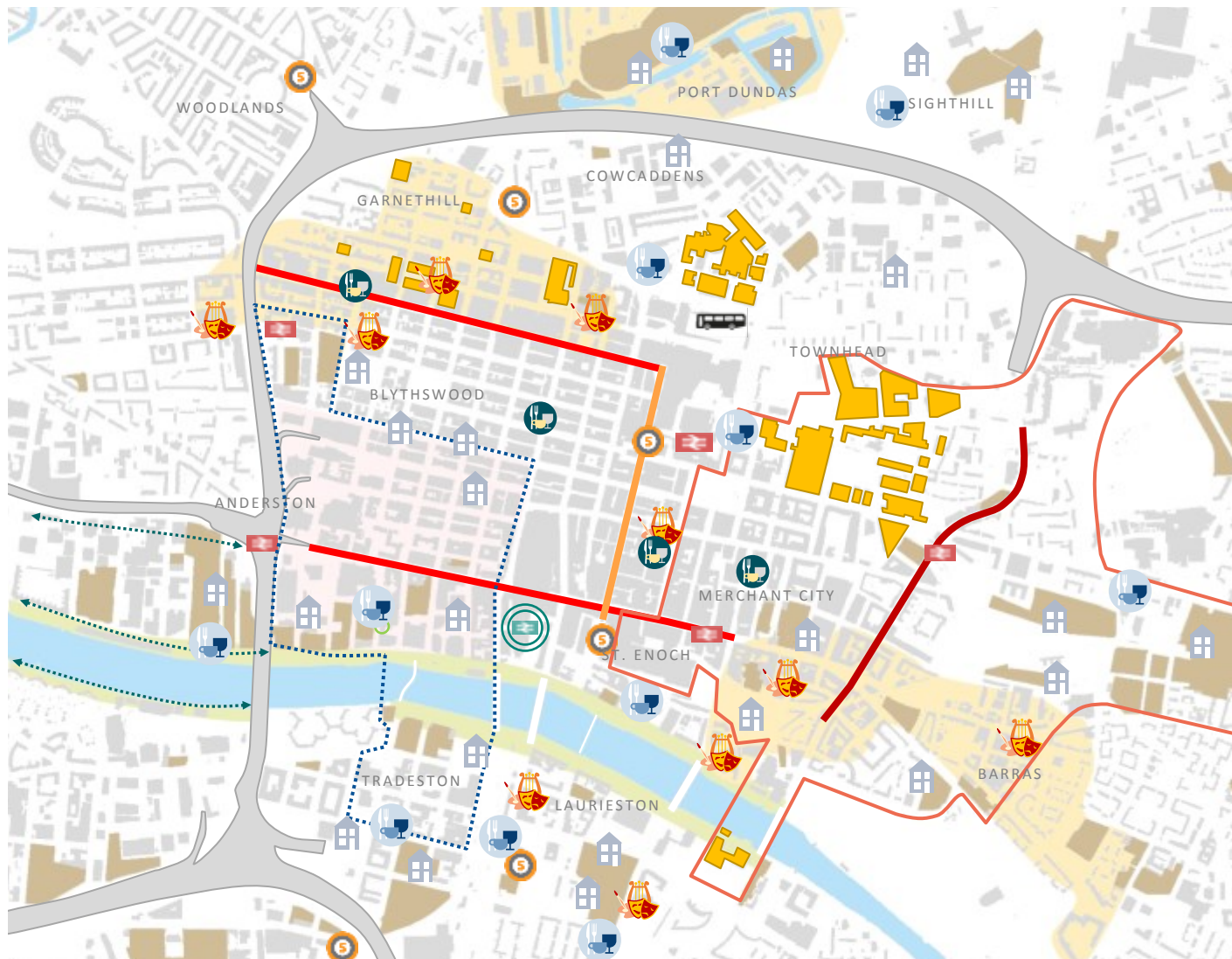
Prepare a Retail, Leisure and Night time Economy Strategy that seeks to broaden the experiential offer of the City Centre and support the changing needs of this sector.

Prepare an Arts and Lighting Strategy for the City Centre.

Introduce a Stalled Spaces (including buildings) programme for the City Centre to support the activation of vacant and underused buildings and spaces.

Support the progression of the Glasgow City Innovation District, including preparation of masterplans to coordinate development and the integration of key sites within the locale. Similarly support development of IFSD, including ensuring greater supporting mix of uses.

# A VIBRANT CITY CENTRE WITH A GROWING ECONOMY



**Fig. 4a.2 Key**

-  Stations and Subway – improved environments
-  Central Station - explore potential for riverside access
-  Higher and Further Education institutions
-  Vacant Land (potential development sites)
-  Glasgow City Innovation District (GCID)
-  IFSD
-  Potentially expanded IFSD
-  Repopulated neighbourhoods
-  Existing focus of night time economy (café, dining, bars)
-  Introduce social uses (shops, cafes, restaurants)
-  Expanding clusters of cultural production
-  Growing clusters of cultural attractions
-  Improved Links to the S.E.C. and Pacific Quay
-  **Sauchiehall Street & Argyle Street** – reinvigorated civic & cultural streets, with independent retailing, cafes and restaurants.
-  **Buchanan Street** – primary focus for retail, supported by greater leisure offer across commercial core
-  **Reinvigorated Riverside** – Reinvigorated riverside – River Park with enlivened frontage to IFSD and Custom House Quay
-  **Reactivated High Street** – action plan delivery of creative uses and heritage enhancements

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# 4b

A SUSTAINABLE, LIVEABLE CITY CENTRE

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## CONTEXT: Towards a Dense and Liveable City Centre

In the last decade, many UK and European city centres have benefited from population growth. The quality of life afforded by being within walking distance of work, home, cultural and leisure opportunities has begun to attract people back to live in improved central neighbourhoods. This, in turn, has fuelled demand for greater community infrastructure to make city centres more liveable; in shops, schools, child care, medical services, open and green spaces as well as more attractive, walkable streets.

The Covid-19 pandemic has reinforced the importance of locality and the need for '20 minute neighbourhoods', whereby people can access work, fresh food, essential services and leisure opportunities within a 20 minute walk or cycle from home. The importance of 'community' has also been highlighted, noting that neighbourhoods are about more than buildings and services, but also about valued social networks.

In September 2019, at its conference on City Living, Glasgow adopted a declaration in support of the implementation of the UN Geneva Charter on Sustainable Housing, which recognises the importance of decent, adequate, affordable and healthy housing

for all as a basis for living well. In addition, the importance of well planned and designed communities that create liveable environments is emphasised as a means for promoting social cohesion and inclusion, combatting loneliness, improving health, wellbeing and overall quality of life for people living in the City.

The future success of Glasgow City Centre will depend on growing the density of its resident population within a range of sustainable '20 minute neighbourhoods' that bring life to the whole centre and support its economic functions. Densification will support environmentally responsible growth as a compact city, a key aim of the City Development Plan. Crucially, the improved environmental performance enabled by '20 minute neighbourhoods' is vital to cut carbon emissions and combat climate change.

The City Centre must take a holistic place-making approach to liveability that grows the offer of good quality homes, promotes community and improves the quality of the public environment. Public consultation repeatedly cites the lack of green and public space in the City Centre and the dominance of car traffic as key inhibitors to city living. Therefore, the City Centre must fundamentally address the provision of the social and environmental infrastructure needed to be liveable and create healthy, sustainable neighbourhoods.

## STRATEGIC APPROACH

The Strategic approach to creating **A SUSTAINABLE AND LIVEABLE CITY CENTRE** seeks to:

- promote city centre living within sustainable 20 minute communities
- enhance the distinctive and historic townscape of the City Centre
- ensure densification is sustainable and facilitates repair of the urban townscape

This approach reflects the **City Development Plan's** strategic outcome of '**A Thriving and Sustainable Place to Live and Work**'.

## OUTCOME | A SUSTAINABLE AND LIVEABLE CITY CENTRE

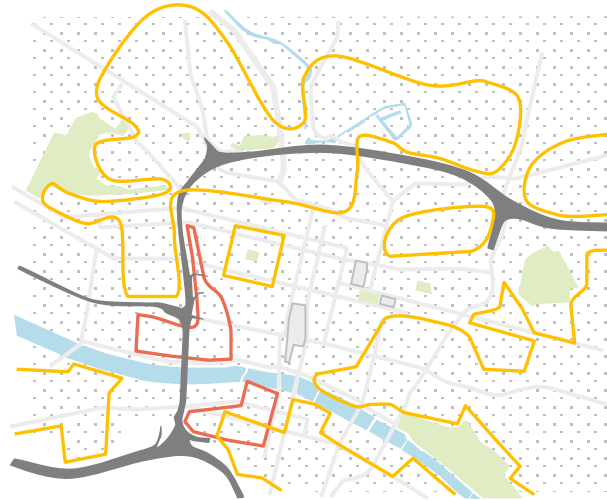
The City Centre will be attractive and liveable, and home to double its 2020 population within a variety of connected, inclusive and distinct '20 minute neighbourhoods' that foster diverse, healthy and resilient communities.

# A SUSTAINABLE, LIVEABLE CITY CENTRE | CITY CENTRE LIVING

2020



2050



**Fig. 4b.1 Key**

- Major Highway—M8 & Clydeside Expressway
- Main City Centre Reference Points (Central & Queen St Stations and the City Chambers)
- Community clusters of city centre living
- Family focused communities
- Main opportunities for high density city living
- ⋯ Homes

## WHAT WE WANT TO ACHIEVE

In 2050, the City Centre will be a desirable liveable place that comprises a variety of inclusive and cohesive sustainable communities that promote health and wellbeing. The City Centre will have:

- a dense and diverse population, with a vibrant mix of ages and cultures;
- double the population, having achieved the target for growth to 40,000 residents by 2035, as set by the Council’s City Centre Living Strategy 2035;
- a choice of attainable, affordable, adaptable and low carbon homes of exceptional design quality, including new build and converted buildings, which will provide greater variety in housing size, type, tenure and cost throughout the centre;
- a series of distinctive and socially cohesive ‘20 minute neighbourhoods’ within and adjoining the City Centre, that contain accessible shops and services, green and recreational spaces, transport choices, learning and employment opportunities and community focal points;
- a transformed public realm of walkable, cleaner and greener streets linking new and improved public spaces, and
- business-focused communities (such as IFSD) enlivened by new homes, shops, services and public spaces and a greater blend of development uses at neighbourhood level.



## WHERE WE ARE NOW

The City Centre is currently home to around 20,000 people or 3.5% of the City's population. Relative to its European counterparts, the overall density of population is low and population growth in the last decade has been lower than in comparator UK centres, (such as Birmingham and Manchester) that have pursued dedicated growth strategies.

The City Centre today contains a number of established and distinctive neighbourhoods, with their own unique histories and identities. These differ in character, affluence and place quality. The revitalised Merchant City is a popular '20 minute neighbourhood' given its mix of uses and community amenities. Similar to the City's desirable West End, this popularity is causing demand for new homes to spill out in to its surrounding locales. Other neighbourhoods suffer from issues, such as; severance from the City Centre by the M8, (such as Anderston, Royston), vacant land and derelict land, (such Port Dundas, Tradeston), or traffic dominated streets, few facilities and lack of investment in the public environment (such as Cowcaddens, Townhead, Laurieston) and present an opportunity for urban repair and renewal.

By contrast, more recent (2000's) housing developments have not contributed towards the

creation of community; often being ad hoc isolated blocks with poor access to everyday shops, and lacking a community focus and walkable environment (as in Tradeston and Lancefield Quay). Many student halls of residence are in similarly isolated blocks that lack local services or do not integrate well in to their community (such as in Townhead).

## THE WAY FORWARD

For the City Centre to become more liveable and grow its resident population within a series of cohesive and sustainable neighbourhoods, it must focus on:

- **Homes** - ensuring the development of the right kind of homes in the right locations that broaden the housing offer, ensure ongoing affordability and contribute to the creation of community;
- **Environment**—improving the quality and attractiveness of the public environment to make it more people-focused, nature-friendly and climate resilient, and
- **Communities**— ensuring development of accessible community amenities and infrastructure within walking distance of homes, that reinforce community identity and promote social interaction and cohesion.

The development of new homes cannot be considered in isolation and must be complemented by human social, environmental and economic infrastructure (shops, services, public spaces and a walkable, attractive, green and child-friendly environment) in order to build community, strengthen neighbourhood identity, aid social cohesion and improve the physical and mental health and wellbeing of residents.

In June 2020 the City Council produced a City Centre Living Strategy 2035 (CCLS) to explore opportunities for the repopulation of the City Centre and set a target to almost double the resident population of the centre to 40,000 by 2035. The CCLS will progress the ambitions of this City Centre SDF towards the creation of a sustainable and liveable City Centre.

The main opportunities for the creation of new homes in the City Centre lie in the redevelopment of vacant land and buildings, conversions of former/redundant commercial buildings and the conversion of upper floors as part of vertically mixed-use buildings. The CCLS contains actions to explore the technical barriers that currently inhibit the development of new homes in the centre, including those relating to conversions of heritage buildings.

# A SUSTAINABLE, LIVEABLE CITY CENTRE | CITY CENTRE LIVING

In addition, new development in the City Centre should have regard to the delivery of the following elements that the CCLS will progress:

- a greater range of housing offer (type, size, cost, tenure) at neighbourhood level to meet diverse needs and ensure ongoing affordability of the centre for existing and new residents;
- new homes of high design quality, with generous internal and external space standards, that contribute to the attractiveness of their neighbourhood;
- low carbon and fuel efficient homes, that are adaptable to changing needs;
- sustainable communities that adopt the principles of the '20 minute neighbourhood, specifically;
  - community 'high streets' as a focus for amenities and interaction, (recreate the crosses)
  - a mix of uses and civic facilities; cafes, shops, restaurants, libraries, nurseries etc.
  - High quality open space catering for variety of needs, such as relaxation or play
  - green spaces – to bring nature in to communities and everyday city life
  - walkable, cycle-able and more child-friendly streets / public realm

- the development of a new primary school on the south bank to address a deficiency in this area, and consideration of further opportunities for new school provision and environmental improvements to existing schools;
- prioritisation of significant improvements in routes to schools, to make them safer, cleaner and healthier (particularly were they cross the M8 and other main roads);
- family living in neighbourhoods more suited given their quieter character and/or opportunity to create/improve play space (such as in Blythswood, Garnethill, Townhead, Laurieston);
- optimisation of potential of vacant, derelict and underutilised land and buildings, particularly upper floors, for the creation of new homes, and
- Opportunities to increase the density of homes around public transport nodes / connections.

The above will be complemented by other interventions proposed in this SDF that aim to make the City Centre environment more attractive and liveable; including reducing car traffic, improving streets to be more people friendly, creating more and better public social spaces and introducing trees, planting and other greening.

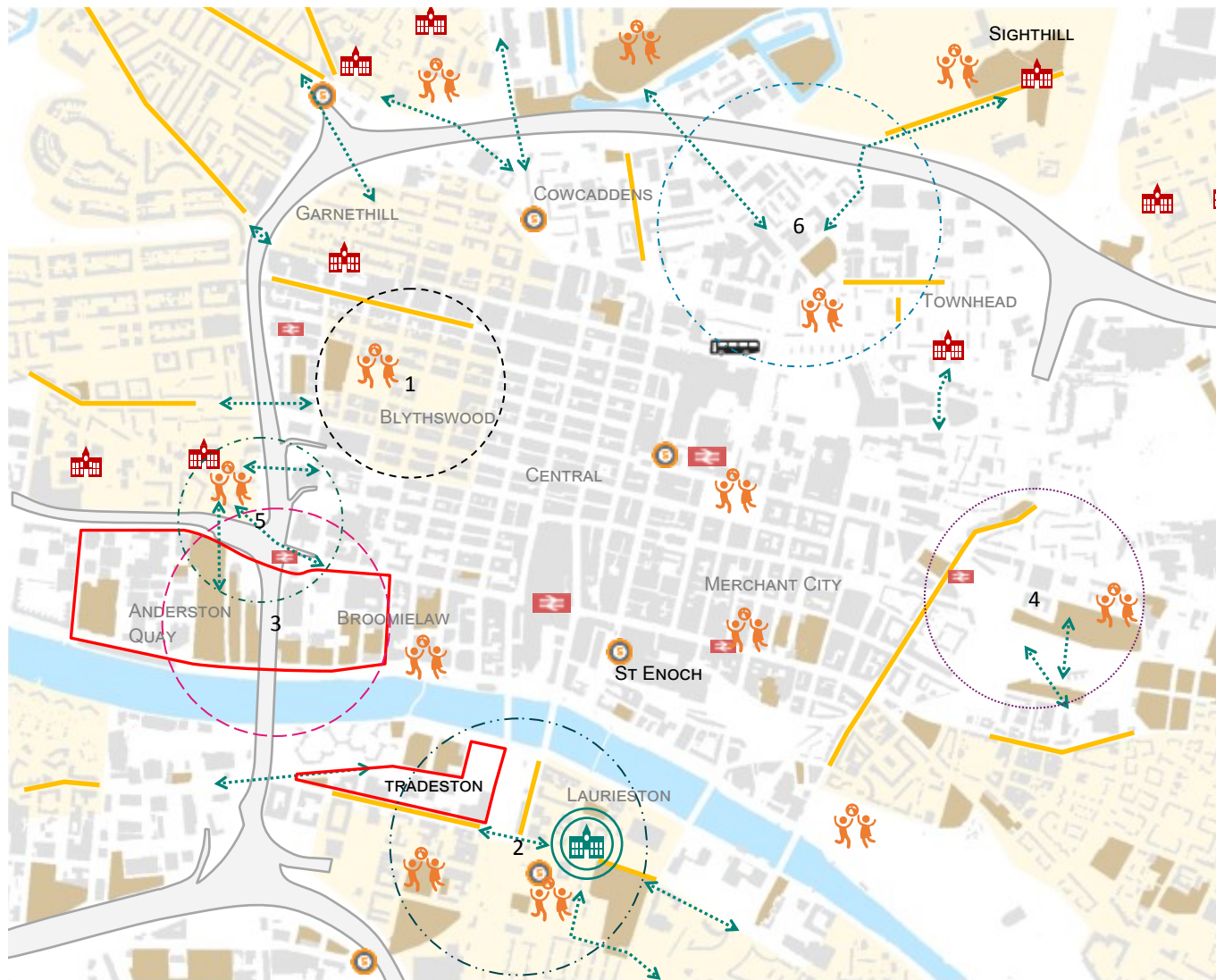
The nine District Regeneration Frameworks (DRFs) will identify opportunities to ensure sustainable and liveable neighbourhoods within (and across) the 'Districts'. They will explore opportunities to strengthen existing neighbourhoods and the potential of neighbourhoods that are currently in transition.

The development of new homes in the City Centre should be of high design quality and contribute towards a range of neighbourhood housing options. New homes must be complemented by well-designed public space, an attractive and greened public realm, walkable streets and necessary community infrastructure; including shops, nurseries, schools, play space and medical services. New development should strengthen community and neighbourhood identity to promote a sense of belonging and consequent wellbeing.

## Action(s)

Support the delivery of the City Centre Living Strategy 2035 and other actions/propositions in this SDF that improve the liveability of the City Centre.





**Fig. 4b.2 Key**

- Railway stations
- Subway station
- Buchanan Bus station
- Vacant sites - optimise potential for new homes within mix of uses
- Community 'high streets' – focal points for everyday shop and services
- Existing primary schools
- New primary school – indicative location
- Improved active travel connections, prioritising routes to schools
- New/improved child-friendly public spaces - indicative locations highlighting need in locale
- Mixed age communities with families
- Opportunities for higher density city living

**Neighbourhoods in transition:**

- 1. Blythswood** –increasingly residential-focused mixed use neighbourhood
- 2. South Bank: Tradeston/Laurieston** – growing mixed-use destination neighbourhood with post-industrial heritage.
- 3. Broomielaw/Anderston Quay** - future vibrant mixed-use riverfront neighbourhood
- 4. High Street Cross/Duke Street Corridor** – restored civic focus at High Street Cross to galvanise community
- 5. Anderston** – reconnected via new civic focus at Anderston Cross
- 6. Dobbies Loan/Hanover Street/North Townhead** – potential for greater residential focus and better integrated student community

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**Fig. 4b.3** Medieval Beginnings



**Fig. 4b.4** 1850—Mercantile and Industrial Expansion



**Fig. 4b.5** 1911—2nd City of the Empire



## A DISTINCTIVE AND HISTORIC TOWNSCAPE

Glasgow’s growth is evident in the historic townscape of the City Centre. Medieval beginnings around High Street and Trongate gave way to a Merchant City with civic monuments and an early street grid that, with growing industrial wealth, expanded west to become a platform for the elegant townhouses of the Blythswood new town. Industrial expansion enabled rapid growth with intensive activity along the riversides. Later post-industrial decline brought extensive demolition, comprehensive redevelopment and growing car dominance, which has left a legacy of

urban fragmentation and severance, largely on the centre’s periphery.

The City Centre today is compact; effectively, contained by the M8, High Street and its southern riverbank spanning towards the M74 and the neighbourhoods of Glasgow’s ‘Southside’. The natural topography of the centre has influenced its pattern of development; whereby the low lying Clyde River Valley rises northwards to a series of drumlins. Landmark buildings that punctuate these drumlin tops, in and around the City Centre, largely define the City skyline.

**Fig. 4b.6** 21st Century—Post Industrial: The City Centre has a strong cohesive historic core and a fragmented hinterland



# A SUSTAINABLE, LIVEABLE CITY CENTRE | A DISTINCTIVE AND HISTORIC TOWNSCAPE



**Fig. 4b.7** Spires rising above the datum in the Merchant City.



**Fig. 4b.8** Glasgow's steep drumlins and varied topography can exaggerate a building's prominence on the skyline



**Fig. 4b.9** In Blythswood, building heights respond to the topography and decrease in scale from the Central core and the Broomielaw towards its summit.

The Central Conservation Area covers much of the City Centre and hosts a significant concentration of listed buildings and other buildings of townscape importance, whose spires and other historic features contribute to the beauty and character of the City. This combination of rich heritage and varied topography overlaid with a street grid creates a

distinctive townscape with dramatic views and vistas. There are notable long north-south and east-west views through the grid and towards, and along, the river as well as many attractive vistas that terminate at monuments and/or landmark buildings. Concern for the condition of the City's heritage is frequently cited in public consultation.

Within the centre, heritage buildings and features, views, vistas and distinctive townscape qualities must be protected, enhanced and reinvigorated to ensure their continued legacy to the City. New development must sensitively integrate with the centre's townscape character and heritage assets. High, and where possible innovative, design quality that successfully marries contemporary architecture with the historic environment will be required in order to enrich the character and value of the City Centre townscape.



# A SUSTAINABLE, LIVEABLE CITY CENTRE | A DISTINCTIVE AND HISTORIC TOWNSCAPE



**Fig 4.b.10 Key**

- Conservation Area(s)
- Listed Buildings and Structures
- Scheduled Monument
- Area of fragmented townscape in need of repair and/or improvement
- ↔ Indicative Views of Townscape Importance – Subject to view management plan

The Centre’s riverside location, varied topography, historic townscape and gridded streets contribute to its distinctive character and identity.

Today, the rich historic core of the centre is largely enveloped by an area of fragmented urban fabric in need of redevelopment or improvement.

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# SUSTAINABLE DENSIFICATION AND URBAN REPAIR

## SUSTAINABLE DENSIFICATION AND URBAN REPAIR

A core ambition of the SDF is to increase the density of people living and working in the City Centre in order to support a compact sustainable city, grow the economy and repair areas of fragmented townscape.

**Fig. 4b.10** highlights the contrast in the City Centre's townscape, whereby the historic core of the Central Conservation Area is surrounded by a peripheral 'doughnut' of more fragmented urban fabric. Future growth will largely be focused on the re-densification and repair of these fragmented areas and, in so doing, will aim to redevelop vacant and derelict land and buildings, re-define and strengthen neighbourhoods and reinvigorate the riverside.

Throughout the centre, increases in density (of homes and workspaces) must be balanced with the delivery of associated socio-economic and environmental infrastructure – the external spaces and services –to ensure the creation of cohesive neighbourhoods that endure in to the future. Access to high quality green and open space, educational and leisure opportunities, public transport, shops and services, within an attractive, safe and climate resilient public environment are necessary components of diverse, attractive and liveable communities. Similarly,

sustainable densification requires density increases not to compromise on *internal* space standards but to utilise good design towards ensuring desirable living and working standards that can flexibly adapt to future needs.

## BUILDING HEIGHT AND SCALE

The majority of buildings within the City Centre are of tenemental (3-5 storeys) or mid-rise (6-9 storeys) heights: Garnethill and Blythswood are established tenemental neighbourhoods and the commercial core is largely mid-rise whereby original Victorian buildings of 4-7 storeys have been topped up. In recent years, commercial intensification has created a scattering of tall buildings (buildings that are substantially taller than their surroundings and visibly alter the townscape and skyline) with clustering emerging along the western M8 corridor.

Principally, increases in density in the City Centre will be achieved at a contextual human scale (noting that higher density does not imply higher rise development). However, there are opportunities for taller buildings to create landmarks in appropriate locations where: the urban fabric lends itself to buildings of scale with wider streets (for sunlight penetration); the townscape is less historically

sensitive; important views would not be compromised, and the location has high public transport accessibility and good walking and cycling connections.

Notwithstanding, an assessment of building height, scale, form and mass should consider a building's contribution to its different settings, ranging from the street environment to the wider townscape and city form.

New development must adopt a context-responsive design-led approach to placemaking that responds to the needs of the neighbourhood and contributes towards its holistic sustainability.

# SUSTAINABLE DENSIFICATION AND URBAN REPAIR



**Fig. 4b.11 Key**

- |  |  |                       |
|--|--|-----------------------|
| Conservation Area(s)                           | Opportunity for densification, urban repair and greater height and scale | National Rail Station |
| Opportunity for densification and urban repair | Area of more stable townscape  | SPT Subway Station    |
| Universities & College Campuses                | Buchanan Bus Station.  |                       |

**Conservation Areas** – density increases will primarily be achieved through conversions, (including upper floors), and infill development. Existing datums should be respected, however, additional height and scale may be appropriate where it would enhance the character of the neighbourhood by creating new landmarks of exceptional design quality. Heritage buildings and features (listed or of other townscape value) should be sensitively incorporated within new development.

**Focus for Densification and Townscape Repair**

Development should restore, define and bring cohesion to these fragmented townscapes. Densification should bring a mix of people and uses to create vibrant and liveable urban communities containing new homes, workspaces, public spaces, shops, services and neighbourhood focal points within an attractive and climate sensitive public environment.

**Blue** – Development should be largely be at contextual human scale. Improvements to connectivity – for walking, cycling and public transport - should better connect these areas to the central core and to surrounding neighbourhoods. Development along the north M8 corridor should address deficiencies in public transport accessibility.

**Yellow** - Opportunity exists for densification at greater height and scale given the former industrial urban grain comprising larger blocks and wider streets, plus underutilised transport nodes. A concentration of vacant land presents an opportunity for innovative urban restructuring that should reinvigorate the riverside and define the IFSD and M8 corridor.

# SUSTAINABLE RE-DENSIFICATION AND URBAN REPAIR

## Sustainable Densification

New development should embody context-responsive high quality design, that contributes towards the sustainable densification of the City Centre and, therefore, has to:

- improve the economic, social and environmental functioning of its neighbourhood and the liveability of the wider centre;
- ensure access to high quality green and open space for residents, workers and all users
- repair the urban fabric and neighbourhood legibility, realising the development of vacant land and buildings and renewing street connections where possible;
- protect, enhance and reinvigorate heritage buildings and features
- respect views and vistas and create new visual interest, to further enrich the City's townscape and identity
- respond positively to the microclimate of the locale
- minimise its environmental impact (including embodied energy) and improve the environmental quality and strategic climate resilience of the City Centre

- activate the street through active frontages and ground floor uses
- employ exceptional design quality, and innovate where possible
- ensure building height, scale, form and massing is appropriate to the location
- ensure good internal and external space standards and management regimes

The above criteria builds upon [City Development Plan policy CDP1](#) and [Supplementary Guidance SG1: Placemaking Part 1 & 2](#) which provides comprehensive guidance on how to achieve high-quality placemaking, including [guiding the development of tall buildings](#).

## Action(s) : Further Studies

This SDF promotes the ambitions to sustainably densify the City Centre over the next 30 years and to ensure a beautiful City Centre townscape and skyline that is enriched by contemporary innovative urban architecture and enhanced heritage assets.

Urban design guidance should be prepared at District level to guide and encourage high quality design responses that optimise development potential whilst protecting and enhancing the character of the place.

To inform this guidance, a view management plan will be prepared for the City Centre, which will also explore the centre's evolving urban form.



# 4c

## A CONNECTED CITY CENTRE

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## CONTEXT: Transforming mobility

Glasgow City Centre is transforming to become a more people-friendly, attractive, healthy and liveable place. Like other progressive global cities - that are transitioning from car dependency towards cleaner and more socially inclusive modes of travel - Glasgow faces a significant challenge in repurposing its car dominated streets and transport networks to become more walking, wheeling and cycling friendly and supportive of improved public transport. The creation of well-designed people-focused streets and public spaces will encourage active travel and help realise the health, social and environmental benefits necessary for a zero-carbon, equitable and prosperous future. The City Centre is compact and has the potential to become among the most accessible, attractive and walkable urban centres in Europe, increasing its appeal as a visitor destination and as a place to live and work.

Internationally, the influence of changing transport, societal and technological trends is further facilitating the shift towards walkable cities containing connected local neighbourhoods and efficient mass transit.

Growing electrification and automation, reducing car ownership among young people, improving digital connectivity, greater homeworking and the consequent

growing importance of ‘the 20 minute neighbourhood’ (whereby everyday shops and services are accessible within walking distance of home) that was highlighted by the Covid-19 ‘lockdown’, are all minimising the need for car travel and shaping our communities. Furthermore, digital technology is being used to optimise the efficiency of urban infrastructure systems in cities (including public transport, energy, water and waste) to meet future environmental goals and will similarly influence the evolution of the City Centre over the next 30 years.

The City Centre SDF seeks to promote active travel (walking, wheeling, cycling and other forms) and integrated public transport and minimise (if not remove) non-essential car journeys from the City Centre. The SDF incorporates the recommendations, (published December 2018) of the City Council commissioned independent ‘Connectivity Commission’ that sought to explore how the City Centre’s public realm, street network and public transport system could be improved to enhance the experience for all who move to/from/through the City Centre.

The SDF supports the delivery of the key aims and outcomes of the Scottish Government’s National

Transport Strategy (2020), that advocates a vision for a transport system that will help create great places, and progresses its priorities to “reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing”. The SDF seeks to implement [Glasgow City Development Plan](#) policy CDP11 and SG11 covering Sustainable Transport and Travel that seek to ensure Glasgow is a connected city characterised by sustainable and active travel.

The place ambitions for the City Centre, advocated in this SDF, will be supported and delivered by the forthcoming new Regional Transport Strategy and Glasgow City Council’s suite of forthcoming new transport plans; a city-wide Glasgow Transport Strategy, City Centre Transformation Plan and a Liveable Neighbourhoods Plan.



2020



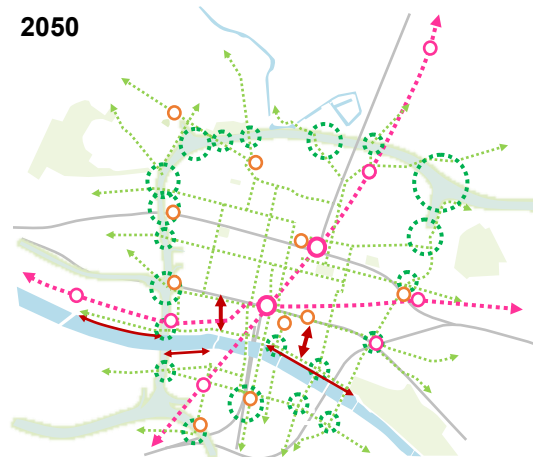
## STRATEGIC APPROACH

The Strategic approach to creating **A Connected City Centre** seeks to:

- Redefine city centre streets to create a simplified, highly integrated movement network
- Prioritise and encourage active travel
- Improve connections within the City Centre and to surrounding communities, the City and wider city - region and nation

This approach reflects the **City Development Plan's** strategic outcome of **A Connected Place to Move Around and Do Business**

2050



## WHAT WE WANT TO ACHIEVE

We want to redefine the City Centre street network to create a simplified and integrated new movement/mobility network. A new network of 'smart' streets will separate modes of transport and redefine priority routes for walking/wheeling, cycling, public transport or car access and so clarify, and improve, their specific movement and place functions. Streets will contain less vehicle traffic, (particularly private car), and road space (including parking space) will be rebalanced to give more space to pedestrians and active and sustainable transport modes over cars. Streets will be greener, cleaner and healthier and contribute to the environmental management of the City through the inclusion of 'green – blue infrastructure' such as street trees, rain gardens and attractive green spaces.

## Fig. 4c.1 Key

- M8 Corridor
- Environmental improvements along M8 corridor
- Greened Grid
- Gateway improvements
- ↔ New Connections to and along the River
- Existing rail/subway station
- Upgraded rail/subway stations with improved accessibility and surrounding environment
- ↔ New cross-city rapid transport options (Indicative)

## OUTCOME | A CONNECTED CITY CENTRE

The City Centre will be the hyper connected sustainable heart of the City Region, and link communities and places through a range of integrated, healthy, accessible and environmentally sensitive travel options.

## WHERE ARE WE NOW

The SDF advocates implementation of the movement hierarchy, whereby, (in order of priority), walking/ wheeling, cycling and public transport must take precedence over private car use in order to reduce emissions, achieve zero-carbon goals and ensure healthier lifestyles and greater equity regarding travel options. The current City Centre street network and adjoining M8 strategic motorway network do not enable the movement hierarchy to be realised. City Centre streets are characterised by the following:

- traffic dominance – a higher proportion of street space is given to cars/vehicles and car parking than in many comparator city centres, and this is at the expense of pedestrian space with narrow and often crowded pavements within polluted hot spots
- Confused street function – the street network lacks clarity with too many streets that cater for every mode of transport, and incrementally implemented bus gates and one way systems
- Confused bus network - with duplication of routes, bus stops and other infrastructure for different operators

Similarly, the M8 continues to have a negative impact on the City Centre as a place, in terms of community severance, pollution and blight of adjacent land.

Crossings are difficult and unattractive for pedestrians, people with mobility aids and cyclist. Investment in the strategic road network, such as the M74 completion and improvements to the M8 and M73, has sought to alleviate congestion on the M8 and improve strategic connectivity.

## THE WAY FORWARD

This next stage in Glasgow's transformation involves a fundamental rethinking of how people move around, enjoy and access the City Centre and its opportunities. It requires a new vision for movement that puts the needs of pedestrians first and supports the shifting role of the City Centre in becoming a more liveable, zero-carbon, people-centred place.

### **Redefining the street network - a simplified and integrated 'green grid'**

This SDF advocates that a comprehensive reassessment of the City Centre's street network (and transport system) be undertaken with a view to clarifying and simplifying mobility functions. Not every street needs to have traffic move through it nor should every street be pedestrianised, for the City Centre to work

efficiently. Instead, modes should be separated out, their routes simplified and their function prioritised on street within an integrated coherent mobility network, adopting the principles of the 'super-block' as appropriate.

To feed in to this redefinition of the network, the City Council should undertake a movement and place assessment of City Centre streets to explore their mobility and place contribution. Similar to work undertaken by Transport for London (TfL) for central London, Glasgow should develop its own methodology and category of street types (see example fig 4c.2 on p49). The redefinition of the street network will provide the strategic context for future street interventions, to create a new simplified network of green streets, underpinned by the following requirements to:

- reduce car journeys in the City Centre by 30% by 2030, working towards a target of 50% by 2050
- repurpose road space given to cars and parking to walking, wheeling, cycling, public transport and public space, thus asserting the movement hierarchy where pedestrian journeys dominate
- simplify the routing for buses to, from and through the City Centre



# A CONNECTED CITY CENTRE | REDEFINED, SIMPLIFIED AND INTEGRATED NETWORK

- explore the potential for new mass public transit, such as a metro
- develop a complete and coherent cycle network
- recognise the role of streets as public spaces
- introduce greening and bring nature to the City
- incorporate green-blue infrastructure as part of the environmental management of a climate resilient City Centre

The proposed reassessment and redefinition of the City Centre street network will have impacts on public transport networks extending to the wider City Region. As such, the proposed project should be carried out in partnership, and collaboratively, with transport agencies (such as SPT, Transport Scotland, Network Rail), transport operators and users. The proposed redefinition of the street network should feed in to the preparation of forthcoming strategies, such as a new Regional Transport Strategy, Glasgow's city-wide Transport Strategy, City Centre Transformation Plan and Liveable Neighbourhoods Plan which should be aligned with the SDF placemaking objectives. Delivery of a redefined street network will be progressed by the City Centre Transformation Plan and inform future projects.

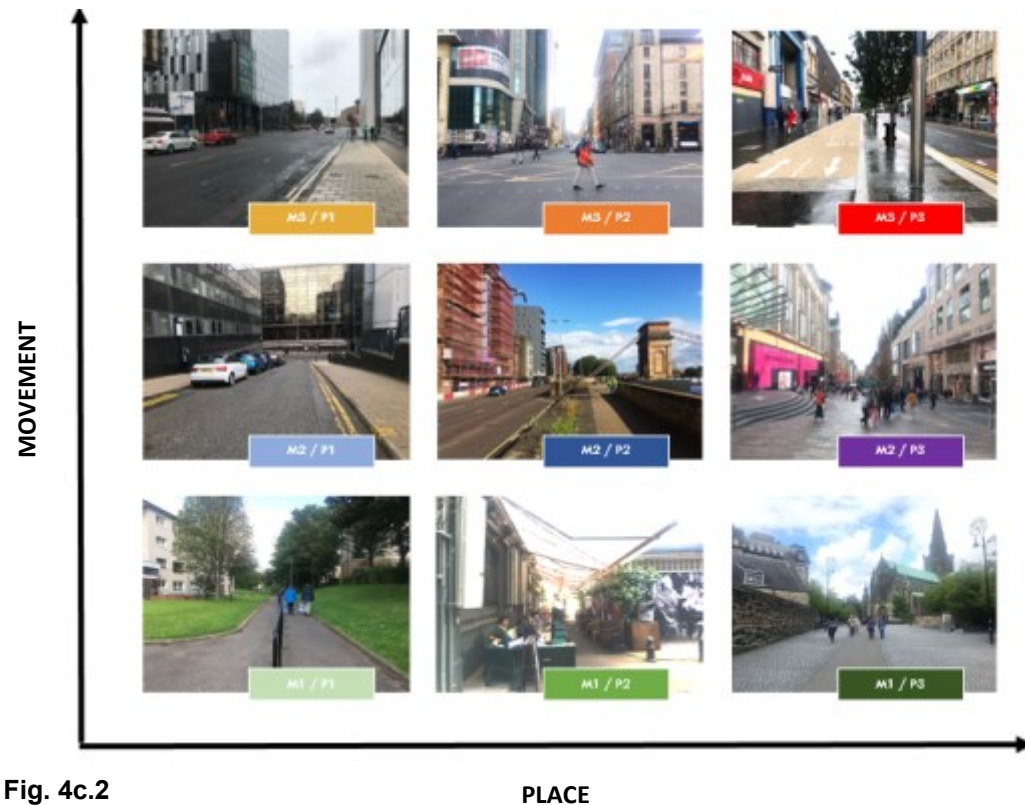
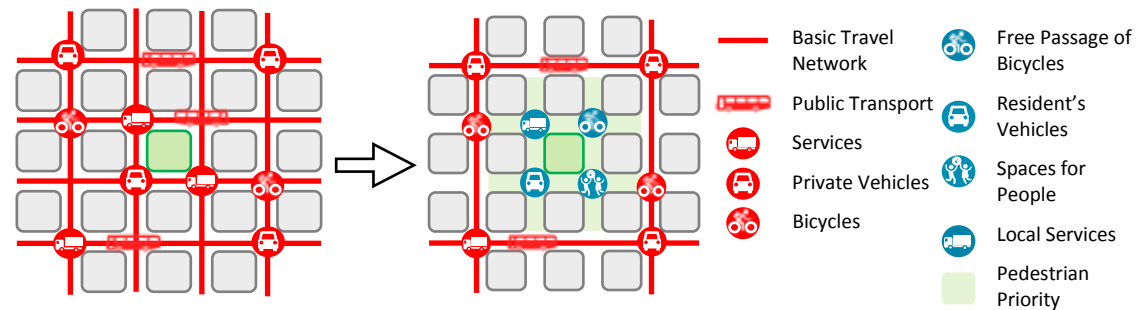


Fig. 4c.2

## REASSESSING THE M8 STRATEGIC ROAD NETWORK

Complementing the review of the City Centre local road network, an assessment of the M8 should be undertaken, in partnership with Transport Scotland, to explore its strategic movement function and opportunities to improve its impact on the City Centre motorway corridor environs. The study will build on current ‘managed motorway’ studies being undertaken by Transport Scotland and feed in to the Strategic Transport Projects Review (STPR2) and will set the strategic context for the design and alignment of future proposals affecting the M8 through the City Centre corridor, its junctions, slips, underpasses or bridges. The study, and a subsequent strategy for the improvement of the M8, should aim to reduce the severance caused by the M8 between the City Centre and surrounding communities, improve the environmental (air, noise, visual) quality of its locale and should be underpinned by the following objectives:

- to minimise road infrastructure land take - rationalise slip roads and junctions, lanes where possible
- improve the ability for people to cross - reconfigure crossings for pedestrian and cycle priority
- ‘green’ the motorway corridor and improve its place contribution and environmental quality

- Reduce car based travel, (such as through promotion of managed motorway for greater public transport priority)
- Reduce volume of car traffic within M8 City Centre corridor (such as encourage greater use of the M74 and M73 link for M8 east-west journeys).

Long term, coordinated and holistic improvement of the City Centre street network, M8 City Centre corridor and City’s transport networks is needed to improve integration of the mobility network, address prevailing issues of poor environmental quality and transition towards a carbon neutral, less car dependent and more people-oriented City Centre. This will require strong collaborative partnership working between key stakeholders involved in the design, planning and delivery of transport infrastructure at local, regional and national levels. The City Council will work closely with Transport Scotland, SPT, Network Rail and other partners, operators and users to explore how the City’s transport networks and systems can adapt and improve to achieve the SDF’s placemaking ambitions for the City Centre.

## Action (s)

Support the alignment of strategies, plans, policies and projects affecting City Centre transport networks around SDF placemaking objectives, including the new Regional Transport Strategy, city-wide Transport Strategy, City Centre Transformation Plan and Liveable Neighbourhoods Plan.

Support collaborative working between the City Council, Transport Scotland, SPT, Network Rail and other key partners, operators and users to explore how the City’s transport networks and systems can adapt and improve to achieve the SDF’s placemaking ambitions for the City Centre. Progress strategic assessments of the city street network and M8 to inform future interventions.

Prepare a movement and place review the City Centre street network to feed in to the above assessments.

## WHAT WE WANT TO ACHIEVE

We want to create a city centre with an outstanding pedestrian environment that is well connected, safe and a pleasure to use. Space reclaimed from cars and parking will allow streets to be rebalanced in favour of walking, wheeling, cycling and other active modes. A joined up, coherent and integrated cycle network will allow seamless and safe travel by bike to/from surrounding communities and throughout the centre. The City Centre's redefined street network will prioritise active travel overall, within a climate resilient 'green grid' framework of transformed greened streets linking public green spaces. The new 'green grid' will support city centre living and the enhancement of communities, and increase the City Centre's appeal as a place to work and visit.

## WHERE WE ARE NOW

Glasgow has begun to transform its streetscape and give car space back to people. The remodelling of Buchanan Street has created an iconic people-focused street and investment in the Merchant City's public realm supports a vibrant neighbourhood where cars are guests in the pedestrian environment. New segregated cycle lanes are being introduced within the centre and beyond to connect with communities, such

as via the South City Way. The current 'Avenues' project, due for completion in 2025, is remodelling key routes to be more pedestrian, cycle and public transport oriented and introducing trees and enhanced public space to increase their attractiveness.

However, despite this progress, much remains to be done if the centre is to transition towards a truly sustainable, carbon neutral future. The current Covid-19 pandemic has highlighted the acute need for greater pedestrian/wheeling space in the City Centre, to which the City Council has responded by implementing temporary measures to extend pavements and close streets under its 'Spaces for People' programme. Such measures need to be made permanent and, moving forward, a more radical and accelerated transformation of the streetscape is needed to deliver the infrastructure required to support a repopulated City Centre and ensure a green recovery.

The City Centre must address current issues of: domination of vehicle traffic on streets at the expense of walking and cycling space; an incomplete fragmented cycle network; poor quality walking environments with narrow pavements and little green relief, and consequent poor quality routes to school.

## THE WAY FORWARD

The centre must realise a transformational modal shift, where pedestrians/people with mobility aids and cyclists dominate over cars, within a more attractive greened streetscape that prioritises and encourages sustainable travel behaviours. The redefinition of the street network to create a new smart 'green grid' for the City Centre will prioritise active travel overall and should incorporate the following:

- **A Redistribution of road space in favour of pedestrians/people with mobility aids and cyclists to prioritise active travel** – this may include the extension of pavements, new cycle lanes, street greening (such as trees and raingardens) and the creation of leisure space through utilising space from the removal of car parking and vehicle lanes
- **A complete cycle network**- a coherent, legible, attractive and safe cycle network is needed to build a cycling culture and the complete network to/from/through the City Centre should be integrated within the 'green grid' and may form part of existing or new Avenues

# A CONNECTED CITY CENTRE | PRIORITISE AND ENCOURAGE ACTIVE TRAVEL

- **An extension of existing ‘Avenue’ routes beyond the M8, River and High Street** to provide seamless active travel connections that link communities with the City Centre. Existing ‘Avenues’ are principal greened routes where vehicle traffic is reduced and pedestrians, cyclists and public transport have greater priority.
- **The creation of new ‘avenues’ within the Centre** - more streets within the City Centre will be remodelled to provide green sustainable routes that include a specific movement function (prioritising active travel, bus, metro, car access) and structural street greening in order to ‘green the grey’ street grid. Routes should complement the existing ‘avenues’ network and prioritise routes to schools, linking of key attractions and public transport nodes (such as rail and subway stations, bus and potential future metro stops) and contribute to the green network connecting public green spaces/pocket parks.
- **Reconfigured gateway crossings for walking/ wheeling/cycling priority** –to reduce the severance caused by heavily trafficked routes and road infrastructure, such as M8 junctions

reinforce the creation of the ‘green grid’, prioritise walking/wheeling and cycling over other forms of travel and seek to enhance existing or create new walking and cycling connections.

The forthcoming **City Centre Transformation Plan** will outline the improvements to the City Centre travel network and systems and so deliver the placemaking objectives of this SDF and progress the recommendations of the Connectivity Commission, in support of the City Centre’s planned sustainable growth and green recovery.

## Action

Support the prioritisation and integration of active travel within the development of a redefined simplified ‘green grid’ for the City Centre.

Support development of a complete cycle network to/from/through the City Centre and the preparation of street design guidance for greened walking and cycle routes.



New development within the City Centre should



# A CONNECTED CITY CENTRE | IMPROVED CONNECTIONS

## WHAT WE WANT TO ACHIEVE

The City Centre will be the sustainably connected heart of the City Region. Improvements in the quality, capacity and attractiveness of the public transport networks and systems will encourage greater use by travellers to, from and throughout the City Centre. A greater range of active and public transport options will complement a reduction in car parking. A transformed M8 with an improved environment will reduce its severance effect and negative environmental impacts. The City Centre will be better connected to its surrounding communities physically and digitally.

## WHERE WE ARE NOW

There have been a number of positive changes in the public transport network in the City Centre and wider region in recent years, including: increased park and ride provision, modernisation of the Subway and new bus and rail infrastructure, such as Queen Street Station upgrade, capacity enhancements at Glasgow Central Station and the introduction of streamline bus corridors and bus gates. The creation of a quality bus partnership and the establishment of Scotland's first Low Emission Zone (to address air quality) are further significant achievements. However, if the City Centre is to achieve its zero carbon goals, in addition to prioritising

active travel, significant improvements in the quality, quantity and accessibility of public transport will be required to provide effective alternatives to private car usage.

Furthermore, improvements in the City Centre's physical environment are needed to overcome physical and psychological 'barriers' to accessing the City Centre from outside and to better connect the centre with its surrounding communities. Poor station environs limit usage of some parts of the rail network, while other unattractive 'gateways' to City Centre include bleak underpasses or car dominated crossings. Where development has severed walking routes and visual connections, connectivity within the Centre has been compromised, such as the disconnection of the riverside from the central core of the City Centre.

## THE WAY FORWARD

Through the preparation of the city-wide **Glasgow Transport Strategy**, the **City Centre Transformation Plan** and new **Regional Transport Strategy**, city, regional and national partners will work together to ensure the City Centre is served by a range of high quality sustainable transport choices. These strategies will ensure the City Centre enhances its connectivity at the heart of the City Region by a world class integrated

public transport system that facilitates sustainable economic growth. As such, they should explore improvements to the quality and capacity of the regional rail and bus networks and explore potential for new mass transit options, such as a metro system. Recent investment to improve bus priority infrastructure and reallocate road space to high occupancy vehicles, such as buses, on parts of a 'managed motorway' around Glasgow is currently being progressed by the City Council in partnership with the Scottish Government, Transport Scotland, SPT and the Bus Partnership. Improvements to the bus network should be complemented by operators' investment in fleet modernisation, improved ticketing and technology to improve its efficiency and attractiveness.

The City-Centre Transformation Strategy will progress the following place interventions and projects towards improving connections to/from/within the centre:

- **Creation of a simplified efficient prioritised bus network** - that rationalises routing and reallocates road space to buses as part of the redefined 'green grid' street network and links communities and attractions within and outside the City Centre.
- Explore potential to integrate future additional mass transit options, such as **metro or tram**.

- **Improve ‘gateway’ crossings** to create a more seamless transition between the City Centre and surrounding communities and reduce the barrier effect of the M8, main roads, rail lines or the River. Rationalised junctions to reduce road infrastructure; reconfigured crossings and other design interventions to attribute greater priority to walking, wheeling and cycling; activation of underpasses and bridges (through development, arts, lighting, leisure uses) - should all aim to make crossing the M8 quicker, easier, safer and more attractive. Priorities for action include; Anderston Cross, to reconnect Argyll Street for walking and cycling and enhance Anderston Station as an improved civic focal point; and, Junction 15 rationalisation to improve connections to Royston and around Glasgow Royal Hospital.
- **Improve stations and their approaches** – Committed proposals to enhance capacity and quality of High Street station include a new public plaza and entrance to improve the sense of arrival. Station environs and routes to/from them must be attractive and prioritise walking, wheeling, cycling to encourage use and support surrounding development. Priorities for future improvement include: Anderston, Charing Cross, Argyll Street stations and further enhancement of the street

environment around Central Station, including potential riverside access to improve connectivity to the IFSD and riverside.

- **Reconnect the River** - the City’s most underutilised asset currently suffers disconnection from the City Centre ‘core’ by a traffic dominated quayside and development that has blocked routes, (such as Anderston and St Enoch centres). The need to improve connections to/from the River in order to bring people to the riverside, grow activity and encourage its development as a destination within the City is a priority for this City Centre SDF and the River Corridor SDF.
- Develop a strategy for **night-time accessibility** and safe travel to support the night-time economy and public safety.

Comprehensively improving the functional and aesthetic quality of the City Centre's public environment to create attractive streets that integrate a variety of public and active travel options is a substantial undertaking that stands to be transformational. It will require significant investment and partnership working that merges strategic network planning with local place based aspirations, which will be identified through the DRFs.

The exploration, design and delivery of proposals

affecting M8 infrastructure, rail and bus stations will be progressed in partnership with Transport Scotland, Network Rail and SPT. In addition, future development should seek to improve connectivity in the City Centre, including improve and/or restore historic walking, cycling and visual connections.

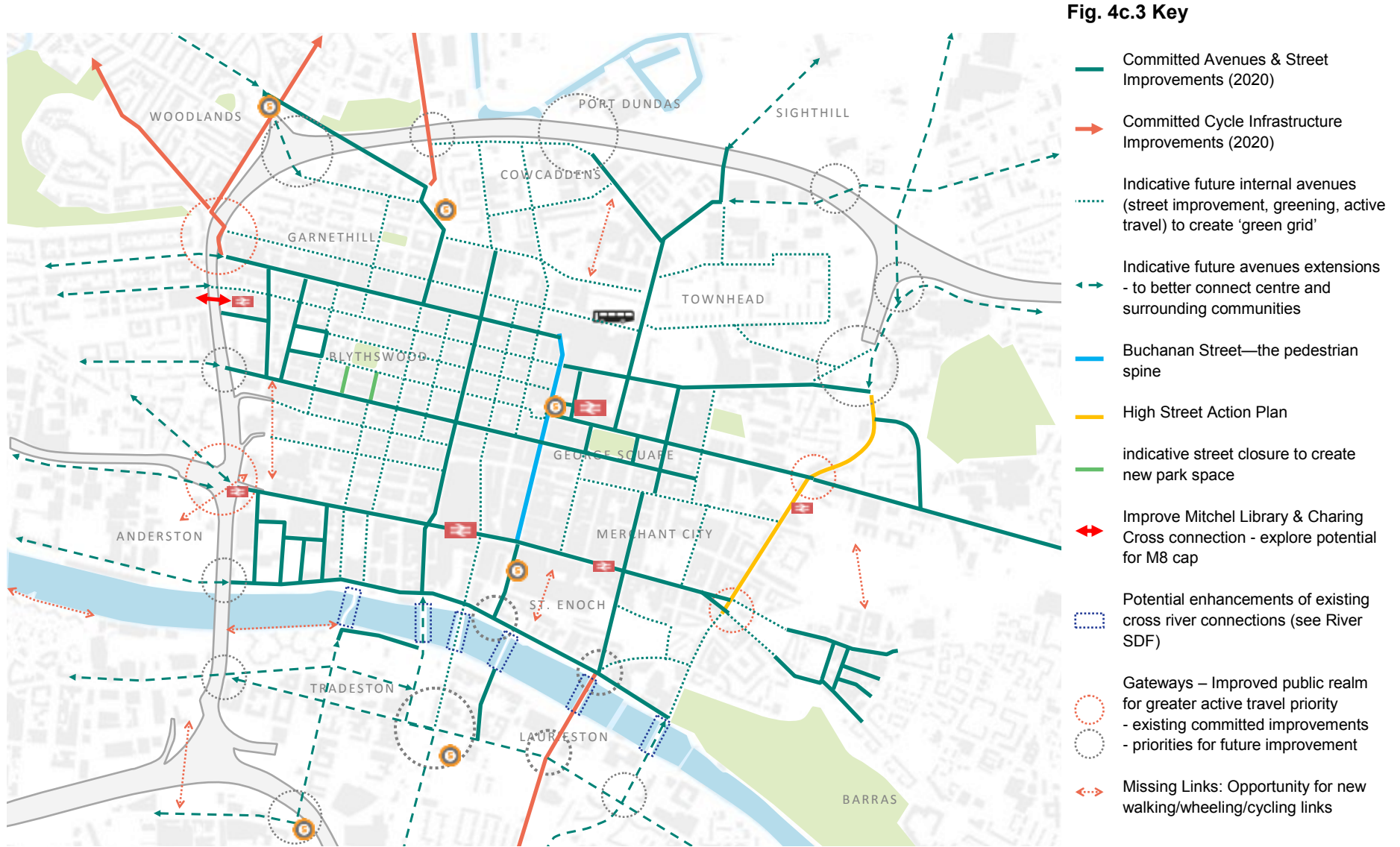
## Digital Connectivity

In 2050, the City Centre will be digitally hyper connected and inclusive; with ubiquitous, high-quality wireless and broadband connectivity built in to its physical fabric to drive productivity and innovation and digitally connected all residents. The City Council’s digital strategy aims to progress the City –as an innovative and pioneering global leader—towards hyper connectivity that will make the City more efficient, successful and sustainable. The provision of infrastructure (such as power and ducting) and new technologies that enhance digital connectivity should form part of future developments and digital masterplanning should be adopted to coordinate and integrate such technologies across the City Centre.

### Action (s)

Support the progression of the Glasgow Transport Strategy, Regional Transport Strategy and City-Centre Transformation Strategy to improve mobility connectivity to/from through the centre.

# A CONNECTED CITY CENTRE | SEAMLESS WALKING AND CYCLING ROUTES



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# A CONNECTED CITY CENTRE | IMPROVED CONNECTIONS



**Fig. 4c.4 Key**

- Improve connections between Queen Street and Central Stations
- Potential High Speed Rail terminus at Central Station
- Explore potential riverside entrance to Central Station
- High Street Station – committed improvements in capacity, station building and public realm.
- Explore improvements to stations & environs
- Improved environment of M8 corridor (explore potential for reduction in road infrastructure, improved crossings, greening and better integration with townscape )
- Reconnected Neighbourhoods - explore potential to reconnect for walking/wheeling/cycling
- Explore potential for new light rail Metro route (route indicative only)
- Explore potential new river crossing
- Fastlink
- Low Emission Zone
- Indicative expanded future LEZ
- Primary Schools

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An aerial photograph of a city center, likely London, with a green overlay. The map shows a dense grid of streets and buildings. A large white number '4' is positioned in the upper right quadrant, with a smaller white letter 'd' to its right. Below the '4' is a thick white horizontal line.

# 4d

## A GREEN CITY CENTRE

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## Context: Improving Place Quality

High quality public spaces set within an attractive, safe and welcoming framework of streets are fundamental to our enjoyment of a city. Feature parks, squares and promenade spaces alongside rich architectural heritage are distinctive, often iconic, components of notable and attractive international cities.

Public open spaces are also crucial for health and wellbeing. As such, their provision is vital in support of the City Centre's ambition to become a cleaner, greener and more liveable place. Green spaces and play spaces are essential components of liveable neighbourhoods to enable physical activity, engagement with nature, social interaction and quiet relaxation. The importance of green spaces and access to nature for our physical and mental wellbeing has been highlighted by the Covid-19 pandemic and, consequently, has brought deficiencies in provision within urban centres in to acute focus.

The Infrastructure Commission for Scotland (January 2020 Key Findings Report) has broadened its definition of infrastructure to include natural assets as 'green-blue infrastructure'. The Commission recommends that 'place' be put at the heart of plans to address critical natural and built infrastructure, climate resilience and

adaptation needs. The provision of green (including trees and planting within parks, gardens, green roofs and walls and nesting opportunities for pollinators, birds and bats) and blue (including raingardens, ponds and water channels) infrastructure within the City Centre is fundamental to the City's response to the urgent climate and ecological emergency and to ensure a green and just recovery from the Covid pandemic.

Green-blue infrastructure promotes physical and mental health, community cohesion, learning and play, food growing, the effective management of surface water flooding and moderation of climate change. It also supports business investment; as high quality workplaces increasingly desire high quality supportive environments for their workforce.

Currently, the City Centre's urban landscape is largely grey and 'hard'. As such, it presents significant potential for transformation by 'greening the grey' and utilising nature based solutions to improve its environmental performance. A comprehensive connected network of green - blue infrastructure that is integrated and multi-functional is needed to absorb surface water, absorb CO2, filter micro-particles, reduce urban heating and allow greater biodiversity to flourish within the City Centre.

Climate resilience and carbon neutrality must underpin all new development in the City Centre and the retrofit of its urban environment. The City Centre must also utilise renewable energy for heat and power and employ new technologies to improve its environmental performance.

## STRATEGIC APPROACH

The Strategic approach to creating **A GREEN AND RESILIENT CITY CENTRE** seeks to:

- Create a network of high quality public open spaces
- Adapt the urban environment to be climate resilient through nature based solutions
- Utilise innovative solutions to become a net-zero carbon place.

This approach reflects the **City Development Plan's** strategic outcome of **Creating a Green Place that is Resilient, Accessible and Attractive.**

## OUTCOME : A GREEN AND RESILIENT CITY CENTRE

The City Centre will be transformed through a connected network of green blue infrastructure that promotes health and wellbeing and moderates climate change.



# A GREEN CITY CENTRE | STRATEGIC APPROACH

2020



2050

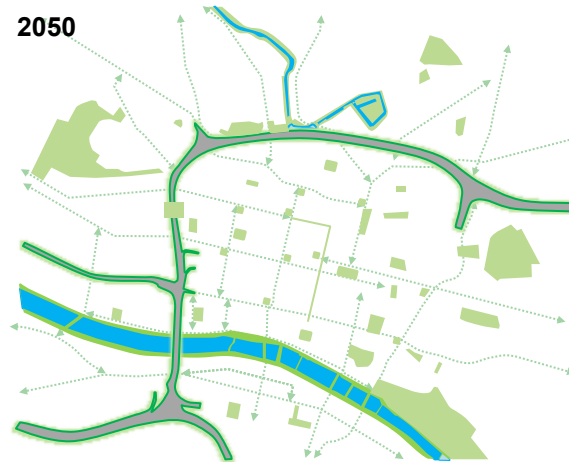







Fig. 4d.1 Key

-  M8 corridor and key roads
-  Greening of motorway/highway corridors
-  Avenues and street greening – the ‘green grid’
-  River park
-  Multi-functional green-blue-grey public spaces (e.g. pocket parks, gardens, children's play, allotments)

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## WHAT WE WANT TO ACHIEVE

We want to ‘green the grey’ of the City Centre and bring nature in to all areas and neighbourhoods, for the benefit of existing and new residents, workers and visitors. We want to strengthen the climate resilience of the City Centre and ensure it becomes a net zero-carbon place. In 2050, the City Centre urban landscape will have been adapted and radically transformed to one that:

- is climate resilient, green and biodiverse through integration of a connected green-blue infrastructure network that prioritises nature based solutions;
- is attractive and liveable, benefiting from a network of high quality, multifunctional public spaces linked by walkable greened streets;

- is inclusive and promotes health and well-being for residents, workers and visitors through a diversity of civic spaces that encourage social cohesion, exercise, relaxation, play and engagement with nature;
- respects and enhances its existing physical assets (core components of its identity and character), including a reinvigorated riverside park and repurposed heritage buildings;
- is a net-zero carbon place, that contains high environmentally performing buildings and public infrastructure that utilises renewable energy and innovative zero-carbon technologies, and
- builds prosperity for all, in the creation of a more attractive, inclusive and competitive place.

## WHERE WE ARE NOW

There is currently a critical lack of public space in the city centre, particularly green space, to meet people’s needs and create a more supportive ‘post-Covid’ environment. In addition to new spaces to be created, existing spaces need to be improved to make them more people friendly, such as the underutilised riverside and the privately-owned Blythswood Square that is closed to public use. Buchanan Street - the City Centre’s iconic and bustling pedestrian spine - retains a distinctive character that must be protected, while George Square lacks the quality of a leading European city’s main civic space. Throughout the centre, business environments have little public or green space to serve their workforce to the detriment of the quality and appeal of their locations.



# A GREEN CITY CENTRE | THE WAY FORWARD

Street environments form the majority of the City Centre public realm and are currently traffic dominated with little green relief; they contain very few trees, raingardens or planting (which the Avenues project is starting to address). Such a hard grey public realm - lacking in green-blue infrastructure - inhibits the survival of nature and stunts the natural biodiversity of the centre. It also inhibits surface water drainage which can lead to flooding during heavy rainfall, a problem that will be exacerbated by climate change. Therefore, investment in green-blue infrastructure is needed - both in new development and in the adaptation of the public realm —to create a connected green-blue city centre network that will manage surface water, promote biodiversity, contribute to the City's zero carbon ambitions and also realise wider improvements in health, wellbeing and of quality of place.

The risk of tidal flooding remains a challenge for development sites adjoining the river, particularly on the Broomielaw where development of a number of vacant sites would complete the regeneration of the Riverside at this location.

While power network capacity does not constrain development in the City Centre, there is a need to coordinate development with network capacity upgrades to align timescales and allow for innovative and renewable energy solutions to be utilised. The

potential of the River Clyde to provide renewable heat and power for city centre homes remains to be fully explored, and would help tackle both climate change and fuel poverty. The integration of smart city capabilities in the development of the public realm and buildings is currently being piloted in the City Centre; exploring district heating, solar PV, ducted wind turbines, energy arbitrage, power storage, EV charging and smart city controls.

Priority issues to address:

- The critical lack of public spaces and need to improve the quality of existing public space
- A hard urban landscape and lack of 'green' throughout the centre, to the detriment of nature networks, environmental performance for climate resilience, health and wellbeing and attractiveness of the centre
- The need for surface water flood management and alleviation of tidal flooding risk to riverside
- The need for greater renewable and innovative energy solutions, requiring early planning and better coordination of development
- The need for better, and more carbon conscious, stewardship of heritage assets

## THE WAY FORWARD

The Avenues project has begun the transformation of the City Centre's urban landscape to introduce green infrastructure and create more people-focused streets. The more recent 'spaces for people' response to the Covid-19 pandemic has introduced temporary extensions to pavements and cycle lanes to increase space for pedestrians and cyclists over cars. However, the scale and pace of transformation of the public realm needs to accelerate to create high quality public space that is also climate resilient and biodiverse, in order to adequately respond to the climate and ecological emergency and meet targets for carbon reduction and repopulation.

# A GREEN CITY CENTRE | THE CREATION OF NEW AND IMPROVED PUBLIC SPACES

High quality public space - as essential neighbourhood infrastructure – should be integral to the design of new development proposals within a neighbourhood placemaking context.

Public space creation should be prioritised throughout the City Centre, with options for provision including; new multifunctional spaces within development sites, reclamation of road/street space; roof gardens; courtyards, entranceways (such as concert hall steps); and, pocket parks at Avenue intersections and adjoining visitor attractions and schools (to encourage greater social interaction and promote community).

**Glasgow's Open Space Strategy** highlights the potential of open spaces to meet a variety of functions, such as water retention, urban greening, sport and play, biodiversity enhancement or food growing and emphasise the importance of protecting open spaces and enhancing them to secure their continuing contribution to a community. Within the City Centre, it is recognised that creating public space, particular green or open spaces, is challenging and will require the retrofit of streets, buildings and innovative solutions in new development to optimise opportunities. In particular, green roofs should be encouraged in the City Centre for public and resident garden space and for their ecological benefit.

DRFs will explore opportunities for public space creation at City Centre district level and include the following opportunities:

- **The Riverside** - to be reinvigorated as a new linear park extending from Glasgow Green to the SEC, with space for leisure, nature and culture
- **George Square** - the City's principal civic square should be improved to be less traffic dominated and more people friendly
- **Buchanan Street** - to ensure ongoing success the public realm should be refreshed and extension of pedestrian space towards George Square explored
- **Blythswood Hill** - this increasingly residential neighbourhood could accommodate a new child-friendly 'urban park' in space reclaimed from the street. The opening of Blythswood square to the public should be explored
- **Vacant development sites** – with potential exists to provide new public spaces to serve their communities (including Broomielaw Riverside, Candleriggs, High street sites)
- **Redevelopment sites** – such as at King Street Car Park, where new public space could bring activity to help connect the Merchant City and Riverside.

**A network of high quality public spaces and adapted green streets is essential** and will create a connected

green-blue infrastructure network for the City Centre that supports the SDFs ambitions for a centre that is liveable, inclusive, climate resilient and competitive.

The development of public spaces, including street interventions/adaptations, should seek to utilise creative, and where possible innovative, design approaches to:

- Create a variety of distinctive spaces that are safe and welcoming, encourage social interaction and provide shelter, shade, seating and rest areas where appropriate
- Contribute towards the needs of their neighbourhood; whether reinforcing civic focal points, creating opportunities for physical recreational or food production and so on
- Green the city centre and promote biodiversity utilising nature-based design solutions
- Embody multi-functionality, to support integration of social functions with surface water management, climate adaptation measures, ecology and digital networks
- Reflect the culture of the city, e.g. through art, lighting, wayfinding or events spaces
- Utilise smart /digital technologies as appropriate
- Ensure day /night functionality and seasonality

- Incorporate high quality, robust materials and finishes that can be easily maintained
- Demonstrate social and cultural diversity and the ability to bring people together
- Celebrate heritage features
- Ensure resource efficiency and carbon conscious stewardship of assets

## Activation of Public Space

Public space and street frontages, especially along principal routes, should be prioritised for activity. Where lacking and where spaces are underutilised or neglected, temporary interventions should be encouraged – such as pop up shops, cafes, arts, lighting, events—to stimulate interest in areas in need of rejuvenation (see section [4a. A Vibrant City Centre](#)).

## Green and Blue Integrated Infrastructure Strategy

This SDF proposes that an ‘Green and Blue Integrated Infrastructure Strategy’ be prepared for the City Centre that provides a joint strategy for townscape adaptation and biodiversity improvement (‘greening the centre’) and surface water management, in order to reduce the overall flood risk through reducing the volume of surface water draining in to the public sewerage system. Its interconnected objectives will utilise nature

based solutions to increase surface water retention through urban greening of the City Centre environment (‘greening the grey’). The development of such multifunctional, climate-responsive green-blue network will include the creation of pocket parks, green roofs, street trees, raingardens, biowalls walls, water channels and other such measures. The DRFs analysis of opportunities for local green space creation at neighbourhood and district levels will feed to the preparation of the Green-Blue Integrated Infrastructure Strategy and support the Glasgow Open Space Strategy Delivery Plan in providing a strategic framework for open space delivery in the City Centre.

## Alleviating Tidal Flood Risk

To address the risk of tidal flooding on the riverside, the City Council is preparing an updated Flood Model to assess the impact of flooding upon specific sites, setting out allowances for cumulative development on the functional flood plain. This will inform the way forward, including considerations of land raising or flood plain defence, in order to unlock the strategic regeneration of the City Centre riverside and wider river corridor. The [City Development Plan](#) (CDP8 and [SG8 Water Environment](#)) provides guidance on development within the functional flood plain and how to address flooding through the planning process, with further detail in the [River Corridor SDF](#).

## Environmental Engineering for Climate Resiliency

A key proposition of this SDF is the reengineering and adaptation of the urban landscape to be climate resilient and to enable the City’s ambitions for carbon neutrality, particularly its 2045 targets for net-zero carbon emissions to be met. An integrated and comprehensive approach is advocated that embodies a combination of measures including;

- creation of a green blue infrastructure network prioritising nature based solutions,
- prioritising active travel and minimising car journeys,
- ensuring climate responsive building design, and
- utilisation of renewable and sustainable heat and power sources.

New built development should consider the environmental performance of individual buildings, their impact on their locale/neighbourhood, microclimate, wider city environment and planet. New development should employ environment-sensitive design that considers, for example, natural place-based solutions, sunlight and daylight penetration, water and air pollution, waste management, resource recovery, waste water and storm water management.

## Local Heat and Energy Efficiency Strategy

Glasgow City Council is developing its first Local Heat and Energy Efficiency Strategy (LHEES). The LHEES will succeed the Council's existing Energy & Carbon Masterplan and will commence in April 2020 with a target of making an absolute reduction in CO<sub>2</sub> emissions of 80% by 2050, whilst supporting the 2030 target of carbon neutrality and the 2045 net-zero target. The LHEES will seek to deploy innovative solutions and delivery mechanisms to improve heat generation/consumption and energy efficiency in five designated zones in the City. The City Centre is one of the five identified zones. The LHEES will work in partnership with existing strategies to enhance the sustainability of the City Centre.

The LHEES will incorporate lessons from the City Centre's 'Smart Street' pilot, which aims to integrate new development with smart city technologies for renewable energy and storage (among other things). Over the next 30 years, lessons from the street will be replicated throughout the City Centre to reduce carbon emissions and maximise operational efficiency. The potential of the River Clyde as a power source will also be explored.

## Integrated Energy Plan

The City Council and Energy Sector Partners will produce an Integrated Energy Plan to harmonise development and regeneration timescales with the delivery of network capacity upgrades. This integrated approach to regeneration and energy planning will allow for renewable and innovative solutions to be coordinated and adopted at an early stage.

Consideration should be given to the integrated implementation of energy infrastructure with other active travel and green-blue infrastructure. Potential for 'climate corridor' routes, delivering multiple carbon reduction interventions, should be explored.

## Action(s)

Prepare a Green and Blue Integrated Infrastructure Strategy for the City Centre that provides a joint strategy for public realm / open space creation and improvement, ecological enhancement and surface water management ('greening the centre').

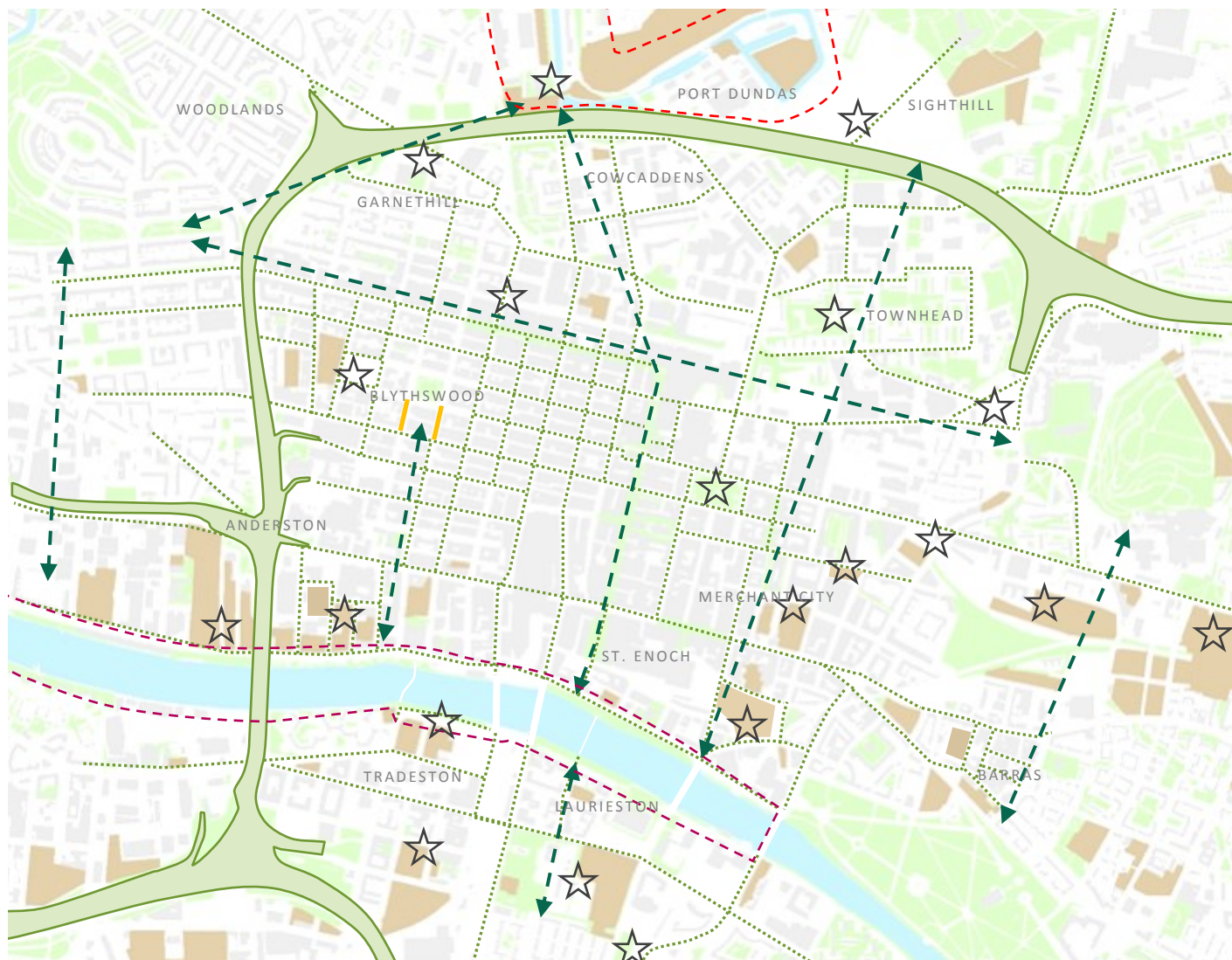
Support the preparation of an updated River Clyde Flood Management Strategy, including work in partnership with SEPA on a Framework to address immediate challenges for development in the functional flood plain and work with all stakeholders on a responsive long-term approach to flood management to enable the future regeneration of the City Centre riverfront and wider River Corridor (see River Corridor SDF).

Support the preparation of Glasgow's Local Heat and Energy Efficiency Strategy (LHEES).

Support production of a City Centre Integrated Energy Plan with energy sector partners.



# A GREEN CITY CENTRE | A NEW NETWORK OF GREEN- BLUE -GREY INFRASTRUCTURE



**Fig. 4d.2 Key**

- M8 corridor - greened and softened
- Existing and indicative new and extended Avenues, that creating public space in-street, include urban greening and surface water infrastructure (including street trees, raingardens, planting, water channels/features)
- New and improved public spaces, that are child friendly for play, to serve communities – indicative locations only
- Reinvigorated riverside to become a 'river park' destination
- Canal corridor 'urban playground' - improve links to/from City Centre
- Key existing development sites (vacant land, surface car parking) with opportunity to create public space and green streets and buildings (green roofs, bio walls, multifunctional public realm, including rain gardens etc)
- Explore potential to create new park space in streets
- Improved strategic connections
- between existing main greenspaces

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# 5

MOVING FORWARD

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## COLLABORATION AND ALIGNMENT

This Strategic Development Framework sets out the overarching vision and key outcomes for the next 30 year period of the City Centre’s evolution.

The successful delivery of the vision will depend upon strong multi-sectoral collaboration; between Government, the City Council, key agencies, investors, developers, city business, institutions, local residents, workers, visitors and all who experience the City Centre. Partnership working, and a greater use of masterplanning processes, will seek to address the complexity of issues in the City Centre, take full advantage of emerging opportunities and unlock creative approaches to development delivery.

This SDF seeks to articulate the long term place ambitions for the City Centre around which the policies, plans, projects and budgets of City Council Services and partner organisations can be aligned to ensure joined-up successful placemaking.

Integration and coordination of a range of activities, mechanisms and approaches will be required to progress the SDF’s vision, particularly in relation to:

- The **design and delivery of strategic, multi-**

**functional and neighbourhood infrastructure**, such as the new ‘green grid’ street network, creation of public space, community amenities and services, public transport improvements, extension of Avenues, a new green/blue infrastructure network, digital networks, city deal projects and a long term solution to tidal flood risk management.

- **Development management**, where a local and neighbourhood and city level place making approach must be taken, that will necessitate a strategic and integrated - and less plot based— approach to development. This approach will be informed by policies and guidance contained in the CDP, associated Supplementary Guidance, this SDF and more local placemaking guidance in the DRFs. The SDF and DRF action support creation of masterplans and local design guidance to assist decision making for development at the local level.
- A number of **further studies** to inform the design and delivery of development and infrastructure.

This SDF seeks to articulate ambitions for the city centre as a place that can further empower local people. Local residents, workers and visitors will

continue to influence and shape the development of the City Centre and so improve the everyday experience of the City.

## INCREMENTAL HOLISTIC TRANSFORMATION

The City Centre is already on journey of incremental transformation. However, to effectively respond to the climate emergency and address the centre’s future resilience (post Covid-19 pandemic) this transformation must accelerate and expand to ensure more comprehensive, integrated and city centre-wide holistic change that will be sustainable in the long term.

## ACTION PROGRAMME

The Action Programme (Appendix A) sets out the key actions, lead partners and timeframe required to progress towards the vision and deliver the outcomes. It is an iterative document and will be updated as new actions and partners are identified. It will be reported on annually through the Council Committee process.

The action programme will be aligned with the City Development Plan and City Centre Strategy Action Programmes and will be reviewed regularly. Together, these programmes will provide the policy framework and operational programmes to enable the delivery of short, medium and long term change on the ground.





# A

## APPENDIX A | ACTION PROGRAMME

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# APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
<b>GENERAL</b>					
Build on existing governance structures to establish a multi-sectoral strategic partnership for the City Centre to direct, drive and deliver the ambitions of the City Centre SDF and City Centre Strategy.				GCC/tbc	A multi-sectoral partnership to govern and enable the coordinated delivery of the placemaking ambitions of the City Centre SDF and the City Centre Strategy projects across the City Centre, and that ensures joint working with investors, developers and key stakeholders in the process.
Support the production of District Regeneration Frameworks for the 9 City Centre districts .				GCC	Establish a suite of local design and development guidance and an action programme to guide and drive successful placemaking and neighbourhood regeneration at District level.
Progress a masterplanning approach to development across the City Centre, where appropriate, to enable the coordinated delivery of development and neighbourhood infrastructure.				GCC	Establish an inclusive and collaborative partnership approach in areas where masterplanning is required to creatively explore the vision for change and to coordinate the design and delivery of development and associated neighbourhood infrastructure.
Support the use of the Place Standard tool in the engagement of local and sectoral communities.				GCC	Empowered communities and stakeholders to enable the co-design and co-production of plans and projects affecting all aspects of the City Centre as a place.
Work with partners to identify utility infrastructure (power, sewer, digital) capacity and deficits across the City Centre.				GCC/Utility providers	Establish a proactive approach to utility planning to support development opportunities.

## APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
<b>A VIBRANT CITY CENTRE</b>					
Prepare a Retail, Leisure and Night time Economy Strategy and Action Plan that seeks to broaden the experiential offer of the City Centre and support the changing needs of this sector.				GCC, Chamber of Commerce	An understanding of the dynamics and needs of the sectors within the City Centre and of the interventions necessary to ensure their success as thriving business sectors and ensure ongoing contribution to the vibrancy and vitality of an increasingly multi-functional city centre.
Prepare an arts and Lighting Strategy for the City Centre to focus on installations and events that activate underutilised spaces and features.				GCC	Reactive spaces, promote cultural engagement and enhance the place quality and destination appeal of the City Centre.
Introduce a Stalled Spaces programme for the City Centre to support the activation of vacant and underused buildings and spaces, including the reuse of upper floors, and encourage an emphasis on urban greening and nature based solutions.				GCC	Promote the reuse of vacant and derelict and underused land and buildings, and promote urban greening and introduction of nature to the City Centre.
Support the development of the Glasgow City Innovation District, including preparation of masterplans to coordinate development and the integration of key sites within the locale.				GCC, Strathclyde University, Scottish Enterprise	The successful development and integration of the GCID and its key sites within the neighbourhood to provide business and research accommodation to promote collaboration, innovation and the aims of the GCID.
Similarly support development of IFSD, including ensuring greater supporting mix of uses.				GCC, IFSD	Improved, more vibrant, competitive and sustainable IFSD business neighbourhood.

# APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
<b>A SUSTAINABLE CITY CENTRE</b>					
Support the delivery of the City Centre Living Strategy 2035 and Action Plan, which includes proposals to undertake a number of studies to explore interventions and investment needed to support the liveability of the centre.				GCC	A number of evidence based strategies and action plans to guide investment towards improving the liveability of the centre, such as gaining an understanding of social infrastructure needs of neighbourhoods and of the technical and other barriers to land and building redevelopment for new homes, including upper floors conversions.
Support the development of a new primary school on the south bank to serve the growing population in this locale, and the exploration of need for further educational and community health and care infrastructure.				GCC, NHS, CH&CP	A new primary school to address a deficit in the southern locale and enable population growth and retention of families within the City Centre.
Work with partners to embed the principles of repopulated sustainable 20 minute neighbourhoods within policies, plans and projects affecting the City Centre.				GCC	Aligned policies, plans and projects that will contribute towards the delivery of 20minute neighbourhoods in the City Centre.
Prepare Urban Design Guidance at District level to guide and encourage high quality design responses to development.				GCC	Promote high design quality throughout the City Centre as a key component of the SDF's placemaking ambition to elevate quality of place.
Produce a View Management Plan for the City Centre, that should also explore the evolving urban form of the centre and take account of townscape analysis undertaken by the DRFs.				GCC	An understanding of the City Centre's townscape qualities, key considerations in its evolution and elements to be protected and enhanced (e.g. views, vistas, skyline, heritage and other assets) in order to guide design and development decisions.



# APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
<b>A CONNECTED CITY CENTRE</b>					
Support the alignment of strategies, plans, policies and projects affecting city centre transport networks around SDF placemaking objectives, including the new Regional Transport Strategy, Glasgow’s city-wide Transport Strategy, City Centre Transformation Plan and Liveable Neighbourhoods Plan and City Deal projects.				GCC, SPT, Transport Scotland	Establishment of a unified, strategic and integrated approach to enhancing connectivity in, and around, the City Centre to ensure efficient integrated delivery of connectivity and wider the place ambitions City Centre SDF.
Support collaborative working between the City Council, Transport Scotland, SPT, Network Rail and other key partners, operators and users to explore how the City’s transport networks and systems can adapt and improve to achieve the SDF’s placemaking ambitions for the City Centre. Specifically, collaboratively progress strategic assessments of the City Centre street network and M8 to inform and the design and development of future interventions and the preparation of the above transport strategies.				GCC/Transport Scotland	A detailed understanding of the functioning and scope for change of the City Centre street network and M8 corridor to inform strategies for their improvement to deliver the connectivity ambitions for the City Centre that will rebalance movement in favour of active and sustainable transport modes.
Prepare a comprehensive movement and place review of the City Centre street network to feed in to the above assessments of the City Centre network and M8 Corridor.				GCC	An understanding of the movement function and place contribution of City Centre streets to inform the design, delivery and prioritisation of future street interventions.
Support the development of a new ‘green grid’ for the City Centre that prioritises active travel and integrates green-blue infrastructure. Develop street design guidance for the grid and expand the Avenues programme towards delivery.				GCC	Establishment of a comprehensive attractive, carbon conscious ‘green grid’ for the City Centre that enables a significant shift in walking and cycling and reduction in carbon and pollution - and creation of a design guide to support its delivery.

# APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Partners	Outcome
	To 2025	To 2030	Ongoing		
<b>A GREEN AND RESILIENT CITY CENTRE</b>					
Develop a 'Green and Blue Integrated Infrastructure Strategy' for the City Centre that provides a joint strategy for adaptation of the townscape for public open space creation and enhancement, ecological improvement and surface water management (greening the centre'), that will guide the development and delivery of integrated and strategic multi-functional green-blue infrastructure.				GCC, SEPA, Scottish Water (MGSDP), GCV Green Network, SNH	An integrated landscape, surface water management and climate adaptation strategy and action plan for strategic public space creation, urban greening, ecological enhancement and surface water management that will direct the development of necessary green and blue integrated multifunctional infrastructure for the City Centre and support the delivery of Glasgow's Open Space Strategy and objectives of the Metropolitan Strategic Drainage Partnership.
Support the preparation of an updated River Clyde Flood Management Strategy and work in partnership with SEPA to develop a Framework to address immediate challenges for development in the functional flood plain and on a responsive long-term approach to flood management that will enable the future regeneration of the City Centre Riverfront and wider River Corridor (see River Corridor SDF).				GCC, SEPA, MGSDP	An understanding of the updated flood levels and new area of Functional Flood Plain for flood events (such as 1 in 200 year + climate change events) as a basis to address immediate challenges regarding development on the functional flood plain and work towards the establishment of a long term approach to flood management.
Support the preparation of Glasgow's Local Heat and Energy Efficiency Strategy (LHEES) to progress a reduction in CO2 emissions of 80% by 2050 and supporting net-zero and carbon neutrality targets.				GCC	A Strategy and action plan that establishes the City's approach to meeting targets for CO2 emissions, net-zero and carbon neutrality
Produce an Integrated Energy Plan to harmonise development timescales with infrastructure upgrades.				GCC/Energy providers	An established approach to align programming of development with infrastructure provision and allow for innovative solution to be planned in.



# B

APPENDIX B

## DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS

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## APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS

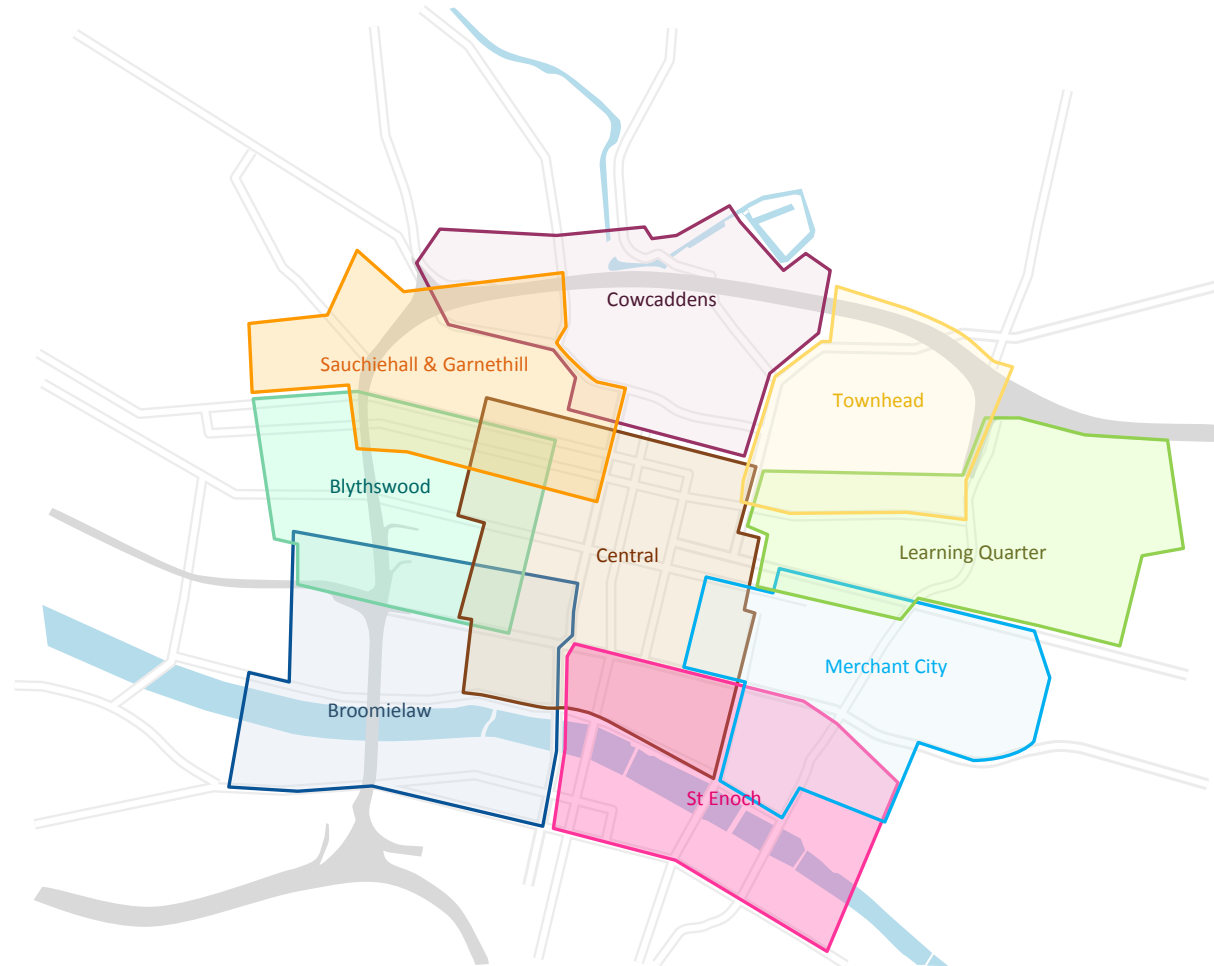
The general ambition for the evolution of the Districts, within a City Centre wide context, is outlined in this section.

The District Regeneration Frameworks (DRFs) will define in more detail the local placemaking priorities to be addressed in each of the Districts and develop a response, vision and placemaking strategy in collaboration with local stakeholders.

Each of the Districts contain a number of existing discrete neighbourhoods with their own identities, character and communities. The DRFs will seek to meet the needs of these neighbourhoods and support their positive and sustainable growth.

Similarly, the DRFs will take cognisance of cross boundary inter-relationships in taking a placemaking approach to neighbourhood development. It is recognised that community focal points may cross District boundaries, (such as High Street Cross), as will city centre - wide transport and green-blue infrastructure networks.

The DRFs will articulate the strategic placemaking principles at local area level in accordance with policies and guidance of the City Development Plan; CDP1 Placemaking and Supplementary Guidance Parts 1&2.



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# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



**Interventions should seek to:** Reinforce and complement the area’s current identity and diversity; support and grow the resident population and enhance child-friendliness, and galvanise the vibrant creative cluster complemented by a renewed Glasgow School of Art (GSA) cultural campus adjoining a reinvigorated Sauchiehall Street.

**Strategic Priorities:**

- Provide a range of housing and community amenities to support family-focused neighbourhoods at Garnethill and Blythswood Hill
- Extend the Avenues to further green the streetscape and improve pedestrian friendliness
- Improve connections across the M8, green it and address poor environmental quality
- Restore the GSA campus and strengthen its engagement with Sauchiehall Street.
- Support the local creative cluster and encourage collaboration
- Reinvigorate Sauchiehall Street with a mix of new civic amenities serving adjacent residential neighbourhoods and through providing an improved setting for restored GSA Campus.

**Sauchiehall and Garnethill**

Sauchiehall and Garnethill is home to established residential and educational communities, a cluster of renowned arts and cultural institutions and a lively social scene in the restaurants, bars and clubs in and around Sauchiehall Street. It is a strategic connection to/from the west end.

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



## Blythwood

Glasgow’s quiet former New Town comprises the elegant historic townhouses of Blythwood Hill and is increasing in popularity for residential reconversion as businesses consolidate towards the IFSD and the M8 corridor. Blythwood’s strong urban grid is interrupted by the M8 corridor which abruptly defines its transition towards the west end. The District has a critical lack of public and green space to

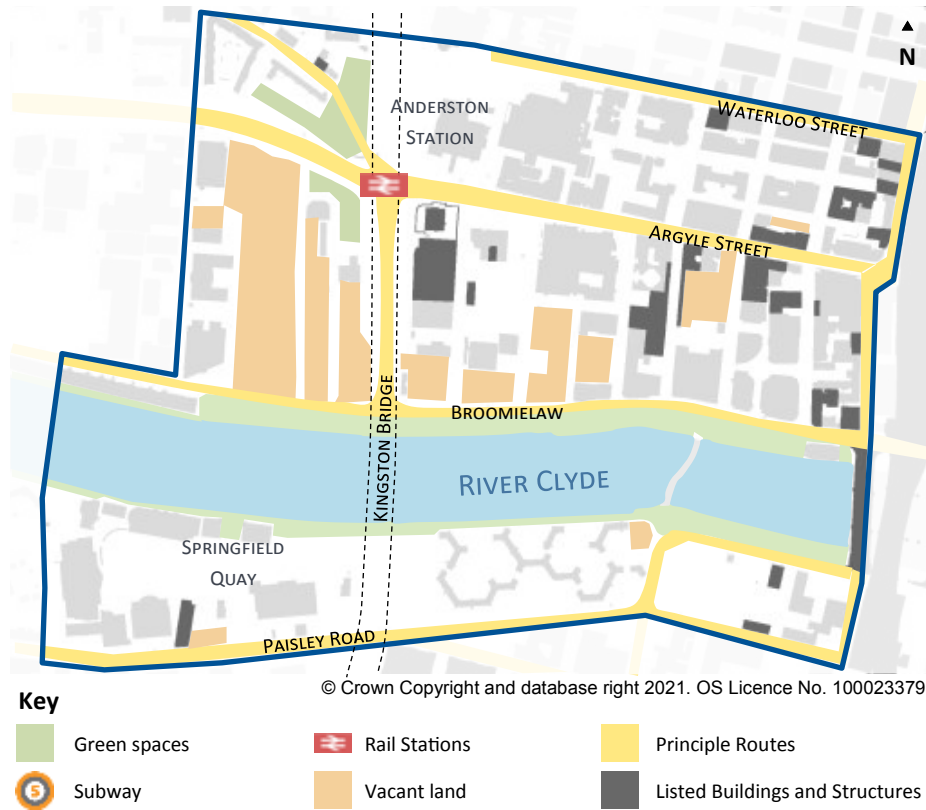
support city living, but latent potential to redistribute underutilised streetscape.

**Interventions should seek to:** Repopulate and support development of a new family-focused neighbourhood at Blythwood Hill; improve civic amenities around Sauchiehall and Bothwell Streets; create a new feature public space including a new ‘hill park’ exploring space reclaimed from the street, and improve connections across an environmentally improved M8.

### Strategic Priorities:

- Grow residential community; provide a range of new housing and encourage reconversions
- Provide necessary supporting community infrastructure; shops, services, public space
- Create new public open green space, including children's play space, to address a critical deficit
- Improve walking and cycling connections over M8, particularly routes to schools
- Reinforce active civic high streets with mix of shops and services at Sauchiehall, Bothwell and Argyle Streets
- Improve the M8 environment, including greening and reducing traffic dominance
- improve setting/surrounds for the Mitchell Library and stations at Charing Cross and Anderston and improve connections between them

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



## Broomielaw

The flagship IFSD lies at the core of this District which spans both banks of the river. The District lacks the complimentary mix of uses and high quality feature public spaces now characteristic of modern competitive global business environments and lacks activity outside of office hours. Large vacant sites around the Kingston Bridge and redevelopment sites throughout the area present the opportunity to bring

people, density and diversity.

**Interventions should seek to:** Transform Broomielaw in to a thriving, mixed-use and world-class business and city living environment with an iconic riverfront that spans both banks of the River Clyde and better connects the City Centre with the west.

### Strategic Priorities:

- Realise the development of long term vacant and derelict land in the delivery of the above vibrant neighbourhood
- Increase the residential population and provide community infrastructure to bring people and activity outside of office hours
- Introduce complementary mix of uses to IFSD – new homes, restaurants, cafes, bars, gyms an leisure uses - that address the riverfront to increase activity and strengthen appeal as a high amenity business location
- Activate the riverfront and create an attractive, walkable route between the City Centre and SEC
- Reinforce Argyle Street as a key civic street with shops, services, commercial and leisure uses
- Exploit the unique environment under the Kingston Bridge to enhance connectivity
- Reconnect Argyle Street at Anderston Cross at grade for a walking and cycling route and improve the station and environs as a focus for civic facilities
- Explore a new crossing at grade within the Kingston Bridge vicinity

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



## St Enoch

The District connects the City Centre commercial core to creative Trongate and extends south to encompass the oldest and most heritage rich section of the quaysides, including Custom House Quay and Carlton Place. Its varied townscape includes the remaining spires of historical Trongate, the grand entrance to the City’s principal park, and the mass of St Enoch shopping centre and large gap sites, (notably King Street car park), which fragment the urban landscape and disconnect

routes to the riverside.

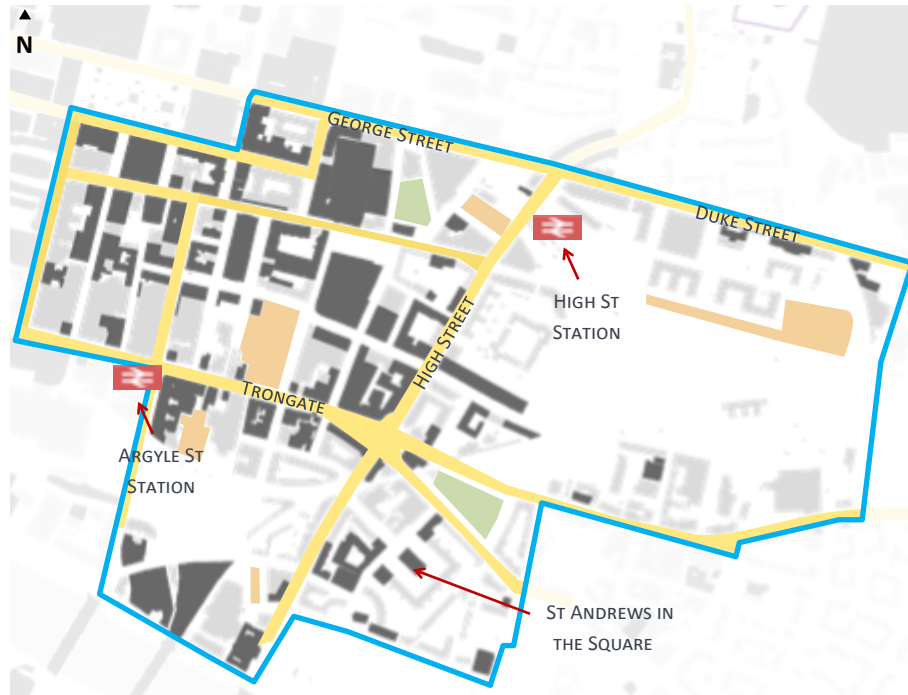
**Interventions should seek to:** Repair, re-densify, and create a coherent liveable district that respects its historical and cultural assets and connects to a reinvigorated riverside.

### Strategic Priorities:

- Repair the urban and historical fabric and restore strategic routes to the riverside.
- Introduce development uses that complement but do not compete with the retail and commercial core; residential, creative industries, hotels, visitor attractions and leisure uses
- Ensure residential development supported by community infrastructure, including provision of a new primary school in the vicinity to address a deficit in the locale.
- Create new feature public spaces that act as stepping stones from George Square to an enlivened riverside and Glasgow Green, and include provision for events space
- Reduce traffic dominance along the quaysides and increase pedestrian friendliness
- Protect and enhance views, landscape features and historic assets.



# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



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**Key**

<span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black;"></span> Green spaces—Including existing temporary use of development sites as greenspace, e.g. at Barrowlands Park	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Rail Stations	<span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black;"></span> Listed Buildings and Structures
<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Vacant and Derelict Land	<span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black;"></span> Principle Routes	

## Merchant City

The popular mixed-use Merchant City community adjoins the more fragmented High Street corridor, which provides a transition between the City Centre and the East End. The recent High Street Action Plan seeks to connect development

opportunities from vacant gap sites along its length and reinvigorate the historic business and retail units. The City Innovation District covers much of the area and offers potential for new research and business premises to be developed. The area has a strong creative community that should be supported and strengthened.

**Interventions should seek to:** Ensure the success of the Merchant City spills out across High Street and reinvigorates it as a civic spine and focus for amenities to serve an increasing surrounding population. This expanded mixed use neighbourhood will be a focus for the expansion of creative industries and business innovation. Connections to Calton, Barras and Denniston should be strengthened.

### Strategic Priorities:

- Extend and reinforce community with new housing, business and creative work space and supporting community amenities, leisure uses
- Address the need for new public spaces and greenspace
- Realise the development of vacant land and redevelopment of King Street car park
- Reduce traffic dominance and improve the environmental quality of High Street as an Avenue
- Improve the fabric and setting of High Street station, linking to a restored High Street Cross
- Support the evening leisure economy and manage day/night-time conflicts.

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



### Key

- Green spaces
- Principle Routes
- Vacant land
- Listed Buildings and Structures
- S Subway
- + Rail Stations

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## Central

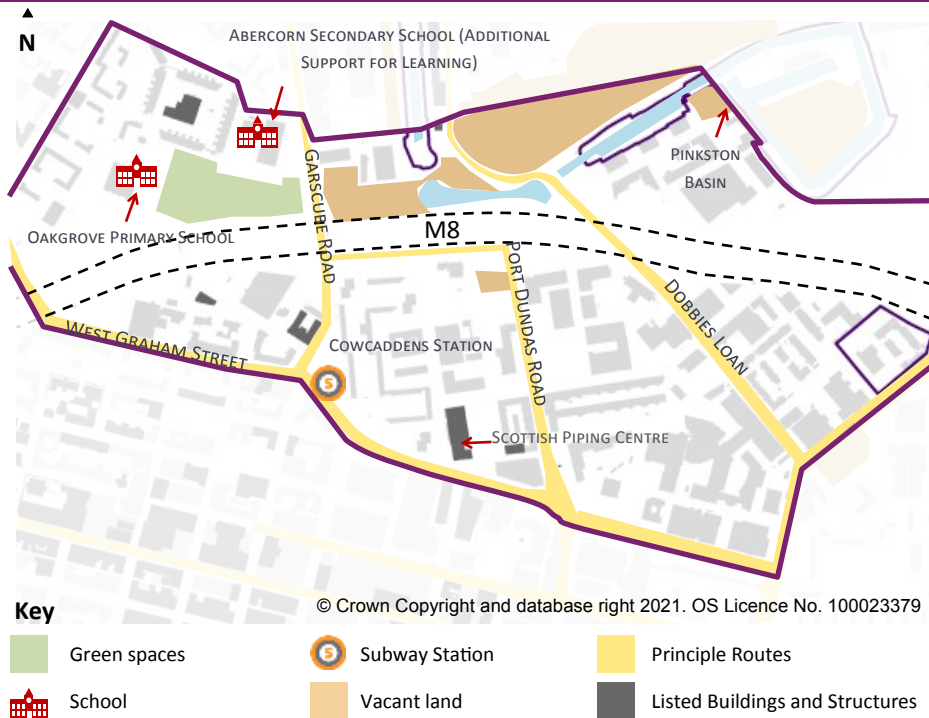
As the commercial and civic heart of the City, optimising the economic and social health and environmental quality of this District is crucial and will require a broadening of uses and experiences to respond to the changing commercial and consumer landscape. Buchanan Street remains the centre’s prime retail street and (increasingly pressured) principal bustling pedestrian space.

**Interventions should seek to:** Reinforce the vitality and vibrancy of the District and broaden its appeal as a ‘round the clock’ destination. New leisure and cultural attractions and feature public spaces alongside a greater resident, worker and visitor population will bring activity and footfall throughout the central core which will spill down to the riverside.

### Strategic Priorities:

- Create of a sequence of feature public spaces to complement a refreshed Buchanan Street and George Square, and cater for more diverse user needs, including families/children
- Improve connections to the riverfront with strategic activated routes
- Grow the population, particularly encouraging residential conversions, including upper floors
- Diversify uses to complement the ongoing prime retail and commercial offer – particularly new leisure and cultural attractions and better connections to existing assets/attractions
- Increase the attractiveness and pedestrian friendliness of the streetscape

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



that better serves its existing, and a future growing, resident population and local workforce. Development should foster community cohesion and deliver civic amenities – shops, cafes, public space and civic ‘heart’. An enlivened, attractive and more walkable streetscape should be created, that better connects the City Centre core to the north and with the cultural canal community at Port Dundas/Speirs Locks.

### Strategic Priorities:

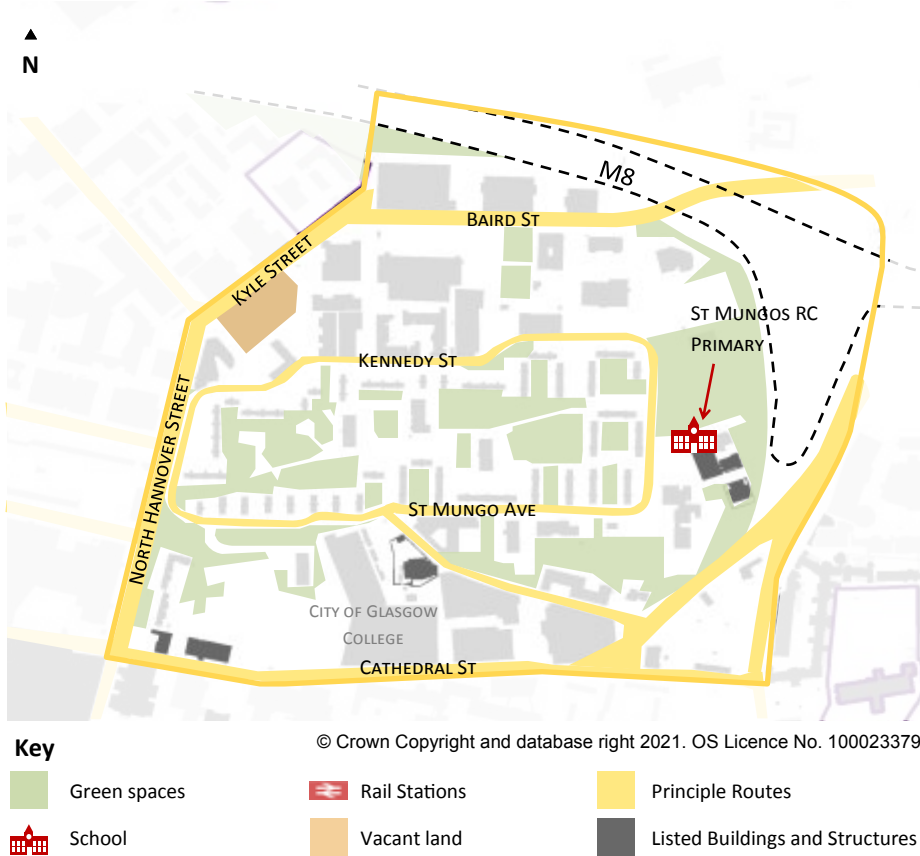
- Diversify and grow the housing offer
- Provide accessible everyday community amenities and focal civic space to support an increased population and galvanise community
- Extend the Avenues and enhance key routes, particularly routes to schools on north side of M8, and seek to reduce their barrier effect
- Enhance gateways under the M8, rationalise supporting road infrastructure, improve surrounding environmental quality and connection between City Centre and the north
- Better integrate the University campus and student accommodation within the district
- Capitalise on the proximity to urban sports at the canal in the creation of new open space.

### Cowcaddens

On the northern traffic dominated fringes of the City Centre, the quiet core of this district comprises areas of mono uses; established residential community to west, low rise employment blocks and ‘depots’ towards the middle and the largely gated Glasgow Caledonian University (GCU) Campus, alongside a recent cluster of student accommodation in the east. The area lacks legibility, cohesion, activity and community amenities.

**Interventions should seek to:** Create an active, people-friendly northern district

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



## Townhead

The established residential community of Townhead has a quiet, insular and fragmented townscape, with housing blocks set within a now tired public realm with few shops or services and no civic focus. To the north, the changing industrial/business area adjoining the M8 has seen a cluster of student residence developments emerge that are poorly integrated socially and spatially within the

district.

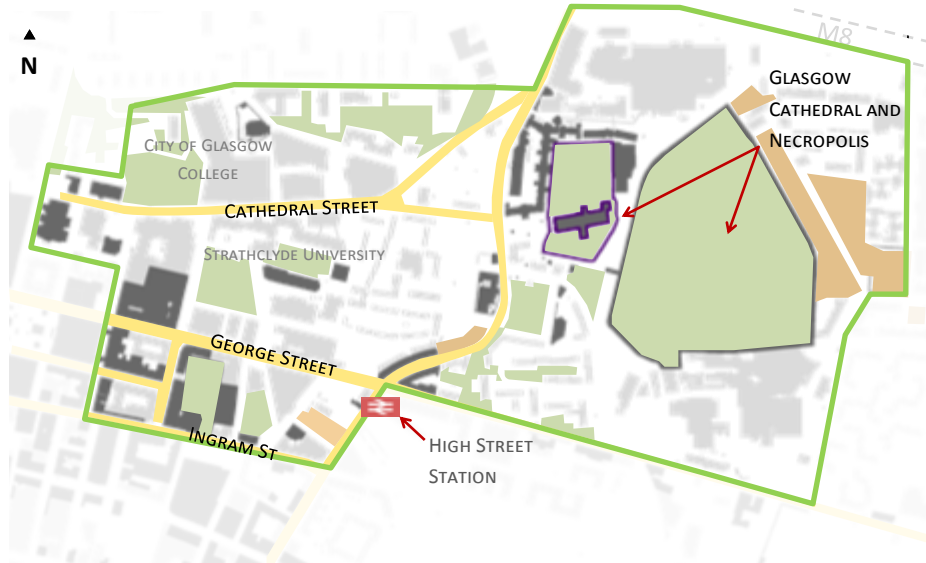
**Interventions should seek to:** Create a more cohesive sustainable residential neighbourhood(s) enlivened with new civic amenities, that supports both existing and new residents and better connects to the surrounding locale. Explore the area's unique urban sporting offer within the City Centre and improve links to the Canal / Port Dundas 'urban playground'. Better integrate the student community within the existing neighbourhood. Explore the changing role of the industrial/business area and future development potential for emerging redevelopment land.

## Strategic Priorities:

- Reinforce, support and grow the residential community through new housing and provision of necessary community infrastructure; shops, services, quality public and play space
- Create civic focal points and more coherent and activated walking and cycling routes
- Capitalise on urban sports opportunities in the creation of new open space and leisure facilities
- Improve connections surrounds; particularly across the M8, junction 15 and to the east, and to health and school facilities
- Explore the changing role of the industrial/business area and future local placemaking vision for the area.



# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS



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Green spaces—including the existing temporary use of sites as greenspace	Rail Stations	Principle Routes
Vacant and Derelict Land	Listed Buildings and Structures	

## Learning Quarter

Traffic dominated routes carve this District in to largely disconnected parcels that include; Strathclyde University and City of Glasgow College redeveloped campuses and the new City Innovation District in the west, and the monumental structures of the Cathedral, Royal Infirmary and the Necropolis to the east. The spaghetti of Junction 15 in the north east continues to sever communities to the north, such as Royston, from the City Centre.

**Interventions should seek to:** Galvanise and reinforce this community of

excellence (in educational, medical and spiritual ambition) and improve its interconnectivity and its people friendliness. Reduce traffic dominance and the barrier effect of main roads.

### Strategic Priorities:

- Support the development of the new Glasgow City Innovation District
- Complement new housing, hotels and business innovation space with high quality public social spaces and activated civic focal points for accessible everyday services and amenities.
- Rebalance the streetscape to reduce traffic dominance and improve the experience for walking and cycling
- Reduce the impact of Junction 15 through seeking to reduce road space, improve connections across it and significantly improve environmental quality

# APPENDIX B | DISTRICT PLACEMAKING GUIDANCE AND MASTERPLANS

## Masterplan Areas

**Masterplans** will be prepared for particular areas of the City Centre that are in transition, undergoing urban restructuring or present particular regeneration and development opportunities. These areas will require a creative and multi-sectoral collaborative approach to explore and define their future development vision, and coordinate delivery towards it. Such an approach will be critical to ensure the provision of strategic and common infrastructure, such as green-blue networks, public space, transport and active travel networks, streetscape and public realm enhancements. Such areas currently include:

1. **Broomielaw & Anderston Quay**
2. **Dobbie's Loan/ Hanover/ North Townhead**
3. **Custom House Quay**
4. **Charing Cross**
5. **Glasgow School of Art campus and Sauchiehall Street locale**
6. **Tradeston**

Opportunities for the transformation of Tradeston and Laurieston, and their potential to become vibrant destination south bank neighbourhoods, will be explored through the South Central Development Framework being prepared by the Council.



