(Y)OUR CENTRAL

Glasgow City Centre District Regeneration Frameworks
Central District - Final Draft Report

May 2019

MVRDV
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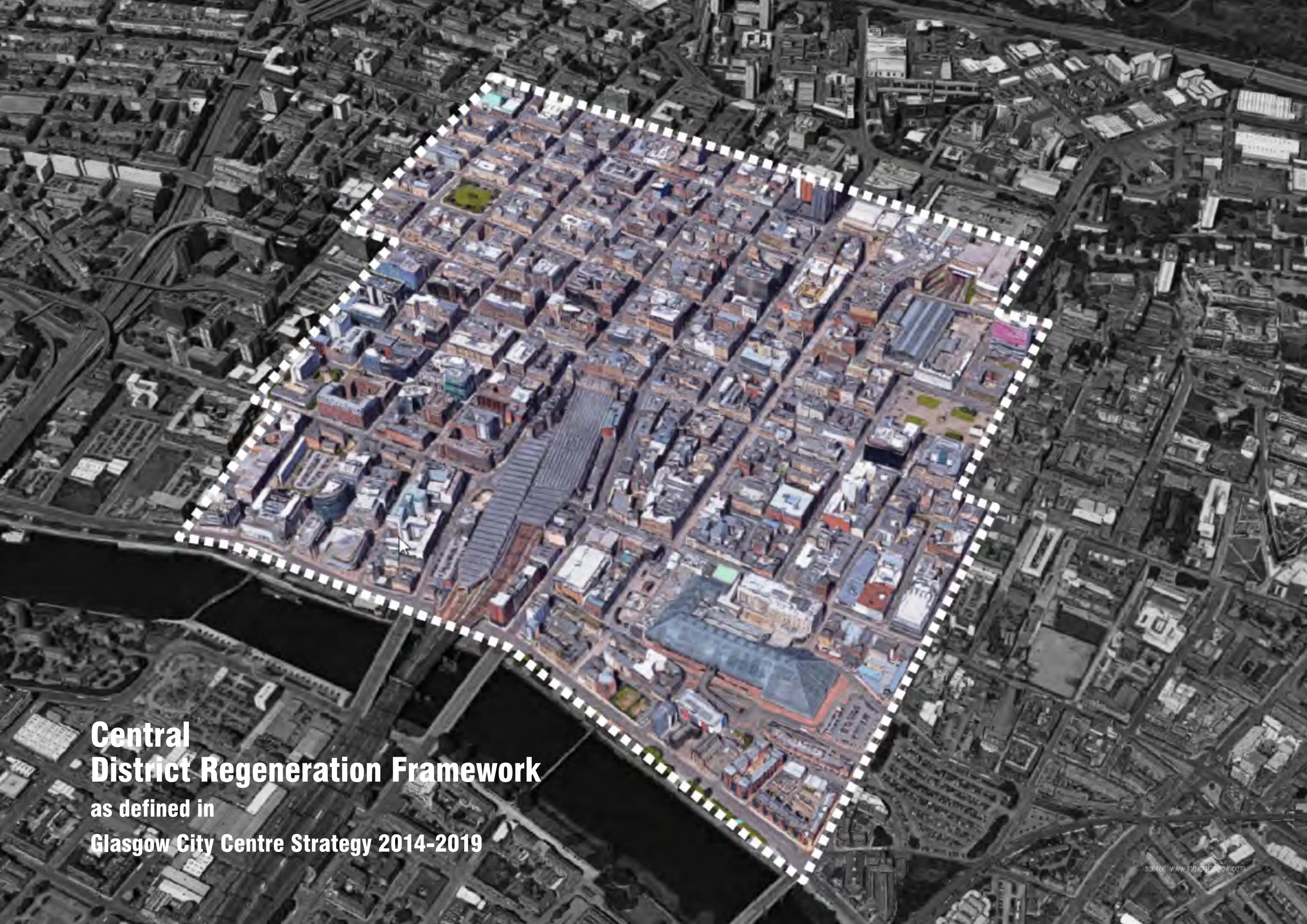

Central District Regeneration Framework

as defined in

Glasgow City Centre Strategy 2014-2019

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Introduction

As the name suggests the area defined as the Central District Regeneration Framework (DRF) in the Glasgow City Centre Strategy is at the heart of the city and the wider city region. Indeed the area captures the essence of central Glasgow. The strongly defined urban street grid, the two major terminus rail stations, the riverfront, the principal streets including Buchanan Street, Argyle Street and Sauchiehall Street and civic squares such as George Square are all synonymous with Glasgow. In most people's mental map of Glasgow the area **between and around** Glasgow Central and Queen Street Stations is the city centre.

The area covered in this Central District Regeneration Framework is the most 'complete' and intensive piece of the city centre. The planned grid sweeping up Blythswood Hill still characterises this area. As Glasgow flourished following the Enlightenment and throughout the Industrial age, the city centre expanded westward rapidly across this area and we still enjoy the rich urban architectural heritage in the contemporary cityscape.

The relationship between Glasgow and its river is considered more specifically in the Broomielaw and St. Enoch DRFs. The proposals for this District have to be integrated with emerging ideas in these other DRFs so that the relationship between the River Clyde and the city centre is far more positive.

Within this portion of central Glasgow is some of Glasgow's most elaborate urban architecture, and set piece civic spaces. George Square is the natural civic gathering space in the city. Royal Exchange Sq., Nelson Mandela Sq. and Blythswood Sq. provide further evidence of Glasgow's historic grandeur. The 'Golden Z' of Sauchiehall Street / Buchanan Street / Argyle Street has long been the spine for Glasgow's retail and commercial core.

Glasgow is a city of perpetual change. The transitions from religious centre to seat of learning to a city of merchants to the hyper-intense Industrial Glasgow to the present day has left a significant legacy, not least in this part of the city centre.

This District Regeneration Framework outlines a vision, projects and an action plan to refocus the Central district of Glasgow in the next ten years. It overlaps with adjacent DRFs, notably Broomielaw, St. Enoch, Blythswood and Sauchiehall / Garnethill. It is intended to align with these DRFs, and in combination set out a framework for adapting Glasgow to the changing demands of contemporary city life as it faces local and international challenges.

The urban grid of Glasgow is the recurring feature of this DRF area, that binds together a wide variety of character areas, each with its own distinctiveness. There is the urban intensity of Scotland's biggest city in the area around two of the three busiest rail stations in the country. Here Glasgow has a big city feel. George Square, ostensibly Scotland's 'national square', is Glasgow's main civic space; an anchor point for celebration, protest and remembrance and much more. Fronting the square the splendour of the City Chambers confirms this place as the civic heart of Glasgow.

The sparkle and vitality of Buchanan Street is the spine of Glasgow's shopping experience, with two large malls at either end. Beyond these pivot points in the 'Golden Z' are Argyle Street and Sauchiehall Street. Both streets face significant challenges in this era of internet retail and, for Sauchiehall Street, these issues are compounded following devastating fires at Glasgow School of Art.

Beyond the Art School this DRF area also encompasses the Gallery of Modern Art, the Royal Concert Hall and numerous cultural venues. In the Merchant City the narrower streets and lanes have been revitalised with bars, restaurants and culture. Upon Blythswood Hill the Georgian grid retains a quieter ambience, whilst towards the River Clyde the modern offices of the International Financial Services District edge towards the waterfront.

So, evidently, this part of the city centre is crucial to the city's economic, cultural, social and civic health and future prosperity.

Preparing this Framework has been a collaborative, collective effort involving many people with a stake and interest in Glasgow City Centre and the Central DRF area. For this reason this project is underscored by this collective effort, expertise and energy....

(Y)our City Centre, (Y)our Central district

This city's motto is "Let Glasgow Flourish". If Glasgow is to flourish in the 21st Century the city centre will have to be at the vanguard of wider regeneration, with Central district at the fulcrum; right at the heart of (Y)our Future City Centre.

The Assignment

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

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

Each District Regeneration Framework will guide physical, social and economic regeneration and may inform Supplementary Planning Guidance (Local Development Frameworks and/or Strategic Development Frameworks as defined in the City Development Plan 2017).

(Y)our Ideas

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

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

The findings from this, and associated District Regeneration Framework engagement work is recorded in greater detail in a companion report titled (Y)our City Centre Community Engagement dated May 2018.

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

(Y)our Central District Boundaries

The boundaries for the (Y)our Central District Regeneration Framework are defined in the Glasgow City Centre Strategy and Action Plan 2014-19. The Framework encompasses an area from the north bank of the River Clyde in the south to Killermount Street / Renfrew Street in the north, and from Pitt Street / Douglas Street / Brown Street in the west to Stockwell Street / Glassford Street / George Square and North Hanover Street in the east.

The Central District is characterised by a south facing slope from the riverside up to the ridge of two drumlins; Blythswood Hill with the eponymous Square at its summit, and Garnethill with Renfrew Street and Glasgow School of Art near its peak.

The area encompasses two major rail stations (Central and Queen Street), Argyle Street low level station, two Subway stations and is served by most bus routes in the city. The main retail streets of the 'Golden Z' of Buchanan St., Argyle St. and Sauchiehall St., national cultural institutions, major office districts and areas of regeneration are all included within this highly diverse district.

The full extent of this Framework area is 104 hectares.

Purpose and structure of this Report

PURPOSE OF THIS REPORT

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

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

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

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

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

STRUCTURE OF THIS REPORT

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

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

The (Y)our Central Projects are outlined within five themes;

(Y)our updated mobility

(Y)our great streets and spaces

(Y)our great buildings

(Y)our vibrant Central

Transforming (Y)our Central

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

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

Policy Context

Glasgow City Development Plan 2017

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

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

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

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

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

Glasgow City Region: City Deal

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

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

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

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

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

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

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

Waterfront and West End Innovation Quarter

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

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

Glasgow Economic Strategy 2016-2023

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

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

The City and Central district will only realise its potential, however, if more innovation is encouraged, the business base grows, skills provision is better linked with the needs of the local economy and longstanding health issues are tackled.

Central District: Today

The Central district provides the focus for Glasgow city centre's retail, commercial, business cultural and entertainment/leisure uses. The District is bounded to the north by Renfrew Street, the Broomielaw/ Clyde Street and the River Clyde to the south and Stockwell Street/Glassford St/North Hanover Street to the east. It overlaps with and includes part of the Blythswood and Broomielaw districts to the west and the St Enoch district to the south-east.

The area includes the 'Style Mile' formed along Buchanan Street from Buchanan Galleries southwards to Princes Square and accommodates the St Enoch Shopping Centre, major hotels and other leisure/entertainment facilities. The district includes George Square, the city's major civic space and key visitor/ cultural attractions such as The Glasgow Royal Concert Hall, Cineworld Cinema, The Lighthouse, Gallery of Modern Art, the Pavilion Theatre and on its periphery, the Glasgow School of Art Macintosh building, the Glasgow Film Theatre and O2 ABC music venue. The area accommodates key public transportation infrastructure hubs - the two main railway stations Central Station and Queen Street Station, Argyle Street Station, Buchanan Street and St Enoch subway stations, and numerous principal bus routes.

By floorspace in Central District office use is in the majority, but only just at 52% and retail use increases to its highest market share at 28% of floorspace in this core city centre district. Hospitality / leisure (11%) followed by residential (4%) and a marginal amount of miscellaneous stock make up the balance of floorspace in Central District. Ryden's property market analysis report (2017) indicated that the new-build office pipeline in Central District is modest. The retail core is clearly regionally dominant and tightening around Buchanan Street, with a potential step-change in the pipeline when the Buchanan Galleries extension is developed.

Central District: Future Distinctive Economic Development Role

Central District has a very distinctive role to play in the future wider economic renewal of Glasgow city centre. The Central District Regeneration Framework (CDRF) has evolved from Getting Ahead of Change: Glasgow City Centre Strategy 2014-19 with the *particular emphasis on:*

- shop & play- to maintain Glasgow's position as the best destination to shop and play outside London; visit & enjoy- to be the most prominent leisure and business tourism destination; work & create - to be the biggest job generator in Scotland; invest & build- to remain a top ten investment location in Europe.
- The CDRF objectives fit well with the Glasgow Economic Strategy 2016-2023 (November 2016) and the aim to make 'Glasgow the most productive major city economy in the UK'.
- The objectives of the CDRF fit well and support the ten Glasgow Economic Strategy themes and the opportunities to promote key sectors identified in the Glasgow Economic Strategy (see table below)

Central District Regeneration Framework & Fit with the Glasgow Economic Strategy 2016-2023 Sectors

Glasgow Economic Strategy (2-16-23) Sectors	Central Focus
Digital Technology	
Finance & Business Services	
Creative Industries	
Low Carbon	
Health & Life Sciences	
Engineering, Design & Advanced Manufacturing	
Tourism & Events	
Higher & Further Education	

In an increasingly globalised competitive economy, major cities in the UK and Europe are competing to attract investments, talent and tourists that are all formidable drivers of economic growth. The race to attract **visitors** – business tourists, vacationers, city breakers - means cities **compete to host major events.** Whether it be events for the public (e.g. Commonwealth Games 2014, European Championships 2018) or for the business world (research conferences, trade shows), all are **catalysts for economic growth, drivers of regional development and marketing opportunities** that help boost the city's visibility and shape its image.

Therefore, the CDRF aims to play a crucial role by ensuring that Buchanan Street maintains its **competitive position as a very successful shopping street for visitors and Glaswegians** that meets the highest European standards located in what is a lively and even more popular city quarter.

There will be an increase in **opportunities for more experiential stores**, using the advancement of new technologies, such as augmented and virtual reality providing shoppers with unforgettable experiences and more choice of eating/drinking facilities. **George Square will be a lively and important destination.** The aim is to encourage shoppers to keep on visiting with ever-more competitive offer to meet the challenges of the future retail landscape. This will be reinforced by exploring the possibility of establishing **new pedestrian routes through the St. Enoch Centre** together with a new event square.

The CDRF also looks to continue to improve the City Centre's **economic attractiveness, financial competitiveness, infrastructure design and social and environmental cohesion.** There is a significant and growing business / financial sector presence in Central District with the recent completion of some signature developments (G1, 110 Queen Street, SSE) and the retrofitting and upgrading of other historic building stock for office use. The CDRF aims to continue this trend to add to the street level mix of uses that include retail / leisure / food and drink. The overall objective is to **accelerate the existing diversity of uses** by bringing vacant upper floor spaces into use for residential, creative local enterprise and innovative uses. In a related way, the CDR also looks to promote links with the existing **creative industries and advanced design & manufacturing cluster** located elsewhere in the City Centre.

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Every attempt must be made to ensure that the City Centre continues to build on to its relative competitive edge in terms of retail, food/drink, affordable housing for different occupiers, students, researchers and creatives, who are also driving its vitality. Therefore, there will also be opportunities to promote an **appropriate choice of new housing in a range of affordable tenures** as part of mixed use investment in Central. The housing would **target a wide range of occupiers** including singles/couples, downsizers, families and include car free housing by increasing active accessibility.

The interests of everyone – local business owners, the increasing resident population and highly expectant visitors–have to be taken into account in the CDRF. The night-time economy will look to move away from a focus on younger people. It is hoped by 2022, 40% of people using the city centre at night will be aged over 40 and that 40% of operating businesses at this time will be shops. Encouraging a larger variety of retailers and attractions to stay open late will **broaden people's choices of things to do after dark**. A more integrated night time strategy would also benefit from investment in intramodality and **a seamless passenger travel experience** between and around the Central District transport system's two main rail and subway stations/ hubs.

Central District can be a **more 'equal place**' with a focus on attracting an even wider mix of income, gender and ethnicity with different options for socialising, not just mainstream drinking venues and with great public art as an inspiring aspect to the public space.

The District Regeneration Framework projects proposed in and around Central District also all include opportunities to **experiment and test innovative solutions** (e.g. data sharing, logistics, tele-commuting and digital technology). The CDRF makes room for a new mix of retail outlets, offices, business space and residential units that are both pleasant to use and live in and ecologically efficient. Innovative environment projects can serve as a showcase for the widespread **adoption of best practices** for buildings and 'eco-districts' that include for example fostering the adoption of the new building heating networks, networked energy infrastructure and standards. Therefore, Glasgow City Centre will be a **place of experimentation**, an opportunity for companies looking to innovate and test new solutions.

Overall the CDRF ambition is for **balancing all the factors and to ensure that Central District is a fundamental element in the wider 'Glasgow package' offered to investors, businesses, employees, families and students** when they are considering Glasgow among other competitive locations.

(Y)our key objectives

A series of key objectives have been distilled through consultation to address identified challenges and seize opportunities for (Y)our City Centre:

Key objective 1

Retain and improve competitive edge of Glasgow City Centre

Key objective 2

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

Key objective 3

Repopulate the centre. Increase city density and function mix

Key objective 4

Reduce car dependency. Make space for people and nature

Key objective 5

Create more attractive and remarkable spaces

Key objective 6

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

Key objective 7

Establish urgency in the need for collaborative action at city, regional and national level, across all sectors

Overview of (Y)our possible projects

(Y)our Central

Engagement Issues & Ideas

Through a series of workshops, presentations, site visits and digital tools, (Y)our Central engagement generated numerous issues and ideas. A detailed record of the community and stakeholder engagement has been prepared as a separate document. This page summarises the diversity of comments and discussions raised in considering this district.

(Y)our Central analysis overview

Central district has much that is quintessential and synonymous with Glasgow city centre; major shopping streets, busy national train and bus termini, large offices, significant cultural venues and lively nightlife.

It is characterised by the urban grid and fantastic, though occasionally threatened or under appreciated, built heritage. As with the rest of the city centre districts on the riverfront it largely turns its back on the River Clyde.

Many of the streets are dominated by traffic; cars and buses. Where pedestrian and cycle accessibility has been prioritised and implemented well it is has had demonstrable benefits. Buchanan Street has many positive attributes and demonstrates the impacts enhanced public realm can have.

Other set-piece spaces, including George Street and the north bank of the river fall below the standard befitting such urban assets. These spaces have become dominated by traffic and undermined as people places.

There is a chronic lack of greenspace in the Central area, and that provided by George Square or the riverside is of a poor quality.

The Central area is enlivened by footfall during the day due to significant destinations (notably two major rail stations). However the quality of pedestrian environments is sub-optimal.

The Central DRF area is the most 'complete' piece of the city centre which already creates a strong image for Glasgow. However there is significant room for improvement to create an even more welcoming environment for Glaswegians and visitors. There is tremendous scope to add value, to enhance the quality of experience of citylife and benefit from the amazing assets, notably the built heritage, the river and the mix of activities already located in the heart of Scotland's largest city.

Current Central

Queen Street station entrance under development

Impermeable St. Enoch Shopping Centre

Heritage buildings at risk

Strong potential in developing shopping industry

Current Central

Badly maintained lanes - West George Lane

Better integrated station entrance under construction - Queen Street Station

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Ineffective and disruptive transport network - Hope Street

Main public square - George Square

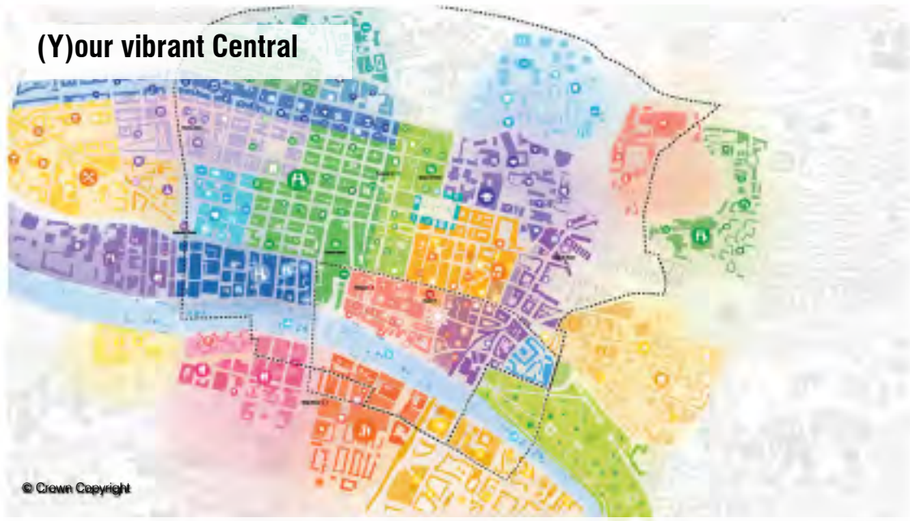
(Y)our Central projects

In this chapter projects for the Central DRF are summarised. These projects are arranged in 4 themes:

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

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

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



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

(Y)our Central objectives

Key objective 1

Shift towards a more efficient, healthy and sustainable mobility.

(Y)our updated mobility

Key objective 2

Repurpose the urban grid to create an optimsed 'tartan' of street types.

(Y)our great streets and spaces

Key objective 3

Extend and enhance pedestrian networks. Create loops with River Park.

(Y)our great streets and spaces

Key objective 4

Create a diverse building environment with existing buildings.

(Y)our monuments and gap infills

Key objective 5

Create a high density and lively city centre.

(Y)our vibrant Central

Key objective 6

Re-create the attractive and vibrant city centre.

(Y)our vibrant Central

(Y)our Central projects list

Each project is accompanied by an Action Plan (Chapter 7) outlining proposed next and subsequent steps for delivery.

Key priority projects are marked with an asterisk *.

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

These projects are marked in grey text.

(Y)our updated mobility	
Bigger context: shift to more sustainable mobility	
*** Ultra low emissions zone**	
*** Traffic-calmed Central**	
*** Specialisation in streets (Tartan)**	
*** Smarter cleaner bus system**	
*** Smarter parking in Central**	
Updated rail and subway stations	
Connecting train stations	
Dynamic Buchanan Bus Station	
Street safety and accessibility	
River Taxi	Refer to Broomielaw and St Enoch DRF
Updated Central station and surroundings	Refer to Broomielaw DRF
North Bank Event Promenade	Refer to Broomielaw DRF

TO BE DEVELOPED FURTHER

(Y)our great streets & spaces	
Bigger context: improved public spaces and connections	
*** Variation in street character (Tartan)**	
*** Green street, parks and play spaces**	
Updated streets of 'Golden Z'	
*** Glorious George Square**	
*** Heilanman's Umbrella as station lobby**	
*** Design for rain**	
Bothwell Street: The CBD High Street	
Surface water management strategy	
Public art	
Glorious Argyle Street	Refer to Broomielaw DRF
Hill to river streets	Refer to Broomielaw DRF
Central station square	Refer to Broomielaw DRF
Surface water management strategy	Refer to Broomielaw DRF
Clean up Jamaica Street	Refer to St Enoch DRF
New routes through St. Enoch	Refer to St Enoch DRF
Improved West George Street	Refer to Blythswood DRF
Blythswood hill steep parks	Refer to Blythswood DRF
River Park	Refer to all River Park projects in Broomielaw & St Enoch DRF

(Y)our great buildings	
priority projects:	3
Bigger context: repaired urban fabric	
*** Building add-ons and infills**	
*** Historic Central**	
Lively streetfronts	
Design guidelines needed	
Open up Buchanan Galleries	
Higher density St. Enoch	Refer to St Enoch DRF
Open up Sr. Enoch Shopping Centre	Refer to St Enoch DRF
Updated access to the St. Enoch Car Park	Refer to St Enoch DRF
priority projects:	2

(Y)our vibrant Central	
Bigger context: mixed and vibrant city centre	
Strong neighbourhood identities	
Mixed and repopulated Central	
*** Re-populated Central**	
*** Experience shopping in Central**	
Working in Central	
Nightlife in Central	
Culture in Central	
Community infrastructure	
*** Re-purpose vacant spaces**	
IFSD 2.0	Refer to Broomielaw DRF
Temporary use of buildings (Atlantic Quay 1, 2 & 3 programme)	Refer to Broomielaw DRF
Street festival / food trucks	Refer to Broomielaw DRF
Art event	Refer to Broomielaw DRF

Transforming (Y)our Central	
Sustainable Central	
Smart Central	
Central brand	
Central performance monitor	
Central conservation area	
(Y)our Heritage Property Fund	
Night-time Central	
Clean and well maintained Central	
Dedicated Central Team	
New Central community council	
priority projects:	0

TO BE DEVELOPED FURTHER

Transforming (Y)our City Centre	
City Centre strategy board	
Project taskforce	
Project bureau	
Urban room	
City centre marketing vision / strategy	
City centre development map	
City centre performance monitor	
City-wide socio-economic strategy	
City centre-wide spatial strategy + integrated city centre vision	
Pedestrian + accessibility champion	
Nextbike 2.0	
Coordinated transport delivery	
City-wide transport strategy	
Street design guidelines (document)	
Building design guidelines (document)	
New housing models	
Stalled spaces fixer	
Caring city centre	
Smart city centre	
River strategy	Refer to Broomielaw DRF
Creative Clyde	Refer to Broomielaw DRF
River management + delivery board	Refer to Broomielaw DRF
River park design guidelines (document)	Refer to Broomielaw DRF
priority projects:	0

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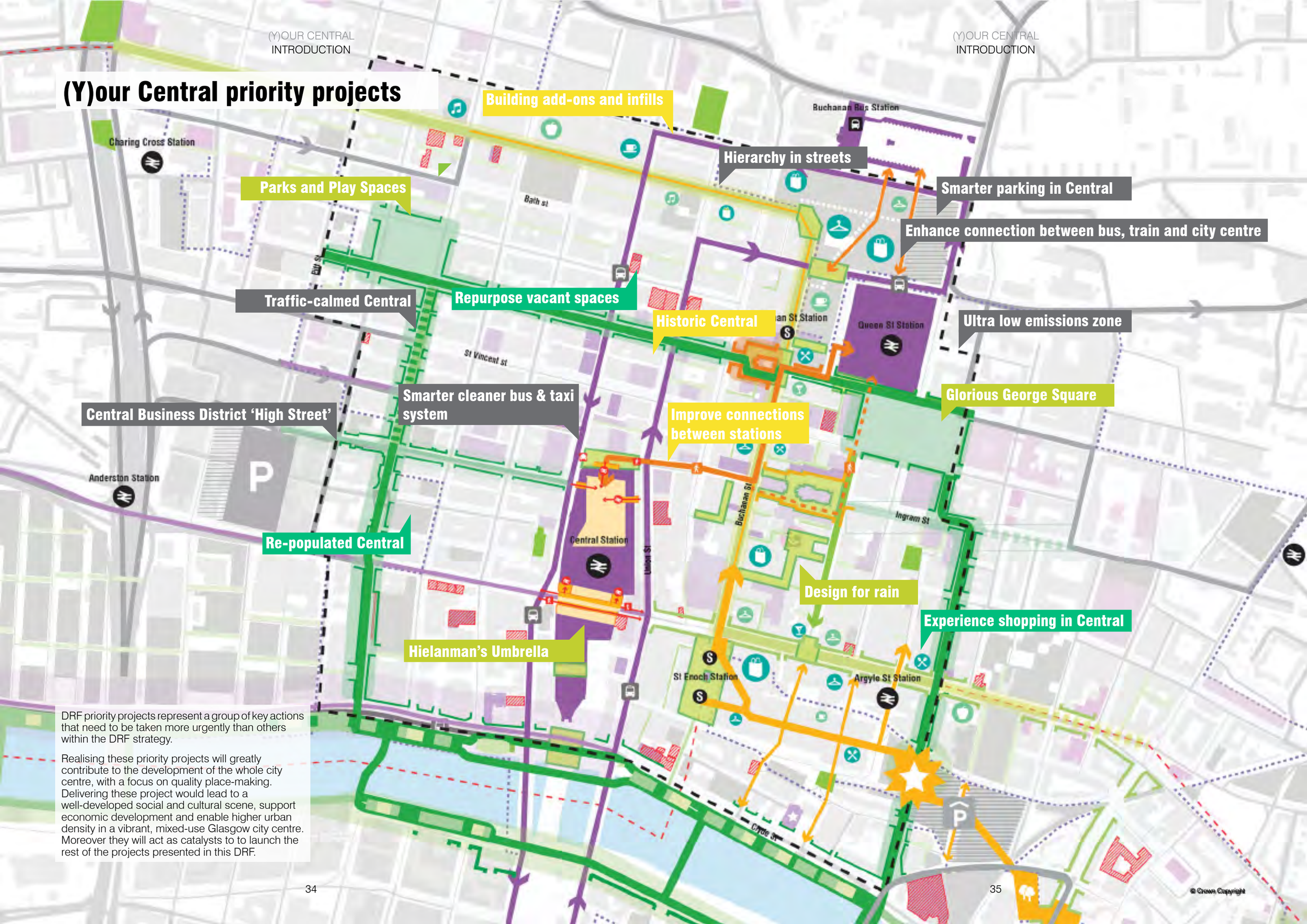
(Y)our Central priority projects



DRF priority projects represent a group of key actions that need to be taken more urgently than others within the DRF strategy.

Realising these priority projects will greatly contribute to the development of the whole city centre, with a focus on quality place-making. Delivering these project would lead to a well-developed social and cultural scene, support economic development and enable higher urban density in a vibrant, mixed-use Glasgow city centre. Moreover they will act as catalysts to to launch the rest of the projects presented in this DRF.

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02 (Y)OUR UPDATED MOBILITY

(Y)OUR CENTRAL
(Y)OUR UPDATED MOBILITY

Current: inefficient mobility system

Analysis mobility system

The Central district of Glasgow (as defined by the City Centre Strategy) has Scotland's busiest public transport hubs. Central and Queen Street Stations are the first and third busiest rail stations respectively and Buchanan Bus Station is the busiest bus station. These principal terminus stations are adjacent to the subway network and low level heavy rail stations, including Argyle Street Station.

The gridded street network covers most of this part of central Glasgow, and includes the longest pedestrianised zone in Scotland, comprising parts of Sauchiehall Street and Argyle Street, and all of Buchanan Street. The grid is disrupted by the main terminus rail stations and the two major retail malls (St Enoch and Buchanan Galleries).

Central district is largely dominated by car/bus traffic, which leads to a busy street environment and pedestrian unfriendly streets. Although major car-parking facilities and the bus station are located on the edge of the district boundary, better regulation of car and bus network is urgently needed.

With such great public transport coverage, there is potential to better integrate the use of buses and trains and private car traffic to calm the busy traffic in Central area and create better environment for bikes and pedestrians.

Although provision for goods vehicles and taxis within the Central area must be maintained, use of these vehicles could be closely regulated to ensure an environment is provided which puts priority on pedestrians and cyclists.

Current: Central car network
Analysis mobility system

Lack of defined allocation of bike lanes - Hope St

Potential to upgrade the neglected lanes - West George Lane

(Y)OUR CENTRAL
(Y)OUR UPDATED MOBILITY

Vehicular mobility takes up too much space - Bothwell St

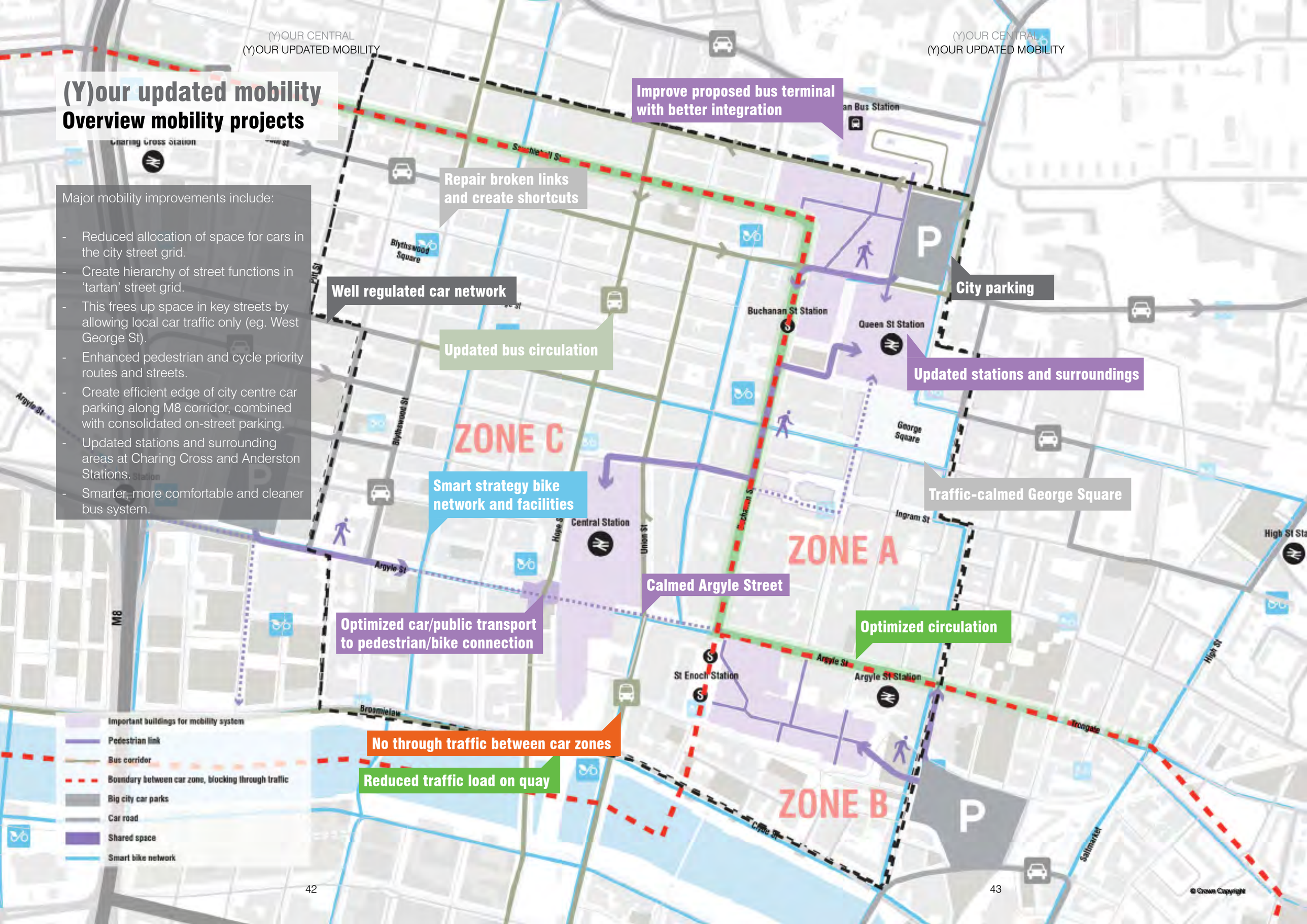
Queen Street Station entrance under refurbishment

(Y)OUR CENTRAL
(Y)OUR UPDATED MOBILITY

(Y)our updated mobility
Overview mobility projects

Major mobility improvements include:

- Reduced allocation of space for cars in the city street grid.
- Create hierarchy of street functions in 'tartan' street grid.
- This frees up space in key streets by allowing local car traffic only (eg. West George St).
- Enhanced pedestrian and cycle priority routes and streets.
- Create efficient edge of city centre car parking along M8 corridor, combined with consolidated on-street parking.
- Updated stations and surrounding areas at Charing Cross and Anderston Stations.
- Smarter, more comfortable and cleaner bus system.



(Y)our updated mobility

Bigger context: shift to more sustainable mobility

Glasgow needs to shift away from its strong dependency on cars. Cars use space inefficiently, they pollute and make streets unattractive and unsafe. The city of Glasgow has three great assets:

- The rail and subway infrastructure is a legacy of Glasgow's Victorian Heritage when the city had almost twice the number of inhabitants
- Most streets are wide so there is enough space to introduce lanes for cyclists and widen footways.
- A range of options will be explored as part of the City Centre Motorway Strategy, including those related to overall connectivity and accommodation of local and regional traffic across the M8 and M74-M73 corridors. However, any proposals would need to be tested and aligned with regional strategy and agreed with Transport Scotland.
- Glasgow should use these three assets to change its 'modal split' to more sustainable modes of transport. By intelligently moving the car to the periphery of the city centre, and by creating a seamlessly integrated public transport and cycle network, the city will become more attractive, more liveable and it will attract new investments.

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

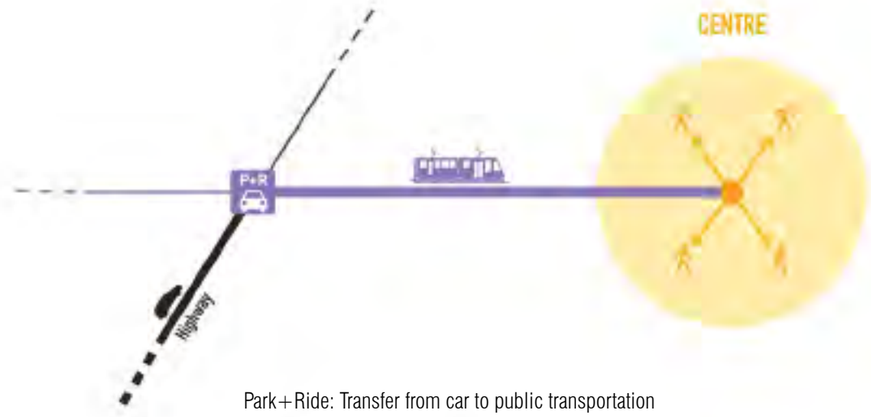
Cars are like water. If you reduce capacity in one spot they will flow via another route. That is why car circulation should only be considered at a city and regional level. Work on a new ambitious transport strategy for the City of Glasgow that considers all modes of transport needs to be started as soon as possible. Re-thinking/ coordination of the bus system is crucial. Intense collaboration with Transport Scotland and other national agencies is crucial.

Location: Glasgow city region.

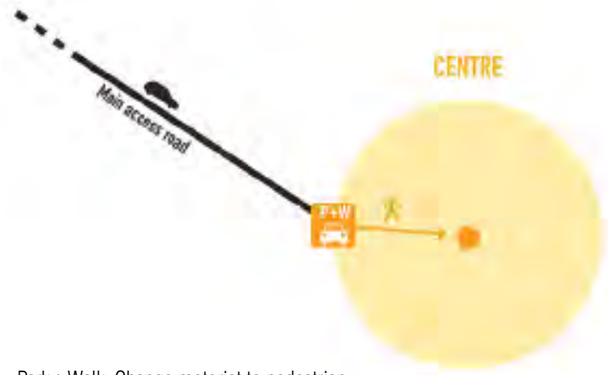
Downgrading of High St through the implementation of wider car loop

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

Strategies for reducing car traffic in the city centre



Park+Ride: Transfer from car to public transportation



Park+Walk: Change motorist to pedestrian

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

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(Y)our updated mobility
Ultra low emission zone

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

Location: City centre and surroundings.

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

(Y)our updated mobility
Traffic-calmed Central

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

One proposal is to revert to that system, utilising the wider capacity across the M8 + East End Regeneration Route / Clyde Gateway. This simple change turns the city centre into a zone for local traffic only. Through-traffic is limited to some hundreds of vehicles per day. This is a system that is used in many comparable cities.

The key public spaces would form the logical divide between the zones: The 'golden Z' (Sauchiehall St, Buchanan St, Argyle St) and the river.

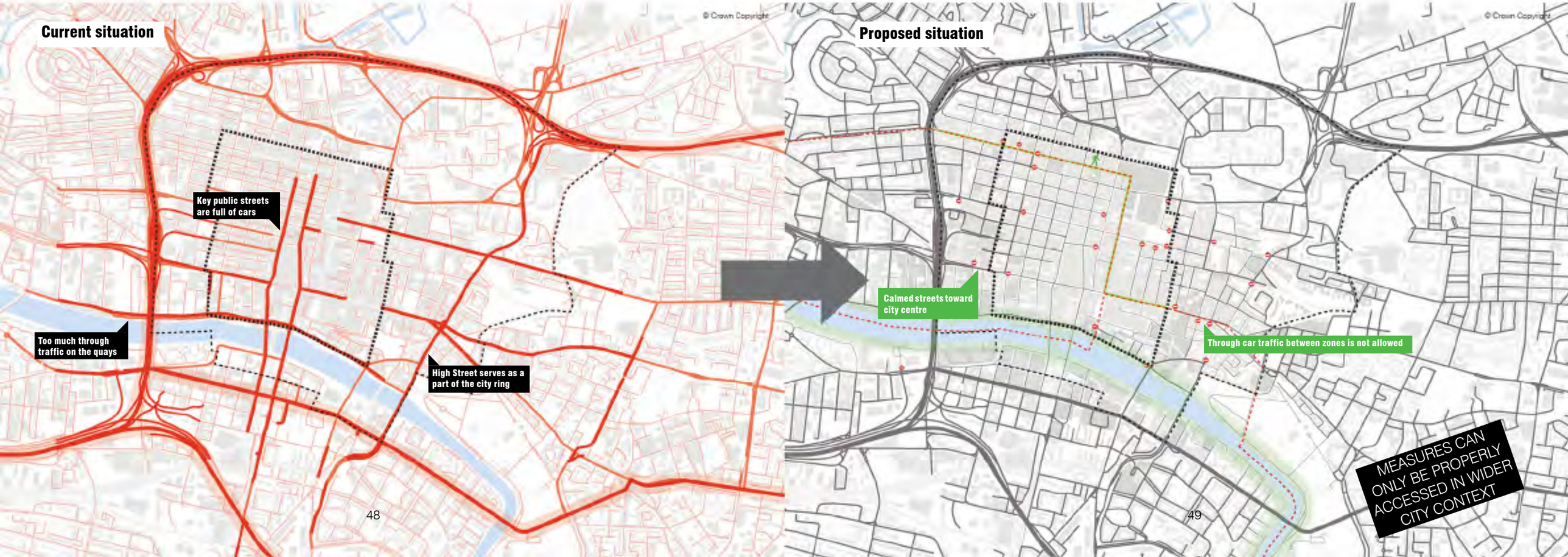
- Only the cars that need to be there enter the city centre. Other cars drive around
- The reduced amount of cars increases the quality of the city centre
- These measures stimulate the city's economy rather than limiting it

This means that these public spaces become almost free of traffic. Crossing directly from one zone to the other will remain possible for service vehicles and buses.

Further study as integrated part of a refreshed City Centre Transport Strategy is crucial.

Location: Glasgow city region

Possible concept for the city centre circulation system



(Y)our updated mobility
Specialisation in streets (Tartan)

This project deals with a couple of challenges and opportunities:

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

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

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

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

This approach is consistent with a Smart Grid / Superblocks concept with local car access between EIIPR / Avenues. Refer to (Y)our Great Streets and Spaces chapter.

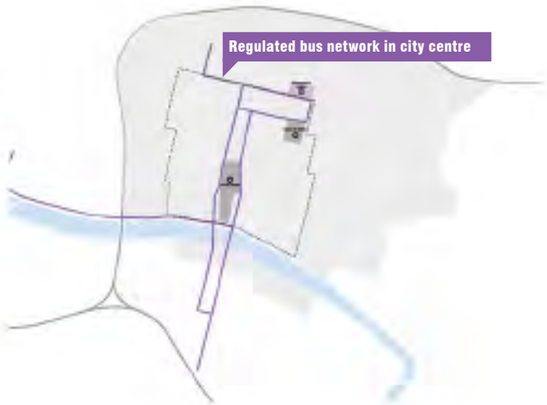
Location: City centre and surroundings.

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

Main and neighbourhood car network

Pedestrian promenades

Bike priority streets



Bus priority streets

Lanes

(Y)our avenues

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(Y)our updated mobility
Smarter cleaner bus network

The bus system in Glasgow can play an even more significant role in supporting the vitality of the city. It faces a number of challenges in terms of its attractiveness to users and potential users, and changing operational demands.

- The nature of the city's road network requires regional bus routes to enter the city via ways that are often less than ideal for passengers, operators and the wider city.
- Traffic congestion within the city, to which buses can also contribute, results in delays, slow moving bus services and unreliable journey times which reduces the attractiveness of the services for passengers and increases the environmental impact and operating costs.
- Bus routes and stop locations can be perceived as complicated and confusing.
- There is scope for connections between the bus network and other transport modes to be improved.

This project aims to be a catalyst for a co-ordinated and integrated approach to address these challenges and ensure our bus system can continue to support the vitality of the city, whilst also supporting the ambitions for the city centre.

- This project aims to support the city's bus system to be utilised efficiently, meeting the needs of users while managing operational demands to create a more intuitive, clean bus system and a more attractive city centre.

- Encourage a stronger partnership approach to increase the attractiveness of bus services for passengers while increasing operational efficiency and reducing transports environmental impact.
- Through the work of the Connectivity Commission and in partnership with appropriate stakeholders review city bus routings and termini requirements.
- Develop more fluent connections to the main train stations.

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

Location: Glasgow city region.

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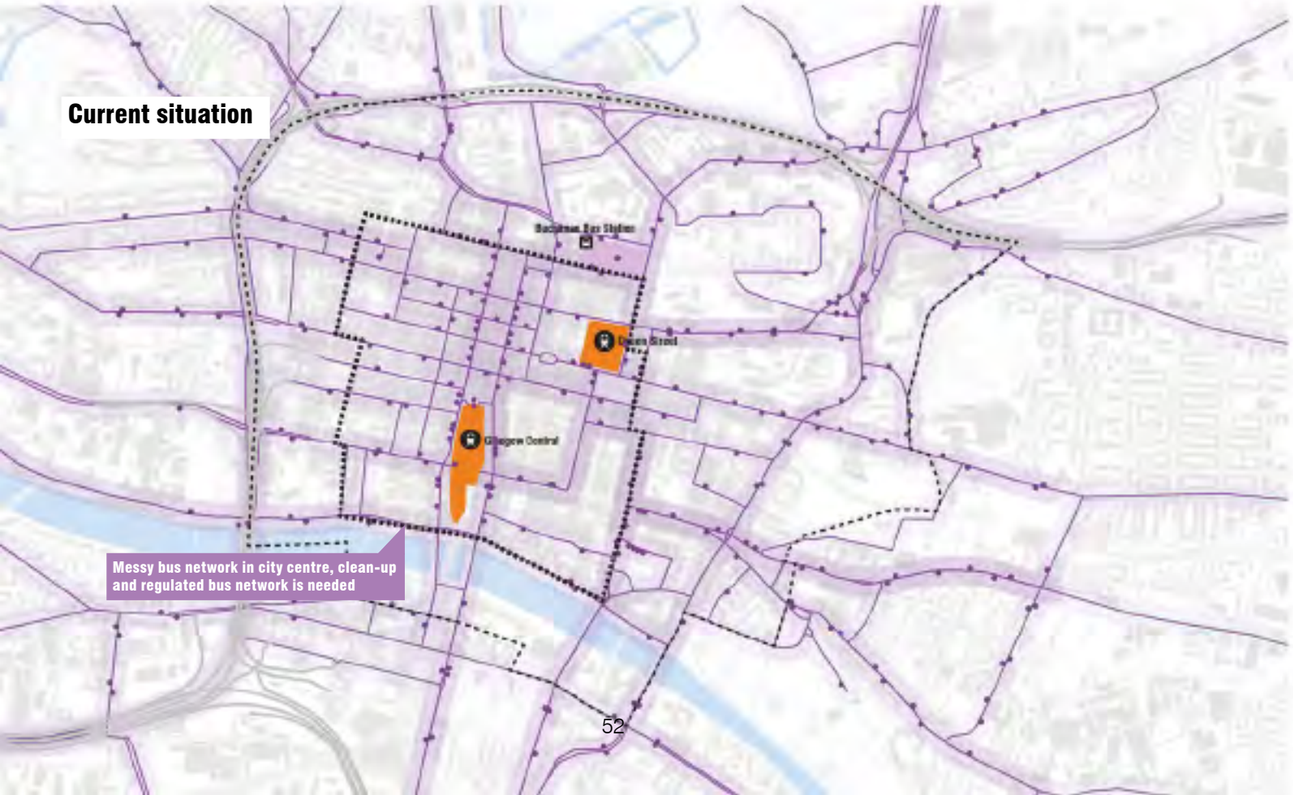
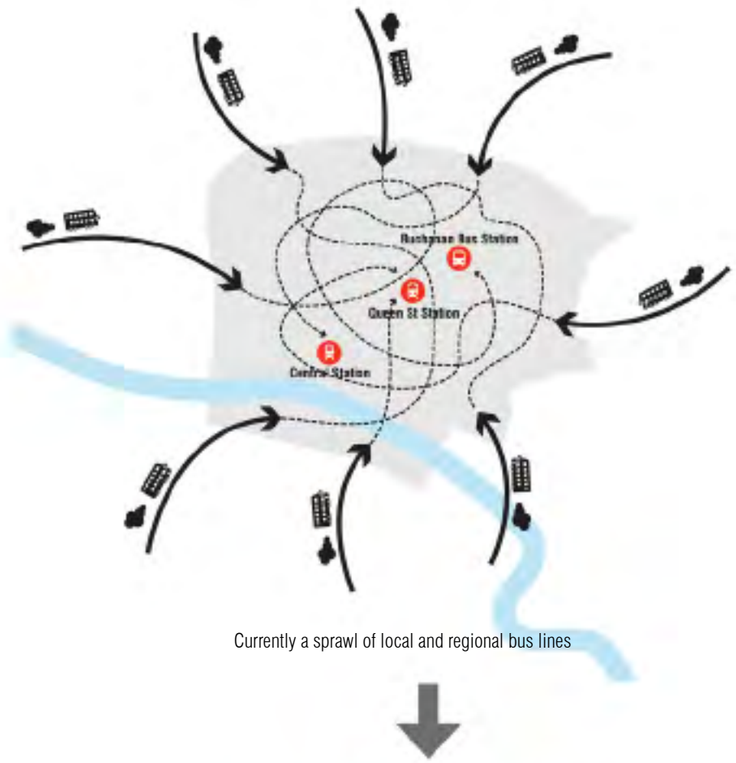
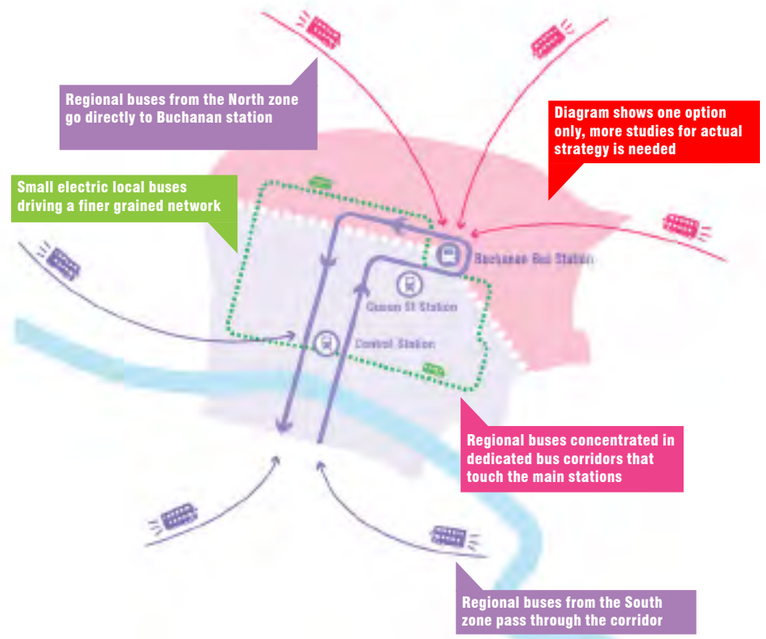




Currently a sprawl of local and regional bus lines



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

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our updated mobility
Smarter parking in Central

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

- Serve the city centre, feeding directly to the shopping, leisure and cultural centre of Glasgow city region.
- Reduce traffic/parking load on the city centre by catching incoming traffic directly at the city edge.
- Release sites currently accommodating car parking for other development elsewhere in the city centre.
- Take parking from the streets.
- Drive visitor footfall creating economic opportunities.

- Smart placement of parking garages leads to less congestion in the city centre
- More footfall will revive the edge of the retail district
- Public spaces will be more attractive

Larger MSCP have major economic / efficiency benefits over multiple smaller car parks. New MSCP should encourage electric car usage and be designed so they can be retrofitted and re-purposed if/when parking demand reduces due to automated vehicles parking / re-charging outwith the city centre.

Candidate sites are liable to be outwith the Central DRF study area.

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Current situation

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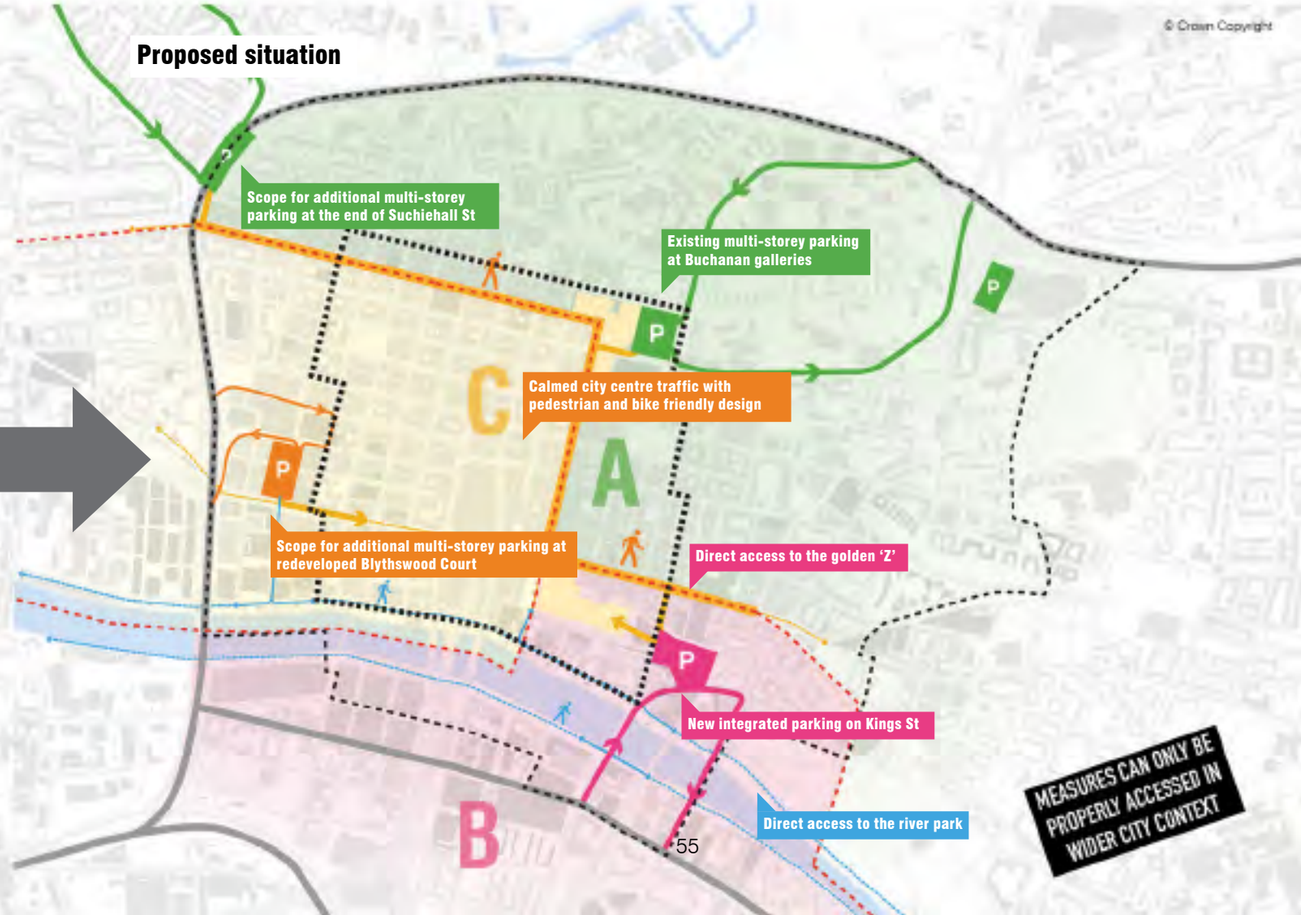
Proposed situation



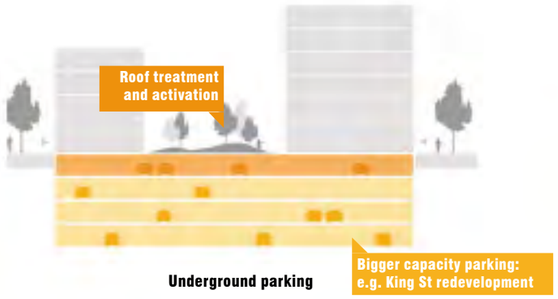
(Y)our updated mobility
Smarter parking in Central

- The majority of parking for new developments should be accommodated, hidden from street view, inside building blocks or half underground.
- Open air/surface parking should be limited to minimal on-street parking on one side of the street and preferably in parallel bays
- Sites currently with off street surface parking should be redeveloped with buildings or turned into quality public space.

- Taking cars off the streets means more livable streets
- Compacting in parking garages is more efficient (cheaper) and frees up space for development

Location: Central District.

City centre parking



Underground parking

Integrated parking in buildings

Regulated on-street parking

(Y)our updated mobility

Updated train stations

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

Opportunities / areas of focus include;

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

(Y)OUR CENTRAL
(Y)OUR UPDATED MOBILITY

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

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

Queen Street station is currently undergoing an £120m redevelopment which will include new station entrances and lengthened platforms.

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

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

(Y)our updated mobility
Connecting train stations

The pedestrian link between Queen Street Station and Central Station is one of the most important connections in the city centre public transport network. It needs to be made clearer and more intuitive.

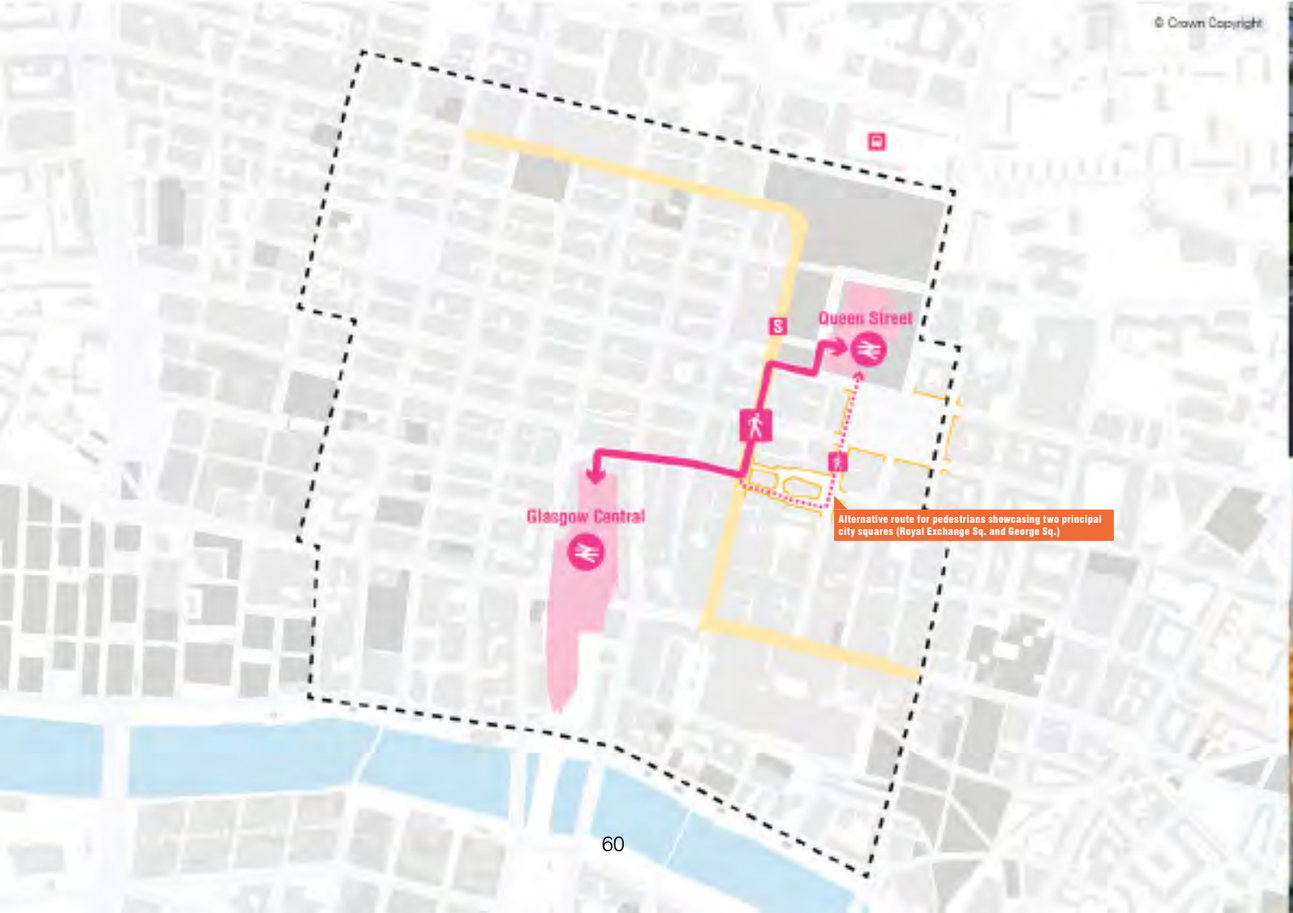
As part of the upgrade of the Stations and their surroundings, this link should also be enhanced. It is an opportunity to enhance the passenger experience and showcase the best of Glasgow, including setpiece buildings, streets and squares including Buchanan Street, Royal Exchange Square, Nelson Mandela Square and George Square.

Many of these spaces have benefitted from significant public realm enhancements. Those that have yet to be upgraded should be prioritised. The route(s) should be arranged to drive footfall and promote the retail and food and drink outlets as part of the travel experience and benefit local businesses.

Some references were made, during consultations, regarding a tunnel linking both stations. Whilst if this existed it may provide a route sheltered from the weather it would diminish the street life and activity in the area.

The route should;

- Incorporate thematic, clear and quality signage and lighting to guide passengers between each station
- Pilot best practice inclusive design elements to enhance access for all
- Have pedestrian priority road crossing points along the route
- Incorporate real-time / digital customer information of train times (and walk times to stations)



- Be free of service /delivery vehicles during peak times
- Be augmented with an electric shuttle bus service

The route should seamlessly integrate with the redeveloped Queen Street Station.

- It is vital to encourage public transport usage by making interchange between stations attractive
- Opportunity to enhance pedestrian experience for all on busiest city centre streets
- Create great first impression of the city

Location: The main route may be Gordon Street - Buchanan Street - West George Street with an alternative via Royal Exchange Square and George Square.

(Y)our updated mobility

Dynamic Buchanan Bus Station

Whilst strictly speaking outwith the DRF area, the interface with Buchanan Bus Station is so important that it has been considered within the scope of this study.

The current experience of entering the city centre from Buchanan Bus Station could be improved. The interchange between rail and bus is almost non existent. See the 'Buildings' chapter for a project that promotes improved connections between the bus terminus, the rail terminus and Buchanan Street.

As part of any project that makes Glasgow's bus system smarter and more attractive, there is scope to improve the bus station.

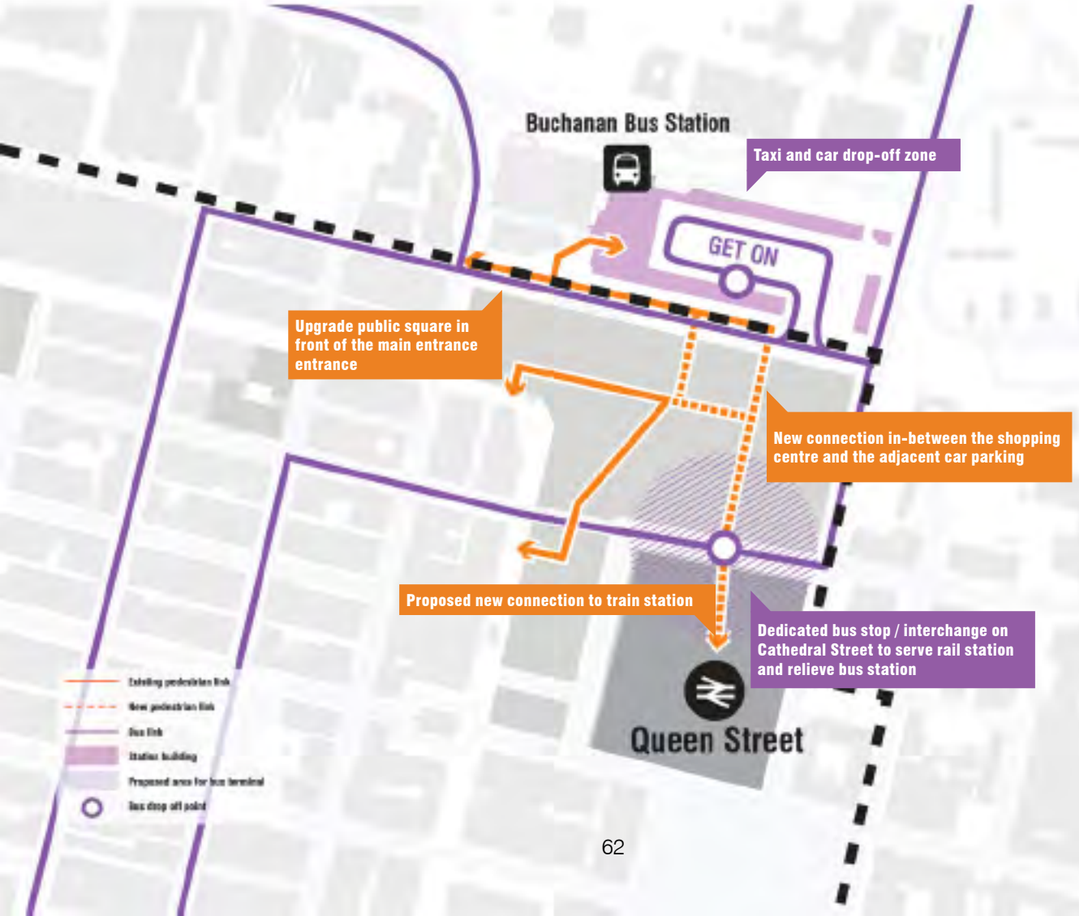
There may be scope and benefit in considering converting the bus station from a 'terminal type' DIRO (drive-in, reverse out : buses stand for a long time, take a lot of space and are slow because they need to drive backwards) to a 'dynamic type' DIDO (drive-in, drive-out : buses drive through the station to pick up and drop off with lay-over space elsewhere, the station has a more compact and intuitive layout.)

- Enhance bus passenger experience to encourage higher patronage of network
- Better integration of bus station into city centre
- Optimise use of key city centre site

Any alternative layouts should seek to enhance the passenger experience: less walking, more direct, safe and intuitive links to the centre.

There is scope to integrate the new bus station in a mixed use building development, using a key city centre location more intensively and promoting development cluster around transport hubs. A covered station would provide shelter and electric bus fleets would alleviate fume extract issues.

Location: Buchanan Bus Station, Buchanan Galleries, Queen Street Train Station



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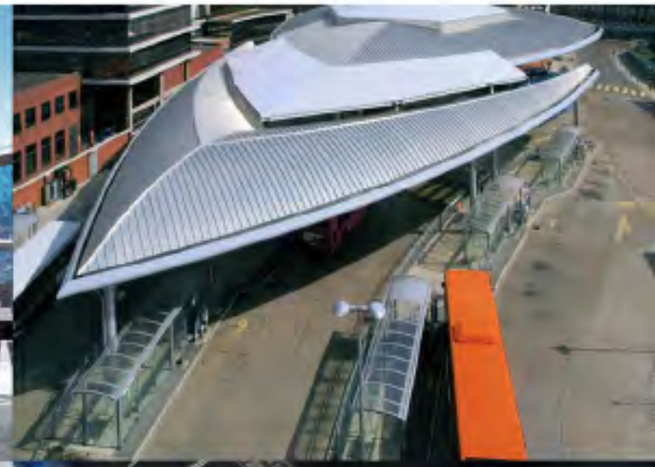


(Y)our updated mobility
Street safety and Accessibility

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

- In busy access streets / Avenues like Argyle Street / Trongate cars access is maintained with a more traditional design (asphalt, footways, zebras, ..).
- In the quieter neighbourhood streets, carriageways can be narrower with sets or equivalent materials.
- Streets should be laid out to slower design speeds and encouraging 'passive enforcement' of parking.

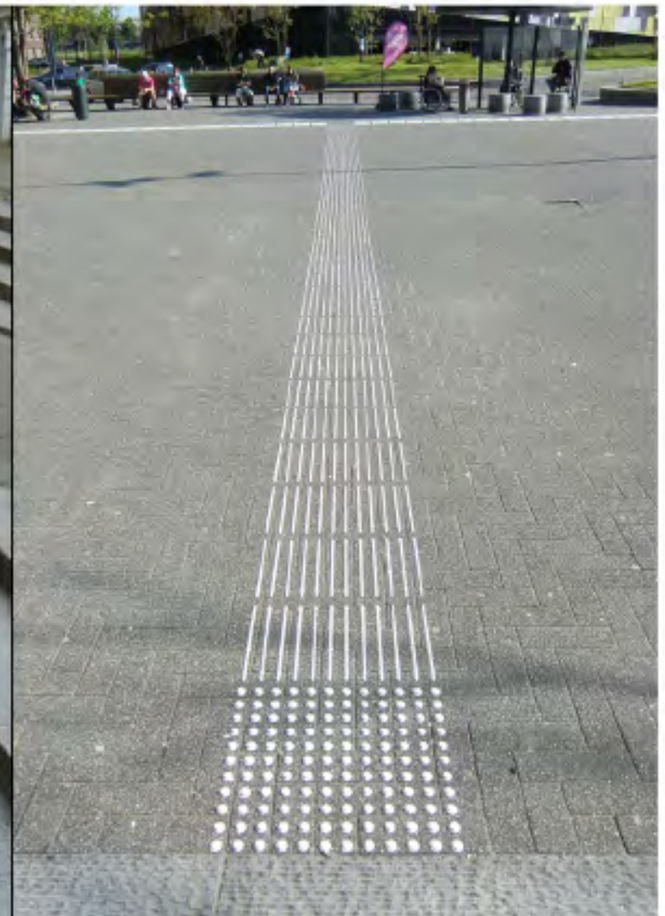
There are less/few pedestrian guardrails, longer 'green man' periods and pedestrian priority traffic-light sequencing, less street markings and signs cluttering street-scene. This will need further detailing in GCC's 'Street Design Guidelines'.

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

Accessibility for all users is an integral part of building and street design guidelines. Integrating inclusive design for optimum accessibility for those with mobility or sensory impairments or autism should enable better spaces for all.

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

Location: Central District.



03
(Y)OUR GREAT STREETS AND SPACES

(Y)OUR CENTRAL
(Y)OUR GREAT STREETS AND SPACES

Current: unremarkable, car dominated spaces

Analysis streets and public spaces

Central DRF area is characterised by Glasgow's urban street grid. Most of these streets are car dominated, and many consultees highlighted the detrimental impact of traffic and poor pedestrian experience in much of the area. Many consultees raised concern at the maintenance and quality of streets in the city centre.

The quality of the overall experience of the city's streets and public spaces is of paramount importance; businesses, shoppers, residents and tourists all demand an attractive and comfortable experience and will chose to spend time and money elsewhere if the standard is poor.

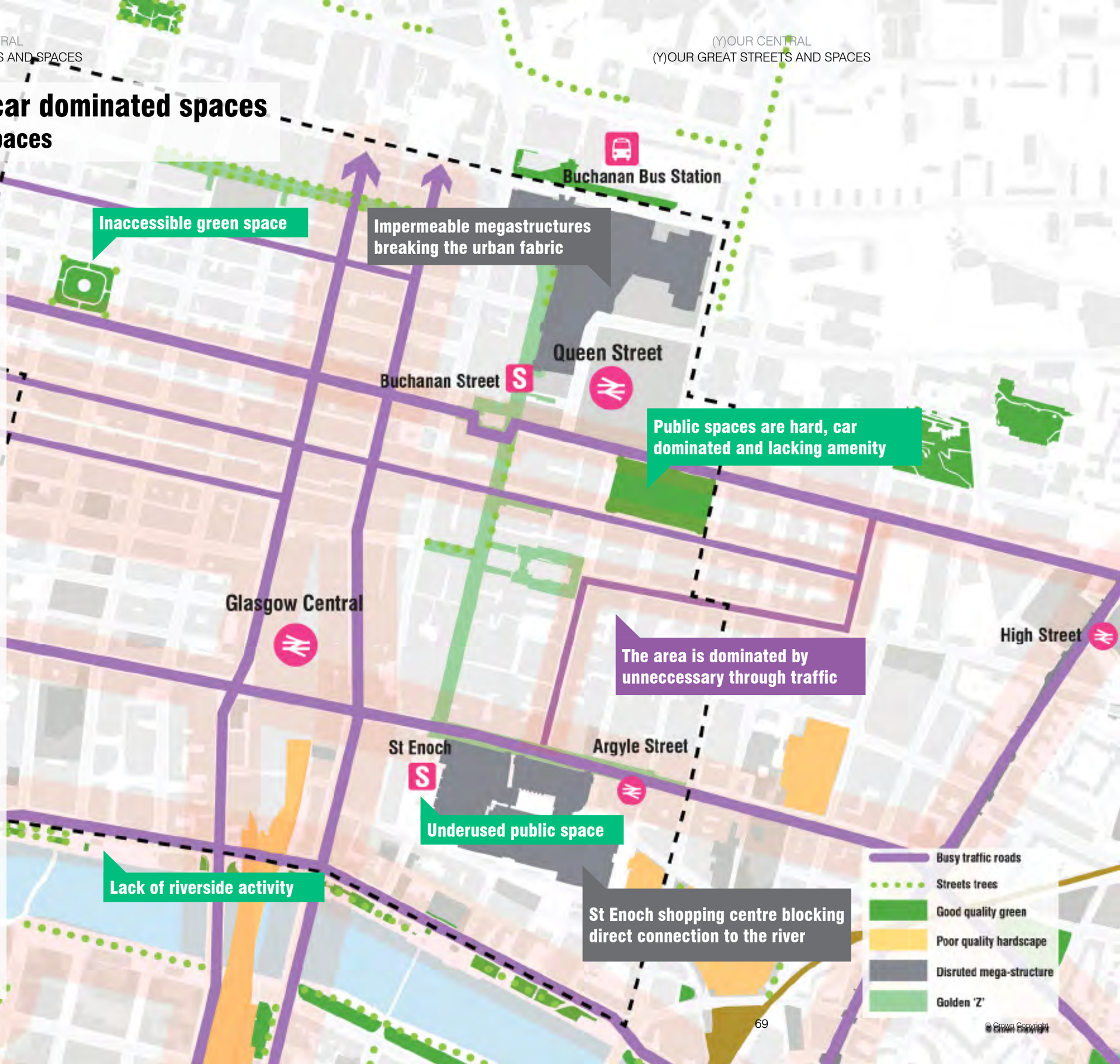
The Central DRF area has the most important public spaces in Glasgow, including George Square and Buchanan Street (the main spine of the 'Golden Z'). Most consultees highlighted the need to significantly enhance George Square, and to enliven and use the network of public spaces, including the riverside.

Concerns were raised by many regarding the deterioration of Sauchiehall Street and Argyle Street, with diminished retail offer and quality and a pressing need to reinvigorate these streets in the era of internet retail. Many consultees noted that the poor quality streetscapes detract from the famous architectural heritage of the historic city.

Most streets are car dominated spaces throughout the district. Analysis confirms consultees' comments and observations that there is too much space allocated for motorised vehicles in comparison to pedestrian and cycle. There is currently 3 times as much space allocated to traffic as there is pedestrian space, and in certain locations in the Central DRF area the imbalance is even more pronounced.

Upgrading pedestrian friendly streets and spaces, to a standard befitting a leading European city, and providing a better connected and higher quality pedestrian and cycle networks is crucial.

Analysis confirms many people's impression that the city centre (and Central DRF area in particular) is a hard, and sometimes harsh, environment with barely any soft landscaping or green space.



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

Car dominated environment - Argyle Street

Unappealing public space - St. Vincent Lane

(Y)OUR CENTRAL
(Y)OUR GREAT STREETS AND SPACES

Underperforming main city square - George Square

Great people place - Buchanan Street

(Y)OUR CENTRAL
(Y)OUR GREAT STREETS AND SPACES

(Y)our great streets and spaces

Overview streets and spaces projects

- Improve existing key public spaces, e.g. George Square, Golden "Z", Blythswood Square.
- Create a River Park along the city centre's riverfront (see Broomielaw and St Enoch DRFs).
- Create a pedestrian-friendly street environment by capitalising on the 'Avenues' investment at appropriate connecting streets e.g. Miller Street.
- Create a 'green' Pedestrian Loop connecting central Glasgow's two main squares (George Sq and Blythswood Sq) with the River Park
- Design for rain : work with the prevailing climate to create positive micro-climates.
- Reconnect missing links : create a comprehensive and fully connected pedestrian and cycle network.
- Calm traffic : street designs that ensure passive enforcement to reduce traffic speeds, illegal parking and give pedestrian priority.
- Lively street-fronts : activate street frontages and enable lively street-scenes.

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(Y)our great streets and spaces

Bigger context: improved public spaces and connections

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

The River Clyde corridor is converted into Glasgow city centre's biggest city park (see River Park chapter).

The City Deal funded EIIPR Avenues project upgrades principal streets within the city centre.

The tartan street grid concept proposes clearer street hierarchy to optimise the urban grid and create higher quality streets: more specialised in function and more specific in spatial character.

Improving pedestrian and cyclist links to make a fine-grained, comfortable and logical network; repairing historic connections which have been severed or attending to obvious missing links.

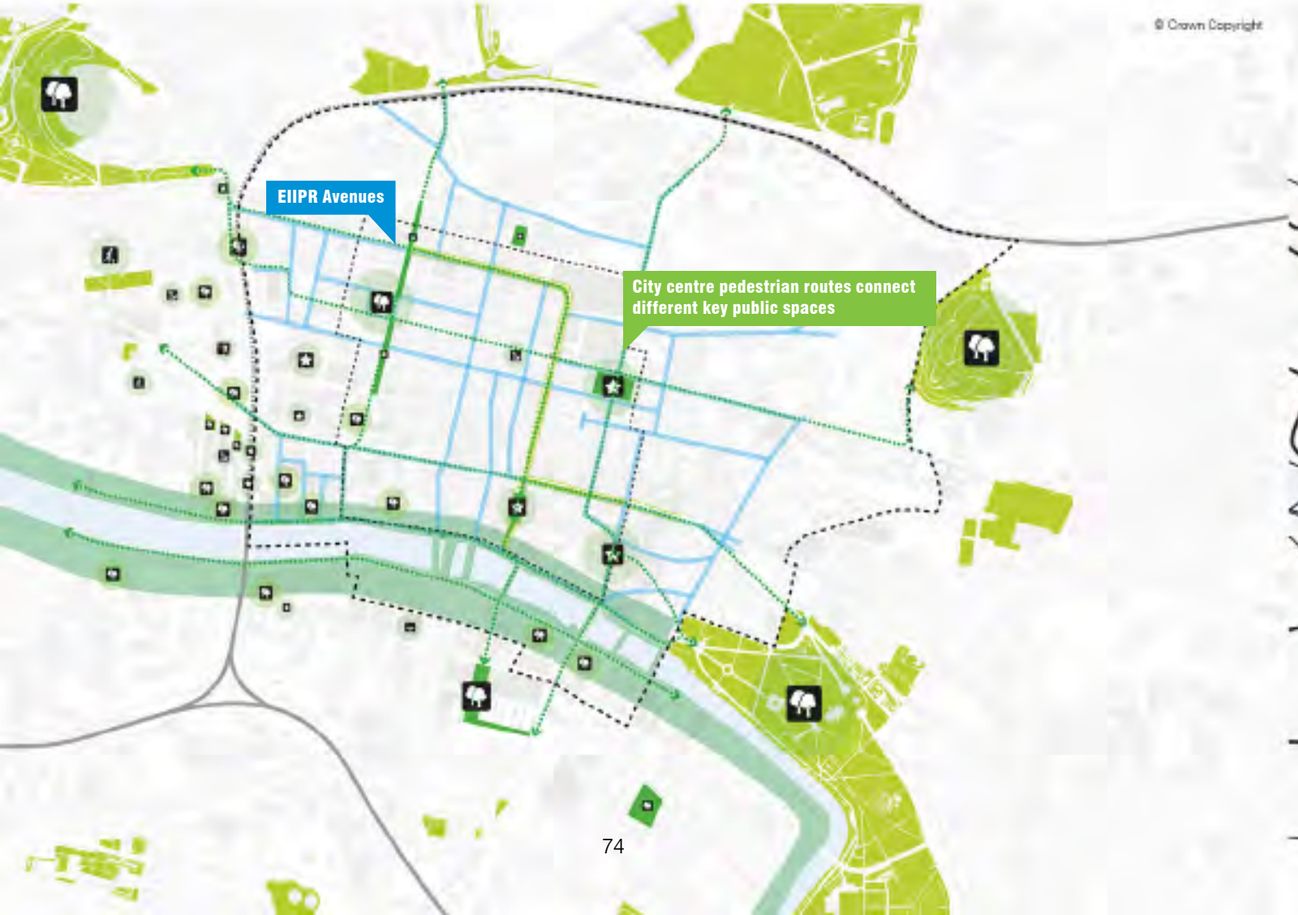
A series of pocket parks should be added to compensate for the lack of quality public green and play spaces within the city centre.

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

An urban Event Square as part of the re-development of the King Street site in St. Enoch to plug a gap in event space provision as part of a more optimal hierarchy of city centre public events spaces should be considered.

This would relieve George Square and St. Enoch Square from overly intensive, insensitive uses.

Location: City Centre



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

(Y)our great streets and spaces

Variation in street character (Tartan)

This concept deals with a series of challenges and opportunities:

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

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

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

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

For example:

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

Location: City centre and surroundings.

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

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

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

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

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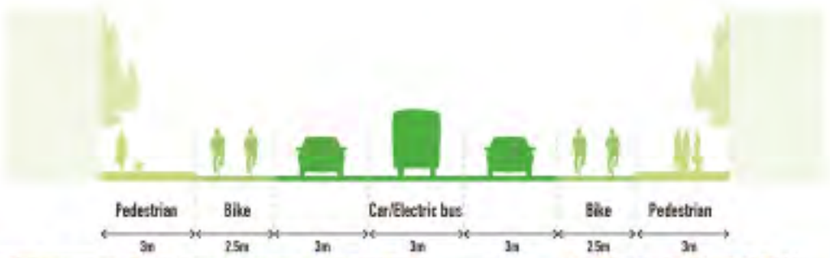
(Y)our great streets and spaces

Variation in street character (Tartan)

Busy access street (20m width*)



Calm neighbourhood street (20m width*)

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

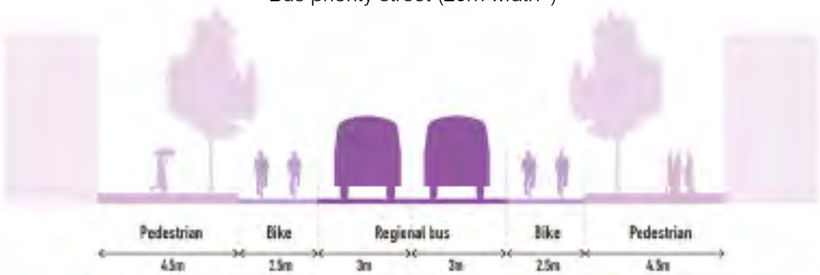
Pedestrian promenade (20m width*)

Bike priority street (20m width*)

(Y)our great streets and spaces

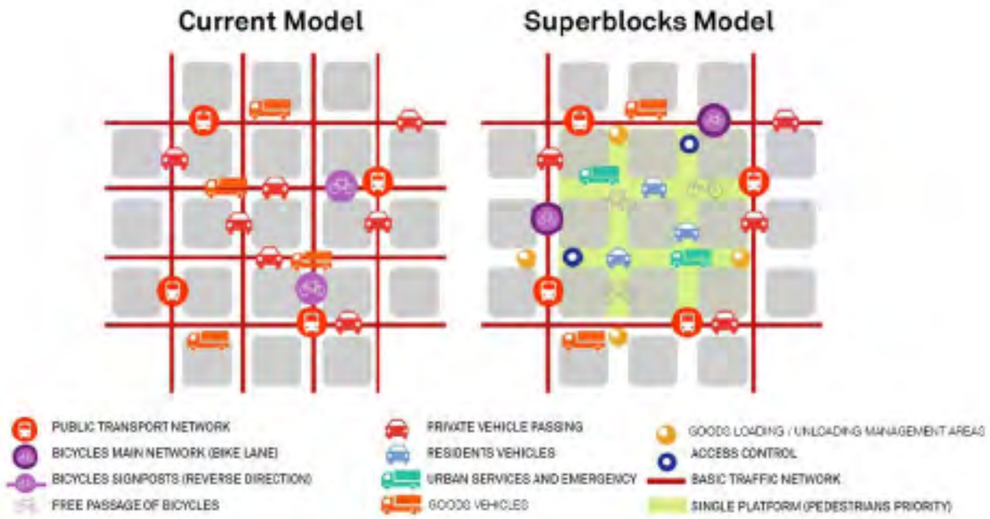
Variation in street character (Tartan)

Bus priority street (20m width*)



Lane (5m width)

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



The Glasgow city centre grid lends itself to the Superblock concept pioneered in Barcelona. the opportunity exists to reduce car penetration by allowing local access only between principal streets (eg the 'Avenues'). This should be piloted between Sauchiehall Street / Bath Street and St. Vincent Street around Blythswood Square.

(Y)our great streets and spaces

Green streets, parks and play spaces

(Y)OUR PRIORITY PROJECT

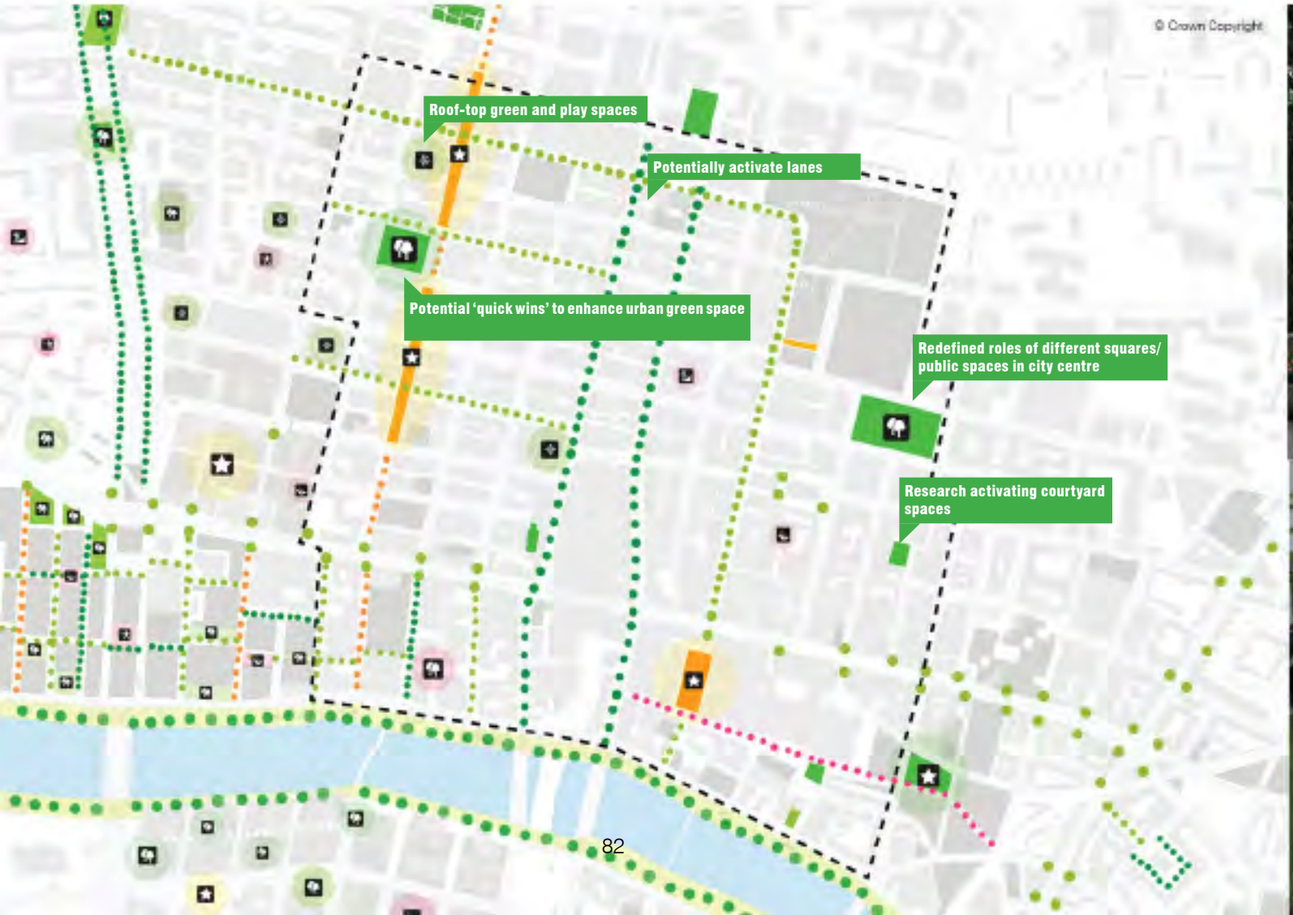
Glasgow needs more green and more play spaces:

- Besides the bigger green spaces like the River Park and Glasgow Green, smaller parks, squares and green street are desirable throughout the city centre. In Central the available space is limited. The biggest opportunity is to create green and play spaces as part of the redevelopment of the King Street site (a new route from Buchanan Street to Glasgow Green) and to intensify the use of existing underused green spaces.
- The amount of trees in Glasgow's city centre streets needs to be dramatically increased. Besides making streets more attractive, trees are needed to filter micro-particles, absorb CO2 and create more bio-diversity. Not every street may require trees since there are monumental vistas or special street fronts to be protected. In Central streets are narrow and intimate. A strategy with clustered trees or solitary trees seems most suitable.
- A robust 'Tree Plan' needs to be developed together with the different Council departments to ensure that maximum 'greenness' is achieved within the technical and financial constraints. This will need further detailing in 'Street Design Guidelines'.

Location: All Central streets and roofs.

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

Activating green spaces in Central



(Y)our great streets and spaces

Updated streets of "Golden Z"

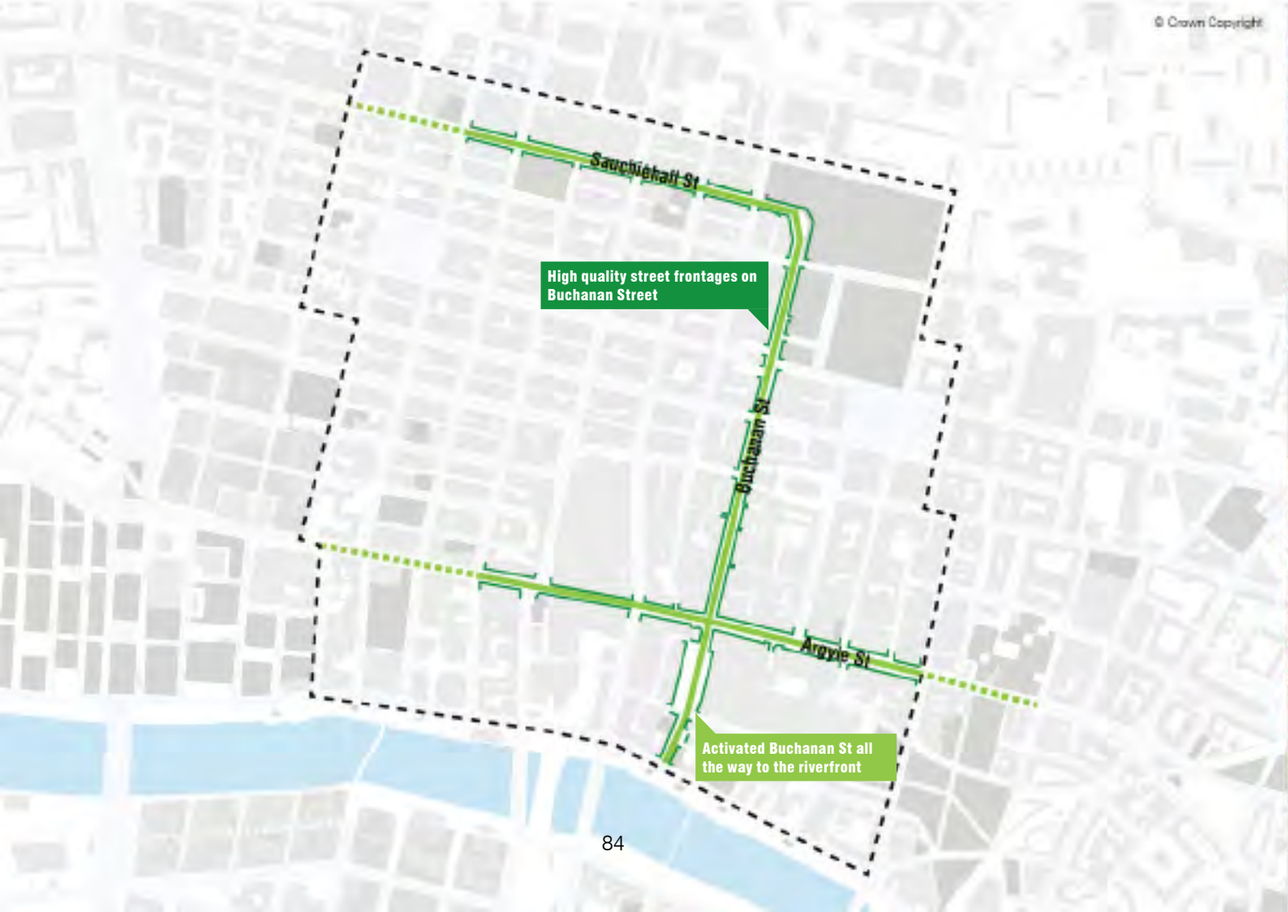
Sauchiehall Street and Argyle Street will be upgraded as part of the Avenues project. Buchanan Street is not part of the Avenues upgrade project. The actions below apply to the whole Golden Z, including Buchanan Street.

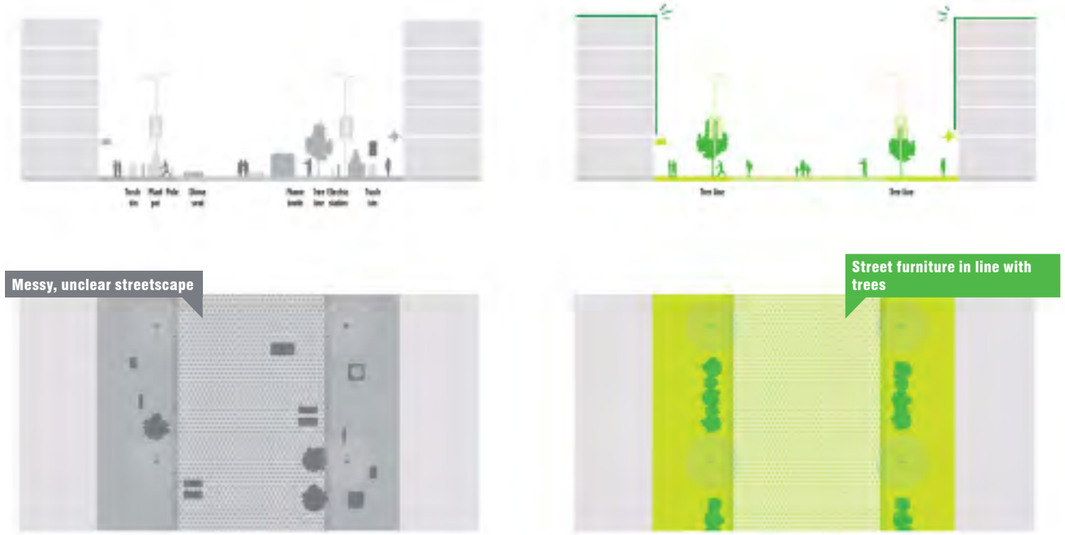
- Clean up clutter in the streets. Take out all elements that are not absolutely necessary (phone booths, advertisement, ...).
- Re-organize necessary elements (terraces, seating, lighting, street bins, wayfinding, green) in clusters along 2 lines on two sides of the streets.
- Improved cleaning and maintenance regime.
- Deliveries only outside shop opening hours and especially not during rush hour.
- Scope to improve experience of street (podiums for activity as part of street design?)

- To strengthen and improve the position of Glasgow's shopping district it is important to keep investing/refreshing
- Uprades of the extremities of the Golden Z can reverse the decline of these areas

- Increased pedestrian experience towards the river. This should include adjustments to St. Enoch Square.
- Integration of lanes adjacent to the main shopping streets to promote a fully functional and attractive pedestrian area around the main axis of commercial activity in Glasgow.

Location: Sauchiehall Street, Buchanan Street, Argyle Street (East of Central Station).





Current situation

Proposed situation

(Y)our great streets and spaces

Design for rain

Despite the climate and prevailing wind / rain Glasgow has very few sheltered or covered 24/7 publicly accessible spaces. This proposal seeks to increase comfort in key public spaces, by creating covered streets / squares / lanes so Glaswegians can enjoy being outside more often. Livelier public spaces will enhance the city.

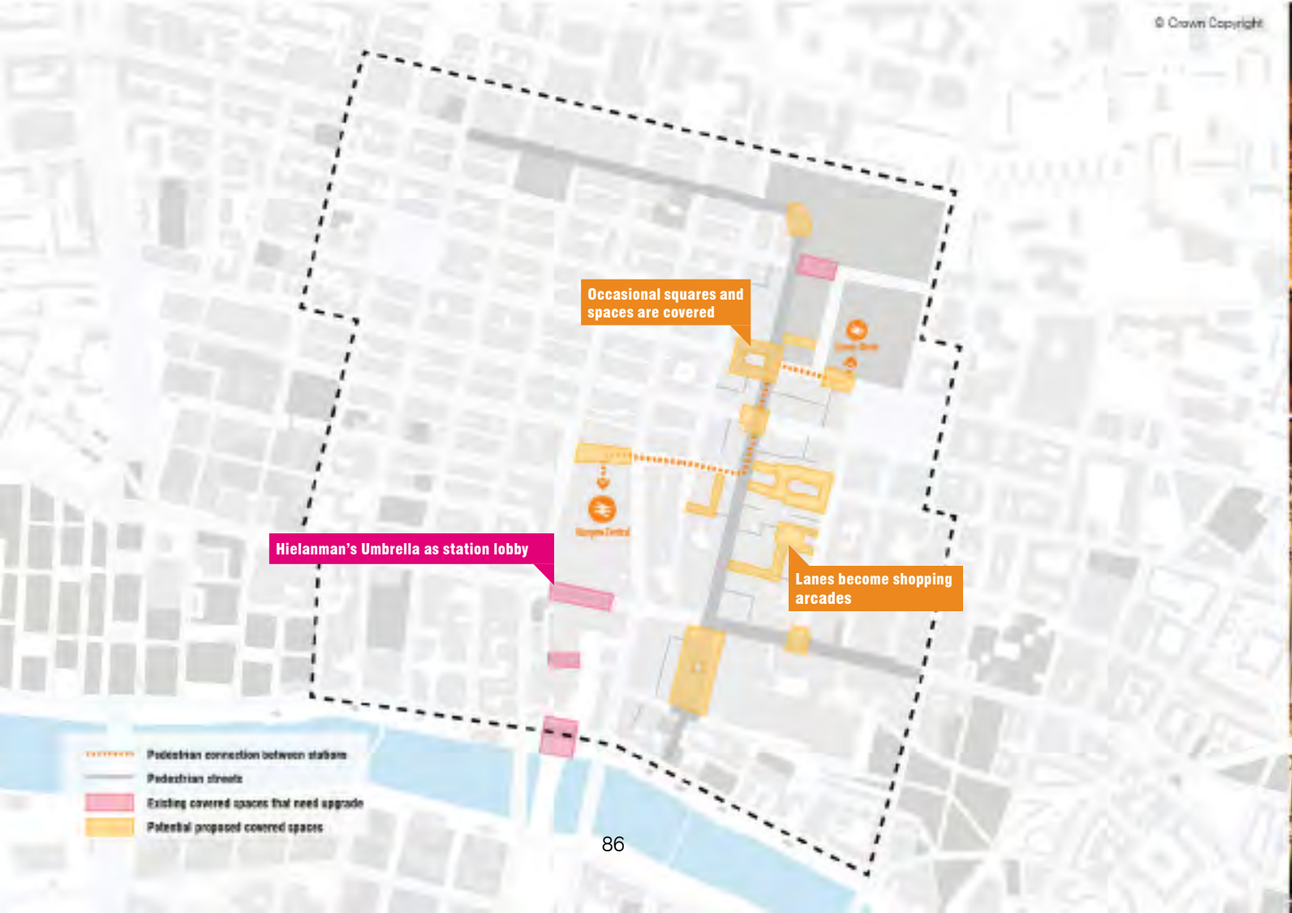
- The area between key public transport nodes (eg. Central Station, Queen Street Station and Buchanan Bus Station) is where canopies could be focussed, including parts of Buchanan Street.
- A full covering of the route between the Stations was considered but, following consultations, deemed to be technically too challenging and negatively impacting the historic streetscape. Therefore a more localised approach is proposed;
- With pedestrians walking from canopy to canopy on-street
- Glass covered lanes and back courts

- Enhanced comfort in key locations in Glasgow's city centre
- Buchanan Street could become an even more attractive leisure / retail destination

- Entrances into railway stations (Dundas Lane, Gordon St.),
- Potentially some of the historic streets and squares with high quality designed galleria.
- Viaduct Upgrades: Hielanman's Umbrella/ Midland St/underpasses off Bridge St to Tradeston/beneath City Union line (enhanced lighting, artwork)

As part of the proposed Street Design Guidelines a unified canopy design for use in key public spaces is needed.

Location: The area between Central Station, Queen Street Station and Buchanan Bus Station



(Y)our great streets and spaces

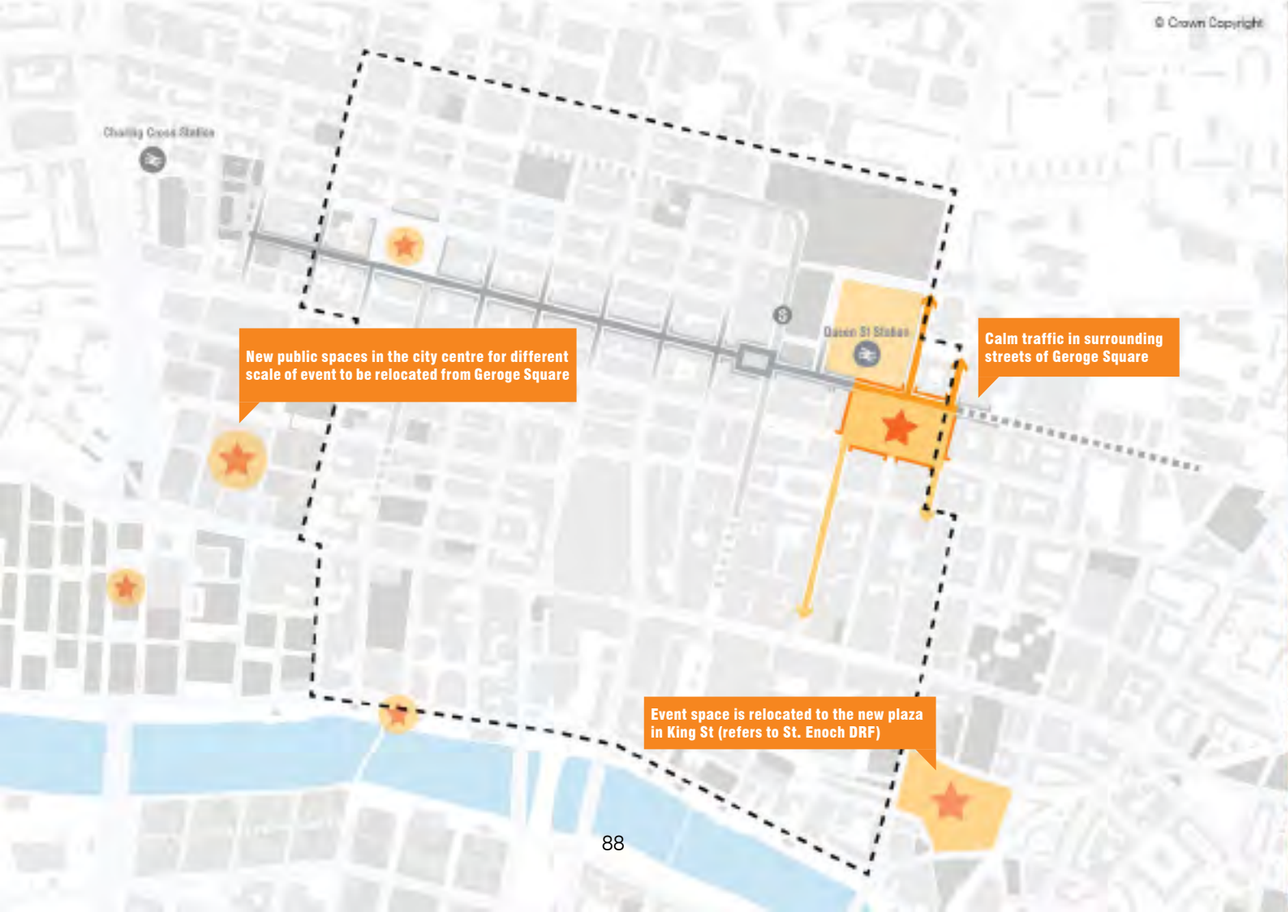
Glorious George Square

George Square is one of Scotland's most important public spaces. However, as feedback from consultees confirms, it falls far short as a high quality urban space. It is asked to perform too many functions, and fails to fulfil any of them adequately. It is a giant roundabout, a place of arrival and orientation in the city, a place to enjoy good weather and company, a place to picnic, a (hardly) green space, a ceremonial place (including for Remembrance), a place for protest, for music and performance, a display of historic monuments, a seasonal events venue (eg Winter Festival) and other things besides. This many competing functions can only result in compromising the quality and clarity of the spatial design. George Square needs to be given back its dignity, rather than be commercialised.

Before developing specific design proposals it is essential to define the hierarchy of urban spaces in the city centre and understand what functions and events should go where and why.

Many design proposals have been made for George Square in the recent past. They have not been successful because the requirements for the square were not clear enough.

With the proposal to make an event square in St Enoch and the proposal to take cars and buses off George Square (See: (Y)our updated mobility), there is scope to give George Square back its grandeur and to make the space more appropriate.



(Y)OUR CENTRAL
(Y)OUR GREAT STREETS AND SPACES

(Y)our great streets and spaces

Glorious George Square

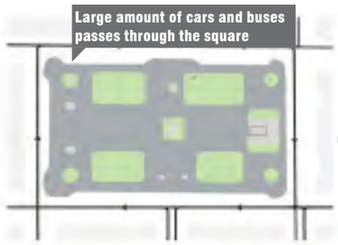
This project doesn't seek to add yet another design but it would suggest the following guiding principles:

- George Square should be a civic square which is pedestrian-friendly and comprises the highest quality materials and planting.
- Consider the Square holistically as a coherent urban space, from building facade to building facade, and integrate with adjacent streetscape.
- Vehicular traffic should be removed from around George Square, in full or in part.
- Events requiring intrusive 'staging' should be hosted in a purpose designed urban 'events square' in e.g. St. Enoch or elsewhere. This would free up George Square to be a people place for relaxation and for occasional national gatherings (celebration, remembrance).

- Create a great 'national' square; a dignified, accessible people place to gather for celebrations, remembrance or protest.
- Provide a memorable and positive 'image' of the city.
- Central Glasgow has very few urban squares in which to enjoy being outdoors.
- George Square should be one of Europe's great urban squares, framed by great buildings including the City Chambers and a revamped Queen Street Station.

Location: George Square and direct surroundings.

Take out car traffic and extend the square:

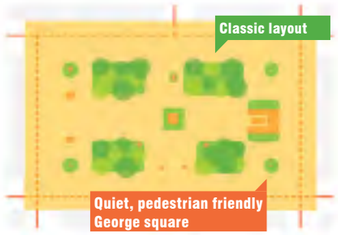


Current situation, square is roundabout.

Step 1: First extension, while keeping traffic.

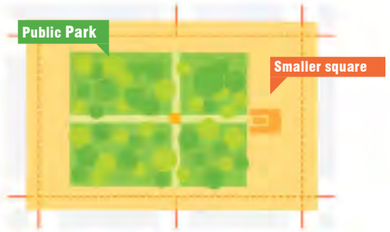
Step 2: Traffic is out, square is big.

After car traffic and events are gone, the square can get a more specific function and design (first ideas):



Restore/enhance the historic square?

Option: Gallery of Scottish heroes



Option: Lush green park with smaller squares on both sides

(Y)our great streets and spaces

Hielanman's Umbrella as station lobby

Hielanman's Umbrella is a strategic point in the city. It connects the two sides of Argyle Street and functions as a Station entrance from Broomielaw and St Enoch.

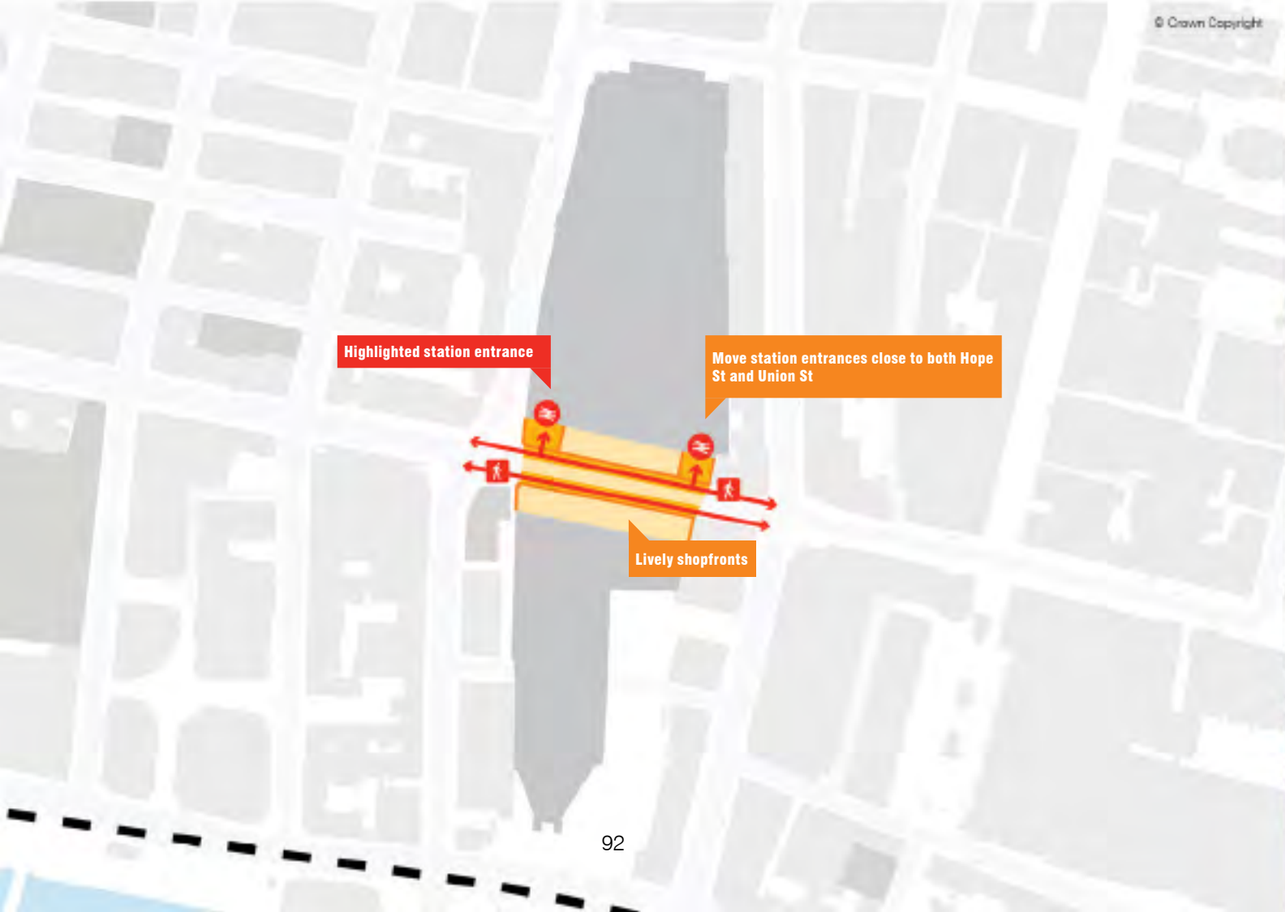
The space is currently very unattractive (dark, dirty unsafe and dominated by traffic). This station entrance lacks the welcoming appeal of the Gordon Street entrance that, despite being blighted by excessive traffic, has a grandeur befitting Scotland's busiest station.

This project proposes to reduce car and bus traffic under the rail viaduct and turn it into a light and attractive station lobby which;

- Enhances the connection between neighbourhoods (St. Enoch and Broomielaw)
- Seeks to reduce car and bus traffic as much as possible (only taxi and small local electric buses, re-route big regional and/or diesel buses and other traffic).
- Cleans up facades and ceiling of the Umbrella / station undercroft and brings lights to daylight levels to celebrate the engineering / built heritage.
- Fundamentally widen and open up the entrances from the Umbrella into the station.
- Create wider footways for pedestrians, while keeping enough space for cyclists and possibly other traffic to drive through slowly.
- Improve pavement quality, including natural stone on carriageway. Subtle but recognisable distinction between lanes.
- Actively engage with owner(s) / occupier(s) of commercial spaces between Hope Street and Union Street to upgrade the space and uses.

Network Rail would be instrumental in executing this proposal.

Location: Hielanman's Umbrella between Hope Street and Union Street.



- By improving Hielanman's Umbrella, Glasgow gets two great upgrades in one: a great station lobby and a great connection between Broomielaw and St. Enoch

Current situation

Busy car traffic and dark lighting make Hielanman's Umbrella an unpleasant dirty and unsafe passage. Station entrances are hidden and unwelcoming.

Proposed situation

Transform Hielanman's Umbrella into station lobby by lighting up the covered space and improving the shop fronts on both side. Minimal amounts of (electric) traffic allowed.

(Y)our great streets and spaces

Central Station Entrances

Glasgow Central Station is the busiest station on the Scottish rail network. It is a key gateway into the city with nearly 29m passengers per annum.

The station architecture and concourse is impressive, as are many of the buildings surrounding the station. However at the point of arrival the street environments give a chaotic and confusing first impression of the city centre.

Gordon Street is often full with service vehicles, taxis turning and buses. It creates a cluttered streetscene which feels uninviting and unsafe. Service access / deliveries should be restricted to times outwith station opening hours. Consideration should be given to complete pedestrianisation of Gordon Street (with taxis / buses providing drop off on Hope Street and Union Street). This would create a calmer, more appealing passenger experience at the main station entrance.

In parallel with a review of the city grid reversing the one way system so Union Street is northbound and Hope Street southbound would ensure seamless interchange between bus and train (or visa versa) thereby avoiding the need to cross over streets to get to / from the Station.

- Create a clean and tidy arrival to the station
- Streamline and improve transport connections surrounding the station
- Restrict vehicular access to Gordon St improving atmosphere around the station

All Station entrances should be upgraded, with enhanced lighting. The Heilanman's Umbrella should be upgraded as an inviting 'station lobby' from Argyle Street.

Wayfinding signage, links to / from Queen Street Station and Buchanan Bus Station should be more apparent and intuitive. Revise traffic light sequencing so pedestrians are prioritised. Modify streetscape on surrounding streets to suppress traffic speeds.

(Y)our great streets and spaces

Bothwell Street: The CBD High Street

Bothwell Street naturally acts as a 'High Street' for the Central Business District. It also is one of the main streets with highest footfall at peak rush hours with pedestrians accessing this part of the city via the main rail stations.

This situation is being reinforced as new office development is completed and occupied on St Vincent Street and Bothwell Street itself.

Bothwell Street is also (currently) the gateway to central Glasgow when arriving from the airport / motorway via the M8 off ramp.

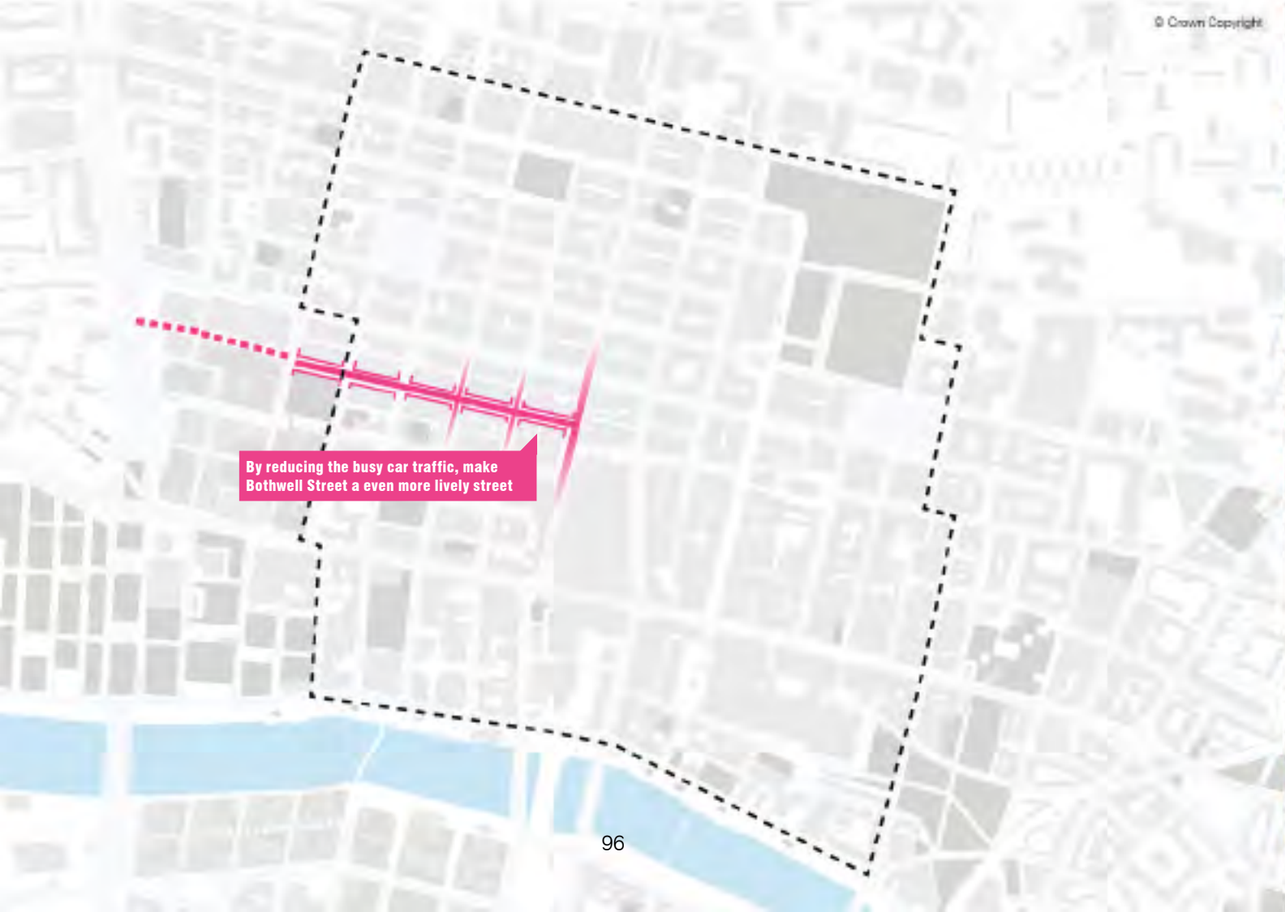
The quality of the streetscape environment requires significant enhancement so it can fulfil this role, creating a high quality first impression when arriving from the main stations or airport and to provide a backdrop the city's established and improving business and hotel districts.

Traffic has a tendency to speed as it comes off the motorway off-ramp. Bothwell Street needs to be designed to naturally suppress traffic speeds and create a high quality pedestrian environment.

- Bothwell Street is the natural 'high street' for the Central Business District.
- it is not currently identified within the EIIPR Avenues public realm investment plan
- Bothwell Street is currently benefitting from significant private developer investment increasing footfall

The introduction of street trees and enhanced lighting (integrated to respect and showcase the built heritage) will improve the image and quality of this important street at the heart of the CBD.

Location: Bothwell Street from M8 off ramp to Hope Street



Current situation

Proposed situation

(Y)our great streets and spaces

Surface water management strategy

The existing GCC Surface Water Management Strategy identifies the following steps in relation to Integrated Sustainable Urban Drainage systems:

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

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

Location: Central District.

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

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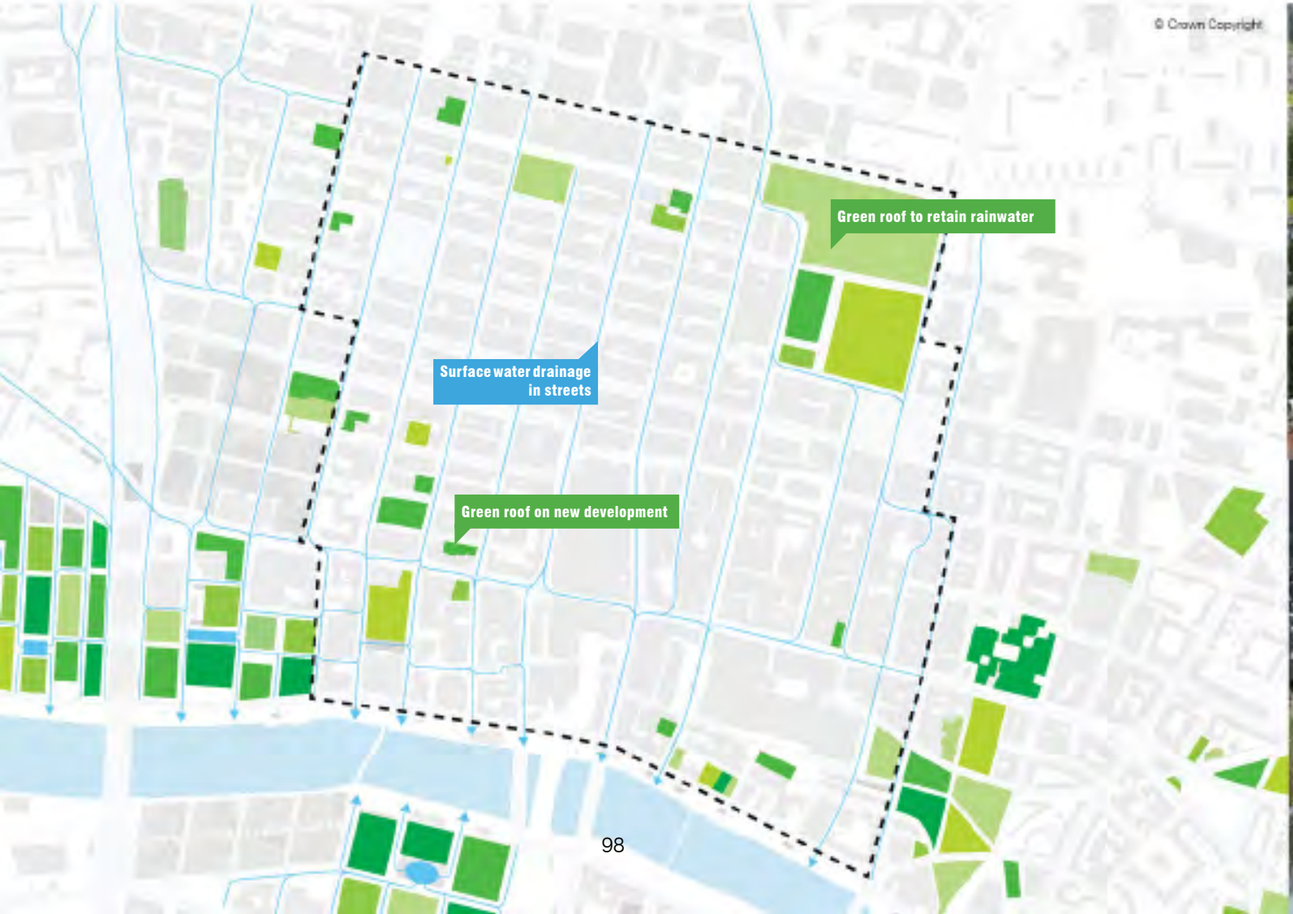
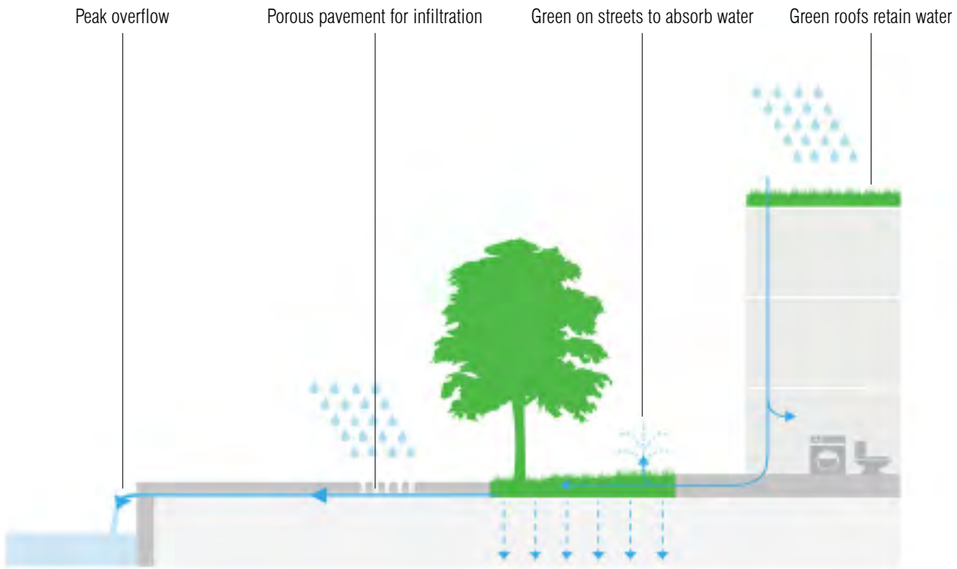




(Y)our great streets and spaces

Public art

Art in the public realm should not be just a pretty or provocative object. It should add functionality to a space as an object (comfort, playing, sporting, informing, etc.) It should be exceptional (not mediocre). It should be contextual. It should be well made, with an adequate budget, so it keeps its appeal (whether the artwork is temporary or permanent). During the selection process the artist/ designer should prove competence in the cross-over between public-space design and arts. A programme of temporary and / or permanent art should be curated by the Central District Artist-in- Residence.

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

Location: Central District.

04 (Y)OUR GREAT BUILDINGS

FOR DRAFT REVIEW

Historic development

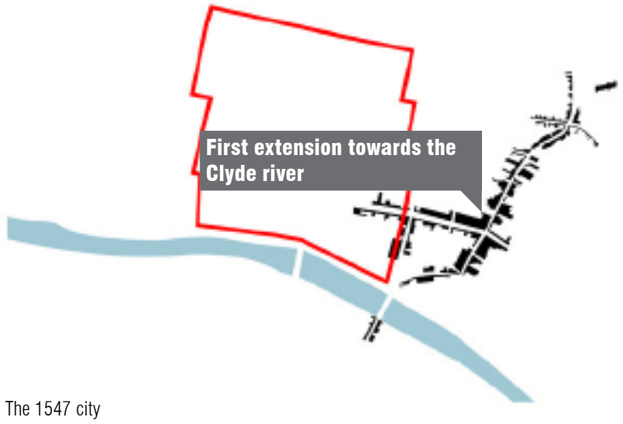
This historic map progression illustrates the growth of Glasgow. It shows how High Street, Saltmarket, Bridgegate, Argyle Street and Trongate were the first streets of Glasgow. It indicates the rapid expansion of the Blythswood Hill grid across this part of the city centre, with setpiece urban squares and buildings. It shows the concentration of activity along the river when sea-going trade and travel was booming. It demonstrates how major rail stations were introduced in to the city centre. It confirms the impact the M8 motorway and comprehensive redevelopment had on the edges of the city centre and reveals the imposition of major shopping malls on the contemporary cityscape.

The Central DRF area captures much that is synonymous with Glasgow city centre. The planned urban grid is nowhere more apparent and extant. The architectural embellishment apparent in the urban architecture of the late 18th to early 20th century architecture signifies the emergence of a global city of immense commercial clout and cultural significance. The area contains some of the greatest urban architecture in the UK, composed within an urban grid laid out over the drumlins of Blythswood Hill and down to the River Clyde and the Merchant City.

The great civic architecture of the principal squares; George Square, Blythswood Square and Royal Exchange Square is linked by a rich array of architectural styles from every epoch, hewn in blond and red sandstone. Georgian townhouses on Blythswood Hill sit above exuberant buildings of commerce and culture from the Victorian and Edwardian eras to designs by pre-eminent architects including Thomson, Mackintosh, Salmon, Burnett and Miller. Urban infrastructure, principally the main rail stations and bridges over the Clyde, were executed with a similar degree of ambition.

Most of this splendid urban architecture is intact, though regrettably some is under threat. Whilst much of inner Glasgow was badly affected by motorway construction and comprehensive area redevelopment the Central DRF area was largely unaffected, albeit unsympathetic road engineering has diminished the quality of the streetscape in many locations.

20th and 21st century intervention in this urban setting have been of varying quality. Megastructures such at Blythswood Court (previously the Anderston Centre) and the retail malls have affected the continuity of urban street networks. More recent development has respected the cityscape whilst creating noteworthy examples of contemporary buildings including the BOAC building on Buchanan Street, the Italian Centre, the Lighthouse and the Radisson hotel on Argyle Street.



The 1547 city

The 1778 city

The 1866 city

The 1909 city

The 1951 city

The 2012 city

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(Y)OUR CENTRAL
SPATIAL OBSERVATIONS

Historic development

Panoramic view over Glasgow from the east end in 1693

Central Station in 1890s

George Square in 1929

St Vincent Church

Buchanan Street

Sauchiehall Street

(Y)OUR CENTRAL
(Y)OUR GREAT BUILDINGS

Current: mixed quality urban structure
Analysis built environment

The Central district is rich with beautiful and spectacular historic buildings. There are some incredible examples from virtually every architectural epoch, and there are some excellent examples of building conservation and re-use.

Unfortunately many of the city's historic buildings are in a poor state of repair, notably at the southern and northern edges of the Central district. Many Glaswegians are immensely proud and appreciative of their built heritage, but also deeply concerned about its maintenance. Extra attention is needed to preserve Glasgow's heritage.

Unfortunately recent and new developments are not always of a quality that does justice to the historic environment. Stronger vision to ensure highest build quality is essential. More robust focus is needed.

The Central district has a strong urban identity. There are some fantastic set-piece urban spaces and buildings. There are significant areas of the Central district with an established urban form, with gap sites concentrated in the northern and southern areas. There is considerable change around both major stations, and changing patterns of use as offices relocate and retail grapples with new trends in shopping.

Most blocks in the Central district are occupied but the building heights are not extremely high. There may be scope to top-up buildings to allow more people to live work and enjoy the city centre, and to creatively retrofit under-occupied buildings to foster a mixed-use city centre.

The larger building complexes like the train stations and shopping centres have poor permeability. Through connections need to be improved from which both the city and the buildings' operators will benefit.

Current: Mix of high and low quality buildings
Analysis built environment

Newer mixed-use developments - Buchanan Street

Historic building in poor condition, 217-221, Argyle Street

(Y)OUR CENTRAL
(Y)OUR GREAT BUILDINGS

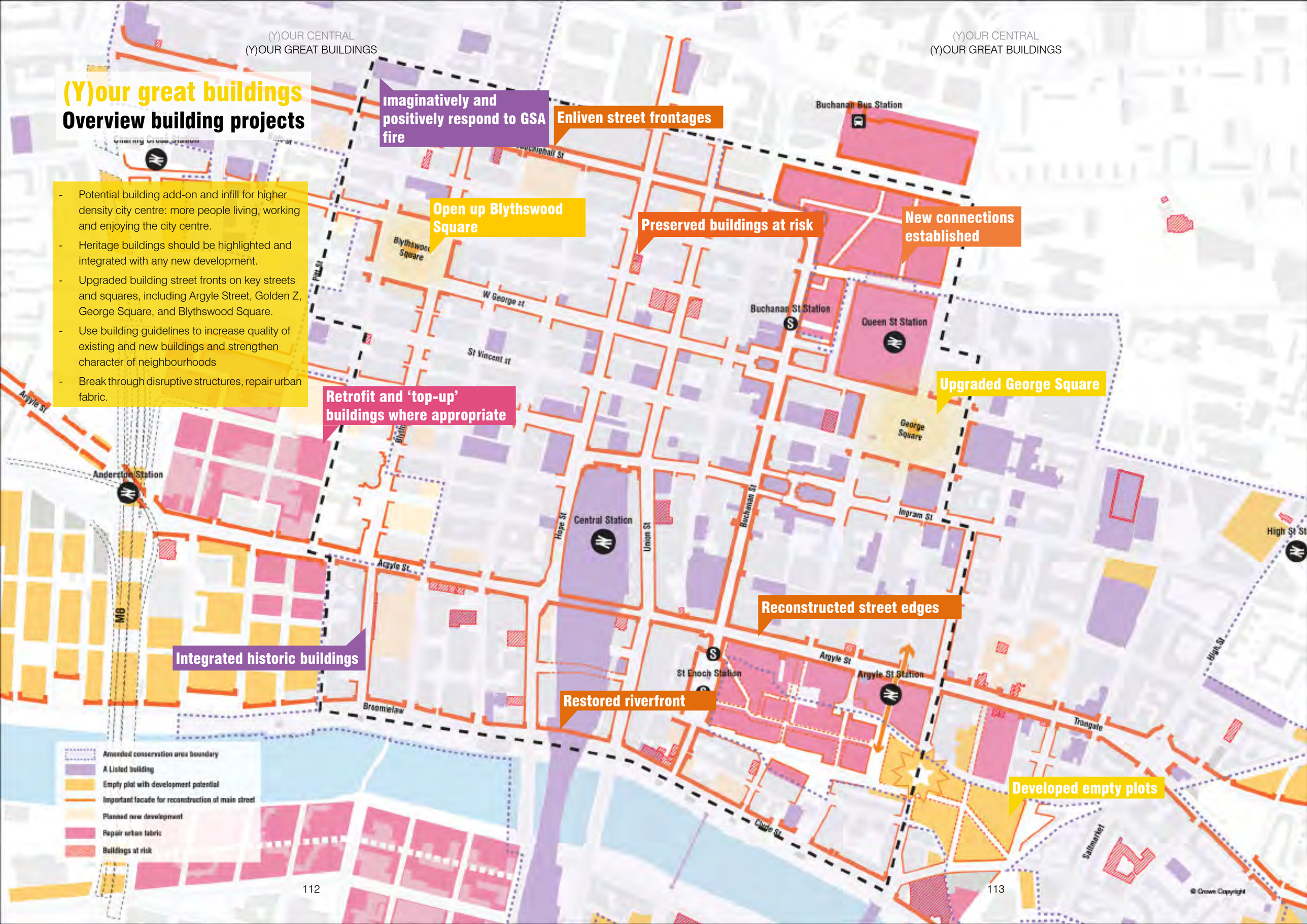
Big shopping mall forms a barrier between train and bus stations - Buchanan Galleries

Large number of listed historic buildings - GOMA

(Y)OUR CENTRAL
(Y)OUR GREAT BUILDINGS

(Y)our great buildings
Overview building projects

- Potential building add-on and infill for higher density city centre: more people living, working and enjoying the city centre.
- Heritage buildings should be highlighted and integrated with any new development.
- Upgraded building street fronts on key streets and squares, including Argyle Street, Golden Z, George Square, and Blythswood Square.
- Use building guidelines to increase quality of existing and new buildings and strengthen character of neighbourhoods
- Break through disruptive structures, repair urban fabric.



(Y)OUR CENTRAL
(Y)OUR GREAT BUILDINGS

(Y)our great buildings

Bigger context: repaired urban fabric

For the success of the city centre it is crucial that more people live, work and visit. This can be done by occupying the last remaining empty sites, re-using existing empty or under-used buildings and by topping-up existing buildings. The intensification requires high quality and the right mix of uses.

Central District has few empty sites. Some sites are still available around St Enoch Shopping Centre and Buchanan Street Station (slightly outwith the DRF area). Many of those are already under development. It is crucial that the Council ensures the quality of new developments through design guidelines.

New developments should support and repair the surrounding context, rather than contrasting. New buildings should reconstruct the street profile and respect the adjacent (historic) buildings. New developments should seek to incorporate the most lively/attractive functions and the best architecture.

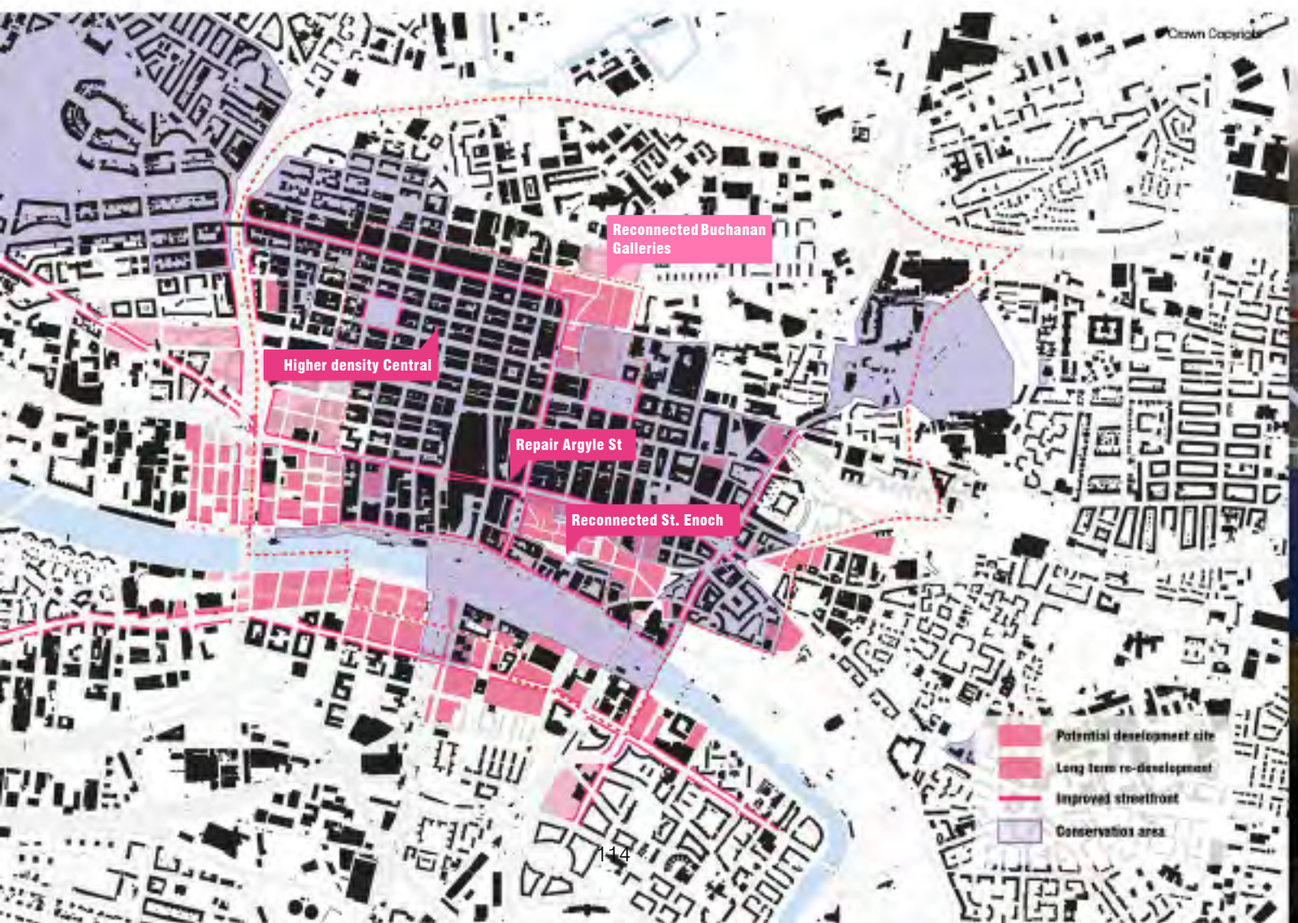
As noted elsewhere there is a recognition that one of the city centre's greatest assets is its built heritage and conserving, adapting and re-using historic buildings to ensure they endure is critical.

When seeking to intensify the city centre's uses and activity it will be essential to explore innovative ways to enable mixed uses vertically and horizontally. This may require assessing modifications in policy (planning, environmental, building) to sensibly enable more mixed use development.

Intensification of uses in the city centre should cluster at key nodes (eg. public transport). This should include the Buchanan Bus Station which could be integrated into a new high density development that forms the gateway to the North.

Location: Central District

- Glasgow is one of Europe's great historic cities, with an immense architectural heritage.
- More people living and working in the city centre makes the city more attractive and economically competitive
- Well defined, active public spaces framed by quality buildings will create a more convivial city which is welcoming, safer and easier to navigate around
- Repairing and revitalising the city centre with care and a commitment to high quality new buildings and reactivated historic buildings will be widely supported



(Y)our great buildings
Building add-ons and infills

- High density in city centres is more sustainable: less car use, more footfall, lively/safe streets, energy efficient buildings
- When carefully done it will be pleasant and human scale.
- It can be done with respect for the city's heritage

A guiding principle in the Central DRFs is to get more people to live, work and enjoy the city centre. New developments need to have a higher density.

How can this be done, while at the same time providing light and sunny streets? Where there are gap sites (mostly outwith the Central DRF area) building guidelines are required to define building heights, skyline, relationship to the street and shaping urban form to create positive microclimates.

But how is this best done when there are so few gap sites left in the Central DRF area? And while the centre is historically protected with an extensive Conservation Area? It is proposed that 'topping-up' existing buildings needs to be stimulated.

A stepped strategy is proposed to safeguard quality:

- Within the Conservation Area it is possible to build new to the same average height as the surrounding buildings.
- Anything higher than the average building height of the area needs to step back from the street so it is not visible (and light/sun is guaranteed).
- OR anything higher than the average building height of the area needs to be slender (width to height ratio is minimum 1:3) and have exceptional quality (similar to historic church spires and civic landmarks).

Building Guidelines are needed to specify exactly the quantity, quality and attributes of new developments and those proposing 'topping-up'. Buildings just outside the Conservation Area boundary need to be designed with strong consideration of these rules as well.

Location: Glasgow city centre

Roof extensions?

All roofs extended one floor up add 2 175 000 m² / 23 400 000 ft²

Roof add-ons ?

Same amount of square meters added in units that contain one dwelling each makes it additional 21 750 units, which will bring over 45 000 new inhabitants.

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(Y)our great buildings

Historic Central and Buildings at Risk

The goal is to keep as many historically significant buildings as possible and restore the ones that are in a poor condition. Glaswegians (and visitors) value the built heritage and recognise its importance to the urban identity of the city centre.

Special attention should be paid to buildings that have been designated as at extra risk and which may be lost forever if not maintained soon. There are some high profile, architecturally significant 'buildings at risk' within Central DRF area that many are passionate about (eg. 'Greek' Thomson's Egyptian Halls, or James Salmon Jrs's Lion Chambers) that must be prioritised to find a sustainable long term use that respects these important buildings.

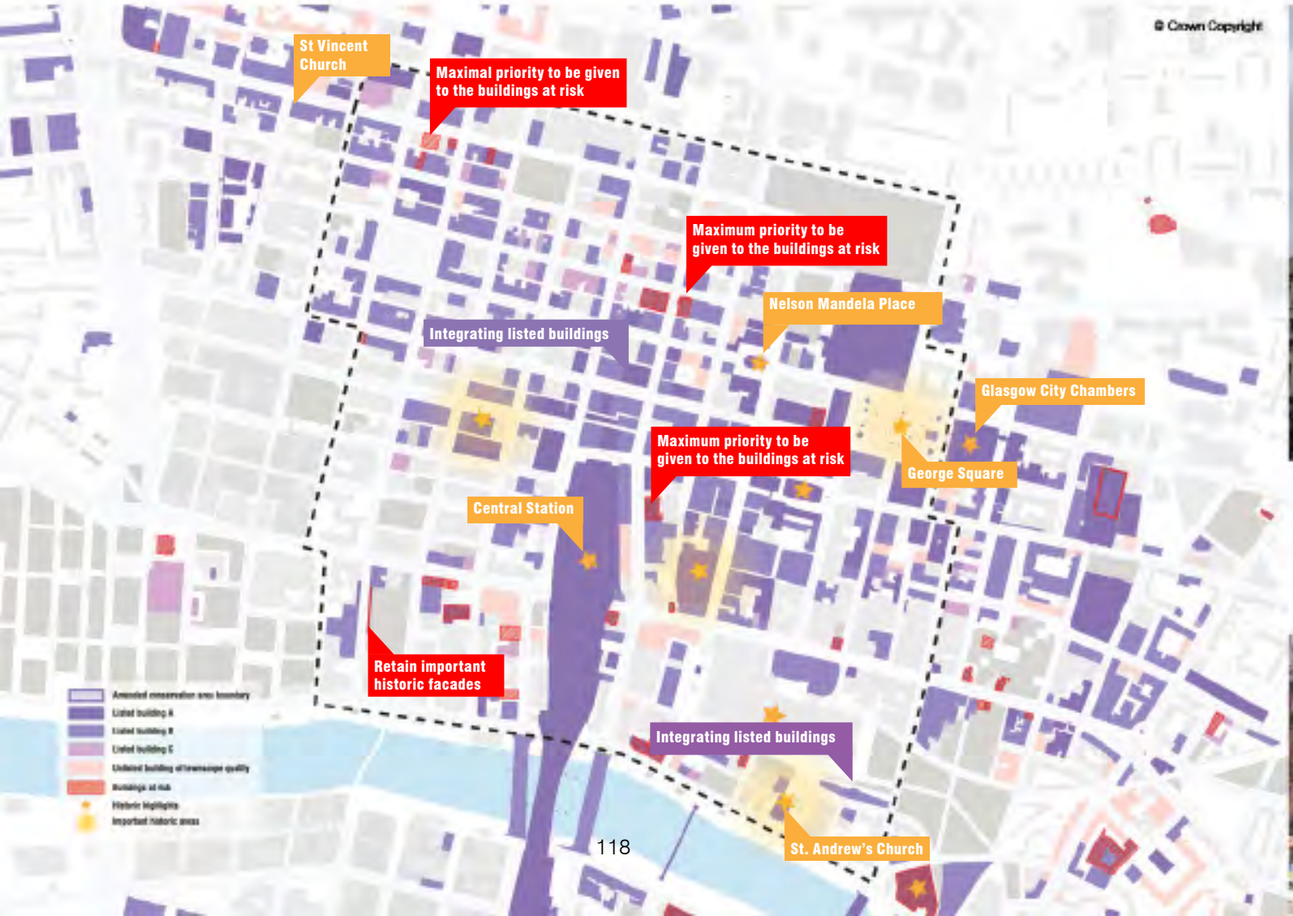
There are numerous other examples of less high profile, yet important buildings suffering from vacancy, under-occupation and lack of maintenance. Enforcement or enabling work is required to attend to these in a prioritised manner. The Transforming (Y)our Central chapter reviews this issue in further detail.

- Investing in conservation and reuse of heritage buildings is worthwhile as it increases character/ value of the surroundings
- It also forces developers and architects to go beyond standard (often soul-less) practice to integrate old and new in an authentic and meaningful way.

Towards the edges of the Central DRF area there are some historic buildings that have been under maintained for many years. Nevertheless they still have an enduring great value and when improved will become the regenerated area's future highlights.

Repairing individual buildings in tandem with restoring lost urban form will restore the setting of many of these buildings. Solitary historic buildings that were originally part of an urban block should again become part of a repaired cityscape.

Glasgow's future should benefit from the rich architectural legacy of its past.



Within Central DRF area the current Buildings at Risk register includes;

- Egyptian Halls, 84-100, Union Street, City Centre
- Lion Chambers, 172, Hope Street, City Centre
- Castle Chambers, 51-57, West Regent Street, City Centre
- Odeon Cinema (Former), Renfield Street, City Centre
- Custom House, 298, Clyde Street, City Centre
- McCorquodales Printers (Former), 90, Maxwell Street, City Centre
- 168-170, Hope Street, City Centre
- 123-27, Douglas Street, City Centre
- 214, Bath Street, City Centre
- 297-305, Sauchiehall Street, City Centre
- 243-245, St Vincent Street, City Centre
- 158, Argyle Street, City Centre
- 217-221, Argyle Street, City Centre
- 60, James Watt Street, Anderston
- 321-333, Argyle Street, City Centre
- 71-75, Robertson Street, City Centre
- 43, Oswald Street, City Centre
- 11, Oswald Street, City Centre
- 50, Argyle Street, Merchant City

Lion Chambers

McCorquodales Printers (Former)

Egyptian Halls

Castle Chambers

(Y)our great buildings

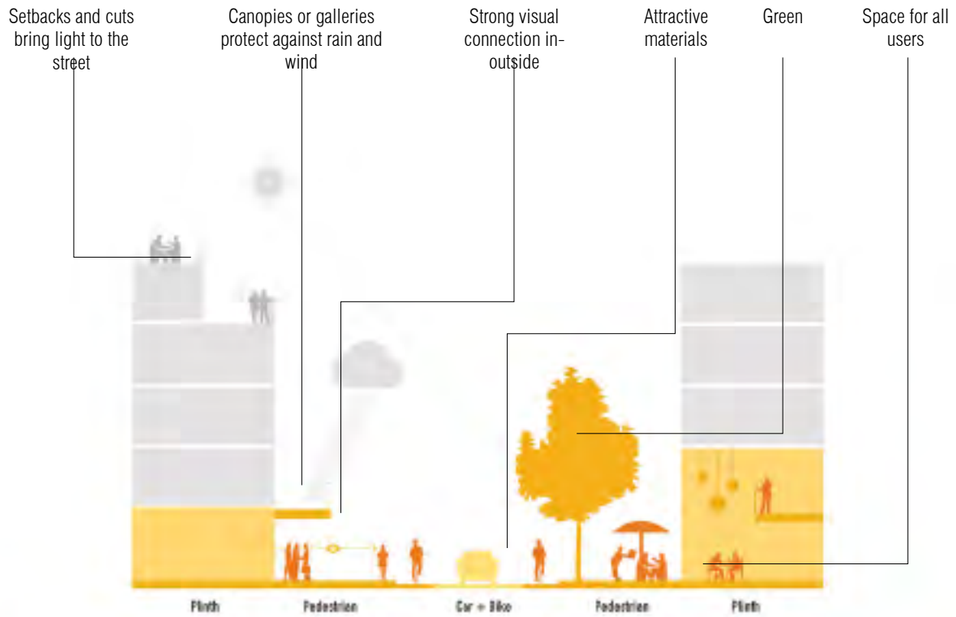
Lively streetfronts

- The ground floor (plinth) is where the building interacts with the street. To make Glasgow's city centre streets more attractive and safe, a strong focus on beautiful, active and accessible building plinths is needed.
- It is advised to actively engage with and stimulate owners and users of existing ground floor spaces to revamp streetfronts.
- The diagram below sets the priority for the upgrade of building plinths (more lively, more attractive) to primary and secondary streets. In this way, the river front, Argyle Street and the Golden Z stand out as primary areas. Except for Buchanan Street the plinths in these streets are currently not up to the quality level that suits a big shopping destination like Glasgow.

- Perhaps the most important (and currently underestimated) element of a successful city centre
- Maximum effort needed. Without good plinths there is NO good city

- Ambitious Building Design Guidelines may help describe the standards for each type of ground-floor use. Including housing. See: "Design guidelines needed"

Location: Central District.



(Y)our great buildings
Design guidelines needed

The city centre needs ambitious area-specific design guidelines for buildings, developing from the Placemaking Principle guidance in the City Development Plan. This will lead to buildings with higher quality and stronger urban character. All parties should be clear on the desired character of new developments.

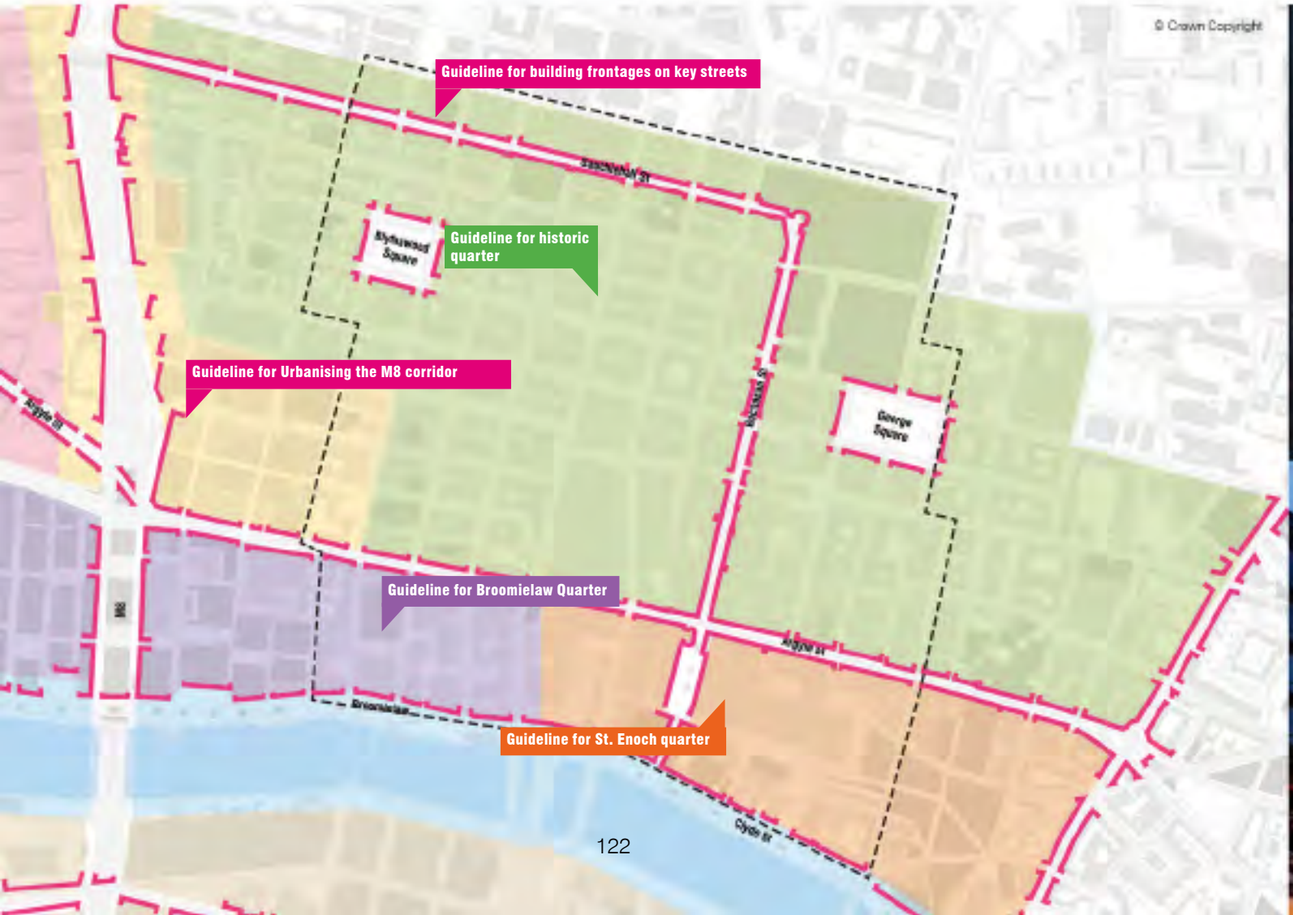
It is advised to make guidelines for all areas within the Central DRF, dovetailing with a Broomielaw Outline Masterplan and a similar ambition for St. Enoch.

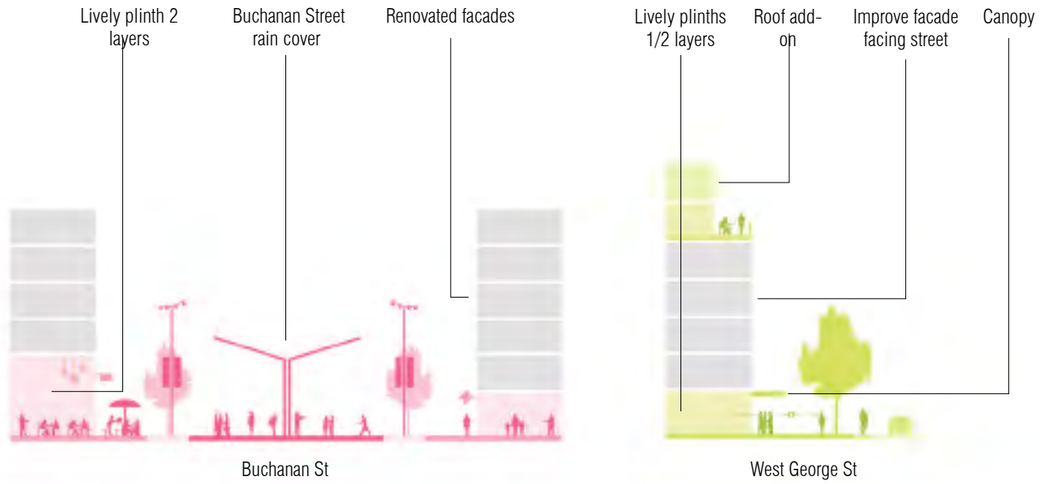
A first inventory of topics that should be part of such guidelines could include;

- Buildings that 'make' streets and squares.
- Building form to ensure light and positive microclimate at street level.
- Buildings that are human scaled, heterogeneous in architecture/shape.
- The ground floor is the most important element of the building. This is where lively and attractive functions are located.
- On upper floors maximum effort is made to create a strong relation between inside and outside (e.g. with balconies or loggias).
- The architecture offers experience at all scales: the skyline, the streetscape, the elevation and the façade detail.
- Visibility of unattractive functions (parking, utilities, ..) is kept to a minimum and (when visible) is carefully designed.
- Buildings are flexible for different uses and transformation over time. Ground floors have high story heights, allowing them to absorb different functions.
- Alternatives to the above principles are possible as long as it leads to comparable or better quality.

- Stronger guidance from the council is needed on building and street design quality.
- Lack of guidance can lead to poor quality buildings / spaces

Location: Central District.





(Y)our great buildings

Open up Buchanan Galleries

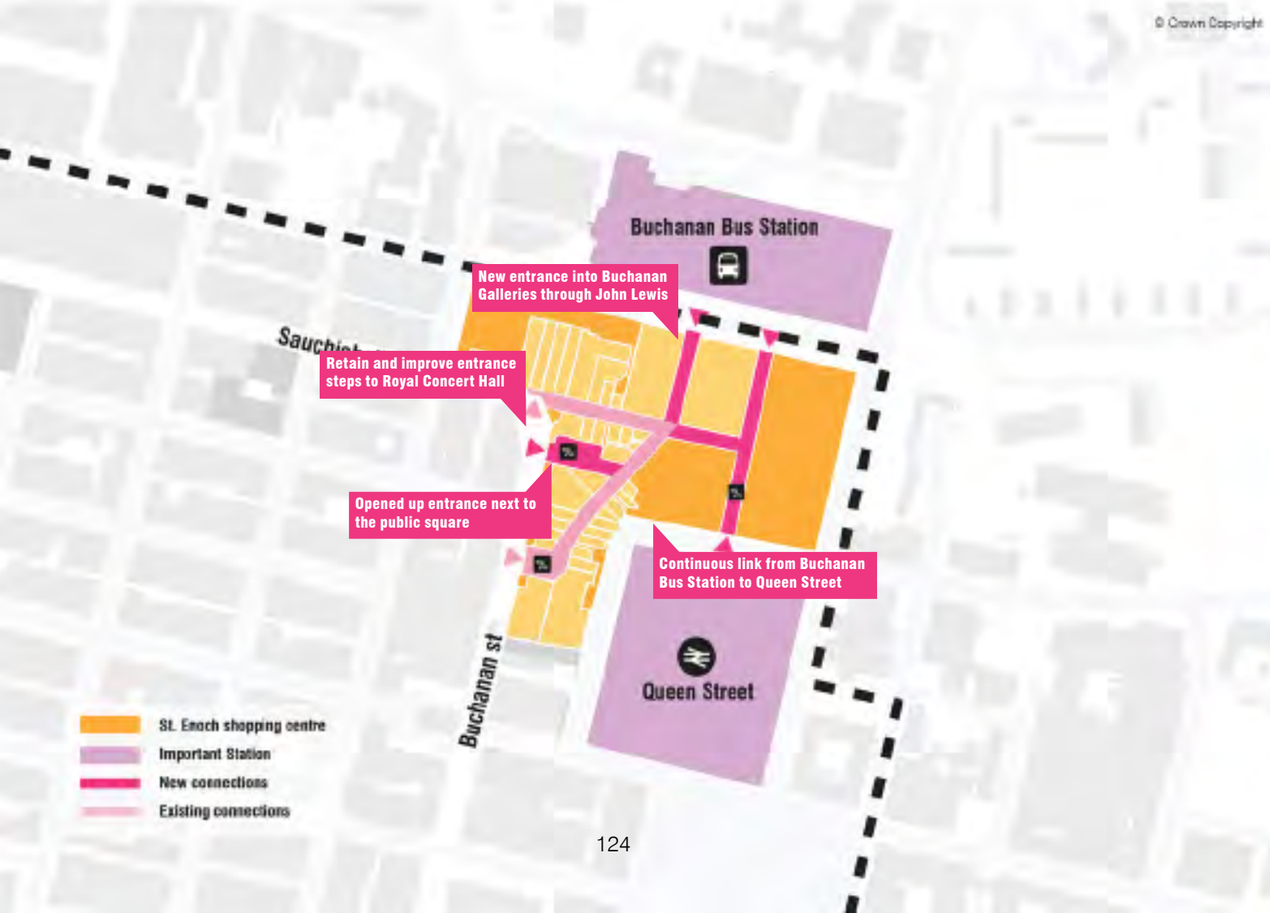
The current experience of entering the city centre from Buchanan Bus Station and Queen Street Rail Station could be further improved.

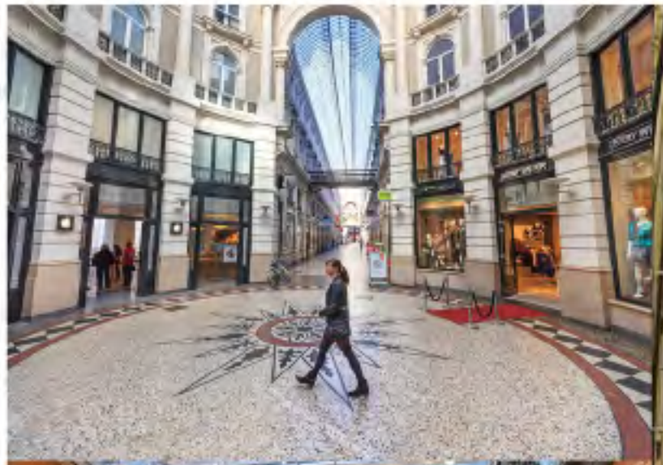
With the proposed redevelopment of Queen Street Station and the proposals for the extension of Buchanan Galleries there is scope to dramatically improve connections between the bus terminal, the train terminal and Buchanan Street. More direct, comfortable and preferably 24/7 connections are needed to make the entrance from these stations into the city centre more attractive, and the interchange between bus and train more effective and attractive.

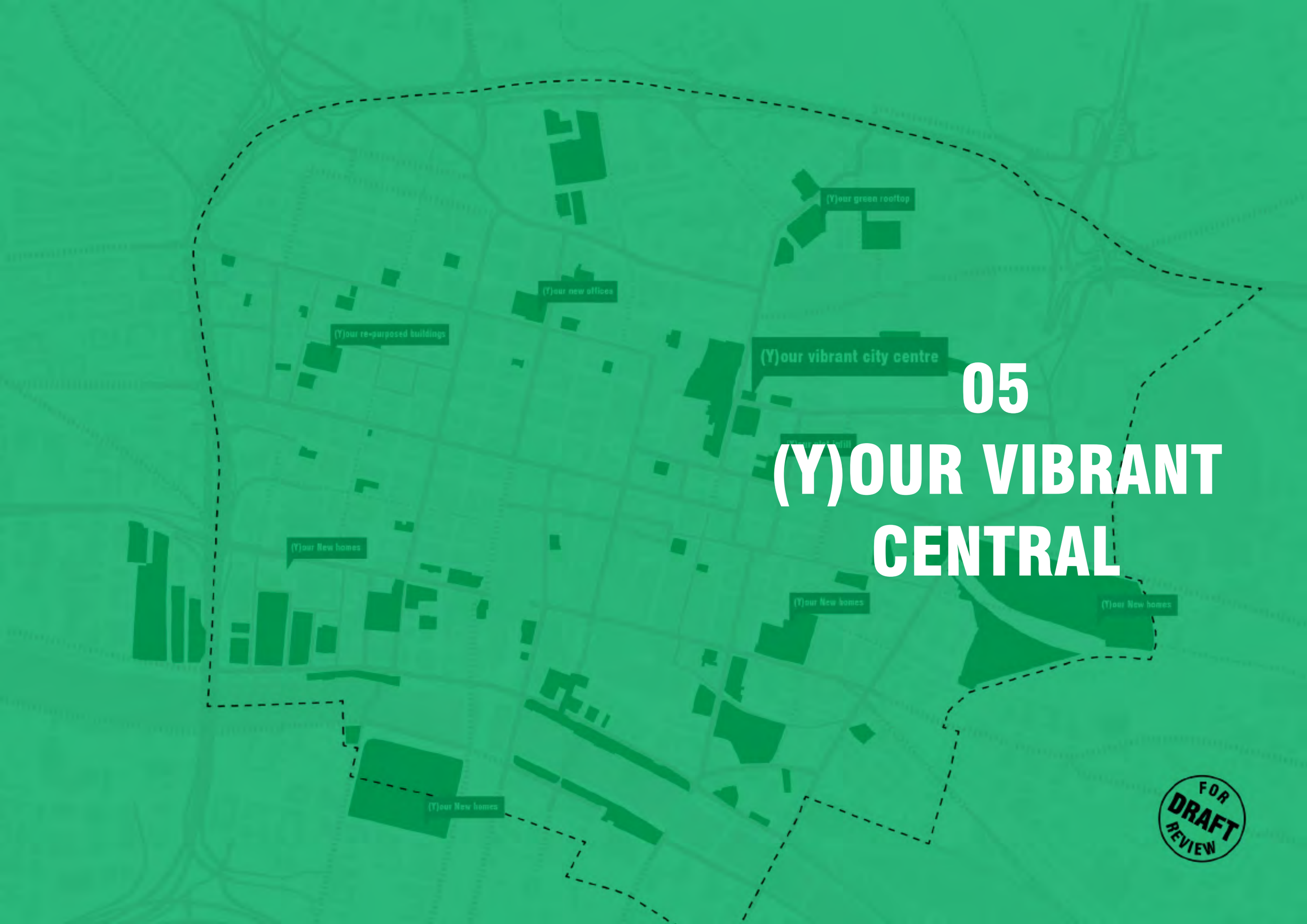
It may be a complex task but increased footfall will benefit all parties: Pedestrians will have more direct, rain covered attractive connections. Public transport will attract more travellers. Buchanan Galleries (and nearby routes) will have more footfall.

- Dramatically improved experience for visitors entering the city by bus and train.
- Increased footfall will benefit Buchanan Galleries, passengers and bus/rail operators
- Encourage more people to travel by modes other than the car

Location: Buchanan Bus Station, Buchanan Galleries, Queen Street Train Station







05

(Y)OUR VIBRANT CENTRAL

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Current: Neighbourhood identity

Analysis program and neighbourhood character

Sauchiehall Street
Struggling retail street with lively nightlife area

Blythswood
Historical buildings with mainly office usages; quiet streets

Buchanan Street
Main shopping street with lively and good quality public spaces

Queen Street Station
Busy train station area

University
Isolated yet lively area dominated by students

Anderston
Isolated and quiet neighbourhood severed by M8

Centre
Business area with some mixed uses.

George Square
The only formal public square in Glasgow

Blythswood Court
Poorly integrated 70s megastructure with lots of vacant spaces

Royal Exchange Square
Set-piece urban setting with a strong character

Central Station
Major rail station with variety of retail and leisure uses clustered around

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

Broomielaw
Monofunctional business district lacking vitality

St. Enoch
Disjointed area dominated by shopping mall.

River Clyde
Low quality, under-used public space

The Briggait
Historic buildings repurposed for arts / culture

The Central DRF area is characterised by a tight urban grid and consists of numerous distinctive neighbourhoods and character areas. Some of these are historically significant (the Merchant City and the Blythswood grid). Others have arisen following the imposition of key transport infrastructure or major megastructures built in different eras.

Cities are in constant change - and these urban character areas are in various stages of maturity and transition.

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Current: Neighbourhood identity
Analysis program and neighbourhood character

Glasgow Central Station

George Square

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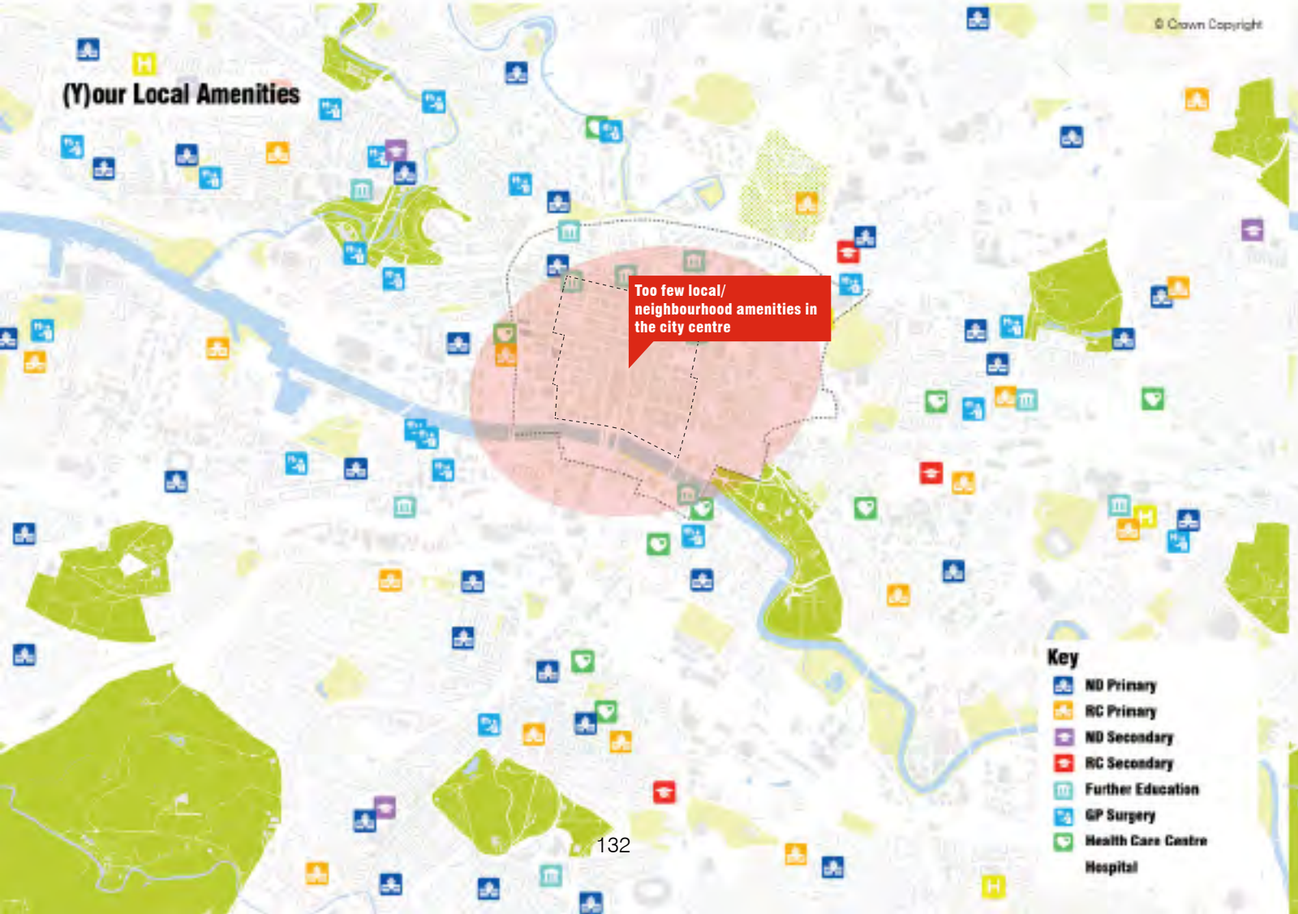
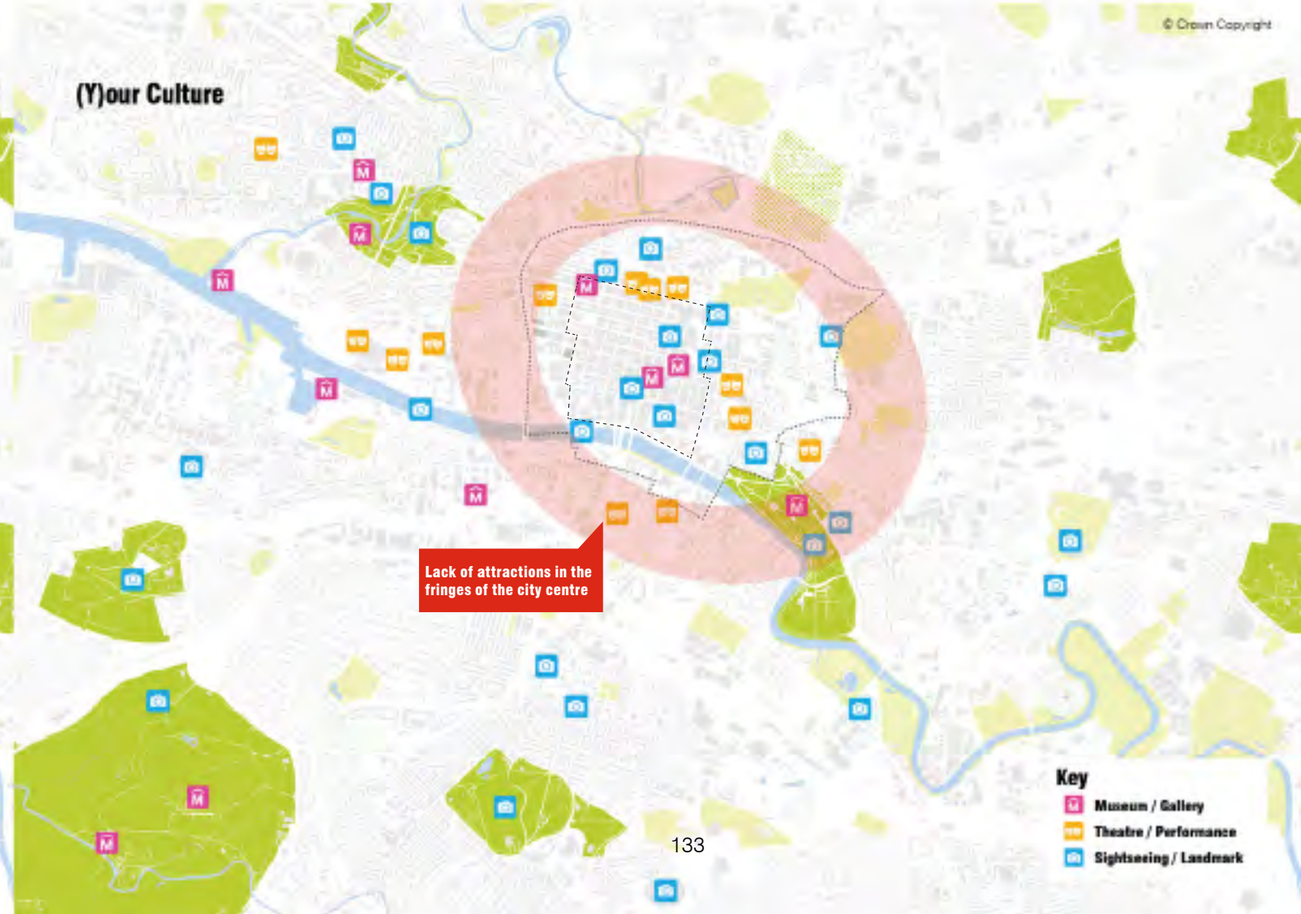
West George Street

Buchanan Street

Current: Provision amenities around Central

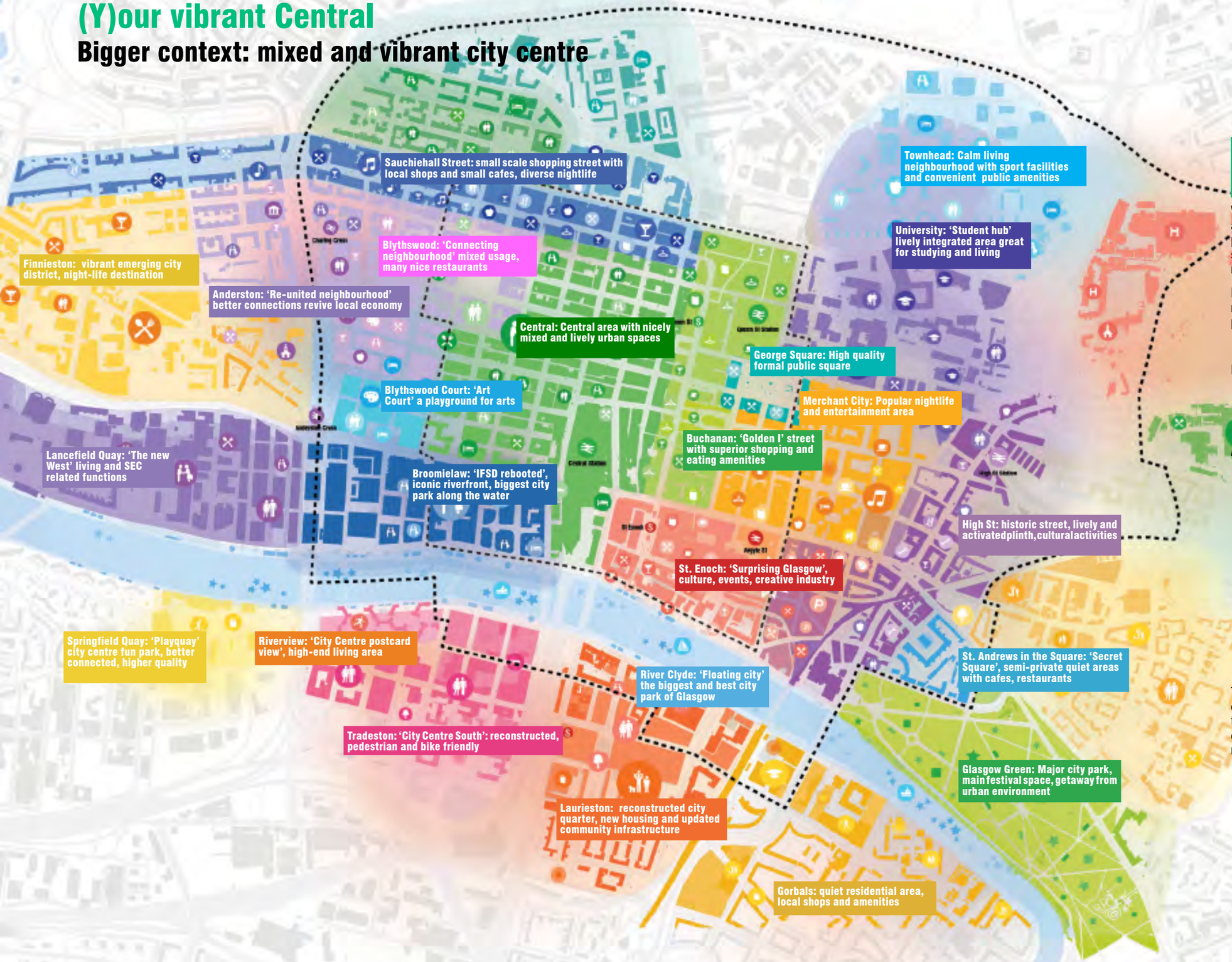
- Currently there are too few local /neighbourhood amenities in the city centre. This is one of the reasons why people don't want to live there.
- Increased community infrastructure should accompany increased city centre residential development and higher density of working populations.
- There is a lack of visitor and cultural attractions in the fringes of the city centre. Especially to the south. It is important to locate attractions to draw visitors to those areas and support regeneration.
- Analysis of the location of attractions / destinations should inform the alignment of key routes across the city centre.





(Y)our vibrant Central

Bigger context: mixed and vibrant city centre



- More attractive neighbourhoods
- Better guidance for future developments

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

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

Location: City centre and surroundings.

Amenities in the centre's fringes

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

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Strong neighbourhood identities

Cool Blythswood

Making Blythswood a transforming area of contrasts (Georgian city grid to high quality contemporary architecture). Blythswood Hill can revert to a mixed use neighbourhood with city centre living, employment, leisure, culture, entertainment (Kings and Mitchell) and leisure.

Updated Sauchiehall Street

Filling empty spaces and improving the quality of certain buildings especially on ground floor level is part of the strategy to make the Sauchiehall Street lively and inviting space. Improving quality of nightlife in the area by providing diverse range of bars and clubs.

Dynamic Buchanan Street

Buchanan Street is one of UK's major shopping destinations, yet its public space and quality of ground level street activities can be even better. Improving pedestrian connection between Buchanan Bus Station, Queen Street Station and Central Station.

Renewed George Square

The biggest public square in Glasgow is currently used for all possible purposes which makes it hard to identify it as the major formal square of the city. By reducing the traffic around the perimeter and cleaning the space up the character of the square will become strong and recognisable.

Welcoming Centre

Re-modelling the transport system to make the street circulation efficient and safe for all users. Preserving great historical buildings and filling out empty spaces.

Repaired Broomielaw

Repairing the urban fabric, achieving the decent level of density by providing diverse range of housing and offices, establishing safe and welcoming atmosphere by designing great public space.

Lively Merchant City

The Merchant City is already a vibrant neighbourhood in the heart of the city centre. Yet there remain improvements needed to make Merchant City an even better day/night destination for Glasgow. Regeneration of neighbouring areas will help this process.

Activated River Park

The biggest new park in Glasgow from Glasgow Green downstream. Play, live and work on the river.

Re-discovered St. Enoch

Redeveloping the footprint of the buildings & King St carpark, providing throughfares that connect Argyle Street to the Riverfront, and a strong connection from West to East through the currently disused King St car park, which will be filled in with a vibrant mix of uses.

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Mixed and repopulated Central

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

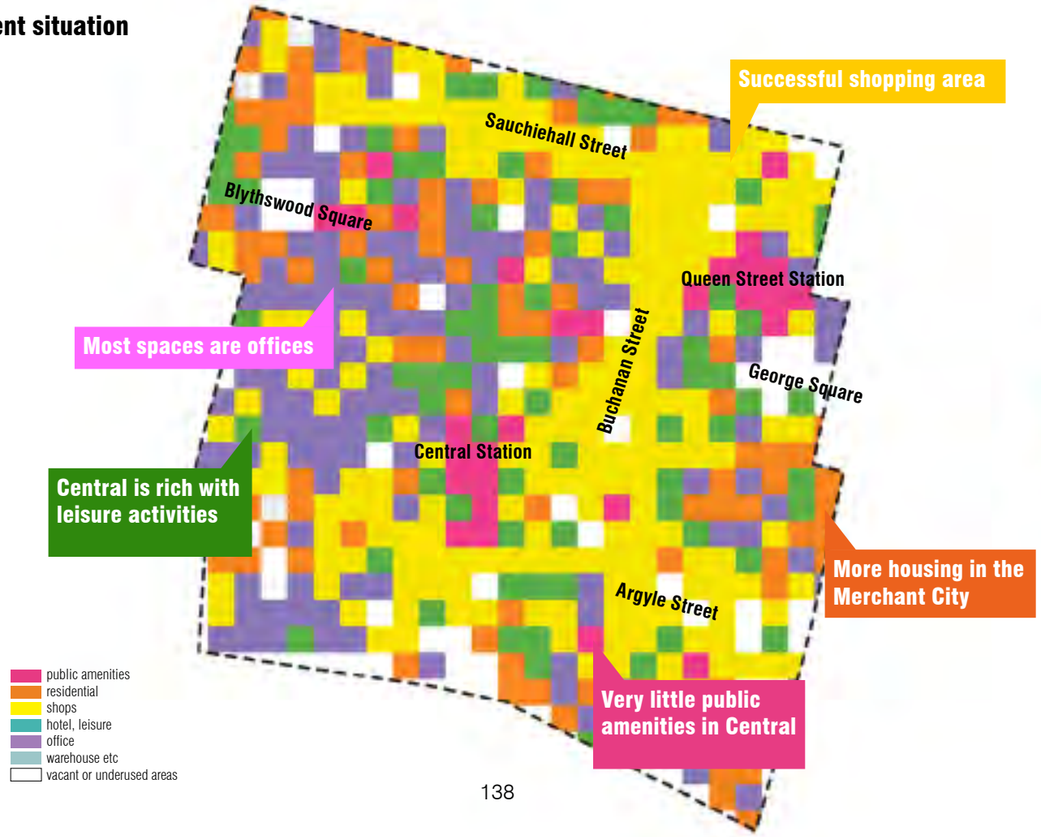
- Priority should go to building more housing, so more inhabitants are attracted. Integrating local amenities like schools, health and social daycare and play / recreation facilities that attract and sustain communities of new residents is crucial.
- Take advantage of the various empty sites.
- Re-purpose empty buildings, consider redeveloping or topping-up of existing low density buildings.
- More mixing of functions on neighbourhood and district level is needed; as in future, more diverse, businesses and inhabitants will demand lively surroundings with a mix of urban amenities
- Attract more visitors by taking better advantage of existing highlights (e.g. quality of functions / variety of mix-use, spatial revamping, ensuring that better locations are accessible and visible) and by adding new remarkable, typically Glaswegian places and activities.

For Central this means:

- Diversified building use above ground level, adapting a reusing vacant upper floors
- More public amenities introduced imaginatively within the historic, built up city centre
- Buchanan Street specialising on brand retail / multiples whilst Sauchiehall Street and Argyle Streets host local independent shops, grocery stores and small cafes / bars.

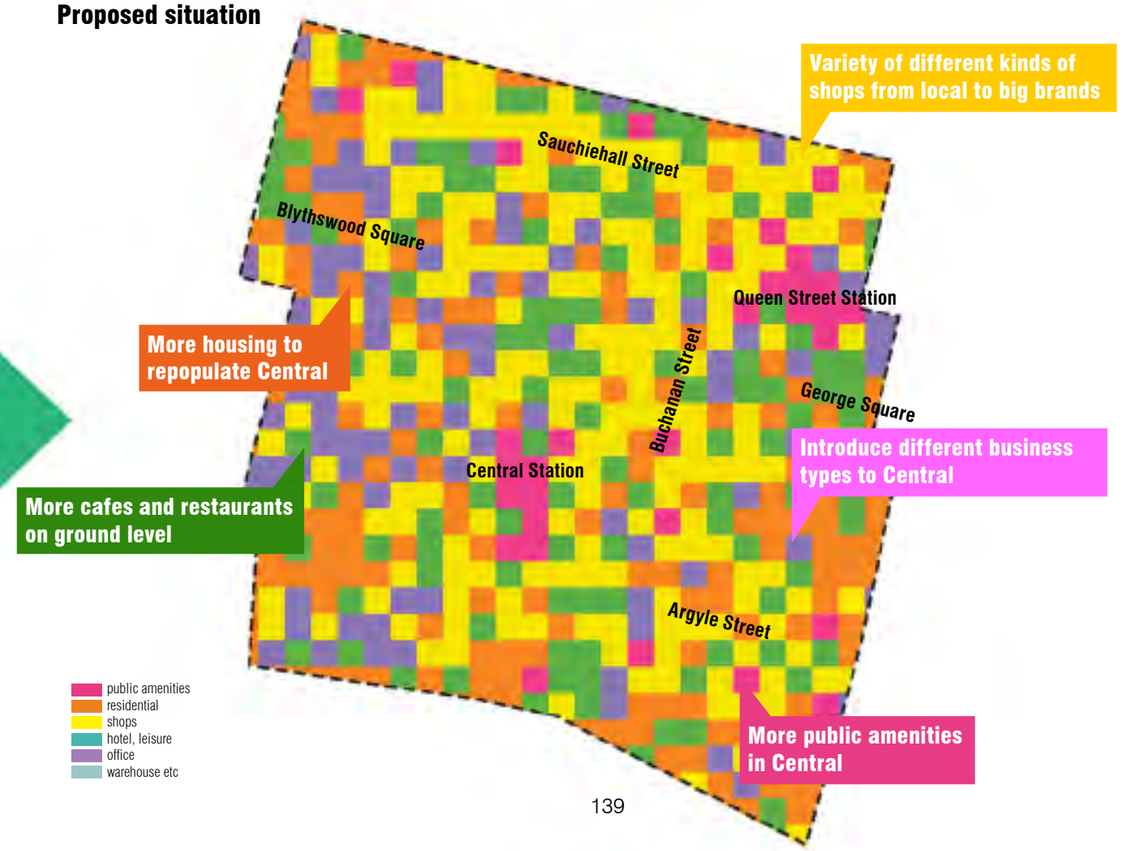
Location: Central District

Current situation



- Increased number of people living in the City Centre, benefits economy and makes city more lively
- Great shopping experience combined with leisure activities and good quality food to create memorable and attractive city centre

Proposed situation



(Y)our vibrant Central

Re-populated Central

One of the most important goals is to increase the number of people living in Central. Whilst there are limited gap sites for residential development there is significant existing building stock which is vacant or under-occupied, especially upper floors or adapting former Georgian townhouses being vacated by offices.

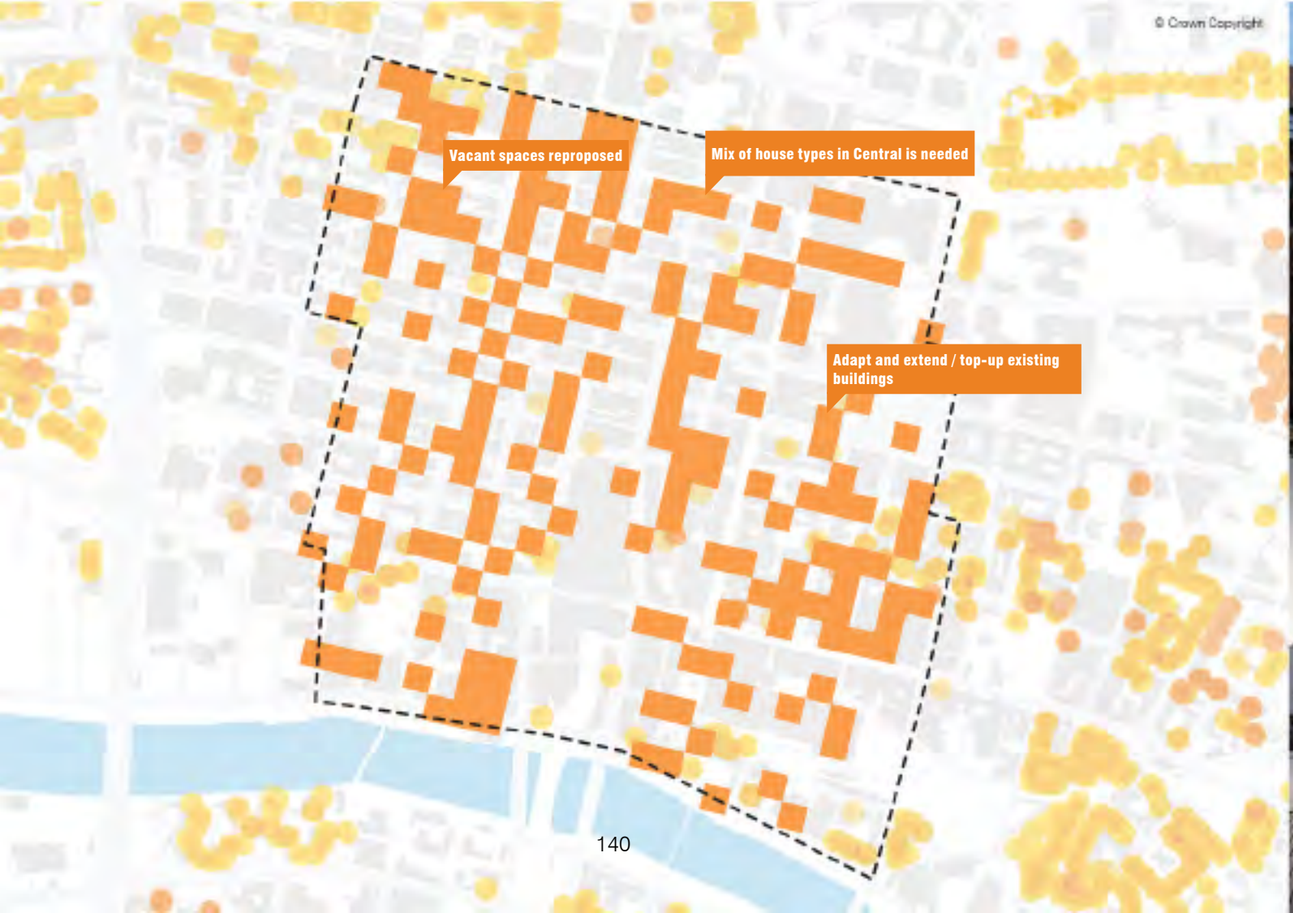
Repopulating Central will result in a more lively City Centre, more people walking (less cars) and it will increase viability of more urban amenities (shops, leisure, sports, culture).

Central district could offer a wide mix of houses: for students, starters, families, elderly. For all budgets, tenures, cultures, longs/short stay. This means flats, townhouses, live-work units....

To attract new inhabitants, good community infrastructure is required: schools, day-care, sports, play, health, social places as well as more attractive public spaces: green, safe, less car-dominated.

Location: Central District

- Glasgow city centre is under-populated
- It needs more permanent residents to create a 'baseload' of daily activity and street life
- More residents will enliven the district and create safer streets that are overlooked and have increased footfall
- Create a more dynamic and lively city centre, which has a smoother transition from daytime to night-time economy
- Diversify current office and retail-oriented neighbourhood



(Y)our vibrant Central

Repurpose vacant spaces

A relatively simple and quick way to increase the number of people living and working in Central district is to re-purpose existing vacant or under-occupied buildings. This is crucial to enhance the liveliness and positive perception of the area (especially Sauchiehall Street).

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

Minimise legal and technical restrictions. Look for solutions instead of issues.

Positive legal and financial incentives (more than the empty building tax).

Actively engage with owners.

A 'one stop shop' at the council that facilitates all aspects of the process.

- Dense urban environment in Central will become more diverse and less rigid
- The potential of existing empty spaces will be realised and will enrich an already vibrant neighbourhood

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

Location: Central District

(Y)our vibrant Central

High Quality shopping experience in Central

Mainstream retail is facing severe challenges in the era of Internet shopping and 'click and collect'. City Centre retail has to provide a quality, memorable experience. By implementing the improvements outlined in this DRF Glasgow can maximise its assets to provide a high quality retail / leisure experience.

Glasgow's established 'Golden Z' of shopping extending along Sauchiehall Street / Buchanan Street /Argyle Street is retreating. Whilst Buchanan Street continues to sustain a high performing destination other streets are suffering decline, exacerbated by unique circumstances (eg. GSA fire).

In parallel with efforts to continually support high-end brand retail it is crucial to diversify those locations where conventional retail is failing to be sustained (eg. parts of Sauchiehall Street and Argyle Street).

An imaginative application of policy, use of fiscal incentives / grants and business community networks can help explore ways to occupy vacant ex-retail space with independent shops, cafes / bars, social enterprises, culture or community activity.

The transformation of streets in distress as they move away from being a conventional mainstream shopping street into a diverse and vibrant area with mixed leisure and shopping activities will provide an unforgettable experience to Glaswegians and tourists.

Complementing the shopping area with a range of bars, event venues and restaurants is a perfect environment for relaxation and leisure activities. Adding these will result in lively good quality public spaces.

Establishing such atmosphere in Central is a major project for Glasgow to become an even more inviting place and compete with other major European cities in its offer of retail / leisure and culture.

Location: Central District

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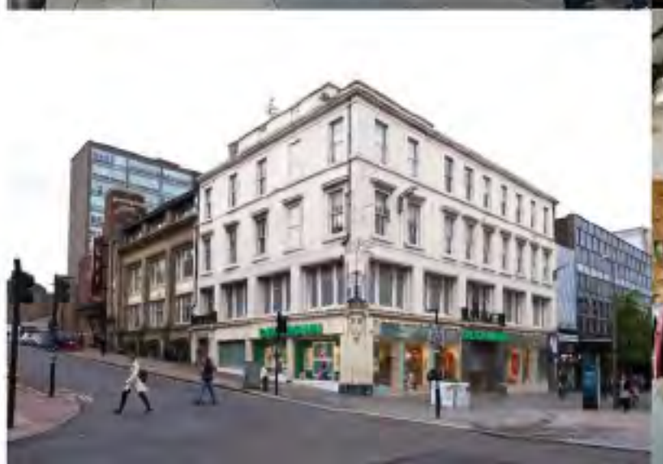
- Shopping in Central in combination with the River Park, quality leisure and cultural attractions and destinations such as the Merchant City create a rich and dynamic mix that will attract visitors and benefit Glaswegians.



(Y)OUR CENTRAL
(Y)OUR VIBRANT CENTRAL

(Y)our vibrant Central

Working in Central

A large portion of the 135,000 people working in Glasgow city centre work in this District. This part of Glasgow drives the city regional economy. The city centre, and Central DRF, must continue to provide jobs and opportunities for Glaswegians from all backgrounds to foster inclusive growth.

To continue to attract and retain thriving businesses (and the talent they need to prosper) the quality of the city as a place to work, live and get around is crucial.

Businesses, investors and workers are increasingly mobile and have high expectations of cities within which to locate. Evidence, backed up by consultee feedback, indicates that a convivial city centre supporting a good quality of life, positive city image with a well maintained, attractive and safe environment is very important.

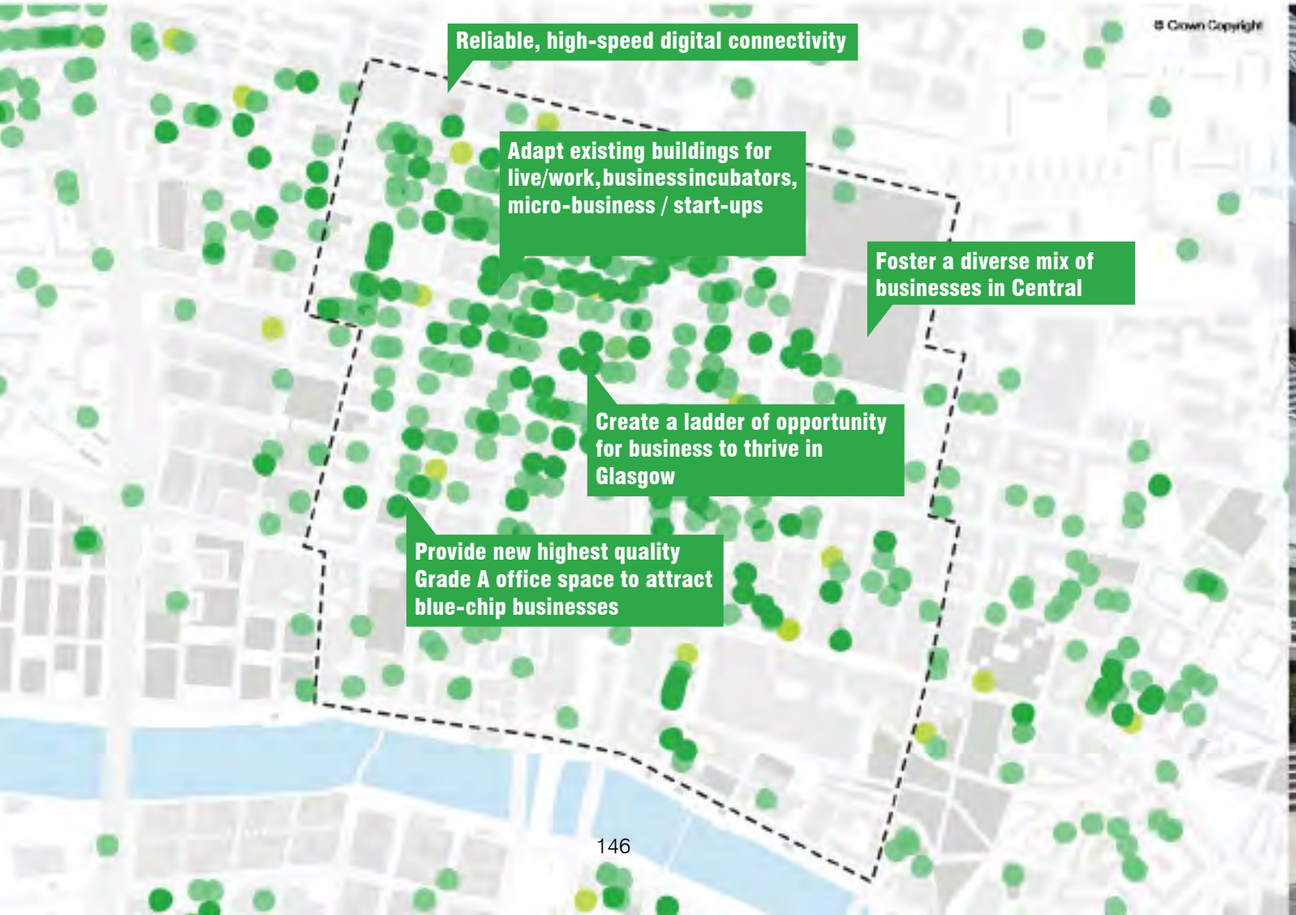
Most buildings in Central are used for office space which makes it one of the major locations for employment in Scotland.

- More Grade A office space is required to continue to attract blue-chip businesses
- There is a need to continue to provide a diversity of workspace environments to enable businesses to grow in place. Provision of a ladder of accommodation enabling micro-businesses to start-up, scale-up and develop is vital.
- Ensuring high speed, reliable digital connectivity and infrastructure is critical for businesses in all sectors.
- Adding more mixed-uses into the office areas will diversity public spaces and streets, transforming them from being largely empty apart from during rush hours in mornings and evenings, into a balanced lively neighbourhood with active streets through the day and evening.

- Create balance and lively neighbourhood by introducing mixture of usages

- Employees and employers increasingly appreciate close proximity to leisure, sport, retail and green space amenities. Moreover the possibility of being able to walk or cycle to work is sought after and blending city centre living with work environments can help create a walkable city.
- Upgrading public realm and maintenance of streets throughout the Central district will improve the image of the area, attracting business and investment

Location: Central District



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(Y)our vibrant Central

Nightlife in Central

Central has a very diverse nightlife offer which caters for people with a wide range of interests from across the city region. Safety, security and transport are essential to ensure the experience is positive for those enjoying Central district's bars, restaurants, night-clubs and venues as well as those working and living in the area.

Continual improvement to transport options to ensure comfortable, safe transport home for those not staying in the area (building upon the NiteZone concept)

- Careful licensing and servicing / refuse arrangements to ensure city centre living is attractive
- Proactive street maintenance and quality street-lighting to ensure clean, safe streets
- Central district and adjacent areas host many students and young professionals who lead an active nightlife so it is important to provide access to all necessary facilities throughout day and night.
- Trial regular extension of retail opening hours and events programme to ensure a smoother transition from day to night-time economy
- Promote better mix of night-time economy in western area of Central DRF (the Central Business District) to maintain street footfall activity in to evening
- Promote lanes activation in line with the Lanes Strategy
- Reactivate The Arches as part of Glasgow's night-life offer and actively support / sustain and promote quality and diversity of offer across the district

- Glasgow's night-life is a vital facet of its quality of life and attractiveness for Glaswegians and visitors
- Carefully integrate and manage dynamic night-life offer with desire for more city centre living
- Diverse range of night activities to attract people from all backgrounds and tastes

- There is a strong demand for late night shopping facilities and restaurants, bars and clubs. Nightlife scene could be enriched by introducing night cinema or opening up a rooftop for parties.

Location: Central District

(Y)our vibrant Central

Culture in Central

Central district has numerous cultural jewels; the Royal Concert Hall, GoMA, the Lighthouse. The city, and Central district, has a great track record in hosting events (street art, music festivals, sporting events, light festivals) and there is a demand from locals and cultural tourists for more. Creativity is synonymous with Glasgow.

- As one of the most historic districts Central has a range of interesting built and social history that need to be preserved, revealed and appreciated. A great example of an existing cultural spot is The Lighthouse, which should be taken as an example for further cultural development of Central.
- It is crucial to provide cultural activities of different scales, from big museums and concert halls to small pop-up spaces, venues, galleries or temporary structures specialising in different forms of art.
- In parallel with curating public art strategies for each district (see (Y)our Great Streets and Spaces chapter) a District 'artist-in-residence' should be appointed to infuse revitalisation of the district with a cultural dimension, applying lesson learned from Stalled Spaces and other relevant cultural programmes.
- Ensure culture is inclusive and accessible to all, whilst striving for artistic excellence. Promote community-led cultural projects.
- Use cultural projects to demonstrate ways to enhance the city; prototype new ways to use spaces and benefit from collective memory and creativity of the city.
- Encourage cultural activity to animate under-used or forgotten parts of the city (Lanes, vacant upper floors etc.) for the creation and presentation of art /performance.

(Y)OUR CENTRAL
(Y)OUR VIBRANT CENTRAL

- Developing cultural programmes that build on Glasgow's international reputation as a creative city.
- Celebrate all art forms, including architecture, working at all scales with temporary, seasonal and permanent cultural interventions.
- Celebrate Glasgow's architectural culture by preserving and showcasing great buildings, especially those at risk.

There should be more public amenities and visitor attractions beyond the cluster of activities on / near the 'Golden Z' (eg. along the River Park).

- Manage cultural programme to ensure it is compatible with mixed use city (eg. enforce noise management guidance adjacent to venues / busking) whilst ensuring established venues can be sustained

Location: Central District

(Y)our vibrant Central
Community infrastructure

Embedding all the necessary community infrastructure in Central is crucial for making Glasgow city centre a successful place for residents, Glaswegians and tourists.

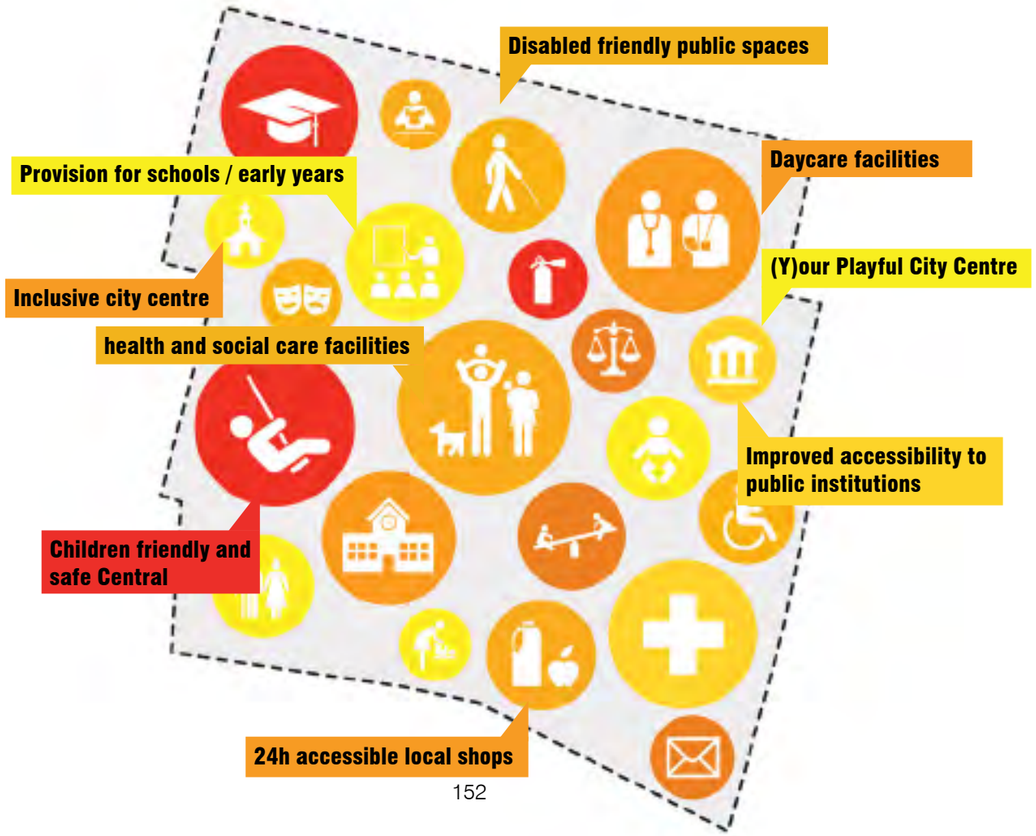
Local residents need to have good access to local services, particularly if city centre living is to be age-friendly. Education, health and social care provision for local population should be woven intelligently in to the city fabric. There may be scope to create shared facilities in the periphery of the city centre that benefit neighbourhoods clustered around the city centre. The community infrastructure in the city centre can also benefit Glaswegians from across the city region.

As Central has a highly developed tourist offer, continuing to provide amenities that ensure a welcoming, positive visit to the city are very important.

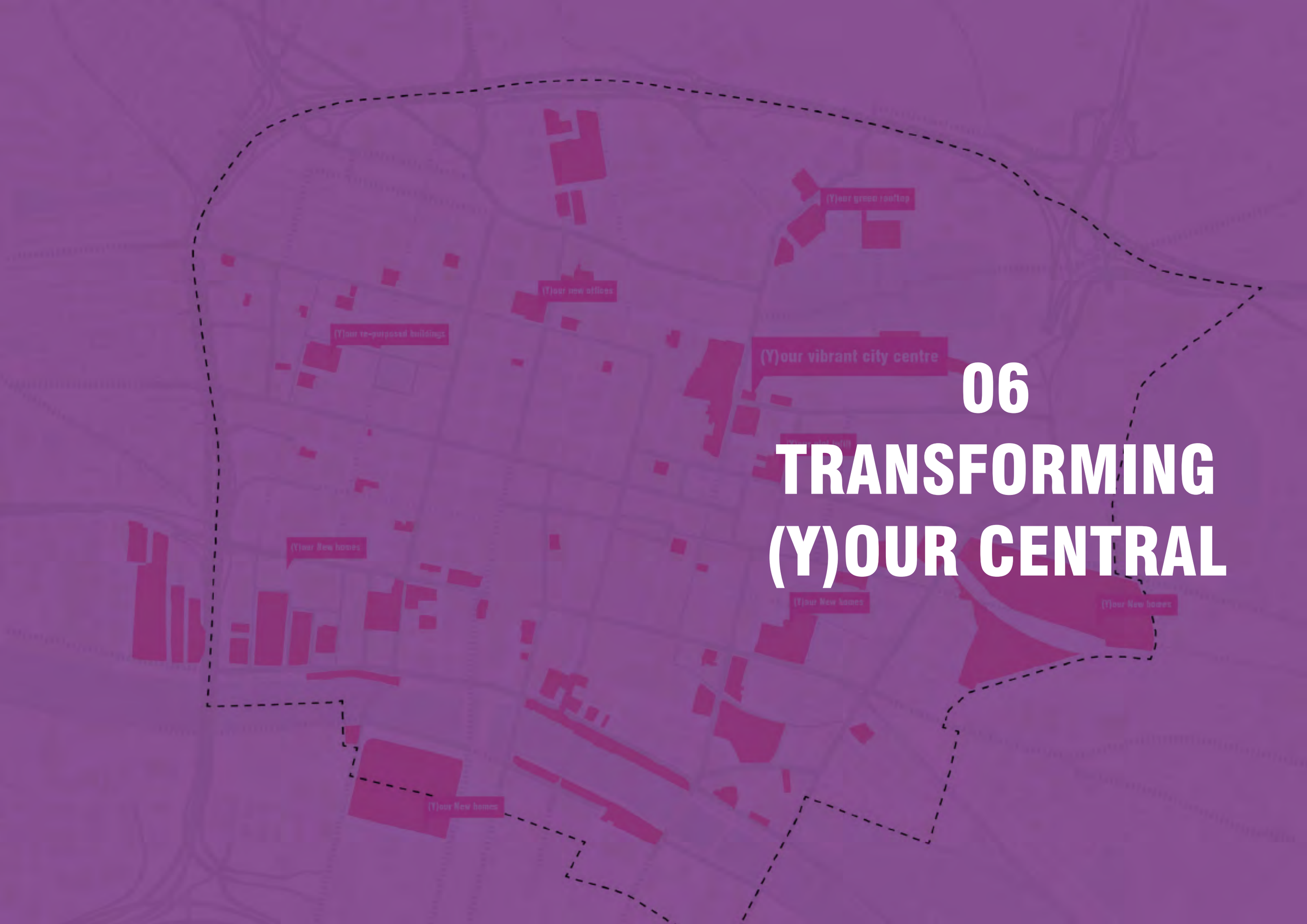
- Provision of local amenities will attract more people to live in Central which will result in a lively city
- Increase in tourism will contribute to local economy

Central district should represent Glasgow as the most diverse and lively district suitable for everyone, offering all the necessary community and cultural infrastructure and amenities. A place were all Glaswegians feel a sense of ownership and a purpose to be in the city.

Location: Central District



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



06

TRANSFORMING (Y)OUR CENTRAL

(Y)our Sustainable, Resilient Central

Central, unlike other city centre districts, has few gap sites and therefore integrating climate change adaptations or low carbon technology is reliant on retrofitting.

Nevertheless development and regeneration in the Central district should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) that can be applied across all DRFs.

Upgrade of streetscape / public realm (eg EIIPR 'Avenues' and more) should be infused with sustainable urban drainage and passive and active technologies to ensure the city centre is capable of supporting nonpolluting active travel, dramatic changes in climate (eg. flash flooding / increased rainfall, urban heat island effects etc.)

New and refurbished buildings should pioneer appropriate building technologies to support low carbon city approach, and investigate district heating / power systems where applicable.

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

(Y)OUR CENTRAL
TRANSFORMING (Y)OUR CENTRAL

(Y)our smart Central

(Y)OUR SMART GRID IN CENTRAL

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

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

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

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

Mesa Musical Shadows

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

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

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

With smart devices connected to a private broadband network, first responders to incidents can pick up a live feed of a disturbance in front of a night-club from CCTV, for example, before they even arrive at the scene, or of criminals in flight from cameras fixed to patrol cars or UAVs (unmanned aerial vehicle) in the vicinity. UAVs are increasingly deployed and used for agricultural, environmental protection, public safety and traffic flow control purposes. Dubai is currently exploring the potential of integrating drones into its traffic management system and to aid police in patrolling the streets. (http://www.thedrive.com/tech/11930/dubai-police-

Glasgow Intelligent Operations Centre

to-add-self-driving-drone-deploying-robotic-patrol-cars)

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

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

The facility has the capability to provide a coordinated, real-time, intelligence-led, response to incidents large and small across the city, placing Glasgow at the leading edge of smart city management. http://futurecity.glasgow.gov.uk/ops-data

(Y)OUR SMART RIVER PARK

Transforming the Clyde into Glasgow's biggest city park and The (Y)our River Park project has been identified as a number one key objective for (Y)our Central and is a prime project to implement smart city solutions.

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

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

Another theme that would be key in creating more vibrant and playful spaces within the River Park are playable city projects that build upon IoT and other innovative digital technologies. Permanent interactive installations such as the Mesa Musical Shadows interactive pavement in Arizona, Shadowing that gives memory to city street lights, enabling them to record and play back the shadows of those who pass underneath or an installation in Taipei that changes colour in response to air quality rely on smart city technologies as well. Interactive, playable projects like this could be installed in the park once the enabling smart technologies are in place.

(Y)our Central brand

Central DRF area (and its constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.

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

(Y)OUR
CENTRAL

(Y)our Central performance monitor

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

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

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

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

(Y)our Central conservation area

Glasgow's Central Conservation Area is the largest in the city.

The area defined as the Central district (DRF area) has a distinctive heritage within the existing Conservation Area. It comprises much of the urban grid of the city centre and most of the major civic, cultural, transport and commercial built heritage of the city centre. It is distinct from the Merchant City, Broomielaw or Blythswood (all, also in the Central Conservation Area).

A focussed redefinition of character areas within Central Conservation Area is proposed, to reinforce and secure these multiple identities.

A refreshed Conservation Area appraisal should identify new approaches to heritage buildings in the 2020s. Demonstration projects for long term vacant buildings should be identified with owners. Promotion of increased awareness and interpretation of social and built heritage should underpin this initiative.

- Review and redefine the existing Central Conservation area guidance to ensure the best approach is taken toward

(Y)our Heritage Property Fund

Develop and manage a dedicated heritage property funding package for grant support toward bringing heritage buildings back into use. This should include proactive planning/conservation/building regs advice and match funding .

Explore the scope for a pilot in Central to demonstrate best practice. Focus on buildings at risk. Enable and reward good custodians of important heritage assets and penalise / enforce action against building owners who neglect or fail to maintain these important buildings.

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

(Y)our night-time Central

To help manage and support a dynamic and exciting night-time economy (ref (Y)our Vibrant Central chapter) and ensure it is compatible with a mixed-use city centre with an increasing resident population Central district has to be part of a network of areas pro actively managed to ensure a safe, clean and attractive environment for all.

- In parallel with Community Safety / NightZones initiatives pilot (Y)our City Centre Night-time Economy initiative.
- Enable trials / initiatives to promote a positive nightlife in Central.
- Establish single point of contact at GCC enabling temporary use of vacant space (sites / buildings) - street food / festivals / pop-up bars etc. Develop programme of events.
- Learn from examples from other cities re events programming and 'night mayor' management.

- Central will continue to be at the nexus of Glasgow's night-life and should be proactively promoted as a destination with a positive evening economy and aligned with efforts to retain / attract business and future residents / investment to the area.
- There is support / interest in delivering events / activities to trial what could work to enhance the night-time economy and visitor experience in Central.

(Y)our clean and well maintained Central

To fulfil the expectations of Glaswegians and visitors alike a clean, well maintained city is vital.

Initiatives to help recycle waste, encourage neighbourhood / community stewardship, campaigns to tackle littering / encourage culture change and using smart technology to ensure high standards of street cleanliness should be encouraged and developed.

- Clean and well-functioning public spaces are crucial. Street cleanliness and maintenance is a high priority issue, with many flagging up dismay at the poor state of many city centre streets, notably in Central district.
- Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre and demonstrate that the city cares about itself.

(Y)our Dedicated Central Team

Dedicated staff resource to drive Central DRF regeneration - working with City Centre team and with specific focus on Central DRF area. A Special Purpose Vehicle required / appropriate to drive Central Regeneration.

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

A Central Taskforce Team could comprise

- Dedicated Team Manager FTE
- Design/Urban Advisor (0.4)
- Traffic Advisor (0.2)
- Maintenance Advisor (0.1)
- Planning Advisor (0.2)
- Finance/ Business Case Advisor (0.4)
- Property / Legal Advisor (0.4)
- Dedicated Marketing/ Development Manager
- Stakeholder / Community liaison
- Trial 18 month period

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

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

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

(Y)our new Central community council

- Explore scope to form a Community Council for Central, dovetailing with Garnethill, Merchant City / Trongate and Blythswood. Explore scope to involve business community as well as tenants / residents of Central area.
- Guidance should be sought about the correct governance / format for any new community-led bodies to help support initiatives in Central district.
- Opinion on this idea was canvassed during community engagement process and gained support. Offer of advice from GCC and other city centre Community Councils was also forthcoming.
- Convene a new Community Council. Network with other established city centre Community Councils. Review DRF and agree areas of focus / projects to champion. Monitor impacts and sustainability of new Community Council. Support and provide capacity building as necessary.

- Capitalise on community engagement and interest arising from the Central DRF consultation process
- Provide a community-led vehicle to focus / champion key DRF projects
- Reinforce and empower a local community currently without a 'voice' / focus.

07

PLANNING POLICY

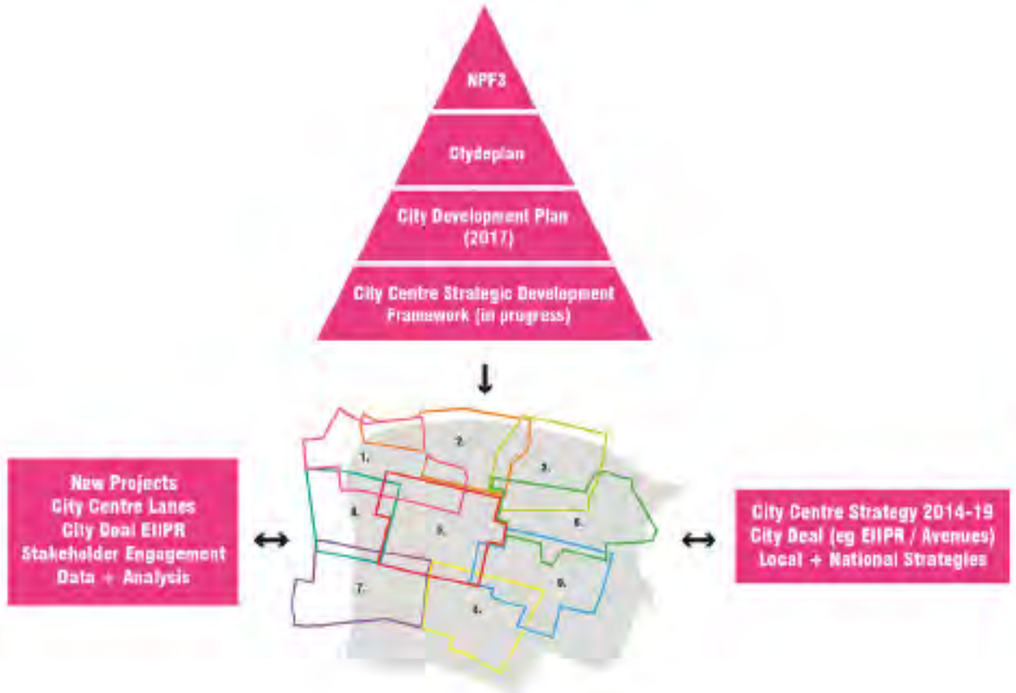
(Y)our Planning Policy

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

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

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

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



LOCAL DEVELOPMENT FRAMEWORK

The City Centre Local Development Framework is currently being finalised after having gone through public consultation. The City Centre LDF articulates the planning and spatial priorities set out in the City Development Plan for the city centre over the next 30 years, reflects the ambitions of the City Centre Strategy and provides the spatial policy guidance to support it.

The SDF proposes six strategic place ambitions to:

- Reinforce the centre's economic competitiveness;
- Re-populate the centre and create a series of liveable and sustainable neighbourhoods that promote health, wellbeing and social cohesion;
- Reconnect the centre with the river and surrounding communities;
- Reduce traffic dominance and car dependency and create a pedestrian and cycle friendly centre 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 reconnect civic streets and reinforce the city's distinctive heritage and character.

The Central DRF will reflect the SDF's high level aspirations through context specific recommendations.

CENTRAL DISTRICT REGENERATION FRAMEWORK OBJECTIVES

The aims of this DRF are to;

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

GLASGOW CITY DEVELOPMENT PLAN

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

- A Vibrant Place with a Growing Economy
- A Thriving and Sustainable Place to Live and Work
- A Connected Place to move around and do business in
- A Green Place which is Resilient, Accessible and Attractive

This strategic approach is supported by 12 policies and linked to supplementary guidance (SG) which provides further detailed guidance and assessment criteria on the policy topics. Refer to SG1 (IPG1) Parts 1 and 2 for further information regarding the City Centre and River Corridor character areas (identified as 2 of 10) and their respective placemaking priorities.

(Y)our Planning Policy

At the time of publication of the Central DRF Glasgow City Council has adopted eight SG documents, with the remaining three operating as interim SG guidance. More details can be found on the Supplementary Guidance website.

The following CDP policies are directly relevant for Central District:

- It lies within an Air Quality Management Area;(CDP1).
- Development will help promote the application of the Glasgow Healthy Sustainable Neighbourhood Model; (CDP1).
- It is within the City Centre Strategic Economic Investment Location (SEIL) (CDP2).
- There is a preference to utilise brownfield sites rather than greenfield sites; (CDP2).
- To prioritise the remediation and reuse of vacant and derelict land; (CDP2).
- It is within the City Centre and River Clyde Strategic Development Frameworks area (SDF); (CDP2).
- Includes the full extent of the City Centre Principal Office/Retail and Commercial Area, most of City Centre Principal Retail and Commercial Areas and a large portion of the City Centre Principal Office Area (SG3 / SG4)
- Specific locations are identified as Economic Development Areas, with some urban blocks specified as Opportunity Sites. (CDP3).
- It has the 'greatest potential' for district heating zones and is within an 'active' Surface Water Management Plan (CDP5).
- Most of the of the District lies within the Central Conservation Area(SG9).
- The neighbouring River Clyde is designated as a Site of Importance for Natural Conservation (SINC) (CDP8).
- It includes a few sites designated for housing (CDP10).
- The full DRF area is designated as 'High Accessibility' in the Public Transport Accessibility Zones map (CDP11).

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

CDP 1: PLACEMAKING PRINCIPLE

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

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

- Servicing or vehicle access to new developments will not be permitted from (or within 20m of the frontage of) the riverfront, Clyde Street, City Centre Primary Streets (levels 1, 2 and 3 – ref SG4), streets designated as EIIPR Avenues or Sites of Special Landscape Importance (ref SG7).
- Bin storage to be internalised with access in line with service access requirements noted above.
- To demonstrate compliance with SG1 (IPG1) designs should be illustrated with perspective views at street level to indicate best practice street design and provision of active frontages, creating a human scale and considering street design as 3 dimensional public space.
- In addition to complying with internal daylighting requirements per SG1 (IPG1) designs should demonstrate street design that provides positive external microclimates; avoiding excessive overshadowing, wind tunnelling, downdraughts and daylighting conditions at street level and at external terraces / roof garden spaces.
- Demonstrate design that promotes the benefits of green (landscape) and blue (water) infrastructure as key features of its riverfront location.
- Demonstrate designs that comply with CDP in improving air quality and reducing the impact of noise.

CDP 2: SUSTAINABLE SPATIAL STRATEGY

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

For the Central DRF area, development proposals will be assessed against the following criteria;

- The regeneration of the River Clyde, and the River Park proposal in particular, is considered to be a project of national significance and should be recognised with national project status in the National Planning Framework.
- Masterplans should be prepared in line with the design principles of this DRF for the Buchanan Galleries / Queen Street Station / Buchanan Bus Station, St. Enoch / Custom House Quay / Briggait (incorporating St. Enoch shopping centre, the Custom House Quay riverfront and the Clutha / Briggait urban block to the City Union viaduct), and the River Park (Glasgow Green to the SEC / Hydro). These should provide a further level of building and landscape design guidance in addition to that in the City Development Plan, the City Centre and River Clyde Strategic Development Framework (when published) and this DRF.
- A Glasgow Healthy Sustainable Neighbourhood Model assessment of Masterplans should be undertaken to demonstrate healthy outcomes have been considered

(Y)our Planning Policy

CDP 3: ECONOMIC DEVELOPMENT

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

For the Central DRF area, development proposals will be assessed against the following criteria;

- Mixed use developments are required throughout the Central DRF area. Vertical mixed uses are encouraged and preferred, where compatible and effective long term management arrangements are demonstrated. This applies particularly to residential and Hotel/ Leisure use (Class 7).
- To promote vibrancy and activity no urban block within the existing street pattern is permitted to have a single land use.
- The north bank of the River Clyde is a key connection to the SEC and Glasgow Green (and beyond). To further support the development of an active riverfront, footfall generating activities and developments are sought and encouraged on the banks of the River Clyde as part of the River Park concept.
- In order to encourage and develop an evening economy within the district, and to provide an increased amenity for higher resident and employment densities, developments providing Class 1 (Retail), Class 3 (Food + Drink), Class 7 (Hotels), Class 10 (non-residential institutions) and Class 11 (Assembly and leisure) are encouraged, especially along active river and street frontages. Positive evening economy uses are especially encouraged in locations where there is a lack of evening economy activity at present.

CDP 4: NETWORK OF CENTRES

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

- A new, multi- functional City Centre Events Space with integrated servicing to accommodate a diverse programme of seasonal events is proposed within the St Enoch DRF area, north of the River Clyde and south of Argyle Street.
- City Deal will also focus on redefining the function and form of the Clyde riverfront in order to create a city-wide regional leisure and cultural destination.
- Enhance connections to the network of Local Town Centres with provision of new pedestrian / cycle infrastructure (on and off street).

CDP 5: RESOURCE MANAGEMENT

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

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

For the Central DRF area, development proposals will be assessed against the following criteria;

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

CDP 6: GREEN BELT AND GREEN NETWORK

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

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

For the Central DRF area, development proposals will be assessed against the following criteria;

- The Action Plan in this District Regeneration Framework will seek opportunities to highlight the national significance of the River Clyde corridor in the City Centre.
- Actions to facilitate and encourage development and projects which help designate the River Clyde as the principal 'open space / green space' (River Park) within the City Centre will be sought.
- New development should demonstrate provision of creative open space / green space that provides many different opportunities for meeting and socialising, integrating elements of play and public art and designed to enhance biodiversity. This provision should contribute to 'open space / green space' requirements outlined within CDP 12: Delivering Development".
- All new development should integrate green roofs (to be not less than 50% of total roof area of each development)
- Provision of open space should be in accordance with Open Space Strategy (updated version to be published). River Park to be considered as part of wider 'open space / green space' provision for new residential development throughout Central DRF.

(Y)our Planning Policy

CDP 7: NATURAL ENVIRONMENT

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

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

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

For the Central DRF area, development proposals will be assessed against the following criteria;

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

CDP 8: WATER ENVIRONMENT

This policy aims to:

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

For the Central DRF area, development proposals will be assessed against the following criteria;

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

CDP 9: HISTORIC ENVIRONMENT

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

For the Central DRF area, development proposals will be assessed against the following criteria;

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

CDP 10: MEETING HOUSING NEED

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

For the Central DRF area, development proposals will be assessed against the following criteria;

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

CDP 11: SUSTAINABLE TRANSPORT

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

For the Central DRF area, development proposals will be assessed against the following criteria;

- Development should enable and support the provision of continuous pedestrian / cycle paths along both banks of the River Clyde
- Car-free housing encouraged / supported throughout DRF area. Enhancements to integrated SUDs, open space standards etc. to be demonstrated in design proposals.
- Any traffic efficiencies achieved by road network adjustments or new technology eg. Autonomous vehicle technology ('driverless cars') should be passed on to the pedestrian (wider footways), cyclist (extended network) and urban design (reduced parking requirements).

CDP 12: DELIVERING DEVELOPMENT

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

For more detailed guidance refer to Refer to IPG12 and then SPG12.

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ACTION PLAN

(Y)our Updated Mobility

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
(Y)our Updated Mobility							
Bigger context: Shift to more sustainable mobility							
Glasgow city centre requires an innovative and progressive Transport Strategy to deliver a significant modal shift from car reliance to active travel and public transport	Review findings from Glasgow Connectivity Commission. Review need for undertaking a refresh of the City Centre Transport Strategy. Secure buy-in / funding to commence refresh. See City Centre Transport Strategy below	Conclude refresh of City Centre Transport Strategy - involving consultation, modelling scenarios for revised traffic management, bus routing, active travel and public transport enhancements. Commence implementation of priority actions. See City Centre Transport Strategy below	Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly. See City Centre Transport Strategy below	Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly. See City Centre Transport Strategy below	Glasgow City Council - DRS and NS (lead); inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail) and (Y)our Pedestrian and Accessibility Champion (see below) and cycling groups. Glasgow Connectivity Commission	High Impact / City Project / Short to Long Term	Many consultees have highlighted the detrimental impact too much traffic (principally private cars) has on the city centre (pollution, congestion, cluttered streets, oversized roads). Observation and analysis of the land take of road space v pedestrian space, coupled with comparison with best practice in high performing cities of an equivalent size confirms the need for a significant change in policy and travel patterns / behaviour
(Ultra) Low Emissions Zone							
Tackle poor air quality in central Glasgow with implementation of an (Ultra) LEZ. Scotland's first LEZ came into effect in Glasgow City Centre on 31st December 2018.	Investigate scope for LEZ / Clean Air zone in Glasgow. Research precedent. Make the case for a trial / research study.	Commence study / research. Assess the policy and legal implication. Assess technical implications - e.g. impact and cost/benefit analysis of electric buses within city centre.	Conclude report, make recommendations and adopt LEZ. Monitor impacts / enforcement.	Assess LEZ impacts. Review scope to progress to an Ultra LEZ. Implement recommendations and assess impact on air quality. Adjust strategy to achieve target outcomes.	Glasgow City Council, Transport Scotland and Scottish Government.	High Impact / City Project / Medium to Long Term	Many consultees have noted poor air quality in central Glasgow. During the preparation of this DRF LEZ issues have become a stated political policy objective aligning with an increasing national awareness of the importance of this issue for public health and long term resilience. Glasgow City Council have established the first LEZ in Scotland.
Traffic-Calmed Central							
Optimise the benefit of Glasgow's urban grid network with a full review of how best to enable vehicular access in and through the city centre. Part of wider refreshed City Centre Transport Strategy. See Smart 'Tartan' Grid above.	Within scope of any refresh to the Transport Strategy for the city centre a full review / modelling of implications of new arrangement for traffic management to be considered - see City Centre Transport Strategy (below)	Conduct full review of one way / two way / car-free / shared space options within Glasgow street grid - towards a Smart Tartan Grid of streets. Scope for repurposing of streets for car only or car free traffic management. Trial options and verify through modelling (and vice versa).	Approve revised Transport Strategy (with new City Centre / Blythswood Circulation / Traffic Management).	Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.	Glasgow City Council (lead) - NS and DRS.	High Impact / City Centre Project / Short to Long Term	Many consultees have requested that the city centre become more walkable / pedestrian / bicycle friendly and reduce the potential for and extent of congestion. Several cautioned against limiting car accessibility. As demonstrated by other high performing cities this is liable to require bold, ambitious and integrated concepts to optimise the benefit of Glasgow's urban grid.
Specialisation in streets (Tartan)							

(Y)our Updated Mobility

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Ensure comprehensive and continuous network of high quality, safe and attractive pedestrian and cycle routes alongside reliable bus corridors and adequate car / service access to and through Glasgow city centre. Refer to Variation in street character (Tartan Grid) -above.	Within scope of any refresh to the Transport Strategy for the city centre compile an initial mapping of routes network based on desk based analysis. Develop brief and case for full city centre accessibility audit (focussed on pedestrian and cyclist routes).	Conduct and conclude accessibility audit. Report back to GCC and Access Panel / cycling groups. Agree prioritised, costed Action Plan. Seek and secure funding and implement 'quick wins'.	Implement 'quick wins' - focus on high impact missing links / conflict points. Progress to follow up actions / priorities. Monitor impacts and adjust investment priorities in consultation with pedestrians / cyclists. Coordinate delivery in tandem with revised Transport Strategy and Smarter Bus Network review.	Conclude enhancements (including EIIPR ' Avenues') to provide a comprehensive upgrade of the pedestrian and cycle networks.	Glasgow City Council - NS and DRS in partnership with Access Panel, cycle groups and (Y)our Pedestrian and Accessibility Champion (see below)	High Impact / City Centre Project / Short to Long Term	Many consultees confirmed Glasgow's compact city centre street grid is a significant asset. The analysis and proposal to create clearer hierarchy / differentiation between pedestrian, cycle or bus priority routes was welcomed by consultees.
Smarter Cleaner Bus Network							
Refine the bus route network, service provision and bus stop locations to integrate with other modes of public transport and active travel and service key destinations / communities. The success of this project is dependant on bus operators and limitations of legislation.	Undertake an initial review of bus routing and bus stop locations for service gaps / duplication. Assess data of trip origin / destination points.	Conduct a full review of bus routing and stances - in partnership with SPT and bus companies. Highlight areas of under or over provision and duplication. Undertake an initial feasibility study into re-regulation / franchising of bus services within Glasgow city centre. In light of new guidance from Scottish Government.	Trial, monitor and permanently implement recommendations of city centre bus review. Progress legal / business implications of re-regulation / franchising of bus services.	Continue to implement and monitor impact of enhancements to bus services in central Glasgow.	Glasgow City Council - NS and DRS; in partnership with SPT and bus companies.	High Impact / Regional Project / Medium Term	Many consultees (general public and key stakeholders) highlighted bus routing and service provision as a significant issue. Many suggest the system requires a comprehensive and radical review to improve service reliability, be easier to comprehend and optimised to align with demand and to reduce congestion / pollution.
Smarter Parking in Central							

(Y)OUR CENTRAL
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(Y)our Updated Mobility

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(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Investigate scope for further consolidation / concentration of car parking on the edge of the city centre to limit penetration of cars into the city centre and to induce footfall. This project is dependant on a much wider park and ride policy and actions being implemented to reduce commuter vehicular travel to the city.	Within scope of any refresh to the Transport Strategy for the city centre a full review / modelling of car parking arrangements to be conducted - see City Centre Transport Strategy (below)	Verify scope to optimise multi-storey parking in edge of city centre locations. Identify candidate sites. Assess long term viability of existing parking provision, especially the elimination of all off road surface parking within central Glasgow, and reduction of on-street provision. Review / trial parking price regimes / incentives.	Approve revised Transport Strategy (with new City Centre / Central parking strategy).	Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.	Glasgow City Council (lead) - NS and DRS. City Parking and private car park operators.	High Impact / Centre Project / Short to Longer Term	Analysis suggests that land take for parking remains too high in central Glasgow. Whilst some in central Glasgow retail / business / resident community are anxious about any reduction in parking (in the absence of reliable, high quality public transport alternatives) many consultees perceive there to be too much space / access for cars in the city centre. Many consultees supported consolidating parking in off street multi-storey car parks (MSCP)
Updated train stations							
Enhance passenger experience to increase patronage of rail / public transport and to attract investment / development in high density clusters around transport interchange nodes - e.g. Queen Street / Argyle Street / Central Station	Scope out improvements at Central Station (especially Argyle Street / Low Level entrance) alongside any further enhancements beyond those underway at Queen Street Station. Explore clustering development around Queen Street Station and Argyle Street Station. Reconsider prospect of Glasgow Crossrail, linking Queen Street Low Level to rail network south of the Clyde.	Scope out improvements at Central Station (especially Argyle Street / Low Level entrance) and Queen Street Station, including George Square public realm. Liaise with EIIPR / 'Avenues' project regarding enhancements adjacent to Queen Street Station, Central Station and Argyle Street Station. Within masterplan-led approach advocate mixed use, higher density development at Queen Street Station and Argyle Street Station. Enhance wayfinding / real time customer information between rail / subway and bus interchanges within Central DRF area, notably between Buchanan Bus Station and Queen Street Station. Scope out a STAG process for Glasgow Crossrail.	Undertake Glasgow Crossrail STAG appraisal. Develop feasibility study for further enhancements to Central Station. as deemed appropriate. Conclude feasibility studies and commence design work. Design, procure, construct.	Design, construct and monitor impacts in long term planning and delivery strategy.	Transport Scotland, ScotRail and Glasgow City Council (lead) - DRS and NS. Key Partners / Stakeholders incl Network Rail, SPT and public transport stakeholders. Key dependency on Network Rail.	High Impact / City Project / Medium to Long Term	Consultees agreed with the findings that the rail stations serving Central district require significant improvement (and more effective interchange / signage). Proposals to improve Queen Street Station passenger experience were well received and deemed a priority by many. It was welcomed that these are progressing. Other consultees promoted revisiting the Glasgow Crossrail concept.

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(Y)our Updated Mobility

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(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Connecting Train Stations							
Enhance the quality of the passenger experience for interchange between Queen Street Station and Central Station. Improve wayfinding, pedestrian priority and public realm along routes between both stations. Aim to showcase Glasgow and ensure city centre benefits from higher footfall.	Undertake an audit of the existing routes, pedestrian accessibility, signage and amenity along principal routes (Gordon Street, Buchanan Street, West George Street) and alternative routes (Royal Exchange Square / George Square). Assess routing interface with redevelopment of Queen Street Station. Analyse how pedestrians use existing street network and develop design in response to data / evidence. Survey users and users groups (e.g.. Access Panel). Make business case for improvements.	Prepare prioritised package of interventions along 'branded' route between both stations. Develop design / branding and consult with key stakeholders. Dovetail physical interventions with online / app based digital interface to assist passengers.	Design, construct and monitor impacts in long term planning and delivery strategy.	Monitor and make adjustments / enhancements accordingly.	Glasgow City Council - lead (DRS, NS), Access Panel, (Y) our City Centre Pedestrian Champion, SPT, Network Rail, local businesses	High Impact / City Project / Medium Term	Many consultees highlighted the poor pedestrian connections between both Stations. It was widely recognised that improving the quality and ease of navigation along the route is important and making it appealing and easy would also benefit the city centre as well as public transport providers. Some proposed a subterranean route however it was felt that this would bypass the city centre and diminish the benefit of footfall between the stations.

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(Y)our Updated Mobility

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Dynamic Buchanan Bus Station							
Whilst out with the Central DRF area Buchanan Bus Station is strategically important for the city centre and the DRF area. It needs to be better integrated with the city centre and DRF area. It could be enhanced as a public transport interchange. It should have a better physical connection to Queen Street Station and it has a role to play at the interface between regional bus services and local city centre fleet. Moreover the Station itself presents a significant development opportunity.	Explore / develop existing masterplan options in the context of the DRF and the wider objectives for the City Centre and the Connectivity Commission. Make the business case for a broader masterplan of the Bus Station and immediate urban environment.	Commission and report back on masterplan outcomes, following consultation with site owners, key stakeholders (incl. Glasgow Caledonian University), bus companies and passengers. Act upon masterplan recommendations, including developing any design proposals / planning application for redevelopment of Buchanan Bus Station. In parallel develop business case for public realm enhancements for streets around Buchanan Bus Station and linking to Buchanan Street. Liaise with Buchanan Galleries and Network Rail regarding enhanced connections between Buchanan Bus Station and Queen Street Station.	Appoint design team and develop phased proposals to reconfigure Buchanan Bus Station (as deemed necessary). Develop designs for public realm enhancements. Continue to liaise with redevelopment proposals for Buchanan Galleries / Queen Street Station.	Design, construct and monitor impacts in long term planning and delivery strategy.	Strathclyde Partnership for Transport - lead, Glasgow City Council (DRS, NS), Network Rail, Buchanan Galleries, landowners, passenger groups	High Impact / Regional Project / Medium to Long Term	Feedback from consultees confirmed analysis that Buchanan Bus Station is remote and poorly connected in to Central DRF area. Enhancements to improve access between bus and rail services were discussed by consultees. Notwithstanding the refresh of Buchanan Bus Station some observed scope to improve the station environment and international best practice confirms scope for enhanced passenger facilities, potentially optimal bus stance configurations and better integration with the city centre environment.
Street Safety and Accessibility							
Optimise street and public realm accessibility and safety to improve Glasgow city centre for all users. Promote the city centre as a safe and accessible destination (See (Y)our Pedestrian and Accessibility Champion)	Instruct a full city centre accessibility audit (pedestrian and cyclist routes) - see Updated Pedestrian and Cycle Network (above). Assess public realm / road safety audits as well as 'design speeds' of existing street / road network. Adopt Designing Streets ethos - minimise guardrails and reliance on signage. Align with Autism Friendly Glasgow.	Conduct and conclude accessibility audit. Report back to GCC and Access Panel / disability groups. Agree prioritised, costed Action Plan. Seek and secure funding for 'quick wins' - refer Updated Pedestrian and Cycle Network (above)	Implement findings of audit - see Updated Pedestrian Network (above)	Conclude enhancements - see Updated Pedestrian Network (above)	Glasgow City Council - NS and DRS in partnership with Access Panel and Pedestrian Champion (see below). Also include Visit Scotland.	Moderate Impact / City Centre Project / Short to Medium Term	Key stakeholders highlighted need to improve pedestrian accessibility generally to create an inclusive city centre for all. This initiative would align with ongoing proposals to ensure Glasgow city centre is Autism Friendly by 2023

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(Y)our Great Streets and Spaces

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
(Y)our Great Streets & Spaces							
Bigger Context: Improved Public Spaces and Connections							
Significantly enhance the quality of the public open space within the city centre. It is essential to maintain an overview, across the city centre, to prioritise action and ensure the hierarchy of streets and spaces is enhanced. Identify opportunities to capitalise on the 'Avenues' investment at appropriate connecting streets e.g. Miller Street.	Ensure a (Y)our City Centre Public Open Space strategy, focussing on (Y) our Great Streets and Spaces, is encapsulated within the City Centre Strategic Development Framework (SDF). The extent of the EIIPR 'Avenues' City Deal project is confirmed. Promote and designate the new River Park. Commence a review of Glasgow city centre's streets as part of Glasgow urban mobility network (see 'Tartan Grid' below) and public events spaces (hierarchy of main squares and principal streets plus Glasgow Green) - refer to George Square project sheet (below).	Develop, consult and confirm (Y)our Public Open Space Strategy as part of the City Centre SDF. Review and encapsulate the relevant key findings from the Glasgow Connectivity Commission. Coordinate (Y)our City Centre Public Open Space strategy with a refreshed Transport Strategy. Monitor progress across the city centre and within the DRF area against this and parallel DRF action plans.	Monitor and implement impacts of (Y)our City Centre Public Open Space Strategy. Coordinate with a refreshed Transport Strategy.	Monitor and implement impacts of (Y)our City Centre Public Open Space Strategy	Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.) (Y)our Pedestrian and Accessibility Champion	High Impact / Regional Project / Short to Long Term	Analysis confirms that Glasgow is failing to optimise its network of city centre streets and public open spaces. Consultees recognise the qualities that the best of Glasgow city centres streets, squares and parks have and the need to emulate this quality across the city centre. Glasgow's public open spaces in the city centre fail to meet the standards in equivalent cities in terms of quality of place, design and maintenance. Moreover many consultees see scope for dramatic improvement in terms of accessibility, functionality and efficiency as places to move through, stop and enjoy or to host events / city life.
Variation in street character (Tartan Grid)							
Enhance the quality and legibility of Glasgow's city centre urban grid of streets and squares. Optimise the efficiency and functionality of the street network to support the hierarchy of travel modes; pedestrian, cyclist, public transport, servicing, private vehicle. Review one-way road system and assess benefits of alternatives. Refer to (Y)our Updated Mobility chapter.	Develop a (Y)our City Centre Public Open Space Strategy. Make Business Case to undertake scenario testing of traffic modelling of 'tartan' street grid concept. Progress in parallel with negotiations to revise bus routing, plug cycle network gaps and develop River Park / Urbanised M8 concepts.	Refine and finalise 'tartan' grid concept and encapsulate in to the City Centre SDF. Consult and confirm, alongside any revision to the City Centre Transport Strategy. Identify prototype / proof of concept trials to establish potential for 'tartan' grid / super-grid creating local car access streets and enhancing pedestrian, cycle and bus routing.	Develop business case for implementing 'tartan' street grid on a prioritised basis. Design, procure, construct and monitor impacts. Implement in a phased basis.	Continue phased implementation. Design, procure, construct and monitor impacts.	Glasgow City Council (lead) with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.) (Y)our Pedestrian and Accessibility Champion	High Impact / Regional Project / Short to Long Term	Many consultees confirm site analysis that the city's urban street grid is a great asset which is not used optimally. There was widespread agreement that too many streets are poor quality as they try (and fail) to accommodate the pedestrian, cyclist, bus, taxi and car. Many consultees also highlighted that the city grid can be confusing for pedestrians and drivers alike and enhancing the street hierarchy would assist in legibility and wayfinding. This action will become part of the transport strategy.

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(Y)our Great Streets and Spaces

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Green streets, parks and play spaces							
Increase greenspace and soft landscaping throughout Central district, including more street trees in carefully selected locations. Ensure integration of play - towards (Y)our Playful City	Understand the extent of new green infrastructure to be implemented via 'Avenues' / EIIPR. Acquire land-ownership information and review existing and potential greenspace opportunities.	Develop designs (in accordance with emerging Public Realm design guides / Surface Water Management Strategy) for enhanced greenspace in Central District. Seek pilot project within Central DRF (in addition to 'Avenue' / EIIPR) to develop city centre green infrastructure concepts - see George Square, Blythswood Square and Bothwell Street : CBD 'High Street' project sheets (below).	Design and construct first additional interventions (in tandem with the Glasgow City Centre Lanes Strategy). Assess environmental and social impacts (incl integration of SUDs and urban play space)	Continue to implement greenspace network as per the Masterplans for River Park etc. Monitor impacts and adjust implementation accordingly.	Glasgow City Council - DRS and NS with City Deal; inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl utilities companies.	High Impact / Local Project / Short - Medium Term	Many consultees have reflected on the lack of green space in central Glasgow. Technical consultees have raised the need for improved biodiversity, surface water management and need for informal play space environments. These observations are supported by survey and analysis of the district and the lessons to be learned from elsewhere including the benefits (health, socioeconomic, environmental) of increased and quality urban green space.
Update streets of "Golden Z"							
Buchanan Street, Argyle Street and Sauchiehall Street all benefitted from significant public realm enhancements in the late 1990s / early 2000s. These enhancements created Scotland's longest pedestrianised route. Whilst aspects of these public realm projects have endured all three streets would benefit from a refresh, especially Sauchiehall Street and Argyle Street (both included in the EIIPR 'Avenues' project.	Review extent of EIIPR 'Avenues' project scope and proposals regarding Sauchiehall and Argyle Street. Conduct street audit and assess what adjustments to Buchanan Street are necessary to meet wider (Y)our City Centre objectives.	Develop business case for enhanced public realm interventions along Golden Z, beyond those already envisaged.	Secure funding and develop designs, procure and implement alongside wider EIIPR / 'Avenues' projects.	Monitor and make adjustments / enhancements accordingly.	Glasgow City Council - DRS and NS with City Deal; inputs from building occupiers / communities. Access Panel. (Y) our City Centre Pedestrian and Accessibility Champion	Additional Impact (beyond EIIPR) / City Centre project / Short to Medium Term	Many consultees highlighted the poor quality of Argyle Street and Sauchiehall Street. Most reflected on the positive qualities of Buchanan Street and several sought to make it car-free (e.g.. no roads to cross). Any scope to further enhance Buchanan Street (to ensure it emulates ambition of Avenues project) should be explored.

(Y)our Great Streets and Spaces

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Design for rain							
Enhance the quality of principal Glasgow city centre streets / spaces by providing elegant galleria /canopies. Create a sheltered and comfortable city centre experience to encourage all year round activity, regardless of prevailing climate.	Undertake a precedent study of existing urban galleria. Assess applicability to Glasgow city centre. Define scope for technical feasibility study for Central DRF area, notably along / around Golden Z, key lanes and Connecting Train Stations project.	Prepare business case for technical feasibility study. Commission and undertake study. Identify priority pilot project(s).	Act upon recommendation of feasibility. Prepare business case to implement recommendations accordingly.	Design, procure and construct galleria. Monitor impact and any adjustment to feasibility study recommendations.	Glasgow City Council - DRS and NS with City Deal; inputs from building occupiers / communities. Access Panel. (Y) our City Centre Pedestrian and Accessibility Champion	High Impact / City Centre project / Medium to Long Term	Several highlighted the wet climate and challenge of competing with indoor shopping mall experience for convenience and quality. Some proposed covered streets / galleria / urban canopies. Several were anxious about the impact on the city centre and disruption to built heritage / cityscape. Implementing galleria could create an attraction / destination in itself and act as a landmark for Glasgow. Further studies /consideration recommended.
Glorious George Square							
George Square is the city's most important urban square. It needs a major upgrade to create a high quality civic space designed for people and diminishing or removing the impact of traffic. The square should be upgraded in tandem with redefining the hierarchy of urban spaces in the city centre by creating a River Park and an Events Square to relieve pressure on George Square.	Assess the findings of recent public consultation regarding George Square and the Connectivity Commission.	Develop a brief and business case to revisit the redesign of George Square as a car-free (in full or in part) civic square. Brief should be developed in tandem with provision of River Park and an Events Square (see (Y)our St Enoch). Secure mandate to proceed to developing designs. Undertake detailed analysis of urban space. Trial, through Experimental Traffic Regulation Orders, modification to street network. Observe and monitor impacts, alongside traffic modelling.	Design, procure and implement reconfiguration of George Square, encapsulating integrated smart city and surface water management requirements.	Monitor impacts and refine, make adjustments to optimise performance of George Square.	Glasgow City Council - lead (DRS, NS), public, local businesses / land and building owners / occupiers, Access Panel, (Y)our City Centre Pedestrian and Accessibility Champion	High Impact / Regional project / Medium Term	George Square fails as Glasgow's principal urban space. Most consultees are seeking enhancement to the square. Many wish to see reduced impact of cars and commercialisation of square. Despite cynicism and fallout from previous attempts there is recognition that George Square should be upgraded to improve the city's image and the quality of one of the few public open spaces in the city centre.

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(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Central Station Entrances : Hielanman's Umbrella as station lobby							
Gordon Street and, particularly, the Hielanman's Umbrella on Argyle Street fail to create an appropriate high quality entrance to Glasgow's busiest station. Whilst enhancements have been implemented in the past decade or so there is a pressing need to create a far more appealing and high quality entrance / gateway in to the city / station at both locations. making Gordon Street pedestrian priority and car-free and considering the possibility of creating a car-free station lobby at the Hielanman's Umbrella are proposed.	Review existing investment plans for these locations, notably the EIIPR / 'Avenues' proposals for Argyle Street.	Develop a brief and a business case to enhance both Gordon Street and Argyle Street and the entrances to Central Station, respecting the architectural heritage whilst redefining the station's relationship with the city centre, especially to Argyle Street. Commission a feasibility study accordingly, building evidence base for pedestrian flows, modelling and surveys.	Based upon technical feasibility study and business case findings progress to design, procure and construct station entrance and public realm enhancements.	Monitor impacts and adjust street / entrance configurations accordingly.	Glasgow City Council - lead (DRS / NS), Network Rail, SPT, Access Panel, (Y)our City Centre Pedestrian and Accessibility Champion	High Impact / City Centre project / Medium Term	Many highlighted the poor quality of the streets / spaces around Glasgow Central Station, notably at the entrances at Argyle Street and Gordon Street. The Hielanman's Umbrella (and the 4 Corners) cited as one of the least attractive locations in the city centre. Gordon Street routinely observed to have recurring pedestrian / traffic / service access conflicts.
Bothwell Street: The CBD High Street							
Redefine Bothwell Street as the Central Business District's 'High Street' - a high quality street giving a great first impression to visitors arriving from the airport, motorway and Central Station. Bothwell Street is the heart of the business district but is in poor condition and dominated by traffic, despite ongoing investment in development in the area.	Establish a business case to develop a feasibility study to consider options to enhance Bothwell Street. Commission and conduct a costed analysis of what could be delivered. Seek funding to progress.	Develop designs to enhance full extent of Bothwell Street. Dovetail with ongoing EIIPR / 'Avenues' programme. Integrate similar surface water / smart city solutions as EIIPR.	Procure and construct reconfiguration of Bothwell Street.	Monitor impact and adjust streetscape in response to feedback in use.	Glasgow City Council - lead (DRS, NS), public, local businesses / land and building owners / occupiers, Access Panel, (Y)our City Centre Pedestrian and Accessibility Champion	High Impact / City Centre project / Medium Term	Bothwell Street is, in effect, the CBD High Street. It is the first street most encounter when arriving from the airport / motorway. The streetscape currently provides a poor first impression of the city centre. The street is dominated by speeding traffic and inconsistent and inadequate streetscape finishes. Several consultees, including those developing or seeking investment in the city centre, highlighted the need to enhance Bothwell Street and others within the business district to attract and retain business and investment.

(Y)our Great Streets and Spaces

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Surface Water Management Strategy							
Seamless integration of Council's Surface Water Management Strategy - fused with public open space strategy and other interventions (e.g. roof gardens / rain gardens). A design response to achieve zero discharge of storm water into combined sewers	Review technical constraints / viability of integrating Surface Water Management Strategy objectives within Central DRF (in addition to the 'Avenues' / EIIPR projects	Identify a pilot project (a Central Lane / Plaza / DRF Open Space / Rain Garden) to identify Surface Water Management (SWM) best practice. Scope out full extent of 'optimum' SWM approach and develop costings. Consider funding / developer contribution scenarios to enable forward investment.	Integrate Surface Water Management into pilot projects and assess achievement of KPIs. Apply lessons to future briefing and implement through remaining greenspace infrastructure.	Long term cycle of review / monitoring of impacts as each phase is delivered	Glasgow City Council (lead) - NS and DRS; partnership working with Scottish Water, SEPA and SNH. Seek academic partners to review/ research implementation.	High Impact / District Project / Long Term	Surface Water Management (SWM) Strategy approved by GCC. There is a pressing need to implement the recommendations from the SWM Strategy to deliver more resilient urban infrastructure to future-proof the city and enhance city centre environment.
Public Art							
Development of an innovative and creative arts strategy and programme of permanent and temporary installations to meaningfully embed visual and performing arts in to the Central District	Seek funding to trial a Central Artist-in-Residence. Develop a brief for a City Centre Public Arts Strategy (including urban feature lighting). This could be an extension of the planned artist in residence by Council ward. Review scope of existing public space design / scope and opportunities to integrate artworks (temporary or permanent)	Explore scope to trial public arts projects in Central via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.). Temporary events. Commission and finalise (Y)our Central Public Arts Strategy. Make funding applications to implement (including Section 75 monies)	Deliver Central Arts Strategy - monitor and review impacts	Deliver Central Arts Strategy - monitor and review impacts	Glasgow City Council and Creative Scotland - lead. Inputs from Glasgow School of Art, local arts community (via networks), local communities, businesses / developers	Moderate Impact / District Project / Short to Long Term	Central DRF study area includes many significant arts / culture institutions and venues. Many consultees have championed the arts as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration in the area. Glasgow is renowned internationally as a cultural hub and authentic, creative regeneration adds significant and lasting value to place-mending. The arts can help test and change perceptions of places and act as a catalyst for change in urban regeneration. Central presents a massive opportunity to test that in a city centre district, capitalising on the well established cultural network in the district.

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Great Buildings

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
(Y)our Great Buildings							
Building add-ons and infills							
This DRF envisages an increase in urban density and mixed uses. This could involve a potentially significant increase in density.	Confirm analysis in Central DRF and emerging masterplans. Identify and plug gaps in analysis / data. Confirm baseline and projected uplift. Scope out study to assess skyline and tall buildings policies / analysis.	Conduct skyline / tall buildings policy review (including Conservation Area appraisal). Confirm validity of findings.	Monitor implementation of policies and effectiveness / appropriateness in delivering increased density, mix and quality.	Monitor and review effectiveness and adjust guidelines accordingly.	Glasgow City Council - DRS and NS, Historic Environment Scotland, Architecture + Design Scotland	Local Policy	Comparative analysis indicates Glasgow needs to be more densely populated. Moreover there is scope, accepted by most consultees, that Central DRF is an appropriate location for higher density (and potentially taller buildings - notably along the river and adjacent to mainline rail stations).
Historic Central							
A significant portion of the Central DRF area is included within the Central Glasgow Conservation Area. Built heritage enriches Glasgow, gives areas in the DRF distinctiveness and is crucial to the future success of the area.	Review the existing Conservation Area policies and guidance. Audit what actions / guidance is or is not currently adhered to. Consider preparing Central specific guidance to emphasise the area's distinctive historic identity. Approach all owners of historic buildings / sites to evaluate potential to support / advise. Early focus on buildings at risk (e.g. Egyptian Halls and Lions Chambers)	Scope out and procure a Conservation Area appraisal. Refresh the Conservation Area policy and guidance supplemented / replaced with Central area specific appraisal and guidance. Scope out and develop funding application to support maintenance and appreciation of Central's built and social heritage.	Implement and monitor policy effectiveness. Implement projects with secured funding. Implement a Central heritage interpretation programme.	Implement, monitor and adjust policy / projects	Glasgow City Council, Historic Environments Scotland, Glasgow City Heritage Trust, Glasgow Building Preservation Trust, Scottish Civic Trust, others.	High Impact / City Centre Project / Short to Long Term	Glasgow's built heritage is recognised as one of the city's prized assets. Consultees overwhelmingly cite built heritage as one of the best things Glasgow city centre has. However there is concern amongst many consultees that existing policy / enforcement is failing to secure sustainable long term uses for historic buildings. Several heritage consultees highlighted the plight of many buildings at risk, with concern that policy / support is insufficient. Many consultees feel there's a lack of appreciation of the importance of the built heritage, and many buildings are poorly maintained.

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Great Buildings

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Lively Street fronts							
Active street frontages on principal routes, in line with IPG1 - Placemaking Principle. Ensure accessible / active frontages on principal streets / spaces / routes throughout Central DRF - including along the river frontage.	Confirm existing and new routes to have the greatest focus for active frontage (e.g. Argyle Street). Audit existing building frontages. Identify missing pieces / areas for improvement. Test application of new planning policy (DRF SPG)	Maintain a dynamic map / monitor of active frontage throughout DRF. Review implementation of planning policy and areas for redefinition / reinforcement of policy. Scope out a shop front / street frontage enhancement programme and pilot on Argyle Street.	Review and refine policy through implementation. Consider researching data re footfall / economic benefits in areas with successful implementation.	Review and refine policy through implementation	Glasgow City Council - DRS (supported by 3rd party review / research). Liaison with developers / land and building owners / occupants and architects	High Impact / Local Project / Short to Medium Term	Quality active frontages are fundamental to successful cities and convivial streets. It is essential to monitor the condition and provide support / guidance to building owners / developers to ensure active street frontages are introduced in the correct locations.
Design Guidelines Needed							
For high profile sites / streets or recurring issues clear Design Guidelines are needed to ensure high quality design is applied to Central's regeneration.	Review Central DRF recommendations. Confirm locations that warrant specific design guidelines (e.g. Argyle Street, area around Queen Street Station incl. George Square / Buchanan Galleries / North Hanover Street / Buchanan Bus Station, Central Business District)	Scope and procure design guidelines to augment Central DRF and River Park masterplan.	Adopt and apply Design Guidelines. Monitor and review effectiveness.	Monitor and review effectiveness and adjust guidelines accordingly.	Glasgow City Council - DRS and NS, Historic Environment Scotland, Architecture + Design Scotland	Local Policy	Restoring Argyle Street, enlivening the River and locations around Queen Street Station (from George Square to Buchanan Bus Station) are high priorities emerging from the DRF, with widespread backing from consultees. It is essential that regeneration (place-making and place-mending) is achieved to the highest standards in these locations. Specific design guidelines are therefore recommended to give clear advice to designers, developers and planners.
Open up Buchanan Galleries							
Open up routes to and through Shopping Centre to connect the city centre (George Square) with the Buchanan Bus Station and Cowcaddens.	Establish dialogue with stakeholders (especially Buchanan Galleries) to review feasibility for access routes / rights of way from George Square / West George Street to Buchanan Bus Station through the shopping mall. Seek and secure funding to develop a masterplan to restore connections (and enhance North Hanover Street)	Commission and conclude a feasibility study / masterplan to create linkages through the Shopping Centre (to/ from Queen Street Station / Buchanan Bus Station) to improve connections to and through the mall (to increase footfall). Identify any 'quick wins' and seek to trial these.	Make the business case to implement the recommendations of the feasibility study to integrate restored routes in parallel with redeveloping the Shopping Centre and adjacent development at Queen Street Station	Complete and monitor impacts of new routes.	Buchanan Galleries managers / owners Glasgow City Council adjacent landowners / investors / developers (Y)our City Centre Pedestrian Champion	High Impact /Local Project / Short to Long Term	Consultees agreed with analysis confirming the extent to which the large mall severs north-south routes to and from the city centre and Buchanan Bus Station. There was widespread support and interest in restoring these connections and opening up the mall to be better integrated within the city centre street network and links to transport hubs. A better connected mall should assist (and benefit from) increased footfall.

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Vibrant Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
(Y)our Vibrant Central							
Central DRF features approximately 5/6 distinctive neighbourhoods. This diversity should be celebrated and (where appropriate) reinforced or redefined.	Confirm DRF analysis of existing and proposed neighbourhood characteristics. Consider need for further neighbourhood specific masterplans	Procure and conclude a Masterplan for adoption / promotion / coordination of regeneration of sites in Central, Blythswood Hill, Central Business District, George Square / Queen Street Station, St. Enoch / Central Station. Confirm brief for any additional neighbourhoods out with those noted above.	Monitor impact of each Masterplan (and any subsequent masterplans)	Ongoing monitoring.	Glasgow City Council - DRS	Local Policy / Planning	Analysis and consultation confirms that the City Centre Districts (as defined in the City Centre Strategy) are composed of numerous neighbourhoods with different characteristics. It was widely accepted that proposals should seek to retain and emphasise (where appropriate) the distinctiveness of each neighbourhood, notably those that are / need transforming.
Mixed and Repopulated Central							
Increased mix of complementary uses necessary to ensure Central and Gorbals become lively urban city centre neighbourhoods. This includes employment uses (e.g. business) and also increased residential population (see Re-Populated Central below)	Review and confirm analysis undertaken in Central DRF. Identify gaps in analysis and sources of relevant information on existing capacity and projected land-uses / market demand / capacity. Review existing policies in terms of delivering mixed use development.	Conclude review of policies and market research. Identify barriers and opportunities for delivering mixed use development in Central DRF. Adjust policies / guidance accordingly. Promote Central DRF area to enable mixed use development / investment.	Continue to promote / enable mixed use development. Monitor implementation and review policy / procedures.	Continue to promote / enable mixed use development.	Glasgow City Council, landowners, Scottish Enterprise, Scottish Futures Trust, developers / investors, Invest Glasgow	High Impact / City Centre Project / Long Term	Successful city centres succeed on the basis of a positive mix of appropriate uses. Analysis, reinforced by consultation, confirms that many parts of the Central DRF area suffer because of a lack of mixed uses. Certain parts of the DRF area are either dominated by a single land use or large scale buildings (e.g. Buchanan Galleries) which creates a 'dead zone' at certain time(s) of the day / week or have an unsuccessful mix of inappropriate uses

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Vibrant Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Re-purpose vacant spaces / buildings **(Y)our Stalled Spaces - Temporary / Meanwhile Uses / Events**							
Continuous programme of events / temporary / permanent interventions to transform vacant and under-utilised sites / buildings in Central DRF. This could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art), temporary take-over or longer term retrofitting of vacant buildings to revitalise derelict buildings / buildings at risk. Focus on vacant upper floors and activating vacant retail units on principal streets (e.g. Argyle Street, Sauchiehall Street etc.)	Map out current initiatives (e.g. Stalled Spaces etc.). Obtain feedback from property owners / groups interested in progressing ideas. Outline job description / funding for (Y)our Vacant Space Fixer - to help enable /advice building owners and occupants how to repurpose property (and secure funding / navigate statutory processes). Commence mapping of candidate sites (vacant / under occupied buildings / sites - especially vacant upper floors). Review funding / 'red tape' issues. Review effectiveness of existing events programming.	Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more activity. Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more activity. Develop prioritised programme and fund dedicated officer(s) to coordinate and enable repurposing of underused property > (Y)our Vacant Space Fixers. Trial a 'Presumed Yes' / 'Green-Tape' approach to enable repurposing / events to occur. Approach building owners to explore scope to trial new proactive way of tackling long term vacancy /dereliction. Continue and conclude review of current events programming. Progress and deliver events / ideas in planning or emerging through DRF.	Secure funding to maintain the (Y)our Vacant Space Fixer team / posts. Maintain focus on reactivating vacant buildings / spaces - proactively approaching property owners / occupiers. Deliver rolling programme of repurposing and events, selected to encourage longer term regeneration of Central DRF. Continuous review of effectiveness / scope for improvement.	Maintain (Y)our Vacant Space Fixer programme. Maintain focus on reactivating vacant buildings / spaces - proactively approaching property owners / occupiers. Continue seasonal cycle of events and activities throughout City Centre to enliven underused space. Review impacts.	Glasgow City Council - (Y)our Vacant Space Fixer, regulatory bodies, landowners / building owners, GCHT, existing and potential events organisers (e.g. arts organisations),	High Impact / Local and City Centre projects / Short Term 'Quick Win' to Longer Term	Glasgow has developed a strong track record in using events and temporary 'meanwhile' uses to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. Central DRF area urgently requires to be reimagined and have perceptions changed. Several consultees indicating a willingness to work with GCC to deliver events and progress upgrades of under-utilised buildings. Focus on enabling existing events and encouraging targeted new activities.

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Vibrant Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Experience shopping in central							
Support a high density, mixed use urban district with more residents a greater variety of shops, located in optimum locations to support and generate footfall / activity. Supports Lively Street fronts.	Review and confirm analysis in Central DRF and proposed planning policy. Review available Retail Market analysis / strategies.	Conduct soft market testing on the scope to extend and diversify higher quality retail offer east along Argyle Street and west along Sauchiehall Street. Scope out / conduct property analysis of potential functions in Central DRF area.	Promote / market sites along Argyle Street / Sauchiehall Street / Riverfront with ground floor retail as part of land use mix. Trial temporary events / retail uses and monitor impacts / proof concepts. Continue dialogue with all parties involved in policy and delivery.	Continue to promote / market sites / vacant buildings for retail.	Glasgow City Council, City Centre Retailers Association, Chamber of Commerce, St Enoch Centre, existing business, landowners / investors / developers, property agents	Moderate Impact / City Centre Project / Medium to Long Term	Retail demand bolstered by increased residential and working population in the DRF area as part of a mixed use quarter.
Culture in Central							
Central DRF is home to internationally renowned arts and culture institutions and venues. It is essential to retain and augment these and benefit from the cultural connections.	Map existing active cultural assets in the area.	Establish a forum for the arts / cultural community to network and share programmes / opportunities to collaborate. Develop a Central DRF area cultural programme. Seek funding to implement	Implement and monitor impact. Adjust, refine and reprogramme.	Implement and monitor impact. Adjust, refine and reprogramme.	Cultural instutions, art community, Creative Scotland, Glasgow Life, Glasgow City Council	High Impact / Regional project / Short to Long Term	Consultees appreciate the established national and internationally renowned cultural assets in the Central DRF area. It was also highlighted that they would benefit from additional funding and support to network and collaborate even more effectively to strengthen audience connection and reach.

(Y)OUR CENTRAL
ACTION PLAN

(Y)our Vibrant Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Community Infrastructure							
To support a vibrant, mixed urban district with distinctive neighbourhoods with a growing population the provision of appropriate amenities (including community infrastructure, education, health and social care, recreation / leisure space) is vital.	Confirm initial mapping of existing and planned amenities. Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for Central DRF area. Commence supply / demand projections to scope out potential gaps in provision. Review existing policies / planned public sector investment in and around Glasgow city centre.	Review applicable policies for infrastructure investment, developer contributions and any relevant existing / emerging models to assist in delivering enhanced community infrastructure / amenities. Conclude supply / demand projections to scope out existing / potential gaps in provision. Adjust policy / investment plans according to updated projects.	Adjust policy / investment plans according to updated projects. Monitor effectiveness of any early adjustments. Implement new policies / investment plans.	Ongoing implementation and monitoring.	Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, NHS, Emergency Services, Public Sector bodies with estate in central Glasgow.	High Impact / City Project / Short to Long Term	In anticipation of an increased city centre population (resident, working and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. Any discussions and analysis regarding increased city centre living also highlighted the need to provide the facilities required of an increased population density in central Glasgow.

(Y)OUR CENTRAL
ACTION PLAN

Transforming (Y)our Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Transforming (Y)our Central							
Sustainable Central							
Central / Gorbals regeneration should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.	Review opportunities for integrating sustainable urbanism / planning into area regeneration (e.g.. Queen Street Station / Buchanan Galleries etc.). Seek Scottish Government support to test / trial innovations in urban energy masterplanning.	Procure and conclude each neighbourhood Masterplan, with specific engineering advice on sustainable urbanism and an energy masterplan, for adoption / promotion of sites.	Monitor impact of each Masterplan and associated energy masterplan and general sustainable urbanism advice.	Ongoing implementation / monitoring.	Glasgow City Council - DRS Scottish Government, Universities energy providers / utilities, businesses / new tech companies, landowners, Climate Ready Clyde	Local Policy / Planning High Impact / Long Term	Glasgow has developed progressive strategies for future-proofing the city (e.g. surface water management, resilience, etc.). These need to be properly integrated into detailed masterplans for priority areas. Central is one of the highest priority regeneration sites in central Glasgow, with several potential sites to innovate and pilot the technical implications of this approach. Technical consultees were very supportive on an holistic and integrated approach to pioneer new ways to enable low carbon regeneration in the city centre.
Smart Central							
Translating pilot projects emerging from Future City Demonstrator project into local DRFs. Development of a (Y)our Smart City Action plan of projects to embed into public realm and development investment.	Review specific findings of Central DRF review of Smart Cities solutions and technology. Review 'maturity models' and cross check with ongoing initiatives with newly established Smart City Strategy Board. Coordinate sharing of dataset / knowledge between GCC, city's Universities (Urban Big Data Centre, City Observatory etc.) and others	Progress data sharing and analysis across key partners (GCC, Universities, Marketing Bureau (Glasgow Life), others). Agree (Y) our Smart Central action plan and funding / responsibilities with Smart City Strategy Board. Implement and monitor impacts.	Progress / pilot (Y)our Smart Central action plan with Smart City Strategy Board. Implement and monitor impacts.	Ongoing implementation / monitoring.	Smart City Strategy Board, Glasgow City Council, Urban Big Data Centre, City Observatory, Glasgow Marketing Bureau (Glasgow Life), 3rd party's datasets,	High Impact / National Project / Short to Long Term	Following the Future City Demonstrator project, Glasgow has a platform to develop a progressive and integrated smart cities action plan. There exists a significant dataset and expertise within Glasgow to capitalise on this investment to integrate Smart City thinking and technology to help assess impacts and confirm priorities for future investment.

(Y)OUR CENTRAL
ACTION PLAN

Transforming (Y)our Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Central Brand							
Beyond the St Enoch Shopping Centre and Merchant City place branding Central DRF area (and it's constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.	Review current status of marketing / branding for Central. Scope out a campaign / brief for a refreshed / focussed area branding.	Procure and conclude development of Central branding to align with new Masterplan for the area. Liaise with existing investors / landowner / developers. Launch (Y)our Central branding.	Implement brand guidance. Promote Central - update collateral etc. Monitor impacts.	Ongoing implementation / monitoring.	Invest Glasgow, Marketing Bureau (Glasgow Life), Glasgow City Council, Glasgow Chamber of Commerce	High Impact / Local Project / Short to Medium Term	Many consultees / stakeholders reflected that the area /name is dominated by the Shopping Centre and any refocused promotion of development sites should be accompanied by updated branding, which may be even more location / project specific given how diverse the Central DRF area is.
Central Performance Monitor							
Monitor progress and effectiveness of this Action Plan with reference to specific key performance indicators.	Review existing KPIs for monitoring delivery of City Centre Strategy, City Deal, etc. Scope out KPIs for Central DRF based upon DRF Objectives.	Trial and finalise monitoring regime. Consider scope to dovetail with Smart Cities agenda / action plan.	Adopt monitoring regime. Review applicability. Roll out for all DRFs	Ongoing implementation / monitoring using KPIs. Audit / review monitoring regime.	City Centre Strategy Board, Glasgow City Council	Procedure / Policy Short Term	To enable key partners to review progress in delivering / updating this Action Plan it is vital to establish KPIs. The measures of success need to be SMART (Specific, Measurable, Attainable, Relevant, and Time-Bound)
Central Conservation Area							
Focussed redefinition of Central DRF conservation area within Central Conservation Area.	Review and agree recommendation of a Conservation Area Appraisal, seeking a specific Central DRF area focus.	Undertake Conservation Area appraisal to identify new approaches to heritage buildings in the 2020s. Identify demonstration projects for long term vacant buildings with owners. Promote awareness of social and built heritage	Update Conservation Area policies. Implement findings of review reference awareness / interpretation of Central built / social heritage.	Ongoing implementation / application of policy. Monitor impacts.	Glasgow City Council, Historic Environment Scotland, GBPT, GCHT	Local Policy High Impact / National Project / Ongoing	Many consultees highlighted the significance of Central DRF area's heritage. It creates a distinctiveness for Central and connection to it's merchant / social history. Many felt that there is a need to refresh and apply the policy framework as it exists.

(Y)OUR CENTRAL
ACTION PLAN

Transforming (Y)our Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Central Heritage Property Fund							
Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use. To include proactive planning/ conservation/building regs advice and match funding . Scope for pilot in Central to demonstrate best practice	Confirm principles with Glasgow City Heritage Trust/GCC and identify funds. Undertake appraisal and draft fund guidelines	Publicise & promote fund, identify priority projects (e.g. buildings at risk)	Complete two priority projects & deliver six successful funding applications. Review.	Complete additional two priority projects & deliver four successful funding applications.	Glasgow City Heritage Trust, Glasgow City Council, Owners of heritage buildings, Historic Environments Scotland	High Impact / Local Project/ Medium Term	Several consultees reflected on the slow progress to secure long term uses for buildings at risk in the area (e.g. Egyptian Halls). Fresh approaches to secure Central's heritage asset would be welcomed by stakeholders.
Night-Time Central							
Programme of events / trials to redefine Central as an attractive, safe and quality evening destination	Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.	Scope out potential seasonal events / activities (refer to (Y)our Temporary / Meanwhile Uses above) - develop funding / sponsorship to secure initial first year programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in Central.	Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven Central and improve marketability of area for further investment.	Continue to monitor impacts and deliver enhanced programme.	Glasgow City Council, Community Safety Glasgow, buildings owners / occupiers, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland	High Impact / Local Project / 'Quick Win' Short Term	Many consultees, including building occupiers / owners flagged up the lack of safe and attractive evening economy in the area. Several indicated desire to support / deliver events / activities to trial what could work in Central. Many consultees indicated that Central needs to be redefined as a riverfront destination for evening economy and that this would assist in retaining / attracting business and future residents / investment to the area.
Clean and Well Maintained Central							
Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegians' and visitor's perceptions of Glasgow city centre.	Review finding of Operational Services SWOT analysis and feedback from DRF consultation processes. Review recent changes in street cleaning, waste management and maintenance.	Confirm minimum standards / KPIs for street cleaning and maintenance. Review and monitor implementation and compliance with KPIs. Assess scope for Smart City and other new processes to pilot new ways of working to enhance outcomes.	Continue to monitor KPIs (and applicability of measures of successful performance). Seek updated feedback annually from public and city centre stakeholders to monitor environmental quality and public satisfaction.	Continue to monitor KPIs and review monitoring system.	Glasgow City Council, building owners / occupiers, SEPA	High Impact / City Centre Project / 'Quick Win' Short Term to Long Term	One of the most frequently recurring issues raised by public consultees is the maintenance and cleanliness of streets throughout central Glasgow. Notwithstanding investment in public realm most consultees complained about the poor quality of streets in Glasgow. Enhanced maintenance is a high priority issue for most consultees.

(Y)OUR CENTRAL
ACTION PLAN

Transforming (Y)our Central

Action Plan

(Y)our Central Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Dedicated Central Team							
Dedicated staff resource to drive Central DRF regeneration - working with City Centre team and with specific focus on Central DRF area.	Develop business case to secure funding for dedicated officer(s) to take forward DRF Action Plan. Could involve the formation of an Arm's Length External Organisation / Joint Venture dedicated specifically to Central DRF area regeneration.	Appoint dedicated officer(s) to lead / coordinate regeneration in Central DRF. Establish KPIs and monitor impacts.	Monitor impacts. Extend remit as appropriate.	Monitor impacts. Extend remit as appropriate.	Glasgow City Council and project partners	High Impact / Quick Win	Evidence from elsewhere, combined with observations of available resource, indicate that additional staff / expertise is required to support City Centre Strategy team and project partners to coordinate delivery of the ambitions of the DRFs. Regeneration in Central will require a higher level of public sector intervention to deliver sustained change.

(Y)OUR CENTRAL
ACTION PLAN

Project Team

Client - Glasgow City Council

Lead designer, strategy

Local consultant, Local designer

Connectivity, spatial economics

Property market consultants

Socio-economic regeneration consultants

Community animation, engagement

Smart city consultants

Strategic city design adviser

Engineering advice

Cost consultants