



CITY CENTRE 2050

STRATEGIC DEVELOPMENT FRAMEWORK DRAFT

CONTENTS

EXECUTIVE SUMMARY	3	4_A CONNECTED CITY CENTRE	25
1_ INTRODUCTION	4	A Transport and Digital Revolution	26
Towards a People-Friendly and Multifunctional Centre	5	What we want to achieve	26
Why a Strategic Development Framework	6	Where we are now	27
A Strategic Opportunity of National Significance	7	Priority Issues to address	27
Relationship to Other Documents: Policy and Strategy Framework	8	How we will get there	28
People Make Glasgow	9	5_ A GREEN & RESILIENT CITY CENTRE	33
Strategic Place Ambitions	10	Place Quality	34
2_A VIBRANT CITY CENTRE WITH A GROWING ECONOMY	11	What we want to achieve	34
A Contemporary and Diverse Knowledge City	12	Where we are now	34
What we want to achieve	12	How we will get there	36
Where are we now	13	6_ SPATIAL STRATEGY	43
Priority Issues to address	14	Townscape Evolution	44
How we will get there	14	Districts	50
3_A SUSTAINABLE, LIVEABLE CITY CENTRE	17	Masterplan Areas	60
Towards a Compact and Dense City Centre	18	7_ MOVING FORWARD	62
What we want to achieve	18	ACTION PROGRAMME	63
Where we are now	19		
Priority Issues to address	19		
How we will get there	22		

EXECUTIVE SUMMARY

The city centre is in a process of transition to become a more people-focussed, socially inclusive and climate resilient place. This SDF establishes the spatial framework for future development that will improve the future economic, social and environmental performance of the city centre and increase its attractiveness to future residents, investors, workers and visitors.

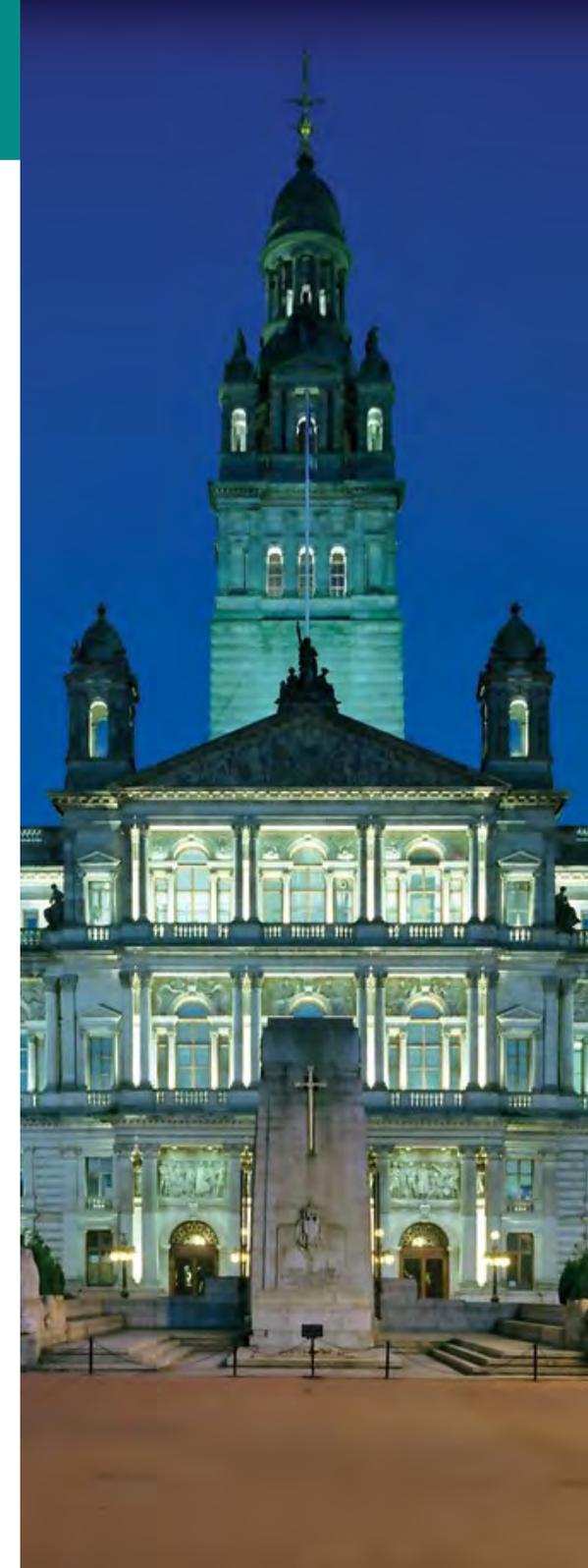
Vision: In 2050, the city centre will be a more vibrant, inclusive, sustainable and liveable place. A green, attractive and walkable city centre will create a people friendly place that fosters creativity and opportunity and promotes social cohesion, environmental sustainability and economic prosperity.

The SDF proposes a number of strategic interventions under the 4 key City Development Plan themes to make the centre more **Vibrant, Liveable, Connected and Green and Resilient**. It proposes six Strategic Place Ambitions in response to priority issues raised by city stakeholders for improvement of the centre, which seek to :

- **Reinforce the centre's economic competitiveness**
- **Re-populate the centre** and ensure liveable and sustainable neighbourhoods that promote health, wellbeing and social cohesion
- **Reconnect the centre with the riverside and surrounding communities**
- **Reduce traffic dominance and car dependency** and create a pedestrian and cycle friendly centre, with improved public transport, that is healthier and cleaner
- **Green the centre and make it climate resilient** with a network of high quality public spaces and green/blue infrastructure that caters for a variety of human and climatic needs
- **Repair, restore and enhance the urban fabric** to reconnect streets and reinforce the city's distinctive heritage and character

The city centre is a key driver of the national economy and its ongoing economic competitiveness and vibrancy is of national significance. Collaborative working, that places people at the heart of the decision making process, will be required in order to deliver the step change necessary to transform the city centre's urban environment to address climate change, improve its liveability, ensure its ongoing economic competitiveness and address prevailing social inequalities. Multi-sectoral collaboration between Government, the City Council, key agencies, city institutions and all who live, work and visit the centre will be needed to ensure creative, joined-up and integrated change. Long term commitment to a unified vision and action programme will ensure change is holistic and sustainable for the future.

The SDF will sit alongside the City Centre Strategy and inform 9 District Regeneration Frameworks that will establish principles for place-making and development at a more local level. The SDF contains an action plan for future studies, strategies, masterplans and projects to progress delivery of the vision and take forward the transformation of the centre.



1



INTRODUCTION

INTRODUCTION | TOWARDS A PEOPLE FRIENDLY AND MULTIFUNCTIONAL CENTRE

Glasgow is a city in transition. Its transformation and reinvention over the last thirty years, from an area scarred by severe industrial decline to a modern outward-looking global destination city, is a world leading example of regeneration. The city centre today is vibrant and thriving: rich in heritage, fine architecture, and culture; a productive centre for business and the creative industries; home to world renowned centres of learning and research, and bustling with tourists, residents, workers and visitors attracted to renewed neighbourhoods like Merchant City with its lively social scene.

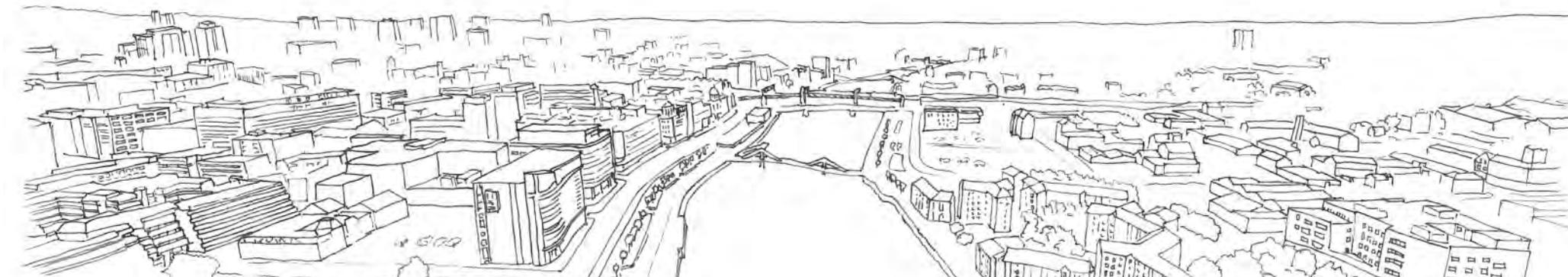
Glasgow is critical to the national and UK economy: the vibrant urban core of Scotland's only metropolitan region that, with a population of 1.7million, generated £41.4 billion GVA in 2017. At the heart of this success, the city centre remains the focus for culture, creativity, innovation and prosperity.

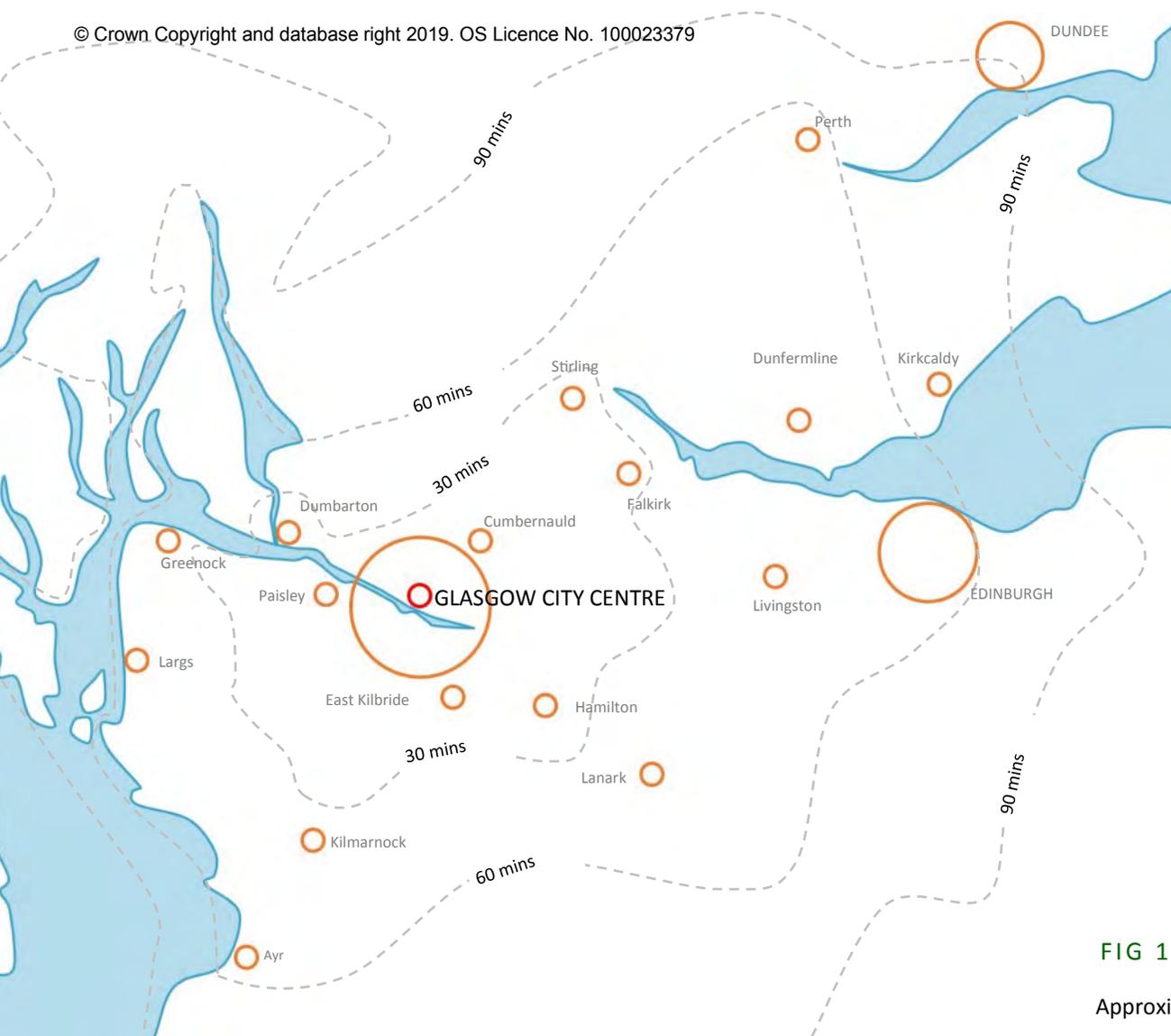
As the centre moves forward towards 2050, there remain challenges to address and emerging opportunities to embrace. Prevailing social and health inequalities and the urgent global challenge of climate change demand a response that will shape the centre's physical environment. Similarly, new digital technologies and societal changes (such as the growing 'sharing economy') are influencing new uses of our high streets, workspaces, public realm and travel patterns and where people live.

Glasgow has set the ambitious target to be the UK's first carbon neutral city, following the City Council's declaration in May 2019 of a climate and ecological emergency. Transitioning towards a zero carbon future will require the city to grow in an environmentally responsible way; such as ensuring more people live in the city centre and are better connected to work, home and educational, leisure and cultural opportunities. It will also necessitate a step change in the transformation of the centre's urban environment to be less car dominated and more people-friendly, (building on the work of the Avenues to create greener and more attractive pedestrian and cycle friendly streets), and more climate resilient through the creation of multifunctional green/blue infrastructure networks.

Improving the 'place quality' of the centre and its consequent attractiveness is vital if to encourage more residents, investors, workers and visitors to the centre to improve its competitiveness and sustain its economic success. Furthermore, improved place quality is crucial if to encourage and enable the behaviour change necessary to realise a sustainable, healthier, more socially cohesive and low carbon city.

Glasgow's culture of creative innovation will enable the city to embrace new opportunities. Emerging digital and clean technologies can improve the environmental and economic performance of the city centre, grow opportunity and allow the city to lead the way towards a more sustainable, efficient, resilient and prosperous future.





This City Centre Strategic Development Framework (SDF) is one of six being prepared for six priority areas identified in the City Development Plan (CDP) to provide a co-ordinated spatial plan for their future development and regeneration. It provides an overarching framework that identifies strategic priorities for the centre, which respond to local issues and emerging opportunities whilst delivering the spatial outcomes and policies of the CDP and associated topic-based Supplementary Guidance. As such, it focuses on key themes and principles rather than prescriptive outputs.

The SDF proposes a number of strategic interventions under the CDP themes to make the centre more ‘Vibrant, Liveable, Connected, Green and Resilient.’

As such, the SDF proposes key moves to:

- make the centre a more attractive place to live, work, visit
- increase the centre’s population and grow sustainable communities
- make streets more pedestrian and cycle friendly and less vehicle traffic dominated
- broaden the core’s user experience, increase multi-functionality
- introduce a greater mix of uses to areas of monoculture
- reinvigorate the riverside and reconnect it the central core
- create new public spaces and enhance heritage assets
- improve environmental performance and climate resilience

FIG 1.1 | SPHERE OF INFLUENCE

Approximately 3.3 million people live within 90 minutes travel of Glasgow City Centre.

○ City Centre

○ Settlement

--- Approximately Travelling Time on Public

A Collaborative Journey of Incremental and Holistic Transformation

The ongoing vitality and success of Glasgow’s City Centre, as the key generator of national prosperity, is of national importance. As such, as the Centre moves forward over the next 30 years, the key to its success will be collaboration - between Government, the City Council, key agencies, investors, developers, city business, institutions, local residents, workers and visitors—that places people at the centre of the city’s transformation.

Planning *for* people will underpin improvements needed in the overall place quality and multi-functionality of the centre’s physical environment to enable it to address challenges of climate change and increase its attractiveness to investors, workers, residents and visitors and ensure its future vibrancy, liveability and sustainability.

Collaborative working *with* people via multi-sectoral partnerships, with common ambition and high aspiration, will be crucial for joined-up successful placemaking in the city centre that can empower local people and can unlock creative approaches to development delivery. Indeed, integrated and coordinated approaches will be required for the provision of strategic and multi-functional infrastructure (such as transport, green/blue drainage systems and natural networks, public space, digital and energy networks).

This SDF promotes a people-focussed and whole place-based transformation of the city centre that requires a strategic (and less ad hoc) approach to development. The city centre is on journey of incremental transformation to become a more prosperous, healthier, greener, more inclusive and sustainable city. This transformation must accelerate and become more connected and holistic, if to be sustainable in the long term. This is vital if the city centre is to realise its full potential and enable it, and Glasgow as a whole, to flourish over the next 30 years.

Wider City Ambition

The transformation of the city centre should be viewed within a context of wider city development ambition. The city centre lies at the heart of a larger area of significant development potential and opportunity within the city’s urban core, where there is common aspiration to grow the population, create jobs, improve connectivity and transform the physical environment. A strategic planning and decision making approach must be taken that takes cognisance of the interconnectivity of these areas, particularly with regard to strategic infrastructure provision, development timeframes and in considering the complementary roles and characters of each of these areas. The cumulative regeneration ambition and scale of development opportunity presented is of national significance.

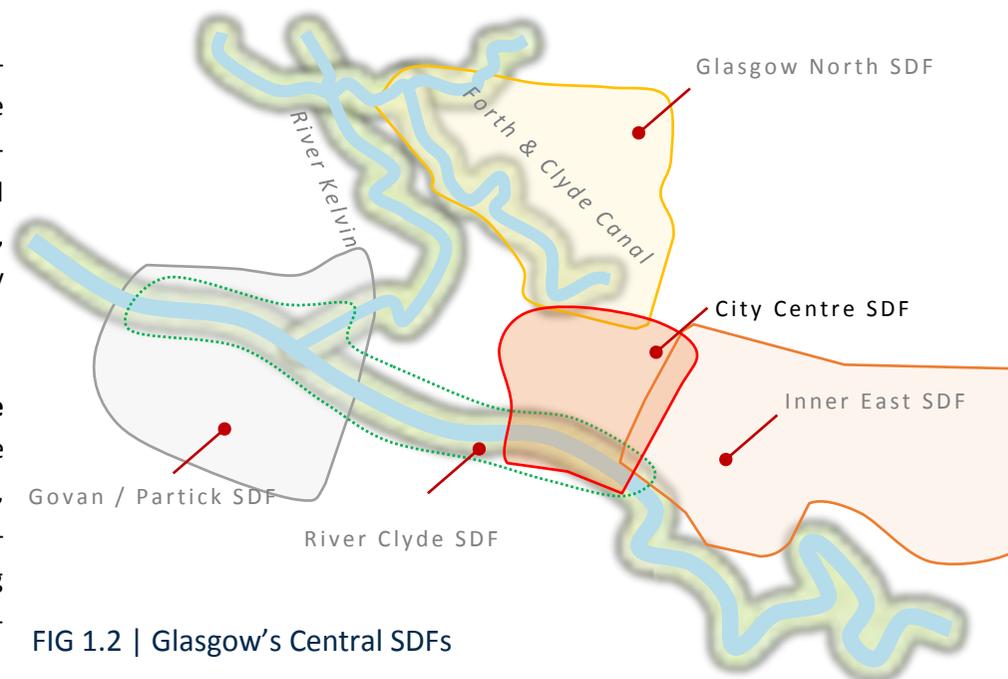
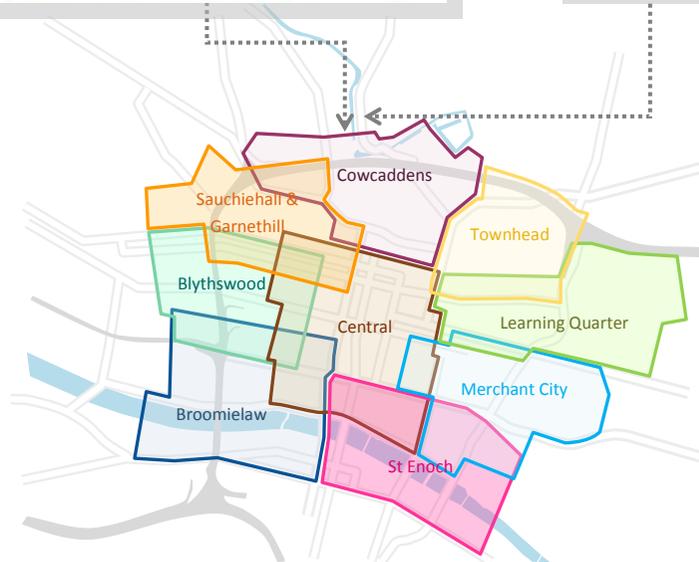
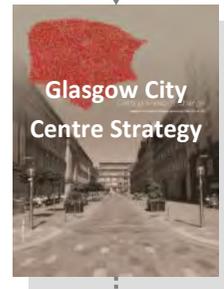
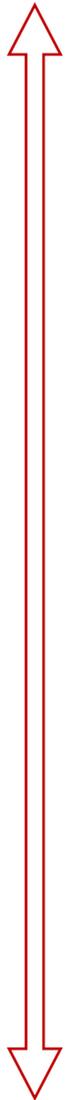


FIG 1.2 | Glasgow’s Central SDFs

STRATEGIC



The adopted Glasgow City Development Plan (CDP) sets the long-term vision for the nature and quality of development within the City. It sets out the spatial framework and development policies which support the Council's Strategic Plan, which aims to establish a *world class city that delivers economic prosperity for the people of Glasgow*.

The CDP establishes a holistic 'Placemaking' approach that should be taken by all development in order to deliver the Plan's key aims of creating *a healthy, high quality place and a compact city form that supports sustainable development*.

The City Centre Strategic Development Framework (SDF) delivers the City Development Plan's spatial strategy by providing statutory spatial supplementary planning guidance for the City Centre. The SDF sets out the placemaking ambition and strategic policy guidance to direct development in the city centre over the next 30 years. In so doing, it seeks to address the challenges and opportunities that will impact on the city centre's future economic, social, environmental and spatial performance.

The SDF reflects the ambitions of the City Centre Strategy and will also inform its next iteration. In addition, the City Centre SDF will inform and be supported by 9 Local Development Frameworks, covering each of the 9 Districts identified in the City Centre Strategy. The 9 'District Regeneration Frameworks' will provide more local placemaking guidance at the neighbourhood level. The SDF seeks to connect existing and future plans affecting different parts of the city centre.

LOCAL PLACE SPECIFIC



STAKEHOLDER INVOLVEMENT

The people of Glasgow - residents, workers, those who visit— are the city’s greatest asset. As such, people are at the heart of driving this next phase of the city centre’s development and evolution over the next 30 years.

Extensive public engagement has taken place in recent years (including for preparation of Future Glasgow 2061 City Vision, the City Development Plan, City Centre Strategy 2014-19 and District Regeneration Frameworks) that has elicited comments on issues affecting the whole city centre and generated ideas for its improvement. Emerging from engagement is a sense of how much Glaswegians love and care about their city; they want to see it improve and do better. This is our mandate and their comments have helped to identify key challenges to be tackled and priorities that this Strategic Development Framework should focus on. The SDF’s approach also reflects the Council’s commitment to work in partnership with the people of Glasgow as set out in the Glasgow City Charter.

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

From this consultation and research, a number of priority Issues emerged for the SDF to tackle.

Priority Issues to Address

- severance of the river from the city centre and its future activation as a destination within the city
- creation of public space – addressing the severe lack of public spaces in the centre, including child-friendly space
- future repurposing of heritage and other redundant buildings and enhancement of heritage assets
- increasing the residential population in and around centre, to grow activity, galvanise community and support the functions of the centre
- activation of mono-cultural areas day and night, to address lack of mixed uses and ‘no go quiet areas’
- respond to changing retail and leisure patterns and associated increasing use of technology
- reduce the dominance of the car and negative environmental and ‘place’ impact of vehicular traffic
- Significantly improve the walking and cycling experience and improve quality of, and access to, public transport
- Address negative environmental impacts of the M8 corridor
- Better connect the city centre to surrounding communities
- Improve areas of poor place quality to attract people and investors to the centre and drive the economic growth
- repair and renew the urban fabric - reuse and redevelop vacant land and buildings, repair lost walking connections



This SDF supports the transition of the city centre to one that is people-focused, holistically sustainable, climate resilient, socially inclusive and diverse. It includes propositions to improve the future economic, social and environmental performance of the city centre to make it more liveable, vibrant, connected and green and, in so doing, to increase the centre's appeal and attractiveness to future residents, investors, workers and visitors.

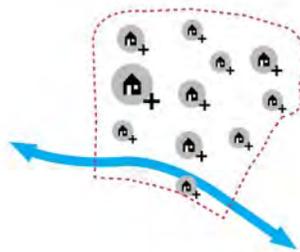
Vision: In 2050, the city centre will be a more vibrant, inclusive, sustainable and liveable place. A green, attractive and walkable city centre will create a people friendly place that fosters creativity and opportunity and promotes social cohesion, environmental sustainability and economic prosperity.

In response to the priority issues to be addressed, the SDF prioritises the following six strategic place ambitions to:

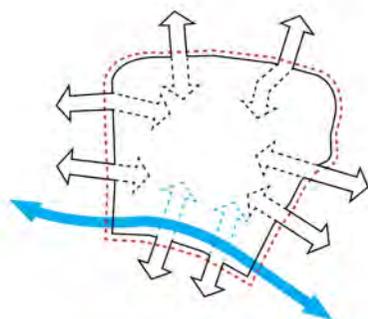
- **Reinforce the centre's economic competitiveness** to grow prosperity and boost vibrancy for the benefit of all



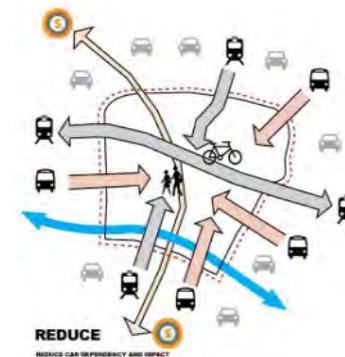
- **Re-populate the centre** and create a series of liveable and sustainable neighbourhoods that promote health, wellbeing and social cohesion



- **Reconnect the centre with the river and surrounding communities** to improve access to opportunities in and around the centre and encourage the enjoyment of the river for all.



- **Reduce traffic dominance and car dependency** and create a pedestrian and cycle friendly centre, with improved public transport, that is healthier and cleaner



- **Green the centre and make it climate resilient** with a network of high quality public spaces and green/blue infrastructure that caters for a variety of human and climatic needs



- **Repair, restore and enhance the urban fabric** to reconnect civic streets and reinforce the city's distinctive heritage and character

2

A VIBRANT CITY CENTRE WITH A GROWING ECONOMY

A VIBRANT CITY CENTRE WITH A GROWING ECONOMY

A Contemporary and Diverse Knowledge City

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

The City Centre contains the International Financial Services District, (that is high in the global rankings), and the recently designated Glasgow City Innovation District (GCID) - a partnership between Strathclyde University, the City Council and the business sector—that will further the city's reputation for innovation, invention and collaboration. Allied to this is the city centre's substantial talent base within renowned further and higher education establishments, and the high proportion of graduates who choose to make the city their home. The appeal of the city centre - with its lively arts and music scene, architectural heritage, prime retail offer, café

- **40,000+ students (GCU and Strathclyde University, City of Glasgow College, Glasgow School of Art and the Royal Conservatoire**
- **Scotland's first City Innovation District**

culture and diverse food and drink leisure offer —makes it an attractive place to live, work and visit.

The City's vibrant economy and cultural life combined with its inherent culture of innovation, provides a strong platform for grasping new opportunities over the next 30 years.

As increasingly global competition sharpens, the city centre must address some prevailing place quality issues to ensure it continues to be attractive to investors, employers, workers, residents and visitors in future.

What we want to achieve

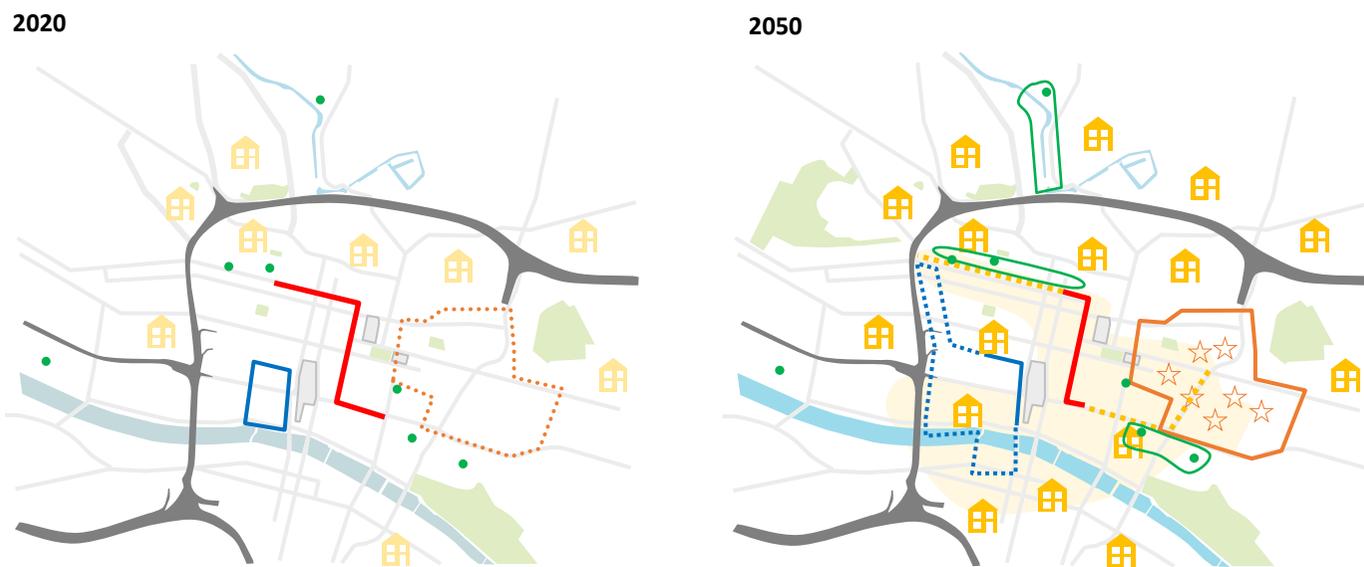
The city centre will be an even more attractive place to invest, work and do business. A better connected, people-focussed, walkable and green public environment containing a greater mix of development uses and the best possible digital connectivity, will support thriving mixed-use business communities, an increasingly agile workforce and further agglomeration.

More residents living in the city centre will increase its round the clock vibrancy and support its economy. A greater diversity of attractions and public spaces—including the reinvigoration of the riverside —will broaden the experiential offer and appeal of the city centre as a leisure destination.

- **UK's 2nd most Important financial centre**
- **No 2 retail destination in the UK after London**
- **Media capital of Scotland**



A VIBRANT CITY CENTRE WITH A GROWING ECONOMY



Key

- Existing International Financial Services District
- Expanded International Services District
- City Innovation District is established
- City Innovation District home to an agglomeration of scientific research, business, and entrepreneurs.
- 🏠 Increased residential Population
- Retail Focus
- Greater mix of uses: Diversification and greater spread.
- Cultural Venue
- Hubs for Cultural Activities.

© Crown Copyright and database right 2019. OS Licence No. 100023379

Where we are now

The Central, Blythswood and Broomielaw districts still account for the majority of the centre’s prime Grade A office space which is increasingly moving southwards (to the Broomielaw IFSD) and westwards to the M8 corridor.

Development by Barclays at Buchanan Wharf has extended the IFSD to span both banks of the river, with ongoing demand for Grade A office space set to continue its growth. However, the IFSD area currently suffers from a lack of supporting uses (shops, cafes, restaurants, hotels, housing, serviced apartments, gyms) and high quality open spaces that would otherwise provide activity outside of office commuting hours and deliver the levels of amenity increasingly demanded by

businesses. **To remain competitive, the IFSD—and other areas of mono-use across the city centre— must deliver a mix of uses and public social spaces.**

There are students from 135 countries currently studying in Glasgow and the city can draw on a 44.4% graduate workforce – the highest of any large UK urban area outwith London. With its world-class skills and talent base, excellent transport links, and growing global reputation as a desirable city to live, work and play, GCID has the potential to deliver a place for thriving community of companies, researchers and innovation support uses – key principles of a successful Innovation District . Potential also exists to grow existing creative clusters (around Trongate, Barras and Speirs Locks) to

expand the creative industries and distinctive creative character of the centre.

The city’ centre’s strong and successful retail core centres on the iconic Buchanan Street, which retains primacy. As in other UK cities, changing shopping patterns is affecting the demand for retail floorspace, evident in the contraction of prime retail space along Argyle and Sauchiehall Streets in the central core. Shopping is increasingly becoming just one component of a wider leisure and entertainment visitor experience. **Therefore, to remain competitive, the city centre must diversify to become a more attractive ‘day out’ destination that appeals to all users - including families, which it currently does not serve well.**

A VIBRANT CITY CENTRE WITH A GROWING ECONOMY

Priority issues to address:

- Prevailing issues of poor place quality to be improved - vacant land, car dominated streetscape, deficit of quality public spaces and 'selfie spots' in order to attract people and business to the centre
- Ongoing demand for premises, including Grade A large floorplate, post-incubator spaces, creative production spaces, and supporting uses such as hotels and serviced apartments
- Lack of 'amenity' supporting uses (e.g. shops, cafes, gyms, public spaces) within monocultural areas (e.g. IFSD and other business areas, riverside) leading to sterile environments
- Connectivity: improved public transport nodes, a more walkable city, poor links/connections to the River SEC, Glasgow Green, key attractions and neighbouring districts
- Innovation to address retail voids and shifting retail patterns to support sustainable mixed uses in the City Centre
- Protection and enhancement of built heritage assets to reinforce the city's distinctive identity
- The need to broaden the leisure experience of the city centre while retaining a strong retail core
- Potential within existing cultural clusters for growth
- Need to support music scene and evening economy and manage perceived or actual conflicts with city centre living

How we will get there:

The SDF seeks to support the needs of existing and emerging businesses in the city centre, encourage agglomeration and promote economic prosperity for the benefit of all.

Towards this, the SDF promotes the following strategic development priorities, to:

- Grow the number of people living in and around the city centre to support the economic functions of the centre; increasing footfall and vibrancy (see City Living section)
- Enhance connectivity to/from and through the centre, particularly for walking, cycling and public transport (see Connectivity section)
- Improve the overall quality and attractiveness of the city centre's public environment; through high design quality in new buildings, creation of new feature public spaces and the transformation of the streetscape to be more walkable and green (see Connectivity, Green & Resilient sections)
- Promote a greater mix of uses at neighbourhood level and ensure the provision of supporting 'amenity' uses (including high quality public space) within business-focussed locations, particularly IFSD/Broomielaw and Cowcaddens/Dobbies Loan/Hanover Street area
- Deliver business premises to satisfy demand; with focus for Grade A office in IFSD and M8 western corridor, post incubator and research & development within the Glasgow City Innovation District, cultural production towards creative clusters (below), hotels and serviced apartments throughout centre
- Strengthen 'creative communities' at Trongate/Merchant City, Speirs Locks, Barras, Tradeston as foci for creative industries and support Renfrew/Sauchiehall Street arts cluster and linked redevelopment of Glasgow School of Art's - Mackintosh Building .



A VIBRANT CITY CENTRE WITH A GROWING ECONOMY

- Support expansion of the IFSD and the diversification of uses to create a high quality, mixed use environment spanning a vibrant riverfront
- GCC will work in partnership with the University of Strathclyde, Scottish Enterprise and others to promote the growth of the GCID. The co-location of innovative companies, supporting facilities and infrastructure in the heart of the city centre will foster an Innovation District that nurtures and accelerates inclusive economic growth with world class research and technology support.
- Support the ongoing development of the centre's University and College Campuses
- Protect retail primacy of Buchanan Street and develop a strategy to support the centre's evolving retail and leisure offer (see below)
- Encourage new leisure, arts and cultural attractions, public spaces and events to the centre to diversify its experiential offer
- Target activation projects towards areas in need, particularly Broomielaw riverside
- Progress a digitally 'hyper connected' city centre by building digital infrastructure in to all new developments and rolling out across the public realm
- Support future prosperity and resilience of

Sauchiehall Street in response to recent impact of fires (see Masterplanning section)

- Explore the potential of Dobbies Loan/Townhead business area currently in transition (see Masterplanning section)
- Explore the potential of Charing Cross area, taking account of demolitions and new developments

Masterplans will be prepared for areas of the city centre that present particular development opportunities and/or urban restructuring, and require a coordinated approach to delivery, such as; Broomielaw, Tradeston/Laurieston, Dobbies Loan/north Townhead, GSA/Sauchiehall Street, Custom House Quay and Charing Cross (see Masterplanning section).

Retail Strategy

While the city centre is a currently a successful shopping destination more needs to be done now and into the future to strengthen its position.

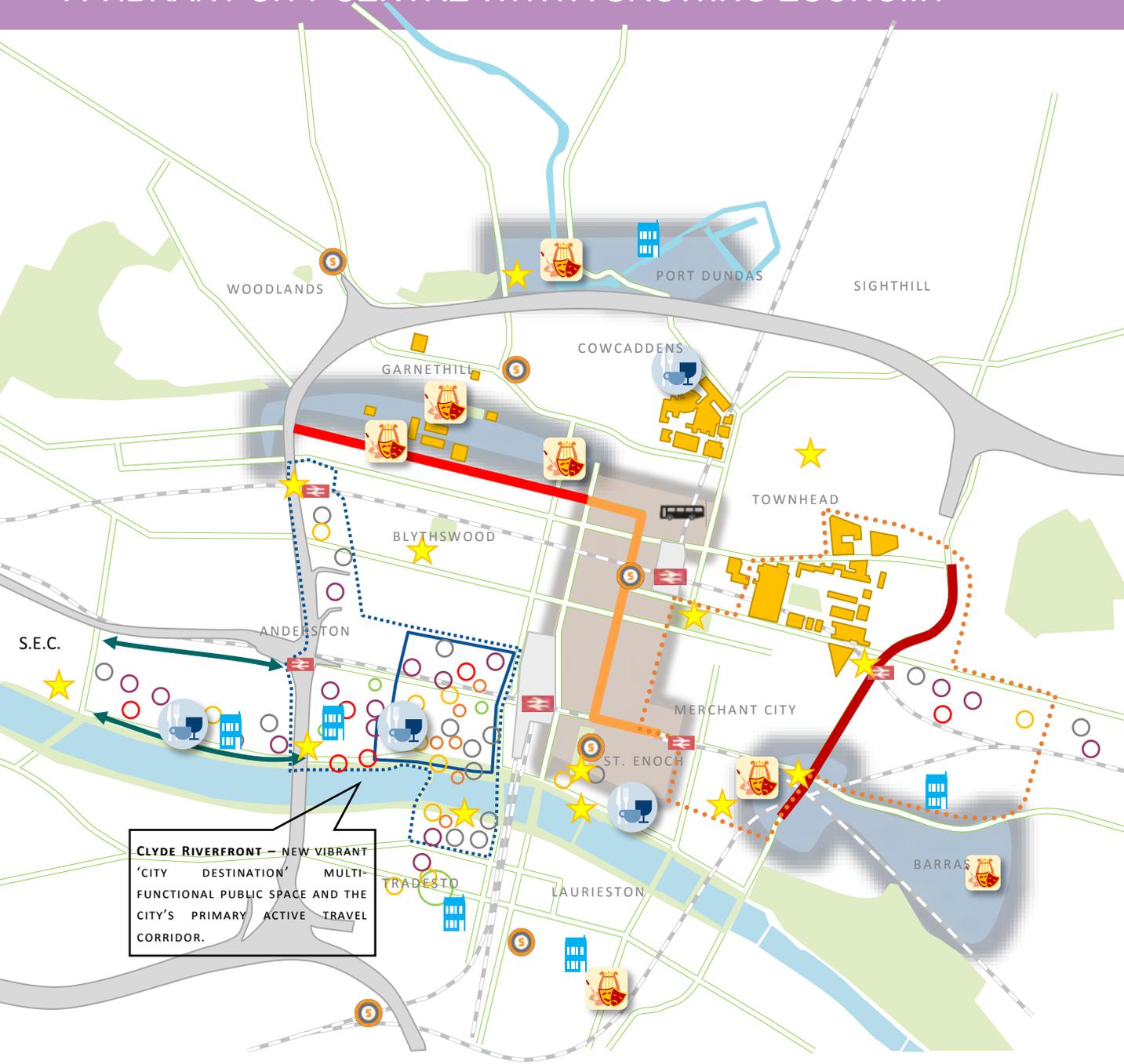
A retail strategy will be prepared that explores opportunities to diversify uses within and around a strong and resilient retail core to increase the appeal of the centre to more users; considering the need for more visitor attractions, family friendly activities, greater participation in arts and culture, entertainment and other leisure uses. This diverse offer needs to be

matched with a highly attractive environment, therefore, interventions should be identified that will improve the public realm and pedestrian experience and create a network of child-friendly spaces, including improving connections to a re-invigorated river front.

Underpinned by the above objectives, the retail strategy will review the performance of retail designations in the CDP; Principal Retail and Commercial Area, Primary Streets and Assessment criteria and explore emerging character areas (such as high-end retail clustering at Ingram Street). Consideration will be given to the changing natures of Sauchiehall Street, as a potentially more locally significant civic street (in addition to its entertainment offer) to serve increasing residential populations in Blythswood and Garnethill, and of Argyle Street, which is increasingly allied to the accommodation of residential and cultural uses to reinforce Merchant City and Trongate and will benefit in future from better strategic connections to a reinvigorated riverfront.

The city centre is currently designated a Strategic Economic Investment Location (SEIL) in the city region Strategic Development Plan and contains two further SEILs within it; the International Financial Services District (IFSD) and International Technology and Renewable Energy Zone (ITREZ), now subsumed in the new Glasgow City Innovation District (GCID). The expansion of the IFSD and the new GCID area should be reflected in a review of strategic designations.

A VIBRANT CITY CENTRE WITH A GROWING ECONOMY



© Crown Copyright and database right 2019. OS Licence No. 100023379

FIG 2.1 | LEGEND

-  GSA, Strathclyde and Caledonian Universities – campus development with supporting uses to activate adjacent streets.
-  Expanded IFSD: Incorporating a new mix of supporting uses including residential
-  Glasgow City Innovation District: Vibrant business cluster
-  Complementary mix of uses, including residential.
-  Hub cultural production, with new creative workspaces
-  Clusters of cultural venues
-  New and Enhanced Civic Spaces
-  Opportunity for new residential offering
-  Buchanan St & 'Golden I' remains the focus for retailing, supported by a greater leisure offer within the commercial core.
-  Sauchiehall St: reinvigorated civic & cultural street, with independent retailing, cafes and restaurants.
-  High Street – Action Plan to deliver creative uses and enhanced heritage assets.
-  Stations and subway stations – improved surrounding environment.
-  Stations – improved surrounding environment.
-  Leisure Economy: including dining and night time economy.
-  Improved links to the Scottish Events Campus.
-  Bus Station

3



A SUSTAINABLE, LIVEABLE CITY CENTRE

A SUSTAINABLE, LIVEABLE CITY CENTRE | CITY CENTRE LIVING

Towards a Compact and Dense City Centre

New development in the City Centre must adopt a comprehensive and strategic place-based approach that supports inclusive population growth, and builds liveable, sustainable and resilient communities.

City Centres internationally are benefiting from a residential resurgence. The quality of life afforded by being within walking distance of work, home, cultural and leisure opportunities is attracting people back to live in improved central neighbourhoods. This, in turn, is fuelling demand for greater community infrastructure to make centre's more liveable; in shops, schools, child care, medical services, open spaces as well as more attractive, walkable (and less car dependent) environments. A greater density of population in the city centre will support its economic functions and services and so contribute towards Glasgow's overall success. Densification will support a more compact city, which is more environmentally responsible form of growth and a key aim of the City Development Plan.

In September 2019 - at its conference on City Living—Glasgow adopted a declaration in support of the implementation of the UN Geneva Charter on Sustainable Housing, that recognises the importance of decent, adequate, affordable and healthy housing for all as a basis for living well. In addition, the importance of well planned and designed communities that create liveable environments is emphasised as a means for promoting social cohesion and inclusion, combatting loneliness, improving health, wellbeing and overall quality of life for people living in the city. Importantly, the improved environmental performance enabled by such communities is also vital if to combat climate change.

City Centre SDF

For the city centre to attract more people to live within it, it must be liveable. Public consultation has repeatedly cited the lack of public space in the city centre and the dominance of car traffic as key inhibitors to city living. Therefore, the centre must take a holistic place-making approach to liveability that grows the offer of good quality homes, promotes community and improves the quality of the public environment to be more people-friendly.

What we want to achieve

In 2050, the city centre will be a highly liveable and attractive place containing a variety of successful, diverse, inclusive and sustainable neighbourhoods that promote health and wellbeing.

In 2050, the City Centre will comprise:

- Almost double the population (the City Council's City Living Strategy sets a target for growth to 40,000 residents by 2030)
- A sustainable and diverse population, with a mix of ages and cultures
- A choice of attainable and affordable homes, that provide greater variety in housing size, type, tenure and cost
- a transformed public realm of walkable, quieter and greener streets linking new and improved public spaces
- A series of distinctive complementary neighbourhoods within and adjoining the city centre
- Neighbourhoods that are socially cohesive, with accessible shops and services, recreational spaces, transport choices, schools, learning opportunities and employment
- Low carbon homes of exceptional design quality (including conversions of heritage buildings)



2020



2050



- A greater mix of development uses at neighbourhood level, particularly at community focal points
- business areas (such as IFSD) enlivened by new homes, shops, services and attractive public spaces.

Where we are now

The city centre is home to around 20,000 people or 3.5% of the Glasgow's population. Relative to its European counterparts, the overall density of population is low. In the last decade growth has also been relatively lower than in comparator UK centres, (such as Birmingham or Manchester), that have adopted dedicated growth strategies.

The housing offer in the centre is largely dominated by one bedroom flats, that serve predominantly students and a young professional working age population. The centre must broaden its housing offer to cater for a range of

population and to retain its young, working age population through future life stages, (as an alternative to suburban relocation). The centre is currently witnessing a growth in 'Build to Rent' private rental homes and must ensure that this contributes towards a range of housing offer available throughout the centre to ensure greater choice and attainability for those on lower incomes.

The better integration of student halls of residence within the city centre townscape and within communities is needed. Better design should seek to improve students' access to supporting shops and services, which some of the more isolated student halls currently lack.

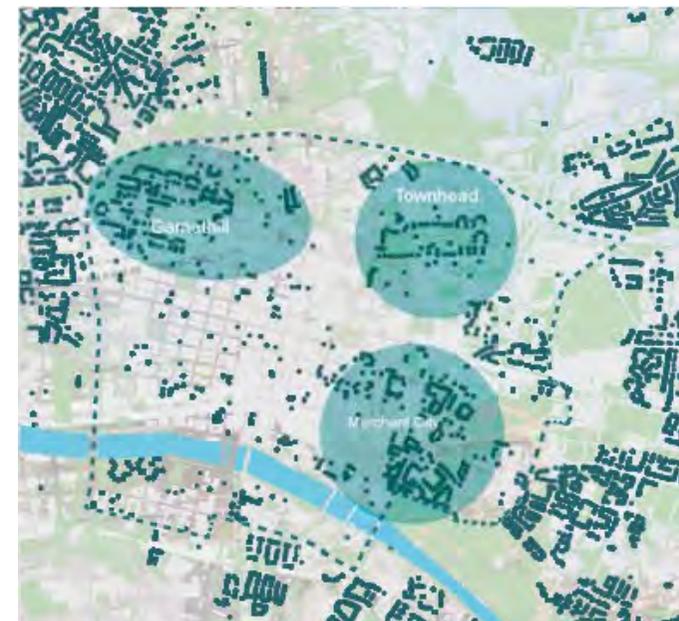
Family numbers are relatively low within the centre, reflective of the housing offer as well as critical lack of supporting community infrastructure that is necessary for family/child friendly living. Potential exists to reinforce family living in adjoining surrounding neighbourhoods and within those with a quieter character (e.g. Blythswood).

Key

- Major Highway—M8 & Clydeside Expressway
- Other Key Roads
- Main City Centre Open Spaces
- Main City Centre Reference Points
- Existing Clusters of Family Living—80 -100 dph
- Future Expansion of Medium Density Family Living
- Higher Density City Living
- Tenemental Density Residential (Medium Density): infill, and Conversions

© Crown Copyright and database right 2019. OS Licence No. 100023379

2020 Residential distribution



A SUSTAINABLE, LIVEABLE CITY CENTRE | CITY CENTRE LIVING

© Crown Copyright and database right 2019. OS Licence No. 100023379

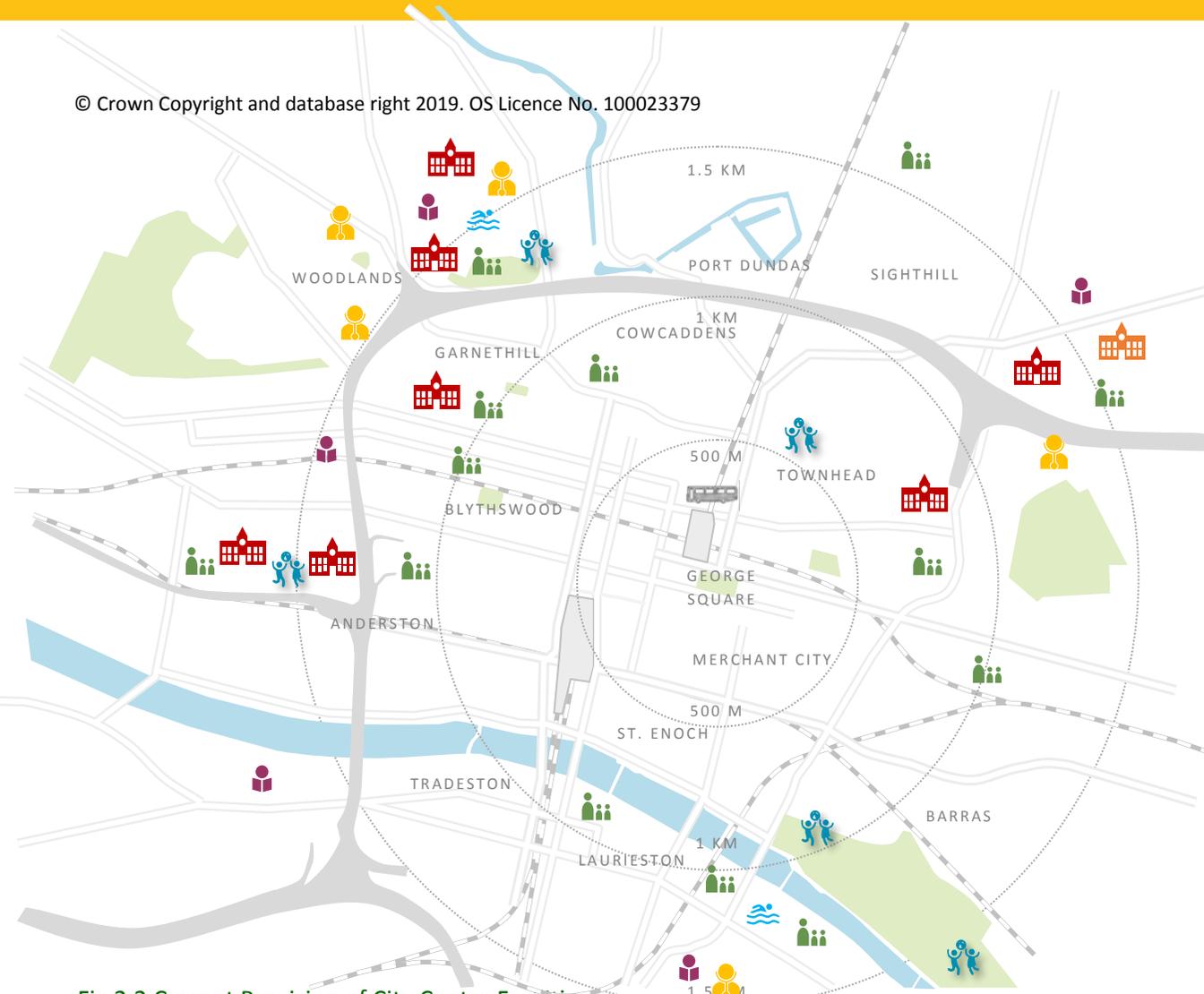


Fig 2.2 Current Provision of City Centre Facilities

-  Secondary School
-  Primary School
-  Nursery School
-  Play Area
-  Library
-  Medical Centre
-  Leisure Centre
-  500m Isochrones centred on George Square.

City Centre SDF

It is crucial that new housing is complemented by human infrastructure (shops, services and public spaces and a walkable attractive environment) in order to build community, strengthen neighbourhood identity and contribute to the health and wellbeing of residents.

Community Infrastructure and a safe, attractive and child-friendly public environment are essential components for a liveable city and sustainable neighbourhoods. Access to everyday shops and services must be available at neighbourhood level. There is opportunity to introduce new - and reinforce existing—civic focal points or ‘high streets’ as a focus for local shops, services and amenities to strengthen communities (see diagram x ,p24).

Existing primary schools are located on the periphery of the city centre or within adjoining communities. Currently, there is a gap in provision to serve a growing population in the south and east of the centre. There is substantial potential to improve walking and cycling routes to existing schools, to make them safer and more attractive, particularly where they cross the M8 and busy roads.





City Centre Neighbourhoods

A series of established and distinctive neighbourhoods lie within and adjoining the City Centre. These differ in character, affluence and place quality and, consequently, demand for housing. Neighbourhoods such as the Merchant City and West End are popular given their mix of uses and community amenities and are causing demand to spill out to their surrounding locales. Neighbourhoods that suffer ongoing or severance from the city centre due to proximity to the M8, traffic dominated streets or the presence of vacant land and derelict land, present an opportunity for urban repair and renewal (such as Anderston, Cowcaddens, Port Dundas, Duke Street corridor, Tradeston).

By contrast, many recent (2000's) housing developments have not contributed towards community, often being ad hoc isolated blocks with few neighbourhood amenities and not supported by a walkable environment (e.g. Tradeston, Riverside).

The city centre will continue to evolve to comprise a series of successful, sustainable, distinctive and complementary neighbourhoods within and adjoining it; from quieter family friendly locales like Blythswood and Garnethill to livelier cultural and entertainment areas such as Merchant City or Central.

Neighbourhoods within and adjoining the city centre present an opportunity for consolidation and reinforcement through the development of new homes and community infrastructure. Figure x, p24, highlights the strategic placemaking direction for a more liveable city centre, which will be complemented by other interventions proposed in this SDF to make the streetscape and public environment more walkable, greener, less car dominated and attractive. Additionally, city centre neighbourhoods that are currently in transition have potential to strengthen their identity:

- **Blythswood** – residential reconversions are re-establishing Blythswood as an elegant residential neighbourhood, but with a mix of uses, a growing family focus and the potential to reclaim play space from the street.
- **South Bank: Tradeston/Laurieston** – developments at Buchanan Wharf and Laurieston TRA are growing the potential for a new mixed-use destination neighbourhood with distinct heritage and post-industrial identity.
- **Merchant City/Trongate** – vibrant mixed-use creative neighbourhoods will continue to grow their residential, cultural industries and evening economy offer.
- **Broomielaw** - redevelopment of vacant land for expansion of IFSD, new homes and commercial uses will create a vibrant new riverfront neighbourhood.
- **Collegelands/High Street/Duke Street Corridor** - improved civic focus at High Street Cross and station to galvanise learning community.
- **Anderston** – reconnected family neighbourhood with new civic focus and crossing around the Station as new Anderston Cross.

Priority Issues to address

- Grow the density of population within the centre
- Improve housing offer (type, size, cost) in neighbourhoods
- Ensure attainability for those on lower incomes
- Develop necessary community infrastructure and civic focal points (community 'high streets') for sustainable and liveable neighbourhoods
- Improve public environment to tackle issues that inhibit city living; traffic dominated streets, lack of greenery, lack of public spaces, noise and poor air quality
- Improve routes to schools and explore new provision to serve southeast of city centre
- Improve design standards for new homes to ensure they better integrate with both the townscape and the local community, embody high environmental performance and good internal and external space standards
- Realise development opportunities presented by vacant land and buildings, including the potential of heritage buildings, upper floors, repurposing of redundant car parks
- Reconnect the city centre with neighbourhoods on periphery (such as Anderston, Royston)

How we will get there

For the city centre to become more liveable and transition towards a series of denser, diverse and more sustainable neighbourhoods, it must focus on:

- **Homes** - ensuring the development of the right kind of homes in the right locations that broaden the housing offer and contribute to community
- **Environment**—improving the quality and attractiveness of the public environment to make it more people-focussed and less car-dominated
- **Communities**— ensuring development of accessible community amenities and infrastructure within walking distance of homes, reinforcing community identity and promoting social cohesion

City Living Strategy

The city council will produce a City Living Strategy that will explore opportunities for growth and densification in the city centre. **The Council has set a target within the Strategy to grow the resident population of the centre to over 40,000 by 2050.** This will be complemented by growth in adjoining neighbourhoods (such as Sighthill, Port Dundas, Gorbals).

The main opportunities for the creation of new homes in the centre lie in the redevelopment of vacant land and buildings, conversions of former/redundant commercial buildings and conversion of upper floors as part of vertically mixed-use buildings. The City Living Strategy will explore some of the technical barriers that currently inhibit the development of new homes in the centre. The diagram (p24) highlights opportunity areas for new homes and strategic interventions to support sustainable communities.



The City Living Strategy will build on the following strategic propositions.

- There are neighbourhoods more suited for family living —such as Garnethill, Blythswood, Townhead, Laurieston - due to their quieter character and/or opportunity to create (and improve) open space and play space. These areas should be the focus for new family homes and infrastructure.
- There should be greater variety in housing offer (type, size, cost, tenure) at neighbourhood level to encourage diversity.
- To support community cohesion and sustainability, all neighbourhoods should be reinforced through creation of:
 - ⇒ Civic 'high streets' as focus for civic amenities
 - ⇒ Mix of uses and civic facilities; cafes, shops, restaurants, libraries, nurseries etc
 - ⇒ High quality open space, including green and play space
 - ⇒ Streets that are more walkable and cycleable, more child-friendly and less traffic dominated
 - ⇒ Improved connections to educational establishments and public transport nodes
- New homes should be of high design quality, with generous internal and external space standards, and contribute to the improvement of their neighbourhood
- Heritage buildings should be converted/repurposed to strengthen neighbourhood character
- Housing should be focussed around public transport

connections and consideration given to greater development density around key transport nodes and in 'urban intensification' areas (see Townscape Evolution diagram p48) (

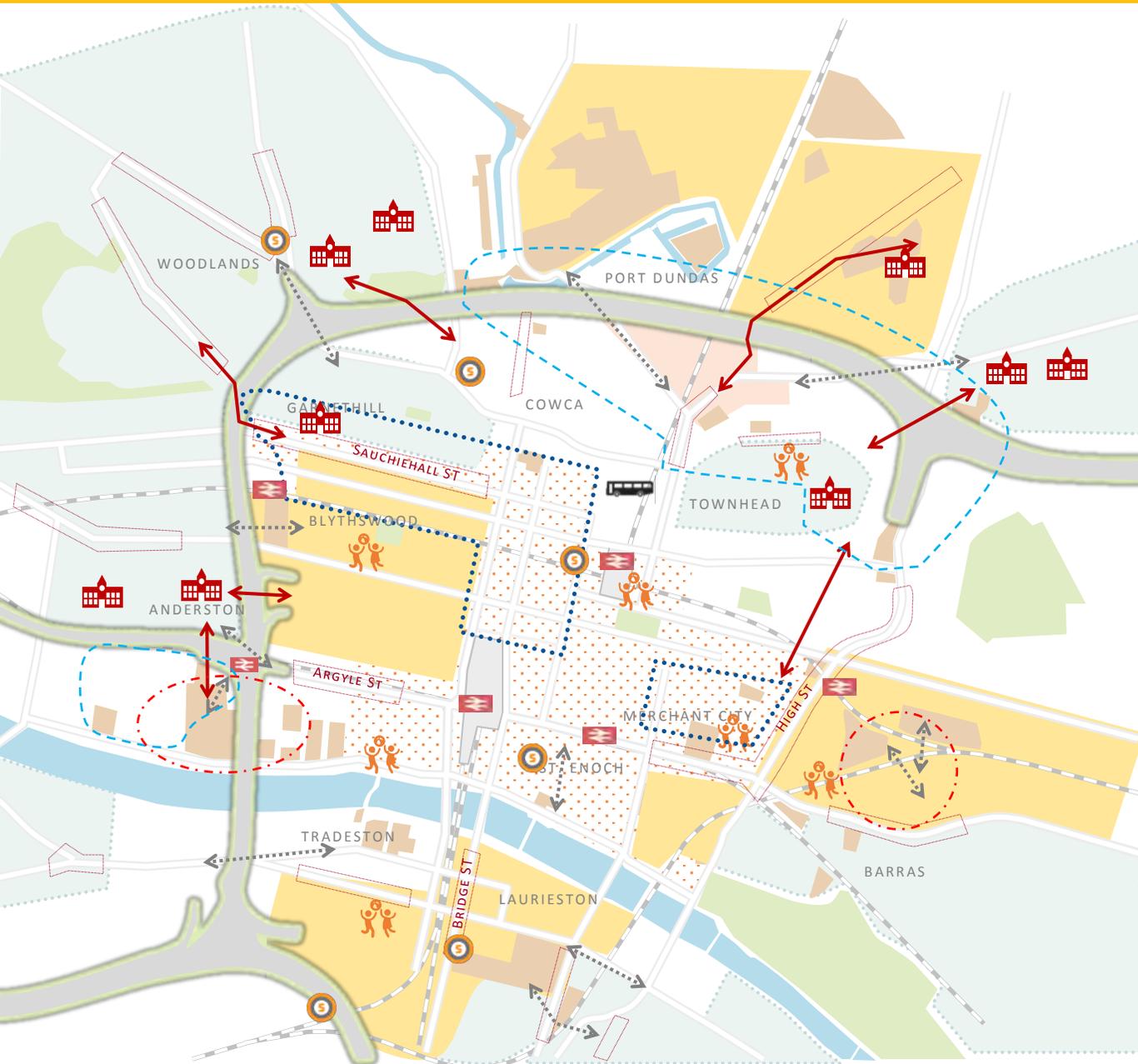
- Improved routes to local schools should be prioritised and a new primary school should be provided to serve the growing population to the southeast
- Overall improvements to the public environment—through greening, improvement of public space, creation of more pedestrian friendly streets—should seek to create a safer, healthier, more attractive and liveable centre
- Improvements to noise and air quality should be promoted
- More recreational and family friendly 'attractions' and public spaces should be created within the city centre

All new residential development should be of high design quality and contribute towards a range of neighbourhood housing options. The development of new homes must also contribute to the liveability, health and socially cohesion of their local community. As such, they must be complemented by well-designed public space, an attractive and greened public realm, walkable streets and necessary community infrastructure; including play space, shops, nurseries, schools and medical services. New homes and supporting amenities should strengthen neighbourhood identity to promote a sense of belonging and consequent wellbeing.

The DRFs will identify in more detail opportunities for residential development, supporting community infrastructure and neighbourhood improvements within each city centre district.



A SUSTAINABLE, LIVEABLE CITY CENTRE | CITY CENTRE LIVING



Key

- Family Living Opportunity Areas— through a diversification of housing offer. This can be achieved through conversions and infill development. Density of 80 dwellings per hectare minimum to be achieved
- Area of existing settled family living and mixes of tenure.
- Civic 'highstreets' - These are to become a focus for an improved offer of community amenities and services
- Increased residential offer through utilisation of upper floors conversions and infill—target 100 dwellings per hectare
- New play and open space - distinctive public spaces within neighbourhoods designed with children in mind.
- Existing Primary Schools
- Improved routes to schools
- Improved active travel links to peripheral neighbourhoods, facilities and services.
- Areas where particularly need to ensure balance between night time activity and residential amenity.
- Greened and reduced M8 road infrastructure
- Better integration of student accommodation in the vicinity of Dobbie's Loan with the facilities of the City Centre, through better connectivity and a greater emphasis on placemaking.
- Gap Sites, Vacant and Derelict Land with potential for new housing and a supporting mix of uses
- National Rail Station
- Subway Station
- Bus Station.
- Connectivity/Infrastructural improvements required to enable additional housing development.
- Area where townscape has potential for greater residential density (see section 6, Townscape Evolution)

© Crown Copyright and database right 2019. OS Licence No. 100023379

4

A CONNECTED CITY CENTRE

A transport and digital revolution

Glasgow is transforming to make the centre a more people-friendly, attractive, healthier and liveable place. Like other progressive global cities - that are transitioning from car dependency to cleaner and more socially inclusive modes of travel - Glasgow faces the significant challenge of repurposing its car dominated streetscape and transport networks to become more walkable, cycle friendly and supportive of improved public transport.

Changing transport trends, such as growing electrification and automation and the reduction in car ownership among young people, (in a growing 'sharing economy'), is facilitating a shift towards simplified public transport corridors and walkable cities, with future development (once more) focussed around public transport networks. Globally, many cities are developing technological solutions to meet future urban challenges, such as those around congestion and pollution. This growing contribution of digital technology to optimise the efficiency of urban infrastructure (including energy, water and waste) and public and commercial services, will influence the evolution of the city centre over the next 30 years.

The City Council commissioned an independent 'Connectivity Commission' to explore how the city centre's public realm, street network and public transport system could be improved to enhance the experience for all who use the city centre. Its recommendations, published in December 2018, are incorporated within this SDF.

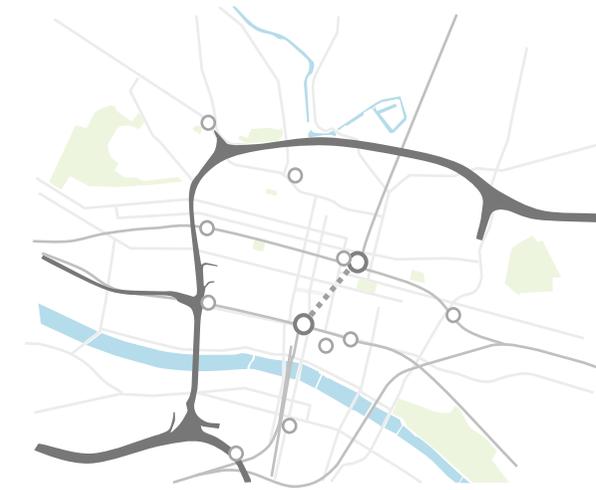
What we want to achieve

The city centre will contain an outstanding pedestrian environment that is well connected, safe and a pleasure to use. It will be child-friendly and incorporate space for play, reclaimed from the street to support city living and encourage more people to visit the centre. The streets will be greener, cleaner and healthier and contribute to the environmental management of the city; softened by street trees, rain gardens and attractive green spaces and containing less vehicle traffic.

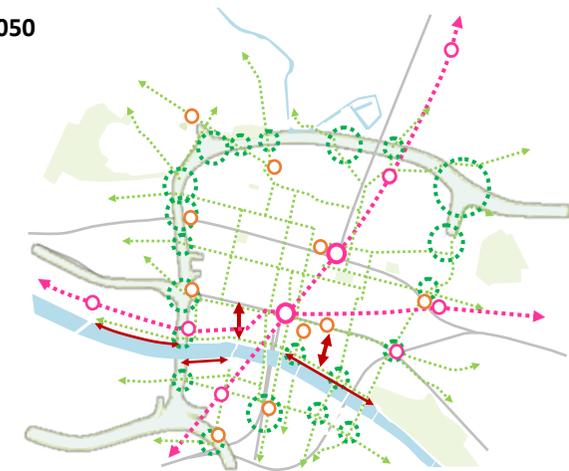
A joined up, coherent cycle network will allow safe travel by bike to/from surrounding communities. A redefined 'smart' street grid and improvements in the quality and capacity of the bus, rail and subway networks will better serve travellers and complement a reduction in car parking.

In 2020, the city centre will contain:

- Transformed movement patterns that reflect the movement hierarchy; greater walking, cycling and public transport use and less car journeys;
- A transformed movement network; with the streetspace rebalanced in favour of walking and cycling over cars, a simplified network of 'smart' streets, reconnected routes;
- A transformed streetscape that is part of an outstanding people friendly and climate resilient environment;
- A transformed M8 with an improved environment, and
- Transformed digital infrastructure for hyper connectivity



2050



KEY

- Major Highway—M8 & Clyde Expressway
- Environmental improvements along M8 corridor
- Other Key Roads
- Avenues - creating walkable/cyclable streets
- Gateway improvements
- Connections to and along the River.
- Existing rail/subway station
- Disconnect between North and South rail network
- Upgraded rail/subway stations with improved accessibility and surrounding environment
- New cross-city rapid transport options

A CONNECTED CITY CENTRE | CONNECTIVITY & MOVEMENT

Where we are now

Glasgow has begun to transform its streetscape and give car space back to people. The remodelling of Buchanan Street 20 years ago created a successful people-focussed street of global recognition. Further investment in the Merchant City's public realm has made this neighbourhood an attractive place to live, visit and socialise, where cars feel like guests in a pedestrian environment. The current 'Avenues' programme, due for completion in 2025, is remodelling key car dominated streets to be more pedestrian, cycle and public transport oriented and including trees and enhanced public space to make them more attractive to spend time in.

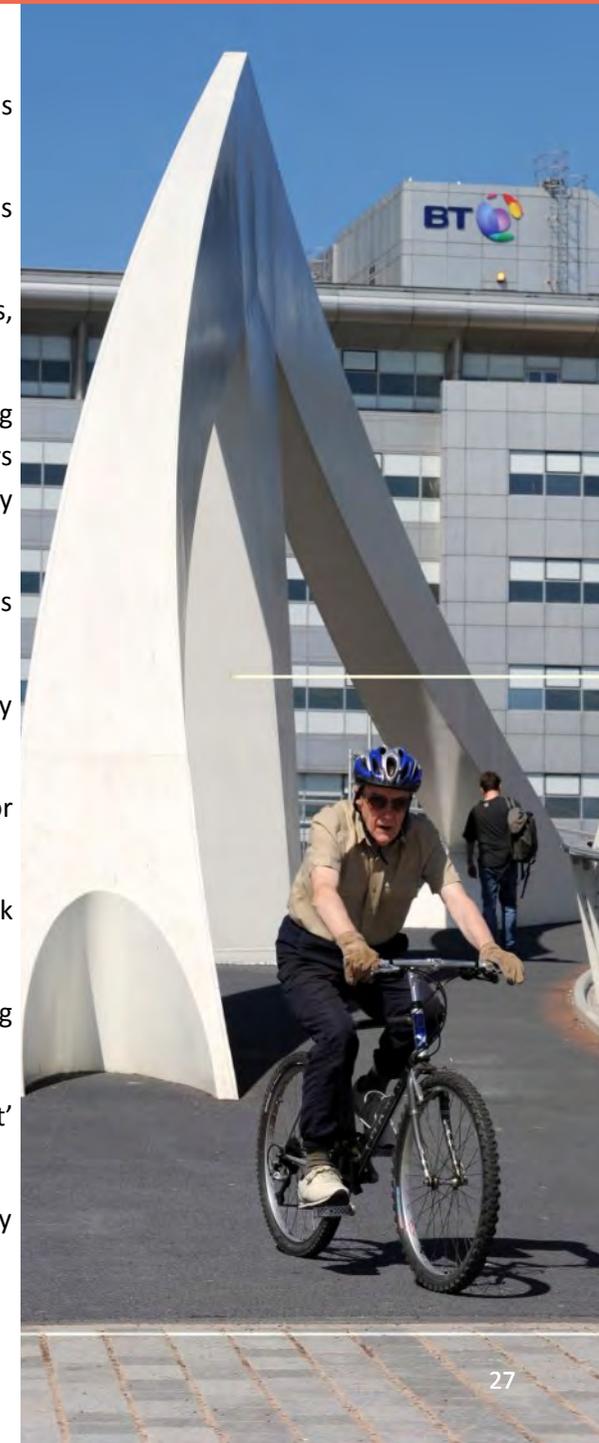
New cycle lanes, the creation of a quality bus partnership and the establishment of Scotland's first Low Emission Zone (to address air quality) are recent significant achievements.

However, despite this progress, much remains to be done if the centre is transition towards a truly sustainable, low carbon future. The centre must realise a transformational modal shift, where pedestrians and cyclists dominate over the car, within a more walkable and attractive streetscape that encourages sustainable travel behaviours. Significant improvements in the quality, quantity and accessibility of public transport will be required to provide effective alternatives to private car usage.

Investment in the strategic road network, (such as the M74 completion and improvements to the M8 and M73) have sought to alleviate congestion on the M8, improve strategic connectivity and remove traffic from the centre. However, the M8 and its associated road network continues to negatively impact on the city centre environment and adjoining communities as places.

Priority Issues to address

- **traffic dominance** – high proportion of land given to roads and cars than in comparator cities, at pedestrian expense
- **Confused function of streets**—street network lacks clarity as too many streets cater for too many modes of transport
- **Confused bus network** - with and duplication of bus stops, routes and other infrastructure for different operators
- **Incomplete and fragmented cycle network** - while cycling journeys in/out of the centre have increased 110% in 10years they remain a low proportion of all journeys, especially relative to other similar UK and European cities.
- **Excess car parking**, on and off street, with many car parks under-used at peak times, supporting car-based commuting
- **Good rail and subway network** with scope for capacity improvement but **poor environments** inhibit usage
- **Negative impact of M8**—severs centre from surrounds, poor air and noise quality blights adjacent land
- **Many unattractive 'gateways'** to city centre, such as bleak underpasses and poor station environs
- **Poor quality routes to school**, especially where crossing heavily trafficked roads (including M8)
- **Scope for improved digital infrastructure** and 'smart' technological solutions for transport networks
- **Riverside is dislocated** from the central core in places by poor or severed physical and visual connections



A CONNECTED CITY CENTRE | CONNECTIVITY & MOVEMENT

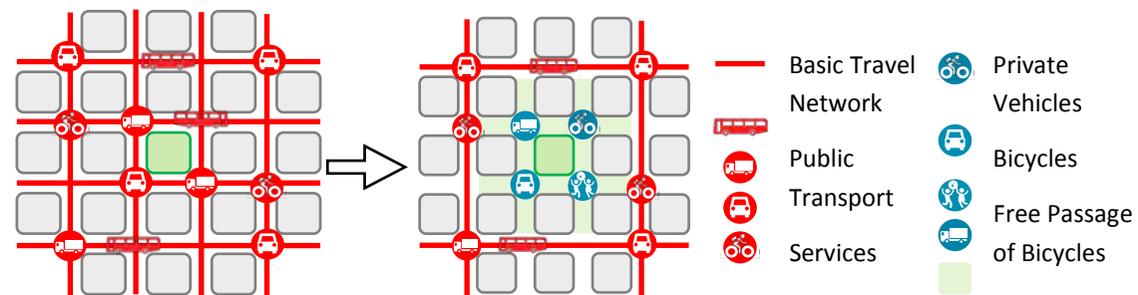
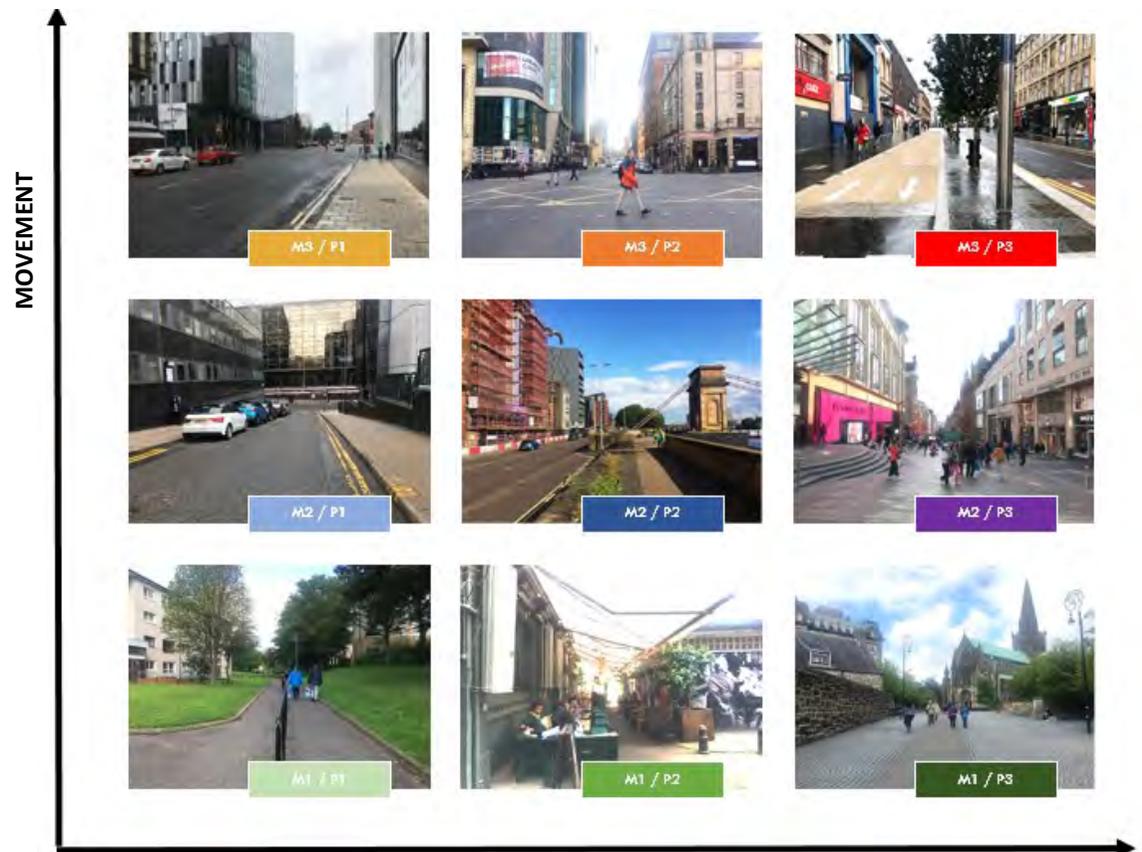
How we will get there

This next stage in Glasgow's transformation involves a fundamental rethinking of how people move around, enjoy and access the city centre and its opportunities. It requires a new vision for movement that puts the needs of pedestrians first and supports the shifting role of the city centre towards a more liveable, low carbon, vibrant place.

Redefining the street network - a simplified grid

The SDF proposes a that a comprehensive reassessment of the city centre's street network be undertaken with a view to clarifying and simplifying their movement and place functions. Similar to work undertaken in others cities, such as TfL in London, Glasgow should develop its own methodology and category of street types (see example image). Not every street needs to have traffic move through it nor should every street be pedestrianised, for the city to work efficiently. The exercise will allow for the prioritisation and targeting of street improvements and remodelling (for improved traffic movement and place quality) which should be underpinned by the following requirements to:

- reduce car journeys in the city centre by 30% by 2030, working towards an ambitious target of 50% by 2050
- repurpose road space given to cars and parking to walking, cycling public transport and public space, asserting the movement hierarchy where pedestrian journeys dominate movement
- simplify the routing for buses to/from/through the centre
- develop a complete and coherent cycle network
- develop the multi-functionality of streets (and their incorporation of green/blue infrastructure) and recognition of their contribution towards a climate resilient environment.



Reassessing the M8 Strategic Road Network

Complementing, and linking with, the review of the city centre local road network, an exploration and assessment of the strategic movement function and 'place impact' of the M8, its junctions and supporting local road network should be undertaken. A strategy for its improvement should be developed and should be underpinned by the following aims:

- to minimise road infrastructure overall - rationalise slip roads and junctions
- reconfigure crossings for pedestrian and cycle priority
- to green the motorway corridor and minimise its environmental impact, including reducing air and noise pollution
- To promote a 'managed motorway' for greater public transport usage, such as bus priority
- to encourage greater use of the M74 and M73 link for M8 east-west journeys to remove vehicles from the city centre M8 corridor.

Addressing meaningful, long term and coordinated improvement of the M8 and the city centre streets network will require substantial iterative transport modelling and strong partnership working. Comprehensive improvement is vital in order to address prevailing issues of poor environmental quality and transition towards a less car dependent and more walkable city. In addition to removing blight from adjoining development sites, additional land for development can be created from former road infrastructure and left over spaces.

Reconnecting People and Place across the M8

Every opportunity should be taken to redress the severance caused by the M8. Crossings should be reconfigured and junctions rationalised to remove or reduce vehicle traffic where possible and prioritise pedestrian and cycle movement. Seamless and pleasant transitions east/west and north/south across reconnected streets for pedestrian and cyclists should be created. Underpasses should be transformed and activated (through development, arts, lighting, leisure uses). Argyle Street at Anderston Cross should be reconnected at grade for walking and cycling to reconnect this severed area of the city and unlock the potential around Anderston station as an improved civic focal point.

City Centre Transformation Plan

The above assessments of the strategic and local road networks will feed in to a new **City Centre Transformation Plan** (formerly titled Transport Strategy) to be produced by the City Council.

The City Council is also embarking on the preparation of a new **City-wide Connectivity Plan** and will work with city, regional and national partner agencies to ensure the city is served by a range of high quality sustainable transport choices. This strategy will ensure the centre enhances its connectivity at the heart of the city region by a world class integrated public transport system that facilitates sustainable economic growth. As such, it should seek to improve the quality and capacity of the rail and bus networks. A review of networks, fleet/stock and expansion of regional rail park and ride should be encouraged.



A CONNECTED CITY CENTRE | CONNECTIVITY & MOVEMENT

The new City Centre Transformation Plan will seek to support the centre's planned growth as a more liveable, vibrant and sustainable place. It will also progress the recommendations of the Connectivity Commission and the objectives that underpin the reassessment of the street network. In addition, it will progress the following further strategic propositions:

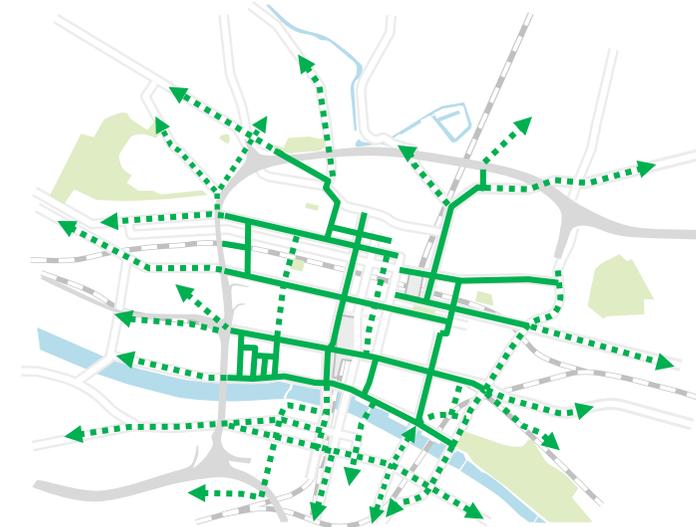
- **Redefine a simplified street 'smart grid' network** - incorporate recommendations for street remodelling and improvements based on the reassessment of the street network
- **Redistribute road space in favour of pedestrians, cycling and public transport** including extension of pavements, removal of parking spaces, new cycle lanes, street greening (including trees and raingardens), the creation of leisure space and simplified bus routes.
- **Extend the 'Avenues' programme** (whereby traffic is reduced and pedestrians, cyclists and public transport have greater priority on principal greened routes throughout the city centre) as part of the above. New routes to be incorporated include internal city centre streets that link key 'movement attractors' (such as West George Street) and external routes that connect to surrounding

communities, (such as Duke Street, Bridge Street, Paisley Road West). Further opportunities for street greening and space reallocation (from car to pedestrian) in streets that do not form part of key 'avenue' routes (such as connecting side streets), should also be explored to complement the network. Avenues should enhance communities and provide green sustainable connections that support their main civic streets. Avenues should facilitate the creation of, and connect, a network of new pocket parks and leisure space.

- **Develop a complete cycle network**- the city must have a coherent, legible, attractive and safe cycle network if it is to build a cycling culture. The network should be developed as part of the redefined 'grid' and form part of the Avenues network where appropriate.
- **Develop an efficient prioritised bus network** - that simplifies routing and reallocates road space to buses as part of the redefined grid, links key transport generators within and beyond the city centre and increases bus usage. Such routes will allow potential for future introduction of other high occupancy vehicles, such as tram/metro. Bus priority running on the motorway will be introduced to complement the network.



Avenues as currently proposed and under construction



Avenues extended to peripheral inner urban areas

- **Improve gateway crossings** to create a more seamless transition between the city centre and surrounding communities
- **Improve stations and their approaches** - The upgrade of Queen Street station will be complete in 2020 to cater for substantial passenger growth. Proposals to upgrade High Street station include a new public plaza and entrance to improve the sense of arrival. It is important that station environs and routes to/from them are attractive to encourage use and support surrounding development. The diagram below shows stations for improvement. Public realm at Central Station should be extended to improve crossings and approaches and expand pedestrian space. Pedestrian access from Central Station to the riverside should be explored to improve connectivity to the IFSD and riverside.
- **Reconnect the River** - improve and/or restore historic walking, cycling and visual connections between the riverside and central 'core'

The River Clyde is possibly Glasgow's most underutilised yet important asset. Currently, it suffers a degree of disconnection from the centre from the impact of traffic on the quaysides and the route-blocking effect of megastructures (such as Anderston and St Enoch centres). The need to bring people down to the river, and for it to become a destination within the centre, is universally accepted. Therefore, improving connections between the central core and the River is crucial to grow activity and encourage development.

Improvements to the bus network should be complemented by **public transport operators' investment** in fleet modernisation,

improved ticketing and technology to improve the efficiency and attractiveness of public transport. The First Minister recently announced, in the Programme for Government 2019/20, a step change in investment to improve bus priority infrastructure and reallocate road space to high occupancy vehicles, such as buses, on parts of the motorway around Glasgow. The City Council will work in partnership with the Scottish Government, Transport Scotland and the Bus Partnership to design and implement this infrastructure.

Comprehensively improving the functional and aesthetic quality of the city centre's public realm to create an attractive streetscape and a variety of public and active travel options is a substantial undertaking that stands to be transformational. It will require significant investment and partnership working that merges strategic network planning with local place based aspirations, which will be identified in the DRFs.

Digital Strategy

The City Council's digital strategy aims to progress the city—as an innovative and pioneering global leader—towards hyper connectivity that will make the city more efficient, successful and sustainable. The provision of infrastructure (such as power and ducting) and new technologies that enhance digital connectivity should form part of future developments and digital masterplanning should be adopted to coordinate and integrate such technologies across the city centre.

In 2050, the city centre will be digitally hyper connected and inclusive; with ubiquitous, high-quality wireless and broadband connectivity built in to its physical fabric to drive productivity and innovation and all residents digitally connected.



A CONNECTED CITY CENTRE | CONNECTIVITY & MOVEMENT

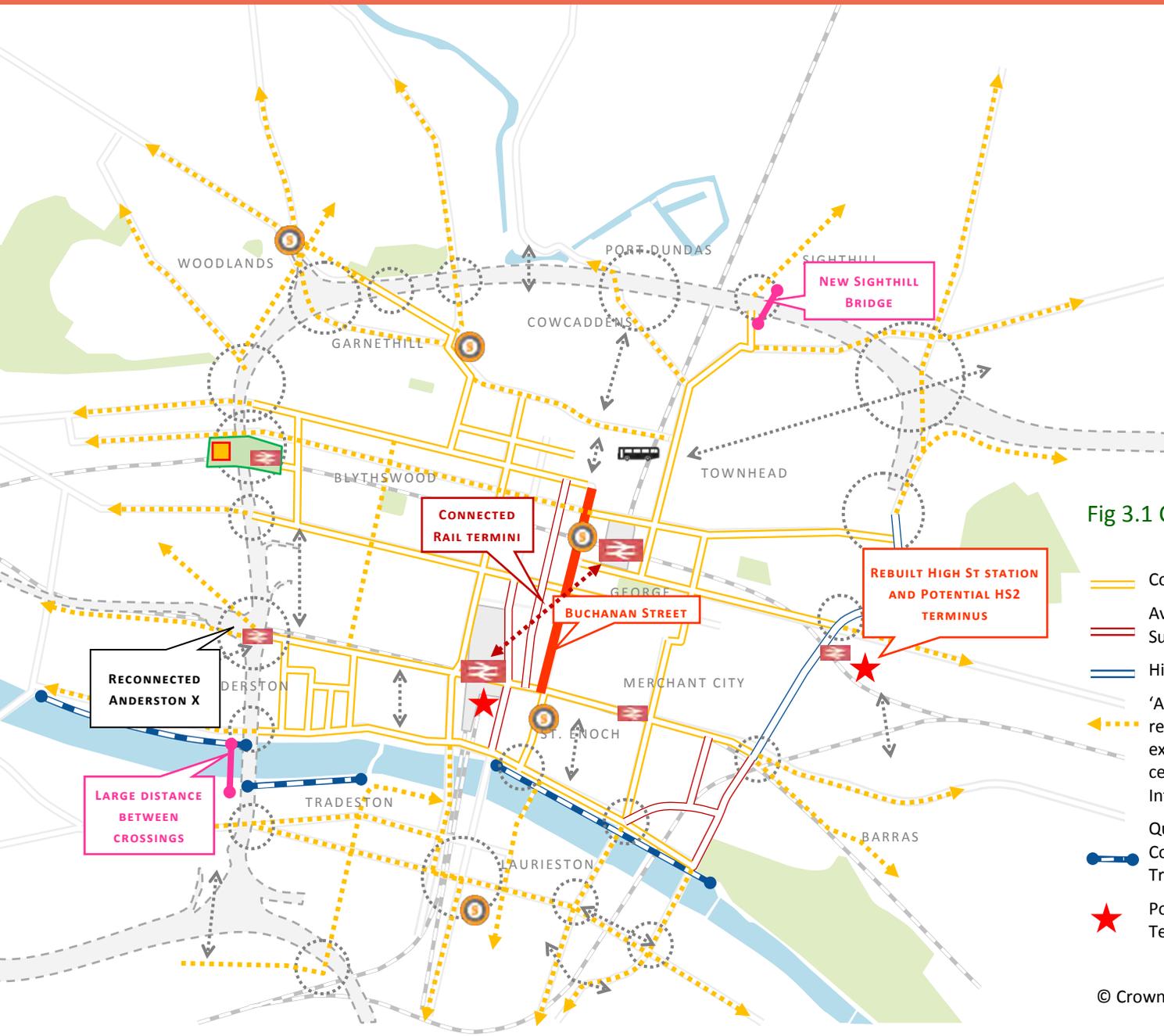


Fig 3.1 Connectivity & Movement | Legend

- Core City Centre Avenues
- Avenues Programme: Supporting Investment
- High Street Action Plan
- 'Avenue extensions' - Public realm improvements to extend avenues beyond city centre. To include Cycle Infrastructure .
- Quay Wall Works: Improving Connectivity and Active Travel .
- Potential High Speed Rail Terminus
- Potential River Crossing
- M8 park /cap—connecting the Mitchel Library #& Charing X Station
- Improved Public Realm and setting around:**
- City Centre Gateways
- Railway station
- Subway station
- Bus Station
- Improved pedestrian links
- 'M8 environment improved and better integrated in to townscape.

© Crown Copyright and database right 2019. OS Licence No. 100023379

5

A GREEN & RESILIENT CITY CENTRE

Place Quality

High quality public spaces set within an attractive, safe, distinctive and welcoming framework of streets are fundamental to our enjoyment of a city. Feature parks, squares and promenade spaces - for interaction or quiet reflection—alongside rich architectural heritage are key components of sustainable, attractive and globally competitive cities and their centres.

Open spaces are crucial for health and wellbeing and are vital to support the city centre's ambition to be more liveable. Green spaces and play spaces are essential neighbourhood components that enable physical activity, engagement with nature and social contact.

Today's business environments also increasingly demand feature public spaces, activated by a mix of uses, to promote community, collaboration and agile working. High quality workplaces now expect a similar standard of environment.

Critically, the overall urban landscape of the city centre must radically adapt and improve its environmental performance to respond to the climate and ecological emergency. Climate resilience and carbon neutrality must underpin all new development and the retrofit of the urban environment. A comprehensive network of green (such as trees, planting, green roofs and walls, nesting opportunities for pollinators, bird and bat boxes) and blue water, (such as raingardens, ponds, water channels) is needed to absorb surface water, absorb CO2, filter micro-particles, reduce urban heating and allow nature - with greater biodiversity—to permeate the city. The city centre must also utilise renewable energy and new

technologies to improve its environmental performance.

What do we want to achieve

The city centre urban landscape in 2050 will have been radically transformed and adapted to one that:

- is climate resilient, biodiverse and green; incorporating an integrated network of green/blue infrastructure, high environmentally performing buildings and public infrastructure that utilises innovative low carbon technologies
- is attractive, liveable - with a network of high quality public spaces linked by walkable streets, serving a diverse population
- is healthy, inclusive and promotes well-being of all through a variety of civic spaces and green/blue infrastructure that encourages social cohesion, exercise, relaxation, play
- Includes the riverside as a new destination in the city
- Includes enhanced and repurposed heritage assets
- Builds economic value for all, in the creation of a more attractive and competitive place

Where we are now

There is a critical lack of public space in the city centre to meet its varied needs. Of existing assets, the privately owned Blythswood Square is not open for public use, the riverside is significantly underutilised and George Square lacks the quality and dignity of a leading European city's main civic space.





Buchanan Street—the centre’s bustling pedestrian spine— is iconic, with a vibrancy and distinctive character that must be protected.

Business environments across the centre have little public or green space to serve their users and do not offer competitive high quality, vibrant mixed-use environments. The appeal and vibrancy of these locations should be addressed through masterplanning and a placemaking approach to new development.

The streetscape comprises the majority of the City Centre’s public realm. It is traffic dominated with little green relief; there are very few trees or raingardens (which the Avenues project is starting to address). Such a hard public realm - with a lack of green/blue infrastructure - inhibits the survival of nature and stunts

the natural biodiversity of the centre. It also inhibits surface water drainage which leads to flooding during heavy rainfall, a problem that will be exacerbated by climate change. Therefore, there is a need for investment in infrastructure - both in the development of new buildings and in the adaptation of the public realm —to manage surface water and contribute to the city’s wider zero carbon ambitions.

Tidal flooding risk currently affects land adjoining the river, particularly on the Broomielaw, that includes a number of key development sites for the expansion of the IFSD. To address such concerns, the Council has prepared an updated Flood Model and will seek to scenario test development proposals and their cumulative effect, to inform an adaptation strategy to

facilitate development.

Power network capacity does not constrain development in the city centre, however, there is a need to coordinate development and the prioritisation of capacity upgrades to align timescales and allow for innovative and renewable energy solutions to be utilised. The integration of smart city capabilities are currently being piloted, exploring district heating, solar PV, ducted wind turbines, energy arbitrage, power storage, EV charging and smart city controls.

As regards the centre’s ‘world class’ architectural heritage, there is a need to address buildings ‘at risk’ or in a poor state of repair. There is a further need to repurpose a growing number of vacant upper floors and redundant (often formerly commercial) listed buildings

Priority issues to address:

- Critical lack of public spaces (green, grey, blue) and need to improve the quality of exiting public space assets
- Hard urban landscape needs adapting to be climate resilient and manage surface water - current lack of green/blue infrastructure
- Tidal flooding risk to riverside sites to be alleviated
- Lack of 'green' throughout the centre, to detriment of nature networks, environmental performance and visual attractiveness
- Traffic dominated streetscape; air, noise, visual pollution
- Riverside needs reinvigorating and reconnecting to the central core
- Coordination of development and power upgrades and early planning for renewable and innovative energy solutions
- Heritage assets in poor state of repair or 'at risk'
- Need to improve the overall environmental performance of the city centre's land and buildings to progress low carbon targets and climate resilience

How we will get there

The transformation of the city centre's urban landscape to improve its environmental, social and economic performance will require climate responsive and socially inclusive design for all future development plus a number of interventions to adapt the existing environment .

City Centre SDF

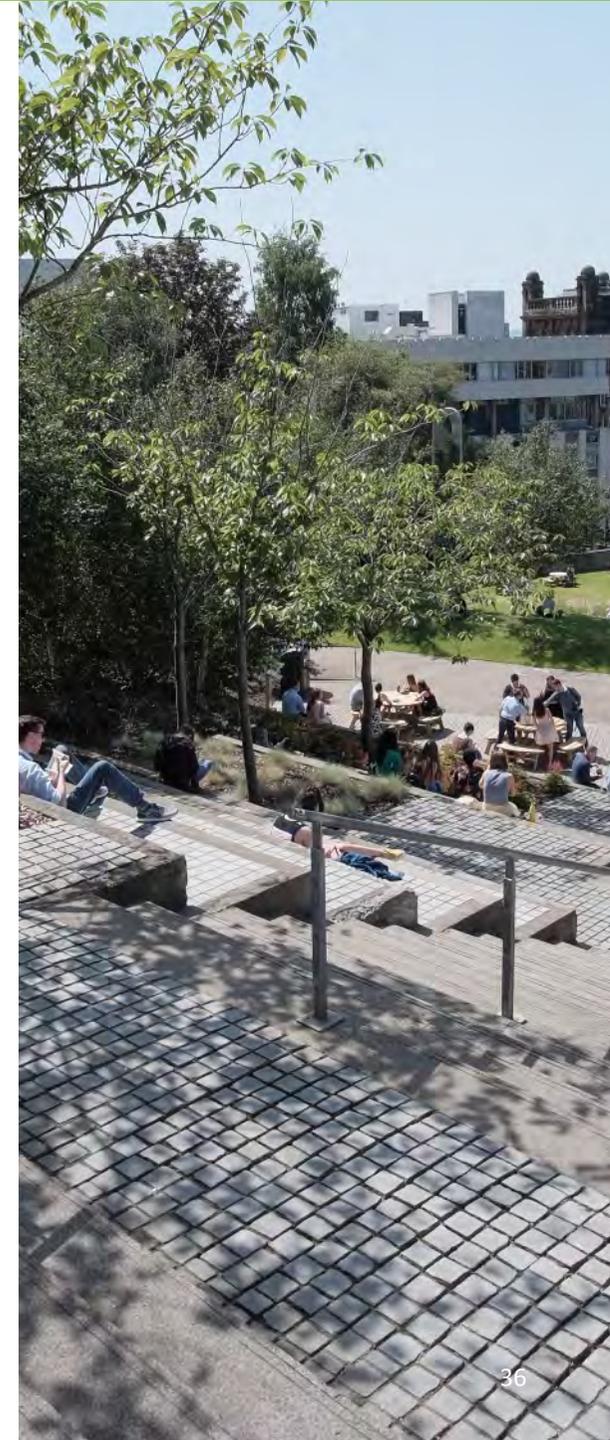
High quality public space - as essential neighbourhood infrastructure - will be integral to the design of new development proposals within a neighbourhood placemaking context.

Creation of new and improved public spaces

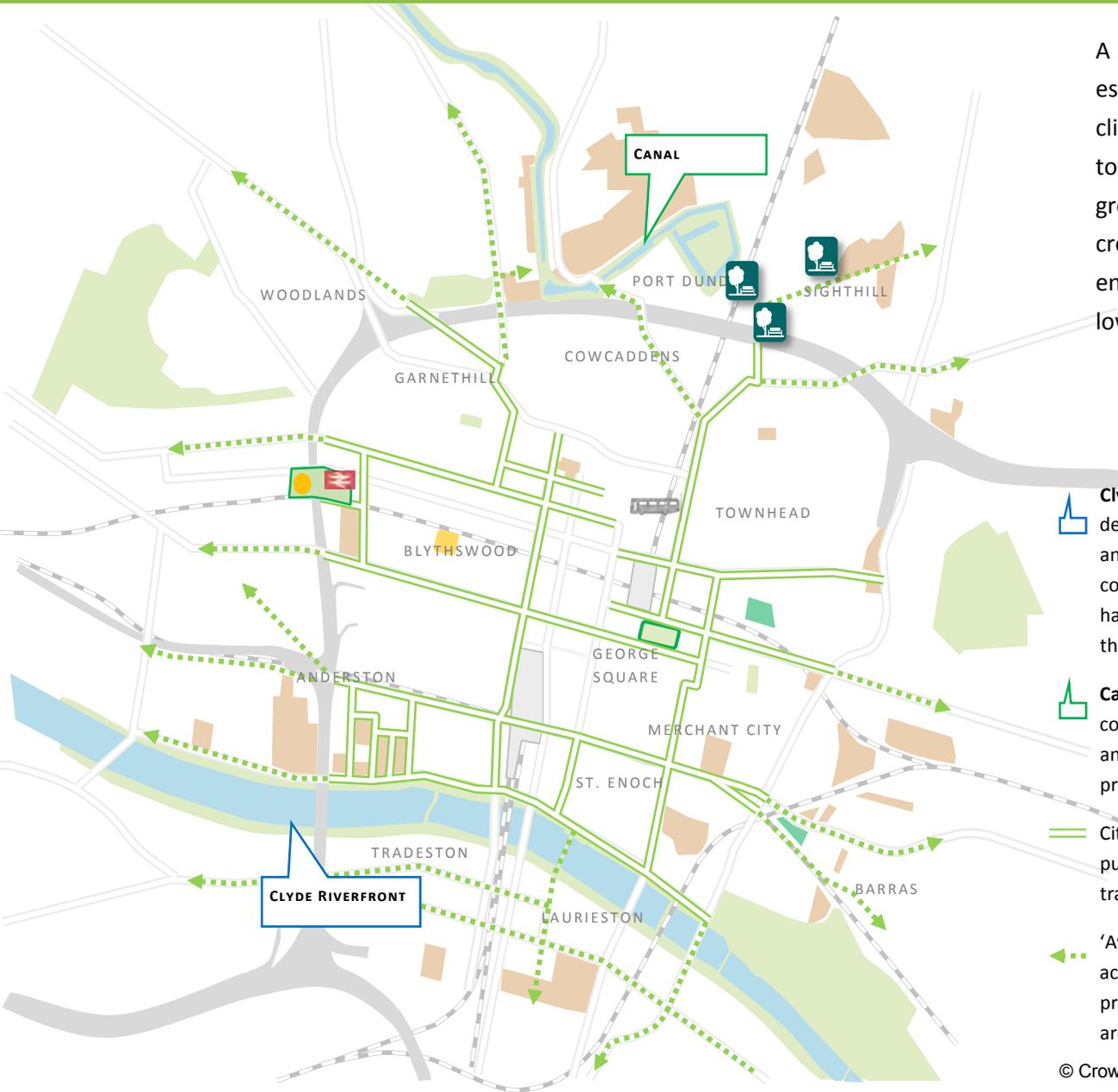
The importance of (as well as pressure on) open space provision will increase with the intensification of land for commercial and residential development. New development proposals must consider their impact on, contribution to, the neighbourhood and not be considered in isolation. Public space creation should be prioritised throughout the city centre, with options for provision including: within new development sites, through reclamation of road space, buildings' roof gardens, courtyards, entranceways and more. Pocket parks should be created at key intersections of Avenues and other principal routes, and to complement visitor attractions and schools to encourage greater social interaction and promote community.

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

- **The Riverside** should be reinvigorated as a new linear park that will extend from Glasgow Green to the SEC through various character areas ('River Rooms') that will create space for leisure, nature and cultural attractions.



A GREEN & RESILIENT CITY CENTRE | PLACES, SPACES AND CLIMATE RESILIENCE



A network of high quality public spaces and adapted green streets is essential to support the city's ambitions for a competitive, liveable, climate resilient city centre. Streets—including Avenues— can contribute to this reengineered network through the reclamation of road space for green/blue infrastructure, pocket parks and active travel networks. The creation of such a walkable, cycle friendly and attractive urban environment is necessary to enable the behaviours change required for low carbon living.

-  **Clyde Riverfront** – new vibrant ‘city destination’ multi-functional public space and the city’s primary active travel corridor. The River is an important natural habitat and a green/wildlife corridor and this should be protected and enhanced.
-  **Canal Corridor**—Enhanced active travel corridor and important natural habitat and green/wildlife corridor to be protected and enhanced.
-  **City Centre Avenues**—delivery improved public realm, street greening and active travel enhancements.
-  ‘Avenue extensions’ - public realm and active travel enhancements which provide connections between inner urban areas and the city centre.
-  Sites with potential to incorporate public multifunctional open spaces. Including vacant / derelict land and surface car parking.
-  Proposed new civic spaces as part of the Sighthill Masterplan.
-  Proposed M8 Cap / civic space at Charing X Station and the Mitchell Library.
-  An enhanced George Square. Public realm improvements which reinforce the square as primary civic space within the City.
-  Private garden, with potential to provide quality public amenity space.
-  Temporary public spaces demonstrating need for formalised open space in that

© Crown Copyright and database right 2019. OS Licence No. 100023379

- **Blythswood Hill** - as an increasingly residential neighbourhood - should be the focus for a new 'urban park' incorporating childrens' play in space reclaimed from the street. Potential to open Blythswood square to the public should be explored.
- **Candleriggs** - redevelopment of the large vacant site should provide a new focal point for the merchant city, building on its success as temporary events space.
- **King Street Car Park** –redevelopment should embody new feature public space that will bring activity to this area and connect the Merchant city and the Riverside.
- **Buchanan Street** should be refreshed for ongoing success and the potential to extend pedestrian space towards George Square should be explored.
- **High Street and Duke Street Corridor** should incorporate focal space and green spaces within redevelopment sites.

Innovative design approaches in the creation of feature spaces and public realm will be encouraged that:

- Create a variety of distinctive spaces that draw people to play and interact, provide shelter, shade, seating and rest areas, create a neighbourhood focal point and physical recreational opportunities

- Green the city and promote biodiversity and nature-based design solutions
- Embody multi-functionality, climate responsive design and climate adaptation measures
- Reflect the culture of the city through art, lighting, wayfinding and events spaces
- Utilise smart /digital technology and innovation
- Incorporate high quality, robust materials and finishes that can be easily maintained

Activation of Public Space

Areas within the centre that lack activity throughout the day and into evening (such as the riverfront and business environments) need a greater range of uses (including homes, hotels, shops, restaurants, cinemas, focal spaces) to provide greater 'round the clock' activity. Public space and street frontages—especially along principal routes— should be prioritised for activity. In the short term, temporary interventions should be encouraged – pop up shops, cafes, offices, hotel space or a programme of events— to test the suitability of locations for development, explore demand for activities and provide vibrancy for areas in need of rejuvenation.

Heritage Restoration

The city centre's historic environment and rich architectural heritage will contribute to its sustainable and successful future. High architectural design quality should marry old and new to enhance the city's character and identity. The specific heritage assets that contribute to the authentic character and identity of neighbourhoods will be identified in DRFs. Retention and enhancement of these assets, where possible, will be required (see SG: 9 Historic Environment).

Environmental Engineering for Climate Resiliency

A key proposition of this SDF is the reengineering and adaption of the urban landscape to be climate resilient and to progress the city's ambitions for carbon neutrality, particularly its 2045 targets for net-zero carbon emissions. An integrated and comprehensive approach is shown on the following cityscape schematic, that embodies a combination of measures including; urban greening, tackling pedestrian, cycle and vehicle movement, climate responsive building design, creation of green/blue infrastructure networks, water management and utilisation of renewable and sustainable heat and power sources.

Climate responsive design should be a key feature of Masterplans and all new development proposals and should incorporate innovative and sustainable multifunctional and nature-based design solutions.

A GREEN & RESILIENT CITY CENTRE | PLACES, SPACES AND CLIMATE RESILIENCE

- Sustainable Urban Environment
- Environmental Building Design
- Green Infrastructure

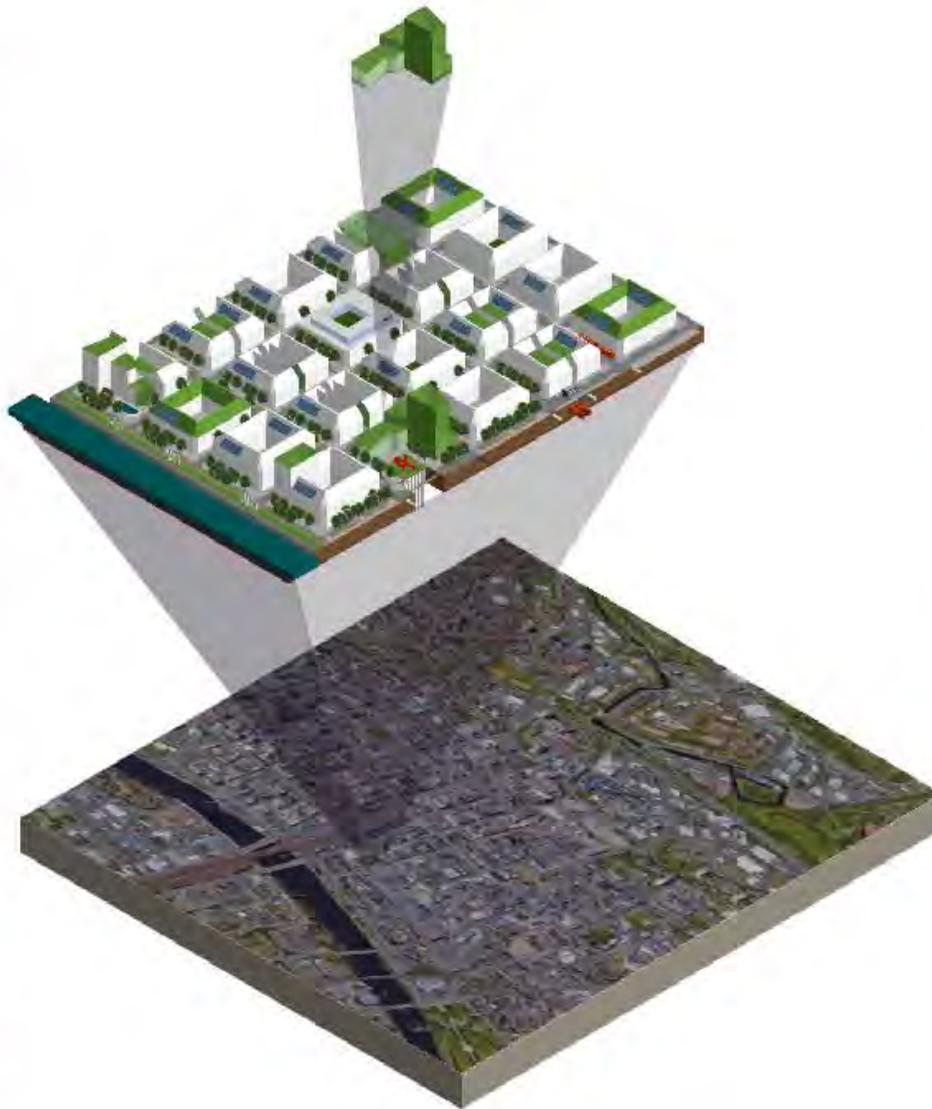


- Sustainable Urban Environment
- Environmental Building Design
- Green Infrastructure

Key:

- (1) **Plant Large Street Tree's**
Increase City Centre canopy cover (minimum 5% per city block) for carbon sequestering, improved air quality and urban cooling. Tree lined streets to be formed from Oakes, Limes and Pines.
- (2) **Rethink Urban Space and Streets**
Moving from uni-purpose vehicle dominated streets to dynamic connected green spaces for pedestrians with a diverse range of uses.
- (3) **Storm water Park**
Capture storm water within newly formed landscapes and pocket parks.
- (4) **River Park**
Improve biodiversity along the Riparian corridor. Develop a strategy that uses the river as a heat sink.
- 5) **Eco Avenues**
Incorporate street greening, trees, SUDS, rain gardens, swales and riles into the street design to improve biodiversity and to provide surface water management and treatment.
- (6) **Biowalls**
Provide shading and evapotranspiration to reduce cooling demand and building air intake filtration.
- (7) **Super Block**
Rethink the Glasgow Grid to improve multimodal transport connectivity and to shift the focus of intermittent streets to pedestrian and cycling priority.
- (8) **Sustain and Enhance the Historic Core**
Repurpose vacant historic buildings. Encourage mixed use in both historic buildings and new build within the City Centre.
- (9) **Strategic Density**
Building heights reflect proximity to transit hubs, riverfront or M8 corridor. Central Conservation Area to be protected.
- (10) **Demand Reduction through Design**
New build to prioritize an environmentally led building form with natural daylighting, natural ventilation; and to be energy efficient and carbon conscious.
- (11) **Green Roofs**
On-site storage of Storm water, improved air quality, visual amenity and urban cooling. Large roofs to be utilised as urban farms and gardens.
- (12) **Solar Roofs**
Photovoltaic and Solar Thermal provided for new development and retro-fitted to existing large scale roofs, car-parks and bus stops.
- (13) **Integrated Utilities**
Utilities located within central street service zone.
- (14) **Subway**
Recycle power from regenerative braking and enable heat recovery through air source heat pumps for heating and cooling.
- (15) **Low Emission Zone**
Electric Vehicle only to improve air quality.
- (16) **Overground**
Electric over-ground city transit system to improve inner city connections to the North and East.
- (17) **Sewer Heat Recovery System**
Waste heat recovery from sewers to provide energy.
- (18) **Share Car V2G**
Vehicle to Grid (V2G) Technology acts as battery storage to the grid, providing better responses to peak load demands. Single surface car parking to be phased out in LEZ in lieu of multi-storey car parks for electric vehicles.
- (19) **Living System & Microbial Fuel Cell Wastewater Treatment**
Nutrient recovery, hydroponic green house and city market.
- (20) **River Source Heat Pump**
Heat Exchange to create shared CHP or power.
- (21) **Smart Grid**
Dynamic Demand Management paired with Renewable Power (e.g. roof mounted solar) and Battery Storage (e.g. Electric vehicle car park) to achieve highest efficiencies.
- (22) **District Heating**
Communal heating systems that utilise renewable or low carbon fuel sources with plant integrated into building design.
- (23) **Distributed Digital Weather Stations**
Provide feedback to 'Data Central' and building automation systems.
- (24) **Information City: 'Data Central'**
Monitors climate and climatic effects, resource efficiency and smart grid to measure and improve city performance.
- (25) **Ground Source Heat-Recovery**
Ground source heat-recovery from pavements and green spaces.

SCALE OF ENVIRONMENTAL ENGINEERING CONSIDERATION



All building projects should implement mitigation and adaptation technologies to limit the impact of the building design on the city's resources, the natural and built environment, and the city's microclimate system. Projects should consider the impact of:

(1) Individual Buildings

Environmental considerations should inform urban design at the earliest stage. Thereafter the scale, mass, performance, and envelope design to ensure the building is the most efficient environmental design that can be achieved. The design should seek to implement natural place-based solutions.

(2) Building on the immediate area

Test the impact of the building design to include: sunlight and daylight analysis, water and air pollution, waste management, resource recovery, waste water and storm water management.

(3) Buildings on the wider environment

Test the impact of the building design on the wider natural and built environment and microclimate through considerations of environmental placemaking to include: flood defense, urban microclimate and wind patterns, resource efficiency, carbon reduction, heat island effect and city infrastructure.

Inversely; test the impact of the local microclimate on the operation of the buildings to include: wind patterns, sun path, effect of the river as a heat sink, the effect of south westerly winds, the topographical landscape to include the drumlins, and surrounding buildings and public realm.

Integrated Green and Blue Infrastructure Strategy

The Council is currently preparing a Surface Water Management Plan for the City Centre which aims to reduce the overall flood risk and volume of surface water draining in to the public sewerage system. The SDF proposes that an integrated 'Green and Blue Landscape Infrastructure Plan' be prepared for the City Centre that incorporates a joint strategy for landscape and biodiversity improvement and adaptation ('greening the centre') and surface water management. Its interconnected objectives will include the need to remove surface water from the Public Sewerage system through increased surface water retention and urban greening of the city centre environment. The development of multifunctional climate responsive infrastructure will include pocket parks, green roofs, street trees, raingardens, green walls and other such measures.

The city council will continue to collaborate with partners at local, regional and national level - including SEPA, MGSDP, Clyde Regional Marine Plan - on the management of both surface water and tidal flood risk. A **Tidal Flood Risk Mitigation Strategy** will be prepared and seek to address removal of risk to affected development sites in the long term and adaptation measures to facilitate development on the short term.

Glasgow's Open Space Strategy

The Council's forthcoming Open Space Strategy considers the potential of all the city's open spaces to meet a variety of functions, such as water retention, urban greening, sport and play, biodiversity enhancement or food growing. The Open Space Strategy will inform the Integrated Green/Blue

Infrastructure Strategy for the Centre.

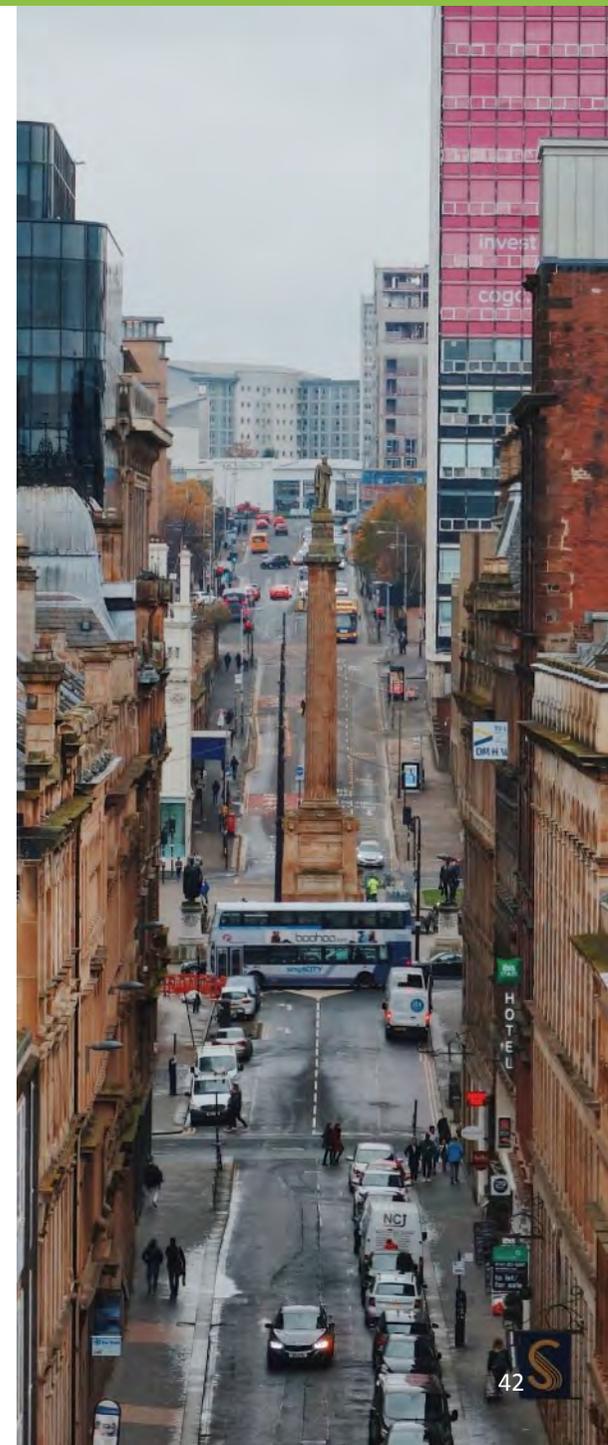
Local Heat and Energy Efficiency Strategy

Glasgow City Council is developing its first Local Heat and Energy Efficiency Strategy (LHEES). The LHEES is the successor to the existing Energy & Carbon Masterplan and will commence in April 2020 with a target of making an absolute reduction in CO2 emissions of 80% by 2050, whilst supporting the 2030 target of carbon neutrality and the 2045 net-zero target. The LHEES will seek to deploy innovative solutions and delivery mechanisms to improving heat generation/consumption and energy efficiency in five designated zones in the city. The City Centre is one of the five identified zones. The LHEES will work in partnership with existing strategies to enhance the sustainability of the city centre.

The LHEES will incorporate lessons from the city centre's 'Smart Street' pilot, which aims to integrate new development with smart city technologies for renewable energy and storage (among other things). Over the next 30 years, lessons from the street will be replicated throughout the city centre to reduce carbon emissions and maximise operational efficiency.

Integrated Energy Plan

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

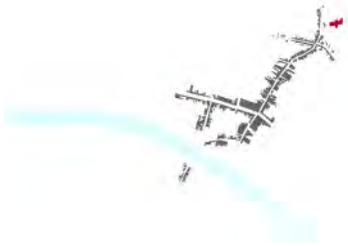


6



SPATIAL STRATEGY

SPATIAL STRATEGY | TOWNSCAPE EVOLUTION



Medieval Beginnings



Growing Influence & Mercantile Expansion



Industrial Expansion

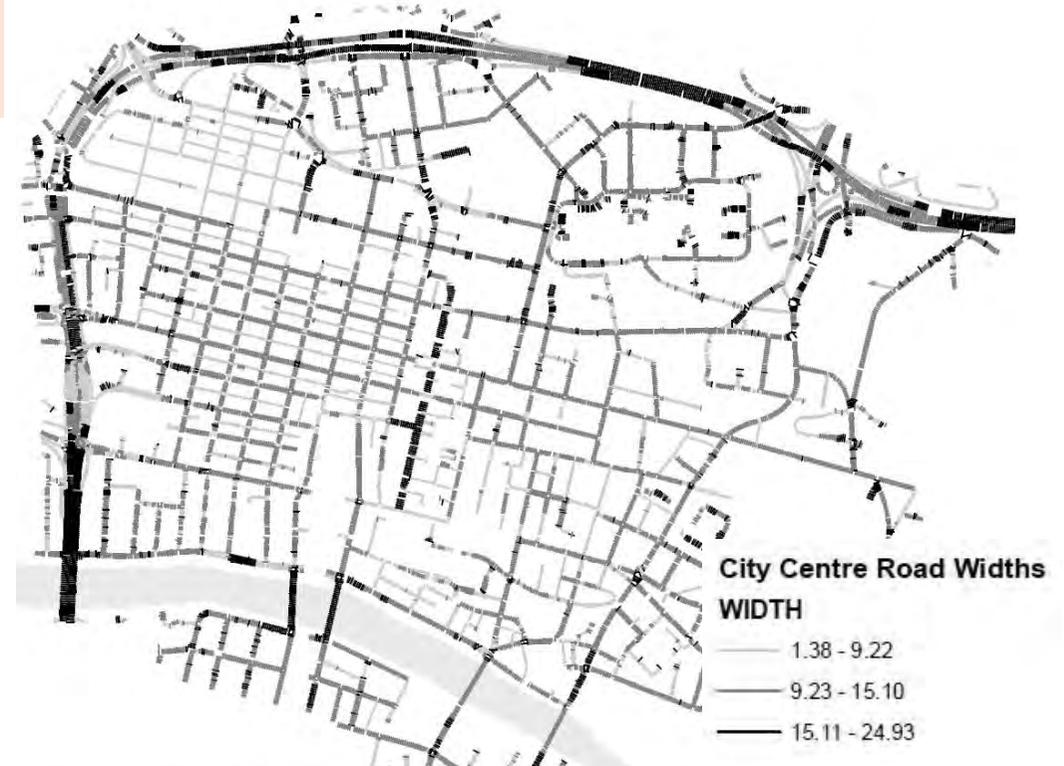


Post-Industrial - Today

The city centre's varied natural topography and rich historic townscape are intrinsic components of its character and enduring identity.

Glasgow's growth is evident in the city centre's historic buildings and streets. Medieval urban fabric around Trongate gives way to civic monuments of the Merchant City and an early street grid that, with growing industrial wealth, expanded west as a platform for the elegant townhouses of Blythswood. Later post-industrial decline brought extensive demolition, comprehensive redevelopment and growing car dominance, which has left a legacy of urban fragmentation and severance, largely on the centre's periphery. The city centre today is compact; effectively, contained by the M8, High street and its southern riverbanks span.

Both the pattern and verticality of development in the city centre has been influenced by topography; whereby the low lying Clyde River Valley rises northwards to a series of drumlins. Landmark buildings that punctuate the tops of these drumlins, in and around the city centre, largely define the city skyline: the spires of Park Quadrant, monumental townhouses of Park Circus, Glasgow University on Gilmorehill, the monuments of the Necropolis, and the more modern landmarks of Strathclyde University and City of Glasgow College campuses at Rottenrow, in particular the former Met Tower.



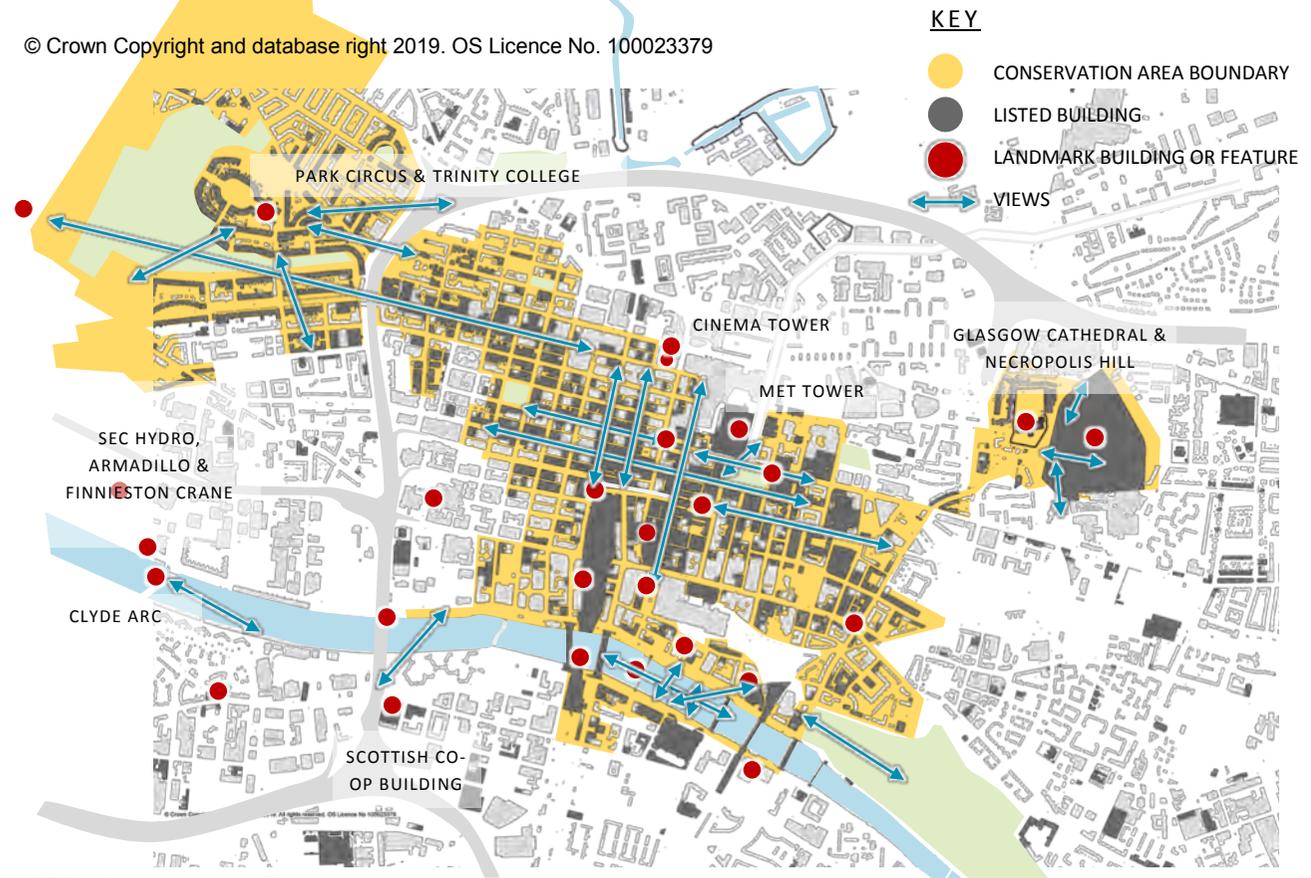
© Crown Copyright and database right 2019. OS Licence No. 100023379

SPATIAL STRATEGY | TOWNSCAPE EVOLUTION

Glasgow's Central Conservation Area covers much of the city centre and hosts the greatest concentration of listed buildings in Scotland outside of Edinburgh. The spires and historic features of the centre's many fine heritage buildings contribute to the city's distinctiveness and beauty.

Such fine historic buildings set within a largely gridded centre creates an attractive townscape with dramatic long north-south and east-west views, which should be protected.

Concern for the condition of the city's heritage is frequently cited in public consultation. It is vital that heritage buildings and features are protected, enhanced and reinvigorated to continue their legacy to the city. Their sensitive integration to new development will be required. High design quality that successfully marries old with new will enrich the character and value of the city centre townscape.



Densification and Place Quality

A core ambition of the SDF is to bring more people in to the city centre to live, work and visit. As the townscape evolves over the next 30 years, it will be crucial to balance densification of the centre with improving place quality. A greater population will require greater amenity infrastructure (shops, services, civic facilities, open, green and leisure space) to ensure the centre is liveable and attractive to businesses, workers and visitors. A high quality public environment with attractive spaces and social infrastructure is integral to place quality and to building long term social, environmental and economic value across the city centre, that will benefit all.

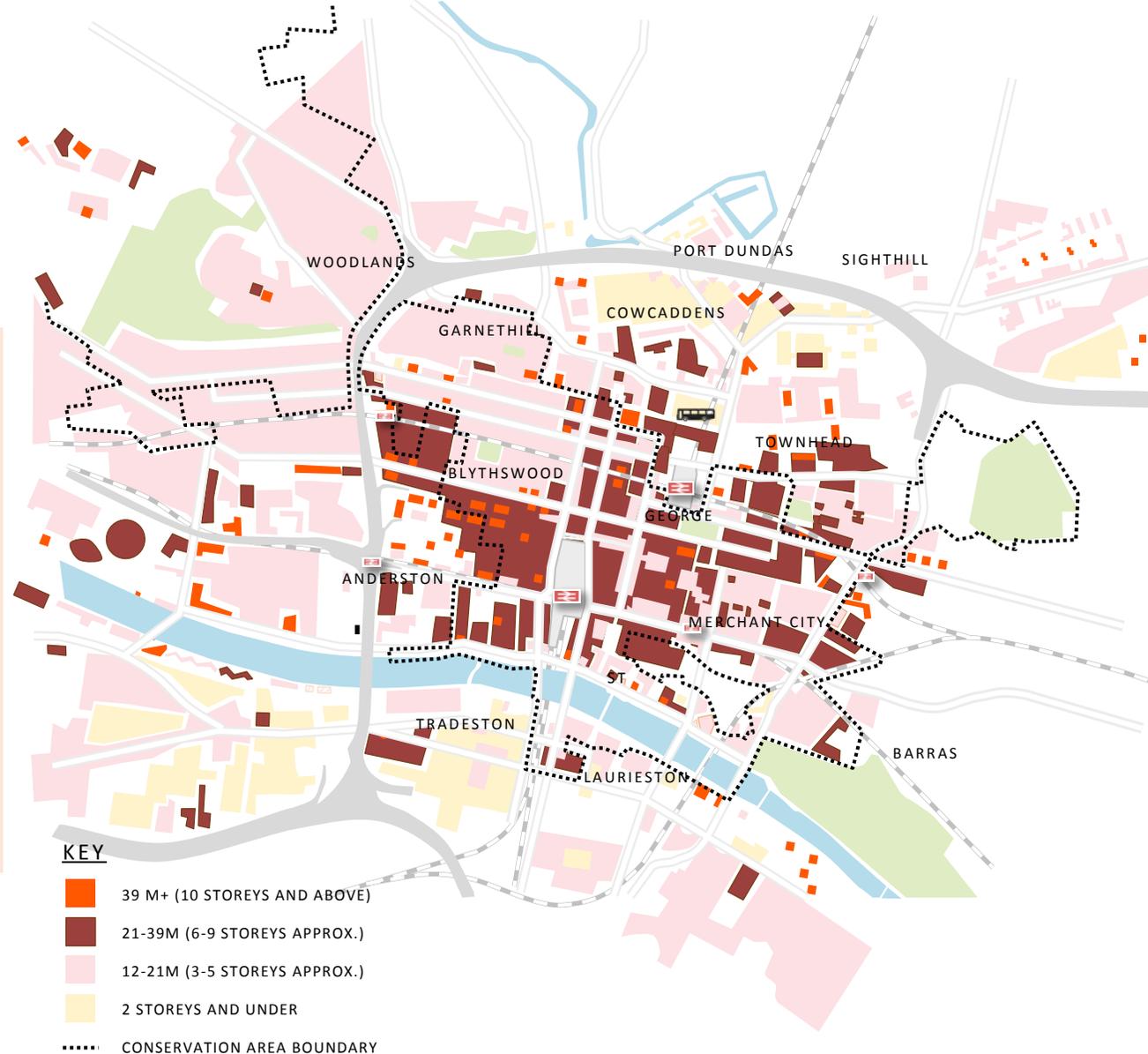
Densification of the City Centre should:

- improve liveability of the centre; ensuring developments contribute positively to the social, economic and environmental functioning of their locale
- repair the urban fabric; realise the development of vacant land and buildings, renew street connections, (including to the river, across the M8 and through large structures e.g. St Enoch Centre, Buchanan Galleries, Caledonian University)
- enhance and reinvigorate heritage buildings and features
- deliver exceptional design quality in new architecture to enrich the city's skyline, townscape and identity
- create active, vibrant and safe people-friendly streets

Density should be linked to transport hubs to promote sustainable travel and minimise car usage. Most of the city centre is accessible by public transport, with exception of the north-east and far south-west corners where connectivity improvements will be needed.

Figure X: Indicative Building Heights

© Crown Copyright and database right 2019. OS Licence No. 100023379



Locating Buildings of Height and Scale

Building height and scale vary across the city centre with townscape character. The finer grain and hilltop areas of the Conservation Area (Merchant City/High Street/Trongate/Garnethill and Blythswood) have established tenemental building heights (3-5 storeys), whereas the Victorian commercial core has largely mid-rise heights (6-9 storeys).

Commercial intensification in recent years has created a scattering of taller buildings (10 storeys and above) and larger floorplate buildings, with clustering emerging in the south-west around the IFSD and the M8 corridor. Given that the majority of buildings within the city centre are of tenemental or mid-rise scale, a building that exceeds these will visually impact on the townscape and skyline as a tall building.

Buildings of height and scale should be focussed in appropriate locations, principally:

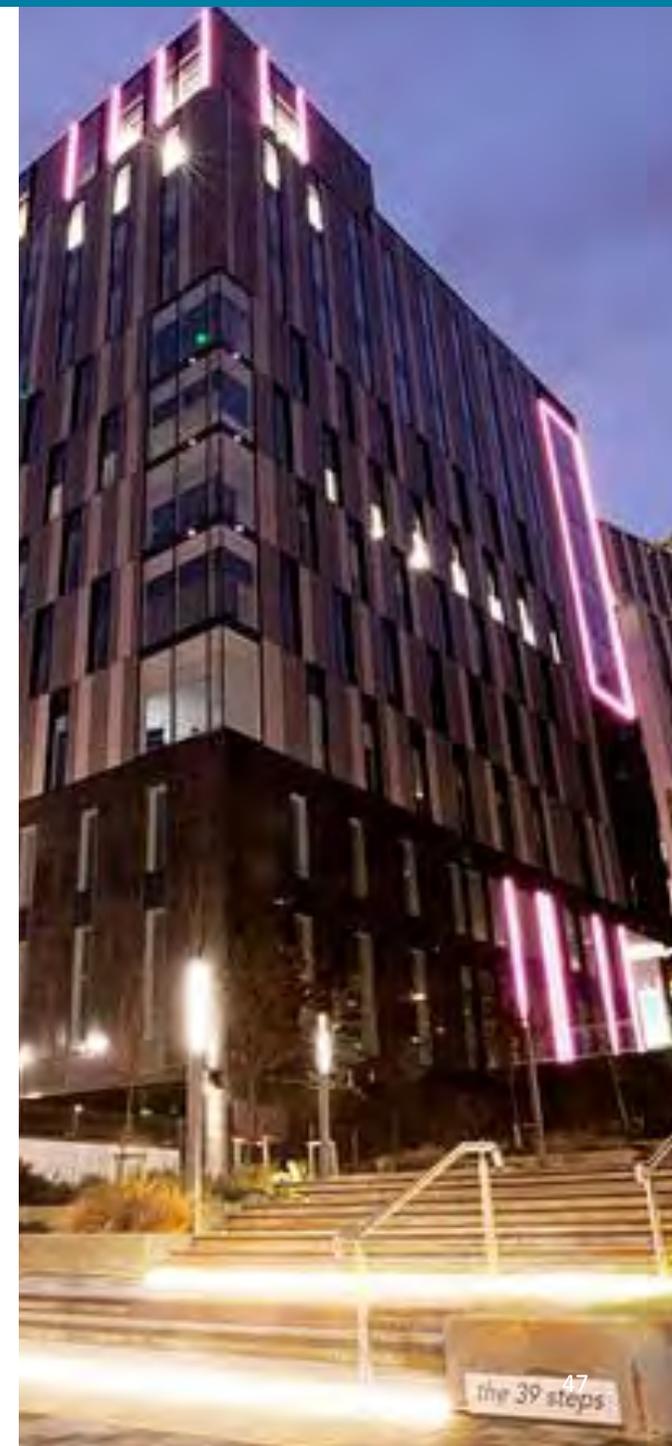
- areas of urban repair, such as the fragmented periphery or long term vacant sites;
- areas where the urban fabric lends itself to buildings of scale, with wider streets (for sunlight penetration) and an established datum;
- areas of less historically sensitive urban character;
- where strategic views and views of landmarks would not be compromised, and
- where accessible by walking, cycling and public transport

The city centre comprises two character areas in terms of urban sensitivity; the historic core of the Central Conservation Area and a peripheral 'doughnut' area of more fragmented urban fabric. The ambitions of the SDF to reconnect the centre with its surrounds and to reinvigorate the riverside (reinforced by the River SDF) prioritises focussing growth in these fragmented areas and particularly towards the M8 western corridor and riverside opportunity sites. Diagram 'x' identifies appropriate locations for tall and larger floorplate buildings.

Adopting a Placemaking Approach

The development of proposals for new buildings must take a context based, spatial approach that considers neighbourhood dynamics and the contribution of new buildings to the economic, social and environmental improvement of the locale.

Similarly, an assessment of building height, scale, form and mass should be taken across a neighbourhood, block and along a street (and not just a development site) to consider its contribution to the urban morphology of the city centre, its townscape and skyline.



Buildings of height and scale should be directed to :

Urban intensification/opportunity areas. Situated outside the Conservation Area, these areas are more suited to buildings of scale due to: their courser – often former industrial - urban fabric with larger blocks and wider streets; proximity to the M8 and the opportunity to support the existing cluster to define the M8 corridor; opportunity to define the IFSD, and the opportunity for innovative urban infill. These areas also contain high levels of vacant land and are served by underutilised transport nodes.

Within the Conservation Area existing datums should be respected, with opportunity to use additional height for the creation of new landmarks of exception design quality. Heritage buildings should be sensitively incorporated within new development, which should seek to creatively marry old with new.

Peripheral Densification Areas. Development should seek to restore cohesion and definition to the built form of these fragmented areas and introduce a density of people and civic uses to create vibrant and liveable urban neighbourhoods that seamlessly connect the city centre with its surrounds. Densification—which should be at tenemental human scale—will necessitate public transport and connectivity improvements, which are currently lacking.

Key

- URBAN INTENSIFICATION/OPPORTUNITY AREAS
- PERIPHERAL DENSIFICATION AREAS.
- CONSERVATION AREA
- AREA OF PARTICULARLY SENSITIVE URBAN CHARACTER
- N NATIONAL RAIL STATION
- S SPT SUBWAY STATION
- B BUCHANAN BUS STATION.

© Crown Copyright and database right 2019. OS Licence No. 100023379

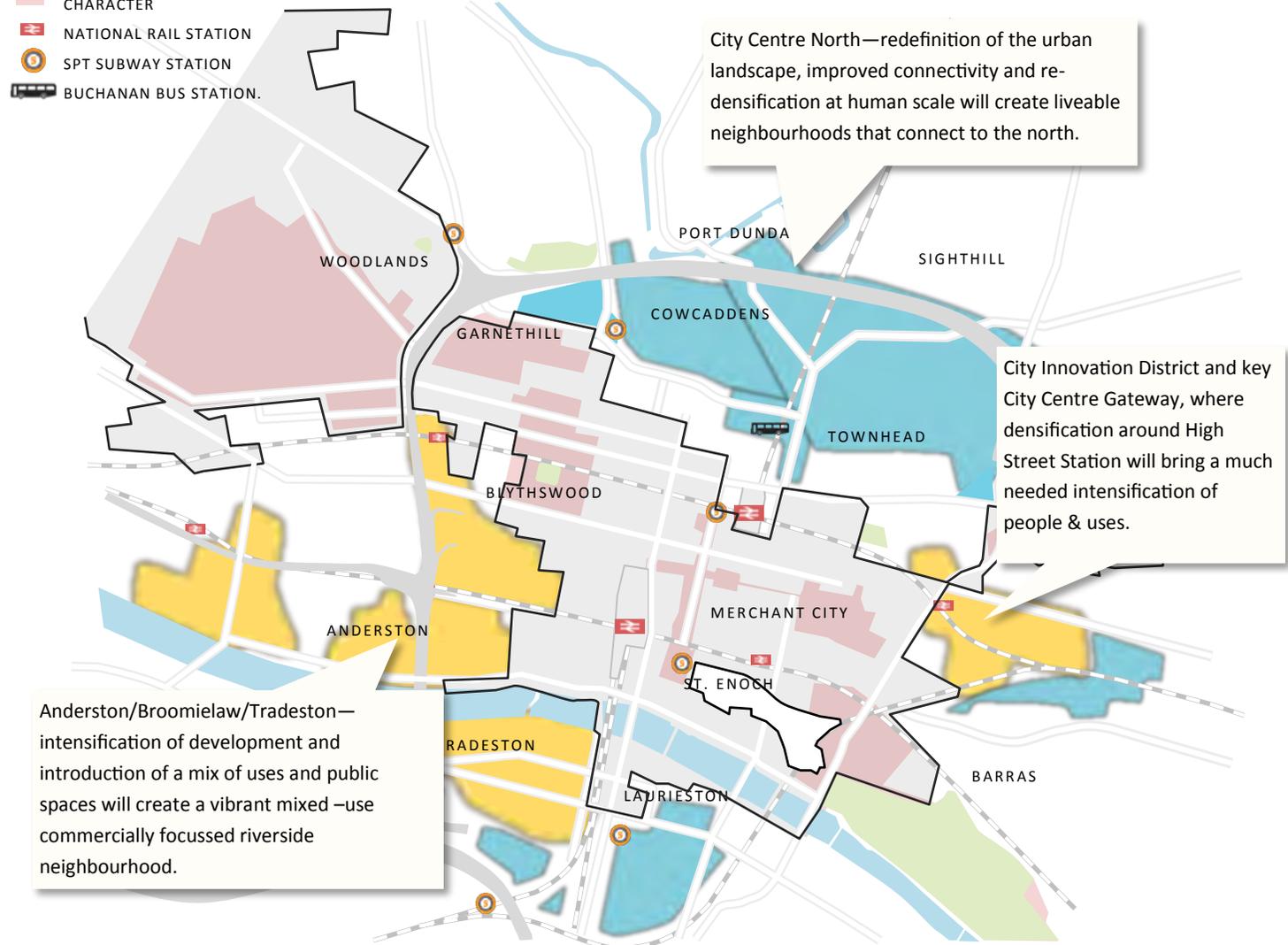


Diagram 'x' : Urban Redensification Plan

Requirements for new buildings

All proposals for new buildings within the city centre, especially buildings of scale, will be expected to:

- Positively contribute to the economic, social and environmental fabric of its locale
- respect and support the surrounding townscape context, heritage buildings and the city skyline
- respect strategic views and landmarks, and create new visual interest
- ensure a permeable and connected urban form
- Respond positively to the microclimate of the locale
- contribute to the strategic climate resilience of the city centre
- address the street , through active frontages and design quality
- provide high quality amenity space for residents, workers and all uses which enhances the locale

- employ exceptional architectural design quality

Assessing proposals for buildings of scale

In assessing proposals for tall and large floorplate buildings within the city centre, the city council will adopt a four step process. Supporting evidence will be required in advance of the Council's commitment to evaluate a proposal on the merits of its design.

Information to be submitted for review will include:

- (i) reference to the SDF Urban Densification Plan (diagram 'x') to assess if the site falls within the appropriate locations;
- (ii) an evidence base to evaluate the suitability of the site as detailed in the requirements of SG1 and this SDF;
- (iii) robust environmental performance criteria, and
- (iv) details of the public good and the proposal's contribution to the amenity of its locale.

Further Studies

This SDF promotes the ambition, over the next 30 years, to ensure a stunning city centre townscape and skyline, that showcases contemporary urban architecture while protecting and enhancing existing heritage assets.

Further work is required (covering skyline, urban morphology, infrastructure capacity, environmental and economic considerations) to inform design guidelines to guide densification of the city centre at a District and neighbourhood level.

In particular, the Council will produce an **Urban Morphology Plan** that will incorporate a **View Management Plan**. Urban design guidance should be prepared at District level—to support the DRFs— to encourage high design quality in buildings, ensure active streets and activated public spaces.

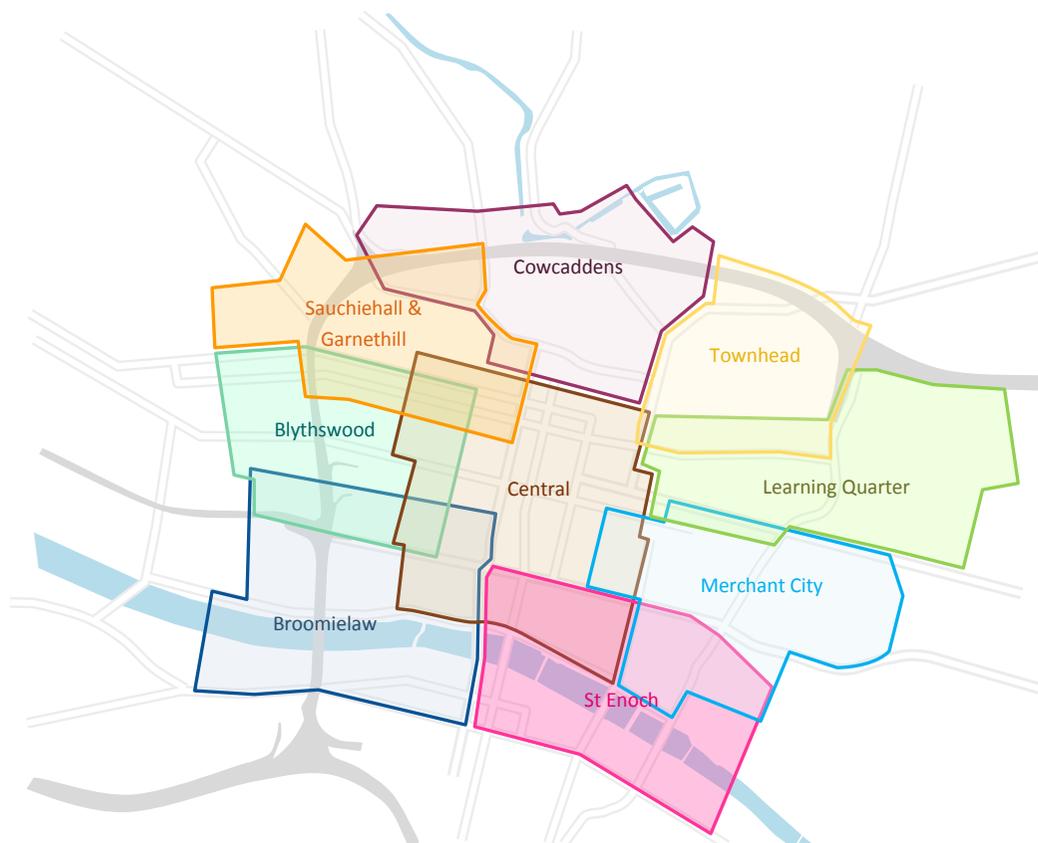


The DRFs will define in more detail the placemaking priorities to be addressed in each of the Districts and develop a response, vision and placemaking strategy in collaboration with local stakeholders. This will provide more localised placemaking guidance.

Notwithstanding, each of the Districts should incorporate the following fundamental strategic placemaking principles in order to grow stable, sustainable and vibrant neighbourhoods that contribute towards the positive evolution of the city centre: (see CDP Placemaking SG1&2)

- Restore and enhance heritage assets and recognise their contribution to the distinctive character and enduring identity of neighbourhoods
- Activate ground floor frontages, especially and always along main civic routes
- Create a range of high quality public spaces – from child’s play to tranquil oases
- Provide a range of housing with supporting everyday accessible amenities (shops, cafes, education and childcare services)
- Ensure Pedestrian priority and friendliness – create a walkable and cycle-friendly streetscape
- Green the public realm, through introducing integral green infrastructure
- Provide multifunctional infrastructure and climate responsive/resilient development, that addresses microclimate, manages surface water and climatic change impacts

The general ambitions for the evolution of the Districts over the next 30 years is outlined in the following section.



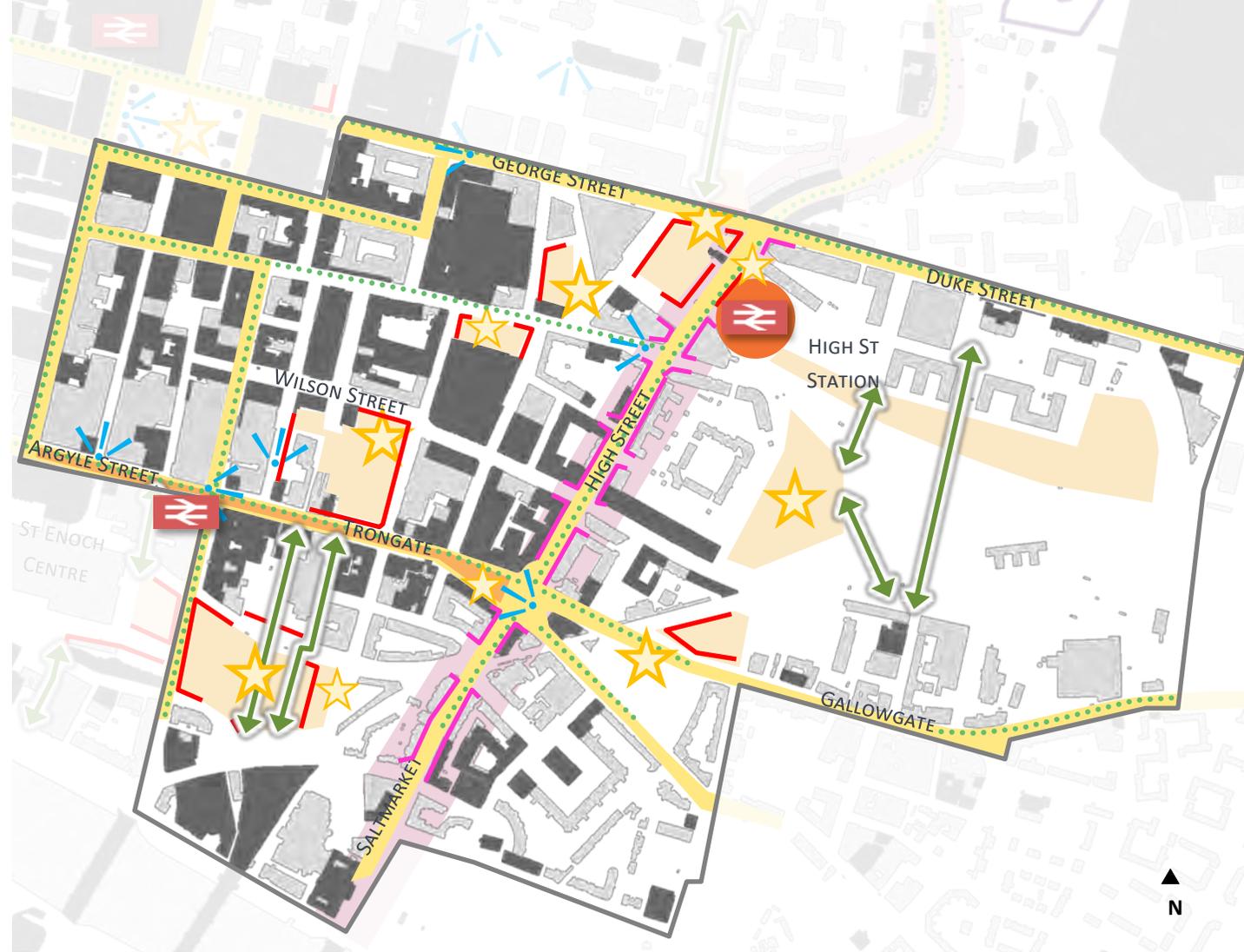
Merchant City

The popular mixed-use Merchant City community adjoins the more fragmented High Street corridor, which provides a transition between the city centre and the east end. The recent High Street Action Plan seeks to connect development opportunities from vacant gap sites along its length and reinvigorate the historic business and retail units. The City Innovation District covers much of the District and offers potential for new business development.

The ambition: For the success of the Merchant City to spill out across High Street and reinvigorate it as a civic spine and focus for amenities to serve its increased surrounding population. This expanded mixed use neighbourhood will be a focus for the expansion of creative industries and business innovation and provide an improved connection to Calton, Barras and Denniston.

Priority Outcomes:

- Extend and reinforce community with new housing, business and creative work space and supporting community amenities, leisure uses and new public spaces
- Realise the development of vacant land and gap sites
- Reduce traffic dominance and improve the environmental quality of High Street as an Avenue
- Improve the fabric and setting of High Street station
- Support evening leisure economy and manage day/night-time conflicts.



Key

- ★ New multipurpose public spaces which include provisions for children and play
- Reprioritisation of road space favouring the pedestrian, active and public transport, through the current, and an extended, Avenues Programme.
- ⋯ Indicative Street Greening
- ↔ Indicative Improved strategic pedestrian routes .
- Urban Repair— developments to activate key routes, streets and spaces with a mix of uses.
- High Street Action Plan
- Key Gap Sites for future development of new housing, business and creative work spaces.
- Ⓢ Subway and Rail Stations—maximise interconnectivity by improved public realm & active travel provisions.
- Ⓜ High Street Station: Improved built fabric and setting.
- Historic context to be respected and enhanced—Listed Structures
- ➡ Views to be protected and enhanced.

St Enoch |

The District connects the commercial core to creative Trongate and extends south to encompass the oldest and most heritage rich section of the quaysides, including Custom House Quay and Carlton Place. A dynamic urban history has created a varied and fragmented townscape ranging from the remaining spires of the City's medieval heart at Trongate, the mass of St Enoch shopping centre to large gap sites, (notably King Street car park), that has disconnected routes to the riverside.

The ambition: To create a repaired, re-densified, coherent liveable district that respects and capitalises on its historical and cultural assets and strongly connects to a reinvigorated riverfront.

Priority Outcomes:

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



Key

- | | | | |
|---|--|---|--|
|  | Urban Repair— developments which activate key routes, streets and spaces with a mix of uses. |  | Indicative Street Greening |
|  | Reprioritisation of road space favouring the pedestrian, active and public transport, through the current, and an extended, Avenues Programme. |  | Views to be protected and enhanced |
|  | Indicative Improved strategic pedestrian routes . |  | New / Enhanced multipurpose public spaces which include provisions for children and play |
|  | Rich historic built context to be respected and enhanced— Listed Structures |  | Subway and Rail Stations—maximise interconnectivity by improved public realm & active travel provisions. |
|  | Custom House Quay: Investments which improve connectivity, provision of civic space, and create development opportunities. |  | River Park: Improved & Activated riverside public spaces. |
|  | Opportunity for lighting, public realm and public art improvements under the railway infrastructure to enable safer pedestrian routes. |  | Key Gap Sites for future development of new housing, business and creative work spaces. |

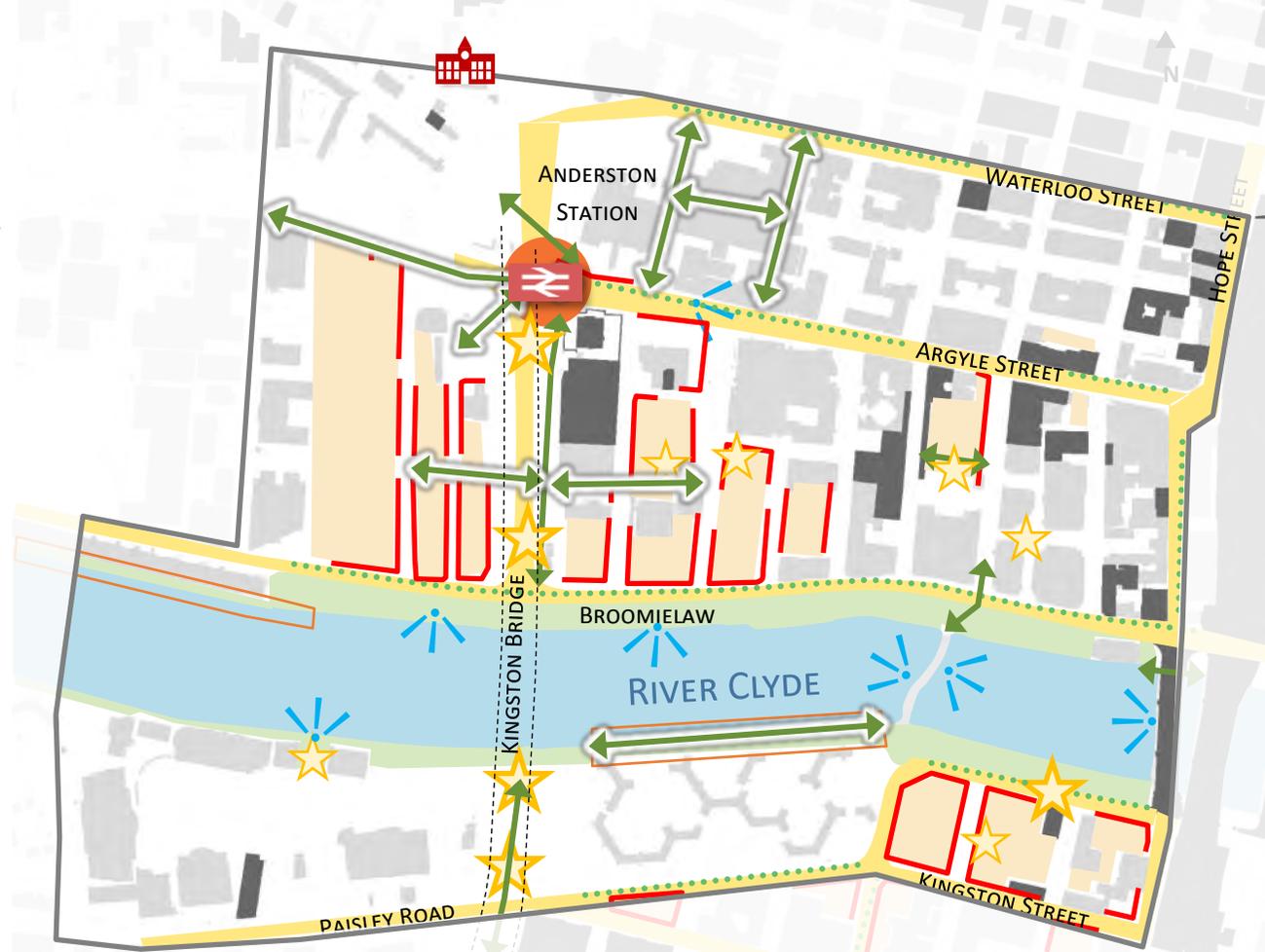
Broomielaw

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

The ambition: To transform Broomielaw in to a thriving, mixed-use and world-class business and city living environment with an iconic riverfront that better connects the west with the city centre

Priority Outcomes:

- Populate the district and provide community infrastructure to bring people and activity outside of office hours
- Introduce complementary mix of uses to IFSD – restaurants, cafes, bars, gyms and leisure uses - that address the riverfront to increase activity and strengthen appeal as a high amenity business location
- Activate the riverfront and create an attractive, walkable route between the city centre and SEC
- Reinforce Argyle Street as a key civic street with shops, services, commercial and leisure uses
- Exploit the unique environment under the Kingston Bridge to enhance connectivity
- Reconnect Argyle Street at Anderston Cross at grade for a walking and cycling route and improve the station and environs as a focus for civic facilities



Key

- | | | | |
|---|--|---|---|
|  | Urban Repair— developments which activate key routes, streets and spaces with a mix of uses. |  | Quay Wall Improvements which improve connectivity along the Clyde. |
|  | Reprioritisation of road space favouring the pedestrian, active and public transport. To be delivered through the Avenues Programme and further additional potential avenue investments. |  | New multipurpose public spaces which include provisions for children and play |
|  | Indicative Improved strategic pedestrian routes to and along the River. |  | Improved built fabric and setting of Anderston Station |
|  | River Park: Improved & activated riverside public spaces. |  | Indicative Street Greening |
|  | Key Gap Sites for future development of new housing, business and work spaces. |  | Views to be protected and enhanced |
| | |  | Listed Structures |
| | |  | Improved walking connections to local Schools |

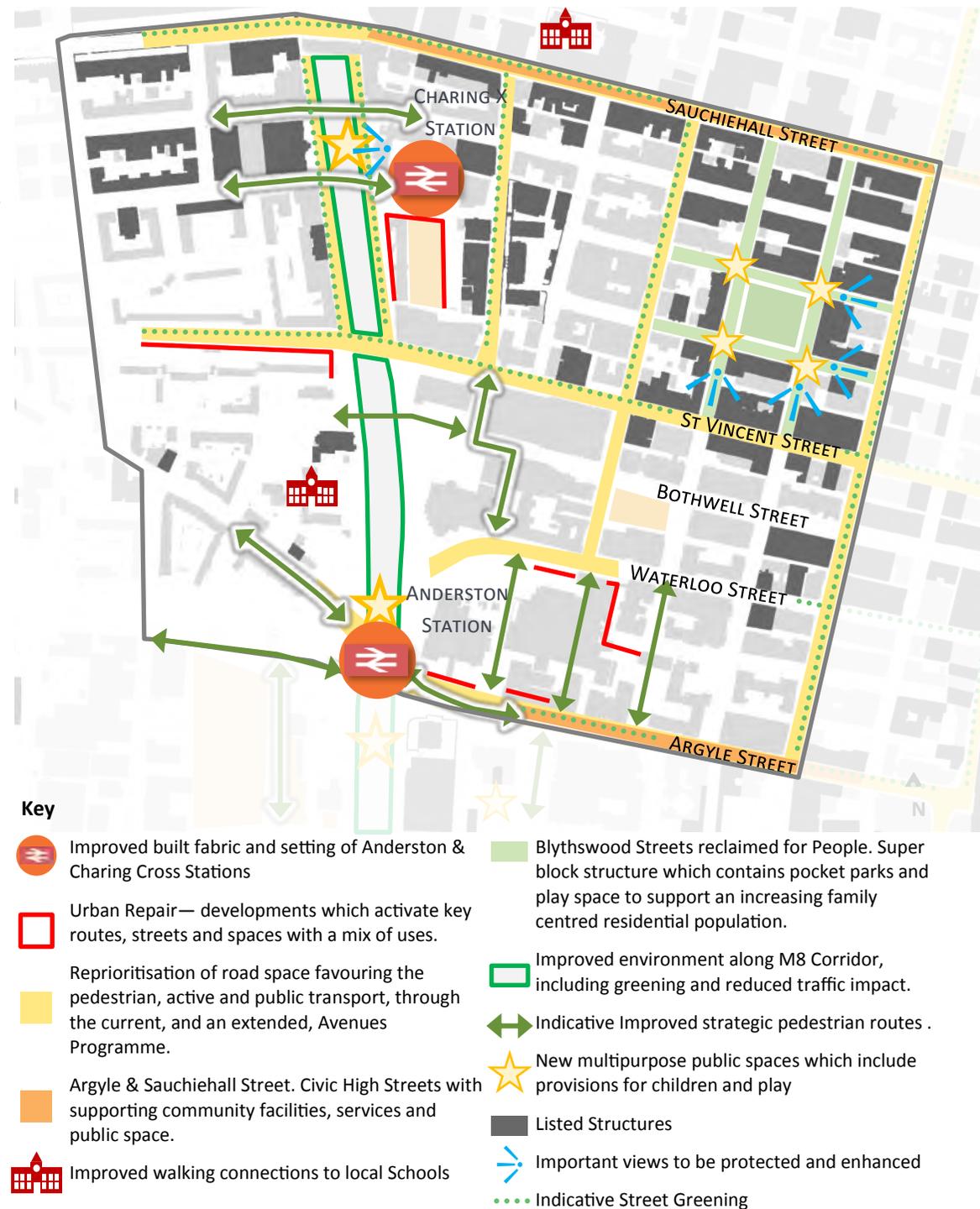
Blythswood

Glasgow's quiet former New Town still comprises the elegant historic townhouses of Blythswood Hill and is increasing in popularity for residential reconversion as businesses consolidate towards the IFSD and the M8 corridor. Blythswood's strong urban grid is interrupted by the M8 corridor which abruptly defines its transition towards the west end. The District has a critical lack of public and green space to support city living, but latent potential to redistribute underutilised streetscape.

The ambition: To repopulate and recreate a new family focussed neighbourhood at Blythswood Hill, benefiting from proximity to civic amenities around Sauchiehall and Bothwell Streets, a new feature public 'hill park' and improved connections across an environmentally improved M8.

Priority Outcomes:

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



Central

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

The ambition: To reinforce the vitality and vibrancy of the District and broaden its appeal as a 'round the clock' destination. New leisure and cultural attractions and feature public spaces alongside a greater resident, worker and visitor population will bring activity and footfall throughout the central core which will spill down to the riverside.

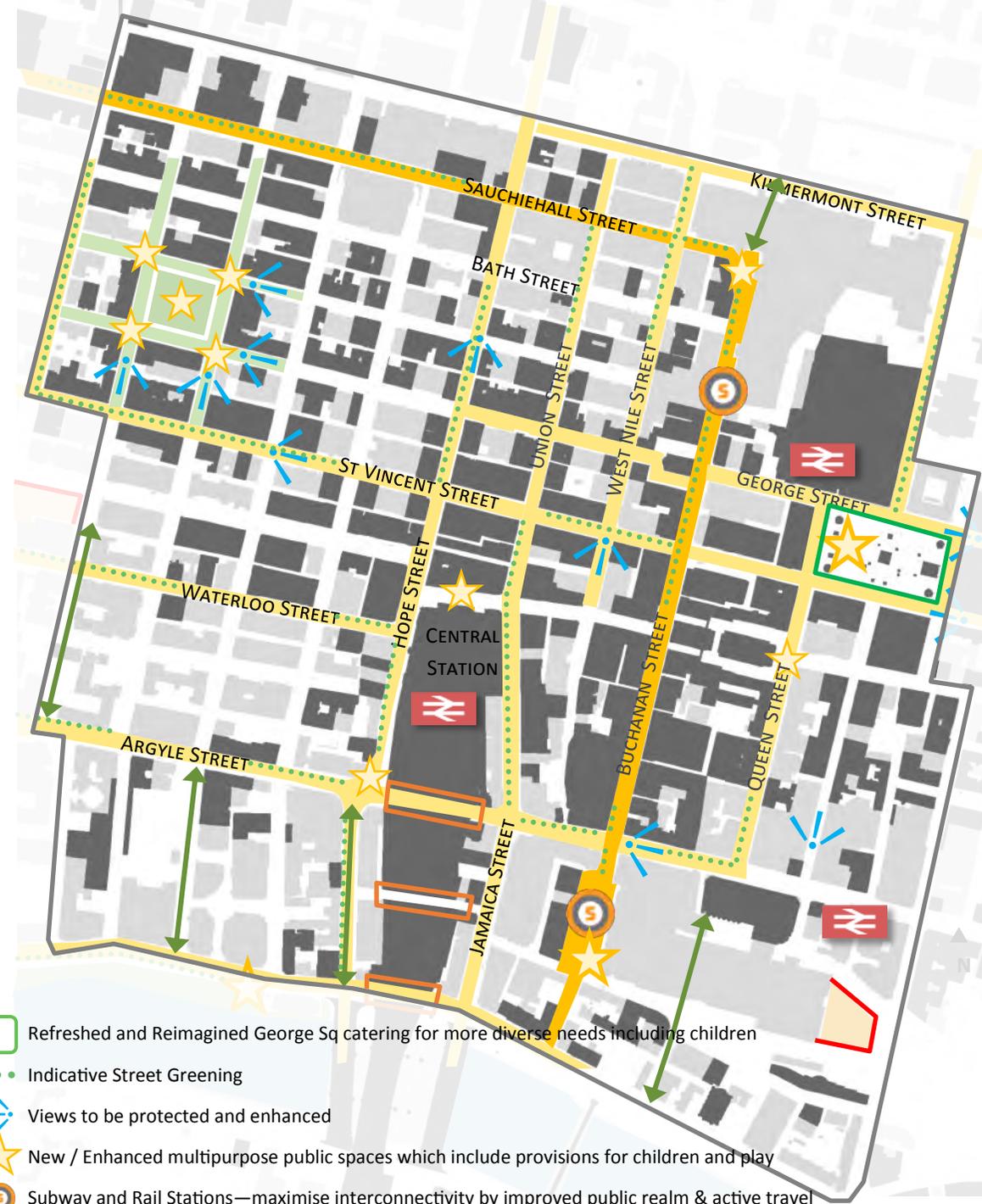
Priority Outcomes:

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

Key

-  Urban Repair— developments which activate key routes, streets and spaces with a mix of uses.
-  Reprioritisation of road space favouring the pedestrian, active and public transport, through the current, and an extended, Avenues Programme.
-  Indicative Improved strategic pedestrian routes .
-  Rich historic built context to be respected and enhanced—Listed Structures
-  Opportunity for lighting, pubic realm and public art improvements under the railway infrastructure to enable safer pedestrian routes.

-  Refreshed and Reimagined George Sq catering for more diverse needs including children
-  Indicative Street Greening
-  Views to be protected and enhanced
-  New / Enhanced multipurpose public spaces which include provisions for children and play
-  Subway and Rail Stations—maximise interconnectivity by improved public realm & active travel provisions.
- 



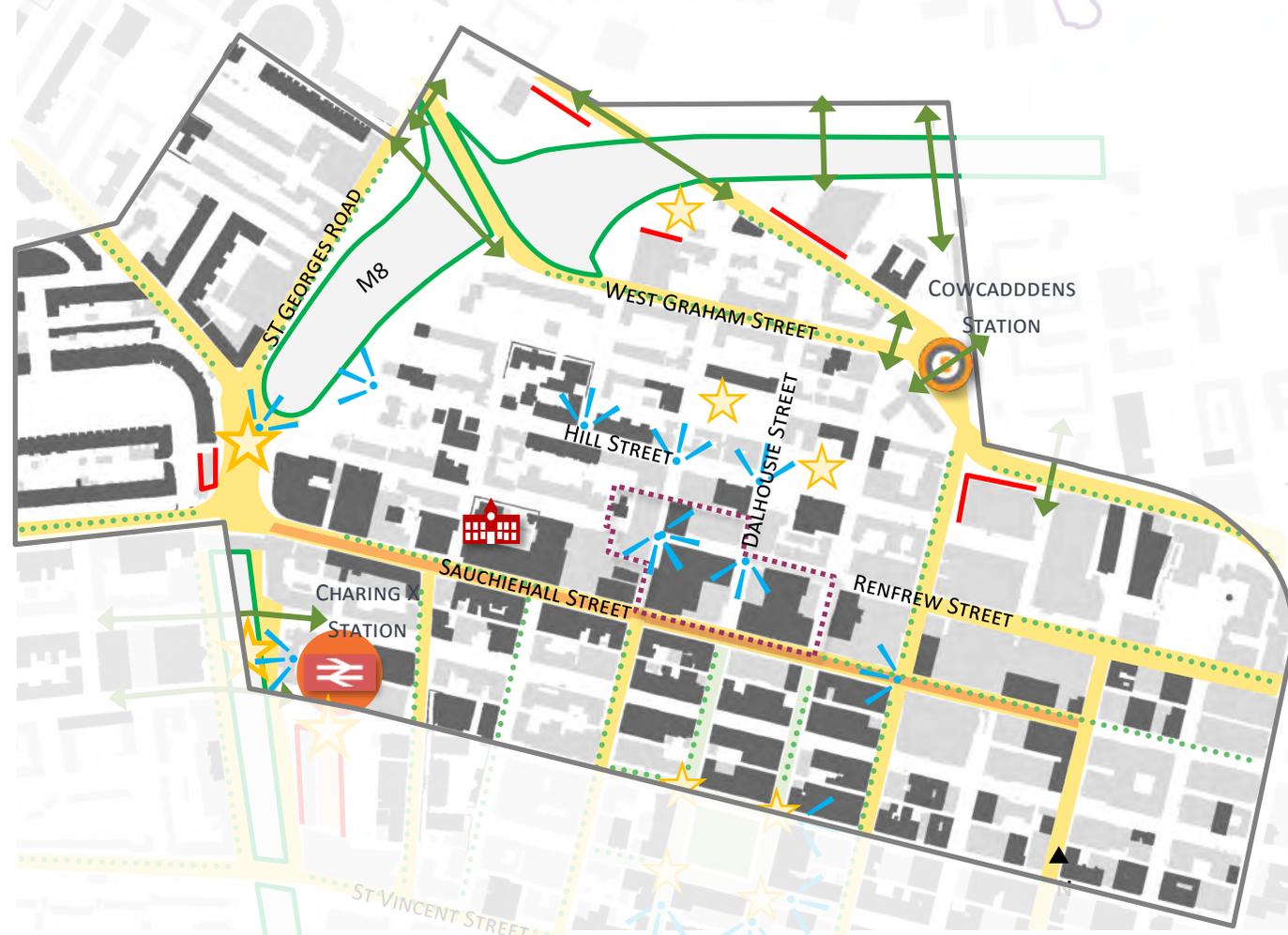
Sauchiehall and Garnethill

Sauchiehall and Garnethill is home to an established residential and educational community at Garnethill, a cluster of renowned arts and cultural institutions and a lively social scene in the restaurants, bars and clubs in and around Sauchiehall Street, and is a strategic route to the west end.

The ambition: To reinforce and complement the area's current identity and diversity; grow the resident family-focussed population, galvanise the vibrant creative cluster complemented by a renewed Glasgow School of Art (GSA) cultural campus adjoining a reinvigorated Sauchiehall Street.

Priority Outcomes:

- Provide a range of housing and community amenities to support family-focussed neighbourhoods at Garnethill and Blythswood Hill
- Extend the Avenues to further green the streetscape and improve pedestrian friendliness
- Improve connections across the M8, green it and address poor environmental quality
- Restored GSA campus which has a greater engagement with a regenerated Sauchiehall Street. Creating a creative cluster within a masterplan context
- Reinvigorate Sauchiehall Street with a mix of new civic amenities serving adjacent residential neighbourhoods and through providing an improved setting for restored GSA Campus.



Key

- | | | | |
|--|--|--|--|
| | Improved built fabric and setting of Charing Cross Station | | Blythswood Streets reclaimed for people. Pocket parks and play space to support an increasing family centred residential population. |
| | Reprioritisation of road space favouring the pedestrian, active and public transport, through the current, and an extended, Avenues Programme. | | Improved environment along M8 Corridor, including greening and reduced traffic impact. |
| | Sauchiehall Street. Civic High Street with community facilities, services and public spaces, supporting family friendly neighbourhoods. | | Indicative Improved strategic pedestrian routes . |
| | Glasgow School of Art Masterplan | | New multipurpose public spaces which include provisions for children and play |
| | Improved walking connections to local schools. | | Listed Structures |
| | Urban Repair— developments which activate key routes, streets and spaces with a mix of uses. | | Important views to be protected and enhanced |
| | | | Indicative Street Greening |

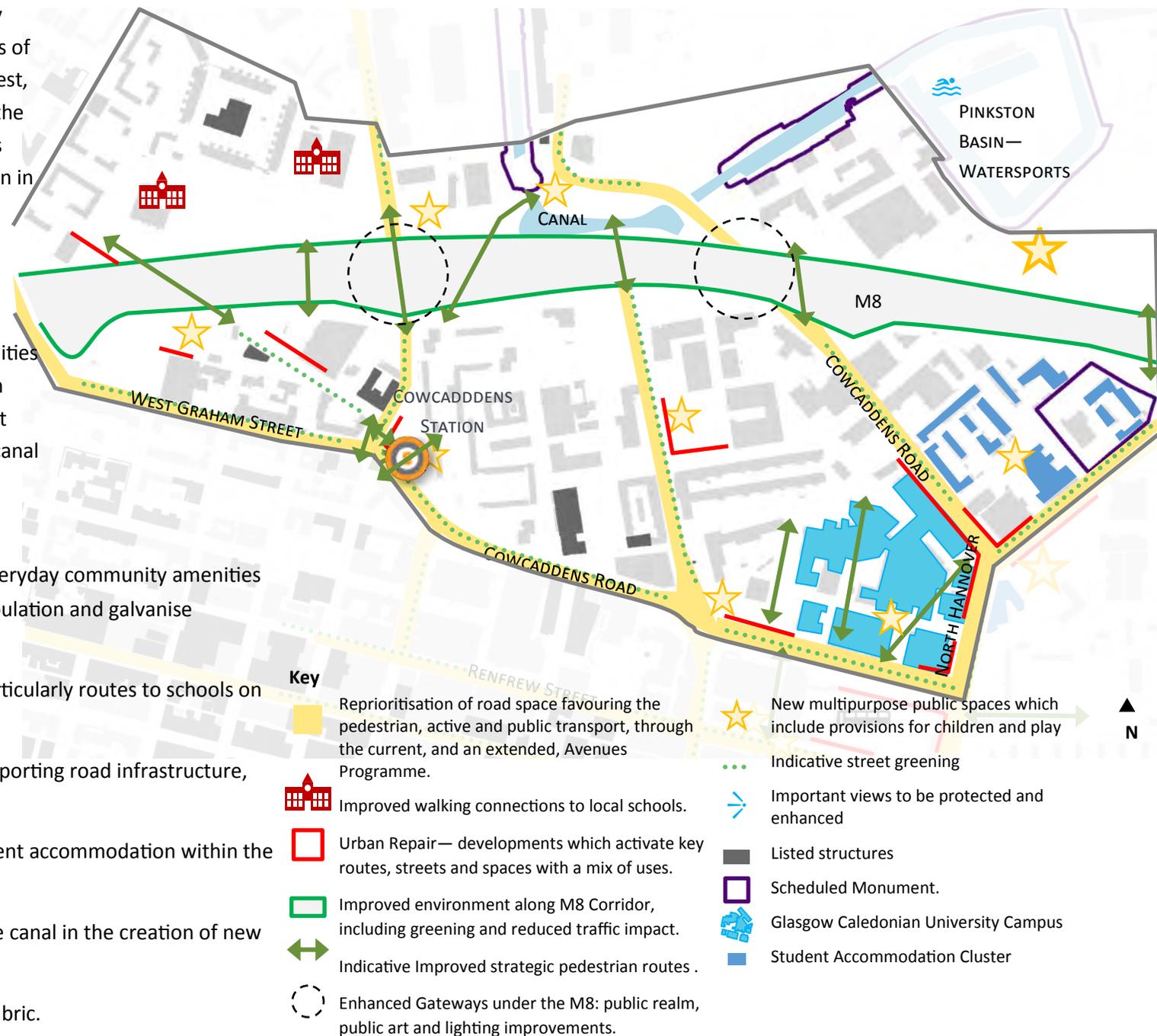
Cowcaddens

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

The ambition: To create an active, people-friendly northern district that better serves its resident population and local workforce with new civic amenities – shops, cafes, public space and civic ‘heart’– and an enlivened, attractive more walkable streetscape that better connects the city centre core to the cultural canal community Port Dundas/Speirs Locks.

Priority Outcomes:

- Diversify housing offer and provide accessible everyday community amenities and focal civic space to support an increased population and galvanise community
- Extend the Avenues and enhance key routes, particularly routes to schools on north side of M8
- Enhance gateways under the M8, rationalise supporting road infrastructure, improve surrounding environmental quality
- Better integrate the University campus and student accommodation within the district
- Capitalise on the proximity to urban sports at the canal in the creation of new open space
- Restore and repopulate the fragmented urban fabric.



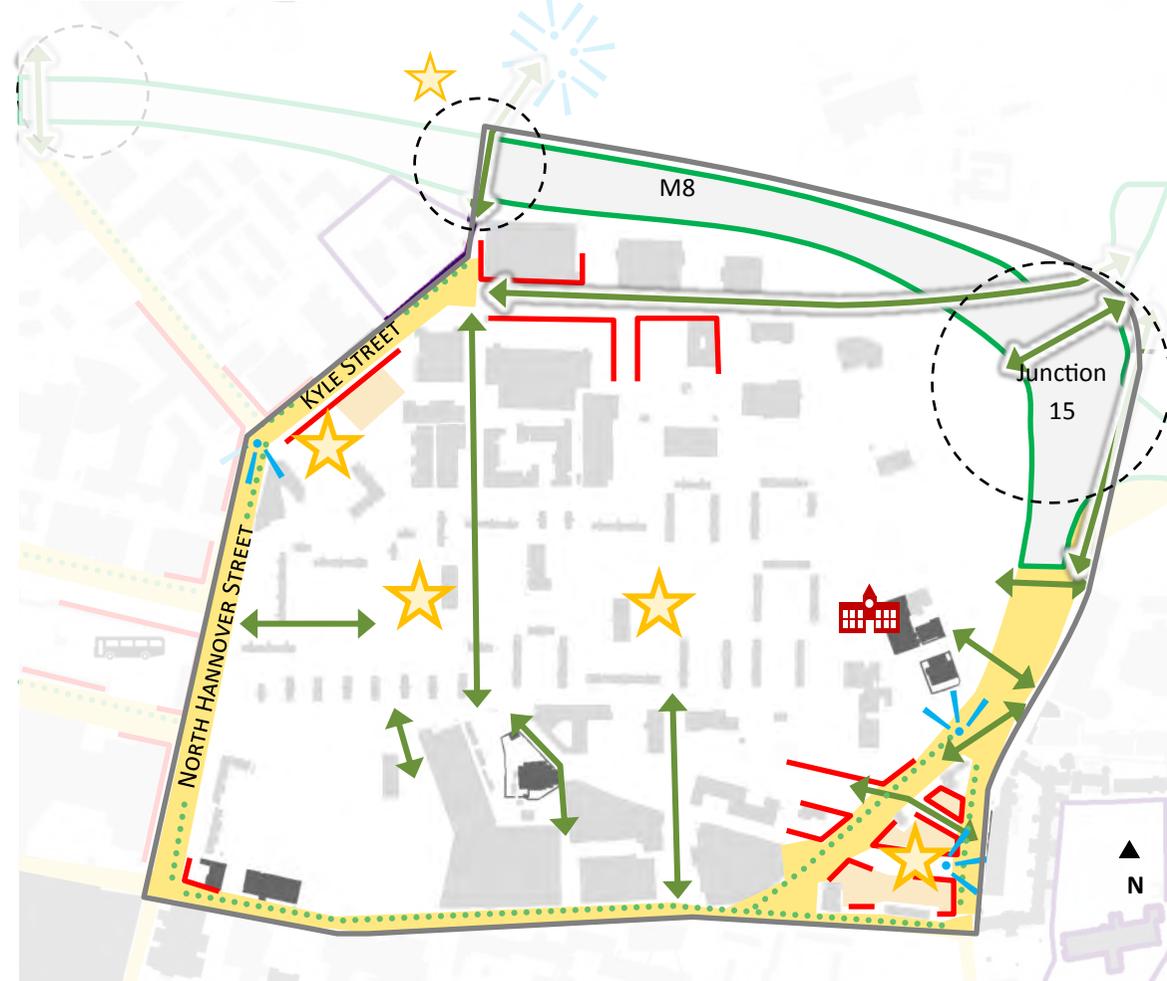
Townhead

The established 1960s residential community of Townhead has a quiet, insular and fragmented townscape, with housing blocks set within a now tired public realm with few shops or services and no civic focus. To the north, the changing industrial/business area adjoining the M8 has seen a cluster of student residence developments emerge that are poorly integrated socially and spatially within the district.

The ambition: to create sustainable residential neighbourhoods enlivened with new civic amenities and develop a unique urban sporting offer within the city centre that better integrates the student community and capitalises on proximity to university campuses, emerging redevelopment land within the adjoining industrial/business area and synergy with adjoining urban sports uses, including the Canal /Port Dundas ‘urban playground’.

Priority Outcomes:

- Reinforce and grow residential community through new housing and provision of necessary community infrastructure; shops, services, quality public and play space
- Create civic focal points and more coherent and activated walking and cycling routes
- Capitalise on urban sports opportunities in the creation of new open space and leisure facilities
- Improve connections to surrounds, particularly across the M8, junction 15 and to the east.



Key

- | | | | |
|---|---|---|---|
|  | Reprioritisation of road space favouring the pedestrian, active and public transport via the current, and an extended, Avenues Programme. |  | New multipurpose public spaces which include provisions for children and play |
|  | Improved walking connections to local schools. |  | Indicative street greening |
|  | Urban Repair— developments which activate key routes, streets and spaces with a mix of uses. |  | Important views to be protected and enhanced |
|  | Improved environment along M8 Corridor, including greening and reduced traffic impact. |  | Listed structures |
|  | Indicative Improved strategic pedestrian routes . |  | Scheduled Monument. |
|  | Key Gap Sites for future development of new housing, business and work spaces. |  | Enhanced Gateways under and across the M8 infrastructure: public realm, public art and lighting improvements. |

Learning Quarter

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

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

Priority Outcomes:

- Encourage the development of the new City Innovation District
- New housing, hotels and business innovation space should be complemented by high quality public social spaces, and the creation of activated civic focal points for accessible everyday services and amenities.
- Rebalance the streetscape to reduce traffic dominance and improve the experience for walking and cycling
- Reduce the impact of Junction 15 through seeking to reduce roadspace, improve connections across it and significantly improve environmental quality



Strategic Opportunities: Masterplan areas

The scale of structural change and consequent opportunity presented by the areas below warrants the need for robust masterplanning in order to galvanise current and future development activity, maximise the use of neighbourhood assets and ensure the collective provision of necessary supporting infrastructure (including feature public space, civic focal points, green infrastructure, sustainable drainage systems, active travel networks, shops and services) to allow these areas to fully realise their future potential.

The South Bank : Tradeston / Laurieston

Glasgow's 'south bank' is on an upward trajectory and has the potential to become a vibrant and dynamic new city centre district. Comprising the historical neighbourhoods of Tradeston and Laurieston, the area is rich in heritage and cultural assets, boasts a prominent river frontage, and contains considerable development opportunities in the vacant land and buildings which have blighted the area in recent years. New housing developments in Tradeston and the more recent Laurieston TRA, public realm improvements along the riverfront and the current substantial Barclays development at Buchanan Wharf, have collectively

started a process of transformation. The challenge now is to connect these existing and future new developments within a placemaking context that seeks to redensify the area and address the quality of the public environment; in the creation of new open space and an improved, less traffic dominated, people friendly streetscape.

The masterplan should:

Make the most of the area's significant assets :

- realise the potential of heritage buildings and their contribution to the distinctive character of the area, through bringing them back to productive use and restoring their visual quality, (including shop front revitalisation along Bridge Street).
- create a strong and attractive river frontage that addresses both banks, enhances heritage assets (particularly Carlton Place) and connects south into its neighbourhood
- connect new and upcoming developments with cultural venues, existing and new amenities, including schools, and a network of high quality public spaces to create a coherent and vibrant neighbourhood.

Focus on liveability:

- Provide a range (size, type and cost) of high quality housing and create new multifunctional public spaces, including play space, to support the needs of the increased resident population
- Ensure a mix of everyday accessible services, amenities, activities and facilities for all age groups
- Ensure activated ground floors, especially along focal civic streets

Put pedestrians first:

- reconfigure the street network to improve the walking and cycling environment and reduce the dominance of vehicular traffic
- transform gateways to/from the area from vehicular thoroughfares to people friendly welcoming spaces
- The M8 underpasses to the west and the rail arches to the east are currently seen as barriers, however, with creative interventions, they could become productive and prized spaces.

Duke Street Corridor

The opportunity exists to reconnect the city centre with Dennistoun along an enlivened route that repairs this fragmented edge of the city centre and renews its identity. The new Duke Street Avenue will be instrumental in transforming this strategic route, reducing traffic dominance, making it more attractive for walking and cycling and allowing for the creation of attractive and active spaces along and adjoining it. The masterplan should seek to repopulate the area and provide a mix of uses with active ground floors along key streets. A repaired street pattern north to south and east to west should provide a fine grain movement framework that favours walking and cycling and restores the historic links between north Calton and Dennistoun. The masterplan should create civic focal points and seek to restore heritage buildings and historic crosses to reinforce the identity and character of the area. A network of open green spaces should be provided that exploits the potential of the railway corridor as a green corridor that extends to the east end.

Anderston Quay/Broomielaw

This area can become a mixed use new liveable neighbourhood with a vibrant waterfront that connects the city centre across the M8 towards the west. The significant amount of vacant land presents the opportunity to increase the residential population and introduce a complementary range of uses to bring vitality and vibrancy to the area. Leisure activities and commercial uses with active frontages should create a people-focussed and vibrant waterfront and ensure an enlivened and safe walkable route connecting the SEC with the city centre along the riverside. The creation of high quality multifunctional open space will ensure high amenity for residents and businesses within a densified neighbourhood. The masterplan should seek to reunite Anderston Quay and the Broomielaw by transforming the M8 underpass – a potentially attractive area of bridge ‘cloisters’ which currently functions as a temporary car park and presents a barrier to movement - to an animated,

welcoming connecting space. The reconnection of Argyle Street and creation of a civic focal point around Anderston station (with new shops and improved public realm) should provide an attractive walking and cycling route to/from the city centre. A new walking and cycling connection from north to south that creates a stronger connection from Anderston to the quayside should be explored to reduce dislocation from the waterfront by the expressway.

North Townhead

This area of transition offers the opportunity to better connect the city centre to the north, in particular through the development of the City Deal Canal Gateway projects, the North Hanover Street Avenue and reconfiguration of Dobbies Loan and the new green bridge connection across the M8 at Sighthill which should address the barrier effect of the motorway in this part of the city. Other opportunities exist in relation to the relationship with the strategic public transport node at Buchanan Street Bus Station and the GCU Campus. The masterplan will should create a more opportunities for a vibrant and sustainable mix of uses in this part of the city.

Charing Cross

There is an opportunity here to build upon recent key investments, including the new Scottish Power HQ and Abstract office developments, new residential development at Pitt Street, and opportunity sites created by site clearances such as those at India Street to create a more vibrant mixed use community in this part of the city. The masterplan should also consider the opportunities offered by the potential development of the proposed ‘green bridge’ which should serve to improve connections between Charing Cross and the West End of the city and become a focal point in its own right. The masterplan should also seek to explore the potential wider benefits of key cultural facilities, including the King’s Theatre and the Mitchell Library. It should also consider options to enhance the offer around Charing Cross Station which functions as a key public transport node in this part of the City.

7



MOVING FORWARD

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
GENERAL					
Production of DRFs for each of the 9 city centre Districts				GCC	Establish a suite of local design and development guidance to progress successful placemaking : 9 DRFs providing place-making strategy and guidance for development and regeneration within each of 9 Districts
Production of Masterplans for Broomileaw, Tradeston/Laurieston, North Townhead, Duke Street Corridor, Charing Cross, GSA/Sauchiehall				GCC	Establish a suite of local design and development guidance to progress successful placemaking: provide masterplans to coordinate design and drive delivery of development within local priority areas
Build on existing structures to establish a multi-sectoral strategic partnership for the City Centre to direct, drive and deliver the ambitions of the SDF and City Centre Startegy				GCC/Chamber of Commerce	A multi-sectoral partnership that will oversee coordinated and integrated delivery of plans and projects across the city centre, that ensures joint working with investors, developers and key stakeholders.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A VIBRANT CITY CENTRE					
Produce a Retail Strategy to support and strengthen the centre's retail performance and broaden its offer and appeal				GCC	An evidence –based Strategy and Action Plan of interventions to ensure the long-term retail vibrancy of the city centre and broaden its user experience and offer to make the centre more multi-functional and sustainable.
Support the development of the Innovation District and preparation of masterplans for development and integration of key sites within the area				GCC/Strathclyde University	The successful strategic development of the innovation district and its key sites to provide business and research accommodation to promote collaboration, innovation and the aims of the District.

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A SUSTAINABLE CITY CENTRE					
Produce a City Centre Living Strategy that explores opportunities to increase the population to 40,000 by 2050 and the measures to encourage the redeveloped of land and buildings for new homes.				GCC	A Strategy and established approach to repopulating the city centre and making it liveable, that provides understanding of current technical and other barriers to land and building redevelopment for new homes

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A CONNECTED CITY CENTRE					
Undertake a comprehensive review of the city centre and adjoining street /movement network that assesses its movement and place functions				GCC	Provide an understanding of the movement function and place impact of the strategic (see below) and local road network to explore scope/opportunities for redesign and simplification of the network that rebalancing movement hierarchy to prioritise pedestrian movement.
With reference to above, undertake, with Transport Scotland, a comprehensive analysis and review of the M8 strategic network and local road network. The review should seeks to minimise road infrastructure, mitigate negative environmental and place impacts, prioritise pedestrian and cycle movement and significantly improve the quality and quantity of public transport.				GCC/Transport Scotland	A strategy for the long term improvement of the M8 based on an understanding its the movement function and place impact that explores opportunities for redesign to re-balance the movement hierarchy.
Produce a refreshed City Centre Transformation Plan (former Transport Strategy) and City-wide Connectivity Plan, incorporating recommendations from above. Consider whether a separate public transport enhancement strategy is required, in order to encourage significant modal shift to public transport.				GCC	Established vision and strategies for redefining the strategic and local road network, improving public transport choices and transport connectivity and reasserting the pedestrian first movement hierarchy .
Support implementation of existing Avenues programme and develop a strategy for extension of Avenues, within the context of the refreshed City Centre Transformation Plan.				GCC	An established strategy and action plan for the implementation of an extended/expanded Avenues programme.
Support implementation of the Council’s Digital Strategy and role out of digital infrastructure within new developments and the public realm,					Refreshed digital strategy and incorporation / progression of infrastructure across city centre

MOVING FORWARD | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A GREEN AND CITY CENTRE					
Produce an Urban Morphology Plan that will incorporate a View Management Plan to guide development in city centre and townscape change				GCC	A established strategy fr townscape change and established context for assessment of development proposals that takes account of urban landscape parameters, opportunities and sensitivities (such as protected views)
Produce a City Centre Integrated Green and Blue & Green Infrastructure Strategy that incorporates measures for landscape and biodiversity improvement (greening the city), a Surface Water Management Strategy and development of multi-functional infrastructure. The straregy should connects with adjacent SDF areas.				GCC	An integrated landscape, surface water management and climate adaptation strategy and action plan for strategic public space creation, greening the city and water management that appraises current landscape quality and explores opportunities for enhancement and the creation of green and blue integrated multi-functional infrastructure
Produce a Local Heat and Energy Efficiency Strategy (LHEES) to progress a reduction in CO2 emissions of 80% by 2050 and supporting net-zero and carbon neutrality targets.				GCC	An Strategy and action plan that establishes the city's approach to meeting targets for CO2 emissions, net-zero and carbon neutrality
Produce an Integrated Energy Plan to harmonise development timescale with infrastructure upgrades				GCC/Energy providers	Am action plan that will allow for alignment and planning of development timescale with infrasture provision and allow for innovative solution to be planned in.