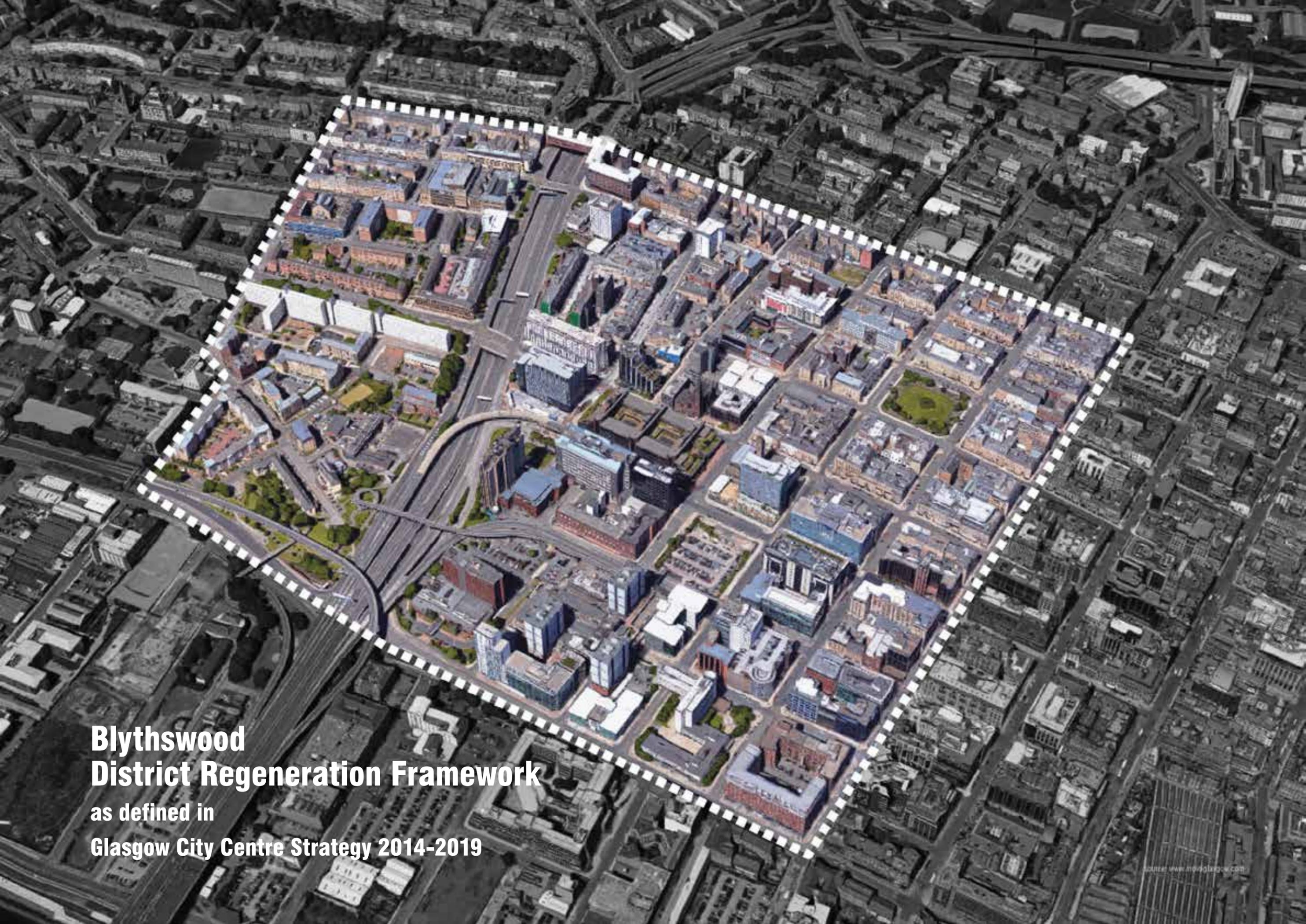


(Y)OUR BLYTHSWOOD

Glasgow City Centre District Regeneration Frameworks
Blythswood District - Final Draft Report
June 2019

MVRDV
Austin-Smith:Lord



**Blythswood
District Regeneration Framework**
as defined in
Glasgow City Centre Strategy 2014-2019

Project Team



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Introduction

The Blythswood District Regeneration Framework (DRF) study area encompasses a diverse area of central Glasgow, covering an area more varied than the name suggests. Glasgow's planned 18th century westward expansion resulted in the urban grid that was laid out over Blythswood Hill. Despite being eroded over time, the cohesion of the Georgian urban grid is still evident around Blythswood Square at the summit of the eponymous drumlin hill. However the DRF area extends westwards from West Campbell Street to straddle the M8 motorway and encapsulate the area between two of Glasgow's most famous, formerly great streets; Sauchiehall Street and Argyle Street.

Within this area there are some architectural gems and landmarks including Alexander 'Greek' Thomson's St. Vincent Street Church, Mackintosh's refurbished Willow Tea Rooms, the neo-classical Mitchell Library overlooking the M8 cutting, the under occupied former Glasgow High School and some of Glasgow's great Victorian and

Edwardian commercial architecture. The area also includes some of Glasgow's most unprepossessing post WW2 architecture, much of it clustered along the M8 corridor and including social housing, hotels, and vacant or under occupied offices.

The area is undergoing significant change. Some of the mediocre Modernist architecture is being replaced by new commercial development in and around the Central Business District, Cadogan Square, the former Albany site, and the area between the motorway and Blythswood Square which features new hotels, student residential development and a pipeline of mixed use schemes including private rented sector (PRS) residential. The new Scottish Power headquarters and the neighbouring St. Vincent Plaza office development announce themselves on the city's skyline and make manifest a shifting pattern of early 21st Century development to meet the motorway.

The city centre's relationship with the motorway is crucial and this DRF addresses how to mitigate the negative impact the M8 has on the adjacent urban environment. The M8 is also considered in the Broomielaw and Sauchiehall / Garnethill DRFs and this DRF should be read in conjunction with them and the emerging possibilities for an M8 cap at Charing Cross. Any future plans would have to be developed in collaboration with key stakeholders, including Transport Scotland.

The opportunity to retrace and reinforce lost or underwhelming arterial routes across the motorway to join up established and emerging 'high street' centres is important. As Finnieston / Argyle Street matures as a revitalised retail / leisure destination, super-charged by the Scottish Event Campus, there exists an opportunity to link and regenerate Sauchiehall Street and Argyle Street from the city to the West End. The City Deal Avenues investment on both streets, should act as the basis for a regeneration strategy that supports local businesses by maximising street-life and footfall and creating a far more attractive destination infused with culture and creativity given the proximity of Glasgow School of Art (GSA), the

Royal Conservatoire and the Glasgow Film Theatre.

As noted above this part of the city is undergoing significant change and churn. Redundant office stock is being refreshed or replaced for residential, hotel / leisure or new commercial / workplace environments. This remixing of uses presents an opportunity for this piece of the city to integrate positively with adjacent neighbourhoods. To the west of the M8 the residential-led Anderston masterplan is refreshing existing social housing stock with selective demolition and replacement of contemporary tenements that start to repair the historic street pattern partially erased by Modernist planning.

The District hosts some of Glasgow's most emblematic cultural destinations including the massive Mitchell Library and the elaborate King's Theatre. It also has a notable lack of public open space, with the only noteworthy green space being the private garden in Blythswood Square. Maximising these cultural assets whilst providing enhanced public spaces is a key focus for this DRF.



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

With consideration of resource constraints the action plan has been consolidated into a more deliverable range of priorities that will be confirmed through a formal public consultation on the draft DRF.

This part of the city centre is undergoing a repositioning which, if successful, could be transformational to the city's economic, cultural, social and civic health and future prosperity.

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

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

This city's motto is "Let Glasgow Flourish". If Glasgow is to flourish in the 21st century the city centre will have to be at the vanguard of wider regeneration, with Blythwood leading the way and testing how to redefine (Y)our Future City Centre.

The Assignment

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

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

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

(Y)our Ideas

This District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared by Glaswegians and visitors to the city. Engagement and consultation has been conducted on-street, online, in public exhibitions, design workshops and via social media. Participants have included residents, businesses, land and building owners / occupiers, developers and investors, local and national agencies, Council departments, elected members, charities, voluntary organisations and tourists.

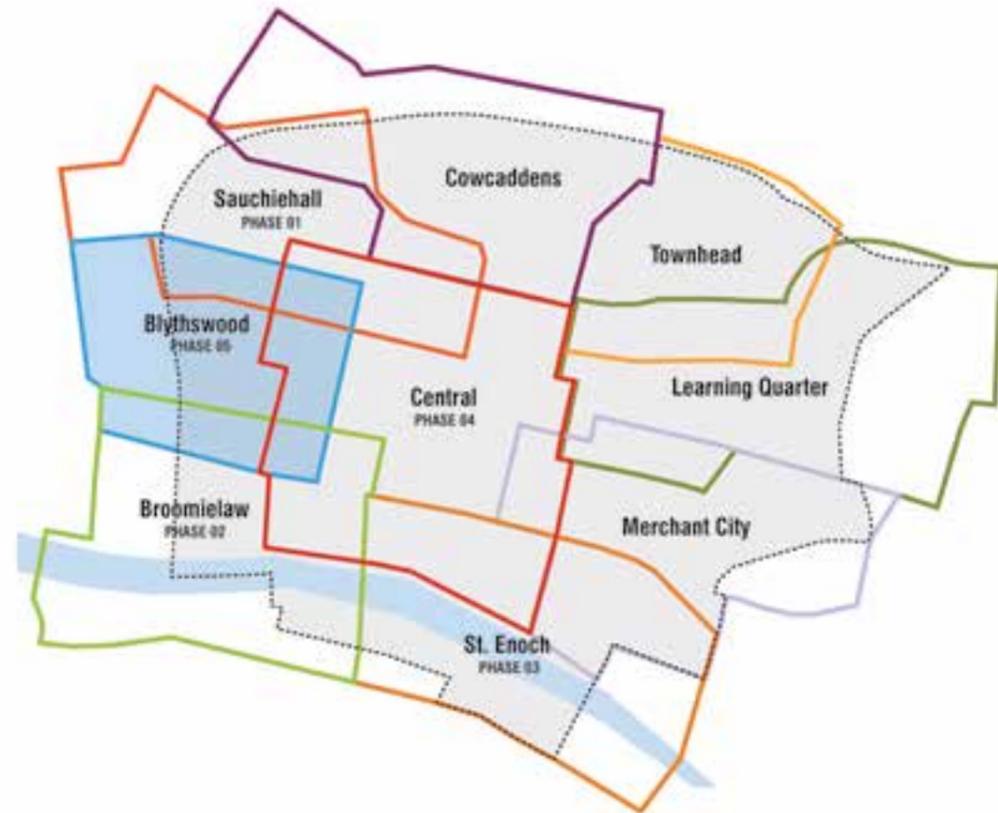
(Y)our Ideas have informed and shaped the recommendations and projects emerging through (Y)our Blythwood District Regeneration Framework.

(Y)our Blythwood District Boundaries

The boundaries for the (Y)our Blythwood District Regeneration Framework are defined in the Glasgow City Centre Strategy and Action Plan 2014-19. The Framework encompasses an area between Argyle Street to the south and Sauchiehall Street to the north. The western boundary is defined by Elderslie Street / Little Street whilst the eastern edge is defined by West Campbell Street.

The Blythwood DRF area is focused on Blythwood Hill, running down towards the Clyde to the south and to Sauchiehall Street to the north. The M8 cuts through the area as it crosses the River over the Kingston Bridge before cutting around the west and northern flanks of the city centre. The area encompasses two low level rail stations (Charing Cross and Anderston).

The full extent of this Framework area is 56 hectares.



Purpose and structure of this Report

PURPOSE OF THIS REPORT

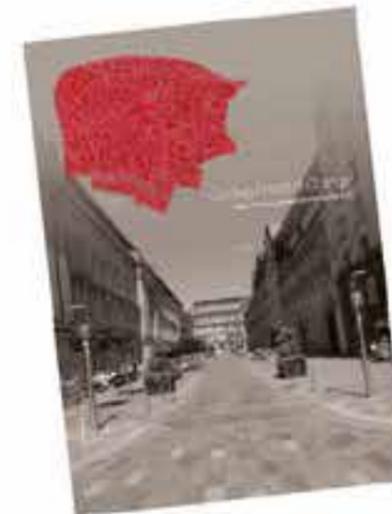
The principal purpose of this District Regeneration Framework (DRF) is to guide forthcoming physical, social and economic regeneration and development in the area of the city centre designated by the City Centre Strategy 2014-19 as the Blythwood district.

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

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

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

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



STRUCTURE OF THIS REPORT

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

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

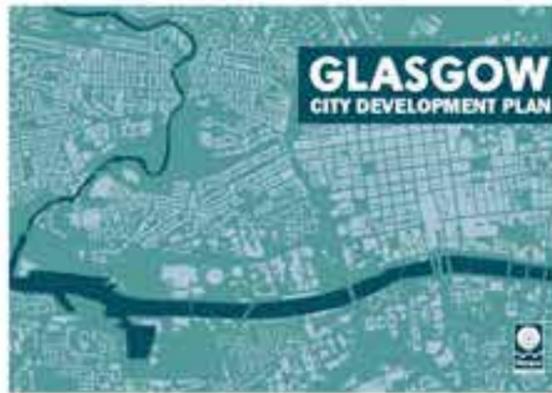
The (Y)our Blythwood Projects are outlined within six themes;

- (Y)our Updated Mobility
- (Y)our Urbanised M8
- (Y)our Great Streets and Spaces
- (Y)our Great Buildings
- (Y)our Vibrant Blythwood
- Transforming (Y)our Blythwood

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

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

Policy Context



Glasgow City Development Plan 2017

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

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

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

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

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



Glasgow City Region: City Deal

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

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

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

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

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

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

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

Waterfront and West End Innovation Quarter

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

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



Glasgow Economic Strategy 2016-2023

The Blythswood DRF objectives fit well with the Glasgow Economic Strategy 2016-2023 (November 2016) the aim to make **‘Glasgow the most productive major city economy in the UK’**.

The current Economic Strategy outlines 10 themes;

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

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

Blythswood District: Today

The Blythswood District is divided by the M8 which cuts through the area in a north-south axis, physically separating what is essentially the western portion of the city’s central business district, with the edge of the predominately residential area that extends as far west as Elderslie Street and less densely-built up Kelvingrove/west-end area. St Vincent Street is the main east-west axis forming a central spine through the district, with both Sauchiehall Street along its northern edge and Argyle Street on its southern boundary also providing key routes into

the area. The Blythswood district’s strong urban grid dominates including Blythswood Square, but is fragmented south of St Vincent Street where a cluster of hotels dominates in the Anderston/ Broomielaw area close to Anderston railway station. Key facilities in the district include the King’s Theatre, Charing Cross Station, with the Mitchell Library overlooking the M8 from its western side.

The dominant property use in Blythswood is offices (58%) followed by hospitality/ leisure (19%), and then residential use (18%). Blythswood’s substantial office stock includes a broad mix of building types, from townhouses west of the M8 and around Blythswood Square, to a concentration of high density modern offices at St Vincent Street / M8. This includes the new speculative St Vincent Plaza (whose occupiers include KPMG) and Scottish Power’s newly opened headquarters. The District also includes core CBD buildings where it overlaps with Central and Broomielaw (around the Bothwell Street / Waterloo Street area).

Ryden conclude that Blythswood is an adaptable, inner urban property market location that includes a combination of primary and secondary commercial streets with building stock of mixed size, type and vintage. The stock tends to allow the area to respond to the ebb and flow of land uses over time. Currently the area is responding to a market cycle favouring pre-committed rather than speculative development, including hotels (e.g. the new Dakota Deluxe), student housing (eg. Bath Street/ Pitt Street under construction) and offices (e.g. Scottish Power’s HQ). The retail market cycle by contrast has passed its peak, although leisure (including cafes, restaurants) remains an active sub-market. The city centre residential development market has been quiet since the 2008 crash, but is beginning to show early signs of re-mobilising for the next development market cycle and the private rented sector (PRS) in Blythswood is gaining traction. Overall the mix of building stock and sites means that Blythswood can continue to respond to a range of market sectors.

Blythwood District: Future Distinctive Economic Development Role

Blythwood District’s mix of building stock and sites has a very distinctive role to play in the future wider economic renewal of Glasgow city centre. The District Framework has evolved from Getting Ahead of Change: Glasgow City Centre Strategy 2014-19 with the particular emphasis on:

- Work & create - to be the biggest job generator in Scotland;
- Invest & build- to remain a top ten investment location in Europe;
- Stay & live- to grow the residential population ensuring an adequate level of supporting infrastructure;
- Shop & play- to maintain Glasgow’s position as the best destination to shop and play outside London and;
- Visit & enjoy- to be the most prominent leisure and business tourism destination.

The Blythwood DRF fits with the ten Glasgow Economic Strategy themes (listed above) and the opportunities to promote four of the key sectors identified in the Glasgow Economic Strategy (see table below).

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

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

A crucial economic development challenge for Blythwood District is to continue to **attract and retain jobs and skills** now and in the immediate future. Blythwood needs to continue to attract investments and investors, to renew with growth and maintain the great streets and spaces for future generations. The District, with its mix of building stock and sites, can accommodate **flexible working opportunities including telecommuting, remote work or staggered working hours** that are emerging in every sector of the economy and where there is also a convergence of industrial and service-level skills. These trends are inherently linked to the value chain and higher levels of productivity and professional training.

The projects proposed In Blythwood DRF are also an opportunity to match jobs and skills by creating new investment projects that increase the number of opportunities for business enterprise. This includes promoting **a start-up friendly environment, attracting talent, promoting and funding innovation** and generally ramping up the ecosystem for welcoming start-ups in the City Centre. Investment in transport infrastructure is also a powerful means to **increase mobility in the job market** thus making it easier for workers to get to their jobs Glasgow City Centre and expanding the recruitment pool for companies so they can improve productivity

Blythwood District has to remain **constantly dynamic and stand out from other districts** in UK and European cities competing for business, enterprise and investment. There is a significant and growing business and hotel sector presence in Blythwood District with the recent completion of some signature developments (e.g. Dakota Deluxe and Scottish Power’s HQ) and the retrofitting and upgrading of other historic building stock for office use. The DRF aims to continue this trend and to add to the street level mix of uses that include retail / leisure / food and drink. Historic Blythwood Hill and the Central Conservation Area within Blythwood offer **very distinctive opportunities to repurpose vacant spaces for a variety of innovative uses.** Bothwell Street should become more of the ‘high street’ for corporate Glasgow providing local facilities, and lunch time and early evening coffee shops/bars/restaurants.

Laying the groundwork for ultra-highspeed broadband in the city centre within business space, homes and public infrastructure and in development projects in Blythwood also offers **clearly visible benefits for growing the pool of innovative businesses** operating in the city centre. This investment helps foster collaboration among companies by creating healthy competition for employees and innovation.

There is also an emphasis in the Blythwood DRF on **diversification of uses with a range of evening/night economy opportunities** in a safe and improved user experience in the District and building on the existing network of bars/clubs and venues like the Kings Theatre. A more **integrated night time strategy in Blythwood** could use the cluster of city centre rail stations/bus network as a city-wide asset to drive an improved night time economy. Places that are well used during daytime and early evening, but underutilised at night would become accessible. This could also unlock opportunities to provide more **low-cost space to entrepreneurs and businesses, fostering more creativity.** The District Framework also identifies a number of opportunities for **high quality public art.**

There will also be opportunities to promote an **appropriate choice of new housing in a range of affordable tenures** including PRS as part of mixed use investment in Blythwood. The housing would **target a wide range of occupiers** including singles/ couples, downsizers, families and include car free housing by increasing active accessibility. Blythwood District straddles the M8 and as in other UK cities **quality of air is a public health issue.** The (Y)our urbanised M8 project that includes proposals for an **ultra-low emissions zone** sports and cultural proposals for the spaces beneath the bridge are a direct response. The Development Framework projects proposed in and around Blythwood District all include opportunities to **experiment and test innovative solutions** (e.g. data sharing, logistics, tele-commuting and digital technology). Therefore, Glasgow City Centre will be a place of experimentation, an opportunity for companies looking to innovate and test new solutions.

(Y)our City Centre key objectives

A series of key objectives have been distilled through consultation and analysis to identify challenges and opportunities for (Y)our City Centre

Key objective 1

Retain and improve competitive edge of Glasgow city centre



Key objective 2

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



Key objective 3

Repopulate the city. Increase city density and function mix



Key objective 4

Reduce car dependency. Make space for people and nature



Key objective 5

Create more attractive and remarkable spaces



Key objective 6

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



Key objective 7

Urgent action is called for. Regenerating Glasgow city centre and the River Clyde corridor are nationally significant projects. Public, private + third sectors must collaborate.



Overview of (Y)our possible projects



(Y)our Blythswood Engagement



Blythswood Event 01

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

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

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

Please refer to (Y)our City Centre Community Engagement report dated May 2018 for a detailed account of the engagement contributions.

Events Programme

- 29 Aug 16 Launch Event
- 01 Sep 16 (Y)our City Centre Day
- 23 Nov 16 Scotbuild 2016 Presentation
- 22 Mar 17 On-Street Engagement
- 23 Mar 17 On-Street Engagement
- 11 May 17 Public Event 01
- 01 Jun 17 Stakeholder Event 01
- 26 Jun 17 Public Event 02



On-Street Engagement



On-Street Engagement



Event 01



On-Street Engagement



On-Street Engagement



Blythswood Commonplace Mapping

(Y)our Blythswood analysis overview

Blythswood has seen significant change and is currently undergoing another transformation.

The urban grid of Blythswood Hill was Glasgow's first suburb; a handsome residential development of Georgian townhouses laid out west of the medieval heart of Glasgow. As Glasgow prospered the area became the commercial heart of the city, with purpose built palaces of commerce being integrated into the grid. The townhouses adapted to house offices and hotel as the residential population moved out to the western and southern suburbs.

Now the area is undergoing further change. Significant new office, hotels and residential developments are starting to redefine the area. The historic buildings are being repurposed again as commercial functions relocate to higher spec contemporary working environments in new landmark developments. The selective demolition of outmoded and vacated mid-20th Century buildings, notably along the M8 corridor, has created the potential for significant change in the area; with development focus shifting away from the Broomielaw to the Central Business District and Blythswood / Charing Cross.

The DRF area is bisected by the M8 motorway. This ruptured the cityscape and has severed Anderston (to the west) from the city centre. The motorway has blighted a large swathe of the western edge of the city centre and many consultees highlighted the pressing need for bold and ambitious planning to mitigate the impact of the M8 and road infrastructure on the city centre.

The area is dominated by road traffic; with the tentacles of Junction 19 and the Clydeside Expressway compounding the severance caused by the M8 itself. The Bothwell Street off-ramp and Waterloo Street on-ramps create an abrupt interface between city and motorway, with many consultees citing speeding traffic in these areas.

Glaswegians are acutely aware of the lack of green, public open space in the city centre and it is nowhere more apparent than in the Blythswood area where there is hardly any quality public open space in neighbourhoods on either side of the motorway. Blythswood Square has the potential to be a great urban square, but the closure of public access to the private gardens following political protests there has dismayed many who recognised the space as a great amenity and asset to the city.

The Blythswood DRF has distinctive character areas and many consultees reflected on the rich history and fantastic built heritage as an under

appreciated asset in this part of the city. There are some remarkable buildings and cultural assets surrounded by poor quality public space that needs to be better preserved (eg St. Vincent Street Church and Mitchell Library).



Hidden and unattractive train station entrance

Poorly maintained historic buildings

Vacant buildings and heritage assets

Busy car traffic through city centre

Important historic buildings surrounded by poor public space

Partial regeneration of housing area

Remarkable built heritage

Limited public greenspace

Significant new development investment

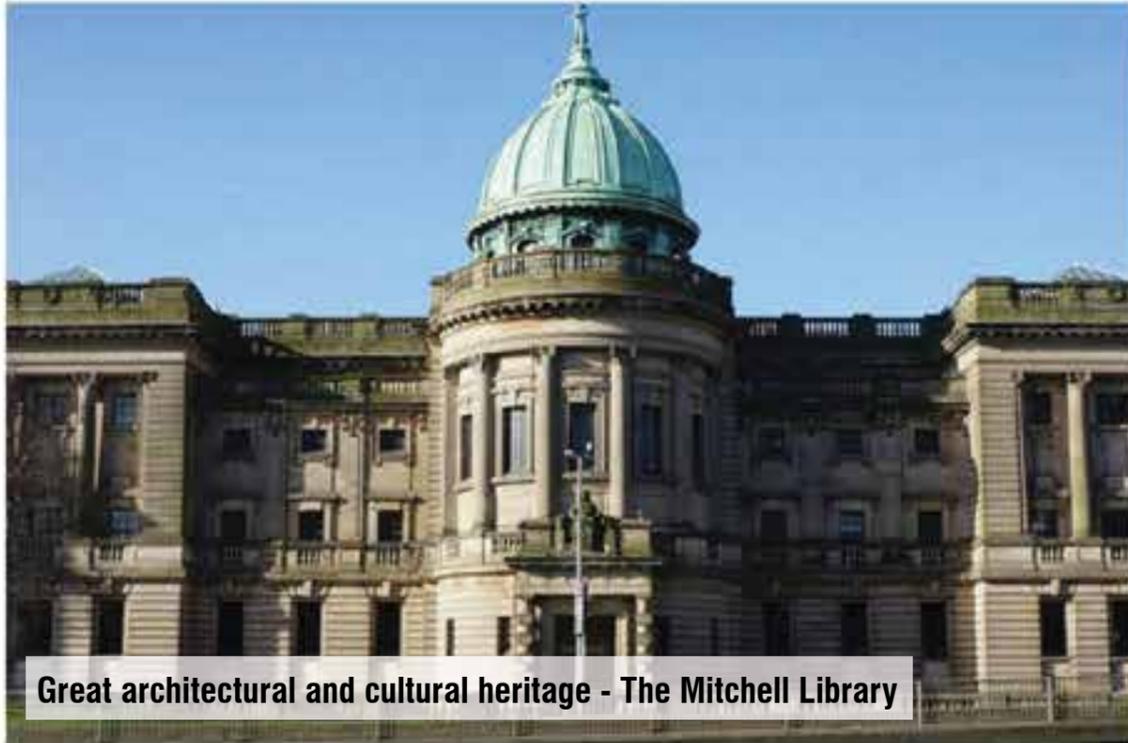
Clydeside Expressway severs connections to River

Anderston Cross link broken

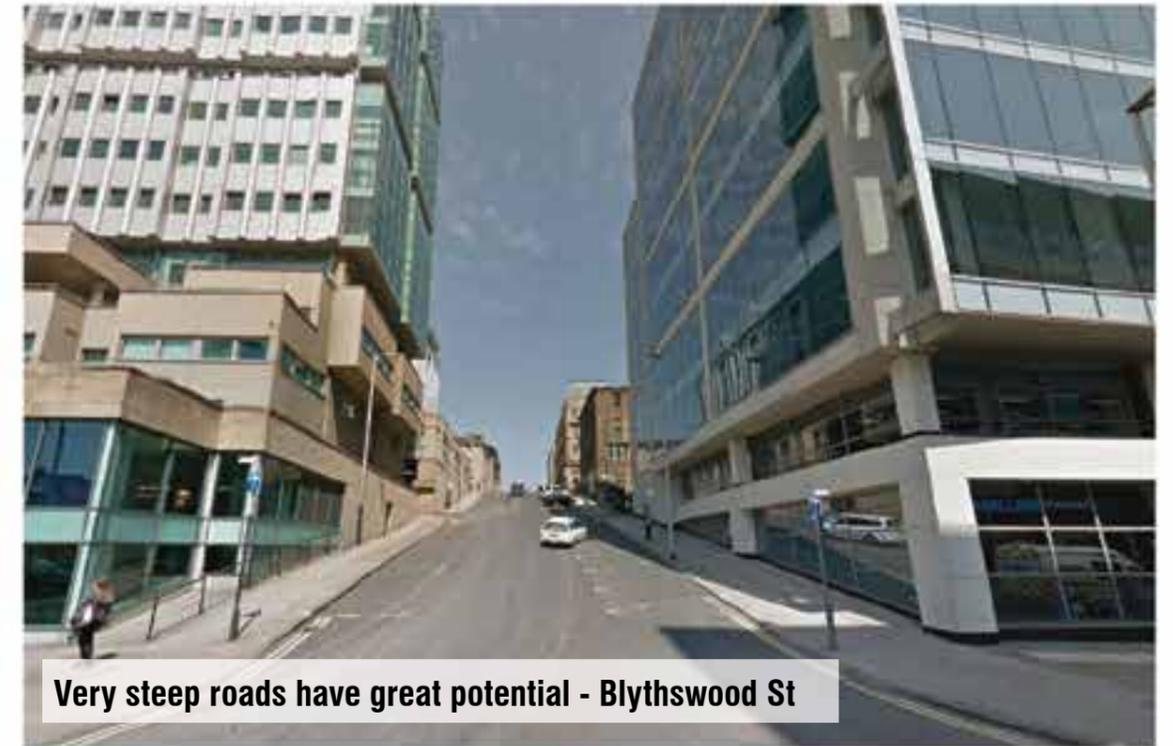
Unattractive megastructure disrupts urban fabric

- Public parks/spaces
- Listed building A
- Development potential
- Pedestrianised street
- Poor quality leftover space
- Privatized park
- Parking garage/open-air parking
- Disruptive structures
- Busy public transport route
- Routes accessible by car
- Busy car road
- ➔ Missing link

Current Blythswood



Current Blythswood



(Y)our Blythswood objectives

Key objective 1

Shift towards a more efficient, healthy and sustainable mobility:

(Y)our updated mobility



Key objective 2

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

(Y)our great streets and spaces



Key objective 3

Create more attractive and remarkable public spaces:

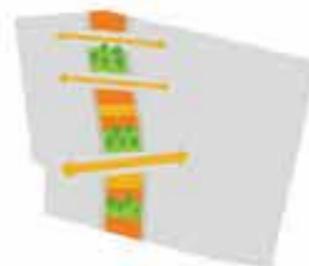
(Y)our great streets and spaces



Key objective 4

Turn the M8 from a disruptive barrier into a connector and activator:

(Y)our urbanised M8



Key objective 5

Create diverse building environment with existing buildings:

(Y)our great buildings



Key objective 6

Create high density and lively city centre:

(Y)our vibrant Blythswood



Key objective 7

Turn Blythswood into a more vibrant mixed neighbourhood:

(Y)our vibrant Blythswood



Key objective 8

Make Anderston a better place to live, learn and work:

(Y)our vibrant Blythswood



(Y)our Blythswood projects

In this chapter projects for the Blythswood DRF are summarised. These projects are arranged in 6 themes:



(Y)our updated mobility

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



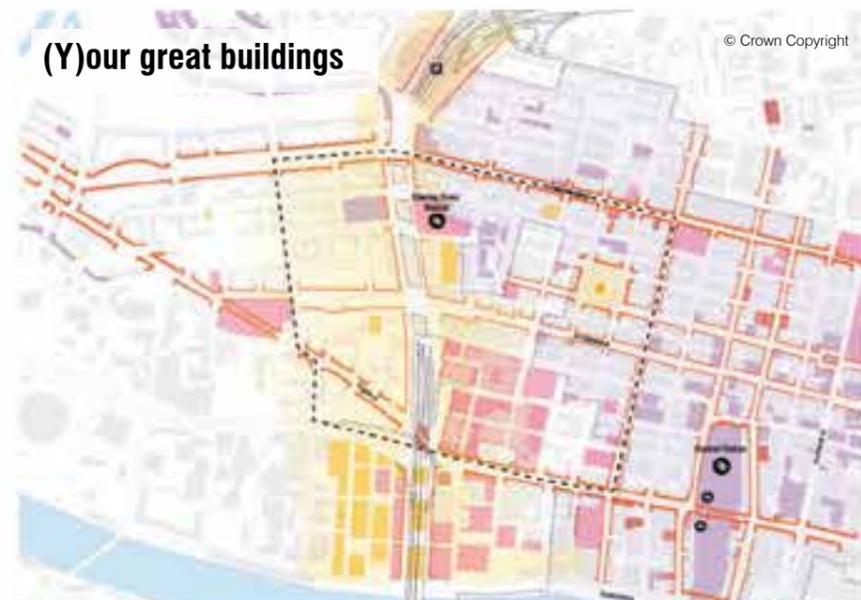
(Y)our urbanised M8

(Y)our urbanised M8: To maintain the benefits of an urban motorway whilst reducing its negative impacts



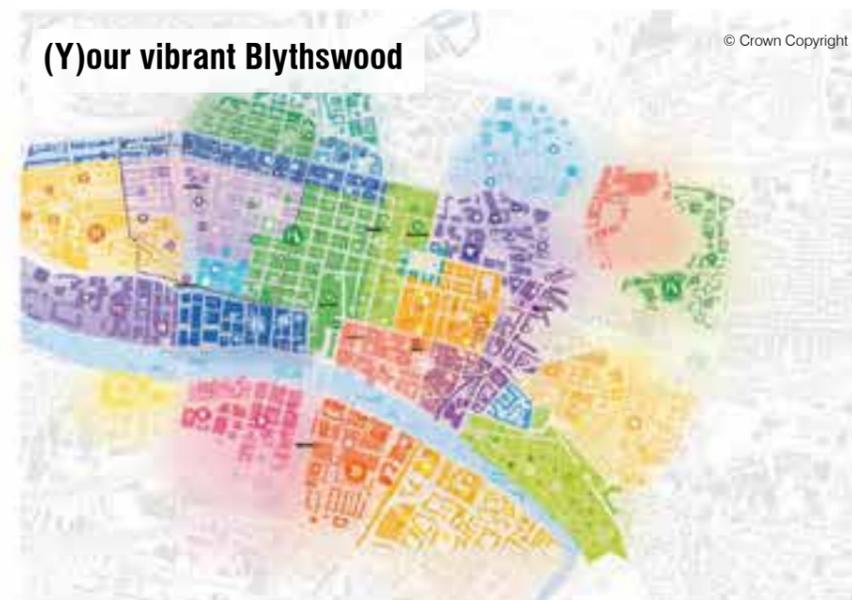
(Y)our great streets and spaces

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



(Y)our great buildings

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



(Y)our vibrant Blythswood

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

Transforming (Y)our Blythswood



Transforming (Y)our Blythswood: Create agile policies and shared objectives to attract investment, secure funding and foster collaborative working.

(Y)our Blythswood projects list



Each project is accompanied by an Action Plan (Chapter 9) outlining proposed next and subsequent steps for delivery.

Key priority projects are marked with an asterisk *.

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

These projects are marked in grey text.



(Y)our updated mobility

Bigger context: shift to more sustainable mobility

* Ultra low emissions zone

* Traffic-calmed Blythswood

* Specialisation in streets (Tartan)

* Smarter cleaner bus system

* Smarter parking in Blythswood

* Updated railway stations

Street safety and accessibility

Updated Anderston station and surroundings

Refer to Broomielaw DRF

(Y)our urbanised M8

Bigger context: future city boulevard

* Untangled motorway spaghetti

Cleaner air, less noise

* Connected East - West

* Above the M8

New Anderston Cross

Refer to Broomielaw DRF

Beneath The Bridge

Refer to Broomielaw DRF

priority projects:

3



(Y)our great streets & spaces

Bigger context: improved public spaces and connections

*** Variation in street character (Tartan)**

*** Green street, parks and play spaces**

Updated St Vincent Street

*** Improved West George Street**

*** Improved Blythswood Square**

*** Blythswood Street Steep Park**

Surface water management strategy

Public art

Glorious Argyle Street

Refer to Broomielaw DRF

Hill to river streets

Refer to Broomielaw DRF

Anderston station square

Refer to Broomielaw DRF

Surface water management strategy

Refer to Broomielaw DRF

Design for rain

Refer to Central DRF

(Y)our great buildings

Bigger context: repaired urban fabric

*** Strategy for higher density Blythswood**

*** Historic Blythswood**

Lively streetfronts

Design guidelines needed

Re-fashioned Blythswood Court

(Y)our vibrant Blythswood

Bigger context: mixed and vibrant city centre

Strong neighbourhood identities

Mixed and repopulated Blythswood

* Re-populated Blythswood

Community infrastructure

Shopping in Blythswood (Revive Sauchiehall shops)

Working in Blythswood

*** Dining and nightlife in Blythswood**

Culture in Blythswood

* Re-purpose vacant spaces

Big civic park/function

Temporary street events

Art events in Blythswood Court

Transforming (Y)our Blythswood

Sustainable Blythswood

M8 Masterplan

Smart Blythswood

Blythswood brand

Blythswood performance monitor

Blythswood conservation area

(Y)our Heritage Property Fund

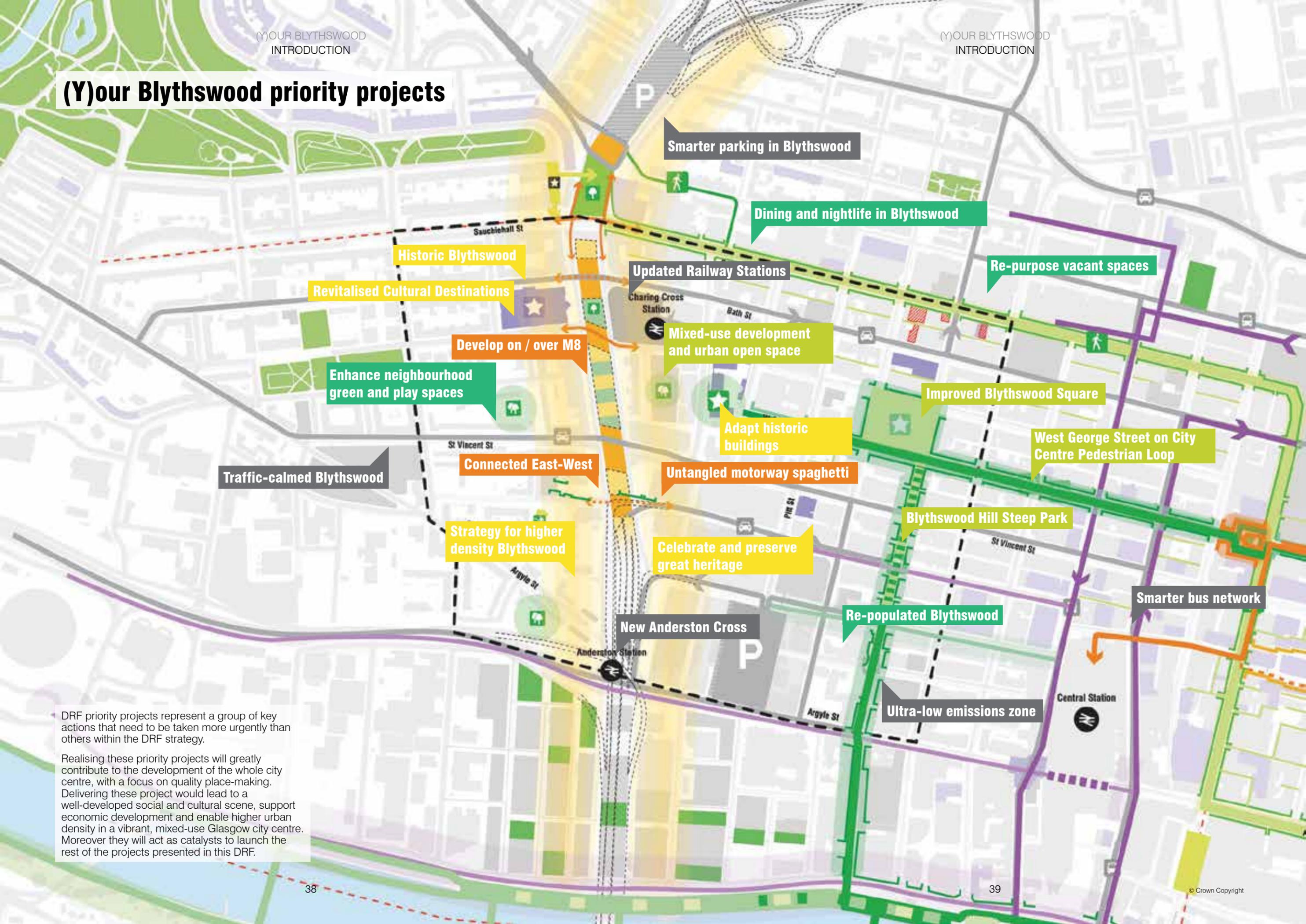
Night/time Blythswood

Clean and well maintained Blythswood

Dedicated Blythswood Team

New Blythswood community council

(Y)our Blythswood priority projects



Smarter parking in Blythswood

Dining and nightlife in Blythswood

Re-purpose vacant spaces

Historic Blythswood

Updated Railway Stations

Revitalised Cultural Destinations

Develop on / over M8

Mixed-use development and urban open space

Enhance neighbourhood green and play spaces

Improved Blythswood Square

Traffic-calmed Blythswood

Connected East-West

Adapt historic buildings

West George Street on City Centre Pedestrian Loop

Untangled motorway spaghetti

Strategy for higher density Blythswood

Celebrate and preserve great heritage

Blythswood Hill Steep Park

New Anderston Cross

Re-populated Blythswood

Smarter bus network

Ultra-low emissions zone

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

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

(Y)OUR UPDATED MOBILITY



DRAFT

Current: inefficient mobility system Analysis mobility system

The M8 motorway cuts through the district, separating Anderston from Blythswood Hill and the Central Business District. Routes south to the River have been disrupted by the Clydeside Expressway, Junction 19 and the former Anderston Centre. Most consultees highlighted the pronounced negative impact of this road infrastructure on the area. Improving better east-west connections is crucial.

Many consultees recognised the accessibility of the area by public transport. However it was also acknowledged by many consultees that the quality of the passenger experience is poor and needs improved. Buses are concentrated along busy, noisy routes whilst the two low level stations are both very unwelcoming and difficult to access.

Many cited the poor quality of the pedestrian experience and disjointed cycle network (despite recent welcome investment in the area). The car dominated streets and hilly topography results in challenging pedestrian environments and cycle routes.

Better enforcement and regulation of car traffic coupled with the redevelopment of pedestrian and bike network was sought by many to create a more active, convivial business district.

Stations are hindered, and surrounded by poor quality public space

Disrupting M8 motorway erased previous links

Car dominated city grid

Clydeside Expressway severs links to riverfront

Urban grid disrupted by former Anderston Centre and big hotels

Large underdeveloped spaces used as car parks

Exhibit

- Busy car road
- Calm car road
- Missing link
- Pedestrianised area
- Bus route
- Subway station
- Train station
- Parking garage
- Overground car park

Current: disrupted traffic network Analysis mobility system



(Y)our updated mobility Overview mobility projects

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

Updated stations and surroundings

Avenue enhancements on Sauchiehall Street, Argyle Street and St Vincent Street

Improved pedestrian network

Better bike network and facilities

Updated Station and surroundings

Repair broken links and create shortcuts

City parking

- Important buildings for mobility system
- Pedestrian link
- Bus corridor
- Boundary between car zone, blocking through traffic
- Big city car parks
- Car road
- Shared space

(Y)our updated mobility

Bigger context: shift to more sustainable mobility

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

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

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

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

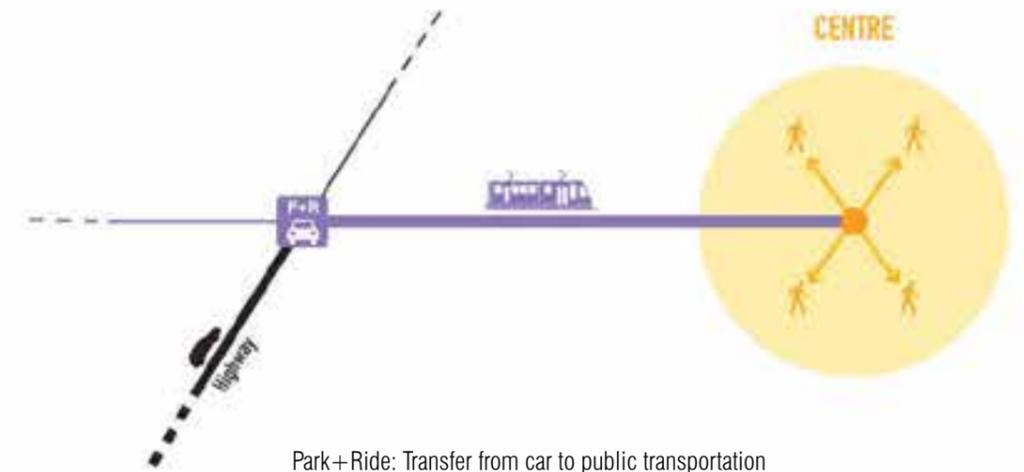
Location: Glasgow city region.



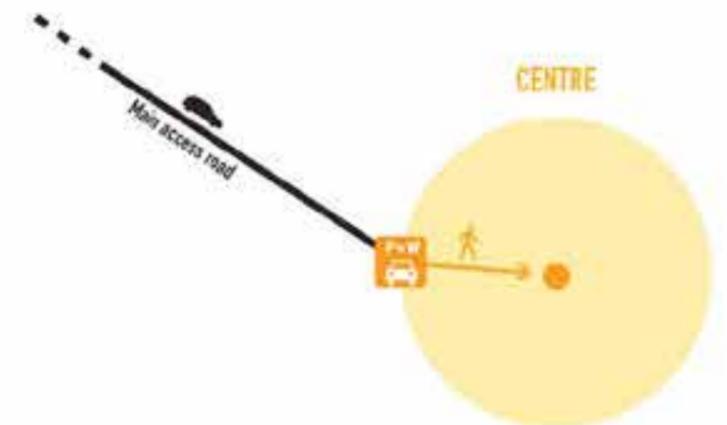
Downgrading of High St through the implementation of wider car loop

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

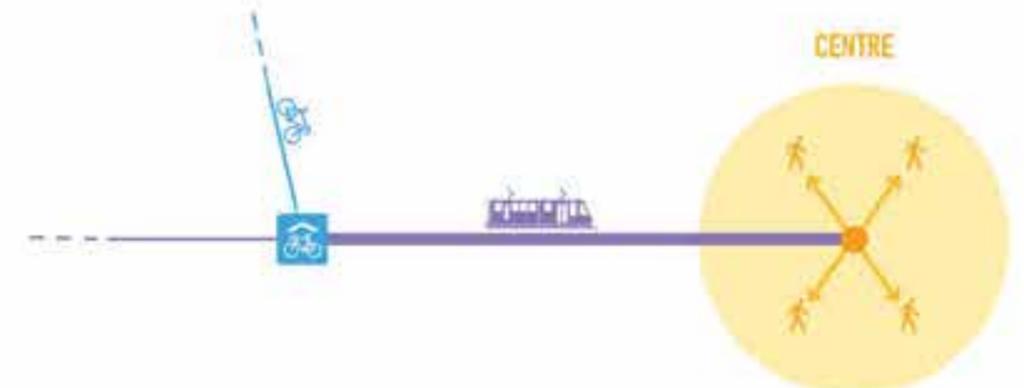
Strategies for reducing car traffic in the city centre



Park+Ride: Transfer from car to public transportation



Park+Walk: Change motorist to pedestrian



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

(Y)our updated mobility

Ultra low emission zone



Once Low Emissions Zone is in place, monitor impacts and assess benefit / scope for change to achieve Ultra Low Emissions Zones targets. Many consultees referred to perceiving poor air quality in central Glasgow. Many highlighted benefit of electric only buses in city centre, and of reducing road traffic as desirable.

- Low emissions zone can help to improve air quality with limited public investment and within relatively short amount of time

Location: City centre and surroundings.



(Y)our updated mobility

Traffic-calmed Blythswood



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

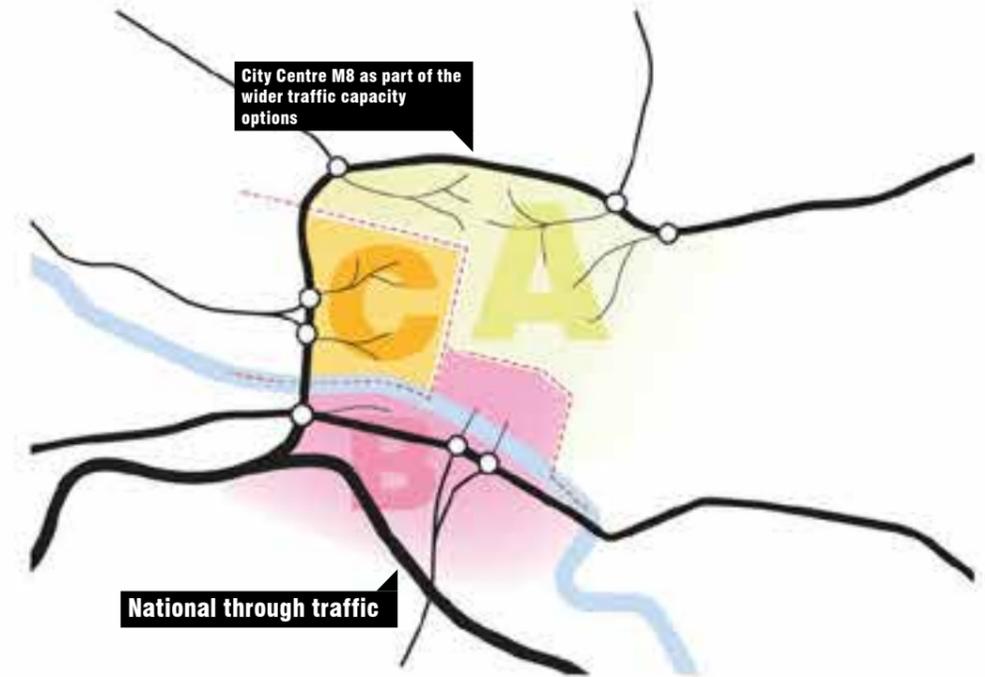
One proposal is to revert to that system, utilising the wider capacity across the M8 + East End Regeneration Route / Clyde Gateway. This simple change turns the city centre into a zone for local traffic only. Through-traffic is limited to some hundreds of vehicles per day. This is a system that is used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

The key public spaces would form the logical divide between the zones: The 'golden Z' (Sauchiehall St, Buchanan St, Argyle St) and the river. This means that these public spaces become almost free of traffic. Crossing directly from one zone to the other will remain possible for service vehicles and buses.

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

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

Location: Glasgow city region



Possible concept for the city centre circulation system

Current situation

Key public streets are full of cars

Busy motorway cut through city fabric

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Proposed situation

Calmed streets toward city centre

Through car traffic between zones is not allowed

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MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our updated mobility

Specialisation in streets (Tartan)



This project deals with a couple of challenges and opportunities:

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

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

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

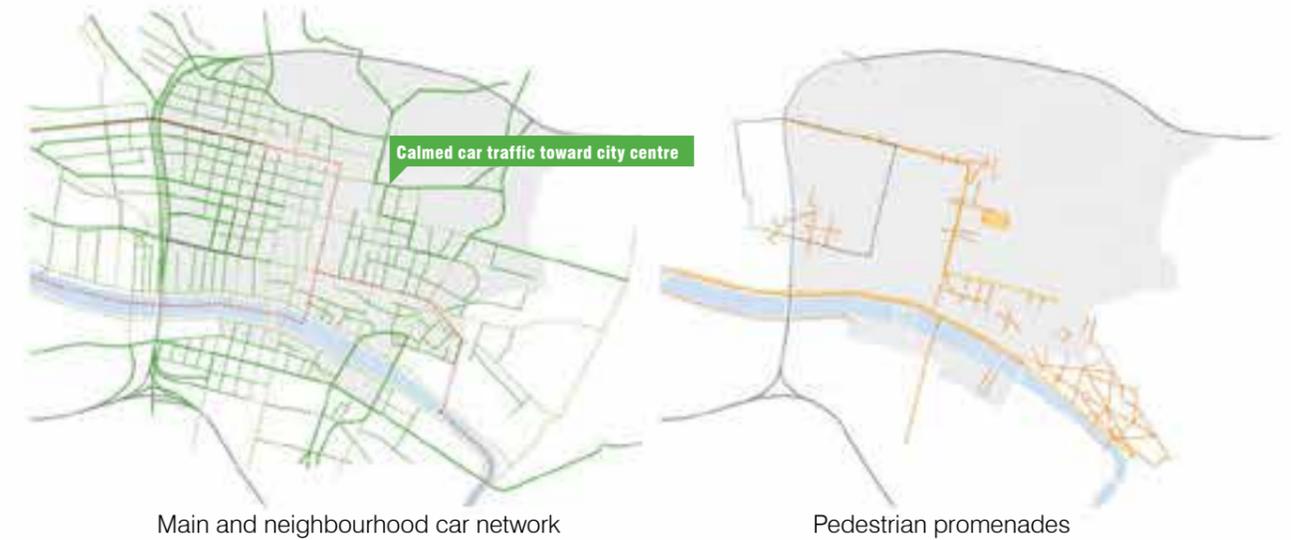
Busy access streets will remain. But they will become less of an issue; there are parallel routes for bus and bike and there is always a quiet green street around the corner. The concept cannot be rigid. At some bottlenecks, different users will need to be combined.

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

Location: City centre and surroundings.



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



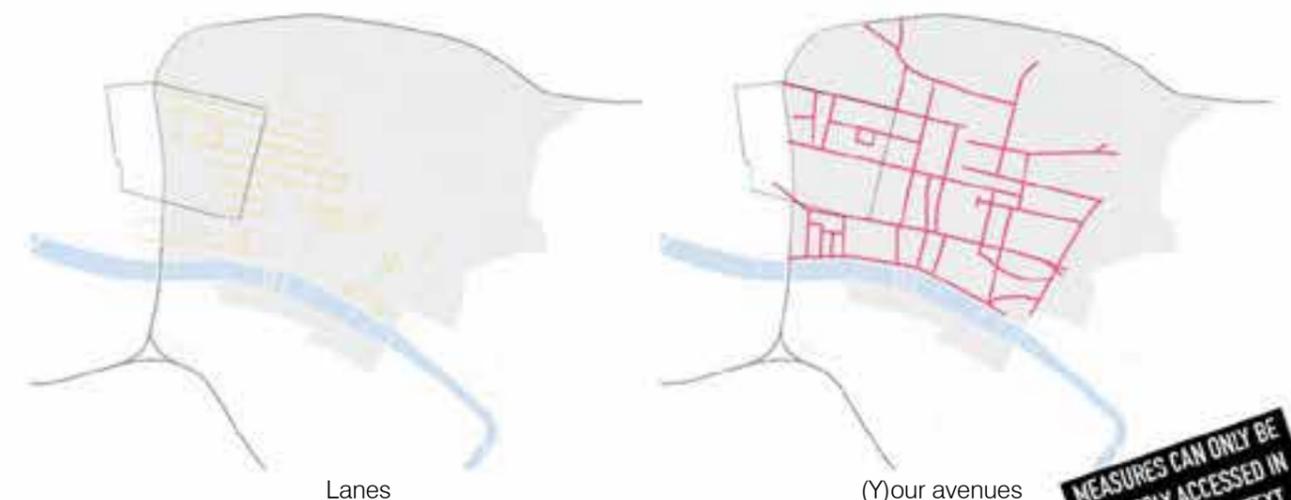
Main and neighbourhood car network

Pedestrian promenades



Bike priority streets

Bus priority streets



Lanes

(Y)our avenues

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our updated mobility

Smarter cleaner bus network



The bus system in Glasgow is sub-optimal and performs inefficiently.

- Regional bus routes traverse the city centre, often in places where they needn't and shouldn't be.
- Bus routes / stops which are duplicated for different operators are scattered throughout the city.
- Buses exacerbate congestion and pollution.
- Many bus routes are slow / unreliable and they do not connect efficiently to other modes of public transport.
- Allegedly several bus routes have become unprofitable.

This project aims to re-think and coordinate the bus system for a more efficient, intuitive, clean bus system and a more attractive city centre

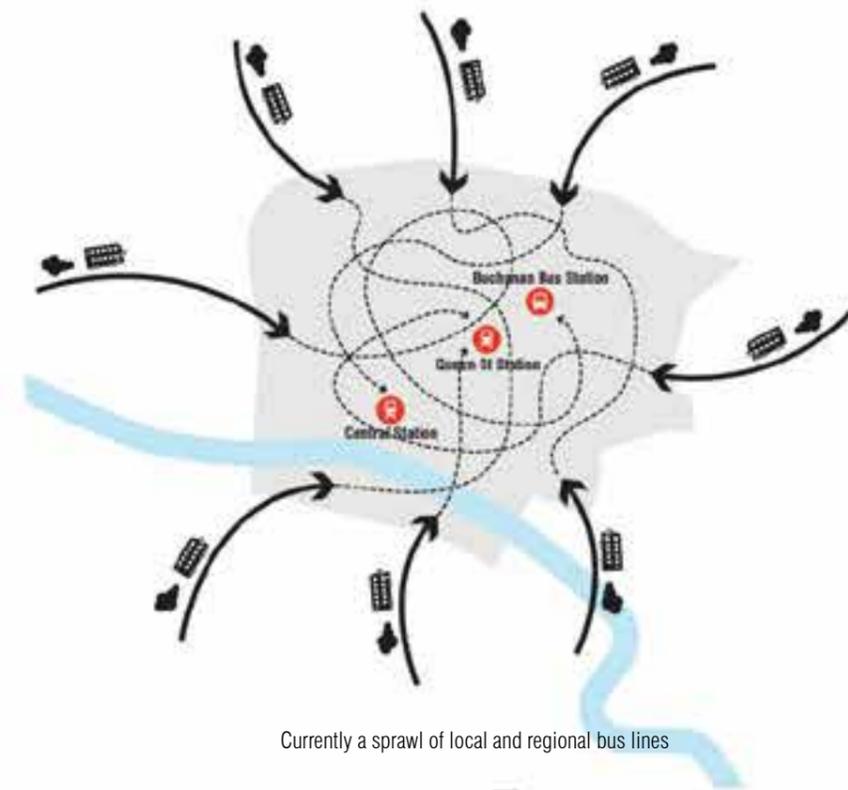
- Consider restricting regional bus access through all city centre neighbourhoods, and instead concentrate them through dedicated bus corridors.
- Local buses have a finer-grained network, are smaller and electric.

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

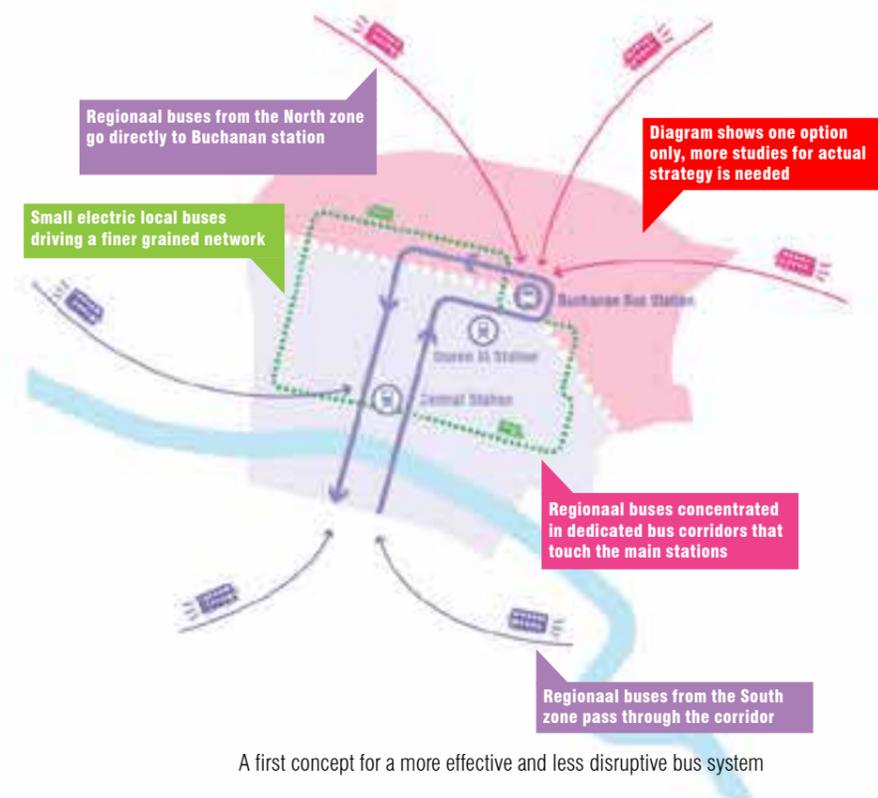
This project aims to re-think and coordinate the bus system and cope with these issues.

- Fluent connections to the main train stations

Location: Glasgow city region.



Currently a sprawl of local and regional bus lines



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

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our updated mobility

Smarter parking in Blythswood



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

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

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

Candidate sites for large scale edge of city centre MSCP could include:

- Adjacent to Anderston Station off the M8 and Clydeside Expressway would serve the city centre, Anderston Station and SEC/Hydro.
- An MSCP over the M8 just North of Sauchiehall Street would serve the western branch of the 'Golden Z'.

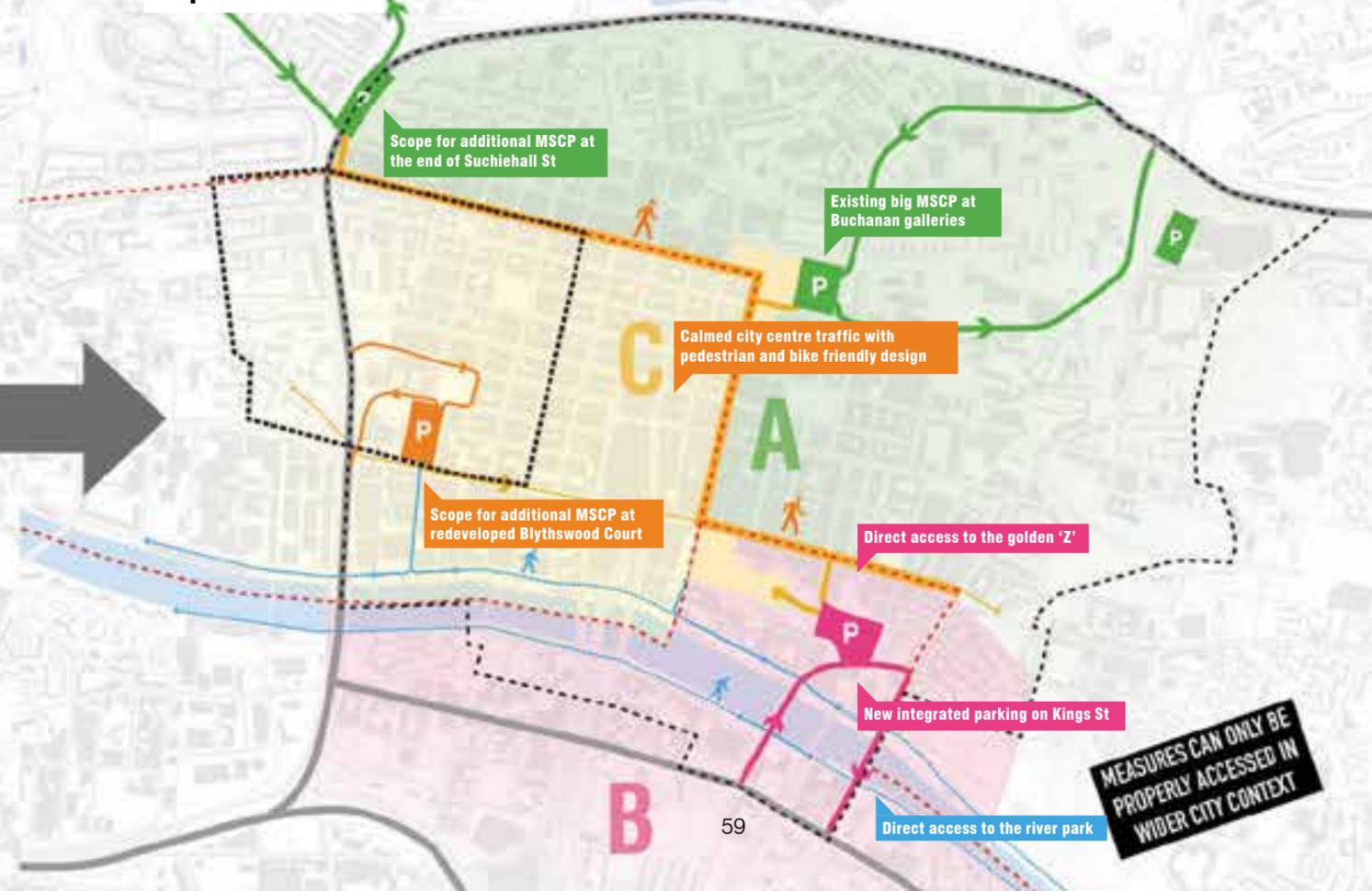
Location: Blythswood District.

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

Current situation



Proposed situation



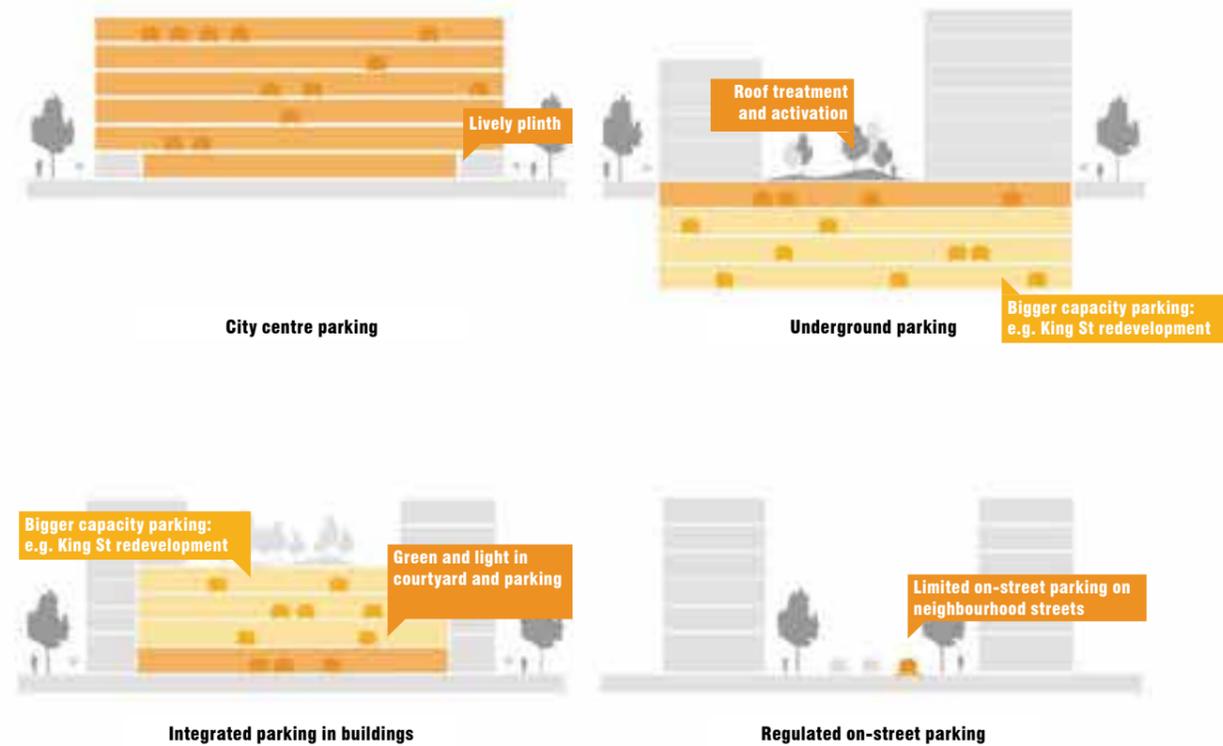
(Y)our updated mobility

Smarter parking in Blythswood



- The majority of parking for new developments could be accommodated, hidden from street view, inside building blocks or (half) underground.
 - Open air/surface parking should be limited to minimal on-street parking on one side of the street and preferably in parallel bays
 - Sites currently with off street surface parking should be redeveloped with buildings or turned into quality public space.
- Taking cars off the streets means more livable streets
 - Compacting in parking garages is more efficient (cheaper) and frees up space for development

Location: Blythswood



(Y)our updated mobility

Updated railway stations

There are two stations within the Blythswood District that need an urgent upgrade: Charing Cross Station and Anderston Station. See the Broomielaw DRF for the Anderston Station project.

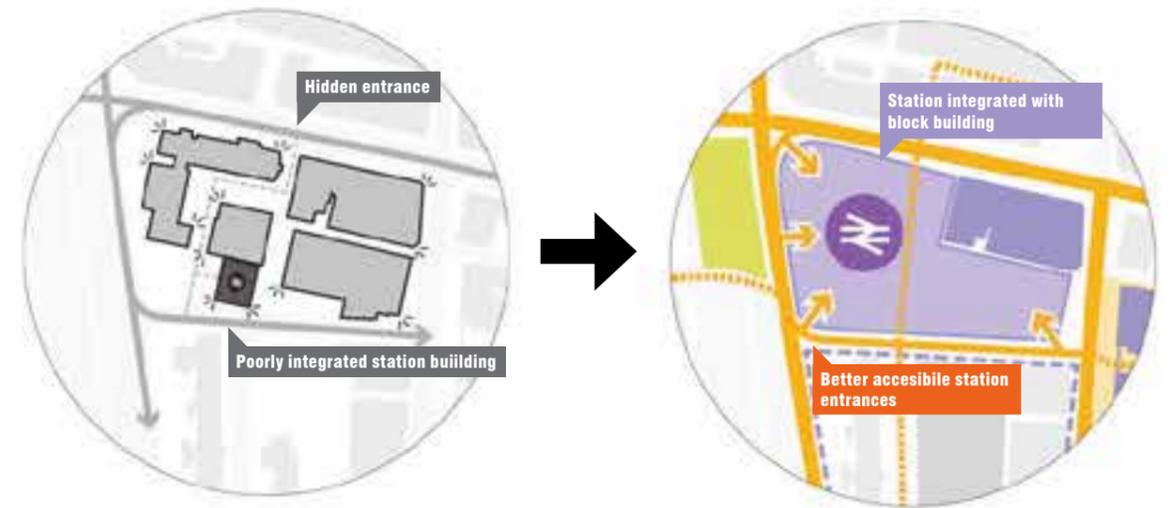
This project proposes improvements to Charing Cross Station and surroundings (incl. redevelopment of the urban block / adjacent buildings / MSCP site) acknowledging constraints, notably rail tunnel alignment under existing surface car park on Elmbank Crescent

- Creating station entrances on principal streets (Bath Street, North Street, Elmbank Street) - relocate station concourse?
- Enhance station / passenger experience including increased capacity for vertical circulation to enable increased patronage of the station.
- Strengthening of North-South Connections through the M8 City boulevard to connect Charing Cross Station to Anderston Station
- Improved East-West connections through the Old High School to connect Charing Cross Station to St. Vincent St and West George Street.

- New high density mixed use development should cluster around city centre mainline stations.
- Enhanced station environments to improve passenger experience should encourage high patronage and suppress car reliance / road trip generation.
- Significant opportunity for rail station to be catalyst rather than constraint for regeneration in western city centre.

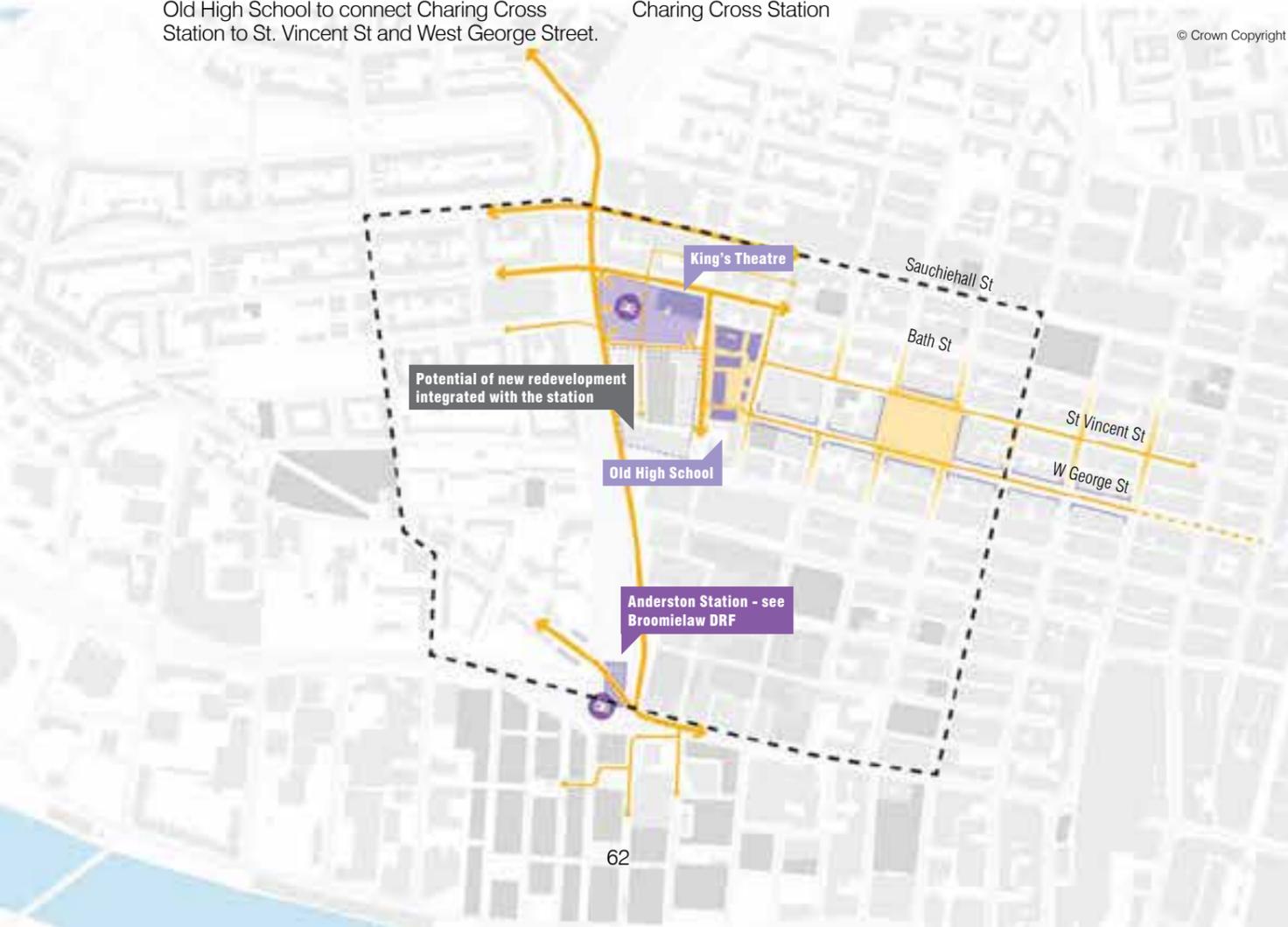
- Scope to build a new bridge that connects Elmbank Crescent to Kent Road.
- Scope to redevelop the existing multi-storey car park behind Kings Theatre as part of wider urban block redevelopment
- Opportunity for station building entrance to be landmark feature within new urban square / place at Elmbank Crescent

Location: Area around Anderston Station and Charing Cross Station



Current Charing Cross Station

Proposed station updates



(Y)our updated mobility Street safety and Accessibility

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

- In busy access streets / avenues like Argyle Street / Trongate cars access is maintained with a more traditional design (asphalt, footways, zebras).
- In the quieter neighbourhood streets, the car is invited to share the space with cyclists (and maybe even pedestrians). Carriageways can be narrower with setts or equivalent materials.
- Streets should be laid out to slower design speeds and encourage 'passive enforcement' of parking.

There are less/few pedestrian guardrails, longer

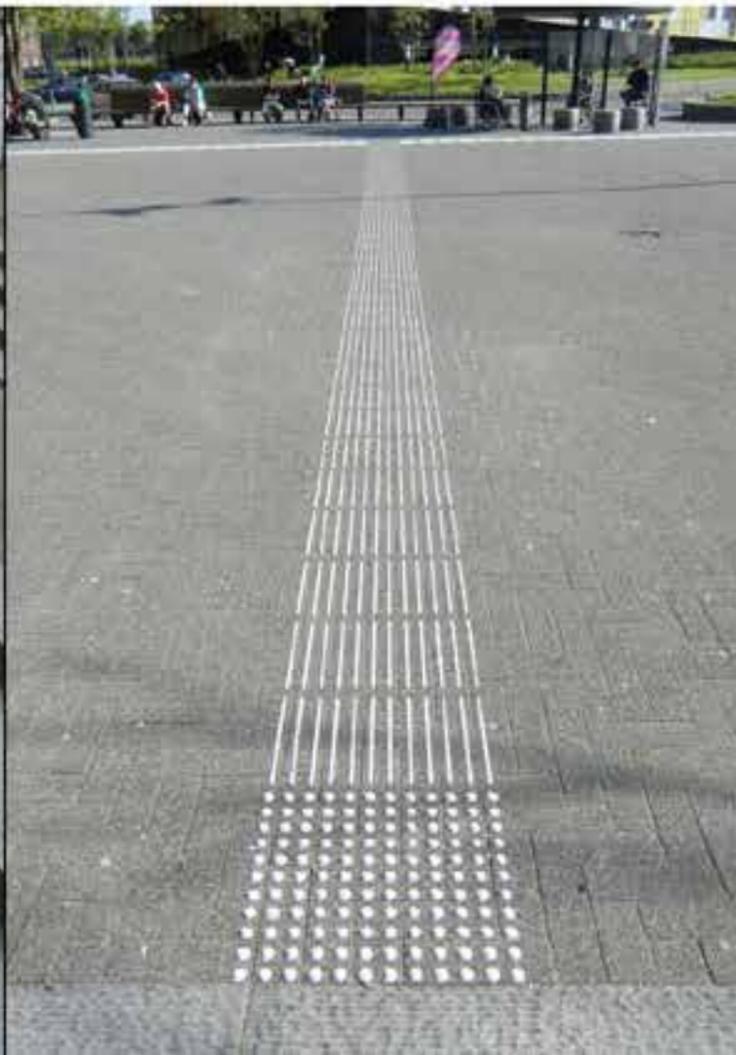
- Many current streets have a traditional layout with a lot of space for cars. More space for pedestrians and bikes and a less paternalistic layout creates more awareness and safety between different users.

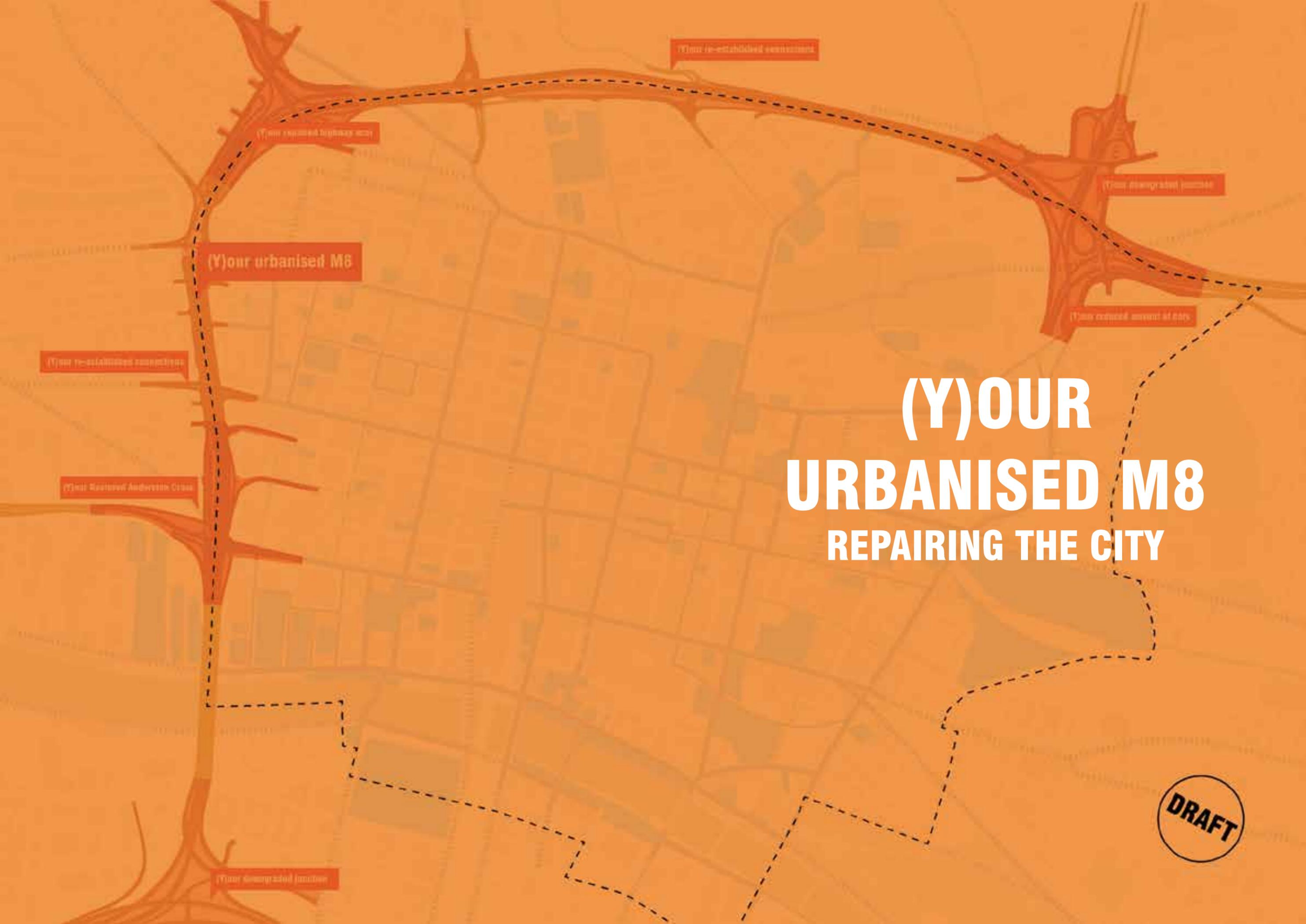
'green man' periods and pedestrian priority traffic-light sequencing, less street markings and signs cluttering street-scene. This will need further detailing in GCC's 'Street Design Guidelines'.

Accessibility for all users is an integral part of Building and Street Design Guidelines. Integrating inclusive design for optimum accessibility for those with mobility, sensory impairments or autism should enable better spaces for all.

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

Location: Blythswood District.





(Y)OUR URBANISED M8 REPAIRING THE CITY

DRAFT

Current: disrupting highway Potential to be upgraded and reconnected

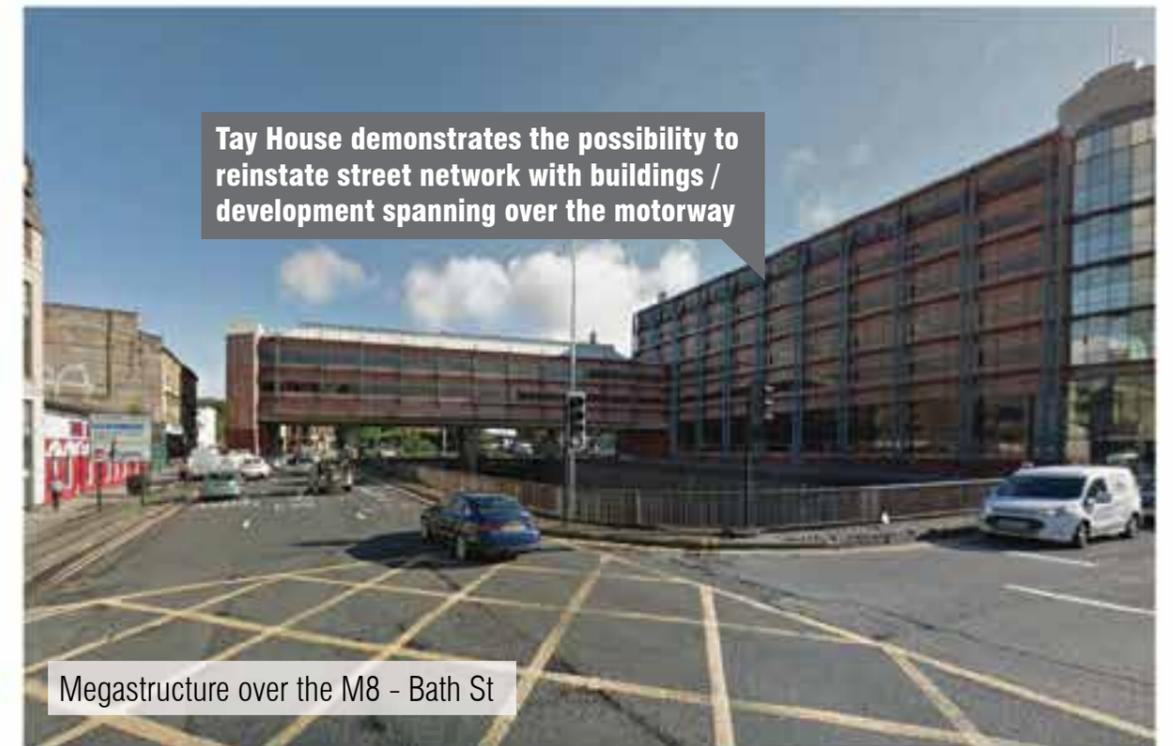
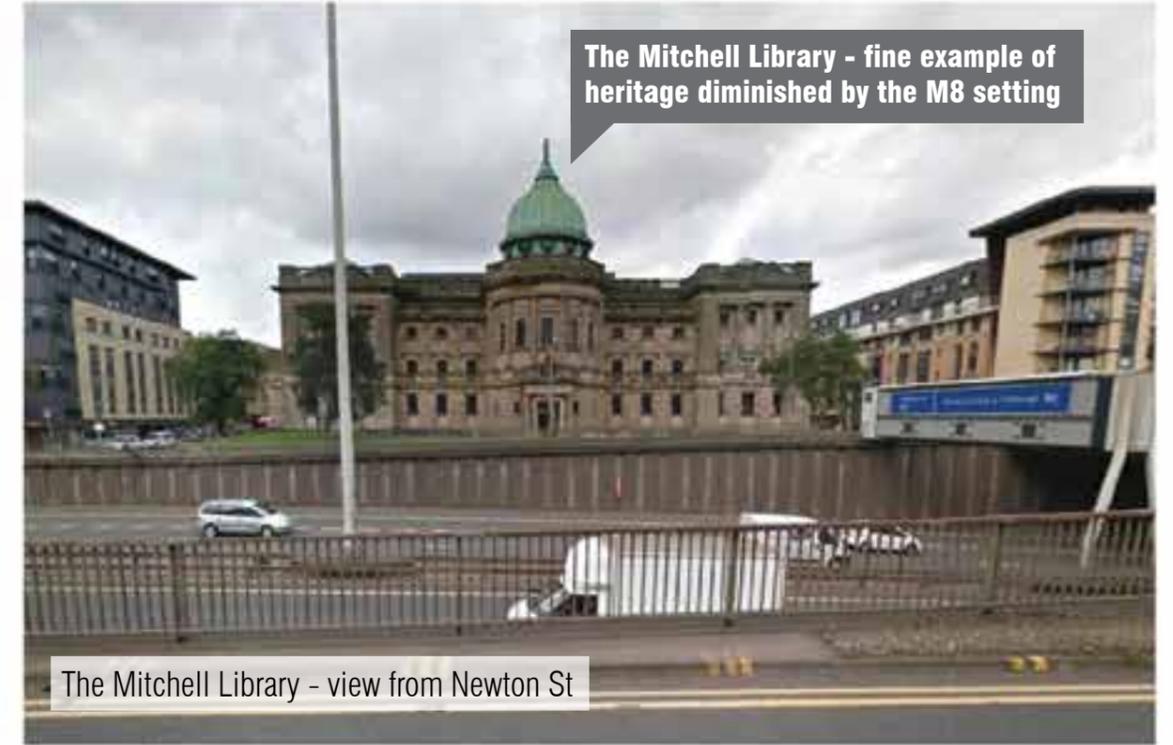
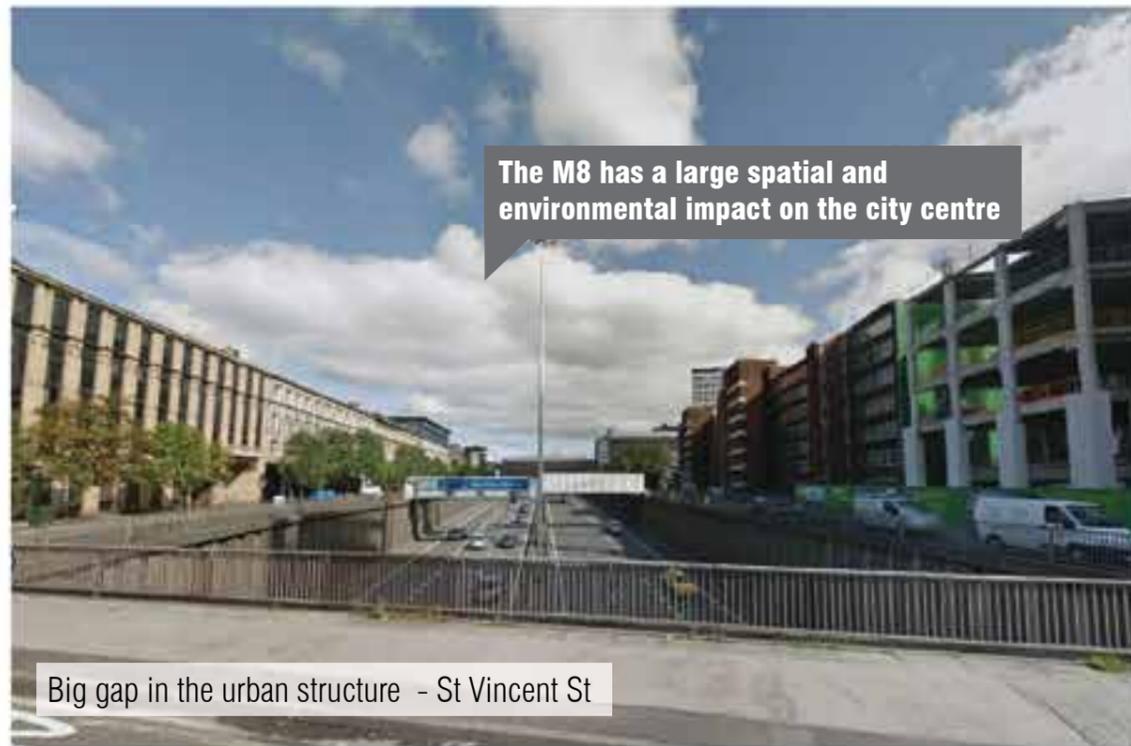
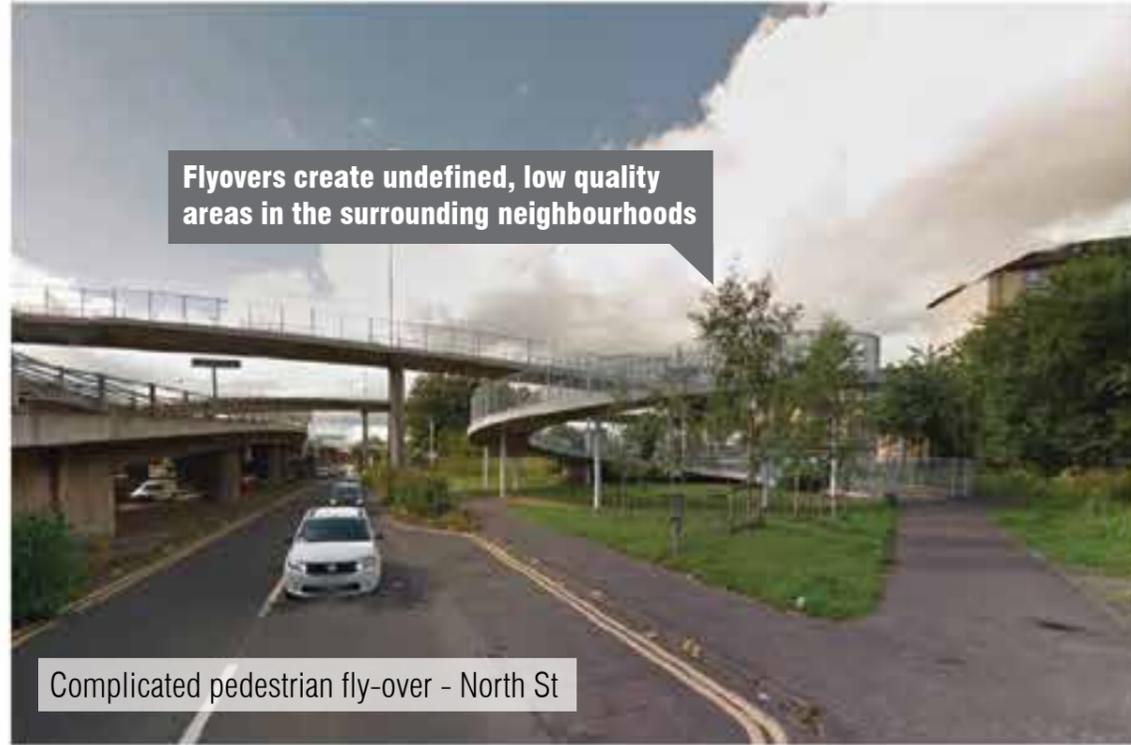
The part of the M8 in Blythswood district is mostly in a cutting (albeit sweeping up over the Charing Cross rail tunnel). At grade / street-level bridges span the motorway connecting the city centre to Anderston and the West End.

Whilst these east-west connections are better than those existing in the Broomielaw DRF area, there is widespread agreement that there needs to be improvement of these vital connecting routes, especially for pedestrians and cyclists. Far better integration with surrounding built environment, as well as a better use of the massive amount of leftover space around the M8, presents a great opportunity to vastly improve this part of the city.

There is scope to reduce the frequency of motorway junctions thereby reducing spatial impact and improving the efficiency of the motorway. Potential remedial action could take place over and/or along the sunken stretch of M8, albeit the greatest impact would be from a significant reduction of traffic and ultimately the removal of the city centre motorway altogether.

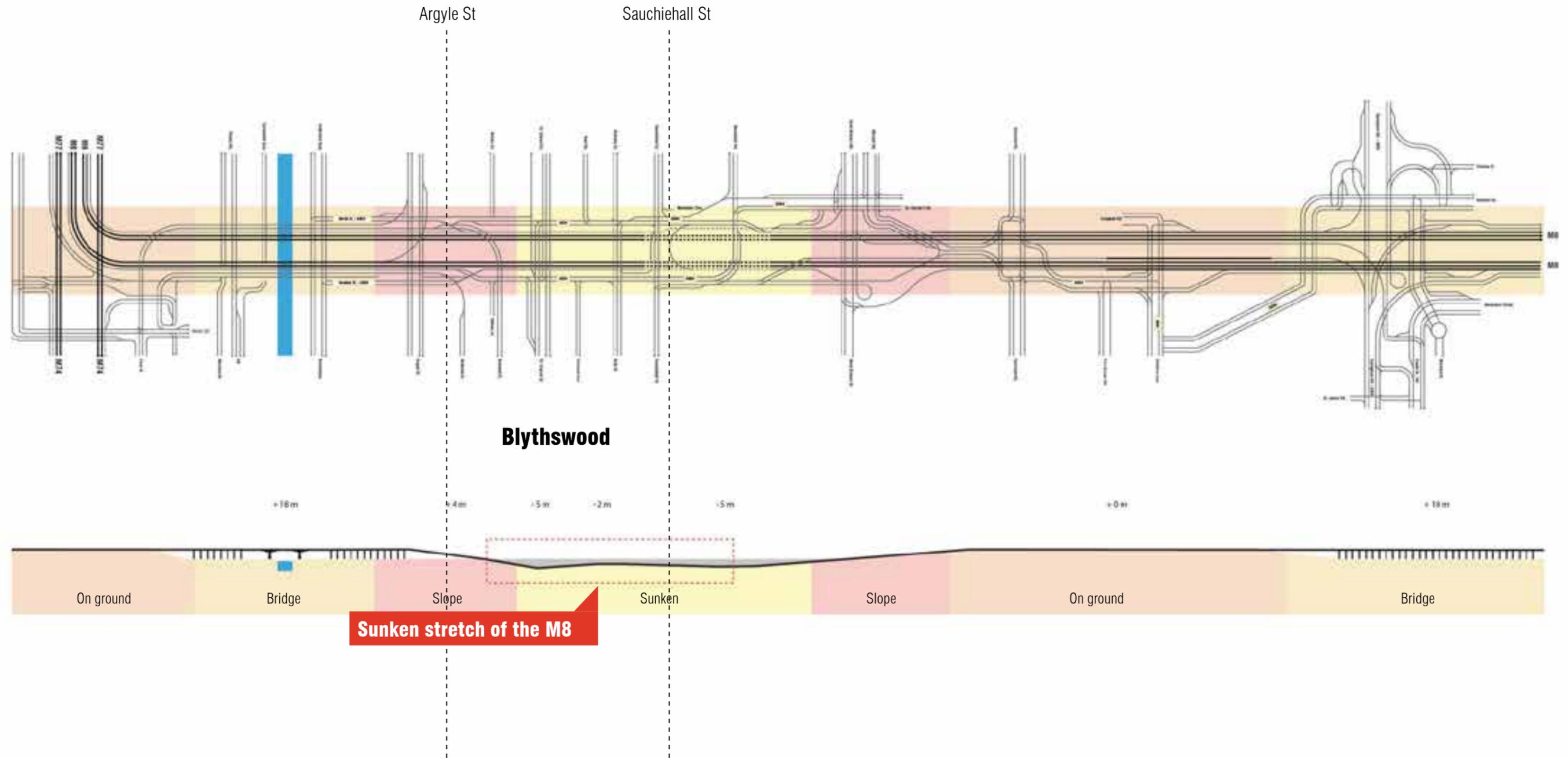
- Available for development (vacant land)
- Leftover space (low quality)
- Demolished buildings
- Streets that disappeared

Current: disrupted, low quality public space Analysis of the M8 impact on public space



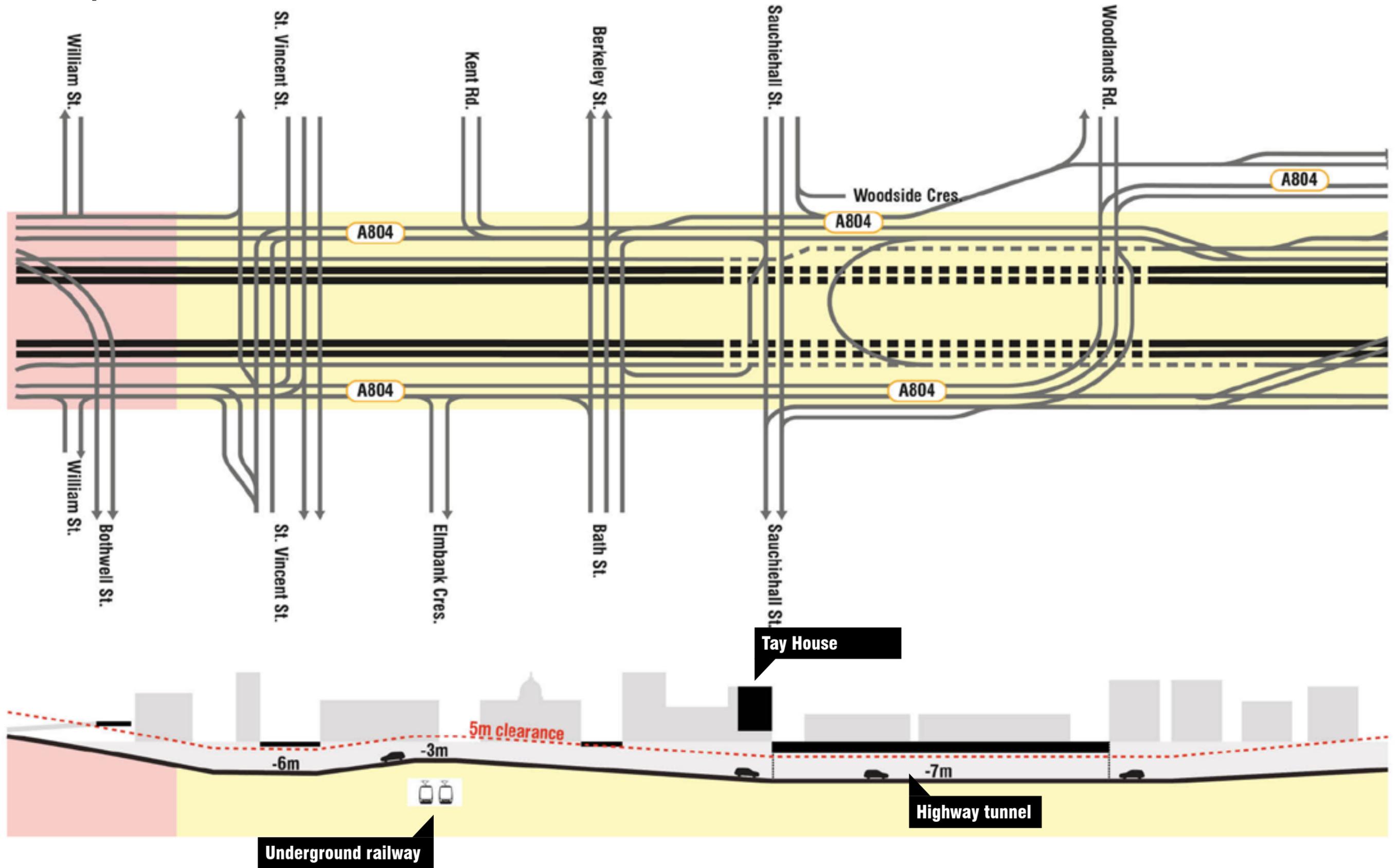
Current: disrupted, low quality public space

A complicated spaghetti of ramps and flyovers



Current: disrupted, low quality public space

Sunken part of the M8



Underground railway

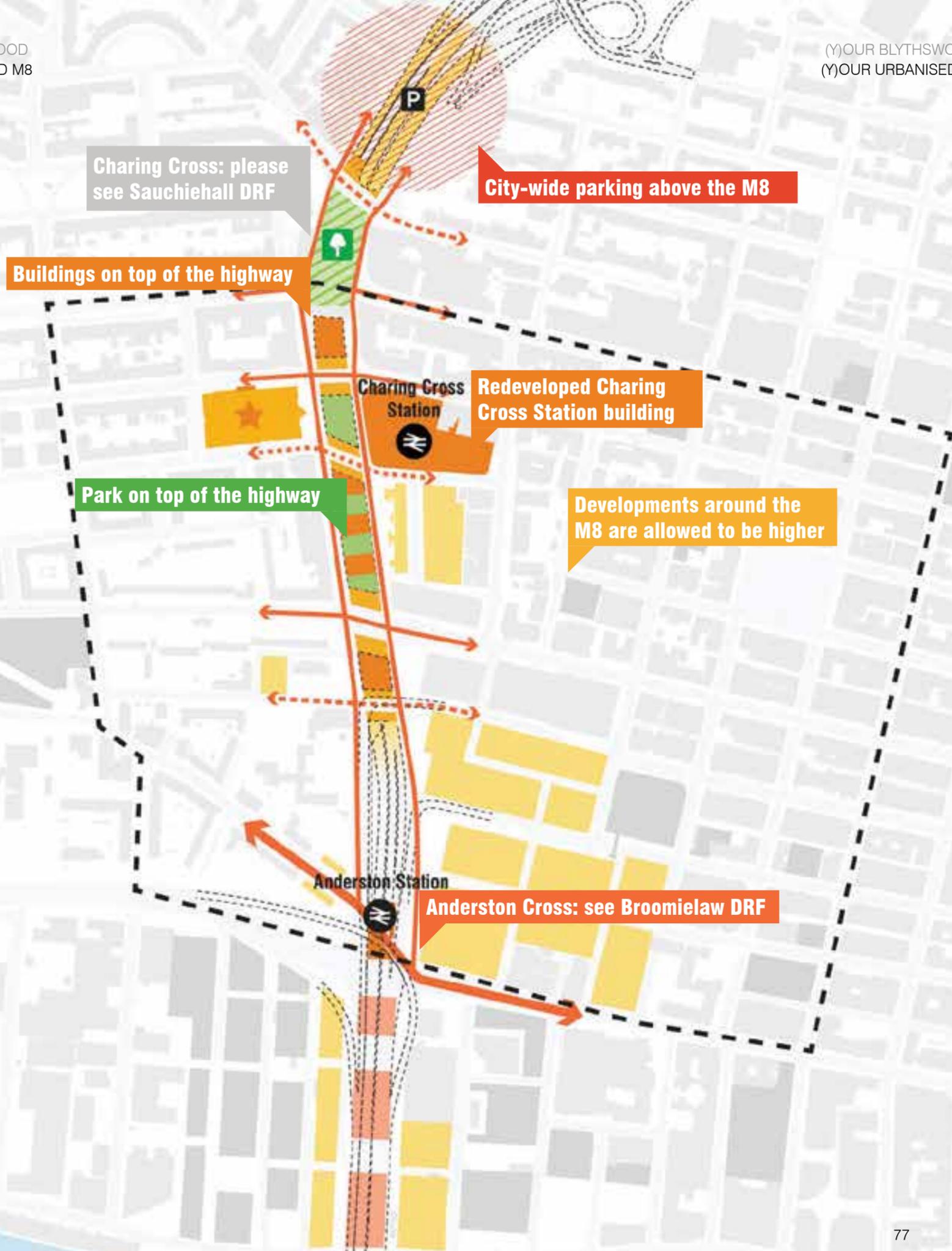
Highway tunnel

(Y)our Urbanised M8

Overview M8 projects

Glasgow's city centre seems to be dominated by the car. Cars take up a disproportionate amount of public space with wide carriageways and parking almost everywhere. This oversized car infrastructure can be seen as a big opportunity: the current car space can be used more efficiently, freeing up space for more sustainable models of transport like cycling and walking.

The M8 is the most extreme example. Perhaps there are ways to make the motorway more urban and enable sites along the motorway corridor to be developed. Zooming out and making more efficient use of the new M74-M73 corridor will be crucial to make this happen. Re-routing national trips away from Glasgow city centre will improve air quality, reduce city centre traffic congestion and ultimately demonstrate that we do not need to rely on having a city centre motorway in the long term.



- Existing connection
- Proposed connection
- Problematic building blocks
- Extending bridge
- Potential park above M8
- Potential building above M8
- Existing park
- Proposed city parking

(Y)our Urbanised M8

Untangled motorway spaghetti



Currently the M8 is designed like a traffic machine. It has a negative impact on the surrounding city. The ambition is to untangle the M8 knot and reduce the negative impact of the motorway 'spaghetti'.

The M8 currently has a lot of intersections with the local network. The proposal is to reduce the amount of intersections and make the slip roads that run parallel to the M8 more important as an interface between local network and Motorway.

As part of this project the junctions 17, 18 and 19 should be considered (e.g. no fly-overs, smaller space take-up). More compact and 'human' crossings will make it easier for pedestrians and cyclists to cross the M8.

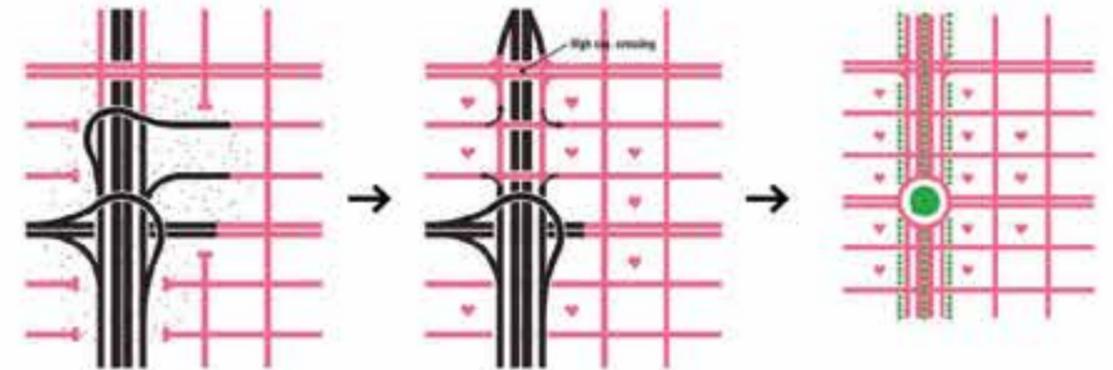
The possibility of taking out the current fly-over connecting Waterloo Street and Bothwell Street to the M8 should be explored. This would, for instance, include replacing the ramp with a simple

- Smarter junctions will allow for better cross connections and less negative spatial impact of the motorway. Improved city connections should help stimulate the redevelopment of Blythwood and Anderston

grade-level T-junction connecting Waterloo St and Bothwell Street to a sliproad along the M8 which would then connect the M8 toward the South. This could help improve the area's connectivity.

Any proposal would have to be developed in collaboration with Transport Scotland and in alignment with the emerging City Centre Transport Strategy.

Location: M8 between Anderston Cross (former Junction 19) and Woodlands Road



Concept for reconnecting Anderston and Blythwood



(Y)our Urbanised M8 Connected East/West

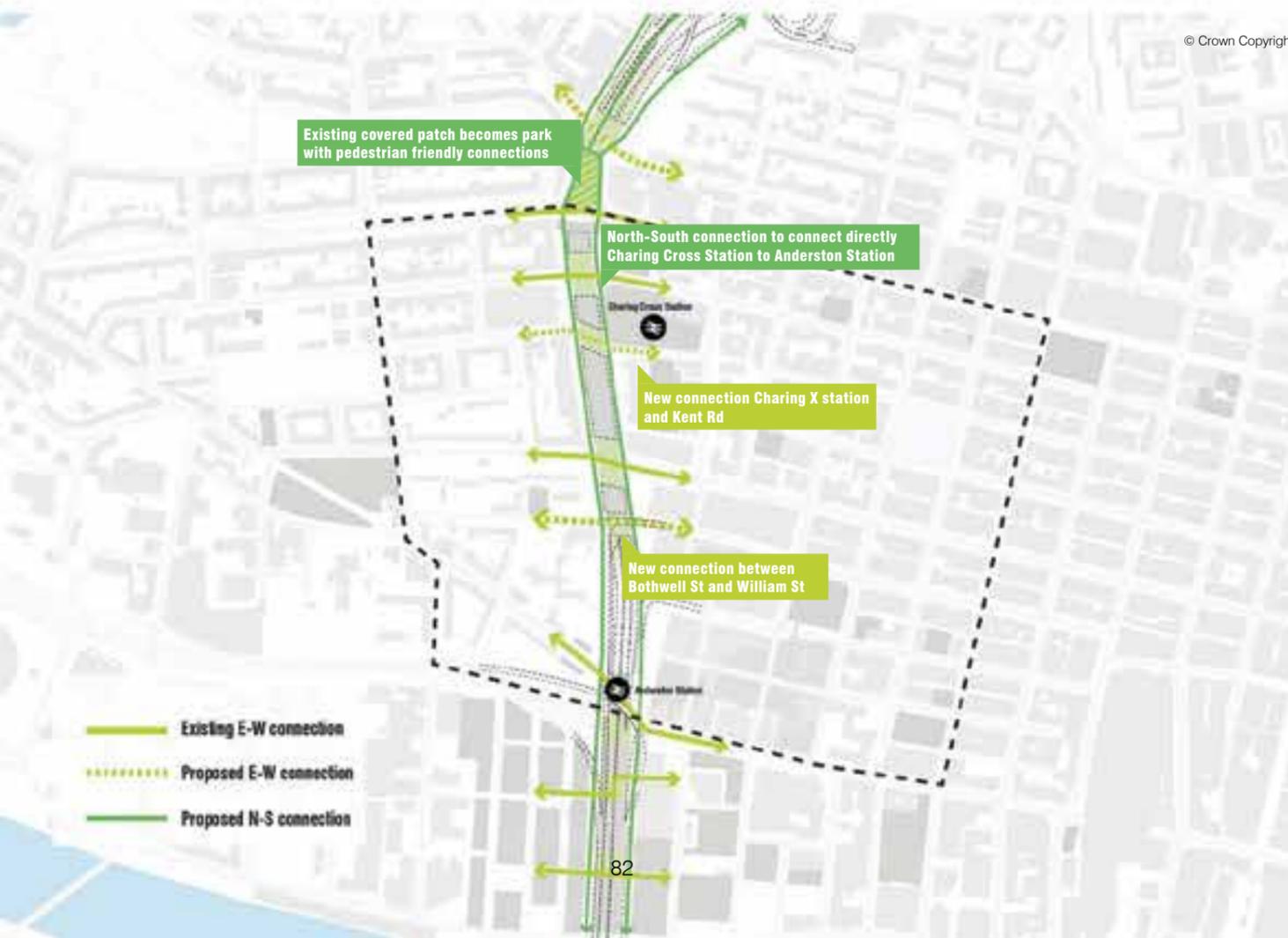


- There is scope to increase the amount of crossing points along the M8 for cyclists and pedestrians.
- Due to the lack of connections the western part of the district (Anderston) has declined. It is important to consider all possible ways in which the city fabric can be reconnected.
- The possibility of reconnecting William Street and Bothwell Street will be investigated, thereby strengthening the connections between Anderston and Blythswood. This may require raising the street level on both sides of the motorway. A new bridge can be integrated with noise barriers and should be attractive, spacious and green.
- Connecting Kent Road with Elmbank Crescent is a strategic action that will ease access to the Charing Cross train station from the west and increase its usage.

- Continuous pedestrian and car routes from centre to west
- Easily accessible Charing Cross station
- Greatly enhance connections between Anderston / West End and the city centre
- Mitigate against the negative impact of the M8 with bridge crossings that temper noise pollution and present active / attractive crossing points

See project Above the M8 : Extended Bridges

Location: M8 between Anderston Cross (former Junction 19) and Woodlands Road



(Y)our Urbanised M8

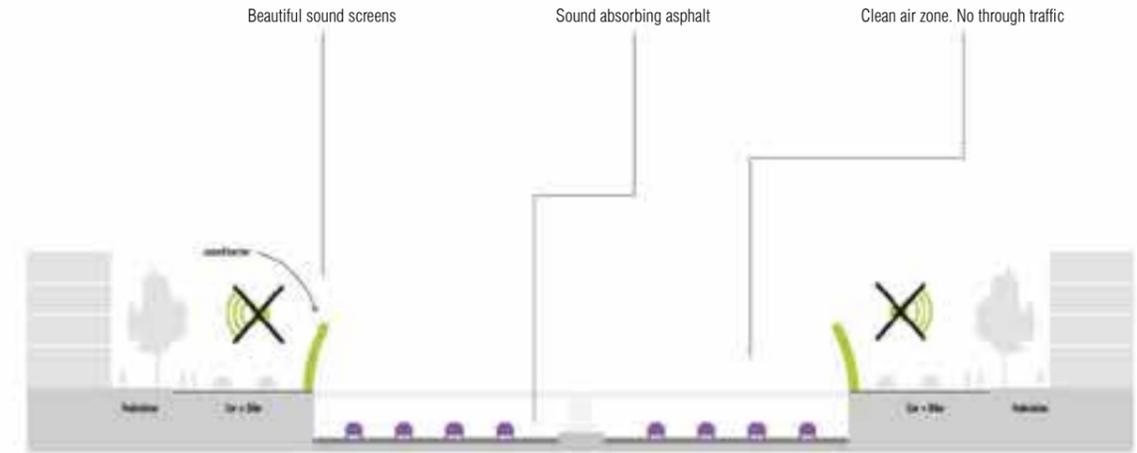
Cleaner air, less noise

A combination of measures reducing the negative environmental impact of the M8.

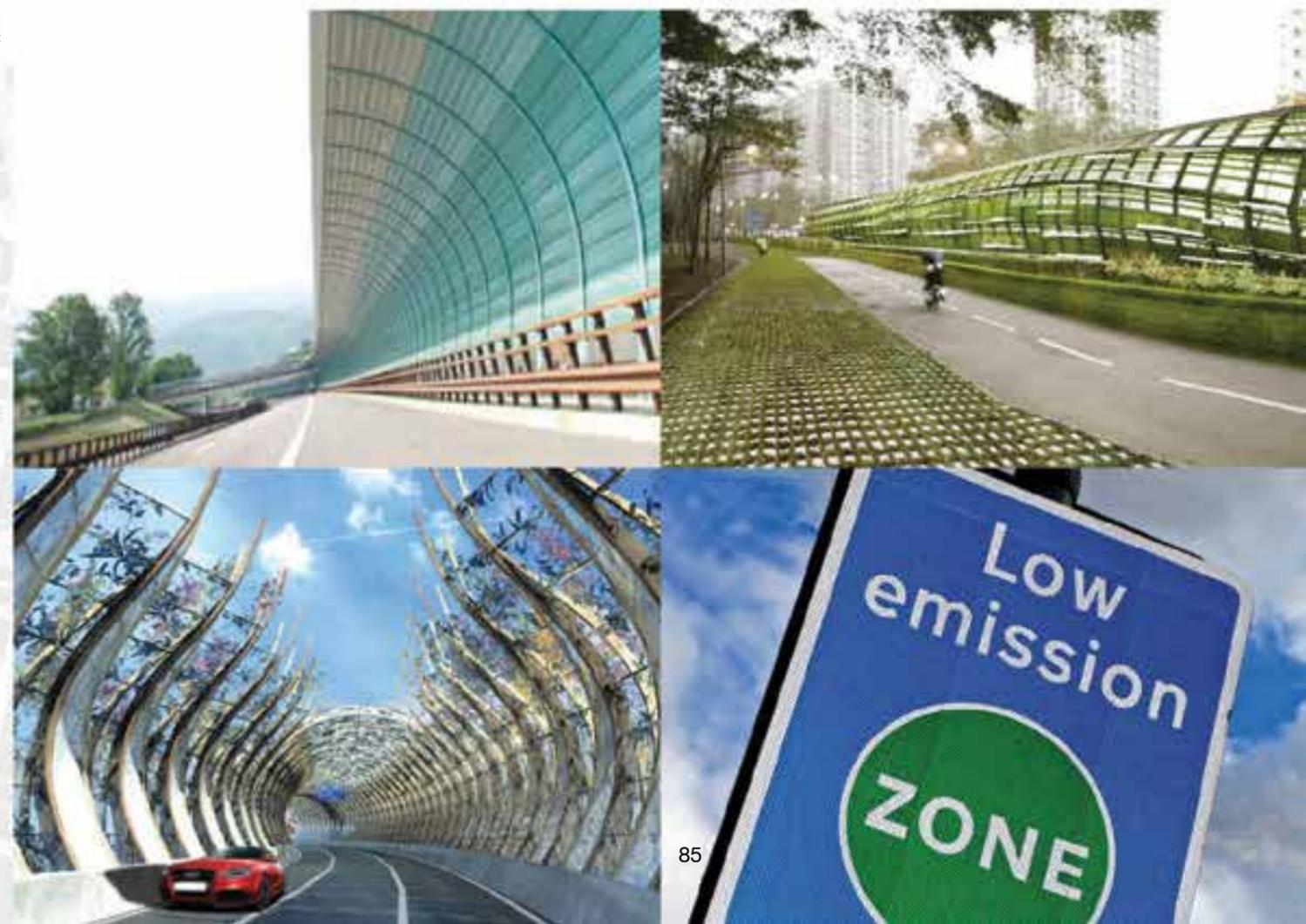
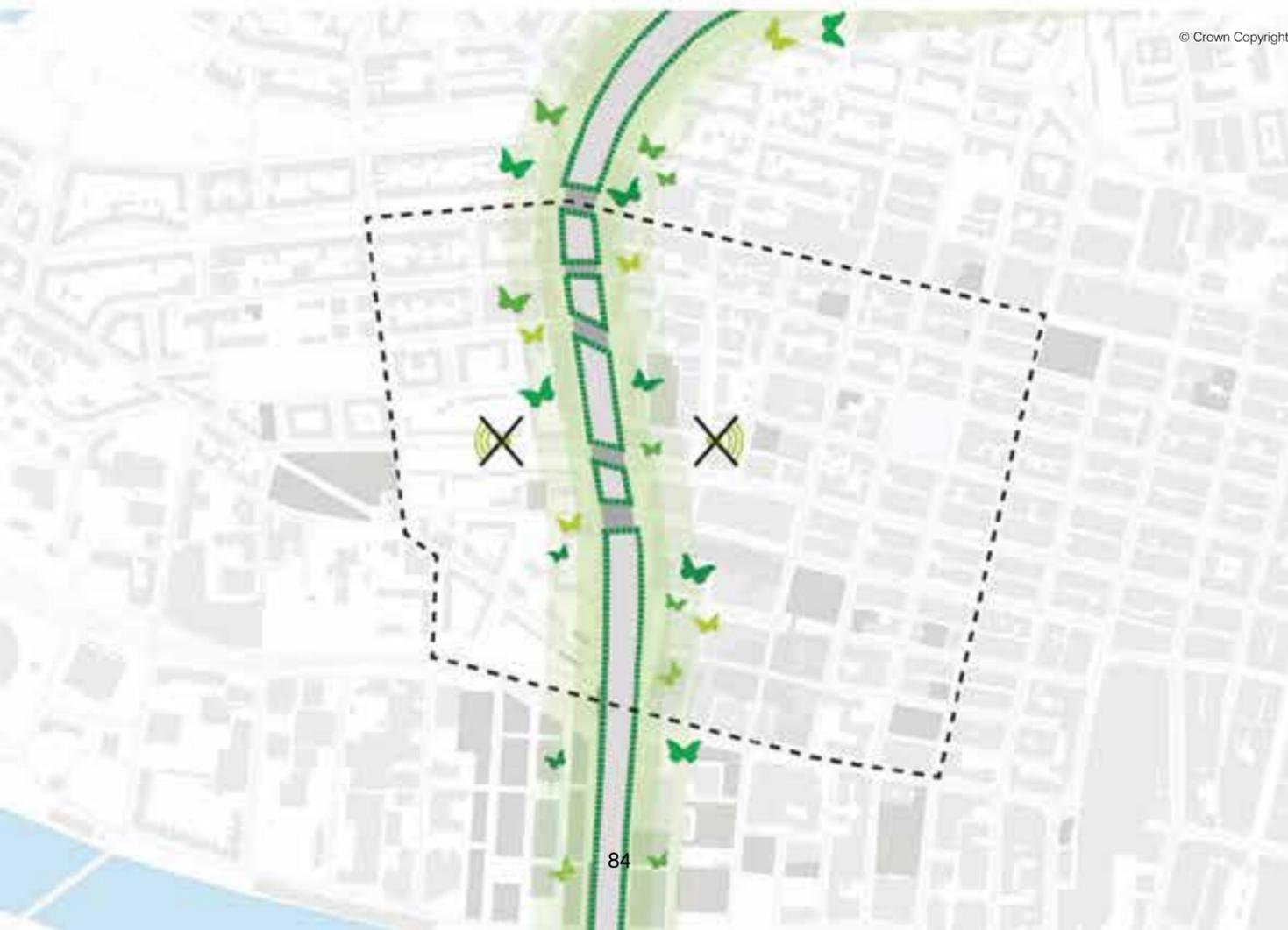
- Make the city centre and direct surroundings a Low Emission Zone. This should include the M8.
- To increase liveability of the city centre, it is desirable that sound barriers are installed in the stretch of the M8 that runs through the city centre. These barriers are also elements that add functionality and visual quality to the surrounding streets.
- Other measures should include sound absorbing asphalt and other mitigation measures to reduce the traffic noise, alongside seeking to reduce the congestion on the motorway network by modal shift to public transport and active travel.

- There is a need to implement remedial steps to reduce pollution. Mitigation through reduced congestion, low emissions zones, sound barriers and other appropriate measures will be explored
- Any efficiencies made by autonomous vehicles should benefit the city / citizens (eg. reduced carriageways, more people spaces and routes)
- When properly implemented people should be hardly aware of the motorway

Location: City centre and direct surroundings



M8 noise barrier



(Y)our Urbanised M8

Above the M8: extended bridges



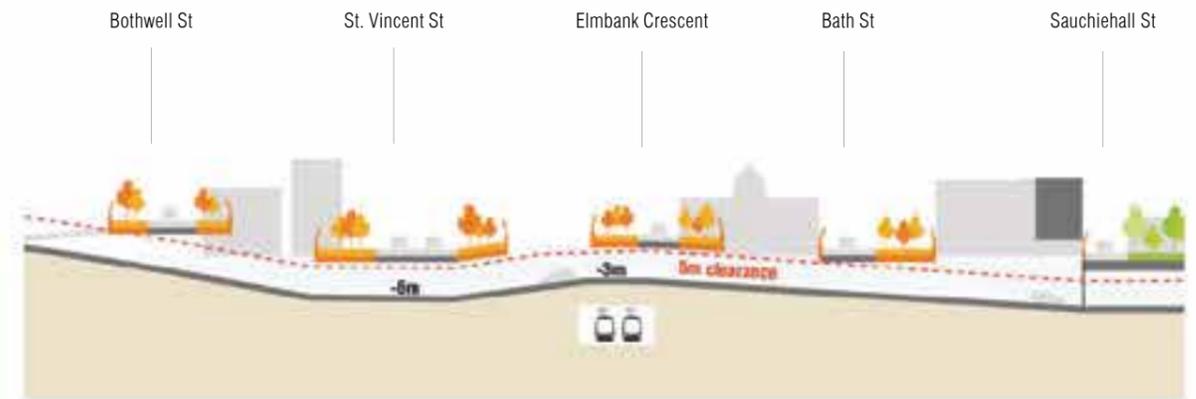
The projects 'Connected East and West' and 'Cleaner air, less noise' aim to reduce the negative impact of the M8 by taking away blockages, noise, smell and views.

- Wider bridges with green, play spaces and walls covering views of the M8 to reduce the feeling of crossing a motorway thereby removing perceived barriers

This project takes it a step further: by widening (existing) bridges it becomes possible to add green, play spaces and perhaps even pavilions onto the bridges, thus further reducing the impact of the motorway.

The idea is to deliberately spread the covering-effort over several bridges (instead of decking one part of the M8) so the effect benefits all. An added benefit is the reduced complexity and cost.

Location: Bridges between Anderston Cross (former Junction 19) and Woodlands Road



(Y)our Urbanised M8

Above the M8: alternative options



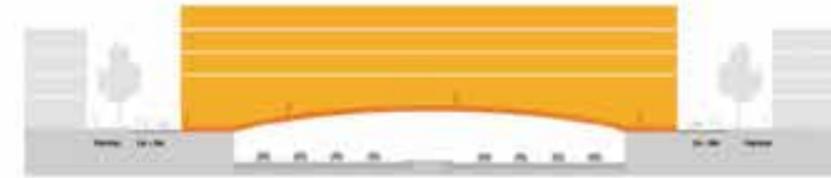
As an alternative or addition to the project 'Extended bridges', building on top of the M8 motorway can be considered.

Space in the city centre is limited. This is one of the few spaces left over for:

- Mixed use development.
- City parking (See: (Y)our updated mobility).
- Green and play spaces.

• The space above the M8 provides a great opportunity for mixed use development and solving issues like parking. Allowing more people to live, work and enjoy the city centre

Location: M8 between Anderston Cross (former Junction 19) and Woodlands Road.



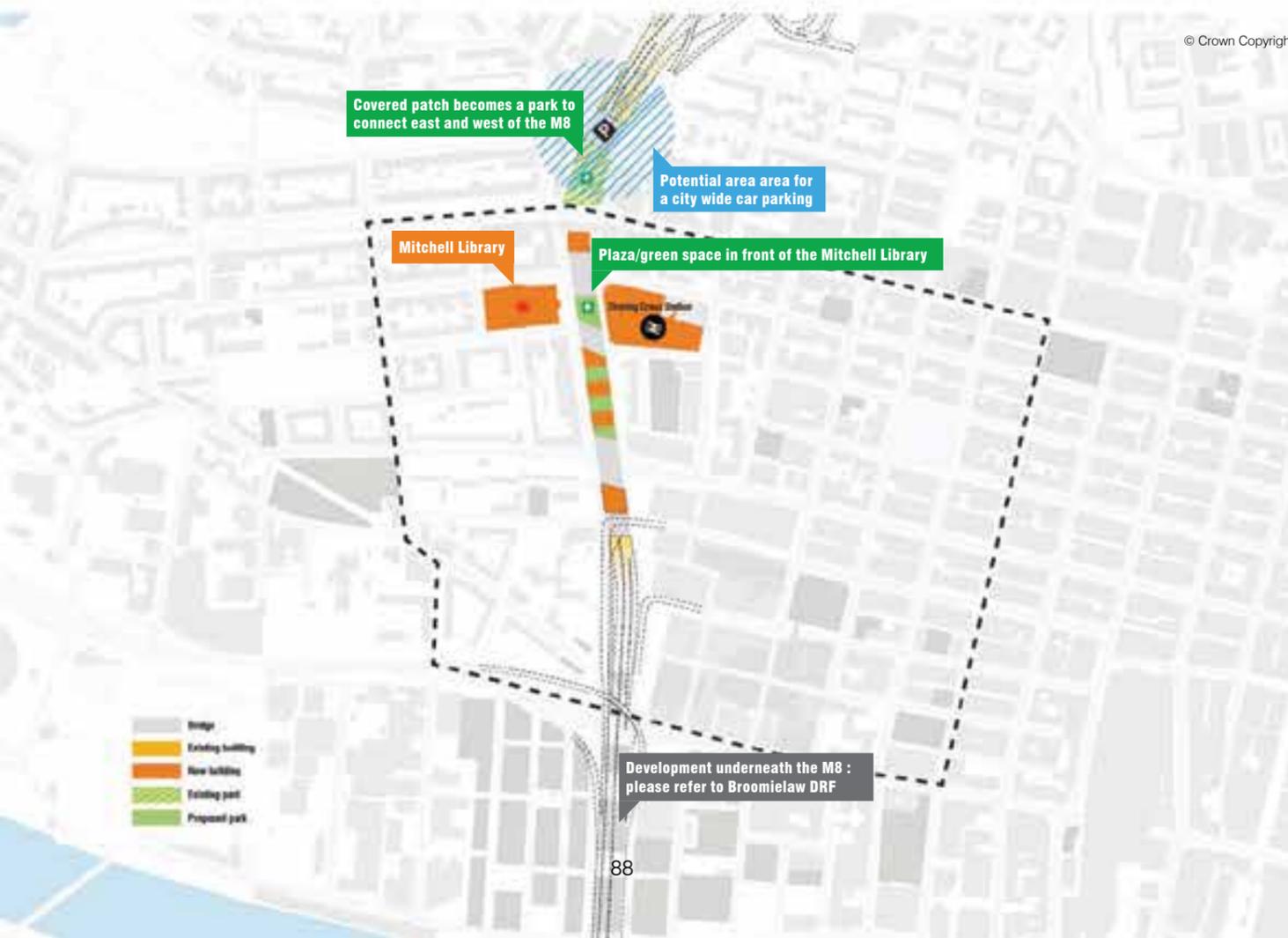
Building



Car parking



Park on top of the highway





(Y)our extended routes

(Y)our updated pedestrian net

(Y)our attractive public spaces

(Y)our restored grid

(Y)our updated cycle net

(Y)our parks

(Y)our new lanes

(Y)our city boulevard

(Y)our redesigned public spaces

(Y)OUR GREAT STREETS AND SPACES

DRAFT

Current: unremarkable, car dominated space

Analysis streets and public spaces

Much of the public space in the Blythswood DRF has a very low quality. It is dominated by cars, often poorly maintained, and provides very little soft landscaping or green space to enjoy or play in. There are too few positive activities or experiences that can be accommodated within these public spaces.

Positive upgrades are planned with the forthcoming EIIPR Avenues Project through City Deal upgrades of main streets including Sauchiehall Street, Argyle Street and (in time) St Vincent Street. This is a crucial for attracting investment and visitors to Blythswood. Hopefully there is scope to extend the impact of this public realm investment.

Blythswood Hill is characterised by the street grid and a fine urban square. These should be enhanced and celebrated.

Open space in Anderston is generally of poor quality and there is significant scope for improvement with residual space between development given over to play, community gardens and more attractive urban spaces meeting the standard befitting a city centre neighbourhood.

Wide amount of poor quality green and leftover space from the M8

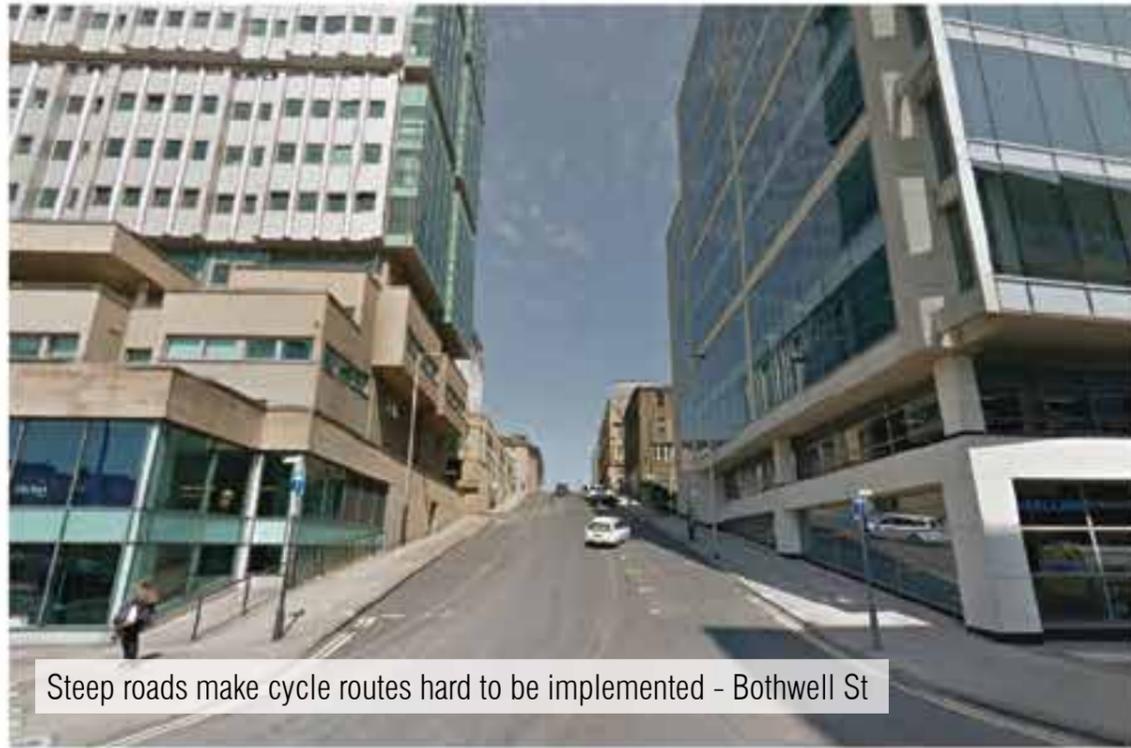
Private good quality green space with potential to be a great public square

Steep streets make the usage of bikes really hard but they have great potential to be used as linear parks

Lack of quality green spaces in Anderston

- Busy traffic roads
- Streets trees
- Good quality green
- Poor quality green
- Leftover space
- Steep streets

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



Steep roads make cycle routes hard to be implemented - Bothwell St



Opportunity to greatly improve urban setting - Blythwood Sq



Car prioritised crossing - Bath St

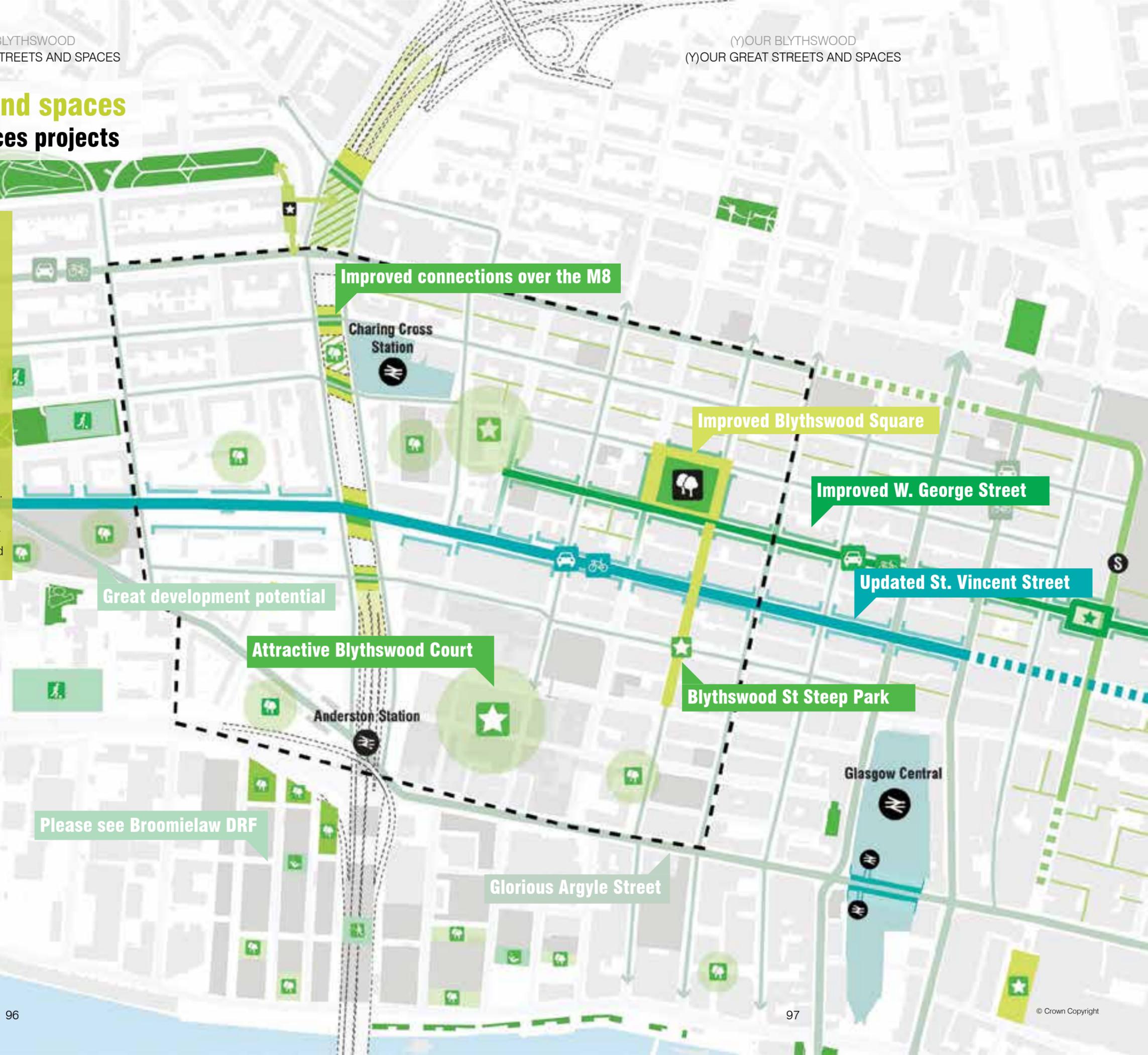


Low quality street with no active frontages - St. Vincent Terrace

(Y)our great streets and spaces

Overview streets and spaces projects

- Improved connections over the M8 motorway to restore links erased by its construction.
- Blythwood Square transformed into a quality urban square / public park.
- Taking advantage of the topography to create an attractive all year / all weather urban playground on Blythwood Street, benefitting from slope and great views.
- West George Street will be redefined as a key part of a pedestrian loop connecting George Square, Blythwood Square to the River Park, Charing Cross Station and the West End.
- St Vincent Street is the main East-West route with incredible urban vistas: major improvements in the quality of the streetscape.
- Park and Play Spaces: overall provision for an improved public space that rejuvenates empty sites and leftover spaces with public parks and playgrounds (especially in Anderston)



- Lanes
- Proposed park/square
- ▨ Potential parks on M8
- Improved train station
- Improved key public street

(Y)our great streets and spaces

Bigger context: improved public spaces and connections

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

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

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

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

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

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

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

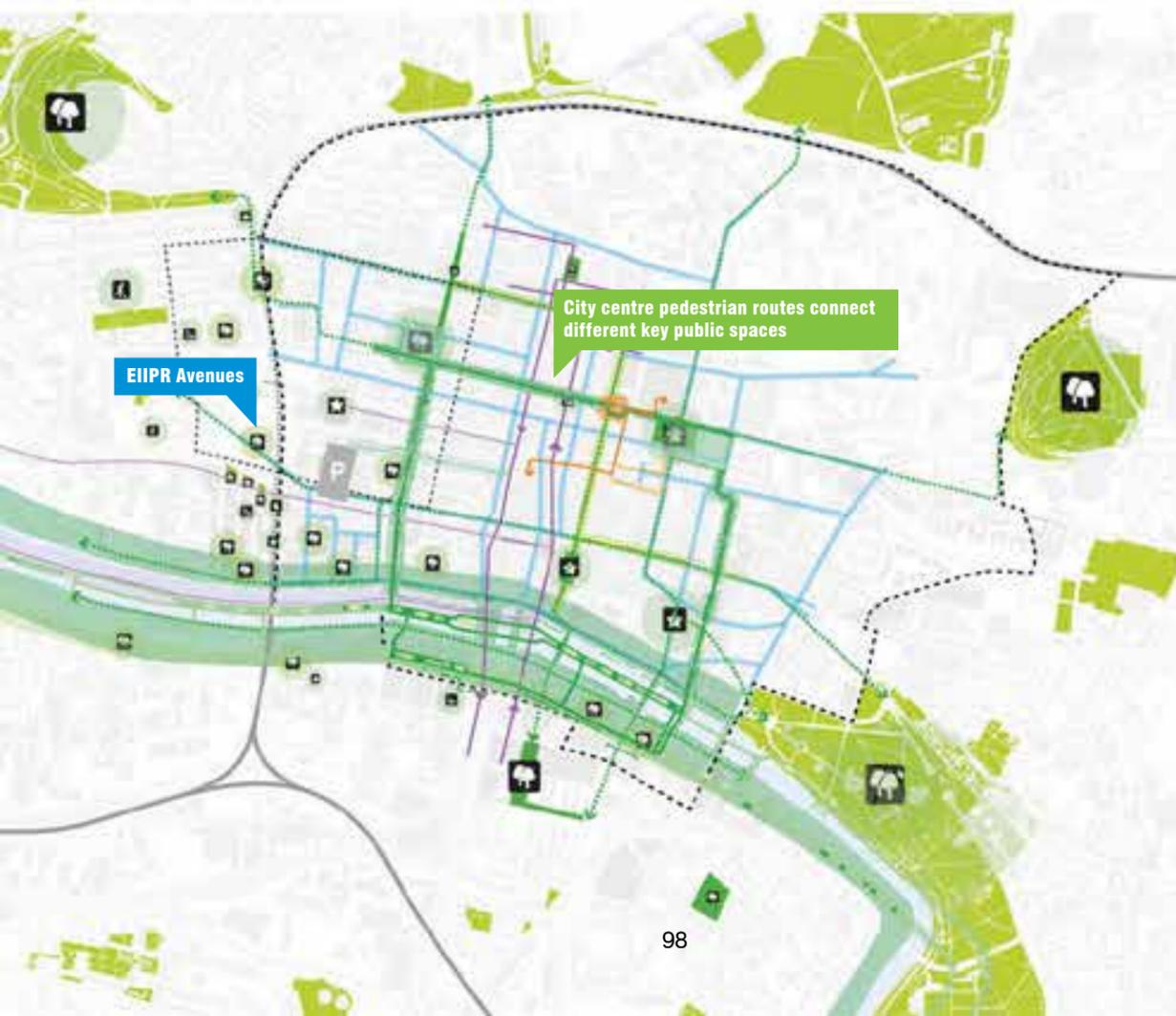
An urban Event Square as part of the re-development of the King Street site in St. Enoch to plug a gap in event space provision as part of a more optimal hierarchy of city centre public events spaces should be considered.

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

Location: City Centre



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



(Y)our great streets and spaces

Variation in street character (Tartan)



This concept deals with a series of challenges and opportunities:

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

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

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

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

This means that the street design can vary (even within one street) according to the use. For example:

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

Location: City centre and surroundings.



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



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



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



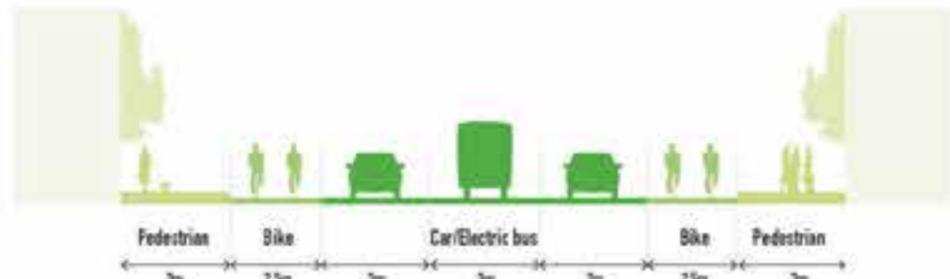
The third aspect: The use of the buildings, the liveliness of the plinth (building frontage), streetside activities.

(Y)our great streets and spaces

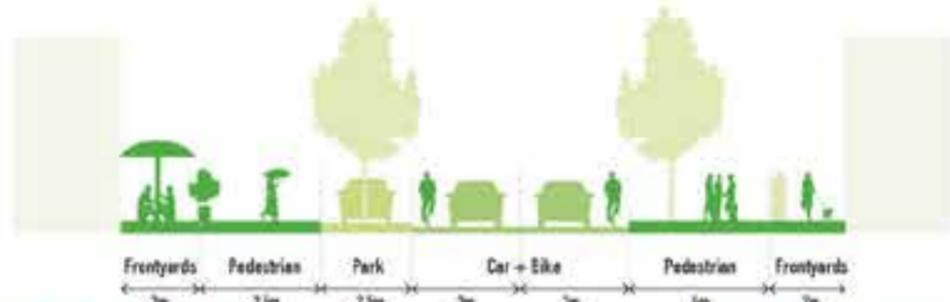
Variation in street character (Tartan)



Busy access street (20m width*)



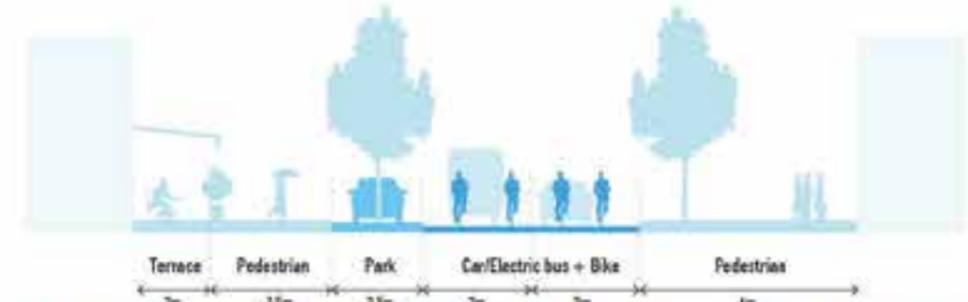
Calm neighbourhood street (20m width*)



Pedestrian promenade (20m width*)



Bike priority street (20m width*)



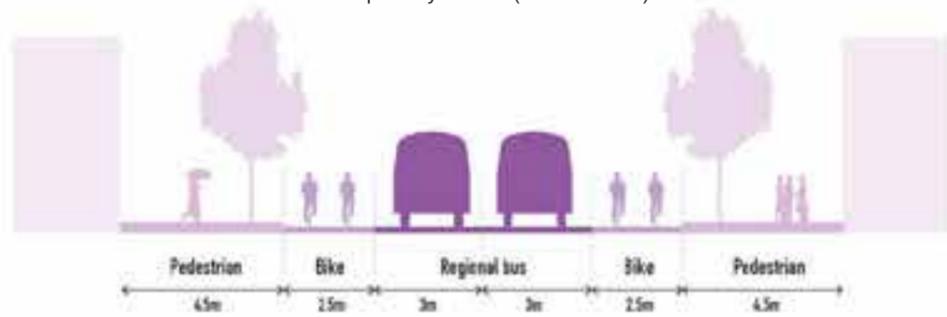
* Glasgow city centre street width from 18m to 25m in general.

(Y)our great streets and spaces

Variation in street character (Tartan)



Bus priority street (20m width*)



Lane (5m width)



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

Current Model

Superblocks Model



- PUBLIC TRANSPORT NETWORK
- PRIVATE VEHICLE PASSING
- BICYCLES MAIN NETWORK (BIKE LANE)
- BICYCLES SIGNPOSTS (REVERSE DIRECTION)
- FREE PASSAGE OF BICYCLES
- RESIDENTS VEHICLES
- URBAN SERVICES AND EMERGENCY
- DUM CARRIERS
- GUM PROXIMITY AREA
- ACCESS CONTROL
- BASIC TRAFFIC NETWORK
- SINGLE PLATFORM (PEDESTRIAN PRIORITY)

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



(Y)our great streets and spaces

Green streets, parks and play spaces



Glasgow needs more green and more play spaces:

- Besides the bigger green spaces like the River Park and Glasgow Green, smaller parks, squares and green street are desirable throughout the city centre. In Blythwood the available space is limited. The biggest opportunity is to intensify the green quality of Blythwood Square. There is scope to close off a few streets and turn them into smaller parks/play spaces (See Blythwood Street Steep Park). And the possibility of turning more roofs into green spaces should be investigated.
- The number of trees in Glasgow's city centre streets needs to be dramatically increased. Besides making streets more attractive, trees are needed to filter micro-particles, absorb CO2 and create more bio-diversity. Not every street may require trees since there are monumental vistas (e.g St. Vincent Street should not have street trees) or special street fronts to be protected. In Blythwood streets in the urban

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

grid are grand and many offer long vistas due to the topography.

- A robust 'Tree Plan' needs to be developed together with the different Council departments to ensure that maximum 'greenness' is achieved within the technical and financial constraints. This will need further detailing in 'Street Design Guidelines', but will be largely deliverable through the City Deal Avenues Programme.

Location: All Blythwood streets and roofs.



(Y)our great streets and spaces

Updated St Vincent Street

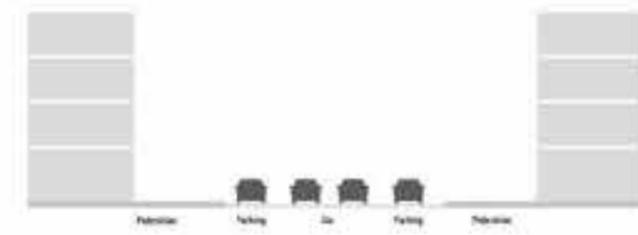
St Vincent Street is part of the EIIPR Avenues project. St Vincent will most likely remain a busy car street but the quality of the public space can be greatly improved: better quality, wider pavements, more green. A better balance will be sought between car traffic and quality space for cyclists and pedestrians.

- St Vincent Street, one of the main arteries of Glasgow, was fully given over to traffic in recent history. Now is the opportunity to turn it back into a great street again.

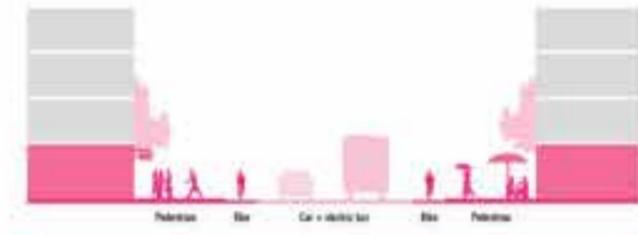
It is important that the upgrade of St Vincent Street does not stop at the M8. The bridge over the motorway and the most western part of the street deserves to be upgraded to a similar standard as the city centre portion that is upgraded in the Avenues project. Dealing with wind tunnelling effects at the areas adjacent to the motorway are a significant challenge.

It is also important that the upgrade does not stop at the facade. Work with owners and entrepreneurs to upgrade the facades, find uses for empty and under occupied buildings.

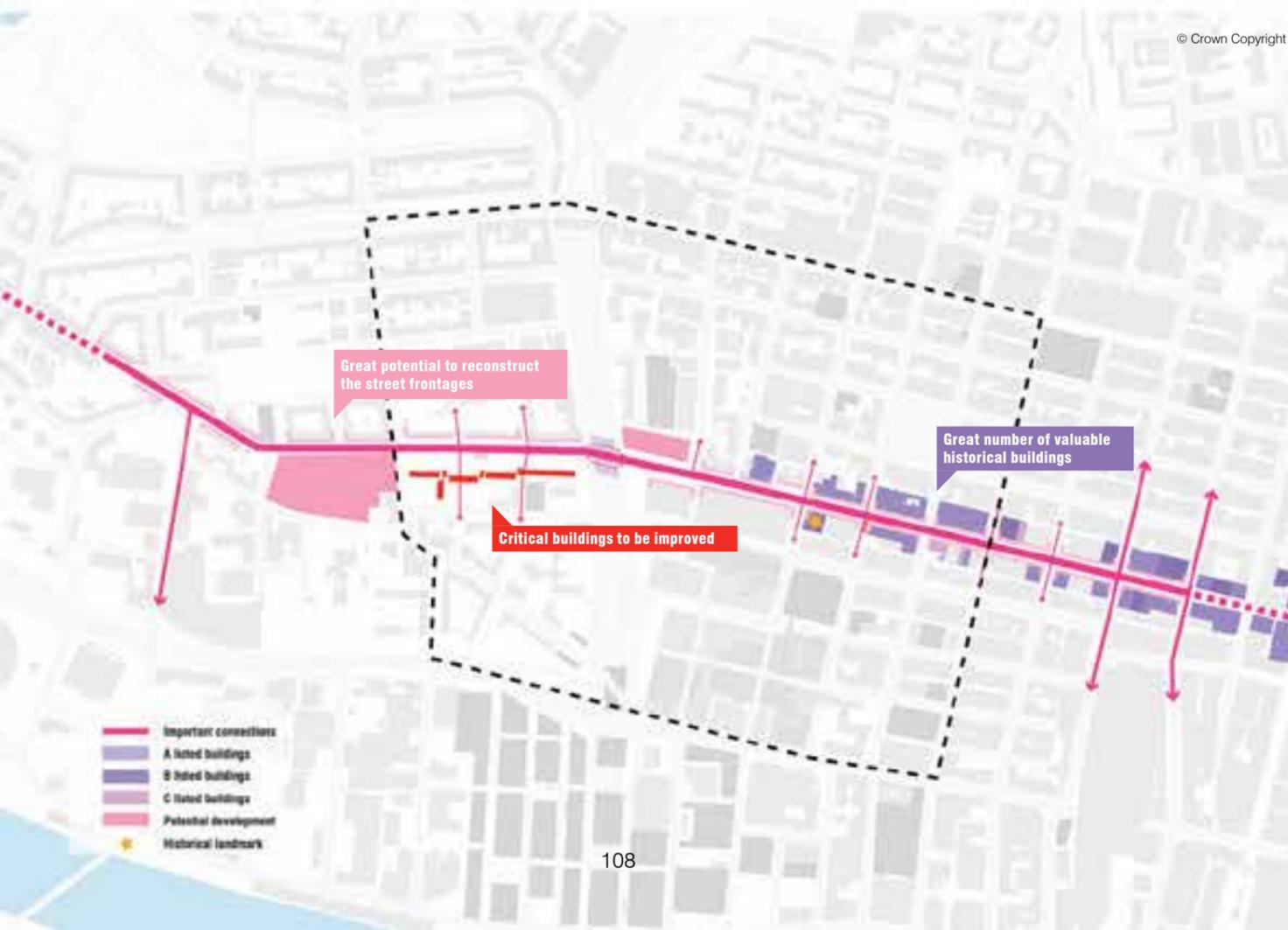
Location: St Vincent Street between Argyle Street and Buchanan Street.



Current situation



Proposed situation



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(Y)our great streets and spaces

Improved West George Street



West George Street is not part of the EIIPR Avenues project but it is desirable that this street also gets investment to enable it to become part of a Pedestrian Loop connecting George Square (and Queen Street Station), Blythwood Square and the River.

- For livability it is important that Blythwood also has quiet and green streets, as an alternative to busy access and shopping streets

With the proposed change in traffic circulation (See (Y)our updated mobility, Tartan Concept) West George Street can become part of a 'Smart Grid' to become a more quiet/local green street. A welcome alternative to the busy Sauchiehall and St Vincent Streets (Avenues), connecting the city to the West End.

A public pedestrian link through the former High School at Elmbank Street that links West George Street and Blythwood Square to Charing Cross Station in a more direct way is an important part of this project.

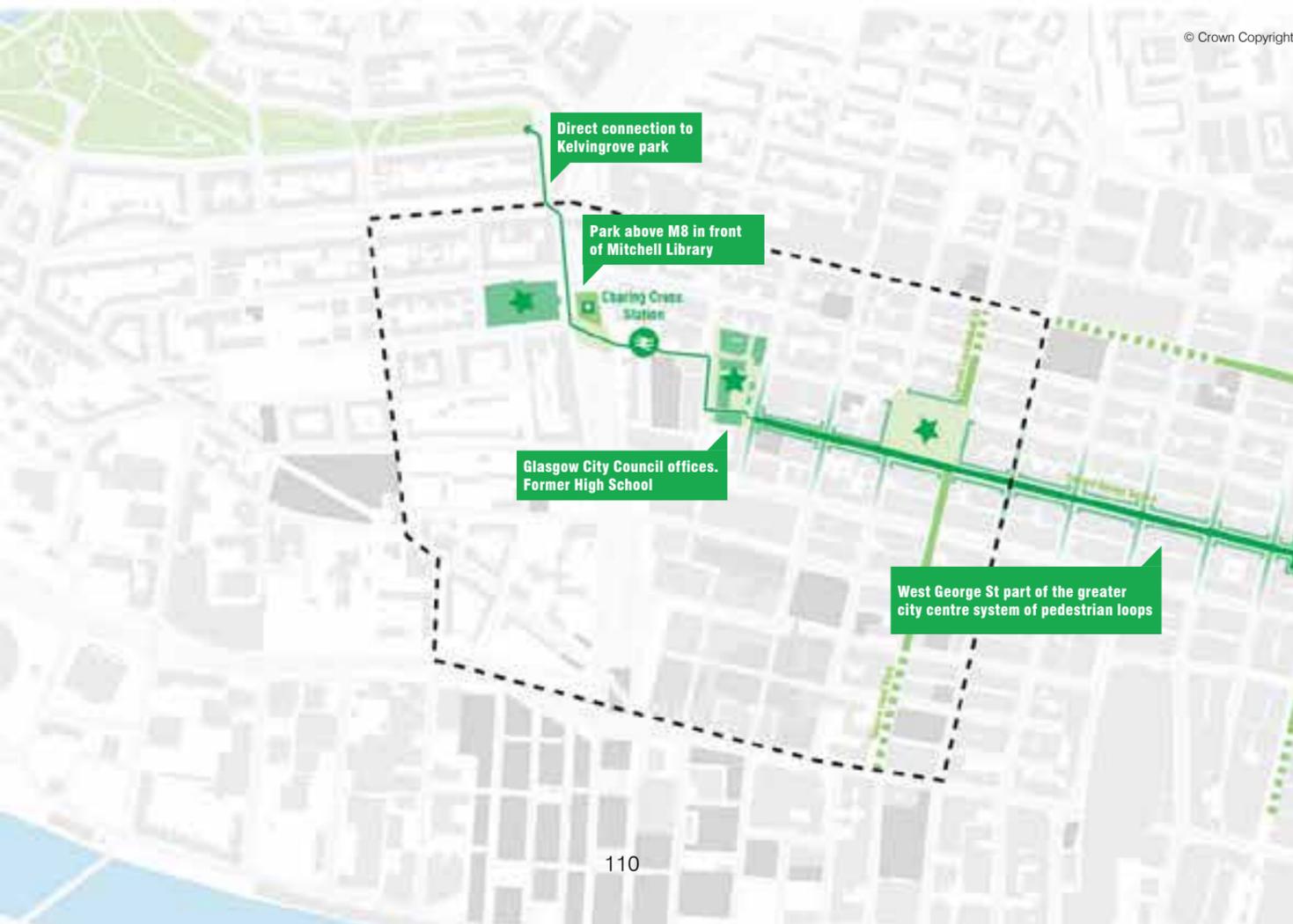
Location: West George Street, link through the former High School at Elmbank Street, through to Charing Cross Station.



Current situation



Proposed situation



(Y)our great streets and spaces

Improved Blythswood Square



Blythswood Square is one of the most remarkable spaces in Blythswood. It is a well proportioned classical garden surrounded by beautiful buildings in the urban grid.

The privately owned central garden within the fenced off area in the middle of the square used to be open to public but after a recent negative experience this space has been closed to public.

The streets around the park are currently dominated by parking.

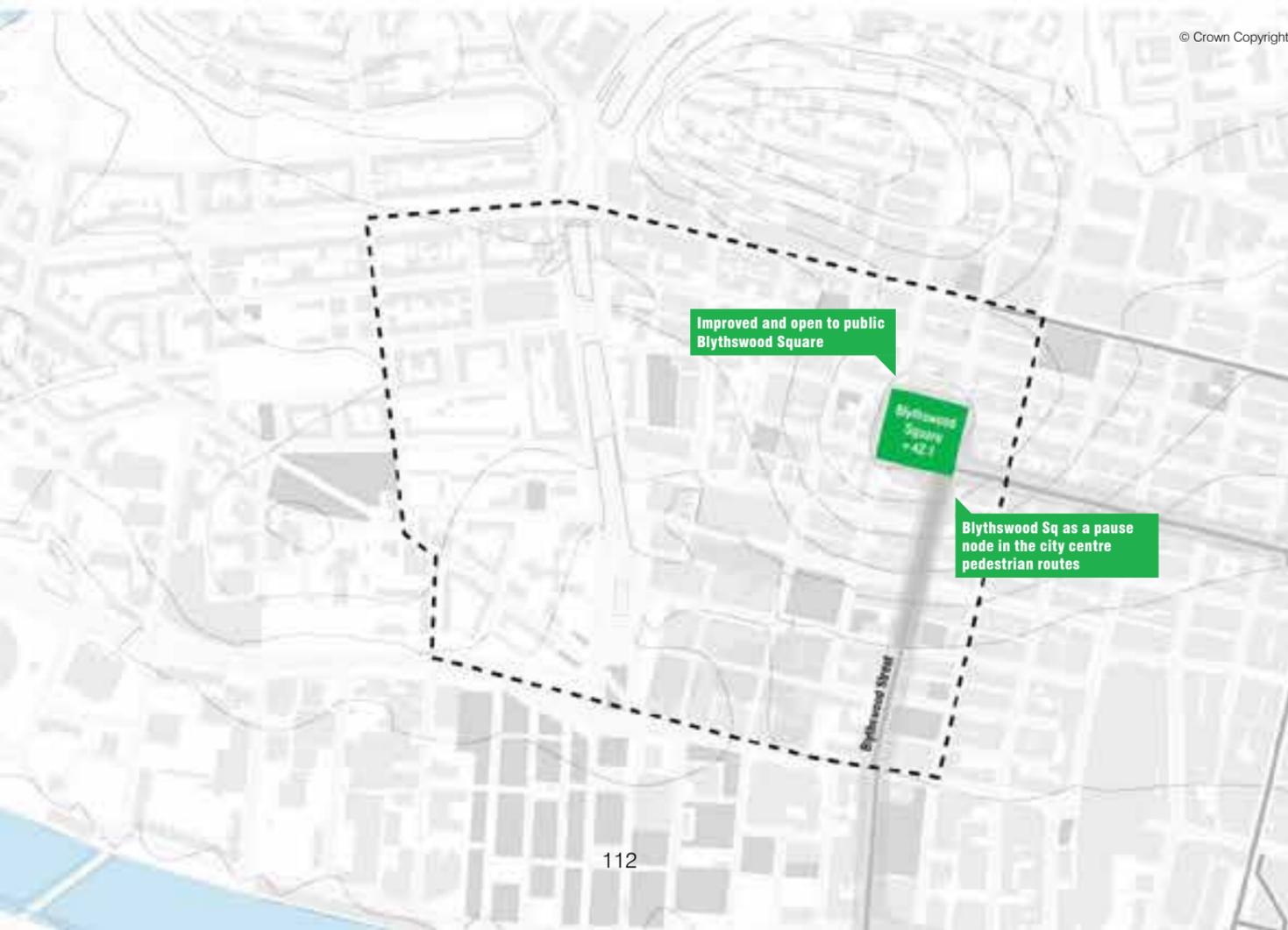
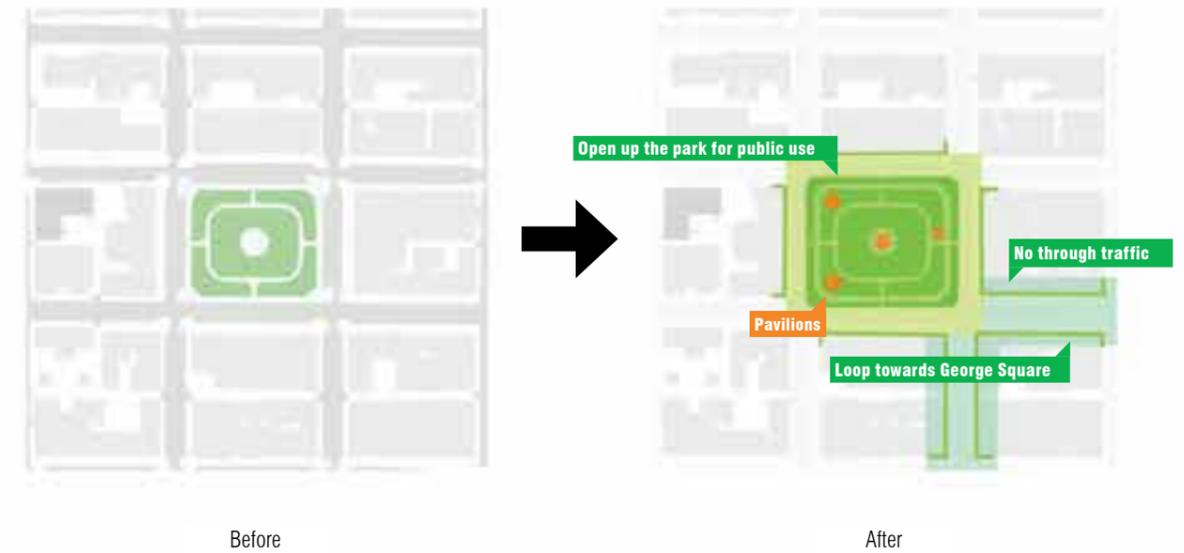
In a public-private collaboration, this project aims to re-open the park for public use and upgrade the streets around it:

- Open-up the park to public during day-time.
- Intensify the green landscape quality of the park, while respecting its classical, formal character.

• The Blythswood DRF has no public park or green space. Blythswood Square could and should fulfil the role as a great urban square and green space amenity in the city centre.

- Scope to program more activities in the park to create a destination in the city.
- Reduce traffic intensity in the streets (local traffic only -Smart Grid) so more space can be given to footway with green and terraces.
- Reduce parking on the square (move off-street and/or streets directly next to the square).
- Improved streetscape quality with natural stone finishes to footway and carriageway.

Location: Blythswood Square



(Y)our great streets and spaces

Blythwood Street Steep Park



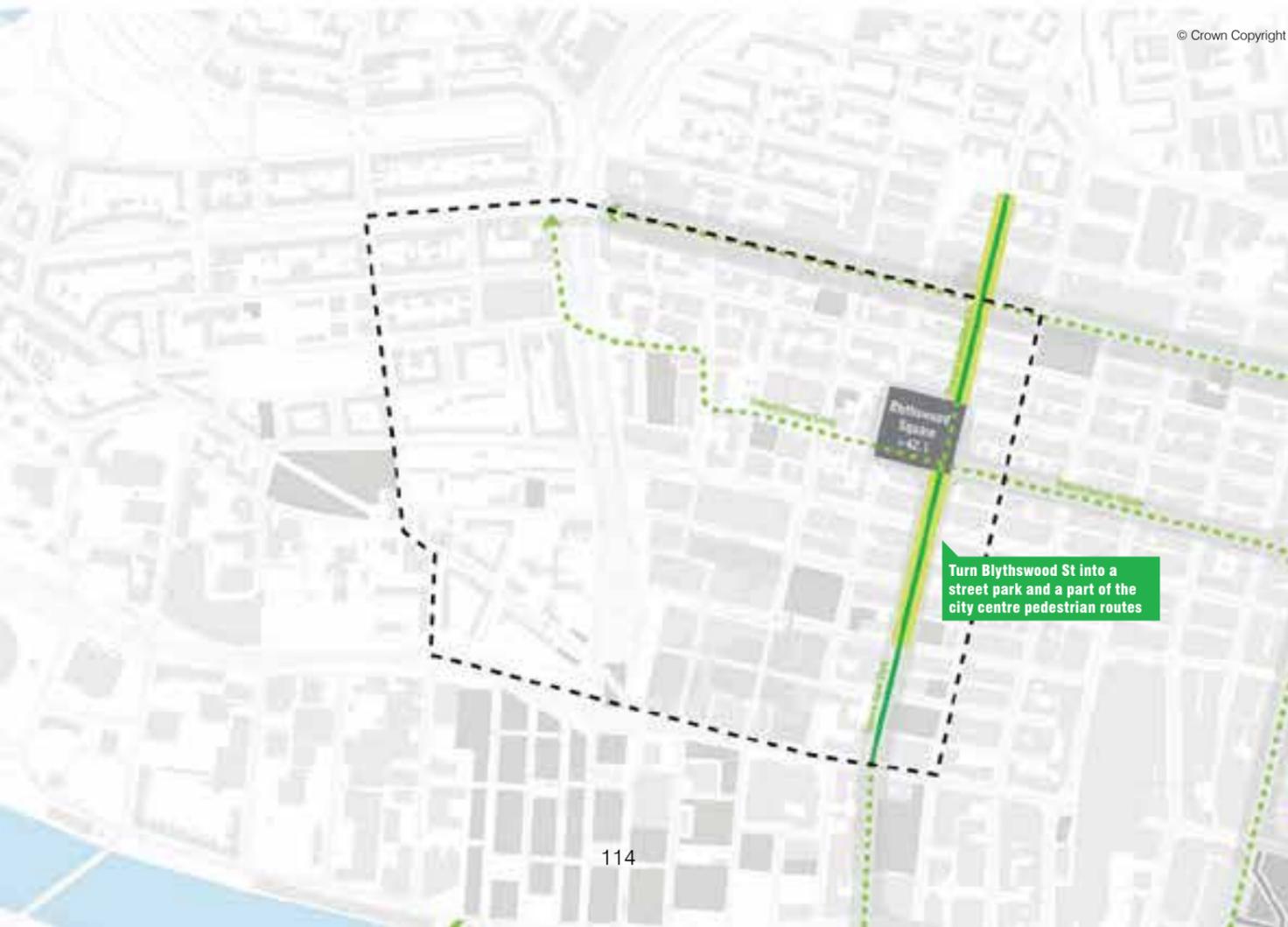
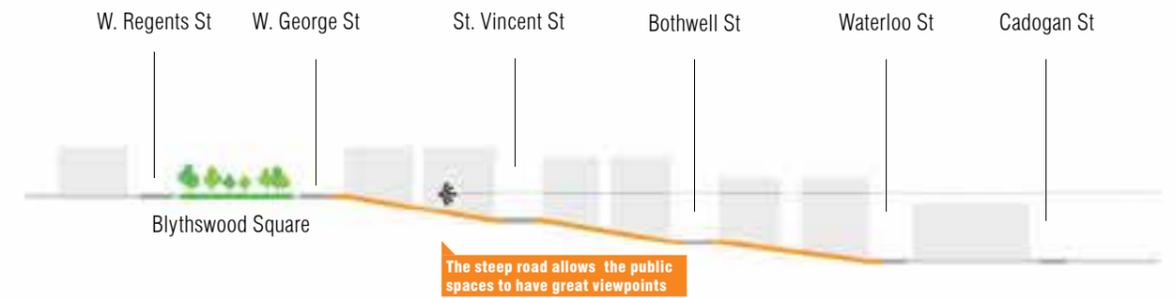
For livability of Blythwood, it is important to increase the amount of green- and play spaces. At the moment there is almost no free space available. This project proposes to close-off some streets and transform them into park spaces.

- Blythwood has no green and play spaces but an abundance of streets. This project turns some of those streets into an attraction for all Glaswegians

Blythwood Street is chosen because it is spectacularly steep, provides nice views to the horizon and runs between Garnethill Park, Blythwood Square and the future River Park. But in a way this strategy can be applied to any street.

- Guarantee access to buildings with 3m paved strip along facades.
- Take advantage of the steepness of the road to create a vibrant, public steep park
- Mix of activities: green park, water slide, Sightpoint.

Location: Blythwood Street between Garnethill Park and Argyle Street.



(Y)our great streets and spaces

Surface water management strategy

Integrated Sustainable Urban Drainage systems as per GCC Surface Water Management Strategy.

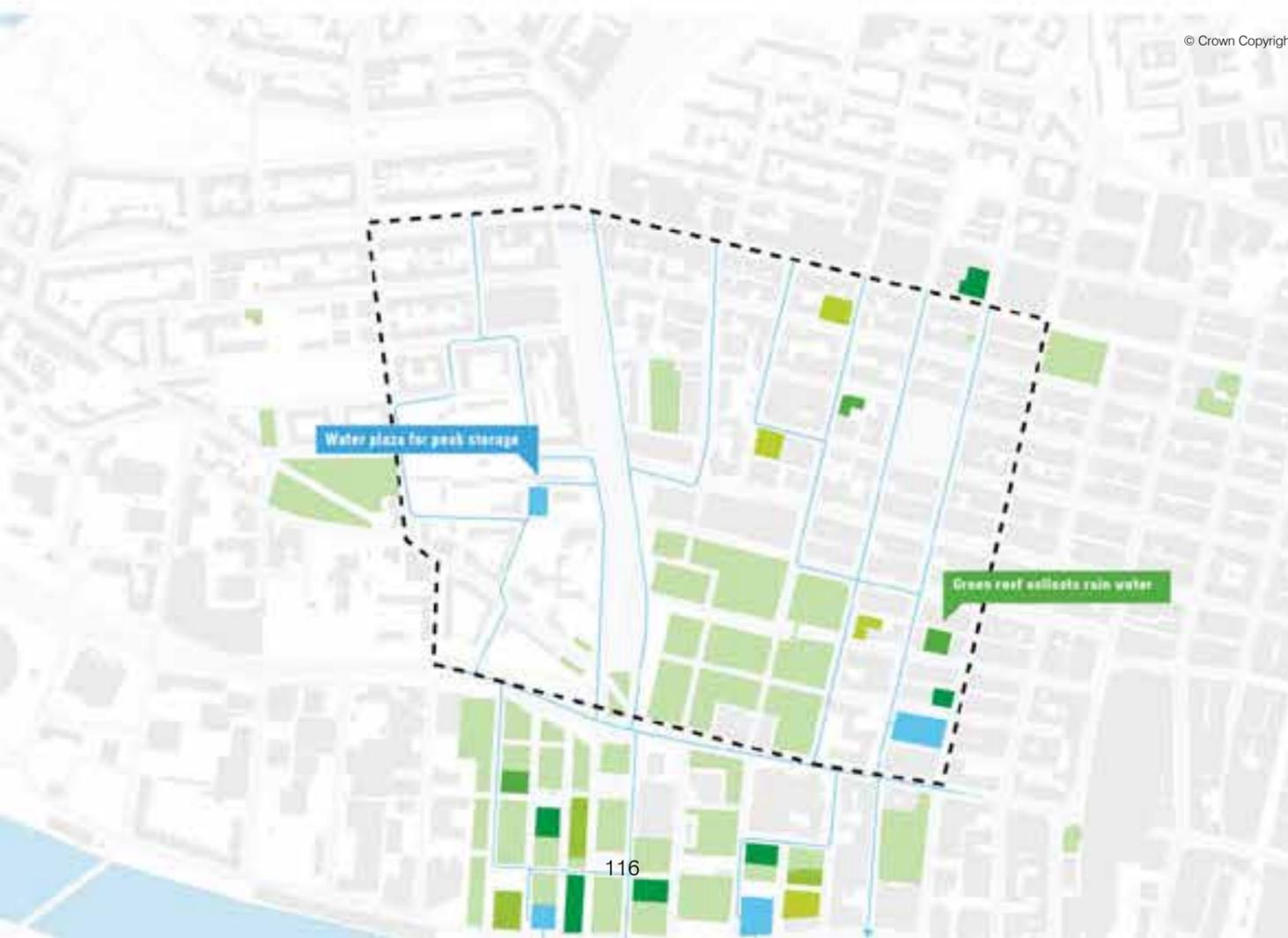
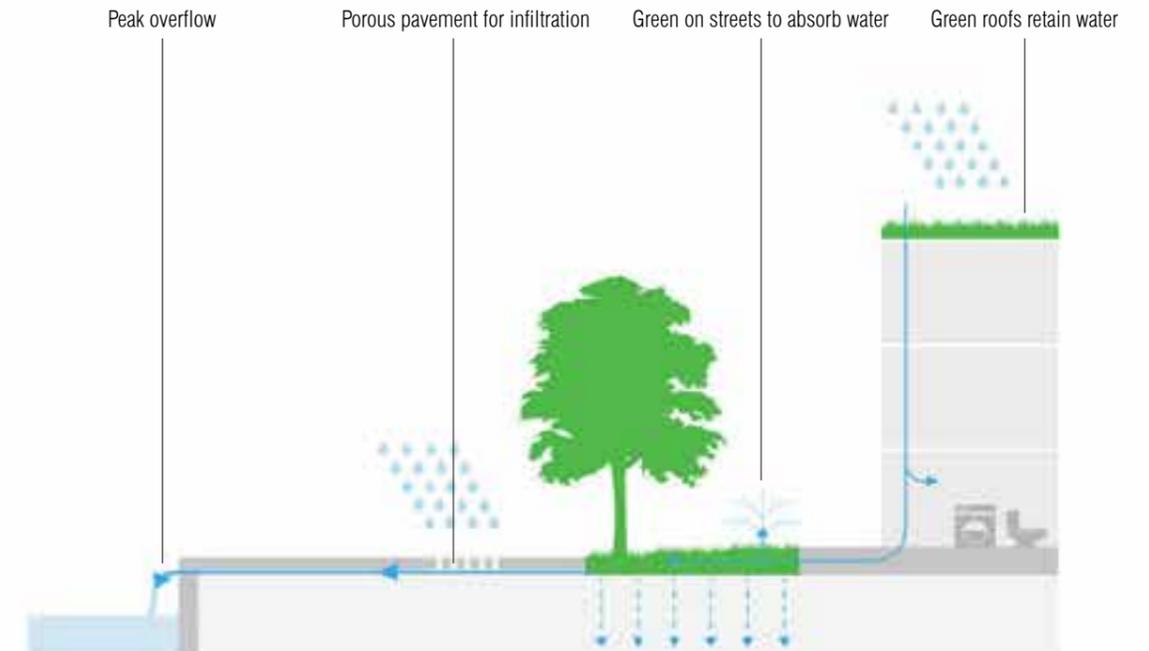
This strategy lists the steps:

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

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

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

Location: Blythswood District.



(Y)our great streets and spaces

Public art

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

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

Location: Blythwood District.





(Y)OUR GREAT BUILDINGS

DRAFT

Historic development

This historic map progression gives a sense of the sequence of development in the Blythswood area of the city. In the 18th century the area on the crest of Blythswood Hill and west was open ground. The Blythswood Estate was laid out to plans attributed to James Craig in late 18th century, however the area was not fully built out until the latter half of the 19th century.

This bold westward expansion coincided with Glasgow rapid expansion as a city of trade and commerce. The planned urban grid is nowhere more apparent and extant in contemporary Glasgow than on Blythswood Hill. The handsome Georgian townhouses and mansions of

Blythswood were arranged in an urban grid with Blythswood Square at the summit of the eponymous drumlin hill and this is still clearly evident today.

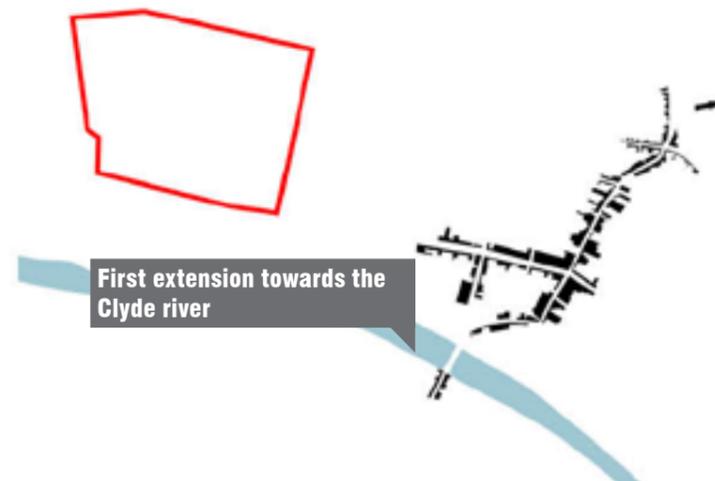
The architectural embellishment apparent in the urban architecture of the late 18th to early 20th century signifies the emergence of a global city of immense commercial clout and cultural significance. The area contains some of the greatest urban architecture in the UK, perhaps exemplified by St Vincent Street with its long vista featuring internationally renowned work by 'Greek' Thomson, Salmon and Miller.

Between the splendour of some of Glasgow's great arterial streets, such as St. Vincent Street, Sauchiehall Street and Argyle Street there are some extraordinary examples of great civic and cultural architecture, including the Kings Theatre, the Mitchell Library and the St. Andrew's Halls (regrettably lost to fire in 1962).

Since the Second World War the western portion of the area has undergone dramatic change. The demolition of a large swath of the city to make way for the M8 motorway radically transformed this part of the city, creating a rupture in the continuous cityscape. The M8 has dominated the area ever

since its construction, with numerous Modernist buildings being constructed along its length, including high rise residential slab block in Anderston and unremarkable Modernist office blocks and towers in Charing Cross.

The area is undergoing significant change in the early part of the 21st century. The construction of a major new headquarters for Scottish Power and a collection of new office and hotel developments has started to redefine the area's contemporary character. Blythswood is yet again on the cusp of redefining its role and relationship within the wider cityscape.



First extension towards the Clyde river

The 1547 city



Blythswood area undeveloped.

The 1778 city

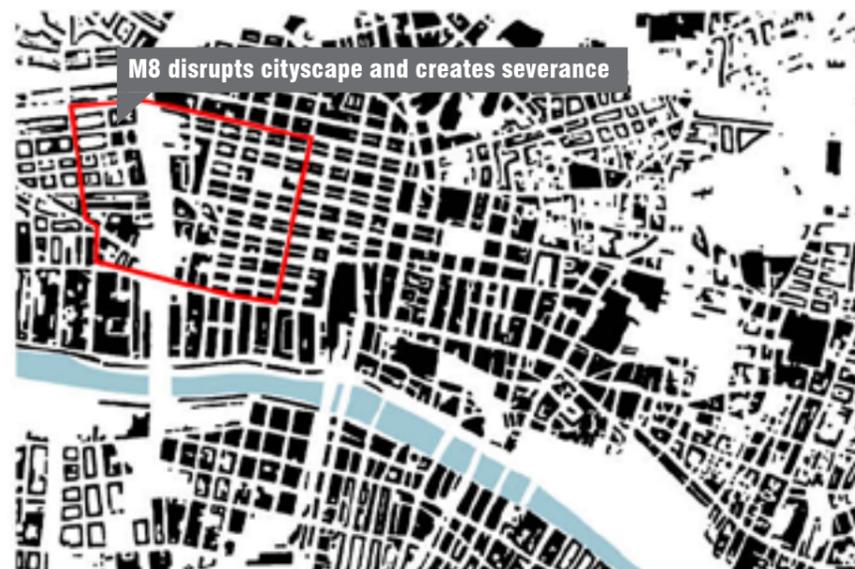


Blythswood a set-piece in the planned urban grid extension

The 1866 city

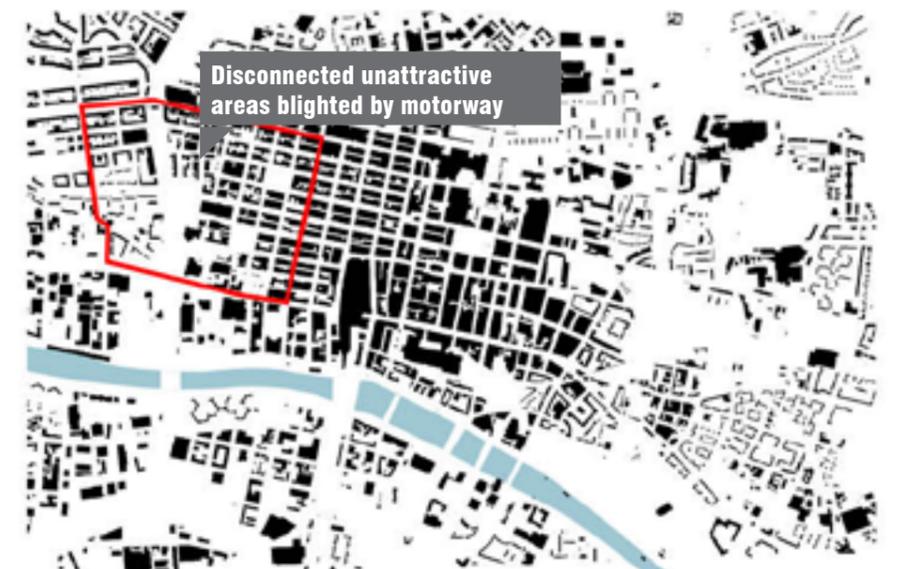


Dense, continuous cityscape



M8 disrupts cityscape and creates severance

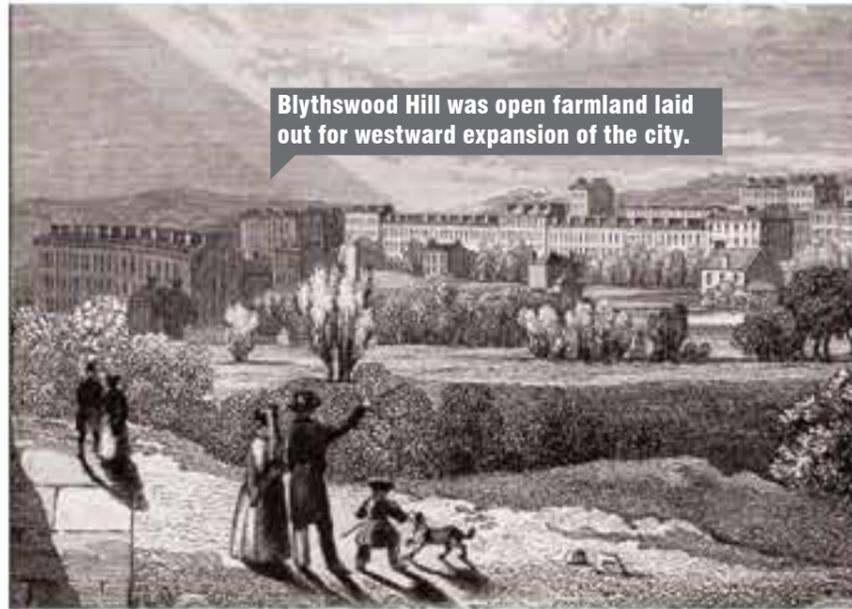
The 1951 city



Disconnected unattractive areas blighted by motorway

The 2012 city

Historic development



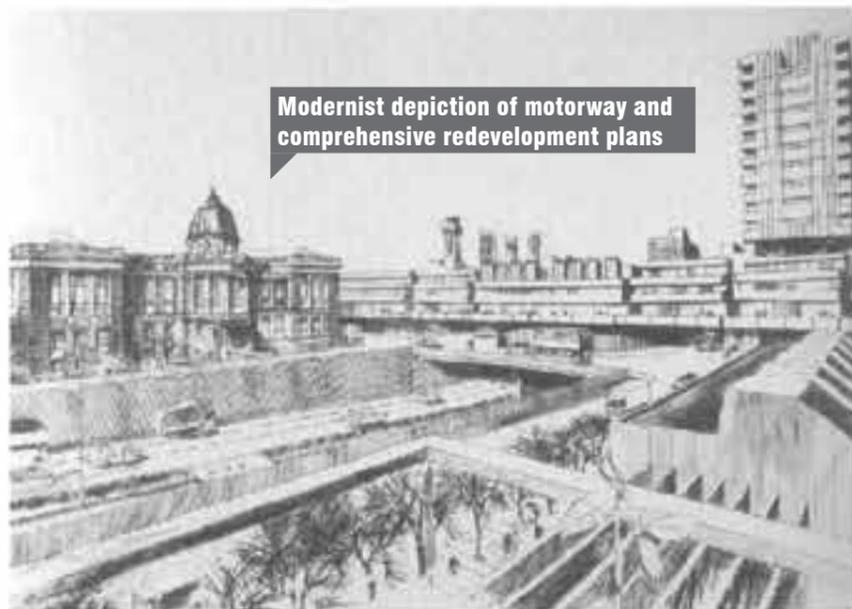
View from North-West corner of Blythswood Sq - Late 1700s



Bothwell St - 1890s



Charing Cross - 1890s



View of The Mitchell Library - 1960s



Charing Cross - 1969



Sauchiehall St - 1990s

Current: fragmented urban structure Analysis built environment

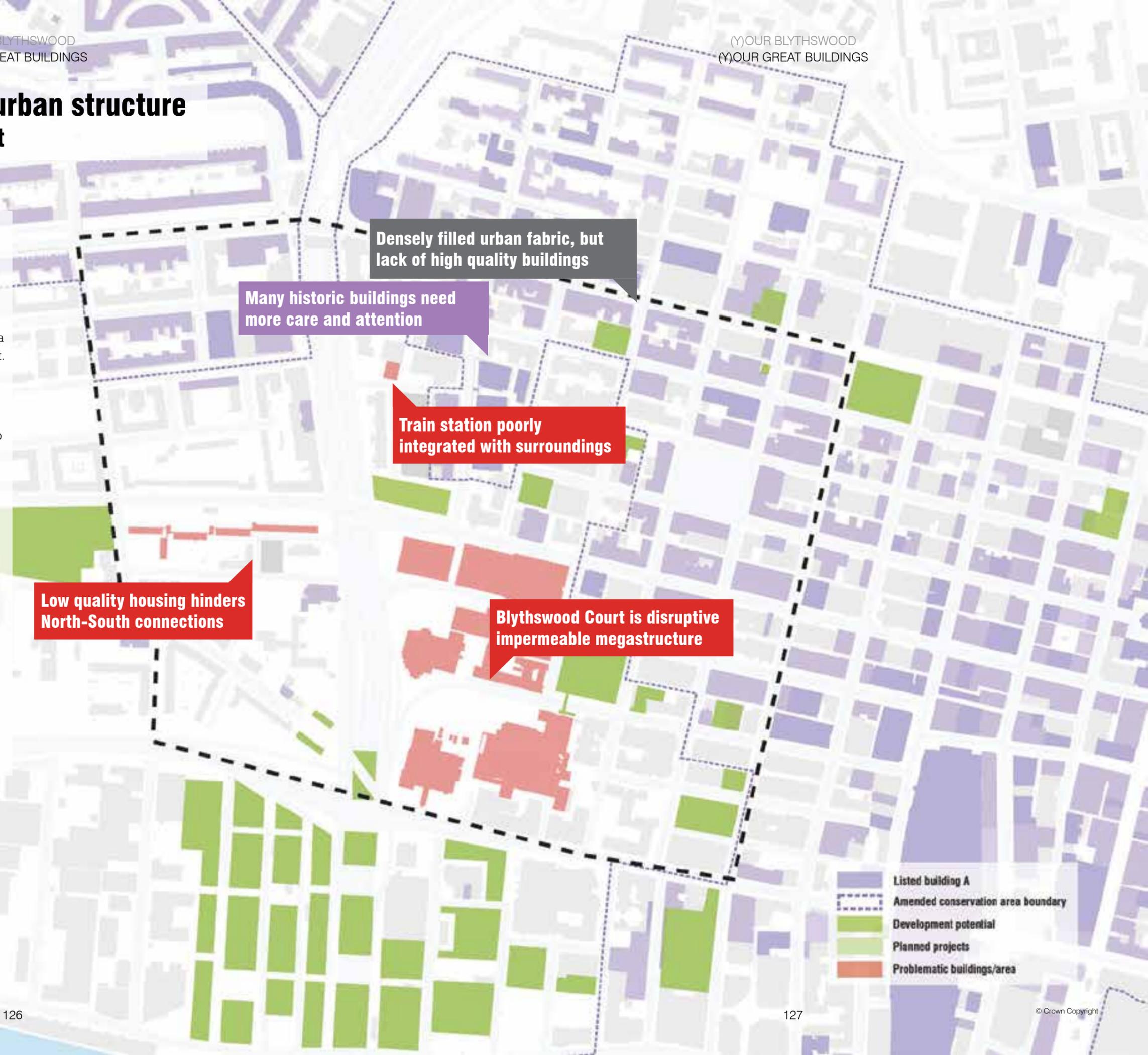
The Blythswood District is rich with beautiful and spectacular historic buildings. Unfortunately many Glaswegians are concerned at the state of these buildings. The care and attention seems to deteriorate towards the edges of the city centre.

Extra attention is needed to preserve Glasgow's heritage. New developments should always be of a quality that does justice to the historic environment. Stronger vision is needed to raise standards.

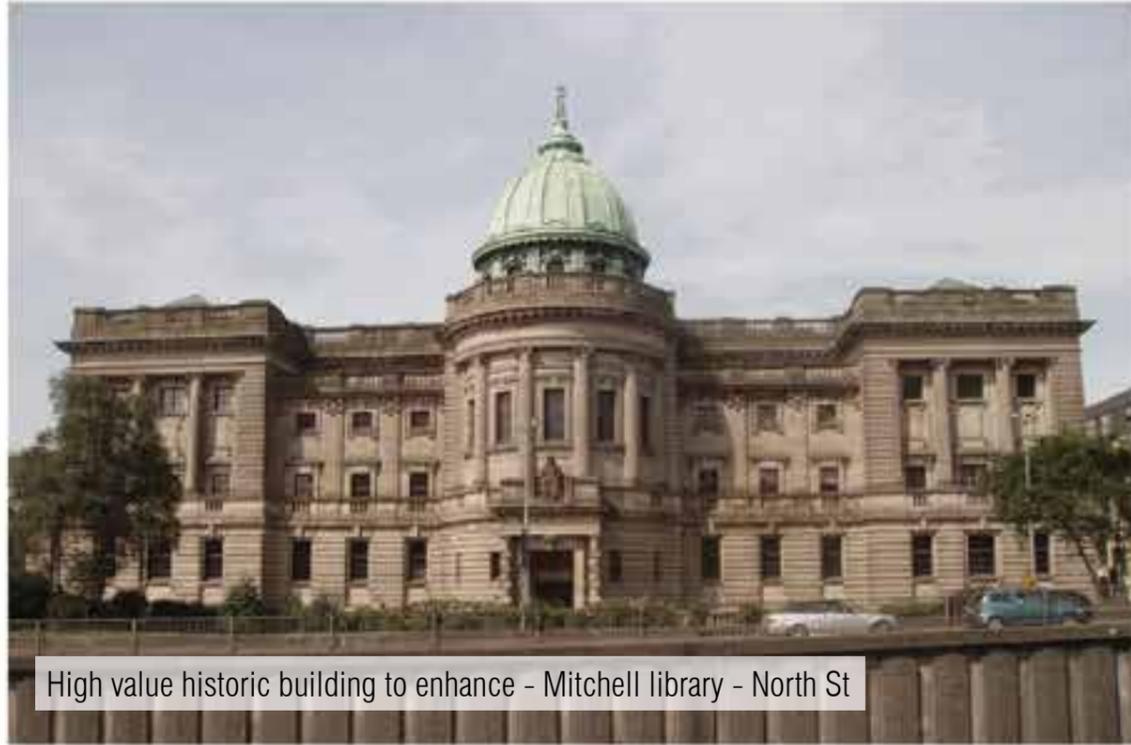
The city centre has a fairly low building density. There is scope to fill in the last remaining empty sites to 'complete' the cityscape and top-up buildings to allow more people to live work and enjoy the city centre.

The larger complexes like Blythswood Court and the nearby hotels have poor permeability and disrupt the street layout. Through connections need to be improved from which both the city and the buildings' occupiers will profit. In the longer term these aspects of the DRF area warrant full redevelopment to optimise these strategically important sites.

To the west of the DRF area, the motorway and large scale slab block flats have had a very negative impact on the livability of the neighbourhood. Initial redefinition of this area with more human scaled development and streets has commenced and should be progressed to repair the damaged urban form in Anderston.



Current: badly integrated megastructures Analysis built environment



High value historic building to enhance - Mitchell library - North St



Poor quality building with no active frontages - Pitt St



Tay House over the M8 - Sauchiehall St



Building frontage does not engage with streetscape - St. Vincent Terrace

(Y)our great buildings Overview building projects

- Promoting innovative and high quality urban infill for higher density city centre: more people living, working and enjoying the city centre.
- Encouraging taller buildings and higher density along the M8,
- Investigate possibility for development above the M8
- Break through megastructures and repair urban fabric (eg. Blythwood Court and St. Vincent Terrace west of M8).
- Heritage buildings should be properly maintained and sensitively integrated with any new development.
- Upgraded building street fronts on key streets and squares, including Argyle Street, Golden Z, and Blythwood Square.
- Use building guidelines to increase quality of existing and new buildings and strengthen character of neighbourhoods

Integrated historic buildings

Consider option of new development over M8

Upgraded Sauchiehall Street

Reconstructed M8 City boulevard edges

Refashioned Blythwood Court

Glorious Argyle Street

See Broomielaw DRF

- Amended conservation area boundary
- A Listed building
- Empty plot with development potential
- Important facade for reconstruction of main street
- Repair urban fabric
- Buildings at risk
- Height control area

(Y)our great buildings

Bigger context: repaired urban fabric

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

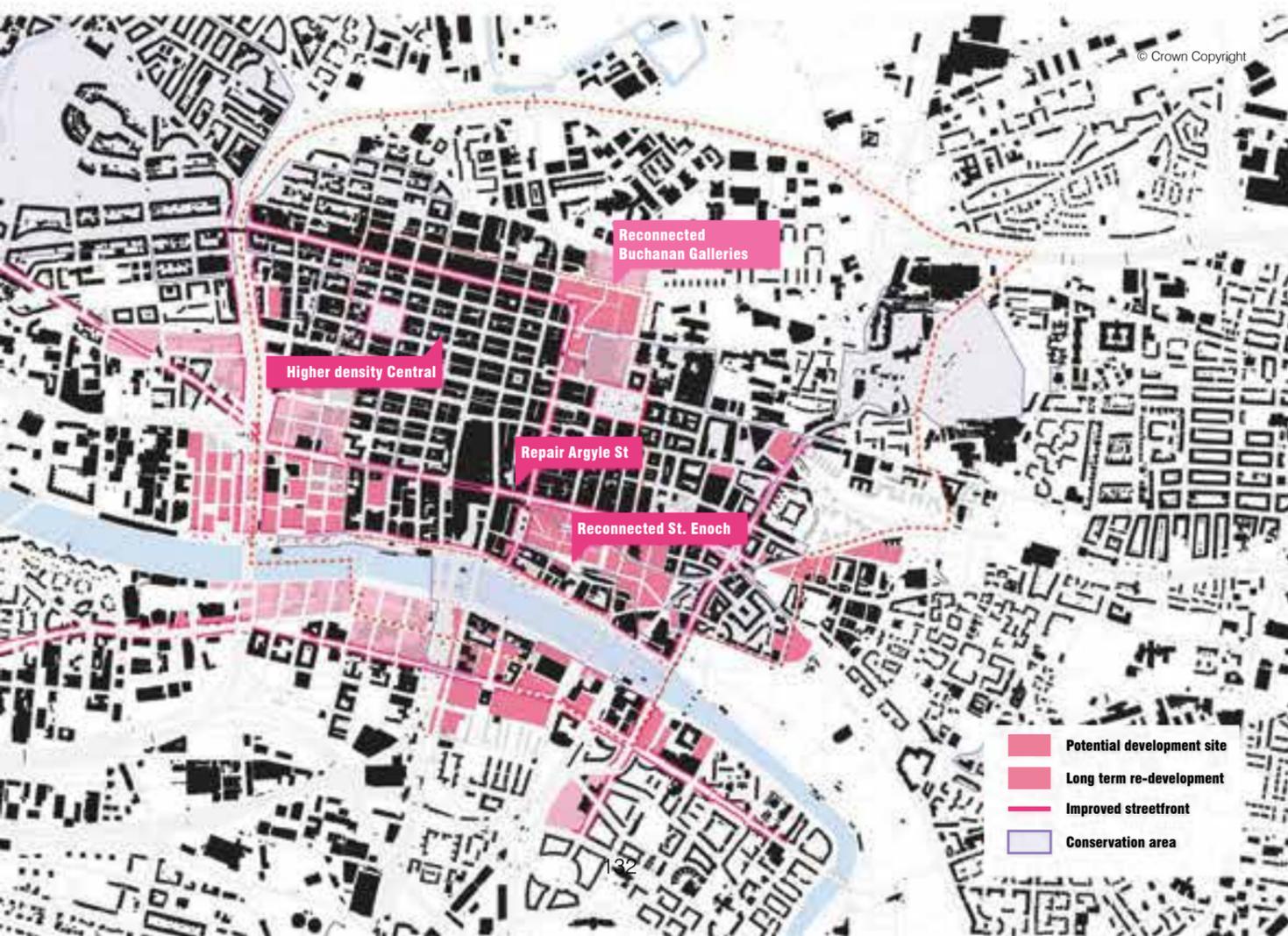
Blythswood District has some vacant sites, notably along the M8 corridor where there are excellent opportunities to make better use of land and improve spatial quality of that area.

New developments should be supporting to the surrounding context. New buildings should reconstruct the street profile and respect the adjacent (historic) buildings. They direct their most lively/attractive functions and their best architecture to the street. It is crucial that the Council takes control of the quality of new developments through design guidelines.

Priority goes to the mega structures Blythswood Court and the flats along Western St Vincent Street. Ground floors should be activated and directed to the streets. The blocks should be opened up for through connections. In the longer term complete redevelopment of these sites is preferred.

Location: Blythswood District

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



(Y)our great buildings

Strategy for higher density Blythswood



The goal is to get more people to live, work and enjoy the city centre. New developments require a higher density but how can this be achieved:

- while at the same time providing light and sunny streets?
- when there are so few sites left?
- while the centre is historically protected?

A dual strategy is proposed to safeguard quality:

- Within the Conservation Area it is possible to build new to the same average height as the surrounding buildings. Any volume that sticks out needs to be slender* and have exceptional quality (similar to historic church domes and towers).
- Outside the heritage zone (along M8 and in Anderston) there are no (or limited) height restrictions, as long as towers are slender from all sides and there is sufficient space between

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

towers. This guarantees light/sun and views for the surrounding city. Towers stand on a base that follows and activates the street edges.

Building Guidelines are needed for both areas to specify exactly the quantity and quality of new developments.

* Slender: width to height ratio is minimum 1:3

Location: Blythswood District.



(Y)our great buildings Historic Blythwood



The goal is to keep as many historic buildings as possible and restore the ones that are in a poor condition. Historic buildings that were originally part of a row of buildings (but now stand alone) can again become part of a bigger urban block.

Special attention should be paid to buildings that have been designated buildings at risk. These are a key facet of Glasgow's story and enrich the city, if not maintained they will be lost forever.

There are some significant historic buildings that require special attention. The former High School on Elmbank Street is located in a pivotal location adjacent to Charing Cross Station and Blythwood Square. It could become a vibrant, attractive mixed-use destination.

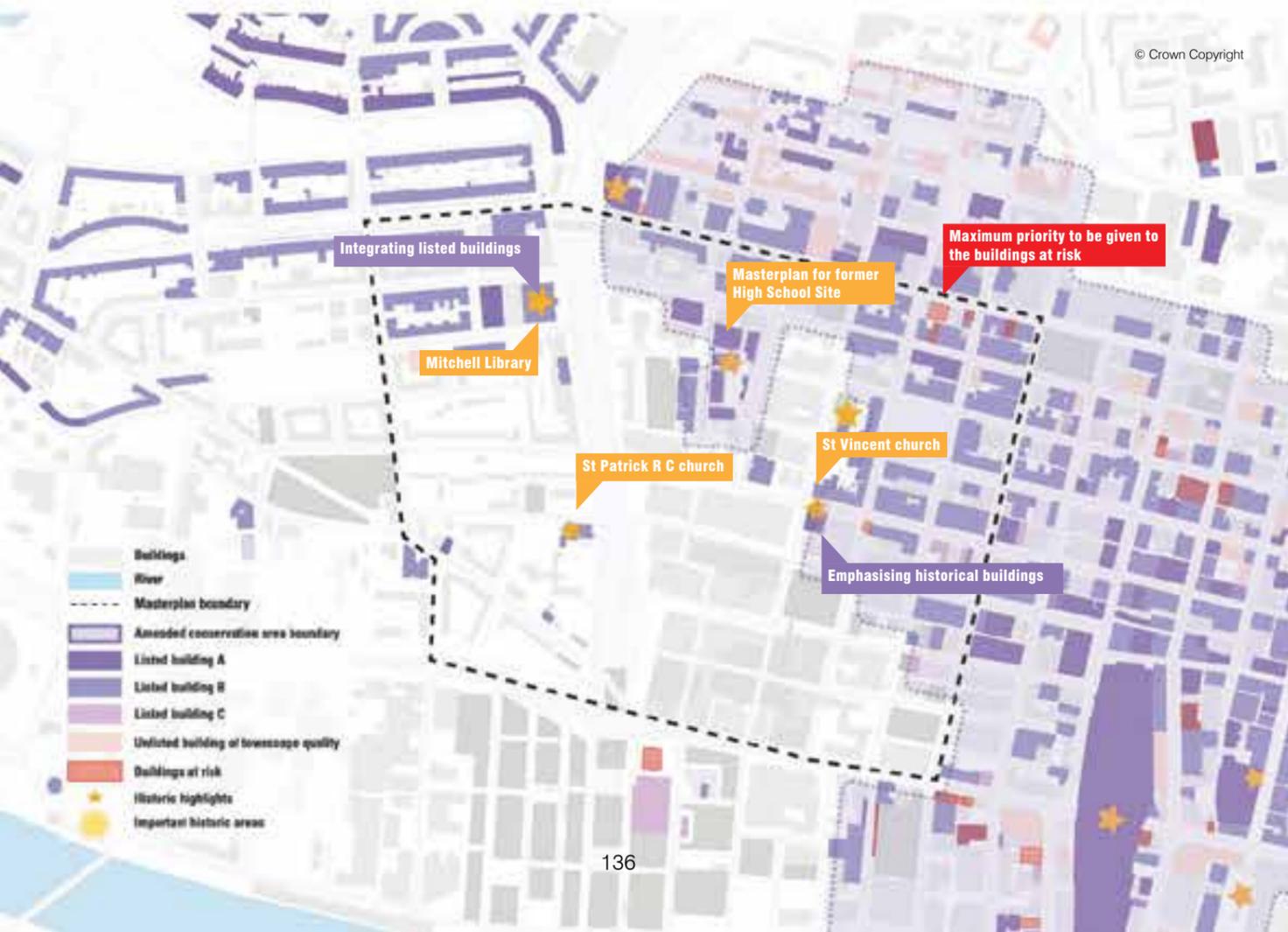
'Greek' Thomson's St. Vincent Street Church is a world renowned masterpiece that warrants special care and attention.

- Investing in renovation of heritage buildings is worthwhile as it increases character/value of the surroundings
- It also forces developers and architects to go beyond standard (often soul-less) practice

Other heritage assets are undermined by their setting. The Mitchell Library is blighted by the M8, and the surrounding streets. These external spaces should augment a full redefinition of the city's greatest library as a contemporary storehouse of knowledge and culture.

These, and the wider array of heritage assets across Blythwood, have a great value and when improved will become the areas' new highlights.

Location: Blythwood District.



The Beresford



Former High School



Mitchell Library



St. Vincent Street Church

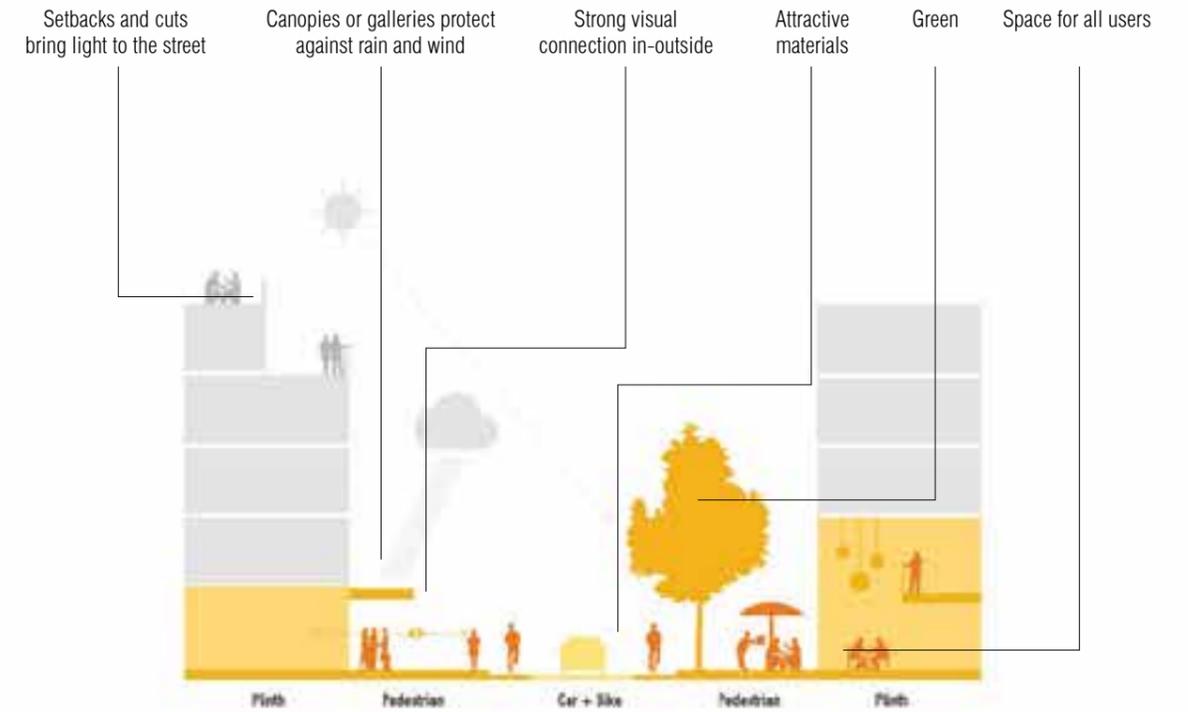
(Y)our great buildings

Lively streetfronts

- The ground floor (plinth) is where the building interacts with the street. To make Glasgow's city centre streets more attractive and safe, a strong focus on beautiful, active and accessible building plinths is needed.
- It is advised to actively engage with and stimulate owners and users of existing ground floor spaces to revamp streetfronts.
- The diagram below sets the priority for the upgrade of building plinths (more lively, more attractive) to primary and secondary streets, the river front, Argyle Street and the Golden Z stand out as primary streets. With the exception of Buchanan Street, the plinths in these streets are currently not up to the quality expected in an important shopping destination like Glasgow.
- Ambitious Building Design Guidelines are needed to precisely describe the standards for each type of ground-floor use. Including housing. See: "Design guidelines needed"

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

Location: Blythwood District.



(Y)our great buildings

Design guidelines needed

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

- Protected Georgian Blythswood, the M8 corridor (the area on either side of the motorway), the more historic streets of Anderston further West.

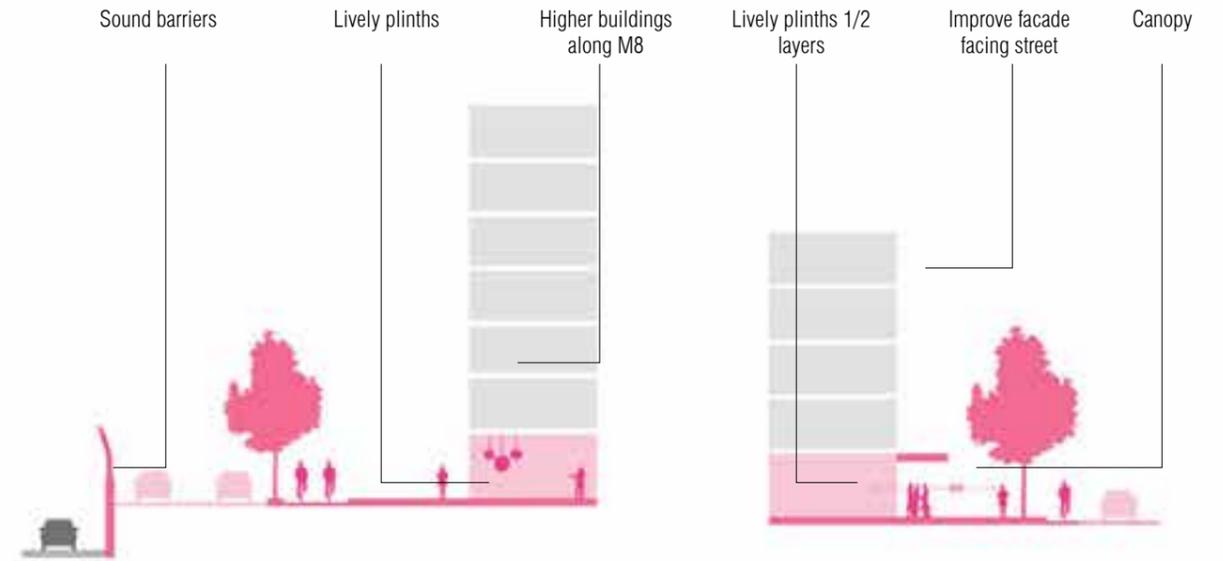
A first inventory of topics that should be part of such guidelines could include;

- Buildings that contribute to 'make' streets and squares.
- Building form to ensure light and positive microclimate at street level.
- Buildings that are human scaled, heterogeneous in architecture/shape.
- The ground floor is the most important element of the building. This is where lively and attractive functions are located.
- On upper floors maximum effort is made to

- Stronger guidance from the council is needed on building and street design quality within districts.
- Too much freedom / lack of guidance can tend to poor quality buildings / spaces

- create a strong relation between inside and outside (e.g. with balconies or loggias).
- The architecture offers experience at all scales: the skyline, the streetscape, the elevation and the façade detail.
- Visibility of unattractive functions (parking, utilities) is kept to a minimum and (when visible) is carefully designed.
- Buildings are flexible for different uses and transformation over time. Ground floors have high storey heights, allowing them to absorb different functions.
- Alternatives to the above principles are possible as long as it leads to comparable or better quality.

Location: Blythswood District.



M8 City Boulevard

Glorious Argyle Street



(Y)our great buildings Refashioned Blythswood court

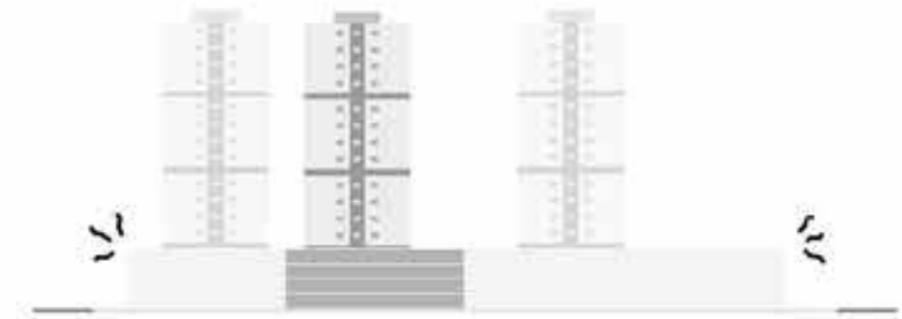
Blythswood Court is currently a badly integrated unattractive 70's structure with lots of vacant spaces. But it is also one of the few places in the city centre where people live as well. Something to cherish.

- On short term, the empty spaces in the podium should be programmed with functions that enliven the complex (start-ups, day care, non-profits, artists). The complex routing through the buildings, that currently make it an obstacle, can be shortened and marked in a creative and fun way. Turning the building into an art piece: "Blythswood Art Court".
- On the longer term the proposal is to radically restructure the lower levels of the building, or possibly completely redevelop the complex. This will allow the reintroduction of North-South streets and add lively and attractive street-facing facades.

• A stepped strategy for reprogramming and opening up Blythswood Court allows to turn the complex from a burden into an asset. More attractive and more permeable. Without pushing the inhabitants out of the centre

- In the longer term there is also scope to restructure or redevelop the Hilton and Marriott Hotels in a similar way. See Broomielaw DRF for more information.

Location: the megablock(s) between the M8, Douglas Street, Argyle Street and Bothwell Street.



Current situation



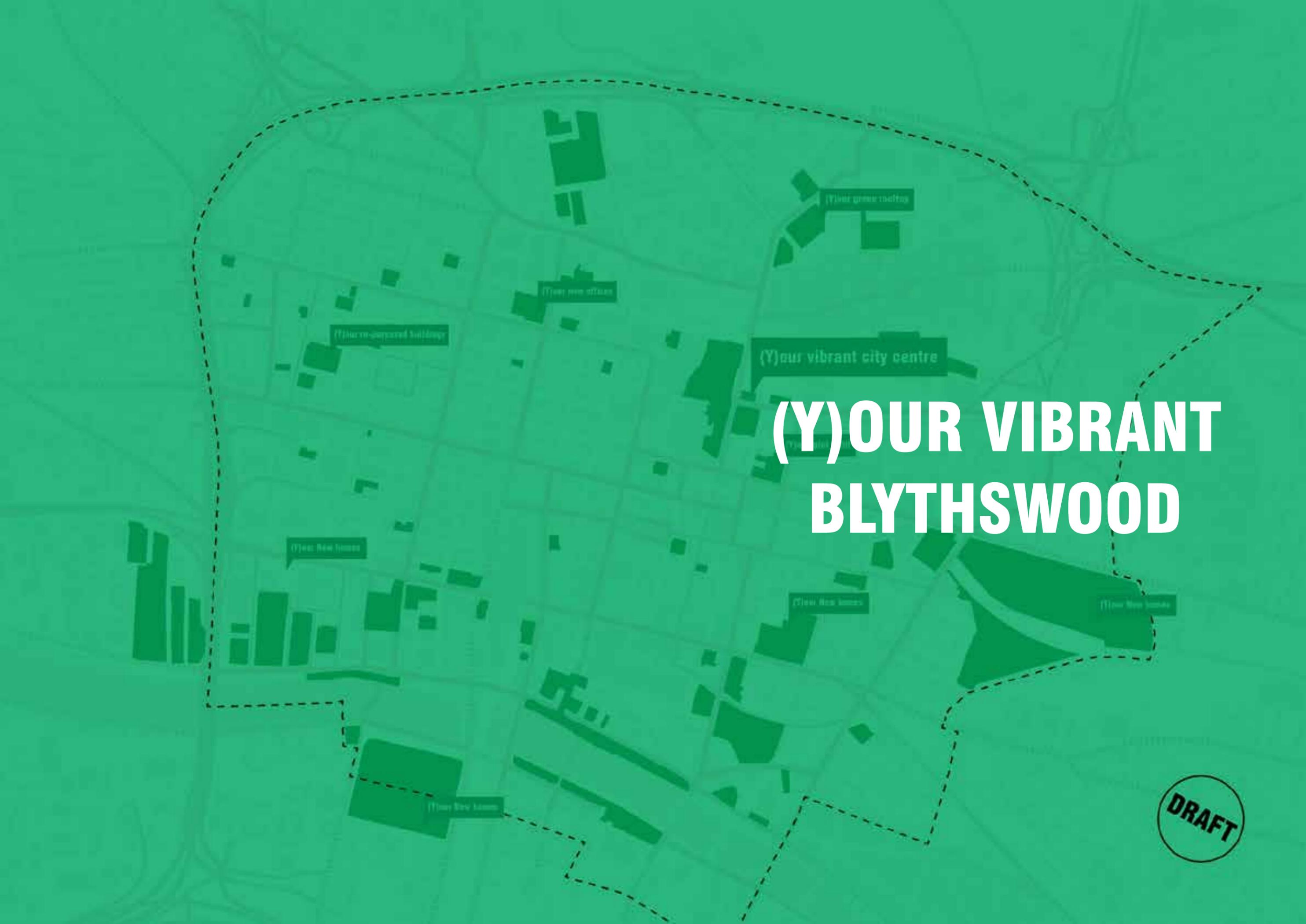
Proposed situation: achieving permeability of the building with pedestrian connections



Proposed situation: removal of existing plinths and activation of the ground floor



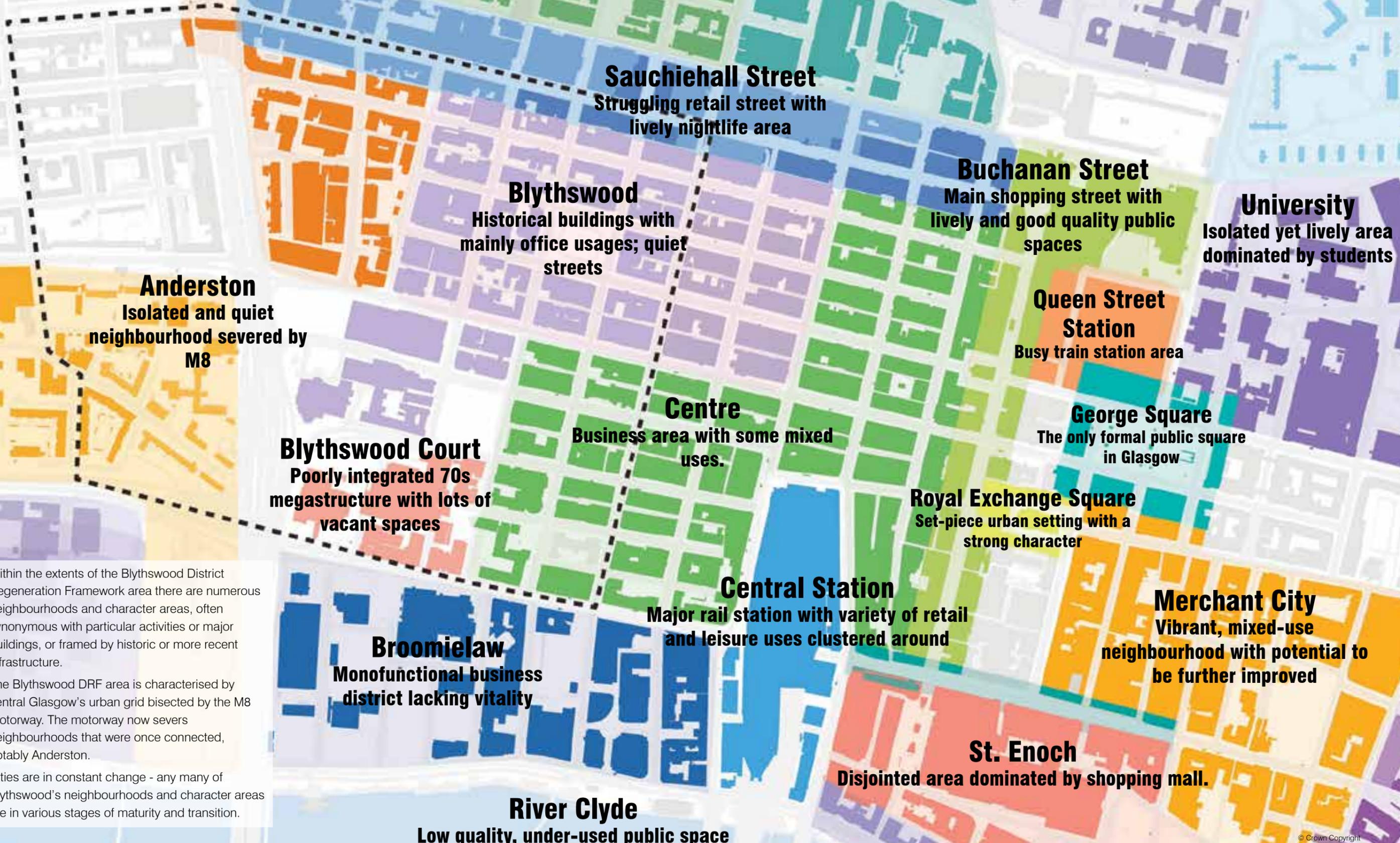
Proposed situation: demolition of Blythswood Court and establishment of a new neighbourhood



(Y)OUR VIBRANT
BLYTHSWOOD

DRAFT

Current: Neighbourhood identity Analysis program and neighbourhood character



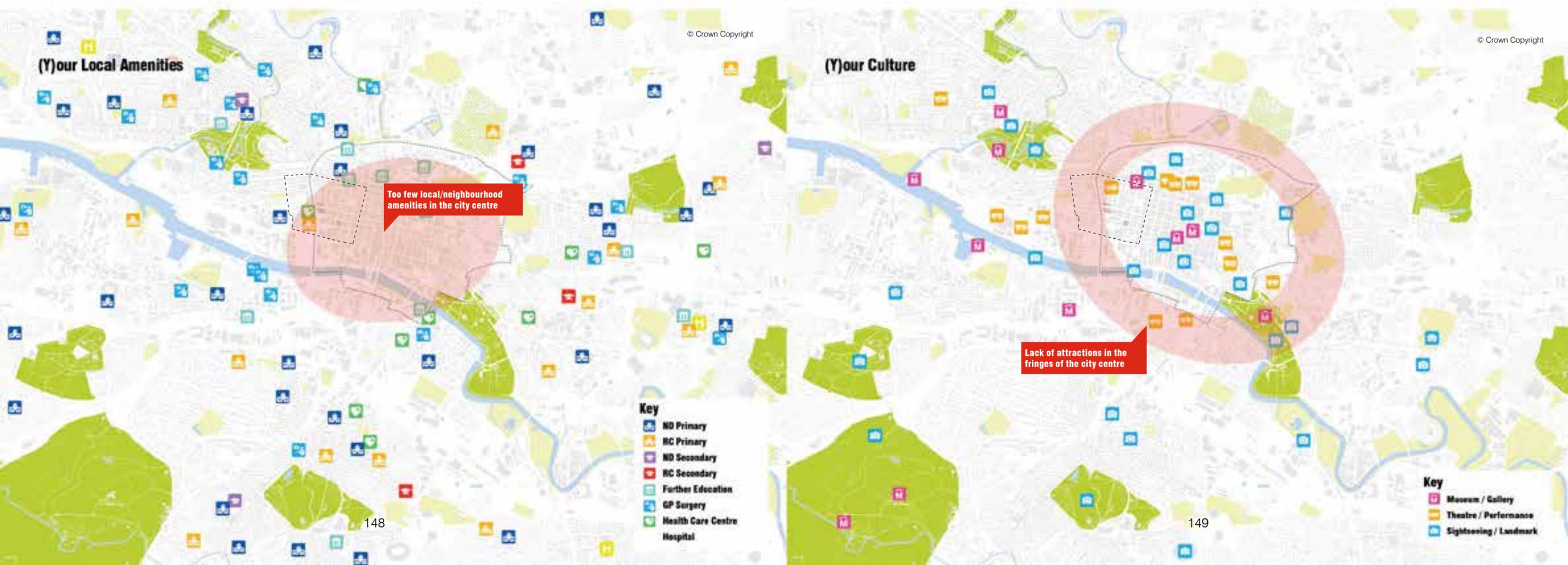
Within the extents of the Blythswood District Regeneration Framework area there are numerous neighbourhoods and character areas, often synonymous with particular activities or major buildings, or framed by historic or more recent infrastructure.

The Blythswood DRF area is characterised by central Glasgow's urban grid bisected by the M8 motorway. The motorway now severs neighbourhoods that were once connected, notably Anderston.

Cities are in constant change - any many of Blythswood's neighbourhoods and character areas are in various stages of maturity and transition.

Current: Provision amenities around Blythswood

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

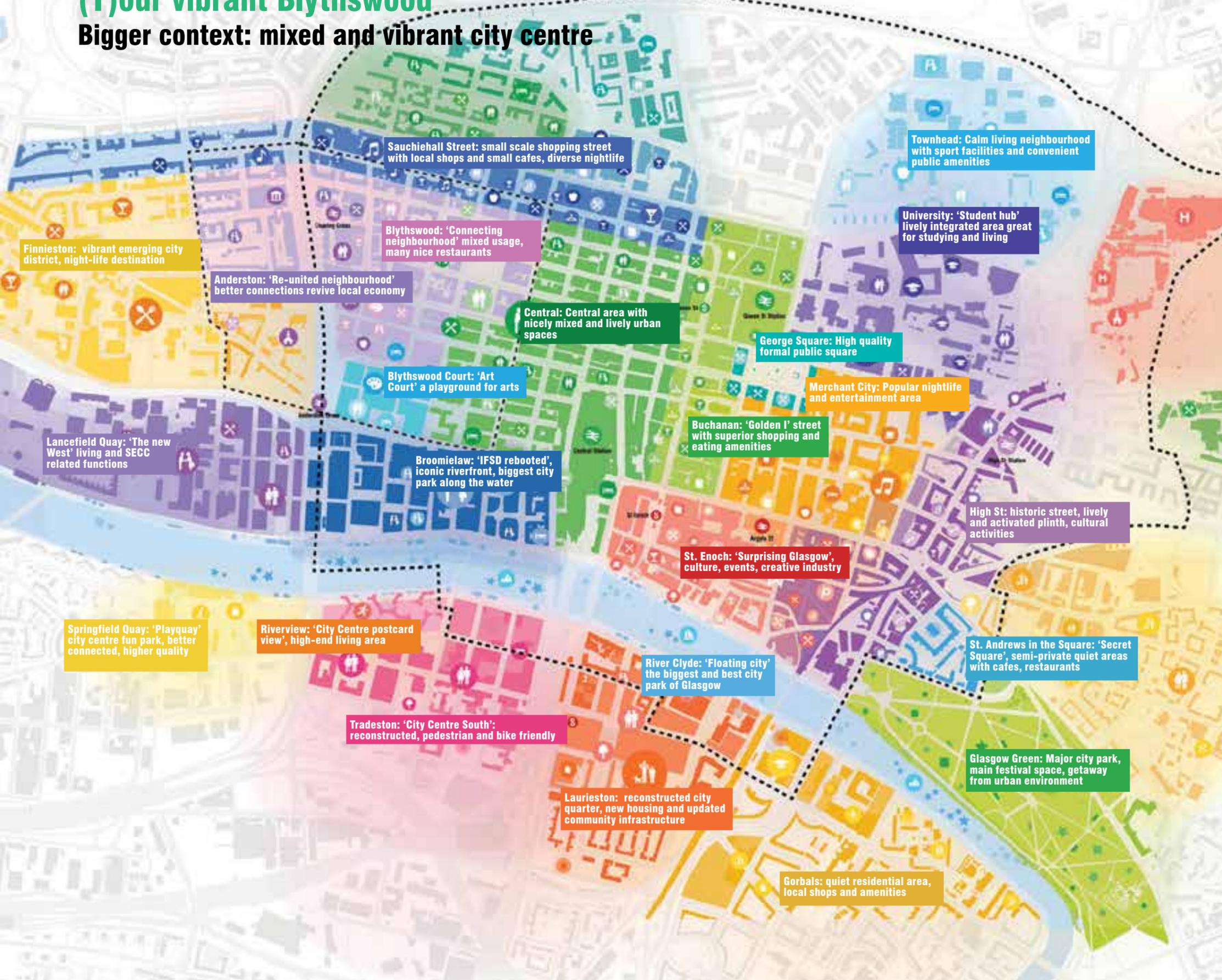


Current: Neighbourhood identity Analysis program and neighbourhood character



(Y)our vibrant Blythswood

Bigger context: mixed and vibrant city centre



- More attractive neighbourhoods
- Better guidance for future developments

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

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

Location: City centre and surroundings.

Amenities in the centre's fringes



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

(Y)our vibrant Blythswood

Strong neighbourhood identities

Cool Blythswood

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

Reconnected Anderston

Create safe and attractive gateway connections under / over M8 to restore the historic links between both sides of the motorway. Anderston becomes easily accessible destination for pedestrians and cyclists with great links to the city centre, West End and the River Park.

Repaired Broomielaw

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

Updated Sauchiehall Street

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

Welcoming Centre

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

Blythwood Court Arts Hub

Redefine former Anderston Centre, using under-used space beneath residential towers to create a flourishing lively creative hub, where artists can produce and display their work to public.

(Y)our vibrant Blythswood

Mixed and re-populated Blythswood

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

- Priority should go to building more housing, so more inhabitants are attracted. Integrating local amenities like schools, health and social daycare and play / recreation facilities that attract and sustain communities of new residents is crucial. Some of these facilities may be located beyond the city centre.
- Take advantage of the various empty sites.
- Re-purpose empty buildings, consider redeveloping or topping-up of existing low density buildings.
- More mixing of functions on neighbourhood and district level is needed; as future, more diverse, businesses and inhabitants will demand lively surroundings with a mix of urban amenities

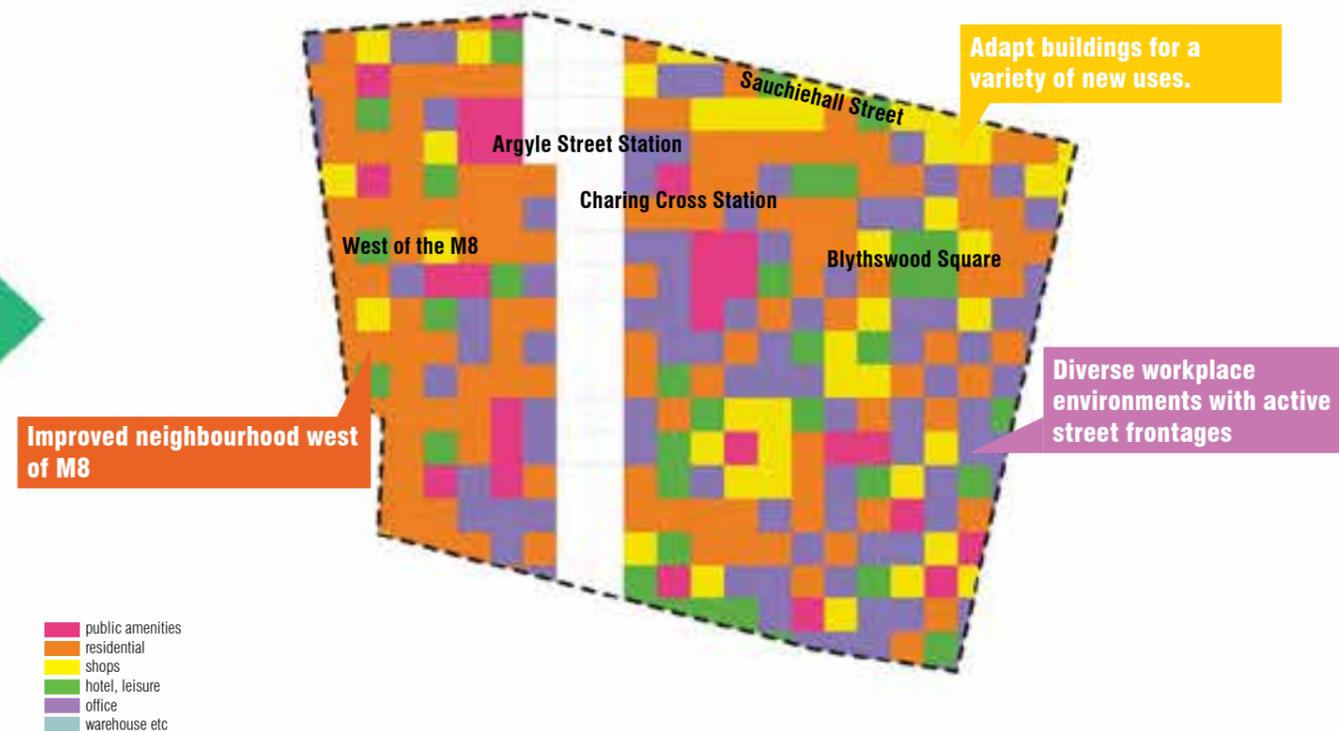
- Attract more visitors by taking better advantage of existing highlights (quality functions / mix-use, spatial revamping, making better accessible and visible) and by adding new remarkable, typically Glaswegian places and activities.

For Blythswood this means:

- Continuous and lively street fronts on Sauchiehall St., supporting the regeneration effort outlined in the Sauchiehall / Garnethill DRF and following GSA fires.
- Diversified building use above ground level, adapting an reusing vacant upper floors
- Mixed and diverse functions in Blythswood area (with a focus on re-population), including re-purposing Georgian townhouses. Higher density across the area, especially along the M8

Location: Blythswood District.

- Reinvigorate Blythswood as a mixed-use neighbourhood, to achieve a smoother transition from day-time to night-time economy. This is necessary to attract more inhabitants, generate more space for a variety of businesses and bring more visitors in to the area to enliven the it.



(Y)our vibrant Blythswood

Re-populated Blythswood



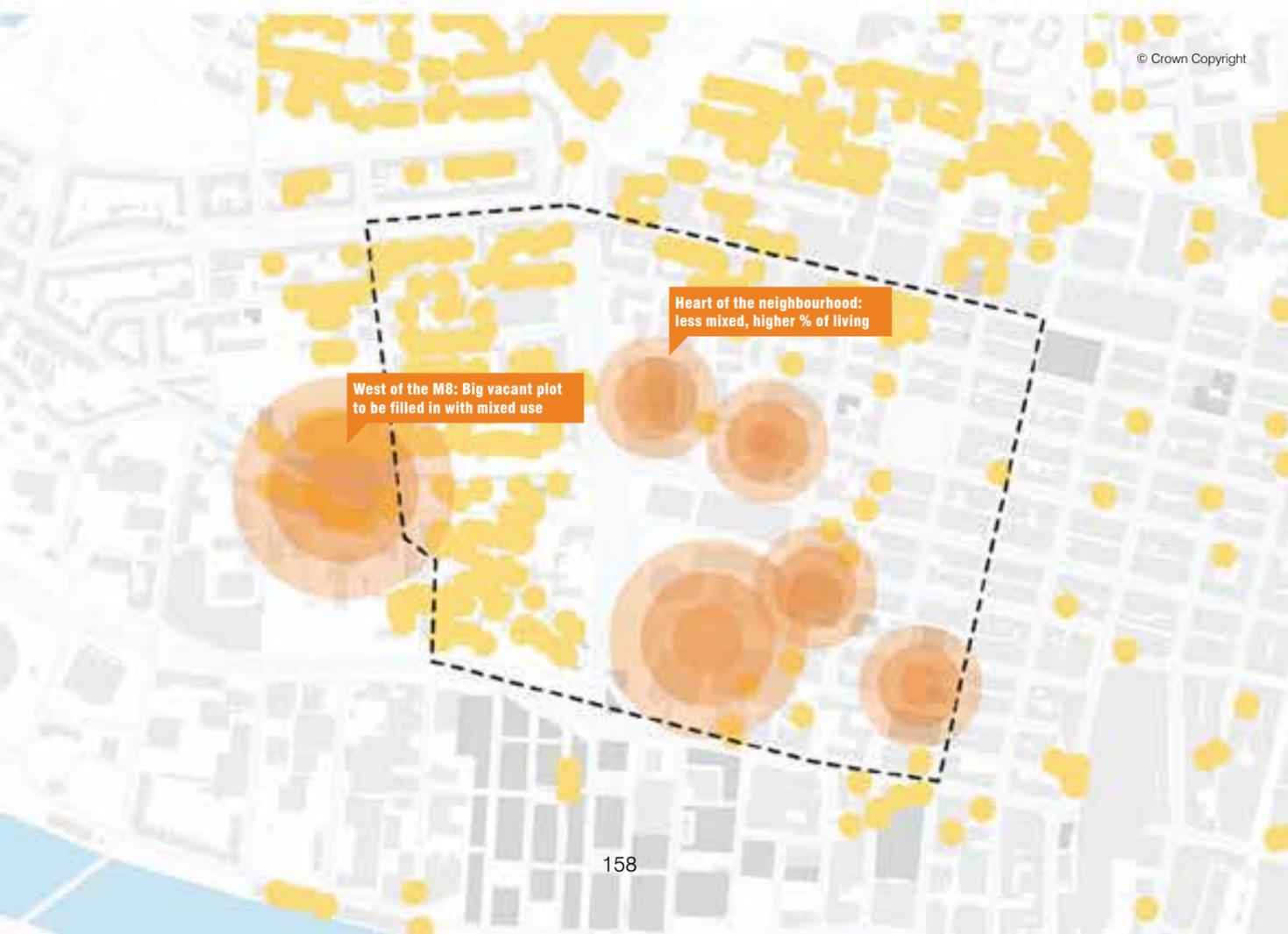
One of the most important goals is to increase the number of people living in the city centre. Whilst there are limited gap sites for residential development there is significant existing building stock which is vacant or under-occupied, especially upper floors or adapting former Georgian townhouses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

- Repopulating Blythswood will result in a more lively City Centre, more people walking and cycling (less cars) and it will increase viability of more urban amenities (shops, leisure, sports, culture).
- Blythswood will offer a wide mix of housing: for students, young professionals, families, elderly people as well as for all budgets, tenures, cultures, long/short stay. This means flats, studio apartments, townhouses, PRS, conversions, car-free developments.

- To attract new inhabitants, good community infrastructure is required : schools, daycare, sports, play, health, social places. And it requires more attractive public spaces: green, safe, less car-dominated.
- Blythswood Hill was one of Glasgow's original planned residential extensions. The quality and splendour of the Georgian townhouses in the urban grid is still evident. It has proven to be an adaptable urbanism which has transformed to accommodate offices and hotels.

Location: Blythswood District.

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



(Y)our vibrant Blythswood

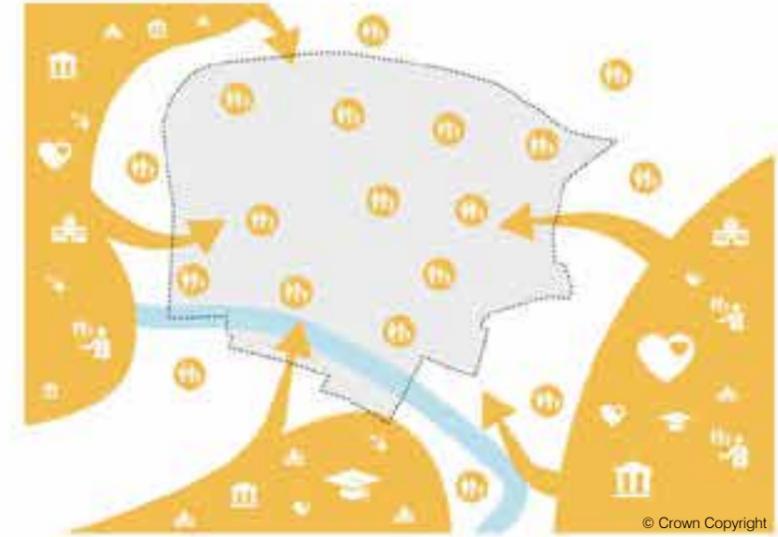
Community infrastructure

- Attention should be paid to providing additional community infrastructure within walking distance of communities within the city centre. This would involve building additional / new schools, social and healthcare services, community / civic facilities in and near Blythswood to encourage a more diverse and growing population. Some of these facilities may be outwith the city centre and shared with surrounding neighbourhoods.
- Public space has to provide safe routes to / from community infrastructure integrating inclusive design to ensure disabled accessibility in a pedestrian and cycle friendly city centre.
- Every opportunity must/ should be taken to integrate playful environments, encouraging children's play and activity with more intelligently located playgrounds on safer streets to attract more families with young people

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

- Providing 24h shops are an essential aspect of city centre living to make the area more liveable with food and other necessary products available 24/7.
- The re-provision and relocation of the existing St. Patrick's RC primary school adjacent to the M8 (J19) should enable reconsideration of city centre schools provision in and around Blythswood. Schools should be located in quieter locations away from the motorway.

Location: Blythswood District



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

24h accessible local shops

Disabled friendly public spaces

Provision for school

Improved accessibility on public institutions

Children friendly and safe Blythswood

Daycare facilities



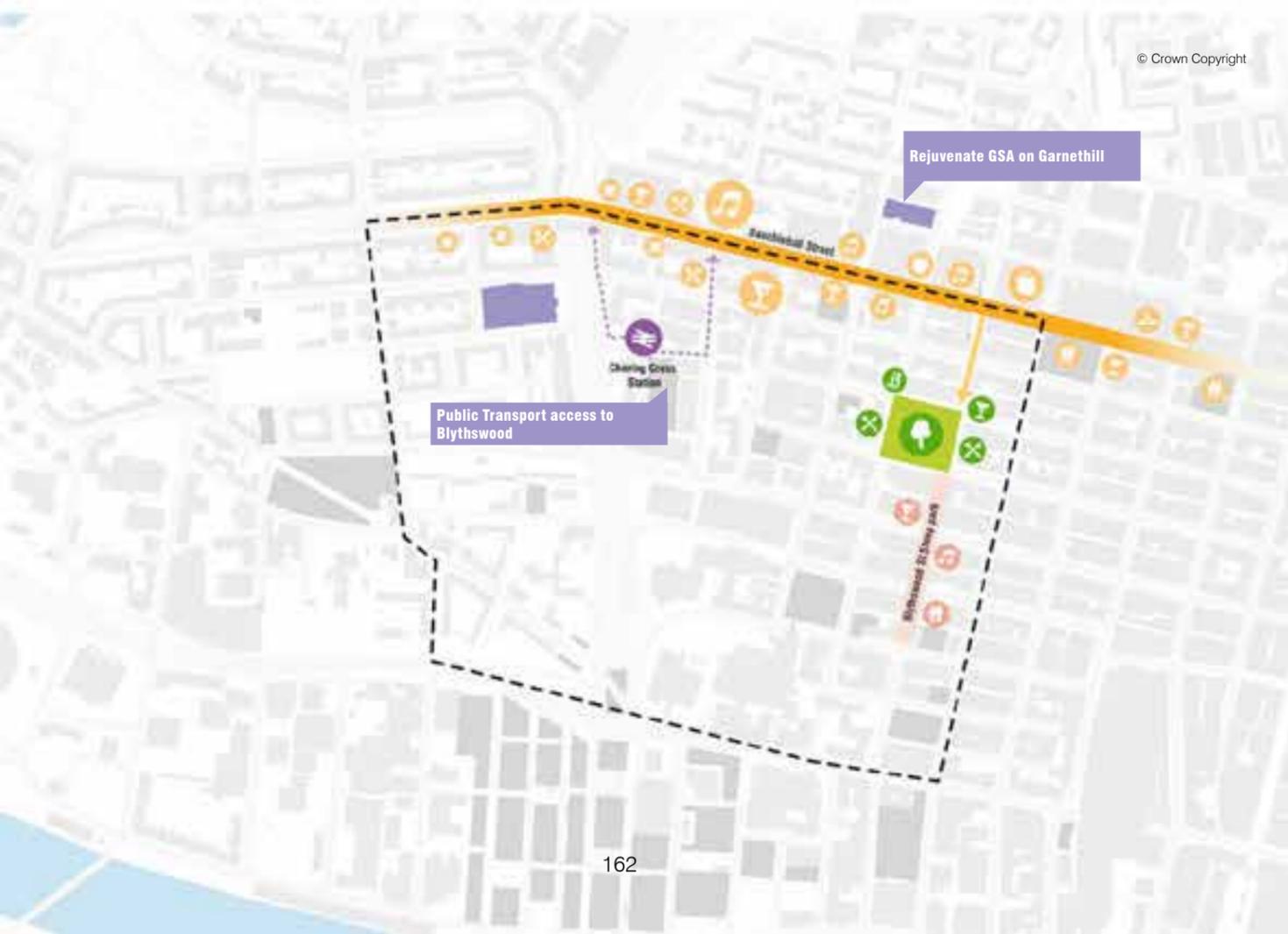
(Y)our vibrant Blythswood

Shopping in Blythswood (Revive Sauchiehall shops)

- Sauchiehall Street has experienced many recent challenges since the publication of the Sauchiehall / Garnethill DRF. Whilst the retail sector faces global challenges of 'click and collect' / online retail Sauchiehall Street businesses are also grappling with the impact of two Glasgow School of Art fires, the Victoria's nightclub fire and further disruption.
- The EIIPR 'Avenues' project promises an opportunity to redefine Sauchiehall Street as the principal route connecting the city centre with the West End.
- In order for Glasgow to provide an attractive and diverse shopping experience reviving Sauchiehall Street is of major importance. The nature of Glasgow's 'Golden Z' is changing rapidly and this presents an opportunity to redefine how Sauchiehall Street contributes; bringing together culture (GSA, CCA, GFT), vibrant night-life (cafes, food, drink, clubs) and improved quality shopping experiences.
- Upgrading pedestrian connections between a refurbished Charing Cross Station and Sauchiehall Street would improve public transport access to the area, augmenting bus and improved cycle connections.
- The quality of shops, cafes and bars needs to be encouraged to continually improve, with support from the local Business Improvement District and other initiatives. Let's aspire for more quality restaurants, cosy cafes and famous shops!
- The nearby Blythswood Square area could be promoted as a host for more high-end boutiques and hotels / restaurants benefiting from its quiet urban grandeur. Sauchiehall Street should be a lively connection to the West End; revitalised by creativity, community and convivial activities unique to the area (rather than seeking to duplicate what Buchanan St and Argyle St offer).

Location: Blythswood District

- Glasgow is the best performing shopping destination in the UK outside of Oxford Street in London, yet it has a lot of potential to increase the quality of shopping experience
- Blythswood / Sauchiehall St should take advantage of being a major connection between the centre and the West End and create a distinctive offer which distinguishes itself from the rest of the 'Golden Z'.



(Y)our vibrant Blythswood

Working in Blythswood

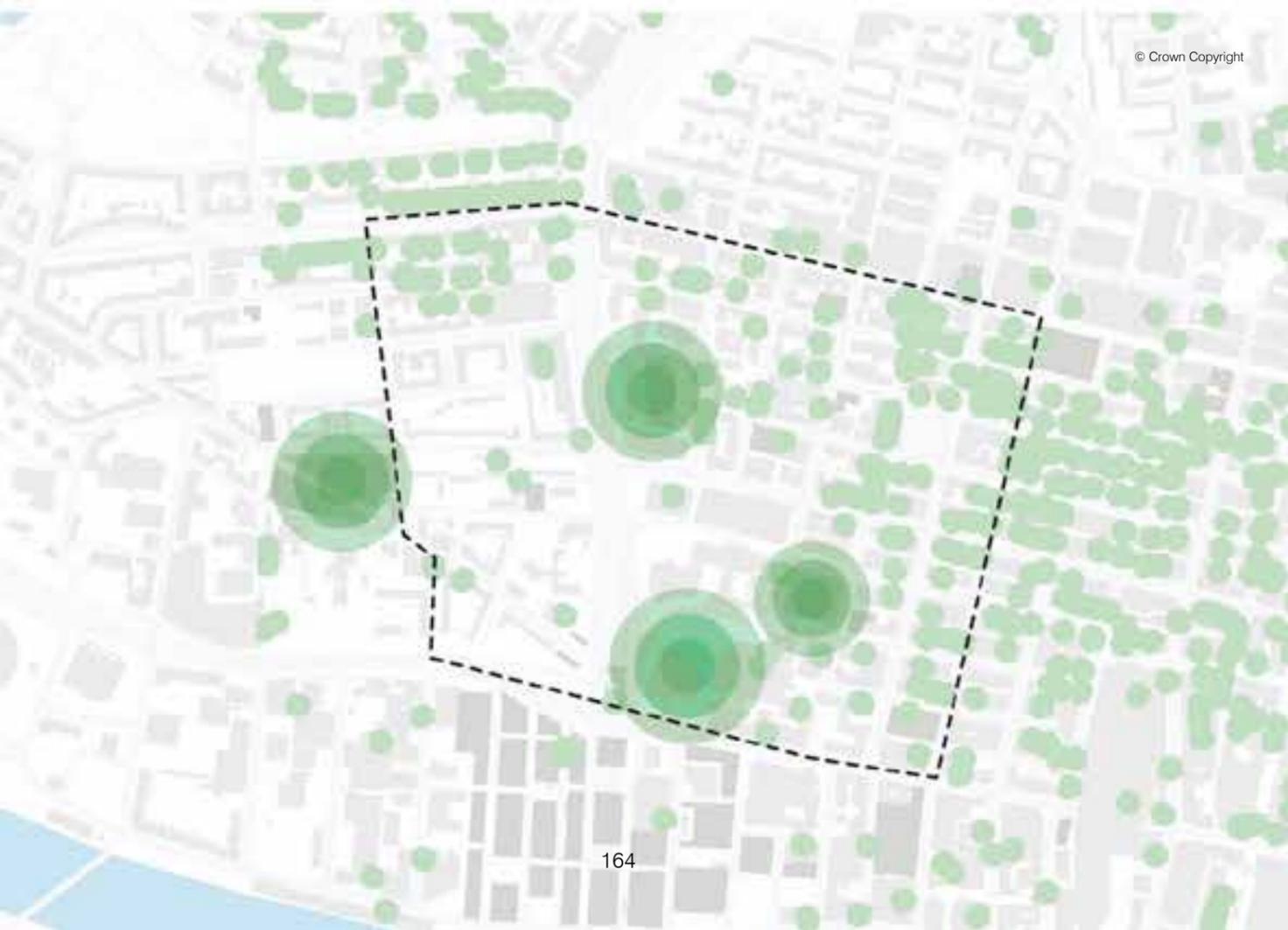


- Blythswood is easily accessed by Charing Cross and Anderston Stations (as well as Central and Queen Street stations). This ensures the area is accessible to commuters, augmented by some key arterial bus routes.
- The area has long been synonymous with commercial offices whether large scale buildings such as Britoil / Santander and the recently completed Sottish Power HQ, or medium and smaller businesses occupying historic buildings or post-war office blocks.
- Blythswood has recently become a sought after office development location, buoyed by the Scottish Power and St. Vincent Plaza developments. This area, and the western end of Bothwell Street, present a significant opportunity to redefine these areas adjacent to the M8 (benefitting from access and repairing the cityscape).

- In future new office developments in Blythswood need to pay a special attention to creating exceptional public spaces and to integrating with the surroundings.
- Beyond the expansion of sought after 'Grade A' office space inventive re-use and adaptation of under-occupied and vacant buildings including heritage assets such as, perhaps, the former High School, or challenging locations such as the former Anderston Centre, should be invigorated with new types of creative workspace / art / maker spaces in the heart of the city.
- Blythswood has a combination of great accessibility and some challenging buildings and spaces that need significant investment or creative re-use to revitalise the area.

Location: Blythswood District

- Blythswood can cater for a wide range of workplaces; from corporate headquarters to low-cost incubator / start-up space.
- Creating an even more diverse, mixed-use area should be attractive to a wide range of businesses; attracting young businesses and artists as well as international blue-chip companies.
- Area has a wide scope of locations to build new, interesting and unconventional offices that will benefit the local and city economy and attract and retain talent in Glasgow.



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(Y)our vibrant Blythswood

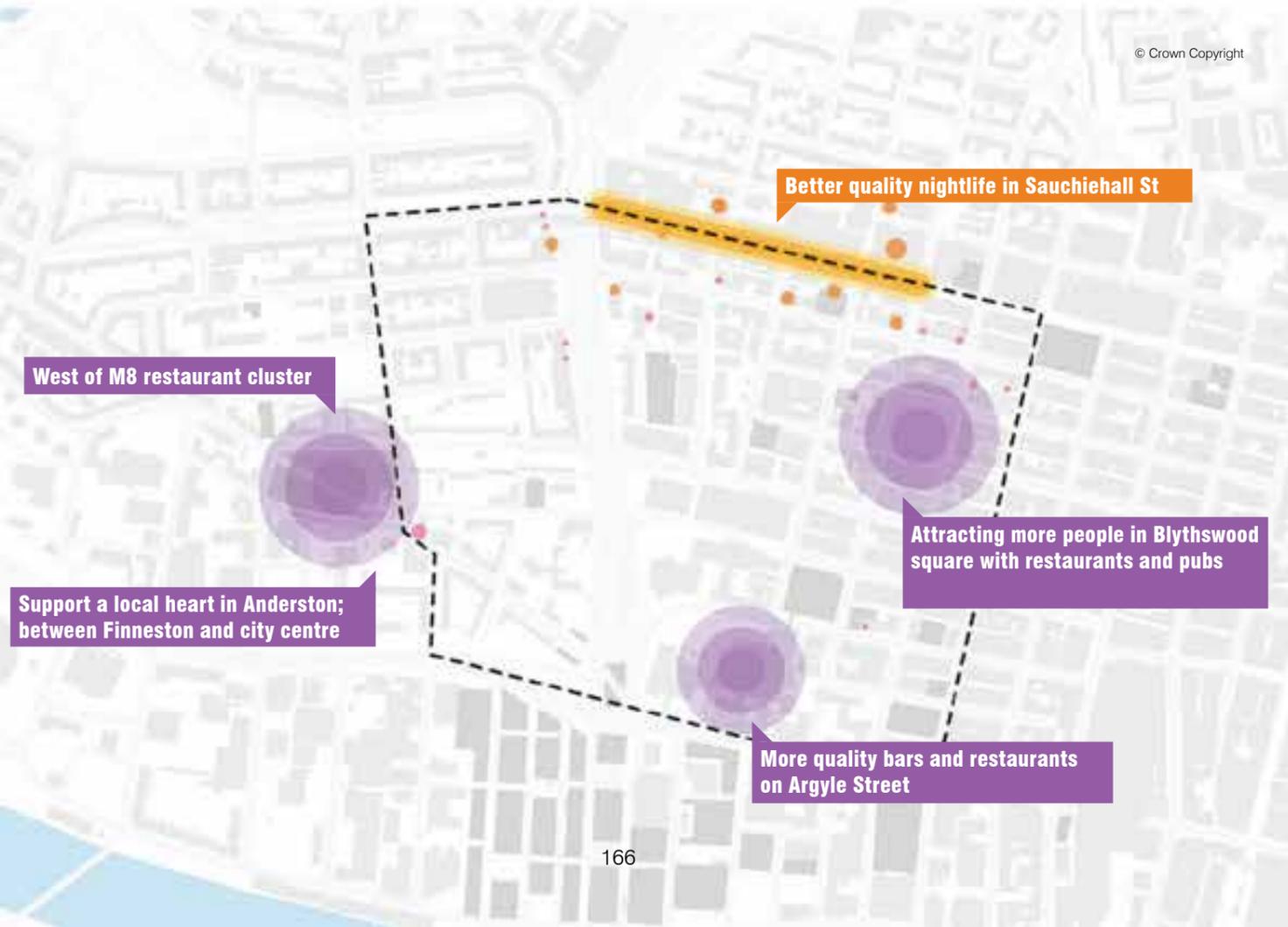
Dining and nightlife in Blythswood



- Sauchiehall Street is known for its lively nightlife scene with scope to promote a more diverse, higher quality nightlife hub that locates new and improved bars and clubs and a smoother transition from day-time to night-time economy
- Areas around assets such as Blythswood Square, Mitchell Library and King's Theatre should host quality food and drink offer as part of a quality cultural / leisure experience.
- Opportunities to create lively, 'organic' food / drink / cultural destinations in the city (learning from the successes of Merchant City and Finneston) the former High School and Blythswood Court (Art Hub) offer two very different opportunities to transform this part of the city. Both have potential to be revitalised as creative hubs with studios / galleries with new bars and restaurants to attract activity to these largely under-used assets areas and create important destinations in the city offering something quite different.

• Restaurant clusters in Blythwood Square, the Blythswood Court Art Centre and west of M8 will create a lively movement throughout the neighbourhood

Location: Blythswood District



(Y)our vibrant Blythswood Culture in Blythswood

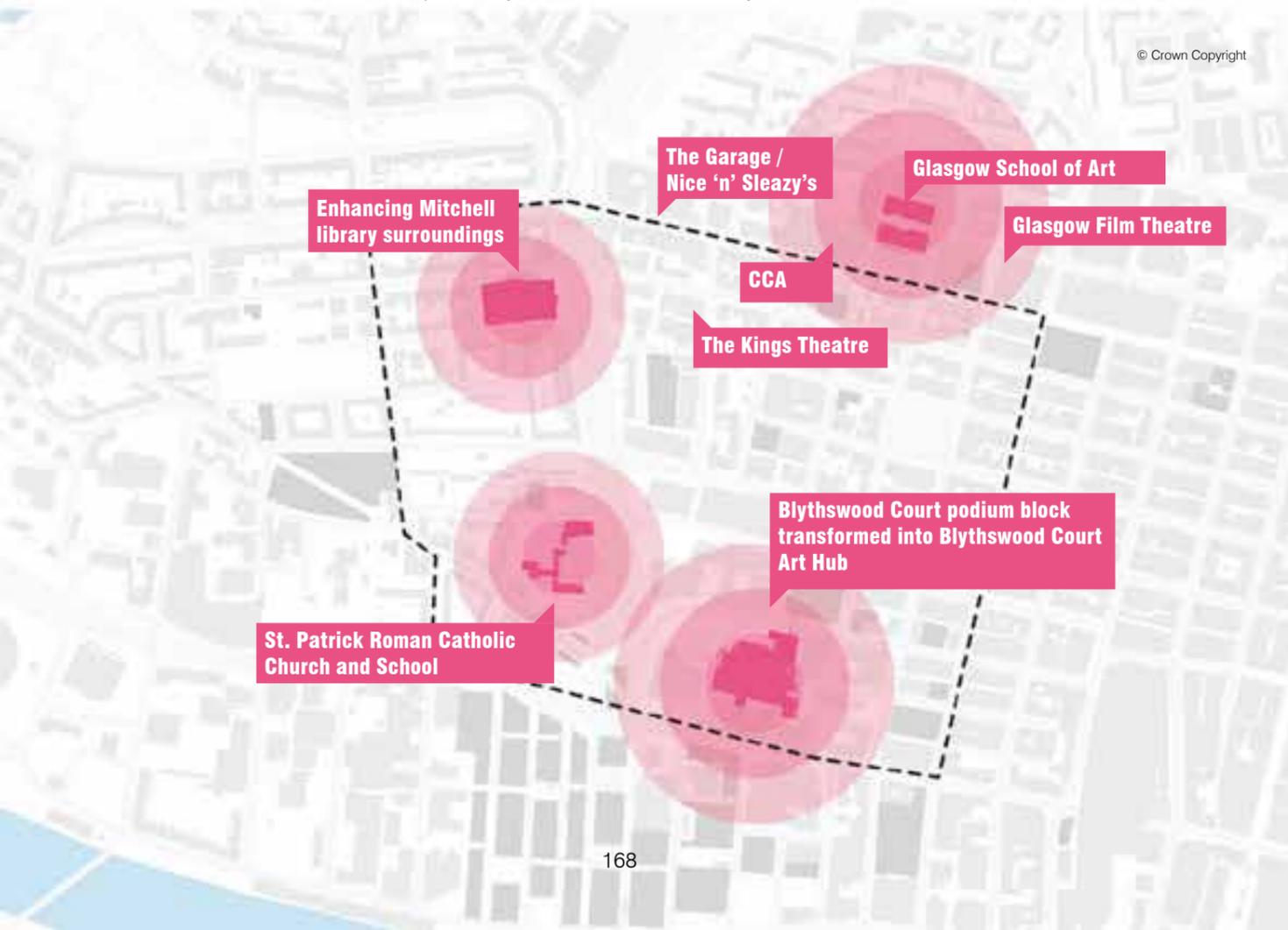
- Blythswood has a really diverse cultural offer. It includes the vast splendour of the Mitchell Library (and Theatre), the variety of the Kings Theatre with bars and club venues along Sauchiehall Street. The adjacent neighbourhood along Sauchiehall Street / Garnethill is enriched by Glasgow School of Art, Glasgow Film Theatre and the Centre for Contemporary Arts.
- The southern part of Blythswood (and Broomielaw) don't currently benefit from a significant presence of high or low culture. It is proposed that opportunities to revitalise the under used podium as an Arts Hub with studios, galleries, performance areas and places for the local communities to interact could help provide a cultural focus in an area which doesn't benefit from the cultural assets of other parts of the city centre.
- Some of Blythswood's great architectural heritage is under appreciated and many consultees reflected on the possibility of

- Architectural legacy should be enhanced and brought into attention
- Important buildings on the west from M8 have potential to become connectors between the centre and the west

revealing the area's fascinating history in walking and app-based tours and thematic trails throughout the area.

- Some of the cultural highlights in the area are its finest buildings, notably St. Vincent Street Church which must be cherished and restored so 'Greek' Thomson's legacy is maintained for future generations.
- Cultural highlights such as the Mitchell Library and local assets such as St. Patrick Church and School should be better connected to the city centre with safer, higher quality connections across the M8

Location: Blythswood District



(Y)our vibrant Blythswood

Repurpose vacant spaces

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

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

- Minimise legal and technical restrictions. Look for solutions instead of issues.
- Positive legal and financial incentives.
- Actively engage with owners.
- A 'one stop shop' at the council that facilitates all aspects of the process. (ref (Y)our Vacant Space Fixer)

- Repurpose under used or poor quality shops/bars/warehouse spaces
- The potential of existing empty spaces will be realised and will enrich an already vibrant neighbourhood

- The presence of numerous vacant buildings can be seen as a potential opportunity to tackle the under-population by providing cheap living space for students, creatives and young professionals.
- Repurposing those buildings into new studios, offices, shops and bars/restaurants will enliven Blythswood and create a more mixed population.

Location: Blythswood District

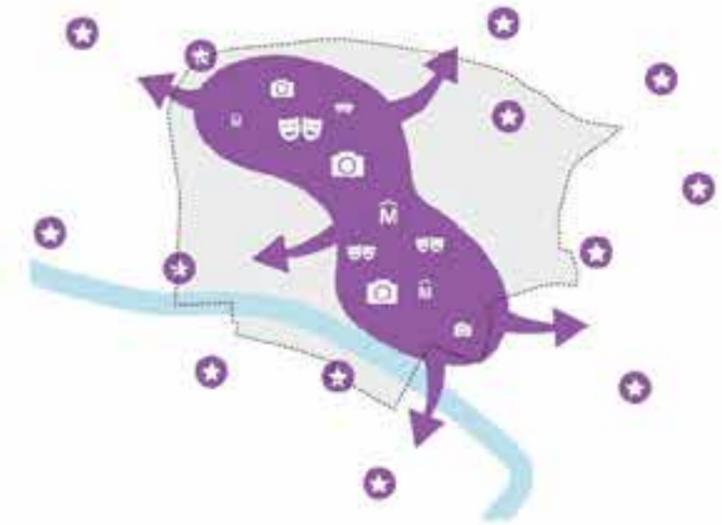


(Y)our vibrant Blythswood

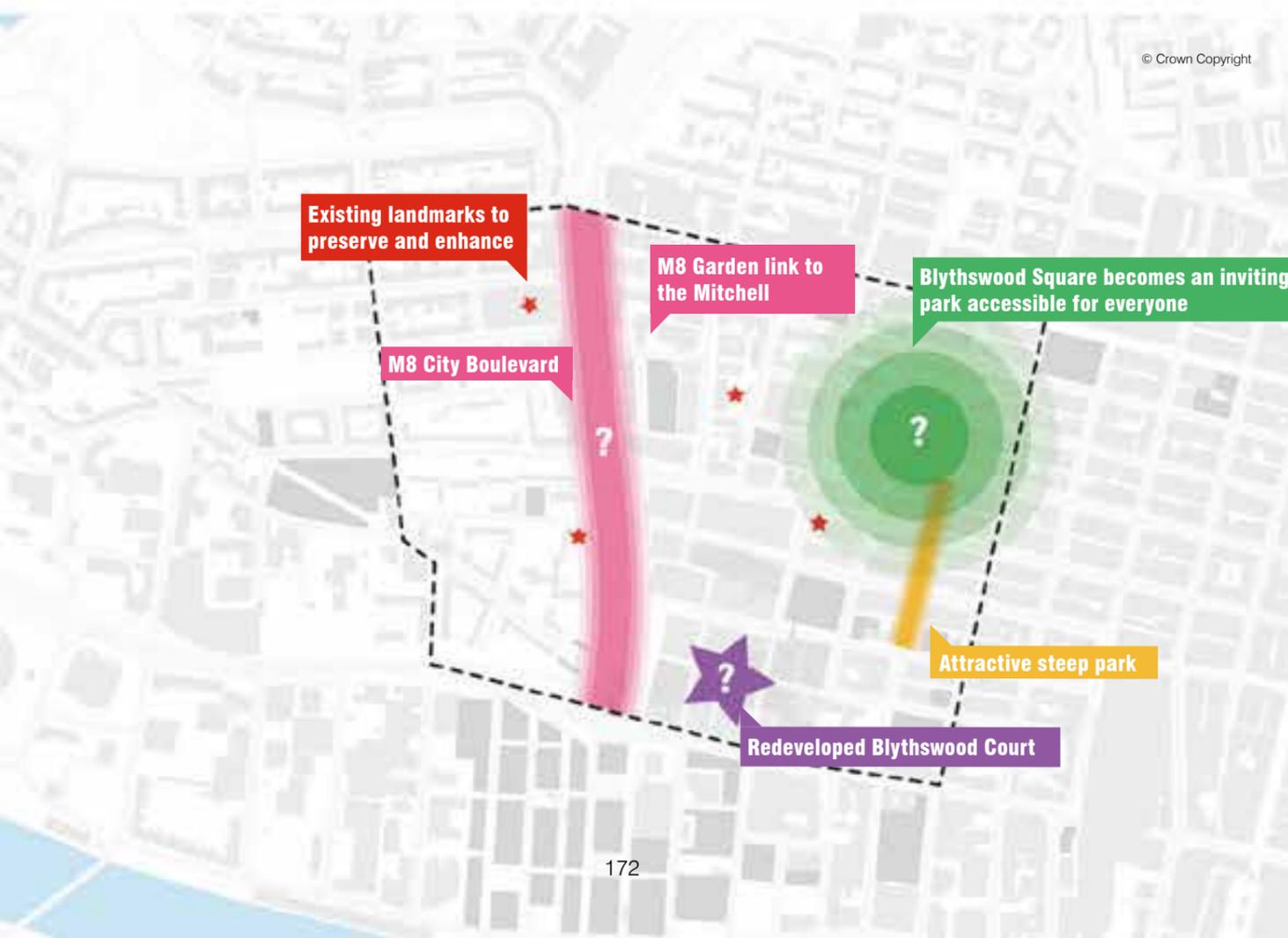
Remarkable public space

- Is there a building, public space or function that turns Blythswood into a major destination?
 - Blythswood Square becomes a grand public square: an attractive destination with programmed activities;
 - The M8 City Boulevard Park / Garden creates a North-South high quality promenade on both sides of the motorway with new buildings with active frontages;
 - Blythswood Court transforms into a vibrant art hub complex to attract young people and entrepreneurs;
 - The Blythswood Street Steep Park could be a remarkable playground from which to enjoy amazing view of Glasgow City Centre and a vista to Southside.
- Having a key public space / buildings will increase the liveliness of the area and make it more attractive to visitors as well as potential new inhabitants

Location: Blythswood District



There should be more public amenities and visitor attractions surrounding the city centre to activate the neighbourhoods.



(Y)our vibrant Blythswood Temporary street events

- Temporary events bring peoples attention to the importance of dealing with redevelopment of empty plots in Blythswood;
- Lanes in Blythswood should be filled with temporary activities such as music events, festivals, pop-up stores, etc., cleaned up and eventually activated.
- Replicating examples implemented in other cities, ideas such as a temporary waterslide in Blythswood Street could attract people and make the most out of an otherwise dull and generic street scarcely used by pedestrians;
- Temporary closure of one street for an event such as market, music concert or sport tournament would attract people and improve the conviviality of Blythswood

- Temporary use of empty buildings creates the much needed buzz in the area and in the mean time fulfils a space requirement

Location: Blythswood District



(Y)our vibrant Blythswood Art event

Make the successful art scene in Glasgow more visible/present for Glaswegians and visitors – eg GI Festival.

- The art festival can be part of other temporary project and events like: the rooftop event, a street festival, etc.
- The Glasgow School of Art should be involved in an event for students to showcase their thesis projects;
- Blythswood Court is turned into an Art complex where artists can take advantage of the abundance of space to showcase and work;

- Make the successful art scene in Glasgow more visible/present
- Activates and revives vacant/neglected parts of the city centre

Location: Blythswood District.

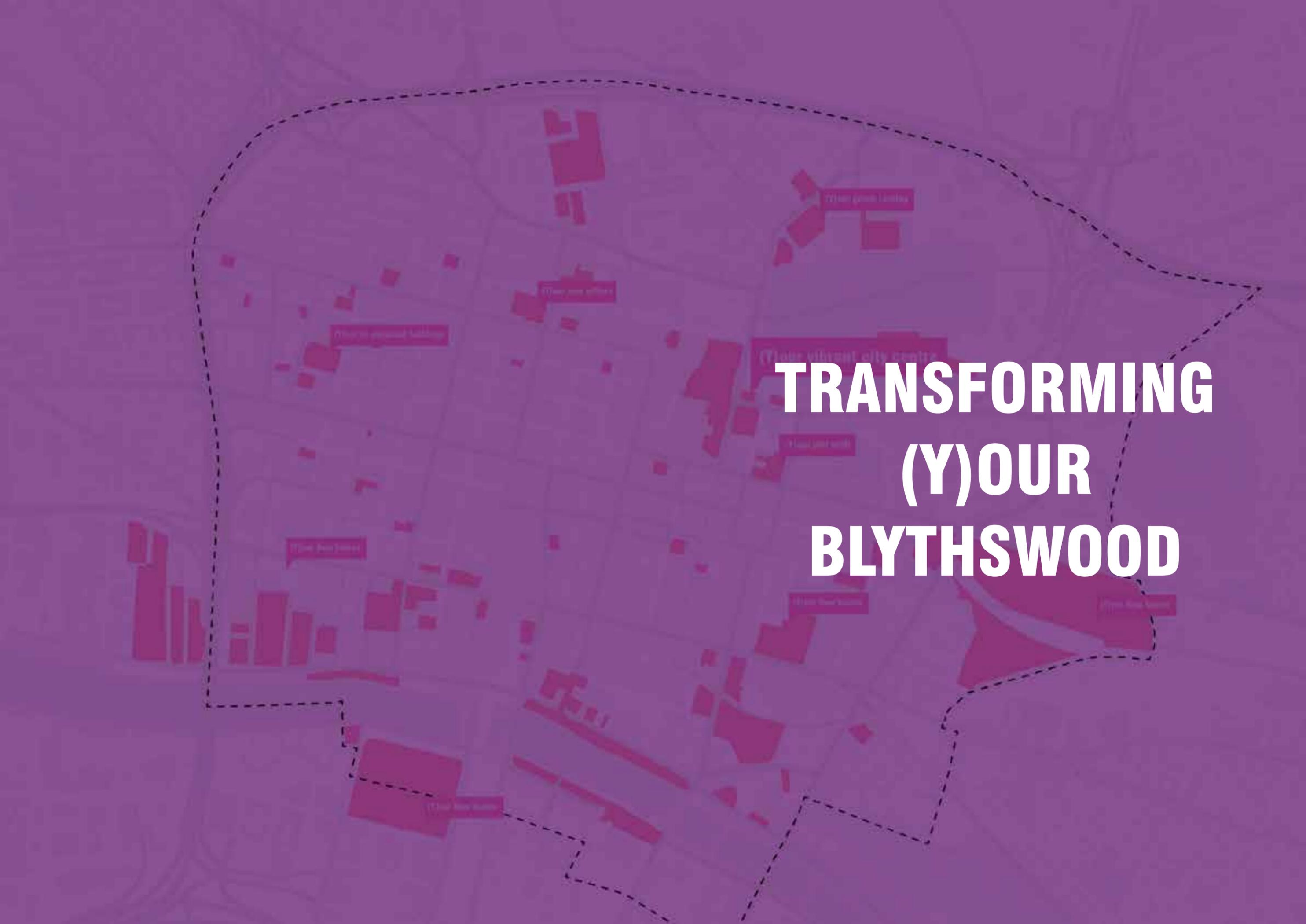


(Y)our vibrant Blythswood Music festival

- An innovative music/light festival should take place within the lanes to activate them and express their full potential;
 - Blythswood Square although designed to be a quiet neighbourhood park, could also host small scale music events;
 - Sauchiehall Street in its proximity to Charing Cross is already filled by bars with live music and clubs so this quality could be expanded to the surrounding area turning Blythswood into a neighbourhood-scale music venue;
 - Restoring a music venue at the O2 ABC, alongside an array of local venues creates a network of places for music to be enjoyed; all contributing to Glasgow's status as a UNESCO Music City.
- Expand the successful light festival to lesser-known parts of the city
 - Emphasize special building / structures / spaces

Location: Blythswood District.





**TRANSFORMING
(Y)OUR
BLYTHSWOOD**

(Y)our Sustainable Blythswood

Blythswood regeneration should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.

Blythswood is one of the highest priority regeneration sites in central Glasgow and should pilot the technical implications of this approach.

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

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

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



Green Building Envelope

- | | |
|----------------------------|---------------------------------------|
| 1. Office tower | 16. Integrated outdoor amenities |
| 2. Boardwalk | 17. Flood resilience |
| 3. Cultural building | 18. Water storage |
| 4. Business and residences | 19. Storm water (with other drainage) |
| 5. Retail/entertainment | 20. Stormwater |

- | | | |
|---------------------------|---------------------|--------------------------------|
| 21. Green wall - up down | 36. Sky bridge | 51. Office extension |
| 22. Green wall | 37. Riverside board | 52. City garden |
| 23. Multiple glass walls | 38. Greenways | 53. Pedestrian paths |
| 24. Vertical living walls | 39. Waterfront | 54. Wood platform and terraces |
| 25. Glass walls | 40. Skywalk | |

(Y)our M8 Area Masterplan



As outlined in the (Y)our Urbanised M8 chapter the motorway warrants significant attention to address the severance it causes and to reconnect neighbourhoods to the east and west.

It is vital that this work is coordinated along the length of the city centre M8, from at least Townhead to Tradeston.

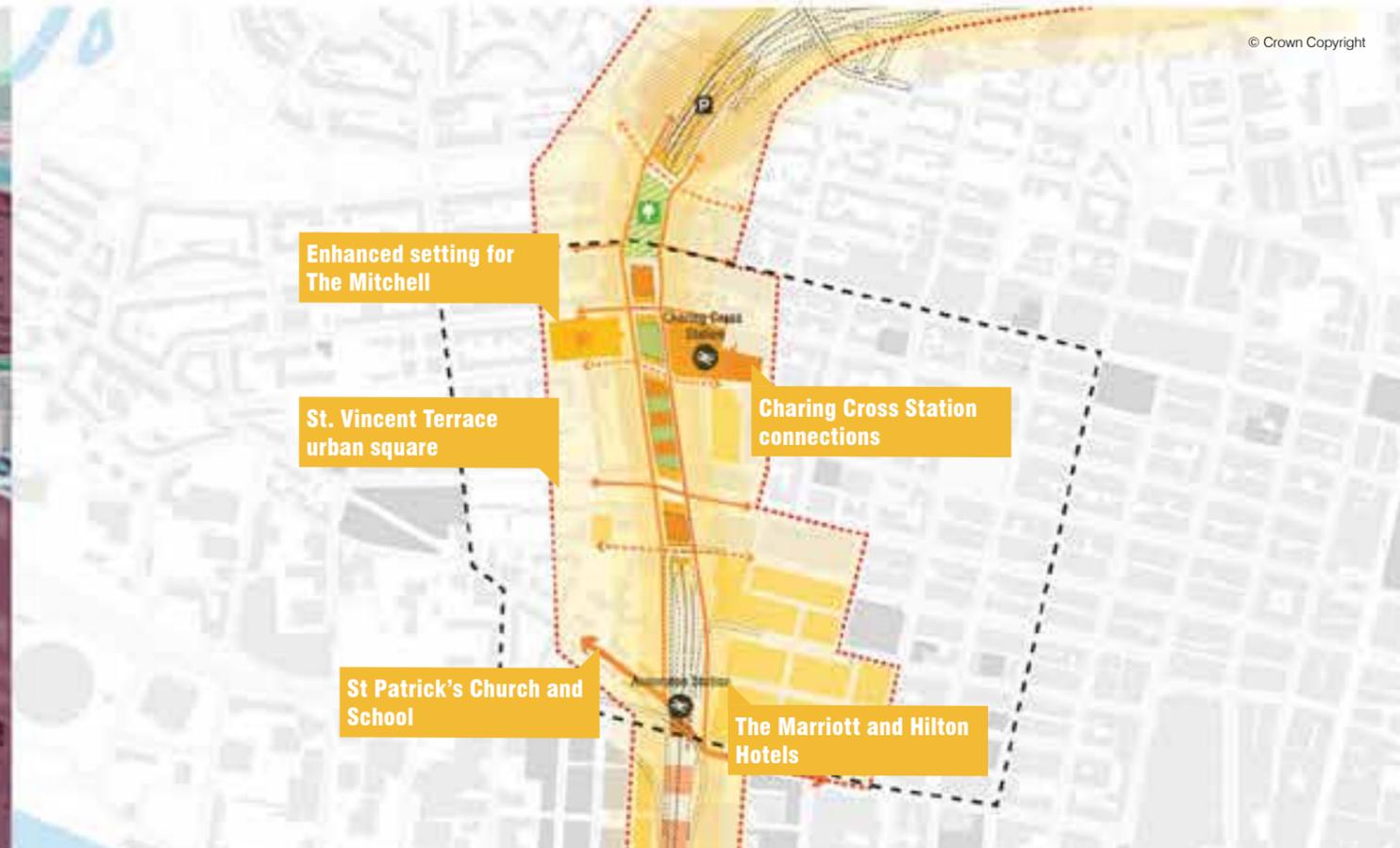
In the Blythswood DRF that requires direct coordination with the recommendations of the neighbouring Sauchiehall / Garnethill DRF and the Broomielaw DRF.

Moreover there are some setpiece opportunities in the Blythswood DRF to bring together specific Masterplans for locations along the M8 including;

- Charing Cross Station improvements,
- India Street / Embank Crescent redevelopment
- The Mitchell Library and M8 Garden Cap

- Scope to capitalise on potential developer interest on development potential along M8 corridor, and opportunities arising from this and other DRFs.
- Guiding development along M8 vital to achieve quality, mix of uses and density benefitting surrounding neighbourhoods and enhancing image of city centre.
- Large scale infrastructure projects require long-term strategic approach, coordination and vision to make the (business) case, secure funding and deliver on great potential.

- St Vincent Terrace urban spaces project
- Redefining the setting of St Patrick's Church and School
- Reconfiguring the 'big hotels' district around the Marriott and Hilton hotels



(Y)our smart Blythswood

(Y)our Smart Community

Under the (Y)our vibrant Blythswood objective turning Blythswood into a more vibrant mixed neighbourhood is a key initiative including such activities as repopulating the district, repurposing vacant properties and deploying smart solutions to create more liveable and inclusive spaces thereby empowering citizens and creating a new smart community.

Key to improving the quality of life for all communities is the ability to access cultural, economic and social resources. These can take multiple forms such as visiting parks, attending concerts and cultural events, receiving alerts on special discounts from local businesses and seasonal events. Enabling the opportunity to better engage with the life of a city by receiving hyper-local information on mobile devices or accessible smart screens placed throughout the district. Navigational information, and native content could be made interactive and location-specific. New mobile data tools would allow brands and businesses to deliver and measure the impact of targeted messages to the audiences they want to reach driving engagement and direct footfall in shops and restaurants.

This could allow public sector to explore new revenue models and unlock further value from public assets. (<https://www.intersection.com/>) The LinkNYC project has re-envisioned New York City's existing telecommunications network and public-private franchise structure. In December 2014, CityBridge signed an agreement to install up to 7,500 Links. Among their key features, individual Links offer public Wi-Fi; a tablet for free domestic calling; digital access to city services and maps; a 911 emergency button; a USB charging port; and HD digital displays for public service announcements, community messaging and advertising. The City shares the advertising revenue generated with the Links operators, receiving \$20 million in the first year of the project. The public also benefitted from use of the free WiFi and CityBridge reported that the programme generated 350 direct full time jobs and \$128.9m in economic output for the city since opening. (https://www.intersection.com/assets/pdfs/Unlocking_Value_for_the_Public_Sector.pdf)

Chicago, is looking for similar solutions and are planning to install five interactive Civiq Waypoint touchscreen kiosks throughout the city's busy commercial avenues. These kiosks provide free Wi-Fi and announce information about city attractions, activities and points of interest. <http://smartcities4all.org/att-pdf.php>. Also, in Seattle,

AccessMap supports those with limited mobility. The tool provides trip planning support on pedestrian ways by gathering and maintaining open data about curb ramps, sidewalks, construction information and other data that maps the specific challenges and nuances of navigating city walkways. Beyond giving information on how to find a location, AccessMap highlights where there are sidewalks, the elevation of these pathways, and whether conditions are favorable for wheelchair access. (<http://smartcities4all.org/att-pdf.php>)

Tel Aviv, Israel, is working on making online services more accessible. Digitel is a resident's card which will give people access to a number of online services, from managing their bills to getting notifications about what's taking place in the city. (<https://www.forbes.com/sites/federicoguerrini/2016/09/19/engaging-citizens-or-just-managing-them-smart-city-lessons-from-china/#7ebc8e84dab0>)

(Y)our Smart Streets and Spaces - smart waste management

Creating a variety of lively and human-scaled public spaces has been identified as the number one key objective for (Y)our Blythswood and is a prime project to implement smart city solutions. We believe that smart waste management solutions further the development of clean, sustainable and more appealing urban environments.

Smart waste management solutions are dominated by Machine to Machine or M2M applications. In an M2M application a simple sensor will be monitoring some feature of an asset, like the fill level of a waste recycling bin, time of last collection, whether the receptacle has overturned, etc. Data analysis is then applied to improve business processes and spot trends, for example to optimise a waste collection route. This would generate savings on various different levels:

- in vehicle travel and personnel
- reduce polluting emissions
- improved outcomes in street cleanliness as locations that needed collection or were at risk of creating further street litter could be prioritised.

It is estimated that the sensors can help cut collection costs by 40 to 50%. (<http://smartcitiescouncil.com/article/how-smart-waste-management-solution-eliminates-wasted-effort>)

As part of the Smart Cities Scotland programme Perth, Dundee, Edinburgh, Glasgow and Stirling will work collaboratively in order to deliver improved waste management services, including deployment of smart bin technology and innovative smart technology in the waste management process to enhance waste and recycling collections through improved monitoring and sharing of data and information. Sensors in bins will alert waste management services to empty the bin only when full, improving efficiency. (<https://www.scottishcities.org.uk/media/press-releases/alliance-launches-smart-cities-projects>)

In 2016, Edinburgh installed smart sensors into 300 bins. The sensors in the bins currently provide alerts of when a bin needs emptying urgently, and thus help in planning the collection routes. It can also help the council spot fly tipping when there is sudden spike in the results. The technology also includes a heat sensor that provides an alert if a fire starts inside a bin. (<http://www.ukauthority.com/UKA-Local-Digital/entry/6516/smart-sensors-bump-up-edinburghs-bin-collections>)

Glasgow currently has 10,000 on-street bins and some, such as those in Sauchiehall Street, are emptied up to three times a day. (<http://www.ukauthority.com/smart-places/entry/6939/glasgow-trials-smart-bins-in-city-centre>)

Glasgow also recently launched a 12-month trial of the use of 'smart bins', equipped with sensors to monitor the level of rubbish they contain. Up to 400 sensors will be placed in street bins around the city centre. They will detect when the bins are three quarters full and send alerts to the Environmental Task Force control centre, which will instruct staff to ensure they are emptied.

There is another project underway to construct a new state-of-the-art Glasgow Recycling and Renewable Energy Centre. This new recycling and sustainable waste management facility is designed to produce enough energy to power the equivalent of 22,000 households and heat the equivalent of 8,000 homes, delivering a saving to Glasgow of 90,000 tonnes of CO₂ every year, and saving the city approximately £254m during the 25 year contract. (<https://viridor.co.uk/our-developments/glasgow-rrec/>)

Smart waste management solutions often go beyond IoT sensors on bins. In Songdo, Korea, there are no garbage trucks or wheelie bins. Instead, a vast network of underground tunnels suck rubbish directly from kitchens to waste processing centres where it's automatically sorted, deodorised and treated. The City of León also

installed an underground vacuum system for their waste handling for the historical part of the city where icy winters and narrow streets made waste collection challenging. It has since been integrated into new districts within the city. The 3.2 km long pipe network ends in a terminal station located on the outskirts of the city in a new neighborhood called La Lastra, which has been designed specifically to integrate with the surrounding buildings. A similar system was installed in Wembley City servicing 7,400 apartments with 252 inlets, 4 waste streams and 2,500 metres of pipe. The system is estimated to handle 160 tons of waste each week. (http://www.envacgroup.com/MediaBinaryLoader.axd?MediaArchive_FileID=5ac3cd8f-292d-453f-ab33-a8eb138bfcc8&FileName=Company-and-Products-13.pdf&MediaArchive_ForceDownload=true.)

(Y)our Blythswood brand

Blythswood DRF area (and its constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business. Blythswood's brand should dovetail with the Sauchiehall BID and neighbouring IFSD branding to project a multi-faceted, historic city centre quarter – comprising diverse neighbourhoods including Charing Cross, Anderston Cross, west of M8 as well as Blythswood Hill itself.

Many consultees noted that despite its obvious assets it seems to lack identity and is between other better known destinations (West End, Broomielaw, Merchant City) and that Blythswood Hill could be the focus of the brand identity.

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

(Y)OUR BLYTHSWOOD

(Y)our Blythswood performance monitor

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

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

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

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



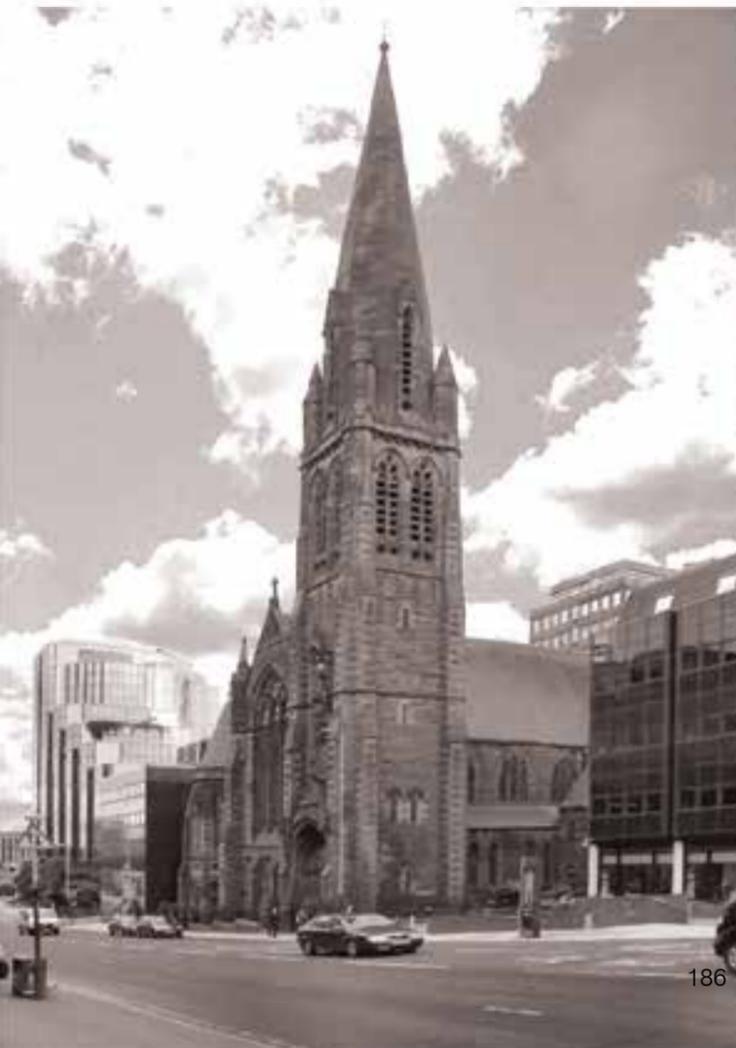
(Y)our Blythswood conservation area

Blythswood has a distinctive heritage; the planned urban grid 'new town' expansion of Glasgow's city centre. A focussed redefinition of Blythswood conservation area within Central Conservation Area is proposed, to reinforce and secure this identity.

This Conservation Area appraisal should identify new approaches to heritage buildings in the 2020s.

Demonstration projects for long term vacant buildings should be identified with owners. Promotion of increased awareness and interpretation of social and built heritage should underpin this initiative.

- Review and redefine the existing Blythswood Conservation area guidance to ensure the best approach is taken forwards



(Y)our Heritage Property Fund

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

Develop and manage a historic property funding package for grant support, including providing funding advice. Explore scope for pilot in Blythswood to demonstrate best practice.

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



(Y)our night-time Blythswood

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

- Blythswood needs to be redefined as a destination for positive evening economy. This would assist in retaining / attracting business as well as future residents / investment to the area.
- There is support / interest in delivering events / activities to trial what could work to enhance the night-time economy and visitor experience in Blythswood.

(Y)our clean and well maintained Blythswood

To fulfil the expectations of Glaswegians and visitors alike a clean, well maintained city is vital. Initiatives to help recycle waste, encourage neighbourhood / community stewardship, campaigns to tackle littering / encourage culture change and using smart technology to ensure high standards of street cleanliness should be encouraged and developed.

- Clean and well-functioning public spaces are crucial. Street cleanliness and maintenance is a high priority issue.
- Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre and demonstrate that the city cares about itself.



(Y)our Dedicated Blythswood Team

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

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

A Blythswood Taskforce Team could comprise

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

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

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

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

(Y)our new Blythswood community council

Reform a Community Council for Blythswood. Scope to focus on tenants / residents of Blythswood Court.

Guidance should be sought about the correct governance / format for any new community-led bodies to help support initiatives in Blythswood district.

Opinion on this idea was canvassed during community engagement process and gained support. Offer of advice from GCC and other city centre Community Councils was also forthcoming.

Convene a new Community Council. Network with other established city centre Community Councils. Review DRF and agree areas of focus / projects to champion. Monitor impacts and sustainability of new Community Council. Support and provide capacity building as necessary.

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



8

PLANNING POLICY

(Y)our Planning Policy

LOCAL DEVELOPMENT FRAMEWORK

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

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

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

This DRF should be read in conjunction with the City Development Plan (2017) and the City Centre Strategy 2014-19 and their respective successor documents. It should also be read in conjunction with the City Centre Strategic Development Framework (SDF) which is to be prepared in line with guidance set out in the City Development Plan (2017). Where a site is situated within two DRF areas then the policy of both DRFs applies.

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

BLYTHSWOOD DISTRICT REGENERATION FRAMEWORK OBJECTIVES

The aims of this DRF are to;

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

GLASGOW CITY DEVELOPMENT PLAN

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

This is underlined by four strategic outcomes:

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

This strategic approach is supported by 12 policies and linked to supplementary guidance (SG) which provides further detailed guidance and assessment criteria on the policy topics. Refer to SG1 Parts 1 and 2 for further information regarding the City Centre and River Corridor character areas (identified as 2 of 10) and their respective placemaking priorities. At the time of publication of the Blythswood DRF Glasgow City Council has adopted seven SG documents, with the remaining four operating as interim SG guidance. More details can be found on the Supplementary Guidance webpage.

The following is directly relevant for Blythswood District:

- It lies within an Air Quality Management Area; (CDP1).
- Development will help promote the application of the Glasgow Healthy Sustainable Neighbourhood Model; (CDP1).
- It is partially within the City Centre Strategic Economic Investment Location (SEIL) and the International Financial Services District SEIL (CDP2).
- There is a preference to utilise brownfield sites rather than greenfield sites; (CDP2).
- To prioritise the remediation and reuse of vacant and derelict land; (CDP2).
- It is within the City Centre Strategic Development Frameworks area (SDF); (CDP2).
- Includes part of the City Centre Principal Retail and Commercial Area (around Sauchiehall Street) and the majority of the City Centre Principal Office Area (CDP 4, SG3 / SG4)
- Specific locations are identified as Economic Development Areas, with some urban blocks specified as Opportunity Sites. (CDP3).
- It has the 'greatest potential' for district heating zones and is within an 'active' Surface Water Management Plan (CDP5).
- Most of the of the District lies within the Central Conservation Area or Park Conservation Area (SG9).
- It includes a site designated for housing (CDP10).
- The full DRF area is designated as 'High Accessibility' in the Public Transport Accessibility Zones map (CDP11).

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

(Y)our Planning Policy

CDP 1: PLACEMAKING PRINCIPLE

CDP 1 is one of two over-arching policies within Glasgow CDP against which all development proposals will be assessed. The aim of this policy is to “improve the quality of development taking place in Glasgow by promoting a design-led approach.”

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

- Design excellence in architecture, landscape and planning must be demonstrated in all development in terms of relationship to urban context, overall project design and in detailed delivery, in line with Placemaking principles set out in SG1 and this DRF.
- New development should express architectural diversity with no single architectural form or design language dominating a single urban block.
- Development in the Blythswood DRF area should achieve high urban density, whilst complying with open space policy guidelines.
- Within the Blythswood DRF area new development shall demonstrate that it will contribute to achieving densities at least of that achieved within completed urban blocks within the DRF area.
- It is anticipated that development of greater density and height can be accommodated along the M8 motorway corridor, along Argyle Street and within 200m of subway / mainline rail stations.
- Tall buildings are actively encouraged specifically along the M8 corridor. Refer to the ‘Tall Buildings Policy’ under SG1 Part 2, section 5
- The density of all development throughout the DRF area shall be informed by scenario testing during pre-application discussions to ensure appropriate building proportions and scale.
- New development must demonstrate a design which promotes the benefits of walking and cycling. New development must demonstrate permeability in urban blocks to encourage and facilitate walking and cycling.
- Developments that incorporate Lanes shall present active frontages on the Lanes. Lanes will not be permitted to be occupied by commercial waste or parking.
- Buildings shall be designed to be flexible and capable of being adapted for different uses in the future. Ground floors heights (floor to ceiling) are to be high (minimum 5m); allowing them to accommodate different functions (and mezzanine floors).

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

CDP 2: SUSTAINABLE SPATIAL STRATEGY

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

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

- The regeneration of the City Centre is considered to be a project of national significance and should be recognised with national project status in the National Planning Framework.
- Masterplans should be prepared in line with the design principles of this DRF for the M8 corridor, Charing Cross Station area (including Elmbank Crescent, India Street and the former High School). These should provide a further level of building and landscape design guidance in addition to that in the City Development Plan, the City Centre Strategic Development Framework (when published) and this DRF.
- A Glasgow Healthy Sustainable Neighbourhood Model assessment of Masterplans should be undertaken to demonstrate healthy outcomes have been considered.
- Use of the ‘Place Standard’ toolkit is encouraged to support Design and Access statements in demonstrating positive impacts in placemaking.

CDP 3: ECONOMIC DEVELOPMENT

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

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

- Mixed use developments are required throughout the Blythswood DRF area. Vertical mixed uses are encouraged and preferred, where compatible and effective long term management arrangements are demonstrated.
- This applies particularly to residential and Hotel/Leisure use (Class 7).
- To promote vibrancy and activity, urban blocks within the existing street pattern having a single land use are likely to be discouraged.
- In order to encourage and develop an evening economy within the district, and to provide an increased amenity for higher resident and employment densities, developments providing Class 1 (Retail), Class 3 (Food + Drink), Class 7 (Hotels), Class 10 (non-residential institutions) and Class 11 (Assembly and leisure) are encouraged, especially those which form active street frontages (see ‘CDP 4 : Network of Centres’ below).

(Y)our Planning Policy

CDP 4: NETWORK OF CENTRES

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

- In the long term, the principles of Local Town Centres at Anderston Train Station, traditionally known as Anderston Cross will be established, to align with this DRF.
- In order to support revitalising this location proposals to restore Anderston Cross in line with the principles of a Local Town Centre are sought and encouraged. Proposals introducing Class 1 (Retail), Class 3 (Food + Drink) and Class 4 (Business) uses will generally be supported around Anderston Train Station (on Argyle Street / North Street).
- Enhance connections to the network of Local Town Centres with provision of new pedestrian / cycle infrastructure (on and off street).

CDP 5: RESOURCE MANAGEMENT

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

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

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

- Demonstrate design adaptability
- New developments must demonstrate their ability to integrate / enable District Heating.
- A ‘fabric first’ approach to achieving a zero carbon district is encouraged. Where applicable the incorporation and careful integration of affordable low and zero carbon technologies to meet portion of the energy demands of development is encouraged.

CDP 6: GREEN BELT AND GREEN NETWORK

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

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

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

- New development should demonstrate provision of creative open space / green space that provides many different opportunities for meeting and socialising, integrating elements of play and public art and designed to enhance biodiversity. This provision should contribute to ‘open space / green space’ requirements outlined within CDP 12: Delivering Development”.
- All new development should integrate green roofs (to be not less than 50% of total roof area of each development)
- Provision of open space should be in accordance with Open Space Strategy (updated version to be published).

CDP 7: NATURAL ENVIRONMENT

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

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

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

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

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

(Y)our Planning Policy

CDP 8: WATER ENVIRONMENT

This policy aims to:

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

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

- New developments shall incorporate creative storm-water management systems to reinforce regeneration aspirations of an ecological sustainable district.
- New development should reinforce and enhance blue and green networks by incorporating water and landscape features, particularly in public spaces.

CDP 9: HISTORIC ENVIRONMENT

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

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

- Demonstrate designs which respect Central Conservation Area Appraisal and respond to the distinctive heritage of Blythswood Hill, Anderston and Charing Cross.
- Proposals to appropriately reuse buildings designated as ‘buildings at risk’ will be supported.

CDP 10: MEETING HOUSING NEED

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

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

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

CDP 11: SUSTAINABLE TRANSPORT

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

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

- Car-free housing encouraged / supported throughout DRF area. Enhancements to integrated SUDs, open space standards etc. to be demonstrated in design proposals.
- Any traffic efficiencies achieved by road network adjustments or new technology eg. Autonomous vehicle technology (‘driverless cars’) should be passed on to the pedestrian (wider footways), cyclist (extended network) and urban design (reduced parking requirements).

CDP 12: DELIVERING DEVELOPMENT

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

For more detailed guidance refer to IPG12 and then SPG12.

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ACTION PLAN

(Y)our Updated Mobility

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>(Y)our Updated Mobility</p> <p>Bigger context: Shift to more sustainable mobility</p> <p>Glasgow city centre requires an innovative and progressive Transport Strategy to deliver a significant modal shift from car reliance to active travel and public transport</p>	<p>Review findings from Glasgow Connectivity Commission. Review need for undertaking a refresh of the City Centre Transport Strategy. Secure buy-in / funding to commence refresh.</p>	<p>Conclude refresh of City Centre Transport Strategy - involving consultation, modelling scenarios for revised traffic management, bus routing, active travel and public transport enhancements. Commence implementation of priority actions.</p>	<p>Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly.</p>	<p>Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly.</p>	<p>Glasgow City Council - DRS and Neighbourhoods and Sustainability (NS); inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail, First Group) and (Y) our Pedestrian and Accessibility Champion (see below) and cycling groups.</p> <p>Glasgow Connectivity Commission</p>	<p>High Impact / City Project / Short to Long Term</p>	<p>Many consultees have highlighted the detrimental impact too much traffic (principally private cars) has on the city centre (pollution, congestion, cluttered streets, oversized roads).</p> <p>Observation and analysis of the land take of road space v pedestrian space, coupled with comparison with best practice in high performing cities of an equivalent size confirms the need for a significant change in policy and travel patterns / behaviour</p>
<p>(Ultra) Low Emissions Zone</p> <p>Tackle poor air quality in central Glasgow with implementation of an (Ultra) LEZ.</p>	<p>Investigate scope for LEZ / Clean Air zone in Glasgow. Research precedent. Make the case for a trial / research study.</p>	<p>Commence study / research. Assess the policy and legal implication. Assess technical implications - e.g. impact and cost/benefit analysis of electric buses within City Centre.</p>	<p>Conclude report, make recommendations and adopt LEZ. Monitor impacts / enforcement.</p>	<p>Assess LEZ impacts. Review scope to progress to an Ultra LEZ. Implement recommendations and assess impact on air quality. Adjust strategy to achieve target outcomes.</p>	<p>Glasgow City Council, Transport Scotland and Scottish Government.</p>	<p>High Impact / City Project / Medium to Long Term</p>	<p>Many consultees have noted poor air quality in central Glasgow. During the preparation of this DRF LEZ issues have become a stated political policy objective aligning with an increasing national awareness of this importance of the issue for public health and long term resilience.</p>

(Y)our Updated Mobility

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Traffic-Calmed Blythswood</p> <p>Optimise the benefit of Glasgow's urban grid network with a full review of how best to enable vehicular access in and through the city centre. Part of wider refreshed City Centre Transport Strategy.</p> <p>See Smart 'Tartan' Grid above.</p>	<p>The refresh of the Transport Strategy for the city centre should consider a full review / modelling of implications of new arrangement for traffic management to be considered - see City Centre Transport Strategy (below)</p>	<p>Conduct full review of one way / two way / car-free / shared space options within Glasgow street grid - towards a Smart Tartan Grid of streets. Scope for repurposing of streets for car only or car free traffic management. Trial options and verify through modelling (and vice versa). First area to focus upon is recommended to be around Blythswood Square instigating a 'smart grid' with local car access only between St. Vincent Street and Bath Street.</p>	<p>Approve revised Transport Strategy (with new City Centre / Blythswood Circulation / Traffic Management).</p>	<p>Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.</p>	<p>Glasgow City Council (lead) - NS and DRS.</p>	<p>High Impact / City Centre Project / Short to Long Term</p>	<p>Many consultees have requested that the city centre become more walkable / pedestrian / bicycle friendly and reduce the potential for and extent of congestion. Several cautioned against limiting car accessibility.</p> <p>As demonstrated by other high performing cities this is liable to require bold, ambitious and integrated concepts to optimise the benefit of Glasgow's urban grid.</p>
<p>Specialisation in Streets (Tartan)</p> <p>Ensure comprehensive and continuous network of high quality, safe and attractive pedestrian and cycle routes alongside reliable bus corridors and adequate car / service access to and through Glasgow city centre.</p> <p>Refer to Variation in street character (Smart Tartan Grid) -above.</p>	<p>As part of any refresh of the City Centre Transport Strategy compile an initial mapping of routes network based on desk based analysis. Develop brief and case for full city centre accessibility audit (focussed on pedestrian and cyclist routes).</p> <p>Refer to West George Street project re pedestrian priority between George Square and Charing Cross.</p>	<p>Conduct and conclude accessibility audit. Report back to GCC and Access Panel / cycling groups. Agree prioritised, costed Action Plan. Seek and secure funding and implement 'quick wins'.</p>	<p>Implement 'quick wins' - focus on high impact missing links / conflict points. Progress to follow up actions / priorities. Monitor impacts and adjust investment priorities in consultation with pedestrians / cyclists. Coordinate delivery in tandem with revised Transport Strategy and Smarter Bus Network review.</p>	<p>Conclude enhancements (including EIIPR 'Avenues') to provide a comprehensive upgrade of the pedestrian and cycle networks.</p>	<p>Glasgow City Council - NS and DRS in partnership with Access Panel, cycle groups and (Y)our Pedestrian and Accessibility Champion (see below)</p>	<p>High Impact / City Centre Project / Short to Long Term</p>	<p>Many consultees confirmed Glasgow's compact city centre street grid is a significant asset. The analysis and proposal to create clearer hierarchy / differentiation between pedestrian, cycle or bus priority routes was welcomed by consultees.</p>

(Y)our Updated Mobility

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Smarter Parking in Blythswood							
Investigate scope for further consolidation / concentration of car parking on the edge of the city centre to limit penetration of cars into the city centre and to induce footfall.	Within scope of any refresh to the Transport Strategy for the city centre a full review / modelling of car parking arrangements to be conducted - see City Centre Transport Strategy (below)	Verify scope to optimise multi-storey parking in edge of city centre locations. Identify candidate sites. Assess long term viability of existing parking provision, especially the elimination of all off road surface parking within central Glasgow, and reduction of on-street provision. Review / trial parking price regimes / incentives.	Approve revised Transport Strategy (with new City Centre / Blythswood parking strategy).	Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.	Glasgow City Council (lead) - NS and DRS. City Parking and private car park operators.	High Impact / Centre Project / Short to Longer Term	Analysis suggests that land take for parking remains too high in central Glasgow. Whilst some in central Glasgow retail / business / resident community are anxious about any reduction in parking (in the absence of reliable, high quality public transport alternatives) many consultees perceive there to be too much space / access for cars in the city centre. Many consultees supported consolidating parking in off street multi-storey car parks (MSCP)
Smarter Cleaner Bus Network							
Refine the bus route network, service provision and bus stop locations to integrate with other modes of public transport and active travel and service key destinations / communities.	As part of a refreshed Transport Strategy for the city centre and in line with the Connectivity Commission consider an initial review of bus routing and bus stop locations for service gaps / duplication. Assess data of trip origin / destination points. Undertake an initial feasibility into re-regulation / franchising of bus services within Glasgow city centre. It is assumed that Sauchiehall / Bath Streets and St Vincent Streets continue to provide principal east-west routes through Blythswood DRF, but warrants review as part of comprehensive route optimisation.	Conduct a full review of bus routing and stances - in partnership with SPT and bus companies. Highlight areas of under or over provision and duplication. Progress legal / business implications of re-regulation / franchising of bus services.	Trial, monitor and permanently implement recommendations of city centre bus review.	Continue to implement and monitor impact of enhancements to bus services in central Glasgow.	Glasgow City Council - NS and DRS; in partnership with SPT, First Group and bus companies.	High Impact / Regional Project / Medium Term	Many consultees (general public and key stakeholders) highlighted bus routing and service provision as a significant issue. Many suggest the system requires a comprehensive and radical review to improve service reliability, be easier to comprehend and optimised to align with demand and to reduce congestion / pollution.

(Y)our Updated Mobility

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Updated Railway Stations</p> <p>Enhance passenger experience to increase patronage of rail / public transport and to attract investment / development in high density clusters around transport interchange nodes - e.g. Charing Cross / Anderston / Queen Street / Central Station</p>	<p>Scope out improvements at Charing Cross Station to alleviate capacity issues alongside any upgrades to Anderston Station. Explore clustering development around (and above?) Charing Cross Station.</p> <p>Air-rights development over Charing Cross may be thwarted due to ability to have landing points for spanning over rail tunnel. Notwithstanding there are significant development sites available on India Street, and potentially replacing the multi-storey car park behind the Kings Theatre.</p>	<p>Liaise with EIIPR / 'Avenues' project regarding enhancements adjacent to Charing Cross and Anderston Station. Within masterplan-led approach advocate mixed use, higher density development at Charing Cross and Anderston Station. Enhance wayfinding / real time customer information between rail / subway and bus interchanges within Blythswood DRF area, notably between Charing Cross Rail Station and key bus corridors in the area.</p>	<p>Conclude feasibility studies and commence design work for enhancements to Charing Cross and Anderston Stations. Design, procure, construct.</p>	<p>Design, construct and monitor impacts in long term planning and delivery strategy.</p>	<p>Glasgow City Council - DRS and NS (lead). Key Partners / Stakeholders incl Transport Scotland, Network Rail, Abellio Scotrail, SPT and public transport stakeholders.</p>	<p>High Impact / City Project / Medium to Long Term</p>	<p>Consultees agreed with the findings that the rail stations serving Blythswood district require significant improvement (and more effective interchange / signage). Proposals to improve Charing Cross Station passenger experience were well received and deemed a priority by many.</p>
<p>Street Safety and Accessibility</p> <p>Optimise street and public realm accessibility and safety to improve Glasgow city centre for all users. Promote the city centre as a safe and accessible destination (See (Y)our Pedestrian and Accessibility Champion)</p>	<p>Develop brief and case for full city centre accessibility audit (pedestrian and cyclist routes) - see Updated Pedestrian and Cycle Network (above). Assess public realm / road safety audits as well as 'design speeds' of existing street / road network. Brief to adopt Designing Streets ethos - minimise guardrails and reliance on signage. Align with Autism Friendly Glasgow initiatives and similar.</p>	<p>Conduct and conclude accessibility audit. Report back to GCC and Access Panel / disability groups. Agree prioritised, costed Action Plan. Seek and secure funding for 'quick wins' - refer Updated Pedestrian and Cycle Network (above)</p>	<p>Implement findings of audit - see Updated Pedestrian Network (above)</p>	<p>Conclude enhancements - see Updated Pedestrian Network (above)</p>	<p>Glasgow City Council - NS and DRS in partnership with Access Panel and Pedestrian Champion (see below). Also include Visit Scotland.</p>	<p>Moderate Impact / City Centre Project / Short to Medium Term</p>	<p>Key stakeholders highlighted need to improve pedestrian accessibility generally to create an inclusive city centre for all. This initiative would align with ongoing proposals to ensure Glasgow city centre is Autism Friendly by 2023</p>

(Y)our Urbanised M8

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>(Y)our Urbanised M8</p> <p>Bigger Context: Future City Boulevard</p> <p>Glasgow's urban motorway has defined the character of the west and northern edge of the city centre for nearly 50 years. Glasgow must find a more positive relationship with this massive, disruptive national road infrastructure and future proof the city centre road network. This project is of national importance.</p>	<p>GCC to continue to liaise with Transport Scotland about the future role of the M8 from M80 to M77 (junctions 13 to 22). Scope out a STAG appraisal assessing the future requirements of the city centre M8 following upgrade of M74, M73 and A8 to M8 in Lanarkshire.</p>	<p>As part of the Transport Strategy for the city centre and a City Centre Motorway Strategy engage with Transport Scotland to consider options/STAG appraisal requirements for the future role of the M8, particularly in light of the investment in the M74/73. This work should recognise the national infrastructure needs and objectives and consider how to assess these. Consideration should be given to regarding this as a National Project via the NPF.</p>	<p>Develop the work on the assessment of options to create a prioritised action plan and consider the role and status of the M8, the role of the M74/73 as well as land take, slip roads, smart signage and air quality.</p>	<p>Implement physical modifications to M8 (see 'Untangled Motorway Spaghetti').</p>	<p>Transport Scotland in partnership with Glasgow City Council and Scottish Government > forming an M8 Transformation Board</p>	<p>High Impact / National Project / Long Term</p>	<p>Alongside the River Clyde the M8 features as a highest priority amongst consultees. The motorway is widely acknowledged by consultees to be detrimental to the city centre environment (incl. poor quality physical setting, disrupted connections, pollution). It is also acknowledged by many that it provides excellent car accessibility into central Glasgow. Most consultees accepted that the motorway should adapt to reduce impact / enhance integration with urban setting.</p>
<p>Untangled Motorway Spaghetti</p> <p>Minimise the disruptive physical impact of the M8 by modifying / removing slip roads and reconnect severed historic streets / links</p>	<p>See M8 Overview (above)</p>	<p>See M8 Overview (above)</p>	<p>As part of the Transport Strategy for the city centre and City Centre Motorway Strategy consider the value of slip roads, particularly between junctions 13 to 22. In addition explore opportunities to restore links under of over the M8.</p>	<p>Based on traffic modelling, trials and wider economic impact analysis implement schemes to progressively modify slip road infrastructure north of the Clyde to Charing Cross.</p>	<p>Transport Scotland in partnership with Glasgow City Council and Scottish Government.</p>	<p>High Impact / Regional Project / Medium to Longer Term</p>	<p>Urban analysis illustrates the disruptive impact of M8 and on/off ramps on the city centre. Consultees have broadly agreed with the analysis that the M8 severs connections to the West End and north of the city centre. There was interest in ways to realise development along the motorway corridor.</p> <p>The viability of modifying on/off ramps requires significant traffic modelling and technical reviews. Most consultees recognise the need to test the viability of the proposals.</p>
<p>Connected East - West</p>							

(Y)our Urbanised M8

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Repairing the severance created by the M8 and restoring east-west connections linking the city centre to communities to the west (Anderston, Finnieston, Park, West End) underpins all of the projects under the (Y)our Urbanised M8 chapter.	Refer to M8 projects listed in this section.	Refer to proposed City Centre Motorway Strategy.	Refer to proposed City Centre Motorway Strategy.	Refer to proposed City Centre Motorway Strategy.	Refer to proposed City Centre Motorway Strategy.	High Impact / Regional Project / Medium to Long Term	The recurring issue raised by most consultees when considering the M8 is the damage it caused / continues to cause in terms of urban severance (cutting the city centre off from surrounding neighbourhoods). There is broad agreement that this current situation is unacceptable and radical solutions are being investigated (including the possibility of a 'cap' urban park over the M8 at Charing Cross). However severed links are restored (with minor or major intervention or even closure of the M8) there is consensus that improving east-west connections should be a priority.
Clean air, less noise Combination of mitigation measures / changed priorities to reduce the visual, noise and air pollution impacts along the M8 corridor through Glasgow city centre.	Compile initial baseline analysis, using available data, noise and air quality indicators at receptor points within Glasgow city centre and compare against requirements / targets set in national and international guidance / legislation. Assess impact of Air Quality Management Area and Noise Management Area designations in city centre.	Consider funding opportunities to enable the development of an Air Quality and Noise Reduction Action Plan for the Glasgow City Centre M8. Develop an array of measures - short to long term, inexpensive to expensive - to improve air quality and reduce noise pollution caused by the M8. Measures to include management (eg. Smart signage / routing at peak times / congestion charging to alleviate pollution), physical (noise barriers) or restrictions (alternate vehicle registration usage / low or no emission vehicles only)	Trial / develop business cases for priority projects. Monitor / research impacts (pollution, traffic capacity, economic etc.) and assess implementation strategy.	Implement and monitor impact of adjustments to motorway network.	Transport Scotland in partnership with Glasgow City Council and Scottish Government.	High Impact / Regional Project / Short to Medium Term	Several public consultees have flagged up concerns about air quality in the city centre generally, and noise and air pollution generated by the M8. Several consultees have observed that M8 has blighted sites along the motorway corridor. Review of publicly available data demonstrates Glasgow City Centre suffers from poor air quality. To address this issue and benefit health, wellbeing and environmental quality there is a pressing need to improve air quality. Adjustments to the M8 should contribute to a wider clean air policy for the city centre.

(Y)our Urbanised M8

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Above the M8: Extended Bridges</p> <p>A cost effective way to greatly improve pedestrian / cycle connections across the M8 could involve widening each of the existing bridge crossings. Implemented well this could mitigate noise pollution locally whilst increasing footway / cycle way widths connecting the city centre with the West End communities.</p>	<p>Review and map each of the existing bridge crossings. Undertake an inspection to establish the scope to increase bridge crossing widths. Develop a business case to progress the project.</p>	<p>Commission and undertake a technical feasibility study establishing the technical feasibility of improved crossings / widening existing bridges. This costed study would establish the business case to progress, perhaps with a pilot linked in to the EIIPR Avenues project (eg St Vincent Street bridge over the M8).</p>	<p>Design, procure, construct and monitor the impact of extended bridge crossings at St. Vincent Street and Bath Street bridge (subject to interface with ongoing Charing Cross Key Projects feasibility study).</p>	<p>Implement and monitor impacts. Consider rolling out to other crossings on the city centre network.</p>	<p>Glasgow City Council in partnership with Transport Scotland and other key agencies.</p>	<p>High Impact / Local Project / Medium Term</p>	<p>Given the enthusiasm to improve connections across the M8, with widespread support, the obvious and possibly most cost effective way to achieve better east-west connections is by widening existing bridges over the motorway and enhancing the active travel connections (foot and cycle paths).</p>
<p>Above the M8: Alternative Options</p> <p>In parallel with local, smaller scale intervention bolder, more radical possibilities should be considered (including 'air-rights' development) to repair the urban setting of the western edge of Glasgow's city centre along the motorway corridor by encouraging development which spans the motorway (and restoring lost urban blocks).</p>	<p>Considering these interventions should be explored in tandem with and as part of the Above the M8; Extended Bridges project outlined above. The remit could / should be extended to include an analysis of the technical feasibility (and property market demand) for delivering development over the M8.</p>	<p>See Above the M8: Extended Bridges above</p>	<p>Maintain a watching brief on the likelihood of delivering alternative 'air rights' development over the M8.</p>	<p>Maintain a watching brief on the likelihood of delivering alternative 'air rights' development over the M8.</p>	<p>Glasgow City Council in partnership with Transport Scotland and other key agencies.</p>	<p>High Impact / Regional Project / Long Term</p>	<p>The next step - maximum option of covering / capping the M8 (with a park or public space) - is to examine whether building / developing new urban blocks over the M8 would be viable (technically and financially). Whilst air-rights development could help to finance such an endeavour (and would restore lost urban blocks) it may be untenable given assumed preference for public space in this location. It may also be that the additional cost to span a motorway which may become obsolete within a generation or two would not be good value for money.</p>

(Y)our Great Streets and Spaces

Action Plan

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

(Y)our Great Streets and Spaces

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Green streets, parks and play spaces</p> <p>Increase greenspace and soft landscaping throughout Blythswood district, including more street trees. Ensure integration of play - towards (Y)our Playful City</p>	<p>Understand the extent of new green infrastructure to be implemented via 'Avenues' / EIIPR. Acquire land-ownership information and review existing and potential greenspace opportunities. Initiate dialogue with landowners re testing / prototyping via Stalled Spaces type trials</p>	<p>Develop designs (in accordance with Blythswood DRF and associated Public Realm design guides / Surface Water Management Strategy) for enhanced greenspace in Blythswood District. Seek pilot project within Blythswood DRF (in addition to St. Vincent Street / Elmbank Street / Crescent 'Avenue' / EIIPR) to develop city centre green infrastructure concepts</p>	<p>Design and construct first additional interventions. Assess environmental and social impacts (incl integration of SUDs and urban play space)</p>	<p>Continue to implement greenspace network per the Blythswood DRF. Monitor impacts and adjust implementation accordingly.</p>	<p>Glasgow City Council - DRS and NS (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl utilities companies.</p>	<p>High Impact / Local Project / Short - Medium Term</p>	<p>Many consultees have reflected on the lack of green space in central Glasgow. Technical consultees have raised the need for improved biodiversity, surface water management and need for informal play space environments.</p> <p>These observations are supported by survey and analysis of the district and the lessons to be learned from elsewhere re; the benefits (health, socio-economic, environmental) of increased and quality urban green space.</p>
<p>Updated St Vincent Street</p> <p>St. Vincent Street is and will continue to be one of the great arterial routes in Glasgow, connecting the city centre to the west. It is completely dominated by motorised vehicles at present. The EIIPR Avenues project should recalibrate the allocation of space to improve pedestrian and cyclist experience (and better integrate with bus services).</p>	<p>Continue to progress the EIIPR 'Avenues' programme, though explore scope to prioritise St. Vincent Street as one of Glasgow's great streets and recognising the investment going in to the area (Scottish Power HQ etc.)</p>	<p>Develop design concepts for St. Vincent Street, combining lessons learned from first phases of Avenues alongside specific adjustments to respect St. Vincent Street's character (eg. maintaining urban vistas : no trees?)</p>	<p>Procure, construct and monitor impacts.</p>	<p>Continue to monitor impacts and make further adjustments benefitting from reduced car traffic.</p>	<p>Glasgow City Council (lead) - NS and DRS, with key EIIPR stakeholders</p>	<p>High Impact / City Centre project / Medium Term</p>	<p>There is wide recognition that St. Vincent Street is obviously and undoubtedly one of the great streets in the city centre, with significant scope for improvement. There was broad agreement from most consultees that the current over allocation of roadspace is not ideal and should be changed to improve the quality of the public realm.</p>

(Y)our Great Streets and Spaces

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Improved West George Street</p> <p>This DRF has revealed the potential for West George Street to complement the EIIPR Avenues, and as part of the Smart Tartan Grid initiative, by becoming a key east-west pedestrian connection, linking Blythswood Square with George Square and the River Park. Scope to extend linkages further westward to former High School site, Charing Cross and beyond.</p>	<p>In parallel with the EIIPR Avenues project undertake a strategic review of the impact of reducing traffic and enhancing pedestrian priority on West George Street. Make the business case to undertake a feasibility and impact study.</p>	<p>Commission and undertake West George Street improvement study -verifying the cost-benefit of such an intervention to help create a Smart Tartan Grid across the city centre. Assess impact and commission design project. Undertake Experimental Traffic Regulation Order and instigate events on Blythswood Square to George Square to test / demonstrate scope for change. Pilot project for Smart Tartan Grid.</p>	<p>Design, procure and construct. Implement in phases in tandem with works to enhance Blythswood Square</p>	<p>Monitor impacts over long term and make adjustment accordingly.</p>	<p>Glasgow City Council (lead) - NS and DRS, with key EIIPR stakeholders including Sustrans and Living Streets.</p>	<p>High Impact / City Centre Project / Medium Term</p>	<p>This project emerged directly from public consultation and participatory planning. The possibility of linking from George Square to Blythswood Square and on to Charing Cross and the West End heightened the strategic importance of this proposal. Threading a link through the Pitt Street development site, the former High School and to Charing Cross would create a pedestrian green route between the major EIIPR Avenues of St. Vincent Street and Sauchiehall Street.</p>
<p>Improved Blythswood Square</p> <p>Blythswood Square is the principal greenspace in the Blythswood DRF area. Though a private communal garden it is a significant asset in the set-piece Georgian square. Many public consultees indicated a desire for the garden to re-open to the public and play a positive role in the city centre. Notwithstanding the status of the garden the street network around the perimeter of the Square should be enhanced to a standard befitting one of Glasgow's great, historic urban spaces.</p>	<p>In tandem with West George Street and the Smart tartan Grid concept establish the business case to develop a feasibility study to enhance the streetscape around Blythswood Square. Also commence exploratory discussions with the private garden owners to establish their longer term ambitions / intentions.</p>	<p>In parallel with a West George Street study undertake a technical feasibility study, costed to verify the cost-benefit of upgrading the streetscape (and gardens). Undertake Experimental or Temporary TROs to help test and demonstrate possibilities. Make and secure funding to progress.</p>	<p>Design, procure, construct and monitor the impacts of full streetscape enhancements around Blythswood Square.</p>	<p>Long term cycle of review / monitoring of impacts as each phase is delivered</p>	<p>Glasgow City Council (lead) - NS and DRS, with key EIIPR stakeholders including Sustrans and Living Streets.</p>	<p>High Impact / City Centre Project / Medium Term</p>	<p>The status of Blythswood Square as a key space in the DRF area was clearly evident in the public consultation. Ideas about a complete re-think about the space were forthcoming. It was widely recognised that the gardens are private, and the overwhelming majority would warmly welcome the reopening of the gardens to the public if at all possible. Regardless there was significant support for a major enhancement of the streetscape in the Square and adjacent area.</p>

(Y)our Great Streets and Spaces

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Blythswood Street Steep Park</p> <p>The urban grid on Blythswood Hill, notably south of Blythswood Street and Douglas Street creates extremely steep streets. There are opportunities to develop attractive and interactive responses to the topography of these spaces that will increase footfall. In addition there is an opportunity to use interventions to address the lack of green space within the city centre and to integrate any interventions into the surface water management system.</p>	<p>Research how other cities have responded to this type of topography and assess the benefits of these interventions. This may include a trial of car free uses on both Blythswood Street and Douglas Street.</p>	<p>Undertake feasibility study for steep street park. Consider Experimental or Temporary TRO (or Open Streets type initiative) - events based activity to test and celebrate a car-free approach on these streets. Conclude feasibility study and agree next steps.</p>	<p>Design, procure and implement public realm / linear park enhancements.</p>	<p>Long term cycle of review / monitoring of impacts as each phase is delivered</p>	<p>Glasgow City Council (lead) - NS and DRS, with key EIIPR stakeholders including Sustrans and Living Streets.</p>	<p>High Impact / Local Project / Medium Term</p>	<p>This idea received broad support in public consultation. It addresses the chronic lack of green space in the city centre, retrofits extremely steep urban streets for a positive purpose and helps to enhance surface water management and biodiversity in the city. This link could be taken forward in its own right or as part of a wider pedestrian green loop connecting Blythswood Square with the River Park.</p>
<p>Surface Water Management Strategy</p> <p>Seamless integration of Council's Surface Water Management Strategy - fused with public open space strategy and other interventions (e.g. roof gardens / rain gardens). A design response to achieve zero discharge of storm water into combined sewers</p>	<p>Review technical constraints / viability of integrating Surface Water Management Strategy objectives within Blythswood DRF (in addition to the 'Avenues' / EIIPR projects</p>	<p>Identify a pilot project (a Blythswood Lane / Plaza / DRF Open Space / Rain Garden) to identify Surface Water Management (SWM) best practice. Scope out full extent of 'optimum' SWM approach and develop costings. Consider funding / developer contribution scenarios to enable forward investment.</p>	<p>Integrate Surface Water Management into pilot projects and assess achievement of KPIs. Apply lessons to future briefing and implement through remaining green space infrastructure.</p>	<p>Long term cycle of review / monitoring of impacts as each phase is delivered</p>	<p>Glasgow City Council (lead) - NS and DRS; partnership working with Scottish Water, SEPA and SNH. Seek academic partners to review/ research implementation.</p>	<p>High Impact / District Project / Long Term</p>	<p>Surface Water Management (SWM) Strategy approved by GCC. There is a pressing need to implement the recommendations from the SWM Strategy to deliver more resilient urban infrastructure to future-proof the city and enhance the city centre environment.</p>

(Y)our Great Streets and Spaces

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Public Art</p> <p>Development of an innovative and creative arts strategy and programme of permanent and temporary installations to meaningfully embed visual and performing arts in to the Blythswood District</p>	<p>Seek funding to trial a Blythswood Artist-in-Residence. Develop a brief for a City Centre Public Arts Strategy (including urban feature lighting). This could be an extension of the planned artist in residence by Council ward. Review scope of existing public space design / scope and opportunities to integrate artworks (temporary or permanent)</p>	<p>Explore scope to trial public arts projects in Blythswood via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.). Temporary events. Commission and finalise (Y)our Blythswood Public Arts Strategy. Make funding applications to implement (including S75 monies)</p>	<p>Deliver Blythswood Arts Strategy - monitor and review impacts</p>	<p>Deliver Blythswood Arts Strategy - monitor and review impacts</p>	<p>Glasgow City Council and Creative Scotland - lead. Inputs from Glasgow School of Art, local arts community (via networks), local communities, businesses / developers</p>	<p>Moderate Impact / District Project / Short to Long Term</p>	<p>Blythswood DRF study area is adjacent to some of central Glasgow's most significant creative clusters (Glasgow School of Art / CCA). Many consultees have championed the arts as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration in the area. This could include re purposing of Blythswood Court.</p> <p>Glasgow is renowned internationally as a cultural hub and authentic, creative regeneration adds significant and lasting value to place-mending. The arts can help test and change perceptions of places and act as a catalyst for change in urban regeneration. Blythswood presents a massive opportunity to test that in a city centre district, building upon renowned success in the Merchant City and supporting the regeneration of the area around the nearby GSA.</p>

(Y)our Great Buildings

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>(Y)our Great Buildings</p> <p>Strategy for Higher Density Blythswood</p> <p>Within the Blythswood DRF area, and notably along the M8 corridor, there exists an opportunity to increase build density and heights to optimise the benefits of a compact, walkable city.</p>	<p>Confirm analysis in Blythswood DRF. Identify and plug gaps in analysis / data. Scope out study to assess skyline and tall buildings policies / analysis.</p> <p>Review existing tall buildings policy guidance, including the CDP Placemaking Principle. Develop a brief for an M8 corridor Masterplan which assesses a tall buildings policy along the motorway. More broadly assess tall buildings policies across the city centre to enable tall, high quality buildings in appropriate locations.</p>	<p>Conduct skyline / tall buildings policy review (including Conservation Area appraisal). Confirm validity of findings.</p> <p>Develop, test and consult upon revised specimen tall buildings policies (perhaps alongside the preparation of an M8 Masterplan - see below). Adopt adapted / new policies.</p>	<p>Monitor implementation of policies and effectiveness / appropriateness in delivering increased density, mix and quality.</p>	<p>Monitor and review effectiveness and adjust guidelines accordingly.</p>	<p>Glasgow City Council - DRS and NS, Historic Environment Scotland, Architecture + Design Scotland</p>	<p>Local Policy</p>	<p>Comparative analysis indicates Glasgow needs to be more densely populated. Moreover there is scope, accepted by most consultees, that Blythswood DRF is an appropriate location for higher density (and potentially higher buildings - notably along the M8 corridor, the River and adjacent to mainline rail stations).</p>

(Y)our Great Buildings

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Histroic Blythswood</p> <p>A significant portion of the Blythswood DRF area is included within the Central Glasgow Conservation Area. Built heritage enriches Glasgow, gives areas in the DRF distinctiveness and is crucial to the future success of the area.</p>	<p>Review the existing Conservation Area policies and guidance. Audit what actions / guidance is or is not currently adhered to. Consider preparing Blythswood specific guidance to emphasise the area's distinctive historic identity. Approach all owners of historic buildings / sites to evaluate potential to support / advise. Early focus on buildings at risk or high profile landmarks in poor order (eg. St.Vincent Street Church)</p>	<p>Scope out and procure a Conservation Area appraisal. Refresh the Conservation Area policy and guidance and supplemented / replaced with Blythswood area specific appraisal and guidance. Scope out and develop funding application to support maintenance and appreciation of Blythswood's built and social heritage.</p>	<p>Implement and monitor policy effectiveness. Implement projects with secured funding. Implement a Blythswood heritage interpretation programme.</p>	<p>Implement, monitor and adjust policy / projects</p>	<p>Glasgow City Council, Historic Environments Scotland, Glasgow City Heritage Trust, Glasgow Building Preservation Trust, Scottish Civic Trust, others.</p>	<p>High Impact / City Centre Project / Short to Long Term</p>	<p>Glasgow built heritage is recognised as one of the city's prized assets. Consultees overwhelmingly cite built heritage as one of the best things Glasgow city centre has.</p> <p>However there is concern amongst many consultees that existing policy / enforcement is failing to secure sustainable long term uses for historic buildings. Several heritage consultees highlighted the plight of many buildings at risk, with concern that policy / support is insufficient. Many consultees feel there's a lack of appreciation of the importance of build heritage, and many buildings are poorly maintained.</p> <p>There was numerous suggestions emerging through public consultation to reveal and celebrate the hidden, and little known histories of the area to draw in visitors and raise appreciation amongst Glaswegians. An innovative interpretation of the built and social heritage of the area would be very welcome and supported.</p>
<p>Lively Streetfronts</p> <p>Active street frontages on principal routes, in line with SG1 - Placemaking Principle. Ensure accessible / active frontages on principal streets / spaces / routes throughout Blythswood DRF.</p>	<p>Confirm existing and new routes to have highest focus for active frontage (e.g. St. Vincent Street). Audit existing building frontages. Identify missing pieces / areas for improvement. Test application of new planning policy (DRF Supplementary Planning Guidance)</p>	<p>Maintain a dynamic map / monitor of active frontage throughout DRF. Review implementation of planning policy and areas for redefinition / reinforcement of policy. Scope out a shop front / street frontage enhancement programme and pilot on St. Vincent Street.</p>	<p>Review and refine policy through implementation. Consider researching data re footfall / economic benefits in areas with successful implementation.</p>	<p>Review and refine policy through implementation</p>	<p>Glasgow City Council - DRS (supported by 3rd party review / research). Liaison with developers / land and building owners / occupants and architects</p>	<p>High Impact / Local Project / Short to Medium Term</p>	<p>Quality active frontages are fundamental to successful cities and convivial streets. It is essential to monitor the condition and provide support / guidance to building owners / developers to ensure active street frontages are provided in the correct locations.</p>

(Y)our Great Buildings

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Design Guidelines Needed</p> <p>For high profile sites / streets or recurring issues clear Design Guidelines are needed to ensure high quality design is applied to Blythswood's regeneration.</p>	<p>Review Blythswood DRF recommendations. Confirm locations that warrant specific design guidelines (e.g. area around Charing Cross Station / India Street and around Blythswood Court -see below)</p>	<p>Scope and procure design guidelines to augment Blythswood DRF and M8 Corridor masterplan.</p>	<p>Adopt and apply Design Guidelines. Monitor and review effectiveness.</p>	<p>Monitor and review effectiveness and adjust guidelines accordingly.</p>	<p>Glasgow City Council - DRS and NS, Historic Environment Scotland, Architecture + Design Scotland</p>	<p>Local Policy</p>	<p>Restoring the area around Charing Cross and Charing Cross Station, and adapting Blythswood Court (the former Anderston Centre) are high priorities emerging from the DRF, with widespread backing from consultees. It is essential that regeneration (place-making and place-mending) is achieved to the highest standards in these locations. Specific design guidelines are therefore recommended to give clear advice to designers, developers and planners.</p>
<p>Refashioned Blythswood Court</p> <p>The reconfiguration of Blythswood Court (the former Anderston Centre) creates significant opportunities to work with all stakeholders to reconnect this part of the city (see Hill to River Streets in Broomielaw DRF). Interventions could include restoring direct connections, retrofitting unused areas for new uses (e.g. arts). This could transform this neglected piece of the city; either to repurpose long term, or in advance of demolition and complete redevelopment (including the Marriot hotel site and outdated office accommodation adjacent to the Hilton hotel.</p>	<p>Survey and assess the existing buildings, land ownership and uses. Consult / liaise with building owners, occupiers and key stakeholders. Develop a business case (with owners) to undertake a feasibility study to assess meanwhile / retrofitting options alongside complete redevelopment of the area.</p> <p>Consider feasibility study / Masterplan considering viability of new uses, technical and design parameters and costs.</p> <p>Test demand for new arts spaces in this area of the city - Blythswood Art Court.</p>	<p>Compete feasibility / Masterplan. Review and act upon recommendations. Explore and trial / implement 'Blythswood Art Court' concepts. Prioritise restoring north-south connections between Waterloo Street and Argyle Street.</p> <p>Commence any site assembly in advance of reconfiguration / redevelopment in line with property strategy in feasibility study / Masterplan.</p>	<p>Progress implementing feasibility / Masterplan in parallel with monitoring impacts of early interventions.</p>	<p>Continue to progress and monitor impacts. Full redevelopment / comprehensive reconfiguration should be taken forward by this time.</p>	<p>Glasgow City Council -DRS, City Parking as well as building owners / occupiers, local and national agencies.</p>	<p>High Impact / District Project / Short- Long Term</p>	

(Y)our Vibrant Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
(Y)our Vibrant Blythswood							
Strong Neighbourhood Identities							
Blythswood DRF features several distinctive neighbourhoods. This diversity should be celebrated and (where appropriate) reinforced or redefined.	Confirm DRF analysis of existing and proposed neighbourhood characteristics. Consider need for further neighbourhood specific masterplans.	Procure and conclude a Masterplan for adoption / promotion / coordination of regeneration of sites along the M8 corridor (notably around Charing Cross Station) and west of the M8. Confirm a brief / purpose for any subsequent Masterplan.	Monitor impact of each Masterplan (and any subsequent masterplans).	Ongoing monitoring.	Glasgow City Council - DRS	Local Policy / Planning	Analysis and consultation confirms that the City Centre Districts (as defined in the City Centre Strategy) are composed of numerous neighbourhoods with different characteristics. It was widely accepted that proposals should seek to retain and emphasise (where appropriate) the distinctiveness of each neighbourhood, notably those that are / need transforming.
Mixed and Repopulated Blythswood							
Increased mix of complementary uses necessary to ensure Blythswood and Anderston become lively urban city centre neighbourhoods. This includes employment uses (e.g. business) and also increased residential population (see Re-Populated Blythswood below)	Review and confirm analysis undertaken in Blythswood DRF. Identify gaps in analysis and sources of relevant information on existing capacity and projected land-uses / market demand / capacity. Review existing policies in terms of delivering mixed use development.	Conclude review of policies and market research. Identify barriers and opportunities for delivering mixed use development in Blythswood DRF. Adjust policies / guidance accordingly. Promote Blythswood DRF area to enable mixed use development / investment.	Continue to promote / enable mixed use development. Monitor implementation and review policy / procedures.	Continue to promote / enable mixed use development.	Glasgow City Council, landowners, Scottish Enterprise, Scottish Futures Trust, developers / investors, Invest Glasgow	High Impact / City Centre Project / Long Term	Successful city centres succeed on the basis of a positive mix of appropriate uses. Analysis, reinforced by consultation, confirms that many parts of the Blythswood DRF area suffer because of a lack of mixed uses. Certain parts of the DRF area are either dominated by a single land use or large scale buildings which creates a 'dead zone' at certain time of the day / week or have an unsuccessful mix of inappropriate uses

(Y)our Vibrant Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Re-Populated Blythswood</p> <p>To create a vibrant and convivial city centre a significant increase in resident population is required.</p>	<p>Publish and review the findings of the Residential Strategy. Review and confirm the analysis undertaken in the Blythswood DRF. Assess the Strategic Housing Investment Plan (SHIP) with respect to City Centre / Blythswood DRF</p>	<p>Identify blockages in securing more city centre housing (policy, investment etc.). Investigate market demand / interest in city centre living. Explore scope for RSLs / others to deliver affordable housing in city centre. Identify and promote pilot sites. Revise the SHIP accordingly.</p>	<p>Continue to address / remove barriers to city centre living / mixed use development. Continue to promote / market sites / vacant buildings for housing. Monitor impacts. Continue dialogue with all parties involved in policy and delivery.</p>	<p>Ongoing implementation and monitoring</p>	<p>Glasgow City Council, Scottish Futures Trust, Scottish Government, GHA, housing associations, housebuilders / developers, investors, Homelessness Charities, voluntary sector</p>	<p>High Impact / Regional Project / Short to Long Term</p>	<p>Early analysis and comparison with other equivalent European cities confirms that Glasgow has a low city centre residential density. Analysis indicates that increased population density would greatly assist in improving the city centre.</p> <p>Most consultees (general public and expert stakeholders) welcomed an increase in resident population, though some consultees raised concerns about barriers to making city centre living work / fit with other uses.</p>
<p>Community Infrastructure</p> <p>To support a vibrant, mixed urban district with distinctive neighbourhoods with a growing population the provision of appropriate amenities (including community infrastructure, education, health and social care, recreation / leisure space) is vital.</p>	<p>Confirm initial mapping of existing and planned amenities. Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for Blythswood DRF area. Commence supply / demand projections to scope out potential gaps in provision. Review existing policies / planned public sector investment in and around Glasgow city centre.</p>	<p>Review applicable policies for infrastructure investment, developer contributions and any relevant existing / emerging models to assist in delivering enhanced community infrastructure / amenities. Conclude supply / demand projections to scope out existing / potential gaps in provision. Adjust policy / investment plans according to updated projects.</p>	<p>Adjust policy / investment plans according to updated projects. Monitor effectiveness of any early adjustments. Implement new policies / investment plans.</p>	<p>Ongoing implementation and monitoring.</p>	<p>Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, NHS, Emergency Services, Public Sector bodies with estate in central Glasgow.</p>	<p>High Impact / City Project / Short to Long Term</p>	<p>In anticipation of an increased city centre population (resident, working and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. Any discussions and analysis regarding increased city centre living also highlighted the need to provide the facilities required of an increased population density in central Glasgow.</p>

(Y)our Vibrant Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Shopping in Blythswood							
Support a high density, mixed use urban district with more residents and a greater variety of shops, located in optimum locations to support and generate footfall / activity. Supports Lively Street fronts	Review and confirm analysis in Blythswood DRF and proposed planning policy. Review available Retail Market analysis / strategies.	Conduct soft market testing on the scope to extend and diversify higher quality retail. Scope out / conduct analysis of potential functions in Blythswood.	Promote market sites within Blythswood. Trial temporary events / retail uses and monitor impacts / proof concepts. Continue dialogue with all parties involved in policy and delivery.	Continue to promote / market sites / vacant buildings for retail.	Glasgow City Council, City Centre Retailers Association, Chamber of Commerce, existing business, landowners / investors / developers, property agents	Moderate Impact / City Centre Project / Medium to Long Term	Retail demand bolstered by increased residential and working population in the DRF area as part of a mixed use quarter.
Dining and nightlife in Blythswood							
Programme of events / trials to redefine Blythswood as an attractive, safe and quality evening destination	Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.	Scope out potential seasonal events / activities (refer to (Y)our Temporary Street Events) sponsorship to secure initial first year programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in Blythswood.	Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven Blythswood and improve marketability of area for further investment.	Continue to monitor impacts and deliver enhanced programme.	Glasgow City Council, Community Safety Glasgow, buildings owners / occupiers, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland	High Impact / Local Project / 'Quick Win' Short Term	Several consultees indicated desire to support / deliver events / activities to trial what could work in Blythswood. Many consultees indicated that Blythswood needs to be redefined as a destination for evening economy and that this would assist in retaining / attracting business and future residents / investment to the area.
Repurpose Vacant Spaces							
Appoint a team / individual tasked with being single point of contact to apply proactive planning to enable new uses in underused, vacant spaces / buildings. Links to the (Y)our Green Street, Great Buildings and Stalled Spaces Projects.	Confirm principles with Blythswood land/building owners group and agree pilot locations. Scope out and designate a lead officer to promote initiative (extended Stalled Spaces programme?).	Identify pilot projects - at least one vacant site and one vacant building (or part) in Blythswood. Identify partners, initial design, costs, clear planning/licencing regs & arrange services. Look for a soft trial in Y1. Agree monitoring framework.	Review feedback & plan a programme of local/ regional events. Continue to map potential vacant spaces (sites and buildings) to trial, and potential partners to work with.	Review feedback & plan a programme of regional/national events	Glasgow City Council - planning, licencing, land/ building owners, creatives / GSA, street food providers, entertainers, etc.	High Impact / City Centre / Short - Medium Term	Several consultees flagged up potential 'quick win' initiatives and a desire to identify a single point of contact at GCC to help get things done - events management, funding advice, consents / licenses.

(Y)our Vibrant Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
Remarkable Public Space							
Incorporate formal and informal public spaces within new / revamped public open spaces (pocket parks, plazas, lanes)	Review and confirm analysis in Blythswood Masterplan Vision / DRF. Review the national and Glasgow Play Strategy and SportScotland / Glasgow Life guidance on urban sports and play. Review implications for Blythswood DRF area.	Consider wider City Centre Strategies. Develop feasibility studies for M8 urbanisation to accommodate regional destination with amenity for city centre residents / workers / visitors. Trial / prove concepts with temporary activities / events.	Progress design / procurement / trials / facilities. Integrate with wider public realm strategy. Seek funding via developer contributions and other sources.	Ongoing implementation and monitoring	Glasgow City Council, Refer to M8 Area Masterplan and the M8 projects	High Impact / City Project / Short to Long Term	To enliven public open spaces, and enable healthy, active living in the city centre. Many consultees have welcomed an initiative to encourage play / sports. Several have cited international best practice and health / economic benefits of play / sports for cities.
Temporary Street Events							
Continuous programme of events / temporary / permanent interventions to transform vacant and under-utilised sites / streets in Blythswood DRF. This could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art).	Map out current initiatives (e.g. Stalled Spaces etc.). Obtain feedback from property owners / groups interested in progressing ideas. Commence mapping of candidate sites (vacant / under occupied sites and street spaces). Review funding / 'red tape' issues. Review effectiveness of existing events programming.	Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more activity. Develop prioritised programme and fund dedicated officer(s) to coordinate and enable street events. Continue and conclude review of current events programming. Progress and deliver events / ideas in planning or emerging through DRF.	Maintain focus on reactivating vacant spaces and underused streets proactively approaching owners / occupiers. Deliver rolling programme of re purposing and events, selected to encourage longer term regeneration of Blythswood DRF. Continuous review of effectiveness / scope for improvement.	Maintain focus on reactivating vacant spaces and underused streets proactively approaching owners / occupiers. Deliver rolling programme of re purposing and events, selected to encourage longer term regeneration of Blythswood DRF. Continue seasonal cycle of events and activities throughout City Centre to enliven underused space. Review impacts.	Glasgow City Council - existing and potential events organisers (e.g. arts organisations),	High Impact / Local and City Centre projects / Short Term 'Quick Win' to Longer Term	Glasgow has developed a strong track record in using events to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. Blythswood DRF area urgently requires to be re imagined and have perceptions changed. Several consultees indicating a willingness to work with GCC to deliver events. Focus on enabling existing events and encouraging targeted new activities.

(Y)our Vibrant Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Art Event</p> <p>Development of an innovative and creative arts strategy and programme of permanent and temporary installations to meaningfully embed visual and performing arts in to the Blythswood District</p>	<p>Seek funding to trial a Blythswood Artist-in-Residence. Develop a brief for a City Centre Public Arts Strategy (including urban feature lighting). This could be an extension of the planned artist in residence by Council ward. Review scope of existing public space design / scope and opportunities to integrate artworks (temporary or permanent)</p>	<p>Explore scope to trial public arts projects in Blythswood via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.). Temporary events. Commission and finalise (Y)our Blythswood Public Arts Strategy. Make funding applications to implement (including S75 monies)</p>	<p>Deliver Blythswood Arts Strategy - monitor and review impacts</p>	<p>Deliver Blythswood Arts Strategy - monitor and review impacts</p>	<p>Glasgow City Council and Creative Scotland - lead. Inputs from Glasgow School of Art, local arts community (via networks), local communities, businesses / developers</p>	<p>Moderate Impact / District Project / Short to Long Term</p>	<p>Blythswood DRF study area is adjacent to some of central Glasgow's most significant creative clusters (Glasgow School of Art / CCA). Many consultees have championed the arts as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration in the area. This could include repurposing of Blythswood Court.</p> <p>Glasgow is renowned internationally as a cultural hub and authentic, creative regeneration adds significant and lasting value to place-mending. The arts can help test and change perceptions of places and act as a catalyst for change in urban regeneration. Blythswood presents a massive opportunity to test that in a city centre district, building upon renowned success in the Merchant City and supporting the regeneration of the area around the nearby GSA.</p>

Transforming (Y)our Blythswood

Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<p>Transforming (Y)our Blythswood Sustainable Blythswood</p> <p>Blythswood regeneration should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.</p>	<p>Review Blythswood DRF assessment of opportunities for integrating sustainable urbanism / planning into area regeneration.</p>	<p>Procure and conclude Masterplans for the M8 corridor and Blythswood Court, with specific engineering advice on sustainable urbanism, for adoption / promotion of sites.</p>	<p>Monitor impact of Blythswood DRF Masterplans and associated sustainable urbanism advice.</p>	<p>Ongoing implementation / monitoring.</p>	<p>Glasgow City Council - DRS</p>	<p>Local Policy / Planning High Impact / Long Term</p>	<p>Glasgow has developed progressive strategies for future-proofing the city (eg. Surface Water Management, Resilience, etc.). These need to be properly integrated into detailed masterplans for priority areas. Blythswood, tying in to Broomielaw, is a priority regeneration area in central Glasgow and should pilot the technical implications of this approach.</p>
<p>M8 Area Masterplan</p> <p>Alongside the River corridor the M8 motorway corridor is one of the highest priority issues that requires attention to mitigate the negative impacts of an urban motorway. The blight along the M8, alongside the possibility to open up new development sites, presents an opportunity to redefine the western edge of central Glasgow and create a striking and positive gateway to the city centre.</p> <p>To outline the ambition and guide this redefinition of the M8 corridor a major Masterplan exercise should be undertaken to consider, holistically, the physical interventions and development possibilities that should be taken forward along the M8 corridor.</p>	<p>Develop business case and brief for M8 Masterplan. Commission Masterplan. Consult with key stakeholders, including Transport Scotland and land / building owners.</p> <p>Develop a design / placemending vision for the area alongside a technical feasibility study to assess the viability and optimal approach to land assembly and delivery.</p>	<p>Complete and adopt the Masterplan recommendations. Prioritise early actions and develop baseline data to monitor environmental, economic / property market indices to assist in making the case for delivery.</p> <p>Set up a Project Sponsor / Delivery Board to provide leadership and ensure action.</p> <p>Dovetail and coordinate efforts alongside the EIIPR Avenues, River Park and Charing Cross key projects initiatives.</p>	<p>Review, implement and monitor impacts of Masterplan. Adjust /refine on an ongoing basis.</p>	<p>Review, implement and monitor impacts of Masterplan. Adjust /refine on an ongoing basis.</p>	<p>Glasgow City Council - DRS (lead), Transport Scotland, landowners /building occupiers along M8, investors / developers,</p>	<p>High Impact / National Project / Short to Long Term</p>	<p>The M8 blights this part of Glasgow. There was widespread if not unanimous support for improving the quality of east-west connections and mitigating the negative impact of the M8 (noise, pollution, poor image). There is great potential and opportunity to transform this part of Glasgow, restoring lost or poor connections and radically representing the western edge of the city centre with a fresh and bold urban vision.</p>

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Smart Blythswood Translating pilot projects emerging from Future City Demonstrator project into local DRFs. Development of a (Y)our Smart City Action plan of projects to embed into public realm and development investment.	Review specific findings of Blythswood DRF review of Smart Cities solutions and technology. Review 'maturity models' and cross check with ongoing initiatives with newly established Smart City Strategy Board. Coordinate sharing of dataset / knowledge between GCC, city's Universities (Urban Big Data Centre, City Observatory etc.) and others	Progress data sharing and analysis across key partners (GCC, Universities, Glasgow Life, others). Agree (Y) our Smart Blythswood action plan and funding / responsibilities with Smart City Strategy Board. Implement and monitor impacts.	Progress / pilot (Y)our Smart Blythswood action plan with Smart City Strategy Board. Implement and monitor impacts.	Ongoing implementation / monitoring.	Smart City Strategy Board, Glasgow City Council, Urban Big Data Centre, City Observatory, Glasgow Life, 3rd party's datasets.	High Impact / National Project / Short to Long Term	Following the Future City Demonstrator project Glasgow has a platform to develop a progressive and integrated smart cities action plan. There exists a significant dataset base and expertise with in Glasgow to capitalise on this investment to integrate Smart City thinking and technology to help assess impacts and confirm priorities for future investment.
Blythswood Brand Beyond the International Financial Services District (IFSD) branding Blythswood DRF area (and it's constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.	Review current status of marketing / branding for Blythswood. Scope out a campaign / brief for a refreshed / focused Blythswood branding.	Procure and conclude development of Blythswood branding to align with new Masterplan for the area. Liaise with existing investors / landowner / developers. Launch (Y)our Blythswood branding.	Implement brand guidance. Promote Blythswood - update collateral etc. Monitor impacts.	Ongoing implementation / monitoring.	Invest Glasgow, Glasgow Life, Glasgow City Council, Glasgow Chamber of Commerce	High Impact / Local Project / Short to Medium Term	Many consultees / stakeholders reflected that the IFSD brand should be refreshed and any refocused promotion of development sites should be accompanied by updated branding.
Blythswood Performance Monitor Monitor progress and effectiveness of this Action Plan with reference to specific key performance indicators.	Review existing KPIs for monitoring delivery of City Centre Strategy, City Deal etc. Scope out KPIs for Blythswood DRF based upon DRF Objectives.	Trial and finalise monitoring regime. Consider scope to dovetail with Smart Cities agenda / action plan.	Adopt monitoring regime. Review applicability. Roll out for all DRFs	Ongoing implementation / monitoring using KPIs. Audit / review monitoring regime.	City Centre Strategy Board, Glasgow City Council	Procedure / Policy Short Term	To enable key partners to review progress in delivering / updating this Action Plan it is vital to establish KPIs. The measures of success need to be SMART (Specific, Measurable, Attainable, Relevant, and Time-Bound)

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Blythswood Conservation Area							
Focused redefinition of Blythswood conservation area within Central Conservation Area.	Review and agree recommendation of a Conservation Area Appraisal, seeking a specific Blythswood focus.	Undertake CA appraisal to identify new approaches to heritage buildings in the 2020s. Identify demonstration projects for long term vacant buildings with owners. Promote awareness of social and built heritage	Update Conservation Area policies. Implement findings of review re awareness / interpretation of Blythswood built / social heritage.	Ongoing implementation / application of policy. Monitor impacts.	Glasgow City Council, Historic Environment Scotland, GBPT, GCHT	Local Policy High Impact / National Project / Ongoing	Many consultees highlighted the significance of Blythswood's heritage. It creates a distinctiveness for Blythswood and connection to it's place in Glasgow's history. Many felt that there is a need to refresh and apply the policy framework as it exists.
Blythswood Heritage Property Fund							
Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use. To include proactive planning/ conservation/ building regs advice and match funding . Scope for pilot in Blythswood to demonstrate best practice	Confirm principles with GBPT/GCC and identify funds. Undertake appraisal and draft fund guidelines	Publicise & promote fund, identify priority projects	Complete 2 priority projects & deliver 6 successful funding applications. Review	Complete additional 2 priority projects & deliver 4 successful funding applications.	GBPT, Glasgow City Council, Owners of heritage buildings, Historic Environments Scotland	High Impact / Local Project/ Medium Term	Several consultees reflected on the slow progress to secure long term uses for buildings at risk in the area. Fresh approaches to secure Blythswood's heritage asset would be welcomed by stakeholders.
Night-Time Blythswood							
Programme of events / trials to redefine Blythswood as an attractive, safe and quality evening destination	Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.	Scope out potential seasonal events / activities (refer to (Y)our Temporary / Meanwhile Uses above) - develop funding / sponsorship to secure initial Y1 programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in Blythswood.	Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven Blythswood and improve marketability of area for further investment.	Continue to monitor impacts and deliver enhanced programme.	Glasgow City Council, Community Safety Glasgow, buildings owners / occupiers in IFSD / Blythswood, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland	High Impact / Local Project / 'Quick Win' Short Term	Many consultees, including building occupiers / owners in Blythswood, flagged up the lack of safe and attractive evening economy in ceryain part of the DRF area. Several indicated desire to support / deliver events / activities to trial what could work in Blythswood. Many consultees indicated that Broomielaw needs to be redefined as a mixed-use destination for evening economy and that this would assist in retaining / attracting business and future residents / investment to the area.

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Clean and Well Maintained Blythswood							
Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre.	Review finding of Operational Services SWOT analysis and feedback from DRF consultation processes. Review recent changes in street cleaning, waste management and maintenance.	Confirm minimum standards / KPIs for street cleaning and maintenance. Review and monitor implementation and compliance with KPIs. Assess scope for Smart City and other new processes to pilot new ways of working to enhance outcomes.	Continue to monitor KPIs (and applicability of measures of successful performance). Seek updated feedback annually from public and city centre stakeholders to monitor environmental quality and public satisfaction.	Continue to monitor KPIs and review monitoring system.	Glasgow City Council, building owners / occupiers, SEPA, Keep Scotland Beautiful, Zero Waste Scotland	High Impact / City Centre Project / 'Quick Win' Short Term to Long Term	One of the most frequently recurring issues raised by public consultees is the maintenance and cleanliness of streets throughout central Glasgow. Notwithstanding investment in public realm most consultees complained about the poor quality of streets in Glasgow. Enhanced maintenance is a high priority issue for most consultees.
Dedicated Blythswood team							
Dedicated staff resource to drive Blythswood DRF regeneration - working with City Centre team and with specific focus on Blythswood DRF area.	Develop business case to secure funding for dedicated officer(s) to take forward DRF Action Plan. Could involve the formation of an ALEO / JV dedicated specifically to Blythswood DRF regeneration.	Appoint dedicated officer(s) to lead / coordinate regeneration in Blythswood DRF. Establish KPIs and monitor impacts.	Monitor impacts. Extend remit as appropriate.	Monitor impacts. Extend remit as appropriate.	Glasgow City Council and project partners	High Impact / Quick Win	Evidence from elsewhere, combined with observations of available resource, indicate that additional staff / expertise is required to support City Centre Strategy team and project partners to coordinate delivery of the ambitions of the DRFs. Regenerating Blythswood will require a higher level of public sector intervention to deliver sustained change.