



Made in Sauchiehall and Garnethill

Regeneration Framework for Sauchiehall and Garnethill
District

Research findings for public consultation

September 2015



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Draft Regeneration Framework for Sauchiehall and Garnethill District

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City Centre Regeneration
Development and Regeneration Services
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nick wright planning





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INTRODUCTION

image: Glasgow City Council, www.whatmakesglasgowgreat.co.uk

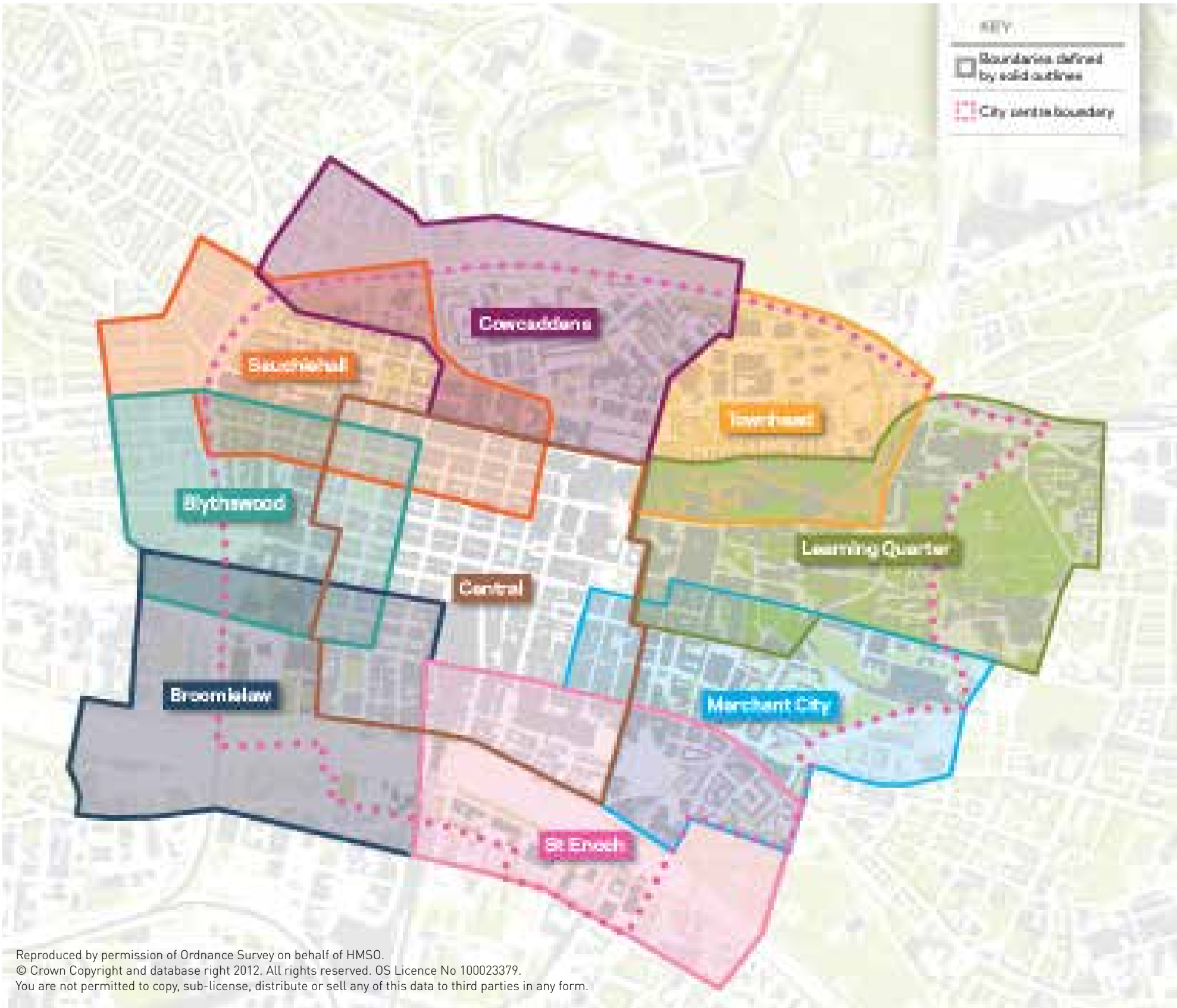
A District in the City Centre

GLASGOW CITY CENTRE STRATEGY

The Glasgow City Centre Strategy and Action Plan 2014-2019 was adopted in 2014. At the core of this city centre vision is the establishment of nine new 'Districts' and the creation of a Regeneration Framework for each of them. In order to ensure local context is taken into consideration, Districts boundaries overlap.

Sauchiehall and Garnethill District is the first 'pilot' Regeneration Framework. This document forms the evidence base for the Regeneration Framework which will be finalised following a period of public consultation.

The Final Regeneration Framework will comprises of a dual approach to regeneration, with longer-term strategic visions and new planning policies being developed in parallel with shorter term enhancement initiatives and projects to enable the district to become a high quality, people first place.



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SAUCHIEHALL AND GARNETHILL DISTRICT

The Sauchiehall and Garnethill District is a new label applied to the northwestern part of the Glasgow City Centre. The people associated with the area strongly identify with this place. The map shown below identifies the main points that are identified within this district as related through engagement, consultation, evidence and observation.



Made in Sauchiehall and Garnethill

The District is a new designation of an area that comprises a fascinating portion of Glasgow's city centre. It has been a receptor for all the major waves of immigration that have shaped the city. It was one of its finest shopping areas and has always been a place to have fun in, its 'gallus' attitude still ever-present. This culturally heterogeneous and vibrant place draws strength from its diversity. This diversity means that a regeneration framework for the area comes with great opportunities and some risks. At this time Sauchiehall and Garnethill district stands at a crossroads. In one direction, is a development pathway, which could see it losing more of its diversity, perhaps becoming even more of a place for education and student life. On the other is a path, in which the diversity is built upon- reinforcing the district as a place for families to live but also a place that has its own economic life, making Sauchiehall and Garnethill a jewel in the city Centre, Glasgow and Scotland. In this regeneration framework, we seek to stimulate the latter. Whilst appreciating its educational identity and market desire for more student accommodation, we believe that its destiny is connected to this long-standing diversity.

Sauchiehall and Garnethill's unique diversity is revealed with its numerous notable buildings, including Mackintosh's School of Art, the 'mother synagogue', St Aloysius Church as well as the National Trust for Scotland 'tenement house' and the Mitchell Library. These are all contained within a street pattern that reflects Glasgow's Georgian and Victorian tenement history. Its culture is also very rich in terms of the arts, theatres and cinemas.

It is well recognised by commentators and historians of Glasgow that the city has a predilection for re-invention and change. Sauchiehall and Garnethill district as a component part of central Glasgow has also changed substantially over the years and as such reflects the wider themes of change that are evident in Glasgow's development. Garnethill as the receptor for the many waves of immigration which the city has welcomed has changed but still remains one of the most multi-cultural areas within Glasgow and includes a 'Chinatown' on its northern edge. Furthermore Garnethill due to its proximity to the city centre and its 'Bohemian' and 'cultural' image has attracted many young and relatively affluent young people.



This image has been assisted by the local and Scottish national media and Garnethill has been portrayed as 'Glasgow's Montmartre' or 'Clydeside's San Francisco'.

There is a young population within Sauchiehall and Garnethill, which is reflected across the wider city centre. A large proportion of the population within the district are students which has implications for the social fabric. There needs to be strong consideration of how a large and growing student population will both impact and be managed in future.

The way people and cars flow into, within and around Sauchiehall and Garnethill district could be improved. The public realm is tired and is need of upgrading. We need a district that is both well connected to the surrounding city and has an ease in terms of how people use and flow within the area, with better possibilities for physical activity, recreation, and use of outdoor space.

The diversity of land use, needs to be built upon, including a diverse housing offer. The main type of dwelling, unsurprisingly for a major city centre area and a district with a large student population, is flats. Most properties are however private rented, reflecting the large numbers of students and professionals within the area.

Sauchiehall Street, once the premier shopping areas in Glasgow, has over time lost out to other streets and shopping areas within the city.

Nevertheless, there has been growth amongst a number of key sectors within the district in the last few years, including ICT, Financial Services and hospitality (food, accommodation and night-time economy).

There are great opportunities within these sectors to build upon. Another sector which has experienced a fall in employment in recent years is arts and culture, which clearly is important to the district. The Council wants to improve the main street, Sauchiehall street and building on the strong character of the district's cultural diversity and its creative industries through support for independent retail and by persuading getting locally grown talent to want to stay, expand and develop here.

Notably, whilst there has been significant improvements within the city's labour market within the last year or so, the Council must ensure these improvements are secured and that resilience is built as economic growth could slow. There is a relatively strong labour market within the district and a relatively strong skills profile. There are clearly opportunities in considering how higher level occupations amongst many residents are serviced both socially and economically within the district. However, there could be more scope for increasing levels of entrepreneurship, with self-employment relatively low. This includes supporting access to diverse business opportunities, jobs, and education and training.

For centuries Sauchiehall has stood as a diverse reflection of Glasgow and Scotland. This is imprinted in the memories of its communities, its buildings, its economy and in the general social and cultural life and vitality of the area. Today, it stands at a crossroads. Sauchiehall has the potential to become a significant jewel in the crown, building on its historical and present day assets to represent all that is good in diversity and complexity.



Context: Ideas

Good ideas come from co-creation, from shared values established through active dialogue, from experience and evidence of what works. This Framework represents the input of the city, its citizens, its stakeholders, and national and international experience.

This Regeneration Framework brings together the key ambitions of work that has gone before and laid foundations, the triggers that represent change and opportunity already within the district, discussions and ideas from the diverse community of Sauchiehall and Garnethill. What follows arise from what people have said and what the city aspires to. The strategies and themes have been developed from listening, curating, and applying international experience and knowledge of applying the human dimension to improve city environments. The team has worked together with our combined experience worldwide and within the UK, across themes of place, process, value, economy, movement, and engagement.

The Council believe that placing people at the centre of planning, policy and design decisions leads to better environments for people, and stronger cities. With an evidence-led process, decisions can be made and change monitored, to allow a public culture to evolve. This is a process that is built upon incremental steps, testing and monitoring. It is not about big iconic moves, rather about taking advantage of good work going on now for 'quick wins', that are lower cost, take less legislative investment, and address critical needs. These changes are monitored and changes to use patterns noted, while building toward the next steps.

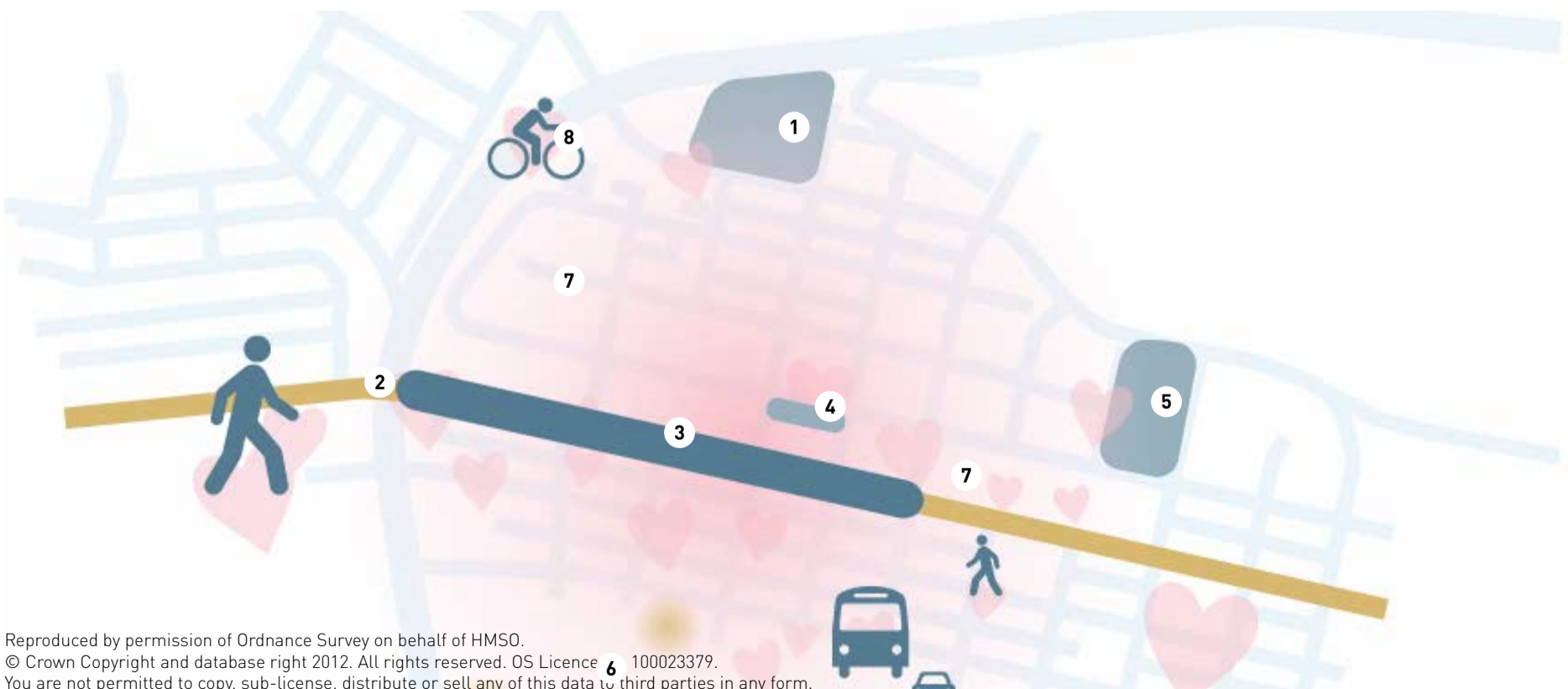
The process proposed is one of collaborative co-creation between the City and the people who represent Sauchiehall and Garnethill: residents, employees, business owners, landowners, institutions, organisations, and visitors. A people-focussed district will come from a holistic process that invites participation from all levels. The city can facilitate change with close collaboration with the groups and stakeholders who have participated in the engagement process. Stakeholders and citizens have a responsibility to act on behalf of their district, and make local and personal commitments to change.

Section 1 Introduction describes what has been done to date, and the context of this process. Section 2 outlines strategies for making a more liveable, local, vibrant district that is connected and distinct. with the importance of governance, policy and a process of monitoring being outlined. Section 3 begins with a public space plan setting out the structure of public space in the district and the different steps needed to achieve the identity of its streets and places. Key projects area are suggested, with principles of best practice that evidence shows foster places that work well for people.

Context: Triggers

Building on what the District as means utilising existing triggers to spur its regeneration aspirations. From physical plans to collaborative engagement to investment, these eight triggers as shown in the below map are currently happening and could be drivers to help push the Framework forward.

1. Redevelopment potential on former Glasgow Kelvin (Stow) College site: The existing building and accompanying ground are likely to be vacated by 2016, offering an opportunity for 'meanwhile uses' and a major redevelopment opportunity which could transform the north side of Garnethill and connections to St Georges Cross and Great Western Road.
2. Sauchiehall Street 'Avenue' proposals: Council led project to create more public space and alter traffic management along Sauchiehall Street from Charing Cross to Rose Street, currently in the early design phase and due to be delivered in 2017.
3. Sauchiehall Street BID as a forum for private sector activity and engagement: The BID is part-way through a £180,000 business plan of private sector led improvements along Sauchiehall Street from Charing Cross to Rose Street. It is a mechanism for delivering short-medium improvements on this section of the street, as well as an opportunity for expansion to surrounding businesses when the BID is up for renewal in 2018.
4. Masterplanning and property investment at Glasgow School of Art: With a forecast 25% increase in student numbers, GSA is preparing a masterplan to guide its investment in existing buildings, new acquisitions such as the McLellan Galleries, and connections.
5. New investment at Royal Conservatoire of Scotland: The Conservatoire is expanding and keen to maximise use of its main building on Renfrew Street, including constructing a new entrance space which will make the building more welcoming and publicly accessible as an arts venue. Plans are due to be drawn up and delivered over the next 5 years.
6. Completion at St Vincent Plaza and the Scottish Power HQ will accommodate over 4,000 staff. Several new blocks of student residences and mixed use developments are proposed, particularly along India Street, Bath Street, Sauchiehall Street, Renfrew Street and Killermont Street. These proposals, and other sites in the pipeline like the Police Scotland HQ at Pitt Street, represent investment and thousands of new residents and workers in and around Sauchiehall District – all of whom need to travel, shop, eat and entertain themselves. That's a lot of business opportunities.
7. Commercial waste management: new requirements for trade waste will mean new ways of separating and storing disposable and recyclable refuse. Over the next 5 years, there is an opportunity for Sauchiehall and Garnethill District to lead the way in designing and implementing modern, efficient ways of recycling and storage such as underground systems.
8. City centre transport: the City Centre Transport Strategy promises a healthier balance of transport modes in the city centre of the future with co-ordinated bus corridors, vastly improved cycling infrastructure, less vehicular through-traffic and a strategic review of public car parking.



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Context: Achievements

Locally and regionally, a series of documents have laid strong visions for the future of Scotlands cities. The achievements of this Framework will support Glasgow city centre as Scotlands commerical and cultural hub. It will also help built on the our distinct assets and unique features to become the most innovative and progressive city centre in Europe.

Glasgow city centre is clearly identified across the policy framework as the core economic driver in Scotland’s biggest city region. The city centre’s continuing vitality and attractiveness to investment is paramount for the continued success of not only Glasgow, but for Scotland as a whole.

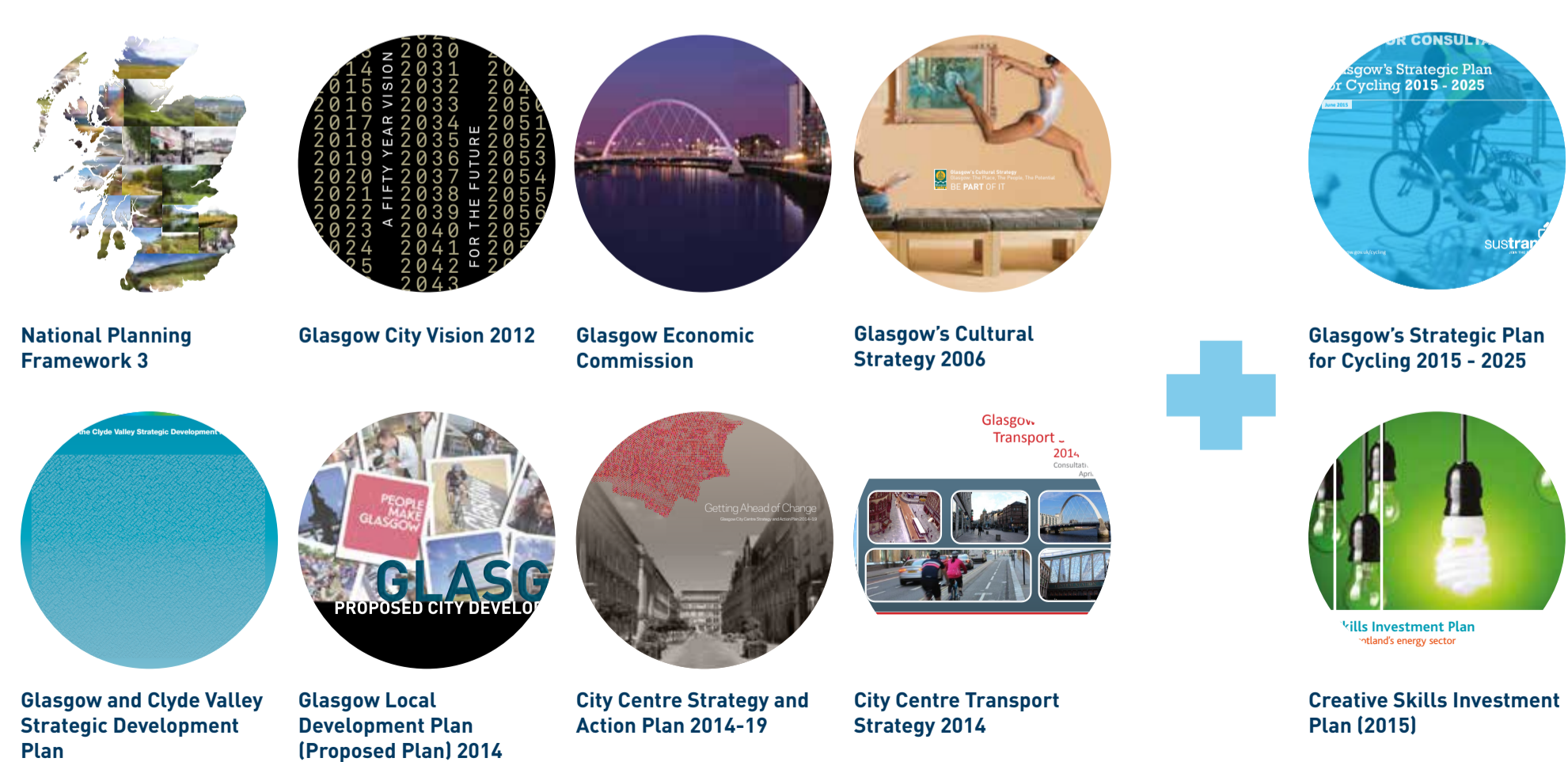
At a finer grain of detail, there is a policy aspiration in the suite of policy documents for continuing to enhance the city centre as a place to invest, to do business, to learn, to enjoy, to experience and participate in culture, to shop, and to live in a place for people. The City Centre Strategy and Transport Strategy set the scene for action and investment to realise the aspirations that cut across national, regional and local policies.

Meanwhile, the Council has a long track record of being able to transform itself and the territory it is responsible for. The city has been at the forefront of urban regeneration in the last two decades with its conscious decision to transform the public realm beyond recognition: substantial investment in time and resources has paid quantifiable dividends in the city’s main shopping streets, the Merchant City and the International Financial Services District. Glasgow and the Council are now operating in an ever-changing economic and public sector climate.

This requires a more sustainable approach to regeneration with a clear focus on the notion of ‘placemaking’ with a more sustainable people-centred approach. This approach is further supported by the City Centre Strategy and it was strongly supported through the engagement process by the local community in the Sauchiehall District.

Moving to a more people-centred approach to placemaking and regeneration requires a step change in two key areas.

- 1. Mindsets must adapt: the local community needs to be encouraged to take more civil responsibility and action. As such, the Council will need to adopt an more enabling and supportive context, ensuring deeper and more effective collaboration is developed and maintained.
- 2. Governance and administration must continue to evolve. Glasgow’s civic governance mechanisms, which are not dissimilar to most large successful UK cities, should continue to move from a traditional departmental approach to a more ‘customer facing’ integrated ‘outcome and place based’ approach. The City Centre Strategy Board and City Centre Regeneration Team are vital steps towards that goal, with their cross-departmental focus.



Continued support for the City Centre Board and Team is essential if the promise of this Regeneration Framework, the first of nine across the city centre, is to be delivered. The co-creative, people-centred approach embodied in this Regeneration Framework will not happen by chance: it will take time and resources. As the City Centre Team now starts delivery in earnest, it will be vital to ensure collaborative working across the Council and its partners, appropriate budgets, staffing and responsibilities, and strong political support at all levels.

The following sets out clear objectives and challenges facing the delivery of this first city centre Framework.

Objectives

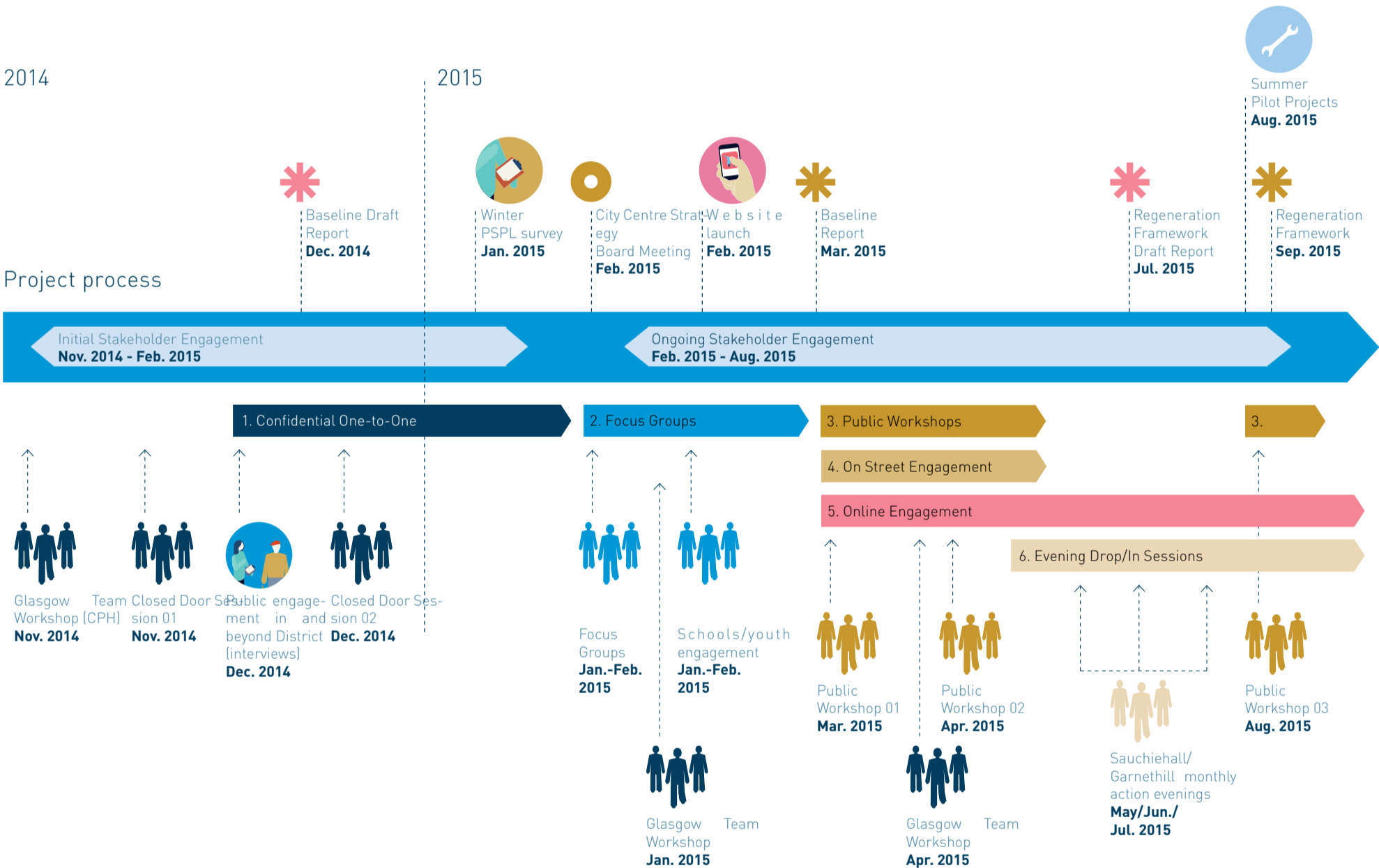
- High aspirations
- Strong will
- Multi-faceted
- Focus on people and place
- Clear, high level objectives of sustainable economic growth and better places.
- Desire to support the city centre as the key economic driver in the West of Scotland.
- Aspiration to make city centre movement more pedestrian-focussed, and key city centre streets more people-oriented.

Challenge:

- Finding common ground of different documents, to serve a strong people focussed ambition across sectors.
- Need for wider, more inclusive measure of value and success
- Bound by budgetary silos
- Detailed fine-grained policy needed to show how higher level objectives of sustainable economic growth and better places will be implemented.
- Sauchiehall District's future role and contribution to the city still to be established.
- Connect land use planning and physical design with softer actions such as supporting residential living, business and the arts/creative sector

Context: Process

The making of the Regeneration Framework is a result of a process of engagement, both internally within the Council and across services as well as externally with many different external stakeholders within the District.



1. Confidential one-to-one discussions with key stakeholders in the District, including senior representatives of educational and cultural institutions, Sauchiehall Business Improvement District and community representatives, with a view to understanding current and future issues and aspirations.

2. A series of focus groups/workshops with different sectors present in the District: the arts and creative sector, individual businesses and groupings like the Sauchiehall Street Business Improvement District, community representatives, education and cultural institutions, Glasgow School of Art staff and students, and local schools. The agenda for each of these sessions was tailored to the participants, but all had a similar objective – to identify aspirations and opportunities for future change.

3. Three larger public workshops in March, April and August 2015. This sequence of workshops brought together the various strands from the interviews and focus groups, set the agenda for the future

of the area, launching on-street and web/social media engagement.

4. On-street engagement during March and April 2015 to gather the views of shoppers, workers and visitors about the area.

5. Online engagement from March 2015 through to the end of the project, including a dedicated website (sauchiehall.net) with interactive mapping and e-bulletin updates to a database of over 300 people.

6. A series of monthly evening drop-in sessions between May and July 2015, giving people an opportunity to discuss particular aspects of the study in more depth (for example, relationships between the night-time economy and residential community) and move towards action and delivery (such as the temporary parklets due to go on site in summer 2015 and the proposed 'avenue' redesign for Sauchiehall Street).

Engaging Sauchiehall

This Regeneration Framework is the result of an engagement process where people, businesses and organisations in the district have contributed their time and energy to share information and ideas about what they like about the district today and what they dream of it being like in future.

The process of engagement has served to:

- Enable local stakeholders – businesses, organisations and residents – to set the agenda for the future of Sauchiehall and Garnethill area.
- Gather intelligence to feed into preparation of this Regeneration Framework.
- Take an ambassadorial role about the project and the opportunities presented by future investments in the District.
- Stimulate businesses, organisations and residents to themselves animate public spaces.

Fundamentally, local stakeholders have set the agenda for this Regeneration Framework: the structure and content of the proposals contained in this document directly reflect the themes and priorities expressed by local stakeholders during engagement.

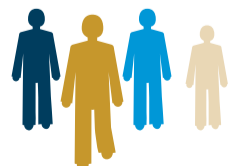
The entire design team added in their professional expertise and experience to translate stakeholder aspirations into the Framework, but the content is driven by local stakeholders.

Building relationships and co-responsibility

The process of engagement has been designed as an interactive dialogue in order to create and develop relationships between the many stakeholders involved in the future of the District. Many of the relationships being formed are new and will take time to consolidate.

The many conversations and workshops have furthermore evolved around possible contributions that the different stakeholders themselves can make to achieve the shared vision of a people-friendly District. The purpose of this being to engender a sense of shared responsibility amongst local organisations, businesses and citizens for the future regeneration and management.

Read more about the stakeholder engagement at :- www.sauchiehall.net/blog



What people said:

"Sauchiehall Street should not just be a street, but should be an experience like that of the Royal Mile for all who visit it, no matter where they come from in the world."

"Need more imaginative places to sit, play, stay, have fun."

"More pedestrian spaces with outdoor seating for cafés."

"I would like to see a children's art gallery, where schools can hold competitions for pupils."

"Make it easier to access outdoor spaces for cultural events."

"I want to see more colour on the buildings to brighten the place up."

"Lighting is a problem - especially on lanes Garnethill Park: the people's square."

"More greenery across the area. Especially to get rid of the concrete city look."

"Lack of space and restricted sites mean that institutions need to share facilities."

The District Today

Taking the views of local stakeholders into consideration, the Council also wishes to gather an evidence base data to help understand the key issues being raised. Through analysing this data, one of the initial steps was to produce a baseline study, which surveyed and assessed how the district is performing in relation to people activity, quality of place and its social and economic values. The following provides a summary of the findings of that baseline study.

Potentials & Challenges

The District is an important destination for both shopping and working

But there are very few invitations to stay and enjoy Sauchiehall. There is very little car free space for activities to unfold and the very few benches in the district are for the most part concentrated along the pedestrianized part of Sauchiehall Street

The district is well served by public transport in and out of Glasgow

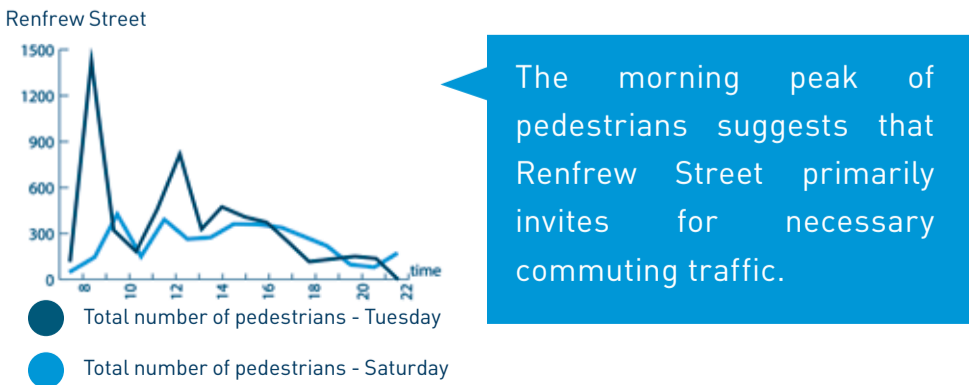
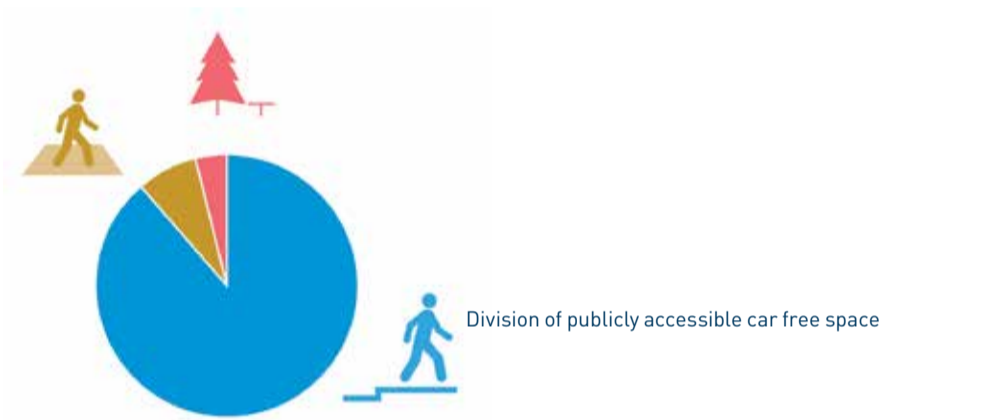
But the district suffers from very poor connections for pedestrians and cyclists in and out of the district

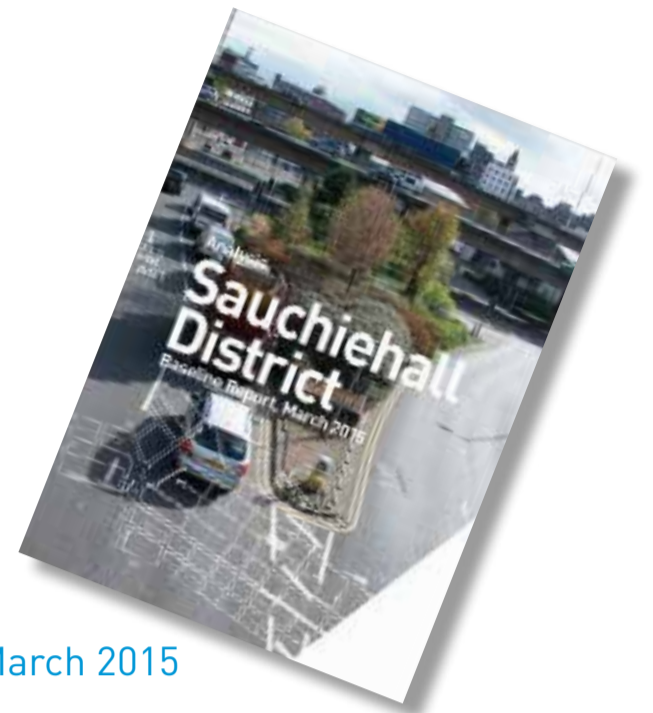
The district has high volumes of pedestrians throughout the day as people commute

But in general the district suffers from poor quality conditions for walking

Sauchiehall Street is an important spine in the district with a lot of pedestrain activity

But this activity is very concentrated and does not spill out to the other streets in the district





Baseline Report, March 2015

Potentials & Challenges

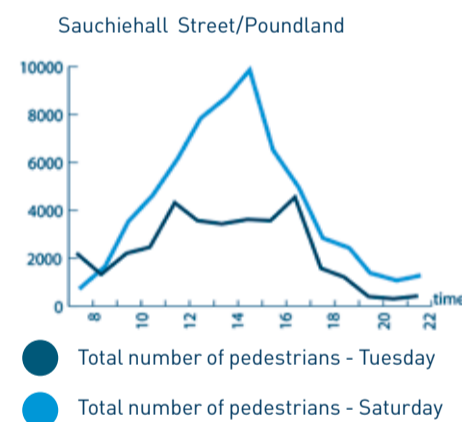
The city is committed to developing its network of cycle lanes and tracks as proposed in the City Centre Transport Strategy.

But at the moment the District has limited and poorly connected provision for cycling.



The District is rich with an active public life at night particularly on Sauchiehall Street.

But the strong night time economy is also associated with issues of noise and disruption, and perceived lack of safety.



The District has a richness of cultural and educational institutions in close proximity to each other.

But these institutions do not have a strong public presence in the district, and the public realm surrounding the institutions do not invite for engagement with the institutions nor support public life.



The District has a rich history with a number of fine and historic buildings.

But the streetscape suffers in many places from bad maintenance and untidiness from litter and commercial waste on the street.



Potentials & Challenges

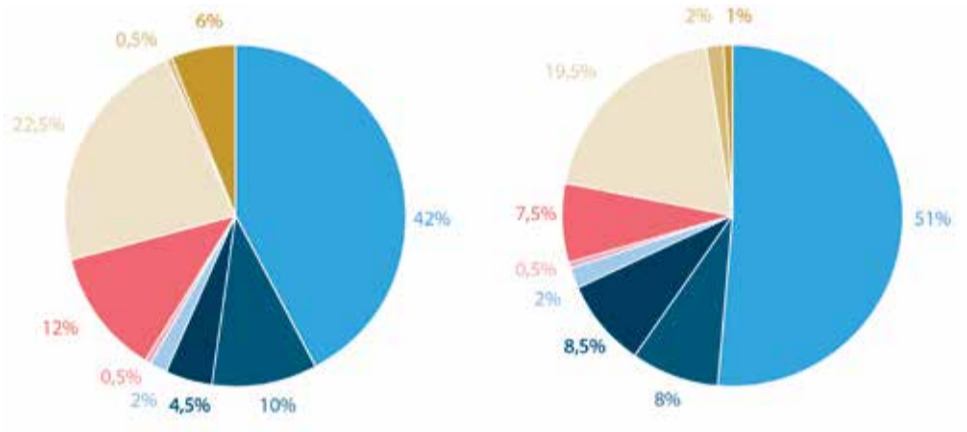
The District is in close proximity to some of the city’s big green areas such as Kelvingrove Park and Blythswood Square.

But the district has very few quality areas of its own green space. This poses a challenge in relation to the attractiveness of the district.



With the many cultural and educational institutions, the District has the potential to expand its rich and diverse public life

But the public life in the district is characterised by passive activities such as standing – in many cases waiting for transport, waiting to cross the street, queuing for an ATM or smoking outside a building. There is a lack of public space, where people can gather and mingle.



- Standing
- Waiting transit
- Bench seating
- Secondary seating
- Lying down
- Children playing
- Smoking
- Commercial activities
- Cultural activities
- Physical activities

*‘Commercial activities’ include people queuing in front of shops, ATMs etc., people looking at shop windows and people who are selling magazines etc. on the street.



Potentials & Challenges

In general the district has low deprivation levels

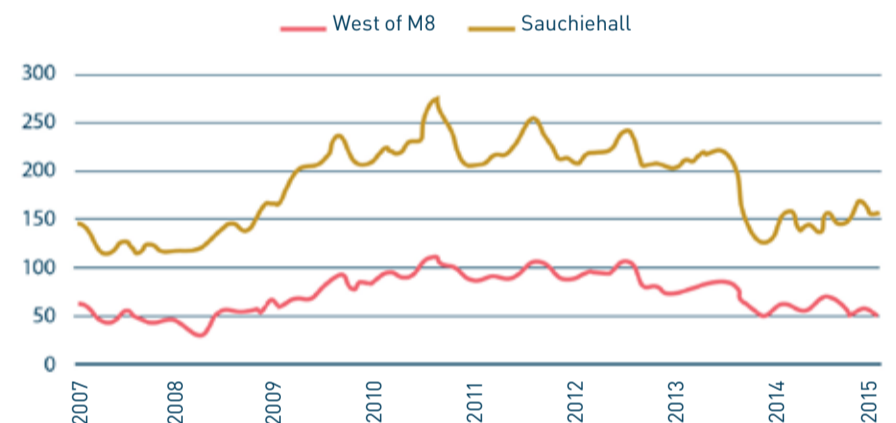
But crime and housing deprivation levels are well above Glasgow as a whole and the deprivation levels are unequally distributed across the district with the north western part suffering from higher deprivation than the rest of the district.



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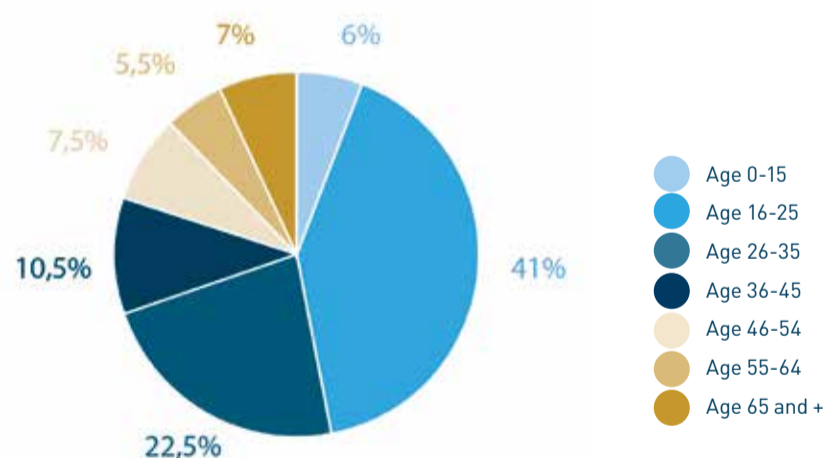
The city as a whole has in recent years witnessed a recovery of employment

But in Sauchiehall the unemployment rate remains higher than Glasgow as a whole



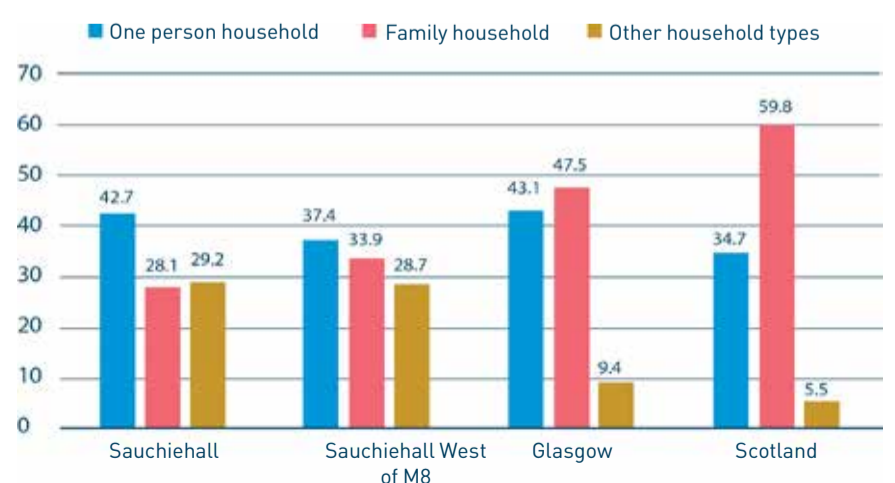
The district has a very young population and is likely not going to witness the same level of ageing population as the rest of the city

However, this young population is characterised by a high proportion of students (41% of all residents). There are very few young professional or families with young children.



In many cities around the world, there is a growing desire from a broad spectrum of people for more city centre living

The Sauchiehall District is challenged by the lack of diversity of housing with a clear dominance of housing for single person households. The housing market in Sauchiehall furthermore has the issue of a high percentage of private ownership and private rented housing which is a possible barrier to future improvements.



*Source - CLES



2

STRATEGIES

image: Glasgow City Council, www.whatmakesglasgowgreat.co.uk

Principles

Taking the outputs from the stakeholder engagement, the various data analyses and the aspirations of the City Centre Strategy, certain guiding principles are key to the success of this regeneration framework.

All these principles can be applied across the entire district; they are found embedded in each of the proposed strategies.

BUILD ON WHAT YOU HAVE



The Council want to value the existing qualities and assets in the district, and make them visible, celebrated, and integrated. It will respect the knowledgeable, dedicated people who live and work here, and the initiatives they have begun. It acknowledges the unique buildings and functions which serve the district as landmarks and identity its character as they provide the backbone for new good design principles.

ENGAGE COMMUNITY



The Council knows that change can occur from many directions and through diverse actions. The Council will help facilitate action with supportive, easy, and direct processes that allow residents, businesses, institutes, and organizations to act and promote the framework's principles and strategies.

CONNECT THE THREADS



The need for better connections and connectivity across the district and to the wider city needs to be understood as intertwined issues involving physical, economic, social, delivery and engagement opportunities. Local success will rely on change process and collaboration, with integrated decisions.

CREATE
CERTAINTY



Sauchiehall has a strong engagement process with the local community making sure that their involvement is heard and put concretely into the district. The strategies of the Framework must be supported by credible projects with achievable delivery to act on the sense of urgency and maintain momentum and good will

NOW,



SOON,



LATER



Change may address different challenges and timeframes, but allow small steps to happen for quick wins and testing what is possible to address in the future. Re-vise and adapt with lessons, and evidence supported by active monitoring.

Four Strategies

The four strategies are organised with themes related to the qualities of this local, particular, and special place. While these titles allow a way to organise the issues and objectives, the Council will enable a co-creative transformation of the place and its people to happen with integrated collaborative processes and by cross referencing themes.



A LIVING DISTRICT

- Strong and safe neighbourhoods
- Local, everyday and accessible services
- Active landlords and tenants
- Diverse and affordable housing
- Healthy and active lifestyles

A liveable city requires distinct neighbourhoods, made up of a commercial centre with amenities for everyday city life in close proximity.

The residential areas within the district, around Garnethill and the areas south and north of Woodland Road vary in typology, quality, affluence, although all need improved access to and provision of necessary services appropriate with developing population. High numbers of students are a key demographic characteristic of the area. By creating strong guidelines for integrating students and student housing into the community and the fabric, the district could gain long term value in quality of place, local economy, and activities. There is a desire for more housing in the city centre, for high quality housing for families and professionals.



LOCAL DISTINCTIVENESS

- A high quality public realm
- A green district, healthy & sustainable
- Diverse and Mixed Functions
- Maximise use of local community assets
- Capitalise on Cultural institutions
- Preserve Cultural diversity

A vital public realm consist of places in which people can share space without having to share anything else. It takes place in public spaces—in our city parks, squares and pavements. The Council cannot dictate what kinds of interactions people have, but it can make sure the city is welcoming to spontaneous exchanges and invite people to spend time there. Parks and squares should be attractive spaces. So should streets, which comprise the largest piece of the city’s open space network. The quality of the public realm which is one and the same with the pedestrian realm is the ultimate test of a city. A liveable city is one which promotes sociability. The district is known for its people, its heritage, and its active life. Great places come from rich connections, diverse invitations and safe, comfortable, and enjoyable public areas. Quality public realm actions include attractive streets at ground level and protecting sensory enjoyment. More green in the district improves enjoyment, value and sustainable measures. The aim is that Sauchiehall become a byword for quality, for tradition mixed with innovation and cultural diversity.



Sauchiehall and Garnethill on the move

CONNECTED & MOBILE

- Connected network for pedestrians and cyclists
- Create improvements in public space that invite people into the district and the city centre.
- Prioritise pedestrians
- Reconnect people and place across the M8
- Attractive, frequent, safe public transport

A liveable city is walkable, maximising the number of trips which can be made on foot and making the walking experience very enjoyable. Everyone, at some point in the day, is a pedestrian. The pedestrian deserves precedence over all other modes of transportation.

The council want to place people at the centre of mobility planning, by creating a district that is well connected to the surrounding city. With barrier free continuous pedestrian systems, consistent and networked cycle tracks and lanes, and public transport that invite users with easy interchanges, frequent services at all times and attractive, safe stops and hubs.



Made in Sauchiehall and Gartnethill

A VIBRANT DISTRICT

- Vibrant invitations and programming
- Support Local Talent
- Support independent retail & strong business district
- Support for Skills and Employment
- Create a Local Currency
- Foster street vending and performance

A liveable city is affordable. Whether its about immigrants from the third world seeking economic opportunity or artists attracted by the magic of city life, the only way the city can remain a welcoming place is if people can afford to live there. The high cost of housing and its simple unavailability often threaten this fundamental dimension of city life.

Building on the strong character of cultural diversity and creative industries through support for independent retail and invitations for locally grown talent to stay and develop here. The Council can harness the development opportunities at a small and large scale with high design standards for social and economic value. The Council will ensure that development is focussed on the local and long term whilst supporting the access to diverse business opportunities, jobs, and education and training in the district.

A Living District

At home in Sauchiehall and Garnethill



STRONG & SAFE NEIGHBOURHOODS

- Build on defined character of neighbourhoods within the district
- Improve sense of safety in the public space
- Build on existing partnerships
- Balance residential living, student numbers, institutional growth and night-time economy



Strong neighbourhoods generally enjoy the social and economic benefits associated with active residents, employers and landowners. Although the district is not deeply deprived - there is still variation across the area and some places, which do fare worse across several deprivation indicators. This typically indicates less civic engagement and integration. It is important to maximise social capital across all parts of the district making strong links between the community and the district and its developments and building resilience.

LOCAL, EVERYDAY & ACCESSIBLE SERVICES

- Develop services in line with growth in district
- Cluster services so all households are within easy walking distance
- Link housing to services, education and strategies



The presence of local community centres, and local shops within walking distance of all residents makes a place attractive and desirable for all ages and can be shown to increase health and well being and it benefits the environment with fewer required car journeys. The Council will identify community service clusters in need of support, or areas of absence.

ACTIVE LANDLORDS & TENANTS

- Develop active landlords and engaged tenants for stronger neighbourhoods
- Foster front zone initiatives
- Promote community engagement



Absent landlords and short term tenants can have a negative effect on a neighbourhood, as units appear unloved, or merely in transit. Residents who feel pride in their local place will be better neighbours and provide 'eyes on the street'. A "front-zone programme" as a public-private partnership should help building owners and institutions to upgrade the areas related to the streets, and be a means toward more green and permeable surfaces into the District. The Council believes that such initiatives could create bonds between residents and local organisations, adding valuable meet and play spaces, and adding value to property.

DIVERSE & AFFORDABLE HOUSING

- Provide for diverse population
- More long term residents
- Better suited for family living
- Cross generational
- Diverse and mixed housing typologies



The Council wants to develop new housing offers to support cross-cultural, multi-generational neighbourhoods, inviting choice for people at all stages of their lives, with emphasis on families. It will link housing above retail to the delivery of the framework and the Sauchiehall Street improvements with recommendations for alternative units for live-work, diverse tenants to bring activity and 'eyes on the street' to the entire district. The Council will develop planning to support diverse and balanced housing with active ground levels and usable outdoor space. It will balance housing split to match best Glasgow diversity, preventing overpopulation of profit driven student housing.

HEALTHY & ACTIVE LIFESTYLE

- Better access to sports facilities
- Better possibilities for recreational use of outdoor space
- Invitations for physical activity in the district
- Create informal play and gathering places in residential areas.



The Council understands that healthy lifestyles are those in which everyday activity includes movement, fresh air, good food as well as access to sports and recreational facilities. At all stages of life, the Council want people to be able to walk and cycle to local shops, work, education, and use the public realm for play. The Council also wishes all residents to have a high quality everyday life, through better possibilities for physical activity, recreation, and use of outdoor space adjacent to housing. This includes better routes for walking and cycling, better options for the semi-private and semi-public realm, and informal play for all. Access to facilities that offer a range of sports, leisure and recreation will add to the value of living in the district and provide the places that make strong communities.

Measures for success for a living district

How will a living district and its performance be measured?

The following indications will link change to value, quality to use and activity, and measure performance with smarter processes and methods.

Pride and satisfaction. As the district evolves into a living district, a survey of its users perception of how it has changed over time can be undertaken.

Data collection and analysis on improved community safety and security (actual and perceived)- road safety / pedestrian-cycle-vehicle permeability can be undertaken.

Data collection and analysis on the increase in new planning applications for new housing types, housing units especially for family units.

City Centre Residential Strategy providing council guidelines that encourage and incentivise the demand for high quality diverse housing for a broad range of people, with an emphasis on supporting families.

To encourage active mobility on a daily basis, map data displaying everyday services/amenities are all within a 5-10 minute easy walking distance for all residential areas within the District.

Data collection and analysis of residential footfall patterns using local streets for a variety of recreational activities, as well as the green parks and spaces

Data collection and analysis of children being active in the streets and local parks.

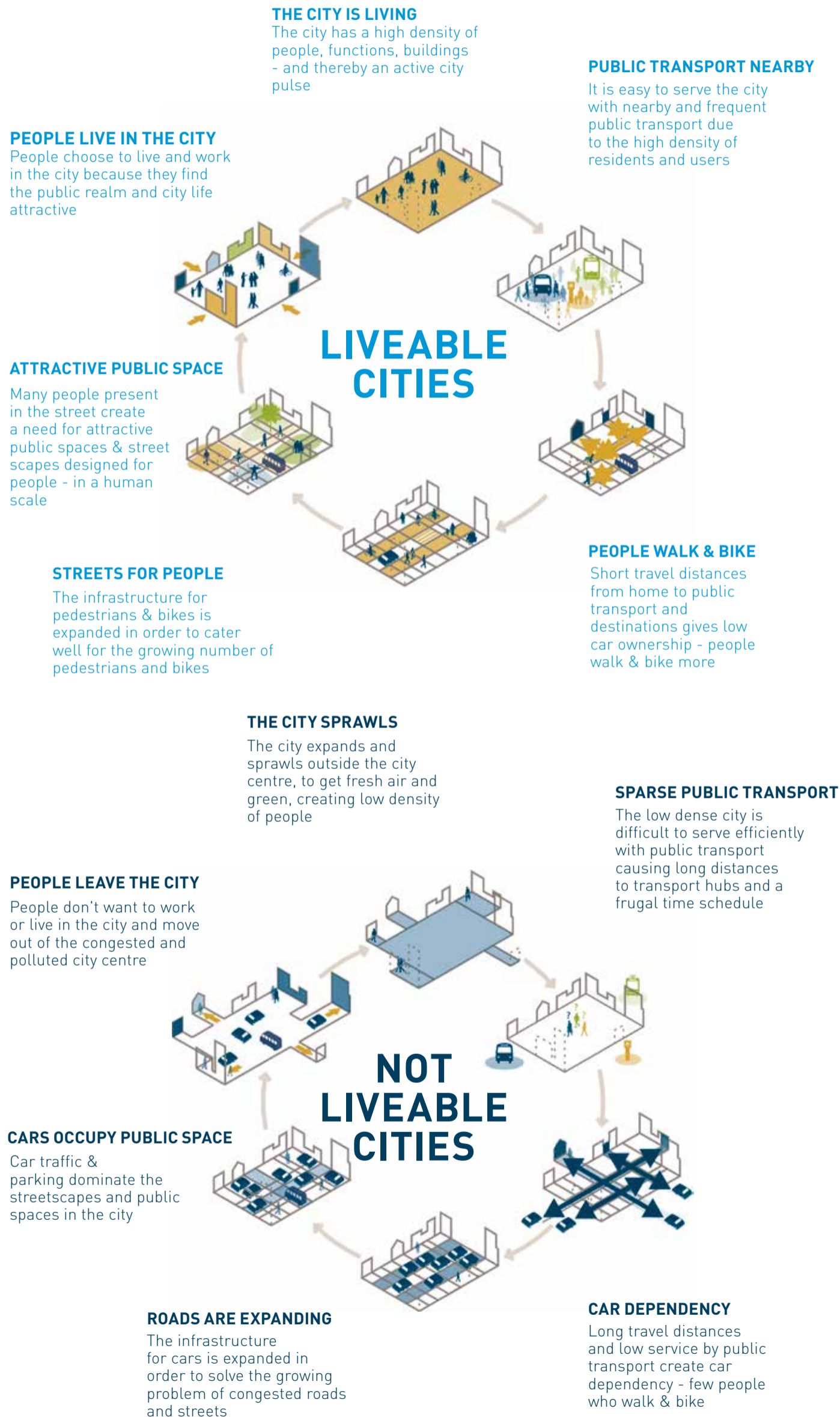
Mapped data and analysis of projects such as the front edge zones.

Data collection and analysis on noise, neighbour, and waste complaints



At home

Liveability as a starting point



A vital public realm

The Council want the city centre have high quality public spaces that connect the activities of everyday life, work, education, and leisure tend to be places that people choose to take part in community life.

It wants to focus on the human scale¹ so that walking distances, walking pace, building heights, smells, sounds and views are all taken into consideration in future planning.

The Council believes a district that is planned to be comfortable for children and the elderly is actually is better for everyone, and invites the diversity to support the varied uses.

¹ "[...] Last but not least is the small scale, the human landscape. This is the city as the people who will use city space experience it at eye level. It is not the large lines of the city or spectacular placement of buildings that are interesting here, but rather the quality of the human landscape as intuited by people walking and staying in the city." Gehl, Jan. Cities for people. Island Press, 2010, pg 195.

A car dominated public realm

The Council cannot dictate what kinds of interactions people have, but it can make sure the city is welcoming to spontaneous exchanges, at least inviting people to spend time in public.

Parks, squares should be attractive and welcoming. So should streets, which comprise the largest piece of the city's open space network.

The quality of the public realm, which is one and the same with the pedestrian realm is the ultimate test of a city.

Local distinctiveness

Local distinctiveness Grown in Sauchiehall and Garnethill

HIGH QUALITY PUBLIC REALM

- Connected, legible, and attractive at eye level
- Good lighting to emphasise legibility, safety & avoid light pollution.
- More seating throughout
- Invitations to linger, and engage in art, culture, and commerce
- Next generation waste/recycling

A high quality realm begins with safety, comfort, and convenience. People need to be and want to be connected with a priority on human scale and human pace, these routes tend to be better used; and better used routes in turn tend to be more safe. Comfort can be increased with lighting that does not interfere with this human scale and with more places to sit and linger or wait while enjoying the qualities of the space. More seating that is free and placed where people want to be will increase the opportunity to create good public life.

Across the district, particularly in Sauchiehall Street there is a desire to address and handle commercial waste and general street bins in a way that supports a high quality environment. An action is needed to scope the remove commercial waste bins and associated recycling from interference with the public realm. An action to investigate underground waste, management collection, whilst ensuring that businesses can comply with new regulations could be coordinated with local businesses, institutions, and landowners.



A GREEN DISTRICT, HEALTHY AND SUSTAINABLE

- Street trees & planting
- Create green links through district and reinvigorate existing parks for use by all
- Create pocket parks
- Enhance sensory enjoyment with reduced pollution, lower noise levels and better visual quality

Green areas are recognised as important for people's sense of well-being, and offer good opportunities for urban dwellers to take part in various recreational activities.

Glasgow's city centre has only a few green open spaces and a few street trees. The District has a strategic location in terms of connecting to the green spaces outside the city centre: the canals at Speirs Locks and the sport fields next to Garscube Road to the North and Kelvingrove Park to the west. The River Clyde with its riverfront is also great potential and not too far away. Removing physical barriers to the green spaces that bound the district, such as gated or privatised parks/squares, will help to increase the opportunities for more public life.

Improving the green elements in the district will also add to its sensory enjoyment. Green buffers with well designed noise barriers can help remove the sense of bad city smells and help improve auditory conditions and offset the impact of the motorway in particular.

Grown in Sauchiehall and Garnethill

DIVERSE AND MIXED FUNCTIONS

- Maximise urban capacity
- Ensure a mix of functions and uses
- Develop stronger ground level interaction
- Program functions in all buildings 24/7/365



Sauchiehall Street already has a good mix of functions within the district. This mix needs to be preserved and can serve as best practice when adding or modifying the built fabric. The Council would like to ensure a vertical mix of functions and uses within each building for example commercial activities in the ground floor and office and housing above.

It will support the subdivision of blocks into small units providing many entrances towards streets and squares helping to create more public life, interaction, variation and experiences at eye level. Comparable uses in buildings can help program activity ensuring that people are nearby at all times and thereby a sense of safety is created and natural surveillance is fostered.

MAXIMISE USE OF LOCAL COMMUNITY ASSETS

- Strengthen the local social sector
- Add vibrancy to the district
- Enhance levels of social capital
- Create meantime use & vibrancy



Encouraging and empowering a strong social sector is important in the long term development and success of the area. The delivery of community asset transfer can give the social sector a stronger presence and provide a platform for the future development of the sector. The Glasgow Community Planning Partnership should consider relevant sites or sections of buildings and how creating value from physical assets contributes to furthering local social value. Where possible and feasible, community asset transfer would be encouraged. Such transfers will not just be a transaction, but develop relationships between the council and community.

Glasgow's economic development team would identify potential assets and promote opportunity for ownership by the voluntary and community sector, with emphasis upon empty and/or underused units. This could be full community asset transfer or meanwhile uses for empty properties. What will asset transfer mean to the council – transferring a lease, or a license to occupy? Time would need to be spent on developing relationships between those interested in utilizing assets, and the council.

Where there are proposed new uses, clear demand needs to be demonstrated and a

robust business plan prepared, demonstrating how the emerging project can respond to gaps in provision, market failures and achieve particular outcomes. Community groups will need assistance to explore the feasibility of the community owning and operating assets. It may be the case that social enterprises are initially placed with capacity and resource. Where demand exists and there is full asset transfer taking place, the local authority would need to provide advice, guidance and technical support around:

- The management of community facility;
- Development planning for sustainability;
- Governance;
- Management of asset transfer process;
- Capacity support to groups preparing asset transfer;
- Advice on legal aspects would need to be taken directly by the groups involved.

Community asset transfer should be used to play a catalytic role in local regeneration. The community asset transfer is a difficult process with a large commitment of time and resource, thus alternative options such as meanwhile use of properties may be sometimes more suitable.

CAPITALISE ON CULTURAL INSTITUTIONS

- Open institutions
- Cultural activities in the public space
- Attractive public realm at entrances

There is a thriving set of institutions in the area, keen to develop stronger links to each other and the local scene. Some cultural institutions are implementing or planning significant growth and investment, e.g. Glasgow Royal Concert Hall, Royal Conservatoire, Glasgow Film Theatre. At the same time, large numbers of students are present in the area, with many graduating each year; all are looking for opportunities. Examples like Fireworks Ceramics, Glasgow Guild, Project Café and Gesso show the potential in the area for arts, crafts, music and literature. Support through funding, planning and advice, can lead to jobs and will add to the local economy. Unfulfilled demand for artists and performers to set up studios and galleries in the area, linking this to vacant and meantime uses would bring together several wins. The Council would facilitate collaborative programming and sharing of facilities/resources within the area, between businesses and authorities, between institutions and residents, amongst local stakeholders themselves. Many institutions are off the main east-west artery of Sauchiehall Street, and would benefit from better connections north-south into the city centre. Tied to the means to develop arts, culture, night-time economy and education as economic drivers, the district can be a place for all ages, with a youthful and active vibe and more opportunities and enjoyment for families and older generations.



King's Theatre A popular theatre where crowds spill out across Bath Street after performances
<https://www.list.co.uk/>



CCA One of Glasgow's main contemporary arts venues and a thriving hub for independent artists, but largely invisible
<http://www.scottishcinemas.org.uk/>



Piping Centre Separated from the Theatre Royal by Cowcaddens Road and changes in levels, the space in front of the Piping Centre offers only limited opportunity for performance and café seating
<http://www.geograph.org.uk/>



Pavilion Theatre Another popular theatre but tucked away from Sauchiehall Street with little to draw attention to it



Glasgow Royal Concert Hall has long blank façades and limited entrance points, the public realm doesn't support the cultural experience that the Concert Hall has to offer



Royal Conservatoire of Scotland has many students come in and out every day, but the area in front of the entrance doesn't invite people to sit or for activities to unfold



Theatre Royal Recent investment has created a splendid new corner entrance, but the space in front is dedicated largely to vehicles and acts as a barrier rather than a connection to the Piping Centre opposite



Glasgow Film Theatre One of Glasgow's most important cultural venues – but the entrance is on a side street busy with traffic that doesn't encourage people to linger

Grown in Sauchiehall and Garnethill

PRESERVE CULTURAL DIVERSITY

- Make more of links between organisations
- Promote and support events and celebrations in the local calendar
- Ensure good indoor meeting places

The Sauchiehall District has long been one of the most diverse neighbourhoods in Glasgow. Sauchiehall Street itself functions as a focal point for people from all over the city and the region. This rich cultural diversity encompasses the varied arts offer focused on institutions from the CCA to the Royal Concert Hall, and the largely uncelebrated multi-cultural heritage of Garnethill.

Garnethill's population continues to replenish itself: there is little doubt that it will still be an entry point for new residents in the coming years. Telling the story and promoting diverse cultures will need support.

Highlight the Scottish Jewish Archive Centre and improve connections with the Mitchell Library's family archives and social history showcased at the Tenement House.

Support of organisations and social enterprises seeking to promote the area's cultural diversity, such as Ricefield Arts and Project Cafe, will create strong community. Promotion and support of events and exhibitions which celebrate local culture and art, e.g., the annual Chinese New Year Parade, will bring people into the district.

Fostering collaborative programming and sharing of facilities/resources within the area – between businesses and authorities, between institutions and residents, amongst local stakeholders themselves -- will help ensure local residents have access to good quality indoor space to meet.



Ricefield Chinese Arts and Cultural Centre
<http://ricefield.org.uk/>



Garnethill Synagogue
<http://womenslibrary.org.uk/>



Tenement House
<http://www.nts.org.uk/>

Measures for success

local distinctiveness

How will local distinctiveness and its performance be measured?

Mapping the location of where primary routes have new continuous, even paving without interruptions or hindrances; reduced barrier effect for pedestrians

Marketing around the district becoming known as as a test bed for imaginative, pilot projects that reinforce active public realms, high quality human scale design

Mapping the location of more street trees, more planting thats integrated into street designs with local solutions

Data collection and analysis on the reduction of noise levels and nox levels

Surveys analysis of local stakeholders on the economic impact of the spending happening along Sauchiehall Street.

Data collection and analysis on footfall in local shops along adjacent streets with a focus on small businesses.

Data collection on how more people are lingering and staying with more people activity taking place outside peak hours

Data collection to monitor pedestrian numbers along Sauchiehall Street throughout the day

Increased pedestrian activities along adjacent streets

The district becomes known as a place that embraces and capitalised on its cultural diversity. 'Going to Sauchiehall' is identified with high quality diverse cultural, artistic, culinary, educational offers.

Data and mapping of the increase in the number of permanent and temporary cultural heritage displays happening. Data and mapping of the increase in the number and range of cultural events happening.

Communication of the strong and established links between education institutions, cultural institutions and the artisan community of small businesses that provides training, education, internships, and creates the vibe for the district planning to allow diverse offers.

Surveys of residents to find out if they are satisfied with local opportunities to meet other residents indoors and outdoors.



Connected & Mobile

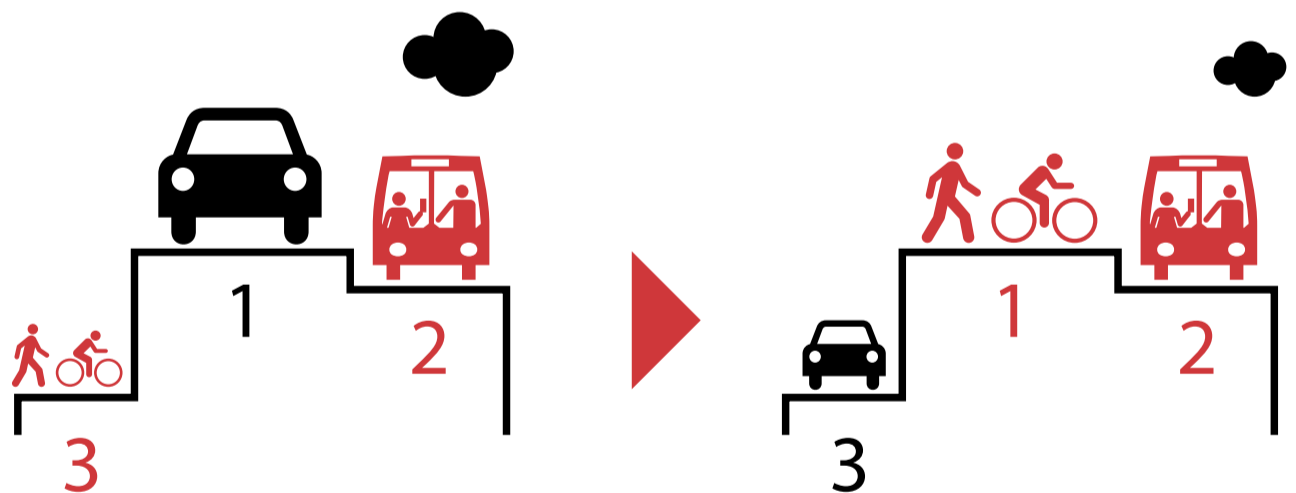
Sauchiehall and Garnethill on the move

CONNECTED NETWORK FOR PEOPLE

- Continuous and linked pavement
- Consistent cycle path system
- Connect north/south streets
- Create a great pedestrian network
- Cycle paths where most needed

PRIORITISE PEDESTRIANS

- Barrier free environment
- Reduced car speed
- Change the priority pyramid



Improve pedestrian and cycle safety and enhance connections between residential, retail, recreation and employment areas and community facilities via these transport modes.

A stronger network can be established: Recognise Renfrew Street as an important pedestrian corridor with better definition and quality. The lack of character along West Regent Street reinforces the disconnection to the southern part of the City Centre. North/south streets are weak connectors out from the main spine to important destinations in the district: it is therefore important to create hierarchy and special places.

Human mobility and the human senses are the biological basis for activities, behaviour and communication in everything we do. We move slowly compared to other animals, in a linear, horizontal field of experience with the earth. Whether it is on streets, roads, in parks or public spaces, our cities should be designed to suit our way of moving about. Who are we designing cities for, if not for people? The human being is a universal and necessary starting point in order to create better cities for people.

We need to move from a city where the car is king and public transport and people take second and third place to become a city focused on public and active transport.

CREATE HOOKS INTO DISTRICT & CITY

- focus on creating 'hooks' that can invite and connect the district across difficult traffic barriers
- implement direct paths into the district connecting homes, work, recreation, and education
- overcome sense of disconnection



These hooks are fundamental aspects to achievement of the district regeneration, from healthy environment to economic value: both gateways for access and announcement of a great place. But they are more than crossings: they need to be strategically, socially, and physically related to the street network in the district, to amenities and live/work locations, and to recreational opportunities.

The topography potentially offers spectacular and interesting views while moving in the district, but it also represents a barrier for both pedestrians and cyclists – not least for children, elderly and disabled who do not move

as freely along steep streets. Heavy traffic is an issue throughout most of the district, most notably to the west and the north with the M8 and other big roads connecting to the M8. To overcome the disconnection this creates for people, crossings should offer pedestrians the most direct routes, underpaths and subways should be avoided and gradually designed away, and footbridges need to be focussed on safety and accessibility. Guard rails, which ostensibly serve to protect pedestrians, also close people in, taking away the freedom and priority in the public realm. These factors need to be addressed at all the hooks.



RECONNECT PEOPLE AND PLACE ACROSS THE M8

- Temporary closures of selected access routes in order to test effect and benefits at the city level, and to overall traffic quality.
- Remove access ramps for land release that could reconnect the city fabric
- Introduce reduced traffic speeds within the city boundary
- Investigate long term reduction to A road status, and eventual greening

Traffic, and the infrastructure created to support it, has created negative environments for people moving through the city.

The M8 affects the daily life of much of Glasgow with a negative effect on development, connectivity, community, and the environment. Pedestrian desire lines are in conflict with the quality of the environment. Conversation is impossible in some routes, and at some logical staying places such as bus stops.

The disconnection of the city fabric can be partially healed with careful hooks and improved routes across the M8, but in the longer term the decision needs to be made either to invest heavily in replacing existing infrastructure or change it to reflect changes in expectations for liveability, mobility, sustainability and city quality. Parts of the existing infrastructure is nearing the end of its design life, and planning for future investment needs to begin now, and be linked to the greater aspirations of the city and the regeneration framework.

Suggestions have been made to modify to a A road the portion that moves through central Glasgow, with a long term view of creating a green linear park in its place. Even without a secure decision, moves can be made now to reap rewards for the city and its people.

Selectively altering or removing access routes within the city could improve the health measures and pollution/noise numbers, release land for development, benefit improved con-

nections between work, living and recreation, and benefit traffic efficiency on the motorway and across modes within the city.

Reducing traffic speeds along the M8 will reduce pollution and improve conditions for good health. There is precedent for reduced traffic speed of motorways within city boundaries, which can have the effect of improving traffic efficiency overall.

The connections across the M8 need to be considered not only from point A to B, but as measures that make it simple and inviting to move within the city, to take advantage of the amenities, to highlight heritage and to provide best quality design solutions. By looking at the wider picture of connecting city amenities, important routes, and key views, the routes become convenient and walking or cycling becomes an easy choice.

- More pedestrian-cycle friendly east-west routes at intersection of Bath Street, North Street, Sauchiehall Street, Woodlands Road, St Georges Rd and M8.
- Renfrew Street as east-west pedestrian/cycle route – improve connections to footbridge and beyond to the east
- Less traffic domination at west end of Bath Street and North Street by creating pedestrian focussed changes
- Improve Charing Cross station environs and make it legible, friendly, and inviting whether arriving or departing
- Better access and setting for Mitchell Library.

Sauchiehall and Garnethill on the move



ATTRACTIVE, SAFE, FREQUENT PUBLIC TRANSPORT

- Frequent service at all times
- Easy interchange and streamlined ticketing between services
- Attractive and safe transport hubs
- Reduced journey times and connections times.

The challenge of diverse housing type, housing choice and locating future growth where people want to be while also providing greater access and connectivity to jobs, services and opportunity, holds the potential to shift car ownership patterns. Therefore parking needs and commute needs are altered and demand great service.

Support for frequent service, increased reliability of journey time (including the time to navigate the space); reduced time to connect between services and modes; reduced journey times and streamlined ticketing.

To invite more people to use the public transport system it is crucial that the public transport is easy and convenient to use and access.

Make it easier to change from one public transport system to another by creating new transport hubs and/or by good pedestrian access between exchange points

Ensure safe and at grade access for pedestrians and bikes to and from public transport hubs

Improve the traffic information at transport nodes

Continue to improve wayfinding to and from public transport by placing signs at central locations, at the human scale and eye level; develop a district wide strategy that ties to heritage and responds beyond the retail areas.

The streets of Sauchiehall District are today dominated by car traffic. In order to invite

more people to walk it is necessary to restrict car traffic and create an attractive network of pedestrian and bike infrastructure.

Connect popular destinations and public transport with good pedestrian infrastructure - connect the pedestrian zones and side-walks so they create an accessible network. Develop bike path system - all streets have enough space to integrate bike paths.

De-clutter streets and reduce commercial signage and improve public signage that support wayfinding for pedestrians and bikes - in a human scale.

Create a good balance between transport modes in all streets - giving space and access to all modes and with pedestrian accessibility as the main focus.

Make a hierarchy of street typologies catering for all transport modes according to the local context

Shift focus from car priority to pedestrian accessibility; offering better accessibility for public transport

Protect the centre of Sauchiehall District from unnecessary through car traffic.

Define low speed/protected areas with reduced traffic speeds to improve pedestrian safety and accessibility (enable pedestrian crossings at grade)

Measures for success connected & mobile

How will a connected and mobile district perform and how will it be measured?

Data and mapping the improved and prioritised pedestrian & cycle accessibility to and through the District, particularly along key routes (e.g. Sauchiehall Street/Renfrew Street) and to key destinations (e.g. Mitchell, Charing Cross station)

Data and mapping the improved pedestrian environment and safety as evidenced through better pedestrian priority at crossings

Data showing the reduced dwell time of pedestrians at crossing along Sauchiehall Street, Renfrew Street and Bath Street, crossing the M8, and along Cowcaddens Street.

Data and mapping demonstrating the increase in percentage of paved footpath to street width

Data on the pedestrian injuries decreasing

Data on the better traffic efficiency as measured with all modes: better walking times, less congestion

Mapping the location of the pavements along Charing Cross showing they are uninterrupted by driveways and clutter, well connected along desire lines

Collaborative working with stakeholders to help Charing Cross station become welcoming, providing an attractive transport hub.

Collaborative working with stakeholders to ensure the Mitchell Library is easily accessible and has a gracious presence in the district.

Data showing reduced journey times and connections times on public transport within the district.

Clear communication of the linked services and connections between sustainable modes of public transport

Collaborative working with stakeholders to ascertain the feasibility of reducing the impact of the M8 on the city centre.

Surveys showing the improved customer satisfaction levels of users for Charing Cross Station, and Cowcaddens Station



A Vibrant District

made in Sauchiehall and Garnethill



The range of independent retailers across the district is a key strength for both the local retail sector and city centre as a whole. Continue to promote and encourage a strong independent retail sector as a means to encourage consumers into the area, and an important differentiator against competition from other districts and towns, out-of-town centres, and the internet. A diverse base of independents is believed to lend areas greater character and contribute to a place's identity.

The regeneration framework will prioritise fostering and protecting independents to maintain the district's vitality. It will also need to encourage independents to work together more effectively to become greater than the sum of their parts, as well as becoming more involved with local partnership groups to support the local area as a whole. This offer will need to fit in with the rest of the city centre as a differentiating/complimentary facet. This is especially important at a time when independent retail is under more pressure than ever, in a highly competitive environment stacked in favour of large retail chains and multi-channel operators. The growth in independents is a significant factor in preventing vacancy rates and reflects how consumerism generally has matured and diversified. Many more consumers are now looking for the special, niche and particular product or service.

SUPPORT INDEPENDENT RETAIL & STRONG BUSINESS DISTRICT

- Foster and protect independent retail
- Foster collaboration between businesses and education institutions
- Advance independent business support

In Glasgow, the growth of many more independents would suggest that a concerted offer within the district would be warranted.

The availability of premises offers an opportunity to attractions accelerating independent retail in the district, connected to the relative strength and abundance of anchor and large retail activity elsewhere in city centre. Alongside the distinctive location and attractive demographics of those who frequent the area, the district is known for culture, arts, and recreation and has a large daily population of creative, innovative influences.

Much of the business support that is available is national (UK and Scottish Government), but the Council often administers business support schemes or have their own bespoke localised offers (e.g. Business Gateway Glasgow and specific support in Glasgow available for digital businesses).

Connecting businesses with aspirations for growth to local and national support, and providing assistance to understand what type of support they need through effective signposting services. More locally specific schemes could include utilising local business champions to help businesses grow or to create the ambition for growth, and inspire local entrepreneurship within this creative area. Tapping into European funding opportunities could also be important.

Made in Sauchiehall and Garnethill

VIBRANT INVITATIONS & PROGRAMMES

- Invitations to stay
- Street festivals and events
- Meanwhile and test uses
- Diverse Entertainment and Culture for all



When cities become more walkable, more connected, more human in scale, and offers to live and work become more mixed, so too does the culture begin to shift to allow more invitations and uses.

Opening the doors for arts & creative sectors to colonise vacant units and spaces with pop-ups and activity. Encouraging use of vacant and derelict sites for temporary 'meanwhile' uses will bring spaces into the public imagination, and make these sites safer.

This can extend to more festivals, events, artwork and colour through the district, with a calendar populated by community led and council led activities.

Council will support temporary art, colour, and installations that can create goodwill and evidence of a changing mindset.

SUPPORT LOCAL TALENT

- Low rents and short term leases
- Small units
- Programmes for start-ups
- Positive About Pop-ups initiative
- Community art strategy



Innovative, creative talent is being fostered everyday in the district. Keeping this talent in the local pool and contributing to the community, the livelihoods and the economy requires innovative direct support.

Empty premises can be let for low rents and short term leases, allowing new businesses to grow and small communities to develop. With business support for start-ups and links to local institutions, local talent can in turn support the community. The Stow College building on West Graham Street offers a prime opportunity to kick start this integrated approach as befits its history as a innovative music and production leader. These types of pocket units can seed change in an area that has great potential, with Chinatown and the proposed 'Underline' which is pro-

posed in this report as a a new connection into the district.

Positive About Pop-ups is an idea to promote 30-day temporary leases for arts, start-up and community uses to owners of vacant property. A Council initiative, based on the Stalled Spaces initiative, could use protocols developed through the government funded Meanwhile Space initiative. There is a strong will from the local BID and arts community for such a collaborative effort. Good examples include New Haven, Connecticut and the work by GapFiller in Christchurch NZ.

An action to develop community art would enable community groups and arts organisations to gain access to public art opportunities. The action would establish a point of contact and enabling fund, with space for installations and activities with support from local institutions keen to make a place in the community.



SUPPORT FOR SKILLS & EMPLOYMENT

- Link people and provision to employment providers and key programmes at the very local level
- Develop new links between emerging businesses and skills training
- Support training initiatives between emerging markets, local institutions and local need.
- Ensure progressive procurement practice

Creating local employment for local people has the benefit of aligning provision to a need for jobs, and creating opportunities for locally trained talent to develop within the district.

Ensuring local residents are targeted and fully connected to the provision requires a clearly signposted and joined up system to avoid replication of ongoing services. Local action, led in part by local community groups with close ties to socially and economically excluded people and neighbourhoods in the district, and with the support of council officers and Job Centre Plus, would be taken to ensure that residents are gaining access to:

- Employability services support;
- Support for those who are some way removed from employment;
- Adult skills support that allows people to gain the skills to enter employment or progress in their career;
- Links to apprenticeship opportunities; and
- Enterprise and self-employment support, as a way of further reducing unemployment.

Local employment agencies will be an important facilitator in helping local residents along the pathway to employment. Local community groups, with support from the council, connect with local employment agencies to

target local people looking to access the job market. This particularly concerns job opportunities as they grow across the district, city centre and adjacent areas of the city.

For those residents who have been out of the labour market for some time, a growing and vibrant district and city centre that they live within or is close by can represent a real opportunity to re-engage with employment, increase their self-confidence and reduce inequality. This also creates a means to retain talent within the district, reinforcing the educational foundations within the area.

Actively encouraging people to link with local employment agencies (often run by the voluntary and community sector themselves) should be a key future priority.

Community benefit needs to be embedded into the practices of contractors who are operating across the district. This involves social clauses within contracts to ensure that Glasgow residents can benefit through employment and training opportunities, utilising local labour and apprenticeships. Core contractors can also think strategically about their sub-contractors; utilising local firms is more likely to bring labour market benefits than using sub-contractors from across the country.

Made in Sauchiehall and Garnethill



CREATE A LOCAL CURRENCY

Complimentary currencies (CC) are local money systems which can be used to facilitate trade in a given locality. The number and variety of local currency schemes has grown in recent years. The UK Transition Town movement has led to scheme in Totnes, Lewes, Brixton, Bristol and Stroud and an even greater network worldwide, with Japan as a leading nation with a great number of currencies and diversity in schemes.

Through a programme of support and education about the impact of purchases, there is scope to support jobs and livelihoods locally. Local currencies can encourage more people to volunteer, and support those who do.

When a CC is properly designed, it is a strong solution that empowers communities to address local problems with local resources. Local currencies can perform an important educational and political role.

Circulation is a key theory that underpins the development of CCs (the number of times that a currency is spent within the economy before it leaves, usually through being deposited in a bank).

The local multiplier is similar in that it con-

siders the number of times that money is spent before it is taken out of the local economy.

It is vital to develop a strong link with the community who will show they are part of the CC history and future. Many currencies are designed to reinforce strong local links.



FOSTER STREET VENDING & PERFORMANCE

Good quality public space will invite for a range of uses, and create the opportunity for vending and performance in open spaces. Create protocol for obtaining the necessary licences, and either simplify the protocol if necessary or create a single point of contact in the Council. This protocol should be flexible to allow seasonal changes and events, as well as evolving culture of public life.

Such a protocol should also include collective procurement of outdoor awnings, seats, power and licences to ease the cost of setting up outdoor activities and facilitate the necessary consents. If developed jointly with the Sauchiehall Street BID, and local institutions, this is an opportunity to create a platform for new culture, business, and creative industry.

A vibrant district

How will a vibrant district perform and how will it be measured?

Through successful marketing and promotion, the district becomes known as a place that embraces and is capitalised on its cultural artistic, culinary, educational offers.

Through successful marketing and promotion the number of programmed of events at all scales and at different spaces, happen all year round and increases.

Data and mapping showing that the local talent is able to take advantage of short term rentals in the District to develop studios, create practices, and build relationships with the local community.

Data and mapping showing that local talent is supported by a range of initiatives that create ease of access to vacant and under utilised spaces, and to kick start new uses and inhabitation.

Data and mapping showing the increase in independent retail: more business growth, enhanced streamlined planning support for innovative space businesses, and a clear policy for clustering mixes of uses.

Data on increased local employment and training support reaching local people and businesses matched with data on the decrease in benefit and unemployment rates

Data showing the active progressive procurement practices that are securing contracts for local businesses and residents in the Distirct.

Data showing the social benifits and economical impacts of the implementation of a local, complimentary currency for the District.



Governance - Options

A number of governance levels need to function effectively for collaborative delivery and monitoring of the Regeneration Framework. Maximising local networks will be key. The City Centre Regeneration team will be essential in facilitating and co-ordinating collaborative delivery.

This Regeneration Framework is built on the principle of co-creation – not only to prepare the Framework, but how it is delivered over the coming years.

Some proposals, such as investment in major street redesigns, will be led by the local authority. But for these proposals to maximise their economic and social benefits, they will need to be co-created with input from local residents, businesses and community groups to ensure that the detailed design is as responsive as it can be to local needs and aspirations. Other elements of the Regeneration Framework will rely on local businesses and residents to take them forward, such as ‘front zone’ garden improvements, street festivals and events, and meanwhile uses of vacant sites and underutilised places.

This means that delivery of every aspect of this Regeneration Framework will involve partnership working between the local authority, its ‘arms length executive organisations’ (ALEOs such as Glasgow Life and City Property), local institutions such as colleges, businesses, venues, community groups, residents and all the other organisations and stakeholders in the District. To deliver any particular proposal in the Framework, one of those stakeholders must lead, others must support, whilst others may not be involved. Obviously the combination of stakeholders involvement will vary from proposal to proposal.

Effective delivery of the Regeneration Framework will therefore rely upon effective collaborative working, which in turn will rely upon maximising local networks. These operate at a number of different levels:

- Strategic:** effective, supported and well resourced City Centre Strategy Board and City Centre Regeneration team to facilitate and co-ordinate overall delivery, monitoring and relationships between key city-wide public sector agencies.

- Management and co-ordination:** the City Council’s City Centre Regeneration team acting as manager and facilitator of day-to-day delivery on behalf of the City Centre Strategy Board, co-ordinating inputs from City Council departments, ALEOs and other Community Planning partners.

- District:** creation of a grouping to manage collaborative relationships between the City Council, business groupings (including the Business Improvement District), cultural and education institutions, community groups (including Garnethill Community Council), schools and colleges, and other key stakeholders. The proposed group should meet regularly to share information, monitor progress and act as a sounding board for the City Centre Strategy Board and City Centre Regeneration team.

This would be the ‘cross-sector local governance panel’ which is explained in more detail below.

- Garnethill:** support for community-based activity and delivery in Garnethill as the main recognisable neighbourhood within the District. Garnethill Community Council should be nurtured and resourced as the co-ordinator of community and resident involvement in project delivery, working with other community groups and individuals as appropriate. This could include, for example, community action on specific projects such as Garnethill Park, the Hill Street viewpoint and ‘front zones’, trials of participatory budgeting, and identification of appropriate indoor space for local community use. That could involve the refurbishment of Garnethill Multicultural Centre or access to a number of dispersed spaces managed by others like social enterprises (e.g. Garnethill Multicultural Association, Maklab, Project Café), colleges, schools and other cultural institutions (e.g. CCA, GFT). As well as being a focus for neighbourhood activities, creation of community indoor space would become a physical expression of the ‘resource-sharing’ recommendations in the Regeneration Framework and a focus for information on ongoing regeneration activity and partnership activity.

Creating a cross-sector local governance panel

To achieve what has been described above, we recommend that a cross-sector local governance panel be established. This panel will need to input directly into public policy and City Council activity, having a direct influence upon decision-making and strategy that reflects the concerns and needs of all in the District.

This panel will consist of individuals from the public, social and commercial sectors. It would not necessarily have to involve a wide range of people (as that could prove counter-productive with so many different voices), but would involve identifying a small number of potential ‘connectors’ within each sector who understand the wider and sector specific issues the district faces, and are willing to invest time into working out how to address the challenges.

We suggest that the membership of the panel could evolve from the ‘North Quarter’ partnership and similar grouping which met twice during preparation of the Regeneration Framework. Its membership should include the City Council, business groupings (particularly the Business Improvement District), cultural and education institutions like the GSA, CCA, GFT and Conservatoire, community groups (including Garnethill Community Council) and other key stakeholders.



This panel would be strategic, action focused and provide energy and synergy to help the District prosper. In particular, it will:

- Work towards developing and delivering the shared vision for the area as outlined in the final Regeneration Framework.
- Share information, responsibility and accountability.
- Connect key decision makers and stakeholders, including the City Council, other agencies, businesses and residents.
- Lobby for improvements by others where evidence points towards need.
- Help to plan and co-ordinate change across the area, and liaise with the Council about local developments and improvements.
- Monitor progress and help to identify changes in strategy that might be required.

The panel should develop formal terms of reference with its own mission and values, aims and objectives. It could also, over time, develop a number of action groups which are concerned with themes such as urban space, arts and culture, and creative industries. It should be designed to work proactively with the City Council rather than just having a lobbying function, and be viewed by the City Council and ALEOs as a key partner for development of the area and a vehicle for raising prosperity.

Typically, structures like this take time to build up and sustain – it is not a short term quick-win and requires the building of trust across all parties. The existing North Quarter grouping offers a starting point, although resident and business representation will need to be added. The City Council will have a critical role in establishing and supporting the panel in the short to medium term, through the City Centre Regeneration team, which should support the panel as it formalises itself – e.g. nominating a chair and other key individuals to voluntary posts such as communications and recruitment, agreeing and determining terms of reference, and ensuring the wider strategic fit of its activities within the Regeneration Framework and other City Council policies.

Over time, City Council support would become less intensive as the panel becomes self-sufficient. The City Council must however continue to have representation on the panel as a key stakeholder in the future of the area.

A critical aspect will be the appointment of an ‘ambassador’ who should combine the roles of honest broker, troubleshooter and champion to ensure that all partners are collaborating effectively. This role might be a member of the City Centre Regeneration Team, another officer, a local individual or an outsider – what is important is their integrity, personality, responsiveness, credibility, commitment and capacity. The person could ultimately cover a number of city centre Districts, and will have a key role in helping

partners to engage and collaborate on delivery of the Regeneration Framework.

An underlying principle: ongoing engagement

This Regeneration Framework responds directly to the needs and aspirations expressed by local residents, businesses and institutions through wide-ranging engagement. This also revealed a strong desire for good ongoing communication and engagement.

This means that, as the Regeneration Framework is delivered over the coming years, there must be good communication and engagement with the local community on detailed design and delivery of each individual project. This will help to ensure that projects are responsive to local needs and wants, and ensure a sense of ownership and involvement in change – so supporting the co-creation ethic.

There is already evidence of the potential for strong local governance within Sauchiehall through the ‘All in Sauchiehall’ Business Improvement District (although this extends beyond the district) and the local Community Council. It is important that the BID and other private sector representatives connect with the local Community Council and other key representatives from the voluntary and community sector who give a voice for the community in Sauchiehall. The City Centre Regeneration team will have an important role in facilitating that to happen.

City Centre Regeneration team

The City Centre Regeneration team will have a critical role in ensuring good governance, effective project delivery and ongoing monitoring at the levels mentioned above.

The team will therefore need appropriate staff capacity, skills and resources for this particularly as they are likely to assume similar responsibilities for Regeneration Frameworks anticipated in other parts of the city centre.

The City Centre Regeneration team will also have the day-to-day role of facilitating collaboration, joined-up activity, trust and continued goodwill amongst partners. This will involve demonstrating progress through quick wins and ongoing successes, accompanied by nurturing good relationships and collaborative working.

The City Centre Regeneration team will be essential to the delivery of the transformational, co-creative change sought by the City Centre Strategy and this District Regeneration Framework.

Planning Policy

Planning policy is a vital tool that helps shape the built environment. Planning policy in this Regeneration Framework will be encouraging new developments and building refurbishments to contribute to a more people-friendly city centre.

The Public Space Plan included in this Regeneration Framework contains proposals to improve streets and spaces in order to make them more people-friendly. To create a truly people-friendly district, another aspect of the physical environment also needs to be carefully considered: the buildings which surround those streets and spaces.

Future changes to buildings, whether through new uses, refurbishment or even new build, are managed through planning applications; and planning applications are assessed primarily against planning policies. In order to ensure that future changes to the physical environment in the District contribute positively to a people-friendly city centre, new planning policy has been written.

The City Council's adopted planning policy for the Sauchiehall and Garnethill District is contained in City Plan 2 and related Supplementary Guidance. These documents have been reviewed and a series of detailed amendments have been written (see appendix A), the purpose of these amended policies is to ensure that future planning applications in the District contribute positively to the aims of this Regeneration Framework.

In summary, the proposed amendments to current and existing planning policy aims to do the following: -

Introduce and establish a new way of thinking about how best to shaping the future physical environment of the district.

Ensure the design of new developments bring a positive human experience to a street helping create a people-friendly physical environment to the district.

Ensure new planning applications for major developments demonstrate people-friendly design through 3 dimensional visuals.

Ensure a greater variety of commercial uses are located on the ground floor in the existing retail sections of Sauchiehall Street.

Promote the uniqueness of Garnethill as a local community and residential neighbourhood.

Ensure new developments design attractive physical environments that encourage people to choose to walk and cycle locally.

Ensure new developments design public spaces and landscaped areas for artistic, cultural, recreational activities.

Ensure the city centre lanes become active public spaces.

The Regeneration Framework will become Supplementary Planning Guidance once it approved. This allows it to have the status of a material consideration, and it will be referenced and used in the determining of all development decisions in that District.

Once the City Development Plan is adopted and the City Centre Strategic Development Framework becomes statutory guidance post adoption (anticipated for Summer/Autumn 2016), the Planning Policy section of the Regeneration Framework will be absorbed into the City Centre Strategic Development Framework, making statutory guidance and part of the City Development Plan.

Corporate Policy

In tandem with the Governance recommendations, successful delivery of the Regeneration Framework will depend on joined-up corporate thinking and holistic action across a number of connected policy areas.

Each of the recommended Principles in the Framework have their own set of public sector policies and investment decisions, which are all governed by Council departments, ALEOs and regional and national partners such as SPT and Transport Scotland.

Each of them will have an important local role to play in developing quality public space, for example GCC Land and Environmental Services will have responsibility over the design of pavements, bike lanes, benches, street lighting, roads, street trees and refuse collection. Planning Policies will have responsibility over guiding building design, its land use, hours of operation and external signage.

Many other partner organisations will also play a role in encouraging businesses, institutions and community groups to enliven public spaces and buildings. This could be delivered developing a year-round events programme for the district.

This events programme could be further supported by a simplifying process that obtains all the necessary consents to use and animate public space. The programme could also support artists and small businesses to get easier access to identified underused buildings and spaces for a temporary art gallery or business pop-ups.

The overall aim of the principles in the Framework is for all public sector partners in the district to identify together how they can each facilitate and assist local stakeholders to animate public space.

The following matrix demonstrates which strategic elements of the Regeneration Framework could be positively impacted on by different public sector services.

		Planning	Transport	Community safety	Housing	Waste & recycling	Noise	Glasgow Life -Arts and culture	Community development	Business support	Licensing	Greenspace	City Property
A LIVING DISTRICT	Healthy & active lifestyle	X	X	X	X	X	X	X				X	
	Active tenants & landlords				X	X	X		X			X	X
	Strong & safe neighbourhoods	X		X			X				X	X	
	Local, everyday & accessible services	X	X		X								X
	Diverse & affordable housing	X	X				X		X				X
LOCAL DISTINCTIVENESS	A green district, health & sustainable	X				X	X					X	
	High quality public realm	X	X	X		X		X				X	
	Maximise use of local community assets							X	X				
	Diverse & mixed functions	X		X									X
	Capitalise on cultural institutions		X					X	X				
	Preserve cultural diversity							X	X				
CONNECTED & MOBILE	Connected network for people	X	X										
	Prioritise pedestrians	X	X										
	Heal the rift of the M8	X	X				X					X	
	Attractive, safe, frequent public transport	X	X										
	Create hooks into District	X	X									X	X
A VIBRANT DISTRICT	Support local talent							X	X	X	X		
	Create a local currency							X	X	X			
	Support independent retail & a strong business district							X		X			X
	Vibrant invitations & programmes							X	X	X			X
	Support for skills & employment							X		X			

Monitoring & Evaluation

The process of implementing change involves lessons to be learned along the way. A core value of evidence based practice has guided the process of this Regeneration Framework. This principle of ongoing monitoring and evaluation invokes both a process of learning and of engagement. Some evaluation methods have been applied and tested as part of the process of this Regeneration Framework, others will have to be developed in the years to come. The measures of success outlined in this section of the Framework will determine the different types of monitoring and evaluation needed in the future.

Public Space & Public Life survey: components

Pedestrian counts

The streetscape is the frame in which pedestrians flow through the city. The movement patterns of people throughout the day and week can reveal much about the character of urban life. Winter pedestrian counts were conducted on selected streets in the District.

Staying activities

The longer each person stays in public space, the more city life accumulates. Countings were conducted, with age & gender surveys in selected locations, to observe what people are doing, where they are doing it and when. The activities give a picture of the activity levels and types at various times of day.

Public space registration

The city environment affects the extent and manner in which people are using the city. The quality of the public realm has been analysed through different public space assessments such as pavement quality, level of greenery, facade quality, general visual quality, and the quality of public furniture.

The purpose of monitoring & evaluation

Monitoring and evaluation serves a number of purposes:

First and foremost it sets out to measure the impact of interventions. Such measurements of impact can inform and provide evidence for other interventions in the future. As a planning and political tool such evidence contributes to maintaining the long term vision intact despite political winds.

At another level monitoring and evaluation can serve as strategic bench mark tool. How does the district compare to other districts subject to a regeneration process?

What to monitor?

The monitoring and evaluation will involve measuring the effect of both physical public realm projects as well as other types of initiatives such as social programs, new governance structures, funding streams etc.

The process of monitoring & evaluation

The regeneration of districts will take time. Some projects and interventions can be evaluated in a short term while others can only be measured in a long term perspective. The important thing is to feed the lessons learned into new ways of planning and developing

the city.

Some evaluation methods are labour intensive and require co-ordination and adequate planning well in advance such as the Public Life Survey (PSPL), other methods such as the use of statistics require new data systems as census data can typically not be collected at a district level.

Who

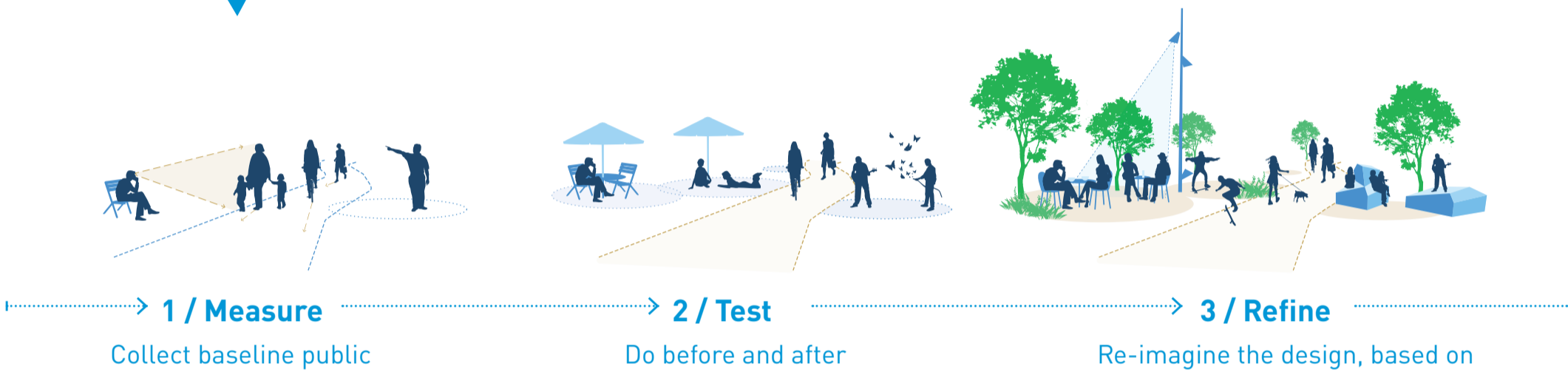
The monitoring and evaluation involves collecting many types of data, and therefore the process of full evaluation is likely to involve a range of different actors, both within the City Council but equally important among local stakeholders. Students from the local institutions have much to gain from understanding the PSPL survey and its process, and this knowledge can continue to be fostered. With strong support from the communities in Sauchiehall and Garnethill, and a desire to be a part of a full evaluation community participation through surveys could be investigated.

Why

As the city and district continue to make change to places and processes, it is necessary to monitor how these changes are affecting people. The measures of success listed for each strategy will be ways to track the impact of changes. The implementation and monitoring of the Regeneration Framework must be tied together.

Pilot projects - Tools for change

The iterative process of making great places is well suited to creating a series of projects that are temporary, engage the public and businesses, and create immediate changes. When well monitored and evaluated, these pilot projects can guide further development, policy and investment while developing places that the community can support



When

PSPL surveys have been conducted in Copenhagen every ten years throughout the past forty years. The surveys thoroughly document the gradual change occurring in this time period and provide empirical evidence of the significant improvement of the quality of city life. Additionally, follow-up surveys have enabled the municipal government to gather information and inspiration for the further development of the urban spaces and the general public has acquired a valuable understanding and interest in the public realm.

At a district level conducting a PSPL is recommended for every five years.

Mapping and spot checks can also be used annually for specific projects. These maps and on the spot checks could evaluate not only physical changes in use at the specific location, but also along desire lines and in the general network. This allows an understanding of how the whole network is being affected by the changes, for example by increasing more commercial ground floor use, or changes to housing types and offers, or business and local community collaborations.

Public Space & Public Life survey

The team led by Gehl Architects has based the analysis in this report on both available data from the City (desktop analysis), evaluation of public documents, and additional data collection in the form of a public space public life survey, performed in collaboration with local students in the winter of 2015.

The data has provided an overview of how the city centre works for pedestrians, cyclists, public transport and cars, and has illustrated the use and structure of the public spaces. This information has helped focus the strategic recommendations and concepts in this report and serves as a baseline to suggest ways of improving the quality, the connectivity, and the liveability of the city.

Next Steps

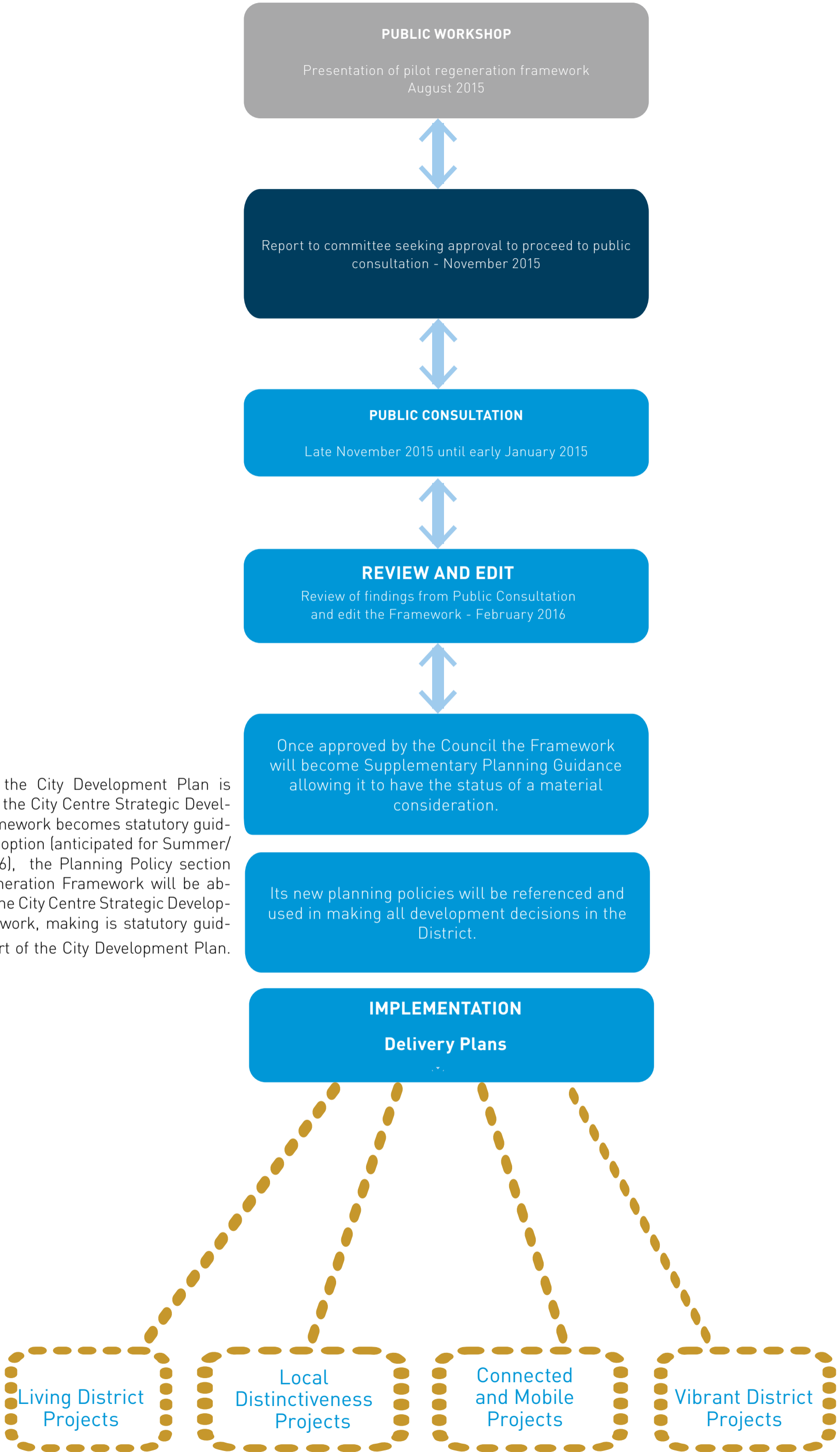
The Regeneration Framework describes a vision for the continued development of a great place in Glasgow, integral to the city and with its own identity and culture.

The district should be “a place where families can enjoy a good quality of life with a range of opportunities on par with the best in the city; where students and professionals collaborate in a thriving atmosphere and where all citizens enjoy everyday quality”

Both this vision and the strategies within the Framework have been shaped by what stakeholders, organisations, and local groups, want for the district.

Once approved, the Council will develop Framework Delivery Plans for the district that will support priority actions and milestones.

These Delivery Plans will also reflect the aspirations, issues and priorities of the local community, following a process of public consultation.



Note: Once the City Development Plan is adopted and the City Centre Strategic Development Framework becomes statutory guidance post adoption (anticipated for Summer/Autumn 2016), the Planning Policy section of the Regeneration Framework will be absorbed into the City Centre Strategic Development Framework, making it statutory guidance and part of the City Development Plan.

makes

Glasgow

a great

city?

3

PUBLIC SPACE PLAN

Public Space Plan

This section outlines physical projects that help implement the principles. These are based on developing improvements in the district that relate to the wider benefits. All will require collaboration and imagination.

The Council is enhancing the economic capabilities of the city centre districts through the development of Regeneration Frameworks. Many of the right ingredients to do this already exist in this part of the city centre. The key is to find a right balance in a way that allows for the district to flourish.

Physical change to the urban environment is one of the most immediate and effective ways of achieving transformation in a district. Change must be designed and positioned so that its impact can be evaluated measured and clearly understood by everyone involved.

Physical change can start by taking small steps bringing an incremental process of small changes to specific public spaces. These small projects build together to combine a much bigger move and provide an ongoing culture of support.

Working with the local community groups and stakeholders is essential in the successful development and delivery of physical change at any scale.

One of the main challenges is how do the Council shape the existing urban environment in the district to ensure that it provides irresistible invitations for people to choose to walk and cycle more and stay longer in it.

The location of the district is a fantastic asset. However the perceived and physical separation created by the motorway and segregated movement systems all need to be tackled to really release the district's full potential as a place to walk and cycle.

The Public Space Plan on page 62/63 therefore outlines the issues and potential physically changes and as its shows how best to move forward with the needed transformation of the district.

The Plan proposes eight moves which aim to connect people, create value, and make the district a healthier, safer, and better place to be in.



**Residential area West of M8
- Housing area**

The residential area west of the M8 is very diverse and is largely divided by Woodlands Road. The area north of Woodlands Road suffers from higher levels of deprivation than the more affluent area south of Woodlands Road. Woodlands Road is an important corridor coming into the city centre, but it does not currently offer much quality in terms of public space. The park around Woodside Terrace is a big asset, but is today underutilised due to the fences around it.

**Garnethill neighbourhood
- Housing area**

The Garnethill area has a strong history as a place for different waves of immigrants. In addition to being a residential area it houses several schools - both local and a private school with a wider catchment area. Garnethill Park functions as a local park but could benefit from an upgrade. The topography offers fantastic views but it also poses challenges in terms of accessibility. The streetscape offers a good human scale but the pavement quality is not good and some front gardens could need an upgrade. The area has no bicycle lanes despite the many students coming through the area each day.

**Renfrew Street area
- The cultural and educational heart**

This area is home to "Avenue of the Arts" - the idea of Renfrew as a strong connector for all cultural activities in the area. The public realm offers little quality today and does not celebrate the many important institutions and organisations in the area. There is a great potential for this area to connect the city centre to the new creative and cultural institutions and activities just north of the M8. The cultural and educational activities in the area are key to creating a vibrant district as well as giving the area a much stronger identity.

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M8 - Main car artery

The M8 represents a huge physical and mental barrier.

With a high volume of motorised vehicles using it every day, traffic noise also affects the attractiveness of the surrounding environment.

There are opportunities to physically change this urban environment so that better links are provided for pedestrians and bikes as they cross the M8.

**Sauchiehall Street area
- The high street**

Sauchiehall Street is the main spine of the district and it has city/regional importance. It forms part of the network of shopping streets in Glasgow city centre but it has a different character than the high end shopping found on Buchanan Street. In the future it is important to continue to differentiate Sauchiehall Street from other major shopping streets in the city centre. The street suffers from several vacant units which affects the experience of the street. The pedestrianised part has a strong flow of people but it offers few invitations for staying. A needed street upgrading project is on its way, which sets out to improve the walking, biking and resting conditions.

**Bath Street area
- Mix of housing & offices**

The area around Bath Street is a mixed area of housing and offices with some retail in the eastern part. Compared to the neighbouring Sauchiehall Street, Bath Street has a more local feel. More active ground floors could increase the attractiveness of the public realm.

Public Space Plan

SAUCHIEHALL & GARNETHILL

Existing Streets - regional interest

Existing Streets - regional interest, pedestrianised

Existing Streets - local interest

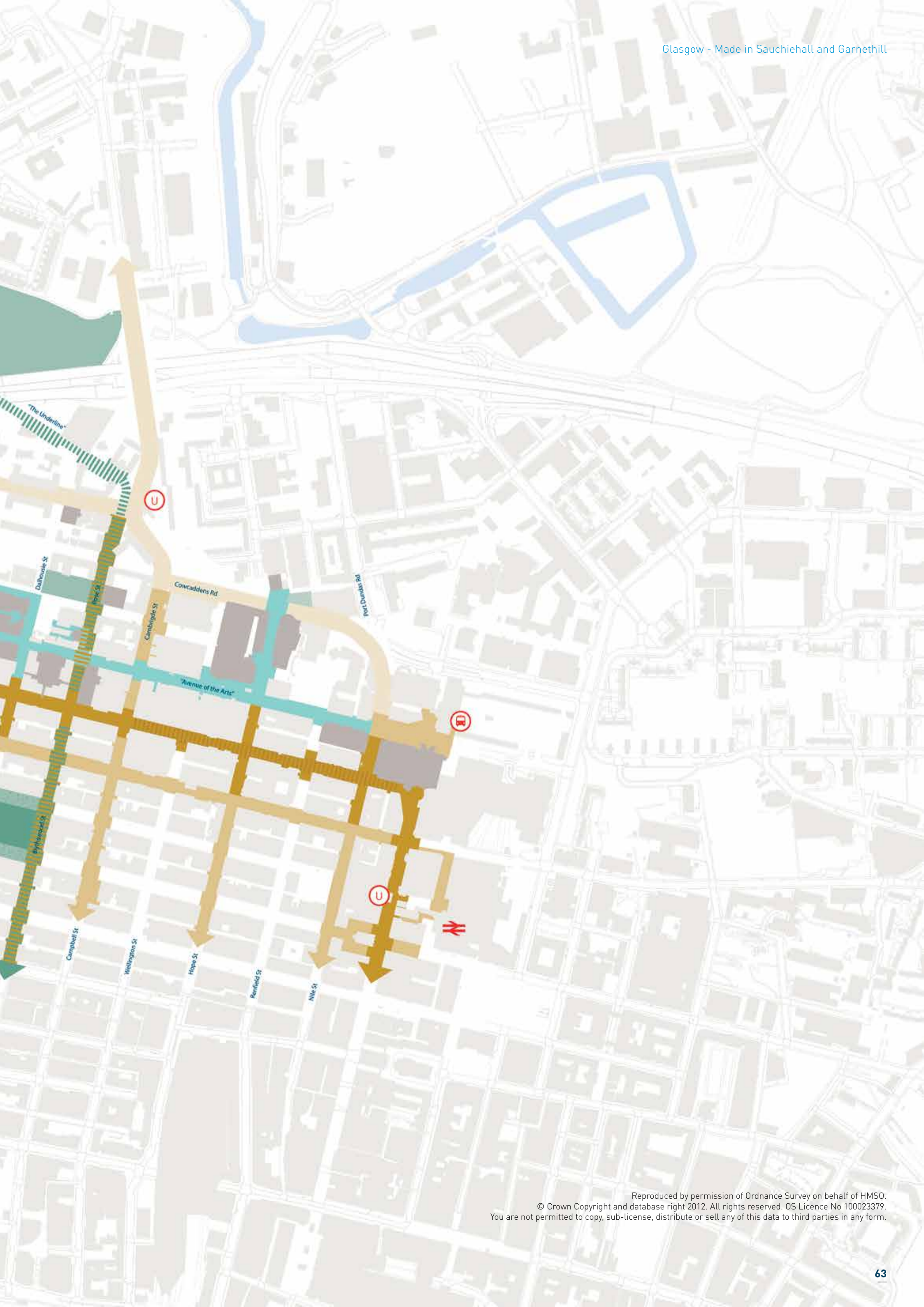
Proposed pedestrian and bicycle connections across M8

Existing Parks

"Avenue of the Arts"

Proposed "Underline"

Proposed "Green street"



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Public Space Plan

IDENTITY OF STREETS AND SPACES

“The fishbone” - the spine of the district

The physical changes of the district’s existing environment should focus firstly on getting the backbone of its public space network in place and in good working order.

This involves an upgraded of the existing networks to improve the district’s physical connections to the rest of the city centre and beyond. Key north-south connections would be improved with a primary focus on upgrading the network to facilitate more everyday pedestrian and bicycle use.

The Sauchiehall Avenue Project is a economic generator for the whole district bringing with it city wide and regional interest.



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Sauchiehall Street

This is a already a famous city centre street. It is therefore strategically smart to start the physical changes and upgrading here. The Sauchiehall Avenue Project will promote good pedestrian and cycling routes.

Photo: Example of an Amsterdam cycle path

Integrated network

Building upon the fishbone project above the next step will be to focus on integrating the public space network in more depth.

Whilst the fishbone is still the backbone of District, as more upgraded streets are added it will become a fully integrated quality network for many pedestrian and bicycle users.

Specific focus areas in need of physical change include the following:

- Bath Street
- Charing Cross Station
- North-South connections
- Elmbank Street



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Bath Street.

Is a local street for residents and users of the district. Improvements can be made by letting the ground floor/basement commercial activities spill out into the street. Creating new invitations to stay and enjoy the street can be made with new public benches and parklets. Creating a balance between the traffic modes in the street and the introduction of new bicycle paths and upgraded pavements are needed here.

Photo: Café’s opening up façades and using the pavement as a place to sit and enjoy . New York, US



Campbell Street/ Cambridge Street

Are identified as a new key routes for pedestrians and bikes and the streets should be refurbished to suit these user groups. Special focus to encourage active ground floors at corners is essential. This enables the façades of the ground floor to impact upon two streets at the same time.

Photo: Gammel Kongevej, Copenhagen, Denmark



Blythwood Street/ Rose Street

Has the potential to become a green street with improved pedestrian walkability. Again special focus on all street corners is needed.

*Photo: San Francisco, US
San Francisco Planning Department*



Scott Street

A very steep street. By closing between Renfrew Street and Sauchiehall Street to car traffic it could become a people space with recreational qualities. Glasgow School of Art will create a natural flow of people in the street and all the residents in Garnethill would gain from more meeting places in their area.

Photo: New York City, US <https://gardeninacity.wordpress.com>



Charing Cross Station.

Legibility and feeling of safety are the main issues for this station and that might have an impact of the number of users. Upgrade and clarify the many entrances of the station with a special focus on lighting and safety. Capping the train tracks creating a station forecourt could be explored as part of a larger legibility strategy connecting Charing Cross Station to over the new pedestrian and bicycle bridge over M8 to the Mitchell Library.

Photo: Federation Square, Melbourne, AU



Improve North-South connections

General and especially south of Sauchiehall Street to link the waterfront. Blythwood Street, Campbell Street, Renfield Street and Nile Street are all in focus strategically and in terms of the present pedestrian flows.

Photo: Rådhusstraedet, Copenhagen



Elmbank Street.

Transform this street into a shared surface with a clear priority of pedestrians and outdoor activities. This change will also support local theatre/café and access to Charing Cross.

Photo: Straedet, Shared surface street in Copenhagen

Public Space Plan

IDENTITY OF STREETS AND SPACES

Green lungs

Strengthen the green in the district with accessible parks, new smaller pocket parks in specific spaces and introduce more trees. In general it is about getting more out of what is already there as the green elements help create a liveable district.

The primary focus is on developing new green, open, inviting and safe invitations for people to play and take part in outdoor passive and active recreation.

Note: Read more about Garnethill Park under the theme “Garnethill”.



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Green in the streets

These may have various forms and it's concepts in a broad sense could be the following :

- Street trees
- Biofiltration gardens in some streets.
- Green front gardens at the tenements
- Street corners becoming a small green pocket park

Stitching the city together across the M8

The M8 acts as a physical and metal barrier and its slip roads use a large portion of the district's land.

In the short term it's about improving pedestrian and bicycle movement across the M8 by creating a series of 'hooks' or crossing points.

These points are where pedestrian and bicycle crossings are possible to install fairly easy. The hooks are all at grade or via bridges. New pedestrian or bicycle tunnels are not recommended.

In the long-term physically changing the M8 into an urban boulevard can be explored further. It is acknowledged that such significant infrastructure work will require substantial public support as well as adequate funding.



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The M8 Hooks

These are a physical interventions in the district that link the pedestrian and bicycle network with the rest of the city.

The identified hooks highlight specific spaces where these connections are currently lacking or are in a very poor condition.

Photo: Crossing at City Hall Square, Copenhagen



Mitchell Library.

With a street closure, reclaim the front entrance of the library and transform that environment into a welcoming public park. The park should work as a walk-through park - a shortcut connecting Berkeley Street and Kent Road. If necessary find an elegant solution for noise protection from the M8 for instance a transparent glass wall

Photo: LIFE Campus, Copenhagen. Schønher



The new “Mitchell Bridge”

A new bridge with clear identity connecting people from the Mitchell public park to the city centre could be developed.

In the medium to long-term, the bridge could be temporary in character leading to the Mitchell public park extending over the M8.

It is acknowledged that such significant infrastructure work will require substantial public support as well as adequate funding.

Photo: The Bicycle Snake, Copenhagen



Connect Woodside Park

To Claremont Gardens and Kelvin Grove Park via pedestrian paths directly attached through the parks. Provide more invitations in Woodside park such as a new play area for children and exercise equipment for adults. A new fence around the park should also be installed.

Photo: Princes Gardens Edinburgh



“The Underline” Stage One

This is a new proposed pedestrian and bicycle route in the north of the district creating a green link that crosses under the M8.

The link may interact with different spaces such as the existing football fields and Chinatown

Photo: The Green Bicycle Route, Copenhagen
<https://www.pinterest.com/pin/559361216191035993/>



Blythwood Square.

Over time it is worth considering the edges of the park and how the park meets the surrounding streets. Together they may become a green lung in the district.

Photo: Battery Park, New York, US



“The Underline” Stage Two

The next stage for this project could be to have “The Underline” as a guiding physical link that strategically connects new developments together.

By creating the public space first and then facilitating new development around it, the project may evolve from being an initial green link to a more defined and connected set of small pocket parks for pedestrians and cyclists to use.

Photo: New housing, Copenhagen, Denmark

Public Space Plan

IDENTITY OF STREETS AND SPACES

Garnethill

The Garnethill area is a great asset for District. The regeneration process of this area is not physical only, a great part of this is about changing the demographics of the neighbourhood.

There is a wish to invite more families to stay in the area and that will be easier if the area in general becomes more child friendly

The area also lacks general local meeting spaces for the local community.

Upgrading existing playgrounds, providing safe walking routes to/from school and introducing new“playstreets” could all be ways to make the neighbourhood more child friendly.

These physical transformations will at all times have the local residents in focus.



Upgrade Garnethill Park

Enabling the park to become an attractive and safe local meeting place for all the residents in the area. Changes to the park could include keeping the big trees but thinning out the low planting, upgrade and fencing the playground and providing new seating opportunities for all ages.

Photo: Playground, Copenhagen, Denmark



“Playstreets” The lack of meeting places could be met by transforming a few sections of the streets into “Playstreets”. Pedestrian priority streets with recreational invitations and slow moving traffic. Look into locations of playstreets that serve several user groups; e.g.. playstreets next to primary schools will allow pupils to use them during the day, and residents in the afternoon/ weekends.

Nørrebro, Copenhagen, Denmark

Front zone initiative

Upgrading the edgezone in front of the buildings would improve the street scape in the district. There are 2 types of front zones:

1. The front gardens of the tenements in Garnethill.
2. The underused and set-back zones in general.

By introducing a “front-zone programme” as a public-private partnership, it could help building owners and institutions to upgrade their front gardens.



Front gardens at the tenements

Some front gardens in the area would gain from improvement. A lot of them are neat and pretty, however some look neglected and deprived. A front zone initiative could help improve this.

Photo: City street, Glasgow



New life to set-back zones

Through an series of project that upgrade and transform specific zones, attractive areas along the streets can be created.

Photo: Copenhagen, Denmark



Close the gaps

Addressing the building gaps along the street by encourage new developments or creating in the space new pocket parks or public spaces.

Photo: New York City, US



Getting around by foot

Improve walkability and ensure school safety zones improve the general walking experience in the area by slowing traffic and making safe crossings.

Photo: San Francisco, US



New car and bicycle parking strategy

Car parking issues are highlighted as a problem by the residents in Garnethill. It is therefore suggested to make a new parking strategy and turn the area into a controlled parking zone. While doing that it is suggested to combine it with a new bicycle parking strategy also - especially supporting the many schools/universities in the area.

Photo: Copenhagen, DK

Public Space Plan

IDENTITY OF STREETS AND SPACES

Avenue of the Arts

The idea of redeveloping Renfrew Street with the theme “Avenue of the Arts” has great potential as it ultimately requires changes of the building façades and the way they meet the street. It is suggested to deliver it as a phased process.

“Avenue of the Arts” would give the District an identity of its’own. By using the facade transformation as a laboratory for a holistic process of getting indoor activities to communicate with the city life outdoors.



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Creative cluster around the art schools

Inviting the student life into the streets by providing new seating and staying invitations. Facilitating more active life in the façades at the ground floor can be realised through the creation of new space for galleries, exhibition of student work, library or café.

Photo: Brighton New Road, Gehl Architects et al

Glasgow City Centre Lanes Strategy

The Council is working on the development of a city centre lane strategy.

Outputs for the lane strategy could be:

- Developing an event space programme
- Temporary art and lighting installations
- Introducing new green-blue infrastructure
- Providing new outdoor residential space
- Resolving issues relating to commercial waste management



Green-Blue lane

Green-blue lanes with an environmental friendly profile. Biofiltration gardens and well organized recycling of garbage.

Photo: www.urbangardensweb.com



Kickstart the transformation process

Whilst waiting for the opportunity to open façades, use solid façades for temporary art work installations. Use creative lighting solutions to brighten up underpasses.

Photo: Maya Hayuk wall painting & Colour tunnel, Pinterest.



Upgrade streetscape

Upgrade the existing street scape to encourage more people to walk and cycle

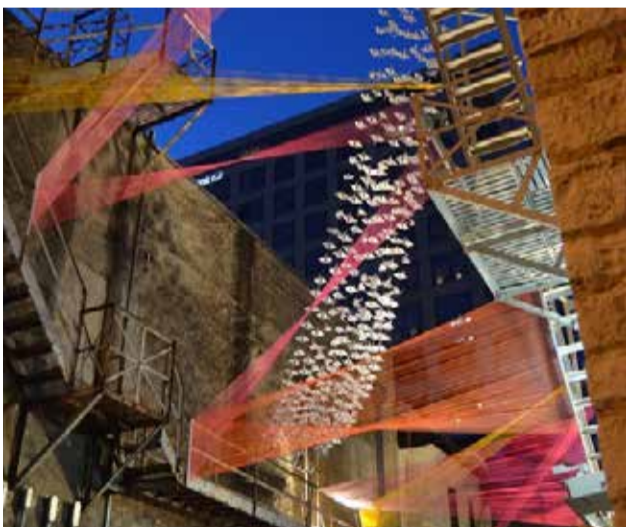


Open-up buildings

Over time formalise Avenue of the Arts by encouraging existing buildings to open up façades to create a new relationship between their activities inside and the street.

Use the many building setbacks for recreation.

Photo: Storefront for Art and Architecture, New York



Temporary Installation

Lighting installations can dramatically change the physical appearance of a lane making it a place people want to go and visit. These types of interventions can be an annual programme bringing with them opportunities to further integrate the creativity within the district.



Art Lane & underground enterprises

Art Lane can help the rear of buildings to turn into interesting active spaces that attract footfall.

Small enterprises and workshops with cheap rents could help regenerate some of the key lanes in the city centre.

Photo: Omote Sando, Tokyo, Japan



Residential space

Where possible the lanes may be improved to provide outdoor residential space or an outdoor lunch/meeting space for people occupying the adjoining buildings.

Establishing Identity

EXISTING

The M8 motorway and its associated connectors occupy a great deal of land, as well as separating living, working, and recreational functions. The crossing points are noisy, and often indirect, requiring pedestrians and cyclists to have a poor experience, that feels unsafe. Stitching the city fabric together could unleash development and culture to promote Sauchiehall and Garnethill.

With the change in status of Stow College, there is an opportunity to consider different uses that reconnect the city and support strategies of the Framework.

Working with the existing buildings and communities, keeping the buildings that add value and making the best of the existing grain, while making the most of under utilised land could re-engage the areas to the north and west within the city centre.



NOW

① Temporary ramp closure to West Graham Street

To be considered with improved access for pedestrians and cyclists on Great Western Road. Traffic study to measure impact on all modes, and changes of use and quality of the environment.

② Embankment Viewpoint

Consider embankment viewpoint improvements, including better connections to adjacent routes.

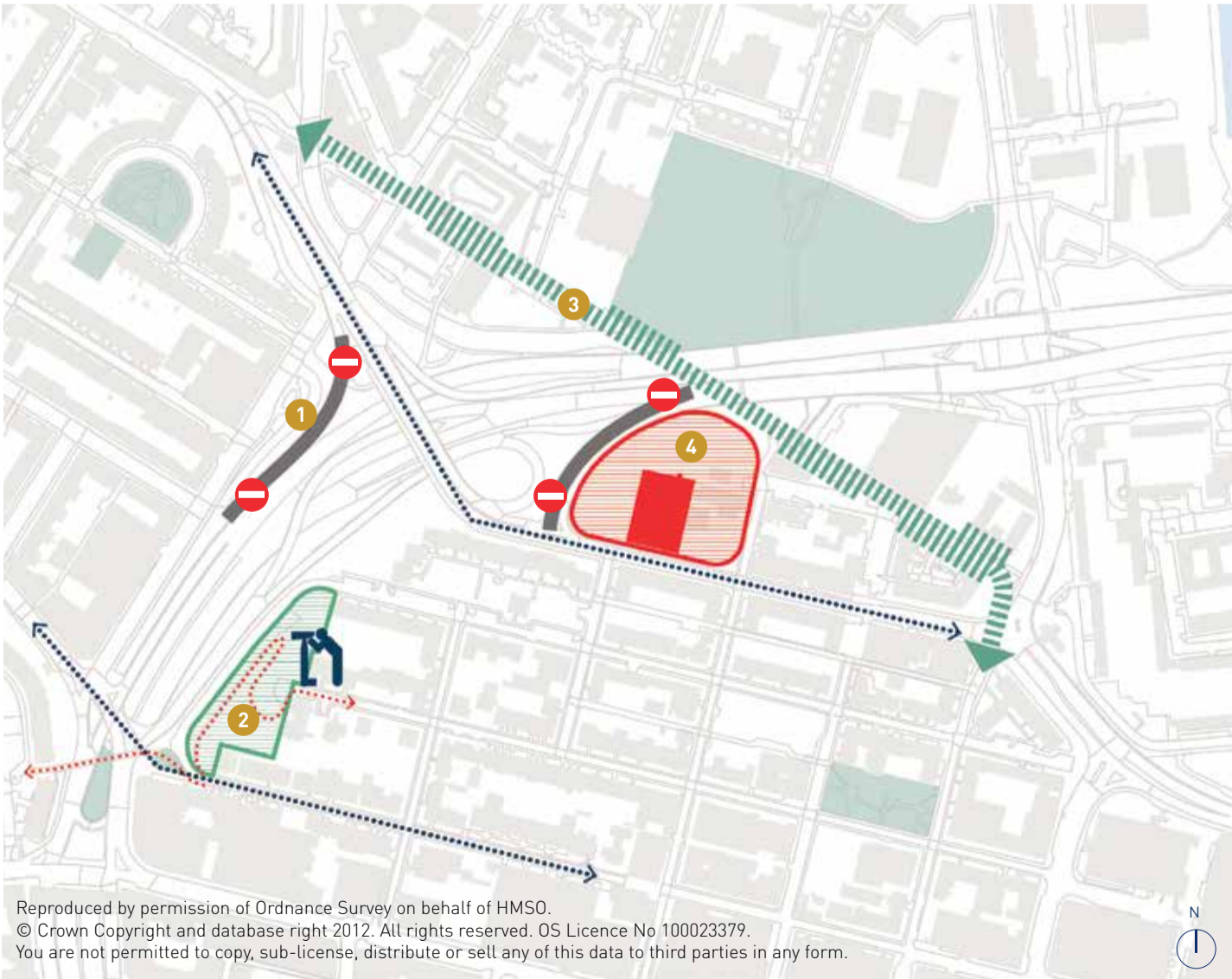
③ “The Underline”

“The Underline” temporary project: a continuous safe link between neighbourhoods, burgeoning enterprise, and central offers.

④ Stow College Site

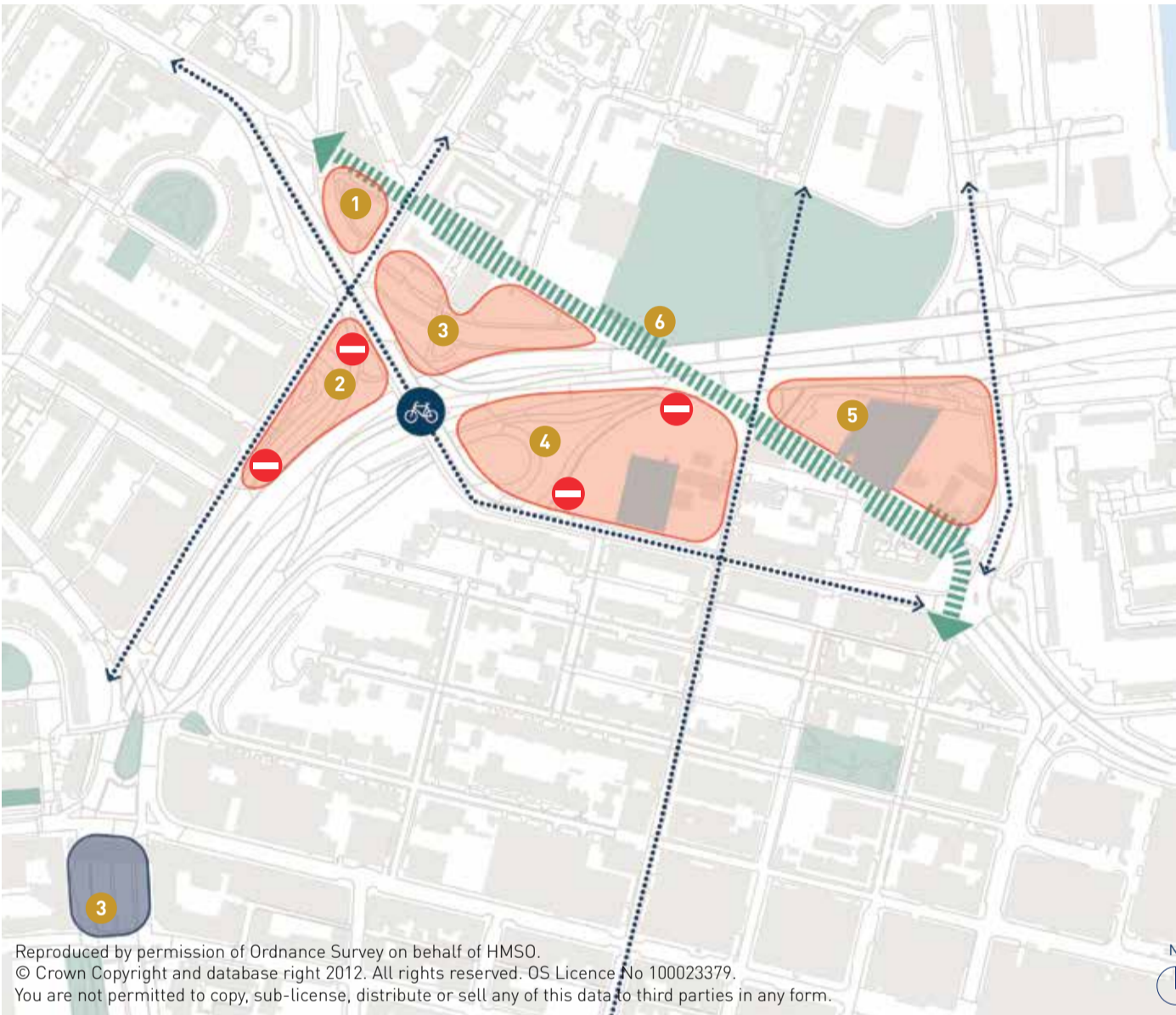
- Consider adaptation and reuse of building;
- Short term leases programmed towards desired and future user groups; and
- Consider future development opportunities alongside potential planning and development guidelines for the site.

-Temporary closure of the slip-road at Stow College site



SOON

- 1 **Modification of the street grid**
that is part of the city in relation to changes with ramps and "The Underline"
- 2 **Permanent closure**
as lessons are learned and traffic adjusts. Linked to permanent pedestrian and cycle network at West Graham Street overpass.
- 3 **'Cap' road to connect to Sauchiehall Street**
Adjacent to existing green to the north, and allowing safer, quieter, and more connected routes along Tay House and the potential for development under Tay House.
- 4 **Develop a strategy for the Stow College**
site that integrates the existing building and considers new uses for under utilised land and integrates strategies for housing, businesses and creative industry
- 5 **Review development opportunities**
and edges. Create opportunities to integrate cultural and heritage aspects
- 6 **Progress "The Underline" project as a green corridor for active travel.**



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LATER

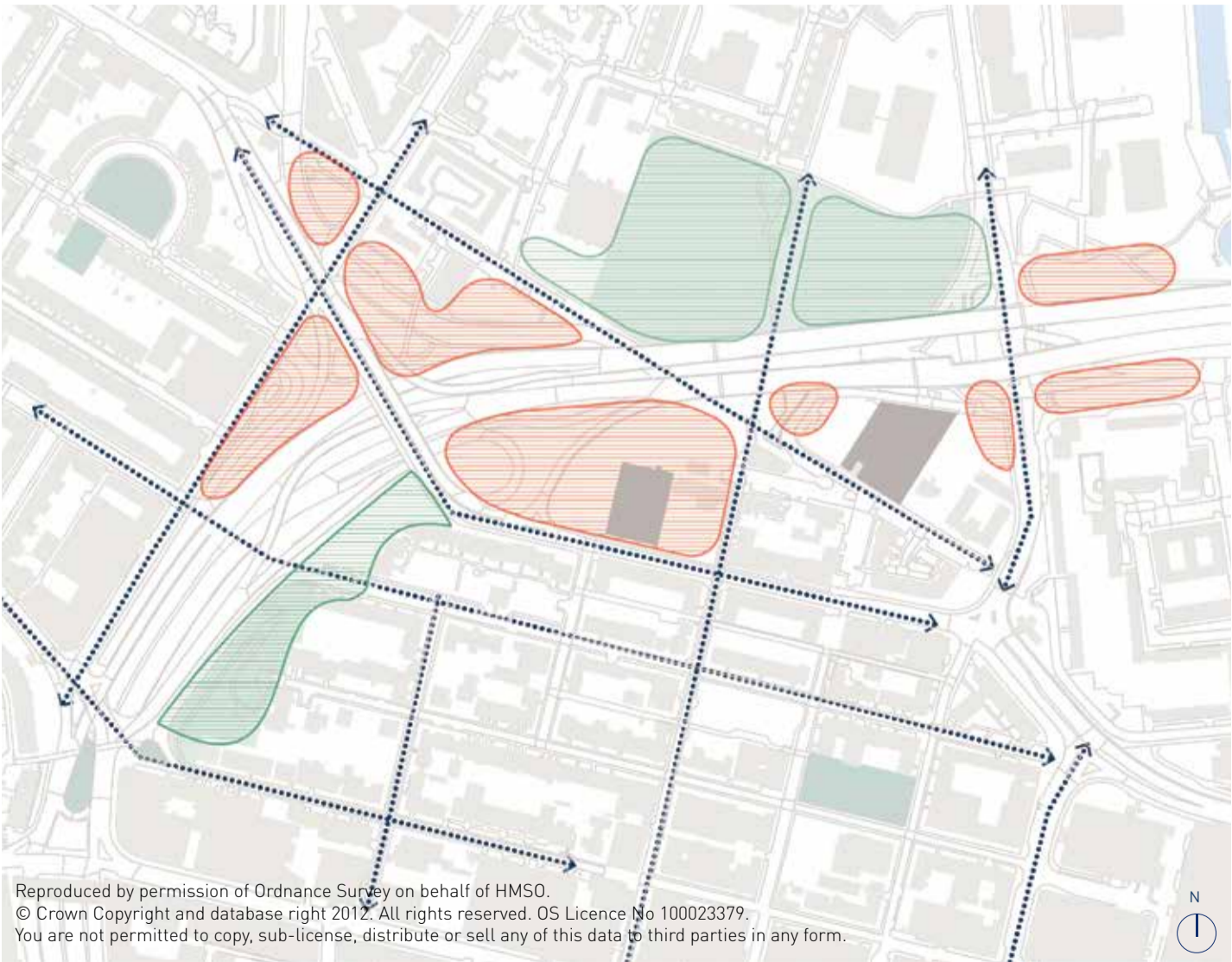
The reality of infrastructure life cycles means that a decision needs to be taken soon about investing in replacing elements of the existing motorway or altering it to the benefit of the city and the region.

In the long term, the current slip roads of the M8 into the district occupies valuable land. Pollution and noise also have a detrimental effect on the environment.

Without complex access and slip roads, the highlighted zones indicate plots of land that could become available for development.

Removing these complex levels will allow a reconnected network that is akin to the historical layout.

Note: Boundaries shown are indicative of the areas of land that could be reconsidered with regard to land use and integration into the city fabric.



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Making the change

KEY PROJECTS

Making the Change

The path to delivery of these projects over time will be different in each case, and will need to embrace responses to the specific challenges identified above. However, delivering change in Sauchiehall District will also comprise some common elements. This commonality relates in part to the connected-ness of specific groups of projects: project nos. 1-3 on the opposite map are obviously very close associated, while project nos. 6-8 are not only contiguous with one another but also directly connected to project nos. 4 and 5. There is also the generic need in all cases to overcome the challenges associated with the reassignment of traffic capacity and reallocation of physical space from motor traffic to walking, cycling and a better public realm.

Obtaining the necessary funding for delivery is also something that each project requires, and this matter, in particular, points to the need for implementation to be phased over time according to a clear, though flexible, programme. This programme now needs to be developed by the Council through internal consultation and engagement with interested parties. This process, in turn, needs to take account of a number of important considerations, including:

- the desirability of, or need for, building some projects sooner rather than later;
- the practicalities of delivery, such as in relation to the need for land assembly, detailed modelling, and for major construction;
- any opportunities that exist for projects, or elements of projects, to 'piggy back' on other work in progress;
- the nature of any due process required to achieve agreement on design, such as in relation to the setting of any listed buildings or other especially sensitive built environment issues;
- the extent to which the delivery of any given project, or project element, is important as a statement of the 'direction of change' in which the Council is proceeding, as regards both the Sauchiehall District and the city centre as a whole.

With these issues in mind, it is suggested that two projects in particular recommend themselves as candidates for relatively early implementation. These are:

- Project no.4 – Sauchiehall 'Avenue' Extension. The opportunity here is to build immediately on the work that is currently ongoing to design and deliver the main stage of the 'Avenue' scheme from Charing Cross to Rose Street.
- Project no.5 – The 'Underline'. This is a project that can be begin in the short term and which involves a number of elements where

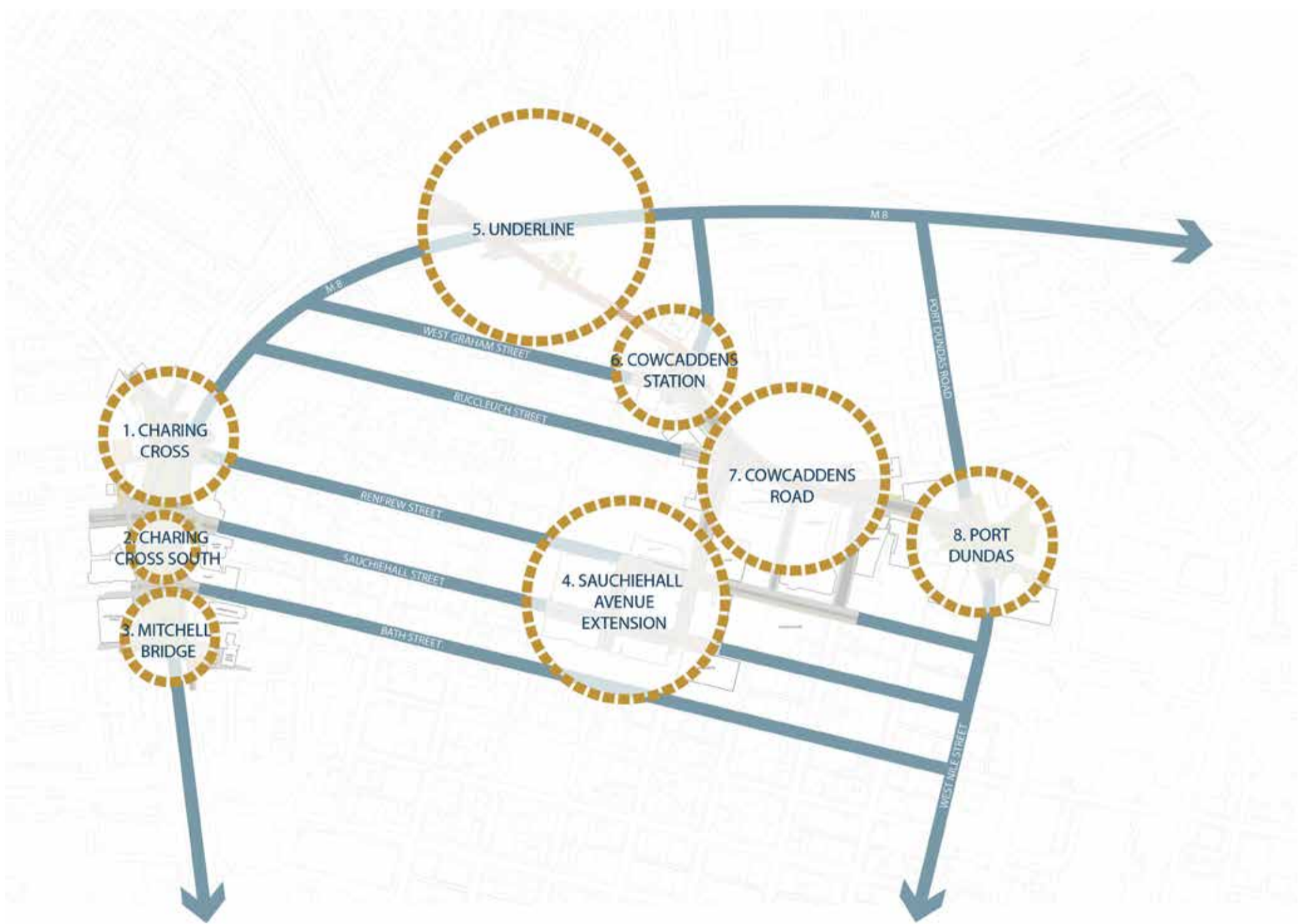
positive change is not only relatively easy to achieve but will deliver appreciable benefits for walking and cycling. It also presents the opportunity to create something of a splash and to involve local people and institutions in a design competition for the whole or part.

In support of these and other projects, the Council should also now begin the process of building a local area traffic model appropriate to allow assessment of proposed changes to both links and junctions. The two principal areas of focus will be Charing Cross, and Cowcaddens Road, from/to and including the junctions with Garscube Road in the west and Port Dundas Road. This work should be part of a broader Council initiative to explore road-space and signal capacity reassignment in the city centre, which is also a key issue affecting the scope for change in each of the other eight city centre districts.

Project 1- Charing Cross

Change at Charing Cross, along the lines of project nos.1-3, will give the strongest possible sign, not just locally and nationally, but internationally, that Glasgow is determined to transform itself to become the 21st century exemplar global city that it aspires to be: "the most innovative and progressive city centre in Europe... providing an excellent and sustainable quality of life and experience for citizens, visitors and investors" (the Shared Vision from the City Centre Strategy and Action Plan). It is not just the symbolic and practical value of reconfiguring an urban environment dominated by provision for motor traffic, it is the opportunity to make walking and cycling much easier to choose, to create beautiful new public spaces, to restore the dignity and public utility of the Mitchell library, to transform access to and from the station, and simply to reconnect parts east and west.

The scale of change that is envisaged, and required, means that its delivery cannot be left simply to an assessment of the implications in terms of traffic and cost. It will be vital to build a 'community of change' to develop and articulate a positive and winning vision for change; and also to start now to engage with key local and national stakeholders, including the Library, Network Rail, Transport Scotland, Historic Scotland, the New Glasgow Society. The energy and tenacity required to achieve change on the necessary scale will be considerable; but the benefits, for the Sauchiehall district and the city as a whole, are surely worth the effort. And the time to start is straight away.

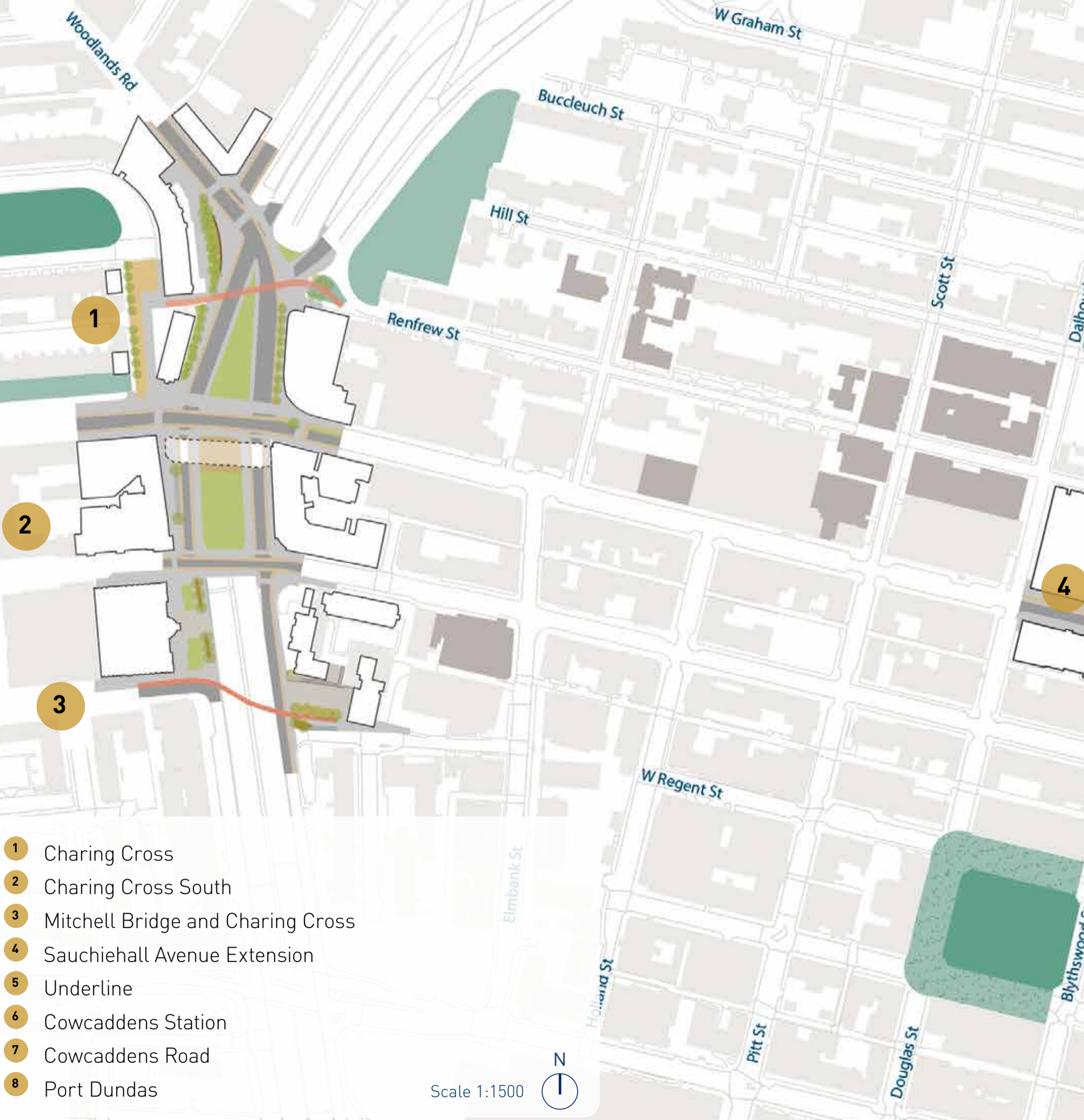


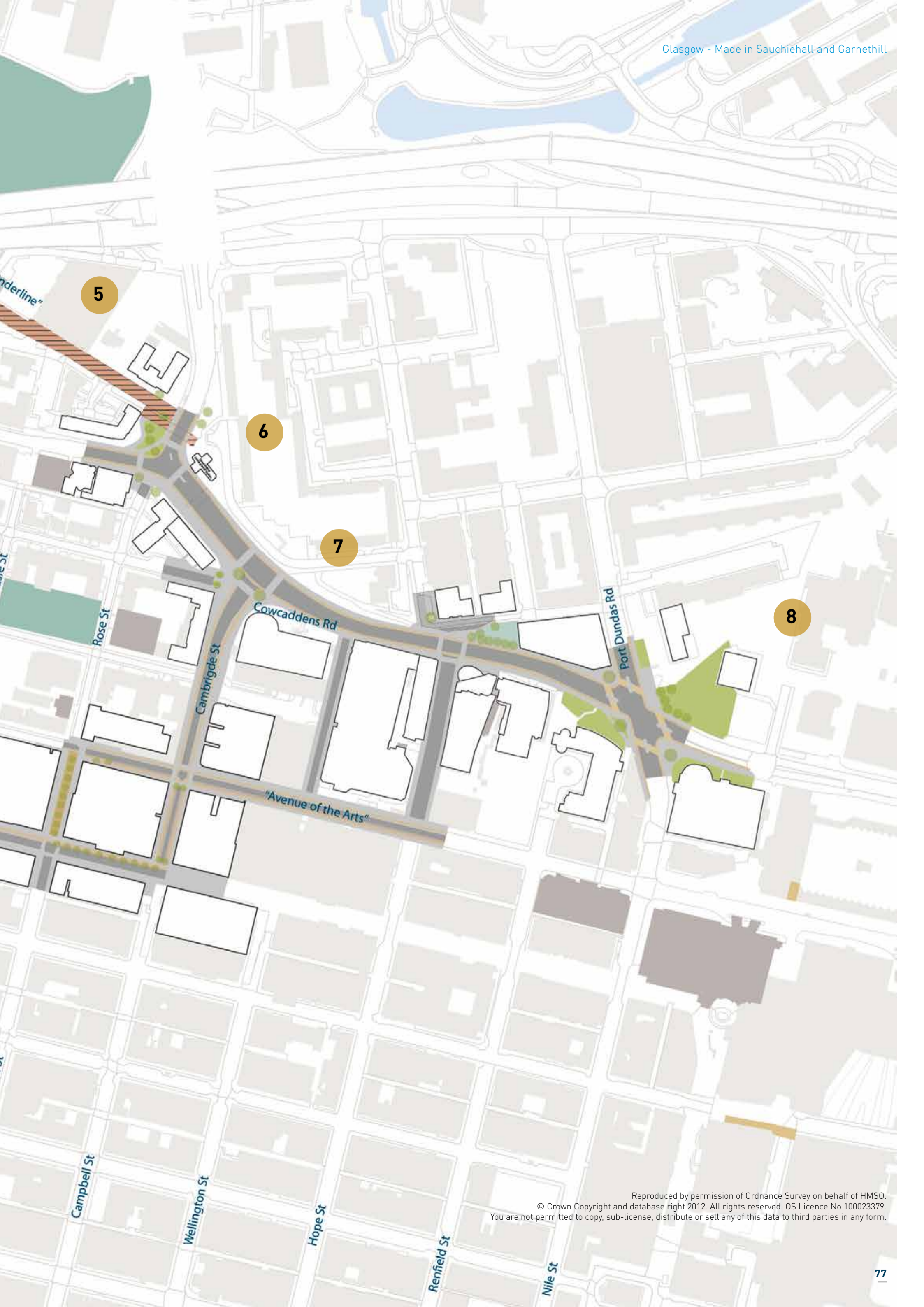
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This plan illustrates 8 key projects to consider in the evolution of Sauchiehall and Garnethill District and link to the principles of:
 A Living District, Local Distinctiveness, Connected and Mobile and A Vibrant District.
 The projects are discussed on the following pages.

Key Projects

SAUCHIEHALL DISTRICT





1. CHARING CROSS NORTH

What is the need?

The purpose of this project, as of the closely-associated project nos. 2 and 3, is to vastly improve the links between the District and the parts of the city to the west of the M8 corridor. Both physically and in terms of perception, the corridor creates huge severance. If you're in Sauchiehall Street and have no particular need to go west, the existing conditions discourage even the thought of doing so. For those who do have to cross the Cross, in any direction, and whether on foot or by bicycle, the experience is unwelcoming, inconvenient, confusing and time-consuming, and it feels unsafe. So this project is intended to reconnect Sauchiehall Street with the West End, to make the western and eastern parts of the street seem like the same street once again, and generally to make walking and cycling between Sauchiehall Street, Woodlands Road, Renfrew Street, St George's Road, the Woodsides, North Street and Newton Street as seamless and pleasant as possible.

What is proposed?

1. Well-specified footways and cycle lanes/tracks along all streets (including removal of steps on the foot/cycle bridge).
2. Walking and cycling crossing facilities on all junction arms that are direct, safe and minimise delays to people on foot and bike.
3. Creating a single, raised central 'garden' space by removing the existing slip lane; thereby providing a new landmark green space at a key city centre gateway.
4. Rationalisation of traffic lanes on some arms to improve junction efficiency and make walking/cycling crossings shorter and more direct.
5. Enhanced access to the foot/cycle bridge at Woodside Crescent, including possible 'shared space' treatment.
6. Enhanced public realm at eastern access to bridge, including seamless walk/cycle links to Renfrew Street and Buccleuch Street, and 'single surface' treatment of space below bridge, including access to local service yard.

What are the challenges?

The principal challenge will be that of reallocating capacity from motor traffic to walking and cycling, both in terms of physical space and signal timings. Site observations indicate highway space in certain locations is very inefficiently used at present, while pedestrian/cycle signal phases can be shorter where crossing distances are shorter; and this project should be an exemplar of the city's commitment to promoting walking and cycling safety in the centre. Lane closure trials can be used to explore impacts and build confidence. Different options for the public space proposals (3, 5 and 6) will have different cost implications; but, overall, this project offers the opportunity for transformation of a pivotal location at a relatively modest cost, since there is no requirement for major reconstruction. The basic elements could be achieved in a comparatively short period of time, with more costly enhancements (e.g. the landmark garden or possible new foot/cycle bridge) being delivered in future years, if funding can be obtained.



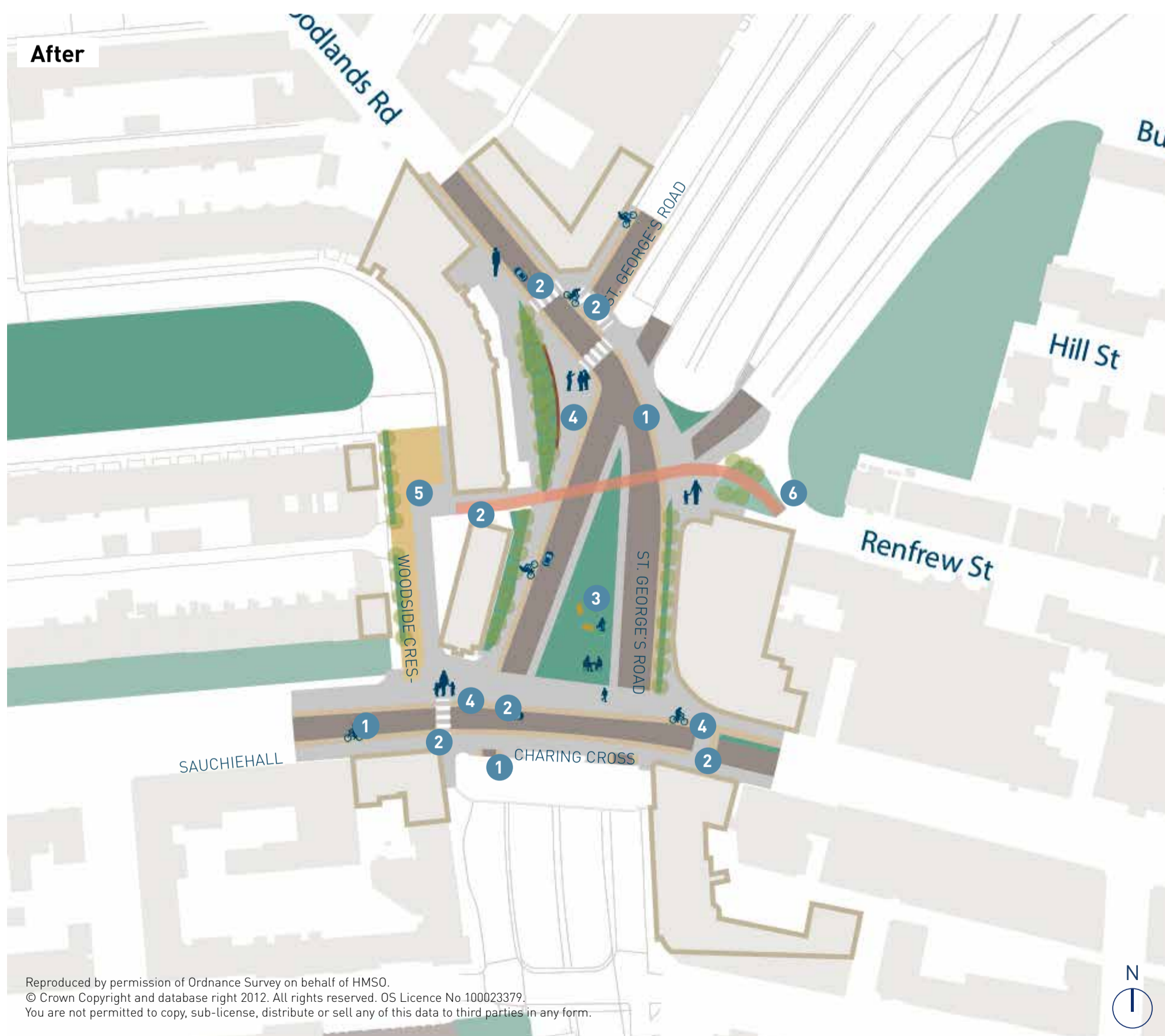
Existing situation. M8 slip road at Charing Cross looking south towards Tay



Existing situation. Looking east along Sauchiehall Street at the M8.



Existing situation. From Woodlands Rd towards pedestrian bridge over Charing



2. CHARING CROSS SOUTH

What is the need?

This project, along with no.1 to the north and no.3 to the south, seeks to make the parts of the city on either side seem much closer together than they currently do. In this location, between Sauchiehall Street and Bath Street, immediately south of the Tay House 'bridge', there is no positive sense of place to speak of. The uncovered M8 cutting contributes the negative qualities of severance, noise and air pollution, while the three-lane slip roads on either side discourage anyone from doing any more than scuttling through as fast as possible. The inactive 'frontage' of Tay House to the east and the relatively poor quality frontage to the west are a result of this. Change is needed to make this part of the city more pleasant and easy to walk and cycle through and to enable it to make some positive public realm contribution.

What is proposed?

1. A roof garden 'cap' over the M8 to reduce noise and air quality impacts, and create a valuable new public green space.
2. Well-specified footways and cycle lanes/tracks along all routes, including possibly reducing the number of slip road lanes from 3 to 2 and introducing tree planting on either side, and reducing the number of lanes on the Bath Street bridge also from 3 to 2.
3. Walking and cycling crossing facilities on all junction arms that are direct, safe and minimise delays to people on foot and bike. A new walking route along the north side of Bath Street bridge should be provided.
4. Footpaths through the new space to make better 'diagonal' connections between Sauchiehall Street and Bath Street.

What are the challenges?

The principal challenge here relates to the feasibility and cost aspects of capping over the M8 in cutting. There should be no problems in terms of providing sufficient headroom for M8 traffic, so long as the depth of the structure does not exceed that of the Sauchiehall Street and Bath Street bridges to north and south. There will be a need to provide adequate ventilation, but this should not be an insurmountable object. The cost of the new deck will relate to the weight it is expected to bear, but there need be no requirement for any vehicle access; and the nature of the landscaping scheme can be determined with this in mind. Construction/installation will most likely require temporary closure of/access to the M8 in one or both directions; and this will in turn have implications for project cost/programming. Reducing the number of lanes on the slip roads and Bath Street bridge from 3 to 2 implies some loss of physical traffic capacity, although this space is often used inefficiently even at peak times. Increasing pedestrian and cycle priority at signals also implies reduced signal time for motor traffic, but reducing crossing distances will help mitigate this.



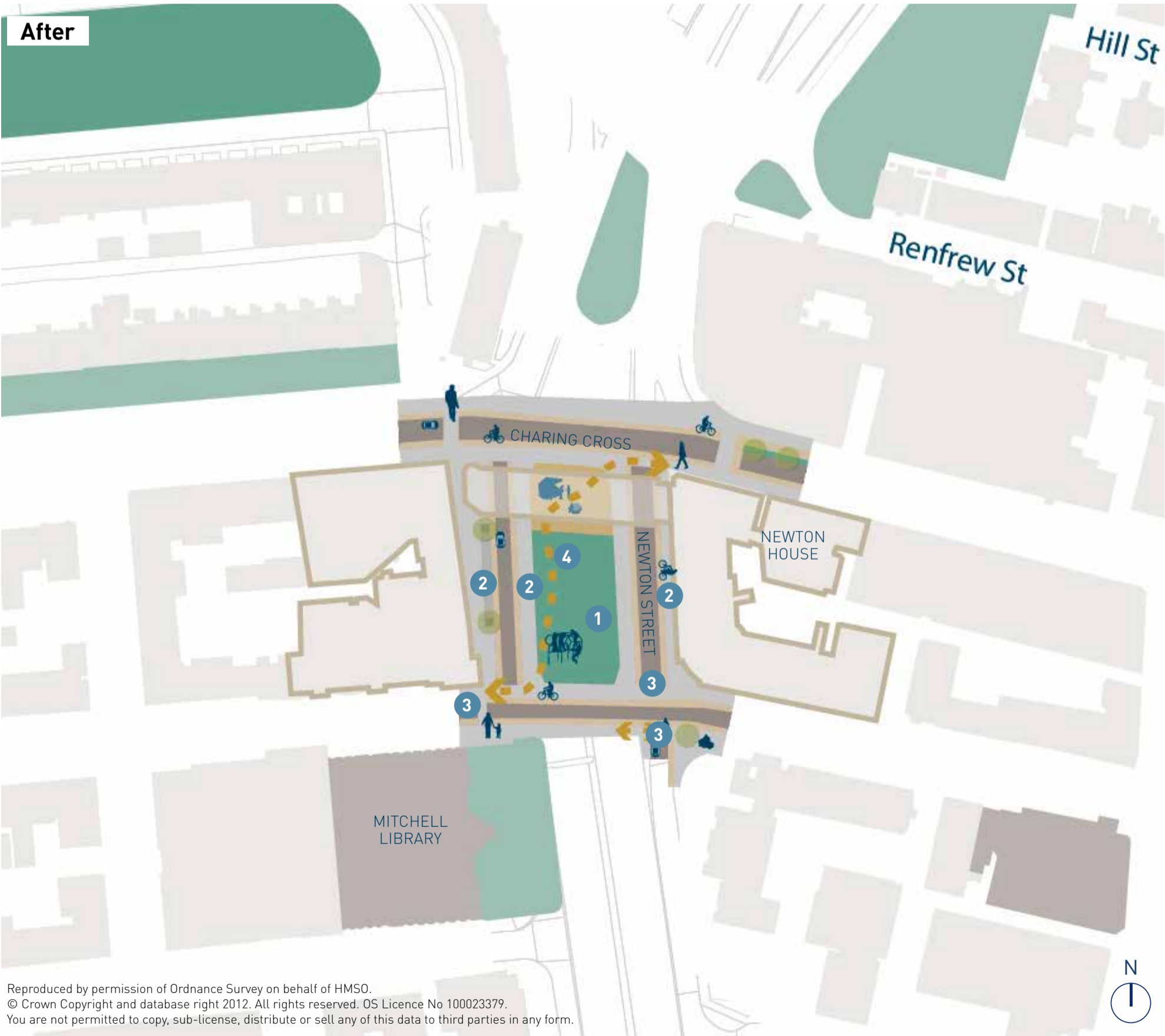
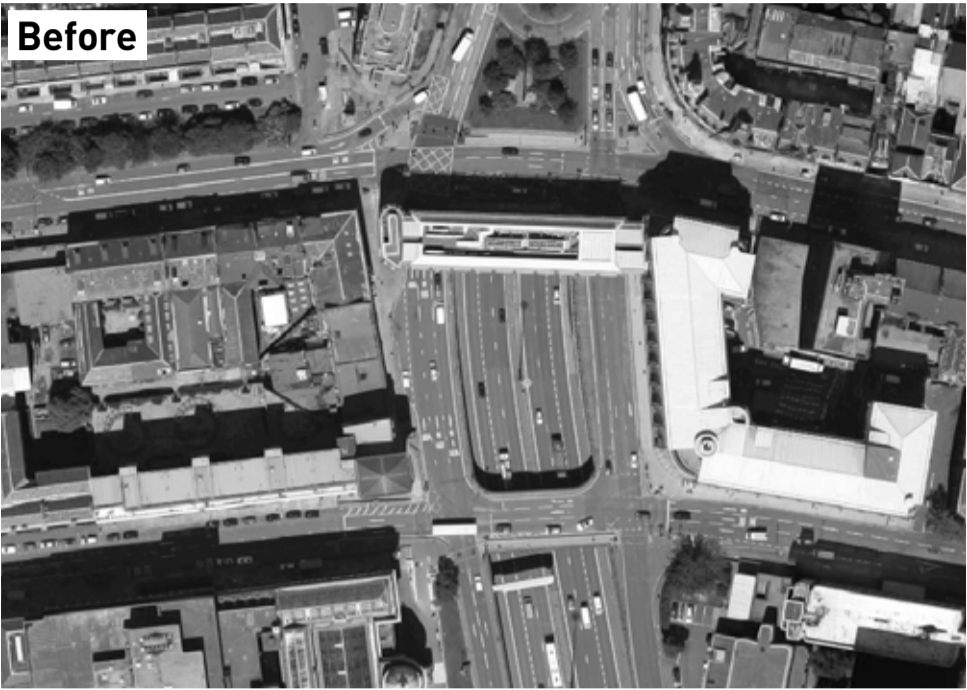
From Bath Street over M8 looking north.



Pedestrian ramp at corner of North Street and Bath Street.



North Street between Charing Cross and Bath St looking east over M8.



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3. “MITCHELL BRIDGE” + CHARING CROSS STATION

What is the need?

The Mitchell Library, the largest public reference library in Europe, is one of the most important in the city and certainly in the Sauchiehall district – both in terms of its use and its architecture. Opened in 1911, it found itself isolated from the rest of the city centre by the construction of the Charing Cross section of the M8, which was completed in 1972. In addition to the severance, the Mitchell – a category B listed building – now has a very poor setting, both in general terms and in respect of the public space at the main entrance on the east side. This space is little more than a grass buffer between the entrance and the two-lane North Street slip road, and faces the M8 as it rises out of/descends into the cutting. While the Mitchell needs to be reconnected with the city centre to the east, both physically and visually, there is also a related need to connect the library and the streets around it (e.g. Kent Road) with Charing Cross Station to the east. Existing east-west walk links with the station are highly indirect, illegible, and of very poor quality.

What is proposed?

1. Closure of North Street slip road to motor traffic, and extension/creation of fitting public space to improve the setting of the library, provide opportunities for events, and improve walking and cycling access.
2. New foot/cycle bridge to connect Mitchell/Kent Road and Charing Cross Station/Elmbank Crescent.
3. Provision of a continuous footway of adequate width along the east side of the Newton Street slip road.
4. Provision of a new cycle lane/track along the east side of Newton Street.
5. A new public plaza on a deck over the railway tracks to improve the setting of Charing Cross Station (and provide a landing area for new bridge).
6. A new terrace and steps to improve access to Charing Cross Station.
7. New taxi rank adjacent to public plaza.
8. Raised crossing over Elmbank Crescent to prioritise walking and cycling.
9. New footway cycle track on Bath Street bridge (possibly cantilevered – see also items 2 and 3 of project no.2).

What are the challenges?

Two main challenges face the vital transformation of the relationship between the Mitchell and the city centre to the east. One comprises the re-purposing of the North Street slip road to create a new public space in front of the library. This will have local traffic routing implications, but would be low cost in basic terms, dependent on the public space design option selected. The other main challenge – the proposed new foot/cycle bridge – will be more exacting in engineering and cost terms, and it may also be challenging to achieve agreement on in design terms, bearing in mind the listed building setting. Other challenges include the cost and engineering aspects of the proposed new station plaza and, possibly, the creation of much better walking and cycling conditions over the Bath Street bridge. For all these reasons, delivering this project will be problematical. It will, indeed, be nigh on impossible

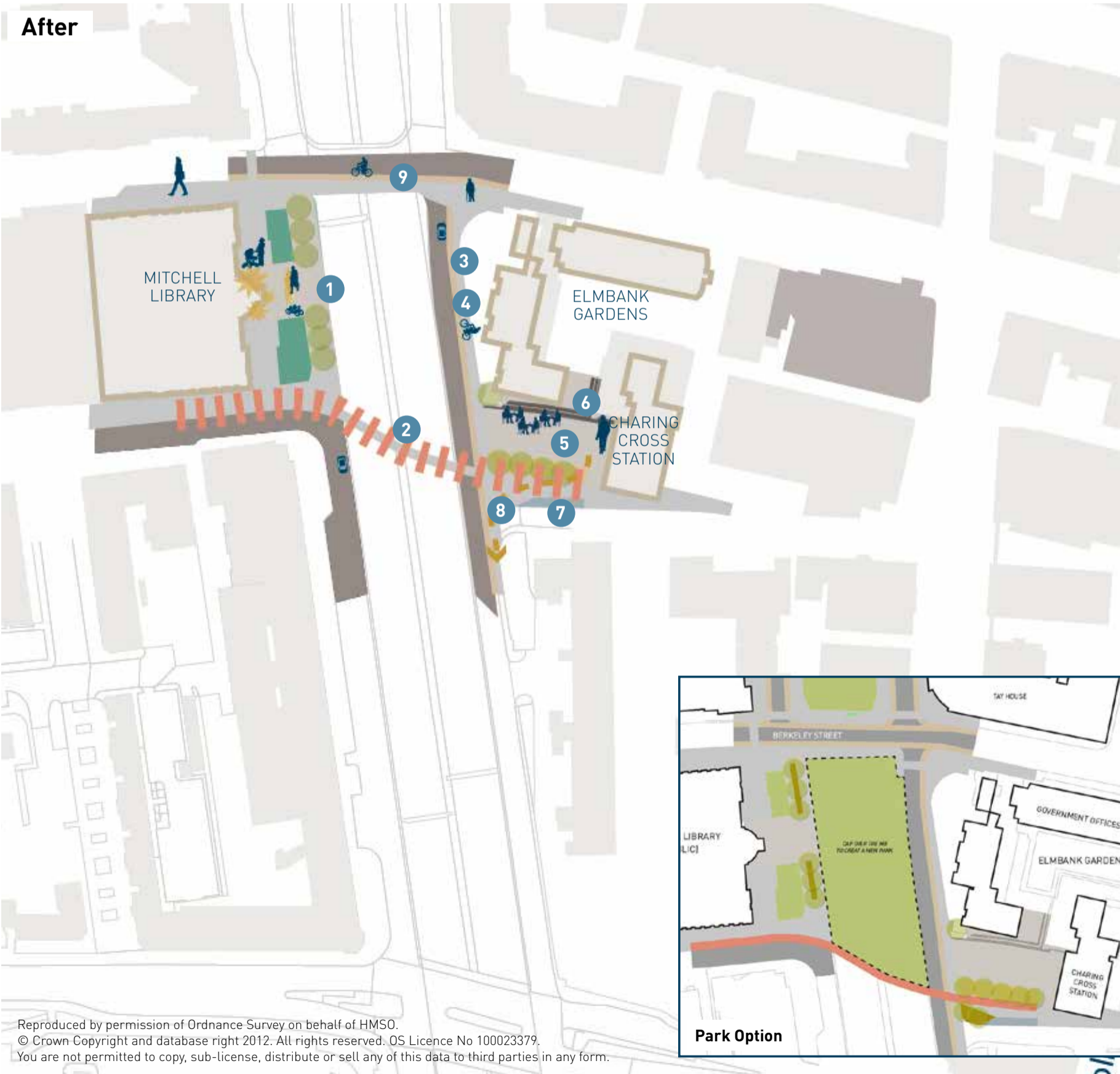
if there is not a clear, widely-shared consensus that improving the setting of the library and the station, and radically improving walk and cycle links across the M8 in this location are not high priorities for the Sauchiehall District. Rising to the challenge of building and achieving this consensus should therefore be the first step in taking this proposal forward.



Mitchell Library from Newton Street with Bath Street to the right.



Mitchell Library on North Street with M8 on the right.



4. SAUCHIEHALL ‘AVENUE’ EXTENSION

What is the need?

At present, the pedestrianised section of Sauchiehall Street extends west as far as the junction with Rose Street. A negative consequence of this is that general traffic is therefore routed north up the southernmost section of Rose Street and east down Renfrew Street in order to get to Cambridge Street and then north to Cowcaddens Road or further east on Renfrew Street. This traffic system isolates the block in which the Glasgow Film Theatre is located from the rest of Garnethill, with which it is more naturally associated. It also damages the environmental quality of the southern end of Rose Street, which could be an attractive and comparatively flat walk/cycle link between Sauchiehall Street and the rest of Garnethill. The existing signalisation of the junction of Rose Street and Renfrew Street is out of character with the local built environment. Properties in the southern end of Cambridge Street gains very little benefit from the arrangement, it being laid out as a highly functional parking/turning area; and the dog-leg in traffic routing further diminishes local legibility for bus users and drivers alike. The Sauchiehall Street ‘Avenue’ scheme presents the opportunity to take through traffic out of Rose Street and one section of Renfrew Street and return it to Sauchiehall Street and lower Cambridge Street while ensuring that the street qualities of all four sides of the square are enhanced.

What is proposed?

1. Extension of Sauchiehall Street ‘Avenue’ treatment east from Rose Street to Cambridge Street.
2. Increased pedestrian and cycle priority on Rose Street, and possible exclusion of all motor traffic, to improve the setting of the GFT and the links with Garnethill.
3. Better crossing arrangements for pedestrian and cyclists on all junction arms.
4. Improved footways and new cycle facilities on both sides of Cambridge Street.
5. Contra-flow cycling facility lane (west-bound) on Renfrew Street.
6. Improved footways and new cycle facilities on both sides of Renfrew Street.

What are the challenges?

The principal challenge facing this proposal is likely to be that of achieving broad consensus that any actual and perceived loss of pedestrian amenity on the currently pedestrianised section of Sauchiehall Street is justified by the improvements that would come from the eastwards extension of the ‘Avenue’ treatment and from the opportunity created to integrate the GFT block much better within its surroundings. In terms of traffic routing, the changes implied should be fairly straightforward, with options for the future control of vehicular access to Rose Street likely to require most thought and consultation. Different options for public realm treatment will have different cost implications.



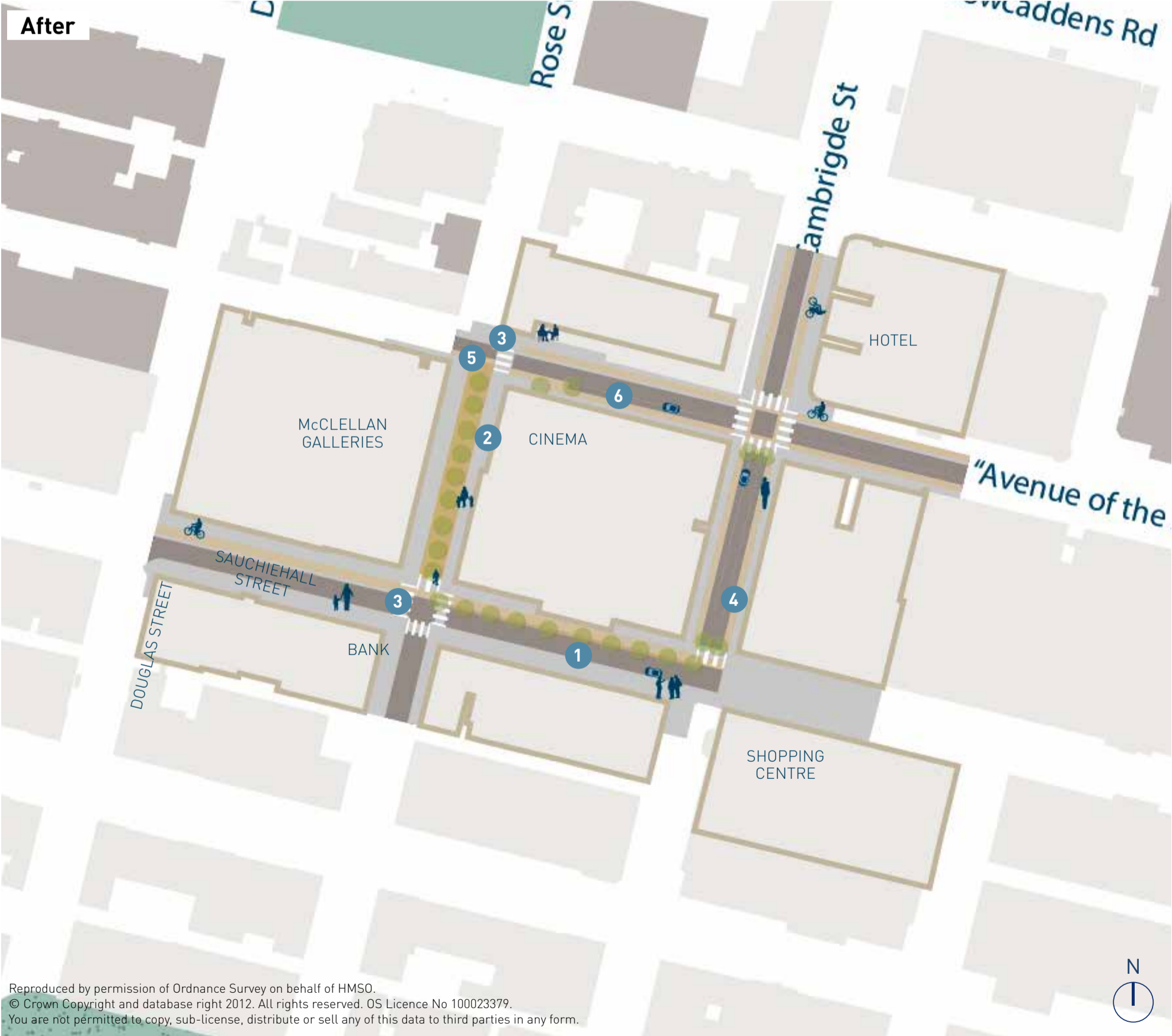
Sauchiehall Street from Cambridge street looking south.



Looking north along Cambridge Street from Renfrew Street.



North Street between Charing Cross and Bath St looking east over M8.



5. THE ‘UNDERLINE’

What is the need?

There once was a simple, direct connection between the district and the north west of the city, along the alignment of Great Western Road and New City Road. When this link was broken by the construction of the M8, it remained possible to walk and cycle along this route, but along a route that has almost no ‘street life’ to speak of, which involves the use of a subway underneath the A804 Phoenix Road (which is itself underneath the elevated M8). However, with the motor traffic along the alignment largely removed, there is the opportunity to create a genuinely landmark linear public realm project linking Sauchiehall Street direct to Great Western Road and providing not only an excellent walking and cycling route but also the opportunity to increase the value of adjacent sites – buildings, empty plots and public space alike – and bring public life back to these parts of the city that have seen so little since the 1970s. With a nod to New York’s ‘Highline’ project and in view of the fact it passes beneath the M8, this project has been dubbed the ‘Underline’.

What is proposed?

- 1. A city-scale public realm and public art project to create strong visual identity for the ‘Underline’ and providing an excellent (attractive, direct and safe) walking and cycling route.
- 2. A new, signalised pedestrian and cycle crossing under the M8 and the junction of the A804 Phoenix Road and the westbound up-slip onto the M8.
- 3. This would provide:
- 4. A green connection between Garnethill, St Georges Cross and the West End
- 5. Opportunities for business, e.g. by connecting Chinatown better with St George’s and the areas north of the M8
- 6. Potential for uplift in the value of the land on both sides of the M8
- 7. A beautifully designed public realm corridor of regional importance.

What are the challenges?

A number of junction improvements will be needed in order to properly connect the ‘Sauchiehall end’ of the Underline with the Great Western Road. Those at St George’s Road and Maryhill Road would be relatively straightforward, but creating an attractive crossing for northbound pedestrians and cyclist over the northern end of the A82 ramp will be problematical. Issues relating to the proposed signalised surface crossing of the A804 Phoenix Road are likely to be mostly in relation to road safety, as the signals should not cause any significant increase in overall journey times for traffic. It may well be that signalising the interaction of vehicles approaching from east and west to access the westbound M8 up-slip will actually bring road safety benefits. This is because the existing priority arrangements often involve vehicles over-flowing the short waiting area to turn from eastbound to westbound, concrete pillars block sight lines, and speeds of westbound to westbound traffic can be excessive. Another potential constraint is the need to obtain land from the Stow College car park in order to create a direct link. However, in the context of the likely redevelopment of this site, the Underline should rightly be considered a benefit in terms of access and prominence. As for cost, this will be considerable if the

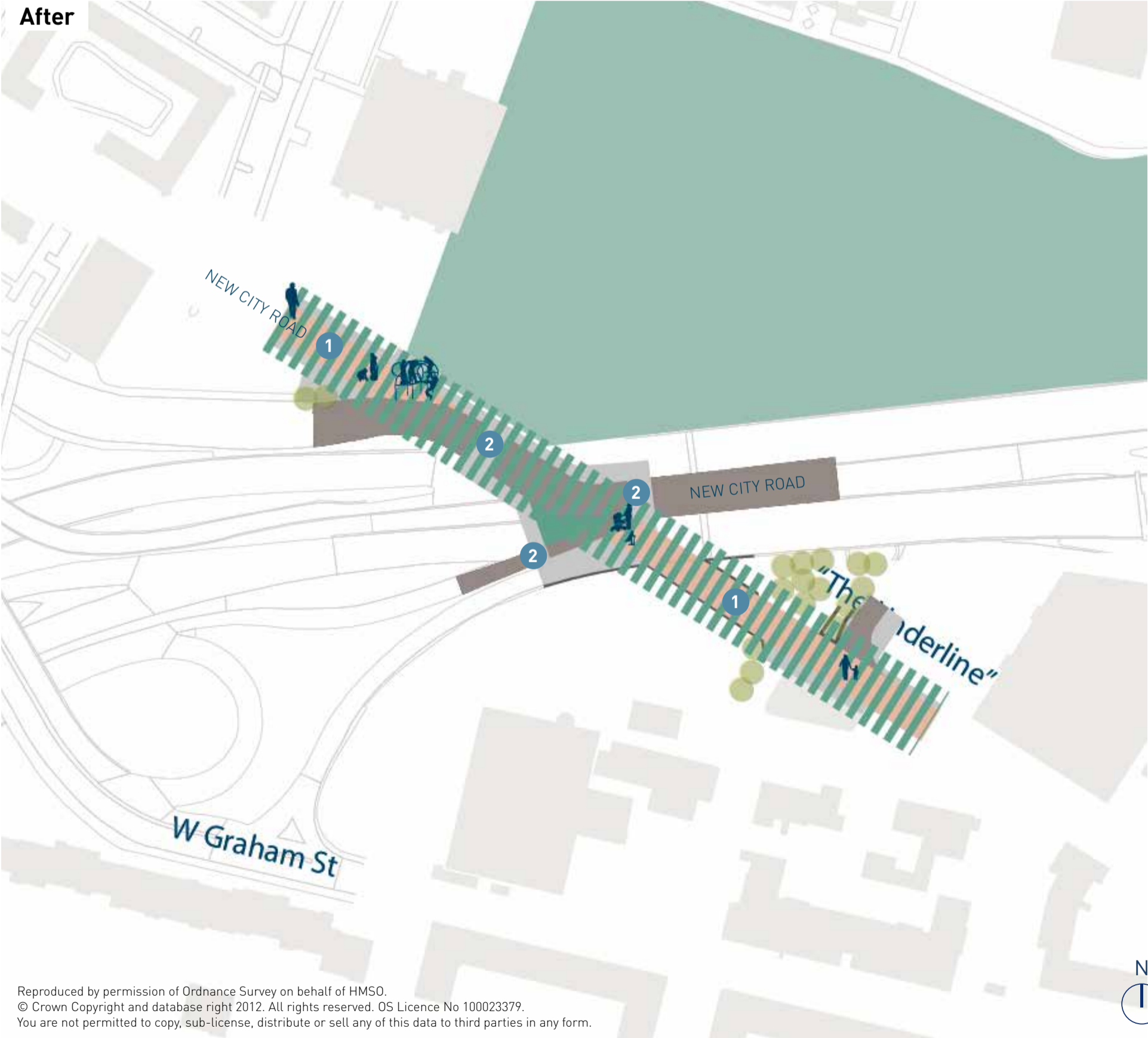
full benefits of the proposal are to be realised. However, the public realm transformation could be delivered in phases, over time, according to a clear masterplan. An open ideas competition could be launched for the whole route and/or specific points along its length, bringing together the disciplines of architecture, landscape, art and performance. This, in turn links back to the ‘Avenue of the Arts’ proposal within this framework.



Looking West along New City Road with the spires of Great Western Road visible in the distance.



Underpass of the M8 at Phoenix Road.



6. COWCADDENS STATION

What is the need?

While the public realm immediately outside the station is of good quality, the overall setting of the station and routes to/from do not match. In particular, the raised junction of West Graham Street, Garscube Road, Cowcaddens Road and Rose Street is dominated by provision for motor traffic at the expense of walking and cycling, and destroys any ‘sense of place’ at what could and should be an important orientation and decision point for people. This part of the city would also be the eastern end of the Underline (project no.5) and there is both an existing need to improve the quality and legibility of the walk/cycle link from New City Road to the Garscube Road subway, and a great opportunity to improve the setting of the listed Dundas Court, one of the few building of architectural quality remaining in the vicinity.

What is proposed?

1. Public realm/public art project to create strong visual identity for the ‘Underline’, provide a better connection with the subway to the station, and enhance the setting of Dundas Court.
2. Creation of a footway of adequate width along the north side of Cowcaddens Road and east side of Garscube Road.
3. New cycle lanes/tracks on both sides of Cowcaddens Road, West Graham Street and Garscube Road.
4. New pedestrian and cycle crossing facilities on all junction arms.
5. Continuous footway and cycle path across the mouth of the Rose Street junction, and allowance for contra-flow southbound cycling on Rose Street.

What are the challenges?

Perhaps the key constraints on taking this project forward is the matter of cost in relation to the first element in the list. However, this element can be considered as part of the Underline project. The remaining elements relate principally to the relocation of physical space and of time within the signalling pattern from motor traffic to pedestrians and cyclists. This will require proper consideration, but site observations suggest that there is currently spare capacity even at peak times. Outside the peaks, traffic pressure on this junction is typically very low, and the benefits of improving conditions for walking and cycling are clear. Because the junction is raised on a structure, this may complicate the engineering feasibility of finding space for the proposed new footways on Cowcaddens Road and Garscube Road.



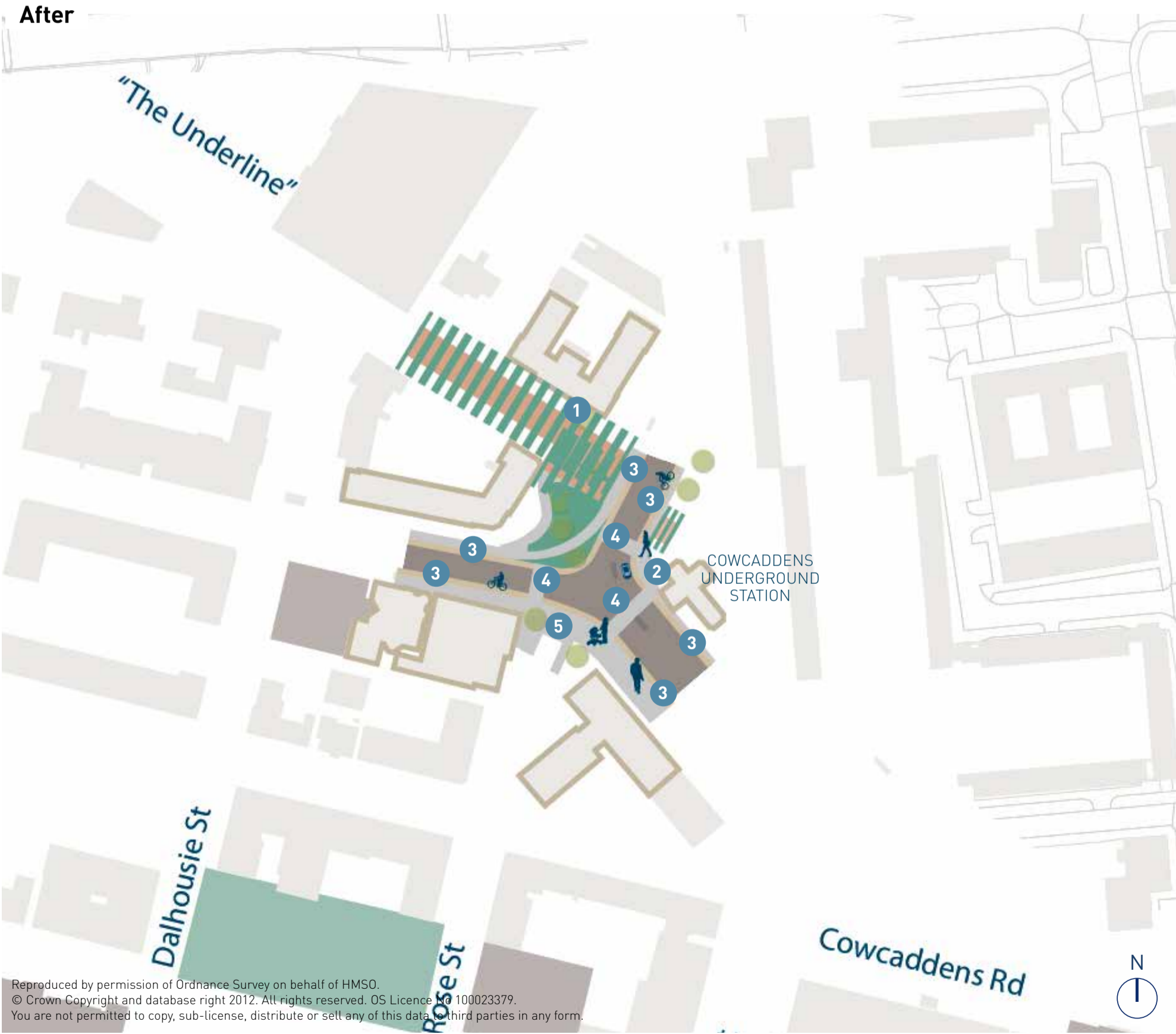
Underpass to Garscube Roat at New City Road.



Entrance to Cowcaddens Subway with the National Piping Centre in the back-ground



Looking south along Garscube Road at Cowcaddens.



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7. COWCADDENS ROAD

What is the need?

Cowcaddens Road is a real ‘road’ – a corridor that’s almost exclusively about the transit of motor traffic. What the future of this part of the city needs is for it to become a ‘street’ – somewhere that’s pleasant to walk and cycle along, and across, and somewhere that has a positive ‘sense of place’ that encourages a socially and economically valuable street life. As it stands, the multi-storey car park and the essentially blank ‘frontage’ of the Royal Conservatoire on the south side of the road are testament to the way the current layout and function of the highway deters public activity. Additionally, the road currently severs the National Piping Centre from the rest of the city centre and cut off those who live between the road and the M8 from all the opportunities and destinations to the south.

What is proposed?

1. A new, continuous footway along the north side of Cowcaddens Road.
2. New cycle lanes/tracks on both sides of Cowcaddens Road.
3. Large, clear-stemmed trees to give presence to the corners at junctions, and frame the National Piping Centre building.
4. New public space treatment and gateway at the Cambridge Street/Buccleuch Street junction.
5. Pedestrian and cycle crossing facilities on all junction arms, and improvement of cycle facilities on Cambridge Street.
6. Improved public realm setting of, and access to, the National Piping Centre, including...
7. ...cutting back of planting to reveal views of the National Piping Centre building.

What are the challenges?

This is a project that looks towards the more distant future, one that seeks to transform the character of this part of the city and thereby to help enable major change in terms of the use of buildings and sites alongside. With this in mind, it would make best sense to prepare a masterplan for change not just of the highway itself but of sites on both sides. However, some of the proposals will be relatively easy to achieve, and necessary in the short term: e.g. the improvements to walking and cycling along. The raised nature of the existing road badly affects its relationship with the part of the city on the north side, with there currently being no opportunity to develop a street frontage along most of the northern edge, and an awkward change of levels at the National Piping Centre. The engineering feasibility, and costs, of changing this state of affairs further points to the benefits of developing a masterplan for change, in which the redevelopment of adjacent sites will both assist with delivery and help bring forward the most context-appropriate design.



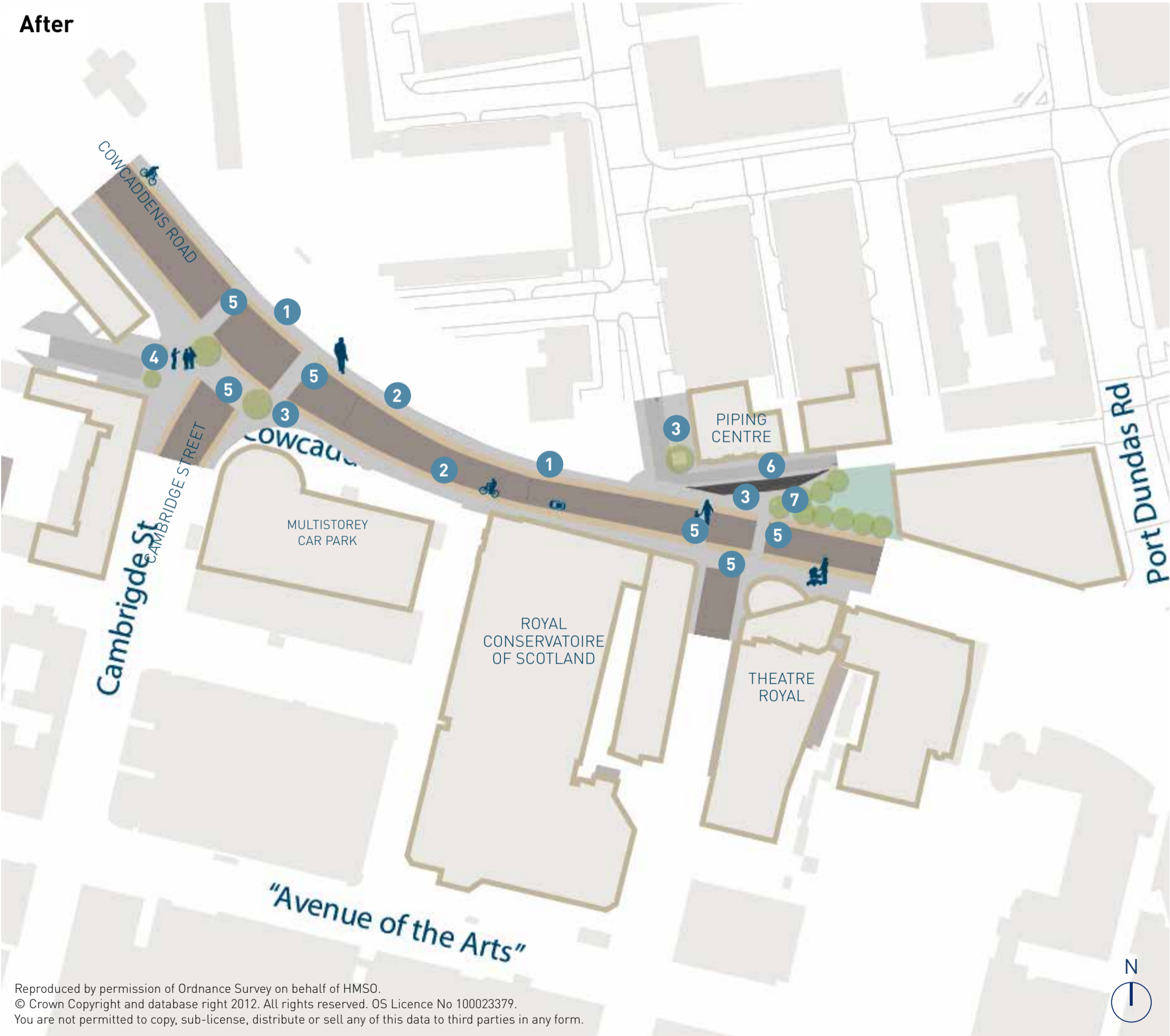
Looking West along Cowcaddens Road with Buccleuch Street in the background.



At the meeting of Cambridge Street and Cowcaddens Road looking west.



Theatre Royal from the National Piping Centre across Cowcaddens Road.



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8. PORT DUNDAS JUNCTION

What is the need?

The basic arguments for change at this junction have already been rehearsed in the context of the contiguous project nos. 6 and 7 to the west; they relate to the desirability of transforming a highway and junction layout that is predicated on the convenience of movement by motor vehicle into one that is appropriate for a city that aspires to become people-focused. The experience of walking or cycling through this junction is currently one that would discourage anyone from repeating it, unless they have no reasonable alternative. This comprises the distances to be crossed, the inconvenience of multiple (two or three) pedestrian phases across a single arm, the lack of conformity of walking routes with actual desire lines, the very poor environmental quality, the sense that the railings give of pedestrians being corralled, and perceptions of danger, especially for those on bikes. The over-riding need is for the junction to be redesigned at 'the human scale'.

What is proposed?

- 1. Physically direct pedestrian and cycle crossing facilities on all arms; with ideally one and no more than two separate signal phases involved in crossing any given arm.
- 2. Good quality footways and cycle lanes/tracks on both sides of all carriageways.
- 3. Large clear stemmed trees to give presence to the corners and other public realm enhancements to improve the local 'sense of place'.
- 4. Closing the left turn filter lanes to reduce vehicle speeds and create a simplified and more enjoyable place to walk and cycle.

What are the challenges?

The principal challenge in many respects, which also applies to project nos. 6 and 7, is to achieve agreement that this highway corridor should be transformed from its current function, layout and feel as a 'road' to a multi-functional urban street where walking and cycling are actively welcomed and which engenders a positive sense of place. Cost should not be a particular constraint here, as the requirements for major structural change are limited. More challenging will be the reallocation of highway space from carriageway to cycle facilities and more direct walking routes, and the loss of traffic capacity within the signal arrangements. It is unclear concerning the extent to which the current theoretical signal capacity is used in practice, while there should be some overall benefits in shortening walking routes across the junction. Significant benefits for walking, cycling and urban quality should justify acceptance of some detriment to the movement of motor traffic, if this is predicted. In this regard, this project is a test of the extent to which the Council's aspirations for a people-focused city centre can be delivered in practice.



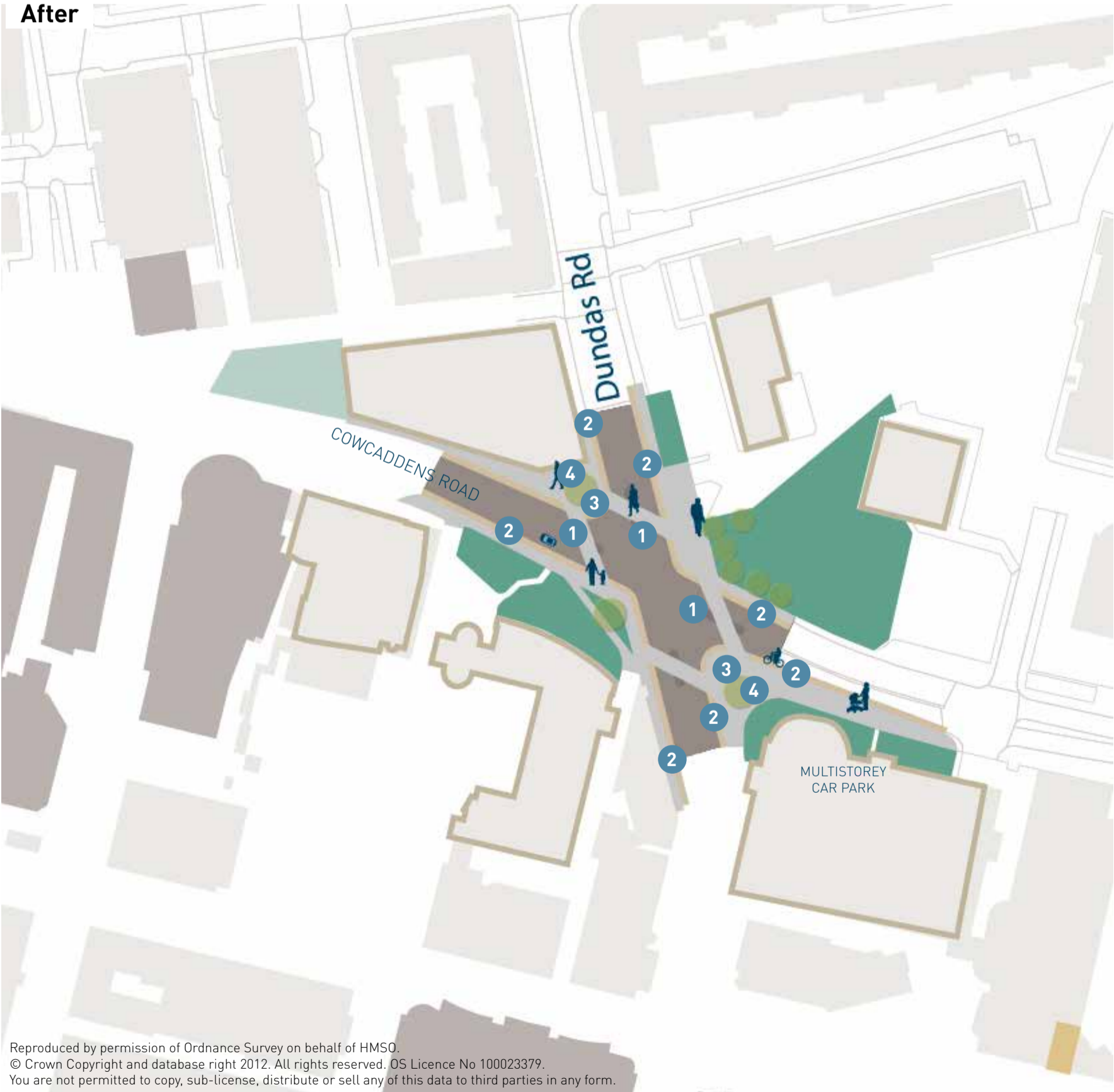
The Crossing of Port Dundas Road and Cowcaddens Road.



At Cowcaddens Road looking north along Port Dundas Road.



Looking West along Cowcaddens Road at Port Dundas Road.



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Creating People Focused Streets

WALKABLE STREETS

The key to a people-friendly city is to create walkable streets. The recipe is simple - prioritise people on foot with a smooth, uncluttered, convenient and pleasant walking environment. Do this, and more people will accept the invitation and start walking.

LEGIBLE CROSSINGS

from **Unclear crossings** creating complicated pedestrian routes. The crossings do not serve pedestrian flows but prioritise smooth car traffic instead.



to **Clear crossings** prioritising pedestrian desire lines and creating a safe pedestrian environment.



SMOOTH WALKING WITHOUT OBSTACLES

from **Pavement with clutter** creating obstacles for pedestrians.



to **De-clutter streets** for better pedestrian flow. Pavement with clear and consistent layout that secures a generous free walking zone.



ENJOYABLE STREETSCAPES

from **Drab streets** that are not attractive or inviting for people to stay.



to **Lush and enjoyable streetscapes** with attractive and inviting edgezones. Introduce more green in the streets and explore the potential of the many set-backs/front garden zones, especially along the tenements. With little investment, Sauchiehall could become a green district.



CONTINUOUS PAVEMENT

from **Interrupted pavement** at driveways, lanes or crossing streets are barriers to pedestrian flow.



to **Continuous pavement** for pedestrian crossings to reduce barriers and give pedestrians right of way.



Creating People Focused Streets

BICYCLE FRIENDLY STREETS

A people-friendly city requires a consistent, coherent, safe and inviting network of cycling routes that enable people to choose to ride for as wide as possible a range of journey types and purposes.

Creating a bicycle-friendly city is the product of work at two main levels: the strategic level (networks) and the street level (physical design).

Glasgow's Strategic Plan for Cycling 2015-2025 (recently subject to public consultation) deals with the strategic level. This Regeneration Framework looks at what the Sauchiehall District network should be and focuses on street level solutions for make cycling an attractive option for people of all ages.

CONNECTED - NETWORK WITH NO MISSING LINKS

from The limited number of bicycle lanes creates a lot of **missing links** for bicycles in Glasgow today.



to **Bicycle lanes are connected** and the natural desired routes through the city are prioritised. The principle is supply and demand. As with all other people in a city, bicyclists want to get to their destination the shortest and fastest way possible. Therefore, make room for bicyclists even in places where it is difficult. A well connected bicycle network is achieved by step-by-step development through always creating natural extensions to the existing network.



CONSISTENT – TYPES OF BICYCLE LANES

from **Inconsistent bicycle network** with many different types of bicycle lanes.



to **Consistent and intuitive network** of bicycle lanes. The keywords here are simple and user friendly. Implement only one or two types of bicycle lanes in order to make a safe network. A network becomes safer when bicycles always navigate in traffic in the same way, as it is easier for all traffic users (pedestrians, bicycles and cars) to understand.



CONTINUOUS – OVERALL NETWORK INTEGRATED WITH OTHER MODES OF TRAFFIC

from **A discontinuous network** not integrated with other means of transport e.g.. public transport.



to **A continuous network** that makes daily life easier by being well connected with other means of transportation e.g.. walking and public transport. Consider introducing “Park and Ride” for bicyclists – meaning parking the car and then jumping on a bike.



COMFORTABLE – SAFE AND EASY TO USE FOR

from **An uncomfortable bicycle network** that only invites few people to ride the bike.



to **Comfortable and safe bicycle lanes** suitable for bicyclist at the age of 8-80 years. A comfortable bicycle network with physically separated bicycle lanes and bicycle parking at all key destinations. The key to a high percentage of bicyclists in the modal split is to make it easy – people bicycle in Copenhagen because it is easy!



Creating People Focused Streets

FIRST CLASS PUBLIC TRANSPORT

People-friendly cities need a comprehensive, well-organised and integrated public transport system to support their efficiency, productivity and liveability. Making public transport services attractive for all means making all stops, stations and hubs easily accessible to everyone, with good connections to the walking network and between different services. This framework focuses on improving these connections and on enhancing the experience of finding, waiting for and accessing local bus services.

AN INTEGRATED MOBILITY NETWORK

from A network that works well enough for those who are familiar with where their bus stops and stations are, and with the walk routes to and from, are adequately served by the current system.



to **A coherent and convenient public transport network that works well for all, including new and occasional users.** An improved public realm will enhance walk links and the waiting experience; better service information and integrated ticketing will make services easier to use; while future two-way working on key streets would place inbound and outbound bus stops opposite one another, not on different streets. Higher public transport use would reduce car-dominated streetscapes, and also ensure that access in and around the Sauchiehall District is efficient and competitive.



A LEGIBLE FRAMEWORK

from A collection of different buses and trains with separate timetables, branding and operators.



to **A clear information and signage system that is understandable, recognisable and comprehensive.** The public should experience Glasgow's bus and train services as a coherent network, with interconnected route and timetable information, well-signed/mapped walk links between stations and stops, and easily obtainable real-time information. Making the network easy to read is crucial for the desirability and usage of public transport.



GREAT EXPERIENCES FOR ALL

from A variable user experience, in terms of waiting facilities, crowding, service reliability, vehicle quality, and on-board services.



to **A high quality user experience at every turn.** To optimise the attractiveness and safety of public transport, great experiences need to be provided at arrival points, during the journey and at destinations. In particular, crowded, uncovered bus stops with poor information and where queues block the footway make for an experience that few would choose to repeat if they had the option



STREETS DESIGNED WITH BUSES IN MIND

from Streets that have had buses imposed upon them.



to **Streets that are designed around people, embracing all the things they do, work better and are more attractive** Streets where provision for buses – e.g. waiting areas, stop cages, boarding kerbs and islands – is part of a holistic design along with provision for walking, cycling, sitting and other features.



Creating People Focused Streets

BALANCED TRAFFIC MANAGEMENT

People-friendly cities are places where the efficient movement and parking of necessary motor vehicles is achieved in ways that do not dominate movement on foot or bicycle. The quality of the street environment help support the economic and social health of the city. Getting the balance right is always a challenging task, but is made easier when there's a recognition that traffic and parking is a means to city success, not the end. How motor traffic is managed should be based on what's best for Sauchiehall as a whole, not on what's most convenient for some.

PEOPLE-FRIENDLY TRAFFIC SPEEDS

from Speed limits and layouts that directly and indirectly promote vehicle speeds which make walking and cycling less pleasant and less safe, while doing little in practice to improve journey times.



to 20mph maximum speeds – both the legal limit and the actual experience – across the city centre.



PARKING PROVISION THAT WORKS FOR THE CITY

from Plentiful, low-cost, doorstep parking considered a key component of economic success.



to Off-street parking that's easy to get to without driving through busy streets and that has great walking links to/from all of Sauchiehall and the city centre; with kerbside parking rationalised and managed to meet local needs.

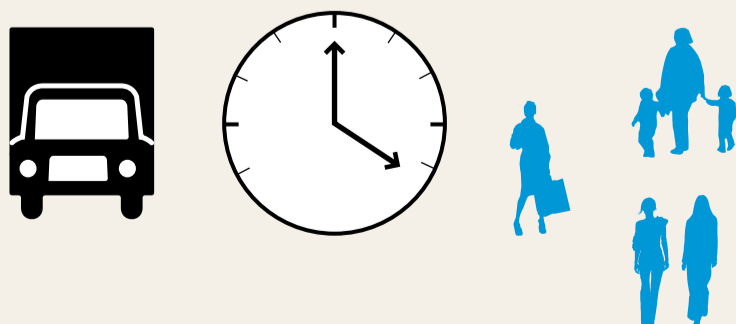


HARD-WORKING STREETS

from Streets made unwelcoming and inconvenient for walking by how servicing, refuse collection and cleansing are provided for and managed.



to Access and loading provision balanced with other needs to enable local businesses to thrive; and a system for refuse collection and street cleansing that enables the city to start each day as though there had been no 'night before'.

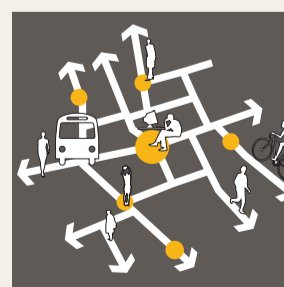


ONE-WAY STREETS

from One-way streets that can make getting around inefficient, confusing and unsafe; and that make it easier to speed.



to A more legible, rational and convenient system. Start by working with people in Garnethill on where re-introducing two-way working will improve local access and safety. In Sauchiehall as a whole, seek to create a more easy-to-understand relationship between inbound and outbound bus stops.



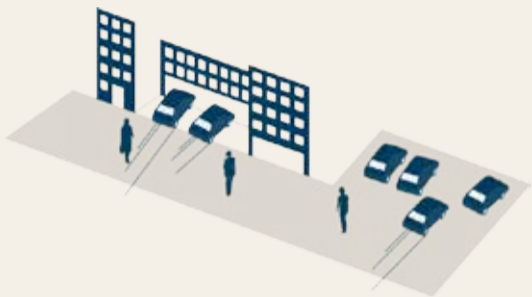
Creating People Focused Streets

LIVELY STREETS

A people-friendly city has lively edge zones, where buildings meet the street. This is where street life starts, and is therefore the focus when seeking to create lively neighbourhoods. Where the buildings are shops, restaurants or bars, this life comes quite naturally. Where they're homes or institutions, engendering public life (whether truly public or actually semi-private) is more of a challenge. In Sauchiehall, the tenements have particular potential, but elsewhere the many set-back buildings have a somewhat dull and underused edge zone. Transforming these to make more lively streets is a focus of this framework.

TIGHT AND CONSISTENT BUILT EDGE

from **Empty plots and inconsistent façade lines** creating voids and dissolving the street.



to **New edges** with either new buildings or new use of open plots to give better definition of the street and reduce scale. Or create enjoyable lungs in the city.



CELEBRATING UNIQUE BUILDINGS AND PUBLIC INSTITUTIONS

from A district with a lot of **important institutions with closed façades** and no/very limited communication with the city.



to **Highlighting unique buildings**, heritage buildings and cultural institutions as landmarks in the city with welcoming and open façades. For Sauchiehall and Garnethill District in particular, this is a key point of action to get much more out of the potential at hand. Let the indoor life and activities spill out into the streets.



A LIVELY EDGE

from **No interaction** between the building functions and city life.



to **Lively edge** that communicates with the street. It does not have to be a commercial edge, it may also be a welcoming housing edge. The general recommendation is to take good care of the ground floor zone. If it is a commercial or public function the focus should be: open façades, no covered windows, and interaction between indoor and outdoor activities.

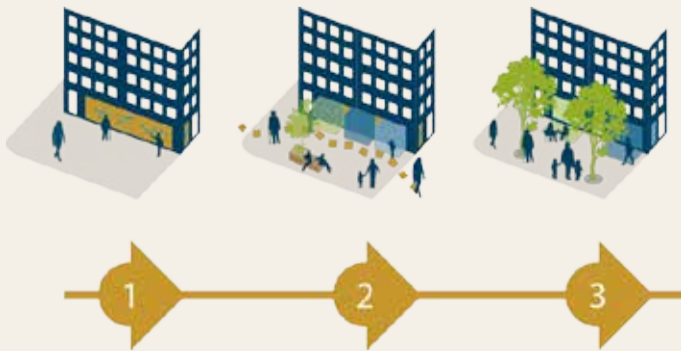


TRANSFORMING CLOSED FAÇADE OVER TIME

from **Long closed façades** with little architectural value and the backside of buildings facing streets.



to **Interesting transformation over time**. Let a big minus for the district become a plus. Use temporary means and the creativity at hand to start a new identity for the district while waiting for the real transformation which requires a physical change of the façades to be opened up.





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CONCLUSION

Why 'Made in Sauchiehall and Garnethill'?

The Sauchiehall District is home to a diverse population, and enjoys rich cultural assets, renowned institutions, a vibrant business community and creative industries. Because parts of the district have been continuously lived in since their inception, there is a strong sense of community, which was evident throughout the co-creative process. The heritage of the area can be found in the physical place and also in the social bonds. What we found is an area with enormous potential, an area that is and has been in a process of transformation for some time, an area ready for a clear direction of travel.

The City Centre Strategy defined this new district, and the task to produce a Regeneration Framework for it. Implicit in the notion of a regeneration framework is that there is something that needs attention, this was not your usual 'regeneration by numbers' and the approach required an approach of true co-creation and collaboration. The process was notable for the high level of stakeholder and public consultation and engagement. The degree of commitment by the Council and stakeholders and the people of Sauchiehall and Garnethill demonstrated that this is a special, local place, with a living, vibrant heart.

The co-creative process also made clear the need for approaches specific for the area, by enabling the people who have chosen to live and invest in the area to determine issues and strategies.

This document, together with its companion baseline report, highlights deliverable steps to a people focused, high quality

vibrant Sauchiehall and Garnethill. The plans for possible physical change are broadly illustrated and with holistic support, can move forward to realisation. These steps shall be monitored and evaluated to ensure the right moves are being made, and to allow adjustments as the culture of place evolves. Critically, change is already happening with many achievements and ambitions by the city and its people.

The Final Regeneration Framework will be a reflection of the knowledge and energy brought to the engagement events, coupled with experience and evidence of what makes strong, vibrant and people-centered cities.

It has been reinforced throughout the process, that this is not something that the 'City' has to make happen. The strategies and proposals offer collaboration with businesses, institutions, organisations, and citizens across the district, and opportunities for the city to enable to happen by judiciously deploying the right resources and approaches to unlock the latent potential that exists and that has been activated.

Why 'Made in Sauchiehall and Garnethill'? Because the place deserves to become a byword for cultural, artistic, educational and economic excellence, and because to be a citizen of the District should be a matter of great delight. The commitment of the community of Sauchiehall and Garnethill, of stakeholders and the city and its leaders reveals an aspiration for people-focused change and a co-creative process, and the will to deliver on it.

APPENDICES

A. Planning Policy

Future changes in the District to the built environment, whether through new uses, refurbishment or even new build, these would be managed through development applications. Developments are assessed against current planning policies, therefore in order to ensure that the changes required to the physical environment in the District contribute positively to a people-friendly city centre, current planning policies have been amended and where necessary new planning policy have been written.

The following sets of current policies and guidance has been considered:

- 1. Development Policy Principles
- 2. Design
- 3. Residential
- 4. Industrial and Business
- 5. Retail and Commercial Leisure
- 6. Transport and Parking
- 7. Environment

Recommended changes to the above policies are indicated below.

1.DEVELOPMENT POLICY PRINCIPLES

No changes.

2. DESIGN

Development Design Principles

Aim: New developments should enhance the city centre as a people-friendly place which is attractive, interesting and functional at the human scale and encourages healthy economic and community development.

Design Context: New development should contribute positively to the experience of being in and moving through the city centre at the human scale.

Accessibility and Traffic Management/Calming: New development should contribute to creating a public realm which is designed primarily around the needs of the pedestrian, with the needs of other road users prioritised according to the sustainable transport mode hierarchy (public transport > cyclists/freight > car/motorcycle).

Health and Safety: New development shall contribute to the creation of a greener and more attractive public realm at the human scale, in order to increase human presence within the city centre.

Policy Justification: The City Centre Strategy’s vision of a more people-friendly city centre which is more attractive and functional at the human scale.

Design and Access Statements: Development proposals in the city centre should demonstrate visually how they will contribute to an enhanced experience for people in the street. For example through creating an inviting, active, interesting and attractive frontage that enhances sensory enjoyment. Where applicable development should include perspective drawings at pedestrian eye level to illustrate

how the development contributes positively to the human scale and to the street as a 3 dimensional public space.

Developments Affecting City Centre Lanes, Wynds and Courtyards

Promote active ground floor frontages on lanes.

Justification: Back lanes also provide an opportunity to create new areas of people-oriented public space and related business opportunities, by encouraging more active ground floor use along lanes and greater dwell-time by pedestrians.

SUPPLEMENTARY GUIDANCE

Signs and advertising

Large Outdoor Displays: Outdoor public art, such as murals or other artistic displays, shall be encouraged provided that they do not impact adversely on residential amenity or cause undue risk to health and safety.

Landscape in new development

General Guidance: Landscaped areas should be freely open to the public wherever possible, and should incorporate opportunities for physical activity, informal recreation, human interaction, communal activities and edible planting.

Development and Design Guidance for the City Centre

Retail: Public-facing retail, commercial, arts and cultural uses (Classes 1, 3, 10 and 11) in ground floor premises are all encouraged in the Principal Retail Area within Sauchiehall Street.

Residential: New purpose-built student accommodation will be resisted within the Primary Residential Area of Garnethill.[see sketch plan]



Anderston/Charing Cross: New development proposals are required to contribute to an active, interesting and human-scale public realm, in line with the City Centre Strategy’s aspiration for a more people-friendly city centre.

Garnethill: Development proposals in the Primary Residential Area of Garnethill will be required in the enhance its nature as a residential neighbourhood offering a range of accommodation to ensure a more sustainable population for a range of household types and sizes. Additional publicly accessible greenspace will be encouraged. New purpose-built student accommodation will be resisted. [see sketch plan above]

Sauchiehall Street: Development proposals should contribute to an active, interesting and human-scale public realm, in line with the City Centre Strategy’s aspiration for a more people-friendly city centre.

Public realm and public art

New public realm proposals should do the following:

Incorporate pedestrian amenities, wayfinding signage, landscape architecture, public art, outdoor seating and meeting places, informal performance space, commercial opportunities such as cafes and retail, and/or other elements that enhance the attractiveness of the city centre as a people-friendly place and foster healthy economic development.

Be designed for the human scale, i.e. for the needs and comfort primarily of people rather than vehicles in terms of street design and width, design speed, hierarchy of streets, modal balance and connectivity.

Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural and urban design principles to create human-scale, people-friendly environments.

Public Art

Public art will be encouraged which:

Provides opportunities for locally-based artists and the local community to express local identity, activity and diversity

Adds interest and enjoyment to the public realm, including temporary artworks on sites or buildings which are underused, vacant or derelict

Architectural lighting

Lighting Design Philosophy: Lighting shall be encouraged which enhances the ambience of the public realm, contributes to a high quality environmental experience for the public, and improves public safety.

RESIDENTIAL

Car free housing: The minimum of 20 dwellings per site, which prevents development of single blocks of maybe 8-16 units of car-free housing requirement has now been deleted. The requirement for a servicing bay at the site edge of smaller sites (e.g. less than 20 dwellings) has now been deleted.

Multiple occupancy: Applications for purpose-built student accommodation will not be encouraged in the area of Garnethill.

INDUSTRIAL AND BUSINESS

No changes.

RETAIL AND COMMERCIAL LEISURE

Policy objectives for tier 1 and 2 town centres

City Centre: Encourage an attractive and competitive people-friendly city centre environment.”

Tier 1: Continuous retail and commercial frontages (including Classes 1, 3, 10 and 11) should be maintained.

The polciy prohibiting a change of use of shops units from Class 1 has now been deleted.

TRANSPORT AND PARKING

No changes.

ENVIRONMENT

Open space and public realm provision

Non-Residential City Centre Development: The design of new developments will be expected to animate and enhance the quality and human experience of adjacent open spaces, pavements and areas of public realm.

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