

Glasgow City Centre District Regeneration Frameworks

Broomielaw District - Final Draft Report

August 2018

MVRDV  **Austin-Smith: Lord**
Bridge St

An aerial photograph of Glasgow City Centre, showing the River Clyde flowing through the city. A dashed white line outlines the Broomielaw District Regeneration Framework, which includes areas on both sides of the river. The framework encompasses various urban features, including residential buildings, commercial structures, and green spaces. The river is a prominent feature, with several bridges crossing it. The surrounding city is densely packed with buildings and infrastructure.

Broomielaw District Regeneration Framework

as defined in
Glasgow City Centre Strategy 2014-2019

Project Team



Client - Glasgow City Council



Lead designer, strategy



Lead consultant, Local designer, strategy



Connectivity, spatial economics



Property market consultants



Socio-economic regeneration consultants



Community animation, engagement



Smart city consultants



Strategic city design adviser



Engineering advice



Cost consultants

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Introduction

“Glasgow made the Clyde and the Clyde made Glasgow”

The relationship between Glasgow and its River has defined the city for centuries. The fortunes of the city have often been inextricably linked to the Clyde. Glasgow is synonymous with the River Clyde, yet contemporary Glasgow physically and metaphorically feels like it still largely turns its back on its River.

This District Regeneration Framework outlines a vision, projects and an action plan to redefine the Broomielaw district of Glasgow in the next ten years and beyond. This Regeneration Framework includes neighbourhoods on both banks of the River Clyde beyond the area many would define as ‘the Broomielaw’.

The River is deliberately central to the area covered by this District Regeneration Framework. It considers the northern edge of Tradeston, Springfield Quay, Lancefield Quay, Anderston, part of the Central Business District as well as the Broomielaw and the International Financial Services District (IFSD).

This part of the city centre is crucial. This is where the western portion of the city centre meets the River. It is a highly accessible location framed by national transport infrastructure. It acts as a gateway to the city centre; providing a first impression of central Glasgow as approached on the M8 motorway and West Coast Mainline railway. It is an area in transition with the IFSD bringing new investment and jobs; Anderston being regenerated and with the prospect of City Deal funding to deliver enhancements to principal streets and infrastructure.

Preparing this Framework has been a collaborative, collective effort involving the many people with a stake and interest in Glasgow City Centre and Broomielaw. For this reason this project is underscored by this collective effort, expertise and energy.... **(Y)our City Centre, (Y)our Broomielaw**

This city’s motto is “Let Glasgow Flourish”. If Glasgow is to flourish in the 21st Century the city centre will have to be at the vanguard of wider regeneration, with the Broomielaw a key catalyst in redefining (Y)our City Centre in future.

The Assignment

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

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

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

(Y)our Ideas

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

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

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

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



(Y)our Broomielaw District Boundaries

The boundaries for this (Y)our Broomielaw District Regeneration Framework are defined in the City Centre Strategy and Action Plan 2014-19. The Framework encompasses north and south banks of the River Clyde, which runs east to west through the heart of the study area. The Framework also straddles the M8 motorway as it crosses the River Clyde to the west of Glasgow's core city centre.

The Framework area includes parts of the city centre and surrounding neighbourhoods beyond what would be commonly referred to as the Broomielaw. The Framework area includes the Broomielaw and International Financial Services District (IFSD), parts of the City Centre principal office area (as defined in the City Development Plan), Anderston, Lancefield Quay, Springfield Quay and north Tradeston.

The northern Framework boundary runs parallel with the River Clyde and is defined by Waterloo Street extending west from Hope Street, through the Central Business District, across the M8 to the Argyle Street / Little Street junction in Anderston. The western boundary is defined by Little Street north of the Clydeside Expressway, Hydepark Street between the Expressway and the River Clyde and, south of the River by Mavisbank Gardens at the western edge of the Springfield Quay leisure park. The southern boundary is defined by Paisley Road along the southern edge of Springfield Quay west of the Kingston Bridge, and in Tradeston by Morrison Street and Nelson Street. The eastern boundary is aligned with the western edge of the rail viaduct serving Glasgow Central Station along Commerce Street, over the King George V Bridge, Oswald Street and the southern portion of Hope Street to Waterloo Street.

The full extent of this Framework area is 83.5 hectares, of which 11.8 hectares is the River Clyde.



Purpose and structure of this Report

PURPOSE OF THIS REPORT

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

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

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

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

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



STRUCTURE OF THIS REPORT

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

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

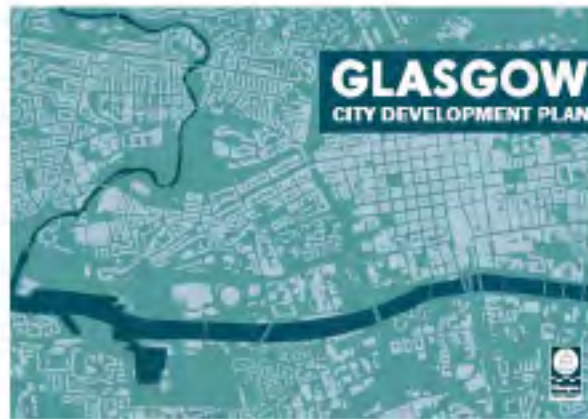
The (Y)our Broomielaw Projects are outlined within eight themes;

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

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

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

Policy Context



Glasgow City Development Plan 2017

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

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

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

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

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



Glasgow City Region: City Deal

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

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

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

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

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

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

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

Waterfront and West End Innovation Quarter

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

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



Glasgow Economic Strategy 2016-2023

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

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

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

The Broomielaw DRF highlights the **significant opportunities to promote city centre living in Broomielaw** with an appropriate range of new housing in diverse and affordable tenures as part of mixed use development in Broomielaw. The housing would target a wide range of occupiers supported with the relevant community infrastructure and services and include car-free housing by increasing active accessibility.

Another key objective in the Development Framework is to make the River Clyde **Glasgow's biggest city park**. The River Park would drive significant economic opportunities for Broomielaw in the future. These could include a range of eating/drinking establishments, river pavilions, street food facilities **and visitor facilities** as well as maintaining a wide choice of visitor accommodation and sports facilities including cycling and water sports. This investment would complement the significant investment planned at the SECC Campus. There would also be particular opportunities to promoting the evening/night economy in Broomielaw.

The River Park would improve air quality, health and reduce congestion in Broomielaw and have positive impact on the district's economy. Other potential economic growth sectors in Broomielaw in the future include:

- Administration & support and sub-sectors like facilities, business support services and customer service centres;
- Financial/insurance and sub-sectors including: other credit granting/non-life insurance, security & commodity contracts brokerage contact centres;
- Creative industries including video/TV programme production and advertising agencies;
- Tourism/business tourism by significantly improving the attraction and quality of the Broomielaw food/drink, recreation and cultural offer.

In Broomielaw the aim is to create a work environment appropriate for the third decade of the 21st century. The way that companies plan for and occupy office space is continuing to shift due to mobile technology, new ways of working, the ‘gig economy’ (non-employing business) and fast-changing competition. In Broomielaw there is likely to be demand for large floor plates (HQs & inward investment) as well as lower specification incubation/co-working/start up/creative/maker spaces.

(Y)our City Centre key objectives

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

Key objective 1

Retain and improve competitive edge of Glasgow city centre



Key objective 2

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



Key objective 3

Repopulate the city. Increase city density and function mix



Key objective 4

Reduce car dependency. Make space for people and nature



Key objective 5

Create more attractive and remarkable spaces



Key objective 6

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



Key objective 7

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



Overview of (Y)our possible projects



(Y)our Broomielaw Engagement



Children 'brightening' the City by coloring the vinyl floor map

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

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

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

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

Events Programme

- 29 Aug 16 Launch Event
- 01 Sept 16 (Y)our City Centre Day
- 06 Sept 16 On-Street Engagement
- 07 Sept 16 On-Street Engagement
- 05 Oct 16 Stakeholder Event 01
- 05 Oct 16 Public Event 01
- 24 Oct 16 Developer, Investor, Landowner Session
- 23 Nov 16 Scotbuild 2016 Presentation
- 24 Nov 16 Public Event 02



Event 01



Waterloo Street



Event 02



Commonplace Online Mapping Tool



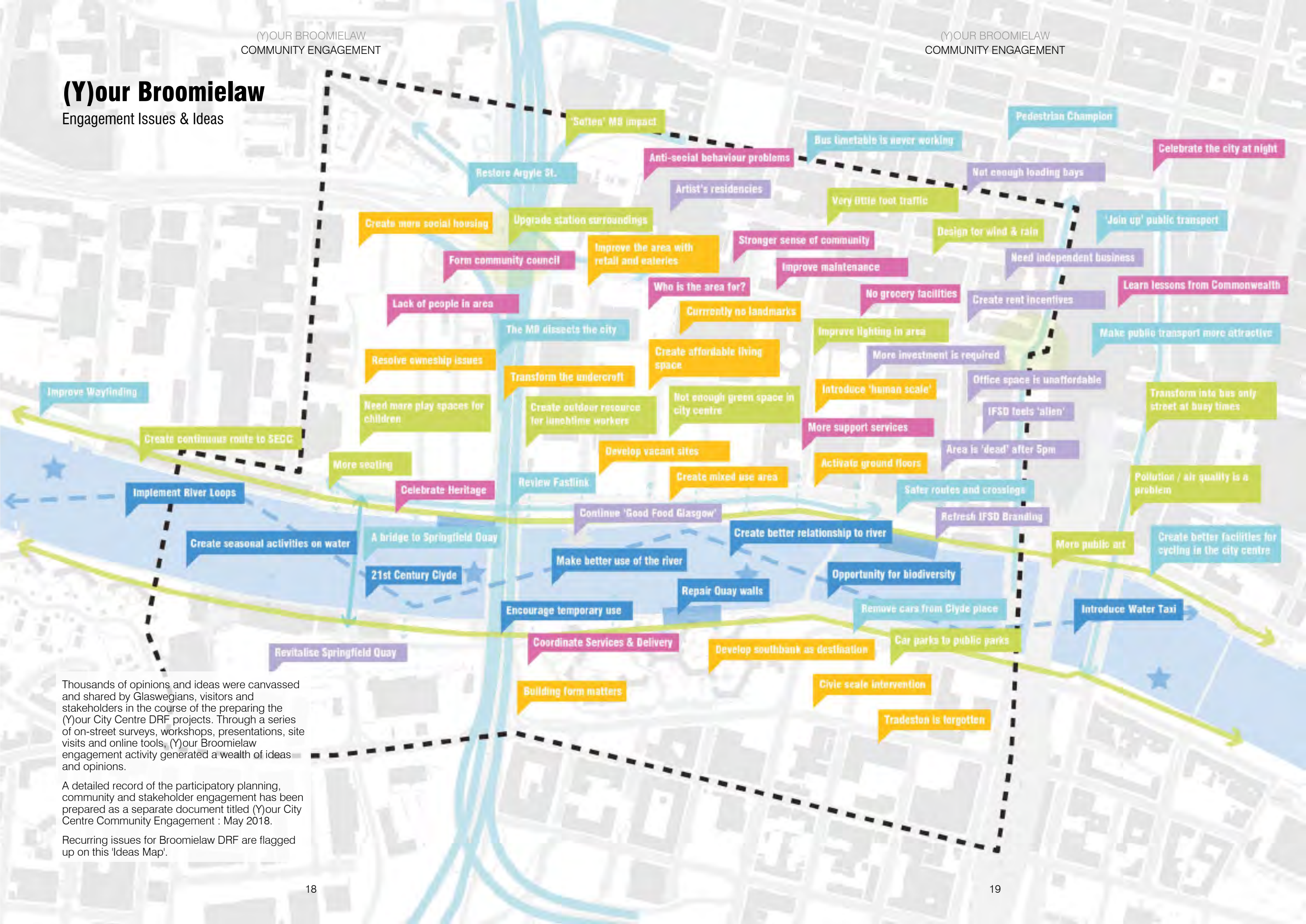
Anderston Station



Event 02

(Y)our Broomielaw

Engagement Issues & Ideas



Thousands of opinions and ideas were canvassed and shared by Glaswegians, visitors and stakeholders in the course of the preparing the (Y)our City Centre DRF projects. Through a series of on-street surveys, workshops, presentations, site visits and online tools, (Y)our Broomielaw engagement activity generated a wealth of ideas and opinions.

A detailed record of the participatory planning, community and stakeholder engagement has been prepared as a separate document titled (Y)our City Centre Community Engagement : May 2018.

Recurring issues for Broomielaw DRF are flagged up on this 'Ideas Map'.

(Y)our Broomielaw analysis overview

Broomielaw DRF area represents a massive opportunity (and challenge) for Glasgow city centre. Whilst the IFSD has attracted business and new employment to the north bank the regeneration of both banks of the River has stalled.

The area is currently dominated by busy car traffic, a poor quality inaccessible riverfront and many vacant sites. Many zones within the DRF are characterised by single uses that fail to create a convivial city centre environment.

The M8 viaduct dominates the cityscape, traversing the DRF area. The River Clyde is currently a barrier rather than being a place to come together. The DRF area is strategically located between the city centre and key destinations including the SECC / Hydro, the Airport and the city's West End and Southside but fails to capitalise on this significant location.

Cities continually change. Whilst this DRF has been consulted upon and prepared, new investment projects with significant impact have emerged within this DRF area. Continually coordinating regeneration across (Y)our City Centre is crucial to maximise benefit.

Lack of bridge connections and continuous routes for pedestrians and cyclists

Low quality 'out-of-town' style leisure park

Polluting, noisy motorway

Uninviting station surroundings

Urban fabric disrupted

Severance of pedestrian routes to riverside

Historic connections severed / lost

Poorly integrated 70's structure with lots of vacant spaces

Disconnected Argyle Street to the west

High potential to develop new mixed-use neighbourhood

Riverside quays hardly used. Lack of activity.

Potential entrance gateway for Glasgow

Neglected area of city requiring focused regeneration strategy.

Current Broomielaw



The forgotten river: unattractive, liveless, inaccessible



The severance and disruption by the M8



The unremarkable, car dominated public space



The fragmented urban structure

(Y)our Broomielaw Objectives



(Y)our River Park

Glasgow's biggest city park

Turn the River Clyde corridor into the biggest and best public open space in central Glasgow; a green space and amenity for all and a catalyst for waterfront redevelopment.

When asked, Glaswegians repeatedly cited disappointment at the poor quality spaces and lack of activity along, and on, the river. The north bank quaysides are currently dominated by road traffic. Continuous pedestrian promenades, and cycle routes are proposed, connecting a series of sports and events spaces activated by community, social and leisure facilities to create an 'all-day, all-weather' destination. The River Park would extend through the city centre from Glasgow Green to the Riverside Museum (and to Kelvingrove).



(Y)our Great Buildings

High density and human-scaled neighbourhoods

Design contemporary buildings and spaces that adapt to change and are of their time, place and the highest design quality.

Glaswegians are rightly proud of their built heritage, and concerned that it is poorly maintained and diminished by sub-standard new buildings. The DRF highlights the need to revitalise the best of our built heritage and emulate the quality of the rich architectural legacy we have collectively inherited. New buildings and spaces in the city centre must be the best quality contemporary design creating high density districts with active streets, positive microclimates and buildings capable of future adaption and flexibility.



(Y)our Urbanised M8

From barrier to connector

Transform the motorway corridor to reduce severance and pollution, restore connections between neighbourhoods and enable development adjacent to under and (even) over the M8.

Many consultees bemoaned the negative impact of the M8 on the city centre. DRF proposals include seeking to re-route national trips around rather than through the city centre (utilising the upgraded M73 and M74). Severance should be addressed with attractive overbridges and activated underpasses. The complex geometry of on and off ramps should be incrementally adjusted to ameliorate the blight and impact of the urban motorway and create development sites to stitch back together the urban fabric. The motorway should ultimately become an urban boulevard.



(Y)our Vibrant Broomielaw

Re-populated and mixed (horizontally and vertically)

Redefine Broomielaw as a mixed-use urban district attracting new investment, jobs and creating places to work, be creative, live, learn, share and play in the city centre.

Many cite Broomielaw's 'mono-culture' of offices and industrial areas coupled with its historically tough reputation, as the main reason to avoid the area. Its lack of vibrancy (especially in the evening and weekends) is regularly cited as why the area has failed to attract new investment. There's overwhelming support for a mix of uses throughout Broomielaw to enliven the city and the riverfront, ensuring the area becomes an attractive destination in which to relocate your business, studio, hotel, café or home. Mixed uses in Broomielaw makes very good sense.



(Y)our Great Streets and Spaces

A variety of lively, human-scaled public places

Enhance the natural hierarchy and quality of urban streets and spaces to foster convivial street-life throughout the city centre.

Many Glaswegians sense the city centre street grid is polluted, car dominated and more difficult to get around than it should be. The Broomielaw DRF proposals include redefining the quayside as a people space; a promenade rather than a dual carriageway. Argyle Street has to be restored as one of Glasgow's great streets and the City Deal funded EIIPR Avenues project should achieve this. All central Glasgow's urban grid needs to be optimised to ensure connectivity and ease of intuitive wayfinding, with missing links reconnected.



(Y)our temporary projects and events

Extend the vibrancy of the city centre south of the River

Tradeston, like the Broomielaw DRF areas north of the River, should become an integral, lively urban quarter that benefits from its Riverside location and celebrates its distinctive built and social heritage.

Tradeston should benefit from the momentum of regeneration effort in Laurieston, and be regenerated in tandem with Broomielaw on the opposite riverbank. Tradeston has long been overlooked, yet when people start to reflect on it's location and characteristics then it is evident that it has the potential for significant transformation; through large-scale projects or small-scale interventions. Tradeston has the potential to create a buzz and benefit from temporary events, prototyping different ways to redefine this Southside urban neighbourhood.



(Y)our Updated Mobility

A shift to more efficient, healthy and sustainable mobility

Make Glasgow city centre easily accessible by all.

Whilst recognising the good coverage of the rail network many consultees highlighted the lack of an integrated public transport network, with poor rail stations and a confusing bus system. Pedestrian accessibility has to be prioritised, alongside a joined up cycle network and enhanced and fully integrated public transport system. Cleaner mass transit, and healthier active travel options should be promoted. Key routes and points of arrival should be the focus of regeneration. Cars should access only where absolutely necessary, with parking arranged to encourage on-street footfall.



Transforming (Y)our Broomielaw and City Centre

Working together to let Broomielaw flourish

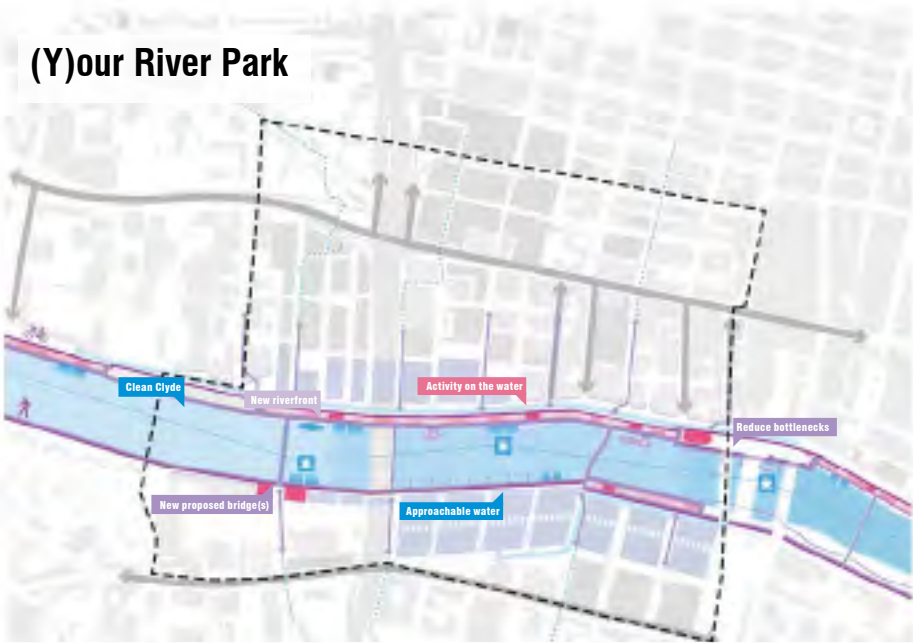
Create agile policies and shared objectives to attract investment, secure funding and foster collaborative working by everybody with an interest in Broomielaw flourishing.

There is widespread recognition that there needs to be bold leadership and coordination to secure regeneration in Broomielaw. Many consultees seek firmer public sector intervention to attract and guide investment to achieve the high quality place-making Broomielaw deserves. This DRF seeks to be the first step in providing this guidance and ambition for the next stage of Broomielaw's regeneration.

(Y)our Broomielaw projects

In this chapter projects for the Broomielaw DRF are summarised. These projects are arranged in 7 themes, those shown below all have a physical component, the final one is Transforming (Y)our Broomielaw.

(Y)our River Park



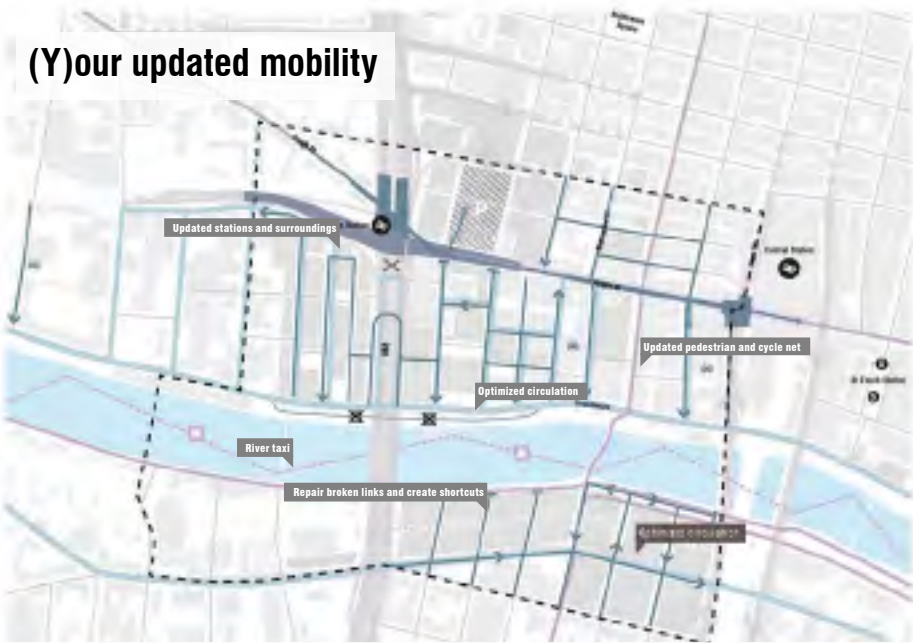
(Y)our River Park: To create a world-class linear public space along both banks of the River Clyde

(Y)our great streets and spaces



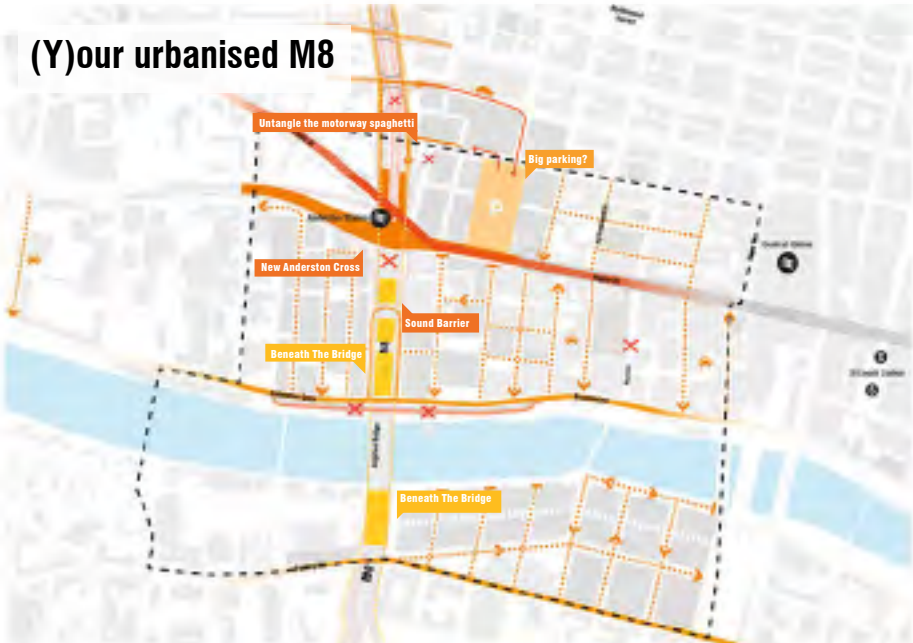
(Y)our great streets and spaces: To optimise Glasgow's street grid and address the shortage of quality green spaces

(Y)our updated mobility



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

(Y)our urbanised M8



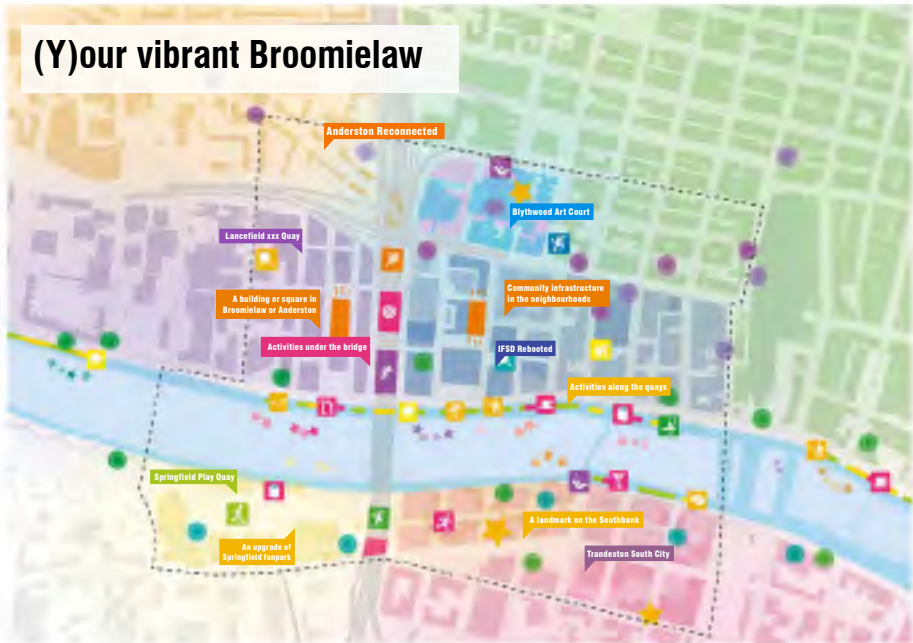
(Y)our urbanised M8: To maintain the benefits of an urban motorway whilst reducing its negative impacts

(Y)our great buildings



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

(Y)our vibrant Broomielaw



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

(Y)our Broomielaw projects list

Each project is accompanied by an Action Plan (Chapter 10) outlining proposed next and subsequent steps for delivery.

Key priority projects are marked with an asterisk *.

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

These projects are marked in grey text.

(Y)our River Park	
Bigger context: (Y)our River Park	
Different characters along the river:	
- Contemporary Room	
- Harbour Room	
* Calm quays	
* Active, attractive promenades	
* Activating the quays	
Approachable water (possible relocation of the weir)	
Activity on the water	
Lively and attractive riverfront	
Clean and natural Clyde	
The bridge collection	
Flooding strategy	
(Y)our urbanised M8	
Bigger context: future city boulevard	
* New Anderston Cross	
Untangled motorway spaghetti	
* Cleaner air, less noise	
Beneath The Bridge	
Connected East - West	Refer to Blythswood DRF

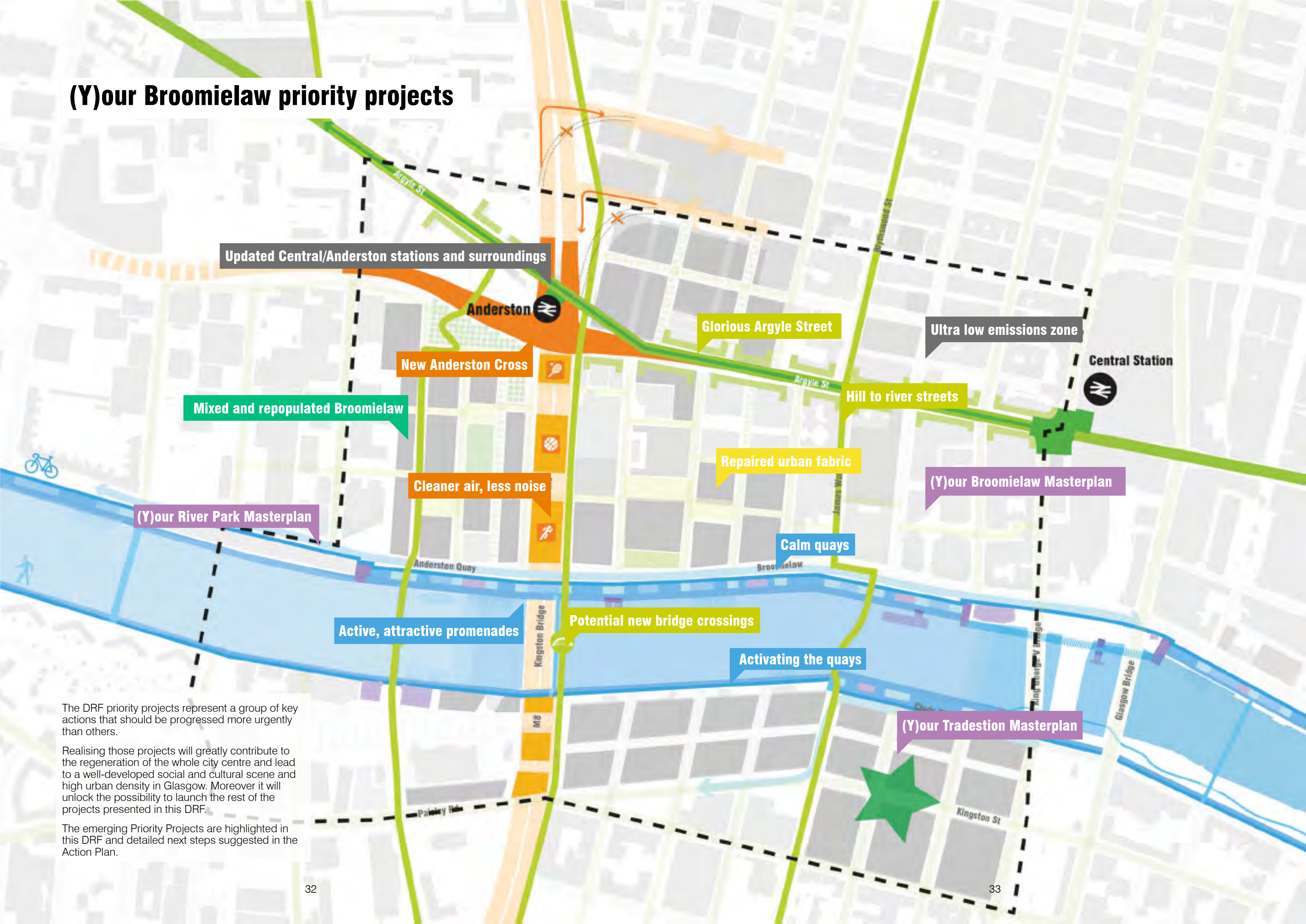
(Y)our great streets & spaces		
Bigger context: improved public spaces and connections		
Variation in street character (Tartan)		
* Hill to river streets		
Broomielaw lanes and plazas		
Central / Anderston station squares		
* Glorious Argyle Street		
Green streets, parks and play spaces		
Surface water management strategy		
Public art		
Variation in street character (Tartan)	Refer to Blythswood DRF	
Blythswood hill steep parks	Refer to Blythswood DRF	
(Y)our updated mobility		
Bigger context: shift to more sustainable mobility		
* Ultra low emissions zone		
Traffic-calmed Broomielaw		
Specialisation in streets (Tartan)		
Smarter cleaner bus system		
Smarter parking in Broomielaw		
* Updated Central / Anderston stations and surroundings		
North Bank Event Promenade		
River Taxi		
Street safety and accessibility		
Hierarchy and specialisation in streets (Tartan)	Refer to Blythswood DRF	
(Y)our great buildings		
* Bigger context: repaired urban fabric		
Design guidelines needed		
Historic Broomielaw		
Higher density Broomielaw		
Flexible Broomielaw		
Lively streetfronts		
Higher density Blythswood + height control	Refer to Blythswood DRF	
* Broomielaw priority projects		

(Y)our Broomielaw projects list

(Y)our vibrant Broomielaw		
Strong neighbourhood identities		
Bigger context: mixed and vibrant city centre		
* Mixed and repopulated Broomielaw		
IFSD 2.0		
Re-populated Broomielaw		
Remarkable Broomielaw - A building, public space or function?		
Hotel and leisure		
Retail/shopping		
Community Infrastructure		
Sports and play Broomielaw		
Tree school/nursery		
Temporary use of buildings (Atlantic quay 1,2 & 3 programme)		
Temporary sports pitches		
Temporary community farm/garden/play spaces		
Highway take-over		
Street festival / food trucks		
Art event		
Light Festival		
Re-purpose vacant spaces		Refer to Blythwood DRF
Transforming (Y)our Broomielaw		
Sustainable Broomielaw		
* Broomielaw Masterplan		
* River Park Masterplan		
* Tradeston Masterplan		
Smart Broomielaw		
Broomielaw brand		
Broomielaw performance monitor		
Broomielaw conservation area		
(Y)our Heritage Property Fund		
Night-time Broomielaw		
Clean and well mantained Broomielaw		
Dedicated Broomielaw team		
New Broomielaw community council		
M8 Masterplan		Refer to Blythwood DRF

* Broomielaw priority projects

(Y)our Broomielaw priority projects



The DRF priority projects represent a group of key actions that should be progressed more urgently than others.

Realising those projects will greatly contribute to the regeneration of the whole city centre and lead to a well-developed social and cultural scene and high urban density in Glasgow. Moreover it will unlock the possibility to launch the rest of the projects presented in this DRF.

The emerging Priority Projects are highlighted in this DRF and detailed next steps suggested in the Action Plan.

(Y)OUR RIVER PARK

(Y)our Broomielaw quarter

(Y)our Water Sports on river

(Y)our new riverfront

(Y)our South promenade

(Y)our central river

(Y)our Extended City Centre

(Y)our upgraded promenade

(Y)our accessible river

Current: Lack of parks in the City Centre Analysis Glasgow parks

Glasgow derives its name from the Gaelic for 'Dear Green Place'. The city is renowned for some of the UK's greatest urban greenspaces, with approximately 90 parks comprising 3,500 hectares. But the city centre has a chronic lack of green spaces.

The Glaswegian tradition of exemplary urban parks should be emulated in the city centre!

KELVINGROVE PARK



BOTANIC GARDEN

SIGHTHILL PARK

LETHAMHILL

ALEXANDRA PARK

GLASGOW GREEN

TOLL CROSS PARK

BELLAHOUSTON PARK

POLLOK COUNTRY PARK

QUEENS PARK

Current: Inaccessible River Clyde Analysis river park

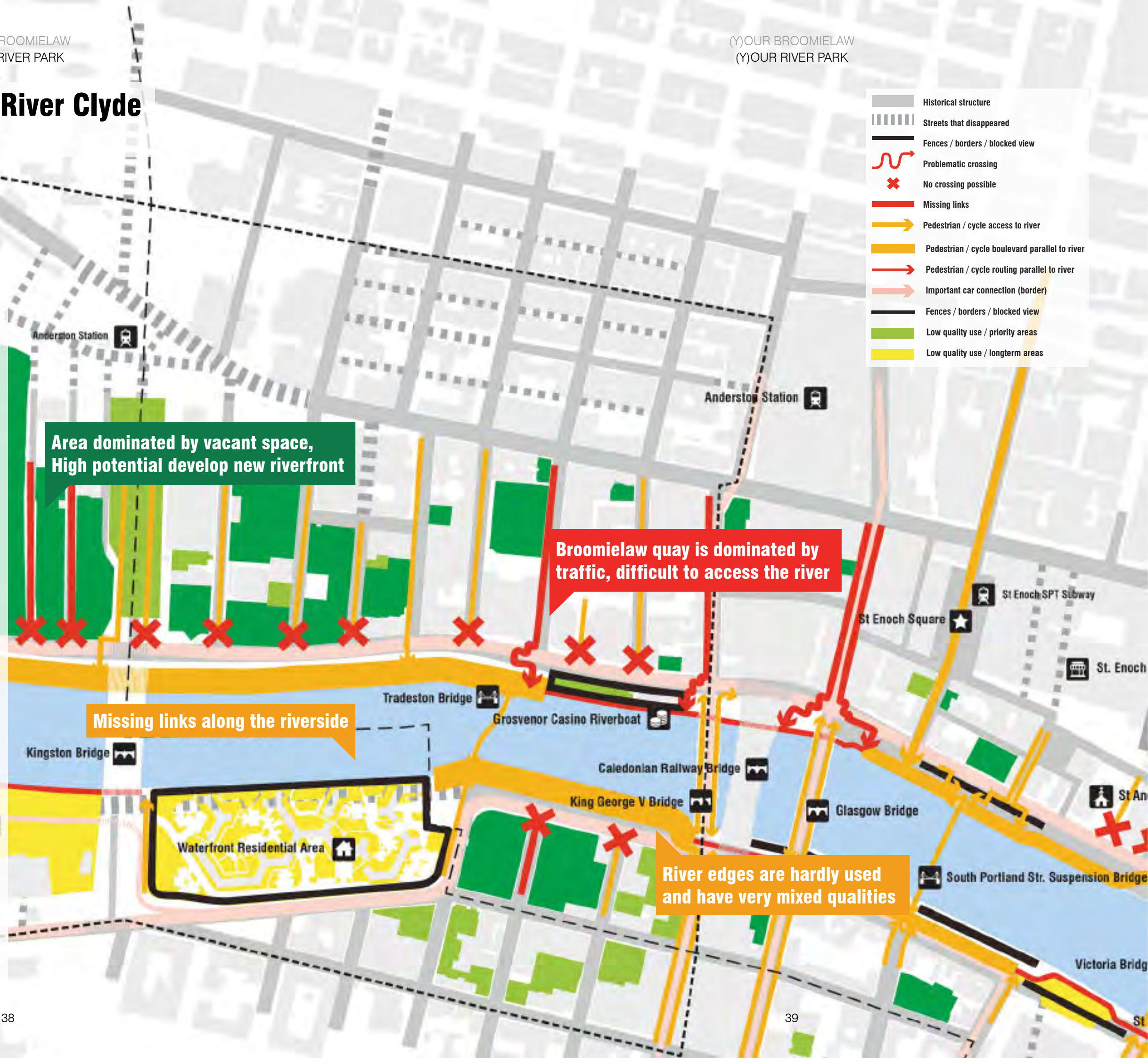
In discussing this part of the city with many Glaswegians, and considering the Clyde in particular, everyone feels the River should be a far better place. Many reflect on successful waterfront regeneration they've seen elsewhere, against which Glasgow often compares unfavourably.

Many welcome the investment that has delivered specific improvements; including the Hydro, areas of enhanced public realm, the Tradeston Bridge. However many highlight how the quays are cut-off from the city by wide roads along both banks, especially the north-side. Many observe that when you get to the River there is very little to do; no reason to spend time there and virtually nothing happening on or near the River. Many cite frustration at the discontinuous paths along both banks of the River.

The opinions canvassed reinforce site survey and analysis. Within the Broomielaw DRF the major problem of the riverfront is the disconnection between the city centre and the quaysides which leaves them empty and under-used. This happens due to severance caused by fast car traffic along the quay roads and 'megastructures' (such as the former Anderston Centre) breaking the links from the city centre to the River Clyde.

Despite investment in public spaces there is a lack of activities and quality destinations along the River. Glasgow needs a major transformation to activate the river and the quays.

The river has disjointed pedestrian and cycle-paths on both banks. The quaysides should provide a continuous network of safe and accessible routes through the city centre and to the SEC / Hydro and beyond.



Current: Inaccessible River Clyde Analysis river park



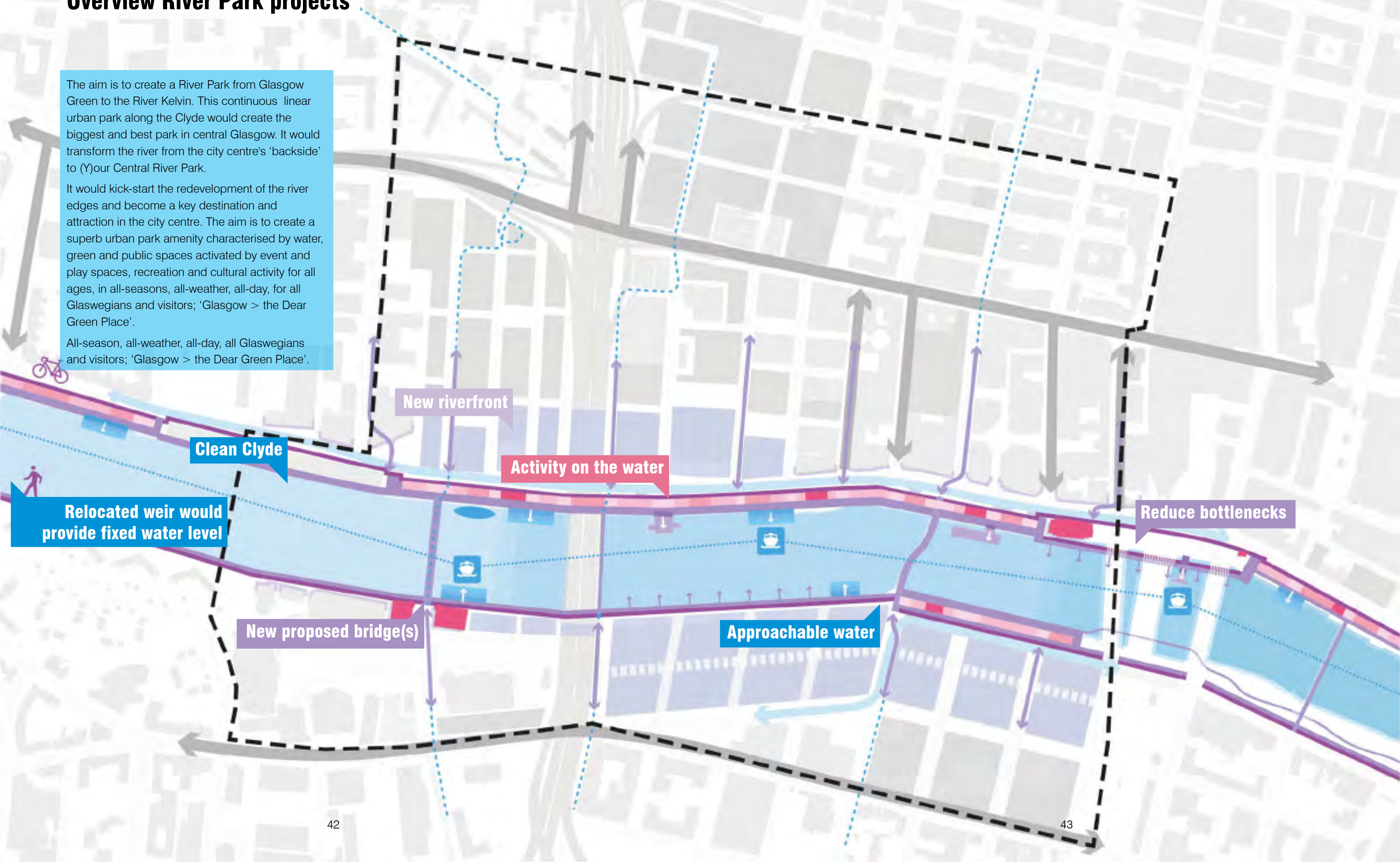
(Y)our River Park

Overview River Park projects

The aim is to create a River Park from Glasgow Green to the River Kelvin. This continuous linear urban park along the Clyde would create the biggest and best park in central Glasgow. It would transform the river from the city centre's 'backside' to (Y)our Central River Park.

It would kick-start the redevelopment of the river edges and become a key destination and attraction in the city centre. The aim is to create a superb urban park amenity characterised by water, green and public spaces activated by event and play spaces, recreation and cultural activity for all ages, in all-seasons, all-weather, all-day, for all Glaswegians and visitors; 'Glasgow > the Dear Green Place'.

All-season, all-weather, all-day, all Glaswegians and visitors; 'Glasgow > the Dear Green Place'.



(Y)our River Park

Bigger context: (Y)our River Park



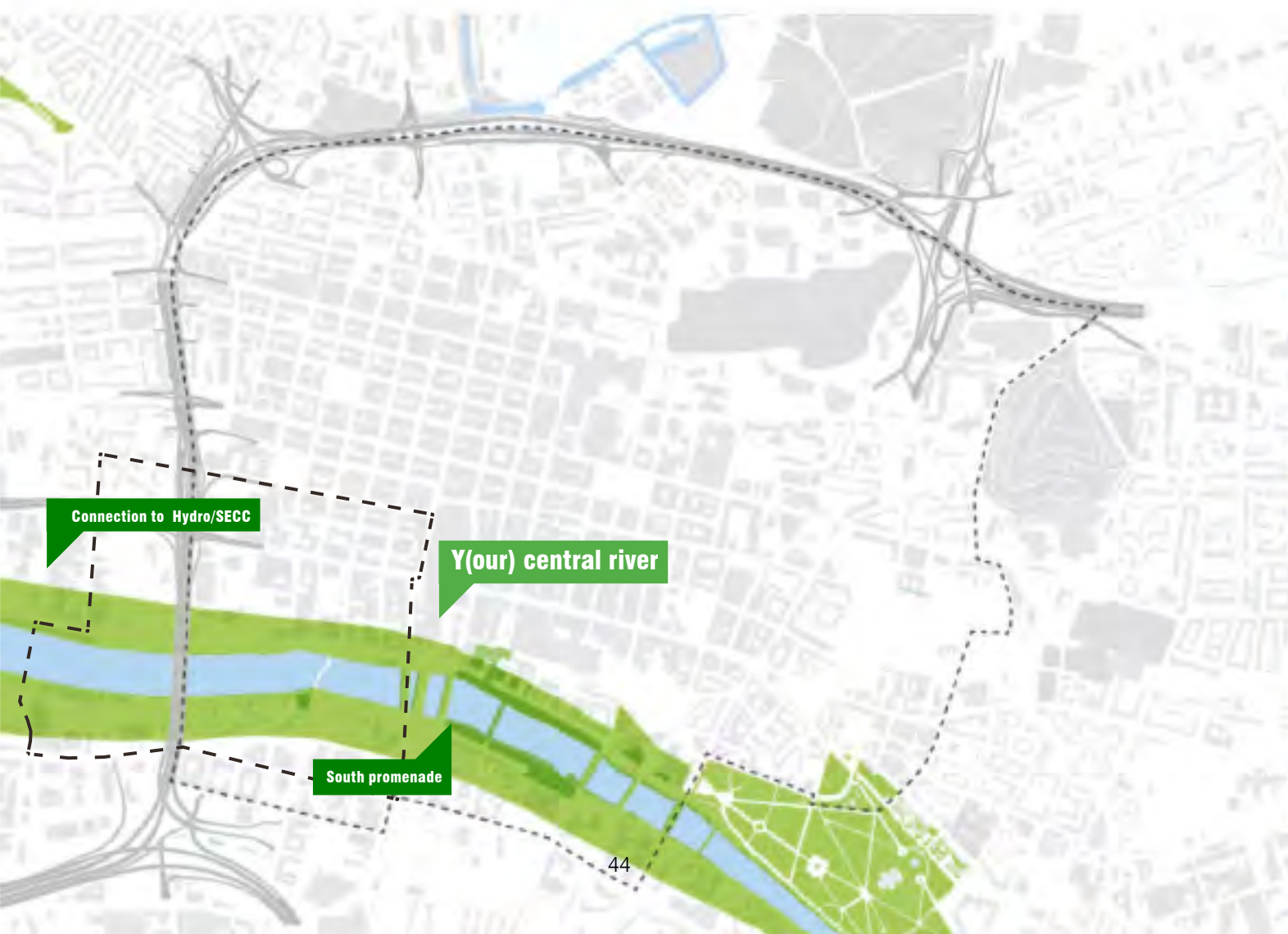
(Y)our River Park project aims to bring the necessary high quality public environment to the riverside.

Creating a major city park with a lot of fun activities and events embedded into the design of public spaces; greenspace on the quayside and clean, accessible water. The river should become a natural hub for events, playing, walking and spending leisure time for all Glaswegians, day and night. It should have its own unique character as a nationally significant destination that attracts international visitors.

There is a great potential that needs to be realised as a contemporary public space which also reveals, interprets and celebrates the River Clyde's significant importance in the social and built heritage of Glasgow and Scotland.

- The river park has the potential to become a key linear green space in the city, connecting Glasgow Green all the way up to Kelvingrove Park.
- the River Park should provide inclusive public spaces for all with fully accessible, barrier-free continuous pedestrian / cycle routes along both banks
- the River Park should provide significant green / blue infrastructure in the heart of the city region; improving biodiversity and environmental quality

Location: The River Clyde between Riverside Museum and Glasgow Green.



(Y)our River Park

Different characters along the river: 4 Clyde rooms

The River Clyde has a series of 'River Rooms' as it runs Westwards through the city centre. Each is defined by distinctive urban characteristics.

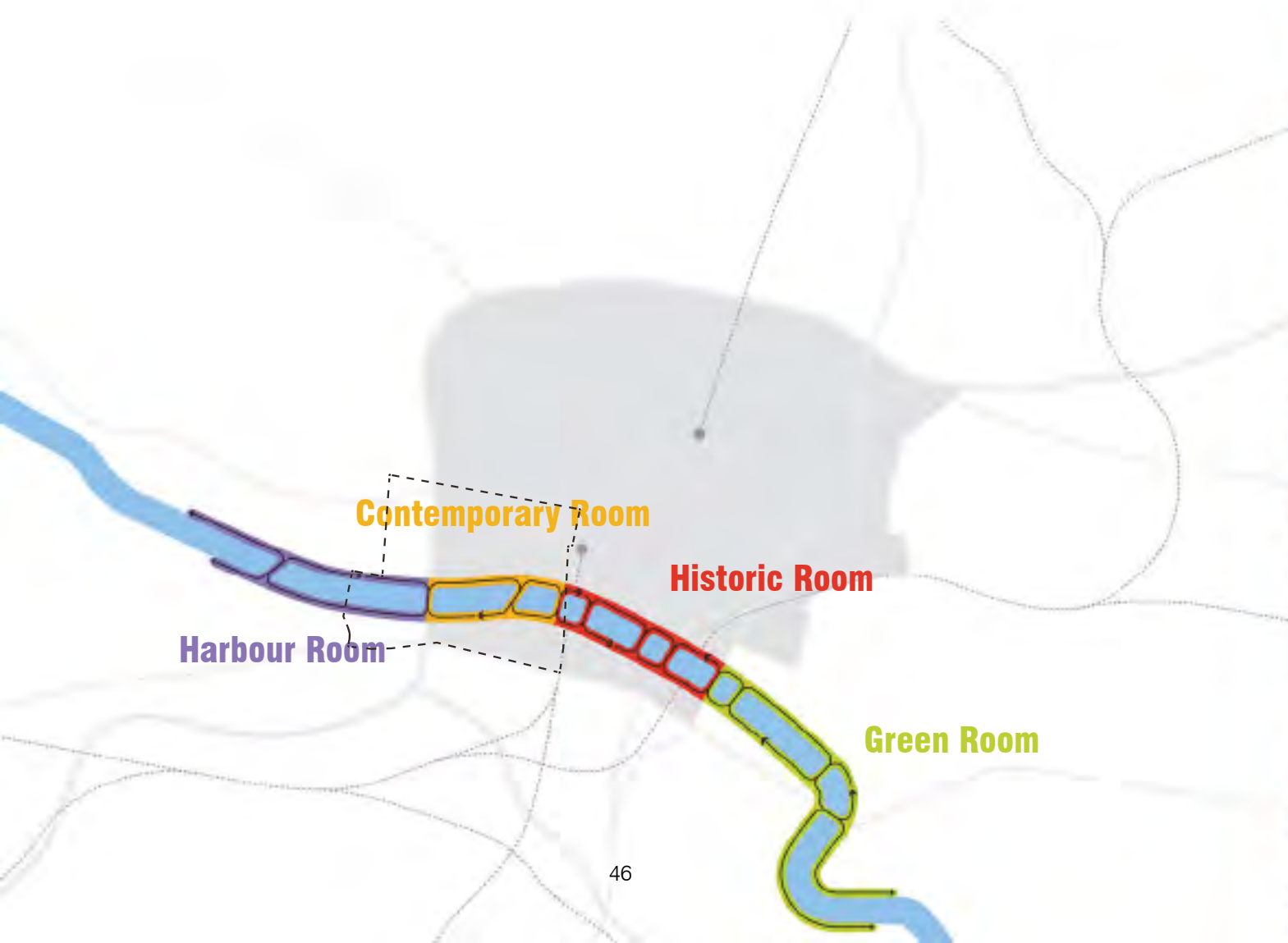
- Green Room – Characterised by the city centre's great urban park; Glasgow Green. A green natural river edge, nature-oriented activities.
- Historic Room – Glasgow's collection of historic bridges and buildings from Glasgow Green to Central Station. A busy river edge with bars and restaurants.
- Contemporary Room – The renewed quaysides of Broomielaw and Tradeston framed by Glasgow Central Station and the M8 Kingston Bridge. A polished, modern and spacious boulevard with focus on sports and play.

- Harbour Room – The quays beyond the M8 Kingston Bridge as the River leaves the City Centre. A more industrial/naval rough character. Focused on popular leisure, events.

The Broomielaw DRF includes areas of the 'Contemporary' and 'Harbour' Rooms

Location: The River Clyde between Riverside Museum and Glasgow Green.

- Designing public spaces with different characters, so called 'rooms', brings a unique quality not only to the river but also to the whole city of Glasgow



(Y)our River Park Contemporary Room

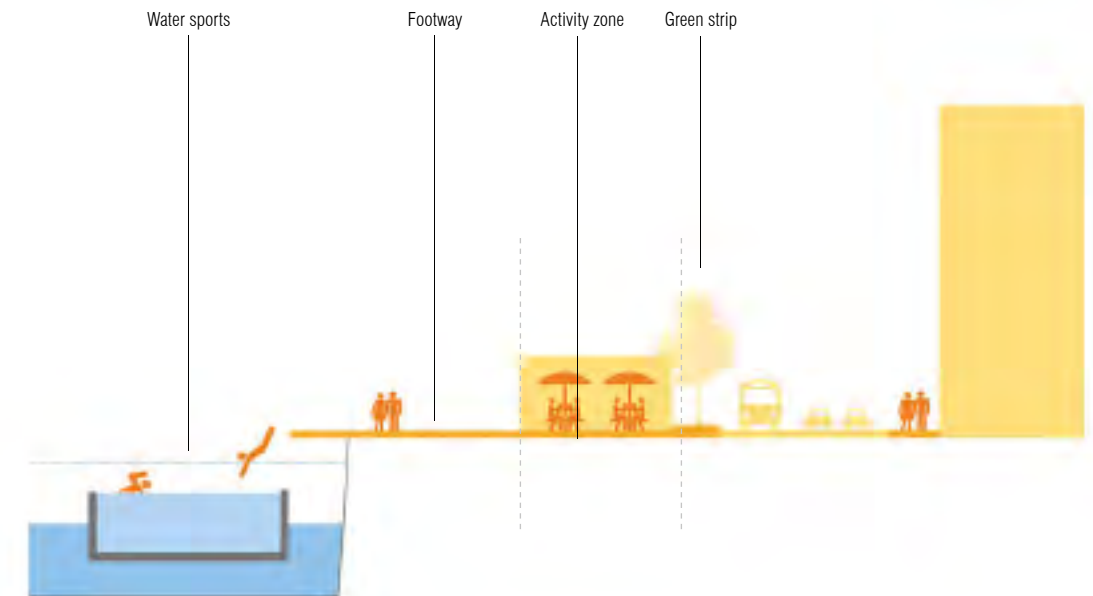
The renewed quaysides of Broomielaw and Tradeston should buzz with activity; with high footfall through the area and people pausing to relax and enjoy the River. There should be a high quality, urban ambience where Glaswegians gravitate to enjoy leisure, sports and recreation.

Distinctive walking / cycling route westwards from City Centre to SECC / Hydro / Riverside Museum

Scope for new loops created by continuous quayside walks and new bridges.

Location: The River Clyde between Kingston Bridge and King George V Bridge

- Framed by Glasgow Central Station and the M8 Kingston Bridge centrally located quaysides close to future living and working communities.
- With the new developments in Broomielaw and Tradeston, this is the place to pilot the future of Glasgow: high quality contemporary designed public space with a mix of nature and



Contemporary Room

Contemporary Room



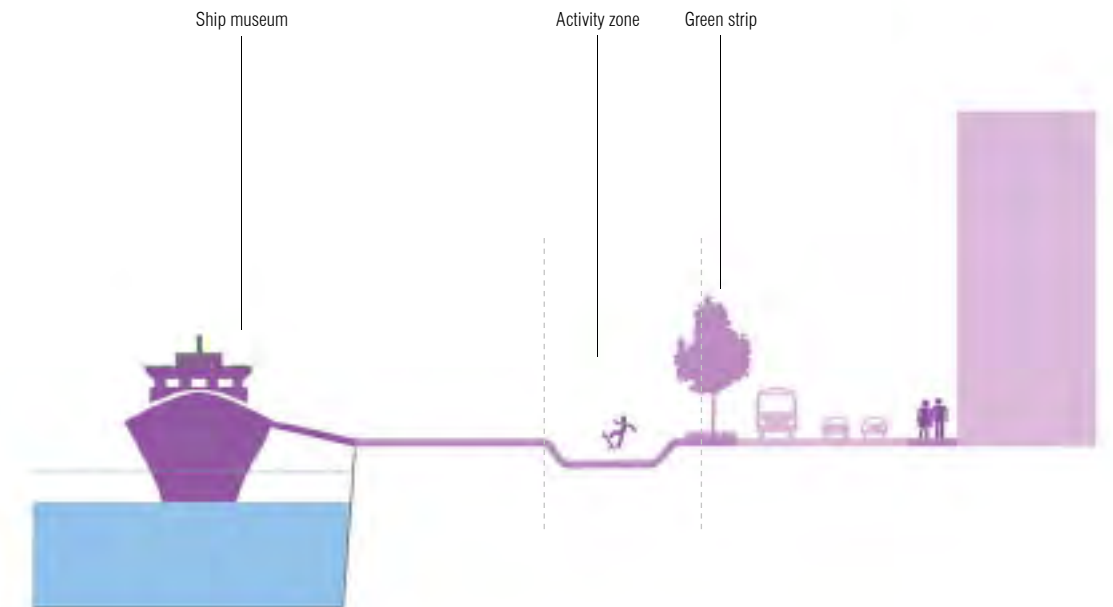
(Y)our River Park Harbour Room

The Clyde's 'Harbour Room' has a larger scale characterised by big structures (Finneston Crane, Kingston Bridge, Clyde Arc), a harder, more 'industrial' aesthetic and longer views along the River.

- The link between the City and the redeveloped Harbour
- (Y)our Playful City - continuous quality routes to new event / popular leisure facilities linking to SECC / Hydro
- Continuous Quayside routes on both banks augmented by new bridge crossing to create loops linking Springfield Quay leisure development to north bank.

- Situated more on the periphery of the centre, but an important link to the Hydro/SECC
- opportunity for robust civic design with events / sports areas : events promenade to the SEC / Hydro
- integrate lighting, large scale art, historic interpretation along quays

Location: The River Clyde downstream from Kingston Bridge to SEC and beyond.



Harbour Room



(Y)our River Park Calm quays

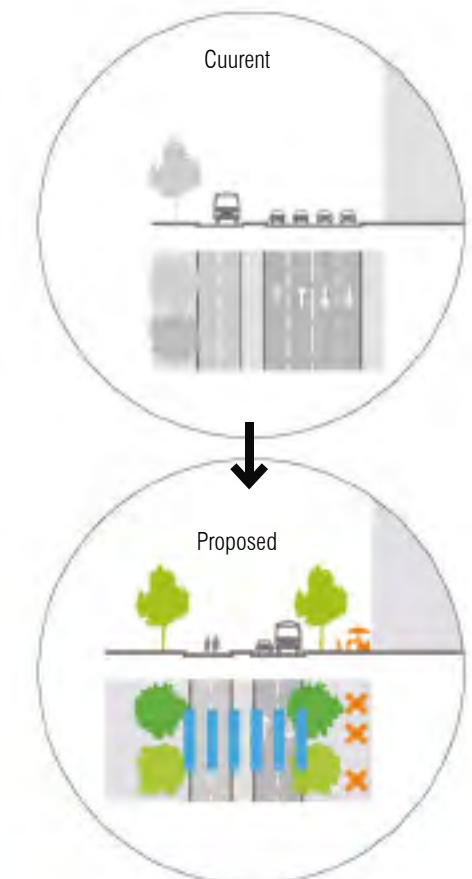


The aim of this project is to promote the riverside boulevard, first and foremost, as a continuous pedestrian promenade, rather than as a busy car road.

- The amount of space taken by cars should be reduced to allow more space for separate bike lanes, wide pedestrian footways with enough space for external cafe/bar terraces and trees.
- Through car traffic along the riverside (other than local access) should be discouraged with a nett reduction of car trips along the river. This should be part of a larger review of the city centre car circulation.
- Road carriageway width should be reduced (currently dualled two way traffic with filter lanes) and design speeds reduced through passive street design measures.

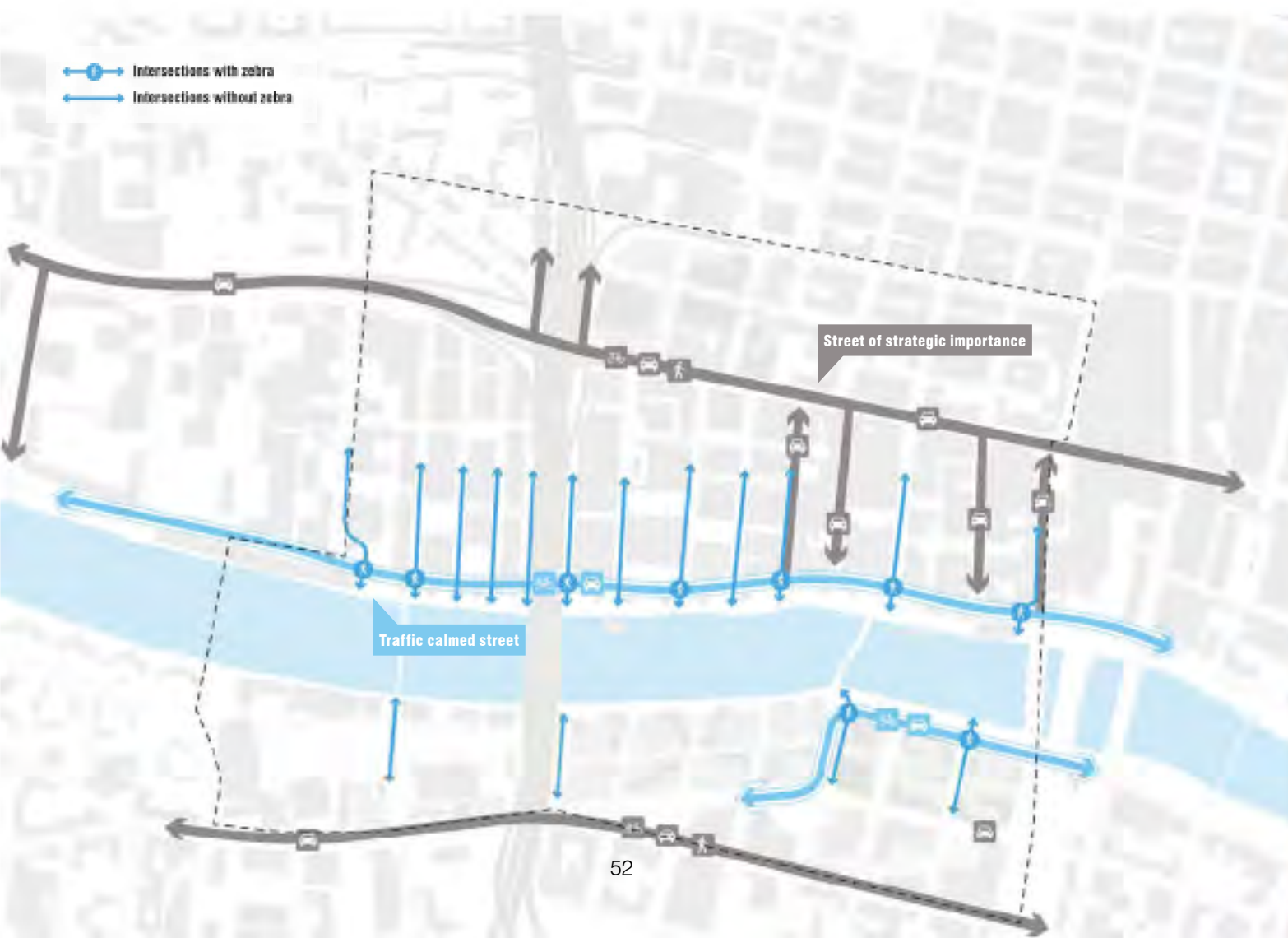
- Fastlink bus lane exacerbates severance along the quays. It should be reviewed and adjusted / integrated into the reduced carriageway layout.
- Crossing points should be located on natural 'desire-lines' straight, wider and safer and clearly indicate pedestrian and cyclist priority over cars.
- North-South streets should be connected to the quay roads from both North and South banks of the river with special attention to improving pedestrian and cycle access and connections at existing bridge crossings.

Location: The River Clyde between The Clyde Arc and King's Bridge (See also St. Enoch DRF).



- Create a 'people first' public space along the River which becomes a regional destination and gathering place by the River Clyde.
- reduce traffic speed, congestion and improve pedestrian and cyclist safety.
- better integrate the quays in to the city centre to enhance connections and create an attractive, active River Park
- Traffic calmed system enables better pedestrian and cycle connections which are needed to link (Y)our River Park to the City Centre - promoting active travel.

Better crossings and more space for pedestrians and bikes



(Y)our River Park

Active, attractive promenades

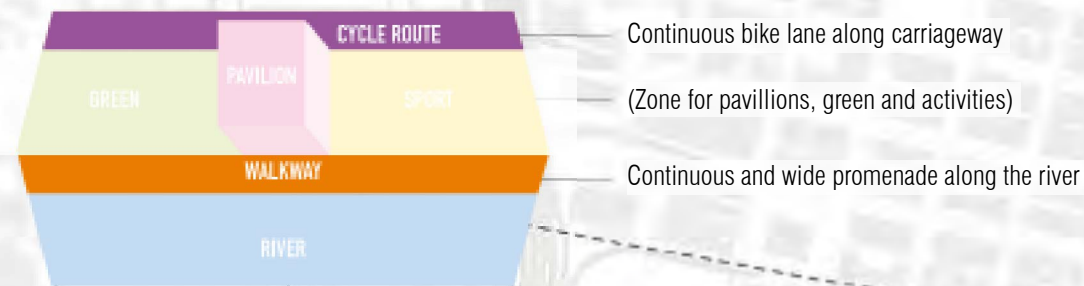


The aim is to provide long distance routes along both banks of the River connecting far up and downstream.

- Continuous safe 'car-free' routes for pedestrians and cyclists.
- Consider options to suspend pedestrian walkways over the water to make them continuous at points where it is not possible along the quayside (e.g. at casino and bridge abutments?).
- test and select best option for cycle paths : segregated on-street or off-street lanes.
- Provision of long distance linear promenade along the river is a crucial element of (Y)our River Park. See other projects for provision of pavilions / facilities to accommodate leisure amenities along the riverfront (e.g. cafe/bars, waterside access etc.)

- This is the best place to make a long distance East-West link for cyclists and pedestrians (flat land, less cars, attractive green environment)
- Instrumental in shift towards more sustainable mobility
- Helps to increase liveliness and safety along the quays

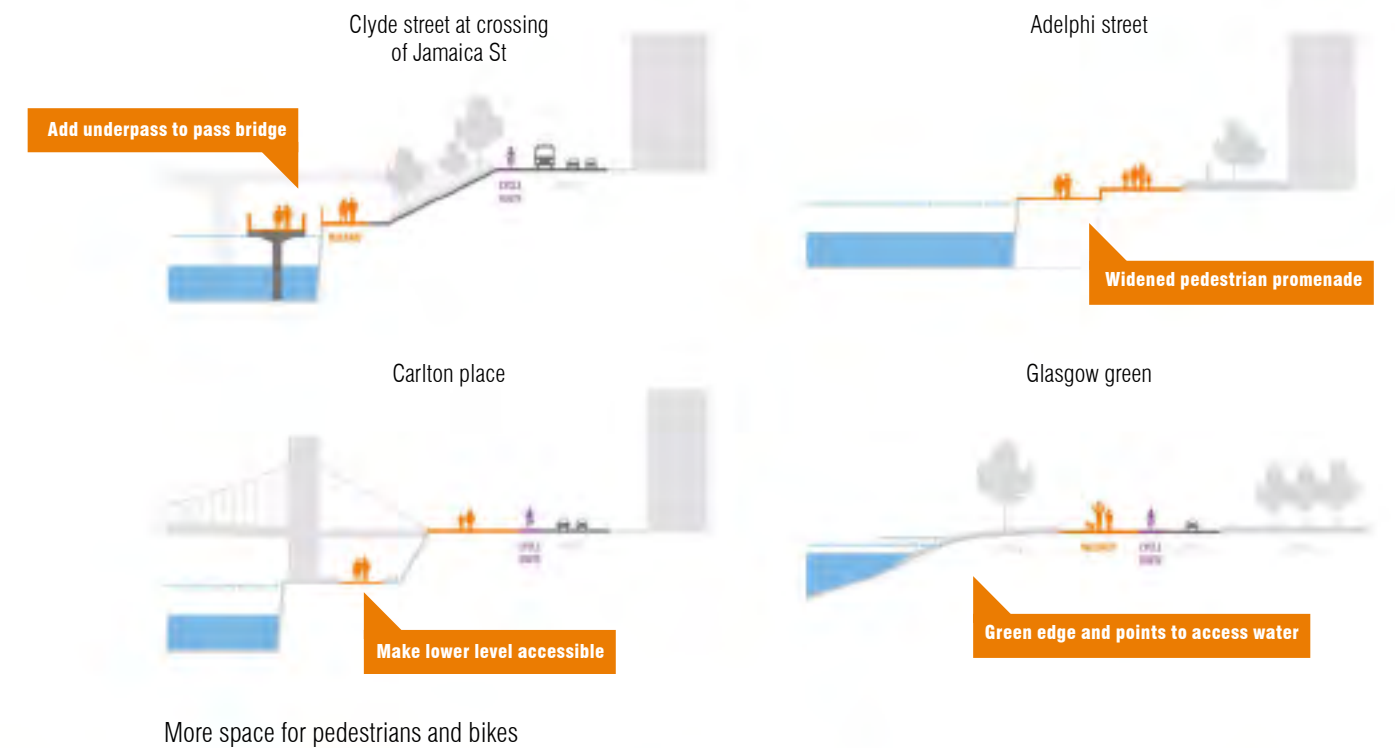
Location: The River Clyde between The Clyde Arc and King George V Bridge (See also St. Enoch DRF).



Continuous bike lane along carriageway

(Zone for pavillions, green and activities)

Continuous and wide promenade along the river



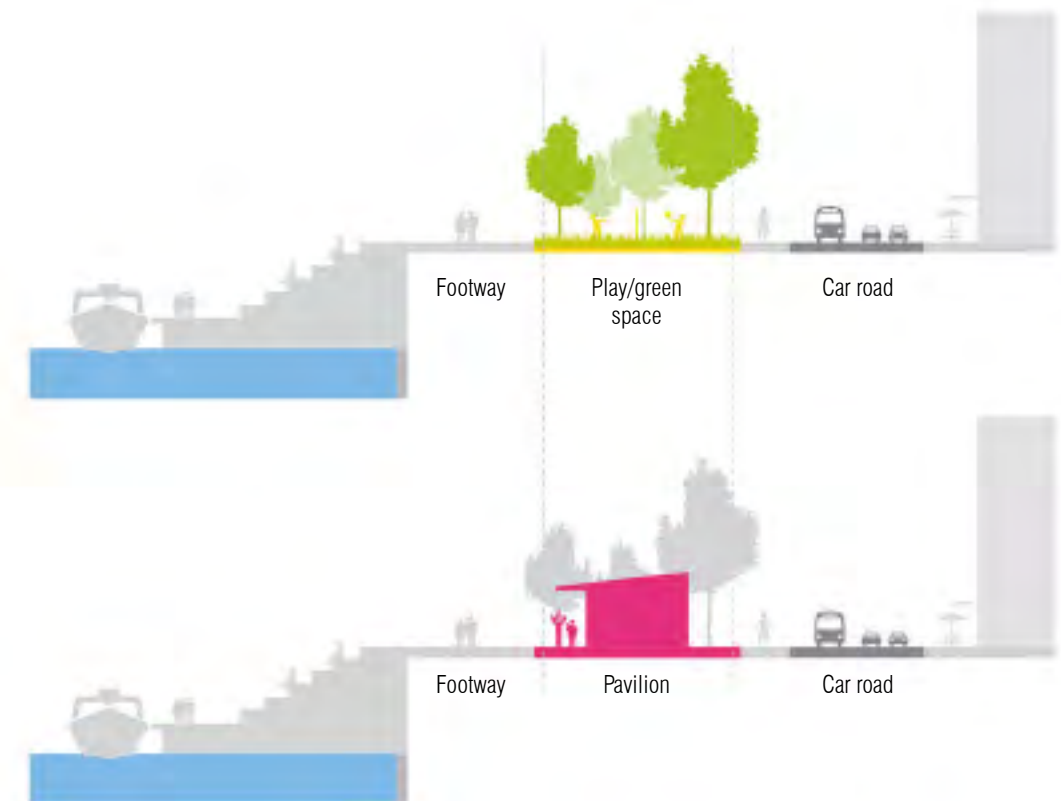
(Y)our River Park

Activating the quays



People are naturally attracted to being by water. If there are things to see and do they will stay and enliven the waterfront. There should be a concerted effort to re-activate the quays (and the River itself). Initiatives (temporary and permanent) could include;

- River Park events : Glasgow has a great track record for organising events. To promote and trial the idea of the River Park a seasonal programme of festivals, events and activities should be arranged (aligned with city-wide or SEC / Hydro events). Monitor the impacts (positive and negative) to establish business case and refine thinking.
- consider trial road closures / experimental traffic regulation orders (during River Park events, on weekends, monthly etc.) to test benefit of car-free quays and ability to reactivate the River
- Provision of a mix of all-weather and all-day uses along the quays is vital to the activation of the River Park
- It will draw new inhabitants, new investments and visitors to the city centre
- aim to introduce a series of beautiful, small-scale buildings along the River edge (and reuse any vacant properties) to attract activity and a variety of uses (eg. leisure, culture, events, creative industries, retail) throughout the day and evening. A series of destinations along the River should be created.
- Pavilions could be adaptable to create positive micro-climate along the quays - 'design for rain' and wind. Enable views of and along the water.



A barcode of green, play spaces and pavilions



(Y)our River Park Approachable water

The River Clyde is tidal up to the weir at Glasgow Green. The former industrial working river was 'canalised' which creates an isolation between the water and the quayside (especially at low-tide).

To create a more positive relationship with the water adjustments to the quays should be integrated (especially when investing in long-term, planned maintenance).

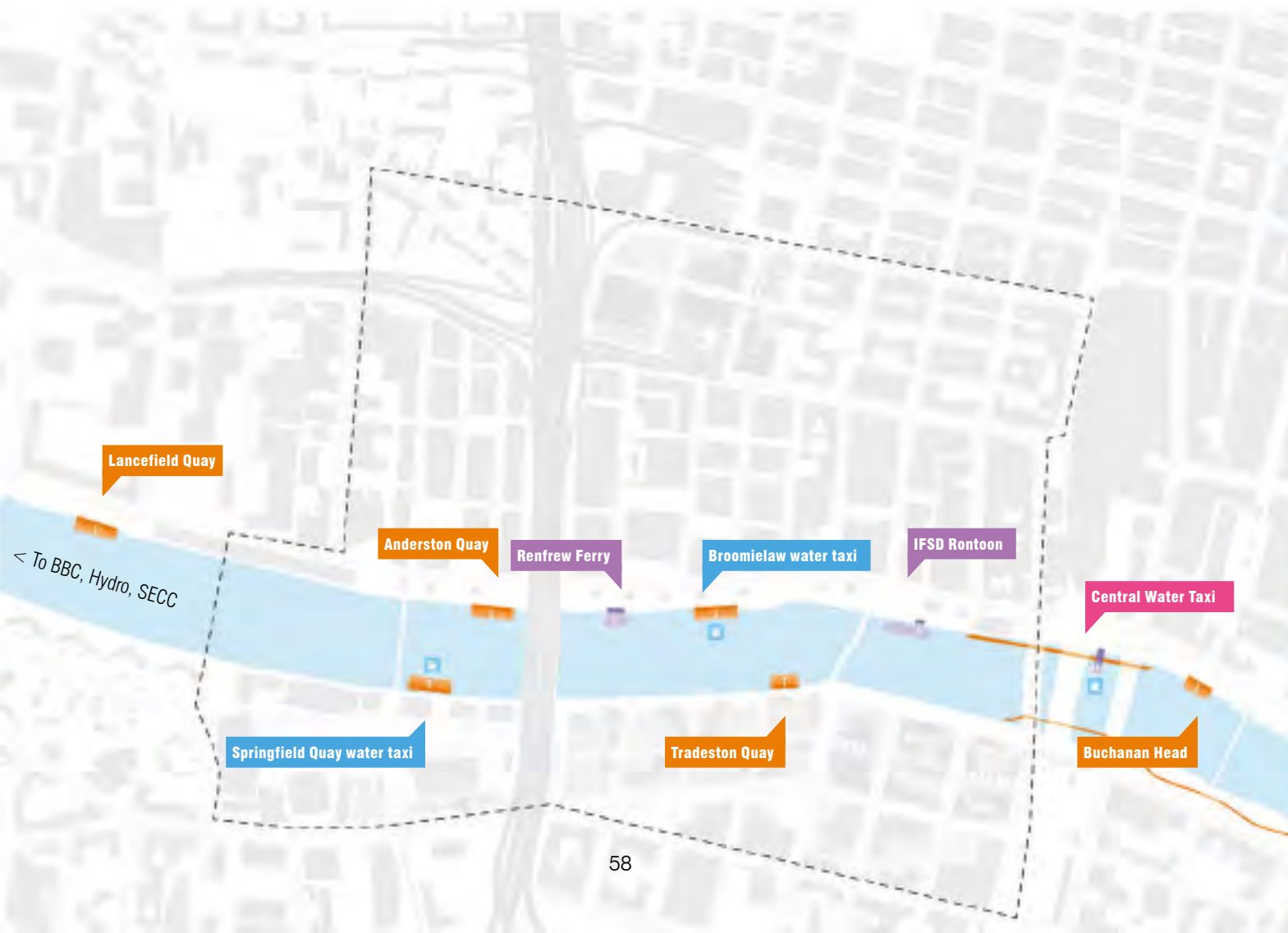
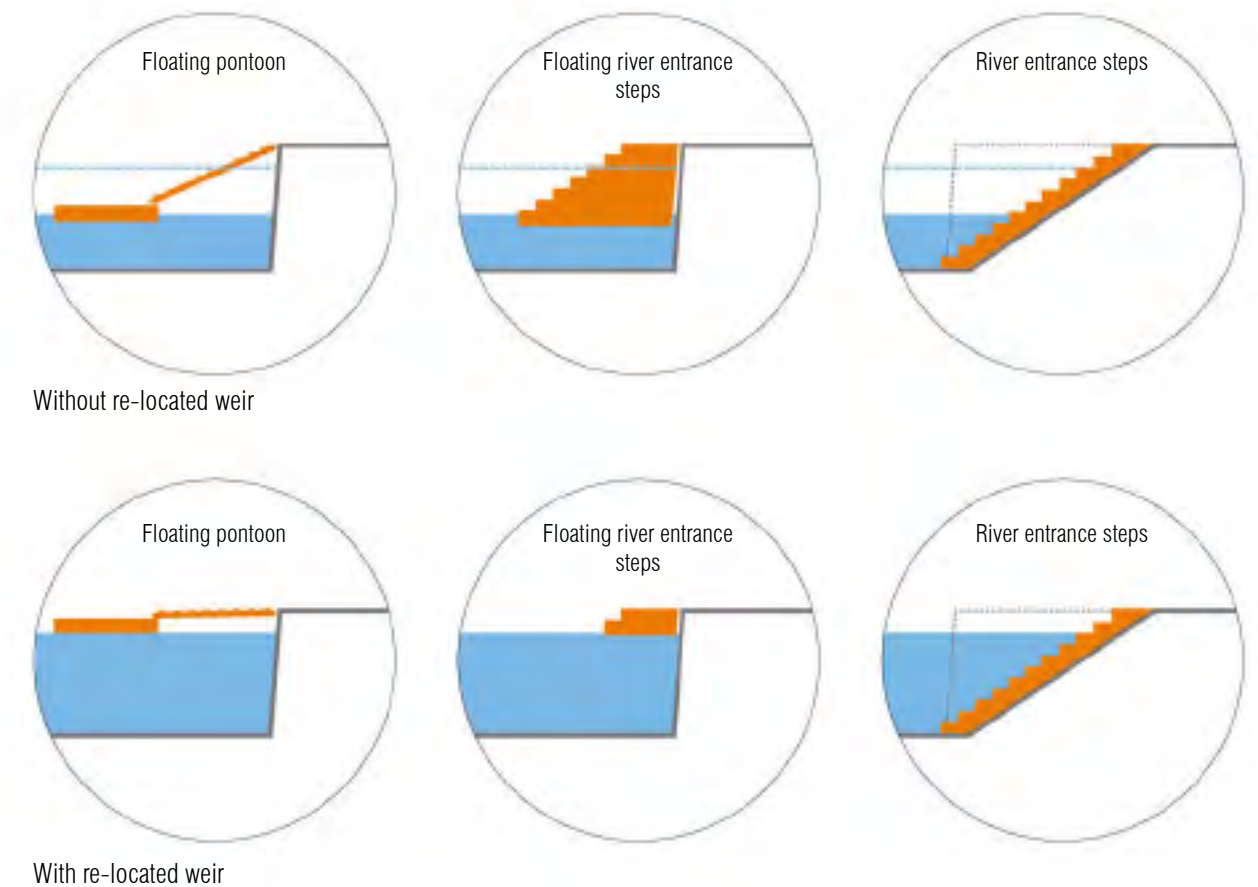
Adjustments could involve;

- Inducing a softer river edge that allows Glaswegians to touch, engage and be on the water.
- Consider scope of technical adjustments to quayside / water levels to enable easier access on and near the water (including steps, pontoons, slips).

- Better access to the water is crucial for unlocking the use of the river for mobility and recreation

- Consider possible relocation of the tidal weir (with integrated lock) moving from Glasgow Green to Pacific Quay. This would create a great improvement to the river experience: cleaner water, controllable water, more approachable water, simpler quay-wall constructions.

- This stretch of the Clyde is rarely used by boats. If water quality can be enhanced there is scope for greater water-sports, leisure / swimming and increased leisure vessels on the River.



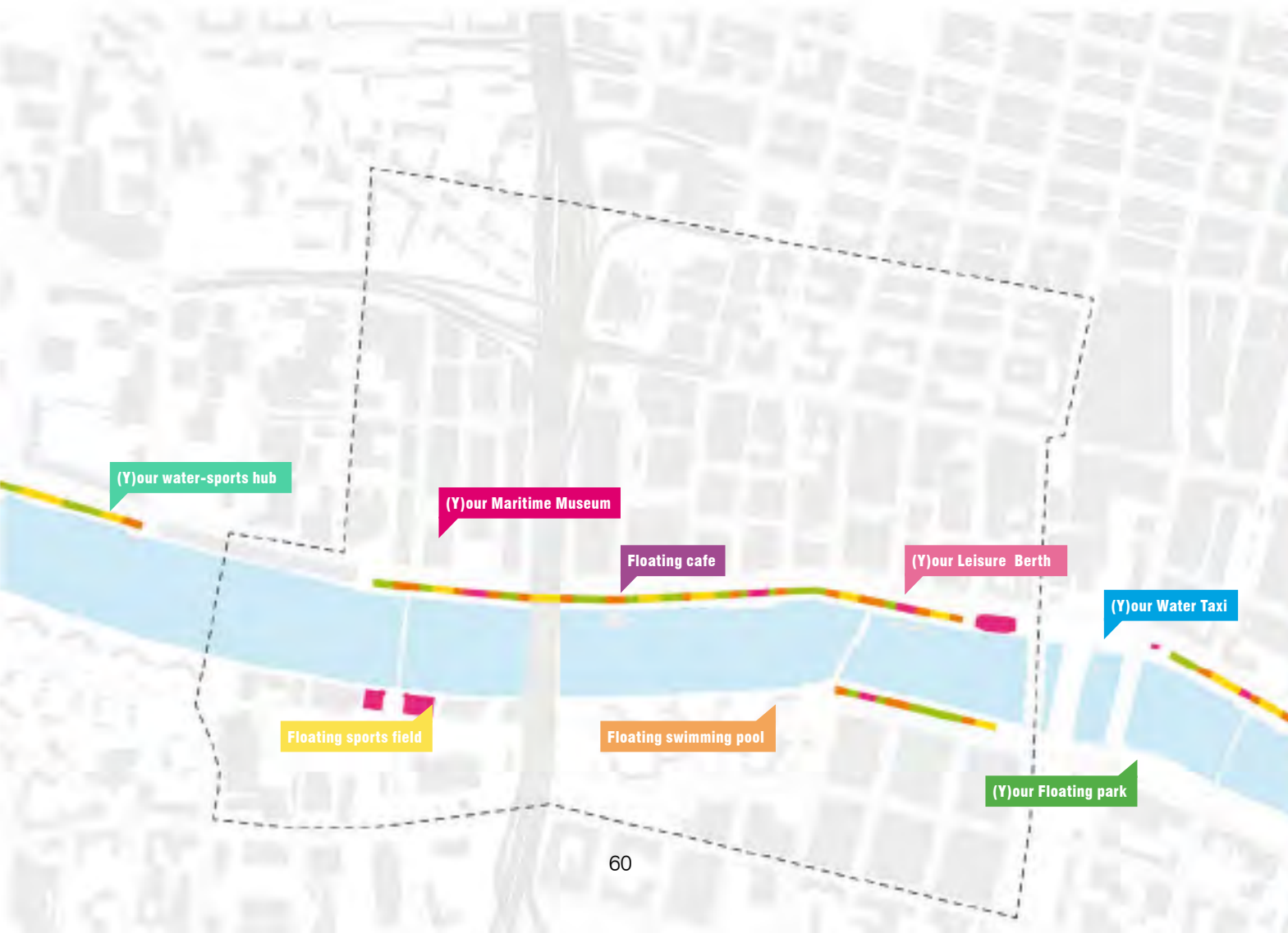
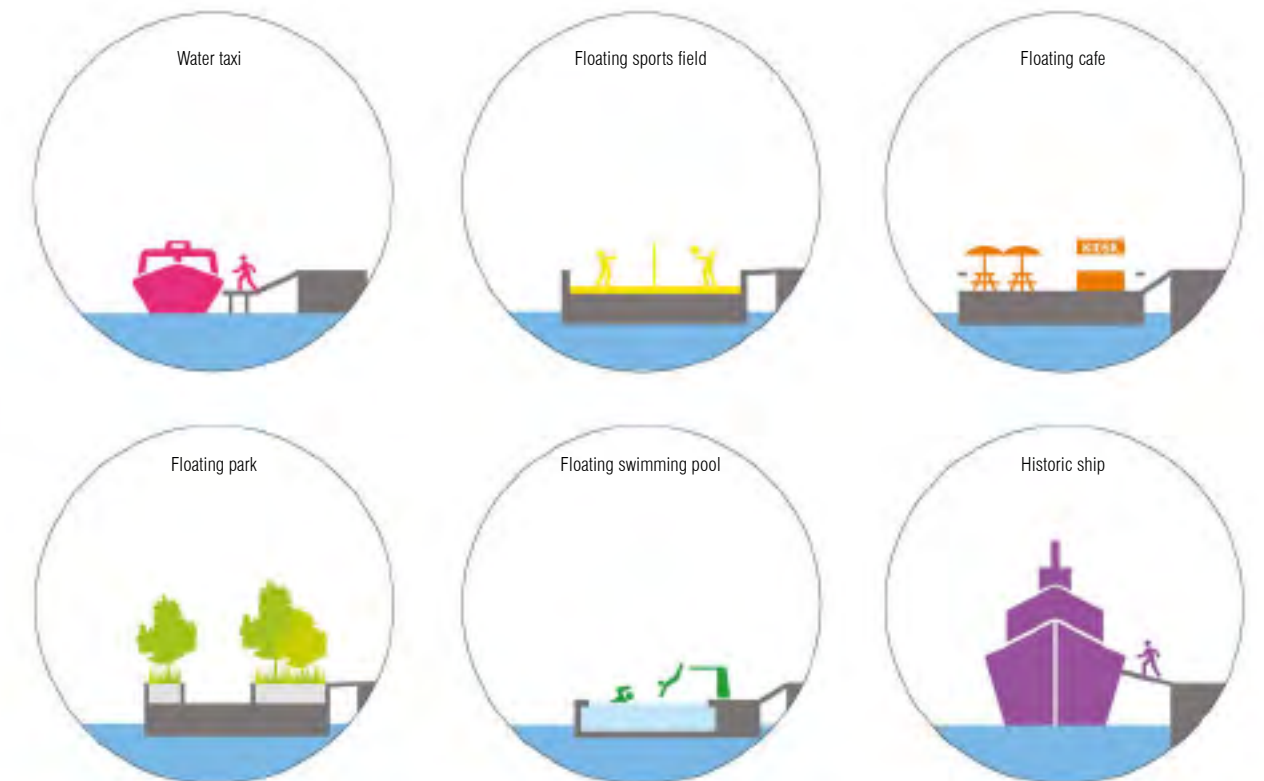
(Y)our River Park Activity on the water

- The River should be a spectacle itself. There should be activity on the water – water sports, leisure craft, water-taxis – a contemporary 21st Century ‘working river’.
- People should enjoy watching water-based activity occurring along the River corridor through the city centre. The River should be THE attraction in central Glasgow.
- Finding ways to enable and encourage activity needs to continue – working with (Y)our River Management + Delivery Board (see below) – to provide facilities and support programmes to rekindle interest in the River Clyde.

- Diversity of experiences offered at the River would enrich the lives of every Glaswegian
- great potential to use River as a platform for creative ideas which would boost new economies
- emulate success of Port Dundas Watersports centre with water-sports provision on River Clyde benefitting from access to Firth of Clyde (a 21st Century ‘working river’ for leisure, tourism and sports)
- opportunity to create a ‘taster’ to the Riverside Museum with an outdoor Maritime Museum linking to transport Museum and interpreting the Inner Clyde’s heritage

Location: The River Clyde between The Clyde Arc and King George V Bridge (See also St. Enoch DRF).

Activities on the river



(Y)our River Park

Lively and attractive riverfront

The many empty or extensively under-used sites and buildings along the river should be redeveloped. This should be coordinated with a Masterplan for key locations, notably the River Park, Broomielaw / IFSD and Tradeston.

The quality of the riverfront is crucial to the success of a remarkable River Park, as well as ambitious, high-quality district regeneration at Broomielaw and Tradeston.

The River Park should be framed by attractive and active buildings and spaces along both banks of the Clyde.

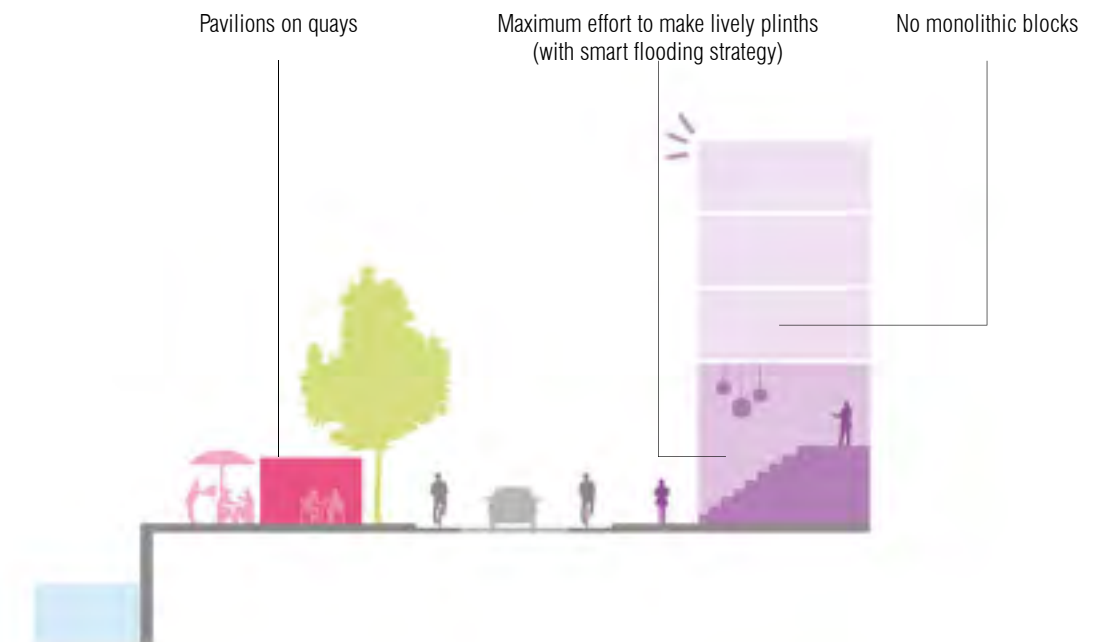
Existing and new buildings should be developed with active street frontages along the River Park. These should also frame set-piece urban squares and set backs along the waterfront.

Analysis has shown that big parts of the city centre are deprived of good public spaces for meeting, recreation, events, playing and sports. This means that not all available land should be built upon. A

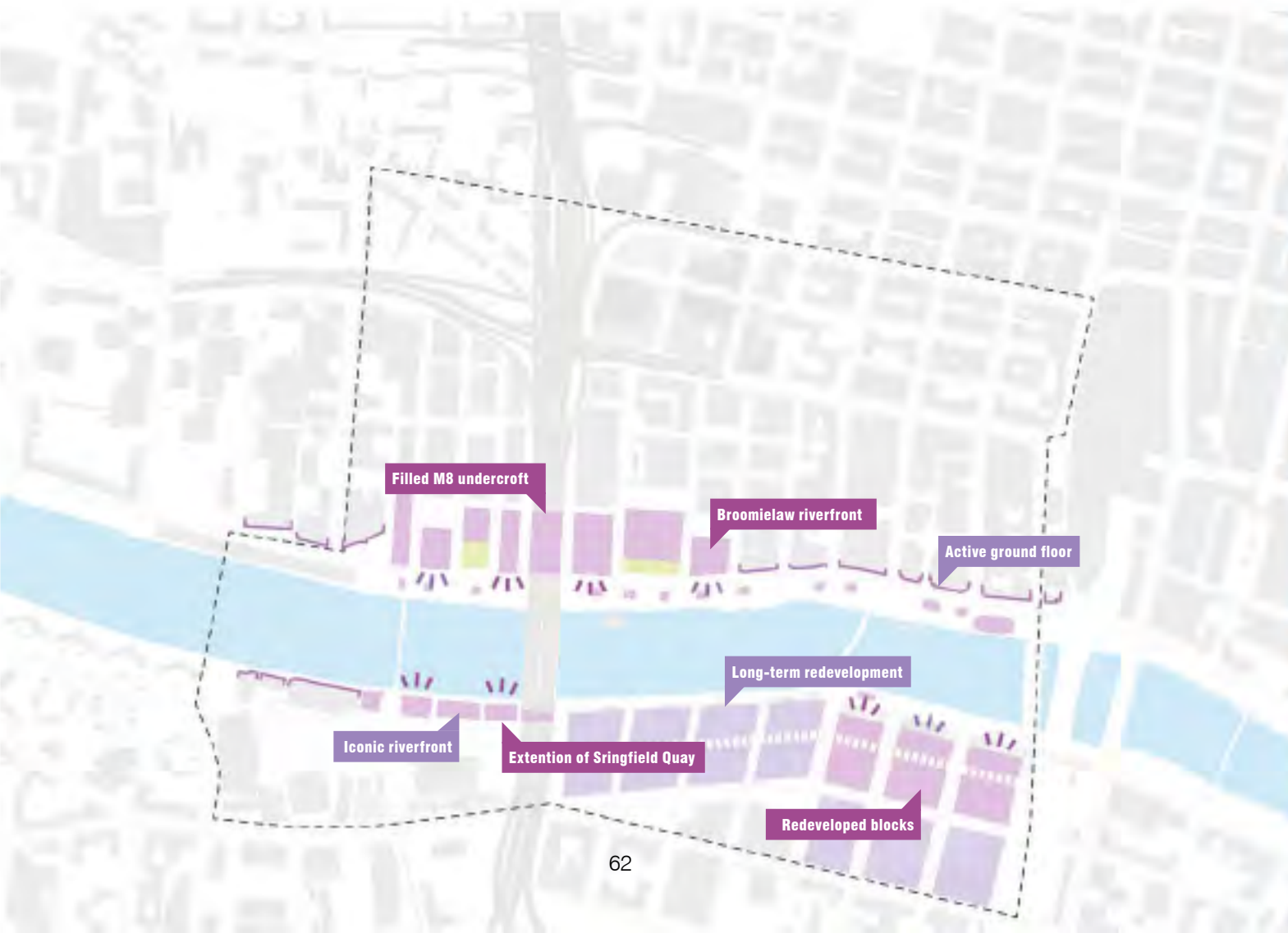
- one of the potentially most transformational projects in the city
- a landmark space with the potential to enable Glaswegians (and visitors) to get along and across the River more easily and encourage more healthy activities.
- requirement for Masterplan-led approach to guide and deliver high quality regeneration along River Park and on both banks at Broomielaw and Tradeston

generous amount of public space needs to be reserved along the River and adjacent districts to enhance the city centre for all.

Location: The River Clyde between The Clyde Arc and King George V Bridge (See also St. Enoch DRF).



Activate the riverfront



(Y)our River Park

Clean and natural Clyde

The objective is to improve the ecological value of the river for plants and animals. The boundary between fresh water and tidal seawater lies in the centre of Glasgow. Both, potentially, have their own unique plant and animal life. It would be interesting to create a stronger spatial awareness of this boundary.

The potential for increased biodiversity and enhanced urban ecology should be explored and landscape / riverscape design adjustments trialled, monitored and implemented.

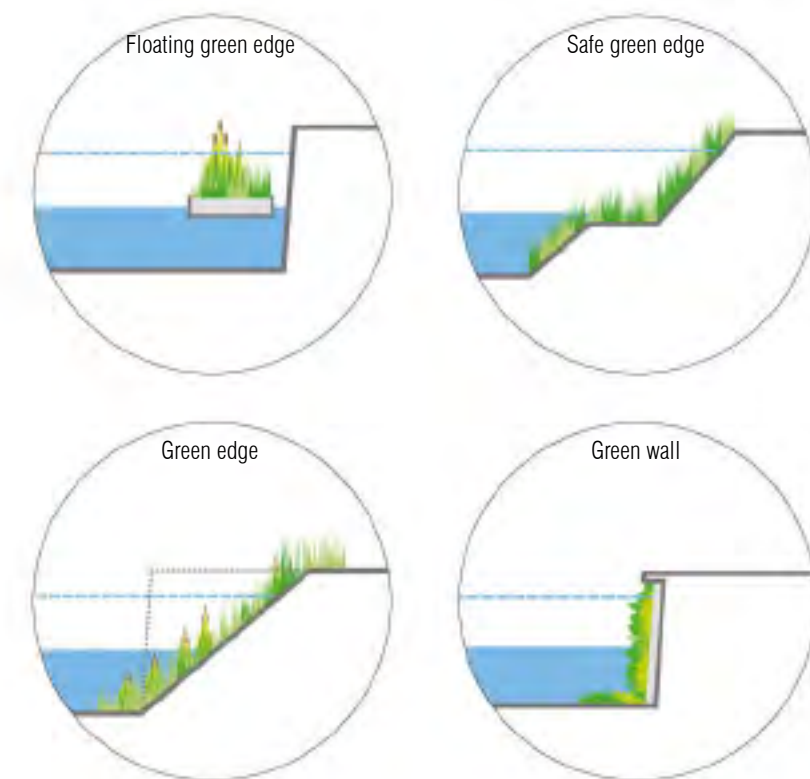
The ultimate goal is to make the Clyde clean enough to swim in. Water quality targets should be identified and monitored.

Location: The River Clyde between The Riverside Museum and Glasgow Green. (See also St. Enoch DRF).

- Revive the river ecosystem for future generations, so they will swim and fish again
- create a more ecologically resilient water-system which is better adapted to climate-change and improves sustainable urban drainage systems (SUDs)



Strategies for ecologically friendly river banks



(Y)our River Park The bridge collection

Glasgow benefits from many bridge crossings within the city centre. Within the Broomielaw DRF pedestrian bridge crossings are restricted to the eastern portion of the DRF area. Therefore there is scope to consider;

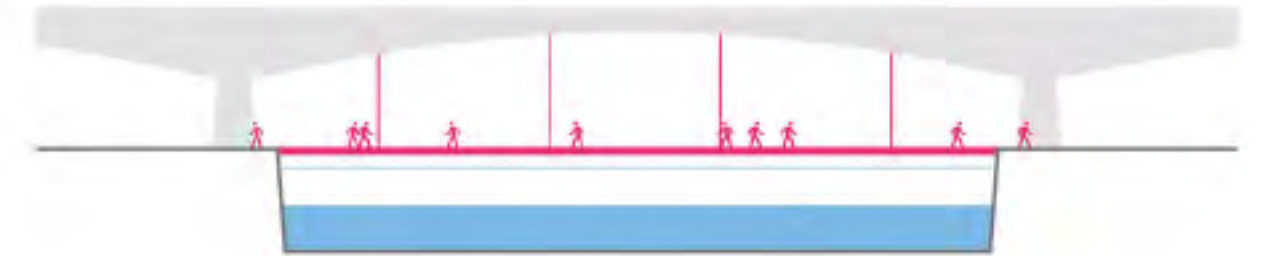
- increasing the pedestrian and cycle connection over the River Clyde South by introducing an intermediate bridge between the Squiggly Bridge (Tradeston Bridge) and the Squinty Bridge (Clyde Arc). Additional bridge crossings (pedestrian / cycle only?) should be investigated (technical and budget issues, benefits, optimum locations).
- Additional connections would better connect neighbourhoods on each side of the River and would act as a catalyst for regeneration on both banks. A new bridge close to or under Kingston Bridge could be a good first initiative.
- Along the city centre stretch of the River Clyde there is a remarkable collection of bridges – 2 rail, 2 pedestrian, 4 road and 1 motorway.

- Adding at least one bridge west of the Tradeston bridge would boost the the redevelopment of Anderston Quay and Springfield Quay / Kinning Park

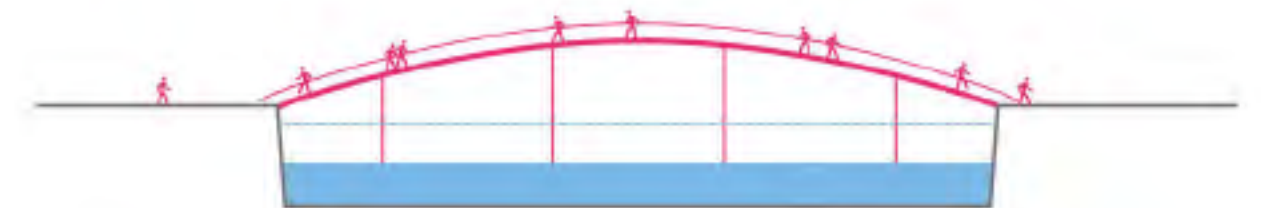
- Few cities have have such a density of bridges. They deserve to be better connected in to the city street-scapes, and celebrated for their beauty

- The city centre River Clyde features bridges that utilise an array of engineering techniques, material and aesthetics. They create a wonderful and varied collection of historic bridges. Several have benefitted from recent conservation and lighting to add to the spectacle. This heritage should be celebrated (and added to) with new, strategically located crossing points.

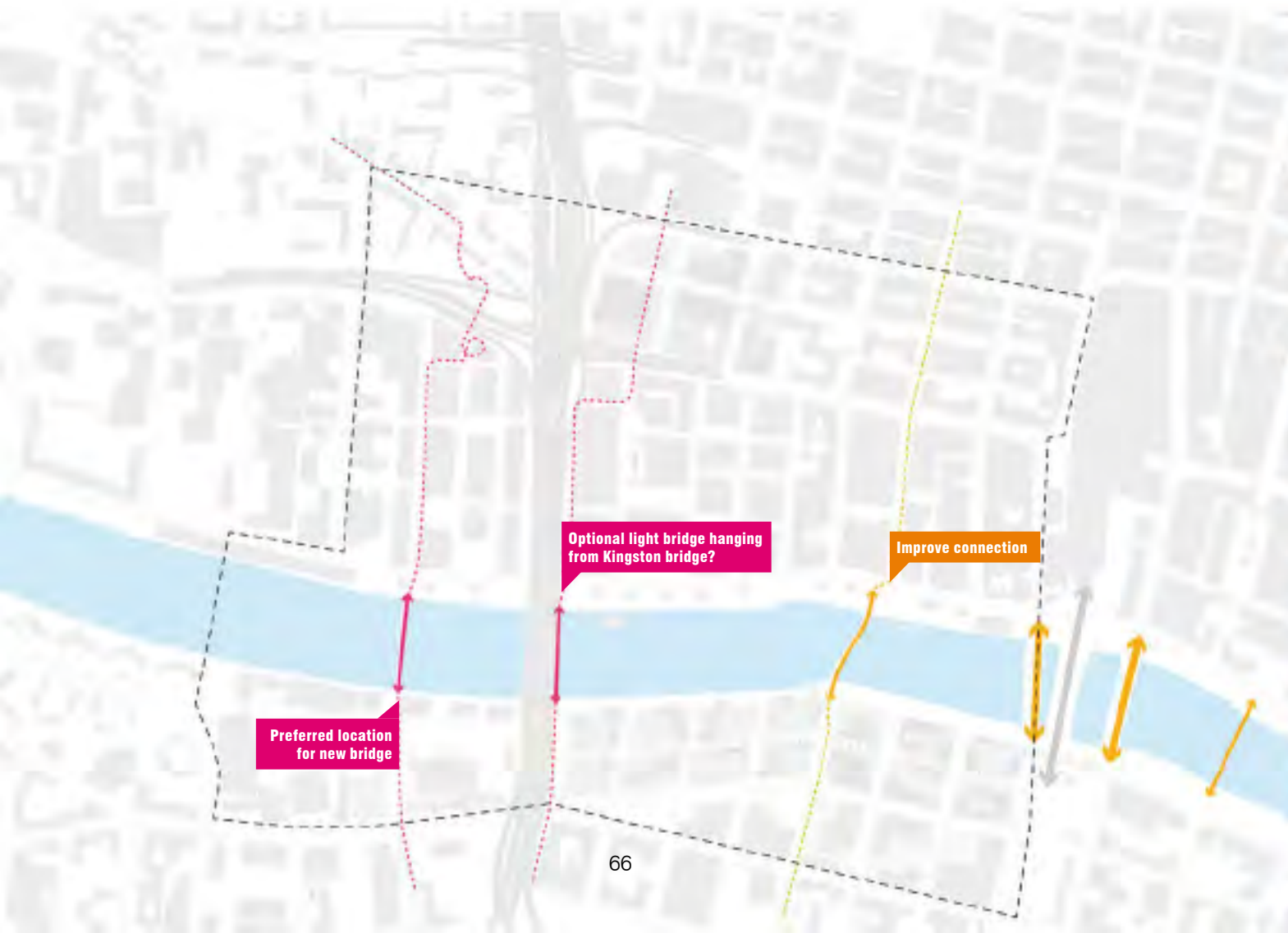
Location: Bridges along the River Clyde. (See also St. Enoch DRF).



Hanging from Kingston bridge?



A new light bridge?



(Y)our River Park Flooding strategy

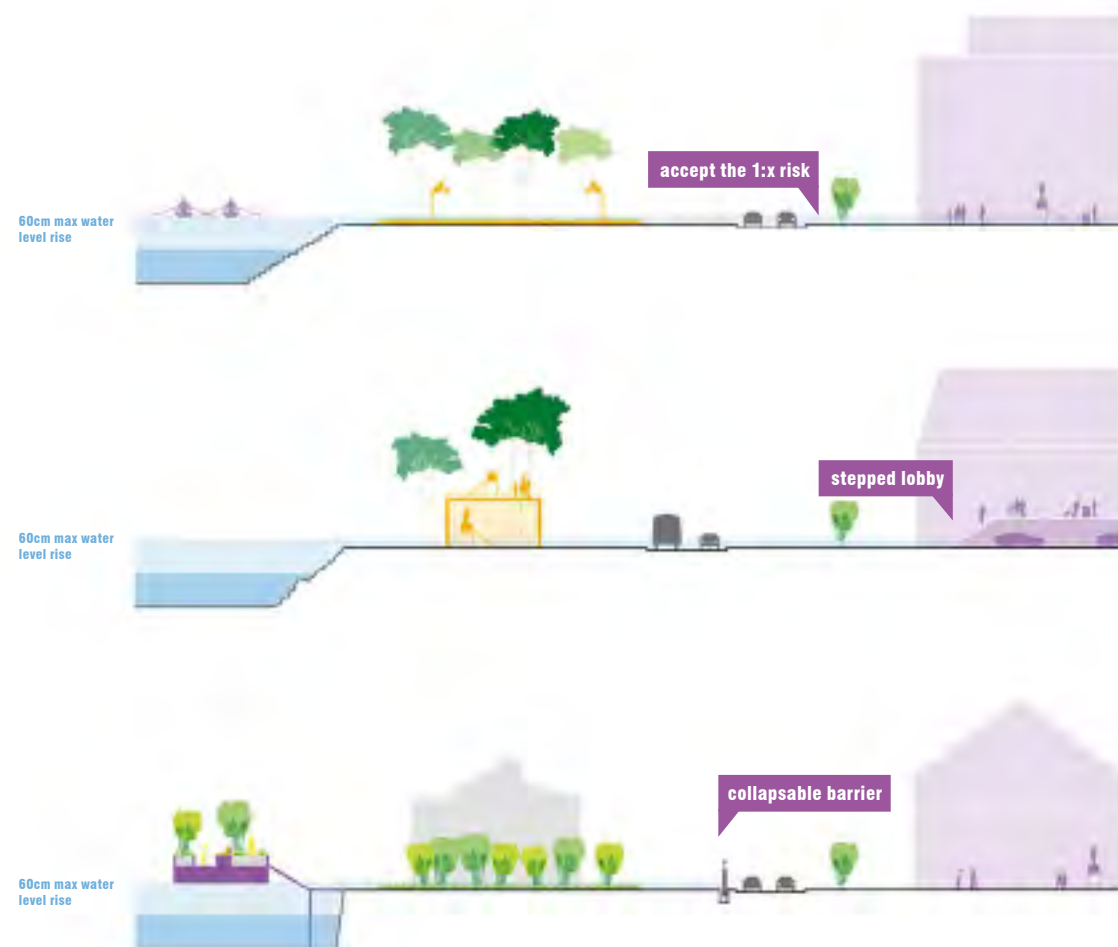
It is vital to ensure that Glasgow city centre is resilient and adapted to address climate change. (Y)our River Park should seamlessly integrate climate change adaptations to create a 'Dryline' along the riverfront, including flood defences.

New development must integrate the principles and guidelines set out in the Glasgow City Centre Surface Water Management Strategy. The introduction of filtration, attenuation and rain gardens are to be considered.

For Broomielaw the 1 in 200 year flooding datum is currently understood to be set at 6m AOD.

Location: Lancefield Quay, Anderston Quay, Broomielaw Quay.

- Needed to ensure safety AND attractive solutions at the same time
- future-proofed design, accommodating anticipated future flood levels will be potentially a significant challenge. An integrated approach is crucial to ensure an attractive place-making approach





(Y)OUR URBANISED M8 REPAIRING THE CITY

Current: Disrupted neighbourhood

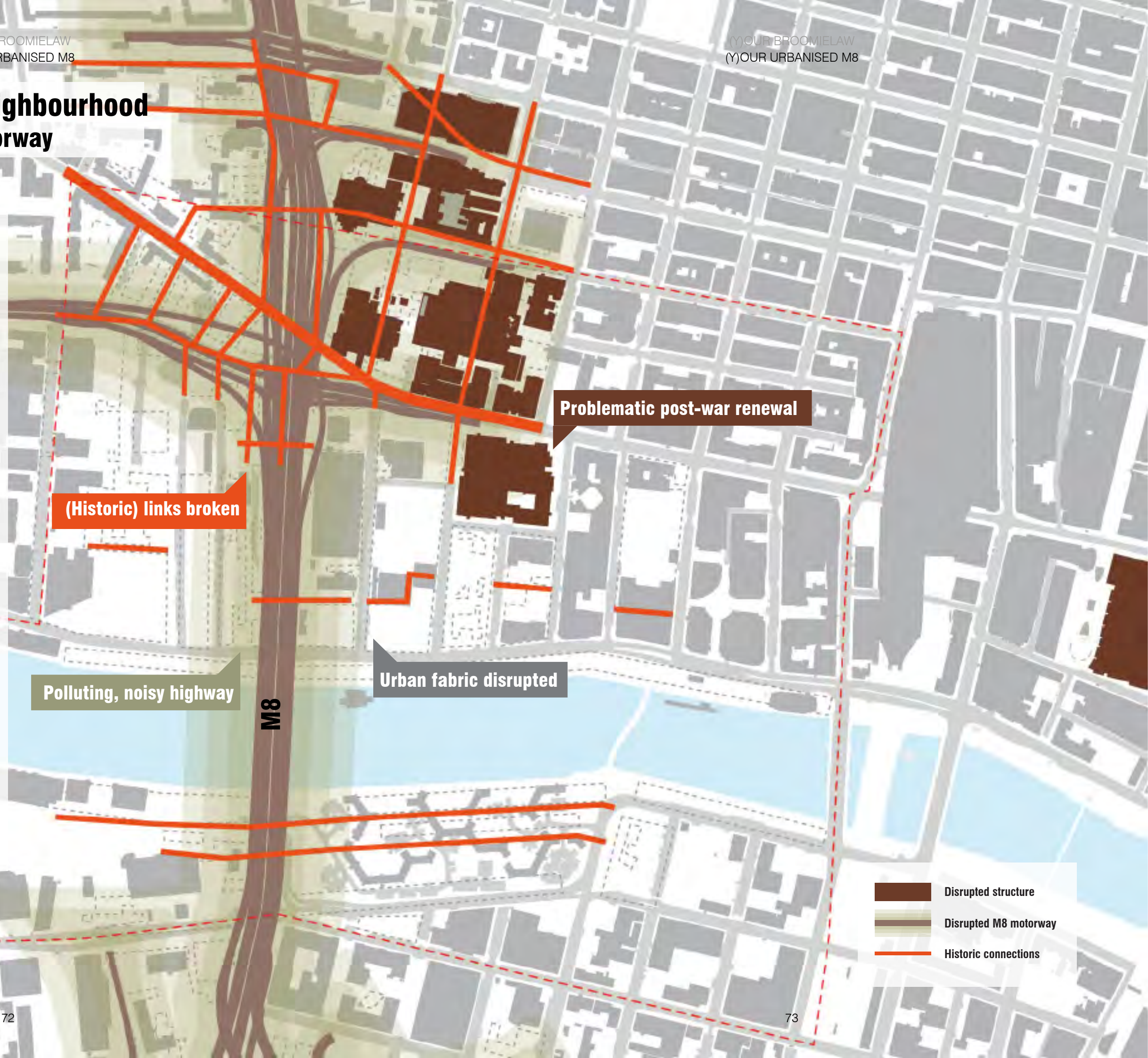
Analysis of M8 urban motorway

The M8 Motorway constructed in the 1960s was a great improvement for vehicular accessibility into the city centre. At the same time it made a huge cut in the city: severing connections, separating neighbourhoods. This has blighted areas adjacent to the motorway. Noise and air pollution deterred investment. Over time abandoned buildings were demolished and vacant sites have never been redeveloped. This has resulted in a cluster of gap sites along the motorway corridor.

The few buildings that were built around the time of the M8 construction, such as the Ministry of Defence and Blythswood Court (formerly the Anderston Centre), did not contribute to repairing the city but rather turned their backs on it.

This synopsis holds true with many consultees who have shared their opinion and expertise during the preparation of this DRF. Whilst many highlight the convenience of the motorway to provide excellent connections to, for instance, the city's airport the majority of consultees recognise the negative impact the motorway has on the city; separating neighbourhoods, creating a massive physical barrier between the city centre and the West End and the north of the city and exacerbating the city centre's pollution and traffic congestion.

It is crucial for the redevelopment of Broomielaw to reverse the negative impact of the M8: repair links, reconstruct the city and bring neighbourhoods together seamlessly whilst at the same time securing the functionality and benefits of the motorway infrastructure. It's a big challenge!



Current: Disrupted neighbourhood Analysis M8 surroundings



Car centered environment - M8



Wide vacant land - Warroch St



Low quality warehouses - Clyde Place



Illegible street crossing - Argyle St

(Y)our Urbanised M8

Overview M8 projects

Glasgow's city centre seems to be dominated by the car. Analysis shows that cars take up a disproportionate amount of public space. Mapping shows wide carriageways and surface parking accounts for approx 3/4 of space between buildings. There is currently more road space than building footprint in Broomielaw DRF area.

This oversized surplus in car infrastructure can be seen as a big opportunity. The M8 is the most extreme example. Perhaps there are ways to make the motorway more urban and enable sites along the motorway corridor to be developed. The M8 between the M77 and M80 has a far higher frequency of off and on ramps than other equivalent urban motorways. Scope to reduce the disruption to the city centre by motorway infrastructure should be investigated and implemented.

Making more efficient use of the new M74-M73 corridor will be crucial to make this happen and capitalise on recent and significant infrastructure investment, to the benefit of the city centre. We should look to enhance air quality by reducing congestion on the city centre M8 by re-routing national trips and HGVs away from the city centre, via the M74-M73. The city centre M8 can then better serve as a local relief road / urban boulevard to avoid routing cars through the city centre and along the River.

Untangle the motorway spaghetti

City centre parking?

New Anderston Cross

Sound Barrier

Beneath The Bridge

Beneath The Bridge

MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT

(Y)our Urbanised M8

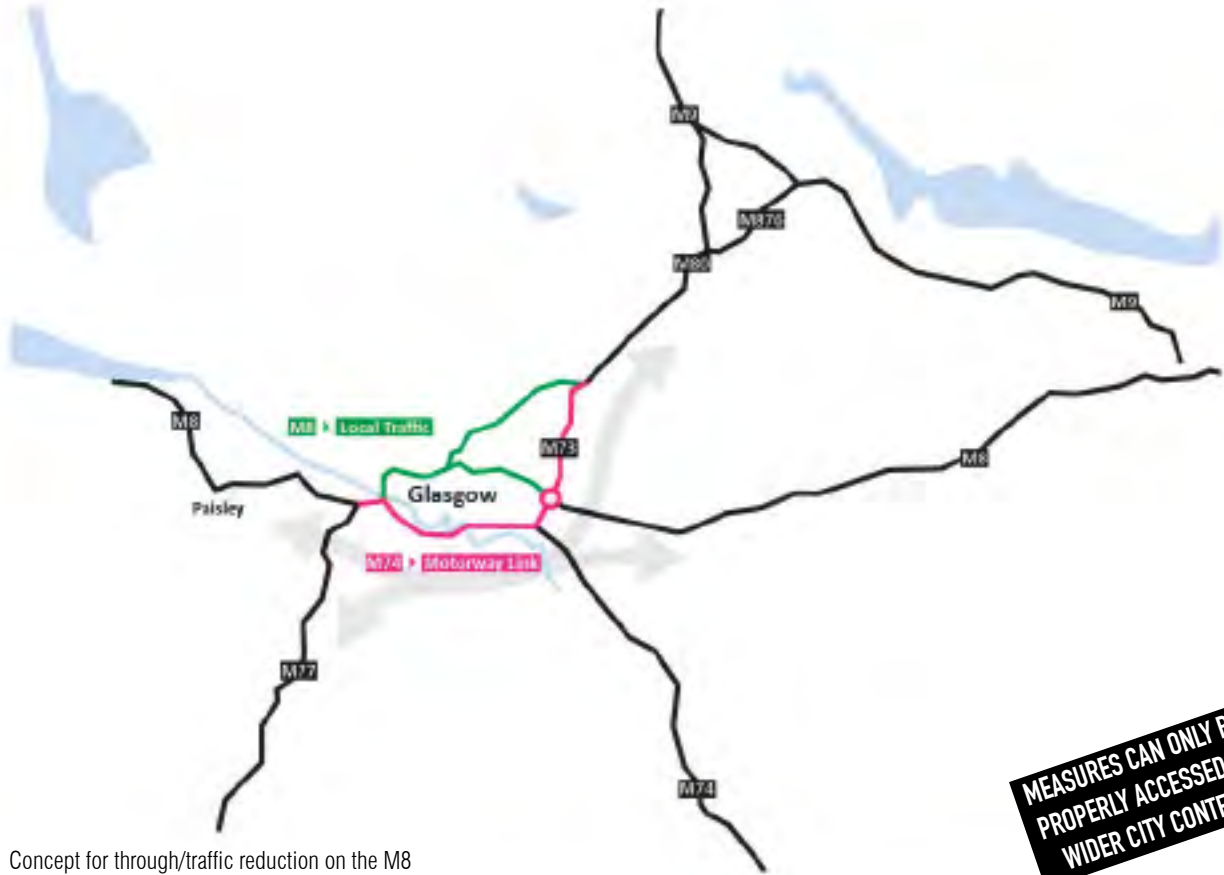
Bigger context: future city boulevard

(Y)our Urbanised M8 is about the better integration of the M8 into the city:

- Reducing the barrier created by the motorway by adding or improving street / pedestrian connections between the city centre and the West End / North of Glasgow (with quality underpasses and overbridging the M8).
- Lowering traffic densities by making more efficient use of the new M74-M73 corridor
- Initial focus on assessing modification between M80 and M77 merge, using smart signage / restriction to route national trips / HGVs away from city centre and using M74-M73 as a national bypass
- Simplifying and reconfiguring the M8 junctions, in combination with an increased capacity of bottlenecks on the network, to create a more urban, place-making led approach to city centre motorway junction.
- Create 'City Gates' rather than 'traffic machines'

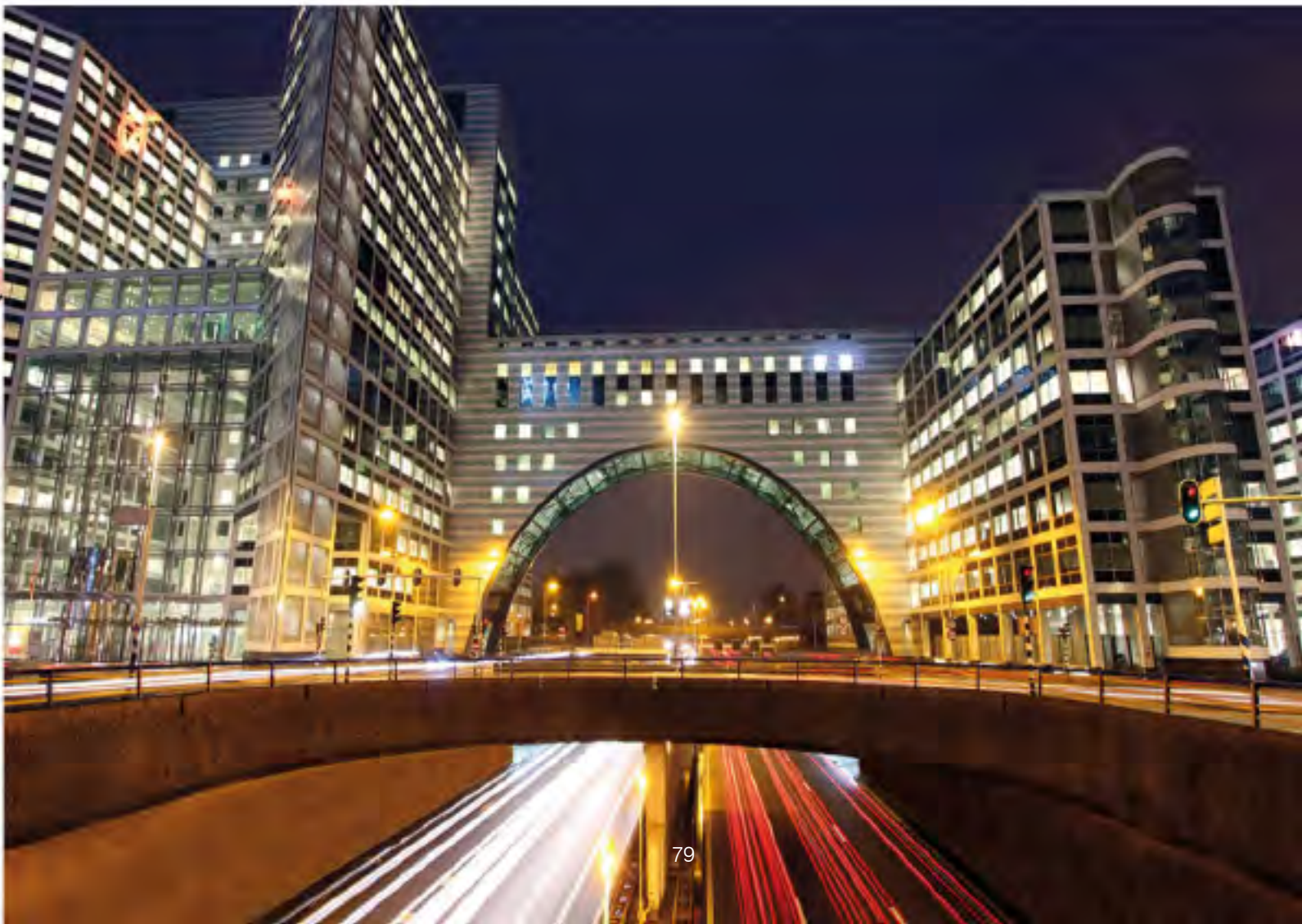
• Rethinking the function of the motorway is crucial for a better city centre: more accessible, more attractive, healthier, more sustainable

- at the reconfigured motorway junctions (Incl. J19 to Anderston Cross).
- Reducing the environmental impact of the M8 will allow the areas around the motorway to be redeveloped. Reduce noise pollution with sound barriers. Reduce air pollution with less congestions and green 'low emissions zones' restricting polluting cars.
- This very big and complex project is crucial for making Broomielaw, Tradeston, Lancefield Quay and Springfield Quay (and the city centre as a whole) more liveable and for unlocking development throughout the area.



Concept for through/traffic reduction on the M8

MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT



(Y)our Urbanised M8 New Anderston Cross

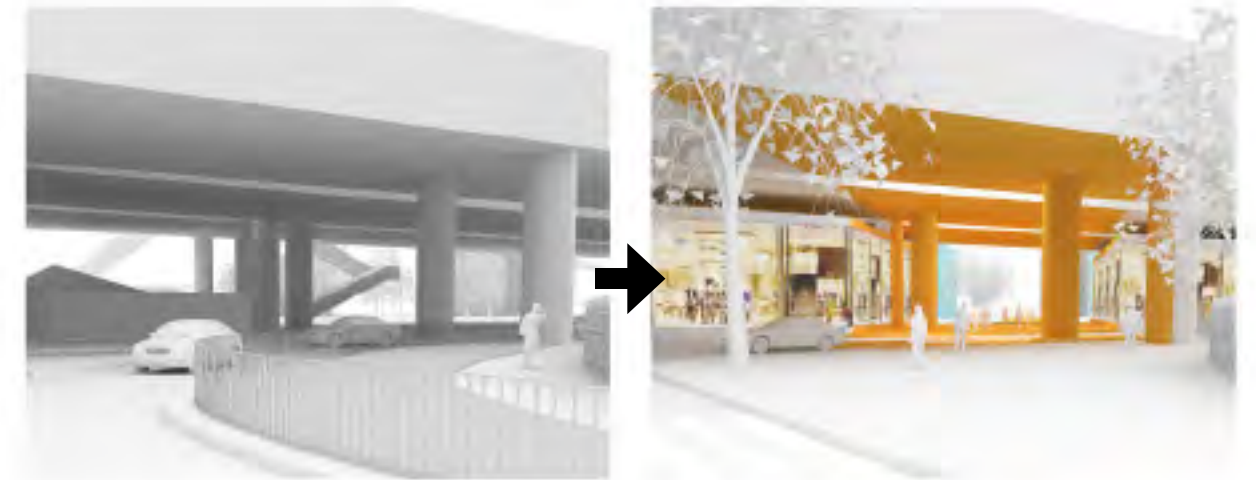


- Revive Anderston Cross by altering the mobility priorities of Junction 19 from automobile to pedestrian and cyclist. We should focus on repairing the city whilst ensuring appropriate car access.
- An attractive, light, safe and luxurious connection under the M8 to reconnect Argyle Street through to Anderston / Finnieston. Potentially including commercial spaces. The possibility of giving Anderston station a new entrance directly on to Argyle Street should be investigated as a possible alternative to the existing entrance that is currently situated underneath the motorway. This will bring the entrance closer to key destinations.
- The possibility of taking out the South branch of the crossing beneath the M8 viaduct (North St between Broomielaw and Argyle St) should be investigated. This would reduce the complexity

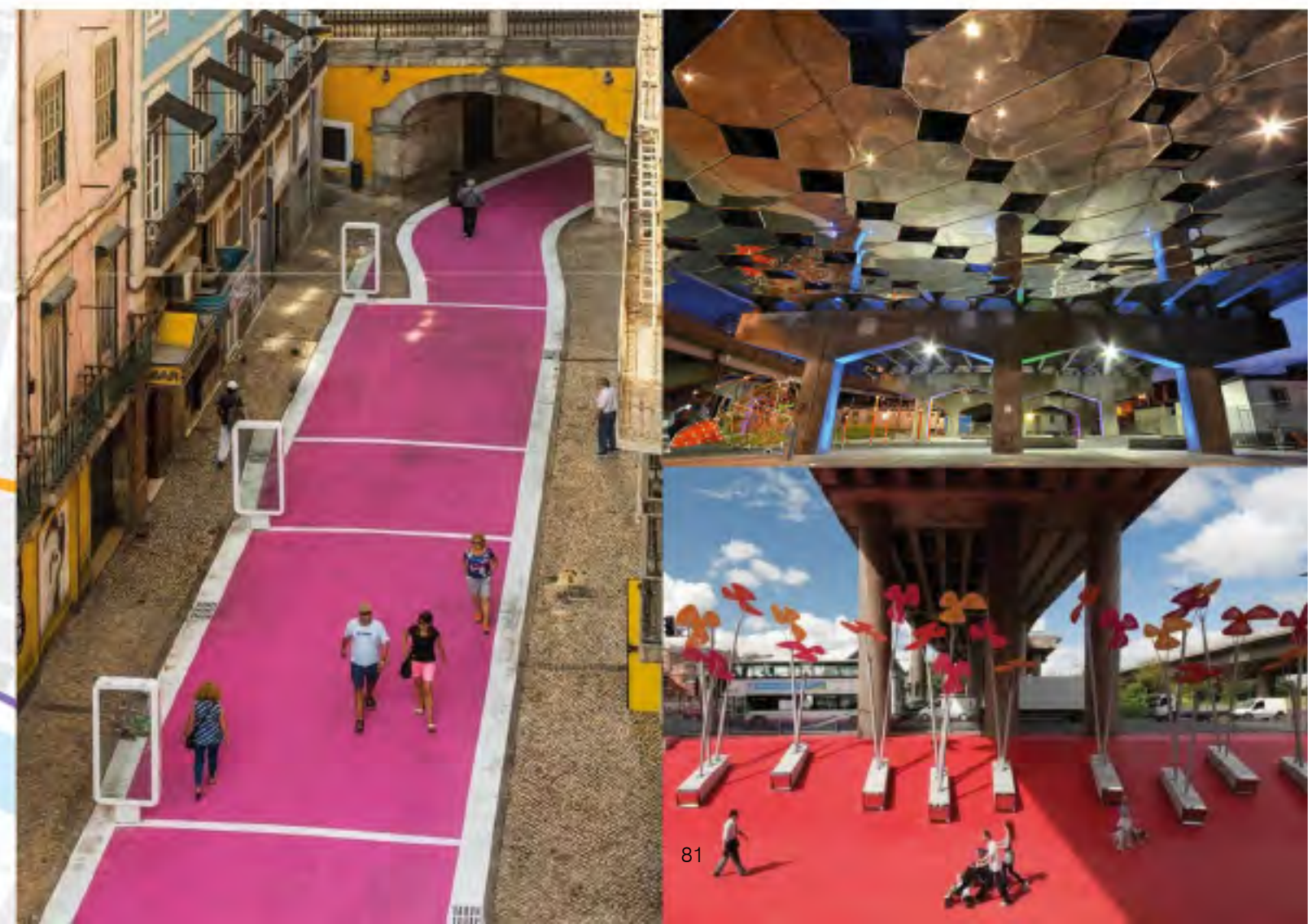
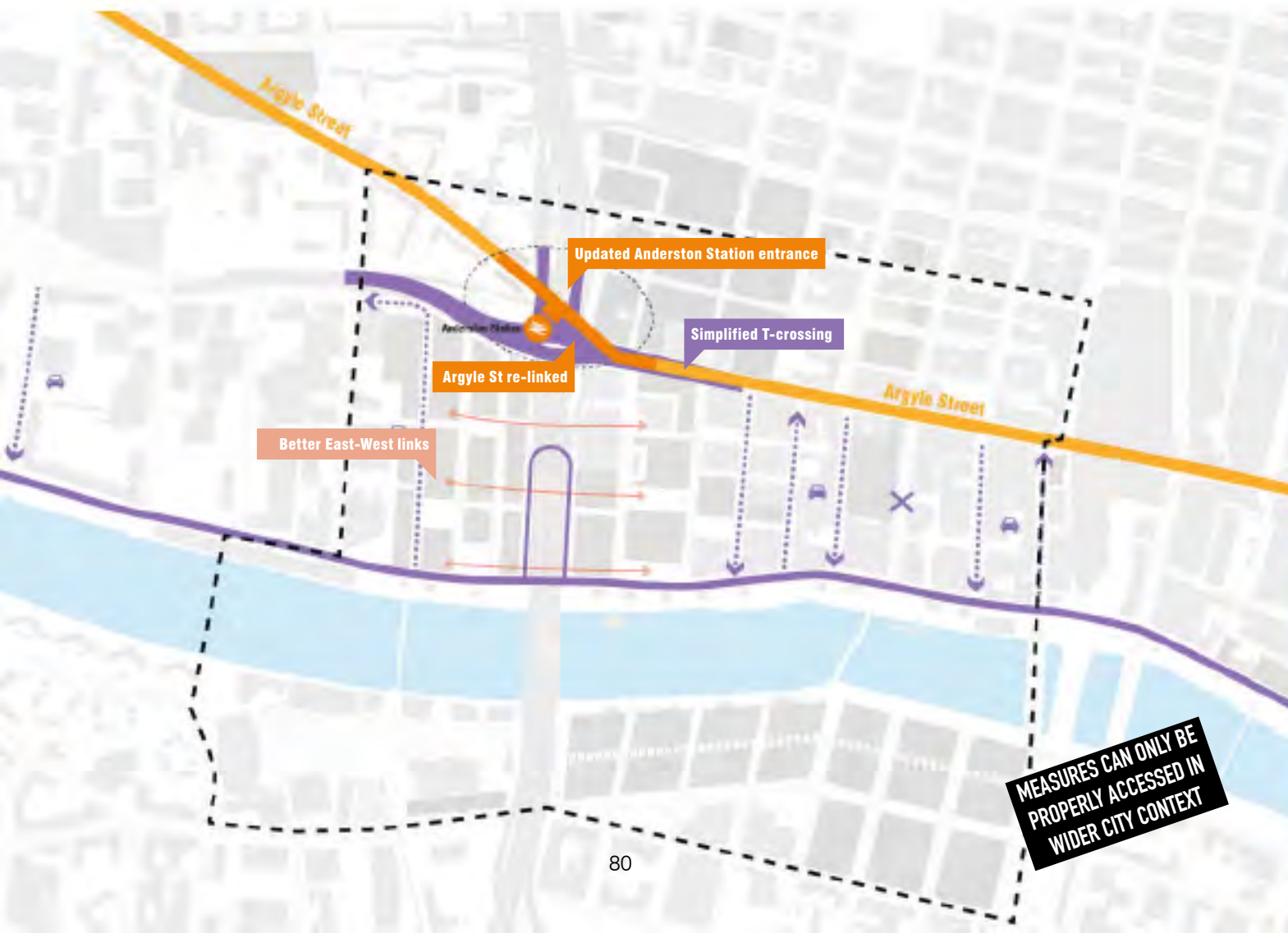
- The change from a traffic machine into an attractive city-gate is crucial for the re-development of Broomielaw
- The re-connection of Argyle Street will bring back the footfall (= economy, attractiveness, safety)

and space take-up of the junction underneath the motorway at Junction 19. This would greatly improve the connections between neighbourhoods on both sides of the motorway and improve links to the Hydro / SECC.

Location: Junction 19 and the connecting street (A804) under the bridge to the Broomielaw quay.



Concept for upgrading the Anderston Cross

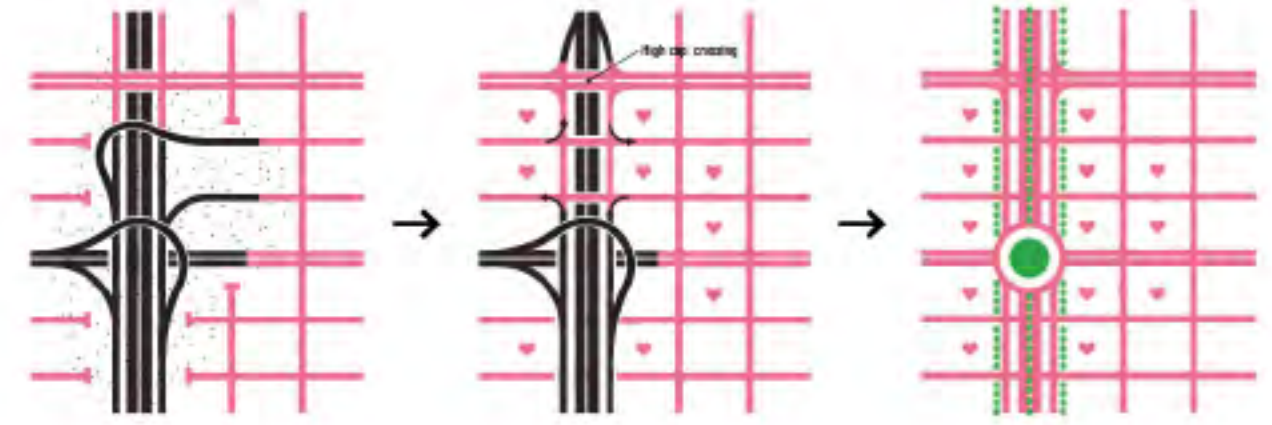


(Y)our Urbanised M8

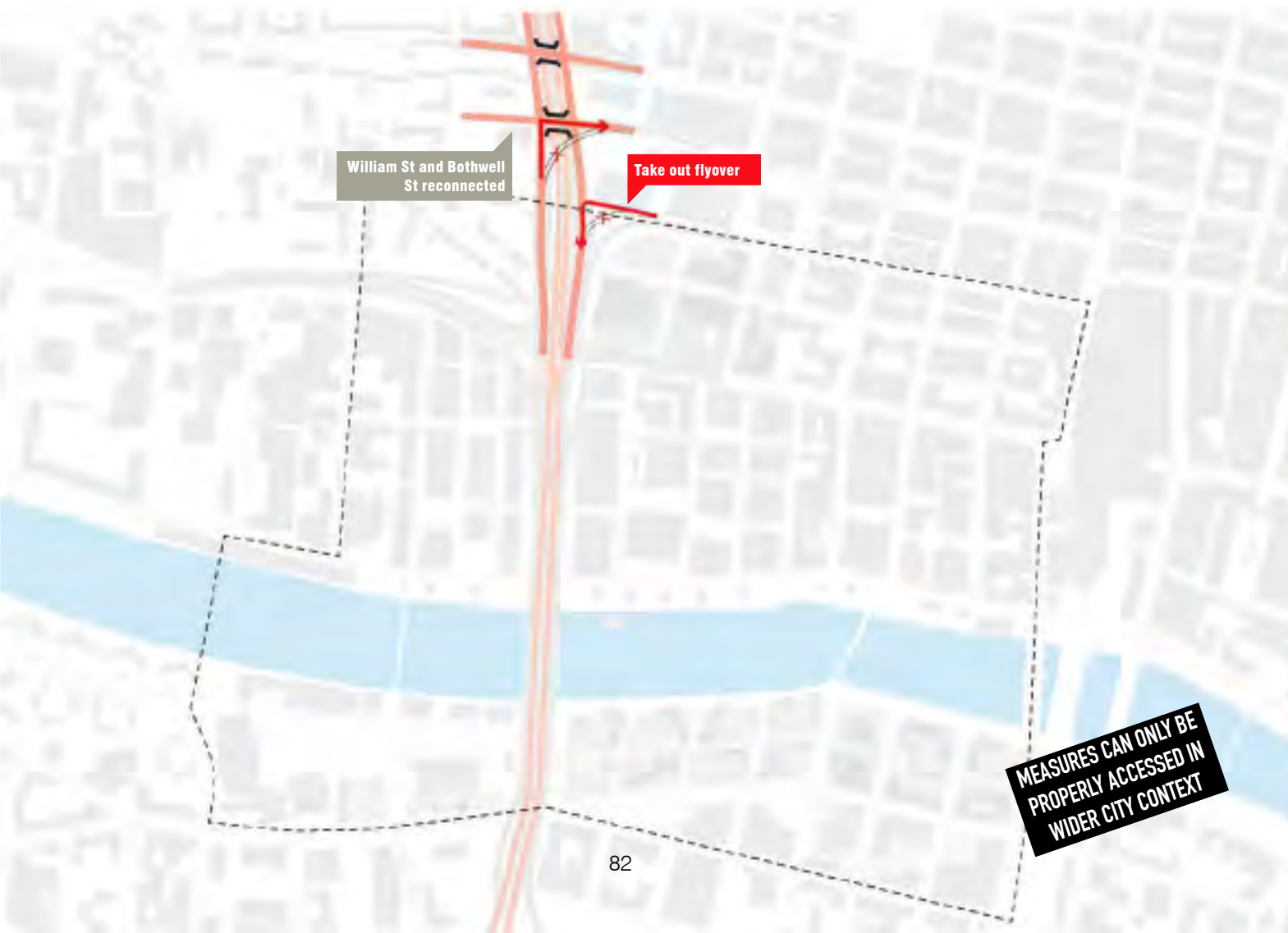
Untangled motorway spaghetti

- Currently the M8 is designed like a 'traffic machine'. It has a negative impact on the surrounding city. The ambition is to untangle and reduce the negative impact of the motorway 'spaghetti'.
 - The M8 currently has a lot of junctions with the local, city centre street network. The proposal is to reduce the amount of junctions and make the slip roads that run parallel to the M8 more important as an interface between local road network and motorway.
 - As part of this project junctions 17, 18 and 19 should be rationalised (no fly-overs, smaller space take-up). More compact and 'human' crossings will make it easier for pedestrians and cyclists to cross (over and under) the M8.
- Smarter junctions will allow for better cross-connections and less negative spatial impact of the motorway. Improve city connections should help stimulate the redevelopment of Broomielaw and Anderston.
 - The possibility of taking out the current fly-over connecting Waterloo Street and Bothwell Street to the M8 should be investigated. This disruptive ramp could be replaced by a simple grade-level T-junction connecting Waterloo St and Bothwell Street to a sliproad along the M8 and thus towards to the South. This would help repair this part of the city centre.

Location: M8 between Anderston Cross (former Junction 19) and St Vincent Street.



Concept for reconnecting Anderston and Blythwood



(Y)our Urbanised M8

Cleaner air, less noise

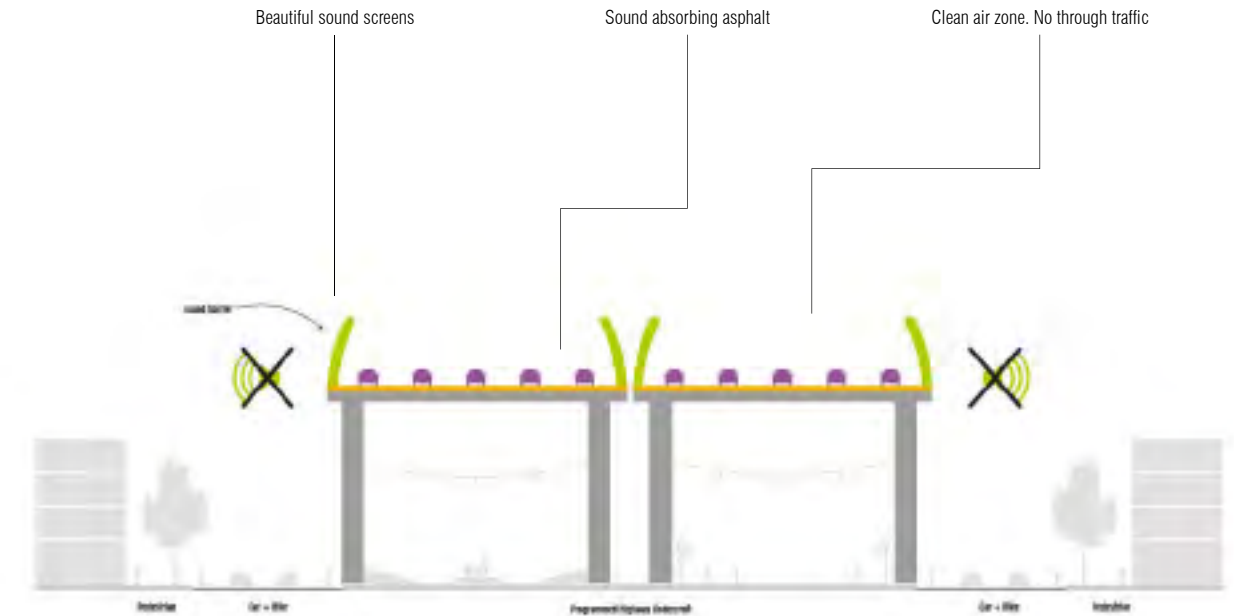


A combination of measures reducing the negative environmental impact of the M8.

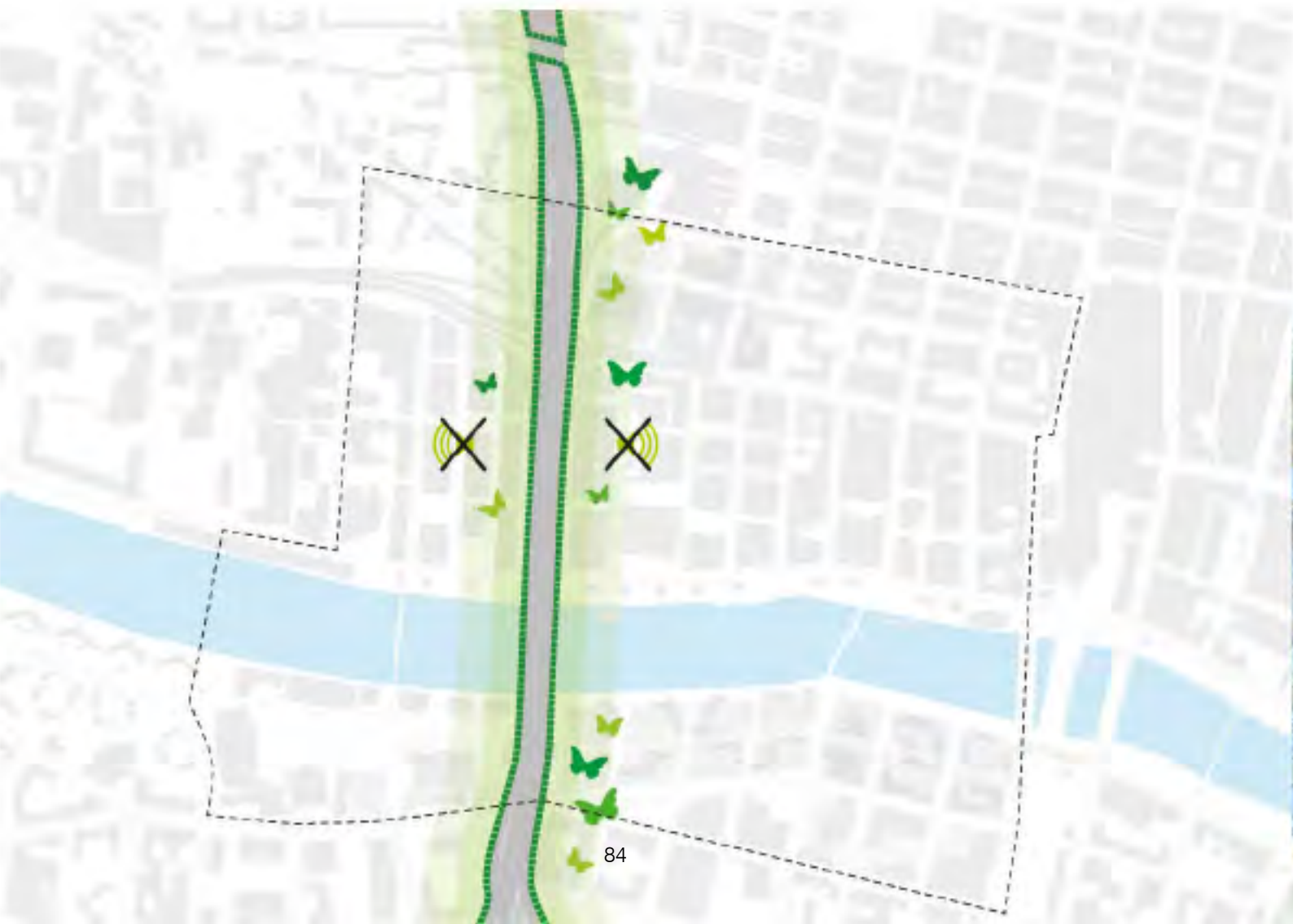
- Make the city centre and direct surroundings a Low Emission Zone. This should include the M8.
- To increase livability of the city centre, it is crucial that sound barriers are installed in the stretch of the M8 that runs through the city centre. These barriers are also elements that add functionality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

- People are currently fully exposed to the dirt and noise of the motorway. This situation needs to be fixed with reduced congestion, low emissions zones and sound barriers and equivalent mitigation
- any efficiencies made by autonomous vehicles should benefit the city / citizens (eg. reduced carriageways, more people spaces and routes)
- When properly implemented people should be hardly aware of the motorway

Location: City centre and direct surroundings.



M8 noise barrier



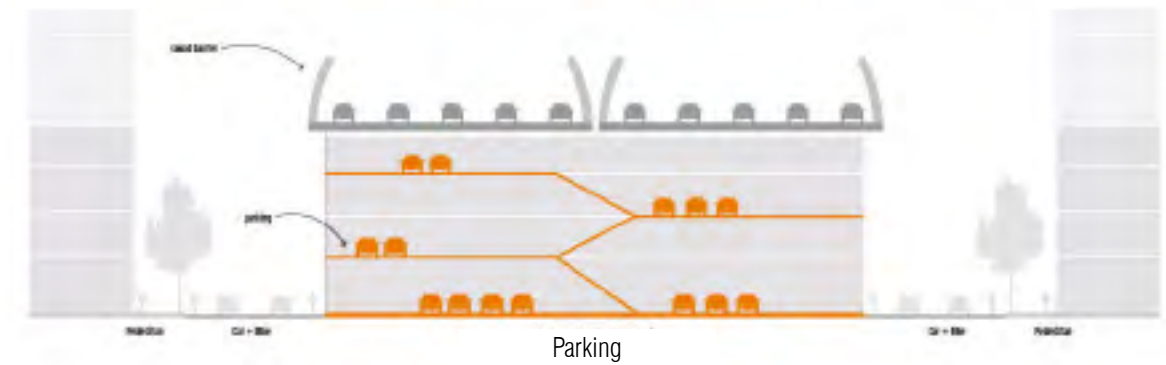
(Y)our Urbanised M8 Beneath The Bridge

The space under the Kingston Bridge viaduct is spectacular. It could be programmed as: an event and exhibition space, sports and play plaza, the combination of some, all of these or an enhanced city car parking (multi-storey?) at the edge of the city centre would increase footfall in the local area.

This space (the largest covered public space in the city centre) should form an attractive connection between the neighbourhoods on either side of the Bridge. This would be enhanced if the car connection on North Street between Broomielaw Quay and Argyle St, which is currently dominating the undercroft, is stopped up (subject to future technical analysis).

Refer to the Broomielaw Outline Masterplan for first studies of the potential of the undercroft. Further study / research is required / advised.

- An attractively designed and programmed undercroft is crucial to mitigate the negative image of the motorway bridge
- It can solve many spatial needs for Broomielaw (covered parking, events, sports and play)





(Y)our extended avenues

(Y)our updated pedestrian net

(Y)our attractive public spaces

(Y)our restored grid

(Y)our updated cycle net

(Y)our avenues

(Y)our new lanes

(Y)our city boulevard

(Y)our pedestrian network

(Y)OUR GREAT PUBLIC SPACES

Current: Unremarkable, car dominated space

Analysis streets and public spaces

Most people who have shared their opinions in the preparation of this DRF characterise Broomielaw as being car dominated, with numerous gap sites and little street-life and activity. The long-standing perception of Broomielaw and Tradeston as unsafe and unwelcoming persists. The enhancement of parts of the IFSD are welcomed but even here there is a lack of street-life.

Site survey and analysis confirms that much of the public space is of very low quality. It is dominated by cars, poorly maintained, has very little green space. The lack of greenspace in the Broomielaw DRF study area is borne out by mapping quality public spaces across the study area.

There are too few things to do and experience in the public realm. Positive upgrades have been made to some streets in the IFSD and along the Broomielaw Quay, although these spaces remain car-dominated. The EIIPR Avenues project will upgrade some main and secondary street in Broomielaw. This is crucial for attracting new investment and visitors to Broomielaw.

The area has to become more attractive as a destination; where the city meets its River.

Public spaces are stony, car dominated and badly maintained

The area is dominated by unnecessary through traffic

River edges are hardly used and have very mixed qualities

Abandoned open spaces
Existing public spaces
Busy car roads

Current: Unremarkable, car dominated space

Analysis streets and public spaces



Fenced area - Washington St



Poor quality river edge - Clyde Place



Poor quality warehouse - Clyde Place



Wide car parking - McAlpine St

(Y)our Great Streets and Spaces

Overview street and square projects

As part of a new integrated traffic strategy for the city centre, changes in car and bus circulation should be made, allowing more space in streets and squares for cyclists, pedestrians and trees. The EIIPR Avenues project should deliver this ambition on some streets.

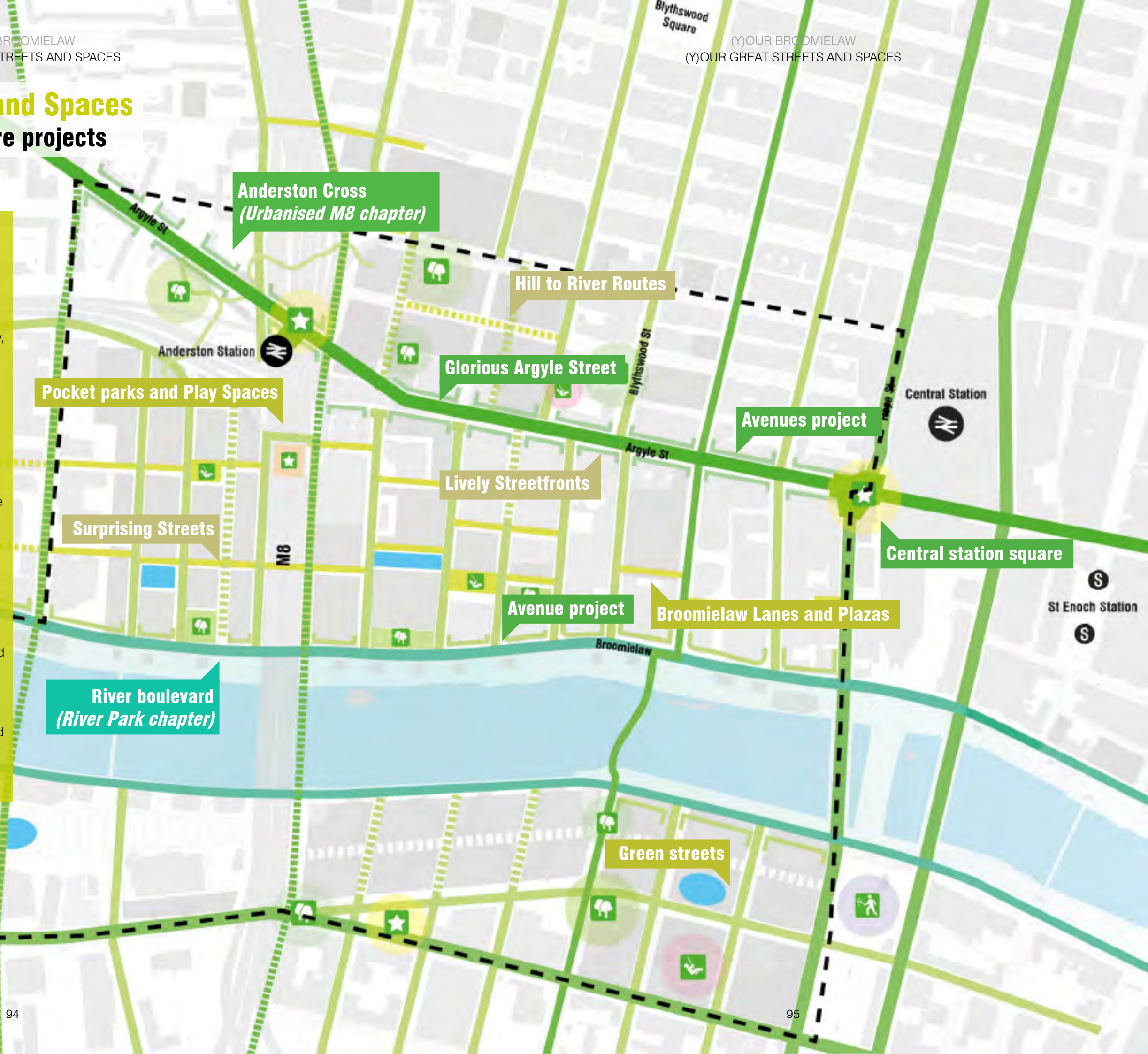
The current car space can be used more efficiently, freeing up space for more sustainable models of transport like the bike and pedestrian. Any efficiencies secured on the network, including via new technologies (eg. autonomous vehicles / 'driverless cars') should benefit pedestrians and cyclists (eg. wider footways, segregated cyclepaths, narrower carriageways).

Key streets like Argyle Street, Morrison/Nelson Street and the quays (see River chapter) should be revived as attractive public spaces with diverse characters and a focus on barrier-free accessibility for pedestrians and cyclists. There should be special effort to enliven street frontages across the DRF area.

Broken links that should be repaired include;

- The parts of Argyle Street on either side of the M8 should be reconnected for pedestrians and cyclists at Anderston Cross.
- Routes from Blythswood hill to the River.
- As part of the new developments in Broomielaw a series of lanes will be introduced making new local East-West routes.

More attractive public spaces will draw new investments and attract new inhabitants.



(Y)our Great Streets and Spaces

Bigger context: improved public spaces and connections

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

- The Clyde River is converted into Glasgow's biggest city park (see River Park chapter).
- The Ciity Deal funded EIIPR Avenues project upgrades key streets in the city centre.
- The tartan concept proposes clearer street hierarchy to optimise the urban grid and create higher quality streets: more specialized in function and more specific in spatial character.
- Improving (historic) pedestrian and cyclist links to make a fine-grained, comfortable and logical network.
- A series of pocket parks should be added to compensate for the lack of quality parks and play spaces within the city centre.

- Attractiveness of walking and cycling is increased, making it an attractive active travel alternative to the private car
- Good neighbourhood amenities such as green spaces and play spaces make the centre more attractive for inhabitants and investors.
- Spectacular parks and squares will attract more tourists/visitors.

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

Location: City Centre



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



(Y)our Great Streets and Spaces

Variation in street character (Tartan)

This concept deals with a series of challenges and opportunities:

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

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

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

- Makes a more attractive and livable city
- Stimulates more sustainable and healthy mobility
- With the oversize of Glaswegian streets there is enough space available

within one street) according to the use. For example:

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

Location: City centre and surroundings.



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



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



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



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

(Y)our Great Streets and Spaces

Variation in street character (Tartan)

Busy access street (20m width*)



Calm neighbourhood street (20m width*)



Pedestrian promenade (20m width*)



Bike priority street (20m width*)

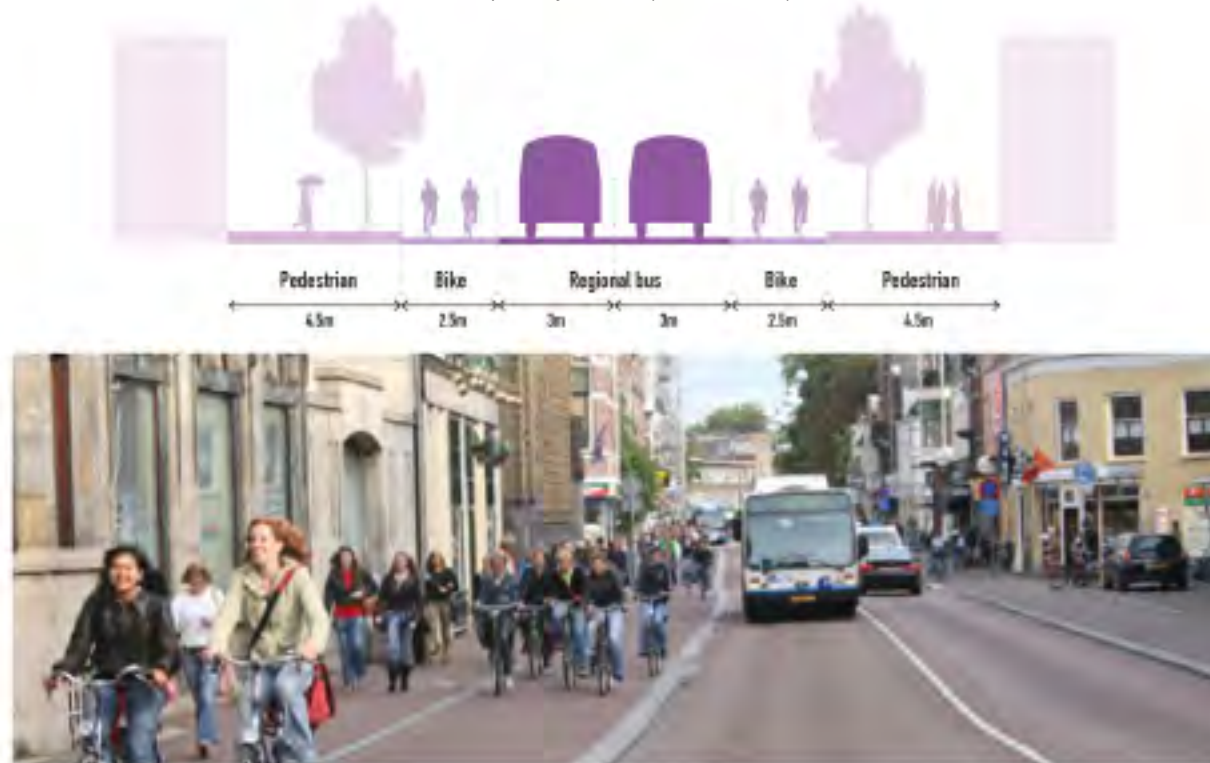


* Glasgow city centre street width from 18m to 25m in general.

(Y)our Great Streets and Spaces

Variation in street character (Tartan)

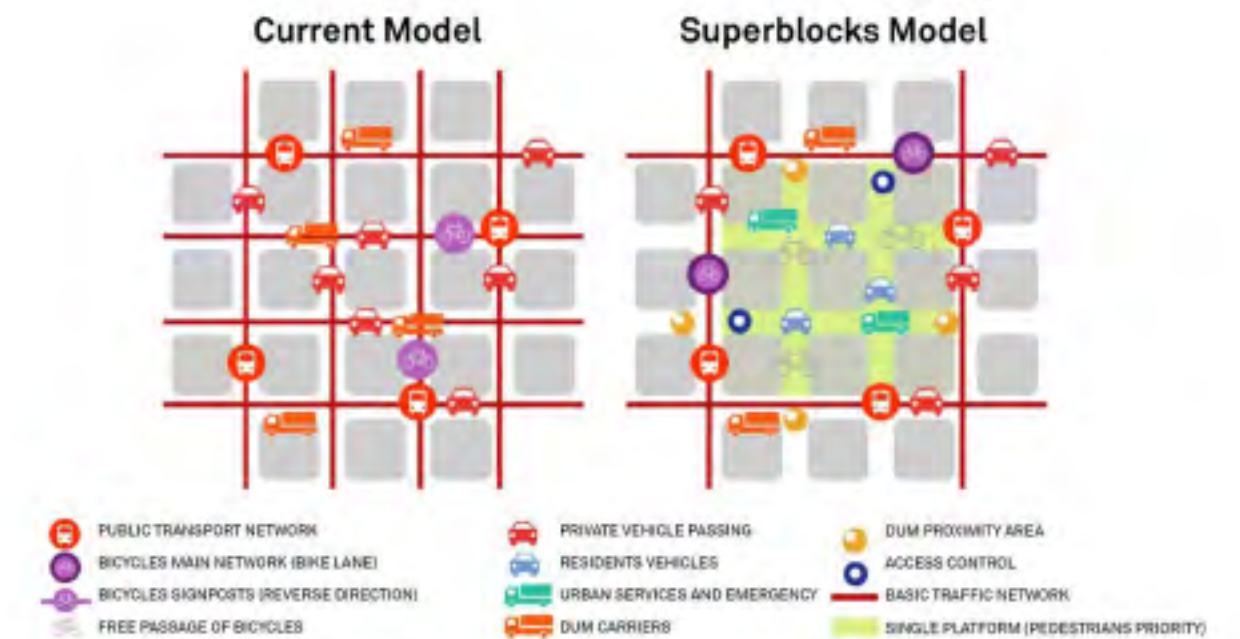
Bus priority street (20m width*)



Lane (5m width)



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



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

(Y)our Great Streets and Spaces

Hill to river streets



Restoring North/South links from Blythswood Hill and Anderston to the Quays would have a beneficial impact for the city centre.

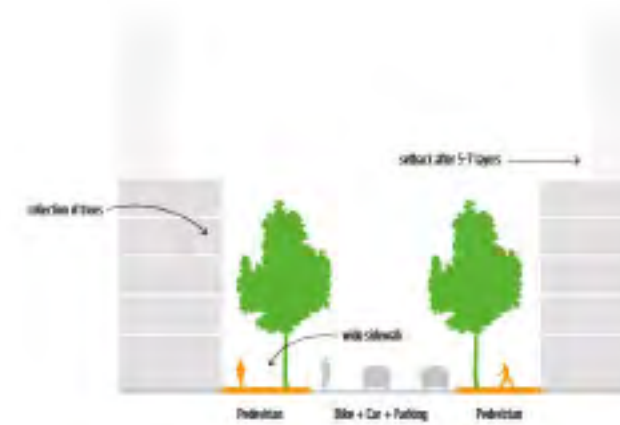
Re-establishing the street network severed by the motorway infrastructure and the contemporaneous redevelopment of the area would involve creating public routes through Blythswood Court (ex Anderston Centre) and Marriot hotel sites, along the M8 and over the footbridge at Warroch Street. This would take Broomielaw and the cluster around Blythswood Court / Marriott out of their isolated position.

These restored streets may be accessible for cars but should have the character of neighbourhood streets for pedestrians / cyclists. Within the core Broomielaw area through car access should be maintained. An exception should be York St which should be a dedicated cycle and pedestrian street with restricted car access. This would enable a better route to and from the Tradeston / Squiggly Bridge.

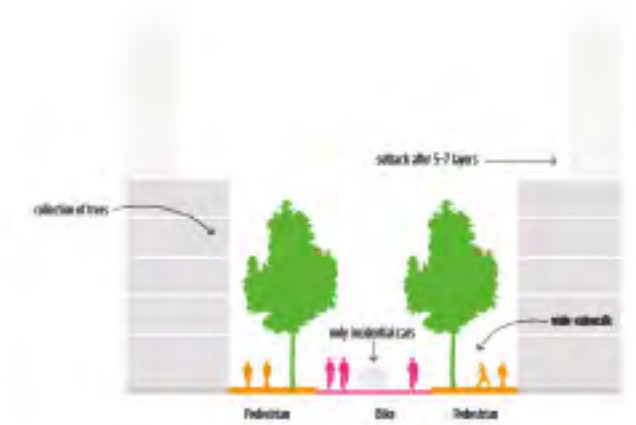
- Crucial for taking the area and the river out of their isolation
- Having choice between routes allows for a functional specialisation between streets which helps to reduce congestion and increase safety.
- Continuous North-South connections will make cycling and walking more attractive.

Jamaica Street and Oswald Street are also highlighted as pedestrian and cyclist connections that need to be improved. See the St. Enoch DRF for a proposal on dedicating those streets to busses and cyclists.

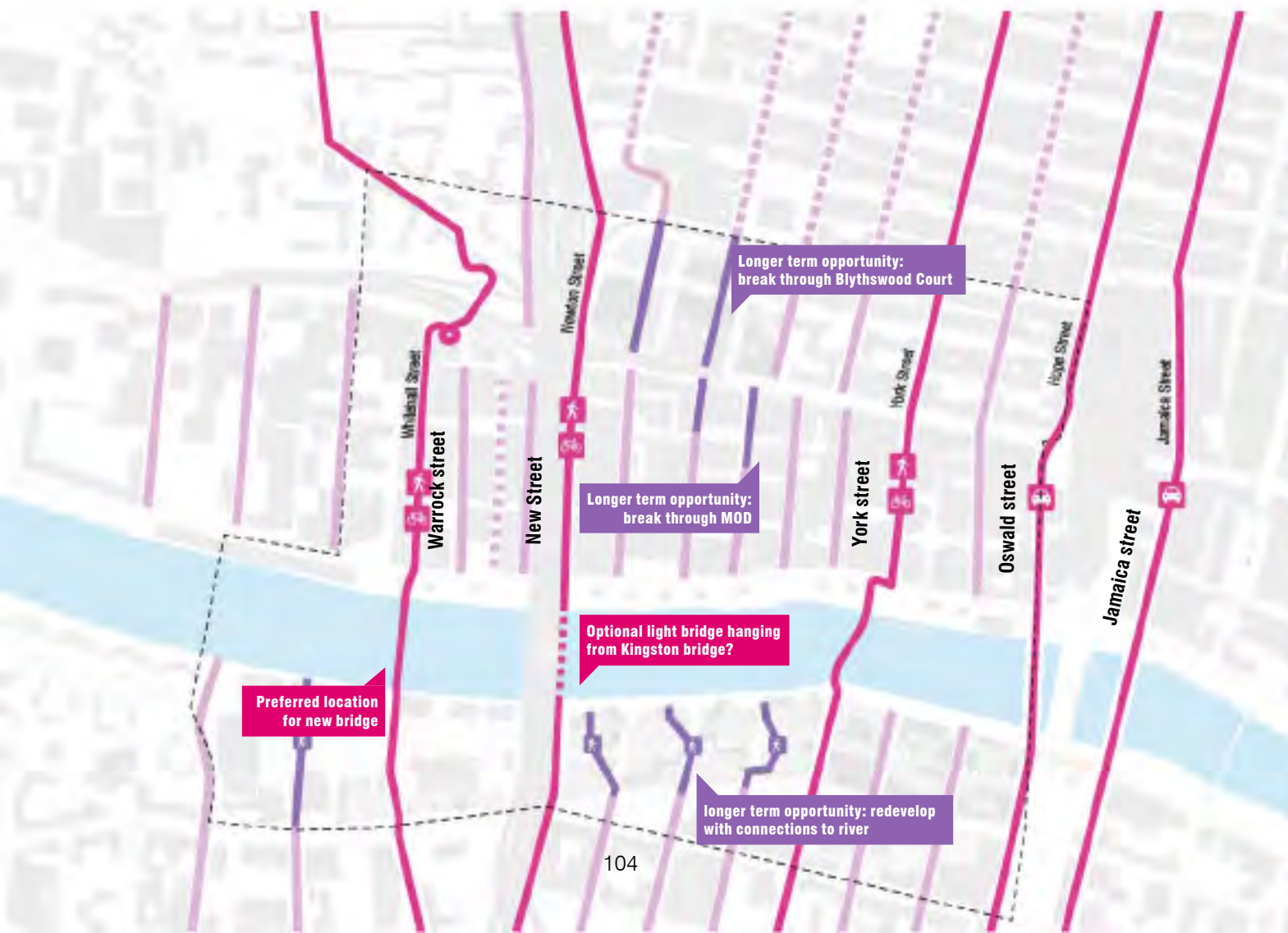
Location: All continuous North South routes.



General upgrade of North-South streets



Introduce a series of pedestrian and cycle streets N-S



(Y)our Great Streets and Spaces

Broomielaw lanes and plazas

New neighbourhood plazas/parks should combine with new East / West links. This would create a more local and calm secondary connection from Central Station and Anderston Station into the neighbourhood, running parallel to Argyle St and Broomielaw.

These lanes and plazas will have restricted car access, extending the network of urban lanes elsewhere. The new network of plazas would create a spatial focus for the local communities (businesses and residents).

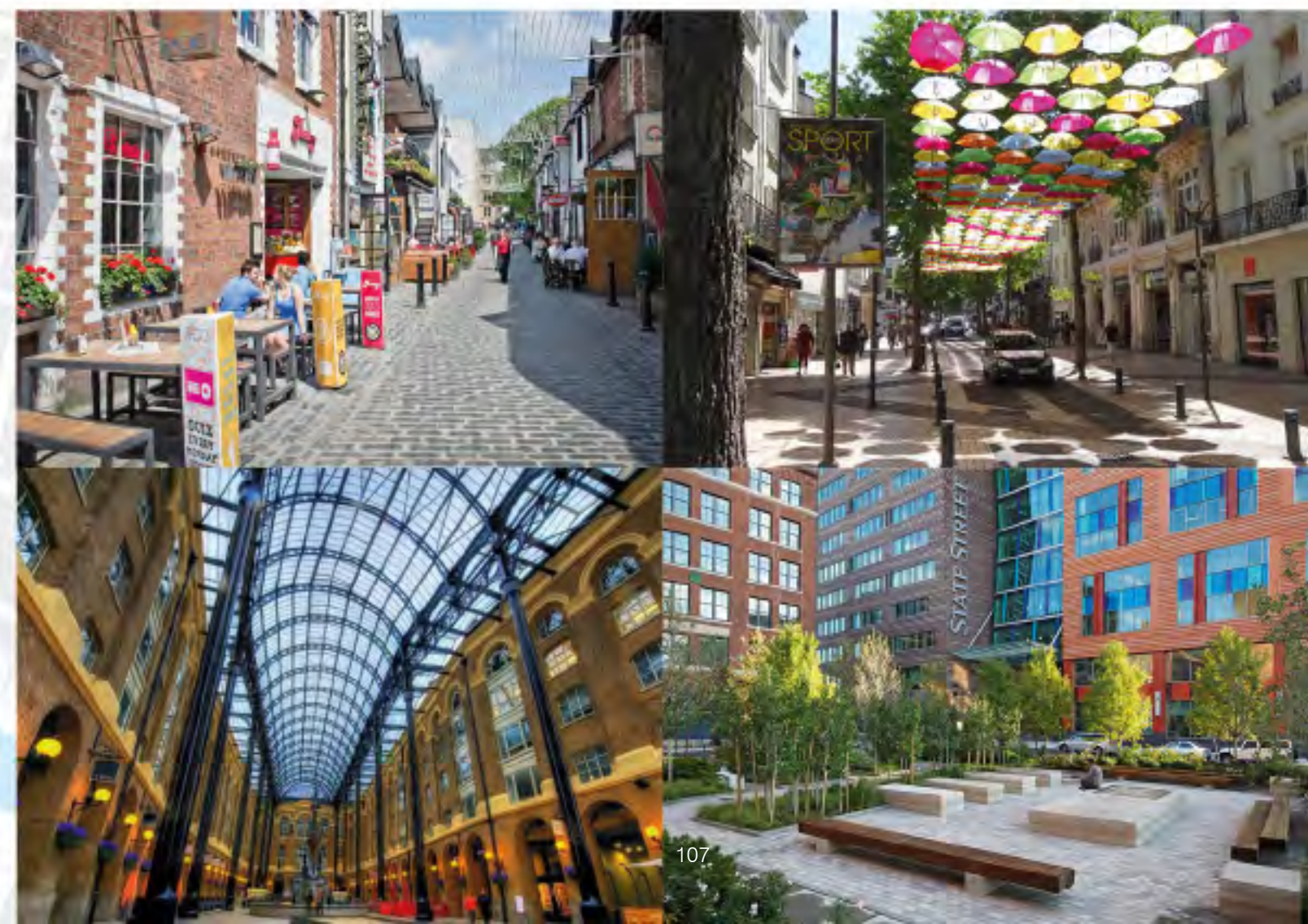
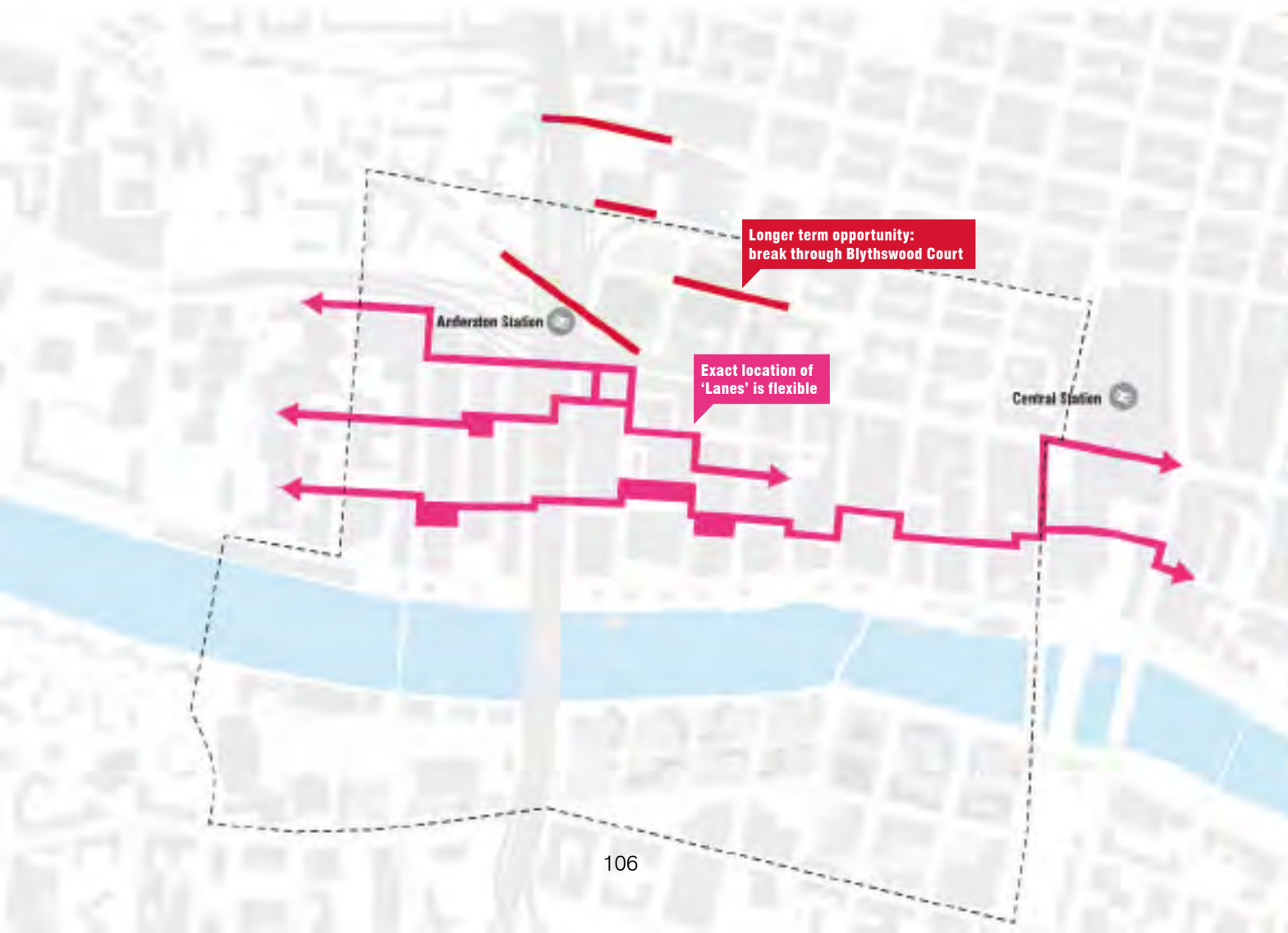
These new open spaces would make an invaluable contribution to the city centre surface water management strategy with fully integrated sustainable urban drainage.

Location: Area between Argyle Street and Broomielaw Quay.

- Increases the permeability of the neighbourhood, gives it a more human scale
- Pedestrian friendly (car free) East-West connections are crucial for attracting new inhabitants, especially families



The collection of new lanes and plazas



(Y)our Great Streets and Spaces

Central / Anderston station squares

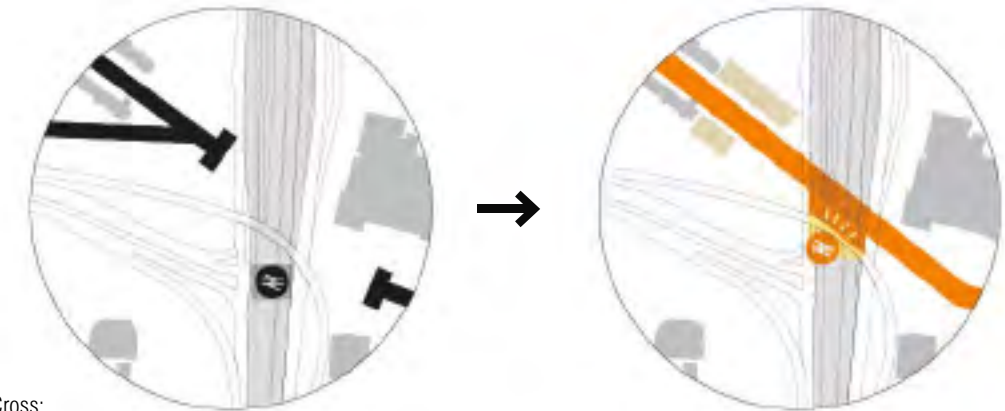
It is proposed to transform these locations from being a car-dominated introduction to the city centre to being a more welcoming pedestrian-friendly point of arrival at each train station.

- At the south-western entrance of Central Station it is proposed to go from a car-dominated crossing at Hope Street / Argyle Street with a low-key, 'hidden' station entrance to a station square. This creates a city gateway with priority for pedestrians and a more spacious and luxurious station entrance on the corner between Hope St and Argyle St.
- See the St. Enoch DRF for a proposal to upgrade Heilanman's Umbrella into the attractive (and possibly car- and bus-free) station lobby for Broomielaw and St. Enoch.
- Anderston Station is a great asset that is under-used. Its passenger numbers indicate scope to greatly increase it's positive role in the city centre, by enabling car free access in to Broomielaw and beyond.

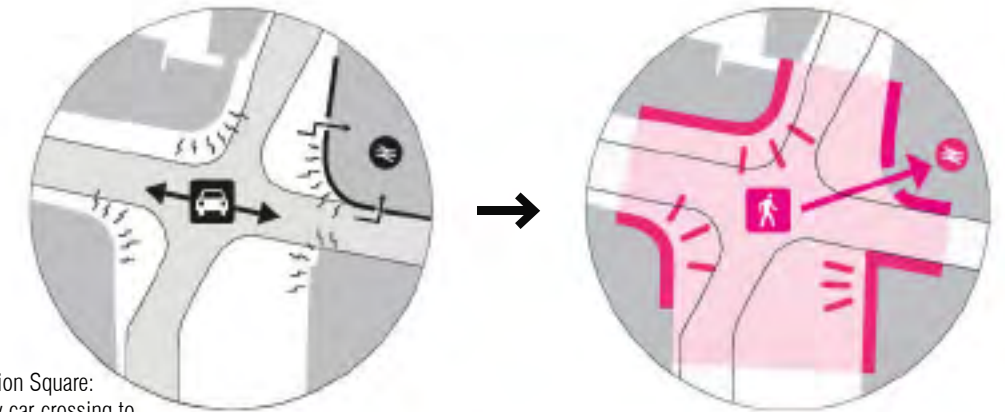
- High quality stations and surroundings are crucial for improving the perception of the area, and therefore drawing investments and new inhabitants.
- It is also vital for making public transport an attractive alternative for the car

- It is vital to improve the station as part of a wider programme of enhancements on Argyle Street / Anderston Cross. The station should become an activator of Anderston Cross and act as a stepping stone between Broomielaw and Anderston. The upgrade of the public space around the Station and on Argyle Street should be part of the EPIIR Avenues project.
- See the '(Y)our updated mobility' chapter for a proposal on alternative station entrances

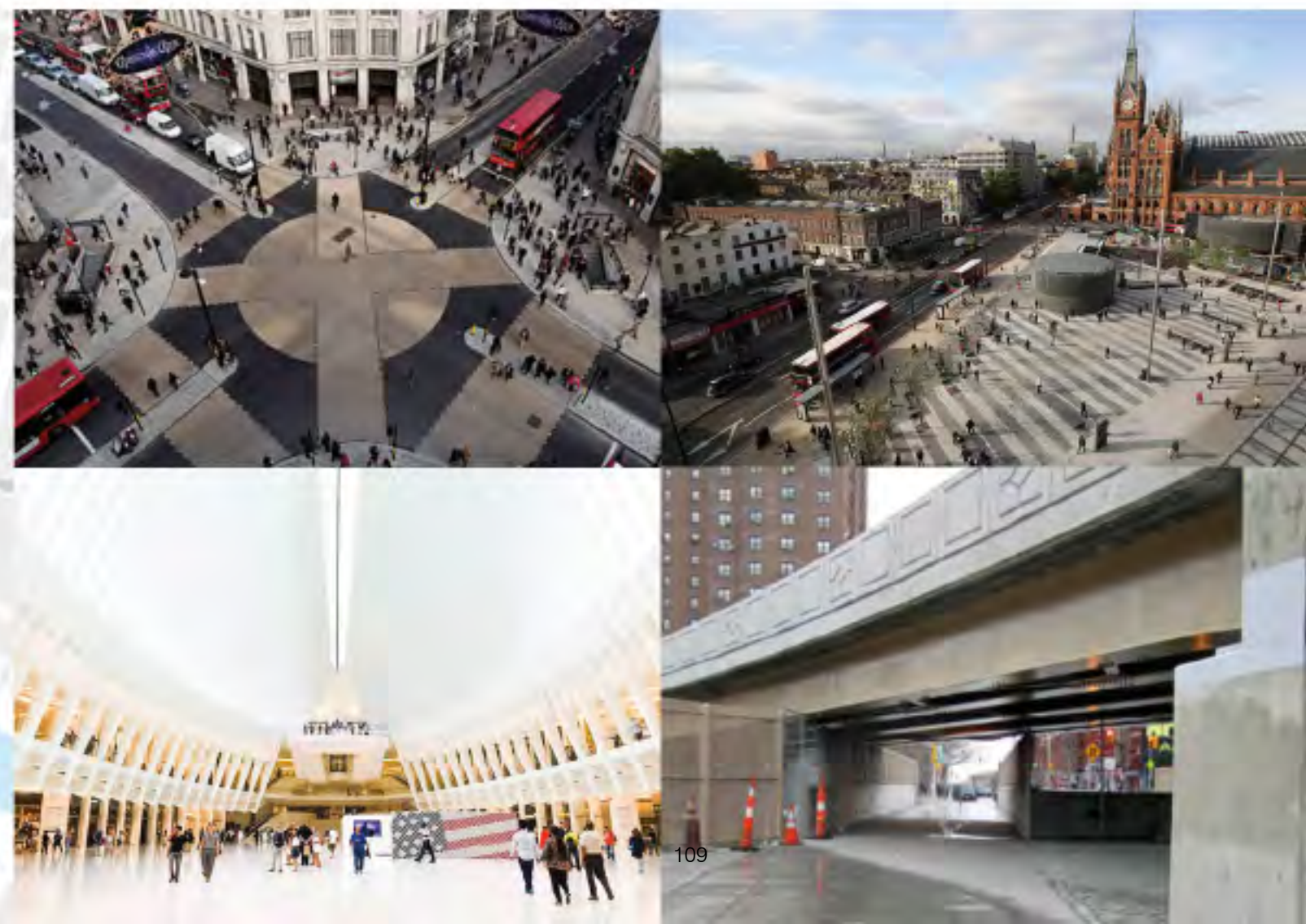
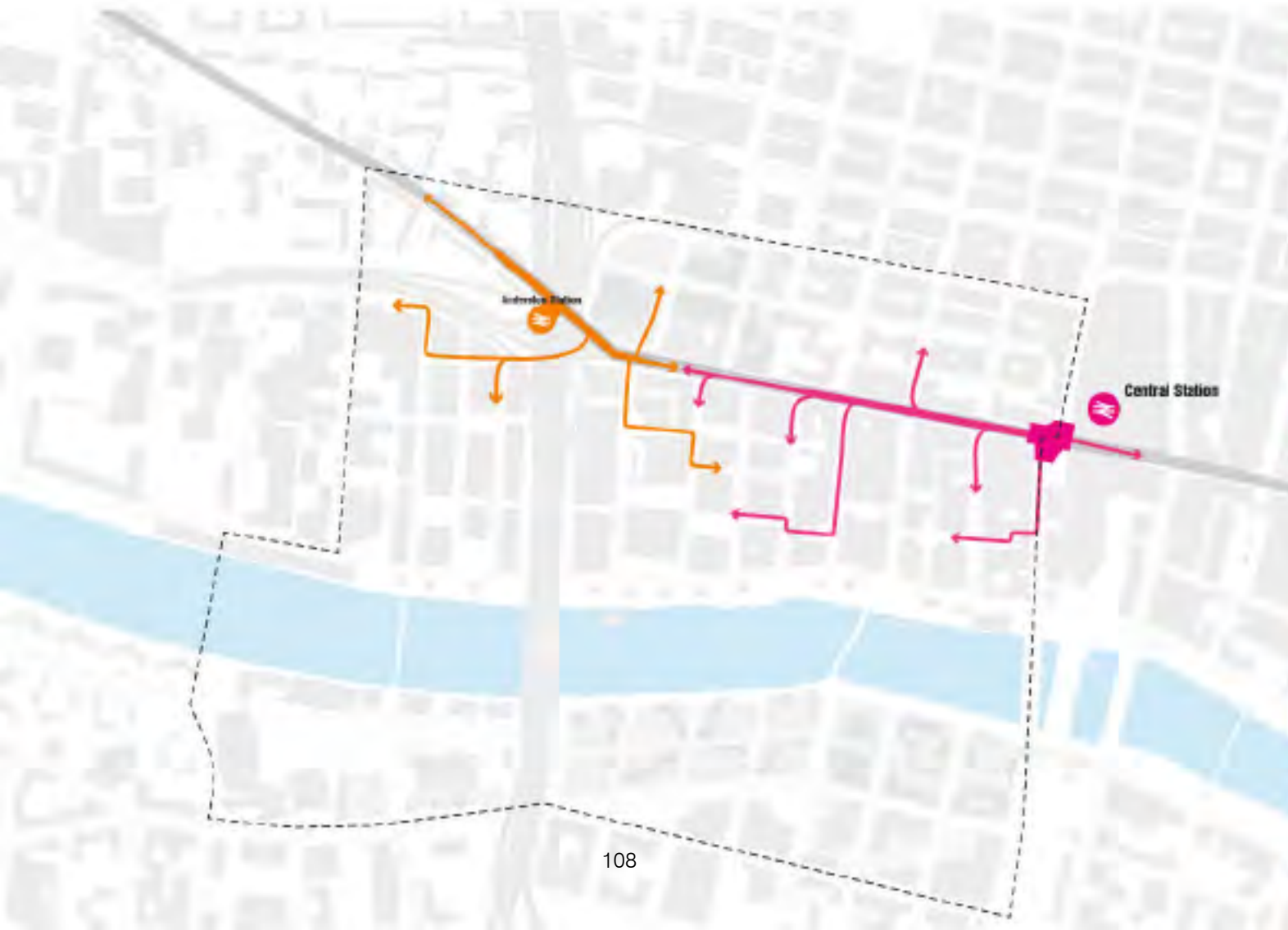
Location: Crossing at Hope Street / Argyle Street, Anderston cross (former junction 19)



Anderston Cross:
From traffic machine to city gateway
for pedestrians and cyclists



Central Station Square:
From messy car crossing to
pedestrian friendly



(Y)our Great Streets and Spaces Glorious Argyle Street

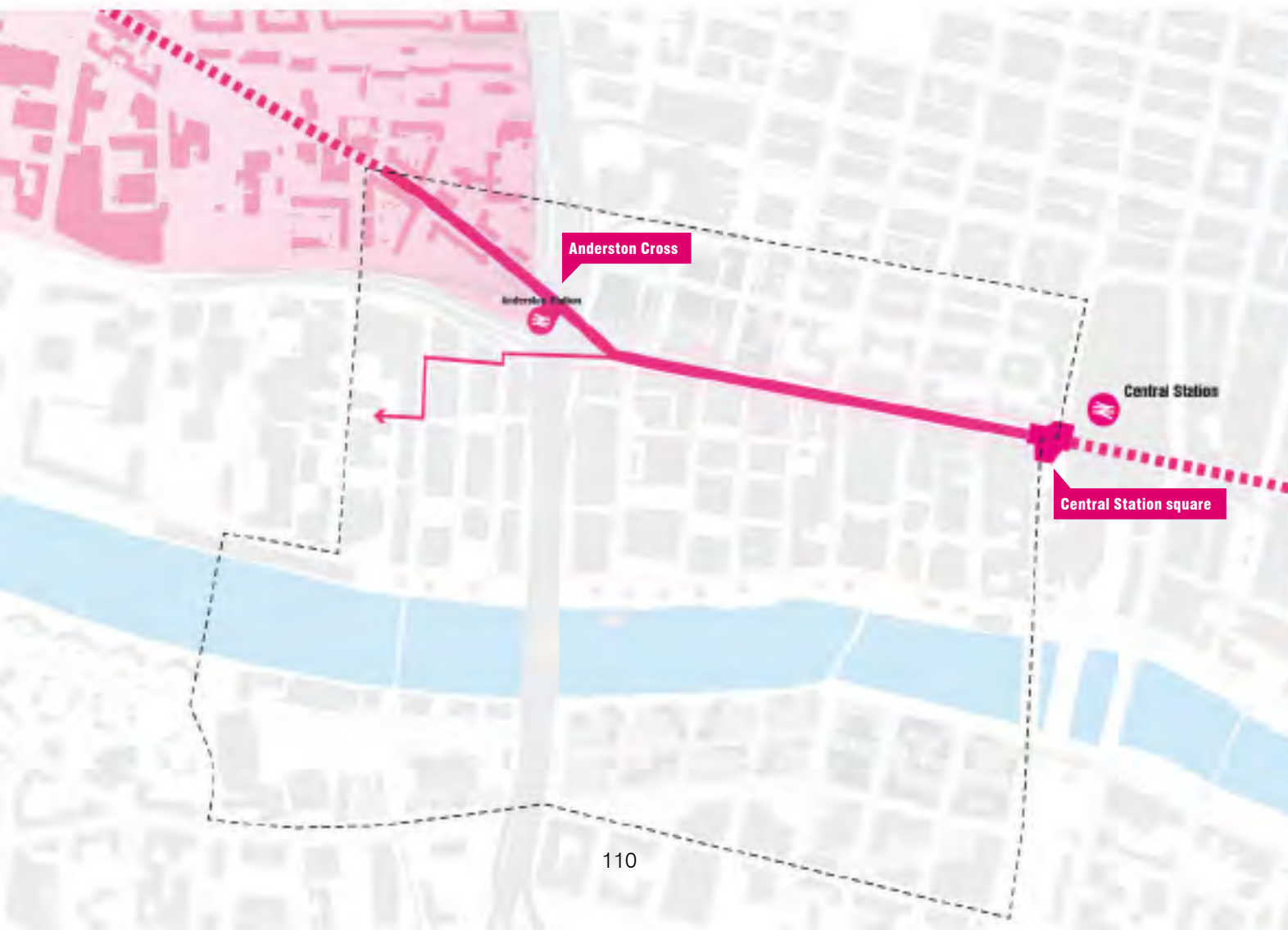
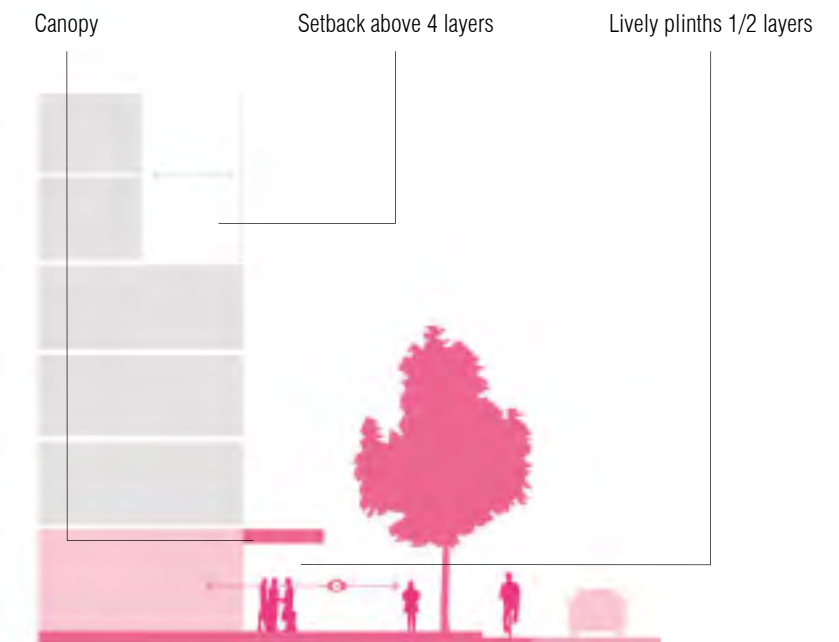


Argyle Street should be restored as one of Glasgow's Great Streets. To achieve this requires coordinated effort to capitalise on the forthcoming EIPR Avenues City Deal investment and should include:

- Re-establishing the grand connection from Anderston / Finnieston in to the city centre (for pedestrians and cyclists).
- The upgrade of Argyle Street's public space as part of the EIPR Avenues project.
- The restoration of buildings and redeveloping empty sites, forming a continuous and lively street frontage from Central Station to Anderston Cross (and beyond). This includes a strategy to re-activate building plinths (frontages) along both sides of Argyle Street. See the (Y)our Great Buildings chapter.

- Re-connecting Argyle Street and re-introducing street-facing buildings with lively street-frontages will increase footfall and thus enhance economy, attractiveness and safety
- Extra attention to (design) quality is crucial. Argyle Street should be one of the main entrances into the city centre / Broomielaw

Location: Argyle Street between Oswald Street and Anderston Cross (former Junction 19).



(Y)our Great Streets and Spaces

Green streets, parks and play spaces

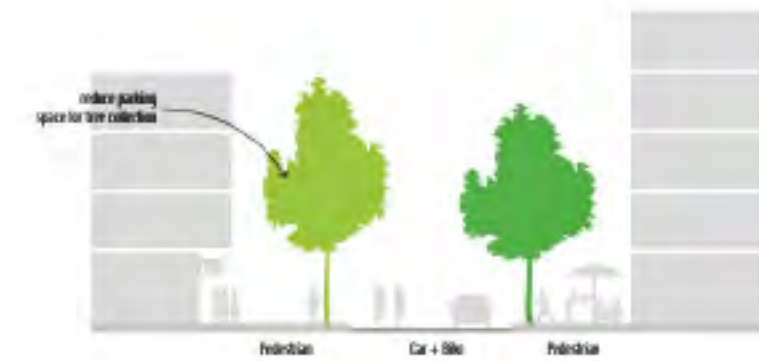
Glasgow needs more quality green, public and play spaces in the city centre, including in Broomielaw:

- Besides the bigger green spaces like the River Park and Glasgow Green, smaller parks, squares and green streets are desirable throughout the city centre. With the redevelopment of Broomielaw there is the unique opportunity to plan and integrate these spaces in the new East-West lanes and plazas.
- The number of trees in Glasgow's city centre streets should be dramatically increased. Besides making streets more attractive, trees are needed to filter micro-particles, absorb CO2 and create more bio-diversity. Not every street may require trees since there are monumental vistas or special street fronts to be protected.

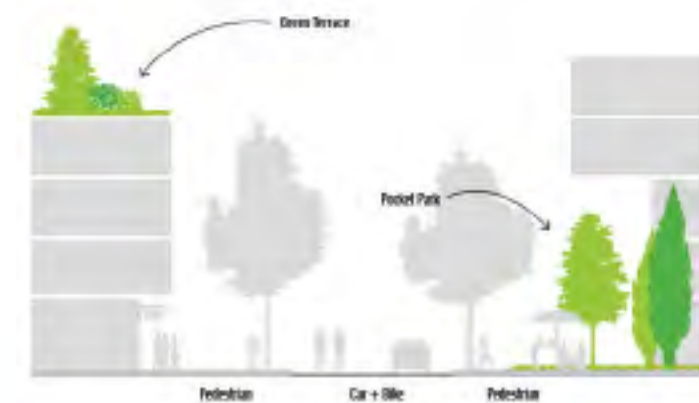
- Vital to creating more attractive public spaces and changing the perception of the area
- Would create a healthier and happier city centre

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

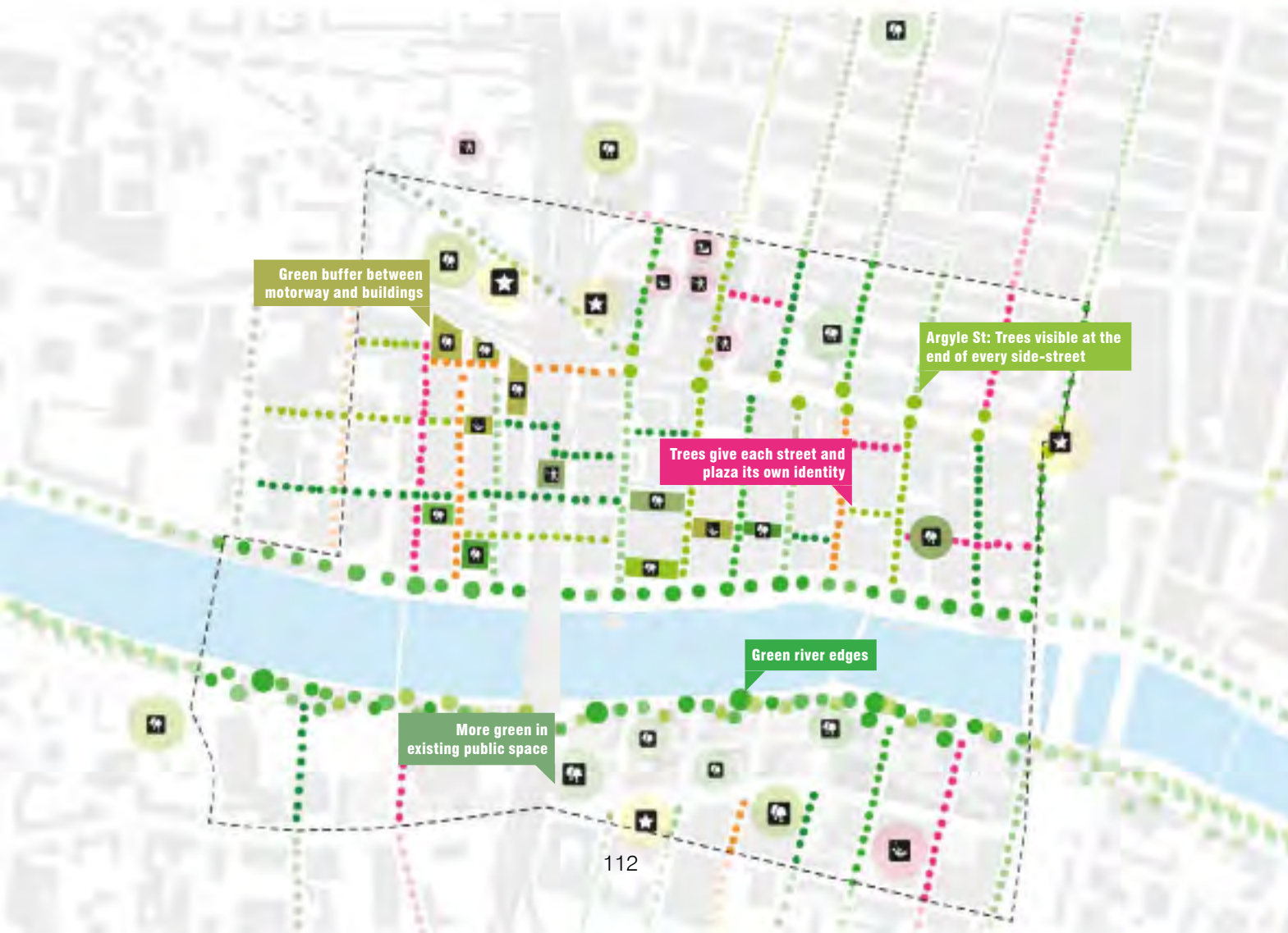
Location: All Broomielaw streets.



Green in streets and lanes



Green roofs and backyard pockets



(Y)our Great Streets and Spaces

Surface water management strategy

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

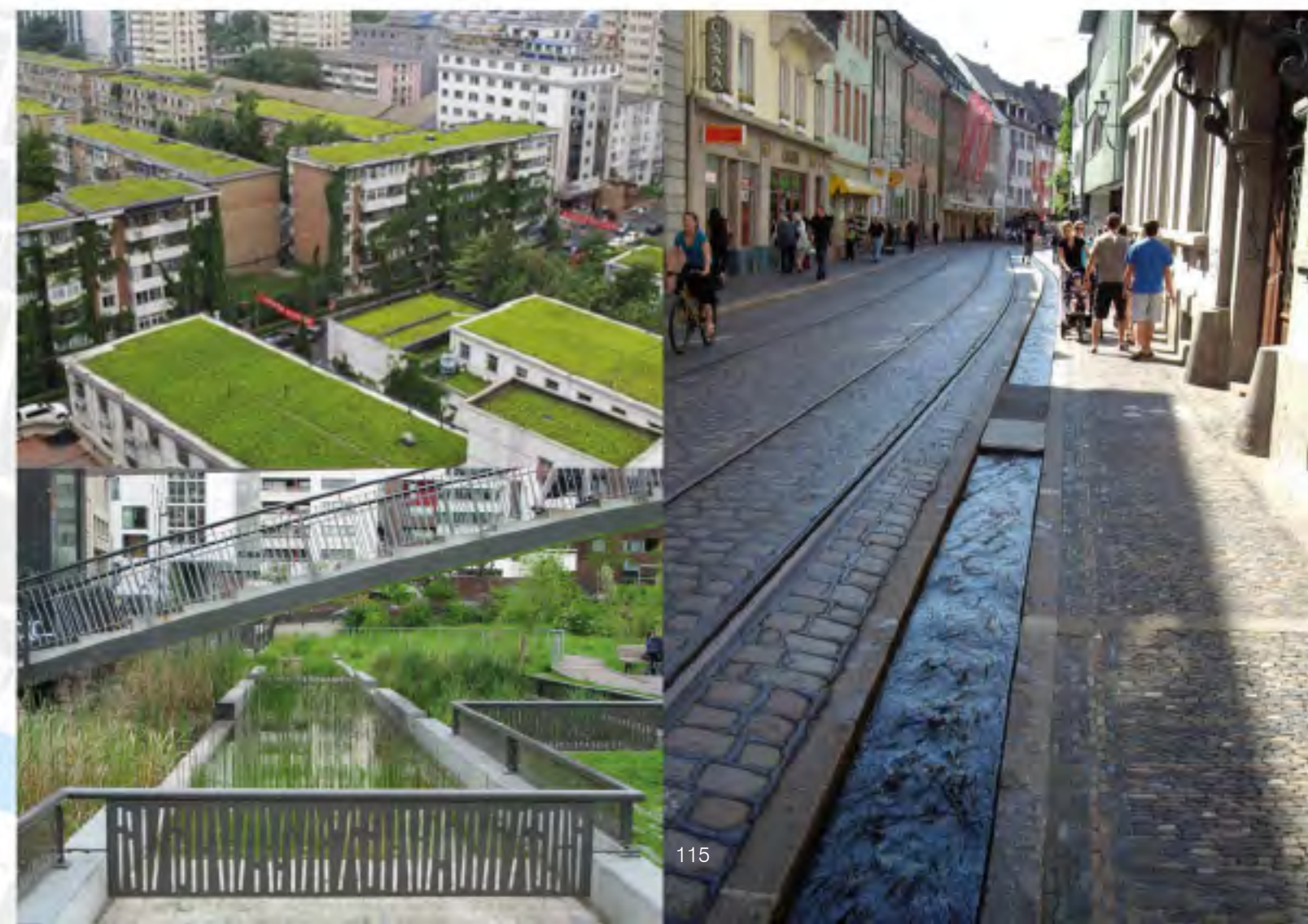
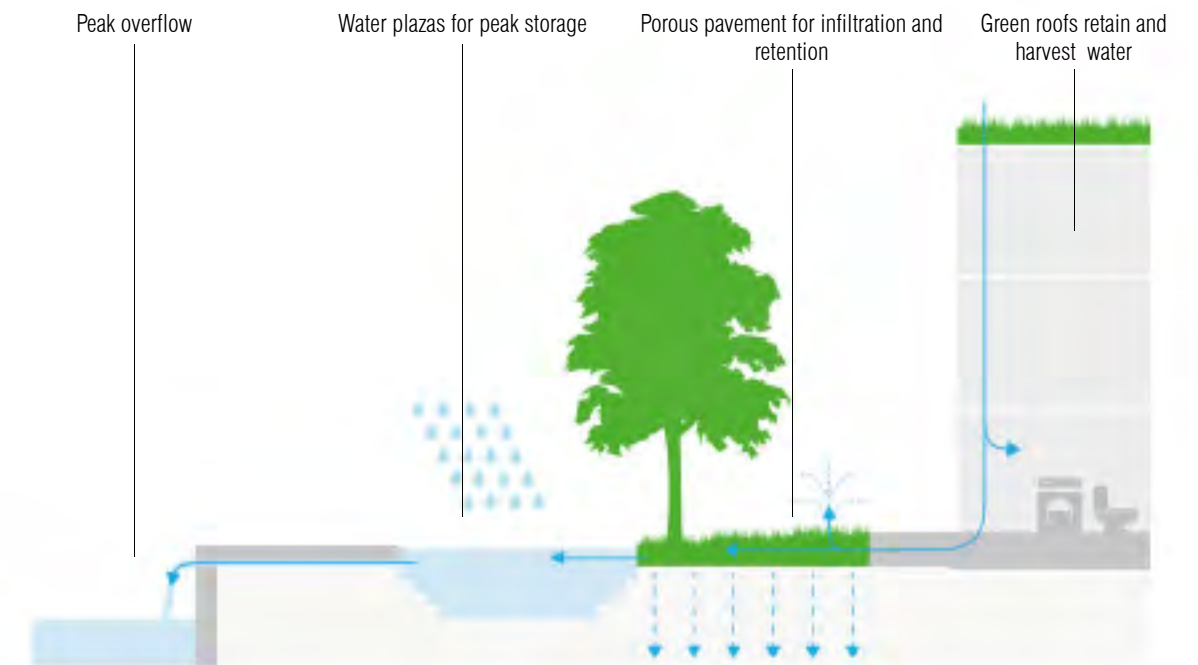
This strategy lists the steps:

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

- The area has reached maximum drainage capacity so innovative solutions are needed
- When done well, these systems can make public space and buildings more attractive

Location: Broomielaw, especially North-South streets.

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



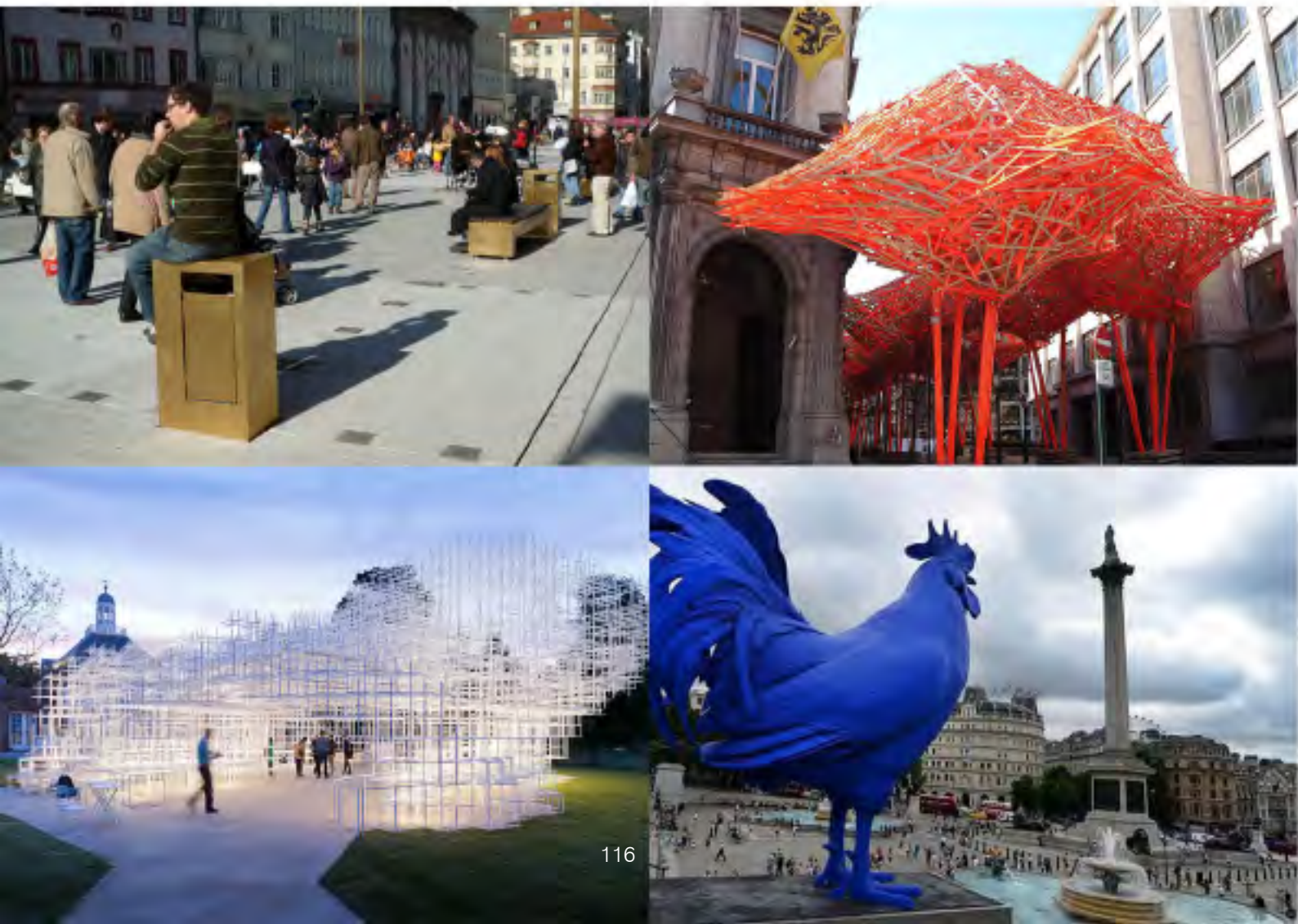
(Y)our Great Streets and Spaces

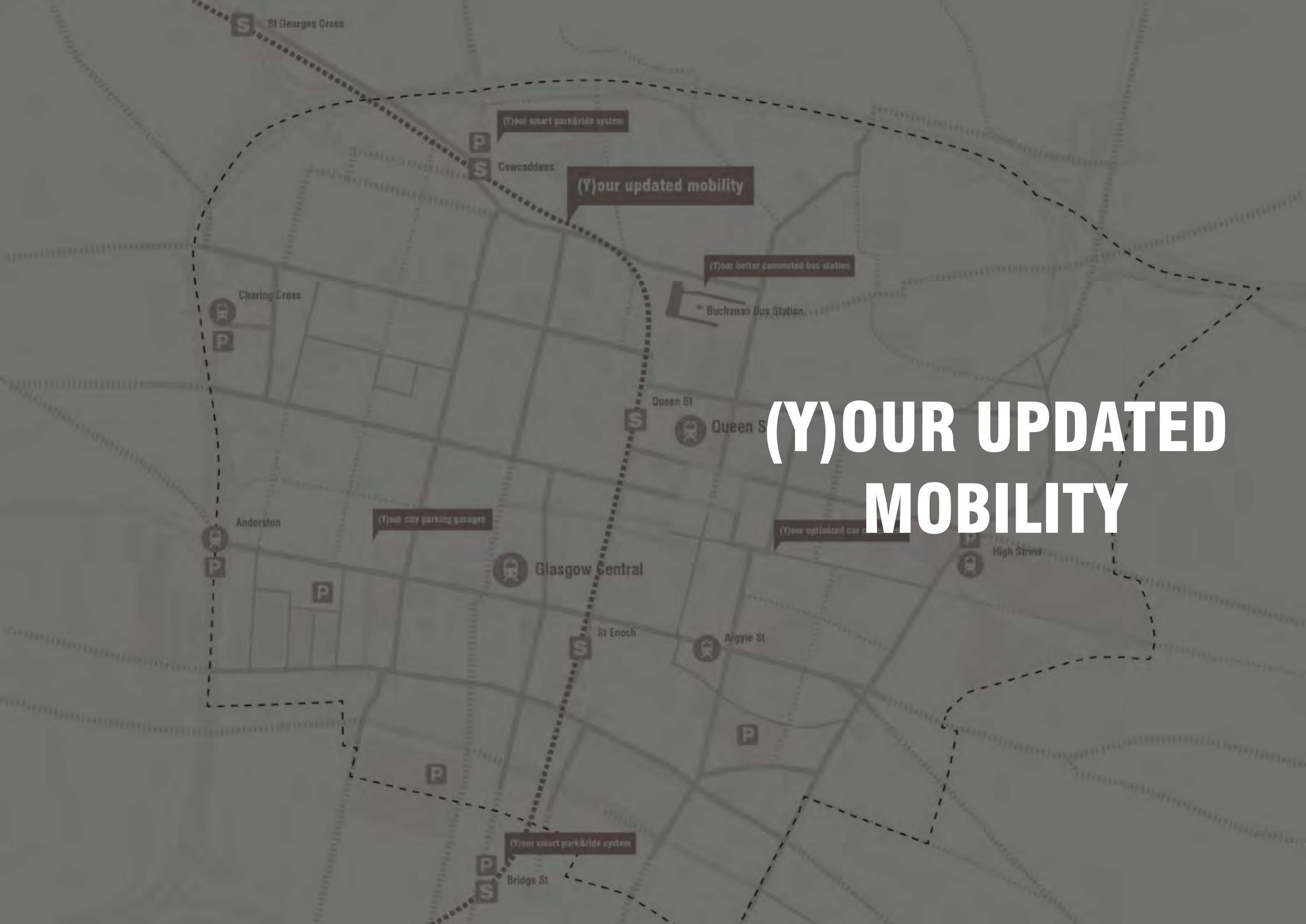
Public art

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

Location: Broomielaw District.

- Great art with an inspiring/functional/activating aspect is a valuable addition to public space
- When treated lightly, there is a risk of art which loses appeal quickly and becomes a 'stand in the way'
- Programme of temporary and / permanent art to be curated by Broomielaw District Artist-in-Residence?





St Georges Cross

(Y)our smart park&ride system

P

S

Cowcaddens

(Y)our updated mobility

(Y)our better connected bus station

Buchanan Bus Station

Charing Cross

P

P

Queen St

Queen St

(Y)OUR UPDATED MOBILITY

(Y)our city parking garages

Anderston

P

P

P

Glasgow Central

St Enoch

S

Argyle St

Argyle St

High Street

P

P

P

(Y)our smart park&ride system

P

S

Bridge St

Current: (Potentially) great access Analysis mobility system

Broomielaw is very accessible by car and public transport. It might even be a bit too accessible by car. Many consultees characterise the Broomielaw DRF area as being car dominated; overlooked by the M8 viaduct, fast traffic on the quaysides and through Tradeston and with vast areas of surface parking (Springfield Quay, M8 undercroft, gap sites etc.). Consultees highlighted the negative impact of fast traffic and wide roads in various locations, notably along the north-bank.

Many consultees acknowledge the good accessibility by public transports, notably the train, but also the scope for service enhancements. Many consultees harboured hopes that the River itself could be more active with vessels / water-taxis etc.

Early analysis would suggest a shift in thinking about where and whether car access into the city centre is needed. There should be less cars in the key public spaces and through the neighbourhoods. This shift requires a re-thinking of car access on a city scale.

To make public transport more attractive a few optimisations are needed. The experience of the 'last mile' needs to be improved: more attractive stations and station surroundings, more intuitive and attractive pedestrian connections into the neighbourhoods. Consultees' observations about the pressing need for cleaner and less noisy buses driving along more logical routes. This reinforces initial analysis of bus routes in the city centre.

A smarter integration of different traffic modalities is needed: train, bus, Nextbike, park-and-walk parking. Broomielaw is a gateway to the city, both actual and visual, and it is vital that it creates a better first impression. Integrating the mobility systems will enhance the accessibility to Broomielaw by all, and improve first impressions.

Broomielaw could become a visual gateway

Potential restoration of East/West bike and pedestrian links

Great car access

Great train and bus access

Anderston station

Un-inviting station surroundings

Central Station

Vigorously promote the national hierarchy of modes; pedestrian, cycle, public transport, servicing, private car

Current: (Potentially) great access Analysis mobility system



Hidden station exit - Anderston Station



Crossing in front of Central Station can be improved



Connection to the Southside - Tradeston Bridge

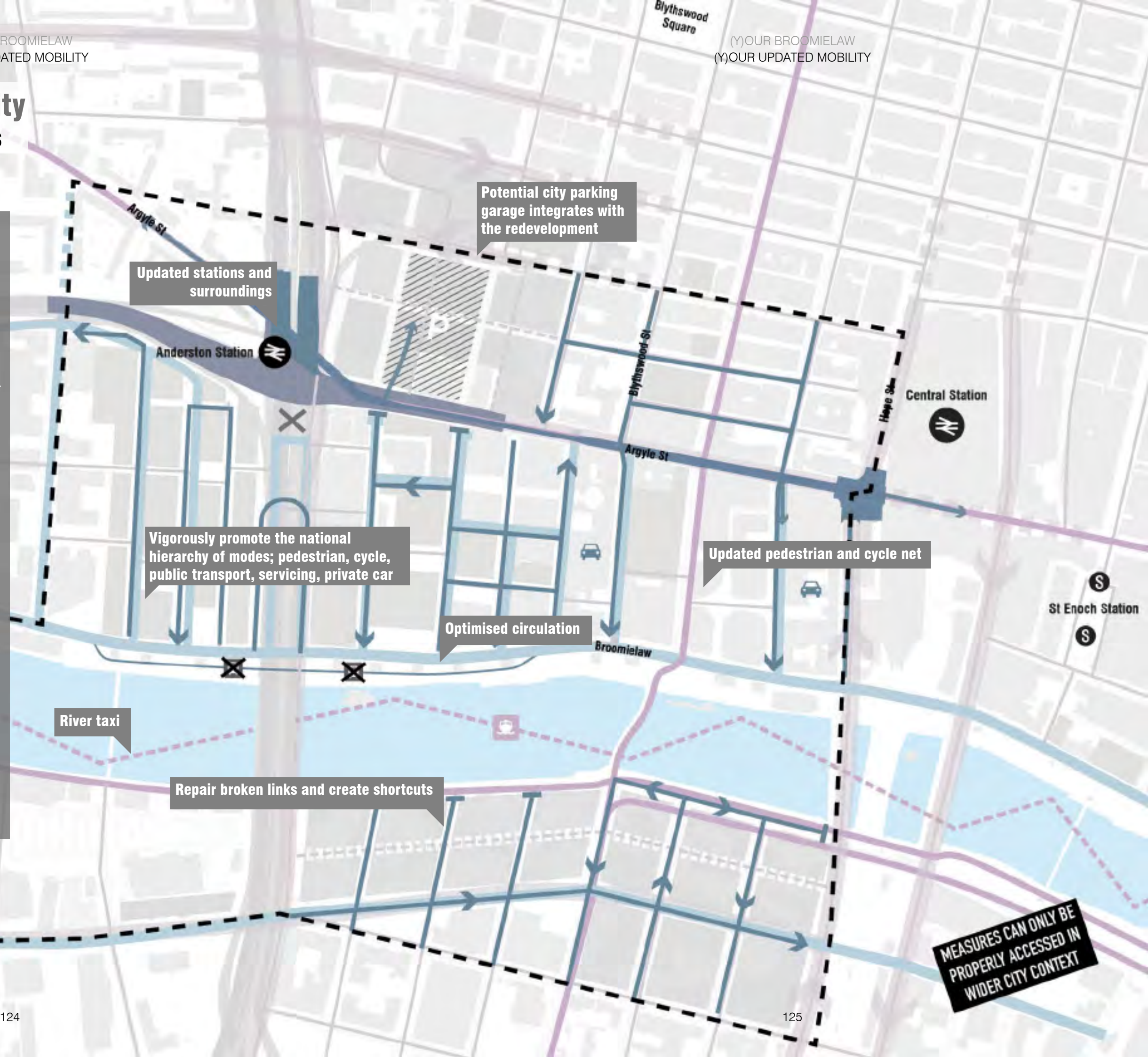


Broomielaw as visual gateway King George V Bridge

(Y)our Updated Mobility Overview mobility projects

Major mobility improvements could include:

- A smarter layout for Anderston Cross (See: (Y) our urbanised M8).
- Reducing car traffic on the quays to create more attractive and accessible boulevards as part of Glasgow's biggest city park (See: (Y) our River Park)
- Upgrading and better connecting the public spaces around the rail stations and bus routes.
- Re-thinking and coordinating the bus system.
- More strategic placement of on and off parking, seeking to remove / reduce traffic and parked cars from the neighbourhood streets and more attractive routes of pedestrians to the key shopping and nightlife areas.
- Reduce amount of space allocated for cars in the city street grid (the M8 becomes an inner city ring relief road, no through traffic in city centre).
- Create hierarchy of street functions in 'tartan' street grid.
- Free up space on key streets by allowing local car traffic only (eg. North Street).
- Enhanced pedestrian and cycle priority routes and streets across the city centre
- Comprehensive enhancement of pedestrian priority access on all streets and junctions to maximise benefit from a compact, walkable city centre
- Joining up fragmented cycle route infrastructure to create a continuous and coherent network



(Y)our Updated Mobility

Bigger context: shift to more sustainable mobility

Glasgow needs to shift away from its strong dependency on cars. Cars use space inefficiently, they pollute and make streets unattractive and unsafe.

The city of Glasgow has three great assets:

- The rail and subway infrastructure has an over-capacity. This is a legacy of Glasgow's Victorian Heritage when the city had almost twice the number of inhabitants
- Most streets are wide so there is enough space to introduce lanes for cyclists and widen sidewalks.
- The almost completed M74-M73 is the ideal loop around the city centre to replace the M8 as a national thoroughfare. The M8 can be downgraded to become part of a local city centre ring that displaces through-traffic from the city centre.

Glasgow should use these three assets to change its 'modal split' to more sustainable modes of transport. By intelligently moving the car to the periphery of the city centre, and by creating a

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

seamlessly integrated public transport and cycle network, the city will become more attractive, more liveable and it will attract new investments.

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

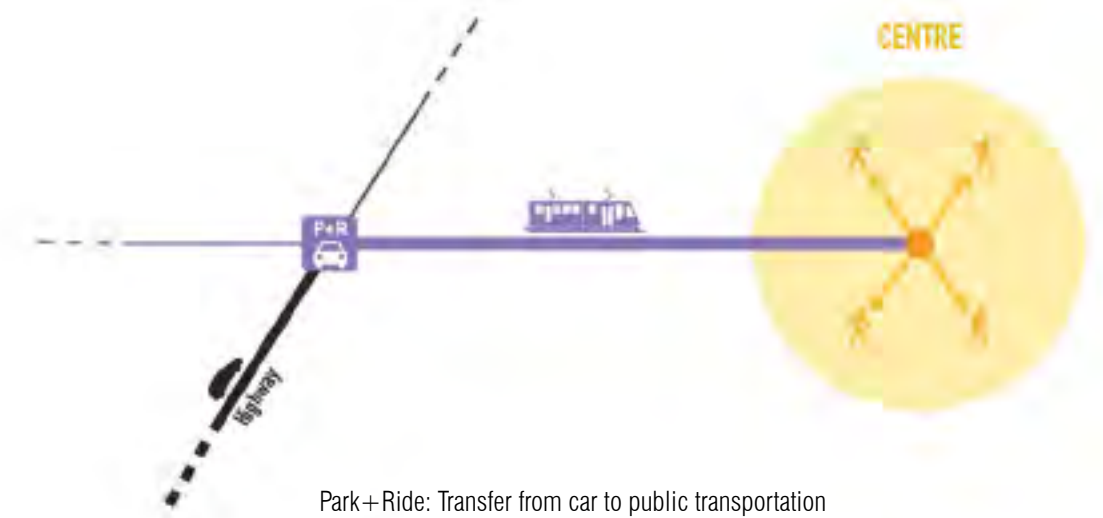
Location: Glasgow city region.



Downgrading of High St through the implementation of wider car loop

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

Strategies for reducing car traffic in the city centre



Park+Ride: Transfer from car to public transportation



Park+Walk: Change motorist to pedestrian



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

(Y)our Updated Mobility Ultra low emissions zone



Consider scope to lead the way in dealing with air quality. Glasgow has poor urban air quality. The emerging Low Emissions Zone initiative, being taken forward by an LES Delivery Group is welcomed. Seek ways to comply and better current policy / standards. Review possibility of aiming for an Ultra Low Emissions Zone, and review equivalent initiatives elsewhere - eg. central London.

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

Location: City centre and surroundings.



(Y)our Updated Mobility Traffic-calmed Broomielaw

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

The proposal is to revert to that system, with one change: the city centre is divided in 3 sectors. To get from one sector to the other, the new city ring (former M8 + EERR) is needed. This simple change turns the city centre into a zone for local traffic only. Through-traffic is blocked or limited to some hundreds of vehicles per day. This is a system that is used in many comparable cities.

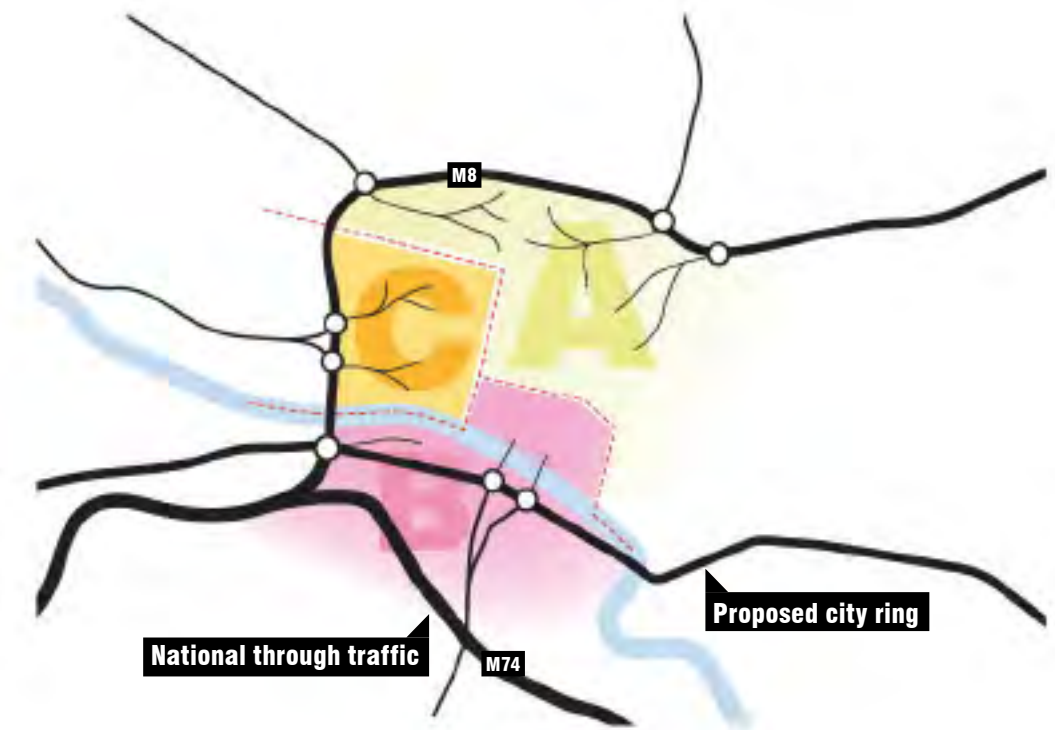
The key public spaces would form the logical divide between the zones: The 'golden Z' (Sauchiehall St, Buchanan St, Argyle St) and the river. This means that these public spaces become almost free of traffic. Crossing directly from one

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

zone to the other will remain possible for service vehicles and busses.

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

Location: Glasgow city region.



Possible concept for the city centre circulation system



(Y)our Updated Mobility Specialisation in streets (Tartan)



This project deals with a couple of challenges and opportunities:

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

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

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

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

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

Location: City centre and surroundings.



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



Main and neighbourhood car network

Pedestrian promenades



Dedicated bike street

Regulated bus streets



Lanes

(Y)our avenues

MEASURES CAN ONLY BE PROPERLY ACCESSED IN WIDER CITY CONTEXT

(Y)our Updated Mobility Smarter cleaner bus network



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

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

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

- Fluent connections to the main train stations
- No more regional buses through all city centre

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

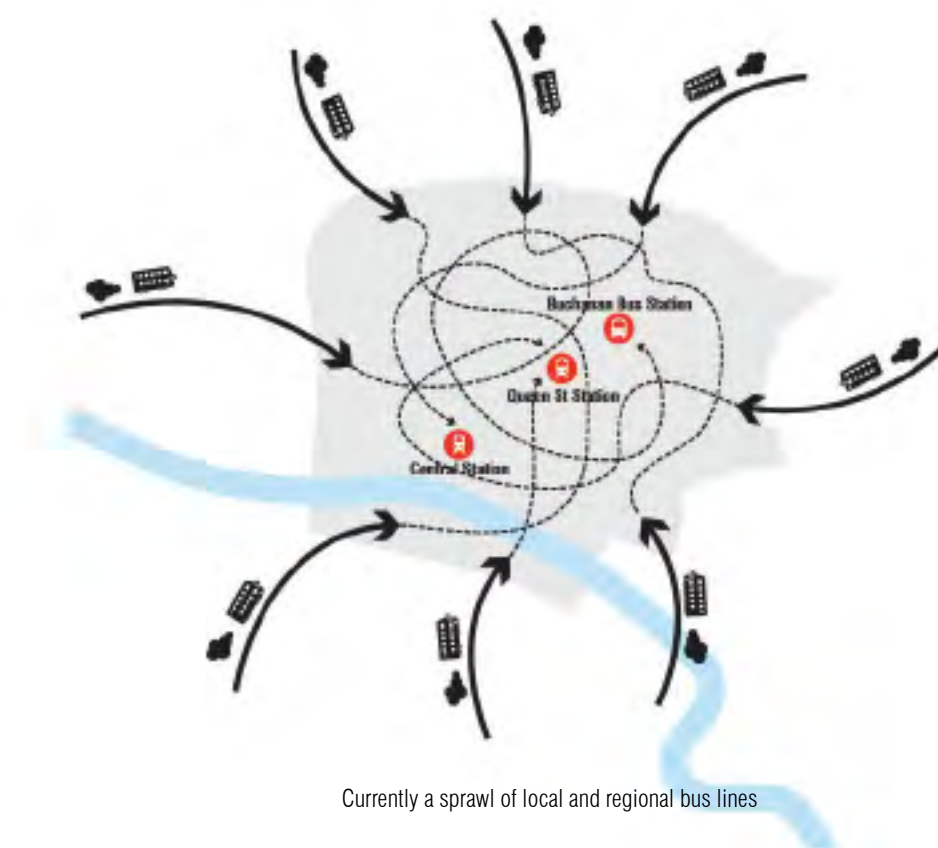
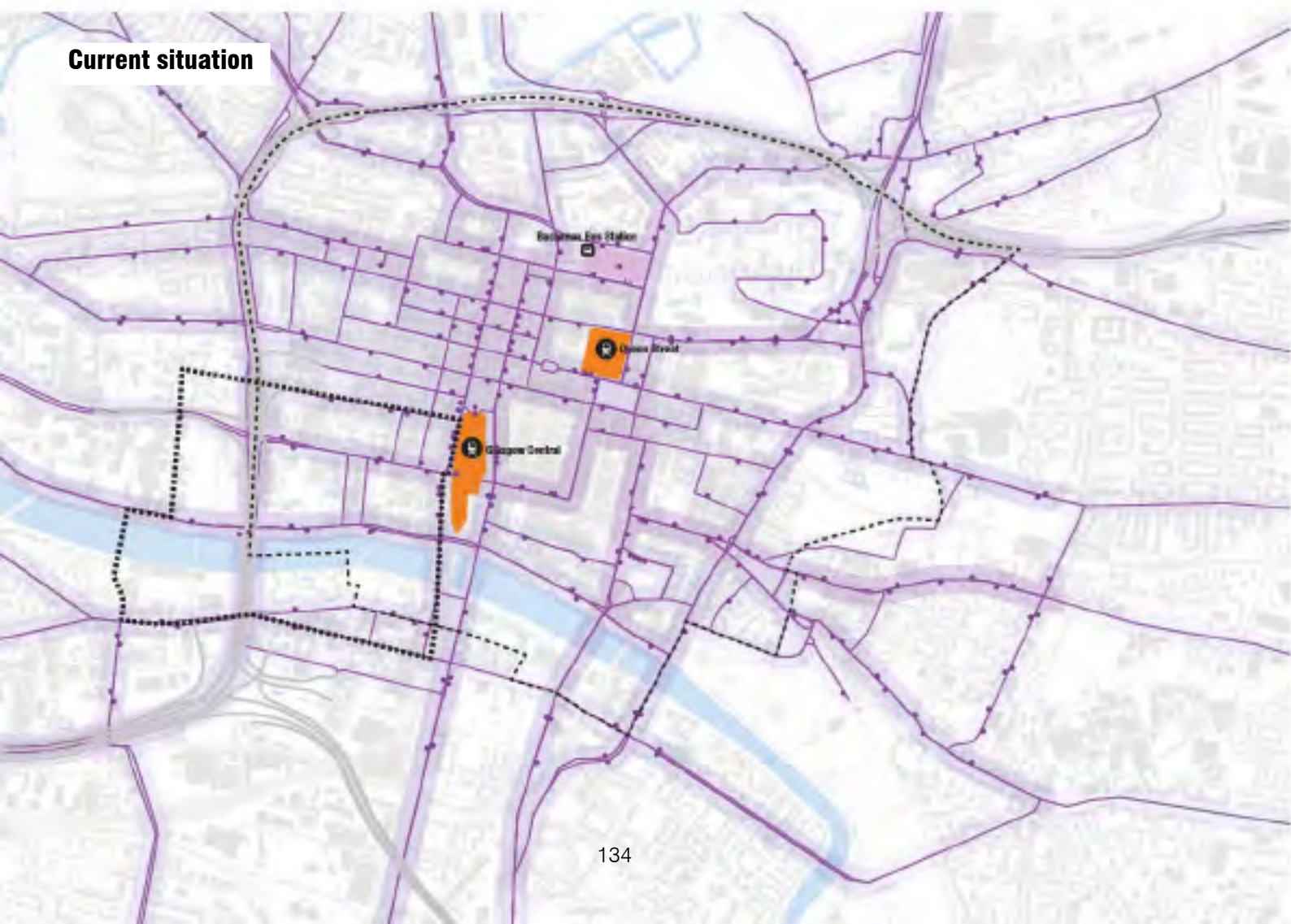
neighbourhoods, they are concentrated in dedicated bus corridors.

- Local buses have a finer-grained network, are smaller and electric.
- Buchanan Bus Station becomes a 'dynamic bus station'.
- There are no secondary bus terminals added.

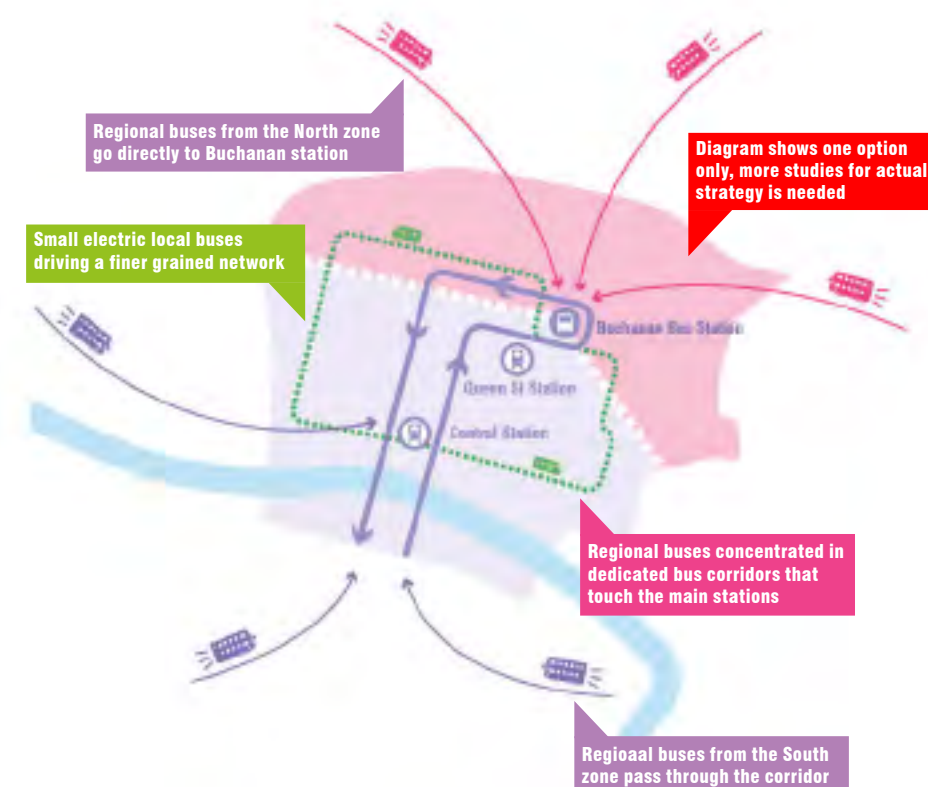
The effect will be a more efficient, intuitive, clean and reliable bus system serving a more attractive city centre.

Location: Glasgow city region.

Current situation



Currently a sprawl of local and regional bus lines



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

MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT

(Y)our Updated Mobility

Smarter parking in Broomielaw

Whilst seeking to encourage modal shift to other forms of transport (public transport and active travel) it is recognised that accommodating some car access in to the city centre is necessary for those who can only access the city by car. In addition it is noted that the prospect of autonomous vehicles ('driverless cars') may have the potential to alleviate the need for allocating valuable city centre space to parked cars in the future.

In the meantime a smarter approach to car parking is recommended that seeks to consolidate parking provision in to locations that reduce the penetration of cars in to the city core and that drive footfall.

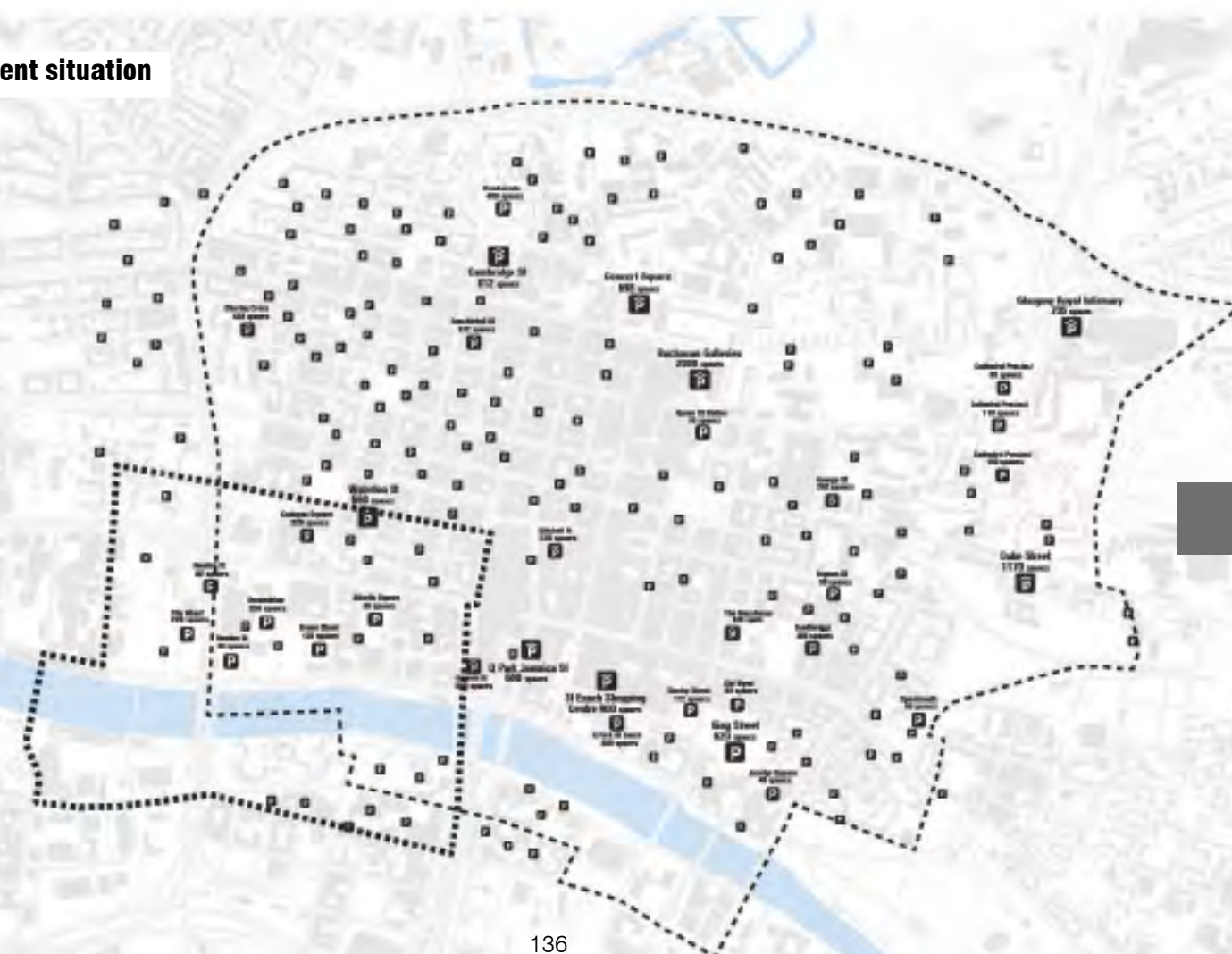
CDP11 allows for no further off-street public parking in the city centre, beyond existing levels. New capacity would, therefore, be contrary to policy, unless that capacity is relocated from elsewhere in the City Centre. Therefore;

- Seek to reduce on-street parking and consolidate off-street parking in line with policy.
- Prioritise parking space for those that most require it (incl. Blue Badge holders, electric car charging points)
- Investigate the cost / benefit / feasibility of one or two large multi-storey car parks (MSCP) directly next to the M8.
- One (or a few) big MSCP has major economic / efficiency benefits over multiple smaller car parks.
- smart car parking locations will increase footfall with local economic benefit.
- a MSCP close to Anderston Station would serve the city centre, Broomielaw, Anderston Station and SECC/ Hydro.

- a MSCP near Charing Cross (perhaps over the M8) would serve the western branch of the 'Golden Z'.
- locating parking on the edge of the city centre, catching incoming traffic and reducing traffic in city centre
- release sites currently accommodating car parking for other development in the city centre.
- ensure any new MSCP structures are constructed to be futureproofed for retrofitting / repurposing.

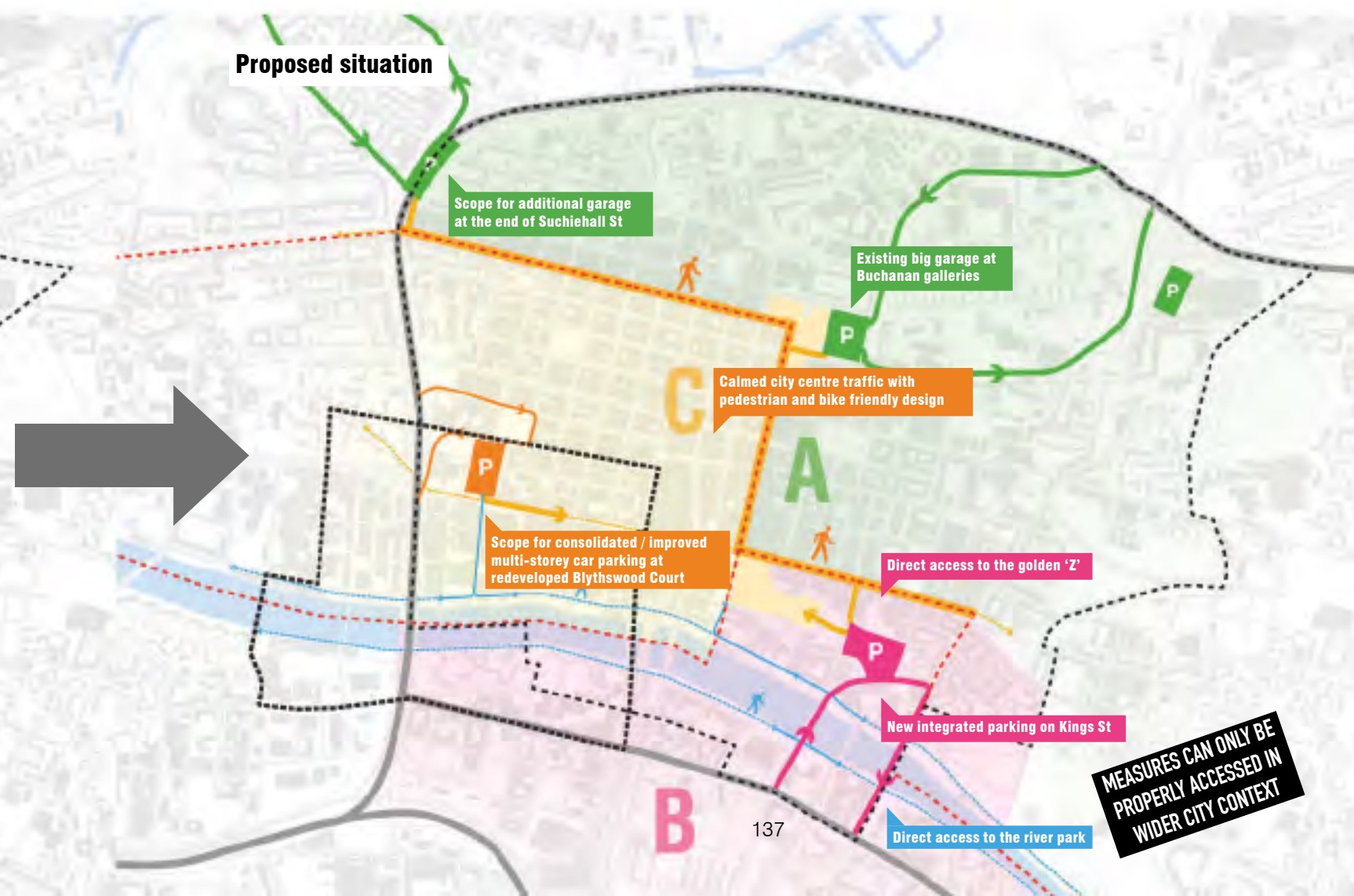
- Intelligent placement of parking garages leads to less congestion in the city centre.
- More footfall will revive the edge of the retail district
- Public spaces / streets will be more attractive with less cars.

Current situation



136

Proposed situation



137

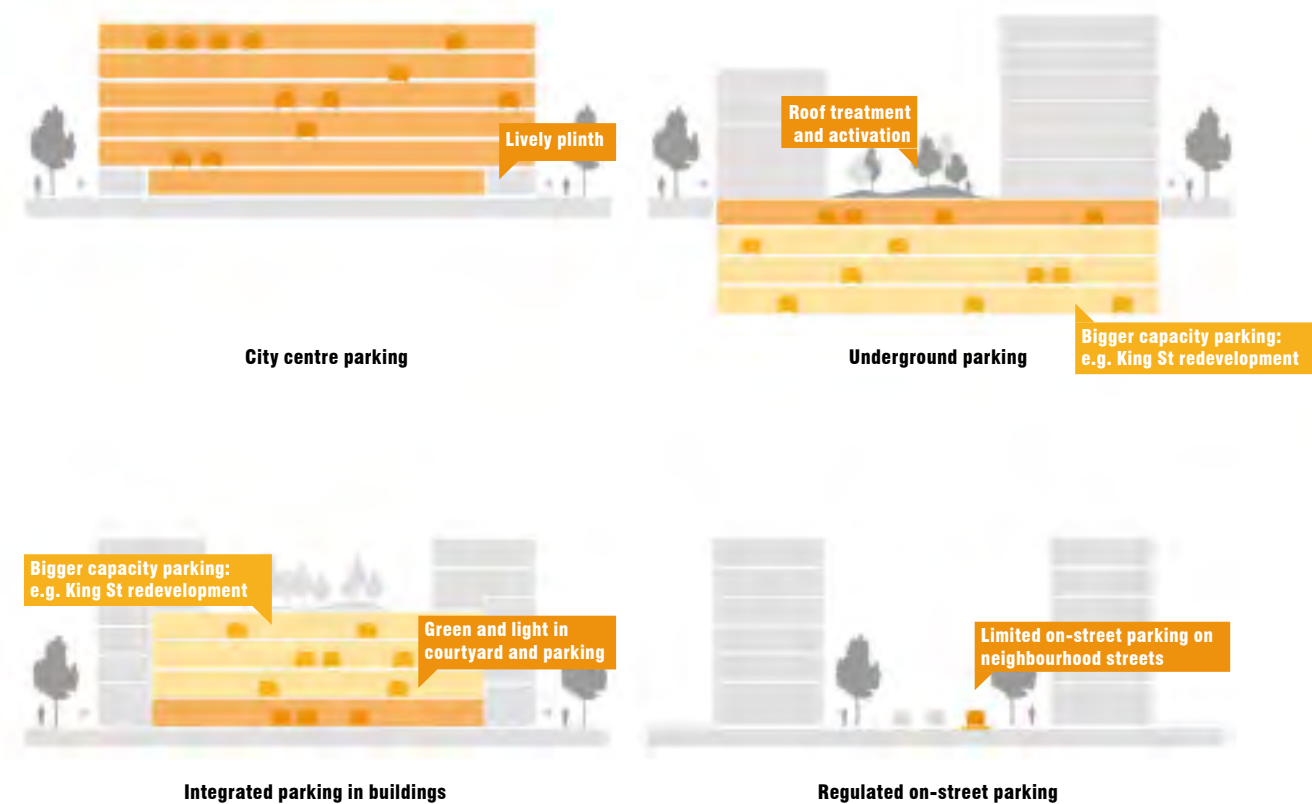
MEASURES CAN ONLY BE
PROPERLY ACCESSED IN
WIDER CITY CONTEXT

(Y)our Updated Mobility

Smarter parking in Broomielaw

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

Location: Broomielaw District.



(Y)our Updated Mobility

Updated Central / Anderston stations and surroundings

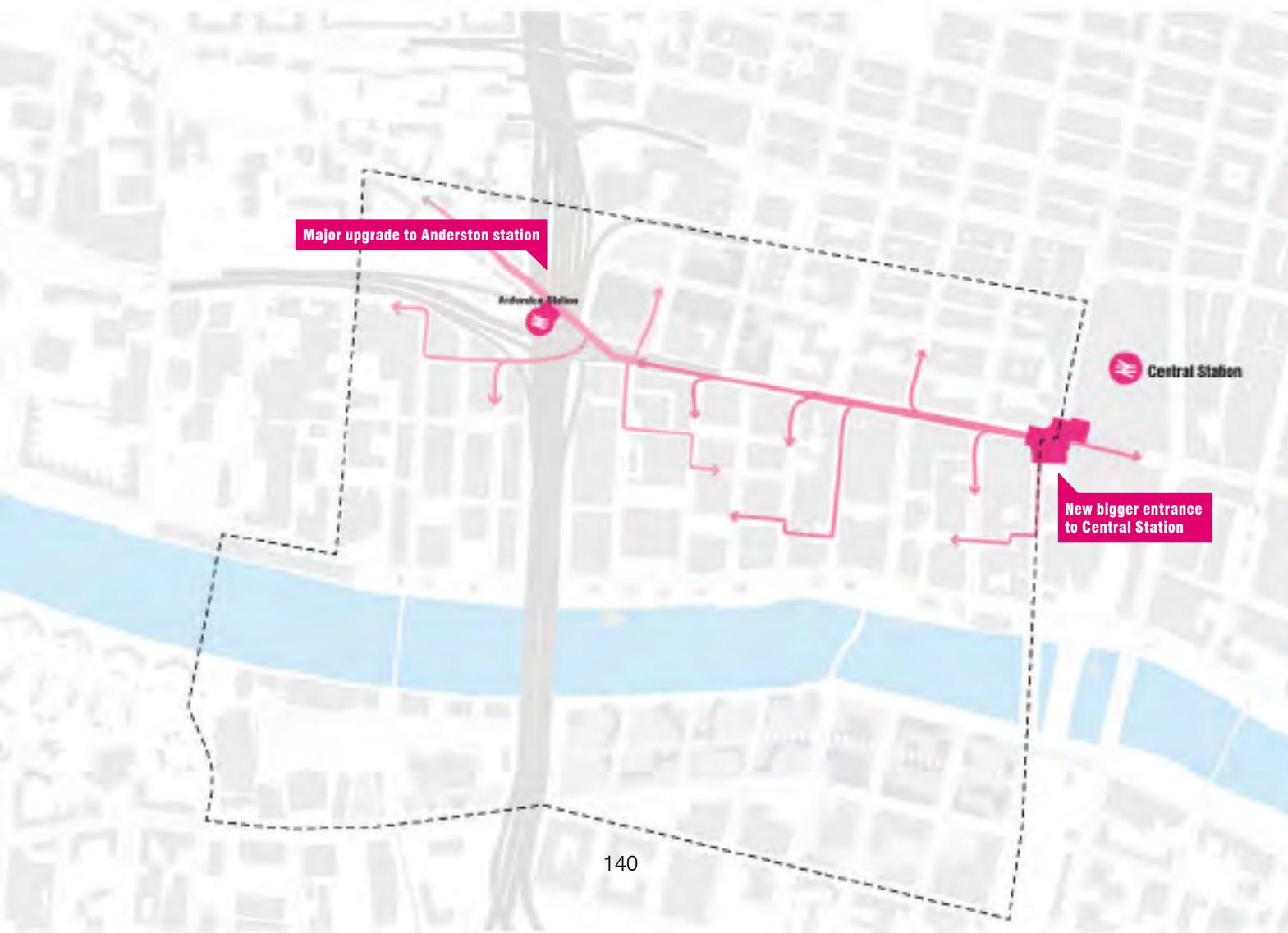


- Central Station should get a more spacious and luxurious station entrance on the corner between Hope St and Argyle St, in combination with improvements to the entrance surroundings.
- See the St. Enoch DRF for a proposal to upgrade Heilanman's Umbrella into the attractive (and possibly car- and bus-free) station lobby for Broomielaw and St. Enoch.
- Anderston Station is a great asset that is barely used. Its passenger numbers indicate scope to greatly increase its positive role in the city centre, by enabling car free access in to Broomielaw and beyond. It is vital that opportunities to improve the station as part of a wider programme of enhancements on Argyle Street / Anderston Cross.
- It is worthwhile investigating an alternative station layout with entrances at both ends of

- High quality stations and surroundings are crucial for improving the perception of the area
- It is also vital for making public transport an attractive alternative for the car
- Good connections between different modes of transport at these hubs is crucial
- Higher density, mixed use development around stations (transit orientated development) should be advocated where possible.

the platform so that passengers get direct access to Argyle Street (at the Marriott Hotel) and Anderston rather than arriving in a traffic island.

Location: Station exit at the crossing at Hope Street / Argyle Street, Anderton station.



(Y)our Updated Mobility North Bank Event Promenade

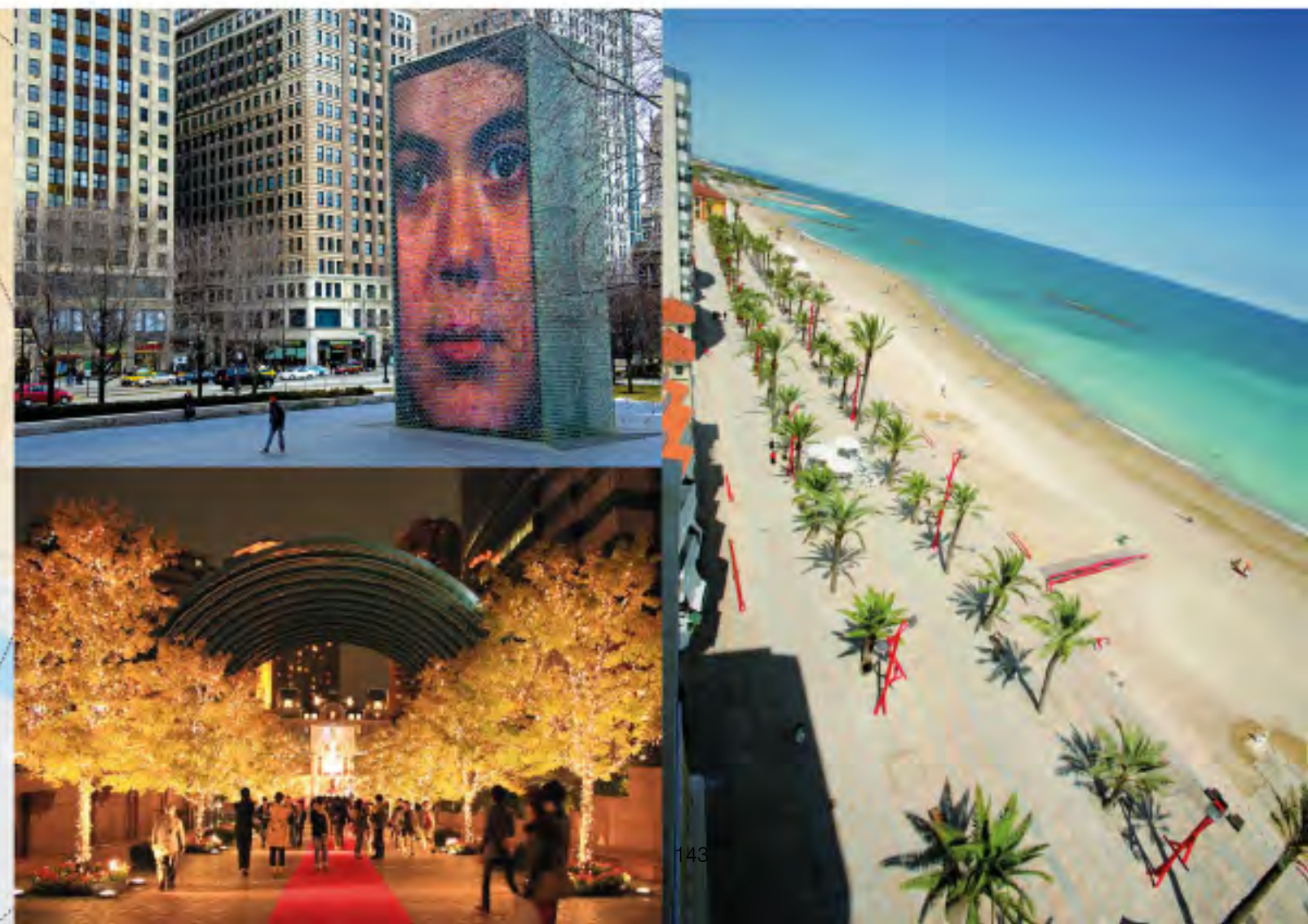
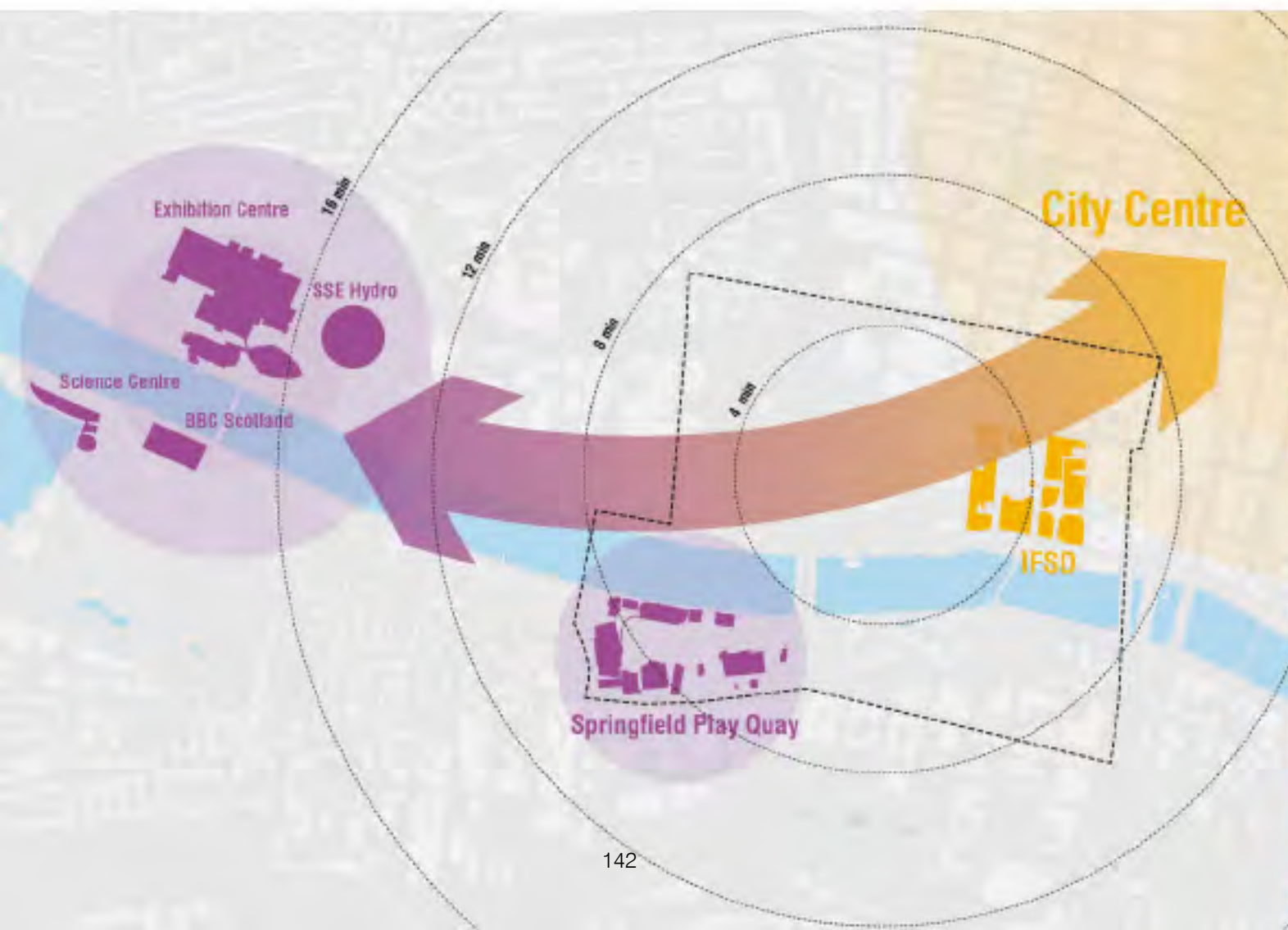
Thematic quayside walk from Central Station to SEC (+ Hydro, BBC).

Create a well lit, safe, accessible (inclusive design) continuous walkway that provides intuitive wayfinding, taking people to and from events (day and night) at the SEC / Hydro. Promenade with high quality, robust contemporary design that creates a sense of fun, excitement and spectacle during the day and after dark.

Refer to (Y)our North Bank Promenade appendix of Broomielaw Outline Masterplan.

- Improvements to (Y)our River Park promenade (alongside Broomielaw Lanes and other east-west connection improvements including enhanced rail connection) would encourage more people to walk and cycle between (Y)our City Centre and Hydro/SEC.
- This footfall would activate the quays and stimulate the local economy
- Less cars going to the SEC/Hydro means less stress on the road system during events

Location: Quays on the Northbank between Central Station and SEC.

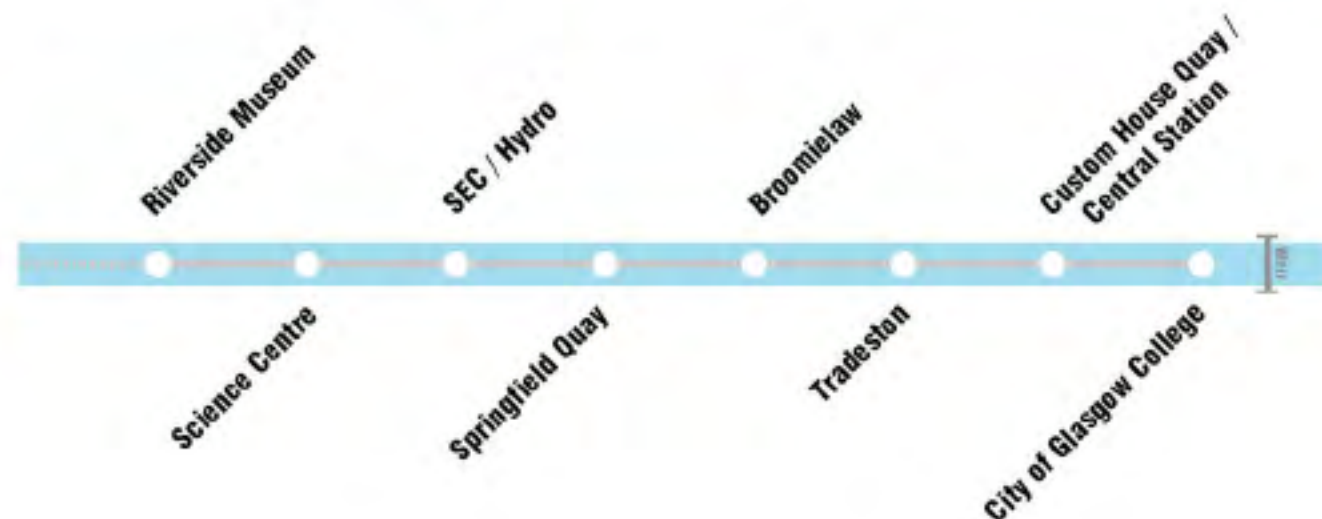


(Y)our Updated Mobility River Taxi

Establish berths for tourist cruises and zigzag water taxi / bus service connecting Central to SECC to Science Centre to Glasgow Harbour to Braehead, Clydebank and the Firth of Clyde.

Location: Between the Weir in the East and potentially all the way to Ayrshire / Argyll coast. Exact locations need to be studied.

- creates a network of destinations with an exciting alternative route from the city centre.
- creates an attractive tourist activity in itself
- animates the River



(Y)our updated mobility Street safety and Accessibility

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

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

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

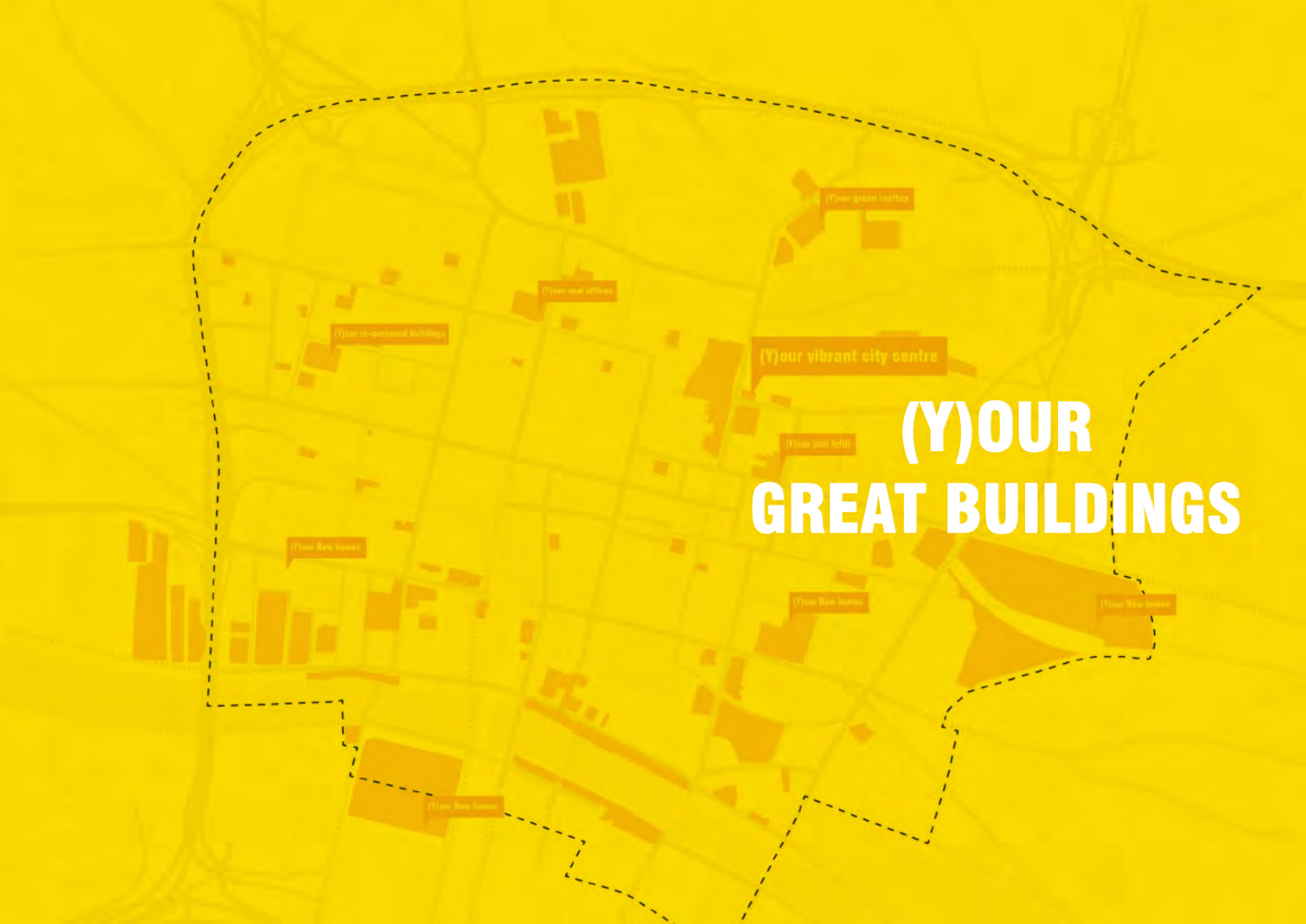
There are less/few pedestrian guardrails, longer 'green man' periods and pedestrian priority traffic-light sequencing, less street markings and signs cluttering street-scene. This will need further detailing in GCC's 'Street Design Guidelines'.

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

It is proposed to have a Pedestrian and Accessibility Champion to advocate and secure improved accessibility for all.

Location: Broomielaw District.





(Y)OUR GREAT BUILDINGS

(Y)our green rooftop

(Y)our cool offices

(Y)our re-spruced buildings

(Y)our vibrant city centre

(Y)our plot infill

(Y)our New homes

(Y)our New homes

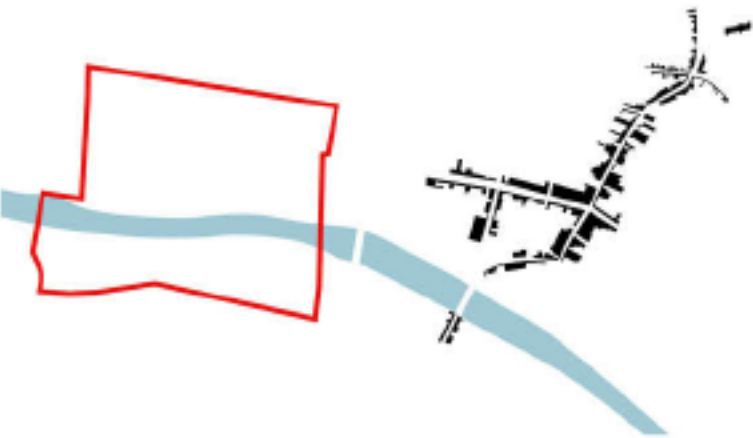
(Y)our New homes

(Y)our New homes

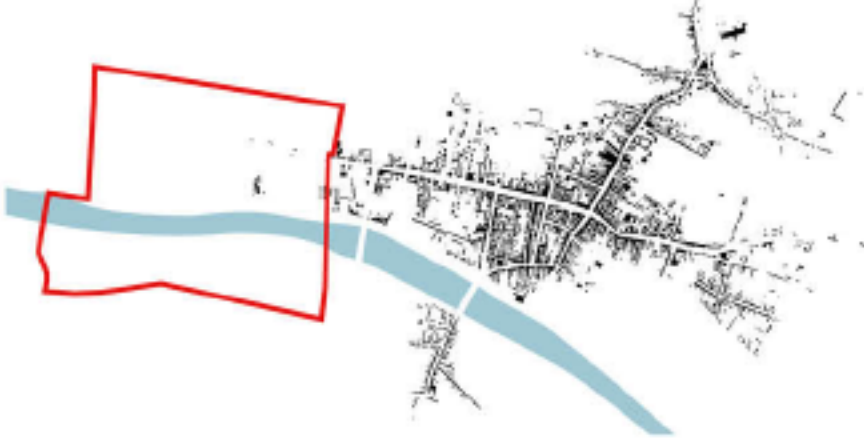
Historic development

This set of maps illustrates the growth of Glasgow. It shows how High Street, Bridgegate, Saltmarket, Argyle Street and Trongate were the first streets of Glasgow. Due to big infrastructures interventions these streets have lost their natural logic in the street network of Glasgow. It would be worthwhile investigating if these streets can be re-instated as great routes for cyclists and pedestrians. More footfall will lead to greater safety and economic opportunities.

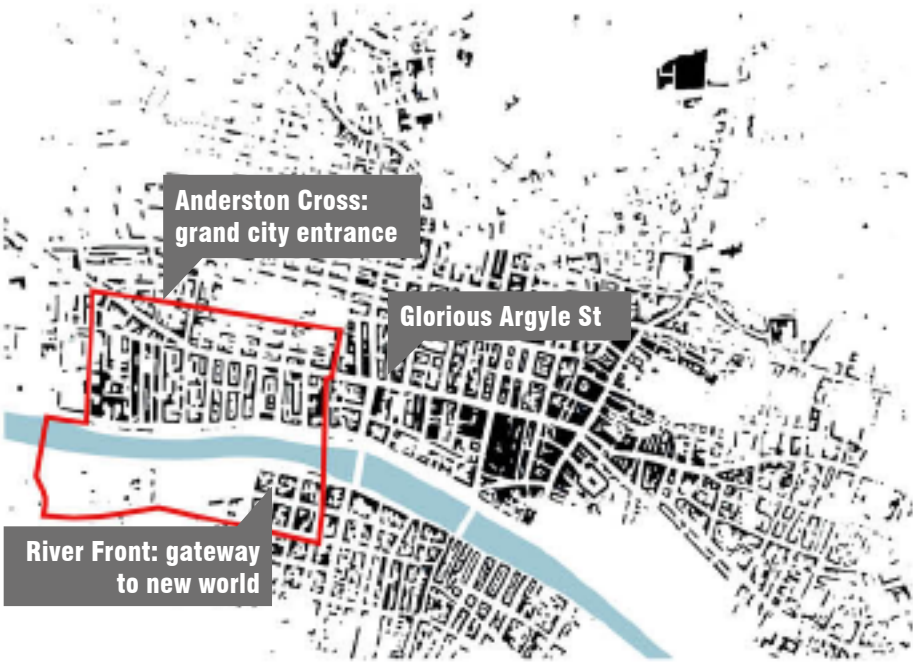
Historically there was a very strong consistent urban fabric connecting the city centre to the surrounding neighbourhoods. The main entry points into the city centre being a series of gates (gaits) and crosses like Anderston Cross, Bridgegate and Glasgow Cross. This consistent urban structure has been systematically dismantled in the past 100 years, making the city centre almost an 'urban island'. There is a major opportunity to repair the city structure and to make better use of all this space right in the centre of Glasgow. The city centre should not just be on the North bank of the river.



The 1547 city



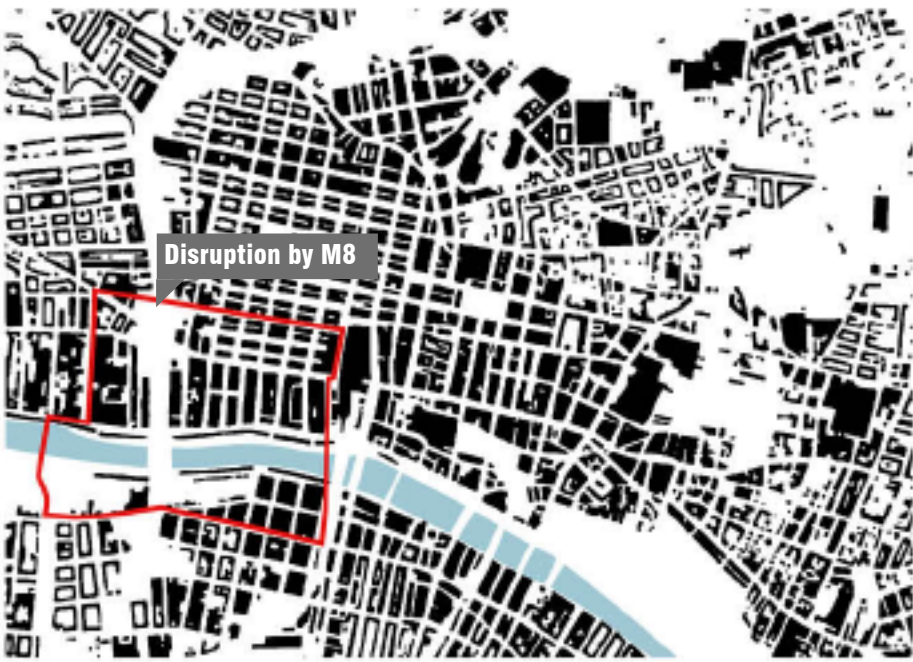
The 1778 city



The 1866 city



The 1909 city



The 1951 city



The 2012 city

Historic development



Port of Glasgow



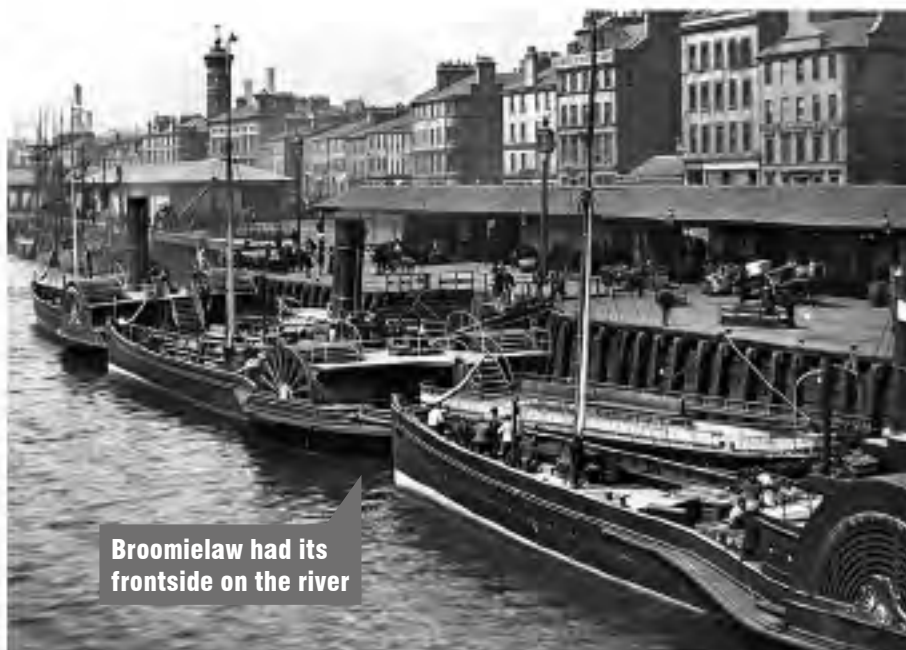
Some historic
buildings survived

Glasgow Cross



Glorious Argyle St

Argyle Street



Broomielaw had its
frontside on the river

Broomielaw Quay



Disruption by M8

M8 under construction



Problematic post-war renewal

Anderston Centre

Current: Fragmented urban structure Analysis built environment

Glaswegians are rightly proud of their built heritage, and many indicated anxiety that this rich legacy is threatened by lack of maintenance or inappropriate development. Many consultees reflected on the stalled regeneration of the area, north and south of the river and planning mistakes of the past, including the disruptive motorway, Modernist redevelopment of the Anderston Centre and the 'out-of-town' leisure park Springfield Quay.

- Site survey and analysis confirms the extent of the disrupted urban fabric, with a lot of empty sites. Streets have disappeared through the years whilst redevelopment has often disregarded the quality of these streets and public open spaces.
- Vast empty sites in Broomielaw and Tradeston are a big opportunity. The area has been hampered by complex landownership and the negative impact of the motorway.
- The area north-east of Anderston Cross consists of poorly integrated 70s buildings that face away from the streets and are blocking important connections. There is great scope for long term redevelopment.
- The Casino on Broomielaw Quay is too big for its context: it takes too much space from the pedestrian promenade; out of scale riverside pavilions should be avoided in future.
- South bank has an 'out-of-town' style leisure park and riverfront housing that fail to adequately integrate with the urban structure nor the riverside. Scope for long term redevelopment to repair the quality of the urban setting of the River, along north and southside.

**Badly integrated 70's structure
with lots of vacant spaces**

**Area never redeveloped
due to motorway**

**Building (casino)
blocks the riverside**

**Low quality 'out-of-town'
style leisure park**

**Residential development disrupts
urban structure and access to River**

**Post-war demolition Southern city
centre never repaired**

Current: Fragmented urban structure

Analysis built environment



(Y)our Great Buildings

Overview building projects

QUAYS WITH DIFFERENT CHARACTER

All quays along the river should have different characters with an emphasis on pedestrian and cyclist-accessibility.

NORTH BANK

- A south facing promenade with iconic architecture
- As a gateway to Glasgow city centre, greater building height is allowed along the river.
- Activate riverfront with lively streetfronts and small pavilions with diverse activities on the quays.

SOUTH BANK

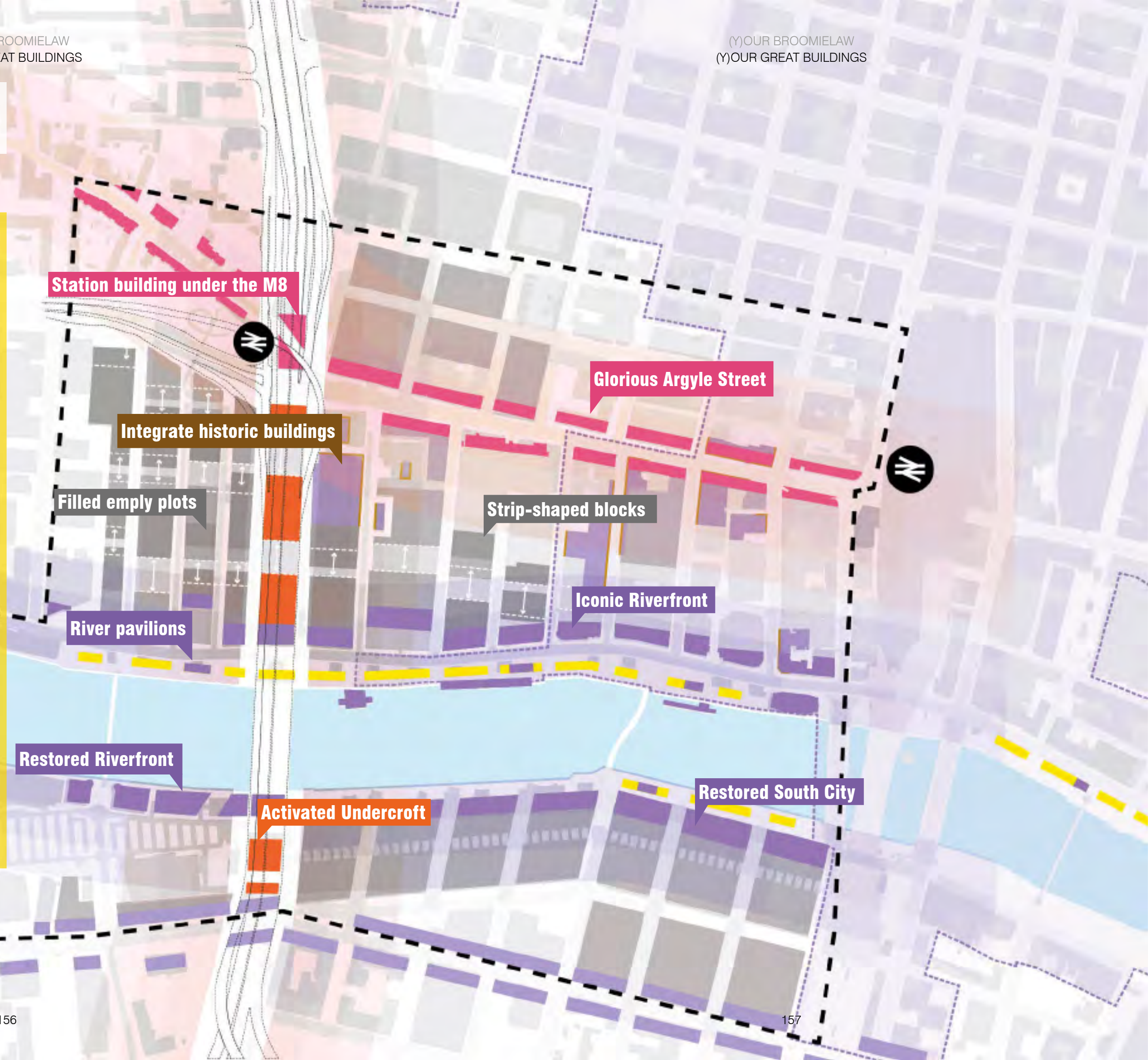
- A greener, car free landscape setting.
- Clyde Place should be closed to cars to enable the creation of a riverfront plaza linking to the restored connections along Windmillcroft Quay.

GLORIOUS ARGYLE STREET

- A busy city artery : Avenue.
- Buildings make the street, greater building heights allowed (with a setback).

THE REST

The areas behind the main streets (the 'in between' neighbourhoods) have quieter streets, lanes and plazas. Buildings are lower, creating a more light and loose layout, with different forms of housing and mixed functions (apartments, hotels,



(Y)our Great Buildings

Bigger context: repaired urban fabric

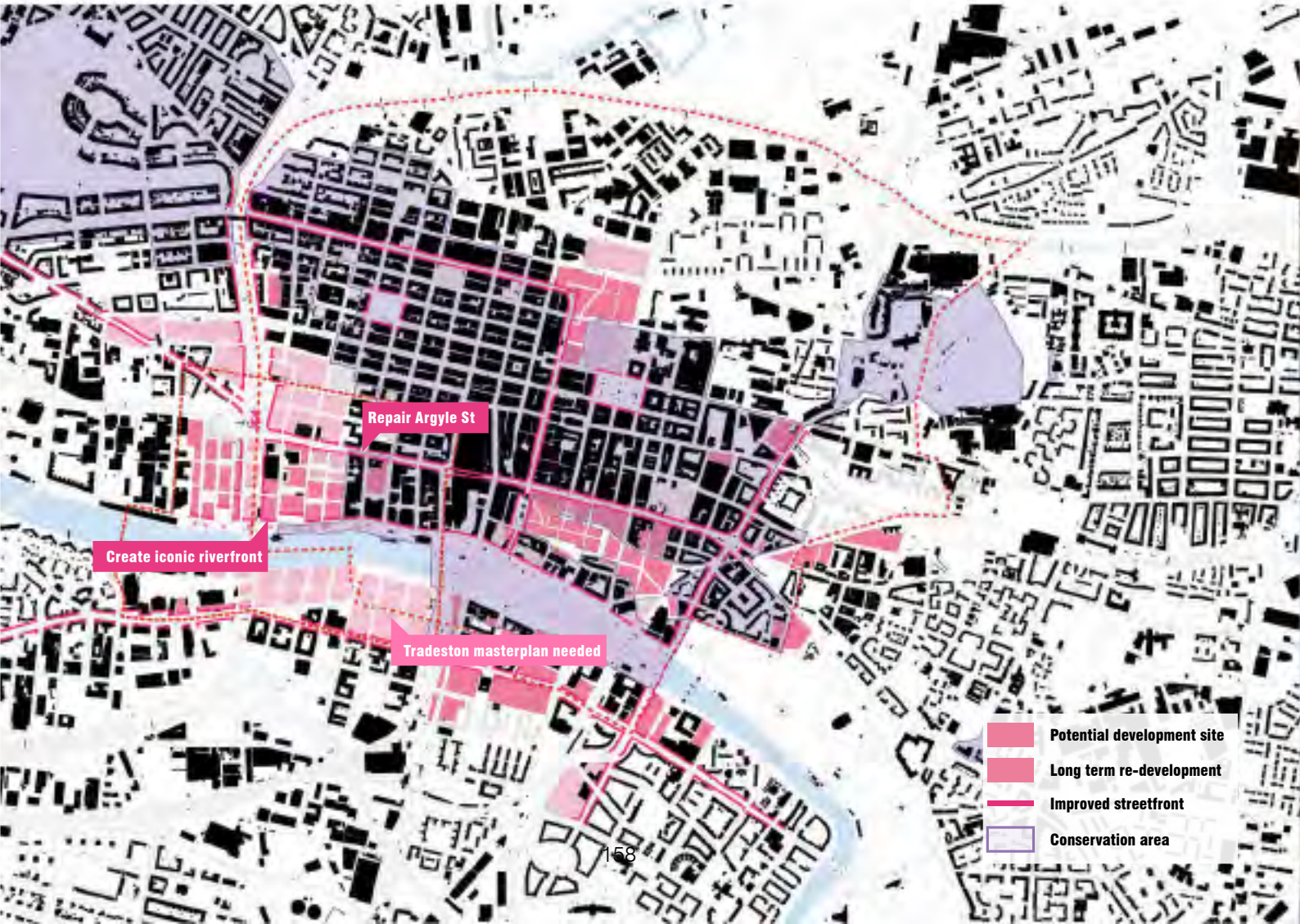


For the success of the city centre it is crucial that more people live, work and visit. This can be done by filling the last remaining vacant sites, re-using existing empty or under-used buildings and by upward extension of existing buildings ('topping up the city') which has been done in various central locations already.

Broomielaw has the largest development site in the city centre, in a strategic location on the River Clyde. This location, therefore makes Broomielaw's regeneration of national importance as it is pivotal to the regeneration of city centre and the River corridor, both of which should be national priorities. It can be a catalyst for further regeneration.

New development should be focused in locations where it can help repair the city fabric.

- More people living, working in the city centre makes the city more attractive and economically competitive.
 - Well defined public spaces are livelier, easier to 'read', have better micro-climate and are safer.
 - Neighbourhoods can be better connected, again.
- Key focus areas in Broomielaw DRF area: along Argyle Street, Anderston Cross, the Broomielaw Quay and in Tradeston.
 - New buildings need to 'make the street' and are directed towards the streets with their most lively and attractive functions and their best architecture.
 - It is advisable that Masterplans and Building Design Guidelines are made for each of these areas



(Y)our Great Buildings

Design guidelines needed

The city centre needs area-specific guidelines for buildings. This will lead to buildings with higher quality and stronger character. Clear guidance about the desired qualities of new design will assist public and private sectors.

It is recommended that guidelines for specific areas within the Broomielaw DRF are made, including Masterplans for Broomielaw, Tradeston and the River Park.

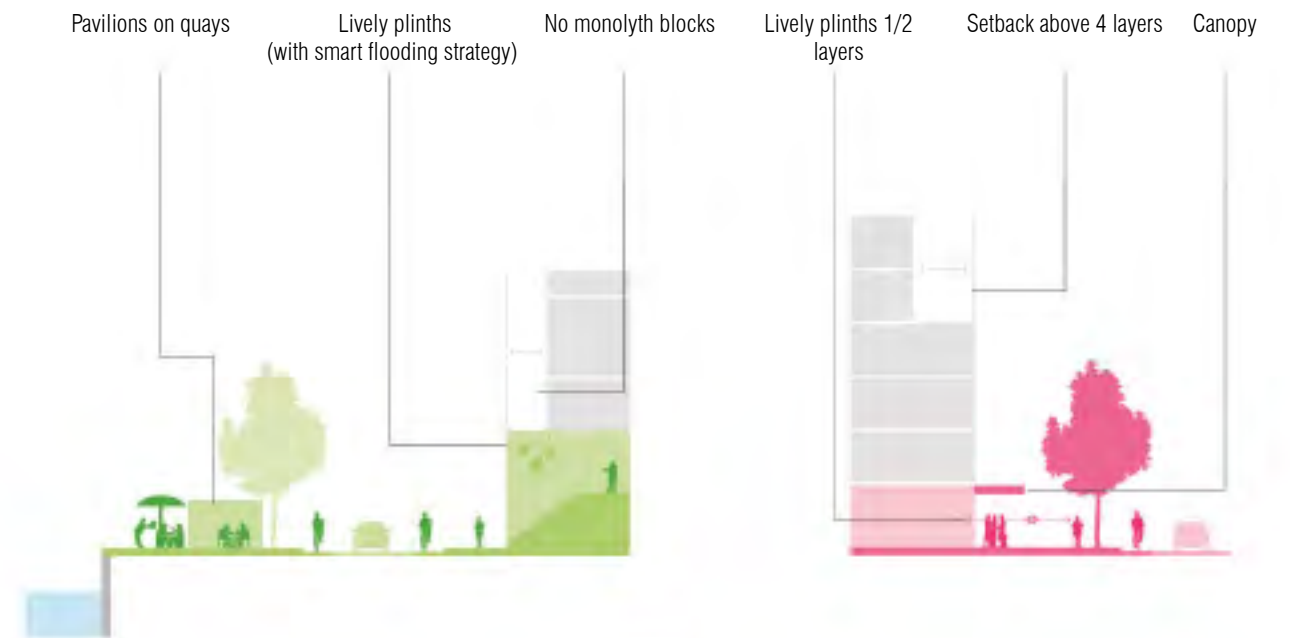
An initial list of topics that should be part of such guidelines should include;

- Buildings 'make' streets and squares.
- The shape of buildings ensures light in streets.
- Buildings that are human scaled, consistent in architecture/shape.
- Active ground floors are the most important urban design element of building. This is where lively and attractive functions should be located.
- On upper floors maximum effort is made to create a strong relation between in- and

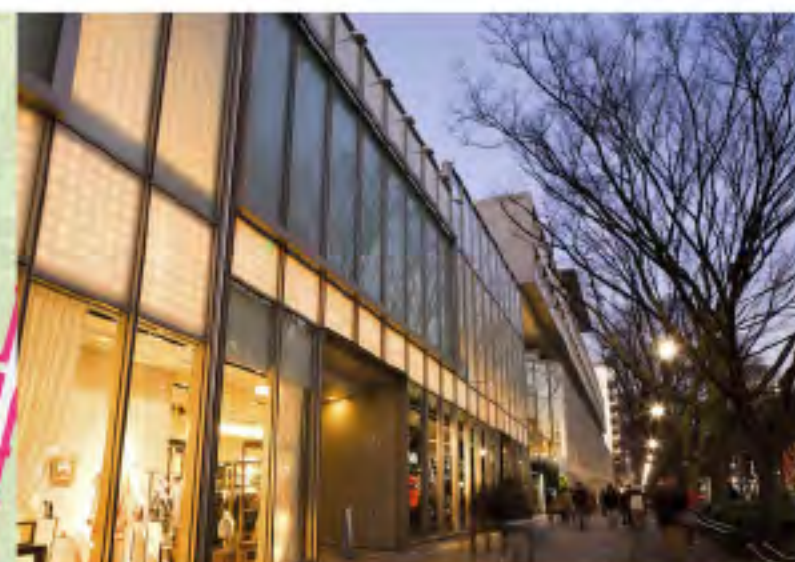
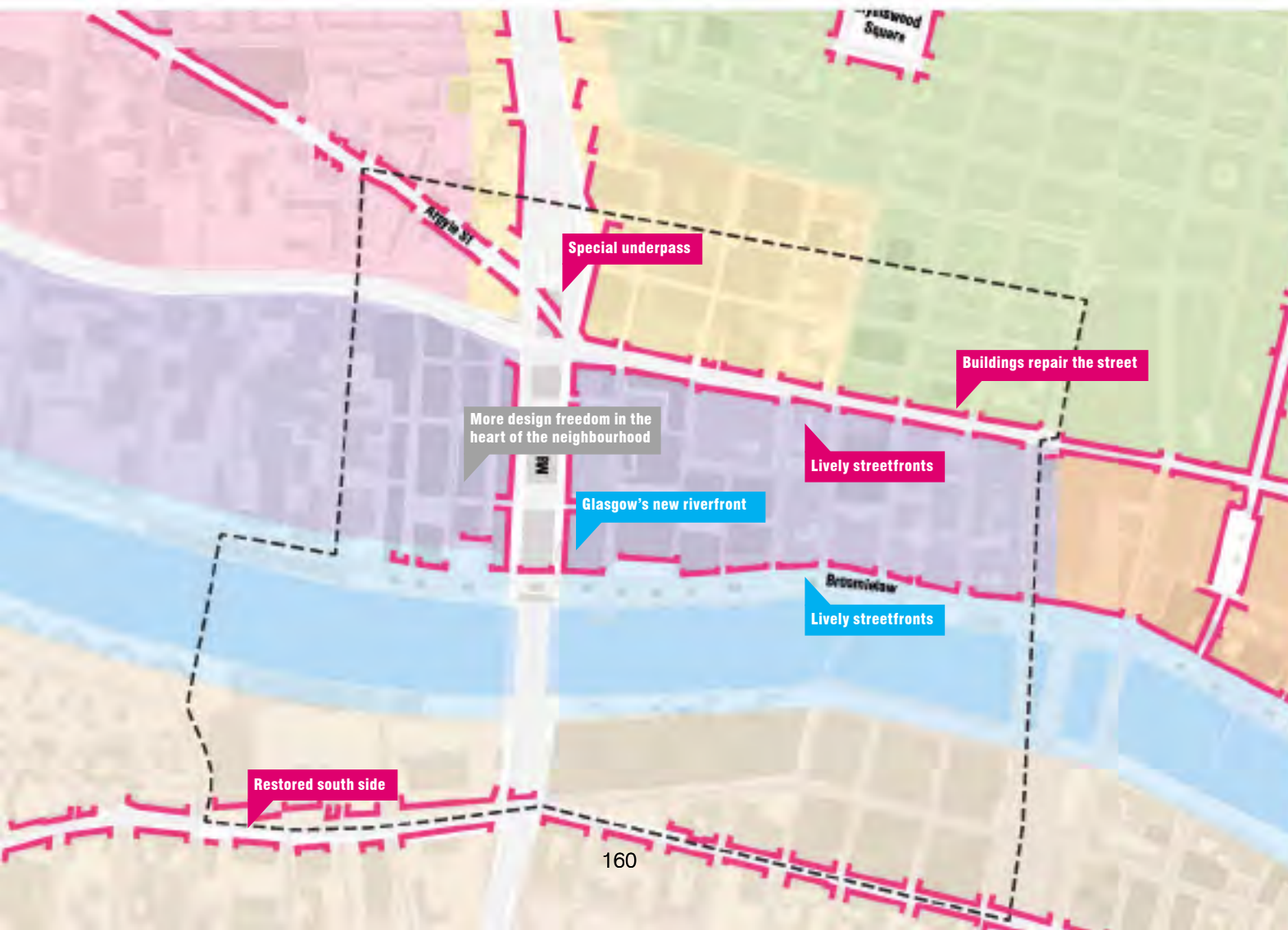
- Stronger guidance from the council is needed on building and street design quality. Too much freedom / lack of guidance tends to lead to poor quality buildings / spaces.

- outside (e.g. with balconies or loggia's).
- The architecture offers experience at all scales: the skyline, the streetscape, the elevation and the façade detail.
- Visibility of unattractive functions (parking, utilities, etc.) is kept to a minimum and carefully designed.
- Buildings are flexible for different uses and can adapt over time.
- Ground floors are high, allowing them to accommodate different functions.
- Alternatives to the above principles are possible as long as it leads to comparable or better quality.

Location: Broomielaw District.



Building design guidelines can be supported by graphics



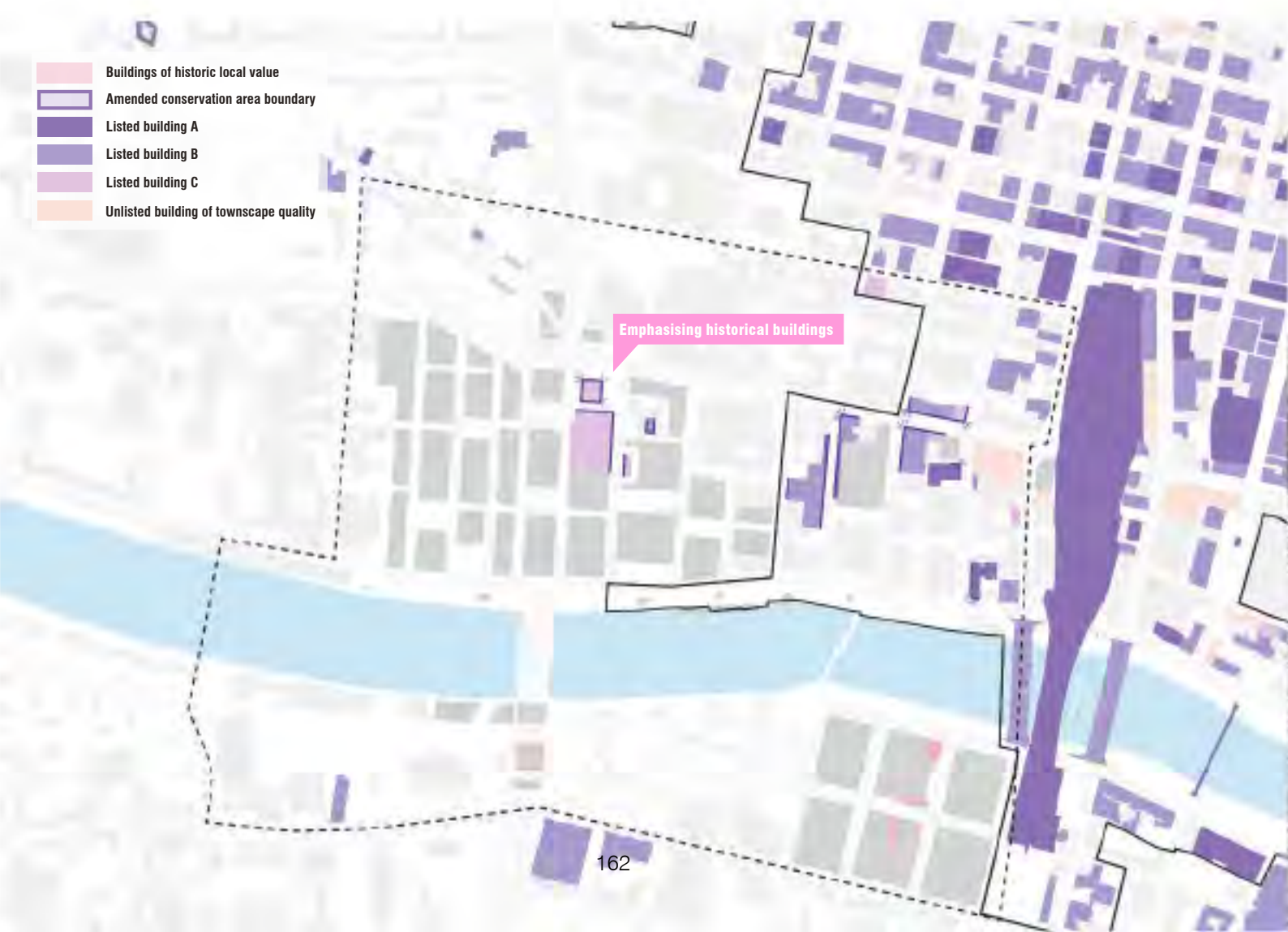
(Y)our Great Buildings Historic Broomielaw

The goal is to keep historic buildings, restore or adapt them for new uses. They bring strong character and variation to the Broomielaw and Tradeston streetgrid. Historic buildings that were originally part of a row of buildings (but now stand alone) can again become part of bigger urban block (typical for Broomielaw and Tradeston).

- The former school at Anderston Cross, which was designed as a free-standing building, can play a special role in giving character to this area.
- In Tradeston some original buildings remain (32-38 Clyde Place, 38 and 60 Kingston Street). These should be carefully integrated and deserve to become a centrepiece of new developments in the area.

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

Location: Broomielaw District.



(Y)our Great Buildings

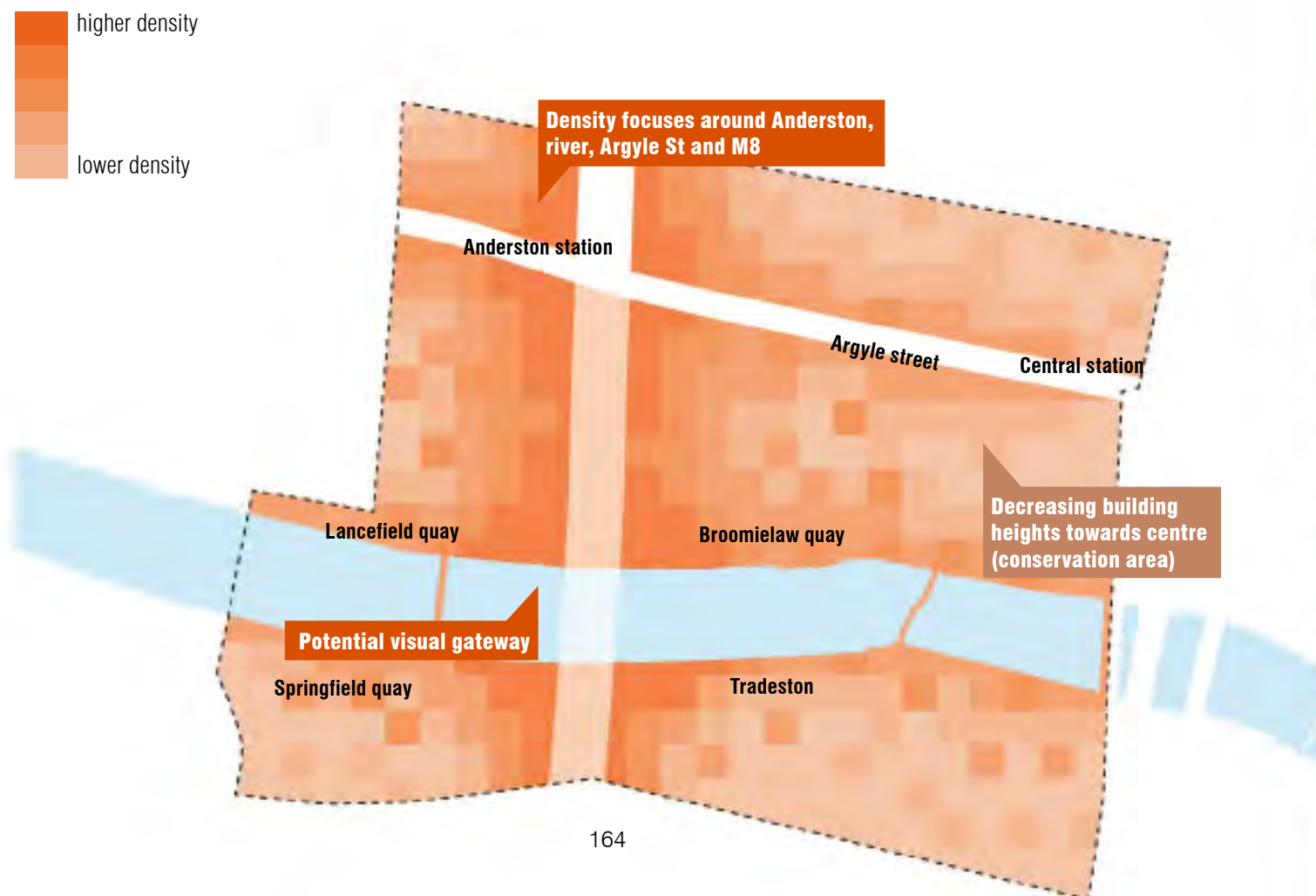
Higher density Broomielaw

To create a more lively Broomielaw DRF area and make better use of the great accessibility by public transport, Broomielaw (on the north-bank) requires a relatively high building density (Transport Oriented Design). The exact density needs to be researched (possibly as part of a Masterplan for Broomielaw).

- Higher buildings should be concentrated along main streets (Argyle Street, the Quays) and around stations (Transit Oriented Design).
- Closer to the Historic Conservation Area new buildings need to take account of stricter guidelines (dedicated policy required).

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

Location: Broomielaw District.



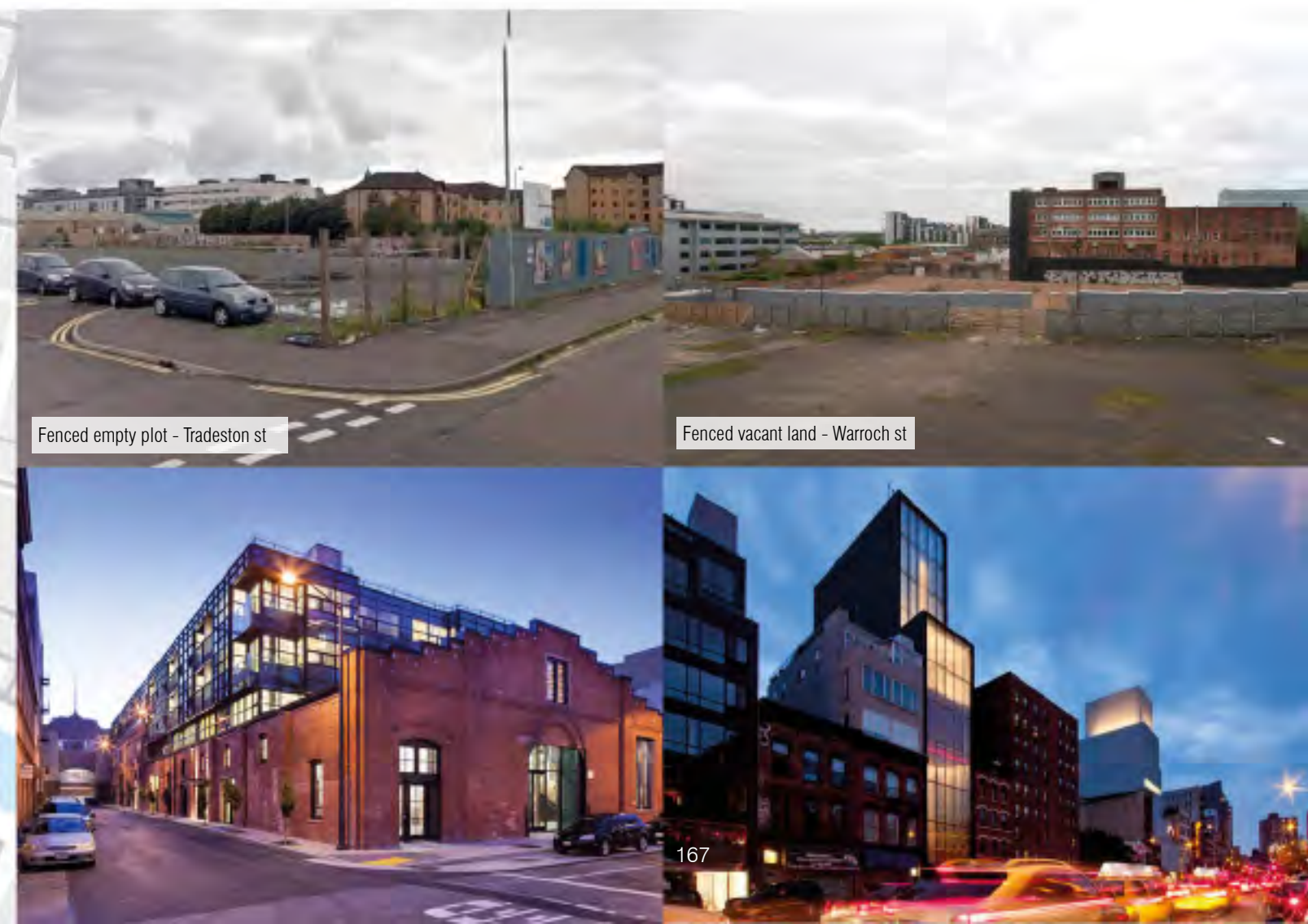
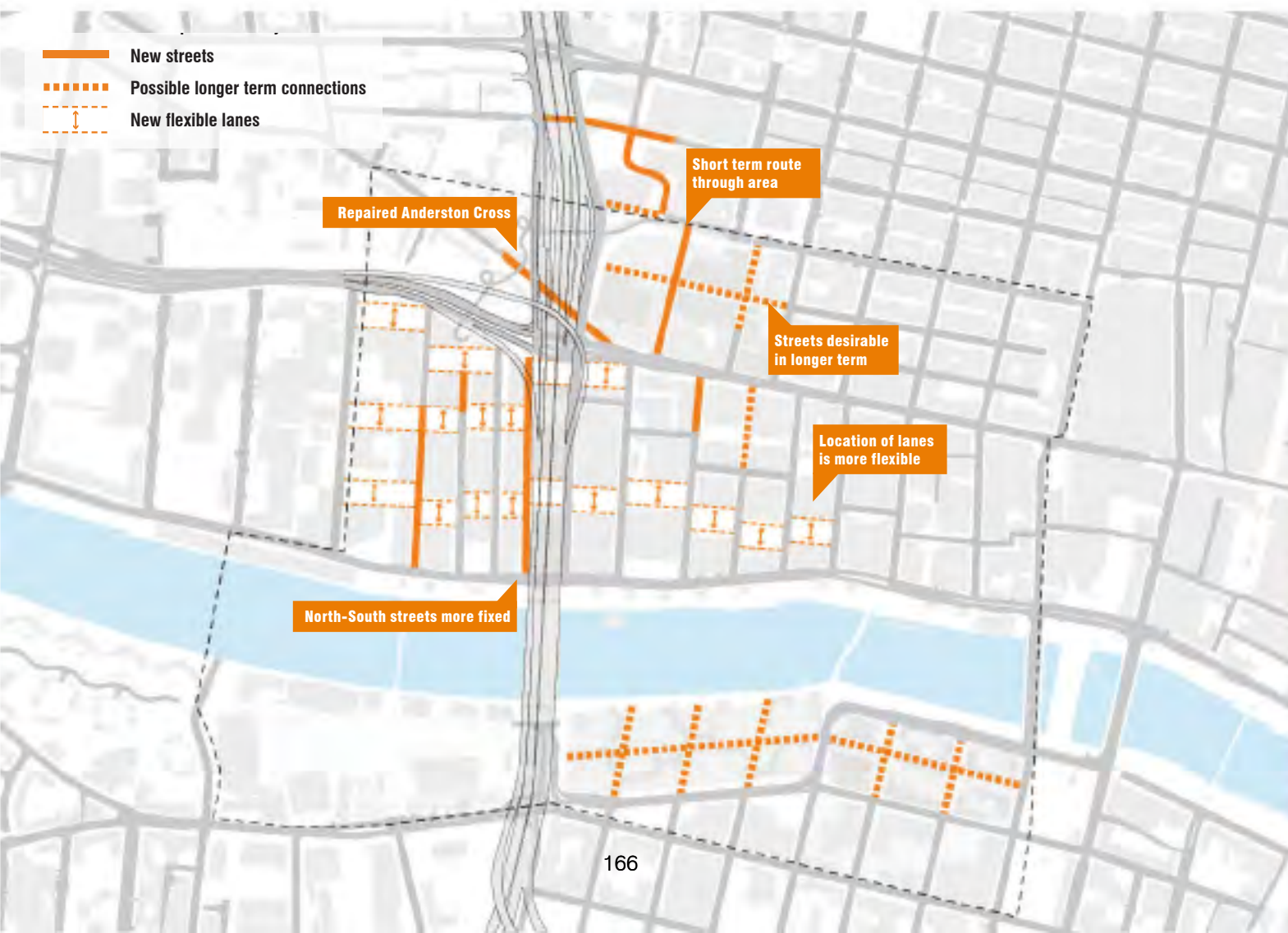
(Y)our Great Buildings Flexible Broomielaw

Broomielaw will be flexible: as long as quality is high and regulations do not frustrate developments.

- At an urban design scale: The exact alignment and width of the East-West route through new Broomielaw lanes and and plazas is flexible, as long as it remains a fairly logical and comfortable route. This accommodates land-ownership boundaries and reduces dependency on collaboration of land owners
- At a building scale: guidelines should not be dogmatic. As long as an alternative has equal or higher spatial quality there should be space for negotiation. Buildings are designed to allow for future adaptation (use and layout) (See: Building Design Guidelines)

- Having a flexible urban framework reduces dependencies between different owners
- Requiring flexible buildings (bigger floor heights, smaller footprints) reduces the chance that buildings are left empty and allows a neighbourhood to react to unknown futures
- Refer to Planning Policy Guideline

Location: Broomielaw District.



(Y)our Great Buildings

Lively streetfronts

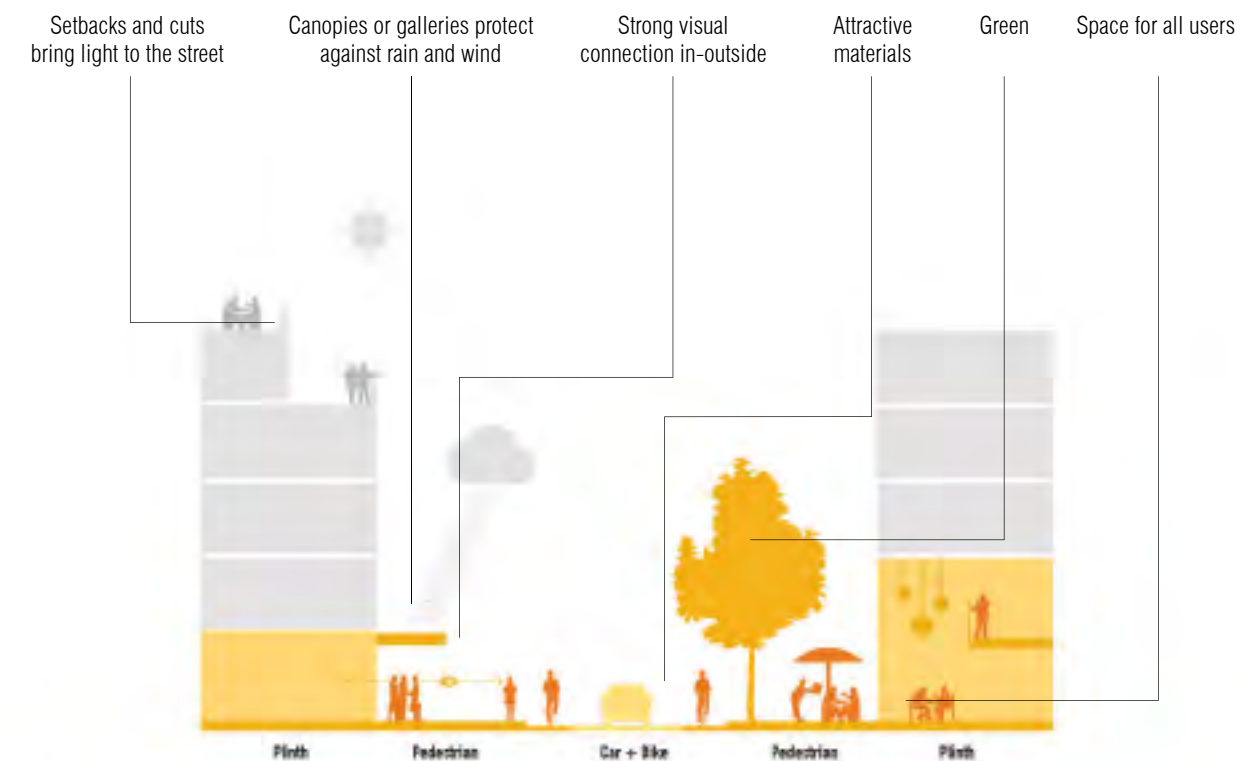
The ground floor (plinth) is where the building interacts with the street. To make Glasgow's city centre streets more attractive and safe, a strong focus on beautiful, active and accessible building plinths is needed.

Besides developing new buildings with good plinths, it is recommended to actively engage with owners and users of existing ground floor spaces to revamp streetfronts.

Ambitious Building Design Guidelines are needed to precisely describe the standards for each type of ground-floor use. See: "Design guidelines needed"

Location: Broomielaw District.

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



- Buildings
- River
- Masterplan boundary
- Primary streetfront
- Secondary streetfront

Lively streetfronts Argyle street

Lively streetfronts River side





The image shows a map of Broomielaw, a coastal area. A dashed line outlines the main development zone. Within this zone, several areas are highlighted in green and labeled with callouts: '(Y)our re-purposed buildings' (a cluster of small squares in the upper left), '(Y)our new offices' (a small cluster of squares in the upper center), '(Y)our green rooftop' (a small square on a building in the upper right), '(Y)our vibrant city centre' (a large, irregular green area in the center), '(Y)our plot fill' (a small square in the center), '(Y)our New homes' (a cluster of squares in the lower left), '(Y)our New homes' (a cluster of squares in the lower center), '(Y)our New homes' (a cluster of squares in the lower right), and '(Y)our New homes' (a large green area on the far right, adjacent to a body of water). The background is a light blue map with a grid of streets.

(Y)OUR VIBRANT BROOMIELAW

Current: Neighbourhood identity Land uses and neighbourhood character

The Broomielaw DRF area is composed of numerous distinctive neighbourhoods and areas. Some of these distinctions are historically important. Others have arisen following the imposition of the M8 or the infill of former industrial areas / docks.

Many consultees reflect on the variety of character areas within this piece of Glasgow. they also note that in every location there is significant scope to improve the vitality and vibrancy of these city centre neighbourhoods.

Observation (and consultees comments) confirm that the core of Broomielaw (including the IFSD) is felt to be dominated by office space, and is not a lively, active piece of the city centre. Blythwood Court and Windmillcroft Quay are isolated pockets of residential development that don't integrate into the city very well. Springfield Quay is more like an 'out-of-town' leisure park rather than a riverside destination. Tradeston and Lancefield Quay are characterised by large vacant sites and low-quality business space.

Cities are in constant change - and these distinctive areas are in transition.

Anderston
Isolated and quiet housing neighbourhood

Lancefield Quay
Low quality business area oriented westwards

Springfield Quay
'out-of-town' style leisure park

Blythwood Court
Poorly integrated 70's structure with lots of vacant spaces

Broomielaw
Monofunctional business district is an outdated concept

River Clyde
Low quality, under-used public space

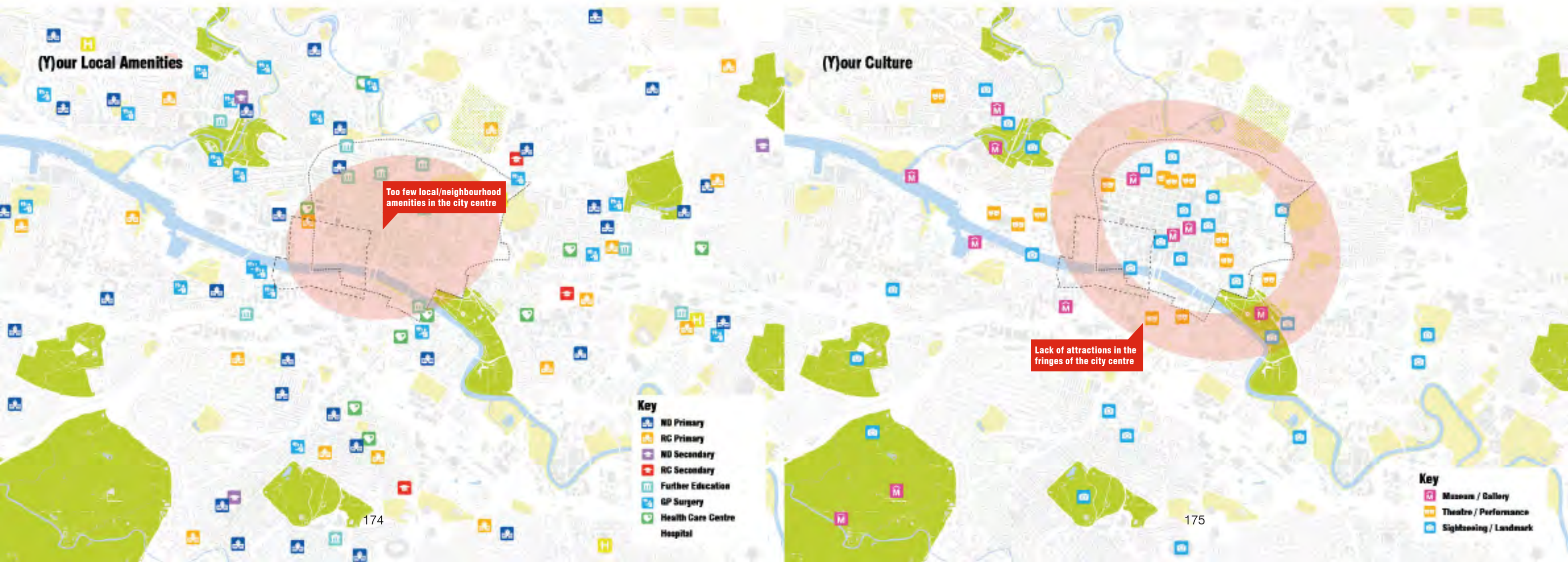
Riverview
Isolated residential quarter

Tradeston
demolished city quarter that never re-developed

Centre
Successful, mixed, but slightly harsh Central Business District

Current: Provision amenities around Broomielaw

- Currently there are too few local/ neighbourhood amenities in the city centre. This is one of the reasons why people do not want to live there.
- Increased community infrastructure should accompany increased city centre residential development and higher density of working populations.
- There is a lack of attractions in the fringes of the city centre, especially to the south. It is important to add some so visitors are drawn to those areas.
- Analysis of the location of attractions / destinations should inform the alignment of key routes across the city centre.



Current: Neighbourhood identity

Land uses and neighbourhood character



(Y)OUR BROOMIELAW
(Y)OUR VIBRANT BROOMIELAW

(Y)our Vibrant Broomielaw

Strong neighbourhood identities

Reconnected Anderston

By repairing the historic link between North and South Argyle Street and making the M8 underpass a safe and pleasant place to walk, Anderston becomes easily accessible destination for pedestrians and cyclists.

Events and Living in Lancefield Quay

Introducing more housing and attracting a range of people to live in Lancefield Quay will turn the area from a monofunctional neighbourhood that is only lively during big events into a local-scale, welcoming and dynamic area.

Activated River Park

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

Springfield Play Quay

Repairing the urban fabric, densifying the neighbourhood, improving quality of public space and turning it into a mixed development with entertainment and leisure facilities.

Blythwood Court Art Centre

From abandoned ugly 70's structure to a flourishing lively creative hub, where artists can live, work and display their work to public.

Welcoming Centre

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

Repaired Broomielaw

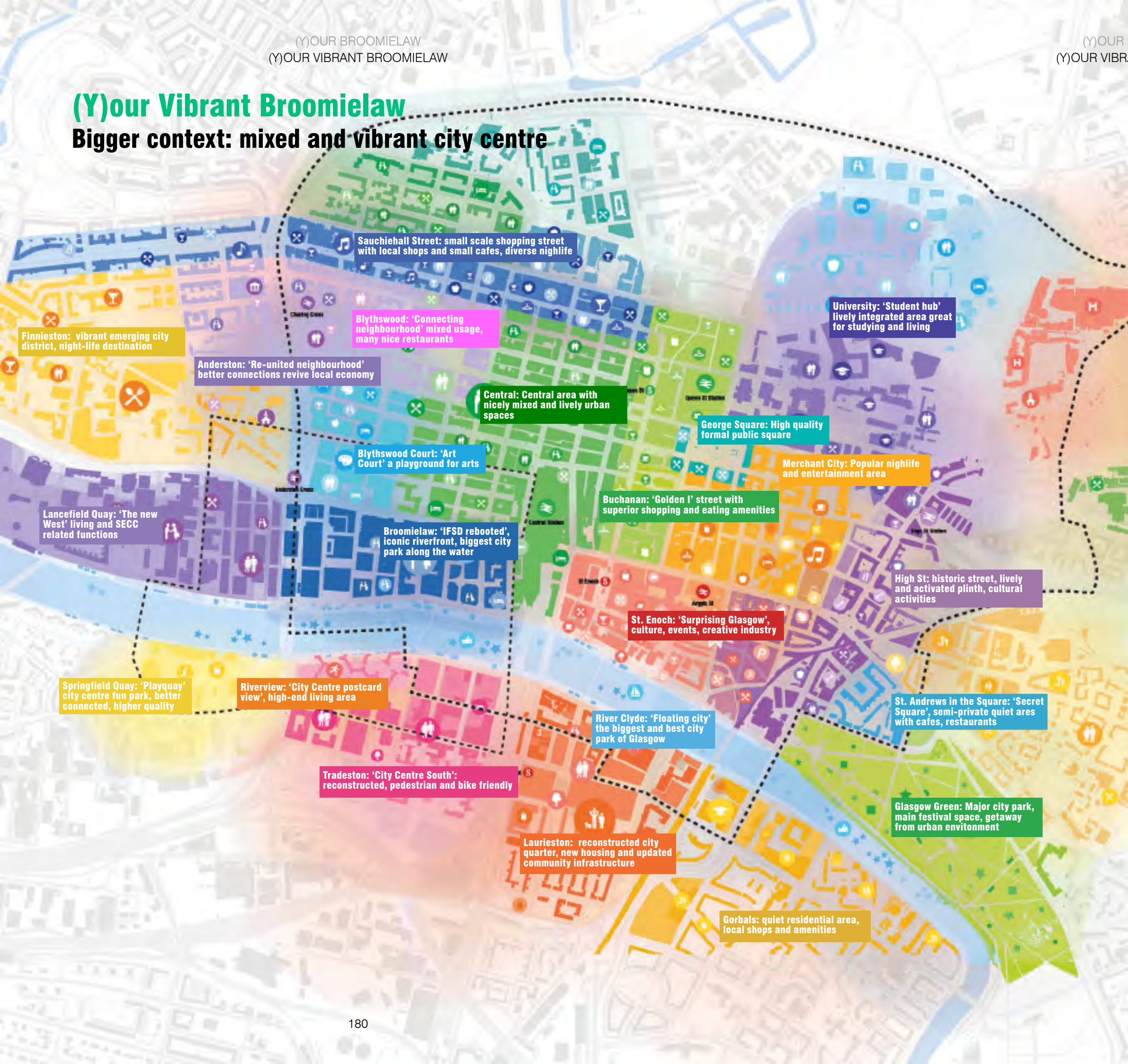
Repairing the urban fabric, achieving a high level of density by providing diverse range of workplaces, housing, leisure and hotels, establishing safe and welcoming atmosphere by designing great public space.

Tradeston South City

Reducing car dominance in the area and repairing urban fabric by building small-scale neighbourhood buildings and preserving existing historic ones.

(Y)our Vibrant Broomielaw

Bigger context: mixed and vibrant city centre



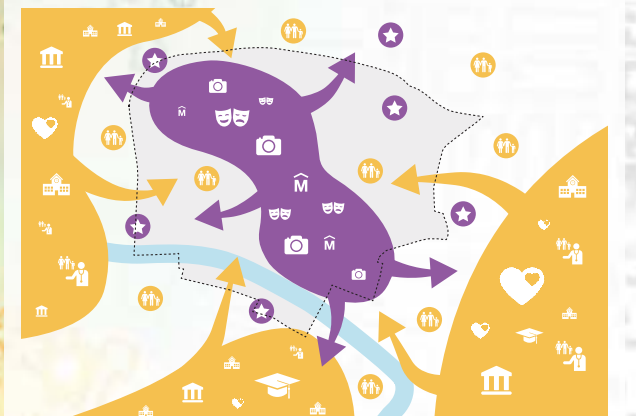
- More attractive neighbourhoods
- Better guidance for future developments

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

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

Location: City centre and surroundings.

Amenities in the centre's fringes



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

(Y)our Vibrant Broomielaw

Mixed and re-populated Broomielaw



Glasgow needs a more vibrant city centre with more inhabitants, more space for a variety of businesses and more activities to attract visitors.

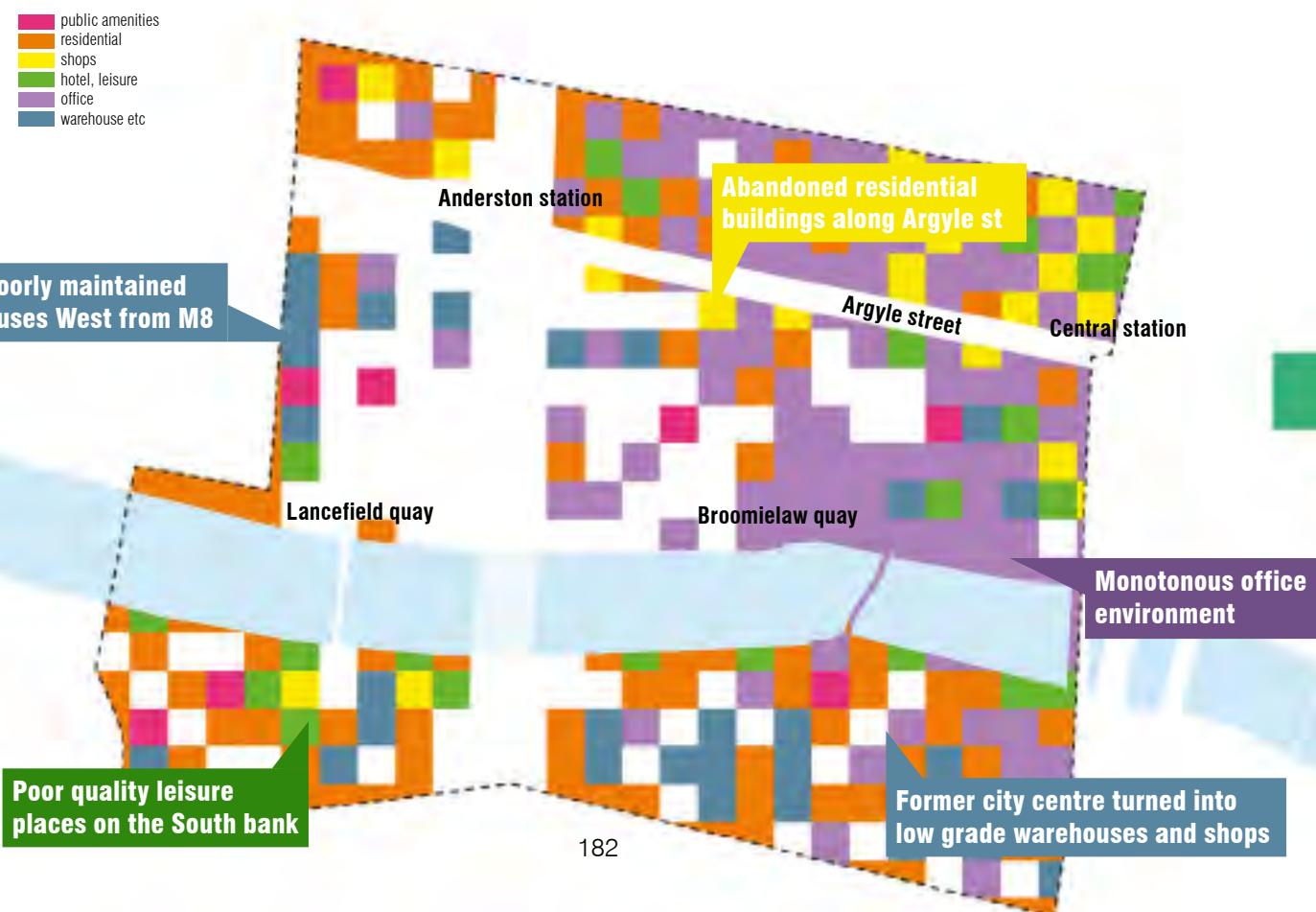
- The ambition is to increase the amount of inhabitants considerably so the city becomes more lively (also outside work-hours), leading to more viable amenities, a more sustainable, walkable and safer city.
- The ambition is to have a greater mix of use; as future businesses and inhabitants will demand lively surroundings full of urban amenities.
- The ambition is to attract more visitors by taking better advantage of existing highlights (quality functions / mix-use, spatial revamping, making better accessible and visible) and by adding new remarkable, typically Glaswegian places and activities.

- Turn Broomielaw from a monofunctional into a mixed up neighbourhood. This is necessary to attract more inhabitants, generate more space for a variation of businesses and bring more visitors

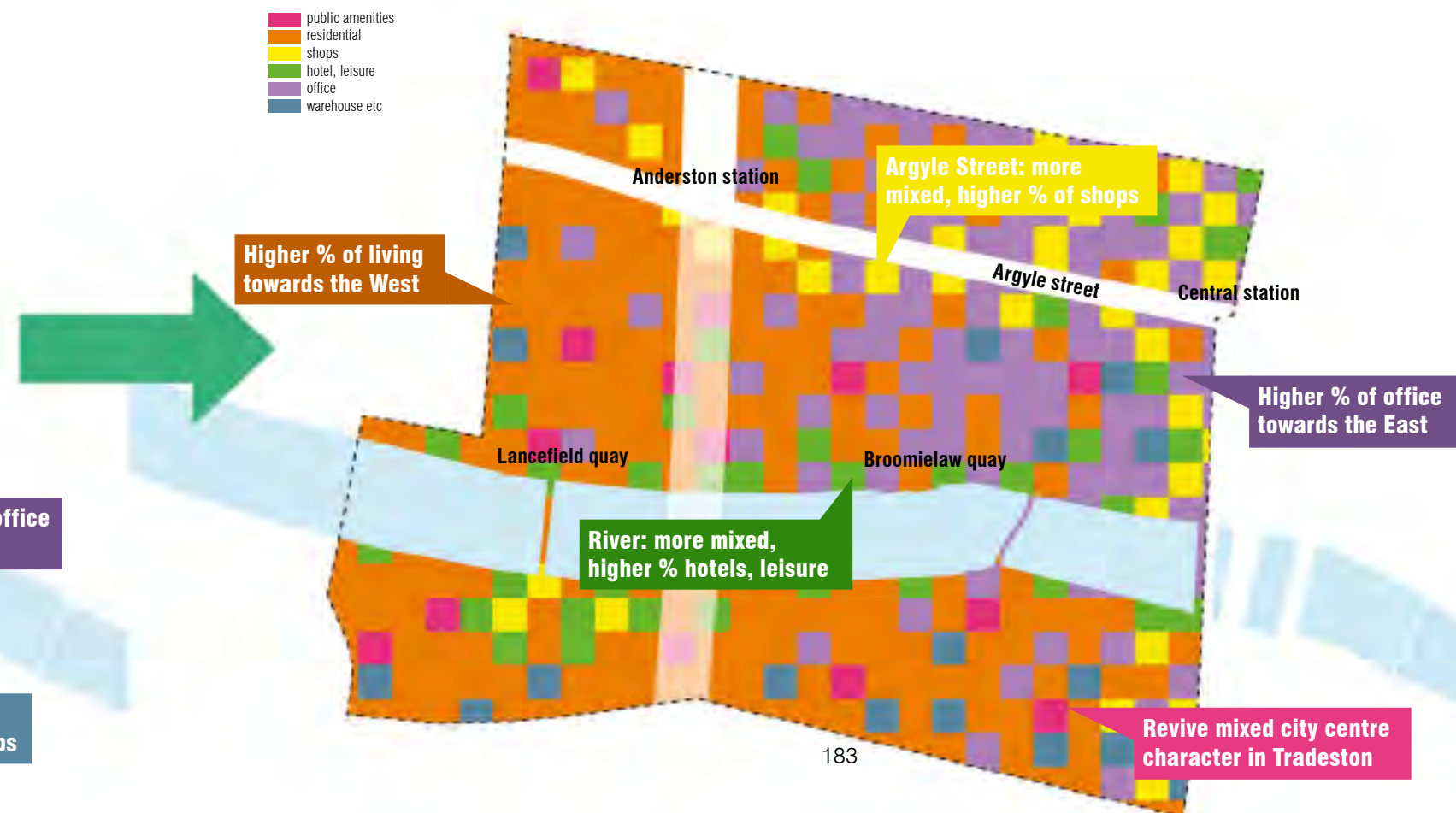
For Broomielaw this means that:

- Offices are focused along the main streets.
- Shops along Argyle Street.
- Leisure, hotels, bar/restaurants are focused along the quays.
- Sports pitches and play spaces can be found primarily along the quays but also under the motorway and on neighbourhood squares.
- Housing and community infrastructure is concentrated in the (quieter) heart of the neighbourhoods.

Location: Broomielaw District.



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(Y)our Vibrant Broomielaw

IFSD 2.0

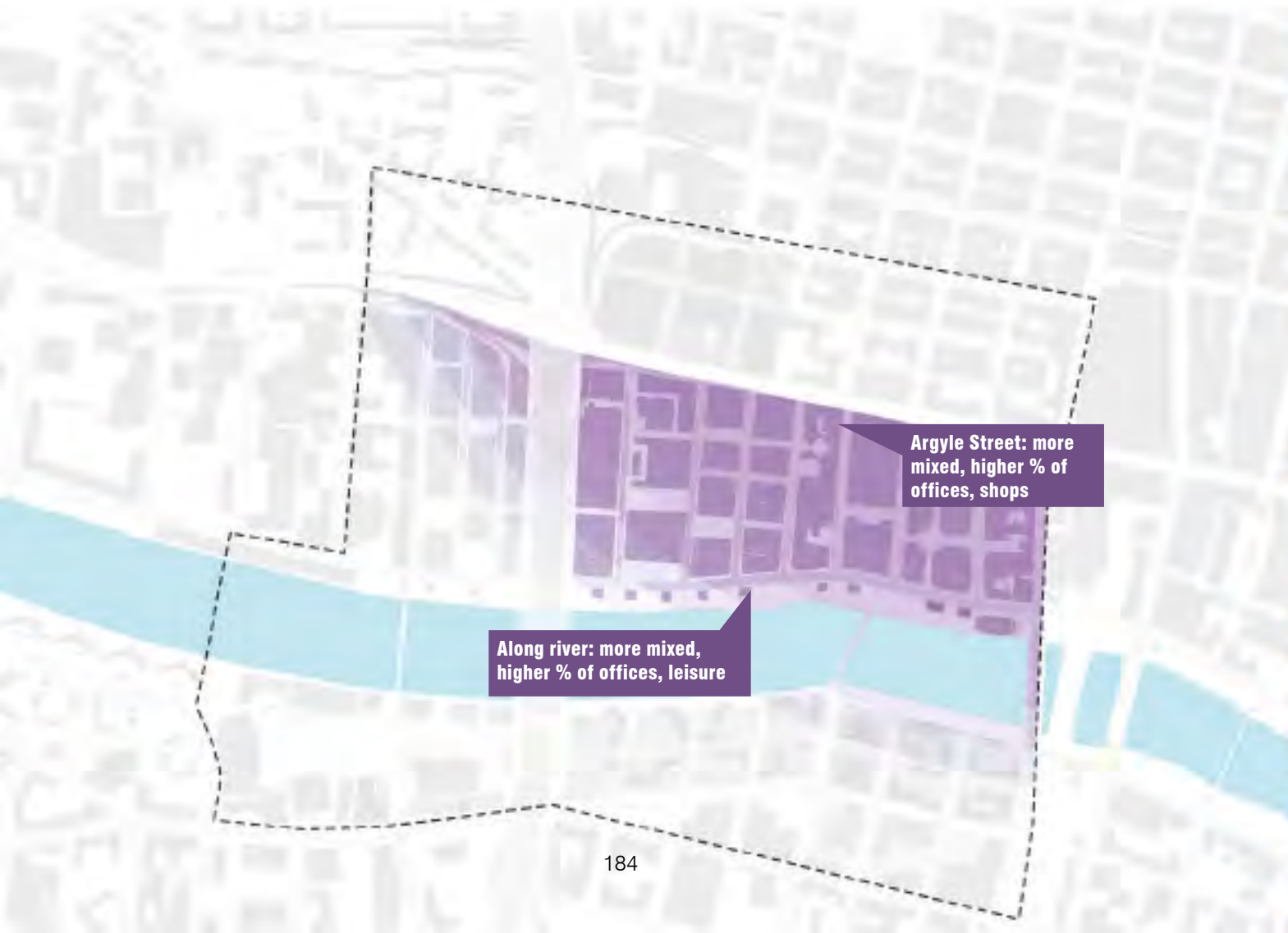
The concept of a monofunctional business district with big floorplate office buildings only is outdated. Mix up uses and activities in Broomielaw: going from mono-functional to mixed-use city district.

- Businesses demand a variation of workspaces: different sizes (tendency to go smaller/more efficient), formal/informal, cheap/high-end, etc.
- Today's businesses and employees demand a lively urban environment: amenities like bars, restaurants, shops, sports and culture around the corner.
- Spaces should be flexible for conversion over time: from single-tenant to multi-tenant and even to housing.

The Broomielaw IFSD includes Central Business District North of Argyle St.

- It is crucial for the success of the IFSD that the neighbourhood is more mixed and that there is greater variety in the offered types of workspaces. This requires a change in the land-use policy
- the Placemaking Principle outlined in the CDP should enable a more flexible approach in policy to enable appropriate and complementary uses within the city centre to create a diverse, vibrant and convivial place; at least an '18 hour' city rather than one which only comes alive sporadically.

Location: Broomielaw District.



(Y)our Vibrant Broomielaw

Re-populated Broomielaw

One of the most important goals is to increase the number of people living in Broomielaw. There are gap sites capable of accommodating residential development, as part of a mixed-use district. There is also a significant existing building stock which is vacant or under-occupied and could be adapted for residential.

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

- Broomielaw should offer a wide mix of houses: for students, starters, families, elderly; catering for all budgets, tenures, cultures, long/short-stay. This means a range of house types including apartments, townhouses, PRS etc.
- To attract new inhabitants, good community infrastructure is required : schools, daycare, sports, play, health, social places. And it requires more attractive public spaces: green, safe, less car-dominated.

Location: Broomielaw District.

- The city centre currently has low population density in comparison to equivalent European cities
- Repopulating Broomielaw DRF area is vital to making a more successful and attractive city centre
- Glasgow city centre needs more permanent residents to create a 'baseload' of daily activity and street life
- More residents will enliven the district and create safer streets that are overlooked and have increased footfall
- Create a more dynamic and lively city centre, which has a smoother transition from daytime to night-time economy
- Diversify current office and retail-oriented neighbourhood

Heart of the neighbourhood: less mixed, higher % of living

Heart of the neighbourhood: less mixed, higher % of living



(Y)our Vibrant Broomielaw

Remarkable Broomielaw - a building, public space or function?



Is there a building, public space or function that could change perceptions and turn Broomielaw and/or Tradeston into a major destination? Yes there is the new River Park, but is it enough to turn?

- Adding a landmark (building, public space or function) can help to turn Broomielaw and/or Tradeston into a major destination

Location: Broomielaw District, especially South bank.

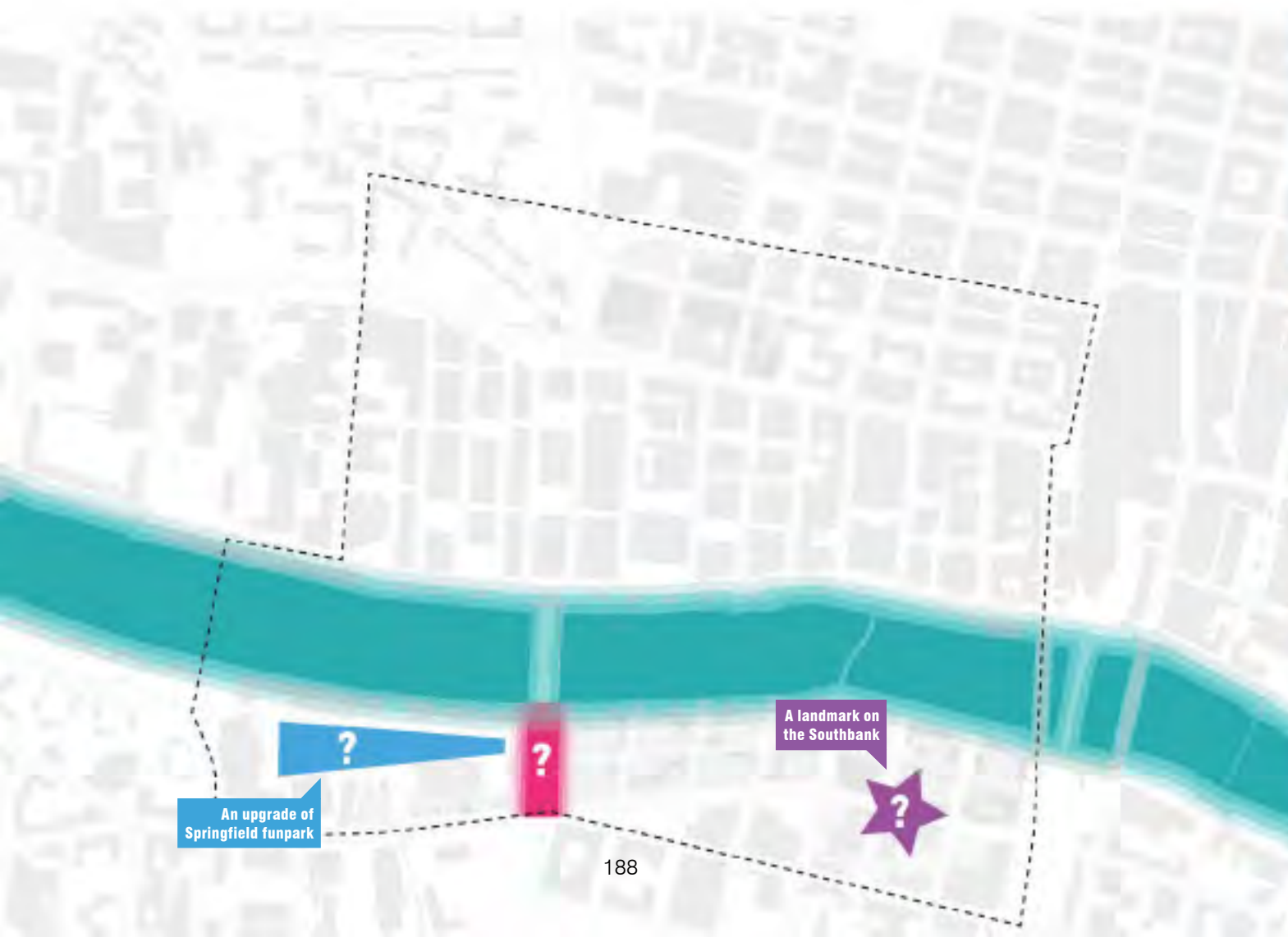
- Both Broomielaw and Tradeston are currently off the tourist map and there is a need to identify a building, public space or event that could change perceptions. The impact of the proposed River Park will not be enough to drive this change in perception.
- There are opportunities on both sides of the river, transformation of the Kingston Bridge undercroft, a re-vamped Springfield Quay.
- If such a new landmark were available the preferred site would be on the south bank, which would have the added benefit of connecting both sides of the river.



A special building in Broomielaw or Anderston



.... square in?



(Y)our Vibrant Broomielaw

Hotel and leisure

Broomielaw DRF area can contribute additional hotel / visitor bed spaces and leisure to cater for tourism (incl for business). Riverfront should become a destination in the city centre, as well as strategic link to SECC Events campus.

Increased visitor numbers will increase footfall, and increase demand / viability of complementary uses that would benefit tourist and the resident / working population of Broomielaw / Glasgow. In combination increased leisure and tourism along the Clyde would help restore / regenerate Broomielaw DRF.

Leisure, hotels, bar/restaurants should be focused along the quays

Location: Broomielaw District, mostly along the river.

- Broomielaw DRF area (especially the River corridor) should enhance and be at the heart of Glasgow's leisure and tourism offer – which should contribute to 1m increase target set in the Tourism Strategy
- DRF area is strategically located to connect existing destinations
- The river will become a regional leisure destination, attracting visitors



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(Y)our Vibrant Broomielaw

Shops

To support a high density, mixed use urban district with more residents, a greater variety of shops, located in optimum locations to support and generate footfall / activity. Retail demand would be bolstered by increased residential and working population in the DRF area as part of a mixed use quarter.

Strengthen existing clusters and streets, especially Argyle Street.

Location: Broomielaw District, mostly along Argyle Street.

- Shops need to be situated along main streets(Argyle St) to create a critical mass (economic viability and liveliness)
- Supports lively streets / active frontages / building plinths

(Y)our Vibrant Broomielaw Community Infrastructure

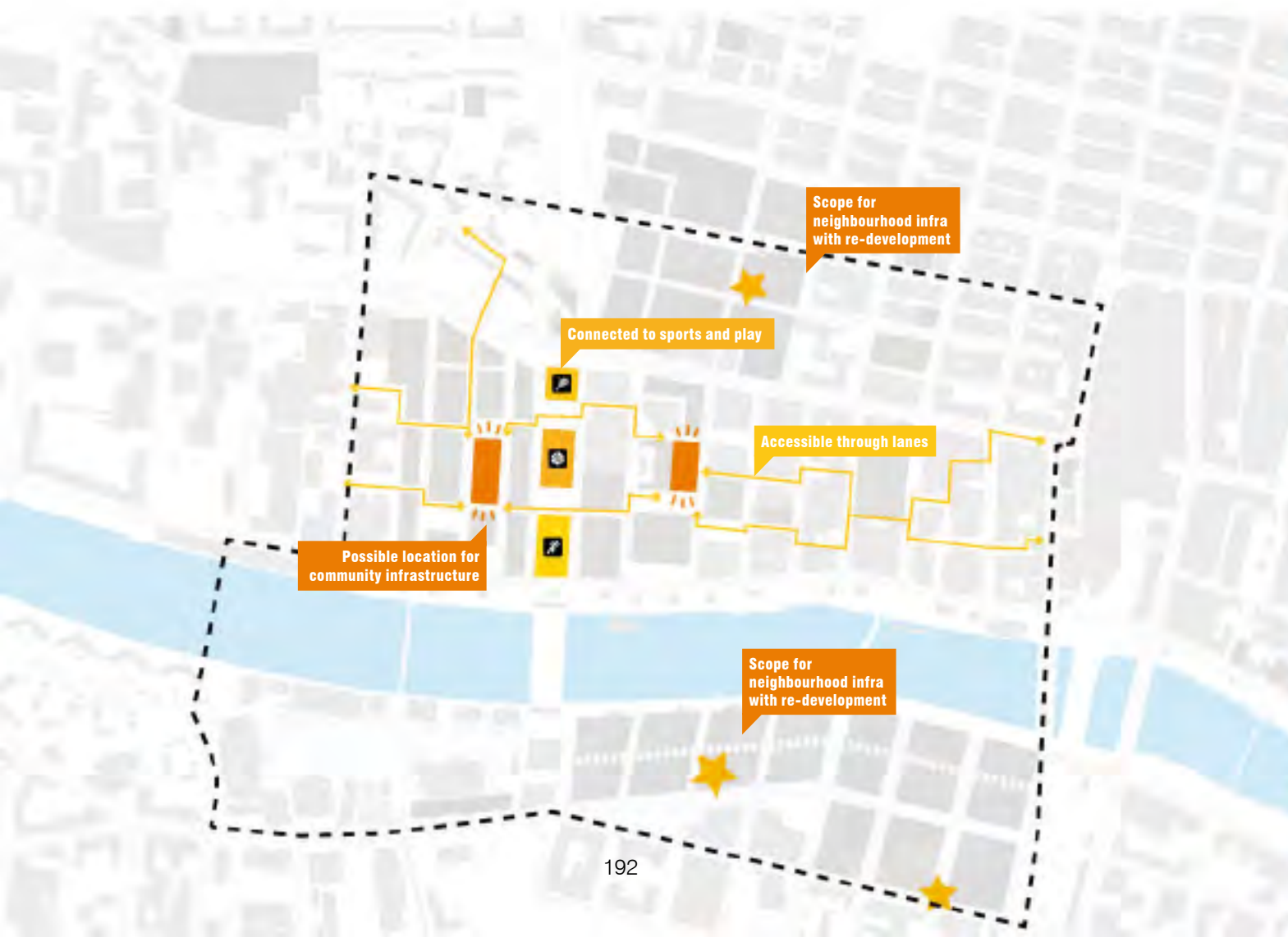
Schools, nursery daycare, healthcare, and community spaces are crucial for attracting new inhabitants. Located in the heart of the neighbourhood, where there is less through-traffic and it is closer to the users. The lanes/plazas within renewed Broomielaw, Tradeston and Lancefield Quay should provide an internal structure for children to commute to school. Schools and daycares are located close to sports and play facilities, providing opportunity to share.

- Community infrastructure is crucial for attracting new inhabitants and investors
- A coordinated approach to deliver new community infrastructure alongside new residential development is required

Location: Broomielaw District, in the more quiet heart of neighbourhoods.



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



(Y)our Vibrant Broomielaw

Sports and play Broomielaw

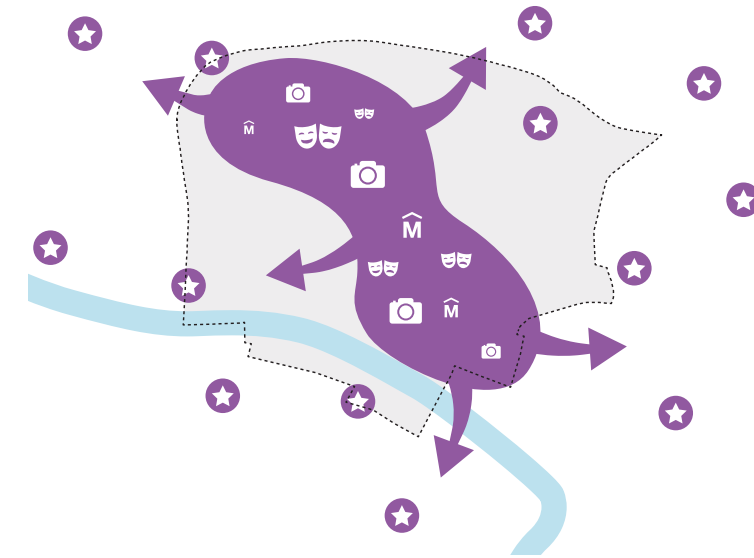
(Y)our River Park would be a major new sports and recreation park with long distance cycling and walking routes, training loops, fitness objects, sports pitches, play spaces for all ages. These would be located along and on the river.

Within the park some special places could exist:

- Springfield Quay an improved and better integrated leisure destination.
- The Kingston Bridge undercroft redefined as an all weather sports and play space.
- The possibility of adding an indoor or outdoor event/music venue in Broomielaw as major attractor is worth investigating.
- In the neighbourhoods smaller plazas and pocket parks provide play spaces on a more local level. Also connected to schools and daycares.

- Sports and play facilities help to attract new inhabitants and investors
- Makes people happier and healthier
- When related to the River Park they can play a role for the whole city

Location: Broomielaw District, mostly along the river and in the Kingston Bridge undercroft.



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



(Y)our Vibrant Broomielaw

Tree school / nursery

Start growing trees as early as possible to increase the value of the area. There are two options: 1. Use available empty plots for growing trees that can later be re-located in the neighbourhood (regular rootball treatment required for moving). 2. Immediately place trees in the right position in parks and along streets (reduces flexibility for e.g. underground infrastructure works).

Location: on empty building plots.

- Start growing trees now to increase the value and attractiveness of the area



Temporary use of buildings

The city council and local stakeholders can facilitate the temporary use of empty buildings by reducing regulatory obstacles, low rent cost and active match-making. Attractive and fresh users can create buzz for the area.

Location : identify potential trial locations (eg. Atlantic Quay)

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



Temporary sports pitches

Use available empty plots for temporary sports fields and installations. Find a way around official regulations to save cost. The DIY sports field? The virtual sports field that is only marked by light?

Location: Kingston undercroft, North and South bank.

- Temporary sports pitches fix the current lack of such spaces in the area and attract new inhabitants/investors



Temporary community farm/garden/place space

Allow local inhabitants or other stakeholders to temporarily make their own gardens and play spaces. A clear agreement on responsibilities is crucial.

These initiatives could develop and learn from the Stalled Spaces programme.

Location: on empty building plots.

- Temporary community farm/garden/play spaces generates social interaction



(Y)our Vibrant Broomielaw

M8 take-over

Consider staging an event that makes people aware of the disadvantages of M8 (noise, pollution, ugliness, disconnected) and the possibilities of using the M8 and the area around it differently.

- Start a public discussion about the future of the M8 (transform from motorway to city boulevard).
- Start with a small event (take-over one/two motorway exits temporarily) and expand into an annual festival.

Location: M8 and on- and off-ramps.

- A motorway event will make people aware of the disadvantages of M8 and may start the thinking about a city without a motorway through the city centre



Art Event

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

The art festival can be part of other temporary project and events like: the rooftop event, a street festival, etc.

Location: Broomielaw District.

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



Street festival/ food trucks

Street festival can help to change the people's perception of an area. The Broomielaw Street Food events have started to change Glaswegian's perception of the quayside. Future events could be organised to trial other locations or sharpen thinking about the quays (in anticipation of the River Park concept). In addition they could be arranged along with a temporary road closure to demonstrate the impact of less traffic and more activity on the quays.

- Start with a small event (take-over one/two streets) and expand it to an annual festival.
- Create public involvement by organising an open call for local initiatives.

Location: Broomielaw Quay

- A street festival will help to change the mind-set from a car dominated to pedestrianised city centre



Light Festival

Expand thinking with respect to a city centre lighting strategy via a light festival. Focus on less well frequented parts of the city such as: the river / quays, the motorway undercroft, gap sites in Broomielaw and Tradeston. Re-establish a Radiance Festival type event on an annual basis, using lighting to start a debate and call for ideas for the city's regeneration.

Location: Broomielaw District.

- Expand the successful light festival to lesser-known parts of the city
- Emphasise special building / structures / spaces





The background is a light purple map of Broomielaw, showing a grid of streets and building footprints. A dashed black line outlines the main area of interest. Several red-shaded areas represent planned developments, each with a white text box label:

- (Your green rooftop) - located in the upper right quadrant.
- (Your new offices) - located in the upper middle quadrant.
- (Your re-purposed buildings) - located in the middle left quadrant.
- (Your vibrant city centre) - located in the middle right quadrant.
- (Your plant solid) - located in the middle right quadrant, below the city centre.
- (Your new homes) - located in the lower left quadrant.
- (Your new homes) - located in the lower middle quadrant.
- (Your new homes) - located in the lower right quadrant.
- (Your new homes) - located in the bottom center quadrant.

TRANSFORMING (Y)OUR BROOMIELAW

Current Broomielaw

The Broomielaw DRF area includes parts of the city that have been the focus of numerous regeneration initiatives over recent decades. Several Masterplans have been prepared for the area, north and south of the river. However many of the regeneration challenges persist (gap sites, lack of a diverse local economy, low residential population). There's frustration that transforming the DRF area has stalled and investment has been attracted elsewhere. This DRF has to enable transformation of the study area to dispel any residual scepticism that well intentioned plans for this part of the city have failed to deliver.

The Broomielaw area itself was the principal focus of the International Financial Services District initiative from the early 2000s. The IFSD proved successful in securing investment, employment and commercial redevelopment of the north bank but has stalled post-2008 banking crash. Progressing the transformation of this key location presents a significant challenge and opportunity for Glasgow. Tradeston, on the south bank, has often been overlooked but its riverside location and proximity to the city centre and national infrastructure should demand a stronger focus. The combined regenerating of Broomielaw and Tradeston makes good sense, coordinate efforts on both banks of the river and should help to redefine the city's relationship with the Clyde.



Transforming Projects Overview

Glasgow has a hard won reputation for pioneering effective ways to tackle regeneration. Transforming Broomielaw DRF area will require applying lessons learned from elsewhere in the city (and beyond) as well as developing new approaches that address the unique circumstances in the DRF area. There is an opportunity to trial and apply new thinking in terms of public policy, ways of collaborative working and promoting partnerships to help transform Broomielaw and deliver the ambitions set out in this DRF. Where pilot projects are proven to work every effort should be made to ensure they become common practice, not the exception.

Across the DRF there are current (some substantial) plans to initiate change in these locations. These proposals should be enabled in a way that responds to the vision and guidance set out by this DRF. To do this, and secure funding and deliver lasting change, there should be the resources, expertise and leadership to progress the projects in line with this DRF. This requires specific focus by Glasgow City Council on the city centre. However the City Council cannot transform the Broomielaw DRF area alone.

This nationally significant regeneration project demands input, active collaboration and coordinated partnership working with as wide array of stakeholders. The (Y)our Broomielaw team should include the local community (resident, business, civic), local and national agencies (including Scottish Government) and all sectors (public, private and voluntary) working together to access the expertise and funding necessary to implement the physical, economic and social regeneration of Broomielaw DRF. It is hoped that this DRF can act as a call for action and help enable transformational change in Broomielaw.

Through an initial analysis of the Operation Services being delivered by the Council and their partners, as well as numerous discussions with those active in the local area, there is scope to adjust service delivery and enable better knowledge sharing and coordinated planning. These findings have encouraged a series of local and city centre wide projects that address issues of project and area governance, policy and action planning.

Some of these issues that affect Broomielaw are strategic (eg. River Clyde and M8 motorway) and are covered in the Transforming (Y)our City Centre chapters in the accompanying (Y)our City Centre Action Plan. Others, more specific to Broomielaw DRF, are listed in this chapter and range from encouraging more effective community networking, capacity building amongst local community groups through to capitalising on lessons learned from the Future City Demonstrator project and planning to implement Smart City approaches in this part of Glasgow city centre.

Whilst this DRF provides a strategic overview it is intended to encourage 'quick wins' too; to test and monitor the impact of incremental changes in the area.

(Y)our Sustainable Broomielaw

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

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

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

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

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



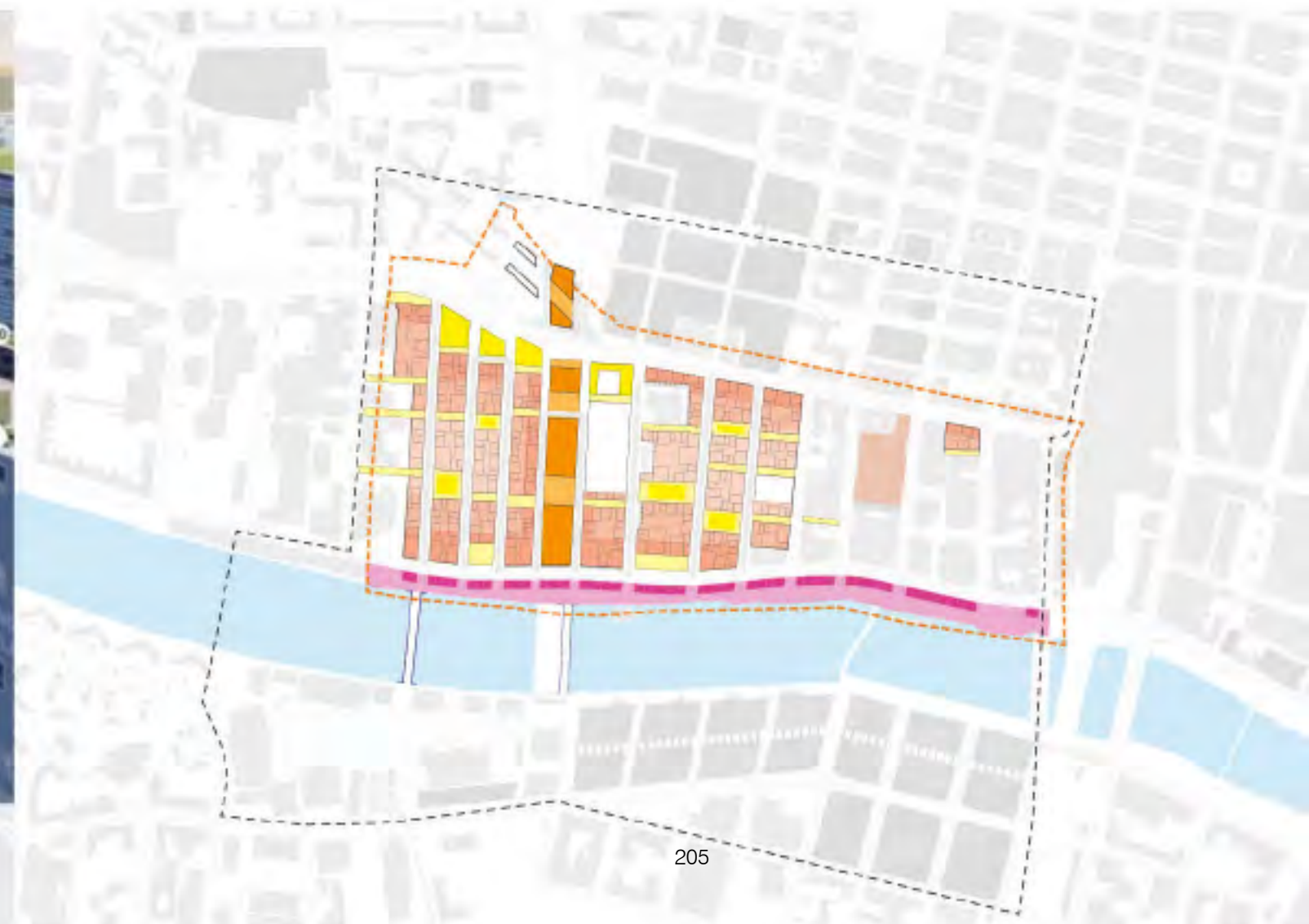
(Y)our Broomielaw Masterplan



In parallel with preparing the Broomielaw DRF, an Outline Broomielaw Masterplan has been developed. This Outline Masterplan sets out, in greater detail, a spatial plan for the Broomielaw area. This should be progressed to an adopted Masterplan confirming the expectation for specific sites in Broomielaw.

Broomielaw requires specific regeneration focus to secure 'buy-in' for a mixed-use quarter on the River Clyde's north bank. This should be a high priority for Glasgow.

- Broomielaw requires specific, highest priority focus and intervention to tackle issues of site assembly, land use mix, coordination of planning and infrastructure. A Masterplan would greatly assist in securing a coordinated long term regeneration of Broomielaw.



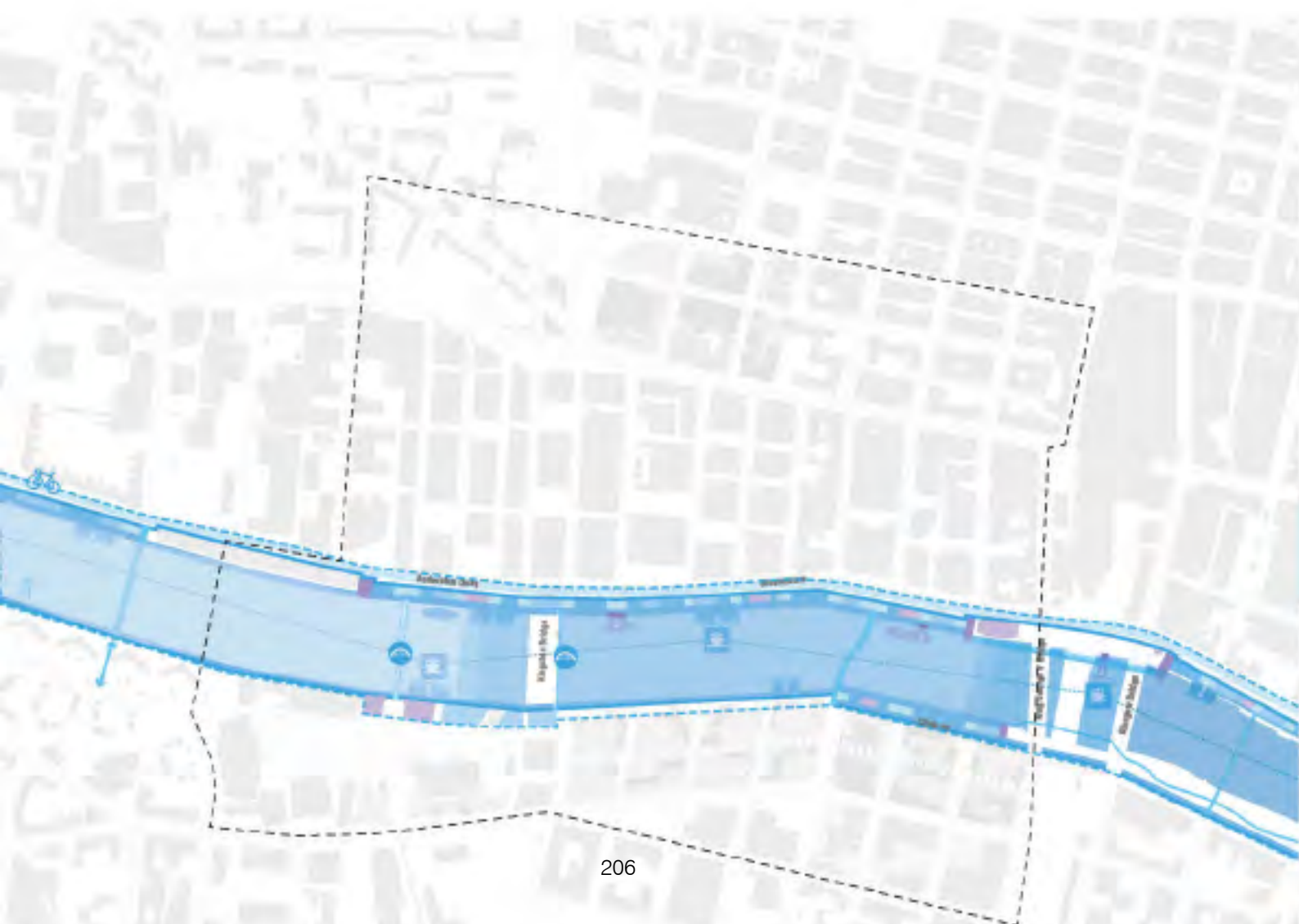
(Y)our River Park Masterplan



Regenerating the River Clyde is one of the highest priorities for the City Centre DRFs. This DRF proposes a linear 'River Park' from Glasgow Green to the Riverside Museum (and by extension to Kelvingrove).

To ensure a co-ordinated and comprehensive approach that delivers the highest quality regeneration along the River Clyde a landscape-led Masterplan is required. It should secure buy-in from all stakeholders with an interest in the River Clyde through the city centre. The River Clyde should be central Glasgow's most important public space, enlivened by activity on water and along both quaysides.

- Location – from Glasgow Green to Riverside Museum (and including links to the SECC / Hydro / Events Campus)



(Y)our Tradeston Masterplan



As with Broomielaw the Tradeston area of the south bank of the DRF area warrants a detailed Masterplan. Over the past few decades there is a lack of self-starting regeneration in Tradeston, with barriers to enabling and attracting new development. This is changing with the recent commencement on site of the 'Buchanan Wharf' development on Clyde Place.

Beyond this recent landmark development there continues to be a need for focussed intervention to create a distinctive, mixed-use South Clyde inner urban quarter.

A Tradeston Masterplan should be coordinated with Broomielaw to ensure an holistic, complementary approach. This should be prepared to establish the technical feasibility of comprehensive, mixed use regeneration and confirm what interventions are required to deliver sustainable transformation of this key riverside location. Specific focus should be on retaining and reusing buildings at risk, and the urban grid to maintain the historic character.

- Location – Tradeston including DRF area south of the River and east of the Kingston Bridge
- Scope to capitalise on 'Buchanan Wharf' development to help extend the regeneration impacts and kick-start wider redevelopment.
- Ensure Tradeston's regeneration achieves quality, mix of uses and density befitting its proximity to the city centre and riverside location



(Y)our Smart Broomielaw

(Y)OUR SMART GRID IN BROOMIELAW

In the case of Broomielaw where the repair of urban fabric has been identified as a priority project developing and running smart grid projects is an opportunity that should not be missed.

Smart Grids are enabled by digital technology that allows for two-way communication between the utility and its customers, and the sensors along the transmission lines. Urban stakeholders around the world are increasingly looking at opportunities and challenges associated with a wide range of issues regarding the future demands for smart grid - water, communication, energy networks - which include, but are not limited to:

- Mass deployment of cheap wireless sensors
- Electric vehicle charging
- Network sharing
- Home energy management solutions
- The emergence of the 'Prosumer' (i.e. consumers who are also producers and participate in the energy market)

In Europe there have been a number of Smart Grid projects piloted on a building or district by district basis. In Barcelona, the Smart Building pilot aims to develop a real-time intelligent sensing, monitoring and control system for energy use. Its end objective is to reduce the energy footprint significantly and to help to create energy saving patterns in buildings. <http://www.indracompany.com/en/noticia/indra-launches-deployment-barcelona-smart-energy-pilot-arrowhead-leading-european-rdi>

In Amsterdam and Grenoble the City-Zen project (<http://www.cityzen-smartcity.eu>) is looking to retrofit existing housing buildings, further enhance the e-grid and improve and expand the heat grid in certain districts or city blocks.

Projects, similar to the Smart Solutions projects delivered within the framework of the RUGGEDISED project in Glasgow, such as heat exchange – connection of buildings to district heating network, EV-charging, innovative connection to renewables and storage or the implementation of demand-side management technology in domestic and non-domestic properties, could also be implemented in Broomielaw. <http://www.ruggedised.eu/cities/>

glasgow/. This would engage Glaswegians and would enable residents to gain more control over their utility use, contribute to the satisfaction of the energy demand through load balancing and peak shaving. Local energy generation could be used to support potential immediate needs and conservation, efficiency and safety would be greatly enhanced.

(Y)OUR SMART RIVER PARK

The (Y)our River Park priority project is a prime project to implement smart city solutions.

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

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

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



(Y)our Broomielaw Brand

Broomielaw DRF area (and its constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place in which to invest, live and do business. Broomielaw's brand should extend beyond the current IFSD branding to project a multi-faceted, historic city centre quarter – comprising diverse neighbourhoods including Tradeston, Anderston Cross as well as Broomielaw itself.

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

(Y)OUR BROOMIELAW

(Y)our Broomielaw Performance Monitor

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

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

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

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



(Y)our Broomielaw Conservation Area

Broomielaw has a distinctive heritage; a former maritime mercantile city centre district on the River Clyde. A focussed redefinition of Broomielaw conservation area within the Central Conservation Area is proposed, to reinforce and secure this identity. This Conservation Area appraisal should identify new approaches to heritage buildings in the 2020s.

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

- review and create Broomielaw specific conservation guidance
- consider the benefit of extending / adjusting the extent of the conservation area (Bridgeton Cross being an example of benefits of redesignation)



(Y)our Heritage Property Fund

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

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

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



(Y)our Night-Time Broomielaw

Pilot for (Y)our City Centre Night-time Economy initiative. Enable trials / initiatives to restore attractive nightlife in Broomielaw.

Establish single point of contact at GCC enabling temporary use of vacant space (sites / buildings) - street food / festivals / pop-up bars etc. Develop a seasonal programme of events.

- Broomielaw needs to be redefined as a riverfront destination for attractive evening economy and this would assist in retaining / attracting business and future residents / investment to the area.
- There is support / interest in delivering events / activities to trial what could work in Broomielaw.



(Y)our lean and well maintained Broomielaw

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

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



(Y)our Dedicated Broomielaw Team

Dedicated staff resource to drive Broomielaw DRF regeneration - working with City Centre team and with specific focus on Broomielaw DRF area.

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

A Broomielaw Taskforce Team could comprise

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

Trial 18 month period.

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

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

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

(Y)our new Broomielaw Community Council

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

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

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

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



PLANNING POLICY

(Y)our Planning Policy

LOCAL DEVELOPMENT FRAMEWORK

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

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

This chapter provides the planning policy context for the Broomielaw DRF area. The guidance below will operate as a material consideration in the assessment of development applications in that area. It will subsequently form part of the adopted supplementary planning guidance as set out in the

Glasgow City Development Plan (adopted 29 March 2017), other supplementary planning guidance and the City Centre Strategy 2014-2019.

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

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



BROOMIELAW DISTRICT REGENERATION
FRAMEWORK OBJECTIVES

The aims of this DRF are to;

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

GLASGOW CITY DEVELOPMENT PLAN

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

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

This strategic approach is supported by 12 policies and linked to supplementary guidance (SG) which provides further detailed guidance and assessment criteria on the policy topics. Refer to SG1 (IPG1) Parts 1 and 2 for further information regarding the City Centre and River Corridor character areas (identified as 2 of 10) and their respective placemaking priorities. At the time of publication of the Broomielaw DRF Glasgow City Council has adopted seven SG documents, with the remaining four operating as interim SG guidance. More details can be found on the Supplementary Guidance webpage.

The following is directly relevant for Broomielaw District:

- It lies within an Air Quality Management Area; (CDP1).
- The motorway corridor is designated as a Noise Management Area; (CDP1).
- Development will help promote the application of the Glasgow Healthy Sustainable Neighbourhood Model; (CDP1).
- It is within the City Centre Strategic Economic Investment Location (SEIL) and the International Financial Services District (ISFD) SEIL (CDP2).
- There is a preference to utilise brownfield sites rather than greenfield sites; (CDP2).
- To prioritise the remediation and reuse of vacant and derelict land; (CDP2).
- It is within the City Centre and River Clyde Strategic Development Frameworks area (SDF); (CDP2).
- Specific locations are identified as Economic Development Areas, with some urban blocks specified as Opportunity Sites. (CDP3).
- It has the 'greatest potential' for district heating zones and is within an 'active' Surface Water Management Plan (CDP5).
- The north east portion of the District lies within the Central Conservation Area (CDP7).
- The neighbouring River Clyde is designated as a Site of Importance for Natural Conservation (SINC) (CDP8).
- The full DRF area is designated as 'High Accessibility' in the Public Transport Accessibility Zones map (CDP11).

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

(Y)our Planning Policy

CDP 1: PLACEMAKING PRINCIPLE

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

- Design excellence in architecture, landscape and planning must be demonstrated in all development in terms of relationship to urban context, overall project design and in detailed delivery, in line with Placemaking principles set out in SG1 and this DRF.
- New development should express architectural diversity with no single architectural form or design language dominating a single urban block.
- Development in the Broomielaw DRF area should achieve high urban density, whilst complying with open space policy guidelines.
- Within the Broomielaw DRF area new development shall demonstrate that it will contribute to achieving densities at least of that achieved within completed urban blocks within the IFSD area of Broomielaw.
- It is anticipated that development of greater density and height can be accommodated along the Broomielaw waterfront and the M8 motorway corridor.
- Tall buildings are actively encouraged specifically along the Broomielaw waterfront and M8 motorway corridor. Refer to the 'Tall Buildings Policy' under SG (IPG1) Part 2, section 5
- The density of all development throughout the DRF area shall be informed by scenario testing during pre-application discussions to ensure appropriate building proportions and scale.
- New development must demonstrate a design which promotes the benefits of walking and cycling. New development must demonstrate permeability in urban blocks to encourage and facilitate walking and cycling.
- New Lanes shall be created in all Broomielaw blocks (north bank) to increase east-west connections; a minimum of one east-west Lane per block between Broomielaw riverfront and Argyle Street, with preference for two or more.
- New Lanes in the Broomielaw blocks should be aligned to be inter-visible (eg. not off-set more than 40m up or down the north-south street).
- Developments that incorporate Lanes shall present active frontages on the Lanes. Lanes will not be permitted to be occupied by commercial waste or parking.
- Buildings shall be designed to be flexible and capable of being adapted for different uses in the future. Ground floors heights (floor to ceiling) are to be high (minimum 5m); allowing them to accommodate different functions (and mezzanine floors).
- Servicing or vehicle access to new developments will not be permitted from Broomielaw riverfront, Clyde Street, Argyle Street or within 20m of the river frontage / Argyle Street on side streets within the DRF boundary.
- Bin storage to be internalised with access in line with service access requirements noted above.
- To demonstrate compliance with SG1(IPG1) designs should be illustrated with perspective views at street level to indicate best practice street design and provision of active frontages, creating a human scale and considering street design as 3 dimensional public space.
- In addition to complying with internal daylighting requirements per SG1(IPG1) designs should demonstrate street design that provides positive external microclimates; avoiding excessive overshadowing, wind tunnelling, downdraughts and daylighting conditions at street level and at external terraces / roof garden spaces.
- Quayside pavilions at appropriate locations, with a range of footfall generating uses along both banks of the River are encouraged. Pavilions should be no higher than 6m and not more than 80sqm in GFA. 10% of the aggregate river frontage in any 100m length. Further guidance shall inform the detailed arrangements in terms of location, scale and overall composition within the urban context.
- Demonstrate designs that promotes the benefits of green (landscape) and blue (water) infrastructure as key features of its riverfront location.
- Demonstrate designs that comply with CDP in improving air quality and reducing the impact of noise.

CDP 2: SUSTAINABLE SPATIAL STRATEGY

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

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

- Masterplans should be prepared in line with the design principles of this DRF for the Broomielaw area (Central Station to Hydepark Street, Argyle Street to the River), Tradeston and the River Park (Glasgow Green to the SEC / Hydro). These should provide a further level of building and landscape design guidance in addition to that in the City Development Plan, the City Centre and River Clyde Strategic Development Frameworks (when published) and this DRF
- A Glasgow Healthy Sustainable Neighbourhood Model assessment of Masterplans should be undertaken to demonstrate healthy outcomes have been considered
- Use of the 'Place Standard' toolkit is encouraged to support Design and Access statements in demonstrating positive impacts in placemaking.

CDP 3: ECONOMIC DEVELOPMENT

This policy promotes “the creation of economic opportunity for the City’s residents and businesses and encourage sustained economic growth”. The location is covered by two SIELs as identified in Clydeplan; one for the entire City Centre and one for the IFSD. The City Centre designation highlights a broad range of core sectors while the IFSD highlights business and financial services. However the Clydeplan highlights the aspirations of the City Centre Strategy and recognises the aspiration to encourage mixed uses including residential, leisure and supporting uses throughout the city centre.

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

- Mixed use developments are required throughout the Broomielaw DRF area. Vertical mixed uses are encouraged and preferred, where compatible and effective long term management arrangements are demonstrated. This applies particularly to residential and Hotel/Leisure use (Class 7)
- To promote vibrancy and activity no urban block within the existing street pattern is permitted to have a single land use.
- In addition to being designated as a principal Office Area (Class 2 and 4) the introduction of other complementary uses is encouraged in Broomielaw DRF area (north of the River Clyde), in particular residential, Retail (Class 1) and Hotel / Leisure (Class 7). A similar mix of uses is encouraged in the remainder of the DRF area.
- The north bank of the River Clyde is a key connection to the SEC and Glasgow Green (and beyond). To further support the development of an active riverfront, footfall generating activities and developments are sought and encouraged on both banks of the River Clyde.
- In order to encourage and develop an evening economy within the district, and to provide an increased amenity for higher resident and employment densities, developments providing Class 1 (Retail), Class 3 (Food + Drink), Class 7 (Hotels), Class 10 (non-residential institutions) and Class 11 (Assembly and leisure) are encouraged, especially along active river frontages and Argyle Street (see Network of Centres: below)

(Y)our Planning Policy

CDP 4: NETWORK OF CENTRES

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

- In the long term, the principles of Local Town Centres at Anderston Train Station, traditionally known as Anderston Cross, and Tradeston will be established, to align with this DRF and anticipating subsequent Masterplans for these locations.
- In order to support revitalising these locations proposals to restore Anderston Cross and Tradeston in line with the principles of a Local Town Centre are sought and encouraged. Proposals introducing Class 1 (Retail), Class 3 (Food + Drink) and Class 4 (Business) uses will generally be supported around Anderston Train Station (on Argyle Street / North Street) and in Tradeston (principally along Clyde Place).
- Enhance connections to the network of Local Town Centres with provision of new pedestrian / cycle-bridge over the River Clyde linked to Springfield Quay.

CDP 5: RESOURCE MANAGEMENT

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

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

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

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

CDP 6: GREEN BELT AND GREEN NETWORK

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

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

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

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

CDP 7: NATURAL ENVIRONMENT

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

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

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

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

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

(Y)our Planning Policy

CDP 8: WATER ENVIRONMENT

This policy aims to:

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

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

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

CDP 9: HISTORIC ENVIRONMENT

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

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

- Demonstrate designs which respect Central Conservation Area Appraisal and respond to Broomielaw and Tradeston maritime / mercantile heritage.
- Proposals to appropriately reuse buildings designated as ‘buildings at risk’ will be supported.

CDP 10: MEETING HOUSING NEED

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

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

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

CDP 11: SUSTAINABLE TRANSPORT

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

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

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

CDP 12: DELIVERING DEVELOPMENT

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

For more detailed guidance refer to IPG 12 and then SPG12.

ACTION PLAN

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our River Park							
(Y)our River Park (in wider context)							
Prepare a Landscape Masterplan Framework for a linear park from Glasgow Green to the River Kelvin / Kelvingrove. This project is of national importance.	Confirm River Strategy and adoption of linear River Park concept. Seek national project designation.	Prepare outline business case to commission (Y)our River Park masterplan. Secure funding and project mandate. Consult with key stakeholders on concept (including Clydeport / Peel Holdings) and in liaison with SECC, Scot Ent and others with interest at Pacific Quay / Graving Docks etc. Commission River Park masterplan. Conduct consultation / engagement. Publish masterplan.	Annual review / monitoring of (Y)our River Park implementation. Designate as city centre park. Establish implementation procedure. Commence delivery of priority projects - design, procure, construct. Regularly monitor impacts and progress.	Continue implementation - design, procure, construct. Regularly monitor impacts and progress.	(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council . Others incl. all agencies / parties with legal, regulatory or user responsibilities incl; GCC, Clydeport, Crown Estate, Maritime Agency, SEPA (Scottish Environmental Protection Agency), SNH (Scottish Natural Heritage), Harbourmaster, ScotGov, Humane Society, Recreational Users Groups.	High Impact / National Project / Long Term	Improving the River Clyde corridor consistently (one of) the highest priority issues raised by Glaswegians and visitors to the city. City Centre and Site Analysis reinforces the pivotal role the Clyde has to have in driving the city centre's regeneration. the River is the most significantly under-utilised physical asset. Great potential, and national significance.
4 Clyde 'River Rooms'							
Definition of River Clyde character areas as outlined in the River Strategy	Confirm River Strategy	Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan	Review and monitor implementation of (Y)our River Park masterplan	Update River Strategy. Continue implementation of (Y)our River Park masterplan	Glasgow City Council - DRS Partners in proposed River Management Board	Local Policy	Site Analysis confirms the validity of a River Rooms concept. Public and stakeholder engagement confirms an appreciation of the different character areas along the Clyde in central Glasgow.
Contemporary Room							
River Room as defined by DRF - both banks of the River from Central Station to Kingston Bridge	Confirm River Strategy	Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan	Review and monitor implementation of (Y)our River Park masterplan	Update River Strategy. Continue implementation of (Y)our River Park masterplan	Glasgow City Council - DRS (lead) Partners in proposed River Management Board	Local Policy	See 4 Clyde 'River Rooms'

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Harbour Room							
River Room as defined by DRF - both banks of the River from Kingston Bridge downstream	Confirm River Strategy	Publish River Strategy. Provide additional character area analysis. Confirm design guidance for River Rooms through (Y)our River Park masterplan	Review and monitor implementation of (Y)our River Park masterplan	Update River Strategy. Continue implementation of (Y)our River Park masterplan	Glasgow City Council - DRS (lead) Partners in proposed River Management Board	Local Policy	See 4 Clyde ‘River Rooms’
Calm Quays							
Reduce vehicular traffic, speeds and road widths on Broomielaw and close Clyde Place. Enhance pedestrian accessibility and crossing points to get to waterside. Review Fastlink alignment along north bank - seeking to reduce severance.	Confirm scope of traffic modelling feasibility study	Commission and complete traffic modelling study to ascertain scope to reduce traffic. Include a review of alignment / geometry / segregation of Fastlink along Broomielaw. Develop prioritised Action Plan. Committee approve Action Plan. Secure funding for phased implementation.	Commence implementation of priority road / junction adjustments. Trial re-routing of Fastlink on carriageway. Obtain TROs, detailed design, procure, construct, monitor.	Continue implementation of priority road / junction adjustments. Obtain TROs, detailed design, procure, construct, monitor.	Glasgow City Council - LES, SPT, bus operators, Access Panel, Living Streets, Sustrans, cycle groups	High Impact / City Project / Medium to Long Term	Road widths and traffic speeds along roads on both banks of the Clyde observed to cause significant severance. Many stakeholders / consultees have regularly flagged up the negative impact these roads (including the dedicated Fastlink) have, deterring footfall at the riverside and diminishing the quality of the environment.
Active, Attractive Promenades							
Ensure continuous, safe and attractive routes along both north and south banks of the River Clyde.	Confirm River Strategy.	Undertake detailed audit of existing routes and barriers along both banks. Confirm landownership and quay wall conditions issues. Secure business case + funding for prioritised upgrade per (Y)our River Park masterplan.	Commence implementation of priority enhancements to river routes on both banks incl. Windmillcroft Quay. Obtain consents, detailed design, procure, construct, monitor.	Continue implementation of enhancements to river routes on both banks. Obtain consents, detailed design, procure, construct, monitor.	Glasgow City Council - LES, SPT, bus operators, Access Panel, Living Streets, Sustrans, cycle groups	High Impact / City Project / Medium to Long Term	Site analysis confirms there is uncontinuous footpaths and cycle paths along both banks of the river. There are also instances of pinch points, dark spots and certain locations where routes are unattractive. Stakeholders have consistently indicated the need for general enhancement, and suggested specific improvements, throughout the engagement process.

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Activating the Quays - Quayside Pavilions							
Develop permanent quayside pavilions (on Broomielaw quayside, and potentially Tradeston) to accommodate riverside leisure / hospitality. Create a destination / places for leisure, sport and/or food and drink in quality / comfortable riverside setting.	Review recent and historic proposals for quayside pavilions. Identify potential operators / developers. Collate site data.	Market test with potential end-users / operators for quayside pavilions on Broomielaw. Establish demand and scope out spec requirements. Assess physical implications vis relationship to Fastlink etc. Develop feasibility study.	Refine / finalise design. Promote sites to developers / operators. Procure and construct pilot project(s). Monitor outcomes / impacts and enable next phase of Pavilions accordingly.	Conclude implementation / construction of pavilions. Monitor impacts and enhance offer accordingly.	Glasgow City Council - DRS (lead)	High Impact / Local Project / Medium Term	Consultees regularly bemoaned lack of activity / destination / cause to go to the River. Consultees, including building occupiers / owners on Broomielaw, indicated enthusiasm to improve mix and quality of leisure activities and keenness to unlock the potential of the riverfront.
Activating the Quays - Events							
Develop and implement a regular programme of events and festivals along the River.	Review existing programme of events. Review impacts of recent programme.	Consult on future events programme (culture, leisure, sport, community). Prepare Business Case to seek funding to increase frequency and variety of seasonal events throughout the year. Seek funding from range of sources. Trial events. Monitor impacts.	Continue to develop and improve events programme. Monitor impacts.	Continue to develop and improve events programme. Monitor impacts.	Glasgow City Council - DRS (lead), Glasgow Life, private / social enterprise.	High Impact / Local Project / Quick Win	Many consultees gave positive feedback to recent events (eg Street food on Broomielaw in 2016) and indicated keenness for more, quality events. Many consultees indicated that they would be attracted to an area of the city they would otherwise avoid if events occurred to enliven the River.

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Approachable water (incl. possible relocation of the weir)							
Enhance relationship between quayside and River with physical interventions along both banks to improve physical access to the water, water's edge and better visual connection / proximity to water.	Confirm River Strategy. Confirm quay walls condition and future investment via City Deal	Develop a prioritised Action Plan of interventions based upon the (Y)our River Park masterplan (ref above). Present Business Case and secure funding. Design, secure consents and implement pilot project. Monitor impacts.	Commence implementation of priority enhancements to both banks to improve accessibility to River. Obtain consents, detailed design, procure, construct, monitor Impacts. Investigate technical feasibility of moving tidal weir.	Continue implementation of priority enhancements to both banks to improve accessibility to River. Obtain consents, detailed design, procure, construct, monitor Impacts. Implement relocation of tidal weir (if approved)	Glasgow City Council (lead) supported by partners on proposed River Management and Delivery Board (see below) City Deal	Moderate Impact / City Project (National Project if including the Weir) / Medium Term (Long Term including Weir)	Some consultees highlighted the lack of physical access to the River and water's edge. This is exacerbated by tidal fluctuations on the Clyde up to the weir at Glasgow Green. Observation and cross reference to best practice precedent elsewhere indicates the positive benefits of enhanced access to the water's edge. This would encourage the River to become an attractive destination in its own right.
Activity on the Water - 21st Century Working River							
Enable and promote activity on the water including boats, leisure craft, and water sports as well as floating pontoons to host activity (pavilions / platforms)	Confirm River Strategy. Conduct initial audit of what activity currently occurs. Identify known blockages / barriers to activity (eg lack of slipways / infrastructure). Develop some prototyping / test events to trial activity. Collect a database of key stakeholders, landowners and relevant businesses	Redefine the purpose / attributes of a 'Working River' in the 21st Century. Commission / conduct an in-depth audit of activity / trends of seasonal activity on the city centre River and assess the barriers to enabling activity on the water. Consider best practice precedents elsewhere in UK / northern Europe. Test feasibility for introducing river taxis (see below) or using the river for service deliveries to riverside businesses. Conduct test events and monitor impacts / lessons learned.	Confirm programme of events / investments to enhance water-based activity along city centre River. Secure funding / private investment and implement / monitor impacts. Re-instate River Festival and seasonal programme of events on the River.	Continue to implement / monitor / improve plans for more water-based activity	Glasgow City Council (lead) supported by partners on proposed River Management and Delivery Board (see below), water sports clubs / associations, Glasgow Life	High Impact / City Project / Quick Win to Medium Term	Many consultees observed that there is hardly any boats on the River Clyde. There is a widely held view that the River should be more active - more boats / water-based activity will attract more people down to the riversides. It would be anticipated that there would be significant benefit of greater use of the River for tourism, leisure and sport / recreation - helping the economy and health + wellbeing.

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Lively and attractive riverfront							
Create a strong building edge along both banks of the River Clyde that includes active ground floor frontages. Riverfront development should drive wider regeneration throughout Broomielaw / Tradeston.	Confirm River Strategy. Confirm flooding datum (understood to be 6m AOD). Sign-off Broomielaw Masterplan Vision. Commence developing plot passports / development briefs for river frontage locations. Continue to soft market test Broomielaw to investors. Need for mixed use development introducing residential and other non-commercial office uses to create an vibrant urban quarter.	Conclude preparation of River Front plot passports. Investigate options for site assembly / promoting development - prepare 'pitch book'	Commence redevelopment of River front. Monitor impacts and continue to promote river front development	Continue to redevelop river front and monitor impacts.	Glasgow City Council - DRS / Planning, Invest Glasgow, private landowners, developers and investors	High Impact / National Project / Medium to Long Term	Many consultees indicated frustration at the failure to complete riverfront redevelopment along the Broomielaw and the lack of any regeneration activity of note in Tradeston. Many owners / occupiers / potential investors agree with the need to ensure a mixed use regeneration strategy to avoid the 'mono-culture' of the IFSD which is struggling to retain / attract occupiers
Clean and Natural Clyde							
To improve the ecological value of the River Clyde in the city centre. Consider relocation of tidal weir as part of wider River Strategy	Confirm River Strategy. Clarify what are the existing objectives / measures of ecological value for the River Clyde.	Confirm with SEPA, SNH and other stakeholders the strategy and action plan to enhance bio-diversity along the city centre River Clyde.	Implement and monitor the impact of a biodiversity strategy for the River Clyde.	Continue to implement and monitor	(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH	Moderate Impact / Regional Project / Medium to Long Term	The River Clyde corridor has a crucial role to play in the bio-diversity network of the city region. Several consultees (community and national agencies) flagged up the need for enhancing biodiversity along the River. Improved water quality should be achieved to encourage water-sports / activity on the River.

(Y)our River Park

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
The Bridge Collection							
To retain and enhance existing bridges and add new high-quality contemporary bridges to improve connections across and along the River Clyde	Confirm River Strategy.	Assess the optimum location for new bridge crossings downstream of the Tradeston Bridge (assumed to be either at Springfield Quay - preferred - or under the Kingston Bridge).	Develop the business case for the first new bridge. Develop a brief and commission the design of a new bridge.	Construct the first new bridge and commence the preparation for future bridges	(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council	High Impact / City Project / Medium Term	Many consultees noted that the River acts as a barrier, notably west of the Tradeston Bridge. It was also observed that the Tradeston Bridge has generated high footfall. A new bridge at the right location would encourage regeneration of north and south banks at Springfield and Anderston Quays.
Flooding / Surface Water Management Strategy							
Integrate future-proofed floodwater management into the design of new development along the city centre River.	Confirm the River Strategy and current / future flooding levels / datum. Commence technical review of Surface Water Management Strategy for City Centre and implications for Broomielaw (and Tradeston).	Confirm Flooding Strategy / Surface Water Management Strategy implications for new development in Broomielaw DRF area. Assess impact of new Flooding Strategy requirements on proposed new development. Monitor implementation of adjustments.	Assess impact of new Flooding Strategy requirements on proposed new development. Monitor implementation of adjustments.	Continue to implement and monitor.	(Y)our River Management and Delivery Board (see below) - lead > Glasgow City Council with SEPA and SNH	Moderate Impact / Regional Project / Long Term	Relevant technical consultees / statutory agencies have highlighted the pressing need to incorporate progressive sustainable surface water management and flood management solutions in to physical regeneration / redevelopment of the city centre, notably along the River corridor, and especially at gap sites at Broomielaw / Tradeston.

(Y)our Urbanised M8

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Urbanised M8							
Background: Future City Boulevard							
Glasgow's urban motorway has defined the character of the west and northern edge of the city centre for nearly 50 years. Glasgow must find a more positive relationship with this massive, disruptive national road infrastructure and future proof the city centre road network. This project is of national importance.	GCC to continue to liaise with Transport Scotland about the future role of the M8 from M80 to M77 (junctions 13 to 22). Scope out a STAG appraisal assessing the future requirements of the city centre M8 following upgrade of M74, M73 and A8 to M8 in Lanarkshire.	Securing funding and commission / conduct a STAG appraisal for Glasgow City Centre Motorway. Traffic model options for changing vehicular flows on routes throughout the city region / national network. Develop a strategy to assess national infrastructure needs and objectives in City Centre Strategy. Confirm a National Project via NPF4	Develop prioritised City Centre Motorway Action Plan to redefine M8 as piece of local road network in lieu of national infrastructure (replaced by M74/M73). Develop funding / technical basis upon which to commence delivery of modifications (including Smart signage, air quality monitoring etc.) and reduce land-take / geometry of on/off slip roads. Test options (weekend / holiday part closures etc.)	Implement physical modifications to M8 between J13 and J22 with priorities between J17 and J19 (see 'Untangled Motorway Spaghetti').	Transport Scotland in partnership with Glasgow City Council and Scottish Government > forming an M8 Transformation Board	High Impact / National Project / Long Term	Alongside the River Clyde the M8 features as a highest priority amongst consultees. The motorway is widely acknowledged by consultees to be detrimental to the city centre environment (incl. poor quality physical setting, disrupted connections, pollution). It is also acknowledged by many that it provides excellent car accessibility into central Glasgow. Most consultees accepted that the motorway should adapt to reduce impact / enhance integration with urban setting.

(Y)our Urbanised M8

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
New Anderson Cross Restore the location of Anderston Cross as a crucial gateway location within central Glasgow - redefine the area as New Anderston Cross rather than M8 junction 19; consider it as a piece of a people-centred city rather principally motorway infrastructure.	Define scope for City Deal investment (beyond established commitments) to help restore J19 as New Anderston Cross. Scope out a brief and business case.	In tandem with brief for Anderston Station STAG appraisal, Two Station Squares (see above) and the Argyle Street 'Avenue' / EIIPR investment complete plot passports / development brief for New Anderston Cross (emerging from Broomielaw Masterplan Vision). EIIPR 'Avenues' project scope to assess the technical implications of junction modifications Start to promote the New Anderston Cross concept to stakeholders and the market.	Implement a site assembly / partnering approach to enable redevelopment of New Anderston Cross, focused around an enhanced rail station and re-connected Argyle Street. Progress design / implementation of junction adjustments to enhance pedestrian connectivity thru Anderston X. Commence works on site.	Design, construct and monitor impacts in long term planning and delivery strategy.	Glasgow City Council (lead) - DRS and LES. Inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl Transport Scotland, Marriott / other hotels and public transport stakeholders (Anderston Station).	High Impact / Regional Project / Medium Term	M8 Junction 19 is an early focus for City Deal. Many consultees recognise the poor quality of active travel / public transport infrastructure at Anderston Cross. Widespread support received for any adjustments that will restore Anderston X as a key urban 'node' rather than solely as a motorway junction. East-west connections for pedestrians / cycles to / from Anderston / Finneston deemed crucial. Also investors / developers keen to enhance this 'gateway' into the city to encourage Broomielaw regeneration. Urban analysis, including spatial accessibility analysis by Space Syntax demonstrates the benefits of enhanced connectivity by restoring Argyle Street and improving Anderston X.

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
Untangled Motorway Spaghetti			
Minimise the disruptive physical impact of the M8 by modifying / removing slip roads and reconnect severed historic streets / links	See M8 Overview (above)	See M8 Overview (above)	Trial options at / near J19 selectively closing access / off ramps at St Vincent Street, Bothwell Street, Waterloo Street and Argyle Street to test redundancy of slip roads. Consider options for restoring links over / under M8 including at William Street / Bothwell Street. See M8 Overview (above)
Clean air, less noise			
Combination of mitigation measures / changed priorities to reduce the visual, noise and air pollution impacts along the M8 corridor through Glasgow city centre.	Compile initial baseline analysis, using available data, noise and air quality indicators at receptor points within Glasgow city centre and compare against requirements / targets set in national and international guidance / legislation. Assess impact of Air Quality Management Area and Noise Management Area designations in city centre.	Secure funding to procure an Air Quality and Noise Reduction Action Plan for the Glasgow City Centre M8. Set out an array of measures - short to long term, inexpensive to expensive - to improve air quality and reduce noise pollution caused by the M8. Measures to include management (eg. Smart signage / routing at peak times / congestion charging to alleviate pollution), physical (noise barriers) or restrictions (alternate vehicle registration usage / low or no emission vehicles only)	Trial / develop business cases for priority projects. Monitor / research impacts (pollution, traffic capacity, economic etc.) and assess implementation strategy.

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Based on traffic modelling, trials and wider economic impact analysis implement schemes to progressively modify slip road infrastructure north of the Clyde to Charing Cross. See M8 Overview (above)	Transport Scotland in partnership with Glasgow City Council and Scottish Government.	High Impact / Regional Project / Medium to Longer Term	<p>Urban analysis illustrates the disruptive impact of M8 and on/off ramps on the city centre. Consultees have broadly agreed with the analysis that the M8 sever connections to the West End and north of the city centre. There was interest in ways to realise development along the motorway corridor.</p> <p>The viability of modifying on/off ramps requires significant traffic modelling and technical reviews. Most consultees recognise the need to test the viability of the proposals.</p>
Implement and monitor impact of adjustments to motorway network.	Transport Scotland in partnership with Glasgow City Council and Scottish Government.	High Impact / Regional Project / Short to Medium Term	<p>Several public consultees have flagged up concerns about air quality in the city centre generally, and noise and air pollution generated by the M8. Several consultees have observed that M8 has blighted sites along the motorway corridor.</p> <p>Review of publically available data Glasgow City Centre suffers from poor air quality. To address this issue and benefit health, wellbeing and environmental quality there is an pressing need to improve air quality. Adjustments to the M8 should contribute to a wider clean air policy for the city centre.</p>

(Y)our Urbanised M8

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Beneath The Bridge							
Transform the incredible space beneath the M8 Kingston Bridge viaduct into a positive, landmark destination that brings people together rather than act as an urban barrier	Map the landownership and technical / logistical / legal constraints to activating the space beneath the M8 bridge. Meantime develop a programme of temporary arts-led events / installations to test ideas and redefine the space / make positive memories. Assess implications of relocating City Parking surface car park.	Reflect on the impact of any temporary events beneath the bridge. Consider an Ideas Competition for artists, architects and cultural programmers. Seek funding to temporarily activate the space during the GI festival and/or European Championships 2018. Implement and monitor impacts / outcomes. Develop Business Case for permanent intervention.	Develop preferred proposal for space beneath M8 viaduct. Procure designers and develop proposal in consultation with local communities and in partnership with Transport Scotland and project partners. Commence construction of design proposals.	Implement design proposals, on a phased basis as funding allows.	Glasgow City Council - DRS, LES and Glasgow Life in partnership with Transport Scotland, Scottish Government and Creative Scotland. Close liaison with adjacent landowners.	High Impact / City Project / Medium Term	M8 Undercroft (north and south of the river, but especially on north bank at Broomielaw / Anderston) is at a strategically crucial position within the Broomielaw DRF. There is scope to create a positive interface between Broomielaw and Anderston. Local and national agencies enthusiastic about creating a positive space / facility that contributes to wider area regeneration. Interest echoed by public consultees in reviewing possible ideas for M8 undercoft.
Connected East - West	Refer to Blythswood DRF						

(Y)our Great Streets and Spaces

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Great Streets & Spaces							
Hill to River Streets Restore North/South links from Blythswood Hill to Broomielaw Quays – thru isolated sites at Blythswood Court and Marriot - to reconnect Broomielaw to Blythswood.	Establish landownership within area of historic connections (eg Carrick Street, McAlpine Street, Oak Street, Cadzow Street) - area around current Cadogan Square, Blythswood Court, Marriott and Hilton hotels.	Develop business case for assessing technical feasibility and economic benefit of reconnecting north-south streets in this location.	Undertake detailed technical study to prioritise reconnection of streets and make business case for site assembly / consultation with owners / occupants / utilities etc. Commence prioritised investment to restore linkages, starting in the highest impact / easiest opportunity sites.	Continue prioritised investment to restore linkages, starting in the highest impact / easiest opportunity sites.	Glasgow City Council - DRS and LES (lead); inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl utilities companies.	High Impact / City Project / Medium to Long Term	Site survey, and wider urban analysis (including historic map progression) demonstrates the negative impact the Anderston Centre and associated development have had on Glasgow city centre. Local consultees confirmed the assessment of the area being a 'blind spot' in most Glaswegian's perception of the city centre. Analysis by Space Syntax confirms the positive impact restoring north-south connections through this area.
Broomielaw lanes and plazas							
Extend Glasgow's city centre lanes network throughout the Broomielaw area towards the SECC / Hydro from Central Station	Confirm Broomielaw Masterplan Vision. Assess technical viability of extending lanes / open space network vis landownership / utilities etc.	Develop Street / Lanes Design Guidance in parallel with Broomielaw plot passports. Seek allocation of 'Avenues' / EIIPR funding to enable work, notably enhanced surface water management requirements.	Pilot procurement and construction of first lanes / pocket parks integrating surface water management and enabling adjacent site development.	Procure, design and deliver future phases of Lanes / plazas to create a public realm network throughout the Broomielaw Masterplan Vision area.	Glasgow City Council - DRS and LES (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl utilities companies.	High Impact / Local - City Project / Medium to Long Term	Broomielaw regeneration continues to stall. Gap sites either side of the M8 blight the city centre. There is a widely accepted pressing need to focus on Broomielaw to ensure riverfront regeneration recommences in central Glasgow. Consultees were very supportive of regenerating the Broomielaw gaps sites, including the creation of east-west links thru the urban blocks to extend the Glasgow lanes westward toward the SECC / Hydro.

(Y)our Great Streets and Spaces

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Central / Anderston Station Squares							
Significantly improve the passenger experience with enhanced public realm / arrival spaces adjacent to Glasgow Centre Station (low level at Hope Street / Argyle Street) and Anderston Station	Engage with ‘Avenues’ / EIIPR project to establish scope. Seek to integrate with project scope. Secure additional funding to conduct technical feasibility works to test viability of enhancements / briefing (part of wider STAG appraisal for Anderston Station?)	Develop project scope / brief in liaison with Network Rail, Abellio Scotrail and SPT. Secure funding to enhance ‘Avenues’ / EIIPR public realm investment. Coordinate works in line with Station Upgrade works (especially at Anderston) to avoid prejudicing future enhancement	Procure and construct works in line with ‘Avenue’s / EIIPR investment on Argyle Street	Monitor improvements to station infrastructure, including provision of new station ‘squares’.	Glasgow City Council - DRS and LES (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail).	High Impact / Local - City Project / Medium Term	Consultees (general public and public agencies) widely accept the observation that neither station setting is of an appropriate quality. There was widespread approval to the idea of enhancing public realm at the Stations, as part of the ongoing EIIPR project
Glorious Argyle Street							
Argyle Street is historically one of the principal arterial routes from Glasgow city centre. Vast improvement is required to ensure this crucial route fulfils its potential as a great street.	Confirm Argyle Street being designated as an Avenue in the EIIPR / City Deal. Progress with procuring public realm enhancements. Start to advocate / make the case for ‘New Anderston Cross’ and Station Square (see projects above). Undertake baseline study of economic performance to benchmark long term improvements.	Consult and conclude designs for public realm enhancement of Argyle Street. Undertake a feasibility for reconnecting / enhancing pedestrian links at New Anderston Cross. Prepare plot passport / design guide + briefs for new development along both sides of Argyle Street. Support a programme of (grant assisted?) shopfront improvements and conservation of built heritage in tandem with streetscape improvements. Consider planning policy designation of ‘Town / Retail Centres’	Engage in discussions with existing landowners / occupants. Procure and construct ‘Avenues’ / EIIPR public realm enhancements - phased basis. Promote Argyle Street development sites for investment.	Monitor improvements / impacts from ‘Avenues’ / EIIPR. Deliver new development along gaps sites and repurpose existing buildings to enhance Argyle Street to perform as one of Glasgow’s great streets.	Glasgow City Council - DRS and LES (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities plus public transport organisations.	High Impact / City Project / Medium Term	Consultees warmly welcomed the commitment of investment on Argyle Street via the EIIPR ‘Avenues’ project. EIIPR Business Case findings are taken to suggest a strong economic benefit for investing in public realm. Consultees recognised the findings of urban analysis confirming Argyle Street as one of the (potentially) great streets of Glasgow.

(Y)our Great Streets and Spaces

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Green streets, parks and play spaces							
Increase greenspace and soft landscaping throughout Broomielaw district, including more street trees. Ensure integration of play - towards (Y)our Playful City	Understand the extent of new green infrastructure to be implemented via 'Avenues' / EIIPR. Acquire land-ownership information and review existing and potential greenspace opportunities. Initiate dialogue with landowners re testing / prototyping via Stalled Spaces type trials	Develop designs (in accordance with Broomielaw Masterplan Vision and associated Public Realm design guides / Surface Water Management Strategy) for enhanced greenspace in Broomielaw District. Seek pilot project within Broomielaw DRF (in addition to Argyle Street 'Avenue' / EIIPR) to develop city centre green infrastructure concepts	Design and construct first additional interventions (in tandem with Broomielaw Lanes / plazas initiative - above). Assess environmental and social impacts (incl integration of SUDs and urban play space)	Continue to implement greenspace network per the Broomielaw Masterplan Vision. Monitor impacts and adjust implementation accordingly.	Glasgow City Council - DRS and LES (lead) with City Deal; inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl utilities companies.	High Impact / Local Project / Short - Medium Term	Many consultees have reflected on the lack of green space in central Glasgow. Technical consultees have raised the need for improved biodiversity, surface water management and need for informal play space environments. These observations are supported by survey and analysis of the district and the lessons to be learned from elsewhere re; the benefits (health, socio-economic, environmental) of increased and quality urban green space.
Surface Water Management Strategy							
Seamless integration of Council's Surface Water Management Strategy - fused with public open space strategy and other interventions (eg roof gardens / rain gardens). A designed response to achieving zero discharge of storm water into combined sewers	Review technical constraints / viability of integrating Surface Water Management Strategy objectives within Broomielaw DRF (in addition to the 'Avenues' / EIIPR projects	Identify a pilot project (a Broomielaw Lane / Plaza / DRF Open Space / Rain Garden) to identify Surface Water Management (SWM) best practice. Scope out full extent of 'optimum' SWM approach and develop costings. Consider funding / developer contribution scenarios to enable forward investment.	Integrate SWM into pilot projects and assess achievement of KPIs. Apply lessons to future briefing and implement thru remaining greenspace infrastructure.	Long term cycle of review / monitoring of impacts as each phase is delivered	Glasgow City Council (lead) - LES and DRS; partnership working with Scottish Water, SEPA and SNH. Seek academic partners to review/ research implementation.	High Impact / District Project / Long Term	Surface Water Management (SWM) Strategy approved by GCC. There is a pressing need to implement the recommendations from the SWM Strategy to deliver more resilient urban infrastructure to future-proof the city and enhance city centre environment.

(Y)our Great Streets and Spaces

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Public Art							
Development of an innovative and creative arts strategy and programme of permanent and temporary installations to meaningfully embed visual and performing arts in to the Broomielaw District	Seek funding to trial a Broomielaw Artist-in-Residence. Develop a brief for a City Centre Public Arts Strategy (including urban feature lighting). Review scope of existing public space design / scope and opportunities to integrate artworks (temporary or permanent)	Explore scope to trial public arts projects in Broomielaw via planned city arts festivals / events (eg Sonica, Glasgow International etc.). Temporary events? Commission and finalise (Y)our Broomielaw Public Arts Strategy. Make funding applications to implement (including S75 monies?)	Deliver Broomielaw Arts Strategy - monitor and review impacts	Deliver Broomielaw Arts Strategy - monitor and review impacts	Glasgow City Council and Creative Scotland - lead. Inputs from Glasgow School of Art, local arts community (via networks?), local communities, businesses / developers	Moderate Impact / District Project / Short to Long Term	<p>Broomielaw is central Glasgow's most significant urban regeneration challenge (and opportunity). Some consultees have championed the arts as being crucial in Glasgow's regeneration.</p> <p>Glasgow is renowned internationally as a cultural hub and authentic, creative regeneration adds significant and lasting value to place-mending. The arts can help test and change perceptions of places and act as a catalyst for change in urban regeneration. Broomielaw presents a massive opportunity to test that in a city centre district.</p>

(Y)our Updated Mobility

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Updated Mobility							
Background: Updated City Centre Traffic Circulation							
Glasgow city centre requires an innovative and progressive Transport Strategy to deliver a significant shift from car reliance to active travel and public transport	See City Centre Transport Strategy below	See City Centre Transport Strategy below	See City Centre Transport Strategy below	See City Centre Transport Strategy below	Glasgow City Council - DRS and LES (lead); inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail, First Group) and Pedestrian Champion (see below) and cycling groups.	High Impact / City Project / Short to Long Term	Many consultees have highlighted the detrimental impact too much traffic (principally private cars) has on the city centre (pollution, congestion, cluttered streets, oversized roads). Observation and analysis of the land take of road space v pedestrian space, coupled with comparison with best practice in high performing cities of a equivalent size confirms the need for a significant change in policy and travel patterns / behaviour
(Ultra) Low Emissions Zone							
Tackle poor air quality in central Glasgow with implementation of an (Ultra) LEZ.	Investigate scope for LEZ / Clean Air zone in Glasgow. Research precedent. Make the case for a trial / research study.	Commence study / research. Assess the policy and legal implication. Assess technical implications - eg. impact and cost/benefit analysis of electric buses within City Centre.	Conclude report, make recommendations and adopt LEZ. Monitor impacts / enforcement.	Assess LEZ impacts. Review scope to progress to an Ultra LEZ. Implement recommendations and assess impact on air quality. Adjust strategy to achieve target outcomes.	Glasgow City Council, Transport Scotland and Scottish Government.	High Impact / City Project / Medium to Long Term	Many consultees have noted poor air quality in central Glasgow. During the preparation of this DRF LEZ issues has become a stated political policy objective aligning with an increasing national awareness of this importance of the issue for public health and long term resilience.

(Y)our Updated Mobility

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Traffic-Calmed Broomielaw							
Optimise the benefit of Glasgow's urban grid network with a full review of how best to enable vehicular access in and through the city centre. Part of wider refreshed City Centre Transport Strategy	Within scope of any refresh to the Transport Strategy for the city centre a full review / modelling of implications of new arrangement for traffic management to be considered - see City Centre Transport Strategy (below)	Conduct full review of one way / two way / car-free / shared space options within Glasgow street grid. Scope for repurposing of streets for car only or car free traffic management. Trial options and verify through modelling (and visa versa)	Approve revised Transport Strategy (with new City Centre / Broomielaw Circulation / Traffic Management).	Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.	Glasgow City Council (lead) - LES and DRS.	High Impact / City Centre Project / Short to Long Term	Many consultees have requested that the city centre become more walkable / pedestrian / bicycle friendly and reduce the ease car access and extent of congestion. Several cautioned against limiting car accessibility. As demonstrated by other high performing cities this is liable to require bold, ambitious and integrated concepts to optimise the benefit of Glasgow's urban grid.
Smarter Parking in Broomielaw							
Investigate scope for further consolidation / concentration of car parking on the edge of the city centre to limit penetration of cars into the city centre and to induce footfall.	Within scope of any refresh to the Transport Strategy for the city centre a full review / modelling of car parking arrangements to be conducted - see City Centre Transport Strategy (below)	Verify scope to optimise multi-storey parking in locations adjacent to M8 off ramps (and other edge of city centre locations). Identify candidate sites. Assess long term viability of existing parking provision, especially the elimination of all off road surface parking within central Glasgow, and reduction of on-street provision. Review / trial parking price regimes / incentives.	Approve revised Transport Strategy (with new City Centre / Broomielaw parking strategy).	Implement recommendations of the revised Transport Strategy. Design, implement and monitor impacts.	Glasgow City Council (lead) - LES and DRS. City Parking and private car park operators.	High Impact / Centre Project / Short to Longer Term	Analysis suggests that land take for parking remains too high in central Glasgow. Whilst some in central Glasgow retail / business / resident community are anxious about any reduction in parking (in the absence of reliable, high quality public transport alternatives) many consultees perceive there to be too much space / access for cars in the city centre. Many consultees supported consolidating parking in off street multi-storey car parks (MSCP)

(Y)our Updated Mobility

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Smarter Cleaner Bus Network							
Refine the bus route network, service provision and bus stop locations to integrate with other modes of public transport and active travel and service key destinations / communities.	Undertake an initial review of bus routing and bus stop locations for service gaps / duplication. Assess data of trip origin / destination points. Undertake an initial feasibility in to re-regulation / franchising of bus services within Glasgow city centre.	Conduct a full review of bus routing and stances - in partnership with SPT and bus companies. Highlight areas of under or over provision and duplication. Progress legal / business implications of (part)? re-regulation / franchising of bus services.	Trial, monitor and permanently implement recommendations of city centre bus review.	Continue to implement and monitor impact of enhancements to bus services in central Glasgow.	Glasgow City Council - LES and DRS; in partnership with SPT, First Group and bus companies.	High Impact / Regional Project / Medium Term	Many consultees (general public and key stakeholders) highlighted bus routing and service provision as a significant issue. Many suggest the system requires a comprehensive and radical review to improve service reliability, be easier to comprehend and optimised to align with demand and to reduce congestion / pollution.
Street Hierarchy and specialisation (The ‘Tartan Grid’)							
Ensure comprehensive and continuous network of high quality, safe and attractive pedestrian and cycle routes alongside reliable bus corridors and adequate car / service access to and thru Glasgow city centre	Compile an initial mapping of routes network based on desk based analysis. Develop brief and case for full city centre accessibility audit (focused on pedestrian and cyclist routes).	Conduct and conclude accessibility audit. Report back to GCC and Access Panel / cycling groups. Agree prioritised, costed Action Plan. Seek and secure funding for ‘quick wins’.	Implement ‘quick wins’ - focus on high impact missing links / conflict points. Progress to follow up actions / priorities. Monitor impacts and adjust investment priorities in consultation with pedestrians / cyclists. Coordinate delivery in tandem with revised Transport Strategy and Smarter Bus Network review.	Conclude enhancements (including EIIPR ‘Avenues’ to provide a comprehensive upgrade of the pedestrian and cycle networks.	Glasgow City Council - LES and DRS in partnership with Access Panel, cycle groups and Pedestrian Champion (see below)	High Impact / City Centre Project	Many consultees confirmed Glasgow’s compact city centre street grid is a significant asset. The analysis and proposal to create clearer hierarchy / differentiation between pedestrian, cycle or bus priority routes was welcomed by consultees.
(Y)our North Bank Promenade - Central to Hydro							
Thematic, high quality continuous pedestrian and cycle priority / car-free route along the River Clyde between Glasgow Central Station and the SECC / Hydro (part of (Y)our River Park - see above)	Review and adopt Broomielaw Masterplan Vision / North Bank Landscape Masterplan. Develop a detailed project brief / pitch for thematic public realm route. Present to key potential project partners and investors.	Confirm business case and procure detailed design (alongside City Deal quay walls investment).	Sign-off on design proposals and commence phased implementation (with trial / proof of concept during major events (eg. European Championships 2018?))	Continue to implement latter phases. Monitor impacts and economic impact	Glasgow City Council (lead) with SECC / Hydro, Visit Scotland, Invest Glasgow and City Marketing Bureau.	Medium Impact / City Project / Medium Term	Key stakeholders, cyclists and many other consultees identified the need for safe, attractive and continuous pedestrian and cycle routes between central Glasgow and SECC Events campus to encourage increased walking / cycling along River to / from events (and general day to day trips)

(Y)our Updated Mobility

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Street Safety and Accessibility							
Optimise street and public realm accessibility and safety to improve Glasgow city centre for all users. Promote the city centre as a safe and accessible destination (See (Y)our Pedestrian + Accessibility Champion)	Develop brief and case for full city centre accessibility audit (pedestrian and cyclist routes) - see Updated Pedestrian and Cycle Network (above). Assess public realm / road safety audits. Brief to adopt Designing Streets ethos - minimise guardrails and reliance on signage. Align with Autism Friendly Glasgow initiatives and similar.	Conduct and conclude accessibility audit. Report back to GCC and Access Panel / disability groups. Agree prioritised, costed Action Plan. Seek and secure funding for 'quick wins' - refer Updated Pedestrian and Cycle Network (above)	Implement findings of audit - see Updated Pedestrian Network (above)	Conclude enhancements - see Updated Pedestrian Network (above)	Glasgow City Council - LES and DRS in partnership with Access Panel and Pedestrian Champion (see below). Also include Visit Scotland.	Moderate Impact / City Centre Project / Short to Medium Term	Key stakeholders highlighted need to improve pedestrian accessibility generally to create an inclusive city centre for all. This initiative would align with ongoing proposals to ensure Glasgow city centre is Autism Friendly by 2023
Updated Central/ Anderston stations and surroundings							
Enhance passenger experience to increase patronage of rail / public transport and to attract investment / development in high density clusters around transport interchange nodes - eg Anderston Station and Central Station	Make business case for Anderston Station STAG appraisal. Scope out improvements at Central Station (esp. Hope Street / Low Level entrance). Refer to Two Station Squares and New Anderston Cross (above)	Conduct an Anderston Station STAG appraisal, Two Station Squares (see above) and the Argyle Street 'Avenue' / EILPR investment and New Anderston Cross (emerging from Broomielaw Masterplan Vision). Assess feasibility study options for Hope Street / Low Level enhancements to Central Station	Implement recommendations from Anderston Station STAG appraisal for an enhanced rail station and re-connected Argyle Street. Conclude feasibility study for Central Station (Low Level entrance). Commence design work (may include new or reconfigured entrance to both stations). Tender works.	Design, construct and monitor impacts in long term planning and delivery strategy.	Glasgow City Council (lead) - DRS and LES. Key Partners / Stakeholders incl Transport Scotland, Network Rail and public transport stakeholders.	High Impact / City Project / Medium to Long Term	Consultees agreed with the findings that the rail stations serving Broomielaw district require significant improvement. Proposals to improve Anderston Station passenger experience were well received and deemed a priority by many.

(Y)our Updated Mobility

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
River Taxi Restore activity on the river with new River Taxis interchanging with Glasgow Central Station	 Outline business case to secure funding to conduct an assessment of the technical and economic sustainability of a River Taxi service on the Clyde.	 Conduct assessment or routing and viability. Routes / berths to and from central Glasgow going from Glasgow Central Station berth to City of Glasgow College, Hydro / SECC, Science Centre / BBC, Riverside Museum / Partick / Govan, Glasgow Harbour, Yoker, Braehead, Renfrew, Clydebank.	 Undertake a 2 year trial. Seek operators. Monitor reliability and patronage.	 If trial is successful restore a River Taxi service.	 River Management Board (see below), Glasgow City Council, River Taxi Operators, landowners / berth destinations.	 Moderate Impact / Regional Project / Medium Term	 Many consultees desire increased activity on River Clyde and several suggested waterbus / water-taxi service (not in competition with other public transport modes but as an attractive and novel alternative). A number of consultees were aware of previous waterbus initiative (though noted with irony that this was promoted as a city centre service to out-of-town shopping at Braehead). Many consultees would welcome a river-taxi service (if tenable).

(Y)our Great Buildings

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Monuments and Gap Infills							
Design Guidelines Needed							
For high profile sites / streets or recurring issues clear Design Guidelines are needed to ensure high quality design is applied to Broomielaw's regeneration.	Review Broomielaw Dorf and Masterplan Vision recommendations. Confirm locations that warrant specific design guidelines (eg Argyle Street, Riverfront)	Scope and procure design guidelines to augment Broomielaw Masterplan Vision and River Park masterplan.	Adopt and apply Design Guidelines. Monitor and review effectiveness.	Monitor and review effectiveness and adjust guidelines accordingly.	Glasgow City Council - DRS and LES, Historic Environment Scotland, Architecture + Design Scotland	Local Policy	Restoring Argyle Street and enlivening the River are high priorities emerging from the DRF, with widespread backing from consultees. It is essential that regeneration (place-making and place-mending) is achieved to the highest standards in these locations. Specific design guidelines are therefore recommended to give clear advice to designers, developers and planners.
Higher Density Broomielaw + Building Heights							
This DRF envisages an increased in urban density and mixed uses. This could involve a potentially significant increase in density.	Confirm analysis in Broomielaw DRF and Masterplan Vision. Identify and plug gaps in analysis / data. Confirm baseline and projected uplift. Scope out study to assess skyline and tall buildings policies / analysis (ref to Blythswood DRF).	Conduct skyline / tall buildings policy review (including Conservation Area appraisal). Confirm validity of Broomielaw Masterplan Vision findings.	Monitor implementation of policies and effectiveness / appropriateness in delivering increased density, mix and quality.	Monitor and review effectiveness and adjust guidelines accordingly.	Glasgow City Council - DRS and LES, Historic Environment Scotland, Architecture + Design Scotland	Local Policy	Comparative analysis indicates Glasgow needs to be more dense. Moreover there is scope, accepted by most consultees, that Broomielaw DRF is an appropriate location for higher density and building heights (notably along the river, M8 corridor and adjacent to mainline rail stations).
Flexible Broomielaw							
Encouraging adaptability of new buildings and encouraging adaptation of existing building stock to future-proof Broomielaw to anticipate changing uses.	Review Masterplan Vision and proposed policies associated with requiring minimum floor to floor / storey heights to enable adaptable buildings. - eg. min storey heights : 3.5m floor to ceiling heights for upper floors, 5m for ground floors (to enable mezzanines)	Develop and trial draft policy to assess applicability of policy. Review and adopt policy.	Monitor and review effectiveness and adjust policy accordingly.	Monitor and review effectiveness and adjust policy accordingly.	Glasgow City Council - DRS, property developers / investors	Local Policy High Impact / Long Term	Some consultees reflected on difficulty of adapting existing building stock (including recently constructed IFSD 'deep plan' buildings). In response it is proposed to require greater adaptability on new build developments.

(Y)our Great Buildings

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Historic Broomielaw <p>A significant portion of the Broomielaw DRF area is included within the Central Glasgow Conservation Area. Built heritage enriches Glasgow, gives areas in the DRF distinctiveness and is crucial to the future success of the area.</p>	Review the existing Conservation Area policies and guidance. Audit what actions / guidance is or is not currently adhered to. Consider preparing Broomielaw specific guidance to emphasise the area's distinctive historic identity. Approach all owners of historic buildings / sites to evaluate potential to support / advise.	Scope out and procure a Conservation Area appraisal. Refresh the Conservation Area policy and guidance supplemented / replaced with Broomielaw area specific appraisal and guidance. Scope out and develop funding application to support maintenance and appreciation of Broomielaw's built and social heritage.	Implement and monitor policy effectiveness. Implement projects with secured funding. Implement a Broomielaw heritage interpretation programme.	Implement, monitor and adjust policy / projects	Glasgow City Council, Historic Environments Scotland, Glasgow City Heritage Trust, Glasgow Building Preservation Trust, Scottish Civic Trust, others.	High Impact / City Centre Project / Short to Long Term	<p>Glasgow built heritage is recognised as one of the city's prized assets. Consultees overwhelmingly cite built heritage as one of the best things Glasgow city centre has.</p> <p>However there is concern amongst many consultees that existing policy / enforcement is failing to secure sustainable long term uses for historic buildings. Several heritage consultees highlighted the plight of many buildings at risk, with concern that policy / support is insufficient. Many consultees feel there's a lack of appreciation of the importance of build heritage, and many buildings are poorly maintained.</p>
Lively Street fronts <p>Active street frontages on principal routes, in line with IPG1 - Place making Principle. Ensure accessible / active frontages on principal streets / spaces / routes throughout Broomielaw DRF - especially along the River frontage and Argyle Street</p>	Confirm existing and new routes to have highest focus for active frontage (eg Argyle Street). Audit existing building frontages. Identify missing pieces / areas for improvement. Test application of new planning policy (DRF SPG)	Maintain a dynamic map / monitor of active frontage throughout DRF. Review implementation of planning policy and areas for redefinition / reinforcement of policy. Scope out a shop front / street frontage enhancement programme (pilot on Argyle Street?)	Review and refine policy thru implementation. Consider researching data re footfall / economic benefits in areas with successful implementation.	Review and refine policy thru implementation	Glasgow City Council - DRS (supported by 3rd party review / research?). Liaison with developers / land and building owners / occupants and architects	High Impact / Local Project / Short to Medium Term	Quality active frontages are fundamental to successful cities and convivial streets. It is essential to monitor the condition and provide support / guidance to building owners / developers to ensure active street frontages are provided in the correct locations.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Vibrant Broomielaw							
Strong Neighbourhood Identities							
Broomielaw DRF features approximately 8 no. distinctive neighbourhoods. This diversity should be celebrated and (where appropriate) reinforced or redefined.	Confirm DRF analysis of existing and proposed neighbourhood characteristics. Approve Broomielaw Masterplan Vision. Confirm Brief for developing Masterplan Vision into an adoptable Broomielaw Masterplan (with associated technical advice). Consider need for further neighbourhood specific masterplans (eg Blythwood Court and/or Tradeston?)	Procure and conclude a Broomielaw Masterplan for adoption / promotion of sites. Confirm brief for any additional neighbourhoods out with Broomielaw Masterplan Vision area.	Monitor impact of Broomielaw Masterplan (and any subsequent masterplans)	Ongoing monitoring.	Glasgow City Council - DRS	Local Policy / Planning	Analysis and consultation confirms that the City Centre Districts (as defined in the City Centre Strategy) are composed of numerous neighbourhoods with different characteristics. It was widely accepted that proposals should seek to retain and emphasis (where appropriate) the distinctiveness of each neighbourhood, notably those that are / need transforming.
Provision of Community Amenities							
To support a vibrant, mixed urban district with distinctive neighbourhoods with a growing population the provision of appropriate amenities (incl. community infrastructure, education, health and social care, recreation / leisure space) is vital.	Confirm initial mapping of existing and planned amenities. Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for Broomielaw DRF area. Commence supply / demand projections to scope out potential gaps in provision. Review existing policies / planned public sector investment in and around Glasgow city centre.	Review applicable policies for infrastructure investment, developer contributions and any relevant existing / emerging models to assist in delivering enhanced community infrastructure / amenities. Conclude supply / demand projections to scope out existing / potential gaps in provision. Adjust policy / investment plans according to updated projects.	Adjust policy / investment plans according to updated projects. Monitor effectiveness of any early adjustments. Implement new policies / investment plans.	Ongoing implementation and monitoring.	Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, NHS, Emergency Services, Public Sector bodies with estate in central Glasgow.	High Impact / City Project / Short to Long Term	In anticipation of an increased city centre population (resident, working and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. Any discussions and analysis regarding increased city centre living also highlighted the need to provide the facilities required of an increased population density in central Glasgow.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Mixed and Repopulated Broomielaw							
Increased mix of complementary uses necessary to ensure Broomielaw and Tradeston become lively urban city centre neighbourhoods. This includes employment uses (eg. business) and also increased residential (see Re-Populated Broomielaw below)	Review and confirm analysis undertaken in Broomielaw DRF. Identify gaps in analysis and sources of relevant information on existing capacity and projected land-uses / market demand / capacity. Review existing policies re. delivering mixed use development.	Conclude review of policies and market research. Identify barriers and opportunities for delivering mixed use development in Broomielaw DRF. Adjust policies / guidance accordingly. Promote Broomielaw DRF area to enable mixed use development / investment.	Continue to promote / enable mixed use development. Monitor implementation and review policy / procedures.	Continue to promote / enable mixed use development.	Glasgow City Council, landowners, Scottish Enterprise, Scottish Futures Trust, developers / investors, Invest Glasgow	High Impact / City Centre Project / Long Term	Successful city centres succeed on the basis of a positive mix of appropriate uses. Analysis, reinforced by consultation, confirms that many parts of the Broomielaw DRF area suffer because of a lack of mixed uses. Certain part of the DRF area are either dominated by a single land use (eg. IFSD or Springfield Quay) which creates a 'dead zone' at certain time of the day / week or have an unsuccessful mix of inappropriate uses (eg Tradeston).
Business in Broomielaw							
The IFSD has successfully attracted circa 15,000 jobs in to central Glasgow. It is essential that the Broomielaw DRF area continues to provide employment / business uses.	Review and confirm analysis undertaken in Broomielaw DRF. Liaise with existing business, landowners, occupiers etc. to confirm current trends and issues re attracting / retaining businesses in Broomielaw (including IFSD).	Develop specific action plan to adjust IFSD to ensure retention of businesses within the area. Continue to monitor business space demand / trends. Promote / enable development of new office / business space as part of mixed use urban neighbourhood.	Continue to promote / enable business accommodation within mixed use development. Monitor implementation and review policy / procedures.	Continue to promote / enable business accommodation within mixed use development. Monitor implementation and review policy / procedures.	Glasgow City Council , Invest Glasgow, Chamber of Commerce, existing businesses, landowners / investors	High Impact / City Centre Project / Medium Term	Whilst seeking to adjust the mix of uses across the DRF area, Broomielaw (and Tradeston) should both accommodate new employment uses. It is also essential to modify the IFSD to respond to shift in demand and requirements. Consultation with business and owners in the area confirmed that more mixed uses will attract and retain businesses to these riverfront locations.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Re-Populated Broomielaw To create a vibrant and convivial city centre a significant increase in resident population is required.	Publish and review the findings of the Residential Strategy. Review and confirm the analysis undertaken in the Broomielaw DRF. Assess the Strategic Housing Investment Plan (SHIP) with respect to City Centre / Broomielaw DRF	Identify blockages in securing more city centre housing (policy, investment etc.). Investigate market demand / interest in city centre living. Explore scope for RSLs / others to deliver affordable housing in city centre. Identify and promote pilot sites. revised the SHIP accordingly.	Continue to address / remove barriers to city centre living / mixed use development. Continue to promote / market sites / vacant buildings for housing. Monitor impacts. Continue dialogue with all parties involved in policy and delivery.	Ongoing implementation and monitoring	Glasgow City Council , Scottish Futures Trust, Scottish Government, GHA, housing associations, housebuilders / developers, investors, Homelessness Charities, voluntary sector	High Impact / Regional Project / Short to Long Term	Early analysis and comparison with other equivalent European cities confirms that Glasgow has a low city centre residential density. Analysis indicates that increased population density would greatly assist in improving the city centre. Most consultees (general public and expert stakeholders) welcomed an increase in resident population, though some consultees raised concerns about barriers to making city centre living work / fit with other uses.
Hotel and Leisure Broomielaw DRF area can contribute additional hotel / visitor bed spaces and leisure to cater for tourism (incl for business). Riverfront should become a destination in the city centre, as well as strategic link to SECC Events campus.	Review and confirm analysis in Broomielaw Masterplan Vision / DRF.	In parallel with assessing other land uses scope our demand and opportunity for Broomielaw DRF to contribute to hotel bed space provision / cater for leisure uses. Continue market research and promote Broomielaw DRF as destination for hotels / leisure. Trial temporary events / leisure uses and monitor impacts / proof concepts.	Continue to promote / market sites / vacant buildings for hotel / leisure. Trial temporary events / leisure uses and monitor impacts / proof concepts. Monitor impacts. Continue dialogue with all parties involved in policy and delivery.	Ongoing implementation and monitoring	Glasgow City Council , Invest Glasgow, Glasgow Life, Glasgow Marketing Bureau, hoteliers, Chamber of Commerce, existing businesses, landowners / investors / developers, property agents	High Impact / City Project / Medium to Long Term	A review of existing strategies, coupled with advice from consultees, would indicate that Broomielaw DRF area (especially the River corridor) should contribute to Glasgow's leisure and tourism offer. The DRF area is strategically located to connect existing destinations and consultees were very supportive of the idea that the River becomes a regional leisure destination.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
Retail / Shopping			
Support a high density, mixed use urban district with more residents a greater variety of shops, located in optimum locations to support and generate footfall / activity. Supports Lively Street fronts	Review and confirm analysis in Broomielaw Masterplan Vision / DRF and proposed planning policy. Review available Retail Market analysis / strategies.	Conduct soft market testing re scope to extend retail offer west along Argyle Street. Scope out / conduct property analysis of potential functions in Broomielaw as part of developed Masterplan.	Promote / market sites along Argyle Street / Anderston Cross / Riverfront with ground floor retail as part of land use mix. Trial temporary events / retail uses and monitor impacts / proof concepts. Monitor impacts. Continue dialogue with all parties involved in policy and delivery.
Community Infrastructure			
see Provision of Community Amenities	xxx	xxx	xxx
Sports and Play Broomielaw			
Incorporate formal and informal sports and play along the River Park, under the M8 undercroft and within new / revamped public open spaces (pocket parks, plazas, lanes)	Review and confirm analysis in Broomielaw Masterplan Vision / DRF. Review the national and Glasgow Play Strategy and SportScotland / Glasgow Life guidance on urban sports and play. Review implications for Broomielaw DRF area.	Integrate Play / Sports strategy within Broomielaw Masterplan. Consider wider City Centre Strategies. Develop feasibility studies for River Park and M8 Undercroft to accommodate regional destination play / sports with amenity for city centre residents / workers / visitors. Trial / prove concepts with temporary activities / events.	Progress design / procurement / trials / implementation of play / sports equipment / facilities. Integrate with wider public realm strategy. Seek funding via developer contributions and other sources.

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Continue to promote / market sites / vacant buildings for retail.	Glasgow City Council , City Centre Retailers Association, Chamber of Commerce, existing business, landowners / investors / developers, property agents	moderate Impact / City Centre Project / Medium to Long Term	Retail demand bolstered by increased residential and working population in the DRF area as part of a mixed use quarter.
xxx	xxx	xxx	xxx
Ongoing implementation and monitoring	Glasgow City Council , Glasgow Life, Sport Scotland, Play Scotland, sports / children's organisations and charities, NHS	High Impact / City Project / Short to Long Term	To enliven public open spaces, and enable healthy, active living in the city centre. Create a public realm which integrates sports and play to cater for all ages. Many consultees have welcomed an initiative to encourage play / sports / activity on River and throughout a family friendly city centre. Several have cited international best practice and health / economic benefits of play / sports for cities.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Remarkable Broomielaw - a building, public space or function?							
Consider scope for Broomielaw DRF to accommodate a regional or national 'destination' - a cultural, civic or events facility that augments the city's existing offer - in addition to the River Park.	Conduct a quick 'gap' analysis of the city's facilitates. Liaise with potential organisations who may be interested in delivering a landmark facility (museum, venue etc.). Review existing Culture and Tourism Strategies to establish best 'fit'	Develop and more formal scoping of demand and supply for a regional destination. Consider optimum location for potential facilities - on river, north or south bank etc. Develop brief and funding strategy accordingly.	Progress briefing, funding applications and design development as appropriate.	Continue to progress and deliver project. Assess impacts.	Glasgow City Council , Glasgow Life, Universities, Creative Scotland, Visit Scotland, Glasgow Marketing Bureau, Scottish Government, landowners,	High Impact / National Project / Long Term	Lessons from elsewhere demonstrate the potentially significant benefits for attracting landmark uses to anchor and supercharge regeneration. During consultation there was some interest in the idea and it was noted that, for instance, Glasgow still requires a an international class 'Lyric Theatre'-type venue
Tree School/ Nursery							
Utilise vacant / derelict sites within Broomielaw DRF area to accommodate temporary tree nursery for street tree stock for Avenues programme	Reopen discussion about the logistics / possibility of temporary greening Broomielaw gap sites with trees allocated for the Avenues street trees programme.	Progress and conclude discussions. Implement if viable.	Ongoing.	Ongoing,	Glasgow City Council , landowners, Avenues construction contractors	High Impact / City Centre Project / 'Quick win' Short to Long Term	This initial idea emerged as a way to instantly 'green' a piece of the city using the ongoing Avenues project as a catalyst - accommodating new street trees in a city centre nursery prior to installation. Initial enquiries would indicate this is difficult to achieve, but any opportunity to revisit the idea may be beneficial.

(Y)our Vibrant Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
(Y)our Stalled Spaces - Temporary / Meanwhile Uses							
Continuous programme of events / temporary interventions to transform vacant and under-utilised sites / buildings Broomielaw DRF. This could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art), temporary take-over of vacant buildings	Review effectiveness of existing events programming. Map out current initiatives (eg Stalled Spaces etc.). Obtain feedback from organisers / groups interested in progressing ideas. Review funding / 'red tape' issues.	Continue and conclude review of current events programming. Progress and deliver events / ideas in planning or emerging thru DRF. Adjust / refine / streamline approvals processes / contact points at GCC for advice to enable more activity. Trial a 'Presumed Yes' / 'Green-Tape' approach to enable events to occur. Develop prioritised programme and dedicated officer(s) to coordinate and enable.	Securing funding and deliver rolling programme of events, selected to encourage longer term regeneration of Broomielaw DRF. Continuous review of effectiveness / scope for improvement.	Maintain seasonal cycle of events and activities throughout City Centre. Review impacts.	Glasgow City Council , existing and potential events organisers (eg. arts organisations), regulatory bodies, landowners / building owners,	High Impact / Local and City Centre projects / Short Term 'Quick Win' to Longer Term	Glasgow has developed a strong track record in using events and temporary 'meanwhile' uses to enliven the city centre, trial activities and seek to change perceptions about parts of the city centre. Broomielaw DRF area urgently requires to be reimagined and have perceptions changed. Focus on enabling existing events and encouraging targeted new activities. Several consultees indicating a willingness to work with GCC to deliver events in the IFSD and elsewhere.

Transforming (Y)our Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Transforming (Y)our Broomielaw Broomielaw Masterplan In parallel with preparing the Broomielaw DRF a Masterplan Vision for Broomielaw has been developed. This Masterplan Vision outlines, in greater detail, a spatial plan for Broomielaw quarter. This should be progressed to an adopted Masterplan confirming the expectation for specific sites in Broomielaw.	Approve Broomielaw Masterplan Vision. Confirm Brief for developing Masterplan Vision into an adoptable Broomielaw Masterplan (with associated technical advice). Consult with landowners and prospective investors / developers.	Procure and conclude a Broomielaw Masterplan for adoption / promotion of sites. Adopt as Supplementary Planning Guidance. Consider scope to implement a Specified Planning Zone (SPZ) - pilot thru ongoing Planning Reform agenda.	Monitor impact of Broomielaw Masterplan. Continue to promote and deliver development sites.	Ongoing implementation / monitoring.	Glasgow City Council - DRS, Scottish Government, Scottish Futures Trust	Local Policy / Planning	Broomielaw requires specific regeneration focus to secure 'buy-in' for a mixed-use quarter on the River Clyde's north bank. This is a high priority for Glasgow. Broomielaw was widely recognised, though the consultation, as requiring specific, highest priority focus and intervention to tackle issues of site assembly, land use mix, coordination of planning and infrastructure. A Masterplan would greatly assist in securing a coordinated long term regeneration of Broomielaw.
Sustainable Broomielaw Broomielaw regeneration should pilot new ways to integrate sustainable urban solutions (Low carbon, climate change adaptive etc.) in central Glasgow that can be applied across all DRFs.	Review Broomielaw Masterplan Vision assessment of opportunities for integrating sustainable urbanism / planning into area regeneration.	Procure and conclude a Broomielaw Masterplan, with specific engineering advice on sustainable urbanism, for adoption / promotion of sites.	Monitor impact of Broomielaw Masterplan and associated sustainable urbanism advice.	Ongoing implementation / monitoring.	Glasgow City Council - DRS	Local Policy / Planning High Impact / Long Term	Glasgow has developed progressive strategies for future-proofing the city (eg. Surface Water Management, Resilience, etc.). These need to be properly integrated into detailed masterplans for priority areas. Broomielaw is one of the highest priority regeneration sites in central Glasgow and should pilot the technical implications of this approach.

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Transforming (Y)our Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4
Broomielaw Brand			
Beyond the International Financial Services District (IFSD) branding Broomielaw DRF area (and it's constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.	Review current status of marketing / branding for Broomielaw. Scope out a campaign / brief for a refreshed / focused Broomielaw branding.	Procure and conclude development of Broomielaw branding to align with new Masterplan for the area. Liaise with existing investors / landowner / developers. Launch (Y)our Broomielaw branding.	Implement brand guidance. Promote Broomielaw - update collateral etc. Monitor impacts.
Broomielaw Performance Monitor			
Monitor progress and effectiveness of this Action Plan with reference to specific key performance indicators.	Review existing KPIs for monitoring delivery of City Centre Strategy, City Deal etc. Scope out KPIs for Broomielaw DRF based upon DRF Objectives.	Trial and finalise monitoring regime. Consider scope to dovetail with Smart Cities agenda / action plan.	Adopt monitoring regime. Review applicability. Roll out for all DRFs
Broomielaw Conservation Area			
Focused redefinition of Broomielaw conservation area within Central Conservation Area.	Review and agree recommendation of a Conservation Area Appraisal, seeking a specific Broomielaw focus.	Undertake CA appraisal to identify new approaches to heritage buildings in the 2020s. Identify demonstration projects for long term vacant buildings with owners. Promote awareness of social and built heritage	Update Conservation Area policies. Implement findings of review re awareness / interpretation of Broomielaw built / social heritage.
Broomielaw Heritage Property Fund			
Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use. To include proactive planning/ conservation/building regs advice and match funding . Scope for pilot in Broomielaw to demonstrate best practice	Confirm principles with GBPT/GCC and identify funds. Undertake appraisal and draft fund guidelines	Publicise & promote fund, identify priority projects	Complete 2 priority projects & deliver 6 successful funding application, Review

Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Ongoing implementation / monitoring.	Invest Glasgow , Glasgow Marketing Bureau, Glasgow City Council, Glasgow Chamber of Commerce	High Impact / Local Project / Short to Medium Term	Many consultees / stakeholders reflected that the IFSD brand should be refreshed and any refocused promotion of development sites should be accompanied by updated branding.
Ongoing implementation / monitoring using KPIs. Audit / review monitoring regime.	City Centre Strategy Board , Glasgow City Council	Procedure / Policy Short Term	To enable key partners to review progress in delivering / updating this Action Plan it is vital to establish KPIs. The measures of success need to be SMART (Specific, Measurable, Attainable, Relevant, and Time-Bound)
Ongoing implementation / application of policy. Monitor impacts.	Glasgow City Council , Historic Environment Scotland, GBPT, GCHT	Local Policy High Impact / National Project / Ongoing	Many consultees highlighted the significance of Broomielaw's heritage. It creates a distinctiveness for Broomielaw and connection to it's maritime history. Many felt that there is a need to refresh and apply the policy framework as it exists.
Complete additional 2 priority projects & deliver 4 successful funding applications.	GBPT, Glasgow City Council , Owners of heritage buildings, Historic Environments Scotland	High Impact / Local Project/ Medium Term	Several consultees reflected on the slow progress to secure long term uses for buildings at risk in the area. Fresh approaches to secure Broomielaw's heritage asset would be welcomed by stakeholders.

Transforming (Y)our Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Night-Time Broomielaw							
Programme of events / trials to redefine Broomielaw as an attractive, safe and quality evening destination	Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.	Scope out potential seasonal events / activities (refer to (Y)our Temporary / Meanwhile Uses above) - develop funding / sponsorship to secure initial Y1 programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in Broomielaw.	Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven Broomielaw and improve marketability of area for further investment.	Continue to monitor impacts and deliver enhanced programme.	Glasgow City Council , Community Safety Glasgow, buildings owners / occupiers in IFSD / Broomielaw, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland	High Impact / Local Project / 'Quick Win' Short Term	Many consultees, including building occupiers / owners in IFSD / Broomielaw, flagged up the lack of safe and attractive evening economy in the area. Several indicated desire to support / deliver events / activities to trial what could work in Broomielaw. Many consultees indicated that Broomielaw needs to be redefined as a riverfront destination for evening economy and that this would assist in retain / attracting business and future residents / investment to the area.
Clean and Well Maintained Broomielaw							
Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre.	Review finding of Operational Services SWOT analysis and feedback from DRF consultation processes. Review recent changes in street cleaning, waste management and maintenance.	Confirm minimum standards / KPIs for street cleaning and maintenance. Review and monitor implementation and compliance with KPIs. Assess scope for Smart City and other new processes to pilot new ways of working to enhance outcomes.	Continue to monitor KPIs (and applicability of measures of successful performance). Seek updated feedback annually from public and city centre stakeholders to monitor environmental quality and public satisfaction.	Continue to monitor KPIs and review monitoring system.	Glasgow City Council, building owners / occupiers, SEPA	High Impact / City Centre Project / 'Quick Win' Short Term to Long Term	One of the most frequently recurring issues raised by public consultees is the maintenance and cleanliness of streets throughout central Glasgow. Notwithstanding investment in public realm most consultees complained about the poor quality of streets in Glasgow. Enhanced maintenance is a high priority issue for most consultees.

Transforming (Y)our Broomielaw

Action Plan

(Y)our Broomielaw Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders (lead in bold)	Impact / Reach / Term	Justification / Observations
Dedicated Broomielaw team							
Dedicated staff resource to drive Broomielaw DRF regeneration - working with City Centre team and with specific focus on Broomielaw DRF area.	Develop business case to secure funding for dedicated officer(s) to take forward DRF Action Plan. Could involve the formation of an ALEO / JV dedicated specifically to Broomielaw Masterplan regeneration.	Appoint dedicated officer(s) to lead / coordinate regeneration in Broomielaw DRF. Establish KPIs and monitor impacts.	Monitor impacts. Extend remit as appropriate.	Monitor impacts. Extend remit as appropriate.	Glasgow City Council and project partners	High Impact / Quick Win	Evidence from elsewhere, combined with observations of available resource, indicate that additional staff / expertise is required to support City Centre Strategy team and project partners to coordinate delivery of the ambitions of the DRFs. Regeneration in Broomielaw will require a higher level of public sector intervention to deliver sustained change.
New Broomielaw Community Council							
Reform a Community Council for Blythswood / Broomielaw. Scope to focus on tenants / residents of Blythswood Court. Initiative / opinions canvassed during community engagement process.	Continue to canvass support from local community to restore community council. Obtain advice from GCC community advisers re constitution. Secure community buy-in.	Convene Community Council. Network with other established city centre Community Councils. Review DRF and agree areas of focus / projects to champion. Monitor impacts and sustainability of new Community Council. Support / capacity building as necessary.	Continue Community Council. Monitor impacts / effectiveness.	Continue Community Council. Monitor impacts / effectiveness.	New Broomielaw / Blythswood Community Council - tbc , Glasgow City Council, Glasgow West Housing Association, associated community groups	High Impact / Local Project / Quick Win	From the outset of community engagement it was apparent that there was a desire to restore the moribund local Community Council. There was also a desire to improve community networks between tenants / residents of Blythswood Court. Key stakeholders canvassed opinion / sought support for a Community Council throughout the engagement process, securing sufficient buy-in to proceed.

(Y)our SMART Projects

Action Plan

(Y)OUR RIVER PARK	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Smart street furniture & connectivity - as part of the continuous, comfortable river routes	Confirm River Strategy	Prepare business case to seek funding and carry out cost benefit analysis and prepare procurement documents	Tender and commence implementation of installation of smart furniture	Monitor, maintain and improve smart furniture	GCC - DRS - LES	High	City Centre Enabling Infrastructure Integrated Public Realm Program	
Intelligent lighting - as part of the continuous, comfortable river routes	Confirm River Strategy - Align with Intelligent Street Lighting project - (Glasgow Lead and project commenced)	Align future Intelligent light installation work with the Broomielaw DRF		Monitor, maintain implement further	GCC - DRS - LES	High	ERDF Funding // Green Investment Bank	
(Y)our intelligent river park - sensors to monitor Air Quality, noise, river levels - connected to Clean & Natural Clyde, Flooding Strategy	Review River Strategy	Prepare business case to seek funding and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of smart furniture	GCC - DRS - LES	High		https://data.glasgow.gov.uk/dataset?q=air+qualit
Smart Signage - Digital Out of Home Advertising	Confirm River Strategy	Prepare business case to seek partnerships and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of signage	GCC- DRS	Medium	Charge companies for advertising	dooh.com

(Y)our SMART Projects

Action Plan

(Y)OUR GREAT STREETS & SPACES	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Intelligent Lighting - connected to Glorious Argyle Street, Hill to River Streets, Broomielaw lanes and plazas	Confirm Great Streets and Spaces - Align with Intelligent Street Lighting project - (Glasgow Lead and project commenced)	Align future Intelligent light installation work with the Broomielaw DRF		Monitor, maintain implement further	GCC - DRS - LES	High		
Smart Signage - Digital Out of Home Advertising	Confirm Great Streets and Spaces Strategy	Prepare business case to seek partnerships and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of signage	GCC- DRS	Medium	Private companies - partnership funding	
(Y)our Intelligent Green streets, parks and play spaces - sensors to monitor Air Quality,, noise, CCTV cameras	Confirm Great Streets and Spaces strategy	Prepare business case to seek funding and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of smart furniture	GCC - DRS - LES	High		
Smart Waste Management - smart bins connected to a number of projects here	Confirm Great Streets and Spaces strategy and review Perth, Dundee, Edinburgh, Glasgow and Stirling ongoing collaboration smart waste				GCC - DRS - LES	High		http://www.enevo.com/

(Y)our SMART Projects

Action Plan

(Y)OUR URBANISED M8	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
(Y)our smart urbanised M8 - sensors to monitor Air Quality, traffic, noise - connected to Cleaner Air, Less Noise	Confirm Urbanised M8 Strategy	Prepare business case to seek funding and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of smart furniture	GCC - DRS - LES	High		
Smart parking	Confirm Urbanised M8 strategy and location of on-off street parking and multilevel car parks	Review http://www.ruggedised.eu/ project and align business case	Prepare procurement documents	Tender and commence implementation of smart parking sensors and related technology (apps)	GCC - DRS - LES	High		

(Y)our SMART Projects

Action Plan

(Y)OUR UPDATED MOBILITY	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Accessibility for pedestrians with impairment and/or reduced mobility	Confirm Updated Mobility Strategy	Prepare a business case to seek funding and carry out cost benefit analysis			GCC- DRS - LES	MEDIUM		http://neatebox.com/pedestrian-crossing-app
(Y)our Intelligent updated mobility - sensors to monitor AQ, traffic, noises - connected to Ultra Low Emission Zones	Confirm Updated Mobility Strategy	Prepare business case to seek funding and carry out cost benefit analysis			GCC- DRS - LES	HIGH		
Smart parking and hubs - with EV charging stations	Confirm Updated Mobility Strategy Confirm scope of traffic modelling feasibility study	Review http://www.ruggedised.eu/ project and align business case	Prepare procurement documents	Tender and commence implementation of smart parking sensors and related technology (apps)	GCC- DRS - LES	HIGH		http://www.ruggedised.eu/
Smart Signage - Digital Out of Home Advertising	Confirm Updated Mobility Strategy	Prepare business case to seek partnerships and carry out cost benefit analysis	Prepare procurement documents	Tender and commence implementation of installation of signage	GCC- DRS - LES	MEDIUM		
Mobility as a Service solutions	Confirm Updated Mobility Strategy	Review and align with Scottish Enterprise Mobility as a Service programme			GCC- DRS - LES - Scottish Enterprise	MEDIUM		https://connect.innovateuk.org/
Intelligent Road pricing - Electronic Road Pricing system's tolls vary according to volume of traffic	Confirm Updated Mobility Strategy				GCC - DRS - LES	MEDIUM		http://www.c40.org/profiles/2013-singapore

(Y)our SMART Projects

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(Y)OUR GREAT BUILDINGS	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Smart District Heating	Confirm Great Buildings Strategy	Apply for Scottish Government framework to facilitate the implementation of Non Domestic Energy Efficiency (NDEE) to the Scottish public sector.			GCC - DRS, Sustainable Glasgow, SSE	MEDIUM	Green Investment Bank - Heat Network Development Unit // grant funding from the Scottish Government, the Community Energy Saving Programme Link: http://www.gov.scot/Topics/Government/Procurement/directory/Utilities/	http://www.stepupsmartcities.eu/Portals/51/Documents/DistrictHeatingLeaflet.pdf
Smart Grid - renewable energy solutions	Confirm Great Buildings Strategy	Review international case studies, assess technological feasibility and develop a business case			GCC - DRS, SSE	MEDIUM	Innovative Community Funding Models for Renewable Energy	https://m.iao.fraunhofer.de/lang-en/index.php?option=com_content&view=article&id=1181

(Y)OUR VIRBANT BROOMIELAW	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Energy efficient building retrofits - connected to IFSD rebooted	Confirm Vibrant Broomielaw Strategy	Review and align with Broomielaw DRF, assess technological feasibility and develop business cases				MEDIUM		http://futurecity.glasgow.gov.uk/energy/

(Y)our SMART Projects

Action Plan

TRANSFORMING (Y)OUR BROOMIELAW	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Set up a (Y)our Smart Glasgow - smart city task force	Identify key GCC stakeholders involved in designing and implementing current and future smart city projects in the frame of a Smart Cities Maturity Assessment workshop proposed by the DRF - GCCD Team					HIGH		
Integrated discoverable data management - for smarter and more efficient data sharing across GCC departments	Explore various solutions and PaaS and align with existing data sharing procedures and systems already in place within GCC					HIGH		http://futurecity.glasgow.gov.uk/data/

TRANSFORMING (Y)OUR CITY CENTRE	IMMEDIATE	SHORT TERM Y1	MEDIUM TERM Y2-Y4	LONG TERM Y5+	KEY STAKEHOLDERS	PRIORITY	FUNDING	Links
Smart asset management - to assess, predict, monitor and maintain that state of GCC assets throughout the city	Confirm City Centre Strategy					HIGH		https://www.weforum.org/agenda/2016/05/what-is-the-economic-value-of-your-citys-trees