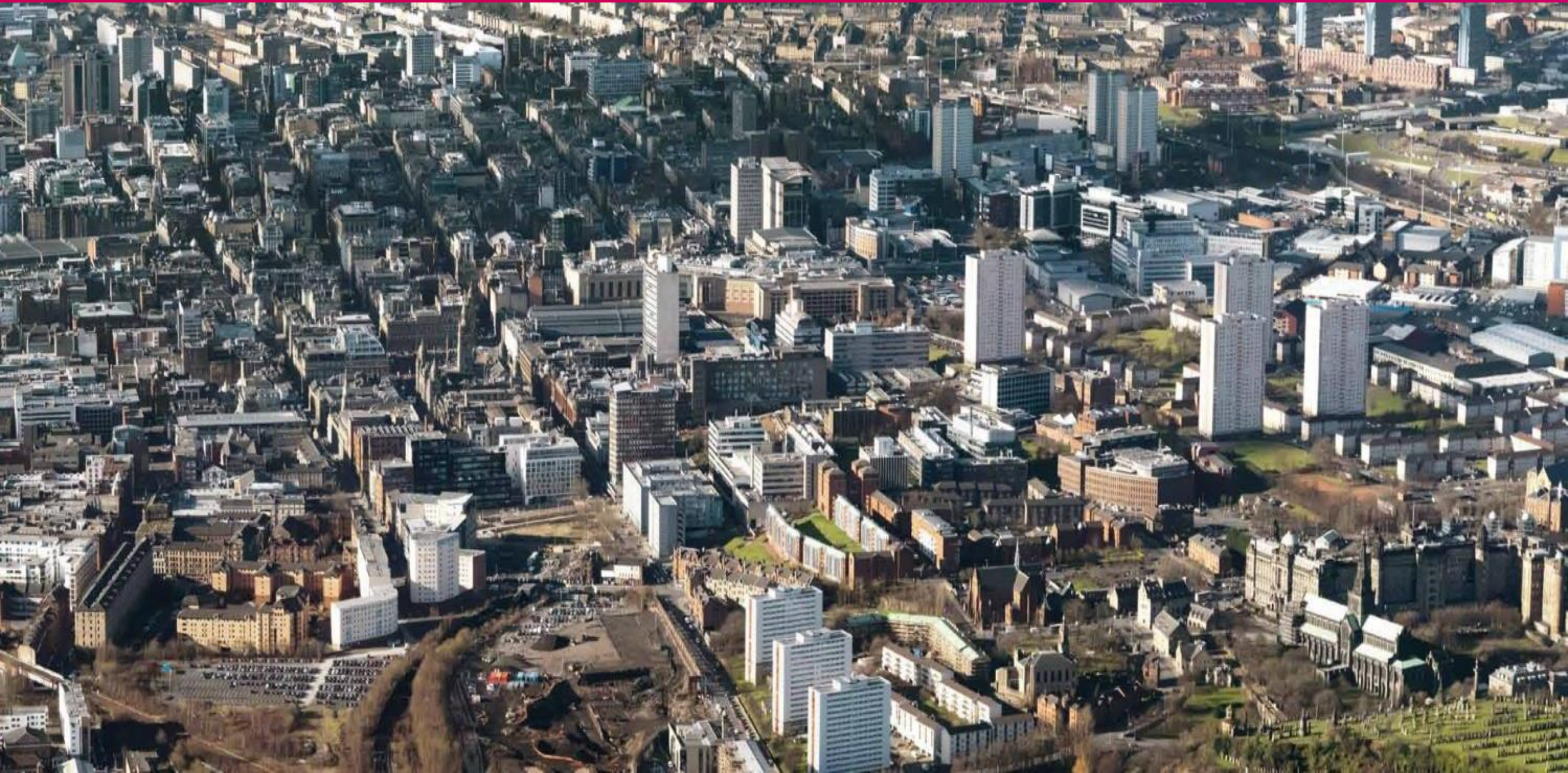
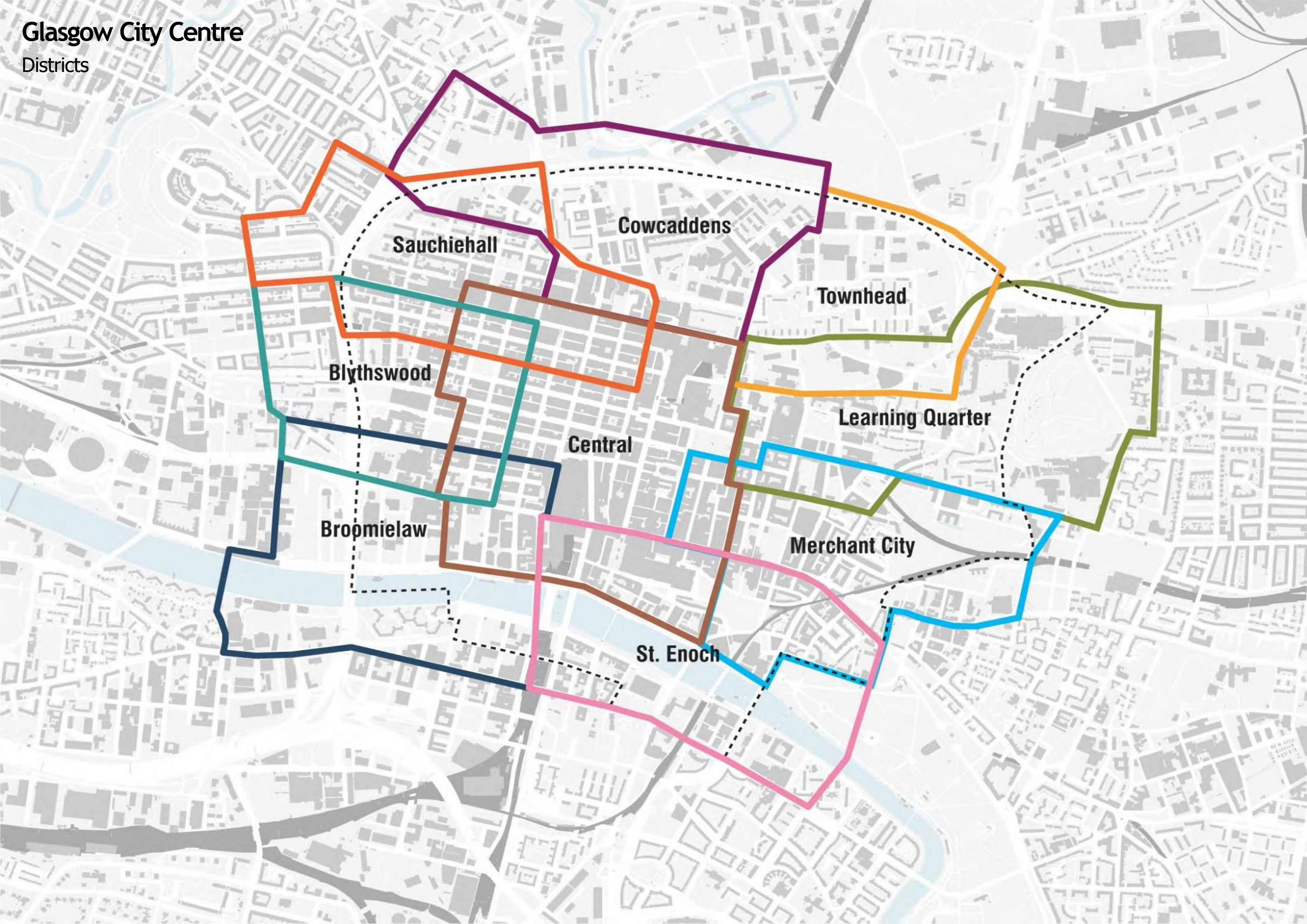


District Regeneration Frameworks



Glasgow City Centre

Districts



Cowcaddens

Sauchiehall

Townhead

Blythswood

Central

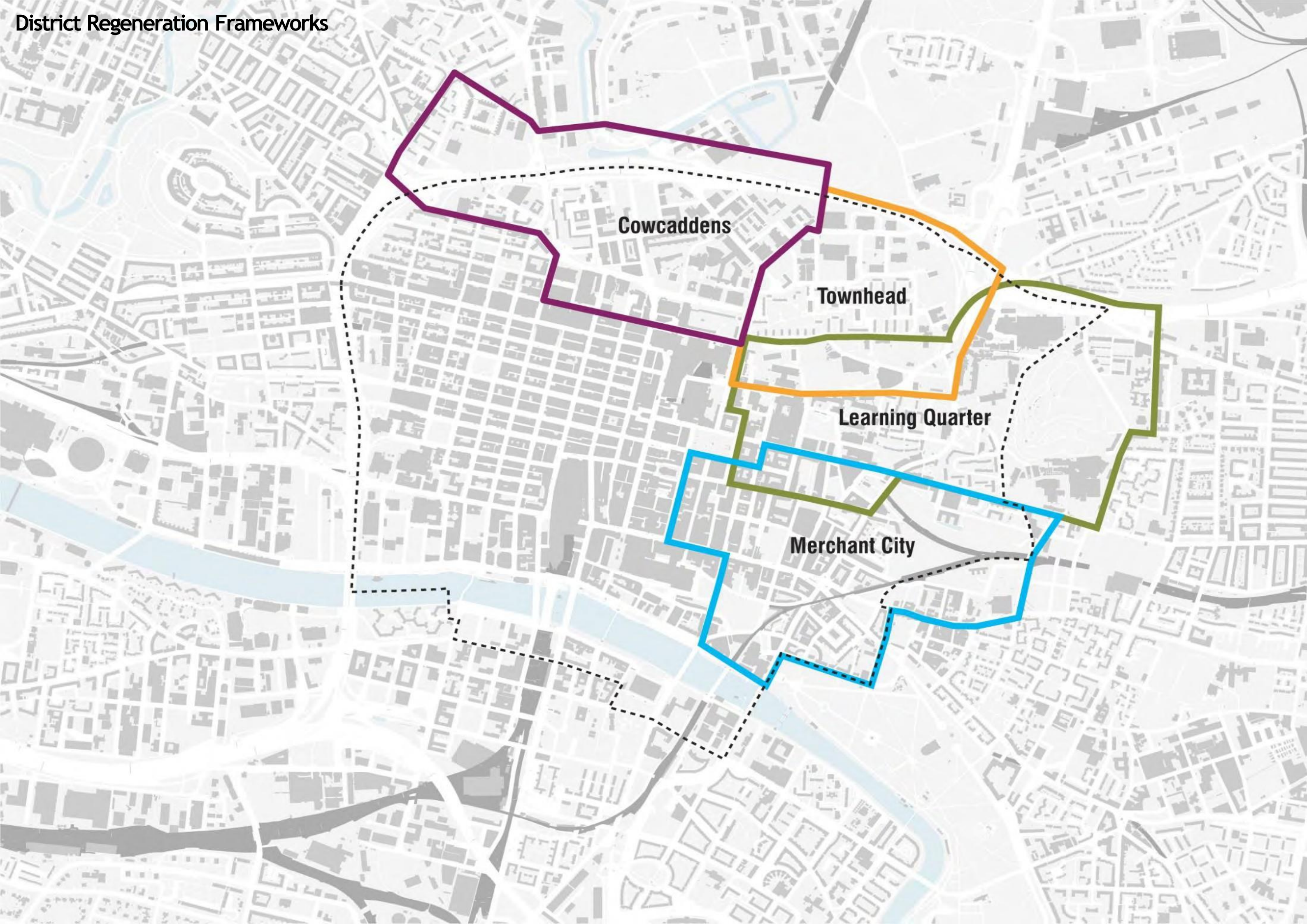
Learning Quarter

Broomielaw

Merchant City

St. Enoch

District Regeneration Frameworks



Cowcaddens

Townhead

Learning Quarter

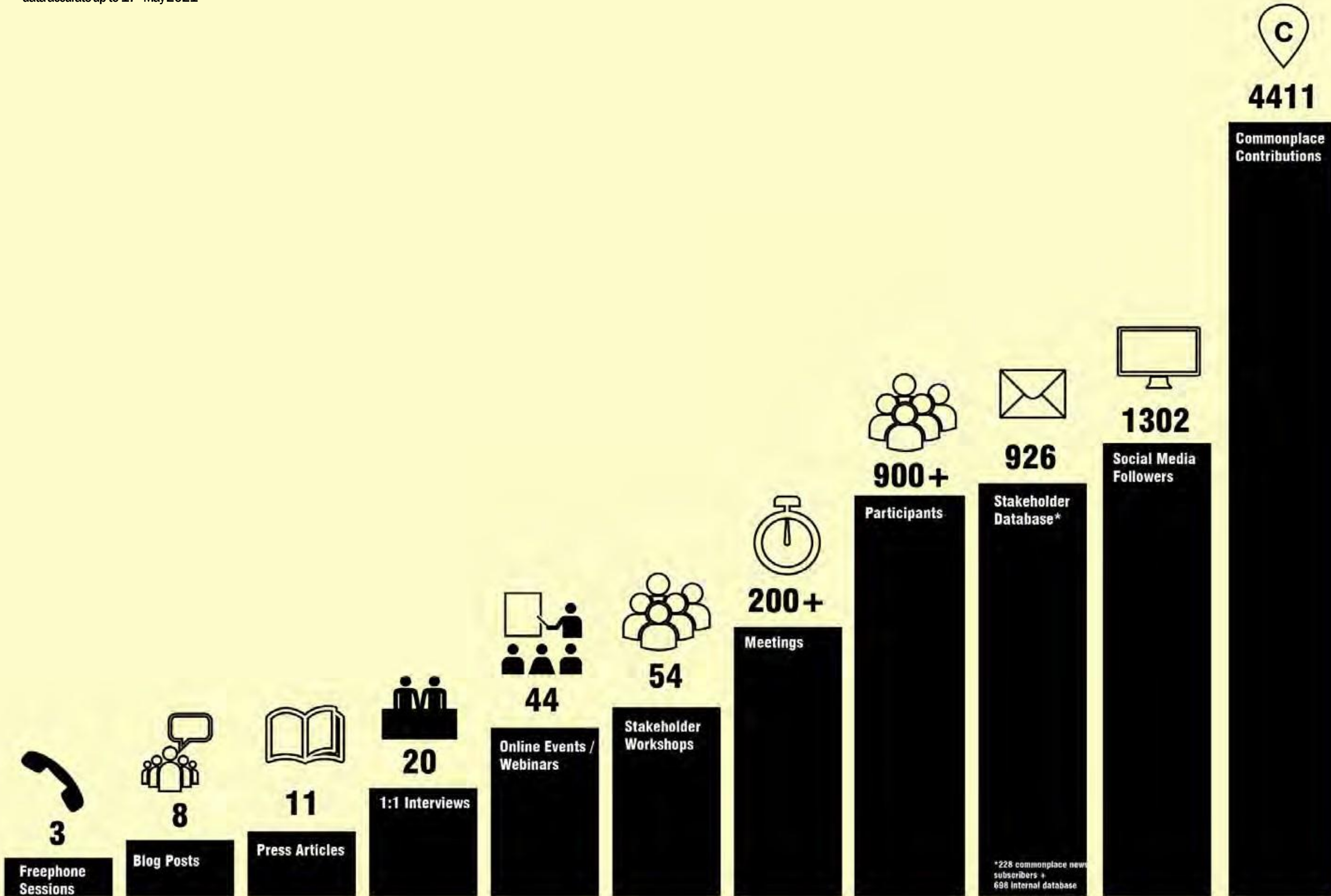
Merchant City

Timeline

Approval to go to Public Consultation	12.01.23
Consultation	20.02.23
Consultation Ends	03.03.23
CAC for final approval	May 2023



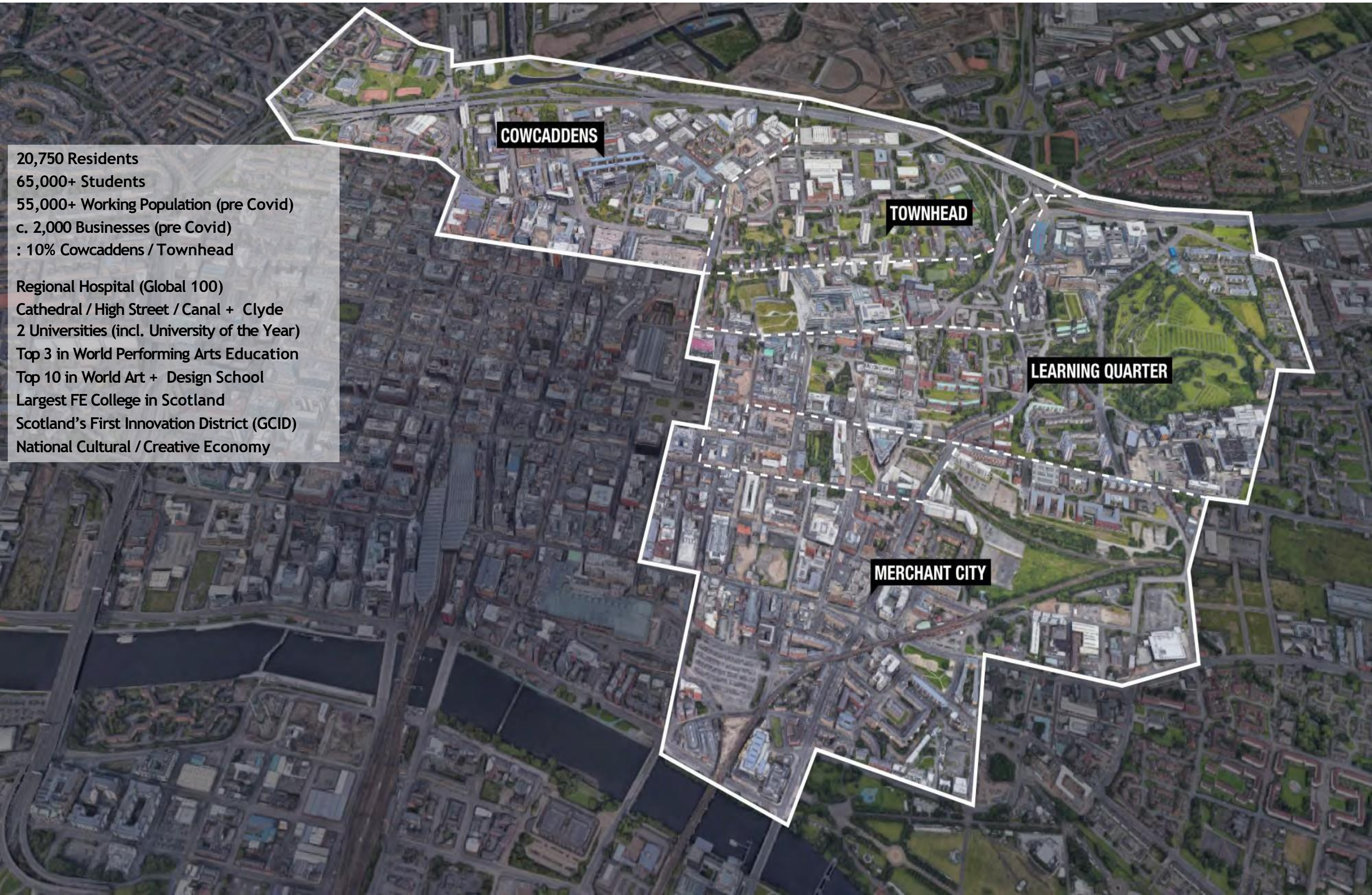
*data accurate up to 17th May 2021



District Regeneration Frameworks - A Place of Great Potential & Challenge

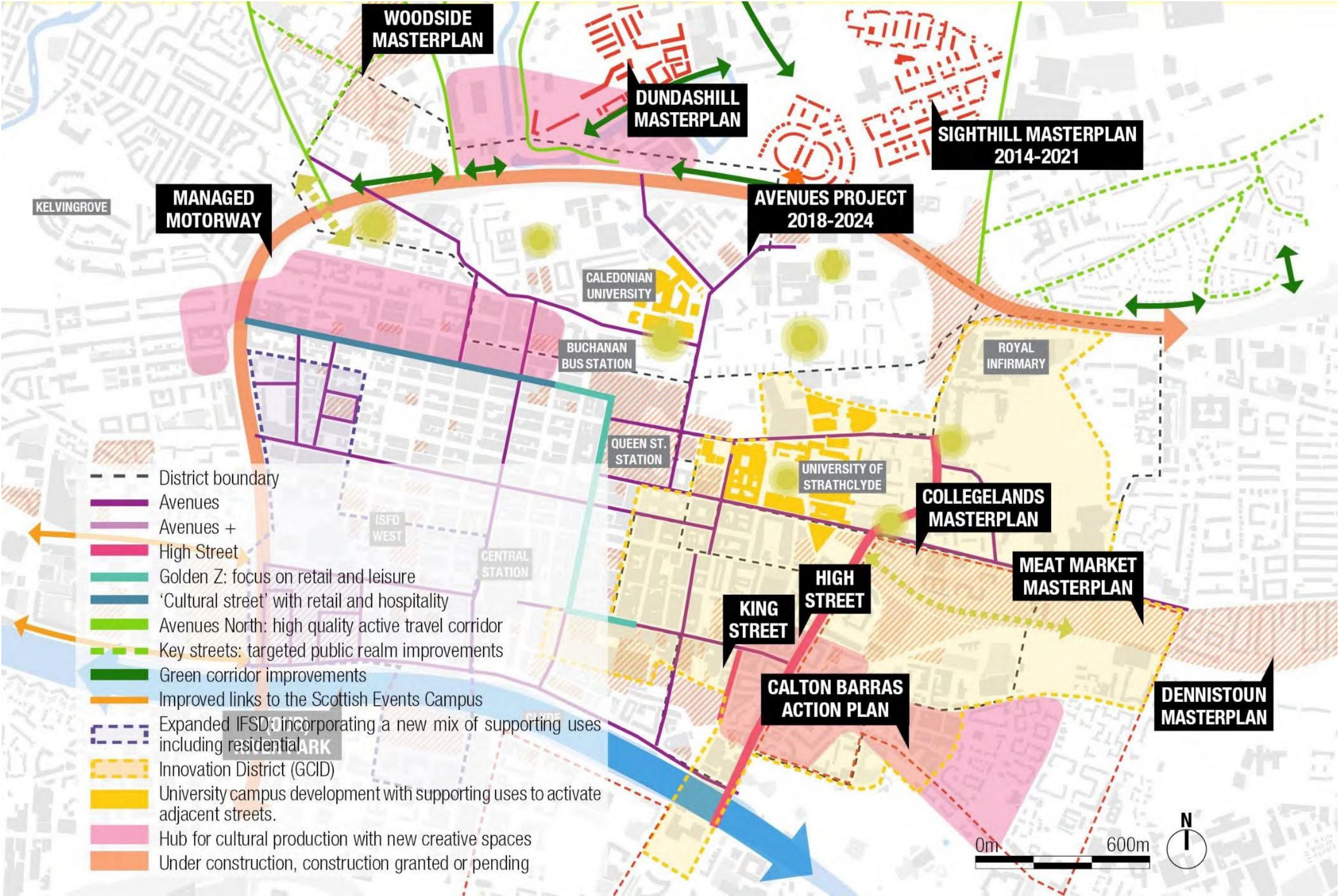
20,750 Residents
65,000+ Students
55,000+ Working Population (pre Covid)
c. 2,000 Businesses (pre Covid)
: 10% Cowcaddens / Townhead

Regional Hospital (Global 100)
Cathedral / High Street / Canal + Clyde
2 Universities (incl. University of the Year)
Top 3 in World Performing Arts Education
Top 10 in World Art + Design School
Largest FE College in Scotland
Scotland's First Innovation District (GCID)
National Cultural / Creative Economy



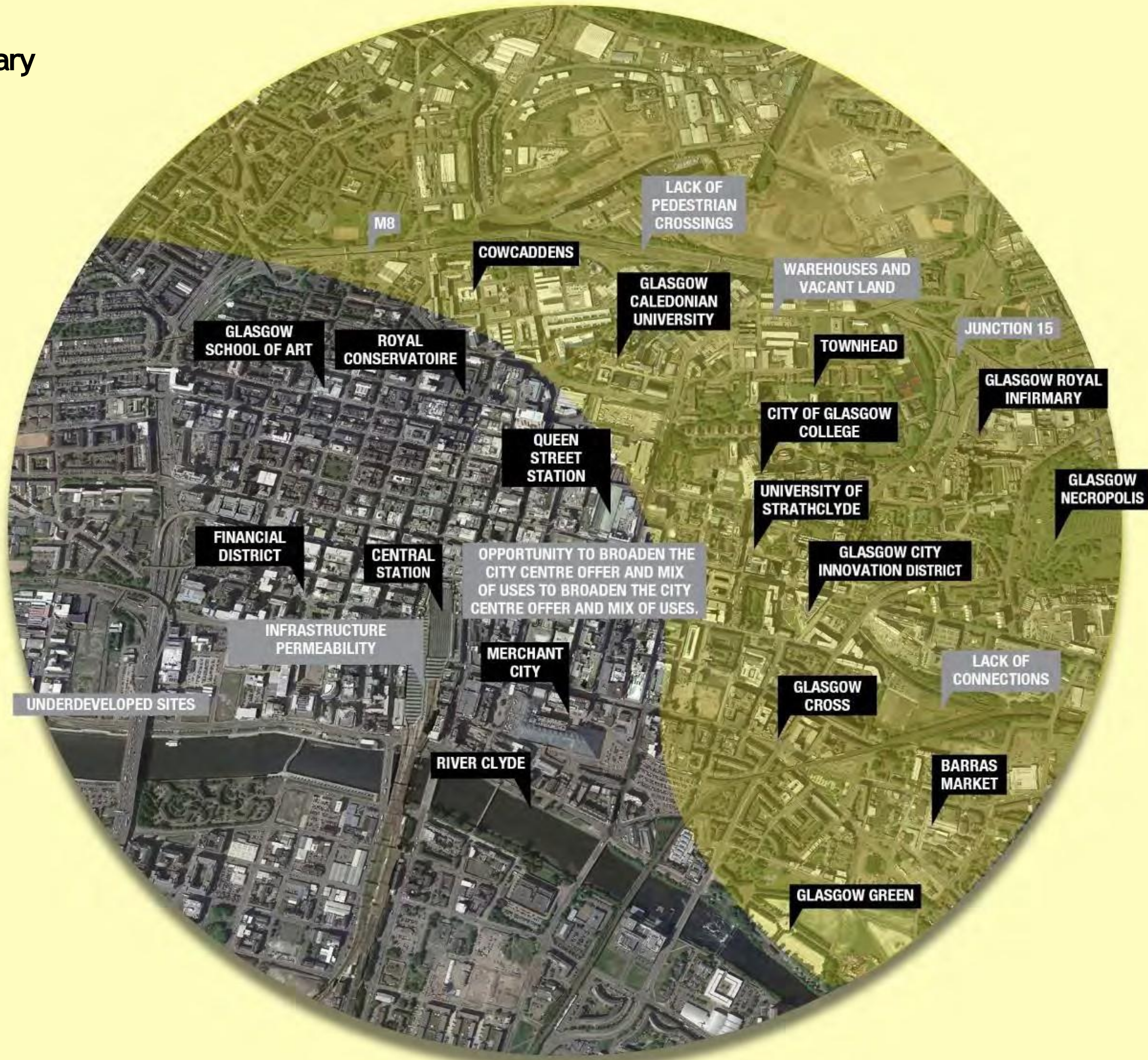
Glasgow 'Zero +' Map

Planned Investment + Interventions



(Y)our Complementary City

Yin Yang



(Y)our City Centre projects

Dynamic Interactive Map of Priorities



3.0 North-East City Centre Framework

Thematic guidelines for the regeneration of the North-East City Centre

Considered from the city-scale perspective, several areas of attention are relevant for the wider City Centre. These need careful coordination between the different scales, so that we can achieve an integrated development of the North-East, that all Glaswegians can benefit from. It is important to note here that ecological, economic and social sustainability, rather than an area of attention in itself, will be interwoven in everything that we do.

3.1 (Y)our well connected North-East

Enhanced infrastructure and mobility

All areas of the North-East should be easy to reach in various ways. This means 'completing' the public transport network, facilitating car traffic smartly and selectively, promoting active travel, and making it easier and safer for slow traffic to navigate the city.

3.2 (Y)our great spaces and streets

Network of public and natural spaces

The North-East shouldn't just be well-connected, it should also be pleasant to move through the city and feel welcoming.

3.3 (Y)our thriving North-East

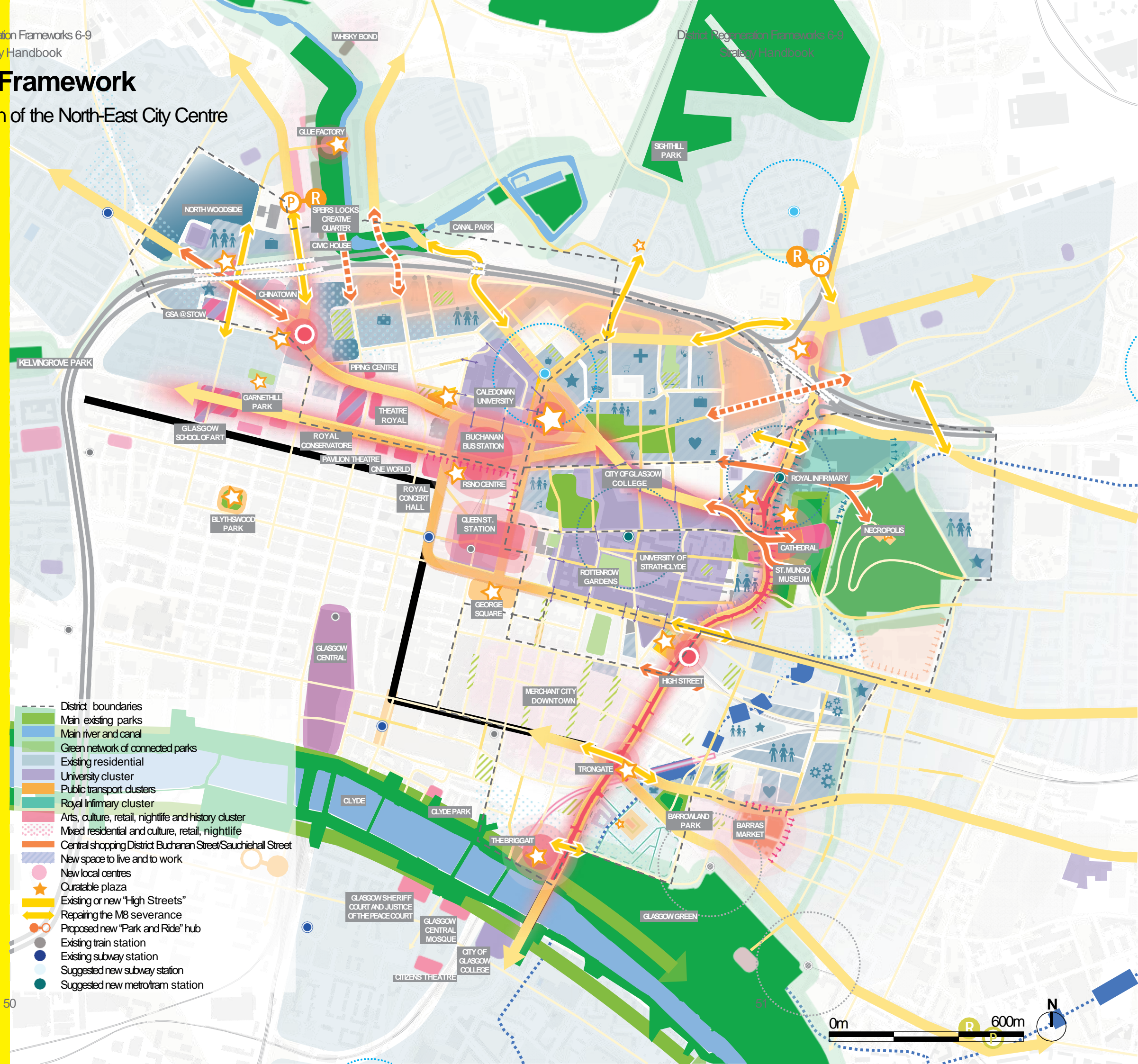
Intensified programme

By considering the city-wide network of functions, amenities and activities, gaps and the potentials for filling those gaps will arise. This way, we can provide Glaswegians with everything they need within close range.

3.4 (Y)our enablers of change

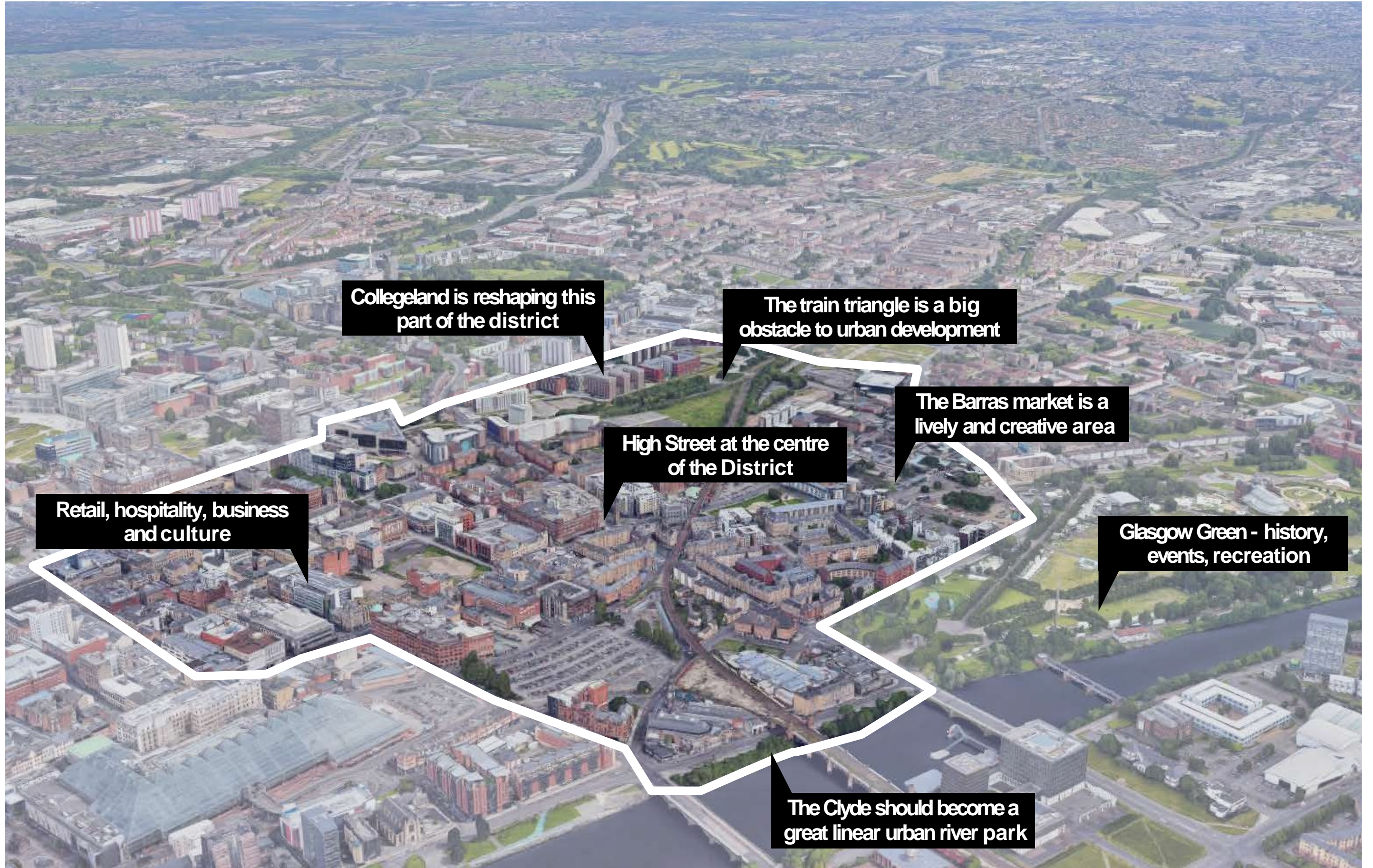
How to organise transformation

To be able to deliver lasting and meaningful change, it is crucial to create an effective governance and engagement infrastructure catering to city-wide issues as well as local neighbourhood matters.



[illegible]

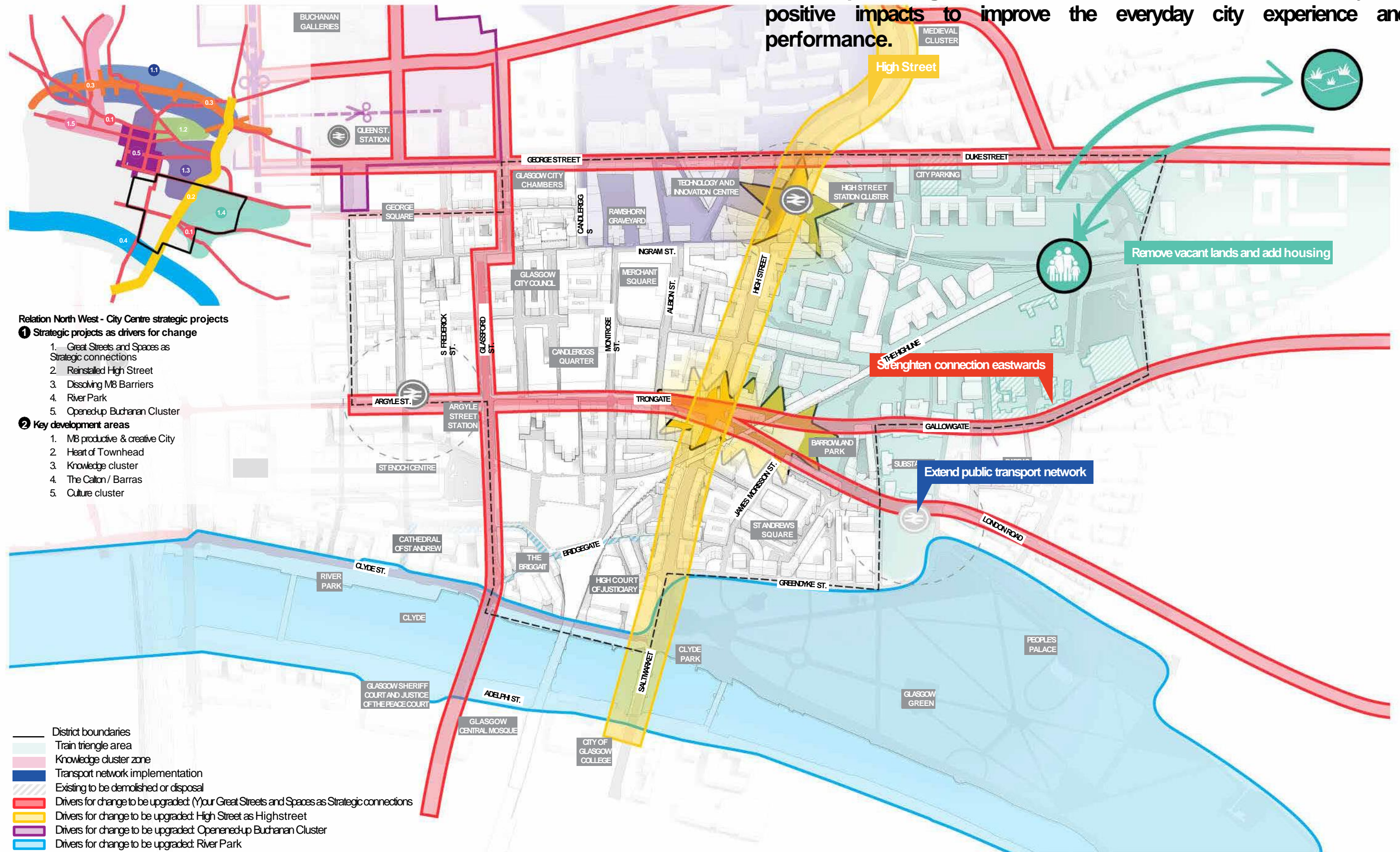
Merchant City



Strategic projects

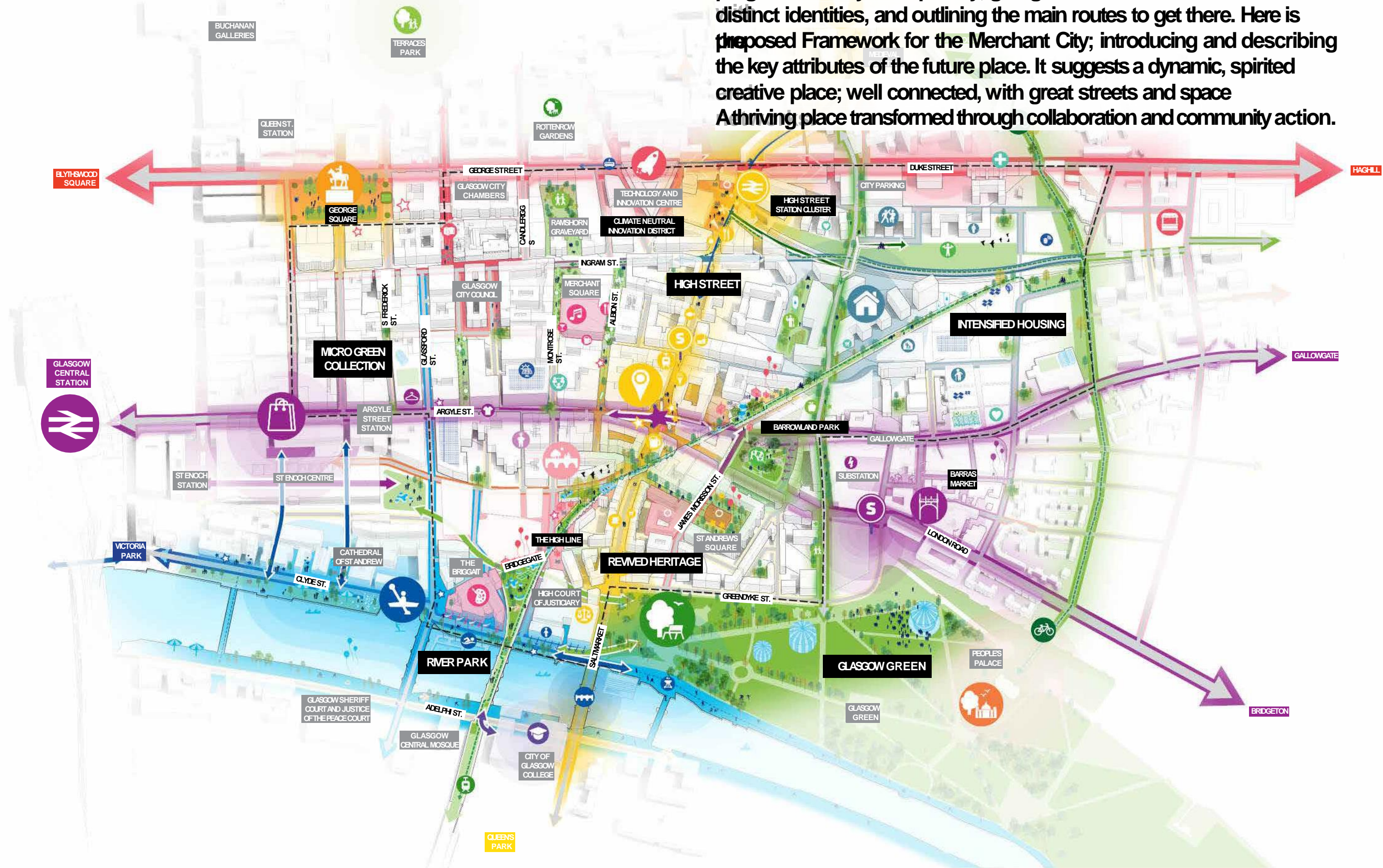
Required interventions in the Merchant City with city-wide impact

There are several locations and situations of such complexity and importance for the city as a whole, that high-level strategic coordination is needed. Partnership working will be critical to achieve successful delivery and positive impacts to improve the everyday city experience and performance.



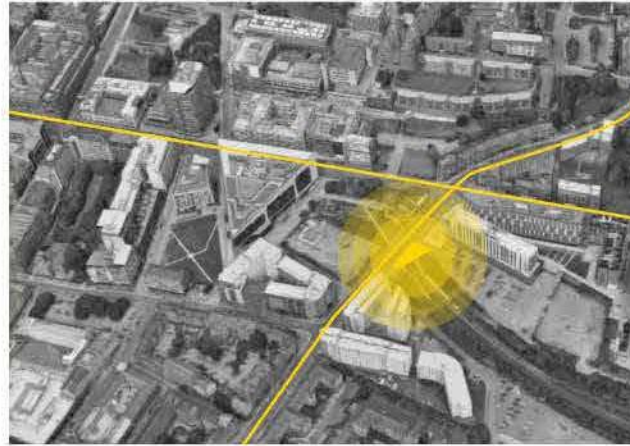
'Tourist map' with main anchors, routes and destinations

highlighting key destinations, places and activities of interest, both programmatically and spatially, giving a sense of a diverse districts distinct identities, and outlining the main routes to get there. Here is the proposed Framework for the Merchant City; introducing and describing the key attributes of the future place. It suggests a dynamic, spirited creative place; well connected, with great streets and space
A thriving place transformed through collaboration and community action.



MC1.2 High Street Station Upgrade

Creating a welcoming gateway to the city, embedded in a pleasant public space



High Street Station is arguably the eastern gateway to the City Centre, the moment at which people alight a train and experience the city, or the point at which people transition from the residential east to the urban core by bike or on foot. It should be a point of welcome and signal to people that they have entered one of the most entertaining, energetic, and diverse cities in Europe.

High Street station is located on High Street, south of George Street / Duke Street creating an arrival space on High Street that is constrained, underwhelming and lacks clear legibility and identity.

Development sites are being transformed all around the area; with education, business, and civic functions flourishing all around and an increasing population beginning to occupy new homes and office spaces, making High Street station a key moment and a key artery into the evolving city.

This project envisages the upgrade of the High Street station experience and arrival space. Creating a work-class station environment and embedding that within a welcoming, legible public space that inspires people to explore and use the public transport network. High Street itself should provide space for people, restricting vehicles at points to create a new station Piazza for orientation and enjoyment whilst prioritising public transport and active travel to create a healthy and climate-safe interchange.



Key stakeholders

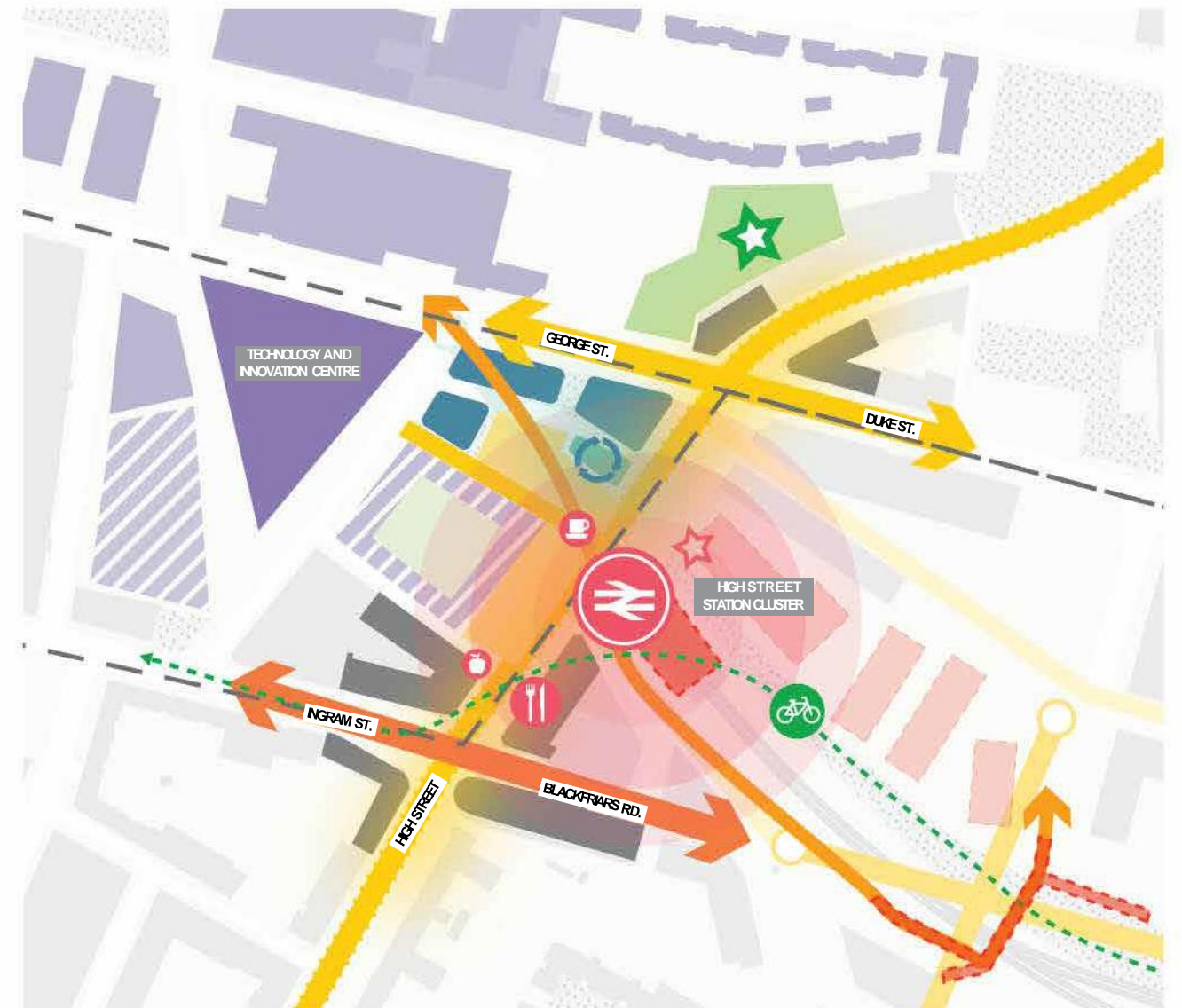
Glasgow City Council (lead) with SPT and local community. Working with business, active travel, public transport and public open space stakeholders.

Impact/ reach/ term

High Impact / City Project / Medium to Long Term

Justifications / observations

This project promotes economic growth to the east and north east of the city, as well as highlighting the importance of the public transport network and connections between public transport and active travel. The project supports the repopulation of the City Centre as well as climate and carbon agendas.



MC1.6 City Union Line

Transforming the former railway line and the space beneath it into a lively and distinctive place



This elevated rail viaduct cuts through the City Centre and could with Network Rail approval be transformed and offer a new experience for people; a leisure experience, and an opportunity to see the city from a different perspective.

The track bed at the high level on the City Union Line viaduct from the Gorbals to the Calton is currently underused. It comprises (freight) rail tracks to the east side / half and a self-seeded greenspace - where rail tracks were planned to the west side. At the lower level, Merchant Lane and the old market hall lays dormant also, with the Lane providing a useful but unattractive link to the river. The market hall remains closed to the public. Along the route some rail archways have been re-purposed for businesses, venues and music and arts studios.

The ambition to develop the River Park, the interest in the development of the King Street Car Park site, as well as the plans for the Briggait makes this this space at the heart of a Merchant City even more pivotal. This proposal seeks to bring life and energy into currently underperforming spaces; both at city level and possibly along the viaduct.

The project envisages the re-imagination of the viaduct as well as the Merchant Lane, the old market hall and rail archways as spaces to create a point of intense activity and enjoyment coupled with a relaxing and green elevated park culminating in a larger elevated park facing Bridgegate / Kings Court. The structure of the old railway under croft provides a series of interesting vaulted spaces which can be fully or semi-closed. These are imagined as venues for music, art, celebrations, and enjoyment, spreading out onto Merchant Lane. At the High Level the green side of the elevated track is imagined as a 'Highline'.

YEARS

0

1

2/4

+5

Action plan

IMMEDIATE

- Work with partners to develop a series of pop-up events in the Market Hall and Merchant Lane spaces, potentially linking this to the Merchant City Festival.

SHORT TERM

- Undertake feasibility designs for the High Level Park, exploring connections from ground to the upper level at strategic points.
- Identify partners and collaborators to occupy and energise the internal and external spaces.

MEDIUM TERM

- Deliver a permanent intervention for Market Hall and Merchant Lane spaces and develop detailed designs for the first phases of High Level parkland link.
- Develop a phased Action Plan for for the roll out of the full elevated park.

LONG TERM

- Roll out implementation for the full elevated parkland walk.

*See (Y)our St. Enoch DRF - Highline Project Card

Key stakeholders

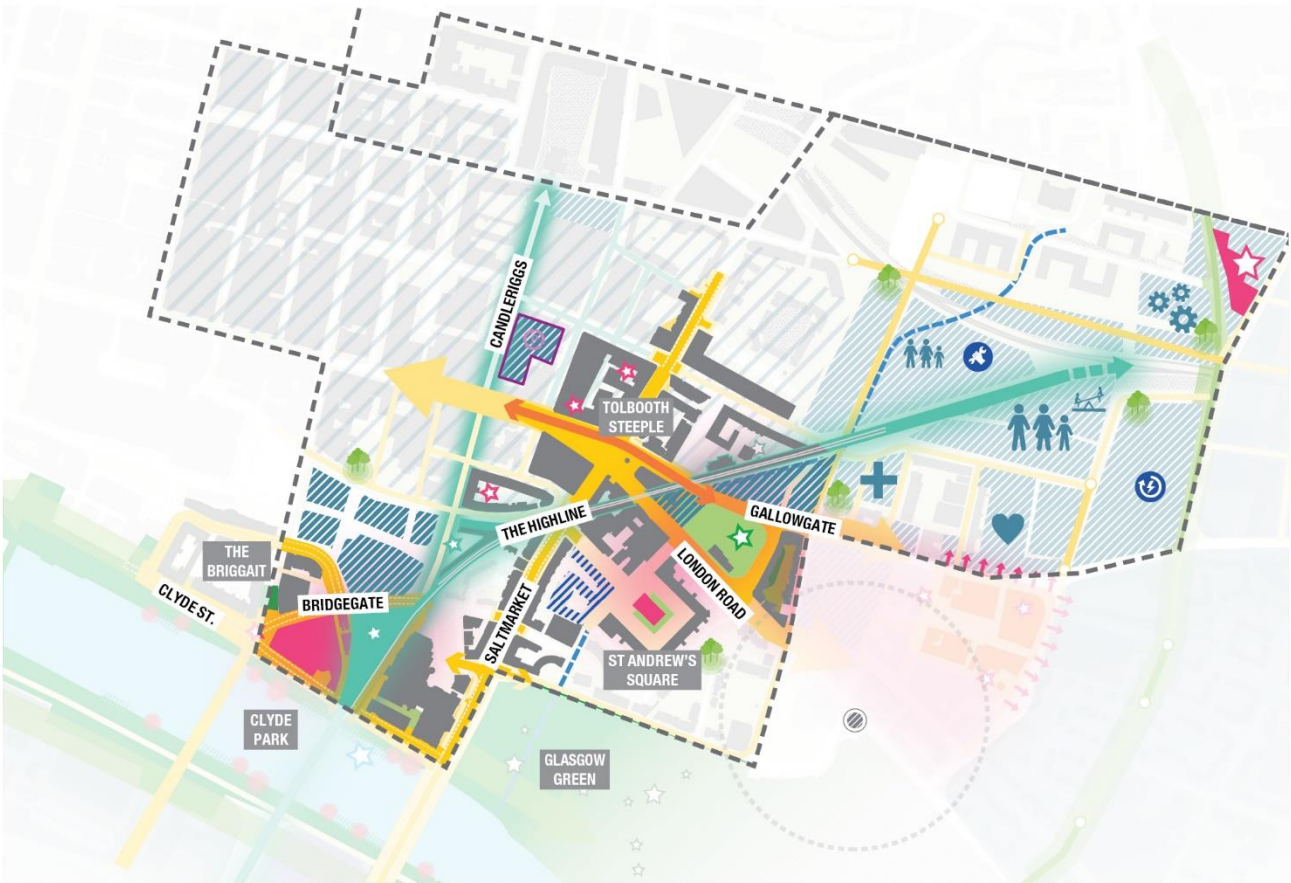
Glasgow City Council, delivery partners, and Network Rail (co-lead) with active travel, transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)

Impact/ reach/ term

High Impact / City Project / Pop-up and Medium to Long Term

Justifications / observations

This project supports the repurposing of historic urban infrastructure and under-used space to boost local regeneration. It would create a cluster of destinations (elevated linear park, indoor market hall, rejuvenated rail arches) linking in to the ongoing regeneration at the Briggait arts complex, King Street car park and the River Park. It would also provide much needed greenspace in the Merchant City, enhance biodiversity, improve active travel connections and also support future transport ambitions.



MC2.1 The High Street

Reducing traffic and rejuvenating the city’s oldest thoroughfare for Glaswegians to enjoy



The High Street should be one of Glasgow’s Great Streets - it’s oldest and most historic thoroughfare providing a distinctive experience unlike any other in the city. It should be bustling with activity. It should be a place for Glaswegians to come together to enjoy and access delights of the City Centre. It should be a place for visitors to come and appreciate the multi-dimensional history and culture of Glasgow; from its medieval origins to the contemporary, dynamic, creative 21st Century city of today and tomorrow. It should create a great cultural route from the Clyde to the Cathedral enriched by story-telling of the past, and access to the riches of the contemporary creatives, inventors and innovators active on and near this historic line.

Sadly the High Street offers very little of that rich experience today. Many consultees reflect on how the High Street is dominated by traffic and defines the edge of the City Centre creating severance between communities in the East End rather than as a destination for people to gather, enjoy and hang out. This situation and ambition is well known. The city has a High Street Area Strategy. The High Street is the spine running through the Glasgow City Innovation District. Having essentially acted as an inner relief road forming the eastern boundary of the City Centre for the past 5 decades, the High Street has been blighted by traffic being pushed through the area from Junction 15 on the M8 motorway. Until this traffic is significantly reduced the High Street will never realise its potential and rejuvenate.

This project, calls for the reduction in road width for the extent of the High Street from Castle Street at GRI down to the Saltmarket and Glasgow Green; a two way single carriageway at most, replacing the two lanes of traffic in each direction. Reworking the road network and re-routing through traffic away from the City Centre altogether would be required, as outlined in the St. Enoch DRF. By winning back space from traffic and on-street parking the possibility of substantially increased footway widths, segregated cycle lanes and greatly reduced traffic speed and pedestrian crossing distances would immediately transform the High Street. This re-engineered street should also integrate new green, landscape and urban infrastructure to embed energy and digital networks to decarbonise the area and support innovation.



YEARS

0

1

2/4

+5

Action plan

IMMEDIATE

- Review the current condition of the High Street (physical condition, vacancy, gaps sites) and assess the outstanding actions in the High Street Area Strategy.
- Assess the implications of reducing through traffic along the High Street as part of the emerging City Centre Transport Strategy.
- Consider events / early trials to test road narrowing and increased active travel / Spaces for People installations.

SHORT TERM

- Make business case, conduct feasibility study, seek / secure funding and progress design development as a priority street beyond the current ELIPR Avenues programme.
- Verify placemending / design intentions with traffic modelling as necessary.
- Implement trial / street prototyping.

MEDIUM TERM

- Commence with early phased works to reconfigure High Street. Monitor / review impacts with each phase of works.

LONG TERM

- Monitor active travel, and local community, economic and environmental impacts.

Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), Strathclyde University/Glasgow City Innovation District, local Community Councils (Your Pedestrian and Accessibility Champion".

Impact/ reach/ term

High Impact / City Project / Short to Long Term

Justifications / observations

Community consultation confirms a prevailing sense that the High Street is blighted by traffic. General enthusiasm and support for a radical reduction in through traffic on the High Street to enable transformation of public realm along the full extent of High Street. This project should be considered a priority as it will help to drive area regeneration, announce a new era for the city’s oldest street and tie in with associated ambitions for the Innovation District and the network of cultural / heritage destinations along the length of High Street.



This place-transformation would act as a catalyst for economic regeneration of the street economy; encouraging vacant shop frontages and gap sites to be populated along the High Street, and cultural, creative and innovative activities to be showcased (See (Y)our High Street Economy Project Card).

Having restored the High Street as a people place the priority has to be to maintain, conserve and celebrate the built heritage; augment this heritage with the best in contemporary design; activate under-occupied spaces along the Street and enliven the Street with events, culture and creativity befitting the spine of Scotland’s first Innovation District and a hotbed of contemporary creative genius.

It is high-time we focused on transforming the High Street, for good.



ELIPR Avenues - urbanmovement.co.uk



MC2.4 Greening Merchant City

Providing much-needed greenspace and soft landscaping in the District



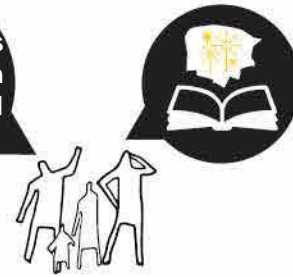
The Merchant City, in the area west of the High Street / Saltmarket, has very little green space. It needs more quality green space and soft landscaping. Whilst Glasgow Green and (Y)our River Park provide major open space amenity in the District smaller, localised pocket parks and parklets are required to 'soften' the urban experience, improve the look and feel of the area and enhance access to nature.

Those open spaces currently available (Candleriggs, King Street Car Park, Ingram Street Car Park, gap sites either side of TIC) are all earmarked for development. Whilst ongoing discussions with landowners and developers need to be concluded with respect to the provision of open (and green) public spaces on these sites, renewed focus is required to consider ways to re-green the streets across the Merchant City - at first temporarily and in-time on a permanent basis.

With the prospect of a (S)low Car Neighbourhood in the Merchant City opportunities to re-green streets such as Hutcheson, Brunswick, Albion, Wilson and Bell Street and Candleriggs should be explored in addition to new pocket green / open spaces in the Candleriggs and King Street Car Park development sites. Ensuring public access to the Ramshorn Cemetery and improved links to the refreshed Rottenrow Gardens, as well as the planned EIPR Avenues enhancements on George Street and Argyle Street / Trongate should help to transform the street scene in Merchant City - a greener, softer environment.

See (Y)our Well Connected Merchant City Chapter and Low Traffic Neighbourhood Project Cards.

Merchant City is even better with street trees and green spaces



Key stakeholders

Glasgow City Council, local communities, GGC/VGN, Glasgow City Innovation District

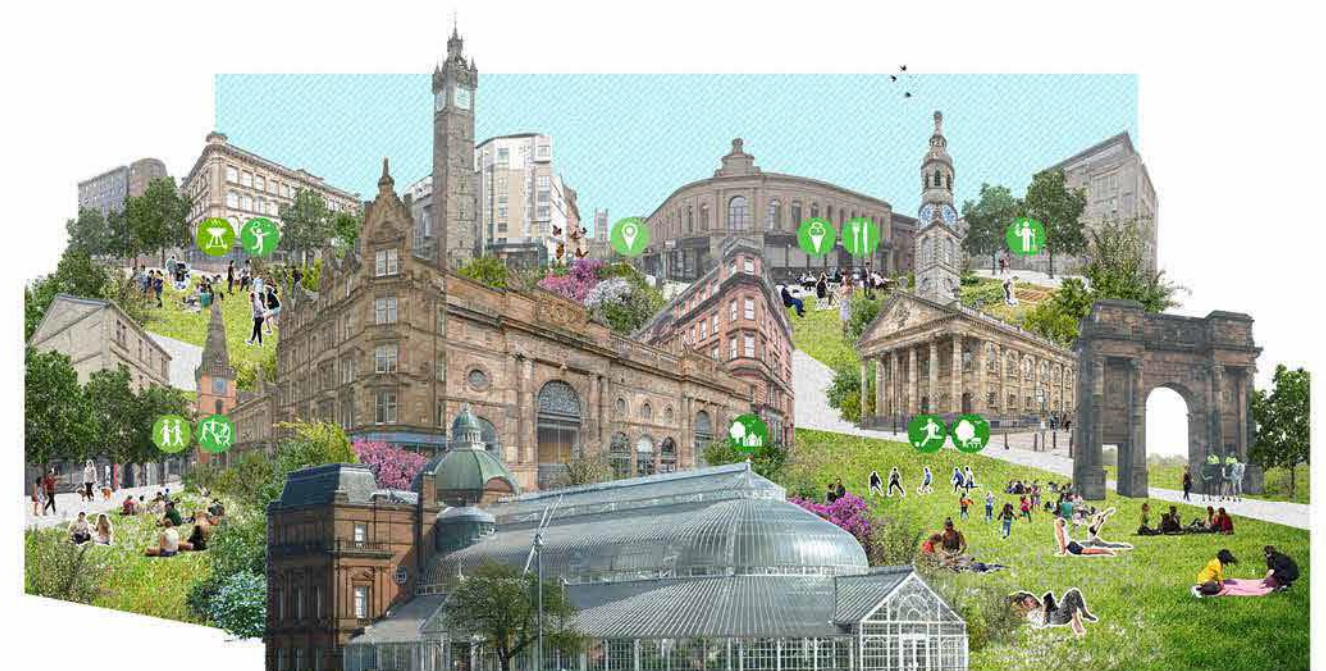
Impact/ reach/ term

High Impact / Local Project / Short to Long Term

Justifications / observations

Strong sentiment in the local community, confirmed by cityscape analysis, indicates that there is a distinct lack of quality open space, especially green / soft landscaped open space in the Merchant City. Local residents are especially vocal about the lack of green space being incorporated in the development of gap sites in the area.

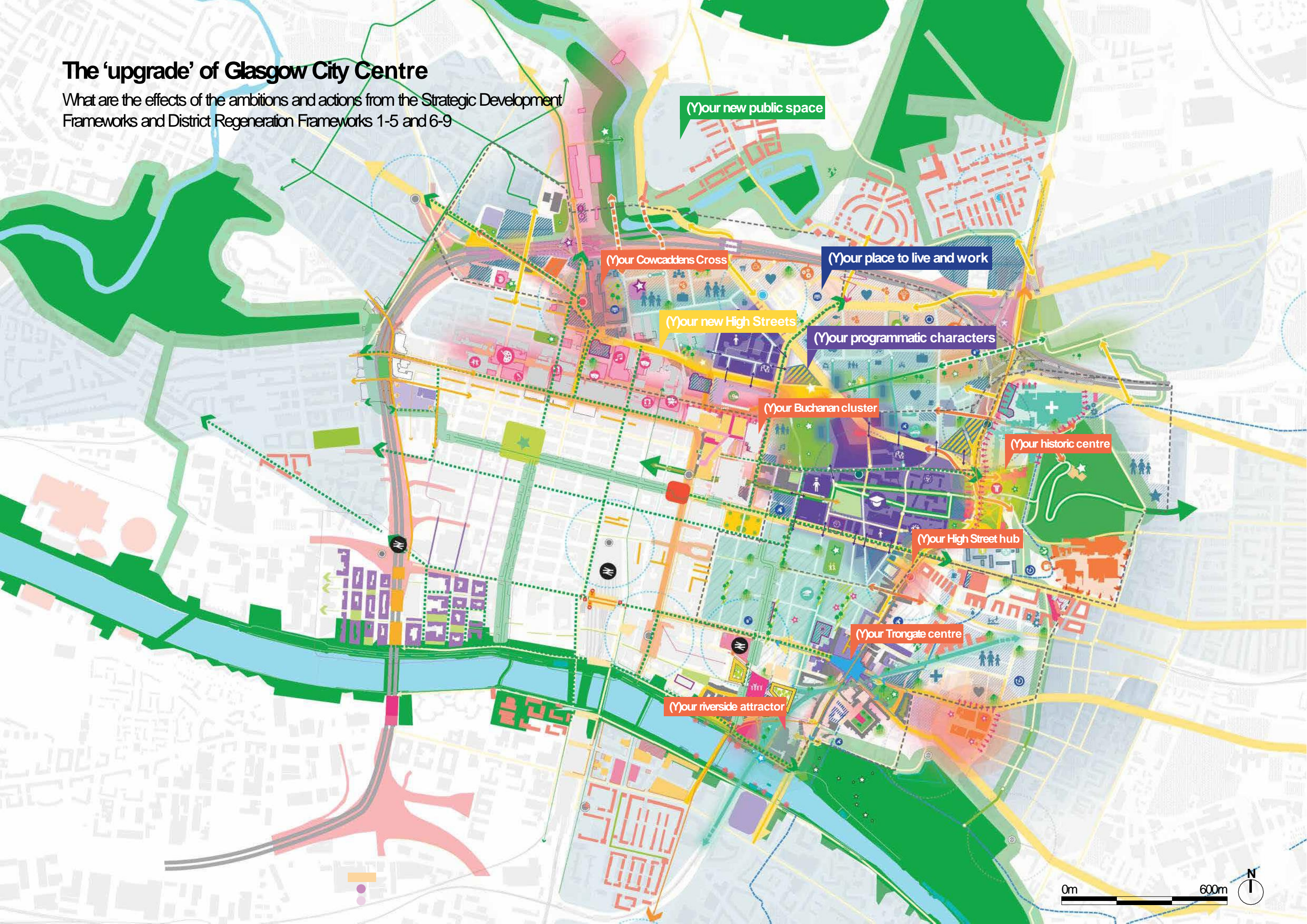
Furthermore the climate neutral City Innovation District, and the broader ambition to introduce urban greening, rain gardens / surface water management and increased biodiversity would support the introduction of street greening in the Merchant City.



[illegible]

The 'upgrade' of Glasgow City Centre

What are the effects of the ambitions and actions from the Strategic Development Frameworks and District Regeneration Frameworks 1-5 and 6-9





(Y)our Future

Thank You!

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