



**TRANSFORMING  
(Y)OUR  
BLYTHSWOOD**

## (Y)our Sustainable Blythswood

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

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

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

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

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



Green Building Envelope

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

- |                           |                         |                                |
|---------------------------|-------------------------|--------------------------------|
| 21. Green wall - up tower | 36. Sky bridge          | 51. Office skyscraper          |
| 22. Green wall            | 37. Riverside boardwalk | 52. City garden                |
| 23. Multiple glass walls  | 38. Green roofs         | 53. Pedestrian paths           |
| 24. Vertical living walls | 39. Waterfront          | 54. Wood decking and permeable |
| 25. Glass walls           | 40. Skywalk             |                                |

## (Y)our M8 Area Masterplan



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

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

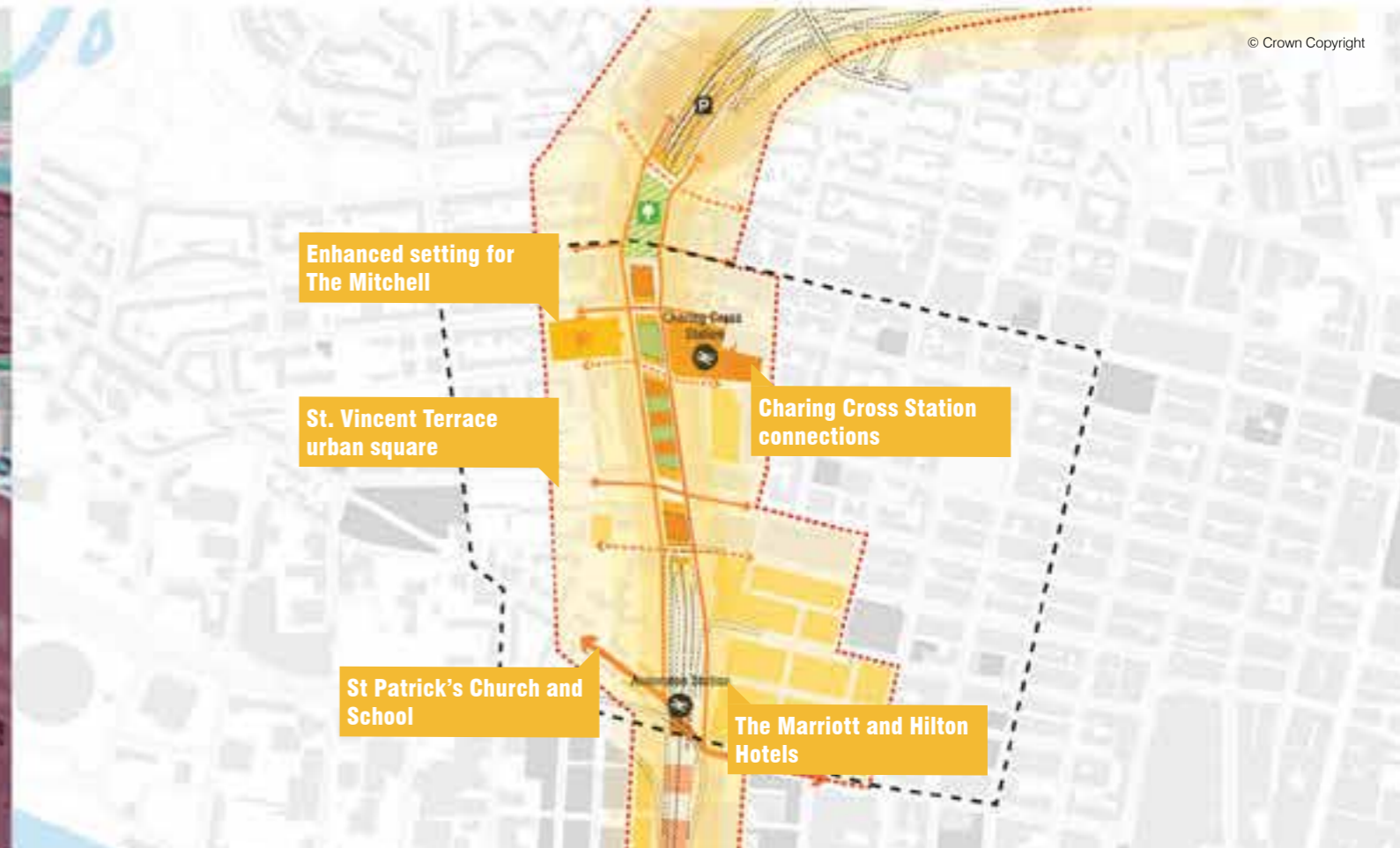
In the Blythswood DRF that requires direct coordination with the recommendations of the neighbouring Sauchiehall / Garnethill DRF and the Broomielaw DRF.

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

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

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

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





## (Y)our smart Blythswood

### (Y)our Smart Community

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

There is another project underway to construct a new state-of-the-art Glasgow Recycling and Renewable Energy Centre. This new recycling and sustainable waste management facility is designed to produce enough energy to power the equivalent of 22,000 households and heat the equivalent of 8,000 homes, delivering a saving to Glasgow of 90,000 tonnes of CO<sub>2</sub> every year, and saving the city approximately £254m during the 25 year contract. (<https://viridor.co.uk/our-developments/glasgow-rrec/>)

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

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

## (Y)our Blythswood brand

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

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

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

# (Y)OUR BLYTHSWOOD

## (Y)our Blythswood performance monitor

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

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

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

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





## (Y)our Blythswood conservation area

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

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

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

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



## (Y)our Heritage Property Fund

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

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

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





## (Y)our night-time Blythswood

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

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

## (Y)our clean and well maintained Blythswood

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

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





## (Y)our Dedicated Blythswood Team

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

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

A Blythswood Taskforce Team could comprise

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

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

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

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

## (Y)our new Blythswood community council

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

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

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

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

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



**8**

**PLANNING POLICY**



## (Y)our Planning Policy

### LOCAL DEVELOPMENT FRAMEWORK

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

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

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

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

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

### BLYTHSWOOD DISTRICT REGENERATION FRAMEWORK OBJECTIVES

The aims of this DRF are to;

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

### GLASGOW CITY DEVELOPMENT PLAN

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

This is underlined by four strategic outcomes:

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

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

The following is directly relevant for Blythswood District:

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

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

## (Y)our Planning Policy

### CDP 1: PLACEMAKING PRINCIPLE

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

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

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

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

### CDP 2: SUSTAINABLE SPATIAL STRATEGY

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

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

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

### CDP 3: ECONOMIC DEVELOPMENT

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

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

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



## (Y)our Planning Policy

### CDP 4: NETWORK OF CENTRES

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

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

### CDP 5: RESOURCE MANAGEMENT

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

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

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

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

### CDP 6: GREEN BELT AND GREEN NETWORK

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

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

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

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

### CDP 7: NATURAL ENVIRONMENT

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

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

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

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

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

## (Y)our Planning Policy

### CDP 8: WATER ENVIRONMENT

This policy aims to:

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

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

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

### CDP 9: HISTORIC ENVIRONMENT

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

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

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

### CDP 10: MEETING HOUSING NEED

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

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

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

### CDP 11: SUSTAINABLE TRANSPORT

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

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

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

### CDP 12: DELIVERING DEVELOPMENT

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

For more detailed guidance refer to IPG12 and then SPG12.



**9**

**ACTION PLAN**

# (Y)our Updated Mobility

## Action Plan

**(Y)our Blythswood  
Action Plan**

**(Y)our Updated Mobility**

**Bigger context: Shift to  
more sustainable mobility**

Glasgow city centre requires an innovative and progressive Transport Strategy to deliver a significant modal shift from car reliance to active travel and public transport

**Immediate**

Review findings from Glasgow Connectivity Commission. Review need for undertaking a refresh of the City Centre Transport Strategy. Secure buy-in / funding to commence refresh.

**Short Term : Y1**

Conclude refresh of City Centre Transport Strategy - involving consultation, modelling scenarios for revised traffic management, bus routing, active travel and public transport enhancements. Commence implementation of priority actions.

**Medium Term : Y2-Y4**

Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly.

**Long Term : Y5+**

Continue to implement actions from refreshed Transport Strategy. Monitor impacts and adjust implementation accordingly.

**Key Stakeholders**

Glasgow City Council - DRS and Neighbourhoods and Sustainability (NS); inputs from local landowners / building occupiers / developers / communities. Key Stakeholders incl public transport organisations (Network Rail, Transport Scotland, SPT, Abellio Scotrail, First Group) and (Y) our Pedestrian and Accessibility Champion (see below) and cycling groups.

Glasgow Connectivity Commission

**Impact / Reach /  
Term**

High Impact / City Project / Short to Long Term

**Justification / Observations**

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 an 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 - e.g. 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 have become a stated political policy objective aligning with an increasing national awareness of this importance of the issue for public health and long term resilience.



# (Y)our Updated Mobility

## Action Plan

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

# (Y)our Updated Mobility

## Action Plan

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



# (Y)our Updated Mobility

## Action Plan

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

## (Y)our Urbanised M8

### Action Plan

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



## (Y)our Urbanised M8

### Action Plan

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

## (Y)our Urbanised M8

### Action Plan

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



# (Y)our Great Streets and Spaces

## Action Plan

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

## (Y)our Great Streets and Spaces

### Action Plan

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

## (Y)our Great Streets and Spaces

### Action Plan

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



## (Y)our Great Streets and Spaces

### Action Plan

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

## (Y)our Great Streets and Spaces

### Action Plan

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

# (Y)our Great Buildings

## Action Plan

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



## (Y)our Great Buildings

### Action Plan

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

# (Y)our Great Buildings

## Action Plan

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

# (Y)our Vibrant Blythswood

## Action Plan

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



# (Y)our Vibrant Blythswood

## Action Plan

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

# (Y)our Vibrant Blythswood

## Action Plan

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

# (Y)our Vibrant Blythswood

## Action Plan

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



# (Y)our Vibrant Blythswood

## Action Plan

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

# Transforming (Y)our Blythswood

## Action Plan

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

# Transforming (Y)our Blythswood

## Action Plan

<b>(Y)our Blythswood Action Plan</b>	<b>Immediate</b>	<b>Short Term : Y1</b>	<b>Medium Term : Y2-Y4</b>	<b>Long Term : Y5+</b>	<b>Key Stakeholders</b>	<b>Impact / Reach / Term</b>	<b>Justification / Observations</b>
<b>Smart Blythswood</b> Translating pilot projects emerging from Future City Demonstrator project into local DRFs. Development of a (Y)our Smart City Action plan of projects to embed into public realm and development investment.	Review specific findings of Blythswood DRF review of Smart Cities solutions and technology. Review 'maturity models' and cross check with ongoing initiatives with newly established Smart City Strategy Board. Coordinate sharing of dataset / knowledge between GCC, city's Universities (Urban Big Data Centre, City Observatory etc.) and others	Progress data sharing and analysis across key partners (GCC, Universities, Glasgow Life, others). Agree (Y) our Smart Blythswood action plan and funding / responsibilities with Smart City Strategy Board. Implement and monitor impacts.	Progress / pilot (Y)our Smart Blythswood action plan with Smart City Strategy Board. Implement and monitor impacts.	Ongoing implementation / monitoring.	Smart City Strategy Board, Glasgow City Council, Urban Big Data Centre, City Observatory, Glasgow Life, 3rd party's datasets.	High Impact / National Project / Short to Long Term	Following the Future City Demonstrator project Glasgow has a platform to develop a progressive and integrated smart cities action plan. There exists a significant dataset base and expertise with in Glasgow to capitalise on this investment to integrate Smart City thinking and technology to help assess impacts and confirm priorities for future investment.
<b>Blythswood Brand</b> Beyond the International Financial Services District (IFSD) branding Blythswood DRF area (and it's constituent parts) should be vigorously promoted via a wider re-branding of Glasgow City Centre as a place to invest, live and do business.	Review current status of marketing / branding for Blythswood. Scope out a campaign / brief for a refreshed / focused Blythswood branding.	Procure and conclude development of Blythswood branding to align with new Masterplan for the area. Liaise with existing investors / landowner / developers. Launch (Y)our Blythswood branding.	Implement brand guidance. Promote Blythswood - update collateral etc. Monitor impacts.	Ongoing implementation / monitoring.	Invest Glasgow, Glasgow Life, Glasgow City Council, Glasgow Chamber of Commerce	High Impact / Local Project / Short to Medium Term	Many consultees / stakeholders reflected that the IFSD brand should be refreshed and any refocused promotion of development sites should be accompanied by updated branding.
<b>Blythswood Performance Monitor</b> Monitor progress and effectiveness of this Action Plan with reference to specific key performance indicators.	Review existing KPIs for monitoring delivery of City Centre Strategy, City Deal etc. Scope out KPIs for Blythswood DRF based upon DRF Objectives.	Trial and finalise monitoring regime. Consider scope to dovetail with Smart Cities agenda / action plan.	Adopt monitoring regime. Review applicability. Roll out for all DRFs	Ongoing implementation / monitoring using KPIs. Audit / review monitoring regime.	City Centre Strategy Board, Glasgow City Council	Procedure / Policy  Short Term	To enable key partners to review progress in delivering / updating this Action Plan it is vital to establish KPIs. The measures of success need to be SMART (Specific, Measurable, Attainable, Relevant, and Time-Bound)

# Transforming (Y)our Blythswood

## Action Plan

(Y)our Blythswood Action Plan	Immediate	Short Term : Y1	Medium Term : Y2-Y4	Long Term : Y5+	Key Stakeholders	Impact / Reach / Term	Justification / Observations
<b>Blythswood Conservation Area</b>							
Focused redefinition of Blythswood conservation area within Central Conservation Area.	Review and agree recommendation of a Conservation Area Appraisal, seeking a specific Blythswood focus.	Undertake CA appraisal to identify new approaches to heritage buildings in the 2020s. Identify demonstration projects for long term vacant buildings with owners. Promote awareness of social and built heritage	Update Conservation Area policies. Implement findings of review re awareness / interpretation of Blythswood built / social heritage.	Ongoing implementation / application of policy. Monitor impacts.	Glasgow City Council, Historic Environment Scotland, GBPT, GCHT	Local Policy  High Impact / National Project / Ongoing	Many consultees highlighted the significance of Blythswood's heritage. It creates a distinctiveness for Blythswood and connection to it's place in Glasgow's history. Many felt that there is a need to refresh and apply the policy framework as it exists.
<b>Blythswood Heritage Property Fund</b>							
Develop and manage a heritage property funding package for grant support toward bringing heritage buildings back into use. To include proactive planning/ conservation/ building regs advice and match funding . Scope for pilot in Blythswood to demonstrate best practice	Confirm principles with GBPT/GCC and identify funds. Undertake appraisal and draft fund guidelines	Publicise & promote fund, identify priority projects	Complete 2 priority projects & deliver 6 successful funding applications. Review	Complete additional 2 priority projects & deliver 4 successful funding applications.	GBPT, Glasgow City Council, Owners of heritage buildings, Historic Environments Scotland	High Impact / Local Project/ Medium Term	Several consultees reflected on the slow progress to secure long term uses for buildings at risk in the area. Fresh approaches to secure Blythswood's heritage asset would be welcomed by stakeholders.
<b>Night-Time Blythswood</b>							
Programme of events / trials to redefine Blythswood as an attractive, safe and quality evening destination	Review recent/existing events / activities and scope out potential partners for future events. Liaise with community safety / policing re issues relating to events management and safety.	Scope out potential seasonal events / activities (refer to (Y)our Temporary / Meanwhile Uses above) - develop funding / sponsorship to secure initial Y1 programme and implement activities. Monitor impacts and obtain feedback. Use evidence base to make the case for forward funding for further events in Blythswood.	Continue to deliver and monitor impacts of temporary activities / seasonal events. Measure success and seek to enliven Blythswood and improve marketability of area for further investment.	Continue to monitor impacts and deliver enhanced programme.	Glasgow City Council, Community Safety Glasgow, buildings owners / occupiers in IFSD / Blythswood, community councils, Creative Scotland, Glasgow Life, Retailers and Hoteliers Associations, VisitScotland, Police Scotland	High Impact / Local Project / 'Quick Win' Short Term	Many consultees, including building occupiers / owners in Blythswood, flagged up the lack of safe and attractive evening economy in ceryain part of the DRF area. Several indicated desire to support / deliver events / activities to trial what could work in Blythswood.  Many consultees indicated that Broomielaw needs to be redefined as a mixed-use destination for evening economy and that this would assist in retaining / attracting business and future residents / investment to the area.



# Transforming (Y)our Blythswood

## Action Plan

<b>(Y)our Blythswood Action Plan</b>	<b>Immediate</b>	<b>Short Term : Y1</b>	<b>Medium Term : Y2-Y4</b>	<b>Long Term : Y5+</b>	<b>Key Stakeholders</b>	<b>Impact / Reach / Term</b>	<b>Justification / Observations</b>
<b>Clean and Well Maintained Blythswood</b>							
Street cleanliness and maintenance is a high priority issue. Getting the basics right is vital to refresh Glaswegian's and visitor's perceptions of Glasgow city centre.	Review finding of Operational Services SWOT analysis and feedback from DRF consultation processes. Review recent changes in street cleaning, waste management and maintenance.	Confirm minimum standards / KPIs for street cleaning and maintenance. Review and monitor implementation and compliance with KPIs. Assess scope for Smart City and other new processes to pilot new ways of working to enhance outcomes.	Continue to monitor KPIs (and applicability of measures of successful performance). Seek updated feedback annually from public and city centre stakeholders to monitor environmental quality and public satisfaction.	Continue to monitor KPIs and review monitoring system.	Glasgow City Council, building owners / occupiers, SEPA, Keep Scotland Beautiful, Zero Waste Scotland	High Impact / City Centre Project / 'Quick Win' Short Term to Long Term	One of the most frequently recurring issues raised by public consultees is the maintenance and cleanliness of streets throughout central Glasgow. Notwithstanding investment in public realm most consultees complained about the poor quality of streets in Glasgow. Enhanced maintenance is a high priority issue for most consultees.
<b>Dedicated Blythswood team</b>							
Dedicated staff resource to drive Blythswood DRF regeneration - working with City Centre team and with specific focus on Blythswood DRF area.	Develop business case to secure funding for dedicated officer(s) to take forward DRF Action Plan. Could involve the formation of an ALEO / JV dedicated specifically to Blythswood DRF regeneration.	Appoint dedicated officer(s) to lead / coordinate regeneration in Blythswood DRF. Establish KPIs and monitor impacts.	Monitor impacts. Extend remit as appropriate.	Monitor impacts. Extend remit as appropriate.	Glasgow City Council and project partners	High Impact / Quick Win	Evidence from elsewhere, combined with observations of available resource, indicate that additional staff / expertise is required to support City Centre Strategy team and project partners to coordinate delivery of the ambitions of the DRFs. Regenerating Blythswood will require a higher level of public sector intervention to deliver sustained change.