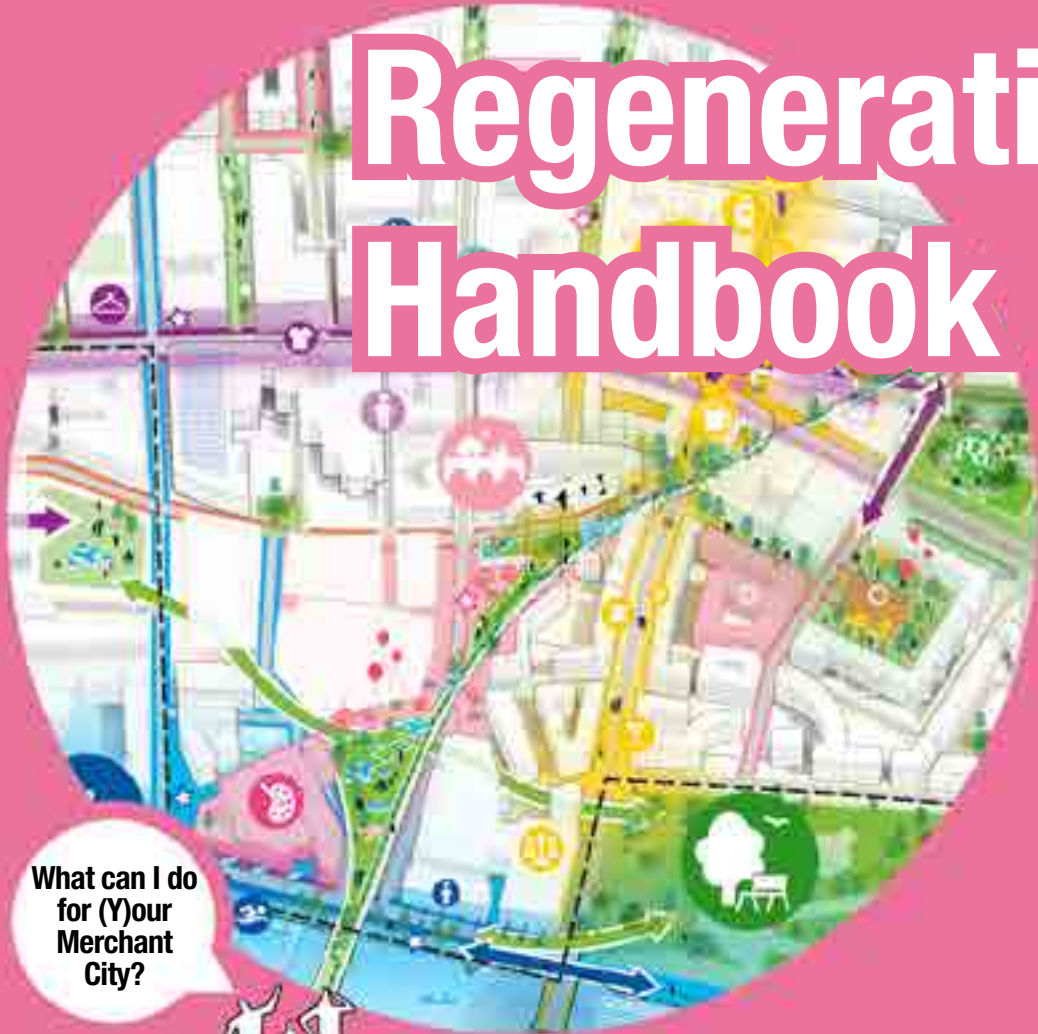


# (Y)our Merchant City

# Regeneration Handbook



What can I do  
for (Y)our  
Merchant  
City?



**Glasgow City Centre  
District Regeneration Frameworks**

April 2023

## CLIENT



Glasgow City Council

## CORE TEAM

**Austin-Smith:Lord**

Lead Consultant,  
Local Urban Design,  
Project Management,  
Community + Stakeholder  
Engagement

**Studio  
for New  
Realities**

Urban Design Lead,  
Urban Strategy,  
Concept development



Urban Mobility,  
Transport Strategy,  
Active Travel Strategy

## ADVISORY TEAM



Creative Community  
Engagement, Urban Arts  
and Culture Advisors

**usefulprojects**

Urban Sustainability



Economic Consultants



Property Market Advice

**Space Syntax**

Urban Mobility and  
Spatial Data Analysis



Sustainable Engineering

## Introduction

### Vision + Framework + Action Plans = Handbooks for Change

This District Regeneration Framework (DRF) sets out a future plan to deliver transformational change in Cowcaddens. Each of the 9 Districts identified in Glasgow's City Centre Strategy will have a DRF.

The approach and purpose is twofold: central and core is improving quality of life for all Glaswegians and, secondly, promoting strategic interventions to contribute to the larger, overarching goals for the city.

This DRF is intended to be a Handbook for Change; describing future ambitions for Merchant City and providing a practical manual to enable partnership working and guide delivery.

The issues and ideas captured in this DRF have been developed in collaboration with communities and stakeholders, drawing upon observations, fieldwork and analysis of an extensive evidence base.

The DRF contains many ideas and proposals which are based on an extensive review of local context, opportunities, constraints and conditions underpinned by substantial analysis, data and community engagement. This is intended to be a collaborative document which will require public, private and third sector partners to deliver. Not all proposals will be progressed and those that will be explored are detailed in the accompanying Council Committee Report.

### Where this DRF Handbook fits in

Each District defined in Glasgow's City Centre Strategy will have a District Regeneration Framework (DRFs). The first five have been prepared in two phases covering; Sauchiehall and Garnethill, Broomielaw, St. Enoch, Central and Blythswood Districts.

This DRF is one of four covering the North-East half of Glasgow City Centre. In combination this third and final phase consists of Cowcaddens, Townhead, Learning Quarter and Merchant City.

Each DRF should be read in conjunction with the accompanying (Y)our NE Districts: Combined Regeneration Handbook, and supported by the (Y)our Engagement Report.

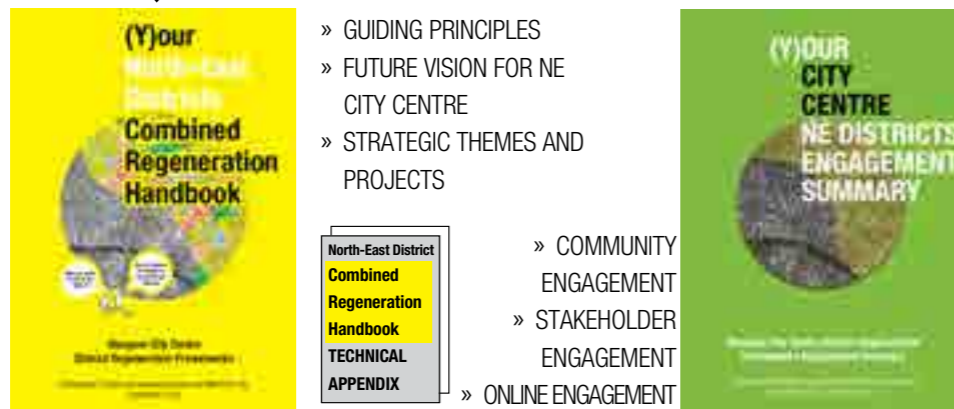
The ideas and projects proposed in all DRFs should be considered a 'Shared Action Plan' for all stakeholders with an interest in or responsibility for each District. This is in line with the Scottish Government's 'Place Principle' which, "all those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people taking a collaborative, place-based approach." The DRFs have been prepared in line with the Place Principle and project delivery should continue to embed this approach.



**INTERNAL STUDY DOCUMENTS**



**PUBLIC DOCUMENTS**



**Planning Policy**

The NE Combined Regeneration Handbook takes account of the wider policy context in Glasgow, including the recently published City Centre Strategic Development Framework (SDF) and other relevant SDFs. The SDFs provide supplementary guidance for Glasgow’s City Development Plan, with the latter informing all planning and land use regeneration

decisions in Glasgow. It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan and City Centre Strategic Development Framework.

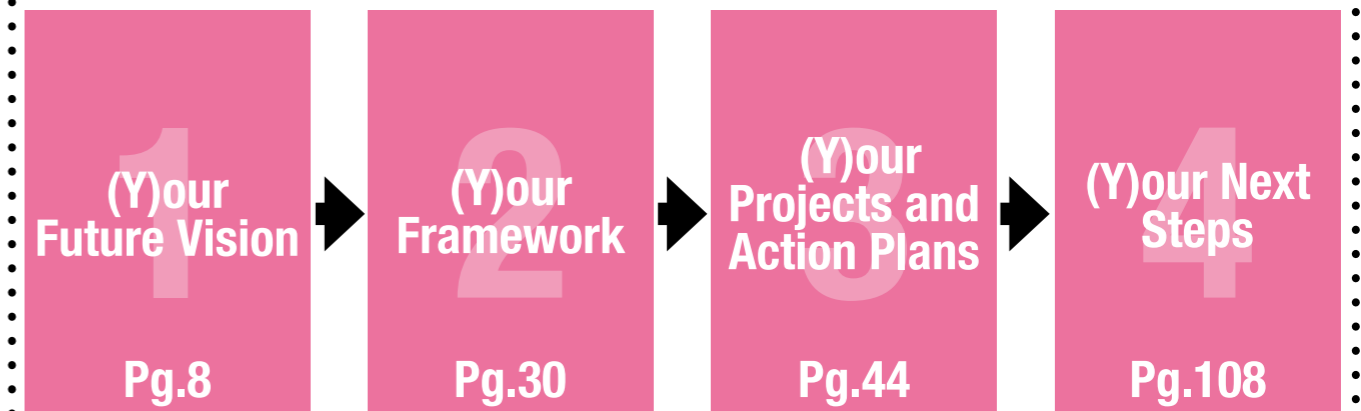
**(Y)our user guide**

**(Y)our City Centre > (Y)our Merchant City**

The DRF project team were appointed in March 2020. Work has progressed during the Covid pandemic and the subsequent lockdown. Fieldwork, online research and many virtual meetings have occurred to gather the evidence base, canvass opinions and co-design ideas. Continuing to work in collaboration will be fundamental to successfully deliver the vision, projects and objectives outlined in this DRF Handbook.

The DRF team are indebted to everyone who has participated in the project; generously sharing time, energy, evidence, ideas, inspiration, hopes, dreams, commitment, practical guidance and solutions to do what needs to be done in Glasgow city centre. So, this DRF has a people-focus and is about the future of Your City Centre and Our City Centre; working together, collectively, we can transform (Y)our Merchant City.

**Table of content**



**How to use this DRF Handbook**

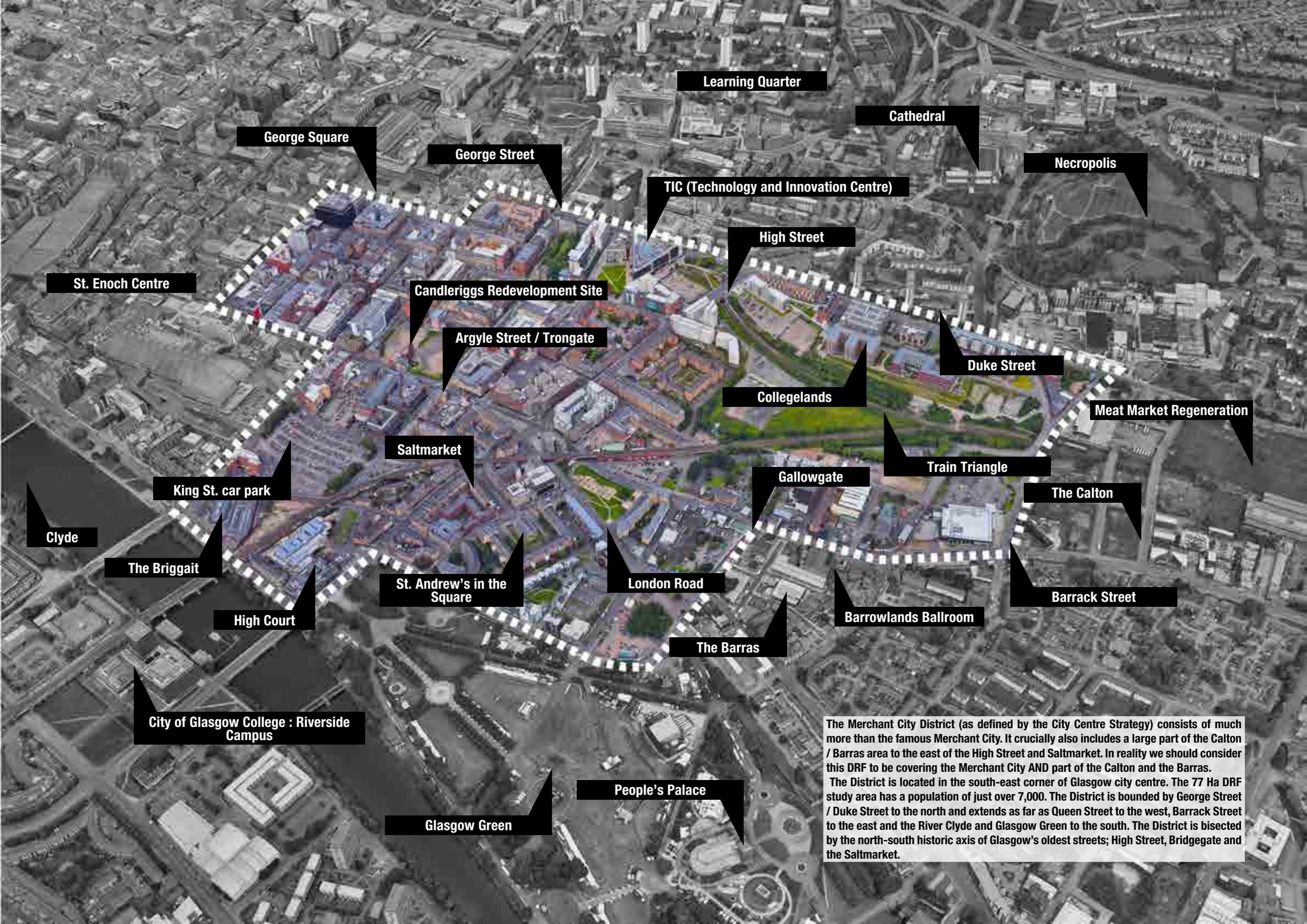
This DRF Handbook is a reference guide for anyone with an interest in the future regeneration of Merchant City in Glasgow City Centre.

The DRF outlines a future **Vision** for Merchant City; setting ambitions and objectives for the place. The Vision is elaborated in a **Framework**, indicating what goes where, and why. The Framework is supported by a pack of Project Cards in an **Action Plan** indicating who needs to work with who and how to progress the ideas in to action. DRF Action Plan and Project Cards are prioritised in a DRF **Scorecard** and **Quick Wins** outlined in the **Next Steps** section.

It is considered that each of the four DRFs (Cowcaddens, Townhead, Learning Quarter and Merchant City) will be regarded as a material consideration in planning matters subject to it being consistent with the City Development Plan (CDP) and City Centre, North and Inner East Strategic Development Frameworks.

The DRFs are consistent with, and support, the CDP Strategic Objectives of:

- 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



Learning Quarter

Cathedral

George Square

George Street

Necropolis

TIC (Technology and Innovation Centre)

High Street

St. Enoch Centre

Candleriggs Redevelopment Site

Argyle Street / Trongate

Duke Street

Collegelands

Meat Market Regeneration

Saltmarket

Train Triangle

Gallowgate

The Calton

King St. car park

Clyde

The Briggait

London Road

Barrack Street

St. Andrew's in the Square

High Court

The Barras

Barrowlands Ballroom

City of Glasgow College : Riverside Campus

Glasgow Green

People's Palace

The Merchant City District (as defined by the City Centre Strategy) consists of much more than the famous Merchant City. It crucially also includes a large part of the Calton / Barras area to the east of the High Street and Saltmarket. In reality we should consider this DRF to be covering the Merchant City AND part of the Calton and the Barras. The District is located in the south-east corner of Glasgow city centre. The 77 Ha DRF study area has a population of just over 7,000. The District is bounded by George Street / Duke Street to the north and extends as far as Queen Street to the west, Barrack Street to the east and the River Clyde and Glasgow Green to the south. The District is bisected by the north-south historic axis of Glasgow's oldest streets; High Street, Bridgegate and the Saltmarket.

# (Y)our Future Vision

What are the future place ambitions? What are the objectives for Merchant City? What needs to change?

The Merchant City is where the City Centre meets the East End. It acts as a gateway between the two: a great local neighbourhood of international renown, that is well connected to the future River Park and Glasgow Green.

The successful effort to build identities for the Merchant City and the Calton/Barras provide a strong basis for the future. These identities focus on enhancing key strengths in creativity, culture, hospitality, retail and a local authentic urban experience. Enhancing connections between both, including great streets, paths, parks and community networks, will maximise benefits for the whole City Centre, Calton/Barras and the East End. The aim to increase the population presents an opportunity (and need) to improve quality green and open space, provide enhanced public services and amenities, and ensure a diverse and mixed-use quarter of complementary activities and uses. To redefine the street scene and economy, a great pedestrian experience will need to be created in a compact, walkable environment amidst historic gems, reactivated, retrofitted buildings, great parks and riverfront routes by the Clyde.

Strengthening the Merchant City District's position as a bustling artistic centre of creativity and entrepreneurship, outlined in this Chapter, forms the basis for the programmatic and spatial Framework for its future development, described in Chapter 2, with the Projects and Actions to deliver outlined in Chapter 3.

# Future North-East City Centre

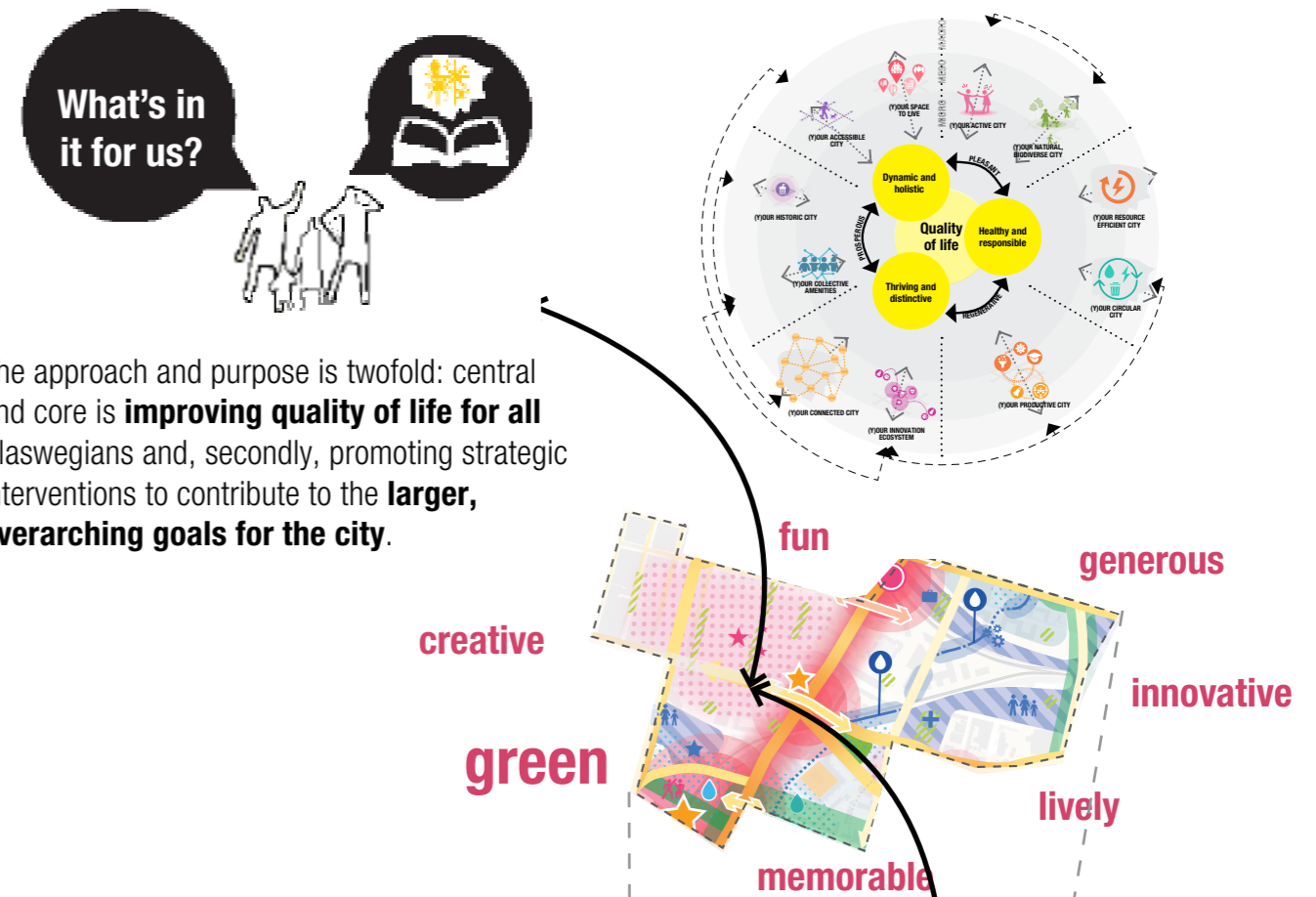
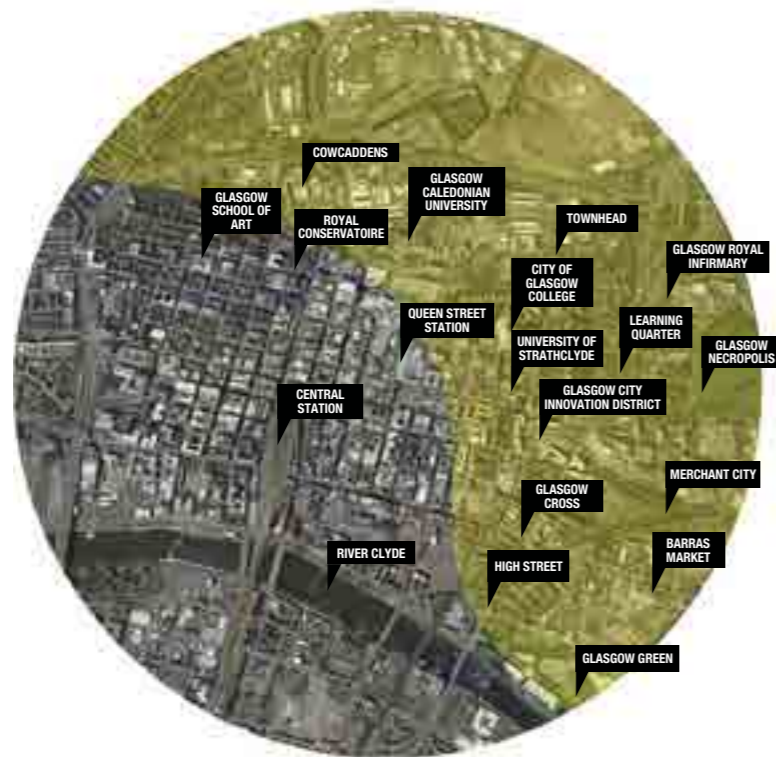
The NE Districts present an opportunity to redefine Glasgow's City Centre for the rest of the 21st Century; a fresh, diverse and dynamic place which complements the rest of the City and the best of what's there already. **Now is the time for an holistic approach to enhance the whole of Glasgow, and its City Centre. Starting here.**

Here is an opportunity to transform the everyday city and quality of life for all in these Districts and contribute to the performance of the city centre and city as a whole. **The NE Districts become the key to unlock, and link up, complementary action in the rest of the City Centre and across communities and the city-region.** This is, therefore, a project of local, regional and national importance. Glasgow city centre feels and functions as two distinct parts; the core and dense South-West grid and the more fragmented North-East that has been overlooked for a long time and is not well served.

The Yin Yang diagram implies that the north-eastern Districts will complement rather than copy what already goes on elsewhere in the City Centre. **Both halves of the city can come together to become more than the sum of their parts – achieving synergies by thinking and planning holistically.**

The Merchant City District is a microcosm of the wider Yin Yang model. Ensuring the areas on both sides of the High Street benefit and contribute to wider City Centre change will enhance quality of life for all in the area. The Merchant City, in this sense, scores highest in terms of similarities to the South-West City Centre, with its mixed-use character and regeneration efforts and development well underway. **It gives basis to further develop as a district with a vibrant and artistic, entrepreneurial spirit – making it an attractive place to live, work and visit for a range of Glaswegians and visitors.**

**Making the shift from a disjointed to a high performing, complementary City Centre that is diverse, dynamic and inclusive.**



The approach and purpose is twofold: central and core is **improving quality of life for all** Glaswegians and, secondly, promoting strategic interventions to contribute to the **larger, overarching goals for the city.**

**Strengthen and enhance the identity and characteristics of (Y)our North-East City Centre with a fundamental and an authentic 'upgrade'.**



## (Y)our Future Merchant City and Calton / Barras

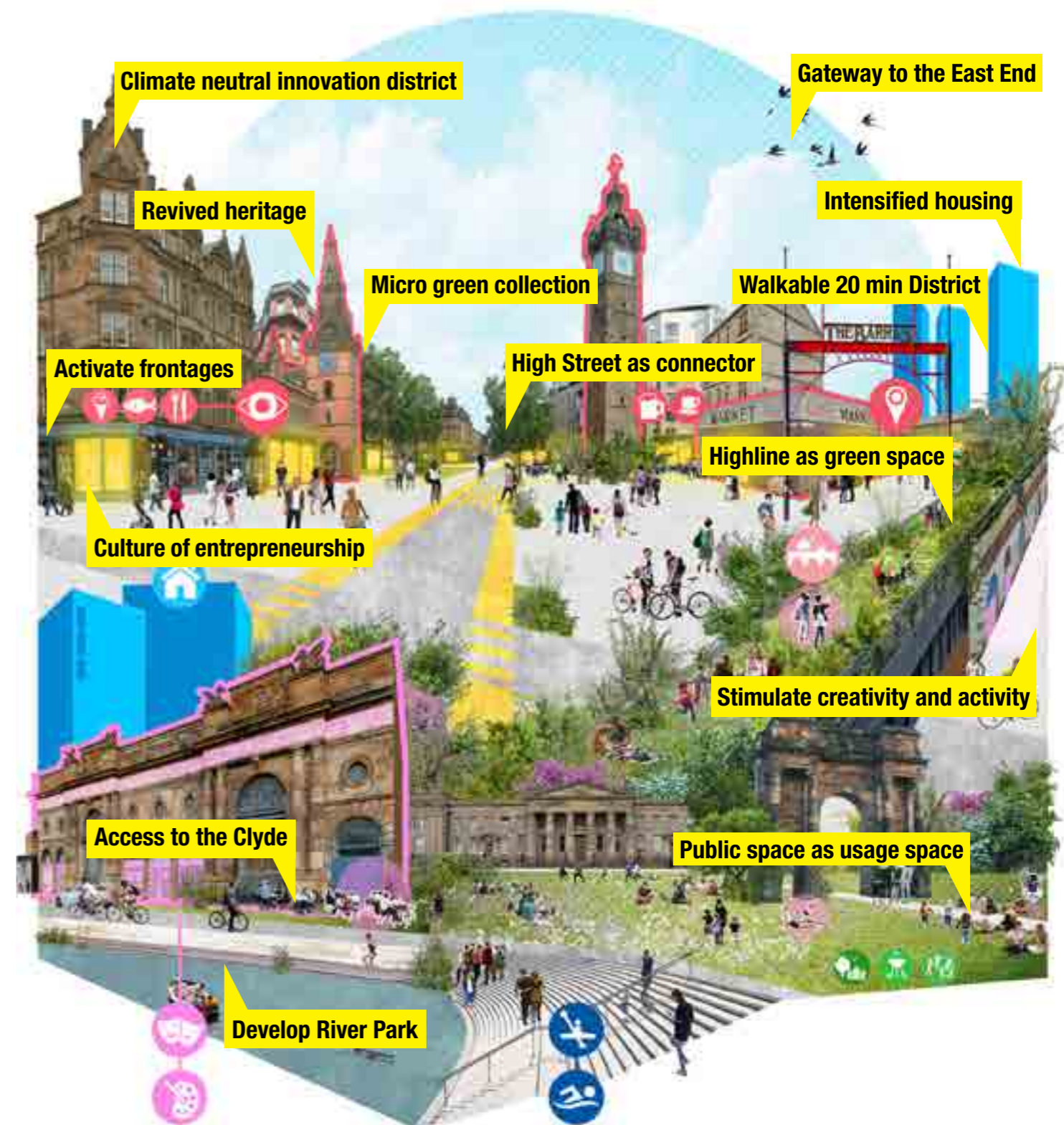
**The Merchant City District has a strong character to build on, defined by a spirit of creativity and entrepreneurship and set in an historic environment.**

It is an attractive and famous destination, bringing together innovative independent retail, culture, a lively food, music and art scene, and a wide range of venues and events, indoor and outdoor. Pieced together by green and welcoming public space, the District's **atmosphere is buzzing and lively both day and night.** This proves appealing not only to Glaswegians on an everyday basis, but also as a central base for visitors to explore the city.

Boosted by the vibrancy of the climate-neutral Innovation District and Barras Market, the **network of creatives, entrepreneurs and organisations fosters a collaborative and innovative culture.** There is support for start-ups, meanwhile use and pop-ups, clean industries, digital and craft production, and the circular economy by retrofitting under-occupied buildings and sites to provide an ecosystem of affordable space and skills/training/apprenticeship. **While retail is one of the main economic pillars, in the Merchant City it has a more independent and pioneering outlook curating a great urban experience.** This is also expressed in a localised supply chain, aiming for procurement in the region or even within city limits and thus contributing to building community wealth.

**The District's energy, amenities and its strategic location prove attractive to a mix of residents, including families, students and elderly residents.** Quality of living is enhanced by the renovation and retrofit of historic and modern buildings, but notably also the pedestrian-oriented public space. The District is well-connected to its surroundings: whether you're looking for the more urban environments of Central, Townhead and Cowcaddens, the monuments in the Cathedral and Learning Quarter, or nature along the River Park on the Clyde or at the upgraded Glasgow Green – clear and attractive routes will lead you there.

**The former dominance of the car is diminished in favour of walking, wheeling, cycling and public transport, while logistics are cleverly integrated in the local network.**



## Main issues

Issues that require attention and action



- Improve connections between Duke Street and Gallowgate and from Meat Market to High Street
- Extending the festival character into other Districts by connecting to other attractions and community assets
- Connect the developing areas with the River Clyde
- Enhance public space and access to green spaces
- Celebrate the diversity of the area: building on the lessons of recent success in Merchant City and the Barras
- Enhance and reinterpret the complex historic character of the District
- Support economic development (entrepreneurship, innovation, creative economy, (craft) food and drink, experiential retail)
- Space to live, incl. update diversity of housing options, tenure, house types and providing better access to local services / community infrastructure.
- Improve connectivity to all surrounding neighbourhoods (active travel networks, Great Streets and public transport)

**For some of these ambitions, joint development with other areas and Districts is required:**

- Coordinate with major regeneration activity nearby, notably in the East End (e.g. Clyde Gateway), on the River (e.g. Clyde Mission) and via the Transformational Regeneration Areas (TRAs) for Calton / Barras and Laurieston
  - The River Park - from Glasgow Green thru Broomielaw and St. Enoch DRFs to River Kelvin
  - contribute to the climate neutral Innovation District (alongside Learning Quarter and Townhead DRFs)
- Reconnect Central District with a network of event and public spaces to Glasgow Green
- Establishing stronger connections to the historic Cathedral Precinct as part of Learning Quarter DRF
- Integrating an efficient network of active travel paths and public transport services requires coordination across the wider north-east city centre and beyond
- Connect to the creative production hub in Cowcaddens and Townhead to enhance local supply chains

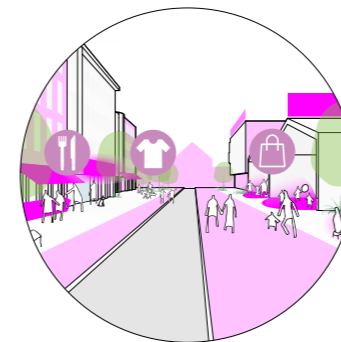
## Ambitions

Place-specific goals

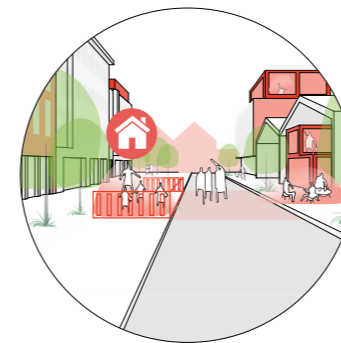
### 1 Rejuvenate the High Street as heart of community



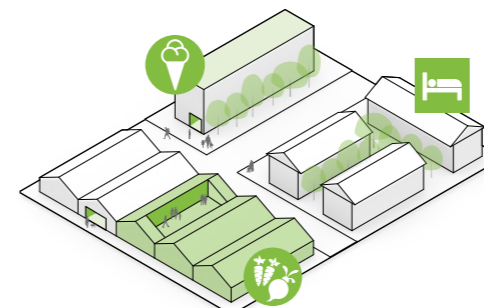
### 2 Retrofit city to adapt existing buildings and create vibrant public realm



### 3 Developing quality and diverse housing



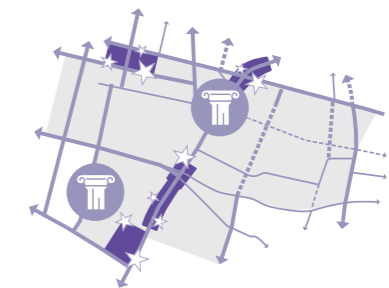
### 4 A dynamic, inventive retail/food/cultural destination



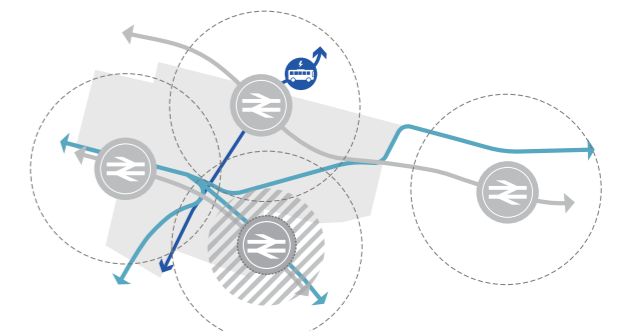
### 5 Create enhance green and public space networks



### 6 Enhance and reinterpret historic character



### 7 Contribute to improving connectivity with the City Centre



### 8 Transform Great Street connections to East End to create gateways to City Centre





## Core values

What does the future Merchant City stand for?

Building on the District's existing and potential qualities, there are several main characteristics that will inform and guide future actions and development. These core values can be used as a tool to determine what interventions are needed and whether proposed developments or transformations of the urban fabric fit the District's character as an entrepreneurial, artistic, energetic and connected place.

### ENTREPRE-NEURIAL

The entrepreneurial spirit of Merchant City is celebrated and accelerated, bringing a buzz to the streets – not only in shops but also in public spaces. The District supports the local economy and SME's in particular, providing (flexible) workspace, facilitating outdoor events, a collaborative network of entrepreneurs and training programmes with a link to cultural, research and educational institutions, including the Innovation District.

- Promoting independent shops/pop-ups, gastronomy and small-scale/craft food and drink production (Barras Market link) > investment
- Promoting a localised supply chain, connected to community wealth building policy
- Stimulating and facilitating new (outdoor) retail, gastronomy and social concepts
- Offering and improving knowledge and expertise in specific themes related to food, fashion and retail (offer residencies, traineeships, etc.)

### ARTISTIC

The District is famous for its art, cultural, creativity, events and festivals. It offers a variety of cultural experiences including live music, design, visual arts, performance, theatre, dance, street arts, markets, fashion, comedy, family events, tours, heritage walks and talks. The historic setting add to this character. Together with Cowcaddens, Sauchiehall and Central the District forms the heart of Glasgow's vibrant artistic scene.

- Build a network with renowned and upcoming arts organisations and institutions in the city for support, training and innovation
- Facilitate the public expression of artistic endeavours: outdoor stages, exhibitions, festivals etc.
- Offering and improving knowledge and expertise in specific themes related to food, fashion and retail (offer residencies, traineeships, etc.)
- Establishing links to art, music and theatre events happening in the other Districts such as Sauchiehall, Cowcaddens, Central and High Street.

### ENERGETIC

The presence of innovative retail, hospitality, cultural venues, an active events calendar and attractive housing (often in restored Victorian buildings) in the District makes for an energetic atmosphere: in Merchant City there's always something happening. At the same time, it offers space to relax, unwind and exercise with its green public space and a connection to nearby Glasgow Green/Clyde.

- Providing qualitative green and public space, including outdoor spaces for year-long community use: plazas, pergolas, etc.
- Clear and attractive routing to the District's greenspace
- Programming a network of "corners" in the sun, to rest and socialise
- Extending opening times of new and existing shops using public space as the expansion of retail space.
- Creating shops, restaurants or shops, led by locals, for locals with city-wide attraction

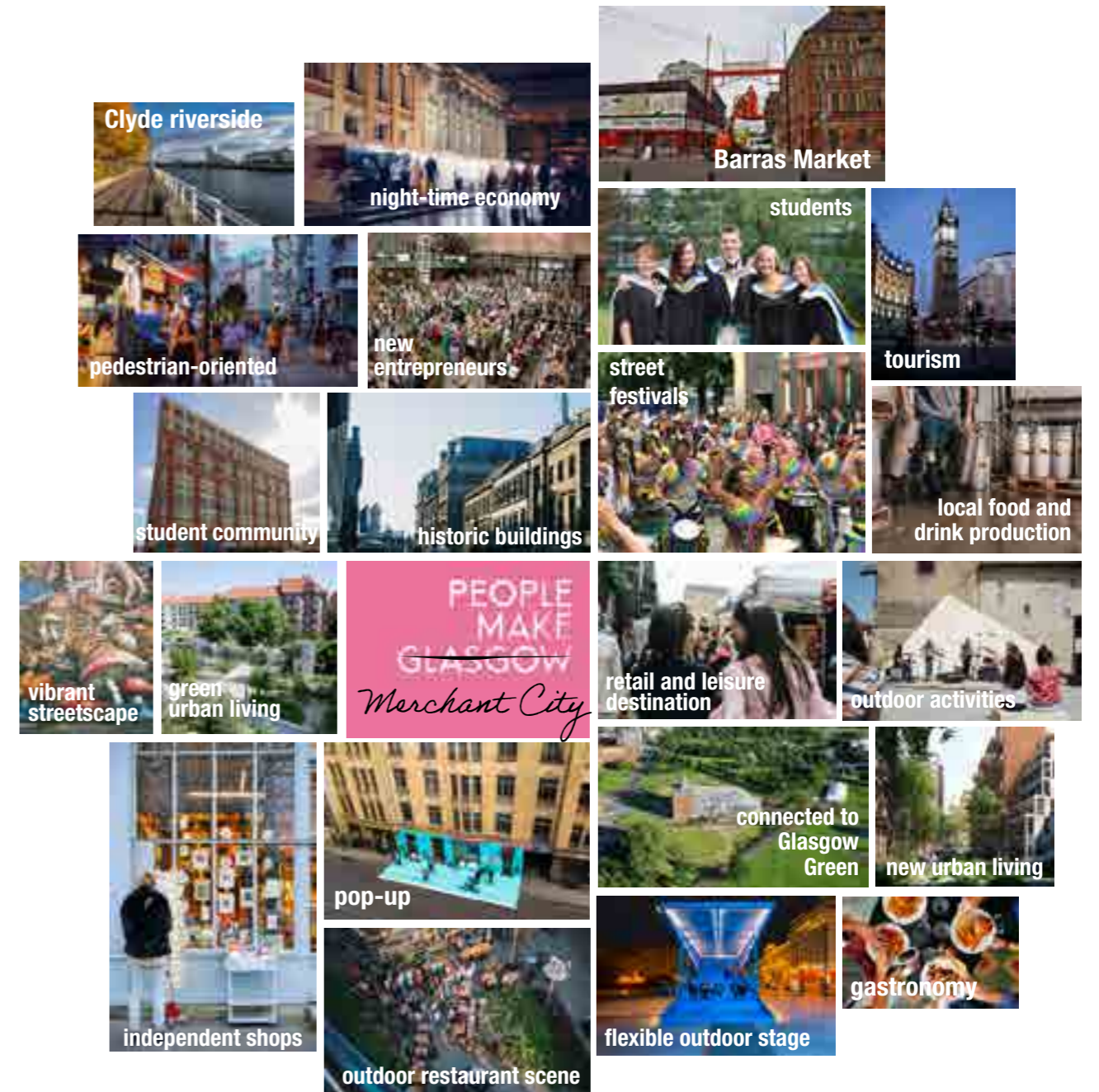
### CONNECTED

As one of the most vibrant Districts in Glasgow, the District is the pivotal linking pin between regeneration in the East End and the City Centre. Its centrality allows for easy access to natural assets such as the River Clyde and Glasgow Green, while the more urban environment of St. Enoch and Central, main rail stations and the historic cluster are in close proximity as well. Pedestrians are prioritised.

- Clear and attractive routing to the District's greenspace (importantly Clyde river and Glasgow Green) and linking to Central/historic cluster as major public destinations
- Strengthening and improving connections for all modes of transport
- Enhance existing train and bus networks and add new strategic interchanges where practical
- Coordinated public transport lines, incl. clean, quiet electric buses on High Street
- Create long-distance pedestrian and bicycle connections (the Avenues) in an integrated network

## Merchant City's future character

What to do in Merchant City



# The Merchant City currently

## Setting the scene

The area is diverse with the dense historic streets of the Merchant City contrasting with the areas of vacant and derelict land in the Calton. The area is world-renowned as a creative and cultural hot-spot with great venues and local talent. The Merchant City and, more recently, the Barras have pioneered successful area regeneration that has reinvigorated these locations and provide lessons to learn for future action in the city. At its heart this District has Glasgow High Street; currently the line that marks the interface between the City Centre and the East End. It must become a great street again, alongside the once majestic arterial routes heading east.

There has been significant regeneration investment in the City Centre and Clyde Gateway, with more planned. This District is at the interface of these efforts. The powerful potential to combine these efforts and restore the inner East End as a healthy, green and vibrant cultural, circular and creative economy that is inspired by, and benefits, the local community is an exciting prospect.

**The Merchant City can be considered a blueprint for creating a desirable area with a positive mix of uses operating in close proximity to one another. The variety of uses coexisting alongside one another, combined with wide, pedestrianised streets, collectively create a distinct atmosphere.**

*Glasgow City Centre Living Strategy (2015)*



"This area of the Merchant City [Candleriggs] strikes me as a very successful piece of urban planning with attractive streetscapes, wide pavements and little through traffic. It is a nice place to spend time and should be an example for how other areas could be improved."

*via Commonplace website*

**Neighbourhoods such as the Merchant City and West End are popular given their mix of uses and community amenities and are causing demand to spill out to their surrounding locales."**

*City Centre SDF (2021)*

"The Merchant City feels like a village, a lot of people have had businesses here for a good length of time."

*via (Y)our Place Map*

**The south-east quadrant [of the City Centre], especially the Merchant City and St Enoch accommodates a number of creative industries, start-ups, charities and social enterprises.**

*(Y)our City Centre Vision Baseline Report (2018)*

"George Square still feels like a wasted asset. It's not an appealing place to stop and rest - too exposed to the elements and surrounded by polluting traffic."

*via Commonplace website*



**Further investment in the Merchant City's public realm has made this neighbourhood an attractive place to live, visit and socialise, where cars feel like guests in a pedestrian environment.**

*City Centre SDF (2021)*



"High Street & Saltmarket: it's an up and coming street and area. There's such a huge variety of businesses and now there's artist run organisations and galleries - it's the broadest range of small businesses I've seen in Glasgow on one street."

*via (Y)our Place Map*



"Merchant City should be pedestrianised as much as possible to make the most of its unique character, and make it more attractive for visitors and locals alike."

*via Commonplace website*



**Built by wealthy merchants, the Merchant City became a home to the city's major markets and warehouses, thus obtaining wide, straight street profiles creating attractive vistas and squares. It is known for its famous event venues, bars and is generally referred to as a good, quality place to live for urban living.**

*(Y)our City Centre Vision Baseline Report (2018)*

"We've got plenty of big institutions here, we've got all the colleges and universities, and that's great, that brings tremendous multi-culturalism to the Merchant City."

*via (Y)our Place Map*

# Merchant City engagement

## What we were told

### Open Space

- Merchant City lacks quality open / green spaces (including parklets + play spaces for children); West of High Street has no open / green spaces
- Vacant + Derelict sites should be re-purposed based on local community needs
- Area East of High Street does not feel a particularly safe living environment - poor lighting compounding issue
- Not enough made of rich history of Glasgow Cross + High Street; Origin of Glasgow + Glasgow's Oldest Street

### Getting around (movement and connectivity)

- District vehicle dominated - safety and speeding issues down High Street; streets need to feel safer
- High Street performing a movement role not a place role
- Improved connections East (East-end communities such as Dennistoun + Calton feel cut-off)
- District poorly served by public transport
- Trongate a barrier for pedestrian movement
- Poor pedestrian and active travel infrastructure
- Wayfinding poor

### Buildings

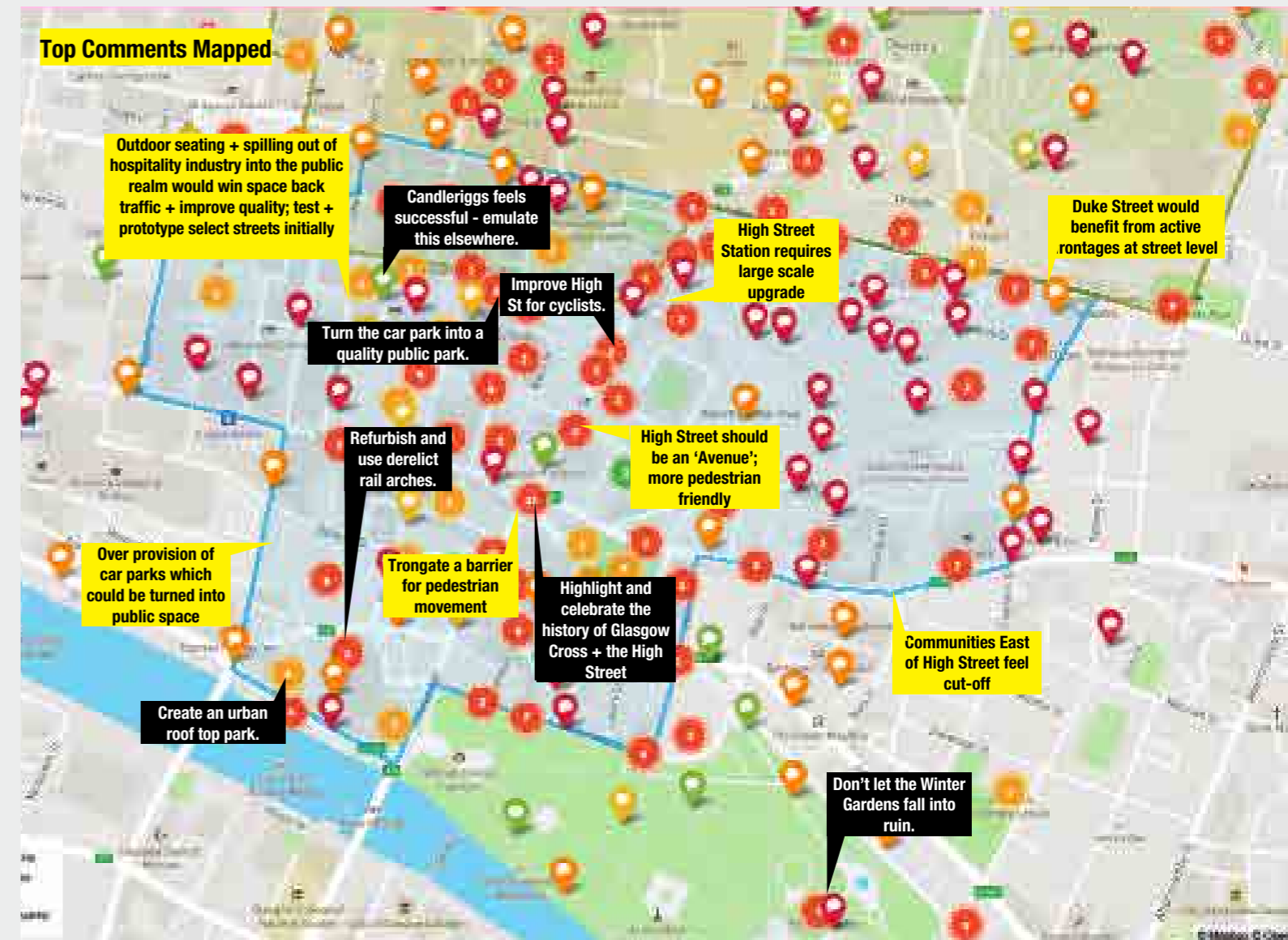
- Student Accommodation development must be limited
- Need to maintain and preserve historical assets within the District; including Old Linen Bank (High Street)
- Empty shop fronts on High Street, business rates an issue
- New developments must be considered + add value to the District; quality + height of recent proposals an issue

### Community and social (activity)

- Desire to encourage families to District begins with making Merchant City pleasant; residents keen to grow population to facilitate City Centre Primary School + GP
- Local community lack community amenities including growing spaces + gardens, a GP, City Centre school
- Rich 'creative culture' of Merchant City should be more visible + better cultivated
- Poor recycling infrastructure
- Areas in Merchant City increasingly feeling less safe + require deterrents for anti-social behavior / drug taking
- Transient nature of student population a hindrance to the long term future of the District

### Ideas suggested

- Improved access to green space + parklets would encourage people and families to live in the Merchant City + City Centre
- City Union railway line opportunities for a 'greened' High Line; arches present opportunity for arts + community use at street level with rooftop parks above
- Make High Street an 'Avenue' - traffic should be reduced + trees planted to promote pedestrian friendly spaces; biophilic corridor
- High Street + Glasgow Cross / Saltmarket should be pedestrian + cycle priority with vibrant shop fronts that celebrate artisan culture of Merchant City
- There is a need for more segregated cycle lanes
- Outdoor seating + spilling out of hospitality industry into the public realm would win space back traffic + improve quality; test + prototype select streets initially
- Interpret the history of the area around the District; more should be made of Medieval History of High Street; Clyde to Cathedral Arts/ Heritage Trail could help to revitalise the High Street post Covid
- Merchant City a possible location for Museum of Slavery
- Protect + enhance critical mass of historic and cultural assets within the District
- Duke Street would benefit from active frontages
- A tall buildings strategy / design code for the District would aid future developments eg. Max storey height
- Affordable rent scheme would help populate the empty shop fronts on High Street, encouraging small businesses + start-ups to the District
- Desire to better showcase student innovations; make visible the hidden rich creativity in the Merchant City with student collaborations + temporary events
- Enhanced lighting + re-purposed under-utilised spaces will deter anti social behaviour
- Safe drug taking zones supported
- High Street station requires large-scale upgrade- could be become a significant hub + interchange; Improved High Street train station would greatly improve footfall and movement into the District + out to the East end
- Reduce traffic congestion, widen pavements and increase quality green space
- Mixed, intergenerational housing developments would drive GCC City Centre Living Strategy + increase District population above 5000 to build a GP and local School
- There is an over provision of car parks; turn car parks around the city into parks. Car parks will be obsolete if the city is given back to people rather than cars



"Merchant City should be pedestrianised as much as possible to make the most of its unique character, and make it more attractive for visitors and locals alike. There are still way too many cars in Glasgow City Centre which makes it at times feel dirty, old-fashioned and unwelcoming - people who don't have accessibility needs are perfectly capable of walking - it's good for you. To make the City Centre more liveable and enjoyable, reduction of traffic and pollution should be prioritised, and we need more safe and clean green spaces too. It's time to start thinking pedestrians first. Cars are fine in depressing town centres with poor public transport, but not in modern City Centres."

"(Miller Street a) candidate for pedestrianisation and greening with trees... the adjacent retailers need to understand that vibrant streets are vital to their continuing businesses. I believe that the area around the southern part of the street as well as at Argyle St train station needs the ambition investment and vision of the order of places like Liverpool One in order to bring back footfall and to create the magnets that will attract people back to the city."

"(Blackfriars car park) has been an eyesore for years. It should be converted into a small greenspace for use by residents and shoppers, but not as Space to be privatised by renting to bars and restaurants"

"Please, please, please can the council address the litter problem which is widespread throughout the city. This is a huge issue for the city not only is it unpleasant for residents but it is also off putting to visitors and tourists. Of course its a multifactorial problem, but the council really need to make this a priority ahead of other novelty projects. Address the litter and restore some sense of pride!"

"(Land bordering Glasgow Green and Charlotte Street) has become a sort of dumping ground for the Council. It is also being used as an unofficial council car park. This land should be developed to link Calton and the Barras with City Centre. It is an eyesore"

"Good to have public toilets in/around glasgow green for use of people in park and the homeless who are often in this area. Could have the self cleaning ones I've seen in other cities."

"These lanes provide a handy shortcut from areas around the Briggait, such as the St Enoch car park to the beginning of Trongate. The problem is that they are also used as toilets and shooting galleries and drug dealing locations and for that reason are unpleasant and unsafe with human waste and used needles being a common occurrence. There has been at least one incident of serious sexual assault in this location as well. I would advise strongly to avoid this area in all but the busiest of weekdays. These activities negatively impact on many of the businesses located on Trongate that back onto this area."

"Ingram Street would really benefit from the Avenue treatment - reducing the amount of space given over to cars and introduction of trees. It is a popular high end shopping street with fantastic architecture but it suffers from having so much traffic, in particular the buses which have to be diverted along this route due to the pedestrianised section of Argyle Street."

"(In reference to the area around Bell Street adjacent to Gallowgate) Despite this being a much quicker route for me, I do not feel safe walking in this area. It is poorly lit."

## Merchant City engagement

### Whom we spoke to

#### Stakeholders consulted

This District Regeneration Framework has been prepared in collaboration with a wide array of stakeholders and consultees. Ideas and opinions have been shared by local community members, from those who live and work in the city, to major stakeholders in the four North East Districts. Regrettably, due to the Covid Pandemic, engagement and consultation has been restricted to an online setting. However the DRF team have still been able to facilitate a series of design workshops and meetings online and engage via social media. This includes two District specific community based workshops days in Cowcaddens.

The engagement process for the NE DRFs spanned a full calendar year from June 2020 - June 2021 where the DRF team facilitated countless meetings and workshops with the following;

- Local Community
- Community Councils
- Development Trusts
- Glasgow City Council departments
- Scottish Government
- National Agencies (Royal Scottish Academy of Art and Architecture, Scottish Enterprise, Scottish Futures Trust, Architecture and Design Scotland, Scottish National Heritage, Historic Environment Scotland, Scottish Environment Protection Agency)
- Further Education / Higher Education Institutes (Glasgow School of Art, Glasgow Caledonian University, Royal Conservatoire of Scotland, Glasgow City College, University of Strathclyde)
- Other Large Institutions (National Health Service, Queens Cross Housing Association, Glasgow Housing Association)
- Sectors (Creative Industries, Artists, Innovation District, Businesses, Chamber)
- Glasgow Disability Alliance, Glasgow Urban Design Panel, St Mungo's Secondary School
- Transport Organisations (Strathclyde Partnership for Transport, Network Rail, Sustrans etc.)

#### Merchant City engagement in numbers

**1302 Social Media Followers**

**57 Merchant City  
Community Workshop  
Attendees**

**6 Survey Responses**

**(414 Workshop Attendees Total)**

**58 Stakeholder  
Workshop Sessions  
(9 Merchant City Specific)**

**138 Townhead  
Commonplace Tags**

**Over 78% of comments  
relating to Merchant City on  
Commonplace are negative**

**5 (Y)our Place Map 1 to 1  
Interviews conducted in  
Learning Quarter**

**926 Stakeholder Database**

**“When we first moved into this city there were a lot of artists in little studios around the place where they paid peppercorn rents. It seems to me, especially the way that things have gone with Covid, that there are going to be empty spaces everywhere- much more than there have been... nobody can afford these rents and doesn't make any sense. You are much better having people in buildings because it promotes community... It would be great if the council could do something - until they've got profits of a certain amount, maybe their profits are less?”**

*- Comment from (Y)our Place Map 1 to 1 Interview*

**“There is a dearth of trees in the city.”**

*- Comment from Merchant City Proposals Workshop*

**“businesses and residents might get together to collaborate as to how to enhance the High Street area, increase footfall- look at creating activities that they could work on together to develop.”**

*- Comment from (Y)our Place Map 1 to 1 Interview*

**“The High Street must be rebalanced. It should become more about place rather than a conduit for through traffic... a space for people to be there rather than bomb through.”**

*- Comment from Learning Quarter Ideas Workshop (Afternoon Session)*

**“Glasgow is not a friendly City Centre for children.”**

*- Comment from Merchant City Proposals Workshop*

**“The council passed a motion around Black Lives Matter...we enshrined in policy that we are going to have a Slavery Legacy Museum and a public consultation on the (street)names, statues and Museum questions.”**

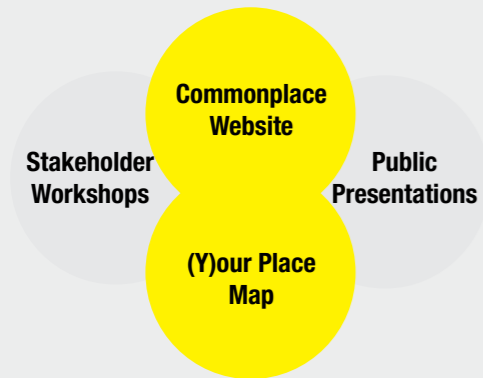
*- Comment from (Y)our Place Map 1 to 1 Interview*

# Merchant City engagement

## How we were told

The DRF team have used a ‘multi-channel’ engagement strategy to reach out to as many people with an interest or stake in the Glasgow City Centre as possible.

In light of the Covid pandemic, all engagement has had to be virtual and remote, rather than via on-street and in person activities. An online presence has been more important than ever to promote the project.



### Commonplace

Beginning in June 2020 the team set up the Your City Centre 2020 Commonplace website, an interactive platform inviting anyone to pin comments and ideas about each of the Districts (and specific locations in them). The tags and questions are derived from the Scottish Government ‘Place Standard’.

The Commonplace survey was launched on 18th June 2020, users were asked to share their ideas to help the recovery and renewal of the four Districts. In total 692 comments and 3731 agreements were submitted by 786 respondents, totalling 4423 contributions. The site has been viewed uniquely by 5297 visitors. The platform had 230 news subscribers which have opted in to be kept up to date with ongoing project news. The Merchant City was the most commented upon District with 285 tags out of a total of 657. Just over 78% of comments relating to the Merchant City were negative.

### The (Y)our Place Map

The (Y)our Place Map, a companion website to Commonplace, was launched in November 2020. The (Y)our Place Map complements findings on Commonplace with a deeper dive into the local communities of the 4 North East Districts, seeking to provide a platform to the voices of the marginalised and the under-represented, along with those for whom the digital platform of Commonplace is not an inviting or an available interface.

### Thematic stakeholder workshops

Throughout this period the team engaged in a number of key stakeholder workshops. Originally, workshops were organised around seven themes; Knowledge Innovation + Creative Economy, Transport + Mobility, Sustainable Urbanism, Urban Infrastructure, Health and Wellbeing, Tourism, Leisure + Retail and City Centre Communities. These initial workshops invited stakeholders from key agencies to engage in the DRF process, providing the opportunity to assist in developing future plans for Glasgow City Centre. These DRF briefing and exploratory workshops encouraged stakeholders to share their expertise and local knowledge. In addition to assisting the DRF process, the workshops facilitated bridging new connections between key agencies.

A key stakeholder database was developed and is maintained in accordance with GDPR as a live document through the DRF process.

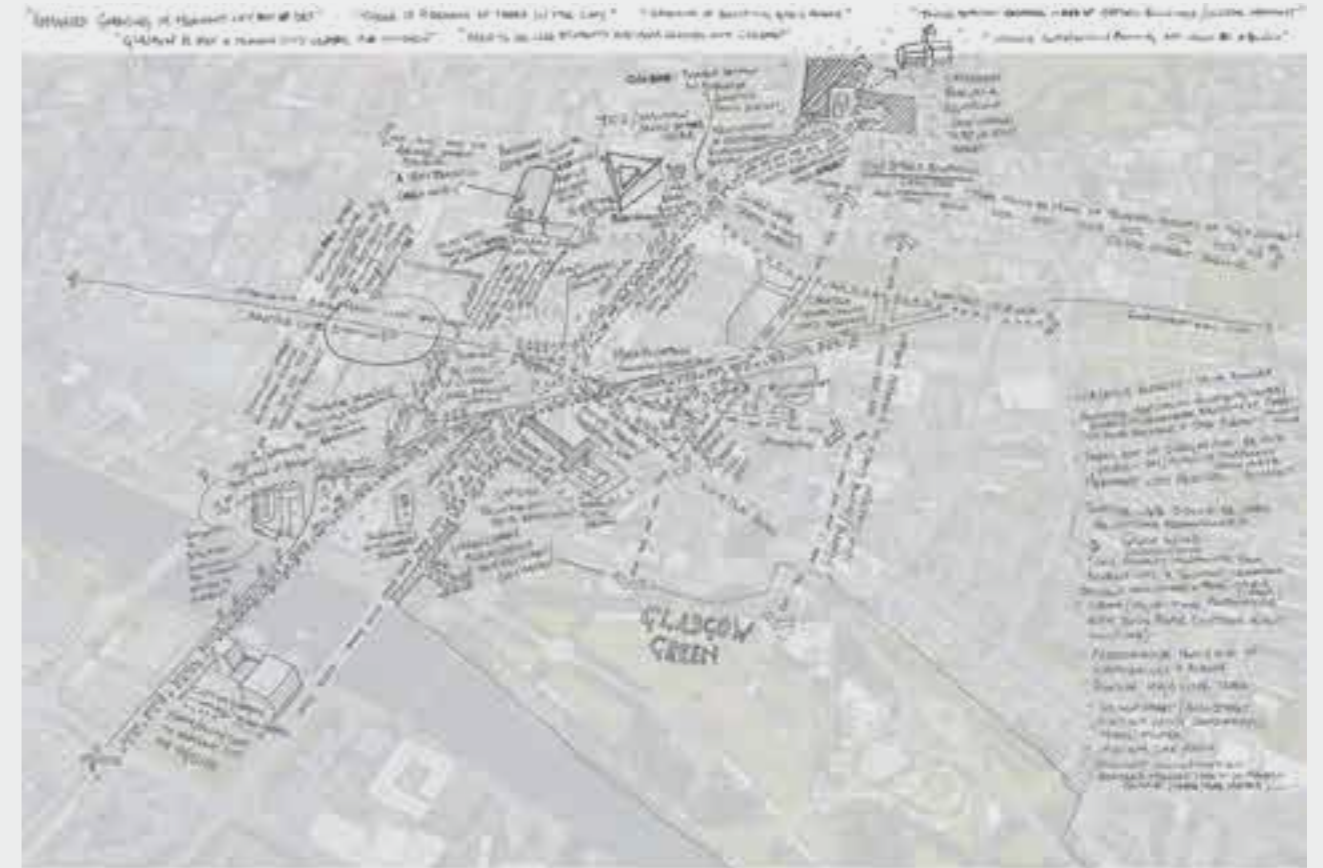
Following initial stakeholder engagement a series of community workshops ran from December 2021 - February 2021 and March - April 2021. These District specific workshops sought to gain local insight into each of the North East District communities, providing a platform for local communities to share their ideas and voice their issues. Initial consultation was carried out with afternoon and evening sessions in each District (Dec 2020- Feb 2021) with follow-up day-long workshops (March - April 2021)

Work presented at the final workshops were uploaded to the City Centre Strategy website, where interested parties could engage with the material and leave survey feedback on a series of project cards which identified possible projects in the District.

### Public presentations

Throughout the engagement process the DRF team facilitated a number of public presentations to key city agencies and national bodies as well as presenting to community councils.

To seek to avoid digital exclusion a Freephone line was arranged to enable telephone surveys, whilst a (Y)our City Centre email address was set up where feedback could be emailed.

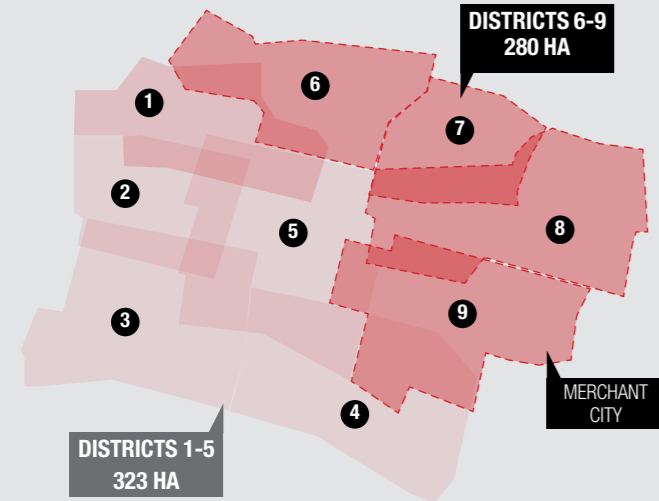


Merchant City Community Workshops noted issues with a lack of quality open / green space with parklets, play spaces for children, a green City Union Highline and pedestrian / active travel friendly High Street all suggested as potential improvements. Reduced rents on High Street were mooted to encourage new / start-up business’ to populate empty shop fronts. Discussions around augmenting the existing cafe culture with pedestrianised streets was noted, whilst safe drug taking zones were suggested to tackle the issue of drug taking in the District.



# Merchant City – Factsheet

## Area + Demographics



DRF	Total (ha)
Cowcaddens (6)	80
Townhead (7)	52
Learning Quarter (8)	98
<b>Merchant City (9)</b>	<b>77</b>
<b>NE Districts (6-9) Total (including overlaps)</b>	<b>307</b>
<b>NE Districts (6-9) Total (excluding overlaps)</b>	<b>280</b>

	Children	Working Age	Pensionable Age	Total	Change in 5 yrs
Cowcaddens	434	2,973	509	3,916	+ 10.3%
Townhead	189	3,580	251	4,020	+ 15.5%
Learning Quarter	416	4,857	495	5,768	+ 15.1%
<b>Merchant City</b>	<b>260 (4%)</b>	<b>6,457 (92%)</b>	<b>304 (4%)</b>	<b>7,021 (100%)</b>	<b>+ 17.4%</b>
<b>Total for DRF 06 - 09</b>	<b>1,299 (4%)</b>	<b>17,867 (91%)</b>	<b>1,559 (8%)</b>	<b>20,725 (100%)</b>	<b>+ 14.5%</b>
Trad. Core City Centre*	1,318	20,639	1,361	23,318	-

\*Traditional Core City Centre = Area inside M8, West of High Street, North of the River Clyde

## Dwellings (2018)

Total	4,554
Occupied	4,397
Vacant	106
Vacancy Rate	2.3%

## Economic Activity

Total Employment	Total Businesses	Year	Sectors of Employment	Count	Proportion
15,347	1,008	2010	Retail Trade	4,300	21.7%
17,756	1,157	2015	Food & Beverage Services	3,180	16.1%
19,800	1,195	2019	Office Admin / Support	1,420	7.2%
			Financial Services	1,220	6.2%

Data Source: National Records of Scotland; <https://statistics.gov.scot/atlas/resource?uri=http%3A%2F%2Fstatistics.gov.scot%2Fid%2Fstatistical-geography%2FS12000049>

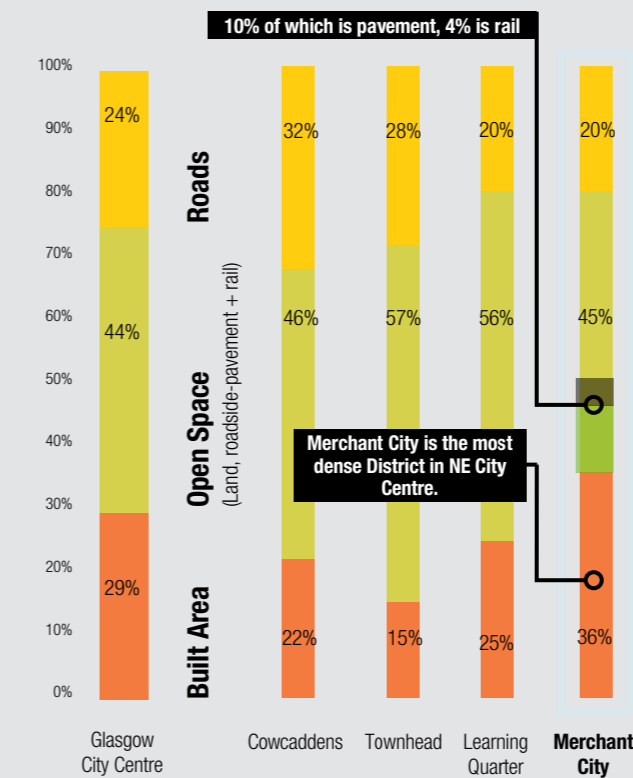
## Mode of Travel, from Census 2011 data

District	Work / Study mainly at Home	Public Transport	Motor Vehicles	Walking or Cycling	Other
Merchant City	13%	19%	15%	53%	1%

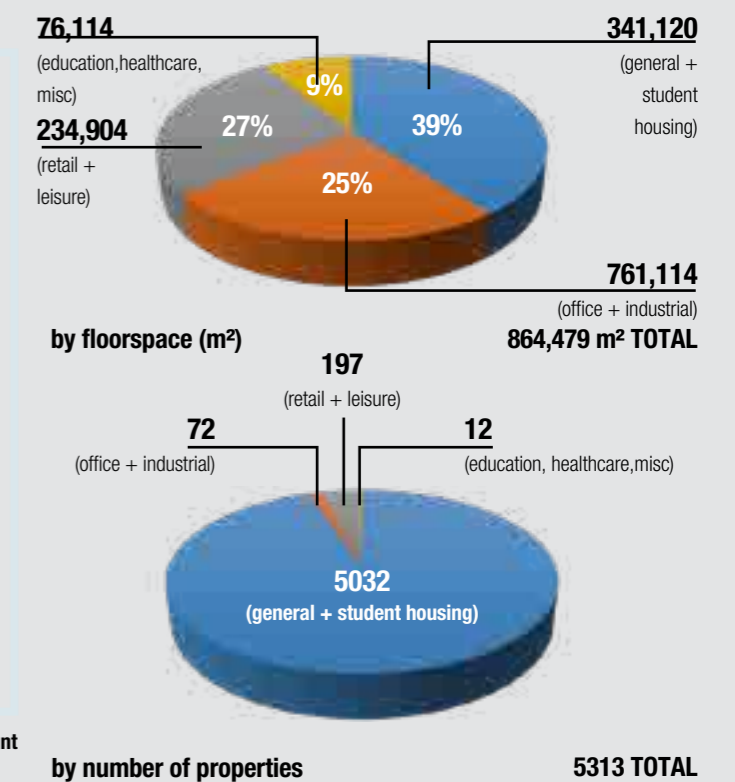
  

District	Households with no access to a car	Households with access to one car	Households with access to two cars
Merchant City	65%	30.5%	4.5%

## Merchant City Land Use



## Merchant City Property Stock

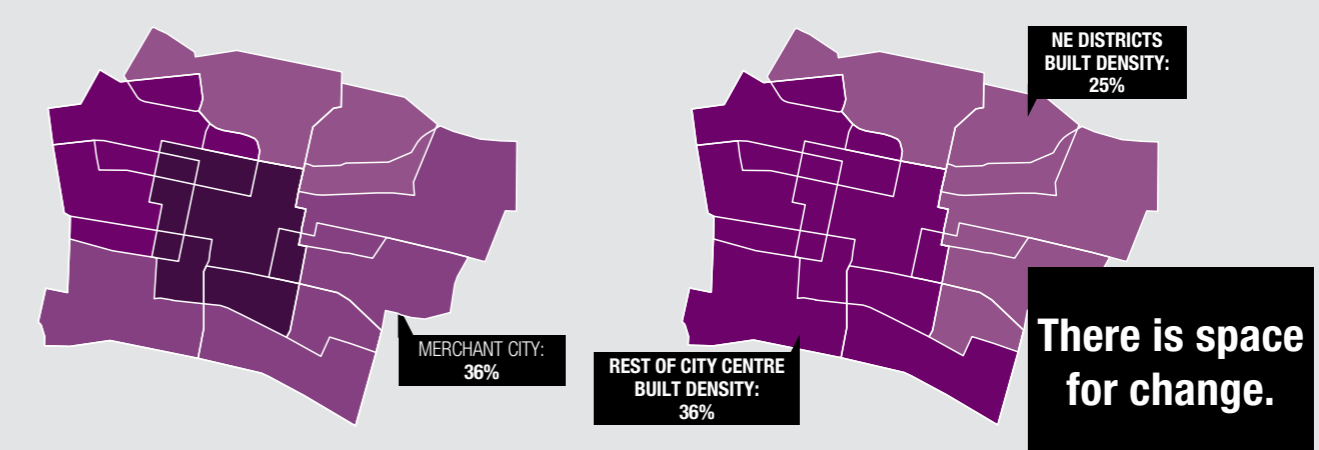


Merchant City has a higher percentage of open space than most City Centre Districts with low percentages of built area, leaving a lot of space for further densification and use of vacant land.

Supply (on the market)	Residential (General Housing)	Employment (Office, Industrial)	Retail + Leisure (Retail, Hospitality & Leisure)	Speciality (Education / Healthcare / Misc)
Availability of Stock	3%	8% <1%	1% <1%	0%

Source: Baseline Report Glasgow DRF 2016 Annex; all property data pre-Covid

## Built density percentage (per above graph)



## Vacant Land Percentages

DRF area	Vacant (m²)	Derelict (m²)	Underutilised (m²)	Green Space (m²)	Total (m²)
Merchant City	2,228 (2.3%)	-	8,500 (1.1%)	55,000 (7%)	82,000
4 NE Districts* Total	7223	25000	116200	427600	635540 (23.4% City Centre)

\* The 4 NE Districts are Districts 6-9; Cowcaddens, Townhead, the Learning Quarter and the Merchant City

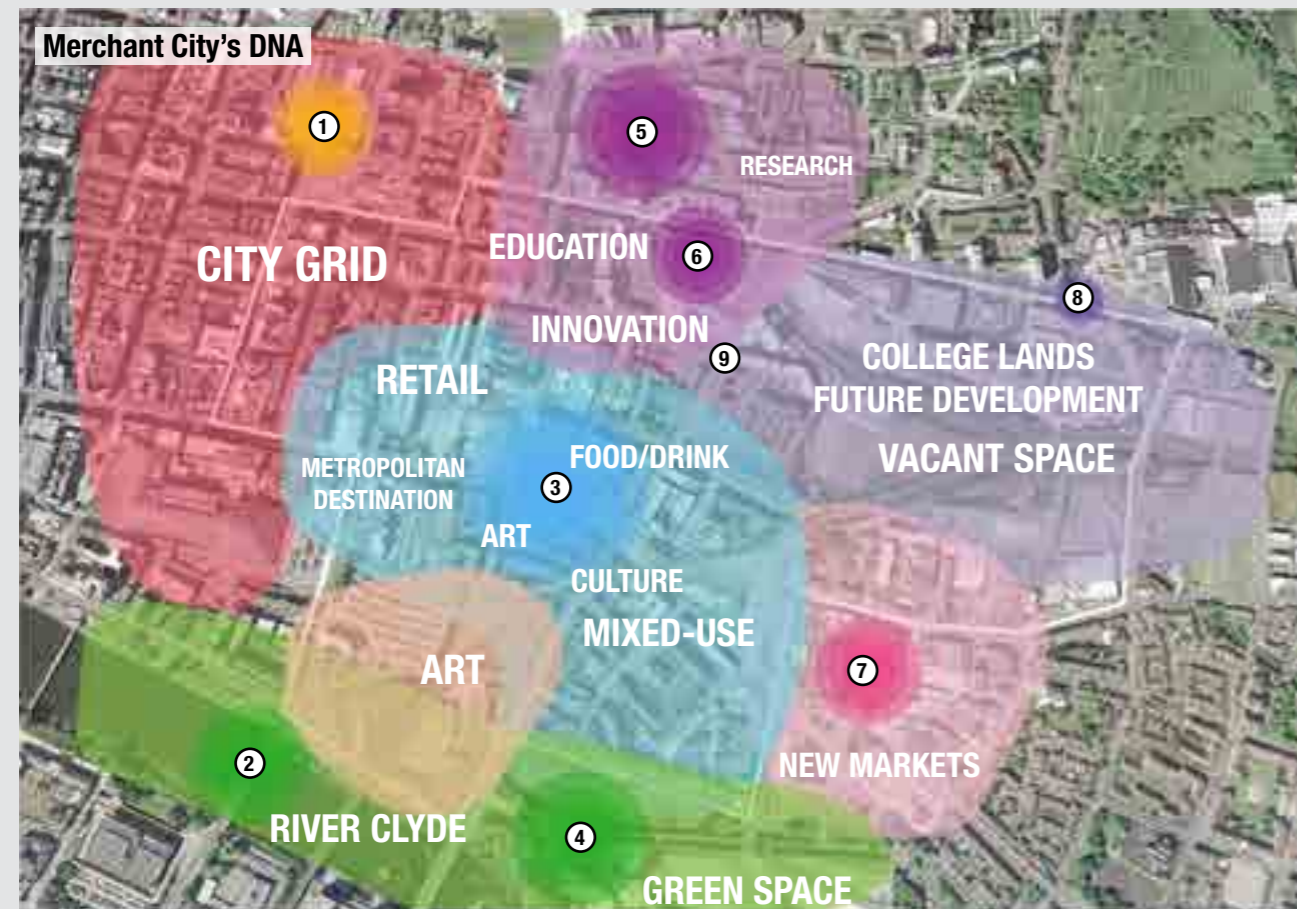
# Merchant City – Observations

## Characteristics of the district

Merchant City is a diverse district: on the one hand, west of the High Street, it adheres to the vibrant character of Central and St. Enoch. On the other hand stretching east of the High Street the emerging regeneration of Calton Barras, Meat Market and the East End where vacant lands abound. The two parts are separated by High Street.

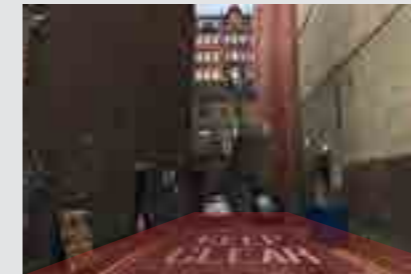
The western part of Merchant City has benefitted from a long-term successful regeneration strategy which has had a strong positive impact on the area, and the city as a whole. Mixed uses, retail, galleries, bars, restaurants and residential provide

activity and a diverse and sustainable economic future. It is this combination and level of activity which keeps the buildings in use, making the most of the heritage. In the east, the Barras Market area is a community destination of growing importance, while dealing with the first signs of culture-led regeneration. The nearby Glasgow Green and Clyde riverfront can serve as strong regional and community destinations. The core part of the area is within the climate neutral Glasgow City Innovation District; an ambitious initiative to drive research, innovation and entrepreneurial activity within a mixed-use city centre cluster near the University campuses.



- ① PUBLIC TRANSPORT: Queen Street Station
- ② PUBLIC SPACE: River Park
- ③ MIXED-USE: Vibrant central quarter
- ④ PUBLIC SPACE: Glasgow Green
- ⑤ EDUCATION: Strathclyde University
- ⑥ INNOVATION: Strathclyde University: The Technology and Innovation Centre
- ⑦ RETAIL: Barras Market
- ⑧ INDUSTRY: Breweries
- ⑨ PUBLIC TRANSPORT : High Street Station

## - Problems



unattractive back courts and service lanes with a sense of lack of safety



Car-dominated cityscape



uninviting public spaces with a lack of quality green space



Underutilised land - site currently earmarked for mixed-use development



'Leftover urban space', often used as parking lots



Poor quality of public spaces in central commercial streets

## + Potentials



High-quality public spaces



Connection with the riverfront



Underutilised building heritage



Pedestrian areas



Large public spaces and parks



Historical significance of High Street

# (Y)our Framework

Guidelines for future development of the District

In this chapter the role of the Merchant City within the wider North-East City Centre is outlined. The interventions proposed are in line with four strategic themes defined in the Combined North East Districts Document. What is required to improve accessibility? What will be the great streets and spaces in the district? What is needed for the Merchant City to thrive as a pleasant area to live, work and visit? And how do we make this transformation happen?

The Framework for the Future Merchant City outlined here follows from the place vision and re-positioning of the District within the future City Centre context described in Chapter 1. The existing local contexts and conditions are summarised alongside the required large-scale strategic projects that will influence transformation of the NE Districts, and the Merchant City in particular.

‘Quick Wins’ for the District clearly highlight next steps, to enable regeneration to progress with focus and early impacts. The result of all proposed interventions are shown in a Framework depicted in a ‘future vision map’ showing how everything comes together. It gives an overview of the District’s future vibrancy: with High Street as a revived main artery, connecting the Innovation District via the independent retail and creative entrepreneurship around Barras, Trongate and south Merchant City to Glasgow Green and the River Park on the Clyde. ‘Quick Wins’ for the District to enable regeneration to progress with focus and early impacts are outlined in Chapter 4, ‘Next Steps’.



# Merchant City Framework



Re-create Cowcaddens Cross

Connect Canal to Cathedral

Network of Neighbourhoods to North

Mixed-use neighbourhoods

Retrofit + Remanufacture

Establish great streets

Improve East - West Links

Define Townhead Triangle

Parliamentary Path

The cultural axis

Community Health Hubs

Embed Buchanan Cluster

Celebrate Cathedral Precinct

Open up campuses

Improve open community spaces

Add community facilities

Rejuvenate the High Street

A collection of (mini) green spaces

Connect East

Reuse Vacant Derelict Land

(S)low Traffic Neighbourhood

Restore Heritage

Upgrade and provide housing

River Park

Merchant City Highline

Great East End Street

- District boundaries
- Main existing parks
- Main river and canal
- Green network of connected parks
- Existing residential
- University cluster
- Public transport clusters
- Royal Infirmary cluster
- Arts, culture, retail, nightlife and history cluster
- Mixed residential and culture, retail, nightlife
- Central shopping District Buchanan Street/Sauchiehall Street
- New space to live and to work
- New local centres
- Curatable plaza
- Existing or new "High Streets"
- Repairing the M8 severance
- Existing train station
- Existing subway station



# Role of Merchant City

## Position within the wider context of the City Centre



In establishing the specific development focus for each of the north-eastern districts, **it is key to understand what their identity is, what role they can play within the city and the region, and how each of them relates to the surrounding districts.** What are the existing qualities and characteristics that set them apart, and what is the unique potential that could be unlocked?

In this way, it can be determined which projects and priorities can be taken up jointly between the districts, and which are more district-specific. A scenario in which overarching attributes are emphasised across several North-East Districts is deemed most appropriate.

Given their similarities, Cowcaddens and Townhead should be developed as equal entities creating convivial Districts for urban living alongside space for production and innovation. In parallel **the Learning Quarter and the Merchant City Districts can each strengthen their established**


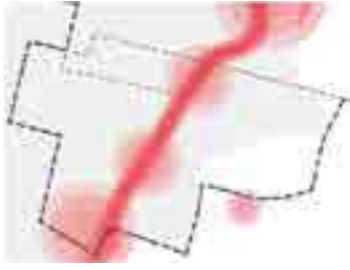



**historic characters** and benefit from their formidable cultural and educational institutions and assets.

The Merchant City has experienced a renaissance in the past years and is a **well-known retail, cultural and night-time economy destination**, with many (independent) shops, restaurants and bars, galleries and venues. It is home to festivals and events every year, most prominently the annual Merchant City Festival. The District has benefitted greatly from a long-term regeneration strategy, bringing value to Glasgow as a whole. **Merchant City's distinct character of innovative and independent retail, culture and gastronomy provide a solid basis for further development.**

**The restoration of High Street will play a key role as an attractive connector**, bringing locals together, offering them attractive workplaces and providing a dynamic living environment catering to a diverse population.

# Key characters

The emerging Framework for the Merchant City brings together urban Anchors, and a rich mix of Activities brought together within a Network of streets and brought together spaces to create a coherent and dynamic place plan for the District

<b>Anchors</b>	 <p><b>Public space</b></p> <p>Merchant City District has several significant open spaces nearby; Glasgow Green, the River Park and Necropolis. East of High Street there is significant scope to transform vacant and derelict land in to new open and green spaces. West of the High Street reclaiming streetscape to 'green the grey' and provide a network of pocket parks that bring nature in to the city.</p>
<b>Network</b>	 <p><b>Hubs and Local Centres</b></p> <p>The High Street once was THE City Centre. Today there are nodes and focal points for activity, each with their own identity; Saltmarket, Glasgow Cross, High Street Cluster at the Station. Reactivating these established anchor points, as well as Gallowgate / London Road, provide the basis of area regeneration.</p>
<b>Activities</b>	 <p><b>Mobility and accessibility</b></p> <p>The main routes running through the district are still largely car-dominated. Future developments will improve connections within the districts and to other areas, strongly advocating active travel routes. High Street will become a key node in the District, with more space for pedestrians and cyclists and reduced traffic.</p>
<b>Activities</b>	 <p><b>Programmatic characters</b></p> <p>The Merchant City continues to build upon its reputation as a great urban destination experience, offering myriad choices in independent retail / markets, gastronomy, culture and arts. The emphasis on Scotland's first Innovation District adds a further layer of dynamism and pioneering spirit in the area.</p>
<b>Activities</b>	 <p><b>Space to live and work</b></p> <p>The Merchant City offers an exciting place to live and work, where there is always something going on. New housing developments will appear (principally) on the district fringes, accompanied by a complete set of amenities close-by. These are complemented by the provision of space for work, including productive, innovative, creative, and circular economic activities.</p>

# Layers of Merchant City framework

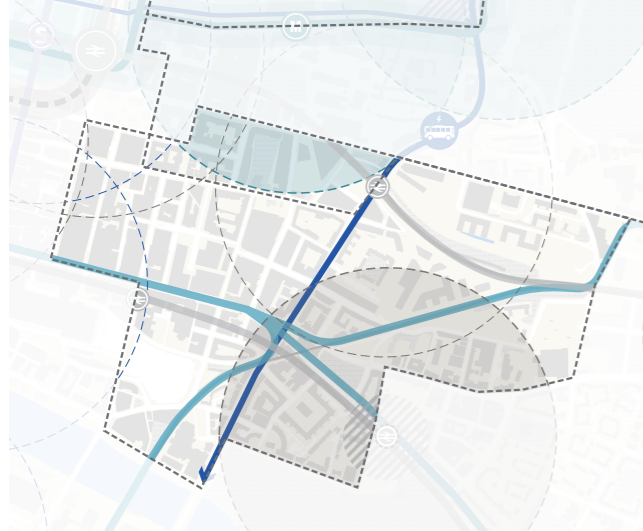
## 1 (Y)our well connected Merchant City

Enhanced infrastructure and mobility

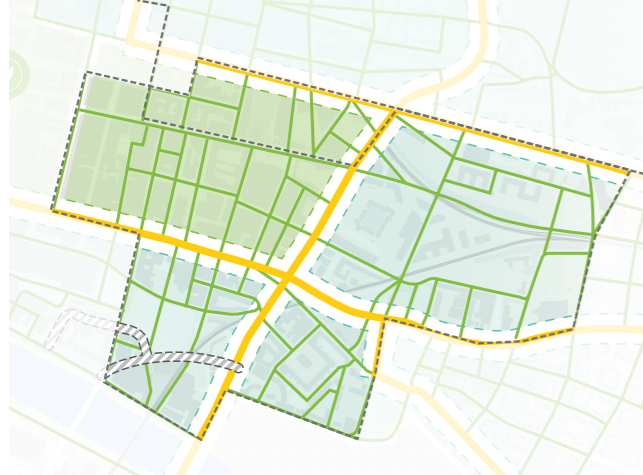
Upgrade urban network; restore connections, seamless infrastructure



Integrated public transport infrastructure



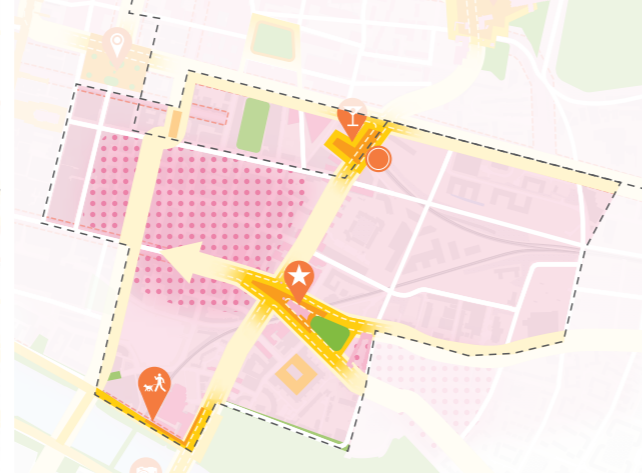
Restore Great Streets and realise low- and slow-traffic neighbourhoods



## 2 (Y)our great spaces and streets

Network of public and natural spaces

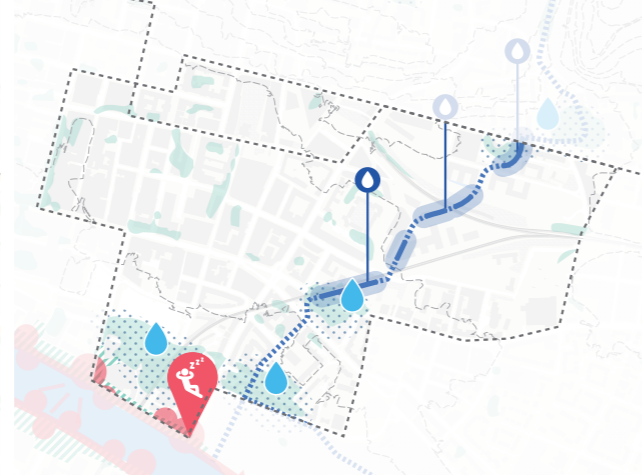
Create network of strong pedestrianised and curatable public space



Optimised space for nature



Enhance interaction with the water, including integrated hydrology



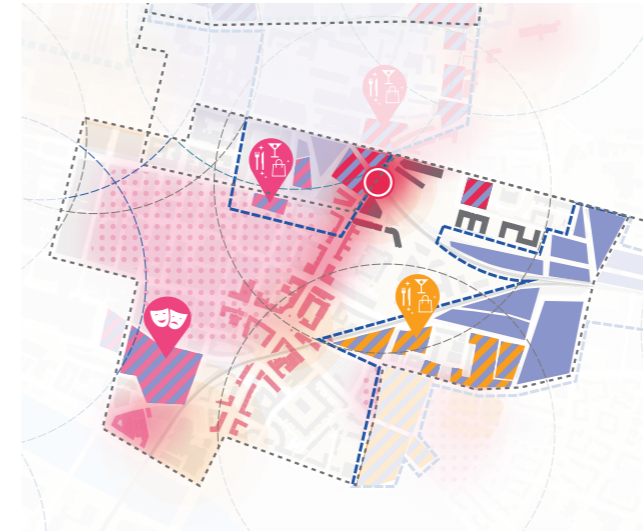
## 3 (Y)our thriving Merchant City

Intensified programme

Intensify housing: retrofit, upgrade and add



Clear programmatic zoning and activation by mixed-use



Add amenities and community facilities



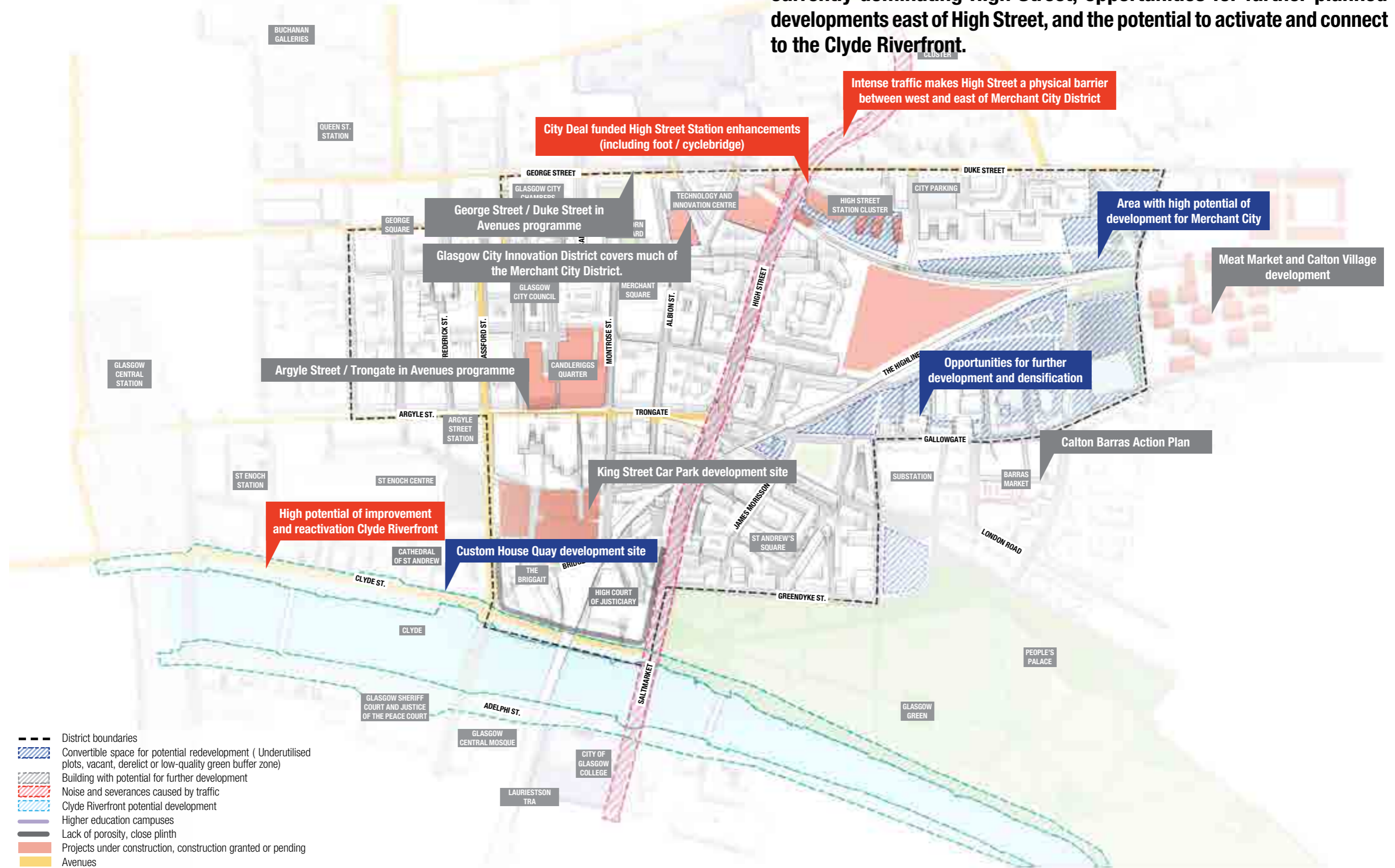
Combined Framework for (Y)our Merchant city



# Conditions for development in the Merchant City

Place context of the District: headline issues and planned projects

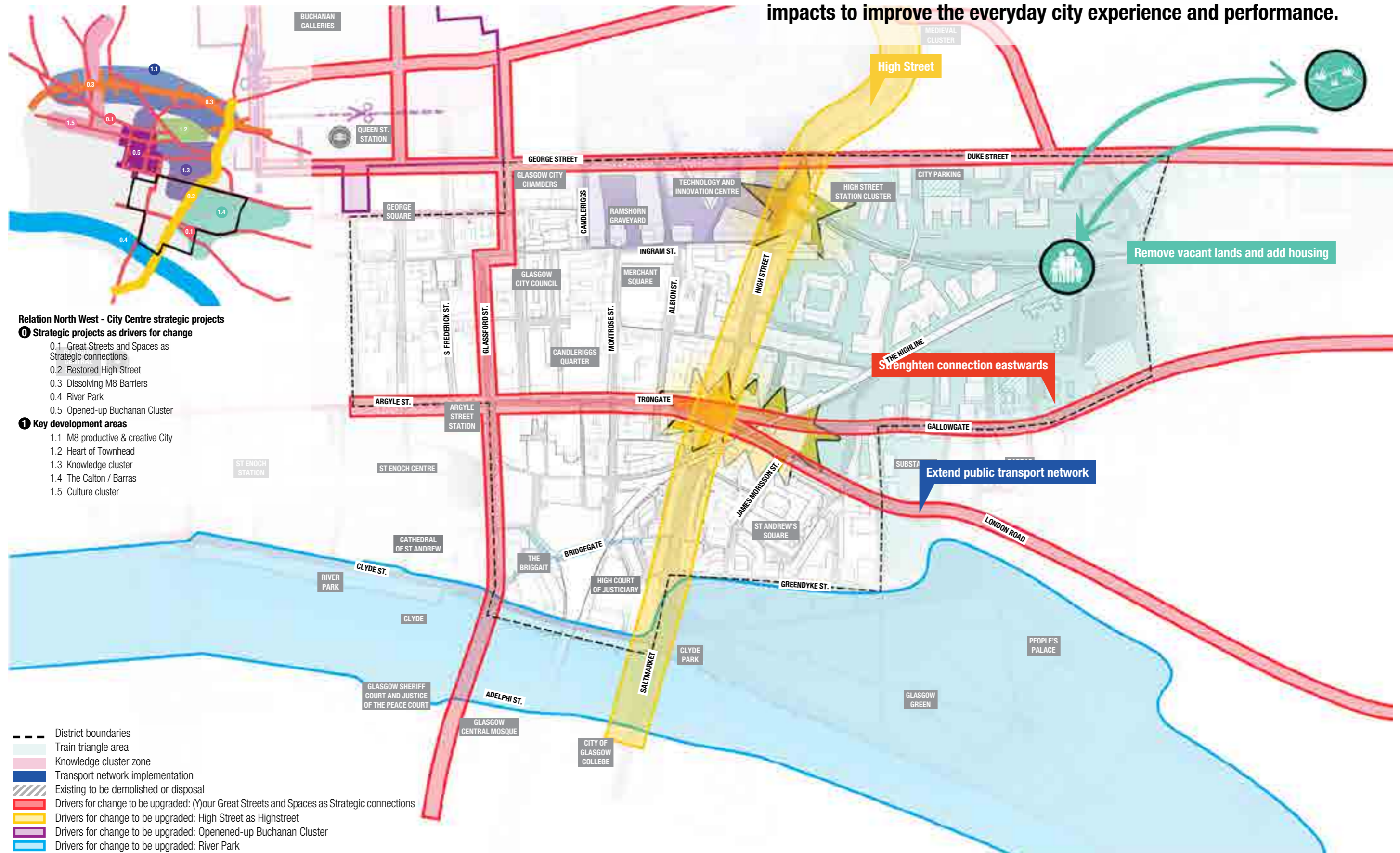
This “zero PLUS map” shows the existing situation and key issues and potentials in the Merchant City. These include reducing the traffic flows currently dominating High Street, opportunities for further planned developments east of High Street, and the potential to activate and connect to the Clyde Riverfront.



# Strategic projects

Required interventions in the Merchant City with city-wide impact

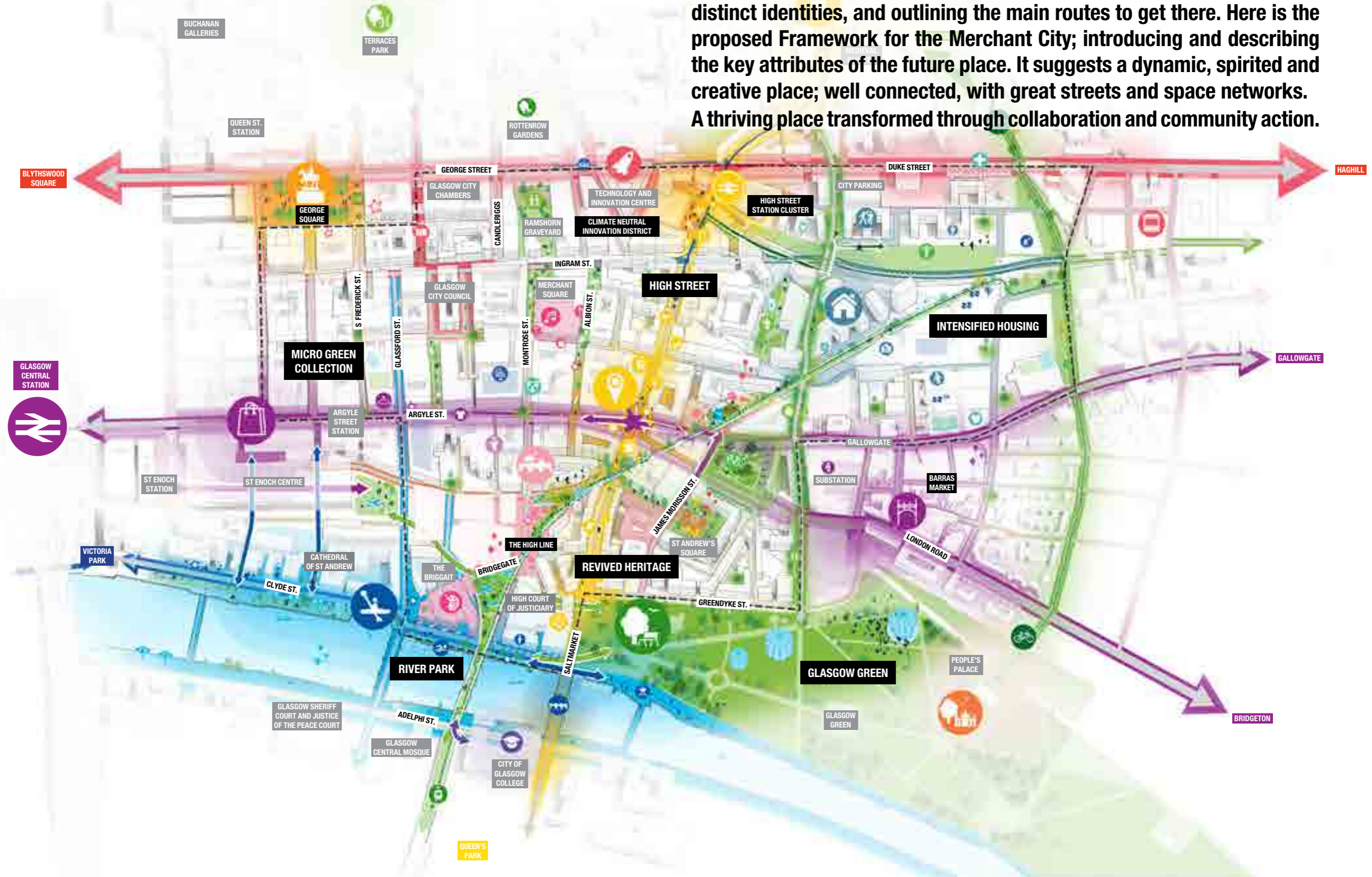
There are several locations and situations of such complexity and importance for the city as a whole, that high-level strategic coordination is needed. Partnership working will be critical to achieve successful delivery and positive impacts to improve the everyday city experience and performance.



# Future Merchant City's Vision

'Tourist map' with main anchors, routes and destinations

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



# (Y)our Projects and Action Plans

Hands-on series of projects and actions  
to achieve regeneration in the Merchant City

With the problems and potentials, ambitions and strategic priorities for the Merchant City defined in Chapters 1 and 2, this Chapter outlines the key projects to achieve regeneration in the District. They address major issues such as the desired rejuvenation of High Street including a new station, reducing traffic to make neighbourhoods more people-centred, greening the District and enhancing spaces to live and work.

The Chapter starts with an overview of all proposed projects for the Merchant City, categorised following the four framework themes. Each Project Card illustrates ideas in more detail with maps and references. All projects are accompanied by an action plan, indicating a general timeline, key stakeholders, expected impact and motivations and justification. A DRF Project Scorecard is included to assess which Projects deliver against key priorities.

In addition to rail, delivering Enhanced Bus Routing in Merchant City is essential, as is bus priority on more streets and improving the bus connection to the GRI. This will enable more and more people to use public transport in their daily lives.

The complete set of Projects will enable lasting regeneration in the Merchant City. Let's start today.

# Projects overview

## 0 Strategic projects as drivers for change (refer to Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Restored High Street
- SP0.3 River Park

## 1 (Y)our Well Connected Merchant City

### Enhanced infrastructure and mobility

- MC1.1 Candleriggs & East End Connections
- MC1.2 High Street Station Upgrade
- MC1.3 (S)low Traffic Neighbourhoods
- MC1.4 Enhanced Bus Routing
- MC1.5 Active Travel Networks
- MC1.6 City Union Line
- MC1.7 New Station on Argyle Line

## 2 (Y)our Great Spaces + Streets

### Network of public and natural spaces

- MC2.1 The High Street
- MC2.2 Glasgow Cross
- MC2.3 Great East End Gateways
- MC2.4 Greening Merchant City
- MC2.5 Biophilic Corridors
- MC2.6 River Park
- MC2.7 Saltmarket and St. Andrew's in the Square

## 3 (Y)our Thriving Merchant City

### Intensified programme

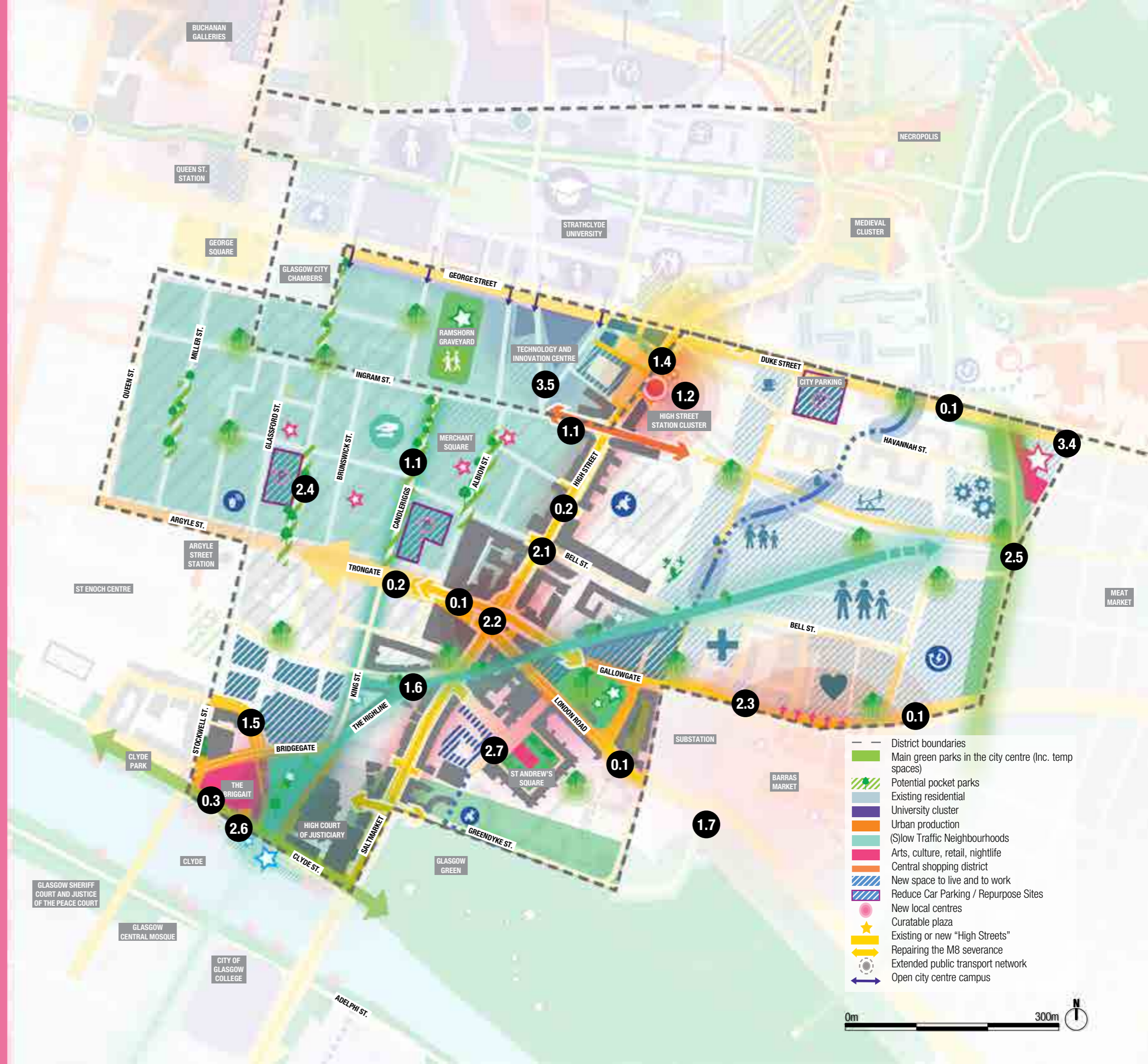
- MC3.1 Creative City Centre Clusters
- MC3.2 Merchant City Heritage
- MC3.3 City Centre Living
- MC3.4 20-Minute Merchant City
- MC3.5 Climate Neutral City Innovation District

## 4 Transforming (Y)our Merchant City

### Structure of public amenities

- MC4.1 Community Council
- MC4.2 Caring City Centre
- MC4.3 Circular Merchant City
- MC4.4 Merchant City Events

MC1.3, MC3.1, MC3.2, MC3.3 and MC4 series are District-wide and therefore not annotated on Framework Plan opposite.





# 1 (Y)our Well Connected Merchant City

Enhanced infrastructure and mobility

- MC1.1 Candleriggs & East End Connections
- MC1.2 High Street Station Upgrade
- MC1.3 (S)low Traffic Neighbourhoods
- MC1.4 Enhanced Bus Routing
- MC1.5 Active Travel Networks
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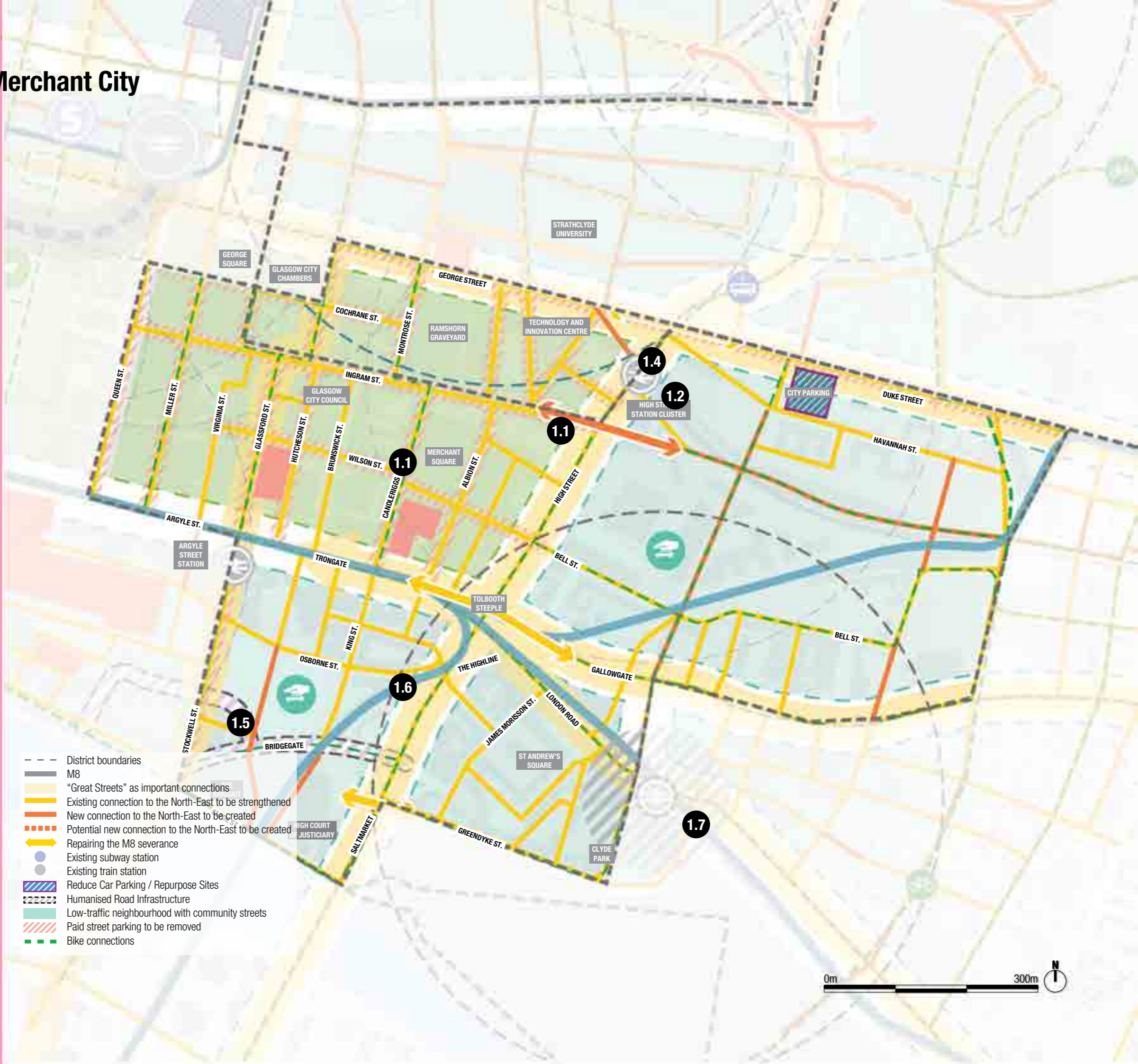
Using transport to create better quality of life for all is the root of Glasgow's future success and supports the city in delivering a number of its ambitions to do with climate and an increasing population.

To achieve this, and in line with global best practice, Glasgow must begin to better balance movement and place in favour of a city for people and deliver projects in line with the the global hierarchy of road users. Walking and Cycling should be prioritised with public transport taking precedence over other modes. In the Merchant City public transport upgrades are key and the High Street Station Upgrade alongside a new Station Piazza will open up the city to the east, as will creating a New Station on the Argyle Line at Glasgow Green, improving the level of service for public transport users and making public transport more effortless.

In addition to rail, deriving an Enhanced Bus Routing in Merchant City is essential, and delivering bus priority on more streets and improving the bus connection to the GRI will enable more and more people to use public transport going about their daily lives. The City Union Line will also offer people different and more compelling ways to move about, better linking the south side to the centre for those walking and cycling and providing an exciting experience that promotes city life.

Delivering improved Active Travel Networks and (S)low Traffic Neighbourhoods will enable people to choose to get about how they wish, making residential streets quieter, safer for children, and more community focused as well as connecting the city up for those walking and cycling whilst prioritising public transport and allowing access for vehicles.

Creating streets and public spaces that support business and city life is key for the continued success of the Merchant City. Delivering an upgrade to Candleriggs as a place for activity, city life and business prosperity and extending this attraction through better east end connections will support the city's success and extend a thriving future to the east.



# MC1.1 Candleriggs & East End Connections

Reimagining streets as pedestrian-first spaces to create an attractive route



Candleriggs and King Street is a unique connection in the city, linking through the heart of the Merchant City and connecting Ingram Street to the River and Ingram Street through historic streets to Calton and through to the Meat Market. Merchant City should be a focal point of urban life and activity, a place for sociable and business activities alike, and a compelling place to walk through; drawing people in along quietways.

Candleriggs has done a lot to invite people to spend time and walk along the street, but parking and access dominate the experience at many times of the day resulting in less activity than the streets can accommodate and more vehicles moving through the District than is needed. Parking through this link is prevalent whilst spaces to sit, relax and meet others is lacking.

Enormous development is happening in and around the immediate area, with the Brunswick Street site and King Street car park undergoing redevelopment which will bring with it a lot more city life and activity, as well as more people competing for places to rest, relax and meet. The Avenues investment will improve opportunities for walking and cycling to the area. Prioritising movement of people above vehicles would support the local economy and bring life back into the area following the pandemic.

This project envisages the reduction and removal of on-street pay and display parking in favour of creating sociable spaces and green moments for people to sit and relax and for local businesses to take over for customers. The streets will be reimagined as pedestrian first spaces that create a compelling walking and slow cycling route through the Merchant City to Calton, with extensive greening and seating areas that accommodate servicing in set spaces only.



**YEARS**

**0 IMMEDIATE**

- Connecting with the Merchant City Festival, trial street closures through a Summer Streets programme and work with frontagers to ensure access is accommodated and the spaces provided are compelling places for people to visit.

**1 SHORT TERM**

- Develop concept and detail designs for the connection along Candleriggs and King Street through to Calton.

**2/4 MEDIUM TERM**

- Deliver improvements to Candleriggs and King Street through to Calton and promote a wider Summer Streets programme as part of the Merchant City Festival.

**+5 LONG TERM**

- Roll out the programme to make more trial / festival closures permanent.

### Key stakeholders

Glasgow City Council (lead) with business, active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.)

### Impact/ reach/ term

High Impact / City Project / Short to Medium Term

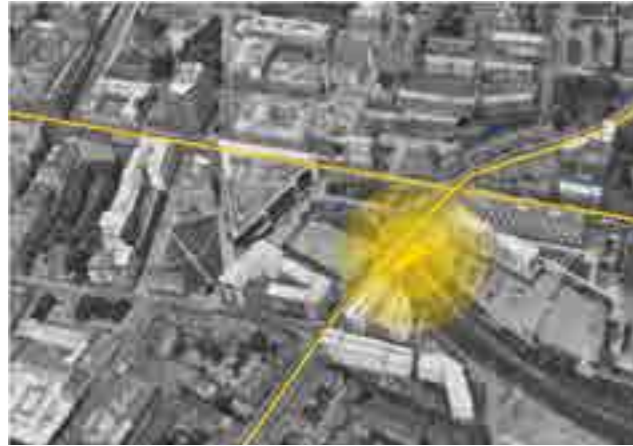
### Justifications / observations

This project promotes active travel and healthier lifestyles as well as reducing induced demand for driving into the City Centre. The project supports the Council in its ambitions to green the city as well as reducing carbon and increasing the City Centre population, as well as supporting business recovery and prosperity.



## MC1.2 High Street Station Upgrade

Creating a welcoming gateway to the city, embedded in a pleasant public space and connected to an active travel network.



High Street Station is arguably the eastern gateway to the City Centre, the moment at which people alight a train and experience the city, or the point at which people transition from the residential east to the urban core by bike or on foot. The range and extent of the development to the east of the High Street station requires that it should sit comfortably within the green active travel web which includes the development/provision of a pedestrian/cycle bridge at Collegelands to provide a north south connection that incorporates the improvement of the public realm at Bell Street through an Avenue type treatment.

The station and the active travel network it is part of should be a point of welcome and signal to people that they have entered one of the most entertaining, energetic, and diverse cities in Europe. It should improve the permeability of the city centre as part of an active travel network which makes it easier for people to move to and from the city centre. Development sites are transforming the area; with education, business, and civic functions flourishing all around and an increasing population beginning to occupy new homes and office spaces, making High Street station a key moment and this section of the city centre a key artery into the evolving city.

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

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



### Key stakeholders

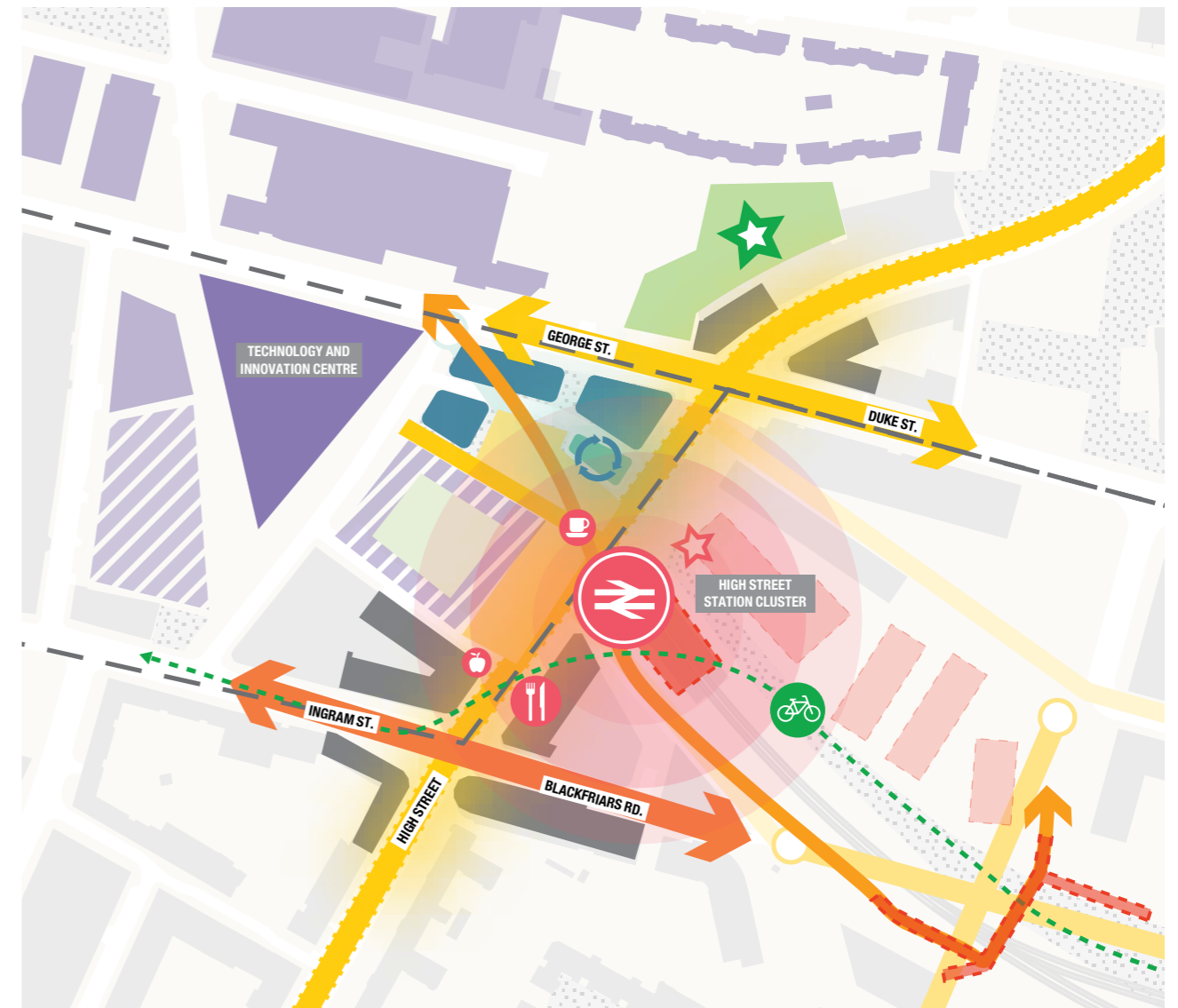
Transport Scotland (main lead) with Network Rail (delivery partner) and Glasgow City Council (grant funder) with ScotRail and SPT. Working with the local community, business, active travel, public transport and public open space stakeholders.

### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

This project enables the east and north-east to thrive economically as well as highlighting the importance of the public transport network and connections between public transport and active travel. The project supports the repopulation of the City Centre as well as climate and carbon agendas.



## MC1.3 (S)low Traffic Neighbourhoods

Turning the District's streets into places of exchange, activity and community life



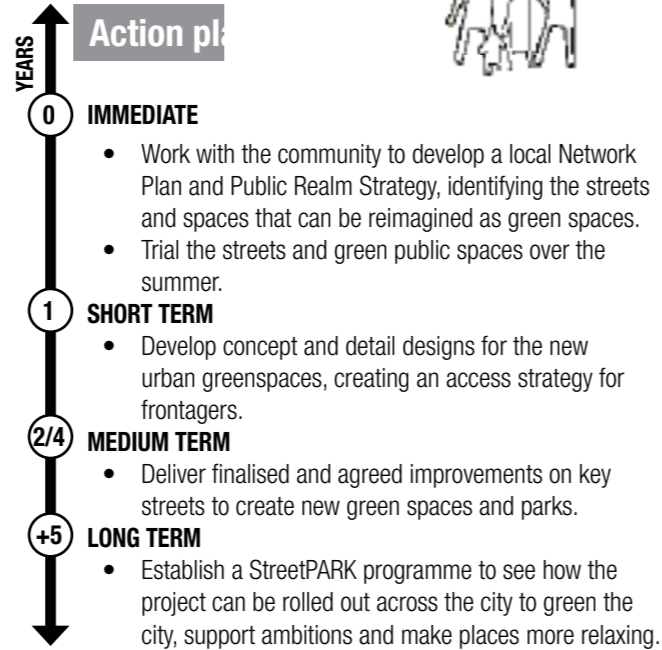
The Merchant City is a lively, compact and energetic area in the city of Glasgow and should be a place where people dominate the public realm as they do the activity and character of the place.

Despite its central location and variety of mobility choices the streets and public spaces of the Merchant City are still home to a lot of vehicle movement and storage at the expense of city vitality and enjoyment, as well as at the expense of green spaces, in an otherwise hard and urban environment.

New urban development in the area will bring with it new opportunities for businesses and people to bring life into the area, and well as new residents and workers to bring activity and prosperity. With this increased opportunity there is also an increased urbanity and intensity of the Merchant City which is essential for repopulating the City Centre. However in line with community conversations finding additional public spaces, and in particular soft and green public spaces, is essential for increasing quality of life and cementing the Merchant City as a great place to live, work and play.

The project envisages the transformation of key urban streets and spaces as green streets, spaces and parks, potentially throughout Wilson Street, Hutcheson Street, and Brunswick Street as well as connecting into St Andrews in the Square - providing for necessary access but creating lush landscapes. The creation of new green spaces from currently hardscaped public realm will deliver relaxing spaces for the Merchant City, providing valuable assets for the community as well as compelling spaces for an increasing local workforce.

In addition the areas highlighted in the plan overleaf indicate a new (S)low Traffic zone, removing through-traffic.



### Key stakeholders

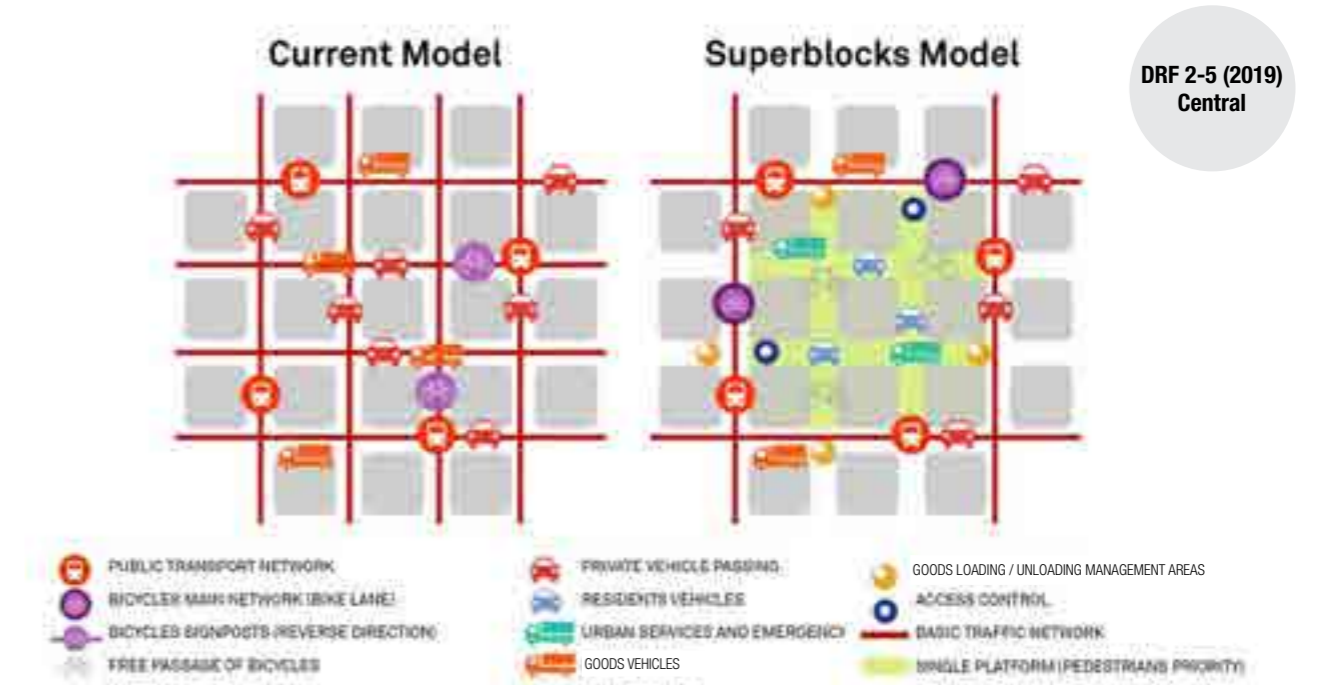
Glasgow City Council (lead) with business, active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.)

### Impact/ reach/ term

High Impact / City Project / Short to Medium Term

### Justifications / observations

This project promotes active travel and healthier lifestyles as well as reducing induced demand for driving into the City Centre. The project supports the Council in its ambitions to green the city, reduce carbon, increase the City Centre population, as well as supporting business recovery and prosperity.



DRF 2-5 (2019)  
Central

## MC1.4 Enhanced Bus Routing

Better integrated public transport routes in the District, especially towards GRI



The Merchant City should be part of a hyper-connected network of streets, spaces and places - making it effortless to walk and cycle where you need to go, and take public transport around the city.

Currently the Merchant City is disconnected from neighbourhoods to the north and crucially from the GRI meaning that those visiting, working, or attending appointments often drive or travel by taxi, rather than being able to take public transport or indeed cycle.

Health and Quality of Life is so much more than treatment, it is enabling healthy lifestyles that reduce the need for treatment. Connecting people to healthcare and work through healthier means such as public transport and active travel is a key part of quality of life.

This project envisages the better integration of bus infrastructure and public transport within Merchant City, especially better linking the neighbourhood to the GRI with dedicated bus routing along High Street at the expense of private vehicle space and not at the expense of walking, cycling, and relaxing spaces.

YEARS  
0  
1  
2/4  
+5

### Action plan

#### 0 IMMEDIATE

- Work with SPT and Transport Scotland to develop a Bus Priority network through the city, focusing on quick win connections between the Merchant City and GRI.

1

#### SHORT TERM

- Trial High Street as a bus priority, walking and cycling corridor.

2/4

#### MEDIUM TERM

- Implement key District wide bus priority corridors through the Merchant City and wider City Centre.

+5

#### LONG TERM

- Develop Clyde Metro and Active Travel for the City Centre.



### Key stakeholders

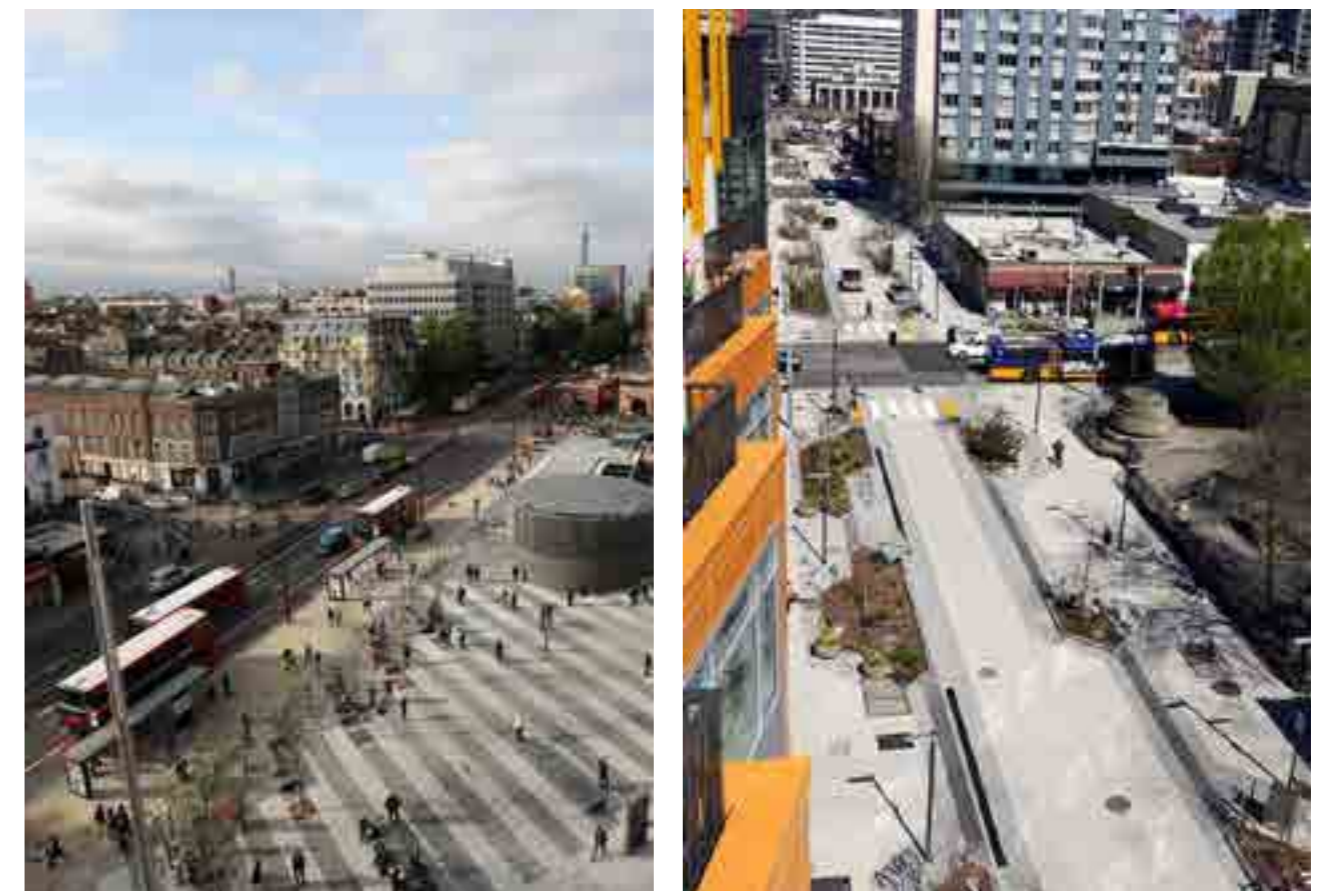
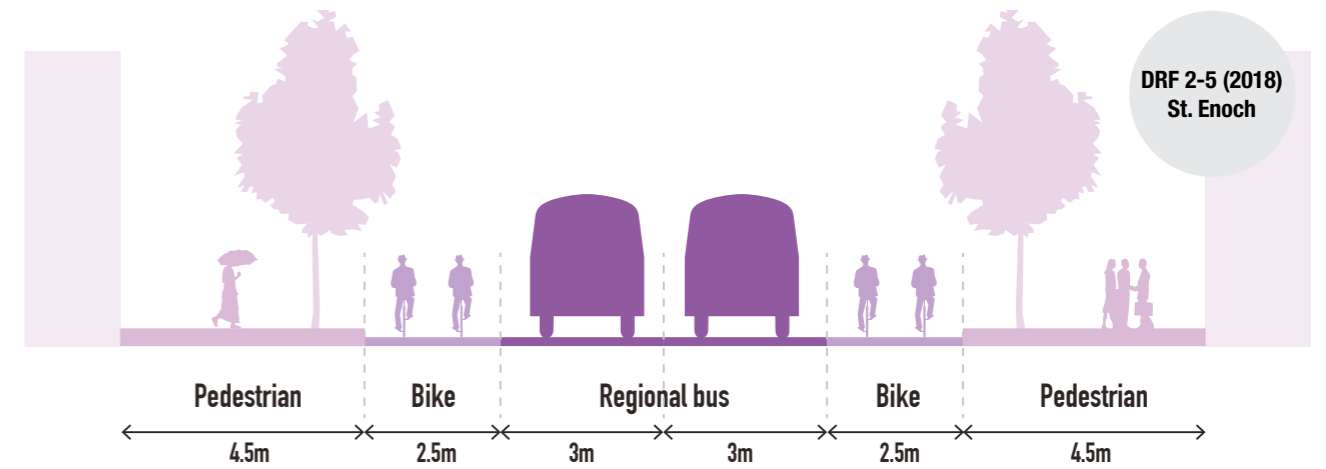
Glasgow City Council and SPT (Co-Leads) with active travel, public transport and public open space stakeholders (e.g. SPT, bus operators, Sustrans, Living Streets etc.)

### Impact/ reach/ term

High Impact / City Project / Medium to Long Term

### Justifications / observations

This project supports the city in its ambitions to reduce the number of vehicles and vehicle miles in the City Centre as well as improving air quality, health, quality of life and reducing carbon emissions. In addition the project supports the city in its 20-minute neighbourhood and Liveable Neighbourhood programme aspirations.



# MC1.5 Active Travel Networks

Making walking and cycling the preferred way to move about in the city

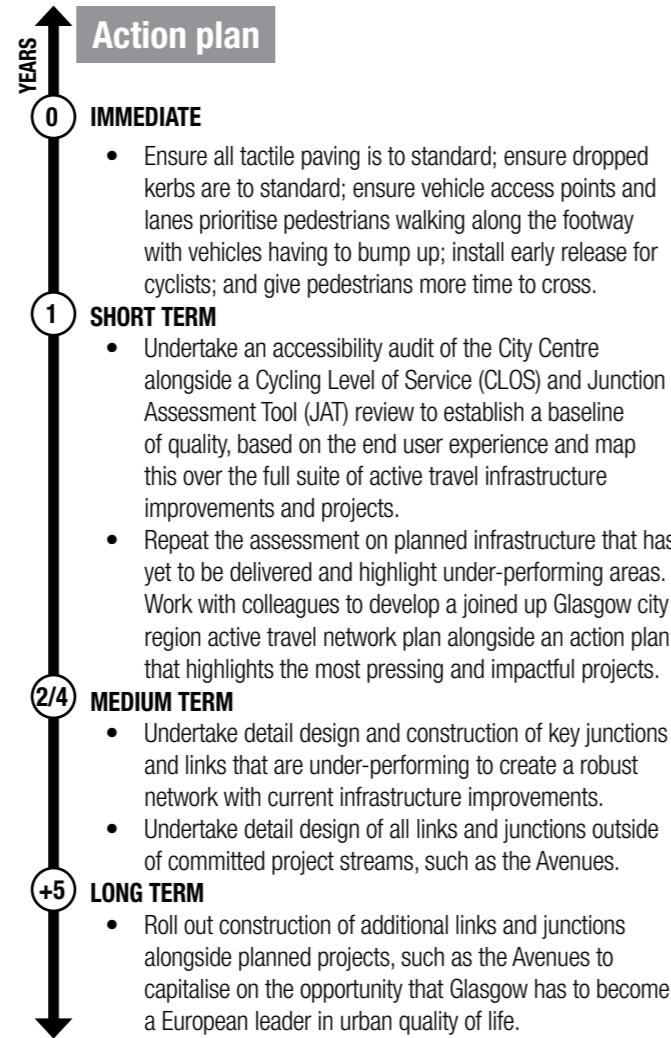


Glasgow benefits from a compact and dense urban core meaning that when going about your daily life it should be easy to move across the Districts by whichever way you want, with walking and cycling being the easiest forms of transport. The cities of Copenhagen, Oslo, and Rotterdam equally have dense and compact urban cores and their citizens enjoy a great quality of life in part because it is easy to walk to the shops and cycle to work, because the city invites people to be healthy with how they travel, by making it easy. Glasgow should rival these cities by offering better quality of life.

Glasgow is turning a corner and making huge strides in its active travel network, but streets need to be further humanised. Cycling in the city does not have the same status as driving and this needs to change, with the same attention being given to the experience of cycling as has been the case for driving in the decades before.

The Avenues, Spaces for People, and South City Way connections represent a gear change in the way the city is designing its streets and inviting cycling but a city network is only as good as its weakest point. Glasgow's Liveable Neighbourhood programme will be crucial in delivering this world-class network but bringing all these projects together to make meaningful change requires best practice junction design and ambitious and impactful new interventions.

This project envisages the connection of the Avenues, Spaces for People, South City Way and Liveable Neighbourhoods to create an active travel network that is seamless and enables all ages and all abilities to choose active travel over other forms of transport. This means that walking and cycling will be the easiest option for those moving around the City Centre and cycling will be a compelling choice for those commuting into the City Centre from the city region along regional superhighways that connect to public transport. Walking and cycling in the City Centre will be prioritised over vehicles in line with global best practice to make Glasgow a competitor for the city with the highest quality of life in Europe.



### Key stakeholders

Glasgow City Council (lead) with active travel, transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.) (Your Pedestrian and Accessibility Champion).

### Impact/ reach/ term

High Impact / City Project / Short to Medium Term

### Justifications / observations

This project promotes active travel and healthier lifestyles in the pursuit of improved quality of life, a cornerstone of Glasgow's ambitions to invite more and more people to live in the City Centre. It creates a cleaner city with better air quality and a more democratic and fairer city with access to opportunity no longer being predicated on car ownership, when car ownership in the city is low.



## MC1.6 City Union Line

Transforming the railway arches, the space beneath and adjacent to the railway line into a lively and distinctive place



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

At the lower level, Merchant Lane and the old market hall lays dormant also, with the Lane providing a useful but unattractive link to the river. The market hall remains closed to the public. Along the route some rail archways have been re-purposed for businesses, venues and music and arts studios.

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

The project envisages the re-imagining of the viaduct as well as the Merchant Lane, the old market hall and rail archways as spaces to create a point of intense activity and enjoyment coupled with a relaxing and green elevated park facing Bridgegate / Kings Court. The structure of the old railway undercroft provides a series of interesting vaulted spaces which can be fully or semi-closed. These are imagined as venues for music, art, celebrations, and enjoyment, spreading out onto Merchant Lane.



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

### Key stakeholders

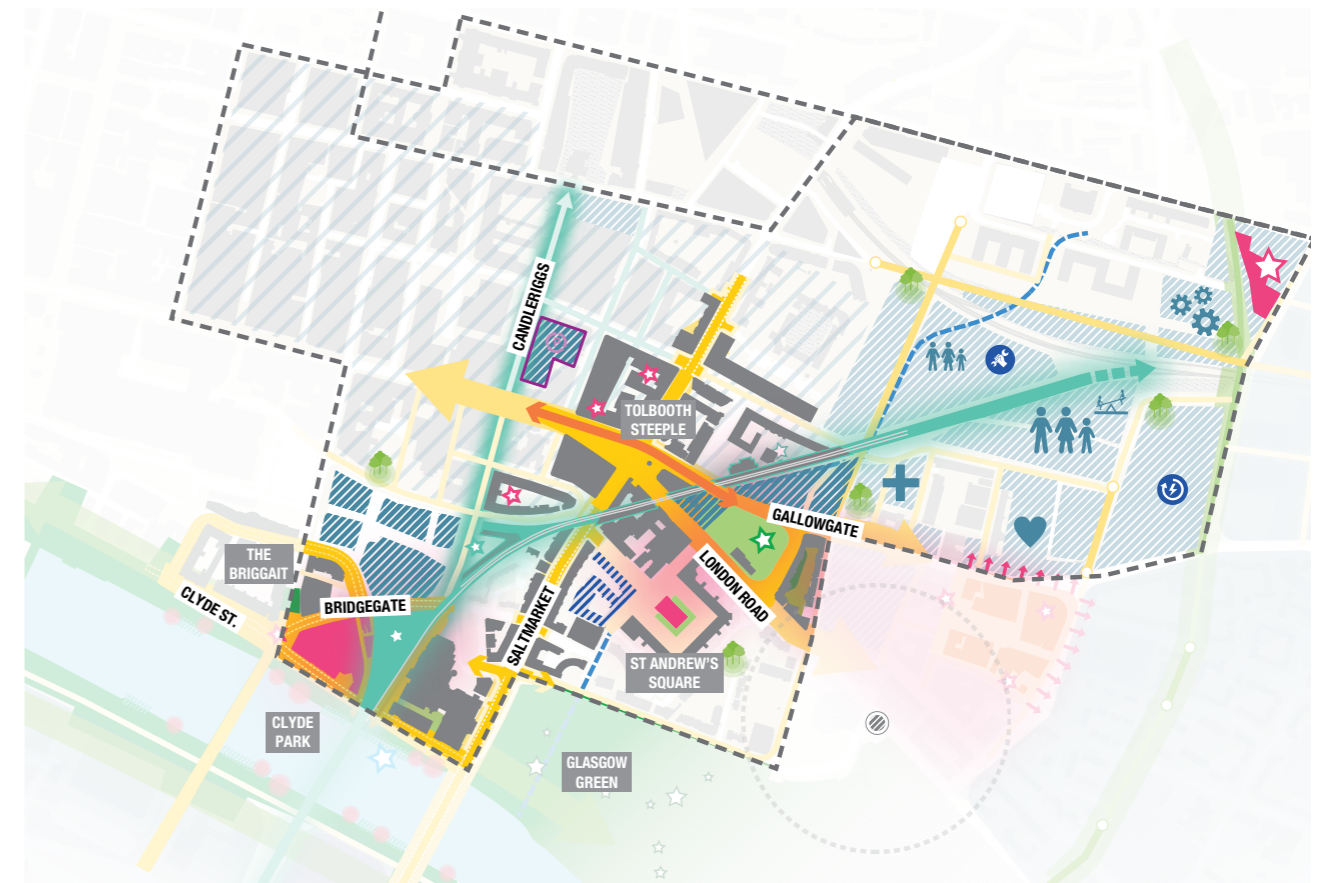
Glasgow City Council, Transport Scotland, Network Rail, delivery partners, , transport strategy, and public transport stakeholders (e.g. SPT, Cycling Scotland, Active Nation Commissioner, bus operators, Sustrans, Living Streets etc.)

### Impact/ reach/ term

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

### Justifications / observations

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



## MC1.7 New Station on Argyle Line

Reinstating a station at Glasgow Cross, Glasgow Green or in-between for better accessibility



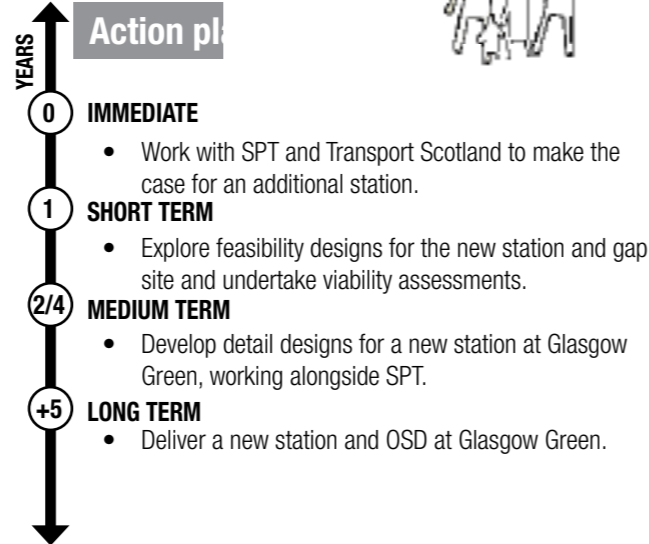
Glasgow Green is a destination for large scale gatherings and celebrations as well as sociable afternoons and quiet lunchtimes alike. It is a space for the city and community and should be connected into the public transport network to support large events and make it easier for people to access the green space it provides.

The Green and local area currently fall in between public transport provision at Argyle Street and Bridgeton as well as High Street and Bellgrove further north despite this previously not being the case.

With increasing development coming online around the Green and in the Merchant City, additional station capacity is necessary to maintain a good level of service on the public transport network and promote public transport use. Additional stations will also increase the area's public transport accessibility level and make new development more viable and compelling.

This project envisages reintroducing a low level station on the Argyle line to provide increased public transport accessibility as well as improving the levels of service offered by the rail system and better connecting the city to the Barras and the green oasis of Glasgow Green. Stations were once located at Glasgow Green as well as Glasgow Cross - in between Bridgeton and Argyle Street - but have since been decommissioned.

Creating a new station at Glasgow Green, potentially at the gap site of Charlotte Street and Greendyke Street, would reprovide a public transport option that is missing between Bridgeton and the City Centre. It could also be integrated in to the long-standing gap site at the edge of Glasgow Green.



### Key stakeholders

Glasgow City Council, SPT, Transport Scotland and Network Rail with regeneration, transport strategy, and public transport stakeholders.

### Impact/ reach/ term

High Impact / City Project / Long Term

### Justifications / observations

It also plugs a gap in the rail service following the closure of Glasgow Cross and Glasgow Green stations post-Beeching. It would help improve access to the Barras and large-scale events on Glasgow Green.





## 2 (Y)our Great Streets & Spaces

### Network of public and natural spaces

#### MC2.1 The High Street

#### MC2.2 Glasgow Cross

#### MC2.3 Great East End Gateways

#### MC2.4 Greening Merchant City

#### MC2.5 Biophillic Corridors

#### MC2.6 River Park

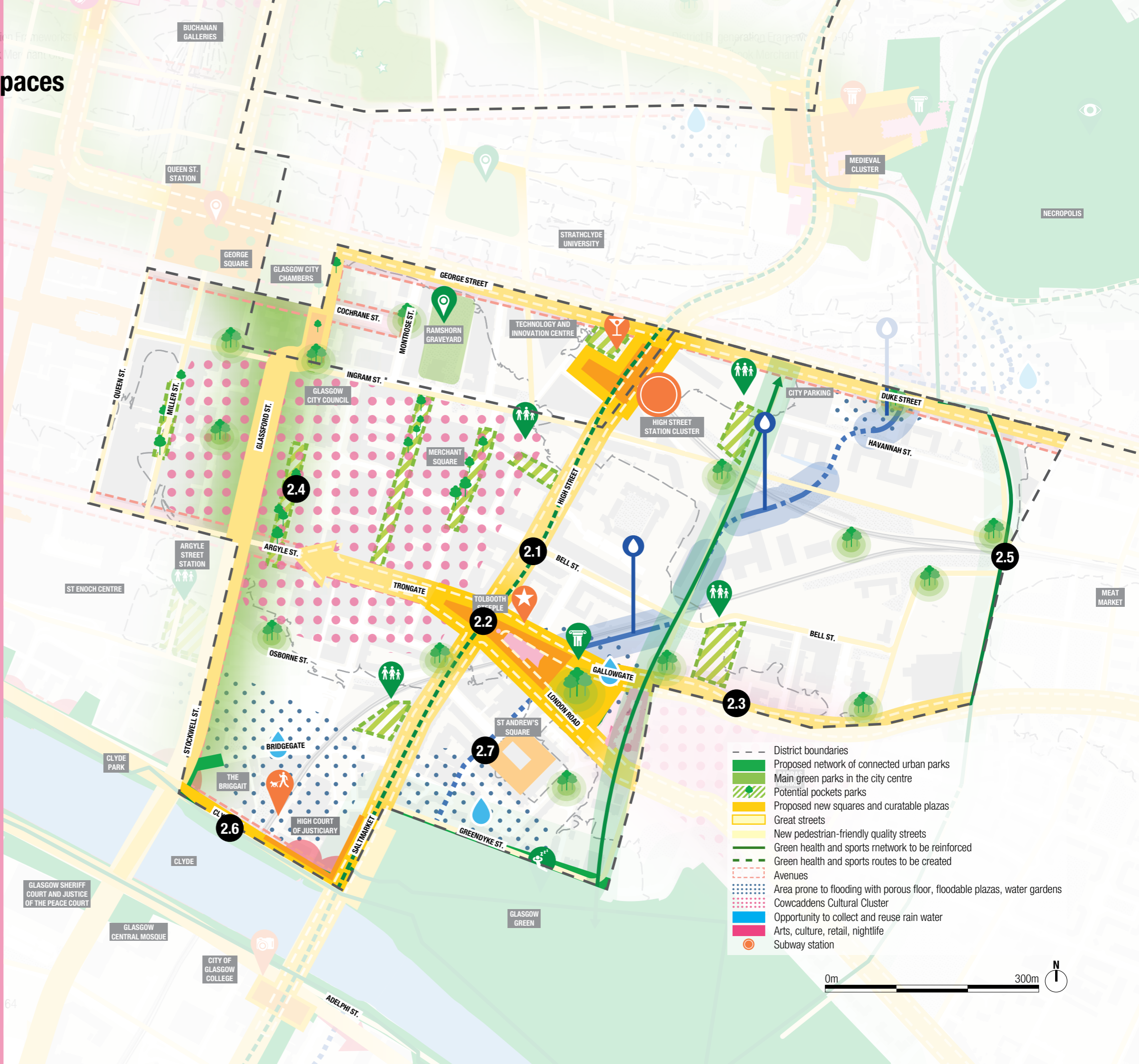
#### MC2.7 Saltmarket and St. Andrew's in the Square

Creating a network of positive, convivial spaces and streets can be the basis of a healthy, active urban neighbourhood. Greening the grey, enhancing access to nature and watercourses, restoring habitat and biodiversity, and reconnecting lost routes to stitch the city back together become recurring interventions to transform the city's open space networks.

Redefining the Great Streets emanating from the City Centre, upgrading existing and providing new urban spaces for communities to gather, play and enjoy sport and culture are fundamental to civic and economic health. Ensuring each District has a distinct and positive identity is the basis of the future approach, emphasising unique, local characteristics and the heritage of the place. Furthermore streets and open spaces must be well maintained and contribute to a greener, zero carbon environment which enables community interaction and encourages local stewardship.

Unlike the other NE Districts parts of the Merchant City does not have much green public open space. This issue arose in dialogue with local people and the desire to enhance access to greenspace in the city. However, as with many of the NE City Centre Districts the eastern part of Merchant City District (essentially east of High Street) has a lot of open space, and some of it is of low quality and vacant land. The streets and spaces tend to be dominated by traffic (notably the High Street and Glasgow Cross) or left over spaces between developments. The area has many physical barriers to overcome, with many hostile environments that are places to pass-by, rather than stop and enjoy.

However Merchant City has some well-established great assets and destinations. Enhancing the east-west connections is critical, along Duke Street, Gallowgate and London Road. Improving links to Glasgow Green, the River Park and testing and trialling new ways to appropriate under-occupied spaces (including a potential 'Highline' and new Biophillic corridors) are exciting proposals actively promoted here. And ensuring the University campuses contribute to the cityscape is crucial and the ambition for a climate neutral Innovation District with car-free spaces and streets can help transform this relationship.



- District boundaries
- Proposed network of connected urban parks
- Main green parks in the city centre
- Potential pockets parks
- Proposed new squares and curatable plazas
- Great streets
- New pedestrian-friendly quality streets
- Green health and sports network to be reinforced
- Green health and sports routes to be created
- Avenues
- Area prone to flooding with porous floor, floodable plazas, water gardens
- Cowcaddens Cultural Cluster
- Opportunity to collect and reuse rain water
- Arts, culture, retail, nightlife
- Subway station



## MC2.1 The High Street

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



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

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

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



### Action plan

- 0 IMMEDIATE**
  - Review the current condition of the High Street (physical condition, vacancy, gaps sites) and assess the outstanding actions in the High Street Area Strategy.
  - Assess the implications of reducing through traffic along the High Street as part of the emerging City Centre Transport Strategy.
  - Consider events / early trials to test road narrowing and increased active travel / Spaces for People installations.
- 1 SHORT TERM**
  - Make business case, conduct feasibility study, seek / secure funding and progress design development as a priority street beyond the current ELIPR Avenues programme.
  - Verify placemending / design intentions with traffic modelling as necessary.
  - Implement trial / street prototyping.
- 2/4 MEDIUM TERM**
  - Commence with early phased works to reconfigure High Street. Monitor / review impacts with each phase of works.
- +5 LONG TERM**
  - Monitor active travel, and local community, economic and environmental impacts.

### Key stakeholders

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

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

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



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

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

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



ELIPR Avenues - urbanmovement.co.uk



## MC2.2 Glasgow Cross

Redefining the role of Trongate as a quality public space

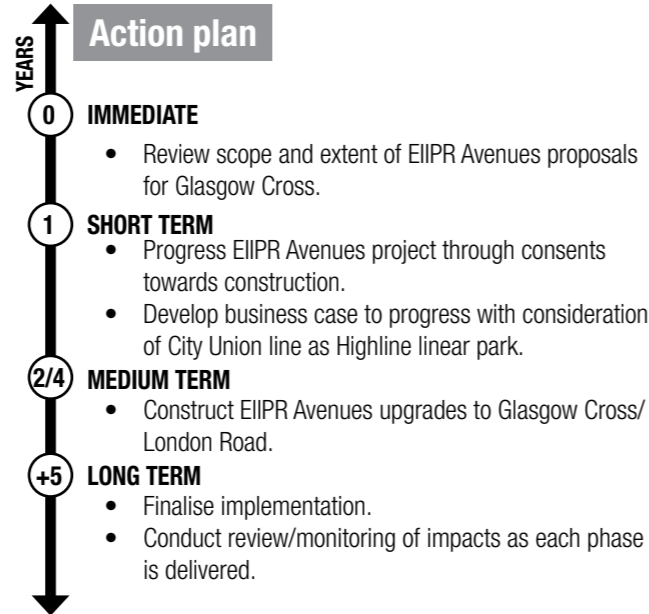


Glasgow Cross is one of the great moments in the cityscape; where historic routes converge and the Tolbooth Steeple stands tall as one of the most prominent landmarks from the city's past.

As part of the rejuvenation of the High Street - Saltmarket, the role of Glasgow Cross and Trongate needs to be redefined. It needs to become a place for people (and streets) to come together, rather than a road traffic junction. Alongside the reduction of traffic on High Street, Saltmarket and Trongate / Argyle Street there needs to be the enhancement of public realm and streetscape to provide space to sit and relax, enable street economy (incl cafes / bars) and promote easy and convenient walking, wheeling and cycling across the area, in all directions. Ensuring the Steeple is no longer a traffic island, and that the Mercat Cross in front of the Mercat Building has positive seating, is a crucial first step to restore the quality of the cityscape.

Glasgow Cross is currently relegated to being a major traffic junction with a series of traffic islands (including above the former Glasgow Cross Station). It is a hostile environment to navigate as a pedestrian or cyclist.

The EIIPR Avenues upgrade to Argyle Street / Trongate (and the closure to traffic on the western end of London Road from Moir Street) will start the process of renewal, but this needs to be extended to improve High Street, Saltmarket, Gallowgate and London Road. This can help restore the sense that Glasgow Cross is a gateway to the City Centre and the East End; a marker in the cityscape. In tandem with a wider appreciation of the urban history of the place historic interpretation alongside enhanced public art, lighting and planting will help to redefine this location as one of Glasgow's great places to visit and enjoy.



### Key stakeholders

Glasgow City Council, landowners, adjacent businesses and residents

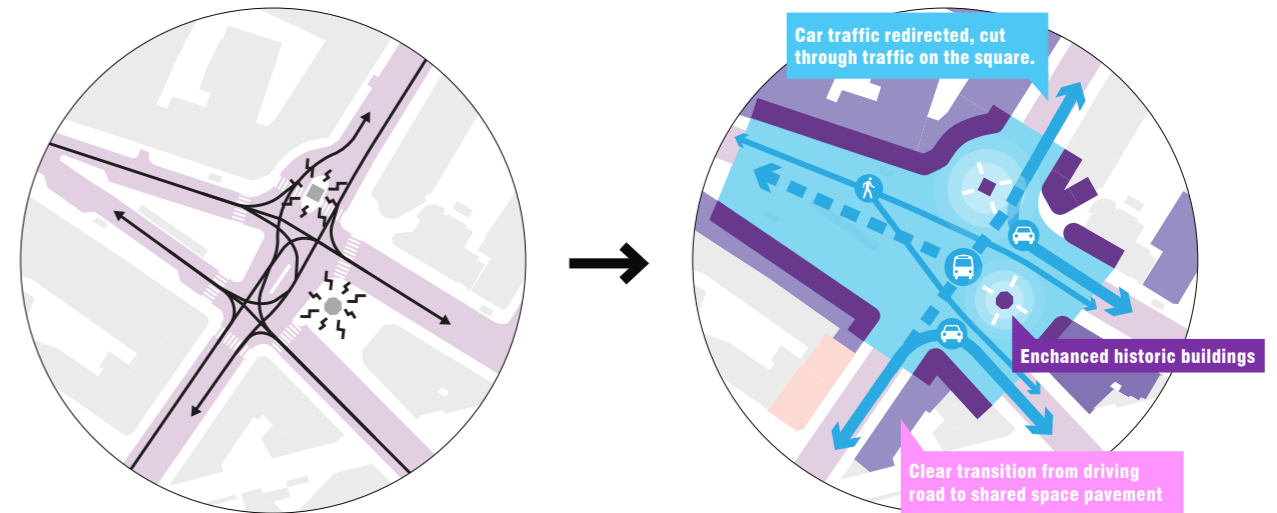
### Impact/ reach/ term

High Impact / District Project / Short to Long Term

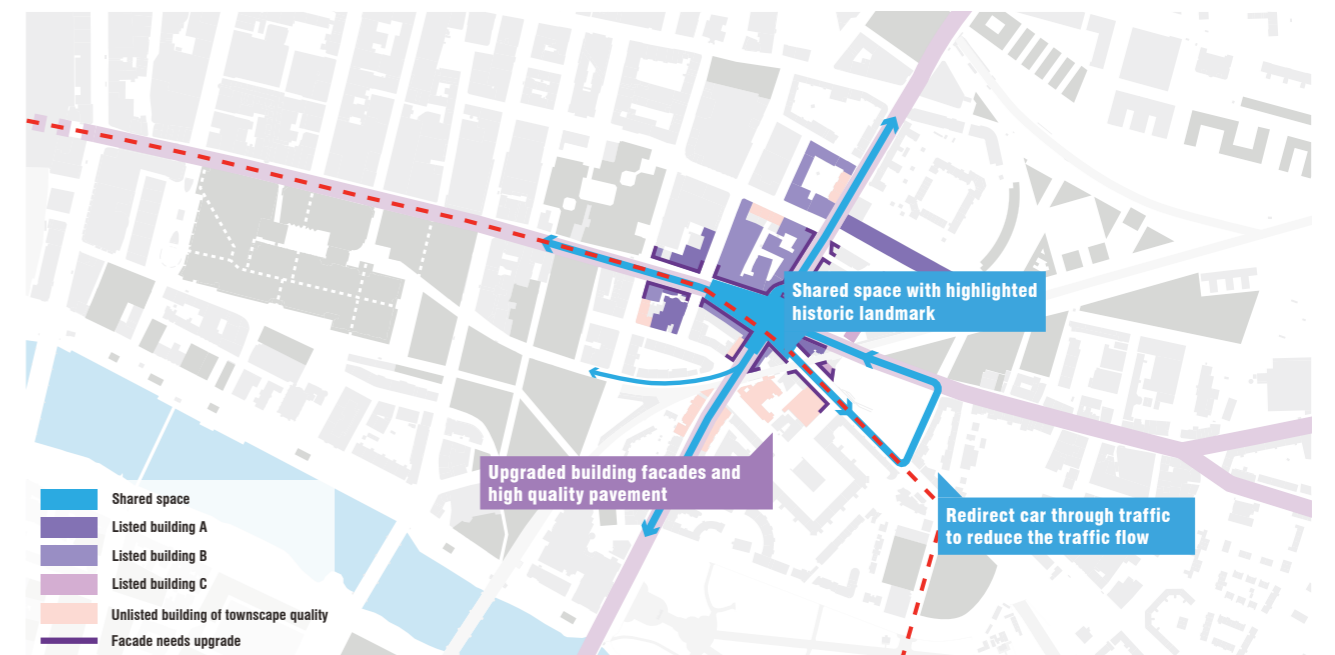
### Justifications / observations

Local residents welcome the proximity of green open space, but are disappointed by the current condition and the lack of maintenance. The lack of quality open spaces in the Merchant City was a major concern. Some raised concern that some spaces are not activated by adjacent buildings and that promoting development on part of the site could assist in activating the space and adjacent streets.

In combination these interventions could transform Glasgow Cross as a place to hurry through to becoming a destination and gateway in the city; a link between the City Centre and the East End on Glasgow's oldest route.



Glasgow Cross shared space: From messy car crossing to pedestrian friendly square



## MC2.3 Great East End Gateways

Refreshing the public realm and streetscapes of Gallowgate and London Road

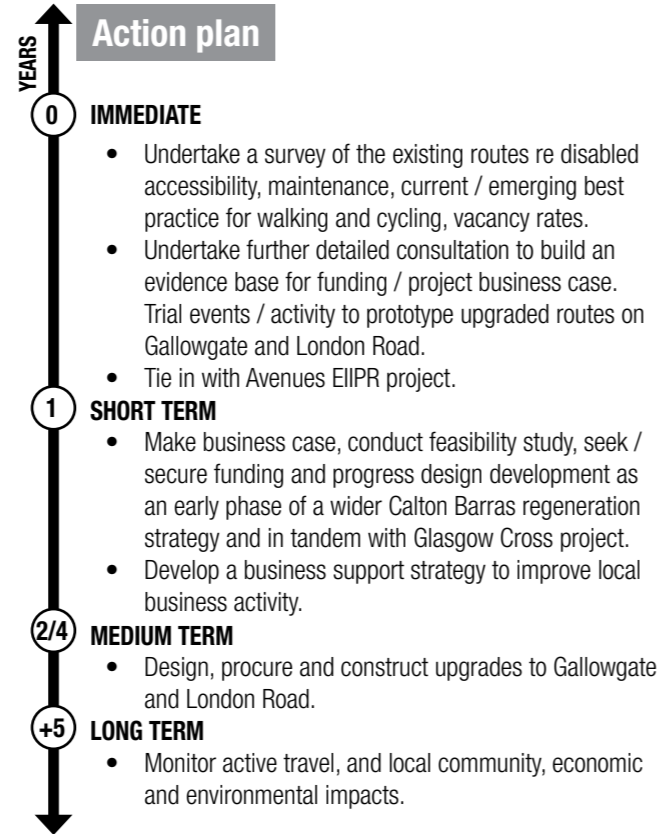


The Gallowgate and London Road are historic arterial routes to the city's East End and beyond. It is proposed to adopt an Avenues PLUS approach on both of these streets to create lively local 'High Streets' with a distinctive identity and dynamic vibe at the creative edge of the City Centre. The Gallowgate and London Road are at the centre of local life in the Calton, and they are part of Glasgow's urban mythology and international reputation thanks to the Barras and the Barrowlands.

Both the Gallowgate and London Road provide a 'High Street' environment for the Calton area of the city; an array of local, independent businesses line both streets which, themselves, frame the Barras market between. The Barras has undergone a renaissance in recent years that has created an exciting destination. Ensuring that impact is sustained and extended is crucial. The localised streetscape and building adaptations in the Barras has helped to create a diverse and dynamic street economy that retains the essence of the Barras identity whilst being re-energised by new hospitality, workplaces, arts and creative venues. However the Gallowgate and London Road continue to look tired and struggle to sustain a positive, thriving 'High Street' economy. However the experience of the Barras, and other streets in Glasgow (e.g. Duke Street), demonstrate the possibility for a distinctive, organic and hyper-local regeneration to prosper if supported and carefully encouraged.

A complete refresh of the public realm and streetscape (developing an identity that is distinctively associated with the Calton / Barras / Glasgow Green) is required. In addition to wider footways, cycle routes and street trees / greening / artwork there needs to be investment to improve the quality, maintenance and activation of the street frontages, whilst local business / cultural communities must be supported. Opportunities to intensify the area with more mixed-use (housing and workplaces over active street frontages) should be progressed to a high standard. Adapting and adding to existing buildings should be encouraged - supporting City Centre living (with amazing open space amenity nearby at Glasgow Green) and providing a platform for a diverse and resilient local economy.

Gaps sites, such as at Greendykes Street / Charlotte Street facing Glasgow Green, present an amazing opportunity for a Stalled



### Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), local landowners, businesses and residents (Y)our Pedestrian and Accessibility Champion.

### Impact/ reach/ term

High Impact / District Project / Short to Long Term

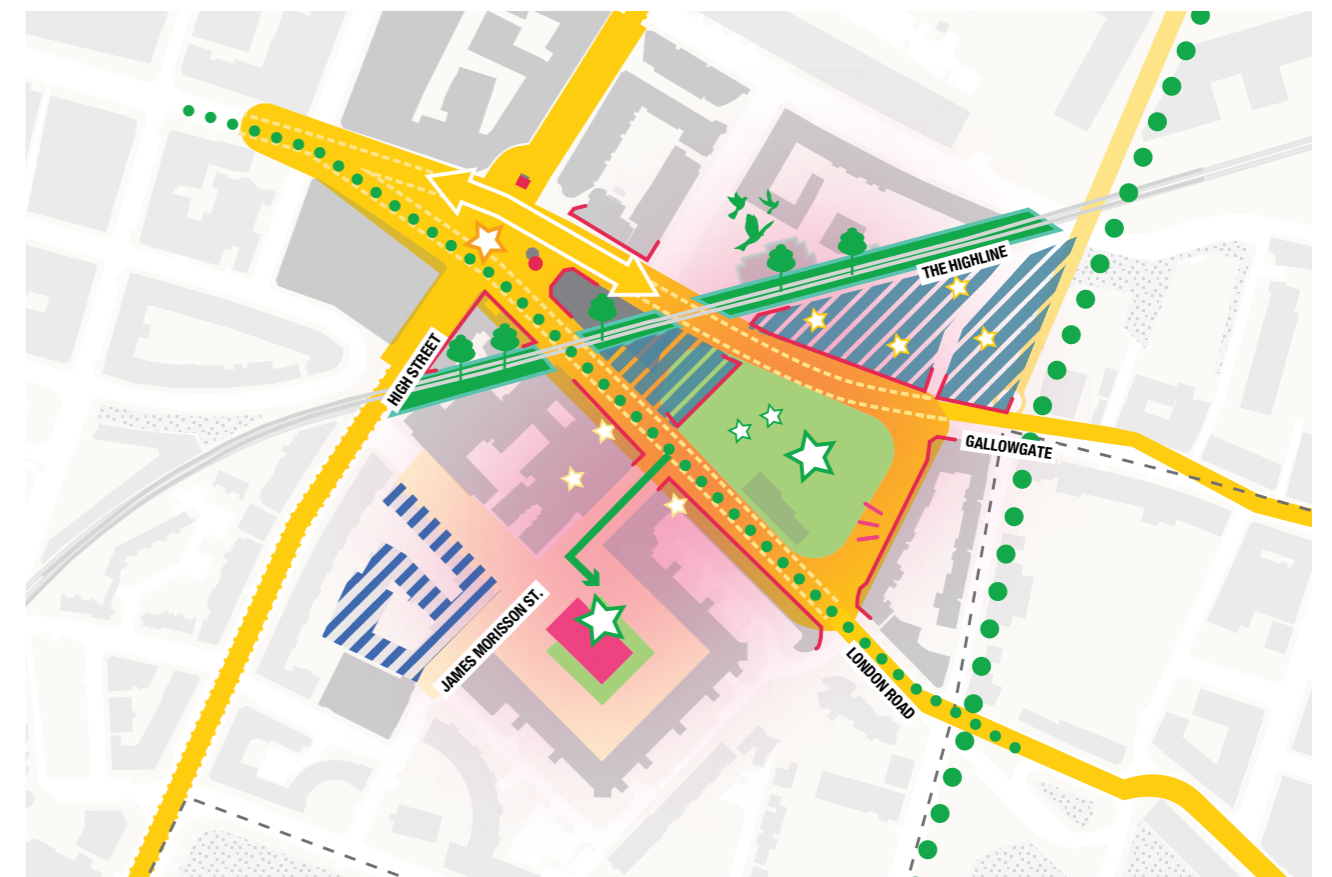
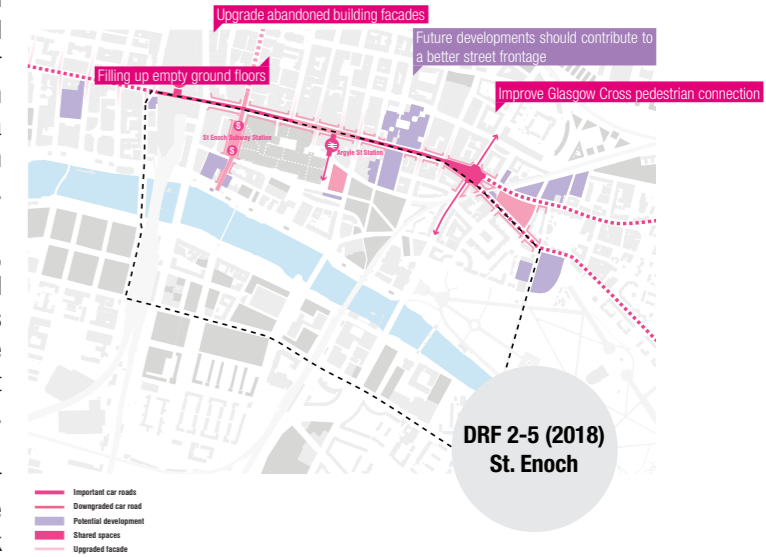
### Justifications / observations

Community consultation confirms a sense that Calton Barras is overlooked in comparison to City Centre and East End / Clyde Gateway focused projects. Upgrading Gallowgate and London Road would extend the positive impacts of the City Centre EIIPR Avenues, would enhance routes to the City Centre, encourage more walking, wheeling and cycling (in an area of low car ownership / reliance) and help boost footfall and economic activity. This project should be considered a priority / quick win project.

Space approach to reactivate London Road and (temporarily) extend Glasgow Green post Covid. Bolder ambitions should also be explored, such as reintroducing a low level train station on the Argyle line (providing a stop between Bridgeton and Argyle Street Station) serving the Calton and Glasgow Green (and replacing the old Stations at Glasgow Cross and Glasgow Green). The heritage / landscape investment in Glasgow Green has restored one of the UK's great urban parks. Re-establishing access and use for the People's Palace and Winter Gardens would further contribute to the area (and contribute to the connections between the Cathedral and Clyde - see Project Card). This will build a valuable sequence of spaces with the Trongate plaza, green Highline, activated arches and the greened St. Andrew's Square.

The EIIPR Avenues programme indicates what can be achieved, alongside a concerted effort to revitalise the local economy and activate street frontages. Regeneration in this location requires careful consideration to ensure it is authentic, true to the place and retains the identity and essence of the place whilst ensuring the area is ready for incremental and positive change.

Investing in these two key streets can provide the basis for wider revitalisation of the Calton and continue to promote and diversify the offer of the Barras market and support proposals for 7 day a week uses, per the Inner East SDF.



## MC2.4 Greening Merchant City

Providing much-needed greenspace and soft landscaping in the District



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

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

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

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

Merchant City is even better with street trees and green spaces



### Action

0

#### IMMEDIATE

- Continue to engage with the local community to identify opportunities to green spaces. Agree and maintain restoration of public access to Ramshorn Cemetery.
- Plan for some test / trial street greening / events, perhaps coinciding with COP 26.

1

#### SHORT TERM

- Develop an Open Space / Street Greening Plan for the Merchant City. Consult with local residents, business community and developers / landowners of key sites
- Identify priority interventions and test / pilot projects.
- Implement and monitor impacts.
- Develop business case to progress permanent implementation.

2/4

#### MEDIUM TERM

- Progress to design, procure and construct greening / soft landscape interventions.
- Monitor impacts.

+5

#### LONG TERM

- Monitor impacts and continue to extend implementation.

### Key stakeholders

Glasgow City Council, local communities, GGCVGN, Glasgow City Innovation District

### Impact/ reach/ term

High Impact / Local Project / Short to Long Term

### Justifications / observations

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

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



## MC2.5 Biophillic Corridors

Creating a series of green routes connecting Calton from Cathedral to Clyde



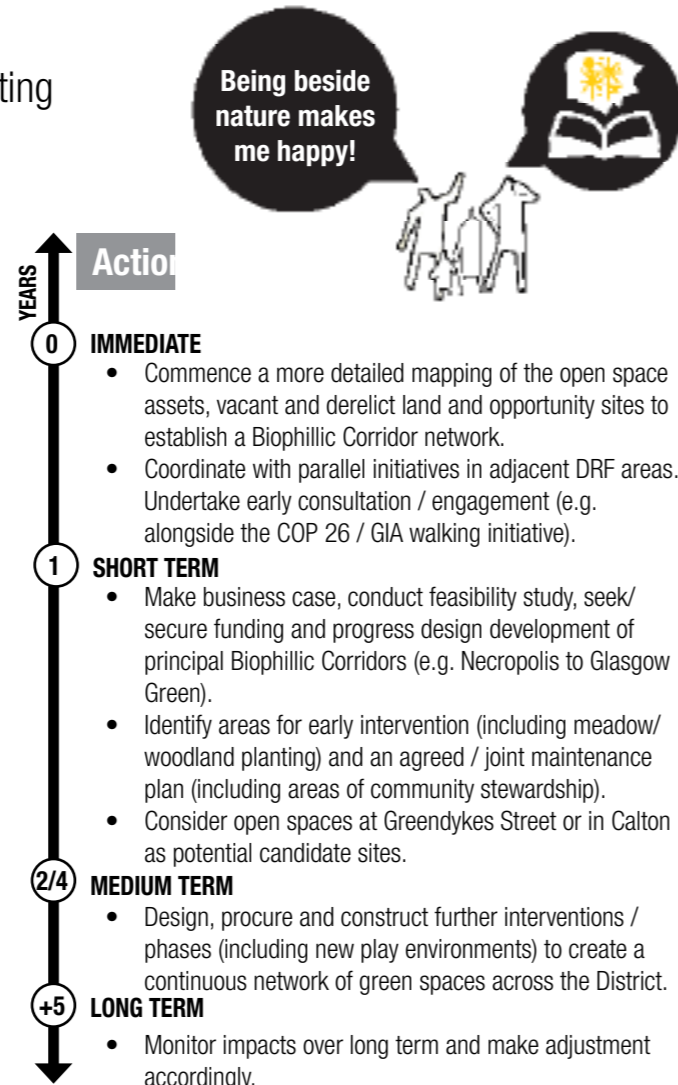
Whilst the Merchant City (and Calton / Barras) already has some significant green open spaces nearby (notably Glasgow Green and the River), the wider ambition of the DRFs is to create a series of green links (Biophillic Corridors) across the City Centre, extending beyond and into the wider city region. The City Centre generally, and the Merchant City specifically, is not characterised as being lush or having an over abundance of nature and soft landscaping. The need to provide better access to greenspace for recreation or relaxation is a recurring issue across all public consultations regarding the City Centre DRFs.

In parallel with adjacent green infrastructure upgrades in neighbouring Districts the intention is to trace and enhance existing and new routes across the City Centre to create a continuous series of Biophillic Corridors. One key route is the link between the Cathedral Precinct (incl. Necropolis) and Glasgow Green (enhanced by the restoration of a Canal to Cathedral route - see Project Cards in Townhead / Cowcaddens DRFs). The north-south Biophillic Corridors envisaged across the Calton / Barras would trace existing and new / restored routes from Duke Street (and the Cathedral Precinct) and Gallowgate / London Road to Glasgow Green and the Clyde.

The zone east of the High Street and between Duke Street and the Gallowgate has very few north-south connections. The Meat Market regeneration site will enhance connectivity near Belgrove / Dennistoun. Creating green pedestrian / cycle routes across the railway at Collegelands / east of High Street will enable new routes to be established east-west alongside the railway (Meat Market to City Centre) as well as new north-south routes (Havannah Street in Collegelands to Bell Street across the 'Train Triangle' site).

In addition to longer distance 'Biophillic Corridor' routes the introduction of pocket parks, community growing spaces and areas for play and rest are crucial. Opportunities to locate these into the redevelopment of sites in Collegelands and the Calton should augment similar initiatives in the Merchant City (see Project Card).

It is time to emphatically bring nature back in to Glasgow City Centre; the Dear Green Place.



### Key stakeholders

Glasgow City Council (lead) - with Community Councils, GGCVGN, Nature Scot

### Impact/ reach/ term

High Impact / City Centre Project / Short to Medium Term

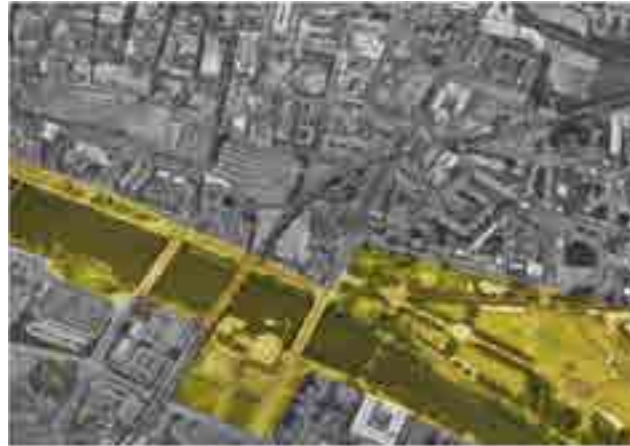
### Justifications / observations

The poor standard and vast extent of open space across the City Centre is one of the recurring priority issues arising in consultation with the local community. There is discontent at the level of maintenance in certain locations and a desire (from some) to tend for and look after some open space in the area. The health benefits of open space (and growing food) are becoming more widely appreciated. Given the lack of private or communal gardens there is a need and demand for open space that residents can enjoy. There is also a need to provide a safer, more attractive environment to encourage more walking, wheeling and cycling in an area of low car ownership and comparative ill-health. An improved open space network is of paramount importance to restore the local environment, ecology and sustain outdoor community activities. This project presents an array of potential quick wins / early action - as well as encouraging planned activities such as the relocation of Greyfriars Gardens and events coinciding with COP26 to promote the ideas around urban greening.



## MC2.6 River Park

Celebrating the river as one of the great urban open spaces in Glasgow



The River Clyde should be one of the great urban open spaces in Glasgow. Both banks of the river should be welcoming, lively and activated by publically accessible continuous quaysides - linking Glasgow Green and the Gorbals to the Riverside Museum with waterfront promenades.

In the Merchant City DRF the interface with the River Park is at Clyde Street between the Albert Bridge (at Glasgow Green / Saltmarket) and the Victorian Bridge (at the Clutha Bar at Bridgegate / Stockwell Street). This river frontage is south facing and characterised by the 3 fine historic bridges (including the City Union viaduct - see (Y)our Highline Project Card). To the east of this short stretch of River front, east of the City Union Bridge, is the High Court complex and a hostel accommodation. To the west of the City Union Bridge is the Briggait with two large market halls - now partially occupied by WASPs artists studios.

Immediately downstream, to the west, is Custom House Quay which is a major development site, including the possibility of land reclamation / quayside expansion to create a mixed-use development platform (and integrate water-source heat pump infrastructure for District heating). On the opposite, southern bank is the City Mosque and the City of Glasgow College Riverside campus (and Nautical College). Whilst the south bank is car-free, the north bank is dominated by traffic with one-way west bound traffic using Clyde Street as part of an inner orbital route around the City Centre.

This part of the River Park marks the interface between the 'Green River Room' and the 'Historic River Room' - where the expanse of Glasgow Green throttles down to the start of the north quay walk / promenade to the core City Centre, Central Station, the SEC and Hydro. This location should be transformed to be car-free (or with a significant reduction in vehicular traffic - perhaps local access only). Vehicular traffic should be re-routed away from Clyde Street (and the Saltmarket / Glasgow Green).



### Action

0

#### IMMEDIATE

- Review the status of (Y)our River Park proposals per St. Enoch DRF.
- Engage with key stakeholders about long term ambitions and proposals for Custom House Quay and traffic on Clyde Street.

1

#### SHORT TERM

- Seek to promote early action / intervention to trial Clyde Street modifications (temporary road closure / lane reduction) as part of Glasgow Green event. Monitor impacts.
- Develop business case to progress public realm works between Victoria and Albert Bridges.

2/4

#### MEDIUM TERM

- Design, procure and construct public realm enhancements on Clyde Street as part of wider transformation of north bank of the Clyde from Glasgow Green to SEC.

+5

#### LONG TERM

- Sustain delivery of public space enhancements on north bank promenade and monitor impacts.

### Key stakeholders

Glasgow City Council, Clyde Mission, WASPS, City of Glasgow College

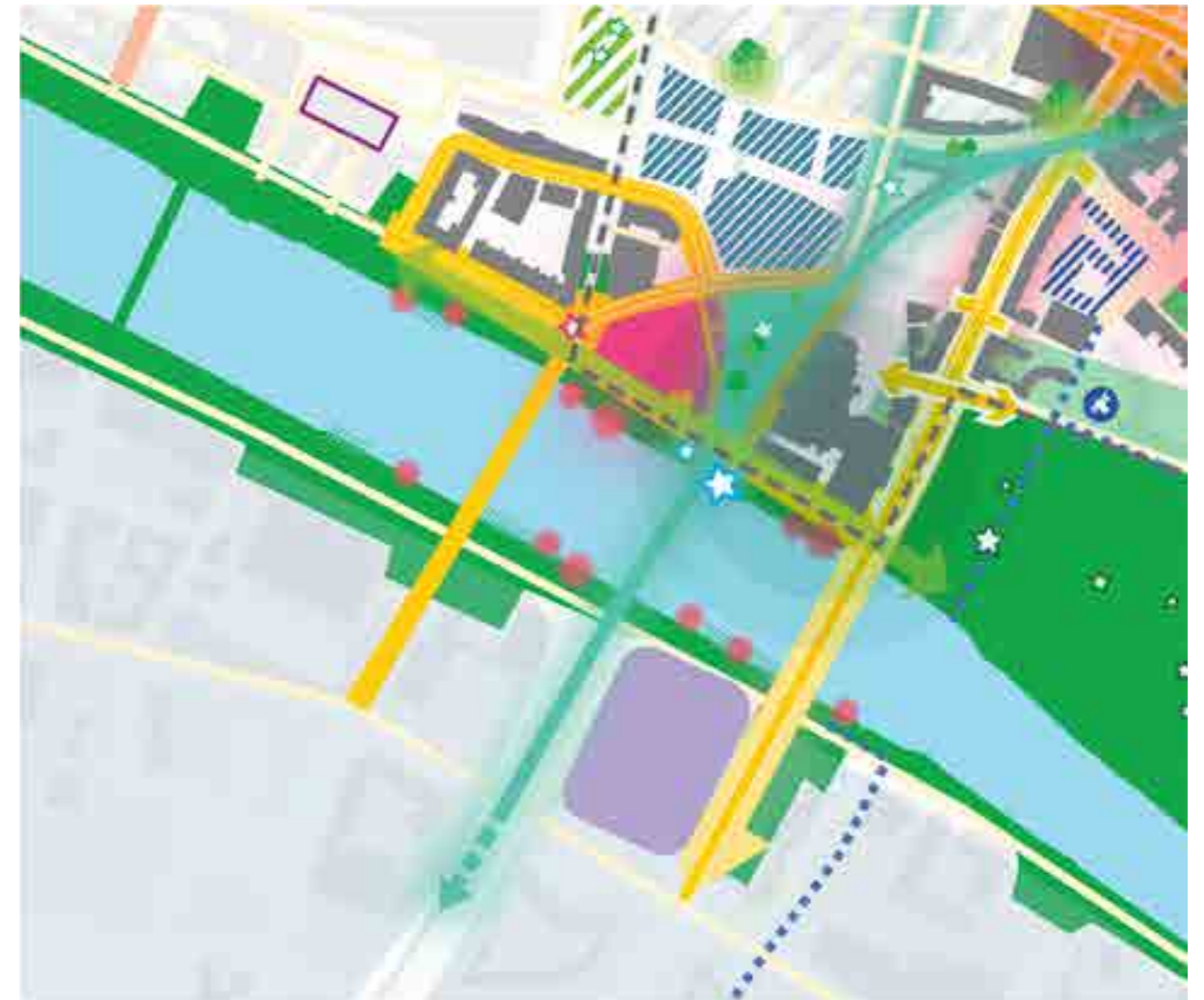
### Impact/ reach/ term

High Impact / City Project / Short and Long Term

### Justifications / observations

Previous rounds of consultation for DRFs (St Enoch) consistently placed the River as top priority for regeneration and enhancement for Glaswegians. This location, adjacent to Glasgow Green could be considered for early action to extend the benefits of the parkland setting along the first stretch of the City Centre Clyde riverfront.

This project would also have a big impact in terms of improving the image of the city and the relationship to the River, enhancing the activity on and near the River and encouraging / creating a healthier public realm environment for walking, wheeling, cycling, sports and events."



The north bank of the River should be enlivened by the Briggait (with the planned occupation of the second, eastern market hall and expansion of the arts complex). Vertical access to the Highline on the City Union viaduct should be incorporated, as well as access to the River / water's edge (via pontoon) for leisure craft and water taxis. Both of these moves would provide a different perspective and open up access to further enliven the area.

The Clyde is a major asset in the cityscape that Glaswegians want to see enhanced and activated. This vital link, at the entrance to Glasgow Green, should mark the start of a seamless promenade along the sunny side of the Clyde to the Riverside Museum, the Kelvin and the Govan to Partick bridge - ensuring the River Park becomes a destination of international renown.

See St. Enoch DRF and (Y)our River Park Chapters.



## MC2.7 Saltmarket and St. Andrew's in the Square

Restoring Saltmarket as a people place and better connect the District to Glasgow Green



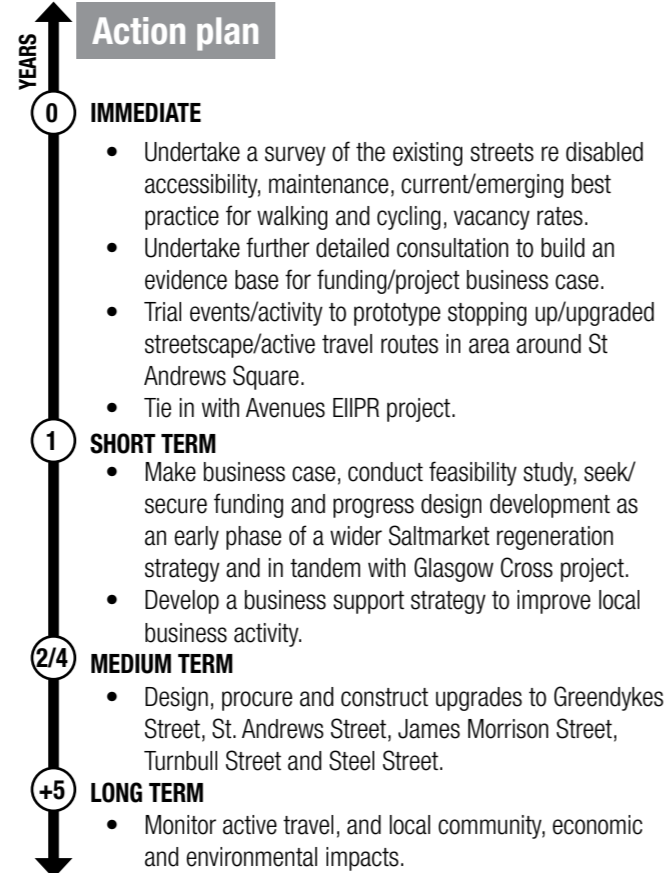
Saltmarket (and St. Andrew's in the Square) is a distinctive network of historic urban streets and spaces connecting Glasgow Cross / High Street with Glasgow Green and the River Clyde.

As with the rest of the High Street corridor Saltmarket is traffic dominated and it's role in the city, connecting to Glasgow Green, is greatly diminished because of that. In tandem with reducing traffic on High Street and Clyde Street, reducing Saltmarket to one lane each way traffic, with increased footways and segregated cyclepaths would help restore Saltmarket as a people place and better connect the Merchant City to Glasgow Green. This move should be undertaken in parallel with a local business campaign to support existing and new businesses active on and along Saltmarket.

St. Andrew's in the Square is one of Glasgow's great set piece urban landmarks. The network of streets between London Road, Saltmarket and Greendykes Street tend to become a short-cut for traffic and reducing this with local access only or similar will help create a Low Traffic Neighbourhood and improve walking, wheeling and cycling connections through the area, linking the Centre and Glasgow Green more effectively. The St. Andrews in the Square is a great venue which is currently vacant. Reactivating this great building by finding a positive new use which contributes to the local economy and culture is a priority.

Greendykes Street should be potentially considered for 'local access only' to extend the qualities of the parkland setting by creating a (S) low Traffic Neighbourhood edge to Glasgow Green - thereby fostering a south-facing street scene suitable for food / drink / events.

Refer to St. Enoch DRF and (Y)our High Street and (Y)our River Park Project Cards.



### Key stakeholders

Glasgow City Council (lead) with active travel and public open space stakeholders (e.g. Sustrans, Living Streets etc.), local landowners, businesses and residents (Y)our Pedestrian and Accessibility Champion"

### Impact/ reach/ term

High Impact / District Project / Short to Long Term

### Justifications / observations

Community consultation indicated that pedestrian and cycle routes are lacking whilst streets and spaces in the area are dominated by traffic (on the principal streets) and encourage rat running on the back streets. Upgrading Saltmarket and Greendykes Street would extend the positive impact of Glasgow Green on the area, and link in to the City Centre EIIPR Avenues. Generally upgrading the setting of St. Andrews in the Square (and the former Police Headquarters - Building at Risk) would improve the street scene and encourage investment. Delivering Low Traffic Neighbourhoods between the EIIPR Avenues projects would encourage more walking, wheeling and cycling (in an area of low car ownership / reliance) and help boost footfall and economic activity. This project should be considered a priority / quick win project.





### 3 (Y)our Thriving Merchant City

#### Intensified programme

**MC3.1 Creative City Centre Clusters**

**MC3.2 Merchant City Heritage**

**MC3.3 City Centre Living**

**MC3.4 20-Minute Merchant City**

**MC3.5 Climate Neutral City Innovation District**

Merchant City has amazing existing assets. It has Scotland's first Innovation District, Strathclyde University and an array of enterprises and businesses clustered around the area.

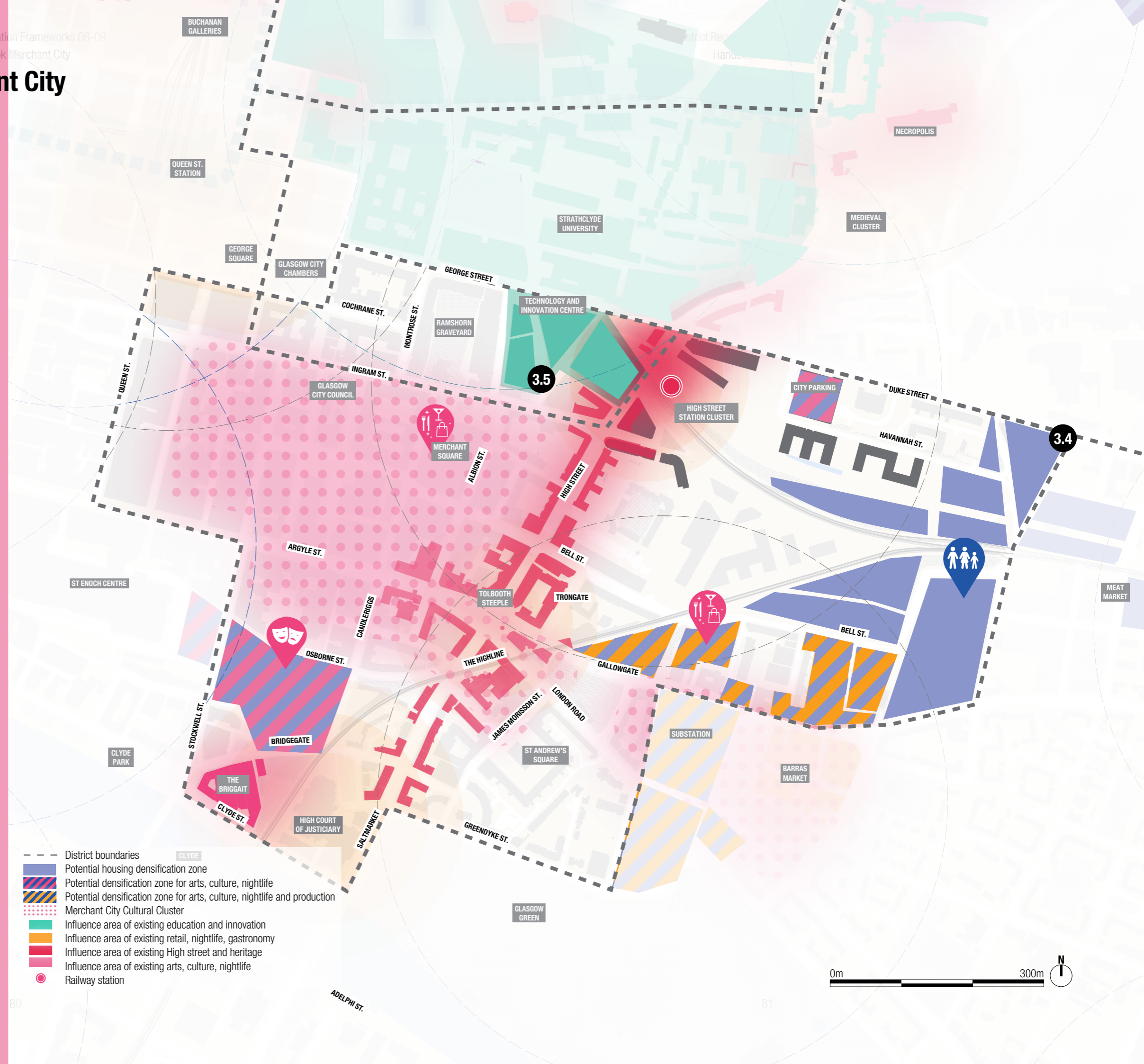
Moreover this part of Glasgow has a long history and connection with design and creativity with leading designers, artists, curators, venues and galleries based in the area. In combination the prospect of promoting a pioneering climate neutral Innovation District can ensure that the Merchant City is at the vanguard of progressive, sustainable place-making whilst celebrating the ingenuity of local talent and attracting new energy to the City Centre.

The other defining characteristic of the area is its link to Glasgow's history. The Merchant City's complex history and relationship to Glasgow's role in the global slave trade demands careful reinterpretation. Finding ways to restore and maintain our heritage, and reinterpreting Glasgow's complex history, is of great importance to many Glaswegians.

The area has an international reputation for a dynamic day-time and night-time economy, with great hospitality, live music and emerging creative venues. In line with longstanding best practice and emerging national policy, the Merchant City has the potential to be an even greater place to live, work in and learn. Its assets ensure it complies and surpasses the requirements of a convivial, thriving 20 min neighbourhood.

Innovation uses actively encouraged with the Glasgow City Innovation District, alongside intensification of established land uses.

Retrofitting and repurposing vacant and under-occupied space should be prioritised to intensify mixed land uses including new mixed tenure city centre living and associated community infrastructure.



- District boundaries
- Potential housing densification zone
- Potential densification zone for arts, culture, nightlife
- Potential densification zone for arts, culture, nightlife and production
- Merchant City Cultural Cluster
- Influence area of existing education and innovation
- Influence area of existing retail, nightlife, gastronomy
- Influence area of existing High street and heritage
- Influence area of existing arts, culture, nightlife
- Railway station



MC3.1, MC3.2 and MC3.3 are District-wide and therefore not annotated on Framework Plan opposite.

# MC3.1 Creative City Centre Clusters

Showcasing, supporting and stimulating the District's creative and design tradition



The Merchant City and Calton Barras has an international reputation for its creative economy, cultural vitality and being home to some of Europe's leading artists, creative designers, practitioners and cultural organisations. In responding to the Covid pandemic we have an opportunity to drive recovery by supporting, enabling and encouraging the local talent and businesses located and invested in the area.

As with other aspects of the economy there is a pressing need to sustain established business and organisations whilst enabling new, innovative ventures to thrive and prosper. Providing a concentration of activity, across an array of sectors and disciplines not only enriches the city, but, most especially, drives collaboration, interaction and creative research and practice. This in combination with the Glasgow City Innovation District's pioneering science and engineering has the potential to create a powerful fusion of art, science, culture, creativity and innovation.

Glasgow's contribution to the history of art and design practice and education is internationally renowned but, often, under appreciated locally. The Merchant City District itself has a long and deep connection to this story, notably as the home of the Foulis Academy in 1753 on Glasgow's High Street. It was the world's first school of design, whose purpose was to transform the technical and scientific innovations of the First Industrial Revolution into products to enhance quality of life. The Foulis Academy was a predecessor of the Glasgow School of Art which was founded in 1845 as a Government School of Design and originally located at 116 Ingram Street in the Merchant City.

Having been a crucible of design and creative economy for over 250 years Glasgow City Centre must continue to support the creative industries and city economy. In addition to showcasing the contemporary agglomeration of creativity and culture clustered in the Merchant City we must also provide support, training and space to host and sustain this creative activity that adds value to everyday life, society and the City.



### Key stakeholders

Glasgow City Council, Creative Scotland, Scottish Enterprise, Chamber of Commerce, Community Councils

### Impact/ reach/ term

High Impact / District Project / Long Term

### Justifications / observations

Key Stakeholder and consultees recognise the concentration of talent and excellence in the creative and cultural sectors in the Merchant City. This not only provides the area with local distinctiveness but majorly contributes to Glasgow's economy and international standing. Alongside support to sustain other sectors of the local economy enabling the creative economy to prosper will sustain a crucial part of the area's DNA.



## MC3.2 Merchant City Heritage

Finding new ways to tell the story of the District and bring historic buildings back into use



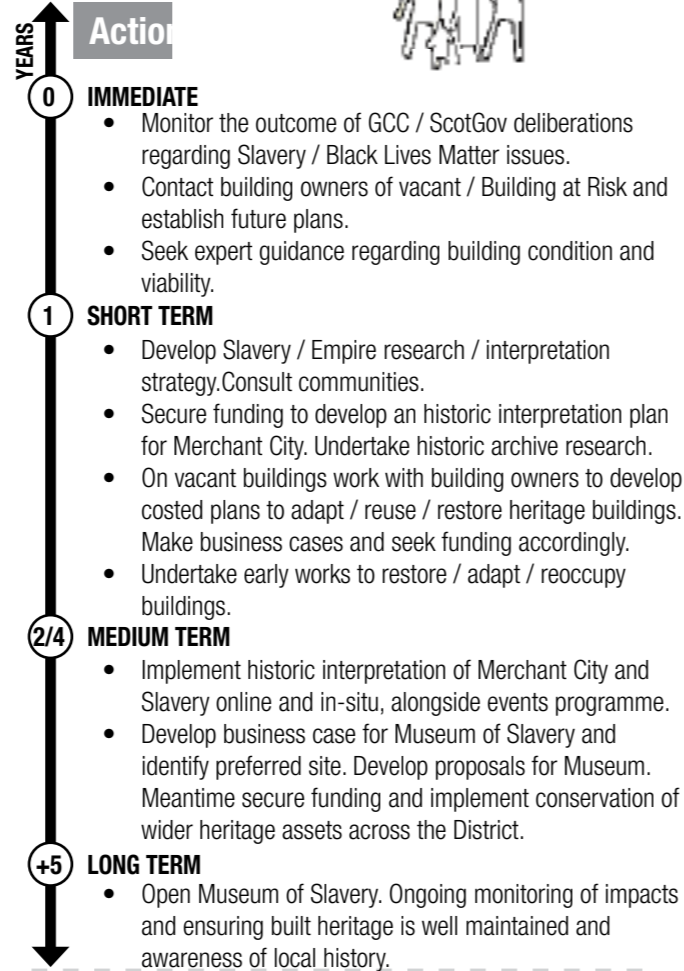
The Merchant City, the High Street and the Calton Barras areas are among Glasgow's most historic. Revealing, interpreting and understanding this rich and complex history is fundamental to enabling an appreciation of how and why Glasgow is the way it is, and to inform the future.

The High Street, leading to the Cathedral, is where the city started. The regeneration of the Merchant City over the past 30 years has been one of most celebrated examples of urban renewal anywhere in the UK. A new found appreciation of the city's heritage helped to save and bring back in to use an incredible array of historic buildings across the Merchant City, and this process continues.

Finding new ways to raise awareness, interpret and tell the story of the place- the social as well as the built heritage of Glasgow- is very important. This is of even greater significance given the heightened awareness and focus on Glasgow's connections with slavery, with particularly strong resonance given the historic connections with the city's merchants.

This very important, complex and sensitive matter is now receiving greater focus and overdue attention after a period of what has been described as 'collective amnesia'. How the city decides to reconcile its connection to the slave trade will be developed and established through careful research, debate and consideration in coming months and years. This will no doubt influence future decisions with respect to how the history of the Merchant City is interpreted and conveyed in future.

One suggestion emerging through the DRF consultation process was the proposal for a Museum of Slavery in Glasgow - located in the Merchant City. Though specific sites or buildings were not identified as candidate locations, this approach, alongside a multi-faceted approach to retelling the story of the Merchant City, and Glasgow, from different perspectives should enrich our collective understanding of the city's history.



### Key stakeholders

BAME communities, historians, activists, Building owners, Glasgow City Heritage Trust, Historic Environment Scotland, local communities, Community Council, Glasgow City Council.

### Impact/ reach/ term

High Impact / National Project (with International Dimension) / Short to Long Term

### Justifications / observations

Renewed awareness of Glasgow's role in the international slave trade demands reinterpretation of the history of the city and the Merchant City in particular. This matter was raised in community consultation, as was the suggestion of a Museum of Slavery located in the area, by way of awareness raising and reconciliation with a complex past.

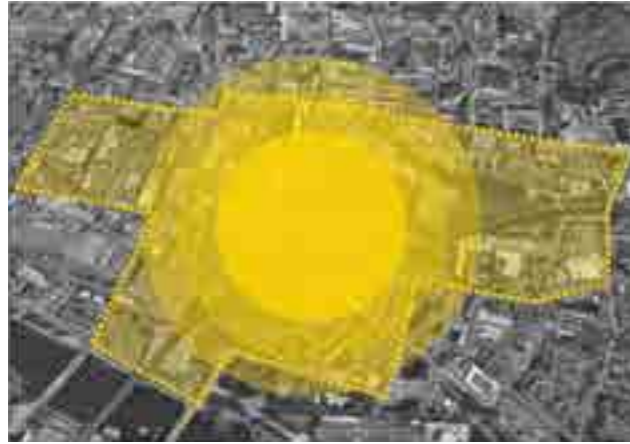
More generally concerns about the maintenance of heritage assets across the city, and specifically in the District is a recurring issue in consultation. Key sites, such as the former Police Headquarters on St Andrews Square, are highlighted as significant assets within the District- important to save, restore and reuse.

Glaswegians are invested in their built heritage and many highlight concerns about the maintenance and reuse of cherished built heritage, including those on the Buildings at Risk register. There are several positive examples of Buildings at Risk being saved and brought back in to use - often after long campaigns and securing significant funding. The British Linen Bank on the High Street, and the former Police Headquarters on St. Andrews Square (both B Listed) were noted as being of current concern to local people. Efforts should continue to restore these buildings, and other vacant / under-occupied properties, in to purposeful new uses that contribute to the vitality of the District, conserve the cityscape and respect its heritage.



## MC3.3 City Centre Living

Attracting and retaining residents with a lively and diverse neighbourhood



To create a vibrant and convivial City Centre a significant increase in resident population is required.

The Merchant City area has been at the vanguard of repopulating the City Centre in the past 25 years. This process continues with future population growth expected to be sustained with forthcoming developments at Candleriggs, Collegelands, King Street Car Park amongst others. The area also experienced a burgeoning student population, principally in new purpose-built student housing in the area.

However the quality of life for existing and future residents needs to be improved. There is a tension between the long term residents and the short term student populations which needs to be addressed through concerted community action to broker a shared sense of community spirit.

In addition there is scope to bring new residents in to the area by adapting sites to accommodate residential / mixed-use developments.

In doing so there is an opportunity to diversify housing typologies to accommodate households under-represented in the City Centre (e.g. families and elderly). Additional, new residents can also support enhanced local services and amenities (e.g. education / schools, health and social care) helping ensure the Merchant City and Calton Barras can meet (and surpass) the 20 min Neighbourhood model.

The Merchant City can, must and has made a major contribution to attracting and retaining residents to the City Centre. In doing so we can enliven the City Centre, increase its conviviality and enhance quality of life for all.



YEARS

### Action

0

#### IMMEDIATE

- Review and confirm the Baseline Analysis undertaken in the Merchant City DRF. Assess the Strategic Housing Investment Plan (SHIP) with respect to Merchant City DRF.

1

#### SHORT TERM

- Identify blockages in securing more (and diverse) City Centre housing (policy, investment etc.).
- Investigate market demand / interest in City Centre living (notably east of High Street / Calton).
- Explore scope for RSLs / others to deliver new housing typologies in City Centre. Identify and promote pilot sites. Revise the SHIP accordingly.

2/4

#### MEDIUM TERM

- 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.

+5

#### LONG TERM

- Ongoing implementation and monitoring

### Key stakeholders

Glasgow City Council, Scottish Futures Trust, Scottish Government, GHA, housing associations, housebuilders / developers, investors, Homelessness Charities, voluntary sector

### Impact/ reach/ term

High Impact / Regional Project / Short to Long Term

### Justifications / observations

Early analysis and comparison with other equivalent European cities confirms that Glasgow has a low City Centre residential density. Analysis indicates that increased population density would greatly assist in improving the City Centre.

Most consultees (general public and expert stakeholders) welcomed an increase in resident population, though some consultees raised concerns about barriers to making City Centre living work / fit with other uses.



# MC3.4 20-Minute Merchant City

Providing close-by amenities: health, social care, schools, local services, youth facilities and play



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. This approach to a walkable, compact District is now commonly referred to as a 20 min Neighbourhood.

Whilst the Merchant City and Calton / Barras has many attributes well aligned with the 20 min Neighbourhood concept there are certain amenities and facilities that are evidently lacking. Despite its City Centre location there are several vital amenities seemingly under-provided including the lack of a quality open space (see (Y) our Great Spaces and Streets Chapter), or a GP in the District. The possibility of local HE/FE institutions assisting in providing space for local community activity should be explored as a potential 'quick win'. The provision of local schools (especially if there is a desire to attract families to live in the City Centre) is also a potential priority.

**YEARS**

**0 Action plan**

**IMMEDIATE**

- Confirm initial 20 Min Neighbourhood mapping of existing and planned amenities.
- Assess any spare capacity, catchment and the potential and projected increases in resident and working population envisaged for Merchant City 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.

**1 SHORT TERM**

- 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.

**2/4 MEDIUM TERM**

- Adjust policy / investment plans according to updated projects.
- Monitor effectiveness of any early adjustments.
- Implement new policies / investment plans.

**+5 LONG TERM**

- Ongoing implementation and monitoring.



### Key stakeholders

Community Planning Partnership - lead, Glasgow City Council, Community Councils, Scottish Futures Trust, HubCo, NHS, Public Sector bodies with estate in central Glasgow.

### Impact/ reach/ term

High Impact / City Project / Short to Long Term

### Justifications / observations

In anticipation of an increased City Centre population (resident, working, learning and visitor) it is vital to assess and plan to address any identified shortfall in provision of community infrastructure. The lack of a GP was specifically raised as an issue (and opportunity) for the Merchant City to sustain local health / social care provision. 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.



# MC3.5 Climate Neutral City Innovation District

Celebrating innovation with connected campuses, specialist facilities and citizen scientists

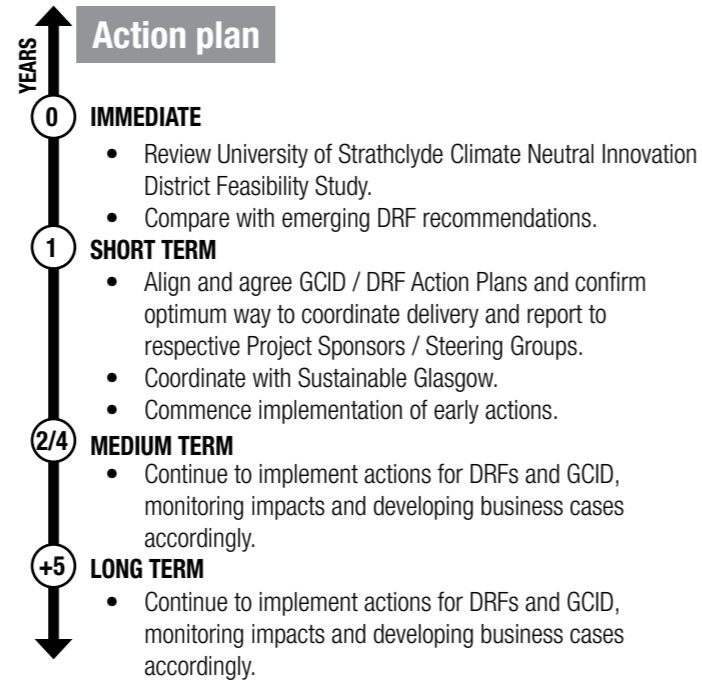


A large portion of the Merchant City District is within the Glasgow City Innovation District - Scotland's first Innovation District. The Merchant City District is the base for several key partners in the GCID including University of Strathclyde and key hubs such as the Tontine Building and TIC (the Technology and Innovation Centre). The ambition is to create a cluster of academics, researchers and entrepreneurs to establish an ecosystem which fosters innovation. There is also the desire to engage 'citizen scientists' to address real-world issues and apply research that can help Glaswegians address issues affecting, for instance, population health and wellbeing.

Drawing upon the established Innovation District model the objective is to 'spatialise the triple helix' of academia, industry and government to create a mixed-use urban District with collaborative research environments, specialist laboratories and facilities to attract, retain and inspire innovative talent to Glasgow. The Merchant City provides the essential ingredients of an established network of leading academic practitioners, researchers and facilities; authentic, historic and exciting urban environments and the space to adapt existing and build new development to create high quality places to live, work, innovate and enjoy.

The Innovation District is already home to an amazing array of creative and innovative talent. We must celebrate the innovators already within our midst. Many local businesses are pioneering in their field and the area is a base for world renowned creative practitioners, artists and design businesses. These individuals and businesses should be celebrated for the contribution that they have and are making to the city's regeneration.

The University of Strathclyde are leading on the GCID and promoting the ambition of a climate neutral Innovation District - to walk the walk as well as talk the talk about a healthy, zero carbon, biodiverse place. The DRF encourages this ambition and seeks to advocate for an infrastructure first approach to embedding and retrofitting the city with the necessary urban infrastructure (District Heating, digital etc.) to benefit the existing local communities, as well as drive the Innovation District. In addition the DRF calls for an even more ambitious upgrade to public transport and active travel provision.



### Key stakeholders

University of Strathclyde, Glasgow City Innovation District, Glasgow City Council, Sustainable Glasgow, Scottish Enterprise

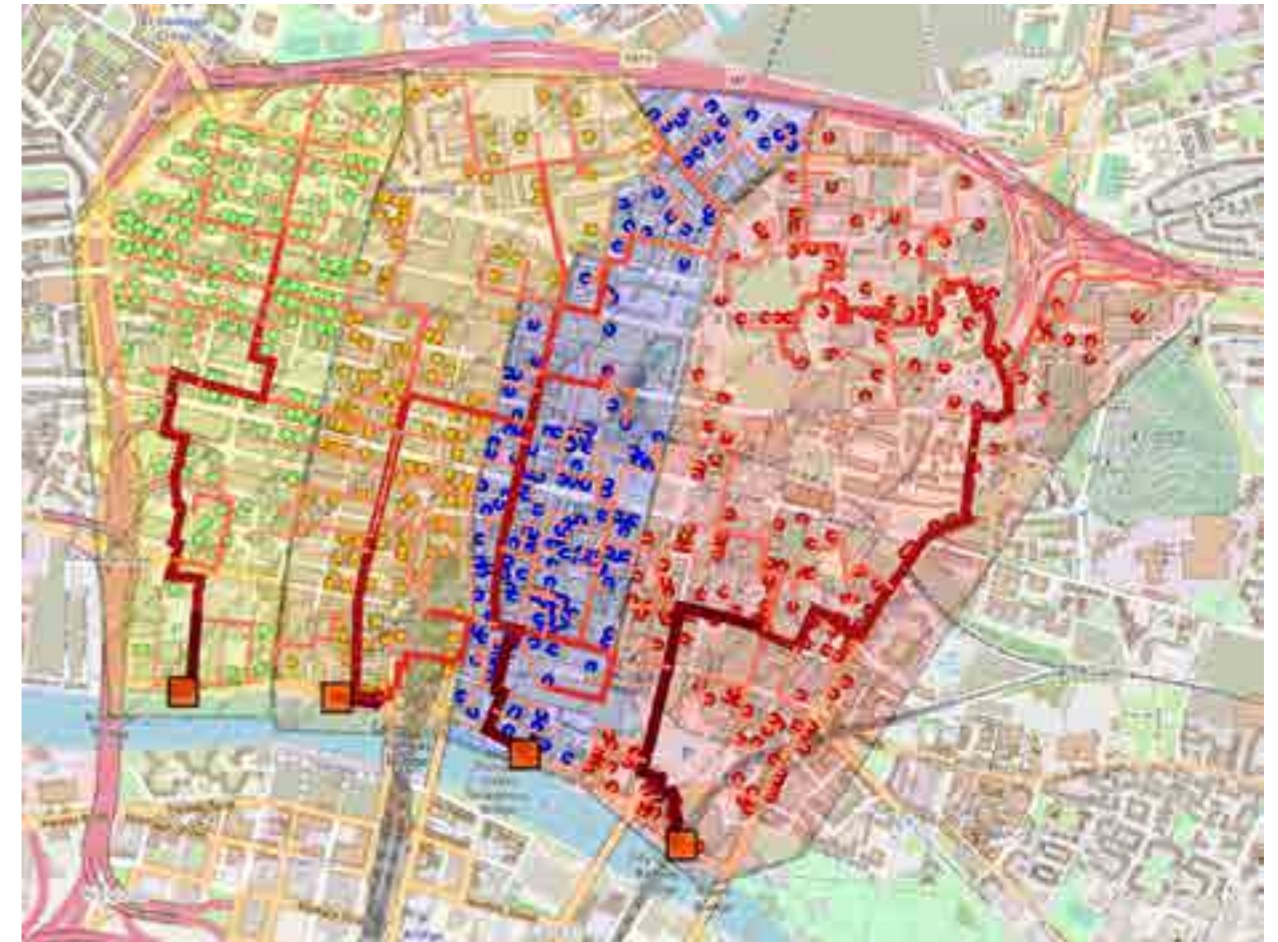
### Impact/ reach/ term

High Impact / District + City Project / Medium to Long Term

### Justifications / observations

The ambition to deliver a climate neutral Innovation District in this location is greatly encouraging news for the Merchant City and the City Centre generally. Making the ambition a reality will require extensive and effective partnership working and close alignment between the key partners.

It also will require a clear and heightened awareness amongst the local community (resident, business, civic) about what the Innovation District is seeking to achieve, what it is and how to get involved, support, engage and benefit from it. This project - in technical and practical terms - can help testbed and pioneer physical and infrastructural upgrades that will be applicable and extendable across the City Centre, and should be encouraged and supported accordingly. Furthermore the Innovation District concept has the potential to drive economic regeneration for this part of the city for the next generation. To achieve this will require an inclusive approach that also celebrates and appreciates the existing talents, assets and innovators already active in the area and supports a diverse, creative economy. This is what already makes the Merchant City (and the Learning Quarter) exciting and dynamic places with a strong and established identity.



Bunhill Energy Centre - Cullinhanstudio.com



University of Liverpool HIP - Levittbernstein.co.uk



## 4 Transforming (Y)our Merchant City

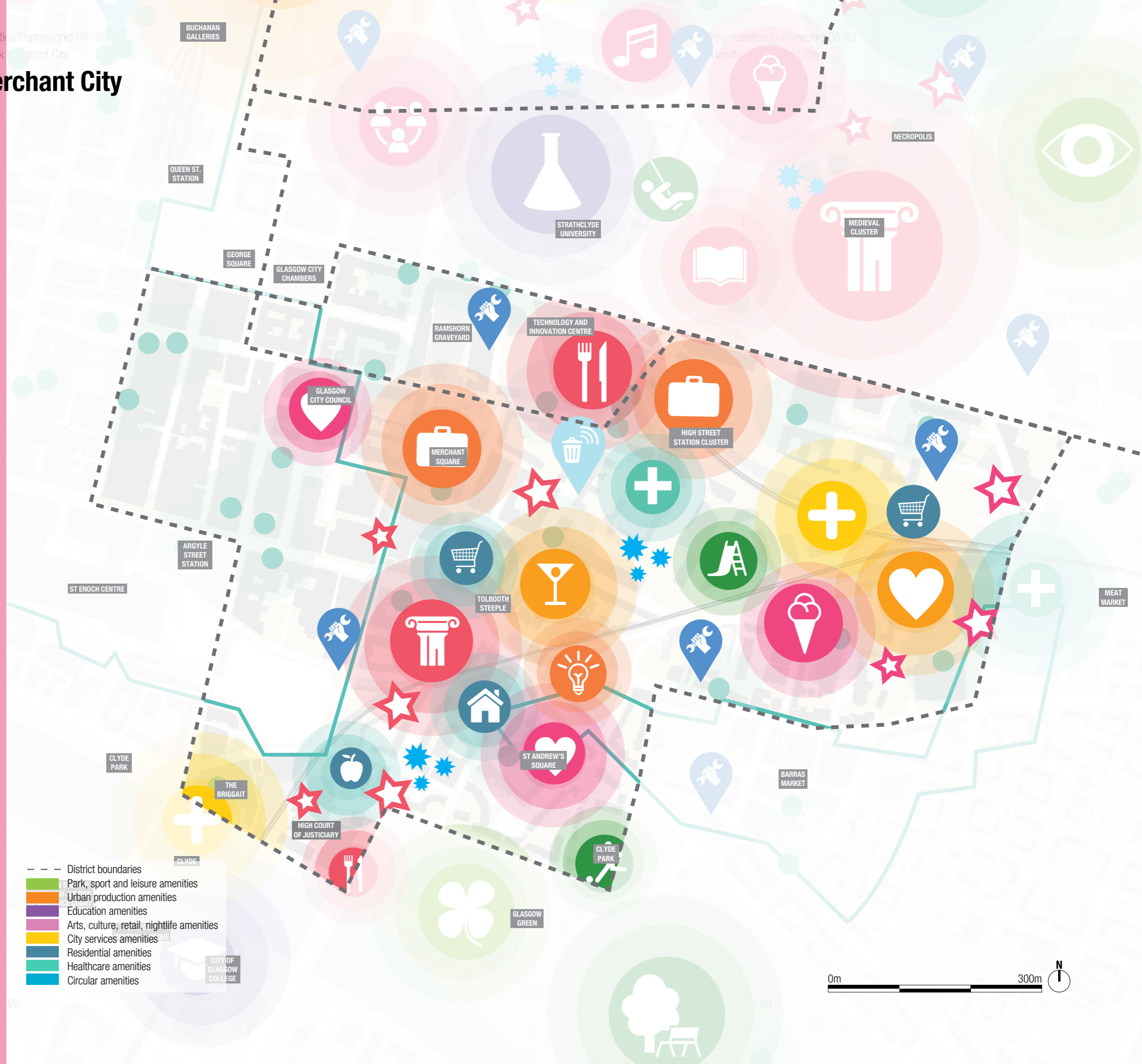
### How to organise transformation

- MC4.1 Community Council
- MC4.2 Caring City Centre
- MC4.3 Circular Merchant City
- MC4.4 Merchant City Events

There is a lot to do, so prioritising who does what, when, and working with whom, becomes fundamental to future success. As outlined in the NE Districts Combined Regeneration Handbook the need to support local communities (resident, business, civic, cultural) is crucial.

Moreover the NE Districts are blessed with some major institutions with the clout to help make things happen – especially in working together. Furthermore there is a way in which, post Covid, these Districts can promote new and emerging ways of adapting the cityscape; to retrofit and modify under-occupied spaces to host Circular Economic activities or to enliven the streets and spaces with temporary events and activities to create positive new memories and invite folk to re-engage with central Glasgow.

In this section we start to elaborate on how best to promote the right coalitions to develop, so we can have a positive ecosystem of community, public, private and voluntary sector organisations working together to deliver a clear Vision, outlined here, to transform Merchant City incrementally over the next 10 years.



## MC4.1 Community Council

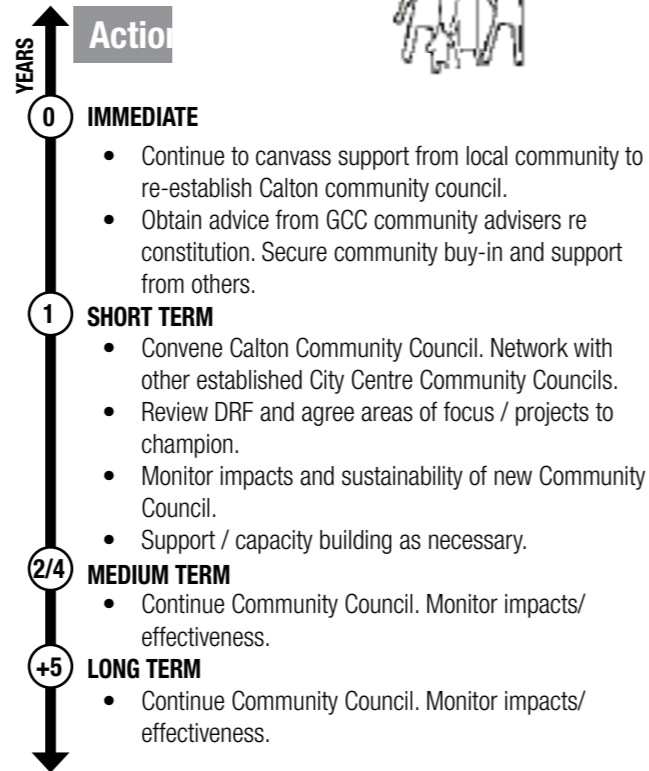
Restoring Calton Community Council and sustaining Merchant City & Saltmarket Community Councils to benefit from local perspectives



Restore a Community Council for Calton. Support / sustain the Merchant City & Trongate Community Council.

Early indications, based on opinions canvassed during the DRF community engagement process and expressions of interest received (and support / encouragement from local businesses / institutions) suggest an emerging level of interest to support the restoration of Calton Community Council. Progressing towards the formation of a Community Council should be prioritised as a potential 'quick win' - giving local folk a voice and filling a gap in local representation that has been missing recently.

In addition the Merchant City and Trongate Community Council is active and needs to be supported / sustained. Both Community Councils can then play an active role, alongside others, in progressing the DRF Actions and contributing to the Community Steering Group (see Project Card).



### Key stakeholders

New Calton Community Council - tbc, Glasgow City Council, GHA, associated community groups

### Impact/ reach/ term

High Impact / Local Project / Quick Win

### Justifications / observations

From the outset of community engagement it was apparent that there was interest in reforming Calton Community Council. There was also a desire to improve community networks between tenants / residents of Merchant City and the Calton / Barras. The DRF project canvassed opinion / sought support for a Community Council throughout the engagement process, with enough interest to suggest it should be progressed.

## MC4.2 Caring City Centre

Providing safer drug consumption facilities to address substance mis-use



Glasgow has been assessing how best to address the continued challenge of drug and substance mis-use. Amongst many initiatives across health and social care there has been recent discussion around the possibility of safer drug consumption facilities in the City Centre, potentially within the Merchant City District.

This difficult topic was raised by the community in the course of the DRF consultation exercise and there was widespread support, from those party to the conversations, to trial and test a dedicated supervised injection facility or equivalent. Many reflected on the apparent and visible increase in public injecting and substance mis-use throughout the Covid lockdown period which has heightened a desire to provide care, support and treatment to those in need - and help to manage and address an issue that is having a massive negative impact on individuals, and also affecting the local area.

It is understood that this is a matter of national policy. Nevertheless the initiative received support and discussions / consideration for locating such a facility



### Key stakeholders

GCC, NHS, Police Scotland, charities, Scottish Government

### Impact/ reach/ term

High Impact / National Project / Short to Long Term

### Justifications / observations

There was recurring commentary from local residents about the significant increase / visibility of drug mis-use / injecting in public places during the Covid lockdowns. There was also unanimous support (from those in the community workshop where the matter was raised) to trial new and radical solutions to provide help, assistance and enable treatment for addicts. This was borne out by a compassion for the plight of those individuals dealing with addiction, and also a desire to restore streets and public spaces that are not blighted by anti-social behaviour, drug taking and criminal activity.



## MC4.3 Circular Merchant City

Adopting new initiatives to shift from a linear to a circular and sharing economy



Glasgow aspires to be at the vanguard in adopting a Circular Economic model. Whilst parts of the Calton could adapt vacant or derelict land, or under-occupied spaces to accommodate remanufacturing or larger scale construction waste recycling activity, the Merchant City also has the potential to help pioneer new initiatives to drive the switch from a linear to a circular economy. The area is synonymous with the Barras market and the long tradition of upcycling, remanufacture and creative re-use of materials.

The Merchant City can also focus on promoting a sharing economy (repair, re-use) for local resident and business communities (perhaps in a High Street / Saltmarket / Barras environment) as well as incorporating a centre of excellence and applied research within the Glasgow City Innovation District (perhaps a Circular Economy accelerator located in an under occupied building).

GCC's Circular Economy Route Map outlines a series of actions, with several that could be accommodated in the Merchant City District, for the benefit of local communities and the City Centre generally. Many consultees flagged up how difficult and inconvenient household recycling continues to be. Achieving a City Centre solution that enables those in flats and tenements to recycle conveniently must be identified, adopted and promoted.



### Key stakeholders

Circular Glasgow, Sustainable Glasgow, Glasgow City Council, Chamber of Commerce, Scottish Enterprise, University of Strathclyde

### Impact/ reach/ term

High Impact / Local Project / Short to Medium Term

### Justifications / observations

Consultees have recognised the potential for NE City Centre Districts to make a significant contribution in the fair transition to a net zero, circular economy. The Merchant City has the space (under-occupied sites / buildings) and knowledge / skills / partners to be an ideal testbed for some of the actions emerging from the City's Circular Economy Route Map.

## MC4.4 Merchant City Events

Celebrate the District's reputation for local, city and international culture

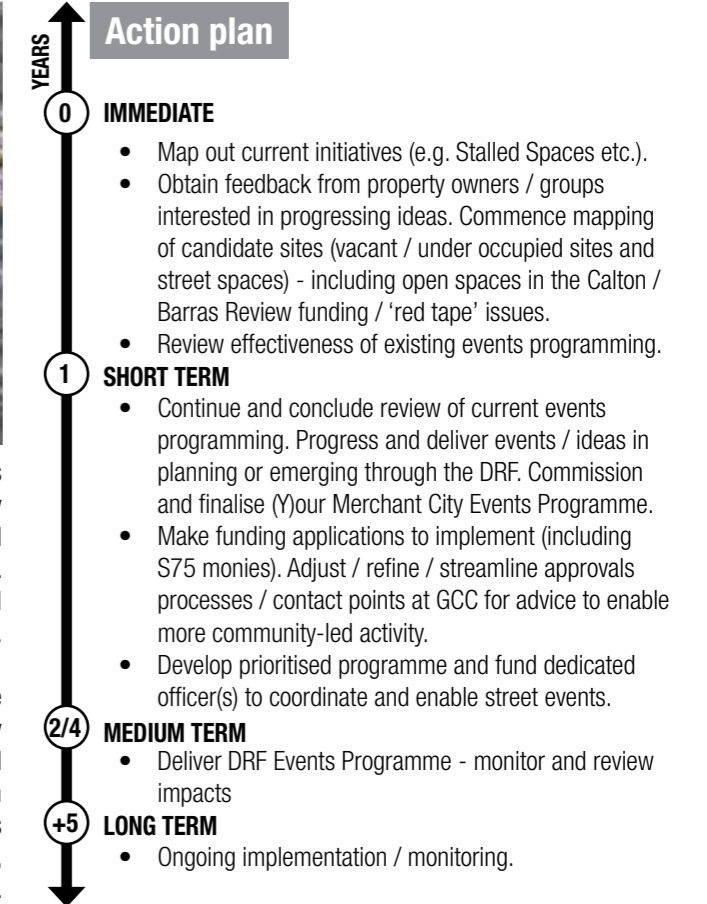


The Merchant City and Barras are synonymous with events and cultural activity. Glasgow Green, the Tron, the Briggait, City Halls, the Merchant City Festival and countless local venues and clubs have created a formidable and lively events programme. We need to restore that activity, post-Covid, and celebrate all that the area has to offer for local, city and international culture.

Post-Covid the Merchant City and Calton Barras needs to showcase some of the opportunity sites and local pioneers in the area. Early action to provide an 'optimism boost' - announcing a fresh and dynamic way forward for the District would set the tone, perhaps with an emphasis on showcasing the existing and resilient talent that is already in the area, as well as starting to reimagine how to use vacant, under-occupied or under-appreciated spaces throughout the District.

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. This is especially crucial post-Covid, as we reimagine the City Centre. Several consultees indicated a willingness to work with GCC to deliver events / activity with the local community, with a focus on enabling existing events and encouraging targeted new activities. The creative and cultural community, alongside establish venues, arts organisations, HE/FE institutions can play a role in engaging / supporting events-based activity / action.

Development of an innovative, creative and continuous programme of events / temporary / permanent interventions to transform vacant and under-utilised sites / streets in the Merchant City = Merchant City DRF. This could include; temporary sports / play spaces, temporary gardens (Stalled Spaces), street festivals (food, light, art) and an arts strategy and programme of permanent and temporary installations to redefine some of the opportunity sites in the District, explore the scope to trial public arts projects via planned city arts festivals / events (e.g. Sonica, Glasgow International etc.) and, of course, the Merchant City Festival.



### Key stakeholders

Glasgow City Council and Creative Scotland - lead. Inputs from University of Strathclyde, local arts community (via networks), local communities, businesses / developers

### Impact/ reach/ term

High Impact / District Project / Short to Long Term

### Justifications / observations

The Merchant City has a reputation and track record for hosting events and for the concentration of creative and cultural talent. Many consultees have championed the arts and local culture as being crucial in Glasgow's regeneration, and indicated enthusiasm to champion further creative regeneration, driven by events / festivals / local talent to celebrate the area and attract visitors to the Merchant City / Calton / Barras post-Covid. Community-led events could also assist in supporting community cohesion between the permanent residents in the area and more transient communities, including refugees and students.

# MC4.5 District Delivery Taskforce

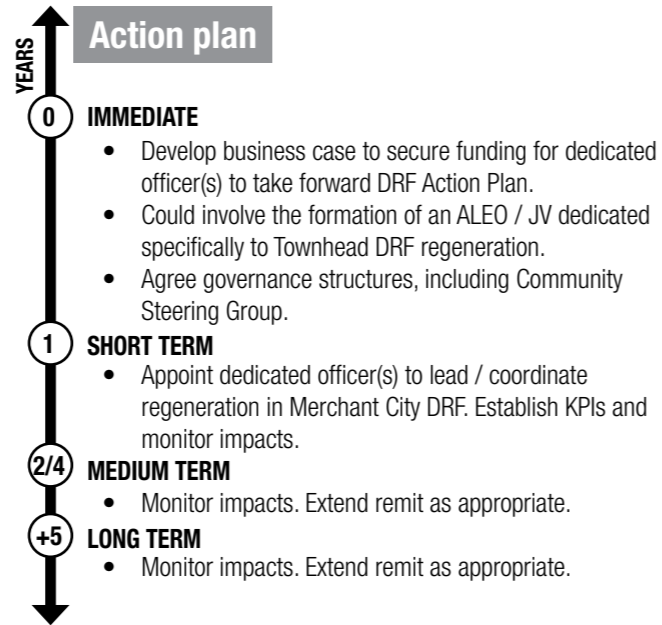
Ensuring a continued voice for local interests with a Community Steering Group



Dedicated Place Leadership and staff resource to drive NE City Centre Districts regeneration - working with (and within?) the team and with specific focus on the Merchant City DRF area, encompassing the Merchant City and Calton Barras. Some in the local community are anxious that any regeneration initiative is for them and has a (resident / business / cultural) community focus.

The ambitions outlined in this DRF require leadership, time and skill to convene, coordinate and deliver. A dedicated team to provide Place Leadership, drawing together experience across design, planning, procurement, development, legals, construction and delivery with awareness of public, private and third sectors, will increase the likelihood of success. The governance of this arrangement requires further consideration which could explore new ways to progress a JV between public bodies / agencies, community and private sectors.

However the DRF is progressed, to ensure public / community oversight, a Community Steering Group should be established comprising members of the local business, resident, civic and cultural community alongside elected members and GCC officers to ensure delivery, local accountability and provide a continued voice and influence for local interests in progressing the DRF Action Plan.



## Key stakeholders

Glasgow City Council, Community Councils and project partners

## Impact/ reach/ term

High Impact / Quick Win

## Justifications / observations

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 the Merchant City will require a higher level of public sector intervention to deliver sustained change. Community oversight / leadership will also increase the likelihood of successful outcomes and address the anxiety / suspicion that major regeneration would adversely affect and displace existing communities.

## Project code and scale

	Code MC	SCALE		
		City / Regional Scale (Strategic)	District Scale	Local Scale
<b>Strategic projects as drivers for changes</b>	0.1 Great Streets and Spaces as Strategic connections	+		
	0.2 Restored High Street	+		
	0.3 River Park	+		
<b>(Y)our well connected Townhead</b>	1.1 Candleriggs & East End Connections	+		
	1.2 High Street Station Upgrade	+		
	1.3 (S)low Traffic Neighbourhoods		+	
	1.4 Enhanced Bus Routing		+	
	1.5 Active Travel Networks		+	
	1.6 City Union Line		+	
	1.7 New Station on Argyle Line		+	
<b>(Y)our great space and streets</b>	2.1 The High Street		+	
	2.2 Glasgow Cross		+	
	2.3 Great East End Gateways		+	
	2.4 Greening Merchant City			+
	2.5 Biophillic Corridors		+	
	2.6 River Park		+	
	2.7 Saltmarket and St. Andrew's in the Square		+	
<b>(Y)our thriving Townhead</b>	3.1 Creative City Centre Clusters		+	
	3.2 Merchant City Heritage		+	
	3.3 City Centre Living		+	
	3.4 20-Minute Merchant City		+	
	3.5 Climate Neutral City Innovation District		+	
<b>(Y)our enablers for change</b>	4.1 Community Council		+	
	4.2 Caring City Centre		+	
	4.3 Circular Merchant City			+
	4.4 Merchant City Events		+	

**+** Quick win projects

## (Y)our City Centre Performance Monitor

There is an urgent need for a (Y)our City Centre Performance Monitor – see Phase 2 DRFs. The Phase 3 DRF Scorecard is based on qualitative / initial assessments and requires more detailed, quantitative assessment. Criteria should be reviewed and updated as local and national policy adjusts. Recent GCC policy confirmed the intention to establish an holistic benchmarking / impact metrics or dashboard to assess policy and project outcomes and refine implementation and new policies accordingly.

Glasgow's Climate Plan – Chapter 4.0 – Monitoring and Evaluation Plan ; commits to develop benchmarking dashboard. Circular Economy Route Map – Section 4.1 – Metric and Indicators : identifies need for impact metrics and regional, city and community scales.

### The DRF Scorecard

The DRF Project Scorecard Assessments are made against 8 criteria (each with a positive direction or aim) and the extent to which the Project makes a contribution (positive, neutral or negative). Further detailed qualitative and quantitative analysis is required to test and verify these assessments. The 8 criteria seek to align national and local policy ambitions from Scottish Planning Policy, the National Planning Framework 4 (draft – Position Statement), the Place Standard, Glasgow City Council Strategic Plan 2017-2022, and the City Centre Strategic Development Framework. In addition the DRF Project Team have developed criteria in a DRF Sustainability Framework (see Technical Appendices).

The DRF Scorecard criteria most directly take cognisance of the ambitions in the GCC Strategic Plan and the DRF Sustainability Framework, whilst recognising alignment with the aforementioned national and local policies. The DRF Projects are simply assessed against the anticipated contribution against each criteria;

- Negative contribution
- 0 Neutral
- + Positive contribution
- ++ Very positive contribution
- +++ Exemplar contribution

### KPIs

Useful Projects (metrics per DRF Sustainability Framework)

Where definitive %age target does not exist then trend or tendency is stipulated (ref brackets)

- Carbon Neutral by 2030
- Zero waste communities
- Urban Greening Factor 0.4
- 20% Net Biodiversity Gain
- (reducing) % Car free journeys
- (increasing) % Properties with high speed broadband
- Carry out Community Needs Assessment to ensure DRFs meet local needs
- Net improved air quality
- Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'
- (increasing) % Total area that achieves a Healthy Streets score of 9-10

# Policy Alignment

This Grid seeks to map a selection of national and local policy and strategy to develop a series of Scorecard Criteria against which to assess DRF Project alignment with declare targets, ambitions and objectives. The Scorecard Criteria should be developed and measured against specific KPIs. An initial review of alignment and KPIs is outlined in this Grid.

National	<b>Scottish Planning Policy, (6 Qualities of Place)</b>	Distinctive	Welcoming Safe and Pleasant	Easy to Move Around		Adaptable	Resource Efficient					
	<b>Scottish Planning Policy: Principles</b>	A Successful, Sustainable Place		A Connected Place		A Low Carbon Place		A Natural, Resilient Place				
	<b>NPF 4 (draft) Outcomes</b>	A Wellbeing Economy Better, Greener Places		Net-Zero Emission			Resilient Communities					
	<b>Place Standard</b>	Work and Local Economy	Streets + Spaces	Play + Recreation	Moving Around			Care + Maintenance	Natural Space	Facilities + Amenities	Influence + Sense of Control	
				Social Contact	Public Transport		Housing + Communities					
				Feeling Safe	Traffic + Parking		Identity + Belonging					
	Regional	<b>GCC Strategic Plan</b>	A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods	A Well Governed City that Listens + Responds	Excellent + Inclusive Education	
<b>City Development Plan</b>		A Thriving Economy	A Vibrant City	A Healthier City		A Sustainable + Low Carbon City		Resilient + Empowered Neighbourhoods				
<b>City Centre SDF Outcomes</b>			A Vibrant City Centre		A Connected City Centre	A Sustainable City Centre		A Green + Resilient City Centre				
<b>City Centre SDF Place Ambitions</b>		Reinforce Economic Competitiveness	Repopulate and Improve Liveability		Reduce Traffic Dominance Reconnect with Surrounding Communities and Riverside		Repair, restore and enhance urban fabric	Green the Centre / Make Climate Resilient				
Project	<b>DRF Sustainability Framework (Useful Projects)</b>			Improved Health + Wellbeing	Better Connected Places	Climate Action / Neutral	Reduced Resources	Restoring Nature	Adding Community Value			

<b>DRF Project Scorecard</b>	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities		
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Key Performance Indicators	<b>KPIs (GCC Strategic Plan)</b>	Growing, diverse economy, More in work / training, Business innovation / skills,	Events, heritage, culture, Tourism, sport, activities	Healthier population, Preventative healthcare, Integrated services,	Citizens use active travel, Integrated public transport, less congestion		Low carbon footprint,	Well maintained,	Citizens access facilities, jobs, services locally, Housing meets needs of diverse population	Citizens involved in decision making, Tackling inequality and poverty	Improved attainment, Young people go on to work, training or HE/FE
	<b>KPIs (Useful Projects)</b>			Net improved air quality, % total area that achieves Healthy Streets score of 9 or 10, Comfortable Microclimate: indoor environments designed to meet CIBSE TM59 overheating criteria and external spaces to meet minimum BRE 'Sunlight hours'	% Car free journeys % Properties with high speed broadband		Carbon Neutral by 2030 Zero Emissions by 2045	Zero Waste Communities	Urban Greening Factor 0.4, 20% Net Biodiversity Gain	Deliver net positive, local needs based, social value	
	<b>KPIs (SDF)</b>		Repopulate the City Centre – Double the Population, More mixed uses, More attractions, more diverse retail, better public realm		Integrated 'green grid, Priority for active travel, Connect to the city region, Reduce car journeys in the City Centre by 30% by 2030 and 50% by 2050, Repurposing road space from cars to other modes.		20 min neighbourhoods, Distinctive / historic townscape, Repair the townscape, Density		High quality open space, Connected green-blue infra, 'green the grey' More climate resilient, Net zero carbon place		

# Project Scorecards - (Y)our Merchant City

	A Thriving Economy	A Vibrant City	A Healthier City	Better Connected Places		Climate Neutral	Resource Efficient	Restoring Nature	More Resilient Communities	Notes / Comments
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## (Y)our Well Connected Merchant City

MC1.1 Candleriggs & East End Connections	++	+++	++	+++		++	++	++	+++	
MC1.2 High Street Station Upgrade	+++	+++	++	+++		+++	++	++	++	
MC1.3 (S)low Traffic Neighbourhoods	+	++	+++	+++		++	++	++	++	
MC1.4 Enhanced Bus Routing	++	++	++	+++		+++	++	0	++	
MC1.5 Active Travel Networks	++	++	++	+++		+++	+	++	++	
MC1.6 City Union Line	++	++	+++	+++		+++	++	++	+++	
MC1.7 New Station on Argyle Line	++	++	++	+++		++	+	0	++	

## (Y)our Great streets & Spaces

MC2.1 The High Street	+++	+++	++	+++		++	++	++	+++	
MC2.2 Glasgow Cross	++	+++	++	+++		++	++	+	++	
MC2.3 Great East End Gateways	++	+++	++	+++		++	++	+	+++	
MC2.4 Greening Merchant City	++	++	++	++		++	++	+++	+++	
MC2.5 Biophilic Corridors	++	++	+++	+++		+++	++	+++	+++	
MC2.6 Clyde River Park	++	++	+++	+++		+++	++	+++	+++	
MC2.7 Saltmarket and St. Andrew's in the Square	++	+++	++	+++		++	++	+	+++	

## (Y)our Thriving Merchant City

MC3.1 Creative City Centre Clusters	+++	+++	++	++		+	+	+	++	
MC3.2 Merchant City Heritage	++	+++	+++	++		++	++	++	+++	
MC3.3 City Centre Living	++	+++	++	++		+++	++	+	+++	
MC3.4 20 Min Merchant City	++	+++	++	++		++	+	++	+++	
MC3.5 Climate Neutral City Innovation District	+++	+++	++	+++		+++	+++	+++	++	

## Transforming (Y)our Merchant City

MC4.1 Community Council	++	+++	+	++		++	+	++	+++	
MC4.2 Caring City Centre	0	+	+++	0		0	0	0	+++	
MC4.3 Circular Merchant City	+++	++	++	++		+++	+++	++	+++	
MC4.4 Merchant City Events	++	+++	++	+		+	+	+	+++	

# Future Merchant City's Vision

## 0 Strategic projects as drivers for change (refer to Strategy Document)

- SP0.1 Great Streets and Spaces as Strategic connections
- SP0.2 Restored High Street
- SP0.3 River Park

## 1 (Y)our Well Connected Merchant City

### Enhanced infrastructure and mobility

- MC1.1 Candleriggs & East End Connections
- MC1.2 High Street Station Upgrade
- MC1.3 (S)low Traffic Neighbourhoods
- MC1.4 Enhanced Bus Routing
- MC1.5 Active Travel Networks
- MC1.6 City Union Line
- MC1.7 New Station on Argyle Line

## 2 (Y)our Great Spaces + Streets

### Network of public and natural spaces

- MC2.1 The High Street
- MC2.2 Glasgow Cross
- MC2.3 Great East End Gateways
- MC2.4 Greening Merchant City
- MC2.5 Biophillic Corridors
- MC2.6 River Park
- MC2.7 Saltmarket and St. Andrew's in the Square

## 3 (Y)our Thriving Merchant City

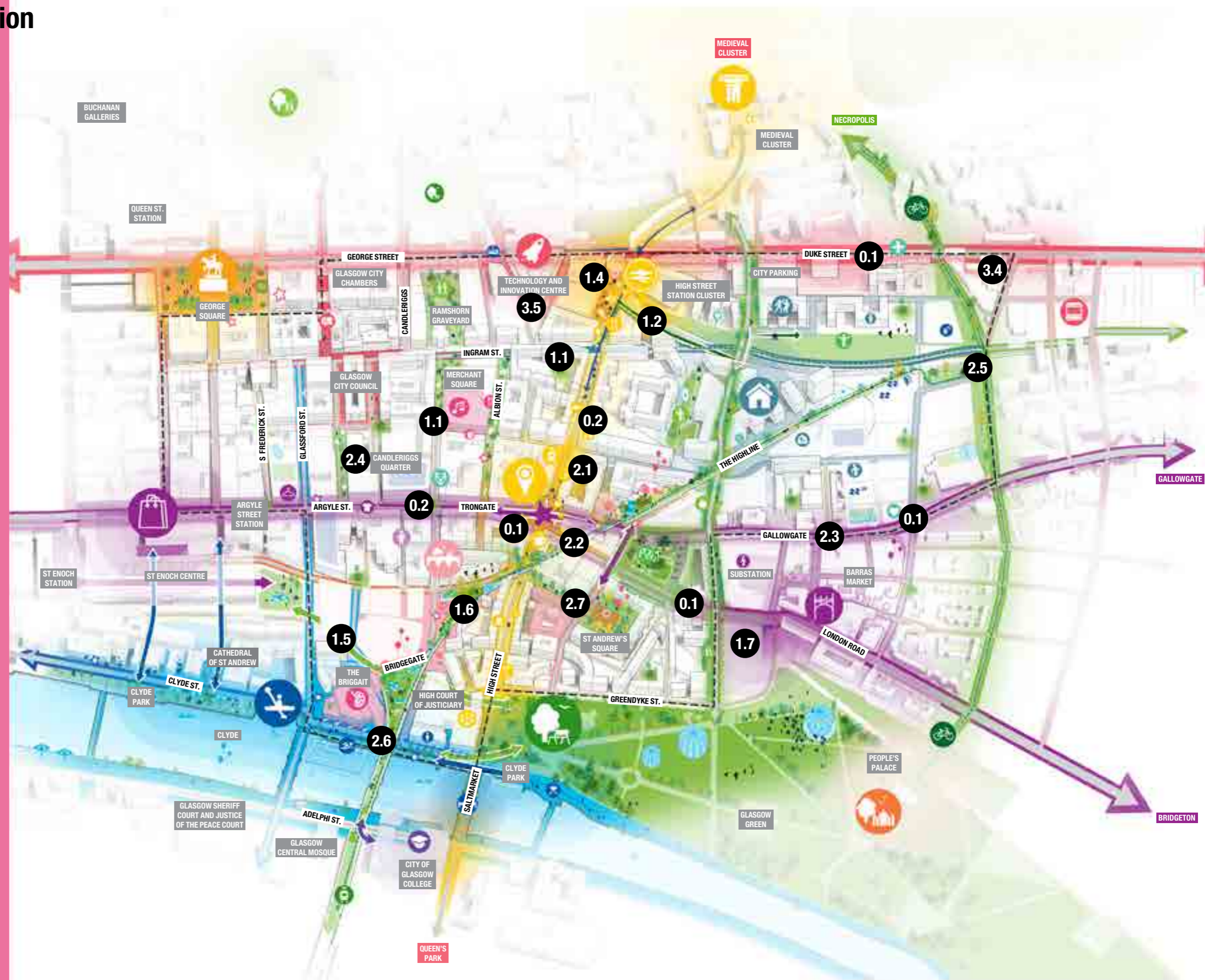
### Intensified programme

- MC3.1 Creative City Centre Clusters
- MC3.2 Merchant City Heritage
- MC3.3 City Centre Living
- MC3.4 20-Minute Merchant City
- MC3.5 Climate Neutral City Innovation District

## 4 Transforming (Y)our Merchant City

### Structure of public amenities

- MC4.1 Community Council
- MC4.2 Caring City Centre
- MC4.3 Circular Merchant City
- MC4.4 Merchant City Event



MC1.3, MC3.1, MC3.2, MC3.3 and MC4 series are District-wide and therefore not annotated on Framework Plan opposite.

# (Y)our Next Steps

How to get started? What are the priorities? Where to focus early efforts?

The ambitions and extent of the Projects outlined in the Framework and Action Plan, in Chapter 2, in Chapter 3, can be daunting. So it is important to identify some early actions and tasks that can make a start, however modest, and start to build momentum and make progress towards the longer term vision.

Many of the priorities are well known and were suggested by local people during the engagement conversations and co-design workshops. So, let's start to work together, and actively start to make Merchant City even better, starting now.

# Quick wins

Projects that benefit the community in the short term

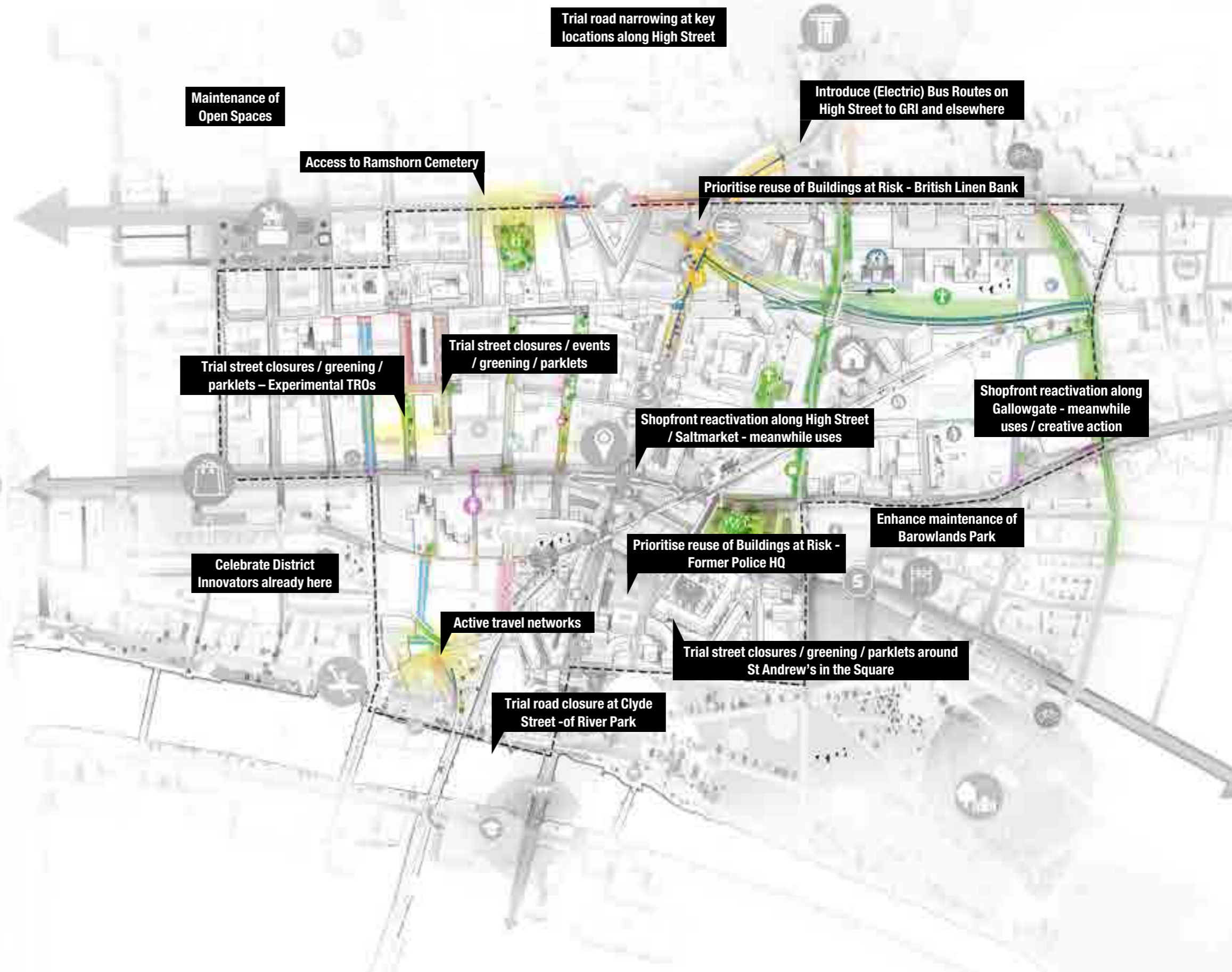
## Next Steps

This Chapter should be read in conjunction with the Next Steps Chapter in the accompanying NE District Combined Regeneration Handbook.

## Getting the Local Basics Right

In response to feedback from the local community and issues observed during fieldwork the following points are highlighted;

- Keep all public space clean and well maintained
- Ensure disabled / accessibility to all parts of the NE Districts – retaining on-street parking for those less able, removing barriers to access (e.g. poorly maintained paths, ponding etc.)
- Ensure walking, wheeling and cycle paths are barrier-free, well maintained, properly lit and continuous with places to stop and rest
- Remove unnecessary clutter in public space to achieve a tidier, obstruction-free and more welcoming appearance
- Confirm maintenance responsibilities with partners and publish these so communities can engage in stewardship of their local areas
- Enhance maintenance and planting of all green spaces
- Empower community groups to take on community open spaces where there is surplus space and declared interest (e.g. community growing spaces)
- Audit proximity to facilities, amenities and services with respect to achieving 20 minute neighbourhood accessibility and a walkable District,
- Agree resident parking regime (a baseline – perhaps permit based) and strictly enforce new regime
- Provide convenient community / resident recycling and resident bike stores across the NE City Centre Districts
- Prioritise new bus routing / enhanced services through the District serving key public destinations (healthcare, education, culture) and rail / subway interchanges
- Prioritise finding new uses for on 'buildings at risk' registers,
- Apply a 'can do' / presumptive yes approach to adapting existing under-occupied buildings and spaces to ensure we can retrofit the District
- Future-proof the District by upgrading thermal performance of existing buildings (prioritising housing stock), decarbonising energy sources and integrating sustainable infrastructure in to future urban / public realm projects (e.g. surface water management, district heating and superfast broadband).







**Client:**  
Glasgow City Council

**Team:**

Austin-Smith: Lord  
Studio for New Realities  
Urban Movement

Lead Consultant, Local Urban Design, Project Management, Community + Stakeholder Engagement  
Urban Design Lead; Programmatic Strategy Lead, Urbanism  
Urban Mobility, Transport Strategy, Active Travel Strategy

WAVEparticle  
Stantec (PBA)  
Ryden  
Useful Projects  
Space Syntax  
Civic Engineers

Creative Community Engagement; Urban Arts / Culture Advisors  
Economics Consultants  
Property Market Advice  
Urban Sustainability  
Urban Mobility Advisors; Spatial Data Analysis  
Sustainable Engineering

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