The Glasgow & the Clyde Valley Strategic Development Plan

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• Introduction
• The Road to ‘Re-positioning’ – a short review
• ‘Drivers’ of Change and Opportunities
• The Metropolitan Development Strategy
• The ‘Clyde Corridor’ Flagship Initiatives
• ‘A Work in Progress’
• Conclusions
Repositioning Metropolitan Glasgow

The Strategic Development Plan Authority

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Formerly

The Glasgow & Clyde Valley Structure Plan Joint Committee
Introduction

Repositioning Metropolitan Glasgow

South Lanarkshire (305,000)
North Lanarkshire (323,500)
Inverclyde (88,500)
Renfrewshire (176,500)
East Renfrewshire (87,500)

West Dunbartonshire (96,000)
East Dunbartonshire (110,000)

Glasgow City (604,000)
North Lanarkshire (323,500)
South Lanarkshire (305,000)
Basic GCVSDPA Statistics

- eight Local Authorities - Area – 3,385 sq. km
- population - 1.75 million/Households – 780,000
- employment – 902,000 (418,000 Glasgow City; 64,000 new since 2001)
- ten-year Growth Rate – 2.0% p.a. Five-year – 3.5% p.a.
- 35% Scotland’s population/35% Scotland’s economy (GVA)
- GDP – 60 billion euro (27 billion City)
- economic structure –
  - ‘new economy’ – 80% (services, public sector, IT)
  - ‘old economy’ – 20% (traditional manufacturing & high value production)
The Road to ‘Repositioning’
Economic Growth
Expansion Strategy

World Recession & Consolidation

Urban Renewal

Economic Restructuring
Restructuring the Metropolitan area

1940's
Bruce Plan 1945 & Clyde Valley Plan 1949

1950's
Economic Growth ‘Overspill’ - New Towns Strategy

1960's
Economic Growth Expansion Strategy

1970's
World Recession A stop on Expansion!

1980's
Economic Recession & Consolidation Urban Renewal

1990's
Economic Restructuring

2000's

The GCV Plan 2000 & 2006
Economic Growth Repositioning City-region

West Central Scotland Plan 1974

Bruce Plan 1945 & Clyde Valley Plan 1949

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West Central Scotland Plan 1974
‘Drivers’ of Change and Opportunities

The context for strategic change
• structural economic change 1970s - 90s
• rise of China, India, Brazil ……
• globalisation 1990s – the new arena
• metropolitan areas as economic ‘engines’
• the rise of the ‘service’ & ‘knowledge’ economies
• the scramble for skilled labour
• the search for new ‘Identities’
Employment Structure 1995 - 2005

-100% -75% -50% -25% 0% 25% 50% 75% 100%

% change in employment, 1995-2005

INDUSTRIAL SPECIALISATION AND EMPLOYMENT CHANGE IN GLASGOW & THE CLYDE VALLEY

between 1950 & 2001 - 177,000 jobs lost in Glasgow

159,300 (90%) were in manufacturing

currently only 7% of regional employment is in manufacturing

Repositioning Metropolitan Glasgow

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Repositioning Metropolitan Glasgow

Benchmarking Metro Glasgow
Traditional Industry’s contribution to GDP growth, 2000-2006

Source: BAK International Benchmarking Database 2007

www.bakbasel.com
Repositioning Metropolitan Glasgow

Benchmarking Metro Glasgow
Urban Sector’s contribution to GDP growth, 2000-2006

Source: BAK International Benchmarking Database 2007
Repositioning Metropolitan Glasgow

Benchmarking Metro Glasgow
Political Sector's contribution to GDP growth, 2000-2006

Source: BAK International Benchmarking Database 2007
Repositioning Metropolitan Glasgow - Opportunities

• Land from shake-out of riparian industries
• re-connecting communities & the river
• build on metropolitan strengths
  – education
  – retail
  – environment & sustainability
  – quality of life
  – governance
• ‘necessity as the mother of invention’
Repositioning Metropolitan Glasgow - Opportunities

Glasgow and the Clyde Valley Structure Plan Area
Total Urban Vacant and Derelict Land (Ha)

Glasgow and the Clyde Valley Structure Plan Area
Changes in Urban Vacant and Derelict Land (Ha)
Repositioning Metropolitan Glasgow

The Metropolitan Development Strategy (MDS)
- a spatial response to change
Evolving the River Corridor Concept

Distribution of Vacant & Derelict Land, 2007

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MDS Key Components

- The ‘Clyde Corridor’
  - Clyde Waterfront
  - City Centre
  - Clyde Gateway
  - Ravenscraig
- The Glasgow & Clyde Valley Green Network
- Growth Corridors & Community Growth Areas
The Clyde Corridor Development ‘Engines’

Riverside Inverclyde

Clyde Waterfront

City Centre

Clyde Gateway

Ravenscraig
Repositioning Metropolitan Glasgow

Glasgow Centre for Population & Health

Health Boards

Health

Exercise

Environment

Biodiversity

Place creation

GCV Local Authorities (8)

Scottish Enterprise

Quality of Life

Economy

Housing

Communities Scotland

Scottish Enterprise

SNH

FCS

Glasgow Centre for Population & Health

Health Boards

Health

Exercise

Environment

Biodiversity

Place creation

GCV Local Authorities (8)
Restructuring Communities

Growing Existing Communities

New Neighbourhoods

Repositioning Metropolitan Glasgow

Managing Sustainable Metropolitan Growth

Red circle: Restructuring Communities
Green circle: ‘Growing’ Existing Communities
Blue circle: ‘New’ Neighbourhoods
The ‘Clyde Corridor’ and its Flagship Initiatives

The Development ‘Engines’ of the Strategy
The Clyde Corridor Development 'Engines'

Riverside Inverclyde

Clyde Waterfront
• thirty kilometres (35 km) riparian regeneration
• blend of clustered approach & mixed-use – core areas
• new transport modes - link residential, commercial, and leisure uses
• action to address riverbank and flooding issues
• £80 million public sector investment
• £1.5 billion private sector investment has planning approval or is on site

‘TRANSFORMATION’

www.clydewaterfront.com

Riverside Dining
Clyde Waterfront Initiative

- Digital Media Campus
- Riverfront Housing & Retail
- Exhibition, Trade-fair & Entertainment
- New Transport Museum
- Riverfront Housing & Retail
- International Financial Services District (IFSD)
Clyde Waterfront – Digital Media & Exhibition Campus

a – Pacific Quay
b – Arena (artist’s image)
c – BBC Scotland HQ
d – Wing Tower
e – The ‘Arc’ bridge access
Clyde Waterfront – Venues & Tourism

Transport Museum – Hadid - artist image

SECC – the ‘Armadillo’

‘Clydebuilt’ Museum
Renfrew

River Festival
The Clyde Corridor Development 'Engines'

Clyde Gateway

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Clyde Gateway Initiative – ‘The River runs through it’

- largest urban regeneration project in Scotland (over 800 hectares)
- completion of M74, construction of East End Regeneration route & extended transit to unlock derelict land for mixed development
- new National Indoor Sports Arena and Velodrome
- unlocking access to the river; linear ‘green’ space
- MGSDP (metropolitan Glasgow strategic drainage partnership) unlocking water/sewerage constraints
- MGSDP – Green Network ‘soft engineering’ & multiple agendas
- international events as development ‘drivers’ (cf. the Games model)
Clyde Gateway – Creating Quality New Mixed Development

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Clyde Gateway – The Commonwealth Games 2014

Hampden park

National Indoor Arena & Velodrome

Kelvin Hall

Parkhead
The Clyde Corridor Development ‘Engines’

City Centre

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City Centre – the Metropolitan Heart

- commercial core c. 100,000 jobs
- top 3 UK retail location
- public Realm Investment
- city centre 5 year action plan
- merchant city 5 year action plan
- townscape heritage initiative – recycling buildings
- city lighting strategy
- tourism action plan & events programme
City Centre – the Metropolitan Heart

- Hotel Accommodation
- Jumeirah 6* hotel
- City Science Park – Artist’s image
- Merchant City Renewal
- Office Construction
City Centre – the Metropolitan Heart

High Quality Retail

Museum of Modern Art

Former Sheriff Court Conversion

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New Identities

• European City of Culture 1990
• UK City of Architecture and Design 1999
• European Capital of Sport 2003
• UNESCO City of Music 2008
A Work in Progress

Delivery Vehicles, Time-scales, Supporting Infrastructure and Strategy Management
• Urban Regeneration Companies
  • Clyde Gateway Flagship Initiative
  • Riverside Inverclyde
  • Clyde ‘Rebuilt’

• Partnerships
  • Clyde Waterfront Flagship Initiative
    – (with embedded URC Clyde ‘Rebuilt’)  
  • Glasgow & Clyde Valley Green Network
  • Glasgow Metropolitan Strategic Drainage Plan
• generational change – re-structuring to re-positioning
• horizon-scanning to ‘futures’ & risk analysis
• minimum 20 years horizon
• lead-in times
  – infrastructure
  – development
• ‘rolling 5 years’ review
• Over £6 billion invested in development/property to date
• 2011 – the G&CV Strategic Development Plan – next stage
Metropolitan Transport – the Headlines

- largest UK suburban rail network outside London
- international Airport (City Centre 20 min. rail or road)
- peak hour PT share of 66% to 69%
- separate rail systems – south & west/north & east
- central area subway – nearing capacity
- bus Deregulation – PT modes in competition
- radial systems – the inheritance of central city
- sustainable transport – the strategic challenge
- growing car ownership & usage
Repositioning Metropolitan Glasgow – Transport

Proposed Clyde Waterfront Fastlink – Artist’s Impression

Hammersby, Stockholm – best practice?
• under-investment!
• resultant quality & capacity issues
• ‘MGSDP’ – metropolitan glasgow strategic drainage plan
• sustainable approaches – ‘soft engineering’ solutions
• ‘Green Network’ link-up
Strategy Management – Climate Change

• 80/50 target – now to be law in Scotland
• Metropolitan strategies – a key tool
• Sustainability – the current MDS frame
• GRIP – a tool for joined-up governance
• transport de-regulation
• strategic & local transport systems compromising capacity
• TOD, POD and GOD – ‘the quality of life’ trio, but
  - without the transit!
  - without the integration!
• central government transport investment control
• economic downturns & sensitivity of the metropolitan economy, esp. productivity growth
• migration & demographics
• climate change – a challenge to governance!
Conclusions
• economic change – the key ‘driver’
• sustainable development – the key ‘opportunity’
• a new identity & confidence in the post-industrial era
• quality of life & a metropolitan economy
• the river Clyde corridor – the central ‘engine’
• a work-in-progress – ‘think long’
• supporting transport infrastructure – the key ‘risk’
• managing the Strategy – 2011 SDP
• five years in – we’re on track.....
“Not only is a stay in Glasgow a highlight of any trip to Scotland, it’s essential. Combining urban mayhem, black humour and, most of all, a delicious sense of fun, this city will entice you to linger... if you don’t have fun in this city, we’d suggest therapy.”
Lonely Planet Guide 2006
end

www.gcvcore.gov.uk or www.gcvsdpa.gov.uk