



Metropolitan Glasgow & Clyde Valley

# 'Property-led Urban Development' - the Metropolitan Experience of Glasgow, Scotland, UK

'Zukunft Metropole' series  
Vienna, December 15, 2008

Dr. Grahame Buchan, GCVSDPA



glasgow clyde valley sdpa  
[www.gcvsdpa.gov.uk](http://www.gcvsdpa.gov.uk)

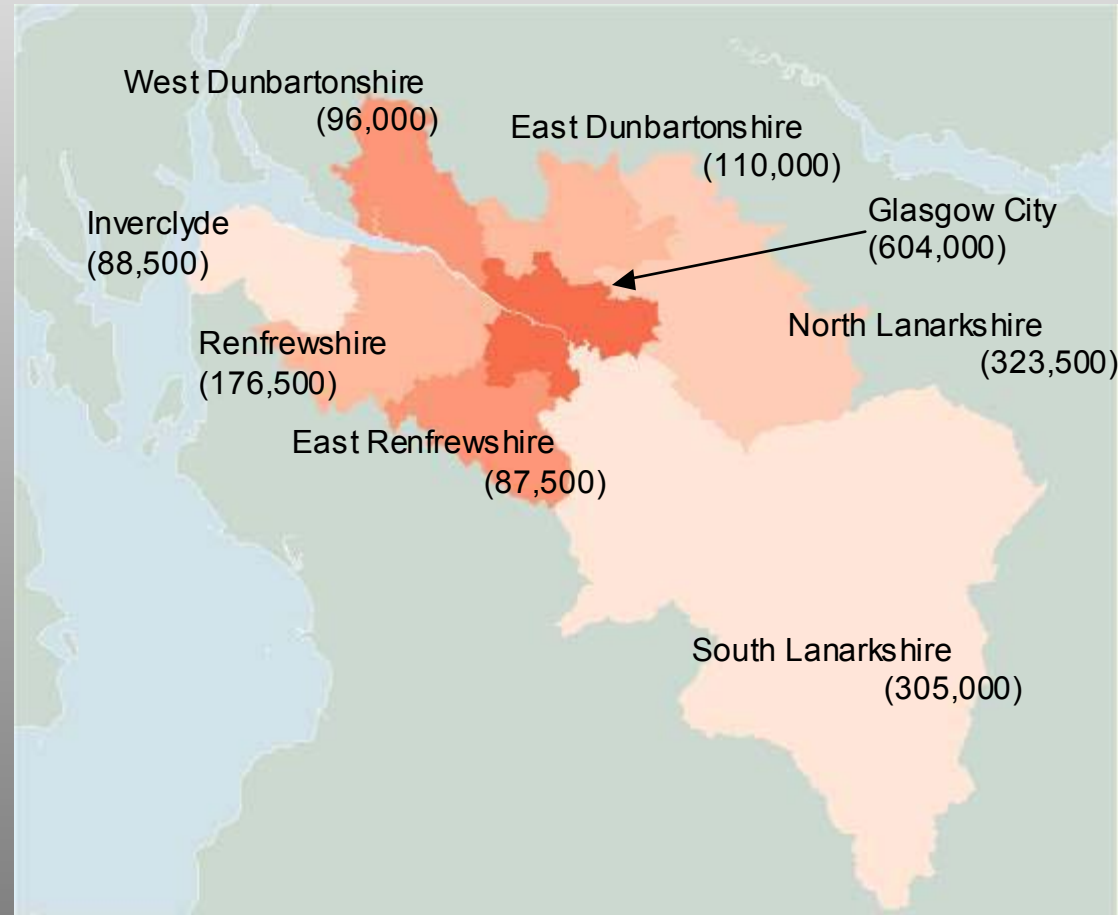


# Metropolitan Glasgow & Clyde Valley

## Metropolitan Glasgow

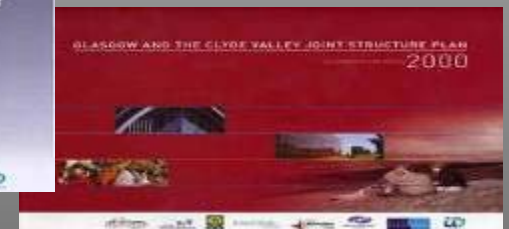


- Population – 1.75 million
- Jobs - 902,000 (418,000 in the City)
- Ten-year Growth Rate – 2.0% p.a.
- Five-year Growth Rate – 3.5% p.a.
- GDP – 60 b. euro (27 billion City)



# The Strategic Development Plan

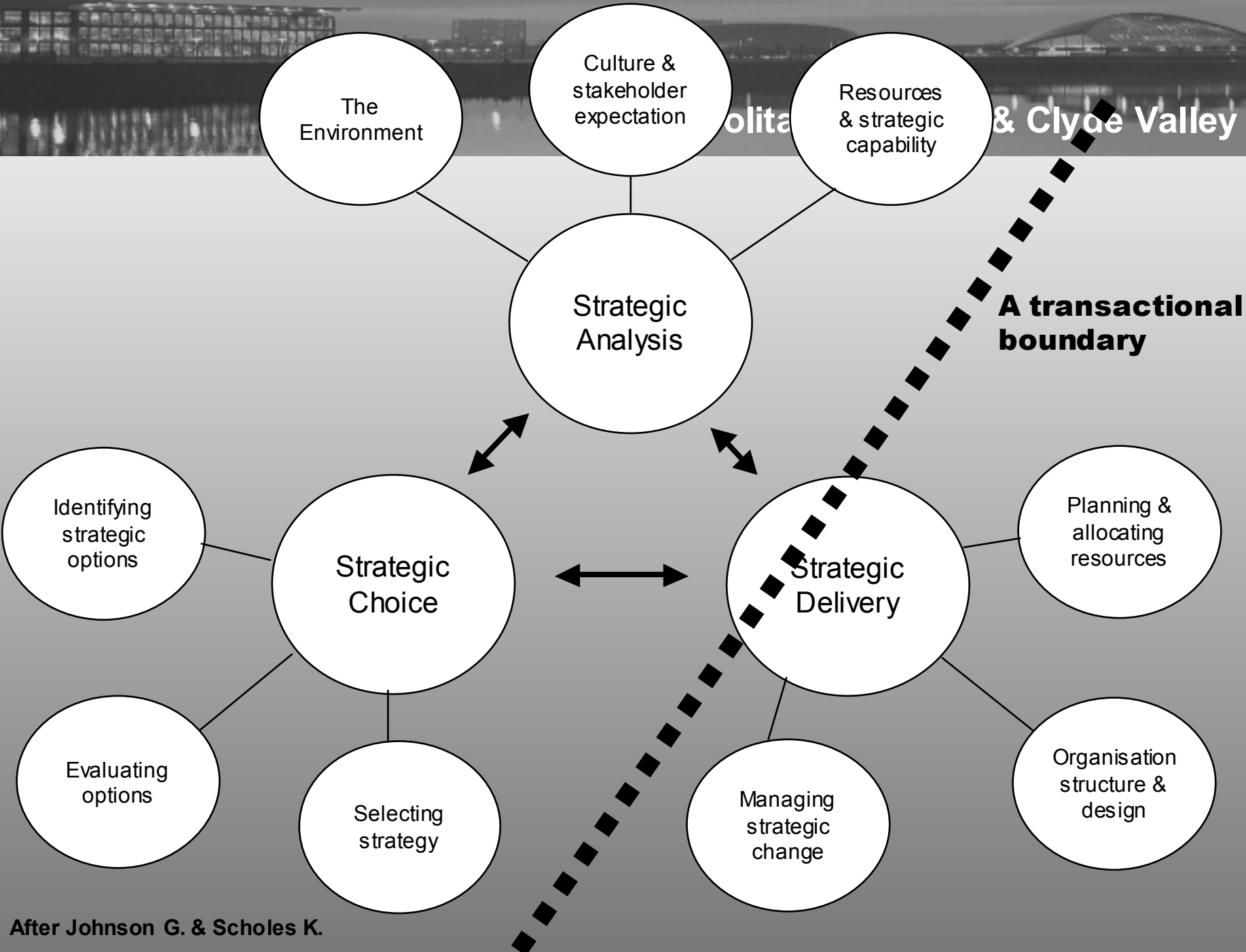
- Public policy document – approved by Scottish Ministers
- Long-term & Visionary
- Sustainable development form – the geography
- Integrating & reconciling sectoral perspectives
- Regeneration, renewal and re-cycling
- Market creation
- Reflecting EU, UK and Scottish Government obligations



## **Basic Operating Environment**

- **No power or authority beyond plan-making**
- **No capital budget**
- **Strategic capital lying with Government**
- **Municipalities – ‘pump-priming’ funds**
- **No legal powers to raise market funds**
- **De-regulation & competition**
- **Fragmentation of private sector**





## Public Sector

## Private Sector

### *The Paradigm 'Shift'*

### *A Shift in Risk*



- Strategic Development planning for city-regions
- Strategic infrastructure – with Central Government
- Limited social subsidised services

- The delivery 'arm' of development
- Private 'public companies' – strategic infrastructure e.g. drainage, rail
- Sub-strategic infrastructure – e.g. PPP, PFI, SFT
- Service provision – 'non-contractual' competitive market



## The Transactional Boundary

- ‘Signals’ – from public to private sectors
- ‘De facto’ principle of development
- Confidence and certainty
- ‘Pump-priming’ infrastructure
- Liaison
  - Briefings
  - Focus groups

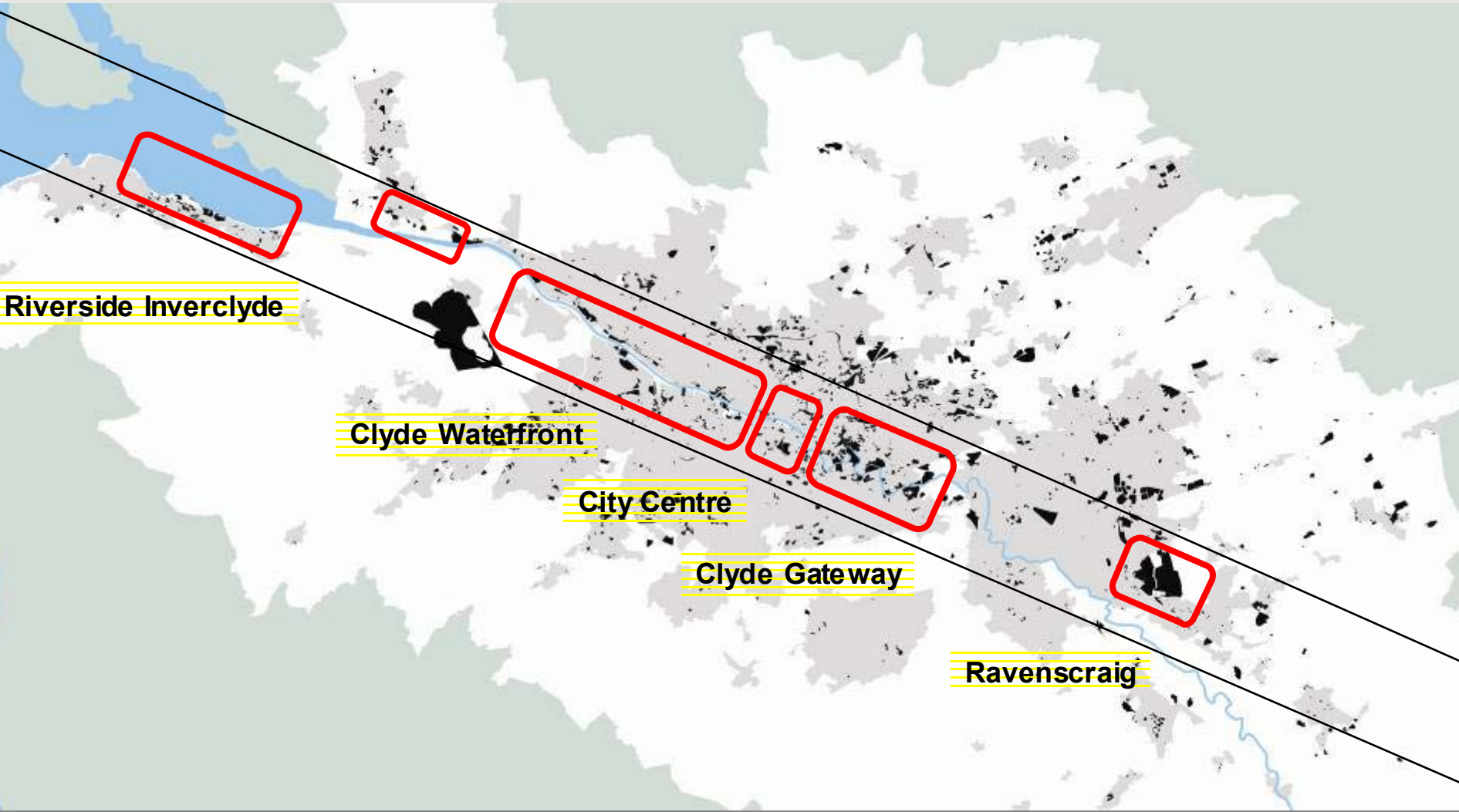


## **Advantages of Property-led Urban Development**

- **Momentum!**
- **Market creation**
- **Public spatial policy**
- **Critical mass build-up**
- **Image of place & self-belief**
- **Investor confidence!**
- **Private sector risk**



# The Clyde Corridor Development 'Engines'





# Clyde Waterfront Initiative

Riverfront  
Housing & Retail

Riverfront Housing  
& Retail

New Transport  
Museum

Exhibition,  
Trade-fair &  
Entertainment

Digital Media  
Campus

Riverfront  
Housing

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



c



d



e



# Clyde Waterfront – Riverfront Housing & Retail



**Renfrew riverside**



**Greenock, Inverclyde**



**Braehead Centre, Renfrew**



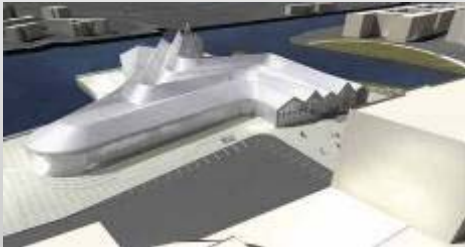
**Glasgow Harbour**



**Homes for the Future, Glasgow**



# Clyde Waterfront – Venues & Tourism



Transport Museum – Hadid -  
artist image

SECC – the ‘Armadillo’



River Festival

‘Clydebuilt’ Museum  
Renfrew





# City Centre – the Metropolitan Heart



**Hotel Accommodation**



**Jumeirah 6\* hotel  
Artist's image**



**Merchant  
City  
Renewal**



**City Science Park –  
Artist's image**



**Office Construction**



## New Identities

- European City of Culture 1990
- UK City of Architecture and Design 1999
- European Capital of Sport 2003
- UNESCO City of Music 2008

## **Disadvantages of Property-led Urban Development**

- Supporting infrastructure – investment delay or absence?
- Retro-fit of infrastructure (if at all!)
- Persistent development capacity constraints
- Locked-in' habits of travel modes – transport & carbon
- Question of sustainable future
- Communities without accessibility choices
- Communities deficient in social infrastructure
- Mortgaging the future – funding models



# Metropolitan Glasgow & Clyde Valley



**Hammersby,  
Stockholm –  
best practice?**



**Vienna  
– mass  
transit**



**Proposed Clyde  
Waterfront Fastlink –  
Artist's Impression**

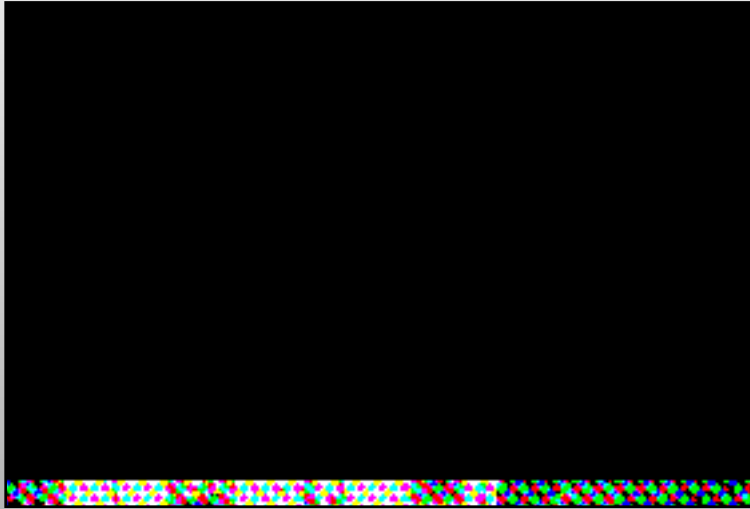


**Fixed-rail  
network**

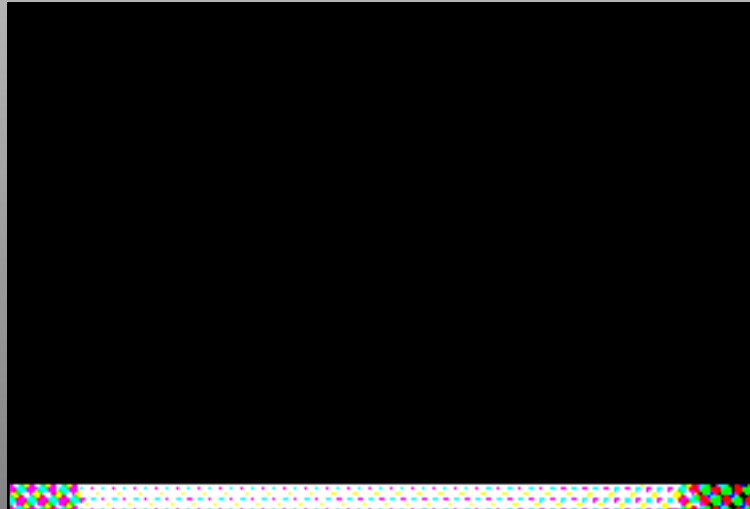




# Metropolitan Glasgow & Clyde Valley



Lack of capacity

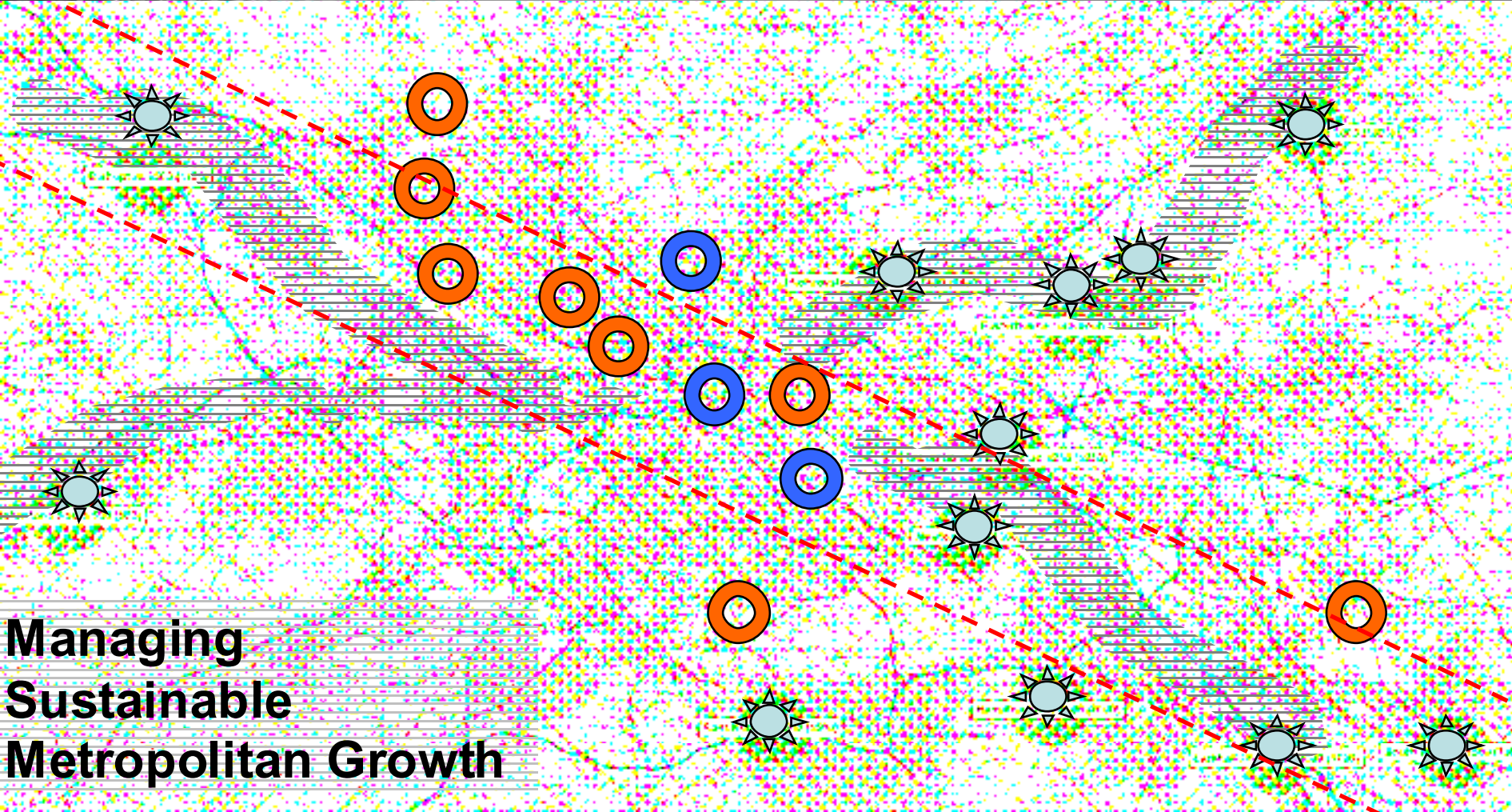


Bus 'wars'





# Metropolitan Glasgow & Clyde Valley



**Managing Sustainable Metropolitan Growth**

-  Restructuring Communities
-  'Growing' Existing Communities
-  'New' Neighbourhoods

# Metropolitan Glasgow & Clyde Valley

## The Consequence of an Unbalanced Approach??

Headline  
02/12/08

# Dilapidated transport system 'is costing Scottish economy billions'

Business leaders claim investment is suffering

STEWART PATERSON  
stewart.paterson@herald.scot.nhs.uk

SCOTLAND'S 'dilapidated' transport network is costing the economy billions of pounds a year, inhibiting investment and preventing expansion, according to a survey of business leaders.

The Scottish Chambers of Commerce has called on the Scottish Government to announce which major projects will get approval and for the UK Government to establish a high-speed rail link connecting Scotland with London.

The survey showed 70% of Scottish businesses claiming the UK transport network did not fully meet their needs.

Another 43% said it limited their ability to expand, and almost 70% said lack of quality transport infrastructure was inhibiting inward investment to Scotland.

The report carried out by the British Chambers of Commerce (BCC) argued the country's road and rail transport network was still built around its Victorian structures and needs a long-term strategy to bring it up to the required standard.

Across Britain it is estimated, by the chambers, that poor transport infrastructure costs business £23.2bn a year, biting individual businesses by £17,000 each in increased operating costs and lost man hours.

Eight out of 10 Scottish businesses said congestion on national trunk roads was a problem and almost nine out of 10 said traffic jams on regional roads affected trade, with the volume of traffic on motorways thought to be the main problem for 72% of firms.

Liz Cameron, chief executive of Scottish Chambers of



ON THE MOVE: Many Scottish businesses said road congestion was a problem, while the majority want a high-speed rail connection to major UK cities. Pictures: Eoin Means and Mark Giblin



Commerce, said: "This UK-wide survey helps to put in context the particular transport issues facing Scotland."  
"Over 70% of Scottish businesses believe that the current state of the country's transport infrastructure does not fully meet their business needs, with over half of firms reporting that road congestion is a significant problem."  
"Against this background, we are still awaiting the delayed publication of the

Scottish Government's Strategic Transport Projects review, and this cannot arrive too soon for our members' needs. The survey also reveals that the majority of Scottish busi-

nesses favour the creation of a new high-speed rail network linking Scotland with London and other major UK cities."  
"Rail transport is a growing necessity, for many Scottish businesses and high-speed rail would deliver over £7bn of economic benefits within Scotland. It is essential that government earmarks this as a transport priority."  
"The importance of air transport to Scotland is also underlined, with 56% of firms

stating that links to Heathrow Airport are important to their business."  
"This demonstrates the clear need for further investment at Heathrow to secure slots for Scotland to London air services."  
The survey found support from 72% of companies for road pricing if improvements were carried out first, and almost all, 95%, believed improvements took too long as a result of an over-bureaucratic planning and design system.

The BCC called for major projects to be brought forward, to help cope with the current economic downturn, and repeated calls for high-speed rail and a decision on a third runway at Heathrow.  
David Frost, director general of the BCC, said: "This survey highlights the need for a long-term strategy that is prepared to take drastic action to improve and upgrade

our dilapidated networks."  
"High-profile as the third runway and a railway must be, passengers and becoming more their journeys and more cost."  
"If the UK is to invest in its first-rate competitive with a

## Conclusions

- **Property-led urban development – the new paradigm in Scotland**
- **Private funds & risk securing public policy goals?**
- **Success - in part – image, confidence & momentum**
- **Failure - in part - inadequate physical & social infrastructure**
- **An unbalanced equation**
- **Long-term problems – non-sustainable**
  - ‘retro-fit’ solutions;
  - delayed investment;
  - public funds to secure private profit

