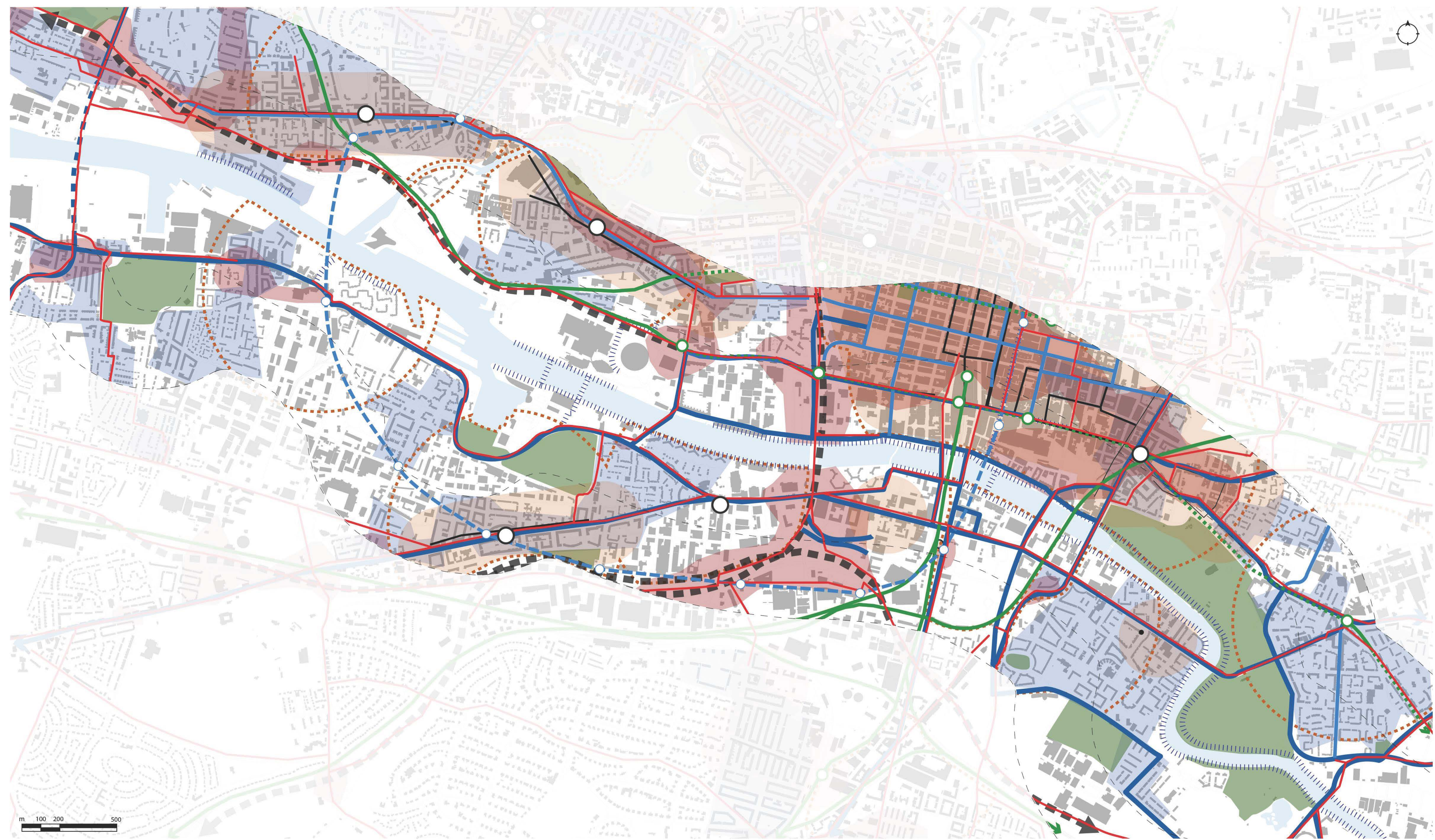


CURRENT CONCEPT PLAN



Population density (People per hectare)
 0-145 146-4600

High local closeness centrality
 High betweenness centrality
 Commercial street

Local node
 Global node

Global and local node
 Major green area

Non-urban
 Barrier

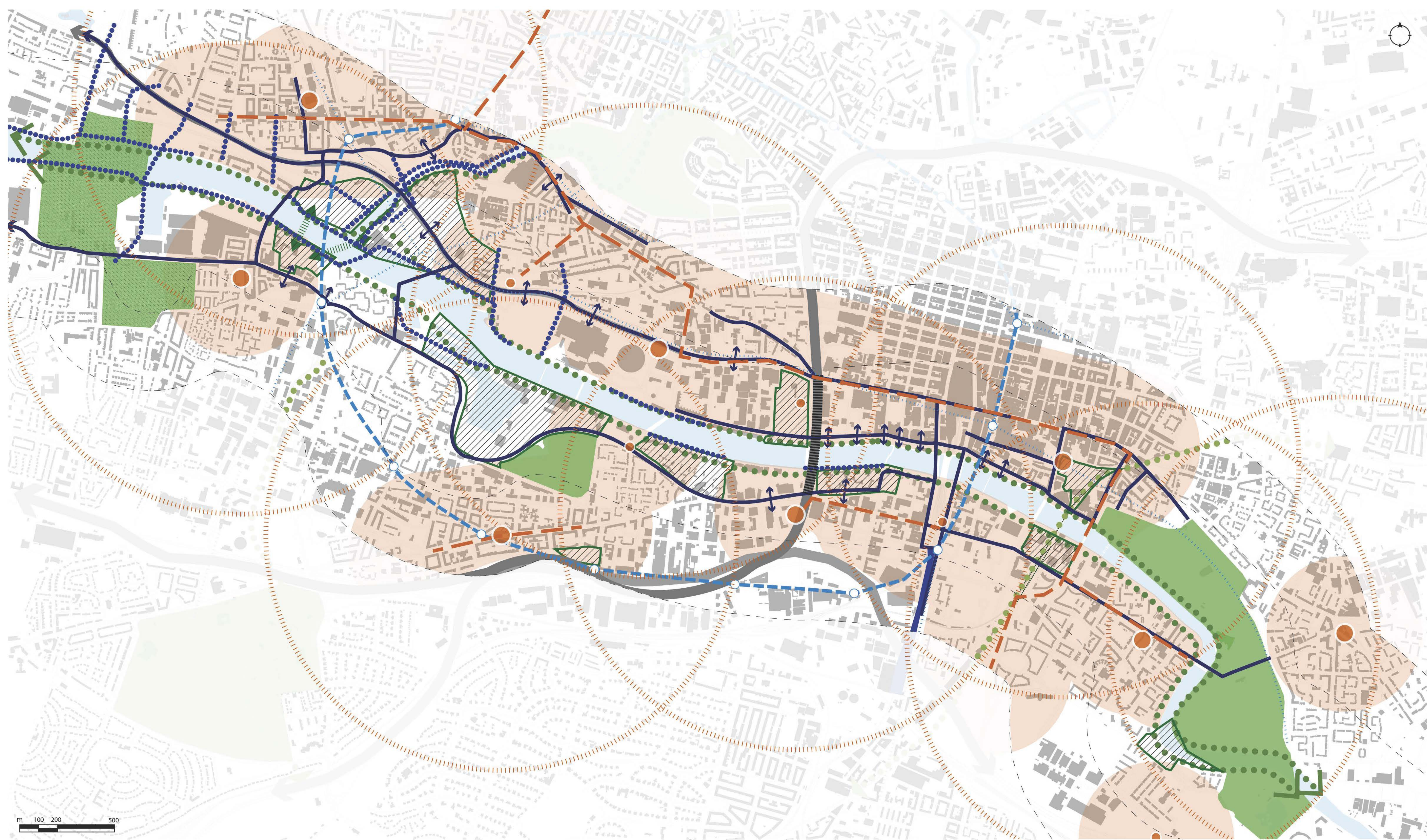
Vehicular
 Pedestrian

Railway
 Subway

Ground Level
 Underground

The current strategic plan identifies the current connections, services, population density, centrality and green network maps. The nodes in the plan are local, global or both. Local nodes have a catchment area of 400 metres in radius which establishes a neighbourhood, whilst the global nodes have a catchment area of 1200 metres in radius which indicates a district. Neighbourhoods are places where there are local shops in which people can buy every-day groceries, or 'corner restaurants' where the people in the area frequent. The districts are places which have larger grocery shops or many shops concentrated in one place. Ideally, the districts should be filled with neighbourhoods, and both the local and the global nodes should be well served by public transport which incorporates high centrality and density. The current concept plan shows which areas have higher potential for commercial activities due to a central position in the street network. It shows that there is a lack of overlap between nodes and density, and that the River Clyde is cut off from the city by barriers.

PROPOSED CONCEPT PLAN



Local node
 Global node
 Local node path

Local catchment area
 Global catchment area

Main stepping stone
 Potential main stepping stone

Potential new smaller stepping stones along the Clyde
 Main green corridor

Potential minor corridor (along dismissed railway tracks)
 Connections between elements of the network
 Linear green

New pedestrian way
 Increased pedestrian friendly

Subway
 Increased pedestrian friendly surroundings for example acoustic calming

The proposed concept plan highlights possibilities for the future, by applying the strategies that were extracted from the current maps. Components that were examined in the current concept plan are the same in the proposed concept plan. Main aims are make better connections between the communication infrastructure, nodes and the green network. The nodes have to communicate with other nodes and these in turn have to connect to the green network or bring the green into the connections. The result of the proposed concept plan are that there are large overlapping between the population density and the nodes in different strategic places. The street network is updated for a better pedestrian experience and the roads connect the river banks with each other. The green network is healed and is present throughout the city, which ultimately increases the quality and value of public space.

PHASES



Phase 1: 0-5 years
 The first phase tackles the areas that already have potential, but need to exploit it. Of importance is the roads along the Clyde and to transform the Expressway to a boulevard. Key factors for success are traffic calming and improvement of the public realm.



Phase 2: 6-15 years
 The second phase tackles the areas that have received higher connectivity through the actions in phase 1. The second phase focuses on areas that have a great strategic importance. Key factors for success are improvement of the public realm and to create mixed-use areas.



Phase 3: 16-30 years
 The third phase involves further development of areas from phase 1 and 2, and development of new areas that have received higher connectivity through the actions in phase 1 and 2. Key factors for success are improvement of the public realm and to create mixed-use areas.