



City Centre Transformation Plan

This consultation event forms part of the city Council's engagement on the City Centre Transformation Plan (CCTP).

The CCTP will replace the City Centre Transport Strategy 2014-2024.

The focus of the strategy reflects our four core strategic planning objectives that support:

- Successful & Vibrant City Centre
- Carbon Neutral City
- Liveable People-focused Urban Environments
- Accessible & Inclusive Place-making



“Glasgow City Centre Transformation Plan is an ambitious strategy to support change across the City Centre and that builds on Glasgow’s special qualities of place to create a more successful, vibrant, people-focused and liveable core to Scotland’s largest city and metropolitan area.”

Policy Framework

The CCTP builds on previous work & studies and is aligned with the National Transport Strategy and Glasgow Transport Strategy (GTS). Additional policy alignments include:-

- National Performance Framework
- Connectivity Commission
- Glasgow Transport Strategy (GTS)
- Climate Change Action Plan
- Glasgow City's Development Plan (LDP)
- Strategic Development Framework (SDF)
- City Centre Living Strategy 2035
- District Regeneration Frameworks (DRF's)

Public Engagement

A Public Conversation 2018

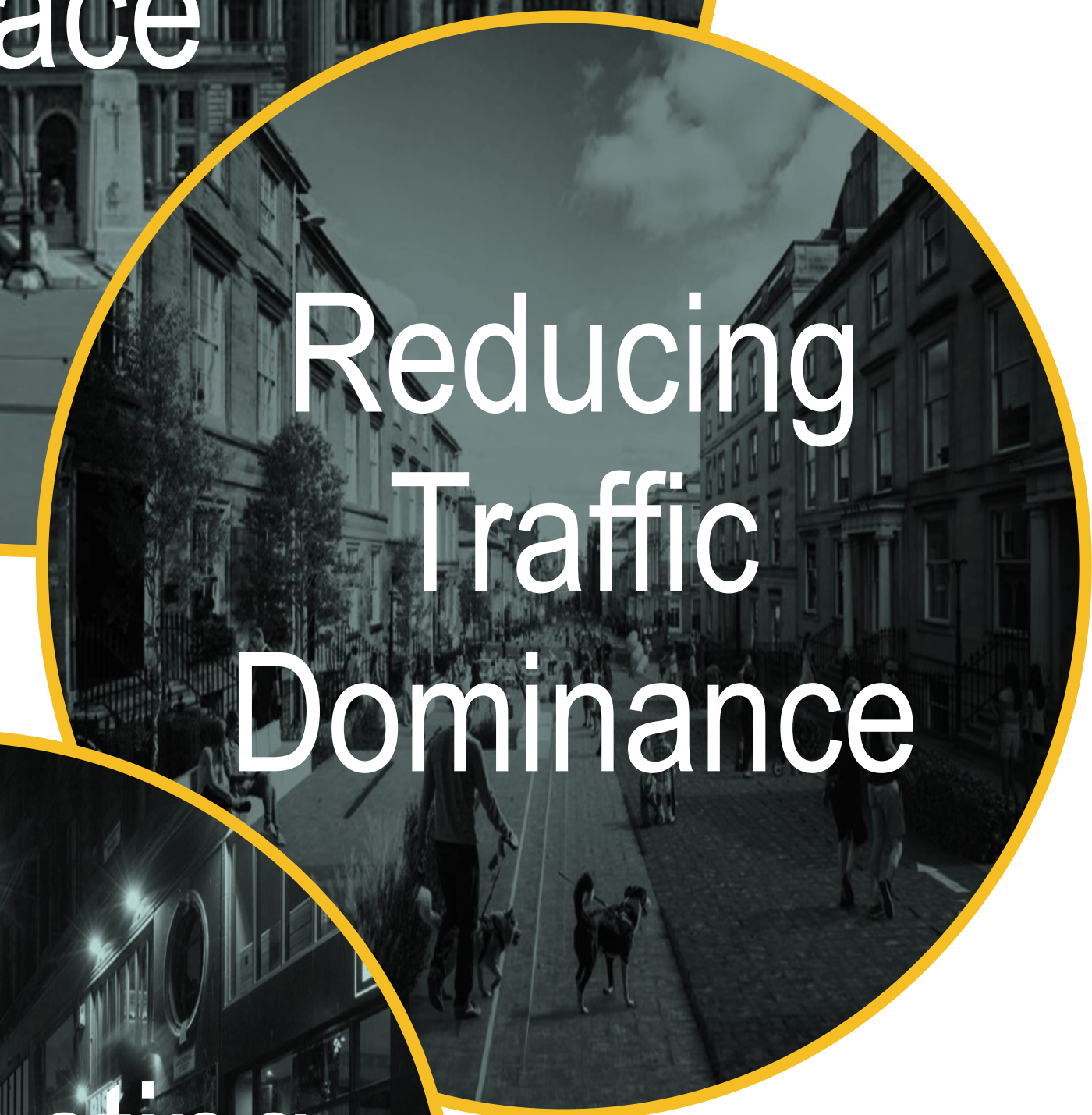


| ONLINE SURVEY RESPONSES | Support | Neutral | Do not support |
|---|-------------|------------|----------------|
| Roadspace re-allocated to Walking Wheeling & Public Transport | 81% 2342 | 11% 316 | 6% 185 |
| People and place are prioritised in the city centre | 77% 2243 | 13% 376 | 7% 194 |

| SURVEY RESPONSES | % of survey respondents | No. of survey respondents |
|--|-------------------------|---------------------------|
| More places to sit outside of cafes, bars and restaurants | 76% | 2194 |
| Wider pavement space (removing some on-street car parking) on busy streets | 67% | 1934 |
| Additional cycle lanes | 61% | 1760 |
| Wider spaces around rail stations and bus stops for pedestrians | 55% | 1596 |

Vision & Strategy

- **Reinforce the city centre's economic competitiveness;**
- **Support the doubling of the city centre population** by assisting in the provision of liveable and sustainable neighbourhoods that promote health, wellbeing and social cohesion;
- **Reconnect the city centre with surrounding communities and its riverside;**
- **Reduce traffic dominance and car dependency** and create a people friendly city centre, with improved public transport, that is healthier and cleaner;
- **Green the city centre and make it climate resilient** with a network of high-quality public spaces and green-blue infrastructure that caters for a variety of human and climatic needs.



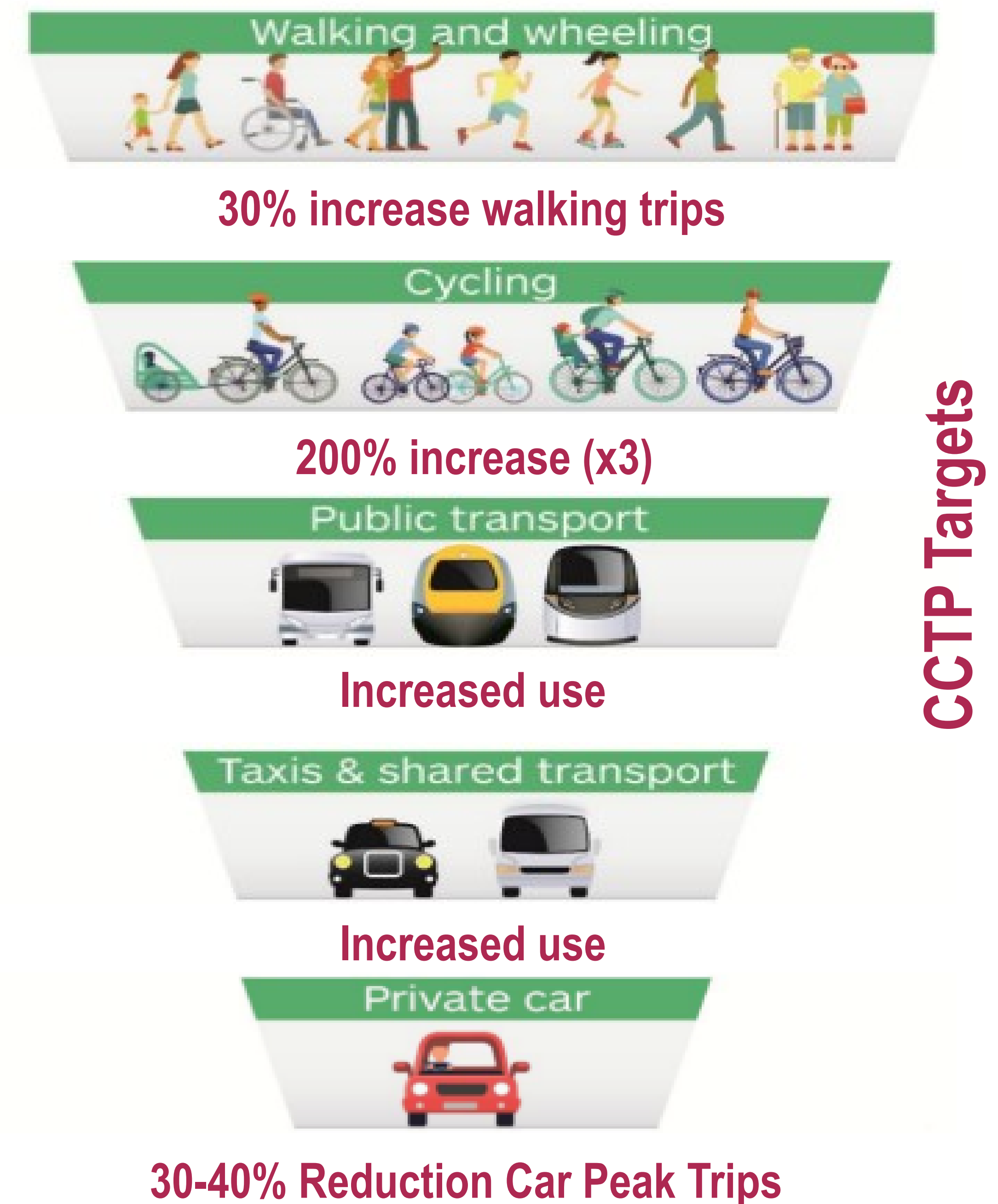
Key Aims

The key aims of the CCTP are as follows:

- Re-allocate road space for active travel and green infrastructure
- Deliver improved public transport and support/encourage a shift to more sustainable modes, particularly walking, cycling & F
- Improve access for the mobility impaired.
- Achieve a 30-40% reduction in peak-hour private car
- Deliver improvements for servicing (e.g. goods, deliv waste collection) to improve the vitality.
- Support a doubling of the City Centre's population by
- Support Glasgow's aim to be carbon neutral by 2030.

City Centre Targets for 2030

Prioritising Sustainable Transport



CCTP Targets

80% of trips by Sustainable Transport

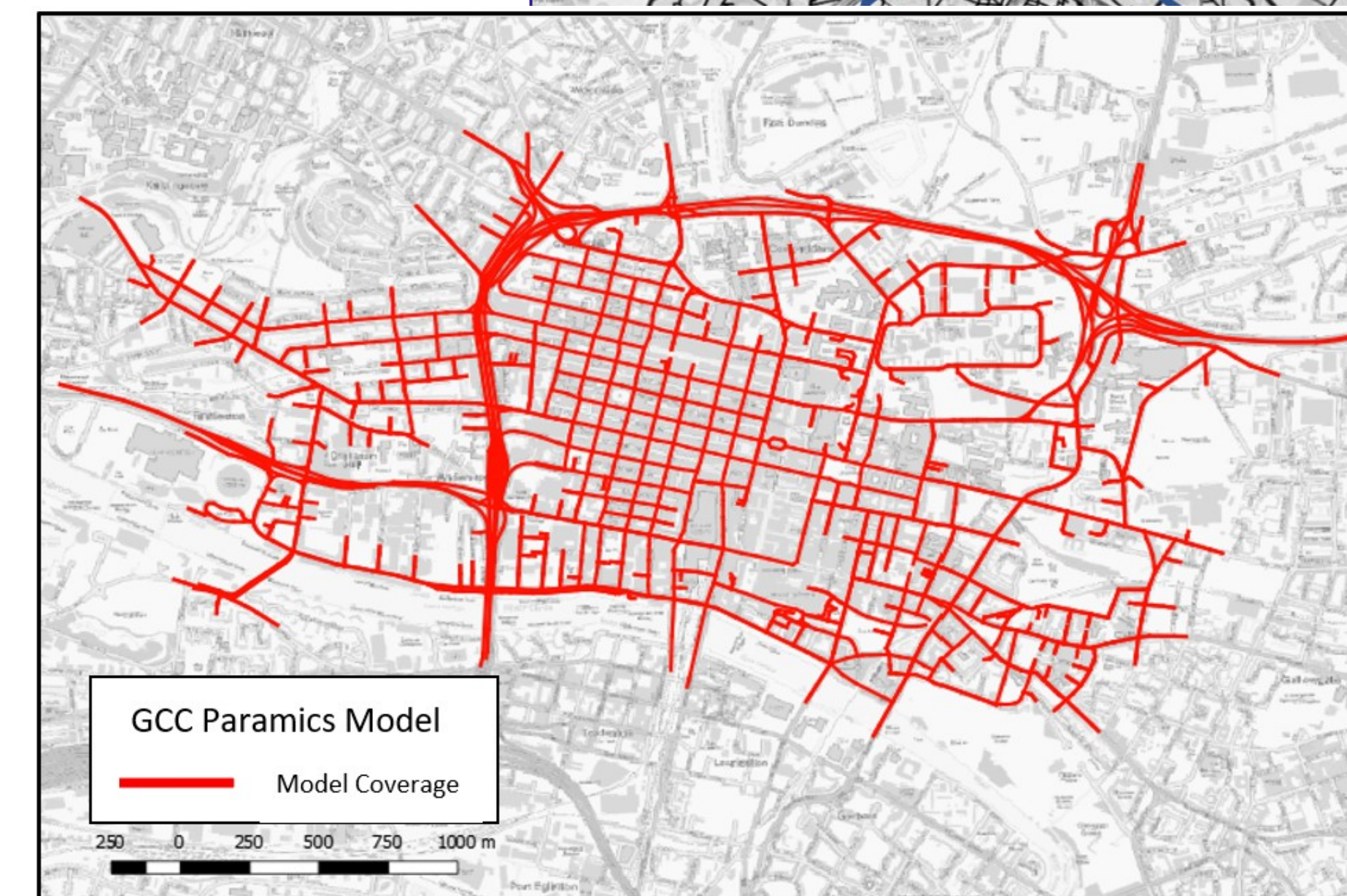
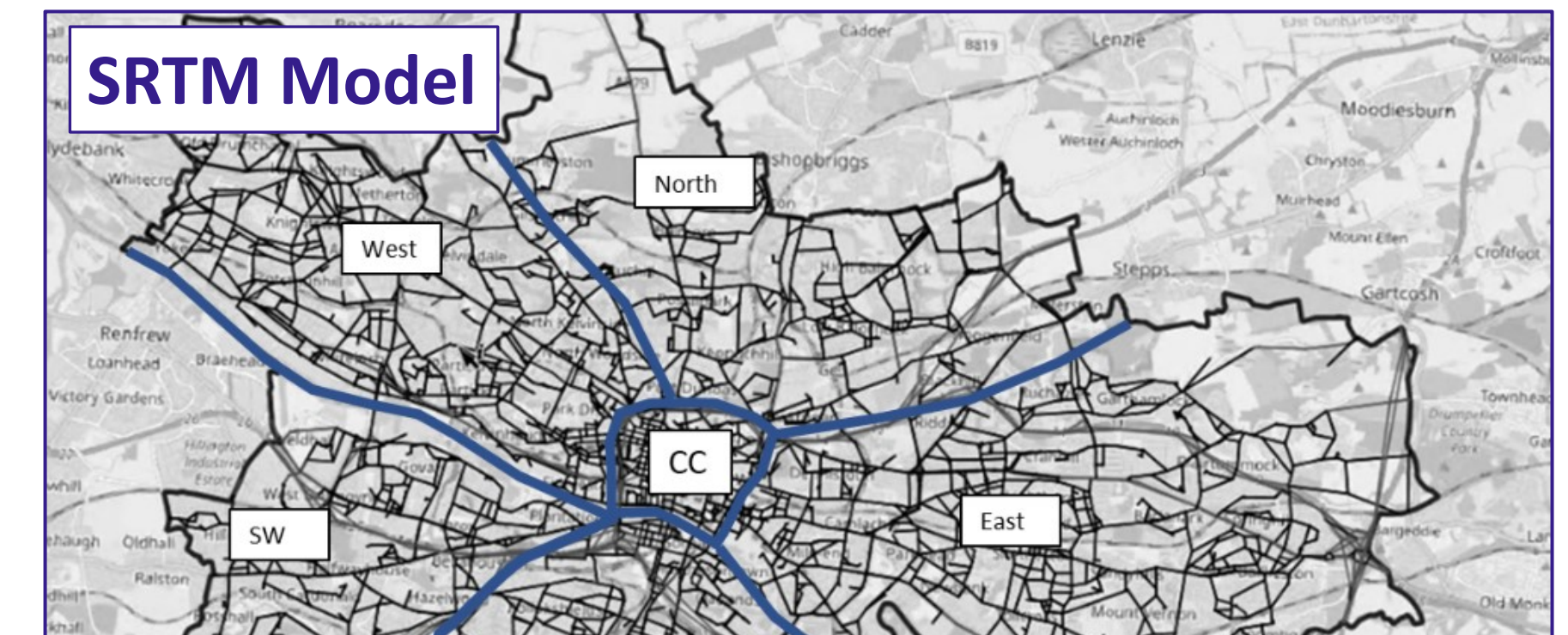
Transport Modelling

The process to develop the CCTP follows Transport Scotland's Strategic Transport Appraisal Guidance (STAG). This process includes considering how different options could address problems in the City Centre and meet the key aims of the Plan. Options were tested using a range of tools including:

The Strathclyde Regional Transport Model (SRTM) This strategic model provides a database and helps us understand the benefits and impacts of the plan at a strategic/city centre level.

Paramics Modelling

This microsimulation model which indicates how the transport network behaves in response to the plan at a street-by-street level.



Key Outcomes – The CCTP generates:-

- 23% reduction in car use in the city centre (relative to the No-CCTP scenario in 2027)
- 42% increase in active travel in the city centre (12-hr weekday)
- The modelling suggests a slight (1%) increase in daily PT use, relative to pre-Covid levels
- 12% increase active travel mode share of week-day city centre trips from 22% (pre-Covid) to 34%

Delivery Plan 2023-2033

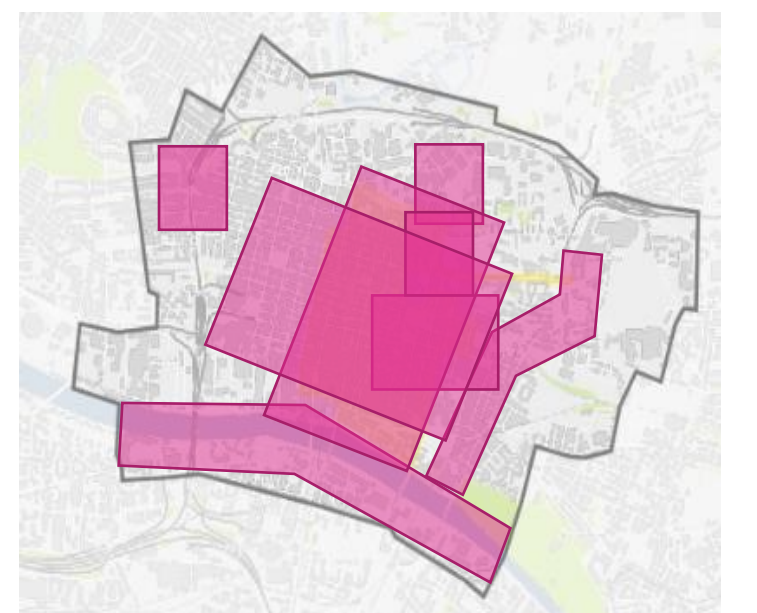
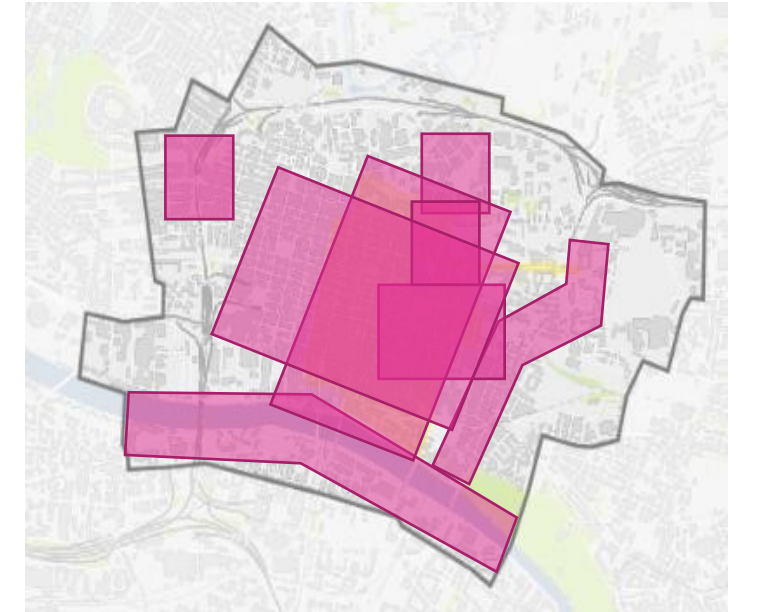
The CCTP provides a ten year strategy for transforming the city centre. It sits alongside the overarching Glasgow Transport Strategy, Liveable Neighbourhood Plan and the Active Travel Strategy to help guide decision-making for transportation in the city centre to 2033.

Quality streets and civic spaces are vital elements of the infrastructure of the city. They create a 'liveable environment' where people want to spend time, celebrate urban life, support local business and enjoy and feel safe in their space.

The strategy will be delivered across a number of themes, supported by specific projects that will act as catalysts for change.

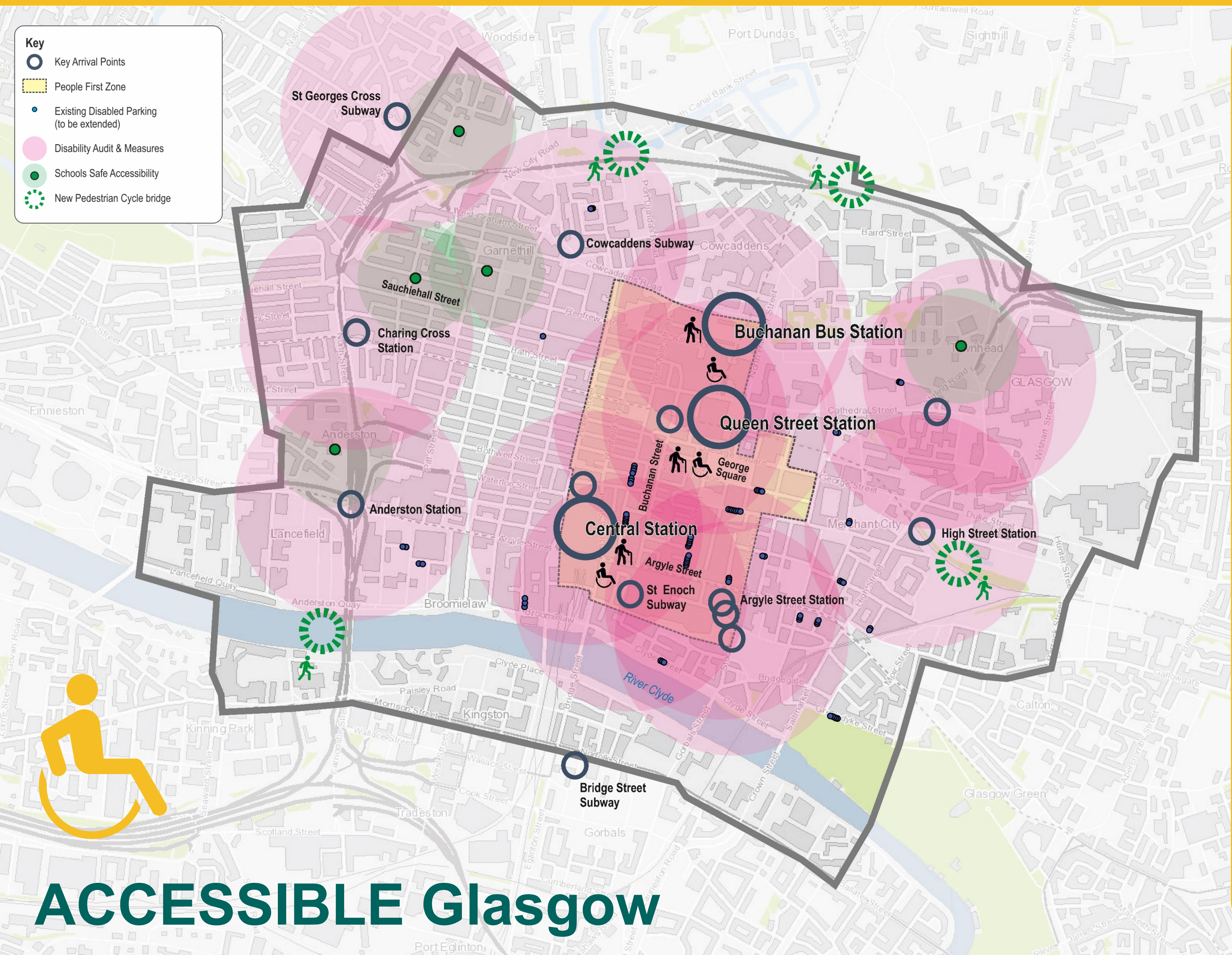
Themes:

- **Accessible Glasgow**
- **Walk Glasgow**
- **Cycle Glasgow**
- **Bus/Train/Subway/ Metro/Taxi**
- **Streets for Glasgow**
- **Servicing Glasgow**
- **Greener Glasgow**



Project Catalysts:

- **City Centre People First Zone**
- **Broomielaw & Clyde Waterfront**
- **George Square**
- **Buchanan Street Gateway**
- **High Street Corridor**
- **Mitchell Plaza & Charing Cross**
- **People Friendly Streets**
- **Avenues Existing & Proposed**



- ### Priority Actions
- A more inclusive environment that better meets resident and visitor needs and specifically secures access improvements for those with any form of mobility impairment.
 - Create a ‘People First’ city centre retaining access for the mobility impaired (car/other vehicles).
 - Undertake an accessibility audit of the city centre to capture issues.
 - Improve junctions / street crossing with raised footways and full disability pavement detailing.
 - Improve accessibility and quality of public realm at all primary transport interchanges.
 - Develop Mobility Hubs supporting transport interchange for all users.
 - Create more ‘Liveable Streets’ with reduced traffic levels, wider pavements & reduced street clutter.
 - Safety improvements addressing accident clusters/ access problems.
 - Improve safety and safe zones to Schools and Care facilities across City Centre.
 - Retain and support public toilets for mobility impaired at key Transport Interchanges.
 - Provide Tactile Paving and Tactile Cones to assist the visibly impaired at all controlled crossings.
 - Promote enforcement and ensure vehicles do not park or obstruct footways.
 - Ensure existing infrastructure is fully operational and maintained.
 - Work with Glasgow Bus Partnership and Strathclyde Partnership for Transport to enable bus / bus stop audio visual announcements.

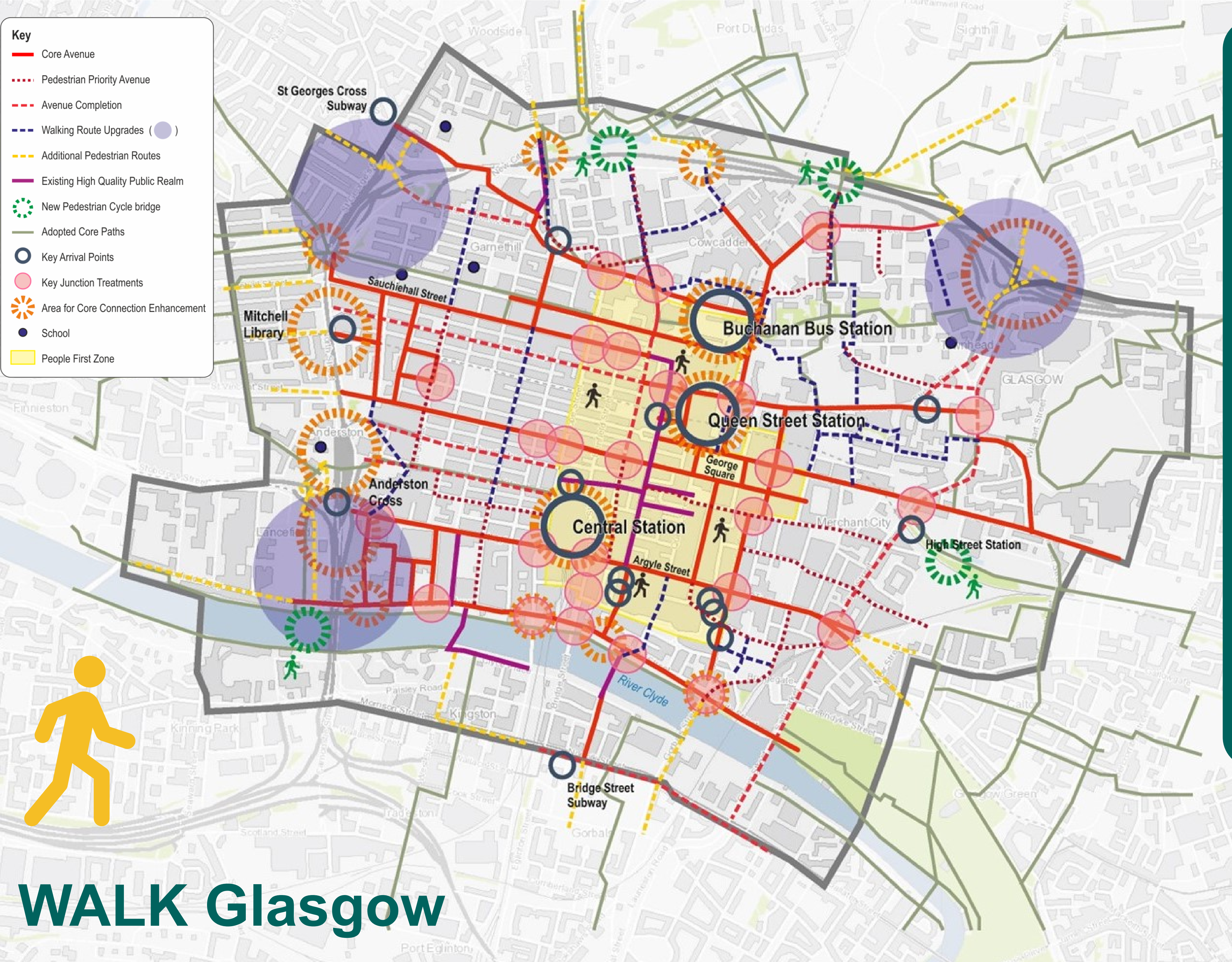


ACCESSIBLE Glasgow



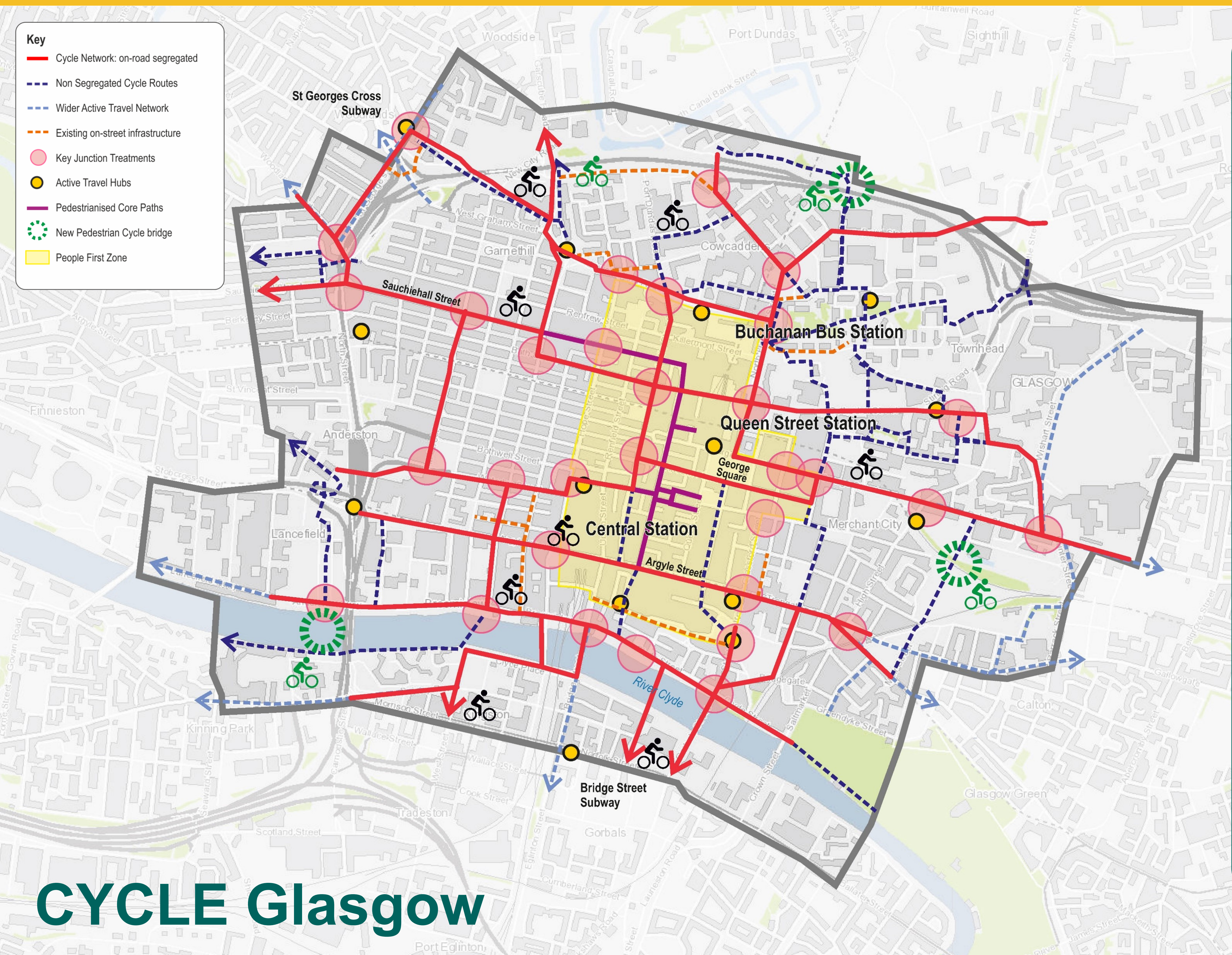
Key

- Core Avenue
- - - Pedestrian Priority Avenue
- - - Avenue Completion
- - - Walking Route Upgrades (●)
- - - Additional Pedestrian Routes
- Existing High Quality Public Realm
- New Pedestrian Cycle bridge
- Adopted Core Paths
- Key Arrival Points
- Key Junction Treatments
- Area for Core Connection Enhancement
- School
- People First Zone



- Priority Actions**
- A ‘people first’ City Centre core.
 - An integrated network of pedestrian priority avenues prioritising active travel.
 - Stronger core pedestrian connections to and along the Clyde Waterfront and including ensuring all major developments promote permeability/ connections for pedestrians an active travel.
 - Enhanced pedestrian environments associated with Rail, Bus Stations and Subway Stations and connections to Mobility Hubs.
 - Tackling barriers to walking, including overcrowded and cluttered pavements.
 - Safer crossings and junctions giving pedestrian priority by means of junction improvements, traffic control(s) and tactile/dropped kerbs, raised crossings or continuous footways.
 - Programme of measures and design guidance to create barrier-free access improvements for those with limited / restricted mobility.
 - Promoting walking as an alternative to public transport and private vehicle use.
 - Ensuring maintenance and management of streets promotes a quality walking experience.

WALK Glasgow



Key

- Cycle Network: on-road segregated
- - - Non Segregated Cycle Routes
- - - Wider Active Travel Network
- Existing on-street infrastructure
- Key Junction Treatments
- Active Travel Hubs
- Pedestrianised Core Paths
- ⊗ New Pedestrian Cycle bridge
- People First Zone

City Actions (Building on Glasgow Cycle Strategy)

- In 'Active Travel first' City Centre core (People First Zone).
- Strategic repurposing of the road network to prioritise active travel.
- Network of north-south and east-west routes with good connectivity to wider districts and the River Clyde corridor.
- Segregated cycle lanes where provided within developed Avenues Programme.
- On-street cycle lanes within the city centre active Travel core with segregation on bus routes.
- Safe crossing facilities for cyclists to minimise everance crossing the river and the M8.
- Provision of high-quality cycling network for travel within and to/from the city centre that provides continuous networks.
- Enhanced cycle supporting infrastructure at all main Rail, Bus and Subway Stations and high intensity use areas.
- Enhanced cycle parking and electric charging facilities.
- Promotion and expansion of Bike Hire / Pay as you Ride Schemes.
- Safer crossings and junctions with integration of cycle signal priorities to all main junctions.
- Ensure new developments provide for cycle users.

CYCLE Glasgow



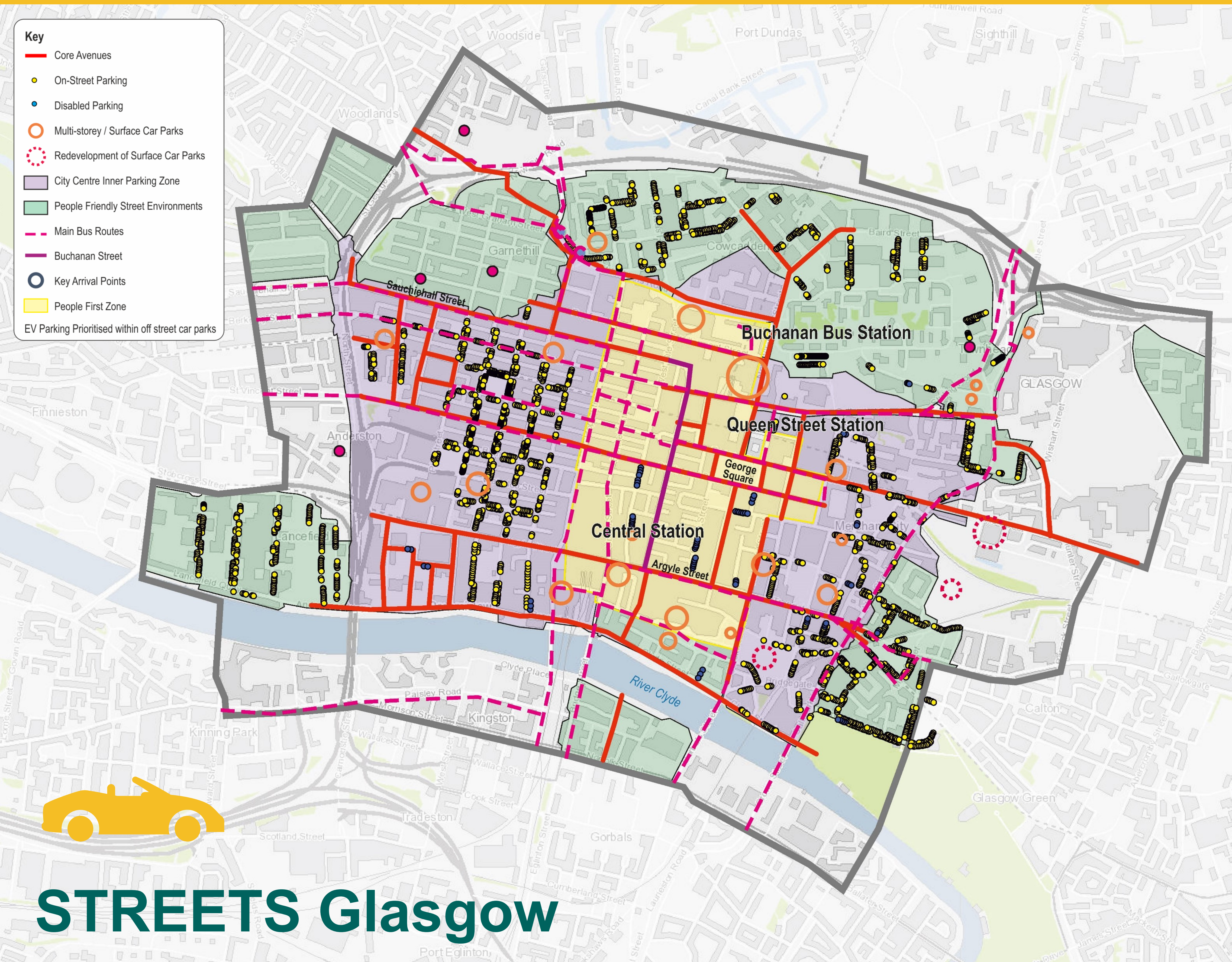
Key

- - - Strategic Bus Routes
- Key Arrival Points
- Potential/Planned Bus Hubs
- Area for Core Connection Enhancement
- Taxi Ranks
- People First Zone
- Motorway Junctions & Corridor
- - - Fastlink Route
- - - Permit Electric Bus (Argyle Street)
- Potential/Planned Bus Gates (7am-7pm)
- Potential/Planned Bus Lanes (7am-7pm)



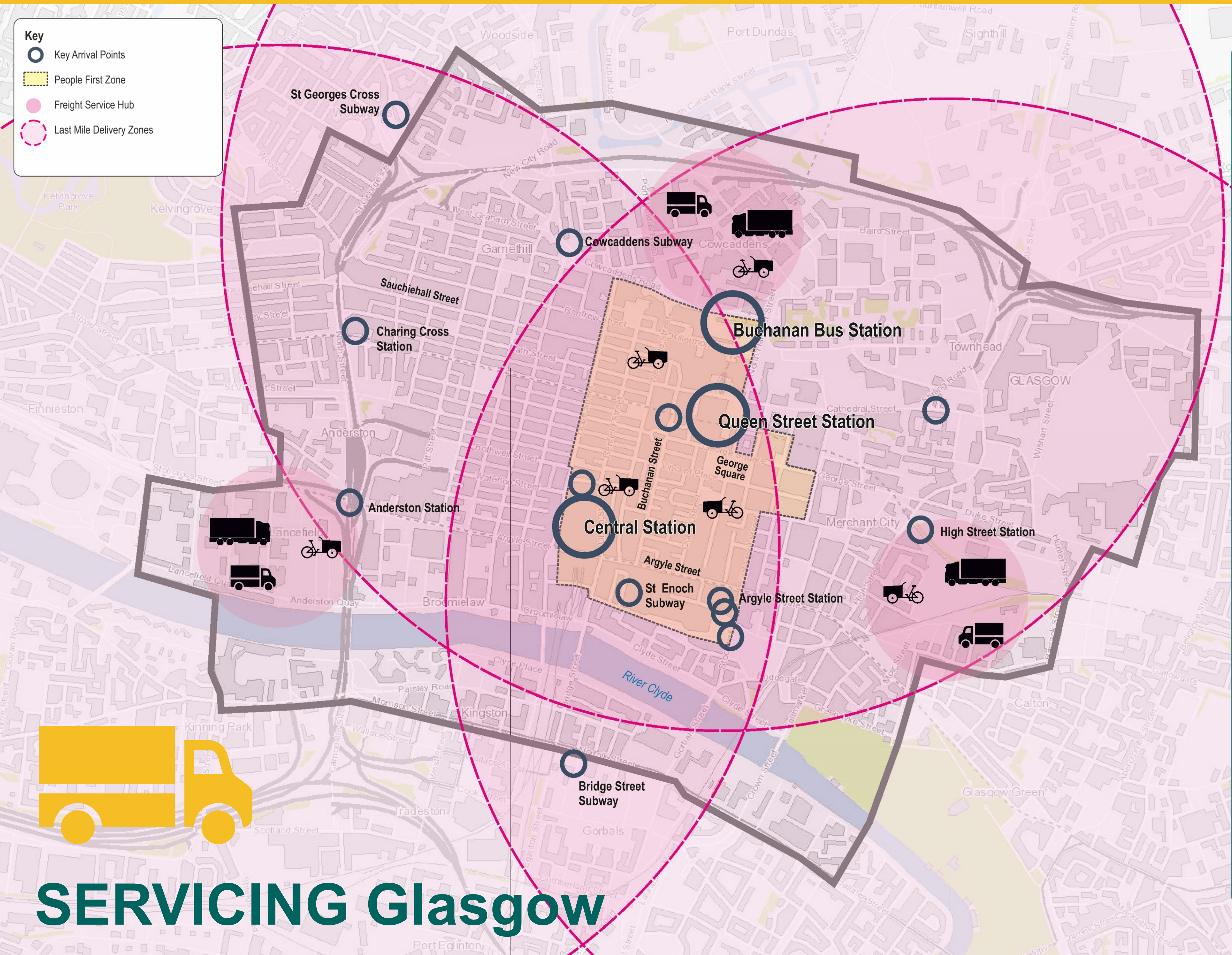
BUS / TRAIN / TAXI Glasgow

- Priority Actions**
- Review bus services to create efficiencies, add capacity to enhance levels of use on services with Strathclyde Partnership for Transport (SPT) and Bus Partnership.
 - Encourage stronger integration of services through coordinated timetables and ticketing with SPT.
 - Remove general traffic from Cathedral Street as part of the Avenues programme.
 - Permit buses within People First Zone, and specifically enable low emission buses to access the Argyle Street pedestrianised area.
 - Enhance Strategic Bus Routes with supportive junction signalling and bus priority measures.
 - Investigate new bus gates and new bus lanes.
 - Continue rationalisation of bus stops together with enhancements similar to those recently introduced on Renfield St, to improve legibility, passenger experience and increase patronage.
 - Investigate bus interchange hubs for the North-East and South of the city centre.
 - Improve place/modes integration, including investigating a free electric City Centre Circular bus service connecting transport interchanges, and key gateway locations, making it easier to switch between rail, bus, subway, metro, taxi, bike and walking routes.
 - Liaise with bus operators to provide buses to serve the night-time economy.
 - Promote the development of the Clyde Metro in accordance with the Strategic Transport Projects Review (Scottish Government - STPR2).
 - Promoting opportunity for integrated ticketing for all mass transit systems supporting people’s ability to interchange easily between transport modes.
 - Upgrades to High Street Station to allow access for mobility impaired, a gateway to the city centre.
 - Developing Mobility Hubs aligned with transport hubs to encourage interchange, tying into the strategy’s accessibility proposals.



- ### Priority Actions
- A ‘people first’ City Centre core created around quality streets Glasgow’s distinctive civic quality.
 - Street and public space improvements for residential amenity.
 - Adapting signalised crossing to offer greater priority to people over vehicles.
 - A network of ‘avenues’ and quality street environments that give priority to people walking, cycling and wheeling.
 - Reduce non-essential through traffic.
 - Not replacing temporary car parking lost to development schemes within the city centre.
 - Making the most efficient use of kerbside and off-street car parks, on a 24-hour basis.
 - Offer more dynamic and smarter car parking within the city.
 - Work with taxi operators to optimise taxi services as part of the public transport network and move to a 100% zero tail-pipe emission taxi fleet as quickly as possible.
 - Improved water access to River Clyde and investigate future provision for zero emission water taxis.
 - Secure the enhancement of city centre to Townhead active travel links and remodelling the Cowcaddens junction, improving amenity.
 - Create stronger connecting links (St Enoch /Buchanan Gallery to improve connectivity and permeability.
 - Activity Zones including ‘play streets’ and improved seating, lighting, street gyms in re-purposed road space.
 - Improve wider city connections with improvements to lanes, bridges, underpasses and vennels.

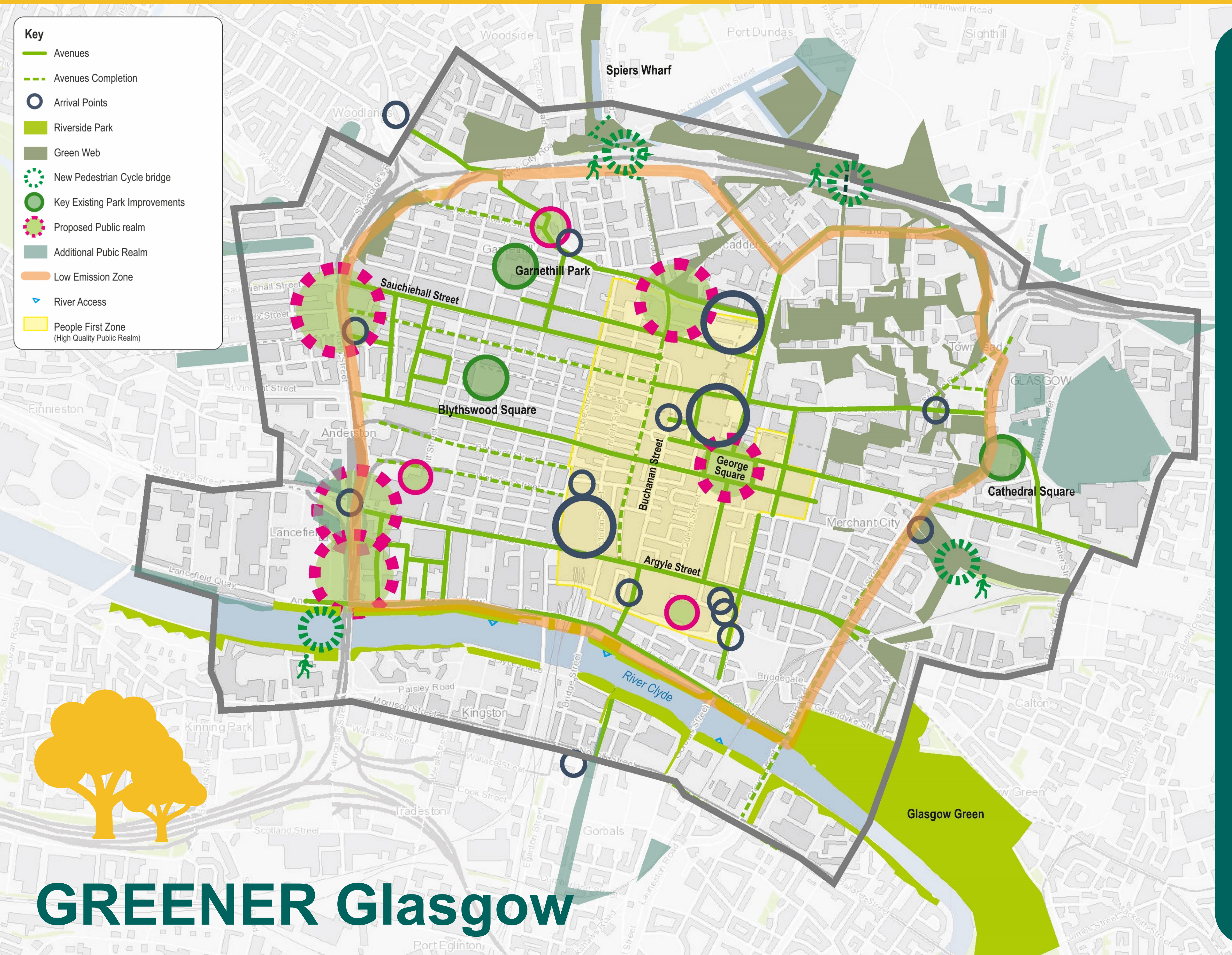
STREETS Glasgow



- ### Priority Actions
- Enhance sustainable delivery practice within the city centre.
 - Streamline deliveries and collections.
 - Optimising use of space to allow for servicing and delivery needs.
 - Deliver goods at appropriate times that are the least disruptive to residents and businesses.
 - Support delivery of goods with lower polluting vehicles.
 - Minimise the number of HGV movements in the city centre and ensuring the scale of vehicle is appropriate to the scale of delivery.
 - Work with operators to develop freight and servicing consolidation options served by zero tail pipe emission vehicles (cargo bikes / electric vans / hydrogen powered HGV's / last-mile sustainable delivery etc).
 - Work with businesses to develop a 'zonal plan' to define appropriate dedicated loading areas including City Centre lanes to reduce pavement parking and carriageway blocking.
 - Explore options for expanded use of secure lockers for deliveries of small parcels to city centre residents / businesses.
 - Work with the UK and Scottish Government to explore ways to bring greater influence over vans and lights goods vehicles, akin to heavy goods vehicles, recognising the increasing contribution of vans and lights goods vehicles to traffic volumes and related emissions.
 - Developing freight service hubs at 2-3 sites subject to feasibility – West of the M8 / East of the Merchant City and North of the city within the Cowcaddens area.



SERVICING Glasgow

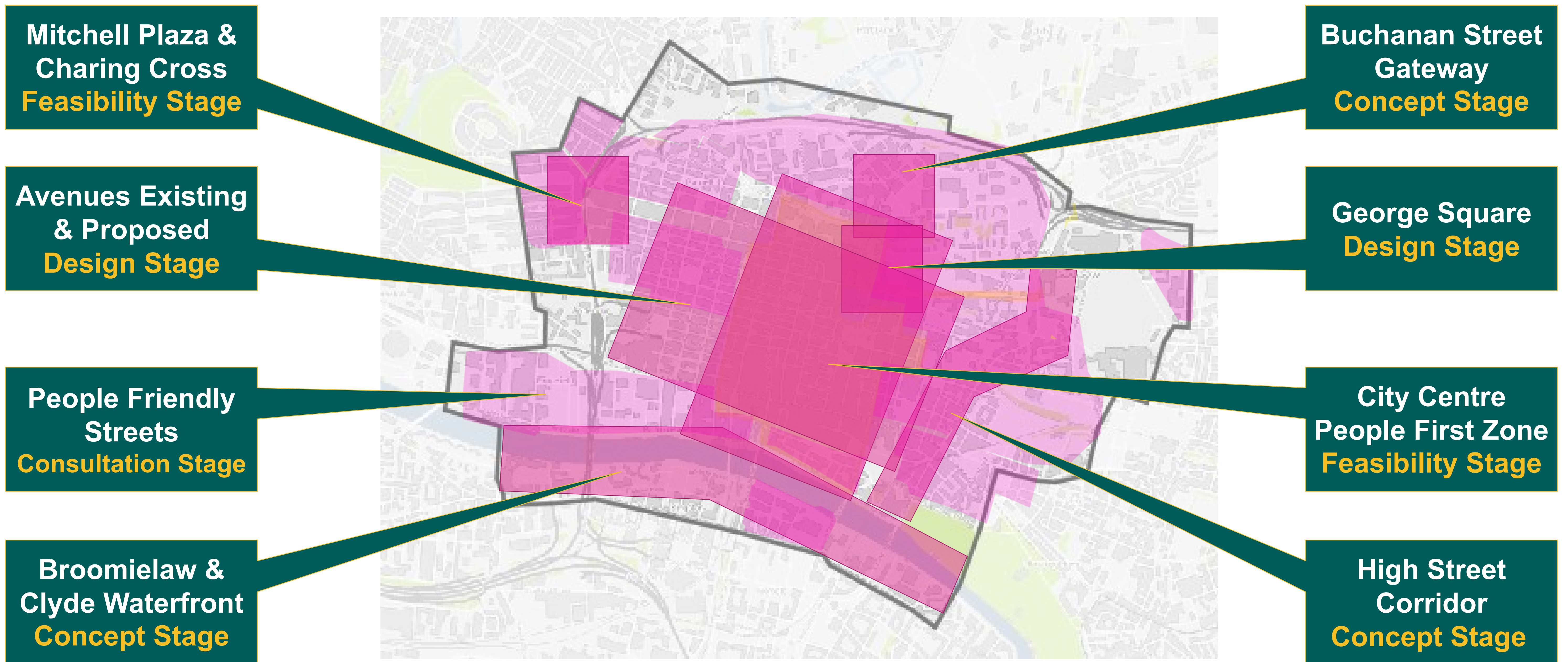


- ### Priority Actions
- A ‘people first’ City Centre core created around quality streets Glasgow’s distinctive civic quality.
 - Repurposing car parking spaces into space for active travel, public realm and green/park space.
 - Prioritise measures to improve air quality in the city centre.
 - Explore with wider partners opportunity for local power generation within the city centre.
 - Support Low Emission Zone priorities through modal shift, traffic reductions, transition to zero tail pipe emission and street infrastructure.
 - Prioritising use of space in the city in favour of modes that use space more efficiently (e.g. active travel and public transport).
 - Discouraging private car use and managing deliveries and servicing more effectively.
 - Ensuring appropriate charging infrastructure for ultra-low emission vehicles.
 - Reducing terminating bus services on city centre streets, encouraging through journeys and limited on street layovers.
 - Activity Zones including ‘play streets’ and improved seating, lighting, street gyms in repurposed road space.
 - Incorporate climate change adaptation measures (rain gardens/porous streets/etc) into urban spaces.
 - Street and public space improvements for residential amenity.
 - A network of ‘avenues’ and quality street environments that give priority to people walking wheeling or cycling.
 - A new Clyde Waterfront greenspace connecting the whole of the City Centre Waterfront accessible along both north and south banks. ‘people first’ City Centre core created around quality car-free streets Glasgow’s distinctive civic quality.

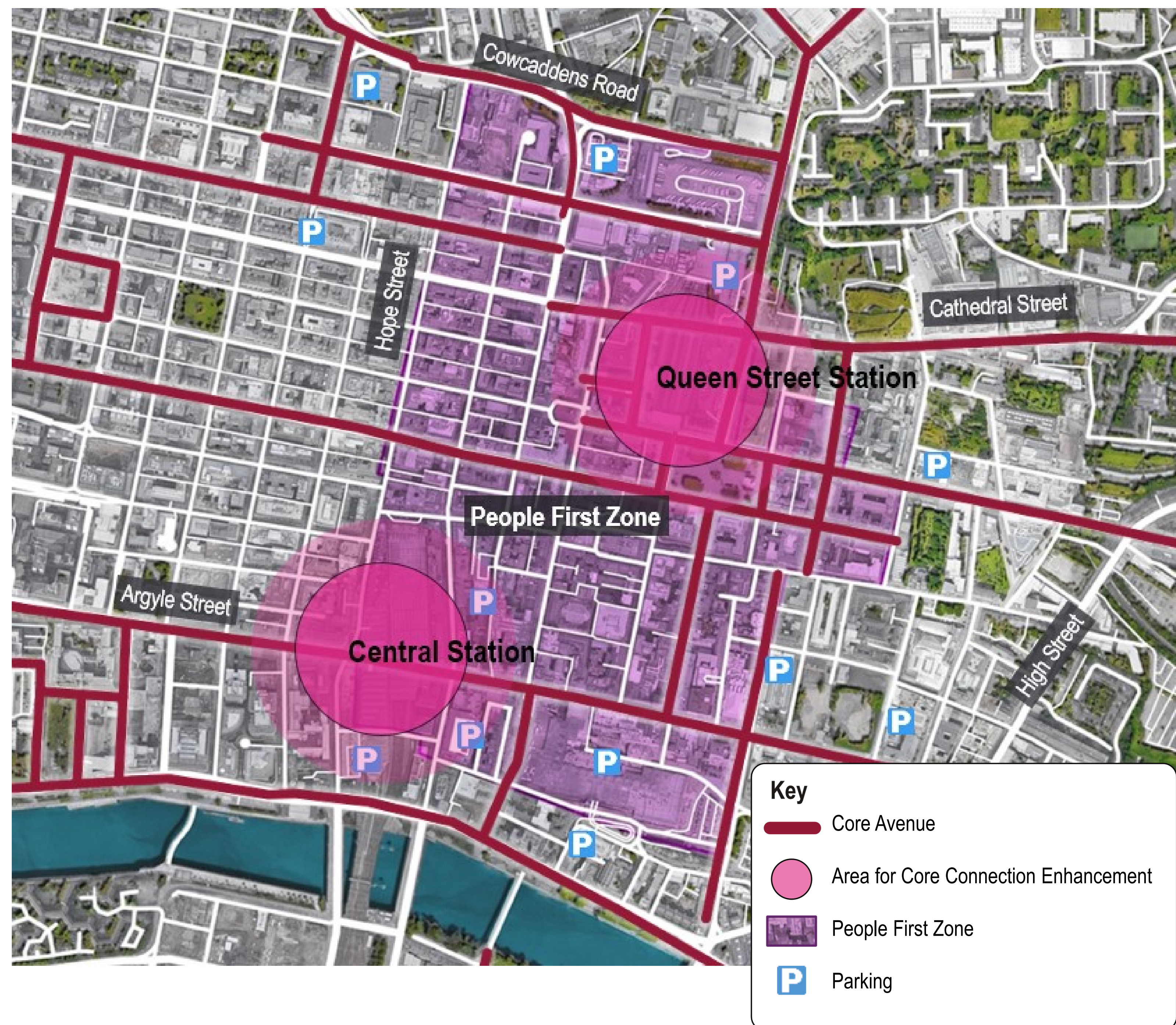


GREENER Glasgow

Project Catalysts



People First Zone



The People First Zone will support the CCTP aims and objectives by limiting vehicular access of non-essential traffic within the central core and preventing through traffic travelling across the city centre core.

The goal is to reduce traffic, win space for sustainable modes and create a more pleasant environment for people living, working and visiting the centre. The plan is to restrict through traffic whilst allowing public transport and providing access for residents, business needs, emergency and other services and blue badge holders.

Further feasibility and proof of concept studies are currently being undertaken.

Your Feedback Welcomed

Thank you for participating. We would like to capture as many views as possible and invite everybody to complete the online questionnaire.

All the boards and consultation materials are available on the CCTP webpage (link below), please use the links and encourage others within your community, residents or user group to contribute.

The Council are looking to adopt the CCTP at the end of 2022. The final report will include all of the detailed modelling, assessments and the delivery plan.

Detailed assessments and feasibility studies together with further engagement on specific initiatives and projects will form part of the next stages of delivery and implementation.

- Please record your comments within the online questionnaire
 - <https://www.glasgow.gov.uk/city-centre-transformation-plan>
or email ConnectingCommunities@glasgow.gov.uk



Scan the QR code for direct access to online materials

Seeking your input and participation

Final Opportunity to Shape the Strategy

Feedback via the Online Survey