



City Centre Transport Plan (CCTP)

Steven Gray
Group Manager



Transport City Centre Transformation Plan

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



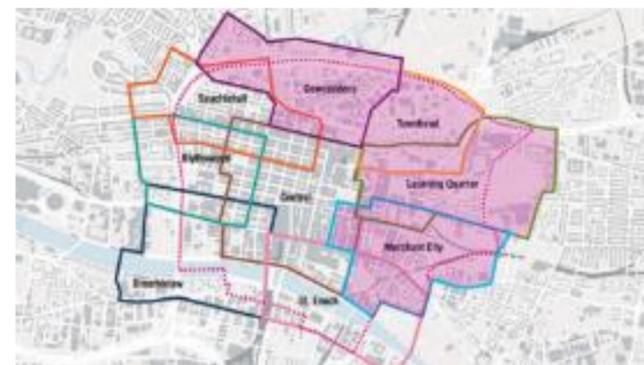
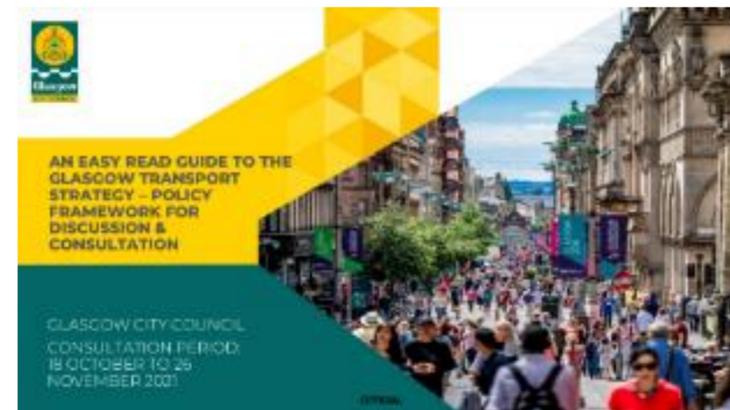
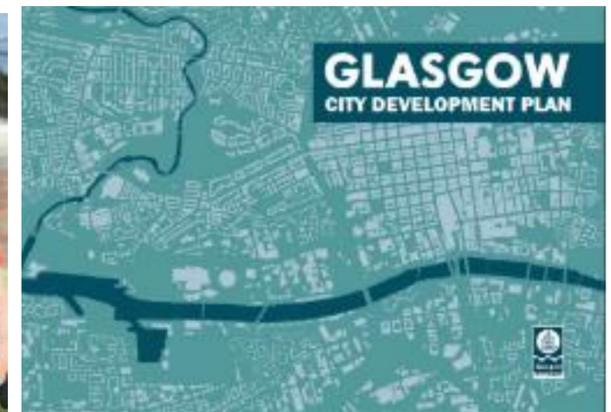
“Glasgow City Centre Transformation Plan is an ambitious strategy to support change across the City Centre and that builds on Glasgow’s special qualities of place to create a more successful, vibrant, people-focused and liveable core to Scotland’s largest city and metropolitan area.”

The journey to the CCTP

The CCTP builds on previous work & studies and is aligned with the National Transport Strategy and overarching Glasgow Transport Strategy (GTS).

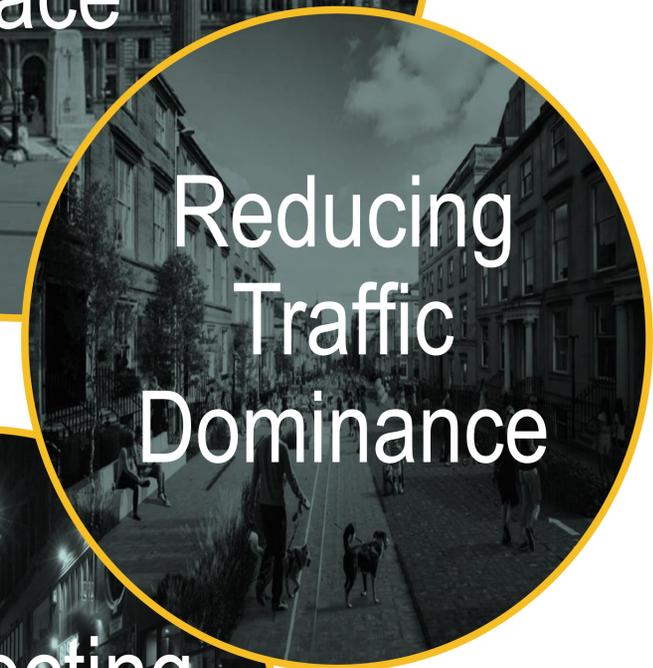
Additional policy alignments include:-

- Glasgow Transport Strategy (GTS)
- Climate Change Action Plan
- Glasgow City's Development Plan (LDP)
- Strategic Development Framework (SDF)
- City Centre Living Strategy 2035
- Glasgow City Centre Recovery Plan 22-24
- District Regeneration Frameworks (DRF's)



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 & PT.
- Improve access for the mobility impaired.
- Achieve a 30-40% reduction in peak-hour private car traffic.
- Deliver improvements for servicing (e.g. goods, deliveries and waste collection) to improve the vitality.
- Support a doubling of the City Centre's population by 2035.
- Support Glasgow's aim to be carbon neutral by 2030.

City Centre Targets for 2030

Prioritising Sustainable Transport



30% increase walking trips



200% increase (x3)



Increased use



Increased use



30-40% Reduction Car Peak Trips

80% of trips by Sustainable Transport

CCTP Targets

Glasgow City Council Consultation



Public consultation exercise ran from 27th July until 12th Sept

The CCTP Consultation was promoted via

- Press Release
- 22 Promotional Signs and banners across the City Centre
- Promotional leaflets available in local libraries
- Extensive Social Media Promotion via GCC PR Section
- 300+ Direct email drops to appropriate representation groups including Community Councils Elected members and key Stakeholders
- Promotion in Council Web page, Staff
- Translations were also provided in Gaelic, Romanian, Mandarin, Arabic

The following Events were held:

- Cllr Briefing
- Public Drop in Event – chance to engage with the Project team
- 4 Virtual Workshops
- 5 briefing sessions to parties such as the Glasgow Chamber of Commerce
- Present to the Accessible and Inclusive Design Forum

In total more than 500 people were directly engaged.



City Centre Transformation Plan

Community Engagement

Public drop in Event
- meet the project team

Thursday 18 August 2022
1pm - 7pm

University of Strathclyde Technology
and Innovation Centre

99 George Street
Glasgow
G1 1RD

Online Engagement

Wednesday 27 July -
Monday 12 September 2022

Share
your
views





Before



Sauchiehall Street - After

Case for Change

Walk Glasgow

- Footfall of nearly six million pedestrians per month
- Pavements indifferent quality & fragmented in many places
- Success of pedestrian priority areas & avenues

Cycle Glasgow

- Cycling 111% increase in cycling trips (2009-2018)
- Cycling provision is disjointed and difficult to navigate
- Major opportunities for growth reliant on new infrastructure

Bus/Train/Subway/ Metro/Taxi

- 307 bus stops/130 bus services / 8200 wkd/departures- declining patronage
- 6 million rail users and growing @30% in last decade
- Subway modernisation / more inclusive access / New Clyde Metro

Streets for Glasgow

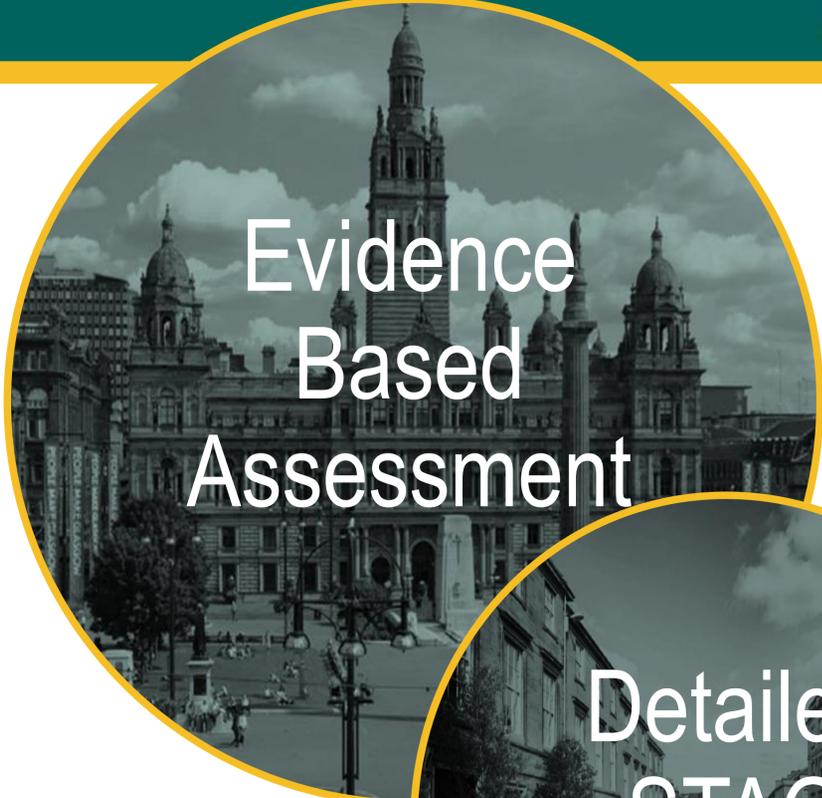
- Disproportionately high amount of its city centre space devoted to roads and parking
- Grid system de-prioritises the needs of pedestrians and cyclists over vehicle movements
- Need to re-balance road space as an enabler for sustainable transport / liveable streets
- 17,000 city centre parking spaces

Servicing Glasgow

- Competing demand for road space limits servicing
- city centre waste and services management plans
- Need a smart, workable last mile solutions and freight hub model

Greener Glasgow

- Challenging air quality / noise / pollution environment
- Low Emission Zones require extending /further application of standards to meet national targets
- Town centre living requires safe liveable streets / quality public realm and greenspace access



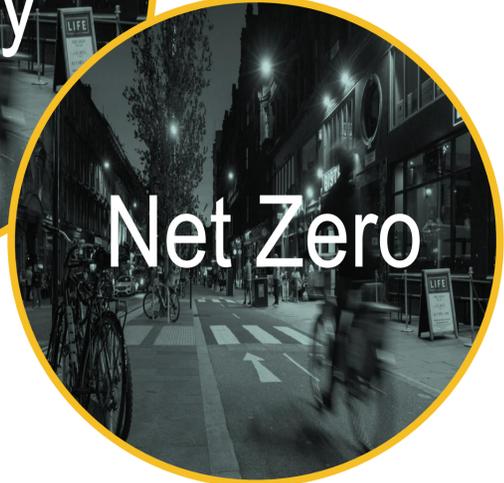
Evidence
Based
Assessment



Detailed
STAG
Appraisal



Objectives
defined by
Need



Net Zero

Delivery Plan 2023-2033

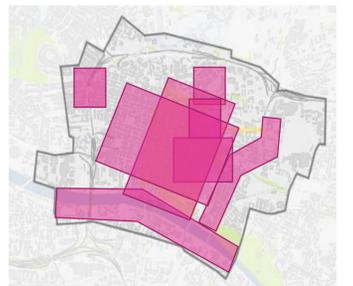
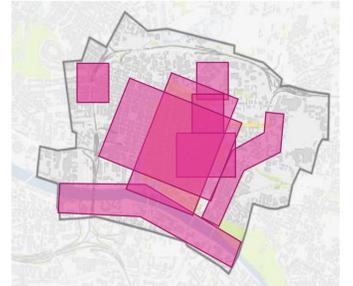
The CCTP provides a ten year strategy for transforming the city centre. It sits alongside the overarching Glasgow Transport Strategy, Liveable Neighbourhood Plan and the Active Travel Strategy to help guide decision-making for transportation in the city centre to 2033.

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:

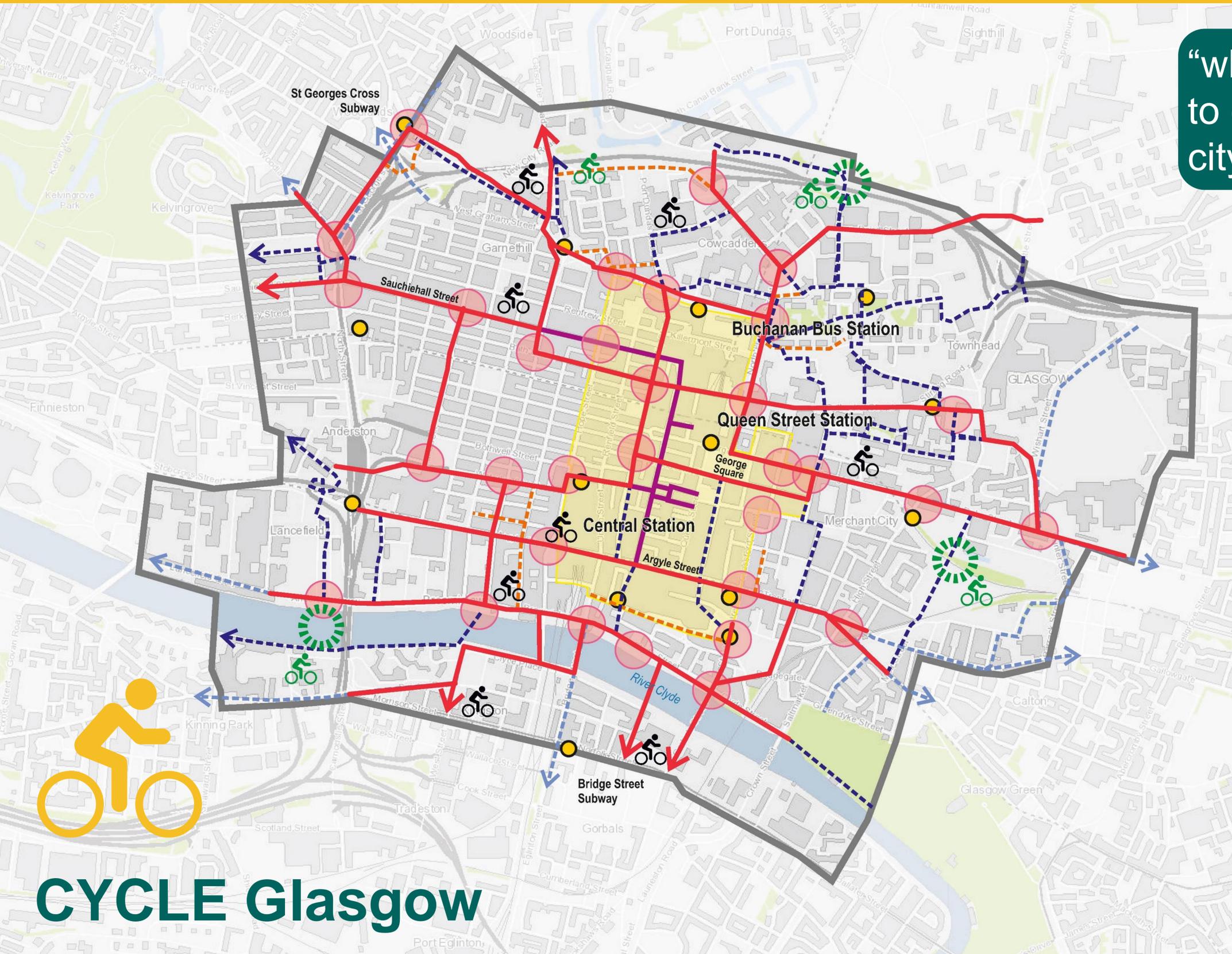
- **Accessible Glasgow**
- **Walk Glasgow**
- **Cycle Glasgow**
- **Bus/Train/Subway/ Metro/Taxi**
- **Streets for Glasgow**
- **Servicing Glasgow**
- **Greener Glasgow**



Project Catalysts:

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

“where more people choose to cycle into and around the city centre”



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

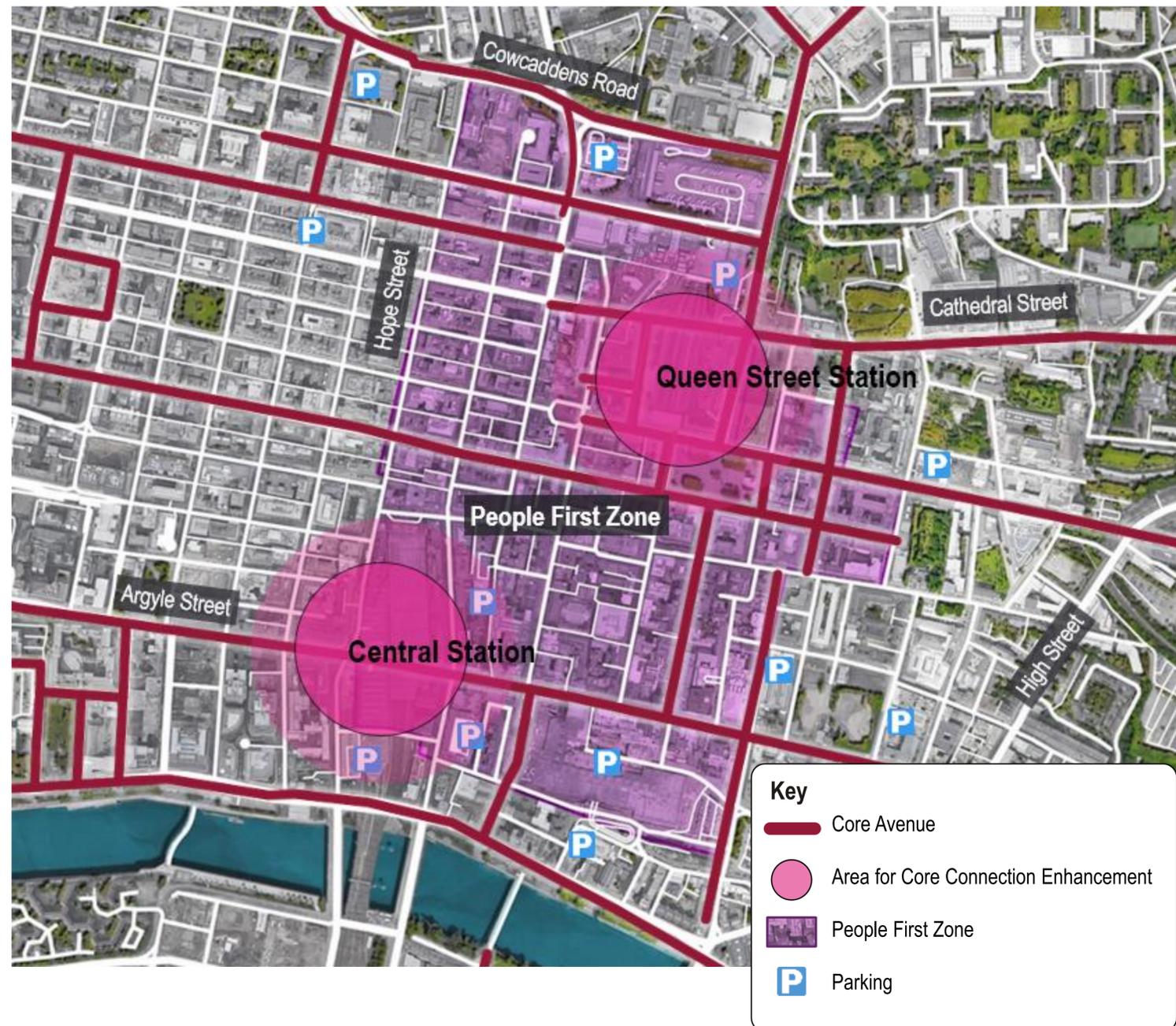


CYCLE Glasgow

Delivery Plan 2023-2033

Action Plan_ID	Project/Intervention	Catalyst	Accessible Glasgow	Walk Glasgow	Cycle Glasgow	Public Transport Glasgow	Streets for Glasgow	Servicing for Glasgow	Greener Glasgow	Short 0 – 3 years	Medium 4 - 7 years	Long 8 -10 years	Committed / Not committed	Cost	Funding sources
1_0	City Centre People First Zone - limit vehicle access to the central core to 'essential trips' only and reduce on street parking (excluding blue badge parking).	Yes	✓	✓	✓		✓		✓	x	x	x	Funding not yet secured	Medium Cost	SPT / Sustrans
2_0	Broomielaw & Clyde Waterfront - reallocate road space on the Broomielaw to extend pavements and create quality public realm including a linear park and provide a step free route along the northern banks of the Clyde	Yes		✓	✓		✓		✓			x	Funding secured	High Cost	City Deal
2_1	1. Rebalance roadspace on the waterfront to promote sustainable transport connectivity and create quality public spaces	Yes		✓	✓		✓		✓			x	Funding secured	Medium Cost	City Deal
2_2	2. Planned quay wall extension and new public realm walkway at Windmillcroft Quay (south of river between Tradeston and Kingston Bridge)	Yes					✓		✓			x	Funding not yet secured	High Cost	City Deal
2_3	3. Possible extension of Custom House Quay	Yes					✓		✓			x	Funding not yet secured	Medium/High Cost	City Deal
3_0	George Square - create a world class civic space with reduced vehicular movement	Yes	✓	✓	✓		✓		✓	x	x		Funding secured	Medium/High Cost	City Deal
3_1	1 - Glasgow Avenues Programme: Block C George Square	Yes	✓	✓	✓		✓		✓	x			Funding secured	Medium/High Cost	City Deal
4_0	Cowcaddens Gateway - re-design Cowcaddens junction and roadspace and connect the city to the universities, Cowcaddens and North Glasgow Neighbourhoods	Yes	✓	✓	✓		✓		✓		x	x	Funding not yet secured	Medium/High Cost	Sustrans
4_1	1 - Re-model Cowcaddens junction	Yes	✓	✓	✓		✓				x		Funding not yet secured	Medium/High Cost	
4_2	2 - Killermont St / Renfrew Street Active Travel Improvements	Yes	✓	✓	✓		✓				x	x	Funding not yet secured	Medium/High Cost	GCC/ Sustrans
5_0	High Street Corridor	Yes	✓	✓	✓	✓	✓		✓		x	x	Funding not yet secured	Medium/High Cost	GCC/ Sustrans

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.

1. Questions?

Discussion

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