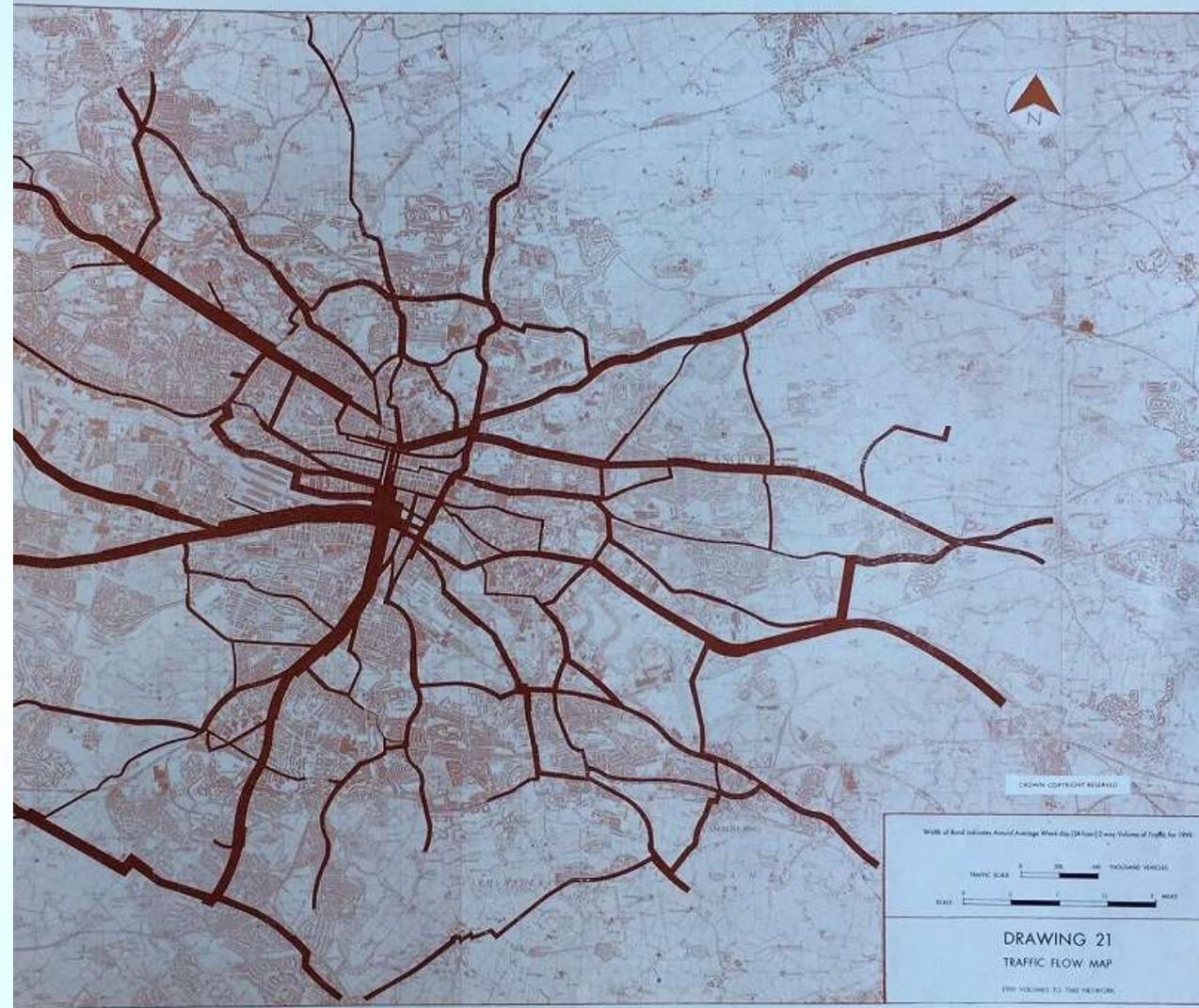


# Connecting Communities - Glasgow's Planned Approach



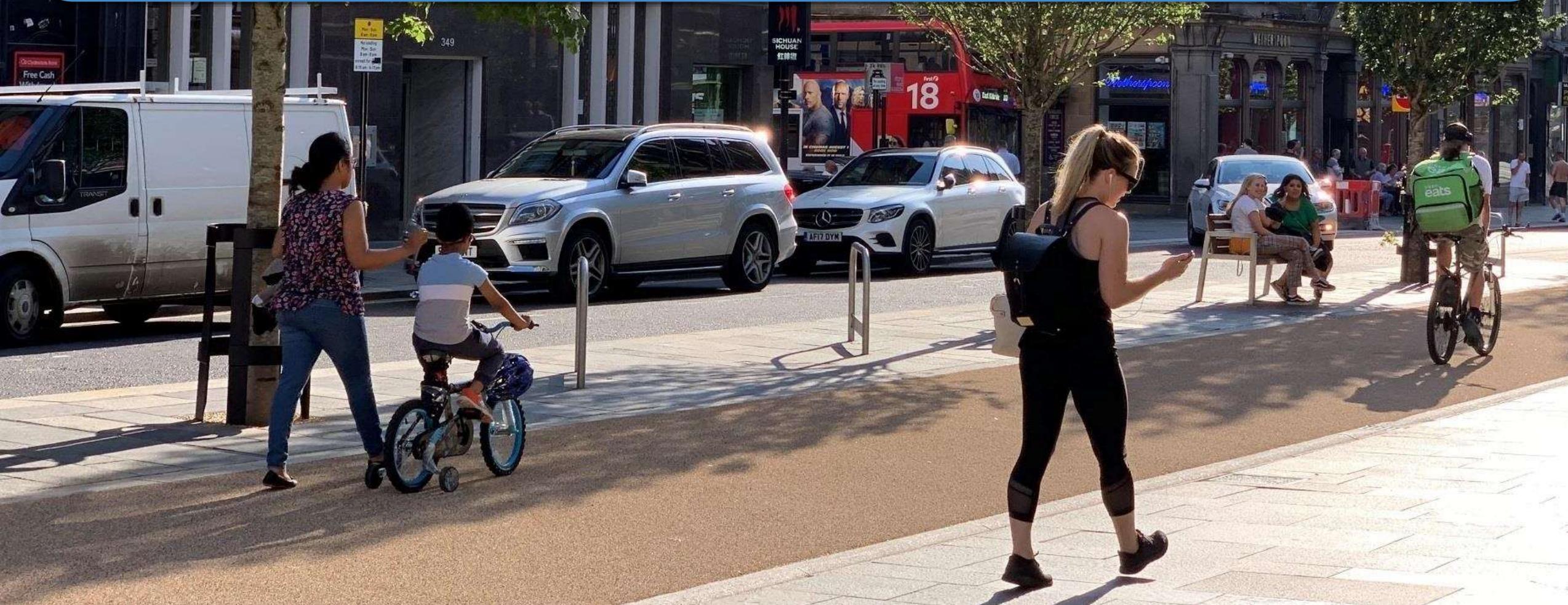
Marshall Poulton, Head of Transport Strategy  
The Lighthouse 22nd October 2019

**A HIGHWAY PLAN FOR GLASGOW**



“Our vision is for Glasgow to be a world class city, with thriving and resilient communities where everyone can flourish and benefit from the city's success”

## Glasgow Community Plan



Connectivity Plan (Local Transport Strategy)

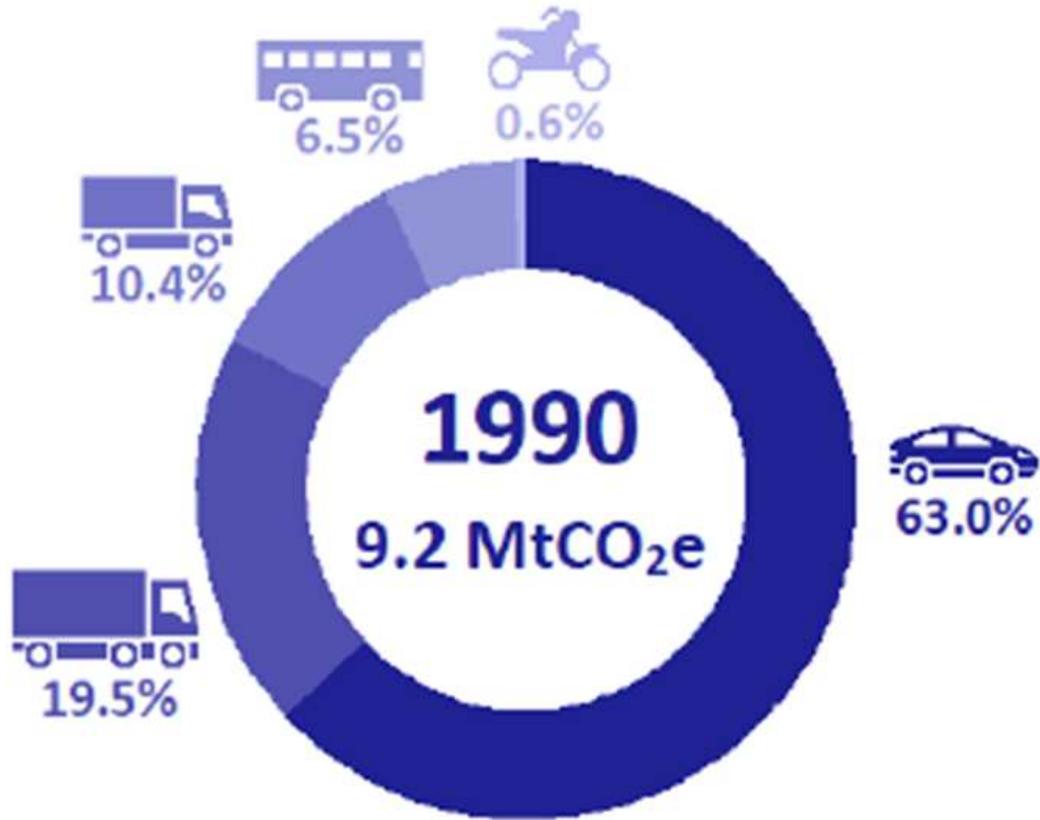
City Centre Transformation Plan

Liveable Neighbourhoods Plan











Investing in sustainable (low emission) transport enables modal shift away from private vehicles

More active travel (and public transport) leads to higher levels of physical activity

Pollution exposure falls disproportionately on disadvantaged or vulnerable populations

Less vehicles, more opportunity for placemaking and improving quality of life



## Challenges and opportunities

73% of Glasgow households have no access to a bike (2018 SHS) – national average of 65%

46% households have no access to a car (2018 SHS) – a problem if lack of choice

% walking for the journey to work has increased (11% in 2016 to 13% 2018, SHS)

Relatively high proportion cycle to work (5%) (2018 SHS)

21% feel unsafe walking alone (14% Edinburgh) (2017 SHS)

Higher proportion than national average take the bus and train to work (bus lower than Edinburgh)



Challenges – space for health-promoting forms of travel



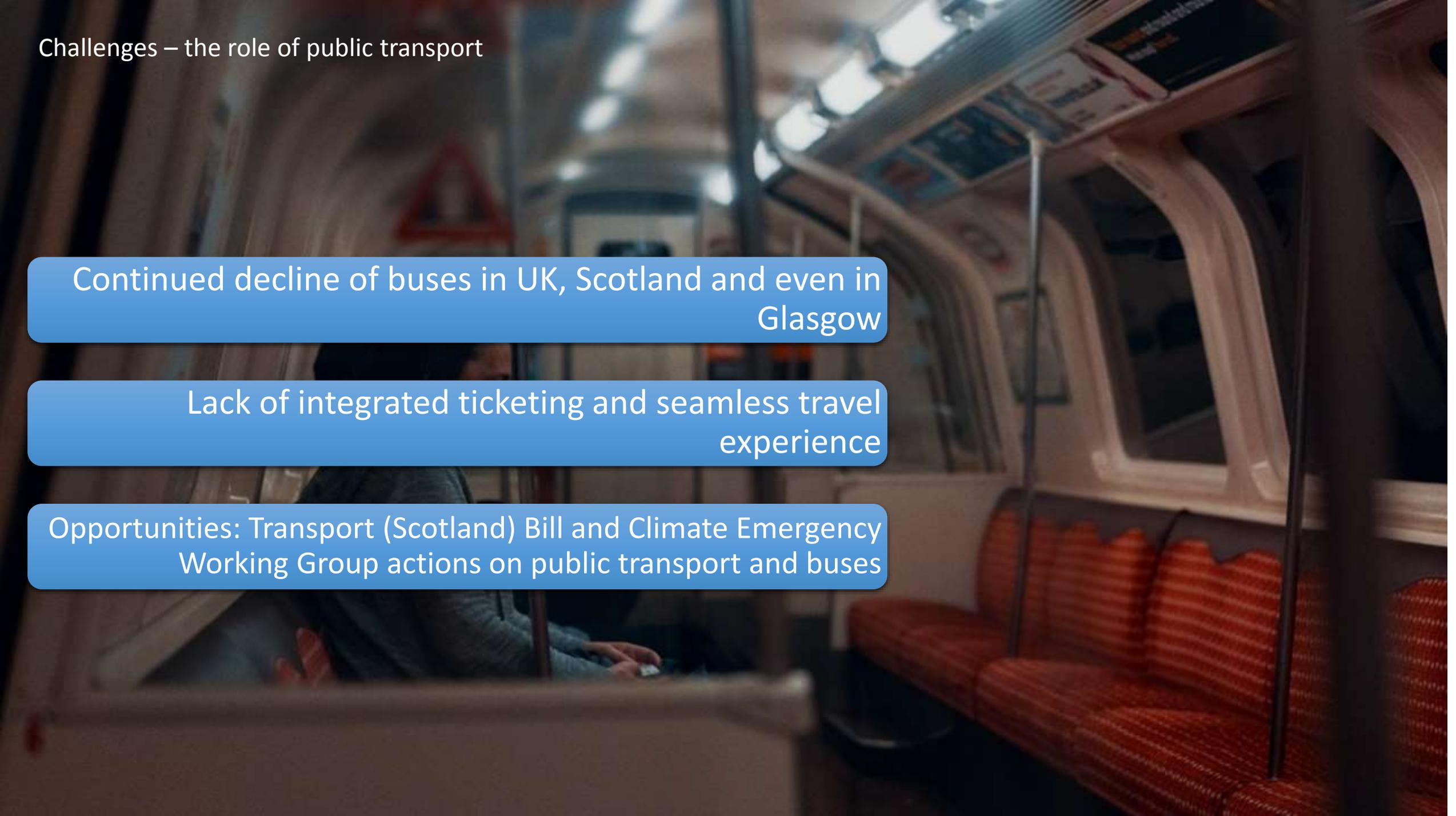
Avenues projects and City Way route improvements

George Square conversation, Regeneration Frameworks and City Centre Strategic Development Framework

Connectivity Commission, Place Commission 2019

City Centre Strategy, Strategic Development Framework, Regeneration Frameworks, (Y)Our Glasgow





Challenges – the role of public transport

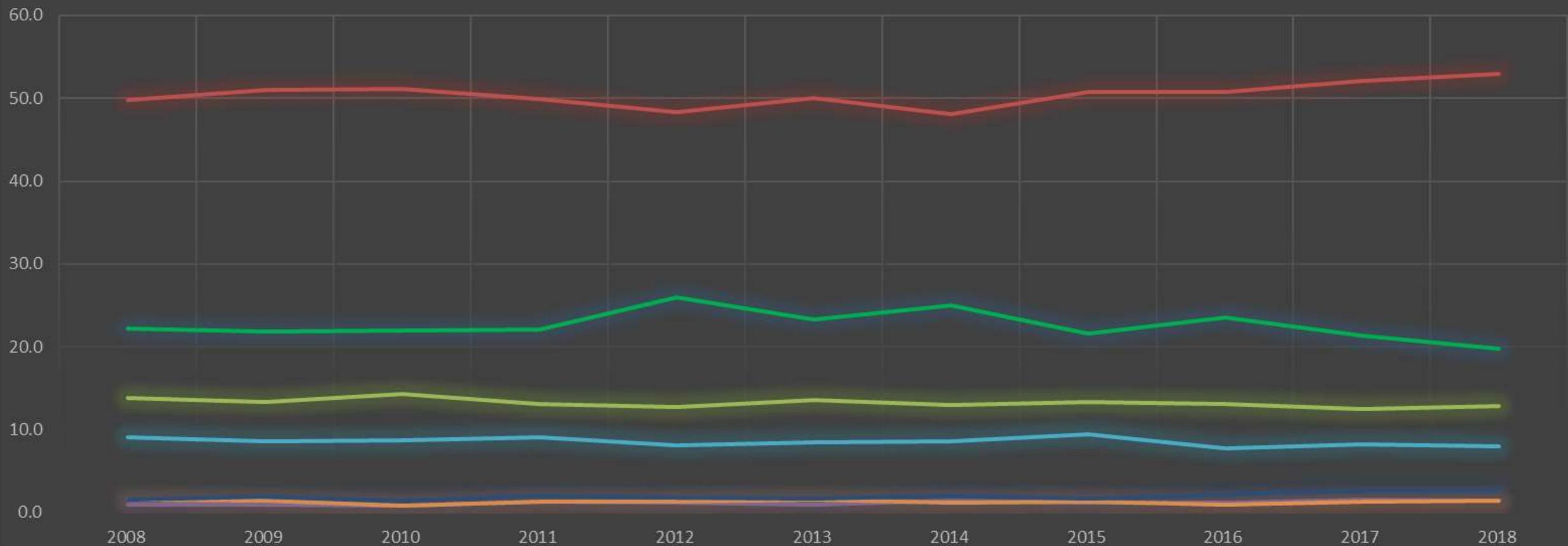
Continued decline of buses in UK, Scotland and even in Glasgow

Lack of integrated ticketing and seamless travel experience

Opportunities: Transport (Scotland) Bill and Climate Emergency Working Group actions on public transport and buses

## Modal share of all journeys (SHS, Scotland)

- Modal share of all journeys3 Walking
- Modal share of all journeys3 Driver car/van
- Modal share of all journeys3 Passenger car/van
- Modal share of all journeys3 Bicycle
- Modal share of all journeys3 Bus
- Modal share of all journeys3 Taxi/minicab
- Modal share of all journeys3 Rail







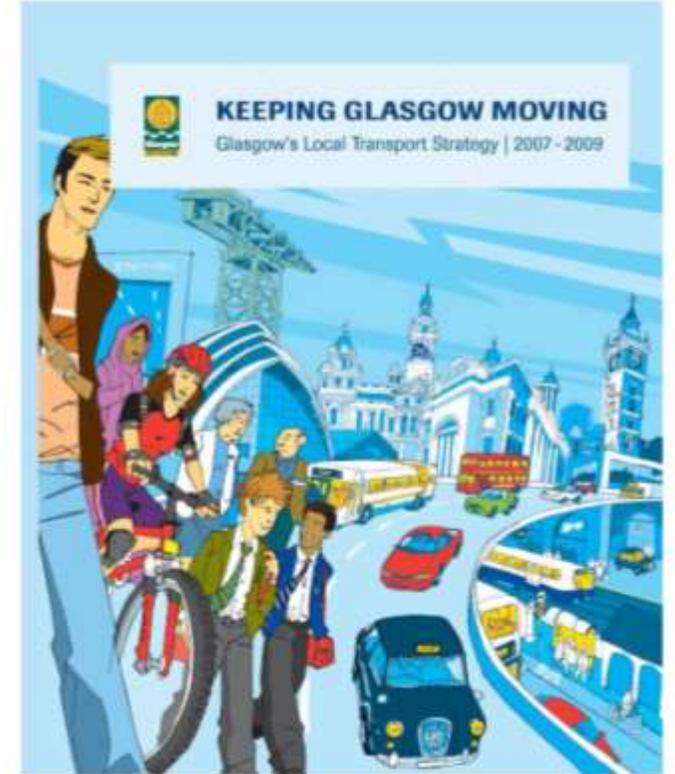
Connectivity Commission

City Development Plan

Glasgow  
Connectivity Plan

Council thematic strategies  
e.g. Strategic Plan for Cycling

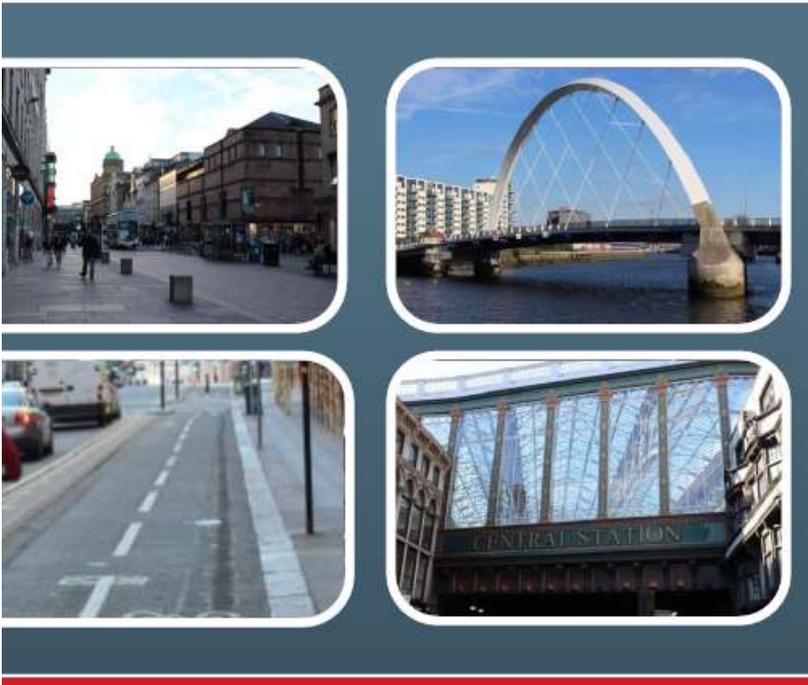
City wide plans e.g. Economic  
Strategy





# Glasgow City Centre Transport Strategy 2014-2024

February 2015



High quality streets and public spaces - an enhanced George Square, and a reallocation of road space in the city centre through more managed parking

A connected network of Avenues providing greater pedestrian priority with integrated green infrastructure and new segregated and safe cycle routes

Improved journey times with better public transport interchanges making it easier to switch between rail, bus, subway, taxi, bike and walking routes

An accessible city centre for people of all ages and abilities



## Next steps

Stakeholder workshops late 2019/early 2020

Public conversation Spring 2020

Draft Plans late 2020

Final Plans early 2021



How do we achieve a 40% reduction in car-borne journeys per working day to/from the city centre?

How do we maximise the value of active travel investment to ensure that it addresses inclusive growth and also reduces inequalities?

What are the barriers to achieving higher levels of walking and cycling in all sections of our communities?

What are the top 3 challenges to transforming our urban transport system?

