

## GCPH response to Glasgow City Centre Transformation Plan consultation

### The key aims of the CCTP are as follows:

- *Reallocate road space in Glasgow City Centre for active travel and green infrastructure;*
- *Deliver improved public transport and support/encourage a shift to more sustainable modes, particularly walking, cycling and public transport;*
- *Improve access for the mobility impaired;*
- *Achieve a 30-40% reduction in peak-hour private car traffic in Glasgow City Centre by 2030;*
- *Deliver improvements for servicing (e.g. goods, deliveries and waste collection) to improve the vitality of Glasgow City Centre;*
- *Support a doubling of Glasgow City Centre's population by 2035; and*
- *Support Glasgow's aim to be carbon neutral by 2030*

### 1. Please indicate whether you agree or disagree that the key aims that the CCTP is looking to achieve are the right ones.

✓ Strongly Agree

### 2. Do you think the key aims are realistic and achievable?

✓ Yes

### 3. Please provide comments if you disagree with any of the key aims:

An explicit aim to reduce carbon emissions, air and noise pollution, and improve liveability in the city centre could be a complementary additional aim given the strategic objectives below.

### The four core strategic planning objectives of the CCTP are as follows:

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

### 4. Please indicate whether you agree or disagree that the core strategic planning objectives of the CCTP are the right ones.

✓ Strongly Agree – GO TO Q6

### 5. Please provide comments if you disagree with any of the four strategic planning objectives.

N/a

## Theme 1: ACCESSIBLE Glasgow

*"Our aim is that the city centre is a place where all users with limited or restricted mobility are able to enjoy safe and ready access"*

### **6. Do you agree or disagree with the aim of this theme?**

✓ Strongly Agree

### **7. A number of Priority Actions are proposed as part of this theme, which looks to improve access for all in Glasgow City Centre:**

- *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 visually-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.*

### **Do you agree or disagree with the Priority Actions under this theme?**

✓ Strongly Agree

### **Please provide any comments you have on the Priority Action(s) of this theme:**

We would like to see strict enforcement of the 20mph speed limit in the city centre to improve perceived safety which, in turn, is likely to encourage more people to walk, cycle and wheel in the city centre.

Reducing on-street parking, while maintaining disabled parking spaces and increasing disabled spaces where this is needed, should help make the city centre more accessible to all people. The Connectivity Commission pointed out that Glasgow has an over-provision of parking, which only ever reaches 60% of full capacity. So, there is scope to reduce parking provision, which will help to encourage people to use active and public transport alternatives and discourage them from taking their car into the city centre.

Increasing the cost of city-centre parking will help reduce car use. The current practice of some organisations providing employees with subsidised reduced rate for city centre parking works against this and against Glasgow's aim to be carbon neutral by 2030. This should be stopped.

Additionally, a workplace levy should be considered as a way to reduce car travel into and out of the city centre. Proceeds from the Nottingham workplace parking levy were used to invest in sustainable transport in the city and this should also be given consideration.

The phrase 'Create a 'People First' city centre' is used throughout the strategy but lacks a clear explanation. Near the start of the strategy, it suggests this is a core area in the city centre of 'safe, accessible, low vehicular, quality streets.' but elsewhere there is the suggestion that 'People First' is a priority across the whole city centre. Also, it is envisaged that a range of vehicles will still be able to enter the 'People First' zone. So, what does this term really mean? A clear definition at the start of the strategy would help. Later on, there is mention of an 'Active Travel first' city centre core (People First Zone). Again, clarity is needed about what 'Active Travel first' means in this context.

The proposed accessibility audit should be led by organisations with an understanding of the issues facing people when accessing the city centre. City maintenance and ensuring good air quality are also important to accessibility. In particular, poor air quality can prevent people with chronic respiratory diseases from visiting highly polluted areas.

## Theme 2: WALK Glasgow

*"Our aim is that walking should be the main way of travelling around the city centre and connecting to adjacent neighbourhoods"*

### 9. Do you agree or disagree with the aim of this theme?

✓ Strongly Agree

### 10. A few Priority Actions are proposed as part of this theme, which looks to improve the walking environment in Glasgow City Centre:

- 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 and 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.

### Do you agree or disagree with the Priority Actions under this theme?

✓ Strongly Agree

**11. Please provide any comments you have on the Priority Action(s) of this theme:**

The needs of people with different levels of mobility and of different ages need to be considered explicitly to ensure the city centre is as accessible as it can be for everyone.

As well as prioritising walking, ensuring integration with other public transport options and the bike hire scheme will be important, to enable longer journeys into and out of the city centre that can be undertaken without using a car.

More explanation of the 'People First' approach is needed. What does this mean in terms of the hierarchy of transport users? Is it more specifically about creating pedestrian and active travel-only environments? We believe that both are important, but there does need to be some further enforcement of the hierarchy of transport users (e.g. through signage and enforcement of 20mph limits).

**Theme 3: CYCLE Glasgow**

*"Our aim is that more people choose to cycle into and around the city centre and connecting to adjacent neighbourhoods"*

**12. Do you agree or disagree with the aim of this theme?**

✓ Strongly Agree

**13. A number of Priority Actions are proposed as part of this theme, which looks to improve the cycling experience in Glasgow City Centre:**

- *An 'Active Travel first' City Centre core (People First Zone).*
- *Strategic repurposing of the road network to prioritise active travel.*
- *A 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 severance 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 at all main junctions.*
- *Ensure new developments provide for cycle users.*

**Do you agree or disagree with the Priority Actions under this theme?**

✓ Strongly Agree

**14. Please provide any comments you have on the Priority Action(s) of this theme:**

Priority should be given to creating cycle routes across the city - especially segregated routes - that are continuous, link up, and have a consistent design, in

contrast to current provision. Prioritisation should be given to improving north-south routes across the city centre, which are currently inadequate and inhibit more active travel.

The Nextbike bikeshare scheme has been a great success and is used for functional and leisure purposes. Consideration should be given to where further city centre provision might be needed to expand the scheme. Integration with public transport is important and the viability and potential benefits of creating a system where one ticket can be purchased covering all forms of public transport and the bikeshare scheme in the city should be assessed.

The needs of disabled people and people of different ages should be considered in the early stages of designing new infrastructure. New cycling infrastructure should be designed to maximise accessibility.

As a major city employer, the Council should commit to maximising opportunities for its own staff to cycle and should find ways to encourage or incentivise other city centre employers to do the same.

#### **Theme 4: BUS Glasgow**

*"Our aim is that our buses offer an efficient, reliable and integrated quality service within the city centre"*

#### **15. Do you agree or disagree with the aim of this theme?**

✓ Strongly Agree

#### **16. A number of Priority Actions are proposed as part of this theme, which looks to improve bus journeys and the passenger experience in Glasgow City Centre:**

- *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.*

#### **Do you agree or disagree with the Priority Actions under this theme?**

✓ Strongly Agree

**17. Please provide any comments you have on the Priority Action(s) of this theme:**

In addition, the cost of bus services in Glasgow should be reviewed and action taken to make bus services more affordable, particularly for the large proportion of people who are reliant on them, e.g. people on low incomes, the 50% of households in the city without a car, disabled people. Making bus and other public transport services more attractive and affordable is key to shifting away from car use and is even more important during the current cost of living crisis. It is also important that bus services are convenient and easy to use and that payment systems are easy to understand and use.

There is a need to link reliable, affordable, flexible bus travel to opportunities for work and maximising income, particularly during the cost of living crisis. For example, many parents need this to get to childcare and to enable them to work.

Bus services should be accessible with flexible space to accommodate a range of needs at one time (e.g. more than one wheelchair, or prams/pushchairs or a combination). It is not really acceptable that a bus driver should have to choose between someone with a pram and someone using a wheelchair if they both wish to use a service at the same time. Bus services in other cities can accommodate a range of different needs on a single bus.

Given the continuing transport-related air pollution problems that Glasgow has and growing evidence that there is no safe level of air pollution without potential harm for human health, a clear priority should be to work to ensure that all buses in Glasgow are powered by electric or very low emission engines.

**Theme 5: TRAIN/SUBWAY/METRO Glasgow**

*"Our aim is that our trains, subway and metro will offer a fully integrated mass transit system servicing the city centre"*

**18. Do you agree or disagree with the aim of this theme?**

✓ Strongly Agree

**19. A number of Priority Actions are proposed as part of this theme, which looks to improve public transport in Glasgow City Centre:**

- *Promote the development of the Clyde Metro in accordance with the Strategic Transport Projects Review.*
- *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.*

**Do you agree or disagree with the Priority Actions under this theme?**

✓ Strongly Agree

**20. Please provide any comments you have on the Priority Action(s) of this theme:**

As we have stated earlier, consideration should be given to the potential benefits of creating a system where one ticket can be purchased, covering all forms of public transport, including the bikeshare scheme.

**Theme 6: STREETS for Glasgow**

*"Our aim is to create streets that meet the needs of people and ensure that the city centre offers strong connections and safe quality accessibility"*

**21. Do you agree or disagree with the aim of this theme?**

✓ Strongly Agree

**22. A number of Priority Actions are proposed as part of this theme, which looks to reprioritise existing road space in Glasgow City Centre:**

- *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.*
- *Create stronger connecting links to 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 and underpasses.*

**Do you agree or disagree with the Priority Actions under this theme?**

✓ Strongly Agree

**23. Please provide any comments you have on the Priority Action(s) of this theme:**

In addition to the actions identified above – and as stated earlier in our submission – reducing on-street parking significantly, while protecting disabled parking, should be prioritised. There is scope to reduce parking provision significantly in the city as the Connectivity Commission pointed out, and there are various mechanisms to achieve this as stated earlier in our submission. This would help to encourage people to use active and public transport alternatives to the car and discourage them from taking their car into the city centre.

## Theme 7: SERVICING of Glasgow

"Our Aim is that goods are moved and efficiently and sustainably within the city centre"

### 24. Do you agree or disagree with the aim of this theme?

✓ Strongly Agree

### 25. A number of Priority Actions are proposed as part of this theme, which looks to support servicing vehicles for deliveries, trade and waste management while at the same time aiming to reduce vehicular traffic in Glasgow City Centre:

- 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.
- Promote initiatives to reduce small goods freight van deliveries and encourage 'last mile delivery' by cargo bikes or similar.
- Explore opportunities to develop intelligent freight systems using SMART/digital freight servicing.
- Promote 'last mile' delivery opportunities for enterprise including cargo cycle hire schemes and associated provision in freight and mobility hubs.

### Do you agree or disagree with the Priority Actions under this theme?

✓ Strongly Agree

### 26. Please provide any comments you have on the Priority Action(s) of this theme:

There needs to be a system for bin storage and refuse collection that does not result in bins that block civic spaces or interfere with active travel or public transport routes.

Actions here need to be aligned with and take account of the commitment to doubling the city-centre population. Although people should be able to access what



they need within the city centre, deliveries will still be a preferred option for many. Increasing the population will increase demand for deliveries. How will this be managed sustainably?

## Theme 8: GREENER Glasgow

*"Our aim is that the city centre is cleaner, greener and less congested and offers an enhanced experience to users "*

### 27. Do you agree or disagree with the aim of this theme?

✓ Strongly Agree

### 28. A number of Priority Actions are proposed as part of this theme, which looks to increase quality civic space and deliver high-quality placemaking in Glasgow City Centre:

- *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 re-purposed 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.*

### Do you agree or disagree with the Priority Actions under this theme?

✓ Strongly Agree

### 29. Please provide any comments you have on the Priority Action(s) of this theme:

As well as the actions identified above, please note our earlier points on the need to significantly reduce on-street parking in Glasgow and to ensure the bus fleet used in the city are powered by electric or very low emission engines.

Glasgow has a long-standing and pervasive litter problem. Glasgow cannot be considered clean and green if the level of litter on streets, pavements, parks and

greenspaces is not addressed. There is perhaps an opportunity to address this in the long-term through additions to the school curriculum, making links between ecological sustainability, reducing waste and healthier environments.

Where parking is repurposed for active travel use, there should be some consideration for the needs of local residents in terms of care provision or visits from family. Some parking will be required and reductions in parking should not result in increased isolation for people.