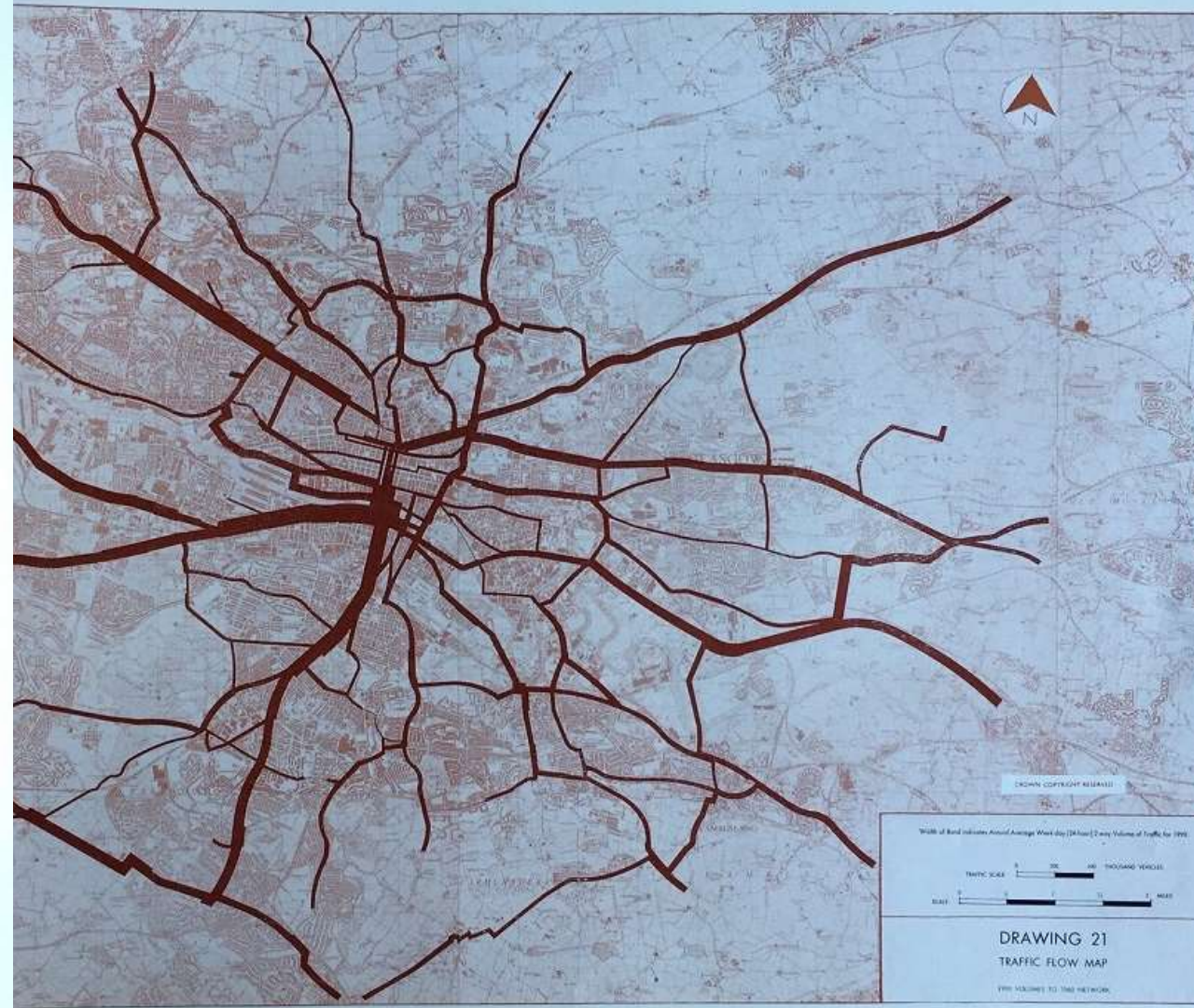


Connecting Communities - Glasgow's Planned Approach



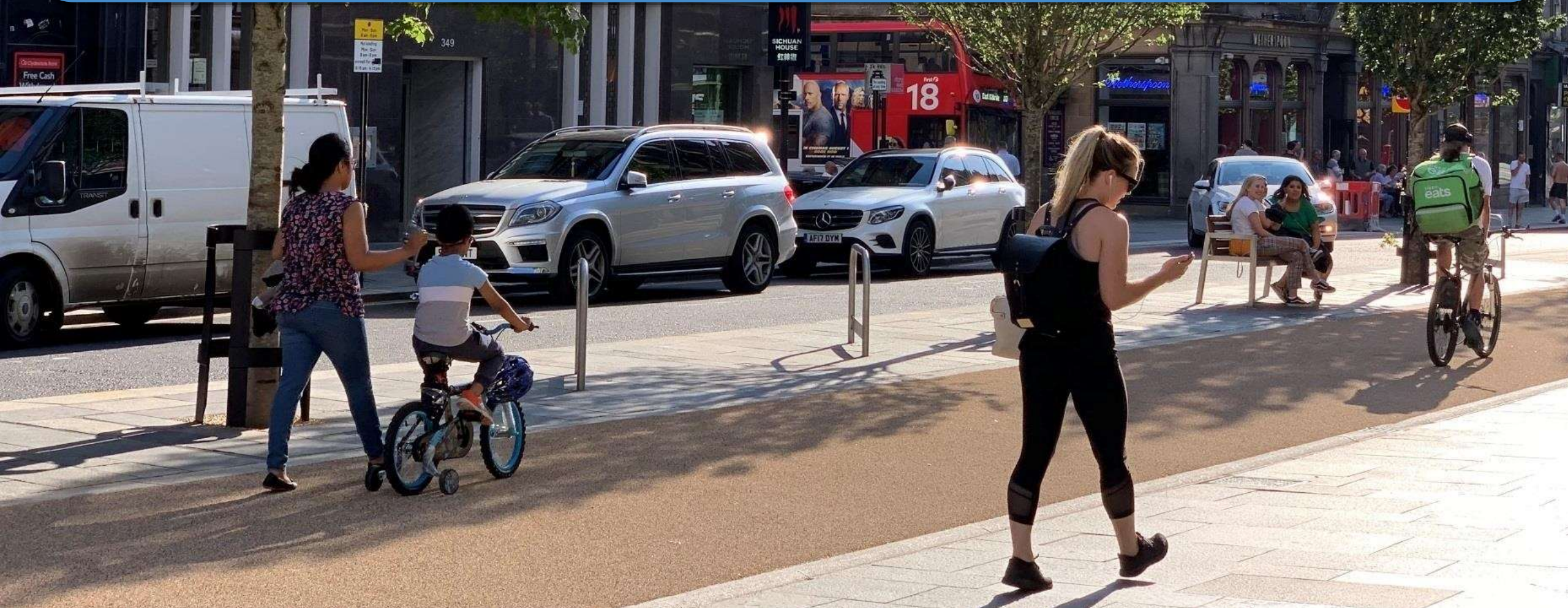
Marshall Poulton, Head of Transport Strategy
The Lighthouse 22nd October 2019

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

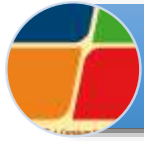
Liveable Neighbourhoods Plan



Hierarchy of transport and land use plans



National Policy and Projects



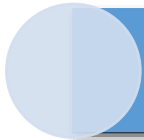
Regional Policy and Projects



Glasgow City Council Strategic Plan



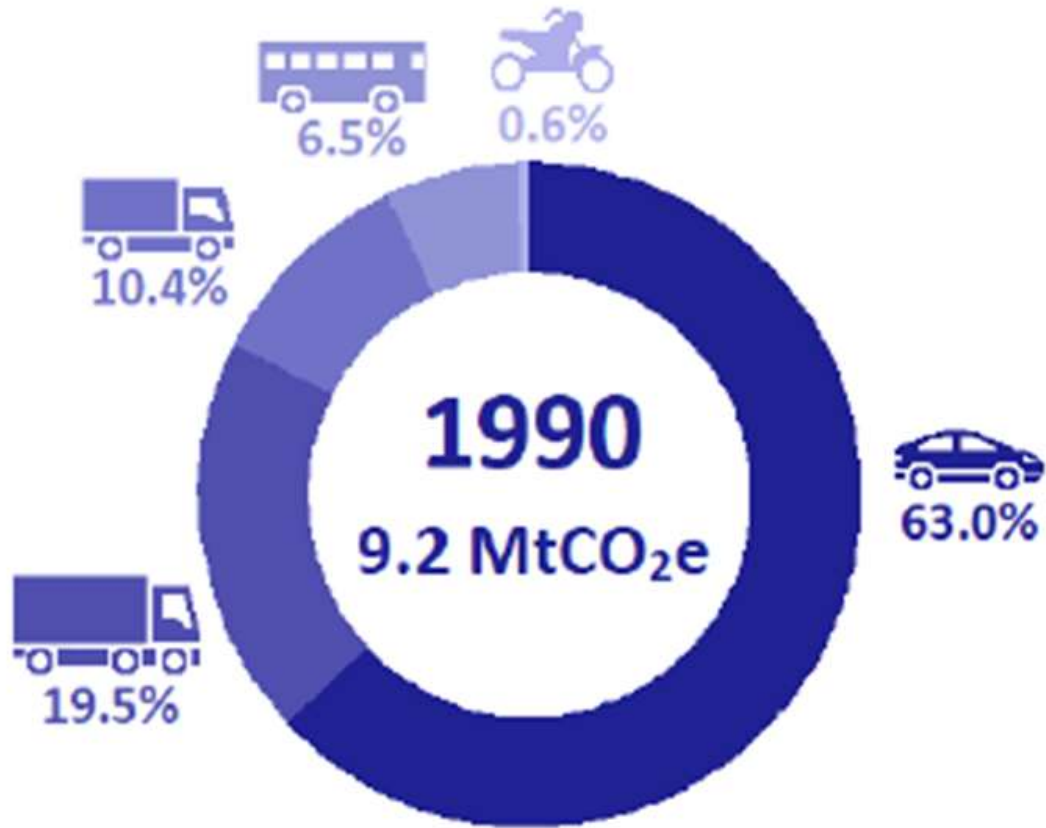
City Development Plan



Connectivity Plan/Local Transport Strategy









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



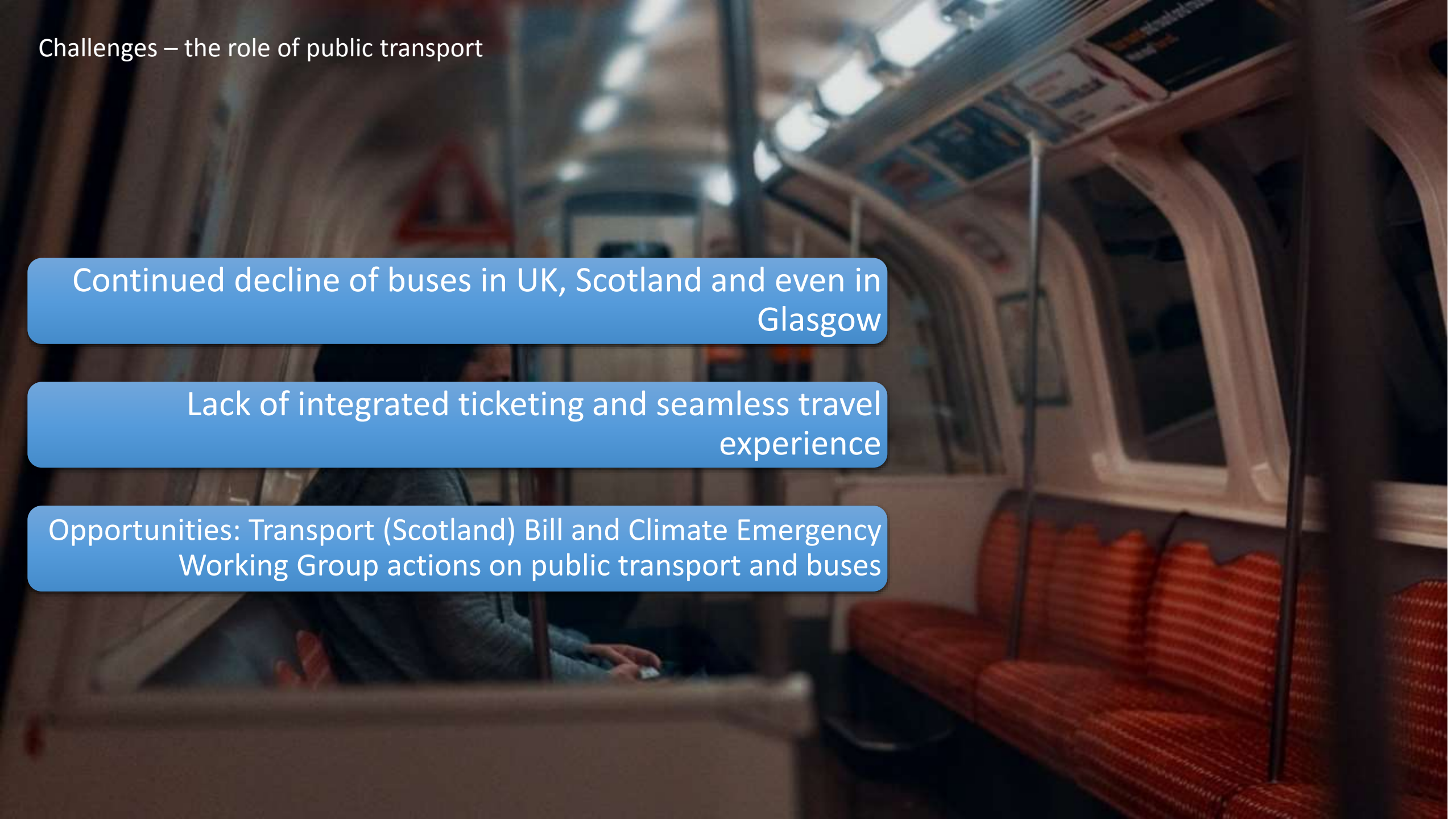
Avenues projects and City Way route improvements

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

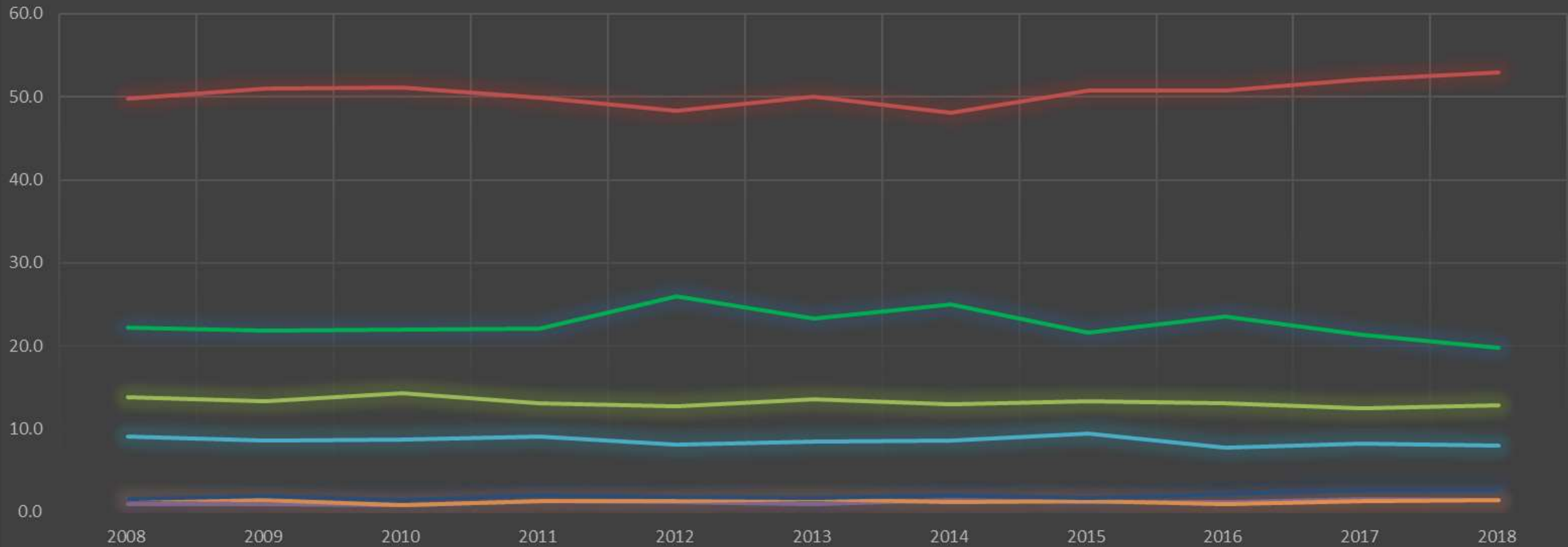
Continued decline of buses in UK, Scotland and even in Glasgow

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



2015 to 2017, Glasgow City was ranked 389th (UK lowest rank) for life expectancy at birth for both males and females

Median age is 35 – a young population
Ageing population though very low over 75s
projection

34% of children in poverty (23% at Scotland level)

Growing population, higher than average household projections by 2041

Women are less likely to ride bikes (32%, Glasgow Bike life) as are those from black & ethnic minority communities

High population density – “compact city” (City Development Plan outcome)



People at the heart of the Plans - designing spaces that people want to spend time in, and move through using sustainable forms of travel

Delivering the objectives of Transport Scotland's Sustrans Places for Everyone programme

Transport is an enabler – contributing to the City's vision and focus on inclusive growth, development plan policies and actions

Climate emergency – transport is key to the delivery and unlocking of the Climate Emergency working group 61 recommendations



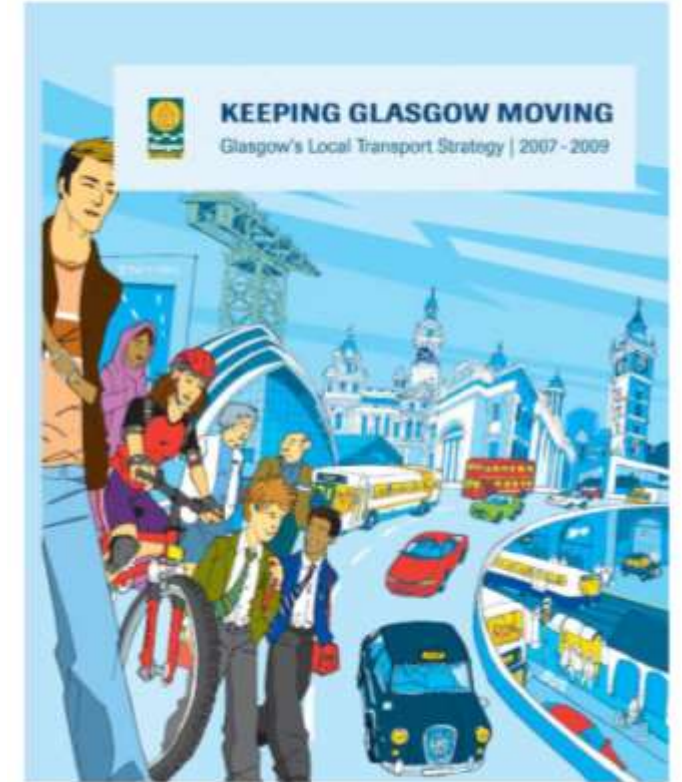
Connectivity Commission

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?

