

CCTP

City Centre Transformation Plan



Workshop
City Centre Strategies / DRF's / Liveable Neighbourhoods
Summary of STAG Assessment Process

CCTP Update

What is the City Centre Transformation Plan ?

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

Additional detail on CCTP online website :

- Public Engagement Conversation
- Case for Change
- Detail of STAG Process

For additional details please contact the CCTP Team:
ConnectingCommunities@glasgow.gov.uk



Context

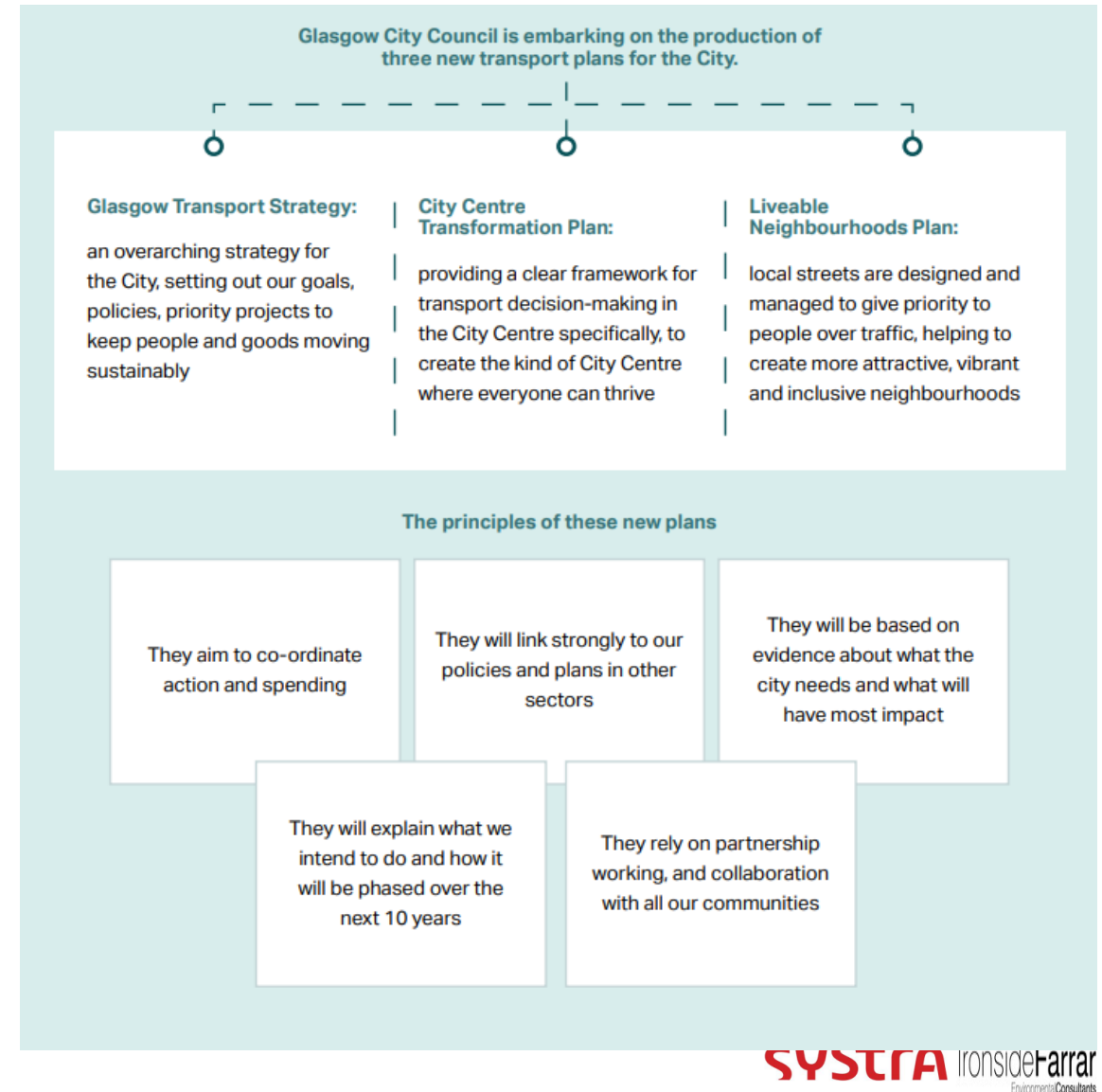
City Centre Strategic Development F'Work

3 Plans

- Glasgow Transport Strategy
- City Centre Transformation Plan
- Liveable Neighbourhoods Plan

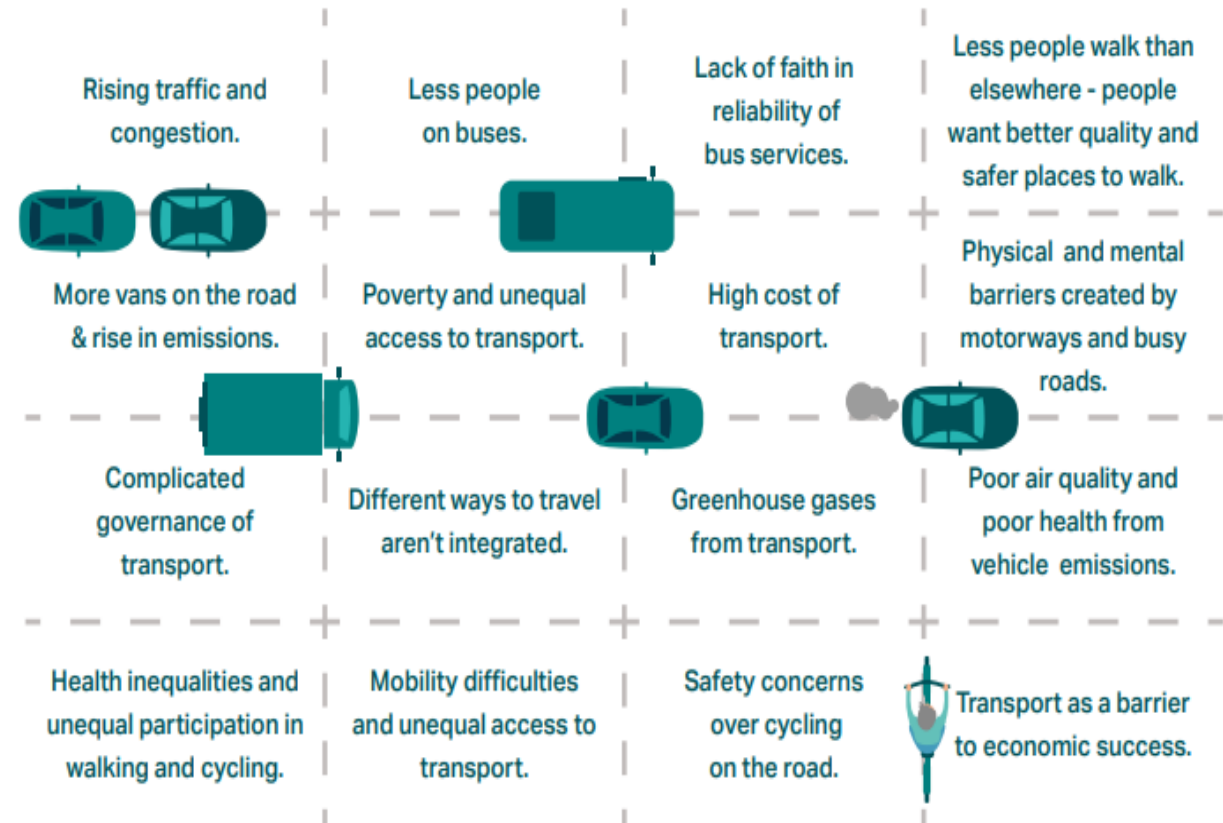
5 Principles:

- Coordinate action & spending
- Align wider policies
- Evidence Based Needs
- Set out Plan and Actions
- Support communication/collaboration



Challenges

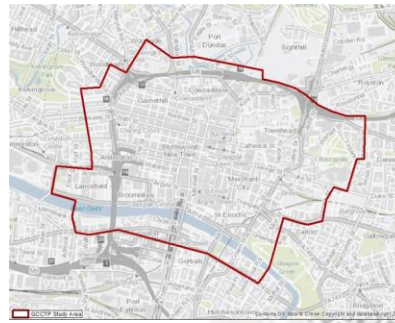
- **City wide Challenges**
- Traffic / Congestion / Emissions
- Integration / PT / Inclusion
- Health / Safety / Mobility
- Barriers to Alternatives / Active Travel
- **City Centre Challenges** – Place Specific
- Transport supporting Economy
- Traffic / Congestion / Emissions
- Parking / Servicing
- Place quality / Liveability



Big Conversation: Problems & Challenges

Place

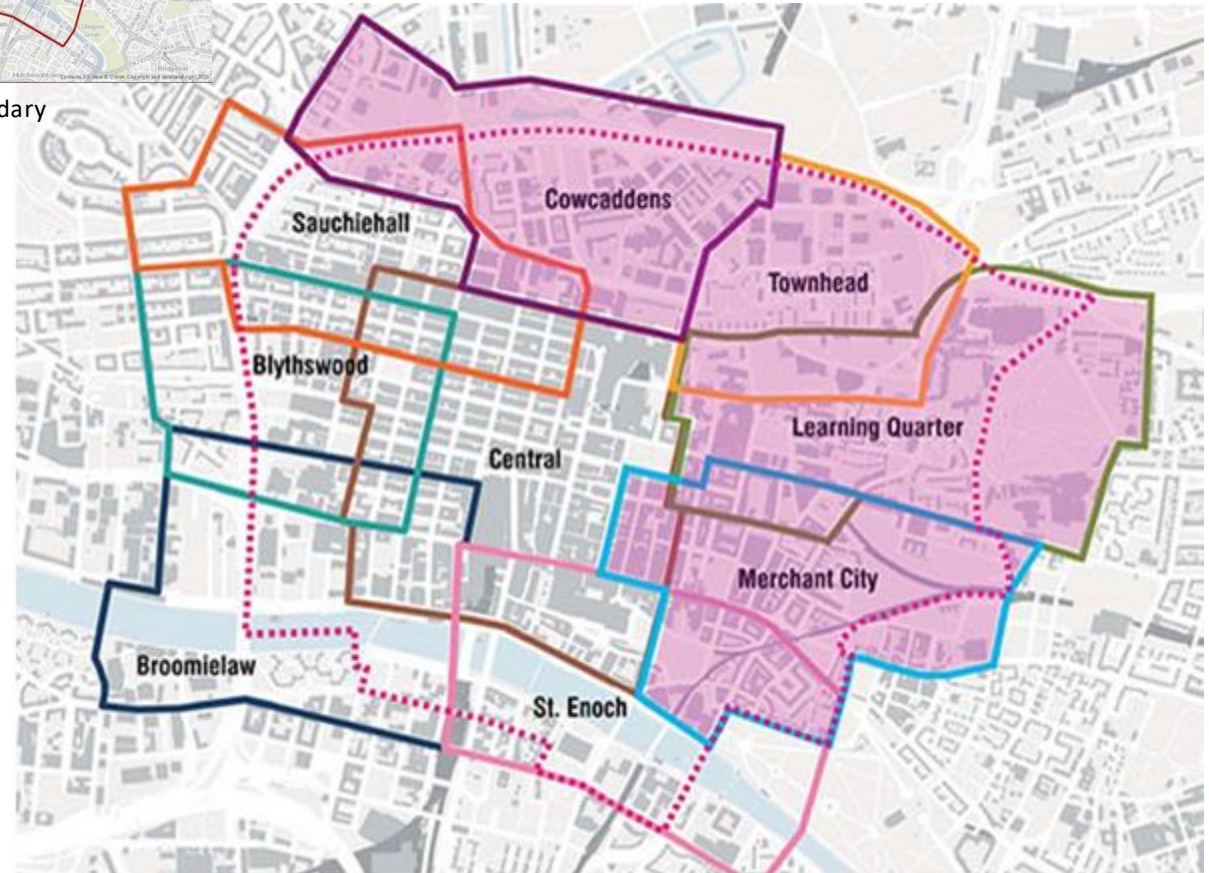
Study Area and Districts



City Centre Boundary

City Centre Districts – DRF Areas

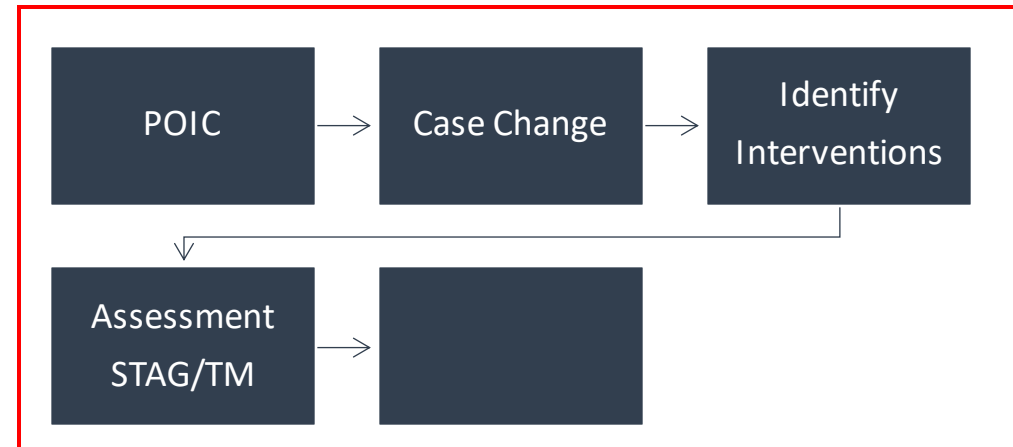
- Blythswood
 - Broomielaw
 - Central
 - Cowcaddens
 - Learning quarter
 - Merchant City
 - Sauchiehall
 - St Enoch
 - Townhead
-
- Links and connections into wider city
 - Key movement corridors with wider City



Methodology

- Data Gathering
- POIC Report
- Case for Change – Objectives
- Test/Validate Projects
 - Long list Projects
 - Short list Projects
- Model and Test Packages
- STAG Assessment / SEA Screening
- Conclusions
- Reporting

STAG Assessment Process



Key points:

- Evidenced Based Analysis & Model
- Aligned across National/Regional/City policy
- Aligned to City Strategies
- Problems/Opportunities/Issues/Challenges
- Clear Objectives & Interventions
 - SMART
 - Allowances for Flexibility of Detail
 - Long & Short Lists
 - Themes
- Package of Measures
 - Modelled / Assessed
 - STAG Appraisal
- Reporting

POIC Report

Problems / Opportunities / Issues / Challenges – captured through the Big Conversation on Transport Future

Problems

- High Traffic Flows & congestion
- Poor quality Bus offer
- Poor transport integration
- Poor quality of cycling provision
- Poor quality of pedestrian environment
- Unequal access to transport
- Negative environmental impacts of transport
- Poor quality of places
- Excess parking
- Ensuring the EV Charging Meets Demand
- Increasing waste and goods deliveries
- Transport governance

Opportunities

- Shift to Sustainable Transport Modes
- Promotion of Active Travel
- Reducing Cost PT
- Bus services
- Integrated Ticketing
- Governance/ Partnership Working
- LEZ / ULEZ
- Land-Use Efficiency
- Place quality / Place shaping
- Improvement Environmental Quality
- Safety / Mobility / Access
- Freight delivery Hubs
- Reduced Greenhouse Gases
- External Funding – Net Zero
- Quality Living Space
- Improved Health / Well Being
- Reduced Traffic Flows

Issues

- Climate Emergency timescales
- Climate Action Plan programme
- City Centre population growth
- Uncertainty over wider studies
 - City Region Metro
 - Active Travel Plans
- Socio-economic issues
- Reduced parking / Reduced income
- Technological change / EV
- Use/behavioral change / PT
- Use/ Behavioral change / Other
- Covid 19 Recovery
- Levels of Active Travel uptake

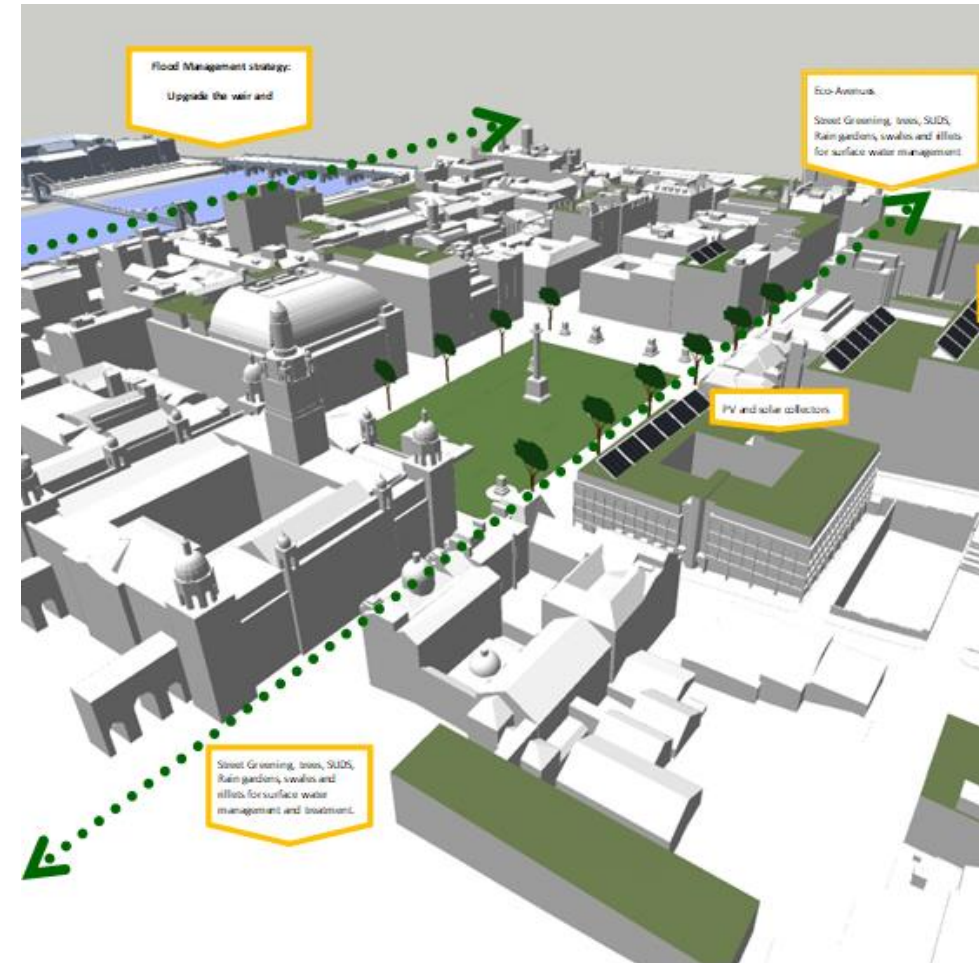
Challenges

- Carbon net zero target by 2030
- LEZ
- PT legislation and franchising
- Structure of the local bus sector
- City Centre Grid
- One-Way / Limited thru Routes
- City Centre Topography
- Rail network at capacity
- Road Capacity constraints
- Competing user needs
- cars, HGVs, LGVs and associated parking and loading bays;
- buses and associated bus priority measures;
- taxis and related taxi ranks;
- cycles and related cycle lanes;
- Pedestrians / barrier free access

City Aims/Aspirations

Council key aims and ambitions for the strategy

- Demand management and re-allocate 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 2030; and
- Support Glasgow's aim to achieve net carbon 2030



Transport Planning Objectives

Aligned with wider Glasgow transport Strategy

Carbon neutral

Support the delivery of a carbon neutral city by developing transport and infrastructure networks which help deliver low-carbon travel

Inclusive

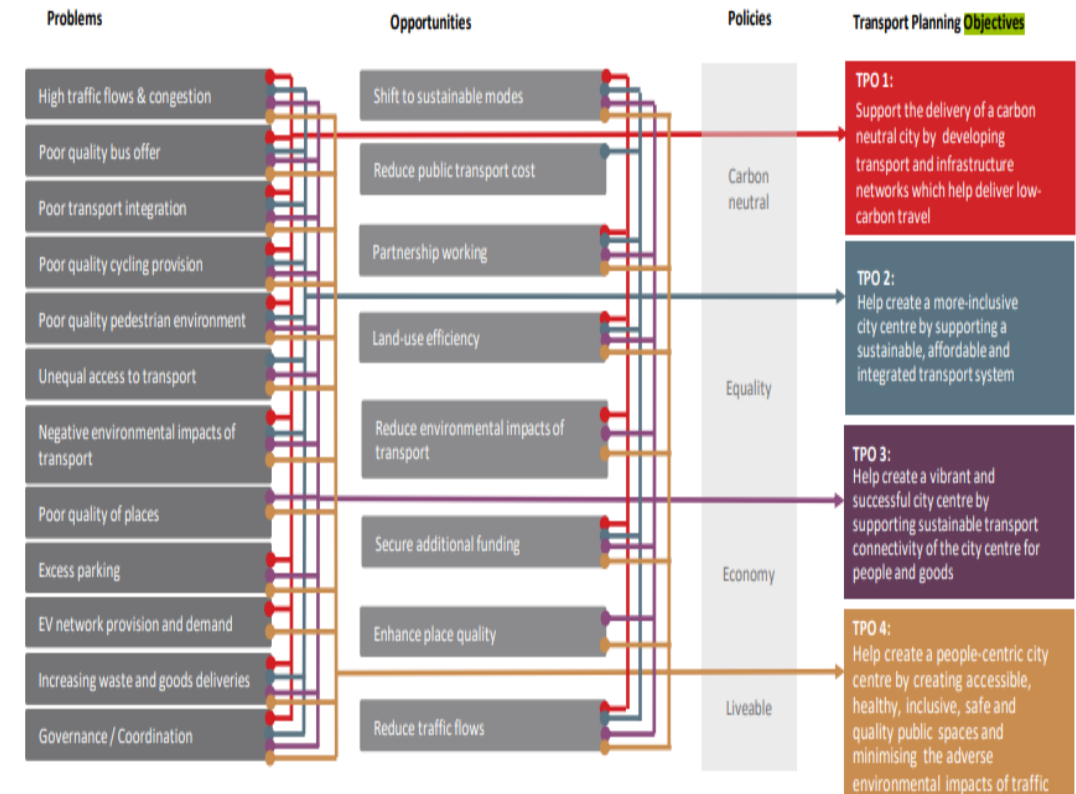
Help create a more-inclusive city centre by supporting a sustainable, affordable and integrated transport system

Economy

Help create a vibrant and successful city centre by supporting sustainable transport connectivity of the city centre for people and goods

Liveable

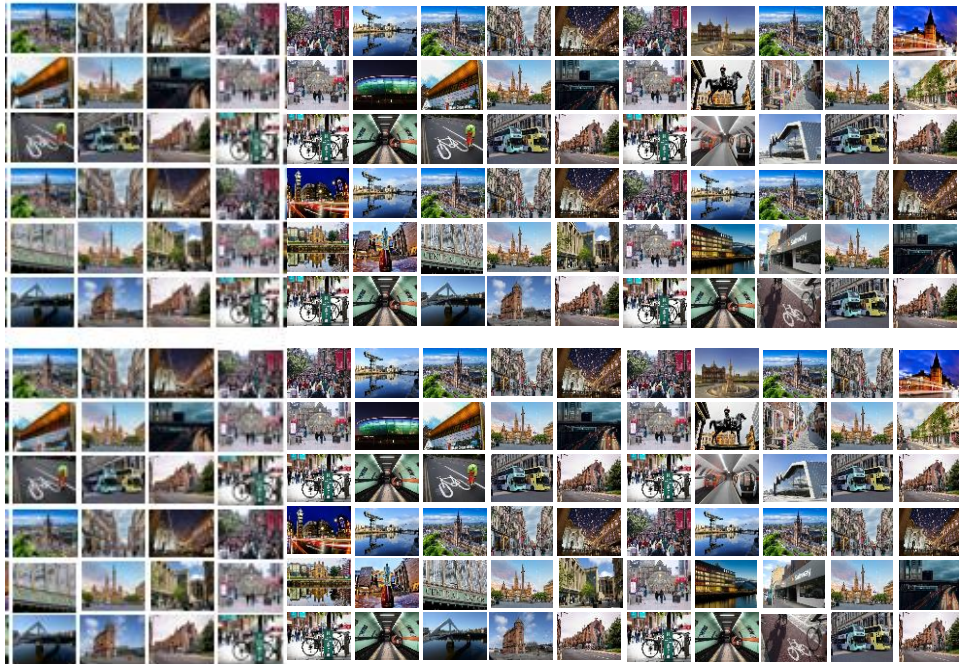
Help create a people-centric city centre by creating accessible, healthy, inclusive, safe and quality public spaces and minimising the adverse environmental impacts of traffic



Interventions / Projects

Developing the Long List of Potential Responses to the Problems/Opportunities/Issues/Challenges

Long List Options Total 127+



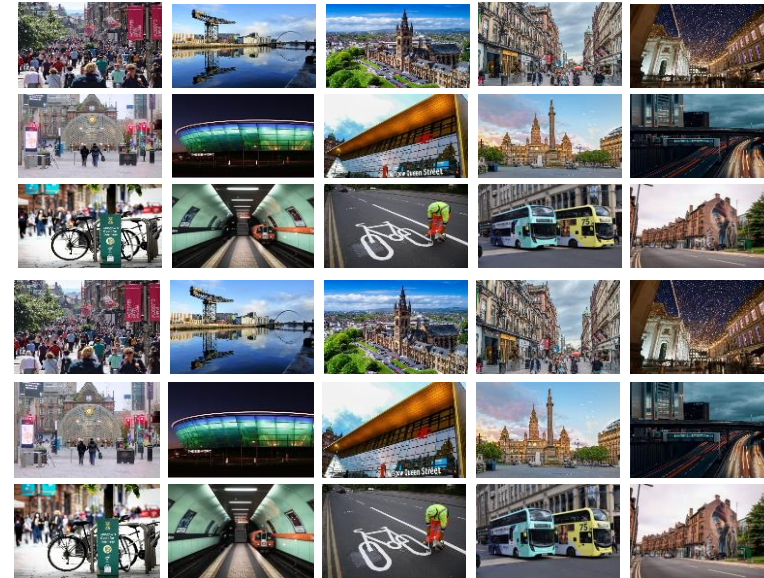
Sieve & Assessment Process



Selected Project Interventions
Assessed under Stag Part 1 Appraisals



Short List Options Total >100



Transport Based Themes

Collating the Long List Options into broad Themes

THEME 1a - Repurposing road space (PT)

THEME 1b - Repurposing road space (Active travel/Place - non motorised movements)

THEME 2 - Sustainable transport connectivity

THEME 3 - Accessible, inclusive, safe and quality public spaces

THEME 4 - Improved pedestrian and cycle facilities and infrastructure

THEME 5 - Increased physical activity and health

THEME 6 - Sustainable, affordable and integrated transport system

THEME 7 - Minimised adverse environmental impacts of traffic

THEME 8 - Network of carbon neutral infrastructure

Theme 9 - Demand Management

STAG Assessment

STAG Appraisal

- Formal STAG Appraisal Stages
- STAG Topic Appraisals
- STAG Reporting

Transportation Modelling

- Strategic Model – Framework
- City Centre Model – Paramics
- Testing Packages

The themes and the specific interventions will be ‘packaged-up’ at the beginning of the Preliminary Options Appraisal and then explored in more detail by being qualitatively assessed against the five STAG criteria of:

- Environment
- Economy
- Safety
- Integration
- Accessibility/Social inclusion

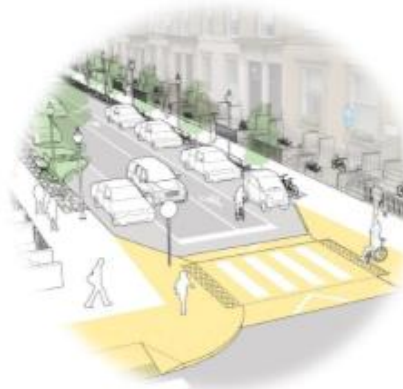
In addition, they will be considered in terms Feasibility, Affordability and Public Acceptability.

Following the ‘Preliminary Options Appraisal’, options that perform well against the above criteria will be subject to ‘Detailed Options Appraisal’

Rethinking urban public space. Moving from vehicle dominance streets to green neighbourhoods with dynamic and flexible connected public spaces.



Rethinking Public Space at key nodes



Rethinking City Centre Neighbourhood streets



Next Steps – Engagement

STAG Pre–Appraisal Engagement

- **STAG Assessment - STAG Part 1 – Part 2**
- **Transportation Modelling**
- **Strategic Model / Paramics Model**
- Preliminary Option Consultation with Stakeholders
- March 2022: Draft Final Report to go to Environment, Sustainability and Carbon Reduction City Policy
- **April/May 2022: Engagement & Public Consultation Six-week Public Consultation on the Draft Final Report**

