



Glasgow City Centre Transport Plan

Summary Report

“Glasgow City Centre Transport 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.”

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Foreword

Globally and across Scotland, our city centres are changing. Here in Glasgow the impact of the COVID-19 pandemic has brought the drive for a sustainable, mixed-use city centre into focus. We have set out our ambition to double the city centre residential population, while programmes of work like the Avenues are beginning to show us what a vibrant, people-focused city centre can look like.

The question of how we get to and about the city centre is an important part of the conversation on its future. It is therefore essential that we have a clear strategic underpinning to all these strands of work, ensuring that people and goods can move effectively, and that sustainable forms of transport are prioritised. This City Centre Transport Plan seeks to do that.

With the new Glasgow Transport Strategy outlining the action required to achieve transport's contribution to the city's target of net zero carbon by 2030, this Plan applies those principles to the unique city centre context. In doing so, it sets out what an accessible city centre will look like, ensuring that an increased focus on walking, cycling, wheeling and public transport meets the needs of all, as well as addressing the climate emergency.

This Plan builds on, and ties together, existing transport work, such as the Glasgow Bus Partnership and the Low Emission Zone. It will ensure that the Clyde Metro project integrates with existing transport modes in the city centre, offering the best possible passenger experience.

It also acknowledges that transport networks must respond to the particular character and function of the neighbourhoods they serve. The People-First core, increased provision of green space and actions to offer more opportunity for recreational activity through play streets and improved public realm offer a more varied and high quality city centre experience for visitors and residents alike.

There is a recognition of the unique nature of the individual neighbourhoods that together form the city centre. This allows for specific interventions that will respond to the opportunities to improve areas such as High Street, George Square, and the Clyde Waterfront.

And there is acknowledgement of the way the city's motorway infrastructure has impacted on the city centre's setting and placemaking, with an opportunity to explore the M8's role and relationship to the city centre with relevant authorities.

Transport planning has a significant role to play in bringing about a more sustainable, thriving and liveable city centre. This Plan makes a timely and important contribution to those objectives and to our wider work to support city centre recovery and confront the climate emergency.



Cllr Angus Millar
Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery

The City Centre Transport Plan (CCTP) represents a step change for Glasgow City Centre over the next ten years. This new strategy sets out a clear framework for transport decision-making that will help make Glasgow City Centre a place where everyone can thrive.

There are already a number of projects that are making a positive impact on the City Centre from the Sighthill Bridge to the City Centre Avenues which are enabling sustainable travel opportunities for the citizens of Glasgow. The CCTP aims to build on Glasgow's pledge to become a net zero carbon city by 2030 and sets out ambitious aims to meet this target.

Improvements to accessibility and sustainable transport are at the heart of this strategy. The CCTP will see road space within Glasgow City Centre re-allocated for active travel and green infrastructure as well as public transport provision to support a shift to more sustainable modes of travel. A 30% reduction in private car traffic will create a safer environment for walking, wheeling and cycling and allow placemaking to further enhance the public realm, supporting projects like George Square and the People first Zone.

We have to promote an inclusive, safer environment for people of all mobilities and backgrounds that will contribute towards a healthier, stronger economy. As we emerge from the Covid-19 pandemic and face new challenges the CCTP sets out a range of actions that will help transform the city centre.



George Gillespie
Executive Director of Neighbourhoods, Regeneration and Sustainability

Vision - City Centre Transport

Glasgow city centre is a vibrant growing urban centre of strategic importance to Scotland and the Scottish economy with city growth delivering more jobs, more homes and through improvements to health and well-being stronger and more resilient communities.

Successful cities of the future need to address a net zero carbon future and build on their special qualities of place to deliver a more inclusive, engaged and healthier environment that further strengthens the appeal of the city centre.

The heart of the city needs to offer a more liveable people friendly urban environment and use its space and streets differently. It needs to look at how to secure added value and place based benefits from the available roadspace and create more opportunities for active travel to create a city centre reflecting the needs of people.

Making the city centre a more appealing place to live, work, learn and visit supports jobs, enterprise, leisure and the evening economy. Reducing the need to travel and enabling local travel by walking, cycling, and public transport will deliver on national targets and our Climate Change commitments.

The vision for the city centre and its delivery will require coordinated action and partnership working. Developing a more people oriented and functional transport network will require agencies, stakeholders and community interests to work together to integrate projects and deliver benefits to users.

People create the vitality, vibrancy and commercial success of the city. The City Centre Transport Plan will ensure the city centre continues to thrive as the hub and focus of the city-region's economic, cultural and community growth.

SUMMARY OF KEY POINTS

The City Centre Transport Plan (CCTP) is Glasgow's new strategy for movement and place within the city centre. As a strategy it sits alongside the wider Glasgow Transport Strategy, Liveable Neighbourhood Plan and the Active Travel Strategy to help guide decision-making for transportation in the city centre to 2032.

The plan will help to deliver transformational change to transport within the centre and ensure the city makes a full contribution to our Climate Change commitments and the transition to net zero carbon.

The key aims of the CCTP are as follows:

- Re-allocate road space within the 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 the city centre by 2030
- Deliver improvements for servicing (e.g. goods, deliveries and waste collection) to improve the vitality of the City centre
- Support a doubling of the city centre's population by 2035; and
- Support Glasgow's aim to become a net zero carbon city by 2030

The focus of the strategy reflects the core strategic transport planning objectives to support:

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

This City Centre Transport Plan suite of documents seeks to set out in an easily readable style the changes necessary to transform movement and accessibility within the city centre. The goal is to create a more successful, people-centred place that supports the continued success and vibrancy of the centre whilst helping to meet the city's climate change and net zero carbon commitments. The strategy will be implemented progressively and in close engagement with all the many and varied stakeholders with interests in the city centre.

Key elements of the strategy include:

- Making the city function better for all users including users with restricted mobility
- Reducing the need to travel and specifically reducing the need to access the city centre by car (-30%)
- Encouraging more journeys on foot (+30%) and by cycling /wheeling (+200%)
- Supporting greater use of public transport through public transport improvements
- Promoting 80% of trips into the city centre to be made on foot, by bicycle or public transport by 2030.
- Creating a 'People First' city centre of safe, accessible, quality streets with low vehicular access
- Developing mobility hubs and encouraging shared mobility to reduce the need to own a car
- Prioritise quality place-making and the power of design to enhance place quality and provide quality public realm and greenspace
- Promoting behavioural change through support, education, engagement and co-design working with stakeholders
- Accelerating decarbonisation through Low Emission Zones, promoting zero tail pipe fleet and vehicular emissions
- Reducing air pollution and adverse environmental impacts from transport
- Engaging and working with all city centre interests for a strong and inclusive and successful economy

The City Centre Transport Plan (CCTP) sets out a strategy for change. The plan has a fundamental role to play by facilitating and supporting a range of initiatives and projects over a 10-year period. These will reinforce Glasgow place as a world-class city, enhance the experience of the city for both residents and visitors and make it a great place to live, work, learn, visit and enjoy.



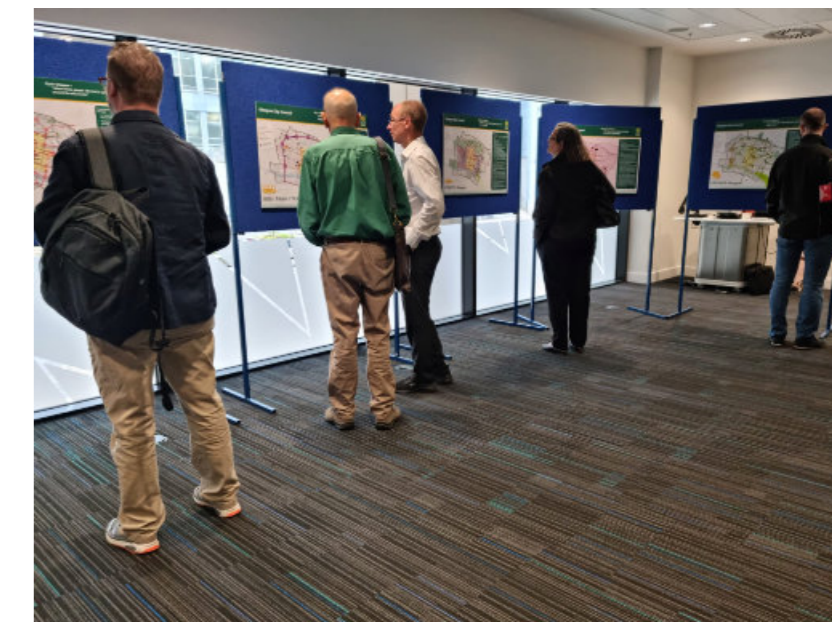
CONSULTATION ON THE PLAN

The City Centre Transport Plan (CCTP) has been developed within a Consultation Plan providing stakeholder input at all key stages of its development

The Draft Plan was published in March 2022 with public and stakeholder consultation organised between July and September 2022. Consultation has included a Public Drop-In Event Stakeholder Workshops, consultation and meetings with special interest and local community groups. All materials for consultation and reporting have been available on-line with 1350 plus accessing the Survey Questionnaire and 722 completed Questionnaires providing 3000 plus feedback comments.

All consultation feedback has been recorded and reviewed. Key areas of feedback that have been further strengthened in the final report and incorporated within the CCTP Delivery Plan include:

- Recognition of the critical role of public transport and developing across all sustainable travel choices stronger integration and for public transport integrated ticketing, better and more affordable services, reliability, travel information and access.
- Importance of developing place quality and ensuring an inclusive city centre including the need to address safety, pavements for pedestrians, open space, perceived security and 24-7 access for all.
- Attention to partnership delivery and a clear delivery and monitoring plan with the need to secure alignment of action between delivery partners.





01 Introduction

The Glasgow City Centre Transport Plan (CCTP) is an ambitious strategy to support change across the city centre. It 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 strategy will help us to deliver a transformation of the city centre and ensure the city makes a full contribution to our Climate Change commitments and our transition to net zero carbon.

The focus of the strategy reflects our four core strategic planning objectives that support:

- Successful & Vibrant City Centre.
- Net Zero Carbon City.
- Liveable People-focussed Urban Environments.
- Accessible & Inclusive Place-making.



Place Based Vision & Strategy

The vision and strategy are reflected across themes that support a range of integrated transportation and place-based measures. These focus on:

- Sustainable transport connectivity.
- Repurposing road space.
- Accessible, inclusive, safe and quality public spaces.
- Improving pedestrian and cycle facilities and infrastructure.
- Increasing levels of physical activity and health.
- Sustainable, affordable and integrated transport system.
- Minimising adverse environmental impacts of traffic.
- Enhancing the place quality and liveability of the centre
- Developing the network of net zero carbon infrastructure.

The City Centre Transport Plan (CCTP) replaces the City Centre Transport Strategy 2014-2024. The Glasgow Transport Strategy (GTS) is the overarching transport strategy for the city and defines the overall objectives and outcomes for Glasgow. The City Centre Transport Plan provides a more detailed transport plan for the city centre and sits alongside sister strategies including the Liveable Neighbourhoods Plan and the Active Travel Strategy. A detailed suite of reports supports the plan including a Scottish Transport Appraisal Guidance (STAG) Technical Report, Report on Consultations and a comprehensive package of Strategic / Detailed Transportation Models and simulations.

Strategic Scope

The City Centre Transport Plan covers the whole of the City Centre. The plan has been developed to align closely with wider strategies building on extensive stakeholder engagement over recent years and tested through transportation modelling. With its focus on place, it seeks to:

- Strengthen connectivity between the city centre and edge of the city centre neighbourhoods including the Clyde Waterfront
- Create safe and attractive streets for people re-balancing our relationship with the car and encouraging greater use of sustainable travel choices through better provision and integration of services.
- Improve environmental quality and make the city a safer, cleaner, less polluted environment with improved air quality that contributes to the transition to net zero.
- Build on and strengthen connections and safe accessibility with a focus on meeting the needs of all users and addressing barriers created by disability and restricted mobility.
- Minimise the severance and disruption of the M8 motorway and explore opportunities for change.

The plan promotes a 'whole-place' approach looking to connect and support the full range of initiatives around community growth, neighbourhood development, health and well-being and the post Covid recovery of the city, as the centre of our cultural, economic and civic life. Importantly the plan is seeking to build on the success of recent programmes (Liveable Neighbourhoods / Glasgow Avenues) and accelerate the transformation of the city in accordance with the City Vision.



Connecting
Communities

Glasgow
Transport
Strategy

Active Travel
Strategy

City Centre
Transport Plan

Liveable
Neighbourhoods
Plan

Building on Engagement

The plan represents the culmination of a series of studies and reviews and extensive engagement with stakeholders and the wider community. Building a shared understanding of the need for change and developing an integrated programme of measures to transform Glasgow and Glasgow's city centre started with the Connectivity Commission in 2017.

The Connecting Communities Public Conversation (Sept-Oct 2020) on Transport for Glasgow extended a discussion on the transportation issues facing the city. The consultation highlighted the importance of transport choices in shaping our lives and futures and the critical role transport plays in defining the quality of place, liveability and inclusivity of neighbourhoods. Transport is fundamental to a modern, successful and sustainable city and our goal is to ensure Glasgow remains one of the leading city destinations in Europe.

Feedback from the engagement has confirmed the direction of travel, helped shape and informed priorities and framed the evidence base around a shared understanding of the need for change. People supported the concepts of a new City Centre Transport Plan and a new Liveable Neighbourhoods Plan. They also supported the reallocation of road-space to more sustainable ways of travelling. In summary the feedback confirmed:

“We want a city where people come first on our streets and neighbourhoods; where people walk, wheel and cycle for everyday journeys. We want a public transport system that is integrated and operates in the best interests of its users.”

Connecting Communities Public Conversation.

Framework for City Ambitions & Aspirations

The City Centre Transport Plan is in addition seeking to address a wider range of ambitions and aspirations for the city centre. The plan looks to promote a ‘whole place approach’ where transport, place and local needs are better integrated, and the opportunities to address wider issues such as climate change, community growth, health & well-being and inclusion are addressed alongside place and transportation measures. Importantly this links to the work from the Connectivity Commission, Strategic Development Framework, City Centre Strategy, Liveable Neighbourhoods and District Regeneration Frameworks.

Connectivity Commission

The independent Glasgow Connectivity Commission has been challenged to generate bold, fresh ideas to transform Scotland's biggest city; making it a more liveable and breathable place which is even more attractive to visitors, businesses and citizens. Critical to this study is the Phase 1 Report that focuses on recommendations for Glasgow City Council to improve connectivity within the city centre of Glasgow.

Strategic Development Framework (SDF)

The Strategic Development Framework will guide the development of the city centre - the economic heart of Glasgow and the surrounding city-region - over the next 30 years. The framework's vision for Glasgow city centre in 2050 is that it will be a place that is vibrant, inclusive, sustainable and liveable - a green, walkable city centre that is people-centred, climate-resilient, fosters creativity and opportunity and promotes social cohesion, health and wellbeing and economic prosperity. The SDF was formally approved by the Council in October 2020 and adopted as supplementary guidance for Glasgow's City Development Plan.

Glasgow Climate Plan

Glasgow's Climate Plan was adopted in June 2021. The Plan sets out the key actions required in enabling the city to address the global climate and ecological emergency and ensure a just transition to a low carbon and resilient city. Transport emissions represent the biggest challenge for the city with a key priority need to reduce transport sector emissions and Glasgow meets its target of becoming a net zero carbon city by the year 2030.

Glasgow Transport Strategy

The Glasgow Transport Strategy is the overarching transport policy document for the city, setting out our goals, policies, priority projects to keep people and goods moving sustainably. The strategy provides a detailed over-arching transport framework for the city and confirms a range of key targets. These require a change to the way people and goods move and confirm a commitment to reducing car vehicle kilometres across the city of at least 30% by 2030.

Liveable Neighbourhoods

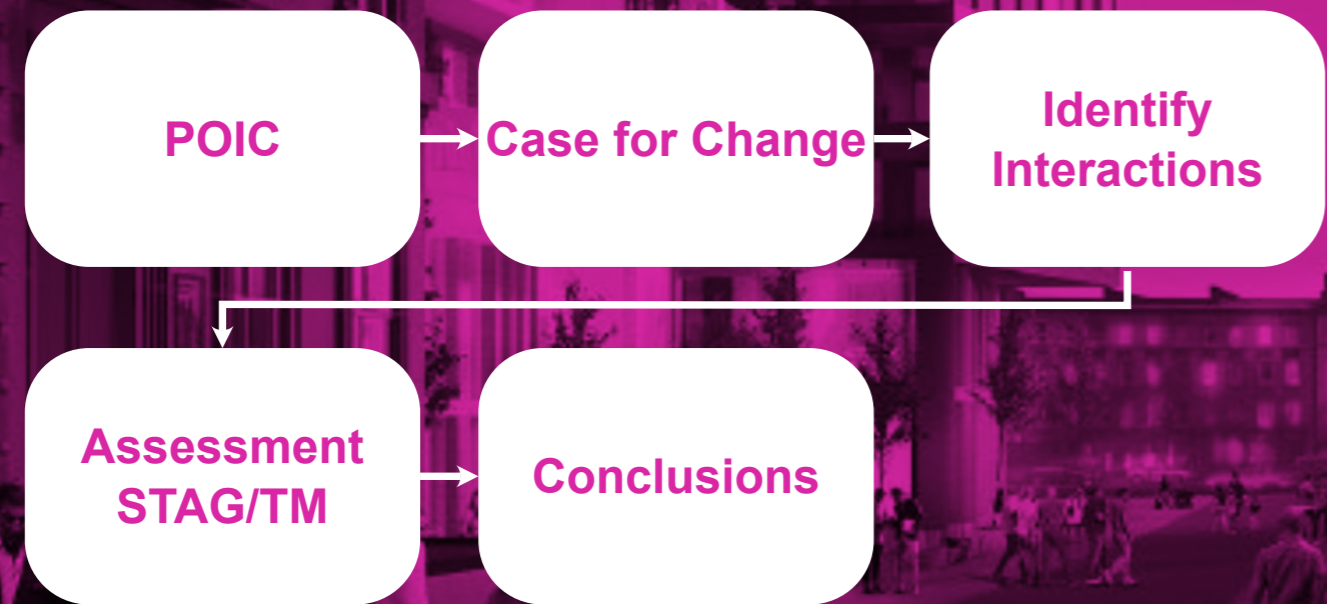
Glasgow City Council's Liveable Neighbourhoods plans are seeking to transform streets through collaboration and place-based engagement, into liveable neighbourhoods where people feel they are safe, and welcome. Strengthening communities, promoting 20-minute neighbourhoods and creating attractive environments will encourage active travel as the first choice of transport. The whole of the city centre will become a liveable neighbourhood building on the concept of Place Principle and 20 Minute Neighbourhoods.

Glasgow City's Development Plan

Glasgow's City Development Plan was adopted in March 2017. The Plan sets out the Council's vision and strategy for land use whilst also providing the basis for assessing planning applications along with its associated Supplementary Guidance including the SDF.

District Regeneration Frameworks

The District Regeneration Frameworks (DRFs) cover the nine districts of the City Centre and provide a framework of plans to guide their future development across the city centre neighbourhoods. The DRFs are based on extensive engagement and recommend a range of aspirations and actions to create vibrant, healthy and sustainable neighbourhoods delivering economic, environmental and social improvements to communities and the city.



02

The Case for Change

Making Evidence Based Choices - STAG Methodology

The City Centre Transport Plan takes a whole place approach linking place-based assessments with transportation modelling to develop a plan that dovetails with other core strategies and is supported by a detailed project appraisal methodology and transportation modelling. Engagement has informed the process and helped shape the next steps and Delivery Plan.

The parallel Scottish Transport Appraisal Guidance (STAG) formal assessment ensures that the plan is evidenced-based and has been appraised in a consistent manner reflecting national, regional and city policies and meeting the needs of Glasgow for 2030 and beyond.

Case for Change Understanding the Problems/Opportunities/Issues/Challenges

Glasgow is seeking to develop its transport and movement network to support the demands of a changing city, a growing economy and to better address the needs of all its citizens. Central to this transformation is the promotion of a new sense of place with a vibrant city centre anchored around safe, quality, people-friendly public spaces that promote active travel and sustainable transport modes.

The Case for Change reporting sets out the evidence base (Problems / Opportunities / Issues / Challenges as evidenced through Engagement and data) and highlights a number of key policy targets. The Council has identified these as being critical to meet the commitment to net zero carbon and secure the road-space to ensure the city can develop the city centre as a liveable neighbourhood, improve public transport and support active travel. Key targets are to:

- Work to secure net zero carbon city status by the year 2030.
- Secure a reduction of 30+% in private car trips within the city centre during peak periods.
- Build on the success and economic performance of the city as a world class centre
- Create a more liveable, inclusive city centre through quality urban design and wider programmes.

The Case for Change is part of the detailed evidence base and supporting documentation for this strategy. The Case for Change provides a stand-alone report detailing the policy, socio-economic and transportation context and defines Glasgow's specific problems, opportunities, issues and constraints.



Sauchiehall Street – Avenues Programme – Before & After

Evidence in the form of a range of studies and reports together with stakeholder engagement going back over the past 3 years builds a broad consensus around the key challenges. Key documents references include:

- Connecting Glasgow – Creating an Inclusive Thriving Liveable City.
- Glasgow Connectivity Commission, 2019.
- City Development Plan (CDP), 2017.
- City Centre: Strategic Development Framework 2050 (CDF), 2020.
- Glasgow City Centre Living strategy – Vision for 2035.
- City Centre Strategy and District Regeneration Frameworks (DRFs).
- Glasgow Transport Strategy, (GTS) 2021.
- Glasgow Health & Wellbeing Strategy 2021-2024.
- Glasgow Active Travel Strategy, 2020.
- Glasgow Road Safety Plan 2030.
- Glasgow City Centre Recovery Plan 2022-2024.

National and regional policies are closely aligned around Net Zero Carbon and Sustainable Transport and are further reflected in the recently issued Draft National Planning Framework 4 (NPF4) and Transport Scotland's Strategic Transport Projects Review 2 (STPR2).

This plan reflects Draft NPF4 to support a transport system which contributes to the creation of great places through prioritising the need to reduce inequalities; taking climate action; and helping to deliver a greener, fairer and more inclusive wellbeing economy (NPF4).

Similarly, the plan recognises our modes of transport are in a period of change. Through the pandemic we have all thought more about how we move around. That has meant more working from home, an emphasis on local walking and cycling trips, and significant changes for our public transport networks. Transport is also in a period of longer-term change as technology in particular revolutionises how we live, work and play, and is helping transform our cars, buses and trains to a decarbonised fleet, as evidenced in the Transport Scotland – Strategic Transport Planning Review 2 (STPR2).

The development of this strategy has also taken into account wider national policies and strategies, Scotland's Climate Change Plan, the National Transport Strategy, the Plan for Decarbonising Scotland's Transport Sector and Transport Scotland's Route Map to achieving a 20% reduction in car kilometres by 2030 etc.

Building on Success

Glasgow has a strong mixed economy. Developing its city centre economy (retail/leisure/services/education/tourism), its daytime and evening economies and opportunities for urban living needs to continue to strengthen its place appeal and the quality of its urban environment to support cultural, civic and leisure activities alongside its strong office, retail, commercial and educational activity.

The Avenues programme is re-balancing car-dominated streets with public realm space that supports pedestrian uses making the city more attractive to residents and visitors alike. The challenge to decarbonise, create healthier environments, encourage more active communities and liveable neighbourhoods is aligned with both national policy and wider city strategies.



Problems, Opportunities, Issues & Constraints

Identified Problems, Opportunities, Issues & Constraints

The Case for Change Report sets out in detail the actual and perceived problems, opportunities, issues and constraints which form the basis for the development of Transport Planning Objectives and guides the development of options and recommendations.

These, in summary, include:

Problems: Existing and Future

- High traffic flows and 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.
- Over Supply of parking.
- Developing EV Charging Network aligned to Demand.
- Increasing waste and goods deliveries.
- Transport governance.

Opportunities: Existing and Future

- Shift to sustainable transport modes.
- Reduce the cost of public transport.
- Partnership working/governance.
- Land use efficiency.
- Innovation through digital technologies.
- Improvements to environmental impacts of transport.
- Funding.

Issues: Existing and Future

- Covid 19.
- Technology / Technological Change.
- Policies / Strategies.
- Socioeconomics.

Constraints: Existing and Future

- Road capacity.
- Rail capacity.
- Topography.
- Policies and Legislation.
- Funding.

Amongst the top solutions to tackling transport problems people would like to see were:



Connecting Communities Public Conversation – Summary
Public Proposed Solutions

Case for Change – Key points

- Cycling across the city centre doubled between 2009 and 2019.
- 63% of city centre households don't have access to a car or van and rely on other travel modes.
- Over three-quarters of trips to work to and from the city centre are by sustainable transport modes.
- 62% of trips made by city centre residents are less than 5km.
- There are approximately 14,000-17,000 parking spaces available for public use in the city centre.
- Approximately half of these parking spaces are occupied during the peak, pre-Covid.
- Although accidents in the city centre are declining approximately 44% of all accidents per year involve pedestrians or cyclists.
- Commercial vehicles make up 19% of Glasgow's road traffic.
- The highest number of trips by light commercial vehicles are during the morning and evening peak hours.
- CO₂ emissions from transport have slightly reduced in Glasgow since 2005, but annual average nitrogen dioxide (NO₂) concentrations exceeded the air quality objectives within the existing City Centre AQMA.

For references see Case for Change: GCPH Up and down: Cycling and Walking Trends, 6 Jan 2022 / Census 2011 / Census 2011 / Census 2011 / Glasgow City Centre Strategic Parking Review / Crashmap.co.uk / 2019 Department for Transport National Road Traffic Survey

Connecting Communities Public Conversation – Summary Key Messages

- Over 50% disagreed that the transport system in Glasgow was adequate for their needs. More positively, there is a substantial desire and openness to change. For example, almost 60% said they would consider leaving their car at home more for shorter journeys (say trips up to 1 or 2 miles) and walking or cycling instead.
- 81% supporting Road-space being re-allocated to Walking Wheeling & Public Transport with 77% supporting "People" and "Place" measures being prioritised in the city centre.
- People generally agreed with the key problems the Council presented in the Public Conversation, and the top transport problems people themselves mentioned related to lack of safe places to cycle; quality, reliability and connectivity issues with public transport (particularly buses), high cost of public transport (particularly buses) and lack of integration in the public transport system including ticketing.
- People generally agreed with the four draft outcomes presented for Glasgow's new transport strategies and plans, and some offered more specific objectives to include, which will be taken on board in the development of the Glasgow Transport Strategy.
- People supported the concepts of a new City Centre Transport Plan and a new Liveable Neighbourhoods Plan. They also generally supported the reallocation of road-space in Glasgow to more sustainable ways of travelling.
- There was broad support for a set of draft policy focus statements, though further definition and development was requested on some.

The strategy recognises that in terms of both transport and place the city of Glasgow is changing. Change needs to be fully supported by engagement and close and collaborative working with partners and stakeholders. Stronger outcomes and benefits are delivered through a participatory process with initiatives and projects requiring close integration with Partners, Transport Managers and Operators / Agencies and through close co-design with partners linked to Neighbourhoods / District Regeneration Frameworks and other development masterplan design teams.

	THEME 1 Repurposing road space	THEME 2 Sustainable transport connectivity	THEME 3 Accessible, inclusive, safe and quality public spaces	THEME 4 Improved pedestrian and cyclist infrastructure and facilities	THEME 5 Increased physical activity and health	THEME 6 Sustainable, affordable and integrated transport	THEME 7 Minimised adverse environmental impacts of traffic	THEME 8 Network of carbon neutral infrastructure
TPO1 - Support the delivery of a net zero carbon city by developing transport and infrastructure networks which help deliver low-carbon travel and a target of carbon neutrality by the year 2030	✓	✓✓	✓	✓✓	✓	✓	✓✓	✓✓
TPO2 - Help create a more-inclusive city centre by supporting a sustainable, affordable and integrated transport system		✓	✓✓	✓	✓	✓✓	✓	✓
TPO3 - Help create a vibrant and successful city centre by supporting sustainable transport connectivity of the city centre for people and goods	✓	✓✓	✓	✓		✓	✓	✓
TPO4 - 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	✓✓	✓	✓	✓✓	✓✓	✓	✓✓	✓

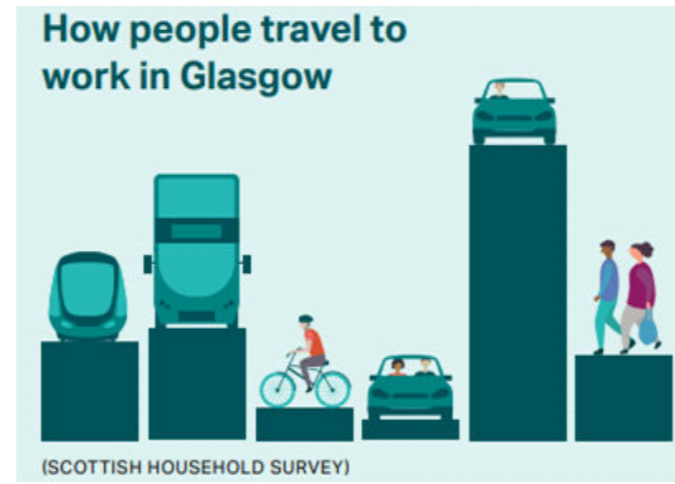
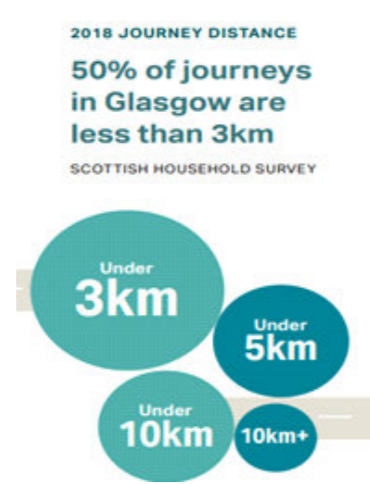
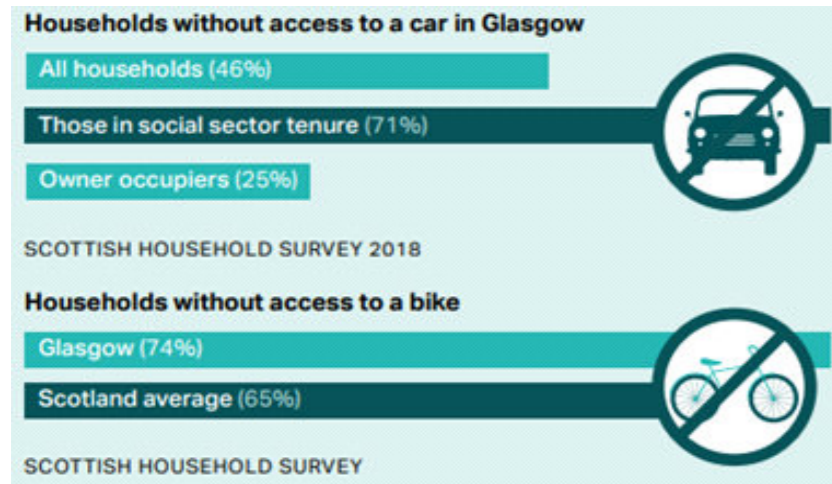
key	
✓	Significant contribution to objective
✓✓	Major contribution to objective

Setting Transport Planning Objectives

The assessment of the problems and opportunities, stakeholder consultation and review of the wider national, regional and local policy framework generated the following City Centre Transport Plan objectives. These are closely aligned with the Glasgow Transport Strategy (GTS) objectives.

- Net Zero Carbon (TPO1)**
 Support the delivery of a net zero carbon city by developing transport and infrastructure networks which help deliver low-carbon travel and a target of a net zero carbon city by the year 2030.
- Inclusive (TPO2)**
 Help create a more-inclusive city centre by supporting a sustainable, affordable and integrated transport system.
- Economy (TPO3)**
 Help create a vibrant and successful city centre by supporting sustainable transport connectivity of the city centre for people and goods.
- Liveable (TPO4)**
 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.





Across the UK, even before the Covid-19 crisis, people are generally travelling less than they used to. We can use this as an opportunity to reshape our environments.



Socio-economic Issues

Glasgow City was ranked lowest for life expectancy at birth in 2017



Transport Plan - Supporting Detailed Assessment

The development of the City Centre Transport Plan has been advanced within a Scottish Transport Appraisal Guidance (STAG) process. The STAG methodology provides a robust framework to identify and evaluate potential transport interventions. STAG assessments are objective-led and seek to appraise projects and options against defined Transport Planning Objectives, delivery criteria and established policy.

A key stage in developing the plan is identifying and developing options and this has been done through a series of Glasgow City Council Workshops, key one-to-one stakeholder meetings and wider stakeholder engagement. Following the setting of objectives, a series of 'working themes' were identified reflecting the issues identified within the Case for Change (Problems / Opportunities / Issues / Challenges) and aligned to the objectives.

Engagement has included:

- Online survey on the draft strategy- hosted on GCC's Consultation Hub
- An in-person Consultation Exhibition open to members of the public
- Engagement workshops (Key issues - Spring 2022 /Draft Report - Autumn 2022) involving stakeholder consultations in theme groups both in-person and online
- Presentations to other groups eg. Glasgow Chamber of Commerce / Glasgow Accessibility Design Forum / Glasgow bus Partnership / etc

Online consultations secured 3,000+ responses to the Online Survey. Social media participation with 150,000 posts. All themes secured 80%+ support for the strategy's aims. A detailed report on consultation is available within the CCTP reporting.

Implementing the National Sustainable Travel Hierarchy

The National Transport Strategy promotes walking, cycling, public transport and bike, car and ride sharing in preference to single occupancy car use. The sustainable travel hierarchy provides a diagram illustrating the sustainability of different modes. The higher up the hierarchy, the more sustainable and greener the travel option.

Prioritising Sustainable Transport





Developing the Long List of Project Opportunities

A Long List of potential projects was developed through the assessment and engagement process including reference to wider strategies. The long list set out a wide range of potential options to address and alleviate the identified problems and opportunities. The sifting and the development of options was based on how well projects aligned with the objectives and capacity to meet wider criteria (e.g. deliverability /cost /risks /etc) and address overlaps and repetition.

Developing the Short List Projects

The Short-List of Projects were grouped under a series of theme headings that would best deliver the Transport Planning Objectives, and address the problems and issues identified in the Case for Change.

Ten themes were identified. These formed the basis of stakeholder engagement with feedback invited on the specific scope of project packages. The 10 themes deliver the Transport Planning Objectives. Many of the individual project elements have capacity to contribute to multiple themes.

- Theme 1a Repurposing Road Space (supporting Public Transport).
- Theme 1b Repurposing Road Space (supporting Active Travel/Place).
- 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 Net Zero Carbon Infrastructure.
- Theme 9 Demand Management.

Developing Packages

Detailed transport modelling was advanced in parallel with the development of potential project elements. The modelling provides a high-level assessment of how the plan can deliver the objectives through a range of coordinated projects and confirmed all projects are capable of effective delivery. The modelling packages include:

Package 1: Do Minimum - Low levels of Intervention

A package of measures that delivers existing commitments with future commitments implemented as resources and programmes allow.

Package 2: Intervention - Primarily Incentive based

A package of measures that looks to extend user choice and incentivise behaviours around active travel and reducing car trips but with limited change to city centre access, road-space or parking restrictions that would support change.

Package 3: Intervention - Combination of Incentive and Demand Management

A package of measures that looks to extend user choice and incentivise behaviours around active travel and reducing car trips aligned with changes to city centre access, road-space and parking that supports change.

Package 4: Intervention – Primarily Demand Management based

A package of measures that focuses on restricting city centre car trips, access to the city centre and reduced parking space availability but without significant investment in extending choice based on sustainable modes and public transport.

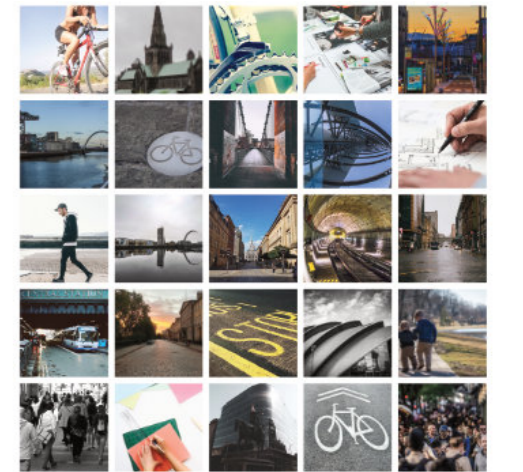
The packages allow various scenarios to be tested with different levels of enthusiasm or weight given to different measures (e.g. more pedestrian space / lower road space; or stronger bus priorities / greater vehicle access). In all packages measures to support access and mobility and provision for users with limited or restricted mobility have been fully adopted and committed within Packages 2-4.

Package 3 was identified as the preferred option through the modelling and appraisal stage and this strategy provides further details of the package.

Long List Projects



Short List Projects





03 Setting a Place Based Strategy

Glasgow City Centre Transport Plan

The City Centre Transport Plan has a people-based focus addressing the needs of place and movement and the additional vitality and vibrancy that well connected, safe and appealing places create.

The Sustainable Travel Hierarchy underpins the plan with its promotion of walking, cycling, public transport and bike, car and ride sharing in preference to single occupancy car use.



National Transport Strategy: hierarchy for personal travel which is enshrined in national planning and transport policy.



The Energy Saving Trust: to support behavioural change addressing Climate Change and carbon neutrality – Net Zero Carbon

The Sustainable Travel hierarchy is at the heart of the City Centre Transport Plan. It addresses the functional relationships between movement and place and the priorities ascribed to different travel modes together with their associated roadspace and infrastructure priorities.

The City Centre Transport Plan looks to re-balance the use of our streets and public spaces by re-purposing road space through a range of policy and place-based initiatives. Fundamental to delivering these changes are managing the demand for road space and encouraging shared transport and modal shift to more sustainable modes. This includes reducing the needs for travel (digital working /communications), reducing single use vehicle use (promoting public transport/shared use / taxi) and supporting behavioural change. The initiatives and spatial project elements are complimentary and will be implemented progressively over the life of the strategy.

Planning for change recognises the value of continued engagement with key partners/stakeholders and user groups. Many elements of the plan require detailed assessment and further engagement and offer opportunity to build on external benchmarks and lessons learnt, technology changes, and innovation.

The transport plan sets out the direction of travel and promotes a range of progressive measures to be delivered over the life of the strategy. Programmes and projects should build on success and take advantage of wider changes (urban lifestyles / active travel / behavioural change) and digital technologies (intelligent freight servicing / apps / mobile data / etc) to ensure change delivers positive benefits for residents, businesses and visitors and the standing of Glasgow as a successful, vibrant and innovative city.

Policy-Based Initiatives

Addresses a range of initiatives associated with the closer collaboration and integration of planning, urban design, transport planning, partnership and developer-based programmes and initiatives that support change.

- **Traffic Demand Management**

Influencing demand through a range of measures that limit access by private cars particularly during peak periods. Changing public awareness and uptake of sustainable travel choices, behavioural change, hybrid working practices, digital access and technology also have key roles. Transport interventions will focus on limiting through traffic and single occupancy vehicles and look to address the role, traffic volumes and relationship of the M8 motorway to the city centre. The council will work with Transport Scotland and relevant stakeholders to explore future possibilities for the M8 motorway corridor.

- **Public Transport & Active Travel Integration**

Securing better integration of public transport (buses/trains/metro/subway /taxis) and improving service standards and journey time resilience and integrated ticketing through Travel Operator / Bus Partnership joint initiatives, Mobility Hubs and improved accessibility.



- **Environmental Management**

Securing improvements to the environment through measures encouraging the rapid uptake of electric vehicle fleets to reduce greenhouse gas emissions, reduce airborne particulates, improve air quality and reduce noise.

- **Road Space & Parking Space Management**

Managing road space and parking including measures to extend/ changes zones, spaces, parking times, parking charges and parking standards (in a manner that reflects core service requirements and Blue Badge access) whilst discouraging car-based city centre access and unnecessary journeys.

Related Measures & Programme Considerations

- **Air Quality/Low Emission Zone**

The impact of traffic emissions on our air quality is felt by everyone living in, working in or visiting the city centre. It is therefore crucial that the transport network makes the healthiest forms of travel safe and available to all. Despite recent reductions in local air pollutants, NO₂ and particulate concentrations remain high at key locations in the city centre and requires the implementation of the LEZ to apply to all vehicle types, not just buses. It will be important to monitor in line with the National Air Quality Strategy target concentrations of pollutants and take action as required through the Air Quality Action Plan approach.

- **Promoting Design Quality**

Quality in urban design is an important element of the strategy. Design quality adds significantly to the value of the urban realm in delivering strong and inclusive benefits that support stronger neighbourhoods, benefit everyday users, contribute to sustainable place and deliver stronger economic and environmental investment returns. High quality urban design can deliver major cost benefits in through more sustainable returns for investors and deliver better public value from public sector investment. The Council and partners have a critical leadership role through the contract procurement and design governance to deliver value through promoting and securing quality design.

- **Mobility Hubs**

Mobility Hubs provide significant opportunities for modal shift in the city. Mobility Hubs create visible, safe and accessible spaces where public / active travel modes are co-located alongside community spaces and transport interchanges to support modal shift and reduce vehicular movement (parcel delivery point/ bike hire / modal transfer/ EV charging/ etc). Mobility Hubs in in the city centre will help to reduce the need to travel by providing non-private car options for onward travel. Explore the concept with a view to 2-3 Mobility Hubs within the city centre.

- **Car Sharing & Car Clubs**

Car sharing and car clubs will be encouraged to reduce car usage and facilitate new mechanisms to reduce car ownership by supporting information on car clubs and bike hire, car sharing scheme and mobility hubs. The city centre is home to a successful car club, and it is intended to expand its role in the future. A goal is to expand car sharing/ car clubs and make the facilities more accessible in terms of capacity geographic extent and provision of car club spaces. The Council will work with all operators, alongside other shared transport and public transport operators to transition to an all-electric fleet as early as possible.

- **Parking**

The key policy relating to city centre parking is the requirement set out in the GTS to maximise the efficiency of Council-owned car parks, within the wider context of managing the demand to travel by car. In addition, we need to consider the opportunities offered by the Workplace Parking Licensing Regulations contained within the Transport (Scotland) Act 2019 and the opportunities to use this and parking controls to promote the objectives of lower carbon travel by doing as much as possible, as early as possible.

- Allocate spaces for car club vehicles and electric vehicle charge-point spaces, protected by Traffic Regulation Orders, through the development management process.
- Explore reallocation of space within Council-owned car parks to complementary uses such as cycle storage, electric vehicle charging. EV charging needs to be off road and substantially outwith central areas to align with the wider parking strategy.
- Explore the reallocation of on-street parking to public transport, active travel and increased public realm space.
- Continually monitor usage of Council-owned car parks to understand supply and demand and financial sustainability, particularly regarding post Covid monitoring of travel demand.
- Use technology to improve provision of information on spaces available in Council-owned car parks to reduce vehicular travel in the city centre.
- Explore the benefits for a Workplace Parking Levy scheme to manage the availability of free work-place parking for car-based commuting,

It is recognised that the consideration of any changes to parking needs to consider the conflicting need to support economic recovery of city-centre businesses following the Covid-19 pandemic alongside the need to move rapidly towards a net zero carbon society and economy.



- **Electric Vehicle Charging**

The Council cannot deliver a network of the scale required to accommodate the wholesale transition to electric vehicles on its own. The city will work with partners to decarbonise vehicles and shift to low and zero emission fleets. In parallel with the development of public infrastructure, any organisation that encourages or requires travel by electric vehicle should be installing charging infrastructure, this includes retailers, leisure facilities, visitor attractions and employers. Similarly, electric vehicle users with their own parking spaces or driveways should be encouraged, where possible, to install chargers to maximise access to public infrastructure for users who have no alternative. This is particularly important in dense urban environments like Glasgow city centre.

In order to create a financially sustainable electric vehicle charging network, tariffs will need to be introduced for all publicly available EV charging.

- Ensure that all charging infrastructure has zero/minimal impact on pedestrians, cyclists and the mobility- and visually impaired.
- Operator/stakeholder liaison to design and deliver sufficient rapid (22KW- 50KW /ultra-rapid 150KW) chargers to support PHV, taxi, car club fleets transition to plug-in electric as quickly as possible and ensure 25% of residential disabled parking bays offer kerbside charging by 2030.
- Monitor the use of the rapid chargers by commercial vehicles (particularly the rapid charging hub under the Kingston Bridge) and facilitate the expansion of network.
- Ensure that the supply of fast (7KW) and rapid (50KW) publicly available (on and off-street) chargers to meet the demands of car-owning residents with no other EV access.

- **Taxis**

Taxis sit alongside shared transport in the sustainable travel hierarchy and play an important role in the public transport of the city. The key policies and issues affecting taxis include the need to ensure sufficient road space is allocated to taxi ranks and charging facilities for e-taxis across the city centre, the need to take account of the short and medium-term impacts of the Covid-19 pandemic on the taxi trade and the need to support the transition of the hackney carriage and licensed private hire vehicles (PHV) fleets operating in the city centre to Zero-Emission vehicles (including Plug-in Hybrids operating in electric mode) as quickly as possible. In the short-term, all taxis will be required to meet the proposed LEZ requirements. The longer-term transition to zero-emission taxi fleets would be facilitated by limiting the licensing of new vehicles (taxi & PHV) to zero-emission-capable vehicles as soon as possible, subject to the outcome of the associated consultation processes.

- **Private hire cars**

As with taxis, private hire cars sit alongside shared transport in the sustainable travel hierarchy and play an important role in the city. Whilst recognising the short and medium-term impacts of the Covid-19 pandemic on the private hire trade, key policies relate to encouraging the transition of the fleet of private hire taxis to zero emission vehicles as quickly as possible by 2030 and continuing to increase the proportion of accessible vehicles within the fleet.

- **Freight Servicing and last Mile Deliveries**

The movement of goods is a vital part of any city. The key requirement for freight is the need to balance the delivery-related needs of city centre businesses and residents with the need to reduce the emissions of CO₂, NOx and pollutants. The Council will work with transport providers, businesses and organisations with fleets and the freights/goods sector to:

- Develop further freight distribution/consolidation hubs within city centre to develop flexible local delivery hubs that are accessible by foot, bike and public transport, and support EV charging. Review service delivery times and promote last mile deliveries using freight consolidation hubs, small electric service vehicles, cargo bikes, parcel locker, etc. and including review of TRO's
- Communicate timelines and encourage the required changes to zero tail pipe vehicle emissions to ensure sufficient time for manufacture and supply of compliant vehicles.

- **SMART City Innovation**

New technologies and increased connectivity, are creating new opportunities to optimise urban planning, improve services and extend access whilst also offering the positive additional benefits of jobs, investment and enterprise activity. Digital solutions and systems can be particularly powerful in urban centres where the high-density environment creates economies of scale and positive benefits from new infrastructure.

Innovation also means looking at mobile data applications and helping people flexibly plan and make journeys by providing real-time, integrated transport data and information.

Connected devices and sensors (Internet of Things) will allow enhanced data collection and reporting on urban issues (traffic movement/ air quality/noise levels/ pedestrian flows/ system faults) and control over infrastructure (intelligent signals/ adaptable lighting/ variable-remote charging/ etc.) Using CCTV systems / 5G to create SMART Junctions to optimise sustainable modes like walking and cycling, wheeling and public transport.



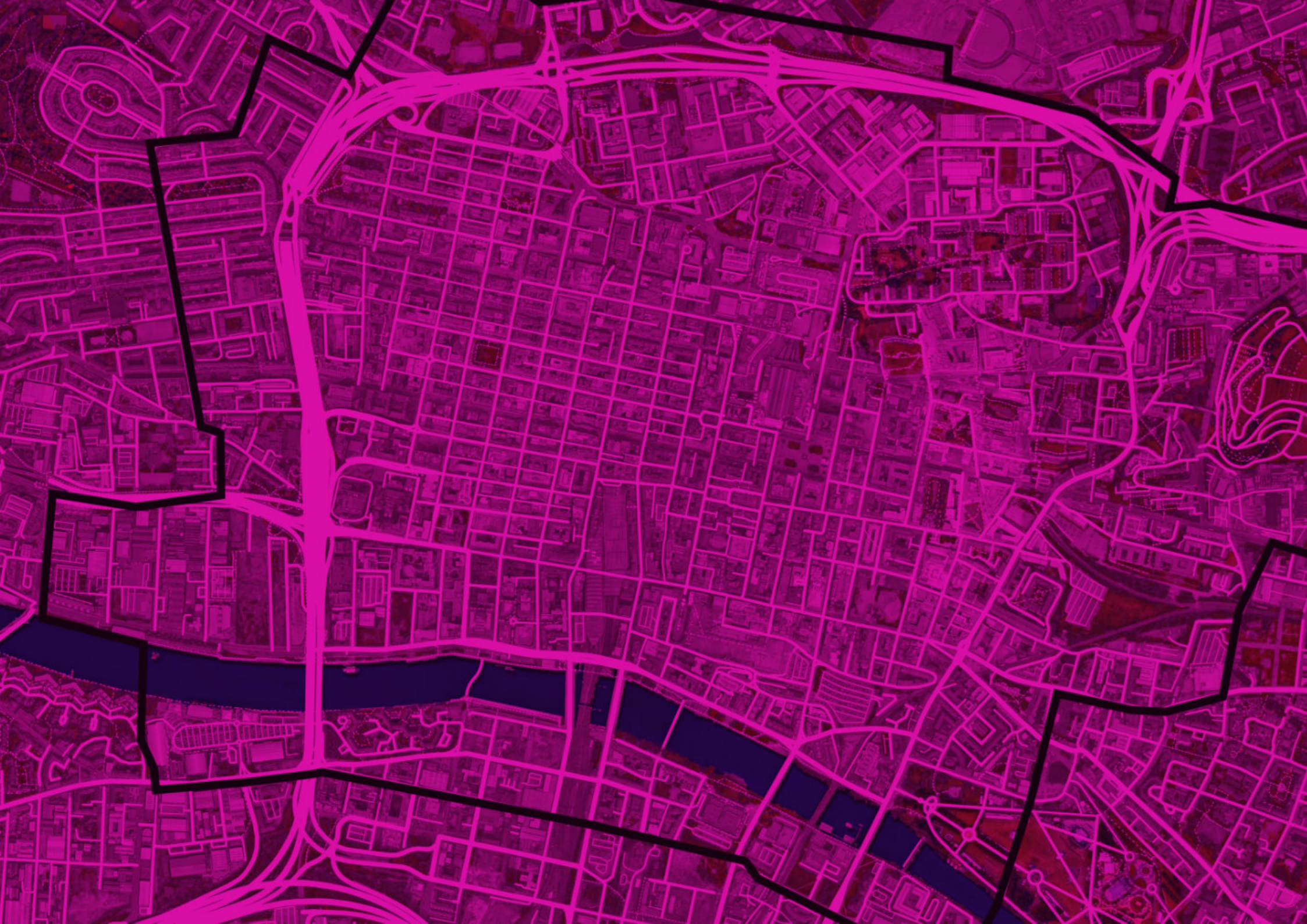
- **SMART Ticketing**

A number of forms of smart ticketing and payment are in place for public transport in Glasgow including digital and cashless ways of paying for travel. Various smartcards can be used to store tickets and entitlement to travel, including cards issued by ScotRail, Subway and bus operators as well as the National Entitlement Card (NEC). SPT and the participating ZoneCard operators are working to convert the regional multi-operator ZoneCard ticket into a format which can be stored on a smartcard. Work will continue with Transport Scotland, Strathclyde Partnership for Transport (SPT) Glasgow Bus Partnership and other transport operators.

- **Safe People Friendly Streets & Urban Environment**

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 commerce local business and enjoy and feel safe in their space. Perceptions around safety and being comfortable in the urban environment (low footfall areas / night-time / public transport / etc) may disproportionately impact women, minority groups, those with disability, etc. All parties need to work together to promote safe access and recognise that the city centre needs to be fully inclusive and work to ensure the city centre feel more accessible, affordable and inclusive for all.





Spatial Initiatives

Address a range of spatially defined initiatives that sets out on a plan where interventions and change are proposed and how the varied elements connect and deliver an integrated and easy to use network supporting movement.

- | | |
|-------------------------------------------|------------------------------------|
| • Inclusive & Accessible | <i>Accessible Glasgow</i> |
| • Walking Strategy | <i>Walk Glasgow</i> |
| • Cycling Strategy | <i>Cycle Glasgow</i> |
| • Public Transport Strategy | <i>Bus/Train/Taxi/Subway/Metro</i> |
| • Road Space / Parking Strategy | <i>Streets for Glasgow</i> |
| • Servicing & Freight Strategy | <i>Servicing Glasgow</i> |
| • Public Realm Enhancements | <i>Greener Glasgow</i> |

Area Based Catalysts for Change

Outlines activity and projects which have the potential to be 'catalysts of change' and be significant enablers in creating new place-based opportunity to accelerate change and the delivery of the transport strategy objectives. The proposals are at various stages of development and reflect emerging ideas and thinking and will be coordinated with wider delivery teams – Glasgow Avenues, Liveable Neighbourhood, District Regeneration Masterplans, and parallel work being undertaken by partners etc.

- | | |
|---------------------------------|--------------------------------------------------------|
| • City Centre People First Zone | <i>People friendly low vehicular access zone</i> |
| • Broomielaw & Clyde Waterfront | <i>Re-connecting the city with its waterfront</i> |
| • George Square | <i>Putting 'Great Spaces' in the heart of the city</i> |
| • Cowcaddens Gateway | <i>Improving connectivity with city neighbourhoods</i> |
| • High Street Corridor | <i>Promoting liveable places</i> |
| • M8 Garden Cap & Charing Cross | <i>Mitigating the impact of an urban motorway</i> |
| • People Friendly Streets | <i>Reduced traffic within Local Neighbourhoods</i> |

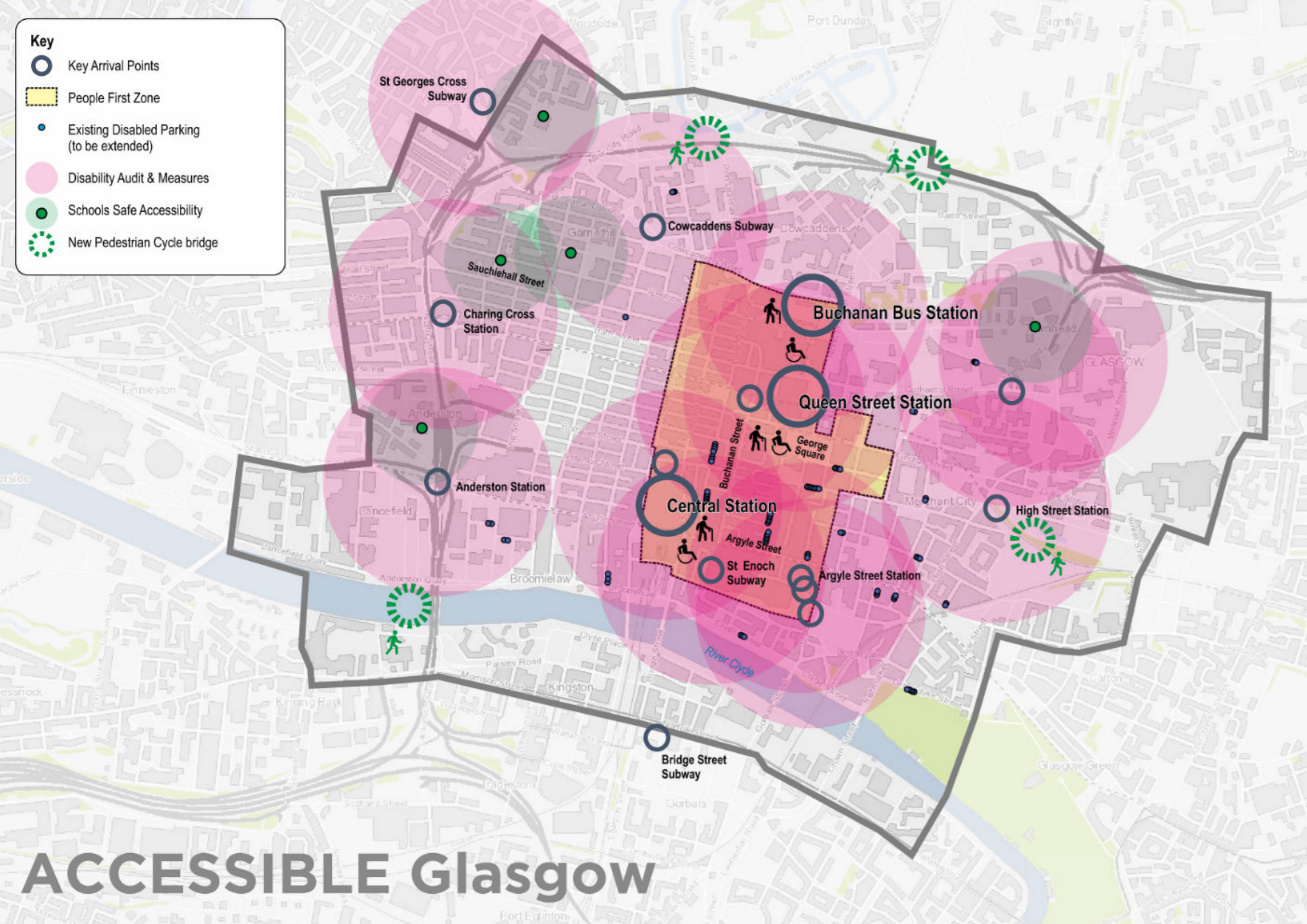
The advancement of policy initiatives, thematic and spatial proposals and partner based project initiatives will collectively support the delivery of the vision for how our city centre will change and are further defined and reflected within the Delivery Plan.

The Council will develop a single monitoring framework building on structure established within the Glasgow Transport Strategy establishing a common data framework within which city centre specific projects and outcomes can be monitored.



Notes

Catalysts for change based initiatives outline a range of place-based ambitions that will be subject to detailed feasibility and/or design studies. The Council recognise the need for further engagement on these project initiatives and commit to working with all parties/ partners and stakeholders to coordinate the next steps in planning and design. Projects will also need to establish funding support and demonstrate a viable business case.



Key

- Key Arrival Points
- ▭ People First Zone
- Existing Disabled Parking (to be extended)
- Disability Audit & Measures
- Schools Safe Accessibility
- New Pedestrian Cycle bridge

ACCESSIBLE Glasgow

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”

This city centre should be a place where all disabled people and all users with limited or restricted mobility are equally able to enjoy safe and barrier free access. This includes ensuring city centre vehicular accessibility for those with disability (Blue Badge Holders), improving the pedestrian environment for disabled mobility restricted, and all able users and ensuring transport hubs and services are accessible to all.

Transport infrastructure is critical to social functioning with direct impact on social wellbeing, earnings, education and health. Access to jobs, education, healthcare and leisure opportunities is something all of us have a right to, and transport needs to be accessible to make it happen.

Enhancing pavement quality, legibility, improving step free access and street crossings, addressing user needs such as toilets, and giving customers the tools to plan accessible journeys all contribute towards our vision of the city centre being a place for all.

Transport must be inclusive, barrier free and easy for everyone to use. Innovation around wider access, adaptive cycling and barrier free mobility should recognise all users whether younger or older, a wheelchair or scooter user, those who have a visual or hearing impairment, dementia, autism, including everyday user needs of those travelling with, for example, small children.

Priority Actions

The priority for accessibility in the plan will be to consider the whole journey from door to door. This will include meeting user needs, provision of information, addressing the pedestrian environment and the interchange between modes, including both hard elements (e.g. stations) and soft (e.g. information). Typically, failure at any point in the chain means the whole system fails:

- A more inclusive environment that better meets resident / visitor needs & secures access improvements for those with mobility impairment.
- Create a ‘People First’ city centre retaining access for the mobility impaired.
- Undertake an accessibility audit of the city centre.
- Improve junctions / street crossing with raised footways to improve all user accessibility.
- 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.
- Introduce a ban on ‘A’ Boards and other temporary on street advertising to make the city’s centre streets and pavements more accessible and safer.
- 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 primary transport interchanges.
- Provide tactile paving and tactile cones to assist the visibly impaired at pedestrian crossings.
- Promote stronger enforcement and ensure vehicles / cycles do not park or obstruct footways.
- Work with partners to encourage use of cycle lanes and reduce inappropriate use of footways.

- Provide EV charging to 25% of residential disabled parking bays by 2030.
- Work with Glasgow Bus Partnership and Strathclyde Partnership for Transport to enable bus / bus stop audio visual announcements.
- Ensure existing infrastructure is fully operational and maintained.

Measures requiring further assessment or to be delivered in partnership with others:

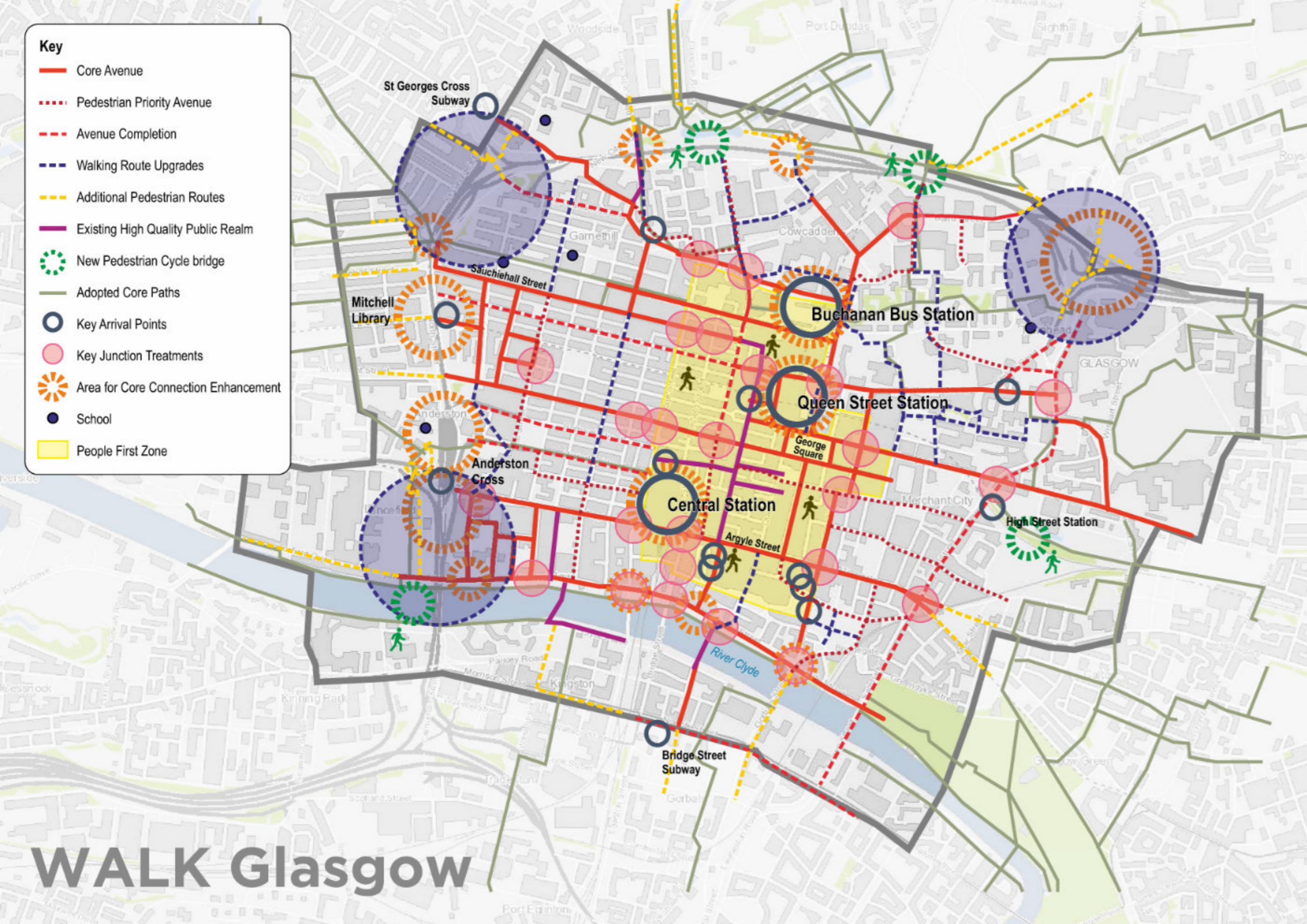
- Develop Guidance reflecting national guidance on Access for Disability with the Glasgow Disability Forum, Glasgow’s Accessible and Inclusive Design Forum and disability groups.
- Explore with Glasgow Disability Forum how we pro actively address disability as an integral element of all proposals and plans from the outset.

Outcomes

Key outcomes and performance indicators will be assessed in consultation with the key stakeholders. Stakeholder engagement will seek to ensure measures are relevant to people living with disabilities. Key outcomes will be improvements in the number of people with disabilities having access to infrastructure, transport, services provision, city centre living, employment, recreation and civic space. Key outcomes will also include:

- Increased quality of life and access to transport choice for people with disabilities.
- Reduced physical and attitudinal barriers for integration and thus more opportunities for participating in social and economic life.
- Improved access within the urban environment to the benefit of the community as a whole.

The high level target outcome of the plan is a transformed city centre with Glasgow recognised as Scotland’s most accessible city.



WALK Glasgow

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

Glasgow will create a world class walkable city centre with strong connections across all city centre neighbourhoods and wider connections to outer city districts. We need to enable more people to walk part or all of their journey; improve the experience of walking; and reduce car dependency by encouraging mode shift from private car to walking.

Glasgow’s vibrancy together with its growing resident population and future tourism/cultural/leisure growth requires additional pavement capacity and an improved user walking experience.

Increasing footfall supports economic activity, businesses and civic life and adds to of place quality and safe movement.

All journeys have walking as a key element of movement. To make walking the option of choice pavement capacity, surface quality, safety and signage all need to be upgraded and enhanced. This can only be achieved by re balancing road space and traffic reduction measures and through quality urban design.

The plan builds on the successful Avenues Programme, high quality public realm areas, core paths and the wider greenspace network.

Priority Actions

The priority for the walking strategy will be to deliver:

- 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 an 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.
- Improving pedestrian safety with safe footways, good lighting and strengthening passive and surveillance (Secure by Design).
- Programme of measures and guidance to create barrier free access improvements for those with limited / restricted mobility.
- Promoting walking as complimentary to public transport with both offering a clear alternative to private vehicle use.
- Ensuring maintenance and management of streets promotes a quality walking experience including promoting responsible use of pavements (avoiding clutter/on pavement cycling /parking/ utility works).

Measures requiring further assessment or to be delivered in partnership with others:

- Junction improvements together with enhanced crossings/bridges along the M8 corridor prioritising active travel and reducing severance.
- Improved pedestrian connection Queen Street and Central Rail Stations.
- Develop better connected path networks by working with others (University/ College/ Developer/etc)
- Investigate the feasibility of the M8 Mitchell Plaza in a phased programme to reduce adverse impacts of the M8.

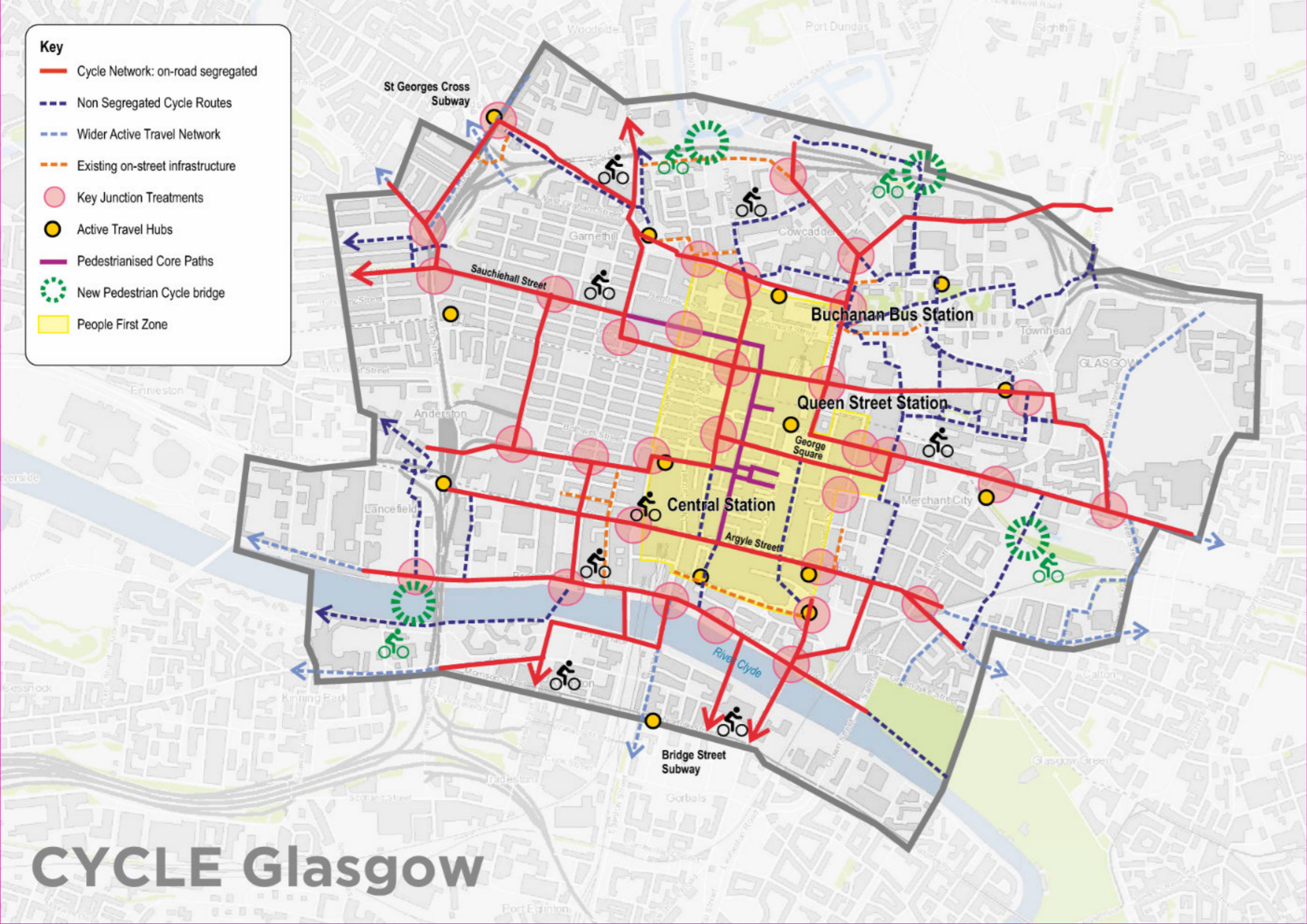
Outcomes

The measures will be linked to development policy and confirmed in design guidance. The measures will extend choice; increase footfall and reaffirm the ‘People First’ priority across the whole of the city centre.

Clear evidence suggests increasing active travel (walking /cycling/wheeling) offer clear benefits for health, air quality/net zero carbon together with place and social benefits and these translate to positive city and population level outcomes.

The high-level target outcomes of the plan are:

- Average monthly footfall to exceed 5 million by 2030 as measured at 6 permanent counters in the city centre.
- Week day average number of pedestrians crossing the city centre Cordon to increase by 30% relative to 2019.



CYCLE Glasgow

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

Glasgow will create a world class cycle network within the city centre based on the Avenues Programme together with wider connections linked to the Glasgow Active Travel Strategy.

Active Travel choice and securing mode shift from personal vehicles to active travel is central to the Transport Plan and strategy.

Increasing cycle use supports economic activity, civic cohesion, adds to place quality and safe mobility with e bikes and freight bike deliveries further reducing the demand for vehicle movement.

Delivering a quality cycle network requires the re balancing of road space to create segregated, safe cycle routes (north-south & east-west) together with supporting infrastructure at high intensity use areas (Transport Interchanges / Mobility Hubs / City Centre Gateways). A key element involves ensuring quality connections to wider neighbourhoods and addressing missing links within the network. In addition to the network of cycle routes, infrastructure will include high volume safe bike storage and parking, incorporating charging and integration with Bike Hire /Pay as You Ride Schemes.

Priority Actions

The priority for the cycling strategy will be to deliver:

- 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 the 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 bike e charging / electric charging facilities.
- Promotion and expansion of Bike Hire / Pay as you Ride Schemes.
- Safer crossings and junctions with integration of cycle signal priorities to all main junctions.
- Ensure all major new developments provide for cycle users.

Measures requiring further assessment or to be delivered in partnership with others:

- Junction improvements and enhanced crossings/bridges along the M8 corridor that support active travel.
- Investigate the feasibility of the M8 Mitchell Plaza in a phased programme to reduce adverse impacts of the M8 and provide safe, cycle connections.

Outcomes

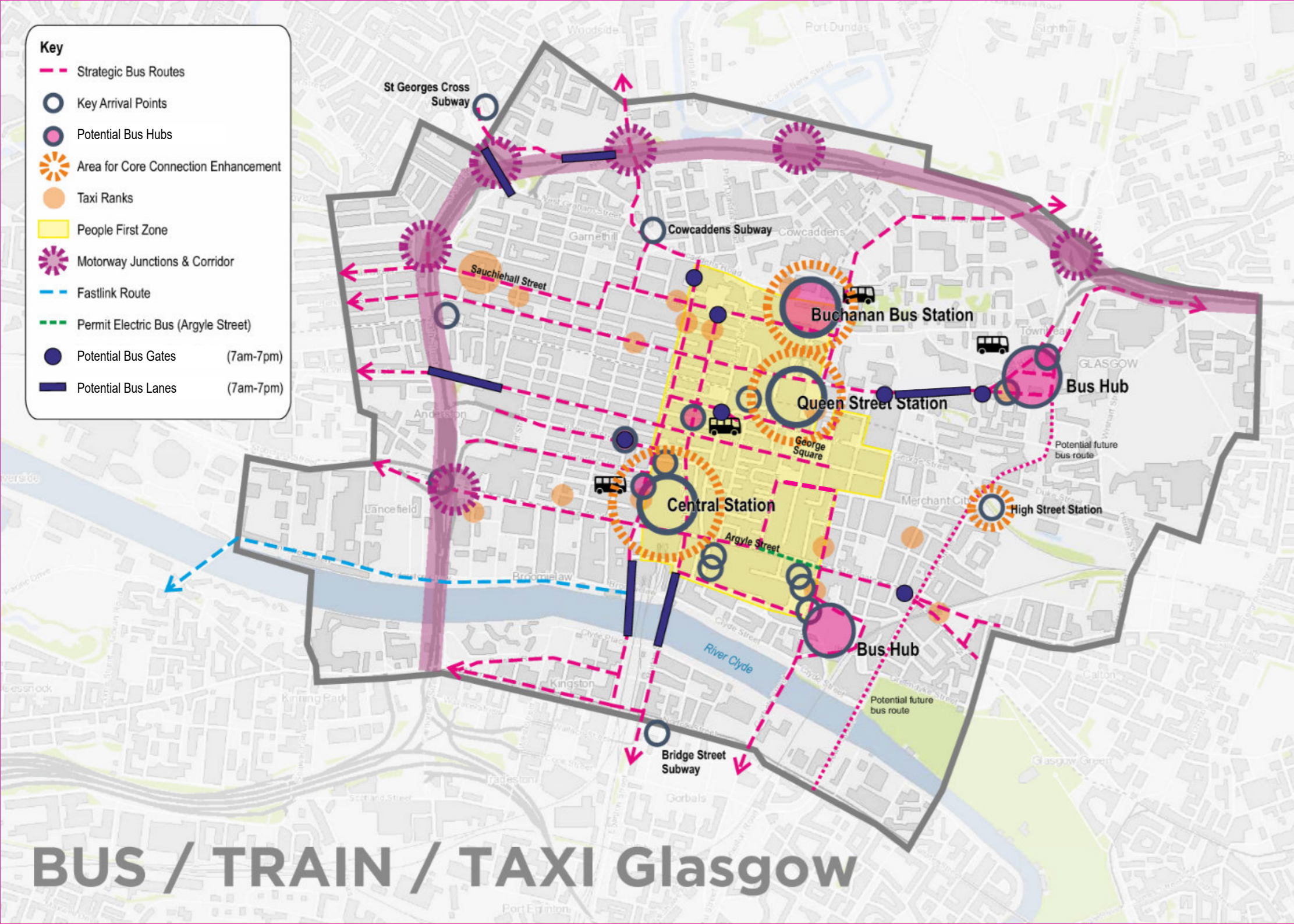
The measures will be linked to development policy and confirmed in design guidance. The measures will extend choice; support increased cycle usage and reaffirm active travel as a priority across the whole of the city centre.

The Avenues and City Ways programme has demonstrated what can be achieved and where fully segregated routes cannot be created significant alternative measures will be implemented to deliver high quality connected routes.

The strategy will deliver improvements across the city that supports cycle use for work, recreation and leisure and last mile goods delivery and supports activity across all user groups.

The high-level target outcomes of the plan are:

- Cycling numbers crossing the city centre boundary to increase by 200% between September 2019 and September 2029.
- The cycling mode share of Travel to Work trips to rise to 5% by 2031.



BUS / TRAIN / TAXI Glasgow

BUS Glasgow

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

Glasgow has an extensive bus network supporting sustainable access to and through the heart of the city centre which also connect with key transport hubs. The plan seeks to enhance all public transport modes by improving service levels, reliability, and levels of use but recognises the importance of securing improvements to bus services as a priority. Rebalancing road space and the development of the strategic bus routes will improve service levels and journey time reliability.

Enhancing current capacity alongside wider improvements delivered through the Glasgow Bus Partnership will deliver increased mode share and ensure public transport is an option of choice for residents, workers and visitors alike. Critical to improving levels of bus use is delivering faster and more reliable journey times by re-balancing road space and improving access through integrated ticketing.

The Glasgow Bus Partnership will support a rapid transition to low emission buses, bus stop improvements and rationalisation and integrated public transport ticketing.

We will build on the successes of Fastlink and identify where key elements should be replicated across the city.

Enhanced accessibility and upgraded place quality of Transport Interchanges will commit all primary transport stations to be barrier free by 2025.

Priority Actions

The priority for the Bus Strategy will be to deliver:

- Review bus services to create efficiencies, add capacity, enhance levels of use working with Strathclyde Partnership for Transport (SPT) and Bus Partnership.
- Encourage stronger integration of services through coordinated timetables and ticketing with SPT.
- Make Cathedral Street a Bus Priority route as part of the Avenues programme.
- Permit buses within People First Zone, and specifically consider trialling low emission bus 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 to improve service level reliability.
- 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, cycle and walking routes.
- Liaise with bus operators to enhance bus services to serve the night-time economy.

Measures requiring further assessment or to be delivered in partnership with others:

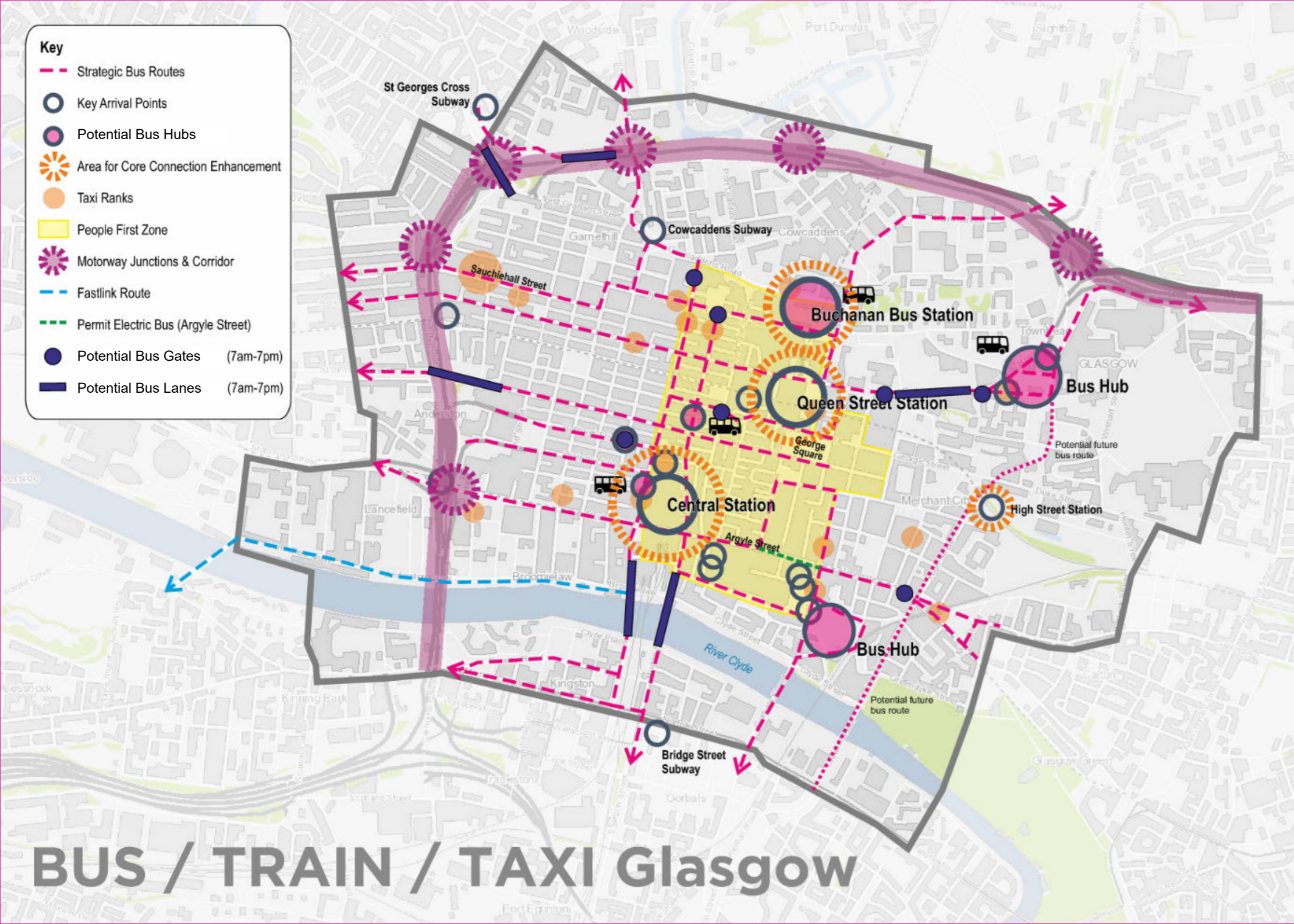
- Work with SPT to look at how Buchanan Bus Station supports a zero tailpipe bus fleet and connects into the city centres urban fabric.
- Development of measures coordinated with the Bus Partnership and other public transport operators to secure integrated ticketing.
- Multi operator fare capping introduced by end of 2023 through investment in tap on tap off readers on all operator buses.
- Seek the adoption of zero tail pipe emission buses within the wider city centre.
- Work with Bus Operators, SPT and Traveline Scotland to introduce comprehensive and standard bus stop information including easily updatable information displays at all city centre stops.

Outcomes

The measures will be linked to development policy and the work of the Glasgow Bus Partnership working closely with SPT. The measures will promote integration of public transport whilst addressing the significant challenge of increasing public transport demand.

The high-level target outcomes of the plan are:

- A more-reliable and sustainable road-based public transport network achieved by carefully targeted bus priority which reduces travel time and tackles unreliability in the city centre, and through the integration of buses with other sustainable modes.
- Removal of tail pipe emissions from public transport.



BUS / TRAIN / TAXI Glasgow

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”

Glasgow has excellent rail connections into the city centre including the Glasgow Subway (which is in the process of extensive modernisation) and a network of supporting taxi services. All services (public transport/taxis/water taxis) will need to make the transition to zero tailpipe emissions.

All public transport modes and services need to be better integrated to enhance service levels, improve ease of access and mobility, and raise quality and reliability of services to secure increased levels of use. Better coordination between services, the introduction of new services through the emerging Clyde Metro plans and providing demand responsive transport modes for shared mobility and taxis all have a role. A rolling programme of enhancing accessibility and the place quality of transport interchanges including ease of transfer between modes (rail/subway/metro/bus/taxis/cycle/ walking) needs to deliver well integrated and barrier-free connections at all primary transport interchanges.

National Rail Network

The Council will continue to support enhancements to the rail network which will improve access to the city centre including.

- Electrification and other improvements of the rail network.
- Integration of any future considerations associated with High-Speed routes (HS2).

Subway Modernisation

The Glasgow Subway provides a vital public transport link to and from the city centre. It was used by over 12.75M passengers in 2019. The Glasgow Subway modernisation programme is nearing completion with all stations upgraded, smart card ticketing technology installed, and driverless trains planned to be operational in 2023.

Clyde Metro

Clyde Metro represents a multi billion investment which, when complete, could better connect over 1.5 million people to employment, education, and health services in and around the Glasgow City Region. It will target areas where connections are currently poor, including places where there is deprivation. The system will help to deliver environmental benefits and improve public transport journey times and journey time reliability, making sustainable travel options more attractive.

Train Subway & Metro Priority Actions

The priority for the Public Transport strategy will be to deliver:

- Promoting opportunity for integrated ticketing for all mass transit systems supporting people’s ability to interchange easily between transport modes.
- Ensure taxi ranks reflects user needs and are locations are optimised to city’s changing needs
- 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 including taxi provision, tying into the strategy’s accessibility proposals.
- Promote the development of the Clyde Metro in accordance with the Strategic Transport Projects Review (Scottish Government STPR2).

- 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.

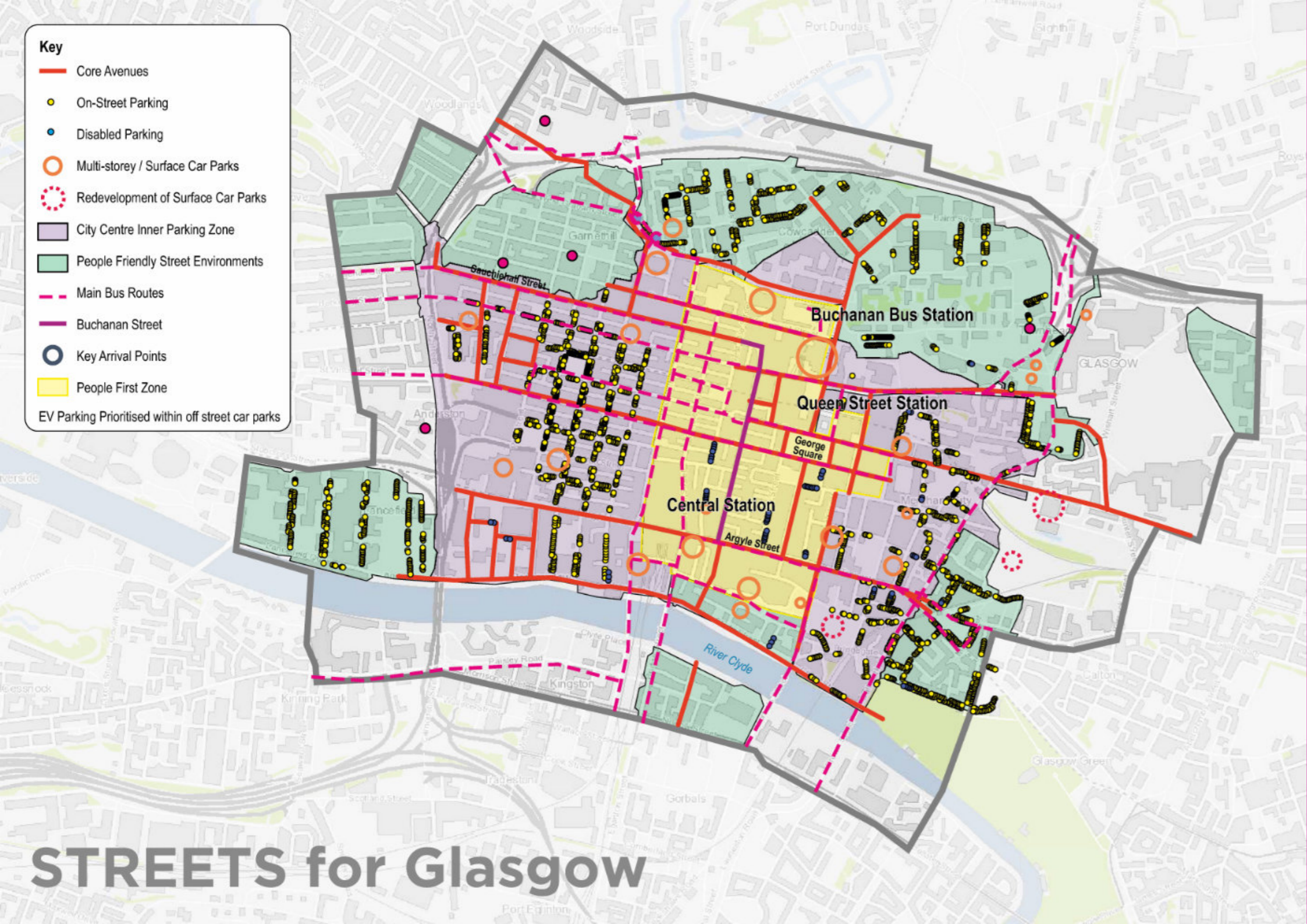
Measures requiring further assessment or to be delivered in partnership with others:

- In conjunction with others, we will:
- Create additional provision for cycle parking at all public transport interchanges.
 - Support the Queen Street podium accessibility concept for improved access to Cathedral Street.
 - Work with taxi interests to ensure appropriate provision at all primary stations and mobility hubs
 - Support a masterplan being progressed for Central Station (by Network Rail) to support the investment priorities of Transport Scotland and Network Rail.
 - Develop integrated ticketing measures coordinated with SPT, Transport Scotland and other public transport operators.
 - Develop Mobility Hubs.
 - Support extension of the Glasgow Subway to operate later at night and on Sundays to support the evening economy.
 - Investigate future provision for zero emission water bus / taxi.
 - Work with taxi operators to ensure taxi ranks are adequately provide and well sited.
 - Work with partners to develop business cases and a delivery plan for Clyde Metro.

Outcomes

The high-level target outcome of the plan is:

- An accessible, congestion proofed, efficient, high capacity, reliable and zero emission public transport network operating to, from and through the city centre.



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”

Rebalancing road space and city centre car park capacity are key elements in managing demand. A wide range of users have ‘essential access needs’ but to meet improvements to public transport / active travel and place quality a reduction in private vehicle use of the order of 30+ % is required. Reduced car use targets will be supported through a reduction in on street parking and the extension on parking controls around city centre.

Reduced vehicle levels within key routes, high intensity footfall and residential areas targets areas most in need and are aligned to place and wider street improvements. Amending traffic signal infrastructure to prioritise people over vehicles; planning for more bike hire and mobility hubs, protected car club parking and being adaptable to new wheeling/e scooter needs as these may emerge.

A central ‘People First Zone’ with significant reductions in through traffic and general vehicular access combined with loading and servicing on primary bus routes and avenues will create significant space for buses, taxis and active travel users.

Demand reduction through a combination of re purposing road space and reduced on street parking is central to achieving the Transport Planning Objectives which otherwise could only be secured through congestion charging/ road pricing or similar.

Priority Actions

The priority for streets in the strategy will be to deliver:

- A ‘People First’ City Centre core prioritising active travel and reducing all non essential traffic movements
- Building on Glasgow’s distinctive civic quality with streets and public space improvements for residential and civic amenity.
- Adapting signalised crossing to offer greater priority to people over vehicles.
- Extending the 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.
- Improved water access to River Clyde
- Secure the enhancement of city centre to Townhead active travel links and remodelling the Cowcaddens junction, improving amenity.
- Create stronger connecting links (St Enoch /Buchanan Gallery to improve connectivity and permeability.
- Creating ‘activity zones’ and ‘play streets’ and improved outdoor zones, seating, lighting, street gyms in re-purposed road space.
- Improve the city centre to city connections with improvements to lanes, bridges, underpasses, lanes and vennels.

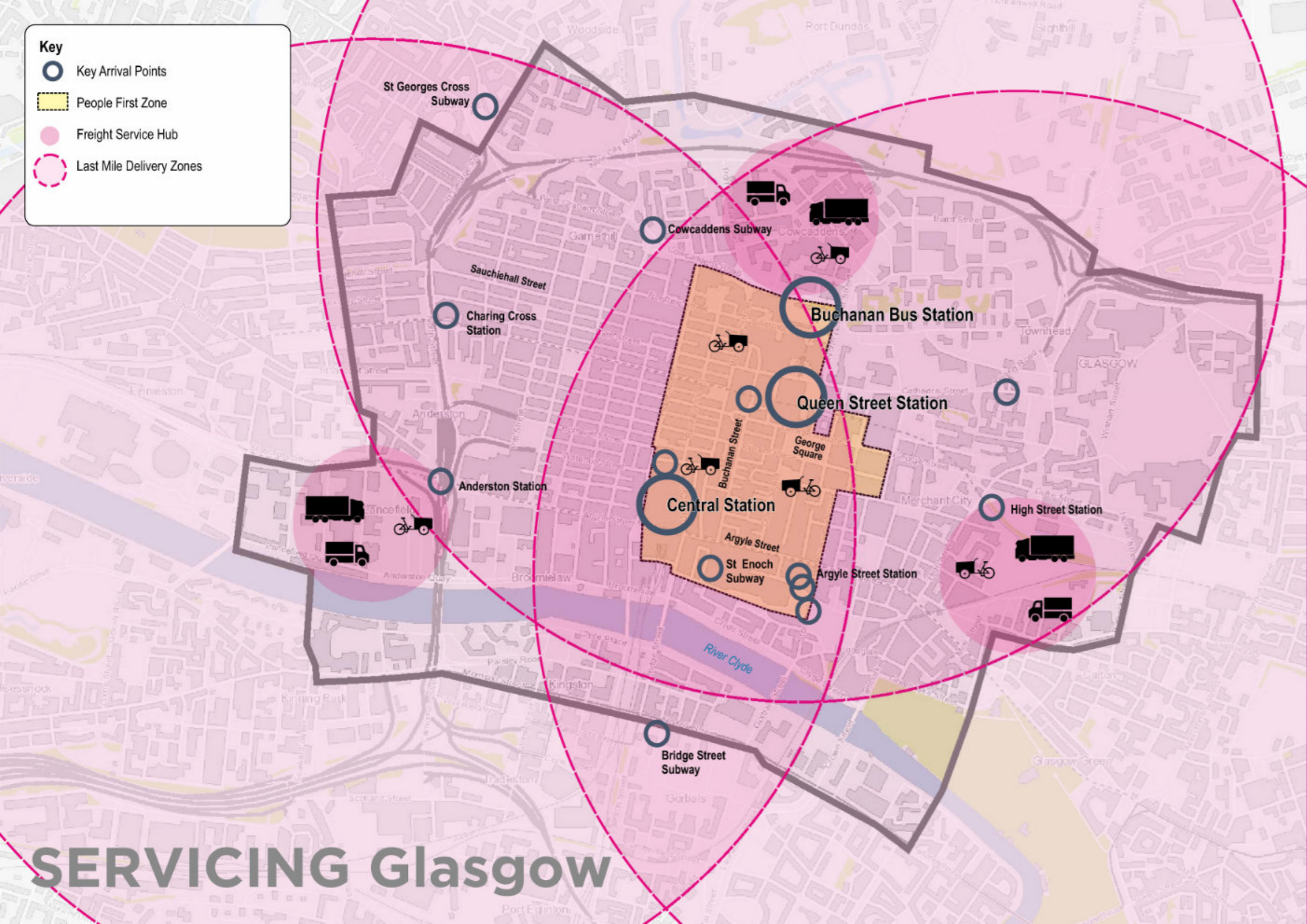
Measures requiring further assessment or to be delivered in partnership with others:

- Assess opportunities for further junction improvements and enhanced crossings/bridges along the M8 corridor prioritising active travel.
- Investigate the feasibility of the Mitchell Plaza including technical assessment, traffic volumes and relationship of the city centre to the M8 motorway.
- Secure closer integration of path and open space networks with facilities under development within the Learning Quarter by Universities and Colleges
- Estimate and meet the future EV charging needs for all vehicles which require public charging including taxis.
- Integrate all e charging infrastructure and changing technology into civic space and streetscape.
- Support integration of parking with public transport modes e.g. mobility hubs / etc within and around the city centre.
- Reduced number of parking spaces in the city centre and associated and the loss of revenue generated from parking.

Outcomes

- The high-level target outcomes of the plan are:
- 30% reduction in peak hour car vehicle trips by 2030 (relative to 2019).
 - A 42% reduction in road based tail pipe CO2 emissions in the Greater Glasgow area (i.e. the area covered by the SRTM multi modal model) between now and 2030.

STREETS for Glasgow



SERVICING Glasgow

SERVICING for Glasgow

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

Servicing in terms of delivery, trade and waste management vehicles is a key need of the city centre and critical to maintain and support both business activity and town centre living. Accommodating the service demand alongside the objective of reducing traffic is a challenge and requires collaboration to identify measures to coordinate service activities, improve supply chain efficiency and promote better kerb-space management.

Scheduling deliveries for less busy times is key. Reducing the number of vehicles by use of urban consolidation centres could also play a key part, along with other innovations and the use of delivery hubs/locker areas for parcel collection, to reduce final mile deliveries.

Businesses using digital technologies can use live travel information to schedule service needs, coordinate deliveries and thereby optimise delivery patterns to create efficiencies and contribute to the city transport objectives more effectively.

Coordinating freight servicing will require a close dialogue with operators with the aim of promoting sustainable travel and distribution practice to re-time and re-schedule freight, waste and servicing activities. Collaboration would also be required between operators to reduce multiple deliveries to the same destination.

Priority Actions

The priority for servicing and providing freight access and other services within the city centre strategy will be to:

- 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 zero tailpipe emission 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 use of 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.
- Seek to pilot/secure phased delivery of 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.

- 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.

Measures requiring further assessment or to be delivered in partnership with others:

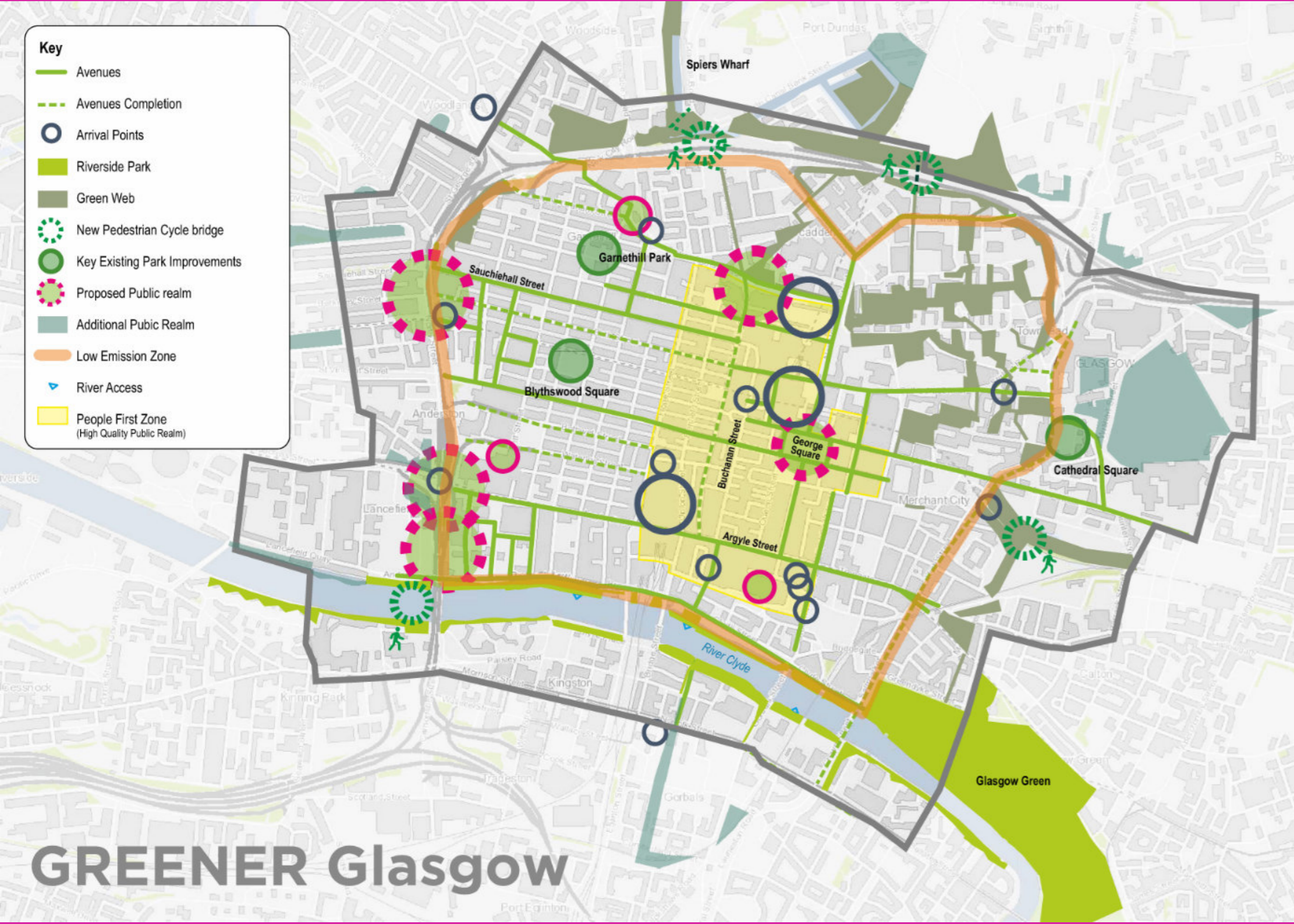
- Timing of deliveries to give pedestrians and cyclists greater priority in the city centre.
- Develop the concept of 'Freight-Service Hubs' and zero tail pipe emission last mile transport modes.
- Liaise with Scottish Government to support the introduction of the primary legislation needed to restrict access to the city centre &/or the 'People First' area based on appropriate emission standards.
- Investigate what measures are likely to be most cost effective in supporting local goods vehicles moving towards zero tailpipe emissions.

Outcomes

The move away from internal combustion engine goods vehicles will deliver air quality improvements, carbon emission reductions and a reduction in traffic noise. The development of the city centre servicing plan will reduce the impact of goods deliveries on bus routes and general traffic.

The high-level target outcome of the plan is:

- An emission reducing restructuring of freight, trade and waste servicing across the city centre by 2030.



GREENER Glasgow

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

Glasgow has invested in streetscape with the intention of seeking to bring the whole of the centre up to the quality that matches the best of the city’s civic space and greenspaces.

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 commerce local business and enjoy and feel safe in their space.

Streets historically dominated by cars will adapt to be more multi functional incorporating better provision for local residents and visitors and those on foot or on bikes.

Greenspaces and the connections to greenspace will be strengthened particularly access to and along the River Clyde and through the creation of ‘green streets’ incorporating parklets, incidental spaces, outdoor gyms, and play space collectively creating a stronger network of quality and appealing connected spaces.

Priority Actions

The priority for public realm and greening the city in the strategy will be to deliver:

- 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.
- 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, street tree planting in re-purposed road space.
- Incorporate climate change adaptation measures into urban spaces including surface water management and new tree planting supporting urban biodiversity.
- Street and public space improvements for residential amenity.
- A network of ‘avenues and quality street environments, which 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.

Measures requiring further assessment or to be delivered in partnership with others:

- Work with Transport Scotland and relevant stakeholders to explore future possibilities for the M8 motorway corridor.
- Investigate the feasibility of the M8 Garden Cap and the role, traffic volumes and relationship to the city centre of the M8 motorway.
- Develop SMART and innovative technologies to support delivery of the transport plan objectives.
- Integrate all E charging infrastructure and changing technology into civic space and streetscape.

Outcomes

- The outcome will be to ensure the public realm is addressed as a core element of the city infrastructure creating quality places and spaces that support liveable neighbourhoods, city centre living and an appealing vibrant city centre destination.



04

Project and Area Based Interventions

The City Centre Transport Plan will progressively deliver change across the city centre that reflects our commitment to net zero carbon and putting people first.

The Council needs to respond to the sustainable travel hierarchy enshrined within national transport policy and manage city centre vehicle levels to support those walking, wheeling, cycling, using public transport, shared transport, taxis and private hire vehicles.

It will deliver these changes through a range of initiatives (Planning Policy and the Strategic Development Framework / Liveable Neighbourhoods and Masterplan Proposals) being advanced within local communities. Wherever possible measures to support wider goals (sustainable drainage / health and well-being / barrier -free access / etc) and to use new and emerging technologies and innovation will be adopted.

Interventions, like the avenues programme, People First Zone and major civic space initiatives like George Square will be the catalyst for change. These will demonstrate what can be achieved in developing the cities place quality by rebalancing road space, delivering active travel benefits, and promoting more sustainable travel choices. Catalyst projects will provide a demonstration of how the City Centre Transport Plan will positively impact on the vitality, place quality and enhance all users everyday experience of the city.



George Square Concept Proposal

Spatial Proposals as Catalysts for Change

The key locations arise both from work previously undertaken as part of the City Centre Strategy, District Regeneration Frameworks or Liveable Neighbourhood early assessments and are important in delivering the Transport Planning Objectives and plan outcomes. Additional areas may be added as projects initiatives are identified. The project scope within each of the areas is still under development with further feasibility, partnering arrangements and funding assessments required to be concluded.

The plans set out aspirational proposals that will be subject to further masterplan and design development. The area interventions build on the existing place, public transport and the transport objectives and are strongly focussed on creating an environment that is people focussed and will support economic vitality, inclusive place, net zero carbon and liveability.



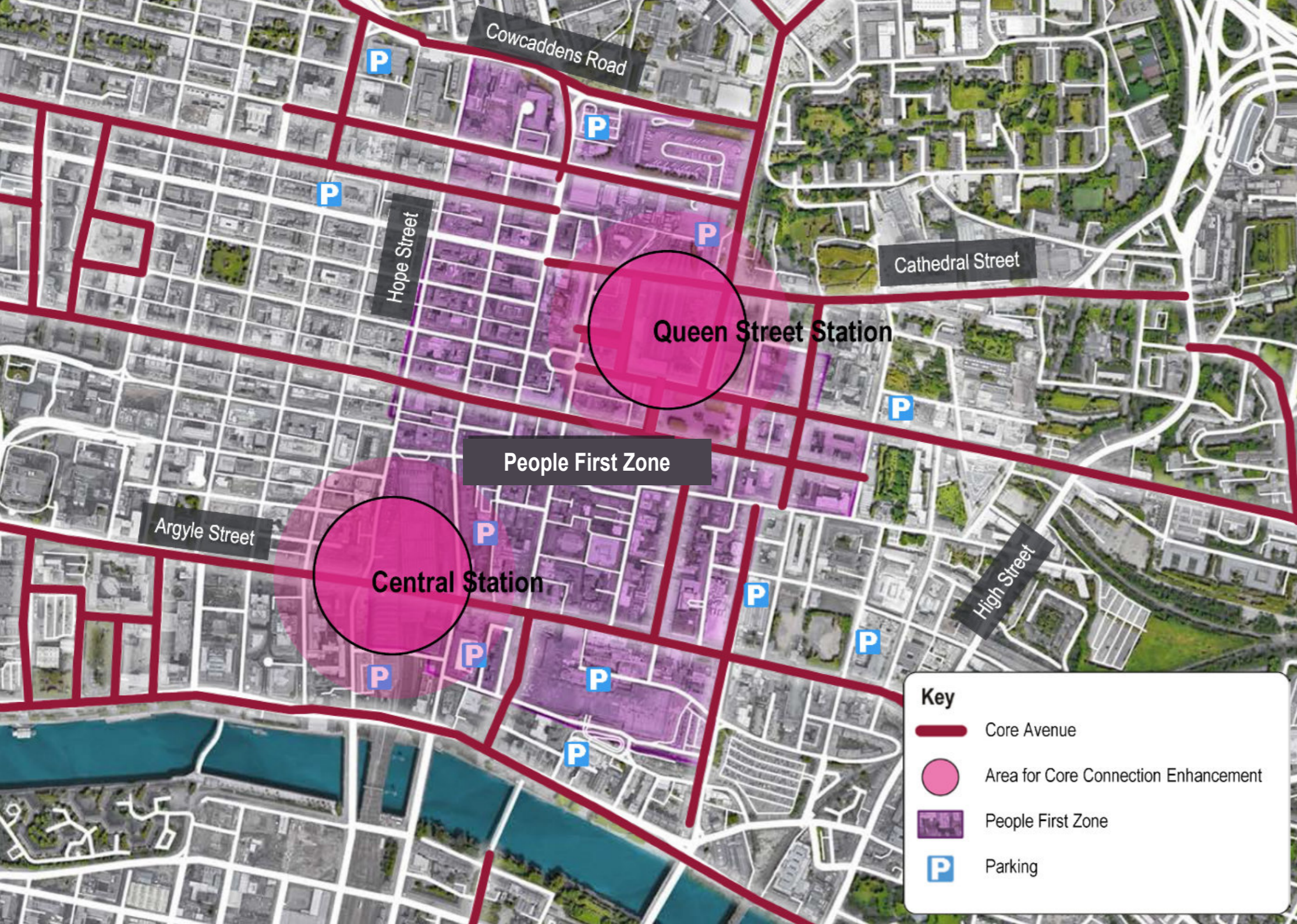
Principles for Area Based Interventions

The principles for area-based initiatives reflect the core strategy objectives and themes. Interventions within the eight areas will be subject to the development of further detailed planning and feasibility studies.

The key principle in all areas will be delivering quality multi-functional public space well connected into the wider city centre pedestrian and cycle networks. The locations form a combination of 'gateways,' 'hubs' or 'corridors' with important roles in creating a more liveable people focused city centre. These locations, like the key transport interchanges, will also be a focus for net zero carbon infrastructure.

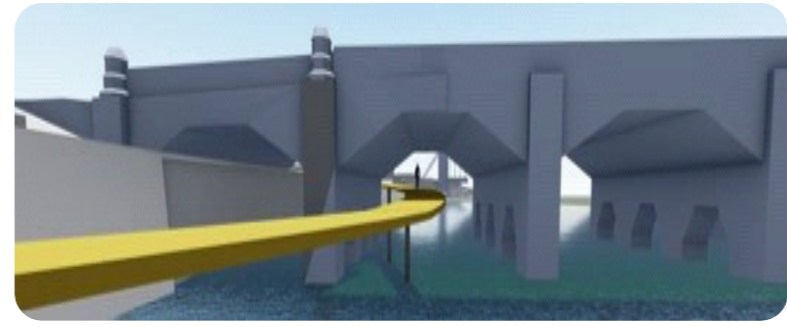
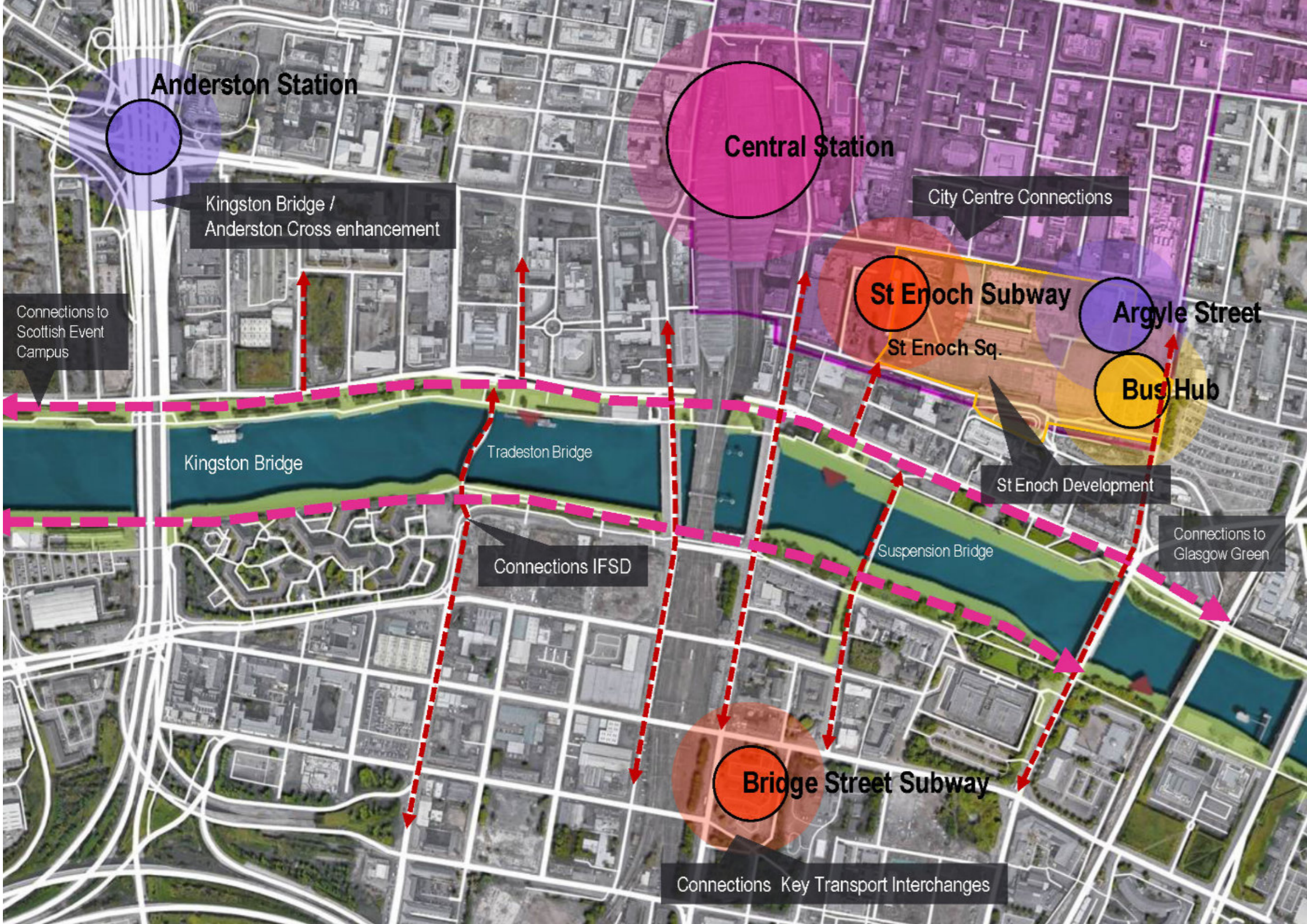
The areas include the central core of the city centre and areas outwith the commercial core to the North, South, East and West that connect more closely to mixed-use neighbourhoods. These areas will support 20-minute neighbourhood planning and local services aligned with liveable neighbourhoods, the vibrant use of secondary spaces and connected elements of the city's green network.

- **City Centre 'People First'** *People friendly low vehicular access zone*
- **Broomielaw & Clyde Waterfront** *Re-connecting the city with its waterfront*
- **George Square** *Putting 'Great Spaces' in the heart of the city*
- **Cowcaddens Gateway** *Improving connectivity with city neighbourhoods*
- **High Street Corridor** *Promoting liveable places*
- **Mitchell Plaza & Charing Cross** *Mitigating the impact of an urban motorway*
- **People Friendly Streets** *Reduced traffic within Local Neighbourhoods*
- **Glasgow Avenues** *Completion and extensions to Avenues*



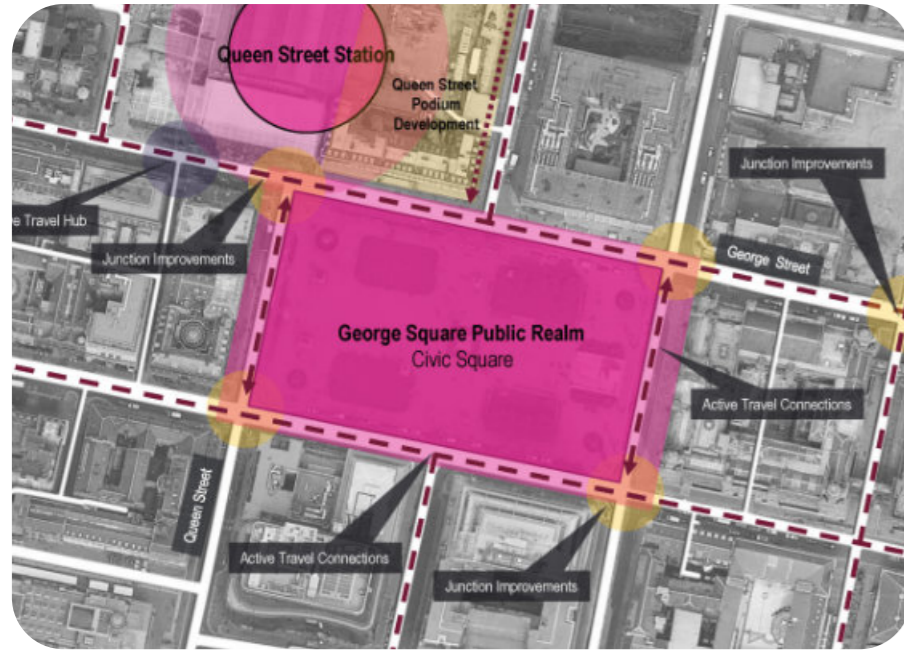
CITY CENTRE PEOPLE FIRST

- **Create a High-Quality Reduced Access - People First Zone.**
 - Limit vehicle access to the central core to 'essential trips' only
 - (Disability / Residents / Business / Services / Public Transport & Taxis).
 - Extend pavements to create quality public realm and support civic activity.
- **Reduce All Non-Essential Through Traffic.**
 - Reduce traffic that passes through the city centre (exempting Public Transport and Taxi movements / Emergency Services) and ensure appropriate provision for taxis.
- **Reduce the Need for Vehicular Access.**
 - Reduce on-street town centre core parking other than for an enhanced level of DDA Blue Badge parking and improved taxi, loading and servicing provisions.
 - Ensuring retained multi-storey car parks are accessible without need to access the People First Zone.
- **Improve Inclusive Use and Safety for All Users.**
 - Enhance personal security and perceptions of security for all users recognising that the disproportionate impact of these important issues on women, LGBT+, ethnic or religious groups and minorities, those with disability, etc.
 - Promote access for all that recognises the city centre needs to be an inclusive place and work to ensure the city centre feel more affordable, accessible and inclusive for all.
- **Secure Benefits from Traffic Reduction.**
 - Utilise road space to secure a high-quality safe public realm with fully integrated active travel provision, civic spaces, pocket parks or parklets.
 - Develop streets as integral parts of the city centre Liveable Neighbourhood.
 - Re-purpose streets as active travel routes and civic space re-assessing requirements for regulatory signage/road markings/ signals, etc and removing a tier of street clutter.
 - Secure additional efficient capacity /flexibility and improve resilience of public transport vehicles.
- **Improved Pedestrian and Cycle Facilities and Infrastructure.**
 - Provide capacity for continuous interrupted walking, wheeling and cycle routes on-street, and integrate lanes and routes within developments and associated with new developments (St Enoch's / Buchanan Galleries / King Street Site).
 - Create improved cycle parking and storage infrastructure.
- **Minimising Adverse Environmental Impacts of Traffic.**
 - Secure major improvements to air quality environment.
 - Create quality strong network of spaces and integrate environmental measures.



BROOMIELAW & CLYDE WATERFRONT

- **Re-balancing Road Space.**
 - Reallocate road lanes on the Broomielaw and within the Clyde Waterfront Corridor.
 - Extend pavements to create quality public realm and support civic activity.
- **Sustainable Transport Connectivity.**
 - Make connections with future routing of the Clyde Metro Mass Transit System.
 - Provide routing for City Circular (Free City Centre Bus Service).
- **Accessible, Inclusive, Safe and Quality Public Spaces.**
 - Create a linear park/ civic waterfront space North/South River linking all crossings.
 - Develop public realm as an activity/outdoor gym / event space with quality seating / lighting / public art and tree planting.
 - Create stronger direct water access and potential for water-taxi activity.
 - Provide improved pedestrian/cycle crossings and priorities to traffic signals.
 - Develop the waterfront walkway to offer barrier free/step free accessibility
- **Improved Pedestrian and Cycle Facilities and Infrastructure.**
 - Create a continuous Clyde Waterfront walkway/cycleway allowing active travel to be the first choice for city centre journeys.
 - Provide capacity for continuous interrupted walkway/cycleway at Road Bridges.
 - Support 'pop-up' and small enterprise activity servicing and supporting public realm.
 - Extend tree planting and waterfront greenspace supporting biodiversity.
- **Minimising Adverse Environmental Impacts of Traffic.**
 - Create quality open space with significant tree planting and greenspace.
 - Net Zero Carbon infrastructure – E-bike and electric vehicle charging.
 - Reduce traffic movement and impacts.

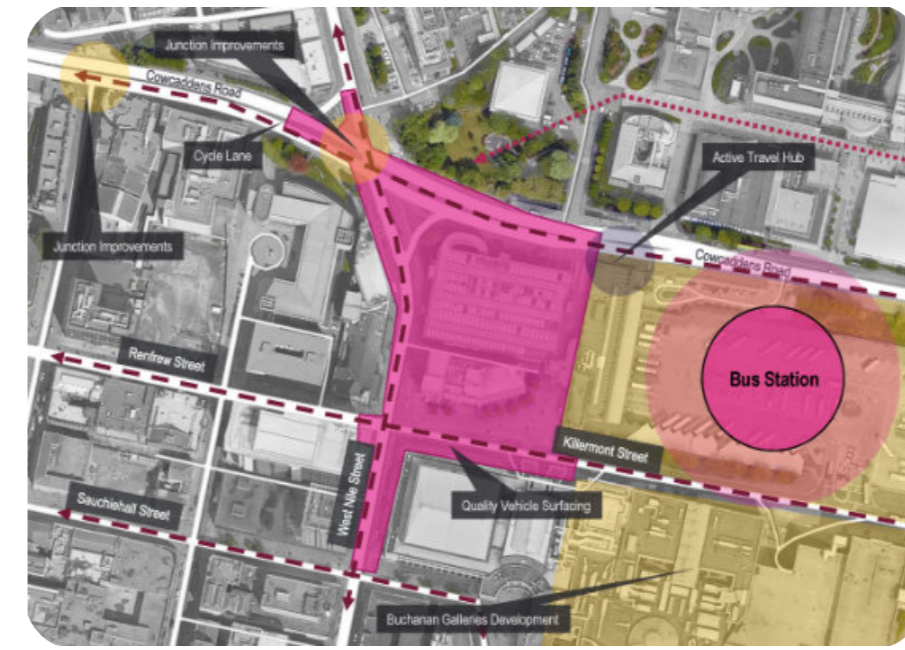


Indicative Concept for George Square - subject for masterplan consideration and design development.



GEORGE SQUARE

- **World Class Civic Space.**
 - Create in the 'heart of the city' a world class destination and major civic space.
- **Reducing Movement & Severance from Adjacent Streets.**
 - Reduce movement on adjacent streets and improve access and connections.
 - Reviewing need for traffic movements on all street connections to and from George Square with the intent of creating an enhanced public realm and active travel environment.
 - Improve pedestrian crossings.
- **Improving Active Travel Connectivity and Infrastructure.**
 - Improve connections to Queen Street Station.
 - Integrate Avenues Programme measures into the George Square proposals.
- **Minimising Adverse Environmental Impacts of Traffic.**
 - Creating high quality public realm in at a key central location and arrival point for the city
 - Enhancing profile and civic quality of a major city square with important Listed Buildings and building groupings.
 - Mitigate Air Quality / Noise / Disruptive Movement.
 - Promote tree planting and create amenity greenspace.

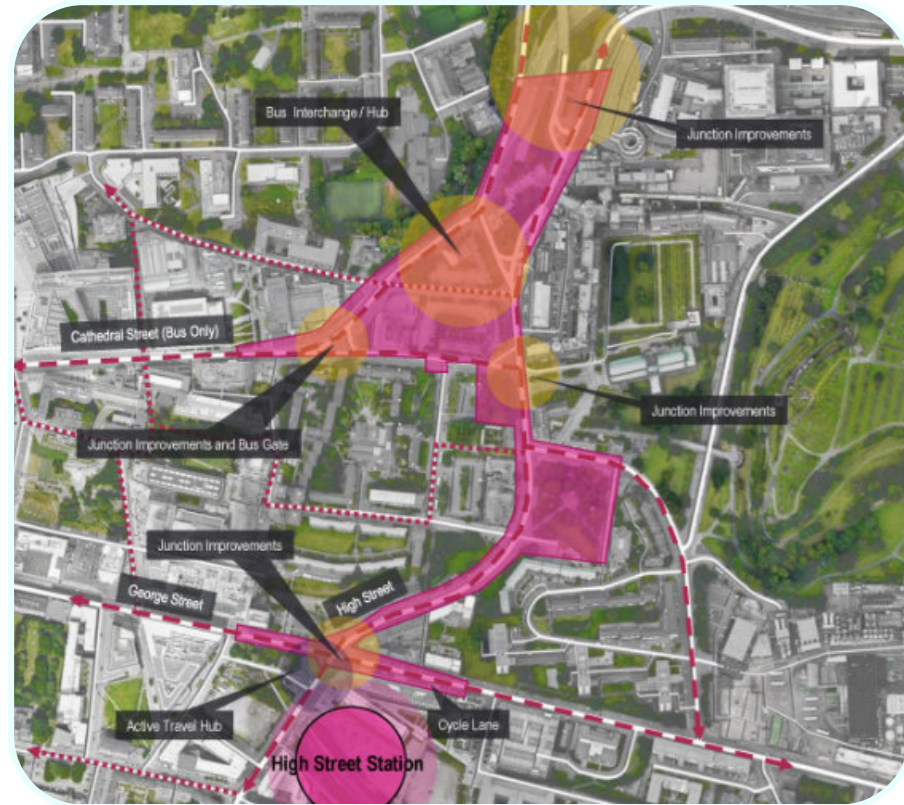


Indicative Concept for Buchanan Gateway - subject for masterplan consideration and design development.



COWCADDENS GATEWAY

- **Reorganise Cowcaddens Junction & Roadspace.**
 - Re-design to Cowcaddens Road incorporating creating enhanced footways and segregated cycleways and amended traffic movement/flows.
 - Reorganising the Cowcaddens Road / Port Dundas Road junction to reduce severance and create a more people friendly connection to Cowcaddens and Port Dundas Road and the connections to North Glasgow.
 - Rebalancing road space and creating safe movement for people.
 - Reduce transportation related severance and connect green network space.
- **Investigate New Landmark Greenspace in the City.**
 - Masterplan for the Cowcaddens Road / West Nile Street junction and the wider integration of the Buchanan Bus Station and multi-storey car park.
 - Seek to address the deficit of significant high quality usable greenspace that supports the City Centre Liveable Neighbourhood.
 - Support the expansion of the centre to the north and DRF ambitions.
 - Create spaces for people and active leisure providing outdoor space for a mix of active/passive recreation and sport and outdoor seating.
 - Create small performance space and links to cultural venues.
- **Connecting City – University – Cowcaddens & Neighbourhoods.**
 - Create connected network of paths/cycleways and green corridors extending from city centre to mixed-use neighbourhoods.
 - Develop the character of Port Dundas Road corridor to appropriate mixed-use redevelopment and active frontages and movement.
 - Develop quality public realm and promote street quality with strong connections to on street and off-street path and cycle networks.
 - Redress the impact of a high-volume traffic route and associated junction by reinstating cross-roads, based around the original street pattern.
 - Develop the links with the University open space, high-volume footfall routes and the extensive path /cycle network and infrastructure of the University.
 - Enhance street quality of West Nile Street with quality public realm.
- **Developing a City Gateway Integrated with Public Transport Interchange.**
 - Create an enhanced 'gateway' to the city integrated with wider upgrading of the Buchanan Bus Station.
 - Create stronger connections to Bus Station across Cowcaddens Road and Killermont Street.

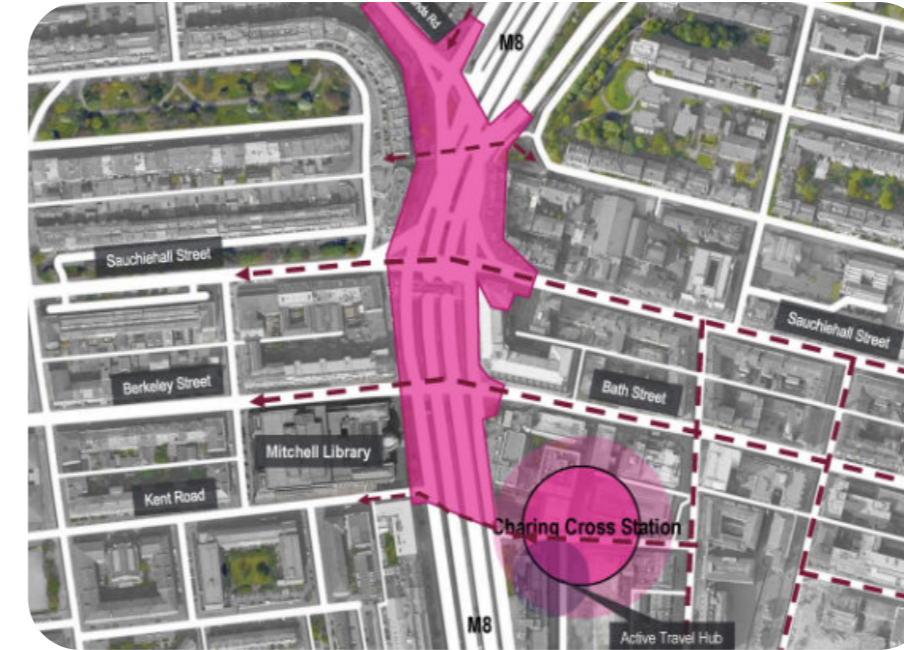


Indicative Concept for High Street - subject for masterplan consideration and design development.



HIGH STREET CORRIDOR

- **Develop Northern Bus Hub.**
 - Undertake feasibility and masterplanning for a new bus hub and associated transport connections.
 - Integrate with active travel and pedestrian routes.
- **Re-balancing Road Space.**
 - Reallocate road lanes on the High Street and revised layout to discourage through traffic whilst safeguarding access to Glasgow Royal Infirmary
 - Reduce the impact of Junction 15 on the High Street.
 - Extend pavements to create quality public realm and support civic activity.
- **Creating an Active Travel Corridor.**
 - Make connections with future routing of the Clyde Metro Mass Transit System.
 - Provide routing for City Circular (Free City Centre Bus Service).
- **Strengthening Place & Liveability of Glasgow's Historic Core.**
 - Promote the distinctive and special qualities of place.
 - Strengthen local neighbourhood quality and the opportunities and connections to Cathedral, Provand's Lordship and Cathedral Square.
 - Enhance the Cathedral Square Park as a key part of city greenspace and ensure full public access.
 - Support neighbourhood regeneration and promote appropriate urban infill structured around civic streets.

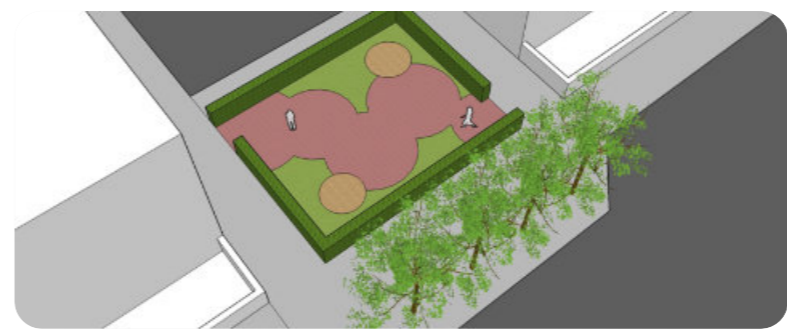
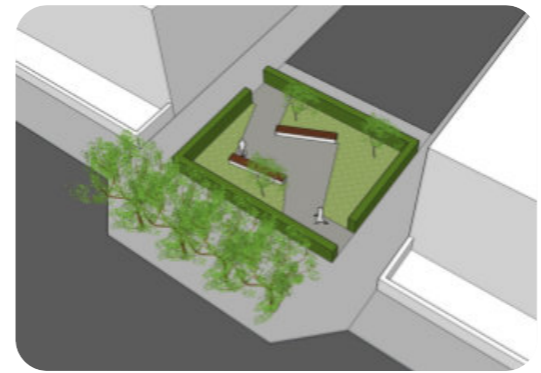
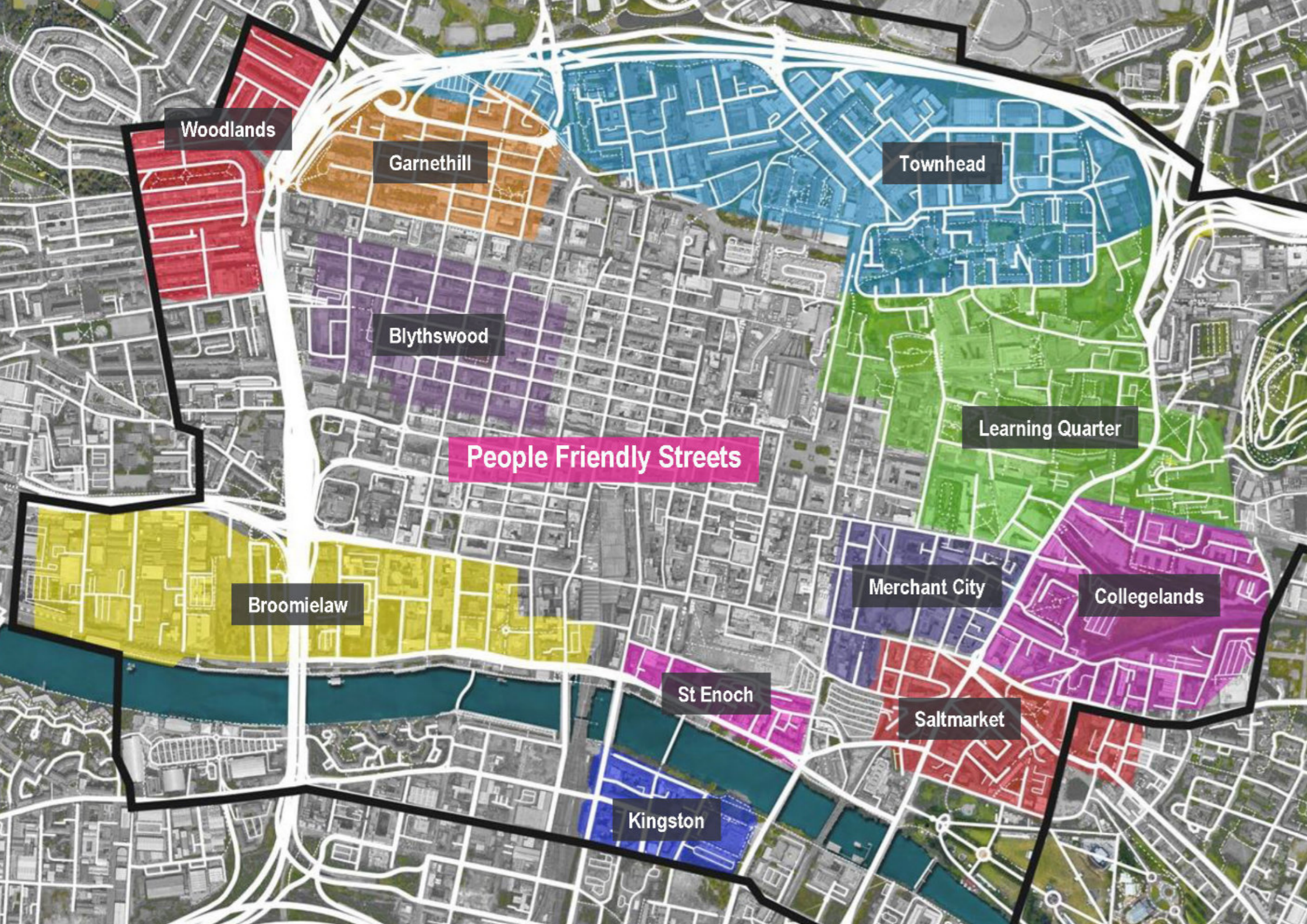


Indicative Concept for Mitchell Plaza - subject for masterplan consideration and design development.



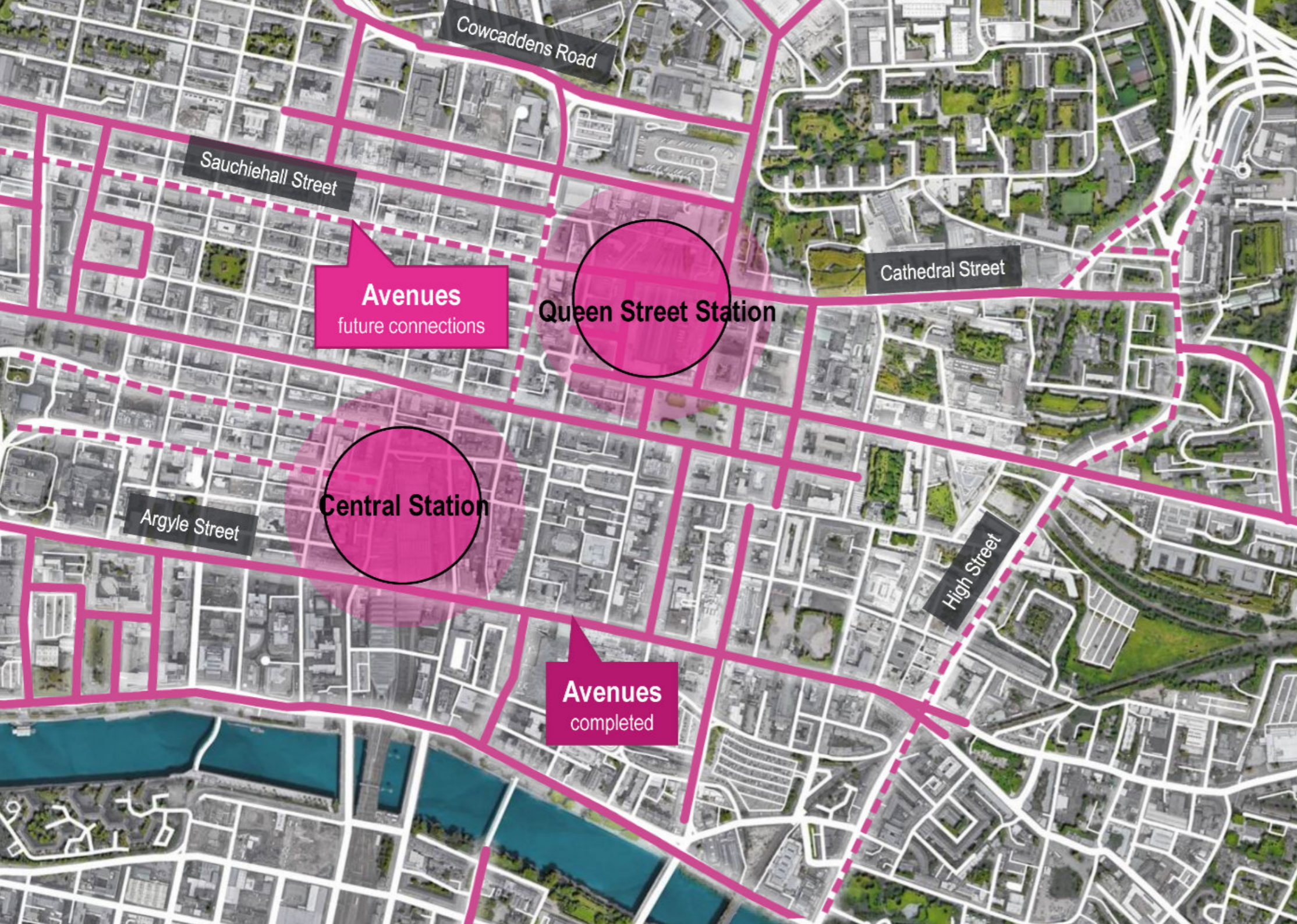
M8 GARDEN & CHARING CROSS

- **Addressing the Severance & Impacts of the M8.**
 - Advancing detailed feasibility for an extended bridge deck / cap over the M8 motorway at Charing Cross.
 - Identifying potential solutions to reduce the severance and impacts of the M8 Motorway on movement and active travel.
- **Creating a Strong Connections at Charing Cross.**
 - Securing connections across Sauchiehall Street.
 - Make connections between Bath Street / Berkeley Street and Elm Bank together with quality connections to Charing Cross Station.
 - Investigate developing an Urban Plaza or Square supporting civic activity linked to the Mitchell Library as a major gateway space.
- **Accessible, Inclusive, Safe and Quality Public Spaces.**
 - Create a new civic space, subject to detailed feasibility and funding, a major new civic space.



PEOPLE FRIENDLY STREETS

- **Liveable Neighbourhoods and Street.**
 - Promote a significant reduction in traffic in mixed-use residential neighbourhoods by reducing non-essential journeys, removing through traffic and encouraging active travel modes.
 - Reduce traffic volumes and introduce measures to significantly reduce design speed (Throttles /Speed-humps / Contra-flows /Stopped Road Ends).
 - Provide tree planting and measures to increase greening supporting biodiversity.
- **Sustainable Transport Connectivity.**
 - Make connections with Avenues creating a 'Tartan Grid Approach' with super-blocks that are well connected but reduce through traffic with future routing of the Clyde Metro Mass Transit System.
 - Develop bespoke design solutions to reflect the specific place and townscape character (e.g. Garnethill / Townhead / Blythswood).
 - Support Active Travel connections.
- **Accessible, Inclusive, Safe and Quality Public Spaces.**
 - Create a series of secondary smaller incidental parklets and smaller urban spaces in conjunction with local communities as part of developing neighbourhoods.
 - Facilitate introduction of street trees and nature into city spaces.
 - Create stronger attractive linkages and connections to larger greenspaces such as Clyde Waterfront and Glasgow Green.



AVENUES

- **Re-balancing Road Space.**
 - Reallocate road spaces within a network of 'Avenues' that re-balance road-space across all users offering enhanced corridors for active travel.
 - Extend pavements to create quality public realm and support civic activity.
 - Introduce an urban environmental infrastructure that supports climate change adaptation (surface water management measures/tree planting/measures supporting biodiversity).
 - Create opportunities for enhanced street activity supporting liveable neighbourhoods.
- **Sustainable Transport Connectivity.**
 - Avenues support public transport movement to improve bus corridors and improve public transport journey times.
 - Create an infrastructure for Active Travel.
- **Streets as Inclusive, Safe and Quality Public Spaces.**
 - Developing a public realm - making it more "people-friendly", more attractive, greener, more sustainable and more economically competitive.
 - Complete an integrated network of continuous pedestrian and cycle routes – with people at the very heart of their design.
 - Secure improvements to green/blue infrastructure, enhanced and widened footway incorporating single surface crossing points and segregated cycle lanes.
 - Reduce street clutter and provide Intelligent Street Lighting (ISL) and improved lighting features.



05

Inclusive City-Wide Benefits

Successful delivery of the City Centre Transport Plan forms a key part of our commitment to city development, net zero carbon and inclusive growth. Making the city a more successful place for everyone is a central purpose of the strategy. This requires a rebalancing of the needs of the city around people, providing a high-quality environment for residents and visitors to enjoy that offers place-based transport solutions which are sustainable and will deliver significant economic, social and environmental benefits.

The City Centre Transport Plan has been developed alongside the Glasgow Transport Strategy and in accordance with the Scottish Transport Appraisal Guidance (STAG). Details quantification of benefits will be included within the detailed STAG assessment.

The benefits of the plan will be generated across a range of measures around place quality, economic vibrancy and transition to net zero carbon but perhaps most importantly in the improvements to the health and wellbeing of residents and the capacity for the plan to enhance the quality of life for residents and the quality of experience of visitors.

Project interventions, in the same manner as the Glasgow Avenues Programme, will be the catalyst for change that demonstrate what can be achieved and how the CCTP will deliver inclusive benefits and positively impact on the vitality, place quality and our everyday experience of the city.

The plan also seeks to ensure we make best use of resources and sustainably manage the city centre asset to support its long-term performance. In addition to new interventions this will address essential and on-going maintenance and management and ensure all systems are managed effectively.

A focus of delivery will be securing best value, whilst addressing sustainability and innovation. This will need to address operational management, whole life costing, carbon assessments, defining clear community benefits clauses within procurement contracts and adopting 'lessons learnt' and further stakeholder engagement to ensure the project interventions deliver successful outcomes.



Delivering Sustainable & Inclusive Travel Benefits

The benefits of the plan are broadly based and are primarily driven through the re-balancing the needs of the city with the need for access with the promotion of the sustainable travel hierarchy. This will allow a reduction in peak hour car trips into the city centre of 30% with a corresponding 200% increase in cycle trips and 30% increase in walking trips.

The plan will help to deliver:

- Over 100,000 more active mode trips in the city centre per day in 2030 than pre-Covid, representing a 70% increase in active trip-making to/from/within the city centre
- 13% fewer car /person trips in 2030 per day in the city centre than pre-Covid and 23% fewer car trips than under a Business-as-Usual 2030 scenario.
- An increase in public transport patronage, albeit modest, between pre-Covid levels and 2030.

• Economic Benefits

Supporting a city centre economy with improved access, reduced congestion, and enhanced place quality that supports a diverse range of commercial, business and leisure activity. Securing the economic benefits from the increase in 'vibrancy' of the city centre, including additional footfall, longer dwell time, increased appeal of the centre for retail, employment – including changing employment/workplace patterns, and further growth in cultural and leisure uses based around events, leisure, socialising, and the evening economy.

• Health & Well Being Benefits

Supporting health and well-being through better air quality, accessible mobility for all, active travel and more inclusive transport solutions. Securing health and well-being benefits will result from higher participation rates for active travel (walking & wheeling, cycling) with resulting improvements in physical fitness, health and wellbeing. Improved access to quality, designed greenspace and public realm spaces (Clyde Green Network, Liveable Neighbourhoods, Playstreets, Parks) provide additional physical/mental health and well-being benefits.

The plan will help to deliver significant improvements in air quality by reducing ambient levels of NO₂ and particulates (PM₁₀ /PM_{2.5}) to address statutory limits. The plan is closely aligned with the implementation of the Glasgow Low Emission Zone (LEZ) in improving air quality and reducing vehicle generated pollution.

- **Inclusive Access & Safety Benefits**

Building a more inclusive future. Glasgow Household Survey showed, more people from more deprived (Scottish Index of Multiple Deprivation – SIMD) areas are less likely to ever visit the city centre than people in less deprived areas. The plan includes measures to make the city centre feel more inclusive to all people (including those with disability/sensory impairment or with restricted mobility), more affordable, accessible and inclusive and to encourage higher levels of participation within and across communities.

- **Quality of Place Benefits**

Building and celebrating quality-of-place is increasingly recognised as a key factor in developing successful cities. Securing easy access to cultural, shopping, transport, employment, greenspaces and amenities form critical success factors for the 21st century city alongside the quality of services, personal safety and community empowerment. Quality of place is an important element in attracting investment, developing city economies and building healthier, more prosperous and stronger communities.

Public spaces and the public realm (streets/squares/spaces) play a vital role in the social and economic life of communities. Numerous research studies conclude that high quality public environment has a significant effect on the economic life of urban centres. Reduced traffic volumes and speeds can greatly add to the vitality of centres, encouraging people to walk for leisure or stop at pavement cafes and visit centres more frequently.

Design quality and good urban planning and design are critical in capturing the benefits and creating appealing, attractive spaces and places for people. The value secured through good design has a key role in securing long-term and meaningful benefits for the city of Glasgow.



- **Net Zero – Carbon Reduction Benefits**

A 42% reduction in road-based tail-pipe CO2 emissions in the Greater Glasgow area) between now and 2030 based on:

- 4% increase from demographic growth (2017 to 2027)
- 5% reduction due to increased working from home
- 5% reduction from increased car occupancy (see GTS)
- 4% reduction by increasing the bio-fuel blend in petrol/diesel to 10%
- 24% reduction due to the uptake of electric vehicles / new vehicles
- 9% reduction due to the impacts of the city centre measures.

- **Environmental Benefits**

The plan will have overall positive effects on the environment, particularly in terms of human health, local air quality and reduction in Greenhouse Gas (GHG) emissions. This strategy, coupled with the Low Emission Zone will assist in reducing commuting by private car leading to consequential reduction in vehicle emissions. Road transport is responsible for 80% of NO2 pollution at the roadside and a major component of city centre poor air quality.

Proposals will integrate biodiversity measures where possible recognising the importance of habitat corridors and linkages. Surface water management and flood prevention will help to address urban water quality and climate change resilience and adaptation. The plan will contribute to a reduction in noise on some key routes. Green networks including parks and street trees create more pleasant places to live and bring important environmental benefits through reducing temperatures, pollution and help manage surface water drainage.

- **Engagement to Maximise City Wide & Local Benefits**

The Council will continue to engage with stakeholders (residents, businesses, transport operators, partner organisations and stakeholder groups, etc.) to maximise the benefits for the city centre and its users.

Engagement, including working with wider partners and communities on planning and design development will be undertaken for all projects that introduce significant change to the form or function of the city centre. Design development will refine and test options and ensure benefits are maximised and any potential negative impacts are addressed and mitigated.



06

Strategic Delivery Plan

The City Centre Transport Plan has its focus on meeting our commitment to net zero carbon and creating a more appealing, liveable and inclusive city centre. The plan involves a programme of activity which is phased to ensure it supports Covid recovery, delivers growth and creates an urban environment of quality.

The Delivery Plan sets out a range of activities to deliver the plan over the period 2022-2032 and ensure the strategy can be delivered in an effective, coordinated and cost-efficient way. A key purpose of the Delivery Plan is to set out the strategy to facilitate stronger partnership working and promote engagement on the detail of implementation and delivery.

Integration and coordination of activity across Council services and with partners and stakeholders is key to delivery. The plan covers an extended period. A core element is making better use of roadspace through managing demand together with prioritising investment in walking, cycling and enhancement of public transport to create a better balanced and integrated transport system for the city centre.

Status of Project Elements

The Delivery Plan outlines a range of proposals that are currently at various stages of development, and which will need to be further evaluated through design feasibility and further assessment. Proposals include:

- Committed Projects – these include a range of projects (e.g. Avenues / Quality Public Realm- Civic Spaces / Bus Partnership measures) that have secured approval(s), budget funding allocated, or reflect commitments within approved strategies and policy documents.
- Committed Proposals that have been promoted by Council supported by completed or near-concluded Feasibility Assessments (North High Street / People First City Centre Core / Clyde Metro / etc) and which it is anticipated will complete to full business case and approvals within the next three years.
- Outline Proposals to be further considered by the Council and that are at Option Appraisal Stage, and which need further investigation or development in order to confirm feasibility, sources of funding and public benefits. Feasibility of these project ideas will complete within 5 years with further partner, stakeholder and community engagement.

Developing the Delivery Plan

The Delivery Plan is a key part of the CCTP. Engagement on the Transport Plan has identified strong support for the aims and objectives as set out in this strategy. However, the Council is very aware of the impact of Covid, and the challenges associated with economic disruption to key parts of the city economy and recognises the importance of continuing to work with partners and stakeholders to shape individual programmes and project initiatives.

The Delivery Plan will need to build on a number of key partnerships and work closely with partner organisations to create a coordinated programme, align resources and wherever possible accelerate delivery. The Transport Plan requires close and collaborative working with a 'place -based focus' to address dependencies and a multitude of overlapping initiatives and programmes when advancing projects and delivering the commitments to net zero carbon.

The high level and in-principle support advised through the consultation and engagement recognises the need for ongoing engagement on the implementation detail including developing partnership arrangements. A number of organisations and bodies are working to deliver elements shared with the Transport Strategy. Glasgow City Council will continue to work with all parties (Transport Scotland / Strathclyde Partnership for Transport/ Glasgow Bus Partnership / Glasgow Disability Alliance / etc) and all local stakeholders to support the delivery of the strategy.

Delivery Timescales

The City Centre Transport Plan will be delivered over 10 years. A programme identifies projects within three broad categories defined in terms of deliverability and need for change. Delivery is broadly phased as follows:

Short Term

Years 1-3

- Adopt City Centre Transport Plan.
- Complete all Council Approved & Committed Projects.
- Complete current Feasibility Studies and determine project commitment.
- Engage with key partners/stakeholders and complete Delivery Plan.
- Develop Carbon Modelling / Data Modelling criteria.
- Establish a formal review process (2 yearly) within the Monitoring & Evaluation Framework.

Short-Medium Term

Years 4-7

- Advance Feasibility Studies & projects concepts to Business Case.
- Seek Council and wider partner funding/approvals.
- Complete all Council Approved & Committed Projects.
- Engage with key partners/stakeholders.
- Undertake formal reviews – Lessons Learnt and report.

Medium-Longer Term

Years 8-10

- Advance Feasibility Studies & projects concepts to Business Case.
- Seek Council and wider partner funding/approvals.
- Complete all Council Approved & Committed Projects.
- Engage with key partners/stakeholders.
- Undertake formal reviews – Lessons Learnt and report.

Delivery of Place Specific Projects

The key locations arise both from work previously undertaken as part of the City Centre Strategy, District Regeneration Frameworks or Liveable Neighbourhood assessments and are important in delivering the Transport Planning objectives and outcomes. Additional areas may be added as projects initiatives are identified. The project scope within each of the areas is still under development with further feasibility and funding assessments required to be concluded. The area plans set out aspirational proposals that will be subject to further masterplan and design development. The area interventions build on the existing place, public transport and the City Centre Transport Plan objectives and are strongly focussed on reduced car use and re-balanced road space to create an environment that is people focussed and support economic vitality, inclusive place, net zero carbon and liveability.

Evaluation & Monitoring Performance Indicators

Performance indicators are important in ensuring City Centre Transport Plan is delivering on the objectives and is adaptable to change. The CCTP sits under the wider Glasgow Transport Strategy (GTS) with a range of shared objectives, outputs and outcomes.

Monitoring and evaluation needs to be relevant, useful and supports 'lessons learnt' in a manner that provides evidence based feedback and is relevant to stakeholders and can inform operational performance.

The performance indicators will be integrated with monitoring of wider strategies with key indicators regularly reviewed to ensure their continuing relevance, and to ensure Glasgow can utilise new data management technology wherever possible to ensure effective data collection and management.

Capital Investment & Procurement

The Delivery Plan provides a high-level programme and budget framework for the delivery of the strategy. A detailed assessment of costs is currently being undertaken but wider city benchmarking would suggest a budgetary requirement of the order of £600 million over 10 years.

Transport improvements are delivered through a combination of revenue and capital funding supported by external partner and agency funding. A mix of funding is required to support the delivery of new and improved infrastructure. The ambitious programme of transport interventions detailed within this strategy, will require a coordinated approach. The funding required is significant and further detailed budget definition and sources of partnership funding proposals will be developed for the first full stage Delivery Plan Review within 24months.

The projects to be delivered over the first three years of the plan are identified with existing funding (GCC Capital Programme / Planning & Developer Contributions, Grant Support Funding with further discussion in progress for potential funding support from wider programmes including Green Deal, Glasgow Bus Partnership, Transport Scotland, Sustrans, private developers and other initiatives.

The Delivery Plan as developed will set out a procurement strategy to actively deliver best value from public investment, support and deliver community benefits and Community Wealth Building and maximise opportunities for business, resident and wider community participation, to secure strong local outcomes.

Delivery Plan Updates – A Live Document

The Transport Strategy Delivery Plan sets out the core strategy for delivery. The intent would be to publish a 2 yearly update to ensure the strategy and Delivery Plan can remain a live document.



Appendix Delivery Plan

	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	Lead organisation
3	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	Glasgow City Council
2	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	Glasgow City Council
2	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	Glasgow City Council
2	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	Glasgow City Council
1	2_3	3. Possible extension of Custom House Quay	Yes					✓		✓			x	Funding not yet secured	Medium/High Cost	City Deal	Glasgow City Council
2	3_0	George Square - create a world class civic space with reduced vehicular movement	Yes	✓	✓	✓		✓		✓	x	x		Funding secured	Medium/High Cost	City Deal	Glasgow City Council
2	3_1	1 - Glasgow Avenues Programme: Block C George Square	Yes	✓	✓	✓		✓		✓	x			Funding secured	Medium/High Cost	City Deal	Glasgow City Council
2	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	Glasgow City Council
3	4_1	1 - Re-model Cowcaddens junction	Yes	✓	✓	✓		✓				x		Funding not yet secured	Medium/High Cost		Glasgow City Council
2	4_2	2 - Killermont St / Renfrew Street Active Travel improvements	Yes	✓	✓	✓		✓				x	x	Funding not yet secured	Medium/High Cost	GCC/ Sustrans	Glasgow City Council
2	5_0	High Street Corridor	Yes	✓	✓	✓	✓	✓		✓		x	x	Funding not yet secured	Medium/High Cost	GCC/ Sustrans	Glasgow City Council

	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	Lead organisation
2	6_0	M8 Garden Cap - Advancing detailed feasibility for an extended bridge deck / cap over the M8 motorway at Charing Cross	Yes	✓	✓	✓		✓		✓			x	Funding not yet secured	High Cost	Levelling Up Fund	Glasgow City Council
2	7_0	People Friendly Streets - Strategic repurposing of the road network to prioritise people-friendly public spaces and the transport hierarchy in the People Friendly Street neighbourhoods	Yes	✓	✓	✓		✓		✓	x	x	x	Funding secured	High Cost	Sustrans / CWSR	Glasgow City Council
2	7_1	1 - Develop bespoke design solutions to reflect the specific place and townscape character of Garnethill	Yes	✓	✓	✓		✓		✓	x	x		Funding not yet secured	Medium/High Cost	Sustrans / CWSR	Glasgow City Council
2	7_2	2 - Develop bespoke design solutions to reflect the specific place and townscape character of Townhead	Yes	✓	✓	✓		✓		✓	x	x		Funding not yet secured	Medium/High Cost	Sustrans / CWSR	Glasgow City Council
2	7_3	3 - Develop bespoke design solutions to reflect the specific place and townscape character of Merchant City	Yes	✓	✓	✓		✓		✓	x	x		Funding not yet secured	Medium/High Cost	Sustrans / CWSR	Glasgow City Council
2	7_4	4 - Develop bespoke design solutions to reflect the specific place and townscape character of Blythswood	Yes	✓	✓	✓		✓		✓	x	x		Funding not yet secured	Medium/High Cost	Sustrans / CWSR	Glasgow City Council
2	7_5	5 - Public realm improvements on Cadogan Street	Yes					✓			x			Funding secured	Medium Cost	Developer Funded	Glasgow City Council
2	7_6	6 - Strathclyde Estate Masterplan - People-First Infrastructure in a City Centre Campus	Yes		✓	✓		✓		✓	x	x	x	Funding not yet secured	High Cost	Strathclyde / Sustrans	Strathclyde University
TBD	7_7	7 - Glasgow School of Art Wider Public Realm Enhancements.	Yes		✓	✓				✓				Funding not yet secured	0	GSoA / GCC	GSoA
TBD	8_0	Avenues - Develop a network of 'avenues' and quality street environments that give priority to people walking, cycling and wheeling.	Yes		✓	✓		✓			x	x	x	Funding secured	High Cost	City Deal /Sustrans / Developer Contributions	Glasgow City Council
2	8_1	1 - Glasgow Avenues Programme: Block A The Underline Phase 1: Cambridge Street	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal	Glasgow City Council
2	8_2	2 - Glasgow Avenues Programme: Block A Argyle Street West	Yes		✓	✓		✓			x	x		Funding secured	High Cost	City Deal	Glasgow City Council

	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	Lead organisation
2	8_3	3 - Glasgow Avenues Programme: Block A Sauchiehall Street Precinct	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal	Glasgow City Council
1	8_4	4 - Glasgow Avenues Programme: Block A North Hanover Street – Kyle Street	Yes		✓	✓		✓			x			Funding secured	High Cost	City Deal	Glasgow City Council
2	8_5	5 - Glasgow Avenues Programme: Block A Argyle Street East/St Enoch/Dixon	Yes		✓	✓		✓			x	x		Funding secured	Medium/High Cost	City Deal	Glasgow City Council
2	8_6	6 - Glasgow Avenues Programme: Block A The Underline Phase 2: New City Road – TBC after M8 works	Yes		✓	✓		✓				x	x	Funding secured	Medium Cost	City Deal	Glasgow City Council
2	8_7	7 - Glasgow Avenues Programme: Block B Holland Street / Pitt Street	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal	Glasgow City Council
2	8_8	8 - Glasgow Avenues Programme: Block B Embank Street / Elmbank Crescent – Feb 2025	Yes		✓	✓		✓				x		Funding secured	High Cost	City Deal	Glasgow City Council
2	8_9	9 - Glasgow Avenues Programme: Block B Glassford Street / Stockwell Street – Nov 2025	Yes		✓	✓		✓				x		Funding not yet secured	High Cost	City Deal	Glasgow City Council
2	8_10	10 - Glasgow Avenues Programme: Block B Broomielaw / Clyde Street	Yes		✓	✓		✓				x		Funding secured	Medium/High Cost	City Deal	Glasgow City Council
2	8_11	11 - Glasgow Avenues Programme: Block C John Street	Yes		✓	✓		✓			x	x		Funding secured	Medium/High Cost	City Deal	Glasgow City Council
1	8_12	12 - Glasgow Avenues Programme: Block C Hanover and Miller Street– February 2024	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal	Glasgow City Council
2	8_13	13 - Glasgow Avenues Programme: Block C St Vincent St, PI & Cochrane St – Sept 2026	Yes		✓	✓		✓			x	x		Funding secured	Medium/High Cost	City Deal	Glasgow City Council
1	8_14	14 - Glasgow Avenues Programme: Block C Dundas St and Dundas Lane – Sept 2026	Yes		✓	✓		✓			x	x		Funding not yet secured	Medium Cost	City Deal	Glasgow City Council
2	8_15	15 - Glasgow Avenues Programme: Block C George Street	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal	Glasgow City Council

	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	Lead organisation
2	8_16	16 - Glasgow Avenues Programme: Block S Cowcaddens Road	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal / Sustrans	Glasgow City Council
2	8_17	17 - Glasgow Avenues Programme: Block S Duke Street & John Knox Street	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal / Sustrans	Glasgow City Council
2	8_18	18 - Glasgow Avenues Programme: Block S Dobbie's Loan	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal / Sustrans	Glasgow City Council
2	8_19	19 - Glasgow Avenues Programme: Block S South Portland Street	Yes		✓	✓		✓			x	x		Funding secured	Medium Cost	City Deal / Sustrans	Glasgow City Council
1	9_0	Undertake an accessibility audit of the city centre to capture accessibility issues.	0	✓							x			Funding not yet secured	Low Cost	Sustrans / CWSR	Glasgow City Council
1	10_0	Provide Tactile Paving and Tactile Cones to assist the visibly impaired at all controlled crossings and dropped kerbs/raised tables at every junction/crossing	0	✓							x	x	x	Funding partially secured	High Cost	Sustrans / CWSR	Glasgow City Council
1	11_0	Reduce street clutter to increase space and mobility for pedestrians	0	✓	✓			✓			x	x	x	Funding secured	Low Cost		Glasgow City Council
1	12_0	Develop a Consultation Strategy with disabled groups - Inclusive Design Forum	0	✓							x			Funding secured	Low Cost	City Deal	Glasgow City Council
2	13_0	Investigate Mobility Hubs supporting transport interchange for all users.	0	✓			✓				X			Funding not yet secured	Low Cost	SPT	Glasgow City Council
2	14_0	Develop and facilitate a Glasgow City Mobility App	0	✓									x	Funding not yet secured	Low Cost	SCSP / Sustrans	Glasgow City Council
2	15_0	New crossing over M8 connecting Sighthill with the City Centre	0	✓	✓	✓					x			Funding secured	High Cost	City Deal	Glasgow City Council
1	16_0	New Pedestrian Footbridge over the River Clyde at Springfield Quay	0	✓	✓	✓							x	Funding not yet secured	High Cost	Sustrans	Glasgow City Council
1	17_0	Bell Street - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	18_0	Ingram Street - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council

	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	Lead organisation
1	19_0	West Campbell Street/York Street - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	20_0	Pitt Street/Scott Street - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	20_1	Osborne Street/King Street/Bridgegate - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	20_2	Port Dundas Road/Milton Street - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	20_3	St James Road - pedestrian priority avenue	0	✓	✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	21_0	Modify and/or remove slip roads to/from the motorway and reconnect historic streets that have been severed including Junction 15 and 19	0	✓	✓	✓							x	Funding not yet secured	High Cost	Transport Scotland	Glasgow City Council/Transport Scotland
1	21_1	Improve wider city connections with improvements to lanes, bridges, underpasses and vennels.	0	✓	✓	✓						x	x	Funding not yet secured	Medium Cost		Glasgow City Council
2	21_2	Review and improve access to and through Buchanan Galleries, St Enochs and surrounding car parks including King Street, Ingram Street and High Street	0		✓	✓		✓					x	Funding not yet secured	Medium/High Cost	Developers	Glasgow City Council
1	22_0	Increase green-time for pedestrians at signalised junctions where appropriate	0		✓			✓			x	x	x	Funding not yet secured	Medium Cost	CWSR / GCC	Glasgow City Council
2	23_0	Pitt St Cycle Route	Yes		✓	✓		✓			x			Funding secured	Medium Cost	Developer Funded	Glasgow City Council
2	24_0	West Nile Street Cycle Route	Yes		✓	✓		✓				x		Funding not yet secured	Medium/High Cost	Sustrans	Glasgow City Council
2	25_0	South City Way	Yes		✓	✓		✓			x			Funding secured	Medium Cost	GCC / Sustrans	Glasgow City Council
1	26_0	Waterloo Street segregated cycle route	0		✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	27_0	York Street segregated cycle route	0		✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	28_0	Clyde Place segregated cycle route	0		✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council

	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	Lead organisation
1	29_0	Bridgewater/King Street segregated cycle route	0		✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	30_0	Baird Street segregated cycle route	0		✓	✓		✓					x	Funding not yet secured	Medium Cost		Glasgow City Council
1	31_0	Improve existing bike hire offer, with more affordable access to cycling and bike hire including electric bikes	0			✓					x	x	x	Funding partially secured	Medium Cost	CWSR / GCC	Glasgow City Council
1	32_0	Provide additional cycle storage - On Street Racks - Transport Hubs - Residential Cycle Hoops	0			✓					x	x	x	Funding secured	Low Cost	City Deal / CWSR	Glasgow City Council
2	33_0	Develop a dynamic Buchanan Bus Station with better /new connections & integration with the city centre, Queen Street rail station and Buchanan Galleries. This would include improved/new bus station layout and improved place/modes integration in front of the bus station.	Yes				✓						x	Funding not yet secured	Medium/High Cost	SPT / Developer	SPT
1	34_0	Central Station Upgrade - short-term infrastructure improvements to improve capacity, and considering longer term enhancements	0				✓						x	Funding not yet secured	High Cost	Network Rail	Network Rail
2	35_0	High Street Station Upgrade	0				✓					x		Funding not yet secured	High Cost	City Deal and external funding	Glasgow City Council/Transport Scotland
1	36_0	Create a northern bus hub at High Street	Yes				✓						x	Funding not yet secured	Medium Cost	GBP / SPT	Glasgow City Council
2	37_0	Investigation of potential eastern bus hub	0				✓					x	x	Funding not yet secured	Medium Cost	SPT	SPT
2	38_0	Investigation of potential southern bus hub	0				✓					x	x	Funding not yet secured	Medium Cost	SPT	SPT
2	39_0	Clyde Metro - feasibility and design of a metro transit system connecting the Glasgow City Region	0				✓						*	Funding not yet secured	Not included	Transport Scotland	Glasgow City Council/Transport Scotland
2	40_0	Enhance Strategic Bus Routes with supportive junction signalling and bus priority measures.	0				✓				x	x	x	Funding not yet secured	Medium/High Cost	GBP / SPT	Glasgow City Council

	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	Lead organisation
2	41_0	Investigate & develop bus lanes on West Graham St, Pheonix Rd, St Vincent St, Bothwell St, King George V Bridge and Jamaica St Bridge	0				✓					x		Funding not yet secured	Medium Cost	GBP / SPT	Glasgow City Council
2	42_0	Delivery of improved infrastructure for buses on Union Street & Hope Street	0				✓				x	x		Funding not yet secured	Medium/High Cost	SPT / Bus Partnership Fund	Glasgow City Council
2	43_0	Investigate & develop bus gates on Hope St, Trongate, Renfield St and St Vincent St	0				✓					x		Funding not yet secured	Medium Cost	GBP / SPT	Glasgow City Council
2	44_0	Develop Cathedral Street as a Bus Avenue including operating as bus only 7am to 7pm	0				✓					x	x	Funding not yet secured	Medium/High Cost	City Deal / GBP	Glasgow City Council
2	45_0	Develop Hope Street as a Bus Avenue	0				✓					x	x	Funding not yet secured	Medium/High Cost	SPT / GBP	Glasgow City Council
2	46_0	Investigate & develop allowing EV buses access to Argyle Street Predestrian Precinct	0				✓				x			Funding secured	Cost captured in Avenues work and delivered	City Deal	Glasgow City Council
2	47_0	Rationalise stops, where feasible/beneficial and enhance similar to the works completed on Union St	0				✓				x	x	x	Funding not yet secured	Medium/High Cost	SPT / GBP / City Deal	Glasgow City Council
2	48_0	Investigation of 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.	0				✓				x			Funding not yet secured	Medium Cost	SPT / GCC /	Glasgow City Council
2	49_0	Continue to review, and where necessary, amend locations of taxi ranks to ensure they meet current requirements.	0				✓				x	x	x	Funding not yet secured	Low Cost	GCC	Glasgow City Council
2	50_0	Undertake a review of provision of taxi ranks for major developments	0				✓					x		Funding not yet secured	Low Cost	GCC	Glasgow City Council
2	51_0	Work with taxi operators to optimise taxi services as part of the public transport network and move to a 100% zero tail	0				✓				x	x	x	Funding partially secured	Cost captured in LEZ project	GCC / LEZ	Glasgow City Council

	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	Lead organisation
		pipe emission taxi fleet as quickly as possible.															
1	52_0	Improved access to the River Clyde including reviewing previous studies on the Clyde Waterbus	0		✓	✓							x	Funding not yet secured	Low Cost		Glasgow City Council
1	53_0	Work with Transport Scotland and relevant stakeholders to explore future possibilities for the M8 motorway corridor including Managed Motorways	0					✓					x	Funding not yet secured	0	Transport Scotland	Transport Scotland
1	54_0	Strategic Parking Plan	0					✓			x			Funding secured	Low Cost	Transport Scotland Air Quality funding/GCC Capital	Glasgow City Council
2	55_1	1 - Review parking distribution, restrictions and enforcement - to help re-purpose road space and ensure vehicles do not obstruct footways	0					✓			x	x	x	Funding not yet secured	Low Cost		Glasgow City Council
2	56_2	2 - Consider revisions to permit zones to be consistent across the city centre.	0					✓				x		Funding not yet secured	Low Cost	N/A	Glasgow City Council
2	57_3	3 - Consider Restricted Parking Zones which allow enforcement to be carried out without yellow lining	0					✓					x	Funding not yet secured	Low Cost		Glasgow City Council
2	58_4	4 - Consider more dynamic and smarter car parking within the city.	0					✓					x	Funding not yet secured	Low Cost		Glasgow City Council
2	59_5	5 - Investigate variable demand parking charges	0					✓					x	Funding not yet secured	Low Cost	GCC	Glasgow City Council
2	60_6	6 - Investigate changing the city to a 7 am to 7pm to enforcement regime	0					✓				x		Funding not yet secured	Low Cost		Glasgow City Council
2	61_7	7 - Undertake a baseline review of city centre workplace parking, with a view to designing a workplace parking scheme and proposing suitable exemptions	0					✓			x			Funding secured	Low Cost	AQZ	Glasgow City Council

	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	Lead organisation
2	62_8	8 - Develop a disabled parking plan to ensure enhanced access for blue-badge holders to key city centre destinations	0	✓				✓			X			Funding not yet secured	Low Cost		Glasgow City Council
2	63_0	Investigate repurposing space in off-street car parks to develop EV Charge Points for residents (eg. Kingston Br, Moledinar St, Duke Street, New City Rd and in Townhead)	0					✓			x	x		Funding not yet secured	Medium Cost	EVIF Funding	Glasgow City Council
2	64_0	Investigate opportunities for Electric Taxi Charge Points	0					✓			x	x		Funding not yet secured	Low Cost	EVIF Funding	Glasgow City Council
2	65_0	Prioritisation of city centre electric charging points for residents, taxis, car clubs, last-mile freight and the Council's fleet	0					✓			x	x	x	Funding partially secured	0	AQZ Funding / EVIF Funding	Glasgow City Council
2	66_0	Expand Car Club offering	0					✓			x	x	x	Funding partially secured	Low Cost	CWSR / GCC	Glasgow City Council
1	67_0	Undertake a signage audit, review and strategy, including VMS signage	0					✓			x			Funding not yet secured	Low Cost	GCC / SCSP / Sustrans	Glasgow City Council
2	68_0	Develop a strategy to deliver education on safe and considerate cycling in the city centre	0		✓	✓					x	x		Funding not yet secured	Low Cost	SCSCSP	Glasgow City Council
2	69_0	Investigate opportunities for dynamic kerbside management	0						✓			x		Funding not yet secured	Low Cost	AQZ Funding	Glasgow City Council
2	70_0	Investigate oppotunities for autonomous deliveries	0						✓			x		Funding not yet secured	Low Cost		Glasgow City Council
2	71_0	Establish freight collection centres / future drone / robot delivery	0						✓				x	Funding not yet secured	Medium/High Cost	AQZ Funding / EVIF Funding	Glasgow City Council
2	72_0	Encourage low carbon freight movement - e-cargo bikes and sustainable transit deliveries	0						✓				x	Funding not yet secured	Low Cost	AQZ Funding / EVIF Funding	Glasgow City Council
2	73_0	Provide street and public space improvements for residential amenity.	0		✓	✓		✓		✓		x	x	Funding partially secured	Medium/High Cost	Developer Contributions	Glasgow City Council
3	74_0	Update the Glasgow City Centre Paramics model to test and appraise the impacts of transport interventions	0	✓	✓	✓	✓	✓	✓	✓	x	x		Funding not yet secured	Low Cost		Glasgow City Council