



# GLASGOW TRANSPORT STRATEGY

## Spatial Delivery Framework

Final for EHTR committee  
January 2024

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# Glasgow Transport Strategy: Introduction

This section tells you about the Glasgow Transport Strategy overall



## What is the Glasgow Transport Strategy and how has it been produced?

- People told us about the transport problems they wanted us to tackle in the **Public Conversation on Glasgow's Transport Future** in Sept/Oct 2020. You can read more about that at [www.glasgow.gov.uk/connectingcommunities](http://www.glasgow.gov.uk/connectingcommunities)
- This consultation was informed by a **Case for Change report**, published in draft in Sept 2020 and then finally in 2021. This set out background evidence on problems and opportunities, and proposed outcomes and policy focus statements. [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)
- Part 1 of the GTS, a **Policy Framework**, was consulted on and then approved by Elected Members in Glasgow in Feb and Mar 2022 for approval. This sets out policies and related actions on transport up to 2030, including a monitoring framework.
- The Glasgow Transport Strategy – **Draft Spatial Delivery Framework was published for consultation** for 8 weeks in Autumn 2023. A full consultation report is available on the insights obtained during this consultation period entitled [Glasgow Transport Strategy – Spatial Delivery Framework Consultation Report](#)
- **This document is Part 2 of the Glasgow Transport Strategy, a Spatial Delivery Framework.** It adds spatial dimensions to the Policy Framework, and shows how we will make decisions. It also sets out the benefits impacts of the Glasgow Transport Strategy.

## What forms the suite of transport policies and plans in Glasgow?

- The [Glasgow Transport Strategy](#) is the Council's overarching transport strategy for the city. It sets policy and guides decision-making on transport issues.
- Underneath this, there are a number of specific plans and strategies that cover specific topics and areas:
  - The [City Centre Transport Plan](#). This covers the city centre specifically, and is the overarching transport plan for this spatial area. The city centre is therefore not included in any detail in this GTS SDF.
  - The [Active Travel Strategy](#), and associated City Network Final Delivery Plan. This covers active travel policy and routing.
  - The **Travel Behaviour Change Strategy**. This covers policy and actions on travel behaviour change, to maximise the value of investment in infrastructure.
- There are also specific programmes ongoing in relation to sustainable transport which link to the GTS:
  - The Bus Partnership Fund work overseen by the [Glasgow City Region Bus Partnership](#).
  - The [Liveable Neighbourhoods](#) programme, where the Council is working with communities to create liveable neighbourhoods, focusing on placemaking and sustainable transport.
- The Council has other plans, strategies and programmes that include elements of transport, but the ones above are specifically focused on transport and related placemaking activities.

The Glasgow Transport Strategy

# Glasgow Transport Strategy: Spatial Delivery Framework

Components



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## What are the components of the GTS: Spatial Delivery Framework:

- **Spatial components** including network mapping and spatial criteria to inform decision-making
- **A framework to guide decision-making on space reallocation**
- This document is supported by an online mapping tool, where you can view some of the mapping in more detail. You can find this [here](#).

The GTS as a whole is supported by an [impacts & benefits assessment](#).

The Glasgow Transport Strategy

# Glasgow Transport Strategy: Spatial Delivery Framework

Spatial components



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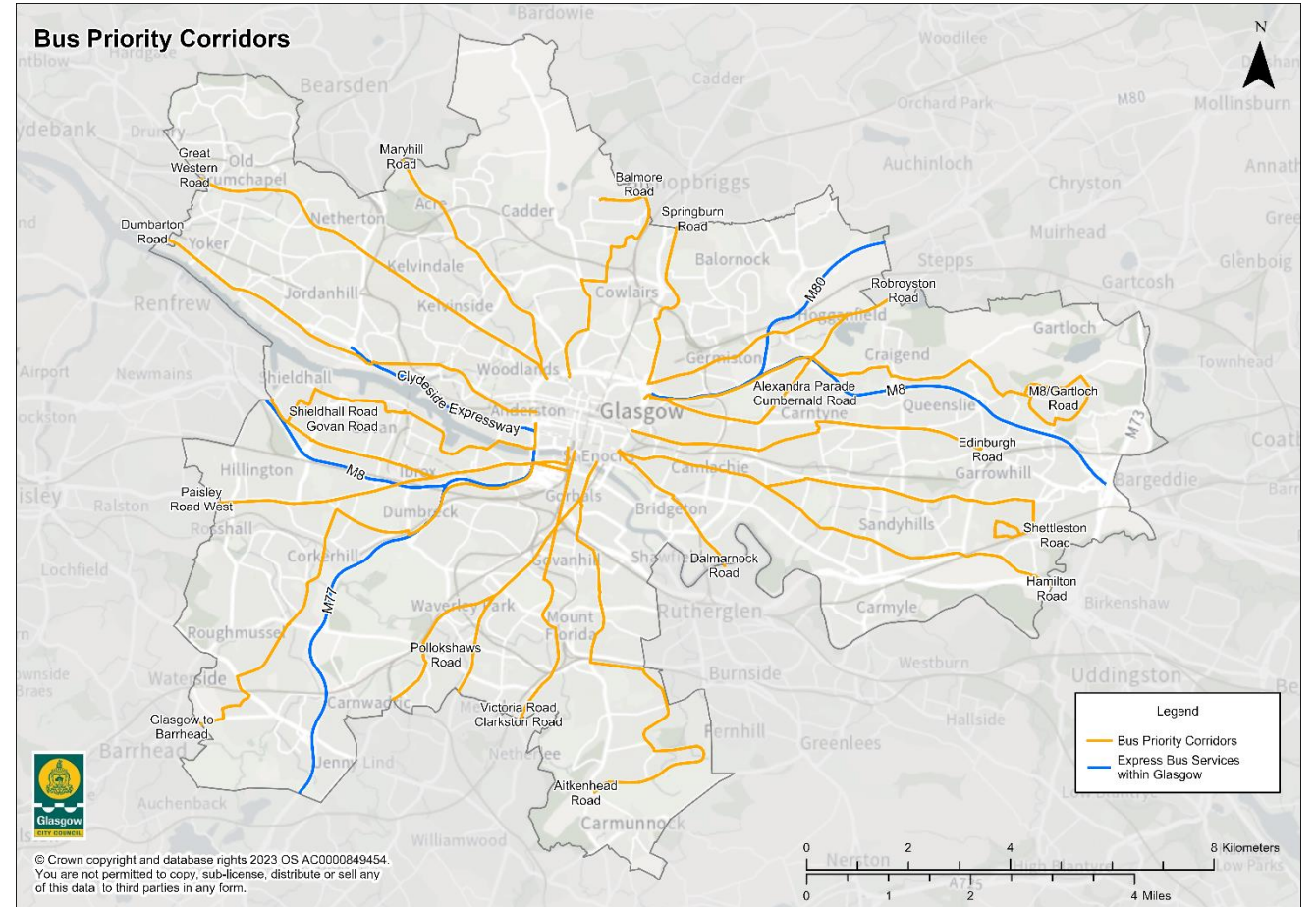
This section of the Spatial Delivery Framework presents a spatial framework to inform decision-making within the GTS and related workstreams. It presents:

- Bus corridors
- Clyde Metro
- Broad areas of the city where enhanced and/or new Park & Ride capacity is desirable and associated criteria
- Mobility Hubs – broad areas where Mobility Hubs would be desirable and associated criteria
- Freight distribution hubs – broad areas where desirable, and criteria for these and last mile delivery commentary
- Active travel network
- Public electric vehicle charging infrastructure – a spatial approach to mapping the transition
- Consideration of how to use the road network more efficiently for specific types of journeys
- A framework to guide decision-making on space reallocation
- A strategic approach to parking and kerbside management

# The Glasgow Transport Strategy: Bus corridors

## Bus corridors:

- Analysis of travel demand data highlights the importance of radial movements at a city and regional level, and therefore the need to ensure bus movements are supported on radial bus corridors. These corridors support high frequency bus services, and also play a role in supporting local feeder services to communities. These corridors also serve planned development. This does not ignore the fact that buses and community transport serve communities across the city on a diverse set of routes.
- The corridors shown on the map link to regional travel corridors within the SPT Regional Transport Strategy, and link to the broader STPR2 concept of Clyde Metro in the medium to longer term. They also play a critical role in our aspirations of an enhanced bus network across the city.
- Ongoing work by the Glasgow City Region Bus Partnership on a Strategic Bus Network Plan also support these corridors, and is helping to identify potential gaps in the network. Five of these corridors are being explored by the Bus Partnership for bus priority measures to improve bus journey times and reliability, and increase bus patronage. More information on this work can be found [here](#). These five cross-boundary corridors are:
  - Maryhill Road (from Bearsden Cross and Boclair Road in East Dunbartonshire to Glasgow City Centre)
  - Great Western Road (from Kilbowie Roundabout in West Dunbartonshire to Glasgow City Centre)
  - Dumbarton Road (from Clydebank railway station in West Dunbartonshire to Glasgow City Centre)
  - Paisley Road West (from Paisley Gilmour Street in Renfrewshire to Glasgow City Centre)
  - Pollokshaws Road (from Thornliebank and Eastwood Toll in East Renfrewshire to Glasgow City Centre)
- This map shows corridors where it is important to support bus journey times and high frequency bus services where possible e.g. through roadspace reallocation, signal prioritisation and other measures. It should be noted that proposals will be developed alongside proposals for active travel using the principles of the Streetspace Allocation Framework to ensure measures which are introduced are complimentary to each mode, negating any negative consequences.
- The map also highlights the strategic road network which is important for some express bus services, though Glasgow City Council does not manage or control the motorway network.



# The Glasgow Transport Strategy: Bus Network

## Bus Network:

The work of the Glasgow City Region Bus Partnership is not limited to priority corridors on arterial routes into the city but also includes analysis of the entire bus network. This research piecedefines the improvements that are required, seeking to deliver a world-class bus network, fully integrated with the rest of the transport system and the region's wider needs. Doing so has the potential to unlock wide-ranging benefits that well-used bus networks provide.

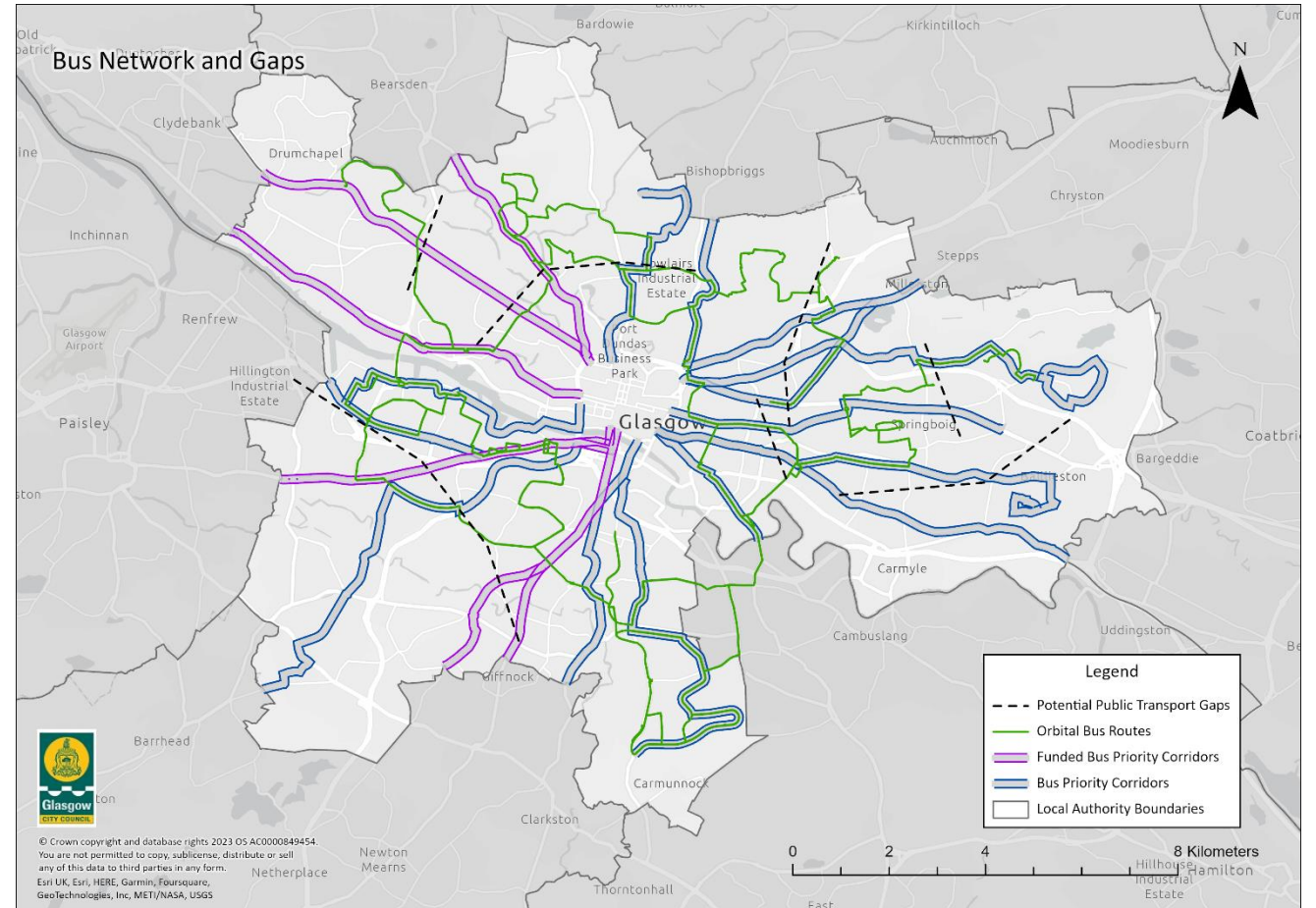
The analysis considers current network services, bus priority corridors and development sites. From this, it was possible to identify key gaps in the bus network. The research therefore identifies interventions which seek to deliver a bus network for the region that could help deliver a world class, sustainable and integrated transport network.

If realised, it will deliver substantial increases in bus service provision throughout the region, with many more buses providing additional services and improved Levels of Service. These improvements will be delivered on major existing bus corridors, on connecting routes, and also: filling existing gaps in the network, in particular:

- East End north-south orbital service;
- Between Glasgow South and Paisley/Glasgow Airport/Renfrew;
- Partick – Springburn north orbital, and
- To all major development sites.

These service changes will be supported by:

- Significant improvements to bus priority to improve journey speeds and reliability, with these improvements focussed on the main radial corridors but also through Managed Motorway provision;
- Increased number of access points onto the network (beyond that of individual bus stops) to encourage and enable increased accessibility and movement across the future network;
- Opportunity to access across different service types at key Mobility Hub locations;
- Future Park and Ride sites for high-income areas to transfer between car and future bus (or Clyde Metro) routes;
- Improved bus stations to improve operations and the passenger experience.

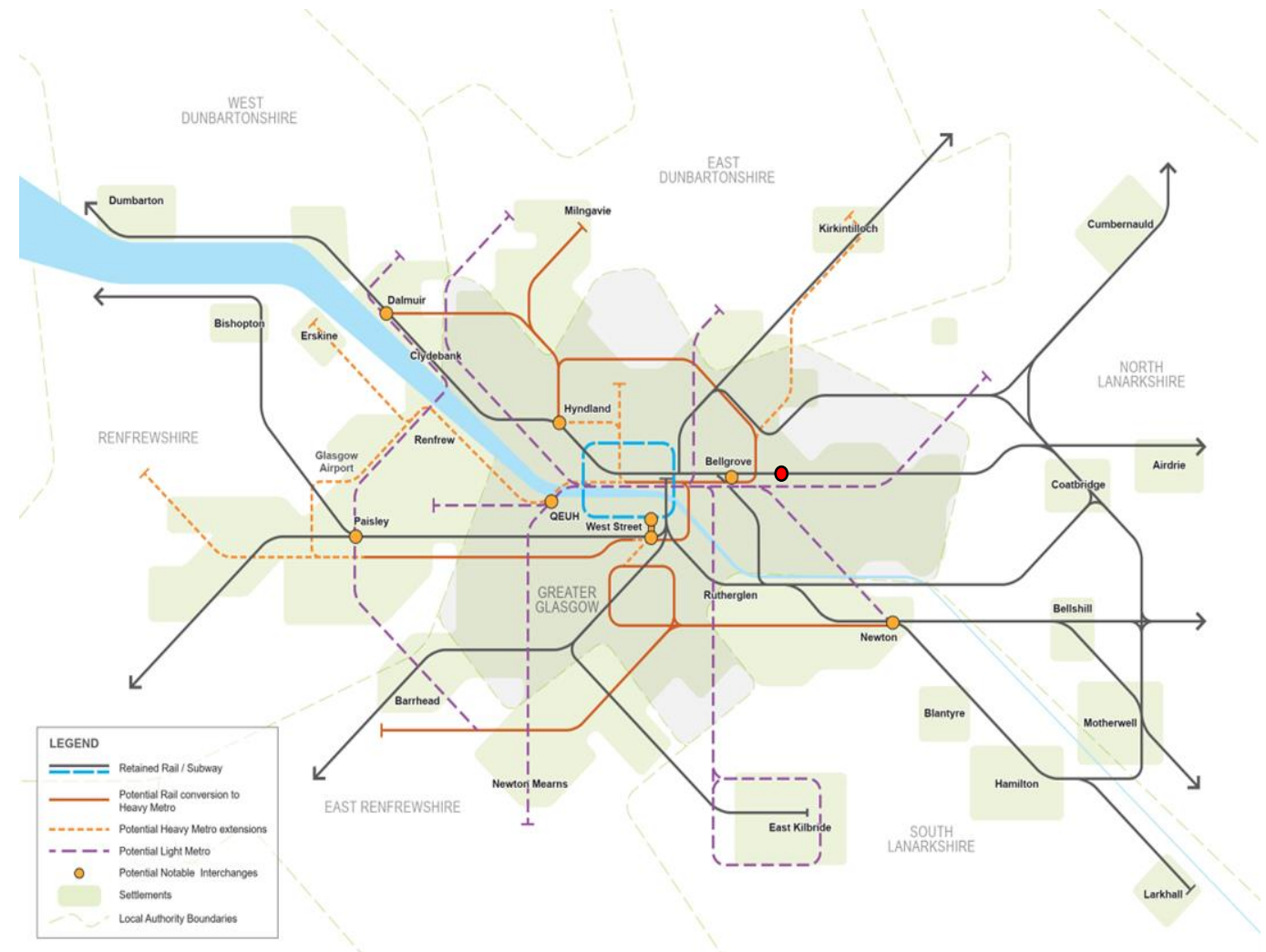


# The Glasgow Transport Strategy: Clyde Metro

## Clyde Metro:

- This map shows the indicative extent of the Clyde Metro scheme from STPR2.
- The Clyde Metro concept will enhance the public transport offer in Glasgow in the medium to longer term.
- Analysis for the GTS has also suggested additional consideration for a fixed public transport hub/interchange to support strong east-west movements in the east of the city, shown separately on this map. Note, this is not part of the STPR2 indicative network and is sourced from GCC analysis only, for consideration for the future. The GTS Policy Framework advocates any asks for new fixed public transport interchanges or lines should be considered via the Clyde Metro project.

[\(Source: Transport Scotland, STPR2 Final Technical Report, p77\)](#)



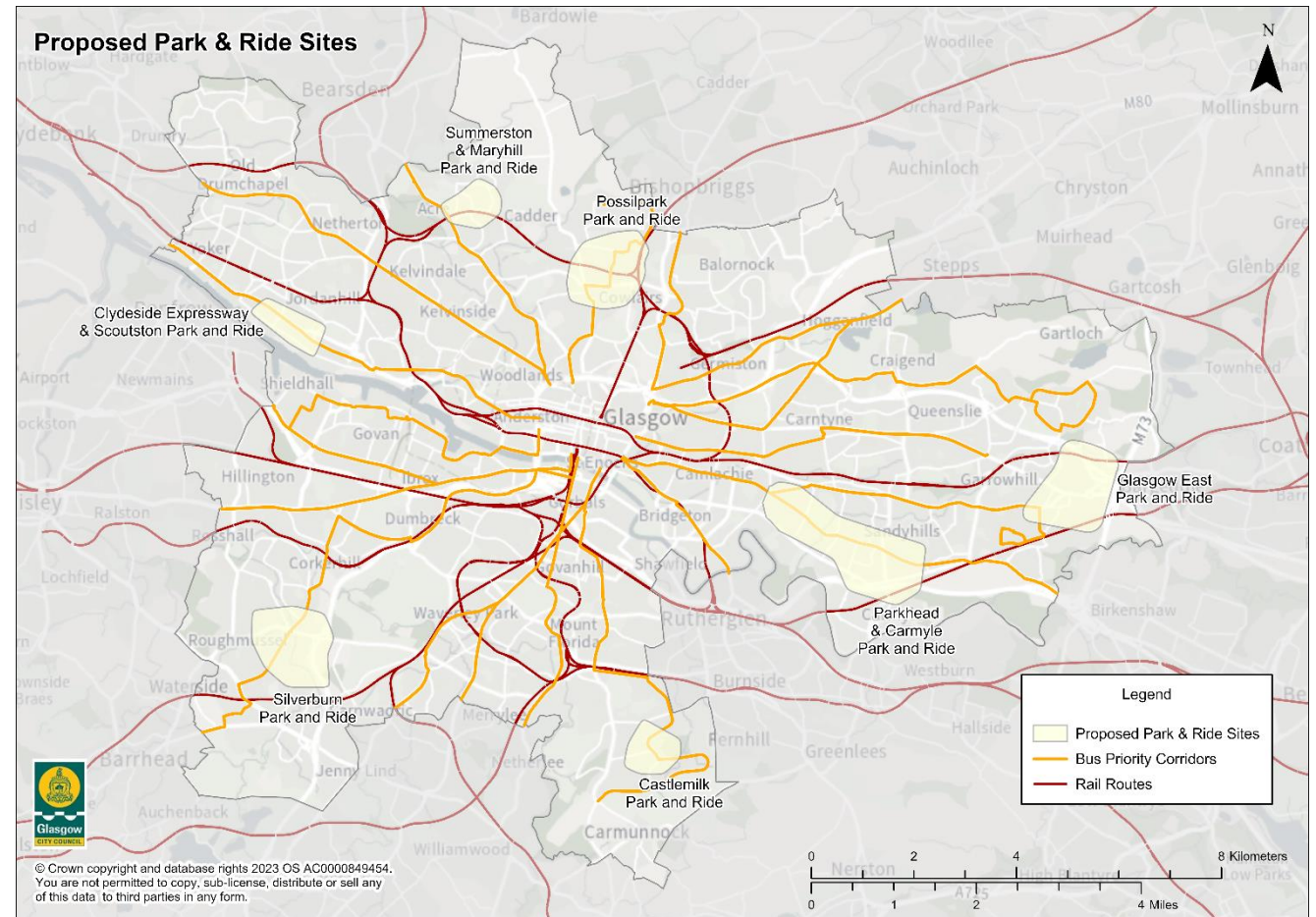
# The Glasgow Transport Strategy: Park and Ride

Linked to public transport are opportunities to “**Park and Ride**”. That is, areas with planned parking opportunities linked to onward public transport connections, reduce car travel within the city in line with our stated minimum 30% car vehicle km reduction target by 2030.

- The Council would like to see more & clearer provision of Park & Ride on the outskirts of the city in particular, to tackle some of those strong cross-boundary movements shown in earlier mapping in this document. Further work is needed on exploring desirable locations for Park and Ride in the city, in partnership with SPT and surrounding local authorities. It is noted there are existing P&R opportunities around the region which serve important travel corridors into the city, and GCC encourages SPT and neighbouring local authorities to continue to support these and enhance where necessary.
- Park and Ride facilities will be determined at detailed design but will be fully accessible, provide links to walking and cycling networks, covered waiting areas and facilities for taxi pick up/drop off.
- Further work is also needed with these partners on more clearly communicating Park and Ride opportunities to the travelling public across the region and the city, including current opportunities which already exist.
- In advance of any further collaborative work however, the Council advocates the following principles for Park and Ride in the future – whether for new sites served by public transport or existing sites to be enhanced and enlarged:
  - Located on & directly served by high frequency public transport stops or hubs (radial bus corridors and future Clyde Metro stops)
  - Closer to the edge of the city boundary than the edge of the city centre. This is to reduce traffic on radial routes and particularly the inner part of the city where roadspace reallocation to support sustainable modes of transport as well as local placemaking activities will have strong ‘asks’ on the road network.
  - Where the equivalent public transport journey time will be quicker than continuing to drive. This therefore requires direct public transport connections on either fixed link services or on corridors with a high degree of bus priority on-road.
  - Convenient access from the strategic road network, to make it easy for drivers to choose the interchange point, and reduce traffic movements within the city to support the Council’s min 30% car vehicle km target and roadspace reallocation goals.
  - Where possible, combined with locations of mobility hubs and electric vehicle charging hubs, particularly destination chargers.
  - Where on-street parking can be controlled and enforced to avoid informal parking in surrounding areas.
  - Developed in the context of the Council’s new Strategic Parking Plan, which aims to incentivise Park and Ride through a complementary parking charge structure and parking supply at destinations. Choosing Park and Ride at the edge of the city centre must be more financially attractive than parking at destinations within the city.
  - Not in areas that would bring additional car trips to quiet residential streets, to support the Council’s Liveable Neighbourhood programme.

## Current and indicative future Park and Ride:

- This map shows current Park and Ride opportunities within the GCC boundary.
- It also shows indicative locations for future new / enhanced provision. These are **purely indicative** at this stage, generated for discussion, and require further exploration with partners. These locations do however respond to the criteria set out in this report, as well as the cross-boundary travel demand patterns identified in the travel demand analysis.
- It will be important to work with Local Authority partners to avoid construction of sites which could render others obsolete in the wider region.

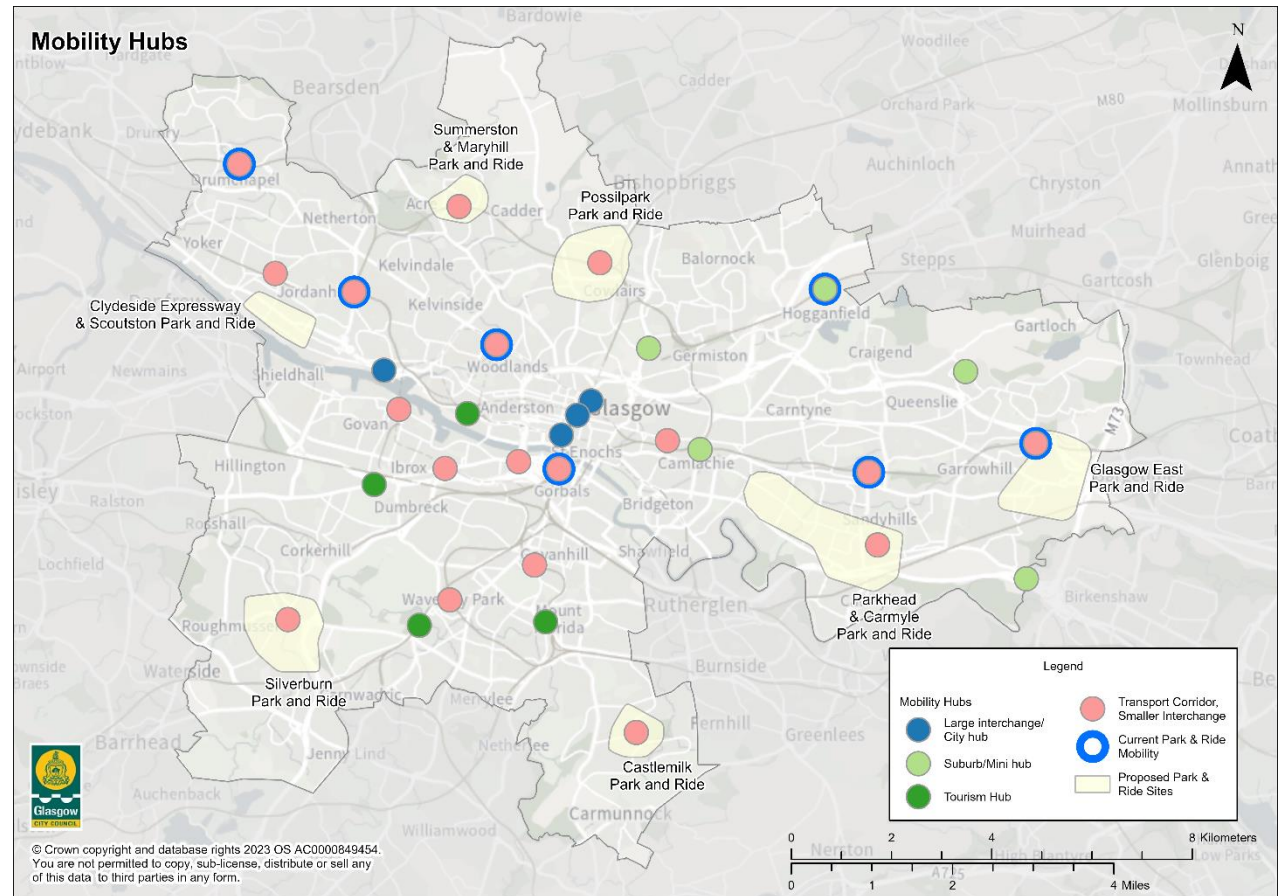


Mobility Hubs, as defined by [STPR2](#), are “A recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller”.

- Mobility Hubs will be an important feature of sustainable mobility in future years. Some areas in Glasgow already demonstrate some of the characteristics of mobility hubs, such as Partick Interchange.
- They link to public transport, active travel connections, travel information, even electric vehicle public charging opportunities, plus can have a role in local placemaking. It will be important to provide links to all forms of active travel and shared mobility, as such facilities for Taxis and car clubs will be an important consideration
- They are a particularly important concept for our Liveable Neighbourhoods workstreams in Glasgow. Further work is needed on exploring desirable and feasible locations for Mobility Hubs in the city, and clarifying the role of local authorities in these.
- There is no one-size-fits-all with regards to Mobility Hubs. Research carried out for Glasgow by Arcadis recommended considering:
  - “City hubs” in areas with high passenger numbers for starting or ending journeys, or for transferring between modes, and would have two sub-types;
    - Major Transport Interchange / City Centre and Trip Generators (e.g. large employers, hospitals, universities).
    - Commuter hubs would be located well away from the urban core of Glasgow, linking residents to core transport networks. Commuter hubs would include park and ride sites.
  - “Neighbourhood hubs” would be in lower population density areas with higher car ownership, and would be aimed at addressing local mobility needs.

## Mobility hubs in Glasgow – indicative examples:

- This map shows some indicative locations for different types of Mobility Hubs in Glasgow. These link to Park and Ride, and respond to the different functions Mobility Hubs can have for different journey purposes and users. This expands upon the Arcadis categorisation, and also links to broad areas where additional Park and Ride could be considered in future.
- This map is **purely indicative** and requires further work with partners to identify locations for feasibility and design. Presently, hubs have been proposed based on a number of factors including:
  - Public transport connections
  - Attractors or generators of activity
  - Residential population
  - Links to tourism
- The role of the Council in Mobility Hubs is largely seen in relation to land provision, leveraging external funding and working collaboratively with external partners to deliver the various elements a successful Mobility Hub would need.



## Freight distribution hubs and last mile delivery hubs – spatial criteria for future locations and the Council’s role:

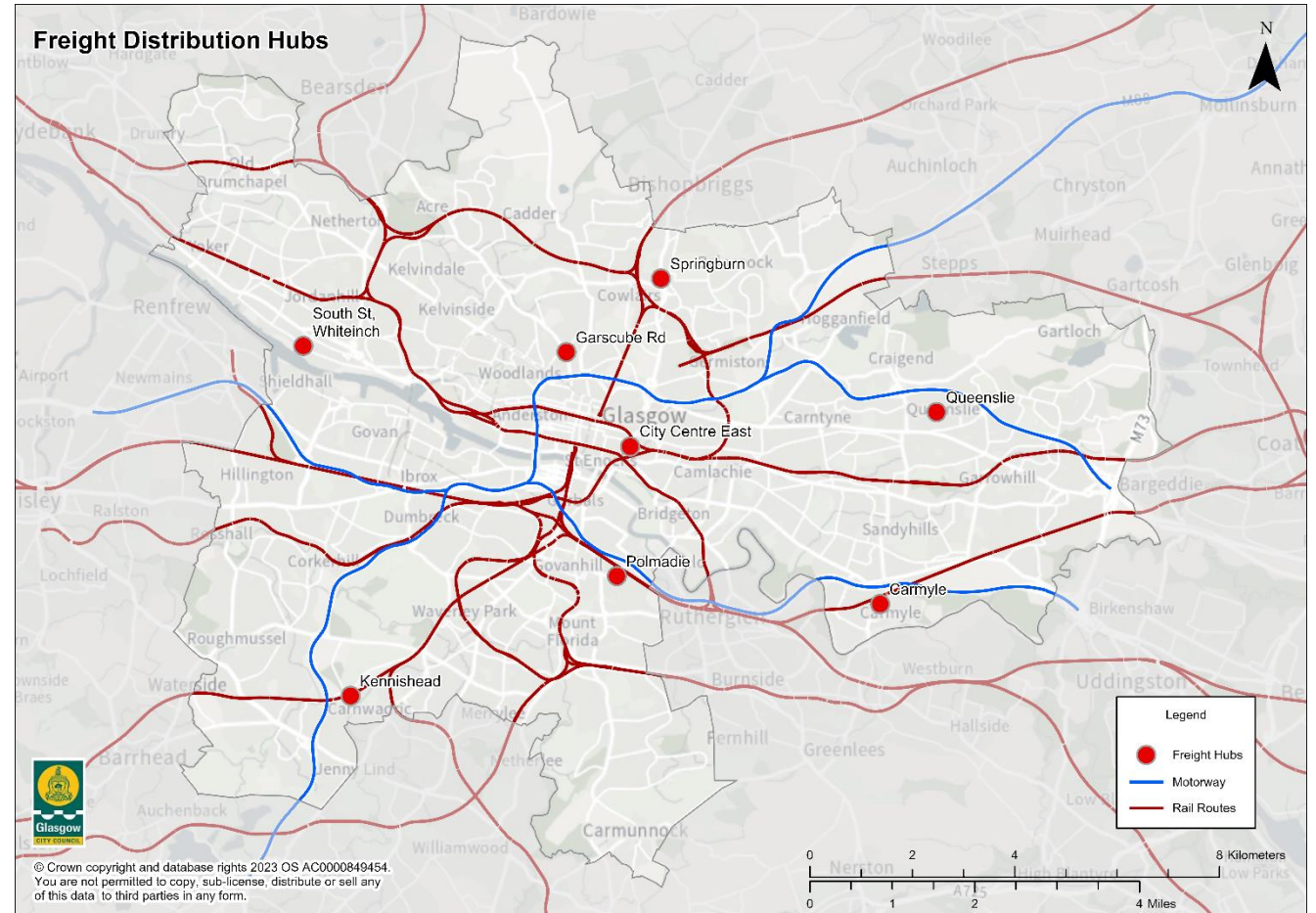
- The GTS identifies the potential role of freight distribution hubs in consolidating goods movements and reducing the impact of goods vehicles on communities. It is accepted this is largely the domain of the private sector, and is also best looked at on a regional level given the strategic nature of the goods industry. That said, the Council proposes the following spatial criteria for any future consideration of freight distribution hubs in the city:
  - Evenly distributed across the city to serve different geographic sectors (e.g. north, north-west, city centre, etc)
  - With enough coverage that would allow low-carbon last-mile delivery trips to be made across each of these sectors from the distribution centre
  - Located close to the strategic road network, to allow easy access by long-distance freight
  - In areas where existing industrial land is available to develop distribution centres
  - Not in areas that would bring additional car trips to quiet residential streets
- The GTS also identifies the potential role of last mile delivery hubs, which could help to decarbonise last mile travel of goods to local destinations, this may be in the form of low emission vehicles or cargo bikes. Again, this is largely the domain of the private sector, but the Council can play a supporting role by identifying any public sector land or building assets that could be repurposed for last mile hubs and providing this information as open data on our GIS portal, as well as continuing to deliver a safe cycling network for all users.

# The Glasgow Transport Strategy

## Freight distribution hubs

Freight distribution hubs in Glasgow – indicative examples:

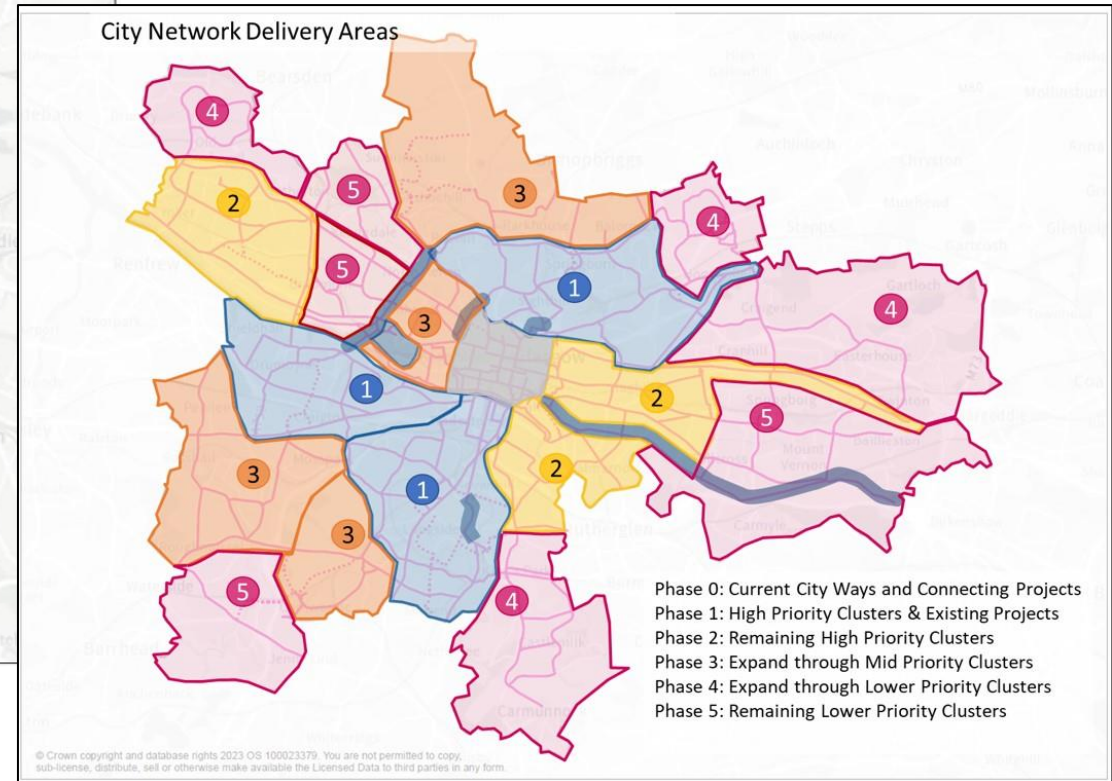
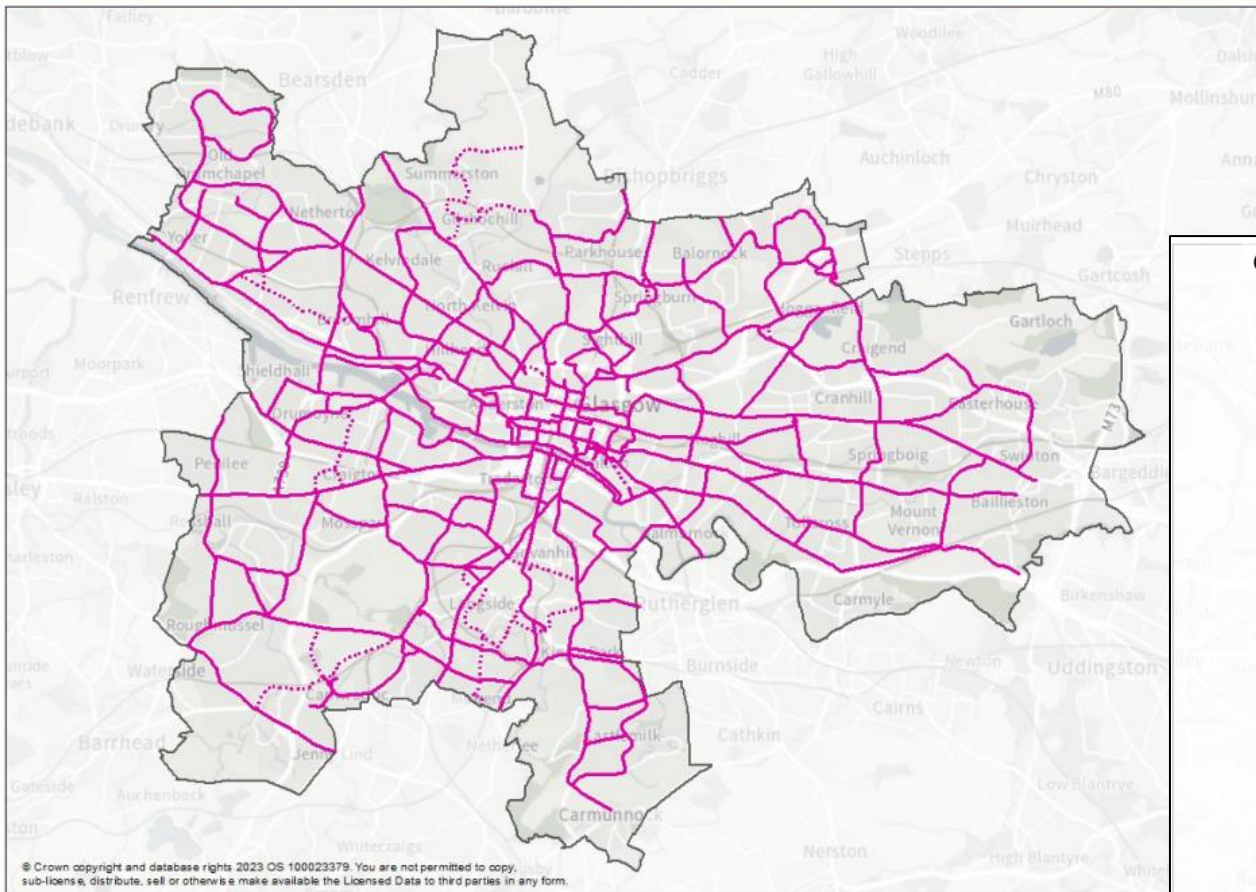
- This map shows some indicative locations for freight distribution hubs in Glasgow. These particularly link to the rail network and the strategic road network.
- This map is purely indicative and requires further work with partners to identify locations for feasibility and design.
- The role of the Council in Freight Distribution Hubs is likely to be limited, as this is largely the domain of the commercial freight / goods industry. That said, the Council hopes to promote this concept within the industry and with Transport Scotland, and setting out spatial aspirations and the benefits of these hubs (see accompanying GTS Benefits and Impacts document) is part of that work. The public sector could also have a role to play in land provision where appropriate.
- Proposals include a specific hub east of the city centre, consistent with the City Centre Transport Plan, providing the opportunity to decarbonise last mile deliveries and reduce volumes of freight entering the city centre.



## Active travel network and Liveable Neighbourhoods – promoting walking, wheeling and cycling:

- Active travel is a key part of Glasgow’s transport policy, as articulated within the GTS Policy Framework but also the associated Active Travel Strategy.
- The [Active Travel Strategy](#) was published and adopted by the Council in March 2022, including the indicative active travel networks within it. You can see the proposed City Network overleaf.
- Work will be ongoing on delivering the City Network as per the [City Network Final Delivery Plan](#) (published April 2023), and local networks via [Liveable Neighbourhoods](#) and local placemaking projects in the city.
- As well as delivering a City Network for cycling, the Council will continue to work on:
  - Expanding sites for the [city’s shared bike scheme](#)
  - Rolling out the safe cycle storage scheme for residents across the city and city centre.
  - Continue to monitor performance of the city centre short-term cycle storage scheme.
  - Exploring ways to reduce barriers from road infrastructure and natural features like rivers.

# The Glasgow Transport Strategy: Active travel



# The Glasgow Transport Strategy: Public electric vehicle charging

## Electric Vehicle public charging network:

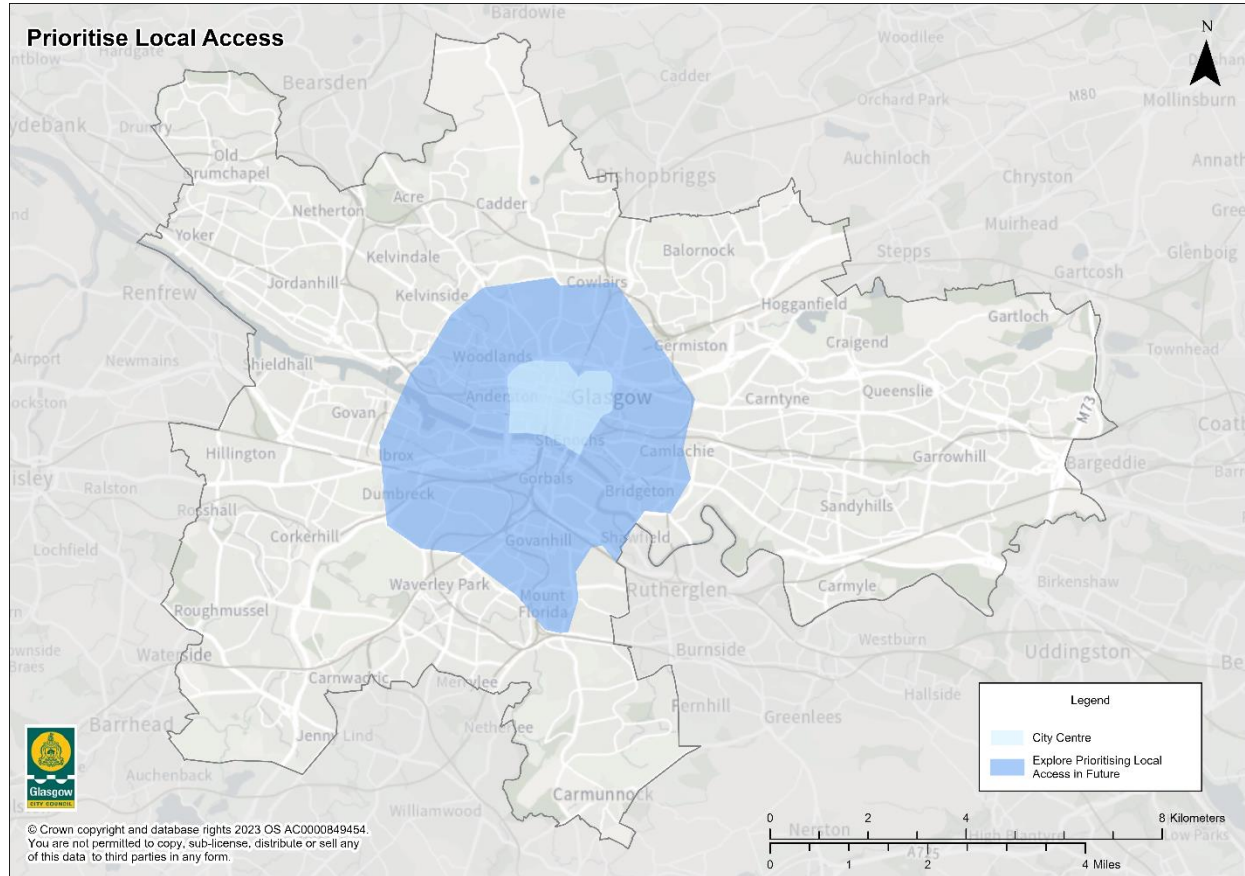
- The Council has contributed to a public electric vehicle charging network in recent years utilising funding from Transport Scotland. This funding is changing, and Transport Scotland are promoting a more significant role for the private sector in public electric vehicle charging infrastructure in the future.
- Work carried out for the Council by Motts McDonalds, funded by Transport Scotland, has suggested a significant uplift in the volume of public EV charging infrastructure is required in Glasgow to meet future demand, as with all areas of Scotland. This work has forecast that over a baseline of c350 public chargers in the city in 2023, c3500 will be required by 2026, and c7100 by 2030.
- Work has also been undertaken on the spatial characteristics of preferred locations for destination chargers and residential chargers (the latter for use by those who do not have access to a driveway or private court and therefore do not have a charging option at home).
- For public EV residential chargers, which are more likely to be slow chargers for use by local residents, this analysis and related criteria includes:
  - Forecasts of EV demand combined with availability of off-street parking
  - Proximity to active travel network and public transport hubs (linking to the concept of P&R and Mobility Hubs in this document), to offer opportunities for onward travel by sustainable modes.
  - Analysis of Scottish Index of Multiple Deprivation data to ensure equity of coverage in the city
  - Application of GTS policy including avoiding significant provision along key travel corridors for bus and cycling in particular, to avoid roadspace pressures
- For public EV destination chargers, which are more likely to be faster chargers for visitors, business etc, this analysis and related criteria includes:
  - Many of the same criteria as above but this time a focus on key public sector trip attractors, and 10 min driving catchments around these. Locations include council-owned car parks, transport hubs, leisure centre, leisure and cultural facilities, community hubs/centres, and health centres. The rationale for this is that the Council can play a role in the transition required in public EV charging infrastructure through efficient use of public land – and moreover, this public land will likely be required to support the transition required, in initial years.
  - Synergies with fleet EV charging opportunities are also considered for destination chargers.
- All information about the Council's electric vehicle charging network can be found [here](#), which includes a link to the Chargeplace Scotland website which hosts a map of public EV charging points.

## More efficient use of the road network:

- The GTS Policy Framework sets an ambitious target to reduce car vehicle kms in Glasgow by at least 30% by 2030, and responds to the Council's Climate Plan goal of a net zero carbon city by 2030.
- The associated GTS: Impacts and Benefits document contains modelling forecasts which suggests the GTS and all related sustainable transport work by the Council and partners will make some progress towards this. This work has however identified a number of factors that will support greater progress towards these targets:
  - Reducing the need to travel
  - Shortening journeys which are then more viable by walking, wheeling and cycling
  - Modal shift to non-car modes
  - More efficient use of the road network
- The GTS Policy Framework and this Spatial Delivery Framework have been developed to maximise progress on these elements, and all are inter-related. In relation to more efficient use of the road network in particular however, the appraisal work for the GTS highlights the need to:
  - Progress roadspace reallocation to sustainable modes – this includes bus priority to support more frequent, reliable and affordable journeys for bus passengers, and provision of segregated cycleways to support safe cycling for all. There will inevitably be parts of the road network where we struggle for space for all modes of transport as well as local town centre and placemaking aspirations. For this, a Streetspace Allocation Framework is being produced (later in this document).
  - A strengthened road hierarchy to improve the efficiency of strategic car, freight and bus movements. For this, a map has been produced of corridors which are felt to be particularly important for the movement of traffic, including for goods which are vital for any city. This hierarchy supports efforts to reallocate roadspace on other local roads for sustainable modes. In the longer term, the Council has aspirations to explore 'civilising' major roads infrastructure in and around the city for the benefit of communities who currently experience severance and other impacts.
  - Linked to this, an inner area of the city has been identified where roadspace pressures are particularly acute, and it is important to reduce car vehicle kms as far as possible in this area, prioritising local access for residents, businesses and their visitors. In order to do this, proposals must be aligned with improvements to public transport and the active travel network to ensure alternative options are available to everyone.
  - A more robust approach to parking and kerbside management. This is fundamental to support the reallocation of roadspace to active travel and public transport infrastructure, as well as placemaking.

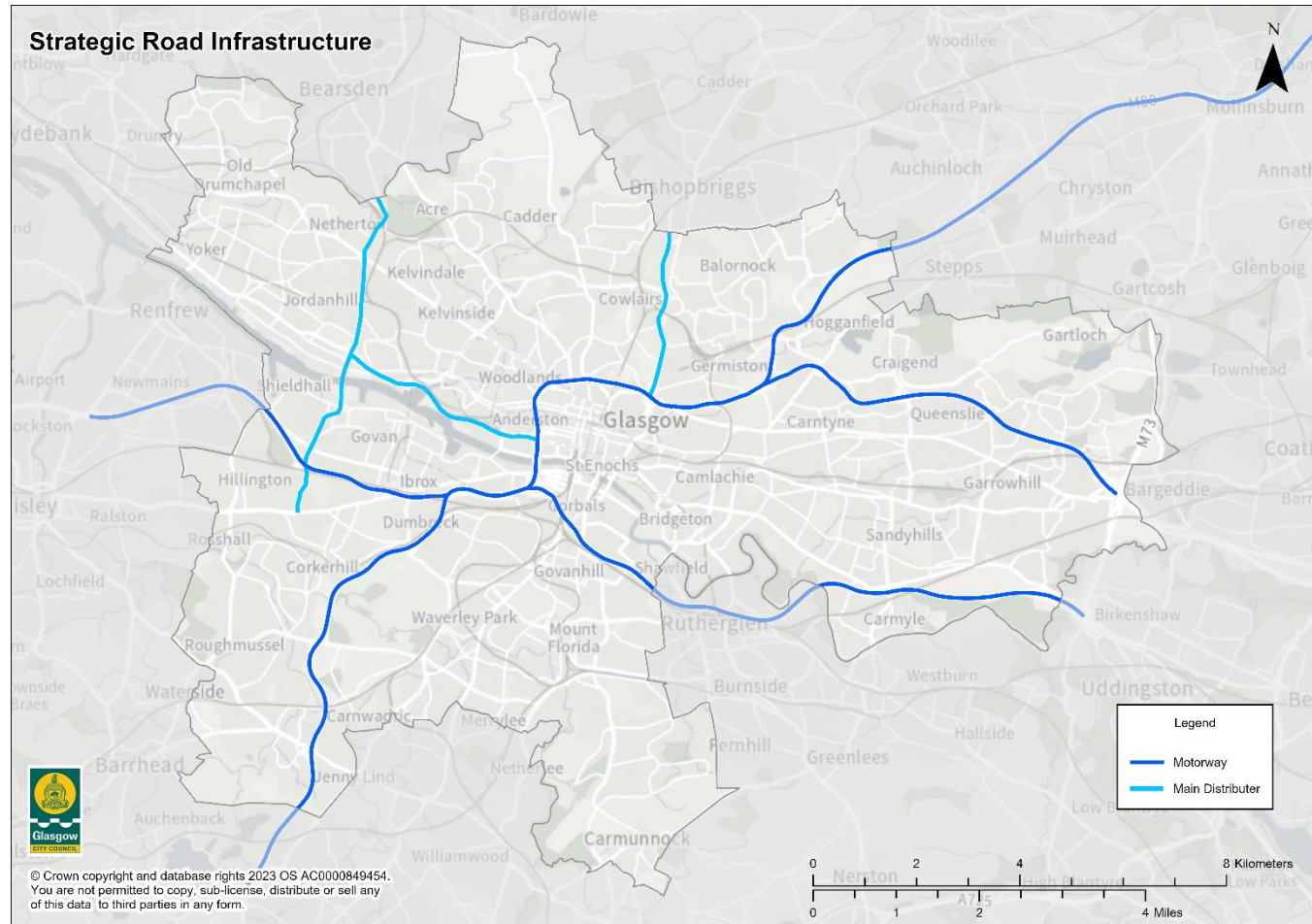
## Exploring prioritising local access in future

- Related to this appraisal work therefore, an inner part of the city was identified where local vehicular access should be prioritised in the future where possible, to support sustainable modes of transport. This is where space is particularly constrained, and roadscape for sustainable modes should be prioritised. This includes walking, cycling, wheeling, public transport. This also includes areas where streetspace is important for local businesses and high streets. It is important to ensure policies and decision-making maximise the efficiency of use of streetspace in this part of the city in particular.
- This map shows this broad, indicative area. It should be noted this is a general area for consideration, and boundaries are not specifically set.
- Subject to resources, the Council would like to explore the production of a Circulation Plan in future years, to support the efficient movement of vehicles in the city and sustainable transport aspirations.



## Towards a more efficient road hierarchy

- Similarly, the associated appraisal work identified the need for an efficient road hierarchy to maximise the opportunities for streetspace allocation and placemaking within communities, whilst ensuring some routes remain important for the movement of strategic traffic and goods.
- This map shows Strategic Road Infrastructure to support strategic movement of traffic, particularly freight, and support a more efficient roads hierarchy in the city.
- It should be noted the Council does not control the motorway network – this is legally managed by Transport Scotland, the Scottish Government's transport agency.
- Longer-term the Council has aspirations to reduce the impact of strategic road infrastructure on communities, and will continue to lobby Transport Scotland in this regard.



## Towards a more strategic & land use based approach to parking & kerbside management – a Strategic Parking & Kerbside Management Plan approach (SPKMP):

- A more strategic approach to the management and control of parking in the city is required, as part of a suite of demand management tools. This aims to help deliver the sustainable travel hierarchy as per the National Transport Strategy in Scotland, whilst ensuring the needs of residents and businesses are met. It is also necessary to support the delivery of sustainable transport improvements, such as more bus priority and segregated cycling infrastructure as set out in this document.
- This strategic, land use based approach has been developed based on evidence gathering (analysis of travel demand data and parking surveys), and stakeholder engagement in February / March 2023.

## A key principle of this new approach is land use based Parking Zone types:

- The strategic approach to parking & kerbside management recognises that within the city there are different needs and requirements depending on the nature of the land use and environment in which the parking occurs. Therefore, in developing a SPKMP it is necessary to identify discrete area types to ensure parking is managed effectively reflecting the different activity and user requirements.
- Informed by a benchmarking review of other cities in the UK and worldwide, a proposed set of zones for areas within Glasgow are described below. It should be noted that a “zone” does not necessarily require a Controlled Parking Zone – moreover, it infers a particular set of parking and kerbside management measures should be put in place appropriate to the parking pressures and sustainable transport requirements in that zone.
- The approach recognises that across the city there are different needs and requirements depending on the nature of the land use and the local environment in which parking occurs. Therefore, in developing the principles of this approach it was necessary to review types of land use and activity that occur within the city. This process identified seven discrete area types, based upon the land use mapping within the City Development Plan and other emerging transport plans to support effective management of parking moving forward.

## Parking Zones:



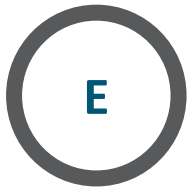
### **City Centre**

The city centre plays a critical function in the operation of Glasgow as a whole being a major focus of employment, education, retail and leisure activity within the city as well as boasting two major mainline rail stations and inter-city bus station. The city centre has its own discrete transport plan the City Centre Transport Plan (CCTP) which forms part of the suite of policies alongside the GTS. The CCTP has specific targets and goals to change the character of the city centre, making it much more user friendly for walking and cycling, reducing unnecessary car journeys and more efficient management of road space.



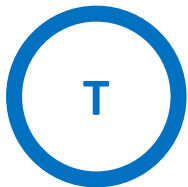
### **Local Centres**

Outside of the city centre it is important to recognise, as the City Development Plan does set out within CDP4, that the city benefits from a network of neighbourhood centres which perform a mix of functions providing local retail, local services as well as some residential land use. The main function of these areas is to serve the local communities around them and are complemented by the Liveable Neighbourhood programme being delivered across the city



### **Employment**

One of the main drivers for parking demand is land uses that act as a trip destination and as such a significant one is major employment areas. It will be important in developing a plan to manage parking at a strategic level to identify those areas where there are major employment centres, these may be a single major employer, or a concentrated area of employment around a Science Park or Industrial Estate.



### **Transport hubs/corridors**

A further critical land use which will have a directly associated impact on parking is transport infrastructure, whether it be transport hubs such as railway stations, interchanges or subway stations; or transport corridors where there is a need to manage parking to ensure effective movement priority for sustainable transport proposals.

## Parking Zones:



### **Residential Areas**

Having recognised the major trip generating land uses within the city, it is important to consider that these areas do not exist in isolation and either include a mix of residential land use or are adjacent to residential areas within the city. The ability to manage the impact of other land uses on residents within the city moving forward will be critical to an effective parking management regime being delivered and supporting a fair, equitable and prosperous city. The ability to manage parking within residential areas will also likely be critical to achieving the City's net zero and environmental targets



### **Event Management Areas**

The final area type is one which has specific implications for parking management across the city but relates to a temporary designation associated with events. The expectation within these types of area is that they will lie within another land use typology outwith event periods but potentially have specific event related designations in the periods up to and during events. This designation and the approach to parking management within these areas would be expected to be applied to regular event areas such as those around the major sports stadia within the city but would also have an approach which can be applied to less frequent or smaller events which occur within the city

# The Glasgow Transport Strategy: Strategic Parking & Kerbside Management

## **A key principles of the new approach – User Hierarchies:**

User typologies have been developed, with associated hierarchies per zone. This reflects the need to consider who has priority over on-street parking space where this space is in short supply.

- Residents – people who live in a given area of the city
- Visitors to Residents – casual visitors going to see friends or relatives
- Car Clubs – car club vehicles able to function as a shared resource and providing alternative to owning a car
- Repairs and Maintenance – key trades who undertake works across the city and those users who may need to occupy kerb space or parking areas to undertaken temporary repair (e.g. plumbers, electricians) or construction work (e.g. shop fitters)
- Tourists - visitors from outside the city visiting for general attractions
- Commuters – people who are travelling into an area for work, either as a business owner or employee
- Coaches – private hire coaches which may be associated with tourist activity or other visitors but specifically who travel in a group
- Emergency Vehicles – Ambulances, Police and Fire Service vehicles who require access to all part so of the city
- Disabled Users – those who have blue badges and require access close to services and facilities
- Shoppers – users specifically visiting an area for a shopping trip
- Cyclists – those who cycle to or within parts of the city
- Service Vehicles – those undertaking a service that is part of the function of the city e.g. refuse vehicles, deliveries to foodstores etc
- Delivery Vehicles – other delivery activities e.g. mail and parcel deliveries
- Event Vehicles – specialist user group specifically associated with an event (e.g. carry equipment) or travelling specifically to an event (addressed and considered within an Event Traffic Management Plan); and
- Carers / Medical Staff – people who are either employed in a carer or medical practitioner role that requires home visits and those who undertaken car giving roles.

# The Glasgow Transport Strategy: Strategic Parking & Kerbside Management

## **Parking Zones – user hierarchies (continued):**

The new approach sets out clear criteria and management measures that can be deployed within the defined parking area typologies. In order to do this, it is necessary to understand the purpose of any parking management within a defined area parking management measures can be used to achieve a number of different outcomes including:

- Management of who is able to park in any given location;
- Management of how long vehicles can park in any given location;
- Ensuring a turnover of parking bays to support economic activity;
- Seeking to optimise the use of a parking bay/streetspace to benefit the greatest number of users;
- Ensuring appropriate provision for car club / car sharing schemes;
- Ensuring access for disabled users;
- Managing parking demand and car ownership levels; and
- Supporting environmental benefits by reducing vehicle access or encouraging more environmentally friendly vehicles.

We now set out the hierarchical approach to how different users are considered across each of the area types. The hierarchy simply sets out an **order** in which users should be considered within any given area – it does not set out **who** should be allocated kerb space within any given part of the city. For example, within the city centre it is recognised that some areas are more residential in nature than others, and whilst residents are in tier 3 of the hierarchy, it may still be entirely appropriate to have residential parking areas.

It should also be noted that residents are in Tier 3 of all hierarchies – this simply reflects that there are some streetspace and kerbside uses that must always be considered first where space is very limited e.g. emergency vehicles, disabled users. Importantly, there are no proposals to amend allocations or approaches to providing numbers of disabled spaces within the Strategy.

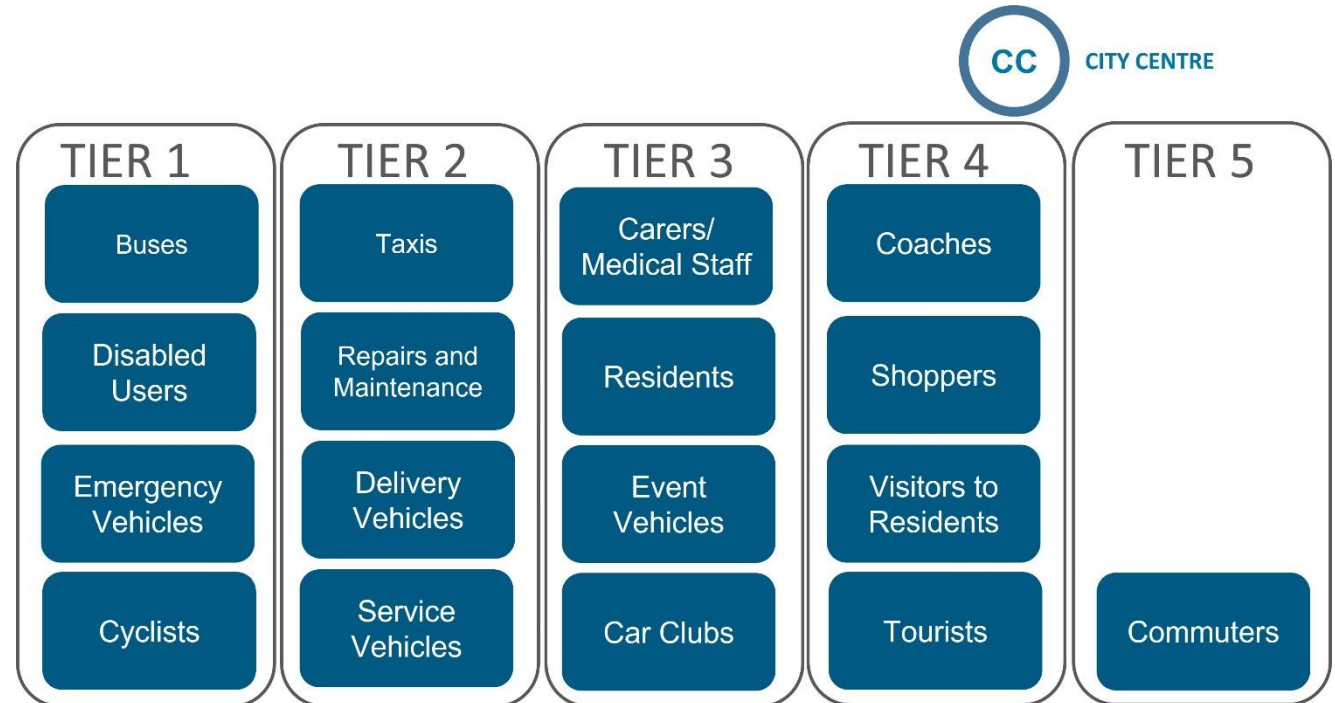
Buses and taxis have been added throughout and while they do not ‘park’, they use kerbspace for service requirements in the pick up and drop off of passengers and on occasion, to wait while in service

Zone hierarchies have been designed to cater to current conditions, it is expected that areas can and will change in character over time. As such, the principles in this strategic approach to parking will be reviewed as appropriate.

# Parking Zones – User hierarchies & principles – City Centre

The key strategic parking management approach within the City Centre zone areas will include:

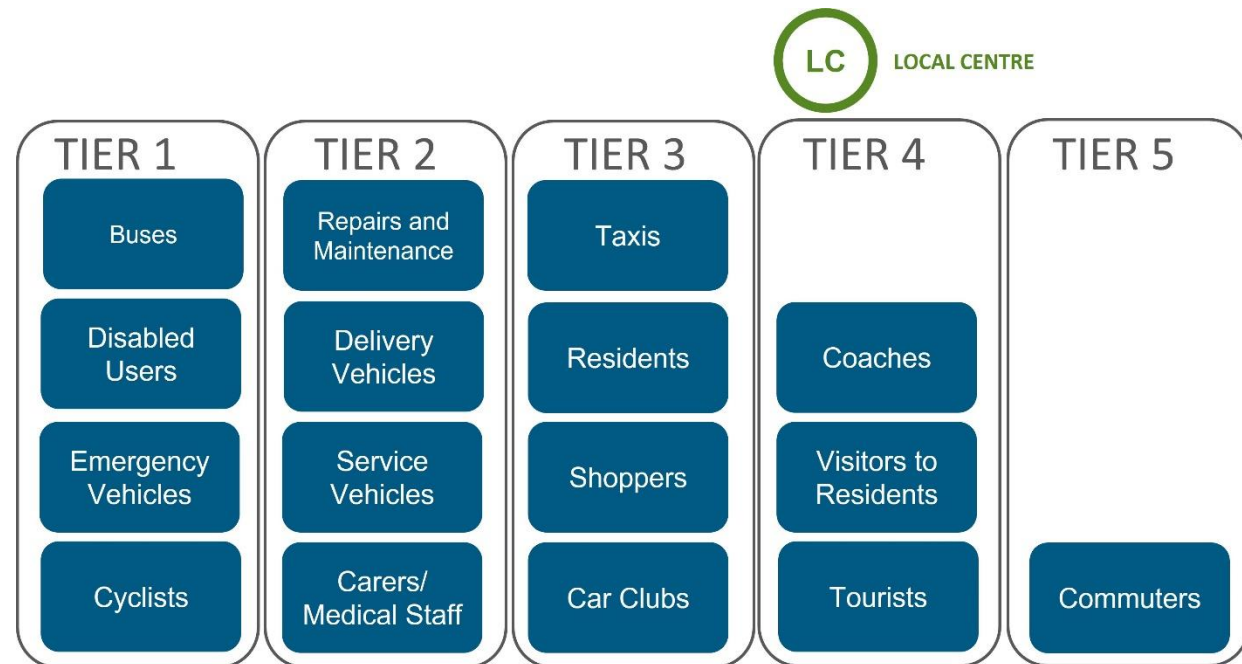
- Progressively reduce on-street parking to support CCTP and associated People First Zone
- Review existing parking products for off-street parking facilities to encourage users who usually park on-street
- Maximise chargeable hours to ensure turnover within on-street parking spaces in the evening and move longer stay parking to off-street parking facilities
- Ensure sufficient provision of disabled parking facilities
- Ensure sufficient provision of loading facilities
- Facilitate short-stay coach/tour bus parking within the City Centre to assist tourism alongside investigating longer stay parking options outside the City Centre
- Shopper and commuter provision directed to off-street where possible



# Parking Zones – User hierarchies & principles – Local centres

The key strategic parking management approach within Local Centre areas will include:

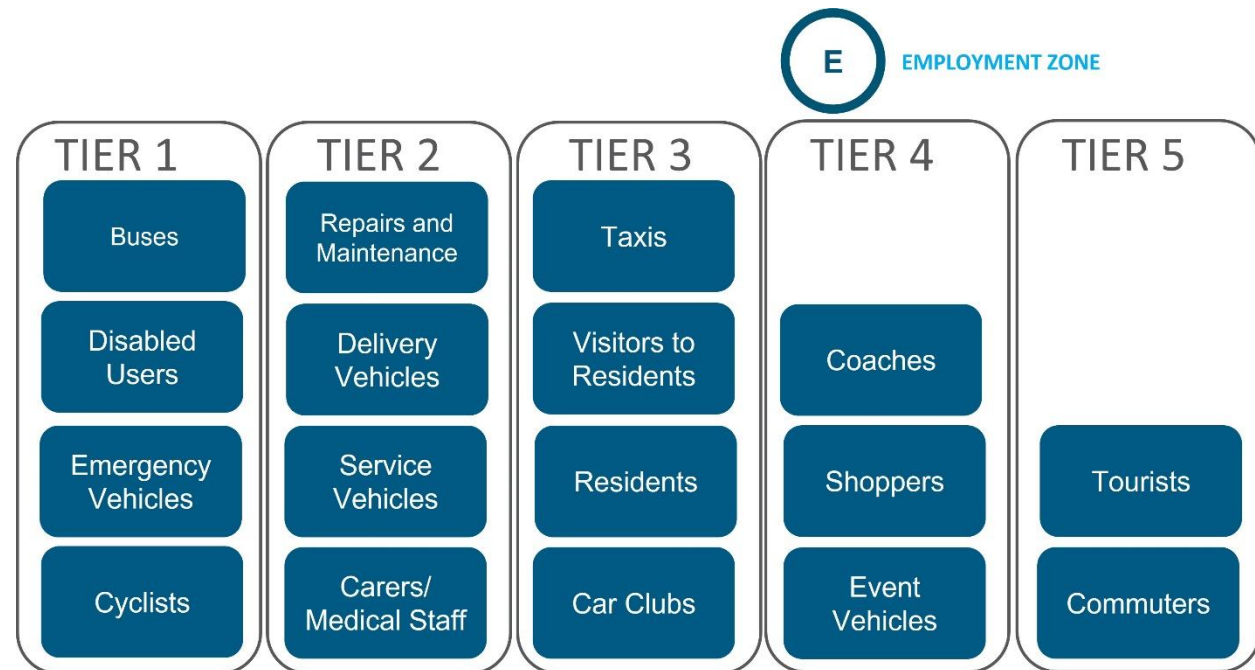
- Remove on-street parking in favour of place-making
- Introduce chargeable short-term parking to ensure a turnover in parking spaces to accommodate passing customers to local businesses
- Ensure sufficient provision of disabled parking facilities
- Ensure sufficient provision of loading facilities



# Parking Zones – User hierarchies & principles – Employment Zone

Key controls or measures to assist in this area could include:

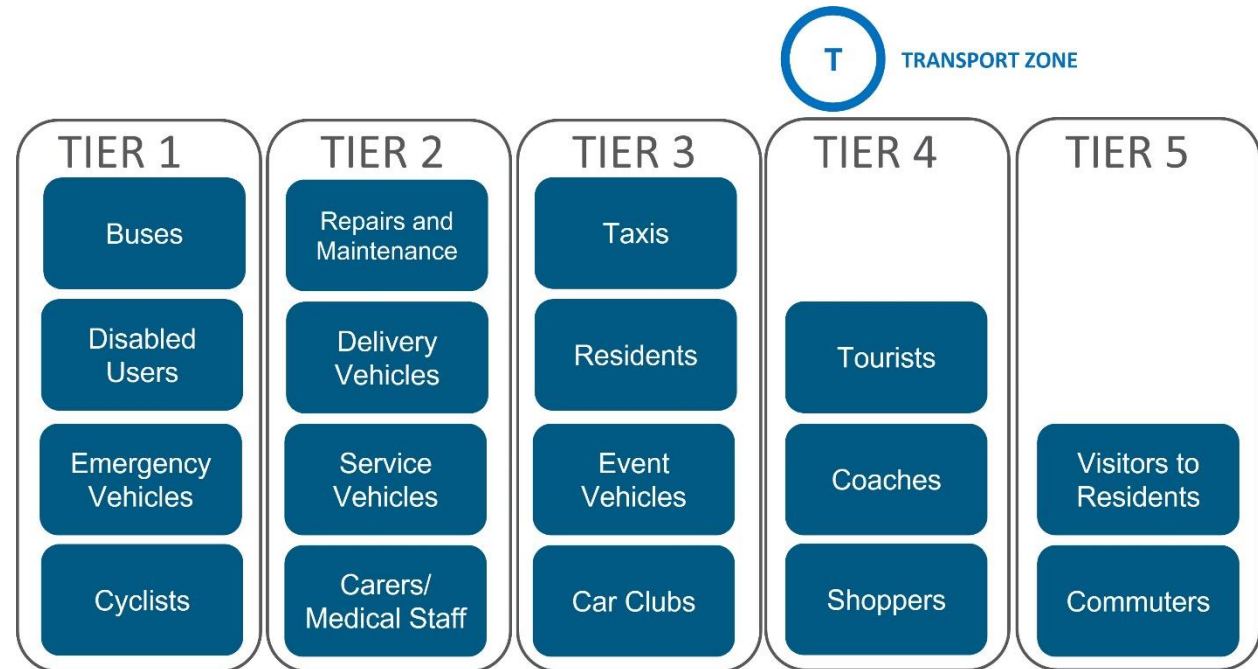
- Parking management would be provided to protect access to these areas and ensure they don't adversely impact on any adjacent residential areas
- Remove free on-street parking to dissuade commuting by private car and/or to improve traffic flow
- Where on-street parking is necessary, introduce parking charges and permits



# Parking Zones – User hierarchies & principles – Transport Hubs and Corridors

Key controls or measures to assist in this area could include:

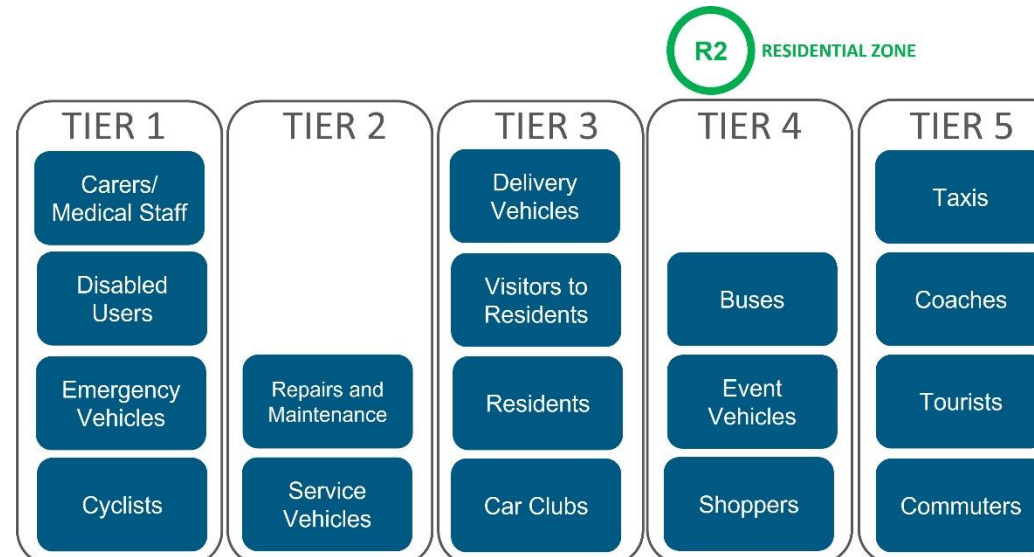
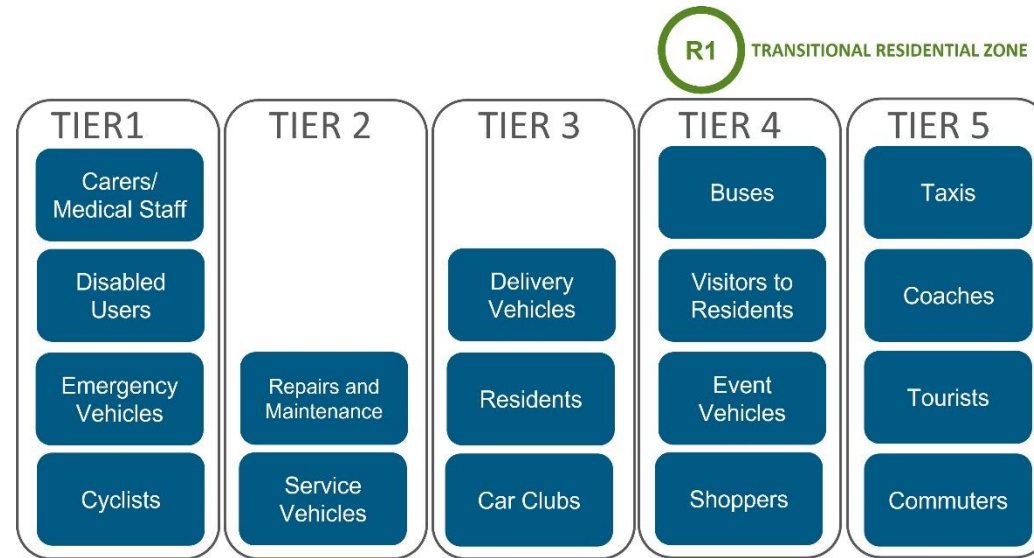
- Users of transport infrastructure should be encouraged to travel to and from them using sustainable travel modes, which is why tourist, visitors and commuters remain at the lowest priority.
- At Transport Hubs, apply parking charges in line with the needs of the surrounding environment
- On Transport Corridors, remove on-street parking where there are space constraints to support roadspace reallocation



# Parking Zones – User hierarchies & principles – Residential Zones

The key strategic parking management approach within Residential zones will include:

- Introduce Parking Zones to protect residential areas from others outside the area seeking free parking
- Facilitate access for carers/medical staff to residential properties
- Facilitate access for repairs and maintenance vehicles
- Facilitate access for visitors to residential properties
- Encourage use of shared transportation, such as car clubs

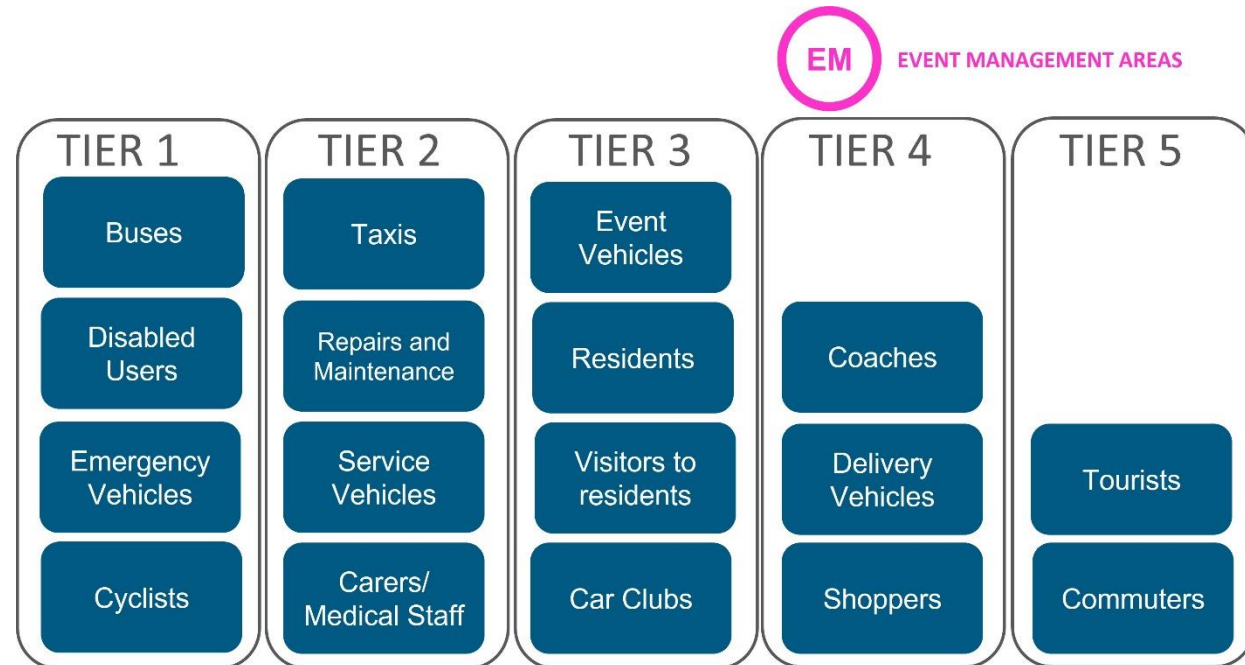


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# Parking Zones – User hierarchies & principles – Event management areas

The key strategic parking management approach within the event management zone areas will include:

- Facilitate access for Emergency Service vehicles
- Discourage private car travel to the area by introducing parking controls to cover event times



- **Short term:**
  - Minimise the impact of private car travel into existing controlled areas by maximising the chargeable hours across all existing Parking Zones including the City Centre
  - Review all Event Management Areas
- **Medium term:**
  - Parking management to support the delivery of the wider GTS spatial plan and CCTP
  - Local Centres:
    - Review “Major Town Centres”; review any emerging priorities from other local town centres
  - Employment Centres:
    - Review “Universities”, “Colleges” and “Hospitals”
    - Review Strategic Investment Areas
  - Transport Hubs/Transport Corridors
    - Review “Subway Stations” south of the river: Bridge Street, West Street, Shields Road, Kinning Park, Cessnock, Ibrox, Govan
    - Bus Priority Corridors: Emerging from the Bus Partnership Fund work that is ongoing there will be a need to support delivery of the initial 5 bus priority corridors within the city
    - Active Travel Strategy Corridors: Support delivery of the key corridors within the city
  - Residential Zones:
    - Areas suffering from displacement
- **Long term – continue to build upon success and roll out of strategies, whilst surveying local neighbourhoods and rail/Subway stations to assess any parking issues**

The Glasgow Transport Strategy

# Streetspace Allocation Framework

Informing & guiding decision-making



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## Developing a Streetspace Allocation Framework:

Space is inevitably constrained on parts of the road network, and there are often conflicting demands for that space from different modes of travel, and use of local places

- We have developed a Streetspace Allocation Framework methodology
- This is a dynamic tool, and aims to support decision-making
- However, it does not offer all the answers – ultimately each project will be engaged on, consulted on and subject to feasibility and design
- Further detail on the [SAF is included in a research report](#) produced by consultants Jacobs and Steer.

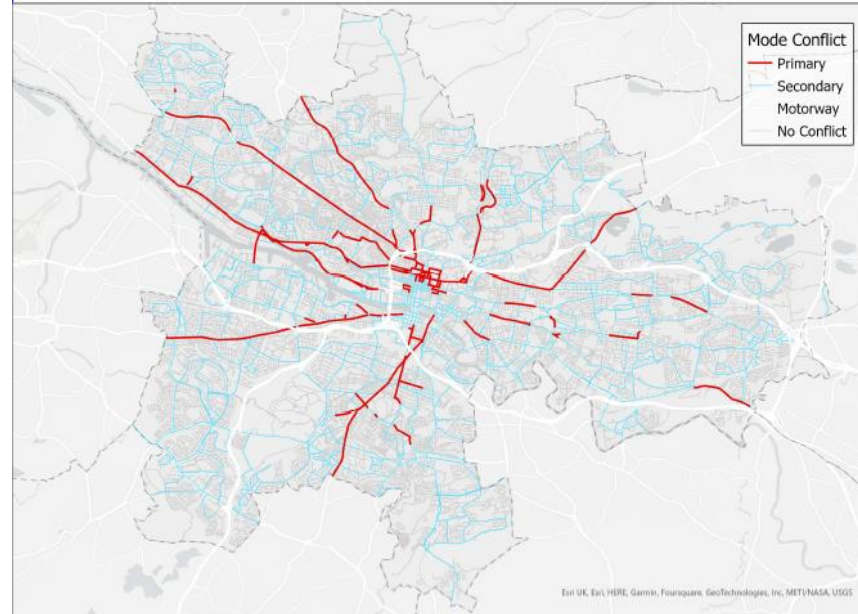
The approach and principles of the SAF approach are as follows:

- Identify networks for modes of travel (primary, secondary) – currently we have looked at walking, cycling, bus, traffic. Note, we have assumed walking infrastructure also includes wheeling, and accessibility enhancements are part of the design process of schemes, as opposed to requiring significant roadspace reallocation at a strategic level.
- Identify potential “conflict” locations – that is, where analysis suggests there is not enough space for everything to fit in, particularly across primary networks for multiple modes
- Define street typologies for these conflict locations
  - Informed by an understanding of the place value of each street as well as its movement function
- Define decision-making criteria for each street type
  - Consider the modal networks
  - Consider space efficiency
  - Consider the sustainable travel hierarchy
- It is important to recognise that the SAF is a starting point. Detailed design and consultation with stakeholders and the community will always follow.

# The Glasgow Transport Strategy: SAF

- How would the SAF approach be used?
- The map shown here gives an insight into an early understanding of where there may be conflicts on the network, particularly between bus and cycling network planning.
- This understanding has already informed the published City Network: Final Delivery Plan, by identifying areas where there may be deliverability issues. This is also informing ongoing work on the Bus Partnership Fund corridor work, exploring bus priority measures on five initial corridors in the city.
- The SAF approach could be used in this way for other projects in the future, and give a more evidence-based approach to decision-making. Ultimately, final decision-making on streetspace allocation will be made through design stages of projects, which involve engagement and consultation with the public and stakeholders. The SAF approach helps to identify at an early stage where there may be impacts on networks, and where network planning needs particular attention.

## Conflict Locations



As expected, primary conflicts arise on almost all radial corridors and some of their connecting streets, where the bus and proposed cycle networks overlap.

Secondary conflicts occur to a greater extent on local distributor roads, where less frequent bus routes overlap with proposed cycle routes and local connections for general traffic.

<http://www.glasgow.gov.uk/transportstrategy>



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