

City Centre Transport Plan – Update etc noted.

5 With reference to the minutes of the City Administration Committee of 1st December 2022 (Print 5, page 543) approving the Glasgow City Centre Transport Plan (CCTP), there was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding the development of key work within the CCTP – People First Zone (PfZ) concept, the City Centre Accessibility Audit, the West Nile Street Cycle Route and the M8 Action Plan, advising

- (1) of the key aims of the CCTP;
- (2) that the PfZ had been identified as a catalyst for change in the CCTP and was a key priority within Glasgow city centre and that the PfZ would create a people-friendly zone with quality streets with essential vehicle trip access, as detailed in the report;
- (3) that to realise the PfZ concept the key was to introduce a positive cycle of change, where the ongoing repurposing of road space continued to encourage more people to walk, cycle and use public transport and the Council had secured funding through the Sustrans Places for Everyone fund to develop an outline business case and feasibility work;
- (4) that as part of the PfZ initial assessment, 2 strategic options had been considered namely option 1, restricted vehicular access and option 2, no through access, as detailed in the report;
- (5) that option 2 had emerged from a technical study carried out as the preferred way forward due to lower capital and revenue costs, a shorter list of exempted users, greater scope for stakeholder buy-in and the ability to be delivered incrementally or build up to option 1 over time if desired;
- (6) that a number of strategic traffic management interventions had subsequently been assessed which would help reduce traffic through the centre core and re-route traffic around the north and south of the city centre and from the appraisal the key interventions that officers in Neighbourhoods, Regeneration and Sustainability wished to take further and explore funding opportunities, as detailed in the report;
- (7) of the findings of the City Centre Accessibility Audit and that 2 audits had been undertaken around the streets near Glasgow Central Station with groups of disabled people, including wheelchair users and visually impaired people to give their lived experience;
- (8) that funding from Sustrans Places for Everyone fund in 2024/25 had been secured to develop concept designs for West Nile Street Cycle Route which had been identified as a priority action in the CCTP and the external consultants appointed to undertake the PfZ work had also been tasked with undertaking the feasibility study and concept design elements of the West Nile Street Cycle Route;

- (9) that an appraisal had assessed the feasibility of options for flow cycle lanes on either side of West Nile Street, a bi-directional cycle lane on the western side of West Nile Street or a bi-directional cycle lane on the eastern side of West Nile Street and had concluded that a bi-directional segregated cycle would be the preferred option as it still enabled opportunities for parking and loading and to be most beneficial, it would be primarily located on the east side but crossing to the west side of Killermont Street;
- (10) that engagement activities had been undertaken with officers, local businesses and institutions in the vicinity of West Nile Street of the proposed cycle route and the purpose of this was to help inform the design process and highlight potential conflicts or issues that might need to be addressed during the design stage; and
- (11) that the issues around the M8 motorway had been well documented and captured in the Council's core policy documents and the CCTP recognised the impact the M8 motorway had on the city centre's setting and placemaking and an action plan for the short-medium and long-term aspirations, as detailed in the report, had been prepared that covered key Council plan and strategy aspirations that interact with the M8 motorway.

After consideration, and having heard a presentation by Ms Deborah Paton, Neighbourhoods, Regeneration and Sustainability, the committee noted

- (a) the report and presentation;
- (b) the progress on the development of the People First Zone Concept; and
- (c) the progress on the West Nile Street Cycle Route, the City Centre Accessibility Audit and the M8 Action Plan.