

Theme 1: Connectivity, people and place – rebalancing our streets and spaces

This theme describes the necessary changes to the physical environment required to support more walking, wheeling and cycling

Sub theme 1.1 Network and connections

Theme & Policy Objectives

Key Actions

1.1.1 Inclusive and accessible design

Our networks and connections need to be planned and designed to create inclusive enabling environments for all to enjoy the benefits of active travel across the city.

- We will continue to work with GDA and other groups to assess the impacts of design proposals and layouts on different user groups. We will learn lessons transparently and constantly update our own best practice.
- Transport modes will be appropriately segregated and designed to be intuitive and easy to follow.
- Shared space will be avoided and only be used in specific appropriate situations where interaction between modes is unavoidable. Any necessary shared space will be designed to emphasise priority of more vulnerable users.
- The cycle routes of the city network will be designed for a range of cycles to use. People using non-standard cycles, such as hand cycles or cargo cycles, will find the city network smooth and easy to navigate.
- We will work to ensure that appropriate parking and drop-off locations are included in street design and destinations.

1.1.2 Connecting Neighbourhoods

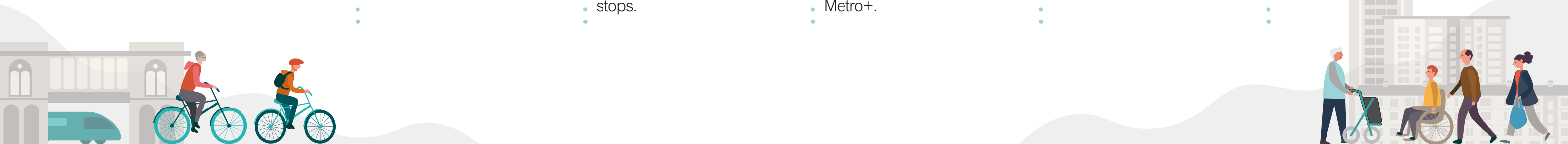
We will work with communities, as part of the Liveable Neighbourhoods Plan process, to improve active permeability within and between neighbourhoods.

- The complementary green route network (e.g. off-street paths, walkways canal towpaths) will be linked to the on-street City Network and neighbourhood networks. We will add to the green network by exploring opportunity to bring former railway routes into use as part of the Green Network.
- Examine options for upgrading core paths to improve available space and pedestrian-cycle interactions. We will identify and consult on required and proposed changes to the Core Paths Plan, including technical amendments and additional routes.
- Identify opportunities for new and enhanced routes through development sites and regeneration areas as part of the Network Plan development.
- We will work with communities to identify everyday destinations for active travel and highlight barriers to active travel such as long multiple waits at junctions or for opportunities to provide new community links through greenspace, brownfield land, or even wee snickets.
- We will review and design junctions to reduce pedestrian wait time and remove double pedestrian stages which create excessive crossing times. We will ensure comfortable crossing times at junctions.

1.1.3 Improve active travel links with public transport

Improve walking and cycling links to bus stops, rail stations and public transport hubs, to create an integrated and sustainable travel network.

- As part of streets for people, we will ensure that routes to bus stops are free of clutter and are well-lit to reduce social safety issues.
- Review access around bus stops and railway stations to ensure adequate footway quality, drop kerb, crossing provision, and social safety near all bus stops and pavement widths beside bus stops.
- Develop Active Travel Mobility Hubs at city and neighbourhood level in relation to existing public transportation, taking cognisance of emerging plans for the bus network and Metro+.
- We will Audit distances between bus stops and council facilities and work with SPT to ensure optimal bus stop locations at destinations.



1.1.4 City Network Design

A City Network which creates an inclusive enabling environment that enables easy cycling across the city. The City Network will be developed alongside improved bus routes and the development of a Metro system to offer improved performance and choice for sustainable transport.

2030 Network planned and designed to meeting upcoming Cycle by Design guidance by offering coherent direct easy cycle routes across the city with accompanying footways of high standard. Design will account for the function and movement requirements of routes.

Design lessons learned with suggested improvements log, share with ATF and annual report.

The city network will be well lit and routed through areas providing higher levels of passive supervision, to enable people to feel safe and minimise social safety concerns are minimised.

Review and update the Network Plan on an bi-annual basis to ensure each stage of City Network best suits Glasgow's evolving needs alongside public transport.

The City Network will link in with routes in neighbouring local authorities to create a regional network.

Active travel will have designed priority over turning motor vehicles at places of interaction such as side street junctions

Space for the city network will be reallocated from unsustainable transport modes while taking a balanced approach to route and space to work with improving public transport and footways.

City Network design will enable more crossing points across distributor road increasing permeability and minimising severance caused by busy traffic routes.

1.1.5 City Network Delivery

The City Network must be delivered by 2030 to contribute significantly to Glasgow's net zero commitments, which will require a challenging and achievable roll-out of infrastructure.

We will support the national process to simplify and speed up the Traffic Regulation Order process which is the legal process through which we make changes to the road network.

We will work to ensure long term sustainable funding of the infrastructure so that sufficient council staff resource can deliver on proposed actions.

We will prioritise areas of the city network with most potential to build on what is there to create a functional cycle network.

We will develop an inclusive engagement plan that ensures people's voices are heard at a neighbourhood and city level.

We will develop a plan and funding to monitor key indicators of success.

1.1.6 Maintenance

To be successful, active travel infrastructure must be well-maintained. We recognise that we will need to meet the challenges of transitioning to the different maintenance requirements of active travel.

As part of the funding mechanism for City Network and other infrastructure we will ensure there is long-term plan for maintenance and snow/debris clearing after installation.

We will work cross council departments and with contractors to develop standard works practices for active travel routes during works. (diversion, closures, thinning)

We will work with GCC Services to bring the stretches of city streets and off-street paths passing above or below a motorway (M8/M80/M74/M77) up to an adoptable standard and adopted these routes. We will maintain these stretches of street and off-street paths to a good standard.

We will develop and promote a responsive reporting system for overgrown hedges and vegetation intruding onto footways.

We will develop workplan identifying and targeting critical pedestrian routes including schools doctor surgeries and sheltered housing.



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Theme & Policy Objectives

Key Actions

1.2.1 Streets for people

We will revamp Glasgow’s neighbourhood streets to be focussed on the needs of people in order that streets can become more people-friendly, enjoyable and attractive places.

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| <ul style="list-style-type: none">We will continue to engage with people to ensure that any changes lead to a more inclusive enabling environment even through periods of change. | <ul style="list-style-type: none">We will identify opportunities and deliver place making and greening as part of the LNP. | <ul style="list-style-type: none">Any redesign of streets will aim to reduce overall vehicular space to ensure increased space for pedestrian movement and place making. | <ul style="list-style-type: none">We will work with Scottish Government on trials to assess potential positive benefits from simple side street zebras which give pedestrians priority. | <ul style="list-style-type: none">We will identify locations where pedestrian crossings will enhance pedestrian permeability and comfort across distributor roads taking into account natural pedestrian desire lines while taking into account the reliable movement of enhanced public transport. |
| <ul style="list-style-type: none">We will identify and deliver opportunities where pedestrian focussed signage can help wayfinding at the neighbourhood level. | | | <ul style="list-style-type: none">We will begin an active programme of guardrail removal where it is unnecessary, at the same time if guard railing is deemed necessary we will investigate if speed and traffic reductions can enable removal by creating a safer overall environment. | |

1.2.2 Safe secure cycle parking

A vital piece on infrastructure for cycling at either end of a journey is somewhere appropriate to park cycles.

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| <ul style="list-style-type: none">Appropriate cycle parking will be available at/near home, at destinations, or at public transport hubs. | <ul style="list-style-type: none">Avoid cycle related clutter on pavements and prioritise cycle parking on carriageway. | <ul style="list-style-type: none">Pilot projects delivered by GCC other local authorities, will be used to help develop an understanding of what measures can improve living conditions and facilitate an increase in the numbers of people cycling on a regular basis. | <ul style="list-style-type: none">We will set out minimum standards of provision to be delivered at different type localities in a technical guidance document. This will include number, type, and delivering for a range of different cycles. |
| <ul style="list-style-type: none">We will continue to strategically and sustainably expand Nextbike provision. | | <ul style="list-style-type: none">We will use cycle parking to deliver opportunities for powered wheelchair and e-bike battery charging | |

1.2.3 Safer walking and cycling to schools

Routes to school should be safe for people to choose active travel as an easy option.

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| <ul style="list-style-type: none">We will continue the roll out of School Car Free Zones. At locations where we have not been able to deliver school streets due to surrounding traffic impacts, we will investigate if wider traffic reductions measures could allow schools streets to go ahead | <ul style="list-style-type: none">We will ensure that all schools are within 400m of the City Network and/or have low traffic safe streets connecting to the city network. | <ul style="list-style-type: none">We will work with GCC Services (e.g. Education and NRS (Roads)) to ensure schools are provided with good quality active travel approach routes, with a particular focus on improving links through vacant sites lying adjacent to or surrounding existing schools. |
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1.2.4 Accessibility

Through the liveable neighbourhoods plan we will systematically work to reduce barriers to everyday active travel at the neighbourhood level.

- Our aim is for our neighbourhood environments to be inclusive and welcoming to all. This will require constant conversation within neighbourhoods and across the city to ensure we are hearing voices that need to be heard.
- We recognise that pavement and anti-social parking affects some people more than others. As part of the LNP we use design to minimise opportunity for anti-social parking, target enforcement, and work with the parking team to identify locations for targeted enforcement. We will support and implement the pavement parking ban.
- Through the LNP we will identify more areas for benches and other resting opportunities for our streets.
- Walking will also be made easier through clearer footways, dropped kerbs/level footways, and better road crossings.
- LNP street audits and community partnering will pick up and rationalise street clutter to allow consistently free pavement spaces.

1.2.5 Road Safety

Work with the road safety plan to build on Glasgow's signature to the POLIS statement on "new paradigm for safe city streets". Death and serious injury should not be accepted as an inevitable by-product of urban mobility. Traffic crashes and risk behaviours have underlying structural causes that we can act upon.

- We will introduce a 20mph limit on the vast majority of streets across Glasgow.
- Streets will be designed to be low speed environments where it is difficult to inadvertently break the speed limit.
- We will introduce measures to ensure neighbourhoods have significantly reduced traffic volumes and that the majority of our streets are access only for motor vehicles.
- Neighbourhood streets which are one-way will allow contra-flow cycling as standard unless significant reason for exemption.
- Continue to evaluate changes and streets to work towards a Vision Zero of no active travel deaths on our road network.
- Work with Police on best targeting of enforcement, e.g. close pass, traffic speeds, contraflow lanes.

1.2.6 Monitoring Success

We will set up a targeted monitoring programme to measure success of delivery of the infrastructure and understand changing behaviours leading to desired outcomes.

- Develop annual targets for number of key locations connected to city network (Schools, healthcare centres etc.) to inform City Network delivery.
- Continue to support bike life to understand overall picture of cycle use in Glasgow.
- Continue to develop and use new technology to better monitor pedestrian footfall and cycle numbers outwith city centre as well as equity of use.

Associated document: Technical Document 1.3 Develop a technical document defining how the City Network will be delivered

Urban realm design and delivery is complex involving many teams internal and external to Glasgow City Council. A technical document defining key standards to be consistent across Glasgow will help support the delivery of high quality urban realm infrastructure.

- Set up a working group of key internal stakeholders within GCC. Invite ATF members to review outputs.
- Identify key areas where Glasgow specific, national and best practice guidance and design criteria would aid delivery and support officers to make decisions involving change to the urban landscape.
- Undertake a Procurement scoping exercise to determine best way forward for design and delivery.

