

# Applying Transit Orientated Development for Glasgow

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## **ABSTRACT**

### **Introduction**

The development of a public transit system for Glasgow has commenced in earnest with the development of *Clyde Fastlink* – a dedicated bus rapid transit (BRT) system. Phase 1 has been developed to support on-going regeneration initiatives to the west of the city, along the north bank of the River Clyde. Phase 2 seeks to develop further western links to regeneration initiatives such as Clydebank Rebuilt and attractions including Braehead Centre and Southern General Hospital.

Early opportunities to develop a public transit system (a third phase of *Clyde Fastlink*) providing eastward connectivity has been established in association with masterplanning for Scotland's top regeneration priority – *Clyde Gateway*. This presents the opportunity to develop a transit orientated development supported by appropriate urban form that delivers successful sustainability.

### **Clyde Fastlink**

*Clyde Fastlink* provides a cost effective means of delivering a public transport system to meet Glasgow's needs. It is a state-of-the-art BRT system that provides reliable, comfortable and quick services. Regular halts along its route allow ease of access for users.

As phase 1 of *Clyde Fastlink* rolls out to connect Glasgow's regeneration developments along the north bank of the River Clyde it is clear that significant benefits will accrue including significant patronage and modal split.

Phase 2 currently in development proposes to extend the network westward along both banks of the River Clyde. This will provide BRT connections to Clydebank on the north bank and regeneration projects, Southern General Hospital and Braehead on the river's south bank.

## **Clyde Gateway**

Scotland's first regeneration priority is Clyde Gateway. This has offered an opportunity to incorporate at the beginning of a regeneration process a public transport corridor (possibly Clyde Fastlink phase 3) as a necessary component of creating sustainable communities through masterplanned regeneration.

A scheme like Clyde Fastlink provides the spine on which masterplanning for the Clyde Gateway can be developed. A transport corridor has been identified and incorporated into the Gateway scheme through enhanced connectivity that bridges the Clyde. This allows excellent connections between population and business. Evidence suggests that housing density of around 25 hectares per hectare can support Clyde *Fastlink*. This combined with a minimum population of 7,500 to support viable and vital centres suggests denser urban form outcomes that are appropriate for inner city locations.

Other public transport provision for the Clyde Gateway including heavy rail and conventional bus must also be harnessed to ensure a range of real modal choice that can ensure public transport's attractiveness given that the direct access from the M74 and East End Regeneration Route for the private car has been established.

## **Conclusion**

Clyde Fastlink will emerge as a key component of Glasgow's 21<sup>st</sup> century public transport network. Through its considered integration into masterplanning for the Clyde Gateway a sustainable form of placemaking has been promoted that affords the opportunity for truly sustainable places. The trick will be in implementation that facilitates the introduction of *Clyde Fastlink* with new population and employment.

**Key Words:** Transit, Form, Sustainability