



The Vital City Conference

Applying Transit Orientated Development for Glasgow

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Transit Orientated Development (TOD) is compact and mixed use with easy walks to transit stations or halts.

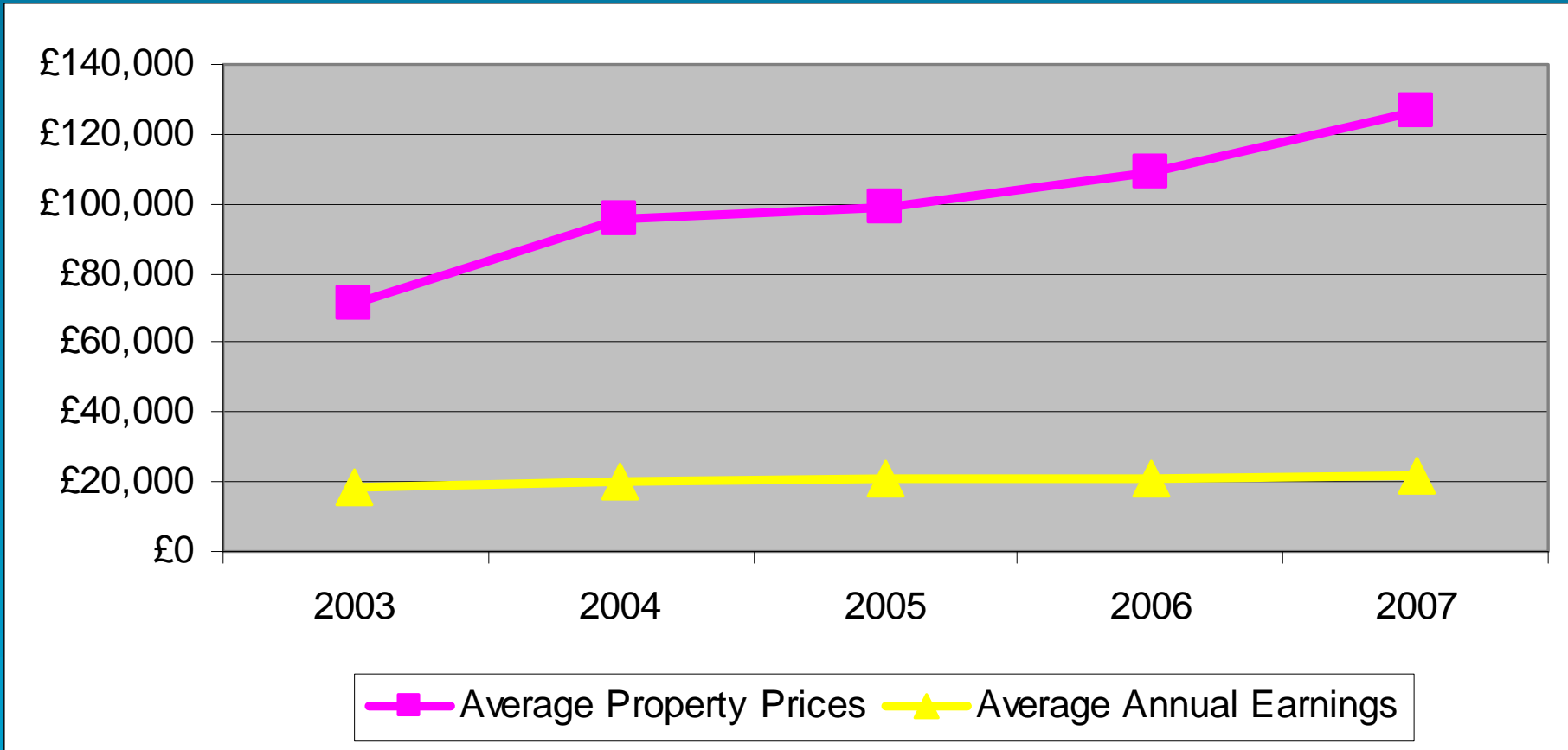
TOD:

- Relates development density to accessibility through locational efficiency to help ensure viable public transport services.
- Deliver walkable and cycle friendly places that are distinctive and attractive with a strong sense of place.
- Ensure accessibility through mobility choice by actively promoting attractive public transport.
- Provides value for the public and private sectors.

TOD provides for places that allow convenient, affordable and active lifestyles regardless of interests or means.

- 1950s – With a population of 1,200,000, Glasgow was once one of the most densely populated cities in the world
- Highly affected by relocation of populations from the inner city to new towns
- Population decline evident from population density figures. In 1931 population densities stood at 6,182 per ha compared to 3,293 in 2001.

- 1991 and 2001 Greater Glasgow along with North East London experienced the largest increases among single person households under pensionable age.
- Growth in one person households is expected to continue for Glasgow.
 - In 2001 one person households in Glasgow were 113,864 (20% of total households).
 - Number of single person households to increase 20% by 2014 to more than 145,000.
 - Average household size to fall from 2.01 to 1.83 to 2014



Accommodating Choice

- **Convenience and affordability** are paramount considerations in responding to this new housing demand. People are seeking choice in meeting their housing need.
- This **demand for housing choice is mirrored by a demand for transportation choice**. People want the convenience of walking and cycle friendly neighbourhoods combined with excellent transit for leisure and work.

Transit schemes are emerging, being delivered or operating across the UK.

These include:

- Edinburgh Tram
- Clyde Fastlink (Glasgow)
- Cambridge Guided Busway
- Manchester tram
- Leeds Super bus

Clyde Fastlink



Clyde Gateway

Key Developments:

- Glasgow Harbour development
 - residential, mixed use
- Transport Museum
- Science Centre
- SECC
 - Sustainable village
 - 12,500 seat Arena & hotel
- International Financial Service District

Key facts

- 20,000 new residential units
- 1 million m² commercial/retail/leisure
- 6,000 hotel rooms
- 17,000 conference seats
- 2.5 million visitors (SECC, transport museum, science centre)

Missing link

Sustainable transport



- **High Quality Vehicles**

- Image & branding
- Interior
- Level boarding



- **The 'Track' (infrastructure)**

- Private way
- Guide way
- Bus lane



- **Signal Priority**

- **Passenger Waiting Environment**

- Quality / Iconic shelter
- CCTV
- RTI
- SMART columns



- **Route alignment within 'prime' development land**
 - Early discussions with planners and developers
 - Reserve precious land

- **Halts located at heart of density**
 - Minimise walking distance

- **Apply Best Practice**

- **Traffic Management Strategy**
 - Signal control priority given to Clyde Fastlink Vehicles
 - improve pedestrian desired lines and crossings
 - improve visibility to 'all' at junctions
 - rationalise traffic movements



- **Route length 5.8km**
- **12 Halts**
- **Passes through 22 junctions**
- **Journey (round trip) 34 minutes**
- **Frequency every 6 minutes**
 - 'turn up and go'
- **Operate with 8 vehicles**
- **Interchange facilities**
 - Patrick
 - Glasgow Central Station
- **Clyde Fastlink measures:**
 - Dedicated lanes (segregated)
 - Bus lanes
 - Pre-signals
 - Dedicated phases at signals





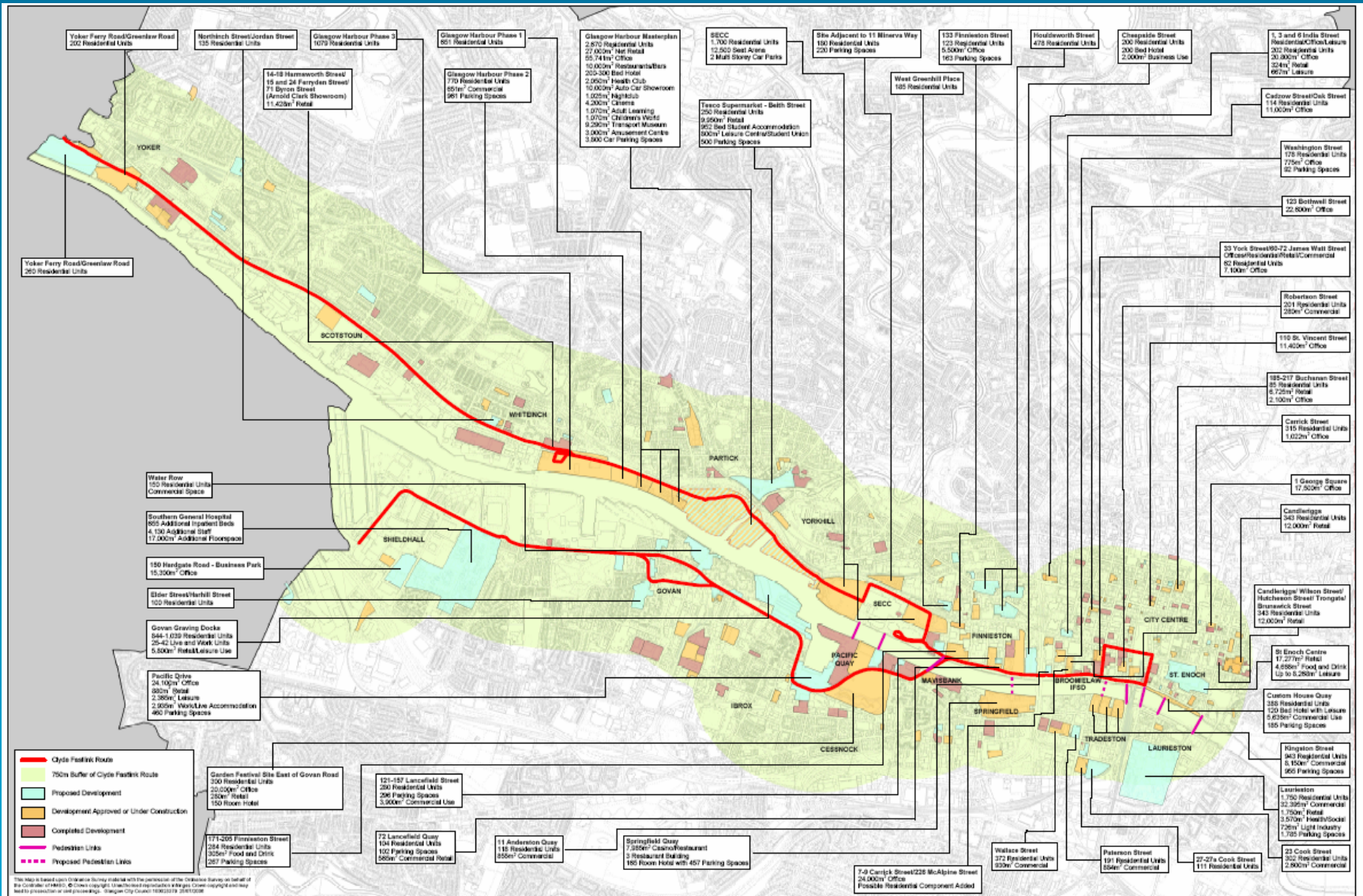
1. Argyle Street (Glasgow Central)
2. Clyde Street (Riverside Halt)
3. Broomielaw (IFSD)
4. Anderston Quay
5. Lancefield Quay
6. The Armadillo (SECC)

7. SECC East
8. SECC West
9. Transport Museum
10. Glasgow Harbour (Partick)
11. Castlebank Street
12. Western Terminus





Clyde Fastlink - Extension to Scheme



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- **Southern Alignment**
 - Southern General Hospital
 - Braehead Shopping Centre (4000 employees)
 - Xscape Leisure Complex
 - 3,500 residential units
 - 95,000m² commercial/retail/leisure including Media Village (BBC, SMG)





Northern Alignment

- Golden Jubilee Hospital
- Clydebank Rebuilt
 - Clydebank College
 - 2,800 residential units
 - 66,000m² commercial retail/leisure

Key Developments:

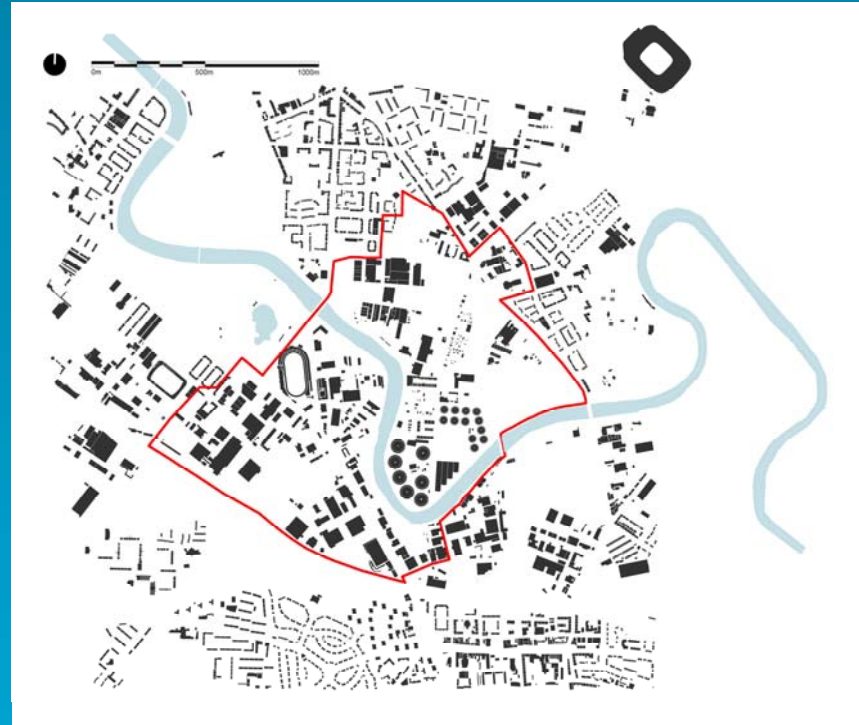
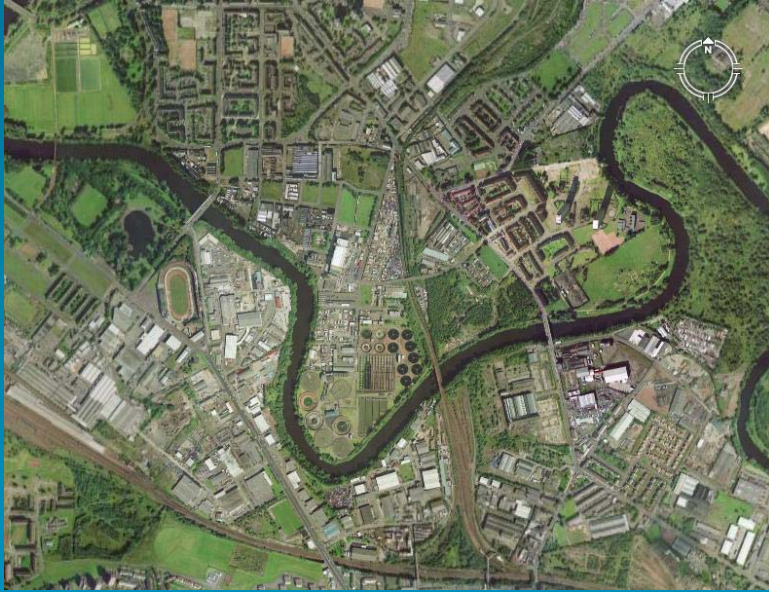
- South Dalmarnock
 - Residential, mixed use, business/ industry
- Shawfield
 - business/industry
- Athlete's Village
 - Sustainable village
- NISA
 - 7,500 seat Arena & hotel
- Rutherglen Park
- Belvidere Hospital
- Oatlands

Key facts

- 5,000 new residential units
- 11,000 people
- 15,000 jobs
- 350,00m² business/industry
- 20,000m² commercial/ retail/leisure
- £1 billion+ infrastructure works proposed

linked by

Sustainable transport

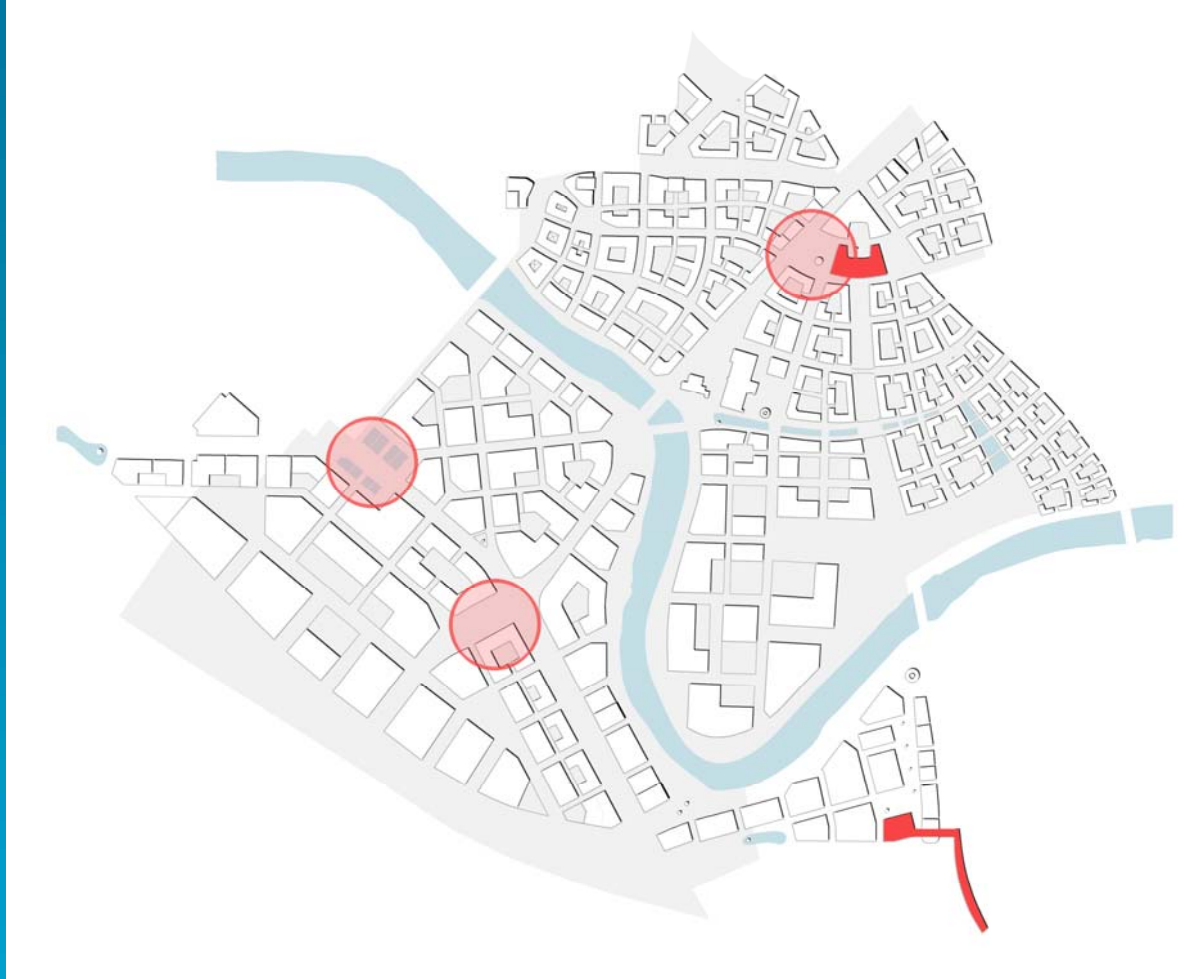




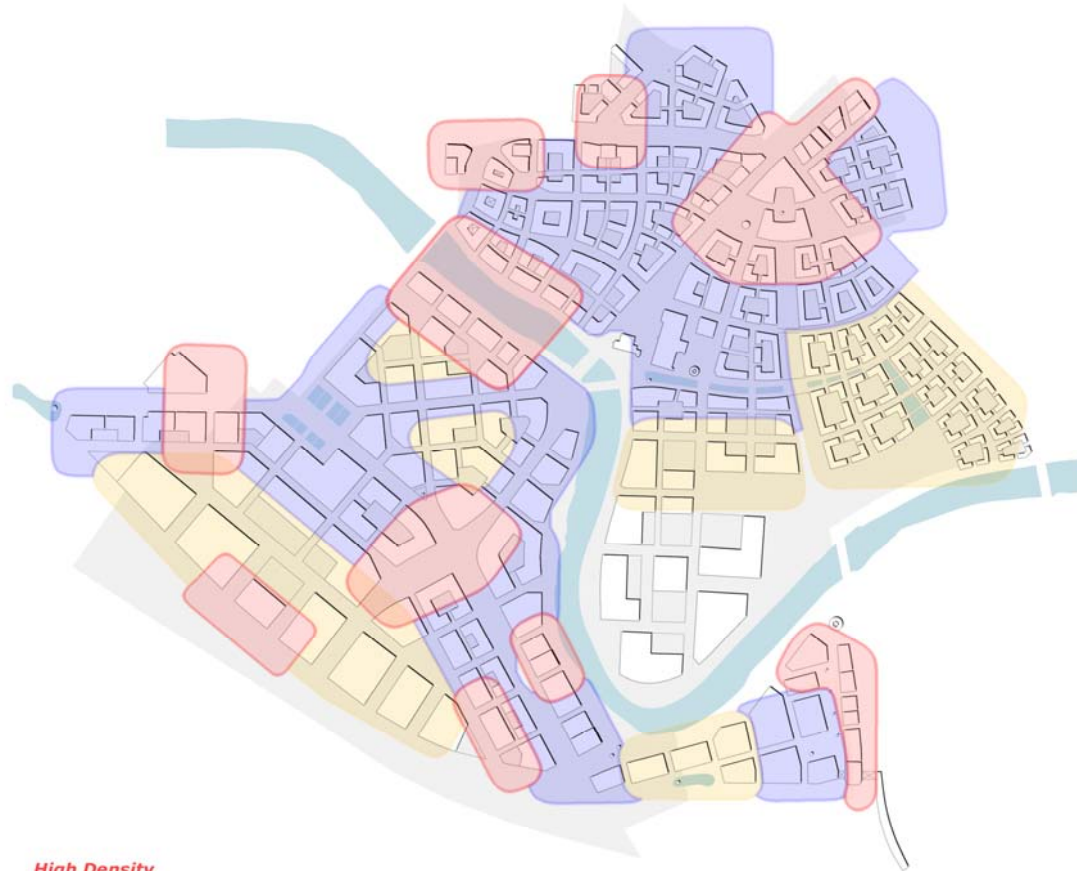
Clyde Gateway – Significant Buildings







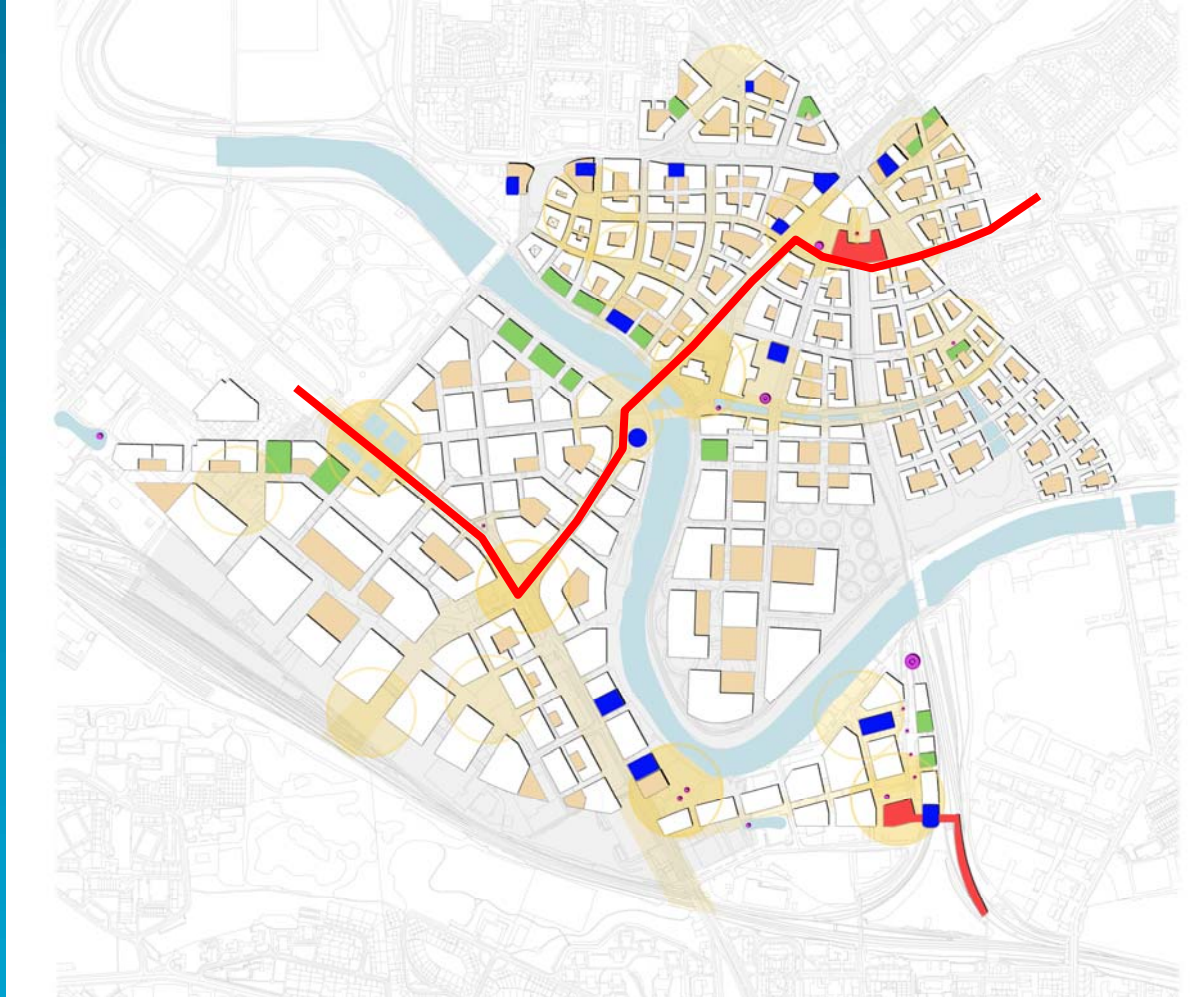




High Density

Medium Density

Low Density

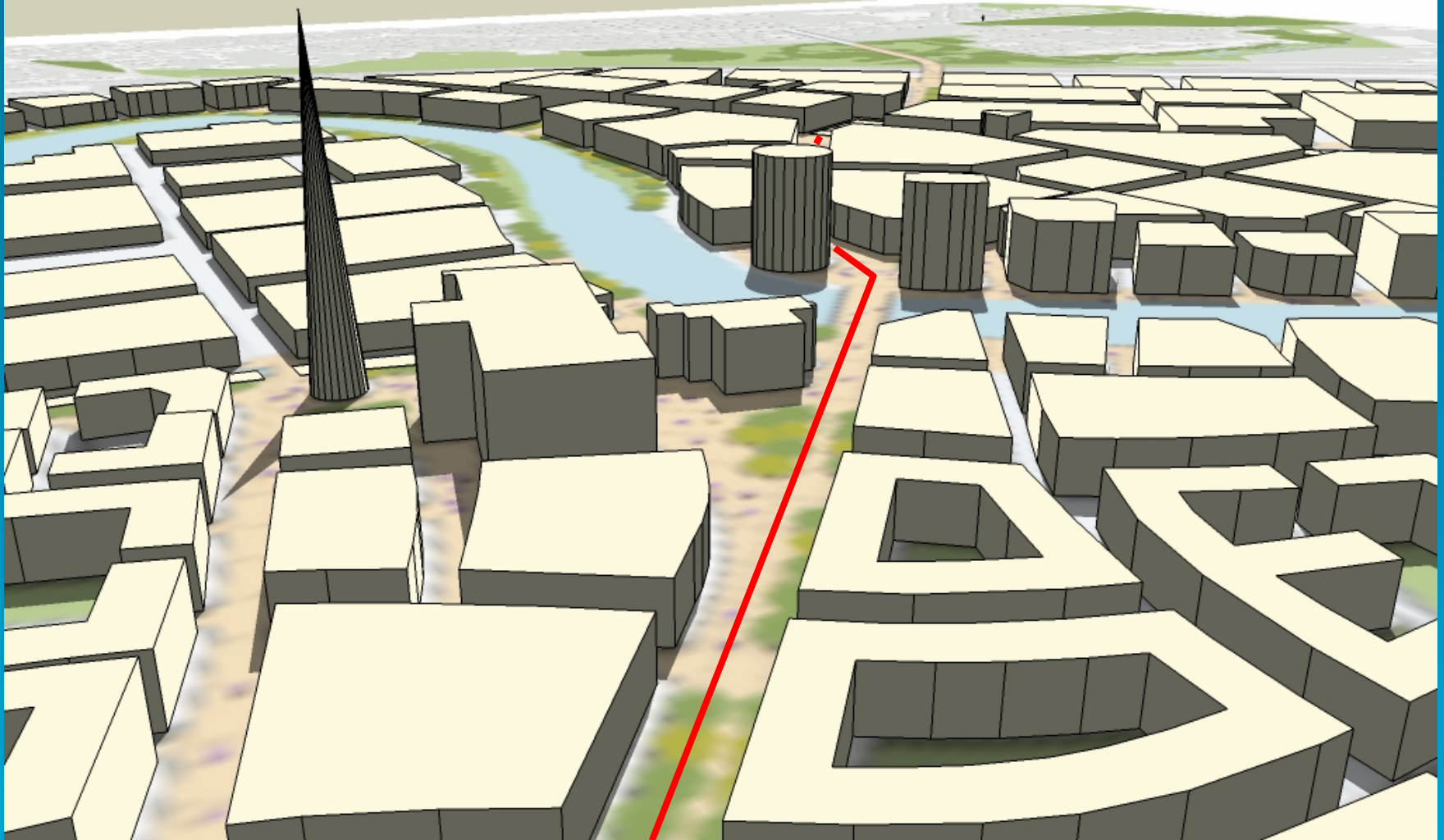


Clyde Gateway – Masterplan Vision



An Aspirational Masterplan for Glasgow Clyde Gateway

FARRELLS









Benefits of TOD:

- More sustainable
- More efficient use of land, resources and energy
- Conserves open space/green belt
- Promotes regeneration
- Increases city revenue
- Increases local service/retail viability
- Promotes health
- Improves safety

Reconnects places for the 21st Century

- **Combined housing and transportation costs can be around 50% of typical family's day-to-day costs.**
- **TOD affords opportunity to reduce transport element by half making total cost around 40%.**
- **Creates increased disposable income that brings value to communities.**
- **Encourages middle classes to use public transport?**