



Glasgow Commonwealth Games 2014

Response to Strategic Transport Plan

March 2011

1 About Transform Scotland

- 1.1 Transform Scotland is the national sustainable transport alliance. We campaign for a more sensible transport system, one less dependent on unsustainable modes such as the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport, and freight by rail or sea. We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; local environment transport campaign groups; and individual supporters.

2 Introduction and General Comments

- 2.1 Transform Scotland welcomes the opportunity to comment on the transport plan for the Commonwealth Games at this stage.
- 2.2 In particular we welcome the repeated pledge throughout the plan to provide a low-carbon transport network for the games and to have no travel to games venues by private car. We think this means the games can be a showcase for large events of this kind in which maximum use is made of existing resources with a small number of key enhancements to encourage the use of walking, cycling and public transport to access games events.
- 2.3 We have a number of concerns regarding the plan. These are, in main, the inclusion of taxis as public/sustainable transport, the lack of clear cycling routes to venues – and in particular the omission of the 'East End Accessibility' routes to the east and 'Connect 2' route to the west. We also feel that the travel plans for individual venues are at an early stage of development and will need to be considerably more comprehensive in the final strategy.

3 Specific Comments on the Plan

- 3.1 Transform Scotland warmly welcomes the commitment to providing a low carbon transport system for the games and the aspiration to leave a positive legacy in terms of a shift towards sustainable modes of transport in Glasgow.

3.2 Transport Partners (§3.9)

- 3.2.1 We are disappointed to see that no campaigning organisations have been included. Organisations such as Transform Scotland, Go Bike, Scottish Association for Public Transport, Living Streets and many others have an important part to play in the development of strategic transport plans as well as consultation exercises such as this one. Transform Scotland is presently involved in the SPT Sustainable Travel Group and the partner group for the Smarter Choices Smarter Places 'East End Accessibility' project.
- 3.2.2 We are also slightly concerned at the inclusion of taxis as sustainable/public transport, although we appreciate that, elsewhere in the document, the contribution of taxis is described as being primarily for people with severe mobility impairment. We recognise that taxis will have a role to play in the games transport network in this regard.

3.3 Games Route Network (§3.14)

- 3.3.1 We welcome the proposal to use the priority route network for buses in the city after the games. However, on looking at Figure 5.1, we find it hard to imagine how much of the network will be used in this way, except for those sections on London Road, Aikenhead Road, Argyle Street and Paisley Road West. We are pleased to note that the proposed route to Barry Buddon is shown from Carnoustie Station, however, routes to other locations outside Glasgow would indicate a proposal to use long distance road transport.

3.4 Car Free Games (§4.3)

- 3.4.1 The commitment for 100% of spectator travel to venues by public or sustainable transport is warmly welcomed. We are particularly pleased that free public transport throughout the city is to be provided to all event ticket holders. We will be interested to see the full detail of this, and hope that it will be multi-modal, allowing seamless travel by bus, train and subway throughout the city. This could allow the creation of a full multi-modal day ticket for Glasgow, something that does not currently exist.

3.5 Games Family Transport (§4.4)

- 3.5.1 We are pleased to see that the Games Family, as well as spectators and workers, will have access to the local transport network whilst in Glasgow. However, we feel that there needs to be a clear plan to encourage the Games Family to utilise existing transport networks rather than exclusively relying on special transport being provided.
- 3.5.2 We would like to know what proportion of the Games Family transport network will be provided by cars, and hope that this will be kept to a minimum.
- 3.5.2 We also note that specific diversions and closures are to be used in order to improve traffic flow (§5.22) and would like to see the case for maintaining these measures after the games assessed to improve long-term access to venues by public transport and active travel.

3.6 Park and Ride (§4.6)

- 3.6.1 We recognise that park and ride has a role to play in ensuring that Glasgow does not become overwhelmed with cars trying to access events. However, we fear that over-provision may result in simply displacing the car-parking from the venues to the park and ride sites. The focus has to be on providing spectators with effective transport plans from origin to destination, minimising the use of private cars.

3.7 Games Staff (§5.10)

- 3.7.1 Transform Scotland welcomes the plan to encourage the games workforce to travel by public and sustainable transport, and are pleased to note that each worker is to be provided with venue specific transport information as part of their orientation and training. We are, however, unclear as to whether the 'car free games' commitment extends to the workforce. We certainly hope that this will be the case.

3.8 Spectator & Workforce Access (Section 6) and Venue Access (Section 7)

- 3.8.1 We feel that these sections of the plan are currently at quite an early stage of development and we would like to see the development of comprehensive travel plans for each venue in future iterations of the strategy. Detailed documentation for the venues' travel plans should be included in future iterations of the strategy.
- 3.8.2 In particular, we note that cycling routes have not been included at this stage. This is a surprising omission given the proximity of much of the eastern venue cluster to the 'East End Accessibility' routes, the Kelvin Hall and Kelvingrove to the 'Connect 2' route and Ibrox Park and Scotstoun Stadium to sections of NCN7. This is something which should be rectified in future versions.
- 3.8.3 We also note that some venues could be accessed from additional stations which are not at present shown. This would include, for example, routes from Charing Cross and Exhibition Centre to Kelvingrove and the Kelvin Hall and from Carntyne and Bellgrove to Celtic Park/ NISA/ Velodrome. Although we appreciate the

idea of a 'key' access station to avoid confusion for visitors, nonetheless, some venues are shown as having multiple stations while others are not, and this should be rationalised.

3.8.4 There also needs to be a specific plan to engage local people to travel to venues actively.

3.9 Safety (§10.1)

3.9.1 We support the setting up of a group to examine this aspect of transport, however, we feel that not including bus operators is an omission as the majority of transport to the games within Glasgow will be by bus.

3.10 Transport Legacy (Section 13)

3.10.1 We strongly support the refurbishment of Dalmarnock station. However, we would like to see other refurbishment projects which could be undertaken for the games but for the long-term benefit of the people of Glasgow. One such example would be the refurbishment of the entrance to Kelvinhall Subway station.

4 Conclusions

- 4.1 Transform Scotland welcomes the opportunity to comment on the transport plan for the Commonwealth Games at this stage.
- 4.2 The aims and aspirations of the strategy for a car free games and to have all spectators travelling to events by public or sustainable transport are strongly supported by Transform Scotland. However, we are concerned that this aspiration may be limited to spectators. This aspiration should extend to all participants in the games.
- 4.3 Travel plans for the venues will have to be developed considerably from their current form. We would like to see more documentation in future iterations of the strategy in order to fully comment. Lack of cycling routes (especially, but not limited to, the high quality routes currently being constructed to the east and west of the city centre) is a particular omission that this needs to be rectified.

5 Recommendations

- Fully develop travel plans for each venue for spectators, employees, Games Family and ancillary services
- Ensure that the free public transport offered with spectator tickets is genuinely multi-modal, offering seamless travel
- Ensure that park and ride availability does not simply displace spectator parking elsewhere
- Assess whether aspects of the traffic management plan should be made permanent in order to encourage access to venues by sustainable transport
- Include cycling routes within travel plans
- Draw up specific plans to engage local people in active travel to venues
- Include enhancements to more existing public transport facilities such as Kelvinhall Subway station.

Transform Scotland is the national sustainable transport alliance, campaigning for a more sustainable and socially-just transport system. Our membership includes bus, rail and shipping operators; local authorities; national environment and conservation groups; consultancies; and local transport campaigns. Transform Scotland Limited is a registered Scottish charity (SC041516).

Transform Scotland
5 Rose Street, Edinburgh, EH2 2PR
t: 0131 243 2690

e: <info@transformscotland.org.uk>
w: <www.transformscotland.org.uk>