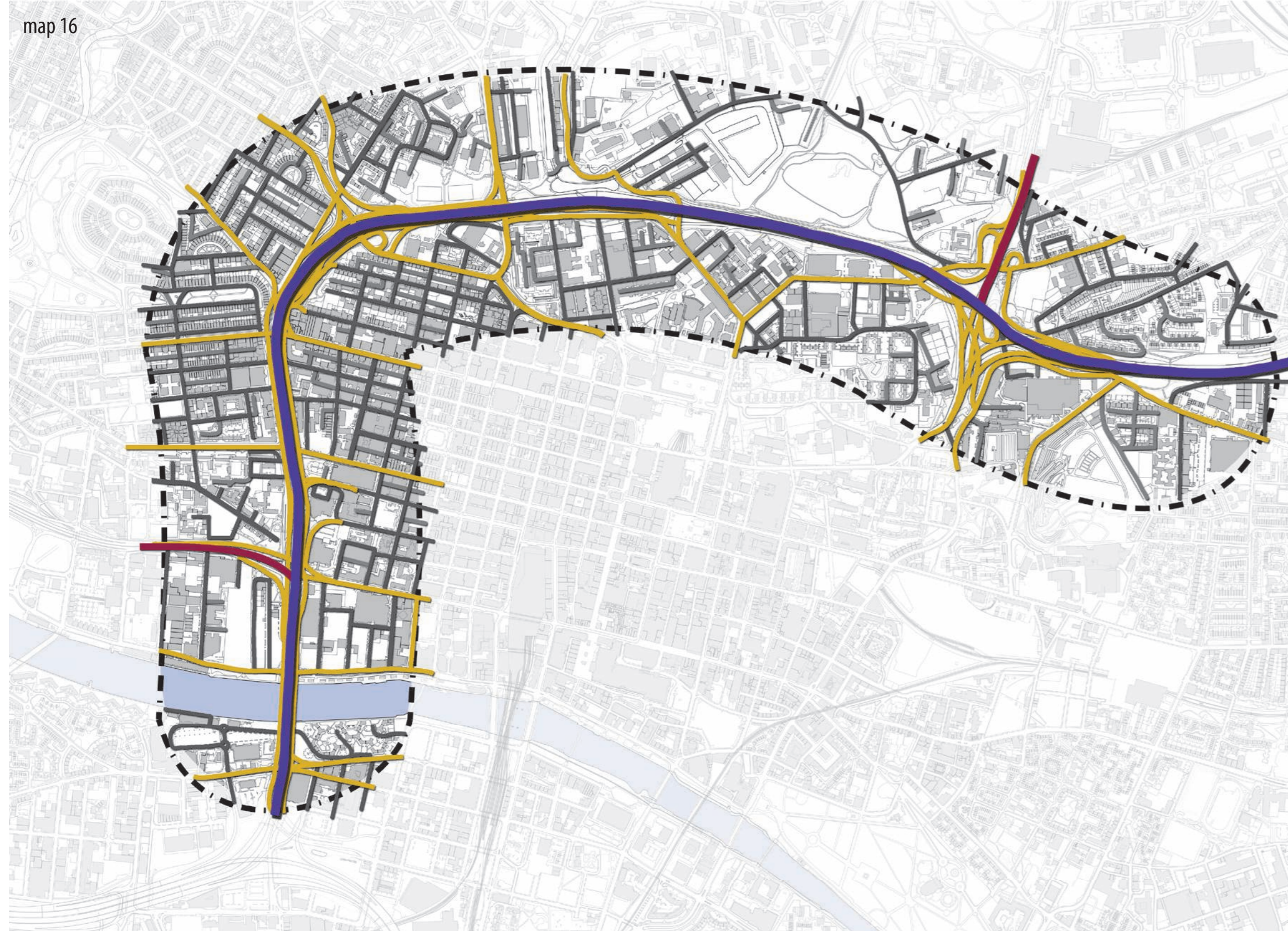


# ANALYSIS // PLANNING FRAMEWORK

## CONNECTIVITY AND ACCESSIBILITY // ROAD NETWORK AND STREET HIERARCHY

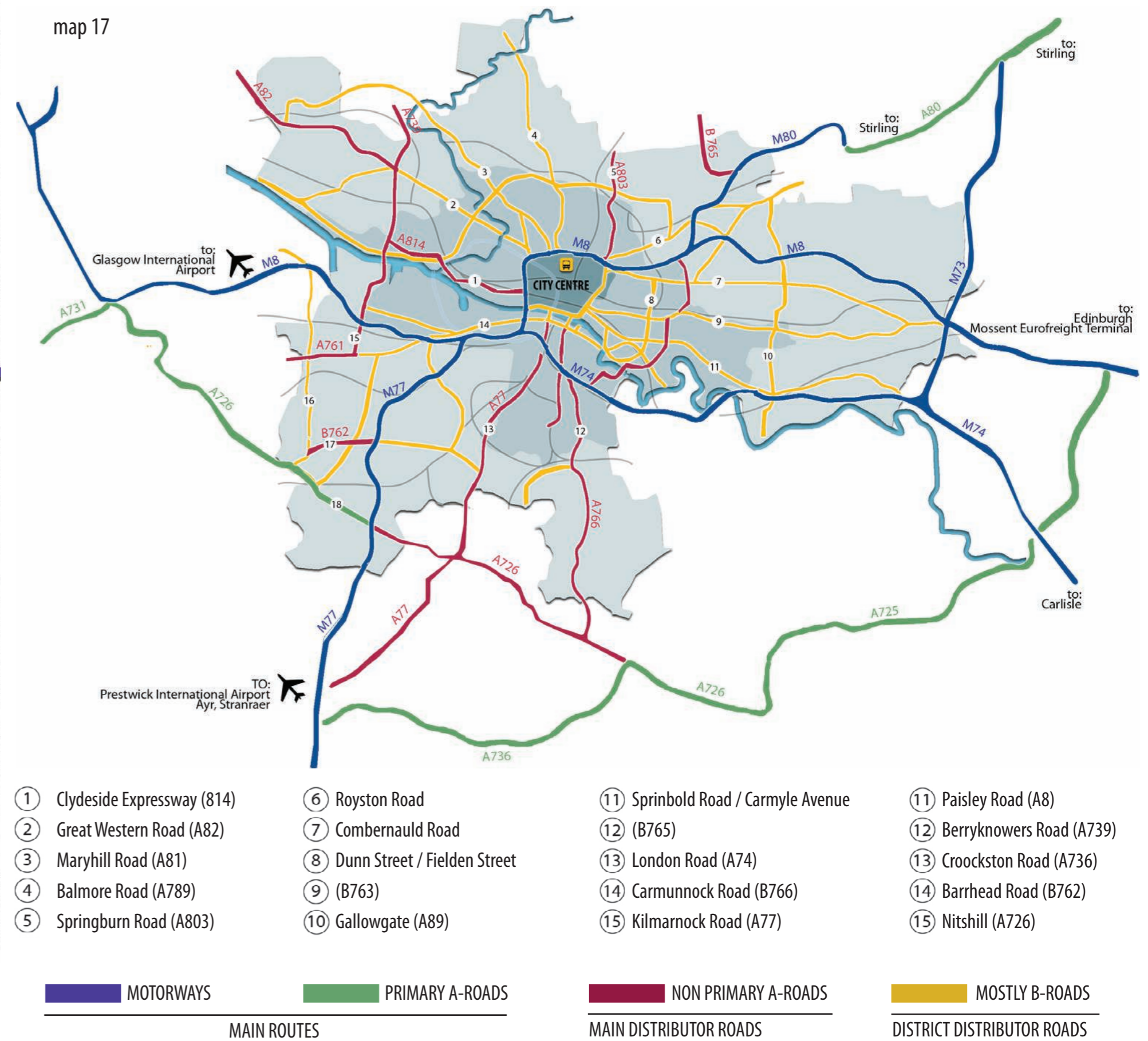
GROUP3 // Eghosa Aiyevbomwan\_Alessandra Feliciotti\_Jak Ho\_Maria Siti

### STREET HIERARCHY IN TERMS OF TRAFFIC CAPACITY



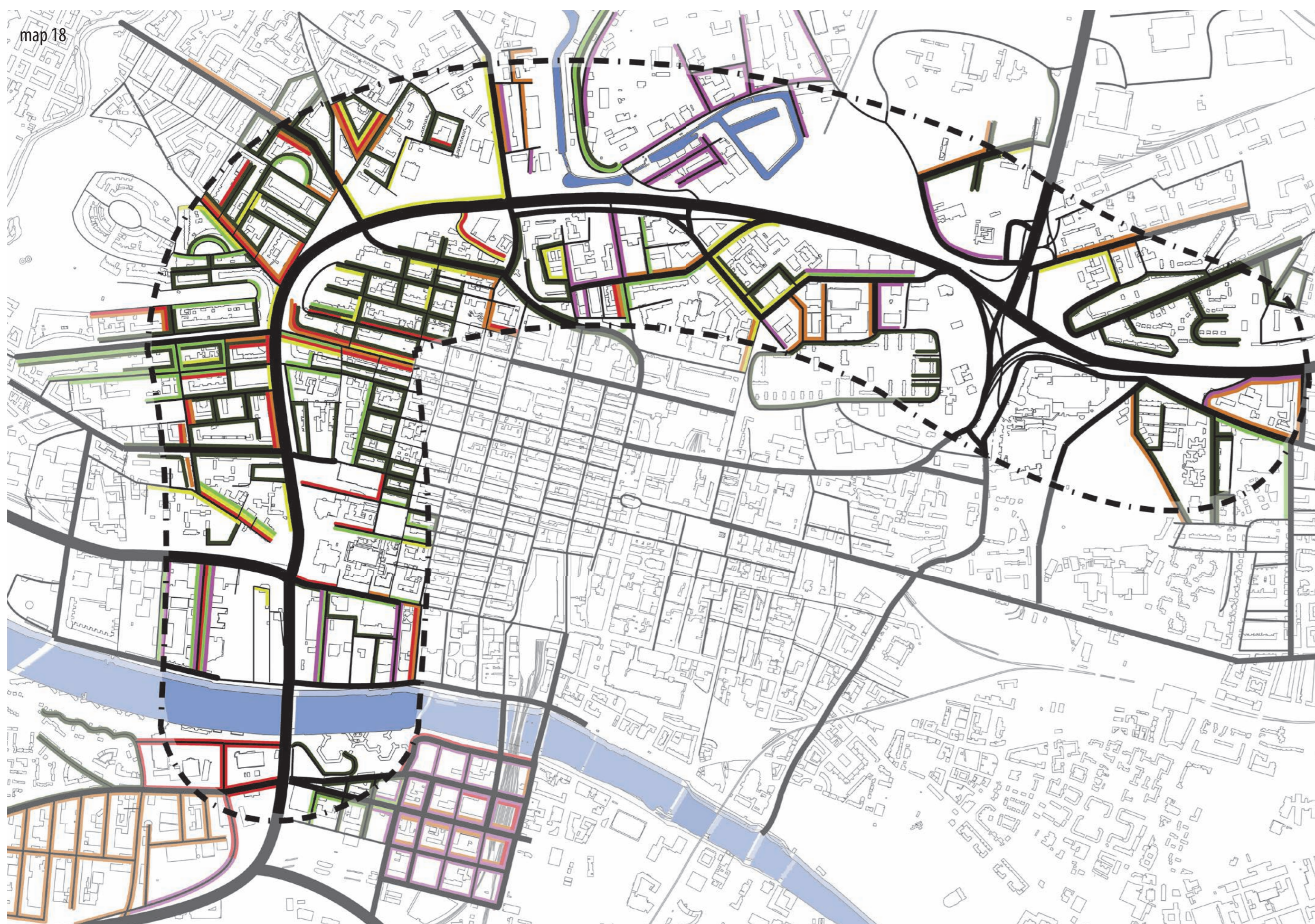
MOTORWAYS PRIMARY ROADS SECONDARY ROADS TERTIARY ROADS LOCAL ROADS

### GREATER GLASGOW ROAD HIERARCHY



- |                             |                                |                                     |                             |
|-----------------------------|--------------------------------|-------------------------------------|-----------------------------|
| 1 Clydeide Expressway (B14) | 6 Royston Road                 | 11 Springbold Road / Carmyle Avenue | 11 Paisley Road (A8)        |
| 2 Great Western Road (A82)  | 7 Combernauld Road             | 12 (B765)                           | 12 Berryknowers Road (A739) |
| 3 Maryhill Road (A81)       | 8 Dunn Street / Fielden Street | 13 London Road (A74)                | 13 Croockston Road (A736)   |
| 4 Balmore Road (A789)       | 9 (B763)                       | 14 Carmunnock Road (B766)           | 14 Barrhead Road (B762)     |
| 5 Springburn Road (A803)    | 10 Gallowgate (A89)            | 15 Kilmarnock Road (A77)            | 15 Nitshill (A726)          |
- MOTORWAYS PRIMARY A-ROADS NON PRIMARY A-ROADS MOSTLY B-ROADS  
MAIN ROUTES MAIN DISTRIBUTOR ROADS DISTRICT DISTRIBUTOR ROADS

### ROAD HIERARCHY IN TERMS OF LAND USE



**ROAD HIERARCHY:**  
 MOTORWAY MAJOR ROADS MINOR ROADS LOCAL ROADS  
**MAIN LANDUSE:**  
 OFFICES AND BUSINESS INDUSTRIAL AREA RESIDENTIAL  
 PUBLIC SERVICE administrative hospitals schools churches  
 COMMERCIAL Shops Retail Supermarket  
 LEISURE Hotel and Hostels Club, Pub Bar, Restaurant

The road network in the study area is analysed in two different ways so as to achieve a clearer image of connectivity.

Streets are not considered only as means of carrying traffic but also as connections between different uses, functions and potentialities (in terms of socio-economic growth, variety of interconnections etc).

From the analysis carried out, the important outcome seems to be the relationship between major road and non-compatible uses (on the northern flank) compared to the relationship between the dense mixed-use built environment and less traffic-oriented roads (mainly near the West End and the affluent City Centre), regardless the high speeds that are observed there.

The M8 works as a catalyst for vehicular presence that has a huge impact in the immediate surroundings. Nearby roads with commercial, residential and even leisure facilities tend to act as main roads.

The readability of space tends to decrease as the street nears any kind of barrier with the M8 playing the leading role.

The clearest example of this shift is represented on Sauchiehall Street; where a very vital road near the City centre starts to lose its identity by having a fewer variety of uses, less maintained facades and street environment and generally the place turns into a route.



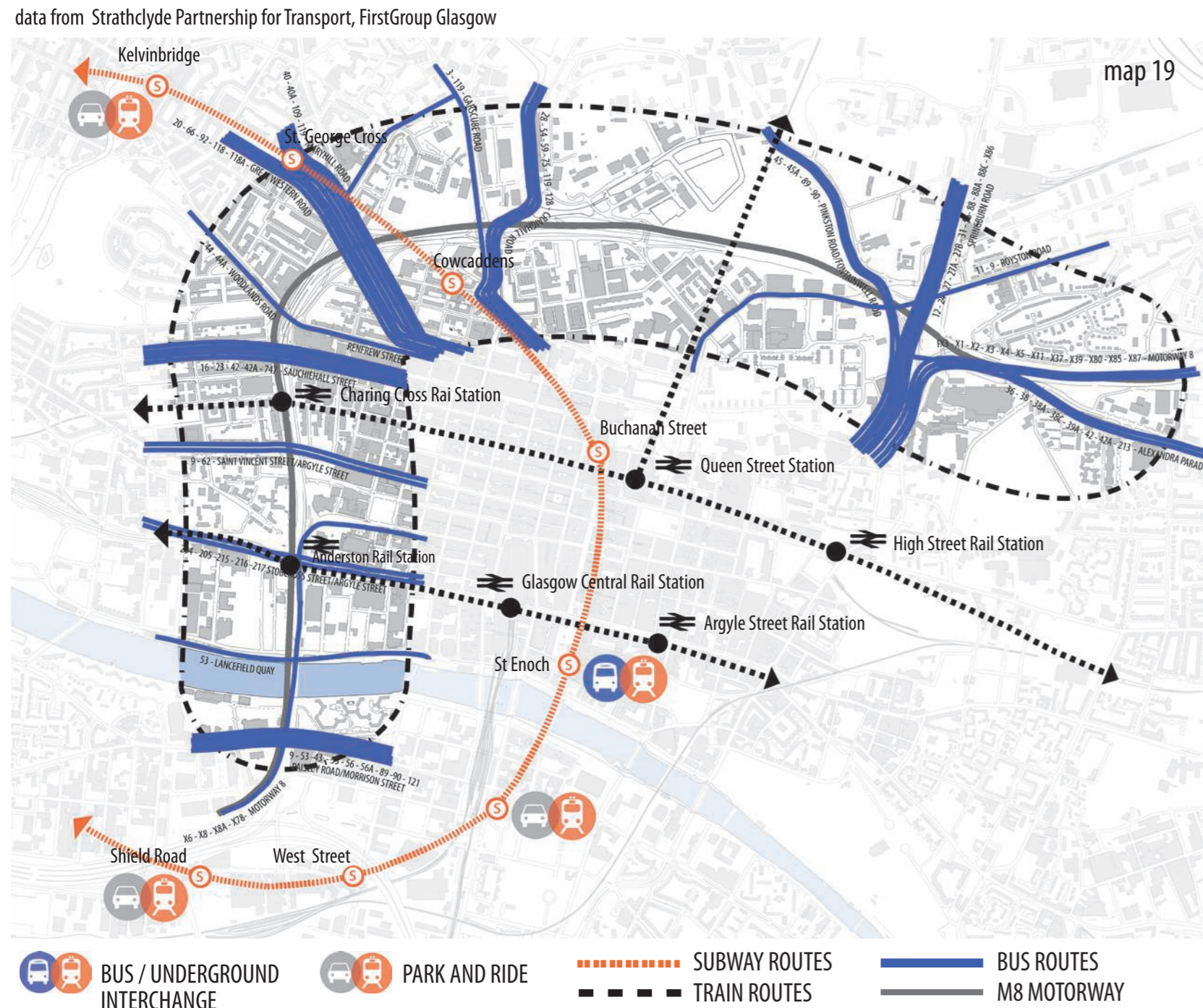
VIEW A // BATH STREET FACING THE M8

VIEW B // BATH STREET FACING THE CITY CENTRE



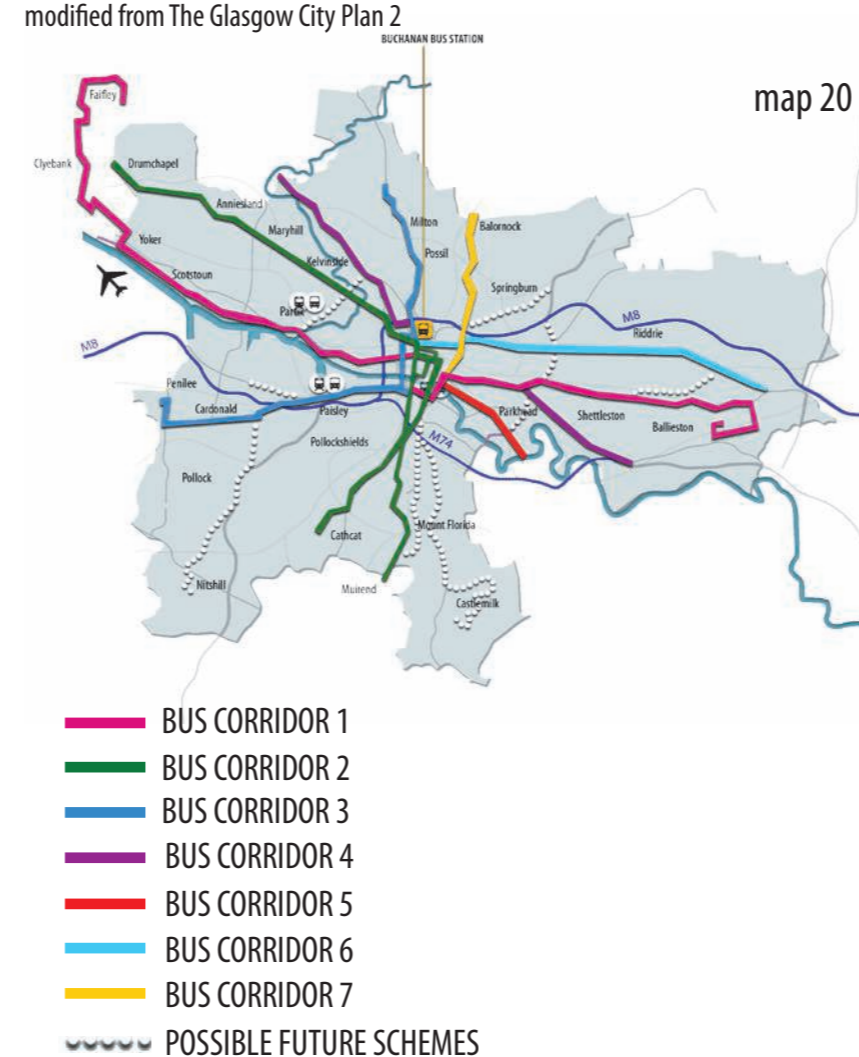
## CONNECTIVITY AND ACCESSIBILITY // LINK AND PUBLIC TRANSPORT

### BUS, SUBWAY AND TRAIN ROUTES THROUGHOUT THE AREA



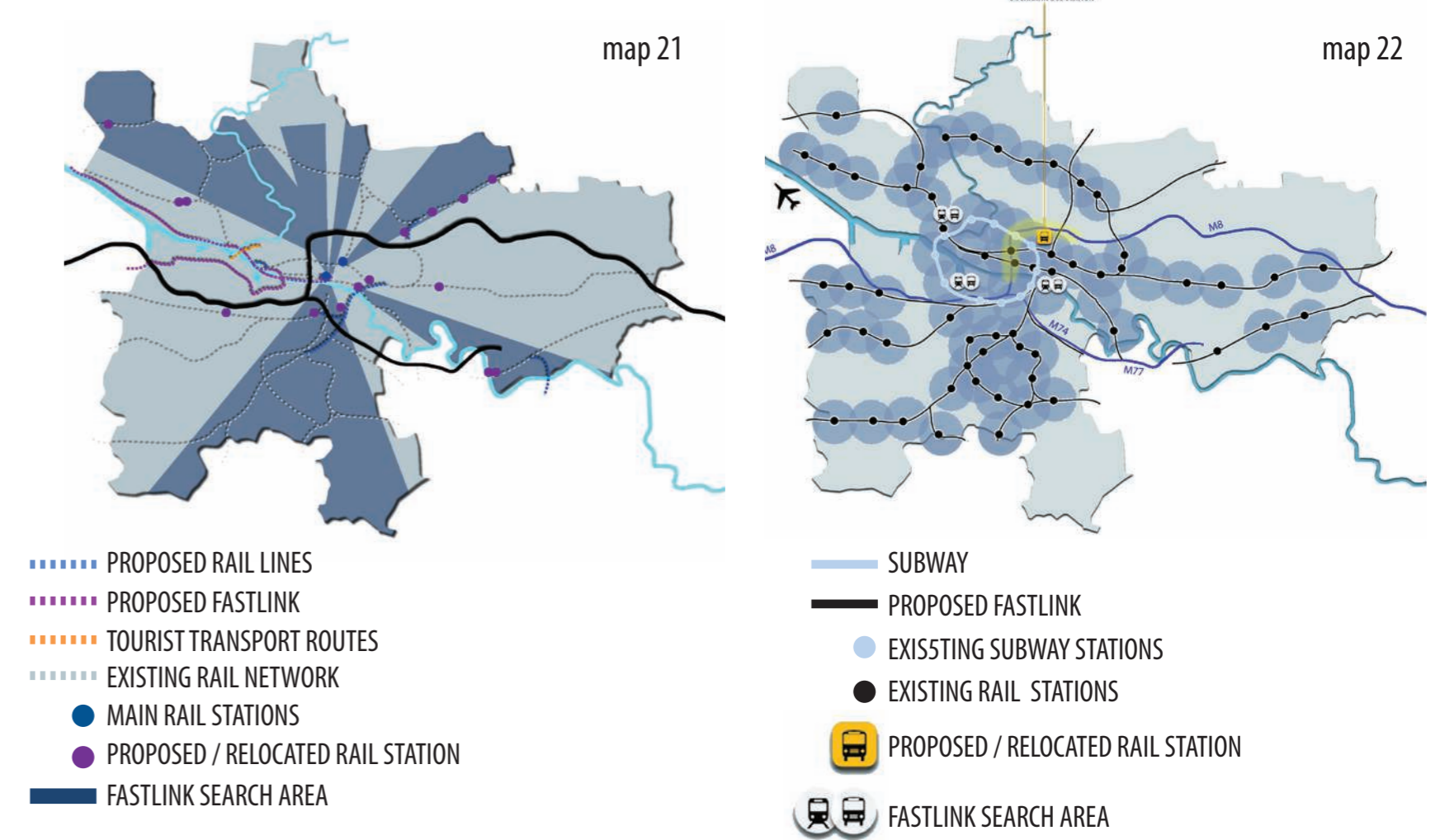
BUS / UNDERGROUND INTERCHANGE PARK AND RIDE SUBWAY ROUTES TRAIN ROUTES BUS ROUTES M8 MOTORWAY

### THE BUS NETWORK



BUS CORRIDOR 1 BUS CORRIDOR 2 BUS CORRIDOR 3 BUS CORRIDOR 4 BUS CORRIDOR 5 BUS CORRIDOR 6 BUS CORRIDOR 7 POSSIBLE FUTURE SCHEMES

### THE RAIL AND THE SUBWAY NETWORK



PROPOSED RAIL LINES PROPOSED FASTLINK TOURIST TRANSPORT ROUTES EXISTING RAIL NETWORK MAIN RAIL STATIONS PROPOSED / RELOCATED RAIL STATION FASTLINK SEARCH AREA

SUBWAY PROPOSED FASTLINK EXISTING SUBWAY STATIONS EXISTING RAIL STATIONS PROPOSED / RELOCATED RAIL STATION FASTLINK SEARCH AREA

The public transport coverage around the study area is not homogeneously distributed. The bus lines radially connect the city centre with the suburbs but without any circular connections. On the other side, the most important link which is the subway creates a sort of alternative centre that links the city centre with a smaller part of the west side, making hard to move to the outskirts without a weird combination of public transport.

In terms of public transport, the M8 is considered as a cut that splits the city without taking really part in it.