From planning to activation:
A whole-systems approach to delivering mobility hubs

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Our current transport system…

Vehicle dominated
Health implications, air quality, road collisions

Vehicle ownership
Equity and accessibility implications

High spatial demands
City planning and streetscape implications

Not climate resilient

Assumes single-mode, linear journey
Outdated, gendered and unequal movement system

Mobility hubs offer an antidote

What are mobility hubs?

Mobility hubs provide an interchange between sustainable, shared and active modes of travel.

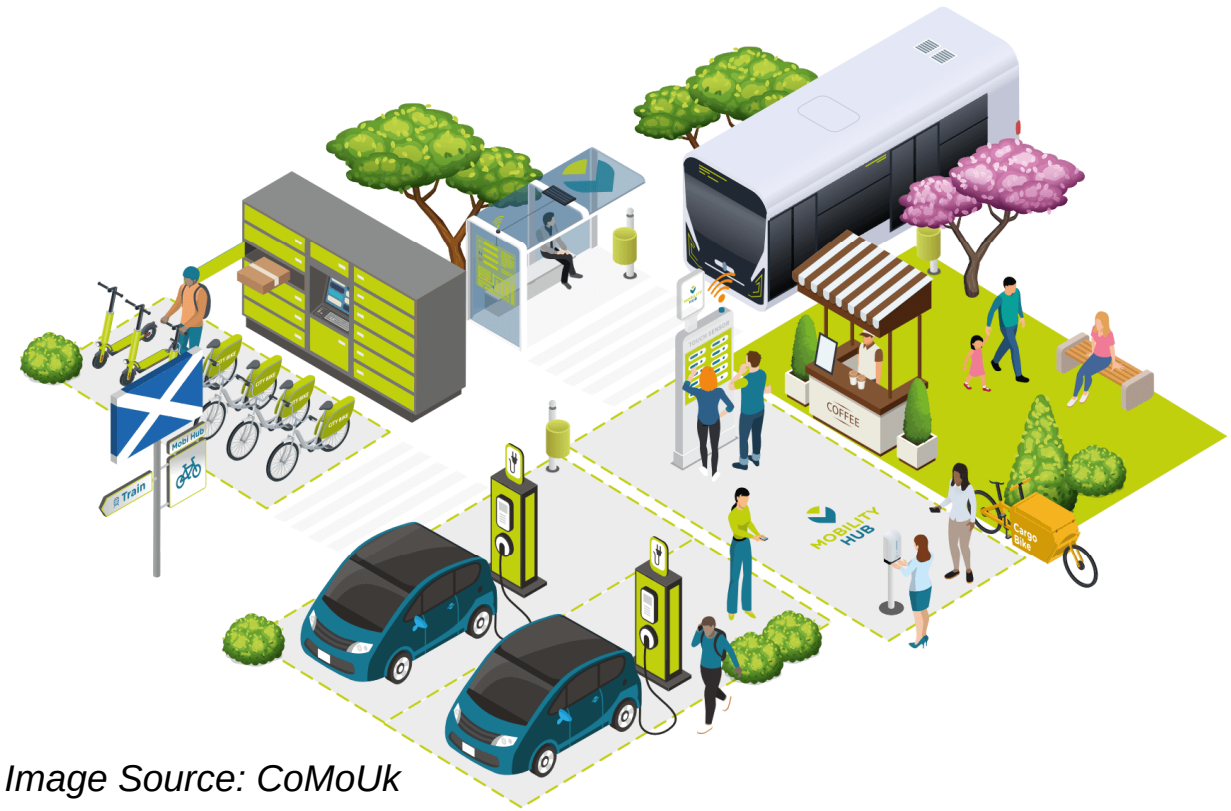
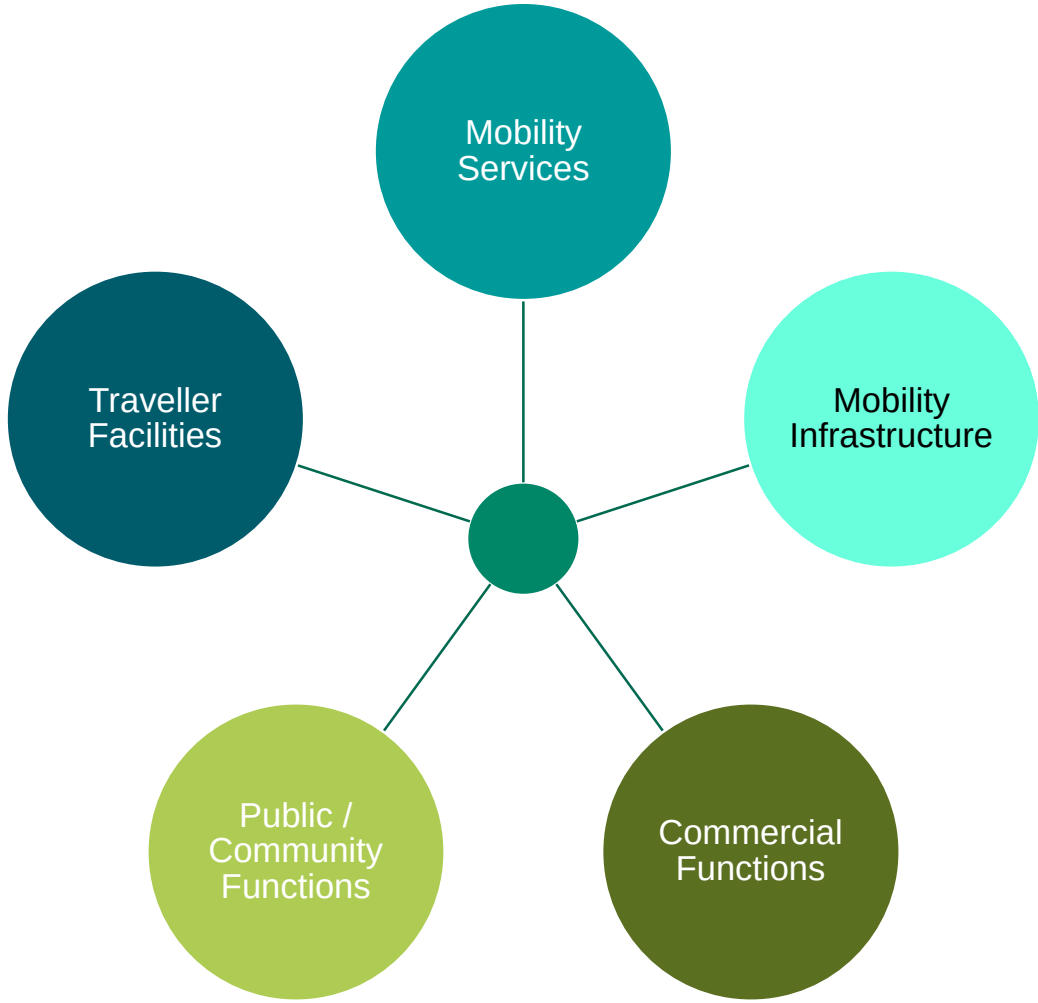


Image Source: CoMoUk



Potential Hub Typologies

Urban

Suburban

Rural

Tourist
Wayfinding
Place branding
Micro-mobility hire
Refreshments
Public Toilets

Corridor
Public Transport
Travel Information
Shelter and rest points
Secure cycle parking
E-bikes charging facilities

Campus
Flexible spaces for work / study / leisure
Car Sharing
Micro-mobility
Refreshments

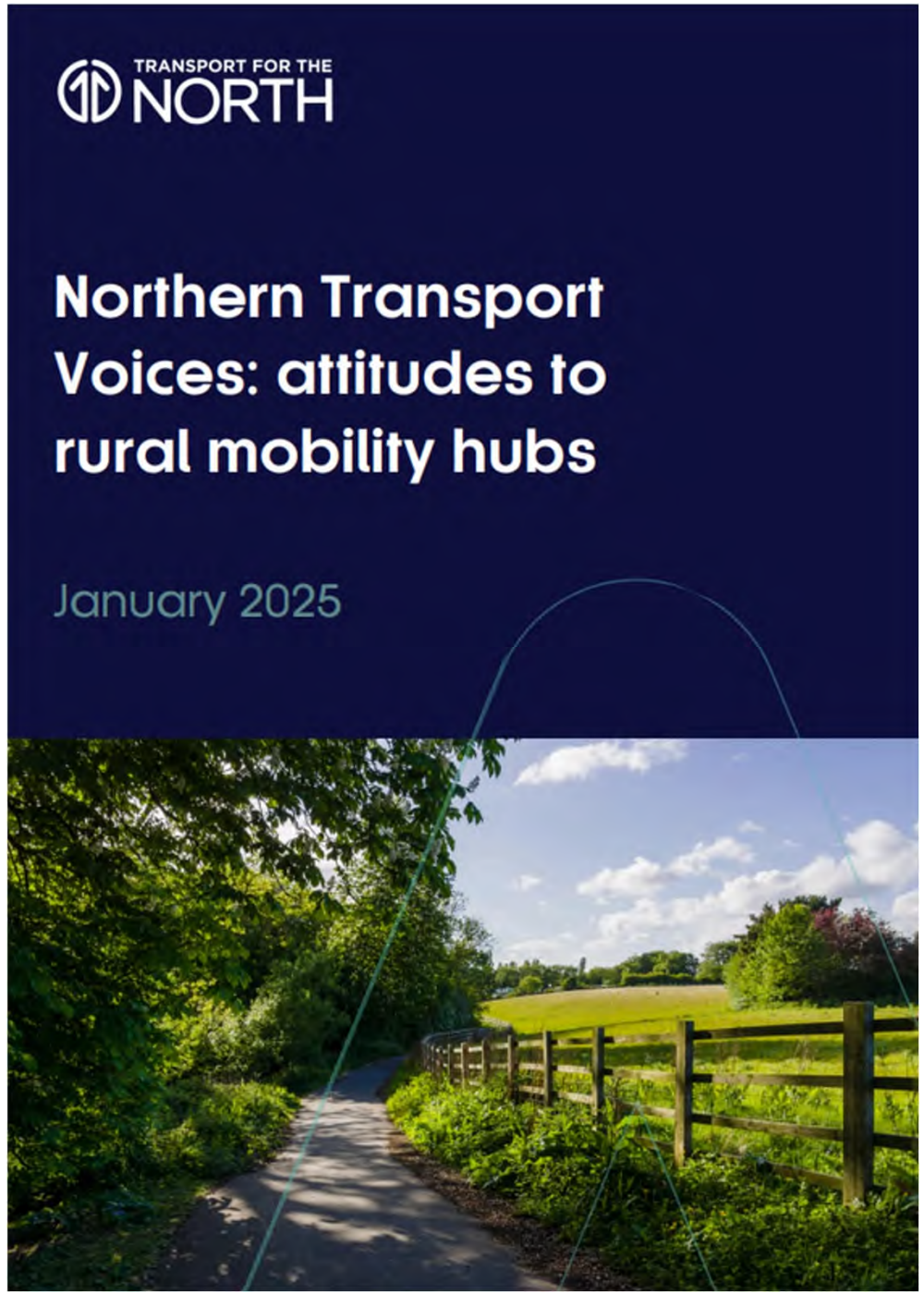
Community
Postal services
Public realm
Allotments / planting
Community art
Seating and shelter

Employment

Industrial

High Street

Rural Mobility Hubs



Mobility hubs bring benefits

Support active and more lower carbon modes of travel

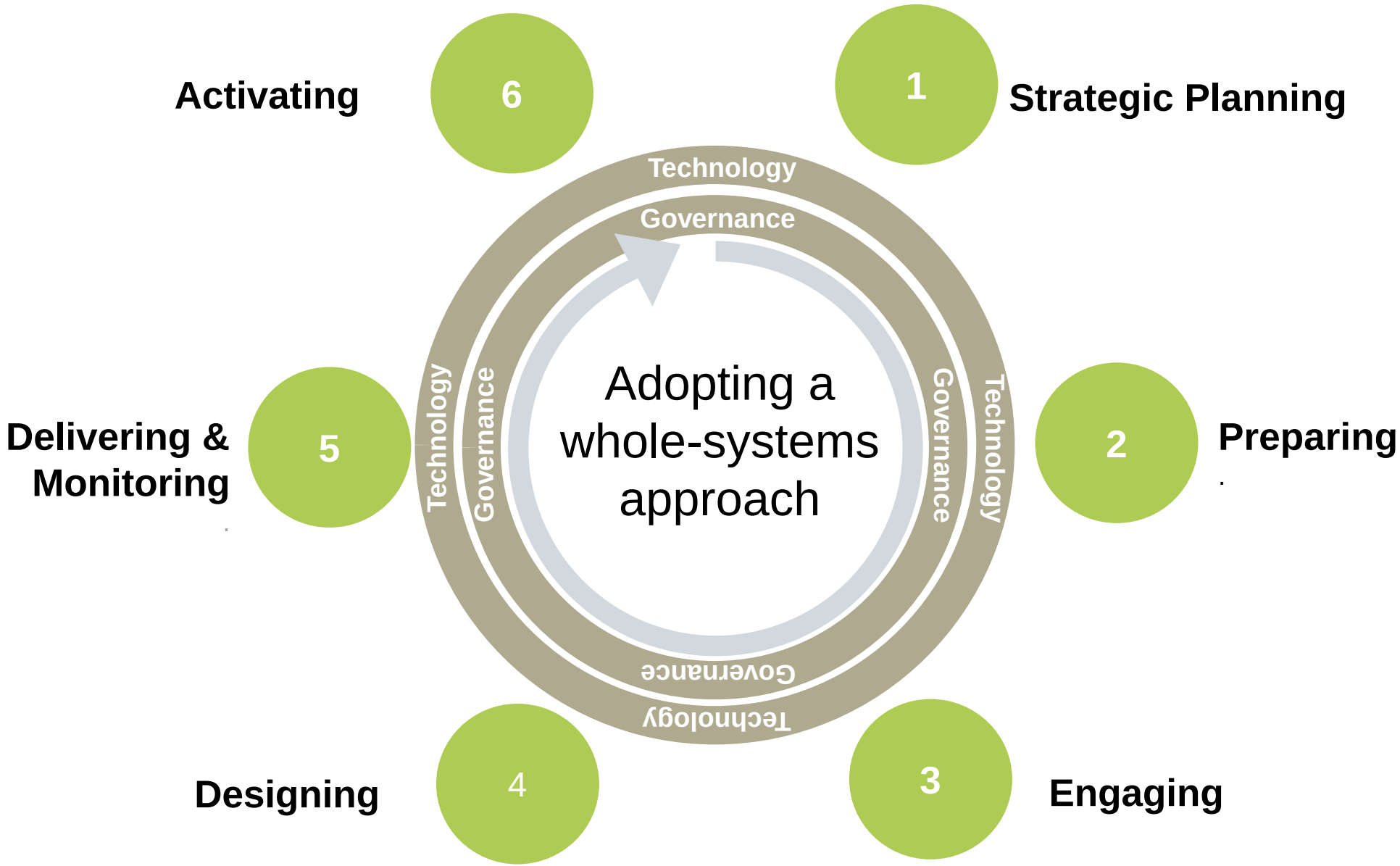
Supports shared ownership

Modular and flexible use of space

Supports multi-modal non-linear journeys

Opportunities for climate resilience and placemaking

Whole Systems Approach


Activating
6
1
Strategic Planning
Technology
Governance
Adopting a whole-systems approach
Governance
Technology
Governance
Technology
Delivering & Monitoring
5
2
Preparing
Designing
4
3
Engaging

1

Stage 1- Strategic Planning

We need to embed the requirement and expectations of mobility hubs within our strategic planning, policy and guidance frameworks.

- National, Local, Regional Planning Policies
- Climate Action Plans
- Health Policies and Guidance
- Design Codes and Design Guidance
- Development Briefs
- EV Charging Infrastructure Strategies
- Parking Strategies
- Kerbside Management
- Local Cycling & Walking Infrastructure Plans (LCWIP)
- Bus Service Improvement Plan (BSIP)

Transport Planning, Urban Design, Town Planning, Development Management

Stage 2- Preparing

2

Undertaking a site analysis to ensure the hub is located in the right location.

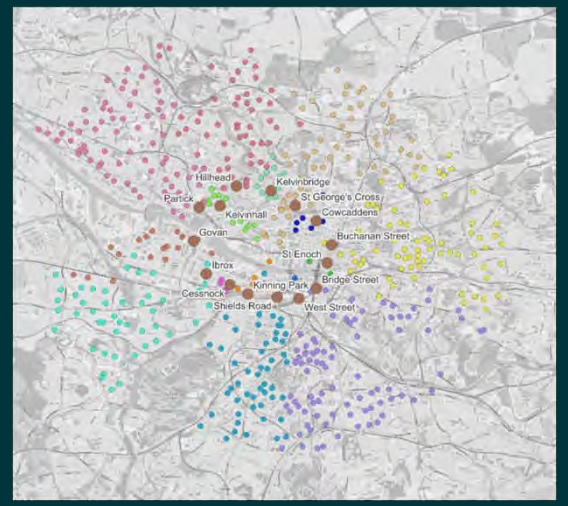
- Demand Analysis
  - Socio- economic data, population density, car ownership, employment density, deprivation
- Place and Movement Analysis
  - Land availability, land ownership, policy designations, allocated sites,
  - Public transport network, active travel network, parking provisions, crossings, visibility, accessibility
  - Character, public realm, shade and shelter, lighting, natural surveillance, personal security, crime
- Site Assessment, Scoring and Prioritisation

Data	Expected impact on Mobility Hub demand
Population Density	Higher population density increases demand
No. of households with no car	Lower car ownership increases demand
No. of people travelling to work without a car	Lower car usage increases demand
Employment Density	Higher employment density increases demand
Public transport access (e.g. rail, bus)	Higher levels of public transport increases demand
Points of interest (e.g. education, healthcare, tourism)	Key destinations/origins increases demand

Transport Planning, Urban Design, Town Planning, GIS, Engineering, Technology

Case Study- Strathclyde Partnership for Transport, Active Travel Hubs

- Improvements to first / last mile connectivity around subway and bus stations in the Glasgow City Region
- Feasibility and design services
- Assessment of 19 sites
- GIS mapping of datasets and catchment areas
- Development of a Gold Standard Checklist
- Prioritisation considering network integration, socio-economic alignment, site feasibility and interfaces with surrounding developments



Station	800m Total		800m Closest Station		5km Closest Station	
	Job Density	Rank	Job Density	Rank	Job Density	Rank
Buchanan BS	1,283	1	1,283	1	65	7
St Enoch	1,010	2	568	3	535	1
Buchanan Street	967	3	967	2	97	4
Cowcaddens	707	4	165	4	207	2
Bridge Street	84	5	37	10	25	11
Hillhead	83	6	129	5	17	13
Cessnock	74	7	80	6	80	5
Ibrox	64	8	34	11	10	16
St George's Cross	46	9	51	7	23	12
Govan	39	10	39	9	49	8
Kelvinbridge	37	11	40	8	31	9
Partick	36	12	24	14	13	14
West Street	34	13	33	12	31	10
Kelvinhall	28	14	30	13	76	6
Kinning Park	17	15	17	15	141	3
Shields Road	12	16	2	19	11	15
Greenock BS	7	17	7	16	1	19
East Kilbride BS	6	18	6	17	1	18
Hamilton BS	3	19	3	18	2	17

Stage 3- Engaging

LS1

3

Inclusive Engagement

Empower communities to shape their streets through iterative dialogue.

Visual Communication

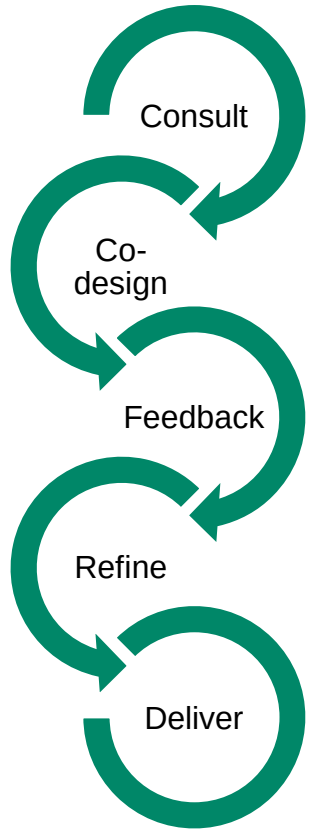
Use visualisations and simplified plans to make proposals accessible and engaging.

Longevity Through Ownership

Engagement fosters pride, awareness, and long-term maintenance.

Healthy Governance

Community input strengthens transparency and decision-making.



Stakeholder Engagement, Designers, Engineers, Graphics, Communications, Visualisers

Slide 14

LS1 [@Derossi, Lidia] takes over from here!
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Case Study- AECOM Components Toolkit

Engagement tool

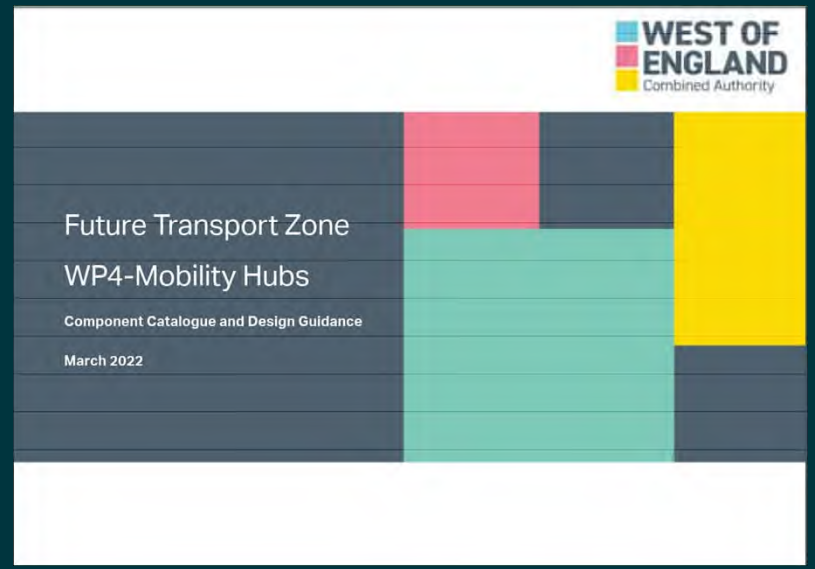
- Makes designs interactive, engaging and accessible
- Allows early conversations over features to adopt
- Supports co-design by incorporating cultural references and local suppliers

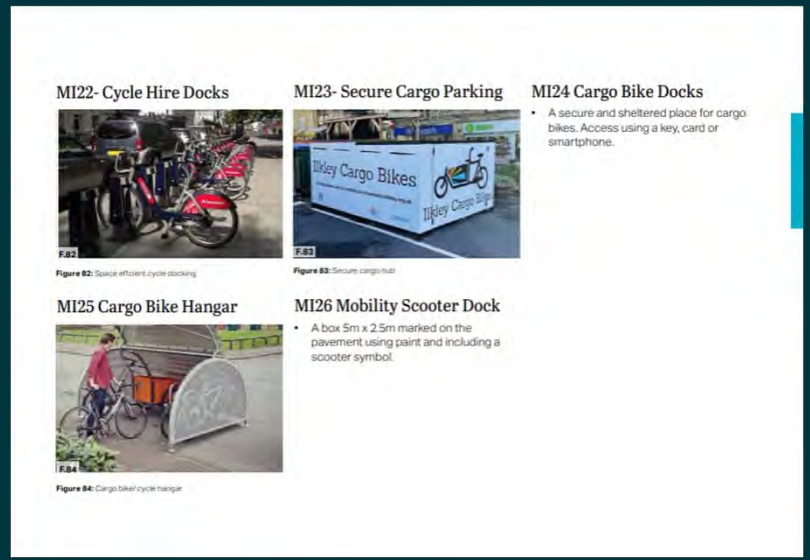
Design tool

- Offers a standardised but flexible set of components
- Ensure successful branding roll out

Network tool

- Provides consistency across sites
- Can be updated based on feedback





Stage 4- Designing

Designing mobility hubs is not just about infrastructure.
It's about shaping inclusive, vibrant, and sustainable urban experiences.

Accessible & Inclusive
- Beyond minimum standards

Attractive
- Placemaking and Comfort
- Safe and Secure

Connected
- Seamless onward journeys

Adaptable
- Modular and future-proof

Green
- Climate resilient and biodiverse

Designed by multi-disciplinary teams for real people, real places, real futures.

Engineering, Urban Design, Ecology, Landscape Architect, Heritage Consultant, Community Engagement, Human Excellence, Technology

Image Copyright: Lucy Saunders Healthy Streets

Case Study – Project examples

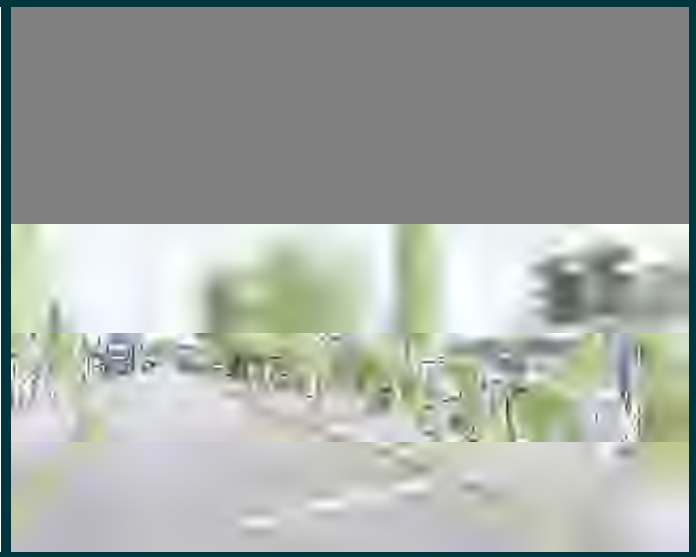
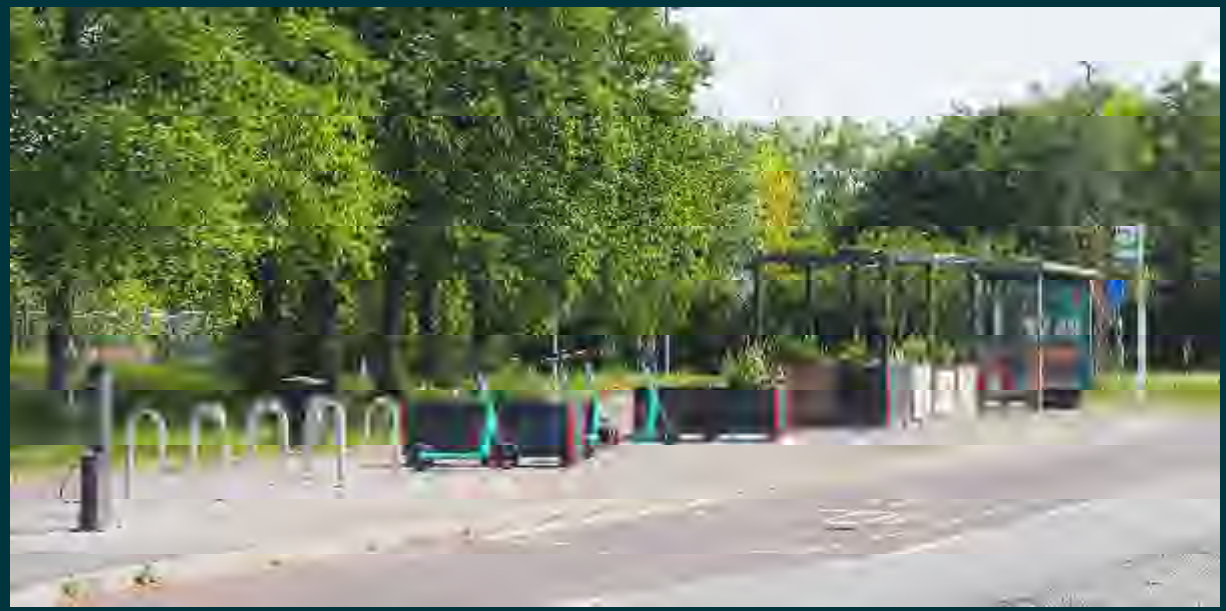
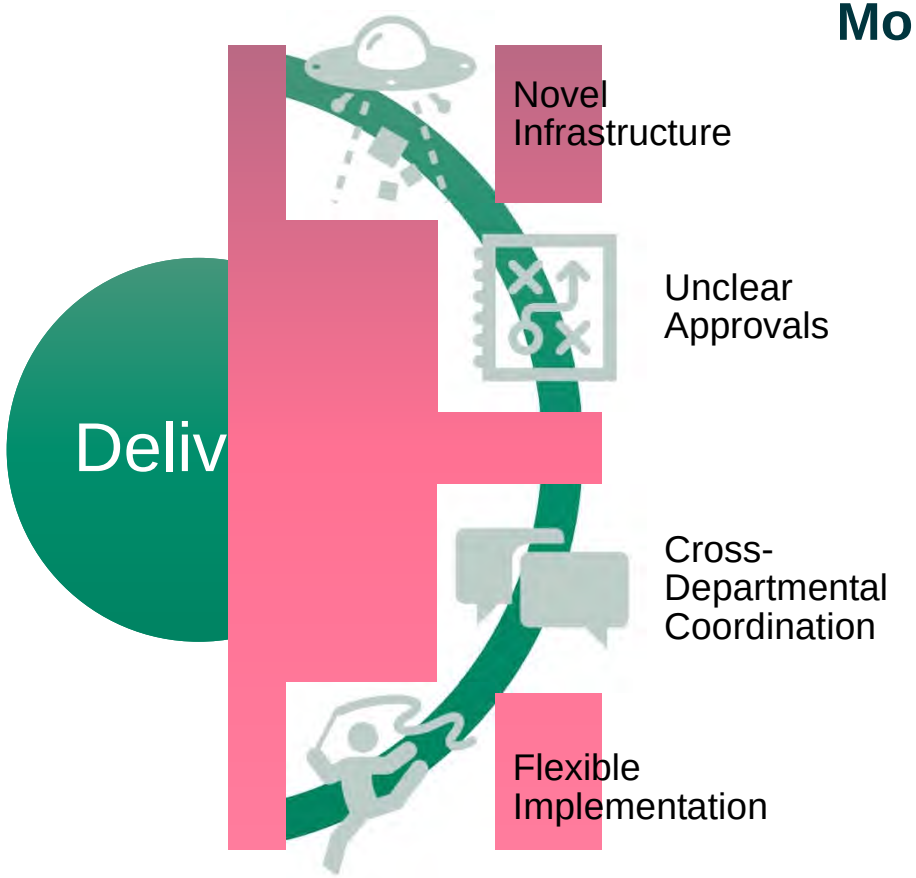


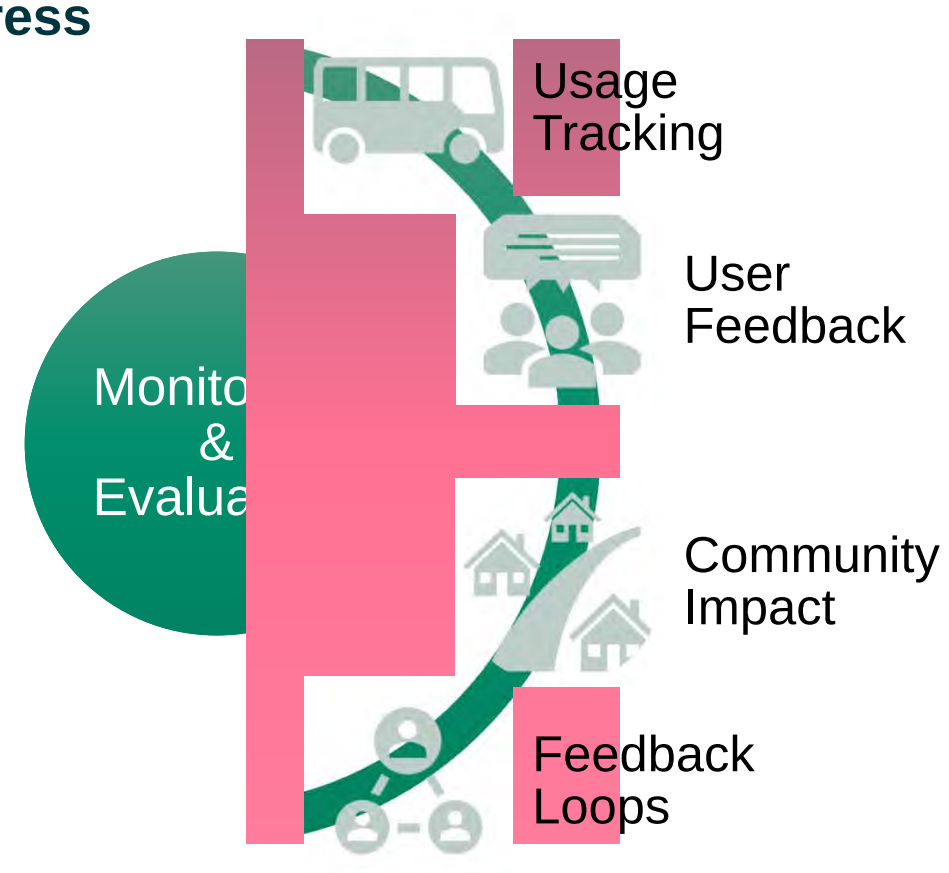
Image Source: We Are Camden



Stage 5- Delivering and Monitoring

Deliver with Purpose
Monitor for Progress





Engineers, NEC4 PM, Site Supervision, Principal Designer/CDM, Transport Planning, Market Research & Insight

Case Study- WECA Mobility Hubs

Components Document

High level principles

Precedent images

Consistency

Initial Designs

Visually appealing

Multi-disciplinary

Flexible and adaptable

Detailed Designs

Collaborative

Branding

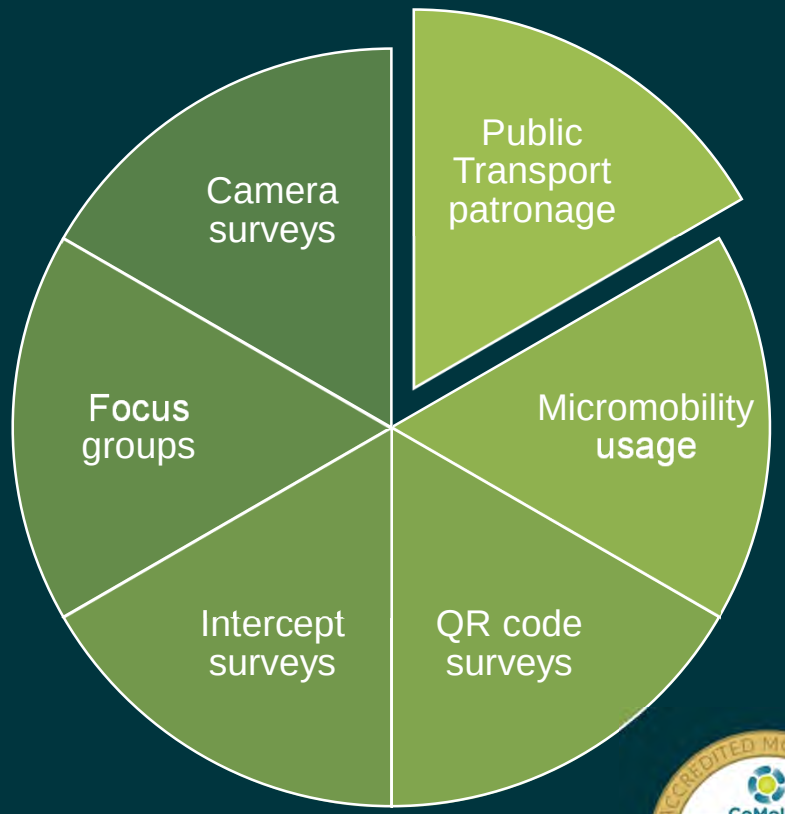
Wayfinding

Lessons learned:

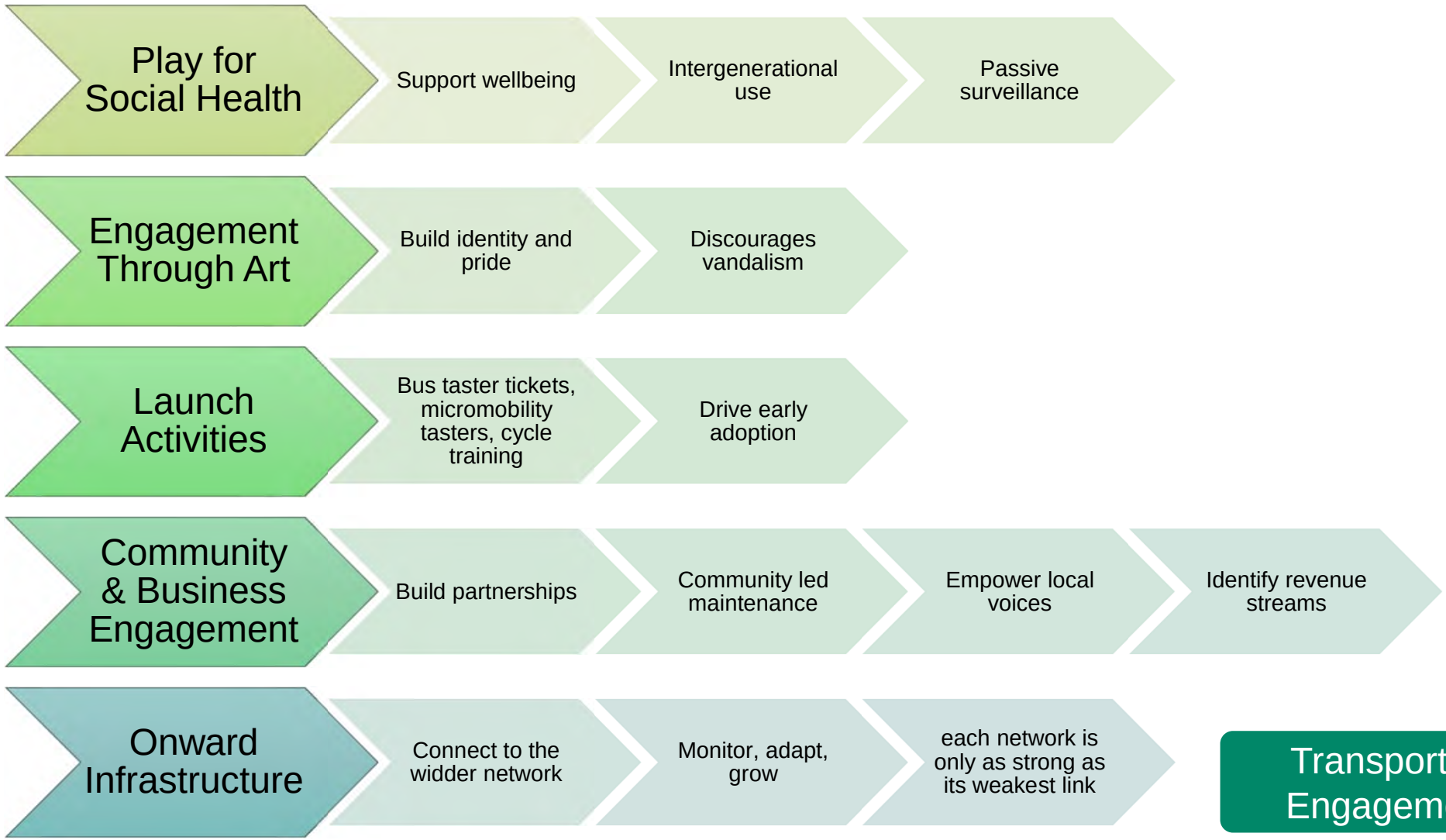
- Component Document enabled communication of concept
- Collaboration of skills facilitated conversation and ease of delivery.

Case Study- WECA Mobility Hubs

- Increase in the use of public transport and active travel modes.
- Increase in awareness/ perception of public transport and active travel modes.
- Increase in connectivity to key sites/services.
- Improvement of local communities/economy.
- Commercial viability/sustainability of Mobility Hubs.



Stage 6- Activating



Transport Planning, Stakeholder Engagement, Human Excellence

Case Study- WECA Mobility Hubs M&E

aecom.com

Case Study- WECA Mobility Hubs

aecom.com

Conclusions

Mobility hubs reimagine our streets, shifting the focus from car-centric corridors to inclusive, dynamic spaces that support healthier urban living.

Support Healthy Cities	• Enable active, low-carbon travel • Encourage shared ownership and flexible use of space • Promote multi-modal, non-linear journeys • Offer opportunities for placemaking and climate resilience
Require a Whole-Systems Approach	• Success depends on strategic planning, inclusive design and community engagement • Private sector can play a key role • Technology and governance must be embedded throughout • Multi-disciplinary collaboration ensures hubs are designed for real people and real futures
Activation is Critical	• Monitoring and feedback loop are essential • Infrastructure alone isn't enough—social initiatives drive behaviour change • Community ownership and engagement bring hubs to life • Each network is only as strong as its weakest link

Let's work together to build healthier, more connected cities. One hub at a time.

AECOM

Delivering a better world