



# GLASGOW TRANSPORT STRATEGY

—  
DRAFT POLICY  
FRAMEWORK  
FOR DISCUSSION  
AND  
CONSULTATION

# 2021



[www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)

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# Summary of this document

**The Glasgow Transport Strategy is Glasgow's updated local transport strategy. It will set out a Policy Framework and a Spatial Delivery Framework to help guide decision-making on transport up to 2030, with the goal of working towards four overarching outcomes:**

- 1** Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city.
- 2** Transport has a positive role in tackling poverty, improving health and reducing inequalities.
- 3** Transport contributes to continued and inclusive economic success and a dynamic, world class city.
- 4** Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.



The strategy must particularly respond to Glasgow's net zero aspiration for 2030, as well as national targets such as 20% reduction in car vehicle kilometres by 2030 set by Transport Scotland. It aims to be a functional policy document for Glasgow City Council officers, a strategic business case to support funding bids, a transparent statement of direction to wider stakeholders and the public. It also raises areas where collaboration and wider changes are needed to help achieve our goals.

This document presents the Glasgow Transport Strategy: Policy Framework - Draft for Discussion & Consultation. By allowing stakeholders and communities a period of time to read, discuss and feedback on this Policy Framework for 6 weeks in October and November 2021, it will make the Policy Framework stronger. Moreover, it clearly demonstrates we must collaborate to achieve our goals. It also coincides with COP26 to ensure additional ideas and discussion points around tackling transport-related emissions can be fed into the Glasgow Transport Strategy work.

The Policy Framework builds on evidence of problems to be tackled which was presented in the Glasgow Transport Strategy: Case for Change report. This stage gathered data, research, public and stakeholder views on the problems that need to be tackled, the types of solutions they would like to see, and consulted on the outcomes above. The Public Conversation on Glasgow's Transport Future was a key part of the evidence gathering and engagement work that has fed into the Case for Change report and this Policy Framework. You can read more about the Public Conversation at [www.glasgow.gov.uk/connectingcommunities](http://www.glasgow.gov.uk/connectingcommunities).

We invite feedback on the Policy Framework: Draft for Discussion & Consultation via [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy). Feedback is particularly sought on:

- The Technical Policies and Actions within the Policy Framework - are there any gaps? How can they be strengthened?
- Delivery, governance and monitoring - how can we all work together to achieve common goals, across a multitude of organisations, interests and roles?

Work is ongoing on technical appraisal of spatial options as well as statutory impact assessments alongside this Policy Framework, including Strategic Environmental Assessment and Equality Impact Assessment. The remainder of the Glasgow Transport Strategy, including a Spatial Delivery Framework alongside the outputs of statutory assessments, will be published in 2022 for final consultation. Once approved, the Glasgow Transport Strategy will be the strategic case for transport-related interventions in Glasgow. It will be subject to planned reviews, monitoring and updates in a period of uncertainty as we work towards 2030.





# How to navigate this report

You may wish to read all of this document, or you might be interested in specific issues only. This one page guide is designed to help you navigate the full document. Bear in mind there is also an Easy Read version, available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)

## Technical policies

If you are only interested in the Technical Policies in this document and their related actions, skip to Chapter 5.

Within the Technical policies and actions, you might be interested in a few of these specific topics:

- Parking – skip to Chapter 5, Part 7
- Taxis, public transport including buses, community transport – skip to Chapter 5, Part 4
- Climate change and transport emissions – skip to Chapter 5, Part 2
- Equalities and policies for particular groups in society – skip to Chapter 5, Part 3
- Technology – skip to Chapter 5, part 6
- Supporting the economy – skip to Chapter 5, Part 9
- Transport and development & urban planning – skip to Chapter 5, Part 1
- Transport & the built and natural environment – skip to Chapter 5, Part 8
- Designing and maintaining transport assets and projects – skip to Chapter 5, Part 5

## Other parts of the Policy Framework

Want an overview of our goals? Skip to Chapter 3.

Want to read discussion and policies on governance and delivery? Skip to Section 6.

Interested in monitoring? Head to Chapter 6, Monitoring and Appraisal Framework.

## The Council's other transport work

The Glasgow Transport Strategy is the overarching transport policy framework for Glasgow. There are other plans and strategies in development to cover specific topics.

- If you would like more information on the Council's work on the City Centre Transformation Plan specifically, head to <https://www.glasgow.gov.uk/index.aspx?articleid=27557>
- Information on the Council's work on Liveable Neighbourhoods is available at <https://www.glasgow.gov.uk/index.aspx?articleid=27062>
- The Council's Draft Active Travel Plan, which covers walking, wheeling and cycling policies and actions in more detail, is available at <https://www.glasgow.gov.uk/activetravel>



# Introduction

1

The Glasgow Transport Strategy for the city of Glasgow aims to set a clear direction for transport policies, projects and investment up to 2030. Replacing and updating the Council's existing Local Transport Strategy "Keep Glasgow Moving" 2007-09, the new Transport Strategy responds to several challenges and opportunities for Glasgow. In particular, the role of transport in planning, economic development, social inclusion and the climate & ecological emergencies.

This document represents the Glasgow Transport Strategy: Policy Framework – Draft for Discussion & Consultation. It sets out an initial set of policies and actions for stakeholder and community discussion and feedback in autumn 2021. It follows on from the Glasgow Transport Strategy: Case for Change report (2021), which provides evidence of problems to tackle and opportunities to build on, outcomes and objectives, and a long list of possible solutions for us to consider.

Work is ongoing on a Glasgow Transport Strategy: Spatial Delivery Framework. This Framework will set out key aspirations in major transport projects across the city. Technical appraisal and statutory impact assessment work is ongoing and informing this work, as well as the Policy Framework.

## STRUCTURE OF THIS DOCUMENT

Transport plays a role in helping to deliver wider outcomes, and can also act as a barrier. This strategy has strong links to the Council's City Development Plan and a number of other key strategies and policies at a national, regional and local level, as well as helping to deliver on statutory duties and achieving targets. This wider policy context is summarised in **Section 2** and builds on a more detailed policy review in the Glasgow Transport Strategy: Case for Change work.

**Section 3** of this Glasgow Transport Strategy: Policy Framework – Draft for Discussion & Consultation presents a coherent structure for transport decision-making by the Council and its

partners over the next decade, through a transport vision for the city, outcomes or goals, and a set of detailed objectives. These have already been consulted on with stakeholders and the public. They have guided the development of policies and actions in this document.

Glasgow has a strong transport network already. There are however some key issues to be tackled, as well as opportunities to build upon. These are detailed in the Glasgow Transport Strategy: Case for Change work at; [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy) but some are highlighted again in **Section 4**. This section also discusses uncertainty and how we are tackling that, as well as some of our successes to date.

Through evidence gathering which has included stakeholder and public engagement, a series of technical policies supported by policy actions to guide decision-making over the lifetime of the strategy is presented in **Section 5**. This is the core part of this Policy Framework.

A consideration of delivery in terms of funding, partnerships and governance is presented in **Section 6**. This will be further supported by a Spatial Delivery Framework in 2022.

Finally, the success of any Strategy must be continually reviewed, monitored and evaluated. This is particularly important in an age of uncertainty around technological and societal change. An initial monitoring plan is also therefore included in this Policy Framework in Section 6.

An interim assessment of policy packages against Strategic Environmental Assessment and Equality Impact Assessment criteria is available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)

# Transport's role in delivering wider goals

## 2

### THIS SECTION

This section of the Policy Framework describes the role of transport in wider society, how it can help to deliver wider goals, the duties and targets we must deliver on, and how this Policy Framework has been informed by this context.

### THE ROLE OF TRANSPORT

Transport is mainly a means to an end and a demand derived from other activities. In other words, the desire or need to do certain things creates the need for us to travel – such as getting to work or education; to healthcare services; to purchase or transport goods; to visit friends and family. The Covid-19 pandemic has arguably changed aspects of this and accelerated some trends we were already seeing in society. These include more flexible working including working from home, remote access to educational courses online, online shopping and even remote access to healthcare advice.

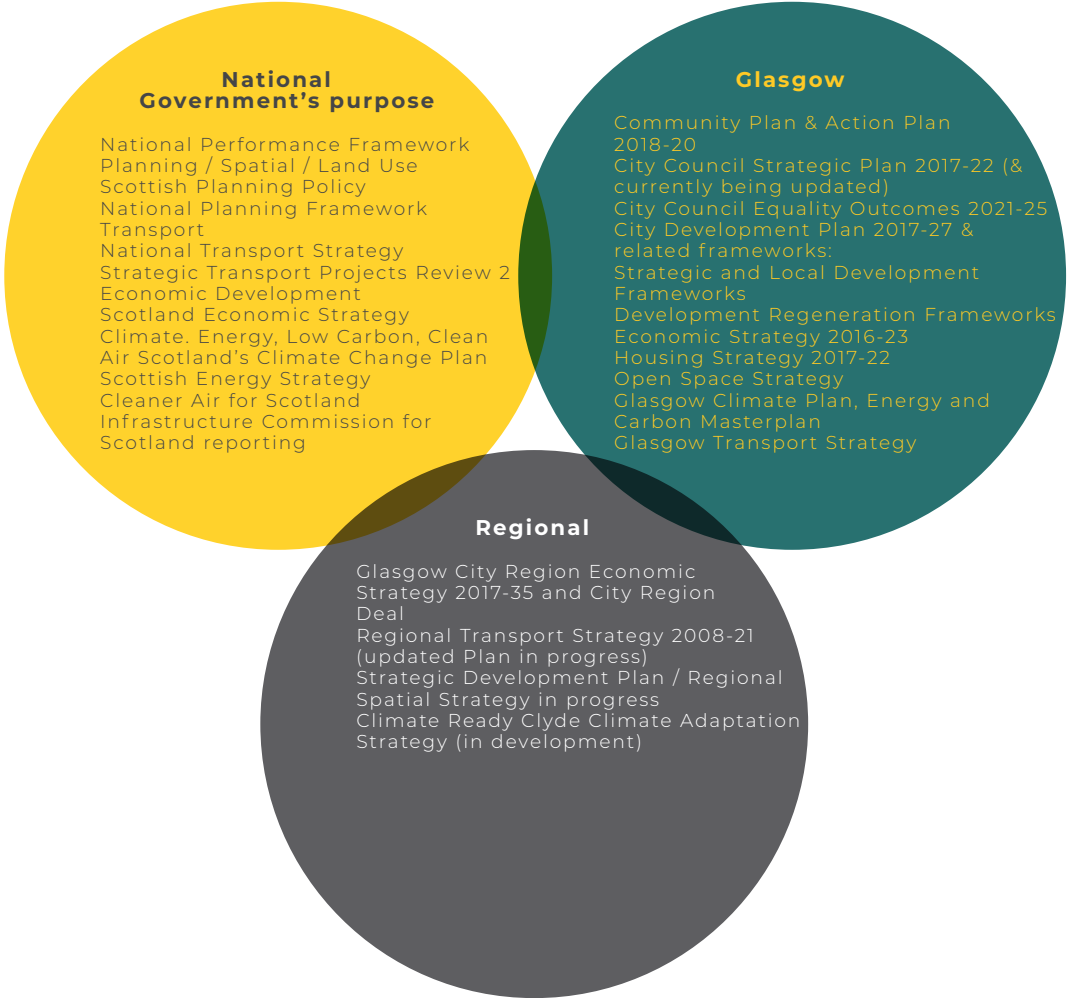
Occasionally transport can be an activity in itself, such as leisure cycling, and the social value

of public transport can be important for older people in particular. On the whole however, journeys with a purpose have the greatest impacts on society and the environment as these have traditionally tended to occur in peaks in high volumes when they exert pressure on the capacity of transport infrastructure and services.

Transport can be an enabler – it helps activity to happen by providing access and connections – and it can be a barrier. Therefore transport policy cannot be developed in isolation – it must connect to many other policy areas in society.

## The Glasgow Transport Strategy's linkages to other plans and policies

The Glasgow Transport Strategy (hereafter GTS) is firmly embedded in a connected hierarchy and suite of plans by Glasgow City Council. The Strategy will also help to deliver regional and national objectives and outcomes. Further detail of the policy review work that has informed this strategy is set out in the Full Case for Change report for the GTS.



The GTS supports the Council's City Development Plan, as well as the Strategic Plan and Community Plan. It articulates the Council's policies on transport which link to other thematic plans and strategies within the Council. Finally, the GTS is the overarching transport strategy for the city, and will be supported by further detail in a number of other transport-based strategies which include:

- The new City Centre Transformation Plan - currently in development - this will set out the detail of transport policies and projects for the city centre.

- The new Liveable Neighbourhoods Plan - currently in development - this will set out a way ahead on the development of liveable neighbourhoods across the city.
- The new Active Travel Strategy, updating and replacing the existing Strategic Plan for Cycling - currently in development - this will set out detailed policies and goals around walking, cycling and wheeling.
- A new Behavioural Change Strategy, and a plan for leisure and recreational cycling.





**GLASGOW CITY DEVELOPMENT  
PLAN**

Responds to statutory requirement to produce a local development plan, and articulates all policies and projects with a spatial & land use dimension

Supported by further detail in thematic plans/strategies such as Open Space Strategy, and spatial frameworks such as Strategic Development Frameworks



**GLASGOW TRANSPORT  
STRATEGY**

Role to set out all transport related policy and projects from Glasgow City Council, and identify linkages to partners and key stakeholders to deliver transport improvements

Overarching transport strategy, supported by further detail in City Centre Transformation Plan, Liveable Neighbourhoods Plan, Active Travel Strategy







# National Targets of Relevance

There are a number of national targets of relevance to Glasgow's new transport strategy, as set out in the figure below. Policies, actions and projects from the GTS must contribute to these targets.

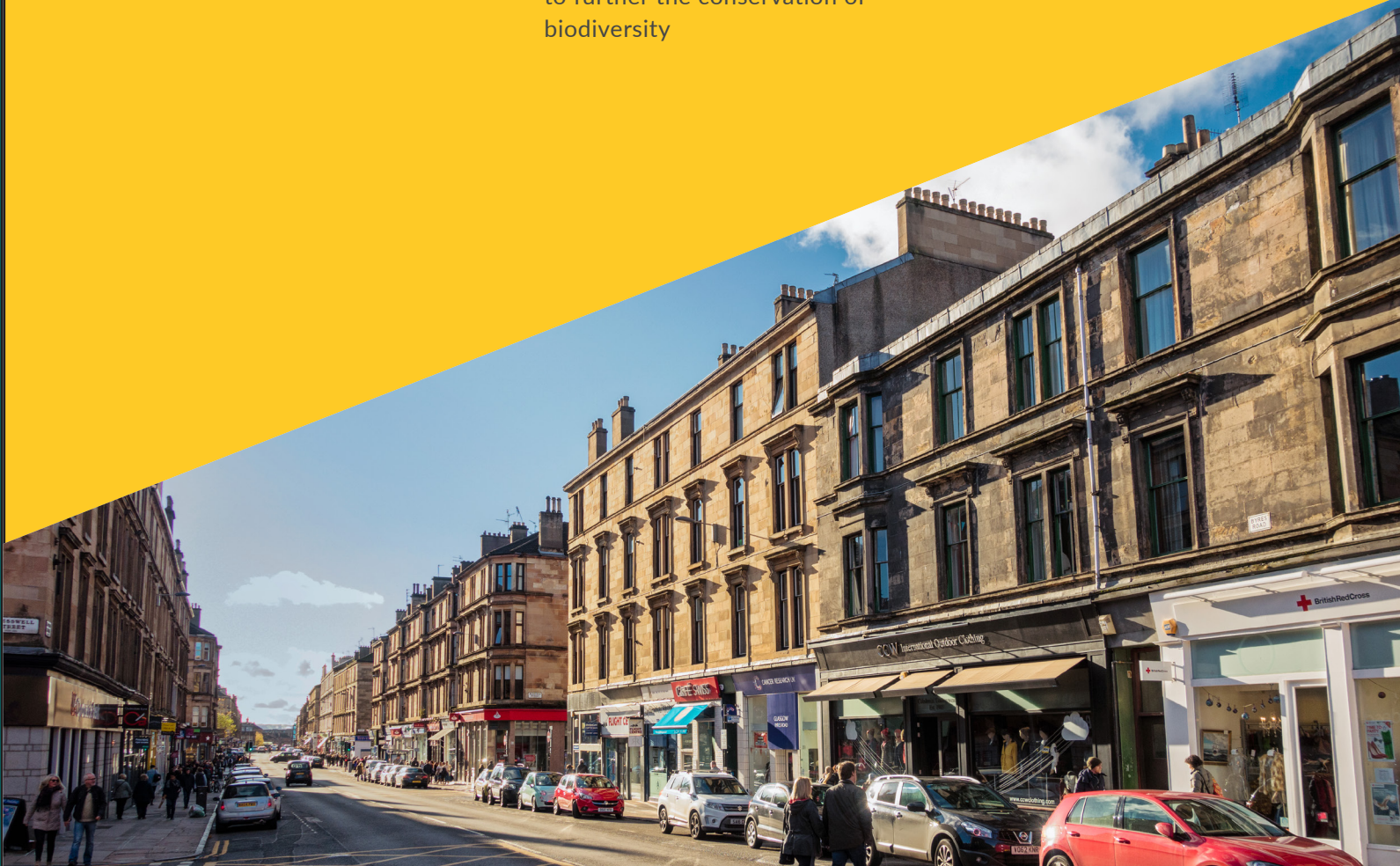
- Reduce car kilometres by 20% by 2030
  - Update to the Climate Change Plan, Scottish Government, Dec 2020
- By 2030, the equivalent of 50% of the energy for Scotland's heat, transport and electricity consumption to be supplied from renewable sources; an increase by 30% in the productivity of energy use across the Scottish economy
  - Scotland's Energy Strategy 2017 sets two new targets for the Scottish energy system by 2030
- Net zero greenhouse gases (which includes carbon) by 2045; and 75% reduction of greenhouse gas emissions by 2030
  - Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
- Decarbonisation of rail in Scotland by 2035, and majority of new buses purchased from 2024 are zero-emission
  - Programme for Government 2019/20 and Transport Scotland rail decarbonisation plan
- Air quality objectives not to be exceeded on local pollutants including NO2, particulates - duty on local authorities to monitor and implement action plans if objectives exceeded in local areas
  - Air Quality legislation
- UK Strategy Road to Zero (produced by UK Government) introduced a new voluntary industry-supported commitment to reduce HGV greenhouse gas emissions by 15% by 2025, from 2015 levels
- Decarbonise scheduled flights within Scotland by 2040
  - Update to the Climate Change Plan, Scottish Government, Dec 2020
- Road to Zero also committed to increasing the supply and sustainability of low carbon fuels in the UK through a legally-binding 15-year strategy to more than double their use, reaching 7% of road transport fuel by 2032
- Phase out the need for new petrol and diesel cars and vans by 2030 and public bodies to lead the way by phasing out the need for new petrol and diesel light commercial vehicles by 2025
  - Update to the Climate Change Plan, Scottish Government, Dec 2020



# Statutory duties of relevance

The following figure sets out the key statutory duties of relevance to Glasgow City Council and transport policy. These explain the legal duties we have in relation to transport.

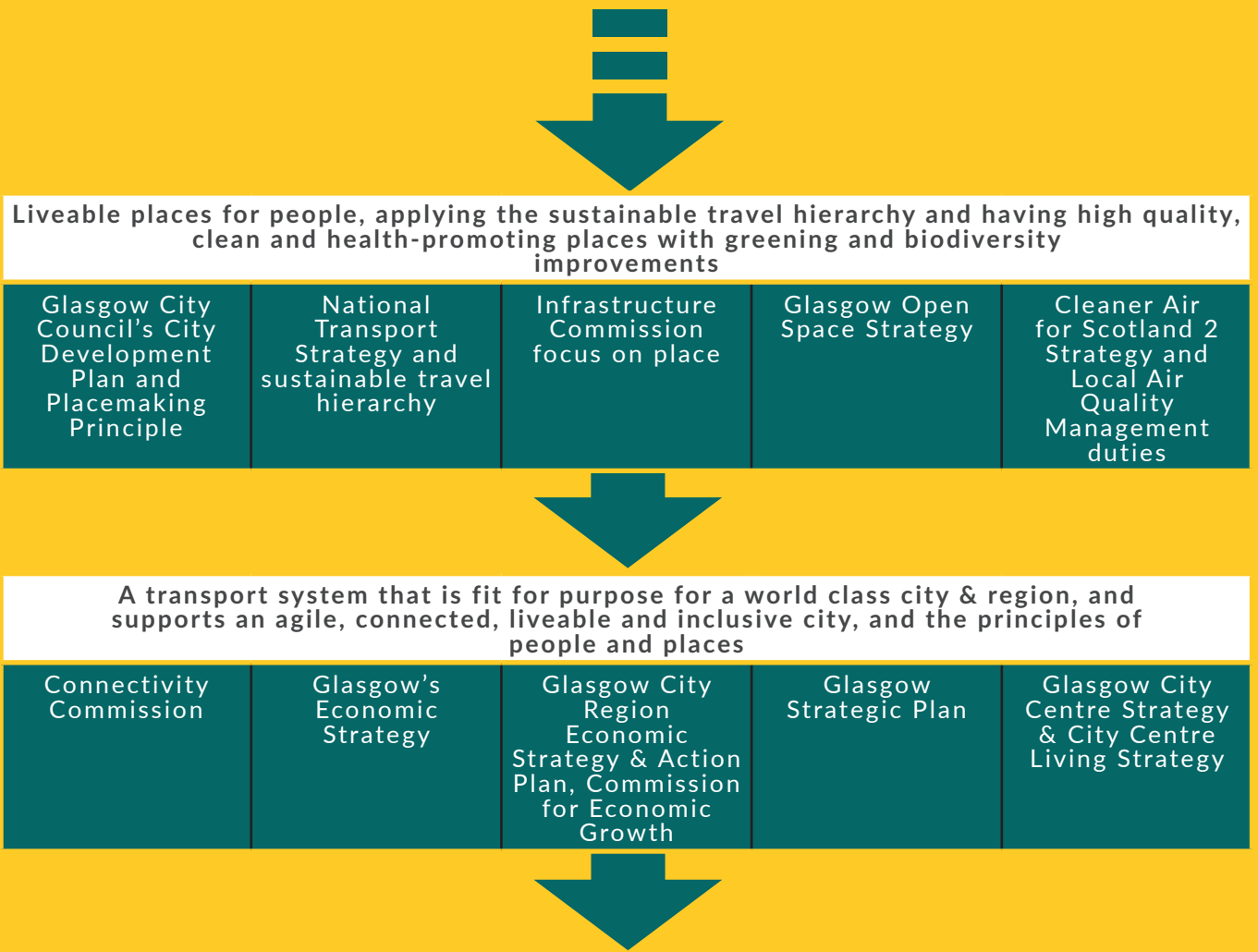
- Local roads authority with legal requirements in relation to:
  - Managing and maintaining the road network
  - Provision of footways alongside roads for convenience and safety of pedestrians
- Local planning authority with requirement to produce a Development Plan, and manage development
- Access authority under the Land Reform (Scotland) Act and requirement to identify core paths which have shared access rights
- Equality duty from the Equality Act 2010
- Climate change and sustainability duty from Climate Change & Emissions legislation
- Local Air Quality Management duties
- Fairer Scotland Duty and human and child's rights duties
- Duties relating to managing and reducing flood risk, and to further the conservation of biodiversity





# Policy Review

Taking all key policy drivers into account at a national, regional and local level, in addition to statutory duties and targets, the following figure sets out a summary of the current key policy drivers that have influenced the development of this Policy Framework to date, including the development of outcomes and objectives. A more detailed policy review is contained within the GTS: Case for Change.







# 3 Our Vision for Transport In Glasgow

This section of the Policy Framework sets out our goals – what we want to achieve in Glasgow in relation to transport. It also presents some principles we have applied to developing policies and actions.

**Vision: A sustainable transport system for people and for goods, which is affordable and inclusive, accessible and easy to use, clean and safe, integrated and reliable.**

## A VISION FOR TRANSPORT IN GLASGOW

A new transport vision has been developed for the GTS, articulating the type of transport system we are aiming for in Glasgow. This has drawn strongly on input from the Public Conversation, in particular the online survey which asked people for their vision of transport in Glasgow and comments on draft outcomes.

## OUTCOMES AND OBJECTIVES

Four outcomes have been developed for the GTS. These are the longer-term goals to which the GTS will contribute up to 2030. They recognise that transport is part of a wider system and a wider set of goals in Glasgow, and that transport plays a particularly important role in achieving these wider goals.



Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city



Transport has a positive role in tackling poverty, improving health and reducing inequalities.



Transport contributes to continued and inclusive economic success and a dynamic, world class city.



Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre.

These outcomes were developed for and tested in the Public Conversation on Glasgow's Transport Future in September/October 2020. They were informed by policy review work, the analysis of evidence for problems and opportunities in the Draft Case for Change work, and some initial engagement with stakeholders during workshops in early 2020. During the Public Conversation, they received strong support.







# What is the role of transport in delivering these outcomes?

By 2045, Scotland will be net zero with a 75% reduction in greenhouse gases by 2030. Glasgow has ambitions of being a net-zero carbon city by 2030. Transport of people and goods will have played a key role in achieving this goal primarily through;

- A reduction in the need to travel unsustainably through the principles of a compact city in the development plan and development management system, 20 minute and liveable neighbourhoods and an increased residential population in the city centre.
- A reduction in the volume of vehicle trips and distance travelled by cars in particular, throughout the city and particularly within the city centre, through demand management and modal shift to more sustainable ways to travel. Ideally a reduced need to own a car or multiple cars. A larger proportion of goods moved locally by low carbon methods such as bikes, low carbon vehicles and rail.
- Increased use of walking & wheeling, cycling and public transport for everyday journeys, particularly replacing shorter trips previously made by car, through significantly improved active travel infrastructure, public transport services and behaviour change programmes.
- A higher proportion of low carbon vehicles in the Council fleet, in wider organisational fleets in the city, in delivery vehicle fleets, taxis and private hire fleets, bus and community transport fleets, delivery vehicles and amongst private vehicles.
- Effective, collaborative structures to support the delivery of net-zero, with transport's connections with wider issues such as energy clearly understood and in sync. Transport directly benefitting from renewable and clean energy production.

By 2030, Glasgow will have made progress on using transport policies and projects to tackle poverty, improve health and reduce inequalities, primarily through:

- Policies and projects that support and deliver significantly better walking, cycling and public transport choices, including greater bus priority and improved and more affordable integrated ticketing, low cost bike schemes, safer and more attractive walking and cycling infrastructure.
- Policies and projects to support all to use affordable, safe and sustainable transport to access work, education and training, with targeted projects to support those who feel differential impacts from transport.
- A more accessible city transport network for those with disabilities.
- Policies that support communities to generate their own projects on low carbon and affordable transport, with capacity-building support for diverse communities across the City to ensure all have a voice.

In 2030, Glasgow will continue to be a smart, connected and economically successful City with a transport system that fully supports this, primarily through:

- Support for a vibrant City Centre that prioritises the movement of people and goods by low carbon forms of transport and has enhanced sustainable transport connectivity. Projects that increase the attractiveness of the City Centre as a destination for residents, visitors, business and investors, and maximising opportunities for benefits from a low carbon economy.
- Increased connectivity to Glasgow as a destination for visitors, a centre for business and investment through collaboration with partners across the region to improve strategic transport connections, including potentially a Glasgow Metro system.
- Positioning of Glasgow as a leading smart and digital city, leading the way on open data to encourage transparency and innovation, resource efficiencies through smart and connected infrastructure, and increasing training and job opportunities for local residents through collaboration with tertiary education and employers in digital and low carbon economic sectors.
- Policies and projects that support the development of a circular economy, including on transport.

In 2030, Glasgow have inclusive liveable neighbourhoods and an inclusive and dynamic city centre with a sustainable transport system that supports this through:

- Delivery of a City Centre Transformation Plan & City Deal funded interventions that has reduced vehicle trips in the city centre by 30% by 2030 and enhanced walking and cycling infrastructure and associated public realm improvements, whilst doubling of the city centre population to 40,000.
- Delivery of a series of community-driven liveable neighbourhoods across the city which put people and place first, and reduce the impact of private vehicles.



# Detailed Transport Planning Objectives

In addition to these outcomes, some more detailed transport planning objectives have been developed. These relate more directly to what the GTS hopes to achieve in transport terms. These were presented in draft form during the Public Conversation in workshops. They have since been refined drawing on the Public Conversation inputs and shared with stakeholders in June 2021. The objectives are being used to assess potential solutions and policies in the GTS process, to ensure we are developing a strategy that tackles the problems and works towards the outcomes.

Detailed transport planning objectives to guide decision-making in transport policy in Glasgow, as well as their contribution to the overarching outcomes, are shown below;



<i>Each objective contributes to all outcomes those with particularly significant contribution are classed as having a “major” role</i>	<b>Transport contributes to a successful and just transition to a net-zero carbon, clean and sustainable city</b>	<b>Transport has a positive role in tackling poverty, improving health and reducing inequalities</b>	<b>Transport contributes to continued and inclusive economic success and a dynamic, world class city</b>	<b>Places are created where we can all thrive, regardless of mobility or income, through liveable neighbourhoods and an inclusive City Centre</b>
<b>To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future</b>	Major positive contribution		Major positive contribution	
<b>To achieve clean air through sustainable transport investment and decision-making</b>	Major positive contribution			Major positive contribution
<b>To encourage and enable physical activity and improved health &amp; wellbeing through active travel</b>		Major positive contribution		Major positive contribution
<b>To promote an affordable, inclusive and equitable sustainable travel system</b>		Major positive contribution	Major positive contribution	
<b>To improve reliability, integration and convenience of sustainable travel modes for people and goods</b>	Major positive contribution	Major positive contribution	Major positive contribution	Major positive contribution
<b>To ensure the transport system is accessible by all</b>		Major positive contribution	Major positive contribution	Major positive contribution
<b>To improve the safety and personal security of all transport users and the public spaces that they use</b>		Major positive contribution		Major positive contribution
<b>To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, and an effective sustainable travel hierarchy</b>	Major positive contribution			Major positive contribution





# Additional principles driving this transport strategy

In addition to the vision, outcomes and objectives, some key principles have also guided the development of this strategy shown below.

**Managing uncertainty** - we can try to forecast how people might travel in the future, but there is always a lot of uncertainty over this. This strategy recognises this, and moreover, identifies some particular areas of uncertainty that might influence our transport decision-making and which we need to continually monitor. Our policies and actions have been assessed against these to ensure our strategy is as resilient as possible. Moreover, we propose to review the GTS prior to 2030 to check progress and adapt if necessary.

**Post-Covid19 recovery** - Covid-19 has had significant impacts on how and why we travel. It has also impacted on particular sectors of transport provision such as reducing demand for public transport and taxis, increasing the desire for better walking and cycling infrastructure, and potentially increasing the desire to travel by car. We've also seen a significant drop in the number of people travelling to the city centre, and some of these trends may continue with more flexible working patterns and changes in the retail landscape. There is some evidence we are starting to see some of the transport impacts seen in 2020 diminish, but we have to directly support sustainable travel to ensure we don't see a growth in the role of the private car in the medium term, which could increase inequalities further in a city with high levels of non-car access. We must also support the economic recovery of our city centre.

**Thinking long-term** - whilst this strategy looks to 2030, we have included some thoughts on the big issues we need to prepare for longer term. These include preparing for Connected and Autonomous Vehicles, ensuring our transport system is resilient and adapting to disruption from climate change, responding to changing levels of travel demand.

**Setting out the future we want** - transport planning can sometimes focus on trying to forecast what might happen in the future, as opposed to trying to say what kind of future we want, and then working towards it. Our vision, outcomes and objectives, supported by policies and direction-of-travel targets, set out the kind of future we want in terms of transport by 2030 – so that we can proactively work towards it.

A whole systems approach – applied in a very light-touch way, we have applied some thinking from a “whole systems approach” to the development of this transport strategy. Specifically, this means:

- We have tried to recognise that transport is part of a much wider system, with transport directly influencing some areas whilst continually being influenced by external forces and factors. A wide range of individuals, organisations, policy areas are at play. This was highlighted during the Public Conversation in an effort to better inform people about how transport systems are run. In each policy section in this strategy, we have set out the role of Glasgow City Council, and the potential role of other organisations as well as key interdependencies.
- We have engaged widely with the public and stakeholders to establish the problems that need to be tackled, the kind of future they want as well as the solutions they would like to see, during our Public Conversation on Glasgow's Transport Future. We have also aimed to keep stakeholders up to date as the strategy has developed, inviting feedback at key points. This Policy Framework: Draft for Discussion & Consultation is a deliberate attempt to gather feedback and discussion from stakeholders and community representatives to help shape the final GTS.
- We have taken a long-term view to achieving some of the interventions, identifying those that will require longer-term effort and rely on various factors coming together.
- We have identified some small-scale factors that



are key barriers to progress, producing policies on these, in the hope these will trigger change over the medium to long term.

**The sustainable travel hierarchy** - linked to the principle of place, the sustainable travel hierarchy which is enshrined in planning policy and transport policy through the **National Transport Strategy**, puts people walking, wheeling and cycling at the top, then public transport, and private vehicles at the bottom. This is at the heart of our transport strategy, particularly within a spatial framework that will consider the role of corridors and routes in relation to their function of movement and place - the requirements of different modes of travel and associated roadspace priorities as well as the place value of local centres on key routes.

**Sustainable investment hierarchy** - this hierarchy puts reducing the need to travel unsustainably at the top, followed by maximising the efficiency of existing infrastructure. The principle of the sustainable investment hierarchy is enshrined in the National Transport Strategy, and states investment decisions

should be made based on the following in order of consideration:

- Reducing the need to travel unsustainably
- Maintaining and safely operating existing assets
- Making better use of existing capacity
- Targeted infrastructure improvements

This GTS Policy Framework endorses this hierarchy. In the context of Glasgow, where new infrastructure is required, it will be focused primarily on sustainable transport and safety, and to respond to our statutory duties.



# Glasgow's Transport System

4

This section describes how transport is broadly delivered in Glasgow currently, the problems we need to tackle and the opportunities we can build on. It considers future uncertainties that our policies and projects need to consider and also presents some good examples of transport initiatives in Glasgow.

## HOW TRANSPORT IS DELIVERED IN THE CITY AND WIDER CITY REGION

Glasgow City Council cannot do everything alone, even if money were no object. That is because responsibility for Glasgow's transport system is split across a number of organisations. For example, the Council does not run public transport and has limited control over it. The Glasgow Connectivity Commission raised the issue of complex transport governance in the region. Governance of transport in the city is in part linked to the statutory duties above. Glasgow City Council has a significant role to play as the roads and planning authority for the city with a large number of statutory duties and responsibilities. We manage the local road network including footways (pavements) and cycleways but not motorways. SPT have a number of statutory roles and responsibilities in relation to public transport in the city, and also operate the Glasgow Subway. Their responsibilities include:

- Preparation of a Regional Transport Strategy
- Socially necessary bus services and demand response transport
- Own and operate Buchanan bus station
- Supporting community transport
- Schools transport (agency basis)
- Bus shelter maintenance (agency basis)
- Operation and administration of the region's Zoncard an integrated multi-modal ticketing scheme
- Operation and administration of Strathclyde

Concessionary Travel Scheme which provides discounted travel for those who are eligible on rail, subway and on ferry

- Grant funding transport infrastructure in the city

Transport Scotland is the national transport agency for Scotland. It sets the overall strategy for transport in Scotland, and is responsible to Scottish Ministers for a wide range of policy and strategy areas as well as specific maintenance and development of the trunk road network (including motorways in Glasgow), funding of the rail network, managing rail franchises and support for a number of other specific operational functions such as lifeline aviation and ferries .

The Glasgow City Region City Deal is a partnership of eight neighbouring local authorities, with Glasgow as lead authority and overseen by a Glasgow City Region Cabinet. It is delivering a number of significant infrastructure projects including transport improvements.

There are a large number of public transport operators in the city – from ScotRail (and other cross-border rail operators) to bus operators to community transport providers. Network Rail are currently responsible for rail infrastructure across the UK. Taxis and private hire, the car club and shared bike hire scheme, and voluntary and community groups are also part of an extensive and complex mix of transport solutions in the city.



Whilst Glasgow City Council is the roads authority for the city, some roads-related infrastructure is privately managed where it is not adopted by the Council, and this can sometimes include roads, paths, footways, cycleways and lanes. In addition, Sustrans have responsibility for the National Cycle Network (NCNs) and Scottish Canals manage the canal network and associated towpaths.

The role of communities and individuals in shaping their local environments must also be recognised. The Planning (Scotland) Act 2019 introduced the concept of Local Place Plans, which may be produced by a community body and could include transport issues.

The complexity of this system is important to recognise, as we must all work together to achieve a common, shared vision. We have included some policies on the topic of collaborative working and governance in Section 6.

Furthermore, in each of the Technical Policy sections in this GTS: Policy Framework, we set out the role of Glasgow City Council and the level of influence we have over various topics.

## SUCCESSSES

Notwithstanding the challenges ahead, Glasgow has many examples of successful transport policy and projects to be proud of. These include:

- Ovobikes run by Nextbike: Glasgow's public bike hire scheme.
- School car free zones
- Spaces for People
- Low Emission Zone
- Our City Way cycleway schemes
- The Avenues programme
- Bee stops on Broomielaw
- Raingardens on Croftpark Avenue
- Bus Information and Signalling System
- Glasgow City Car Club
- Intelligent street lighting
- Robroyston rail station & park & ride
- Open Data Hub and public mapping system

For more information on these, head to [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy).





# Problems to be tackled

The GTS process to date has gathered a substantial amount of evidence of the problems that need to be tackled by the Council's transport policies. This has included data analysis and public engagement in 2020. The Public Conversation on Glasgow's Transport Future in 2020 sense-checked a proposed list of problems with the public and stakeholders. The figure below presents a final set of problems that must be tackled as a priority by the GTS.

- Vehicle kilometres and traffic volumes continue to rise in Glasgow, particularly (though not exclusively) on the trunk road network. Vehicle dominated spaces were raised as a problem in the Public Conversation - from parking, to speeding to people on foot or on bikes feeling secondary to cars.
  - As with Scotland as a whole, there is still much to be done in reducing the proportion of children being driven to school. Local impacts of too many vehicles around schools cited as a problem in the Public Conversation.
  - Operators report journey time reliability issues. Public Conversation highlighted poor journey time reliability as an issue for bus users.
- Large proportion of population in Glasgow have no access to a car – a problem and an opportunity. These is a correlation with SIMD and no access to a car in Glasgow. There is also unequal access to a bike, and this varies by social-economic group. Unequal access to the transport system, particularly in certain parts of Glasgow, was commonly cited in the Public Conversation.
  - Cross-boundary trips contribute particularly to carbon emissions in the metropolitan region, and this requires a partnership, region-wide approach to this aspect of travel demand. Lack of cross-boundary active travel links cited in Public Conversation.
  - Lack of public transport connections cited as a key problem in the Public Conversation, particularly for some parts of the city. This includes bus links between some communities as opposed to the city centre, frequency and time of day. Specific locations included links to Glasgow Airport, links to healthcare and some large shopping centres.
- The topic of better governance of transport has been raised in several reports - at the national level, and at a regional & city level by the Connectivity Commission. Also cited as a problem in relation to public transport from the Public Conversation, with a desire for a publicly run public transport system which is integrated and affordable.
  - Rail capacity constraints are forecast at Glasgow Central in coming years
  - People would like to walk more for journeys, but cite quality of walking infrastructure, personal security and safety issues, and directness of routes and air quality concerns as barriers. Slightly less people walk for journeys compared to other large urban areas in Scotland.
- There are significant differential impacts from transport in Glasgow, as evidenced by the Equality Impact Assessment work and evidence in this report. Those on lower incomes and in poverty generally are affected in multiple ways by transport barriers, and are also more likely to suffer from other characteristics e.g. health inequalities
  - Bus is a significant mode in Glasgow, but like elsewhere in the UK, passenger numbers have been declining.
  - Transport sector accounts for around a third of CO2 emissions in Glasgow and has not been reducing as much as other sectors. Passenger cars are the largest source of CO2 emission in Scotland. Road transport still relies almost completely on fossil fuels. In terms of fuel consumption, diesel cars and diesel lights goods vehicles/vans have seen the largest growth in the last decade in Scotland.
- Lack of a connected cycling network for all journeys, and people still want safe places to cycle separate from traffic. Confirmed as a key problem in the Public Conversation.
  - Public Conversation showed people are least satisfied with buses, and then Subway, rail to a lesser extent. Public transport quality problems featured highly in Public Conversation (reliability, cost, cleanliness, availability etc).
  - Climate change is seeing an increasing risk of severe weather events including flooding and heat, which transport decision-making must respond to and adapt to.
- Lack of access to bikes, and lack of safe cycle storage in some parts of the city raised as problems in the Public Conversation.
  - Cost of transport and public transport (and buses) in particular, and impact of this on people on low incomes and young people. Satisfaction levels with the cost of bus fares is low. Problems confirmed in the Public Conversation.
  - Some previous consultations have raised the issue of major infrastructure acting as barriers in the city, such as motorways & Clydeside Expressway. Connectivity Commission raised the issue of road-dominated space.



# Problems to be tackled (cont.)

The GTS process to date has gathered a substantial amount of evidence of the problems that need to be tackled by the Council's transport policies. This has included data analysis and public engagement in 2020. The Public Conversation on Glasgow's Transport Future in 2020 sense-checked a proposed list of problems with the public and stakeholders. The figure below presents a final set of problems that must be tackled as a priority by the GTS.

- Connectivity Commission raised the issue of an economically-divided city, and public transport accessibility analysis to jobs suggests those in lower income areas have longer journey times.
  - Despite improvements in local air pollutants, NO2 levels remain above objectives. Tyre and brake abrasion are still substantial sources of particulates and this remains a problem for low or zero carbon vehicles of any kind. Air quality is improving but there is still work to be done.
  - Covid-19 has introduced new uncertainties over the demand for public transport, and concerns that car use may increase. That said, it has also led to temporary improvements in walking and cycling infrastructure which could be built upon in the future. Public Conversation raised problems over supporting access to city centre post Covid19 in economic recovery.
- Lack of accessible environments is still an issue for some in Glasgow, as evidenced by the Public Conversation. From inaccessible rail and Subway stations, to lack of disabled spaces on buses or in taxis, to specific needs not being catered for e.g. those with hidden disabilities.
  - Impact of heavy goods vehicles on some communities cited as a problem by some stakeholders in Public Conversation.
  - Concerns over conflict between pedestrians and cyclists in shared spaces.
- Relatively high levels of deprivation compared to rest of Scotland, and high levels of poverty and child poverty. Low life and healthy life expectancy.
  - Lack of integration in the public transport network, including specifically a lack of integrated ticketing. Confusing and complicated public transport system for some, and cost impacts of having to buy multiple tickets across operators were cited. Also linked to transport governance issues above.
  - Personal security concerns on public transport, particularly from young people, people from different ethnic groups and people from the LGBTQ+ communities. Public Conversation confirmed this as a problem, plus problems of perceived discrimination and hate crimes on public transport.
- Public Conversation showed some perceive an anti-car policy in Glasgow and many still rely on the car.
  - Still a lack of joined up thinking/ practice between land use planning and transport
  - Poor road and path maintenance in places cited in Public Conversation which causes issues for those on bikes and walking or wheeling.







# Opportunities to Build Upon

In addition, there are a number of opportunities the GTS can build on. These may be existing initiatives, trends, targets, funding streams – anything we can build on to try to achieve our goals. Further detail on the analysis and information behind the problems in particular is presented in the GTS: Case for Change.

- 2030 carbon neutral target and Glasgow climate and ecological emergency and associated actions
  - Existing targets for reductions of private vehicles in the city centre.
  - National Transport Strategy for Scotland sustainable travel hierarchy, new outcomes, STPR2 is ongoing and RTS also in preparation.
  - Accessible travel framework in place in Scotland.
  - Potential new funding streams including WPL, Infrastructure Levy and others.
  - More community empowerment.
  - There has been growth in cycling in recent years, and substantial investment in cycling infrastructure projects.
  - Glasgow's Low Emission Zone has helped to reduce harmful air pollutants from buses, at a rate that would otherwise not have been achieved.
  - CO2 emissions are reducing per capita in Glasgow, aligned with the reduction at a national level, though as a proportion of all emissions, emissions from transport has increased.
  - Evidence suggests people have been travelling less in recent years, and Covid-19 may accelerate this trend. This could reduce the overall carbon impact of travel, though it could also have unintended consequences e.g. on the nature of city centres and demand for office space.
  - Technological improvements are a significant opportunity to transform the travel experience and support more informed sustainable travel choices.
  - Significant volume of projects by the Council, Glasgow City Region City Deal, Transport Scotland, Sustrans and many partners across the City – the city is improving each year and there is much progress to build upon.
- Transport Scotland rail decarbonisation action plan
  - Existing projects underway in the city and wider city region which will work towards outcomes.
  - Hydrogen and battery technology are an opportunity being explored in Scotland and in the region.
  - Strong partnership working to tackle region-wide issues including city flood risk management in the Clyde & Loch Lomond area.
  - Transport (Scotland) Act 2019 with new opportunities for changing bus operations, introducing WPL, tackling pavement parking
  - Less people travel to work by car in Glasgow than other areas, and more travel by public transport. In general, Glasgow's extensive public transport network is a strength to build on.
  - Half of journeys in Glasgow are less than 3km, suggesting potential for modal shift to active travel for those who are able.
  - Free bus travel for 21s and under from 2022.
  - National targets on energy and climate change (carbon emissions) and air quality.
  - High density city which makes provision of collective transport more efficient.
  - From the SPT RTS survey of Glasgow residents in 2018, when asked what would encourage them to use their car or van less, the top responses referred to better public transport.





# Uncertainties and Risks

Whilst we can try to forecast change based on what we know and what has happened historically, the future is never certain. The GTS: Case for Change report discusses some of the uncertainties which may influence travel demand in the future, and these are summarised below.

➔ Covid-19 has changed when and for what purpose we travel - less commuting, more online service access, less peak-time journeys, shift in employment sectors

## IMPACT OF COVID-19

The Covid-19 pandemic has had a significant impact on the demand to travel globally, nationally and locally. Lockdowns in 2020 saw a dramatic drop in the demand to travel by all modes, with the traditional peak periods of travel (morning and late afternoon/early evening) largely disappearing for periods of time whilst people worked and studied from home or were on furlough. Some of these impacts have persisted into 2021 to varying degrees – such as the demand for public transport, whilst footfall levels remain low in the city centre. 2021 has however seen vehicle volumes return along with a partial restoration of the peaks, and it is important that we build back for the future we want. This means ensuring our transport policies support economic and social recovery, and avoid any increase in the role of the car in future trip-making as people’s confidence in public transport slowly returns. We must also build on the increased uptake of walking and cycling observed in some areas, particularly for leisure, and translate this into active travel for more functional, everyday trips in the city. Furthermore, Covid-19 lockdowns accelerated some societal and economic trends that were potentially already in motion – such as an increase in online shopping, more opportunities to work remotely and access services remotely such as health and education. The legacy of these changes is still to be seen, but there is some evidence some changes may be here to stay and we must adapt our transport systems and our places to them.

- ➔ Population change - Glasgow has a relatively young population for now, the population is forecast to grow including in-migration, the city centre residential population will grow
- ➔ The world of work - more flexible working, more automation, more job uncertainty and new models of employment
- ➔ Consumer choices - more online shopping, moving towards an experience-based economy instead of consumption, changing environmental values & awareness, work/life balance
- ➔ Technology - more automation and digital services including healthcare & education, 5g and faster networks, smart city technologies. AI, big data and the ‘internet of things’
- ➔ Governance - more localised decision-making and community empowerment, more funding streams linked to low carbon economy, regulatory framework & governance changes
- ➔ Energy - targets for renewable energy, phasing out petrol & diesel cars, supply & price of electricity, role of hydrogen
- ➔ New modes of mobility, disruption in the marketplace, connected and autonomous vehicles

## SCENARIO PLANNING

To inform the development of the GTS: Policy Framework, and to support the appraisal of interventions for the parallel Spatial Delivery Framework, a scenario planning approach has been taken. This has looked at variables over which there is a degree of uncertainty, and which matter for travel demand. It has then created three alternative scenarios to sense-check strategy options against. A stakeholder workshop was held in June 2021 to help inform this process. The variables selected for the scenarios are shown in the following figure. The outcomes of this process will be included in a technical appraisal report in 2022.



		Variable	Description
Important and uncertain	Climate Focus	Spending (sustainable modes)	A change in the level of spending on sustainable modes
		Spending (climate awareness)	A change in central government response to climate change
		Energy type	Speed of transition to electric/hydrogen vehicles
		New mobility	Scale of public acceptance/uptake of new modes of transport (such as shared services)
		Impact of changing weather	Level of impact changing weather patterns have on day to day travel behaviour
		Energy costs	Change in the cost of energy (oil, gas, electricity wholesale cost changes)
	Covid Legacy	Behaviour change post-Covid	Change in trip rates due to lasting impacts of Covid-19 pandemic
		Working patterns	Shift in working patterns e.g. home/flexible working
		Economic shocks	Degree of economic stability nationally and regionally e.g. Covid-19, Brexit, trade wars, globalisation/isolationism
	Supporting Variables	Employment patterns	Change in industry/employment patterns, sectoral composition and/or location of employment
		Urban density	Change in urban density and land use (housing)
		Quality of urban space in city	Change in quality of urban space
		Consumption of services	Change in levels of home-based shopping, dining and entertainment
		Access to healthcare and vital services	Change in quality of access to healthcare and other vital services
		Funding and payment models	Change in funding models and how users pay for transport (e.g. MaaS)
		Government Spending	Extent of public expenditure on local/regional authorities and infrastructure.
		Regulation	Changes in regulatory frameworks around transport e.g. franchising, nationalisation.
		National/Regional/Local Government	Changes to the level of devolution.





# Technical Policies

5

## THIS SECTION

This section is the core of this Policy Framework. It sets out a series of policies and related actions under 9 topic headings. It doesn't talk about specific spatial projects yet (e.g. big transport projects in specific parts of the city such as bus priority or the Glasgow Metro) – these will be referenced in the Glasgow Transport Strategy: Spatial Delivery Framework. These policies should guide decision-making and set us on a journey of significant change in sustainable transport provision in the city.

## INTRODUCTION

The GTS provides a clear direction and framework for decision-making and investment over the next 10 years in Glasgow. As well as being a public-facing document, it also acts as a key point of policy reference for everyday transport-related functions and operations in the City, particularly for Council Officers working on statutory duties. This section presents both the policies required to achieve the overarching objectives of the Strategy as presented in Section 3 and for the everyday operation of transport in the City.

## POLICY STATEMENTS AND POLICY ACTIONS

A series of policy statements, supported by actions where appropriate, are set out in the following sections.

At the start of each section, a summary overview is given of:

- The problems each set of policies aims to tackle, using the problems identified at the Case for Change stage.
- The contribution of each set of policies to the objectives, using an assessment scale of major, moderate and minor positive or negative contribution.
- The influence Glasgow City Council has on each set of policies.

Where a policy has already been set in a separate policy document, this is indicated as a Policy Linkage. The GTS: Policy Framework aims to present a comprehensive and joined-up set of transport-related policies from across the Council.



# Part 1 - Reducing the need to travel unsustainably

## RATIONALE FOR THESE POLICIES

An integrated land use planning and transport system should reduce the need to travel, by co-locating more day-to-day services in places where people live where possible. The Council's City Development Plan (2017-22) enshrined the concept of a "compact city" at the heart of planning policy and housing land allocation. It has focused development on corridors of high public transport accessibility through the adoption of [Supplementary Guidance on Sustainable Transport](#).

Glasgow is already one of the most densely populated urban areas in Scotland. This brings challenges, but also brings opportunities – shorter distances to travel to access everyday services as well as jobs. Less need to travel has multiple benefits:

- Reduced air quality and carbon impacts from travel by vehicles
- Less time spent on non-productive travel time
- More time to spend in vibrant, local places, with all the quality of life benefits this brings to us, our communities and local businesses

Most journeys we make are short and local, and some 27% of trips in Glasgow in 2019 were less than 1km in length, higher than the average for comparator urban areas in Scotland. Some 54% of journeys in Glasgow were less than 3km in length (just over 2 miles). When these journeys are made by car, it has significant impacts on communities and the environment. The concept of Liveable Neighbourhoods and 20 minute neighbourhoods focuses on improving non-vehicular access to local services where possible, reducing the need to travel by car in particular, and supporting high quality places to live and spend time in.

Moreover, we must act to reduce travel by cars in particular. The concept of reducing the need to travel unsustainably is advocated in the National Transport Strategy's Sustainable Investment Hierarchy, which places "reducing the need to travel unsustainably" at the top. Transport Scotland has also set a target of 20% reduction in car kilometres by 2030. The proportion of people in Glasgow using the car as their main mode of travel generally has increased over recent years, and we have to act to manage this. Cars are the largest contributor to carbon emissions from road transport, as discussed in Part 2.

Clearly travel is a part of our lives, and sometimes travel can be a leisure activity in its own right. We also want to encourage people to access any part of the city they want to, including our vibrant city centre, but by sustainable means first and foremost. Where possible, we should also try to use the planning system to focus on vibrant, local places that serve a large proportion of our needs. [Glasgow's Circular Economy Routemap \(2020\)](#) sets a vision for a circular and resilient city by 2045. This includes the need to create sustainable and resilient local communities which have the ability to support the local economy without the need for unnecessary travel.

Glasgow City Council, alongwith other employers in the city, had to adapt to Covid-19 out of necessity with widespread working from home for those able to in 2020 and 2021. The Council is exploring a hybrid approach to working in the future to reduce the need to travel and associated carbon emissions for the journey to work, whilst continuing to support the city centre and locations across the city where staff are based, providing workspace for those who cannot work from home or where service delivery requires workplace attendance.



In addition, a flexible approach to accessing services online should continue to be offered. A hybrid approach to online access to tertiary education may continue for example, whilst a flexible approach to virtual GP appointments ensures those who need a face to face appointment receive one, but those who are fine with a virtual appointment can communicate with health professionals in this way, reducing the need to travel and relieving the burden on busy healthcare settings. Clearly this requires good and inclusive digital connectivity for residents in the city, and [Glasgow's Digital Strategy](#) includes a focus on digital inclusion.

Finally, the Public Conversation on Glasgow's Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Working collaboratively with planners and regeneration teams, 'Liveable Neighbourhoods' are created which maximise the availability of services within 20 minutes walking distance.	83%	10%	3%
Local communities are supported and enabled to take forward ideas which benefit their neighbourhood, in line with the community empowerment agenda and recent changes to planning legislation.	78%	15%	2%

ROLE OF THE COUNCIL

Glasgow City Council is the statutory local planning authority for the city. This means it prepares the Local Development Plan, a statutory document setting out planning-related policies and housing allocations every 10 years. It is also responsible for development management and other statutory consents – the Council decides on applications for planning permission (unless these go to Appeal), consents around listed buildings, advertisements and so on.

The Council therefore has a strong role in the area of reducing the need to travel unsustainability through the City Development Plan and land allocations in that; and day to day development management decisions. For example, by requiring Transport Assessments, enforcing parking standards through planning decisions and applying planning conditions around transport. It should however be noted that a lot of development is developer-led, including housing, and this is the nature of development in the UK. The Council can try to shape development as far as possible through the local development plan and then respond to it via the development management process.



Identified problems this set of policies aims to tackle:	Carbon emissions from vehicular traffic, particularly cars, and air quality impacts.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Major positive contribution
To achieve clean air through sustainable transport investment and decision-making	Major positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Minor positive contribution
To ensure the transport system is accessible by all	Minor positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Minor positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Moderate positive contribution
Level of direct influence by GCC in this set of policies:	Moderate





# Policy Statement and Policy Actions

Policy 1.1: Glasgow City Council will deliver the concept of 20 minute neighbourhoods primarily through planning and economic policies, and in collaboration with local communities and stakeholders to create liveable neighbourhoods. The focus of transport in these areas will be on the sustainable travel hierarchy, with walking, cycling and wheeling the priority mode for short journeys and to public transport interchange points.

- Action 1.A: The new City Development Plan will incorporate the 20 minute neighbourhood concept in guiding developments that help deliver more liveable neighbourhoods. The Liveable Neighbourhoods Plan will propose the specific interventions [Policy linkage: Glasgow Climate Plan].
- Action 1.B: The Council will continue to work with partners on delivering the Circular Economy Routemap which sets a vision for supporting circular and sustainable businesses to develop and thrive building stronger and socially just local communities.

Policy 1.2: We will continue to use the development management process to support and deliver the Council's transport strategy outcomes in new development.

- Action 1.C: Ensure that developments deliver appropriate provision for (in order of importance) walking, wheeling & accessibility by those with additional mobility needs, cycling, public transport access and the movement of goods, private car access.
- Action 1.D: Ensure that where a Transport Assessment is required it is undertaken in line with Scottish Planning Policy, Transport Scotland's Transport Assessment Guidance & DPMTAG where relevant, and the City Development Plan requirements.
- Action 1.E: Identify where developer contributions may be required and, where relevant, opportunities for infrastructure levies under the Planning (Scotland) Act 2019, in line with the Council's transport programmes. Incorporate this into formal policy through the City Development Plan process.
- Action 1.F: Improve transparency of Transport Assessments carried out in Glasgow by compiling a spatial database with public access (subject to ownership of data).
- Action 1.G: Apply the Council's parking standards as per the City Development Plan Supplementary Guidance 11 Sustainable Transport, and thereafter any updated parking standards as per policy in Part 7.
- Action 1.H: Support car-free or low car development where practicable, particularly supported by controlled parking zones, good levels of public transport and cycling accessibility and shared mobility options, low parking pressure [Policy linkage: Glasgow Climate Plan – reduce the need to own and use a car].
- Action 1.I: Apply the Council's [Design Guide for New Residential Areas](#) to residential developments and the SCOTS Roads Development Guide (and any subsequent updated guidance) to non-residential development to deliver the sustainable travel hierarchy and placemaking improvements alongside transport schemes.
- Action 1.J: Ensure development and transport required is delivered within the spatial framework of routes in the city which responds to function of movement and place, with sustainable transport at its core.



- Action 1.K: Where appropriate, allocate spaces for car club vehicles and electric vehicle chargepoint spaces, protected by Traffic Regulation Orders where possible, through the development management process.
- Action 1.L: Require all new housing developments to be designed to facilitate the introduction of 20 mph zones on appropriate residential roads.
- Action 1.M: Progressively encourage employers, including health agencies, universities and colleges, to reduce their travel impacts by adopting Travel Plans. This can be conditioned through the development management process and supported through other means such as the Corporate Mobility Pact. Consider the development of a tool to more effectively and transparently monitor the Travel Plans and work towards increased dedicated Council staff resources for this task.
- Action 1.N: Encourage and support delivery of shared mobility solutions (such as car club and shared bike scheme facilities) in new development through the planning process where possible.

Policy 1.3: Transport is a material consideration in the planning process, and the sustainable travel hierarchy is a core principle in the City Development Plan and in development management decision-making. This Policy also relates strongly to connected Policy 5.1.

- Action 1.O: The City Development Plan will continue to prioritise development where possible in areas of high accessibility to sustainable transport modes. GCC will update Supplementary Planning Guidance to ensure a continued focus of development on areas with high public transport as well as cycling accessibility. A methodology for showing areas of high cycling accessibility will be developed.
- Action 1.P: In conjunction with the City Development Plan, the Council will carry out a review of land uses that rely on and potentially encourage car dependency and take a policy position on this in the next City Development Plan.

Policy 1.4: Glasgow City Council continues to explore flexible working for its own workforce where practicable, along with hybrid models of working to reduce the need to travel to the office where reasonable.

- Action 1.Q: Deliver an updated Staff Travel/Mobility Plan for Council & ALEO staff by spring 2023. This should include promoting homeworking and videoconferencing to reduce traffic congestion, localised hubs and more as part of a range of effective working practices in post COVID 19 world [Policy linkage: Glasgow Climate Plan].
- Action 1.R: Explore the feasibility of subsidised public transport through salary sacrifice scheme similar to that available to on site staff [Policy linkage: Glasgow Climate Plan].

Policy 1.5: Glasgow City Council will continue to work with communities to ensure they have a say in shaping their local environments and transport systems.

- Action 1.S: Subject to resources, the Council hopes to offer advice to communities embarking on Local Place Plans on how to improve sustainable transport options.



# Part 2 - Decarbonising transport & achieving cleaner air

## RATIONALE FOR THESE POLICIES

Glasgow City Council has committed to a goal of achieving net-zero carbon emissions in Glasgow by 2030 in its collaborative [Climate Plan](#). As this Plan recognises, transport emissions are the biggest challenge for the city, as the sector has seen slower reductions than in other sectors such as Domestic and Commercial & Industrial. Scotland overall is aiming for net zero by 2045.

Whilst proportionally, transport consumes the lowest share of energy in terms of GWh in Glasgow compared to industry & commercial, and domestic, the transport sector accounts for around a third of greenhouse gas emissions. CO2 emissions overall have reduced in Glasgow since 2005, as have CO2 emissions from transport. Transport emissions have not however been declining as fast as other sectors. Over the last 10 years, energy consumption by personal transport in Glasgow has reduced although freight transport consumption has increased, particularly diesel LGVs. That said, by mode, passenger cars are the largest source of greenhouse gas emissions in Scotland. In terms of fuel consumption, diesel cars and diesel light goods vehicles have seen the largest growth in the last decade in Scotland. Road transport still relies almost completely on fossil fuels (over 95% of energy used).

Despite improvements in levels of local air pollutants, tyre and brake abrasion are still substantial sources of particulates and this remains a problem for low or zero carbon vehicles of any kind.

Glasgow is truly a metropolitan region, and cross-boundary journeys are a large source of carbon emissions which we must tackle together with partners. The region's rail network is an asset which already supports significant volumes of low carbon

journeys into and out of Glasgow, supported by inter-urban bus services.

There are many opportunities to build on. The city has already achieved (and exceeded) its target of reducing CO2 emissions by 30% by 2020, achieving this goal by 2015, through a combination of energy efficiency and local generation.

Air pollutants NO2, PM10 and PM2.5 have steadily reduced in Scotland from a baseline of 1990, including from transport – though transport's share has increased as other sources have reduced. Glasgow's Low Emission Zone has helped to reduce harmful air pollutants from buses, at a rate that would otherwise not have been achieved. Phase 2 of the Low Emission Zone in the city centre will help to improve the standard of all vehicle engines in terms of local emissions.

Hydrogen is being explored for fleet transport in Glasgow City Council as articulated in the Council's Fleet Strategy and for rail in Scotland as per Transport Scotland's Rail Services Decarbonisation Action Plan. The Council is already a member of the ECO Stars scheme, which aims to reduce carbon emissions from fleet transport across the city.

Transport Scotland have committed to decarbonising Scotland's railways by 2035 and this will benefit Glasgow in terms of carbon emissions and local air quality as stations in the city are still served by some diesel trains. In recent years, there has been significant investment by Transport Scotland in electrifying rail on major lines serving Glasgow.

The city's electric vehicle charging network continues to grow. The Scottish public sector cannot however, in isolation, deliver a network of the scale required



to accommodate the wholesale transition to EVs. In parallel with the development of public infrastructure, any organisation that encourages or requires travel by motor vehicle should be installing charging infrastructure, that includes retailers, leisure facilities, visitor attractions and employers.

Similarly, EV users with their own parking spaces or driveways should be installing chargers rather than relying on the public infrastructure and minimising access for users who have no alternative. This is particularly important in dense urban environments like Glasgow.

In order to create a financially sustainable network, tariffs will be introduced and the Council is exploring ways of maximising availability of chargers whilst minimising the cost for consumers through a variety of innovative flexible tariff and targeted parking enforcement trials.

The Council is promoting a Glasgow Metro scheme, and is working with partners on developing a business case for this. It also has aspirations for a low-traffic city centre to help support the delivery of the Avenues programme and other ambitious placemaking and sustainable transport interventions as per the forthcoming City Centre Transformation Plan, and existing City Centre Strategy and City Centre Strategic

Development Framework.

Partnership and collaborative working are strong in Glasgow and the wider city region. The Sustainable Glasgow Green Infrastructure and Transport hub was formed in 2021 to tackle infrastructure and transport issues in the Climate Emergency and have so far informed several policy statements in this document.

Cars are the largest contributor to carbon emissions from road transport, followed by vans. It is particularly important to reduce car vehicle kilometres on local roads to make an impact on road carbon emissions.

Finally, the Public Conversation on Glasgow's Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

The Council has a statutory duty to reduce carbon emissions related to climate change as well as managing air quality emissions. It can control its own fleet of vehicles directly but has an enabling role in influencing the make-up of other fleets in the city through policy and projects. The Council does not control the supply of energy as this is managed by utility companies.

Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Ensuring a just transition to a low carbon transport future by: first, reducing the need to travel; then, supporting trips by foot, wheeling, bike, public transport and shared transport; finally, moving to low carbon and low emission vehicles.	78%	13%	5%
Less vehicles of all kinds on our roads, and a reallocation of road space to sustainable ways to travel.	73%	15%	9%
Monitoring consumer trends and doing what we can to manage the rising number of light goods vehicles on our roads.	67%	24%	5%
Considering and using the tools at our disposal to support cleaner vehicles in the city.	81%	13%	2%





Identified problems this set of policies aims to tackle:	Transport sector's contribution to greenhouse gas emissions particularly cars, air quality problems from vehicle emissions with negative health impacts, ongoing issue of tyre & brake abrasion particulates
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Major positive contribution
To achieve clean air through sustainable transport investment and decision-making	Major positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Minor positive contribution
To ensure the transport system is accessible by all	Minor positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Minor positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Moderate positive contribution
Level of direct influence by GCC in this set of policies:	Moderate



# Policy Statement and Policy Actions

Policy 2.1: The transport interventions within the Council's Climate Plan are embedded in this Policy Framework and will be delivered and monitored in collaboration with the work on the Climate Plan and with wider partners.

- Action 2.A: Develop a collaborative delivery plan including monitoring indicators across the Glasgow Transport Strategy, Climate Plan, City Development Plan and related plans and frameworks to maximise the efficiency of public sector resources.

Policy 2.2: The Council will set a target for a reduction in transport emissions in the city as part of the wider Climate Plan work.

- Action 2.B: As part of wider work related to the Glasgow Climate Plan and development of a Net Zero Plan for the city, a specific target for reducing transport emissions will be set in the context of other sectors in the city and within the framework of net-zero carbon emissions by 2030 [Policy linkage: Glasgow Climate Plan].

Policy 2.3: The Council will continue to support and encourage Transport Scotland to decarbonise the rail network into and out of Glasgow, in line with the national rail decarbonisation target of 2035.

- Actions 2.C: Encourage Transport Scotland to deliver low carbon rolling stock on the East Kilbride line, West Highland Line and other lines serving Glasgow Queen Street and Central which currently have diesel rolling stock.

Policy 2.4: The Council will continue to work with bus operators in the City to move towards a low carbon fleet and build on the success of the Low Emissions Zone in Glasgow City Centre.

- Action 2.D: Explore options to utilise the ongoing development of Glasgow's Low Emission Zone to contribute towards carbon reductions from transport in the city centre [Policy linkage: Glasgow Climate Plan]
- Action 2.E: Work with transport stakeholders in the city to support rapid transition to cleaner public transport as part of the City's Low Emissions Zone [Policy linkage: Glasgow Climate Plan]

Policy 2.5: The Council will continue to work with the taxi and private hire sector in the city to move towards a low carbon fleet and encourage them to maximise the availability of external funding (including that linked to the LEZ scheme) to support a transition to low carbon fleets.

- Action 2.F: Deliver specific elements of LEZ and City Centre Transformation Plan that seek to support taxi and private hire sector to thrive but influence vehicle propulsion.
- Action 2.G: Encourage the transition of the fleet of private hire taxis to zero emission vehicles by 2030 [Policy linkage: Glasgow Climate Plan].

Policy 2.6: Continue to decarbonise the Council's Fleet through delivery of Fleet Strategy and regular reviews.

- Action 2.H: Deliver the Council's Fleet Strategy and review annually.
- Action 2.I: Enshrine links with transport in the Council's updated Carbon Management Plan.
- Action 2.J: Deliver rapid transition of council's fleet to electric, supporting the city's existing Fleet Strategy's target of becoming low carbon by 2030 [Policy linkage: Glasgow Climate Plan].





# Policy Statement and Policy Actions (cont.)

Policy 2.7: Encourage accelerated electric vehicle and low carbon vehicle uptake amongst the general public and businesses, whilst applying the sustainable travel hierarchy to decision-making and aiming to reduce distance travelled by cars by 2030 in line with the Scottish target.

- Action 2.K: Enable rapid and strategic shift to electric vehicles through increasing the current rate of deployment of EV charging infrastructure [Policy linkage: Glasgow Climate Plan]. Introduce a charging regime for electric vehicles in Glasgow to secure a financially sustainable model to support investment in an accelerated EV charging network
- Action 2.L: Deliver a spatial strategy for low carbon transport hubs in tandem with the City Development Plan and policy 3.4 on Mobility Hubs, following the principles of reducing all private vehicles in the city centre regardless of propulsion, even distribution of EV charge points throughout the city based on drive time accessibility analysis, and communal EV charge points for residents without private parking spaces (which also future-proof for shared car ownership models of the future).

Policy 2.8: Support the sustainable and low carbon movement of goods in the City of Glasgow.

- Action 2.M: Work with regional partners on developing further freight distribution/transport hubs at a regional level, as set out in the Clydeplan Strategic Development Plan or subsequent Regional Spatial Strategy and help to deliver in Glasgow through the City Development Plan for Glasgow.
- Action 2.N: Develop alternative solutions to Light Goods Vehicles/vans-based goods trips, focusing on low carbon last-mile transportation to the point of delivery and explore through trials. Work with partners and the private sector to develop flexible local delivery hubs that are accessible by foot, bike and public transport, and support EV charging.
- Action 2.O: Work with regional partners and Transport Scotland to explore further shift of freight to rail from road.

Policy 2.9: Work with communities across Glasgow to improve awareness of climate change and the role transport plays in it.

- Action 2.P: Glasgow Community Planning Partnership, Glasgow Life and Glasgow City council engage in a series of climate conversations across the city, in collaboration with community institutions. Fostering community confidence, empowerment and participation using the Place Standard tool and participatory budgeting [Policy linkage: Glasgow Climate Plan].

Policy 2.10: Continue to explore and develop alternative fuel sources for transport in the city.

- Action 2.Q: Continue to develop local hydrogen production ability for public sector fleets initially, thereafter exploring how other sectors can benefit from locally produced and stored green hydrogen.



Policy 2.11: Continue to promote the cross-sectoral links between clean energy for domestic, industrial/ business and transport sectors to achieve efficiencies of scale in production and maximise opportunities for clean energy for all.

- Action 2.R: Include consideration and synergies of transport issues in the Local Heat and Energy Efficiency Strategy to be published by GCC, particularly with regards to generation, storage and supply of energy.
- Action 2.S: Work with the utility sector to provide timely and accurate information to support forecasting of electricity demands from the transport network in Glasgow to maximise funding opportunities and increase resilience of the energy network.

Policy 2.12: Apply the principles of a circular economy to transport where possible.

- Action 2.T: Promote peer-to-peer car club schemes through behaviour change projects.
- Action 2.U: Reuse and recycle materials as per Council's Circular Economy Route Map [connected Policy 5.9]
- Action 2.V: Deliver policies on shared mobility [connected Policy 3.5]

Policy 2.13: Continue to pro-actively tackle the problem of vehicle emissions in the city and their impact on air quality and health.

- Action 2.W: Deliver the **Low Emission Zone** covering the city centre as committed by 1 June 2023 and continue to monitor and evaluate it in partnership with SEPA and Transport Scotland.
- Action 2.X – Consider any roll-out of LEZs to other areas in the city as appropriate and in consultation with stakeholders.
- Action 2.Y: Continue to monitor air quality as per the National Air Quality Strategy target concentrations of pollutants and take action where required through the **Air Quality Action Plan** approach
- Action 2.Z: Continue to work with stakeholders and the public to raise awareness of the problem of vehicle idling, how to report it and continue to enforce legislation around this in Glasgow.

Policy 2.14: Consider how the Council can support a just transition to a net zero carbon city of 2030, by ensuring policy and investment decisions support those who are already struggling in society. In transport terms, this means:

- focusing particularly on making sustainable transport more affordable to people on low incomes or in poverty, particularly public transport.
- improving affordable access to bikes and shared mobility options as well as provided secure cycle storage for parts of the city where residents are less likely to have access to a car.
- ensuring communities on low incomes in the city are particularly well-served by sustainable transport provision as they are least likely to own a car.



# Part 3 - Inclusive and safe places for people & supporting sustainable travel choices

## RATIONALE FOR THESE POLICIES

The core importance of place, and places for people, is at the heart of national, regional and local spatial policy. Transport relates strongly to this concept, as it can be a barrier to a sense of place. For example, barriers can include heavily trafficked roads, severance caused in communities by transport infrastructure that is hard to cross, safety or security concerns from transport services or infrastructure. The national Place Principle recognises that place is at the heart of realising the full potential of communities, and we need a more joined-up, collaborative and participative approach to place.

Glasgow City Council delivers the Place Principle via the City Development Plan and its associated Supplementary Planning Guidance, and Strategic & Local Development Frameworks which are area specific. The City's new Liveable Neighbourhoods Plan and associated neighbourhood plans will be developed in close collaboration with communities. The Council's Circular Economy routemap also aims to support Community Wealth Building which will redirect wealth back to local communities, reinvigorating them as inclusive, and resilient places.

Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and infrastructure. Personal security issues were particularly identified during the Public Conversation, as well as perceptions of safety by pedestrians and people on bikes, as well as some people with mobility difficulties. A desire to see better pedestrian and cycling infrastructure in Glasgow was one of the key issues that emerged in the Public Conversation on Glasgow's transport future, and the Council's new Active Travel Strategy responds to that. The need to continue to improve the accessibility of the transport system in Glasgow was also raised

during public and stakeholder engagement.

The inequalities resulting from the transport system in Glasgow was a common topic during the Public Conversation. Some people are more impacted by transport problems than others, such as those with mental or physical disabilities, those on low incomes, even particular demographic groups. The Equality Impact Assessment process in the GTS has highlighted this issue and policies have been developed in response to this.

There are many opportunities to build on in Glasgow. The City has successfully delivered substantial segregated cycleways in recent years through the City Way programme. The City Deal Avenues project on Sauchiehall Street is a demonstration of how a busy urban street can be transformed to focus on people and place. Our ambitious [Road Safety Plan:2020 to 2030](#) builds on progress to date by setting a Glasgow vision where no-one is killed or seriously injured on our roads by 2030, alongside the delivery of a default 20mph speed limit in the city by 2030. The Spaces for People programme including the closure of the Kelvinway to support physical distancing during Covid19 lockdowns have shown how roadspace can be reallocated successfully to promote walking and cycling. The successes of these and others will be built upon by the development of a City Network of dedicated cycling infrastructure in the city under the Active Travel Strategy (to be published 2022).

The Council is in the process of setting up an Accessible Design Forum, comprising a variety of groups who represent people with disabilities and additional support needs. The purpose of the Forum is to review live drawings and projects and use the feedback to influence the designs, in the spirit of co-



design.

Finally, the Public Conversation on Glasgow's Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

### ROLE OF THE COUNCIL

As the statutory roads authority for Glasgow, the Council has a high level of influence over road safety, although enforcement of some elements e.g. speeding is by Police Scotland. It also manages local roads and associated footways, though not trunk roads (e.g. motorways), and can directly influence the level

of accessibility of new roads and footways through the statutory roads consent process associated with planning consents. The Council can aim to influence the location of some development e.g. housing, through the development plan process and can influence place-making through the development management process and through spatial development frameworks, though much development is private-sector led

Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Investment in cycling infrastructure to produce a city-wide network that people feel safe to cycle on (presented in our updated "Active Travel Plan" which will replace our existing Strategic Plan for Cycling).	75%	14%	9%
Continued working towards zero serious and fatal injuries on our road network (our updated Road Safety Plan to 2030).	85%	11%	1%
Reallocation of and better management of access to road space to give priority to people walking, wheeling, cycling and on public transport, and ensure goods get to where they need to go in the city.	81%	11%	6%
People and place are prioritised in our City Centre - making it easier and quicker for people to walk and cycle and make onward journeys by public transport. A new City Centre Transformation Plan will support existing goals to reduce car journeys in the city centre by 30%, whilst enabling the residential population to double.	77%	13%	7%
Embedding the Fairer Scotland Duty into our transport decision making alongside our Equality and Climate Duties, and applying a 'wellbeing test' to our transport investment decision making.	71%	23%	3%
A focus on making sure the city centre and neighbourhood environments are accessible for all.	88%	8%	1%





# Policy Statement and Policy Actions

Identified problems this set of policies aims to tackle:	Vehicle dominated spaces. Lack of safe cycling infrastructure. Desire for better and more accessible walking environments. Differential impacts of transport on some.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Major positive contribution
To achieve clean air through sustainable transport investment and decision-making	Moderate positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Major positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Moderate positive contribution
To ensure the transport system is accessible by all	Major positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Major positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Major positive contribution
Level of direct influence by GCC in this set of policies:	Moderate

**Inclusive places for people through sustainable transport interventions**

Policy 3.1: Facilitate walking, wheeling and cycling for everyday journeys, as top of the sustainable travel hierarchy set out in the National Transport Strategy.

- Action 3.A: Deliver the Council's Active Travel Strategy and review progress annually
- Action 3.B: Deliver a comprehensive active travel network, incorporating the spaces for people measures (following review) and enabling 20-minute neighbourhoods through the Liveable Neighbourhoods Plan [Policy linkage: Glasgow Climate Plan]

Policy 3.2: Develop liveable neighbourhoods across the City based on people, place and the sustainable travel hierarchy.

- Action 3.C: Develop Glasgow's Liveable Neighbourhoods Plan in consultation with communities.
- Action 3.D: Deliver individual Liveable Neighbourhood masterplans in consultation with communities in a phased approach.
- Action 3.E: The new City Development Plan will outline the wider approach and policies to achieving 20 minute neighbourhoods in Glasgow where possible through the planning system.

Policy 3.3: Create a City Centre focused on people, place and the sustainable travel hierarchy, building on significant progress so far by Council and City Deal investment.

- Action 3.F: Deliver Glasgow's City Centre Transformation Plan 2021-2030 by 2022.

Policy 3.4: Explore the concept of Mobility Hubs in Glasgow subject to guidance from Transport Scotland, where a number of different transport services and facilities come together into a local 'hub', could reduce the need to travel.

- Action 3.G: Carry out a feasibility study on the potential for mobility hubs in Glasgow subject to external funding by end 2023.

Policy 3.5: Continue to promote shared mobility options in the city, including increased access to car clubs and bike hire, through the planning system and through special projects with partners.

- Action 3.H: Set out policy on the incorporation of shared mobility options into new development in the next City Development Plan to improve clarity and increase uptake in new development.
- Action 3.I: Continue the expansion of the city shared bike scheme in Glasgow to areas not currently served and where increased access to cycling is being promoted.

Policy 3.6: Develop a clear outcome-led Sustainable Transport Behaviour Change Strategy to guide investment and funding applications to target modal shift to sustainable modes.

Policy 3.7: Support the use of powered two-wheelers in the city through provision of motorcycle parking and consideration of user needs in roadspace reallocation interventions.



# Policy Statement and Policy Actions (cont.)

## **A transport system that is accessible to all**

Policy 3.8: Apply the Council's Equality Impact Assessment screening process, which includes the Fairer Scotland Duty and consideration of human rights, as required to transport policies and projects and ensure all groups with protected characteristics and those deemed to suffer disproportionately from transport impacts are considered in consultations, as well as the prioritisation, design and delivery of projects.

Policy 3.9: Apply best practice consultation methods to projects and use the Council's Consultation Hub on consultations where appropriate to improve understanding of how to have a say in transport-related consultations.

- Action 3.J: Working collaboratively with teams across the Council, develop a consistent and inclusive approach to consulting and communicating on transport policy and projects in a post-Covid19 world where digital communication is playing more of a role.
- Action 3.K: Support the Council Family's Outcome "Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their needs through more regular and systematic involvement in design of service delivery across the Council Family". This requires different techniques for different target groups. [Policy linkage: Glasgow Council Family Equality Outcomes 2021-25, Outcome 2]
- Action 3.L: Use any forthcoming Citizens Panels in the city to liaise with communities and community representatives on transport issues, as well as continue to liaise via Community Council, Area Partnerships and neighbourhood forums.

Policy 3.10: Continue to apply design standards based on the Equality Act 2010 to the design of transport projects.

Policy 3.11: Apply Scotland's Accessible Travel Framework in Glasgow transport policy and decision-making, specifically:

- Bus: Under this element of the Framework, more disabled and older people in Scotland should be supported to use buses by working towards fully accessible information, infrastructure and design. This action requires ongoing collaboration with SPT, bus operators and user representatives. Glasgow City Council has a role specifically in delivering bus stops and on-street bus interchanges and using the Glasgow Bus Partnership (and subsequent iterations) to require accessible vehicles and accessible information.
- Wayfinding: Work across teams in the Council and with SPT to provide consistent and clear wayfinding signage across the city, particularly on walking and cycling routes. Collaborate with SPT and operators on accessible travel information for public transport and consider development of a portal of information to support accessible movement around the city.
- Paths and footways: Deliver the Council's Equality Outcomes: Action Plan (2021-25) commitment of ensuring the Council will continue to educate and enforce against the inappropriate placement of commercial advertising ("A-boards") on paths and sidewalks that hinder movement by wheelchair users and people with reduced mobility. The prohibition of parking on pavements as



a result of the Transport (Scotland) Act 2019 should also support more accessible footways for all. More place-specific issues will be identified within the Liveable Neighbourhoods workstream and City Centre Transformation Plan.

- Taxis and private hire: All public hire taxis are accessible in Glasgow. Continue to encourage the private hire sector to increase the proportion of accessible vehicles in this fleet.
- Hate Crime: Require display of the national Hate Crime Charter, how to report and record incidents and the British Transport Police text number (61016) on buses as part of any Glasgow Bus Partnership, to ensure all citizens can travel free from bullying and harassment on all modes of transport. Lobby SPT and ScotRail to display this information on other public transport services and stations. Display on bus stops in the city under the control of Glasgow City Council.

Policy 3.12: Develop a transport system that recognises the needs of young people and gives them access to secure, sustainable and affordable transport options.

- Action 3.M: Continue to promote the uptake of the YoungScot card to eligible populations via Glasgow Life in schools in Glasgow, to ensure young people can take advantage of travel discounts and under 22s can benefit fully from Transport Scotland's free bus travel scheme from 2022.

Policy 3.13: Develop a transport system that supports the eradication of child poverty as per the Council's **Child Poverty Action Plan**, with a particular focus on:

- schemes to reduce the cost of public transport for families in poverty.
- increased uptake of cycling in families in poverty both in terms of safe infrastructure in low income areas and affordable access to bikes and cycle training. This builds on the Scottish Government commitments for free bikes for all children of school age who cannot afford them and ensuring every child leaves school with the ability to cycle safely.
- improved access to clear information on travel discounts available to families in poverty.
- improved safety and quality of local areas through liveable neighbourhood plans.
- schemes to support safe active travel opportunities to school.
- work with Glasgow Life to promote and enable increased uptake of the YoungScot card in Glasgow to ensure children and young people are benefiting from existing travel discounts and the 2022-onwards free bus travel scheme from Transport Scotland.
- improved use of safeguarded data within the Council to support targeting of interventions where relevant to families suffering from child poverty.

Policy 3.14: Develop a transport system that recognises the needs of specific user groups who suffer differential impacts from transport, as identified in the Equality Impact Assessment process for the GTS, to give them access to secure, sustainable and affordable transport options.

- Action 3.N: Support the Council's Equality Outcome: Glasgow City Council has reduced barriers faced by women in the workplace, particularly recognising the travel needs of women in particular on the journey to work which can involve trip-chaining, and the greater use of bus by women as evidenced in the GTS EqIA Screening.





# Policy Statement and Policy Actions (cont.)

- Action 3.O: Train Council staff and encourage SPT and transport operators to train staff to recognise and respond to the particular travel needs of people travelling with hidden disabilities through disability assistance initiatives, such as the Thistle Assistance Card scheme and Sunflower Lanyard scheme & other schemes that recognise hidden disabilities (Policy contribution: Glasgow Youth Council motion 2020).
- Action 3.P: Support the Council's Equality Outcome: Black and minority ethnic people and disabled people have increased representation within Glasgow City Council's workforce, particularly recognising the travel needs of these populations on the journey to work and the greater use of bus by black and minority ethnic populations as evidenced in the GTS EqIA Screening.
- Action 3.Q: Work with partners to ensure that there are no barriers to Glasgow's racially and ethnically diverse population gaining access to the transportation system, recognising particular issues over language and translations, inconsistent access to online information, affordability issues and complex travel needs of some communities including asylum seekers.
- Action 3.R: Continue to promote the uptake of the YoungScot card to eligible populations via Glasgow Life in schools in Glasgow, to ensure young people can take advantage of travel discounts and under 22s can benefit fully from Transport Scotland's free bus travel scheme from 2022.
- Action 3.S: Consider the needs of older people generally, and also people with dementia specifically, in the design of transport schemes, paying particular attention to the types of services and infrastructure, information and communications needed by these population groups. [Policy linkage: Age Friendly Glasgow]

Policy 3.15: Ensure our communications on transport are transparent, accessible and easy to understand.

- Action 3.T: Produce accessible and easy-read versions of Council transport policies and strategies where possible, in line with the Council's accessibility guidelines (Policy contribution: Democracy Pioneers project, 2021).
- Action 3.U: Produce translations of important transport consultations and publications where possible in line with the Council's **Equality Outcomes** and accessibility guidance.
- Action 3.V: Support the Glasgow City Council British Sign Language (BSL) Local Plan action of "As part of the connected transport strategy, the Glasgow Community Planning Partnership will support the development of specific BSL actions for safe, fair and inclusive access to public transport."
- Action 3.W: Encourage SPT and bus operators via the Glasgow Bus Partnership to provide BSL alternatives on communications with users on public transport information.
- Action 3.X: Ensure the Council provides BSL versions of information in major consultations on transport projects where appropriate alongside online information.



Policy 3.16: Work to ensure policy alignment across multiple Council policy areas, to ensure transport issues are communicated and tackled in a consistent manner.

- Action 3.Y: Ensure transport strategy priorities are included in the forthcoming Community Planning Partnership Community Action Plan, and that transport issues raised via community empowerment processes are consistently fed into Council transport policy processes for consideration.

Policy 3.17: Continue to deliver transport services as per our statutory requirements, working in partnership with SPT, community transport sector and private operators, for home to school transport, for children with additional support needs, for social care, ensuring a level of provision that meets needs and values the user.

## **A safe and secure transport system**

Policy 3.18: Deliver a safe and secure environment for travel in the city via policies and projects in the Glasgow's Road Safety Plan 2020-2030 as published in 2021.

Policy 3.19: Continue to reduce the impact of traffic on communities and reduce casualties through speed reduction measures.

- Action 3.Z: Glasgow is committed to introducing a city-wide 20mph mandatory speed limit on the majority of our roads by 2030.
- Action 3.AA: Work with Police Scotland to target enforcement of speed limits.

Policy 3.20: Ensure transport projects are designed to ensure safe and personally secure environments for all, recognising that some groups suffer some personal security issues in our built environment and on public transport services including women, the LGBTQ+ community and people from black and ethnic minority backgrounds.



# Part 4: Collective transport – public, community, shared and demand responsive transport

**RATIONALE FOR THESE POLICIES**

Reducing single-occupancy car trips is a key goal of transport systems, as these are the trips that tend to have the most negative impacts cumulatively – they can occur in large numbers during the peak on the journey to work, and they don’t make efficient use of roadspace or fuel/energy. Mass or collective transport, that is, forms of transport that carry lots of people together such as rail, Subway, bus, community transport, are much more efficient ways of using energy and roadspace, with significantly less carbon emissions as a result. Shared mobility options, such as car sharing, car clubs, taxis and ride-hailing, all help to reduce single occupancy car trips and may even support reduced car ownership in the future.

Collective transport is also more equitable, as it supports the movement of people who may not have access to a car for a variety of reasons, including because they can’t afford it. Equality Impact Assessment work for the GTS has highlighted the important role of buses in particular for women, people from some ethnic minority communities, people in low income households, people with disabilities, older people and young people. We need to work to improve the affordability of public transport for many Glasgow residents who don’t have access to a car.

A desire to see a better public transport system in Glasgow was one of the key issues that emerged in the Public Conversation on Glasgow’s transport future, and the policies in this section respond to that.

Rail plays a substantial role in Glasgow, with the most extensive rail network in Scotland. It is particularly important for the journey to work, and to support longer distance trips from elsewhere in the region which might otherwise be made by car. It also supports an important Park and Ride function for Glasgow. Shifting more cross-boundary trips to and from Glasgow to public and sustainable transport is critical for a reduction in road transport carbon emissions.

SPT’s Subway system adds to Glasgow’s transport offer, serving the inner part of the city and city centre. Community and demand responsive transport play an important role in the city, often serving populations who may not otherwise have access to other forms of public transport or who need transport for specific journeys. The role of more flexible public transport services in the future should be explored in the city, to respond to changing travel demand as well as more local journeys and cross-city journeys not well-served by main public transport routes.

The Connectivity Commission recommended Glasgow develop a Glasgow Metro system. This scheme is being considered by Transport Scotland’s Scottish Transport Projects Review Update, and is being promoted by the Glasgow City Region. If feasible, it could deliver a stepchange in public transport provision in the future, complementing rail, bus and Subway services.



The Glasgow Bus Partnership continues to work to deliver better bus services across the city, and has recently been successful in securing funding from Transport Scotland’s Bus Partnership Fund to explore bus priority to improve journey times and experience for passengers on several corridors in the region, city and city centre.

such as bus stops, priority lanes and signal priority. It has limited direct influence however over the provision of services and must work collaboratively with SPT as the statutory public transport authority, Transport Scotland and transport operators

Finally, the Public Conversation on Glasgow’s Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

**ROLE OF THE COUNCIL**

The Council can directly influence the provision of infrastructure to support the movement of buses,

Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Investment in a modern public transport system that supports our economy, and serves the thousands of households which don't have access to a car, providing a real alternative for those who do. In particular, supporting buses, exploring a Metro, working with SPT to support the modernisation and promotion of the Subway, and exploring innovative models of public transport provision in a changing market.	90%	6.5%	1%
Reallocation of and better management of access to road space to give priority to people walking, wheeling, cycling and on public transport, and ensure goods get to where they need to go in the city.	81%	11%	6%
We work with partners to reduce the cost of public transport in Glasgow, particularly for young people and for people on low incomes or in poverty.	87%	8%	2%
We work towards a goal of a single, integrated, smart ticket for public transport in the city (with the potential to include other forms of mobility like cycle hire and car clubs).	89%	7%	1.5%
We work collaboratively with Glasgow’s taxis, which often plugs a gap in transport, to improve provision, particularly with the growth of app-based ride and hail services.	52%	33%	12%





# Policy Statement and Policy Actions

Identified problems this set of policies aims to tackle:	Affordability of transport, buses in particular. Lack of public transport connections in some parts of the city. Desire for improved quality of public transport. Need for modal shift of cross-boundary trips. Journey time reliability issues for buses. Lack of integrated public transport.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Minor positive contribution
To achieve clean air through sustainable transport investment and decision-making	Minor positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Minor positive contribution
To ensure the transport system is accessible by all	Major positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Major positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Major positive contribution
Level of direct influence by GCC in this set of policies:	Moderate

Policy 4.1: Continue to work with partners to promote public transport to all users in Glasgow as a joined up, integrated and accessible system

- Action 4.A: Related to the Regional Transport Strategy, Glasgow Metro and Bus Partnership Fund work, develop a public transport spatial plan for the City, with a clear role for bus corridors, rail stations, Subway and any future Metro scheme identified.
- Action 4.B: Explore the value of re-branding the sustainable transport system in Glasgow to improve understanding amongst users, working with SPT and transport operators.
- Action 4.C: Continue to lobby and support Transport Scotland, ScotRail, SPT and bus operators to enhance the interoperability of smart tickets within Glasgow's wider public transport system (bus and Subway) and the digitisation of the Glasgow Zonocard by SPT. Work towards a goal of a single, integrated smart-card for travel in the city.

Policy 4.2: Continue to recognise the important role of bus services in Glasgow's public transport system, particularly in supporting many diverse communities across the City.

- Action 4.D: Support the provision of high quality bus stops in terms of accessibility, shelter and security, safeguarded by clearways, and annually review progress across the City.
- Action 4.E: Continue to use public transport accessibility as an important criteria for development management decisions as set out in the council's City Development Plan
- Action 4.F: Where bus improvements are needed to make developments accessible by public transport, continue to require these through the Development Management process.
- Action 4.G: Deliver accessible safe and secure pedestrian and cycle routes to all rail and bus stations (See forthcoming Active Travel Strategy).
- Action 4.H: Provide and enforce bus priority measures where required, and particularly on corridors identified through the Bus Partnership Fund, to improve the reliability of bus services.
- Action 4.I: Work to ensure built-up areas of the City are within a 500m walking distance of rail and / or 300m of bus facilities through bus partnership work and through the Council's development management process.
- Action 4.J: Make public transport more accessible through the provision of high quality information.
- Action 4.K: Develop a Glasgow Bus Partnership in line with the provisions of the Transport (Scotland) Act 2019 [Policy linkage: Glasgow Climate Plan]
- Action 4.L: Explore alternative options for bus governance and delivery in Glasgow in line with those options laid out in the Transport (Scotland) Act 2019 [Policy linkage: Glasgow Climate Plan]

Policy 4.3: Continue to recognise the important role of rail services in Glasgow's public transport system.

- Action 4.M: Continue to support Transport Scotland to enhance capacity at Glasgow Central as per Network Rail's long term planning process , particularly where there is evidence this will support modal shift of cross-boundary car journeys into and out of Glasgow. Consider the need for any additional capacity in the Glasgow rail network via the Glasgow Metro scheme concept.
- Action 4.N: Continue to support the case for Glasgow as an origin/destination point for any future High Speed Rail (HS2) services to Scotland, and work with Transport Scotland on plans for a terminus.



# Policy Statement and Policy Actions (cont.)

- Action 4.O: Incorporate the Connectivity Commission proposal to link Queen Street and Central Station with a tunnel into a Glasgow Metro scheme, and work with partners as appropriate.

Policy 4.4: Explore the case for a Glasgow Metro for the city and region-wide with partners [Policy linkage: Connectivity Commission & Glasgow Economic Recovery Group]

- Action 4.P: Develop a business case for a Glasgow Metro concept for the city region in partnership with City Deal stakeholders. Incorporate any consideration of new rail lines, stations and extension to the Subway as part of an overall Glasgow Metro concept.
- Action 4.Q: Work with Transport Scotland, Renfrewshire Council and City Deal on improving fast and reliable public transport connections to Glasgow Airport.

Policy 4.5: Encourage more Park and Ride on identified strategic bus corridors in the Regional Transport Strategy and related to Transport Scotland's work on managed motorways. This should aim to tackle cross-boundary car trips into and out of Glasgow through the expansion of existing facilities and the provision of new facilities both within Glasgow and in neighbouring authorities, in partnership with SPT and local authorities.

Policy 4.6: Recognise the important role that taxis and private hire cars play in the overall transport strategy for the city, work to raise standards of provision where required, and support them to offer transport where appropriate.

- Action 4.R: Continue to apply the **Limitation of Taxi Licences Policy** to ensure taxi licenses meet demand
- Action 4.S: Continue to apply the **Overprovision Policy** for the grant of Private Hire Car Licences to manage the level of private hire licencing in the city
- Action 4.T: Continue to engage and work constructively with the taxi and private hire industry through the Taxi and Private Hire Car Trade Group in Glasgow, led by Glasgow City Council.
- Action 4.U: Encourage Scottish Government to update licensing legislation to take account of app-based private hire as opposed to only premises-based private hire.
- Action 4.V: Encourage Scottish Government to update taxi and private hire licensing legislation to take account of public health priorities as well as safety, to support local goals for cleaner and low carbon vehicles.
- Action 4.W: Continue to work with the taxi and private hire sectors to give reasonable notice to any changes in licencing or vehicle emission requirements through e.g. the LEZ, and work with these sectors to make the most of external funding to upgrade vehicles, recognising the financial impact new vehicle emission requirements can have on the sector.
- Action 4.X: Work with the taxi trade to raise awareness of the Glasgow City Council Code of Conduct for Drivers at Stances.
- Action 4.Y: Continue to encourage the private hire sector in Glasgow to increase the proportion of accessible vehicles available to hire (recognising the fully accessible taxi fleet in the city).



Policy 4.7: Support innovation in shared transport and shared mobility options in the City in the future. Ensure all new solutions operating in Glasgow deliver community and public benefit, and that they promote high occupancy vehicles as opposed to single occupancy trips.

Policy 4.8: Work with SPT to promote the Subway to users as an important part of the public transport offer in Glasgow.

- Action 4.Z: Continue to encourage SPT to extend opening hours of Subway at weekends and evenings where feasible.
- Action 4.AA: Support access to the Subway through the City Active Travel Network (contained in the Active Travel Strategy for Glasgow, 2021) and encourage SPT to increase sheltered and secure cycle parking provision at stations.
- Action 4.AB: Work with SPT to reduce and manage parking availability at and around Subway stations to discourage car-based trips to the edge of the city centre, and improve walking, wheeling, cycling and public transport connections to Subway stations where possible (See Active Travel Strategy)

Policy 4.9: recognise the role that e-scooters can play in a sustainable transport system in Glasgow.

- Action 4.AC: Encourage the Scottish Government to change legislation to enable the use of e-scooters on the roads network in Scotland
- Action 4.AD: If introduced, closely monitor the use of e-scooters in Glasgow and ensure pedestrians are protected where possible whilst supporting safe use of e-scooters.

Policy 4.10: Work with SPT to promote regional car-sharing, and incorporate car-sharing messages in the Council's new Sustainable Travel Behaviour Change Strategy.

Policy 4.11: Work with SPT, bus and train operators to provide affordable fares on public transport in Glasgow, to promote awareness and access to the most affordable fares including season tickets, and to ensure affordability of fares is included in any future Bus Service Improvement Partnership Plan or related plans. [Policy Linkage: Social Recovery Group]

Policy 4.12: Continue to recognise the important role of community transport in the city, particularly serving local communities and filling gaps in local transport provision. Continue to support this sector as they transition to lower carbon vehicles and consider opportunities for community transport to fill gaps in public transport provision where it is not competing with public transport services.

Policy 4.13: Work collaboratively with partners to increase modal integration in the city, such as through encouraging rail and bus operators to make it easier to travel with bikes and scooters; ensuring there is adequate cycle parking at public transport interchange points and in the vicinity of bus stops; ensuring hire / access points for shared mobility schemes are well-served by public transport links and well-distributed across the city. [connected policy 3.4 on Mobility Hubs and 3.5 on Shared Mobility]





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# Part 5: Managing and developing assets and infrastructure

## RATIONALE FOR THESE POLICIES

Glasgow City Council is responsible for the operation and maintenance of a significant road network and associated infrastructure. This asset is of vital importance as the transport of people and goods is essential to the economic and social wellbeing of the city and its citizens.

As the statutory roads authority for the city of Glasgow, the Council delivers these duties in relation to national guidance and standards. The Council also plays a significant role in delivering sustainable transport projects on the road network, from bus priority lanes and bus stops, through signals and signs, to cycle lanes and pedestrian crossings.

The Council must adhere to safe working practices, and also applies best practice guidance in the delivery of its duties. There is a need to increasingly future proof the transport network for future change, in particular technological change (see Part 6) and climate change issues such as flooding (see Part 8). It must also deliver infrastructure with its carbon emission reduction goals in mind, using low carbon materials and approaches. The Council can also be proactive in how it delivers projects and infrastructure, responding to best practice on consultation as well as maximising opportunities for innovative design. The design of new transport infrastructure must always consider a range of interests, which do not always align – but meaningful consultation and increasingly co-design can help to find solutions that meet the needs of most people.

Funding for maintenance of assets is always a challenge for any local authority. Assets get older and need repair and/or eventual replacement. The ongoing maintenance of new infrastructure, such as new cycleways, needs to be considered and planned

upfront, and built into the whole life costing of a project.

Winter maintenance – gritting – is often in the public eye during the winter months, and is crucial to the normal functioning of society during adverse winter weather. The Council has developed a winter maintenance StoryMap in recent years, to provide better information to the public on where it grits as well as offering winter self-help advice to communities. Funding from Sustrans has also supported targeted gritting of cycleways in the city. The Council has invested in dual-fuel gritters, leading by example to embrace alternative sources of energy as part of the Council's [Fleet Strategy 2020-2030](#).

Roadspace is a finite resource – there is only a certain amount of it. There are many places in the city where there are competing ‘asks’ of the same bit of roadspace, and this will only increase in the future as the Council delivers a stepchange in walking, cycling and public transport infrastructure. This also needs to take on board the needs of local streets which have value as public and community space, the loading requirements of local businesses and the movement of goods and strategic traffic. The Council hopes to develop criteria to help with these difficult decisions through the GTS: Spatial Delivery Framework.

Finally, the Public Conversation on Glasgow’s Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

The Council has a direct role in this set of policies through a large number of statutory responsibilities and as the roads authority for the City.



Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Efficient management of our road networks through design and technology to make better use of the space we have, ensuring the sustainable travel hierarchy informs our decisions and priorities	77%	17%	3%
Continued maintenance of what we already have to ensure our pavements, cycleways and roads enable sustainable travel.	87%	9%	2%
Reallocation of and better management of access to road space to give priority to people walking, wheeling, cycling and on public transport, and ensure goods get to where they need to go in the city	81%	11%	6%





Identified problems this set of policies aims to tackle:	Better maintenance of walking and cycling networks to support movement and particularly for those with mobility difficulties. Better walking and cycling infrastructure. Better bus journey time reliability. More accessible transport systems for those with disabilities.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Major positive contribution
To achieve clean air through sustainable transport investment and decision-making	Moderate positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Major positive contribution
To promote an affordable, inclusive, equitable and vsustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Moderate positive contribution
To ensure the transport system is accessible by all	Moderate positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Major positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Moderate positive contribution
Level of direct influence by GCC in this set of policies:	Major



# Policy Statement and Policy Actions

**A spatial framework**

Policy 5.1: The Council will develop sustainable transport infrastructure on the basis of a spatial framework for the city that clearly recognises the function and role of routes in relation to movement and place. A set of criteria based on this spatial framework will be used to help decision-making on prioritisation of transport infrastructure where roadspace is limited. The overarching aim of this spatial framework is to support higher proportions of journeys by sustainable modes of transport.

**Roads & sustainable transport design, management and maintenance**

Policy 5.2: The Council will deliver adopted roads-related infrastructure in the City in accordance with the Council's **Road Asset Management Plan (2021-25)**. These assets cover:

- Carriageways
- Footways
- Structures
- Street Lighting (Lighting Columns & Illuminated Signs)
- Traffic Management Systems including Signal Controlled Junctions, pedestrian crossings, vehicle activated signs and variable message signs
- Road Drainage Infrastructure including Road Gullies
- Associated Street Furniture such as traffic signs, bollards, grit bins etc.

- Action 5.A: As part of the management of this significant asset, an annual review of the current condition of the road network and associated infrastructure is undertaken along with identifying options for investment. In the form of an Annual Status and Options Report , this is undertaken in line with national best practice produced by the Society of Chief Officers of Transportation in Scotland (SCOTS).
- Action 5.B: The Council will develop a formal approach to maintaining assets that are not publicly adopted but on Council land or in ex-Housing Authority areas and seek approval from Elected Members for this approach.

Policy 5.3: The Council will deliver maintenance of adopted roads and associated infrastructure in line with the Council's Road Asset Management Plan. It will maintain and manage transport assets in the city in accordance with the Code of Practice for Well-Managed Highway Infrastructure, and the Council's **Road Safety and Repair policy (2019)** . This ensures the Council follows a risk based approach to managing all aspects of the road network.

- Action 5.C: Where possible the Council will continue to add value through general maintenance schemes, such as installing dropped kerbs if needed as part of general maintenance projects with the aim of progressively upgrading the accessibility of the city's walking and wheeling network.

Policy 5.4: The Council will continue to deliver effective winter maintenance of adopted roads and associated infrastructure in line with the Council's Asset Management Plan. The aim of the winter maintenance programme is to provide an effective and efficient winter maintenance service within the city boundaries with the resources available which means:

- helping to ensure the safe passage of vehicles and pedestrians



# Policy Statement and Policy Actions (cont.)

- aiming to minimise delays due to winter weather
- ensuring winter maintenance operations are undertaken safely
- Action 5.D: The Council will provide transparent information to the general public on its winter maintenance programmes, such as through the Winter Gritting StoryMap.
- Action 5.E: The Council will produce an annual Winter Maintenance Plan and present this to Elected Members.

Policy 5.5: In delivering street lighting as per the Roads Asset Management Plan, the Council will deliver low carbon and energy efficient street lighting.

Policy 5.6: Continue to invest in our traffic management systems and traffic signals infrastructure, and seek new funding sources to upgrade and move towards low carbon assets. This includes:

- Improving walking and cycling facilities at traffic signals, improving detection for cyclists, introduction of smart cross where appropriate, improving crossing facilities for disabled users.
- Installing nearside signals at all traffic signals unless identified as a high pedestrian footfall, improving the efficiency of traffic signals and aiding pedestrian safety.
- Upgrading junctions and crossings in line with the asset management programmes (ASOR), moving from incandescent lighting to LED.
- Introducing an advanced traffic control system to reduce overall installation costs.
- Exploring new technology in traffic signals via detectors for a more reliable junction operation.

Policy 5.7: The Council will explore ways to enhance the level of investment available for maintenance of assets and infrastructure across all modes.

- Action 5.F: The Council will continue to work with the Scottish Government to raise, address and resolve local government's longstanding need for additional revenue funding for maintenance of assets.
- Action 5.G: The Council will routinely consider the ability to maintain any new assets or infrastructure created by external capital funding awards when applying for new capital funding. The Council will also request revenue funding for maintenance alongside any bids for capital funding.

Policy 5.8: The Council will carry out roadworks coordination in accordance with the Code of Practice for coordination of roadworks .

Policy 5.9: The Council will continue to future-proof new investment in assets and infrastructure in terms of smart city objectives and the city's net-zero carbon 2030 goal.

- Action 5.H: Continue to future proof street lighting through smart connectivity capability and ensure all new and replaced streetlights contain LED lanterns.
- Action 5.I: Continue to reduce the environmental impact of road surfacing operations by recycling removed material back into road materials and exploring the use of new 'warm mix' asphalts which significantly reduce the carbon footprint, potentially reduce disruption and improve road



- worker safety whilst having no negative effect on long term durability. [Policy linkage: GCC's Circular Economy Route Map & connected policies in Section 2]
- Action 5.J: Continue to build climate resilience of road infrastructure through the Council's Road Asset Management Plan with a particular focus on reducing flood risk and increasing drainage capacity.
- Action 5.K: Consider the implementation of measures to support and enhance biodiversity as part of roads-related schemes, and develop resourced maintenance plans for these. Aim to offset the loss of any biodiversity through transport infrastructure development or maintenance within the Council's control. [Policy linkage: Open Space Strategy & connected policies in Section 8]

Policy 5.10: The Council will continue to manage the Clyde Tunnel, adopting best practice compliance with road tunnel safety regulations (2007).

- Action 5.L: The Council will continue to discuss with Transport Scotland a more appropriate funding mechanism for the only road tunnel in Scotland.

Policy 5.11: There is a presumption against new roads for the explicit purpose of capacity, given the overarching national target for 20% reduction in car kilometres by 2030. The Council will consider any new roads only in the context of:

- Required to support new development and should be delivered with sustainable transport provision (specifically high quality facilities for walking, wheeling, cycling, public transport and shared mobility).
- Required to unlock sustainable developments or manage existing land more sustainably but should be delivered with sustainable transport provision (specifically high quality facilities for walking, wheeling, cycling, public transport and shared mobility).
- Required to explicitly support sustainable transport provision e.g. a semi-fixed bus corridor or a high capacity cycleway.

Policy 5.12: The Council will continue to provide a design and construct service to internal clients for sustainable transport projects. It will respond to and prioritise projects emerging from the Council's suite of transport & related strategies, and where external funding can be leveraged for these.

Policy 5.12: The Council will continue to provide a design and construct service to internal clients for sustainable transport projects. It will respond to and prioritise projects emerging from the Council's suite of transport & related strategies, and where external funding can be leveraged for these.

Policy 5.13: Sustainable transport projects will continue to be designed to CDM regulations and in accordance with the Council's Quality Assurance scheme. They will adhere to good practice on consultation as well as best practice design guidance.

Policy 5.14: Sustainable transport project design will include consideration of ongoing maintenance and enforcement, such as bus lanes, to ensure legible infrastructure that promotes compliance.





# Policy Statement and Policy Actions

Policy 5.15: Sustainable transport projects will also be subject to an asset management approach, ensuring maintenance and replacement strategies are in place for any ageing infrastructure such as bus shelters.

Policy 5.16: Sustainable transport projects are designed to incorporate low carbon measures and sustainable materials where possible, including adopting the principle of reuse and recycle. Materials will also be selected on the basis of sustainability and value for money which includes consideration of future replacement / repair costs and ongoing maintenance. This approach recognises there may be a case for specialist materials in some locations e.g. due to respecting the historic environmental or promoting high quality public realm.

Policy 5.17: The Council will use the TRO process where required in the delivery of transport schemes, and encourages the Scottish Government to consider the adoption of a process similar to the ETRO process in place in England to ensure consultation, transparency and efficiency of process.







# Part 6: Smart and digital city

## RATIONALE FOR THESE POLICIES

Successful transport systems rely on effective, appropriate and smart technology. The technology must serve a purpose, and help deliver the overarching outcomes.

Glasgow City Council's Digital Strategy, launched in 2018, sets out the Council's priorities and commitments to developing Glasgow's digital economy and transforming our public services through the use of digital technology. Technology plays a significant role in transport and movement, from the provision of real-time information to help plan journeys and manage congestion, to reducing costs to the public purse through intelligent products. Applying the Declaration of Cities for Digital Rights, the transport system should make the best use of technology with a focus on the end-user. There is much more we can do to utilise technology in Glasgow to support an efficient and effective transport system. Advances in technology will also continue to support our goals. Specifically, technology can support:

- Smarter choices in how we travel by informing us of the latest information on our journeys and the most sustainable choice, as well as visualising the impacts of our journeys e.g. carbon impacts.
- Smart systems that communicate to support more efficient movement of vehicles and people through the finite amount of space in our transport systems – be it road, public transport, paths – improving journey time reliability which is crucial for an economically successful city and for public confidence in sustainable modes of travel. This can also maximise the value of existing

infrastructure, avoiding the need to invest in new capacity in some cases.

- More inclusive transport systems where everyone has digital access to information and affordable fares.

The Council will keep a watching brief on the potential role of connected and autonomous vehicles (CAVs) in Glasgow, as these are unlikely to have significant impact on our transport networks during the lifetime of this transport strategy (to 2030). Connected vehicles, which communicate with each other and their environment, is an emerging issue that needs to be monitored to ensure it does not have environmental disbenefits (e.g. makes it easier to use a car). Autonomous vehicles may have benefits for our city's transport system, through reduction in road collisions, more productive time by vehicle occupants, emissions reductions through more efficient driving and routing, improved mobility for those without access to a car and reducing the need to own a car. That said, the impacts of connected and autonomous vehicles are largely speculative and unknown, and disbenefits could include more vehicular miles. Whatever the impacts, vehicles remain at the bottom of the sustainable travel hierarchy and walking, cycling, wheeling and public transport remain the priority for most trips made within the Glasgow City Council area.

Technology already plays a strong role in Glasgow's transport system. As part of a Future Cities Glasgow programme, an urban traffic control centre is in place at Eastgate. Known as Traffcom, staff monitor traffic flows and signals across the city, using an adaptive control system known as SCOOT (Split, Cycle, Offset Optimisation Technique).



Related to this system is BIAS, the Bus Information and Signalling System, which supports buses with advance priority at lights in the city when needed. The Council is continuing with expansion of the BIAS Bus Priority system across the city to reduce delays for public transport, which includes development of new types of equipment to improve traffic detection. We are also investigating use of Artificial Intelligence and Machine Learning technologies, to improve data collection and enable further optimisation of traffic signalling systems.

All of this is further supported by a network of High definition CCTV (PTZ: pan, tilt and zoom) cameras. The Council has also led on the deployment of over 3,700 Internet of Things (IoT) enabled Intelligent Street Lighting across the whole of the city centre. In addition, SPT operates a real-time passenger information system in the region, operated by SPT.

There are a number of smartcards in place in Glasgow – digital and cashless ways of paying for travel. These include the ScotRail smartcard, SPT's smart ticketing system on the Subway, and the Glasgow Tripper smartcard which supports travel on a number of bus services across the city (<https://glasgowtripper.co.uk/>). Work is ongoing to make the Zonecard fully SMART, led by SPT. Work is ongoing by Transport Scotland to support greater use and interoperability of Smartcard technology in Scotland, and the public-facing website <https://smarttravel.scot/> was launched in 2019 to raise awareness of existing smartcards and interoperability.

Glasgow City Council is also involved in an open data platform, and is working to create more opportunities for open data in the city to support innovation, transparency and public engagement. In 2021, a new version of the Glasgow Open Data Hub was launched at <https://data.glasgow.gov.uk/>. The new Hub was built using Esri ArcGIS software, providing more power to visually map our open data than before. The Esri Hub also enables us to integrate visualisations, story-telling and engagement tools more effectively. The Council uses ArcGIS software extensively, and is a leading Council in Scotland in making information available to citizens in GIS form via the mapping portal <https://glasgowgis.maps.arcgis.com/home/index.html>.

Since 2020, Glasgow City Council has been a member of The Open Government Partnership (OGP), an international initiative which promotes spgovernment bodies being more open to the people and organisations they serve. One of the criteria for membership includes open data and access to information.

As part of the Glasgow City Region City Deal funding package for Glasgow and related to the Council's Digital Strategy <https://glasgow.gov.uk/digital>, a new high-growth innovation hub has been developed. Glasgow City Council's Centre for Civic Innovation is based at this hub in Tontine. This team has led on data analytics to support a number of Council functions, and external work with stakeholders. Staff also work collaboratively with the wealth of tertiary education expertise in the city. In 2021, the council commissioned the Urban Big Data Centre at the University of Glasgow to analyse anonymised location services datasets from mobile devices in the Glasgow city region. This work is informing the transport strategy by giving an updated understanding of travel movements in 2019 and 2020 during the Covid pandemic.

Finally, the Public Conversation on Glasgow's Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

A direct role as the roads authority for the city; a direct role as a public service provider; a lobbying and collaborative role in areas outwith our control such as laws around connected and autonomous vehicles; a collaborative role with other sectors and stakeholders such as academic expertise and industry in data analytics and digital innovation. “





Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Efficient management of our road networks through design and technology to make better use of the space we have, ensuring the sustainable travel hierarchy informs our decisions and priorities	77%	17%	3%
A smart, technologically savvy city where we use technology in transport for public benefit, we are open and transparent and encourage innovation through open data. We upskill Glasgow residents in carbon, energy and technological advances related to transport so that everyone benefits.	78%	17%	3%



Identified problems this set of policies aims to tackle:	Desire for better walking and cycling infrastructure. Journey time reliability problems for buses. Need for open data raised by universities.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Moderate positive contribution
To achieve clean air through sustainable transport investment and decision-making	Moderate positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Minor positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Moderate positive contribution
To ensure the transport system is accessible by all	Minor positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Minor positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Minor positive contribution
Level of direct influence by GCC in this set of policies:	Moderate





# Policy Statement and Policy Actions

Policy 6.1: The Council will work to increase digital access to information for citizens, including further digitisation of historical transport information such as Traffic Regulation Orders and transparent data on transport trends in the city, and make these available via our GIS-based systems and open data hub. [Policy linkage: Open Government Partnership]

- Action 6.A: By end 2023, carry out an audit of transport information that still needs to be digitised together with a resource and time-based plan for digitisation, funding permitting. The plan will also include an assessment of which information can be made public, and clear rationale for information that cannot.

Policy 6.2: Continue to explore the role of Mobility as a Service in collaboration with SPT, with the aim of affordable and integrated travel by sustainable modes across the whole of the Glasgow city region. This should ideally build on existing technologies and smartcards, as opposed to creating new ones.

- Action 6.B: Subject to ongoing work, aim to develop and run a pilot by end of financial year 2024/25, with associated evaluation, subject to external funding, or embark on a MaaS readiness programme from 2022 onwards with a medium term project in mind.

Policy 6.3: Through the Council's Digital Strategy working group on Smart City Innovation, develop a set of standards for open data and access to data from any services we procure in relation to transport, to ensure inter-operability of future systems (e.g. in relation to operating within a Mobility as a Service framework).

- Action 6.C: Develop a set of standards for open data by end 2022.

Policy 6.4: We will continue to invest in and apply for funding for technology that prioritises sustainable modes in the sustainable travel hierarchy on relevant routes, streets and spaces. This includes pedestrian green wave technology on important pedestrian streets in the city centre or local centres, sensors to give pedestrians greater priority during busy periods on selected routes; consideration of sensors to support cycle priority at certain junctions on the City Network, continued development of technology to give buses priority on the road network on strategic bus corridors particularly when they are running late.

Policy 6.5: The Council will keep a watching brief on the potential role of connected and autonomous vehicles in Glasgow. The Council's priority focus for the role of connected and autonomous vehicles is on collective transport (buses, shared taxis) as opposed to individual private cars; and for the efficient movement of goods in and through the city.

- Action 6.D: We will start to future proof our transport systems for autonomous vehicles. This future proofing could include upgrading maintenance regimes for line markings and signs, deployment of fibre ducting in all public realm works/street works to enable ease of future connectivity, consideration of safe harbour spaces on any new infrastructure, consideration of signals or sensors in uncontrolled crossings and so on.
- Action 6.E: We will maintain a watching brief on connected and autonomous vehicle technology to ensure it aligns with our transport priorities and wider aspirations around environmental and net zero considerations.



- Action 6.F: By 2025, develop an action plan with specific interventions to future-proof our transport systems for autonomous vehicles, in collaboration with SPT as the public transport authority and other stakeholders.

Policy 6.6: We will work collaboratively with partners across the city and region to promote training and career opportunities in sectors relating to Glasgow's role as a smart and digital city, and as a net zero carbon city [Policy linkage: Glasgow Economic Recovery Group Action Plan 2020].

- Action 6.G: Ensure Glasgow City Council STEM programmes with schools includes specific segments on engineering, data science and GIS, transport planning, urban planning, environmental science and energy.
- Action 6.H: Continue to offer apprenticeships in Glasgow City Council in transport and data science areas.

Policy 6.7: We will continue to make data open where appropriate via our Open Data portal. This will aim to encourage innovation by making data available, increase transparency over trends in indicators in the city and encourage greater participation and empowerment amongst communities.

- Action 6.I: The Council already provides open access to SCOOT data (data on traffic volumes from the Council's Urban Traffic Control system) and aims to provide access to visualisations of this data via the Council's SIT team to improve decision-making internally as well as to enhance public awareness of traffic data [Policy linkage: Connectivity Commission recommendation].





# Part 7: Managing Travel Demand

## RATIONALE FOR THESE POLICIES

The Council must respond to the sustainable travel hierarchy enshrined within national transport policy. To do this, we have to manage vehicle use in the city to ensure we support those walking, wheeling, cycling and taking public and shared transport, within an overarching spatial framework which considers the role of routes in relation to movement and place.

This section sets out a series of policy areas which aim to manage the use of the car, specifically through parking control and potentially through pricing in the future. Parking policy is one of the strongest tools local authorities have to manage car use. Whilst controlling where, how long and at what price people park can be unpopular, it is an essential part of a travel demand management strategy for any city.

There are some instances where the use of vehicles in Glasgow is necessary – for example, by those with mobility difficulties, to support businesses and the movement of goods, to support some public provision of services and community-related services, and for strategic journeys where necessary. However, the use of vehicles in any city must be managed to ensure they are not a significant barrier to sustainable ways of travel in the city. For example, by taking up significant amounts of roadspace and preventing buses from making journeys on time or discouraging people from cycling. It is also important to ensure that the space in our cities is distributed equitably. Glasgow has a large proportion of residents without access to a car. Moreover, Transport Scotland has set a target of 20% reduction in car kilometres by 2030 and Glasgow City Council must contribute to this.

As shown below, roadspace reallocation is a principle that received broad support in the Public Conversation. This will be necessary on some routes and streets in Glasgow to support modal shift to sustainable modes of travel which along with a reduction in vehicle kilometres and a transition to cleaner vehicles is crucial to decarbonising transport in the city. Cars are parked for the majority of the day – research suggests 23 hours a day . For cars with on-street parking or using private or public car parks, this uses up precious and valuable roadspace, public space and land which could be re-purposed for other uses.

The policies below focus on a goal of reducing car vehicle kilometres on local roads in particular in Glasgow, short journeys especially which could be made by active travel, and to encourage greater use of Glasgow’s extensive public transport system which will continue to be improved.

Finally, the Public Conversation on Glasgow’s Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

The Council can have direct influence over parking management on public roads as roads authority for the city, and can influence on-street and on-site parking in new development through the development management system. It cannot however influence parking provided by other organisations such as at rail stations. The Transport (Scotland) Act 2019 offered local transport authorities new powers in relation to Workplace Parking Licensing schemes to tackle the issue of non-residential parking.



Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Parking supply and cost are balanced to ensure that using public transport is cheaper than driving into the city centre. An evidence-led and policy-driven car parking strategy is developed for the city.	71.5%	16%	10%
Reallocation of and better management of access to road space to give priority to people walking, wheeling, cycling and on public transport, and ensure goods get to where they need to go in the city	81%	11%	6%





Identified problems this set of policies aims to tackle:	Vehicle dominated spaces. Lack of safe cycling infrastructure. Desire for better and more accessible walking environments. Desire for better bus journey time reliability.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Moderate positive contribution
To achieve clean air through sustainable transport investment and decision-making	Moderate positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Moderate positive contribution
To ensure the transport system is accessible by all	Moderate positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Minor positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Moderate positive contribution
Level of direct influence by GCC in this set of policies:	Major



# Policy Statement and Policy Actions

Policy 7.1: Progressively extend controls on on-road parking throughout the city based on a strategic approach that focuses on the principle of controlling parking around trip attractors to prioritise resident parking and parking for those with mobility difficulties, reduce the impacts of commuter parking and support visitor and customer parking and business loading spaces where appropriate.

- Action 7.A: Produce a strategic parking plan for Glasgow by spring 2023.
- Action 7.B: Develop a parking asset management plan for each Controlled Parking Zone by end of financial year 2022/2023.

Policy 7.2: Tackle commuter & long stay parking through Policy 7.1 and through exploring a Workplace Parking Licensing scheme across the city, managing the supply of long-stay parking in appropriate locations.

- Action 7.C: Undertake a feasibility study about a Workplace Parking Licensing (WPL) scheme, ring fenced to fund sustainable transport in the city [Policy linkage: Glasgow Climate Plan]

Policy 7.3: Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate.

- Action 7.D: Encourage the Scottish Government to change legislation to permit camera-based enforcement of parking contraventions.
- Action 7.E: Encourage the Scottish Government to increase the level of Penalty Charges for parking to help reduce the number of contraventions taking place.
- Action 7.F: Review existing parking payment options and parking permit systems.
- Action 7.G: Review customer experience when interacting with the Council regarding parking matters.

Policy 7.4: Charge for designated parking on-street and in Council owned off-street car parking.

- Action 7.H: Set parking charges to meet the costs of administering, maintaining and enforcing on road parking and the provision and operation of off-road car parks, with any surplus re-invested in the delivery of policies and projects from the Glasgow Transport Strategy and all related documents.

Policy 7.5: Review parking standards for new development to discourage car ownership whilst reducing on-street parking in residential locations where possible, and to introduce maximum parking standards across all categories (except cycle parking, as per policy P7.9).

Policy 7.6: Ensure adequate parking control is in place for events.

- Action 7.I: Review existing event day parking control.
- Action 7.J: Aim to work collaboratively with event organisers in the city to better manage parking issues related to events

Policy 7.7: Implement the national pavement parking prohibitions once enacted from the Transport (Scotland) Act 2019, with any necessary exemptions where required as informed by Transport Scotland guidance and local survey work.





# Policy Statement and Policy Actions

Policy 7.8: Implement national double parking prohibitions city-wide with no exemptions.

Policy 7.9: Provide for cycle parking through minimum cycle parking standards for new development and continue a roll-out of secure bike shelters across the city to support those living in tenements and high density housing.

Policy 7.10: Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate.

Policy 7.11: Make the most of Council owned car parks within the wider context of managing the demand to travel by car.

- Action 7.K: Provide a safe and high quality environment within Council owned car parks.
- Action 7.L: Explore reallocation of space within Council owned car parks to complimentary uses e.g. cycle storage, EV charging.
- Action 7.M: Continually monitor usage of Council owned car parks to understand supply and demand and financial sustainability, particularly with regards to monitoring travel demand post-Covid19.
- Action 7.N: Use technology to improve provision of information on spaces available in Council owned car parks to reduce vehicular travel in the city centre in particular.

Policy 7.12: Explore a more strategic approach to coach parking in the city to support the visitor economy.

Policy 7.13: Explore emission-based resident parking charges as a policy intervention to influence the transition to cleaner and low emission vehicles in private ownership (particularly cars and vans).

- Action 7.O: Undertake a scoping exercise on this by end 2023 and include in strategic plan for parking if appropriate.

Policy 7.14: In tandem with policy 7.1, reduce the level of on-street parking in the city to reduce impacts of vehicles, subject to further analysis of impacts to protect residents from vehicle displacement issues and to support businesses. Reallocate roadscape where possible to active and sustainable modes, and for placemaking projects.

## Road user charging

Policy 7.15: Lobby the Scottish Government and Transport Scotland to introduce road pricing / road user pays proposals at a national level with detailed guidance for regional schemes. [Policy linkage: Connectivity Commission]

- Action 7.P: Subject to national support for road user charging, work with SPT and Glasgow City Region local authorities on a potential regional scheme.







# Part 8: Transport and the natural and built environment

## RATIONALE FOR THESE POLICIES

It is important we design and develop our transport systems to benefit our natural and built environments. The GTS is being subject to the Strategic Environmental Assessment process, and this process ensures specific impacts are identified and any potentially negative impacts are mitigated where possible. This process looks at the impact of the Council's transport strategies on the following topics:

- Biodiversity, flora and fauna
- Population and human health
- Soil and geology
- Water
- Air
- Climatic factors
- Material assets
- Cultural heritage
- Landscape and natural heritage

Whilst this SEA process is ongoing, this section (and other sections in this Policy Framework, particularly Part 2 which includes policies on air quality) seek to identify some high level policies to ensure transport is responding positively and seeking to improve and enhance our natural and built environments. A progress update on the SEA and EqlA processes is available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)

It is important for policies and decisions on transport to consider wider environmental issues, and mitigate any negative impacts and enhance where possible. It also crucial to join-up our thinking on transport and nature and deliver projects with multiple benefits.

There are already positive examples of this in the city such as the City Deal project which funded raingardens on Croftpark Avenue as a sustainable way of reducing flood risk in the local area and downstream by channelling surface water run-off into

areas of vegetation and soil .

As part of the extensive range of projects being undertaken in the lead up to COP26, Glasgow City Council and Clear Channel have installed two new Living Roof bus shelters in the Broomielaw Sustainable Corridor. Affectionately nicknamed “Bee Stops”, these sustainably-built shelters are planted with a mix of wildflower and Sedum to support pollinating insects and enhance biodiversity. The project will hopefully demonstrate the effectiveness and public benefits of environmentally conscious street furniture, and inspire a future city-wide implementation of green infrastructure, as well as forming a part of the wider COP26 legacy for Glasgow.

A strong partnership approach has also been developed in city flood risk management, as evidenced by the Clyde and Loch Lomond (CaLL) Local Plan District (LPD) Local Flood Risk Management Plan, and the associated delivery of projects to reduce and manage flood risk.

Finally, the Public Conversation on Glasgow's Transport Future consulted on the following policy focus statements which are relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

The Council and public sector generally has statutory responsibilities in relation to several topics in this section including air quality, climate emissions, health improvement, biodiversity and a strategic approach to managing flood risk. The Council must adhere to legislation and ensure Environmental Assessment is used where required at the project level.



Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
Considering greenspace, open space and biodiversity when we plan transport and placemaking projects, to maximise the benefits of our investment.	86%	9%	1%





Identified problems this set of policies aims to tackle:	Increased risk of flooding and heat events from climate change, the ecological emergency. Desire for better public places and environments for walking and cycling.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Major positive contribution
To achieve clean air through sustainable transport investment and decision-making	Major positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Minor positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Minor positive contribution
To ensure the transport system is accessible by all	Minor positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Minor positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Major positive contribution
Level of direct influence by GCC in this set of policies:	Major / Moderate



# Policy Statement and Policy Actions

Policy 8.1 Accelerate implementation of the Glasgow and Clyde Valley Blueprint for a Green Network to create green & biodiverse corridors in the city by improving open space provision and increasing tree cover, while also providing opportunities for active travel corridors. [Policy linkage: Glasgow Climate Plan & Glasgow Open Space Strategy]

Policy 8.2: Protect and enhance biodiversity where possible, in support of Glasgow’s Local Biodiversity Action Plan and integrate nature-based solutions into transport and placemaking projects where appropriate.

- Action 8.A: Ensure no net loss of trees or biodiversity as a result of transportation infrastructure projects or maintenance, and biodiversity enhancement wherever possible, including off-site mitigation where required.
- Action 8.B: Where possible, deliver specific landscape and environmental enhancements within designs to benefit existing habitats and /or create new habitats, with the objective of compensating for or enhancing affected landscapes and wildlife habitats. The availability of budgets to properly maintain any new features must be a consideration in this.
- Action 8.C: Ensure that all new infrastructure projects and maintenance works have due regard to the network of designated wildlife sites (SSSIs, LNRs, SINCs and wildlife corridors);species of conservation concern (as listed in the Glasgow Biodiversity Audit); protected species and the appropriate habitat and species plans of Glasgow’s Local Biodiversity Action Plan.

Policy 8.3: Continue to consider the environmental impacts of any new or significantly revised transport schemes where relevant through the application of Environmental Assessment methods.

- Policy 8.4: Continue to promote access to the outdoors and open space for Glasgow citizens:
- Action 8.D: Deliver a leisure-based active travel network as per the Open Space Strategy and linked strongly to the Core Path network and wider active travel network.
  - Action 8.E: Continue to support and invest in the Core Path Network in the city.
  - Action 8.F: Continue to support sustainable transport access where possible to green spaces in the City including country parks.
  - Action 8.G: Continue to support sustainable transport access to the canal towpath and work collaboratively with Scottish Canals to maximise the value of this important city asset.
  - Action 8.H: Continue to support the role of the River Clyde corridor as a valued green/blue space for public amenity, and work collaboratively with partners via Clyde Mission to support Clyde Mission goals and infrastructure requirements, in particular to improve sustainable and active travel access to and across the River.
  - Action 8.I: Continue to support the role of other ‘green’ and ‘blue’ corridors in the city for active travel, leisure and access to open space by citizens, including the White Cart, Kelvin and former rail solums, as part of the Glasgow and Clyde Valley Green Network Blueprint.
  - Action 8.J: Ensure our behaviour change programmes include projects to encourage and support those in lower income communities (as defined by Scottish Multiple Index of Deprivation) to access greenspace and public amenity space, and participate in walking and cycling for leisure as well as functional journeys.





Policy 8.5: The Council continues to support the Glasgow City Region [Adaptation Strategy & Action Plan](#), and to develop transport within this framework as well as adhering to its statutory duties. The Council's transport decision-making will respond to elements of this Strategy as follows:

- Continue to build a strong active travel network which will support modal shift to walking, wheeling and cycling, with a particular focus on a place-based approach in the City Centre and Liveable Neighbourhoods.
- Continue to recognise the role of green (e.g. open space, country and local parks) and blue (river and canal networks) infrastructure in high quality places for people to live in and spend time in, and build these concepts into our Liveable Neighbourhood Plans, Active Travel Strategy and City Centre Transformation Plan.
- Continue to support quality, sustainable and active connections to the River Clyde corridor and across the Clyde.
- Continue to work with local and regional partners and the Scottish Government to identify new sources of funding for climate adaptation in transport, including increased funding to replace, upgrade and maintain assets.

Policy 8.6: Continue to design infrastructure with climate resilience in mind, particularly increased incidences of flooding and high temperatures.

- Action 8.K: Take a risk based approach to managing flood risk at a catchment scale when relevant to transport investment, in line with the Flood Risk Management (Scotland) Act 2009. Consider existing and future flood routing and storage for the catchment, and the impact of displacing flood water elsewhere within the catchment.
- Action 8.L: Any new roads will be subject to statutory requirements for SuDS and land use planning flood risk assessment.
- Action 8.M: Encourage the Scottish Government to address policy tensions between the Flood Risk Management Act 2009 and the Roads Scotland Act 1984 and the role of roads in discharging floodwater.
- Action 8.N: Explore ways to ameliorate heat through choice of materials in transport infrastructure.

Policy 8.7: Consider, assess and mitigate the impact of transport infrastructure on water quality, for new infrastructure and existing infrastructure when subject to improvement or maintenance.







# Part 9: Access to vital services and opportunities & supporting economic success

## RATIONALE FOR THESE POLICIES

Transport is ultimately a means to an end. Poor transport connections can be a barrier to accessing the services we need as part of our everyday lives, and to the opportunities that give us a better quality of life. Good transport can play a seamless role in helping us to do the things we need to do, and the things we want to do.

In this section, we focus a set of policies on supporting sustainable travel access to vital everyday services and opportunities. In addition, a key focus of the Council is social and economic recovery from Covid-19, and a number of policies respond to this.

Transport systems play a big role in access to jobs generally, to jobs of particular skillsets and income levels. The cost of transport can have an impact on household incomes generally and be a deciding factor on the ability to take up a job depending on salary v. transport cost. These impacts can be unequally felt - analysis shows some parts of the city with a much higher proportion of household income spent on travel to work than others. Transport also contributes to economic growth through enhancing connectivity to jobs, to customers and markets for goods. Good transport links can also help to build economic and industrial expertise and specialism in an area, by attracting investment and encouraging industries to cluster together around good transport connections.

The Glasgow City Region makes a significant contribution to Scotland’s economy, at a value of £42,911m of total Gross Value Added in 2018. Glasgow City makes up almost half of this total GVA. Income levels however for Glasgow residents are lower than the regional and Scottish average,

and whilst employment rates were improving (pre-Covid), they were still below some comparable cities.

There is evidence that transport can be a significant barrier to taking up jobs and training, with one in ten respondents to the Glasgow Household Survey saying they had been unable to apply for, or accept, a job whilst living in Glasgow because it would have been difficult to get to or from the place the job was based. This was even more the case for those without access to a car. Public transport accessibility analysis by University of Glasgow for the Council in 2020 suggested those in the most deprived parts of the city had access to the lowest number of jobs within a 30 minute travel time. There have been some good initiatives we can build on, such as the JobcentrePlus Travel Discount Card in Glasgow for a number of groups of claimants who are jobseeking or returning to work.

Whilst not in Glasgow, Glasgow Airport is a major gateway to Scotland and to the west of Scotland, and it is important to have reliable and high quality public transport connections between Glasgow city centre and the Airport. In 2019, Glasgow welcomed 2.5 million domestic and international visitors, generating £774 million for the city’s economy. The train is the most common mode of transport for visitors coming into and departing from Glasgow, followed by air, where Glasgow Airport is the main arrival point. Supporting the recovery of the visitor economy in Glasgow as we adapt to Covid-19 is important, and resilient, convenient and attractive transport systems are part of that. The [Glasgow Economic Recovery Group](#) supports ongoing work on a Glasgow Metro



scheme.

The journey to school is a crucial one, for many reasons. The volume of cars on the road during the peak can contribute to air pollution and congestion, whilst travelling by vehicle instead of walking, cycling or scooting can prevent children and young people maximising a valuable opportunity for physical activity during their day. Little progress has been made on reducing the proportion of children who travel to school in Scotland as a whole, and in Glasgow, and we need to do more to support walking, cycling and scooting where possible. The Council’s new Active Travel Strategy will set out a proposed city network and a series of policies to support more active travel to school.

The movement of goods is a vital part of any city. In Glasgow, around 27,000 tonnes of goods are moved around every day (and that does not include parcel deliveries). Almost all goods will use the road network at some point in their journey, sharing road space with others. Transport Scotland has policy aspirations to increase the proportion of freight moved by rail, and regional planning policy advocates strategic freight transport hubs. Glasgow City Council can support these aspirations, as well as aim to support lower carbon transportation of goods within the city, particularly last-mile deliveries.

Finally, the Public Conversation on Glasgow’s Transport Future consulted on the following policy focus statement which is relevant to this section, which received broad support.

## ROLE OF THE COUNCIL

The Council has an enabling and indirect role in many of these policy areas, and will work collaboratively to achieve common goals.

Policy focus statement – online survey responses from the Public Conversation	Support this policy focus	Neutral	Do not support this policy focus
A focus on the journey to school – further investment in walking and cycling infrastructure, working towards a default speed limit of 20mph, and a wide rollout of school road closures.	72%	17%	8%



Identified problems this set of policies aims to tackle:	Desire for better and safer walking and cycling infrastructure particularly for the journey to school, recovery from Covid 19, differential impacts of transport on certain groups including those on low incomes or in poverty, rising carbon emissions from light goods vehicles.
Contribution to objectives by this set of policies:	
To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future	Moderate positive contribution
To achieve clean air through sustainable transport investment and decision-making	Moderate positive contribution
To encourage and enable physical activity and improved health & wellbeing through active travel	Moderate positive contribution
To promote an affordable, inclusive, equitable and sustainable travel system	Moderate positive contribution
To improve reliability, integration and convenience of sustainable travel modes for people and goods	Moderate positive contribution
To ensure the transport system is accessible by all	Moderate positive contribution
To improve the safety and personal security of all transport users and the public spaces that they use	Moderate positive contribution
To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural environment, with an effective sustainable travel hierarchy	Moderate positive contribution
Level of direct influence by GCC in this set of policies:	Minor



# Policy Statement and Policy Actions

Policy 9:1: We will continue to encourage and support walking, cycling and scooting to school for the majority of pupils where possible, especially at nursery and primary school level. At a secondary school level, we will promote walking and cycling for those who otherwise do not use public transport to travel to school. We will work with SPT and operators to ensure adequate provision of public transport for those pupils who need it as per our educational policies. We will also aim to ensure children and young people are not missing out on afterschool or extra-curriculum activities through a lack of adequate or affordable transport through collaborative work to improve access to affordable fares for all [connected policy 4.11].

Policy 9:2: We will support and lobby partners to improve access to jobs and training for Glasgow residents by sustainable transport where possible, and at affordable prices.

- Action 9.A: We will work with partners to explore the feasibility of a targeted free public transport scheme, and subject to this, monitor and evaluate any pilot to inform thinking on the benefits and costs of free public transport. This should build on Transport Scotland’s free bus travel scheme for under 22s.

Policy 9:3: We will support and work with partners to reduce transport as a barrier to accessing fresh, healthy and affordable food, recognising the role the community transport sector and active travel solutions can have in particular. [Policy linkage: Glasgow Community Food Strategy and Food Growing Strategy, Circular Economy Routemap]

Policy 9.4: We will continue to build on the economic strengths of the City Centre in Glasgow, supporting sustainable access by people and by goods to promote economic recovery post-Covid-19. The City Centre Transformation Plan will set out policies and projects to deliver a high quality City Centre with a sustainable travel network. Work with partners such as the Glasgow Bus Partnership will continue to ensure bus connectivity to the city centre is as strong as pre-Covid19 and issues of congestion on targeted routes are reduced to support journey time reliability. The Active Travel Strategy will set out how the city centre is connected to the rest of the city by a City Network.

- Action 9.B: A detailed transport strategy for the City Centre will be published in the new City Centre Transformation Plan, which will set out a 10 year plan for achieving the 30% vehicle trip reduction target set out in the Strategic Development Framework.

Policy 9.5: The city and partners will continue to invest in programmes to enable young Glaswegians to access and succeed in new green job opportunities [Policy linkage: Glasgow Climate Plan] [connected policy 6.6]

Policy 9.6: In the context of transport, we will work with partners in the city to accelerate the transition of Glasgow’s economy from linear to circular, making it more inclusive and sustainable. The city and partners will support the adoption of circular practices across the city through capacity building programmes, in line with the new Circular Economy Route map for the city. Examples of circular economy transport interventions include peer-to-peer car clubs. [Policy linkage: Glasgow Climate Plan] [connected policy 2.12]





Policy 9.7: The Council will continue to recognise the important role of the city's transport network in the movement of goods which is critical to the functioning of any city. Consideration of the strategic and local movement of goods will be built into the design of new transport projects. [connected policy 2.8 on decarbonisation of the movement of goods]

Policy 9.8: Continue to support businesses and industry through strategic network of movement for vehicles within a framework of modal shift where possible and a transition to low carbon vehicles. Consideration of the needs of business and industry in transport decision-making including provision for loading, working with partners to improve sustainable accessibility to the city centre and major sites of economic importance via the Regional Economic Strategy. Roadspace reallocation will be necessary on some corridors to support modal shift to walking, wheeling, cycling and public transport, and the Council must work within the national target of a 20% reduction in car kilometres by 2030.

Policy 9.9: Work with Community Planning partners to identify schemes to support sustainable and affordable travel solutions to employment and training facilities, particularly for those who do not have access to a car.

Policy 9.10: Continue to work with SPT, bus operators and the community transport sector to promote a good level of public transport access to hospitals and healthcare in the city, and work to ensure active travel network connections to hospitals, health centres and GPs are improved across the city.

Policy 9.11: Continue to work with partners in the city to promote Glasgow as a major tourism destination and events city, and ensure the transport system is an enabler of this and not a barrier.

- Action 9.C: Incorporate the needs of visitors to the city in any future Mobility as a Service platform and information portal on transport in the city.
- Action 9.D: Continue to incorporate transport within events planning and events management in the city, and aim to use events as an opportunity to trial innovation in transport systems in advance of wider roll-out.





# Delivery, governance and monitoring & associated policies

## 6

### CURRENT GOVERNANCE

Glasgow City Council cannot do everything alone, even if money was no object. That is because responsibility for Glasgow’s transport system is split across a number of organisations. For example, we do not run public transport and have limited control over it. The Glasgow Connectivity Commission raised the issue of complex transport governance in the region.

Governance of transport in the city is in part linked to the statutory duties above. Glasgow City Council has a significant role to play as the roads and planning

authority for the city, with a large number of statutory duties and responsibilities. We manage the local road network (but not the motorways), including footways (pavements) and cycleways.

SPT have a number of statutory roles and responsibilities in relation to public transport in the city, and also operate the Glasgow Subway. There responsibilities include:

- Preparation of a Regional Transport Strategy
- Socially necessary bus services and demand response transport
- Own and operate Buchanan bus station
- Supporting community transport
- Schools transport (agency basis)
- Bus shelter maintenance (agency basis)
- Operation and administration of the region’s Zonecard – an integrated multi-modal ticketing scheme



- Operation and administration of Strathclyde Concessionary Travel Scheme which provides discounted travel for those who are eligible on rail, subway and on ferry
- Grant funding transport infrastructure in the city

Transport Scotland is the national transport agency for Scotland. It sets the overall strategy for transport in Scotland, and is responsible to Scottish Ministers for a wide range of policy and strategy areas as well as specific maintenance and development of the trunk road network (including motorways in Glasgow), funding of the rail network, managing rail franchises and support for a number of other specific operational functions such as lifeline aviation and ferries.

The Glasgow City Region City Deal is a partnership of eight neighbouring local authorities, with Glasgow as lead authority and overseen by a Glasgow City Region Cabinet. It is delivering a number of significant infrastructure projects including transport improvements.

There are a large number of public transport operators in the city – from ScotRail (and other cross-border rail operators) to bus operators to community transport providers. Network Rail are responsible for rail infrastructure across the UK. Taxis and private hire, car club and Nextbike, and voluntary and community groups are also part of an extensive and complex mix of transport solutions in the city.

Whilst Glasgow City Council is the roads authority for the city, some roads-related infrastructure is privately managed where it is not adopted by the council, and this can sometimes include pavements and cycleways. In addition, Sustrans have responsibility for the National Cycle Network (NCNs) and Scottish Canals manage the canal network and associated towpaths.

The complexity of this system is important to recognise, as we must all work together to achieve a common, shared vision.

### DELIVERY OF THE GTS

The policies in this Glasgow Transport Strategy: Policy Framework are wide-ranging and aim to cover

key areas of transport work in the city to provide transparency on Council policies and publications. Transport impacts on everyone, from local businesses to local residents, and the Council commits to working collaboratively and in consultation with these communities as we progress towards achieving the outcomes set in this strategy.

Some policies refer to the day-to-day work of the Council which is routinely carried out and reported to Elected Members via the Committee process where required. Some areas of the Council’s work require annual reports and reviews which feed into external reporting, such as the annual Road Condition Index. Some areas follow statutory procedures and are reported accordingly, such as Traffic Regulation Orders or development management processes which determine planning applications. Some areas are covered by routine requirements of all Council work such as the Equality Impact Assessment screening process or Environmental Impact Assessment.

Some policies in the GTS: Policy Framework require specific external funding streams to be delivered, and the Council will continue to make the most of these funding streams (see below). Collaborative work is however required to achieve some of the policies in the GTS:

- At a local level in the city, such as Community Planning Partners like Police Scotland on the enforcement of speed restrictions, with local bus operators to deliver bus services, with local academic partners to further knowledge and research, with established partnership structures like Sustainable Glasgow, the City Centre Task Force to support economic recovery.
- At a regional level in the city, with SPT as the regional transport partnership and public transport authority for the region, with the Glasgow City Region City Deal partners and neighbouring local authorities on specific projects with regional implications such as Clyde Mission.
- At a national level, with Transport Scotland who manage the trunk road network and railways, and Scottish Government who allocate funding to local authorities and





lead on legislation and associated regulations. The UK Government also controls some areas of importance to transport such as the licencing of vehicles and vehicle tax regime.

The Council's [Strategic Plan 2017-22](#) includes an action to "Review the options and feasibility for a new transport body for Glasgow, working in partnership across Glasgow City Region, to provide a more connected service for all our citizens and visitors". The National Transport Strategy has also committed to reviewing governance around transport, and a short-life working group on transport governance reported in 2019. It recommended change to transport governance in Scotland should be on the basis of a regional model of transport governance & that further detailed work is needed to determine the exact form of a regional model, but only after decision-makers have agreed in principle the recommendations for change. Glasgow City Council will continue to participate in any discussions on this topic with Transport Scotland, SPT and regional partners.

## DELIVERY AND COLLABORATIVE WORKING POLICY COMMITMENTS

Policy 11.1: Within Glasgow City Council, we commit to joining up effort and activity on transport across a number of workstreams, to ensure we are consistently communicating on evidence-based issues and developing consistent solutions to tackle problems.

Policy 11.2: Within our Community Planning Partnership and related forums and taskforces, we commit to ensuring transport issues are communicated and tackled consistently, via our Transport Strategy process.

Policy 11.3: We commit to working collaboratively with partners to work towards common goals for Glasgow, and ensuring transport is an enabler and not a barrier to delivery of these goals.

Policy 11.4: We commit to working closely with SPT as the Regional Transport Partnership and public transport authority for the region to deliver a public transport system that meets the needs of the city and everyone who uses it.

Policy 11.5: We commit to working collaboratively with important stakeholders in the city and across the region to delivering the outcomes in this transport strategy, including neighbouring local authorities, the Glasgow City Region City Deal partnership, and all organisations and individuals who have a role to play and an interest in transport in the city.

Policy 11.6: We commit to working closely with Transport Scotland and the Scottish Government to deliver national outcomes at the city level, and to encourage and support systemic change where this will help move all towards an inclusive net zero carbon future.

Policy 11.7: We commit to increased transparency of transport policy and projects by improving how information is collated and presented on our website, and ensuring citizens understand where to find relevant Committee information and decisions on transport.

Policy 11.8: We will work with stakeholders in the city to co-produce and share knowledge to further advance our evidence base for transport decision-making, and to create innovative and collaborative solutions.

- An example of this is our recent work with University of Glasgow's Urban Big Data Centre on a number of data analytics projects during Covid-19 as well as analysis of location services data to understand travel demand in the city; and our work with multiple partners including the University of Strathclyde via Sustainable Glasgow.

Policy 11.9: We will work with partners to review governance to support a more integrated planning and delivery of transport interventions across Glasgow and the region, particularly to reduce competition between sustainable modes of transport and to enable the delivery of a stepchange in transport in the city.

## SPATIAL DELIVERY FRAMEWORK

This GTS: Policy Framework for Discussion and Consultation aims to set out the overarching transport policies for the City for consultation. In parallel, work is ongoing on appraising interventions with spatial



dimensions, and these will inform a GTS: Spatial Delivery Framework to be consulted upon and published in 2022. This work will aim to:

- Set out a spatial framework for the city, identifying priority routes for public transport and active travel, movement of vehicles, demand management and criteria for decision-making in the future, particularly where there are difficult decisions on roadspace reallocation.
- Set out the benefits of the GTS using a Scottish Transport Appraisal Guidance based approach, identifying impacts on the economy, environment (including carbon emissions), safety, accessibility and integration.
- Produce a Strategic Environmental Assessment Environmental Report and Equality Impact Assessment.

## FUNDING OF THE GTS

Transport is funded in Glasgow by various means:

- General Council spend, allocated through capital and revenue budgets annually.
- External funding streams that the Council must bid into, which often require match funding from the Council or partners. Examples of this including funding from Transport Scotland into active travel projects or behaviour change projects, and capital funding from SPT on public transport and active travel infrastructure projects.
- Glasgow City Region City Deal programme.
- Developer contributions through the development management processes. These contributions must be conditioned as part of planning consents and are strictly controlled by a number of tests in national guidance to ensure the funding is directly relevant to the proposed development.

The GTS will provide a strong basis for future funding bids by setting out an evidence of problems and demand, clear goals, policies, and spatial framework.

Glasgow City Council plans to continue exploring innovative sources of funding for sustainable transport

projects, including the Workplace Parking Licensing scheme. In Nottingham, a similar scheme has helped to fund a tram and other public transport and active travel improvements. Any such scheme in Glasgow will be considered within the context for economic recovery by businesses and employers since Covid-19 lockdowns in 2020/21, as well as the push towards a net zero society and economy. The Glasgow Connectivity Commission also recommended the Scottish Government consider how to change the way we pay for road use to accommodate the shift towards electric and autonomous vehicles on a national and regional basis.

In addition, Glasgow's Climate Plan has committed to developing a Green New Deal for Glasgow. This is a mission of equitable, climate neutral and climate resilient living by 2030, including a portfolio of investable projects and exploring new green financing models [policy linkage: Glasgow Climate Plan]. A key part of this Green New Deal will be related to ensuring a more strategic approach to investment. This could mean using Council funds to unlock private sector contributions, or blending public and private investment together, or using investment in some council activities to cross subsidise investment in others. It also involves a step change in scale, considering the potential to use larger scale financial instruments such as debt finance with low interest rates to front-load upfront investment costs and provide alternative methods to accelerate delivery compared to existing Government-led processes.

## FUNDING POLICY COMMITMENTS

Policy 11.10: The Council will continue to explore innovative sources of funding and financing for sustainable transport projects in Glasgow, and aims to work in partnership with SPT, Transport Scotland and other partners to identify better ways to fund transport in the region in the future. [Policy linkage: Connectivity Commission] [connected policies 7.2 & 7.15]"



MONITORING AND APPRAISAL  
FRAMEWORK

A set of indicators have been developed to ensure the overarching transport planning objectives are SMART (Specific, Measurable, Achievable, Relevant, Time-bound), and are being used in the technical appraisal work which will feed into the Spatial Delivery Framework. These are shown in the table below, set against the objectives which are set out in Section 3 of this document.

Transport Indicator	Relevant Objectives							
	1	2	3	4	5	6	7	8
Travel Choices								
Number of Trips								
Distance Travelled								
Mode Share								
Vehicle Volume by Corridor/Sector								
Public Transport Volumes by Corridor								
Transport Emissions								
Change in emissions of carbon and pollutants								
EV, ULEV ownership and infrastructure provision								
Congestion hotspots / changes								



Transport Indicator	Relevant Objectives							
	1	2	3	4	5	6	7	8
Active Travel								
Duration of Walking and Cycling Trips								
Change in density (coverage) of primary cycle network								
Length of cycleways / cycle tracks								
Contribution of active travel uptake to improved wellbeing								
Change in levels of cycling by minority groups								
Change in Level of Walking by SIMD								
Change in Active Travel to Work or School								
Accessibility								
Public transport use / footfall at stations								
Change in Public transport journey time reliability								
Change in goods movement journey time reliability								
Change in accessibility of public transport								
Change in accessibility for areas of multiple deprivation								





Transport Indicator	Relevant Objectives							
	1	2	3	4	5	6	7	8
Accessibility								
Travel cost as % of income								
Change in % of public space occupied by roads and on-street parking								
Change in step-free access at railway stations								
Change in number of accessible bus stops								
Road Safety								
Change in road traffic collisions								
Public Perception								
Change in Attitudes to Active Travel								
Change in active travel satisfaction / sense of safety								
Change in public transport satisfaction / sense of safety								

It is not realistic to monitor all of the above appraisal indicators on a regular basis, as some are generated from specialist tools and software that the Council does not always have access to. Related to these indicators therefore, a set has been selected that are particularly significant to monitor biennially to gauge progress and uncertainty. This monitoring will be presented to Elected Members via the Committee process and published accordingly.



CARBON EMISSIONS

An overall target for a reduction in transport emissions in Glasgow will be set in the wider Net Zero Route Plan, in the context of targets for other sectors such as industrial and domestic, and any offset emissions. An update on the contribution of the GTS to carbon emissions will be provided in 2022 after appraisal work relating to the Spatial Delivery Framework is complete.

Key indicators for monitoring transport emissions in Glasgow are shown in the following table.

Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Carbon dioxide emissions from road transport in Glasgow (kilotonnes carbon dioxide), UK Government	764kt	808kt (2014)	Positive trend downwards in recent years (c54% of total from A roads and minor roads, with increase in % from motorways)	Downwards trend
Road transport energy consumption – total energy used for personal trips (tonnes of oil equivalent), UK Government	168,700	183,939 (2014)	Positive trend downwards (particularly reduced from buses, petrol cars & motorbikes – increased energy consumption from diesel cars)	Continued reduction as vehicles become more efficient and low emission, land use impacts & modal shift
Road transport energy consumption – total energy used for goods/ freight trips (tonnes of oil equivalent)	80,957	76,701 (2014)	Negative trend upwards (largest contribution to growth from diesel LGVs)	Continued reduction as vehicles become more efficient and low emission, ideally some move towards rail & last mile deliveries



Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Proportion of licensed cars that are diesel cars	38%	2015 = 41%	Slight improvement, downwards	Larger proportion as low/zero emission vehicles and significantly less diesel
Proportion of licensed vans that are diesel vans	98%	2015 = 99%	Marginal improvement, downwards	Larger proportion as low/zero emission vehicles and significantly less diesel
Number of Ultra Low Emission Vehicles Licensed in Glasgow City	756 (Quarter 4)	2015 Quarter 1 = 328	Positive – upwards (caveat: licensed location may be different than vehicle location)	Significantly larger proportion as low/zero emission vehicles as % of all licensed vehicles

CAR USE, ACTIVE TRAVEL AND MODAL SHARE

Key indicators for monitoring how we are making progress on sustainable travel choices in Glasgow are shown in the following table.

Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Proportion of driving frequency by people aged 17+	27%	2013 = 26.7%	Marginal increase	Ideally a downwards trend to reduce frequency of car use & dependency on a car
Proportion of households with no car available for use	47%	2013 = 51%		Not appropriate to set a goal – but an important uncertainty indicator to monitor



Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Proportion of households with at least one bike available for use	28%	2013 = 27.8%	Little or no change	Significant improvement
Vehicle kms in Glasgow on local roads	1,953m veh kms	2013 = 1959 m veh kms	Slight positive reduction	20% reduction – national target for veh kms by cars
Vehicle kms in Glasgow on trunk roads (million vehicle kilometres)	1,605m veh kms	2013 = 1522 m veh kms	Negative upwards trend	20% reduction – national target for veh kms by cars
% of travel whose main purpose is commuting	20%	2013 = 19.5% (though 24.9% in 2016)	Little change though fluctuations	Not appropriate to set target – but an important uncertainty indicator to monitor
% of adults that are satisfied with public transport	79%	2013 = 80%	Marginal reduction	Improvement
% of adults that walk as a means of transportation to work, shopping or visiting at least 1 day a week	76%	2013 = 74%	Slight improvement	Improvement
Proportion of Employed Adults whose usual Method of Journey to Work is Driver & Passenger combined Car/ Van	49%	2013 = 54%	Positive reduction	Continued reduction





Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Proportion of Employed Adults whose usual Method of Journey to Work is Bicycle	4%	2013 = 3%	Slight positive increase	Improvement
Proportion of school pupils whose usual Method of Journey to school is car/ van	26%	2013 = 28.4%	Slight positive decrease	Reduction
Proportion of those whose Main Mode of Transportation is Driver Car/ Van	36%	2013 = 37.2%	Slight positive decrease	Improvement

REVIEW OF THE GTS POLICY FRAMEWORK

Whilst the GTS covers the period up to 2030, it is proposed to have a light-touch review in 2025/26 to ensure policies are still appropriate and on-track, to review progress of actions and to gauge the direction of change through monitoring indicators.

SCENARIO PLANNING INDICATORS

Linked to the scenario planning process being applied to the GTS work, the variables outlined in section 3 will be reviewed in 2025 to gauge the direction of travel in each. This will help to align the review of the GTS in 2025 and respond to any unanticipated trends or changes.



## CONTACT US

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Neighbourhoods Regeneration and Sustainability  
Glasgow City Council,  
Eastgate, 727 London Road,  
G40 3AQ



0141 276 4000



[connectingcommunities@glasgow.gov.uk](mailto:connectingcommunities@glasgow.gov.uk)

[www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy)