



Glasgow Transport Strategy

Delivery Focus Areas & Monitoring Update 2025



Executive Summary

The [Glasgow Transport Strategy \(GTS\)](#) is the overarching transport strategy for Glasgow. It provides a framework for decisions around transport, and transport development, for Glasgow City Council (GCC) and organisations across the city to work towards a sustainable transport future.

Monitoring is a key part of delivering the GTS and helps to understand and measure if progress is being made towards the strategy's vision and outcomes. This report provides the 2025 update and presents the latest available data relating to travel and transport in Glasgow.

The report has been structured in three bespoke sections, to provide the following information:

- Progress against **key targets** with appropriate analysis and reporting.
- A delivery update for **key workstreams and projects** underway or planned by the Council. The delivery update is an important reporting mechanism, setting out our key achievements to date in delivering the GTS.
- Quantitative reporting on all **30 core monitoring indicators**, as established within the GTS.

Key Outcomes Reported in 2025

Analysis of official statistics from 2023 shows a series of positive trends in terms of travel in the city. Many of which can be attributed to ongoing Council workstreams and partnership working. This includes:

- The popularity of cycling continues to grow with the proportion of people cycling to work increasing over the last year. The correlation between increasing propensity to cycle and the continued installation of the City Network and supporting cycling infrastructure is apparent.
- More school children are now walking to school with an increase of 5% between 2022 and 2023. This represents a 12% increase from the 2019 baseline in pupils walking to school.
- Aside from school children, more people are now choosing walking as a form of transport with a 4% increase in the last year.
- Reported figures show improvements in satisfaction with public transport, 70% of people were 'very' or 'fairly satisfied' with public transport in 2023: a 9% increase from 2022.
- Carbon dioxide (CO₂) emissions from road transport in Glasgow continued to decline, with 2.5% less CO₂ emissions recorded in 2023 than in 2022 and 3% less than the 2019 baseline.
- Petrol and diesel consumption by road vehicles used for personal transport in Glasgow, including buses, diesel cars, petrol cars and motorcycles, continued to decline with consumption at 2% less than in 2023.
- The take-up of electric vehicles (EVs) continued to increase and the number of licensed EVs was up 38% in 2023, while the number of privately-owned diesel cars on the road continued to decline by a further 7% in 2023.
- Vehicle kilometres on roads across Glasgow have increased marginally by 1% over the last year, however the annual growth in vehicle kilometres throughout the period of Covid recovery has slowed and indeed may have plateaued. Importantly, the latest figure remains 1% lower than the 2019 baseline.

1. Introduction

The [Glasgow Transport Strategy \(GTS\)](#) is the overarching transport strategy for Glasgow. It provides a framework for decisions around transport, and transport development, for Glasgow City Council (GCC) and organisations across the city to work towards a sustainable transport future.

Monitoring is a key part of delivering the GTS and helps to understand and measure if progress is being made towards the strategy's vision and outcomes. A set of over 30 Core Monitoring Indicators were established by the [GTS Policy Framework](#) in 2022 and reported on in the first [Delivery Focus Areas & Monitoring Update](#) in 2024.

This report provides the 2025 update and presents the latest available data relating to travel and transport in Glasgow. A delivery update for key workstreams and projects that are underway or planned by the Council has also been provided. The delivery update is viewed as an important reporting mechanism, setting out our key achievements to date in delivering the GTS.

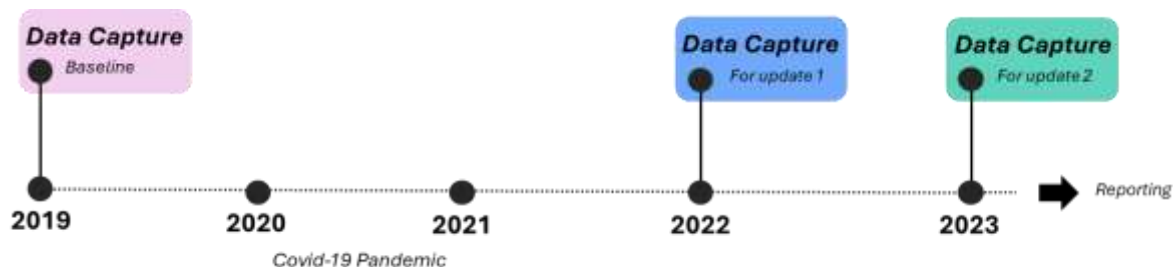
Data Availability and Approach to Monitoring

The GTS Monitoring Framework has a baseline year of 2019. A range of accredited sources is used to inform the monitoring and evaluation process, and the data for the Core Monitoring Indicators largely comprises official statistics sourced from the Scottish and UK Governments.

This report is based on data from 2023, noting the lag between data capture and release for official statistics.

Figure 1-1 illustrates the timeline for data capture, for the baseline (2019), monitoring update 1 (published in 2024) and monitoring update 2 (published in 2025).

Figure 1-1: Glasgow Transport Strategy Monitoring & Evaluation – Data Capture Timeline



The 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.”

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.

Where possible, more timely data for 2024 and 2025 has been sourced and is included for road casualties, as reported by Police Scotland, and cycle counts, as recorded by Glasgow City Council. A full list of data sources for the Core Monitoring Indicators is provided at **Appendix A**.

GCC reports on the Core Monitoring Indicators on an annual basis.

2. Monitoring Update

The Monitoring Update provides a summary of progress towards the Council’s key transport targets and presents an overview of current travel patterns in Glasgow and trends over time.

The update summarises information gathered for the Core Monitoring Indicators which were established in the GTS Policy Framework (2022). Additional supplementary information is provided where available to cover specific topics in greater depth. The Core Indicators were developed to track progress, evaluate our performance and inform future decision-making for travel and transport in Glasgow. Indicators were specifically selected to include the following topics:

- | | |
|---|--|
| <ul style="list-style-type: none">• Road Traffic
<i>Including vehicle kilometres, CO2 emissions, energy consumption, fuel type</i> | <ul style="list-style-type: none">• Mode Share
<i>Including main mode and usual method of travel for journeys to work and school</i> |
| <ul style="list-style-type: none">• Access to Personal Transport
<i>Including access to cars and bikes</i> | <ul style="list-style-type: none">• Travel Trends
<i>Including main trip purposes, average journey distance, frequency of walking, frequency of driving</i> |
| <ul style="list-style-type: none">• Satisfaction with Public Transport | |

A full update for the Core Indicators is provided in **Appendix A** and tracks progress from a 2019 baseline year.

Key Targets

Transport and mobility either directly, or partially, contribute to the following key Council targets:

1. Reducing Car Vehicle Kilometres in Glasgow by at least 30% by 2030

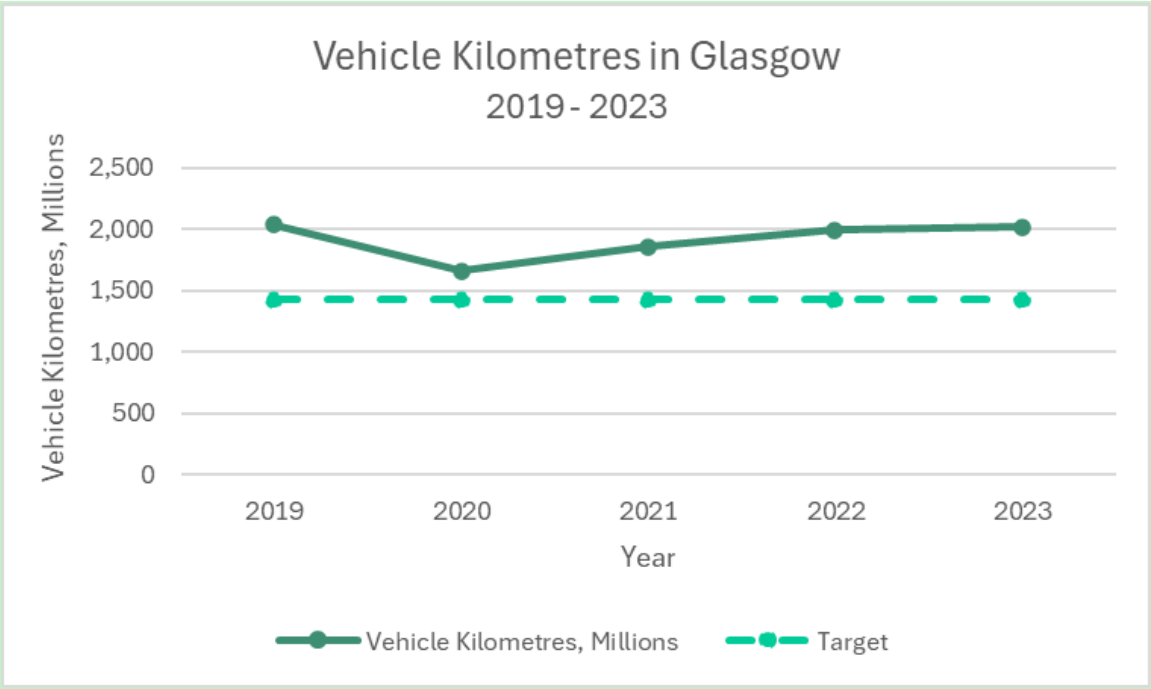
This target stems from Transport Scotland's national target of a 20% reduction in car kilometres by 2030,¹ and is in support of Glasgow's carbon reduction target as transport emissions, particularly from car travel, remain a significant challenge.

The estimated volume of traffic on our roads² was around 2.02 billion vehicle kilometres in 2023. As shown in **Figure 1-2³**, vehicle kilometres have been broadly rebounding to pre-pandemic levels in recent years, but the rate of increase between 2022 and 2023 slowed to 1%. This indicates vehicle kilometres are plateauing and monitoring will continue over the next period to establish the trend direction and progress to target.

The latest figure remains lower than the 2019 baseline, but there is some way to go to reduce vehicle kilometres and meet the 2030 target of 1.4 billion.

Our transport and mobility workstreams, as described in **Section 3: Delivery Focus Areas**, are focused on supporting people to switch to active travel or public transport and encourage more local and shared journeys wherever possible to reduce car-use.

Figure 1-2: Vehicle Kilometres on Local Authority Roads in Glasgow, 2019 – 2023



¹ The Scottish Government is currently reviewing the national target to reduce car kilometres by 20%.

² Local authority roads comprising roads classified as 'minor roads' and 'A-roads'.

³ Transport Scotland (2025) Scottish Transport Statistics 2024

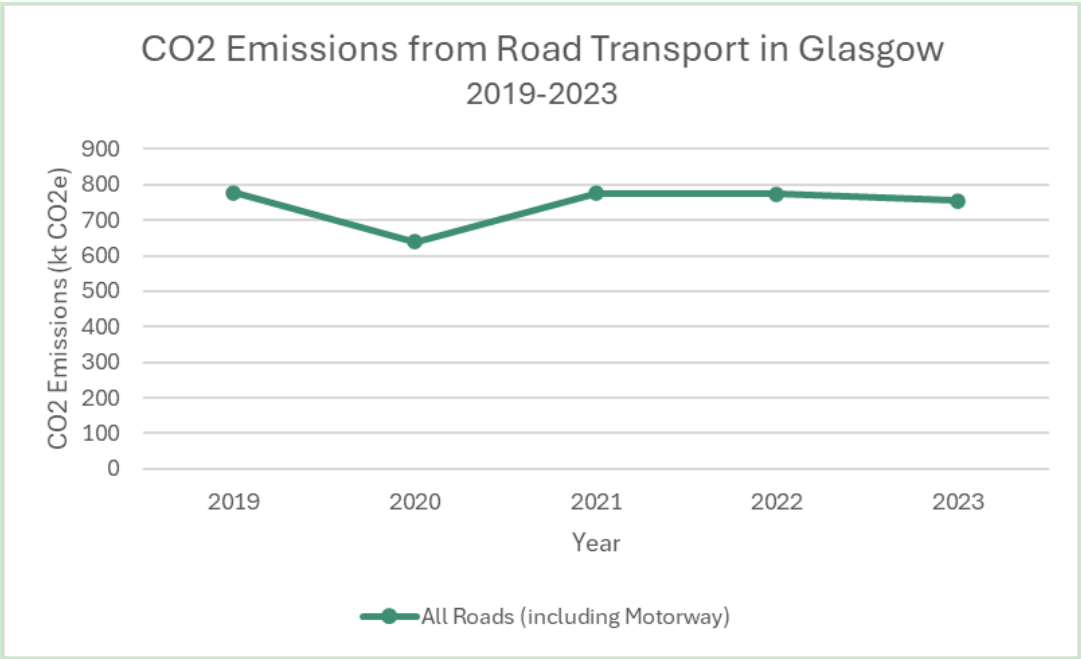
2. Achieving Net Zero Carbon in the City by 2030

This target is set by the Glasgow Climate Plan and transport is an important contributing factor. Working towards net zero requires the city to significantly reduce carbon emissions and the transport sector has seen slower reductions than other sectors.

Carbon dioxide (CO2) emissions from road transport in Glasgow are monitored as part of the GTS Core Indicators, while in the City Centre post-implementation studies for the Low Emission Zone also continue. As shown in **Figure 1-3**⁴, road vehicles emitted 754 kilotonnes of CO2 on all roads in Glasgow in 2023: 3% less than in 2019. This shows a positive overall trend as we strive to further reduce emissions from road transport to respond to the climate emergency and provide better air quality for Glasgow.

Monitoring of CO2 emissions will continue as we work to deliver the Glasgow Transport Strategy and help transport make a positive contribution to the ambitious target for Glasgow to be a net zero carbon city by 2030.

Figure 1-3: Carbon Dioxide Emissions from Road Transport on All Roads in Glasgow, 2019 - 2023



3. Vision Zero: Nobody being Killed or Seriously Injured on our Roads by 2030

This target responds to the Scottish Government’s casualty reduction targets to reduce the number of people killed or seriously injured on Scotland’s roads. For 2030, Glasgow City Council has set out its own vision, which is to reduce the number of people killed or seriously injured (KSI) on Glasgow’s roads to ZERO.

There were 221 road casualties reported in Glasgow in 2023 and of these, 14 were fatalities with a further 207 people seriously injured. **Figure 1-4**⁵ includes data now available for 2024 and shows the number of road casualties has decreased, with a 71% drop in the number of people killed between 2023 and 2024. Importantly, the figure for 2024 (of 4 fatalities) is the lowest annual figure since 2020. Despite the drop in fatalities, the number of serious injuries has risen by 1% in the last year (from 207 to 210).

⁴ Department for Energy Security and Net Zero (2025) UK Local Authority and Regional Greenhouse Gas Emissions Statistics, 2005 to 2023

⁵ Transport Scotland, Police Scotland (2025) Reported Road Casualties Scotland

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Children under the age of 16 are some of the most vulnerable road users. Data for 2020 to 2024, as per **Figure 1-5**⁶, shows that no children have been killed on Glasgow's roads in 2020, 2021, 2022 and 2024, however 2 child fatalities were recorded in 2023. The number of children seriously injured in 2023 totalled 21 and there has been little change in this figure since 2020, except in 2022 when an unprecedented increase of 62% was seen.

The Council continues to implement the Road Safety Plan 2020–2030 and embed Vision Zero across Glasgow's transport system, creating an environment where all road users – walking, cycling, wheeling, or driving, can travel safely and confidently. This includes specific projects, described in **Focus Area 4: Continued Delivery of Road Safety Plan** including 20mph Default Speed Limit, Road Safety Campaigns & Interventions, which are designed to keep children safe, including the expansion of the School Streets project which ensures that the streets outside our primary schools are calm and traffic free for the beginning and end of the school day.

Figure 1-4: Reported Road Casualties in Glasgow, 2020 – 2024

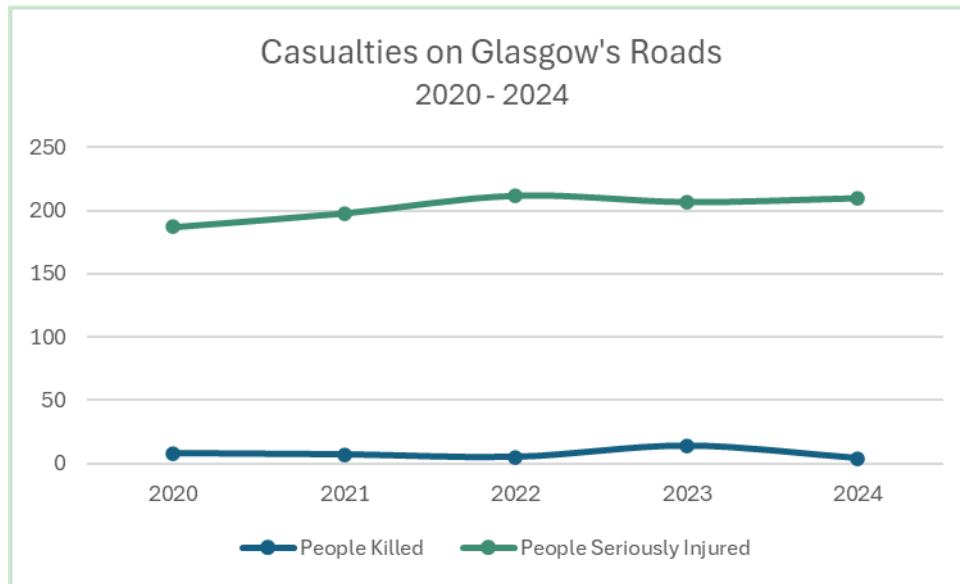
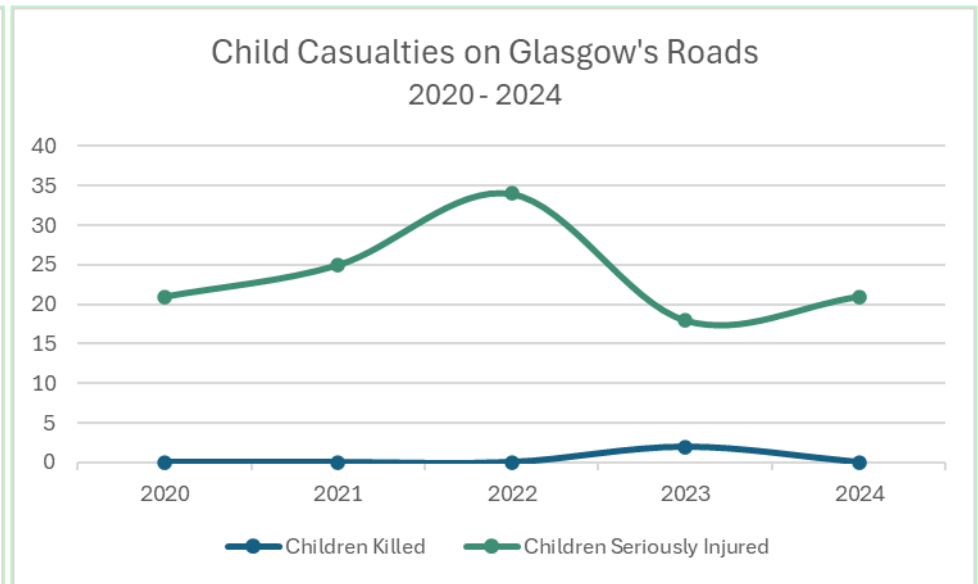


Figure 1-5: Reported Child Road Casualties in Glasgow, 2020 – 2024



⁶ Transport Scotland, Police Scotland (2025) Reported Road Casualties Scotland 2023

Travel in Glasgow

This section summarises trends and developments around travel and transport in Glasgow. The data is used to show how travel is changing and to provide an overview of progress towards implementing the Glasgow Transport Strategy. Information provided within this section is derived from the Scottish Household Survey (SHS) 2023. The SHS asks travel-related questions to residents in each Council area in Scotland and factors numbers of respondents to ensure representative reporting.

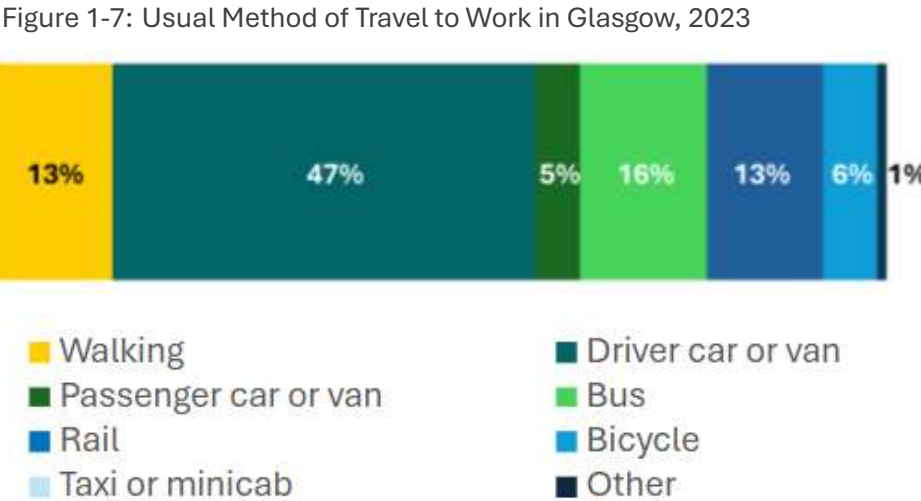
Main Mode of Transport

In Glasgow, the most common way to travel is by driving a car or van and, as **Figure 1-6**⁷ shows, 37% of people choose to travel this way. A further 13% of people ride in cars or vans as a passenger. Walking is the next most popular mode of transport, with 28% people selecting this as their main way to get around the city. In terms of public transport, 11% regularly catch the bus and 6% for rail. The proportion of people cycling as their main mode of transport was 1% in 2023.

Travel to Work

The method of travel to work is also an important indicator and can often vary from how people describe their main mode of transport. **Figure 1-7** shows the percentage of commuters using each mode of transport in 2023. While driving a car or van remains the most popular mode, use of both public transport and cycling are higher for the journey to work than for all journeys. Bus (16%), rail (13%) and cycling (6%) are all more popular for commuting.

Cycling, in particular, has grown in popularity for journeys to work and has increased from 4% in 2019, to 5% in 2022 and a further increase to 6% in 2023 was recorded.



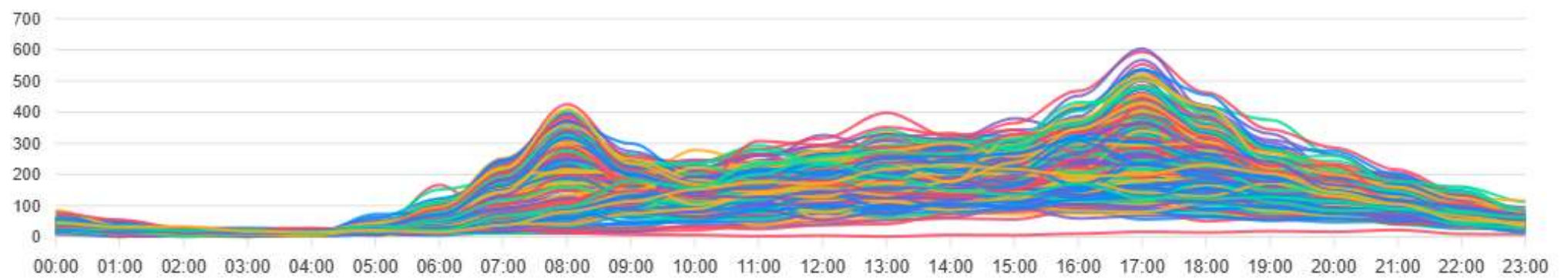
⁷ Transport Scotland (2024) Scottish Household Survey 2023

Spotlight: Cycle Counts

The Council continues to collect data on cycle and pedestrian movements across the city to monitor trends and the usage of new infrastructure. A record number of cycling trips were recorded between January and August 2025: a 43% increase compared to the same period in 2024. This data is drawn from 88 of our 134 monitoring locations⁸ across the city which recorded 4.65 million cycling trips in the first 8 months of this year. This increase demonstrates a positive response to recent projects which have delivered safer cycling corridors.

While cycling as the main mode of transport declined in 2023, it has increased for travel to work. Reflecting this increase, data from the monitoring locations gathered between January and August 2025 shows the greatest number of cycle trips are made during the morning (06:30-09:30hrs) and evening (16:00-19:00hrs) peak periods, when people typically commute to and from work or school. **Figure 1-8⁹** shows the average daily profile of cycling counts across selected monitoring locations across the city.

Figure 1-8: Average Daily Profile of Cycling Traffic, January – August 2025



2022-2023: Overview

The Core Monitoring Indicators provide a well-rounded view of how travel is changing year-to-year, and how transport is contributing to local and national targets. During 2023, indicator data shows further progress was made in many of the same areas of success as in 2022:

⁸ 88 sites have been used to achieve consistency across cycle counts and further monitoring locations have not been added to avoid disruption of time-series data

⁹ Glasgow City Council (2025)

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- Cycling to work continued to be a more popular choice and the proportion of workers cycling regularly **increased by a further 1%** between 2022 and 2023.
- Walking to school became more popular and a further increase of 5% was seen between 2022 and 2023. This represents a **12% increase** from the 2019 baseline in pupils walking to school.
- Carbon dioxide (CO₂) emissions from road transport in Glasgow continued to decline, with **2.5% less** CO₂ emissions recorded in 2023 than in 2022 and **3% less** than the 2019 baseline.
- Petrol and diesel consumption by road vehicles used for personal transport in Glasgow, including buses, diesel cars, petrol cars and motorcycles, continued to decline with consumption at **2% less** than in 2023 and **5% less** than the 2019 baseline.
- The take-up of electric vehicles (EVs) continued to increase and the number of licensed EVs was **up 38%** in 2023, while the number of privately-owned diesel cars on the road continued to **decline by a further 7%** in 2023.

The data highlights areas with small improvements which will require further focus over the next period to maximise progress and benefits to citizens:

- The need to reduce private car trips, both to work and for personal trips. Just under half (47%) of all workers travelled to work in a car or van, as either a driver or passenger, in the city in 2023. This figure is **down 5%** from 2022 but remains **2% higher** than the 2019 baseline.
- Increasing the number of people walking as a form of transport. The proportion of people walking as their main mode of transport was 28% in 2023: a **4% increase** from 2022 but still **2% lower** than in 2019.
- Increasing access to bikes. The proportion of households with access to at least one bike available for use has stagnated at 25% since 2019.
- Increasing satisfaction with public transport. Seventy percent of people were very or fairly satisfied with public transport in 2023: a **9% increase** from 2022, but still **9% lower** than the 79% recorded in 2019.

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3. Delivery Focus Areas

Delivery Focus Areas were established in the Delivery Focus Areas & Monitoring Update 2024 to report on the range of activity underway and planned by the Council, and to support the overarching GTS policy approach. Fourteen Delivery Focus Areas were set in 2024 and have been progressed in 2025, as follows:

- | | |
|--|---|
| 1. Walking, wheeling and cycling improvements | 8. Work with SPT and Transport Scotland to develop the Case for Investment for Clyde Metro |
| 2. Liveable Neighbourhoods & local living | 9. Continued expansion of shared mobility schemes in the city – the city car club and cycle hire scheme |
| 3. Improvements for bus users | 10. Delivery of new sustainable transport infrastructure via City Deal and UK Government |
| 4. Continued delivery of Road Safety Plan including 20mph default speed limit, road safety campaigns & interventions | 11. Continued delivery of sustainable travel behaviour change programmes in the city |
| 5. Business as usual investment in road & winter maintenance and upkeep of key assets | 12. Increasing provision of public electric vehicle charging infrastructure in Glasgow in partnership with the private sector |
| 6. Strengthening parking management across the city including implementation of pavement parking & double parking prohibitions | 13. A refreshed approach to staff and business travel at Glasgow City Council |
| 7. Continued development of a city centre where people have priority in a quality environment | 14. Integrating land use planning and transport |

This section provides an update for each Delivery Focus Area, outlining the progress on key projects and workstreams and, importantly, highlighting where activity is linked to Council priorities and key targets.

Focus Area 1: Walking, Wheeling and Cycling Improvements

Walking, wheeling and cycling are at the heart of the Glasgow Transport Strategy, as we work to realise the [National Transport Strategy](#)'s Sustainable Travel Hierarchy. The Sustainable Travel Hierarchy prioritises people walking, wheeling and cycling, before those who use public transport, shared transport and taxis, and finally private vehicles.

Across the city, steady progress continues in the delivery of infrastructure to support the most sustainable and active modes and encourage higher levels of walking, wheeling and cycling, particularly for functional, everyday journeys but also for leisure. The City Network remains the key delivery target as we work to deliver an accessible, safe, coherent and direct network of routes for walking, wheeling and cycling by 2031.

Key Targets

Glasgow's Active Travel Strategy 2022-2031

The City Network must be delivered by 2031

Links to Policy

Glasgow Transport Strategy

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
City Network	A key output from the Active Travel Strategy is the development of the City Network, which will provide around 270km of accessible, safe, coherent and direct active travel routes across Glasgow. The City Network will connect key amenities and drivers of travel such as education, business, retail and culture. The Final Delivery Plan for the City Network sets out the phasing of key sections of the network, including the Inner North and Inner South networks as part of Phase 1.	Citywide	Ongoing	Delivery of the City Network is ongoing and the following sections are in development: Connecting Woodside; Connecting Battlefield; Connecting Yorkhill and Kelvingrove; North East Active Travel Routes (NEATR); Flourishing Molendinar; Yorkhill to Anderston Liveable Neighbourhood; Byres Road; and Duke Street. Further sections which are currently in design are: Inner North; Inner South; NCN7 (Castlebank Street and South Street); East City Way; Saracen Street; and Connecting Greater Govan.	The procurement of consultancy services for the Inner North and Inner South is to take place before the end of the 2025/26 financial year and the work commissioned will progress these projects to conceptual design. Following national changes to the funding structure for active travel from March 2025 onwards, the previously adopted approach to delivery of Liveable Neighbourhoods is being reviewed. Opportunities to consolidate and maximise delivery opportunities for the current City Network and Liveable Neighbourhood programmes are being reviewed by Council teams, reporting to Committee in March 2026. The review is being undertaken to introducing greater flexibility in phasing, revised route prioritisation and exploring additional funding measures. The outputs will include a revised a unified workstream to co-deliver on both CN and LN, a delivery programme which is more reflective of funding sources and resource capabilities,

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
					and a GIS portal which can be utilised both internally and externally to lever delivery opportunities and enhance interaction with the programme. Examples of consolidation will include adding street trees, planters and seating areas alongside CN delivery corridors and introducing filtered permeability, school streets and continuous footways adjacent to CN routes to maximise benefits for residents.
Govan-Partick Bridge	The Govan-Partick Bridge re-establishes the historic connection between Water Row, Govan and Pointhouse Quay beside the Riverside Museum in Partick. It is one of the longest opening pedestrian/ cycle bridges in Europe and is important in reducing river severance issues for active travel journeys.	Clyde Waterfront	Complete	The bridge opened on 7th September 2024. In the year since opening, 1.4 million crossings have been recorded:  1,120,000 on foot  280,000 by bike	Monitoring of pedestrian and cycling numbers on the bridge will continue to further evaluate the success of the project.
School Streets	Initially a pilot project, the School Streets programme tackles traffic-related issues during school drop-off and pick-up times. By restricting traffic in the streets surrounding participating schools, it creates predominantly car-free zones that provide a safer, more welcoming environment for students, parents, and the wider community. The initiative also encourages walking and cycling to school, helping to reduce local congestion and lower pollution levels.	Citywide	Complete	The Glasgow School Streets programme has now been concluded in its current form, with all suitable schools willing to participate having a supported School Streets programme in place. A total of 48 schemes were in place as of May 2025.	A new STARS (School Travel and Road Safety) group has been established to continually review and improve school travel and road safety around schools. This development underscores Glasgow's commitment to enhancing the safety and sustainability of school journeys. Further information on STARS is provided under Focus Area 4.
Residential Cycle Storage Shelters	We are working with our partner Cyclehoop to provide convenient, secure on-street cycle storage for residents who may be deterred from using a bike regularly due to a lack of storage space within their homes.	Citywide	Ongoing	Since launch, there has been a considerable demand for cycle storage. We are committed to expanding the scheme and new shelters have been appearing on-street this year, since June 2025. A total of 120 new shelters are due to be installed in 2025, adding to the existing 1,200 storage spaces across 206 units.	Residents can continue to register interest in the scheme and can help inform where future shelters are located by making a location request online.

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Focus Area 2: Liveable Neighbourhoods and Local Living

The Liveable Neighbourhoods (LN) programme is Glasgow's approach to supporting ‘local living’, where connected and compact neighbourhoods help people meet most of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport. The LN programme began in 2021 and is a direct response to National Planning Policy (NPF4), the climate emergency (Glasgow’s Climate Plan) and the Council’s commitment to achieve ‘Vision Zero’.

The LN programme identified six tranches of work and progress has been made across tranches 1-3, comprising over 45 individual projects. This work, and the principle of local living, is also guiding development of the emerging City Development Plan (City Development Plan 2) which is detailed further in **Focus Area 14**.

City Development Plan 2 is embedding local living in the following ways: within the spatial strategy, guiding the overall development pattern of the city; in the criteria for allocating new development sites, ensuring accessibility to everyday services; through place-based policies, setting out strategic priorities to support the creation of liveable, inclusive communities; and in the city-wide placemaking guidance, promoting people-centred design.

Links to Policy

Glasgow Transport Strategy

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National Planning Framework 4

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Liveable Neighbourhoods	The Liveable Neighbourhoods (LN) programme is Glasgow's approach to combining elements of the 20-minute neighbourhood concept with the place principle. LN aims to help unlock a step change for Glasgow in how people and goods move around our neighbourhoods, in the design of our streets and public spaces, and in encouraging more sustainable and active travel choices.	Citywide	Ongoing	Projects across tranches 1 and 2 are being progressed, including the Yorkhill to Anderston LN for which a further public consultation was held in September 2025. Opportunities to advance some projects through adjacent workstreams have been identified. This includes Letherby Triangle which has been incorporated into the wider Connecting Battlefield Phase 2 project for delivery. Construction of this scheme started in Autumn 2025. For tranche 3, further community engagement took place during October – December 2024 and short-listed projects for each of the four LN areas, 4 projects have been developed to RIBA Stage 2 - Concept Design.	Following national changes to the funding structure for active travel from March 2025 onwards, the previously adopted approach to delivery of Liveable Neighbourhoods is being reviewed. Opportunities to consolidate and maximise delivery opportunities for the current City Network and Liveable Neighbourhood programmes are being reviewed by Council teams, reporting to Committee in March 2026. As noted within Focus Area 1, examples of consolidation will include adding street trees, planters and seating areas alongside CN delivery corridors and introducing filtered permeability, school streets and continuous footways adjacent to CN routes to maximise benefits for residents.

Focus Area 3: Improvements for Bus Users

Bus remains a significant mode in Glasgow’s public transport system, however like elsewhere in Scotland, overall passenger numbers have been declining since 2017. The Council continues to recognise and support the important role of bus services, particularly in supporting the many diverse communities across the City. Resolving the key issue of poor journey time reliability for bus users is central to this Focus Area and the summary of projects below includes bus priority measures, including dedicated bus lanes to help avoid traffic delays, and bus lane enforcement, to ensure appropriate use of bus lanes.

GCC continues to progress and promote improvements for bus users through the Glasgow City Region Bus Partnership (GCRBP). Its core objectives are to reverse the long-term decline in bus patronage and support a just transition to more sustainable and inclusive public transport across the region. This year, funding has successfully been secured from Transport Scotland’s Bus Infrastructure Fund, which has replaced the Bus Partnership Fund and the Community Bus Fund, to explore bus priority to improve journey times and experience for passengers on several corridors in the region, city and city centre.

Key Targets
Glasgow Transport Strategy

- A 20% reduction in bus journey times on key bus corridors by 2027
- A 25% increase in bus passenger numbers from GCRBP bus operators by 2027

Links to Policy
Glasgow Transport Strategy



Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Bus Lane Enforcement	Three new sites for bus lane cameras at George Square, Gorbals Street and Pollokshaws Road to help address the misuse of bus lanes and improve journey times and service reliability for bus passengers.	City Centre, Southside	Complete	All three sites went live on 01/09/2024.	Bus lane enforcement will continue at the three current sites and the Council will continue to develop the case for investment for bus lane cameras at additional sites. The installation of additional enforcement cameras will be dependent on securing external funding.
Pollokshaws Road Bus Corridor	Pollokshaws Road was identified in the GTS Spatial Delivery Framework as a Bus Priority Corridor and bus priority measures are being investigated to improve bus journey times and reliability and increase bus patronage. This project includes extended bus lanes along most of the route, with a new section of segregated busway alongside Pollok Park. Artificial Intelligence (AI) technology is also to be trialled on this route, where smart signals at more than twenty junctions will	City Centre, Southside	In Planning	Funding from Transport Scotland’s 2025-26 Bus Infrastructure Fund was confirmed in September 2025 for the project’s preliminary design, consultation & data analysis.	The Council will prepare tender documents to secure consultancy support to progress the project.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
	use real-time and historical data to prioritise buses and reduce delays. This initiative builds on a smaller-scale smart signal trial conducted last year, which delivered journey time reductions of up to 50%.				
Paisley Road West Bus and Active Travel Corridor	Paisley Road West is an important multimodal corridor and links Paisley Gilmour Street in Renfrewshire to Glasgow City Centre. It has been assigned as both a Bus Priority Corridor and a key link in the City Network Delivery Plan, and this project includes both full corridor bus priority and active travel interventions along Paisley Road West from Paisley to Hope Street.	City Centre, Southside	In Planning	Funding from Transport Scotland's 2025-26 Bus Infrastructure Fund was confirmed in September 2025 for the project's preliminary design, consultation & data analysis.	The Council will prepare tender documents to secure consultancy support to progress the project.
Hope Street Improvements	Hope Street is a key regional bus/rail interchange point and this project seeks to provide improvements for passengers by widening the footway, providing enhanced passenger waiting areas with larger high quality bus shelters, real time passenger information signage, junction upgrades including new traffic signals with upgraded pedestrian crossing facilities and bus priority alongside public realm and carriageway resurfacing.	City Centre	In Planning	Funding from Transport Scotland's 2025-26 Bus Infrastructure Fund was confirmed in September 2025 for the project's construction.	The Council is finalising tender documents to enable the project to be construction ready in 2026-27.
Glasgow City Region Bus Partnership (GCRBP)	The Glasgow City Region Bus Partnership is a voluntary partnership between the eight Glasgow City Region local authorities, Strathclyde Partnership for Transport, bus operators and bus passenger representative groups to address the current challenges to bus travel, and to improve the passenger experience for communities across the City Region.	Regional	Ongoing	Glasgow City Council has lead responsibility within the partnership.	Members are working towards establishing new objectives, workplans and working groups.

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Focus Area 4: Continued Delivery of Road Safety Plan including 20mph Default Speed Limit, Road Safety Campaigns & Interventions

The Council's Road Safety Plan 2020–2030 is embedding Vision Zero across Glasgow's transport system, creating an environment where all road users – walking, cycling, wheeling, or driving, can travel safely and confidently. This includes implementing citywide measures such as 20mph zones, safer crossings, and segregated cycle routes, while working closely with Police Scotland, schools, and community groups to influence behaviours and promote safe travel choices. The Council will continue to provide high-quality road safety education, training, and publicity programmes to change behaviours, educate younger road users, and support more vulnerable groups.

The next steps to deliver and improve Glasgow's road safety service will focus on sustaining and increasing investment in education, training, publicity, and infrastructure projects, while expanding targeted interventions. This includes continuing to invest in road safety education in Glasgow's schools and delivering programmes to support all vulnerable road users, including engagement with organisations representing people with disabilities to address specific risks. Strong partnerships with Police Scotland, schools, transport operators, and community organisations will underpin the design and delivery of evidence-led interventions to reduce casualties. Road safety measures will be continually monitored, evaluated, and adapted in response to emerging trends, while infrastructure improvements, such as 20mph zones, safer crossings, and segregated cycle routes, will be prioritised in higher-risk locations to ensure Glasgow remains on course to achieve its Vision Zero commitments.

Key Targets

Glasgow's Road Safety Plan 2020-2030

Vision Zero: where no one is killed or seriously injured (KSI) in road crashes by 2030.

Links to Policy

Glasgow Transport Strategy

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
20mph Speed Limits	The speed limit on most streets across Glasgow is set to be reduced to 20mph. This supports the National Strategy for 20mph Speed Limits , which aims to implement this safer speed limit across built-up areas in Scotland by the end of 2025. With 340km of streets, including Glasgow city centre, already operating at 20mph, the wider rollout is expected to improve road safety and encourage more walking, wheeling, and cycling in quieter, less congested neighbourhoods. It will also align Glasgow with other towns and cities adopting similar measures, helping to	Citywide	In Planning	Following detailed analysis of 5,740 streets with existing 20mph or 30mph speed limits, it is proposed that 3,690 streets currently assigned a 30mph speed limit should be reduced to 20mph and 1,400 streets currently assigned a 20mph speed limit should all remain at 20mph. A further 650 streets will remain with a 30mph speed limit and there will be no change to roads with a current speed limit of 40mph or above.	The Council will continue to progress a rollout strategy for the newly assigned 20mph speed limits and number of associated tasks, including the design of installation plans; drafting Temporary Traffic Regulation Order Schedules; drafting installation cost estimates and procuring contractor services for installation. Funding is to be secured from Transport Scotland for installation works. Pre- and post-implementation speed

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
	reduce both the risk of accidents and the severity of injuries sustained.				surveys will also be carried out to review the changes in vehicle speed as a result of the project.
Speed Limit Enforcement	The enforcement of the speed limit is the responsibility of Police Scotland and the Council work closely with the Police to target enforcement across Glasgow. Through partnership working in the Go Safe Glasgow Group and the G Division Road Safety Governance Group, we coordinate and prioritise enforcement activity, including support for the citywide 20mph speed limit programme.	Citywide	Ongoing	Collaboration with Police Scotland, and partnership work through the Go Safe Glasgow Group and the G Division Road Safety Governance Group continues. This approach ensures that enforcement is integrated with education and infrastructure measures, contributing to safer streets for all road users.	Next steps include continued partnership with Police Scotland to enforce speed limits and deliver the citywide 20mph programme, combined with road safety education, behaviour change initiatives, and ongoing investment in resources to prioritise interventions, reduce speeds, and improve safety for all road users.
School Travel and Road Safety (STARS)	The School Travel and Road Safety (STARS) programme is embedding road safety education within the Curriculum for Excellence and aims to provide children and young people with opportunities to develop their skills for learning, skills for work and skills for life. The STARS activities have been developed to be engaging and enjoyable whilst ensuring effective learning, and Road Safety staff visit schools on a regular basis to deliver activities including educational talks, workshops, games, traffic trails, cycle training, active school travel measures and enrolment in the prestigious Junior Road Safety Officers (JRSO) scheme.	Citywide	Ongoing	A new STARS Group, chaired by GCC's Neighbourhoods, Regeneration & Sustainability (NRS) Convener, has been established to oversee the delivery of the School Travel and Road Safety (STARS) programme across Glasgow. The group will focus on ensuring that programme delivery prioritises schools in areas of higher deprivation, and will continually review activities to ensure they remain relevant and effective. The Road Safety Unit will continue to develop the programme and support schools in achieving the Lord Provost's STARS Award, with the overarching objective of reducing the number of children killed or seriously injured on Glasgow's roads.	Glasgow City Council will continue to invest in road safety and active travel to ensure sufficient resources for citywide delivery of the STARS programme. Continued investment is essential as the city works towards Vision Zero and reducing the number of children killed or seriously injured on the city's roads, while also encouraging greater uptake of active travel to school.
Cycle to School TV Advert	Summer 2025 saw a Council-led TV advert with the slogan "That cycle to school feeling" air on STV to promote safe cycling to school.	Citywide	Complete	The advert aired on STV for 47 days between April and September 2025 and achieved a reach of 886,100 adults across the STV West audience.	The NRS Road Safety Unit will now use the advert to support School Travel Plans and promote cycling as a fun, healthy, and sustainable travel option for pupils and families.

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Focus Area 5: Business as Usual Investment in Road & Winter Maintenance and Upkeep of Key Assets

As the roads authority, Glasgow City Council is responsible for the operation and maintenance of all adopted and non-trunk roads and associated infrastructure in the city. Effective management of these assets 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 part of its management and, in line with best practice, an annual review of the current condition is undertaken along with identifying options for investment. This Annual Status and Options Report (ASOR) sets out the condition of our road related assets and provides a means of identifying and prioritising the overall funding needs of each of the asset categories.

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The Council also delivers the annual winter maintenance programme, following the Winter Maintenance Plan which is updated on annual basis.

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Road Asset Management Plan	The Road Asset Management Plan (RAMP) sets out the approach to managing the Council's infrastructure network, including carriageways, footways, cycleways, lighting, traffic signals, bridges and structures, street lighting and the Clyde Tunnel.	Citywide	Ongoing	The current version of the Road Asset Management Plan (RAMP), which covers the period 2020-2025, was approved at Committee in 2020. The RAMP is currently undergoing review with a view to taking a revised RAMP for the period 2026-2030 to Committee early in 2026.	Review and update RAMP for presentation at Committee in early 2026.
Annual Status and Options Report	The Annual Status and Options Report (ASOR) is a product of the RAMP and provides an annual review of the current condition of the Council's infrastructure network and a means of identifying and prioritising the overall funding need of each of the asset categories.	Citywide	Ongoing	The Annual Status and Option report is presented at committee each year and has contributed to the allocation of significant Capital investment in our road infrastructure assets. The 2025 ASOR is currently being finalised and will be presented at the Environment and Liveable Neighbourhoods Committee in November 2025 with a view to informing the budget setting process for 2026/27.	Present 2025 ASOR to Committee in November 2025.
Winter Maintenance Plan	The Winter Maintenance Plan sets out how the winter maintenance service will be provided for Glasgow each year. The Council's aim is to provide an effective and efficient winter maintenance service within the resources available to allow for: the safe passage of pedestrians,	Citywide	Ongoing	The Winter Maintenance Plan has been updated for the forthcoming winter period, November 2025 to April 2026. The Plan accounts for new cycling infrastructure and segregated cycleways, and busy commuter routes are assigned the top priority (priority 1)	The Council will continue to monitor specialist weather forecasts and commence winter maintenance activities as per the updated Winter Maintenance Plan if it is

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	wheelers, cyclists and vehicles minimise delays due to winter weather and ensure operations are undertaken safely.			for de-icing treatment, alongside footways and carriageways meeting the defined criteria.	forecast that ice, hoar frost or snow are likely to be present, to help keep Glasgow moving.
Winter Gritting StoryMap	The interactive Winter Gritting StoryMap is hosted on the Council's website and is the principal source of advice and information for the public concerning the Winter Maintenance Service. It provides information on how plan journeys on the treated network; tips for winter driving and cycling and self-help information.	Citywide	Ongoing	The Winter Gritting StoryMap remains online and will be updated according to the Winter Maintenance Plan for 2025-2026, ahead of the forthcoming winter period.	The Winter Gritting StoryMap will continue to be updated with the most up-to-date information and will be promoted to the public as appropriate.

Focus Area 6: Strengthening Parking Management across the City including Implementation of Pavement Parking & Double Parking Prohibitions

Effective parking management can support the shift towards reducing emissions and creating a healthier, more liveable city. The Council's Parking Services encompasses all aspects of parking strategy, management and control and other related regulatory provisions within Glasgow City Council's (GCC) jurisdiction, such as the enforcement of Bus Lanes and the Low Emission Zone, and these operations also play a pivotal role in ensuring the functionality of the city's transport network. We continue to roll out strategic parking improvements, including a new parking permit system, and explore options to manage traffic demand and improve enforcement.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Pavement, Dropped Kerb and Double Parking Prohibitions	Implementation of national prohibitions which ban parking on pavements, at dropped kerbs at known crossing places and also double parking to ensure our pavements and roads are safer and more accessible to all.	Citywide	Ongoing	A three-step process is being followed incrementally across the city to fully implement the powers set out within the Transport (Scotland) Act 2019 and to enable successful enforcement, as follows: (A) assessment; (B) enforcement; and (C) exemption. Prohibitions for initial streets came into effect on 29/01/2025 and 7,809 Penalty Charge Notices have been issued across the city in the period to 30/09/2025. The	Assessments are continuing to determine prohibitions and exemptions across the city and progress is being updated on an interactive map . Pavement parking enforcement will continue to be introduced on a phased basis on roads where an assessment has been completed, and where no exemption is being considered.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
				highest number of Penalty Charge Notices have been issued in relation to pavement parking, followed by double parking and dropped kerb parking.	
Carbon Based Parking Permits & Additional Parking Permit Charges	Revised approach to pricing parking permits based upon a vehicle's level of carbon dioxide (CO2) emissions and the number of permits per household/ property which aims to reduce car emissions and car ownership.	Citywide	Complete	The new parking permit charges were implemented on 19/08/2025 and the scheme is fully operational.	The Council will continue to track permit usage, compliance, and complaints, and monitor vehicle emissions, air quality and levels of CO2 as per the Glasgow Transport Strategy Core Monitoring Indicators.
Future Parking Controls Programme	Parking controls on on-road parking are being progressively extended throughout the city to help manage vehicle use and ensure we support those walking, wheeling, cycling, using public transport, shared transport and taxis.	Citywide	Ongoing	The following areas of the city have been identified for inclusion in the current programme to extend parking controls to: Sighthill; Queen Elizabeth University Hospital; Kelvinside and Kelvindale; Battlefield; Broomhill/Thornwood; Dennistoun; Shawlands; Strathbungo; Barras South Extension; Govanhill; Langside; New Gorbals (Hutchesontown); and Pollokshields.	Work will continue to progress parking controls in each of the identified areas across 2025/26 and 2026/27. Implementation of the first areas is anticipated on-site from February 2026, subject to the statutory Traffic Regulation Order (TRO) process and objections received.
Event Day Parking Zones	Work to develop and establish Event Day Parking Zones around Celtic Park and Ibrox stadia to protect residential areas and improve enforcement during events.	Ibrox Stadium, Celtic Park	In Planning	Stakeholder meetings have taken place in 2025 and Council Officers have assessed the feedback received and prepared an options report to inform the project's next steps. Officers are preparing options to proceed to formal engagement.	Council Officers will continue to engage with local Elected Members, the two major football clubs and the public to progress the project. Implementation is anticipated by August 2026.
Workplace Parking Licensing	The Transport (Scotland) Act 2019 introduced a power for Local Authorities to implement Workplace Parking Licensing (WPL) schemes which would require businesses and workplaces to hold a licence for parking places they provide to staff and visitors. GTS Policy 83 committed the Council to investigating the potential of WPL in Glasgow to tackle long-stay parking and support modal shift	Citywide	Complete	To investigate the feasibility of WPL in the context of Glasgow City, the Council procured technical and consultation support from experienced external transport consultants to develop options for a viable Workplace Parking Licensing scheme with associated impact assessments. Both a Feasibility Study and Outline Business Case were undertaken and reported to Economy .	No further work is to be undertaken on WPL provisions at present.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
	to sustainable modes for the journey to work.			Housing, Transport and Regeneration City Policy Committee in August 2025.	
Strategic Parking Strategy	A new Strategic Parking Strategy is being developed for the city which will set out a framework for managing parking in a way that supports Glasgow's broader goals: reducing carbon emissions, improving accessibility, enhancing public realm, and supporting economic vitality. It will align with the Glasgow Transport Strategy, the Net Zero Carbon Route Map, and the City Centre Strategy, ensuring that parking policy contributes to a more sustainable and inclusive urban environment.	Citywide	In Planning	A Strategic Parking Working group has been established and it is clear that Glasgow has many existing and effective policies and procedures relating to parking. These are being reviewed for inclusion and refinement within the new Strategy and it is noted that there will be requirements for new additional pieces of work to inform elements of development.	Council officers are currently developing the Parking Strategy and this will be presented to Committee in early 2026.

Focus Area 7: Continued Development of a City Centre where People have Priority in a Quality Environment

We continue to support the journey of the City Centre towards becoming an inclusive, sustainable, walkable, connected, liveable, green and vibrant place. The framework set out by both the City Centre Transport Plan (2022) and City Centre Strategy (2025) effects a programme of change and, for transport, the aim is to deliver an integrated and easy to use network that supports safe and inclusive movement and active travel.

The Avenues programme continues, as described in **Focus Area 10**, and the city centre is undergoing its biggest upgrade in half a century.



Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
People First Zone	The People First Zone proposals for the City Centre will prioritise people over motor vehicles, employing the principle that it should be simpler and easier to move around the city centre on foot than by private motor vehicle.	City Centre	In Planning	This project is in early development and two City Centre streets, Queen Street and Ingram Street, have been selected to explore the use of an experimental Traffic Regulation Order (TRO) to restrict motor vehicle movements and extend footways.	Internal and external consultations are soon to take place to inform the project's development, including an early feedback questionnaire and a public engagement event.

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Townhead Greening & Connectivity	This project in Townhead aims to enhance the town centre environment, improve connectivity and accessibility, and promote better use of green spaces. It includes delivery of a new active travel path along Parliamentary Path to connect with active travel infrastructure in North Hanover Street. Proposals for a civic space and enhanced more inclusive play areas are also being explored.	City Centre	Ongoing	Two rounds of public consultation have now concluded and RIBA Stage 2 designs and costs are being finalised.	Initial efforts will focus on quick wins, such as tree, shrubbery and maintenance. Procurement for the project is expected to commence later this year. Efforts are still underway to identify additional funding to further enhance the play element and address feminist planning issues.
Cathedral Square Gardens	This project involved the refurbishment of green space and adjacent public realm at Cathedral Square.	City Centre	Ongoing	The design stages of this project are ongoing and RIBA Stage 2 (Concept Design) is expected to be finalised at the end of 2025.	The project is planned to progress through the RIBA Stages and construction (Stage 5) is planned to start in January 2027.
Anderston Station Improvements	To improve the immediate locality of Anderston rail station and to create an improved pedestrian and cycling link between Argyle Street West Avenue and the Liveable Neighbourhoods active travel network to the west of the motorway on Argyle Street.	City Centre	Ongoing	The design stages of this project are ongoing and RIBA Stage 2 (Concept Design) is expected to be finalised at the end of 2025.	Technical and Detailed Design for the station forecourt will be completed by March 2026. Further design of the pedestrian and cycle crossing on the off and on ramps of the motorway will conclude in 2026. Construction is planned for early 2027. Additional funding is required to deliver the project.

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Focus Area 8: Work with SPT and Transport Scotland to develop the Case for Investment for Clyde Metro

We continue to help progress the Case for Investment for Clyde Metro which, when complete in early 2027, will set out a compelling Business Case for a new high quality public transport service connecting the Glasgow City Region. Clyde Metro also offers opportunity, through investment and increased levels of accessibility to achieve transformational change in our society through placemaking, regeneration and housing densification along the routes. This will help deliver a healthier, fairer and more prosperous Glasgow City Region, connecting more people with opportunity, welcoming visitors and investors, reducing carbon emissions from transport, and providing the platform for the region to fulfil its potential as the economic powerhouse for Scotland.

Work on the Case for Investment incorporates a number of important wider transport improvements for the region including integrated ticketing, with a view to better connecting different transport modes and providing smart, digital and simple ticketing and payments for all public transport. Work-to-date has gained traction in 2025 and Stage 1 of the Case for Investment has won two transport industry awards.

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[Regional Transport Strategy for the west of Scotland 2023-2038](#)

[Strategic Transport Projects Review 2](#)

[National Planning Framework 4](#)

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Clyde Metro Case for Investment	The Case for Investment is being taken forward in two key stages, Stage 1 and Stage 2, and will provide the evidence base for how the Clyde Metro programme will develop and be delivered. Stage 1 involved establishing the case for change, including the identification of the challenges and opportunities that can be addressed by Clyde Metro, and generated a series of network options for further development and appraisal. Stage 2 has three main components: (1) Scottish Transport Appraisal Guidance (STAG) Appraisal - to assess the costs and benefits of the Clyde Metro interventions in a manner consistent with approved transport appraisal processes; (2) Programme Business Case - to set out the evidence base for the Clyde Metro programme in a manner consistent with and to the required level of detail necessary to fulfil the needs of HM Treasury's Green Book; (3) Supporting Workstreams around the Transformation Programme, Metro's Funding and	Regional	Ongoing	Formal completion of Case for Investment Stage 1 was approved in March 2025 and allowed Case for Investment Stage 2 to commence immediately. Consultancy support for six of eight Stage 2 workstreams has now been procured and work is ongoing in the following areas: STAG Appraisal; Strategic Environment Assessment & Habitats Regulations Appraisal; Impact Assessments; Programme Business Case; Preliminary Engineering Statement; and Land Use & Housing Assessment.	Over seventy outputs are to be produced across the CFI Stage 2 workstreams across the next two years and the CFI remains on target to be complete by early 2027. Stakeholder engagement and collaboration with the Glasgow City Region Member Authorities will remain ongoing, and public consultation activity is planned for early 2026. Once a preferred network option is selected by the CFI in 2027, sign-off is required by respective governance processes, with a 'Yes / No' decision on Clyde Metro then ultimately being undertaken.

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	Commercial Strategy, Corridor Masterplanning, and Stakeholder Engagement and Communications.				
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Focus Area 9: Continued expansion of shared mobility schemes in the city – the city car club and cycle hire scheme

It is the Council’s aim to increase access to shared mobility options, specifically shared cycle schemes and shared car schemes, across the city. Shared mobility options enhance access to public transport and can be used for end-to-end trips where public transport may not be available. They are particularly helpful for people who may not own a bike or car, and can offer a practical, sustainable and often cost-effective option to travel.

Both the existing cycle hire scheme and city car club are well established and have proved so popular that expansion plans are underway. The Council has also been working with CoMoUK to introduce mobility hubs in Glasgow, making it easier for people to walk, wheel and cycle for local journeys.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Cycle Hire Scheme	Glasgow’s public cycle hire scheme is part of the Council’s commitment to promoting sustainable transport, providing bikes on-street for hire between cycle parking hubs across the city. The project aims to: • Increase the number of people choosing cycling as a primary mode of transport • Reduce carbon emissions and improve air quality • Ease traffic congestion and enhance urban mobility • Improve access and social inclusion across communities • Support low-carbon technologies and energy efficiency • Promote long-term physical and mental health benefits for users • Contribute to the City’s overall carbon reduction goals. As of August 2025, the scheme operated by Nextbike includes 1,189 hire bikes at 113 hire stations throughout Glasgow.	Citywide	Ongoing	The cycle hire scheme is entering a new chapter as a new operator, Voi Technology UK Ltd, was appointed in September 2025. A 5-year contract has been agreed that will include several improvements for users, including: • Expansion of the scheme up to 150 locations • Brand new all electric bikes • Introduction of a flexible dockless system, allowing users to park in clearly marked on-street zones instead of fixed pavement docks • Rationalisation of on-street hire stations to reduce impact on footways and provide bikes in central activity areas.	A mobilisation period for the new provider is now underway, during which Voi are rolling out the new e-bikes and installing supporting infrastructure. The first bikes are expected on streets in November 2025.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
City Car Club	Co Wheels provides a pay-as-you-go car sharing service with cars available 24 hours a day, seven days a week and can be booked by the hour, day or as long as needed. Vehicles, including fuel-efficient petrol and hybrid cars, electric vehicles and a van, are provided in convenient locations across Glasgow.	Citywide	Ongoing	The city car club has 4,355 active members in Glasgow and in September 2025, 2,527 bookings were made. There are currently 68 vehicles available to hire across 49 locations, including some new locations established in Q1 of 2025 in off-street surface car parks. Zonal parking permits for the car club have been introduced in some areas in 2025 and further opportunities are being explored. Zonal parking enables car club users more flexibility in parking vehicles in an area, rather than a dedicated bay.	The Council is actively investigating expansion of the Car Club scheme in several areas of the city in 2025/26.
Mobility Hubs	CoMoUK have been trialling mobility hubs across the city to make multi-modal trips more convenient and help people switch between different modes of transport. The mobility hubs have offered improved access to the cycle hire scheme, provided a hub and seating for the community and hosted free activities including led walks and bike rides, bike repair sessions and bike maintenance classes.	Citywide	Ongoing	Pop-up mobility hubs were installed by CoMo UK in Mount Florida, Kelvinbridge, Kinning Park and Duke Street, for 4-7 weeks each between April 2024 and March 2025. A public survey found the hub was well-received by residents. Of the 59 responses, 47% said the pop-up mobility hub made it more likely for them to walk, cycle or wheel for short journeys in their local area, while 51% said they would like to see a permanent mobility hub in their area.	Lessons learned from mobility hub trials are to be used to develop an approach to rolling out additional longer-term pop-ups in 2025/26.

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Focus Area 10: Delivery of New Sustainable Transport Infrastructure via City Deal and UK Government

The Glasgow City Region City Deal continues to fund major infrastructure projects in the city, while other funding streams from the UK Government have been secured to deliver targeted improvements and to work towards common goals for Glasgow, and ensuring transport is an enabler and not a barrier to delivery of these goals.

Work remains ongoing to deliver the remainder of the Glasgow City Region City Deal projects in Glasgow, including The Avenues and Byres Road Public Realm Phase 2 and the UK Government funded project in Drumchapel, as described in the update below.

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Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
The Avenues	The Avenues programme aims to make Glasgow more popular, vibrant and attractive for investment by developing a city centre where more people spend time, trade and live. The project covers locations across Glasgow City Centre and its fringes, creating a network of continuous pedestrian and cycle routes designed with people at the heart.	City Centre	Ongoing	Four Avenues projects, Cambridge Street Holland Street/Pitt Street, Sauchiehall Street Pilot and Sauchiehall Precinct are now complete. As of September 2025, construction work is progressing on-site for the North Hanover Street/Kyle Street, South Portland Street, Duke Street, John Knox Street and Dobbies Loan/Cowcaddens Road projects. Construction works are also advancing within George Square and significant progress can be seen on West George Street and in front of the City Chambers. Further projects are soon to be advanced to the construction stage, with construction tenders and contracts in progress for Argyle Street West, Stockwell Street and Argyle Street East. Concept design work for Broomielaw also continues, with Clyde Street designs being more advanced and progressing through the detailed design stage.	Design and construction work on The Avenues will continue and the next round of completed projects is to include: - Argyle Street West in February 2026 - Duke Street in April 2026 - Dobbies Loan/Cowcaddens Road in Spring/Summer 2026 - George Square in August 2026.
Byres Road Public Realm	This project aims to support the placemaking vision set out for Byres Road and to complement the University of Glasgow's significant redevelopment of their main Gilmorehill campus. Improvements to be delivered through the project include:	West End	Ongoing	The first phase of works extending from Partick Cross to Highburgh Road/University Avenue started in 2023 and completed in 2025. The second phase of works covering the area from Highburgh Road/University Avenue to Great Western Road started construction in August 2025.	Construction on Phase 2 is scheduled to run for 24 months and complete in 2027. Completion of this phase will create a continuous cycle route the length of Byres Road between Great Western Road and Partick Cross.

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	• Widening and upgrading of footways to make pedestrian movement along the street more relaxed and enjoyable and to reduce the width of crossing points. • Introduction of step free crossings at side streets. • Introduction of protected cycle infrastructure. • Enhancing key corners to create distinct and attractive spaces along the street where people can sit and rest.				
Drumchapel Town Centre Regeneration - Public Realm and Roads Enhancement	The Drumchapel Town Centre Regeneration project is helping to transform Drumchapel Town Centre. The public realm and roads workstream will deliver improvements to support the wider transformation, including the introduction of a new civic square and new pedestrian routes linking a new town hall with the town centre. Other improvements include carriageway realignment, the replacement of a roundabout, green infrastructure and upgrades to material treatment along Kinfauns Drive.	Drumchapel	Ongoing	The public realm and roads workstream is currently at RIBA Stage 2 (Concept Design). A further round of public consultation on the proposals is to commence at the end of October 2025 for a 6-week period to inform the development of the proposals.	Following public consultation, the project will move to RIBA Stages 3,4 and 5 (Construction). Construction works are currently forecast to commence in February/March 2026 for a 13-month programme. Works for the new civic square are due to commence later in Summer 2026.

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Focus Area 11: Continued delivery of sustainable travel behaviour change programmes in the city

The delivery of sustainable travel infrastructure in the city is supported by a range of activities to help people make use of the new infrastructure, and to increase the overall number of people choosing to walk, wheel and cycle as their primary mode of transport. The activities also aim to promote positive attitudes toward active travel, and expand access to cycles, particularly for residents who may not otherwise have the opportunity to own or use one.



Our travel behaviour change projects are supported by funding from Transport Scotland's People and Place Programme, as administered by SPT, and are delivered in partnership with the following organisations: Cycling UK, Women on Wheels, Drumchapel Cycle Hub, Bike for Good, Glasgow Eco Trust, and St Paul's Youth Forum. While the travel behaviour changes projects engaged a total of 13,281 adults and children across the city in the 2024/25 financial year, we anticipate engaging and supporting more people in bringing positive change in the travel behaviour through our ongoing projects as outlined below.

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Women and Families on Wheels (by Women on Wheels)	This project aims to engage women who were not previously cycling to adopt cycling for short, local journeys through a wide range of activities, including cycling lessons, bike maintenance classes and group rides.	Citywide	Ongoing	A total of 816 women and families participated in the activities in the 2024/25 financial year and approximately 76% of participants reported increased confidence in cycling after taking part in the project. By the end of September 2025, the project has engaged approximately 950 women and families including 500 unique attendees.	The project will continue engaging women and their families in cycling through varieties activities, working to reduce the gender gap in active travel participation.
Play Together on Pedals (by Cycling UK)	This project aims to help pre-school and nursery children learn to ride a bicycle and develop cycling confidence from an early age by delivering cycling lesson sessions for and distributing grant funding to schools and nurseries.	Citywide	Ongoing	The project reached a total of 4,072 participants in the 2024/25 financial year, with Play Together on Pedals sessions and Pop-up Bike Parks proving the most popular initiatives. High demand for grant funding was also seen.	This project is on track to achieving its target to support 5,108 children in Glasgow with cycling by March 2026.
Connecting Communities (by Cycling UK)	This project delivers both walking and cycling activities in collaboration with Barmulloch Community Development Company (BCDC) to underserved residents in the north of Glasgow, promoting active travel.	North of Glasgow	Ongoing	More than 300 people were engaged through their cycling activities by September 2025.	This project will continue with active travel delivery in the north of Glasgow until March 2026.
Drumchapel Actuate Programme (by)	This project aims to engage local people to create an active community in the	Drumchapel	Ongoing	Drumchapel Cycle Hub exceeded its target for refurbished bikes in 2024/25	This project is continuing their cycling activities in 2025/26 to

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Drumchapel Cycle Hub)	northwest of Glasgow through regular activities cycling lessons, led rides, bike repairs and bike refurbishment.			and also developed a children's bike library model that promotes reuse. The project engaged with 2,659 participants by the end of September 2025 for this financial year.	sustain the positive change in active travel behaviour.
Flourishing Futures (by St Paul's Youth Forum SCIO)	This project targets underrepresented and deprived groups in North-east and North Glasgow through bike distribution, training, and maintenance sessions, increasing cycling access and confidence.	North and east of Glasgow	Ongoing	This project has already reached 3,999 people, exceeding its overall target by 37% within half time of this financial year.	This project will continue their cycling activities until March 2025 and reduce transport barriers and promote cycling as a sustainable travel choice in Glasgow.
Go Eco Glasgow - Community Travel Plans (by Glasgow Eco Trust)	This project aims to engage schools and community centres in west Glasgow to enhance active travel and sustainable transport through coordinated planning and community involvement. This includes developing travel plans for school and workplaces, hosting active travel forum and installing information hubs for the community people.	Citywide	Ongoing	As of September 2025, the project involved 6 schools in travel plan workshops and also facilitated several community-led travel forums.	This project will continue works to develop travel plans and deliver the forums to increase active travel adoption, and reduce carbon emissions, along with improving air quality in Glasgow.
Cycle Forward (by Bike for Good)	Cycle Forward aims to address the key barriers to cycling—cost, lack of skills, and limited maintenance knowledge—by providing subsidised bikes, training, and community rides.	Citywide	Ongoing	As of 31 st September 2025, this project has engaged 485 participants through advice, information and guidance, cycle training, led rides, maintenance sessions and providing access to bikes.	This project is on track to achieve an engagement target of 1,500 people in this financial year.
Cycle Ready Workplaces (by Bike for Good)	This project targeted to support 20-25 Glasgow's employers to create cycling friendly workplaces. It will include engaging and encouraging employees for active commuting with initiatives like Bike Buddy sessions, led rides, cycle training, workplace competitions, etc.	Citywide	Ongoing	Since April 2025, this project has engaged 11 employers and 481 employees.	Bike for Good will continue engaging the employers and motivate their employees in choosing active travel for their short regular journeys.
Bikeability	Bikeability Scotland is the national cycle training programme for school children. It gives children the skills and confidence they need to cycle safely on the road, encouraging lifelong cycling habits. Bikeability is designed for delivery within the school setting, for children in P6/7 that can already ride a bike. The Bikeability programme is aimed at developing the	Citywide	Ongoing	Funding has been received for the 2025/2026 school, and a target of 40 participating schools has been set for taking part in Bikeability Levels 1 and 2.	Partnership providers to go into schools will soon be identified, to provide the Bikeability programme where a school cannot release staff to deliver this activity.

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	next generation of confident and responsible Active Travel road users. It is supported by a network of qualified instructors, who are often teachers, parents, and members of the local community.				
School Travel Plans	School Travel Plans focus on the journey to/from school and are produced by individual schools with some support from the Council. School Travel Plans aim to encourage safer, active travel to and from school.	Citywide	Ongoing	All schools in the city have been offered information on getting started with their School Travel Plans and document templates have been provided.	We are awaiting a new electronic online version of Travel Plans that will be available to schools. This will make the process easier to administer and increase uptake from schools.

Focus Area 12: Increasing provision of public electric vehicle charging infrastructure in Glasgow in partnership with the private sector

Our electric vehicle charging network has expanded considerably in the time since the first chargers were installed in 2012, and we have ambitions to grow it further and take it to new areas of the city. We understand how vital charging infrastructure is in supporting the increasing uptake of electric vehicles, as plug-in vehicle registrations continue to increase in Glasgow and the UK Government phases out of the sale of new petrol and diesel cars from 2030.

A regional approach to increasing public electric vehicle charging infrastructure has been in place since 2022 and continues to be led by the Glasgow City Region, as described below.



Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
Electric Vehicle and Infrastructure Programme	This project aims to expand the electric vehicle charging infrastructure across the region and improve access for citizens to charge points.	Regional	In Planning	Glasgow City Region is working closely with Glasgow City Council and neighbouring local authorities to identify sites for the further roll-out of electric vehicle charging infrastructure. Work continues through the Electric Vehicle (EV) Senior Officers Group and the Technical Officers Group, and £3.6m in funding from Transport Scotland has been secured to progress with a securing a Charge Point Operator.	The concession contract will begin in and, from there, delivery of new destination and residential public charging infrastructure in Glasgow and the wider region is expected to commence.

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Focus Area 13: A refreshed approach to staff and business travel at Glasgow City Council

We have developed and adopted a new Staff Travel Plan for Council employees and it was presented to the [Wellbeing, Equalities, Communities, Culture and Engagement Committee on 6 March 2025](#). The new Staff Travel Plan considers the various implications for staff when travelling to work. Whilst specific actions have not been targeted at each individual GCC staff location, the GCC family of employees are eligible for any universal travel benefits which are being taken forward as part of the new Staff Travel Plan.



The new Staff Travel Plan aims to highlight the importance of sustainable travel to meet the climate emergency, and to provide staff with support to make sustainable travel choices where possible. By helping staff to consider making travel behaviour changes, GCC is playing its role in meeting the minimum 30% reduction target in car vehicle km's which has been set city wide and in achieving the Councils net zero carbon emissions target by 2030.

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
New Staff Travel Plan	The new Staff Travel Plan aims to highlight the importance of sustainable travel to meet the climate emergency, and to provide staff with support to make sustainable travel choices where possible. Rather than a traditional hard copy which is affected by age, the new Staff Travel Plan is a living document which is regularly updated with any new information or emerging measures. This has been developed in the form of the Commuter Champions microsite which should be the go-to location for staff when looking for information on travel to work. The microsite includes information on key travel and facilities information by site, staff resources and discounts, information and policies split between walking, cycling, public transport and where applicable facilities for car drivers.	Citywide	Complete	The New Staff Travel Plan has been developed and adopted by the Council.	The Staff Travel Plan is subject to updates as and when new measures are added. To note that a number of measures identified within the Travel Plan were for investigation. These are ongoing bespoke pieces of work that form part of the travel plan. This includes: • GCC HR are in the process of appointing a new Staff Cycle to Work Scheme. • GCC HR are progressing investigations into interest free loans for public transport season tickets • GCC officers are progressing work on procurement of a Salary Sacrifice scheme for EVs. • GCC finance team developing new staff business travel policy.

Focus Area 14: Integrating land use planning and transport

The integration of land use planning and transport is a long-established policy goal at all policy levels in the UK. We continue to work towards full integration of our land use and transport strategies, to help improve our city, town and local centres and ensure that they are easy to get to and move through. The City Development Plan is the principal way we can achieve this, as it guides future development and outlines policies for development and infrastructure.

We are preparing a new City Development Plan (CDP2), which is expected to be adopted by Q3 2027, and directives from the Glasgow Transport Strategy are being incorporated in the foundations of the plan. This includes the principle of ‘living well locally’, which aligns with Liveable Neighbourhoods projects and related workstreams, to ensure access to opportunities, goods, services, amenities and social connections, and other aspects of everyday life:



Links to Policy

Glasgow Transport Strategy

1	2	6	7	10	18
26	35	72	86	90	

&

National Planning Framework 4

Project Name	Project Description	Project Geography	Delivery Status	Update	Next Steps
City Development Plan 2	City Development Plan 2 is being prepared to respond to Local Development Planning Guidance and Regulations published by the Scottish Government in May 2023. It will build upon the policies, proposals and spatial strategy in the adopted plan and bring a more visual and place-based approach to city planning.	Citywide	Ongoing	Preparation of City Development Plan 2 continues as per the established Local Development Plan (LDP) process which has 3 broad stages: Evidence Gathering, Plan Preparation and Delivery. Evidence Gathering is now complete as the Evidence Report passed the gatecheck in April 2025. Plan preparation is underway with intensive collaboration between our Planning Policy, Development Management, and Transport teams to develop coordinated policy and spatial development frameworks. To ensure land use and transport integration, an updated Public Transport Accessibility Tool is being developed for the emerging plan as a formal policy mechanism to support	Further work is planned to incorporate the Glasgow Transport Strategy Spatial Delivery Framework and developing Clyde Metro routes into City Development Plan 2.

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				decision-making in the Development Management process which will influence the location of new development to support sustainable travel patterns by residents. GTS policies are also being deployed in the Site Appraisal Methodology, which considers the availability of current and planned sustainable transport infrastructure, as per the sustainable transport hierarchy and including the City Network and Clyde Metro, and local living principles.	
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Summary and Next Steps

This monitoring report has shown that Glasgow is making progress against targets and commitments, but there is still some way to go. Several key interventions need to continue to be adopted which will play a role in meeting targets, including:

- Trip length reduction – ensuring people have available options locally that reduces the requirements to travel
- Modal shift – by delivering improvements to public transport services and walking and cycling infrastructure we can encourage a shift away from the private car
- More efficient use of the road network – streetspace reallocation measures described above, combined with a strengthened road hierarchy to improve the efficiency of strategic car, bus and freight movements.

A series of long-term aspirations nested within the Glasgow Transport Strategy which seek to deliver upon the criteria above and are to expected to contribute to our strategic targets have been set as follows:

- Delivery of Clyde Metro
- Tackle the impacts of the M8 on communities around the city centre section in particular, and explore ways to reduce the impact of other major roads infrastructure on communities where feasible
- Explore road user charging once Transport Scotland's legislative and regulatory review is complete
- Seek ways to influence low carbon goods movement in the city
- Continue working with Strathclyde Partnership for Transport (SPT) on their Strathclyde Regional Bus Strategy and options for enhanced bus governance in Glasgow
- Continue to work towards Vision Zero where no-one is killed or seriously injured on our roads by 2030
- Continue to deliver the City Network to support active travel journeys and the Liveable Neighbourhoods programme.

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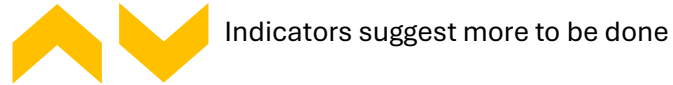
Appendix A: Core Monitoring Indicator Update 2025

A full update for the Core Monitoring Indicators is provided in the table below, tracking progress from a 2019 baseline year to 2025. A red, amber, green (RAG) system has been used to view performance for Update 1 and Update 2 at a glance.

KEY



Improving indicators



Indicators suggest more to be done

Indicator		Unit	Baseline (2019)	Monitoring Update		Level of Change				Trend Direction (commentary)	Key Target
				Update 1 (2022)	Update 2 (2023)	Baseline to Update 2 (2019 to 2023)		Update 1 to Update 2 (2022 to 2023)			
1	Carbon dioxide (CO2) emissions from road transport in Glasgow	Kilotonnes (kt)	777 ktCO2	773 ktCO2	754 ktCO2	-3%	▼	-2.5%	▼	Road transport-based emissions in Glasgow are continuing to decline; between 2019 and 2023, carbon dioxide emissions from road vehicles on Motorways, A-roads and Minor roads fell by 3%.	Net Zero Carbon Emissions by 2030
2	Carbon dioxide (CO2) emissions from road transport in Glasgow - road network under local authority control	Kilotonnes (kt)	433 ktCO2	467 ktCO2	460 ktCO2	+6%	▲	-1.6%	▼	CO2 emissions from road vehicles on roads under Council control fell by 1.6% in the period 2022-2023, however this represents a 6% increase from the baseline.	Net Zero Carbon Emissions by 2030
3	Road transport energy consumption – total energy used for personal transport	Thousand Tonnes of Oil Equivalent (ktoe)	193 ktoe	187	184	-5%	▼	-2%	▼	Petrol and diesel consumption by road vehicles used for personal transport, including buses, diesel cars, petrol cars and motorcycles, has been in decline since 2019 and the rate of decline increased by 2% in the latest monitoring period, between 2022-2023. This is in line with declining emissions from road vehicles (Indicator 1).	Net Zero Carbon Emissions by 2030
4	Road transport energy consumption – total energy used for freight transport	Thousand Tonnes of Oil Equivalent (ktoe)	85 ktoe	92	87	+2%	▲	-5%	▼	Petrol and diesel consumption by road vehicles used for freight transport, including Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs), has been increasing since 2019, however a 5% decrease was seen in the period 2022-2023.	Net Zero Carbon Emissions by 2030

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Indicator		Unit	Baseline (2019)	Monitoring Update		Level of Change				Trend Direction (commentary)	Key Target
				Update 1 (2022)	Update 2 (2023)	Baseline to Update 2 (2019 to 2023)		Update 1 to Update 2 (2022 to 2023)			
5	Number of licensed cars that are diesel - private ownership as opposed to company	Thousands of Licensed Vehicles	69,000	66,000	61,000	-11%	▼	-6.8%	▼	The number of privately-owned diesel cars on the road is declining, falling from 69,000 in 2019 to 61,000 in 2023.	Net Zero Carbon Emissions by 2030
6	Number of licensed plug-in cars - company and private	Number of Licensed Vehicles	707	3,999	5,544	+684 %	▲	+37%	▲	The number of new car registrations using plug-in technology to connect to a source of electricity has sharply increased from 707 in 2019 to 5,544 vehicles in 2023.	Net Zero Carbon Emissions by 2030
10	Vehicle kms in Glasgow on local authority roads	Million Vehicle Kilometres	2,040	1,993	2,019	-1%	▼	+1%	▲	The estimated volume of traffic on local authority roads, i.e. minor roads and a-roads, in Glasgow in 2023 is 2,019,000,000 (2.02 billion) vehicle kilometres: 1% less than 2019.	Reduce Private Vehicle Kilometres by 30% by 2030
11	Vehicle kms in Glasgow on trunk roads	Million Vehicle Kilometres	1,605	1,529	1,573	-2%	▼	+3%	▲	Traffic on the trunk road network in Glasgow, namely the M8, M77, M74, A74(M), decreased by 5% in the period from 2019 to 2022 from an estimated 1.6 billion to 1.5 billion vehicle kilometres. However, in the most recent monitoring period, an increase of 3% is seen with the estimated total at 1,573,000,000 vehicle kilometres in 2023.	Reduce Private Vehicle Kilometres by 30% by 2030
12	Car and taxi vehicle kms in Glasgow	Million Vehicle Kilometres	2,862	2,684	2,767	-3%	▼	+3%	▲	Cars and taxis represented over 75% of the traffic in Glasgow in 2023, amounting to an estimated 2.7 billion vehicle kilometres. This figure represents a decrease of 3% from the 2019 baseline, but a 3% increase from the last monitoring update in 2022.	Reduce Private Vehicle Kilometres by 30% by 2030
18	Main Mode of Transport is Driver Car/ Van	Proportion of People	36%	41%	37%	+1%	▲	-4%	▼	The proportion of people driving as their main mode of transport increased by 1% in the period 2019 to 2023, however fell by 4% in the period 2022-2023.	Reduce Private Vehicle Kilometres by 30% by 2030
19	Main Mode of Transport is Bus	Proportion of People	10%	16%	11%	+1%	▲	-5%	▼	The proportion of people using bus as their main mode of transport has increased since 2019; the increase	Increase Bus Passenger

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Indicator		Unit	Baseline (2019)	Monitoring Update		Level of Change				Trend Direction (commentary)	Key Target
				Update 1 (2022)	Update 2 (2023)	Baseline to Update 2 (2019 to 2023)		Update 1 to Update 2 (2022 to 2023)			
										reached 6% in 2022 but bus use then slowed and the 2023 figure is 5% down from 2022.	Numbers by 35% by 2027
20	Main Mode of Transport is Cycling	Proportion of People	1%	3%	1%	+/-0%	=	-2%	⬇️	The proportion of people cycling as their main mode of transport is 1%. Despite a 2% increase from the baseline in 2022, the figure for 2023 is consistent with the 1% of people recorded in 2019.	N/A
20 +1	Main Mode of Transport is Walking	Proportion of People	30%	24%	28%	-2%	⬇️	+4%	⬆️	The proportion of people walking as their main mode of transport is 28%: a 2% decline from 30% in 2019. The figure for 2023, however, shows the potential for a recovery in the proportion of people walking and represents an increase of 4% from records in 2022.	N/A
14	Usual Method of Journey to Work is Driver & Passenger combined Car/ Van	Proportion of Employed Adults	45%	52%	47%	+2%	⬆️	-5%	⬇️	Just under half (47%) of all workers travelled to work in a car or van, as either a driver or passenger, in the city in 2023. Commuting by car has increased since 2019; an increase of 7% was seen in 2022 and has slowed to 2% in 2023.	Reduce Private Vehicle Kilometres by 30% by 2030
15	Usual Method of Journey to Work is Bicycle	Proportion of Employed Adults	4%	5%	6%	+2%	⬆️	+1%	⬆️	Cycling to work has become a more popular choice and the proportion of workers cycling regularly has increased from 4% in 2019 to 6% in 2023.	N/A
16	Usual Method of Journey to School is Car/ Van	Proportion of School Pupils	26%	27%	16%	-10%	⬆️	-11%	⬇️	Car/ van travel for journeys to school has decreased significantly over the monitoring period. The proportion of school pupils being driven to school decreased by 10% in the period between 2019 and 2023.	Reduce Private Vehicle Kilometres by 30% by 2030
17	Usual Method of Journey to School is Walking	Proportion of School Pupils	52%	59%	64%	+12%	⬆️	+5%	⬆️	The proportion of school pupils walking to school has increased considerably over the monitoring period, increasing by 12% in the period between 2019 and 2023.	N/A
8	Households with No Car Available for Use	Proportion of Households	47%	44%	44%	-3%	⬆️	+/-0%	=	Around 44% of households in the city had no access to a car which represents a 3% decrease from the 2019 baseline.	N/A

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Indicator		Unit	Baseline (2019)	Monitoring Update		Level of Change				Trend Direction (commentary)	Key Target
				Update 1 (2022)	Update 2 (2023)	Baseline to Update 2 (2019 to 2023)		Update 1 to Update 2 (2022 to 2023)			
9	Households with at Least One Bike Available for Use	Proportion of Households	25%	25%	25%	+/-0%	=	+/-0%	=	The availability of at least one bike for use by households has remained stable at 25% over the monitoring period.	N/A
22	Adults that are ‘Very Satisfied’ or ‘Fairly Satisfied with Public Transport	Proportion of Adults	79%	61%	70%	-9%	⬇️	+9%	⬆️	Seventy percent of people were very or fairly satisfied with public transport in 2023. The proportion of people satisfied with public transport has decreased from 79% in 2019 to 70% in 2023, however the latest figures represent a recovery of 9% from the 61% recorded in 2022.	N/A
7	People Aged 17+ Who Drive Everyday	Proportion of People aged 17+	27%	19%	19%	-8%	⬇️	+/-0%	=	The proportion of drivers who drove a car everyday reduced by 8% in the period from 2019 to 2022. This figure remained consistent at 19% between 2022 and 2023.	Reduce Private Vehicle Kilometres by 30% by 2030
13	Adults Walking as a Means of Transport to Work, Shopping or Visiting at least 1 day a week	Proportion of Adults	76%	77%	73%	-3%	⬇️	-4%	⬇️	The proportion of adults walking as a means of transport for the most popular trip purposes (commuting, shopping or visiting family/ friends) has decreased by 3% in comparison to the 2019 figure and by 4% compared to records from 2022.	Neutral Uncertainty Indicator
21	Main Trip Purpose - Commuting	Proportion of Adults	20%	24%	25%	+5%	⬆️	+1%	⬆️	A higher proportion of adults were travelling between home and their usual place of work, up 5% from the 2019 baseline.	Neutral Uncertainty Indicator
23	Distance Travelled - Less Than 1km	Proportion of Journey Distance	27%	25%	31%	+4%	⬆️	+6%	⬆️	The proportion of journeys under 1 km increased by 4%, from 27% in 2019 to 31% in 2023.	Neutral Uncertainty Indicator
24	Distance Travelled - Between 1 and 2km	Proportion of Journey Distance	15%	19%	16%	+1%	⬆️	-3%	⬇️	The proportion of journeys between 1km and 2km has increased by 1% in the period 2019 to 2023.	Neutral Uncertainty Indicator
25	Average Journey Distance	Kilometres (km)	6.8km	8.3km	7.5km	+10%	⬆️	-1%	⬇️	The average journey distance increased by 10%, from 6.8km in 2019 to 7.5km in 2023. Between 2022 and 2023, however, an average decrease of 0.8km is observed.	Neutral Uncertainty Indicator

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Indicator		Unit	Baseline (2019)	Monitoring Update		Level of Change				Trend Direction (commentary)	Key Target
				Update 1 (2022)	Update 2 (2023)	Baseline to Update 2 (2019 to 2023)		Update 1 to Update 2 (2022 to 2023)			
26	Journeys under 2 miles by Road Network Distance by Main Mode – Walking	Proportion of Journeys	-	46%	51%	-	-	+5%		The proportion of journeys under 2 miles undertaken by walking rose from 46% in 2022 to 51% in 2023. Data is not available for this indicator in 2019.	Neutral Uncertainty Indicator

The following indicators will be reported in the **Glasgow Walking and Cycling Index 2025**, to be published in Spring 2026: ‘Total length of cycle paths within highway, physically separated from traffic and pedestrians’, ‘Total length of traffic free cycle paths away from the highway’, ‘% saying safety when walking or wheeling is very good or fairly good’, ‘% saying safety when cycling is very good or fairly good’ and ‘% saying your local area overall as a place to walk or wheel is very good or fairly good’.

Source List

Indicator		Source	Dataset	Year of Publication
1	Carbon dioxide (CO2) emissions from road transport in Glasgow	Department for Energy Security and Net Zero, UK local authority and regional greenhouse gas emissions statistics	2005 to 2023 Local Authority Greenhouse Gas Emissions Dataset	2025
2	Carbon dioxide (CO2) emissions from road transport in Glasgow - road network under local authority control	Department for Energy Security and Net Zero, UK local authority and regional greenhouse gas emissions statistics	2005 to 2023 Local Authority Greenhouse Gas Emissions Dataset	2025
3	Road transport energy consumption – total energy used for personal transport	Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy	Road transport energy consumption at regional and local authority level in 2023	2025
4	Road transport energy consumption – total energy used for freight transport	Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy	Road transport energy consumption at regional and local authority level in 2023	2025
5	Number of licensed cars that are diesel - private ownership as opposed to company	Department for Transport and Driver and Vehicle Licensing Agency, Vehicle licensing statistics data tables	Table VEH0105 Licensed vehicles at the end of the quarter by body type, fuel type, keepership and upper and lower tier local authority	2023
6	Number of licensed plug-in cars in Glasgow City - company and private	Department for Transport and Driver and Vehicle Licensing Agency, Vehicle licensing statistics data tables	Table VEH0142 Licensed plug-in vehicles (PiVs) at the end of the quarter by body type, fuel type, keepership and upper and lower tier local authority	2023
7	Proportion of people aged 17+ who drive everyday	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA5: People aged 17+, frequency of driving	2024
8	Proportion of households with no car available for use	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA4: Number of cars available for private use by households	2024
9	Proportion of households with at least one bike available for use	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA8: Number of bicycles available for private use by households	2024
10	Vehicle kms in Glasgow on local authority roads (million vehicle kilometres)	Transport Scotland, Scottish Transport Statistics 2024	Table 5.5 Traffic on trunk roads and on local authority roads, by Council area	2024

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11	Vehicle kms in Glasgow on trunk roads (million veh km)	Transport Scotland, Scottish Transport Statistics 2024	Table 5.5 Traffic on trunk roads and on local authority roads, by Council area	2024
12	Car and taxi vehicle kms in Glasgow (million veh km)	Transport Scotland, Scottish Transport Statistics 2024	Table 5.4 Traffic by Council and vehicle type	2024
13	% of adults that walk as a means of transportation to work, shopping or visiting at least 1 day a week	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table 9: Adults (16+) - frequency of walking in previous 7 days (percentages)	2024
14	Proportion of Employed Adults whose usual Method of Journey to Work is Driver & Passenger combined Car/ Van	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA1: Employed adults (aged 16+) not working from home - usual method of travel to work	2024
15	Proportion of Employed Adults whose usual Method of Journey to Work is Bicycle	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA1: Employed adults (aged 16+) not working from home - usual method of travel to work	2024
16	Proportion of school pupils whose usual Method of Journey to school is car/ van	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA3: Pupils in full time (school) education - usual main method of travel to school	2024
17	Proportion of school pupils whose usual Method of Journey to school is walking	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA3: Pupils in full time (school) education - usual main method of travel to school	2024
18	Proportion of those whose Main Mode of Transportation is Driver Car/ Van	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA16: SHS Travel Diary - Main mode of travel	2024
19	Proportion of those whose Main Mode of Transportation is Bus	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA16: SHS Travel Diary - Main mode of travel	2024
20	Proportion of those whose Main Mode of Transportation is Cycling	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA16: SHS Travel Diary - Main mode of travel	2024
21	Proportion of those whose Main Mode of Transportation is Walking	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA16: SHS Travel Diary - Main mode of travel	2024
22	% of travel whose main purpose is commuting	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA17: SHS Travel Diary - Main purpose of travel	2024
23	% of adults that are very / fairly satisfied with public transport	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA13: Adults' views on satisfaction with public transport	2024
24	% of distance travelled less than 1km	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA19 - SHS Travel Diary - Distance Travelled	2024
25	% of distance travelled between 1 and 2km	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA19 - SHS Travel Diary - Distance Travelled	2024
26	Average journey distance	Transport Scotland, Scottish Household Survey 2023 via 'Transport and Travel in Scotland 2023'	Table LA20 - SHS Travel Diary - Distance summary statistics	2024

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