

Glasgow Transport Strategy – Final Policy Framework (ESCR Feb 2022)

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Foreword by City Convener for Sustainability and Carbon Reduction

Transport touches all our lives. It affects our life chances, our health, our climate and our communities. The Glasgow Transport Strategy is recognition of the centrality of transport in the Council's work to improve lives and opportunities while addressing the climate emergency.

Social inclusion cannot be achieved without a transport system that enables all communities to participate fully in the opportunities our city offers. Access to affordable, reliable and convenient transport is not evenly spread across the city, and is not experienced equally by all groups in society; resolving this must be a priority. It is also essential that the goods we use can be moved efficiently and in low carbon ways, to support businesses and industry. We must continue to support Glasgow's economic success and ensure transport is an enabler, and not a barrier.

Transport also plays an important role in public health. An increase in walking and cycling improves individual health and wellbeing. But the personal choices we make affect our neighbours too. The impact of reduced traffic emissions on our air quality will be felt by everyone, and in particular those with underlying health conditions. It is crucial that the transport network makes the healthiest forms of travel safe and available to all.

We must now change the way people and goods move in response to the climate emergency. Transport emissions reduction will be crucial if we are to meet Glasgow's commitment to be net zero carbon by 2030. The effects of climate change on weather patterns will affect the city's infrastructure, so we must ensure that our transport network is resilient and prepared for the future, as well as playing a part in ensuring that future is a sustainable one.

Recent years have shown that travel patterns can change dramatically, and be unpredictable in response to external events. This strategy will adapt to an uncertain future. But it is not enough to prepare for the future we anticipate- good transport planning can help to shape that future into the one we want to see. Transport decisions made now will enable a sustainable, healthy, thriving city in the years to come.

This strategy sets out a policy direction that supports tackling inequality alongside climate action; that embeds accessibility and fairness for everyone; that acknowledges the significant shift we must make away from private car use if we are all to flourish. We are committed to reducing car vehicle kilometres by at least 30% by 2030. That is a stretching target, but one that is necessary for our climate and our communities. It will require determined effort and difficult choices, but will bring huge benefits in terms of air quality, road safety, and the liveability of our neighbourhoods.

The Glasgow Transport Strategy will be delivered with the support of the Active Travel Strategy, City Centre Transformation Plan and Liveable Neighbourhoods Plan. These bring into focus all that is gained when sustainable transport is prioritised. By 2030 we will see a comprehensive City Cycling Network, a more vibrant city centre, neighbourhood streets that

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feel safe to walk, wheel, cycle, play and spend time in, and an improved public transport system.

The policies and principles contained in this document are the result of comprehensive consultation and engagement work with citizens and stakeholders. Together, they offer a clear vision for transport over the coming decade.

Cllr Anna Richardson

City Convener for Sustainability and Carbon Reduction

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Foreword by Executive Director of Neighbourhoods, Sustainability and Regeneration

Glasgow is a dynamic, diverse and resilient city. Throughout our history, we have responded to challenges with innovation and determination. This new Glasgow Transport Strategy: Policy Framework sets out how we aim to deliver a transport system that supports a just transition to a net-zero carbon future, tackles the role of transport in inequalities in society, supports economic success of our city within the wider city region, and puts place and people at the heart of our decision-making.

We have shown leadership with our net-zero carbon 2030 goal, and now also with our goal to reduce car vehicle kms in the city by at least 30% by 2030. We aim to reduce the impact of travel on the environment by reducing the need to travel, making more of our trips by cleaner, low carbon and more efficient ways to travel, and decarbonising vehicles. The impact on the climate and the air we breathe is only one of the areas transport policy and projects in Glasgow needs to tackle however. We need a world-class public transport system to support our thriving economy within the wider city region and we will pursue the delivery of a Clyde Metro scheme with regional partners. We will work with communities to deliver liveable neighbourhoods where people feel safe and empowered to walk, wheel and cycle and spend time in their communities, supported by a city-wide active travel network and less roadspace dedicated to vehicles. We must work towards a barrier-free city where people of all mobilities, backgrounds and income levels can travel sustainably and get to where they need to go. We must continue to embrace technology to support our smart city goals, with more open data and smart systems that support the sustainable movement of people. Goods must continue to flow in our thriving city, and we must continue to decarbonise private, fleet and commercial vehicles.

These are just some of the issues our new Glasgow Transport Strategy: Policy Framework seeks to influence and deliver up to 2030. Supported by our new Active Travel Strategy and a City Centre Transformation Plan, our new suite of transport policies and projects will contribute to our world class city with a thriving, inclusive economy where everyone can flourish and benefit from the city's success. We look forward to working in partnership and collaboration with stakeholders and citizens as we embark on our journey.

George Gillespie

Executive Director for Neighbourhoods, Sustainability and Regeneration

This document in a page

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

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

The strategy responds to Glasgow’s net zero carbon aspiration for 2030, as well as a city target to reduce car vehicle kilometres by at least 30% by 2030 (over a 2019 baseline). It aims to be a functional policy document for Glasgow City Council officers, a material consideration in the planning process, a strategic business case to support funding bids, and a transparent statement of direction to wider stakeholders and the public. It also raises areas where collaboration and wider changes are needed to help achieve our goals.

This document presents the Glasgow Transport Strategy: Final Policy Framework. It builds on evidence of problems to be tackled which was presented in the Glasgow Transport Strategy: Case for Change report. This stage gathered data, research, public and stakeholder views on the problems that need to be tackled, the types of solutions they would like to see, and consulted on the outcomes above. The “Public Conversation on Glasgow’s Transport Future” in Autumn 2020 was a key part of the evidence gathering and engagement work that has fed into the Case for Change report and this Policy Framework. You can read more about the Public Conversation at www.glasgow.gov.uk/connectingcommunities. Technical appraisal work, including Equality Impact Assessment and Strategic Environmental Assessment, has also informed this Policy Framework. Finally, a period of public and stakeholder discussion and consultation was held on a Draft Policy Framework in Autumn 2021 and this Final Policy Framework has directly taken on board many of the suggestions received on how to strengthen this set of transport policies to help the city achieve its goals by 2030. More information is available at www.glasgow.gov.uk/transportstrategy.

The final part of the Glasgow Transport Strategy, a Spatial Delivery Framework alongside the final outputs of statutory assessments, will be published in 2022 for consultation.

Thereafter, the Glasgow Transport Strategy as a whole will be subject to ongoing monitoring and planned reviews as we work towards 2030.

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How to navigate this Policy Framework

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

Technical policies

If you are only interested in the Technical Policies in this document and their related actions, skip to Section 4. Here are quick links to each of the policy sections:

- [Reducing the need to travel, and in particular, reducing the need to travel by car](#)
- [Applying the sustainable travel hierarchy meaningfully in our decision-making](#)
- [Encouraging more journeys on foot, by cycle and creating quality places which supports this](#)
- [Creating a barrier-free transport system that supports those with disabilities or who have additional mobility needs](#)
- [Supporting more people in the city and region to travel by public transport by creating a world class, integrated system](#)
- [Shared mobility, community and on-demand transport to help reduce the need to own a car and adapt to changing travel needs](#)
- [Developing more affordable sustainable transport choices with integrated ways to pay](#)
- [Creating a barrier-free transport system that supports those with disabilities or who have additional mobility needs](#)
- [Creating a stepchange in personal security and safety](#)
- [A fair and equitable transport system](#)
- [Creating a transport system that supports Glasgow's strong and inclusive economy](#)
- [The movement of goods](#)
- [A smart and digital city](#)
- [Managing the demand to use a car including parking and pricing](#)
- [Changing behaviour, communications and engagement](#)
- [Decarbonising vehicles](#)
- [Reducing air pollution from transport](#)
- [Reducing the environmental impacts of transport, enhancing the environment and adapting to climate change](#)
- [Our everyday but crucial policies on designing and maintaining our infrastructure](#)

Other parts of the Policy Framework

- Want an overview of our vision for the city? **Skip to Section 2.**
- Want to read policies on governance and delivery, or monitoring? **Skip to Section 5.**

The Council's other transport policy work

The Glasgow Transport Strategy is the overarching transport strategy for Glasgow. It is supported by other plans and strategies which cover specific topics.

- If you would like more information on the Council's work on the **City Centre Transformation Plan** specifically, click [here](#)
- Information on the Council's work on **Liveable Neighbourhoods** is available [here](#)

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- The Council's **Active Travel Strategy** work, which covers walking, wheeling and cycling policies and actions in more detail, is available [here](#).

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1. Introduction

What is the Glasgow Transport Strategy Policy Framework?

The Glasgow Transport Strategy for the city of Glasgow aims to set a clear direction for transport policies, projects and investment up to 2030. It is the overarching transport strategy for the city by Glasgow City Council.

Replacing and updating the Council's existing Local Transport Strategy "Keep Glasgow Moving" 2007-09, the new Glasgow Transport Strategy responds to several challenges and opportunities for Glasgow. In particular, the role of transport in planning, economic development, social inclusion and the climate & ecological emergencies.

This document represents the **Glasgow Transport Strategy: Final Policy Framework**. It draws on:

- The major public and stakeholder engagement on transport issues in Glasgow held in 2020 called "**A Public Conversation on Glasgow's Transport Future**"¹.
- Analysis and evidence of problems to be tackled set out in the **Glasgow Transport Strategy: Case for Change** report (2021)²;
- Consultation and discussion on a **Draft Policy Framework** for 7 weeks in Autumn 2021. A separate report is available on what we heard during this consultation period entitled "**Glasgow Transport Strategy: Draft Policy Framework: Consultation Report**", available at www.glasgow.gov.uk/transportstrategy

A **Glasgow Transport Strategy: Spatial Delivery Framework** will complement this Policy Framework. This Framework will set out key aspirations in major transport projects across the city. Technical appraisal and statutory impact assessment work have also informed this work, as well as the Policy Framework, and information is available on the website above.

Structure of this document

Section 2 of this Glasgow Transport Strategy: Policy Framework presents a coherent structure for transport decision-making by the Council and its partners over the next decade, through a transport vision for the city, outcomes (or goals) and a set of detailed objectives. These have been consulted on with stakeholders and the public. They have guided the development of policies and actions in this document.

Transport plays a role in helping to deliver wider outcomes and can also act as a barrier. The wider policy context for this set of transport policies and how they contribute to other goals is summarised in **Section 3**. This section also highlights some key issues to be tackled, opportunities to build upon, some successes so far and how we need to consider future uncertainty. The policy review and issues are presented in more detail in the Glasgow Transport Strategy: Case for Change work at www.glasgow.gov.uk/transportstrategy

Through evidence gathering which has included stakeholder and public engagement, a series of technical policies supported by policy actions to guide decision-making over the

¹ www.glasgow.gov.uk/connectingcommunities

² www.glasgow.gov.uk/transportstrategy

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lifetime of the strategy is presented in **Section 4**. This is the core part of this Policy Framework.

A consideration of delivery in terms of funding, partnerships and governance is presented in **Section 5**. Finally, the progress of any Strategy must be continually reviewed, monitored and evaluated. This is particularly important in an age of uncertainty around technological and societal change. An initial monitoring plan is also therefore included in this Policy Framework in **Section 5**.

An assessment of policy packages against Strategic Environmental Assessment and Equality Impact Assessment criteria is available at www.glasgow.gov.uk/transportstrategy.

Status of this document

The Glasgow Transport Strategy forms a material consideration in the planning process in Glasgow and will feed into the next update of the Glasgow City Development Plan. Associated work represents a Strategic Business Case for investment in transport interventions in the city.

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2. Our vision for transport in Glasgow

A vision statement for transport in Glasgow

Drawing on what people have told us, and what we need to achieve in transport in the city to meet our statutory targets, we have developed a vision statement for transport in Glasgow.

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 and objectives

We also have goals we are working towards – outcomes we want to achieve. They must therefore influence our decision-making. These four outcomes recognise that transport is part of a wider system and that transport plays a particularly important role in achieving wider goals in society.

Four outcomes for transport policy and decisions in Glasgow:

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

These outcomes were developed for and tested in the **Public Conversation on Glasgow's Transport Future** in September/October 2020 where they received strong support.

More detailed objectives

We also have some more **detailed transport planning objectives** which have informed this Policy Framework. These articulate in more detail what we want to achieve from our transport decision-making, and they contribute to the overarching outcomes above.

- To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future
- To achieve clean air through sustainable transport investment and decision-making
- To encourage and enable physical activity and improved health & wellbeing through active travel
- To promote an affordable, inclusive and equitable sustainable travel system
- To improve reliability, integration and convenience of sustainable travel modes for people and goods
- To ensure the transport system is accessible by all

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- To improve the safety and personal security of all transport users and the public spaces that they use
- To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural and built environment, and an effective sustainable travel hierarchy

What is the role of transport in delivering these outcomes?

By 2045, Scotland will be net zero with a 75% reduction in greenhouse gases by 2030.

Glasgow has ambitions of being a net-zero carbon city by 2030. Transport of people and goods will have played a key role in achieving this goal, primarily through:

- A reduction in the need to travel unsustainably through the principles of a compact city in the development plan and development management system, 20 minute and liveable neighbourhoods and an increased residential population in the city centre.
- A reduction in the volume of vehicle trips, and distance travelled by cars in particular (minimum of 30% reduction), throughout the city and particularly within the city centre, through modal shift to more sustainable ways to travel and demand management. Households will feel less need to own a car or multiple cars. A larger proportion of goods moved locally will be by low carbon methods such as cycles, low carbon vehicles and rail.
- Increased use of walking & wheeling, cycling and public transport, shared mobility for everyday journeys, particularly replacing shorter trips previously made by car, through significantly improved active travel infrastructure, public transport services and behaviour change programmes.
- A higher proportion of low carbon vehicles in the Council fleet, in wider organisational fleets in the city, in delivery vehicle fleets, taxis and private hire fleets, bus and community transport fleets, delivery vehicles and amongst private vehicles.
- Effective, collaborative structures to support the delivery of net-zero, with transport's connections with wider issues such as energy clearly understood and in sync. Transport will directly benefit from renewable and clean energy production.

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

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

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

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

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

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

[How will we know we have achieved our goals?](#)

A monitoring framework for the Glasgow Transport Strategy is set out in **section 5**, which includes monitoring indicators.

3. The context for the Glasgow Transport Strategy

The role of transport

We all know how important transport is to our daily lives. We often need to travel to get to work or education; to healthcare services; to shop; to visit friends and family. Businesses and industry, as well as individuals, also rely on transport for the movement of their goods and for access to their services. Occasionally transport can be an activity in itself, such as leisure cycling, and the social value of public transport can be important for older people in particular.

Moreover, transport can help activity to happen by providing access and connections – but poor transport can also be a barrier. Sometimes there are specific groups in society who feel these barriers more than others, such as those who are living on low incomes or who have physical disabilities that affect how they can use transport.

The role of Glasgow City Council in transport and the need to work together

Glasgow City Council has a number of responsibilities with regards to transport. It is the statutory roads authority for the city, which means it manages and maintains local roads (including cycleways, footways, crossings and traffic signals) and can develop new projects. The Council is also the statutory planning authority which means it produces local development plans for the city and determines planning applications and can achieve transport improvements through these. Other important transport functions include overseeing road safety in the city.

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

We talk more about the governance of transport in Glasgow in Section 5, as well as some policies to improve how we work collaboratively.

Statutory duties of relevance to transport and local authorities

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

Figure 1 Statutory duties of relevance to transport



National targets of relevance

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

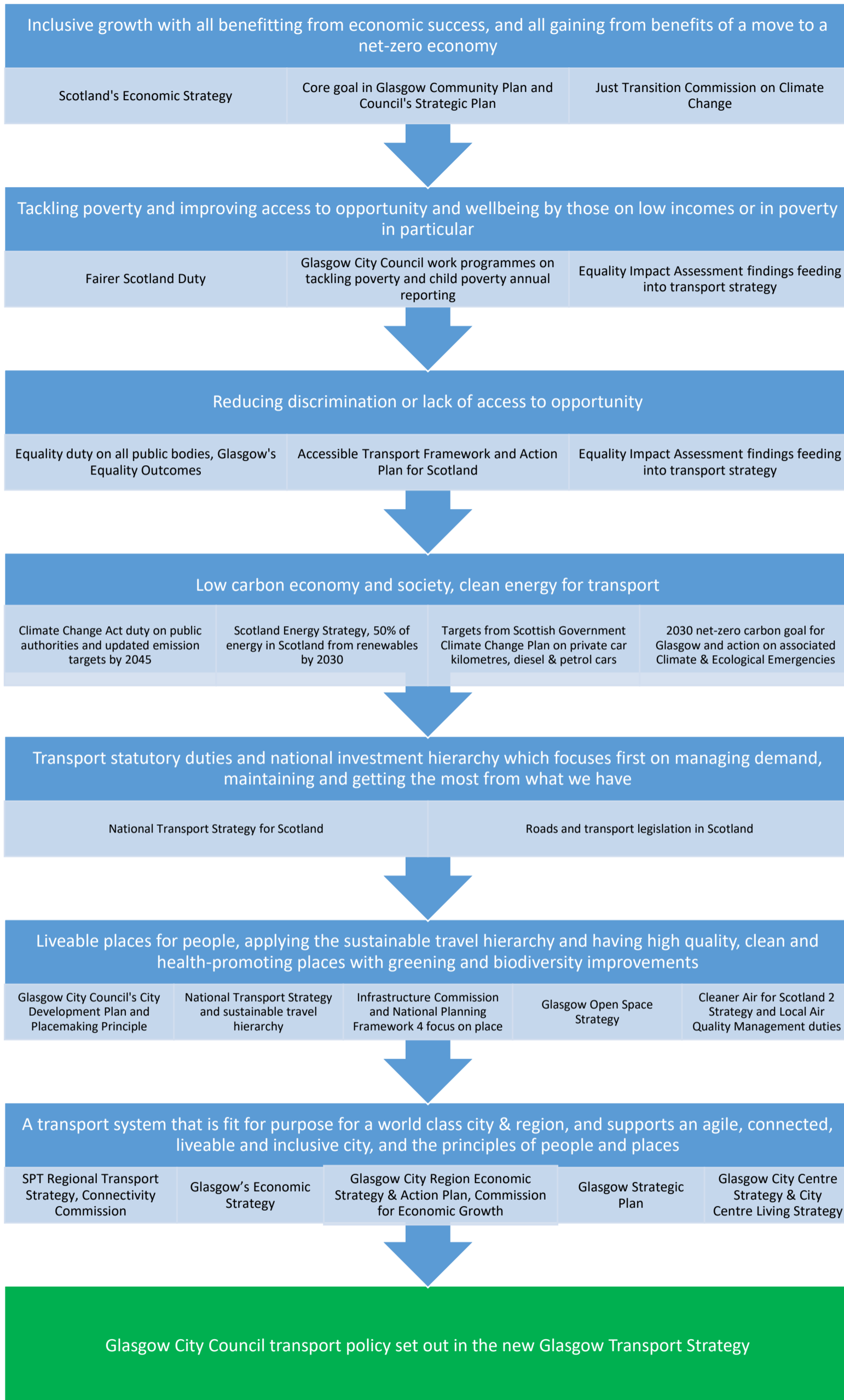
Figure 2 National targets of relevance



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

Finally, transport policy cannot be developed in isolation therefore – it must connect to many other policy areas in society. Figure 3 below presents a summary of some of the most important plans and goals which are influencing the Glasgow Transport Strategy at a national, regional and local level. You can find a more detailed policy review in the Glasgow Transport Strategy: Case for Change report at www.glasgow.gov.uk/transportstrategy.

Figure 3 Key policy drivers for Glasgow's new transport strategy



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Successes in Glasgow's current transport system

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

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

For more information on these, head to www.glasgow.gov.uk/transportstrategy.

Transport related problems to be tackled and opportunities to build upon

This Glasgow Transport Strategy: Policy Framework aims to make Glasgow's transport system even stronger, as well as tackle the issues people have told us about. The strategy process has gathered a substantial amount of evidence of the problems that need to be tackled by the Council's transport policies. This has included data analysis and public engagement in 2020 through the Public Conversation on Glasgow's Transport Future in 2020. The figure below presents a final set of problems that must be tackled as a priority by the Glasgow Transport Strategy.

In addition, there are a number of opportunities the Glasgow Transport Strategy can build on. These may be existing initiatives, trends, targets, funding streams – anything we can build on to try to achieve our goals.

Further detail on the analysis and information behind the problems in particular is presented in the Glasgow Transport Strategy: Case for Change report available at www.glasgow.gov.uk/transportstrategy.

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Problems to be tackled

<p>Vehicle kilometres and traffic volumes continue to rise in Glasgow, particularly (though not exclusively) on the trunk road network. Vehicle dominated spaces were raised as a problem in the Public Conversation - from parking, to speeding to people on foot or on bikes feeling secondary to cars.</p>	<p>Large proportion of population in Glasgow have no access to a car – a problem and an opportunity. These is a correlation with SIMD and no access to a car in Glasgow. There is also unequal access to a bike, and this varies by social-economic group. Unequal access to the transport system, particularly in certain parts of Glasgow, was commonly cited in the Public Conversation.</p>	<p>The topic of better governance of transport has been raised in several reports - at the national level, and at a regional & city level by the Connectivity Commission. Also cited as a problem in relation to public transport from the Public Conversation, with a desire for a publicly run public transport system which is integrated and affordable.</p>	<p>There are significant differential impacts from transport in Glasgow, as evidenced by the Equality Impact Assessment work and evidence in this report. Those on lower incomes and in poverty generally are affected in multiple ways by transport barriers, and are also more likely to suffer from other characteristics e.g. health inequalities.</p>	<p>Lack of a connected cycling network for all journeys, and people still want safe places to cycle separate from traffic. Confirmed as a key problem in the Public Conversation.</p>	<p>Lack of access to bikes, and lack of safe cycle storage in some parts of the city raised as problems in the Public Conversation.</p>
<p>As with Scotland as a whole, there is still much to be done in reducing the proportion of children being driven to school. Local impacts of too many vehicles around schools cited as a problem in the Public Conversation.</p>	<p>Cross-boundary trips contribute particularly to carbon emissions in the metropolitan region, and this requires a partnership, region-wide approach to this aspect of travel demand. Lack of cross-boundary active travel links cited in Public Conversation.</p>	<p>Rail capacity constraints are forecast at Glasgow Central in coming years.</p>	<p>Bus is a significant mode in Glasgow, but like elsewhere in the UK, passenger numbers have been declining.</p>	<p>Public Conversation showed people are least satisfied with buses, and then Subway, rail to a lesser extent. Public transport quality problems featured highly in Public Conversation (reliability, cost, cleanliness, availability etc).</p>	<p>Cost of transport and public transport (and buses) in particular, and impact of this on people on low incomes and young people. Satisfaction levels with the cost of bus fares is low. Problems confirmed in the Public Conversation.</p>
<p>Operators report journey time reliability issues. Public Conversation highlighted poor journey time reliability as an issue for bus users.</p>	<p>Lack of public transport connections cited as a key problem in the Public Conversation, particularly for some parts of the city. This includes bus links between some communities as opposed to the city centre, frequency and time of day. Specific locations included links to Glasgow Airport, links to healthcare and some large shopping centres.</p>	<p>People would like to walk more for journeys, but cite quality of walking infrastructure, personal security and safety issues, and directness of routes and air quality concerns as barriers. Slightly less people walk for journeys compared to other large urban areas in Scotland.</p>	<p>Transport sector accounts for around a third of CO2 emissions in Glasgow and has not been reducing as much as other sectors. Passenger cars are the largest source of CO2 emission in Scotland. Road transport still relies almost completely on fossil fuels. In terms of fuel consumption, diesel cars and diesel lights goods vehicles/vans have seen the largest growth in the last decade in Scotland.</p>	<p>Climate change is seeing an increasing risk of severe weather events including flooding and heat, which transport decision-making must respond to and adapt to.</p>	<p>Some previous consultations have raised the issue of major infrastructure acting as barriers in the city, such as motorways & Clydeside Expressway. Connectivity Commission raised the issue of road-dominated space.</p>
<p>Connectivity Commission raised the issue of an economically-divided city, and public transport accessibility analysis to jobs suggests those in lower income areas have longer journey times.</p>	<p>Despite improvements in local air pollutants, NO2 levels remain above objectives. Tyre and brake abrasion are still substantial sources of particulates and this remains a problem for low or zero carbon vehicles of any kind. Air quality is improving but there is still work to be done.</p>	<p>Covid-19 has introduced new uncertainties over the demand for public transport, and concerns that car use may increase. That said, it has also led to temporary improvements in walking and cycling infrastructure which could be built upon in the future. Public Conversation raised problems over supporting access to city centre post Covid19 in economic recovery.</p>	<p>Relatively high levels of deprivation compared to rest of Scotland, and high levels of poverty and child poverty. Low life and healthy life expectancy.</p>	<p>Lack of integration in the public transport network, including specifically a lack of integrated ticketing. Confusing and complicated public transport system for some, and cost impacts of having to buy multiple tickets across operators were cited. Also linked to transport governance issues above.</p>	<p>Personal security concerns on public transport, particularly from young people, people from different ethnic groups and people from the LGBTQ+ communities. Public Conversation confirmed this as a problem, plus problems of perceived discrimination and hate crimes on public transport.</p>
<p>Lack of accessible environments is still an issue for some in Glasgow, as evidenced by the Public Conversation. From inaccessible rail and Subway stations, to lack of disabled spaces on buses or in taxis, to specific needs not being catered for e.g. those with hidden disabilities.</p>	<p>Impact of heavy goods vehicles on some communities cited as a problem by some stakeholders in Public Conversation.</p>	<p>Concerns over conflict between pedestrians and cyclists in shared spaces.</p>	<p>Public Conversation showed some perceive an anti-car policy in Glasgow and many still rely on the car.</p>	<p>Still a lack of joined up thinking/practice between land use planning and transport.</p>	<p>Poor road and path maintenance in places cited in Public Conversation which causes issues for those on bikes and walking or wheeling.</p>

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Opportunities to build upon

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

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Uncertainties and risks

Whilst we can try to forecast change based on what we know and what has happened historically, the future is never certain. The Glasgow Transport Strategy: Case for Change report discusses some of the uncertainties which may influence travel demand in the future, and these are summarised below. The strategy work has also considered some of these uncertainties in technical appraisal scenario planning work which has informed the strategy.

Factors which may influence travel demand in the future
Covid-19 has changed when and for what purpose we travel - less commuting, more online service access, less peak-time journeys, shift in employment sectors
Population change - Glasgow has a relatively young population for now, the population is forecast to grow including in-migration, the city centre residential population will grow
The world of work - more flexible working, more automation, more job uncertainty and new models of employment
Consumer choices - more online shopping, moving towards an experience-based economy instead of consumption, changing environmental values & awareness, work/life balance
Technology - more automation and digital services including healthcare & education, 5g and faster networks, smart city technologies. AI, big data and the 'internet of things'
Governance - more localised decision-making and community empowerment, more funding streams linked to low carbon economy, regulatory framework & governance changes
Energy - targets for renewable energy, phasing out petrol & diesel cars, supply & price of electricity, role of hydrogen
New modes of mobility, disruption in the marketplace, connected and autonomous vehicles

Impact of Covid-19

The Covid-19 pandemic has had a significant impact on the need to travel globally, nationally and locally. Lockdowns in 2020 saw a dramatic drop in the demand to travel by all types of transport, with the traditional peak periods of travel (morning and late afternoon/early evening) largely disappearing for periods of time whilst many people worked and studied from home or were on furlough.

Some of these impacts have persisted into 2021 to varying degrees – such as the demand for public transport, whilst footfall levels have remained lower than normal in the city centre. 2021 has however seen vehicle volumes return and it is important that we build back for the future we want. This means ensuring our transport policies support economic and social recovery whilst avoiding any increase in the role of the car in future trip-making as people’s confidence in public transport returns. We must also build on the increased uptake of walking and cycling observed in some areas during Covid-19 lockdowns, particularly for leisure, and translate this into active travel for more functional, everyday trips in the city.

Furthermore, Covid-19 lockdowns accelerated some societal and economic trends that were already in motion – such as an increase in online shopping, more opportunities to work remotely and access services remotely such as health and education. There has also potentially been greater use of local places and green and open spaces as people spend more time near home. The long-term legacy of these changes is still to be seen, but there is some evidence some changes may be here to stay and we must adapt our transport systems and our places to them.

4. Technical policies

The purpose of these policies

The Glasgow Transport Strategy Policy Framework provides a clear direction and framework for decision-making and investment up to 2030 in Glasgow through a set of policies. As well as giving the public and stakeholders a clear idea of how the Council will make decisions on transport, these policies will also be used by Council Officers. The Policy Framework will also support investment decisions and be a material consideration in the planning process.

This section presents the technical policies which form the core of this Policy Framework, and aim to work towards the vision, outcomes and objective we have set out in Section 2.

What has informed these policies?

This set of technical policies aims to respond directly to the problems and opportunities people have told us about. **They seek to deliver the vision, outcomes and objectives we have set out in Section 2 of this report.**

In addition to this, a few other key principles have guided the development of this Policy Framework.

Managing uncertainty: We can try to forecast how people might travel in the future, but there is always a lot of uncertainty over this. This strategy recognises this, and moreover, identifies some particular areas of uncertainty that might influence our transport decision-making and which we need to continually monitor. The policies and actions in this document have been designed to ensure they are as resilient as possible, whilst still focusing on the future we want to achieve. Moreover, we propose to review the Glasgow Transport Strategy prior to 2030 to check progress and adapt if necessary.

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

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

Setting out the future we want: Transport planning can sometimes focus on trying to forecast what might happen in the future, as opposed to trying to say what kind of future we want, and then working towards it. Our vision, outcomes and objectives, supported by

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policies and direction-of-travel targets, set out the kind of future we want in terms of transport by 2030 – so that we can proactively work towards it.

A whole systems approach: We have applied some thinking from a “whole systems approach” to the development of this transport strategy. Specifically, this means:

- We have tried to recognise that transport is part of a much wider system, with transport directly influencing some areas whilst continually being influenced by external forces and factors. A wide range of individuals, organisations and policy areas are at play. The Council’s Public Conversation on Glasgow’s Transport Future in 2020 started the process of trying to better inform people about how transport systems are run. In developing this Policy Framework, we have considered the role of Glasgow City Council as well as the potential role of other organisations, and where we rely on each other for change.
- We have engaged widely with the public and stakeholders to establish the problems that need to be tackled, the kind of future they want as well as the solutions they would like to see, during our Public Conversation on Glasgow’s Transport Future. We have also aimed to keep stakeholders up to date as the strategy has developed, inviting feedback at key points. The 2021 Policy Framework: Draft for Discussion & Consultation period was a deliberate attempt to gather feedback and discussion from stakeholders and community representatives to help shape policy, and that consultation has directed informed this Final Policy Framework.
- We have taken a long-term view to achieving some of the interventions, identifying those that will require longer-term effort and rely on various factors coming together.
- We have identified some small-scale factors that are key barriers to progress, producing policies on these, in the hope these will trigger change over the medium to long term.

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

Figure 4 The National Transport Strategy Sustainable Travel Hierarchy for personal travel



Sustainable investment hierarchy: This hierarchy puts reducing the need to travel unsustainably at the top and includes the principle of maximising the efficiency of existing infrastructure. The sustainable investment hierarchy is enshrined in the Scottish Government’s National Transport Strategy³, and states investment decisions should be made based on the following in order of consideration:

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

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

³ <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

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How these policies are structured

The policies and related actions in this section are designed to help us achieve the vision we have set out in Section 2. They are structured in a logical order which tells the story of what we need to do to achieve our goals.

- [Reducing the need to travel, and in particular, reducing the need to travel by car](#)
- [Applying the sustainable travel hierarchy meaningfully in our decision-making](#)
- [Encouraging more journeys on foot, by cycle and creating quality places which supports this](#)
- [Creating a barrier-free transport system that supports those with disabilities or who have additional mobility needs](#)
- [Supporting more people in the city and region to travel by public transport by creating a world class, integrated system](#)
- [Shared mobility, community and on-demand transport to help reduce the need to own a car and adapt to changing travel needs](#)
- [Developing more affordable sustainable transport choices with integrated ways to pay](#)
- [Creating a barrier-free transport system that supports those with disabilities or who have additional mobility needs](#)
- [Creating a stepchange in personal security and safety](#)
- [A fair and equitable transport system](#)
- [Creating a transport system that supports Glasgow's strong and inclusive economy](#)
- [The movement of goods](#)
- [A smart and digital city](#)
- [Managing the demand to use a car including parking and pricing](#)
- [Changing behaviour, communications and engagement](#)
- [Decarbonising vehicles](#)
- [Reducing air pollution from transport](#)
- [Reducing the environmental impacts of transport, enhancing the environment and adapting to climate change](#)
- [Our everyday but crucial policies on designing and maintaining our infrastructure](#)

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Reducing the need to travel and in particular, reducing the need to travel by car

Reducing the overall need to travel and shortening our journeys

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

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

Most journeys we make are short and local, and some 27% of trips in Glasgow in 2019 were less than 1km in length, higher than the average for comparator urban areas in Scotland. Some 54% of journeys in Glasgow were less than 3km in length (just over 2 miles). When these journeys are made by car, it has significant impacts on communities and the environment. The concept of Liveable Neighbourhoods and 20 minute neighbourhoods focuses on designing places where residents can meet most of their everyday needs within a relatively short walk, wheel or cycle from their home. This reduces the need to travel by car in particular, and supports high quality places to live and spend time in.

An integrated land use planning and transport system should reduce the need to travel, by co-locating more day-to-day services in places where people live where possible. The Council's City Development Plan (2017-22) put the concept of a "compact city" at the heart of planning policy and housing land allocation. It has focused development on corridors of high public transport accessibility through the adoption of Supplementary Guidance on Sustainable Transport⁴.

Where possible, we should also try to use the planning system to focus on vibrant, local places that serve a large proportion of our needs. Glasgow's Circular Economy Routemap (2020)⁵ sets a vision for a circular and resilient city by 2045. This includes the need to create sustainable and resilient local communities which have the ability to support the local economy without the need for unnecessary travel.

Policy 1: Glasgow City Council will deliver the concept of 20 minute neighbourhoods primarily through planning and economic policies, and in collaboration with local communities and stakeholders to create liveable neighbourhoods. The focus of transport in these areas will be on the sustainable travel hierarchy, with walking, cycling and wheeling the priority mode for short journeys and to public transport & shared transport interchange points.

- **Action 1.A: The new City Development Plan will incorporate the 20 minute neighbourhood concept in guiding developments that help deliver more liveable**

⁴ <https://www.glasgow.gov.uk/index.aspx?articleid=20786>

⁵

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNDX2UT1NT>
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neighbourhoods. The Liveable Neighbourhoods Plan workstream will propose the specific interventions.

- **Action 1.B: The Council will continue to work with partners on delivering the Circular Economy Routemap which sets a vision for supporting circular and sustainable businesses to develop and thrive building stronger and socially just local communities.**

Policy 2: The Council will aim to audit the provision of local services and facilities in Liveable Neighbourhoods as this concept develops, and work through the development system and economic development work where possible to ensure a good standard of provision is available to ensure people benefit from access to affordable and quality services, goods and facilities locally.

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

In addition, we advocate a flexible approach to accessing services online. A hybrid approach to online access to tertiary education may continue for example, whilst a flexible approach to virtual GP appointments ensures those who need a face to face appointment receive one, but those who are fine with a virtual appointment can communicate with health professionals in this way, reducing the need to travel and relieving the burden on busy healthcare settings. Clearly this requires good and inclusive digital connectivity for residents in the city, and Glasgow's Digital Strategy⁶ includes a focus on digital inclusion.

Policy 3: Glasgow City Council continues to explore ways to reduce the carbon impacts of Council-related travel – the journey to work as well as business travel - including flexible working for its own workforce where practicable, along with hybrid models of working to reduce the need to travel to the office where reasonable.

- **Action 3.A: Deliver an updated Staff Travel/Mobility Plan for Council & ALEO staff by spring 2023. This should include promotion of active and sustainable travel choices for the journey to work as well as business travel, rationalisation of staff parking and include promoting homeworking and videoconferencing, localised hubs and more as part of a range of effective working practices in a post COVID 19 world.**
- **Action 3.B: Explore the feasibility of subsidised public transport for Council staff through a salary sacrifice scheme.**
- **Action 3.C: Include cargo bikes and adapted cycles in the Council's cycle fleet to support more flexible use of cycling for work related travel.**

Policy 4: The Council will work to maximise use of local community-based facilities across the City in local community hubs to make better use of existing facilities, increase footfall

⁶ <https://www.glasgow.gov.uk/index.aspx?articleid=17711>

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in local communities benefitting local businesses whilst also reducing the need to travel. This will also include exploration of flexible working locations locally for staff where appropriate.

Policy 5: To reduce the environmental impact of travel in Glasgow, organisations, employers and service providers in the city should seek to increasingly provide an option to access work, services and facilities remotely where possible, where this is not detrimental to service provision or detrimental to staff or users. Organisations should also consider sustainable transport accessibility in their decision-making around the location of goods and services, and the Council will work to support this with access to accessibility information.

Policy 6: The Council with partners will continue to deliver the Glasgow Digital Strategy, including projects to reduce digital exclusion and data poverty. This is crucial to ensure fair and equitable access to online / remote services and facilities in the city to support reducing the need to travel for certain activities.

Reducing the need to travel by cars

Cars are the largest contributor to carbon emissions from road transport, followed by vans. It is particularly important to reduce car vehicle kilometres on local roads to make an impact on road carbon emissions and to reduce the impacts of traffic on our communities. The proportion of people in Glasgow using the car as their main mode of travel has generally increased over recent years, and we have to act to manage this. The concept of reducing the need to travel unsustainably is advocated in the National Transport Strategy's Sustainable Investment Hierarchy as shown above, and this hierarchy places "reducing the need to travel unsustainably" at the top⁷.

We must therefore act to reduce travel by cars. Transport Scotland has set a target of 20% reduction in car kilometres by 2030 across Scotland as a whole, and Glasgow is aiming for a reduction of at least 30% as appropriate for Scotland's largest city. One way we can do this is to ensure new development is not designed for car-dependency.

Policy 7: Transport is a material consideration in the planning process, and the sustainable travel hierarchy is a core principle in the City Development Plan and in development management decision-making.

- **Action 7.A:** The City Development Plan will continue to prioritise development where possible in areas of high accessibility to sustainable transport modes. Glasgow City Council will update Supplementary Planning Guidance to ensure a continued focus of development on areas with high public transport as well as cycling accessibility. A methodology for showing areas of high cycling accessibility will be developed.
- **Action 7.B:** In conjunction with the City Development Plan, the Council will carry out a review of land uses that rely on and potentially encourage car dependency, such as drive-through facilities, and take a policy position on this in the next City Development Plan.

m⁷ <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

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Policy 8: The Council will work with partners to aim to reduce car vehicle kilometres in the city by at least 30% by 2030, strongly contributing to the national target of 20% for Scotland as a whole.

Policy 9: There is a presumption against new roads for the explicit purpose of capacity. The Council will consider any new roads only in the context of:

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

Policy 10: We will continue to use the development management process to support and deliver the Council's transport strategy outcomes in new development, ensuring that developments deliver appropriate provision of infrastructure and services as per the sustainable travel hierarchy and supports efficient movement of goods.

- **Action 10.A:** Ensure that where a Transport Assessment is required it is undertaken in line with Scottish Planning Policy & Transport Scotland guidance where relevant, and the City Development Plan requirements. Moreover, Transport Assessments should focus on proactively focus on measures to enhance modal share by sustainable modes first and foremost as opposed to a focus on mitigating traffic impacts.
- **Action 10.B:** In an "infrastructure first" approach, identify where developer contributions may be required and, where relevant, opportunities for infrastructure levies under the Planning (Scotland) Act 2019, in line with the Council's transport programmes. Incorporate this into formal policy through the City Development Plan process.
- **Action 10.C:** Improve transparency of Transport Assessments carried out in Glasgow by compiling a spatial database with public access (subject to ownership of data).
- **Action 10.D:** Apply the Council's parking standards as per the City Development Plan Supplementary Guidance 11 Sustainable Transport⁸, and thereafter any updated parking standards.
- **Action 10.E:** Support car-free or low car development where practicable, particularly supported by controlled parking zones, good levels of public transport and cycling accessibility and shared mobility options, low parking pressure.
- **Action 10.F:** Apply the Council's Design Guide for New Residential Areas⁹ (which has been developed for Glasgow based on the national guidance Designing Streets) to residential developments and the SCOTS Roads Development Guide¹⁰ (and any

⁸ <https://www.glasgow.gov.uk/sg>

⁹ <https://www.glasgow.gov.uk/index.aspx?articleid=17447>

¹⁰ <http://www.scotsnet.org.uk/phone/national-roads-development-guide.html>

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subsequent updated guidance) to non-residential development to deliver the sustainable travel hierarchy and placemaking improvements alongside transport schemes.

- **Action 10.G: Ensure development and transport required is delivered within the spatial framework of routes in the city which responds to function of movement and place, with sustainable transport at its core.**
- **Action 10.H: Where appropriate, allocate spaces for car club vehicles and electric vehicle chargepoint spaces, protected by Traffic Regulation Orders where possible, through the development management process.**
- **Action 10.I: Require all new housing developments to be designed to facilitate the introduction of 20 mph zones on appropriate residential roads.**
- **Action 10.J: Progressively encourage employers, including health agencies, universities and colleges, to reduce their travel impacts by adopting Travel Plans. This can be conditioned through the development management process and supported through other means such as a Corporate Mobility Pact. Consider the development of a tool to more effectively and transparently monitor the Travel Plans and work towards increased dedicated Council staff resources for this task.**
- **Action 10.K: Encourage and support delivery of shared mobility solutions (such as car club and shared bike scheme facilities and mobility hubs) in new development through the planning process where possible.**
- **Action 10.L: Work to ensure built-up areas of the City are within a 400m walking distance of public transport facilities through bus partnership work and through the Council's development management process.**

[Applying the sustainable travel hierarchy meaningfully in our decision-making](#)

In addition to reducing reliance on cars in new development, we must retrospectively act to change our existing infrastructure to support more sustainable travel and quality neighbourhoods.

Roadspace reallocation is a principle that received broad support in the Public Conversation in 2020. This will be necessary on some routes and streets in Glasgow to support modal shift to sustainable modes of travel which along with a reduction in car vehicle kilometres and a transition to cleaner vehicles is crucial to decarbonising transport in the city. Less traffic is also central to cleaner air, safer streets and high quality places for people. Cars are parked for the majority of the day – research suggests 23 hours a day¹¹. For cars with on-street parking or using private or public car parks, this uses up precious and valuable roadspace, public space and land which could be re-purposed for other uses.

Roadspace is a finite resource – there is only a certain amount of it. There are many places in the city where there are competing 'asks' of the same bit of roadspace, and this will only increase in the future as the Council delivers a stepchange in walking, wheeling, cycling, public transport & shared transport infrastructure. This also needs to take on board the needs of local streets which have value as public and community space, the loading requirements of local businesses and the movement of goods and strategic traffic. The

¹¹ <https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day>

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Council hopes to develop criteria to help with these difficult decisions through the Glasgow Transport Strategy: Spatial Delivery Framework. We also want to demonstrate how the sustainable travel hierarchy is being applied meaningfully in the decisions we make.

Policy 11: To ensure that our city remains attractive and vibrant and supports sustainable travel choices, the Council will redesign roads, parking and vehicle related space in the city to support sustainable transport where possible. This includes reallocation of roadspace for walking, wheeling, cycling, public transport and shared transport. It also includes reallocation of parking space for sustainable transport as well as enhancing the quality of local places and environments.

- **Action 11.A: The Council will trial an approach to further strengthening the integration of the sustainable travel hierarchy into our decision-making by incorporating commentary on how relevant decisions, policies and projects have taken account of the hierarchy into the Committee reporting process on relevant topics.**

Policy 12: The Council will develop sustainable transport infrastructure on the basis of a spatial framework for the city that clearly recognises the function and role of routes in relation to movement and place. A set of criteria based on this spatial framework will be used to help decision-making on prioritisation of transport infrastructure where roadspace is limited. The overarching aim of this spatial framework is to support higher proportions of journeys by sustainable modes of transport.

Inevitably however, there will most likely always be a need for some to use their cars for specific journeys in society. Examples include shiftwork in a difficult to access location, time-constrained work over a large area such as social care, or because someone really relies on a car because of physical or hidden disabilities. The Council recognises this, and stress that we must all use cars much less than we do now – but for some specific people and journeys, cars will continue to be a necessity. Our policies aim to reduce the amount of vehicle use for the many where this is possible by significantly enhancing non-car alternatives, which in turn will support those who rely on vehicles to get about by freeing up roadspace and parking space. Cars we do use should increasingly be low emission, more efficiently used and may even be shared vehicles.

[Encouraging more journeys on foot, by cycles and creating quality places which support this](#)

The core importance of place, and places for people, is at the heart of national, regional and local spatial policy. Transport relates strongly to this concept, as it can be a barrier to a sense of place. For example, barriers can include heavily trafficked roads, severance caused in communities by transport infrastructure that is hard to cross, safety or security concerns from transport services or infrastructure. The national Place Principle¹² recognises that:

- “Place is where people, location and resources combine to create a sense of identity and purpose, and is at the heart of addressing the needs and realising the full potential

¹² <https://www.gov.scot/publications/place-principle-introduction/>

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of communities. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them

- A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.”

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

A desire to see better pedestrian, cycling and accessible infrastructure in Glasgow was one of the key issues that emerged in the Public Conversation on Glasgow’s transport future, and the Council’s new Active Travel Strategy responds to that. Creating environments where we can walk, wheel and cycle for more of our journeys – particularly shorter journeys – is key to a net-zero carbon city which supports people and quality places first and foremost.

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

There are many opportunities to build on in Glasgow. The City has successfully delivered substantial segregated cycleways in recent years through the City Way programme. The City Deal Avenues project on Sauchiehall Street is a demonstration of how a busy urban street can be transformed to focus on people and place. The Spaces for People programme including the closure of the Kelvinway to support physical distancing during Covid19 lockdowns have shown how roadspace can be reallocated successfully to promote walking and cycling. The successes of these and others will be built upon by the development of a City Network of dedicated cycling infrastructure in the city under the Council’s Active Travel Strategy workstream.

Policy 13: Facilitate walking, wheeling and cycling for everyday journeys, as top of the sustainable travel hierarchy set out in the National Transport Strategy. We seek to ensure we have safe, direct, accessible and high quality pedestrian environments throughout the city, through new development decisions as well as reshaping existing environments. We seek to deliver a stepchange in cycling infrastructure in the city through delivery of a comprehensive cycling network which can cater for all types of cycles. We aim for a barrier-free transport system for those with mobility difficulties.

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- **Action 13.A: Deliver the Council’s Active Travel Strategy. This focuses on improved active travel networks and connections at a neighbourhood and city-wide level; inclusive and accessible design; unlocking change through training and education and thinking differently.**
- **Action 13.B: Continue to tackle severance issues for active travel journeys by major infrastructure and features in the city including rivers and motorways, and work to enhance active travel connections as part of a network approach.**

Policy 14: Through our infrastructure, services and behaviour change programmes, we will continue to encourage and support walking, cycling and scooting to school for the majority of pupils where possible, especially at nursery and primary school level. At a secondary school level, we will promote walking and cycling for those who otherwise do not use public transport to travel to school. We will work with SPT and operators to ensure adequate provision of public transport for those pupils who need it as per our educational policies.

Policy 15: Deliver a safe, secure, direct, high quality and inclusive pedestrian environment in the city through development management as well as improvements to the existing transport network.

Policy 16: Deliver a comprehensive city network for cycling as well as local cycling networks through Liveable Neighbourhoods workstreams. Aim to ensure infrastructure also supports non-standard cycles including adapted cycles where possible. This relates to cycleways as well as cycle parking and cycle storage facilities, and links to the barrier-free transport system aspiration set out in Policy 48 below.

[Supporting more people in the city and the region to travel by public transport by creating a world class, integrated system](#)

Public transport is critical to the operation of a successful city. Glasgow has a strong public transport system with extensive rail, bus and Subway networks. Public transport plays a crucial role in reducing travel by car, particularly large volumes of single-occupancy car trips such as peak travel to work. Mass or collective transport, that is, forms of transport that carry lots of people together such as public and community transport, are much more efficient ways of using energy and roadspace with significantly less carbon emissions and less community impacts as a result. Public transport is also more equitable, as it supports the movement of people who may not have access to a car for a variety of reasons, including because they cannot afford it.

A desire to see a better public transport system in Glasgow was one of the key issues that emerged in the Public Conversation on Glasgow’s transport future in 2020, and the policies in this section respond to that.

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

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from Glasgow to public and sustainable transport is critical for a reduction in road transport carbon emissions.

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

The Connectivity Commission recommended Glasgow develop a Glasgow Metro system. This scheme is being considered by Transport Scotland's Scottish Transport Projects Review Update and is being promoted by the Glasgow City Region. The Clyde Metro concept could deliver a stepchange in public transport provision in the future, complementing rail, bus and Subway services. As well as serving regional journeys, it could provide a stimulus for liveable neighbourhoods, place making and place mending, regenerating vacant and derelict land, facilitating housing which contributes towards more balanced social, health and environmental benefits. The Clyde Metro is not just a transport programme but a transformational opportunity for the region.

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

The Council aspires to a world-class public transport system in the city. This will support those who rely on public transport and encourage more people to leave their cars at home more often - and even to make it viable to not have a car or multiple cars. A strong regional public transport network to effectively serve cross-boundary journeys in our metropolitan region is also crucial.

Policy 17: Continue to work with partners to achieve and promote world class public transport to all users in Glasgow as a joined up, integrated and accessible system.

- **Action 17.A: Explore the value of re-branding the sustainable transport system in Glasgow to improve understanding amongst users, working with SPT and transport operators.**
- **Action 17.B: Make public transport more accessible through the provision of high quality information via multiple inclusive means (including at-stop / station / interchange as well as online). Work towards the creation of a single information portal for all information on sustainable travel in Glasgow.**

Policy 18: Continue to recognise the important role of bus services in Glasgow's public transport system, particularly in supporting many diverse communities across the City. Work with partners to develop a bus network with faster bus journey time; fewer bus delays; a denser, more inclusive and safer bus network; cheaper, simpler and integrated

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bus fares; consistent, accessible and integrated journey information; and a greener bus fleet.

- **Action 18.A:** Support the provision of high quality bus stops in terms of accessibility, shelter and security, safeguarded by clearways, and annually review progress across the City.
- **Action 18.B:** Continue to use public transport accessibility as an important criteria for development management decisions as set out in the council's City Development Plan.
- **Action 18.C:** Where bus infrastructure or service improvements are needed to make developments accessible by public transport, continue to require these through the Development Management process.
- **Action 18.D:** Deliver accessible safe and secure pedestrian and cycle routes to all rail and bus stations.
- **Action 18.E:** Provide and enforce bus priority measures where required, and particularly on corridors identified through the Bus Partnership Fund, to improve the reliability of bus services. Aim for a 20% reduction in bus journey times on key bus corridors by 2027 over a baseline of 2019.
- **Action 18.F:** Aim for a 25% increase in bus passenger growth by 2027 over a baseline of 2019 from bus operators participating in the Glasgow Bus Partnership.

Policy 19: The Council will continue to explore alternative options for bus governance in Glasgow in line with the options laid out in the Transport (Scotland) Act 2019 – these are the formation of a municipal bus company, the development of a bus franchising system and development of a statutory Bus Service Improvement Partnership (BSIP). A number of principles will be applied to this exploration of options:

- Any statutory BSIP will be for a time limited period with agreed targets and outcomes which will be subject to monitoring and evaluation. If these are not achieved to the satisfaction of all parties, other governance options may be considered.
- Any investment by public transport operators, SPT, the Council and other bodies in improving bus services in Glasgow for citizens will built upon, as these improvements are needed regardless of which governance model is adopted in the long-term.
- Additional capital and revenue funding is likely to be required from the Scottish Government/ Transport Scotland to make any change in bus governance feasible.

Policy 20: Continue to recognise the important role of rail services in Glasgow's public transport system, and work with rail operators and Transport Scotland to ensure the city continues to be served by a strong rail network.

- **Action 20.A:** Continue to support Transport Scotland to enhance capacity at Glasgow Central as per Network Rail's long term planning process¹³, particularly where there is evidence this will support modal shift of cross-boundary car journeys into and out of Glasgow. Consider any additional capacity proposals in the Glasgow rail network via the Clyde Metro scheme concept.

¹³ <https://www.networkrail.co.uk/wp-content/uploads/2016/12/Scotland-Route-Study.pdf>

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- **Action 20.B:** Continue to support the case for Glasgow as an origin/destination point for any future High Speed Rail (HS2) services to Scotland, and work with Transport Scotland on plans for a terminus.
- **Action 20.C:** Consider the Connectivity Commission proposal to link Queen Street and Central Station with a tunnel within the context of a Clyde Metro scheme concept, and work with partners as appropriate.
- **Action 20.D:** Lobby Transport Scotland and ScotRail to ensure citizens of Glasgow and the regional travel catchment of Glasgow continue to benefit from an extensive and efficient rail system, notwithstanding changes to timetabling in response to Covid-19, and that the rail system in Glasgow continues to support low carbon and sustainable modal shift from car-based journeys in the future.

Policy 21: Work in partnership with Transport Scotland, SPT and regional stakeholders to develop a Clyde Metro for the city and region. This will target areas with poor public transport connections and integrate with all sustainable transport options including active travel. It could include a combination of rapid transit, tram, light rail and metro rail; would complement existing heavy rail and could include conversion of some heavy rail sections. Explore options with partners for early phasing priorities which can support early realisation of economic benefits as part of the Council's Green Recovery Plan.

Policy 22: Work with SPT to promote the Subway to users as an important part of the public transport offer in Glasgow.

- **Action 22.A:** Continue to encourage SPT to prioritise exploration of extending opening hours of Subway on Sunday evenings to ensure this is an option for workers and visitors.
- **Action 22.B:** Support access to the Subway through the City's active travel network (as per the Council's Active Travel Strategy) and encourage SPT to increase sheltered and secure cycle parking provision at stations.
- **Action 22.C:** Explore options with SPT to reduce and manage parking availability at and around Subway stations to discourage car-based trips to the edge of the city centre, and improve walking, wheeling, cycling and public transport connections to Subway stations where possible.

Policy 23: Encourage more Park and Ride on identified strategic public transport corridors in the Regional Transport Strategy and related to Transport Scotland's work on managed motorways. This should aim to tackle cross-boundary car trips into and out of Glasgow both through the expansion of existing facilities and the provision of new facilities within Glasgow and in neighbouring authorities, in partnership with SPT and local authorities.

Policy 24: Work with SPT and neighbouring local authorities as well as regional partners such as ClydePlan and City Deal to collectively agree action to reduce car vehicle kilometres in the region and increase the proportion of trips made by sustainable modes, to ensure consistency of approach across the region and to support national, regional and local targets. Work with SPT and neighbouring local authorities in particular on ensuring consistency of approach to public transport roadspace reallocation and on-road priority,

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active travel connections, promotion of Park & Ride into Glasgow and consistency of approach to electric vehicle charging provision and pricing.

Shared mobility, community and on-demand transport to help reduce the need to own a car and adapt to changing travel needs

Shared mobility options, such as car sharing, car clubs and bikeshare, taxis and ride-hailing, all help to reduce single occupancy car trips and may even support reduced car ownership in the future. Furthermore, shared transport and taxis are part of the sustainable travel hierarchy set out in national transport policy in Scotland. Taxis, as well as private hire vehicles and other innovative ride-hailing services can provide on-demand car travel, particularly useful for certain journeys where walking, cycling or public transport are difficult such as late at night. Having access to these types of on-demand services can also help reduce the need to own multiple cars in a household, and even reduce the need to own a car at all for some. The Council wants to encourage and support access to shared mobility solutions in Glasgow for these reasons.

For those who have to make a journey by car, it is also better to share vehicles where possible to make better use of roadspace and reduce the environmental impacts of “single occupancy” vehicle trips (i.e. vehicles with only one person travelling in them). Car sharing schemes can help with this.

Mobility Hubs provide significant opportunities for modal shift in the city. They are defined as “highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and where relevant provide enhanced community facilities”¹⁴. They could be in a local community space and offer information on sustainable travel, access to bike and car club hire, access to a taxi rank and ideally provide links to a local public transport interchange point. They could even offer a space to charge an electric vehicle, as well as place to pick up a local parcel – and ideally the chance to access local community services and facilities as well as spend time browsing local businesses.

Policy 25: Explore the concept of Mobility Hubs in Glasgow where a number of different transport services and facilities come together into local hubs and hublets, providing non-private car options for onward travel.

- **Action 25.A: Carry out a feasibility study on the potential for mobility hubs in Glasgow subject to external funding by end 2023.**

Policy 26: Continue to promote shared mobility options in the city, including increased access to car clubs and bike hire, through the planning system and through special projects with partners.

- **Action 26.A: Set out policy on the incorporation of shared mobility options into new development in the next City Development Plan to improve clarity and increase uptake in new development.**
- **Action 26.B: Continue the expansion of the city shared bike scheme in Glasgow to areas not currently served and where increased access to cycling is being promoted.**

¹⁴ Definition from CoMoUK

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- **Action 26.C:** In line with the principles of the Council's Circular Economy Routemap¹⁵, promote peer-to-peer car club schemes through behaviour change projects (that is schemes where individuals can rent out their cars to others to maximise efficiency of vehicles and reduce the need to own a car or multiple cars).

Policy 27: Work collaboratively with partners to explore and develop new forms of demand responsive transport in Glasgow to respond to changing travel demand and which are open to all. An example is on-demand bus services using smaller vehicles which are fully flexible or semi-scheduled which could serve evening or early morning travel needs in particular.

Policy 28: Work collaboratively with partners to increase modal integration in the city, such as through encouraging rail and bus operators to make it easier to travel with cycles and scooters; ensuring there is adequate cycle parking at public transport interchange points and in the vicinity of bus stops; ensuring hire / access points for shared mobility schemes are well-served by public transport links and well-distributed across the city.

Policy 29: Recognise the important role that taxis play in the overall transport strategy for the city, featuring alongside shared transport in the sustainable travel hierarchy, and work to raise standards of provision where required, and support them to offer services where appropriate.

- **Action 29.A:** Continue to apply the [Limitation of Taxi Licences Policy](#) to ensure taxi licenses meet demand¹⁶
- **Action 29.B:** Work with the taxi trade to raise awareness of the Glasgow City Council Code of Conduct for Drivers at Stances.
- **Action 29.C:** Work to ensure appropriate and consistent provision of taxi ranks through the development management process and project development to ensure adequate taxi provision for major trip-generating developments, to ensure accessibility for those who rely on taxi provision such as people with disabilities and to reduce reliance on the private car.

Policy 30: Recognise the important role that private hire cars play in the overall transport offer for the city and work to raise standards of provision.

- **Action 30.A:** Continue to encourage the private hire sector in Glasgow to increase the proportion of accessible vehicles available to hire (recognising the fully accessible taxi fleet in the city).
- **Action 30.B:** Continue to apply the [Overprovision Policy for the grant of Private Hire Car Licences](#) to manage the level of private hire licencing in the city¹⁷
- **Action 30.C:** Encourage Scottish Government to update licensing legislation to take account of app-based private hire as opposed to only premises-based private hire.

¹⁵

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNDX2UT1NT>

¹⁶ <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=47298&p=0>

¹⁷ <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=45068&p=0>

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Policy 31: Support innovation in shared transport and shared mobility options in the City in the future. Ensure all new solutions operating in Glasgow deliver community and public benefit, and that any shared vehicle technologies including autonomous vehicles in the future promote high occupancy vehicles as opposed to single occupancy trips.

- **Action 31.A: Explore ways to introduce shared use of taxis through fare splitter technologies, including but not exclusively in relation to any Mobility as a Service scheme.**

Policy 32: Work with SPT to promote regional journey-sharing, and incorporate journey-sharing messages in the Council's new Sustainable Travel Behaviour Change Strategy to ensure Glasgow City Council proactively promotes the existing regional SPT JourneyShare scheme and encourages employers in particular to take part.

The Covid-19 pandemic has brought dramatic change to travel patterns. The longer-term impacts of this remains to be seen, though it has arguably accelerated some of the trends society was already experiencing, such as more digital access to services and more working from home. We must continue to work with partners to develop innovative transport solutions that recognise this – in particular, improve transport services for specific parts of the city or certain types of trips which regular public transport struggles to serve effectively, such as shift work.

Policy 33: Continue to recognise the important role of community transport in the city, particularly the opportunity of serving local communities and filling gaps in local transport provision. Continue to develop solutions to make use of underutilised local authority school service minibus fleets, to compliment community transport resources to focus on serving local communities providing links to main transport corridors or local health, employment, educational and public services. Continue to work with SPT to support this sector, as this sector transitions to lower carbon vehicles and consider opportunities for combined resources of community transport and local authority buses to fill gaps in public transport provision where it is not competing with public transport services, particularly demand responsive services.

Policy 34: Recognise the role that e-scooters can play in a sustainable transport system in Glasgow.

- **Action 34.A: Encourage the Scottish Government to change legislation to enable the use of e-scooters on the road network in Scotland, subject to positive results from trials.**
- **Action 34.B: If introduced, closely monitor the use of e-scooters in Glasgow, ensure pedestrians are protected where possible whilst supporting safe use of e-scooters and incorporate guidance on e-scooter use into our behaviour change toolkits.**

Policy 35: Work with partners to ensure transport is not a barrier to accessing fresh, healthy and affordable food, recognising and supporting the role the community transport sector and active travel solutions can have in particular.

Policy 36: Continue to work with SPT, bus operators and the community transport sector to promote a good level of public transport access to hospitals and healthcare in the city,

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and work to ensure active travel network connections to hospitals, health centres and GPs are improved across the city.

Policy 37: Support the use of powered two-wheelers in the city through provision of motorcycle parking and consideration of user needs in roadspace reallocation interventions.

Policy 38: Explore ways to support shift-workers, or workers who travel at night / early morning to ensure they have safe, personally secure, affordable and effective transport for their needs, and consistently build this into our thinking in development management and transport projects.

Developing more affordable sustainable transport choices with integrated ways to pay

There are a number of forms of smart ticketing and payment in place for public transport in Glasgow – digital and cashless ways of paying for travel. Various smartcards can be used to store tickets and entitlement to travel, including cards issued by ScotRail, Subway and bus operators as well as the National Entitlement Card (NEC). Individual operator tickets can be stored on a smartcard, and a multi-operator bus ticket, Glasgow Tripper, is also available (<https://glasgowtripper.co.uk>). SPT and the participating ZoneCard operators are working to convert the regional multi-operator ZoneCard ticket into a format which can be stored on a smartcard. Some operator smartcards are interoperable – for example a ScotRail card can be used to store tickets for travel on the Subway.

There are also various other forms of smart ticketing and payment in use in Glasgow. For example ScotRail and some bus operators offer mobile apps with barcodes/QR codes, and all major bus operators offer contactless card payment on boarding.

Work is continuing by Transport Scotland and operators to support greater use of interoperable ticketing in Scotland including smartcards, and the public-facing website <https://smartravel.scot> was launched in 2019 to raise awareness of existing ticketing interoperability.

In addition, Equality Impact Assessment work for the Glasgow Transport Strategy has highlighted the important role of buses in particular for women, people from some ethnic minority communities, people in low income households, people with disabilities, older people and young people. We need to work together to improve the affordability of public transport for the many Glasgow residents who do not have access to a car as well as to encourage those who drive back onto public transport.

Policy 39: Continue to lobby and support Transport Scotland, ScotRail, SPT and bus operators to enhance the availability of flexible, integrated and affordable smart ticketing and payments within Glasgow's wider public transport system (rail, bus and Subway) and the modernisation of the Zonocard by SPT. Work towards a goal of integrated ticketing and payments for multi-modal, multi-operator travel in the city. Work in partnership with SPT and with neighbouring local authorities to extend ticketing integration for journeys into and out of Glasgow.

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Policy 40: Aim to work with partners to explore and develop digital and integrated ways to pay for travel across the city that includes not only public transport but shared mobility options including taxis, car clubs and bike hire, future micro-mobility & demand responsive / community transport. Targeted travel discount schemes such as those related to jobseekers should also be more digitally accessible.

Policy 41: Work with SPT, bus and train operators to provide affordable fares for all on public transport in Glasgow, to promote awareness and access to the most affordable fares including season tickets, and to ensure affordability of fares is specified in any contractual agreements or partnerships with transport operators in the city.

- **Action 41.A:** The Council will work with SPT, Transport Scotland and transport operators to investigate and deliver the best solution to achieve affordable public transport fare capping.
- **Action 41.B:** Work with SPT and operators to investigate ways to widen access to existing best value fares and tickets such as season tickets, including for people who are unable to make larger upfront payments or are unable to use mobile or e-ticketing.
- **Action 41.C:** The Council will work with partners to explore the feasibility of a targeted free public transport scheme, and subject to this, monitor and evaluate any pilot to inform thinking on the benefits and costs of free public transport. This should build on Transport Scotland's free bus travel scheme for under 22s.

Policy 42: The Council encourages Transport Scotland to holistically review funding for public transport in Scotland at a national level to ensure funding is being effectively targeted across all forms of public transport, to ensure concessionary fare reimbursement levels to operators are not a barrier to affordable fares for all and to explore any systemic issues contributing to bus fare levels in particular that need to be addressed.

Policy 43: Continue to work through SPT and Transport Scotland to ensure an effective concessionary fare system is in place across all forms of public transport in the Strathclyde area.

Policy 44: Continue to promote the uptake of the YoungScot card to eligible populations via Glasgow Life in schools & youth groups in Glasgow, through job and training agencies and in partnership with SPT and transport operators, to ensure young people can take advantage of travel discounts and under 22s can benefit fully from Transport Scotland's free bus travel scheme from 2022.

Policy 45: Continue to improve our systems to prepare for Mobility as a Service in collaboration with SPT, with the aim of affordable and integrated travel by sustainable modes across the whole of the Glasgow city region. This includes being clear on data standards, data availability and compatibility of our services and systems with Mobility as a Service solutions.

- **Action 45.A:** Aim to develop or facilitate a Mobility as a Service trial by end of financial year 2024/25 with associated evaluation, subject to external funding.

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Creating a barrier-free transport system that supports those with disabilities or who have additional mobility needs

Public feedback on the barriers faced by people with disabilities or additional travel needs in the city suggests there is much work to be done. The sustainable travel hierarchy places those walking, wheeling and cycling at top, and the needs of people with disabilities must be designed into our transport systems in an inclusive manner to ensure walking, wheeling, cycling, public transport and shared transport is accessible for all. We also have to consider those who rely on cars for their mobility needs in this context.

The Council is in the process of setting up an Accessible Design Forum, comprising a variety of groups who represent people with disabilities and additional support needs. The purpose of the Forum is to review live drawings and projects and use the feedback to influence the designs, in the spirit of co-design. We are also involved in developing the national Inclusive Design guidance with the Scottish Government and Transport Scotland. Our policies seek to provide an inclusive transport system for all.

Policy 46: Continue to apply design standards based on the Equality Act 2010 to the design of transport projects.

Policy 47: Continue to support and work through SPT to develop and promote MyBus services to older and disabled residents in Glasgow.

Policy 48: Work towards a barrier-free transport system in Glasgow, in services and infrastructure across all forms of travel. Work to ensure Council projects and policies remove barriers to inclusive mobility, and the travel needs of those with disabilities are taken into account through the Equality Impact Assessment process in project design and policy development. Work with SPT and transport operators to support a “turn up and go” public transport system for people with disabilities.

Policy 49: Continue to lobby SPT, ScotRail, Network Rail, Transport Scotland and bus operators to improve the accessibility of the Subway, rail stations and bus services in Glasgow. Identify opportunities to achieve this through development, ensure the Glasgow Metro system is fully accessible and require where possible operators to invest in fully accessible fleets and rolling stock. Work with bus operators in the city to enhance accessibility of bus fleets and to improve on-bus environments for people with visible and hidden disabilities, with improved information to give greater certainty to people travelling with disabilities on buses.

Policy 50: The Council will work to ensure new sustainable transport interventions do not take up pavement space where possible, do not create new hazards for the movement of pedestrians or those with mobility difficulties, and roadspace reallocation is considered first and foremost with a clear rationale set out why this cannot be achieved if relevant. This applies to the installation of electric vehicle on-street charging stations, cycle parking & storage, bike hire stations, any future micro-mobility hire points such as e-scooters.

Creating a stepchange in personal security and safety

Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and

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infrastructure. Personal security issues were particularly identified during the Public Conversation, as well as perceptions of safety by pedestrians and people on cycles, as well as some people with mobility difficulties. Most recently, the Young Women Lead Report on Glasgow: A Feminist City¹⁸ contained a number of recommendations to improve accessibility and safety of public transport in the city for women and non-binary people, and this has informed the policies below.

Our ambitious Road Safety Plan:2020 to 2030¹⁹ builds on progress to date by setting a Glasgow vision where no-one is killed or seriously injured on our roads by 2030, alongside the delivery of a default 20mph speed limit in the city by 2030.

Policy 51: Deliver a safe and secure environment for travel in the city via policies and projects in the Glasgow's Road Safety Plan 2020-2030 as published in 2021, including our commitment to achieve 'Vision Zero', where no-one is killed or seriously injured on our roads, streets, cycle ways and footpaths.

Policy 52: Continue to reduce the impact of traffic on communities and reduce casualties through speed and traffic reduction measures.

- **Action 52.A: Introduce a city-wide 20mph mandatory speed limit on the majority of our roads by 2030 at the latest.**
- **Action 52.B: Work with Police Scotland to target enforcement of speed limits.**

Policy 53: Ensure transport projects are designed to ensure safe and personally secure environments for all, whilst recognising that some groups suffer particular personal security issues in our built environment and on public transport services such as women, the LGBTQ+ community and people from black and ethnic minority backgrounds.

- **Action 53.A: Work with all transport operators and SPT and Transport Scotland to enhance security measures on and adjacent to public transport services and promote measures already in place, including promotion of how to report incidents including the British Transport Police text number 61016, Police Scotland and measures to raise awareness of hate crimes such as display of the national Hate Crime Charter.**
- **Action 53.B: Develop a collaborative campaign to promote personal security working with bus and rail operators, SPT, taxi operators, Police Scotland and others. Start developing in 2022 as a priority to support increased use of buses by young people under the Transport Scotland free bus travel for under 22s initiative.**
- **Action 53.C: Work with SPT to enhance live public transport information available online and at bus stops (and any future Metro halts) to give travellers increased confidence on arrival times of buses through live tracking to avoid long periods at bus stops.**
- **Action 53.D: The Council will explore identifying "safer routes" to public transport interchange points to enhance personal security measures. This could include enhanced lighting, display of information at help points, improved wayfinding to public transport interchange points and providing information on these routes to**

¹⁸ <https://www.ywascotland.org/young-women-lead-2021-report-out-now/>

¹⁹ <https://glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNZLT1Z3T1DN>

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users online. These would be delivered where possible via the development management process as well as on existing infrastructure through specific projects such as Liveable Neighbourhoods work.

- **Action 53.E:** In conjunction with other campaigns and awareness raising of gender-based and domestic violence (not covered by Hate Crime Charter) and in consultation with Police Scotland, work with SPT and transport operators to explore ways to support individuals at risk travelling in the city.

Policy 54: Continue to work with SPT, Transport Scotland and transport operators to promote “Covid-safe” travel in the city, giving confidence to sustainable transport users and contributing to the reduction in transmission of Covid-19, and supporting public health goals generally.

A fair and equitable transport system

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

Policy 55: Apply the Council’s Equality Impact Assessment screening process, which includes the Fairer Scotland Duty and consideration of human rights, as required to transport policies and projects and ensure all groups with protected characteristics and those deemed to suffer disproportionately from transport impacts are considered in consultations, as well as the prioritisation, design and delivery of projects.

- **Action 55.A:** Trial Equality Impact champions and audits within the Council to ensure differential impacts are being recognised appropriately and projects are proactively working to ensure people facing barriers are not made worse off by decisions, and moreover, transport is improved for them.

Policy 56: Develop a transport system that recognises the needs of young people and gives them access to secure, sustainable and affordable transport options.

Policy 57: Develop a transport system that supports the eradication of child poverty as per the Council’s Child Poverty Action Plan²⁰, with a particular focus on affordable transport, safe streets, opportunities for active travel, and building child poverty into our decision-making on transport interventions to ensure we are prioritising interventions where appropriate to tackle child poverty.

Policy 58: Develop a transport system that recognises the needs of specific user groups who suffer differential impacts from transport, as identified in the Equality Impact Assessment process for this strategy, to give them access to secure, sustainable and affordable transport options.

²⁰ <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=52691&p=0>

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- **Action 58.A: Support the Council's Equality Outcome: Glasgow City Council has reduced barriers faced by women in the workplace, recognising the travel needs of women in particular on the journey to work which can involve trip-chaining, and the greater use of bus by women as evidenced in the Glasgow Transport Strategy EqIA Screening.**
- **Action 58.B: Train Council staff and encourage SPT and transport operators to train staff to recognise and respond to the particular travel needs of people travelling with hidden disabilities through disability assistance initiatives, such as the Thistle Assistance Card scheme and Sunflower Lanyard scheme & other schemes that recognise hidden disabilities.**
- **Action 58.C: Support the Council's Equality Outcome: Black and minority ethnic people and disabled people have increased representation within Glasgow City Council's workforce, particularly recognising the travel needs of these populations on the journey to work and the greater use of bus by black and minority ethnic populations as evidenced in the Glasgow Transport Strategy EqIA Screening.**
- **Action 58.D. Work with partners to ensure that there are no barriers to Glasgow's racially and ethnically diverse population gaining access to the transportation system, recognising particular issues over language and translations, inconsistent access to online information, affordability issues and complex travel needs of some communities including asylum seekers.**
- **Action 58.E: Consider the needs of older people generally, and also people with dementia specifically, in the design of transport schemes, paying particular attention to the types of services and infrastructure, information and communications needed by these population groups.**

Policy 59: Work with partners in the city to support fair, inclusive access to sustainable transport information, using alternative formats and languages where required to ensure inclusive communication.

- **Action 59.A: Support the Glasgow City Council British Sign Language (BSL) Local Plan action of "As part of the connected transport strategy, the Glasgow Community Planning Partnership will support the development of specific BSL actions for safe, fair and inclusive access to public transport." Encourage SPT and bus operators via the Glasgow Bus Partnership to provide BSL alternatives on communications with users on public transport information.**

Policy 60. Continue to deliver transport services as per our general policies, working in partnership with SPT, community transport sector, existing local authority resources and private operators, for home to school transport, for children with additional support needs, for social care, ensuring a level of provision that meets needs and values the user.

- **Action 60.1: Aim to ensure children and young people are not missing out on afterschool, extra-curriculum or holiday activities through a lack of adequate or affordable transport through collaborative work on specific interventions with SPT and transport operators to improve access to public transport and demand responsive**

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services that serve schools to support extra-curriculum activity, as well as focusing active travel improvements on journeys to and from schools.

Policy 61: Consider how the Council can support a just transition to a net zero carbon city of 2030, by ensuring policy and investment decisions support those who are already struggling in society. In transport terms, this means:

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

[Creating a transport system that supports Glasgow's strong and inclusive economy](#)

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

The Glasgow City Region makes a significant contribution to Scotland's economy, at a value of £42,911m of total Gross Value Added in 2018. Glasgow City makes up almost half of this total GVA. Income levels however for Glasgow residents are lower than the regional and Scottish average, and whilst employment rates were improving (pre-Covid), they were still below some comparable cities.

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

Whilst not in Glasgow, Glasgow Airport is a major gateway to Scotland and to the west of Scotland, and it is important to have reliable and high quality public transport connections between Glasgow city centre and the Airport area. In 2019, Glasgow welcomed 2.5 million domestic and international visitors, generating £774 million for the city's economy. The train is the most common mode of transport for visitors coming into and departing from

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Glasgow, followed by air, where Glasgow Airport is the main arrival point. Supporting the recovery of the visitor economy in Glasgow as we adapt to Covid-19 is important, and resilient, convenient and attractive transport systems are part of that. The Glasgow Economic Recovery Group expressed support for a Glasgow Metro scheme²¹.

It is important that people can access opportunities across the city, including our vibrant city centre, but by sustainable means first and foremost. The Council has aspirations for a low-traffic city centre to help support the delivery of the Avenues programme and other ambitious placemaking and sustainable transport interventions as per the forthcoming City Centre Transformation Plan, and existing City Centre Strategy and City Centre Strategic Development Framework.

Policy 62: Work collaboratively with partners across the city and region to promote training and career opportunities in sectors relating to Glasgow’s role as a smart and digital city.

- **Action 62.A: Ensure Glasgow City Council STEM programmes with schools include specific segments on engineering, data science and GIS, transport planning, urban planning, environmental science and energy.**
- **Action 62.B: Continue to offer apprenticeships in Glasgow City Council in transport and data science areas.**

Policy 63: Support and lobby partners to improve access to jobs and training for Glasgow residents by sustainable transport where possible, and at affordable prices.

Policy 64: Continue to build on the economic strengths of the City Centre in Glasgow, supporting sustainable access by people and by goods to promote economic recovery post-Covid-19. We will continue to work with partners to ensure excellent public transport connectivity to the city centre to support modal shift, as well as enhance active travel connections.

Policy 65: The City Centre Transformation Plan will set out policies and projects to deliver a high quality City Centre with a sustainable travel network. A detailed transport strategy for the City Centre will be published in the new City Centre Transformation Plan, which will set out a 10 year plan for achieving the 30% vehicle trip reduction target set out in the Strategic Development Framework.

Policy 66: The city and partners will continue to invest in programmes to enable young Glaswegians to access and succeed in new green job opportunities to maximise benefits to citizens of a net zero carbon city.

Policy 67: The Council will continue to work with partners in the city to promote Glasgow as a major tourism destination and events city and ensure the transport system is an enabler of this and not a barrier.

- **Action 67.A: Incorporate the needs of visitors to the city in any future Mobility as a Service platform and information portal on transport in the city.**

²¹ <https://www.glasgow.gov.uk/index.aspx?articleid=26836>

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- **Action 67.B: Continue to incorporate transport within events planning and events management in the city, and aim to use events as an opportunity to trial innovation in transport systems in advance of wider roll-out.**

Policy 68: Continue to work with regional partners and Glasgow Airport to promote sustainable surface travel access to and from Glasgow Airport. Work with Transport Scotland, Renfrewshire Council, Glasgow City Region City Deal and SPT on improving fast and reliable public transport connections to Glasgow Airport as part of a regional Clyde Metro scheme.

Policy 69: Explore a more strategic approach to coach parking in the city to support the visitor economy.

The movement of goods

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

Policy 70: The Council will continue to recognise the important role of the city's transport network in the movement of goods which is critical to the functioning of any city. Consideration of the strategic and local movement of goods will be built into the design of new transport projects, as well as the need to support decarbonisation of goods vehicles.

- **Action 70.A: Work to ensure effective enforcement of dedicated spaces for servicing and delivery vehicles.**
- **Action 70.B: Ensure new development takes into consideration loading and servicing requirements.**
- **Action: 70.C: Explore the use of further time restrictions on goods deliveries to support efficient delivery of goods whilst ensuring residents are not subject to additional night-time noise.**
- **Action 70.D: Improve access to and awareness of information on delivery and loading provision across the city including through our online mapping portal.**
- **Action 70.E: Consider the role of waterborne freight for the city, ensuring any water-based movement is low carbon.**
- **Action 70.F: Location and context of loading bays will be considered and these should be of the appropriate length for the size of vehicles which are accessing them. The hours of operation should reflect the needs of the location whilst ensuring traffic flow and will be defined by a Traffic Regulation Order which ensures access is maintained for essential services, including maintenance, construction, delivery.**

Policy 71: Continue to support businesses and industry through a strategic network of movement for vehicles within a framework of modal shift where possible and a transition

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to low carbon vehicles. Consideration of the needs of business and industry in transport decision-making including provision for loading, working with partners to improve sustainable accessibility to the city centre and major sites of economic importance via the Regional Economic Strategy.

Policy 72: Through the City Development Plan, start to plan for refuelling points for alternatively-fuelled goods vehicles in the future (such as green hydrogen and electric), particularly in close proximity to the strategic road network. Maintain a watching brief on the role of autonomous HGVs in the medium to long-term and any land use and technology and refuelling requirements at a Glasgow City level.

Policy 73: Lobby UK and Scottish Government for greater regulation of vans to ensure progress on decarbonisation of light goods vehicles as with other sectors.

A smart and digital city

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

Glasgow City Council's Digital Strategy, launched in 2018, sets out the Council's priorities and commitments to developing Glasgow's digital economy and transforming our public services through the use of digital technology. Technology plays a significant role in transport and movement, from the provision of real-time information to help plan journeys and manage congestion, to reducing costs to the public purse through intelligent products. Applying the Declaration of Cities for Digital Rights²², the transport system should make the best use of technology with a focus on the end-user. There is much more we can do to utilise technology in Glasgow to support an efficient and effective transport system. Advances in technology will also continue to support our goals. Specifically, technology can support:

- Smarter choices in how we travel by informing us of the latest information on our journeys and the most sustainable choice, as well as visualising the impacts of our journeys, for example carbon impacts or air quality.
- Smart systems that communicate to support more efficient movement of vehicles and people through the finite amount of space in our transport systems – be it road, public transport, paths – improving journey time reliability which is crucial for an economically successful city and for public confidence in sustainable modes of travel. This can also maximise the value of existing infrastructure, avoiding the need to invest in new capacity in some cases.
- More inclusive transport systems where everyone has digital access to information and affordable fares.

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

²² <https://citiesfordigitalrights.org/city/glasgow>

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

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

Policy 74: We will continue to invest in and apply for funding for technology that prioritises sustainable modes in the sustainable travel hierarchy on relevant routes, streets and spaces. This includes pedestrian green wave technology on important pedestrian streets in the city centre or local centres, sensors to give pedestrians greater priority during busy periods on selected routes; sensors to support cycle priority at certain junctions on the City Network, continued development of technology to give buses priority on the road network on strategic bus corridors particularly when they are running late.

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

Policy 75: The Council will keep a watching brief on the potential role of connected and autonomous vehicles in Glasgow to ensure this aligns with our transport priorities and wider aspirations around environmental and net zero considerations. The Council's priority focus for the role of connected and autonomous vehicles is on collective transport (buses, shared taxis) as opposed to individual private cars; and for the efficient movement of goods in and through the city.

- **Action 75.A: We will start to future proof our transport systems for autonomous vehicles. This future proofing could include upgrading maintenance regimes for line markings and signs, deployment of fibre ducting in all public realm works/street works to enable ease of future connectivity, consideration of safe harbour spaces on**

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any new infrastructure, consideration of signals or sensors in uncontrolled crossings and so on. By 2025, develop an action plan with specific interventions to future-proof our transport systems for autonomous vehicles, in collaboration with SPT as the public transport authority and other stakeholders.

Policy 76: Through the Council's Digital Strategy working group on Smart City Innovation, agree on a set of standards for open data and access to data, including from any services we procure in relation to transport, to ensure inter-operability of future systems (for example, in relation to operating within a Mobility as a Service framework).

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

Since 2020, Glasgow City Council has been a member of The Open Government Partnership (OGP), an international initiative which promotes government bodies being more open to the people and organisations they serve²³. One of the criteria for membership includes open data and access to information.

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

Policy 77: The Council will work to increase digital access to information for citizens, including further digitisation of historical transport information such as Traffic Regulation Orders and transparent data on transport trends in the city, and make these available via our GIS-based systems and open data hub.

- **Action 77.A:** By end 2023, carry out an audit of transport information that still needs to be digitised together with a resource and time-based plan for digitisation, funding permitting. The plan will also include an assessment of which information can be made public, and clear rationale for information that cannot.

²³ <https://www.glasgow.gov.uk/index.aspx?articleid=26689>

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- **Action 77.B:** In conjunction with a new Council website in 2022, review how transport-related information is presented on our website to make it easier to find and understand, including relevant Committee papers.

Policy 78: The Council will improve how we engage to gather information on transport related issues through the Council's new online spatial engagement platform.

Policy 79: The Council will continue to make data open where appropriate via our Open Data portal. This will aim to encourage innovation by making data available, increase transparency over trends in indicators in the city and encourage greater participation and empowerment amongst communities.

- **Action 79.A:** The Council already provides open access to SCOOT data (data on traffic volumes from the Council's Urban Traffic Control system) and aims to provide access to visualisations of this data to improve decision-making internally as well as to enhance public awareness of traffic data.

Policy 80: The Council will encourage (as well as require where appropriate) the provision of data on usage of transport services in the city as part of any partnership or contractual work. This will help to ensure the Council and partners have insight into problems and opportunities on the transport network, and also improve the ability to plan integrated transport solutions.

Policy 81: The Council will aim to improve how we use data to support accessible journey planning and barrier-free travel in the city, such as improved collation of data on accessibility features on roads and footway infrastructure.

[Managing the demand to use a car including parking and pricing](#)

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

As discussed above, there are some instances where the use of vehicles in Glasgow is necessary. However, the use of vehicles in any city must be managed to ensure they are not a significant barrier to sustainable ways of travel in the city. For example, by taking up significant amounts of roadspace and preventing buses from making journeys on time or discouraging people from cycling. It is also important to ensure that the space in our cities is distributed equitably. Glasgow has a large proportion of residents without access to a car. Moreover, Glasgow City Council aims to strongly contribute to the Scottish target of reducing car vehicle kilometres.

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

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Policy 82: Progressively extend controls on on-road parking throughout the city based on a strategic approach that focuses on the principle of controlling parking around trip attractors to prioritise resident parking and parking for those with mobility difficulties as well as shared vehicles such as car club vehicles, reduces the impacts of commuter parking, supports visitor and customer parking and business loading spaces where appropriate, and enables roadspace reallocation on key corridors to support the delivery of bus priority and cycleway commitments.

- **Action 82.A: Produce a strategic parking plan for Glasgow by 2023.**
- **Action 82.B: Develop a parking asset management plan for each Controlled Parking Zone by end of financial year 2022/2023.**
- **Action 82.C: Consider developing a standard for on-street parking provision for disabled parking purposes to ensure a proportion of spaces are allocated and to give certainty to disabled people who rely on a car.**

Policy 83: Continue to develop a Workplace Parking Licensing scheme for the city to tackle long-stay parking and support policy 82 and support modal shift to sustainable modes for the journey to work. Any surplus revenue from such a scheme will be ringfenced to fund sustainable transport interventions from the Glasgow Transport Strategy and linked plans.

- **Action 83.A: Undertake a feasibility study about a Workplace Parking Licensing (WPL) scheme, continue to develop a business case and report back to Elected Members for a decision on whether to proceed with a scheme.**

Policy 84: Ensure adequate management and enforcement of parking regulations on-road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate.

- **Action 84.A: Encourage the Scottish Government to change legislation to permit camera-based enforcement of parking contraventions as well as moving vehicle offences in school street restriction zones.**
- **Action 84.B: Encourage the Scottish Government to increase the level of Penalty Charges for parking to help reduce the number of contraventions taking place.**
- **Action 84.C: Review existing parking payment options and parking permit systems.**
- **Action 84.D: Review customer experience when interacting with the Council regarding parking matters.**
- **Action 84.E: Improve enforcement of inconsiderate parking at bus stops and bus lanes through improved communications with bus operators and SPT on problem areas.**

Policy 85: Charge for designated parking on-street and in Council owned off-street car parking.

- **Action 85.A: Set parking charges to meet the costs of administering, maintaining and enforcing on road parking and the provision and operation of off-road car parks, with any surplus re-invested in the delivery of policies and projects from the Glasgow Transport Strategy and all related documents.**
- **Action 85.B: Carry out a review of parking prices with a view to increasing the cost of parking charges to better manage demand to use a car and ensure car parking is not**

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cheaper on average than public transport fares (metrics to be developed) to support modal shift from car to public transport where possible.

Policy 86: Review parking standards for new development to discourage car ownership whilst reducing on-street parking in residential locations where possible, and to introduce maximum parking standards across all categories (except cycle parking).

- **Action 86.A:** Consider collaborative research to evaluate the impact of low or no parking development to provide evidence for future decision-making and how to improve delivery of low car developments.

Policy 87: Ensure adequate parking control is in place for events.

- **Action 87.A:** Review existing event day parking control.
- **Action 87.B:** Aim to work collaboratively with event organisers in the city to better manage parking issues related to events

Policy 88: Implement the national pavement parking prohibitions once enacted from the Transport (Scotland) Act 2019, with any necessary exemptions where required as informed by Transport Scotland guidance and local survey work. In general, exemptions will be kept to a minimum to support the aim of the ban which is to support people walking and wheeling on footways.

Policy 89: Implement national double parking prohibitions city-wide with no exemptions.

Policy 90: Provide for cycle parking through minimum cycle parking standards for new development and continue a roll-out of secure cycle shelters across the city to support those living in tenements and high density housing.

Policy 91: Lobby Scottish Government and UK Government to deliver policy and financial interventions to influence the make-up of vehicles in Scotland to reduce the proportion of large private vehicles including SUVs in use. This is important to tackle vehicle emissions from larger vehicles as well as reduce the impacts of large vehicles on communities.

Policy 92: Maximise the efficiency of Council owned car parks within the wider context of managing the demand to travel by car.

- **Action: 92.A:** Provide a safe and high quality environment within Council owned car parks.
- **Action 92.B:** Explore reallocation of space within Council owned car parks to complimentary uses such as cycle storage, electric vehicle charging.
- **Action 92.C:** Continually monitor usage of Council owned car parks to understand supply and demand and financial sustainability, particularly with regards to monitoring travel demand post-Covid19.
- **Action 92.D:** Use technology to improve provision of information on spaces available in Council owned car parks to reduce vehicular travel in the city centre in particular.

Policy 93: Explore emission-based resident parking charges as a policy intervention to influence the transition to cleaner and low emission vehicles in private ownership (particularly cars and vans).

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- **Action 93.A: Undertake a scoping exercise on this by end 2023 and include in the strategic plan for parking if appropriate.**

Policy 94: In tandem with policy 82, progressively reduce the level of on-street parking in the city to reduce impacts of vehicles, subject to further analysis of impacts to protect residents from vehicle displacement issues and to support businesses. Reallocate roadspace where possible to active and sustainable modes, for placemaking projects and ensure adequate parking provision for shared mobility such as car club vehicles.

Policy 95: Lobby the Scottish Government and Transport Scotland to introduce road pricing / road user pays proposals at a national level with detailed guidance for regional schemes.

- **Action 95.A: Subject to national support for road user charging, work with SPT and neighbouring local authorities on a potential regional scheme.**

Policy 96: Lobby the Scottish Government and Transport Scotland and UK Government to consider and implement ways to increase the cost of using cars in the UK (such as through the price of fuel or vehicle duty). This is important to support local authorities in their efforts to achieve a reduction in car vehicle kilometres in particular and supporting modal shift, in reducing vehicle emissions and the impacts of vehicles in communities generally.

[Changing behaviour, communications and engagement](#)

Whilst physical and tangible transport improvements are crucial, it is also important to engage with citizens on the topic of transport and the many impacts it has on our lives, our communities and the world around us. Glasgow City Council already delivers behaviour change schemes and we hope to build on these in the future with a planned approach to communications and engagement on transport issues. We must also ensure we are meaningfully engaging with users of our transport systems - asking for their views, their feedback, and acting on this – as well as ensuring all voices are heard.

Policy 97: Develop a clear outcome-led Sustainable Transport Behaviour Change Strategy to target modal shift to sustainable modes. This strategy will focus on developing methods of communication, key messages and interventions by travel audience as well as on specific topics including the following:

- **Raising awareness of the role of travel choices and transport in climate change, linking action to the 2030 net zero carbon goal for the city. Within this, raise awareness of the need to reduce journeys by vehicles in particular and walk and cycle more as well as public transport and shared transport for necessary journeys. The theme of climate justice should also be included to demonstrate how local actions relate to global impacts.**
- **Working with SPT to improve awareness of all public transport season tickets in the city and region to employers, including ZoneCard employer accounts which enable employers to purchase annual ZoneCards on behalf of their staff to be repaid through agreed salary deductions.**

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- Direct people to a central portal for sustainable travel information in Glasgow and the city region, and raising awareness of Traveline Scotland as a core way to plan sustainable journeys in the city.
- Improving awareness of how to plan cycle journeys and where to find cycle route mapping (online and in hard copy form) as well as walking route planners, and over time, ways to plan barrier-free fully accessible wheeling routes.
- Preparing for e-scooters in the city including training and user guides.
- “Sharing space in the city” communications programme to raise awareness of Highway Code and codes of conduct for all transport users including people driving vehicles, people on cycles and people on foot.
- Get back on your bike campaign to promote awareness of and access to interventions to support cycling, from training to bike loan/hire. Work with local community groups.
- Ways to reduce car usage and ways to avoid owning a car or multiple cars – including walking, cycling and public transport interventions above as well as information on car clubs and bike hire, car sharing scheme and mobility hubs.
- How to transition to low carbon vehicles with links to Energy Savings Trust and other useful information sources on electric vehicles as well as information on electric vehicle charging in Glasgow.
- Specific information for visitors to the city including for leisure, retail, tourism and major events.
- Educating and informing over forthcoming prohibitions of footway parking, as well as etiquette on considerate parking and links to parking information in Glasgow.
- Specific safety and promotional programmes to tackle the journey to school and support greater proportion of trips by foot, cycles and scooters, including greater uptake of School Travel Plans.

Policy 98: Ensure the Council’s communications on transport are transparent, accessible and easy to understand. Apply best practice consultation methods to transport projects and communications.

- **Action 98.A: Working collaboratively with teams across the Council, develop a consistent and inclusive approach to consulting and communicating on transport policy and projects in a post-Covid19 world where digital communication is playing more of a role. This will link into the Customer Strategy being produced by Glasgow City Council in 2022.**
- **Action 98.B: Use the Council’s Consultation Hub on consultations where relevant to improve understanding of how to have a say in transport-related consultations.**
- **Action 98.C: Use any forthcoming Citizens Panels in the city to liaise with communities and community representatives on transport issues, as well as continue to liaise via Community Council, Area Partnerships and neighbourhood forums.**
- **Action 98.D: Take into account good practice guidance for specific populations such as Inclusive Communication (Communication for All) from the Scottish Government in transport communications.**

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- **Action 98.E: Produce translations of important transport consultations and publications where possible in line with the Council's Equality Outcomes and accessibility guidance.**
- **Action 98.F: Produce accessible and easy-read versions of Council transport policies and strategies where possible, in line with the Council's accessibility guidelines.**

Decarbonising vehicles

Glasgow City Council has committed to a goal of achieving net-zero carbon emissions in Glasgow by 2030 in its collaborative Climate Plan²⁴. As this Plan recognises, transport emissions are the biggest challenge for the city, as the sector has seen slower reductions than in other sectors such as Domestic and Commercial & Industrial. Scotland overall is aiming for net zero by 2045.

Whilst proportionally, transport consumes the lowest share of energy in terms of GWh in Glasgow compared to industry & commercial, and domestic, the transport sector accounts for around a third of greenhouse gas emissions. CO₂ emissions overall have reduced in Glasgow since 2005, as have CO₂ emissions from transport. Transport emissions have not however been declining as fast as other sectors. Over the last 10 years, energy consumption by personal transport in Glasgow has reduced although freight transport consumption has increased, particularly diesel LGVs. That said, by mode, passenger cars are the largest source of greenhouse gas emissions in Scotland.

In terms of fuel consumption, diesel cars and diesel light goods vehicles have seen the largest growth in the last decade in Scotland. Road transport still relies almost completely on fossil fuels (over 95% of energy used).

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

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

Transport Scotland have committed to decarbonising Scotland's railways by 2035 and this will benefit Glasgow in terms of carbon emissions and local air quality as stations in the city are still served by some diesel trains. In recent years, there has been significant investment by Transport Scotland in electrifying rail on major lines serving Glasgow. COP26 saw the setting of new zero emission targets for fleet and goods vehicles.

The city's electric vehicle charging network continues to grow. The Scottish public sector cannot however, in isolation, deliver a network of the scale required to accommodate the wholesale transition to electric vehicles. In parallel with the development of public

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<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNDXUTT181NT>

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infrastructure, any organisation that encourages or requires travel by motor vehicle should be installing charging infrastructure, that includes retailers, leisure facilities, visitor attractions and employers.

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

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

Whilst we will work with partners to decarbonise vehicles and shift to low and zero emission fleets, it should be remembered that excessive vehicle use regardless of energy source still has an impact on global and local environments, our communities and ourselves.

Policy 99: The Council will set a target for a reduction in transport emissions in the city as part of the wider Climate Plan work.

- **Action 99.A: As part of wider work related to the Glasgow Climate Plan and development of a Net Zero Plan for the city, a specific target for reducing transport emissions will be set in the context of other sectors in the city and within the framework of net-zero carbon emissions by 2030.**

Policy 100: The Council will continue to support and encourage Transport Scotland to decarbonise the rail network into and out of Glasgow, in line with the national rail decarbonisation target of 2035.

- **Action 100.A: Encourage and support Transport Scotland to deliver low carbon rolling stock on the East Kilbride line, West Highland Line, Maryhill Line and other lines serving Glasgow Queen Street and Central which currently have diesel rolling stock.**

Policy 101: The Council will continue to work with bus operators and SPT in the City to move towards a low carbon fleet and build on the success of the Low Emissions Zone in Glasgow City Centre.

- **Action 101.A: Explore options to utilise the ongoing development of Glasgow's Low Emission Zone to contribute towards carbon reductions from transport in the city centre.**
- **Action 101.B: Work with transport stakeholders in the city to support rapid transition to cleaner public transport as part of the City's Low Emissions Zone.**

Policy 102: Continue to decarbonise the Council's Fleet and delivery of Council services through delivery of Fleet Strategy and regular reviews.

- **Action 102.A: Deliver the Council's Fleet Strategy and review annually.**
- **Action 102.B: Enshrine links with transport in the Council's updated Carbon Management Plan.**

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- **Action 102.C: Deliver rapid transition of council's fleet to electric and hydrogen, supporting the city's existing Fleet Strategy's target of becoming low carbon by 2030.**

Policy 103: Encourage accelerated transition from internal combustion engine vehicles to electric and low carbon vehicles by the general public and businesses, whilst applying the sustainable travel hierarchy to decision-making and aiming to reduce distance travelled by cars by 2030 in line with the Glasgow City target.

- **Action 103.A: Enable rapid and strategic transition to electric and low carbon vehicles through increasing the current rate of deployment of electric vehicle charging and commercially available green hydrogen infrastructure.**
- **Action 103.B: Introduce a charging regime for electric vehicles in Glasgow to secure a financially sustainable model to support investment in an accelerated electric vehicle charging network and work to ensure this is consistent with neighbouring local authorities. Create a strategic approach to charging in the city that recognises the different needs of Council and public sector fleets (the desire to collaborate on charging for these fleets), private vehicles, shared vehicles and electric micro-mobility options such as e-scooters in the future.**

Policy 104: Support the sustainable and low carbon movement of goods in the City of Glasgow.

- **Action 104.A: Work with regional partners on developing further freight distribution/transport hubs at a regional level, as set out in the Clydeplan Strategic Development Plan and subsequent Regional Spatial Strategy and help to deliver in Glasgow through the City Development Plan for Glasgow.**
- **Action 104.B: Develop alternative solutions to Light Goods Vehicles/vans-based goods trips, focusing on low carbon last-mile transportation to the point of delivery, particularly cargo and electric cargo bikes, and explore through trials. Work with partners and the private sector to develop flexible local delivery hubs that are accessible by foot, bike and public transport, and that support electric vehicle charging.**
- **Action 104.C: Work with regional partners, Network Rail and Transport Scotland to explore further shift of freight to rail and water from road.**

Policy 105: Continue to explore and develop alternative fuel sources for transport in the city.

- **Action 105.A: Continue to develop local hydrogen production ability for public sector fleets initially, thereafter exploring how other sectors can benefit from locally produced and stored green hydrogen.**

Policy 106: Continue to promote the cross-sectoral links between clean energy for domestic, industrial/business and transport sectors to achieve efficiencies of scale in production and maximise opportunities for clean energy for all.

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- **Action 106.A: Include consideration and synergies of transport issues in the Local Heat and Energy Efficiency Strategy to be published by Glasgow City Council, particularly with regards to generation, storage and supply of energy.**
- **Action 106.B: Work with the utility sector to provide timely and accurate information to support forecasting of electricity demands from the transport network in Glasgow to maximise funding opportunities and increase resilience of the energy network.**

Reducing air pollution from transport

Good air quality is essential for our health, quality of life and the environment. Air becomes polluted when it contains substances which can have a harmful effect on the environment and our health. Despite improvements in levels of local air pollutants, tyre and brake abrasion are still substantial sources of particulates and this remains a problem for low or zero carbon vehicles of any kind.

Air pollutants NO₂, PM₁₀ and PM_{2.5} have steadily reduced in Scotland from a baseline of 1990, including from transport – though transport’s share has increased as other sources have reduced. Glasgow’s Low Emission Zone to date has helped to reduce harmful air pollutants from buses, at a rate that would otherwise not have been achieved. Phase 2 of the Low Emission Zone in the city centre will help to improve the standard of all vehicle engines in terms of local emissions.

Policy 107: Continue to pro-actively tackle the problem of vehicle emissions in the city and their impact on air quality and health.

- **Action 107.A: Deliver the Low Emission Zone²⁵ covering the city centre as committed by 1 June 2023 and continue to monitor and evaluate it in partnership with SEPA and Transport Scotland.**
- **Action 107.B: Consider any roll-out of Low Emission Zones to other areas in the city as appropriate and in consultation with stakeholders.**
- **Action 107.C: Continue to monitor air quality as per the National Air Quality Strategy target concentrations of pollutants and take action where required through the Air Quality Action Plan approach²⁶.**
- **Action 107.D: Continue to work with stakeholders and the public to raise awareness of the problem of vehicle idling, how to report it and continue to enforce legislation around this in Glasgow.**
- **Action 107.E: Work with research partners to explore any links between poor air quality and deprivation in Glasgow specifically to help inform proactive approaches to tackling air quality problems.**

Policy 108: Work with transport providers in the city as well as organisations with fleets and the freights/ goods industry to communicate timelines for required changes to vehicle emissions (e.g. in relation to the Low Emission Zone scheme) to ensure sufficient time for manufacture and supply of compliant vehicles. Encourage national funders to also provide

²⁵ <https://www.glasgow.gov.uk/LEZ>

²⁶ <https://www.glasgow.gov.uk/airquality>

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funding for new lower emission vehicles as opposed to only retrofitting older vehicles to create resilient fleets for the future.

Policy 109: Continue to work with the taxi and private hire sector in the city to move towards a low carbon fleet and encourage them to maximise the availability of external funding (including that linked to the Low Emission Zone scheme) to support a transition to low carbon fleets.

- **Action 109.A: Encourage the transition of the fleet of private hire taxis to zero emission vehicles by 2030.**

Policy 110: Encourage Scottish Government to update taxi and private hire licensing legislation to take account of public health priorities as well as safety, to support local goals for cleaner and low carbon vehicles.

Reducing the environmental impacts of transport, enhancing the environment and adapting to climate change

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

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

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

There are already positive examples of this in the city such as the City Deal project which funded raingardens on Croftpark Avenue as a sustainable way of reducing flood risk in the local area and downstream by channelling surface water run-off into areas of vegetation and soil²⁷.

As part of the extensive range of projects being undertaken in the lead up to COP26, Glasgow City Council and Clear Channel installed two new Living Roof bus shelters in the Broomielaw Sustainable Corridor. Affectionately nicknamed "Bee Stops", these sustainably-built shelters are planted with a mix of wildflower and Sedum to support pollinating insects

²⁷ <https://www.glasgow.gov.uk/article/26654/City-Deal-Project-Reduces-Flood-Risk-with-Raingardens>

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and enhance biodiversity. The project will hopefully demonstrate the effectiveness and public benefits of environmentally conscious street furniture, and inspire a future city-wide implementation of green infrastructure, as well as forming a part of the wider COP26 legacy for Glasgow.

Policy 111: The Council will continue to future-proof new investment in assets and infrastructure in terms of smart city objectives and the city's net-zero carbon 2030 goal.

- **Action 111.A: Continue to future proof street lighting through smart connectivity capability and ensure all new and replaced streetlights contain LED lanterns.**
- **Action 111.B: Continue to reduce the environmental impact of road surfacing operations by recycling removed material back into road materials and exploring the use of new 'warm mix' asphalts which significantly reduce the carbon footprint, potentially reduce disruption and improve road worker safety whilst having no negative effect on long term durability.**
- **Action 111.C: Continue to build climate resilience of road infrastructure through the Council's Road Asset Management Plan with a particular focus on reducing flood risk and increasing drainage capacity.**
- **Action 111.D: Consider the implementation of measures to support and enhance biodiversity as part of roads-related schemes, and develop resourced maintenance plans for these. Aim to offset the loss of any biodiversity through transport infrastructure development or maintenance within the Council's control.**

Policy 112: Protect and enhance biodiversity where possible, in support of Glasgow's Local Biodiversity Action Plan and integrate nature-based solutions into transport and placemaking projects where appropriate.

- **Action 112.A: Ensure no net loss of trees or biodiversity as a result of transportation infrastructure projects or maintenance, and biodiversity enhancement wherever possible, including off-site mitigation where required.**
- **Action 112.B: Where possible, deliver specific landscape and environmental enhancements within designs to benefit existing habitats and /or create new habitats, with the objective of compensating for or enhancing affected landscapes and wildlife habitats. The availability of budgets to properly maintain any new features must be a consideration in this.**
- **Action 112.C: Ensure that all new infrastructure projects and maintenance works have due regard to the network of designated wildlife sites (SSSIs, LNRs, SINCs and wildlife corridors); species of conservation concern (as listed in the Glasgow Biodiversity Audit); protected species and the appropriate habitat and species plans of Glasgow's Local Biodiversity Action Plan.**
- **Action 112.D: Accelerate implementation of the Glasgow and Clyde Valley Blueprint for a Green Network to create green & biodiverse corridors in the city by improving open space provision and increasing tree cover, while also providing opportunities for active travel corridors.**

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Policy 113: Continue to consider the environmental impacts of any new or significantly revised transport schemes where relevant through the application of Environmental Assessment methods.

Policy 114: Maximise and explicitly recognise the benefits for placemaking and transport of investment in measures to mitigate environmental impacts when developing the case for these interventions. Examples include proactively recognising and encouraging biodiversity benefits from Sustainable Urban Drainage Schemes, and enhanced public realm and active travel environments from interventions to promote greening and biodiversity.

Policy 115: The Council will aim to ensure the city's historic environment is protected and promoted through transport decision-making, and that the value and role of historic environment is built into transport and place-making schemes to support the delivery of high-quality places.

Policy 116: Continue to promote access to the outdoors and open space for Glasgow citizens:

- **Action 116.A:** Deliver a leisure-based active travel network as per the Open Space Strategy and linked strongly to the Core Path network and wider active travel network.
- **Action 116. B:** Continue to support and invest in the Core Path Network in the city.
- **Action 116. C:** Continue to support sustainable transport access where possible to green spaces in the City including country parks.
- **Action 116.D:** Continue to support sustainable transport access to the canal towpath and work collaboratively with Scottish Canals to maximise the value of this important city asset.
- **Action 116.E:** Continue to support the role of the River Clyde corridor as a valued green/blue space for public amenity, and work collaboratively with partners via Clyde Mission to support Clyde Mission goals and infrastructure requirements, in particular to improve sustainable and active travel access to and across the River.
- **Action 116.F:** Continue to support the role of other 'green' and 'blue' corridors in the city for active travel, leisure and access to open space by citizens, including the White Cart, Kelvin and former rail solums, as part of the Glasgow and Clyde Valley Green Network Blueprint.
- **Action 116.G:** Explore options for sustainable and low carbon water-based movement of people where appropriate and feasible.

Policy 117: The Council continues to support the Glasgow City Region Adaptation Strategy & Action Plan²⁸, and to develop transport within this framework as well as adhering to its statutory duties. The Council's transport decision-making will respond to elements of this Strategy as follows:

²⁸ <http://climatereadyclde.org.uk/adaptation-strategy-and-action-plan/>

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

As well as acting now to reduce greenhouse gas emissions which directly contribute to climate change, we must also design our infrastructure to be able to cope with and adapt to climate change and extreme weather events. A strong partnership approach has been developed in city flood risk management, as evidenced by the Clyde and Loch Lomond (CaLL) Local Plan District (LPD) Local Flood Risk Management Plan, and the associated delivery of projects to reduce and manage flood risk. We must also plan for more periods of heat and extreme temperatures in the future.

Policy 118: Continue to design infrastructure with climate resilience in mind, particularly increased incidences of flooding and high temperatures.

- **Action 118.A: Take a risk based approach to managing flood risk at a catchment scale when relevant to transport investment, in line with the Flood Risk Management (Scotland) Act 2009. Consider existing and future flood routing and storage for the catchment, and the impact of displacing flood water elsewhere within the catchment.**
- **Action 118.B: Any new roads will be subject to statutory requirements for SuDS and land use planning flood risk assessment.**
- **Action 118.C: Encourage the Scottish Government to address policy tensions between the Flood Risk Management Act 2009 and the Roads Scotland Act 1984 and the role of roads in discharging floodwater.**
- **Action 118.D: Explore ways to ameliorate heat through choice of materials in transport infrastructure.**
- **Action 118.E: Encourage SPT and transport operators in the city to proactively plan for and ensure the welfare of transport staff and passengers in extreme weather events in the future.**

Policy 119: Consider, assess and mitigate the impact of transport infrastructure on water quality, for new infrastructure and existing infrastructure when subject to improvement or maintenance.

Policy 120: Work to reduce noise impacts of transport across the city, particularly near residential communities and adjacent to green and open spaces, by considering noise as part of the Environmental Noise Directive and Environmental Impact Assessment process

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but also by proactively addressing noise impacts in all transport and development decision-making including through the City Development Plan.

[Our everyday but crucial policies on designing and maintaining our infrastructure](#)

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

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

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

The maintenance of our transport infrastructure is of the utmost importance. Whilst routine and built into our ‘everyday’ operations, this crucial work supports safe and inclusive travel in the city and must increasingly adapt to work towards our aspirations to be a net zero carbon city by 2030.

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

Winter maintenance – gritting – is often in the public eye during the winter months and is crucial to the normal functioning of society during adverse winter weather. The Council has developed a winter maintenance StoryMap in recent years, to provide better information to the public on where it grits as well as offering winter self-help advice to communities²⁹. Funding from Sustrans has also supported targeted gritting of cycleways in the city³⁰. The Council has invested in dual-fuel gritters, leading by example to embrace alternative sources of energy as part of the Council’s Fleet Strategy 2020-2030³¹.

²⁹ <https://www.arcgis.com/apps/MapJournal/index.html?appid=d383df28e39d48b294e66826d2c1456d>

³⁰ <https://www.glasgow.gov.uk/index.aspx?articleid=25226>

³¹ <https://www.glasgow.gov.uk/article/25007/Glasgow-City-Council-On-Road-To-Zero-Emissions-Vehicle-Fleet>

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Policy 121: The Council will deliver adopted roads-related infrastructure in the City in accordance with the Council's Road Asset Management Plan (2021-25)³². These assets cover:

- Carriageways
 - Footways
 - Structures
 - Street Lighting (Lighting Columns & Illuminated Signs)
 - Traffic Management Systems including Signal Controlled Junctions, pedestrian crossings, vehicle activated signs and variable message signs
 - Road Drainage Infrastructure including Road Gullies
 - Associated Street Furniture such as traffic signs, bollards, grit bins et
- **Action 121.A: Whilst cycling infrastructure is included in roads and footway categories within the Road Asset Management Plan, the Council will aim to define cycling infrastructure in the next version of the Council's Road Asset Management Plan to ensure maintenance arrangements are defined in a risk-based approach to this growing asset in the city. The Council will also work to produce a new Cycling Infrastructure Maintenance Manual.**
- **Action 121.B: As part of the management of this significant asset, an annual review of the current condition of the road network and associated infrastructure is undertaken along with identifying options for investment. In the form of an Annual Status and Options Report³³, this is undertaken in line with national best practice produced by the Society of Chief Officers of Transportation in Scotland (SCOTS).**
- **Action 121.C: The Council will develop a formal approach to maintaining assets that are not publicly adopted but on Council land or in ex-Housing Authority areas and seek approval from Elected Members for this approach.**

Policy 122: The Council will deliver maintenance of adopted roads and associated infrastructure in line with the Council's Road Asset Management Plan. It will maintain and manage transport assets in the city in accordance with the Code of Practice for Well-Managed Highway Infrastructure, and the Council's Road Safety and Repair policy (2019)³⁴. This ensures the Council follows a risk based approach to managing all aspects of the road network.

- **Action 122.A: Where possible the Council will continue to add value through general maintenance schemes, such as installing dropped kerbs if needed as part of general maintenance projects with the aim of progressively upgrading the accessibility of the city's walking and wheeling network.**

³² <https://www.glasgow.gov.uk/councillorsandcommittees/viewDoc.asp?c=P62AFQDNDXZL812UZ3>

³³

<http://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNDX0GDXZLD>

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³⁴

<https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDN0GDNNTZ381>

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Policy 123: The Council will continue to deliver effective winter maintenance of adopted roads and associated infrastructure in line with the Council's Asset Management Plan. The aim of the winter maintenance programme³⁵ is to provide an effective and efficient winter maintenance service within the city boundaries with the resources available which means:

- helping to ensure the safe passage of vehicles and pedestrians
 - aiming to minimise delays due to winter weather
 - ensuring winter maintenance operations are undertaken safely
- **Action 123.A:** The Council will provide transparent information to the general public on its winter maintenance programmes, such as through the [Winter Gritting StoryMap](#).
 - **Action 123.B:** The Council will produce an annual Winter Maintenance Plan and present this to Elected Members.

Policy 124: In delivering street lighting as per the Roads Asset Management Plan, the Council will deliver low carbon and energy efficient street lighting.

Policy 125: The Council will continue to invest in our traffic management systems and traffic signals infrastructure, and seek new funding sources to upgrade and move towards low carbon assets. This includes:

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

Policy 126: The Council will explore ways to enhance the level of investment available for maintenance of assets and infrastructure across all modes.

- **Action 126.A:** The Council will continue to work with the Scottish Government to raise, address and resolve local government's longstanding need for additional revenue funding for maintenance of assets.
- **Action 126.B:** The Council will routinely consider the ability to maintain any new assets or infrastructure created by external capital funding awards when applying for new capital funding. The Council will also request revenue funding for maintenance alongside any bids for capital funding.

³⁵ <https://www.glasgow.gov.uk/wintermaintenance>

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Policy 127: The Council will carry out roadworks coordination in accordance with the Code of Practice for coordination of roadworks³⁶.

Policy 128: The Council will continue to manage the Clyde Tunnel, adopting best practice compliance with road tunnel safety regulations (2007).

- **Action 128.A:** The Council will continue to discuss with Transport Scotland a more appropriate funding mechanism for the only road tunnel in Scotland.

Policy 129: The Council will continue to provide a design and construct service to internal clients for sustainable transport projects. It will respond to and prioritise projects emerging from the Council's suite of transport & related strategies, and where external funding can be leveraged for these.

Policy 130 The Council will always strive to deliver innovative sustainable transport projects which deliver and, where possible, exceed best practice and meet national standards. In doing so, the Council will ensure that safety and risk are appropriately managed. In exceptional circumstances where national standards cannot be met, officers will use their training and experience to find innovative solutions which best support the council aims and objectives. The Council will ensure that projects are developed in full engagement and consultation with communities and key stakeholders and that they influence our outcomes.

Policy 131: Sustainable transport project design will include consideration of ongoing maintenance and enforcement, such as bus lanes, to ensure legible infrastructure that promotes compliance.

Policy 132: Sustainable transport projects will also be subject to an asset management approach, ensuring maintenance and replacement strategies are in place for any ageing infrastructure such as bus shelters.

Policy 133: Sustainable transport projects will be designed to incorporate low carbon measures and sustainable materials where possible, including adopting the principle of reuse and recycle. Materials will also be selected on the basis of sustainability and value for money which includes consideration of future replacement / repair costs and ongoing maintenance. This approach recognises there may be a case for specialist materials in some locations e.g. due to respecting the historic environmental or promoting high quality public realm.

Policy 134: The Council will use the TRO process where required in the delivery of transport schemes, and encourages the Scottish Government to consider the adoption of a process similar to the ETRO process in place in England to ensure consultation, transparency and efficiency of process.

³⁶ <https://roadworks.scot/legislation-guidance/codes-practice>

5. Delivery, governance and monitoring & associated policies

Current governance

How transport is delivered in the city and wider city region

Glasgow City Council has a significant role to play in the delivery of transport policies and projects in the city as noted in Section 3. The Council does not have direct control or influence over every aspect of transport however. That means we must work collaboratively.

SPT, Strathclyde Partnership for Transport, is the Regional Transport Partnership for the Strathclyde area which includes the City of Glasgow. This is a partnership of 12 local authorities, with oversight provided by a Partnership Board made up of local elected members from across the region. Through this Board mechanism, Glasgow City Council can work through SPT to influence and shape transport in the city. SPT has a number of statutory roles and responsibilities in relation to transport in the city, and also operates the Glasgow Subway. SPT's responsibilities include:

- Preparation of a Regional Transport Strategy
- Socially necessary bus services and demand responsive transport
- Own and operate Buchanan bus station
- Supporting community transport
- Schools transport (agency basis)
- Bus shelter maintenance (agency basis)
- Operation and administration of the region's Zonocard – an integrated multi-modal ticketing scheme
- Operation and administration of Strathclyde Concessionary Travel Scheme on behalf of constituent councils which provides discounted travel for those who are eligible on rail, subway and on ferry
- Grant funding transport infrastructure in the city
- Transport project development and delivery, including Subway Modernisation, Fastlink and supporting local authority transport projects through provision of capital grant funding

Transport Scotland is the national transport agency for Scotland. It sets the overall strategy for transport in Scotland, and is responsible to Scottish Ministers for a wide range of policy and strategy areas as well as specific maintenance and development of the trunk road network (including motorways in Glasgow), funding of the rail network, managing rail franchises and support for a number of other specific operational functions such as lifeline aviation and ferries³⁷.

³⁷ Transport Governance: A report by short-life working group looking at the roles and responsibilities of the bodies who run Scotland's transport network, June 2019, Transport Scotland

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

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

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

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

[Delivery of the Glasgow Transport Strategy: Policy Framework](#)

The policies in this Glasgow Transport Strategy: Policy Framework are wide-ranging and aim to cover key areas of transport work in the city to provide transparency on Council policies and publications. Transport impacts on everyone, from local businesses to local residents, and the Council commits to working collaboratively and in consultation with these communities as we progress towards achieving the outcomes set in this strategy.

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

Some policies in the Glasgow Transport Strategy: Policy Framework require specific external funding streams to be delivered, and the Council will continue to make the most of these funding streams.

Collaborative work is however required to achieve some of the policies in this Policy Framework:

- At a local level in the city, such as Community Planning Partners like Police Scotland on the enforcement of speed restrictions, with local bus operators to deliver bus services, with local academic partners to further knowledge and research, with established partnership structures such as Sustainable Glasgow and the City Centre Task Force.
- At a regional level in the city, with SPT as the regional transport partnership and public transport authority for the region, with the Glasgow City Region City Deal partners and

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neighbouring local authorities on specific projects with regional implications such as Clyde Mission.

- At a national level, with Transport Scotland who manage the trunk road network and railways, and Scottish Government who allocate funding to local authorities and lead on legislation and associated regulations. The UK Government also controls some areas of importance to transport such as the licencing of vehicles and vehicle tax regime.

The Council's Strategic Plan 2017-22³⁸ includes an action to "Review the options and feasibility for a new transport body for Glasgow, working in partnership across Glasgow City Region, to provide a more connected service for all our citizens and visitors". The National Transport Strategy has also committed to reviewing governance around transport, and a short-life working group on transport governance reported in 2019³⁹. It recommended change to transport governance in Scotland should be on the basis of a regional model of transport governance and that further detailed work was needed to determine the exact form of a regional model, but only after decision-makers have agreed in principle the recommendations for change. A National Transport Strategy Transport Governance group continues to explore governance issues in Scotland. Glasgow City Council will continue to participate in any discussions on this topic with Transport Scotland, SPT and regional partners, whilst proactively considering transport governance at a city level.

Partnership and collaborative working are strong in Glasgow and the wider city region. We set out below a number of policies on delivery and governance.

Joined up decision-making within the Council

Policy 135: Work to ensure policy alignment across multiple Council policy areas, to ensure transport issues are communicated and tackled in a consistent manner.

- **Action 135.A: The transport interventions within the Council's Climate Plan are embedded in this Policy Framework and will be delivered and monitored in collaboration with the work on the Climate Plan and with wider partners.**
- **Action 135.B: Develop a collaborative Action Plan including monitoring indicators across the Glasgow Transport Strategy, Climate Plan, City Development Plan and related plans and frameworks to maximise the efficiency of public sector resources.**
- **Action 135.C: Ensure transport strategy priorities are included in the forthcoming Community Planning Partnership Community Action Plan, and that transport issues raised via community empowerment processes are consistently fed into Council transport policy processes for consideration.**

Working with communities

Policy 136: Glasgow City Council will continue to work with communities to ensure they have a say in shaping their local environments and transport systems, and maximise their opportunity to help with delivery of policy and projects at a local level.

- **Action 136.A: Subject to resources, the Council hopes to offer advice to communities embarking on Local Place Plans on how to improve sustainable transport options.**

³⁸ <https://www.glasgow.gov.uk/index.aspx?articleid=17528>

³⁹ <https://www.transport.gov.scot/media/45102/national-transport-strategy-transport-governance-working-group-report.pdf>

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Working with partners

Policy 137: Within our Community Planning Partnership and related forums and taskforces, we commit to ensuring transport issues are communicated and tackled consistently, via our Transport Strategy process.

Policy 138: We commit to working collaboratively with partners in the city to work towards common goals for Glasgow, and ensuring transport is an enabler and not a barrier to delivery of these goals.

Policy 139: We commit to working closely with and through SPT as the Regional Transport Partnership and public transport authority for the region to deliver a public transport system that meets the needs of the city and everyone who uses it.

Policy 140: We commit to working collaboratively with stakeholders in the city and across the region to delivering the outcomes in this transport strategy, including neighbouring local authorities, the Glasgow City Region City Deal partnership, and all organisations and individuals who have a role to play and an interest in transport in the city.

Policy 141: We commit to working closely with Transport Scotland and the Scottish Government to deliver national outcomes at the city level, and to encourage and support systemic change where this will help move all towards an inclusive net zero carbon future.

Policy 142: We will work with stakeholders in the city to co-produce and share knowledge to further advance our evidence base for transport decision-making, and to create innovative and collaborative solutions.

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

Policy 143: We will work with partners to review governance to support more integrated planning and delivery of transport interventions across Glasgow and the region, particularly to reduce competition between sustainable modes of transport and to enable the delivery of a stepchange in transport in the city.

Spatial delivery framework

This Glasgow Transport Strategy: Policy Framework sets out the overarching transport policies for the City for consultation. It will be accompanied by a Spatial Delivery Framework. This work will:

- Set out a spatial framework for the city, identifying priority routes for public transport and active travel, demand management and criteria for decision-making in the future, particularly where there are difficult decisions on roadspace reallocation.
- Set out the benefits of the Glasgow Transport Strategy using a Scottish Transport Appraisal Guidance based approach.
- Produce a Strategic Environmental Assessment Environmental Report and Equality Impact Assessment.

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Funding of the Glasgow Transport Strategy

Transport is funded in Glasgow by various means:

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

The Glasgow Transport Strategy as a whole will provide a strong basis for future funding bids by setting out an evidence base of problems and demand, clear goals, policies, and spatial framework.

Glasgow City Council plans to continue exploring innovative sources of funding for sustainable transport projects, including the Workplace Parking Licensing scheme. In Nottingham, a similar scheme has helped to fund a tram and other public transport and active travel improvements. Any such scheme in Glasgow will be considered within the context for economic recovery by businesses and employers since Covid-19 lockdowns in 2020/21, as well as the push towards a net zero carbon society and economy. The Glasgow Connectivity Commission also recommended the Scottish Government consider how to change the way we pay for road use to accommodate the shift towards electric and autonomous vehicles on a national and regional basis. This should also be considered as part of the package to deliver on car vehicle kilometre reduction targets set by the Scottish Government and related targets set locally.

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

Funding policy commitments:

Policy 144: The Council will continue to explore innovative sources of funding and financing for sustainable transport projects in Glasgow, and aims to work in partnership with SPT, Transport Scotland, Community Planning partners and others to identify better ways to fund transport in the region in the future, including ways to pool funding to deliver outcomes that benefit us all.

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[Monitoring and appraisal framework](#)

Monitoring progress is extremely important. We propose to annually report on a number of core indicators, with an initial set proposed below. It should be noted there are also ongoing or planned monitoring processes related to other transport areas of policy in Glasgow, such as the Road Safety Plan work, Air Quality Management Areas and in relation to Glasgow Bus Partnership work.

[Carbon emissions](#)

An overall target for a reduction in transport emissions in Glasgow will be set in the wider Net Zero Carbon Route Plan, in the context of targets for other sectors such as industrial and domestic, and any offset emissions.

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

Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Carbon dioxide emissions from road transport in Glasgow (kilotonnes carbon dioxide), UK Government	764kt	808kt (2014)	Positive trend downwards in recent years (c54% of total from A roads and minor roads, with increase in % from motorways)	Downwards trend
Road transport energy consumption – total energy used for personal trips (tonnes of oil equivalent), UK Government	168,700	183,939 (2014)	Positive trend downwards (particularly reduced from buses, petrol cars & motorbikes – increased energy consumption from diesel cars)	Continued reduction as vehicles become more efficient and low emission, land use impacts & modal shift
Road transport energy consumption – total energy used for goods/freight trips (tonnes of oil equivalent)	80,957	76,701 (2014)	Negative trend upwards (largest contribution to growth from diesel LGVs)	Continued reduction as vehicles become more efficient and low emission, ideally some move towards rail & last mile deliveries
Proportion of licensed cars that are diesel cars	38%	2015 = 41%	Slight improvement, downwards	Larger proportion as low/zero

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

[Car use, active travel and modal share](#)

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

Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Proportion of driving frequency by people aged 17+	27%	2013 = 26.7%	Marginal increase	Ideally a downwards trend to reduce frequency of car use & dependency on a car
Proportion of households with no car available for use	47%	2013 = 51%	Decrease	Not appropriate to set a goal – but an important uncertainty indicator to monitor
Proportion of households with at least one bike available for use	28%	2013 = 27.8%	Little or no change	Significant improvement
Vehicle kms in Glasgow on local roads	1,953m veh kms	2013 = 1959 m veh kms	Slight positive reduction	Minimum 30% reduction target for vehicle kms by cars

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Indicator	2019 data	Historic data for comparison	Trend direction	Goals by 2030
Vehicle kms in Glasgow on trunk roads (million vehicle kilometres)	1,605m veh kms	2013 = 1522 m veh kms	Negative upwards trend	20% reduction is the national target for vehicle kms by cars
% of travel whose main purpose is commuting	20%	2013 = 19.5% (though 24.9% in 2016)	Little change though fluctuations	Not appropriate to set target – but an important uncertainty indicator to monitor
% of adults that are satisfied with public transport	79%	2013 = 80%	Marginal reduction	Improvement
% of adults that walk as a means of transportation to work, shopping or visiting at least 1 day a week	76%	2013 = 74%	Slight improvement	Improvement
Proportion of Employed Adults whose usual Method of Journey to Work is Driver & Passenger combined Car/Van	49%	2013 = 54%	Positive reduction	Continued reduction
Proportion of Employed Adults whose usual Method of Journey to Work is Bicycle	4%	2013 = 3%	Slight positive increase	Improvement
Proportion of school pupils whose usual Method of Journey to school is car/van	26%	2013 = 28.4%	Slight positive decrease	Reduction
Proportion of those whose Main Mode of Transportation is Driver Car/Van	36%	2013 = 37.2%	Slight positive decrease	Improvement

In addition, a number of other indicators suggested during the consultation on the Draft Policy Framework will be explored and developed around:

- Length of adopted roads under parking control, and on-street parking space reduction.
- Length of adopted roads subject to 20mph.
- Length of segregated cycleways in the city.
- Indicators on average speed and length of adopted roads subject to 20mph speed limits.
- Indicators on dropped kerbs in the city as well as tactile paving, tactile cones at signals and other accessibility features.

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- Cost of public transport fares.
- Perception of safety by those cycling and walking on transport networks and perception of quality of walking environments in particular.

[Review of the Glasgow Transport Strategy Policy Framework](#)

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

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