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# Glasgow Transport Strategy – Spatial Delivery Framework

## Consultation Report



**GLASGOW TRANSPORT  
STRATEGY**

**Spatial Delivery Framework**

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January 2024

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### 1. PURPOSE OF REPORT

- 1.1 The Glasgow Transport Strategy – Draft Spatial Delivery Framework was published for consultation on 30<sup>th</sup> August 2023 for a period of eight weeks. This is the consultation report, outlining the approach taken to the consultation, the main findings and how these have been taken on board within the Final Framework.
- 1.2 The Glasgow Transport Strategy Spatial Delivery Framework (hereafter GTS SDF) is the “spatial” response to the [Glasgow Transport Strategy Policy Framework](#) which was adopted by the Council in March 2022. It adds spatial dimensions to several policies within the Policy Framework. Notwithstanding this, the GTS sits underneath the City Development Plan, as this local development plan is the key spatial planning document for the city. Work undertaken for the GTS will inform the evidence gathering process for the next City Development Plan and inform transport elements within it.
- 1.3 In particular, the content of the Spatial Delivery Framework sets out the following:
  - The adopted City Network and local cycling networks from the Council’s approved Active Travel Strategy. This work has been further enhanced by the publication of a Final Delivery Plan for the City Network in April 2023, which sets out potential phasing and a short-term pipeline of schemes – all with the aim of reaching the city’s goal to deliver a City Network for cycling by 2030
  - A proposed framework for bus network planning in the city and bus priority. This highlights particular corridors where bus priority is potentially required, beginning with the five corridors currently under investigation via the Glasgow City Region Bus Partnership and funded by Transport Scotland’s Bus Partnership Fund
  - A Streetspace Allocation Framework (SAF) for Glasgow. This is a tool that allows the different demands placed on parts of the road network by placemaking and sustainable transport aspirations, to be considered where space is constrained.
  - A set of principles to guide the location of key interventions highlighted within the Policy Framework. These include electric vehicle public charging points, Mobility Hubs, Park and Ride sites, freight distribution hubs and last mile delivery hubs
  - An indicative strategic road network hierarchy, to support streetspace reallocation in the city for placemaking and sustainable transport, and for the movement of goods in particular
  - The key outputs of a new Strategic Parking and Kerbside Management Parking Plan approach
- 1.4 The purpose of the GTS SDF is to provide greater transparency over the Council’s aspirations for sustainable transport. It also aims to guide project development, consultation and decision-making.
- 1.5 The GTS Policy Framework already sets out national and regional policy

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influences and synergies. It should also be noted there is significant synergy between the Council's GTS SDF and key national documents published over the past year. Including:

- National Planning Framework 4 (NPF4), and the focus on place, and identification of Clyde Metro as a strategic priority
- Scottish Transport Projects Review 2 (STPR2), which promotes Clyde Metro as well as a large number of other interventions which align strongly with the GTS, including active travel freeways, mobility hubs and 20 minute neighbourhoods (Liveable Neighbourhoods)

## 2. Approach taken to Consultation

2.1 Glasgow City Council (hereafter GCC) developed a detailed consultation programme to ensure the GTS SDF was circulated widely and to maximise engagement and feedback across a number of channels. The approach included:

- An online survey for use by stakeholders and the public
- A series of themed online stakeholder workshops
- Sessions with Elected Members
- Sessions with Community Representatives including a Community Council Saturday development session and a drop-in session for members of Area and Sector Partnerships
- A session with the business community hosted by the Chamber of Commerce
- Individual one to one discussions with stakeholders

2.2 All consultation materials were prepared and hosted on GCC's web platform. This included an 'easy read' version of the Draft GTS SDF which was provided in English, Arabic, Gaelic, Polish and Faarsi.

2.3 To ensure that equity of access, a freephone telephone number was made available for those who might face technical challenges responding to the consultation, and this was communicated to community representatives including Area and Sector Partnerships and Community Councils.

2.4 The Consultation was live from 30th August until 25th October. This was initially scheduled as a 6 week consultation period however GCC extended the process to 8 weeks to maximise engagement following requests from Community Councils.

2.5 Glasgow City Council Corporate Communications team were involved in promoting the Consultation and associated survey. This included targeted messages on the Council's social media platforms.

## 3. Who Was Engaged With

3.1 A database of stakeholder organisations and community representatives was developed during the Public Conversation on Glasgow's Transport Future in 2020. More information on that consultation can be found at

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[www.glasgow.gov.uk/connectingcommunities](http://www.glasgow.gov.uk/connectingcommunities). Close to 150 organisations and community representatives were therefore directly engaged with, plus all Community Councils, and members of Area and Sector Partnerships in the city.

3.2 In addition to communications via community representatives and organisations, the general public was also communicated with via online and hard print media.

3.3 The main elements of the consultation and discussion were as follows:

- All information was posted on [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy) This was also linked to and from the Council's Consultation Hub.
- The main method for anyone to feedback on the consultation was via the online survey posted on this page and the Consultation Hub. The online survey was designed to reflect the structure of the GTS SDF, allowing people to complete the survey with knowledge of the main points – although readers were encouraged to visit the website to read the Full GTS SDF prior to providing feedback.
- A series of both online and in-person stakeholder organisation and community representative discussion groups were held. This included general briefings and theme specific sessions as follows:
  - An online session with Elected Members
  - A bespoke in person session with Community Councils
  - An online session with Area Partnership Chairs
  - A drop in session hosted within the City Chambers for Area and Sector Partnership members
  - An online engagement session with surrounding Local Authority Partners
  - An online session with the Chamber of Commerce – which was attended by Chamber members
  - An online session for stakeholders introducing the GTS SDF
  - An online session for stakeholders focussing on Road Hierarchy
  - An online session for stakeholders focussing on Electric Vehicle Charging
  - An online session for stakeholders focussing on Parking
  - An online session for stakeholders focussing on Mobility Hubs, Park Ride, Bus and Metro

3.4 One to one sessions were offered to organisations, and this was taken up by the following:

- Strathclyde Partnership for Transport
- Police Scotland
- University of Glasgow
- DF Concerts

3.5 The focus during the discussion and consultation period was on gathering views on proposals contained within the GTS SDF, building on any weaknesses and addressing anything which may have been missed.

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### 4. Online Survey

#### Sample Profile

- 4.1 In total, 222 responses were received through the online survey. Of these, 201 were from members of the public, with 21 responses submitted on behalf of organisations.
- 4.2 Responses from members of the public were comprised of the following characteristics:
- Gender
    - Males 54%
    - Female 40%
    - Those who preferred not to say or expressed their gender in another way 6%
  - Age range
    - 16-24 - 7%
    - 25-34 - 28%
    - 35-44 - 30%
    - 45-54 - 12%
    - 55-59 - 8%
    - 60-64 - 3%
    - 65-74 - 10%
    - 75+ - 2%
    - Prefer not to say - 1%
- 4.3 68% of respondents reported no health issues or disabilities which limited their daily activities or abilities to work.
- 4.4 66% of respondents reported having access to a vehicle within their household while 55% had regular access to a bicycle.
- 4.5 In terms of daily transport, respondents noted the following as the main mode in which they travel throughout Glasgow:
- Car as a driver - 28%
  - Car as a passenger - 3%
  - On foot - 18%
  - Cycling - 16%
  - Bus - 22%
  - Train - 9%
  - Subway - 3%
  - Taxi - 2%
- 4.6 The majority of respondents who answered the question - 97%, lived within Glasgow. A small number of respondents reported living within Renfrewshire, Falkirk or Edinburgh areas.
- 4.7 The following organisations provided a response through the online survey

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- Calbarrie Glasgow Ltd
- Merck KGaA
- Glasgow Taxis Limited
- Whiteinch Community Council
- Strathclyde Partnership for Transport
- The Poverty Alliance
- Sustrans Scotland
- Mount Florida Community Council
- Paths for All
- Strathclyde Partnership for Transport
- CoMoUK, the national organisation for shared transport
- DF Concerts & Events
- PAMIS
- G15 Buses, Drumchapels Own Transport Servicer
- Dowanhill Hyndland and Kelvinside Community Council
- Lovemilton Limited

4.8 A significant number of additional organisations participated within the wider consultation, as reported in section 5.

### **Bus Corridors**

4.9 The GTS SDF presented the Council's approach to developing Bus Corridors, including the role of the Glasgow City Region Bus Partnership, and Bus Partnership Fund funding made available through Transport Scotland. The GTS SDF illustrates corridors where GCC believe it is important to support bus journey times and high frequency bus services where possible e.g. through roadspace reallocation, signal prioritisation and other measures. In total 16 bus priority corridors have been presented.

4.10 Of those who responded (n=211) there was significant support for bus priority corridors with 71% of responses either agreeing or strongly agreeing with proposals. 18% disagreed while the remaining 11% neither agreed nor disagreed.

4.11 An open question was provided, asking for any specific support or concerns the respondent may have with proposals. In total 129 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerged included:

- There is a requirement for cross city and orbital routes in addition to the key arterial routes which have been identified within the GTS SDF;
- Suggestions that other areas and routes should be considered including:
  - Robroyston
  - Castlemilk
  - Woodlands
  - Balornock and Barmulloch

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- Pollokshields
  - Mount Florida
  - Concerns were noted that bus priority and associated road space reallocation could impact traffic patterns and cause further delays and congestion
  - A number of respondents noted that governance arrangements should be altered to provide greater levels of public sector control over the bus industry
  - Enforcement will be key to ensuring bus priority corridors are a success.
- 4.12 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

### **Park and Ride**

- 4.13 The GTS SDF makes clear the Council would like to see more & clearer provision of Park & Ride on the outskirts of the city. Using a broad set of criteria, early work has been undertaken to define broad, indicative locations for Park and Ride which have been presented within the GTS SDF.
- 4.14 Of those who responded (n=211), 64% either agreed or strongly agreed with locations suggested while 17% disagreed or strongly disagreed.
- 4.15 Criteria for Park and Ride locations were presented within the GTS SDF and similar support for criteria was expressed from those who responded (n=209), with 65% either agreeing or strongly agreeing.

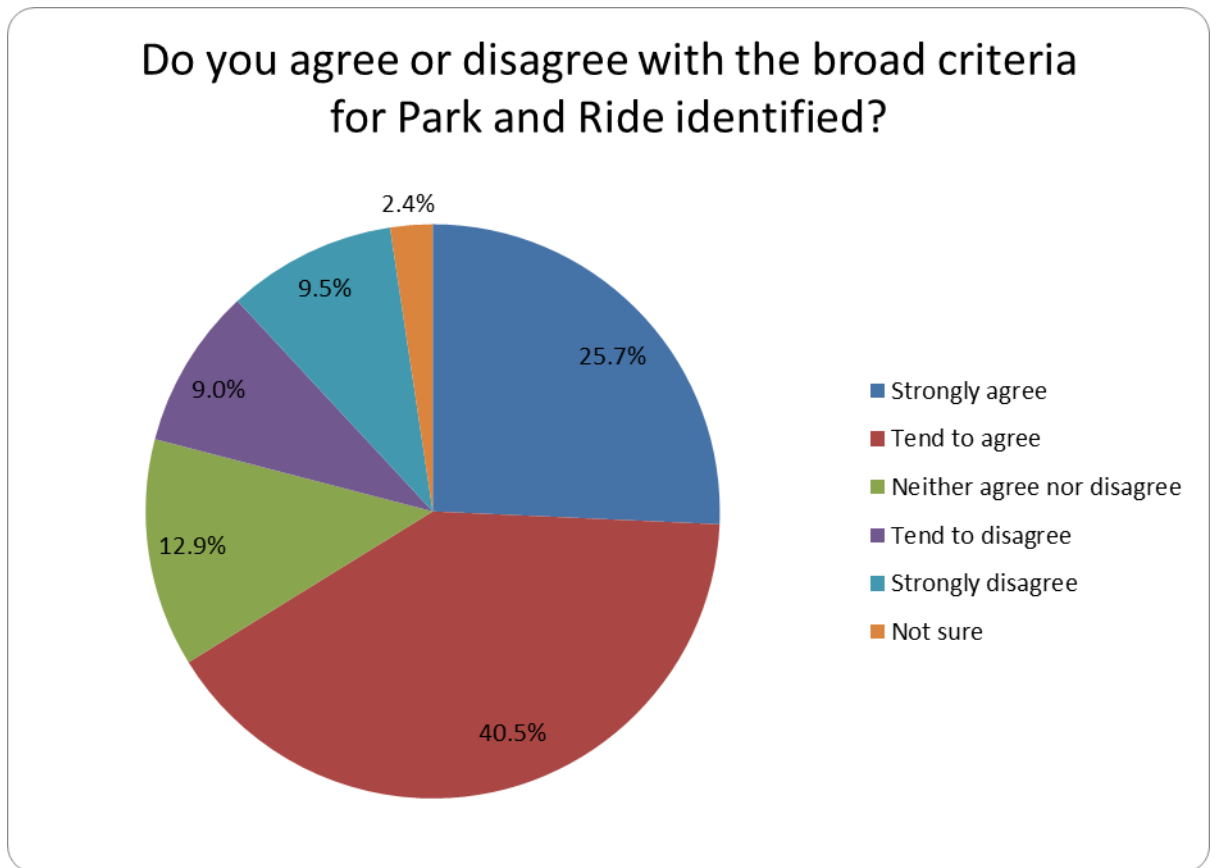


Figure 4.1 – Park and Ride Criteria

4.16 An open question was provided, asking for any comments to with regards Park and Ride, including views on locations and how criteria have been set. In total 115 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerged included:

- Overall general support for the principles of Park and Ride and the approach the Council has proposed
- Suggestions on additional or alternative Park and Ride sites including:
  - Baillieston
  - Carntyne
  - North East locations including Springburn and Garthamlock
  - Options in the south east of the City
- Those who disagree with suggestions, this includes reasons such as:
  - Park and Ride adds time to journeys
  - Not appealing with poor public transport services
  - Localised concerns on the impacts of increased traffic raised with regards suggested locations at Drumchapel, Scotstoun and Jordanhill.
- Those who feel Park and Ride Sites need to be accompanied with appropriate, high frequency public transport services
- Requirement to ensure Park and Ride sites are equipped with appropriate EV charging facilities in addition to cycle parking and links to cycling infrastructure
- The requirement for GCC to work with neighbouring local authorities to

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ensure park and ride provision is planned appropriately to capture incoming trips and not build redundant sites

- 4.17 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

### **Mobility Hubs**

- 4.18 The GTS SDF introduces the concept of Mobility Hubs as a place to link public transport, active travel connections, travel information, potentially having a role in local placemaking. Mobility Hubs are a particularly important concept for the Liveable Neighbourhoods workstreams in Glasgow. Using a broad set of criteria, early work has been undertaken to define indicative locations for Mobility Hub sites which have been presented within the GTS SDF.

- 4.19 Of those who responded (n=203), 46% either agreed or strongly agreed with locations suggested while only 12% disagreed or strongly disagreed.

- 4.20 There was greater support for the type of hubs proposed within the GTS SDF. Of those who responded (n=211) 69% agreed or strongly agreed with proposals.

- 4.21 An open question was provided, asking for any comments with regards Mobility Hubs, including views on locations and types of hub which have been proposed. In total 70 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- Lack of locations proposed in the south side of Glasgow
- Those who disagreed
- Those who supported the concept
- Concerns over costs of construction
- The requirement to ensure mobility hubs include provision for taxis
- The need to have appropriate public transport services calling at hubs and
- Concerns that this concept will not achieve its aims unless public transport governance is improved and integrated ticketing is provided

- 4.22 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

### **Freight Hubs**

- 4.23 The GTS SDF identifies the potential role of freight distribution hubs in consolidating goods movements and reducing the impact of goods vehicles on communities. The strategy recognises that freight consolidation is largely dependent upon the private sector however GCC commit to working with private sector partners to help facilitate change where possible. Using a broad set of criteria, early work has been undertaken to define indicative locations for potential freight consolidation sites which have been presented within the

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GTS SDF.

4.24 Of those who responded (n=203), 46% either agreed or strongly agreed with locations suggested. A further 32% were undecided neither agreeing nor disagreeing while only 12% disagreed or strongly disagreed.

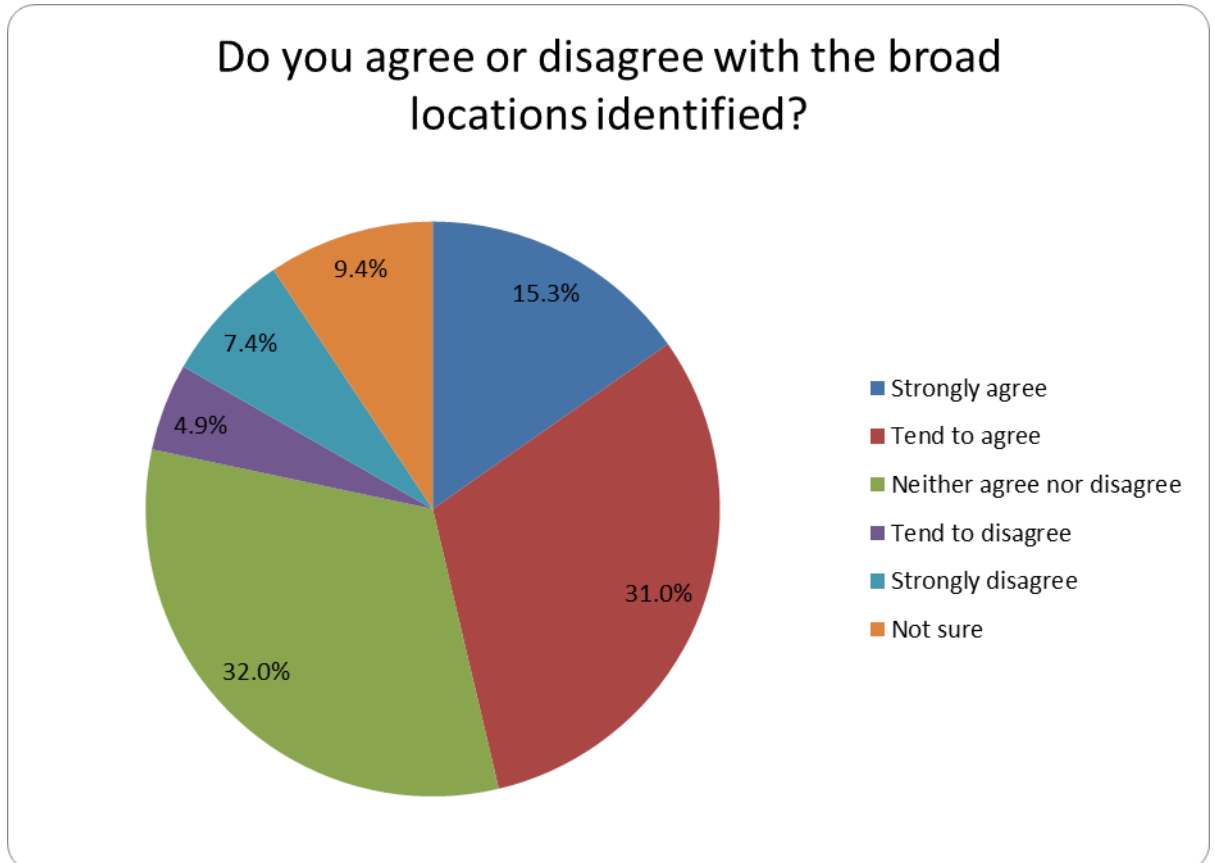


Figure 4.2 – Freight Hub Locations

4.25 Criteria for freight consolidation locations were presented within the GTS SDF and 51% of those who responded (n=205) agreed or strongly agreed with the criteria. Around one third of respondee’s neither agreed or disagreed with these locations.

4.26 An open question was provided, asking for any comments with regards Freight Consolidation Hubs, including views on locations and criteria that have been proposed. In total 57 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- Those who disagreed with the concept for reasons that include:
  - Views that freight companies will not adapt their set business practices to fit
  - Concerns with the impacts on nearby residential areas
  - Disagreement on the premise of last mile delivery with cargo bikes
- Concerns raised about specific locations including:

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- Hub in Whiteinch will lead to significant additional traffic on South Street which is currently under pressure – conflicts with premise of Liveable Neighbourhood
  - Shettleston Road not suitable for freight
  - Concerns with impacts on Garscube Road
  - Notes a low bridge in Kennishead which may negate proposed freight movements
  - Suggestions for rail freight locations including:
    - Springburn
    - Polmadie
    - Carmyle
    - Kennishead
  - Views that hubs should be located in areas which could be served by cargo cycles for last mile deliveries
  - Requests to make more use of rail movements for freight
  - Concerns about how to manage/operate centres with multiple freight operators; and
  - The requirement to regulate cycle delivery riders – although these comments were generally related to food delivery riders rather than cargo bike riders.
- 4.27 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

### **Electric Vehicle Charging Infrastructure**

- 4.28 The GTS SDF notes the Council has contributed to a public electric vehicle charging network in recent years utilising funding from Transport Scotland. This funding is changing, and Transport Scotland are promoting a more significant role for the private sector in public electric vehicle charging infrastructure in the future. The GTS SDF therefore sets a high level approach for types and placement of EV chargers moving forward, including specific criteria for placement.
- 4.29 Of those who responded (n=209), 64% either agreed or strongly agreed with criteria suggested while 18% disagreed or strongly disagreed.

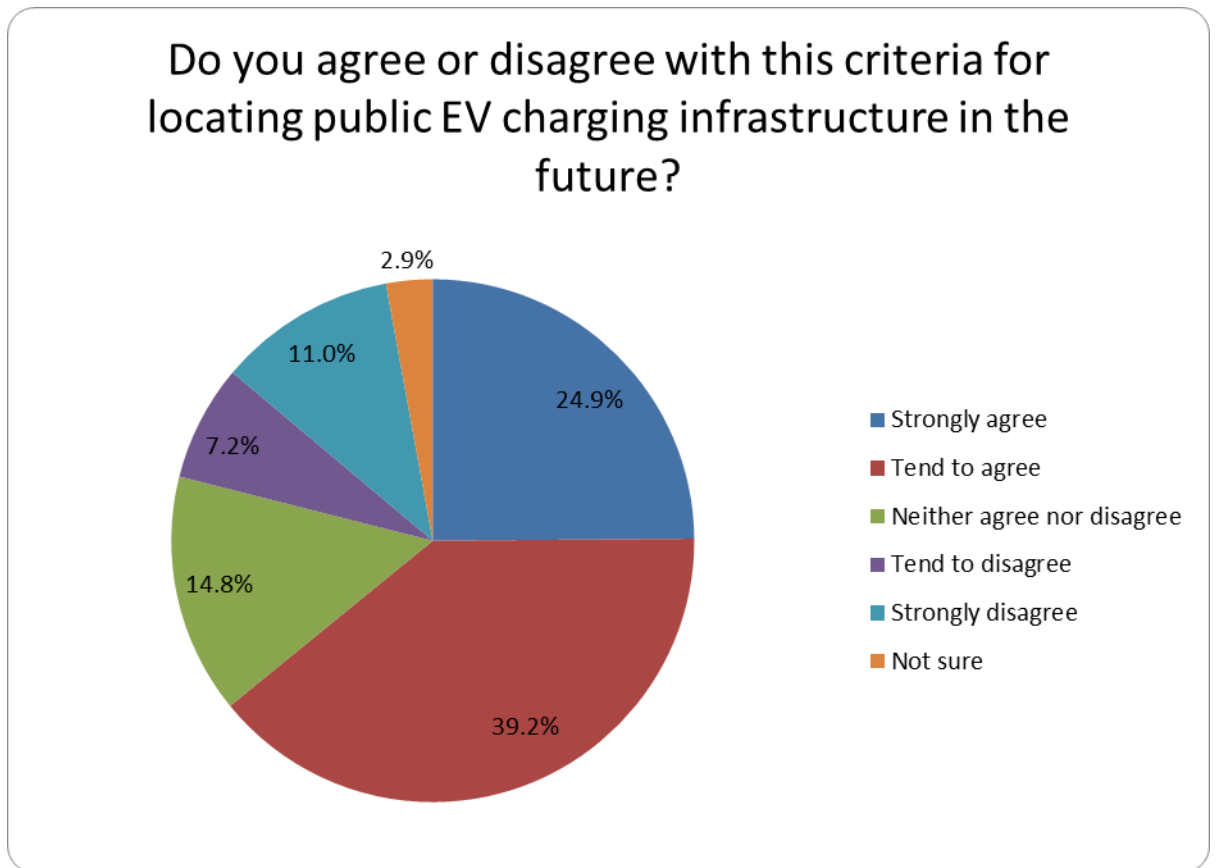


Figure 4.3 – EV Charging Criteria

4.30 An open question was provided, asking for any comments with regards Electric Vehicle charging infrastructure. In total 91 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- Significant number of respondents felt GCC should prioritise or invest in improved public transport rather than EV facilities
- Those who generally agreed with the principles of EV charging and the approach as described within the GTS SDF
- Concerns for how to serve those who live in tenements and residential properties without driveways
- Those who do not agree with the EV charging fees, including time limits
- Views that the private sector and manufacturers should lead on this area
- Concerns with EV charging taking up valuable road and pavement space.

4.31 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

**Prioritising Local Access**

4.32 The GTS SDF identified an inner part of the city where local vehicular access should be prioritised in the future where possible, to support sustainable

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modes of transport. This is where space is particularly constrained, and roadspace for sustainable modes should be prioritised. Similarly, the associated appraisal work identified the need for an efficient road hierarchy to maximise the opportunities for streetspace allocation and placemaking within communities, whilst ensuring some routes remain important for the movement of strategic traffic and goods.

- 4.33 Of those who responded (n=206), 67% agreed or strongly agreed with the broad area identified where local movements should be prioritised. There were however 7% who disagreed and a further 18% who strongly disagreed with proposals.
- 4.34 The GTS SDF then asked to what extent respondents agreed that strategic routes should be reserved for strategic movements and shorter movements should focus upon the local transport network. 53% of those who answered (n=204) agreed or strongly agreed while again, a larger proportion 25% disagreed or strongly disagreed.

Do you agree or disagree that strategic routes identified should be reserved for these movements and general traffic purposes and instead, prioritising shorter movements should be focussed upon the local road network?

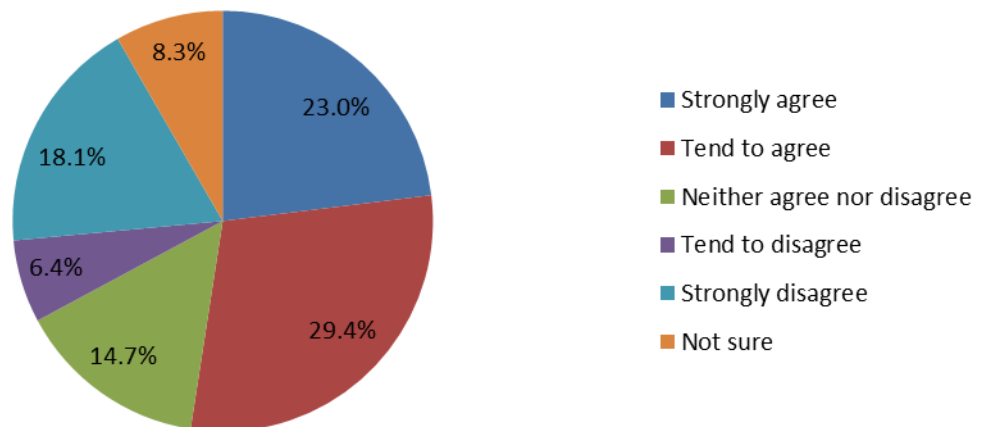


Figure 4.4 – Strategic Route Prioritisation

- 4.35 An open question was provided, asking for any comments with regards prioritising different movement types. In total 87 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- Open responses agreeing with proposals as set out within the GTS SDF

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- Those who suggested expanding the indicative area further
- Those who felt the M8 should be removed from the City Centre or capped
- Those who felt it was imperative to prioritise and invest in public transport to support these proposals
- Those who disagreed with proposals
- A number of respondents who felt that GCC policies are unfairly penalising motorists
- Those who did not understand this element of the GTS SDF

4.36 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

**Strategic Parking and Kerbside Management Plan**

4.37 The GTS SDF also included the principles of the Strategic Parking and Kerbside Management Plan. The plan identifies 6 different area types to try and ensure parking is managed effectively in each area giving cognisance of local needs and uses. The GTS SDF sets out a hierarchical approach to how different users are considered across each area. Respondents were asked to what extent they agreed with the zones which had been defined.

4.38 Of those who answered (n=209), 66% agreed or strongly agreed with the zone typology with 18% in disagreement.

4.39 Within each zone type, a series of user hierarchies were presented as part of the plan. Within each zone, more than 50% of respondents agreed or strongly agreed with hierarchies. The highest level of agreement was within Local Centres, while Employment zones had lower levels of support and higher levels of disagreement.

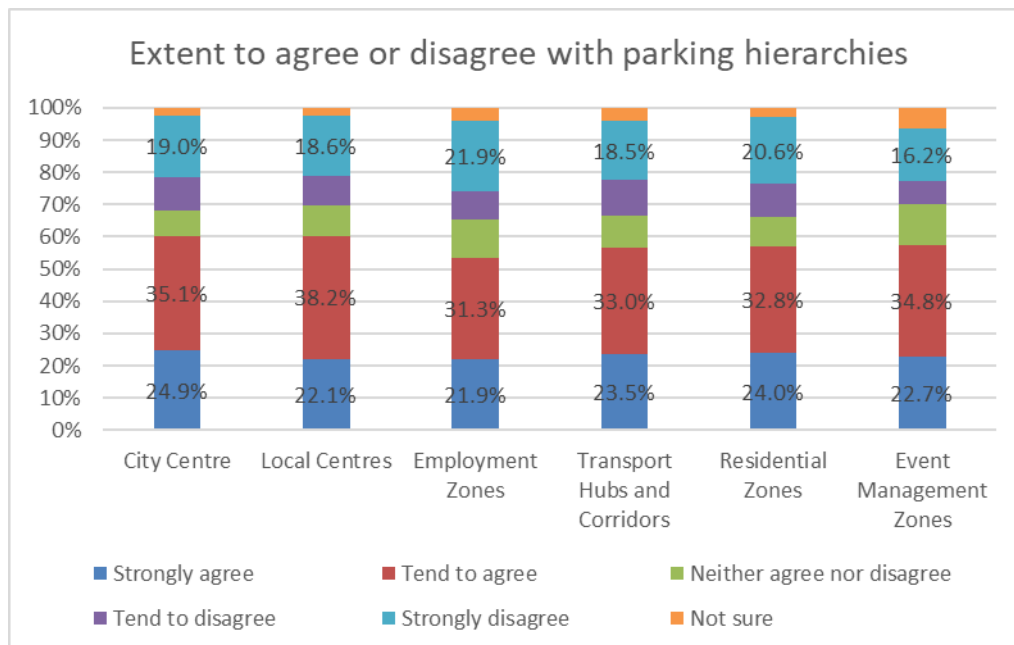


Figure 4.5 – Parking Hierarchies by Zone Type

4.40 Within each zone type, the principles of parking were presented within the GTS SDF. Similar to the hierarchy question, there was broad support for principles with all zone types showing more than 50% support.

4.41 The highest level of agreement was within the City Centre zone while Employment zones showed a lower level of agreement and higher levels of disagreement.

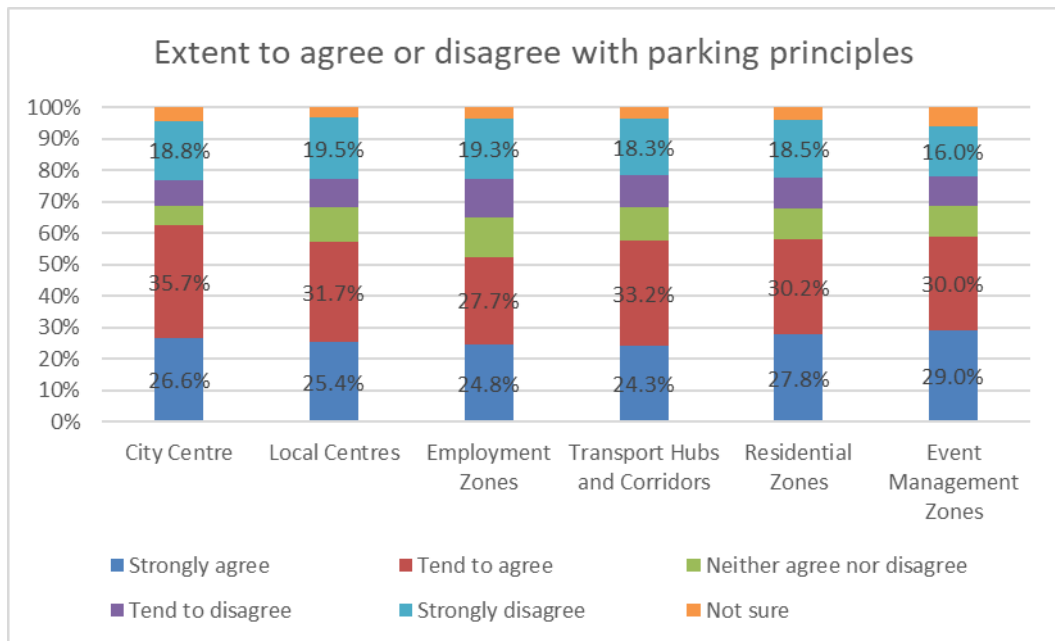


Figure 4.6 – Parking Principles by Zone Type

4.42 A general question was asked across all zones as the extent to which respondents agreed with the overall priorities which have been set as part of the plan. Of those who answered (n=200), 57% were in agreement while 29% disagreed.

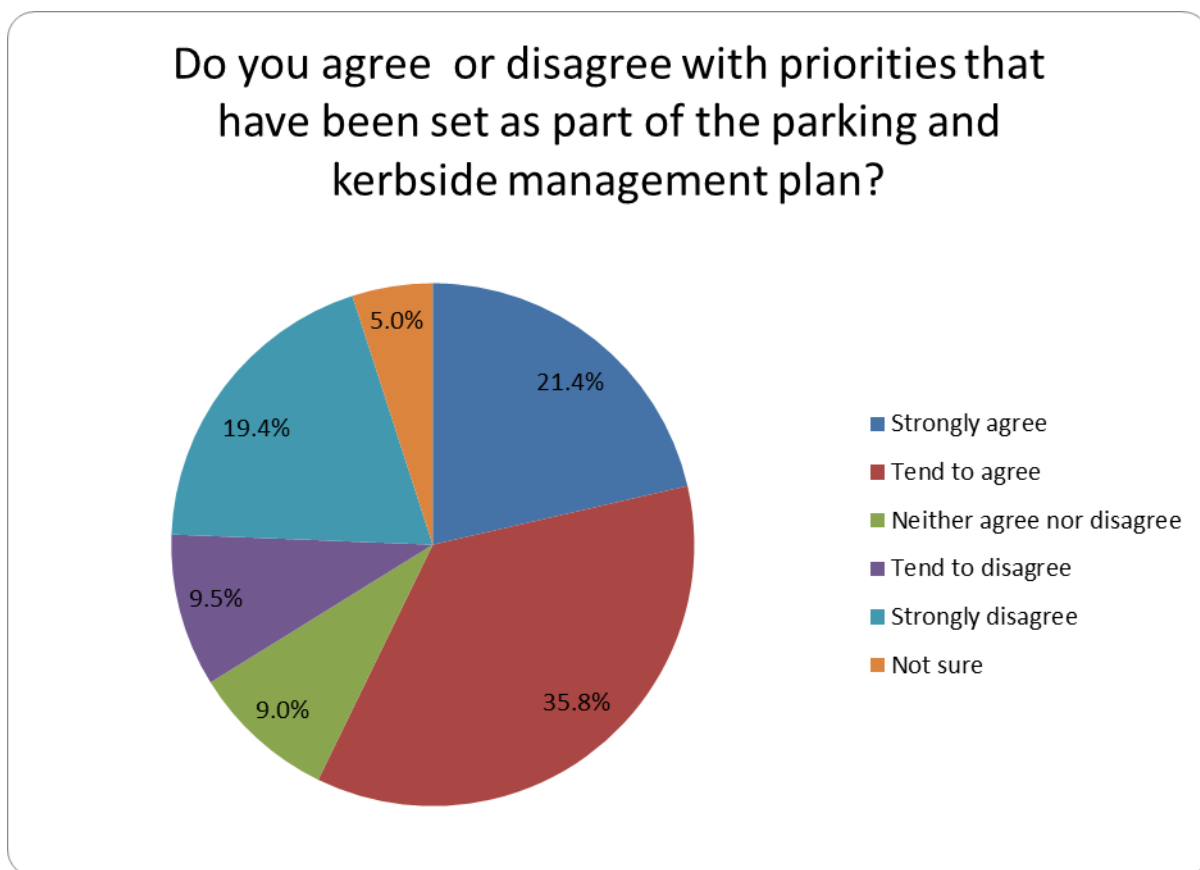


Figure 4.7 – Parking Priorities

4.43 An open question was provided, asking for any comments to with regards parking and the priorities which have been set. In total 83 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- The requirement to focus investment on improving public transport
- Noting that in order to facilitate these parking interventions, enforcement will be critical
- Views that residents should be placed within the highest tier in each zone
- General views that GCC transport policies are biased against the motorist and may be damaging the vitality of the city
- The need to include taxis and buses where appropriate within each zone

4.44 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process

**Streetspace Allocation Framework**

4.45 The GTS SDF also presented the principles of GCCs new Streetspace Allocation Framework SAF which the council has developed to assist and guide on any decision making for road space reallocation. This should be thought of as a tool to support decision making.

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- 4.46 Of those who responded (n=203), 66% either agreed or strongly agreed with the principles of the Streetspace Allocation Framework. Of the 20% who disagreed, 15% had a strong disagreement.

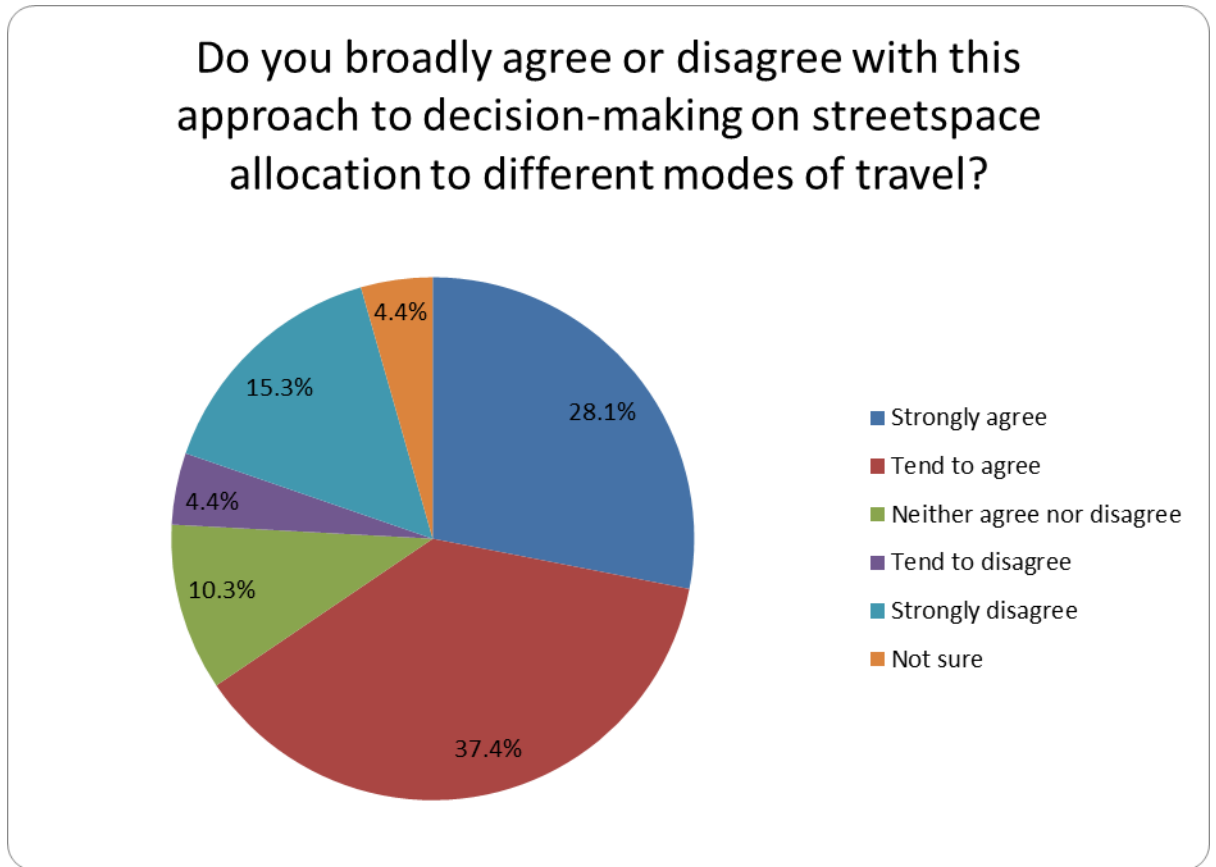


Figure 4.8 – Streetspace Allocation Framework

- 4.47 An open question was provided, asking for any comments with regards to the principles of the Streetspace Allocation Framework. In total 58 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- A large number of open responses which agreed generally
- Those who advised greater pedestrian priority
- Suggestions on deprioritising cars and no new car based infrastructure to be constructed
- Those who disagreed for the following reasons:
  - Geography and weather not conducive to cycling
  - Roads should be for cars not cyclists
  - Perceived bias against motorists
  - Lack of faith in GCC to deliver appropriate public realm projects
- Concerns that the SAF does not consider the needs of businesses
- Concerns with accessibility/mobility for those with mobility issues.

- 4.48 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

4.49 **Environmental Questions**

4.50 A draft Strategic Environmental Assessment Environmental Report was published as part of the GTS SDF consultation. This was submitted to the Scottish Governments SEA Gateway. No objections were received from any of the Statutory consultees. The Consultation also sought views from members of the public and other organisations on the SEA Draft Environmental Report.

4.51 Of those who responded (n=185), 51% agreed or strongly agreed with the findings of the SEA. Proportions of those who disagreed or had no opinion were broadly similar at 20% each.

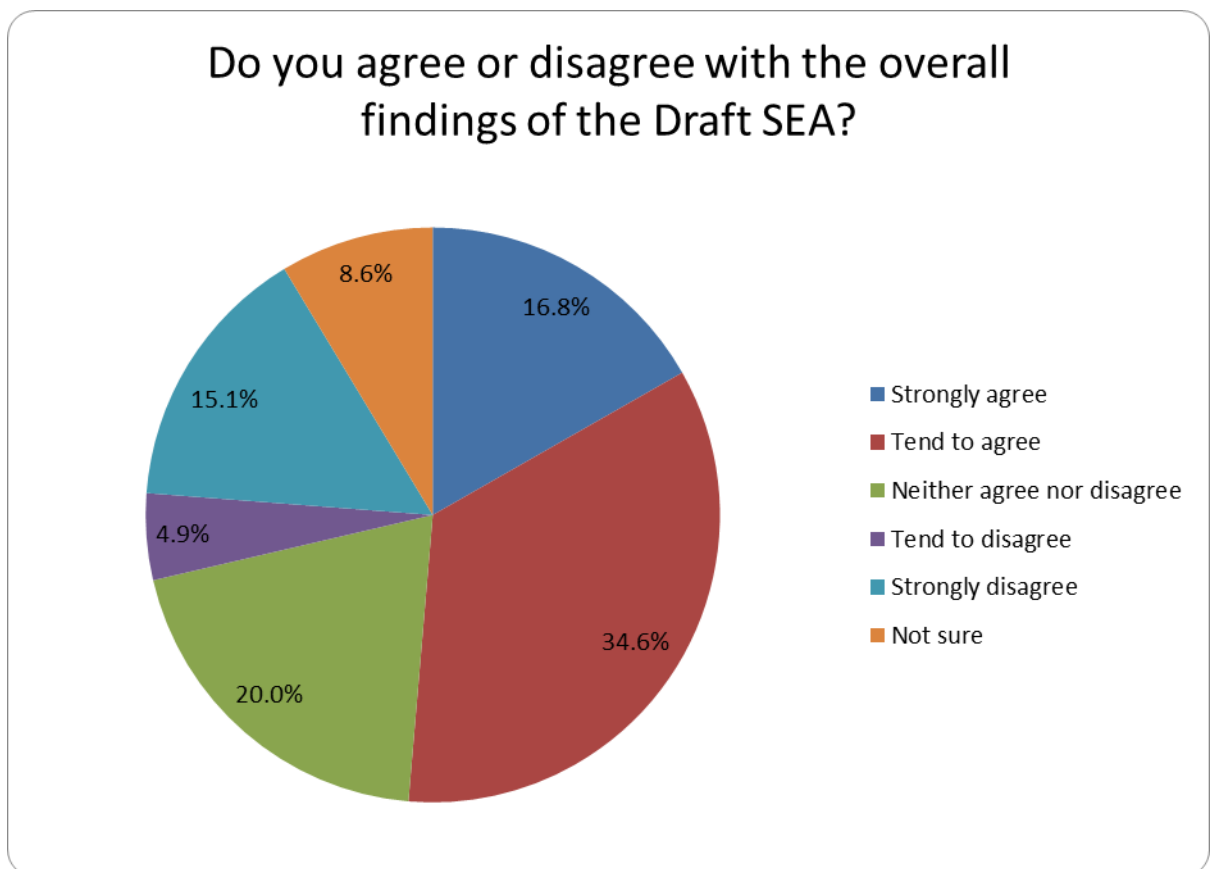


Figure 4.9 – Strategic Environmental Assessment

4.52 An open question was provided, asking for any comments to the findings of the SEA. In total 32 open responses were received to this question and while some responses were not relevant to the question posed, the key themes emerging included:

- Those who felt buses should be publicly controlled or owned
- Those who felt policies should be developed in partnership with businesses

4.53 Additional comments were received, but in lesser volumes. These have been

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logged and considered as part of the consultation process.

4.54 A further open question was provided, asking for any views on any specific environment problems, issues or opportunities which had not been raised within the SEA. In total 41 open responses were received to this question, the majority of which were not relevant to the question posed, some responses of relevance included:

- Suggestion to include biodiversity and cultural heritage targets
- Concern the work does not consider noise and light pollution
- Concerns with idling vehicles across Glasgow
- Concerns on the impacts of particles from vehicle tyres
- The impact of the M8 on health and the environment.

4.55 Additional comments were received, but in lesser volumes. These have been logged and considered as part of the consultation process.

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### 5. Stakeholder and Community Representative Input

5.1 In addition to the online survey, a series of both online and in-person workshops and engagement sessions were undertaken across the consultation period. This included the following:

- A bespoke session with Elected Members
- A bespoke in person session with Community Councils
- A bespoke session with Area Partnerships
- A drop in session hosted within the City Chambers for members of Area and Sector Partnerships
- An engagement session with surrounding Local Authorities
- A session with the Chamber of Commerce – which was attended by Chamber members
- A session for stakeholders introducing the GTS SDF
- A session for stakeholders focussing on Road Hierarchy
- A session for stakeholders focussing on Electric Vehicle Charging
- A session for stakeholders focussing on Parking
- A session for stakeholders focussing on Mobility Hubs, Park Ride, Bus and Metro

5.2 The following table lists all stakeholders who participated and in what form

<b>Organisation name</b>	<b>Submitted Survey or open Response</b>	<b>Attended an online or in person session</b>
Glasgow Centre for Population Health	✓	✓
University of Glasgow	✓	✓
University of Strathclyde	✓	✓
NHS Greater Glasgow and Clyde		✓
Glasgow Taxi's		✓
Glasgow Bus Partnership		✓
CoMoUK		✓
Amazon		✓
Aberdeen University		✓
First Glasgow		✓
Strathclyde Partnership for Transport (SPT)		✓
Transport Scotland		✓
Glasgow Airport		✓
Health and Social Care Partnership (HSCP)		✓
Get Glasgow Moving	✓	✓
Police Scotland		✓
DF Concerts		✓
Calbarrie Glasgow Ltd	✓	
Merck KGaA	✓	
Strathclyde Partnership for Transport	✓	✓

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<b>Organisation name</b>	<b>Submitted Survey or open Response</b>	<b>Attended an online or in person session</b>
The Poverty Alliance	✓	
Sustrans Scotland	✓	
Paths for All	✓	
PAMIS	✓	
G15 Buses, Drumchapels Own Transport Servicer	✓	
Lovemilton limited	✓	
Glasgow Chamber of Commerce		✓
Atkins		✓
BIG Partnership		✓
City of Glasgow College		✓
CMS		✓
Dram Communications		✓
Holiday Inn Express		✓
Novotel Glasgow Centre		✓
Wheatley Group		✓
North East Area Partnership		✓
North West Area Partnership		✓
South Area Partnership		✓
Anderston Community Council		✓
Auchenshuggle/Tollcross		✓
Baillieston Community Council		✓
Blythswood & Broomielaw Community Council		✓
Broomhill Community Council		✓
Calton Community Council		✓
Castlemilk Community Council		✓
Claythorn Community Council		✓
Craigton Community Council		✓
Dowanhill, Hyndland & Kelvinside Community Council	✓	✓
Drumchapel Community Council		✓
Gartcraig Community Council		✓
High Knightswood & Anniesland Community Council		✓
Hillhead Community Council		✓
Ibrox & Cessnock Community Council		✓
Jordanhill Community Council		✓
Merchant City & Trongate Community Council		✓
Mosspark & Corkerhill Community Council		✓
Mount Florida Community Council	✓	✓
North Kelvin Community Council		✓
Pollokshields Community Council		✓

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<b>Organisation name</b>	<b>Submitted Survey or open Response</b>	<b>Attended an online or in person session</b>
Scotstoun Community Council		✓
Shawlands & Strathbungo Community Council		✓
Simshill & Olde Cathcart Community Council		✓
Thornwood Community Council		✓
Townhead & Ladywell Community Council		✓
Whiteinch Community Council	✓	
Yorkhill & Kelvingrove Community Council		✓
Argyle and Bute Council		✓
Renfrewshire Council		✓
Ayrshire Roads Alliance		✓
East Renfrewshire Council		✓
East Dunbartonshire Council		✓
Inverclyde Council		✓
South Lanarkshire Council		✓
North Lanarkshire Council		✓
East Dunbartonshire Council		✓
ClydePlan		✓

5.3 The following sections provide themed broad responses collected from stakeholder sessions

**General Responses**

- Various stakeholders noting a lack of consultation on active travel measures – it should however be noted that active travel proposals have been approved through the Active Travel Strategy and City Network Delivery Plan
- The importance of including travel demand from major trip generators such as Universities, Colleges and Hospitals
- The need for enforcement to prevent parking in taxi ranks
- Consideration of public transport governance and integration, including integrated ticketing
- Concerns that active travel infrastructure may impact bus priority and bus journey times
- Important that GCC work collaboratively with neighbouring local authorities on elements presented within the GTS SDF
- Free public transport at point of use would encourage greater mode shift
- To achieve a further modal shift, bike parking facilities of a larger scale at key destinations are needed. These could be installed in collaboration with large organisations and demand managed to reflect different use patterns during the working week and on weekends

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- Expansion of the city bike share scheme should be supported, particularly increasing coverage in more deprived areas and in the peripheral parts of the city. Consideration should be given to expanding the scheme to a regional level as part of the development of an integrated sustainable transport system
- All proposals that rely on changing from the private car to more sustainable travel modes to continue a journey need to consider the proposed 20mph speed limit across the city. This may affect the estimated travel times
- Clyde Metro should support multi-modal sustainable travel
- The development of the Clyde Metro proposals need to take into account Climate Adaptation measures to encounter impacts on public transport disruption, or flooding risk

### **Road Hierarchy**

- The importance of the transport hierarchy as set out within the National Transport Strategy
- The requirement to ensure appropriate maintenance budgets are included within proposals for new active travel infrastructure
- The importance of enforcement in any bus and active travel lanes introduced
- The need for behaviour change messaging to help with network prioritisation and modal shift to sustainable modes

### **EV Charging**

- Current availability of charging infrastructure is an issue for a number of user groups
- Concerns that providing too much EV facilities may incentivise car use as opposed to public transport and active modes
- Ensure an equity of provision and that EV facilities are also introduced in deprived areas
- Ensure the requirements of Car Clubs are considered within EV provision
- Consider future proofing charging infrastructure for micro-mobility
- Consider including solar collection elements at charging hubs
- Suggest additional criteria or consideration on avoiding additional street/pavement clutter to reduce accessibility problems for people who are walking and wheeling including people who are blind or visually impaired and people who use wheelchairs
- Chosen locations for EV charging should serve communities directly in convenient and central locations, to avoid additional car driving to access them

### **Parking**

- Requirement for bus layover spaces and consideration for buses in all identified zone types

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- Important to consider drop off and layover facilities for tour and event coaches
- Recognising aspirations for City Centre to become more residential in character will require more prioritisation to be given to residents, carers and residents visitors
- While parking for visitors and shoppers is covered within the framework, it's not clear that essential service users have been given the same consideration. Stakeholders felt this should be particularly considered where there are lower levels of accessibility
- The success of any parking interventions will be reliant on levels of enforcement provided
- Concerns that parking restrictions – without appropriate alternatives – will only serve to harm the city
- Considerations require to be made for disabled drivers and those whose mobility means that they will not be able to change to alternative modes

### Bus

- Traffic congestion is a major issue for buses, bus priority is vital to attracting patronage
- Any bus corridors need to ensure bus lanes are enforced to stop parking and loading disrupting priority
- Consideration of bus governance including franchising and other elements as specified within the Transport Scotland Act 2019
- Lack of cross city connections are an issue, often difficult to travel to hospitals in the city
- Decisions are taken to “deflect” service buses/public transport during events. This means that closure of roads can often mean closure of bus routes which neither helps those using public transport for general purposes or to access the specific event
- Consider smaller ‘feeder’ shuttle services in areas with less demand for bus provision

### Park and Ride

- Appropriate services need to be in place to ensure park and ride is a success, this includes bus, rail and future metro proposals
- Ensure GCC work with neighbouring local authorities when introducing park and ride sites
- Facilities for taxis should be provided where appropriate at park and ride sites
- P&R locations should be chosen to avoid conflicts due to parking overspill into local communities
- P&R locations should consider opportunities for combined trips
- Concern that Scotstounhill park and ride proposal will increase traffic in an already congested area. Suggested that this should be located further from the city

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### Mobility Hubs

- Important to consider Mobility Hubs alongside SPT and the Regional Transport Strategy
- Facilities for taxis should be provided where appropriate at mobility hubs
- Ensure locations for mobility hubs are provided evenly throughout the city to provide for all residents fairly
- Design should be inclusive and safety built into all projects
- Suggestion of an area under the Kingston Bridge which would be a useful location for a mobility hub

### Freight Consolidation Hubs

- Concern that retail and freight operators may not wish to use freight consolidation hubs which may be perceived as an extra cost
- Freight operators may have concerns over a single operator taking ownership of a hub that all are expected to use
- Concern that a hub in Bristol was a commercial failure
- While main hubs at city boundary are essential, consider a series of last mile delivery hubs at strategic locations which can be served by cargo bikes
- Number of issues for transporting freight by rail – requirement for transporting to and from rail hubs, empty running. Rail movements require volume to be financially viable

## 6. GTS SDF Updates in Response to Consultation Feedback

6.1 The majority of issues and points noted within the consultation exercise are already included within GTS policy or are examples of accepted transport planning practice. On the occasions where points did directly relate to text in the GTS SDF e.g. around criteria, additional wording has been introduced to strengthen or make clear elements of the GTS SDF where appropriate.

6.2 A small number of structural changes have however been made to the final GTS SDF in response to consultation feedback. These notably include:

- **Bus Network** – Feedback was clear that respondents noted there are currently areas unserved or underserved by bus and these cannot be rectified with only the core arterial bus priority corridors shown within the GTS SDF. As such, an additional section has been added to the GTS SDF to illustrate gaps in the bus network from wider research and how orbital bus services could address these issues.
- **Mobility Hubs** – Respondents noted that there was the potential to provide mobility hubs in more areas than had initially been presented within the draft GTS SDF. GCC officers have therefore undertaken an exercise to consider further locations which can link with existing or planned public transport network and are either located in dense

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residential areas or at journey attraction points. Additional Mobility Hub locations have been added which can be further explored.

- **Park and Ride** – Following consultation feedback it became clear that there is a gap in the potential park and ride cordon, in particular for the north east of the city which can serve vehicles travelling in on the M8. An additional Park and Ride location to be further explored to serve the east of the city has therefore been proposed
- **Freight Distribution** - An additional freight hub has been added to the east of the city centre. This will allow for last mile delivery by sustainable modes and is consistent with proposals as set out within the City Centre Transport Plan
- **Strategic Parking and Kerbside Management Plan** – Whilst comments were received regarding placement of a number of different user types within each parking zone type, there was also concern that buses and taxis did not feature across all zones. Considering consultation feedback, GCC officers have undertaken a review exercise and have made the following changes to parking hierarchies within zones:
  - **Local Centres** – Buses have been added to tier 1, taxis have been added to tier 3 and Event Vehicles have been moved to tier 5
  - **Employment Zone** – Buses have been added to tier 1, taxis have been added to tier 3, and Tourists have been moved to tier 5
  - **Transport Zone** - Buses have been added to tier 1, taxis have been added to tier 3, Coaches to tier 4 and Tourists to tier 4
  - **Event Management Areas** - Buses have been added to tier 1, taxis have been added to tier 2 and Event Vehicles have been moved to tier 3
  - **Transitional Residential Zone** - Buses have been added to tier 4 and taxis have been added to tier 5
  - **Residential Zone** - Buses have been added to tier 4 and taxis have been added to tier 5

6.3 In addition, the GTS Strategic Environmental Assessment (SEA) Draft Environmental Report was included within the consultation and submitted to the Scottish Government's SEA Gateway, inviting comments from the statutory SEA consultation authorities.

6.4 HES provided comments on the Draft Environmental Report and had no comments and were content to agree with the findings.

6.5 NatureScot also provided comments on the Draft Environmental Report. They were satisfied that the Environmental Report identified relevant environmental issues and key trends and pleased that Table 5.2: Assessment of the Policy Framework – Findings and Recommendations, includes recommendations that recognise the value and opportunities provided by nature. The recommendations for Packages 2, 5 and 9 specifically identify ways to incorporate and strengthen references to green infrastructure, nature-based solutions, biodiversity and soil quality, which NatureScot agree with.

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- 6.6 For mitigation and enhancement, NatureScot approved that the opportunities for using nature-based solutions and environmental enhancements were considered.
- 6.7 NatureScot noted that a monitoring framework and associated targets and indicators would be provided with the Post Adoption statement and were content with this.
- 6.8 Additional consultation feedback relating to the Environmental Report and GTS was collected from the public. There were 43 responses to the question “Are there any particular environmental issues, problems or opportunities you would like to mention that you feel have not been captured within the Draft Environmental Report?”
- 6.9 Comments received from the online survey included the following. Specific responses to each point has been provided for clarity noting that specific comments which have been submitted to this SEA question can often be answered with reference to policies identified within the wider GTS.
- **Suggestion to include biodiversity and cultural heritage targets** - The SEA Environmental Report includes mitigation and enhancement measures for biodiversity and cultural heritage (as well as all other SEA topics) and the SEA Post Adoption Statement lists the monitoring regimes that are relevant to each of the SEA topics
  - **Concern the work does not consider light and noise pollution** - The GTS overall is expected to help reduce these types of pollution indirectly through reducing private vehicle traffic and encouraging modal shift. The Policy Framework also includes actions and policies specifically targeted at reducing vehicle noise, such as 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) and 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 but also by proactively addressing noise impacts in all transport and development).
  - **Concerns with idling vehicles across Glasgow** - The Policy Framework includes an action (107.D) to raise awareness about vehicle idling. The GTS objectives for modal shift away from private vehicles are also likely to help reduce the problem
  - **Concerns on the impacts of particles from vehicle tyres** - Particulate pollution from vehicle tyres is specifically referred to in the Policy Framework (page 23, 73) and policies such as Policy 107 are aimed at reducing vehicle emissions of all types to improve air quality
  - **The impact of the M8 on health and the environment** - The impacts of vehicle emissions on health and the environment are discussed generally in the Policy Framework and the SEA. The GTS includes policies to reduce these impacts and the SEA includes mitigation and

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monitoring measures that relate to these impacts

- 6.10 There were no significant issues with the method or results of the SEA and therefore no significant changes were made to the Environmental Report as a result of the public consultation feedback relating to the GTS and SEA.
- 6.11 A Post Adoption Statement will also be provided.